CITY of CLOVIS

AGENDA • CITY COUNCIL MEETING

Council Chamber, 1033 Fifth Street, Clovis, CA 93612 (559) 324-2060
www.cityofclovis.com

March 21, 2022 6:00 PM Council Chamber

In compliance with the Americans with Disabilities Act, if you need special assistance to access the City Council Chamber to participate at this meeting, please contact the City Clerk or General Services Director at (559) 324-2060 (TTY – 711). Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the Council Chamber.

The Clovis City Council meetings are open to the public at the physical address listed above. There are numerous ways to participate in the City Council meetings: you are able to attend in person; you may submit written comments as described below; you may participate by calling in by phone (see "Verbal Comments" below); and you may view the meeting which is webcast and accessed at www.cityofclovis.com/agendas.

Written Comments

- Members of the public are encouraged to submit written comments at: www.cityofclovis.com/agendas at least two (2) hours before the meeting (4:00 p.m.). You will be prompted to provide:
  - Council Meeting Date
  - Item Number
  - Name
  - Email
  - Comment
- Please submit a separate form for each item you are commenting on.

SCAN ME

- A copy of your written comment will be provided to the City Council noting the item number. If you wish to make a verbal comment, please see instructions below.
- Please be aware that any written comments received that do not specify a particular agenda item will be marked for the general public comment portion of the agenda.
- If a written comment is received after 4:00 p.m. on the day of the meeting, efforts will be made to provide the comment to the City Council during the meeting. However, staff cannot guarantee that written comments received after 4:00 p.m. will be provided to City Council during the meeting. All written comments received prior to the end of the meeting will be made part of the record of proceedings.

Verbal Comments

- If you wish to speak to the Council on an item by telephone, you should contact the City Clerk at (559) 324-2060 no later than 4:00 p.m. the day of the meeting.

- You will be asked to provide your name, phone number, and your email. You will be emailed instructions to log into Webex to participate in the meeting. Staff recommends participants log into the Webex at 5:30 p.m. the day of the meeting to perform an audio check.

- All callers will be placed on mute, and at the appropriate time for your comment your microphone will be unmuted.

- In order for everyone to be heard, please limit your comments to 5 minutes or less, or 10 minutes per topic

Webex Participation

- Reasonable efforts will be made to allow written and verbal comment from a participant communicating with the host of the virtual meeting. To do so, a participant will need to chat with the host and request to make a written or verbal comment. The host will make reasonable efforts to make written and verbal comments available to the City Council. Due to the new untested format of these meetings, the City cannot guarantee that these written and verbal comments initiated via chat will occur. Participants desiring to make a verbal comment via chat will need to ensure that they accessed the meeting with audio transmission capabilities.

CALL TO ORDER

FLAG SALUTE - Councilmember Ashbeck

ROLL CALL

PUBLIC COMMENTS - This is an opportunity for the members of the public to address the City Council on any matter within the City Council's jurisdiction that is not listed on the Agenda. In order for everyone to be heard, please limit your comments to 5 minutes or less, or 10 minutes per topic. Anyone wishing to be placed on the Agenda for a specific topic should contact the City Manager's office and submit correspondence at least 10 days before the desired date of appearance.

ORDINANCES AND RESOLUTIONS - With respect to the approval of resolutions and ordinances, the reading of the title shall be deemed a motion to waive a reading of the complete resolution or ordinance and unless there is a request by a Councilmember that the resolution or ordinance be read in full, further reading of the resolution or ordinance shall be deemed waived by unanimous consent of the Council.

CONSENT CALENDAR - Items considered routine in nature are to be placed upon the Consent Calendar. They will all be considered and voted upon in one vote as one item unless a Councilmember requests individual consideration. A Councilmember's vote in favor of the Consent Calendar is considered and recorded as a separate affirmative vote in favor of each action listed. Motions in favor of adoption of the Consent Calendar are deemed to include a motion to waive the reading of any ordinance or resolution on the Consent Calendar. For adoption of ordinances, only those that have received a unanimous vote upon introduction are considered Consent items.

1. Administration - Approval - Minutes from the March 14, 2022, Council Meeting.
2. Planning and Development Services - Approval – Res. 22-___, Final Map Tract 6023, located in the southeast area of Ashlan Avenue and Highland Avenue (Lennar Homes of California, LLC (Lennar Homes)).
3. Planning and Development Services - Approval – Res. 22-___, Annexation of Proposed Tract 6023, located in the southeast area of Ashlan Avenue and Highland Avenue to the Landscape Maintenance District No. 1 of the City of Clovis (Lennar Homes of California, LLC (Lennar Homes)).
4. Planning and Development Services – Approval – Final Acceptance for Final Map for Tract 6260, located at the northeast corner of Shaw Avenue and Locan Avenue (DYP 6260 LP, DeYoung Properties).
5. Public Utilities – Approval – Preliminary Engineer's Report; and Approval – Res. 22-___, A Resolution Declaring the City's Intention to Levy and Collect the Annual Assessments for Landscape Maintenance District No. 1.
6. Public Utilities – Approval – Waive Formal Bidding Requirements and Award a Contract to Carbon Activated to Purchase and Replace Granular Activated Carbon (GAC) at Well 28.

PUBLIC HEARINGS - A public hearing is an open consideration within a regular or special meeting of the City Council, for which special notice has been given and may be required. When a public hearing is continued, noticing of the adjourned item is required as per Government Code 54955.1.

7. Consider Approval – Res. 22-___, A Resolution of the City of Clovis Adopting the City of Clovis Local Road Safety Plan.

   Staff: Ryan Burnett, Engineering Program Supervisor
   Recommendation: Approve

ADMINISTRATIVE ITEMS - Administrative Items are matters on the regular City Council Agenda other than Public Hearings.

8. Receive and File – Update on Landmark Square.

   Staff: Renee Mathis, Director of Planning and Development Services
   Recommendation: Receive and File

9. Consider Approval - Res. 22-___, A Resolution of the City Council for the City of Clovis Confirming Assessment for Costs for Abatement of Nuisance, 30 West Shaw Avenue, Clovis, CA 93612, APN No.: 499-230-82.

   Staff: Andrew Haussler, Assistant City Manager
   Recommendation: Approve

10. Consider Approval – Res. 22-___, A Resolution accepting and authorizing the submission of the 2021 General Plan Annual Progress Report, including the 2021 Housing Element Annual Progress Report to the Governor's Office of Planning and Research and the California Department of Housing and Community Development.

    Staff: Dave Merchen, City Planner / Lily Cha, Associate Planner
    Recommendation: Approve

11. Consider Approval – Res. 22-__, A Resolution approving the annual review and update to the Regional Housing Needs (RHN) Overlay District map of parcels and associated list reflecting those parcels that qualify for development as a RHN Overlay project.

Staff: Dave Merchen, City Planner
Recommendation: Approve

CITY MANAGER COMMENTS

COUNCIL COMMENTS

CLOSED SESSION - A "closed door" (not public) City Council meeting, allowed by State law, for consideration of pending legal matters and certain matters related to personnel and real estate transactions.

12. Government Code Section 54957.6
CONFERENCE WITH LABOR NEGOTIATORS
Agency Designated Representatives: John Holt, Andrew Haussler, Jeffrey Blanks, Shonna Halterman, Lori Shively, Scott Cross
Employee Organization: Clovis Police Officers Association, Clovis Firefighters Association, Clovis Employees Association, Clovis Public Works Employees Association, Clovis Public Safety Employees Association, Clovis Professional and Technical Employees Association, Clovis Transit Employees Bargaining Unit, Clovis Technical and Financial Professionals Association Unrepresented Employee: Management Employees

13. Government Code Section 54956.9(d)(2)
CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION
Significant Exposure to Litigation
One potential case

14. Government Code Section 54956.8
CONFERENCE WITH REAL PROPERTY NEGOTIATORS
Property: 765 Third Street, Clovis, CA 93612
Agency Negotiators: John Holt, Renee Mathis, Mike Harrison, Scott Cross
Negotiating Party: County of Fresno
Under Negotiation: Terms of sale/exchange

ADJOURNMENT

MEETINGS AND KEY ISSUES

Regular City Council Meetings are held at 6:00 P.M. in the Council Chamber. The following are future meeting dates:

April 4, 2022 (Mon.) (Joint Meeting with Planning Commission)
April 11, 2022 (Mon.)
April 18, 2022 (Mon.)
May 2, 2022 (Mon.)
May 9, 2022 (Mon.)
May 16, 2022 (Mon.)

CLOVIS CITY COUNCIL MEETING

March 14, 2022 **6:00 P.M.** **Council Chamber**

Meeting called to order by Mayor Flores at 6:02
Flag Salute led by Councilmember Whalen

Roll Call: Present: Councilmembers Bessinger, Mouanoutoua, Whalen
Mayor Flores
Absent: Councilmember Ashbeck

PUBLIC COMMENTS – 6:04

None.

CONSENT CALENDAR – 6:05

Motion by Councilmember Whalen, seconded by Councilmember Bessinger, that the items on the Consent Calendar be approved, including the waiver of the reading of the ordinance. Motion carried 4-0-1 with Councilmember Ashbeck absent.

1. Administration - Approved - Minutes from the March 7, 2022, Council Meeting.
2. Administration - Adopted - **Ord. 22-01**, An Ordinance of the City of Clovis Adding Chapter 6.3.2 of the City Municipal Code Regarding Organic Waste Disposal Reduction. (Vote: 5-0).
3. General Services – Approved – **Res. 22-20**, Amending the City's FY 21-22 Position Allocation Plan by adding one (1) Staff Analyst position and deleting one (1) Management Analyst position within the Planning and Development Services Department.
4. Planning and Development Services – Approved – Bid Award for CIP 17-28, Sunnyside Avenue Bike Lane; and Authorize the City Manager to execute the contract on behalf of the City.
5. Public Utilities – Approved – Award the Engineering Consulting Services Contract for a Feasibility Study Exploring Alternative Solutions for Compliance with Rule 4311 (Flares) at the Clovis Landfill, and for Completing and Submitting the Authority to Construct (ATC) Application to the San Joaquin Valley Air Pollution Control District (SJVAPCD); and Authorize the City Manager to Execute the Contract on Behalf of the City.

ADMINISTRATIVE ITEMS – 6:07

6:07 – ITEM 6 - APPROVED WITH MODIFICATIONS – **RES. 22-21**, A RESOLUTION TERMINATING THE DECLARED LOCAL EMERGENCY AND REPEALING RESOLUTION 20-20, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS PROCLAIMING THE EXISTENCE OR THREATENED EXISTENCE OF A LOCAL EMERGENCY (COVID-19), THEREBY REPEALING ALL EMERGENCY ORDERS IN THE CITIY OF CLOVIS, INCLUDING WITHOUT LIMITATION EMERGENCY ORDERS 2020-03, 2020-06, 2020-08, 2020-08A, 2020-13, 2020-16, 2021-01, AND 2021-02.

Motion for approval by Councilmember Whalen, seconded by Councilmember Mouanoutoua. Motion carried 4-0-1 with Councilmember Ashbeck absent.

CITY MANAGER COMMENTS – 6:15

COUNCIL COMMENTS – 6:16

CLOSED SESSION – 6:24

Councilmember Ashbeck joined via Microsoft Teams at 6:24 p.m.

ITEM 7 - GOVERNMENT CODE SECTION 54957.6 CONFERENCE WITH LABOR NEGOTIATORS AGENCY DESIGNATED REPRESENTATIVES: JOHN HOLT, ANDREW HAUSSLER, JEFFREY BLANKS, SHONNA HALTERMAN, LORI SHIVELY, SCOTT CROSS EMPLOYEE ORGANIZATION: CLOVIS POLICE OFFICERS ASSOCIATION, CLOVIS FIREFIGHTERS ASSOCIATION, CLOVIS EMPLOYEES ASSOCIATION, CLOVIS PUBLIC WORKS EMPLOYEES ASSOCIATION, CLOVIS PUBLIC SAFETY EMPLOYEES ASSOCIATION, CLOVIS PROFESSIONAL AND TECHNICAL EMPLOYEES ASSOCIATION, CLOVIS TRANSIT EMPLOYEES BARGAINING UNIT, CLOVIS TECHNICAL AND FINANCIAL PROFESSIONALS ASSOCIATION UNREPRESENTED EMPLOYEE: MANAGEMENT EMPLOYEES

ITEM 8 - GOVERNMENT CODE SECTION 54956.8 CONFERENCE WITH REAL PROPERTY NEGOTIATORS PROPERTY: 765 THIRD STREET, CLOVIS, CA 93612 AGENCY NEGOTIATORS: JOHN HOLT, RENEE MATHIS, MIKE HARRISON, SCOTT CROSS NEGOTIATING PARTY: COUNTY OF FRESNO UNDER NEGOTIATION: TERMS OF SALE/EXCHANGE

Mayor Flores adjourned the meeting of the Council to March 21, 2022

Meeting adjourned: 8:04 p.m.

_____ Mayor

_____ City Clerk

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO:	Mayor and City Council
FROM:	Planning and Development Services
DATE:	March 21, 2022
SUBJECT:	Planning and Development Services - Approval – Res. 22-___, Final Map Tract 6023, located in the southeast area of Ashlan Avenue and Highland Avenue (Lennar Homes of California, LLC (Lennar Homes)).
ATTACHMENTS:	1. Res. 22-___ 2. Vicinity Map 3. Copy of Final Map

CONFLICT OF INTEREST
None.

RECOMMENDATION
For the City Council to approve Res. 22-___, which will:

1. Accept the offer of dedication of parcels and public utility easements within Tract 6023, and

2. Authorize the recording of the final map.

EXECUTIVE SUMMARY
The owner, Lennar Homes of California, LLC (Lennar Homes), acting as the subdivider, has submitted a final map. The improvement plans are being processed by City staff. The improvements to be installed include curb, gutter, sidewalk, streetlights, fire hydrants, street paving, sanitary sewer, water mains, and landscaping. The subject tract is located at the southeast area of Ashlan Avenue and Highland Avenue. It contains approximately 43.06 acres and consists of 270 residential units, zoned R-1-PRD.

FISCAL IMPACT
The subdivider will be installing curb, gutter, sidewalk, fire hydrants, street paving, sanitary sewer, water mains, and landscaping, which will be perpetually maintained by the City of Clovis. Streetlights will be installed, in which the City will pay for the power and PG&E will provide the maintenance.

REASON FOR RECOMMENDATION
The subdivision agreement has been executed by the subdivider and all development fees paid or deferred in accordance with the Municipal Code. The agreement provides for the developer to complete a technically correct map and improvement plans, and to complete all the required improvements in compliance with the conditions of approval. The improvements are adequately secured.

ACTIONS FOLLOWING APPROVAL
The final map will be filed with the Fresno County Recorder's office for recording.

Prepared by: Tiffany Ljuba-Silguero, Engineer I

Reviewed by: City Manager _AH__

RESOLUTION 22-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING FINAL SUBDIVISION MAP FOR TRACT NO. 6023

WHEREAS, a final map has been presented to the City Council of the City of Clovis for Tract 6023, by The City of Clovis, a Municipal Corporation; and

WHEREAS, said final tract conforms to the requirements of Chapter 2, Part 2, of Division 4 of the Business and Professions Code and to local ordinances.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Clovis as follows:

1. The final map of Tract 6023, consisting of five (5) sheets, a copy of which is on file with the City Clerk, be and the same is hereby approved.

2. The subdivision improvement plans for said tract have been approved by City Staff.

3. The preliminary Engineer's Cost Estimate of development cost of said tract, a copy of which is on file with the City Clerk, be and the same is hereby approved and adopted as the estimated cost of improvements for said subdivision in the sum of $9,182,229.00.

4. The offer and dedication for public use of the parcels and easements specified on said map are accepted by the City of Clovis and the City Clerk is authorized and directed to execute said subdivision map.

5. This Council finds that the proposed subdivision, together with the provisions for its design and improvement, are consistent with applicable general and specific plans of the City of Clovis.

6. Improvement Security, as provided hereunder and in said Subdivision Agreement, is fixed at one hundred percent (100%) of the remaining improvements to be constructed or the sum of $9,182,000.00 for guaranteeing specific performance of said agreement and fifty percent (50%) of the remaining improvements or the sum of $4,591,000.00 for payment of labor and materials furnished by contractors, subcontractors, labormen and materialmen in connection with the improvements required to be made or constructed by said subdivider in conformity with said subdivision map or said agreement.

ATTACHMENT 1

7. Subdivider shall furnish a bond in the sum of $933,500.00 being the amount determined by the City Council of the City as necessary for the guarantee and warranty of the work for a period of one year following the completion and acceptance of the tract against any defective work or labor done, or defective materials furnished. Said bond is required to be furnished prior to acceptance of the tract by the City Council.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 21, 2022, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

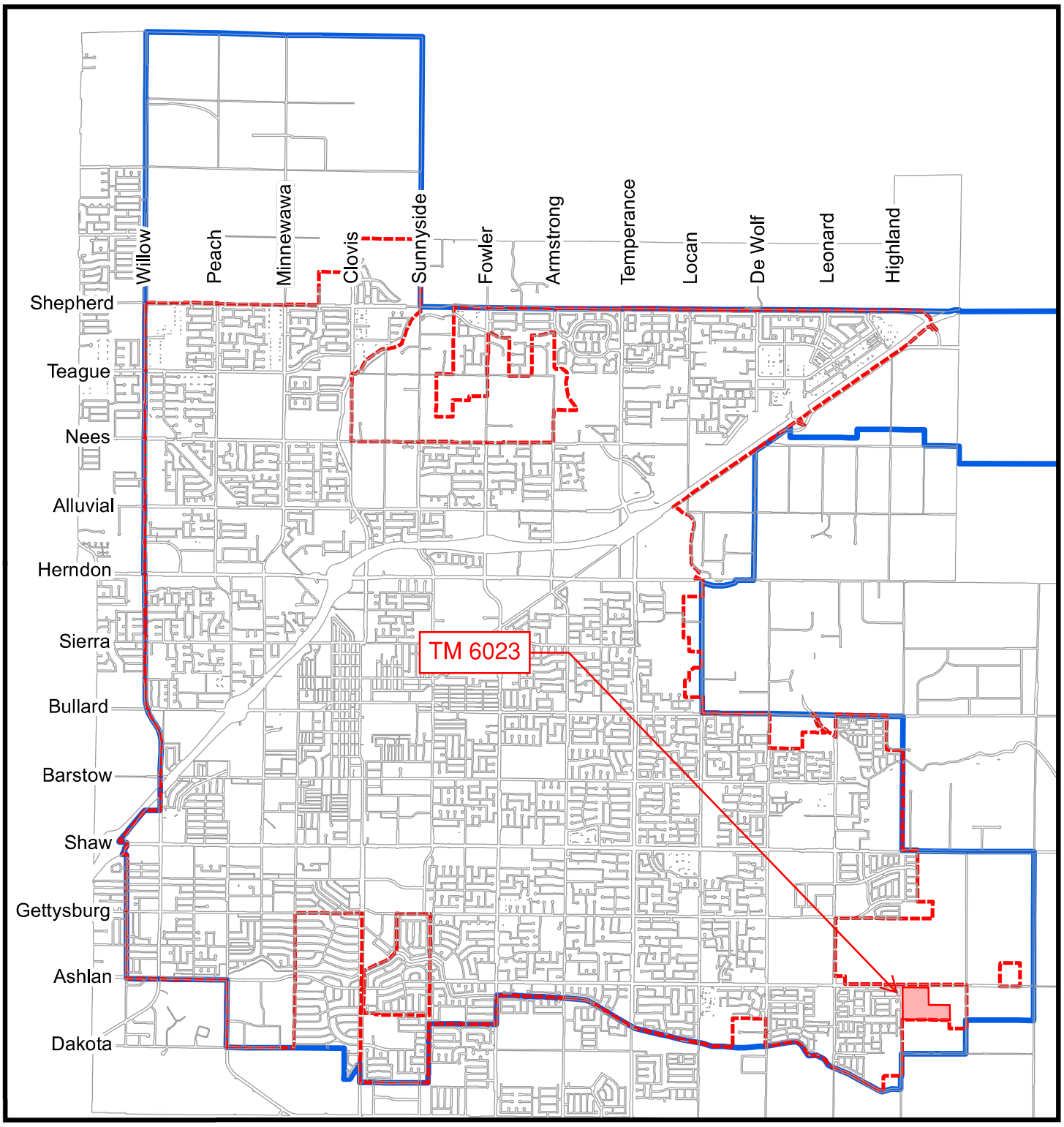
DATED:

_____ _____

Mayor City Clerk

VICINITY MAP

TM 6023 (Lennar Homes of California, LLC)



Attachment 2

N
W E
S

CITY LIMITS SPHERE OF INFLUENCE

March 7, 2022

Tiffany Ljuba-Silguero

SUBDIVISION MAP OF

TRACT NO. 6023

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA,
SURVEYED AND PLATTED IN DECEMBER, 2020 BY HARBOUR & ASSOCIATES
CONSISTING OF 5 SHEETS
SHEET 1 OF 5

OWNER'S STATEMENT

THE UNDERSIGNED, BEING ALL PARTIES HAVING ANY RECORD TITLE INTEREST IN THE LAND WITHIN THIS SUBDIVISION, HEREBY CONSENT TO THE PREPARATION AND RECORDATION OF THIS MAP AND OFFER FOR DEDICATION FOR PUBLIC USE THE PARCELS AND EASEMENTS SPECIFIED ON SAID MAP AS INTENDED FOR PUBLIC USE FOR THE PURPOSES SPECIFIED THEREIN.

LENNAR HOMES OF CALIFORNIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____
MIKE MILLER, VICE PRESIDENT

FRESNO IRRIGATION DISTRICT, AS EASEMENT HOLDER

BY: _____ BY: _____
RYAN JACOBSEN, PRESIDENT BILL STRETCH, SECRETARY

NOTARY ACKNOWLEDGEMENTS

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____)

ON _____ , 202_, BEFORE ME _____ , NOTARY PUBLIC, PERSONALLY APPEARED MIKE MILLER , WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT, WITNESS MY HAND.

NAME _____ SIGNATURE _____

MY COMMISSION EXPIRES _____ COUNTY OF _____

COMMISSION NUMBER _____

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA)
COUNTY OF _____)

ON _____ , 202_, BEFORE ME _____ , NOTARY PUBLIC, PERSONALLY APPEARED RYAN JACOBSEN , WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT, WITNESS MY HAND.

NAME _____ SIGNATURE _____

MY COMMISSION EXPIRES _____ COUNTY OF _____

COMMISSION NUMBER _____

LEGAL DESCRIPTION

PARCEL A AS SHOWN ON PARCEL MAP NO. 2020-004 RECORDED ON AUGUST 25, 2020 IN BOOK 76 OF PARCEL MAPS, AT PAGE 13 - 14, RECORDS OF FRESNO COUNTY.

THIS LAND IS SUBJECT TO THE FOLLOWING:

1. THE HEREIN DESCRIBED PROPERTY LIES WITHIN THE BOUNDARIES OF THE FRESNO METROPOLITAN FLOOD CONTROL DISTRICT AND MAY BE SUBJECT TO ASSESSMENT FOR DRAINAGE FEES AND/OR REQUIREMENTS TO CONSTRUCT PLANNED LOCAL DRAINAGE FACILITIES DISCLOSED BY FMFCD RESOLUTION NO. 1816 RECORDED JULY 31, 1955 AS RECORDING NO. 95092128, OF OFFICIAL RECORDS.
2. THE HEREIN DESCRIBED PROPERTY LIES WITHIN THE BOUNDARIES OF COMMUNITY FACILITIES DISTRICT NO. 2004-1 FOR POLICE AND FIRE SERVICE DISCLOSED BY ANNEXATION MAP NO. 40 RECORDED JULY 10, 2015 IN BOOK 44 OF ASSESSMENT MAPS OF OFFICIAL RECORDS, PAGE 38.
AMENDED NOTICE OF SPECIAL TAX LIEN, CITY OF CLOVIS COMMUNITY FACILITIES DISTRICT NO. 2004-1, ANNEXATION NO. 40, RECORDED JULY 10, 2015, IN OFFICIAL RECORDS UNDER RECORDERS SERIAL NUMBER 2015-0088577.
3. THE HEREIN DESCRIBED PROPERTY IS SUBJECT TO MATTERS AS CONTAINED OR REFERRED TO IN AN INSTRUMENT ENTITLED RIGHT TO FARM NOTICE EXECUTED BY WILOLI, LP, A CALIFORNIA LIMITED PARTNERSHIP RECORDED JULY 18, 2013 IN OFFICIAL RECORDS UNDER RECORDERS SERIAL NUMBER 2013-0100709.
4. AN EASEMENT AND RIGHT-OF-WAY FOR DITCH AND INCIDENTAL PURPOSES, IN FAVOR OF FRESNO IRRIGATION DISTRICT, RECORDED 1-13-41, IN BOOK 1894 ,PAGE 136, AS SERIAL NO. 1375, OFFICIAL RECORDS OF FRESNO COUNTY.
5. AN EASEMENT IN FAVOR OF FRESNO IRRIGATION DISTRICT FOR PERPETUAL AND EXCLUSIVE RIGHT AND EASEMENT TO CONSTRUCT, INSTALL, OPERATE, MAINTAIN, REPAIR AND RECONSTRUCT A PIPELINE AND INCIDENTAL PURPOSES, RECORDED 1-13-66 IN BOOK 5263, PAGE 494 AS SERIAL NO. 3411, OFFICIAL RECORDS OF FRESNO COUNTY.
6. A PORTION OF THIS SITE LIES WITHIN FLOOD ZONE "A", AS SHOWN ON FEMA MAP 06019C1595H, EFFECTIVE 2/18/2009.

PROFESSIONAL LAND SURVEYOR
AARON D. SPRAY
P.L.S. 9484
STATE OF CALIFORNIA

SURVEYOR'S STATEMENT

THE SURVEY FOR THIS MAP WAS MADE BY ME OR UNDER MY DIRECTION AND IS TRUE AND COMPLETE AS SHOWN.

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF LENNAR HOMES OF CALIFORNIA, LLC, ON FEBRUARY 3, 2022. I HEREBY STATE THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED, OR THAT THEY WILL BE SET IN THOSE POSITIONS ON OR BEFORE ONE YEAR AFTER THE DATE THIS MAP IS RECORDED, OR ANY TIME EXTENSION APPROVED BY THE CITY ENGINEER. THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

_____ _____
AARON D. SPRAY, PLS 9484 DATE

LICENSED LAND SURVEYOR
MICHAEL J. HARRISON
LS 8088
STATE OF CALIFORNIA

CITY ENGINEER'S STATEMENT

I, MICHAEL J. HARRISON, CITY ENGINEER OF THE CITY OF CLOVIS, HEREBY STATE THAT I HAVE EXAMINED THIS MAP, THAT THE SUBDIVISION SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP, AND ANY APPROVED ALTERATIONS THEREOF, THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND OF ANY LOCAL ORDINANCES APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP HAVE BEEN COMPLIED WITH, AND THAT I AM SATISFIED THAT THE MAP IS TECHNICALLY CORRECT.

_____ _____
MICHAEL J. HARRISON, P.L.S. 8088 DATE
CITY ENGINEER

CITY CLERK'S STATEMENT

I, KAREY CHA, HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF CLOVIS, BY RESOLUTION ADOPTED _____, APPROVED THE WITHIN MAP AND ACCEPTED, SUBJECT TO IMPROVEMENT, ON BEHALF OF THE PUBLIC, ANY REAL PROPERTY AND EASEMENTS OFFERED FOR DEDICATION FOR PUBLIC USE IN CONFORMITY WITH THE TERMS OF THE OFFER OF DEDICATION.

DATED _____ _____
KAREY CHA, CITY CLERK

RECORDER'S CERTIFICATE

DOCUMENT NO. _____ FEE PAID $ _____

FILED THIS ___ DAY OF _____, 20___, AT _____ __M. IN VOLUME ___ OF PLATS, AT PAGE(S) _____, FRESNO COUNTY RECORDS, AT THE REQUEST OF LENNAR TITLE.

PAUL A. DICTOS, CPA
FRESNO COUNTY ASSESSOR–RECORDER

BY: _____
DEPUTY

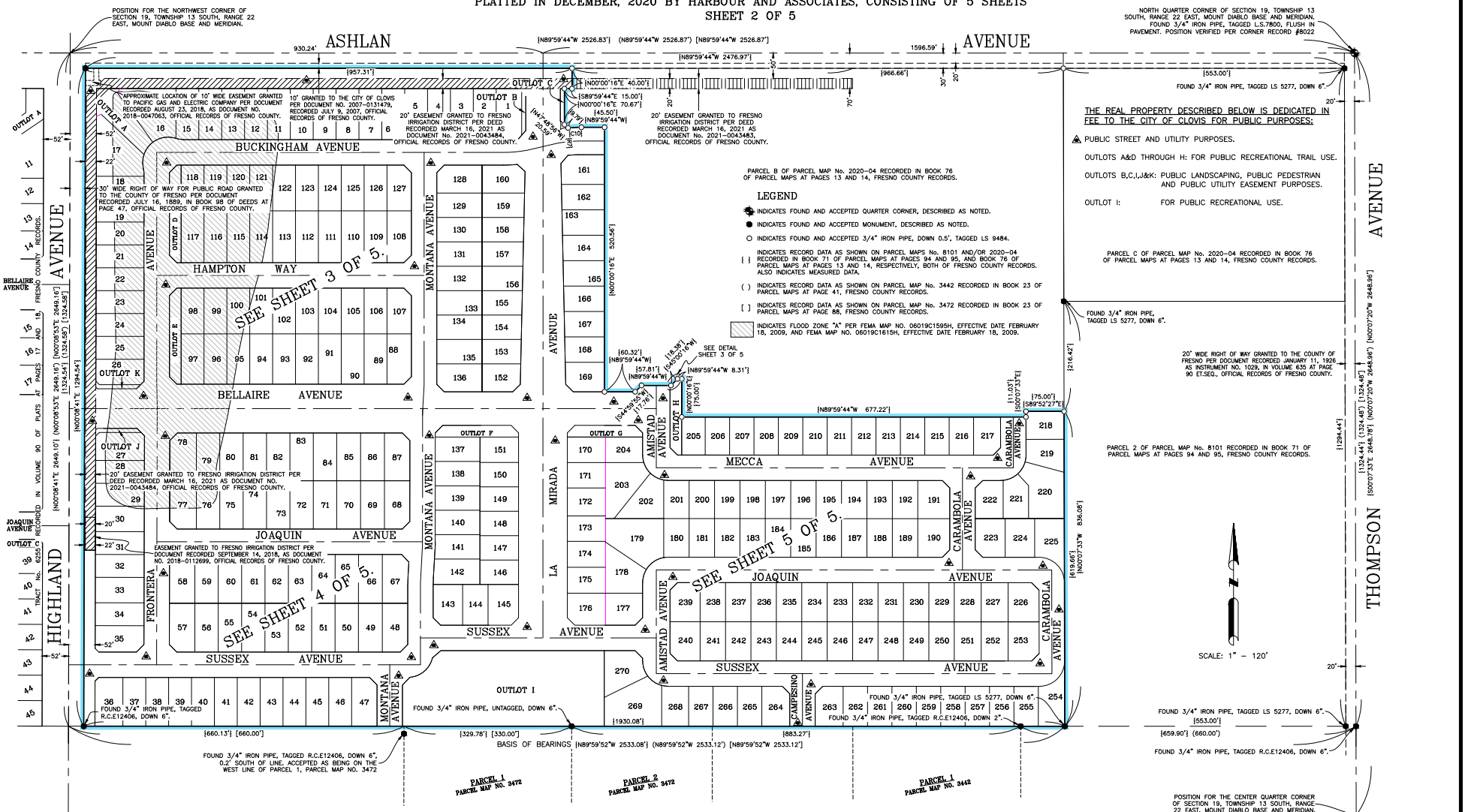
Harbour & Associates
Civil Engineers
389 Clovis Avenue, Suite 300 • Clovis, California 93612
(559) 325-7676 · Fax (559) 325 - 7699

W.O. #13-032

Attachment 3

TRACT NO. 6023

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA SURVEYED AND PLATTED IN DECEMBER, 2020 BY HARBOUR AND ASSOCIATES, CONSISTING OF 5 SHEETS
SHEET 2 OF 5



THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED IN FEE TO THE CITY OF CLOVIS FOR PUBLIC PURPOSES:

PUBLIC STREET AND UTILITY PURPOSES.

OUTLOTS A&D THROUGH H: FOR PUBLIC RECREATIONAL TRAIL USE.

OUTLOTS B,C,I,J&K: PUBLIC LANDSCAPING, PUBLIC PEDESTRIAN AND PUBLIC UTILITY EASEMENT PURPOSES.

OUTLOT I: FOR PUBLIC RECREATIONAL USE.

LEGEND

- INDICATES FOUND AND ACCEPTED QUARTER CORNER, DESCRIBED AS NOTED.
- INDICATES FOUND AND ACCEPTED MONUMENT, DESCRIBED AS NOTED.
- INDICATES FOUND AND ACCEPTED 3/4" IRON PIPE, DOWN 0.5', TAGGED LS 9484.
- { } INDICATES RECORD DATA AS SHOWN ON PARCEL MAPS No. 8101 AND/OR 2020-04 RECORDED IN BOOK 71 OF PARCEL MAPS AT PAGES 94 AND 95, AND BOOK 76 OF PARCEL MAPS AT PAGES 13 AND 14, RESPECTIVELY, BOTH OF FRESNO COUNTY RECORDS. ALSO INDICATES MEASURED DATA.
- ( ) INDICATES RECORD DATA AS SHOWN ON PARCEL MAP No. 3442 RECORDED IN BOOK 23 OF PARCEL MAPS AT PAGE 41, FRESNO COUNTY RECORDS.
- [ ] INDICATES RECORD DATA AS SHOWN ON PARCEL MAP No. 3472 RECORDED IN BOOK 23 OF PARCEL MAPS AT PAGE 88, FRESNO COUNTY RECORDS.
- INDICATES FLOOD ZONE "A" PER FEMA MAP NO. 06019C1595H, EFFECTIVE DATE FEBRUARY 18, 2009, AND FEMA MAP NO. 06019C1615H, EFFECTIVE DATE FEBRUARY 18, 2009.

BASIS OF BEARINGS

THE SOUTH LINE OF THE NORTH HALF OF THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 13 SOUTH, RANGE 22 EAST, MOUNT DIABLO BASE AND MERIDIAN, WAS TAKEN TO BE NORTH 89°59'52" WEST AS SHOWN ON PARCEL MAP NO. 3472 RECORDED IN BOOK 23 OF PARCEL MAPS AT PAGE 88, FRESNO COUNTY RECORDS.

NOTE

DISTANCES NOT MONUMENTED ARE CALCULATED.

POSITION FOR THE WEST QUARTER CORNER OF SECTION 19, TOWNSHIP 13 SOUTH, RANGE 22 EAST, MOUNT DIABLO BASE AND MERIDIAN.

POSITION FOR THE CENTER QUARTER CORNER OF SECTION 19, TOWNSHIP 13 SOUTH, RANGE 22 EAST, MOUNT DIABLO BASE AND MERIDIAN.

SEE SHEET 5 OF 5 FOR ALL CURVE AND RADIAL DATA TABLES.

13-011/6023
H&A Ashlan/Highland

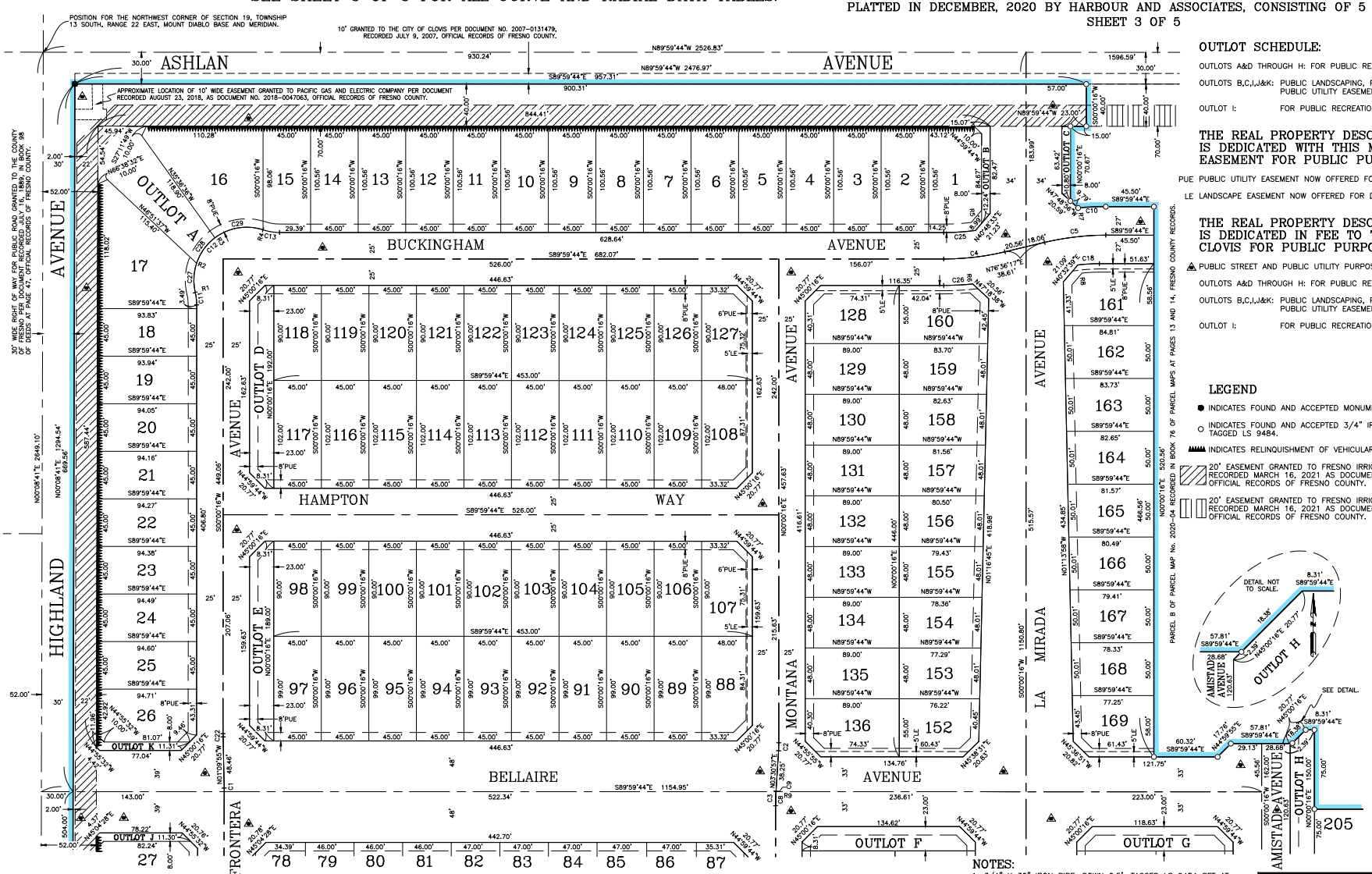
Harbour & Associates
Civil Engineers
389 CLOVIS AVENUE # 300 ◆ Clovis, California 93612
(559) 325 - 7676 ◆ Fax (559) 325 - 7699 ◆ e - mail ◆ ha_ca@msn.com

AGENDA ITEM NO. 2.

SEE SHEET 2 OF 5 FOR OVERALL BOUNDARY AND FOUND MONUMENT DESCRIPTIONS.
SEE SHEET 5 OF 5 FOR ALL CURVE AND RADIAL DATA TABLES.

TRACT NO. 6023

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA SURVEYED AND PLATTED IN DECEMBER, 2020 BY HARBOUR AND ASSOCIATES, CONSISTING OF 5 SHEETS
SHEET 3 OF 5



SEE SHEET 4 OF 5.

0' 60' 120' 180'

SCALE: 1" = 60'

OUTLOT SCHEDULE:

OUTLOTS A&D THROUGH H: FOR PUBLIC RECREATIONAL TRAIL USE.

OUTLOTS B,C,I,J&K: PUBLIC LANDSCAPING, PUBLIC PEDESTRIAN AND PUBLIC UTILITY EASEMENT PURPOSES.

OUTLOT I: FOR PUBLIC RECREATIONAL USE.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED WITH THIS MAP AS AN EASEMENT FOR PUBLIC PURPOSES:

PUE PUBLIC UTILITY EASEMENT NOW OFFERED FOR DEDICATION.

LE LANDSCAPE EASEMENT NOW OFFERED FOR DEDICATION.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED IN FEE TO THE CITY OF CLOVIS FOR PUBLIC PURPOSES:

PUBLIC STREET AND PUBLIC UTILITY PURPOSES.

OUTLOTS A&D THROUGH H: FOR PUBLIC RECREATIONAL TRAIL USE.

OUTLOTS B,C,I,J&K: PUBLIC LANDSCAPING, PUBLIC PEDESTRIAN AND PUBLIC UTILITY EASEMENT PURPOSES.

OUTLOT I: FOR PUBLIC RECREATIONAL USE.

LEGEND

- ● INDICATES FOUND AND ACCEPTED MONUMENT, DESCRIBED AS NOTED.
- ○ INDICATES FOUND AND ACCEPTED 3/4" IRON PIPE, DOWN 0.5', TAGGED LS 9484.
- INDICATES RELINQUISHMENT OF VEHICULAR ACCESS RIGHTS.
- 20' EASEMENT GRANTED TO FRESNO IRRIGATION DISTRICT PER DEED RECORDED MARCH 16, 2021 AS DOCUMENT NO. 2021-0043484, OFFICIAL RECORDS OF FRESNO COUNTY.
- 20' EASEMENT GRANTED TO FRESNO IRRIGATION DISTRICT PER DEED RECORDED MARCH 16, 2021 AS DOCUMENT NO. 2021-0043483, OFFICIAL RECORDS OF FRESNO COUNTY.

NOTES:

1. 3/4" X 30" IRON PIPE, DOWN 0.5', TAGGED LS 9484 SET AT ALL LOT CORNERS, BLOCK CORNERS AND BEGINNING AND ENDING OF ALL CURVES, OR WILL BE SET WITHIN ONE YEAR OR ANY APPROVED EXTENSION THEREOF.
2. DISTANCES NOT MONUMENTED ARE CALCULATED.

13-011/6023
H&A Ashlan/Highland

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TRACT NO. 6023

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA SURVEYED AND PLATTED IN DECEMBER, 2020 BY HARBOUR AND ASSOCIATES, CONSISTING OF 5 SHEETS
SHEET 4 OF 5

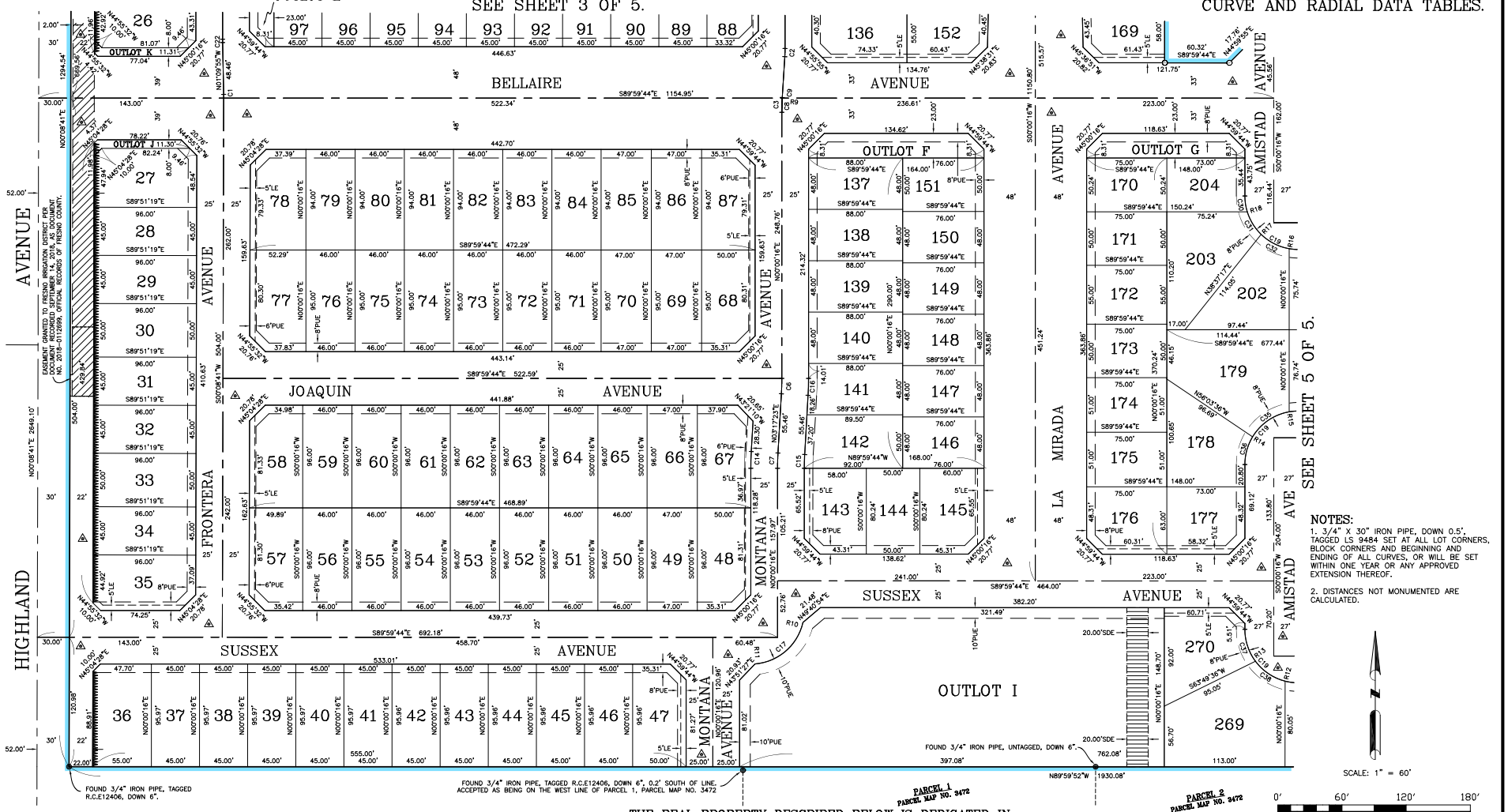
SEE SHEET 2 OF 5 FOR OVERALL BOUNDARY AND FOUND MONUMENT DESCRIPTIONS.
SEE SHEET 5 OF 5 FOR ALL CURVE AND RADIAL DATA TABLES.

LEGEND

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- 20' EASEMENT GRANTED TO FRESNO IRRIGATION DISTRICT PER DEED RECORDED MARCH 16, 2021 AS DOCUMENT NO. 2021-0043484, OFFICIAL RECORDS OF FRESNO COUNTY.

LEGEND

- SDE STORM DRAIN EASEMENT TO BE DEDICATED TO FRESNO METROPOLITAN FLOOD CONTROL DISTRICT.
- 20 FOOT WIDE STORM DRAIN EASEMENT RECORDED AS DOCUMENT NO. 2022-_____, OFFICIAL RECORDS OF FRESNO COUNTY.



NOTES:

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OUTLOT I: FOR PUBLIC RECREATIONAL USE.

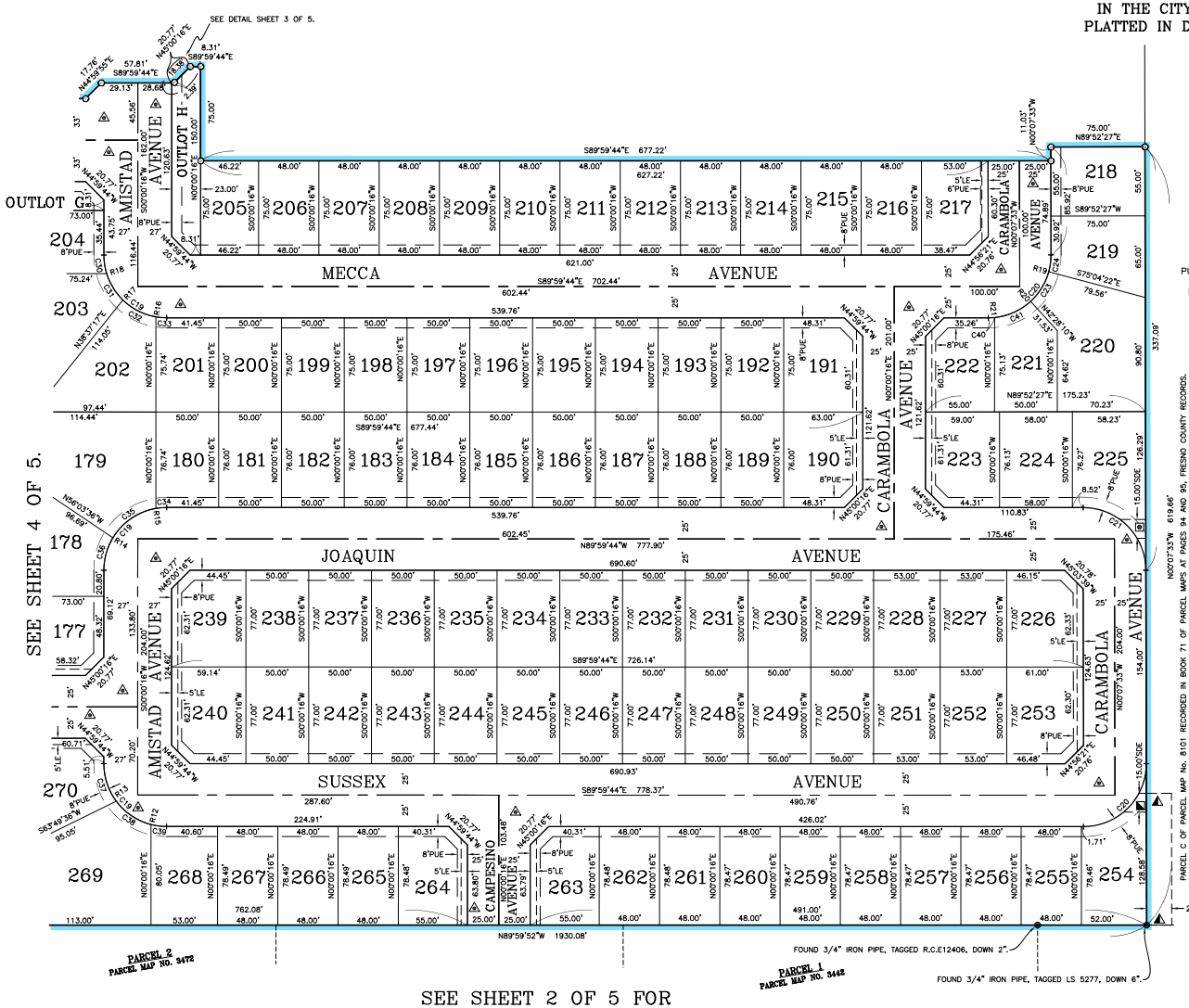
13-011/9003
H&A Ashley/Highland

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TRACT NO. 6023

IN THE CITY OF CLOVIS, COUNTY OF FRESNO, STATE OF CALIFORNIA SURVEYED AND PLATTED IN DECEMBER, 2020 BY HARBOUR AND ASSOCIATES, CONSISTING OF 5 SHEETS

SHEET 5 OF 5



SEE SHEET 2 OF 5 FOR OVERALL BOUNDARY AND FOUND MONUMENT DESCRIPTIONS.

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OUTLOT I: FOR PUBLIC RECREATIONAL USE.

CURVE DATA:

CURVE NUMBER	RADIUS	DELTA	ARC LENGTH	CHORD LENGTH
C1	150.00'	1°18'36"	3.43'	3.43'
C2	125.00'	3°30'41"	7.66'	7.66'
C3	225.00'	3°30'41"	13.79'	13.79'
C4	250.00'	13°23'59"	58.47'	58.33'
C5	250.00'	13°23'59"	58.47'	58.33'
C6	250.00'	3°17'07"	14.33'	14.33'
C7	250.00'	3°17'07"	14.33'	14.33'
C8	225.00'	3°22'31"	13.26'	13.25'
C9	225.00'	0°08'10"	0.53'	0.53'
[C10]	[277.00']	[5°26'10"]	[26.28']	[26.27']
C11	50.00'	13°35'57"	11.87'	11.84'
C12	50.00'	121°47'39"	106.29'	87.37'
C13	50.00'	18°11'42"	15.88'	15.81'
C14	275.00'	3°17'07"	15.77'	15.77'
C15	225.00'	3°17'07"	12.90'	12.90'
C16	275.00'	3°17'07"	15.77'	15.77'
C17	50.00'	72°30'53"	63.28'	59.14'
C18	171.00'	6°50'16"	20.41'	20.40'
C19	50.00'	90°00'00"	78.54'	70.71'
C20	50.00'	90°07'49"	78.65'	70.79'
C21	50.00'	89°52'11"	78.43'	70.63'
C22	150.00'	1°10'11"	3.06'	3.06'
C23	50.00'	32°05'21"	28.00'	27.64'
C24	50.00'	15°34'02"	13.58'	13.54'
C25	225.00'	7°40'42"	30.15'	30.13'
C26	275.00'	5°44'18"	27.54'	27.53'
C27	50.00'	32°21'47"	28.24'	27.87'
C28	50.00'	34°22'32"	30.00'	29.55'
C29	50.00'	55°03'20"	48.05'	46.22'
C30	50.00'	17°13'03"	15.02'	14.97'
C31	50.00'	28°38'52"	25.00'	24.74'
C32	50.00'	34°16'59"	29.92'	29.47'
C33	50.00'	9°51'06"	8.60'	8.59'
C34	50.00'	9°51'06"	8.60'	8.59'
C35	50.00'	48°58'46"	42.74'	41.45'
C36	50.00'	31°10'08"	27.20'	26.87'
C37	50.00'	36°40'53"	32.01'	31.47'
C38	50.00'	38°57'40"	34.00'	33.35'
C39	50.00'	14°21'27"	12.53'	12.50'
C40	50.00'	5°48'16"	5.07'	5.06'
C41	50.00'	36°40'10"	32.00'	31.46'

LEGEND

- ● INDICATES FOUND AND ACCEPTED MONUMENT, DESCRIBED AS NOTED.
- ○ INDICATES FOUND AND ACCEPTED 3/4" IRON PIPE, DOWN 0.5', TAGGED LS 9484.
- INDICATES RELINQUISHMENT OF VEHICULAR ACCESS RIGHTS.
- SDE STORM DRAIN EASEMENT TO BE DEDICATED TO FRESNO METROPOLITAN FLOOD CONTROL DISTRICT.
- 15 FOOT WIDE STORM DRAIN EASEMENT RECORDED AS DOCUMENT NO. 2022-_____, OFFICIAL RECORDS OF FRESNO COUNTY.
- 15 FOOT WIDE STORM DRAIN EASEMENT RECORDED AS DOCUMENT NO. 2022-_____, OFFICIAL RECORDS OF FRESNO COUNTY.
- 15 FOOT WIDE STORM DRAIN EASEMENT TO BE DEDICATED PER SEPARATE INSTRUMENT.

RADIAL DATA:

RADIAL NUMBER	RADIAL BEARING	RADIUS
R1	S76°24'19"W	50.00'
R2	N71°13'54"W	50.00'
R3	N36°51'22"W	50.00'
R4	N18°11'58"E	50.00'
R5	S07°40'26"E	225.00'
R6	S05°44'02"E	275.00'
[R7]	[N05°25'54"W]	[277.00']
R8	N06°50'00"W	171.00'
R9	N86°37'13"W	225.00'
R10	S77°07'39"E	50.00'
R11	S04°36'46"E	50.00'
R12	S14°21'43"W	50.00'
R13	S53°19'21"W	50.00'
R14	N58°49'36"W	50.00'
R15	N09°50'50"W	50.00'
R16	S09°51'22"W	50.00'
R17	S44°08'21"W	50.00'
R18	S72°47'13"W	50.00'
R19	S74°33'31"E	50.00'
R20	S42°28'10"E	50.00'
R21	S05°48'00"E	50.00'

SCALE: 1" = 60'

0' 60' 120' 180'

NOTES:

1. 3/4" X 30" IRON PIPE, DOWN 0.5', TAGGED LS 9484 SET AT ALL LOT CORNERS, BLOCK CORNERS AND BEGINNING AND ENDING OF ALL CURVES, OR WILL BE SET WITHIN ONE YEAR OR ANY APPROVED EXTENSION THEREOF.

2. DISTANCES NOT MONUMENTED ARE CALCULATED.

13-011/6023
H&A Ashlan/Highland

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CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: March 21, 2022

SUBJECT: Planning and Development Services - Approval – Res. 22-___, Annexation of Proposed Tract 6023, located in the southeast area of Ashlan Avenue and Highland Avenue to the Landscape Maintenance District No. 1 of the City of Clovis (Lennar Homes of California, LLC (Lennar Homes)).

ATTACHMENTS: 1. Res. 22-___

CONFLICT OF INTEREST
None.

RECOMMENDATION
For the City Council to approve Res. 22-___, which will annex proposed Tract 6023, located in the southeast area of Ashlan Avenue and Highland Avenue to the Landscape Maintenance District (LMD) No. 1 of the City of Clovis.

EXECUTIVE SUMMARY
The owner, Lennar Homes of California, LLC (Lennar Homes), acting as the subdivider, has requested to be annexed to the LMD No. 1 of the City of Clovis as set forth by the Conditions of Approval for Tentative Tract 6023.

BACKGROUND
Lennar Homes of California, LLC (Lennar Homes), the developer of Tract 6023, has executed a covenant that this development be annexed to the City of Clovis, LMD No. 1. An executed copy can be provided on request. Council formed the original District on July 15, 1985, for the purpose of funding the maintenance of landscaped areas and parks.

Under the provisions of the Landscaping and Lighting Act of 1972 and in accordance with Article XIII C and Article XIII D of Proposition 218, all the owners of property proposed for annexation have provided a written request and consent to annexation and have executed a covenant (petition) indicating acceptance of the annual assessment.

FISCAL IMPACT
This project will add landscaping to the LMD No. 1 of the City of Clovis shown as follows:

	Tract 6023	Year to Date
LMD Landscaping added:	3.203 acres	7.328 acres
Resource needs added:	0.320 persons	0.732 persons

The resource needs estimate is based on 1 person per 10 acres of landscaped area.

REASON FOR RECOMMENDATION
The property owners for the subject tract have requested annexation into the City of Clovis LMD No. 1.

ACTIONS FOLLOWING APPROVAL
Tract 6023 shall become a part of City of Clovis LMD No. 1 and will be assessed next year for maintenance costs.

Prepared by: Tiffany Ljuba-Silguero, Engineer I

Reviewed by: City Manager _AH__

RESOLUTION 22-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS, APPROVING ANNEXATION TO LANDSCAPING MAINTENANCE DISTRICT NO. 1 OF THE CITY OF CLOVIS

WHEREAS, City of Clovis Landscape Maintenance District No. 1 ("District") was formed by Resolution No. 85-78, adopted July 15, 1985, pursuant to Part 2 of Division 15 of the Streets and Highways Code (Landscape and Lighting Act of 1972), herein the "Act"; and

WHEREAS, all of the owners of property proposed to be annexed to the District consisting of proposed Tract No. 6023, as described in Attachment "A" attached hereto and incorporated herein by reference, have consented to said annexation and such annexation may be ordered without notice and hearing or filing of engineer's report, or both.

NOW, THEREFORE, IT IS RESOLVED AND ORDERED, as follows:

1. That the public interest and convenience require that certain property described in Attachment "A" attached hereto and by reference incorporated herein be annexed into Landscape Maintenance District No. 1 of the City of Clovis for the maintenance and servicing of landscaping facilities.

2. The City Clerk shall receive and file the maps showing the boundaries of the areas annexed as set forth in Attachment "A" which boundaries shall be used for assessment proceedings until and unless a change of organization is approved pursuant to the Act.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 21, 2022, by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED:

Mayor City Clerk

ATTACHMENT 1

ATTACHMENT "A"

Legal Description

Lots 1 through 270, inclusive, of Tract Map 6023 recorded in Volume _____ of Plats at Pages _____ through _____, Fresno County Records.

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: March 21, 2022

SUBJECT: Planning and Development Services – Approval – Final Acceptance for Final Map for Tract 6260, located at the northeast corner of Shaw Avenue and Locan Avenue (DYP 6260 LP, DeYoung Properties).

ATTACHMENTS: 1. Vicinity Map

CONFLICT OF INTEREST
None.

RECOMMENDATION
For the City Council to:

1. Accept the public improvements for Tract 6260, and authorize recording the Notice of Completion; and

2. Authorize the release of the Performance Surety immediately and then release of the Labor and Materials Surety ninety (90) days after the recordation of the Notice of Completion, (provided no liens have been filed) and release of Public Improvements Maintenance Surety upon the expiration of the one-year warranty period and provided any defective work has been repaired to the City's satisfaction.

EXECUTIVE SUMMARY
The owner, DYP 6260 LP (DeYoung Properties), has requested final acceptance of the public improvements constructed or installed in conjunction with this tract. The public improvements include all those shown on the subdivision improvement plans approved by the City Engineer. The construction or installation of the public improvements is complete. The owner has requested final acceptance. Staff is recommending approval of their request.

All landscaping, including sidewalks along the side yards of lots have been constructed. The construction or installation of the public improvements is complete. The owner has requested final acceptance. Staff is recommending approval of their request.

FISCAL IMPACT
The cost for periodic routine maintenance, as well as repairs needed as the improvements deteriorate with age and usage, will be incorporated to the annual maintenance budget of the Public Utilities Department as these costs are identified.

REASON FOR RECOMMENDATION
The Subdivision Map Act requires that once construction of the required improvements has been completed in compliance with all codes, plans and specifications, and all other required documents have been completed and submitted, final acceptance is required, and the appropriate sureties are released.

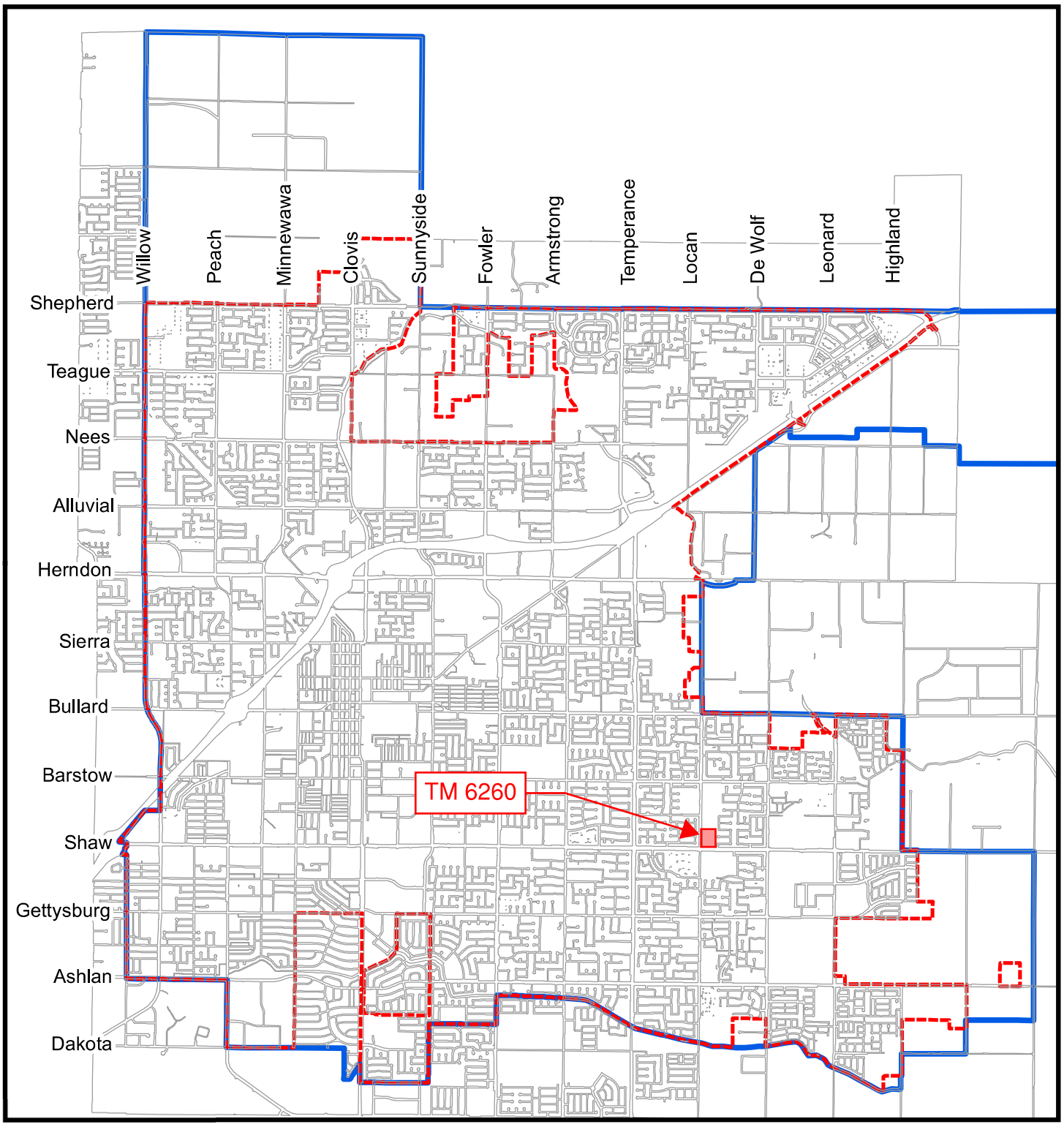
ACTIONS FOLLOWING APPROVAL
Record the Notice of Completion and release the Performance, Labor and Materials, and Maintenance Sureties as appropriate.

Prepared by: Gene G. Abella, Civil Engineer

Reviewed by: City Manager __AH___

VICINITY MAP

TM 6260 (DYP 6260 LP, DeYoung Properties)



ATTACHMENT 1

CITY LIMITS SPHERE OF INFLUENCE

March 21, 2022

Gene Abella

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Public Utilities Department

DATE: March 21, 2022

SUBJECT: Public Utilities – Approval – Preliminary Engineer's Report; and Approval – Res. 22-___, A Resolution Declaring the City's Intention to Levy and Collect the Annual Assessments for Landscape Maintenance District No. 1.

ATTACHMENTS: 1. Resolution of Intention
2. Assessment Diagrams

CONFLICT OF INTEREST
None.

RECOMMENDATION
1. Approve the Preliminary Engineer's Report on file with the City Clerk; and

2. Adopt Resolution No. 22-____ that declares the City's intention to levy and collect the annual assessments for Landscape Maintenance District No. 1 and gives Notice of Public Hearing.

EXECUTIVE SUMMARY
The City collects funds through annual assessments on properties within Landscape Maintenance District (LMD) No. 1. These funds provide landscape maintenance services for those properties within the LMD, including special enhancements unique to the various tracts within the District. Currently, 49 different assessment zones have been established. Zones 1-3 provide for street median and street-side landscape maintenance throughout most of the City. Zones 4-6 provide for neighborhood park maintenance throughout most of the City. Zones 7-47 provide for maintenance of special neighborhood enhancements. Zone SE provides for maintenance for all of Loma Vista; and Zone NW provides for maintenance for all of Heritage Grove. Properties within the LMD (except the majority of those in Zone SE and Zone NW) are all in Zones 1-3, and they may also be in Zones 4-6 and Zones 7-47. Zone SE and Zone NW are unique in that they cover all three categories of landscape: street median and street-side landscaping, parks, and neighborhood enhancements. There are five special enhancement zones in Zone SE.

The rates for Zones 1, 3 and 6 were established by election in 2004. The rate for Zone 2 was increased by election in 2018. The rate for Zone 4 was increased by election in 2016. The rate for Zone 5 was increase by election in 2013, but an assessment increase election in Zone 5 failed in 2016.

Zones 7-47, Zone SE and Zone NW include escalation clauses in the annexation covenants that allow the City to increase the assessments by the Consumer Price Index (CPI) plus 2%. Because this provision is included in the annexation documents and agreed to by the property owners, it is not considered a rate increase and is not subject to the election process outlined in Proposition 218.

Consistent with Section 22623 of the Landscape and Lighting Act of 1972, this Resolution proposes the following actions for the various zones:

Zone	Rate Change	Reason For Change
Zones 2, 3, 4, 6	No change	Rates will continue to be maintained at the rate established by elections.
Zones 1, 5	Pending Election	Assessment increase election needed to maintain adequate landscape service.
Zones 7, 12, 14, 15,17-21, 23,24,27-29,32, 34, 36, 39, 41, 42, SE (new zones 46,47)	No change	No change. Current rates are sufficient to cover costs. (New Zones assessed at initial rates).
Zones 13, 16, 25, 26, 31, 33, 35, 37-38, 40, 43-45, NW	Increase assessment	Rates are being increased to cover the cost of maintaining service while continuing to maintain capital reserves.
Zones 8, 9, 10, 22, 30	Decrease assessment	Rates are being decreased since the revenues exceed the expenditures and there are sufficient reserves.

LMD REQUIREMENTS

The Preliminary Engineer's Report is being filed with the City Clerk for submission to Council in accordance with Section 22623 of the Landscape and Lighting Act of 1972 (ACT). After approval of the Report, Section 22624 of the Act requires the Council to adopt a Resolution of Intention that:

1. Declares the intention to levy and collect assessments;

2. Generally describes the existing and proposed improvements and any substantial changes proposed to be made in existing improvements;

3. Refers to the assessment district by its distinctive designation and indicates the general location of the district;

4. Refers to the Preliminary Engineer's Report for a full description of the improvements, boundaries, and any zones in the district, and the proposed assessments upon assessable lots and parcels of land within the district;

5. Gives notice of the time and place for hearing by the Council on the levy of the proposed assessments; and

6. States whether the assessments are proposed to increase from the previous year.

BACKGROUND

On July 15, 1985, Council adopted Resolution No. 85-78, forming the City of Clovis Landscape Maintenance District No. 1 (LMD) in accordance with the Landscaping and Lighting Act of 1972 approved by the California State Legislature. The purpose of the District is to fund the operation and maintenance of landscaped areas and interior parks benefiting development throughout the City.

The yearly assessments established for all properties within the District provide funding for the City's cost for operation, maintenance, related services, and incidental expenses. The required operation and maintenance include mowing, edging, fertilizing, weed control, irrigation system, pruning, plant replacement, lighting, and a depreciation fund to periodically replace playground and other landscape related equipment. The assessments are collected by the County as a special assessment on the property tax bills.

The yearly rates for Zones 1-6 are as follows:

General Landscaping		Neighborhood Park	
Zone 1	$78.50 ($99.50 Election rate)	Zone 4	$49.86
Zone 2	$99.94	Zone 5	$50.10 ($72.30 Election Rate)
Zone 3	$12.28	Zone 6	$80.08

In addition to the general landscaping and neighborhood park zones, additional zones have been established to cover enhanced landscaping, entry features, and decorative street lighting in various residential subdivisions. The properties in each of these benefit zones are assessed an additional amount to fund the maintenance costs for the added features at each of their subdivisions. The proposed annual rates for the enhanced landscaping zones are as follows:

Zone 7	$200.00	Tracts 4762A, 4873, 4874, 4875, 4876, & 5015
Zone 8	$56.34	Tract 4949
Zone 9	$49.62	Tract 4954
Zone 10	$76.70	Tracts 4958, 4986, & 5026
Zone 11	Not used at this time	
Zone 12	$105.00	Tracts 5025, 5046, & 5047
Zone 13	$52.46	Tract 5045
Zone 14	$32.20	Tract 5020
Zone 15	$150.14	Tracts 5038, 5057, 5058, & 5059
Zone 16	$11.54	Tract 5106
Zone 17	$26.70	Tract 4973
Zone 18	$57.62	Tract 5115
Zone 19	$66.48	Tract 5125
Zone 20	$44.44	Tract 4938
Zone 21	$0.00	Tract 5122 (Zone 21 not developed)
Zone 22	$65.00	Tract 5131
Zone 23	$96.78	Tract 5213
Zone 24	$74.56	Tract 5200
Zone 25	$111.14	Tract 5194
Zone 26	$101.80	Tract 5347
Zone 27	$39.28	Tract 5146
Zone 28	$50.48	Tract 5378
Zone 29	$111.38	Tract 5470
Zone 30	$51.22	Tracts 5264 & 5741
Zone 31	$125.80	Tract 5711
Zone 32	$21.02	Tract 5545
Zone 33	$18.20	Tract 5207
Zone 34	$72.90	Tract 5874
Zone 35	$119.36	Tract 5550
Zone 36	$192.84	Tract 6072
Zone 37	$64.52	Tract 6147
Zone 38	$71.18	Tract 6170
Zone 39	$85.54	Tract 6109
Zone 40	$89.54	Tract 6228
Zone 41	$128.40	Tract 6186A
Zone 42	$63.56	Tract 6230
Zone 43	$44.76	Tract 6239
Zone 44	$90.58	Tract 6263
Zone 45	$37.94	Tract 6181
Zone 46	$294.00	Tract 6301
Zone 47	$62.00	Tract 6284
Zone NW	$449.40	Tracts 6200, 6050, 6328, 6329
Zone SE	$351.00	Tracts 5950, 6020, 5871, 6011, 6007, 6008, 6012, 5605, 5657A, 6009, 6055, 6058, 6025, SPR2012-006, 5701A, 6089, 5998, 6083,

		6086, 6034, 5681, 6064, 6098/6142, 6114, 6082, 6040, 6107. 6143, PM2015-02, PM2015-04, 6144, 6127, 6080, 6181, 6164, 6260, SPR 2017-014, PM 18-14, 6137A2, PM2016-01, and 1 MISC.
Zone SE	$218.48	Tracts 6101, 6068, 6102, 6197, 6120, 6255, 6123, and 6304.

Zone SE includes all tracts being developed in the Southeast Urban Village, generally located east of Locan Avenue and south of Bullard Avenue. Zone NW includes all tracts being developed in Heritage Grove, generally located north of Shepherd Avenue and west of Sunnyside Avenue. Unlike other properties in the City, properties in these zones are not annexed into one or more zones like Zones 1 through 6. The rates for these zones are designed to cover all the general landscaping, neighborhood parks, enhanced landscaping, and public lighting in their area. All the tracts to be annexed into Zone SE and Zone NW are expected to have enhanced landscaping, entry features, and decorative street lighting.

Two rates have been established in Zone SE, because a tract may have only partial landscape amenities until adjacent tracts are completed. This has not yet occurred in Zone NW.

The Resolution of Levy containing the Notice of Public Hearing will be published in The Business Journal not less than 10 days prior to the Public Hearing date of June 6, 2022. The Public Hearing will afford all interested persons the opportunity to address their concerns. Written protests may be filed with the City Clerk at any time prior to the conclusion of the Public Hearing.

FISCAL IMPACT

Annual LMD assessments collected provide the necessary funding to continue the maintenance of landscaped areas within the various benefit zones for the next fiscal year and provide reserves necessary for depreciation and replacement.

REASON FOR RECOMMENDATION

This resolution is required annually by the Landscaping and Lighting Act of 1972 prior to levying and collecting assessments.

ACTIONS FOLLOWING APPROVAL

1. The Resolution of Intention to Levy and Collect the Annual Assessments will be published in The Business Journal; and

2. The Engineer's Report that shows the final assessment costs will be considered by the City Council at the Public Hearing proposed for June 6, 2022, and if approved, recorded by the Fresno County Recorder's Office.

Prepared by: Eric Aller, Parks Manager

Reviewed by: City Manager _AA_

RESOLUTION NO. 22-

A RESOLUTION OF INTENTION TO LEVY AND COLLECT THE ANNUAL ASSESSMENT FOR LANDSCAPE MAINTENANCE DISTRICT NO. 1 FOR THE CITY OF CLOVIS AND SET THE PUBLIC HEARING

WHEREAS, the Clovis City Council has approved six (6) annexations with new improvements to the Landscape Maintenance District No. 1 of the City of Clovis (herein LMD No. 1) since the Engineer's Report dated June 7, 2021; and

WHEREAS, proceedings for the annual assessments for LMD No. 1 for the fiscal year 2022-23 need to be initiated.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED as follows**:**

1. It is the intention of said Council to order the levy and collection of an assessment for the 2022-23 fiscal year under the Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the Streets and Highways Code beginning with Section 22500 of said Code, for Landscape Maintenance District #1 of the City of Clovis (herein "LMD No. 1").

2. Said LMD No. 1 is generally described as all properties in subdivisions, Site Plan Review developments, Parcel Map developments, and other miscellaneous property entitlement developments approved since July 1985, within the current boundaries of the City of Clovis.

3. The Engineer has prepared and filed with the Clerk of the City of Clovis a preliminary report labeled Preliminary Engineer's Report of the City of Clovis LMD No. 1, dated March 21, 2022, to which reference is hereby made for a detailed description of the improvements, the boundaries of the assessment district and any zones therein, and the proposed assessments upon assessable lots and parcels of land within LMD No. 1.

4. The Business Journal, a newspaper circulated in said City of Clovis, is hereby designated as the newspaper in which this Resolution of Intention shall be published, and the Clerk of the City of Clovis is hereby directed to cause this Resolution of Intention to be published once no less than ten (10) days prior to the hearing date set forth below.

5. NOTICE IS HEREBY GIVEN that the 6th day of June 2022, at the hour of 6:00 p.m., in the regular meeting place of the Council of the City of Clovis, Council Chambers, 1033 Fifth Street, Clovis, California 93612, is hereby fixed as the time and place for a PUBLIC HEARING, when and where all interested persons shall be heard on the question of the levy and collection of the proposed assessment. Written protests may be filed with the City Clerk at any time prior to the conclusion of the PUBLIC HEARING. A written protest shall state all grounds of objection and shall contain a description sufficient to identify the property owned by the protesting person or persons.

ATTACHMENT 1

6. In accordance with the terms of the covenants, the rate for Zones 13, 16, 25, 26, 31, 33, 35, 37, 38, 40, 43, 44, 45, NW will be increased to the amounts authorized under the covenants.

* * * * *

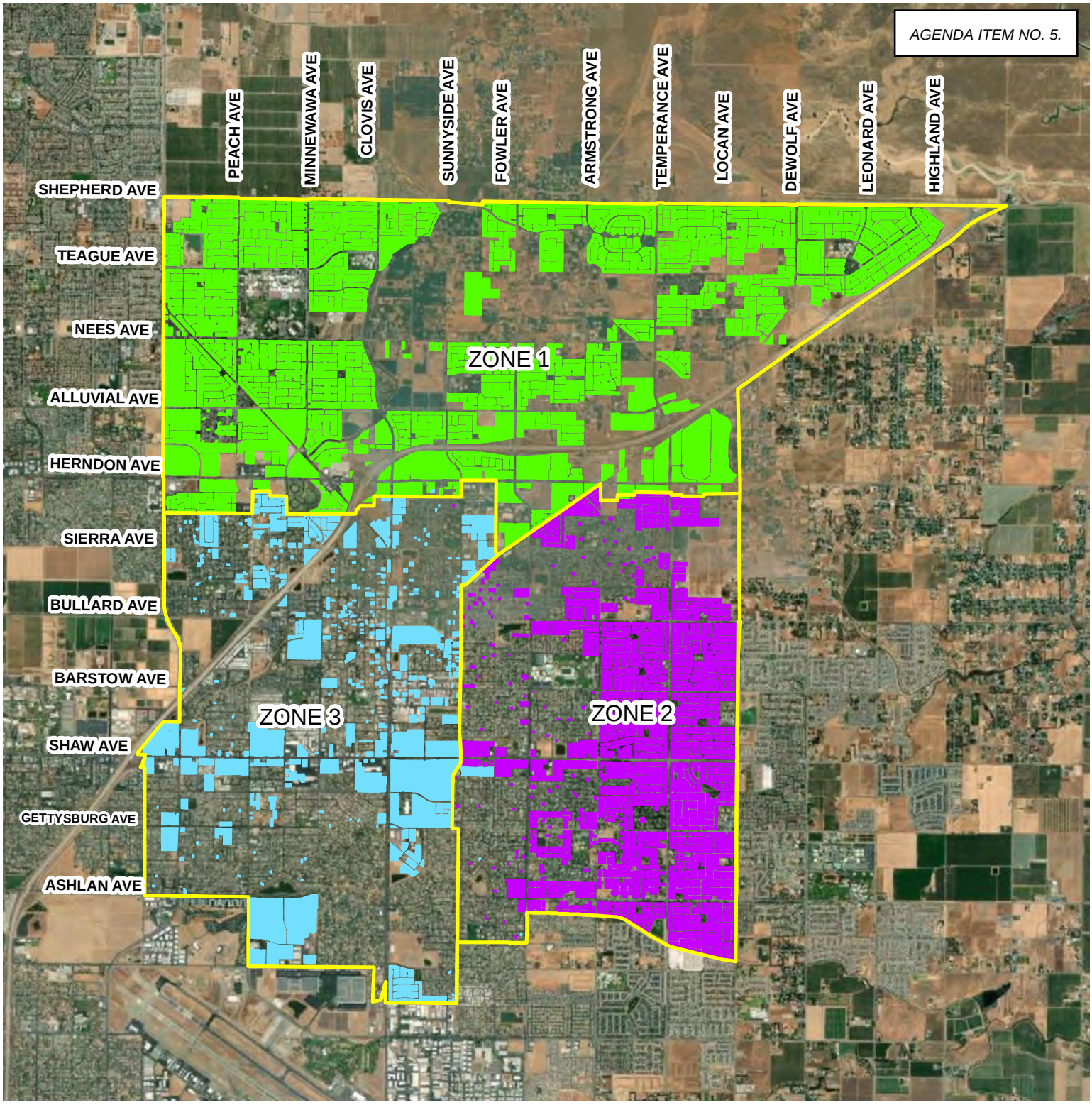
The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 21, 2022, by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: March 21, 2022

_____ _____

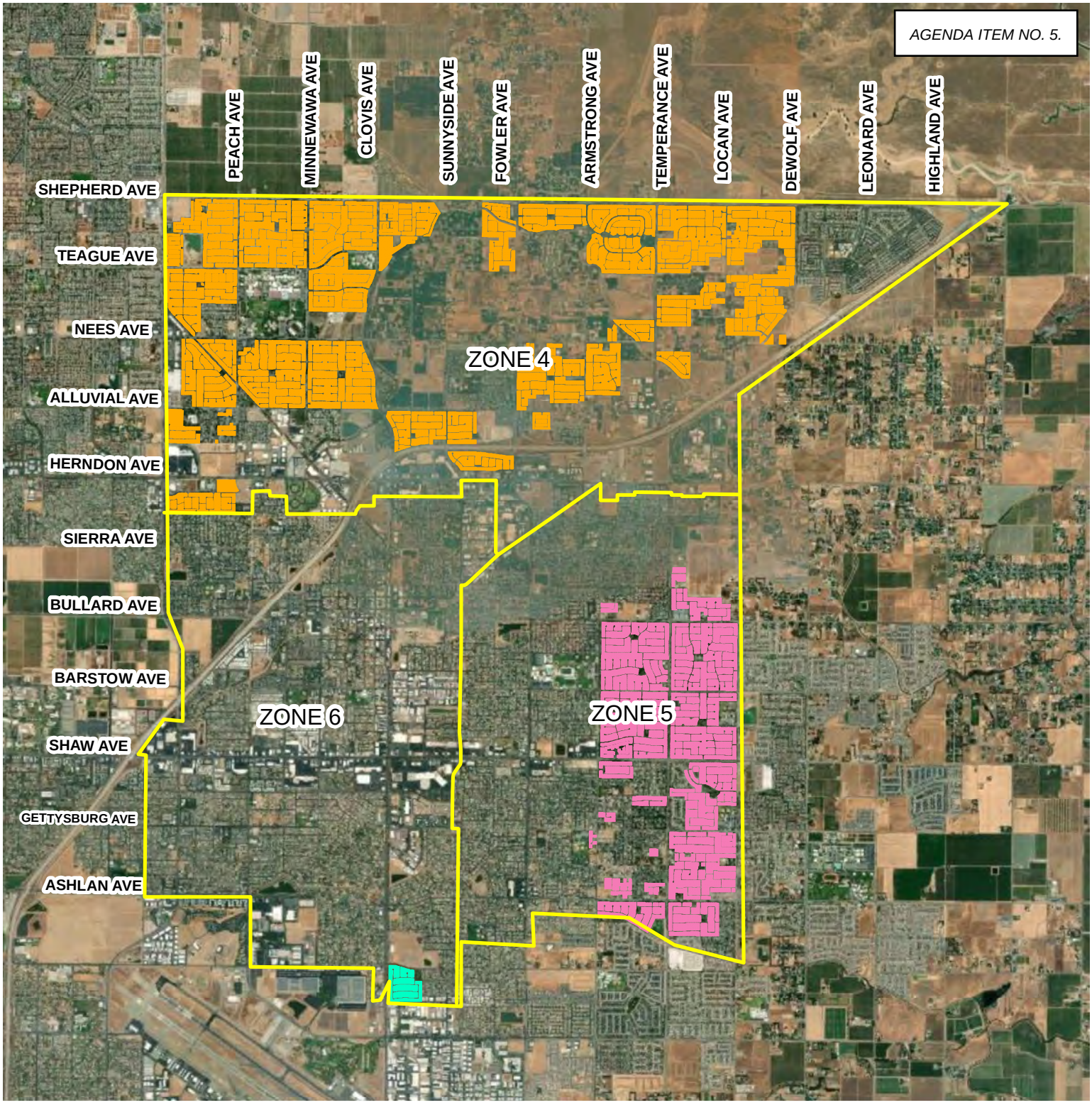
Mayor City Clerk



LMD ZONES 1-3
GENERAL LANDSCAPING
2022/2023 ASSESSMENT CHANGES
ASSESSMENT INCREASE FOR ZONE 1
NO ASSESSMENT CHANGES ZONES 2 & 3

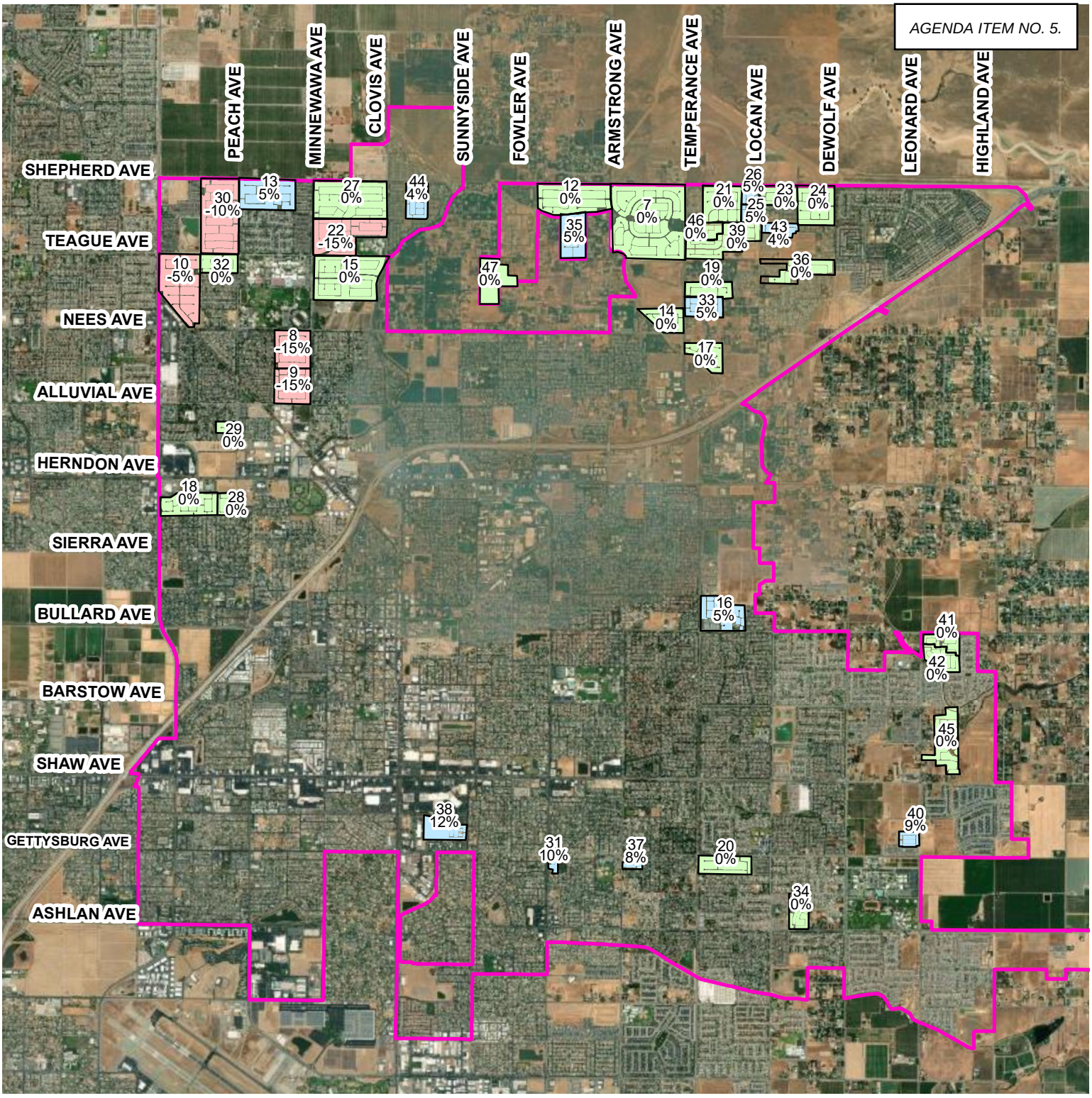
ATTACHMENT 2

1 inch = 5,167



LMD ZONES 4-6
PARKS
2022/2023 ASSESSMENT CHANGES
ASSESSMENT INCREASE FOR ZONE 5
NO ASSESSMENT CHANGES ZONES 4 & 6

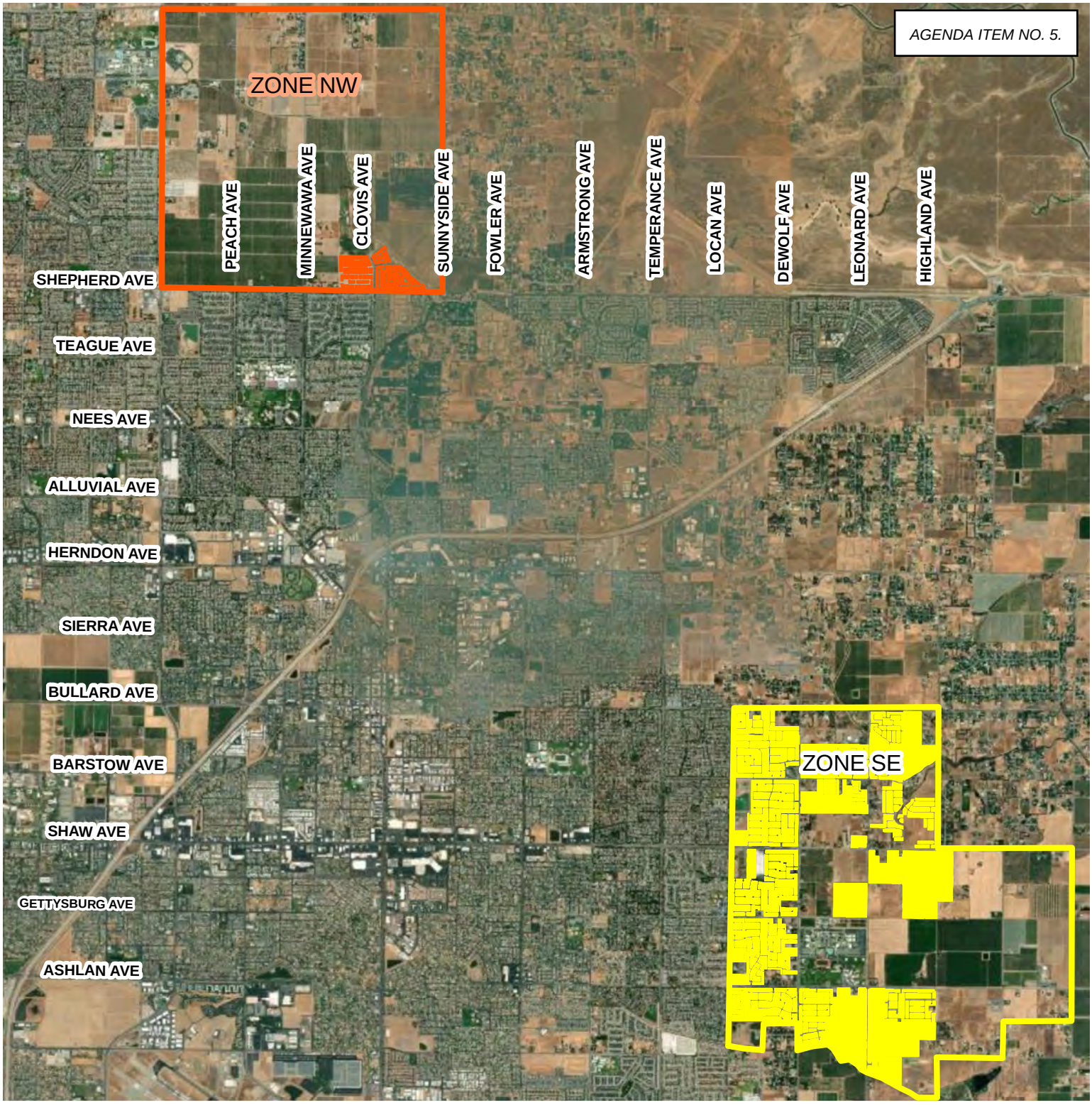
1 inch = 5,167



LMD ZONES 7 - 47
NEIGHBORHOOD ENHANCEMENTS
2022/2023 ASSESSMENT CHANGES

Assessment Changes | No Change | Decrease | Increase

1 inch = 4,833 feet



LMD ZONES SOUTHEAST AND NORTHWEST
2022/2023 ASSESSMENT CHANGES
5% ASSESSMENT INCREASE FOR ZONE NW
NO ASSESSMENT CHANGE FOR ZONE SE

1 inch = 5,208

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Public Utilities

DATE: March 21, 2022

SUBJECT: Public Utilities – Approval – Waive Formal Bidding Requirements and Award a Contract to Carbon Activated to Purchase and Replace Granular Activated Carbon (GAC) at Well 28.

ATTACHMENTS: None

CONFLICT OF INTEREST
None

RECOMMENDATION
For the City Council to waive formal bidding requirements and authorize the City Manager to enter into an agreement with Carbon Activated in the amount of $65,475 to remove and replace granular activated carbon (GAC) at City Well 28 located at 399 Shaw Avenue.

EXECUTIVE SUMMARY
Included in the 2021-22 Water Enterprise Budget are funds to remove and install GAC at various well sites in the City. Three contractors were contacted through an informal bid process and three quotes were received. Carbon Activated provided the lowest responsible quote in the amount of $65,475, including tax. The work includes removing the carbon vessel contents, transporting the contents to a reactivation/destruction facility, reactivating or destroying the carbon, and then installing virgin carbon in the vessels.

BACKGROUND
Granular activated carbon is utilized at certain well sites to adsorb contaminants in the drinking water. Over time, the carbon loses its adsorptive capacity, and it must be removed and either replaced or regenerated. Well 28 has GAC treatment to remove 1,2,3-Trichloropropane (TCP) from drinking water in order to stay below the maximum contaminant level set by the State.

FISCAL IMPACT
Sufficient funds were included in the Water Enterprise budget for the 2021-22 Fiscal Year.

REASON FOR RECOMMENDATION
Carbon Activated provided the lowest responsible quote, has extensive experience, and has performed this type of work for the City in the past. There are sufficient funds available for the cost of this project.

ACTIONS FOLLOWING APPROVAL
A contract will be prepared and executed by the City Manager, subject to the Contractor providing performance security that is satisfactory to the City.

Prepared by: Paul Armendariz, Assistant Public Utilities Director

Reviewed by: City Manager _____

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: March 21, 2022

SUBJECT: Consider Approval – Res. 22-___, A Resolution of the City of Clovis Adopting the City of Clovis Local Road Safety Plan.

Staff: Ryan Burnett, Engineering Program Supervisor
Recommendation: Approve

ATTACHMENTS: 1. Draft Resolution
2. Multijurisdictional Local Road Safety Plan

CONFLICT OF INTEREST
None.

RECOMMENDATION
Staff recommends the City Council consider the Clovis Local Road Safety Plan and approve Resolution 22-__.

EXECUTIVE SUMMARY
Fresno Council of Governments (FCOG) and consultant Kittleson and Associates kicked off the Multijurisdictional Local Road Safety Plan (Plan) in March of 2022, in which Clovis participated. The Plan was tiered off the efforts of the Regional Safety Plan also being prepared by FCOG and Kittleson that was being prepared concurrently. The Plan analyzed historical crash patterns and trends, identified engineering, education, enforcement, and emergency response countermeasures, and prioritized safety improvements based on crash data and stakeholder engagement.

Approval of the Plan is now a requirement to pursue federal funding under the Highway Safety Improvement Program (HSIP).

BACKGROUND
Federal regulations require each State has a Strategic Highway Safety Plan (SHSP). An SHSP is a statewide data-driven traffic safety plan that coordinates the efforts of a wide range of organizations to reduce traffic accident fatalities and serious injuries on all public roads. In coordination with federal, state, local and private sector safety stakeholders, the SHSP

establishes goals, objectives, and emphasis areas. The SHSP addresses the 4Es of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

While the SHSP is used as a statewide approach for improving roadway safety, A Local Road Safety Plan (LRSP) is a means for providing local jurisdictions with an opportunity to address unique highway safety needs in their jurisdictions. The process of preparing an LRSP creates a framework to identify and analyze safety problems and recommend safety improvements.

One source of federal funding to construct identified street safety improvements is the Highway Safety Improvement Program (HSIP). Starting with the 2022 HSIP funding cycle, local jurisdictions seeking funding are required to have an adopted LRSP. Since this is a new requirement, FCOG received interest from some member agencies to assist in preparing a LRSP. FCOG ended up with 10 agencies interested in participating, including Clovis. Some member agencies had previously prepared an LRSP and did not have a need to participate. Clovis staff determined there were efficiencies in participating, including cost savings.

Fresno Council of Governments (FCOG) and consultant Kittleson and Associates kicked off the Multijurisdictional Local Road Safety Plan (Plan) in March of 2021. The ten agencies that participated include Clovis, Fresno County, Coalinga, Huron, Firebaugh, San Joaquin, Orange Cove, Kerman, Mendota, and Selma. The Plan was tiered off the efforts of the Regional Safety Plan that was being developed concurrently, since some of the efforts and data overlapped.

The Plan is set up with a general introduction that discusses the scope and process. Subsequent sections are dedicated to each of the participating jurisdictions. The Plan analyzed historical crash patterns and trends, identified engineering, education, enforcement, and emergency response countermeasures, and prioritized safety improvements based on crash data and stakeholder engagement. Each agency participated in the development of its own safety goals, policies, and project priorities. The appendices include the stakeholder engagement materials and example countermeasures that can be used for projects.

Section 2.0 of the Plan is dedicated to the City of Clovis. The section discusses the specific crash patterns and trends for the City. In general, the Plan shows that pedestrians and bicyclists are overrepresented in fatal and severe injury crashes. The top three fatal and severe injury collision types in Clovis are broadside, vehicle-pedestrian, and hit-object crashes, and the top three fatal and severe injury primary collision factors are pedestrian violation, driving under the influence, and unsafe speed. Strategies that can be implemented to address these safety issues are identified in the Plan.

There was extensive stakeholder outreach performed with the preparation of the Plan from April 2021 through December 2021. Outreach activities included local working groups, a web-based survey and interactive map, and focus group meetings. The Plan was approved by the FCOG Transportation Technical Committee and the Policy Advisory Committee on January 14, 2022, and it was approved by the Policy Board on January 27, 2022. Currently, each of the ten participating jurisdictions are in the process of approving the Plan.

FISCAL IMPACT
Projects that address safety issues identified in the Plan will be budgeted into the Community Investment Program as funding allows.

REASON FOR RECOMMENDATION
The Plan identifies road safety issues and recommends safety improvements. Staff will use the Plan as a guiding document to implement identified strategies and pursue federal funding under HSIP.

ACTIONS FOLLOWING APPROVAL
Strategies to address the identified safety issues will be budgeted and implemented as funding allows. Approval of the Plan allows the City to continue to pursue HSIP funding for these projects.

Prepared by: Ryan Burnett, Engineering Program Supervisor

Reviewed by: City Manager

RESOLUTION 22-__

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING THE CITY OF CLOVIS LOCAL ROAD SAFETY PLAN

WHEREAS, the City of Clovis (City) has the authority to construct and maintain its streets and roads to provide a roadway network to serve the needs of the community through quality infrastructure and environment; and

WHEREAS, the City has worked with the Fresno Council of Governments to develop a Local Road Safety Plan (LRSP) to analyze historical crash patterns and trends to identify countermeasures to reduce the number and severity of future crashes; and

WHEREAS, the LRSP will increase the City's eligibility for various transportation grants and will provide additional guidance for the development of safer streets and roads.

NOW, THEREFORE, BE IT RESOLVED, that the City of Clovis Local Road Safety Plan is approved and will be included in the Multijurisdictional Local Road Safety Plan.

* * * * *

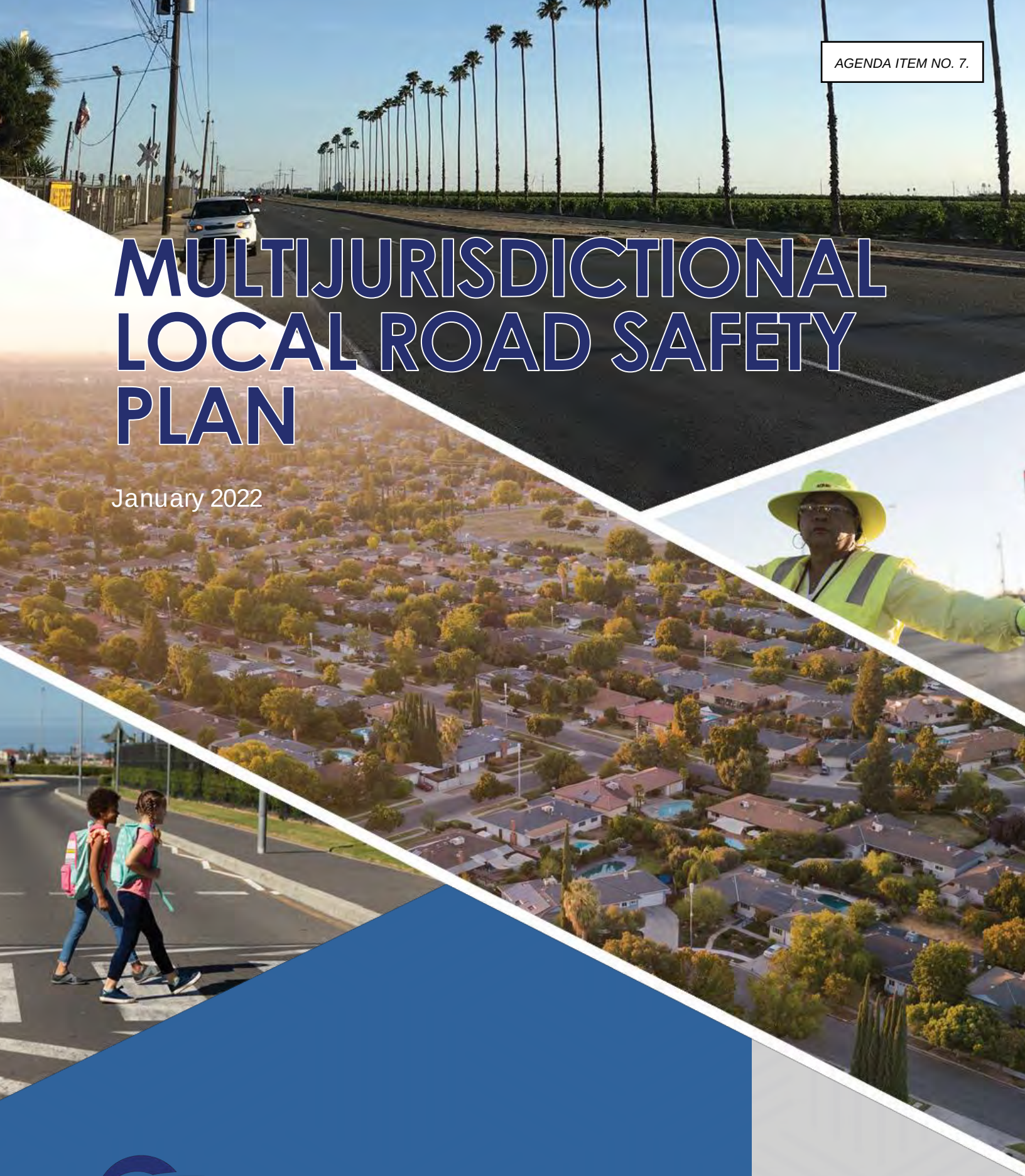
The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 21, 2022, by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: March 21, 2022

_____ _____
Mayor City Clerk

Attachment 1



MULTIJURISDICTIONAL LOCAL ROAD SAFETY PLAN

January 2022

Fresno Council of Governments

ATTACHMENT 2

STATEMENT OF PROTECTION OF DATA FROM DISCOVERY AND ADMISSIONS: Per Section 148 of Title 23, United States Code [23 U.S.C. §148(h) (4)] REPORTS DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION—Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location identified or addressed in the reports, surveys, schedules, lists, or other data.

Prepared For:
Fresno Council of Governments
2035 Tulare St # 201
Fresno, CA 93721
559.233.4148

Prepared By:
Kittelson & Associates, Inc.
2510 J Street, Suite 200
Sacramento, CA 95816
916.266.2190
Project Manager: Mychal Loomis, PE, TE, PTOE, RSP
Deputy Project Manager: Matt Braughton, RSP

Toole Design
1322 Webster Street, Suite 208
Oakland, CA 94612
510.298.0740

Project No. 26012

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Appendix B. Regional Countermeasures Toolbox

1.0 INTRODUCTION

PURPOSE AND SCOPE

The Multijurisdictional Local Road Safety Plan (MLRSP) was initiated by the Fresno Council of Governments (Fresno COG) and completed by Kittelson & Associates, Inc. (Kittelson) and Toole Design Group (TDG) to enable ten of the COG's local jurisdiction partners to prepare their first local road safety plans. The ten participating local jurisdictions are:

- City of Clovis
- City of Coalinga
- City of Firebaugh
- Fresno County (Unincorporated)
- City of Huron
- City of Kerman
- City of Mendota
- City of Orange Cove
- City of San Joaquin
- City of Selma

The focus of the MLRSP's development is to identify the following for each of the local jurisdictions:

- Crash patterns and trends
- Systemic engineering treatments to help reduce crash risk
- Education, enforcement, and/or emergency services strategies to help improve roadway safety
- High priority locations for projects with supporting design concepts
- Highway Safety Improvement Program (HSIP) grant applications to facilitate securing funding for high priority safety projects

This document presents the local road safety plans for each of the above local agencies. The local road safety plans were informed by technical analysis as well as input from key stakeholders and input from the general public. The following subsections describe the process used to develop the plans, the types of strategies identified for each local agency, and the COG's regional efforts to improve roadway safety. The subsequent sections of this report present each local jurisdiction's local road safety plan.

PROCESS

The local road safety plans included in this MLRSP were informed by a crash data analysis, key agency stakeholder input, and broader community input from the general public regarding roadway safety concerns. The stakeholder input combined with the crash analysis were used to establish an understanding of existing roadway safety performance and priority locations for each local agency. Based on existing roadway safety performance, multidisciplinary strategies were identified to help improve roadway safety. The following subsections discuss the stakeholder engagement activities, summarize the data and analysis approach used, and identify types of strategies to improve roadway safety.

Stakeholder Engagement Activities

The local road safety plans for the local jurisdictions were developed during the COVID-19 pandemic from approximately April 2021 through December 2021. Given the timing of their development, stakeholders were engaged through virtual meetings and web-based input. Engagement was organized into three sets of activities to engage a range of stakeholders over the course of the local road safety plans' development. These activities include:

Local Working Groups – Three local working groups were formed and comprised of one to three representatives from each of the ten participating local agencies. The local working groups each met three times during the local road safety plans' development to discuss existing conditions findings, vision and goals, recommendations, and the local road safety plans themselves. *Appendix A* includes the local working group rosters, meeting notes, and materials from those meetings.

Web-Based Survey and Interactive Map – A web-based survey and interactive map was used to reach the general public. The COG worked with local agencies to advertise the survey and interactive map through social media and other established communication channels. The web-based survey was used to gather input regarding people's general roadway safety concerns and understand the types of issues most frequently encountered. The interactive map was used to gather input on specific locations where community members had roadway safety concerns. *Appendix A* includes the summary of the input received.

Focus Group Meetings – One focus group meeting was conducted for each local agency. The participants were invited based on their role in the community and included representatives from local school districts, local decision-makers, city managers, representatives from local chamber of commerce, local law enforcement, transit service providers, state partners (e.g., Caltrans, California Highway Patrol), and other active local community members. Each of the ten focus group meetings discussed draft findings, shared input received from the general public, discussed draft vision and goals, and presented draft priorities as well as potential safety strategies. *Appendix A* includes the focus group participant lists, meeting notes, and meeting materials from each focus group meeting.

Data Summary and Analysis Approach

Kittelson worked with Fresno COG to assemble crash data for each of the local jurisdictions. The crash data was obtained from the Statewide Integrated Traffic Records System (SWITRS) database and supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley. Throughout this report, crashes are associated with a jurisdiction based on the reporting officer's assessment of location.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets within each local jurisdiction. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.
- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

For simplicity in presentation, in some cases Kittelson combined crashes coded as "other visible injury" or "complaint of pain" into a single "other injury" category.

The crash data was used for two types of analysis: (i) Descriptive analysis to identify crash patterns and trends; and (ii) Spatial analysis to identify high-injury networks and priority locations for safety improvements.

The data used for the descriptive analysis were sorted into jurisdictions based on the information available in the SWITRS and TIMS databases. This information is derived from a reporting officer's judgment and may be inconsistent with true boundaries, especially near city/county borders.

1.0 INTRODUCTION

In the process of locating data into a geographic information system (GIS) for spatial analysis, Kittelson reviewed the available information and relocated some crashes to a more precise coordinate location. In so doing, Kittelson relocated some crashes to different jurisdictions than originally listed in the database. Thus, some disparities in total crash count by jurisdiction exist between the descriptive analysis and spatial analysis even though each is internally consistent. This subtle change in crash total per jurisdiction has a negligible effect on overall descriptive patterns.

DESCRIPTIVE ANALYSIS

The descriptive analysis evaluates the crash data based on attributes recorded by police officers in crash reports. The attributes include items such as collision type, severity, cited primary collision factor, weather, and lighting. This analysis results in different charts, tables, and graphs summarizing statistics about recurring crash patterns and trends in the data. In some instances, a few of the local jurisdictions had too few reported crashes to do a descriptive analysis. In those instances, Kittelson summarized key attributes for each reported crash. The overall intent of the descriptive analysis is to identify jurisdiction-wide trends that may be addressed by systemic strategies or treatments.

For each agency LRSP a section is provided for descriptive data related to all road users, pedestrians, and bicyclists. These sections provide relevant information to statewide performance measure targets which specifically look for pedestrian- and bicycle-involved crashes.

SPATIAL ANALYSIS

The spatial analysis takes into consideration the specific locations the reported crashes occurred. To aid in this analysis, Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. This allowed calculating *Highway Safety Manual* network screening performance measures using spatial statistics. Upon developing the roadway network, nodes were created for all intersections across the region and identified as signalized or unsignalized. Kittelson conducted quality control checks to ensure grade-separated crossings were appropriately modeled and address other inconsistencies in the roadway and intersection network.

Crashes were next identified as intersection or segment crashes. Based on Caltrans guidance, an intersection crash was defined as a crash that occurs within 250 feet of the intersection. These crashes were spatially joined and summarized in ArcGIS to calculate the total number of crashes by severity at each intersection. Where intersections were less than 500 feet from each other, crashes were assigned to the nearest of the two intersections. Crashes occurring more than 250 feet from any intersection were separated to be used in the segment analysis discussed below.

1.0 INTRODUCTION

ANALYSIS APPROACH

The following steps outline the basic analysis approach to assess countywide safety performance:

1. Establish the high-injury network database using the crash and roadway network data.
2. Evaluate the frequency and severity of reported crashes using Equivalent Property Damage Only (EPDO) and Excess Predicted Average Crash Frequency Using Method of Moments performance metrics and sliding window methodology from the *Highway Safety Manual*. Kittelson used weighting consistent with Caltrans Local Roadway Safety Manual crash costs guidance.
3. Map resulting performance metrics to display roadway safety performance for each local jurisdiction.

As a note, roadway segments and intersections in the resulting high-injury network maps are not weighted based on travel volumes or demand. Field-collected traffic volumes and travel demand model volumes can be useful tools in weighing and classifying roads differently based on their volume and demand. However, there are limits and challenges to this data which rendered it infeasible to apply to the high-injury network in a consistent manner that would allow for comparisons within a given jurisdiction. For example, consistent traffic volumes are not available for all roads that are being analyzed. Additionally, Fresno COG's travel demand model network does not cover all roads analyzed and is not able to be directly linked to the roadway network. Therefore, all analyzed roadway segments were evaluated without adjusting for travel volumes.

High-Injury Network

In the existing conditions report, Kittelson identified high-injury networks for each local jurisdiction. A high-injury network includes the intersections and segments that have exhibited the most frequent and/or most severe crashes within a given jurisdiction. Kittelson mapped the results of the analysis and also presented the highest priority locations in a table format.

To identify the high-injury network and corresponding high priority locations, Kittelson used the same approach recently completed for Fresno COG's Regional Safety Plan (RSP). The following describes this approach which includes calculating crash severity scores, excess predicted average crash frequency, and the sliding window methodology.

Equivalent Property Damage Only (EPDO) to Generate Crash Severity Scores

Kittelson used EPDO score performance measure from the *Highway Safety Manual*, which assigns weighting factors to crashes by severity relative to property damage only (PDO) crashes. The EPDO calculation was performed for all public intersections and roadway segments including state highway facilities. The EPDO performance measure is described below. Moving forward throughout this document, the EPDO performance measure is referred to as a "crash severity score."

1.0 INTRODUCTION

The crash severity score assigns weight to individual crashes based on the crash severity and location of the crash (see table below). Weights, provided by the 2020 Caltrans' Manual *Local Roadway Safety*, are based on the cost of property-damage-only (PDO) crashes. Each crash is assigned a score relative to a PDO crash, as shown in Table 1.

Table 1: Crash Severity Scores

Location Type	Crash Weighting by Severity				
	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Property Damage Only
Signalized Intersection	119.55	119.55	10.70	6.08	1.00
Unsignalized Intersection	190.23	190.23	10.70	6.08	1.00
Roadway	164.66	164.66	10.70	6.08	1.00

Source: Caltrans, Local Roadway Safety: A manual for California's Local Road Owners (Version 1.5), 2020.

The weights prioritize fatal and severe injury crashes equally to recognize that a death versus a severe injury is often a function of the individual involved or of emergency response time. Therefore, both outcomes represent locations where the region may want to prioritize improvements. Crash weights vary by location types because of the relative costs associated with the crash severity at the location type. Specifically, unsignalized intersections have a higher cost for fatal and severe crashes because fatal and severe crashes at these locations tend to result in more severely injured persons on average.

The EPDO score is calculated by multiplying each crash severity total by its associated weight and summing the results, using the following formula:

EPDO Score = (Fatal weight * # of fatal crashes) + (severe injury weight * # of severe injury crashes) + (other visible injury weight * # of other visible injury crashes) + (complaint of pain injury weight * # of complaint of pain injury weight crashes) + (property damage only weight * # of property damage only crashes)

The EPDO score is annualized by dividing the score by the number of years of crash data used in the analysis, which in this case is five years.

Excess Predicted Average Crash Frequency Using Method of Moments

Kittelson also used the Excess Predicted Average Crash Frequency Using Method of Moments performance metrics to calculate the predicted excess crash frequency for each analysis segment and intersection. This method identifies the extent to which a location is exhibiting either more crashes or fewer crashes than one would expect based on how other similar locations are performing.

Mathematically, this method adjusts the observed crash frequency for a site based on the variance in the crash data and average crash frequencies for a site's reference population. Reference populations were established based on urban/rural designation, functional classification, and traffic control (for intersections only). The adjusted observed crash frequency is then compared to the average crash frequency for the reference population to calculate the excess predicted crashes for each location.

Sliding Window Methodology

Kittelson used a Python-based script to segment the street network into one-half (1/2) mile segments, incrementing the segments by one-quarter (1/4) of a mile. The EPDO score was calculated per increment of each segment as the script "slides" along each roadway in the network. Crashes associated with intersections (i.e., crashes within 250 feet of the intersection) are ignored for the segment analysis and analyzed separately. This methodology helps to identify portions of roadways with the greatest potential for safety improvements. The scores were aggregated based on relative regional percentiles of the resulting crash severity and excess predicted crashes scores to map out regional safety performance and identify high injury locations.

Results

The results of the above spatial analysis are presented for each local jurisdiction under the subsection titled "Existing Roadway Safety Performance." Grade-separated facilities were removed from the evaluation as they would not be a focus for the local agency. The results are a strong indication of which locations are most likely to be competitive for HSIP grant funding. The results were used to inform the selection of locations for HSIP grant applications.

Strategy Types

Strategies to improve roadway safety were identified for each local agency based on that agency's existing roadway safety performance and the concerns identified by stakeholders as well as the general public. The safety strategies identify engineering strategies (i.e., countermeasures), education, emergency services, and enforcement strategies that can be used to reduce the risk of traffic fatalities and injuries on public roadways. The following briefly describes each type of strategy. Each agency's local road safety plan describes specific strategies aligned with the local agency's emphasis areas for road safety improvement.

ENGINEERING STRATEGIES

Engineering strategies to improve roadway safety are often referred to as countermeasures. Countermeasures are generally geometric or operational changes to a roadway, intersection, or roadside (area immediately adjacent to the roadway) that reduce the likelihood of a crash occurring and/or reduce the likelihood of someone being killed or hurt if a crash does occur.

The Fresno COG 2021 Regional Safety Plan (RSP) includes a Countermeasures Toolbox, which is provided in *Appendix B* of this MLRSP. The toolbox is a resource for local agencies within the region. It is organized to help identify countermeasures that have been found to be effective at reducing crash risk. The engineering strategies included are likely to be eligible for grant funding through Caltrans' HSIP.

Specific to each local agency's road safety plan, countermeasures were prioritized based on the top three collision types and top three primary collision factors. The Fresno COG RSP Countermeasure Toolbox and Caltrans' Manual *Local Roadway Safety* were used to identify which collision types and primary collision factors a countermeasure is most effective at addressing. Using this information, countermeasures were prioritized as follows:

- If the collision type or primary collision factor was listed in the Top 3 Fatal/Severe Injury list for a jurisdiction, then the countermeasure was given high priority.
- If the collision type or primary collision factor was listed in the Top 3 Overall list for a jurisdiction (but not the Top 3 Fatal/Severe Injury list), then the countermeasure was given a medium priority.
- If the collision type or primary collision factor was not listed as Top 3 for a jurisdiction, then the countermeasure was given a low priority.

For countermeasures that address night crashes, the following prioritization process was used:

- If the proportion of fatal/severe injury crashes that occurred at night in a jurisdiction were greater than the countywide proportion of fatal/severe crashes that occurred at night (44 percent), then the countermeasure was given high priority.
- If the proportion of fatal/severe injury crashes that occurred at night in a jurisdiction were less than the countywide proportion of fatal/severe crashes that occurred at night, but greater than the countywide proportion of total crashes that occurred at night (32 percent), then the countermeasure was given medium priority.
- If the proportion of fatal/severe injury crashes that occurred at night in a jurisdiction were less than the countywide proportion of total crashes that occurred at night, then the countermeasure was given a low priority.

For countermeasures that address crashes involving pedestrians and bicyclists, the collision types, primary collision factors, and pedestrian actions that were associated with pedestrian and bicycle involved crashes informed countermeasure priorities. The following were also considered:

- If pedestrian and bicycle involved crashes in a jurisdiction exceeds statewide average shown in the SHSP, then the countermeasure was given high priority.
- If pedestrian and bicycle involved crashes in a jurisdiction do not exceed statewide average shown in the SHSP, then the countermeasure was given medium or low priority.

Additional factors, such as land use context (urban vs. rural land uses), estimated amount of crash reduction, and funding eligibility were also used to prioritize potential countermeasures for a given jurisdiction.

EDUCATION STRATEGIES

Education strategies tend to refer to programs aimed at distributing educational messages and materials to the general public or specific groups within the broader population to bring awareness to the need for changes in road user behavior. These strategies focus on educating or sharing information that encourages safe choices on the behalf of all road users. Implementing these strategies often requires inter- and intra-agency coordination to achieve the desired outcomes of the program. Partners most frequently involved in developing and employing education strategies include public works department or division, transportation department or division, schools and school districts, community groups or community centers, public information offices of local agencies, and local law enforcement agencies. A transportation safety education program was created as part of the Fresno COG's 2021 Regional Safety Plan development. The COG's intent is to coordinate with local agencies across the County in deploying and using education materials. Each local agency's local road safety plan discusses opportunities to make the most of that education program as well as other related education strategies.

EMERGENCY SERVICES STRATEGIES

Emergency services strategies are programs and/or policies that facilitate coordination with emergency/first responders to improve roadway safety. These types of strategies can include:

- Agreements for enhanced information sharing to better understand severity outcomes from crashes.
- Enhanced communication and coordination to help optimize response times to/from incidents and medical care.
- Increased trauma training for first responders particularly in rural areas where travel to a hospital will take longer so stabilization and treatment at the site of the crash is more critical.
- Increased training opportunities for the general public to assist victims at the scene of a crash.

These types of strategies are often coordinated at a regional level given the overlap in services and coverage across multiple local boundaries. Each local agency's local road safety plan highlights strategies that could be beneficial to coordinate with the COG and others regarding emergency services.

1.0 INTRODUCTION

ENFORCEMENT STRATEGIES

Enforcement strategies include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time, typically during and shortly after the increased enforcement activities.

If enforcement strategies are to improve overall safety in a community, traffic laws must be applied equitably and with sensitivity toward communities where there may be limited rapport with law enforcement. Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. The following considerations can help lead to more successful outcomes for roadway safety enforcement strategies:

- Appropriately train police officers and periodically refresh police officers' training related to enforcement activities.
- Incorporate social equity considerations in camera placement for automated enforcement, such as red-light-running cameras.
- Dedicate a portion of enforcement revenue to outreach and engagement with community groups about roadway safety.
- Tailor enforcement campaigns to suit the needs of different neighborhoods and demographics and incorporate education as part of those campaigns.
- Conduct enforcement with staff support and awareness of the courts.
- Use warnings and flyers before moving on to issuing citations.

Crash data can help identify priority intersections and/or road segments and the times of day when certain behaviors may be more prevalent. This information can inform and help officers choose the most appropriate type of enforcement strategy for a given location and time period. The COG or local agency staff can also help monitor the impact of the enforcement strategy by coordinating with the respective agency's police department to obtain and analyze enforcement records and evaluate effectiveness and equity considerations.

REGIONAL EFFORTS

The Fresno COG is committed to integrating safety into its transportation planning and funding processes. As part of that commitment, the COG has developed a Regional Safety Plan over the course of 2021. The Regional Safety Plan sets forth a roadway safety vision for the entire county and provides information and strategies to help the COG and its member agencies make decisions that will improve roadway safety through projects, policies, programs, and funding decisions. It was developed in partnership with COG member agencies through engagement with a Regional Safety Steering Committee.

In addition to providing a regional assessment of roadway safety, the Regional Safety Plan pinpoints areas where regionwide coordination on education, enforcement, data collection, data maintenance, and other strategies can benefit each local agency's progress towards achieving their local roadway safety vision and goals. The Regional Safety Plan is also a resource for local agencies to:

- Gauge how their roadway safety performance compares to regional trends
- Identify systemic engineering countermeasures from the Regional Safety Plan's Countermeasure Toolbox that can be applied to locations within their jurisdiction
- Obtain educational materials that are ready for use and can be distributed in various forums to promote safer behavior on the region's roadways
- Gather information on ways to coordinate further with local and state law enforcement
- Identify potential funding sources for improvements the local agencies have identified
- Gather information that can be used in support of grant funding pursuits

The content of the Regional Safety Plan was used to help inform the ten local road safety plans included in this document. Future updates to these or other local road safety plans within the region can also draw from the information in the Regional Safety Plan.

2.0 CITY OF CLOVIS

The City of Clovis has a population of 116,609.[1] The average daily vehicle miles traveled is 1,336,661 and the city has 669 total road miles. The main roadways in the city include State Route 180, State Route 168 (Sierra Freeway), Herndon Avenue, and Shaw Avenue, which all run east to west. Based on the review of crash data conducted as part of the LRSP, pedestrians and bicyclists are overrepresented in fatal and severe injury crashes. The top three fatal and severe injury collision types in Clovis are broadside, vehicle-pedestrian, and hit object crashes; the top three fatal and severe injury primary collision factors are pedestrian violation, driving under the influence, and unsafe speed. The LRSP provides potential engineering, education, emergency services, and enforcement strategies tailored to Clovis's crash history and local priorities, as well as performance measures to evaluate progress.

VISION AND GOALS

The City's vision for roadway safety is:



Provide a quality transportation network by committing resources to activities that reduce the risk of fatal and injury crashes for people traveling on public roads.

The supporting goals to enable the visions are:

1. Regularly review data-informed analysis and community needs to identify and prioritize opportunities to reduce crash risk.
2. Reduce the number of annual fatal and severe injury crashes across all public City roadways.
3. Reduce the number of pedestrian and bicycle crashes on public City roadways.
4. Implement proven roadway safety countermeasures systemically to target common collision types.
5. Partner with other local agencies to promote roadway safety as a priority investment.
6. Provide opportunities for citizen engagement in identifying issues and developing solutions for roadway safety across the community.
7. Establish regular communication between first responders and City staff to discuss ideas, trends, and feedback related to emergency service operations on the roadway network.
8. Increase implementation of traffic safety education and equitable enforcement strategies.

[1] 2018 population. Source: California Department of Finance

SAFETY PARTNERS

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City's effort to create a culture of roadway safety. Clovis's goals reflect the importance of partnering with local agencies and engaging with citizens to identify issues and implement solutions. While additional partners may be identified in the future, those involved in development of the LRSP include:

- Caltrans
- City of Fresno
- Clovis Community College
- Clovis Department of Planning and Development Services
- Clovis Department of Public Utilities
- Clovis Fire Department
- Clovis Police Department
- Clovis Public Affairs and Information
- Clovis Transit
- Clovis Unified School District
- County of Fresno
- Fresno Area Express
- Fresno Council of Governments
- Fresno Cycling Club

PERFORMANCE MEASURES

Performance measures are used to track progress and a key element of making data-informed decisions. Performance measures that support the City's vision, goals, and emphasis areas include:

- Annual number of crashes (city-wide and at each of the top twenty priority locations)
- Annual number of fatal and severe injury crashes (city-wide and at each of the top twenty priority locations)
- Annual number of pedestrian and bicycle crashes (city-wide and at each of the top twenty priority locations)
- Annual number of broadside crashes (city-wide)
- Annual number of hit object crashes (city-wide)
- Annual number of crashes with a primary collision factor of unsafe speed (city-wide)
- Annual number of crashes with a primary collision factor of driving or bicycling under the influence of alcohol or drugs (city-wide)
- Investments made in roadway safety countermeasures (e.g. dollars spent, grants pursued, partnerships developed)
- Investments made in education and enforcement strategies (e.g. dollars spent, grants pursued, partnerships developed)

- Coordination with other local agencies and/or safety partners (e.g. meetings held, projects pursued)
- Opportunities provided for citizen engagement (e.g. meetings held, public campaigns launched)
- Coordination between first responders and City staff (e.g. meetings held, programs implemented, strategies deployed)

As part of plan implementation, the City will identify a process for annually tracking these performance measures to support future updates to this roadway safety plan.

DATA SUMMARY

The primary data used to inform the technical analyses for the City's local road safety plan were crash data sets and roadway network information. As noted below, future updates could incorporate traffic volume data if widely available for locations across the City. In addition, feedback from a publicly available survey was documented for consideration in identifying issues and improvement strategies.

Public Survey Feedback

Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are part of the MLRSP, as well as voluntary demographic information for Title IV reporting. Both activities were open from August 16, 2021 to September 20, 2021 and sought public feedback on spatial patterns of traffic safety concerns and desired improvements.

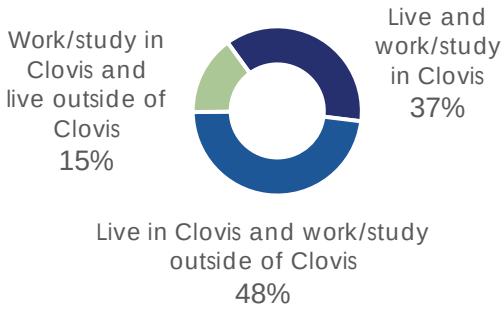
As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive webmap specific to Clovis. More information on the methodology and overall findings of the survey are provided in *Appendix A*.

2.0 CITY OF CLOVIS

92 PEOPLE RESPONDED

16 LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE



MOST COMMON SAFETY CONCERNS

- Lack of safe places to walk, bike, or wait for the bus
- Lack of safe opportunities to cross the street

- The survey asked respondents to provide input on the top road safety improvements needed in their communities. While the survey prompted participants to pick three improvements, some selected more than three responses. A total of 234 responses were received for Clovis from 92 participants, with the most common desired improvement types including:
  - Maintenance of existing roads and streets (68 responses)
  - Rural road improvements to prevent run-off-road crashes (33 responses)
  - Speed enforcement (27 responses)
- Participants dropped points in the webmap in specific locations across Fresno County where they experienced road safety concerns. When leaving a point, participants could select from a list of traffic safety concerns and the kinds of travel impacted, with the ability to select as many responses as applicable. A text box gave participants the option to note what they think would make the location safer. A total of 16 locations were identified in Clovis. The most common traffic safety concerns noted for Clovis include:
  - Lack of safe places to walk, bike, or wait for the bus (10 responses)
  - Lack of safe opportunities to cross the street (10 responses)
- The survey asked participants where they live and work or study, with the option to select either outside of Fresno County or from a list of jurisdictions within the County. Clovis was the most commonly chosen location both for where participants live and where they work or study. The participants who selected Clovis included:
  - 34 who live and work/study in Clovis
  - 44 who live in Clovis and work/study outside of Clovis
  - 14 who work/study in Clovis and live outside of Clovis

Crash Data

Kittelson worked with Fresno COG to assemble crash data for the City of Clovis using the Statewide Integrated Traffic Records System (SWITRS) database, supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley. Throughout this report, crashes are associated with a jurisdiction based on the reporting officer's assessment of location.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets. Within the assembled regional crash database, a total of 3,507 reported crashes are located in Clovis.

Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.
- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

Roadway Network Data

Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. The master roadway network for the County was used to spatially analyze and prioritize specific locations within each local jurisdiction.

Traffic Volume Data

Traffic volume data was not consistently available at a sufficient level to be able to incorporate into the safety analysis. Future updates to the City's local road safety plan could incorporate traffic volume data, if available, to understand how crash frequency, severity, and type vary at different levels of traffic.

EXISTING ROADWAY SAFETY PERFORMANCE

The findings in this section are based on the crash database, which includes reported crashes from January 1, 2015 through December 31, 2019. It is organized as follows:

- All Road Users
  - Severity by Road User
  - Year, Month, and Weather
  - Collision Type
  - Location, Collision Type, and Severity
  - Primary Collision Factor
  - Lighting
  - Time of Day
- Pedestrian-involved Crash
  - Year and Month
  - Pedestrian Action and Location
  - Lighting
- Bicyclist-involved Crashes
  - Collision Type
  - Primary Collision Factor
  - Lighting

All Road Users

This section includes analysis and findings for all reported crashes. Subsequent sections focus exclusively on crashes involving pedestrians and bicyclists.

SEVERITY BY ROAD USER

Table 2 presents reported crashes, organized by severity level and road user. Notable trends include:

- Pedestrians are overrepresented in fatal and severe injury crashes. Pedestrians are involved in 3 percent of reported crashes but are involved in 27 percent of fatal/severe injury crashes.
- Bicyclists are also overrepresented in fatal and severe injury crashes. Bicyclists are involved in 3 percent of reported crashes but 9 percent of fatal/severe injury crashes.

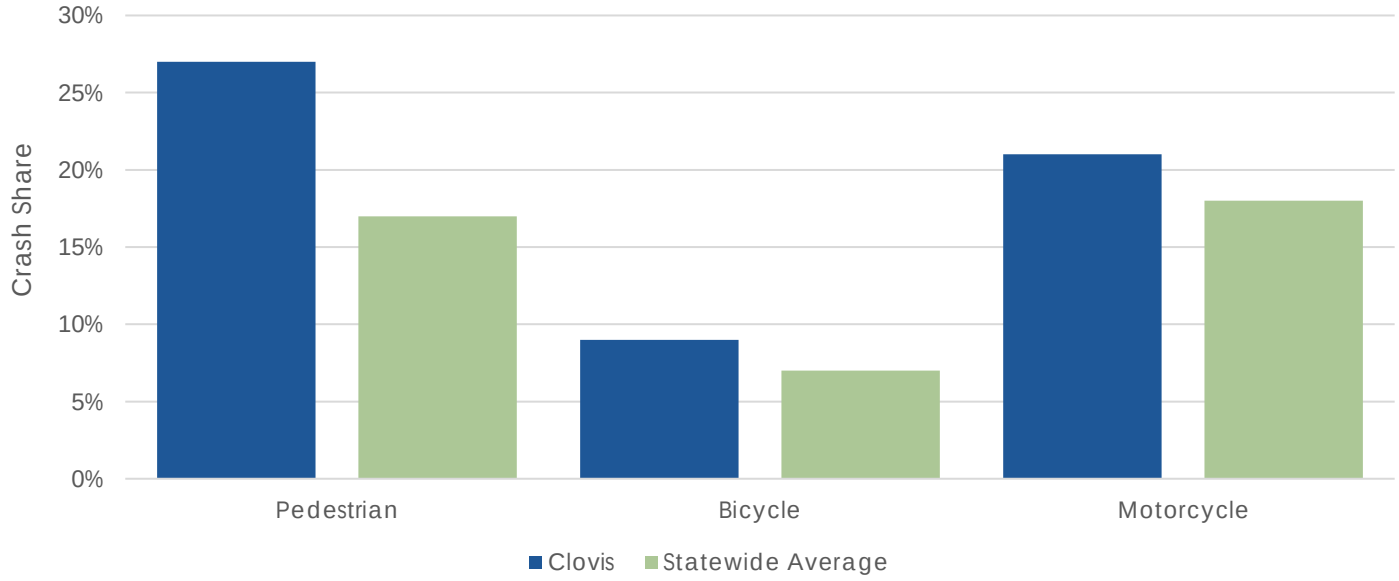
Table 2: Crash Severity by Road User Involved

Road User Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	4 (40%)	11 (24%)	25 (9%)	41 (4%)	9 (1%)	90 (3%)
Bicycle Involved	1 (10%)	4 (9%)	31 (11%)	59 (6%)	23 (1%)	118 (3%)
Vehicle Only or Vehicle-Fixed Object	5 (50%)	31 (67%)	221 (80%)	941 (90%)	2,101 (98%)	3,299 (94%)
Reported Crashes	10 (100%)	46 (100%)	277 (100%)	1,041 (100%)	2,133 (100%)	3,507 (100%)
Severity Share of Reported Crashes	1%	1%	8%	30%	60%	100%

Source: SWITRS, TIMS, Kittelson, 2021.

The California's Strategic Highway Safety Plan (SHSP) includes 16 challenge areas to focus statewide resources and efforts. Three of those challenge areas are crashes involving pedestrians, bicyclists, and motorcyclists. The SHSP analyzed the share of fatal and severe injury crashes involving each of these road users. Figure 1 compares fatal and severe injury crash trends in Clovis to the statewide trends reported in the SHSP.

Figure 1: Fatal and Severe Injury Crash Shares by Road User Compared to Statewide Trends



Source: SHSP, SWITRS, TIMS, Kittelson, 2021.

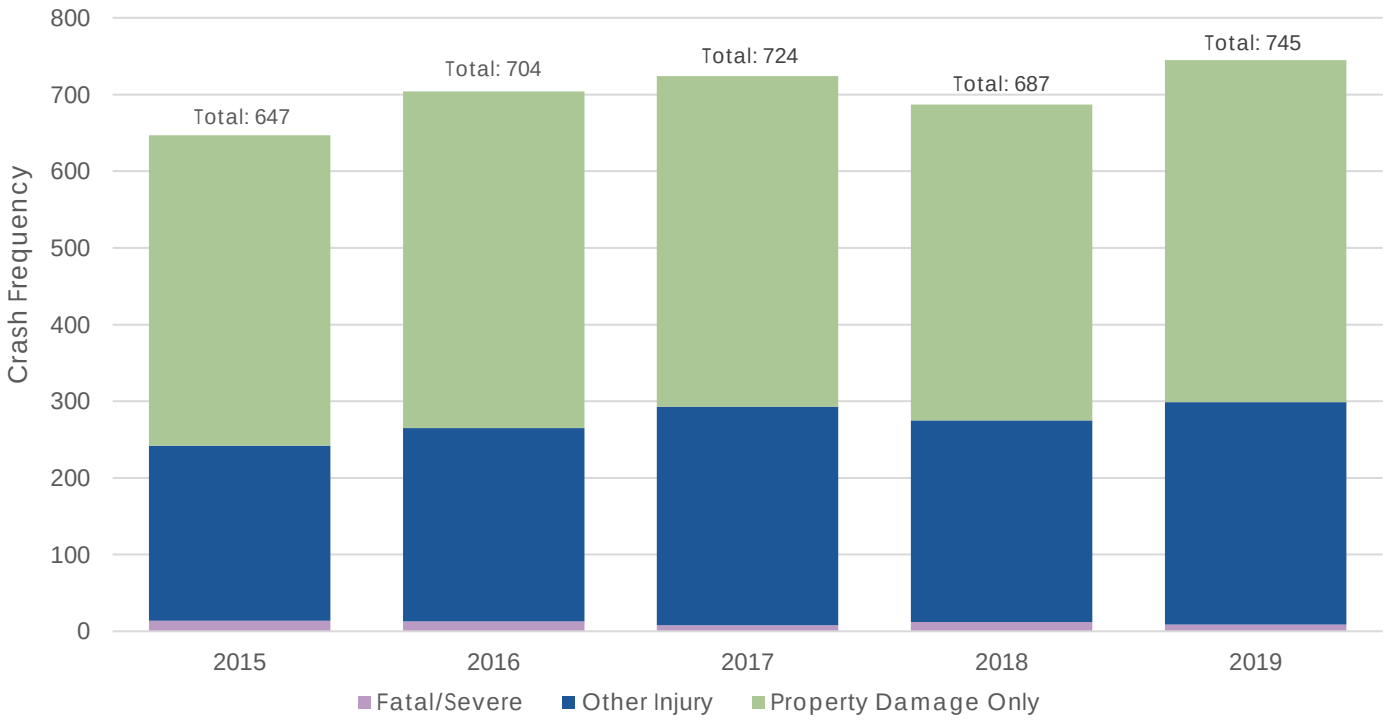
As shown in the figure:

- Clovis has a higher share of fatal/severe injury crashes involving pedestrians than the statewide average.
- Clovis has a slightly higher share of fatal/severe injury crashes involving bicyclists than the statewide average.
- Clovis is the only jurisdiction among those included in this MLRSP that has a higher share of motorcyclists involved in fatal/severe injury crashes than the statewide average: 21 percent compared to 18 percent statewide.

YEAR, MONTH, AND WEATHER

Figure 2 shows year-over-year trends in the data by severity. The totals reflect a relatively small but steady increase, with an average of 701 annual crashes and 11 fatal/severe injury crashes annually. Fluctuations from a single year to the next tend to represent the degree of randomness in crash occurrence and are not necessarily indicative of an overall trend.

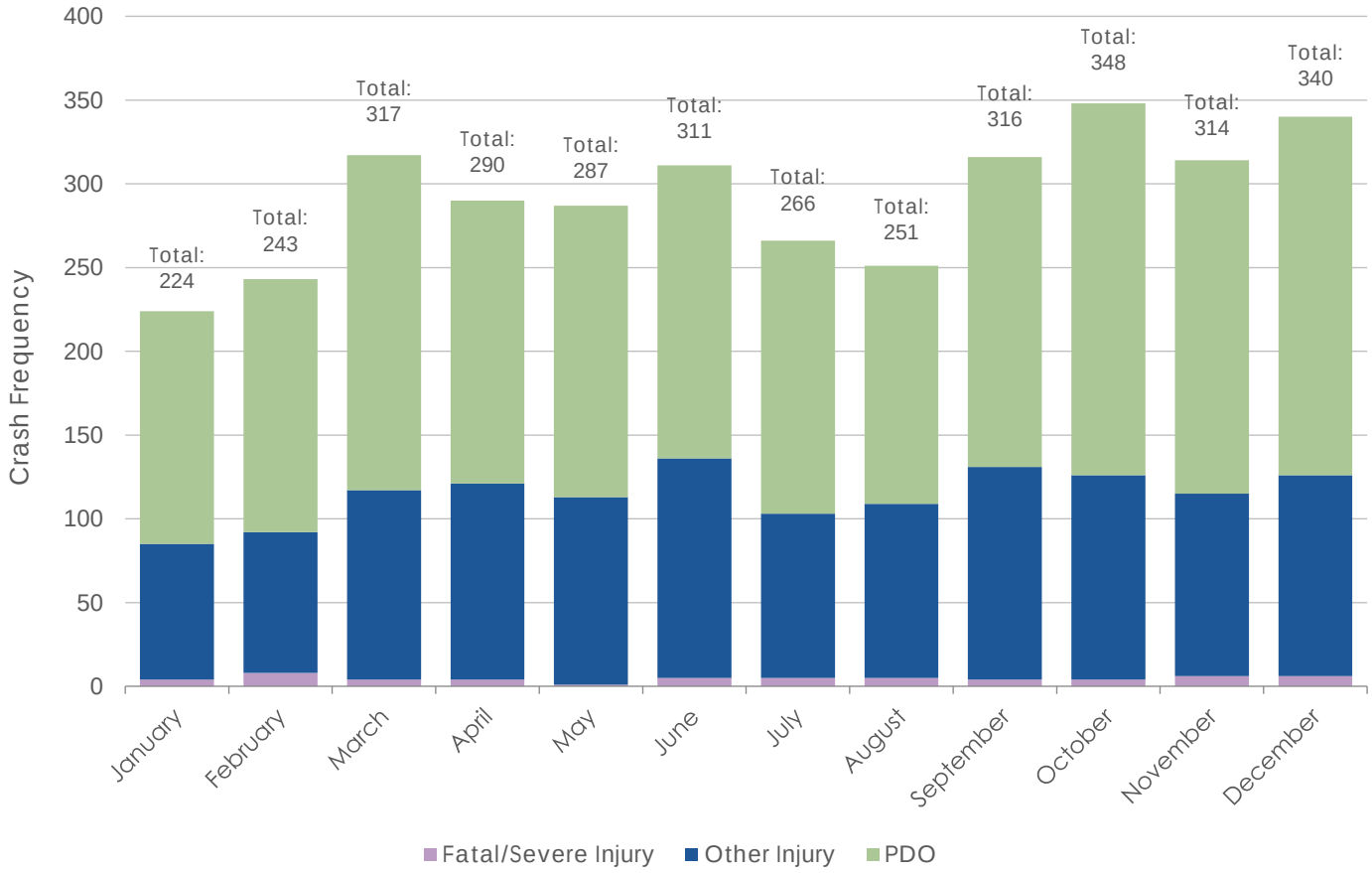
Figure 2: Year-over-Year Trends in Crash Data by Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.

Figure 3 presents the total crashes by month and severity for the crash database. On average, 292 crashes occurred per month. The lowest number of crashes occurred in January and in February, with a total of 224 crashes in January and 243 crashes in February. The highest number of crashes occurred in October, when 348 crashes occurred.

Figure 3: Crashes by Month and Severity

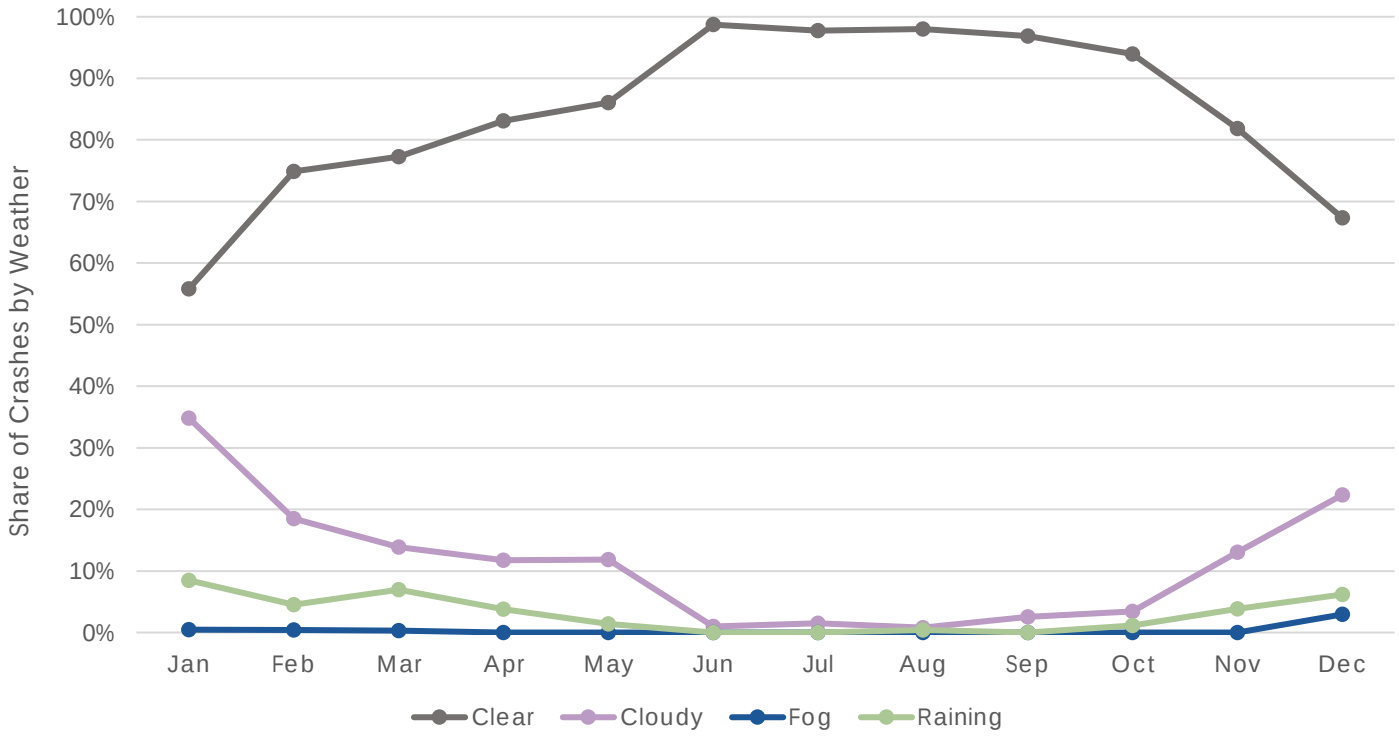


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Figure 4 illustrates crashes by month and by weather condition for the full database. As shown in the figure:

- Crashes cited to have occurred during fog and/or rainy conditions are a larger portion of total crashes between the months of October and March.
- Crashes cited to have occurred during cloudy weather are a larger portion of total crashes between the months of November and May.

Figure 4: Crashes by Month and Weather Condition



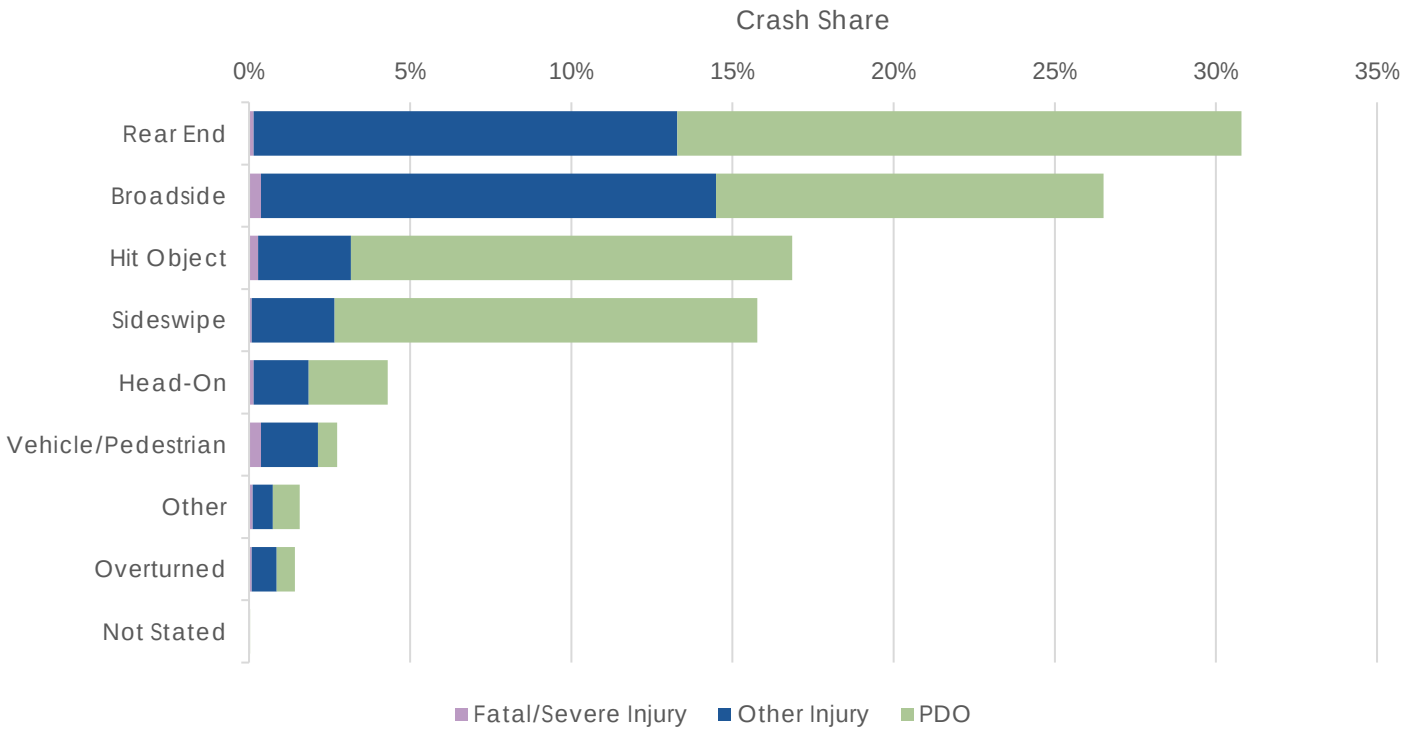
Source: SWITRS, TIMS, Kittelson, 2021.
Note: Only select conditions shown to improve legibility. A small portion of crashes occurred in snowy or windy conditions.

COLLISION TYPE

Reported collision type gives an indication of the movements most frequently involved in crashes and in severe outcomes. Figure 5 reports the most frequent reported collision types by severity. As shown in the figure:

- Among total reported crashes, the top three most frequent collision types are rear end (31 percent), broadside (27 percent), and hit object (17 percent). These three collision types account for 75 percent of reported crashes in the City.
- Among fatal/severe injury crashes, the top three most frequent collision types are broadside (23 percent), hit object (18 percent), and vehicle/pedestrian (23 percent). These three collision types account for 64 percent of reported fatal/severe injury crashes in the City.

Figure 5: Crashes by Collision Type and Severity



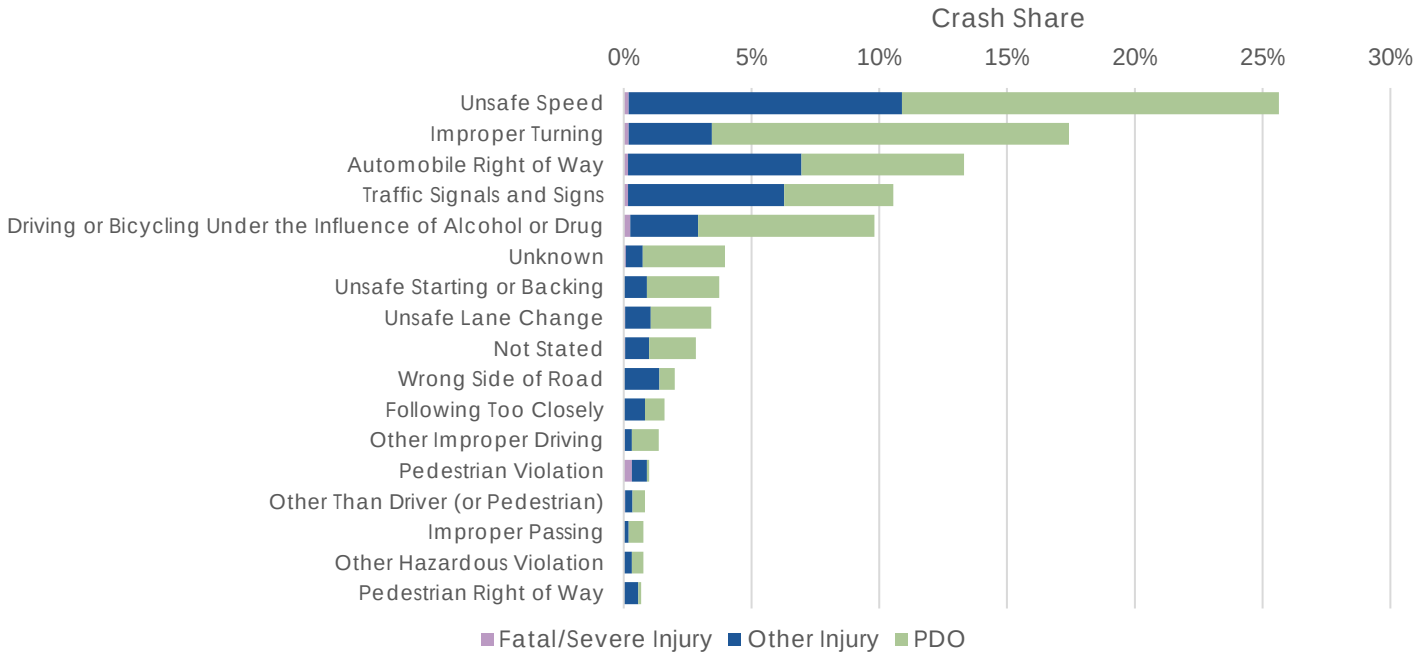
Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

Reporting officers identify a primary collision factor (PCF) for each crash. It is up to the officer's judgement and information available at the scene for them to select the factor that is most relevant. Officers select one from among a list of PCFs based on California Vehicle Code (CVC) and road user behavior. Figure 6 presents the most frequently cited PCFs in crashes in the City.

- The three most frequently reported PCFs among total reported crashes include unsafe speed[2] (26 percent), improper turning[3] (17 percent), and automobile right of way[4] (13 percent). These three PCFs account for 56 percent of reported crashes.
- The three PCFs most frequent among fatal/severe injury crashes are pedestrian violation[5] (20 percent), driving or bicycling under the influence of alcohol and drugs[6] (16 percent), and unsafe speed[2] (13 percent) – a total of 49 percent among all three.

Figure 6: Crashes by Reported PCF and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Notes: PCFs constituting <1% excluded from chart to enhance legibility. Those PCFs include other equipment, hazardous parking, impeding traffic, lights, and brakes.
"Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

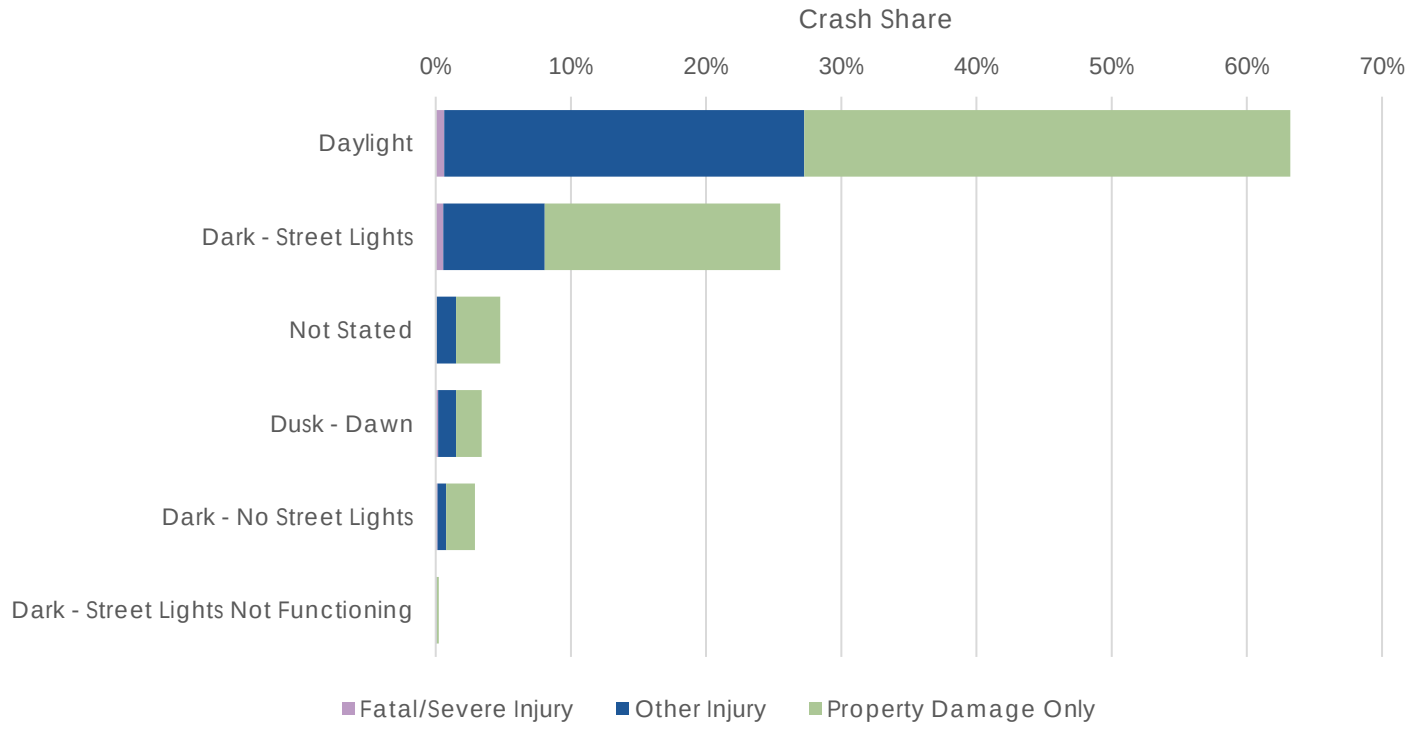
[2] Reported PCF based on CVC violation indicating unsafe speeding on a highway.
[3] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[4] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[5] Reported PCF based on CVC violation indicating a pedestrian failure to yield the right of way to other vehicles.
[6] Reported PCF based on CVC violation indicating driver was under the influence of alcohol.

LIGHTING

Figure 7 shows citywide crashes by reported lighting condition and severity.

- Crashes that occurred in dark conditions (i.e., the three coded categories that indicate "dark" conditions) make up 29 percent of total reported crashes but account for 45 percent of fatal and severe injury crashes.
- 26 fatal crashes occurred in dark conditions, of which six occurred where there were either no streetlights or streetlights were reported as not functioning.

Figure 7: Crash by Lighting and Severity

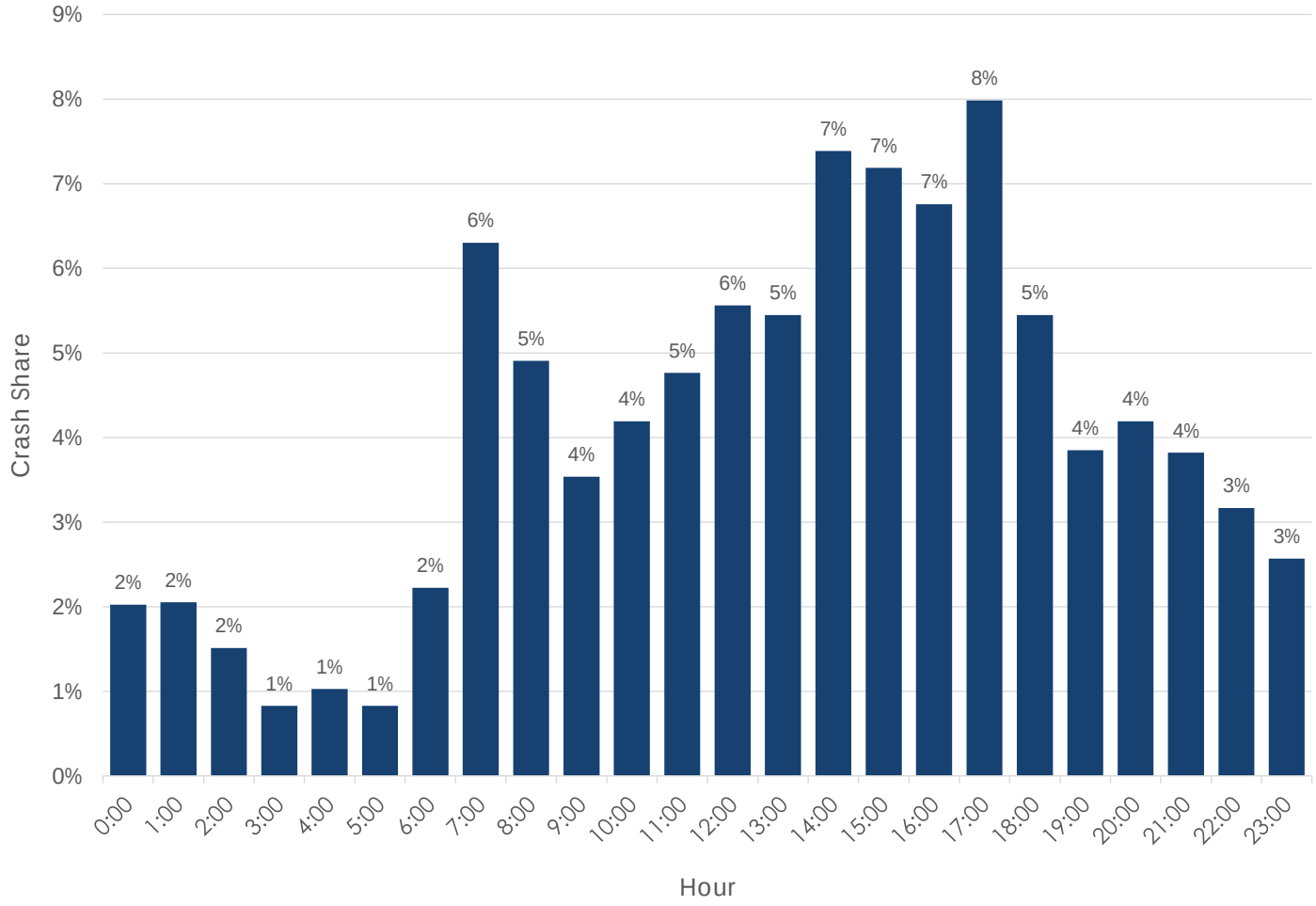


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.

TIME OF DAY

Figure 8 shows crashes by time of day. The morning hour from 7 AM to 8 AM and afternoon hours from 2 PM to 6 PM show the greatest frequency of crashes.

Figure 8: Crash Share by Time of Day



Source: SWITRS, TIMS, Kittelson, 2021.
Note: 2% of crashes did not have a time of day reported.

Pedestrians

This section focuses exclusively on reported crashes involving pedestrians. Table 3 shows the distribution of pedestrian crashes by severity. Of the 90 reported pedestrian crashes in Clovis, 16 percent resulted in death or severe injury. This share is more than eight times higher than the same share of total reported crashes (3 percent).

Table 3: Pedestrian Involved Crash by Severity

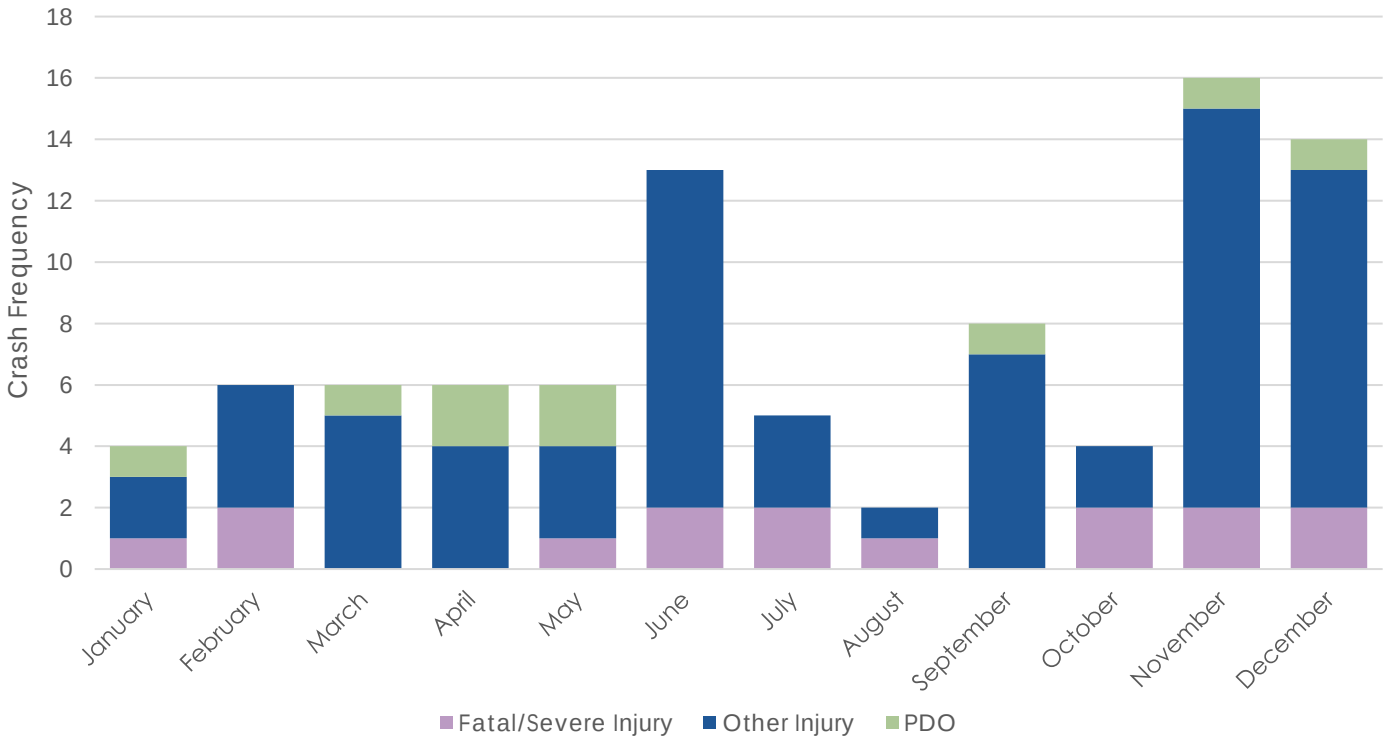
	Fatal (%)	Severe Injury (%)	Visible Injury (%)	Complaint of Pain (%)	Property Damage Only (%)	Total (%)
Pedestrian Involved	4 (4%)	11 (12%)	25 (28%)	41 (46%)	9 (10%)	90 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

SEVERITY AND MONTH

Figure 9 presents pedestrian crashes organized by month and severity. The highest number of monthly pedestrian crashes occurred in November, December, and June.

Figure 9: Pedestrian Crashes by Month and Severity



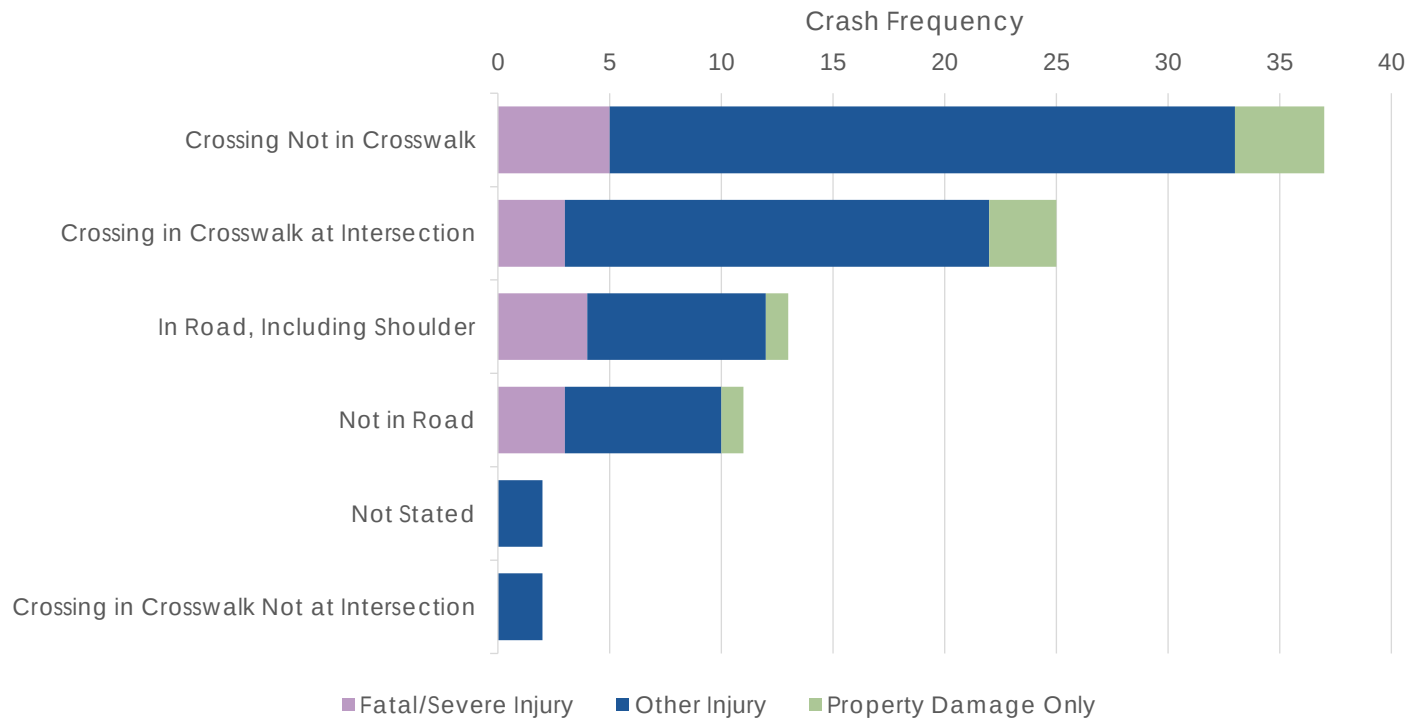
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PEDESTRIAN ACTION AND LOCATION

For pedestrian crashes, data are recorded that indicate the reporting officer's best judgment about the person's action and location preceding the crash. Figure 10 reports these trends in the City.

- The three most common pedestrian actions preceding a crash included crossing outside of a crosswalk (41 percent), crossing in a crosswalk at an intersection (28 percent), and walking in the road along the roadway, including shoulder (14 percent).
- 33 percent of the 15 fatal/severe injury pedestrian crashes occurred while a pedestrian was crossing a roadway outside a crosswalk.

Figure 10: Pedestrian Crashes by Reported Action/Location and Severity

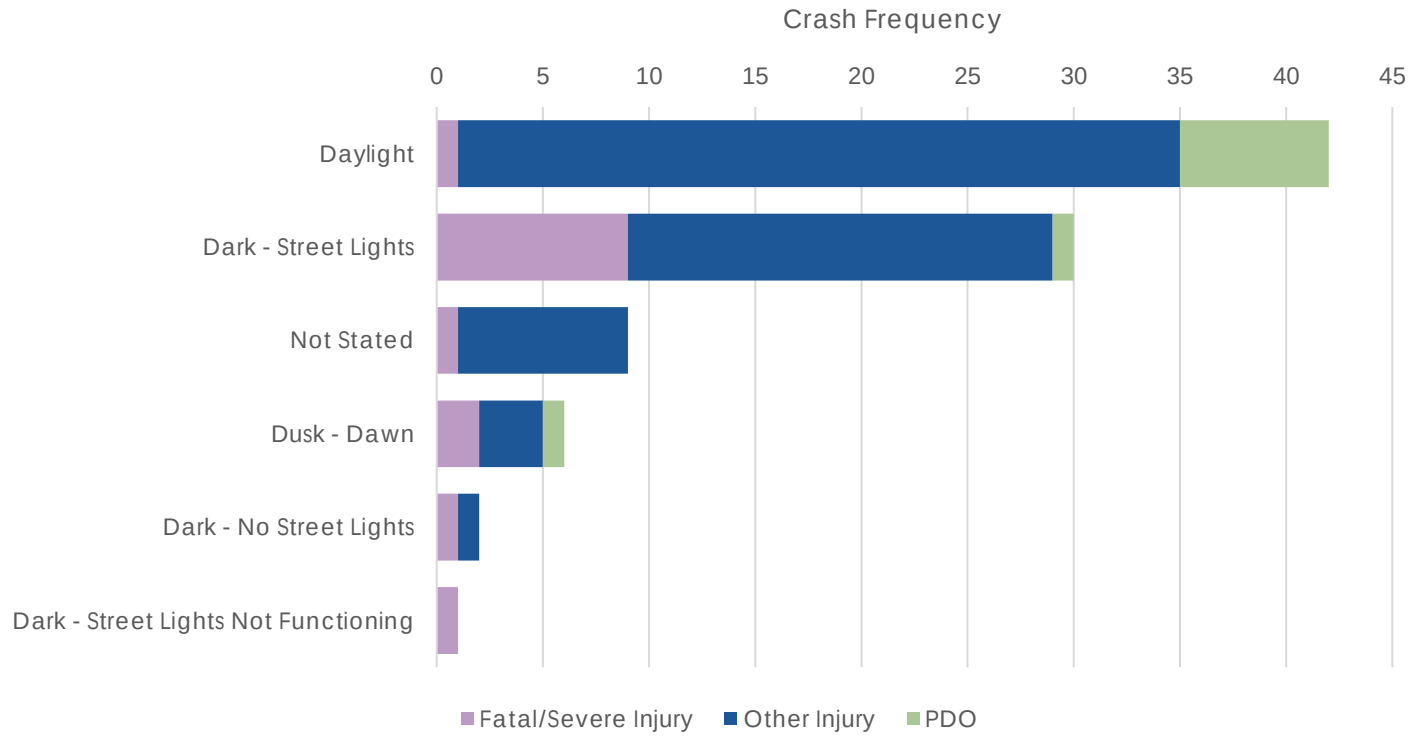


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

LIGHTING

Figure 11 shows citywide pedestrian crashes by reported lighting condition and severity. Crashes that occurred during dark or dusk/dawn conditions had a higher proportion of fatal/severe injury crashes compared to crashes during daylight conditions.

Figure 11: Pedestrian Crashes by Lighting and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Bicyclists

This section focuses exclusively on reported crashes involving bicyclists. Table 4 presents bicyclist-involved crashes citywide organized by severity level. Of the reported 118 bicyclist crashes in the City, 4 percent resulted in death or severe injury. The majority resulted in some degree of injury.

Table 4: Bicycle User Involved Crashes by Severity

	Fatal (%)	Severe Injury (%)	Visible Injury (%)	Complaint of Pain (%)	Property Damage Only (%)	Total (%)
Bicycle Involved	1 (1%)	4 (3%)	31 (26%)	59 (50%)	23 (19%)	118 (100%)

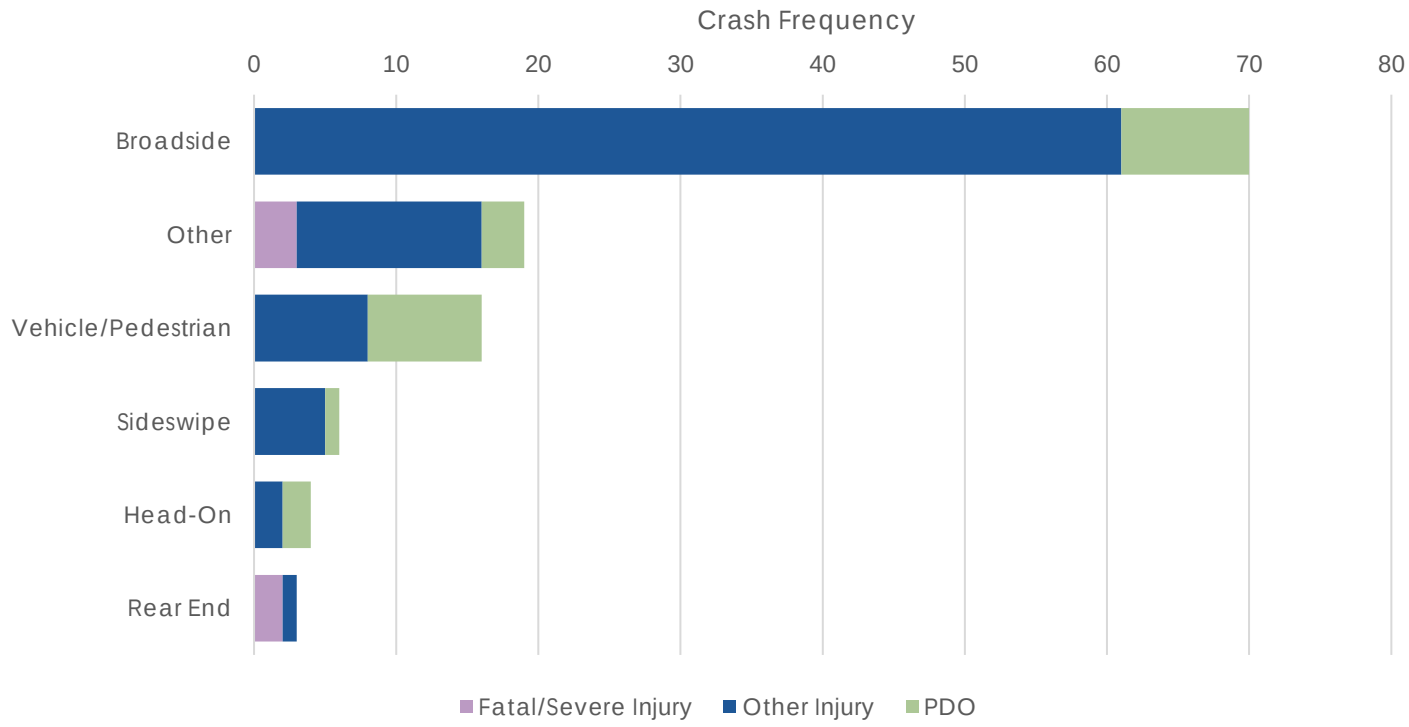
Source: SWITRS, TIMS, Kittelson, 2021.

COLLISION TYPE

Figure 12 presents reported bicycle crashes, organized by collision type.

- The top three collision types among bicyclist crashes include broadside (59 percent), other (16 percent), and vehicle/pedestrian crashes (14 percent).
- While some bicycle-involved crashes likely do include pedestrians, the relatively high share of crashes coded as "other" or "vehicle/pedestrian" could indicate a lack of precision in crash reporting for bicycle crashes.

Figure 12: Bicycle Crashes by Collision Type and Severity



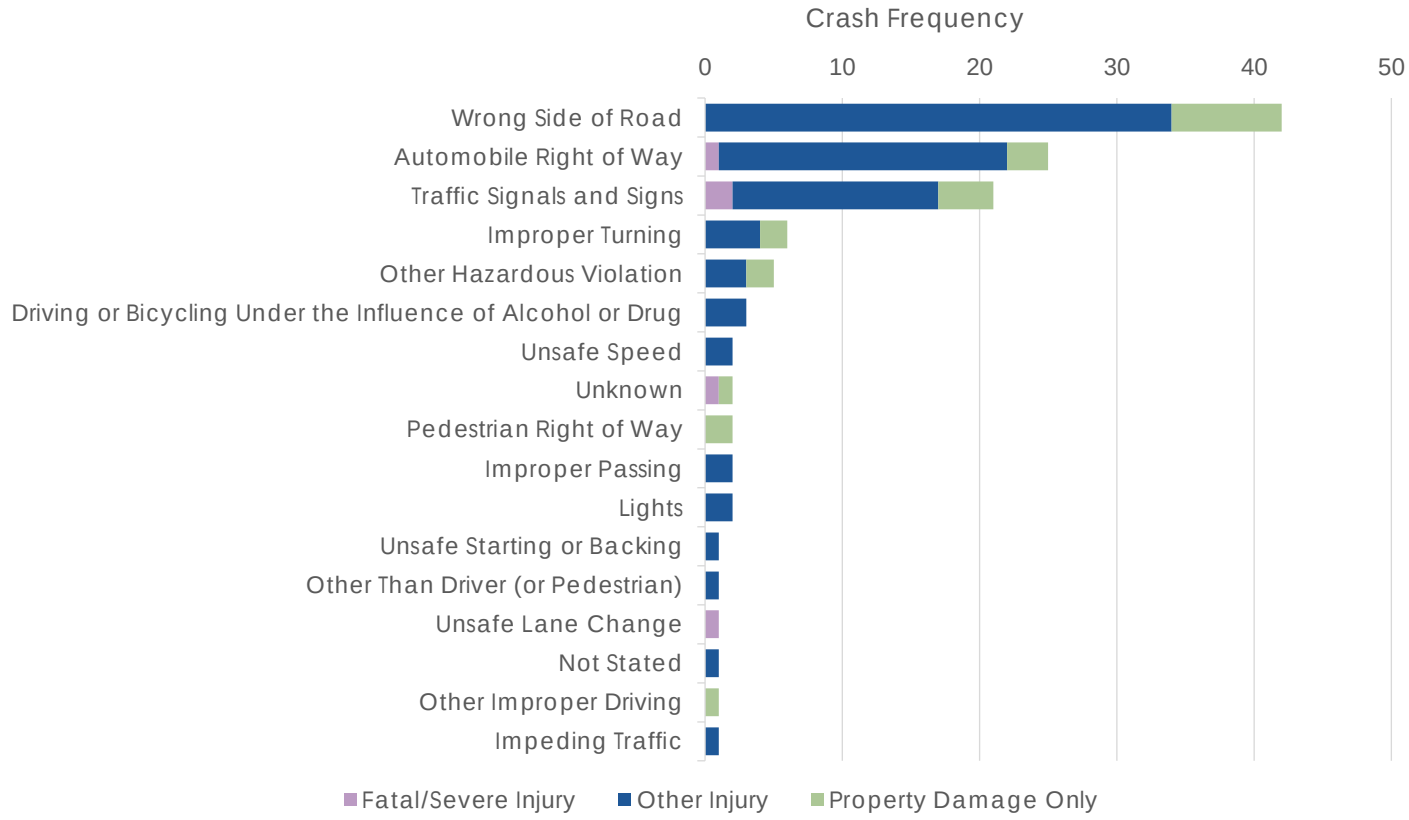
Source: SWITRS, TIMS, Kittelson, 2021.
Notes: Low-frequency collision types excluded from chart to enhance legibility. Those types include: hit object, not stated, or overturned. "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR (PCF)

Figure 13 presents the reported PCF among bicycle crashes.

- The most frequently cited PCF was wrong side of road driving/riding[7] (36 percent). Information on whether these crashes indicate drivers or bicyclists were traveling on the wrong side of the road is not available. However, from anecdotal information, it is somewhat common for bicyclists to ride in the opposite direction from traffic along a shoulder or sidewalk depending on their options for crossing a street to access adjacent land uses.
- The other two most frequent PCFs among bicycle crashes include automobile right of way[8] (21 percent) and traffic signals and signs[9] (18 percent)

Figure 13: Bicycle Crashes by Primary Collision Factor and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Notes: Low-frequency PCFs excluded from chart to enhance legibility. Those PCFs include: hazardous parking, brakes, pedestrian violation, pedestrian or "other" under the influence of alcohol or drugs, following too closely, other equipment, and fell asleep.
"Other injury" includes "Other visible injury" and "Complaint of pain" crashes.

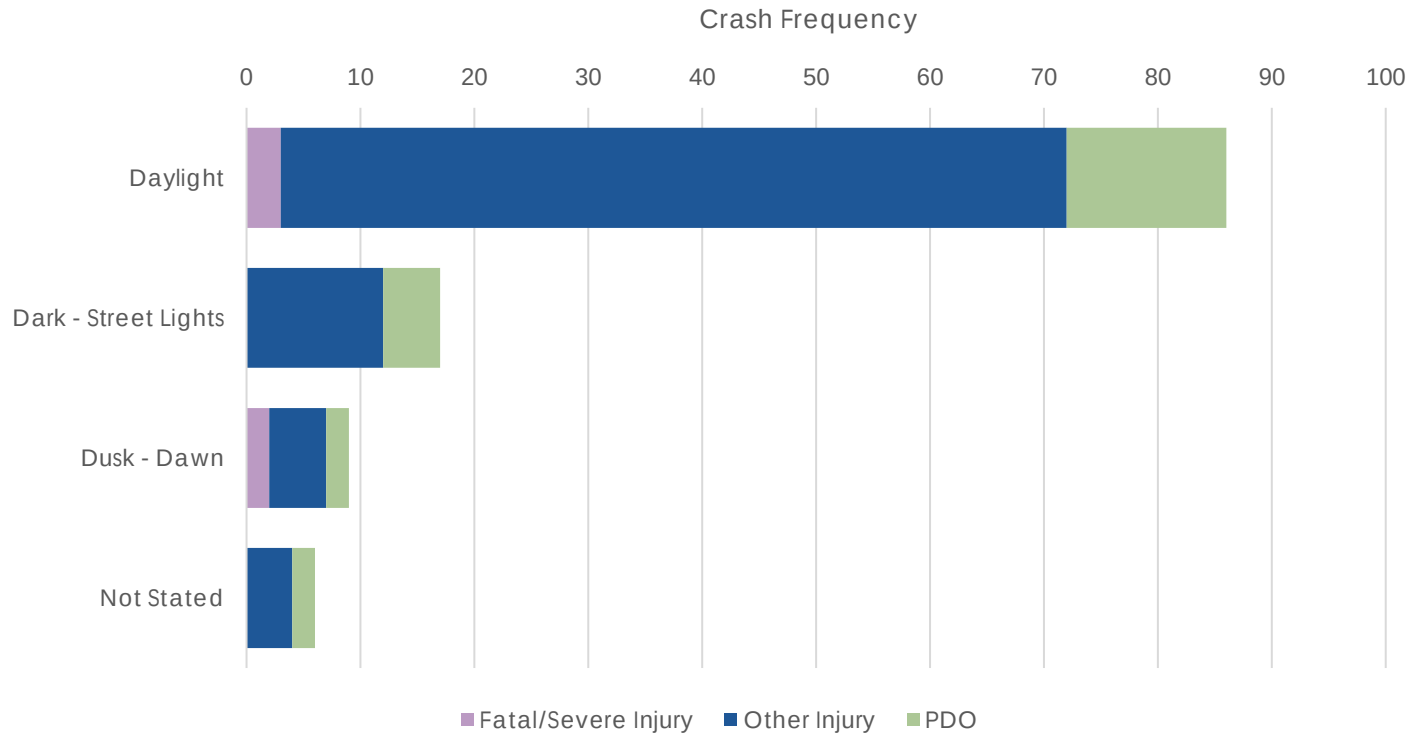
[7] Reported PCF based on CVC violation indicating the driver/rider was on the wrong side of the road.
[8] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[9] Reported PCF based on CVC violation indicating running a red light or failure to stop at a stop sign.

LIGHTING

Figure 14 presents bicycle crashes organized by lighting and severity. As shown:

- Most bicycle crashes (73 percent) occurred in daylight conditions.
- Bicycle crashes occurring in dusk/dawn conditions account for 8 percent of reported bicyclist crashes but account for two of the five fatal/severe injury crashes.

Figure 14: Bicycle Crashes by Lighting and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Priority Locations

Kittelson identified priority intersections and segments in Clovis using the annualized crash severity scores and excess predicted crashes described in the Data Summary and Analysis Approach sections (see the Introduction).

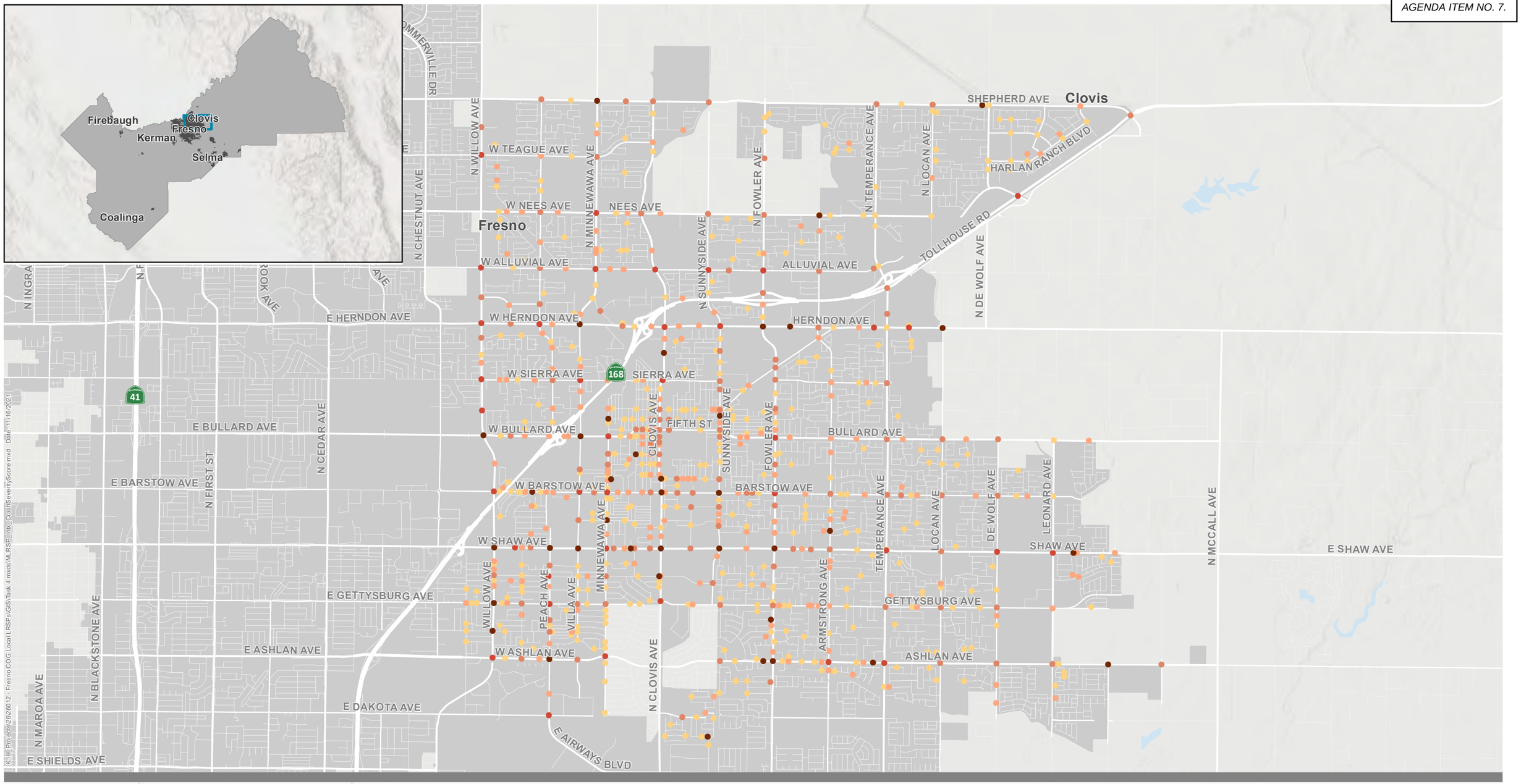
For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 90.35. Figure 15 shows the results of the intersection crash severity scoring. Figure 16 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments, the crash severity scores ranged from zero to 33.13. Crash severity score results for roadway segments are shown in Figure 17. Excess predicted crash score results are shown in Figure 18. Intersections or segments shown as not falling within one of the percentile breaks indicates there were no reported crashes at that location.

Table 5 presents the top twenty locations based on the highest crash severity scores.

Table 5. Top 20 Locations based on Crash Severity Score

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO
1	CLOVIS AVE & SANTA ANA AVE	Signalized	90.35	28	0	2	1	7	18
2	WILLOW AVE & SHAW AVE	Signal	85.66	94	0	1	6	31	56
3	FOWLER AVE & SHAW AVE	Signal	74.88	38	0	2	5	10	21
4	HERNDON AVE & FOWLER AVE	Signal	73.39	49	0	2	1	14	32
5	ASHLAN AVE & FOWLER AVE	Signal	68.03	37	0	2	0	13	22
6	CLOVIS AVE & BARSTOW AVE	Signal	64.63	26	0	2	2	8	14
7	BARSTOW AVE & SUNNYSIDE AVE	Signal	59.06	18	0	2	1	6	9
8	VILLA AVE & SHAW AVE	Signal	57.93	51	0	1	4	16	30
9	PEACH AVE & SHAW AVE	Signal	51.27	38	0	1	4	12	21
10	WILLOW AVE & BULLARD AVE	Signal	48.39	43	0	1	2	12	28
11	BULLARD AVE & VILLA AVE	Signal	48.11	37	1	0	3	11	22
12	MINNEWAWA AVE & SHEPHERD AVE	Signal	47.99	35	1	0	0	17	17
13	SAN JOSE AVE & MINNEWAWA AVE	Unsignalized	44.03	6	0	1	1	3	1
14	LOCAN AVE & HERNDON AVE	Unsignalized	44.02	11	0	1	1	2	7
15	HOLLAND AVE & WILLOW AVE	Unsignalized	43.62	9	0	1	1	2	5
16	CLOVIS AVE & PALO ALTO AVE	Unsignalized	42.82	5	0	1	1	2	1
17	SUNNYSIDE AVE & FOURTH ST & GIBSON AVE	Unsignalized	41.68	9	1	0	0	2	6
18	SIERRA VISTA PKWY & SUNNYSIDE AVE & SHAW AVE	Signal	41.68	43	0	0	5	23	15
19	ASHLAN AVE & HIGHLAND AVE	Unsignalized	41.60	4	1	0	1	1	1
20	ASHLAN AVE & PEACH AVE	Signal	41.00	31	0	1	1	9	20

Note: PDO = Property Damage Only



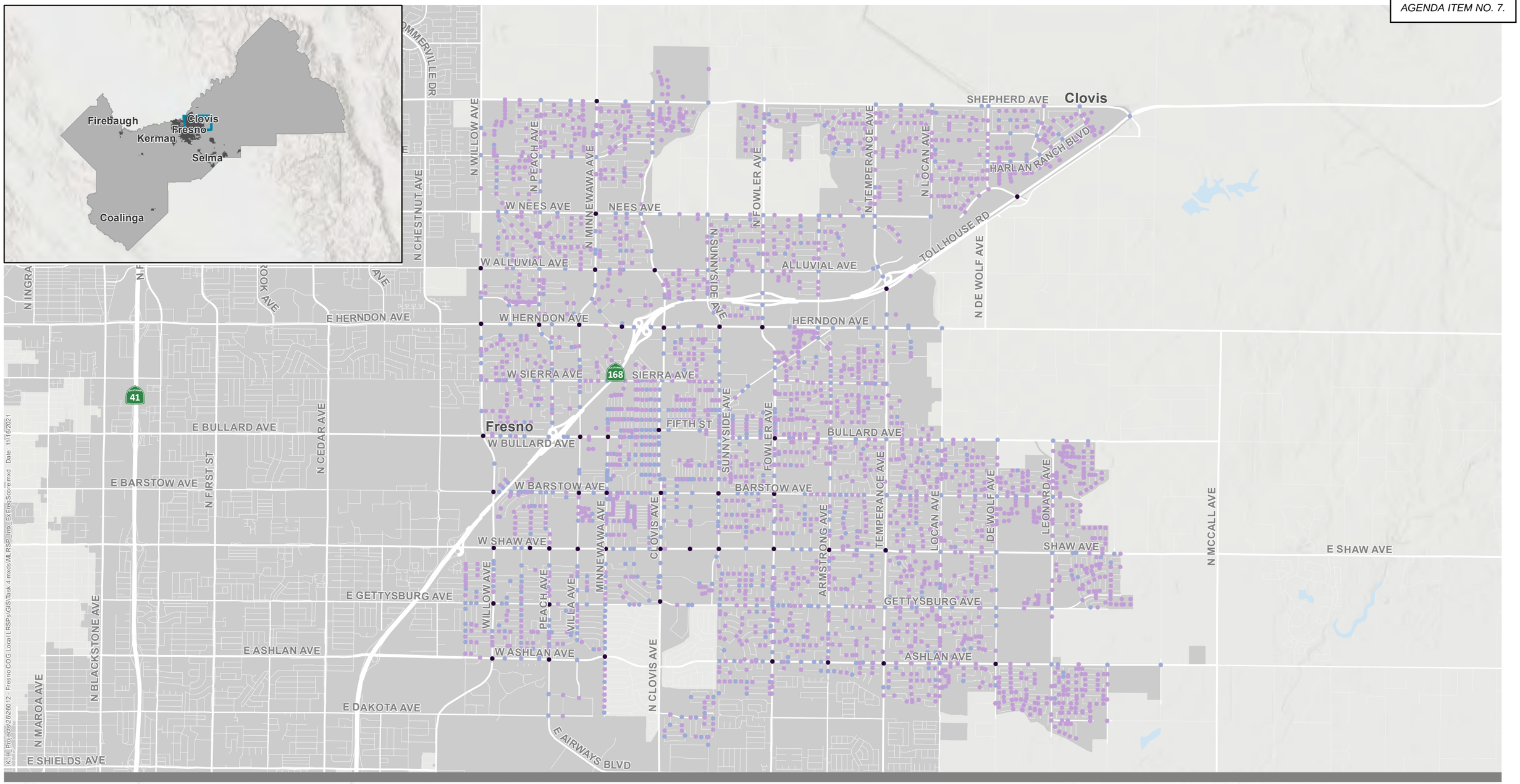
Crash Severity Score

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

Figure 15

Intersection Crash Severity Scores
Jurisdiction Results: Clovis
Fresno Council of Governmen

KITTELSON & ASSOCIATES



Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile

City Limits

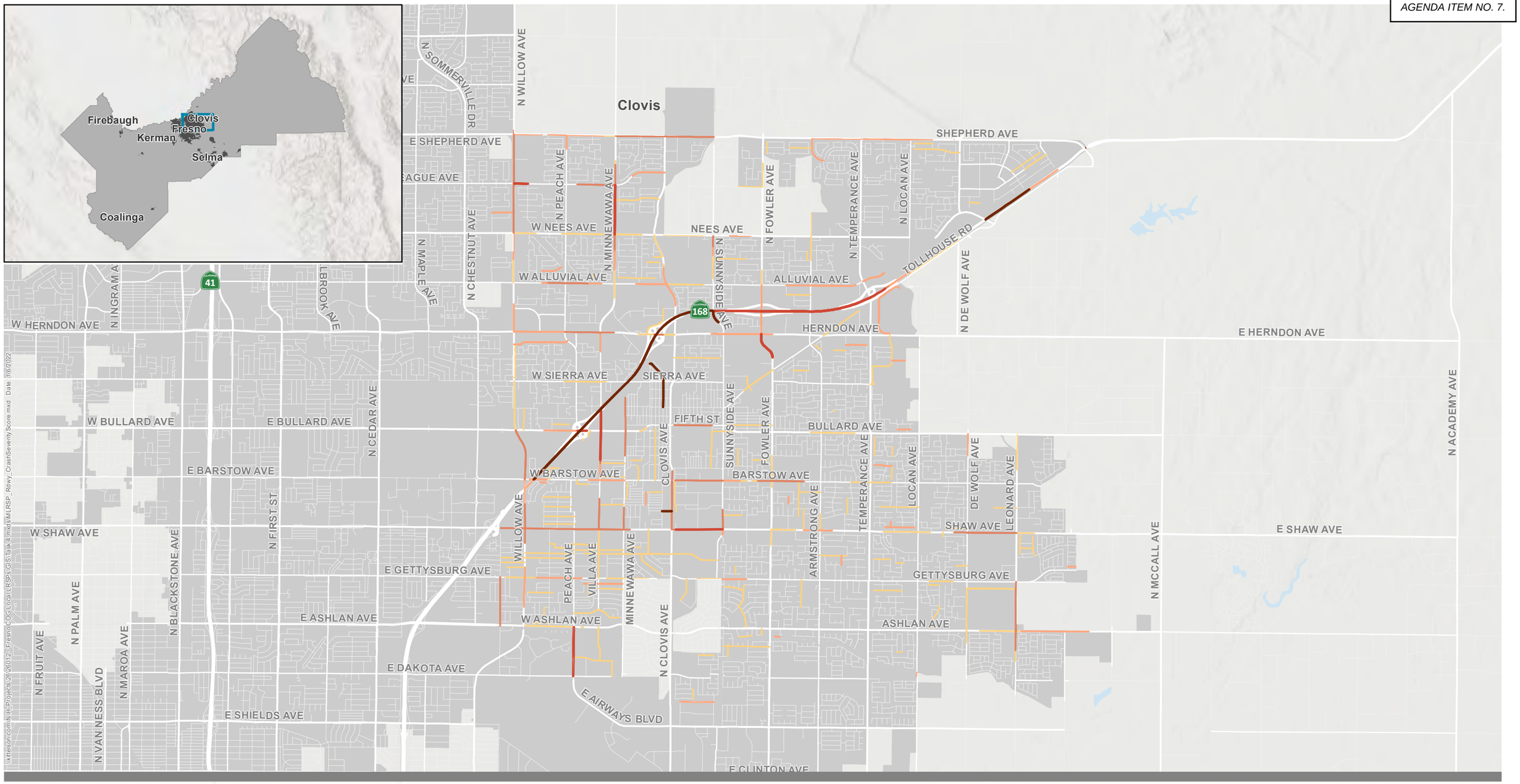
County Boundary

0 0.9 Miles

Figure 16

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Clovis
Fresno Council of Governmen

KITTELSON & ASSOCIATES



Crash Severity Scores

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.9 Miles

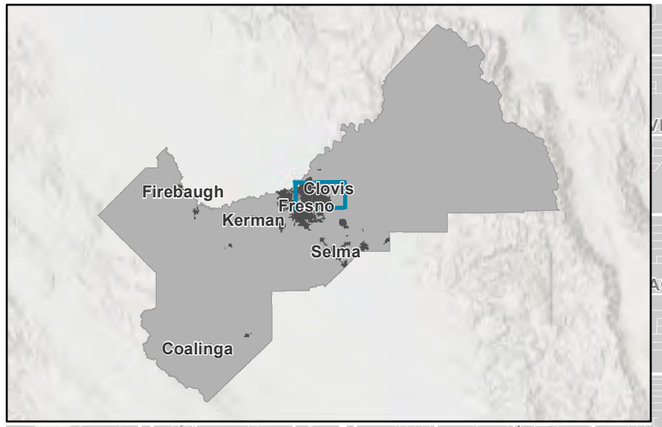
Roadway segments shown along SR-168 are an at-grade Caltrans facility

KITTELSON & ASSOCIATES

Figure 17

Roadway Crash Severity Scores
Jurisdiction Results: Clovis
Fresno Council of Governmen

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Clovis
N WILLOW AVE
N SOMMERVILLE
E SHEPHERD AVE
SHEPHERD AVE
N PEACH AVE
N MINNEWAWA AVE
N FOWLER AVE
N TEMPERANCE AVE
N LOCAN AVE
W NEES AVE
NEES AVE
N SUNNYSIDE AVE
TOLLHOUSE RD
N DE WOLF AVE
W ALLUVIAL AVE
ALLUVIAL AVE
N CHESTNUT AVE
N MAPLE AVE
N INGRAM AVE
LBROOK AVE
W HERNDON AVE
HERNDON AVE
E HERNDON AVE
168
W SIERRA AVE
SIERRA AVE
FIFTH ST
BULLARD AVE
W BULLARD AVE
E BULLARD AVE
N CEDAR AVE
N ACADEMY AVE
41
E BARSTOW AVE
W BARSTOW AVE
CLOVIS AVE
BARSTOW AVE
N BLACKSTONE AVE
N FIRST ST
W SHAW AVE
SHAW AVE
LEONARD AVE
E SHAW AVE
N MCCALL AVE
WILLOW AVE
PEACH AVE
VILLA AVE
E GETTYSBURG AVE
GETTYSBURG AVE
ARMSTRONG AVE
N PALM AVE
E ASHLAN AVE
W ASHLAN AVE
ASHLAN AVE
N FRUIT AVE
N MAROA AVE
E DAKOTA AVE
N VAN NESS BLVD
E SHIELDS AVE
E AIRWAYS BLVD
E CLINTON AVE

Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.9 Miles

Roadway segments shown along SR-168 are an at-grade Caltrans facility

Figure 18

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Clovis
Fresno Council of Governmen

KITTELSON & ASSOCIATES

EMPHASIS AREAS

Based on key trends in the crash data, emphasis areas for the City of Clovis include pedestrian and bicycle crashes, broadside crashes, and hit object crashes. Due to the prevalence of collision factors citing unsafe speed and driving under the influence, the City may also choose to focus on education and enforcement strategies aimed at encouraging safe driver behaviors. Each of these areas is further discussed below.

Pedestrian and Bicycle Crashes

Pedestrian and bicycle crashes were identified as a focus area given the overrepresentation of pedestrians and bicyclists in fatal and severe crashes. Half of the ten fatal crashes involved a pedestrian or bicyclist and a third of the severe crashes involved a pedestrian or bicyclist. The most common pedestrian action preceding a crash was crossing the roadway outside a crosswalk, followed by crossing the roadway at an intersection crosswalk. The most frequently cited primary collision factor in bicycle crashes was wrong side of road driving/riding, which could indicate bicyclists riding in the opposite direction from traffic along a shoulder or sidewalk depending on their options for crossing a street to access adjacent land uses. These pedestrian actions and bicyclist behaviors suggest opportunities for improvements to pedestrian and bicycle infrastructure, as well as education for drivers, pedestrians, and bicyclists on rules of the road.

Pedestrians and bicyclists are identified as two of the six high priority challenge areas in the California SHSP. These challenge areas "were identified through historical data evaluations and feedback from traffic safety stakeholders across the state" (Caltrans SHSP). The high priorities represent "the greatest opportunity to reduce fatalities and serious injuries across the state" (Caltrans SHSP).

Broadside Crashes

A broadside crash occurs when the front of one vehicle hits the side of another vehicle. Broadside crashes were selected as an emphasis area due to the frequency and severity of these collision types. Broadside crashes were the second most frequent collision type and represent 23 percent of fatal and severe injury crashes. As discussed below under Engineering Strategies, countermeasures are available targeted at broadside crashes.

Hit Object Crashes

Hit object crashes were selected as an emphasis area due to their frequency in fatal crashes. They are the third most common collision type and comprise four of the ten fatal crashes and six of the 46 severe injury crashes. A variety of roadway countermeasures are available targeted at slowing traffic speeds, improving roadside conditions, and reducing hit object crashes.

The California SHSP includes lane departures as one of the six high priorities in California. As indicated in the Caltrans SHSP, "the Lane Departures Challenge Area includes head-on, hit object, and overturned crashes. This includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the collision." These crashes are a high priority due to their severity level.

Unsafe Speed and Driving Under the Influence

Unsafe speed is the most frequently reported PCF among all reported crashes and the third most frequent in fatal/severe injury crashes. Driving or bicycling under the influence of alcohol and drugs is the third most common PCF cited in fatal/severe injury crashes. This suggests there are opportunities to address driver behavior through countermeasures that encourage lower speeds and education and enforcement.

The California SHSP identified impaired driving and speed management/aggressive driving as two of the six high priorities in California, reflecting the potential to reduce fatalities and serious injuries by addressing these challenge areas.

STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety within the City of Clovis.

Engineering Strategies

The top three fatal and severe injury collision types in Clovis were broadside, vehicle-pedestrian, and hit object crashes; the top three fatal and severe injury primary collision factors were pedestrian violation, driving under the influence, and unsafe speed. High priority countermeasures to address these collision types and primary collision factors are shown in Table 6.

Table 6. High Priority Countermeasures

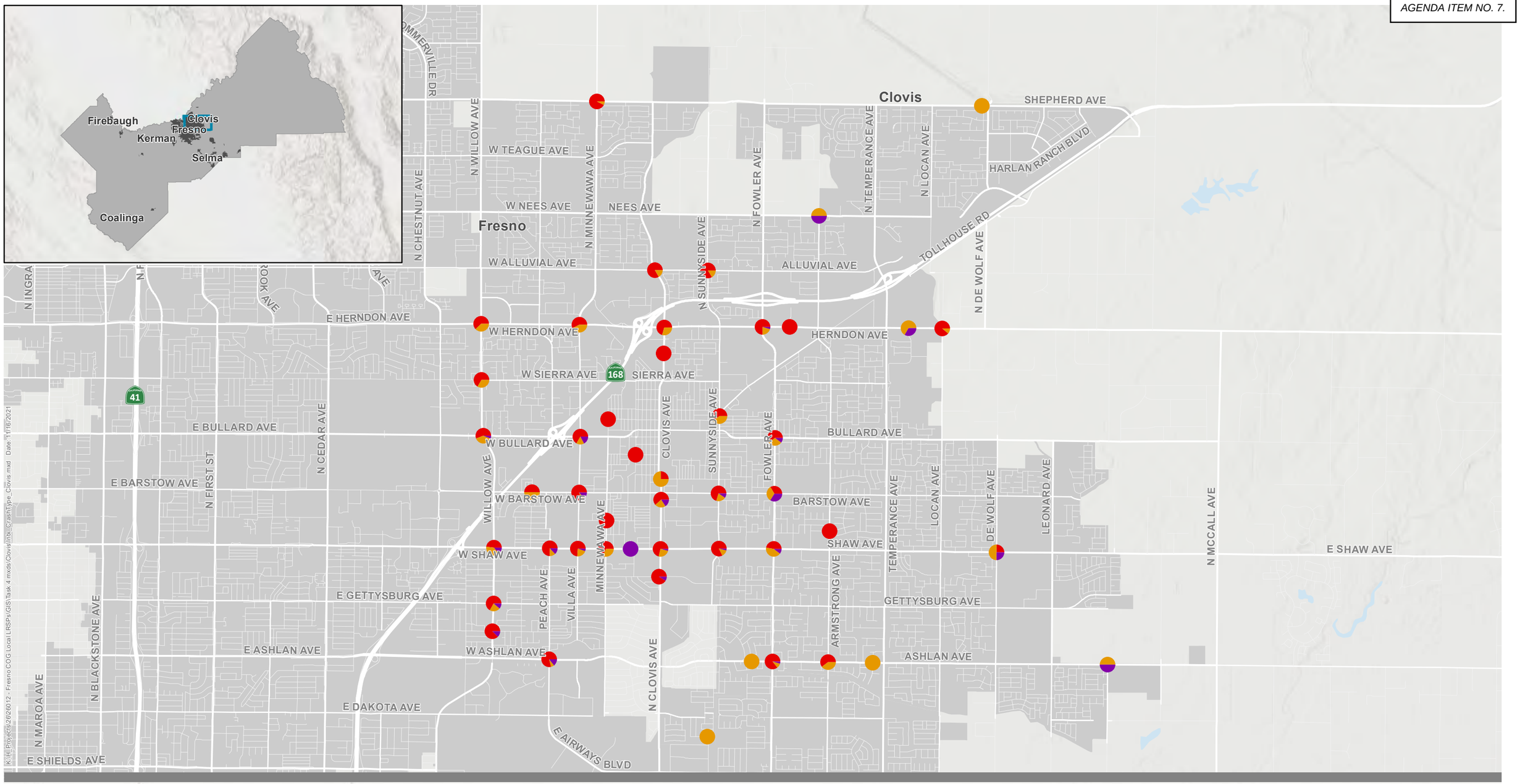
	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R01	Crashes at night
	Road Diet	R14	Hit object, unsafe speed
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Hit object, unsafe speed
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Hit object, unsafe speed
	Install Dynamic/Variable Speed Warning Sings	R26	Hit object, unsafe speed
Intersection Countermeasures	Add Intersection Lighting at Intersections	S1/NS1	Crashes at night
	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Broadside
	Install Flashing Beacons as Advance Warning	S10/NS9	Unsafe speed
	Convert Intersection to Roundabout	NS4/NS5	Broadside, unsafe speed
	Install/Upgrade Stop Signs or Intersection Warning/ Regulatory Signs	NS6	Broadside
	Upgrade Intersection Pavement Markings	NS7	Broadside
	Install Splitter Islands for Minor Street Approaches	NS13	Broadside
Pedestrian/Bicycle Countermeasures	Install Bike Lanes	R32PB	Overrepresented bicycle crashes
	Install Sidewalk/Pathway	R34PB	Pedestrian violation
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R35PB	Vehicle-pedestrian, pedestrian violation
	Install Pedestrian Countdown Signal Heads	S17PB	Pedestrian violation
	Install Pedestrian Crossing	S18PB/NS20PB	Vehicle-pedestrian
	Install Raised Medians (or Refuge Islands)	NS19PB	Vehicle-pedestrian, pedestrian violation
	Bike Lane Extension Through Intersections	n/a	Overrepresented bicycle crashes
	Bike Boxes	n/a	Overrepresented bicycle crashes

Note: The ID number references the Caltrans Manual Local Road Safety

Appendix B contains the regional Countermeasures Toolbox which includes more detailed information regarding the countermeasures listed above.

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. Clovis can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 6.

Figure 19 and Figure 20 present the top priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 21 and Figure 22 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.



Collision Type

- Broadside
- Vehicle/Pedestrian
- Hit Object

City Limits

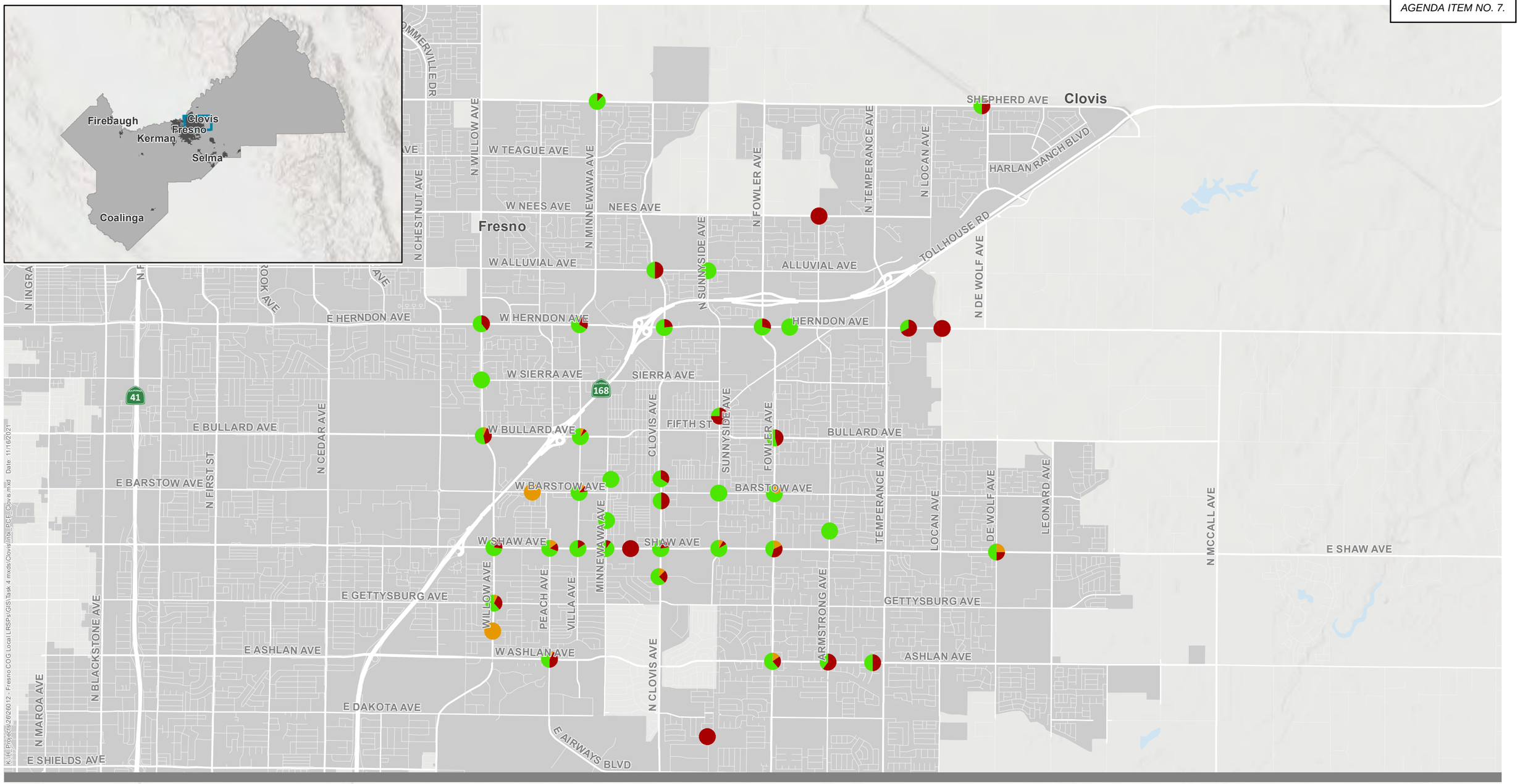
County Boundary

0 0.9 Miles

Figure 19

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Clovis
Fresno Council of Governmen

KITTELSON & ASSOCIATES



Primary Collision Factors

- Unsafe Speed
- Driving Under the Influence
- Pedestrian Violation

City Limits

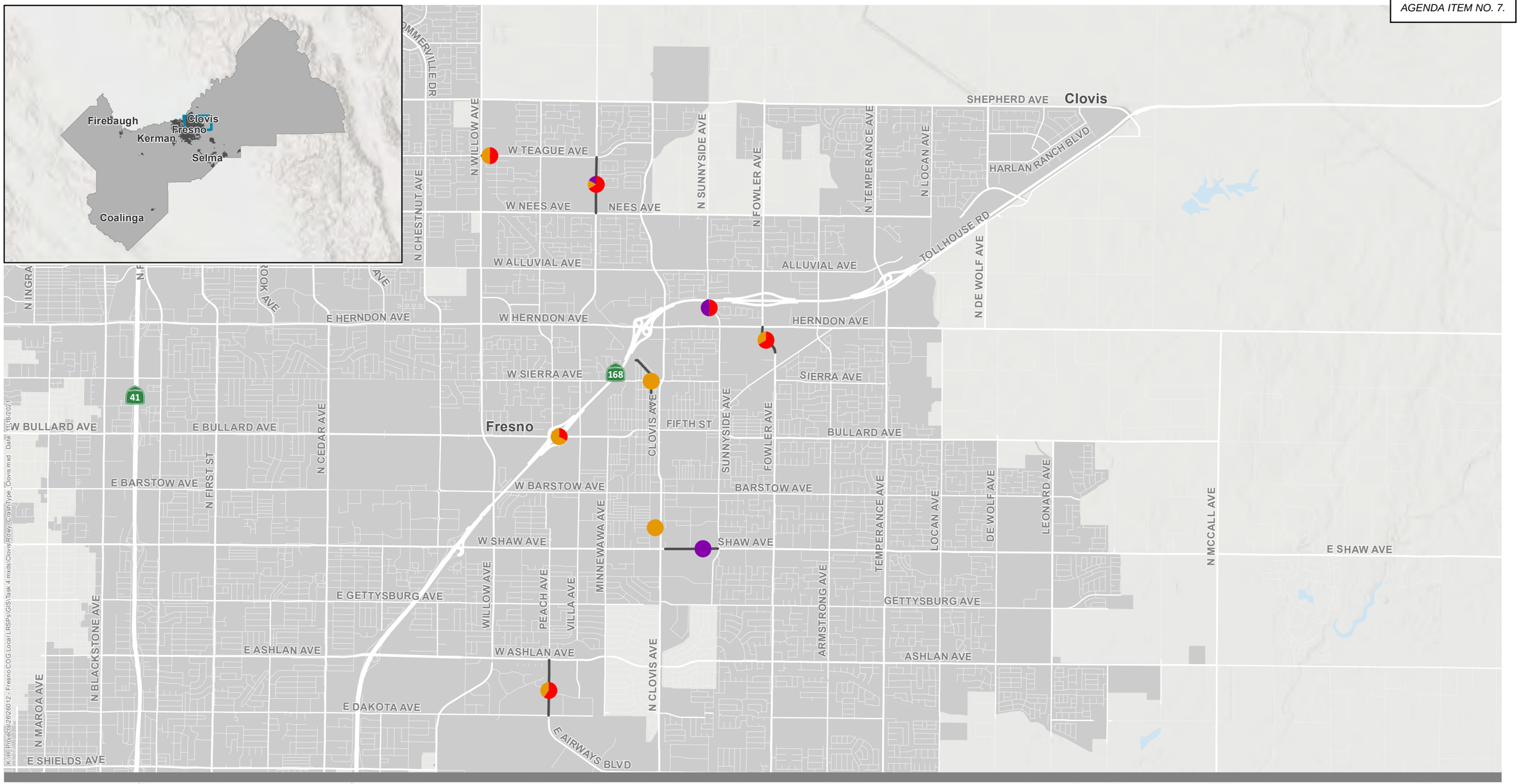
County Boundary

0 0.9 Miles

Figure 20

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Clovis
Fresno Council of Governmen

KITTELSON & ASSOCIATES



Collision Type

- Broadside
- Vehicle/Pedestrian
- Hit Object
- Priority Roadways

City Limits

County Boundary

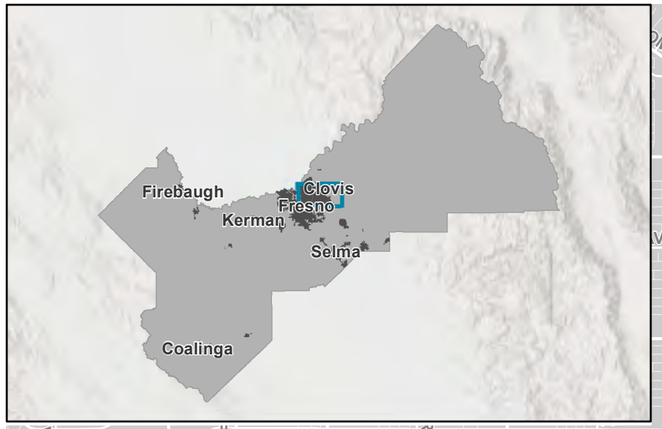
0 0.9 Miles

Figure 21

Top Fatal/Severe Injury Roadway Collision Types
Jurisdiction Results: Clovis
Fresno Council of Governments

KITTELSON & ASSOCIATES

Note: Priority locations on state facilities have been excluded.



Fresno
Clovis
SHEPHERD AVE
HARLAN RANCH BLVD
TOLLHOUSE RD
NEES AVE
W NEES AVE
W ALLUVIAL AVE
ALLUVIAL AVE
E HERNDON AVE
W HERNDON AVE
HERNDON AVE
W SIERRA AVE
SIERRA AVE
FIFTH ST
BULLARD AVE
W BULLARD AVE
E BULLARD AVE
E BARSTOW AVE
W BARSTOW AVE
BARSTOW AVE
W SHAW AVE
SHAW AVE
E SHAW AVE
E GETTYSBURG AVE
GETTYSBURG AVE
E ASHLAN AVE
W ASHLAN AVE
ASHLAN AVE
E DAKOTA AVE
E AIRWAYS BLVD
E SHIELDS AVE
N CHESTNUT AVE
N PEACH AVE
N SUNNYSIDE AVE
N FOWLER AVE
N TEMPERANCE AVE
N LOCAN AVE
N DE WOLF AVE
N WILLOW AVE
N FIRST ST
N CEDAR AVE
N BLACKSTONE AVE
N MAROA AVE
N INGRAM AVE
WILLOW AVE
PEACH AVE
VILLA AVE
MINNEWAWA AVE
CLOVIS AVE
N CLOVIS AVE
ARMSTRONG AVE
TEMPERANCE AVE
LOCAN AVE
DE WOLF AVE
LEONARD AVE
N MCCALL AVE
41
168

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Primary Collision Factors

- Unsafe Speed
- Driving Under the Influence
- Pedestrian Violation
- Priority Roadways
- City Limits
- County Boundary

0 0.9 Miles

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Note: Priority locations on state facilities have been excluded.

Figure 22

Top Fatal/Severe Injury Roadway Primary Collision Factors
Jurisdiction Results: Clovis
Fresno Council of Governmen

Table 7 and Table 8 provide information for the top fifty intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

Table 7. Priority Intersections with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Broadside	Vehicle / Ped	Hit Object	Other
1	CLOVIS AVE & SANTA ANA AVE	Signal	90.35	28	11	0	1	16
2	WILLOW AVE & SHAW AVE	Signal	85.66	94	14	11	4	65
3	FOWLER AVE & SHAW AVE	Signal	74.88	38	9	8	2	19
4	HERNDON AVE & FOWLER AVE	Signal	73.39	49	15	4	1	29
5	ASHLAN AVE & FOWLER AVE	Signal	68.03	37	18	2	1	16
6	CLOVIS AVE & BARSTOW AVE	Signal	64.63	26	8	3	2	13
7	BARSTOW AVE & SUNNYSIDE AVE	Signal	59.06	18	7	2	1	8
8	VILLA AVE & SHAW AVE	Signal	57.93	51	14	4	1	32
9	PEACH AVE & SHAW AVE	Signal	51.27	38	12	2	2	22
10	WILLOW AVE & BULLARD AVE	Signal	48.39	43	10	7	1	25
11	BULLARD AVE & VILLA AVE	Signal	48.11	37	8	2	2	25
12	MINNEWAWA AVE & SHEPHERD AVE	Signal	47.99	35	24	2	0	9
13	SAN JOSE AVE & MINNEWAWA AVE	Unsignalized	44.03	6	3	0	0	3
14	LOCAN AVE & HERNDON AVE	Unsignalized	44.02	11	8	1	0	2
15	HOLLAND AVE & WILLOW AVE	Unsignalized	43.62	9	7	0	1	1
16	CLOVIS AVE & PALO ALTO AVE	Unsignalized	42.82	5	3	0	0	2
17	SUNNYSIDE AVE & FOURTH ST & GIBSON AVE	Unsignalized	41.68	9	3	2	0	4
18	SIERRA VISTA PKWY & SUNNYSIDE AVE & SHAW AVE	Signal	41.68	43	19	3	1	20
19	ASHLAN AVE & HIGHLAND AVE	Unsignalized	41.60	4	0	1	1	2
20	ASHLAN AVE & PEACH AVE	Signal	41.00	31	11	1	2	17
21	VILLA AVE & HERNDON AVE	Signal	40.80	30	4	3	0	23
22	SHAW AVE & DARTMOUTH AVE	Unsignalized	40.68	4	0	0	1	3
23	ARMSTRONG AVE & KEATS AVE	Unsignalized	40.48	3	2	0	0	1
24	CLOVIS AVE & JEFFERSON AVE	Unsignalized	39.86	5	1	3	0	1
25	BARSTOW AVE & SYLMAR AVE	Unsignalized	39.66	4	1	1	0	2
26	SHAW AVE & CLOVIS AVE	Signal	39.51	52	17	6	1	28
27	ASHLAN AVE & RENN AVE	Unsignalized	39.46	3	0	2	0	1
28	ARMSTRONG AVE & NEES AVE	Unsignalized	39.26	2	0	1	1	0
29	SHEPHERD AVE & DE WOLF AVE	Signal	39.26	2	0	2	0	0
30	ASH AVE & HERNDON AVE	Unsignalized	39.26	2	1	0	0	1
31	GETTYSBURG AVE & WILLOW AVE	Signal	38.78	25	6	2	1	16
32	PISTACHIO AVE & ASHLAN AVE	Unsignalized	38.25	2	0	1	0	1

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Broadside	Vehicle / Ped	Hit Object	Other
33	FEDORA AVE & DUKE AVE	Unsignalized	38.25	2	0	1	0	1
34	FOWLER AVE (FRONTAGE) & DONNER AVE	Unsignalized	38.25	2	0	0	0	2
35	EIGHTH ST & DE WITT AVE	Unsignalized	38.05	1	1	0	0	0
36	SHAW AVE & SOLEDAD AVE	Unsignalized	38.05	1	0	0	0	1
37	MINNEWAWA AVE & FOURTH ST	Unsignalized	38.05	1	1	0	0	0
38	CHERRY LN & ALY (B/W MINNEWAWA AVE & 10TH ST)	Unsignalized	38.05	1	0	0	0	1
39	FOWLER AVE & BARSTOW AVE	Signal	35.86	21	2	2	2	15
40	FOWLER AVE & BULLARD AVE	Signal	35.26	18	6	3	1	8
41	CLOVIS AVE & ALLUVIAL AVE	Signal	35.17	12	5	1	0	6
42	HERNDON AVE & CLOVIS AVE	Signal	34.30	56	12	5	0	39
43	ALLUVIAL AVE & SUNNYSIDE AVE	Signal	32.44	9	5	1	0	3
44	BARSTOW AVE & VILLA AVE	Signal	30.61	38	12	1	2	23
45	ASHLAN AVE & ARMSTRONG AVE	Signal	30.38	13	3	2	0	8
46	SHAW AVE & DE WOLF AVE	Signal	29.78	10	1	2	1	6
47	MINNEWAWA AVE & SHAW AVE	Signal	29.68	38	13	6	0	19
48	SIERRA AVE & WILLOW AVE	Signal	29.18	7	2	1	0	4
49	WILLOW AVE & HERNDON AVE	Signal	29.17	41	13	8	0	20
50	MEDICAL CENTER DR & HERNDON AVE & COVENTRY AVE	Signal	27.14	7	0	2	1	4

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 8. Priority Intersections with Primary Collision Factor based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Pedestrian Violation	DUI	Unsafe Speed	Other
1	CLOVIS AVE & SANTA ANA AVE	Signal	90.35	28	1	2	5	20
2	WILLOW AVE & SHAW AVE	Signal	85.66	94	3	11	38	42
3	FOWLER AVE & SHAW AVE	Signal	74.88	38	2	4	5	27
4	HERNDON AVE & FOWLER AVE	Signal	73.39	49	0	4	10	35
5	ASHLAN AVE & FOWLER AVE	Signal	68.03	37	2	3	8	24
6	CLOVIS AVE & BARSTOW AVE	Signal	64.63	26	0	3	3	20
7	BARSTOW AVE & SUNNYSIDE AVE	Signal	59.06	18	0	0	3	15
8	VILLA AVE & SHAW AVE	Signal	57.93	51	0	3	16	32
9	PEACH AVE & SHAW AVE	Signal	51.27	38	2	2	9	25
10	WILLOW AVE & BULLARD AVE	Signal	48.39	43	1	6	8	28
11	BULLARD AVE & VILLA AVE	Signal	48.11	37	1	1	13	22
12	MINNEWAWA AVE & SHEPHERD AVE	Signal	47.99	35	0	1	7	27
13	SAN JOSE AVE & MINNEWAWA AVE	Unsignalized	44.03	6	0	0	2	4

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Pedestrian Violation	DUI	Unsafe Speed	Other
14	LOCAN AVE & HERNDON AVE	Unsignalized	44.02	11	0	1	0	10
15	HOLLAND AVE & WILLOW AVE	Unsignalized	43.62	9	1	0	0	8
16	CLOVIS AVE & PALO ALTO AVE	Unsignalized	42.82	5	0	0	0	5
17	SUNNYSIDE AVE & FOURTH ST & GIBSON AVE	Unsignalized	41.68	9	0	3	1	5
18	SIERRA VISTA PKWY & SUNNYSIDE AVE & SHAW AVE	Signal	41.68	43	1	1	10	31
19	ASHLAN AVE & HIGHLAND AVE	Unsignalized	41.60	4	0	0	0	4
20	ASHLAN AVE & PEACH AVE	Signal	41.00	31	1	5	6	19
21	VILLA AVE & HERNDON AVE	Signal	40.80	30	0	5	10	15
22	SHAW AVE & DARTMOUTH AVE	Unsignalized	40.68	4	0	1	0	3
23	ARMSTRONG AVE & KEATS AVE	Unsignalized	40.48	3	0	0	1	2
24	CLOVIS AVE & JEFFERSON AVE	Unsignalized	39.86	5	0	1	2	2
25	BARSTOW AVE & SYLMAR AVE	Unsignalized	39.66	4	1	0	0	3
26	SHAW AVE & CLOVIS AVE	Signal	39.51	52	0	5	18	29
27	ASHLAN AVE & RENN AVE	Unsignalized	39.46	3	0	0	0	3
28	ARMSTRONG AVE & NEES AVE	Unsignalized	39.26	2	0	1	0	1
29	SHEPHERD AVE & DE WOLF AVE	Signal	39.26	2	0	1	1	0
30	ASH AVE & HERNDON AVE	Unsignalized	39.26	2	0	0	1	1
31	GETTYSBURG AVE & WILLOW AVE	Signal	38.78	25	1	4	8	12
32	PISTACHIO AVE & ASHLAN AVE	Unsignalized	38.25	2	0	1	1	0
33	FEDORA AVE & DUKE AVE	Unsignalized	38.25	2	0	1	0	1
34	FOWLER AVE (FRONTAGE) & DONNER AVE	Unsignalized	38.25	2	0	0	0	2
35	EIGHTH ST & DE WITT AVE	Unsignalized	38.05	1	0	0	0	1
36	SHAW AVE & SOLEDAD AVE	Unsignalized	38.05	1	0	0	0	1
37	MINNEWAWA AVE & FOURTH ST	Unsignalized	38.05	1	0	0	0	1
38	CHERRY LN & ALY (B/W MINNEWAWA AVE & 10TH ST)	Unsignalized	38.05	1	0	0	1	0
39	FOWLER AVE & BARSTOW AVE	Signal	35.86	21	2	0	7	12
40	FOWLER AVE & BULLARD AVE	Signal	35.26	18	0	5	6	7
41	CLOVIS AVE & ALLUVIAL AVE	Signal	35.17	12	0	2	2	8
42	HERNDON AVE & CLOVIS AVE	Signal	34.30	56	0	4	13	39
43	ALLUVIAL AVE & SUNNYSIDE AVE	Signal	32.44	9	0	0	2	7
44	BARSTOW AVE & VILLA AVE	Signal	30.61	38	2	2	14	20
45	ASHLAN AVE & ARMSTRONG AVE	Signal	30.38	13	0	3	2	8
46	SHAW AVE & DE WOLF AVE	Signal	29.78	10	1	1	2	6
47	MINNEWAWA AVE & SHAW AVE	Signal	29.68	38	0	1	9	28
48	SIERRA AVE & WILLOW AVE	Signal	29.18	7	0	0	2	5
49	WILLOW AVE & HERNDON AVE	Signal	29.17	41	0	7	11	23

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Pedestrian Violation	DUI	Unsafe Speed	Other
50	MEDICAL CENTER DR & HERNDON AVE & COVENTRY AVE	Signal	27.14	7	0	2	1	4

Notes: Other crashes include all crashes that are not coded as one of the top primary collision factors
DUI = Driving Under the Influence

Table 9 and Table 10 provide information for the top ten roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

Table 9. Priority Roadways Segments with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Collision Type			
					Broad -side	Vehicle /Ped	Hit Object	Other
1	SR 168 (Owens Mountain Pkwy to N Dutch Ave)*	Freeway	34.35	3	0	1	0	2
2	N Sunnyside Ave (SR 168 to Locust Ave)	Arterial/Collector	33.13	2	1	0	1	0
3	N Pollasky Ave (N De Witt Ave to Third St)	Local	32.93	1	0	1	0	0
4	Scott Ave (Pollasky Ave to Clovis Ave)	Local	32.93	1	0	1	0	0
5	W Bullard Ave (SR 168 SB on-ramp to SR 168 NB on-ramp)	Arterial/Collector	10.85	15	1	3	0	11
6	Shaw Ave (Railroad Ave to Sunnyside Ave)	Arterial/Collector	7.41	7	0	0	1	6
7	W Teague Ave (N Willow Ave to N Timmy Ave)	Arterial/Collector	7.41	7	1	1	0	5
8	Peach Ave (W Ashlan Ave to E Dakota Ave)	Arterial/Collector	6.59	8	3	2	0	3
9	N Fowler Ave (Herndon Ave to N of Los Altos Ave)	Arterial/Collector	6.10	6	2	1	0	3
10	N Minnewawa Ave (W Teague Ave to W Nees Ave)	Arterial/Collector	5.57	8	4	1	1	2

** Roadway segment is an at-grade Caltrans facility.*
Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 10. Priority Roadways Segments with Primary Collision Factors based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Unsafe Speed	DUI	Ped Violation	Other
1	SR 168 (Owens Mountain Pkwy to N Dutch Ave)*	Freeway	34.35	3	1	0	0	2
2	N Sunnyside Ave (SR 168 to Locust Ave)	Arterial/Collector	33.13	2	0	0	1	1
3	N Pollasky Ave (N De Witt Ave to Third St)	Local	32.93	1	1	0	0	0
4	Scott Ave (Pollasky Ave to Clovis Ave)	Local	32.93	1	1	0	0	0
5	W Bullard Ave (SR 168 SB on-ramp to SR 168 NB on-ramp)	Arterial/Collector	10.85	15	11	1	0	3
6	Shaw Ave (Railroad Ave to Sunnyside Ave)	Arterial/Collector	7.41	7	4	0	1	2
7	W Teague Ave (N Willow Ave to N Timmy Ave)	Arterial/Collector	7.41	7	4	0	0	3

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Unsafe Speed	DUI	Ped Violation	Other
8	Peach Ave (W Ashlan Ave to E Dakota Ave)	Arterial/Collector	6.59	8	1	0	0	7
9	N Fowler Ave (Herndon Ave to N of Los Altos Ave)	Arterial/Collector	6.10	6	1	0	0	5
10	N Minnewawa Ave (W Teague Ave to W Nees Ave)	Arterial/Collector	5.57	8	1	0	0	7

** Roadway segment is an at-grade Caltrans facility.*
Notes: Other crashes include all crashes that are not coded as one of the top three primary collision factors
DUI = Driving Under the Influence

Education Strategies

Education strategies for Clovis are targeted at unsafe speed and driving or bicycling under the influence of drugs or alcohol. Unsafe speed is the most frequently reported PCF among all reported crashes and the third most frequent in fatal/severe injury crashes. Driving or bicycling under the influence of alcohol and drugs is the third most common PCF cited in fatal/severe injury crashes. In addition, pedestrian and bicycle crashes are an emphasis area that can be addressed with education strategies. Lastly, education strategies can speak to the need to be extra cautious during dark, cloudy, or foggy conditions, given the City's crash history in these conditions.

The Safe Roads Save Lives campaign is a marketing effort led by the Fresno COG, with the goals of:

- Educate all road users on safe transportation behaviors
- Increase safety for people walking and biking
- Highlight behaviors that cause the most crashes in Fresno County—speeding and distracted driving

The campaign Includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Clovis may find these materials helpful, especially those related to the dangers of speeding, looking out for pedestrians, not using the roadway while under the influence, and being extra cautious in lower visibility conditions.

The following activities are recommended for Clovis as they move forward on implementing the Safe Roads Save Lives campaign:

- Identify a team of staff appropriate to attend a presentation by a Fresno COG staff about the Safe Roads Save Lives campaign. Appropriate staff members include staff associated with transportation engineering and planning, communications, traffic enforcement, school transportation, and other jurisdictional staff who work with the roadway system.

- Identify a specific staff member to be the City's lead for the Safe Roads Save Lives campaign deployment. This lead should focus on the following tasks:
    - Identify local transportation and public health advocacy groups that would be interested in helping to promote the Safe Roads Save Lives campaign. Meet with group leaders to better understand how they can participate in the campaign.
    - Work with school districts to distribute print materials and offer school-related transportation resources. Ensure that school communications are in both English and Spanish.
    - Work with public information staff to spread Safe Roads Save Lives materials throughout Clovis through the following channels:
        - Independently implement social media calendar and graphics through jurisdictional accounts. At minimum, repost Fresno COG posts.
        - Have print materials (flyers, bumper stickers, pins, and postcards) available at events and community festivals.
        - Print posters for posting at governmental buildings such as City Hall, libraries, DMVs, and other facilities that the public regularly uses.
        - Identify key outdoor locations in the community that would be effective for larger print advertisement, such as bus shelters, community parks, or billboard locations.
        - Create one or more radio public service announcements (PSAs) and record at least one of the PSAs in Spanish and air it on Spanish-language radio.
        - Have a direct link to Safe Roads Save Lives campaign website from the city's website.



Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves Clovis – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

- All roadway safety projects should be vetted by emergency service organizations to ensure that their design does not hamper access.
- As new emergency service and response procedures are developed, roadway safety improvement opportunities should be identified and implications of changes to response times should be considered.
- Clovis staff should participate in periodic coordination calls between emergency response agencies to gather and share recent observations about crashes and hot spots, to

understand emergent safety issues that may not have led to policy reports or yet be available through statewide crash reporting systems.

Enforcement

Enforcement strategies can include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws, as well as focusing enforcement in areas that have historically been shown to have higher-than-average crash rates. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time – during and shortly after the increased enforcement activities.

The following enforcement strategies should be considered for Clovis.

- Schedule heightened speed (or other behavior) enforcement checks during strategic times of the year, such as when students return to school or the beginning of fog season.
- Focus speed enforcement efforts in locations with high crash rates.
- Use automatic enforcement, such as red-light cameras or speed feedback signs, especially in school zones.
- Deploy speed feedback signs in areas with high crash rates or speeding citations.

The effectiveness of each strategy should be measured and evaluated, considering the number of staff hours and amount of resources needed. The results should be reviewed and used to refine future enforcement activities.

Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. More details about equitable enforcement can be found on page 8 (Introduction).

EVALUATION AND IMPLEMENTATION

A key part of achieving the City's vision is consistently evaluating roadway safety performance and tracking progress towards the City's goals. The City will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that the City of Clovis update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the City's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

- Identifying countermeasures and strategies for priority locations based on the crash data.
- Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Exploring funding opportunities to implement priority strategies.
- Identifying key staff and activities to support the regional Safe Roads Save Lives campaign.
- Identifying enforcement strategies to implement and evaluate.
- Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
- Regularly collecting and organizing data to support evaluation of the LRSP.

3.0 CITY OF COALINGA

The City of Coalinga has an approximate population of 16,944.[10] The average daily vehicle miles traveled is 83,135, and the City maintains approximately 58 total roadway centerline miles. The main roadways in the City include California State Route 33, which runs north to south, and E Polk Street, which runs east to west. Based on the review of crash data conducted as part of the LRSP, pedestrians are overrepresented in fatal and severe injury crashes. The top fatal and severe injury collision types in Coalinga were rear end and vehicle-pedestrian crashes; the top fatal and severe injury primary collision factors were improper turning and automobile right of way. High priority countermeasures to address these collision types and primary collision factors are shown in Table 15. The LRSP provides potential engineering, education, emergency services, and enforcement strategies tailored to Coalinga's crash history and local priorities, as well as performance measures to evaluate progress.

VISION AND GOALS

The City's vision for roadway safety is:



Enhance the existing roadway network in a cost-effective manner that promotes traffic safety, meets the needs of the community and enriches the lives of residents.

The City's goal in support of the vision are:

1. Have zero fatal and severe injury crashes on the City roadways by 2026.
2. Coordinate with Caltrans on implementing roadway network changes on the state routes that are within the City boundary
3. Regularly review data-informed analysis and community needs to identify and prioritize opportunities to reduce crash risk.
4. Implement low-cost engineering solutions to address common collision types
5. Participate in regional activities to promote roadway safety
6. Maintain a roadway system that provides a quality environment for all users

[10] 2018 population. Source: California Department of Finance

7. Coordinate with traffic safety stakeholders such as fire, police, schools, and parks to exchange information and ideas specific to enhancing roadway safety performance through engineering, enforcement and educational strategies.

SAFETY PARTNERS

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City's effort to create a culture of roadway safety. Coalinga's goals reflect the importance of partnering with traffic safety stakeholders and participating in regional activities to enhance roadway safety performance. While additional partners may be identified in the future, those involved in development of the LRSP include:

- Coalinga Fire Department
- Coalinga Police Department
- Coalinga-Huron Unified School District
- Fresno Council of Governments
- Public Works and Utilities

PERFORMANCE MEASURES

Performance measures are used to track progress and a key element of making data-informed decisions. Performance measures that support the City's vision, goals, and emphasis areas include:

- Annual number of crashes (city-wide and at each of the top twenty priority locations)
- Annual number of fatal and severe injury crashes (city-wide and at each of the top twenty priority locations)
- Annual number of pedestrian and bicycle crashes (city-wide and at each of the top twenty priority locations)
- Annual number of rear end crashes (city-wide)
- Annual number of crashes at intersections (city-wide)
- Investments made in roadway safety countermeasures (e.g. dollars spent, grants pursued, partnerships developed)
- Investments made in education and enforcement strategies (e.g. dollars spent, grants pursued, partnerships developed)
- Coordination with other local agencies and/or safety partners (e.g. meetings held, projects pursued)

As part of plan implementation, the City will identify a process for annually tracking these performance measures to support future updates to this roadway safety plan.

DATA SUMMARY

The primary data sets used to inform the technical analyses for the City's local road safety plan were crash data and roadway network information. As noted below, future updates could incorporate traffic volume data if widely available for locations across the City. In addition, feedback from a publicly available survey was documented for consideration in identifying issues and improvement strategies.

Public Survey Feedback

Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are part of the MLRSP, as well as voluntary demographic information for Title IV reporting. Both activities were from August 16, 2021 to September 20, 2021 and sought public feedback on spatial patterns of traffic safety concerns and desired improvements.

As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive webmap specific to Coalinga. More information on the methodology and overall findings of the survey are provided in *Appendix A*.

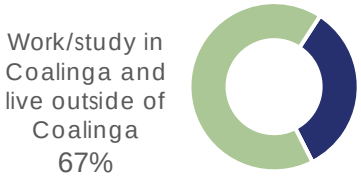


6
PEOPLE RESPONDED



0
LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE





MOST NEEDED SAFETY IMPROVEMENTS

- Pedestrian crossing improvements
- Speed enforcement
- Maintenance of existing roads and streets
- Rural road improvements to prevent run-off-road crashes

- The survey asked respondents to provide input on the top road safety improvements needed in their communities. While the survey prompted participants to pick three improvements, some selected more than three responses. A total of 23 responses were received for Coalinga from 6 participants, with the most common desired improvement types including:
    - Pedestrian crossing improvements (4 responses)
    - Speed enforcement (4 responses)
    - Maintenance of existing roads and streets (3 responses)
    - Rural road improvements to prevent run-off-road crashes (3 responses)
    - Sidewalks (3 responses)
- Participants dropped points in the webmap in specific locations across Fresno County where they experienced road safety concerns. No locations were identified in Coalinga.
- The survey asked participants where they live and work or study, with the option to select either outside of Fresno County or from a list of jurisdictions within the County. The participants who selected Coalinga included:
    - 2 who live and work/study in Coalinga
    - None who live in Coalinga and work/study outside of Coalinga
    - 4 who work/study in Coalinga and live outside of Coalinga

Crash Data

Kittelson worked with Fresno COG to assemble crash data for the City of Clovis using the Statewide Integrated Traffic Records System (SWITRS) database, supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley. Throughout this report, crashes are associated with a jurisdiction based on the reporting officer's assessment of location.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets. Within the assembled regional crash database, a total of 378 reported crashes are located in Coalinga. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.
- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

Roadway Network Data

Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. The master roadway network for the County was used to spatially analyze and prioritize specific locations within each local jurisdiction.

Traffic Volume Data

Traffic volume data was not consistently available at a sufficient level to be able to incorporate into the safety analysis. Future updates to the City's local road safety plan could incorporate traffic volume data, if available, to understand how crash frequency, severity, and type vary at different levels of traffic.

EXISTING ROADWAY SAFETY PERFORMANCE

The findings in this section are based on the crash database, which includes reported crashes from January 1, 2015 through December 31, 2019. It is organized as follows:

- All Road Users
  - Severity by Road User
  - Year, Month, and Weather
  - Collision Type
  - Location, Collision Type, and Severity
  - Primary Collision Factor
  - Lighting
  - Time of Day
- Pedestrian-involved Crashes
  - Year and Month
  - Pedestrian Action and Location
  - Lighting
- Bicyclist-involved Crashes
  - Collision Type
  - Primary Collision Factor
  - Lighting

All Road Users

This section includes analysis and findings for all reported crashes. Subsequent sections focus exclusively on crashes involving pedestrians and bicyclists.

SEVERITY BY ROAD USER

Table 11 summarizes number of reported crashes by road user and severity of those crashes. Notable trends include:

- Pedestrians are overrepresented in fatal and severe injury crashes. Pedestrians are involved in 4 percent of reported crashes but are involved in 22 percent of fatal/severe injury crashes.
- Of the nine reported severe injury crashes, pedestrians were involved in two and a motorcyclist in one.

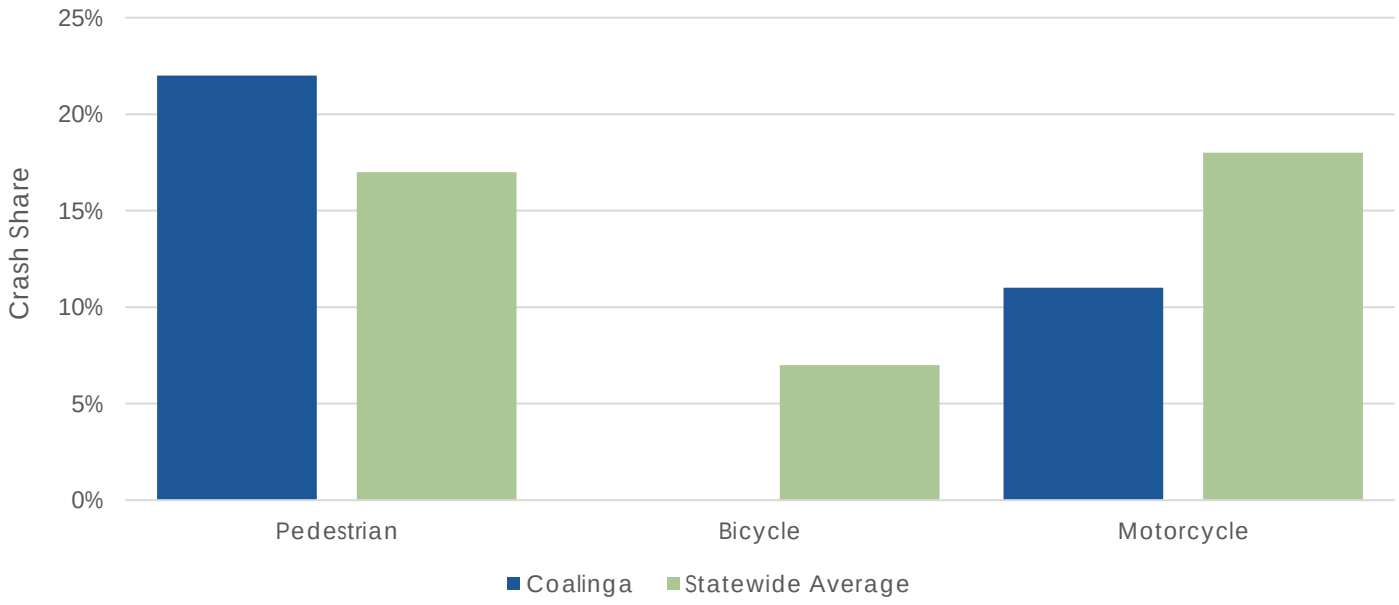
Table 11: Crash Severity by Road User Involved

Road User Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	0 (0%)	2 (22%)	7 (23%)	5 (13%)	1 (0%)	15 (4%)
Bicycle Involved	0 (0%)	0 (0%)	4 (13%)	1 (3%)	0 (0%)	5 (1%)
Vehicle Only or Vehicle-Fixed Object	0 (0%)	7 (78%)	19 (63%)	34 (85%)	298 (100%)	358 (95%)
Reported Crashes	0 (0%)	9 (100%)	30 (100%)	40 (100%)	299 (100%)	378 (100%)
Severity Share of Reported Crashes	0%	2%	8%	11%	79%	100%

Source: SWITRS, TIMS, Kittelson, 2021.

The California's Strategic Highway Safety Plan (SHSP) includes 16 challenge areas to focus statewide resources and efforts. Three of those challenge areas are crashes involving pedestrians, bicyclists, and motorcyclists. The SHSP analyzed the share of fatal and severe injury crashes involving each of these road users. Figure 23 compares crash trends in the City of Coalinga to the statewide trends reported in California's Strategic Highway Safety Plan. City of Coalinga has a higher share of pedestrian crashes among fatal/severe crashes compared to the statewide average.

Figure 23: Fatal and Severe Injury Crash Shares by Road User Compared to Statewide Trends

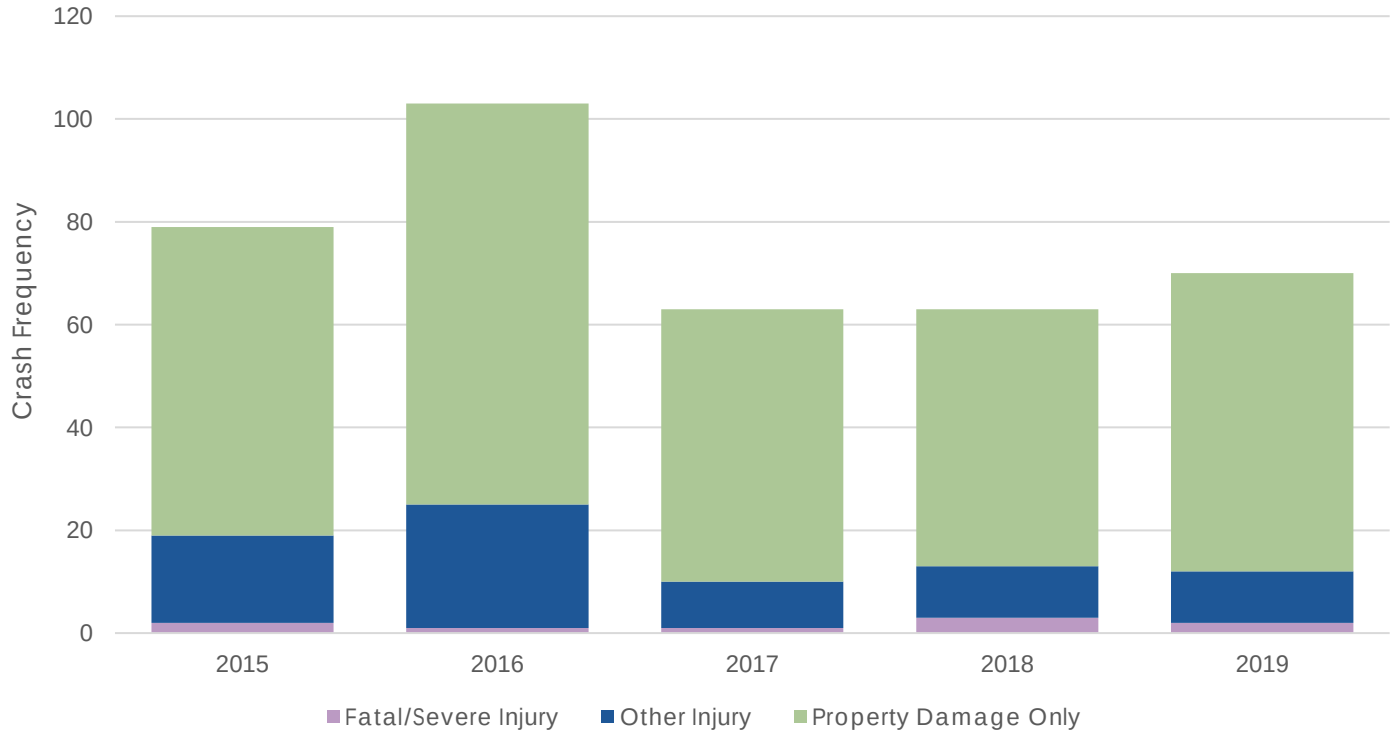


Source: SHSP, SWITRS, TIMS, Kittelson, 2021.

YEAR, MONTH, AND WEATHER

Figure 24 shows year-over-year trends in the data, by severity. The data does not show a consistent trend over time. On average, 76 total crashes and two fatal/severe injury crashes occurred each year. The highest number of crashes were reported in 2016.

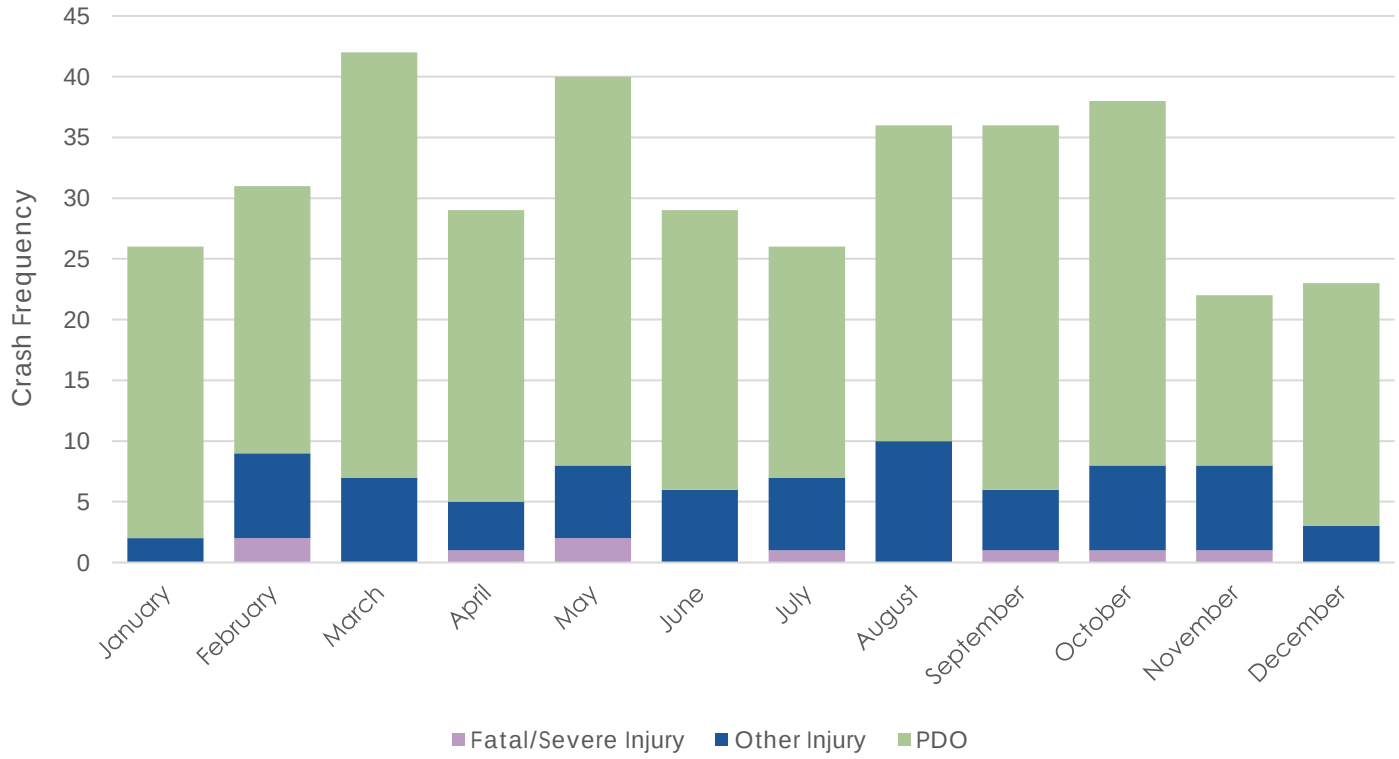
Figure 24: Year-over-Year Trends in Crash Data by Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.

Figure 25 presents the total crashes by month and severity for the crash database. On average, 32 crashes occurred per month. November and December are notably lower than the monthly average and March and May notably higher than the monthly average.

Figure 25: Crashes by Month and Severity

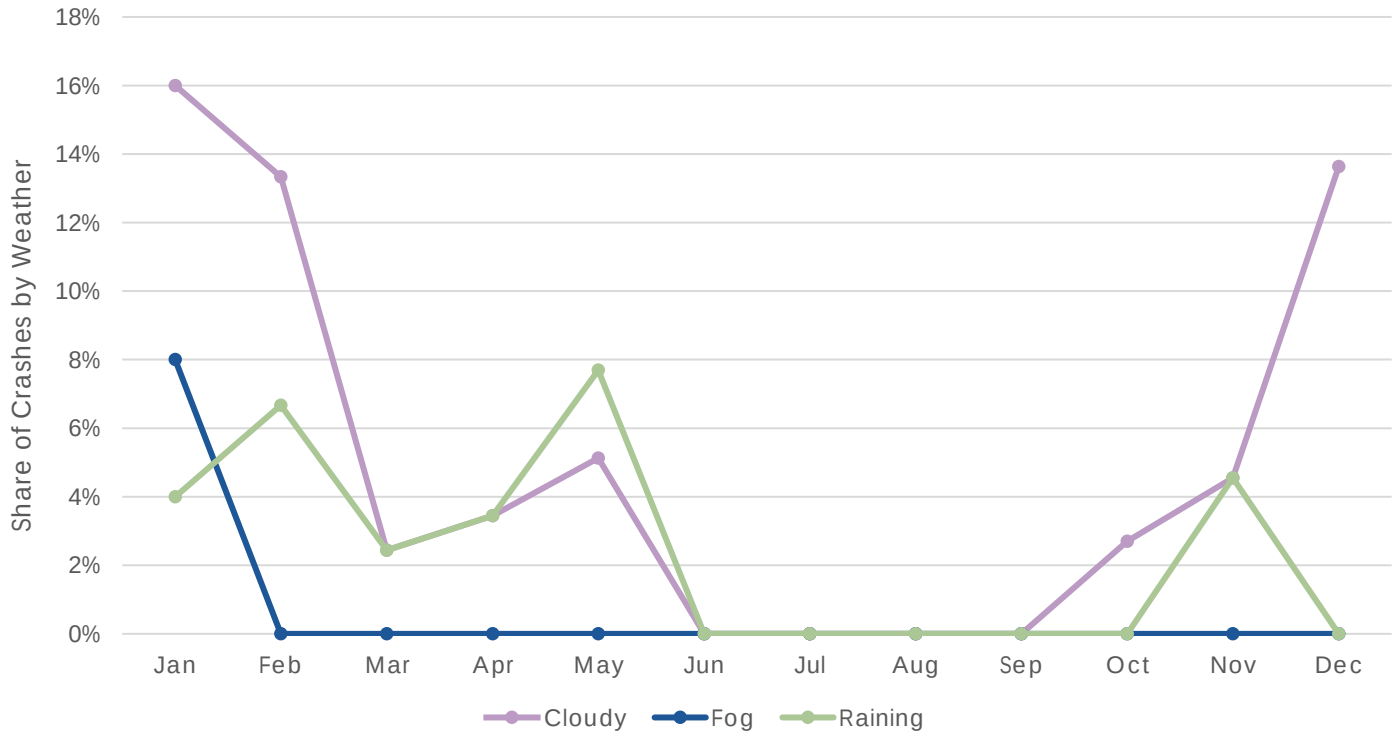


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Figure 26 illustrates crashes by month and by weather conditions. The most common weather condition, clear weather, is not shown in the chart below to highlight weather's factor on crash trends. As shown in the figure:

- Crashes recorded to have occurred under or during fog, cloudy, and/or raining are shown to be at their lowest in the months of June to September and increase through October to May.
- Crashes reported as occurring in cloudy conditions peak through the months of December through February. Crashes occurring in foggy conditions show a spike in January, constituting 8 percent of reported crashes; they are a negligible share in other months.

Figure 26: Crashes by Month and Weather Condition



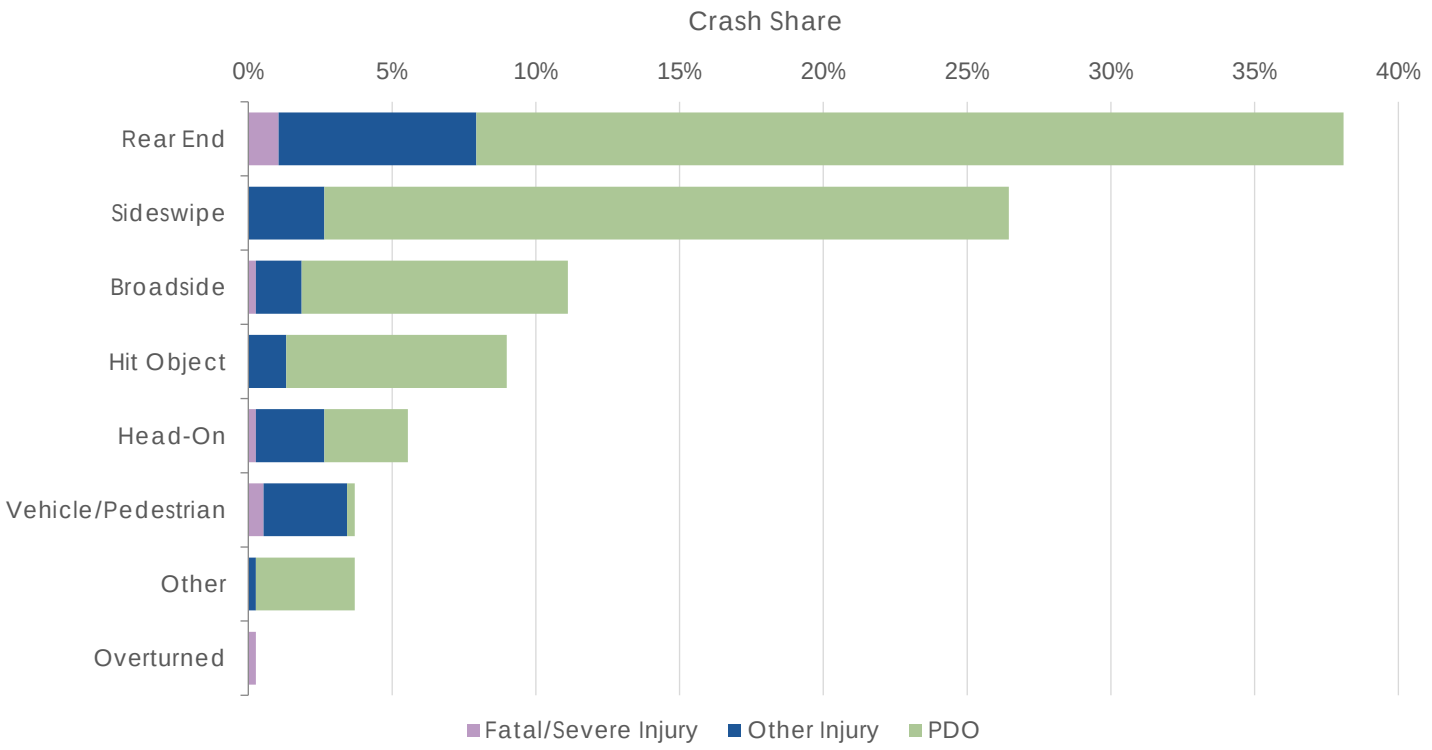
Source: SWITRS, TIMS, Kittelson, 2021.
Note: Only select conditions shown to improve legibility for less frequent weather conditions.

COLLISION TYPE

Figure 27 reports the most frequent reported collision types by severity.

- Among total reported crashes, the top three most frequent collision types are rear end (38 percent), sideswipe (26 percent), and broadside crashes (11 percent). These three collision types account for 75 percent of reported crashes citywide.
- Among fatal/severe injury crashes, the top two collision types are rear end (44 percent), and vehicle/pedestrian (22 percent). Broadside, head-on, and overturned crashes each accounted for one severe injury crash.

Figure 27: Crashes by Collision Type and Severity



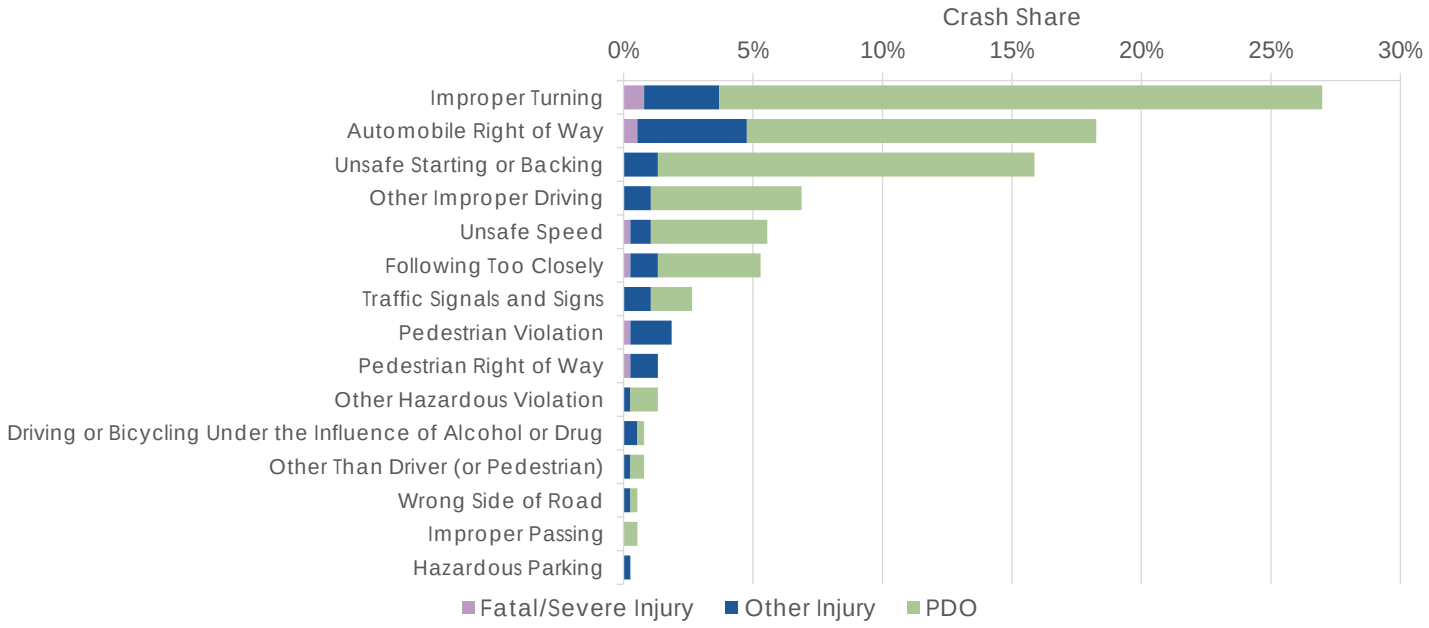
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

Reporting officers identify a primary collision factor (PCF) for each crash. It is up to the officer's judgement and information available at the scene for them to select the factor that is most relevant. Officers select one from among a list of PCFs based on California Vehicle Code (CVC) and road user behavior. Figure 28 presents the most frequently cited PCFs.

- Among total reported crashes, the three most frequently reported PCFs are improper turning[11] (27 percent), automobile right of way[12] (18 percent), and unsafe starting or backing[13] (16 percent). These three account for 61 percent of reported crashes.
- Among fatal/severe injury crashes, the two most frequently reported PCFs are improper turning[11] (33 percent) and automobile right of way[12] (22 percent). Unsafe speed[14], following too closely, pedestrian right of way, and pedestrian violation[15] were each reported in one fatal/severe injury crash.

Figure 28: Crashes by Reported PCF and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Notes: PCFs constituting <1% excluded from chart to enhance legibility. Those PCFs include other equipment, impeding traffic, lights, and brakes.
"Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

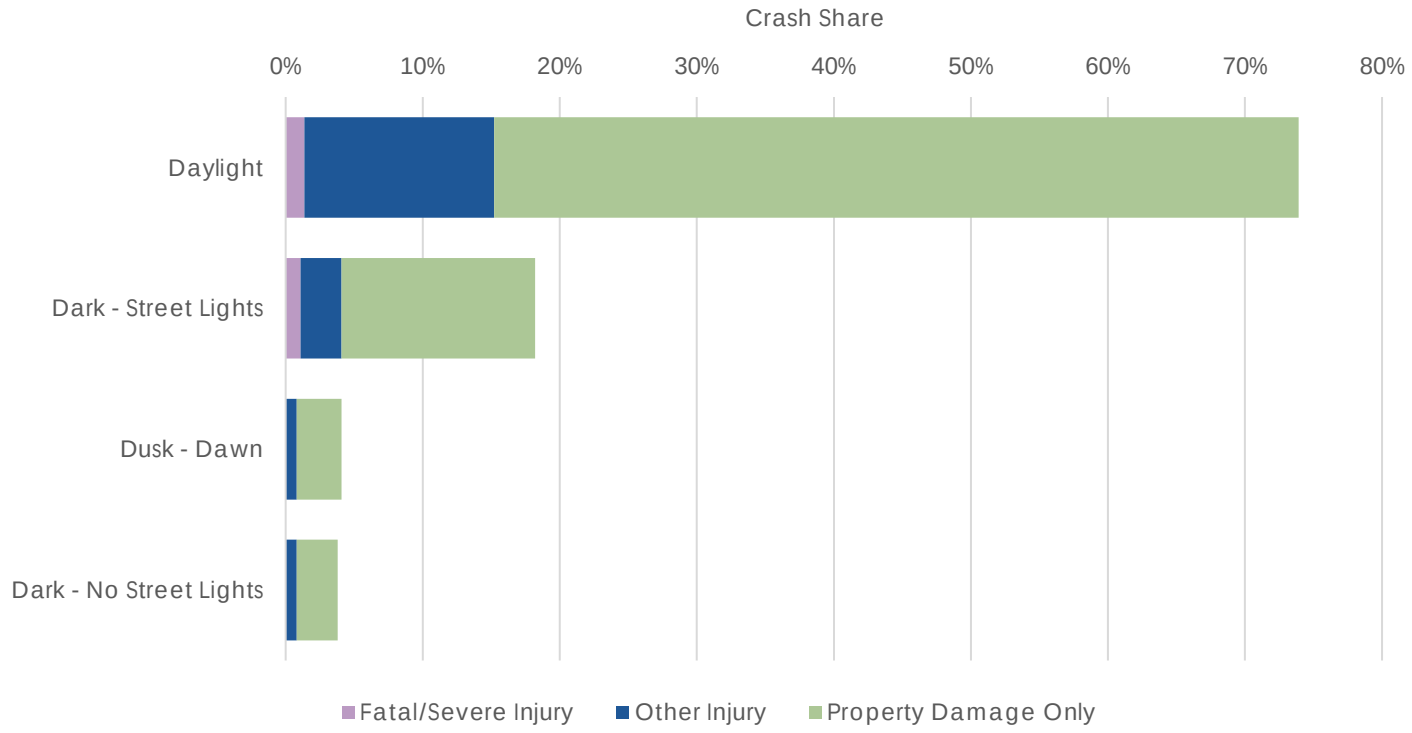
[11] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[12] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[13] Reported PCF based on CVC violation indicating unsafe starting or backing of the vehicle.
[14] Reported PCF based on CVC violation indicating unsafe speeding on a highway.
[15] Reported PCF based on CVC violation indicating a pedestrian failure to yield the right of way to other vehicles.

LIGHTING

Figure 29 shows citywide crashes by reported lighting and severity.

- Crashes that occurred in daylight conditions make up 72 percent of total reported crashes, and account for four of the nine reported fatal/severe injury crashes.
- Approximately 18 percent of crashes occurred at night under streetlights reported to be working. Of those crashes, four resulted in death or severe injury.

Figure 29: Crashes by Lighting and Severity

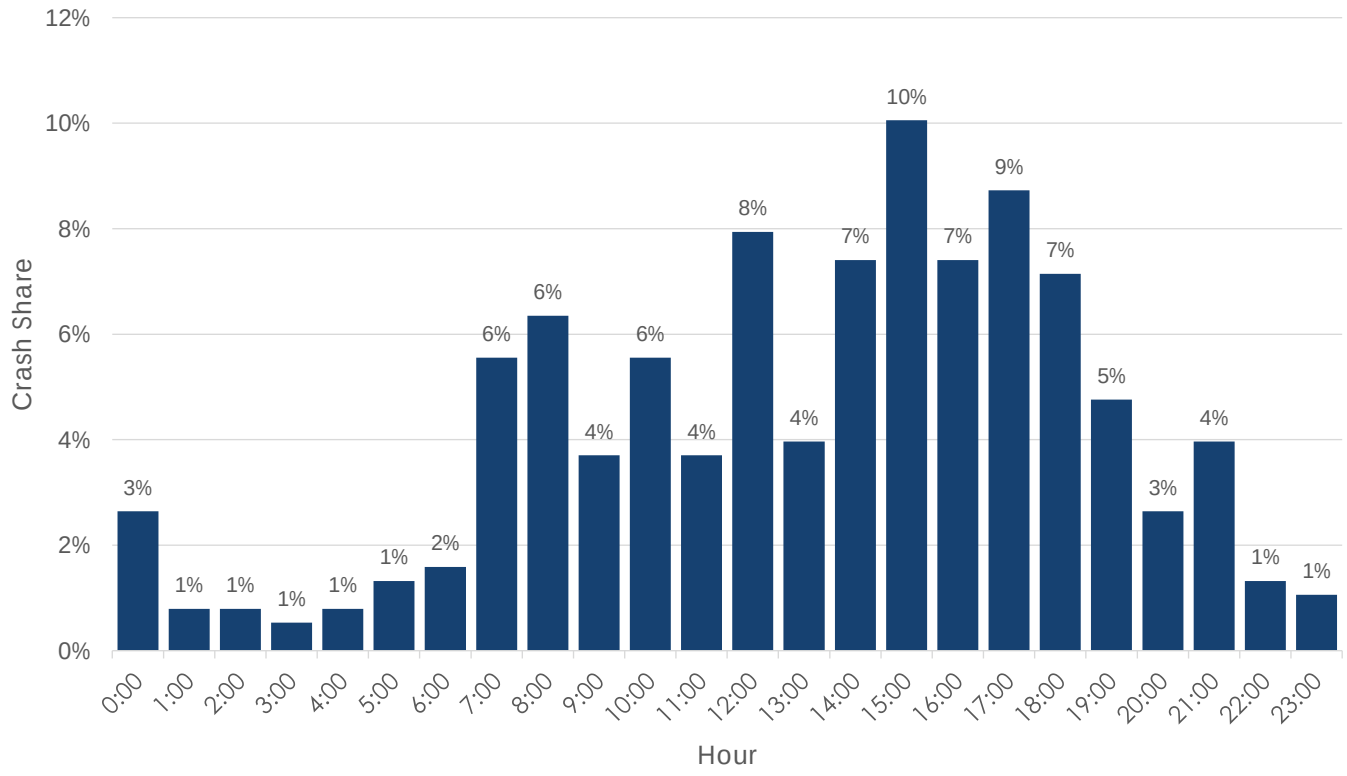


Source: SWITRS, TIMS, Kittelson, 2021
Notes: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.
10 crashes were reported as not stated.

TIME OF DAY

Figure 30 shows crashes by time of day. In the morning, crashes peak from 7 AM to 9 AM. Afternoon crashes are highest from 2 PM to 6 PM with a peak from 3 PM to 4 PM.

Figure 30: Crash Share by Time of Day



Source: SWITRS, TIMS, Kittelson, 2021.

Pedestrians

Table 12 shows reported pedestrian crashes by severity. Of the 15 reported pedestrian crashes, two crashes resulted in a severe injury. There were no reported fatalities.

Table 12: Pedestrian Involved Crashes by Severity

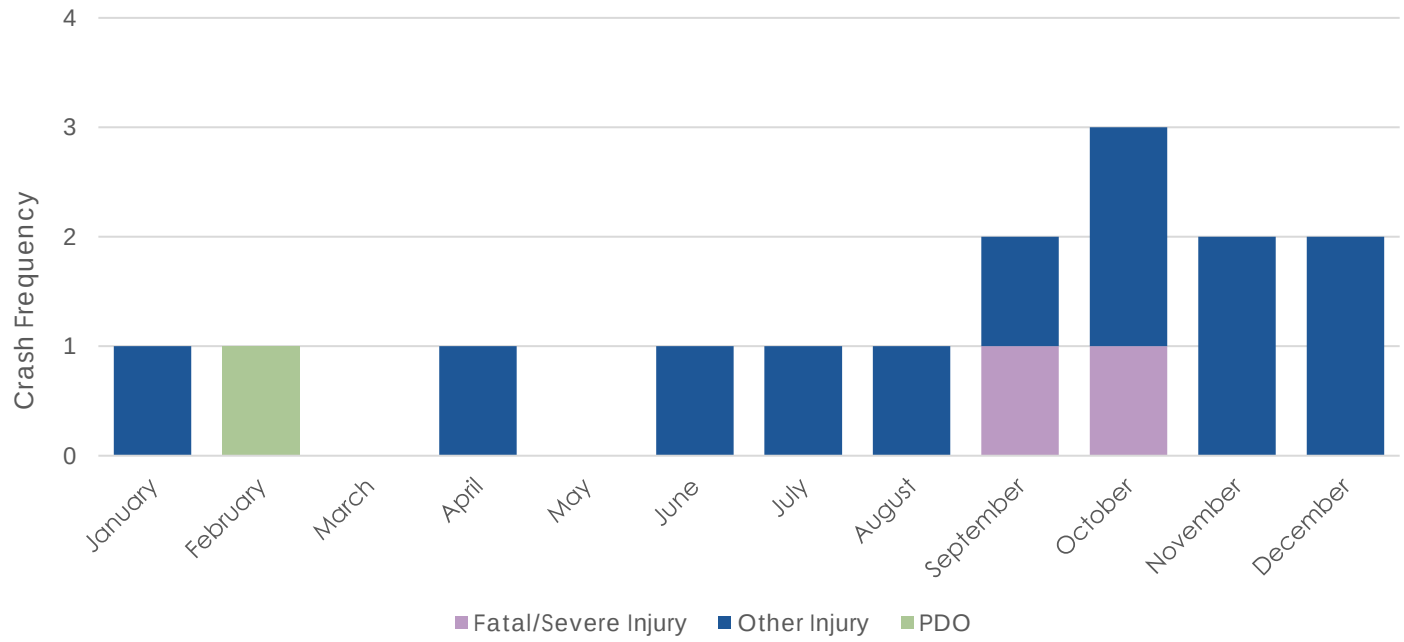
	Fatal (% of Total)	Severe Injury (% of Total)	Visible Injury (% of Total)	Complaint of Pain (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	0 (0%)	2 (13%)	7 (47%)	5 (33%)	1 (7%)	15 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

SEVERITY AND MONTH

Figure 31 presents pedestrian crashes organized by month and severity with an average rate of one crash per month. The months between September and December show an increase in frequency with the most reported crashes in October. These trends should be interpreted with caution given the limited number of total reported crashes.

Figure 31: Pedestrian Crashes by Month and Severity



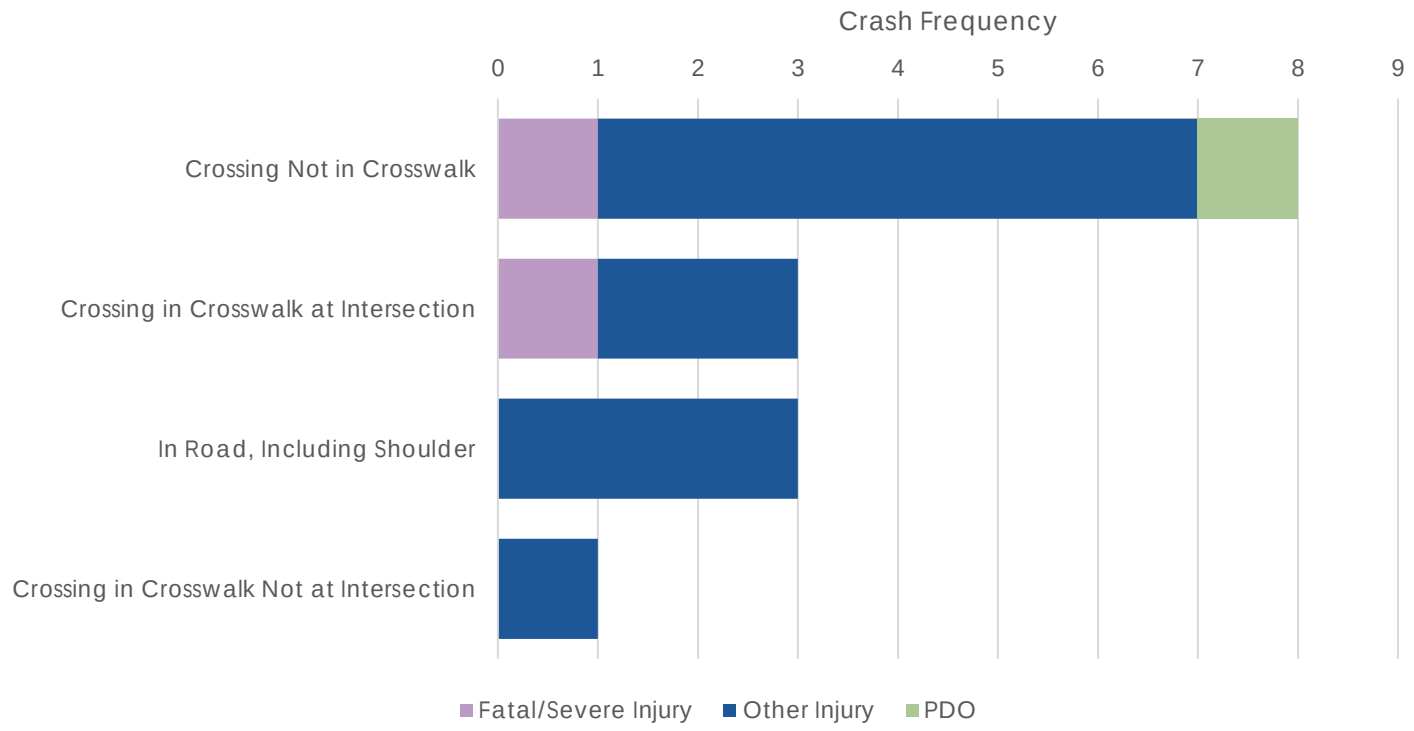
Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PEDESTRIAN ACTION AND LOCATION

For pedestrian crashes, data are coded according to the reporting officer's judgment about the pedestrian's action and location preceding the crash. Figure 32 reports these trends for the City.

- The most commonly cited pedestrian action and location was when a pedestrian was crossing not in crosswalk (53 percent).
- The second and third most common pedestrian actions preceding a crash included crossing in a crosswalk at an intersection (20 percent) and walking in the road, including along the shoulder (20 percent).

Figure 32: Pedestrian Crashes by Reported Action/Location and Severity



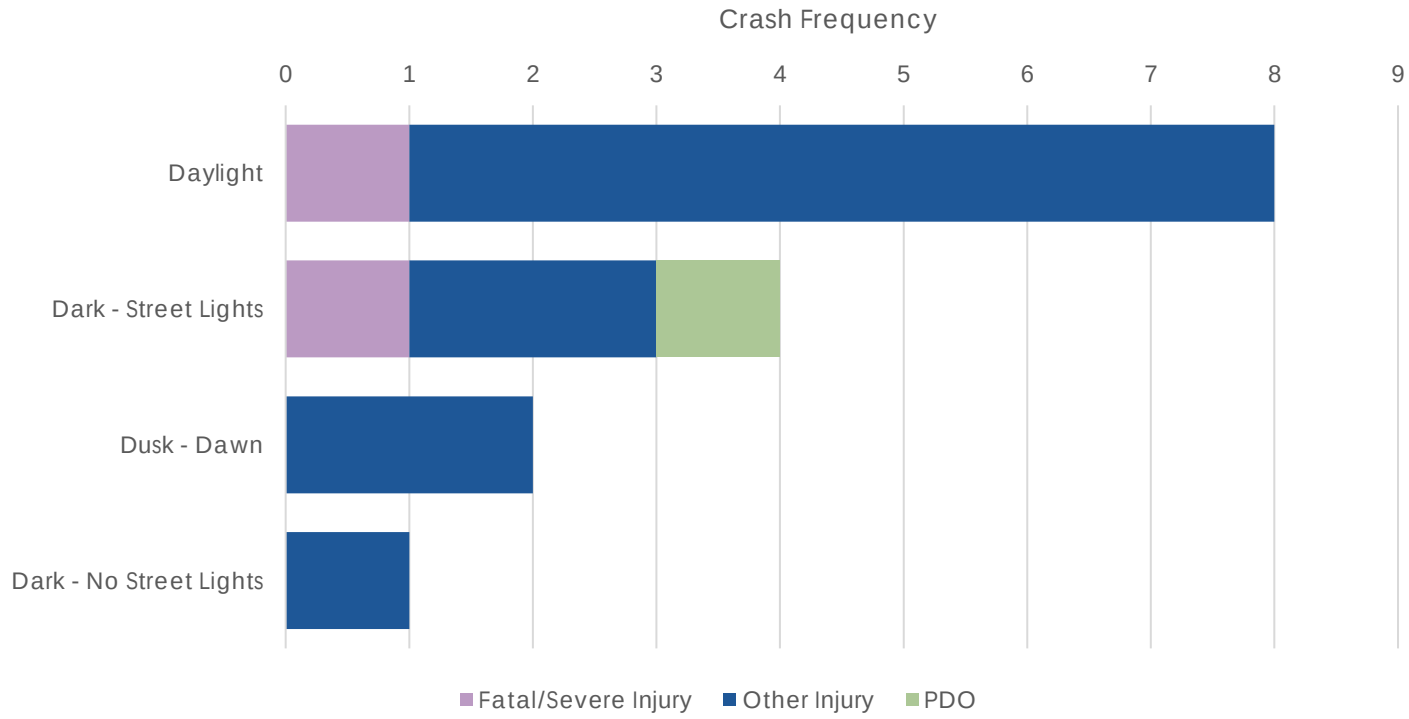
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

LIGHTING

Figure 33 shows citywide pedestrian crashes by reported lighting condition and severity.

- Approximately half of crashes occurred during daylight and half under dark or low light conditions.
- Four of the 15 reported pedestrian crashes (and one of the two fatal/severe injury crashes) occurred in dark conditions under streetlights.

Figure 33: Pedestrian Crashes by Lighting and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Bicyclists

This section focuses exclusively on reported crashes involving bicyclists. Table 13 presents reported bicyclist-involved crashes citywide organized by severity level. Of the five bicyclist crashes in the City, there were no reported fatal or severe injuries. The five crashes resulted in either visible injury or complaint of pain.

Table 13: Bicycle User Involved Crashes by Severity

	Fatal (% of total)	Severe Injury (% of total)	Visible Injury (% of total)	Complaint of Pain (% of total)	Property Damage Only (% of total)	Total (% of total)
Bicycle Involved	0 (0%)	0 (0%)	4 (80%)	1 (20%)	0 (0%)	5 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

COLLISION TYPE

There were five reported bicycle crashes and among those three were recorded as rear end crashes with visible injuries. One crash was a vehicle/pedestrian crash with the bicyclist at fault and one crash was reported as other; these likely indicate a lack of precision in crash reporting for bicycle-involved crashes.

PRIMARY COLLISION FACTOR (PCF)

The PCF for these bicycle crashes were evenly distributed, with one crash each reported improper turning[16], automobile right of way[17] (with the motorist at fault), other improper driving[18], traffic signals and signs[19], wrong side of the road[20].

LIGHTING

Three of the bicycle crashes occurred during the day and the remaining two crashes occurred in the dark with working streetlights.

[16] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[17] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[18] Reported PCF based on CVC violation indicating driving from a direct course without reasonable safety or not signaling appropriately.
[19] Reported PCF based on CVC violation indicating running a red light or failure to stop at a stop sign.
[20] Reported PCF based on CVC violation indicating the driver/rider was on the wrong side of the road.

Priority Locations

Kittelson identified priority intersections and segments in Coalinga using the annualized crash severity scores and excess predicted crashes described in the Data Summary and Analysis Approach sections (see the Introduction).

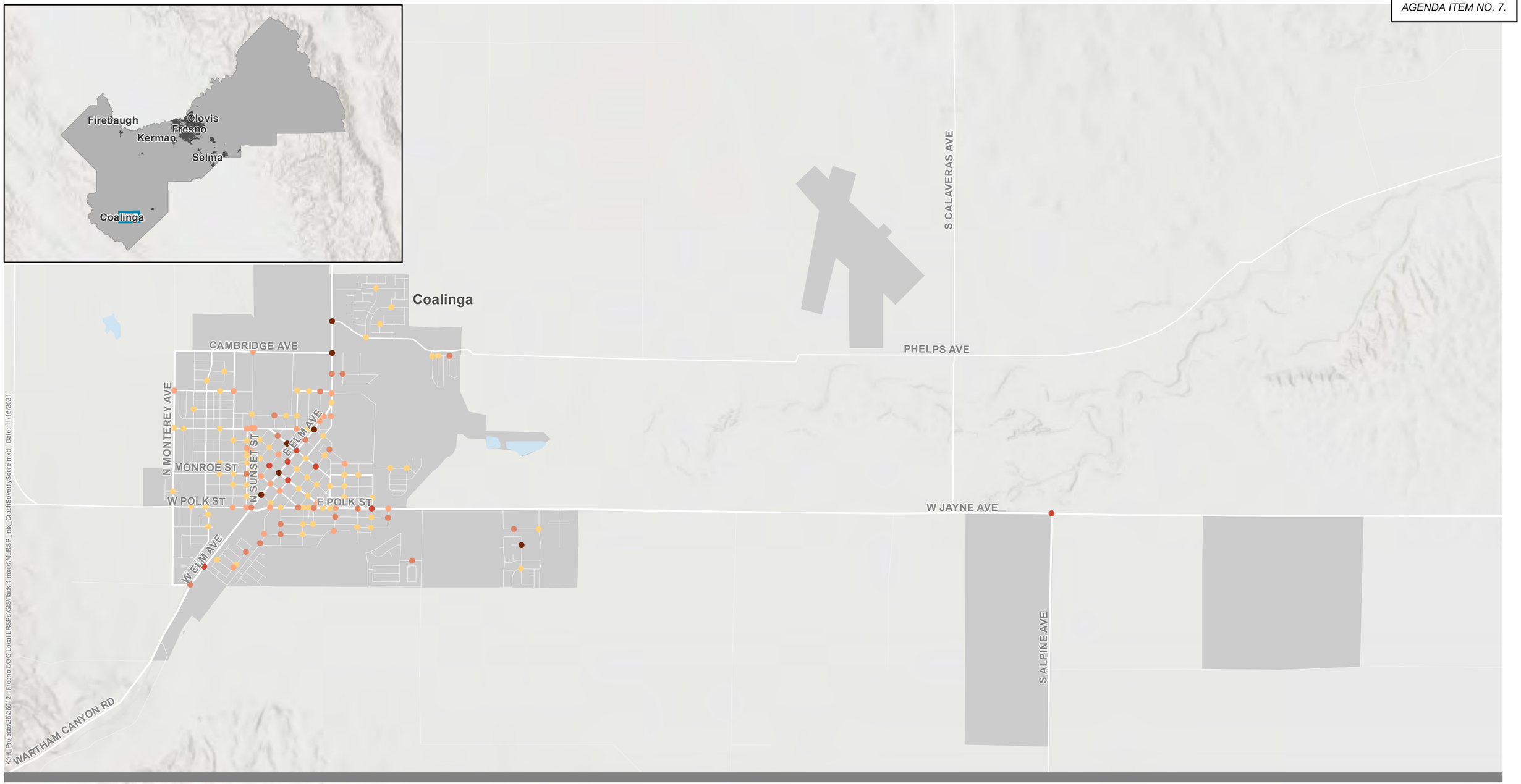
For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 44.02. Figure 34 shows the results of the crash severity scoring. Figure 35 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments, the crash severity scores ranged from zero to 35.27. Crash severity score results for roadway segments are shown in Figure 36. Excess predicted crash score results are shown in Figure 37. Intersections or segments shown as not falling within one of the percentile breaks indicates there were no reported crashes at that location.

Table 14 presents the top twenty locations with the highest crash severity scores.

Table 14. Top 20 Locations based on Crash Severity Score

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO
1	ELM AVE & SEVENTH ST	Unsignalized	44.02	11	0	1	1	2	7
2	ELM AVE & FIFTH ST	Unsignalized	41.78	10	0	1	1	0	8
3	ELM AVE & CAMBRIDGE AVE	Unsignalized	40.58	4	0	1	1	0	2
4	ELM AVE & FIRST ST & VAN NESS ST	Unsignalized	39.65	9	0	1	0	0	8
5	LONGHOLLOW WAY & POPPY MEADOW CT	Unsignalized	38.25	2	0	1	0	0	1
6	POLK STREET FROM HAYES ST TO HACHMAN ST	Segment	35.27	3	0	1	1	0	1
7	DURIAN AVE & THIRD ST	Unsignalized	38.25	2	0	1	0	0	1
8	SR 198 FROM LUCILLE AVE TO 7TH ST	Segment	33.33	3	0	1	0	0	2
9	ELM AVE & PHELPS AVE & OIL CITY RD	Signalized	27.45	9	0	1	1	0	7
10	FOREST AVE & FIFTH ST	Unsignalized	7.79	14	0	0	1	3	10
11	JAYNE AVE FROM QUAIL CREEK RD TO ALPINE AVE	Segment	6.47	16	0	0	1	5	10
12	JAYNE AVE FROM PLEASANT VALLEY STATE PRISON TO COALINGA DEPT OF STATE HOSPITAL	Segment	5.77	9	0	0	1	2	6
13	ELM AVE & FOURTH ST	Unsignalized	5.36	12	0	0	1	1	10
14	POLK ST & GARFIELD ST	Unsignalized	5.25	11	0	0	0	3	8
15	GLENN AVE & THIRD ST	Unsignalized	3.56	3	0	0	1	1	1
16	DURIAN AVE & FIFTH ST	Unsignalized	3.54	8	0	0	1	0	7
17	ELM AVE & THIRD ST	Unsignalized	3.43	7	0	0	0	2	5
18	ELM AVE & PACIFIC ST	Unsignalized	2.94	5	0	0	1	0	4
19	ALPINE AVE & JAYNE AVE	Unsignalized	2.94	5	0	0	1	0	4
20	FOREST AVE & SACRAMENTO ST	Unsignalized	2.83	4	0	0	0	2	2

Note: PDO = Property Damage Only



Crash Severity Score

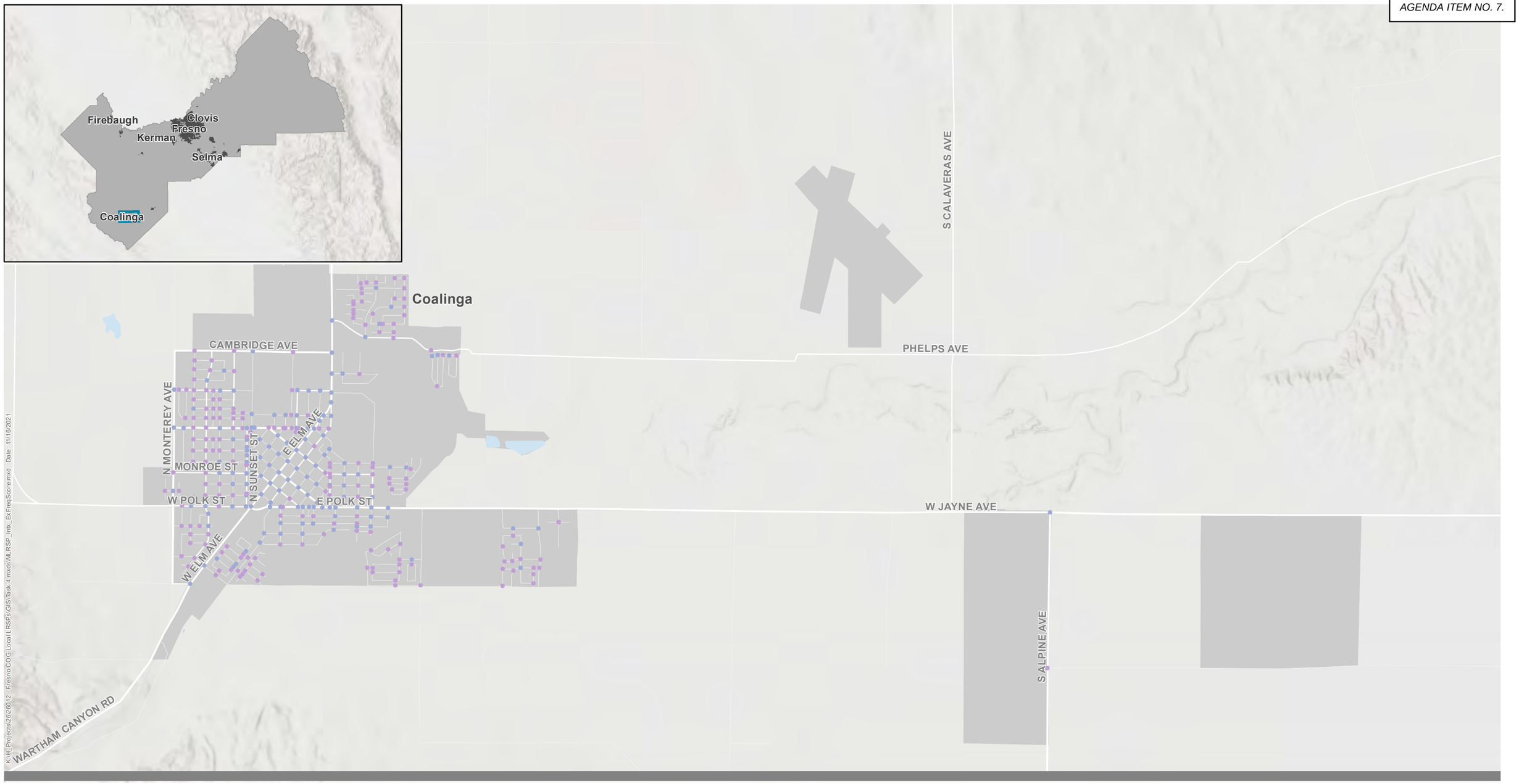
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.6 Miles

Figure 34

Intersection Crash Severity Scores
Jurisdiction Results: Coalinga
Fresno Council of Governments

KITTELSON & ASSOCIATES



Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile

City Limits

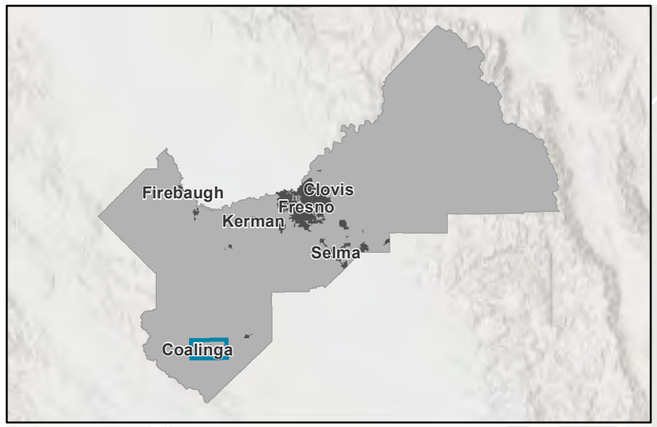
County Boundary

0 0.6 Miles

Figure 35

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Coalinga
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Coalinga
CAMBRIDGE AVE
N MONTEREY AVE
E ELM AVE
W ELM AVE
W POLK ST
E POLK ST
PHELPS AVE
S CALAVERAS AVE
S EL DORADO AVE
W JAYNE AVE
S ALPINE AVE
WARTHAM CANYON RD

K:\H_Projects\2626012 - Fresno COG Local\LRSPs\GIS\Task 4 mxds\MLRSP_Rdwy_CrashSeverity_Score.mxd Date: 11/16/2021

Crash Severity Scores

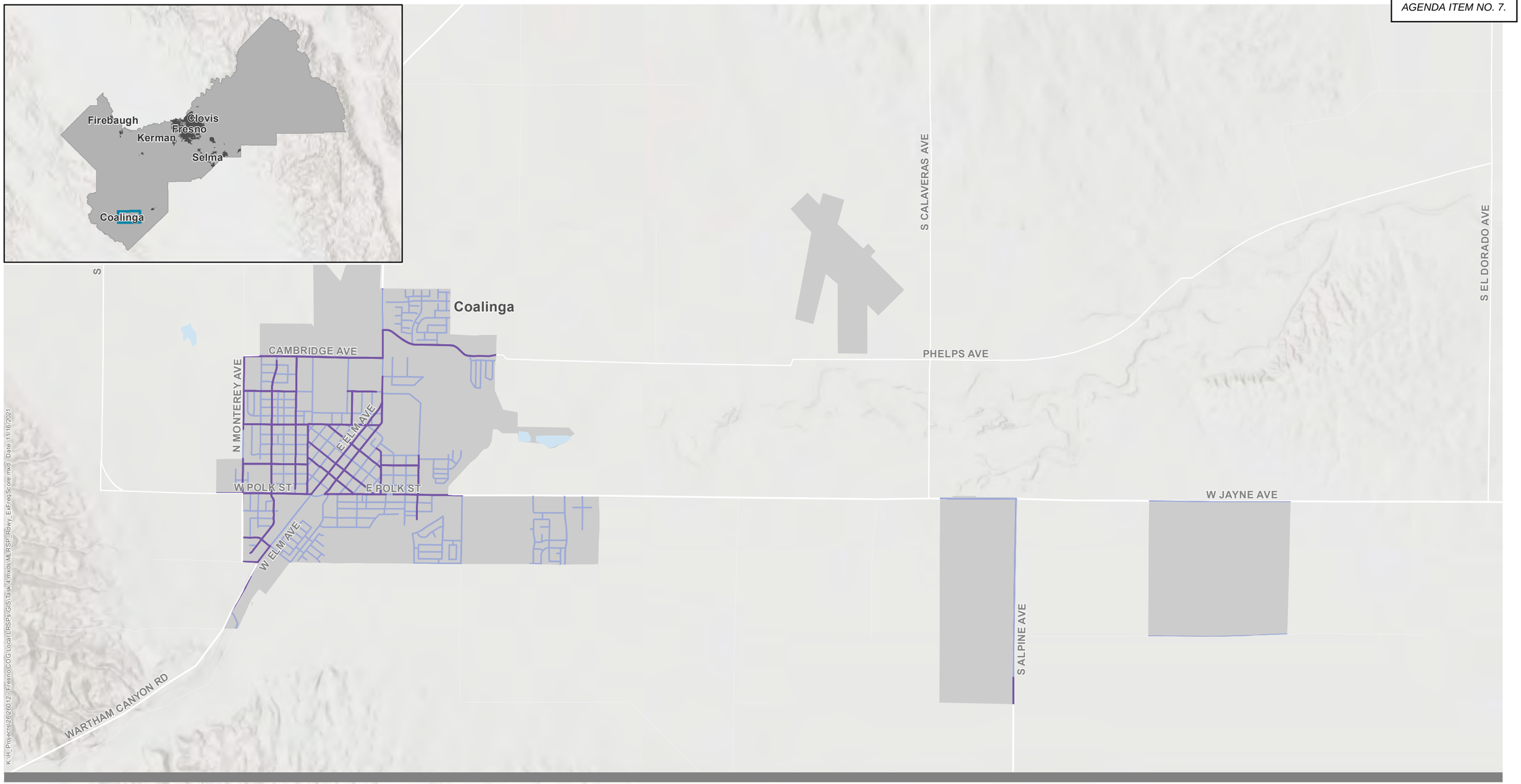
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.6 Miles

Figure 36

Roadway Crash Severity Scores
Jurisdiction Results: Coalinga
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.6 Miles

Figure 37

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Coalinga
Fresno Council of Governments

KITTELSON & ASSOCIATES

EMPHASIS AREAS

Based on key trends in the crash data, emphasis areas for the City of Coalinga include rear end crashes, pedestrian crashes, and intersection control and approach.

Rear End Crashes

Rear end crashes were identified as a focus area given their prevalence in reported crashes. Rear end crashes are the most common collision type, cited in 38 percent of all crashes. Four of the nine severe injury crashes are rear end crashes as are 26 of the 70 other injury crashes, making rear end crashes the most common collision type in injury crashes. As discussed below under Engineering Strategies, countermeasures are available targeted at rear end crashes.

Pedestrian Crashes

Pedestrian crashes were identified as a focus area given the overrepresentation of pedestrians in fatal and severe crashes. Two of the nine severe crashes involved a pedestrian. The most common pedestrian action preceding a crash was crossing the roadway outside a crosswalk, followed by crossing the roadway at a crosswalk. This suggests opportunities for improvements to pedestrian infrastructure.

Pedestrians are identified as one of the six high priority challenge areas in the California SHSP. These challenge areas "were identified through historical data evaluations and feedback from traffic safety stakeholders across the state" (Caltrans SHSP). The high priorities represent "the greatest opportunity to reduce fatalities and serious injuries across the state" (Caltrans SHSP).

Intersection Control and Approach

The top three fatal and severe injury primary collision factors of improper turning, automobile right of way, and unsafe starting and backing were primarily cited in rear end (83 crashes), sideswipe (64 crashes), broadside (37 crashes), and hit object crashes (11 crashes). These collectively indicate that drivers are not properly following indications provided on roadways and at intersections in the City.

The California SHSP includes intersections as one of the six high priorities in California. These crashes are a high priority due to their severity level often as a result of rear-end, broadside, and hit object collision types. "Intersections significantly increase driver workload because they are a natural point of conflict. If present, traffic control devices help to mitigate that workload by providing clear rules of right-of-way" (Caltrans SHSP). As discussed below under Engineering Strategies, several roadway and intersection countermeasures are available targeted at improving driver awareness and expectation as well as improving the roadway to minimize risk of crashes.

STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety within the City of Coalinga.

Engineering Strategies

The top two fatal and severe injury collision types in Coalinga were rear end and vehicle-pedestrian crashes, and sideswipe was a frequently reported collision type. The top three fatal and severe injury primary collision factors were improper turning and automobile right of way, and unsafe starting and backing was a frequently reported primary collision factor High priority countermeasures to address these collision types and primary collision factors are shown in Table 15.

Table 15. High Priority Countermeasures

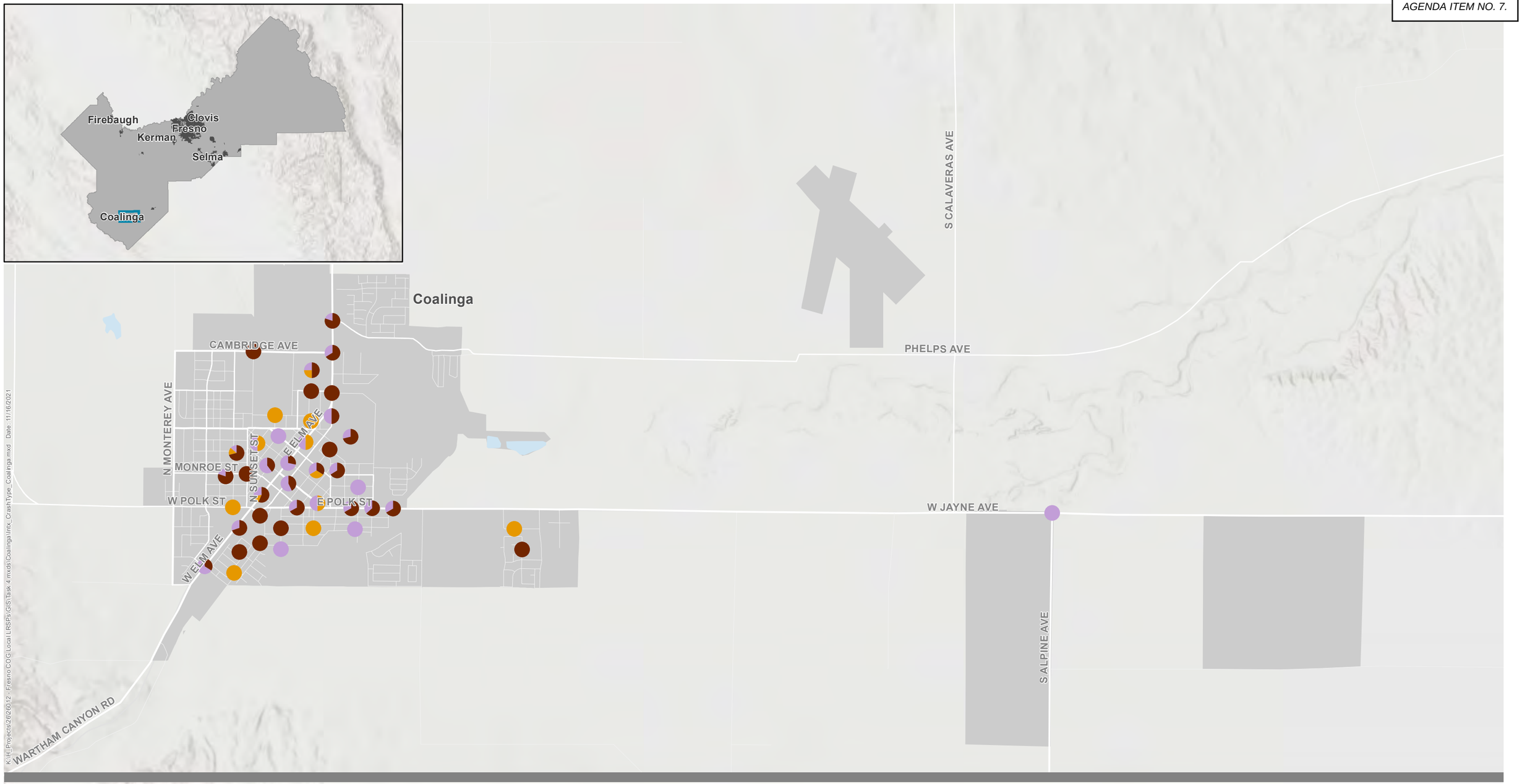
	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R1	Crashes at night
	Install Raised Median	R8	Improper turning
	Widen Shoulder	R15	Sideswipe
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Rear end
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Sideswipe
	Install Centerline Rumble Strips/Stripes	R30	Sideswipe
Intersection Countermeasures	Add Intersection Lighting at Intersections	S1/NS1	Crashes at night
	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Rear end
	Provide Advanced Dilemma-Zone Detection	S4	Rear end
	Install Flashing Beacons as Advance Warning	S10/NS9	Rear end
	No Right-Turn on Red	n/a	Vehicle-pedestrian, improper turning
	Convert Intersection to Roundabout	NS4/NS5	All
	Install/Upgrade Stop Signs or Intersection Warning/ Regulatory Signs	NS6	All
	Upgrade Intersection Pavement Markings	NS7	All
	Install Splitter Islands for Minor Street Approaches	NS13	Rear end
Pedestrian/Bicycle Countermeasures	Install Sidewalk/Pathway	R34PB	Vehicle-pedestrian
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R35PB	Vehicle-pedestrian
	Install Raised Medians (or Refuge Islands)	NS19PB	Vehicle-pedestrian
	Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (with Enhanced Safety Features)	NS21PB	Vehicle-pedestrian

Note: The ID number references the Caltrans Manual Local Road Safety

Appendix B contains the regional Countermeasures Toolbox which includes more detailed information regarding the countermeasures listed above.

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. Coalinga can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 15.

Figure 38 and Figure 39 present the top fifty priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 40 and Figure 41 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.



Collision Type

- Rear End
- Vehicle-Pedestrian
- Sideswipe

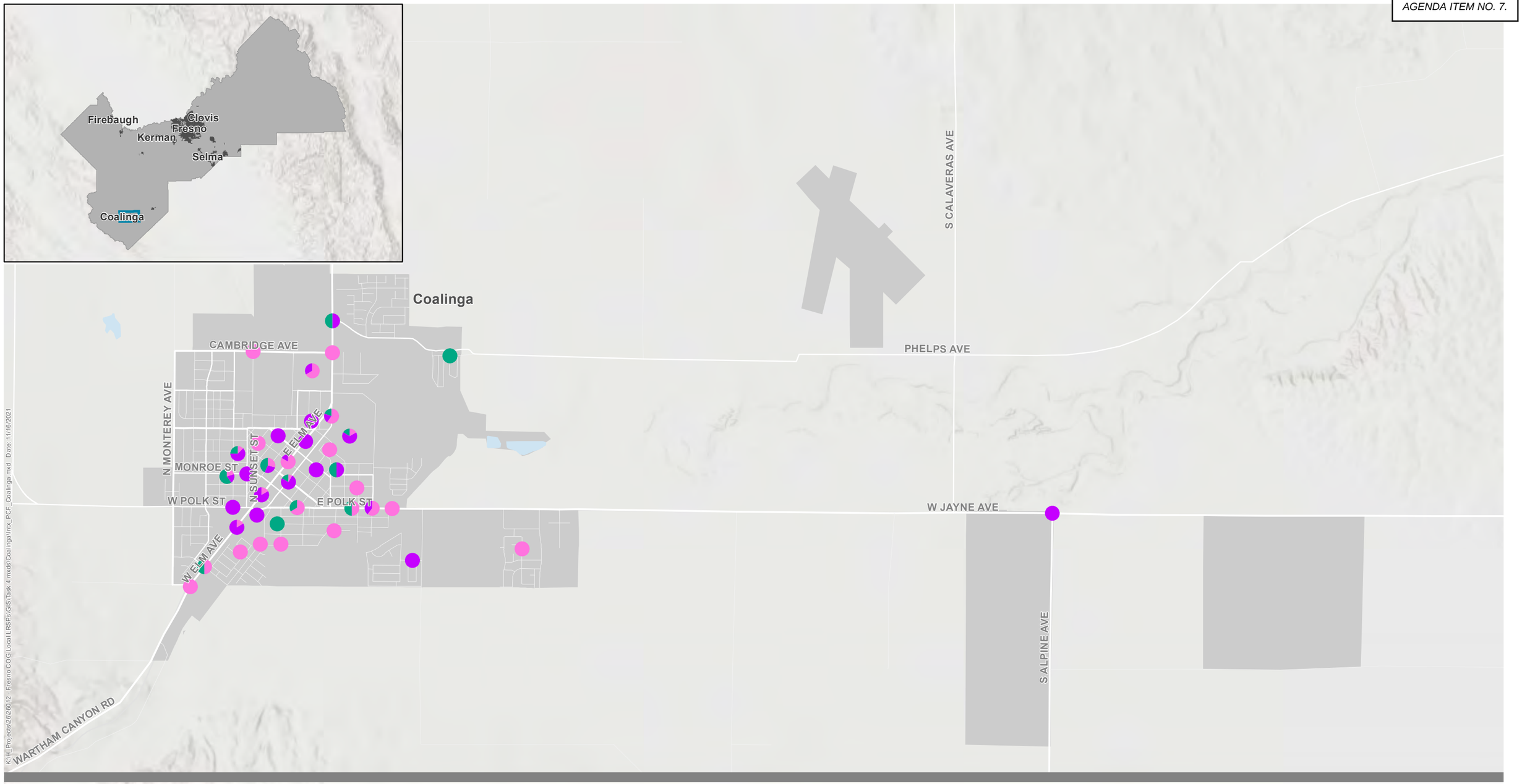
- City Limits
- County Boundary

0 0.6 Miles

Figure 38

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Coalinga
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Primary Collision Factors

- Improper Turning
- Automobile Right of Way
- Unsafe Starting or Backing

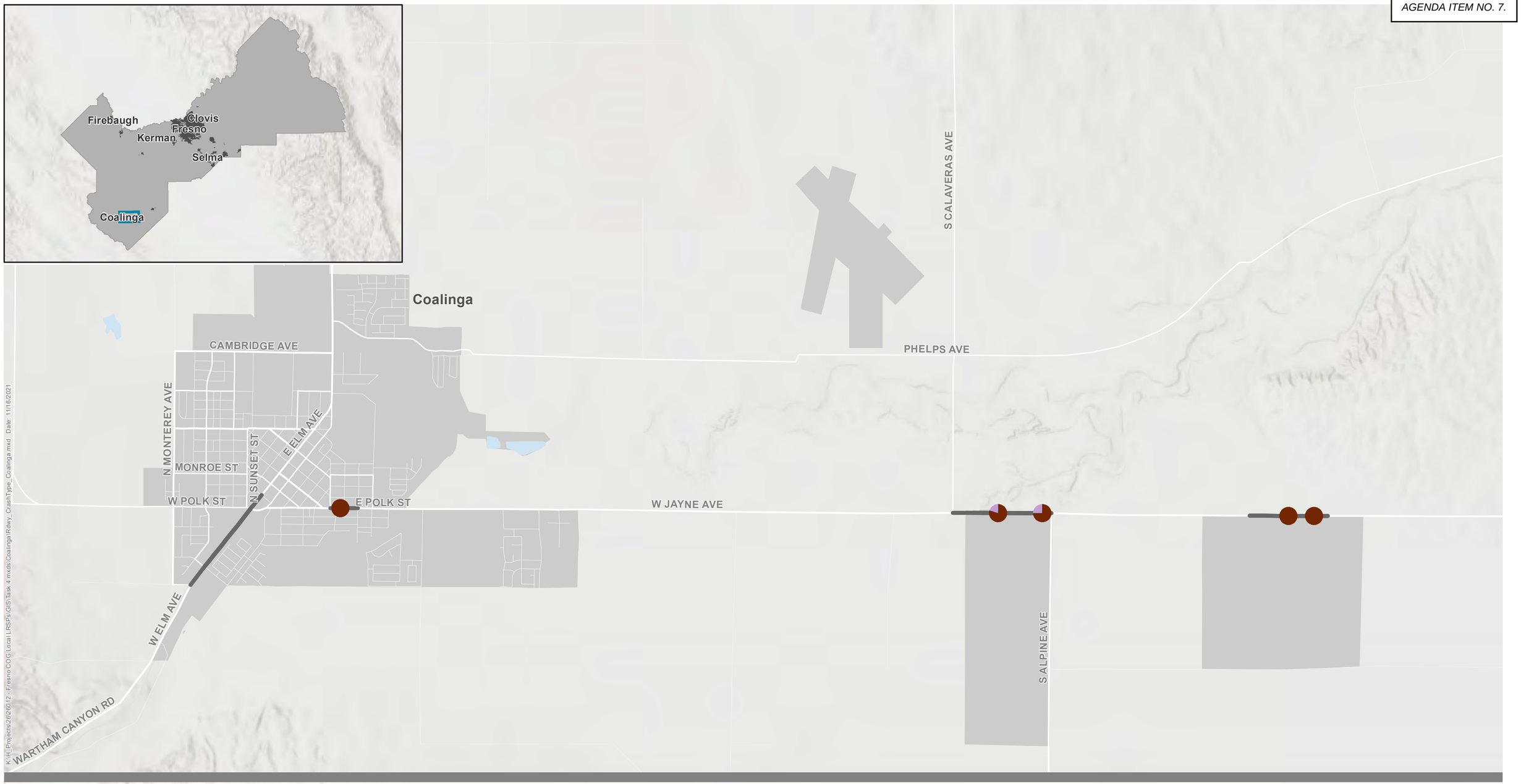
- City Limits
- County Boundary

0 0.6 Miles

Figure 39

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Coalinga
Fresno Council of Governme

KITTELSON & ASSOCIATES



Collision Type

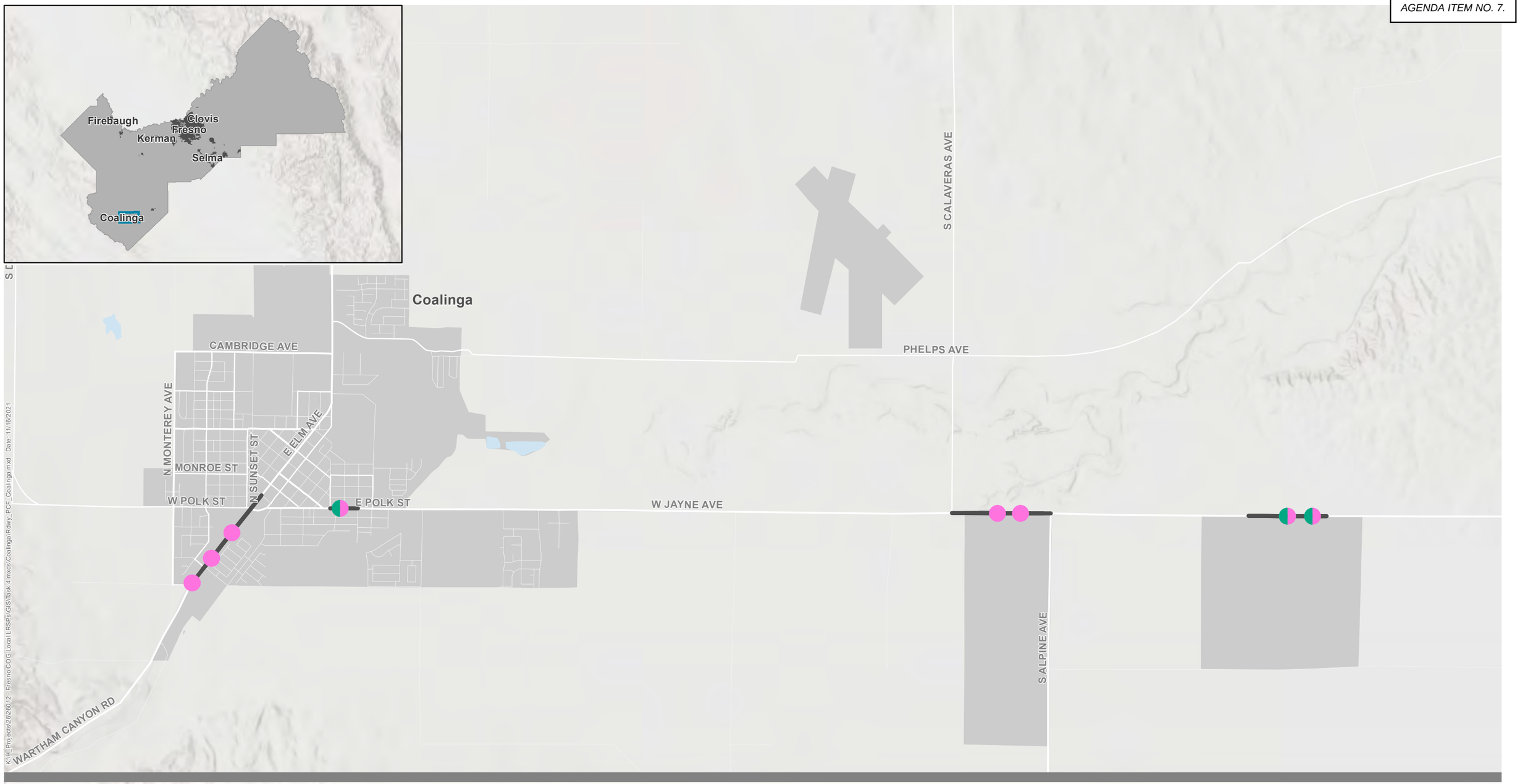
- Rear End
- Sideswipe
- Priority Roadways
- City Limits
- County Boundary

0 0.6 Miles

Figure 40

Top Fatal/Severe Injury Roadway Collision Types
Jurisdiction Results: Coalinga
Fresno Council of Governments

KITTELSON & ASSOCIATES



Primary Collision Factors

- Improper Turning
- Unsafe Starting or Backing
- Priority Roadways
- City Limits
- County Boundary

0 0.6 Miles

KITTELSON & ASSOCIATES

Figure 41

Top Fatal/Severe Injury Roadway Primary Collision Factors
Jurisdiction Results: Coalinga
Fresno Council of Governments

Table 16 and Table 17 provide information for the top fifty intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

Table 16. Priority Intersections with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Rear End	Vehicle/ Pedestrian	Sideswipe	Other
1	ELM AVE & SEVENTH ST	Unsignalized	44.02	11	4	1	2	4
2	ELM AVE & FIFTH ST	Unsignalized	41.78	10	5	1	1	3
3	ELM AVE & CAMBRIDGE AVE	Unsignalized	40.58	4	2	0	1	1
4	ELM AVE & FIRST ST & VAN NESS ST	Unsignalized	39.65	9	5	0	2	2
5	LONGHOLLOW WAY & POPPY MEADOW CT	Unsignalized	38.25	2	1	0	0	1
6	DURIAN AVE & THIRD ST	Unsignalized	38.25	2	0	1	1	0
7	ELM AVE & PHELPS AVE & OIL CITY RD	Signal	27.45	9	4	0	1	4
8	FOREST AVE & FIFTH ST	Unsignalized	7.79	14	3	0	4	7
9	ELM AVE & FOURTH ST	Unsignalized	5.36	12	2	0	5	5
10	POLK ST & GARFIELD ST	Unsignalized	5.25	11	7	0	4	0
11	GLENN AVE & THIRD ST	Unsignalized	3.56	3	1	1	1	0
12	DURIAN AVE & FIFTH ST	Unsignalized	3.54	8	2	0	3	3
13	ELM AVE & THIRD ST	Unsignalized	3.43	7	4	0	2	1
14	ELM AVE & PACIFIC ST	Unsignalized	2.94	5	1	0	2	2
15	ALPINE AVE & JAYNE AVE	Unsignalized	2.94	5	0	0	1	4
16	FOREST AVE & SACRAMENTO ST	Unsignalized	2.83	4	2	0	0	2
17	POLK ST & HACHMAN ST	Unsignalized	2.83	4	2	0	1	1
18	POLK ST & SIXTH ST & HAWTHORNE AVE	Unsignalized	2.74	4	2	0	1	1
19	ELM AVE & LUCILLE AVE	Unsignalized	2.34	2	0	0	0	2
20	LOUISIANA ST & HOUSTON ST	Unsignalized	2.34	2	0	0	2	0
21	THOMPSON ST & VALLEY ST	Unsignalized	2.34	2	0	0	0	2
22	WARTHAN ST & VALLEY ST	Unsignalized	2.34	2	0	0	1	1
23	GLENN AVE & PINE ST	Unsignalized	2.34	2	1	0	0	1
24	ELM AVE & SECOND ST	Unsignalized	2.34	2	0	1	1	0
25	ELM AVE & WALNUT AVE	Unsignalized	2.22	6	2	1	1	2
26	ELM AVE & POLK ST	Signal	2.20	11	7	0	3	1
27	CHARDONNAY LN & BURGANDY WAY	Unsignalized	2.14	1	0	0	0	1
28	HALIBURTON WAY & BOARDAGARY LN	Unsignalized	2.14	1	1	0	0	0
29	COYOTE SPRINGS ST & WILLOW SPRINGS AVE	Unsignalized	2.14	1	0	1	0	0
30	LOUISIANA ST & PLEASANT ST	Unsignalized	2.14	1	1	0	0	0

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Rear End	Vehicle/ Pedestrian	Sideswipe	Other
31	ALFRED ST & POLK ST & IVY AVE	Unsignalized	2.14	1	0	1	0	0
32	MONROE ST & SUNSET ST & CEDAR AVE	Unsignalized	2.14	1	1	0	0	0
33	CEDAR AVE & THIRD ST	Unsignalized	2.14	1	0	0	1	0
34	FILLMORE ST & BAKER ST	Unsignalized	2.14	1	0	1	0	0
35	GRANT ST & CHERRY LN	Unsignalized	2.14	1	1	0	0	0
36	WALNUT AVE & MAPLE ST	Unsignalized	2.14	1	0	0	0	1
37	MEADOW ST & CAMBRIDGE AVE	Unsignalized	2.14	1	0	0	0	1
38	THOMPSON ST & POLK ST	Unsignalized	2.02	5	2	0	1	2
39	BAKER ST & TRUMAN LN	Unsignalized	2.02	5	1	0	1	3
40	ELM AVE & CHERRY LN	Unsignalized	1.82	4	3	0	0	1
41	POLK ST & CALIFORNIA ST	Unsignalized	1.62	3	0	1	0	2
42	ELM AVE & SIXTH ST	Unsignalized	1.62	3	3	0	0	0
43	WARTHAN ST & POLK ST	Unsignalized	1.42	2	0	0	2	0
44	IVY AVE & FIFTH ST	Unsignalized	1.42	2	0	1	1	0
45	ELM AVE & GRANT ST	Unsignalized	1.42	2	0	1	0	1
46	MONTEREY AVE & HARVARD AVE	Unsignalized	1.42	2	0	0	0	2
47	SUNSET ST & CAMBRIDGE AVE	Unsignalized	1.42	2	1	0	0	1
48	DURIAN AVE & SIXTH ST	Unsignalized	1.40	7	4	0	1	2
49	HALIBURTON WAY & COX LN	Unsignalized	1.22	1	0	1	0	0
50	WARTHAN ST & TACHE ST	Unsignalized	1.22	1	0	0	0	1

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 17. Priority Intersections with Primary Collision Factor based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	Auto ROW	Unsafe Starting or Backing	Other
1	ELM AVE & SEVENTH ST	Unsignalized	44.02	11	1	5	0	5
2	ELM AVE & FIFTH ST	Unsignalized	41.78	10	1	5	2	2
3	ELM AVE & CAMBRIDGE AVE	Unsignalized	40.58	4	2	0	0	2
4	ELM AVE & FIRST ST & VAN NESS ST	Unsignalized	39.65	9	1	4	1	3
5	LONGHOLLOW WAY & POPPY MEADOW CT	Unsignalized	38.25	2	1	0	0	1
6	DURIAN AVE & THIRD ST	Unsignalized	38.25	2	1	0	0	1
7	ELM AVE & PHELPS AVE & OIL CITY RD	Signal	27.45	9	0	1	1	7
8	FOREST AVE & FIFTH ST	Unsignalized	7.79	14	1	9	2	2
9	ELM AVE & FOURTH ST	Unsignalized	5.36	12	5	1	0	6
10	POLK ST & GARFIELD ST	Unsignalized	5.25	11	3	2	0	6

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	Auto ROW	Unsafe Starting or Backing	Other
11	GLENN AVE & THIRD ST	Unsignalized	3.56	3	0	2	0	1
12	DURIAN AVE & FIFTH ST	Unsignalized	3.54	8	2	2	3	1
13	ELM AVE & THIRD ST	Unsignalized	3.43	7	0	2	2	3
14	ELM AVE & PACIFIC ST	Unsignalized	2.94	5	2	0	2	1
15	ALPINE AVE & JAYNE AVE	Unsignalized	2.94	5	0	3	0	2
16	FOREST AVE & SACRAMENTO ST	Unsignalized	2.83	4	2	0	0	2
17	POLK ST & HACHMAN ST	Unsignalized	2.83	4	1	0	1	2
18	POLK ST & SIXTH ST & HAWTHORNE AVE	Unsignalized	2.74	4	2	0	1	1
19	ELM AVE & LUCILLE AVE	Unsignalized	2.34	2	2	0	0	0
20	LOUISIANA ST & HOUSTON ST	Unsignalized	2.34	2	1	0	0	1
21	THOMPSON ST & VALLEY ST	Unsignalized	2.34	2	0	0	0	2
22	WARTHAN ST & VALLEY ST	Unsignalized	2.34	2	1	0	0	1
23	GLENN AVE & PINE ST	Unsignalized	2.34	2	1	0	0	1
24	ELM AVE & SECOND ST	Unsignalized	2.34	2	0	1	0	1
25	ELM AVE & WALNUT AVE	Unsignalized	2.22	6	2	1	0	3
26	ELM AVE & POLK ST	Signal	2.20	11	1	5	0	5
27	CHARDONNAY LN & BURGANDY WAY	Unsignalized	2.14	1	0	1	0	0
28	HALIBURTON WAY & BOARDAGARY LN	Unsignalized	2.14	1	1	0	0	0
29	COYOTE SPRINGS ST & WILLOW SPRINGS AVE	Unsignalized	2.14	1	0	0	0	1
30	LOUISIANA ST & PLEASANT ST	Unsignalized	2.14	1	0	0	1	0
31	ALFRED ST & POLK ST & IVY AVE	Unsignalized	2.14	1	0	0	0	1
32	MONROE ST & SUNSET ST & CEDAR AVE	Unsignalized	2.14	1	0	1	0	0
33	CEDAR AVE & THIRD ST	Unsignalized	2.14	1	0	1	0	0
34	FILLMORE ST & BAKER ST	Unsignalized	2.14	1	0	0	0	1
35	GRANT ST & CHERRY LN	Unsignalized	2.14	1	0	0	0	1
36	WALNUT AVE & MAPLE ST	Unsignalized	2.14	1	0	0	0	1
37	MEADOW ST & CAMBRIDGE AVE	Unsignalized	2.14	1	0	0	1	0
38	THOMPSON ST & POLK ST	Unsignalized	2.02	5	2	0	0	3
39	BAKER ST & TRUMAN LN	Unsignalized	2.02	5	3	1	1	0
40	ELM AVE & CHERRY LN	Unsignalized	1.82	4	0	0	0	4
41	POLK ST & CALIFORNIA ST	Unsignalized	1.62	3	0	1	0	2
42	ELM AVE & SIXTH ST	Unsignalized	1.62	3	0	2	0	1
43	WARTHAN ST & POLK ST	Unsignalized	1.42	2	0	0	0	2
44	IVY AVE & FIFTH ST	Unsignalized	1.42	2	0	0	0	2
45	ELM AVE & GRANT ST	Unsignalized	1.42	2	0	1	0	1

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	Auto ROW	Unsafe Starting or Backing	Other
46	MONTEREY AVE & HARVARD AVE	Unsignalized	1.42	2	0	0	0	2
47	SUNSET ST & CAMBRIDGE AVE	Unsignalized	1.42	2	1	0	0	1
48	DURIAN AVE & SIXTH ST	Unsignalized	1.40	7	1	1	3	2
49	HALIBURTON WAY & COX LN	Unsignalized	1.22	1	0	0	0	1
50	WARTHAN ST & TACHE ST	Unsignalized	1.22	1	1	0	0	0

Note: Other crashes include all crashes that are not coded as one of the top three primary collision factors

Table 18 and Table 19 provide information for the top eight roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

Table 18. Priority Roadways Segments with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Collision Type			
					Rear End	Vehicle/ Pedestrian	Side-swipe	Other
1	E Polk St (N Hayes St to N Pine St)	Arterial/Collector	35.27	3	2	0	0	1
2	E Polk St (S Warthan St to S Hachman St)	Arterial/Collector	35.27	3	2	0	0	1
3	W Elm Ave (N 7th St to Cheney Ln)	Arterial/Collector	33.33	3	0	0	0	3
4	W Elm St (W Polk St to Pacific St)	Arterial/Collector	33.33	3	0	0	0	3
5	W Elm St (W Pleasant St to W Lucille Ave)	Arterial/Collector	32.93	1	0	0	0	1
6	W Jayne Ave (S Calaveras Ave to west of S Alpine Ave)	Arterial/Collector	6.47	12	8	0	2	2
7	W Jayne Ave (east of S Calaveras Ave to S Alpine Ave)	Arterial/Collector	6.47	12	8	0	2	2
8	W Jayne Ave (east of S Alpine Ave to west of S El Dorado Ave)	Arterial/Collector	5.77	9	5	0	0	4

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 19. Priority Roadways Segments with Primary Collision Factors based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	Auto Right of Way	Unsafe Starting or Backing	Other
1	E Polk St (N Hayes St to N Pine St)	Arterial/Collector	35.27	3	1	0	1	1
2	E Polk St (S Warthan St to S Hachman St)	Arterial/Collector	35.27	3	1	0	1	1
3	W Elm Ave (N 7th St to Cheney Ln)	Arterial/Collector	33.33	3	3	0	0	0

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	Auto Right of Way	Unsafe Starting or Backing	Other
4	W Elm St (W Polk St to Pacific St)	Arterial/Collector	33.33	3	3	0	0	0
5	W Elm St (W Pleasant St to W Lucille Ave)	Arterial/Collector	32.93	1	1	0	0	0
6	W Jayne Ave (S Calaveras Ave to west of S Alpine Ave)	Arterial/Collector	6.47	12	3	0	0	9
7	W Jayne Ave (east of S Calaveras Ave to S Alpine Ave)	Arterial/Collector	6.47	12	3	0	0	9
8	W Jayne Ave (east of S Alpine Ave to west of S El Dorado Ave)	Arterial/Collector	5.77	9	1	0	1	7

Note: Other crashes include all crashes that are not coded as one of the top three primary collision factors

Education Strategies

Education strategies for Coalinga are targeted at unsafe speed, distracted driving, and pedestrian awareness. Unsafe speed was the primary collision factor in one of the nine severe injury crashes and the primary collision factor in 21 crashes overall. One of the highest complaints from the City's call-in line is speeding in neighborhoods. In the stakeholder focus groups, distracted driving was noted as a large issue, even if it did not show up in the crash data. Pedestrian crashes are an emphasis area, given the overrepresentation of pedestrians in fatal and severe crashes.

The Safe Roads Save Lives campaign is a marketing effort led by the Fresno COG, with the goals of:

- Educate all road users on safe transportation behaviors
- Increase safety for people walking and biking
- Highlight behaviors that cause the most crashes in Fresno County—speeding and distracted driving

The campaign Includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Coalinga may find these materials helpful, especially those related to speeding, distracted driving, and watching out for pedestrians.

The following activities are recommended for Coalinga as they move forward on implementing the Safe Roads Save Lives campaign:

- Identify staff appropriate to attend a presentation by Fresno COG staff about the Safe Roads Save Lives campaign. Appropriate staff members include staff associated with transportation engineering and planning, communications, traffic enforcement, school transportation, and other jurisdictional staff who work with the roadway system.

- Work with school districts to distribute print materials and offer school-related transportation resources. Ensure that school communications are in both English and Spanish.
- Work with public information or communications staff to spread Safe Roads Save Lives materials throughout Coalinga through the following channels:
    - Repost and link to Fresno COG posts that refer to the Safe Roads Save Lives campaign.
    - Have print materials (flyers, bumper stickers, pins, and postcards) available at events and community festivals.
    - Print posters for posting at governmental buildings such as City Hall, libraries, DMVs, and other facilities that the public regularly uses.
    - Work with the Fresno COG to identify a radio station to air a Safe Roads Save Lives radio public service announcement (PSA).
    - Have a direct link to Safe Roads Save Lives campaign website from the city website.



Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves Coalinga – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

- All roadway safety projects should be vetted by emergency service organizations to ensure that their design does not hamper access.
- As new emergency service and response procedures are developed, roadway safety improvement opportunities should be identified and implications of changes to response times should be considered.
- Coalinga staff should participate in periodic coordination calls between emergency response agencies to gather and share recent observations about crashes and hot spots, to understand emergent safety issues that may not have led to policy reports or yet be available through statewide crash reporting systems.

Enforcement

Enforcement strategies can include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws, as well as focusing enforcement in areas that have historically been shown to have higher-than-average crash rates. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time – during and shortly after the increased enforcement activities.

The following enforcement strategies should be considered for Coalinga:

- Schedule heightened speed (or other behavior) enforcement checks during strategic times of the year, such as when students return to school or the beginning of fog season. Coalinga currently conducts heightened enforcement events and has found them effective.
- Focus speed enforcement efforts in locations with high crash rates.
- Use automatic enforcement, such as red-light cameras or speed feedback signs, especially in school zones. Coalinga does have traffic cameras with license plate readers it can use.
- Deploy speed feedback signs in areas with high crash rates or speeding citations.

The effectiveness of each strategy should be measured and evaluated, considering the number of staff hours and amount of resources needed. The results should be reviewed and used to refine future enforcement activities.

Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. More details about equitable enforcement can be found on page 8 (Introduction).

EVALUATION AND IMPLEMENTATION

A key part of achieving the City's vision is consistently evaluating roadway safety performance and tracking progress towards the City's goals. The City will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that the City of Coalinga update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the City's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

- Identifying countermeasures and strategies for priority locations based on the crash data.
- Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Exploring funding opportunities to implement priority strategies.
- Identifying key staff and activities to support the regional Safe Roads Save Lives campaign.
- Identifying enforcement strategies to implement and evaluate.
- Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
- Regularly collecting and organizing data to support evaluation of the LRSP.

4.0 CITY OF FIREBAUGH

The City of FIrebaugh has an approximate population of 7,980.[21] The average daily vehicle miles traveled is 33,939, and the City maintains approximately 22 total roadway centerline miles. The main arterial roadways that connect the City to other jurisdictions include N Street, which runs northwest to southeast, 12th Street/W Nees Avenue, which runs west from N Street, and 13th Street, which runs east from N Street. Based on the review of crash data conducted as part of the LRSP, pedestrians are overrepresented in fatal and severe injury crashes. The three collision types reported in fatal and severe injury crashes were vehicle-pedestrian, head on, and hit object crashes. The primary collision factors reported for fatal and severe injury crashes include pedestrian violation and other improper driving. Among all reported crashes, the most commonly reported primary collision factor is automobile right of way. High priority countermeasures to address these collision types and primary collision factors are shown in Table 23. The LRSP provides potential engineering, education, emergency services, and enforcement strategies tailored to Firebaugh's crash history and local priorities, as well as performance measures to evaluate progress.

VISION AND GOALS

The City's vision for roadway safety is:

Create a roadway network that provides a comfortable environment for all modes of transportation within the City.

The City's goals in support of the vision are:

1. Have zero fatal and severe injury crashes on the City roadways by 2026.
2. Systemically implement safety countermeasures proven to reduce fatal and severe crashes across the City's public roadways.
3. Enhance pedestrian facilities and crossings within the City limits and collaborate with Caltrans on modifications proposed to state route roadways within the City limits.
4. Participate in regional activities to promote roadway safety as a priority investment.

[21] 2018 population. Source: California Department of Finance

SAFETY PARTNERS

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City's effort to create a culture of roadway safety. Firebaugh's goals reflect the importance of participating in regional activities to promote roadway safety. While additional partners may be identified in the future, those involved in development of the LRSP include:

- Firebaugh Fire Department
- Firebaugh Police Department
- Firebaugh Public Works Department
- Firebaugh-Las Deltas Unified School District
- Fresno Council of Governments

PERFORMANCE MEASURES

Performance measures are used to track progress and a key element of making data-informed decisions. Performance measures that support the City's vision, goals, and emphasis areas include:

- Annual number of crashes (city-wide and at each of the top twenty priority locations)
- Annual number of fatal and severe injury crashes (city-wide and at each of the top twenty priority locations)
- Annual number of pedestrian and bicycle crashes (city-wide and at each of the top twenty priority locations)
- Annual number of head on crashes (city-wide)
- Annual number of hit object crashes (city-wide)
- Annual number of crashes at intersections (city-wide)
- Investments made in roadway safety countermeasures (e.g. dollars spent, grants pursued, partnerships developed)
- Investments made in education and enforcement strategies (e.g. dollars spent, grants pursued, partnerships developed)
- Coordination with other local agencies and/or safety partners (e.g. meetings held, projects pursued)
- Coordination on crash data processes and reporting (e.g. meetings held, changes made)

As part of plan implementation, the City will identify a process for annually tracking these performance measures to support future updates to this roadway safety plan.

DATA SUMMARY

The primary data sets used to inform the technical analyses for the City's local road safety plan were crash data and roadway network information. As noted below, future updates could incorporate traffic volume data if widely available for locations across the City. In addition, feedback from a publicly available survey was documented for consideration in identifying issues and improvement strategies.

Public Survey Feedback

Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are part of the MLRSP, as well as voluntary demographic information for Title IV reporting. Both activities were open from August 16, 2021 to September 20, 2021 and sought public feedback on spatial patterns of traffic safety concerns and desired improvements.

As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive webmap specific to Firebaugh. More information on the methodology and overall findings of the survey are provided in *Appendix A*.

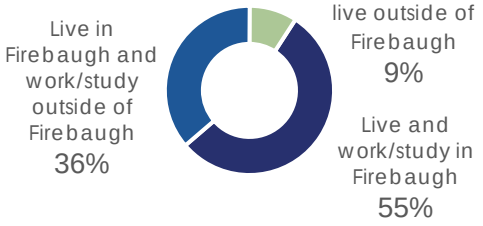


11
PEOPLE RESPONDED



2
LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE





MOST COMMON SAFETY CONCERNS

- Speeding or aggressive driving
- Crashes or near misses happen here
- Lack of safe places to walk, bike, or wait for the bus

- The survey asked respondents to provide input on the top road safety improvements needed in their communities. While the survey prompted participants to pick three improvements, some selected more than three responses. A total of 35 responses were received for Firebaugh from 11 participants, with the most common desired improvement types including:
  - Maintenance of existing roads and streets (7 responses)

  - Pedestrian crossing improvements (5 responses)
  - Traffic signals (5 responses)
  - Rural road improvements to prevent run-off-road crashes (4 responses)
  - Speed enforcement (4 responses)
- Participants dropped points in the webmap in specific locations across Fresno County where they experienced road safety concerns. When leaving a point, participants could select from a list of traffic safety concerns and the kinds of travel impacted, with the ability to select as many responses as applicable. A text box gave participants the option to note what they think would make the location safer. A total of 2 locations were noted in Firebaugh, noting the following traffic safety concerns:
  - Speeding or aggressive driving (2 responses)
  - Crashes or near misses happen here (1 response)
  - Lack of safe places to walk, bike, or wait for the bus (1 response)
- The survey asked participants where they live and work or study, with the option to select from a list of jurisdictions or outside of Fresno County. The participants who selected Firebaugh included:
  - 6 who live and work/study in Firebaugh
  - 4 who live in Firebaugh and work/study outside of Firebaugh
  - 1 who works/studies in Firebaugh and lives outside of Firebaugh

Crash Data

Kittelson worked with Fresno COG to assemble crash data for the City of Firebaugh using the Statewide Integrated Traffic Records System (SWITRS) database, supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley. Throughout this report, crashes are associated with a jurisdiction based on the reporting officer's assessment of location.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets. Within the assembled regional crash database, a total of 130 reported crashes are located in City of Firebaugh. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.

- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

Roadway Network Data

Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. The master roadway network for the County was used to spatially analyze and prioritize specific locations within each local jurisdiction.

Traffic Volume Data

Traffic volume data was not consistently available at a sufficient level to be able to incorporate into the safety analysis. Future updates to the City's local road safety plan could incorporate traffic volume data, if available, to understand how crash frequency, severity, and type vary at different levels of traffic.

EXISTING ROADWAY SAFETY PERFORMANCE

The findings in this section are based on the crash database, which includes reported crashes from January 1, 2015 through December 31, 2019. It is organized as follows:

- All Road Users
  - Severity by Road User
  - Year, Month, and Weather
  - Collision Type
  - Location, Collision Type, and Severity
  - Primary Collision Factor
  - Lighting
  - Time of Day
- Pedestrian-involved Crashes
  - Year and Month
  - Pedestrian Action and Location
  - Lighting
- Bicyclist-involved Crashes
  - Collision Type
  - Primary Collision Factor
  - Lighting

All Road Users

This section includes analysis and findings for all reported crashes. Subsequent sections focus exclusively on crashes involving pedestrians and bicyclists.

SEVERITY BY ROAD USER

Table 20 presents reported crashes, organized by severity level and road user.

- There were seven reported pedestrian crashes, of which three were fatal.
- There was one reported bicycle crash in the City of Firebaugh.
- Most reported crashes were property damage only (PDO)—75 percent of total reported crashes.

Table 20: Crash Severity by Road User Involved

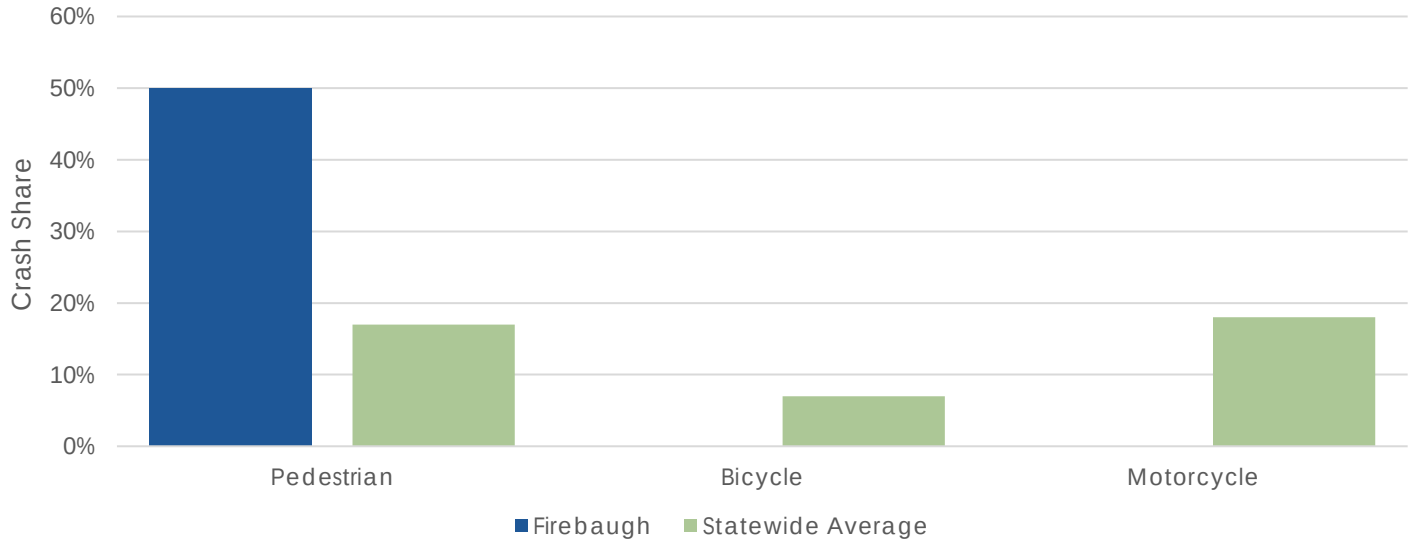
Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	3 (75%)	0 (0%)	1 (11%)	2 (11%)	1 (1%)	7 (5%)
Bicycle Involved	0 (0%)	0 (0%)	0 (0%)	1 (6%)	0 (0%)	1 (1%)
Vehicle Only or Vehicle-Fixed Object	1 (25%)	2 (100%)	8 (89%)	15 (83%)	96 (99%)	122 (94%)
Reported Crashes	4 (100%)	2 (100%)	9 (100%)	18 (100%)	97 (100%)	130 (100%)
Severity Share of Reported Crashes	3%	2%	7%	14%	75%	100%

Source: SWITRS, TIMS, Kittelson, 2021.

California's Strategic Highway Safety Plan (SHSP) includes 16 challenge areas to focus statewide resources and efforts. Three such challenge areas were crashes involving pedestrians, bicyclists, and motorcyclists. The SHSP analyzed the share of fatal and severe injury crashes involving each of these road users. Figure 42 compares crash trends in the City of Firebaugh to the statewide trends reported in the SHSP.

- City of Firebaugh has one reported bicycle crash reported as a "complaint of pain" and no reported motorcycle crashes.
- Pedestrian crashes represent three of six fatal/severe injury crashes (50 percent) in Firebaugh, a higher share than the statewide average reflected in the SHSP.

Figure 42: Fatal and Severe Injury Crash Shares by Road User Compared to Statewide Trends

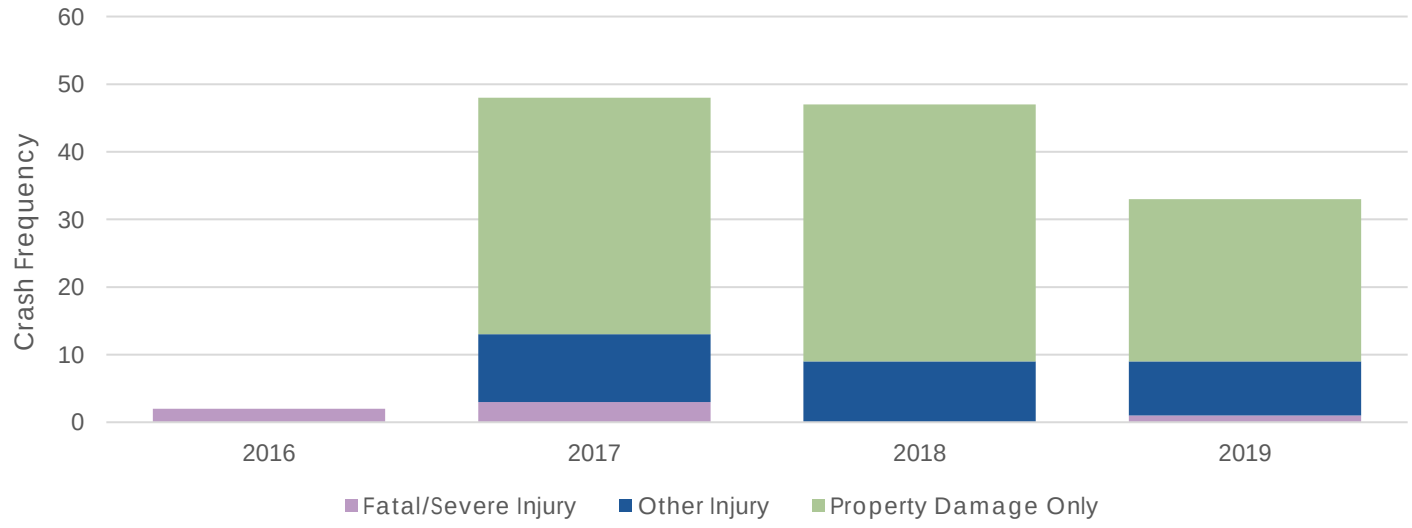


Source: SHSP, SWITRS, TIMS, Kittelson, 2021.

YEAR, MONTH, AND WEATHER

Figure 43 shows year-over-year trends in the data by severity. There are no reported crashes in the data for the year 2015 and two fatal/severe crashes reported for the year of 2016. From the years 2017 to 2019 the average annual number is 26 crashes a year. There appears to be a downward trend in reported crashes between 2017 and 2019. A lack of reporting could contribute to the absence of crashes for analysis in 2015 and the count observed in 2016 (as well the totals in the other years shown).

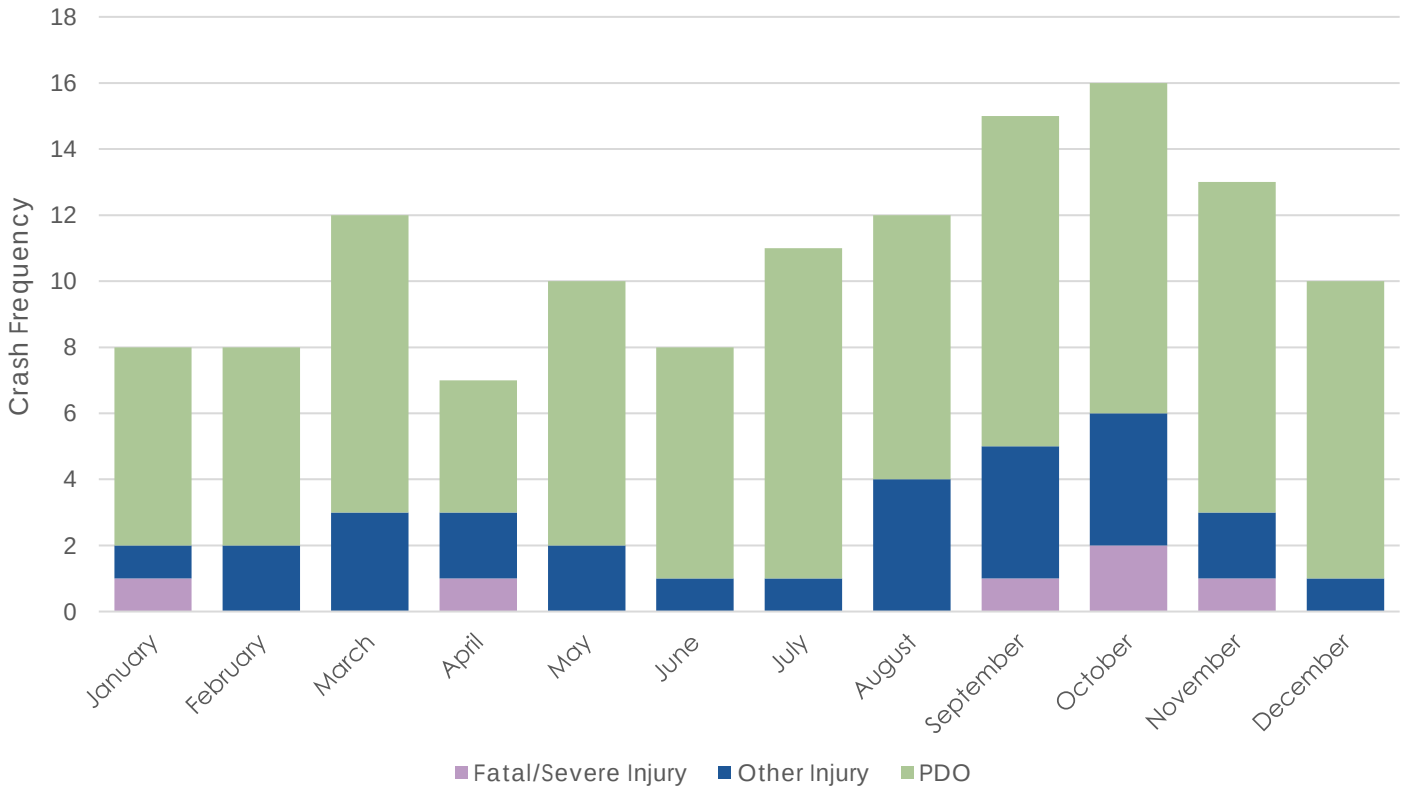
Figure 43: Year-over-Year Trends in Crash Data by Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.

Figure 44 presents the total crashes by month and severity for the crash database. On average, 12 crashes occurred per month. Fluctuations from a single month to the next tend to represent the degree of randomness in crash occurrence and are not necessarily indicative of an overall trend. The number of crashes in September, October, and November each exceed the monthly average.

Figure 44: Crashes by Month and Severity

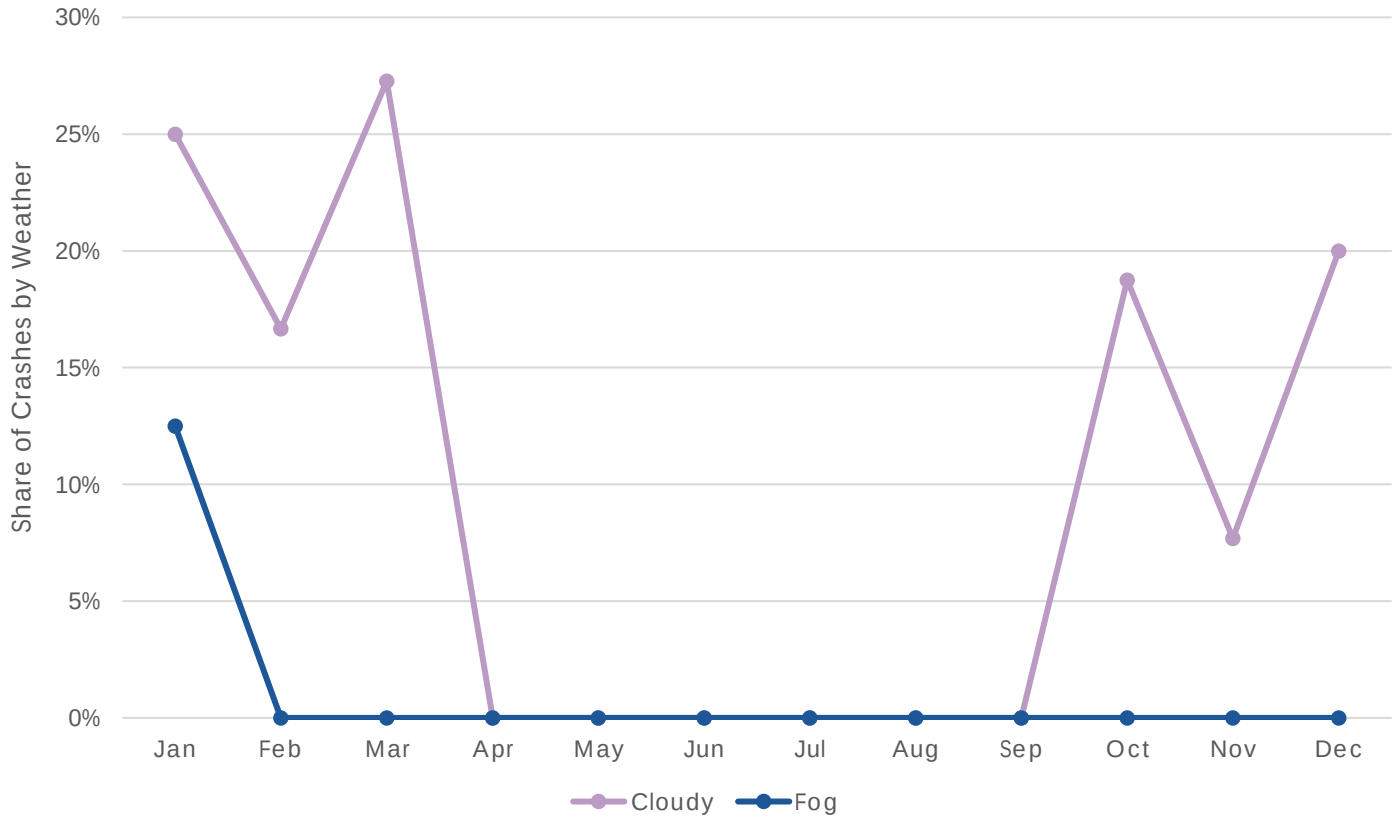


Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Figure 45 illustrates crashes by month and weather conditions. The most common weather condition, clear weather, is not shown in the chart below to highlight weather's factor on crash trends.

- One crash was recorded to have occurred in foggy conditions, in January.
- Crashes occurring in cloudy conditions peak between October and March (peaking at three crashes, or 27 percent of crashes in March) and are lowest during the months of April to September.
- No reported crashes occurred during rainy conditions.

Figure 45: Crashes by Month and Weather Condition



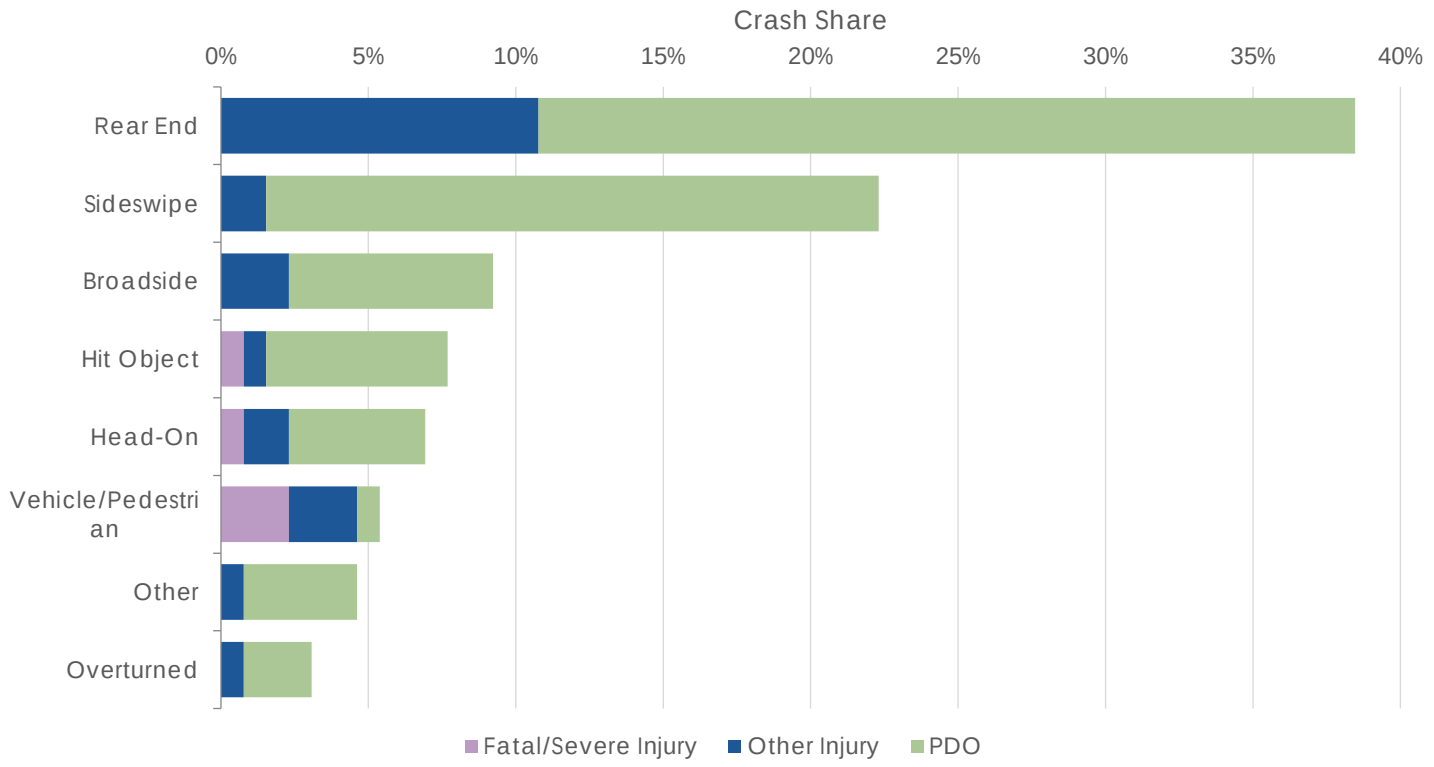
Source: SWITRS, TIMS, Kittelson, 2021
Note: Only select conditions shown to improve legibility for less frequent weather conditions.

COLLISION TYPE

Reported collision type gives an indication of the movements most frequently involved in crashes and in severe outcomes. Figure 46 presents crashes by type and severity.

- Among total reported crashes, the top three most frequent collision types are rear end (38 percent), sideswipe (22 percent), and broadside (9 percent). These three collision types account for 69 percent of reported crashes in the City.
- Among fatal and severe injury crashes, three are vehicle/pedestrian crashes (three of six for 50 percent).[22] Among the remaining three, one each was head on, hit object, and not stated.

Figure 46: Crashes by Collision Type and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

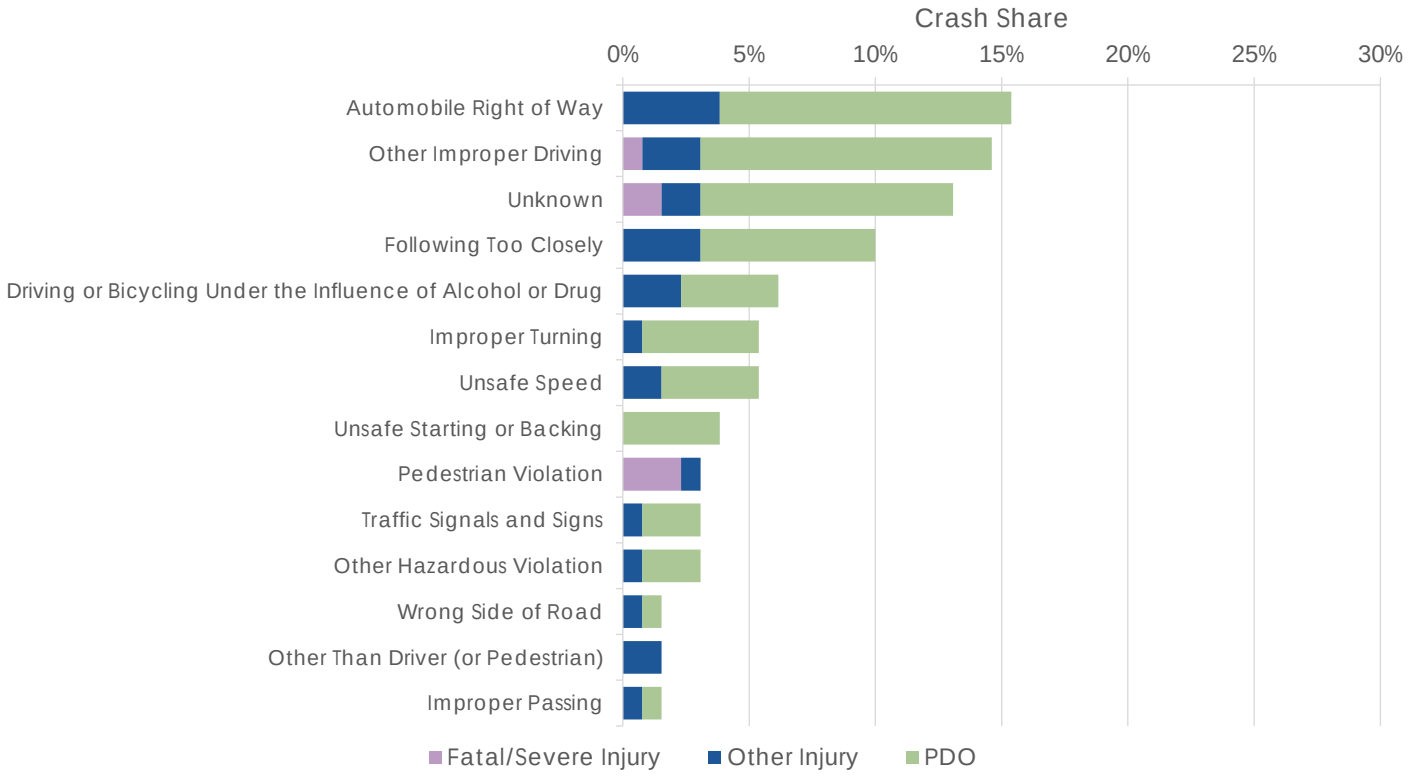
[22] Two crashes involving pedestrians were originally coded in the data as *head on* crashes. Kittelson recoded the collision type for these two to *vehicle/pedestrian*, given that the other information available in the data indicated each collision involved one motor vehicle and one pedestrian.

PRIMARY COLLISION FACTOR

Reporting officers identify a primary collision factor (PCF) for each collision. It is up to the officer's judgement and information available at the scene for them to select the factor that is most relevant. Officers select one from among a list of PCFs based on California Vehicle Code (CVC) and road user behavior. Figure 47 presents the most frequently cited PCFs.

- Among total reported crashes, the three most frequently reported PCFs are automobile right of way[23] (15 percent), other improper driving[1824] (15 percent), and unknown/not reported (13 percent). These three account for 43 percent of reported crashes.
- Among the six reported fatal/severe injury crashes, three of the crashes had reported PCFs of pedestrian violation[25] (three of six for 50 percent). Two crashes had unknown or unreported PCFs, and the remaining one had a PCF of other improper driving[24].

Figure 47: Collision by Reported PCF and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

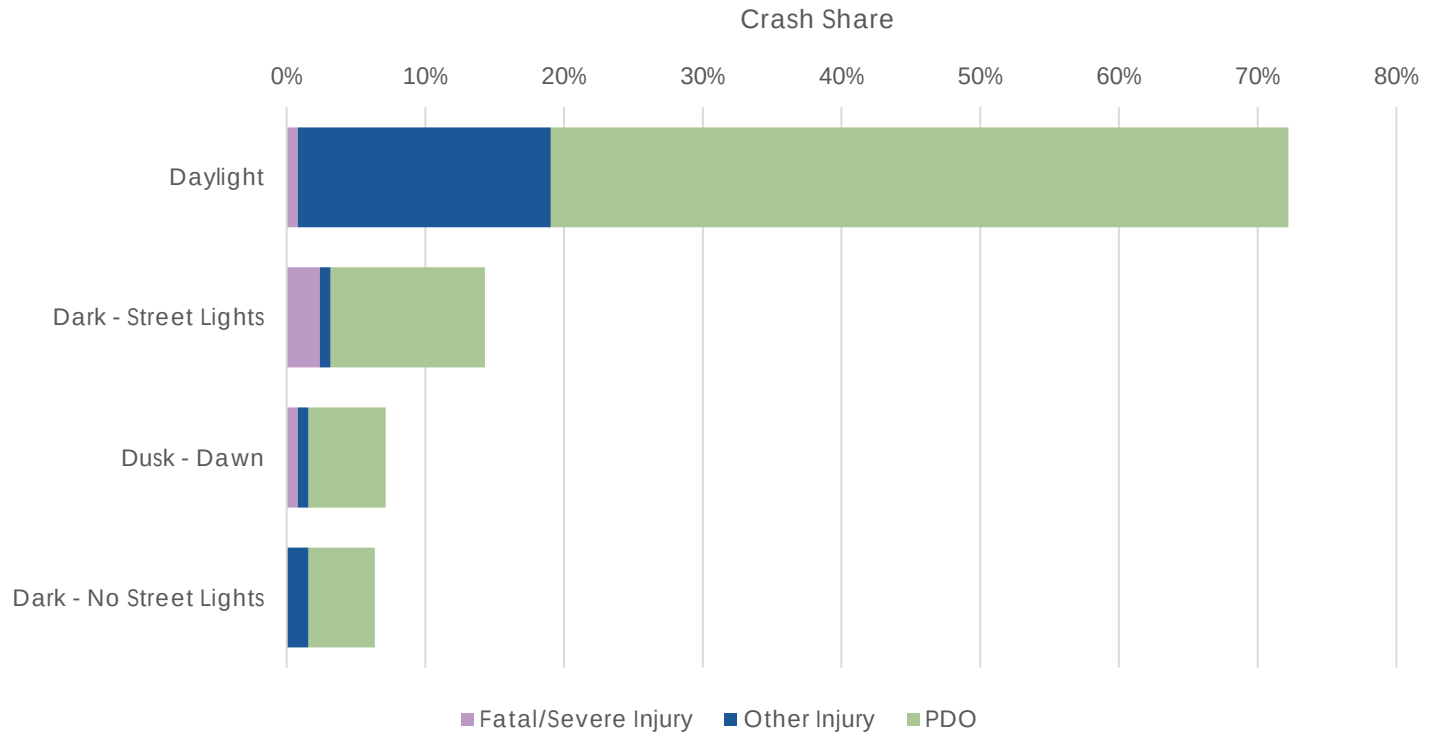
[23] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[24] Reported PCF based on CVC violation indicating driving from a direct course without reasonable safety or not signaling appropriately.
[25] Reported PCF based on CVC violation indicating a pedestrian failure to yield the right of way to other vehicles.

LIGHTING

Figure 48 shows citywide crashes by reported lighting condition and severity.

- Crashes that occurred in daylight conditions make up 72 percent of total reported crashes and account for one of the five fatal/severe injury crashes.
- The remaining four fatal/severe injury crashes occurred in the dark with streetlights (three crashes) and in dusk/dawn conditions (one crash).

Figure 48: Crashes by Lighting and Severity

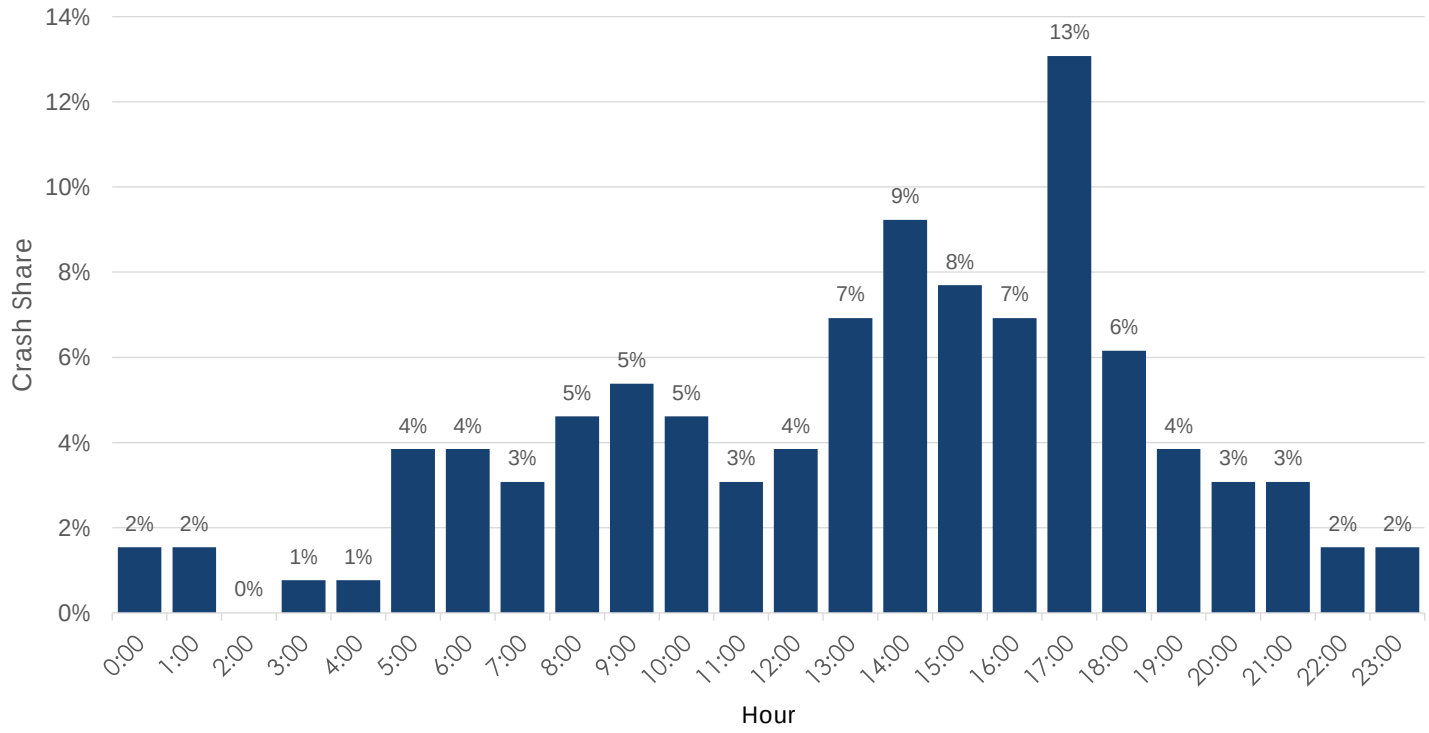


Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

TIME OF DAY

Figure 49 shows crashes by time of day. A higher share of crashes occurred during the afternoon with the highest portion occurring in the 5 PM to 6 PM hour.

Figure 49: Crash Share by Time of Day



Source: SWITRS, TIMS, Kittelson, 2021.

Pedestrians

This section focuses exclusively on crashes involving pedestrians. Table 21 shows the distribution of pedestrian crashes by severity. Of the seven reported pedestrian crashes, 43 percent were fatal or resulted in a severe injury. Reported pedestrian crashes make up 50 percent of all reported fatal/severe crashes, compared to 5 percent of total reported crashes.

Table 21: Pedestrian Involved Crashes by Severity

	Fatal (% of Total)	Severe Injury (% of Total)	Visible Injury (% of Total)	Complaint of Pain (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	3 (43%)	0 (0%)	1 (14%)	2 (29%)	1 (14%)	7 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

SEVERITY AND MONTH

The reported pedestrian crashes were generally dispersed throughout the 12 months. October recorded the most reported pedestrian crashes, with three crashes.

- January had one fatal pedestrian crash.
- March had one injury pedestrian crash.
- May had one property damage only pedestrian crash.
- September had one injury pedestrian crash.
- October had a total of three pedestrian crashes: two fatal and one injury.

PEDESTRIAN ACTION AND LOCATION

For pedestrian crashes, data are coded according to the reporting officer's judgment about the pedestrian's action and location preceding the crash.

- Two fatal crashes occurred as pedestrians were "crossing not in crosswalk."
- One fatal crash, one injury crash, and one PDO crash occurred with the pedestrian action "crossing in crosswalk at intersection" reported.
- The pedestrian action "in road, including shoulder" was reported in two injury crashes.

LIGHTING

Two fatal crashes occurred in the dark with streetlights and one fatal crash occurred during dusk – dawn. One injury crash occurred in the dark with no streetlights. The remaining two injury crashes and PDO crash occurred during daylight.

Bicyclists

One bicycle crash, resulting in injury, was reported between 2015 and 2019. The crash was reported as a vehicle/pedestrian collision with a primary contributing factor of other than driver (or pedestrian), with the bicyclist coded as at fault.[26] The crash was reported to have occurred in dusk conditions around 5 PM.

Priority Locations

Kittelson identified priority intersections and segments in Firebaugh using the annualized crash severity scores and excess predicted crashes described in the Data Summary and Analysis Approach sections (see the Introduction).

For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 43.12. Figure 50 shows the results of the crash severity scoring. Figure 51 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments, the crash severity scores ranged from zero to 33.13. Crash severity score results for roadway segments are shown in Figure 52. Excess predicted crash score results are shown in Figure 53. Intersections or segments shown as not falling within one of the percentile breaks indicates there were no reported crashes at that location.

Table 22 presents the top twenty locations with the highest crash severity scores.

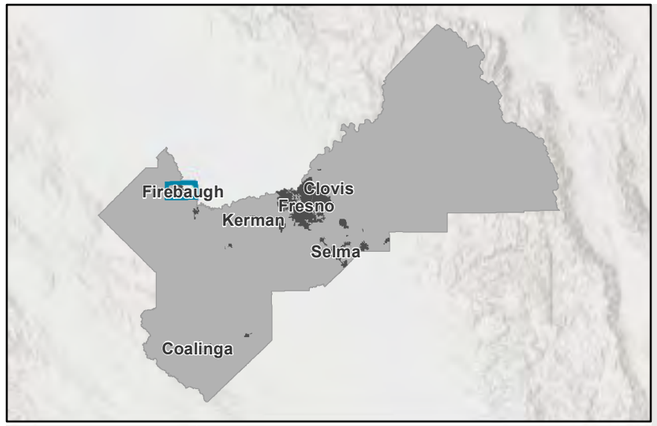
Table 22. Top 20 Locations based on Crash Severity Score

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO
1	N ST & SAIPAN AVE	Unsignalized	43.12	7	1	0	2	0	4
2	N ST & NINTH ST	Unsignalized	38.25	2	0	1	0	0	1
3	THIRTEENTH ST FROM P ST TO CITY LIMITS	Segment	33.13	2	1	0	0	0	1
4	N ST FROM SEIERRA AVE TO NORTH OF SIERRA AVE	Segment	33.13	2	0	1	0	0	1
5	THIRTEENTH ST & N ST	Signal	28.16	7	1	0	0	3	3
6	TWELFTH ST & N ST	Signal	25.71	10	1	0	0	0	9
7	N ST & CLYDE FANNON RD	Unsignalized	5.47	7	0	0	0	4	3
8	N ST & ELEVENTH ST	Unsignalized	4.36	7	0	0	1	1	5
9	TWELFTH ST & M ST	Unsignalized	2.74	4	0	0	1	0	3

[26] Other information available about this collision does not indicate that a pedestrian was involved. The reporting officer may have been imprecise in coding the collision type or an error may have been made in entering data from the collision report into the database.

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO
10	N STREET FROM CLYDE FANNON RD TO CORDEL AVE	Segment	2.54	3	0	0	1	0	2
11	CLINE ST & R ST	Unsignalized	2.43	2	0	0	0	2	0
12	THIRTEENTH ST & P ST	Unsignalized	2.42	7	0	0	0	1	6
13	SAN DIEGO AVE & BULLARD AVE	Unsignalized	2.34	2	0	0	1	0	1
14	N ST & FOURTEENTH ST	Unsignalized	2.34	2	0	0	1	0	1
15	WASHOE AVE FROM NORTH OF BULLARD AVE TO SOUTH OF NEES AVE	Segment	2.34	2	0	0	1	0	1
16	N ST FROM MORRIS KYLE DR TO CITY LIMITS (SOUTH)	Segment	2.34	2	0	0	1	0	1
17	THIRTEENTH ST & O ST	Unsignalized	2.22	6	0	0	0	1	5
18	O ST & SIXTEENTH ST	Unsignalized	2.14	1	0	0	1	0	0
19	DOS PALOS RD & SIERRA AVE	Unsignalized	1.62	3	0	0	0	1	2
20	REV KANTOR ST FROM CLYDE FANNON RD TO ZOZAYA ST	Segment	1.62	3	0	0	0	1	2

Note: PDO = Property Damage Only



N DOS PALOS RD
CLYDE FANNON RD
P ST
Firebaugh
THIRTEENTH ST
N ST
SAIPAN AVE
CARDELLA ST
W NEES AVE
N WASHOE AVE
W BULLARD AVE

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Crash Severity Score

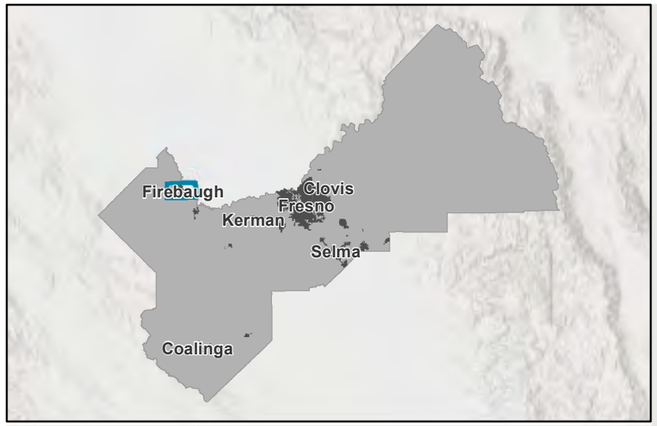
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.45 Miles

Figure 50

Intersection Crash Severity Scores
Jurisdiction Results: Firebaugh
Fresno Council of Governmer

KITTELSON & ASSOCIATES



N DOS PALOS RD
CLYDE FANNON RD
P ST
Firebaugh
THIRTEENTH ST
N ST
SAIPAN AVE
CARDELLA ST
W NEES AVE
N WASHOE AVE
W BULLARD AVE

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Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile

City Limits

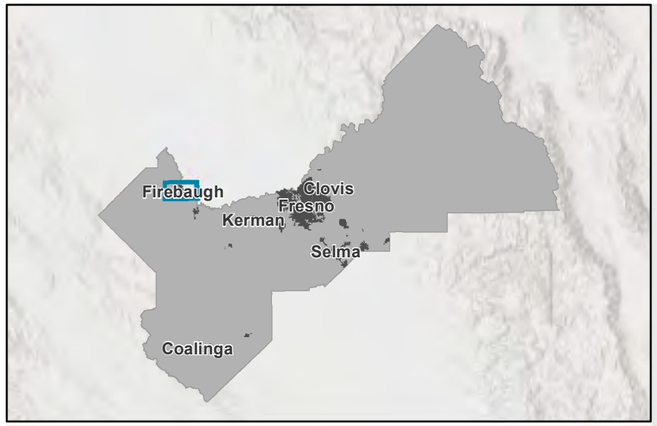
County Boundary

0 0.45 Miles

Figure 51

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Firebaugh
Fresno Council of Governmer

KITTELSON & ASSOCIATES



N DOS PALOS RD
CLYDE FANNON RD
P ST
N ST
SAIPAN AVE
W NEES AVE
Firebaugh
N WASHOE AVE
W BULLARD AVE

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Crash Severity Scores

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.6 Miles

Figure 52

Roadway Crash Severity Scores
Jurisdiction Results: Firebaugh
Fresno Council of Governmer

KITTELSON & ASSOCIATES



N DOS PALOS RD
GLYDE FANNON RD
P ST
N ST
SAIPAN AVE
W NEES AVE
Firebaugh
N WASHOE AVE
W BULLARD AVE

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Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.6 Miles

Figure 53

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Firebaugh
Fresno Council of Governments

KITTELSON & ASSOCIATES

EMPHASIS AREAS

Based on key trends in the crash data, emphasis areas for the City of Firebaugh include pedestrian crashes, head on crashes, and hit object crashes. The primary collision factors of automobile right of way and other improper driving are the most commonly cited overall and among fatal and serve injury crashes. Therefore, strategies aimed at encouraging safe driver behaviors is included as an emphasis area. In addition, the data review suggests that the crash data available for the City may be incomplete, which limits the ability to systematically identify locations for improvement. Each of these areas is further discussed below.

Pedestrian Crashes

Pedestrian crashes were identified as a focus area given the overrepresentation of pedestrians in fatal crashes. Half of the six fatal crashes involve a pedestrian, two of which were reported to occur when a pedestrian was "crossing not in a crosswalk" and one of which occurred when a pedestrian was reported as "crossing in crosswalk at intersection." This suggests opportunities for improvements to pedestrian infrastructure.

Pedestrians are identified as one of the six high priority challenge areas in the California SHSP. The high priority areas represent "the greatest opportunity to reduce fatalities and serious injuries across the state" (Caltrans SHSP).

Head on Crashes

Head on crashes were selected as an emphasis area as one of the two severe injury crashes and two of the 27 other injury crashes were classified as a head on crashes. As discussed below under Engineering Strategies, countermeasures are available targeted at head on crashes.

The California SHSP includes lane departures as one of the six high priorities in California. As indicated in the Caltrans SHSP, "the Lane Departures Challenge Area includes head-on, hit object, and overturned crashes. This includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the crash." These crashes are a high priority due to their severity level.

Hit Object Crashes

Hit object crashes were selected as an emphasis area due to the severity of the crashes. One of the ten hit object crashes resulted in a fatality and one in other injury. A variety of roadway countermeasures are available targeted at and reducing hit object crashes. As discussed below under Engineering Strategies, countermeasures are available targeted at hit object crashes.

As indicated under head on crashes discussion, the California SHSP includes lane departures – which includes hit object crashes – as one of the six high priorities in California.

Driver Behaviors

The primary collision factors of automobile right of way and other improper driving were cited in one of the two severe crashes and seven of the 27 other injury crashes. These primary collision factors reference a CVC violation where a driver turning failed to yield right-of-way to oncoming traffic or drove from a straight course without reasonable safety or signaling property. The majority of crashes with these PCFs were classified as rear end or sideswipe. A combination of engineering, education and enforcement strategies aimed at encouraging safe driver behaviors can be utilized. Each of these areas is further discussed below.

Improved Data Collection

Improved crash data collection is identified as an emphasis area as a lack of reporting could contribute to the absence of crashes for analysis in 2015 and potentially missing data for 2016 through 2019. High quality data is an essential component of achieving Firebaugh's goals, namely being able to systematically implement safety countermeasures.

STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety within the City of Firebaugh.

Engineering Strategies

The three fatal and severe injury collision types reported in Firebaugh were vehicle-pedestrian, head on, and hit object crashes. The fatal and severe injury primary collision factors reported were pedestrian violation and other improper driving, and automobile right of way was the most frequently reported primary collision factor. High priority countermeasures to address these collision types and primary collision factors are shown in Table 23.

Table 23. High Priority Countermeasures

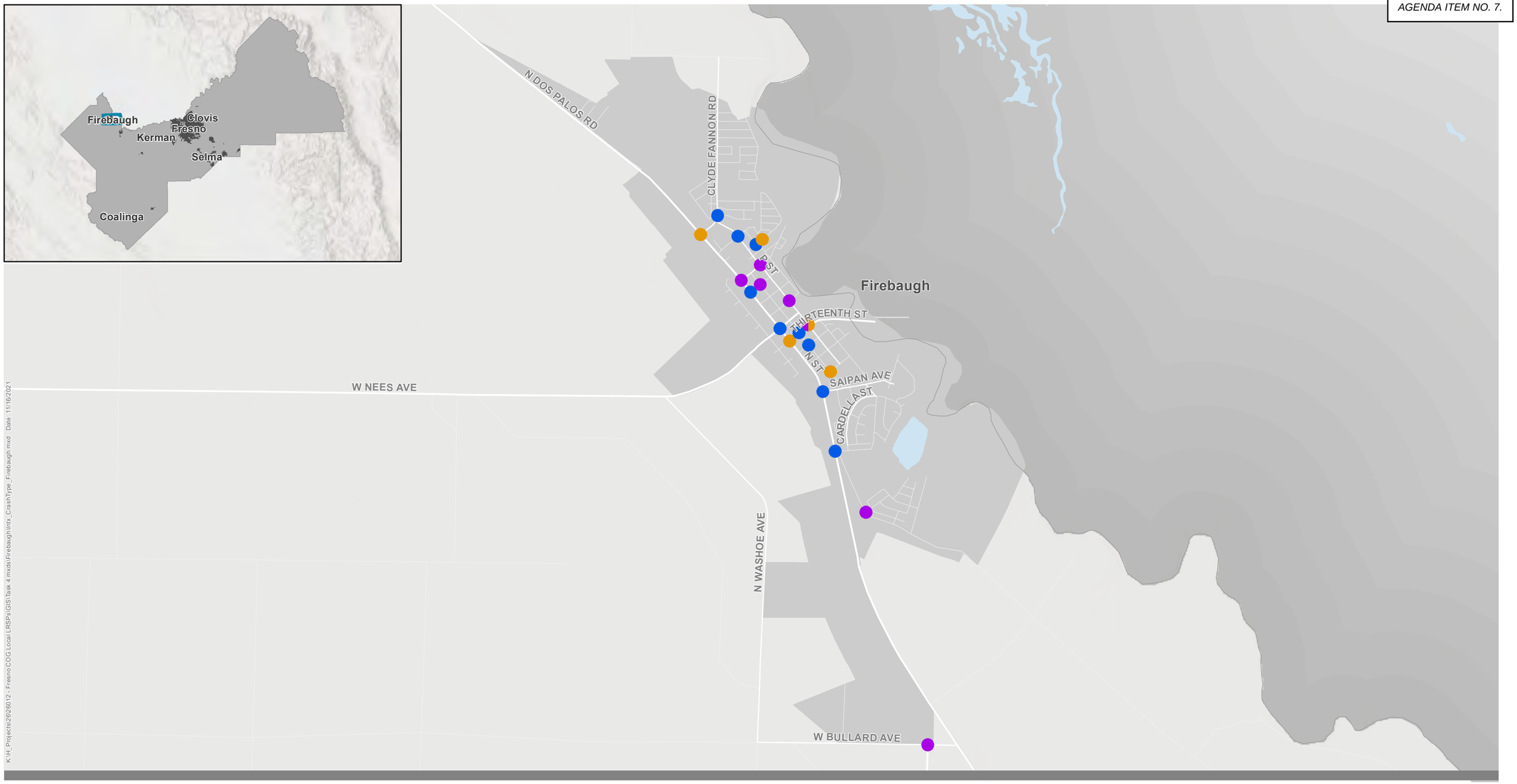
	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R1	Crashes at night
	Remove or Relocate Fixed Objects Outside of Clear Recovery Zone	R2	Hit object
	Install Guardrails	R4	Hit object
	Road Diet	R14	Hit object
	Widen Shoulder	R15	Hit object
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Hit object
	Install Dynamic/Variable Speed Warning Sings	R26	Hit object
	Install Edgelines and Centerlines	R28	Hit object
	Install Centerline Rumble Strips/Stripes	R30	Head on
	Install Edgeline Rumble Strips/Stripes	R31	Hit object
	Install Dynamic Regulatory Speed Warning Signs	n/a	Hit object
Intersection Countermeasures	Add Intersection Lighting at Intersections	S1/NS1	Crashes at night
	No Right-Turn on Red	n/a	Vehicle-pedestrian, pedestrian violation
	Convert Intersection to Roundabout	NS4/NS5	All
Pedestrian/Bicycle Countermeasures	Install Sidewalk/Pathway	R34PB	Pedestrian violation
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R35PB	Vehicle-pedestrian, pedestrian violation
	Install Raised Medians (or Refuge Islands)	NS19PB	Vehicle-pedestrian, pedestrian violation
	Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (with Enhanced Safety Features)	NS21PB	Vehicle-pedestrian

Note: The ID number references the Caltrans Manual Local Road Safety

Appendix B contains the regional Countermeasures Toolbox which includes more detailed information regarding the countermeasures listed above.

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. Firebaugh can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 23.

Figure 54 and Figure 55 present the top priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 56 and Figure 57 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.



Collision Type

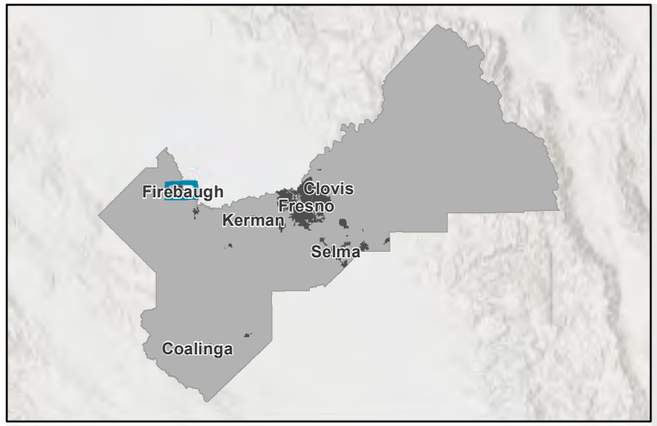
- Vehicle-Pedestrian
- Head On
- Hit Object
- City Limits
- County Boundary

0 0.45 Miles

Figure 54

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Firebaugh
Fresno Council of Governmer

KITTELSON & ASSOCIATES



N DOS PALOS RD
CLYDE FANNON RD
P ST
Firebaugh
THIRTEENTH ST
N ST
SAIPAN AVE
CARDELLA ST
W NEES AVE
N WASHOE AVE
W BULLARD AVE

K:\H_Projects\26260\12 - Fresno COG Local LRSPs\GIS\Task 4 mxds\Firebaugh\Intx_PCF_Firebaugh.mxd Date: 11/16/2021

Primary Collision Factors

- Pedestrian Violation
- Automobile Right of Way
- Other Improper Driving

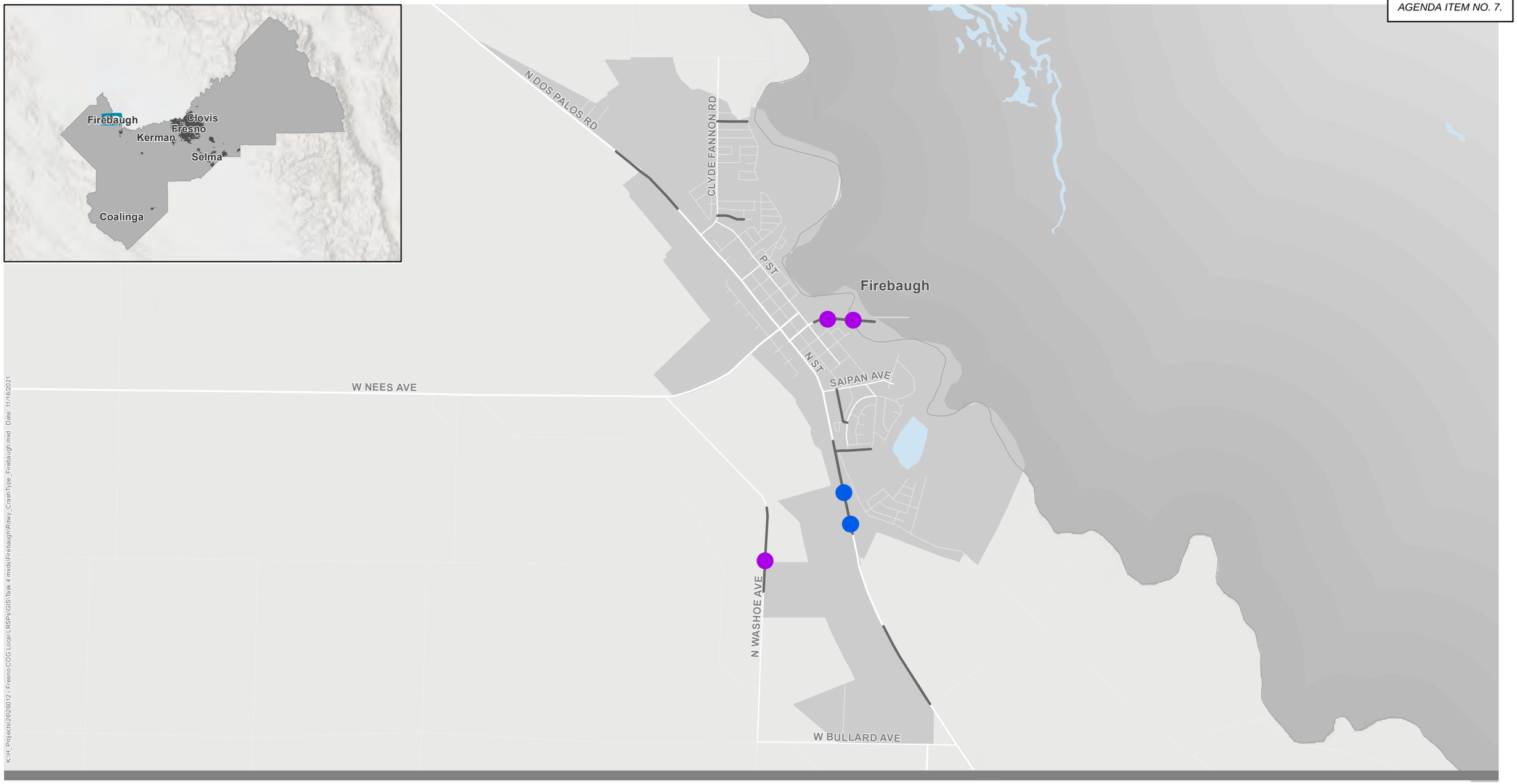
- City Limits
- County Boundary

0 0.45 Miles

KITTELSON & ASSOCIATES

Figure 55

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Firebaugh
Fresno Council of Governmer



Collision Type

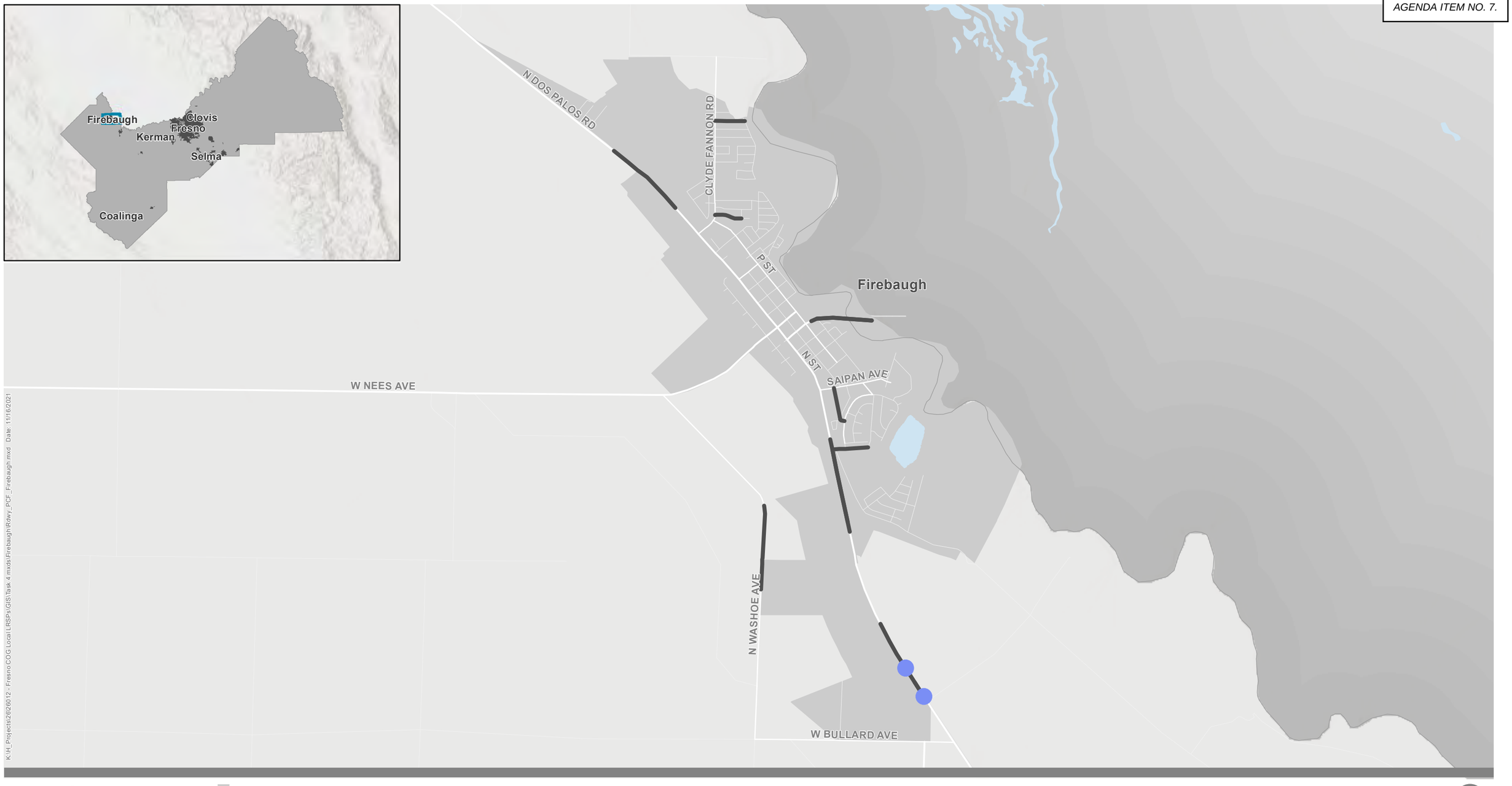
- Head On
- Hit Object
- Priority Roadways
- City Limits
- County Boundary

0 0.45 Miles

Figure 56

Top Fatal/Severe Injury Roadway Collision Types
Jurisdiction Results: Firebaugh
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Primary Collision Factors

- Other Improper Driving
- Priority Roadways
- City Limits
- County Boundary

0 0.45 Miles

Figure 57

Top Fatal/Severe Injury Roadway Primary Collision Factors
Jurisdiction Results: Firebaugh
Fresno Council of Governmer

KITTELSON & ASSOCIATES

Table 24 and Table 25 provide information for the top 46 intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

Table 24. Priority Intersections with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/ Ped	Head On	Hit Object	Other
1	N ST & SAIPAN AVE	Unsignalized	43.12	7	0	2	0	5
2	N ST & NINTH ST	Unsignalized	38.25	2	0	1	0	1
3	THIRTEENTH ST & N ST	Signal	28.16	7	1	0	0	6
4	TWELFTH ST & N ST	Signal	25.71	10	0	1	0	9
5	N ST & CLYDE FANNON RD	Unsignalized	5.47	7	1	0	0	6
6	N ST & ELEVENTH ST	Unsignalized	4.36	7	0	0	0	7
7	TWELFTH ST & M ST	Unsignalized	2.74	4	0	0	0	4
8	CLINE ST & R ST	Unsignalized	2.43	2	1	0	0	1
9	THIRTEENTH ST & P ST	Unsignalized	2.42	7	1	0	1	5
10	SAN DIEGO AVE & BULLARD AVE	Unsignalized	2.34	2	0	0	2	0
11	N ST & FOURTEENTH ST	Unsignalized	2.34	2	0	0	0	2
12	THIRTEENTH ST & O ST	Unsignalized	2.22	6	0	1	0	5
13	O ST & SIXTEENTH ST	Unsignalized	2.14	1	1	0	0	0
14	DOS PALOS RD & SIERRA AVE	Unsignalized	1.62	3	0	0	0	3
15	FIFTEENTH ST & R ST	Unsignalized	1.22	1	0	0	0	1
16	P ST & CLINE ST	Unsignalized	1.22	1	0	0	0	1
17	CLYDE FANNON RD & MENDOZA DR	Unsignalized	1.22	1	0	1	0	0
18	ELEVENTH ST & P ST	Unsignalized	0.60	3	0	0	1	2
19	N ST & EIGHTH ST	Unsignalized	0.60	3	0	0	1	2
20	SAIPAN AVE & O ST	Unsignalized	0.40	2	0	0	0	2
21	N ST & FIFTEENTH ST	Unsignalized	0.40	2	0	0	0	2
22	YIP ST & P ST	Unsignalized	0.40	2	0	1	0	1
23	CLYDE FANNON RD & P ST	Unsignalized	0.40	2	0	0	0	2
24	N ST & MORRIS KYLE DR	Unsignalized	0.40	2	0	1	0	1
25	ALDER WAY & OAK ST	Unsignalized	0.20	1	0	0	0	1
26	HELM CANAL RD & BIRCH DR	Unsignalized	0.20	1	0	0	0	1
27	HELM CANAL RD & POPLAR WAY	Unsignalized	0.20	1	0	0	1	0
28	SAIPAN AVE & CORREGIDOR AVE	Unsignalized	0.20	1	0	0	0	1
29	SAIPAN AVE & GREENACRE ST	Unsignalized	0.20	1	0	0	0	1
30	SIXTEENTH ST & Q ST	Unsignalized	0.20	1	0	0	0	1
31	THIRTEENTH ST & M ST	Unsignalized	0.20	1	0	0	0	1

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/ Ped	Head On	Hit Object	Other
32	FOURTEENTH ST & O ST	Unsignalized	0.20	1	0	1	0	0
33	FOURTEENTH ST & P ST	Unsignalized	0.20	1	0	0	0	1
34	TWELFTH ST & P ST	Unsignalized	0.20	1	0	0	0	1
35	ELEVENTH ST & O ST	Unsignalized	0.20	1	0	0	0	1
36	TENTH ST & O ST	Unsignalized	0.20	1	0	0	0	1
37	NINTH ST & O ST	Unsignalized	0.20	1	0	0	1	0
38	NINTH ST & P ST	Unsignalized	0.20	1	0	0	0	1
39	EIGHTH ST & P ST	Unsignalized	0.20	1	0	0	1	0
40	SEVENTH ST & P ST	Unsignalized	0.20	1	0	0	0	1
41	N ST & YIP ST	Unsignalized	0.20	1	0	0	0	1
42	CLINE ST & Q ST	Unsignalized	0.20	1	0	1	0	0
43	CLINE ST & T ST	Unsignalized	0.20	1	0	0	0	1
44	ZOZAYA ST & ALLARDT DR	Unsignalized	0.20	1	0	0	0	1
45	ALLARDT DR & MENDOZA DR	Unsignalized	0.20	1	0	0	0	1
46	CLYDE FANNON RD & BORBOA LN	Unsignalized	0.20	1	0	0	0	1

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 25. Priority Intersections with Primary Collision Factor based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Pedestrian Violation	Auto ROW	Other Improper Driving	Other
1	N ST & SAIPAN AVE	Unsignalized	43.12	7	1	0	1	5
2	N ST & NINTH ST	Unsignalized	38.25	2	0	1	0	2
3	THIRTEENTH ST & N ST	Signal	28.16	7	1	0	1	5
4	TWELFTH ST & N ST	Signal	25.71	10	1	2	3	6
5	N ST & CLYDE FANNON RD	Unsignalized	5.47	7	0	4	0	7
6	N ST & ELEVENTH ST	Unsignalized	4.36	7	0	4	0	7
7	TWELFTH ST & M ST	Unsignalized	2.74	4	0	0	1	3
8	CLINE ST & R ST	Unsignalized	2.43	2	0	0	0	2
9	THIRTEENTH ST & P ST	Unsignalized	2.42	7	0	1	3	4
10	SAN DIEGO AVE & BULLARD AVE	Unsignalized	2.34	2	0	0	0	2
11	N ST & FOURTEENTH ST	Unsignalized	2.34	2	0	0	0	2
12	THIRTEENTH ST & O ST	Unsignalized	2.22	6	0	2	2	4
13	O ST & SIXTEENTH ST	Unsignalized	2.14	1	1	0	0	0
14	DOS PALOS RD & SIERRA AVE	Unsignalized	1.62	3	0	0	0	3
15	FIFTEENTH ST & R ST	Unsignalized	1.22	1	0	0	0	1
16	P ST & CLINE ST	Unsignalized	1.22	1	0	0	0	1

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Pedestrian Violation	Auto ROW	Other Improper Driving	Other
17	CLYDE FANNON RD & MENDOZA DR	Unsignalized	1.22	1	0	0	1	0
18	ELEVENTH ST & P ST	Unsignalized	0.60	3	0	0	1	2
19	N ST & EIGHTH ST	Unsignalized	0.60	3	0	1	1	2
20	SAIPAN AVE & O ST	Unsignalized	0.40	2	0	0	0	2
21	N ST & FIFTEENTH ST	Unsignalized	0.40	2	0	0	0	2
22	YIP ST & P ST	Unsignalized	0.40	2	0	0	0	2
23	CLYDE FANNON RD & P ST	Unsignalized	0.40	2	0	0	0	2
24	N ST & MORRIS KYLE DR	Unsignalized	0.40	2	0	1	0	2
25	ALDER WAY & OAK ST	Unsignalized	0.20	1	0	0	0	1
26	HELM CANAL RD & BIRCH DR	Unsignalized	0.20	1	0	0	0	1
27	HELM CANAL RD & POPLAR WAY	Unsignalized	0.20	1	0	0	0	1
28	SAIPAN AVE & CORREGIDOR AVE	Unsignalized	0.20	1	0	0	1	0
29	SAIPAN AVE & GREENACRE ST	Unsignalized	0.20	1	0	0	0	1
30	SIXTEENTH ST & Q ST	Unsignalized	0.20	1	0	1	0	1
31	THIRTEENTH ST & M ST	Unsignalized	0.20	1	0	0	0	1
32	FOURTEENTH ST & O ST	Unsignalized	0.20	1	0	0	0	1
33	FOURTEENTH ST & P ST	Unsignalized	0.20	1	0	0	1	0
34	TWELFTH ST & P ST	Unsignalized	0.20	1	0	0	0	1
35	ELEVENTH ST & O ST	Unsignalized	0.20	1	0	0	0	1
36	TENTH ST & O ST	Unsignalized	0.20	1	0	0	0	1
37	NINTH ST & O ST	Unsignalized	0.20	1	0	0	0	1
38	NINTH ST & P ST	Unsignalized	0.20	1	0	0	0	1
39	EIGHTH ST & P ST	Unsignalized	0.20	1	0	0	1	0
40	SEVENTH ST & P ST	Unsignalized	0.20	1	0	0	0	1
41	N ST & YIP ST	Unsignalized	0.20	1	0	0	0	1
42	CLINE ST & Q ST	Unsignalized	0.20	1	0	0	0	1
43	CLINE ST & T ST	Unsignalized	0.20	1	0	0	0	1
44	ZOZAYA ST & ALLARDT DR	Unsignalized	0.20	1	0	0	0	1
45	ALLARDT DR & MENDOZA DR	Unsignalized	0.20	1	0	0	0	1
46	CLYDE FANNON RD & BORBOA LN	Unsignalized	0.20	1	0	1	0	1

Note: Other crashes include all crashes that are not coded as one of the top three primary collision factors

Table 26 and Table 27 provide information for the top ten roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

Table 26. Priority Roadways Segments with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/ Ped	Head On	Hit Object	Other
1	Thirteenth St (west of Q St to city limits)	Arterial/Collector	33.13	2	0	0	2	0
2	SR 33 (south of N St to Sierra Ave)*	Arterial/Collector	33.13	2	0	0	0	2
3	SR 33 (south of N St to Sierra Ave)*	Arterial/Collector	32.93	1	0	0	0	1
4	SR 33 (south of Cordel Ave to north of Clyde Fannon Rd)*	Arterial/Collector	2.54	3	0	0	0	3
5	SR 33 (Morris Kyle Dr to north of city limits)*	Arterial/Collector	2.34	2	0	1	0	1
6	N Washoe Ave (south of W Nees Ave to north of W Bullard Ave)	Arterial/Collector	2.34	2	0	0	1	1
7	Rev Kantor St (Clyde Fannon Rd to Zozaya St)	Local	1.62	3	0	0	0	3
8	Corregidor Ave (Saipan Ave to Cardella St)	Local	0.40	2	0	0	0	2
9	Mendoza Dr (Clyde Fannon Rd to Menodza Dr)	Local	0.20	1	0	0	0	1
10	Morris Kyle Dr (N St to Landucci Dr)	Local	0.20	1	0	0	0	1

** Roadway segment is an at-grade Caltrans facility.*
Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 27. Priority Roadways Segments with Primary Collision Factors based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Ped Viola-tion	Auto ROW	Other Improper Driving	Other
1	Thirteenth St (west of Q St to city limits)	Arterial/ Collector	33.13	2	0	0	0	2
2	SR 33 (south of N St to Sierra Ave)*	Arterial/ Collector	33.13	2	0	0	1	1
3	SR 33 (south of N St to Sierra Ave)*	Arterial/ Collector	32.93	1	0	0	1	0
4	SR 33 (south of Cordel Ave to north of Clyde Fannon Rd)*	Arterial/ Collector	2.54	3	0	0	0	3
5	SR 33 (Morris Kyle Dr to north of city limits)*	Arterial/ Collector	2.34	2	0	0	0	2
6	N Washoe Ave (south of W Nees Ave to north of W Bullard Ave)	Arterial/ Collector	2.34	2	0	0	0	2
7	Rev Kantor St (Clyde Fannon Rd to Zozaya St)	Local	1.62	3	0	0	0	3
8	Corregidor Ave (Saipan Ave to Cardella St)	Local	0.40	2	0	0	0	2
9	Mendoza Dr (Clyde Fannon Rd to Menodza Dr)	Local	0.20	1	0	0	0	1
10	Morris Kyle Dr (N St to Landucci Dr)	Local	0.20	1	0	0	0	1

** Roadway segment is an at-grade Caltrans facility.*
Note: Other crashes include all crashes that are not coded as one of the top three primary collision factors

Education Strategies

Emphasis areas for Firebaugh include pedestrian crashes and driver behaviors, which can serve as focus areas for education strategies. Half the six reported fatal crashes involved pedestrians and the primary collision factors of automobile right of way and other improper driving were cited in one of the two severe crashes and seven of the 27 other injury crashes. These primary collision factors reference a CVC violation where a driver turning failed to yield right-of-way to oncoming traffic or drove from a straight course without reasonable safety or signaling property.

The Safe Roads Save Lives campaign is a marketing effort led by the Fresno COG, with the goals of:

- Educate all road users on safe transportation behaviors
- Increase safety for people walking and biking
- Highlight behaviors that cause the most crashes in Fresno County—speeding and distracted driving

The campaign Includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Firebaugh may find these materials helpful, especially those related to pedestrian safety including speeding and watching out for pedestrians.

The following activities are recommended for Firebaugh as they move forward on implementing the Safe Roads Save Lives campaign:

- Identify staff appropriate to attend a presentation by Fresno COG staff about the Safe Roads Save Lives campaign. Appropriate staff members include staff associated with transportation engineering and planning, communications, traffic enforcement, school transportation, and other jurisdictional staff who work with the roadway system.
- Work with schools to distribute print materials and offer school-related transportation resources. Ensure that school communications are in both English and Spanish.
- Work with public information or communications staff to spread Safe Roads Save Lives materials throughout Firebaugh through the following channels:
    - Repost and link to Fresno COG posts that refer to the Safe Roads Save Lives campaign.
    - Have print materials (flyers, bumper stickers, pins, and postcards) available at events and community festivals.
    - Work with the Fresno COG to identify a radio station to air a Safe Roads Save Lives radio public service announcement (PSA).
    - Have a direct link to Safe Roads Save Lives campaign website on the City's website.

Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves Firebaugh – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

- All roadway safety projects should be vetted by emergency service organizations to ensure that their design does not hamper access.
- As new emergency service and response procedures are developed, roadway safety improvement opportunities should be identified and implications of changes to response times should be considered.
- Firebaugh staff should participate in periodic coordination calls between emergency response agencies to gather and share recent observations about crashes and hot spots, to understand emergent safety issues that may not have led to policy reports or yet be available through statewide crash reporting systems.

Enforcement

Enforcement strategies can include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws, as well as focusing enforcement in areas that have historically been shown to have higher-than-average crash rates. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time – during and shortly after the increased enforcement activities.

The following enforcement strategies should be considered for Firebaugh:

- Add additional crossing guards at high-concern locations. Train community members if needed.
- Focus speed enforcement efforts at locations with high speed-related crash rates.
- Work with schools to conduct "alternative enforcement," such as having students write "tickets" that they hand to community members to highlight positive and negative behaviors on the roadways.

The effectiveness of each strategy should be measured and evaluated, considering the number of staff hours and amount of resources needed. The results should be reviewed and used to refine future enforcement activities.

Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. More details about equitable enforcement can be found on page 8 (Introduction).

EVALUATION AND IMPLEMENTATION

A key part of achieving the City's vision is consistently evaluating roadway safety performance and tracking progress towards the City's goals. The City will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that the City of Firebaugh update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the City's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

- Identifying countermeasures and strategies for priority locations based on the crash data.
- Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Exploring funding opportunities to implement priority strategies.
- Identifying key activities to support the regional Safe Roads Save Lives campaign.
- Identifying enforcement strategies to implement and evaluate.
- Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
- Regularly collecting and organizing data to support evaluation of the LRSP.

5.0 FRESNO COUNTY

Unincorporated Fresno County has an approximate population of 171,108.[27] The average daily vehicle miles traveled is 6,191,770, and the County maintains approximately 3,997 total roadway centerline miles. Based on the review of crash data conducted as part of the LRSP, pedestrians and bicyclists are overrepresented in fatal and severe injury crashes. The top three fatal and severe injury collision types in unincorporated Fresno County were broadside, hit object, and overturned crashes; the top three fatal and severe injury primary collision factors were improper turning, driving under the influence, and unsafe speed. The LRSP provides potential engineering, education, emergency services, and enforcement strategies tailored to the County's crash history and local priorities, as well as performance measures to evaluate progress.

VISION AND GOALS

The County's vision for roadway safety is:



Create a roadway network that provides a comfortable environment for all modes of transportation within the City.

The County's roadway safety goals in support of the vision are:

1. Use a data-driven approach to identify and prioritize opportunities to reduce the risk of crashes.
2. Implement proven, low-cost engineering countermeasures systemically to maximize funding opportunities across the large geographic County footprint.
3. Partner with adjacent local agencies to promote roadway safety as a priority investment.
4. Reduce the number of annual fatal and severe injury crashes across all public County roadways.
5. Engage citizens to provide feedback on roadway safety issues across the County.
6. Facilitate roadway safety stakeholder collaboration to identify effective ways to implement non-engineering strategies at key locations.
7. Achieve a reduction in the number of lane departure crashes on public County roadways.

[27] 2018 population. Source: California Department of Finance

8. Achieve a reduction in the number of broadside crashes on public County roadways.
9. Establish regular communication between first responders and County staff to discuss ideas, trends, and feedback related to emergency service operations on the roadway network.

SAFETY PARTNERS

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the County's effort to create a culture of roadway safety. Fresno County's goals reflect the importance of partnering with local agencies, engaging with citizens, and collaborating with safety stakeholders to identify issues and implement solutions. While additional partners may be identified in the future, those involved in development of the LRSP include:

- BNSF Railroad
- California Highway Patrol
- California Rural Legal Assistance, Inc
- Central Unified School District
- Fresno Council of Governments
- Fresno County Administrative Office
- Fresno County Divisions of Public Works and Planning
- Fresno County Rural Transit
- Fresno County Sheriff's Office
- Fresno County Transportation Authority
- Kings Canyon Unified School District
- Riverdale Unified School District
- Tarpey Neighborhood

PERFORMANCE MEASURES

Performance measures are used to track progress and a key element of making data-informed decisions. Performance measures that support the County's vision, goals, and emphasis areas include:

- Annual number of crashes (county-wide and at each of the top twenty priority locations)
- Annual number of fatal and severe injury crashes (county-wide and at each of the top twenty priority locations)
- Annual number of pedestrians and bicycle crashes (county-wide and at each of the top twenty priority locations)
- Annual number of broadside crashes (county-wide)
- Annual number of lane departure and hit object crashes (county-wide)
- Annual number of overturned vehicle crashes (county-wide)
- Annual number of crashes with a primary collision factor of unsafe speed (county-wide)
- Annual number of crashes with a primary collision factor of driving or bicycling under the influence of alcohol or drugs (county-wide)

- Investments made in roadway safety countermeasures (e.g. dollars spent, grants pursued, partnerships developed)
- Investments made in education and enforcement strategies (e.g. dollars spent, grants pursued, partnerships developed)
- Coordination with other local agencies and/or safety partners (e.g. meetings held, projects pursued)
- Opportunities provided for citizen engagement (e.g. meetings held, public campaigns launched)
- Coordination between first responders and Fresno County Office of Emergency Services staff (e.g. meetings held, programs implemented, strategies deployed)

As part of plan implementation, the County will identify a process for annually tracking these performance measures to support future updates to this roadway safety plan.

DATA SUMMARY

The primary data sets used to inform the technical analyses for the County's local road safety plan were crash data and roadway network information. As noted below, future updates could incorporate traffic volume data if widely available for locations across the County. In addition, feedback from a publicly available survey was documented for consideration in identifying issues and improvement strategies.

Public Survey Feedback

Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are part of the MLRSP, as well as voluntary demographic information for Title IV reporting. Both activities were open from August 16, 2021 to September 20, 2021 and sought public feedback on spatial patterns of traffic safety concerns and desired improvements.

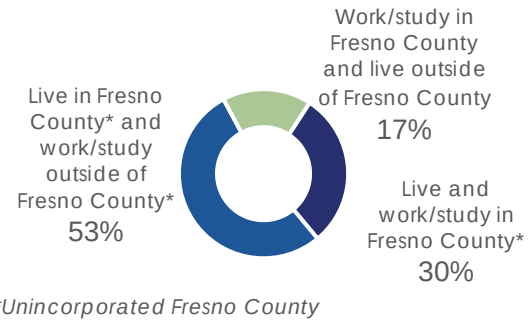
As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive webmap specific to the unincorporated portions of Fresno County. More information on the methodology and overall findings of the survey are provided in *Appendix A*.

5.0 FRESNO COUNTY

47 PEOPLE RESPONDED

47 LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE



Unincorporated Fresno County

MOST COMMON SAFETY CONCERNS

- Crashes or near misses happen here
- Aggressive driving or speeding
- Lack of safe places to walk, bike, or wait for bus

- The survey asked respondents to provide input on the top road safety improvements needed in their communities. While the survey prompted participants to pick three improvements, some selected more than three responses. A total of 150 responses were received for Unincorporated Fresno County from 47 participants, with the most common desired improvement types including:
  - Maintenance of existing roads and streets (33 responses)
  - Rural road improvements to prevent run-off-road crashes (29 responses)
  - Bike lanes/bikeways (18 responses)
  - Street lighting (16 responses)
  - Traffic signals (15 responses)
- Participants dropped points in the webmap in specific locations across Fresno County where they experienced road safety concerns. When leaving a point, participants could select from a list of traffic safety concerns and the kinds of travel impacted, with the ability to select as many responses as applicable. A text box gave participants the option to note what they think would make the location safer. A total of 47 locations were identified in Unincorporated Fresno County, with the following traffic safety concerns most common:
  - Crashes or near misses happen here (30 responses)
  - Aggressive driving or speeding (21 responses)
  - Lack of safe places to walk, bike, or wait for bus (15 responses)
  - Lack of safe opportunities to cross the street (12 responses)
  - Poor lighting or poor visibility (10 responses)
- The survey asked participants where they live and work or study, with the option to select either outside of Fresno County or from a list of jurisdictions within the County. The participants who selected Unincorporated Fresno County included:
  - 14 who live and work/study in Unincorporated Fresno County
  - 25 who live in Unincorporated Fresno County and work/study outside of Unincorporated Fresno County
  - 8 who work/study in Unincorporated Fresno County and live outside of Unincorporated Fresno County

Crash Data

Kittelson worked with Fresno COG to assemble crash data for Unincorporated Fresno County using the Statewide Integrated Traffic Records System (SWITRS) database, supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley. Throughout this report, crashes are associated with a jurisdiction based on the reporting officer's assessment of location. Some crashes may occur at or near jurisdiction boundaries, especially along state routes bordering incorporated areas of the County.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets. Within the assembled regional crash database, a total of 18,314 reported crashes are located in Unincorporated Fresno County. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.
- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

Roadway Network Data

Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. The master roadway network for the County was used to spatially analyze and prioritize specific locations within each local jurisdiction.

Traffic Volume Data

Traffic volume data was not consistently available at a sufficient level to be able to incorporate into the safety analysis. Future updates to the County's local road safety plan could incorporate traffic volume data, if available, to understand how crash frequency, severity, and type vary at different levels of traffic.

EXISTING ROADWAY SAFETY PERFORMANCE

The findings in this section are based on the crash database, which includes reported crashes from January 1, 2015 through December 31, 2019. It is organized as follows:

- Severity by Road User
  - Year, Month, and Weather
  - Collision Type
  - Location, Collision Type, and Severity
  - Primary Collision Factor
  - Lighting
  - Time of Day
- Pedestrian-involved Crashes
  - Year and Month
  - Pedestrian Action and Location
  - Lighting
- Bicyclist-involved Crashes
  - Collision Type
  - Primary Collision Factor
  - Lighting

All Road Users

This section includes analysis and findings for all reported crashes. Subsequent sections focus exclusively on crashes involving pedestrians and bicyclists.

SEVERITY BY ROAD USER

Table 28 presents reported crashes, organized by severity level and road user. Notable trends include:

- Pedestrians are overrepresented in fatal and severe injury crashes. Pedestrians are involved in approximately 1 percent of reported crashes but are involved in 6 percent of fatal/severe injury crashes.
- Bicyclists are also overrepresented in fatal and severe injury crashes. Bicyclists are involved in approximately 1 percent of reported crashes but 3 percent of fatal/severe injury crashes.

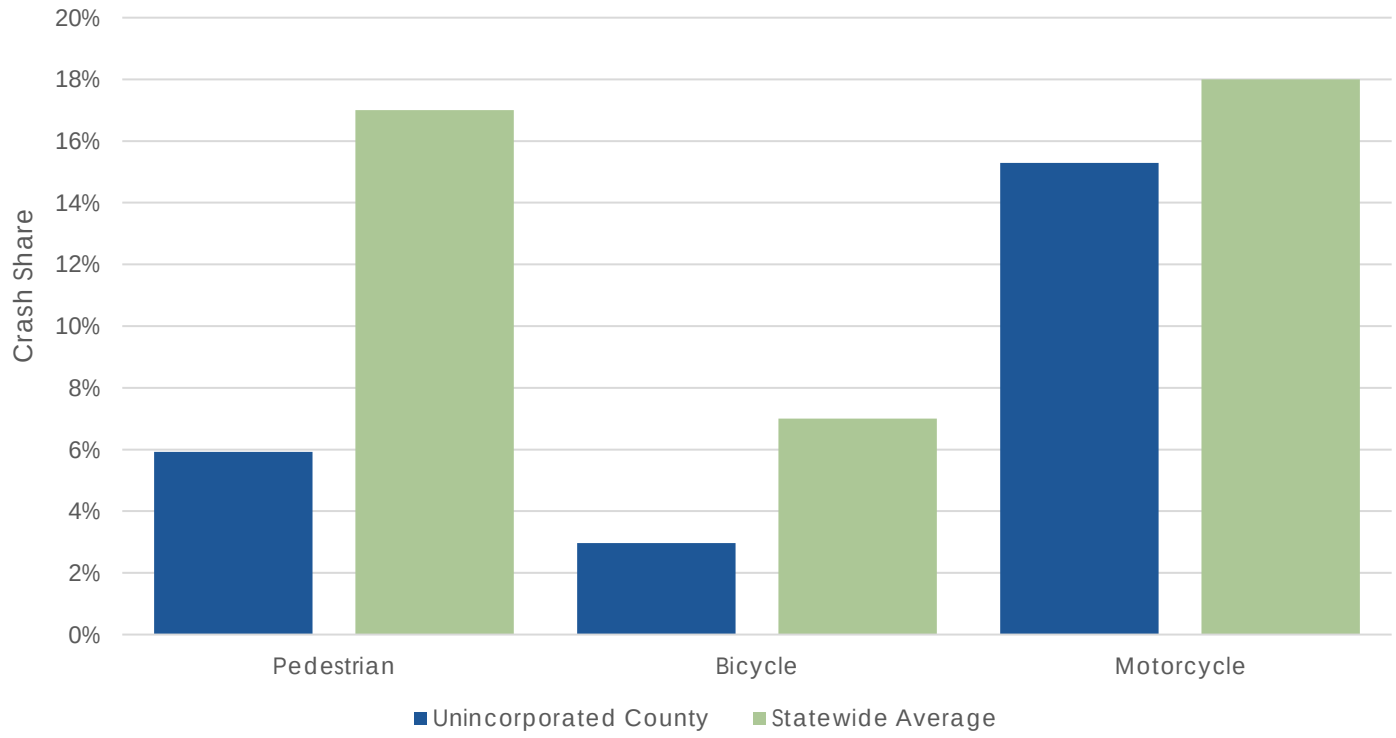
Table 28: Crash Severity by Road User Involved

Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	35 (10%)	39 (4%)	42 (2%)	24 (1%)	4 (0%)	144 (1%)
Bicycle Involved	14 (4%)	23 (3%)	51 (2%)	29 (1%)	11 (0%)	128 (1%)
Vehicle Only or Vehicle-Fixed Object	308 (86%)	830 (93%)	2,348 (96%)	3,566 (98%)	10,990 (100%)	18,042 (98%)
Reported Crashes	357 (100%)	892 (100%)	2,441 (100%)	3,619 (100%)	11,005 (100%)	18,314 (100%)
Severity Share of Reported Crashes	2%	5%	13%	20%	60%	100%

Source: SWITRS, TIMS, Kittelson, 2021.

The California Strategic Highway Safety Plan (SHSP)includes 16 challenge areas to focus statewide resources and efforts. Three of those challenge areas are crashes involving pedestrians, bicyclists, and motorcyclists. The SHSP analyzed the share of fatal and severe injury crashes involving each of these road users. Figure 58 compares crash trends in Unincorporated Fresno County to the statewide trends reported in the SHSP. Unincorporated Fresno County fatal/severe crashes share for pedestrian, bicycle, and motorcycle were equal to or less than the statewide average fatal/severe crash share.

Figure 58: Unincorporated Fresno Fatal and Severe Crash Shares by Road Users Compared to Statewide Trends

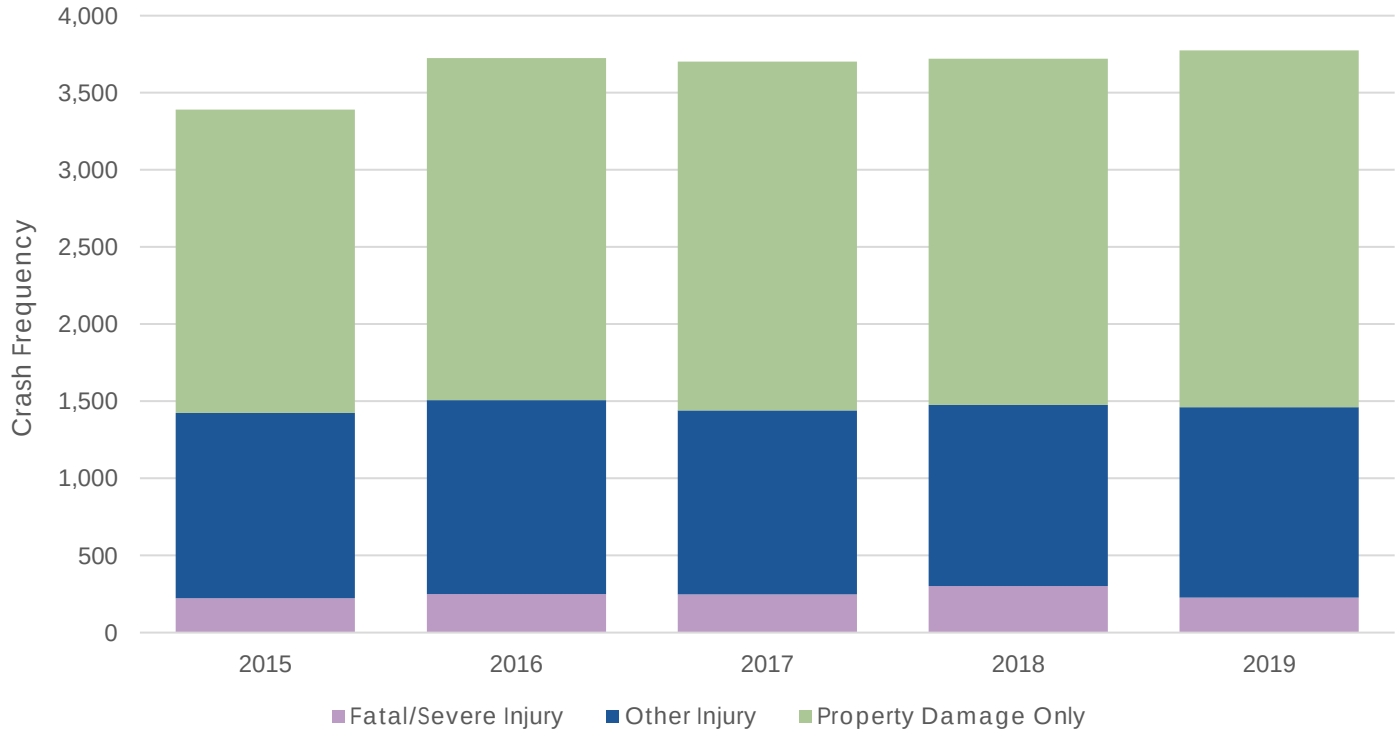


Source: City of Fresno, SWITRS, TIMS, Kittelson, 2021.

YEAR, MONTH, AND WEATHER

Figure 59 shows year-over-year trends in the data by severity. The total number of crashes each year has been relatively steady, with an average of 3,663 annual crashes and 250 fatal/severe injury crashes annually. Fluctuations from a single year to the next tend to represent the degree of randomness in crash occurrence and are not necessarily indicative of an overall trend.

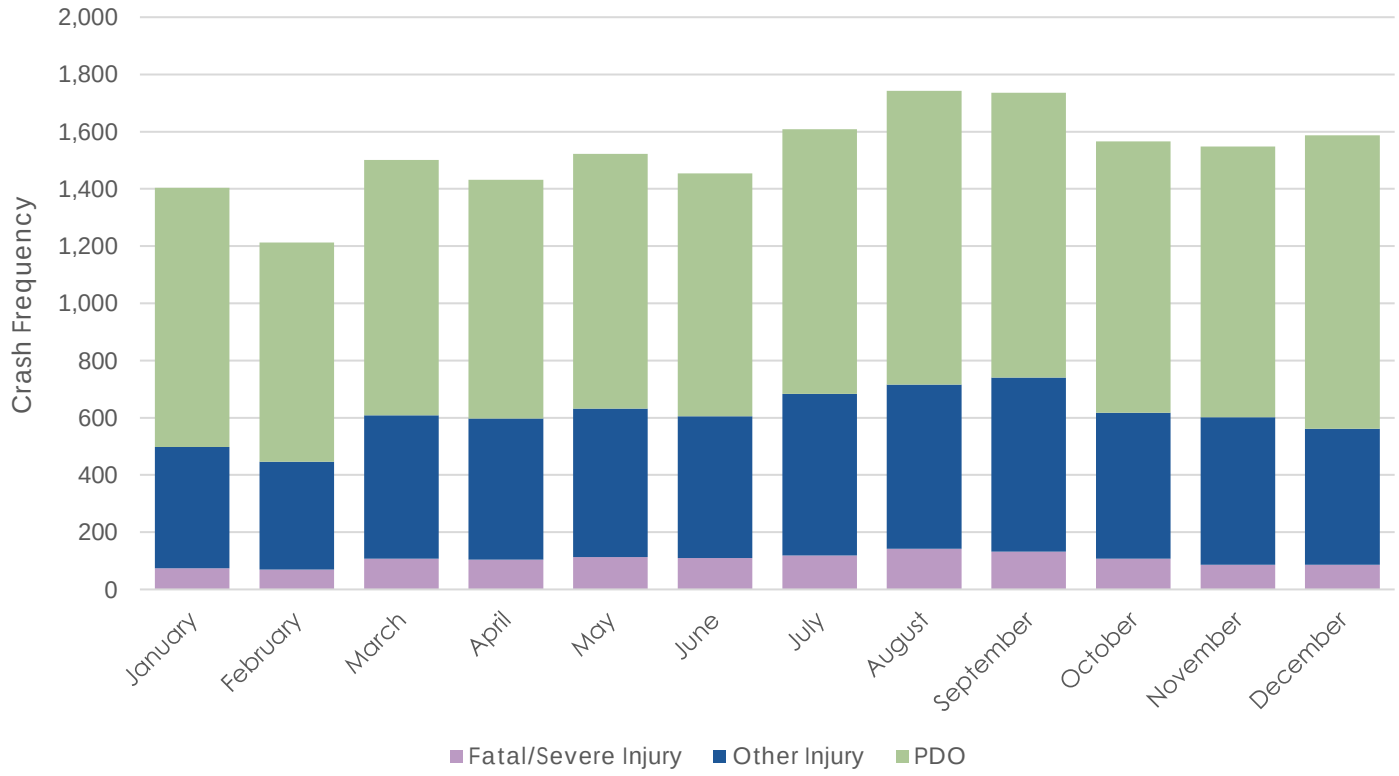
Figure 59: Year-over-Year Trends in Crash Data by Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes..

Figure 60 presents the total crashes by month for the crash database. On average, 1,526 crashes occurred per month. The lowest number of crashes were reported in February and January and the highest number of crashes were reported in August and September.

Figure 60: Crashes by Month and Severity

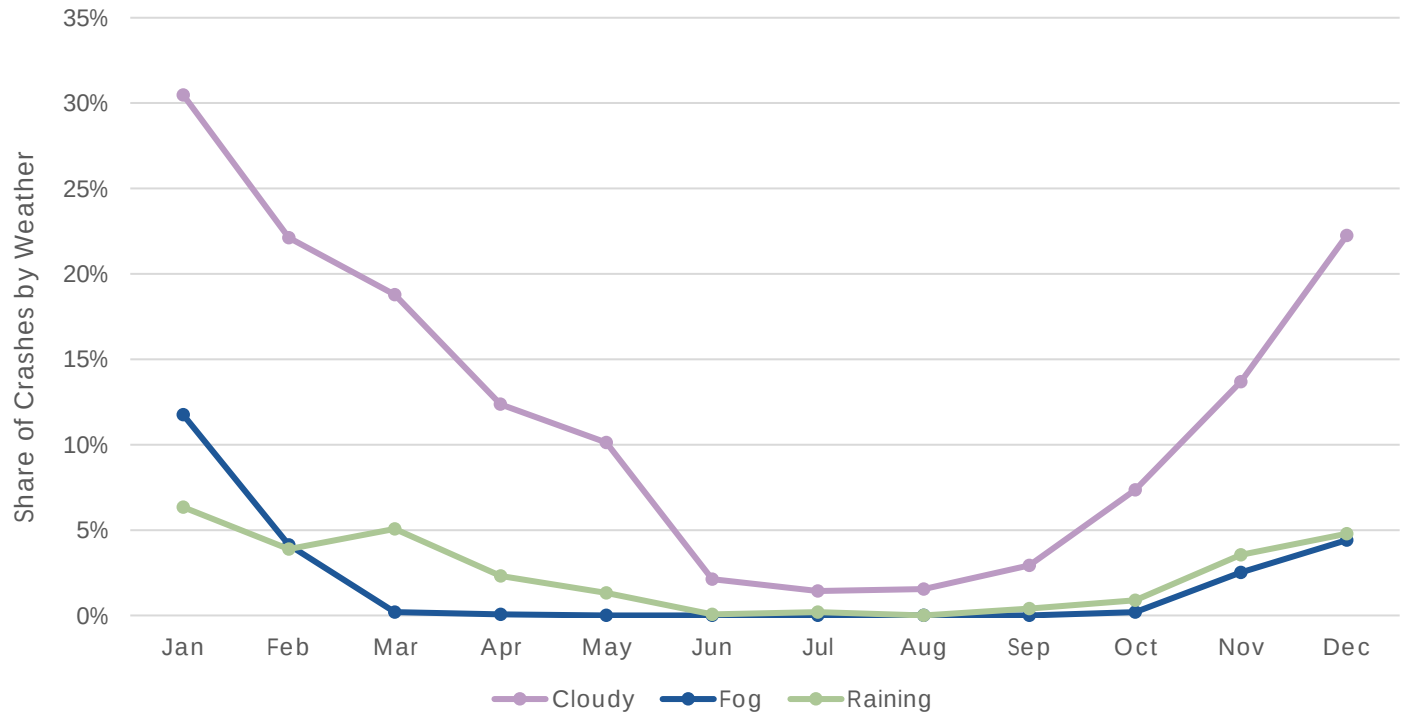


Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Figure 61 illustrates crashes by month and weather conditions. The most common weather condition, clear weather, is not shown in the chart below to highlight weather's factor on crash trends.

- Crashes recorded to have occurred during fog, cloudy conditions, and/or raining conditions are at the lowest share of crashes in the months of June to August and increase through October to March.
- Crashes recorded to have occurred in foggy conditions peak in the winter months (November through February). This is the case in January and February as well even though other collision types and total reported crashes in January and February tend to decrease relative to other months in the year.

Figure 61: Crashes by Month and Weather Condition



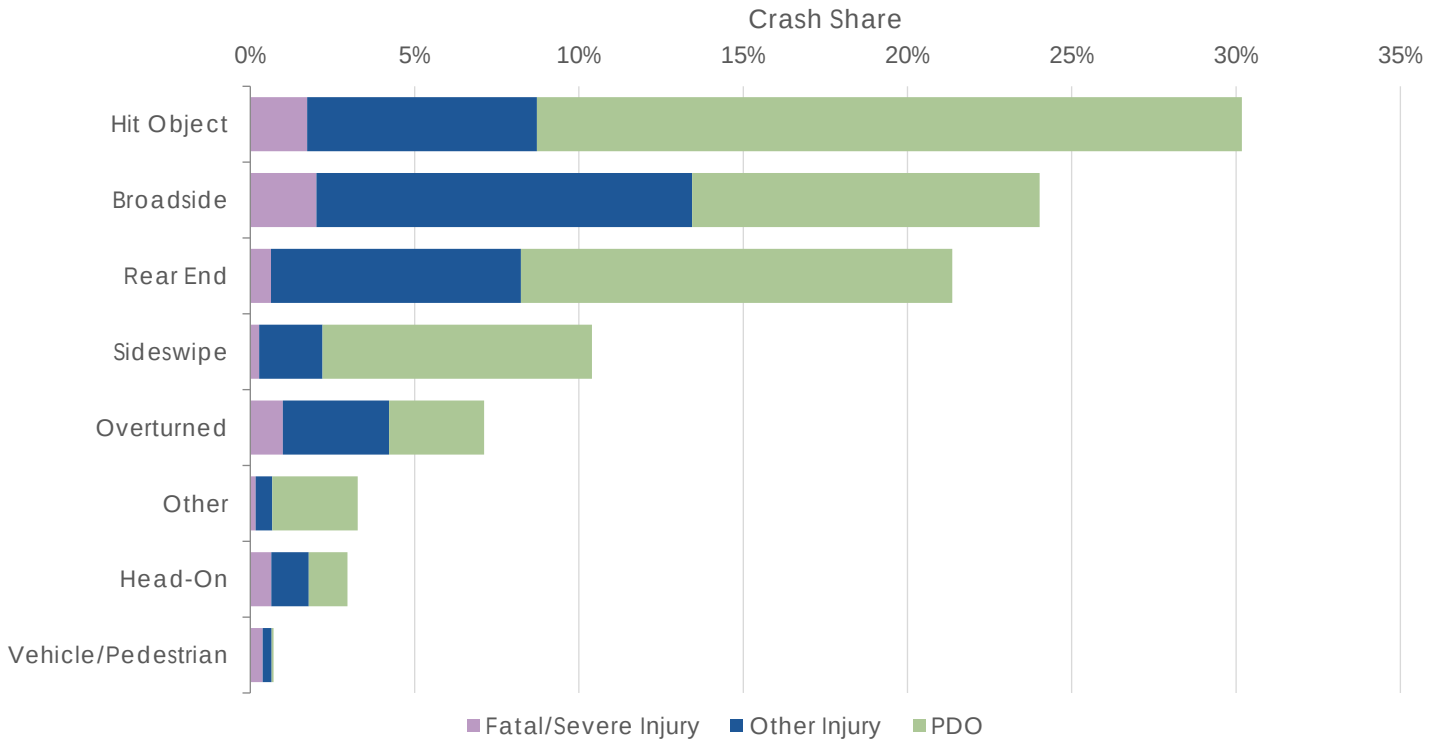
Source: SWITRS, TIMS, Kittelson, 2021.
Note: Only select conditions shown to improve legibility for less frequent weather conditions.

COLLISION TYPE

Reported collision type gives an indication of the movements most frequently involved in crashes and in severe outcomes. Figure 62 reports the most frequent reported collision types by severity.

- Among total reported crashes, the top three most frequent collision types are hit object (30 percent), broadside (24 percent), and rear end (21 percent). These three collision types account for 75 percent of reported crashes in the unincorporated county.
- Among fatal/severe injury crashes, the top three collision types are broadside (30 percent), hit object (25 percent), and overturned (14 percent) These three collision types account for 69 percent of all fatal/severe injury crashes in the unincorporated county.

Figure 62: Crashes by Collision Type by Severity



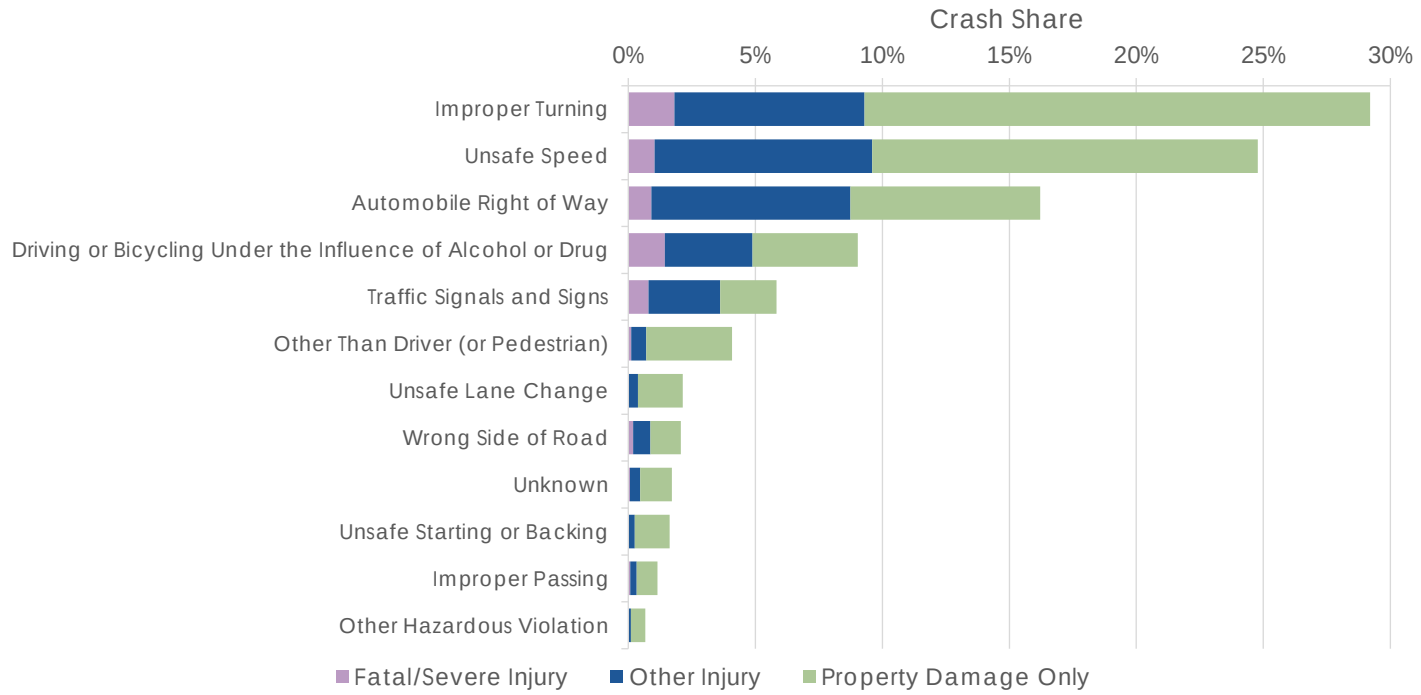
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

Reporting officers identify a primary collision factor (PCF) for each crash. It is up to the officer's judgement and information available at the scene for them to select the factor that is most relevant. Officers select one from among a list of PCFs based on California Vehicle Code (CVC) and road user behavior. Figure 63 presents the most frequently cited PCFs.

- Among total reported crashes, the three most frequently reported PCFs are improper turning[28] (29 percent), unsafe speed[29] (25 percent), and automobile right of way[30] (16 percent). These three account for 70 percent of reported crashes.
- Among fatal/severe injury crashes, the three most frequently reported PCFs are improper turning[28] (27 percent), driving or bicycling under the influence of alcohol and drugs[31] (21 percent), and unsafe speed[29] (15 percent). These three account for 63 percent of reported fatal/severe crashes.

Figure 63: Crashes by Reported PCF



Source: SWITRS, TIMS, Kittelson, 2021.
Notes: PCFs constituting <1% excluded from chart to enhance legibility. Those PCFs include other equipment, hazardous parking, impeding traffic, lights, and brakes.
"Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

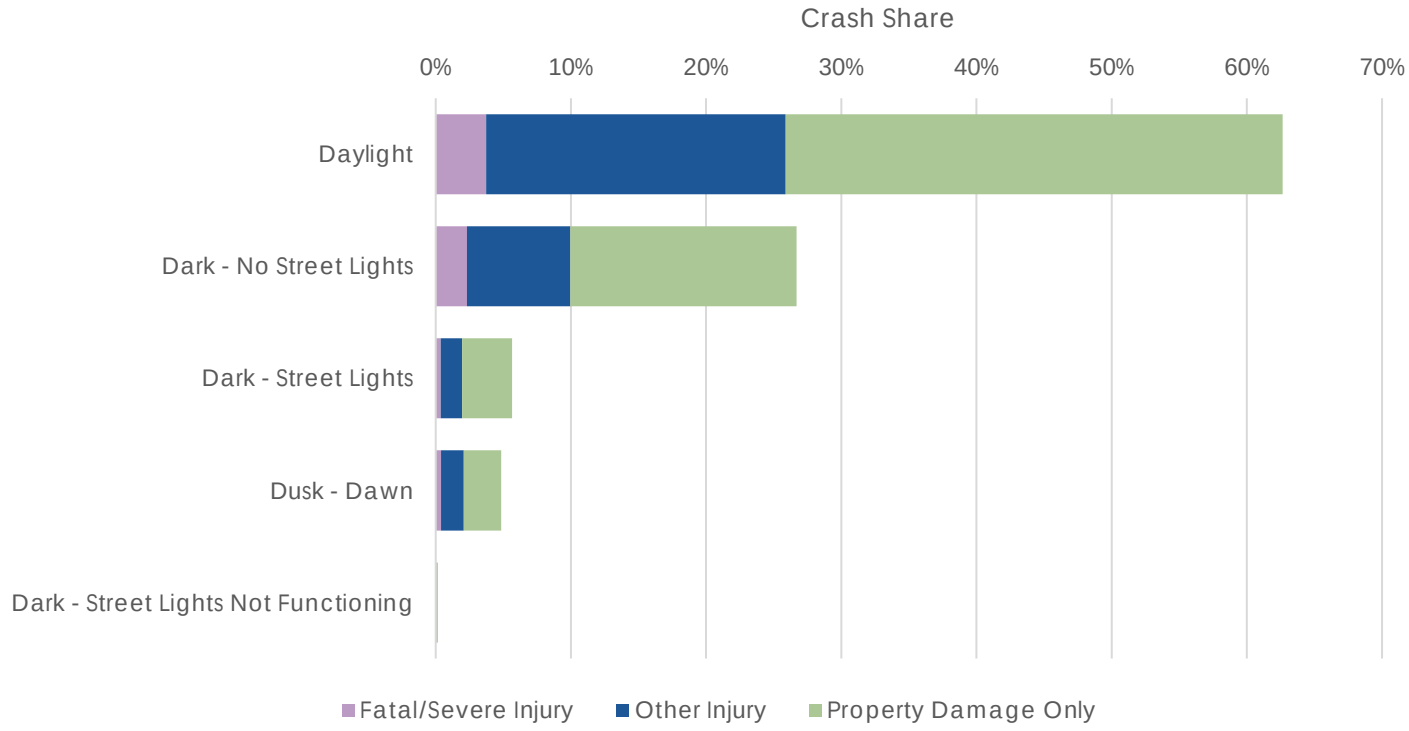
[28] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[29] Reported PCF based on CVC violation indicating unsafe speeding on a highway.
[30] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[31] Reported PCF based on CVC violation indicating driver was under the influence of alcohol.

LIGHTING

Figure 64 shows crashes by reported lighting condition and severity.

- Crashes that occurred in daylight conditions make up 63 percent of total reported crashes, and account for 55 percent of fatal and severe injury crashes.
- 164 fatal crashes occurred in the dark (46 percent of fatal crashes), of which 145 occurred where there were no streetlights.

Figure 64: Crashes by Lighting and Severity

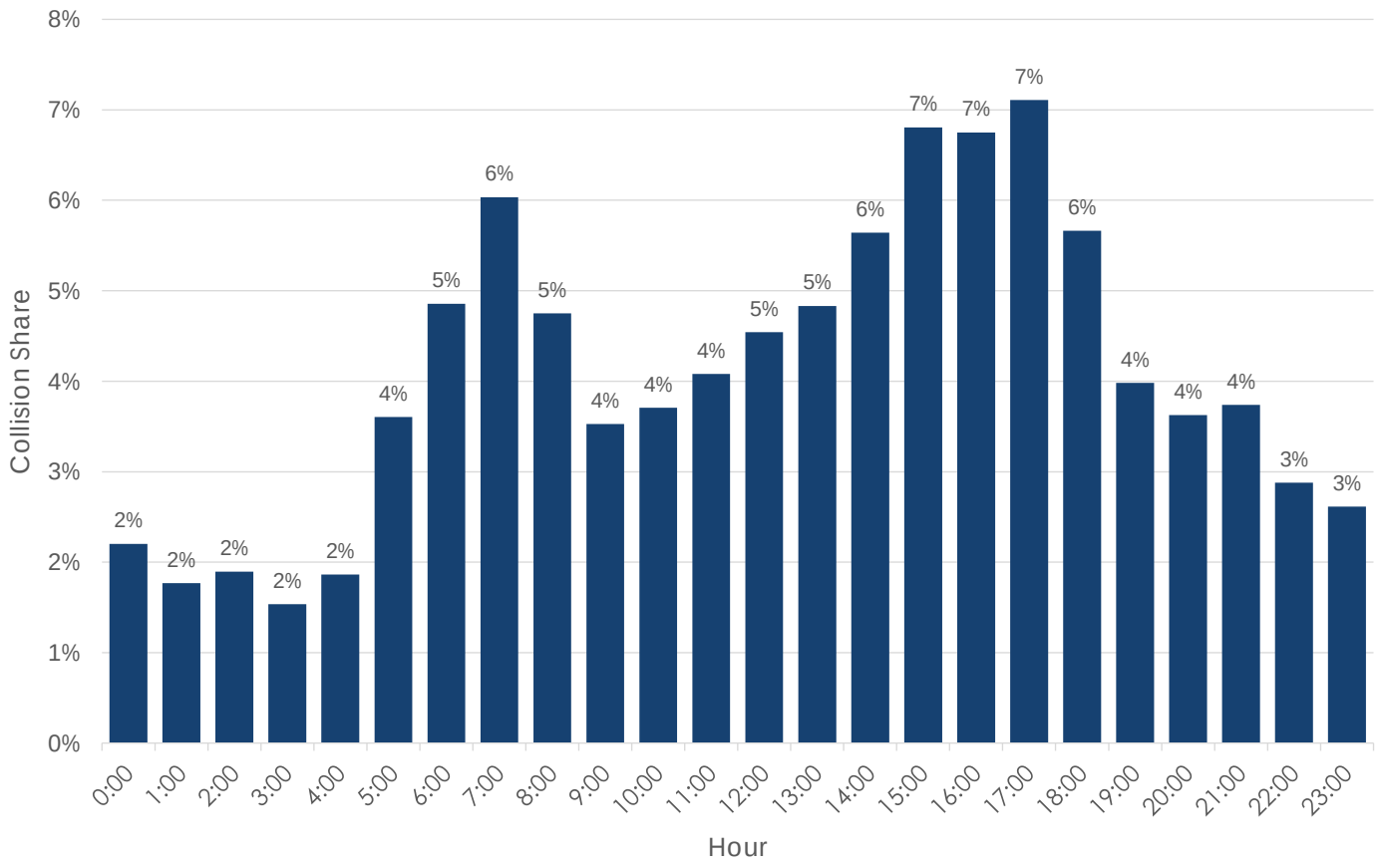


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.

TIME OF DAY

Figure 65 shows crashes by time of day. Crashes appear to have a higher share in two general times of day. The morning appears to show a peak from 5 AM to 9 AM with the highest number of morning crashes in the 7 AM hour. In the afternoon, crashes tend to be more frequent from 12 PM to 7 PM with the peak from 3 PM to 6 PM.

Figure 65: Crash Share by Time of Day



Source: SWITRS, TIMS, Kittelson, 2021.
Note: 2% of crashes are unknown time.

Pedestrians

This section focuses exclusively on reported crashes involving pedestrians. Table 29 shows the distribution of pedestrian crashes by severity. Of the 144 reported pedestrian crashes, 51 percent resulted in death or severe injury. Pedestrian fatal/severe injury crashes are 6 percent of total reported fatal/severe crashes, compared to1 percent of total reported crashes.

Table 29: Severity by Pedestrians Involved

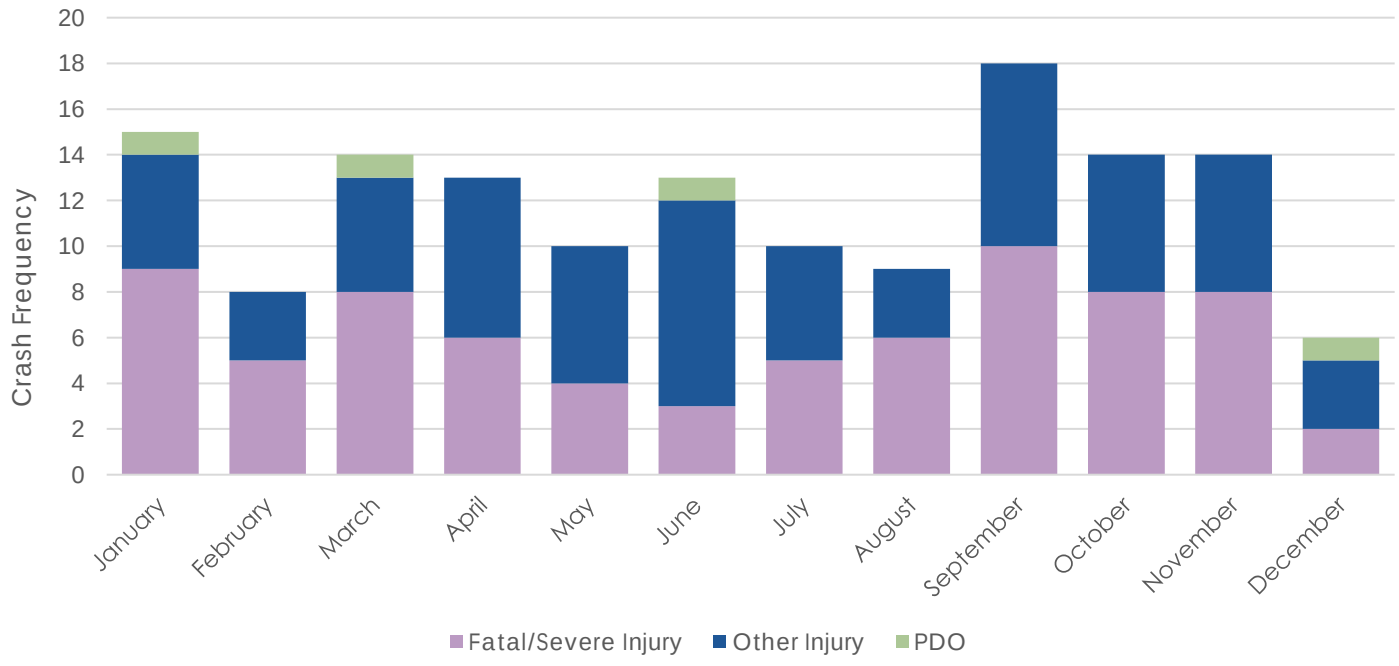
	Fatal (% of Total)	Severe Injury (% of Total)	Visible Injury (% of Total)	Complaint of Pain (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	35 (24%)	39 (27%)	42 (29%)	24 (17%)	4 (3%)	144 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

SEVERITY AND MONTH

Figure 66 presents pedestrian crashes organized by month and severity with a monthly average of 12 crashes per month. December and February appear to be noticeably lower than the average while the highest number of crashes per month occurred in September. However, these trends should be interpreted with caution: fluctuations from a single month to the next tend may represent a degree of randomness in crash occurrence.

Figure 66: Pedestrian Crashes by Month and Severity



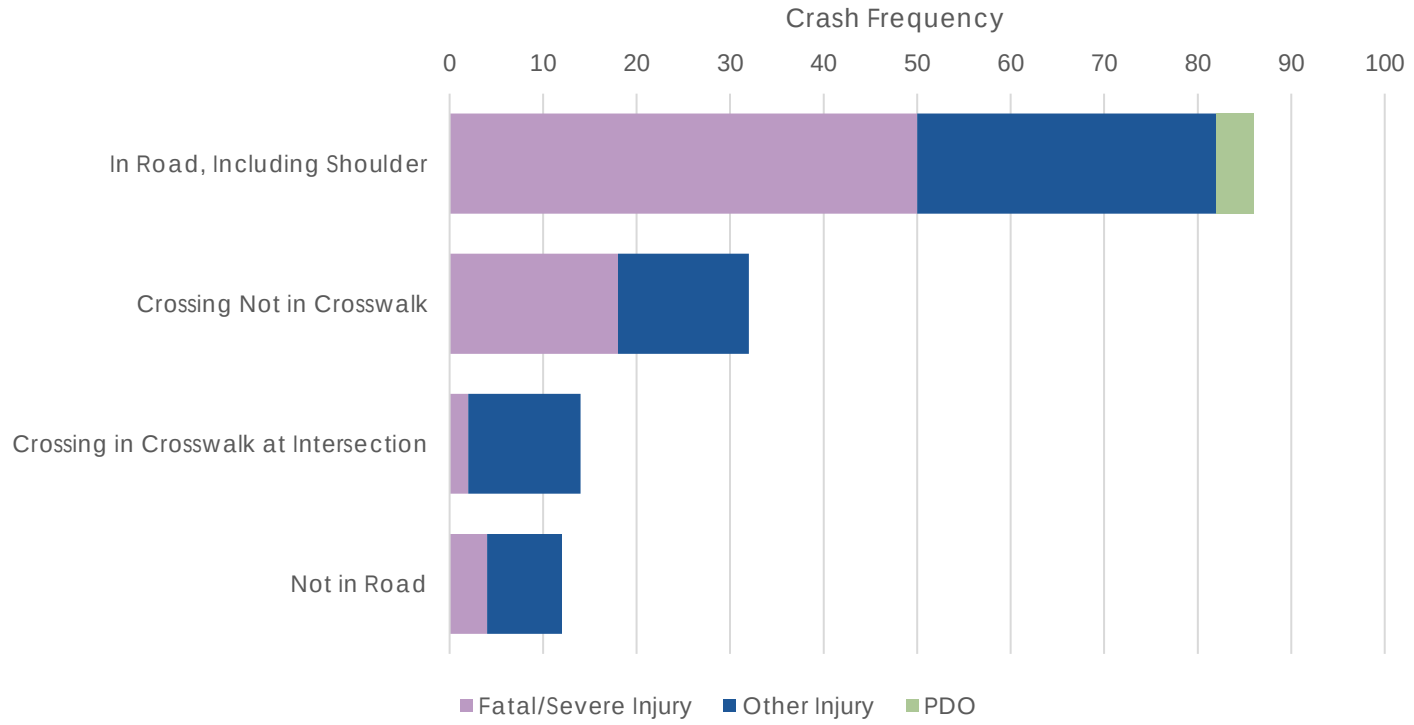
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PEDESTRIAN ACTION AND LOCATION

For pedestrian crashes, data are recorded according to the reporting officer's best judgment about the pedestrian's action and location preceding the crash. Figure 67 reports these trends in unincorporated Fresno County.

- Among fatal/severe injury pedestrian crashes, 68 percent occurred while a pedestrian was in the road (including the shoulder). Pedestrian crashes with this action account for 60 percent of total pedestrian crashes.
- The second and third most common pedestrian actions preceding a crash included crossing not in a crosswalk (22 percent) and crossing in crosswalk at intersection (10 percent).

Figure 67: Pedestrian Crashes by Reported Action/Location and Severity

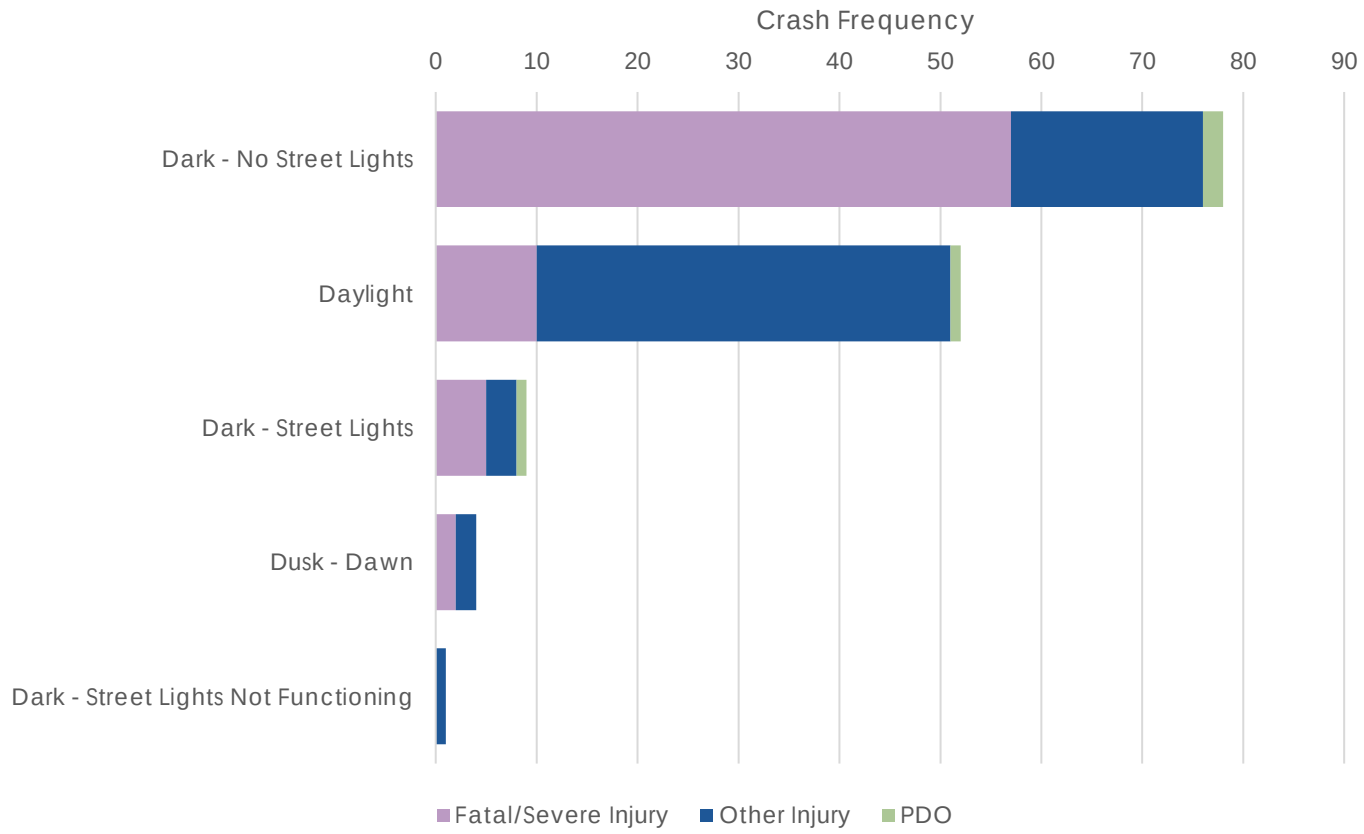


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

LIGHTING

Figure 68 shows pedestrian crashes by reported lighting condition and severity within unincorporated Fresno County. Crashes that occurred in the dark with no streetlights make up 54 percent of total pedestrian crashes and make up 77 percent of fatal/severe injury pedestrian crashes.

Figure 68: Pedestrian Crashes by Lighting and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Bicyclists

This section focuses exclusively on reported crashes involving bicyclists. Table 30 presents bicyclist-involved crashes in unincorporated Fresno County organized by severity level. Of the 128 bicyclist crashes in the County, 29 percent resulted in fatal/severe injury. Bicyclist fatal/severe injury crashes are 3 percent of total reported fatal/severe crashes, compared to 1 percent of total reported crashes.

Table 30: Bicycle User Involved Crashes by Severity

	Fatal (% of total)	Severe Injury (% of total)	Visible Injury (% of total)	Complaint of Pain (% of total)	Property Damage Only (% of total)	Total (% of total)
Bicycle Involved	14 (11%)	23 (18%)	51 (40%)	29 (23%)	11 (9%)	128 (100%)

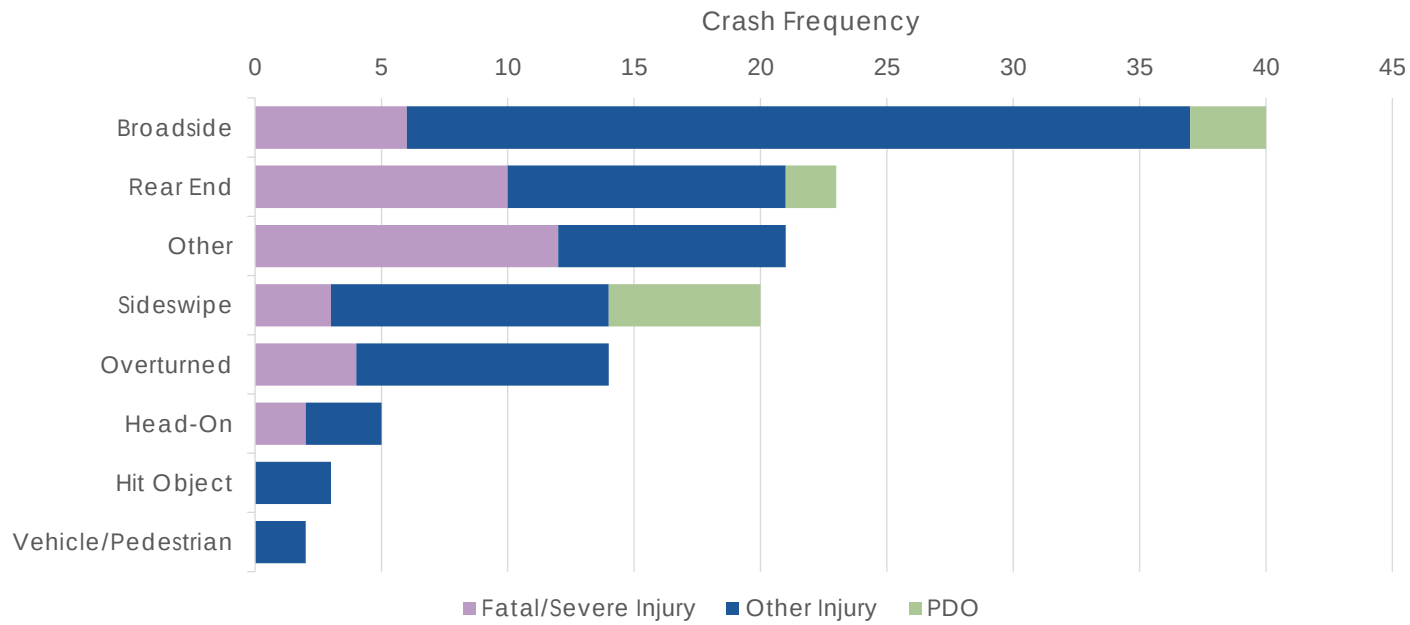
Source: SWITRS, TIMS, Kittelson, 2021.

COLLISION TYPE

Figure 69 presents reported bicycle crashes organized by collision type.

- The top two collision types among bicyclist crashes include broadside (31 percent) and rear end (18 percent). Crashes reported as other or not stated account for 16 percent of bicycle crashes.
- The top three fatal/severe collision types among bicyclist crashes are other (32 percent), rear end (27 percent), and broadside (16 percent).

Figure 69: Bicycle Crashes by Collision Type and Severity



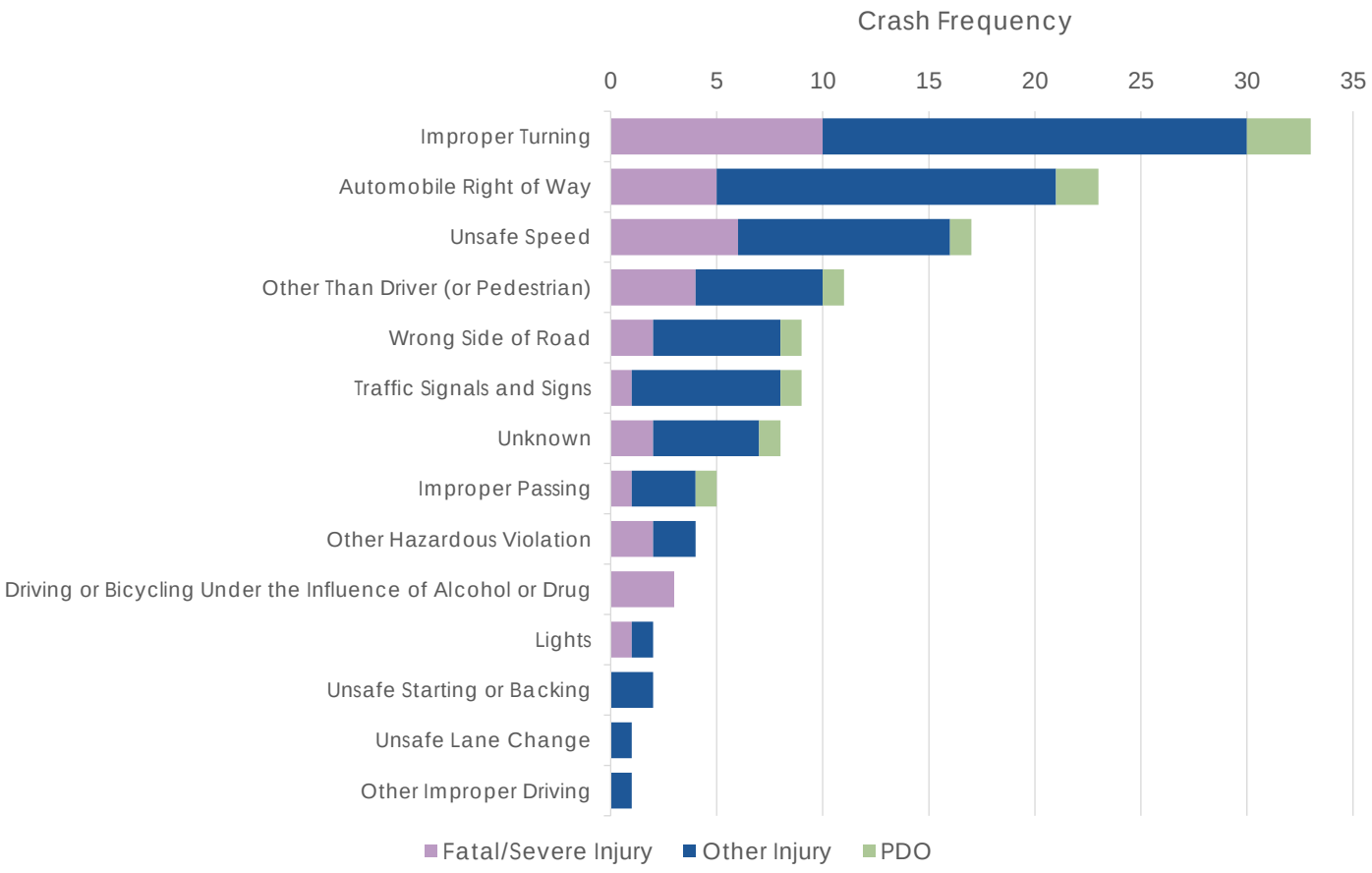
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

Figure 70 presents the reported PCF among bicycle crashes.

- The most frequently cited PCF was improper turning[32], which accounted for 26 percent of total bicycle crashes and 27 percent of total fatal/severe bicycle crashes.
- The other two most frequent PCFs among bicycle crashes include automobile right of way[33] (18 percent) and unsafe speed[34] (13 percent).

Figure 70: Bicycle Crashes by Reported PCF and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

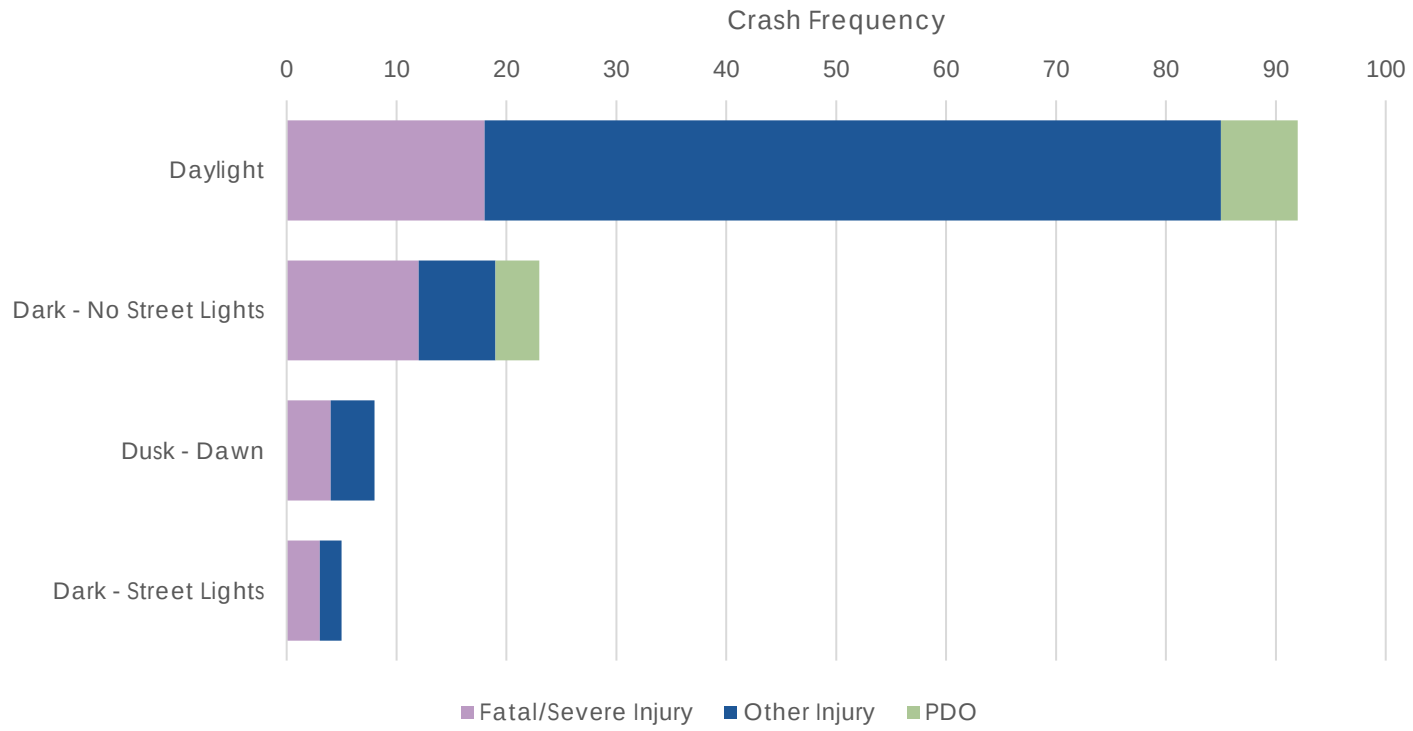
[32] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[33] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[34] Reported PCF based on CVC violation indicating unsafe speeding on a highway.

LIGHTING

Figure 71 presents bicycle crashes organized by lighting and severity.

- Most bicycle crashes (72 percent of those reported) occur in daylight.
- Bicycle crashes occurring in the dark account for 22 percent of reported bicyclist crashes but 41 percent of fatal/severe injury crashes.

Figure 71: Bicycle Crashes by Lighting and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Priority Locations

Kittelson identified priority intersections and segments in unincorporated Fresno County using the annualized crash severity scores and excess predicted crashes described in the Data Summary and Analysis Approach sections (see the Introduction).

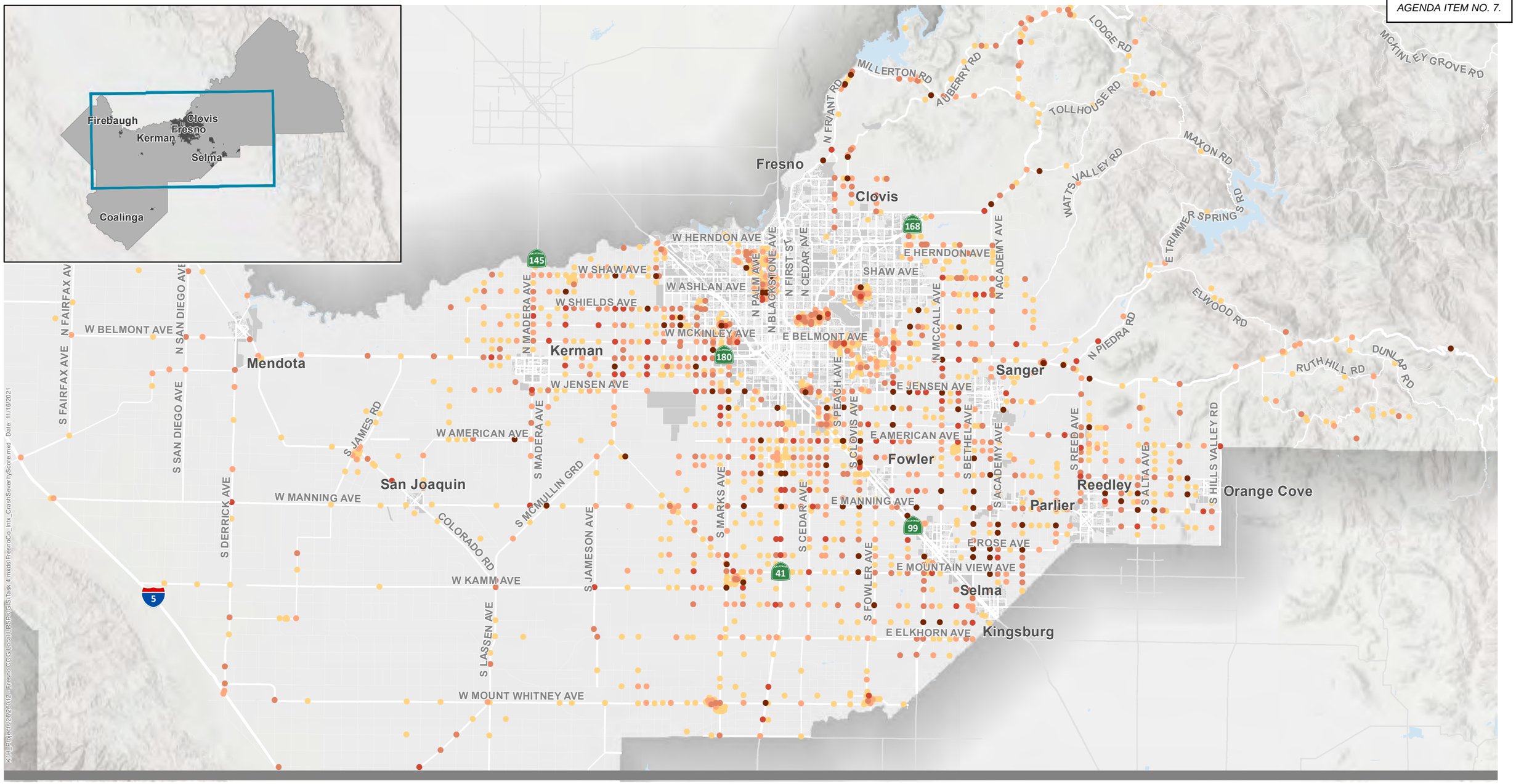
For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 201.09. Figure 72.1 through Figure 72.4 show the results of the crash severity scoring. Figure 73.1 through Figure 73.4 show excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments, the crash severity scores ranged from zero to 145.02. Crash severity score results for roadway segments are shown in Figure 74.1 through Figure 74.4. Excess predicted crash score results are shown in Figure 75.1 through Figure 75.4. Intersections or segments shown as not falling within one of the percentile breaks indicates there were no reported crashes at that location.

Table 31 presents the top twenty locations with the highest crash severity scores.

Table 31. Top 20 Locations based on Crash Severity Score

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Com-plaint of Pain	PDO
1	LAC JAC AVE & DINUBA AVE	Unsignalized	201.09	15	0	5	3	3	4
2	FRANKWOOD AVE & CENTRAL AVE	Unsignalized	164.99	14	0	4	4	3	3
3	ACADEMY AVE & ADAMS AVE	Unsignalized	162.93	18	1	3	2	4	8
4	BETHEL AVE & DINUBA AVE	Unsignalized	157.25	49	1	2	7	20	19
5	AUBERRY RD & FRAZIER RD	Unsignalized	154.92	8	2	2	1	0	3
6	MILLERTON RD FROM MILLERTON LAKE ACCESS (WEST) TO SKY HARBOUR RD	Segment	145.02	21	2	2	3	4	10
7	AUBERRY RD FROM EAST OF OLD AUBERRY RD TO SOUTH OF OLD AUBERRY RD	Segment	144.23	18	1	3	5	0	9
8	KINGS CANYON RD WEST OF HILLS VALLEY RD	Segment	141.08	13	1	3	3	4	2
9	KEARNEY BLVD & CORNELIA AVE & MADISON AVE	Unsignalized	139.01	29	0	3	7	6	13
10	CLOVIS AVE & MOUNTAIN VIEW AVE	Unsignalized	137.94	19	1	2	8	5	3
11	BETHEL AVE & ROSE AVE	Unsignalized	135.54	25	1	2	3	11	8
12	CLOVIS AVE & NEBRASKA AVE	Unsignalized	133.24	20	0	3	6	4	7
13	MARKS AVE & JENSEN AVE	Unsignalized	132.02	19	2	1	6	3	7
14	AMERICAN AVE & GOLDEN STATE BLVD	Unsignalized	128.81	26	2	1	1	8	14
15	FRIANT RD & BELCHER	Unsignalized	128.36	15	0	3	4	4	4
16	BETHEL AVE & NEBRASKA AVE	Unsignalized	127.34	15	2	1	4	3	5
17	MCMULLIN GRD & MANNING AVE	Unsignalized	127.13	19	1	2	4	2	10
18	FRONTIER TRAIL LN & SAMPLE RD	Unsignalized	122.99	8	0	3	3	2	0
19	TEMPERANCE AVE & CENTRAL AVE	Unsignalized	121.12	13	1	2	1	3	6
20	TEMPERANCE AVE & JENSEN AVE	Signalized	120.58	34	0	4	4	11	15

Notes: All unsignalized intersections are classified as rural intersections. PDO = Property Damage Only.



Crash Severity Score

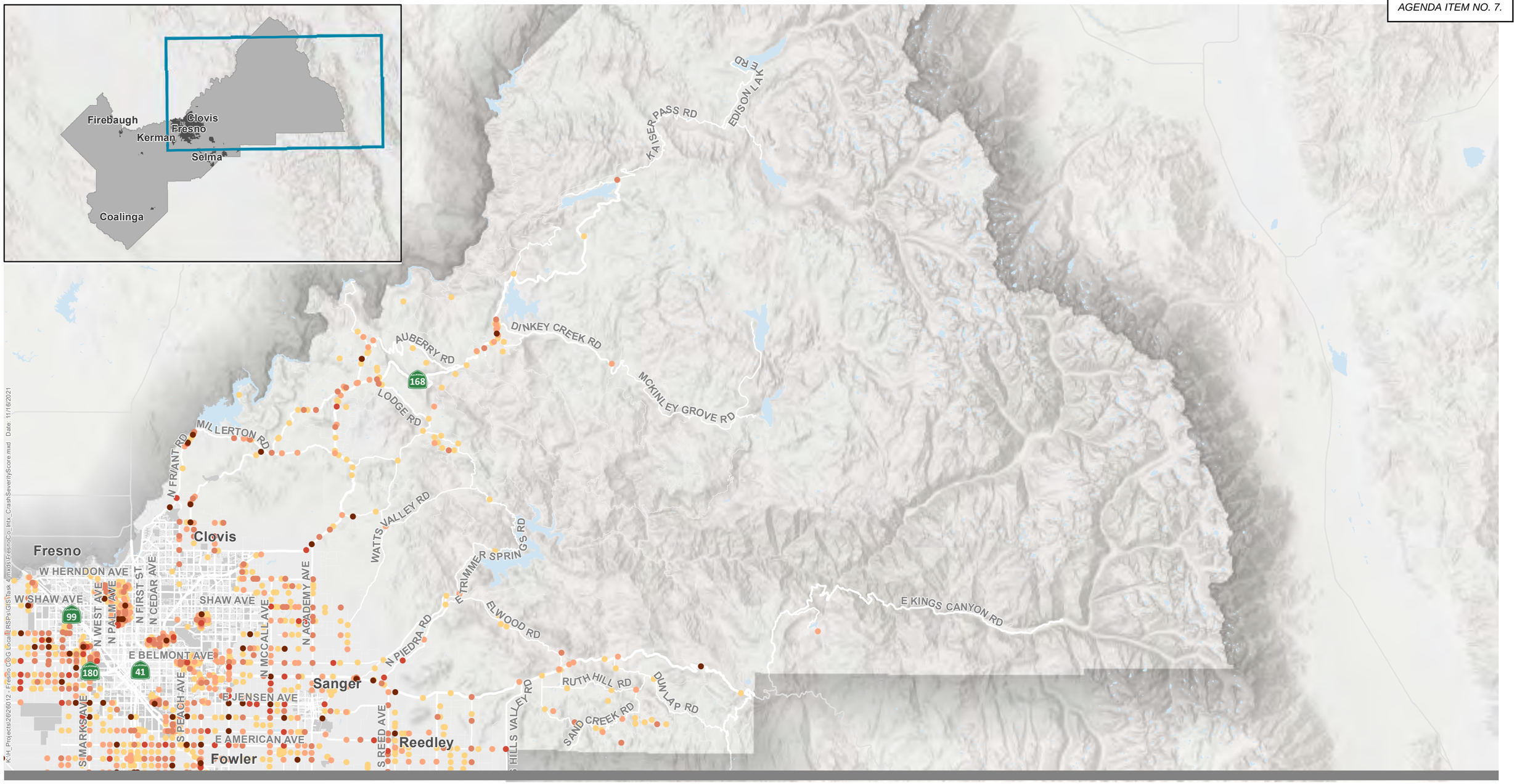
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 72.1

Intersection Crash Severity Scores
Jurisdiction Results: Fresno County
Fresno Council of Governments

KITTELSON & ASSOCIATES



Crash Severity Score

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 72.2

Intersection Crash Severity Scores
Jurisdiction Results: Fresno County
Fresno Council of Governmer

KITTELSON & ASSOCIATES



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Crash Severity Score

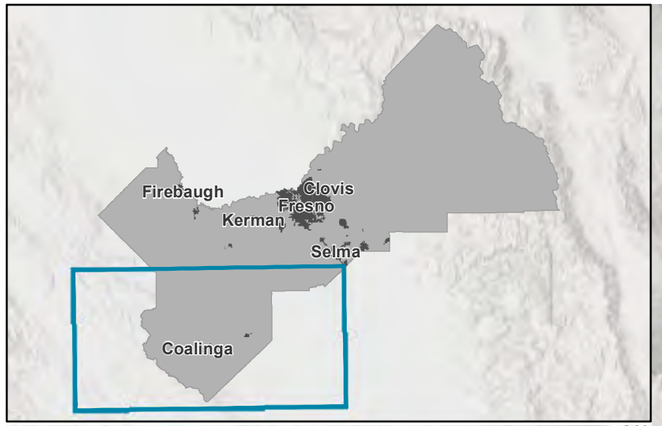
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 4.5 Miles

Figure 72.3

Intersection Crash Severity Scores
Jurisdiction Results: Fresno County
Fresno Council of Governmer

KITTELSON & ASSOCIATES



S DERRICK AVE
W MOUNT WHITNEY AVE
S MARKS AVE
S CEDAR AVE
E ELKHORN AVE
41
S FRESNO COALINGA RD
W OAKLAND AVE
5
S EL DORADO AVE
S LASSEN AVE
Huron
Coalinga
PHELPS AVE
W JAYNE AVE
WARTHAM CANYON RD
LOST HILLS RD
OS GATOS RD

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Crash Severity Score

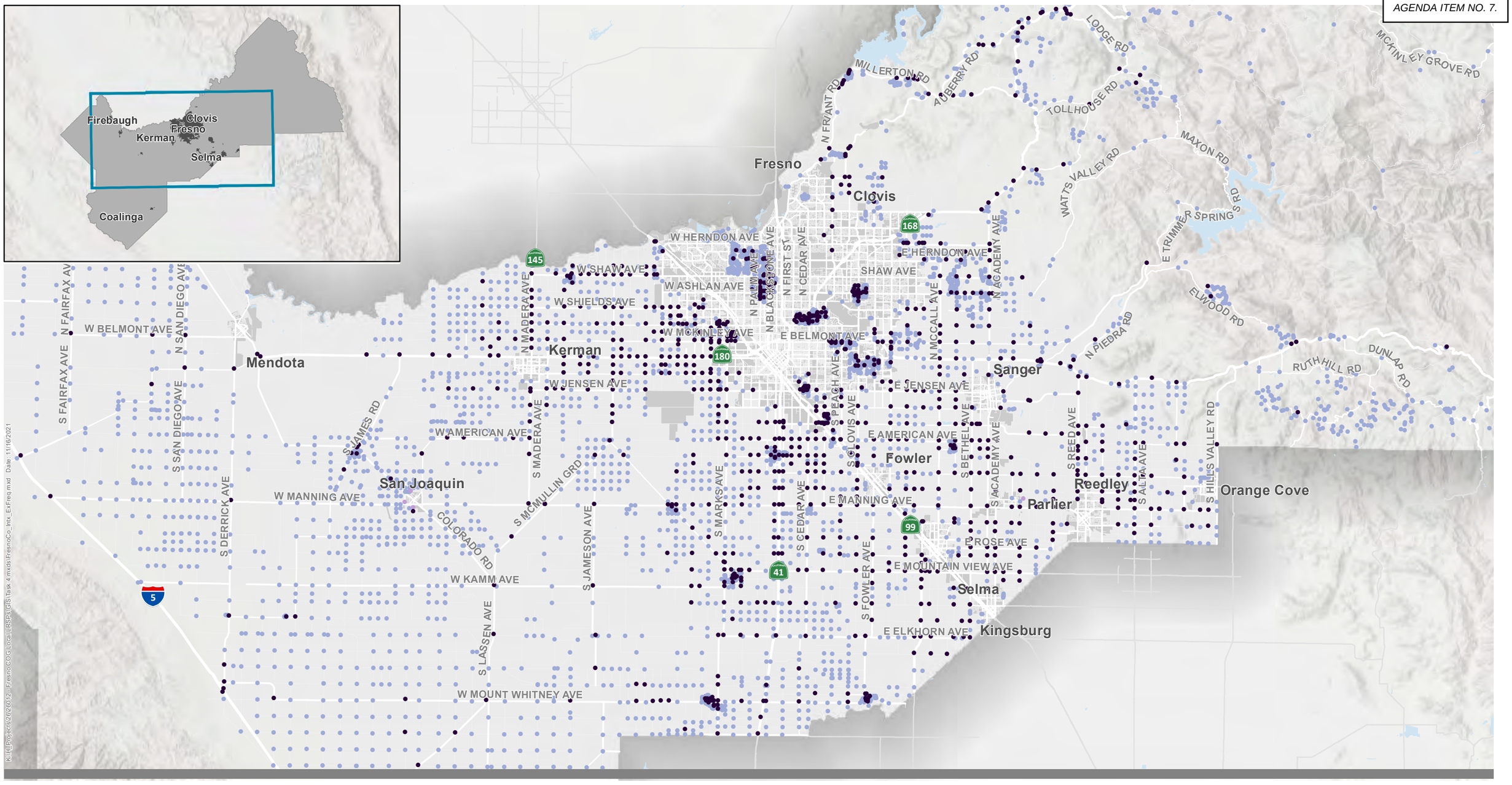
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 4.5 Miles

Figure 72.4

Intersection Crash Severity Scores
Jurisdiction Results: Fresno County
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile

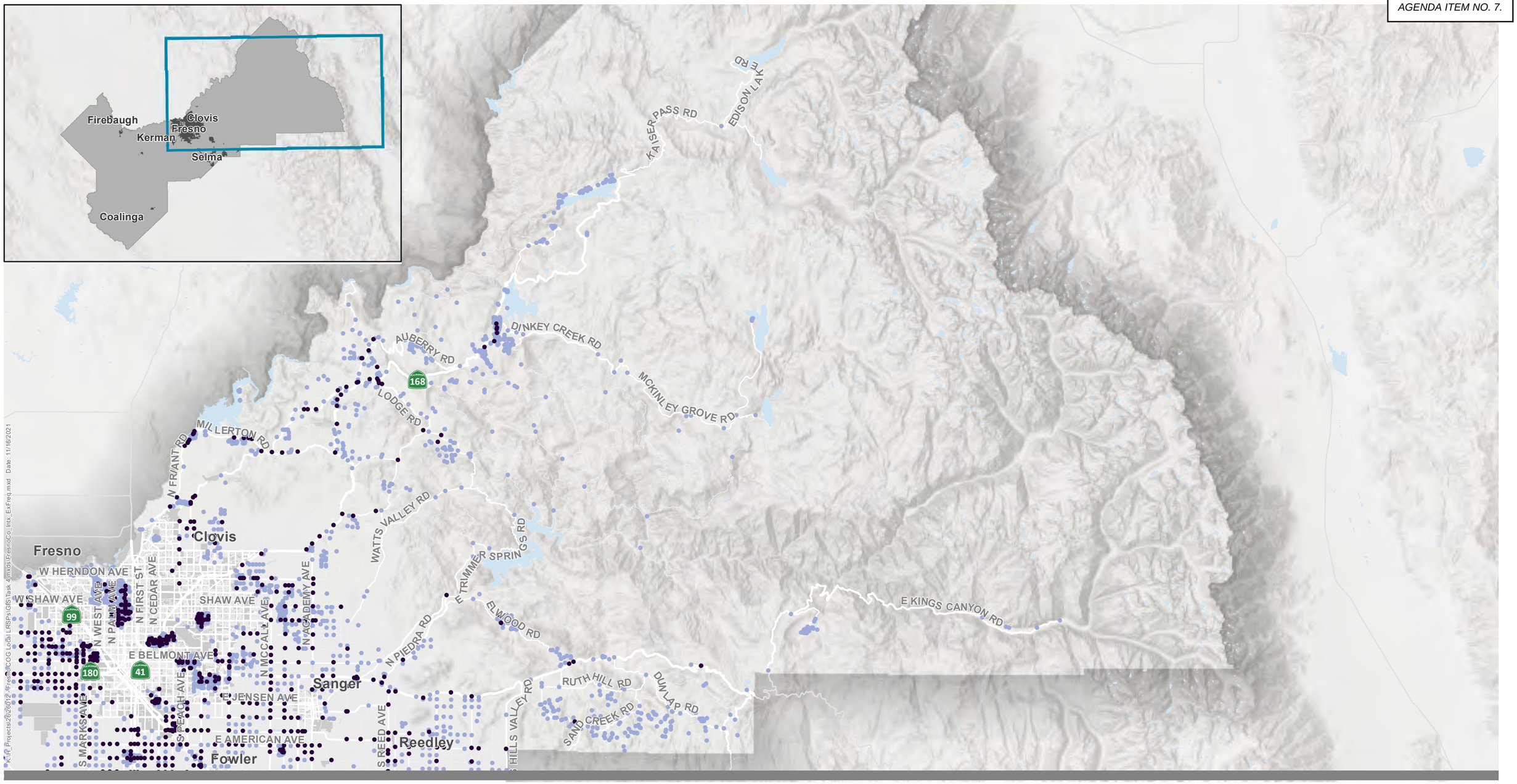
City Limits

County Boundary

Figure 73.1

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Fresno County
Fresno Council of Governmer

KITTELSON & ASSOCIATES



K:\A_Projects\2020\12_Fresno_COG\GIS\LRSPs\GIS\Task 4\mxds\FresnoCo_Intx_ExFreq.mxd Date: 11/16/2021

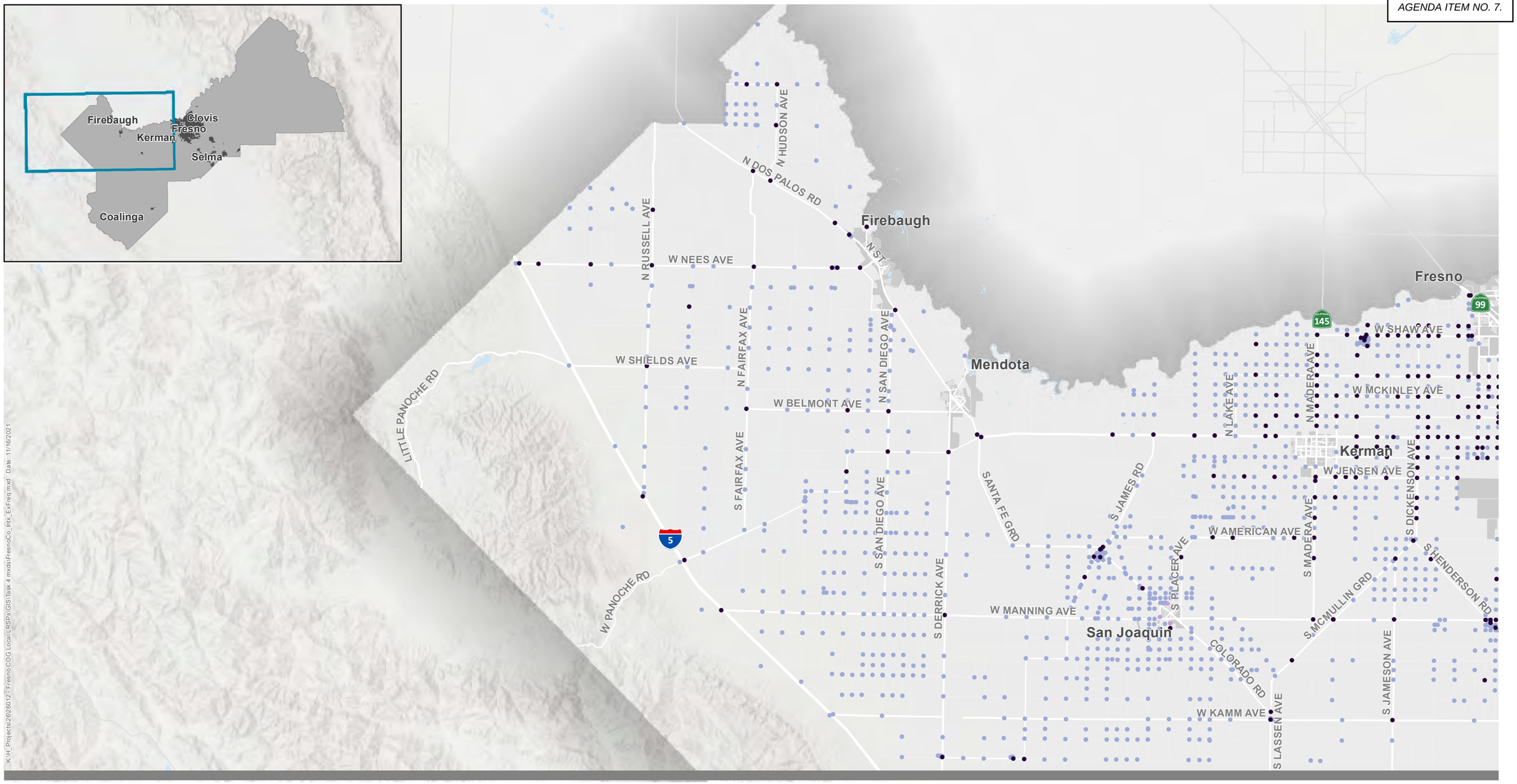
Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

Figure 73.2

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Fresno County
Fresno Council of Governments

KITTELSON & ASSOCIATES



Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile

City Limits

County Boundary

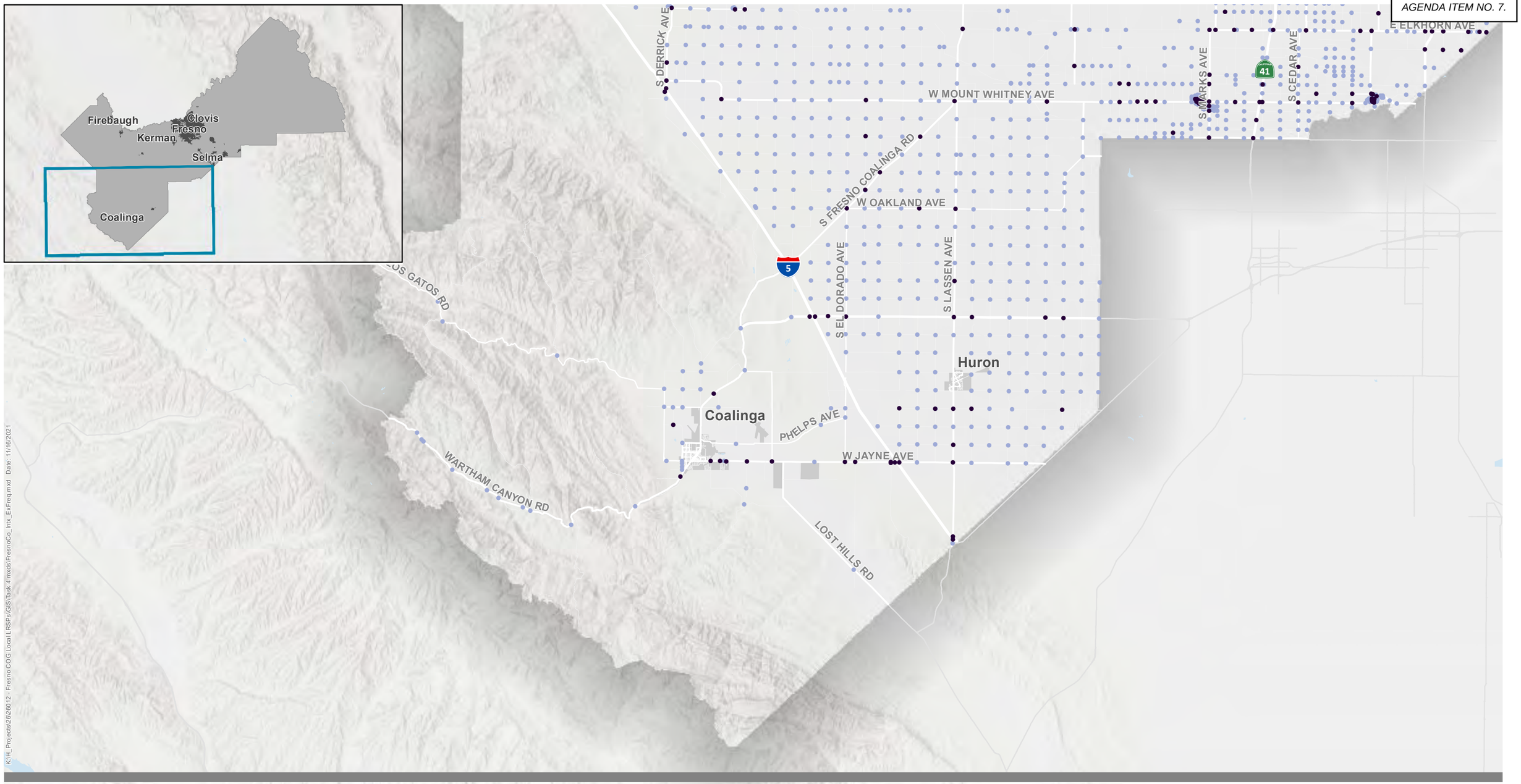
0 4.5 Miles

Figure 73.3

Excess Predicted Average Crash Frequency Using Method of Moments Jurisdiction Results: Fresno County
Fresno Council of Governmer

KITTELSON & ASSOCIATES

K:\H_Projects\26260012 - Fresno COG Local LRSP\GIS\Task 4.mxds\FresnoCo_Intx_ExFreq.mxd Date: 11/16/2021



Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile

City Limits

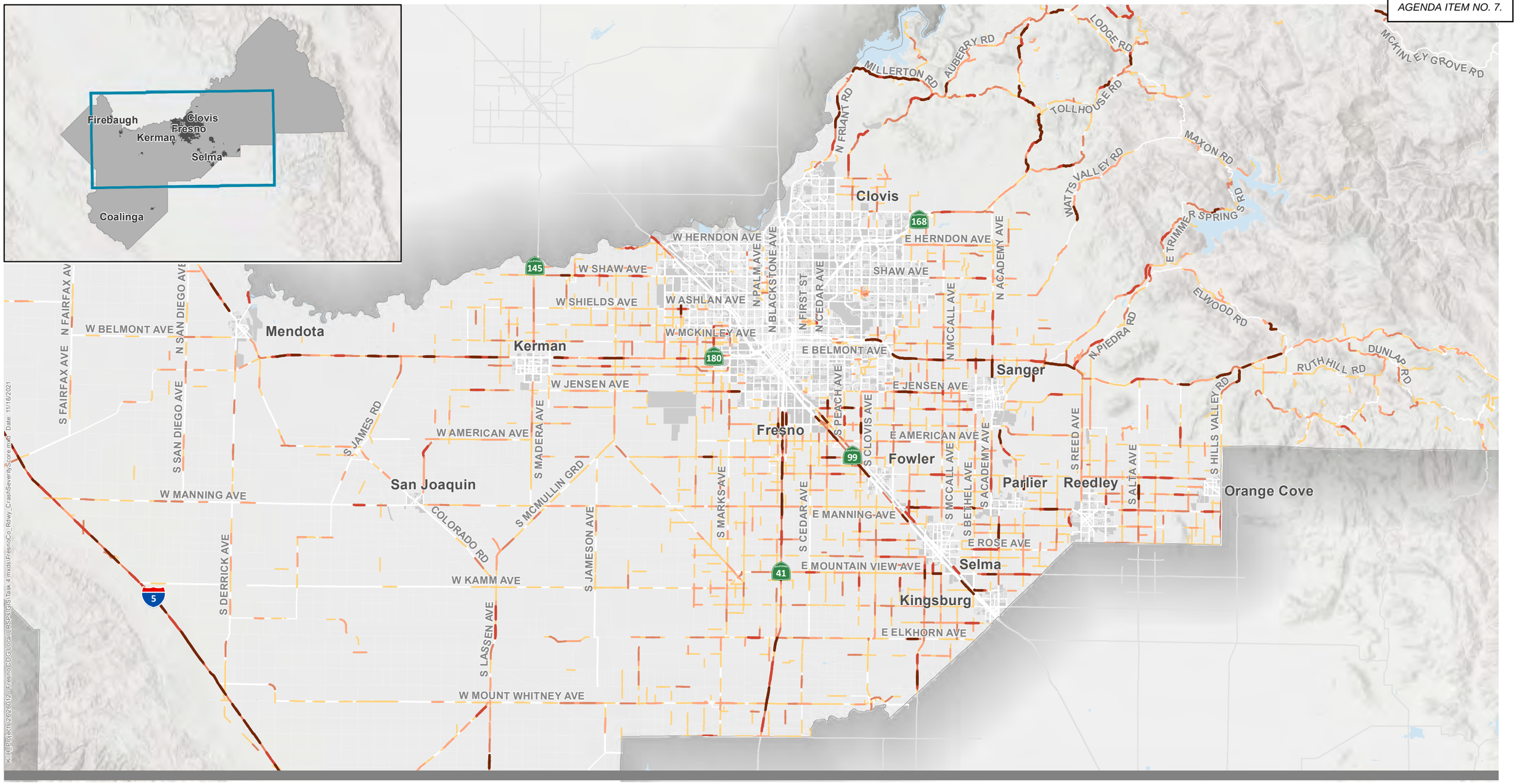
County Boundary

0 4.5 Miles

Figure 73.4

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Fresno County
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Crash Severity Scores

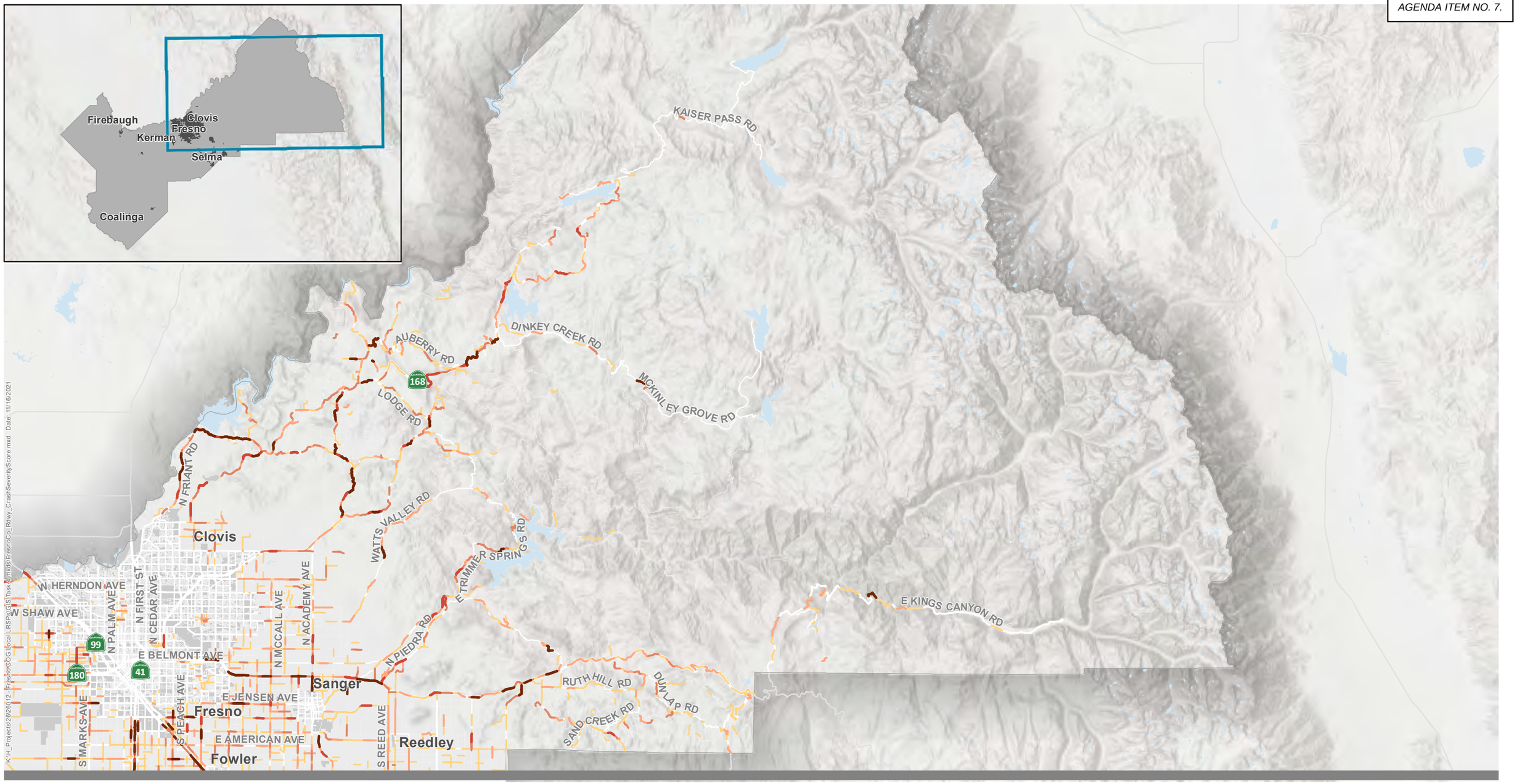
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 74.1

Roadway Collision Severity Scores
Jurisdiction Results: Fresno County
Fresno Council of Governme

KITTELSON & ASSOCIATES



Crash Severity Scores

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 74.2

Roadway Collision Severity Scores
Jurisdiction Results: Fresno County
Fresno Council of Governme

KITTELSON & ASSOCIATES



K:\H_Projects\2626012 - Fresno COG Local LRSPs\GIS\Task 4.mxds\FresnoCo_Rdwy_CrashSeverityScore.mxd Date: 11/16/2021

Crash Severity Scores

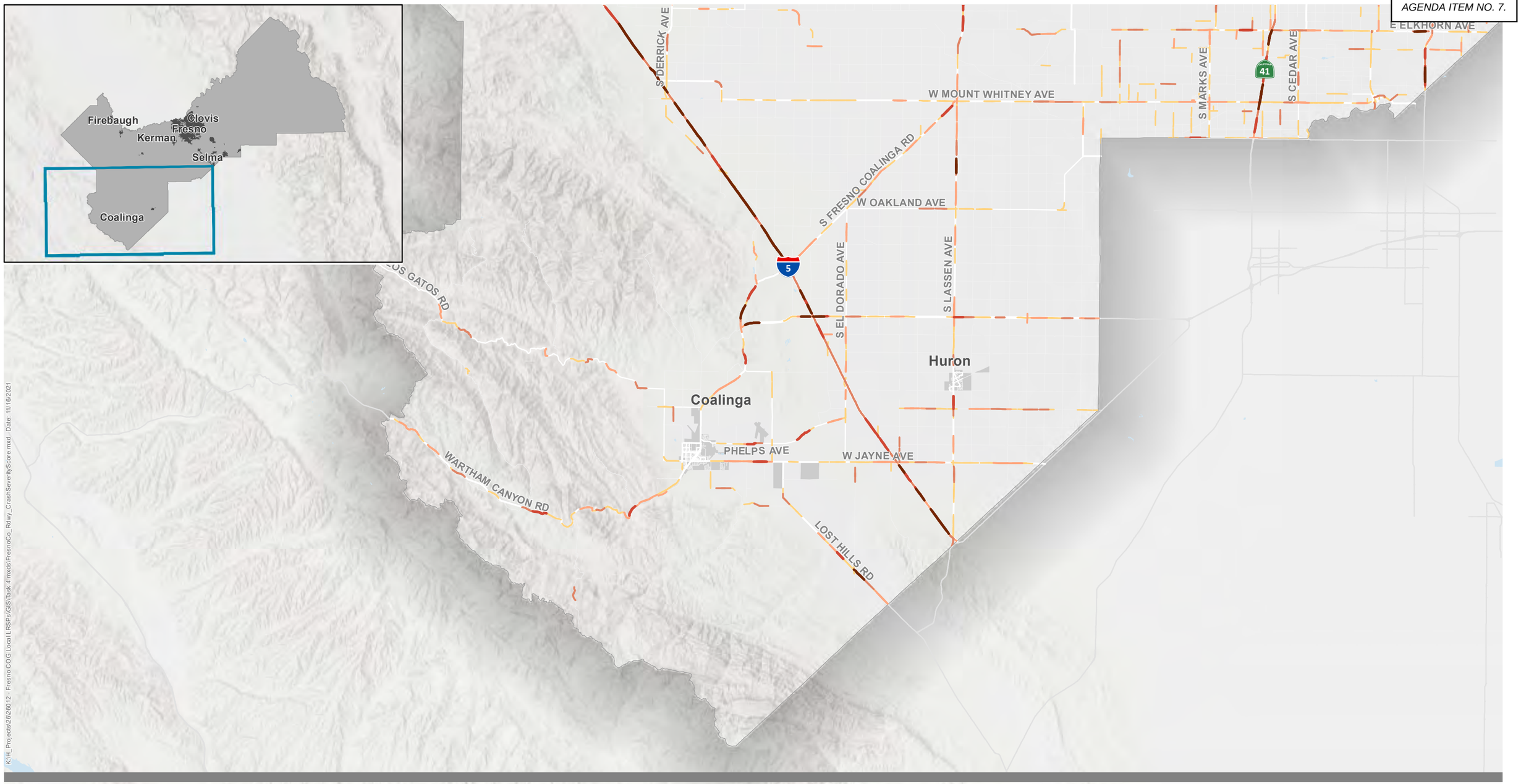
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 4.5 Miles

Figure 74.3

Roadway Collision Severity Scores
Jurisdiction Results: Fresno County
Fresno Council of Governme

KITTELSON & ASSOCIATES



Crash Severity Scores

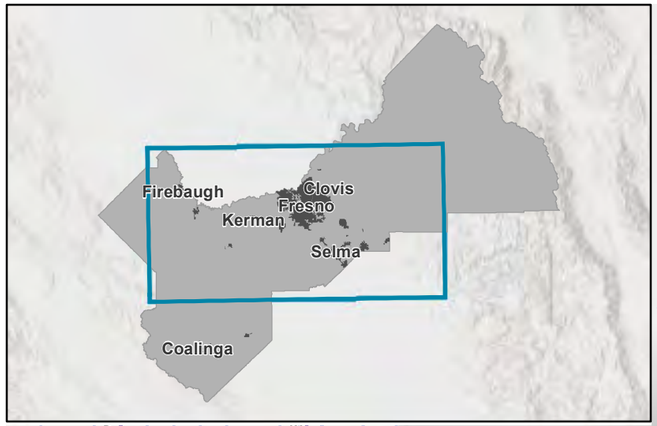
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 4.5 Miles

Figure 74.4

Roadway Collision Severity Scores
Jurisdiction Results: Fresno County
Fresno Council of Governme

KITTELSON & ASSOCIATES



Clovis
Mendota
Kerman
Fresno
Sanger
San Joaquin
Fowler
Reedley
Parlier
Selma
Kingsburg
Orange Cove

W HERNDON AVE
E HERNDON AVE
W SHAW AVE
SHAW AVE
W SHIELDS AVE
W ASHLAN AVE
W MCKINLEY AVE
E BELMONT AVE
W BELMONT AVE
W JENSEN AVE
E JENSEN AVE
W AMERICAN AVE
E AMERICAN AVE
W MANNING AVE
E MANNING AVE
W KAMM AVE
E MOUNTAIN VIEW AVE
E ROSE AVE
E ELKHORN AVE
W MOUNT WHITNEY AVE
MILLERTON RD
AUBERRY RD
LODGE RD
MCKINLEY GROVE RD
KOLLHOUSE RD
WATTS VALLEY RD
MAXON RD
TRIMMER SPRING RD
ELWOOD RD
N PIEDRA RD
RUTH HILL RD
DUNLAP RD
S HILLS VALLEY RD
N FRIANT RD
N FAIRFAX AVE
S FAIRFAX AVE
N SAN DIEGO AVE
S SAN DIEGO AVE
S JAMES RD
S MADERA AVE
S MCMULLIN GRD
S DERRICK AVE
S LASSEN AVE
S JAMESON AVE
S MARKS AVE
S CEDAR AVE
S FOWLER AVE
S CLOVIS AVE
S PEACH AVE
N BLACKSTONE AVE
N PALM AVE
N FIRST ST
N CEDAR AVE
N MCCALL AVE
N ACADEMY AVE
S ACADEMY AVE
S BETHEL AVE
S REED AVE
S ALTA AVE
COLORADO RD

145
168
180
99
41
5

0 6 Miles

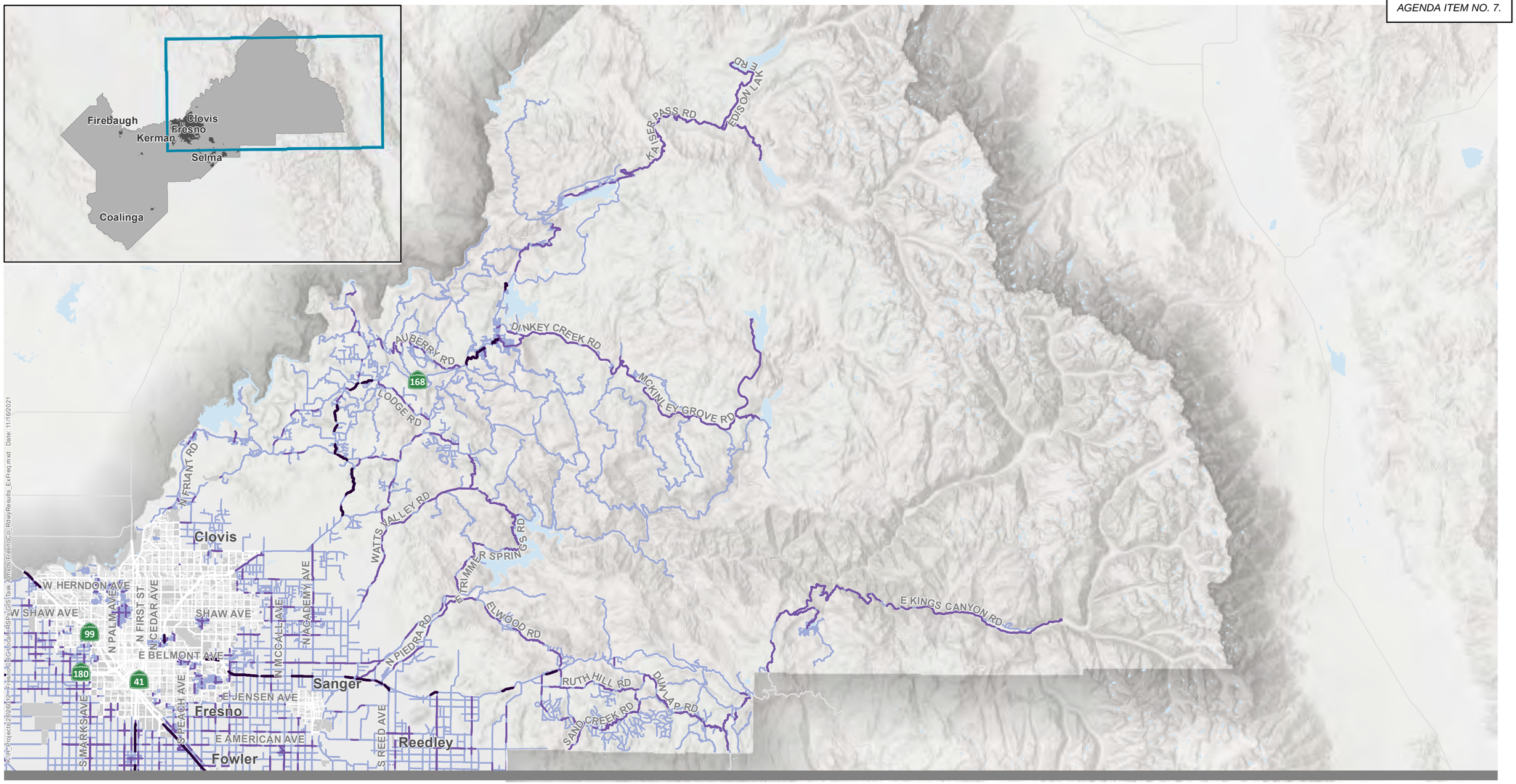
Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

Figure 75.1

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Fresno County
Fresno Council of Governme

KITTELSON & ASSOCIATES



Excess Expected Frequency

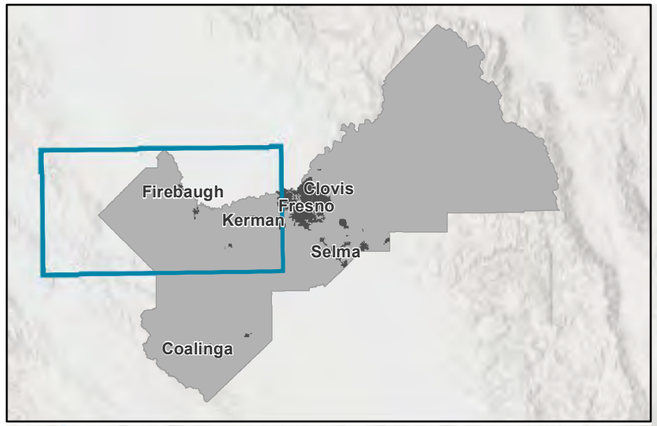
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 75.2

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Fresno County
Fresno Council of Governme

KITTELSON & ASSOCIATES



Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

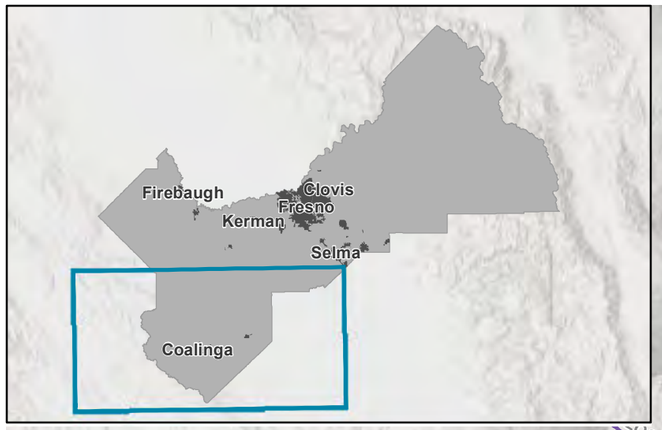
0 4.5 Miles

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Figure 75.3

Roadway Excess Predicted Average Crash Frequency Using Method of Moments Jurisdiction Results: Fresno County
Fresno Council of Governme

KITTELSON & ASSOCIATES



S DERRICK AVE
E ELKHORN AVE
S MARKS AVE
S CEDAR AVE
41
W MOUNT WHITNEY AVE
S FRESNO COALINGA RD
W OAKLAND AVE
5
S EL DORADO AVE
S LASSEN AVE
Huron
Coalinga
PHELPS AVE
W JAYNE AVE
WARTHAM CANYON RD
LOST HILLS RD

K:\H_Projects\26\26012 - Fresno COG Local LRSPs\GIS\Task 4.mxds\FresnoCo_RdwyResults_ExFreq.mxd Date: 11/16/2021

Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 4.5 Miles

Figure 75.4

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Fresno County
Fresno Council of Governme

KITTELSON & ASSOCIATES

EMPHASIS AREAS

Based on key trends in the crash data, emphasis areas for unincorporated Fresno County include pedestrian and bicycle crashes, broadside crashes, hit object crashes and overturned crashes. Due to the prevalence of collision factors citing driving under the influence and unsafe speed, strategies aimed at encouraging safe driver behaviors is included as an emphasis area. Each of these areas is further discussed below.

Pedestrian and Bicycle Crashes

Pedestrian and bicycle crashes were identified as a focus area given the overrepresentation of pedestrians and bicyclists in fatal and severe crashes. Of the 357 fatal crashes, 35 involved a pedestrian and 14 a bicyclist. Of the 892 severe injury crashes, 39 involved a pedestrian and 23 a bicyclist.

Pedestrians and bicyclists are identified as two of the six high priority challenge areas in the California SHSP. These challenge areas "were identified through historical data evaluations and feedback from traffic safety stakeholders across the state" (Caltrans SHSP). The high priorities represent "the greatest opportunity to reduce fatalities and serious injuries across the state" (Caltrans SHSP).

Broadside Crashes

A broadside crash occurs when the front of one vehicle hits the side of another vehicle. Broadside crashes were selected as an emphasis area due to the frequency and severity of these collision types. Broadside crashes were the second most frequent collision type and represent 30 percent of fatal and severe injury crashes. Of the 357 fatal crashes, 105 were broadside crashes. As discussed below under Engineering Strategies, countermeasures are available targeted at broadside crashes.

Hit Object Crashes

Hit object crashes were selected as an emphasis area due to their frequency and severity. They are the most common collision type and represent 25 percent of fatal and severe injury crashes. A variety of roadway countermeasures are available targeted at reducing hit object crashes.

The California SHSP includes lane departures as one of the six high priorities in California. As indicated in the Caltrans SHSP, "the Lane Departures Challenge Area includes head-on, hit object, and overturned crashes. This includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the collision." These crashes are a high priority due to their severity level.

Overturned Crash

Overturned crashes were selected as an emphasis area due to their severity. Overturned crashes account for 14 percent of fatal/severe crashes, including 46 of the 357 fatal crashes. Unsafe speed, poor weather, and darkness are often common factors for overturned vehicle crashes and countermeasures are available to address those as discussed below under Engineering Strategies.

As indicated under hit object crashes discussion, the California SHSP includes lane departures – which includes overturned crashes – as one of the six high priorities in California.

Driver Behavior

Driving or bicycling under the influence of alcohol and drugs is the second most common primary collision factor in fatal/severe crashes. Unsafe speed is the most frequently reported PCF among all reported crashes and the third most frequent in fatal/severe injury crashes. This suggests there are opportunities to address driver behavior through countermeasures that encourage lower speeds and education and enforcement.

The California SHSP also identified impaired driving and speed management/aggressive driving as two of the six high priorities in California, reflecting the potential to reduce fatalities and serious injuries by addressing these challenge areas.

STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety across the County.

Engineering Strategies

The top three fatal and severe injury collision types in Fresno County were broadside, hit object, and overturned crashes; the top three fatal and severe injury primary collision factors were improper turning, driving under the influence, and unsafe speed. High priority countermeasures to address these collision types and primary collision factors are shown in Table 32.

Table 32. High Priority Countermeasures

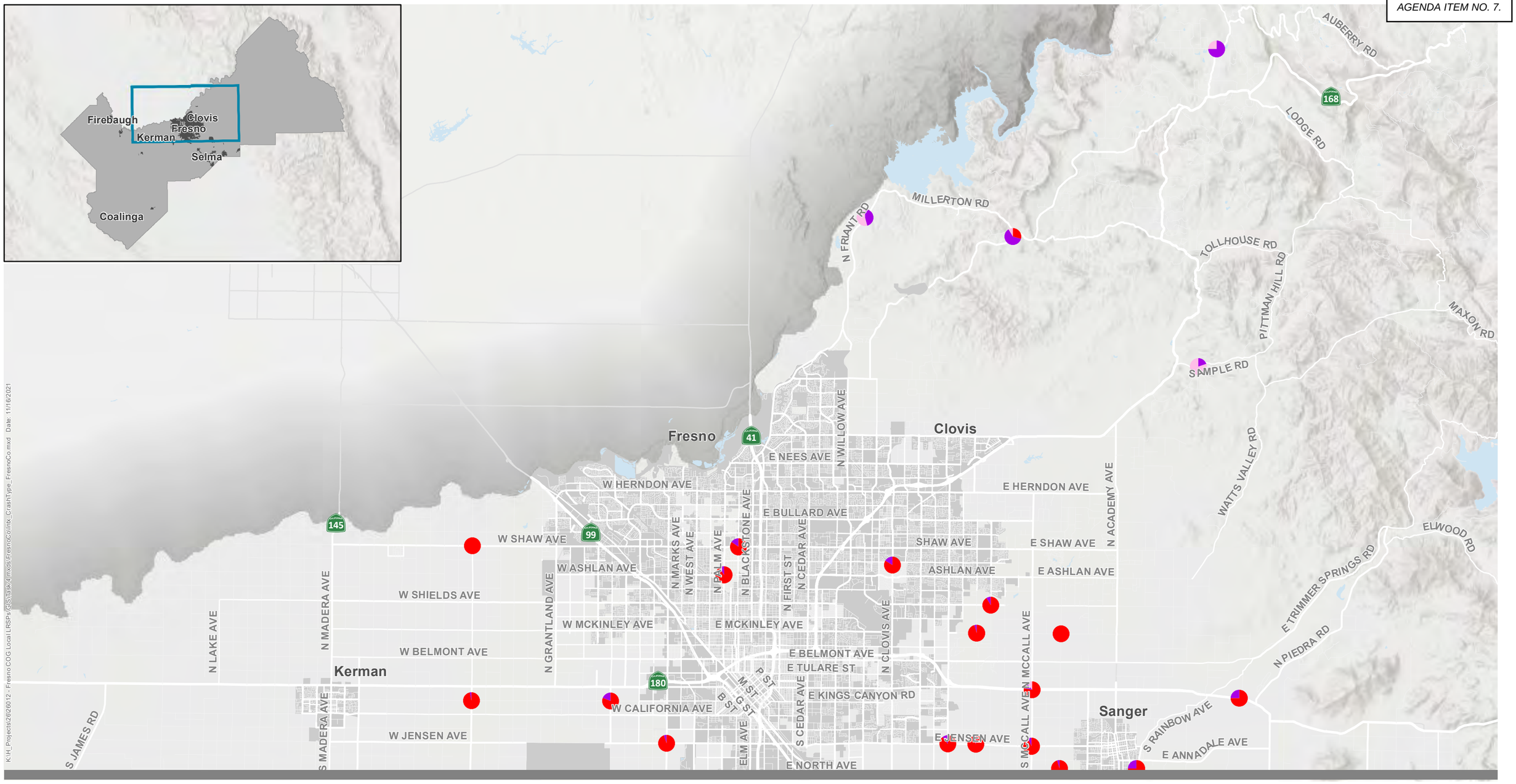
	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R1	Crashes at night
	Remove or Relocate Fixed Objects Outside of Clear Recovery Zone	R2	Hit object, unsafe speed
	Install Guardrails	R4	Hit object, unsafe speed
	Install Raised Median	R8	Improper turning
	Road Diet	R14	Hit object, unsafe speed
	Widen Shoulder	R15	Hit object, unsafe speed
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Hit object, unsafe speed
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Hit object, unsafe speed
	Install Dynamic/Variable Speed Warning Signs	R26	Hit object, unsafe speed
	Install Edgelines and Centerlines	R28	Hit object, unsafe speed
	Install Edgeline Rumble Strips/Stripes	R31	Hit object, unsafe speed
	Install Variable Message Signs		Crashes in poor weather conditions
Intersection Countermeasures	Add Intersection Lighting at Intersections	S1/NS1	Crashes at night
	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Broadside
	Provide Advanced Dilemma-Zone Detection	S4	All
	Install Flashing Beacons as Advance Warning	S10/NS9	Broadside, unsafe speed
	Convert Intersection to Roundabout	NS4/NS5	Unsafe speed
	Install/Upgrade Stop Signs or Intersection Warning/ Regulatory Signs	NS6	Broadside
	Upgrade Intersection Pavement Markings	NS7	Broadside
	Install Splitter Islands for Minor Street Approaches	NS13	Broadside
Pedestrian/Bicycle Countermeasures	Install Bike Lanes	R32PB	Overrepresented bicycle crashes
	Install Sidewalk/Pathway	R34PB	Pedestrian crashes
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R35PB	Pedestrian crashes
	Install Pedestrian Countdown Signal Heads	S17PB	Pedestrian crashes
	Install Pedestrian Crossing	S18PB/NS20PB	Pedestrian crashes
	Modify Signal Phasing to Implement a Leading Pedestrian Interval	S21PB	Pedestrian crashes
	Install Raised Medians (or Refuge Islands)	NS19PB	Pedestrian crashes
	Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (with Enhanced Safety Features)	NS21PB	Pedestrian crashes
	Bike Lane Extension Through Intersections	n/a	Overrepresented bicycle crashes
	Bike Boxes	n/a	Overrepresented bicycle crashes

Notes: The ID number references the Caltrans Manual Local Road Safety
There were no high priority intersection countermeasures listed for Fresno County. Intersection countermeasures listed were given a medium priority.

Appendix B contains the regional Countermeasures Toolbox which includes more detailed information regarding the countermeasures listed above.

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. Fresno County can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 32.

Figure 76.1 to Figure 76.3 and Figure 77.1 to Figure 77.3 present the top priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 78 and Figure 79 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.



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Collision Type

- Broadside
- Hit Object
- Overturned

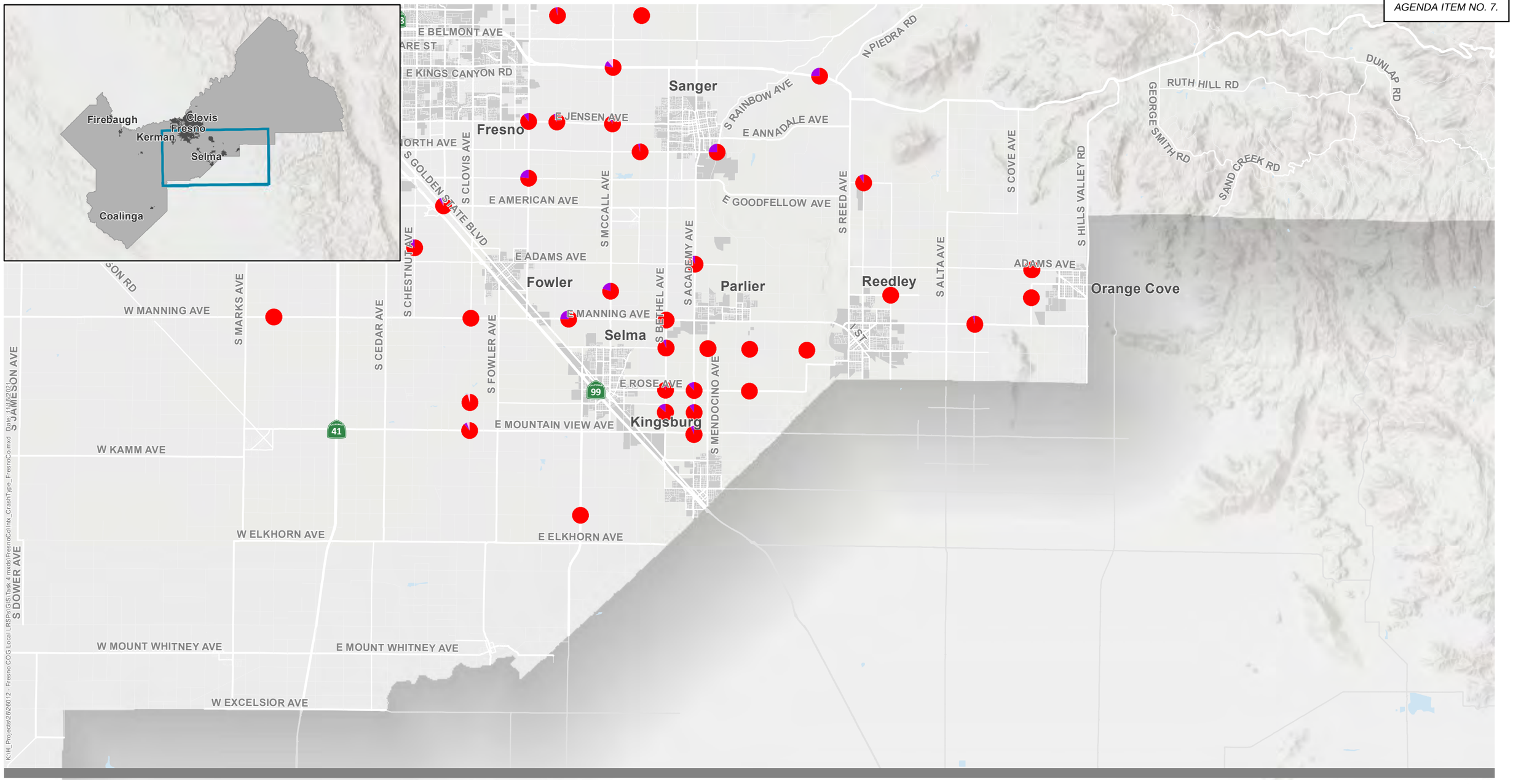
- City Limits
- County Boundary

0 3 Miles

KITTELSON & ASSOCIATES

Figure 76.1

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governmer



Collision Type

- Broadside
- Hit Object
- Overturned

City Limits

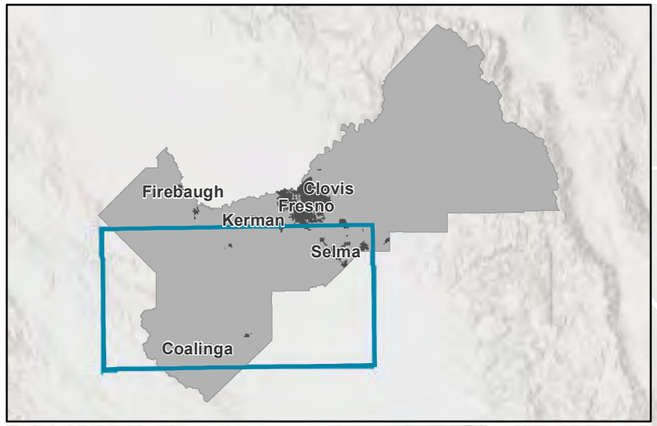
County Boundary

0 3 Miles

KITTELSON & ASSOCIATES

Figure 76.2

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governmer



K:\H_Projects\2626012 - Fresno COG Local LRSP\s\GIS\Task 4.mxds\FresnoCoIntx_CrashType_FresnoCo.mxd Date: 11/16/2021

Collision Type

- Broadside
- Hit Object
- Overturned

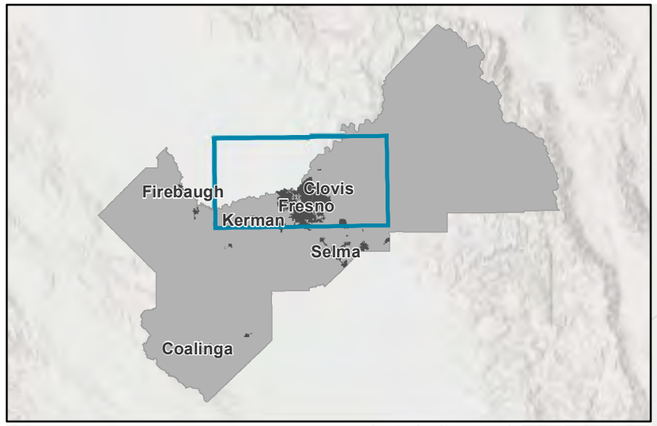
- City Limits
- County Boundary

0 4.5 Miles

KITTELSON & ASSOCIATES

Figure 76.3

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governmer



K:\H_Projects\2626012 - Fresno COG Local LRSPs\GIS\Task 4\mxds\FresnoCo\intx_PCF_FresnoCo.mxd Date: 11/16/2021

Primary Collision Factors

- Improper Turning
- Driving Under the Influence
- Unsafe Speed

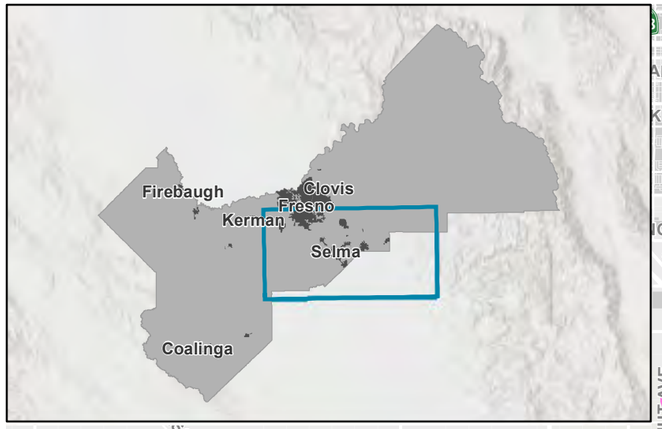
- City Limits
- County Boundary

0 3 Miles

Figure 77.1

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governments

KITTELSON & ASSOCIATES



Sanger
Fowler
Parlier
Reedley
Orange Cove
Selma
Kingsburg

E BELMONT AVE
KINGS CANYON RD
E JENSEN AVE
E AMERICAN AVE
E ADAMS AVE
E MANNING AVE
E ROSE AVE
E MOUNTAIN VIEW AVE
E ELKHORN AVE
E MOUNT WHITNEY AVE
W MANNING AVE
W KAMM AVE
W ELKHORN AVE
W MOUNT WHITNEY AVE
W EXCELSIOR AVE
E ANNADALE AVE
E GOODFELLOW AVE
ADAMS AVE
RUTH HILL RD
GEORGE SMITH RD
SAND CREEK RD
DUNLAP RD
N PIEDRA RD
S RAINBOW AVE
S GOLDEN STATE BLVD
S CLOVIS AVE
S CHESTNUT AVE
S MCCALL AVE
S ACADEMY AVE
S BETHEL AVE
S REED AVE
S COVE AVE
S HILLS VALLEY RD
S ALTA AVE
S MARKS AVE
S CEDAR AVE
S FOWLER AVE
S MENDOCINO AVE
S DOWER AVE
S JAMESON AVE
99
41

Primary Collision Factors

- Improper Turning
- Driving Under the Influence
- Unsafe Speed

City Limits

County Boundary

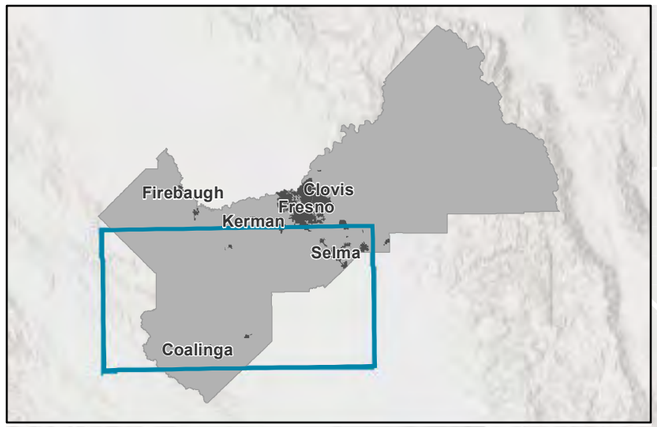
0 3 Miles

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Figure 77.2

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Fresno
E AMERICAN AVE
Fowler
E ADAMS AVE
Parlier
E MANNING AVE
Selma
E ROSE AVE
Reedley
Kingsburg
E MOUNTAIN VIEW AVE
E ELKHORN AVE
S SAN DIEGO AVE
W MANNING AVE
S JAMES RD
W AMERICAN AVE
S PLACER AVE
S S MADERA AVE
S MCMULLIN GRD
San Joaquin
COLORADO RD
S DERRICK AVE
W KAMM AVE
S JAMESON AVE
S MARKS AVE
S CEDAR AVE
S FOWLER AVE
S MCCALL AVE
S BETHEL AVE
S ACADEMY AVE
S REED AVE
99
41
W MOUNT WHITNEY AVE
5
W OAKLAND AVE
S FRESNO COALINGA RD
S EL DORADO AVE
S LASSEN AVE
Huron
LOS GATOS RD
Coalinga
PHELPS AVE
W JAYNE AVE
WARTHAM CANYON RD

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Primary Collision Factors

- Improper Turning
- Driving Under the Influence
- Unsafe Speed

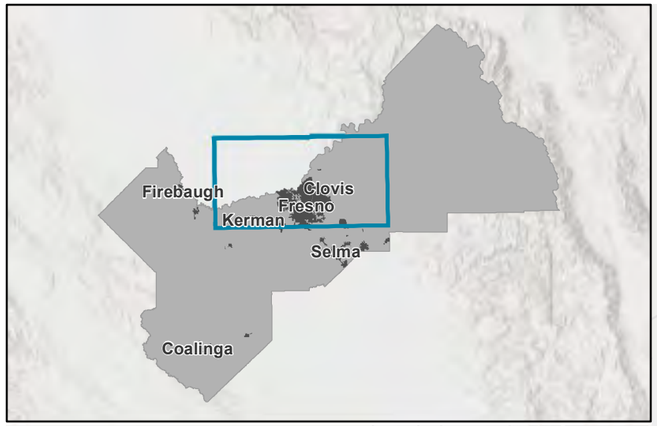
- City Limits
- County Boundary

0 4.5 Miles

Figure 77.3

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governments

KITTELSON & ASSOCIATES



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Collision Type

- Broadside
- Hit Object
- Overturned
- Priority Roadways
- City Limits
- County Boundary

0 3 Miles

Figure 78.1

Intersection Top 3 Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governments

KITTELSON & ASSOCIATES



Collision Type

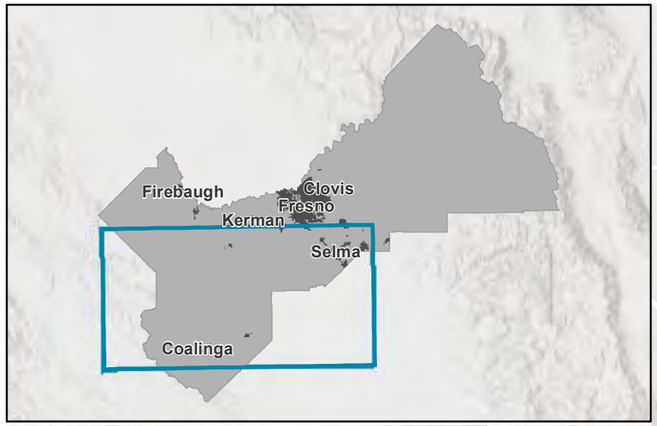
- Broadside
- Hit Object
- Overturned
- Priority Roadways
- City Limits
- County Boundary

0 3 Miles

KITTELSON & ASSOCIATES

Figure 78.2

Intersection Top 3 Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governmer



\\kittelson.com\ls\H_Projects\26\26012 - Fresno COG Local LRSPs\GIS\Task 4 mxds\FresnoCo\Rowy_CrashType_FresnoCo.mxd Date: 1/6/2022

Collision Type

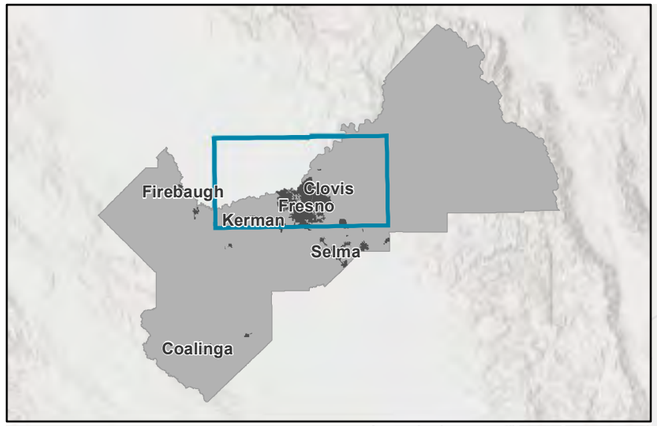
- Broadside
- Hit Object
- Overturned
- Priority Roadways
- City Limits
- County Boundary

0 4.5 Miles

Figure 78.3

Intersection Top 3 Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governmer

KITTELSON & ASSOCIATES



\\kittelson.com\fs\H_Projects\26\26012 - Fresno COG\Local\[RSPs\GIS\Task 4 mxds\FresnoCo\Rdwy_PCF_F

Primary Collision Factors

- Improper Turning
- Driving Under the Influence
- Unsafe Speed
- Priority Roadways

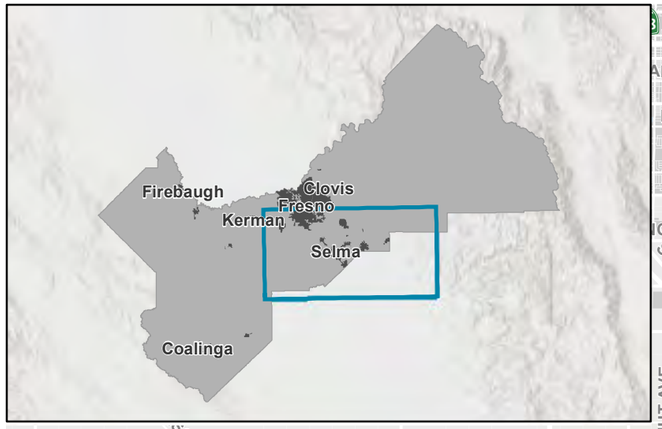
- City Limits
- County Boundary

0 3 Miles

KITTELSON & ASSOCIATES

Figure 79.1

Top Fatal/Severe Injury Roadway Primary Collision Factor Jurisdiction Results: Unincorporated Fresno County



E BELMONT AVE
ARE ST
E KINGS CANYON RD
Sanger
E JENSEN AVE
S RAINBOW AVE
E ANNADALE AVE
N PIEDRA RD
DUNLAP RD
RUTH HILL RD
GEORGE SMITH RD
SAND CREEK RD
S COVE AVE
S HILLS VALLEY RD
NORTH AVE
S GOLDEN STATE BLVD
S CLOVIS AVE
E AMERICAN AVE
S MCCALL AVE
E GOODFELLOW AVE
S REED AVE
S CHESTNUT AVE
E ADAMS AVE
Fowler
S ACADEMY AVE
Parlier
Reedley
S ALTA AVE
ADAMS AVE
Orange Cove
SON RD
W MANNING AVE
S MARKS AVE
S CEDAR AVE
S BETHEL AVE
E MANNING AVE
Selma
S FOWLER AVE
S JAMESON AVE
E ROSE AVE
99
S MENDOCINO AVE
41
E MOUNTAIN VIEW AVE
Kingsburg
W KAMM AVE
W ELKHORN AVE
E ELKHORN AVE
S DOWER AVE
W MOUNT WHITNEY AVE
E MOUNT WHITNEY AVE
W EXCELSIOR AVE

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Primary Collision Factors

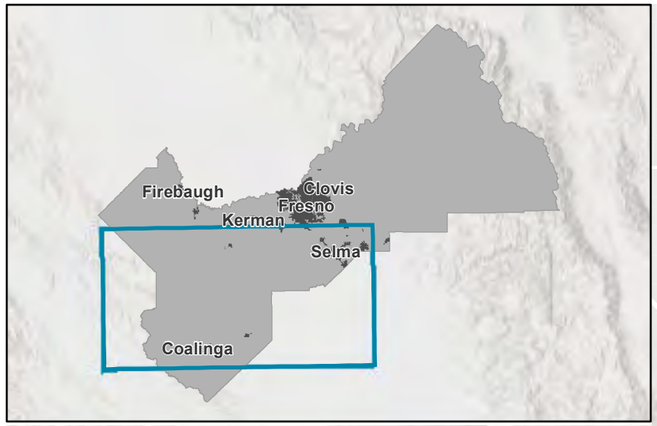
- Improper Turning
- Driving Under the Influence
- Unsafe Speed
- Priority Roadways
- City Limits
- County Boundary

0 3 Miles

KITTELSON & ASSOCIATES

Figure 79.2

Top Fatal/Severe Injury Roadway Primary Collision Factor Jurisdiction Results: Unincorporated Fresno County Fresno Council of Governmer



Fresno
Sa
E AMERICAN AVE
Fowler
E ADAMS AVE
Parlier
E MANNING AVE
Selma
E ROSE AVE
Reedley
Kingsburg
E MOUNTAIN VIEW AVE
E ELKHORN AVE
W MANNING AVE
San Joaquin
W KAMM AVE
W MOUNT WHITNEY AVE
W OAKLAND AVE
Huron
Coalinga
PHELPS AVE
W JAYNE AVE
S SAN DIEGO AVE
S JAMES RD
S PLACER AVE
S S MADERA AVE
S MCMULLIN GRD
S JAMESON AVE
S DERRICK AVE
COLORADO RD
S MARKS AVE
S CEDAR AVE
S FOWLER AVE
S MCCALL AVE
S BETHEL AVE
S ACADEMY AVE
S REED AVE
S FRESNO COALINGA RD
S EL DORADO AVE
S LASSEN AVE
LOS GATOS RD
WARTHAM CANYON RD
99
41
5

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Primary Collision Factors

- Improper Turning
- Driving Under the Influence
- Unsafe Speed
- Priority Roadways
- City Limits
- County Boundary

0 4.5 Miles

Figure 79.3

Top Fatal/Severe Injury Roadway Primary Collision Factor Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governmer

KITTELSON & ASSOCIATES

Table 33 and Table 34 provide information for the top fifty intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

Table 33. Priority Intersections with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Broadside	Hit Object	Over-turned	Other
1	LAC JAC AVE & DINUBA AVE	Unsignalized	201.09	15	12	0	0	3
2	FRANKWOOD AVE & CENTRAL AVE	Unsignalized	164.99	14	10	1	0	3
3	ACADEMY AVE & ADAMS AVE	Unsignalized	162.93	18	11	1	0	6
4	BETHEL AVE & DINUBA AVE	Unsignalized	157.25	49	44	3	0	2
5	AUBERRY RD & FRAZIER RD	Unsignalized	154.92	8	0	6	2	0
6	KEARNEY BLVD & CORNELIA AVE & MADISON AVE	Unsignalized	139.01	29	22	5	0	2
7	CLOVIS AVE & MOUNTAIN VIEW AVE	Unsignalized	137.94	19	16	1	1	1
8	BETHEL AVE & ROSE AVE	Unsignalized	135.54	25	20	1	0	4
9	CLOVIS AVE & NEBRASKA AVE	Unsignalized	133.24	20	19	0	1	0
10	MARKS AVE & JENSEN AVE	Unsignalized	132.02	19	17	1	0	1
11	AMERICAN AVE & GOLDEN STATE BLVD	Unsignalized	128.81	26	20	1	1	4
12	FRIANT RD & BELCHER	Unsignalized	128.36	15	0	6	7	2
13	BETHEL AVE & NEBRASKA AVE	Unsignalized	127.34	15	13	2	0	0
14	MCMULLIN GRD & MANNING AVE	Unsignalized	127.13	19	19	0	0	0
15	FRONTIER TRAIL LN & SAMPLE RD	Unsignalized	122.99	8	0	1	4	3
16	TEMPERANCE AVE & CENTRAL AVE	Unsignalized	121.12	13	10	3	0	0
17	TEMPERANCE AVE & JENSEN AVE	Signal	120.58	34	26	3	0	5
18	HILL AVE & SOUTH AVE	Unsignalized	118.78	11	8	0	0	3
19	PALM AVE & ASHLAN AVE	Signal	116.62	63	31	3	0	29
20	MCCALL AVE & KINGS CANYON RD	Signal	113.07	26	7	1	1	17
21	ACADEMY AVE & NEBRASKA AVE	Unsignalized	107.37	30	26	3	0	1
22	BETHEL AVE	Signal	105.38	13	13	0	0	0
23	DICKENSON AVE & KEARNEY BLVD	Unsignalized	103.69	31	28	1	0	2
24	CRAWFORD AVE & MANNING AVE	Unsignalized	102.08	28	21	1	0	6
25	DE WOLF AVE & MCKINLEY AVE	Unsignalized	98.92	27	21	1	0	5
26	ZEDIKER AVE & ROSE AVE	Unsignalized	96.98	27	26	0	0	1
27	ACADEMY AVE & MOUNTAIN VIEW AVE	Signal	96.36	31	14	1	0	16
28	AUBERRY RD & MILLERTON RD	Unsignalized	95.87	27	7	15	2	3
29	DEL REY AVE & NORTH AVE	Unsignalized	95.86	26	21	1	0	4
30	MENDOCINO AVE & DINUBA AVE	Unsignalized	92.32	18	13	0	0	5

#	Location	Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Broadside	Hit Object	Over-turned	Other
31	KINGS CANYON RD & RIO VISTA AVE	Unsignalized	91.21	18	3	1	0	14
32	MCCALL AVE & SOUTH AVE	Unsignalized	87.88	12	8	2	0	2
33	DE WOLF AVE & JENSEN AVE	Unsignalized	87.85	16	14	1	0	1
34	BUTTONWILLOW AVE & SOUTH AVE	Unsignalized	87.65	15	12	0	0	3
35	DEL REY AVE & MCKINLEY AVE	Unsignalized	87.58	10	8	0	0	2
36	ACADEMY AVE & ROSE AVE	Unsignalized	86.42	19	15	2	0	2
37	DICKENSON AVE & SHAW AVE	Unsignalized	86.14	13	9	0	0	4
38	CHESTNUT AVE & CLAYTON AVE	Unsignalized	85.14	8	7	1	0	0
39	MCCALL AVE & JENSEN AVE	Signal	84.20	21	12	1	0	8
40	ZEDIKER AVE & DINUBA AVE	Unsignalized	84.19	12	10	0	0	2
41	LEONARD AVE & SHIELDS AVE	Unsignalized	83.90	11	10	1	0	0
42	CLOVIS AVE & DONNER AVE	Unsignalized	83.31	9	5	1	0	3
43	LASSEN AVE & JAYNE AVE	Unsignalized	83.28	13	9	0	0	4
44	WEST AVE & MANNING AVE	Unsignalized	82.48	9	6	0	0	3
45	HIGHLAND AVE & CLARKSON AVE	Unsignalized	82.39	9	6	0	0	3
46	CLOVIS AVE & MANNING AVE	Unsignalized	81.86	11	8	0	0	3
47	HILL AVE & ADAMS AVE	Unsignalized	81.76	10	8	0	0	2
48	LEONARD AVE & MANNING AVE	Unsignalized	81.66	10	6	2	0	2
49	NEWMARK AVE & NORTH AVE	Unsignalized	81.16	7	3	1	0	3
50	MAROA AVE & SHAW AVE	Signal	80.54	45	17	3	0	25

Notes: All unsignalized intersections are classified as rural intersections.
Other crashes include all crashes that are not coded as one of the top three collision types

Table 34. Priority Intersections with Primary Collision Factor based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	DUI	Unsafe Speed	Other
1	LAC JAC AVE & DINUBA AVE	Unsignalized	201.09	15	0	1	3	11
2	FRANKWOOD AVE & CENTRAL AVE	Unsignalized	164.99	14	0	1	0	13
3	ACADEMY AVE & ADAMS AVE	Unsignalized	162.93	18	1	6	2	9
4	BETHEL AVE & DINUBA AVE	Unsignalized	157.25	49	4	0	3	42
5	AUBERRY RD & FRAZIER RD	Unsignalized	154.92	8	2	5	1	0
6	KEARNEY BLVD & CORNELIA AVE & MADISON AVE	Unsignalized	139.01	29	4	0	1	24
7	CLOVIS AVE & MOUNTAIN VIEW AVE	Unsignalized	137.94	19	0	3	2	14
8	BETHEL AVE & ROSE AVE	Unsignalized	135.54	25	1	0	0	24
9	CLOVIS AVE & NEBRASKA AVE	Unsignalized	133.24	20	1	0	0	19
10	MARKS AVE & JENSEN AVE	Unsignalized	132.02	19	2	4	2	11

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	DUI	Unsafe Speed	Other
11	AMERICAN AVE & GOLDEN STATE BLVD	Unsignalized	128.81	26	2	2	2	20
12	FRIANT RD & BELCHER	Unsignalized	128.36	15	8	2	5	0
13	BETHEL AVE & NEBRASKA AVE	Unsignalized	127.34	15	2	1	0	12
14	MCMULLIN GRD & MANNING AVE	Unsignalized	127.13	19	1	0	2	16
15	FRONTIER TRAIL LN & SAMPLE RD	Unsignalized	122.99	8	6	0	2	0
16	TEMPERANCE AVE & CENTRAL AVE	Unsignalized	121.12	13	3	0	0	10
17	TEMPERANCE AVE & JENSEN AVE	Signal	120.58	34	1	1	5	27
18	HILL AVE & SOUTH AVE	Unsignalized	118.78	11	1	2	1	7
19	PALM AVE & ASHLAN AVE	Signal	116.62	63	5	7	12	39
20	MCCALL AVE & KINGS CANYON RD	Signal	113.07	26	1	2	15	8
21	ACADEMY AVE & NEBRASKA AVE	Unsignalized	107.37	30	2	0	0	28
22	BETHEL AVE	Signal	105.38	13	0	1	0	12
23	DICKENSON AVE & KEARNEY BLVD	Unsignalized	103.69	31	1	3	0	27
24	CRAWFORD AVE & MANNING AVE	Unsignalized	102.08	28	2	0	5	21
25	DE WOLF AVE & MCKINLEY AVE	Unsignalized	98.92	27	0	0	3	24
26	ZEDIKER AVE & ROSE AVE	Unsignalized	96.98	27	1	1	2	23
27	ACADEMY AVE & MOUNTAIN VIEW AVE	Signal	96.36	31	0	2	11	18
28	AUBERRY RD & MILLERTON RD	Unsignalized	95.87	27	8	2	8	9
29	DEL REY AVE & NORTH AVE	Unsignalized	95.86	26	1	3	3	19
30	MENDOCINO AVE & DINUBA AVE	Unsignalized	92.32	18	2	0	5	11
31	KINGS CANYON RD & RIO VISTA AVE	Unsignalized	91.21	18	1	0	11	6
32	MCCALL AVE & SOUTH AVE	Unsignalized	87.88	12	2	1	3	6
33	DE WOLF AVE & JENSEN AVE	Unsignalized	87.85	16	1	0	1	14
34	BUTTONWILLOW AVE & SOUTH AVE	Unsignalized	87.65	15	0	1	1	13
35	DEL REY AVE & MCKINLEY AVE	Unsignalized	87.58	10	0	0	1	9
36	ACADEMY AVE & ROSE AVE	Unsignalized	86.42	19	2	1	2	14
37	DICKENSON AVE & SHAW AVE	Unsignalized	86.14	13	0	1	0	12
38	CHESTNUT AVE & CLAYTON AVE	Unsignalized	85.14	8	1	0	0	7
39	MCCALL AVE & JENSEN AVE	Signal	84.20	21	1	5	5	10
40	ZEDIKER AVE & DINUBA AVE	Unsignalized	84.19	12	0	0	1	11
41	LEONARD AVE & SHIELDS AVE	Unsignalized	83.90	11	1	0	0	10
42	CLOVIS AVE & DONNER AVE	Unsignalized	83.31	9	0	2	1	6
43	LASSEN AVE & JAYNE AVE	Unsignalized	83.28	13	0	0	3	10

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	DUI	Unsafe Speed	Other
44	WEST AVE & MANNING AVE	Unsignalized	82.48	9	1	0	2	6
45	HIGHLAND AVE & CLARKSON AVE	Unsignalized	82.39	9	0	0	1	8
46	CLOVIS AVE & MANNING AVE	Unsignalized	81.86	11	0	0	3	8
47	HILL AVE & ADAMS AVE	Unsignalized	81.76	10	0	0	4	6
48	LEONARD AVE & MANNING AVE	Unsignalized	81.66	10	1	0	0	9
49	NEWMARK AVE & NORTH AVE	Unsignalized	81.16	7	1	0	0	6
50	MAROA AVE & SHAW AVE	Signal	80.54	45	3	1	11	30

Notes: All unsignalized intersections are classified as rural intersections.
Other crashes include all crashes that are not coded as one of the top three primary collision factors
DUI = Driving Under the Influence

Table 35 and Table 36 provide information for the top ten roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

Table 35. Priority Roadways Segments with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Collision Type			
					Broad-side	Hit Object	Over-turned	Other
1	Millerton Rd (Winchell Cove to Brighton Crest Dr)	Arterial/Collector	145.02	21	0	11	3	7
2	Auberry Rd (Old Auberry Rd to Old Auberry Rd)	Arterial/Collector	144.23	18	0	12	2	4
3	Millerton Rd (Brighton Crest Dr to Sky Harbour Rd)	Arterial/Collector	136.81	10	0	6	1	3
4	Millerton Rd (Via Bellagio to East of Via Bellaggio)	Arterial/Collector	136.69	14	0	8	1	5
5	Millerton Rd (East of Via Bellaggio to West of Millerton Rd)	Arterial/Collector	136.49	13	0	8	1	4
6	Millerton Rd (West of Via Bellaggio to East of Millerton Rd)	Arterial/Collector	134.15	11	0	6	1	4
7	N Friant Rd (South of Bluff View Ave to North of N Friant Rd)	Arterial/Collector	111.61	13	1	6	2	4
8	Millerton Rd (East of North Fork Rd to West of Via Bellaggio)	Arterial/Collector	108.80	23	1	9	7	6
9	Millerton Rd (East of Winchell Cove to Brighton Crest Dr)	Arterial/Collector	107.93	14	0	7	1	6
10	E Jensen Ave (East of S Temperance Ave to West of S De Wolf Ave)	Arterial/Collector	106.11	10	3	3	0	4

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 36. Priority Roadways Segments with Primary Collision Factors based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	DUI	Unsafe Speed	Other
1	Millerton Rd (Winchell Cove to Brighton Crest Dr)	Arterial/Collector	145.02	21	15	1	1	4
2	Auberry Rd (Old Auberry Rd to Old Auberry Rd)	Arterial/Collector	144.23	18	8	6	2	2
3	Millerton Rd (Brighton Crest Dr to Sky Harbour Rd)	Arterial/Collector	136.81	10	6	0	0	4
4	Millerton Rd (Via Bellagio to East of Via Bellaggio)	Arterial/Collector	136.69	14	9	2	2	1
5	Millerton Rd (East of Via Bellaggio to West of Millerton Rd)	Arterial/Collector	136.49	13	0	2	1	10
6	Millerton Rd (West of Via Bellaggio to East of Millerton Rd)	Arterial/Collector	134.15	11	5	2	3	1
7	N Friant Rd (South of Bluff View Ave to North of N Friant Rd)	Arterial/Collector	111.61	13	6	4	2	1
8	Millerton Rd (East of North Fork Rd to West of Via Bellaggio)	Arterial/Collector	108.80	23	15	3	2	3
9	Millerton Rd (East of Winchell Cove to Brighton Crest Dr)	Arterial/Collector	107.93	14	10	1	0	3
10	E Jensen Ave (East of S Temperance Ave to West of S De Wolf Ave)	Arterial/Collector	106.11	10	3	4	2	1

Notes: Other crashes include all crashes that are not coded as one of the top three primary collision factors
DUI = Driving Under the Influence

Education Strategies

Education strategies for Unincorporated Fresno County are targeted at unsafe speed and driving or bicycling under the influence of drugs or alcohol, given the prevalence of these primary collision factors in fatal and severe injury crashes.

The Safe Roads Save Lives campaign is a marketing effort led by the Fresno COG, with the goals of:

- Educate all road users on safe transportation behaviors
- Increase safety for people walking and biking
- Highlight behaviors that cause the most crashes in Fresno County—speeding and distracted driving

SAFE ROADS SAVE LIVES

The campaign Includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Unincorporated Fresno

County may find these materials helpful, especially those related to the dangers of speeding, using the roadway under the influence, and using the roadway in lower visibility conditions.

The following activities are recommended for Unincorporated Fresno County as they move forward on implementing the Safe Roads Save Lives campaign:

- Identify a team of staff appropriate to attend a presentation by Fresno COG staff about the Safe Roads Save Lives campaign. Appropriate staff members include staff associated with transportation engineering and planning, communications, traffic enforcement, school transportation, and other jurisdictional staff who work with the roadway system.
- Identify a specific staff member to be the County's lead for the Safe Roads Save Lives campaign deployment. This lead should focus on the following tasks:
    - Identify local transportation and public health advocacy groups that would be interested in helping to promote the Safe Roads Save Lives campaign. Meet with group leaders to better understand how they can participate in the campaign.
    - Identify community groups that work with migrant workers throughout the county to understand how materials about the campaign can be best distributed.
    - Work with school districts to distribute print materials and offer school-related transportation resources. Ensure that school communications are in both English and Spanish.
    - Work with public information staff to spread Safe Roads Save Lives materials throughout Unincorporated Fresno County through the following channels:
        - Independently implement social media calendar and graphics through jurisdictional accounts. At minimum, repost Fresno COG posts.
        - Have print materials (flyers, bumper stickers, pins, and postcards) available at events and community festivals.
        - Print posters for posting at governmental buildings such as libraries, DMVs, and other facilities that the public regularly uses.
        - Identify key outdoor locations in the community that would be effective for larger print advertisement, such as bus shelters, community parks, or billboard locations.
        - Create one or more radio public service announcements (PSAs) and record at least one of the PSAs in Spanish and air it on Spanish-language radio.



Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves Fresno County – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The

following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

- All roadway safety projects should be vetted by emergency service organizations to ensure that their design does not hamper access.
- As new emergency service and response procedures are developed, roadway safety improvement opportunities should be identified and implications of changes to response times should be considered.
- Fresno County staff should participate in periodic coordination calls between emergency response agencies to gather and share recent observations about crashes and hot spots, to understand emergent safety issues that may not have led to policy reports or yet be available through statewide crash reporting systems.



Enforcement

Enforcement strategies can include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws, as well as focusing enforcement in areas that have historically been shown to have higher-than-average crash rates. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time – during and shortly after the increased enforcement activities.

The following enforcement strategies should be considered for Unincorporated Fresno County:

- Schedule heightened speed (or other behavior) enforcement checks during strategic times of the year, such as when students return to school or the beginning of fog season.
- Focus speed enforcement efforts in locations with high crash rates.
- Use automatic enforcement, such as red-light cameras or speed feedback signs, especially in school zones.

The effectiveness of each strategy should be measured and evaluated, considering the number of staff hours and amount of resources needed. The results should be reviewed and used to refine future enforcement activities.

Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. More details about equitable enforcement can be found on page 8 (Introduction).

EVALUATION AND IMPLEMENTATION

A key part of achieving the County's vision is consistently evaluating roadway safety performance and tracking progress towards the County's goals. The County will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that Fresno County update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the County's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

- Identifying countermeasures and strategies for priority locations based on the crash data.
- Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Exploring funding opportunities to implement priority strategies.
- Identifying key staff and activities to support the regional Safe Roads Save Lives campaign.
- Identifying enforcement strategies to implement and evaluate.
- Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
- Regularly collecting and organizing data to support evaluation of the LRSP.

6.0 CITY OF HURON

The City of Huron has an approximate population of 7,302.[35] The average daily vehicle miles traveled is 13,789, and the City maintains approximately 13 total roadway centerline miles. The main roadways in the City include CA-63 and Hill Valley Road from North to South and Sumner Avenue and Park Avenue from East to West. Based on the review of crash data conducted as part of the LRSP, pedestrians and bicyclists are overrepresented in fatal and severe injury crashes. The top collision type that included the fatal crash in Huron is broadside, with sideswipe and rear-end as two other common collision types. The primary collision factor for the reported fatal crash was automobile right-of-way, with improper driving as the most reported primary collision factor. The LRSP provides potential engineering, education, emergency services, and enforcement strategies tailored to Huron's crash history and local priorities, as well as performance measures to evaluate progress.

VISION AND GOALS

The City's roadway safety vision is:



Provide a City roadway network that serves the needs of the community through quality infrastructure and environment.

The City's goals in support of its vision are:

1. Have zero fatal and severe injury crashes on the City roadways.
2. Utilize community input and crash data to identify opportunities to improve roadway safety.
3. Implement low-cost engineering solutions to reduce crash risk
4. Maintain a quality roadway network for all users and modes
5. Participate in regional activities to promote roadway safety

[35] 2018 population. Source: California Department of Finance

SAFETY PARTNERS

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City's effort to create a culture of roadway safety. Huron's goals reflect the importance of utilizing community input and participating in regional activities to promote roadway safety. While additional partners may be identified in the future, those involved in development of the LRSP include:

- Coalinga-Huron School District
- Fresno Council of Governments
- Huron City Council
- Huron City Engineering
- Huron Elementary and Middle School
- Huron Residents

PERFORMANCE MEASURES

Performance measures are used to track progress and a key element of making data-informed decisions. Performance measures that support the City's vision, goals, and emphasis areas include:

- Annual number of crashes (city-wide and at each of the top 15 priority locations)
- Annual number of fatal and severe injury crashes (city-wide and at each of the top 15 priority locations)
- Annual number of pedestrian and bicycle crashes (city-wide and at each of the top 20 priority locations)
- Annual number of broadside crashes (city-wide)
- Annual number of sideswipe crashes (city-wide)
- Annual number of rear end crashes (city-wide)
- Investments made in roadway safety countermeasures (e.g. dollars spent, grants pursued, partnerships developed)
- Investments made in education and enforcement strategies (e.g. dollars spent, grants pursued, partnerships developed)
- Coordination with other local agencies and/or safety partners (e.g. meetings held, projects pursued)
- Opportunities provided for citizen engagement (e.g. meetings held, public campaigns launched)
- Coordination on crash data processes and reporting (e.g. meetings held, changes made)

As part of plan implementation, the City will identify a process for annually tracking these performance measures to support future updates to this roadway safety plan.

DATA SUMMARY

The primary data sets used to inform the technical analyses for the City's local road safety plan were crash data and roadway network information. As noted below, future updates could incorporate traffic volume data if widely available for locations across the City. In addition, feedback from a publicly available survey was documented for consideration in identifying issues and improvement strategies.

Public Survey Feedback

Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are part of the MLRSP, as well as voluntary demographic information for Title IV reporting. Both activities were open from August 16, 2021 to September 20, 2021 and sought public feedback on spatial patterns of traffic safety concerns and desired improvements.

As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive webmap specific to Huron. More information on the methodology and overall findings of the survey are provided in *Appendix A*.

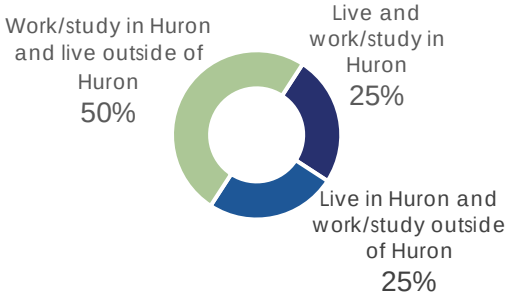


4
PEOPLE RESPONDED



0
LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE





MOST NEEDED SAFETY IMPROVEMENTS

- Traffic signals
- Pedestrian crossing improvements
- Rural road improvements to prevent run-off-road crashes
- Sidewalks

- The survey asked respondents to provide input on the top road safety improvements needed in their communities. While the survey prompted participants to pick three improvements, some selected more than three responses. A total of 22 responses were received for Huron from 4 participants, with the most common desired improvement types including:
    - Traffic signals (4 responses)
    - Pedestrian crossing improvements (3 responses)
    - Rural road improvements to prevent run-off-road crashes (3 responses)
    - Sidewalks (3 responses)
- Participants dropped points in the webmap in specific locations across Fresno County where they experienced road safety concerns. No locations were identified in Huron.
- The survey asked participants where they live and work or study, with the option to select either outside of Fresno County or from a list of jurisdictions within the County. The participants who selected Huron included:
    - 1 who lives and work/study in Huron
    - 1 who lives in Huron and works/studies outside of Huron
    - 2 who work/study in Huron and live outside of Huron

Crash Data

Integrated Traffic Records System (SWITRS) database, supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley. Throughout this report, crashes are associated with a jurisdiction based on the reporting officer's assessment of location.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets. Within the assembled regional crash database, a total of 18 reported crashes are located in Huron. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.
- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

Roadway Network Data

Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. The master roadway network for the County was used to spatially analyze and prioritize specific locations within each local jurisdiction.

Traffic Volume Data

Traffic volume data was not consistently available at a sufficient level to be able to incorporate into the safety analysis. Future updates to the City's local road safety plan could incorporate traffic volume data, if available, to understand how crash frequency, severity, and type vary at different levels of traffic.

EXISTING ROADWAY SAFETY PERFORMANCE

The findings in this section are based on the crash database, which includes reported crashes from January 1, 2015 through December 31, 2019. It is organized as follows:

- All Road Users
  - Severity by Road User
  - Year, Month, and Weather
  - Collision Type
  - Location, Collision Type, and Severity
  - Primary Collision Factor
  - Lighting
  - Time of Day
- Pedestrian-involved Crashes
  - Year and Month
  - Pedestrian Action and Location
  - Lighting
- Bicyclist-involved Crashes
  - Collision Type
  - Primary Collision Factor
  - Lighting

All Road Users

This section includes analysis and findings for total reported crashes. Subsequent sections focus exclusively on crashes involving pedestrians and bicyclists.

SEVERITY BY ROAD USER

Table 37 presents reported crashes, organized by severity level and road user.

- Eighteen crashes were reported from 2015 through 2019.
- All but one reported crash are vehicle only or vehicle-fixed object, with one crash involving a pedestrian with a severity reported as a complaint of pain.
- Property damage only crashes account for 61 percent of reported crashes, while fatal/severe injury crashes are the least common with 1 percent of total crashes.

Table 37: Crash Severity by Road User Involved

Road User Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	0 (0%)	0 (0%)	1 (33%)	0 (0%)	0 (0%)	1 (5%)
Bicycle Involved	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Vehicle Only or Vehicle-Fixed Object	1 (100%)	0 (0%)	2 (67%)	3 (100%)	11 (100%)	17 (95%)
Reported Crashes	1 (5%)	0 (0%)	3 (23%)	3 (17%)	11 (61%)	18 (100%)
Severity Share of Reported Crashes	5%	0%	23%	17%	60%	100%

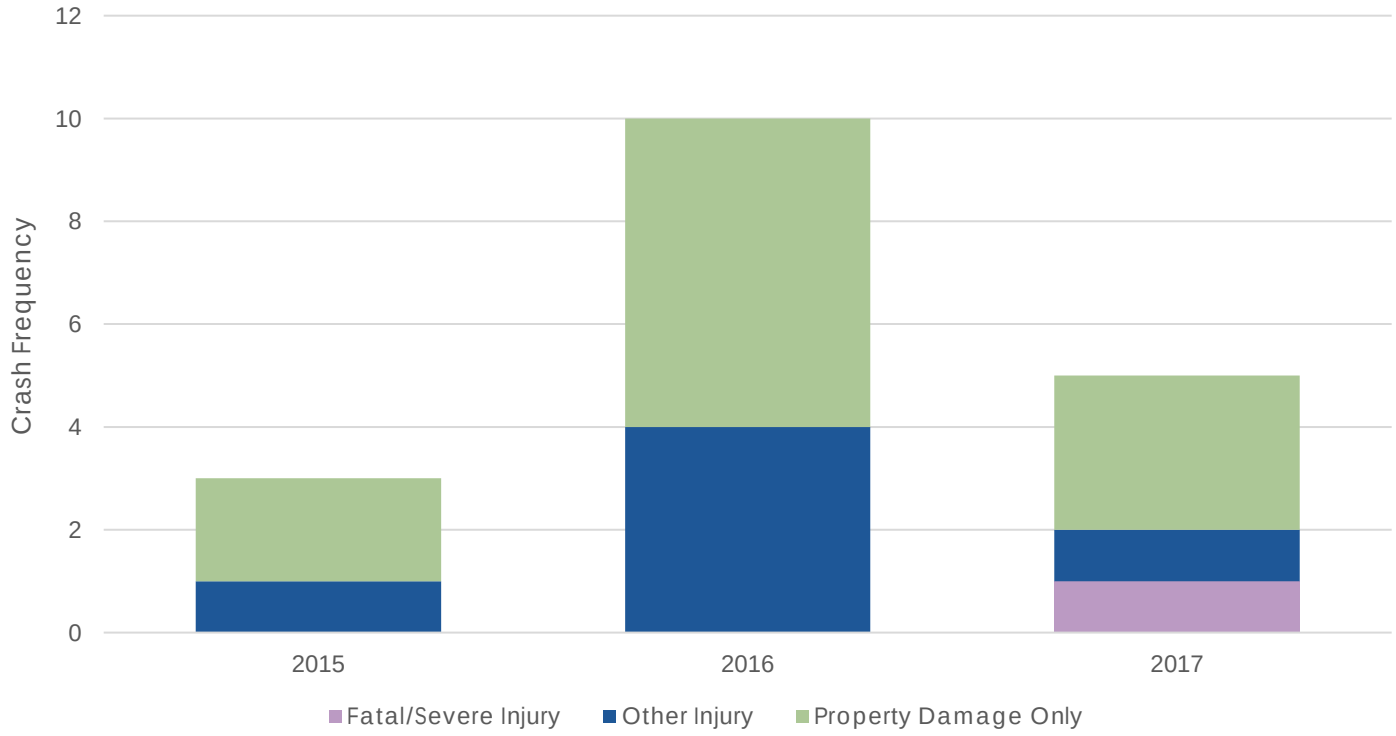
Source: SWITRS, TIMS, Kittelson, 2021.

The City of Huron is below the statewide average shares for crashes involving pedestrians, bicyclists, and motorcycles.

YEAR, MONTH, AND WEATHER

Figure 80 shows year-over-year trends in the data by severity. All of the reported crashes in the five-year period were in 2015 through 2017, with no reported crashes in 2018 or 2019. The highest number of total annual crashes occurred in 2016. A lack of reporting could contribute to the absence of crashes for analysis in 2018 and 2019 (as well the totals in the other years shown).

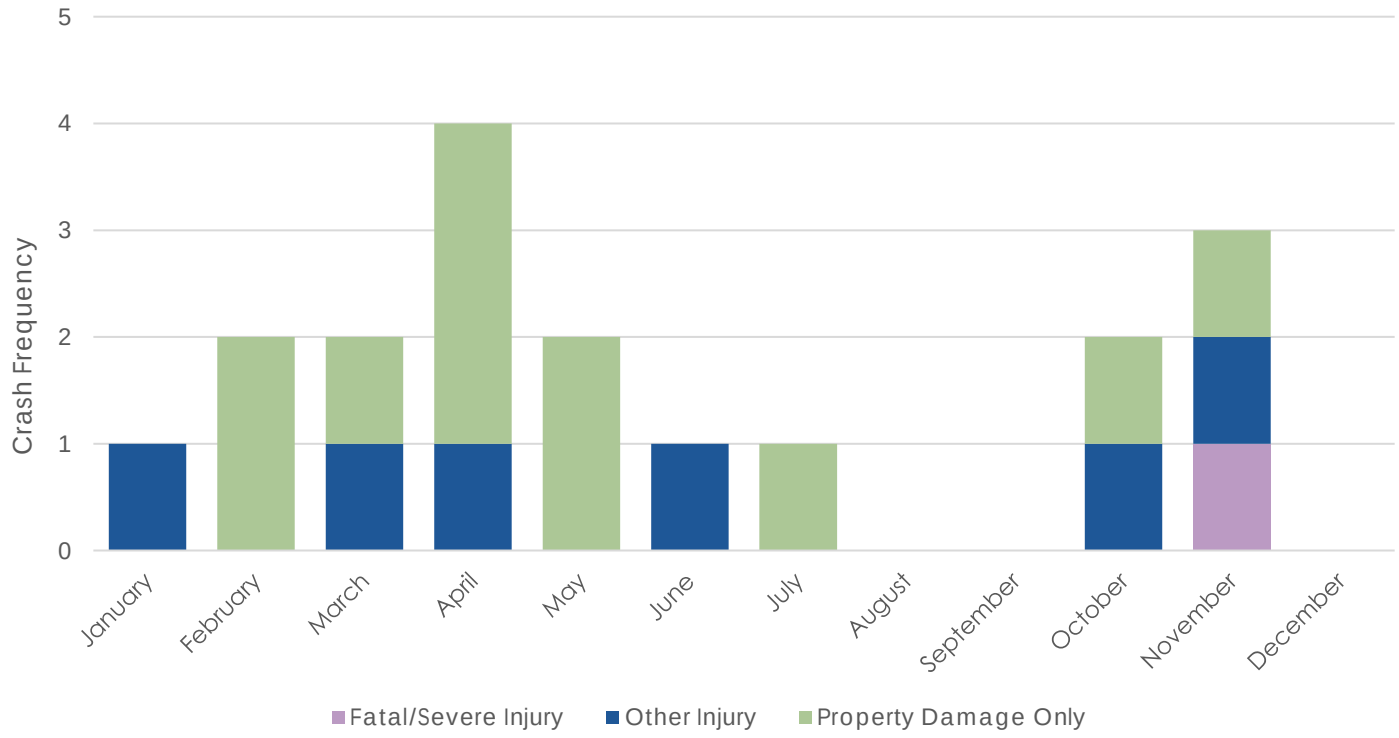
Figure 80: Year-over-Year Trend in Crash Data by Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Figure 81 shows the total crashes by month for the crash database; there is an average of 1.5 reported crashes per month. The highest number of crashes were reported in January (four crashes). Zero crashes were reported in August, September or December. However, given the limited number of reported crashes, no definitive monthly trends can be deduced from this data.

Figure 81: Crashes by Month and Severity



Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

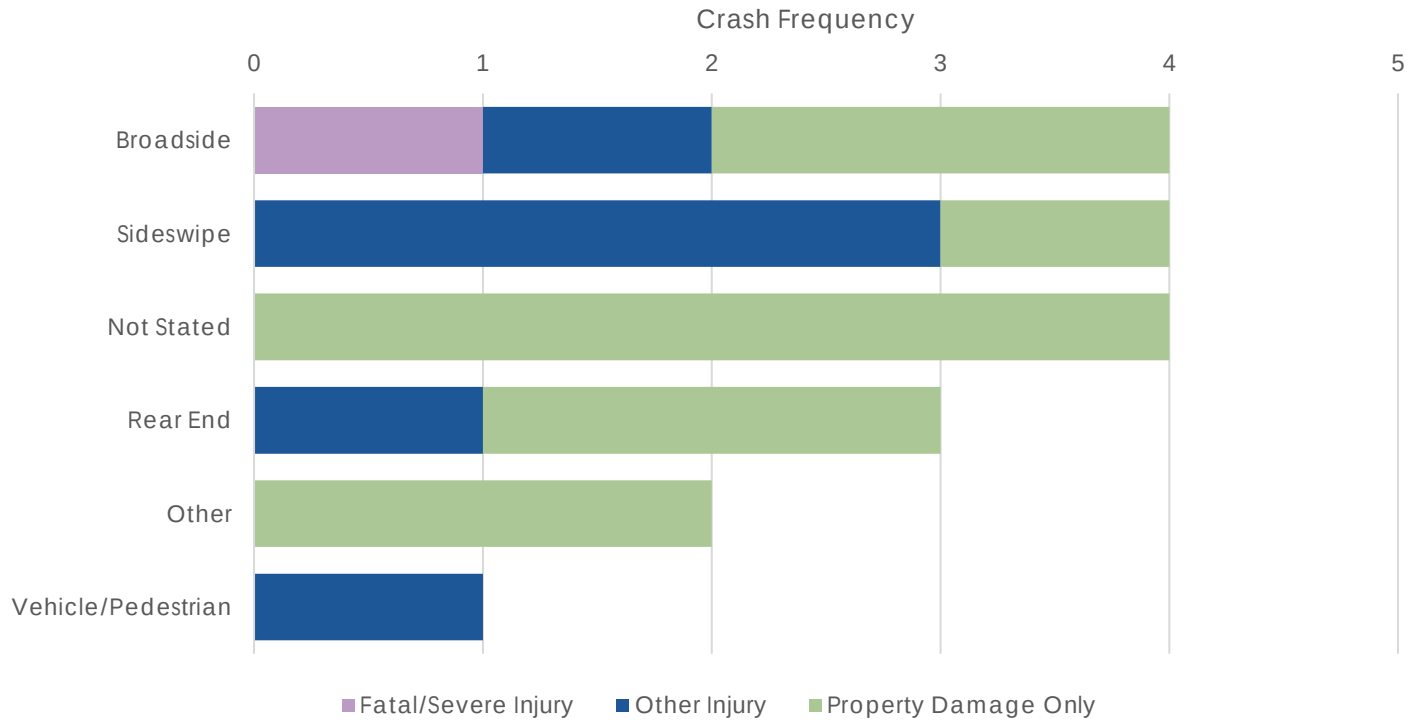
Most crashes reported in Huron took place in clear conditions (12 crashes). One reported crash occurred in cloudy conditions; weather condition for the remaining five crashes was not reported or coded as "other."

COLLISION TYPE

Reported collision type gives an indication of the movements most frequently involved in crashes and in severe outcomes. Figure 82 shows the most frequent reported collision types by severity.

- The most frequently cited collision types are sideswipe and broadside (four each). Four crashes did not have a reported collision type, and three crashes were reported as rear end. There are no reported instances of hit object, head-on, or overturned crashes.
- The one reported fatal crash was a broadside collision.

Figure 82: Crashes by Collision Type and Severity



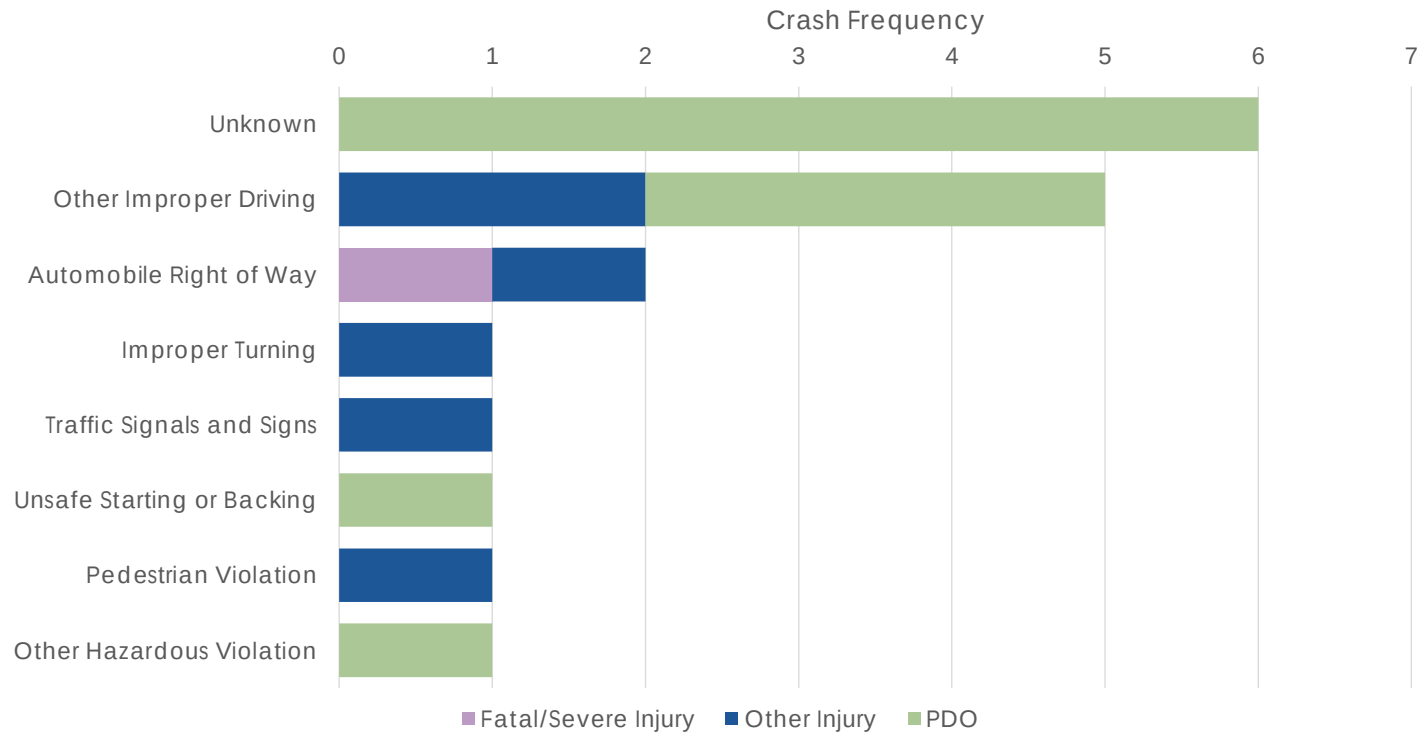
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

Reporting officers identify a primary collision factor (PCF) for each crash from a select list. It is up to the officer's judgement and information available at the scene for them to select the factor that is most relevant. Officers select one from among a list of PCFs based on California Vehicle Code (CVC) and road user behavior. Figure 83 presents the most frequently cited PCFs.

- Six of the reported crashes do not have a reported PCF (33 percent).
- The most commonly reported PCF is improper driving[36], accounting for five of the reported crashes (27 percent).
- The PCF for the one reported fatal crash is automobile right of way[37]. This PCF is also reported for the one injury crash.

Figure 83: Crashes by Reported PCF



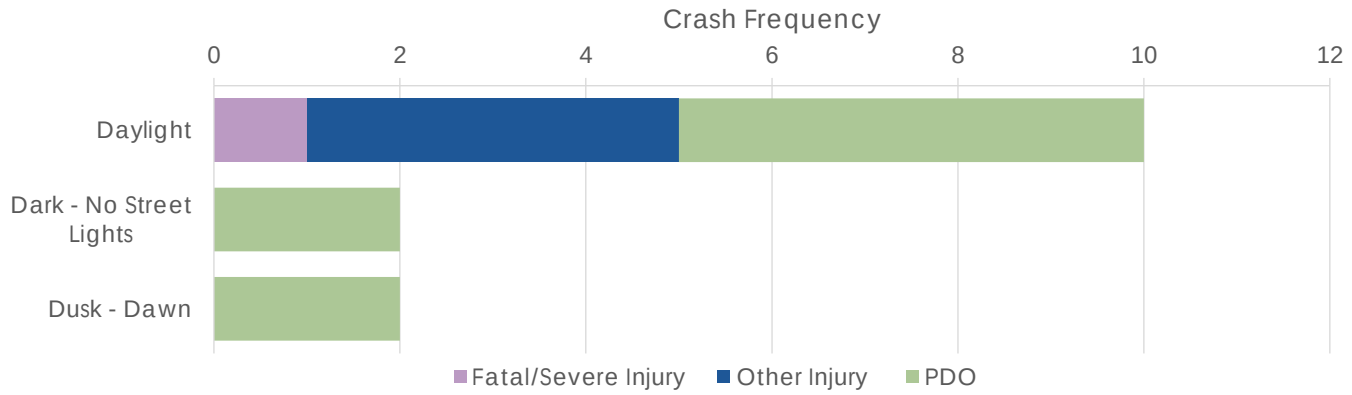
Source: SWITRS, TIMS, Kittelson, 2021.
Notes: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

[36] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[37] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.

LIGHTING

Figure 84 shows crashes by reported lighting condition and severity. Crashes that occurred in daylight conditions account for 56 percent of reported crashes. All reported fatal and injury crashes were in daylight.

Figure 84: Crashes by Lighting and Severity

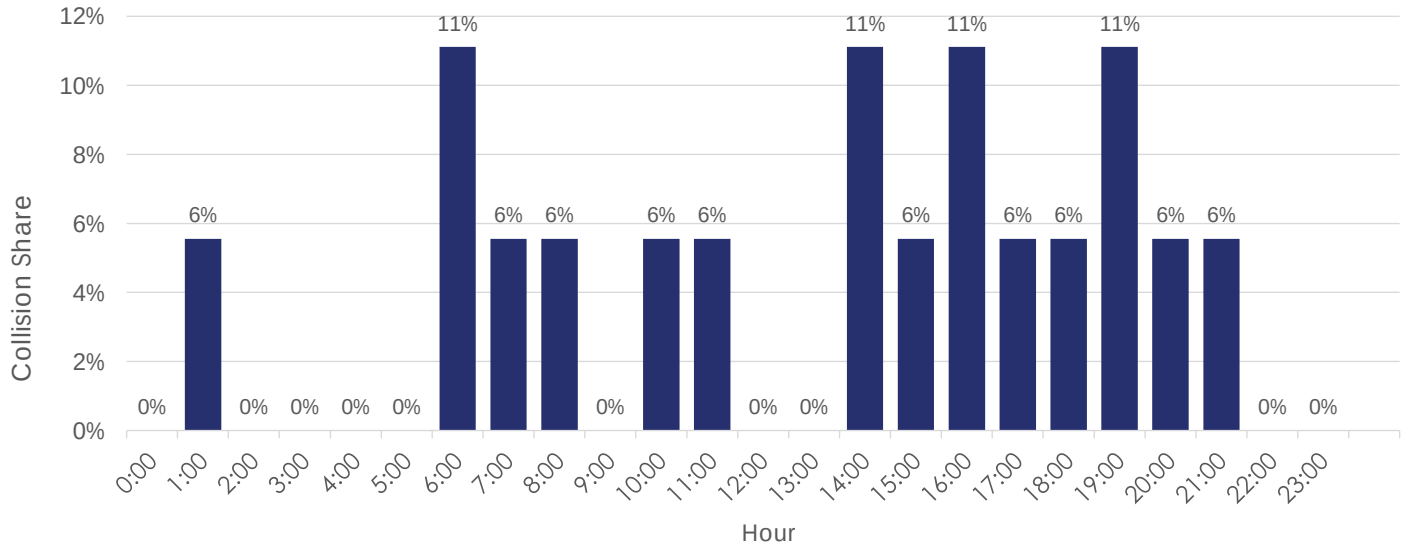


Source: SWITRS, TIMS, Kittelson, 2021
Notes: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

TIME OF DAY

Figure 85 shows crashes by time of day. Crashes are fairly evenly distributed between the hours of 6 AM and 9 PM, with one crash outside of that window at 1 AM. Times shown below contain zero, one or two crashes.

Figure 85: Crash Share by Time of Day



Source: SWITRS, TIMS, Kittelson, 2021.

Pedestrians

There were two reported crashes involving pedestrians. Both crashes resulted in other visible injuries. One crash took place in January, and the noted pedestrian action is "crossing in a crosswalk not at an intersection." The other crash took place in October, and the noted pedestrian action is "crossing not in a crosswalk." The lighting condition for both crashes is dark-no streetlights.

Bicyclists

There were no crashes reported to involve bicyclists in Huron during the period from 2015-2019.

Priority Locations

Kittelson identified priority intersections and segments in Huron using the annualized crash severity scores and excess predicted crashes described in the Data Summary and Analysis Approach sections (see the Introduction).

For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 38.05. Figure 86 shows the results of the crash severity scoring. Figure 87 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments, the crash severity scores ranged from zero to 6.30. Crash severity score results for roadway segments are shown in Figure 88. Excess predicted crash score results are shown in Figure 89. Intersections or segments shown as not falling within one of the percentile breaks indicates there were no reported crashes at that location.

Table 38 presents the top 15 locations with the highest crash severity scores.

Table 38. Top 15 Locations based on Crash Severity Score

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO
1	PALMER AVE & GIFFIN AVE	Unsignalized	38.05	1	1	0	0	0	0
2	LASSEN AVE FROM PALMER AVE TO CITY LIMITS (NORTH)	Segment	6.30	7	0	0	2	1	4
3	LASSEN AVE & ELEVENTH ST	Unsignalized	2.63	3	0	0	0	2	1
4	MYRTLE AVE & ORANGE AVE	Unsignalized	2.14	1	0	0	1	0	0
5	FOURTH ST & CENTRAL AVE	Unsignalized	2.14	1	0	0	1	0	0
6	PALMER AVE & LASSEN AVE*	Unsignalized	2.14	1	0	0	1	0	0
7	NINTH ST & M ST	Unsignalized	1.22	1	0	0	0	1	0
8	SEVENTH ST & M ST	Unsignalized	0.20	1	0	0	0	0	1
9	M ST & FIFTH ST	Unsignalized	0.20	1	0	0	0	0	1

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO
10	STANFORD AVE & LOS ANGELES ST	Unsignalized	0.20	1	0	0	0	0	1
11	EIGHTH ST & M ST	Unsignalized	0.20	1	0	0	0	0	1
12	ELEVENTH ST & O ST	Unsignalized	0.20	1	0	0	0	0	1
13	TWELFTH ST & N ST	Unsignalized	0.20	1	0	0	0	0	1
14	AZTECA BLVD FROM TORNADO AVE TO 4TH ST	Segment	0.20	1	0	0	0	0	1
15	GIFFIN DR FROM PARKSIDE APARTMENTS DR TO PALMER AVE	Segment	0.20	1	0	0	0	0	1

Note: PDO = Property Damage Only



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Crash Severity Score

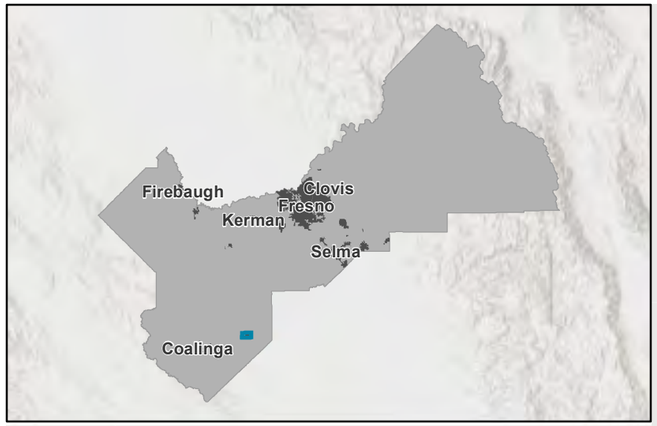
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.165 Miles

Figure 86

Intersection Crash Severity Scores
Jurisdiction Results: Huron
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Huron
W PALMER AVE
S LASSEN AVE
M ST
GIFFIN AVE
MOUREN DR
S E ST
ELEVENTH ST
NINTH ST
FOURTH ST
MYRTLE AVE
GRANADA AVE
TORNADO AVE

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Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile

City Limits

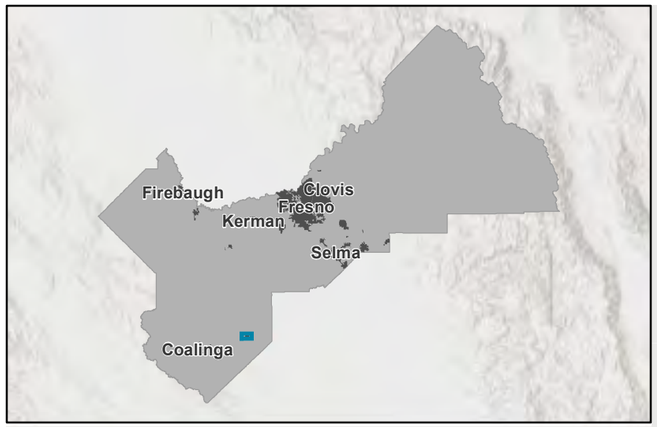
County Boundary

0 0.165 Miles

Figure 87

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Huron
Fresno Council of Governmer

KITTELSON & ASSOCIATES



S LASSEN AVE

W PALMER AVE

GIFFIN AVE

MOUREN DR

M ST

ELEVENTH ST

NINTH ST

Huron

FOURTH ST

MYRTLE AVE

GRANADA AVE

TORNADO AVE

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Crash Severity Scores

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.195 Miles

Figure 88

Roadway Crash Severity Scores
Jurisdiction Results: Huron
Fresno Council of Governmer

KITTELSON & ASSOCIATES



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Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.195 Miles

Figure 89

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Huron
Fresno Council of Governmer

KITTELSON & ASSOCIATES

EMPHASIS AREAS

Based on key trends in the crash data, emphasis areas for the City of Huron include broadside crashes, sideswipe crashes and rear end crashes. In addition, the data review suggests that the crash data available for the City may be incomplete, which limits the ability to systematically identify locations for improvement. Each of these areas is further discussed below.

Broadside Crashes

A broadside crash occurs when the front of one vehicle hits the side of another vehicle. Broadside crashes were selected as an emphasis area due to the frequency and severity of these collision types. Broadside crashes are tied for the most frequent collision type and the one fatal crash reported is a broadside crash. As discussed below under Engineering Strategies, countermeasures are available targeted at broadside crashes.

Sideswipe Crashes

Sideswipe crashes were selected as an emphasis area due to the frequency and severity of these collision types. Sideswipe crashes are tied for most frequent collision type and represent half of the six other injury crashes. As discussed below under Engineering Strategies, countermeasures are available targeted at sideswipe crashes.

Rear End Crashes

Rear end crashes were identified as a focus area given their prevalence in reported crashes. Rear end crashes are the third most common collision type and one of the six other injury crashes is a rear end crash. As discussed below under Engineering Strategies, countermeasures are available targeted at rear end crashes.

Improved Data Collection

Improved crash data collection is identified as an emphasis area as a lack of reporting could contribute to the absence of crashes for analysis in 2018 and 2019, as well the totals in 2015 through 2017. Having comprehensive data to work from is key to achieving the City's goals, namely using crash data to identify opportunities to improve roadway safety.

STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety across the City.

Engineering Strategies

The injury collision types most reported in Huron were broadside, sideswipe, and rear end crashes. The fatal collision's primary collision factor was automobile right of way and the other most reported primary collision factors were unknown and improper driving. High priority countermeasures to address these collision types and primary collision factors are shown in Table 39.

Table 39. High Priority Countermeasures

	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R1	Crashes at night
	Widen Shoulder	R15	Sideswipe
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Rear end
	Install Centerline Rumble Strips/Stripes	R30	Sideswipe
Intersection Countermeasures	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Broadside, rear end
	Provide Advanced Dilemma-Zone Detection	S4	Rear end
	Install Flashing Beacons as Advance Warning	S10/NS9	Rear end
	Convert Intersection to Roundabout	NS4/NS5	Broadside
	Install/Upgrade Stop Signs or Intersection Warning/ Regulatory Signs	NS6	Broadside
	Upgrade Intersection Pavement Markings	NS7	Broadside
	Install Splitter Islands for Minor Street Approaches	NS13	Broadside, rear end
Pedestrian/Bicycle Countermeasures	Install Sidewalk/Pathway	R34PB	Vehicle-pedestrian
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R35PB	Vehicle-pedestrian
	Install Pedestrian Crossing	S18PB/NS20PB	Vehicle-pedestrian
	Install Raised Medians (or Refuge Islands)	NS19PB	Vehicle-pedestrian
	Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (with Enhanced Safety Features)	NS21PB	Vehicle-pedestrian

Notes: The ID number references the Caltrans Manual Local Road Safety
There were no high priority roadway countermeasures listed for Huron. Roadway countermeasures listed were given a medium priority.
There were no high priority pedestrian/bicycle countermeasures listed for Huron. Pedestrian/bicycle countermeasures listed were given a medium priority.

Appendix B contains the regional Countermeasures Toolbox which includes more detailed information regarding the countermeasures listed above.

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. Huron can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 39.

Figure 90 and Figure 91 present the top priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 92 and Figure 93 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.



K:\H_Projects\26\26012 - Fresno COG Local LRSPs\GIS\Task 4.mxds\Huron\Intx_CrashType_Huron.mxd Date: 11/16/2021

Collision Type

- Broadside

City Limits

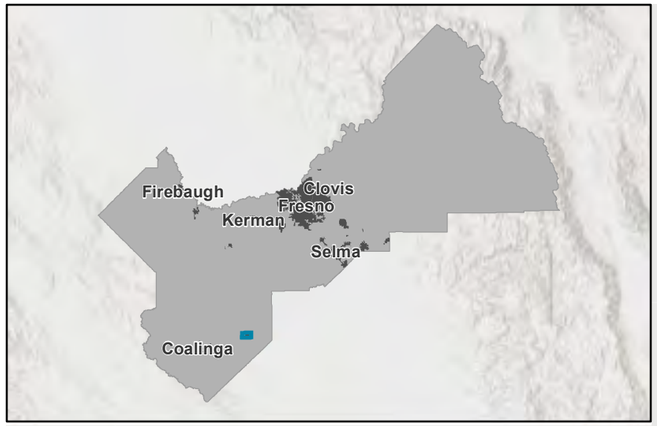
County Boundary

0 0.165 Miles

Figure 90

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Huron
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Huron

W PALMER AVE

GIFFIN AVE

MOUREN DR

S LASSEN AVE

M ST

P ST

ELEVENTH ST

NINTH ST

FOURTH ST

MYRTLE AVE

GRANADA AVE

TORNADO AVE

K:\H_Projects\2626012 - Fresno COG Local LRSPs\GIS\Task 4 mxds\Huron\Intx_PCF_Huron.mxd Date: 11/16/2021

Primary Collision Factors

- Automobile Right of Way
- Unknown
- Other Improper Driving

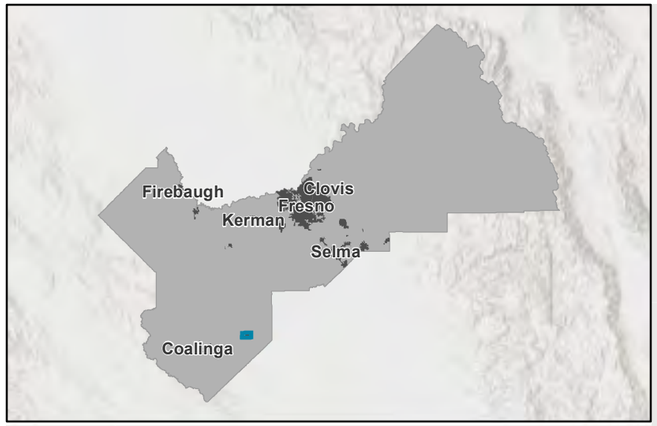
- City Limits
- County Boundary

0 0.165 Miles

Figure 91

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Huron
Fresno Council of Governmer

KITTELSON & ASSOCIATES



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Collision Type

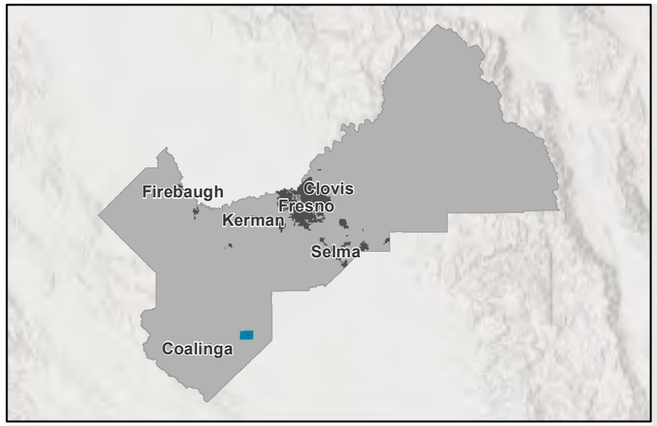
- Broadside
- Priority Roadways
- City Limits
- County Boundary

0 0.165 Miles

Figure 92

Top Fatal/Severe Injury Roadway Collision Types
Jurisdiction Results: Huron
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Huron
W PALMER AVE
S LASSEN AVE
MOUREN DR
E ST
M ST
ELEVENTH ST
NINTH ST
FOURTH ST
MYRTLE AVE
GRANADA AVE
TORNADO AVE

K:\H_Projects\2626012 - Fresno COG Local LRSPs\GIS\Task 4 mxds\Huron\Rdwy_PCF_Huron.mxd Date: 11/16/2021

Primary Collision Factors

- Unknown
- Other Improper Driving
- Priority Roadways
- City Limits
- County Boundary

0 0.165 Miles

Figure 93

Top Fatal/Severe Injury Roadway Primary Collision Factors
Jurisdiction Results: Huron
Fresno Council of Governmer

KITTELSON & ASSOCIATES

Table 40 and Table 41 provide information for the top 12 intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

Table 40. Priority Intersections with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Broad-side	Side-swipe	Rear End	Other
1	PALMER AVE & GIFFIN AVE	Unsignalized	38.05	1	1	0	0	0
2	LASSEN AVE & ELEVENTH ST	Unsignalized	2.63	3	0	1	2	0
3	MYRTLE AVE & ORANGE AVE	Unsignalized	2.14	1	0	1	0	0
4	FOURTH ST & CENTRAL AVE	Unsignalized	2.14	1	0	0	0	1
5	PALMER AVE & LASSEN AVE	Unsignalized	2.14	1	0	1	0	0
6	NINTH ST & M ST	Unsignalized	1.22	1	1	0	0	0
7	SEVENTH ST & M ST	Unsignalized	0.20	1	0	0	0	1
8	M ST & FIFTH ST	Unsignalized	0.20	1	0	1	0	0
9	STANFORD AVE & LOS ANGELES ST	Unsignalized	0.20	1	0	0	1	0
10	EIGHTH ST & M ST	Unsignalized	0.20	1	1	0	0	0
11	ELEVENTH ST & O ST	Unsignalized	0.20	1	0	0	0	1
12	TWELFTH ST & N ST	Unsignalized	0.20	1	1	0	0	0

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 41. Priority Intersections with Primary Collision Factor based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Auto ROW	Unknown	Other Improper Driving	Other
1	PALMER AVE & GIFFIN AVE	Unsignalized	38.05	1	1	0	0	0
2	LASSEN AVE & ELEVENTH ST	Unsignalized	2.63	3	1	1	1	0
3	MYRTLE AVE & ORANGE AVE	Unsignalized	2.14	1	0	0	1	0
4	FOURTH ST & CENTRAL AVE	Unsignalized	2.14	1	0	0	0	1
5	PALMER AVE & LASSEN AVE	Unsignalized	2.14	1	0	0	0	1
6	NINTH ST & M ST	Unsignalized	1.22	1	0	0	0	1
7	SEVENTH ST & M ST	Unsignalized	0.20	1	0	0	0	1
8	M ST & FIFTH ST	Unsignalized	0.20	1	0	1	0	0
9	STANFORD AVE & LOS ANGELES ST	Unsignalized	0.20	1	0	1	0	0
10	EIGHTH ST & M ST	Unsignalized	0.20	1	0	0	0	1
11	ELEVENTH ST & O ST	Unsignalized	0.20	1	0	1	0	0
12	TWELFTH ST & N ST	Unsignalized	0.20	1	0	0	1	0

Note: Other crashes include all crashes that are not coded as one of the top three primary collision factors

Table 42 and Table 43 provide information for the top three roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

Table 42. Priority Roadways Segments with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Collision Type			
					Broad-side	Side-swipe	Rear End	Other
1	S Lassen Ave (city limits to north of Palmer Ave)	Arterial/Collector	3.76	4	1	0	0	3
2	Azteca Blvd (Fourth St to W Tornado Ave)	Local	0.20	1	0	0	0	1
3	Giffin Ave (north of Mouren Dr to 11th St)	Arterial/Collector	0.20	1	0	0	0	1

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 43. Priority Roadways Segments with Primary Collision Factors based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Auto ROW	Unknown	Other Improper Driving	Other
1	S Lassen Ave (city limits to north of Palmer Ave)	Arterial/Collector	3.76	4	0	0	0	4
2	Azteca Blvd (Fourth St to W Tornado Ave)	Local	0.20	1	0	0	1	0
3	Giffin Ave (north of Mouren Dr to 11th St)	Arterial/Collector	0.20	1	0	1	0	0

Note: Other crashes include all crashes that are not coded as one of the top three primary collision factors

Education Strategies

During Huron's Focus Group Meeting, opportunities for education were noted that include obeying traffic control, pedestrian crossing safety, and driving under the influence.

The Safe Roads Save Lives campaign is a marketing effort led by the Fresno COG, with the goals of:

- Educate all road users on safe transportation behaviors
- Increase safety for people walking and biking
- Highlight behaviors that cause the most crashes in Fresno County—speeding and distracted driving

The campaign Includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Unincorporated Fresno County may find these materials helpful, especially those related to speeding and watching out for all roadway users.

The following activities are recommended for Huron, as resources allow, to implement the Safe Roads Save Lives campaign:

- Identify staff appropriate to attend a presentation by Fresno COG staff about the Safe Roads Save Lives campaign. Appropriate staff members include people associated with transportation engineering and planning, communications, traffic enforcement, school transportation, and other jurisdictional staff who work with the roadway system.
- Work with schools to distribute print materials and offer school-related transportation resources. Ensure that school communications are in both English and Spanish.
- Work with public information or communications staff to spread Safe Roads Save Lives materials throughout Huron through the following, at minimum:
    - Repost and link to Fresno COG posts that refer to the Safe Roads Save Lives campaign.
    - Have print materials (flyers, bumper stickers, pins, and postcards) available at transportation-related event and community festivals.
    - Work with the Fresno COG to identify a radio station to air a Safe Roads Save Lives radio public service announcement (PSA).
    - Have a direct link to Safe Roads Save Lives campaign website on the City's website.

Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves Huron – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

- All roadway safety projects should be vetted by emergency service organizations to ensure that their design does not hamper access.
- As new emergency service and response procedures are developed, roadway safety improvement opportunities should be identified and implications of changes to response times should be considered.
- Huron staff should participate in periodic coordination calls between emergency response agencies to gather and share recent observations about crashes and hot spots, to understand emergent safety issues that may not have led to policy reports or yet be available through statewide crash reporting systems.

Enforcement

Enforcement strategies can include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws, as well as focusing enforcement in areas that have historically been shown to have higher-than-average crash rates. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time – during and shortly after the increased enforcement activities.

The following enforcement strategies should be considered for Huron:

- Add additional crossing guards at high-concern locations. Train community members or collaborate with parks and recreation staff, if needed.
- Focus speed enforcement efforts at locations with high speed-related crash rates.
- Use automatic enforcement, such as red-light cameras and speed feedback signs along major corridors.

The effectiveness of each strategy should be measured and evaluated, considering the number of staff hours and amount of resources needed. The results should be reviewed and used to refine future enforcement activities.

Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. More details about equitable enforcement can be found on page 8 (Introduction).

EVALUATION AND IMPLEMENTATION

A key part of achieving the City's vision is consistently evaluating roadway safety performance and tracking progress towards the City's goals. The City will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that the City of Huron update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the City's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

- Identifying countermeasures and strategies for priority locations based on the crash data.
- Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Exploring funding opportunities to implement priority strategies.
- Identifying activities to support the regional Safe Roads Save Lives campaign.
- Identifying enforcement strategies to implement and evaluate.
- Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
- Regularly collecting and organizing data to support evaluation of the LRSP.

7.0 CITY OF KERMAN

The City of Kerman has an approximate population of 15,767.[38] The average daily vehicle miles traveled is 72,117, and the City maintains approximately 49 total roadway centerline miles. The main roadways in the City include S Madera Ave, which runs from north to south, and W Whitesbridge Avenue, which runs from east to west. Based on the review of crash data conducted as part of the LRSP, pedestrians are overrepresented in fatal and severe injury crashes. The top four fatal and severe injury collision types in Kerman were vehicle/pedestrian, head on, rear end, and hit object crashes; the top three fatal and severe injury primary collision factors were pedestrian right of way, driving or bicycling under the influence, and other violation. The LRSP provides potential engineering, education, emergency services, and enforcement strategies tailored to Kerman's crash history and local priorities, as well as performance measures to evaluate progress.

VISION AND GOALS

The City's vision for roadway safety is:



Enable safe travel for people walking, biking, or moving in or with **motorized vehicles on the City's public roadways.**

The City's roadway safety goals in support of the vision are:

1. Have zero fatal and severe injury crashes on the City roadways by 2026.
2. Prioritize safety in design of roadway improvements and access to new development.
3. Systemically implement safety countermeasures proven to reduce fatal and severe crashes.
4. Participate in regional activities to promote roadway safety as a priority investment.

[38] 2018 population. Source: California Department of Finance

SAFETY PARTNERS

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City's effort to create a culture of roadway safety. Kerman's goals reflect the importance of participating in regional activities to promote roadway safety. While additional partners may be identified in the future, those involved in development of the LRSP include:

- Fresno Council of Governments
- Kerman Police Department
- Kerman Planning Commission
- Kerman Community Development
- Fresno County Rural Transit Agency
- Kerman Public Works
- Kerman School District
-

PERFORMANCE MEASURES

Performance measures are used to track progress and a key element of making data-informed decisions. Performance measures that support the City's vision, goals, and emphasis areas include:

- Annual number of crashes (city-wide and at each of the top twenty priority locations)
- Annual number of fatal and severe injury crashes (city-wide and at each of the top twenty priority locations)
- Annual number of pedestrian and bicycle crashes (city-wide and at each of the top twenty priority locations)
- Annual number of rear end crashes (city-wide)
- Annual number of intersection crashes (city-wide)
- Investments made in roadway safety countermeasures (e.g. dollars spent, grants pursued, policies updated, partnerships developed)
- Investments made in education and enforcement strategies (e.g. dollars spent, grants pursued, partnerships developed)
- Coordination with other local agencies and/or safety partners (e.g. meetings held, projects pursued)

As part of plan implementation, the City will identify a process for annually tracking these performance measures to support future updates to this roadway safety plan.

DATA SUMMARY

The primary data sets used to inform the technical analyses for the City's local road safety plan were crash data and roadway network information. As noted below, future updates could incorporate traffic volume data if widely available for locations across the City. In addition, feedback from a publicly available survey was documented for consideration in identifying issues and improvement strategies.

Public Survey Feedback

Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are part of the MLRSP, as well as voluntary demographic information for Title IV reporting. Both activities were open from August 16, 2021 to September 20, 2021 and sought public feedback on spatial patterns of traffic safety concerns and desired improvements.

As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive webmap specific to Kerman. More information on the methodology and overall findings of the survey are provided in *Appendix A*.

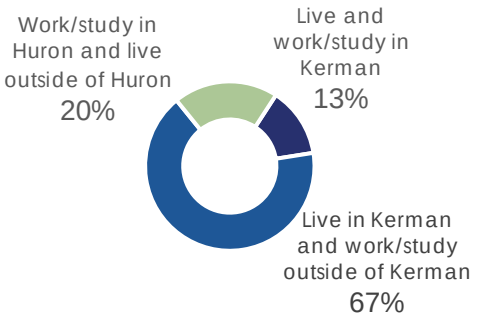


15
PEOPLE RESPONDED



2
LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE





MOST COMMON SAFETY CONCERNS

- Crashes or near misses happen here
- Speeding or aggressive driving

- The survey asked respondents to provide input on the top road safety improvements needed in their communities. While the survey prompted participants to pick three improvements, some selected more than three responses. A total 42 responses were received for Kerman from 15 participants, with the most common desired improvement types including:
    - Rural road improvements to prevent run-off-road crashes(12 responses)
    - Maintenance of existing roads and streets (9 responses)
    - Speed enforcement (5 responses)
- Participants dropped points in the webmap in specific locations across Fresno County where they experienced road safety concerns. When leaving a point, participants could select from a list of traffic safety concerns and the kinds of travel impacted, with the ability to select as many responses as applicable. A text box gave participants the option to note what they think would make the location safer. A total of 2 locations were identified in Kerman, noting the following traffic safety concerns:
    - Crashes or near misses happen here (1 response)
    - Speeding or aggressive driving (1 response)
- The survey asked participants where they live and work or study, with the option to select from a list of jurisdictions or outside of Fresno County. The participants who selected Kerman included:
    - 2 who live and work/study in Kerman
    - 10 who live in Kerman and work/study outside of Kerman
    - 3 who work/study in Kerman and live outside of Kerman

Crash Data

Kittelson worked with Fresno COG to assemble crash data for the city of Kerman using the Statewide Integrated Traffic Records System (SWITRS) database, supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley. Throughout this report, crashes are associated with a jurisdiction based on the reporting officer's assessment of location.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets. Within the assembled regional crash database, a total of 200 reported crashes are located in Kerman. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.

- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

Roadway Network Data

Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. The master roadway network for the County was used to spatially analyze and prioritize specific locations within each local jurisdiction.

Traffic Volume Data

Traffic volume data was not consistently available at a sufficient level to be able to incorporate into the safety analysis. Future updates to the City's local road safety plan could incorporate traffic volume data, if available, to understand how crash frequency, severity, and type vary at different levels of traffic.

EXISTING ROADWAY SAFETY PERFORMANCE

The findings in this section are based on the crash database, which includes reported crashes from January 1, 2015 through December 31, 2019. It is organized as follows:

- All Road Users
  - Severity by Road User
  - Year, Month, and Weather
  - Collision Type
  - Location, Collision Type, and Severity
  - Primary Collision Factor
  - Lighting
  - Time of Day
- Pedestrian-involved Crashes
  - Year and Month
  - Pedestrian Action and Location
  - Lighting
- Bicyclist-involved Crashes
  - Collision Type
  - Primary Collision Factor
  - Lighting

All Road Users

This section includes analysis and findings for all reported crashes. Subsequent sections focus exclusively on crashes involving pedestrians and bicyclists.

SEVERITY BY ROAD USER

Table 44 presents reported crashes, organized by severity level and road user. Notable trends include:

- 92 percent of total reported crashes are vehicle only or vehicle-fixed object, while 12 crashes (6 percent) involve a pedestrian and 4 crashes (2 percent) involve a bicycle.
- Fatal/severe injury crashes account for 1 percent of reported totals. Property damage only is the most common severity type at 60 percent, followed by complaint of pain at 22 percent and visible injury at 16 percent.

Table 44: Crash Severity by Road User Involved

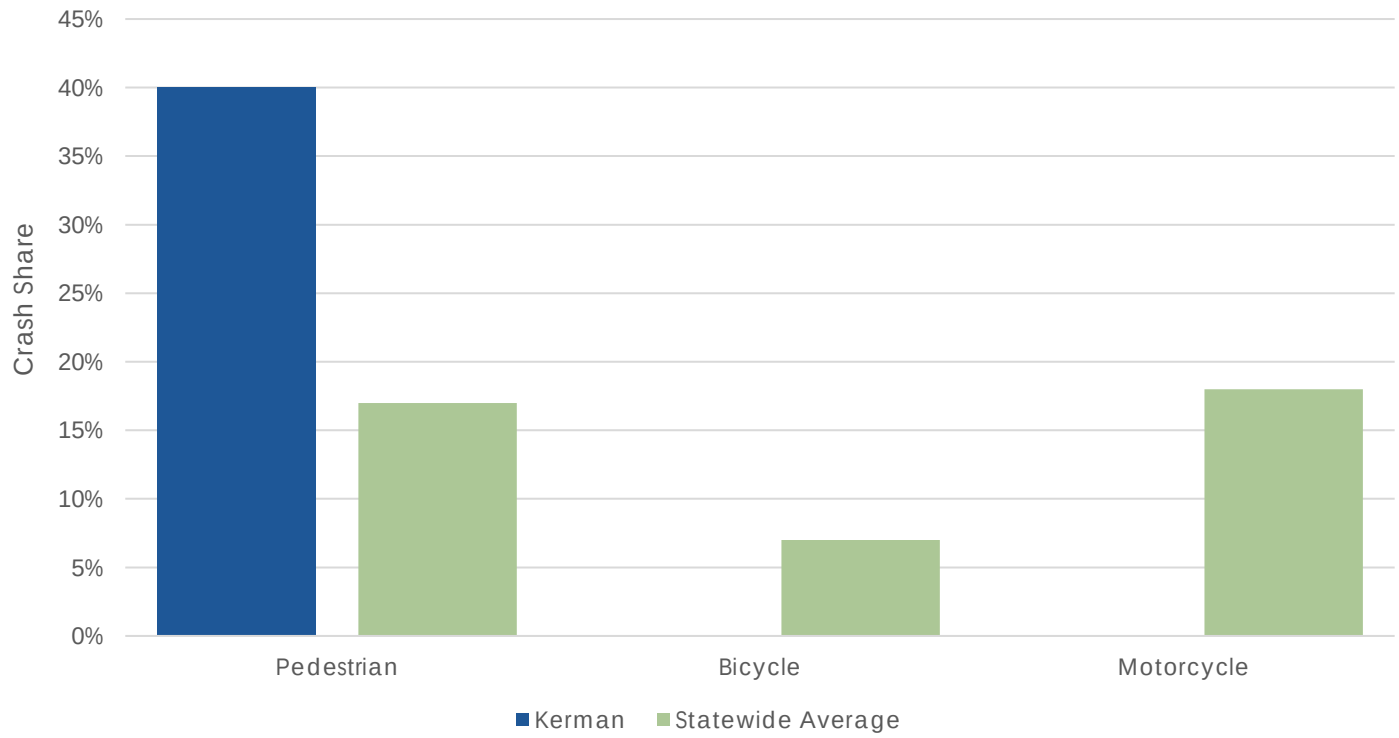
Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	1 (33%)	1 (50%)	6 (19%)	3 (8%)	1 (1%)	12 (6%)
Bicycle Involved	0 (0%)	0 (0%)	1 (3%)	2 (4%)	1 (1%)	4 (2%)
Vehicle Only or Vehicle-Fixed Object	2 (67%)	1 (50%)	25 (78%)	38 (88%)	118 (98%)	184 (92%)
Reported Crashes	3 (100%)	2 (100%)	32 (100%)	43 (100%)	120 (100%)	200 (100%)
Severity Share of Reported Crashes	1%	1%	16%	22%	60%	100%

Source: SWITRS, TIMS, Kittelson, 2021.

California's Strategic Highway Safety Plan (SHSP) includes 16 challenge areas to focus statewide resources and efforts. Three such challenge areas were crashes involving pedestrians, bicyclists, and motorcyclists. The SHSP analyzed the share of fatal and severe injury crashes involving each of these road users. Figure 94 compares crash trends Kerman to the statewide trends reported in the SHSP.

- The City of Kerman has no reported fatal/severe bicycle or motorcycle crashes.
- Pedestrian crashes are a higher share of fatal/severe injury crashes in Kerman compared to the statewide average.

Figure 94: Fatal and Severe Injury Crash Shares Compared to Statewide Trends

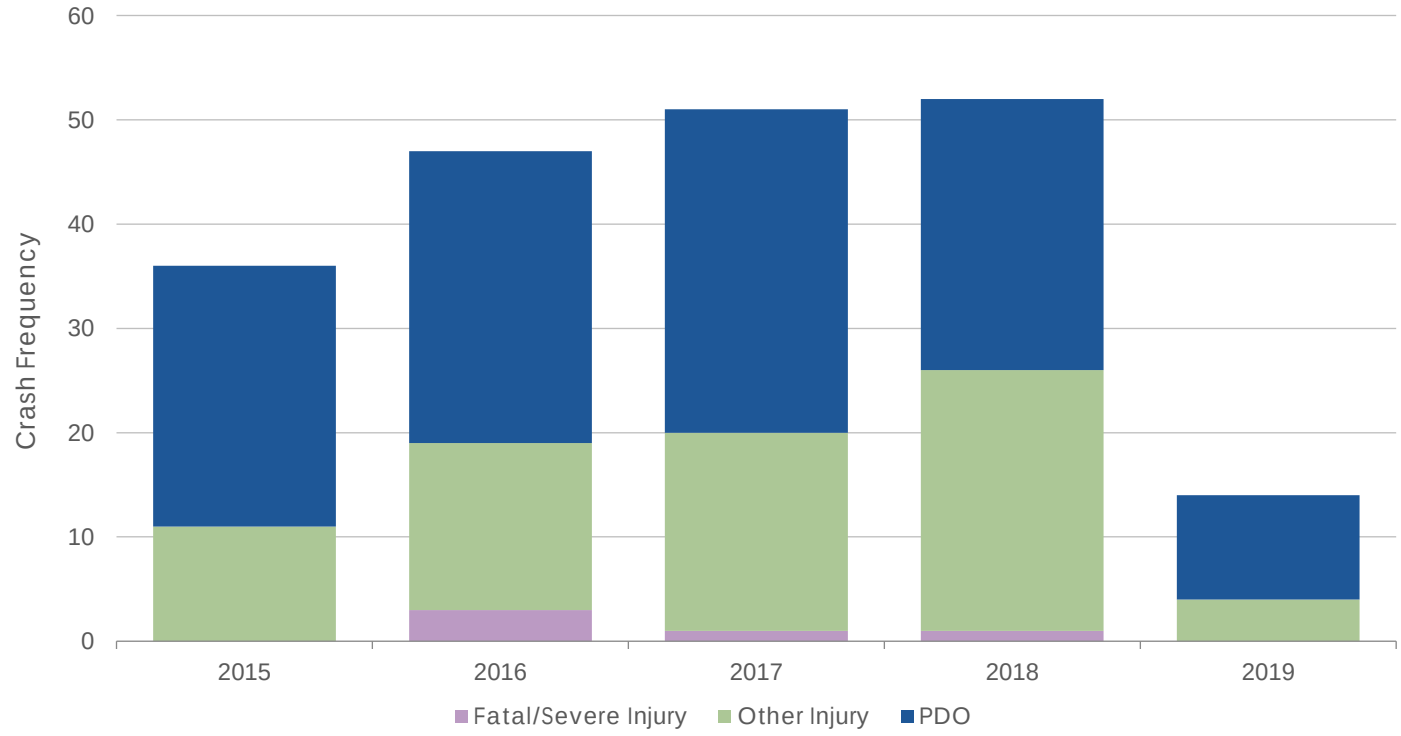


Source: SHSP, SWITRS, TIMS, Kittelson, 2021.

YEAR, MONTH, AND WEATHER

Figure 95 shows year-over-year trends in the data by severity. The total number of reported crashes increased from 35 in 2015 to 52 in 2018, with an annual average of 40 crashes. The reported total crashes dropped to 14 in 2019. A lack of reporting may be attributable to the sharp decline in 2019 crashes in the data.

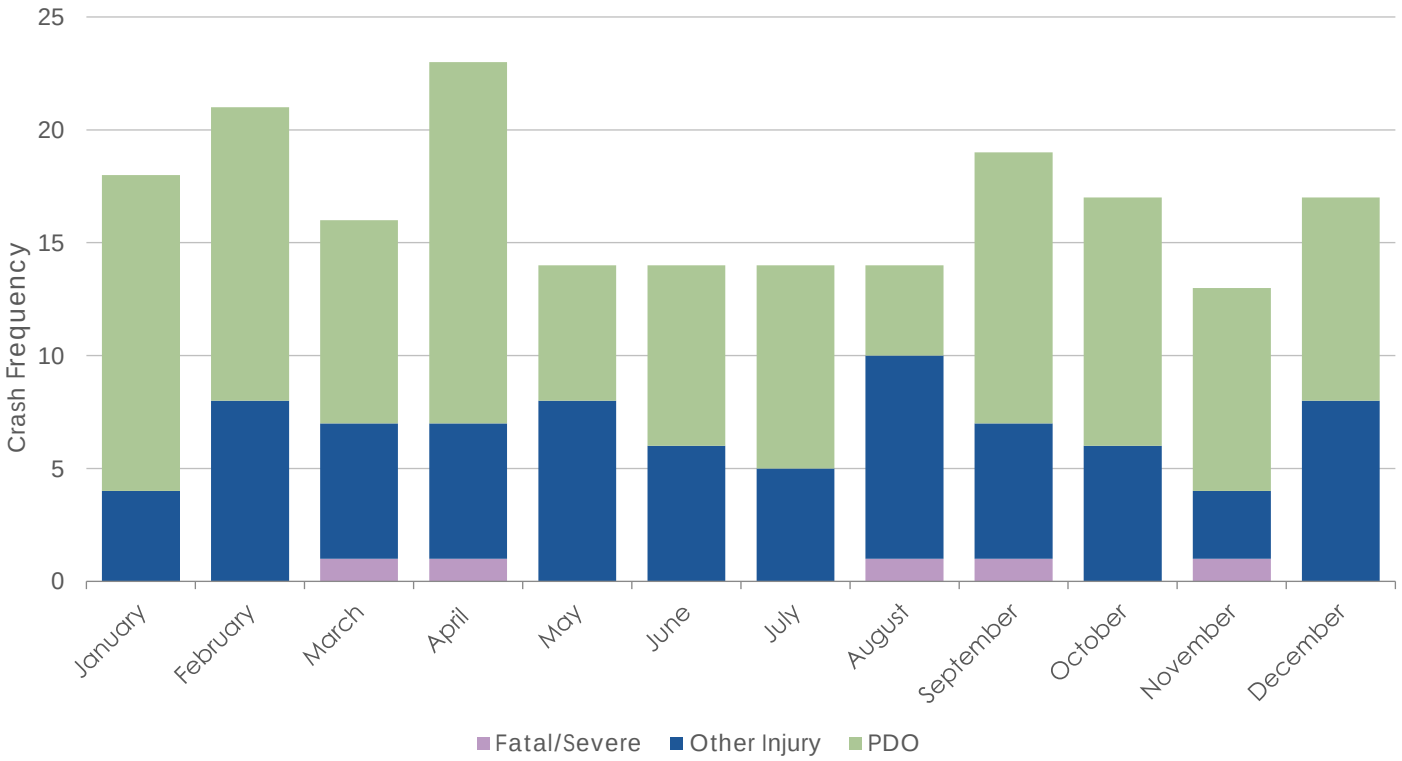
Figure 95: Year Over Year Trends in Crash Data by Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Figure 96 shows the total crashes by month and severity for the crash database. The average number of crashes monthly is 17. The monthly totals are relatively consistent, with the lowest total in November and the highest totals in February and April. Fatal crashes are present in March, April, August, September and November.

Figure 96: Crashes by Month and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only

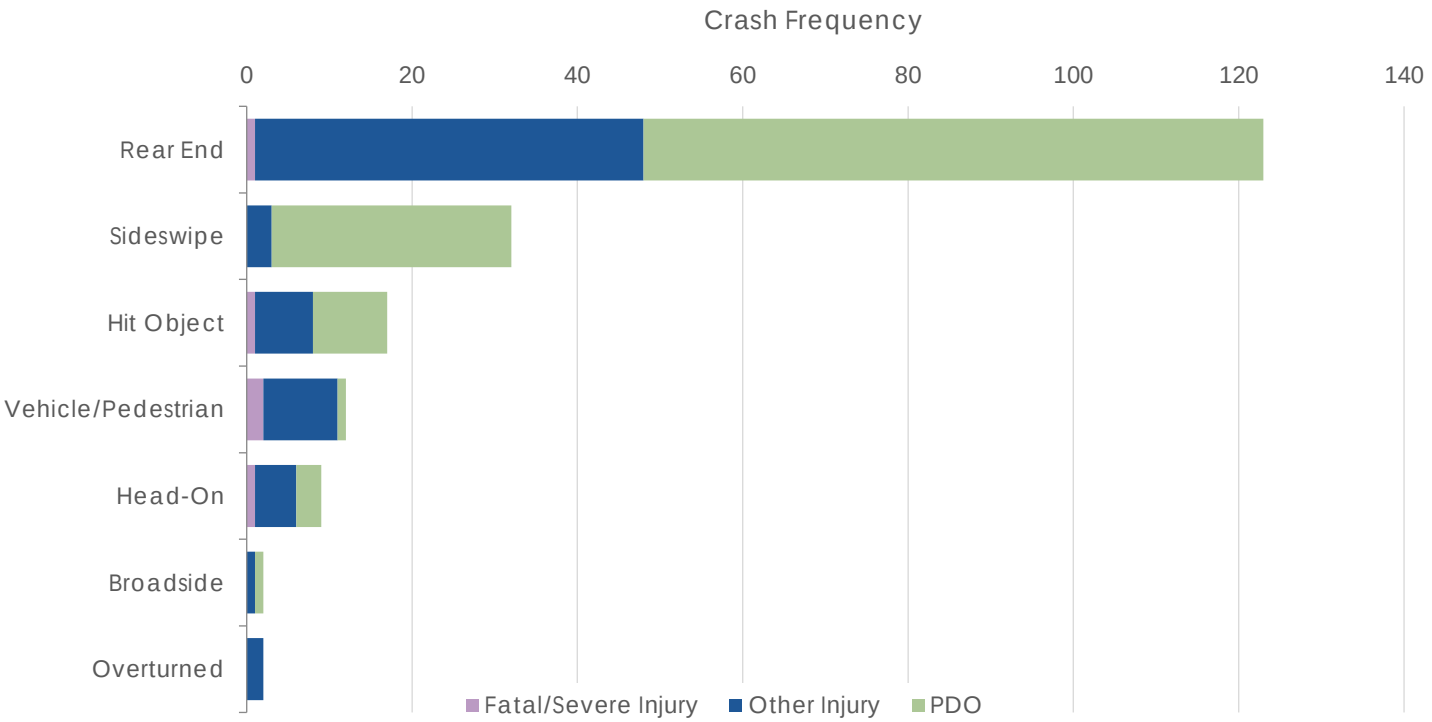
The weather conditions for most crashes in Kerman is clear, at 91 percent. The other stated weather conditions are raining at 3 percent, cloudy at 3 percent, and fog at 1 percent.

COLLISION TYPE

Reported collision type gives an indication of the movements most frequently resulting in crashes and in severe outcomes. Figure 97 reports the most frequent reported collision types by severity.

- The most frequent collision type is rear end at 62 percent of crashes. It is followed by sideswipe at 16 percent and hit-object at 9 percent.
- Among the five reported fatal/severe injury crashes, two were vehicle/pedestrian crashes and one each was rear end, hit object, and head-on.

Figure 97: Crashes by Collison Type and Severity



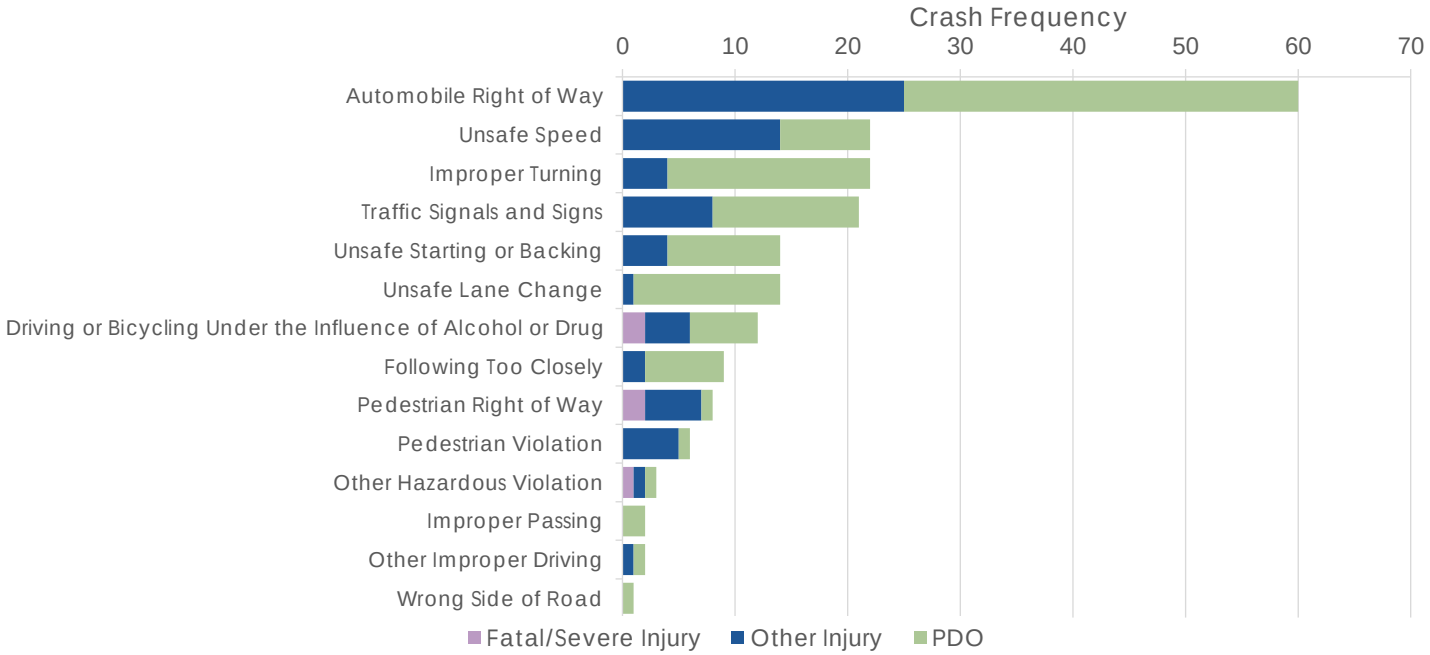
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

Reporting officers identify a primary collision factor (PCF) for each crash. It is up to the officer's judgement and information available at the scene for them to select the factor that is most relevant. Officers select one from among a list of PCFs based on California Vehicle Code (CVC) and road user behavior. Figure 98 presents the most frequently cited PCFs in crashes in Kerman.

- The most common reported PCF is automobile right of way[39] (30 percent). Three other PCFs - unsafe speed[40], improper turning[41], and traffic signals and signs[42] - each account for 11 percent of crashes.
- The three reported PCFs for fatal/severe injury crashes are pedestrian right of way (two crashes), driving or bicycling under the influence of drugs or alcohol[43] (two crashes), and other hazardous violation[44] (one crash).

Figure 98: Crashes by Reported PCF and Severity



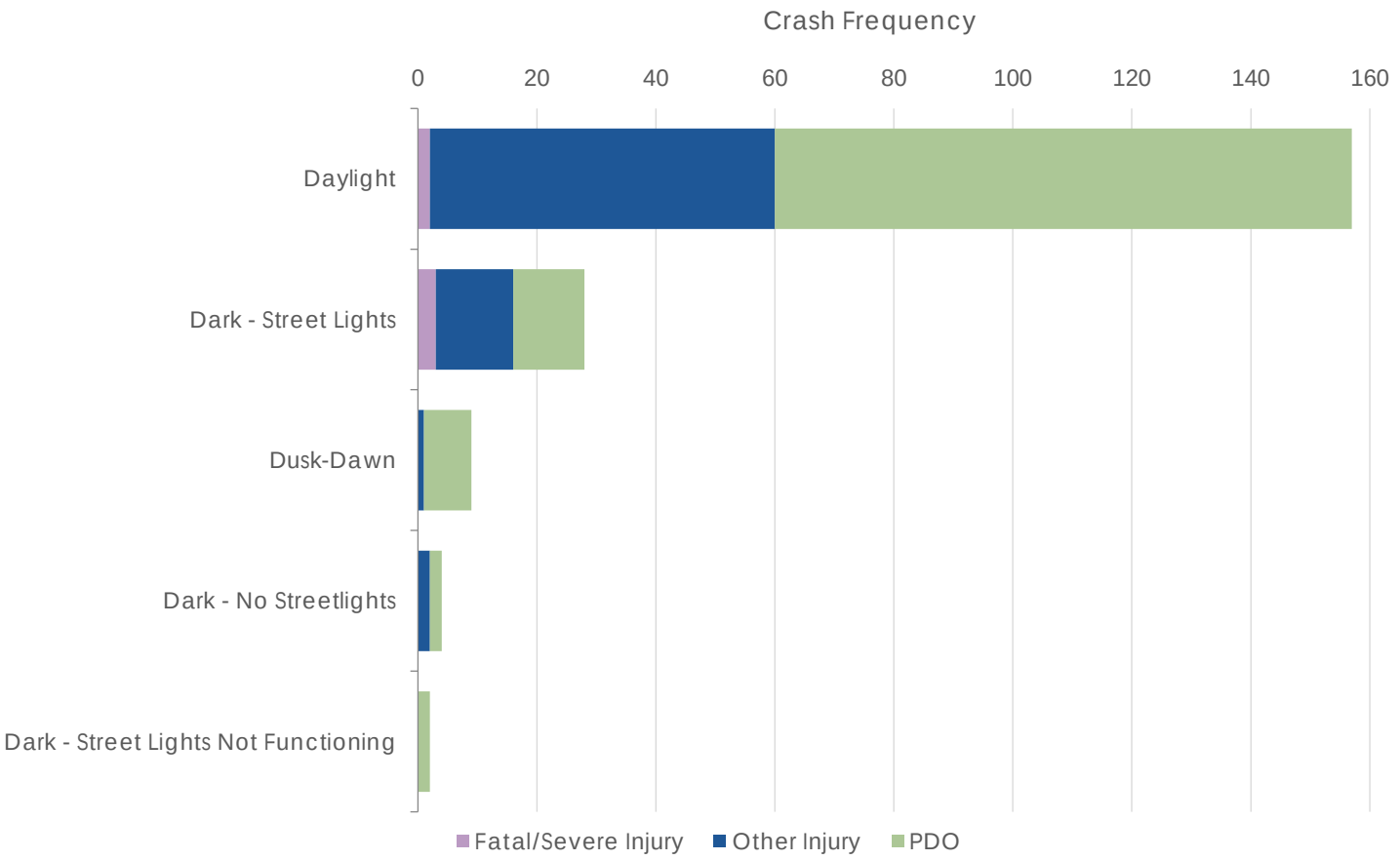
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

[39] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[40] Reported PCF based on CVC violation indicating unsafe speeding on a highway.
[41] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[42] Reported PCF based on CVC violation indicating running a red light or failure to stop at a stop sign.
[43] Reported PCF based on CVC violation indicating driver was under the influence of alcohol.
[44] Reported PCF based on CVC violation indicating a driver was performing a hazardous act while driving.

LIGHTING

Figure 99 shows crashes by reported lighting condition and severity. The most common lighting condition is daylight, at 79 percent of total crashes. The next most common is dark with streetlights, at 15 percent. Fatal/severe injuries make up the highest portion of crashes that occurred while dark with street lights.

Figure 99: Crashes by Lighting and Severity

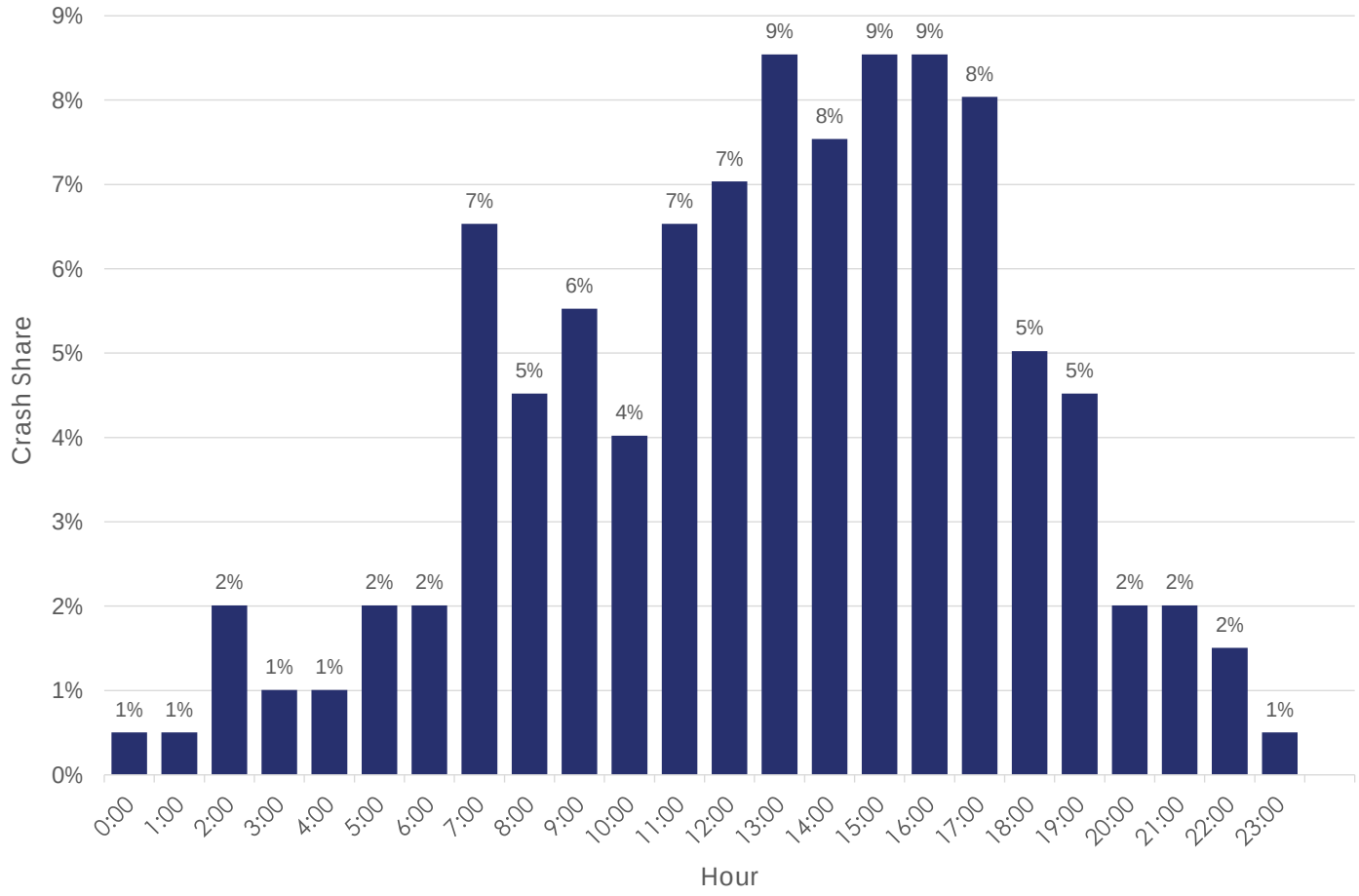


Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.
Note: 10 crashes were reported as not stated.

TIME OF DAY

Figure 100 shows crashes by time of day. The hours with the highest numbers of crashes are between 1 PM and 2 PM and 3PM to 5 PM. The lowest frequency of crashes occurred overnight, between 8 PM and 6 AM.

Figure 100: Crash Share by Time of Day



Source: SWITRS, TIMS, Kittelson, 2021

Pedestrians

This section focuses exclusively on reported crashes involving pedestrians. Table 45 shows the distribution of pedestrian crashes by severity. Of the 12 reported pedestrian crashes, two resulted in a fatality or severe injury, six in visible injuries, and three in complaints of pain. There was one property damage only crash.

Table 45: Pedestrian Involved Crash by Severity

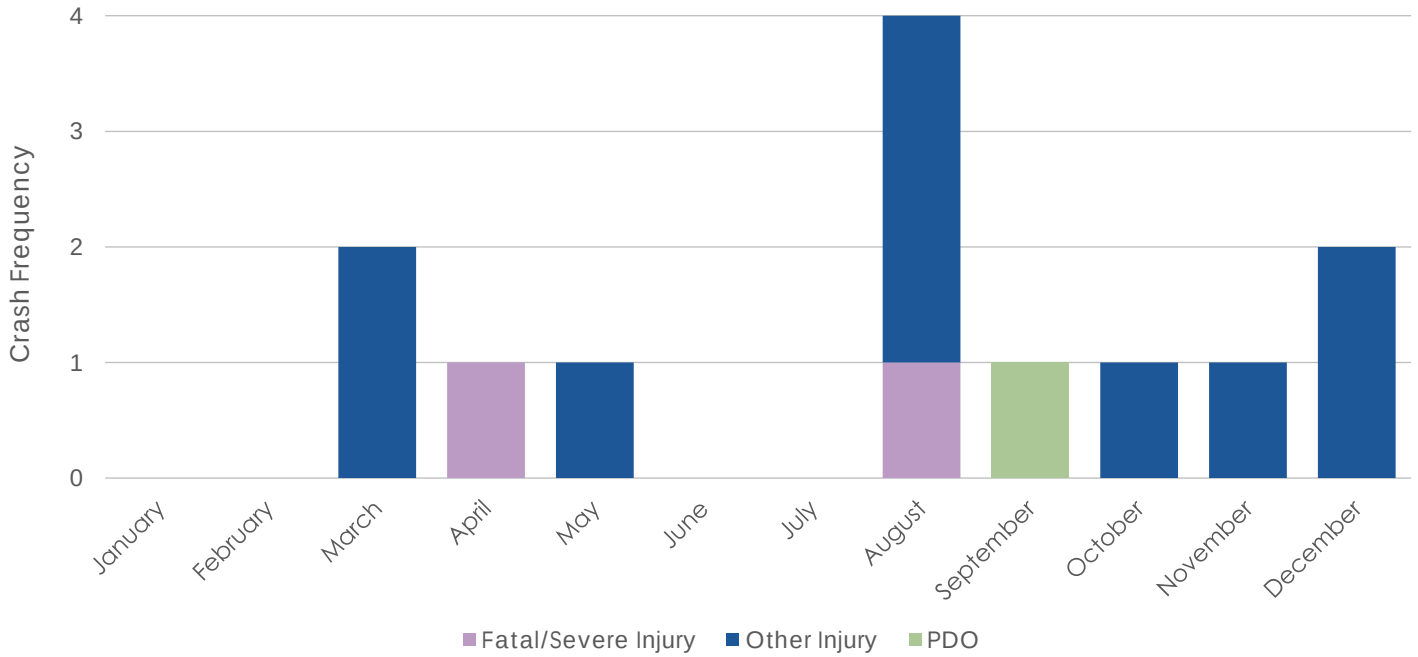
	Fatal (%)	Severe Injury (%)	Visible Injury (%)	Complaint of Pain (%)	Property Damage Only (%)	Total (%)
Pedestrian Involved	1 (8%)	1 (8%)	6 (51%)	3 (25%)	1 (8%)	12 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

SEVERITY AND MONTH

Figure 101 shows pedestrian crashes by month and severity. Pedestrian crashes were reported in seven months out of the year for the five-year period. The most crashes involving pedestrians occurred in August and March, while no reported crashes occurred in January, February, June or July. The two fatal/severe injury crashes occurred in April and in August.

Figure 101: Pedestrian Crashes by Month and Severity

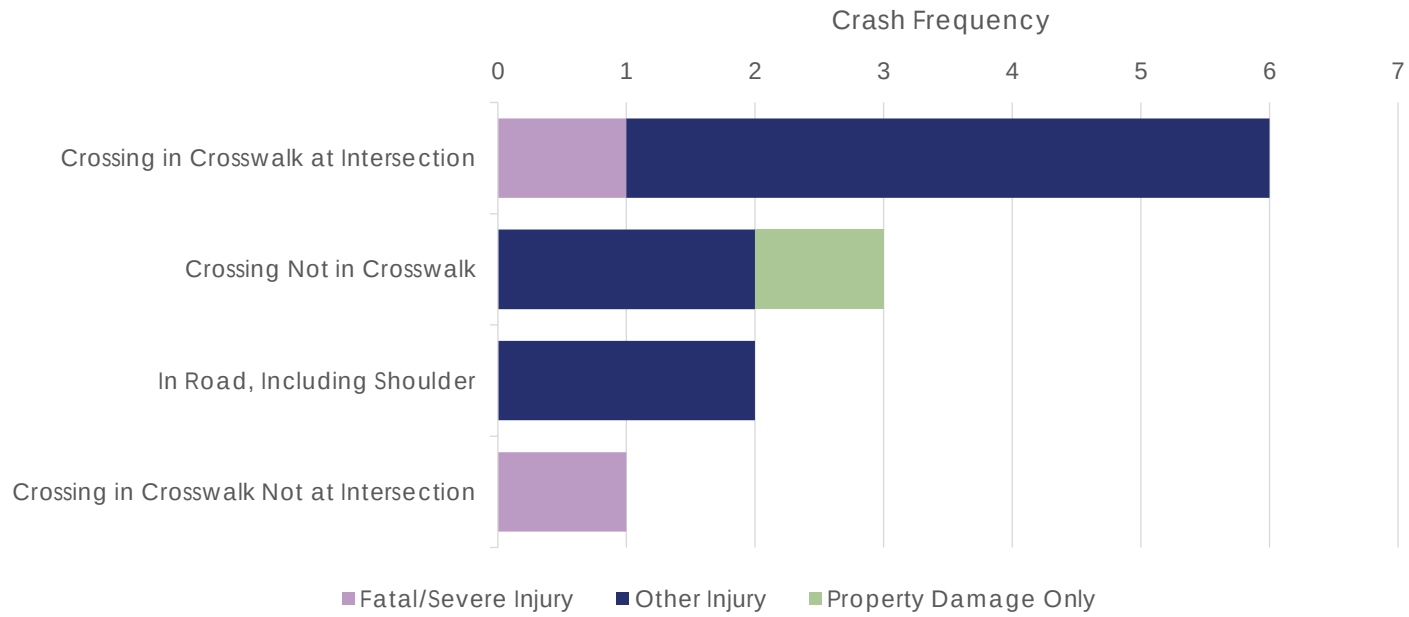


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PEDESTRIAN ACTION AND LOCATION

Figure 102 shows pedestrian crashes by reported action and location. The most common reported action is crossing in a crosswalk at an intersection (half of reported pedestrian crashes). The two actions which resulted in a fatality are crossing in a crosswalk at an intersection and crossing in a crosswalk not at an intersection.

Figure 102: Pedestrian Crashes by Reported Action/Location and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.

LIGHTING

One pedestrian crash was reported to occur in the dark with streetlights, while the rest (11 crashes) occurred in daylight. The two reported fatal/severe injury crashes were in daylight.

Bicyclists

There were four bicycle crashes documented in Kerman in the reporting period.

- Three of the reported crashes resulted in some level of injury, including one visual injury and two complaint of pain injuries.
- Two of the crashes were reported as rear end crashes, both resulting in injury.
- The reported PCF for three of the crashes was pedestrian right of way, although none of the crashes was reported to include a pedestrian. This discrepancy indicates a possible lack of precision on the part of the reporting officer and/or data entry errors in transferring the crash report information into the statewide database.
- All four reported crashes occurred in daylight.

Priority Locations

Kittelson identified priority intersections and segments in Kerman using the annualized crash severity scores and excess predicted crashes described in the Data Summary and Analysis Approach sections (see the Introduction). In addition, the following locations were noted by members of the Focus Group as locations to consider improvements:

- Sunset Avenue off of Madera Avenue (intersection of Madera Avenue/Sunset Avenue priority #13 in Table 46): concerns around crashes, speeding, and intersection traffic control
- Whitesbridge Avenue & 1st Street: planned improvements by school district
- Whitesbridge Avenue from Siskiyou Avenue to Goldenrod Avenue (from Siskiyou Avenue to Vineland Avenue priority #1 in Table 46): concerns around speeding and need for medians and left turn lanes

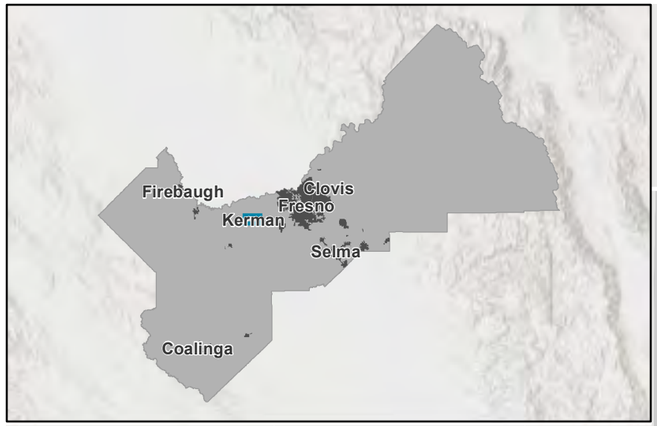
For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 38.05. Figure 103 shows the results of the crash severity scoring. Figure 104 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments, the crash severity scores ranged from zero to 42.58. Crash severity score results for roadway segments are shown in Figure 105. Excess predicted crash score results are shown in Figure 106. Intersections or segments shown as not falling within one of the percentile breaks indicates there were no reported crashes at that location.

Table 46 presents the top twenty locations with the highest crash severity scores.

Table 46. Top 20 Locations based on Crash Severity Score

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Com-plaint of Pain	PDO
1	WHITESBRIDGE AVE FROM SISKIYOU AVE TO VINELAND AVE	Segment	42.58	10	1	0	3	2	4
2	FIRST ST & C ST	Unsignalized	38.05	1	0	1	0	0	0
3	MERLOT AVE & STANISLAUS AVE	Unsignalized	38.05	1	1	0	0	0	0
4	MADERA AVE FROM NORTH OF NEILSON AVE TO WHITESBRIDGE RD	Segment	35.07	6	1	1	1	1	2
5	GOLDENROD AVE FROM KEARNEY BLVD TO WHITESBRIDGE RD	Segment	32.93	1	1	0	0	0	0
6	KEARNEY BLVD & MADERA AVE	Signal	14.10	16	0	0	3	5	8
7	MADERA AVE & WHITESBRIDGE AVE	Signal	11.52	22	0	0	0	7	15
8	GOLDENROD AVE & CALIFORNIA AVE	Unsignalized	10.87	10	0	0	3	3	4
9	MADERA AVE & A ST & CALIFORNIA AVE	Unsignalized	10.33	17	0	0	2	3	12
10	GOLDENROD AVE & WHITESBRIDGE AVE	Signal	7.81	9	0	0	1	4	4
11	VINELAND AVE & WHITESBRIDGE AVE	Signal	7.62	9	0	0	3	0	6
12	MADERA AVE & STANISLAUS AVE	Signal	6.77	14	0	0	1	2	11
13	MADERA AVE & SUNSET AVE	Unsignalized	6.30	7	0	0	2	1	4
14	SISKIYOU AVE & WHITESBRIDGE AVE	Signal	4.85	9	0	0	0	3	6
15	MADERA AVE & E ST	Signal	3.96	5	0	0	1	1	3
16	CALIFORNIA AVE & VINELAND AVE	Unsignalized	3.36	2	0	0	1	1	0
17	KEARNEY BLVD & FIRST ST	Unsignalized	3.36	2	0	0	1	1	0
18	GOLDENROD AVE & KEARNEY BLVD	Unsignalized	2.83	4	0	0	0	2	2
19	JENSEN AVE FROM MADERA AVE TO DEL NORTE AVE	Segment	2.43	2	0	0	0	2	0
20	DEL NORTE AVE & KEARNEY BLVD	Unsignalized	2.34	2	0	0	1	0	1

Note: PDO = Property Damage Only



Crash Severity Score

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile

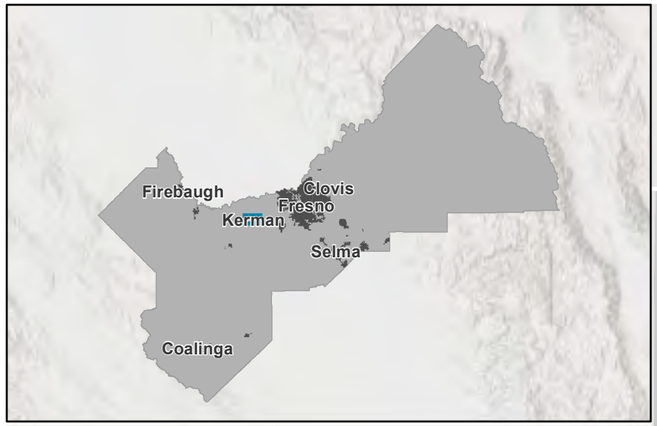
- City Limits
- County Boundary

0 0.3 Miles

Figure 103

Intersection Crash Severity Scores
Jurisdiction Results: Kerman
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Excess Expected Frequency

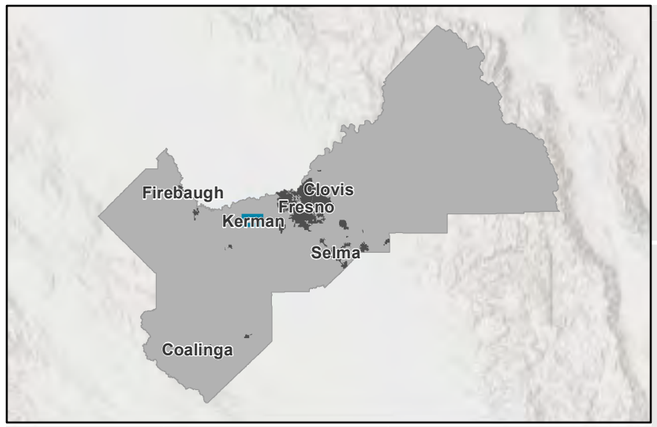
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.3 Miles

Figure 104

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Kerman
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Kerman

N MADERA AVE

N GOLDENROD AVE

W STANISLAUS AVE

S FIRST ST

S SISKIYOU AVE

S DEL NORTE AVE

W KEARNEY BLVD

S VINELAND AVE

S PARK AVE

W E ST

S EIGHTH ST

W C ST

W A ST

W CALIFORNIA AVE

W CHURCH AVE

S MADERA AVE

S GOLDENROD AVE

W JENSEN AVE

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Crash Severity Scores

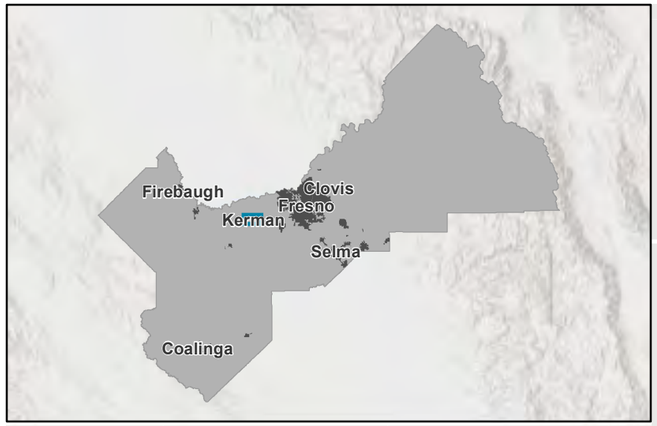
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.3 Miles

Figure 105

Roadway Crash Severity Scores
Jurisdiction Results: Kerman
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Kerman

N MADERA AVE

N GOLDENROD AVE

W STANISLAUS AVE

S FIRST ST

S SISKIYOU AVE

S DEL NORTE AVE

W KEARNEY BLVD

S VINELAND AVE

S PARK AVE

W E ST

S EIGHTH ST

W C ST

W A ST

W CALIFORNIA AVE

W CHURCH AVE

S GOLDENROD AVE

S MADERA AVE

W JENSEN AVE

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Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.3 Miles

Figure 106

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Kerman
Fresno Council of Governmer

KITTELSON & ASSOCIATES

EMPHASIS AREAS

Based on key trends in the crash data, emphasis areas for the City of Kerman include pedestrian crashes, rear end crashes and intersection crashes. Each of these areas is further discussed below.

Pedestrian Crashes

Pedestrian crashes were identified as a focus area given the overrepresentation of pedestrians in fatal and severe crashes. One of the three fatal crashes involved a pedestrian and one of the two severe injury crashes involved a pedestrian. The fatal pedestrian crash involved a pedestrian "crossing in crosswalk not at intersection" and the severe injury crash involved a pedestrian "crossing in crosswalk at intersection." This suggests opportunities for improvements to pedestrian infrastructure.

Pedestrians are identified as one of the six high priority challenge areas in the California SHSP. These challenge areas "were identified through historical data evaluations and feedback from traffic safety stakeholders across the state" (Caltrans SHSP). The high priorities represent "the greatest opportunity to reduce fatalities and serious injuries across the state" (Caltrans SHSP).

Rear End Crashes

Rear end crashes were identified as a focus area given their prevalence in reported crashes. Rear end crashes are the most common collision type, accounting for 62 percent of all crashes. One of the two severe injury crashes was a rear end crash, as were 47 of the 75 other injury crashes.

Intersections

The top primary collision factor was automobile right of way (60 crashes), with improper turning (23 crashes) and traffic signals and signs (22 crashes) also relevant. Collectively these indicate that drivers are not properly following indications provided approaching and at intersections in the City.

The California SHSP includes intersections as one of the six high priorities in California. These crashes are a high priority due to their severity level often as a result of rear-end, broadside, and hit object collision types. "Intersections significantly increase driver workload because they are a natural point of conflict. If present, traffic control devices help to mitigate that workload by providing clear rules of right-of-way" (Caltrans SHSP). As discussed below under Engineering Strategies, several intersection countermeasures are available targeted at improving driver awareness and expectation as well as improving the roadway to minimize risk of crashes.

STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety across the City.

Engineering Strategies

The top four fatal and severe injury collision types in Kerman were vehicle/pedestrian, head on, rear end, and hit object crashes; the top three fatal and severe injury primary collision factors were pedestrian right of way, driving or bicycling under the influence, and other violation. High priority countermeasures to address these collision types and primary collision factors are shown in Table 47.

Table 47. High Priority Countermeasures

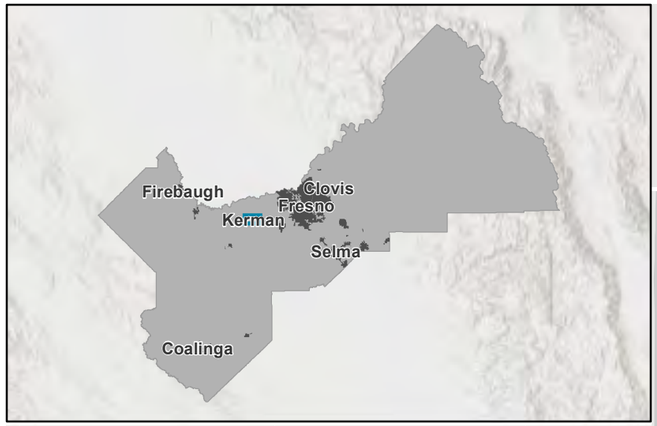
	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Remove or Relocate Fixed Objects Outside of Clear Recovery Zone	R2	Hit object
	Install Guardrails	R4	Hit object
	Install Raised Median	R8	Head on
	Road Diet	R14	Hit object
	Widen Shoulder	R15	Hit object
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Hit object
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Hit object
	Install Dynamic/Variable Speed Warning Signs	R26	Hit object
	Install Edgelines and Centerlines	R28	Hit object, Head on
	Install Centerline Rumble Strips/Stripes	R30	Head on
	Install Edgeline Rumble Strips/Stripes	R31	Hit object
Intersection Countermeasures	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Broadside
	Provide Advanced Dilemma-Zone Detection	S4	All
	Install Flashing Beacons as Advance Warning	S10/NS9	Broadside, unsafe speed
	Convert Intersection to Roundabout	NS4/NS5	Broadside, unsafe speed
	Install/Upgrade Stop Signs or Intersection Warning/ Regulatory Signs	NS6	Broadside
	Upgrade Intersection Pavement Markings	NS7	Broadside
	Install Splitter Islands for Minor Street Approaches	NS13	Broadside
	No right turn on red	n/a	Vehicle-pedestrian
Pedestrian/Bicycle Countermeasures	Install Sidewalk/Pathway	R34PB	Vehicle-pedestrian
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R35PB	Vehicle-pedestrian
	Install Raised Medians (or Refuge Islands)	NS19PB	Vehicle-pedestrian
	Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (with Enhanced Safety Features)	NS21PB	Vehicle-pedestrian

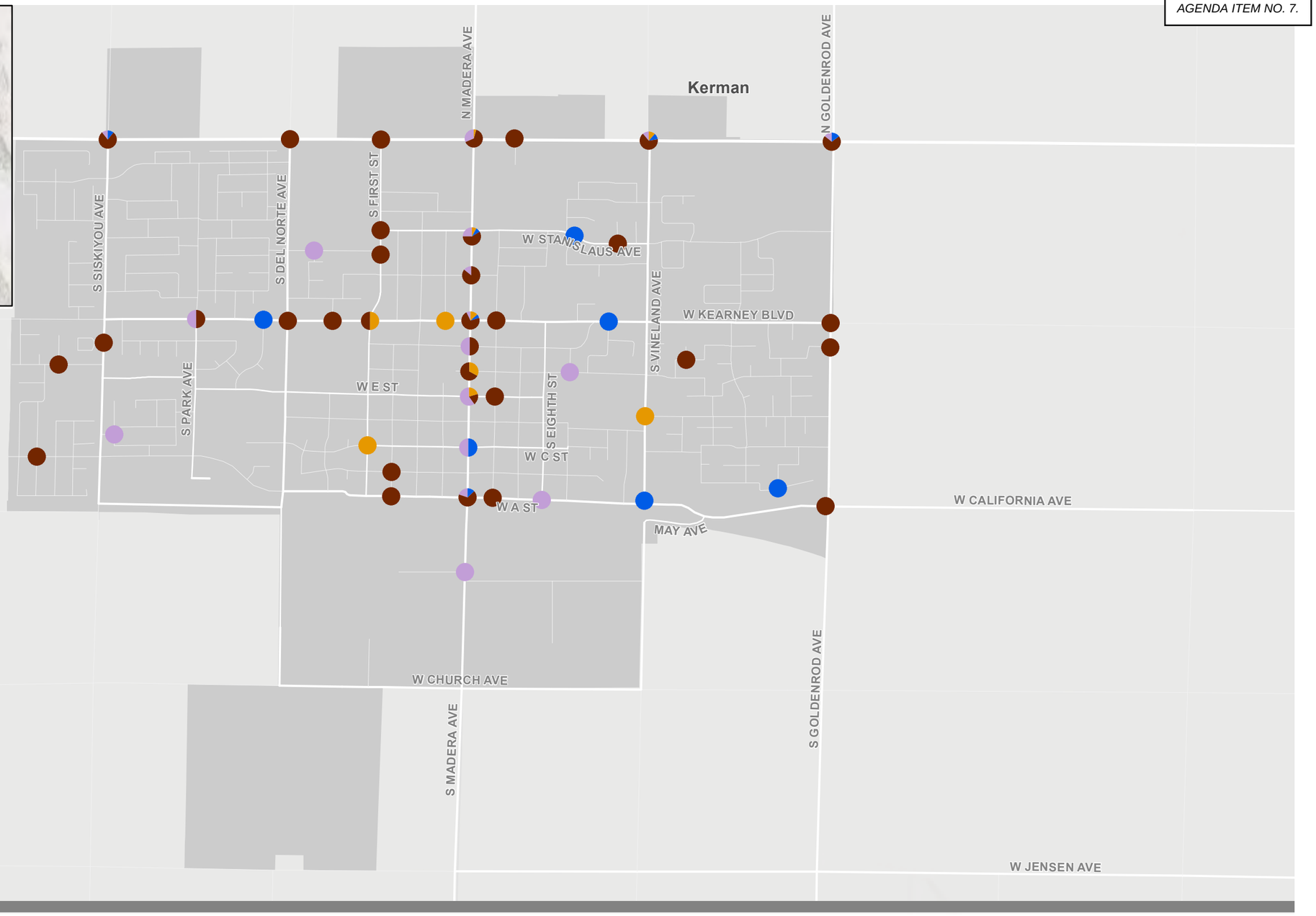
Note: The ID number references the Caltrans Manual Local Road Safety

Appendix B contains the regional Countermeasures Toolbox which includes more detailed information regarding the countermeasures listed above.

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. Kerman can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 47.

Figure 107 and Figure 108 present the top priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 109 and Figure 110 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.





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Collision Type

- Vehicle-Pedestrian
- Head On*
- Rear End*
- Sideswipe*

City Limits

County Boundary

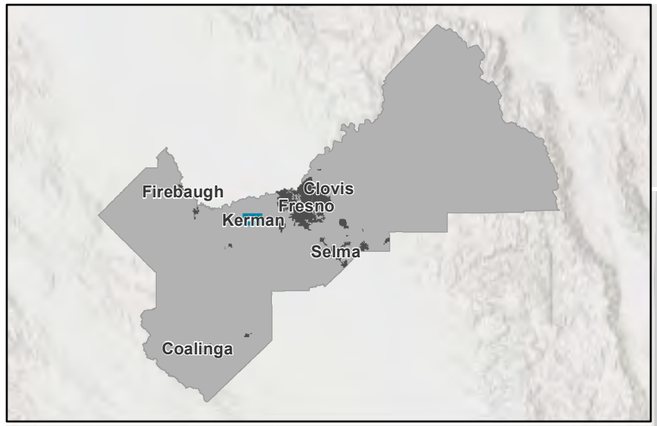
0 0.3 Miles

KITTELSON & ASSOCIATES

*Tied for fourth

Figure 107

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Kerman
Fresno Council of Governmer



Kerman

N MADERA AVE

N GOLDENROD AVE

S FIRST ST

W STANISLAUS AVE

S SISKIYOU AVE

S DEL NORTE AVE

W KEARNEY BLVD

S VINELAND AVE

S PARK AVE

W E ST

S EIGHTH ST

W C ST

W A ST

S MADERA AVE

MAY AVE

S GOLDENROD AVE

W CALIFORNIA AVE

W CHURCH AVE

W JENSEN AVE

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Primary Collision Factors

- Pedestrian Right of Way
- Driving Under the Influence
- Other Hazardous Violation

City Limits

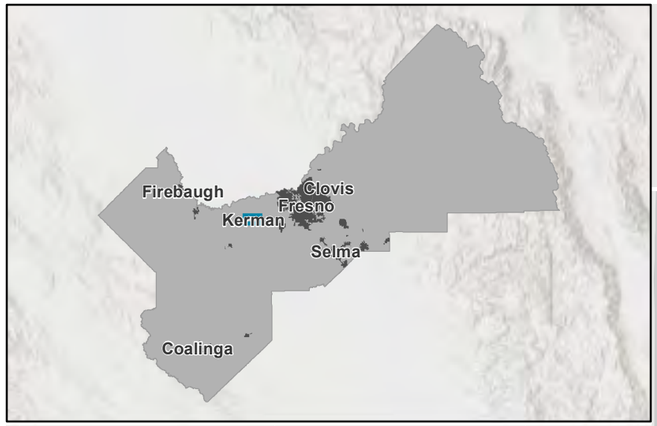
County Boundary

0 0.3 Miles

KITTELSON & ASSOCIATES

Figure 108

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Kerman
Fresno Council of Governmer



Kerman

N GOLDENROD AVE

W STANISLAUS AVE

S FIRST ST

S SISKIYOU AVE

S DEL NORTE AVE

W KEARNEY BLVD

S VINELAND AVE

S PARK AVE

W E ST

S EIGHTH ST

W C ST

W A ST

S MADERA AVE

MAY AVE

W CALIFORNIA AVE

W CHURCH AVE

W JENSEN AVE

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Collision Type

- Vehicle/Pedestrian
- Head On*
- Rear End*
- Sideswipe*

- Priority Roadways
- City Limits
- County Boundary

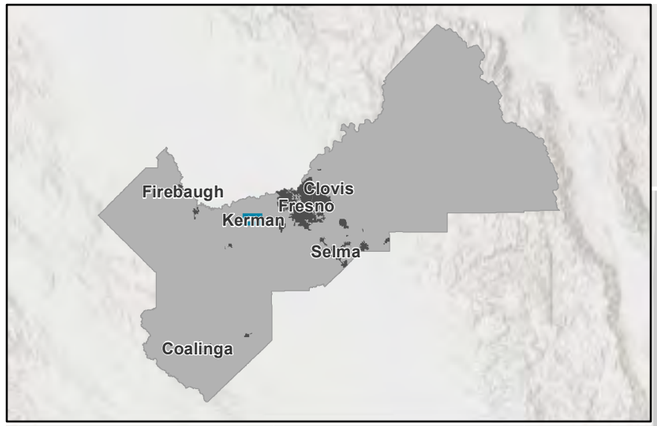
0 0.3 Miles

KITTELSON & ASSOCIATES

*Tied for fourth

Figure 109

Top Fatal/Severe Injury Roadway Collision Types
Jurisdiction Results: Kerman
Fresno Council of Governmer



Kerman

N GOLDENROD AVE

W STANISLAUS AVE

S FIRST ST

S SISKIYOU AVE

S DEL NORTE AVE

S VINELAND AVE

W KEARNEY BLVD

S PARK AVE

W E ST

S EIGHTH ST

W C ST

W A ST

S MADERA AVE

MAY AVE

S GOLDENROD AVE

W CALIFORNIA AVE

W CHURCH AVE

W JENSEN AVE

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Primary Collision Factors

- Pedestrian Right of Way
- Driving Under the Influence
- Other Hazardous Violation

- Priority Roadways
- City Limits
- County Boundary

0 0.3 Miles

Figure 110

Top Fatal/Severe Injury Roadway Primary Collision Factors
Jurisdiction Results: Kerman
Fresno Council of Governmen

KITTELSON & ASSOCIATES

Table 48 and Table 49 provide information for the top fifty intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

Table 48. Priority Intersections with Collision Type based on Top 4 Fatal/Severe Injury Collision Types

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type				
					Vehicle /Ped	Head On	Rear End	Side-swipe	Other
1	FIRST ST & C ST	Unsignalized	38.05	1	1	0	0	0	0
2	MERLOT AVE & STANISLAUS AVE	Unsignalized	38.05	1	0	0	0	0	1
3	KEARNEY BLVD & MADERA AVE	Signal	14.10	16	2	1	11	1	1
4	MADERA AVE & WHITESBRIDGE AVE	Signal	11.52	22	1	0	14	7	0
5	GOLDENROD AVE & CALIFORNIA AVE	Unsignalized	10.87	10	0	0	9	0	1
6	MADERA AVE & A ST & CALIFORNIA AVE	Unsignalized	10.33	17	0	1	10	3	3
7	GOLDENROD AVE & WHITESBRIDGE AVE	Signal	7.81	9	0	0	5	1	3
8	VINELAND AVE & WHITESBRIDGE AVE	Signal	7.62	9	1	0	6	1	1
9	MADERA AVE & STANISLAUS AVE	Signal	6.77	14	1	0	7	3	3
10	MADERA AVE & SUNSET AVE	Unsignalized	6.30	7	0	0	6	1	0
11	SISKIYOU AVE & WHITESBRIDGE AVE	Signal	4.85	9	0	0	7	1	1
12	MADERA AVE & E ST	Signal	3.96	5	1	0	1	3	0
13	CALIFORNIA AVE & VINELAND AVE	Unsignalized	3.36	2	0	0	0	0	2
14	KEARNEY BLVD & FIRST ST	Unsignalized	3.36	2	1	0	1	0	0
15	GOLDENROD AVE & KEARNEY BLVD	Unsignalized	2.83	4	0	0	4	0	0
16	DEL NORTE AVE & KEARNEY BLVD	Unsignalized	2.34	2	0	0	2	0	0
17	PARK AVE & KEARNEY BLVD	Unsignalized	2.34	2	0	0	1	1	0
18	B ST & MCKENNA AVE	Unsignalized	2.14	1	0	0	0	0	1
19	MADERA AVE & D ST	Unsignalized	2.14	1	0	0	0	0	1
20	VINELAND AVE & E ST	Unsignalized	2.14	1	1	0	0	0	0
21	PALM AVE & BURGANDY AVE	Unsignalized	2.14	1	0	0	1	0	0
22	PACHECO DR & KEARNEY BLVD	Unsignalized	2.14	1	0	0	0	0	1
23	KEARNEY BLVD & FOURTH ST	Unsignalized	2.14	1	1	0	0	0	0
24	STANISLAUS AVE & BORDEAUX AVE	Unsignalized	2.14	1	0	0	1	0	0
25	MADERA AVE & F ST	Unsignalized	1.62	3	1	0	2	0	0
26	FIRST ST & WHITESBRIDGE AVE	Unsignalized	1.62	3	0	0	3	0	0
27	MADERA AVE & G ST	Unsignalized	1.42	2	0	0	1	1	0
28	WHITESBRIDGE AVE & DEL NORTE AVE	Signal	1.42	2	0	0	1	0	1

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type				
					Vehicle /Ped	Head On	Rear End	Side-swipe	Other
29	KLINE ST & WHITESBRIDGE AVE	Unsignalized	1.22	1	0	0	1	0	0
30	SECOND ST & B ST	Unsignalized	1.22	1	0	0	1	0	0
31	E ST & MICHELLE AVE	Unsignalized	1.22	1	0	0	1	0	0
32	KEARNEY BLVD & BOYD AVE	Unsignalized	1.22	1	0	0	0	0	1
33	MADERA AVE & C ST	Unsignalized	0.60	3	0	1	0	1	1
34	MADERA AVE & COMMERCE WAY	Unsignalized	0.40	2	0	1	0	1	0
35	PEBBLE BROOK LN & SISKIYOU AVE	Unsignalized	0.20	1	0	0	1	0	0
36	A ST & EIGHTH ST	Unsignalized	0.20	1	0	0	0	1	0
37	A ST & SIXTH ST	Unsignalized	0.20	1	0	0	1	0	0
38	CALIFORNIA AVE & SECOND ST	Unsignalized	0.20	1	0	0	1	0	0
39	CALIFORNIA AVE & SUSAN AVE	Unsignalized	0.20	1	0	0	1	0	0
40	B ST & LUM AVE	Unsignalized	0.20	1	0	0	0	1	0
41	E ST & SIXTH ST	Unsignalized	0.20	1	0	0	1	0	0
42	DEL NORTE AVE & E ST	Unsignalized	0.20	1	0	0	0	0	1
43	F ST & NINTH ST	Unsignalized	0.20	1	0	0	0	1	0
44	GOLDENROD AVE & G ST	Unsignalized	0.20	1	0	0	1	0	0
45	KEARNEY BLVD & MANOR DR	Unsignalized	0.20	1	0	0	1	0	0
46	KEARNEY BLVD & SIXTH ST	Unsignalized	0.20	1	0	0	1	0	0
47	FIRST ST & MIDDLETON AVE	Unsignalized	0.20	1	0	0	1	0	0
48	CARMEL DR & MIDDLETON AVE	Unsignalized	0.20	1	0	0	0	1	0
49	FIRST ST & STANISLAUS AVE	Unsignalized	0.20	1	0	0	1	0	0
50	MADERA AVE & SAN JOAQUIN AVE	Unsignalized	0.20	1	0	1	0	0	0

Note: Other crashes include all crashes that are not coded as one of the top four collision types

Table 49. Priority Intersections with Primary Collision Factor based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Pedestrian Right of Way	DUI	Other Hazardous Violation	Other
1	FIRST ST & C ST	Unsignalized	38.05	1	1	0	0	0
2	MERLOT AVE & STANISLAUS AVE	Unsignalized	38.05	1	0	1	0	0
3	KEARNEY BLVD & MADERA AVE	Signal	14.10	16	1	0	1	14
4	MADERA AVE & WHITESBRIDGE AVE	Signal	11.52	22	1	0	0	21
5	GOLDENROD AVE & CALIFORNIA AVE	Unsignalized	10.87	10	0	0	0	10
6	MADERA AVE & A ST & CALIFORNIA AVE	Unsignalized	10.33	17	0	2	0	15
7	GOLDENROD AVE & WHITESBRIDGE AVE	Signal	7.81	9	0	0	0	9

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Pedestrian Right of Way	DUI	Other Hazardous Violation	Other
8	VINELAND AVE & WHITESBRIDGE AVE	Signal	7.62	9	0	0	0	9
9	MADERA AVE & STANISLAUS AVE	Signal	6.77	14	2	0	0	12
10	MADERA AVE & SUNSET AVE	Unsignalized	6.30	7	0	0	0	7
11	SISKIYOU AVE & WHITESBRIDGE AVE	Signal	4.85	9	0	3	0	6
12	MADERA AVE & E ST	Signal	3.96	5	0	0	0	5
13	CALIFORNIA AVE & VINELAND AVE	Unsignalized	3.36	2	0	2	0	0
14	KEARNEY BLVD & FIRST ST	Unsignalized	3.36	2	1	0	0	1
15	GOLDENROD AVE & KEARNEY BLVD	Unsignalized	2.83	4	0	0	0	4
16	DEL NORTE AVE & KEARNEY BLVD	Unsignalized	2.34	2	0	0	0	2
17	PARK AVE & KEARNEY BLVD	Unsignalized	2.34	2	0	0	0	2
18	B ST & MCKENNA AVE	Unsignalized	2.14	1	0	0	0	1
19	MADERA AVE & D ST	Unsignalized	2.14	1	0	0	0	1
20	VINELAND AVE & E ST	Unsignalized	2.14	1	0	0	0	1
21	PALM AVE & BURGANDY AVE	Unsignalized	2.14	1	0	0	0	1
22	PACHECO DR & KEARNEY BLVD	Unsignalized	2.14	1	0	0	0	1
23	KEARNEY BLVD & FOURTH ST	Unsignalized	2.14	1	0	0	0	1
24	STANISLAUS AVE & BORDEAUX AVE	Unsignalized	2.14	1	0	1	0	0
25	MADERA AVE & F ST	Unsignalized	1.62	3	0	1	0	2
26	FIRST ST & WHITESBRIDGE AVE	Unsignalized	1.62	3	1	0	0	2
27	MADERA AVE & G ST	Unsignalized	1.42	2	0	0	0	2
28	WHITESBRIDGE AVE & DEL NORTE AVE	Signal	1.42	2	0	0	0	2
29	KLINE ST & WHITESBRIDGE AVE	Unsignalized	1.22	1	0	0	0	1
30	SECOND ST & B ST	Unsignalized	1.22	1	0	0	0	1
31	E ST & MICHELLE AVE	Unsignalized	1.22	1	0	0	0	1
32	KEARNEY BLVD & BOYD AVE	Unsignalized	1.22	1	0	0	0	1
33	MADERA AVE & C ST	Unsignalized	0.60	3	0	0	0	3
34	MADERA AVE & COMMERCE WAY	Unsignalized	0.40	2	0	0	1	1
35	PEBBLE BROOK LN & SISKIYOU AVE	Unsignalized	0.20	1	0	0	0	1
36	A ST & EIGHTH ST	Unsignalized	0.20	1	0	0	0	1
37	A ST & SIXTH ST	Unsignalized	0.20	1	0	0	0	1
38	CALIFORNIA AVE & SECOND ST	Unsignalized	0.20	1	0	0	0	1
39	CALIFORNIA AVE & SUSAN AVE	Unsignalized	0.20	1	0	0	0	1
40	B ST & LUM AVE	Unsignalized	0.20	1	0	0	0	1
41	E ST & SIXTH ST	Unsignalized	0.20	1	0	0	0	1

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Pedestrian Right of Way	DUI	Other Hazardous Violation	Other
42	DEL NORTE AVE & E ST	Unsignalized	0.20	1	0	0	0	1
43	F ST & NINTH ST	Unsignalized	0.20	1	0	0	0	1
44	GOLDENROD AVE & G ST	Unsignalized	0.20	1	0	0	0	1
45	KEARNEY BLVD & MANOR DR	Unsignalized	0.20	1	0	0	0	1
46	KEARNEY BLVD & SIXTH ST	Unsignalized	0.20	1	0	0	0	1
47	FIRST ST & MIDDLETON AVE	Unsignalized	0.20	1	0	0	0	1
48	CARMEL DR & MIDDLETON AVE	Unsignalized	0.20	1	0	0	0	1
49	FIRST ST & STANISLAUS AVE	Unsignalized	0.20	1	0	0	0	1
50	MADERA AVE & SAN JOAQUIN AVE	Unsignalized	0.20	1	0	1	0	0

Notes: Other crashes include all crashes that are not coded as one of the top three primary collision factors
DUI = Driving Under the Influence

Table 50 and Table 51 provide information for the top nine roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

Table 50. Priority Roadways Segments with Collision Type based on Top 4 Fatal/Severe Injury Collision Types

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Collision Type				
					Vehicle /Ped	Head On	Rear End	Side-swipe	Other
1	SR 180 (S Kline St to S Vineland Ave)*	Freeway	42.58	10	0	3	4	3	0
2	SR 180 (S Madera Ave to city limits)*	Freeway	41.37	9	0	3	3	3	0
3	S Madera Ave (W Commerce Way to W Church Ave)	Arterial/ Collector	35.07	2	0	0	2	0	0
4	S Goldenrod Ave (W Whitesbridge Ave to W Kearney Blvd)	Arterial/ Collector	32.93	1	1	0	0	0	0
5	SR 180 (city limits to east of S Del Norte Ave)*	Freeway	3.96	5	0	1	4	0	0
6	SR 180 (N Siskiyou Ave to S Del Norte Ave)*	Freeway	2.54	3	0	1	2	0	0
7	N Madera Ave (city limits to W Whitesbridge Ave)	Arterial/ Collector	2.54	3	0	0	1	1	1
8	W Jensen Ave (east of S Del Norte Ave to east of S Madera Ave)	Arterial/ Collector	2.43	2	0	0	1	0	1
9	W Whitesbridge Ave (west of S 1st St to S Madera St)	Freeway	2.22	6	0	0	5	1	0

** Roadway segment is an at-grade Caltrans facility.*
Note: Other crashes include all crashes that are not coded as one of the top four collision types

Table 51. Priority Roadways Segments with Primary Collision Factors based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Ped Right of Way	DUI	Other Hazardous Violation	Other
1	SR 180 (S Kline St to S Vineland Ave)*	Freeway	42.58	10	0	0	1	9
2	SR 180 (S Madera Ave to city limits)*	Freeway	41.37	9	0	0	1	8
3	S Madera Ave (W Commerce Way to W Church Ave)	Arterial/ Collector	35.07	2	0	1	0	1
4	S Goldenrod Ave (W Whitesbridge Ave to W Kearney Blvd)	Arterial/ Collector	32.93	1	1	0	0	0
5	SR 180 (city limits to east of S Del Norte Ave)*	Freeway	3.96	5	0	1	0	4
6	SR 180 (N Siskiyou Ave to S Del Norte Ave)*	Freeway	2.54	3	0	1	0	2
7	N Madera Ave (city limits to W Whitesbridge Ave)	Arterial/ Collector	2.54	3	0	1	0	2
8	W Jensen Ave (east of S Del Norte Ave to east of S Madera Ave)	Arterial/ Collector	2.43	2	0	0	0	2
9	W Whitesbridge Ave (west of S 1st St to S Madera St)	Freeway	2.22	6	0	0	0	6

** Roadway segment is an at-grade Caltrans facility.*
Notes: Other crashes include all crashes that are not coded as one of the top three primary collision factors
DUI = Driving Under the Influence

Education Strategies

Education strategies for Kerman are targeted at unsafe speed and driving or bicycling under the influence of drugs or alcohol, given the prevalence of these primary collision factors. In addition, pedestrian crashes were identified as a focus area given the overrepresentation of pedestrians in fatal and severe crashes.

The Safe Roads Save Lives campaign is a marketing effort led by the Fresno COG, with the goals of:

- Educate all road users on safe transportation behaviors
- Increase safety for people walking and biking
- Highlight behaviors that cause the most crashes in Fresno County—speeding and distracted driving

The campaign Includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Unincorporated Fresno County may find these materials helpful, especially those related to speeding, using the roadway responsibly together, watching out for pedestrians, and not using the roadway under the influence.

The following activities are recommended for Kerman as they move forward on implementing the Safe Roads Save Lives campaign:

- Identify staff appropriate to attend a presentation by Fresno COG staff about the Safe Roads Save Lives campaign. Appropriate staff members include staff associated with transportation engineering and planning, communications, traffic enforcement, school transportation, and other jurisdictional staff who work with the roadway system.
- Work with school districts to distribute print materials and offer school-related transportation resources. Ensure that school communications are in both English and Spanish.
- Work with public information or communications staff to spread Safe Roads Save Lives materials throughout Kerman through the following channels:
    - Repost and link to Fresno COG posts that refer to the Safe Roads Save Lives campaign.
    - Have print materials (flyers, bumper stickers, pins, and postcards) available at transportation-related events and community festivals.
    - Print posters for posting at governmental buildings such as City Hall, libraries, DMVs and other facilities that the public regularly uses.
    - Work with the Fresno COG to identify a radio station to air a Safe Roads Save Lives radio public service announcement (PSA).
    - Have a direct link to Safe Roads Save Lives campaign website from the City website.

Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves Kerman – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

- All roadway safety projects should be vetted by emergency service organizations to ensure that their design does not hamper access.
- As new emergency service and response procedures are developed, roadway safety improvement opportunities should be identified and implications of changes to response times should be considered.
- Kerman staff should participate in periodic coordination calls between emergency response agencies to gather and share recent observations about crashes and hot spots, to understand emergent safety issues that may not have led to policy reports or yet be available through statewide crash reporting systems.

Enforcement

Enforcement strategies can include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws, as well as focusing enforcement in areas that have historically been shown to have higher-than-average crash rates. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time – during and shortly after the increased enforcement activities.

The following enforcement strategies should be considered for Kerman:

- Schedule heightened speed (or other behavior) enforcement checks during strategic times of the year, such as when students return to school or the beginning of fog season.
- Focus speed enforcement efforts in locations with high crash rates.
- Use automatic enforcement, such as red-light cameras or speed feedback signs, especially in school zones. Consider adding audio warning to speed feedback signs.
- Consider opportunities for youth engagement, such as "good behavior" ticket writing from students to adult roadway users.

The effectiveness of each strategy should be measured and evaluated, considering the number of staff hours and amount of resources needed. The results should be reviewed and used to refine future enforcement activities.

Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. More details about equitable enforcement can be found on page 8 (Introduction).

EVALUATION AND IMPLEMENTATION

A key part of achieving the City's vision is consistently evaluating roadway safety performance and tracking progress towards the City's goals. The City will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that the City of Kerman update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the City's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

- Identifying countermeasures and strategies for priority locations based on the crash data.
- Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Exploring funding opportunities to implement priority strategies.
- Identifying activities to support the regional Safe Roads Save Lives campaign.
- Identifying enforcement strategies to implement and evaluate.
- Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
- Regularly collecting and organizing data to support evaluation of the LRSP.

8.0 CITY OF MENDOTA

The City of Mendota has an approximate population of 12,278.[45] The average daily vehicle miles traveled is 32,142, and the City maintains approximately 23 total roadway centerline miles. The main roadways in the City include Derrick Avenue and Oller Street, which both run from north to south, and Belmont Avenue and Bass Avenue, which both run from east to west. Based on the review of crash data conducted as part of the LRSP, pedestrians are overrepresented in fatal and severe injury crashes. The fatal and severe injury collision types in Mendota were vehicle-pedestrian, rear end, and sideswipe crashes. The fatal and severe injury primary collision factors were automobile right of way, pedestrian right of way, unsafe speed, and pedestrian violation. The LRSP provides potential engineering, education, emergency services, and enforcement strategies tailored to Mendota's crash history and local priorities, as well as performance measures to evaluate progress.

VISION AND GOALS

The City's vision for roadway safety is:

To continuously improve our roadways to help all road users reach their destination safely.

The City's roadway safety goals in support of the vision are:

1. Have zero fatal and severe injury crashes on the City roadways by 2026.
2. Coordinate with Caltrans on implementing roadway network changes on the state routes that are within the City boundary.
3. Systemically implement safety countermeasures proven to reduce fatal and severe crashes.
4. Participate in regional activities to promote roadway safety as a priority investment.
5. Target improvements that will help slow and manage vehicle speeds.
6. Develop and implement a truck management plan to address safety concerns related to truck parking and circulation.

[45] 2018 population. Source: California Department of Finance

SAFETY PARTNERS

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City's effort to create a culture of roadway safety. Mendota's goals reflect the importance of participating in regional activities to promote roadway safety. While additional partners may be identified in the future, those involved in development of the LRSP include:

- California Highway Patrol
- Caltrans
- Fresno Council of Governments
- Fresno County Fire
- Fresno County Rural Transit Agency
- Mendota Boys & Girls Club
- Mendota Police Department
- Mendota Public Safety Subcommittee
- Mendota Public Works
- Mendota Unified School District
- Mendota Youth Recreation
- Public Safety Committee
- Westside Youth, Inc.

PERFORMANCE MEASURES

Performance measures are used to track progress and a key element of making data-informed decisions. Performance measures that support the City's vision, goals, and emphasis areas include:

- Annual number of crashes (city-wide and at each of the top 20 priority locations)
- Annual number of fatal and severe injury crashes (city-wide and at each of the top 20 priority locations)
- Annual number of pedestrian and bicycle crashes (city-wide and at each of the top twenty priority locations)
- Annual number of rear end crashes (city-wide)
- Annual number of sideswipe crashes (city-wide)
- Annual number of crashes with a primary collision factor of unsafe speed (city-wide)
- Investments made in roadway safety countermeasures (e.g. dollars spent, grants pursued, partnerships developed)
- Investments made in education and enforcement strategies (e.g. dollars spent, grants pursued, partnerships developed)
- Coordination with other local agencies and/or safety partners (e.g. meetings held, projects pursued)
- Progress made on truck management plan (e.g. meetings held, portion of plan complete)
- Coordination on crash data processes and reporting (e.g. meetings held, changes made)

As part of plan implementation, the City will identify a process for annually tracking these performance measures to support future updates to this roadway safety plan.

DATA SUMMARY

The primary data sets used to inform the technical analyses for the City's local road safety plan were crash data and roadway network information. As noted below, future updates could incorporate traffic volume data if widely available for locations across the City. In addition, feedback from a publicly available survey was documented for consideration in identifying issues and improvement strategies.

Public Survey Feedback

Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are part of the MLRSP, as well as voluntary demographic information for Title IV reporting. Both activities were open from August 16, 2021 to September 20, 2021 and sought public feedback on spatial patterns of traffic safety concerns and desired improvements.

As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive webmap specific to Mendota. More information on the methodology and overall findings of the survey are provided in *Appendix A*.

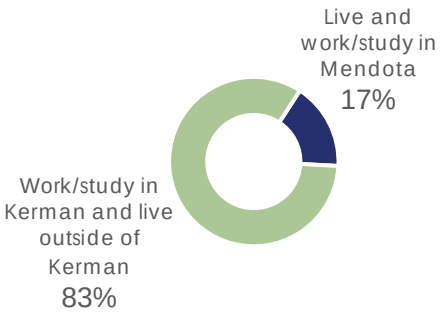


6
PEOPLE RESPONDED



0
LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE





MOST NEEDED SAFETY IMPROVEMENTS

- Maintenance of existing roads and streets
- Rural road improvements to prevent run-off-road crashes
- Traffic signals
- Speed enforcement

- The survey asked respondents to provide input on the top road safety improvements needed in their communities. While the survey prompted participants to pick three improvements, some selected more than three responses. A total 15 responses were received for Mendota from 6 participants, with the most common desired improvement types including:
    - Maintenance of existing roads and streets (3 responses)
    - Rural road improvements to prevent run-off-road crashes (3 responses)
    - Traffic signals (3 responses)
    - Speed enforcement (2 responses)
- Participants dropped points in the webmap in specific locations across Fresno County where they experienced road safety concerns. No locations were identified for Mendota.
- The survey asked participants where they live and work or study, with the option to select from a list of jurisdictions or outside of Fresno County. The participants who selected Mendota included:
    - 1 who lives and works/studies in Mendota
    - None who live in Mendota and work/study outside of Mendota
    - 5 who work/study in Mendota and live outside of Mendota

Crash Data

Kittelson worked with Fresno COG to assemble crash data for the City of Mendota using the Statewide Integrated Traffic Records System (SWITRS) database, supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley. Throughout this report, crashes are associated with a jurisdiction based on the reporting officer's assessment of location.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets. Within the assembled regional crash database, a total of 348 reported crashes are located in Mendota. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.
- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

Roadway Network Data

Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. The master roadway network for the County was used to spatially analyze and prioritize specific locations within each local jurisdiction.

Traffic Volume Data

Traffic volume data was not consistently available at a sufficient level to be able to incorporate into the safety analysis. Future updates to the City's local road safety plan could incorporate traffic volume data, if available, to understand how crash frequency, severity, and type vary at different levels of traffic.

EXISTING ROADWAY SAFETY PERFORMANCE

The findings in this section are based on the crash database, which includes reported crashes from January 1, 2015 through December 31, 2019. It is organized as follows:

- All Road Users
  - Severity by Road User
  - Year, Month, and Weather
  - Collision Type
  - Location, Collision Type, and Severity
  - Primary Collision Factor
  - Lighting
  - Time of Day
- Pedestrian-involved Crashes
  - Year and Month
  - Pedestrian Action and Location
  - Lighting
- Bicyclist-involved Crashes
  - Collision Type
  - Primary Collision Factor
  - Lighting

All Road Users

This section includes analysis and findings for all reported crashes. Subsequent sections focus exclusively on crashes involving pedestrians and bicyclists.

SEVERITY BY ROAD USER

Table 52 presents reported crashes, organized by severity level and road user. Notable trends include:

- 96 percent of total reported crashes are vehicle only or vehicle-fixed object, thirteen reported crashes involved a pedestrian and one reported crash involved a bicycle.
- Fatal and severe injury crashes represent 1 percent each of all reported crashes.

Table 52: Crash Severity by Road User Involved

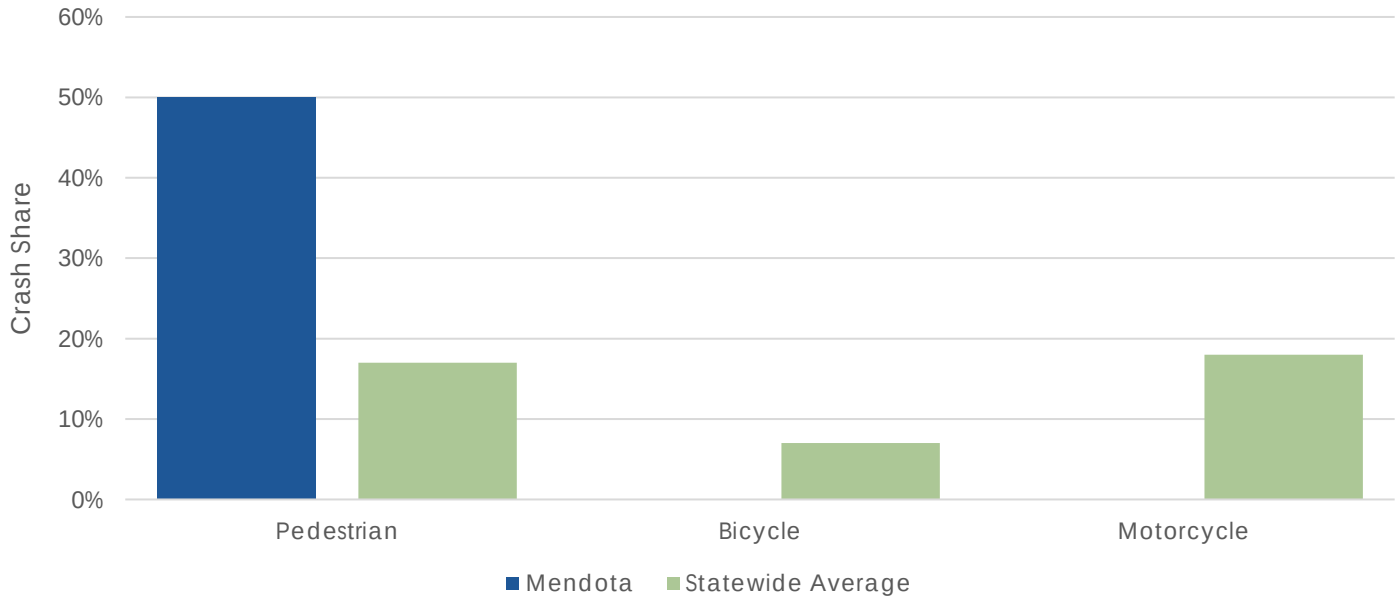
Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	2 (67%)	1 (33%)	7 (29%)	3 (6%)	0 (0%)	13 (4%)
Bicycle Involved	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (.3%)	1 (.3%)
Vehicle Only or Vehicle-Fixed Object	1 (33%)	2 (66%)	17 (71%)	49 (94%)	265 (99.7%)	333 (98%)
Reported Crashes	3 (100%)	3 (100%)	24 (100%)	52 (100%)	266 (100%)	348 (95.7%)
Severity Share of Reported Crashes	1%	1%	7%	15%	76%	100%

Source: SWITRS, TIMS, Kittelson, 2021.

California's Strategic Highway Safety Plan (SHSP) includes 16 challenge areas to focus statewide resources and efforts. Three such challenge areas were crashes involving pedestrians, bicyclists, and motorcyclists. The SHSP analyzed the share of fatal and severe injury crashes involving each of these road users. Figure 111 compares crash trends in Mendota to the statewide trends reported in the SHSP.

- City of Mendota has no reported fatal/severe bicycle or motorcycle crashes.
- There is a higher proportion of pedestrian crashes in Mendota than the statewide average. These comparisons should be interpreted with caution given that there are six reported fatal/severe injury crashes in the five-year period compared to a much larger dataset statewide.

Figure 111: Fatal and Severe Injury Crash Shares by Road User Compared to Statewide Trends

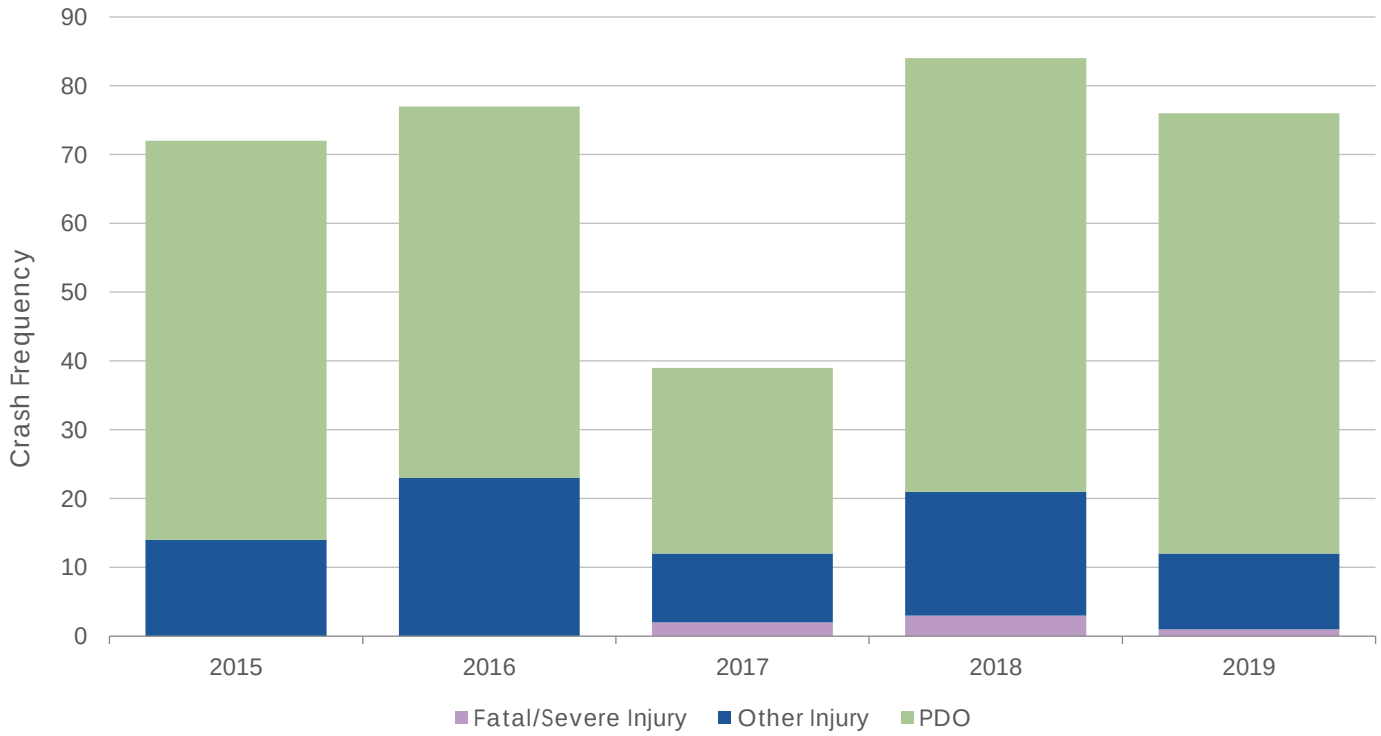


Source: SHSP, SWITRS, TIMS, Kittelson, 2021.

YEAR, MONTH, AND WEATHER

Figure 112 shows year-over-year trends in the data by severity. The total number of crashes for most years falls between 70 and 85, with 2017 being an exception at just under 40 total crashes. The average annual number of reported crashes is 70. The year 2018 was the highest year with 84 reported crashes, and 2017 was notably lower with 27 reported crashes. A lack of reporting may be attributable to the sharp one-year decrease in the 2017 data.

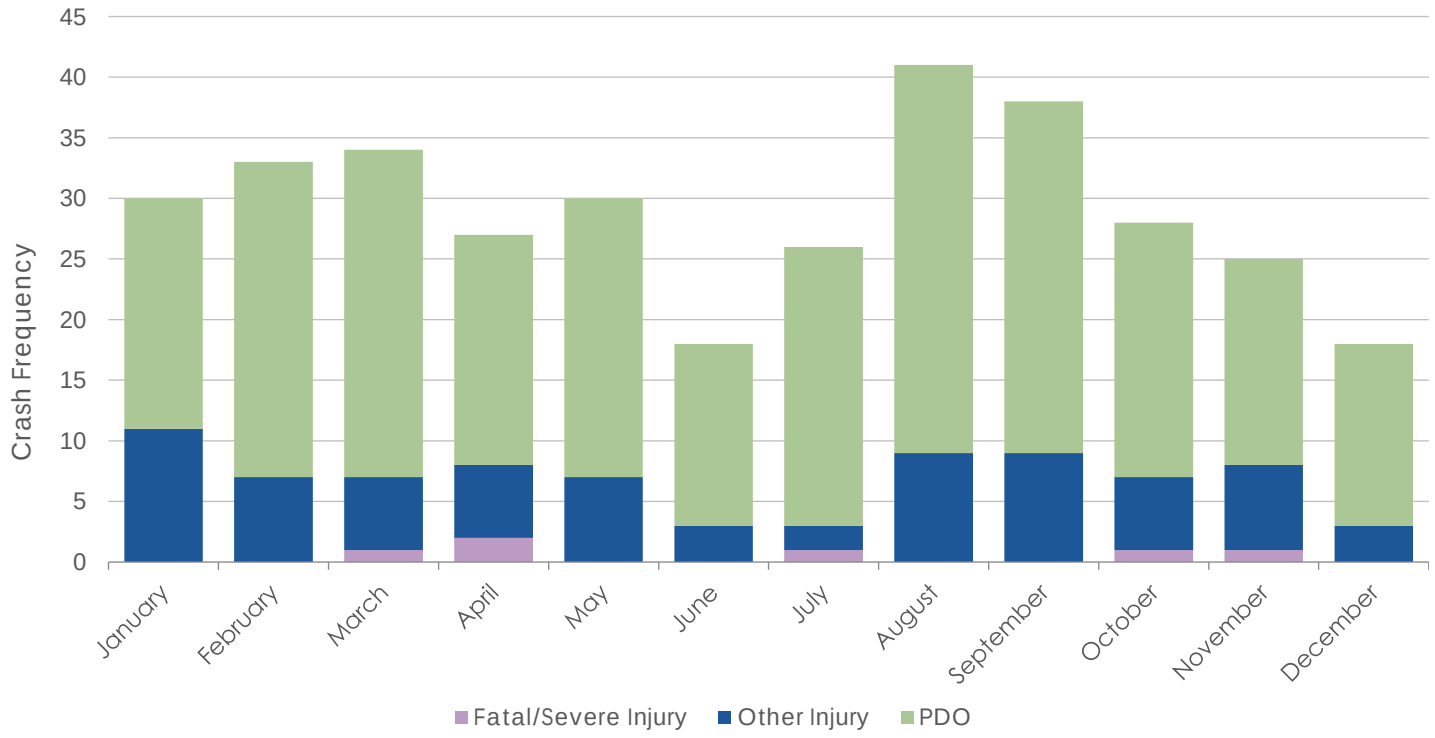
Figure 112: Year-over-Year Trends in Crash Data by Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Figure 113 shows the total crashes by month and severity for the crash database. The average number of crashes per month is 29. In June and December, the number of reported crashes drops is below 20. The months with the highest number of crashes are August and September with a total of 41 and 38 crashes, respectively.

Figure 113: Crashes by Month and Severity

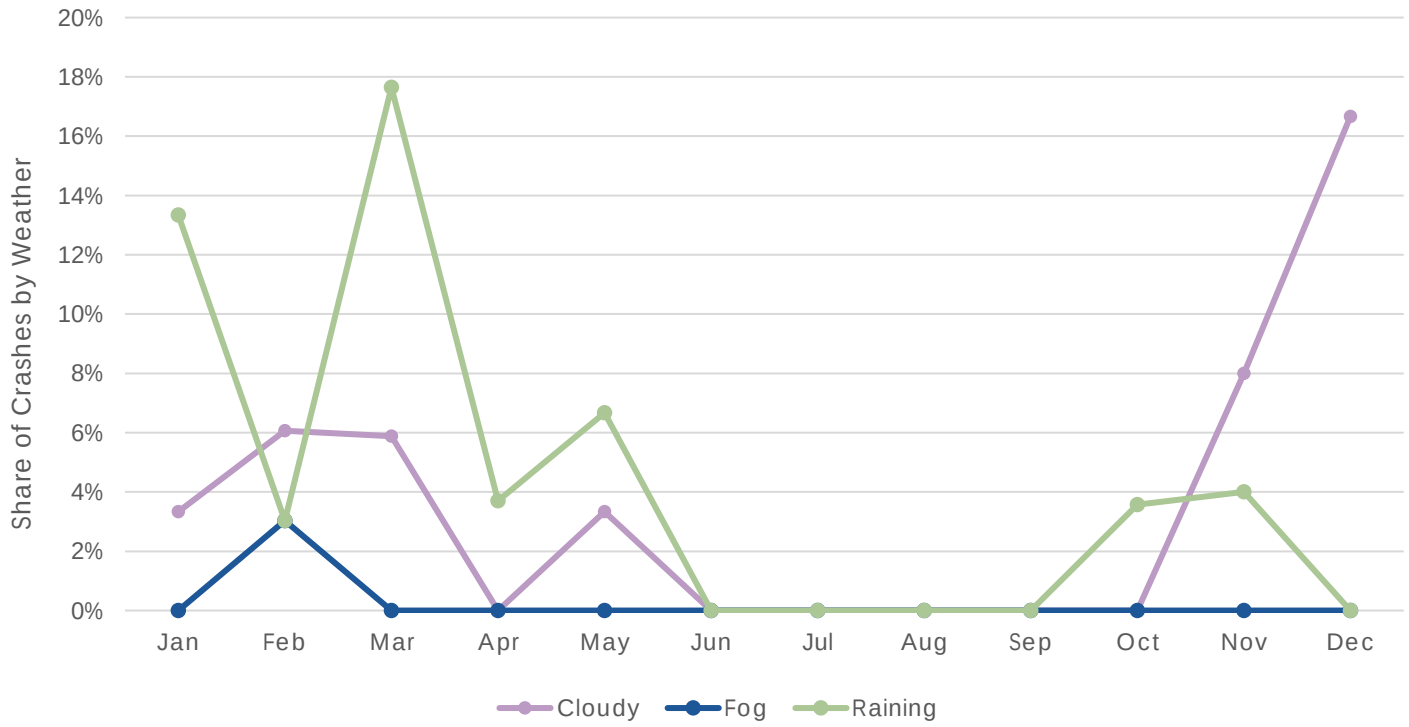


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Figure 114 illustrates crashes by weather condition. The most common weather condition, clear weather, is not shown in the chart below to highlight weather's factors on crash trends.

- 80 percent of total crashes occurred during clear weather.
- Of the weather conditions shown, the smallest share of crashes occurred during fog.
- There are no reported crashes in cloudy, rainy, or foggy weather in June through September.

Figure 114: Crashes by Month and Weather Condition



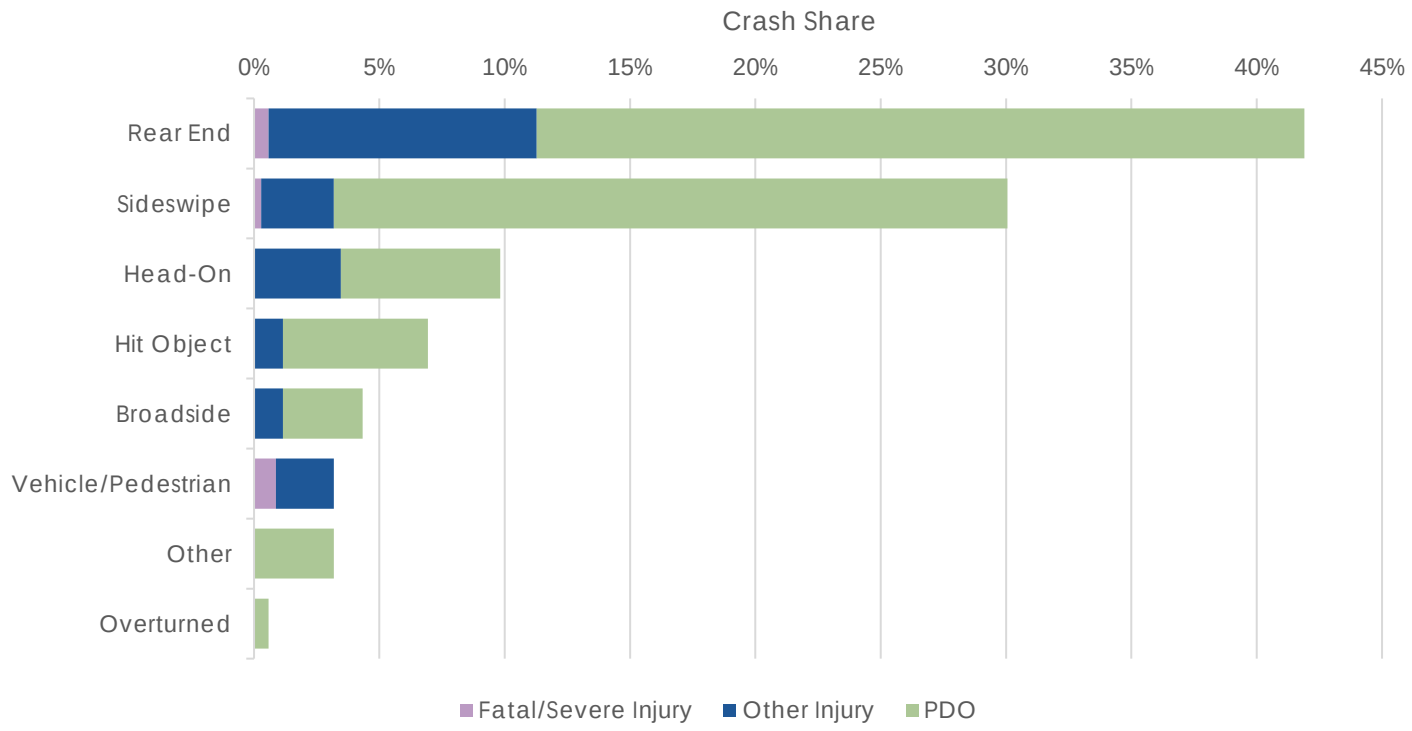
Source: SWITRS, TIMS, Kittelson, 2021.
Note: Only select conditions shown to improve legibility for less frequent weather conditions.

COLLISION TYPE

Reported collision type gives an indication of the movements most frequently resulting in crashes and in severe outcomes. Figure 115 presents crashes by type and severity.

- The most frequent collision type is rear end, with 42 percent of crashes. It is followed by sideswipe at 30 percent, and head-on at 10 percent.
- The three collision types among the six fatal/severe crashes are vehicle/pedestrian (three crashes), rear end (two crashes), and sideswipe (one crash).

Figure 115: Crashes by Collision Type and Severity



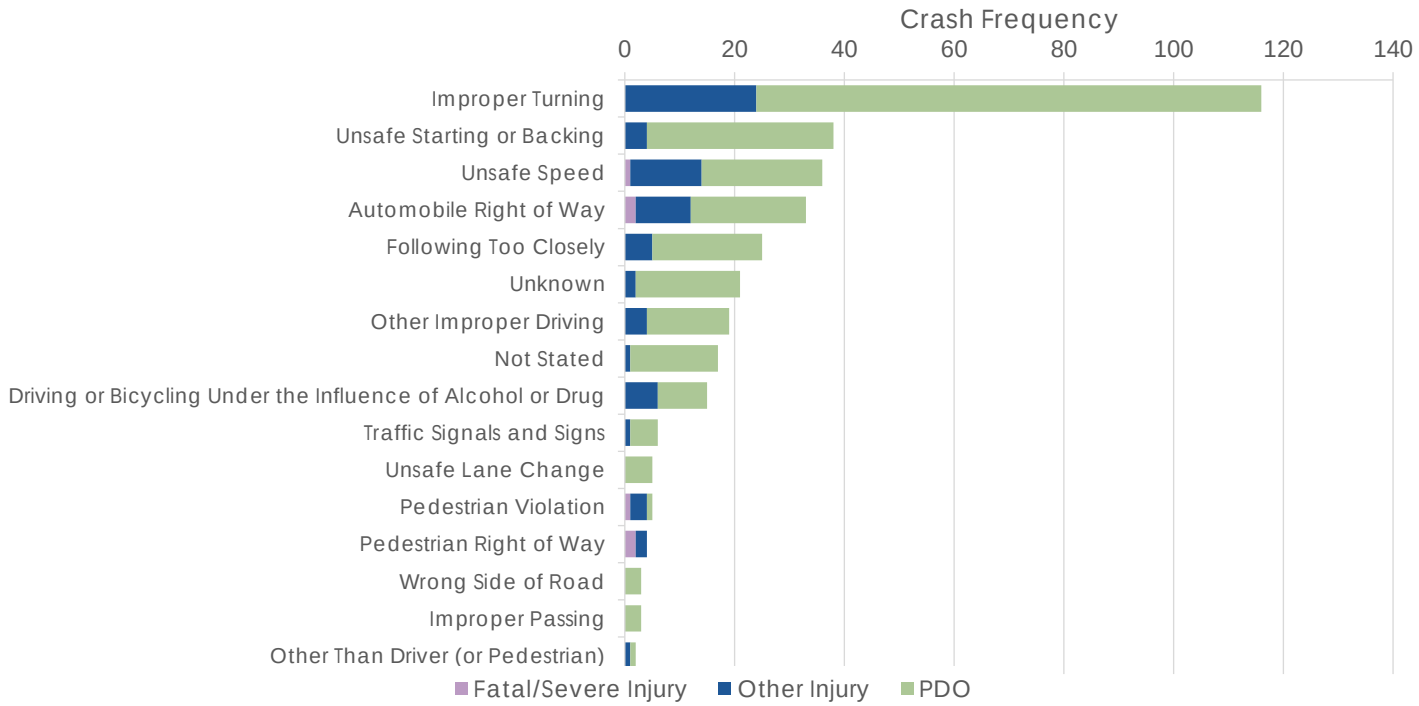
Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

Reporting officers identify a primary collision factor (PCF) for each crash. It is up to the officer's judgement and information available at the scene for them to select the factor that is most relevant. Officers select one from among a list of PCFs based on California Vehicle Code (CVC) and road user behavior. Figure 116 presents the most frequently cited PCFs in crashes in Mendota.

- The most commonly reported PCF is improper turning[46] (33 percent of crashes), followed by unsafe starting or backing[47] (11 percent) and unsafe speed[48] (10 percent)
- The two most commonly reported PCFs for fatal/severe injury crashes are automobile right of way[49] and pedestrian right of way (two crashes each). Unsafe speed[48] and pedestrian violation[50] were each reported once.

Figure 116: Crashes by Reported PCF



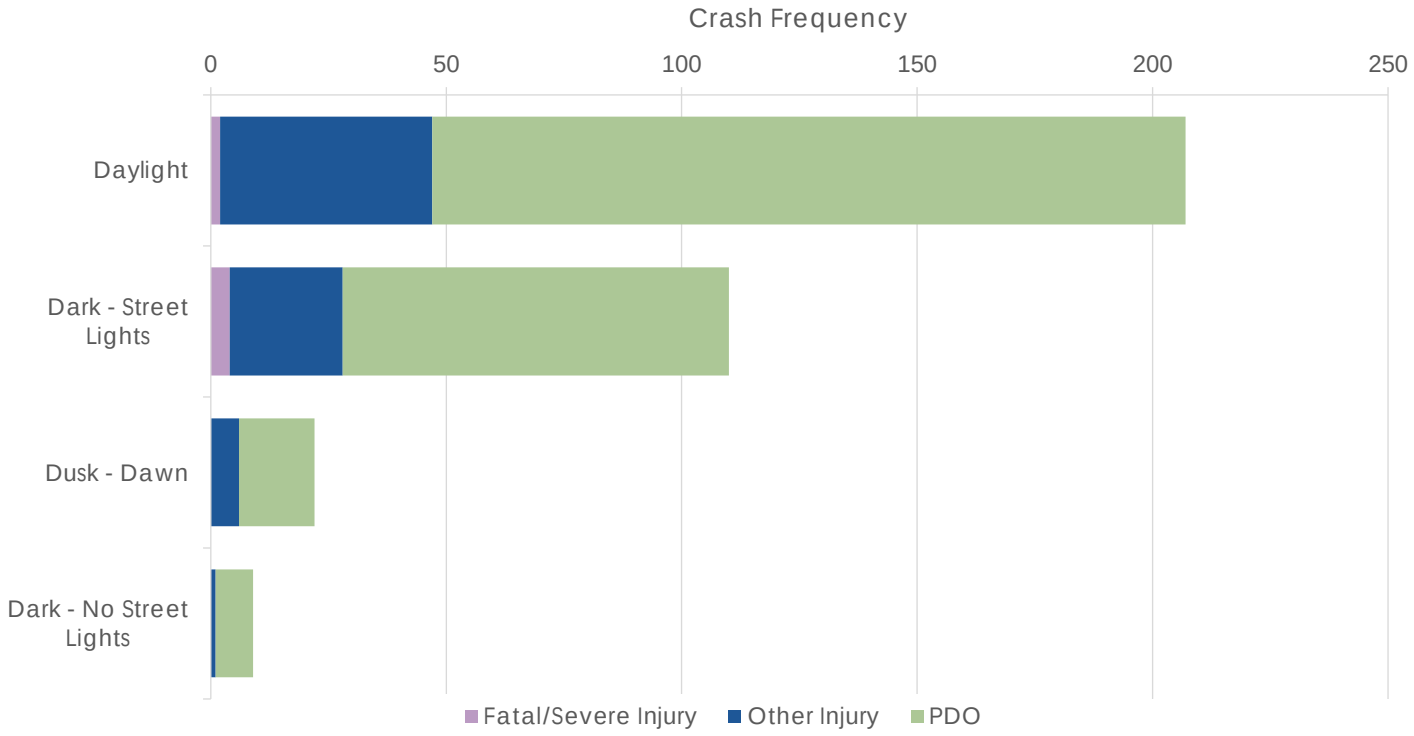
Source: SWITRS, TIMS, Kittelson, 2021
Notes: PCFs constituting <1% excluded from chart to enhance legibility. Those PCFs include other equipment, hazardous parking, impeding traffic, lights, and brakes.
"Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

[46] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[47] Reported PCF based on CVC violation indicating unsafe starting or backing of the vehicle.
[48] Reported PCF based on CVC violation indicating unsafe speeding on a highway.
[49] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[50] Reported PCF based on CVC violation indicating a pedestrian failure to yield the right of way to other vehicles.

LIGHTING

Figure 117 shows crashes by reported lighting condition and severity. The most common lighting condition is daylight, at 60 percent of crashes. The next most common is dark with streetlights, at 32 percent of total crashes. Fatal/severe injuries make up a higher proportion of crashes that occurred in the dark with street lights compared to crashes that occurred in daylight.

Figure 117: Crashes by Lighting and Severity

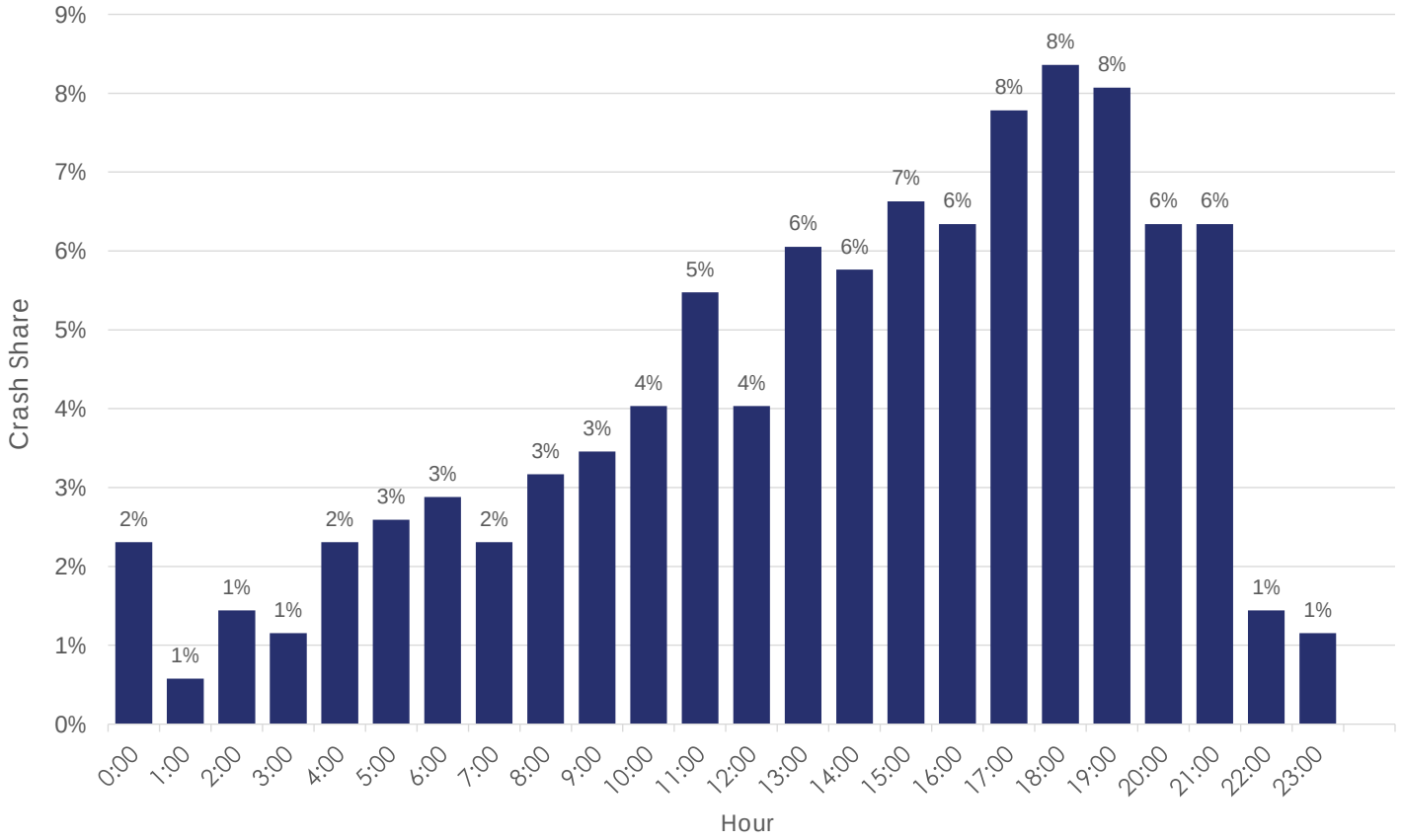


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.
Note: 10 crashes were reported as not stated.

TIME OF DAY

Figure 118 shows crashes by time of day. The highest shares of crashes have historically occurred between 5 PM and 8 PM.

Figure 118: Crash Share by Time of Day



Source: SWITRS, TIMS, Kittelson, 2021.

Pedestrians

This section focuses exclusively on reported crashes involving pedestrians. Table 53 shows the distribution of pedestrian crashes by severity. Of the 13 reported pedestrian crashes, three resulted in a fatality or severe injury, seven in visible injuries, and three in complaint of pain.

Table 53: Severity by Pedestrians Involved

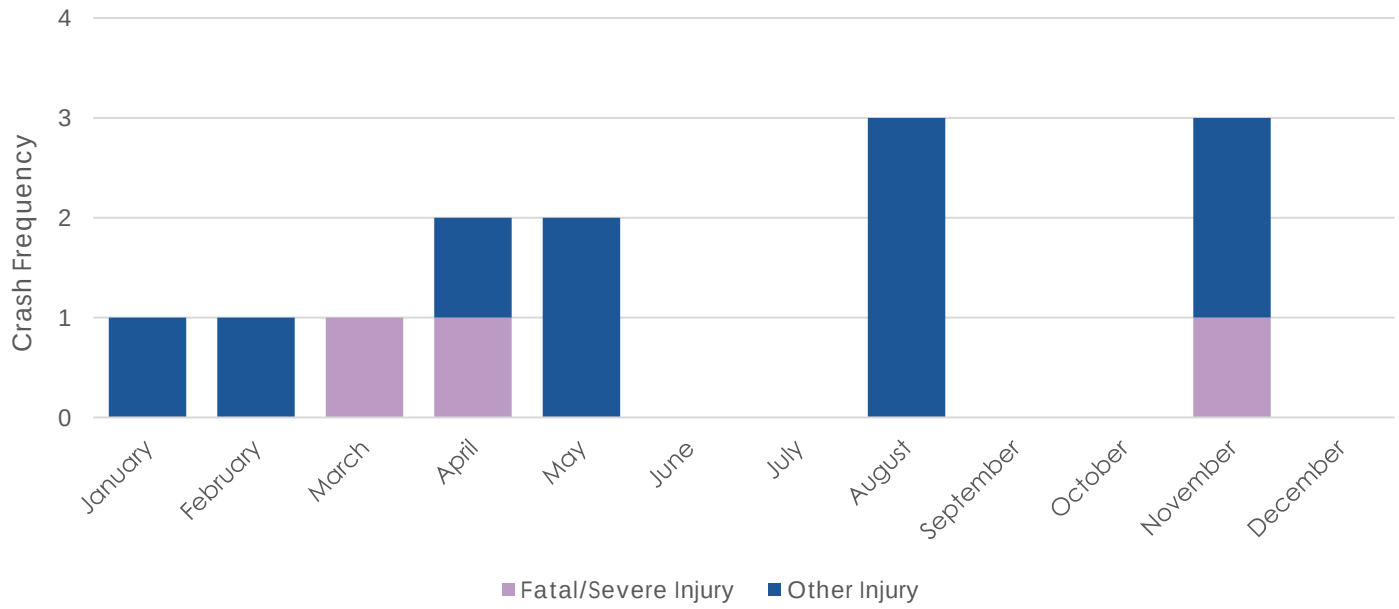
	Fatal (% of Total)	Severe Injury (% of Total)	Visible Injury (% of Total)	Complaint of Pain (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	2 (15%)	1 (7%)	7 (53%)	3 (23%)	0 (0%)	13 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

SEVERITY AND MONTH

Figure 119 presents reported pedestrian crashes by month and severity. Pedestrian crashes are reported in seven months out of the year for the 5-year period. The most crashes involving pedestrians occurred in August and November, while no crashes were reported in June, July, September, October, or December. Fatal/severe injury crashes occurred in March, April, and November.

Figure 119: Pedestrian Crashes by Month and Severity

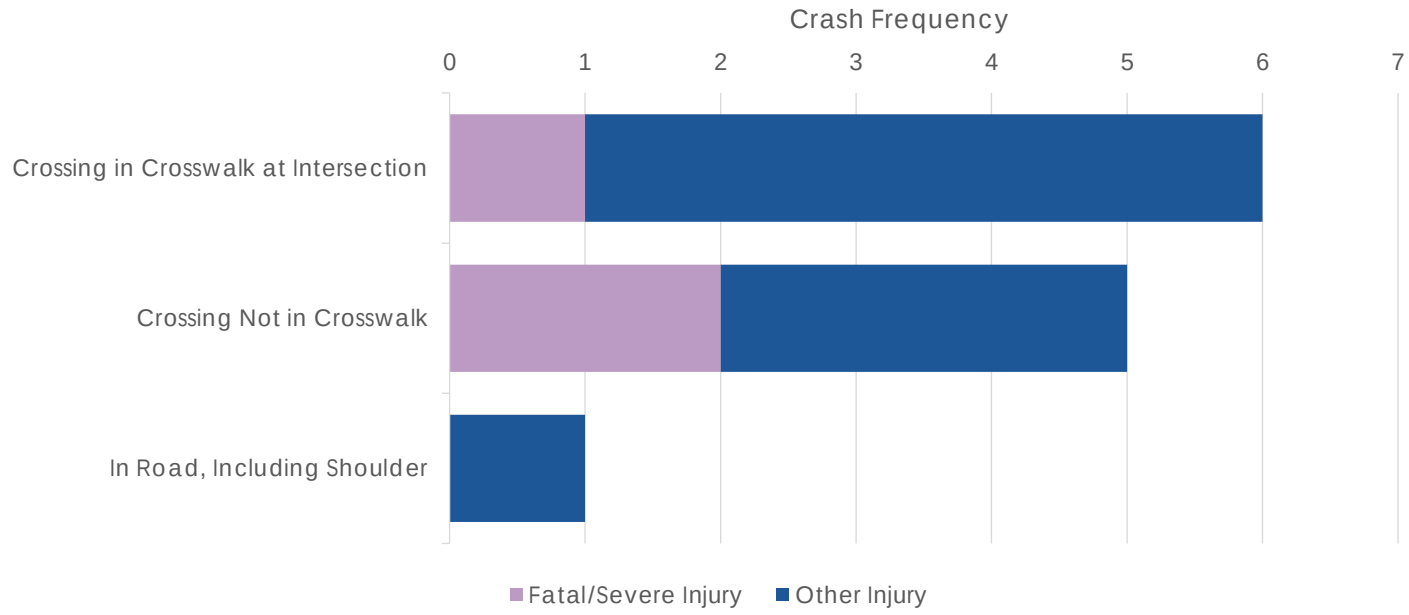


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.
Note: There were no reported pedestrian involved PDO crashes in this time span.

PEDESTRIAN ACTION AND LOCATION

For pedestrian crashes, data are coded according to the reporting officer's judgment about the pedestrian's action and location preceding the crash. Figure 120 shows this information versus severity. The most common reported action is crossing in a crosswalk at an intersection, where 6 out of the13 total crashes occurred. The two actions that resulted in a fatality are crossing in a crosswalk at an intersection and crossing not in a crosswalk. Most crashes shown resulted in other injuries.

Figure 120: Pedestrian Crashes by Reported Action/Location and Severity

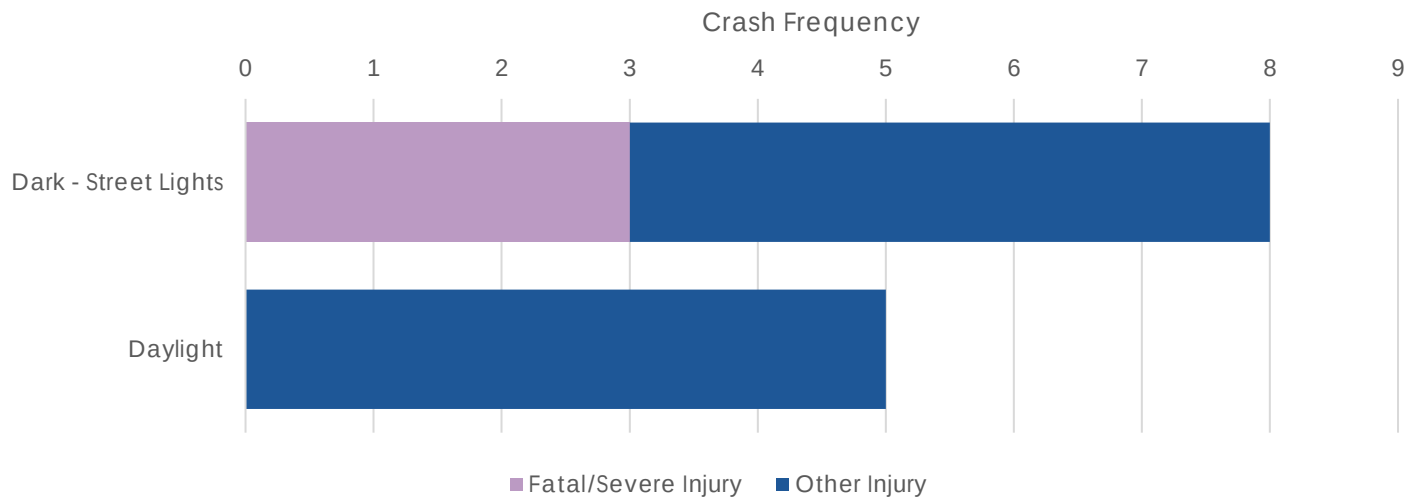


Source: SWITRS, TIMS, Kittelson, 2021.
Notes: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.
There are no pedestrian involved property damage only crashes in Mendota in this time span.

LIGHTING

Figure 121 shows pedestrian crashes by lighting condition. The three fatal/sever injury crashes occurred in dark conditions with street lights.

Figure 121: Pedestrian Crashes by Lighting and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.
There were no reported pedestrian involved property damage only crashes in Mendota in this time span.

Bicyclists

One crash involving a bicyclist was documented in Mendota in the reporting period. This crash occurred at 8 PM in August of 2019 and resulted in property damage only. It occurred at the Oller Street/7th Street intersection on dry road conditions in dark conditions with streetlights. The driver was reported to be under the influence of alcohol.

Priority Locations

Kittelson identified priority intersections and segments in Mendota using the annualized crash severity scores and excess predicted crashes described in the Data Summary and Analysis Approach sections (see the Introduction).

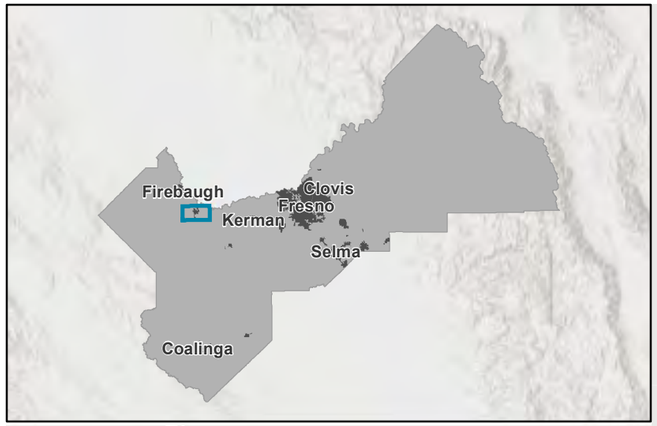
For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 45.56. Figure 122 shows the results of the crash severity scoring. Figure 123 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments, the crash severity scores ranged from zero to 99.00. Crash severity score results for roadway segments are shown in Figure 124. Excess predicted crash score results are shown in Figure 125. Intersections or segments shown as not falling within one of the percentile breaks indicates there were no reported crashes at that location.

Table 54 presents the top twenty locations with the highest crash severity scores.

Table 54. Top 20 Locations based on Crash Severity Score

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Com-plaint of Pain	PDO
1	DERRICK AVE FROM LOZANO ST TO NORTH OF LOZANO ST	Segment	99.00	4	1	2	0	0	1
2	FIFTH ST & OLLER ST	Unsignalized	45.56	9	1	0	2	2	4
3	DERRICK AVE & NAPLES ST	Unsignalized	43.31	7	0	1	0	4	2
4	DERRICK AVE & SEVENTH ST	Unsignalized	42.52	4	0	1	2	0	1
5	OLLER ST & DERRICK AVE & MCCABE ST	Unsignalized	42.28	12	1	0	0	2	9
6	SECOND ST & J ST	Unsignalized	38.45	3	0	1	0	0	2
7	DERRICK AVE & TULE ST	Unsignalized	38.05	1	1	0	0	0	0
8	BASS AVE FROM HELM CANAL AVE TO SOUTH OF HELM CANAL AVE	Segment	37.21	3	0	1	2	0	0
9	SEVENTH ST & OLLER ST	Unsignalized	12.84	24	0	0	1	6	17
10	NINTH ST & OLLER ST	Signal	12.44	22	0	0	1	6	15
11	OLLER ST FROM 10TH ST to BELMONT AVE	Segment	7.93	5	0	0	2	3	0
12	DOS PALOS RD & BELMONT AVE & OLLER ST	Unsignalized	6.87	14	0	0	0	4	10
13	DOS PALOS RD & BASS AVE	Signal	6.05	15	0	0	0	3	12
14	THIRD ST & OLLER ST	Unsignalized	5.77	9	0	0	1	2	6
15	SIXTH ST & OLLER ST	Unsignalized	5.36	12	0	0	1	1	10
16	EIGHTH ST & OLLER ST	Unsignalized	4.76	9	0	0	1	1	7
17	LOZANO ST & PEREZ ST	Unsignalized	4.23	11	0	0	0	2	9
18	DOS PALOS RD & LOZANO ST	Unsignalized	3.96	5	0	0	1	1	3
19	SECOND ST & BASS AVE	Unsignalized	2.94	5	0	0	1	0	4
20	MARIE ST FROM 2ND ST TO 5TH ST	Segment	2.94	5	0	0	1	0	4

Note: PDO = Property Damage Only



N DOS PALOS RD
BASS AVE
Mendota
MARIE ST
NAPLES ST
OLLER ST
NINTH ST
W BELMONT AVE
S SAN DIEGO AVE
S DERRICK AVE
W PANOCHE RD
S SAN BENITO AVE
W CALIFORNIA AVE

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Crash Severity Score

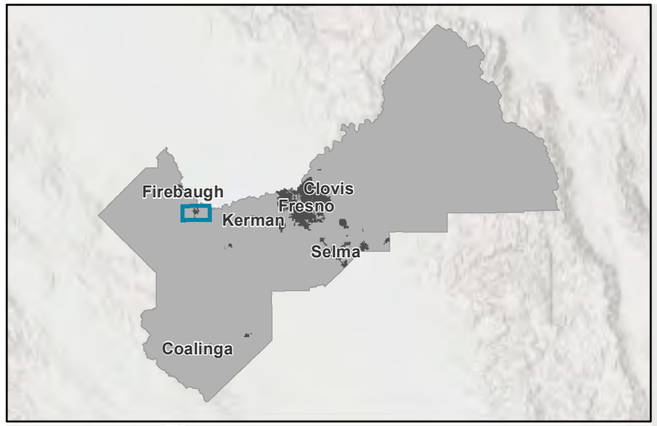
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.45 Miles

Figure 122

Intersection Crash Severity Scores
Jurisdiction Results: Mendota
Fresno Council of Governmer

KITTELSON & ASSOCIATES



N DOS PALOS RD
BASS AVE
Mendota
MARIE ST
NAPLES ST
OLLER ST
NINTH ST
N
W BELMONT AVE
S SAN DIEGO AVE
S DERRICK AVE
W PANOCHE RD
S SAN BENITO AVE
W CALIFORNIA AVE

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Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.45 Miles

Figure 123

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Mendota
Fresno Council of Governmer

KITTELSON & ASSOCIATES



N DOS PALOS RD
BASS AVE
Mendota
MARIE ST
NAPLES ST
OLLER ST
NINTH ST
W BELMONT AVE
S SAN DIEGO AVE
S DERRICK AVE
W PANOCHE RD
S SAN BENITO AVE
W CALIFORNIA AVE

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Crash Severity Scores

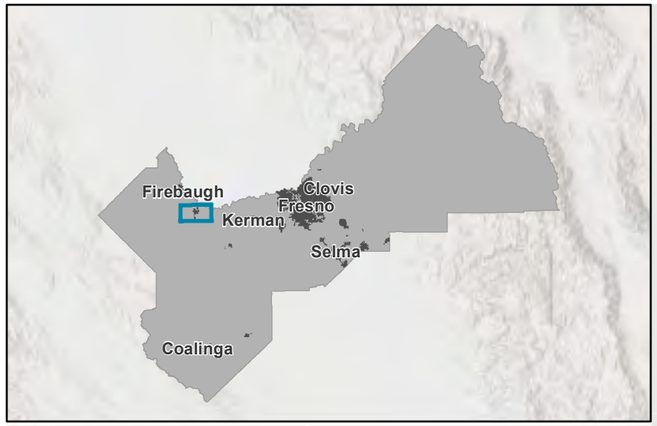
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.6 Miles

Figure 124

Roadway Crash Severity Scores
Jurisdiction Results: Mendota
Fresno Council of Governmer

KITTELSON & ASSOCIATES



N DOS PALOS RD
BASS AVE
Mendota
NAPLES ST
MARIE ST
OLLER ST
NINTH ST
W BELMONT AVE
S SAN DIEGO AVE
S DERRICK AVE
W PANOCHE RD
S SAN BENITO AVE
W CALIFORNIA AVE

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Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.6 Miles

Figure 125

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Mendota
Fresno Council of Governmer

KITTELSON & ASSOCIATES

EMPHASIS AREAS

Based on key trends in the crash data, emphasis areas for the City of Mendota include pedestrian crashes, rear end crashes and sideswipe crashes. Due to the prevalence of collision factors citing unsafe speed and failure to yield to users with the right of way, an emphasis area on driver behavior with strategies aimed at a combination of engineering, education and enforcement. In addition, the data review suggests that the crash data available for the City may be incomplete, which limits the ability to systematically identify locations for improvement. Each of these areas is further discussed below.

Pedestrian Crashes

Pedestrian crashes were identified as a focus area given the overrepresentation of pedestrians in fatal crashes. Two of the three fatal crashes involved a pedestrian, and one of the three severe injury crashes involved a pedestrian. The most commonly cited pedestrian actions and locations are "crossing in crosswalk at intersection" (one fatal crash and five other injury crashes) and "crossing not in a crosswalk" (on fatal crash, one severe injury crash, and three other injury crashes). This suggests opportunities for improvements to pedestrian infrastructure.

Pedestrians are identified as one of the six high priority challenge areas in the California SHSP. The high priorities represent "the greatest opportunity to reduce fatalities and serious injuries across the state" (Caltrans SHSP).

Rear End Crashes

Rear end crashes were identified as a focus area due to the frequency and severity of these collision types. Rear end crashes are the most common collision type and include one of the three fatal crashes and one of the three severe injury crashes. As discussed below under Engineering Strategies, countermeasures are available targeted at rear end crashes.

Sideswipe Crashes

Sideswipe crashes were selected as an emphasis area due to the frequency and severity of these collision types. Sideswipe crashes are the second most common collision type and one of the three severe injury crashes is a sideswipe crashes. As discussed below under Engineering Strategies, countermeasures are available targeted at sideswipe crashes.

Unsafe Speed and Driver Behaviors

The primary collision factor of unsafe speed is cited in one of the three fatal crashes and ten of the 76 other injury crashes. Pedestrian or automobile right of way were cited in two fatal crashes and two of the three severe injury crashes; this indicates a driver or pedestrian failed to yield right-of-way to other users. This suggests there are opportunities to address driver behavior through countermeasures that encourage lower speeds and education and enforcement.

The California SHSP also identified speed management/aggressive driving as one of the six high priorities in California, reflecting the potential to reduce fatalities and serious injuries by addressing these challenge areas.

Improved Data Collection

Improved crash data collection is identified as an emphasis area as a lack of reporting could contribute to the one-year decrease in crashes seen in the 2017 data. High quality data is an essential component of achieving Mendota's goals, namely being able to systematically implement safety countermeasures.

STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety across the City.

Engineering Strategies

The top three fatal and severe injury collision types in Mendota were vehicle-pedestrian, rear end, and sideswipe crashes; the top four fatal and severe injury primary collision factors were automobile right of way, pedestrian right of way, unsafe speed, and pedestrian violation. High priority countermeasures to address these collision types and primary collision factors shown in Table 55.

Table 55. High Priority Countermeasures

	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R1	Crashes at night
	Remove or Relocate Fixed Objects Outside of Clear Recovery Zone	R2	Unsafe speed
	Install Guardrails	R4	Unsafe speed
	Road Diet	R14	Unsafe speed
	Widen Shoulder	R15	Unsafe speed, sideswipe
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Unsafe speed, rear end

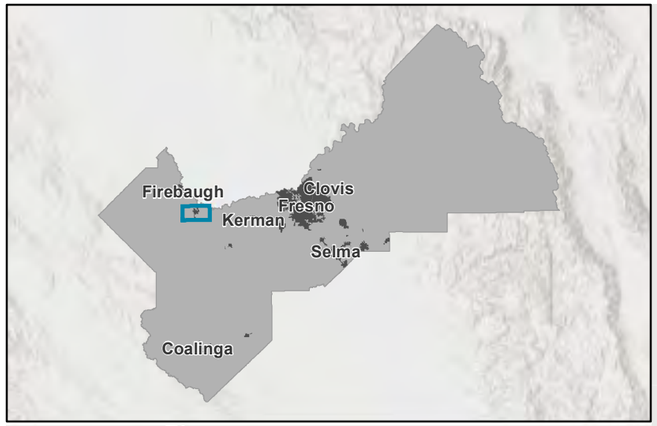
	Countermeasure Name	ID	Crashes Addressed
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Unsafe speed
	Install Dynamic/Variable Speed Warning Sings	R26	Unsafe speed, sideswipe
	Install Edgelines and Centerlines	R28	Unsafe speed
	Install Centerline Rumble Strips/Stripes	R30	Sideswipe
	Install Edgeline Rumble Strips/Stripes	R31	Unsafe speed
Intersection Countermeasures	Add Intersection Lighting at Intersections	S1/NS1	Crashes at night
	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Rear end
	Provide Advanced Dilemma-Zone Detection	S4	Rear end
	Install Flashing Beacons as Advance Warning	S10/NS9	Unsafe speed, rear end
	No Right-Turn on Red		Vehicle-pedestrian
	Install/Upgrade Stop Signs or Intersection Warning/ Regulatory Signs	NS6	All
	Upgrade Intersection Pavement Markings	NS7	All
	Install Splitter Islands for Minor Street Approaches	NS13	Rear end
Pedestrian/Bicycle Countermeasures	Install Sidewalk/Pathway	R34PB	Pedestrian violation
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R35PB	Vehicle-pedestrian
	Modify Signal Phasing to Implement a Leading Pedestrian Interval	S21PB	Vehicle-pedestrian
	Install Raised Medians (or Refuge Islands)	NS19PB	Vehicle-pedestrian
	Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (with Enhanced Safety Features)	NS21PB	Vehicle-pedestrian

Note: The ID number references the Caltrans Manual Local Road Safety

Appendix B contains the regional Countermeasures Toolbox which includes more detailed information regarding the countermeasures listed above.

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. Mendota can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 55.

Figure 126 and Figure 127 present the top priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 128 and Figure 129 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.



N DOS PALOS RD
BASS AVE
Mendota
MARIE ST
NAPLES ST
OLLER ST
NINTH ST
W BELMONT AVE
N
S SAN DIEGO AVE
S DERRICK AVE
W PANOCHE RD
S SAN BENITO AVE
W CALIFORNIA AVE

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Collision Type

- Vehicle/Pedestrian
- Rear End
- Sideswipe

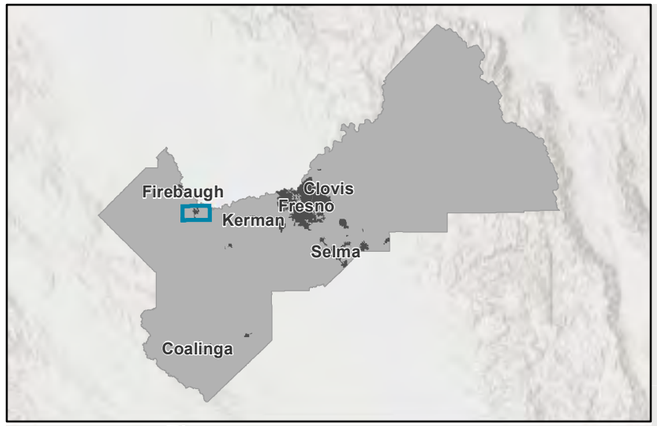
- City Limits
- County Boundary

0 0.45 Miles

KITTELSON & ASSOCIATES

Figure 126

Top Fatal/Severe Injury Intersection Collision Type
Jurisdiction Results: Mendota
Fresno Council of Governmer



N DOS PALOS RD
BASS AVE
Mendota
MARIE ST
NAPLES ST
OLLER ST
NINTH ST
W BELMONT AVE
S SAN DIEGO AVE
S DERRICK AVE
W PANOCHE RD
S SAN BENITO AVE
W CALIFORNIA AVE

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Primary Collision Factors

- Automobile Right of Way
- Pedestrian Right of Way
- Unsafe Speed*
- Pedestrian Violation*

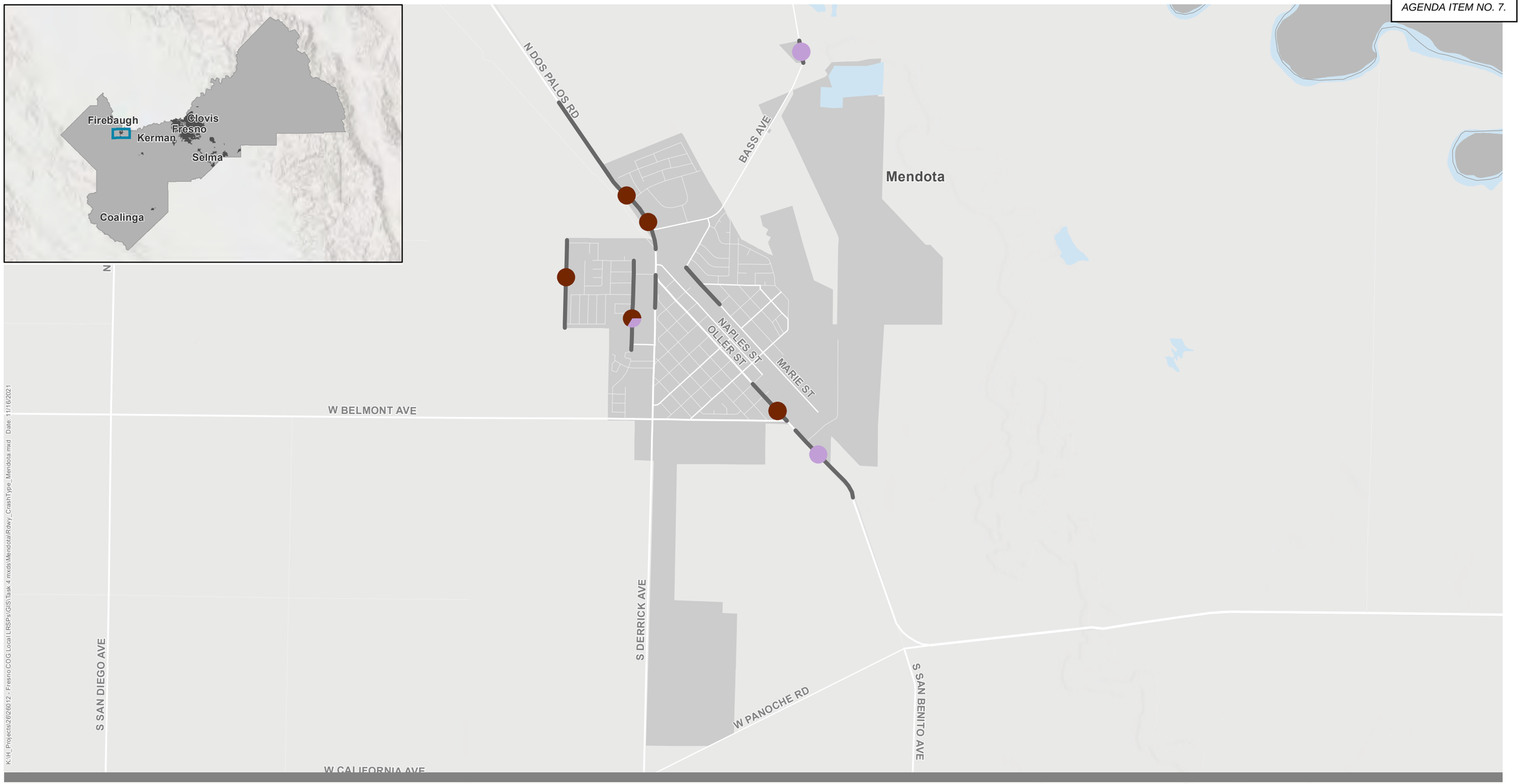
*Tied for third

- City Limits
- County Boundary

0 0.45 Miles

Figure 127

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Mendota
Fresno Council of Governmer



Collision Type

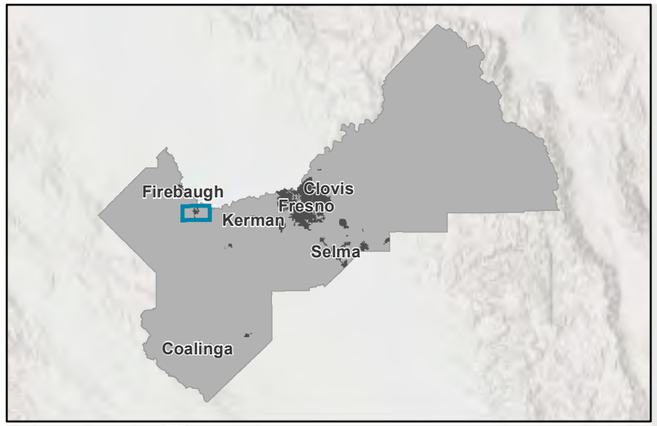
- Rear End
- Sideswipe
- Priority Roadways
- City Limits
- County Boundary

0 0.45 Miles

KITTELSON & ASSOCIATES

Figure 128

Top Fatal/Severe Injury Roadway Collision Types
Jurisdiction Results: Mendota
Fresno Council of Governmer



N DOS PALOS RD
BASS AVE
Mendota
MARIE ST
NAPLES ST
OLLER ST
NINTH ST
W BELMONT AVE
S SAN DIEGO AVE
S DERRICK AVE
W PANOCHE RD
S SAN BENITO AVE
W CALIFORNIA AVE
N

K:\H_Projects\2626012 - Fresno COG Local LRSPs\GIS\Task 4 mxds\MendotaRdwy_PCF_Mendota.mxd Date: 11/16/2021

Primary Collision Factors

- Automobile Right of Way
- Unsafe Speed
- Priority Roadways
- City Limits
- County Boundary

0 0.45 Miles

Figure 129

Top Fatal/Severe Injury Roadway Primary Collision Factors
Jurisdiction Results: Mendota
Fresno Council of Governmer

KITTELSON & ASSOCIATES

Table 56 and Table 57 provide information for the top fifty intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

Table 56. Priority Intersections with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/ Pedestrian	Rear End	Sideswipe	Other
1	FIFTH ST & OLLER ST	Unsignalized	45.56	9	2	3	2	2
2	DERRICK AVE & NAPLES ST	Unsignalized	43.31	7	1	4	1	1
3	DERRICK AVE & SEVENTH ST	Unsignalized	42.52	4	0	1	2	1
4	OLLER ST & DERRICK AVE & MCCABE ST	Unsignalized	42.28	12	0	5	4	3
5	SECOND ST & J ST	Unsignalized	38.45	3	0	2	1	0
6	DERRICK AVE & TULE ST	Unsignalized	38.05	1	1	0	0	0
7	SEVENTH ST & OLLER ST	Unsignalized	12.84	24	0	9	8	7
8	NINTH ST & OLLER ST	Signal	12.44	22	2	9	5	6
9	DOS PALOS RD & BELMONT AVE & OLLER ST	Unsignalized	6.87	14	0	6	2	6
10	DOS PALOS RD & BASS AVE	Signal	6.05	15	0	10	1	4
11	THIRD ST & OLLER ST	Unsignalized	5.77	9	1	5	2	1
12	SIXTH ST & OLLER ST	Unsignalized	5.36	12	0	8	3	1
13	EIGHTH ST & OLLER ST	Unsignalized	4.76	9	1	3	3	2
14	LOZANO ST & PEREZ ST	Unsignalized	4.23	11	0	4	3	4
15	DOS PALOS RD & LOZANO ST	Unsignalized	3.96	5	0	1	1	3
16	SECOND ST & BASS AVE	Unsignalized	2.94	5	0	3	1	1
17	ELEVENTH ST & OLLER ST	Unsignalized	2.74	4	0	1	3	0
18	SORENSEN ST & STRAW ST	Unsignalized	2.74	4	1	1	1	1
19	DERRICK AVE & SMOOT ST	Unsignalized	2.74	4	0	1	1	2
20	FLEMING ST & SORENSEN ST	Unsignalized	2.54	3	0	2	0	1
21	JENNINGS ST & QUINCE ST	Unsignalized	2.14	1	0	0	0	1
22	ELEVENTH ST & PUCHEU ST	Unsignalized	2.14	1	0	1	0	0
23	SIXTH ST & RIO FRIO ST	Unsignalized	2.14	1	1	0	0	0
24	INEZ ST & DIVISADERO ST	Unsignalized	2.14	1	0	0	0	1
25	SECOND ST & I ST	Unsignalized	2.14	1	0	1	0	0
26	DERRICK AVE & BELMONT AVE	Signal	2.02	5	0	1	2	2
27	BARBOZA ST & BASS AVE	Unsignalized	1.82	4	0	2	1	1
28	FOURTH ST & OLLER ST	Unsignalized	1.82	4	1	1	2	0
29	OLLER ST & SECOND ST	Unsignalized	1.82	4	0	2	1	1
30	BELMONT AVE & PEACH ST	Unsignalized	1.62	3	0	2	0	1
31	SEVENTH ST & UNIDA ST	Unsignalized	1.62	3	0	2	0	1
32	TENTH ST & OLLER ST	Unsignalized	1.62	3	0	2	0	1

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/ Pedestrian	Rear End	Sideswipe	Other
33	FIFTH ST & DERRICK AVE	Unsignalized	1.62	3	0	1	1	1
34	TENTH ST & PUCHEU ST	Unsignalized	1.42	2	0	2	0	0
35	SORENSEN ST & SMOOT ST	Unsignalized	1.42	2	0	2	0	0
36	BELMONT AVE & QUINCE ST	Unsignalized	1.22	1	0	1	0	0
37	SANTA CRUZ ST & BLACK ST	Unsignalized	1.22	1	0	0	0	1
38	SORENSEN ST & MC CABE ST	Unsignalized	1.22	1	0	1	0	0
39	SECOND ST & K ST	Unsignalized	1.22	1	0	0	0	1
40	SEVENTH ST & RIO FRIO ST	Unsignalized	0.80	4	0	2	2	0
41	NINTH ST & QUINCE ST	Unsignalized	0.60	3	0	0	3	0
42	SEVENTH ST & QUINCE ST	Unsignalized	0.60	3	0	2	0	1
43	SIXTH ST & QUINCE ST	Unsignalized	0.60	3	0	0	3	0
44	SEVENTH ST & LOLITA ST	Unsignalized	0.60	3	0	0	2	1
45	SORENSEN ST & BLACK ST	Unsignalized	0.60	3	0	0	2	1
46	MARIE ST & DIVISADERO ST	Unsignalized	0.60	3	0	1	2	0
47	HOLMES ST & GURROLA ST	Unsignalized	0.60	3	0	2	1	0
48	BOU CIR & I ST	Unsignalized	0.60	3	0	1	0	2
49	LOZANO ST & RIOS ST	Unsignalized	0.60	3	0	1	1	1
50	AMADOR AVE & OXNARD ST	Unsignalized	0.40	2	0	0	0	2

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 57. Priority Intersections with Primary Collision Factor based on Top 4 Fatal/Severe Injury Primary Collision Factors

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor				
					Auto Right of Way	Ped Right of Way	Unsafe Speed	Ped Violation	Other
1	FIFTH ST & OLLER ST	Unsignalized	45.56	9	0	2	0	0	7
2	DERRICK AVE & NAPLES ST	Unsignalized	43.31	7	0	0	0	1	6
3	DERRICK AVE & SEVENTH ST	Unsignalized	42.52	4	2	0	1	0	1
4	OLLER ST & DERRICK AVE & MCCABE ST	Unsignalized	42.28	12	2	0	3	0	7
5	SECOND ST & J ST	Unsignalized	38.45	3	1	0	0	0	2
6	DERRICK AVE & TULE ST	Unsignalized	38.05	1	0	1	0	0	0
7	SEVENTH ST & OLLER ST	Unsignalized	12.84	24	5	0	1	1	17
8	NINTH ST & OLLER ST	Signal	12.44	22	2	0	5	1	14
9	DOS PALOS RD & BELMONT AVE & OLLER ST	Unsignalized	6.87	14	5	0	1	0	8
10	DOS PALOS RD & BASS AVE	Signal	6.05	15	0	0	4	0	11
11	THIRD ST & OLLER ST	Unsignalized	5.77	9	0	1	1	0	7
12	SIXTH ST & OLLER ST	Unsignalized	5.36	12	0	0	1	0	11
13	EIGHTH ST & OLLER ST	Unsignalized	4.76	9	0	0	1	0	8
14	LOZANO ST & PEREZ ST	Unsignalized	4.23	11	0	0	2	0	9

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor				
					Auto Right of Way	Ped Right of Way	Unsafe Speed	Ped Violation	Other
15	DOS PALOS RD & LOZANO ST	Unsignalized	3.96	5	0	0	0	0	5
16	SECOND ST & BASS AVE	Unsignalized	2.94	5	1	0	1	0	3
17	ELEVENTH ST & OLLER ST	Unsignalized	2.74	4	0	0	0	0	4
18	SORENSEN ST & STRAW ST	Unsignalized	2.74	4	1	0	0	0	3
19	DERRICK AVE & SMOOT ST	Unsignalized	2.74	4	0	0	1	0	3
20	FLEMING ST & SORENSEN ST	Unsignalized	2.54	3	0	0	0	0	3
21	JENNINGS ST & QUINCE ST	Unsignalized	2.14	1	0	0	0	0	1
22	ELEVENTH ST & PUCHEU ST	Unsignalized	2.14	1	1	0	0	0	0
23	SIXTH ST & RIO FRIO ST	Unsignalized	2.14	1	0	0	0	1	0
24	INEZ ST & DIVISADERO ST	Unsignalized	2.14	1	0	0	0	0	1
25	SECOND ST & I ST	Unsignalized	2.14	1	0	0	0	0	1
26	DERRICK AVE & BELMONT AVE	Signal	2.02	5	2	0	0	0	3
27	BARBOZA ST & BASS AVE	Unsignalized	1.82	4	1	0	0	0	3
28	FOURTH ST & OLLER ST	Unsignalized	1.82	4	0	0	0	1	3
29	OLLER ST & SECOND ST	Unsignalized	1.82	4	1	0	0	0	3
30	BELMONT AVE & PEACH ST	Unsignalized	1.62	3	0	0	1	0	2
31	SEVENTH ST & UNIDA ST	Unsignalized	1.62	3	0	0	1	0	2
32	TENTH ST & OLLER ST	Unsignalized	1.62	3	0	0	0	0	3
33	FIFTH ST & DERRICK AVE	Unsignalized	1.62	3	0	0	0	0	3
34	TENTH ST & PUCHEU ST	Unsignalized	1.42	2	0	0	0	0	2
35	SORENSEN ST & SMOOT ST	Unsignalized	1.42	2	0	0	1	0	1
36	BELMONT AVE & QUINCE ST	Unsignalized	1.22	1	0	0	0	0	1
37	SANTA CRUZ ST & BLACK ST	Unsignalized	1.22	1	0	0	0	0	1
38	SORENSEN ST & MC CABE ST	Unsignalized	1.22	1	0	0	1	0	0
39	SECOND ST & K ST	Unsignalized	1.22	1	0	0	1	0	0
40	SEVENTH ST & RIO FRIO ST	Unsignalized	0.80	4	1	0	0	0	3
41	NINTH ST & QUINCE ST	Unsignalized	0.60	3	1	0	0	0	2
42	SEVENTH ST & QUINCE ST	Unsignalized	0.60	3	0	0	0	0	3
43	SIXTH ST & QUINCE ST	Unsignalized	0.60	3	0	0	0	0	3
44	SEVENTH ST & LOLITA ST	Unsignalized	0.60	3	0	0	0	0	3
45	SORENSEN ST & BLACK ST	Unsignalized	0.60	3	1	0	0	0	2
46	MARIE ST & DIVISADERO ST	Unsignalized	0.60	3	0	0	0	0	3
47	HOLMES ST & GURROLA ST	Unsignalized	0.60	3	0	0	0	0	3
48	BOU CIR & I ST	Unsignalized	0.60	3	0	0	0	0	3
49	LOZANO ST & RIOS ST	Unsignalized	0.60	3	0	0	2	0	1
50	AMADOR AVE & OXNARD ST	Unsignalized	0.40	2	0	0	1	0	1

Note: Other crashes include all crashes that are not coded as one of the top four primary collision factors

Table 58 and Table 59 provide information for the top ten roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

Table 58. Priority Roadways Segments with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/ Ped	Rear End	Side-swipe	Other
1	SR 33 (city limits to Garcia St)*	Arterial/Collector	65.86	2	0	0	0	2
2	Oller St (10th St to W Belmont St)	Arterial/Collector	7.93	5	0	3	0	2
3	Marie St (2nd St to 5th St)	Arterial/Collector	2.94	5	0	0	0	5
4	Sorenson St (Holmes St to Circle St)	Local	2.54	3	0	2	1	0
5	SR 180 (north of Guillan Park Dr to city limits)	Arterial/Collector	2.14	1	0	0	1	0
6	SR 33 (city limits to Bass Ave)	Arterial/Collector	1.42	4	0	1	0	3
7	SR 33 (Lozano St to Naples St)	Arterial/Collector	1.42	2	0	1	0	1
8	Amador Ave (Gonzalez St to Oxnard St)	Local	1.22	1	0	1	0	0
9	Bass Ave (by Mendota Pool Park)	Arterial/Collector	0.40	4	0	0	2	2
10	SR 33-S Derrick Ave (Oller St to north of Smoot St)*	Arterial/Collector	0.40	2	0	0	0	2

** Roadway segment is an at-grade Caltrans facility.*
Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 59. Priority Roadways Segments with Primary Collision Factors based on Top 4 Fatal/Severe Injury Primary Collision Factors

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Primary Collision Factor				
					Auto Right of Way	Ped Right of Way	Unsafe Speed	Ped Viola-tion	Other
1	SR 33 (city limits to Garcia St)*	Arterial/Collector	65.86	2	0	0	0	0	2
2	Oller St (10th St to W Belmont St)	Arterial/Collector	7.93	5	2	0	1	0	2
3	Marie St (2nd St to 5th St)	Arterial/Collector	2.94	5	0	0	1	0	4
4	Sorenson St (Holmes St to Circle St)	Local	2.54	3	0	0	0	0	3
5	SR 180 (north of Guillan Park Dr to city limits)*	Arterial/Collector	2.14	1	0	0	0	0	1
6	SR 33 (city limits to Bass Ave)*	Arterial/Collector	1.42	2	0	0	0	0	2
7	SR 33 (Lozano St to Naples St)*	Arterial/Collector	1.42	2	0	0	0	0	2

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Primary Collision Factor				
					Auto Right of Way	Ped Right of Way	Unsafe Speed	Ped Viola-tion	Other
8	Amador Ave (Gonzalez St to Oxnard St)	Local	1.22	1	0	0	1	0	0
9	Bass Ave (by Mendota Pool Park)	Arterial/Collector	0.40	2	1	0	0	0	1
10	SR 33-S Derrick Ave (Oller St to north of Smoot St)*	Arterial/Collector	0.40	2	0	0	0	0	2

** Roadway segment is an at-grade Caltrans facility.*
Note: Other crashes include all crashes that are not coded as one of the top four primary collision factors

Education Strategies

During Mendota's Focus Group Meeting, opportunities for education were noted that include unsafe speeds and awareness of pedestrians. In addition, the primary collision factor of unsafe speed is cited in one of the three fatal crashes and ten of the 76 other injury crashes, making driver behaviors and unsafe speed an emphasis area for Mendota.

The Safe Roads Save Lives campaign is a marketing effort led by the Fresno COG, with the goals of:

- Educate all road users on safe transportation behaviors
- Increase safety for people walking and biking
- Highlight behaviors that cause the most crashes in Fresno County—speeding and distracted driving

The campaign Includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Mendota may find these materials helpful, especially those related to using the roadway responsible together, watching out for pedestrians, speeding, and distracted driving.

The following activities are recommended for Mendota as they move forward on implementing the Safe Roads Save Lives campaign:

- Identify staff appropriate to attend a presentation by Fresno COG staff about the Safe Roads Save Lives campaign. Appropriate staff members include staff associated with transportation engineering and planning, communications, traffic enforcement, school transportation, and other jurisdictional staff who work with the roadway system.
- Work with school districts to distribute print materials and offer school-related transportation resources. Ensure that school communications are in both English and Spanish.

- Work with public information or communications staff to spread Safe Roads Save Lives materials throughout Mendota through the following channels:
    - Repost and link to Fresno COG posts that refer to the Safe Roads Save Lives campaign.
    - Have print materials (flyers, bumper stickers, pins, and postcards) available at events and community festivals.
    - Print posters for posting at governmental buildings such as City Hall, libraries, DMV, and other facilities that the public regularly uses.
    - Work with the Fresno COG to identify a radio station to air a Safe Roads Save Lives radio public service announcement (PSA).
    - Have a direct link to Safe Roads Save Lives campaign website on the City's website.



Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves Mendota – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

- All roadway safety projects should be vetted by emergency service organizations to ensure that their design does not hamper access.
- As new emergency service and response procedures are developed, roadway safety improvement opportunities should be identified and implications of changes to response times should be considered.
- Mendota staff should participate in periodic coordination calls between emergency response agencies to gather and share recent observations about crashes and hot spots, to understand emergent safety issues that may not have led to policy reports or yet be available through statewide crash reporting systems.

Enforcement



Enforcement strategies can include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws, as well as focusing enforcement in areas that have historically been shown to have higher-than-average crash rates. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time – during and shortly after the increased enforcement activities.

The following enforcement strategies should be considered for Mendota:

- Schedule heightened speed (or other behavior) enforcement checks during strategic times of the year, such as when students return to school or the beginning of fog season.
- Focus speed enforcement efforts in locations with high crash rates.
- Utilize existing trailers for speed feedback and messaging.
- Use automatic enforcement, such as red-light cameras or speed feedback signs, especially in school zones.
- Identify opportunities to engage community members as crossing guards to improve roadway safety for students.

The effectiveness of each strategy should be measured and evaluated, considering the number of staff hours and amount of resources needed. The results should be reviewed and used to refine future enforcement activities.

Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. More details about equitable enforcement can be found on page 8 (Introduction).

EVALUATION AND IMPLEMENTATION

A key part of achieving the City's vision is consistently evaluating roadway safety performance and tracking progress towards the City's goals. The City will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that the City of Mendota update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the City's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

- Identifying countermeasures and strategies for priority locations based on the crash data.
- Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Exploring funding opportunities to implement priority strategies.
- Identifying activities to support the regional Safe Roads Save Lives campaign.
- Identifying enforcement strategies to implement and evaluate.
- Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
- Regularly collecting and organizing data to support evaluation of the LRSP.

9.0 CITY OF ORANGE COVE

The City of Orange Cove has an approximate population of 9,460.[51] The average daily vehicle miles traveled is 43,754, and the City maintains approximately 35 total roadway centerline miles. The main roadways in the City include Sumner Avenue/Park Boulevard, which runs east to west, and Jacobs Avenue and Hill Valley Road, which both run north to south. The top three collision types in Orange Cove were broadside, rear end, and hit object crashes; the top three primary collision factors were driving under the influence, automobile right of way, and improper turning. The LRSP provides potential engineering, education, emergency services, and enforcement strategies tailored to Orange Cove's crash history and local priorities, as well as performance measures to evaluate progress.

VISION AND GOALS

The City's vision for roadway safety is:

Maintain and enhance safety on the City's roadways through regular evaluation and identification of feasible improvements.

The City's goals in support of the roadway safety vision are:

1. Have zero fatal and severe injury crashes on the City roadways.
2. Utilize community and traffic safety stakeholder input to identify opportunities to improve roadway safety.
3. Improve crash data available.
4. Systemically implement low-cost safety countermeasures proven to reduce fatal and severe crashes.
5. Participate in regional activities to promote roadway safety as a priority investment.

[51] 2018 population. Source: California Department of Finance

SAFETY PARTNERS

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City's effort to create a culture of roadway safety. Orange Cove's goals reflect the importance of utilizing input from the community and traffic safety stakeholders.

While additional partners may be identified in the future, those involved in development of the LRSP include the Fresno Council of Governments and City of Orange Cove Building, Planning, Inspection & Engineering Department.

PERFORMANCE MEASURES

Performance measures are used to track progress and a key element of making data-informed decisions. Performance measures that support the City's vision, goals, and emphasis areas include:

- Annual number of crashes (city-wide and at each of the top nine priority locations)
- Annual number of fatal and severe injury crashes (city-wide and at each of the top nine priority locations)
- Annual number of pedestrian and bicycle crashes (city-wide and at each of the top twenty priority locations)
- Investments made in roadway safety countermeasures (e.g. dollars spent, grants pursued, partnerships developed)
- Investments made in education and enforcement strategies (e.g. dollars spent, grants pursued, partnerships developed)
- Coordination with other local agencies and/or safety partners (e.g. meetings held, projects pursued)
- Opportunities provided for citizen engagement (e.g. meetings held, public campaigns launched)
- Coordination on crash data processes and reporting (e.g. meetings held, changes made)

As part of plan implementation, the City will identify a process for annually tracking these performance measures to support future updates to this roadway safety plan.

DATA SUMMARY

The primary data sets used to inform the technical analyses for the City's local road safety plan were crash data and roadway network information. As noted below, future updates could incorporate traffic volume data if widely available for locations across the City. In addition, feedback from a publicly available survey was documented for consideration in identifying issues and improvement strategies.

Public Survey Feedback

Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are part of the MLRSP, as well as voluntary demographic information for Title IV reporting. Both activities were open from August 16, 2021 to September 20, 2021 and sought public feedback on spatial patterns of traffic safety concerns and desired improvements.

As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive webmap specific to Orange Cove. More information on the methodology and overall findings of the survey are provided in *Appendix A*.

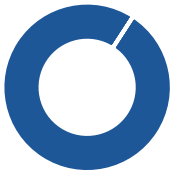


1
PERSON RESPONDED



0
LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE



Live in Orange Cove and work/study outside of Orange Cove
100%



MOST NEEDED SAFETY IMPROVEMENTS

- Maintenance of existing roads and streets
- Rural road improvements to prevent run-off-road crashes
- Sidewalks
- Speed enforcement

- The survey asked respondents to provide input on the top road safety improvements needed in their communities. While the survey prompted participants to pick three improvements, some selected more than three responses. A total 4 responses were received for Orange Cove, including from one participant:
    - Maintenance of existing roads and streets (1 response)
    - Rural road improvements to prevent run-off-road crashes (1 response)
    - Sidewalks (1 response)
    - Speed enforcement (1 response)
- Participants dropped points in the webmap in specific locations across Fresno County where they experienced road safety concerns. No locations were identified for Orange Cove.
- The survey asked participants where they live and work or study, with the option to select from a list of jurisdictions or outside of Fresno County. The participants who selected Orange Cove included one individual who lives in Orange Cove and works/studies outside of Orange Cove.

Crash Data

Kittelson worked with Fresno COG to assemble crash data for the City of Orange Cove using the Statewide Integrated Traffic Records System (SWITRS) database, supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley. Throughout this report, crashes are associated with a jurisdiction based on the reporting officer's assessment of location.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets. Within the assembled regional crash database, a total of three reported crashes are located in Orange Cove. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.
- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

As noted in the introduction, the crash data used in the descriptive analysis were sorted into jurisdictions based on the information available in the SWITRS and TIMS databases. This information is derived from a

reporting officer's judgment and may be inconsistent with true boundaries, especially near city/county borders.

In the process of locating data into a geographic information system (GIS) for spatial analysis, Kittelson reviewed the available information and relocated some crashes to a more precise coordinate location. In so doing, Kittelson relocated some crashes to different jurisdictions than originally listed in the database. Thus, some disparities in total crash count by jurisdiction exist between the descriptive analysis and spatial analysis even though each is internally consistent.

In the case of Orange Cove, there is a notable difference in the two analyses due to the low numbers of reported crashes. Three crashes were reviewed in the descriptive analysis, while nineteen crashes were considered in the spatial analysis.

Roadway Network Data

Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. The master roadway network for the County was used to spatially analyze and prioritize specific locations within each local jurisdiction.

Traffic Volume Data

Traffic volume data was not consistently available at a sufficient level to be able to incorporate into the safety analysis. Future updates to the City's local road safety plan could incorporate traffic volume data, if available, to understand how crash frequency, severity, and type vary at different levels of traffic.

EXISTING ROADWAY SAFETY PERFORMANCE

There were three total reported crashes in Orange Cove in the period between January 1, 2015 and December 31, 2019. Therefore, patterns and trends are not applicable to this jurisdiction. Each crash is described below.

All Road Users

The first reported crash occurred during the hour of 10 PM in January of 2017 and resulted in one fatality. The collision type is rear end with a primary collision factor of an unsafe lane change. A truck collided with a parked motor vehicle, and the driver of the truck was killed. The crash took place on Anchor Avenue just north of South Avenue. The reported lighting condition is dark with streetlights, the weather clear, and the road condition dry. There was alcohol involved.

The second reported crash occurred during the hour of 4 PM in March of 2018 and resulted in one fatality. The collision type is broadside with a primary collision factor of traffic signals and signs. The crash occurred at the Hills Valley Road/Adams Avenue intersection. The reported lighting condition is dusk-dawn, the weather clear, and the road condition dry.

The third reported crash occurred during the hour of 2 PM in November of 2019 and resulted in property damage only. The collision type is broadside with a primary collision factor of other improper driving. The crash occurred at Citrus Mini Mart at Park Boulevard and 10th Street. The lighting condition was daylight, the weather clear, and the road condition dry.

Priority Locations

Kittelson identified priority intersections and segments using the annualized crash severity scores and excess predicted crashes described in the Data Summary and Analysis Approach sections (see the Introduction). As previously noted, this spatial analysis involved relocating some crashes to a more precise coordinate location, and thus includes additional crashes than the three crashes described above.

For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 45.68. Figure 130 shows the results of the crash severity scoring. Figure 131 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments, the crash severity scores ranged from zero to 32.93. Crash severity score results for roadway segments are shown in Figure 132. Excess predicted crash score results are shown in Figure 133. Intersections or segments shown as not falling within one of the percentile breaks indicates there were no reported crashes at that location.

Members of the Focus Group for Orange Cove noted that the intersections of Adams Avenue/4th Street and Adams Avenue/Jacobs Avenue could be priority locations for improvement, as well as areas around schools, especially for pedestrian improvements.

Table 60 presents the top nine locations with the highest crash severity scores.

Table 60. Top 9 Locations based on Crash Severity Score

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Com-plaint of Pain	PDO
1	MONSON AVE & MANNING AVE	Unsignalized	45.68	5	0	1	3	1	0
2	HILLS VALLEY RD FROM C ST TO NORTH OF AVENUE 464	Segment	32.93	1	1	0	0	0	0
3	ANCHOR AVE FROM PARLIER AVE TO NORTH OF SOUTH AVE	Segment	32.93	1	1	0	0	0	0
4	MANNING AVE FROM WEST OF HILL AVE TO ANCHOR AVE	Segment	3.43	7	0	0	0	2	5
5	SUMMER AVE FROM MONSON AVE TO ANCHOR AVE	Segment	1.22	1	0	0	0	1	0
6	MONSON AVE FROM NORTH OF MANNING AVE TO SOUTH OF MANNING AVE	Segment	1.22	1	0	0	0	1	0
7	MONSON AVE & SOUTH AVE	Unsignalized	1.22	1	0	0	0	1	0
8	TENTH ST & PARK ST	Unsignalized	0.20	1	0	0	0	0	1
9	PARLIER AVE FROM WEST OF ANCHOR AVE TO EAST OF ANCHOR AVE	Segment	0.20	1	0	0	0	0	1

Note: PDO = Property Damage Only



Orange Cove

ADAMS AVE

C ST

FOURTH ST

E SUMNER AVE

ANCHOR AVE

PARK ST

W RAILROAD AVE

E RAILROAD AVE

SECOND ST

ELEVENTH ST

CENTER ST

S HILLS VALLEY RD

WHITTIER AVE

E SOUTH AVE

S HILL

E MANNING AVE

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Crash Severity Score

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.3 Miles

Figure 130

Intersection Crash Severity Scores
Jurisdiction Results: Orange Cove
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Excess Expected Frequency

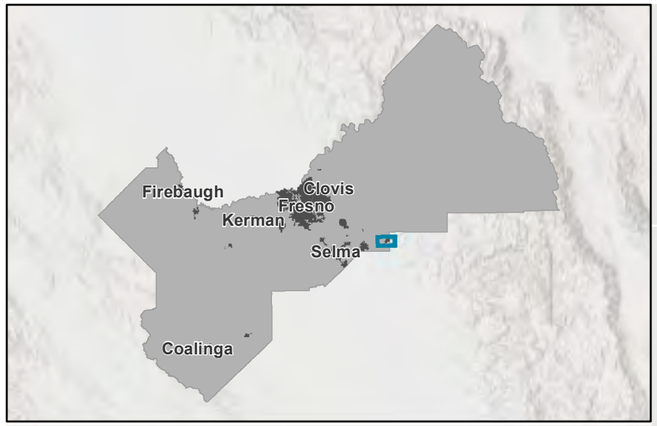
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.3 Miles

Figure 131

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Orange Cove
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Orange Cove
ADAMS AVE
C ST
FOURTH ST
E SUMNER AVE
ANCHOR AVE
PARK ST
W RAILROAD AVE
E RAILROAD AVE
ELEVENTH ST
CENTER ST
SECOND ST
E SOUTH AVE
S HILL AVE
S HILLS VALLEY RD
E MANNING AVE

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Crash Severity Scores

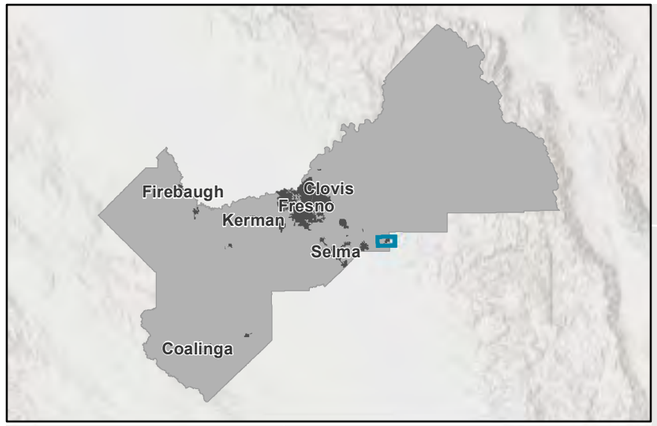
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.3 Miles

Figure 132

Roadway Crash Severity Scores
Jurisdiction Results: Orange Cove
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Orange Cove

ADAMS AVE

E SUMNER AVE

E MANNING AVE

S HILL AVE

S HILLS VALLEY RD

E SOUTH AVE

C ST

FOURTH ST

ANCHOR AVE

PARK ST

W RAILROAD AVE

E RAILROAD AVE

SECOND ST

ELEVENTH ST

CENTER ST

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Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.3 Miles

Figure 133

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Orange Cove
Fresno Council of Governmer

KITTELSON & ASSOCIATES

EMPHASIS AREAS

Based on key trends in the crash data, emphasis areas for the City of Orange Cove include broadside crashes, driving under the influence, and improved data collection. Each of these areas is further discussed below.

Broadside Crashes

A broadside crash occurs when the front of one vehicle hits the side of another vehicle. Broadside crashes were selected as an emphasis area due to the frequency and severity of these collision types. Two of the three crashes in the descriptive analysis were broadside crashes, including one fatal crash. Broadside crashes are most common at intersections where the risk of conflict is increased.

The California SHSP includes intersections as one of the six high priorities in California. These crashes are a high priority due to their severity level often as a result of rear-end, broadside, and hit object collision types. "Intersections significantly increase driver workload because they are a natural point of conflict. If present, traffic control devices help to mitigate that workload by providing clear rules of right-of-way" (Caltrans SHSP). As discussed below under Engineering Strategies, several intersection countermeasures are available targeted at improving the roadway to minimize risk of crashes and can be applied systemically.

Driving Under the Influence

Driving under the influence is included in the top collision types based on the spatial analysis. One of the three crashes detailed in the descriptive analysis noted alcohol was involved and the crash resulted in a fatality. This suggests there are opportunities to address driver behavior through education and enforcement.

The California SHSP also identified impaired driving as one of the six high priorities in California, reflecting the potential to reduce fatalities and serious injuries by addressing this challenge area.

Improved Data Collection

Improved crash data collection is identified as an emphasis area as there was limited crash data available from the City. The descriptive analysis included about one-sixth the number of crashes as the spatial analysis findings. High quality data is an essential component of understanding safety trends, priority locations, and systematically implementing safety countermeasures.

STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety across the City.

Engineering Strategies

The top three fatal and severe injury collision types in Orange Cove were broadside, rear end, and hit object crashes; the top three fatal and severe injury primary collision factors were driving under the influence, automobile right of way, and improper turning. High priority countermeasures to address these collision types and primary collision factors are shown in Table 61.

Table 61. High Priority Countermeasures

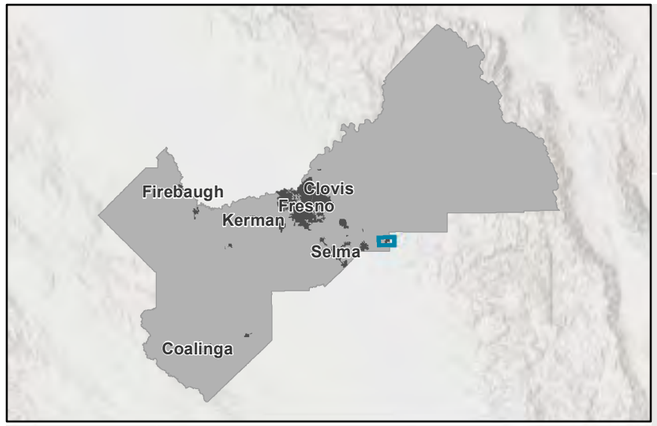
	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R1	Crashes at night
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Broadside, Hit object
Intersection Countermeasures	Add Intersection Lighting at Intersections	S1/NS1	Crashes at night
	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Broadside, rear end
	Convert Intersection to Roundabout	NS4/NS5	Broadside
	Install Flashing Beacons as Advance Warning	S10/NS9	Unsafe speed, rear end, broadside
	Install/Upgrade Stop Signs or Intersection Warning/ Regulatory Signs	NS6	Broadside
	Upgrade Intersection Pavement Markings	NS7	Broadside
	Install Splitter Islands for Minor Street Approaches	NS13	Broadside, rear end

Note: The ID number references the Caltrans Manual Local Road Safety

Appendix B contains the regional Countermeasures Toolbox which includes more detailed information regarding the countermeasures listed above.

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. The City of Orange Cove can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 71.

Figure 134 and Figure 135 present the top priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 136 and Figure 137 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.



Orange Cove

ADAMS AVE

C ST

FOURTH ST

E SUMNER AVE

ANCHOR AVE

PARK ST

W RAILROAD AVE

E RAILROAD AVE

SECOND ST

ELEVENTH ST

CENTER ST

S HILLS VALLEY RD

WHITTIER AVE

E SOUTH AVE

S HILL AVE

E MANNING AVE

K:\H_Projects\262\6012 - Fresno COG Local LRSPs\GIS\Task 4 mxds\Orange Cove\Intx_CrashType_OrangeCove.mxd Date: 11/16/2021

Collision Type

- Rear End
- Broadside
- Hit Object

City Limits

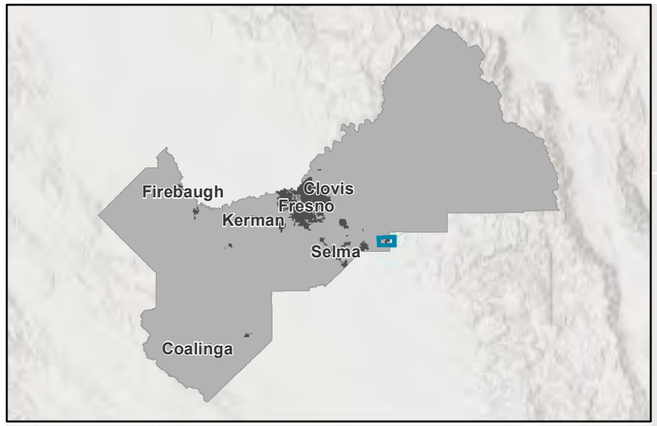
County Boundary

0 0.3 Miles

Figure 134

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Orange Cove
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Orange Cove

ADAMS AVE

C ST

FOURTH ST

E SUMNER AVE

ANCHOR AVE

PARK ST

W RAILROAD AVE

E RAILROAD AVE

SECOND ST

ELEVENTH ST

CENTER ST

S HILLS VALLEY RD

WHITTIER AVE

E SOUTH AVE

S HILLS VALLEY AVE

E MANNING AVE

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Primary Collision Factors

- Driving Under the Influence
- Automobile Right of Way
- Improper Turning

- City Limits
- County Boundary

0 0.3 Miles

Figure 135

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Orange Cove
Fresno Council of Governments

KITTELSON & ASSOCIATES



Collision Type

- Rear End
- Broadside
- Hit Object
- Priority Roadways
- City Limits
- County Boundary

0 0.3 Miles

KITTELSON & ASSOCIATES

Figure 136

Top Fatal/Severe Injury Roadway Collision Types
Jurisdiction Results: Orange Cove
Fresno Council of Governmer



Primary Collision Factors

- Improper Turning
- Priority Roadways
- City Limits
- County Boundary

0 0.3 Miles

Figure 137

Top Fatal/Severe Injury Roadway Primary Collision Factors
Jurisdiction Results: Orange Cove
Fresno Council of Governmer

KITTELSON & ASSOCIATES

Table 62 and Table 63 provide information for the top two intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

Table 62. Priority Intersections with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Rear End	Broadside	Hit Object	Other
1	MONSON AVE & MANNING AVE	Unsignalized	45.68	5	1	3	1	0
2	TENTH ST & PARK ST	Unsignalized	0.20	1	0	1	0	0

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 63. Priority Intersections with Primary Collision Factor based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					DUI	Auto ROW	Improper Turning	Other
1	MONSON AVE & MANNING AVE	Unsignalized	45.68	5	1	2	1	1
2	TENTH ST & PARK ST	Unsignalized	0.20	1	0	0	0	1

Note: Other crashes include all crashes that are not coded as one of the top three primary collision factors

DUI = Driving Under the Influence

Table 64 and Table 65 provide information for the top seven roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

Table 64. Priority Roadways Segments with Collision Type based on Top Fatal/Severe Injury Collision Type

#	Location	Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Rear End	Broad-side	Hit Object	Other
1	S Hills Valley Rd (city limits to B St)	Arterial/Collector	32.93	1	0	1	0	0
2	S Hills Valley Rd (Adams Ave to C St)	Arterial/Collector	32.93	1	0	1	0	0
3	S Anchor Ave (north of Whittier Ave to north of Parlier Ave)	Arterial/Collector	32.93	1	1	0	0	0
4	S Monson Ave (north of E Manning Ave to south of E Manning Ave)	Arterial/Collector	1.22	1	0	0	0	1
5	E Sumner Ave (S Monson Ave to west of Anchor Ave)	Arterial/Collector	1.22	1	0	0	1	0
6	E Manning Ave (S Hill Ave to S Monson Ave)	Arterial/Collector	0.20	1	0	0	0	1
7	E Parlier Ave (east of Orange Ave to west of S Jacobs Ave)	Arterial/Collector	0.20	1	1	0	0	0

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 65. Priority Roadways Segments with Primary Collision Factors based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					DUI	Auto Right of Way	Improper Turning	Other
1	S Hills Valley Rd (city limits to B St)	Arterial/ Collector	32.93	1	0	0	0	1
2	S Hills Valley Rd (Adams Ave to C St)	Arterial/ Collector	32.93	1	0	0	0	1
3	S Anchor Ave (north of Whittier Ave to north of Parlier Ave)	Arterial/ Collector	32.93	1	0	0	0	1
4	S Monson Ave (north of E Manning Ave to south of E Manning Ave)	Arterial/ Collector	1.22	1	0	0	1	0
5	E Sumner Ave (S Monson Ave to west of Anchor Ave)	Arterial/ Collector	1.22	1	0	0	1	0
6	E Manning Ave (S Hill Ave to S Monson Ave)	Arterial/ Collector	0.20	1	0	0	0	1
7	E Parlier Ave (east of Orange Ave to west of S Jacobs Ave)	Arterial/ Collector	0.20	1	0	0	0	1

Note: Other crashes include all crashes that are not coded as one of the top three primary collision factors
DUI = Driving Under the Influence



Education Strategies

Driving under the influence is one of the emphasis areas for Orange Cove given the prevalence of this primary collision factor in the spatial analysis conducted for the City. In addition, information from the Focus Group Meeting for Orange Cove suggest opportunities to address driving under the influence of drugs or alcohol, over a safe speed limit, or while distracted.

The Safe Roads Save Lives campaign is a marketing effort led by the Fresno COG, with the goals of:

- Educate all road users on safe transportation behaviors
- Increase safety for people walking and biking
- Highlight behaviors that cause the most crashes in Fresno County—speeding and distracted driving

SAFE ROADS SAVE LIVES

The campaign Includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Unincorporated Fresno County may find these materials helpful, especially those that address driving under the influence of drugs or alcohol, speeding, or while distracted.

The following activities are recommended for Orange Cove, as resources allow, to implement the Safe Roads Save Lives campaign:

- Identify staff appropriate to attend a presentation by Fresno COG staff about the Safe Roads Save Lives campaign. Appropriate staff members include people associated with transportation engineering and planning, communications, traffic enforcement, school transportation, and other jurisdictional staff who work with the roadway system.
- Work with schools to distribute print materials and offer school-related transportation resources. Ensure that school communications are in both English and Spanish.
- Work with public information or communications staff to spread Safe Roads Save Lives materials throughout Orange Cove through the following channels:
    - Repost and link to Fresno COG posts that refer to the Safe Roads Save Lives campaign
    - Have print materials (flyers, bumper stickers, pins, and postcards) available at events and community festivals.
    - Work with the Fresno COG to identify a radio station to air a Safe Roads Save Lives radio public service announcement (PSA).
    - Have a direct link to Safe Roads Save Lives campaign website on the City's website.



Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves Orange Cove – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

- All roadway safety projects should be vetted by emergency service organizations to ensure that their design does not hamper access.
- As new emergency service and response procedures are developed, roadway safety improvement opportunities should be identified and implications of changes to response times should be considered.
- Orange Cove staff should participate in periodic coordination calls between emergency response agencies to gather and share recent observations about crashes and hot spots, to understand emergent safety issues that may not have led to policy reports or yet be available through statewide crash reporting systems.

Enforcement

Enforcement strategies can include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws, as well as focusing enforcement in areas that have historically been shown to have higher-than-average crash rates. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time – during and shortly after the increased enforcement activities.

The following enforcement strategies should be considered for Orange Cove:

- Add additional crossing guards at high-concern locations. If needed, train community members to serve as crossing guards.
- Focus speed enforcement efforts at locations with high crash rates.
- Use automatic enforcement, such as red-light cameras, and speed feedback signs along major corridors.
- Work with schools to conduct "alternative enforcement," such as having students write "tickets" that they hand to community members to highlight positive and negative behaviors on the roadways.

The effectiveness of each strategy should be measured and evaluated, considering the number of staff hours and amount of resources needed. The results should be reviewed and used to refine future enforcement activities.

Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. More details about equitable enforcement can be found on page 8 (Introduction).

EVALUATION AND IMPLEMENTATION

A key part of achieving the City's vision is consistently evaluating roadway safety performance and tracking progress towards the City's goals. The City will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that the City of Orange Cove update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the City's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

- Identifying countermeasures and strategies for priority locations based on the crash data.
- Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Exploring funding opportunities to implement priority strategies.
- Identifying activities to support the regional Safe Roads Save Lives campaign.
- Identifying enforcement strategies to implement and evaluate.
- Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
- Regularly collecting and organizing data to support evaluation of the LRSP.

10.0 CITY OF SAN JOAQUIN

The City of San Joaquin has an approximate population of 4,144.[52] The average daily vehicle miles traveled is 9,416, and the City maintains approximately 14 total roadway centerline miles. The main roadways in the city include S Colorado Ave, which runs from north to south, and Main Street, which runs from east to west. The top four collision types in San Joaquin were hit object, broadside, rear end, and sideswipe crashes; the top three primary collision factors were automobile right of way, driving under the influence, and improper turning. The LRSP provides potential engineering, education, emergency services, and enforcement strategies tailored to San Joaquin's crash history and local priorities, as well as performance measures to evaluate progress.

VISION AND GOALS

The City's roadway safety vision is:



Provide an opportunity for safe roadway travel for all.

The City's roadway safety goals in support of the vision are:

1. Have zero fatal and severe injury crashes on the City roadways.
2. Utilize community and traffic safety stakeholder input to identify opportunities to improve roadway safety.
3. Improve available crash data.
4. Participate in regional activities to promote roadway safety as a priority investment.
5. Prioritize improvements on school routes and on roadways adjacent to schools.
6. Perform regular reviews of roadway conditions to prioritize locations for repair.
7. Identify opportunities to improve railroad crossings for all users.

[52] 2018 population. Source: California Department of Finance

SAFETY PARTNERS

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City's effort to create a culture of roadway safety. San Joaquin's goals reflect the importance of fathering input from the community and traffic safety stakeholders. While additional partners may be identified in the future, those involved in development of the LRSP include:

- Caltrans
- Fresno Council of Governments
- Fresno County Sheriff's Department
- Golden Plains Unified School District
- San Joaquin Police Department

PERFORMANCE MEASURES

Performance measures are used to track progress and a key element of making data-informed decisions. Performance measures that support the City's vision, goals, and emphasis areas include:

- Annual number of crashes (city-wide and at each of the top nine priority locations)
- Annual number of fatal and severe injury crashes (city-wide and at each of the top nine priority locations)
- Annual number of pedestrian and bicycle crashes (city-wide and at each of the top twenty priority locations)
- Investments made in roadway safety countermeasures (e.g. dollars spent, grants pursued, partnerships developed, city-wide and on school routes or railroad crossings)
- Investments made in education and enforcement strategies (e.g. dollars spent, grants pursued, partnerships developed, city-wide and on school routes or railroad crossings)
- Investments made in improving roadway conditions (e.g. dollars spent, grants pursued, partnerships developed)
- Coordination with other local agencies and/or safety partners (e.g. meetings held, projects pursued)
- Coordination on crash data processes and reporting (e.g. meetings held, changes made)

As part of plan implementation, the City will identify a process for annually tracking these performance measures to support future updates to this roadway safety plan.

DATA SUMMARY

The primary data sets used to inform the technical analyses for the City's local road safety plan were crash data and roadway network information. As noted below, future updates could incorporate traffic volume data if widely available for locations across the City.

Crash Data

Kittelson worked with the Fresno COG to assemble crash data for the city of San Joaquin using the Statewide Integrated Traffic Records System (SWITRS) database, supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets. Within the assembled regional crash database, a total of two reported crashes are located in San Joaquin. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.
- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

As noted in the introduction, the crash data used in the descriptive analysis were sorted into jurisdictions based on the information available in the SWITRS and TIMS databases. This information is derived from a reporting officer's judgment and may be inconsistent with true boundaries, especially near city/county borders.

In the process of locating data into a geographic information system (GIS) for spatial analysis, Kittelson reviewed the available information and relocated some crashes to a more precise coordinate location. In so doing, Kittelson relocated some crashes to different jurisdictions than originally listed in the database. Thus, some disparities in total crash count by jurisdiction exist between the descriptive analysis and spatial analysis even though each is internally consistent.

In the case of San Joaquin, there is a notable difference in the two analyses due to the low numbers of reported crashes. Two crashes were reviewed in the descriptive analysis, while fourteen crashes were considered in the spatial analysis.

Roadway Network Data

Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. The master roadway network for the County was used to spatially analyze and prioritize specific locations within each local jurisdiction.

Traffic Volume Data

Traffic volume data was not consistently available at a sufficient level to be able to incorporate into the safety analysis. Future updates to the City's local road safety plan could incorporate traffic volume data, if available, to understand how crash frequency, severity, and type vary at different levels of traffic.

EXISTING ROADWAY SAFETY PERFORMANCE

There were two total reported crashes in the City of San Joaquin in the period between January 1, 2015 and December 31, 2019. Therefore, patterns and trends are not applicable to this jurisdiction. The crashes are described below.

All Road Users

The first reported crash occurred in the hour of 1 PM in April of 2017 and resulted in property damage only. The collision type is a hit object with a primary collision factor of improper turning. The crash took place at the Idaho Avenue/9th Street intersection. The reported lighting condition is daylight, the weather cloudy, and the road condition dry. There was alcohol involved.

The second reported crash occurred in the hour of 12 AM in December of 2018 and resulted in a complaint of pain. The collision type is a hit object with a primary collision factor of driving or bicycling under the influence of alcohol or drugs. The crash took place on South Main Street immediately North of West Colorado Avenue. The reported lighting condition was dark with streetlights, the weather clear, and the road conditions dry.

Priority Locations

Kittelson identified priority intersections and segments using the annualized crash severity scores and excess predicted crashes described in the Data Summary and Analysis Approach sections (see the Introduction). As previously noted, this spatial analysis involved relocating some crashes to a more precise coordinate location, and thus includes additional crashes than the two crashes described above.

In addition, the following locations were noted by members of the Focus Group as locations to consider improvements:

- Colorado Avenue: desire to improve crossings for routes to schools, especially at Main Street and 9th Street;
- Manning Avenue and Sutter Avenue: priorities due to housing developments and the need for pedestrian improvements; and
- California Avenue: priorities at 5th Street, 6th Street and 8th Street where there are apartments.

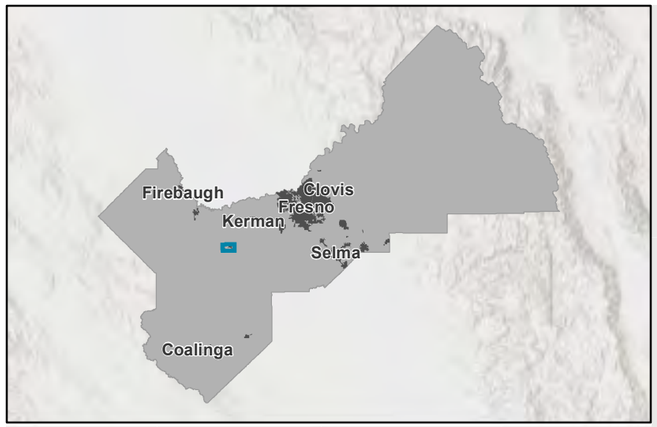
For intersection locations, the crash severity scores ranged from zero (no reported crashes during the 5 years) to 2.74. Figure 138 shows the results of the crash severity scoring. Figure 139 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments, the crash severity scores ranged from zero to 0.20. Crash severity score results for roadway segments are shown in Figure 140. Excess predicted crash score results are shown in Figure 141. Intersections or segments shown as not falling within one of the percentile breaks indicates there were no reported crashes at that location.

Table 66 presents the top nine locations with the highest crash severity scores.

Table 66. Top Nine Locations based on Crash Severity Score

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	PDO
1	ELM AVE & PLACER AVE*	Unsignalized	2.74	4	0	0	1	0	3
2	MAIN ST & COLORADO RD	Unsignalized	1.22	1	0	0	0	1	0
3	MANNING AVE & PLACER AVE*	Unsignalized	0.40	2	0	0	0	0	2
4	NINTH ST & IDAHO AVE	Unsignalized	0.40	2	0	0	0	0	2
5	MANNING AVE & SUTTER AVE*	Unsignalized	0.20	1	0	0	0	0	1
6	MANNING AVE & IDAHO AVE	Unsignalized	0.20	1	0	0	0	0	1
7	MANNING AVE & COLORADO RD	Unsignalized	0.20	1	0	0	0	0	1
8	DENVER AVE & PINE AVE	Unsignalized	0.20	1	0	0	0	0	1
9	RAILROAD AVE FROM MANNIN GAVE TO PINE ST	Segment	0.20	1	0	0	0	0	1

Note: PDO = Property Damage Only



San Joaquin

S SUTTER AVE

MAIN ST

S PLACER AVE

NINTH ST

W MANNING AVE

COLORADO RD

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Crash Severity Score

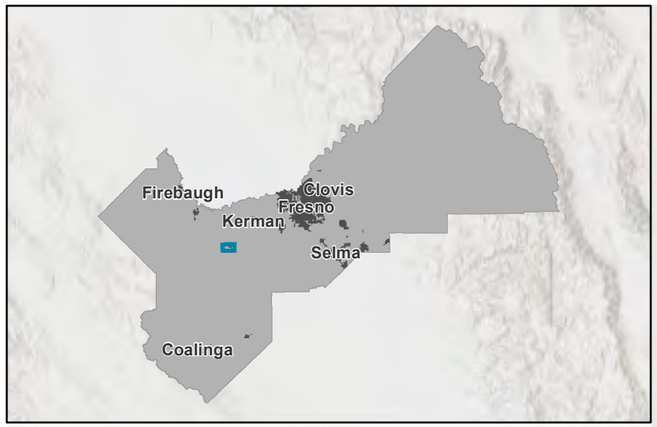
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.225 Miles

Figure 138

Intersection Crash Severity Scores
Jurisdiction Results: San Joaquin
Fresno Council of Governmer

KITTELSON & ASSOCIATES



San Joaquin

S SUTTER AVE

MAIN ST

S PLACER AVE

NINTH ST

W MANNING AVE

COLORADO RD

K:\H_Projects\262\6012 - Fresno COG Local LRSPs\GIS\Task 4 mxds\MLRSP_Intx_ExFreqScore.mxd Date: 11/16/2021

Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile

City Limits

County Boundary

0 0.225 Miles

Figure 139

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: San Joaquin
Fresno Council of Governmer

KITTELSON & ASSOCIATES



San Joaquin

S SUTTER AVE

MAIN ST

S PLACER AVE

NINTH ST

W MANNING AVE

COLORADO RD

K:\H_Projects\2626012 - Fresno COG Local LRSPs\GIS\Task 4 mxds\MLRSP_Rdwy_CrashSeverity_Score.mxd Date: 11/16/2021

Crash Severity Scores

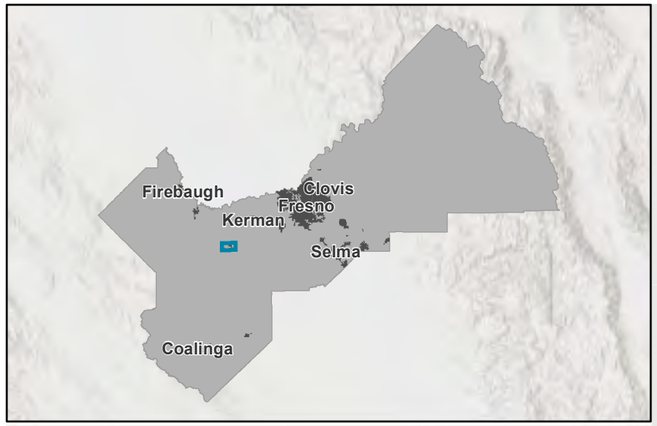
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.27 Miles

Figure 140

Roadway Crash Severity Scores
Jurisdiction Results: San Joaquin
Fresno Council of Governmer

KITTELSON & ASSOCIATES



San Joaquin

S SUTTER AVE

S PLACER AVE

MAIN ST

NINTH ST

W MANNING AVE

COLORADO RD

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Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.27 Miles

Figure 141

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: San Joaquin
Fresno Council of Governmer

KITTELSON & ASSOCIATES

EMPHASIS AREAS

Based on key trends in the crash data, emphasis areas for the City of San Joaquin include hit object crashes, driving under the influence, focus on school routes and railroad crossings, and improved data collection.

Hit Object Crashes

Hit object crashes were selected as an emphasis area due to their frequency. The two crashes described in the descriptive analysis were both hit object crashes and hit object crashes are the most frequent collision type based on the spatial analysis. A variety of roadway countermeasures are available targeted at reducing hit object crashes.

The California SHSP includes lane departures as one of the six high priorities in California. As indicated in the Caltrans SHSP, "the Lane Departures Challenge Area includes head-on, hit object, and overturned crashes. This includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the collision." These crashes are a high priority due to their severity level.

Driving Under the Influence

The influence of alcohol was cited in the two crashes reviewed in the descriptive analysis for San Joaquin and driving under the influence is one of the top primary collision factors based on the spatial analysis. This suggests there are opportunities to address driver behavior through countermeasures that encourage education and enforcement.

The California SHSP also identified impaired driving as one of the six high priorities in California, reflecting the potential to reduce fatalities and serious injuries by addressing this challenge area.

School Routes and Railroad Crossings

San Joaquin's goals reflect the desire to prioritize improvements on school routes and on roadways adjacent to schools, as well as at railroad crossings. In a focus group meeting held with the City's safety partners, participants expressed the importance of improving routes that kids can take to school, such as Colorado Avenue. In addition, it was noted that there are two trains per day through San Joaquin, and may be opportunities to improve safety around railroad crossings.

Improved Data Collection

Improved crash data collection is identified as an emphasis area as there was limited crash data available from the City. The descriptive analysis included a portion of the number of crashes as the spatial analysis findings. High quality data is an essential component of understanding safety trends, priority locations, and systematically implementing safety countermeasures.

STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety across the City.

Engineering Strategies

The top four collision types in San Joaquin were hit object, broadside, rear end, and sideswipe crashes; the top three primary collision factors were automobile right of way, driving under the influence, and improper turning. High priority countermeasures to address these collision types and primary collision factors are shown in Table 67.

Table 67. High Priority Countermeasures

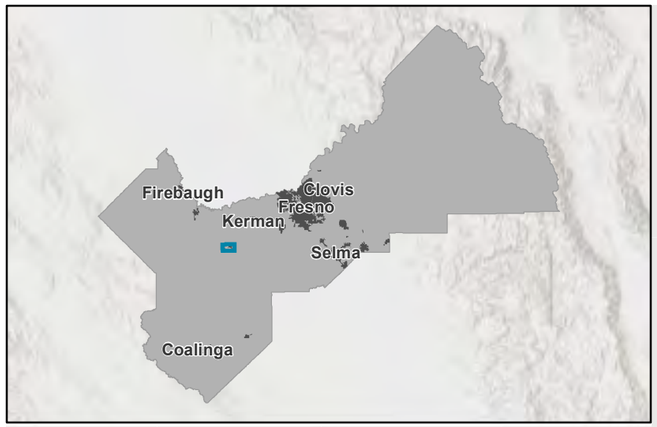
	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R1	Crashes at night
	Remove or Relocate Fixed Objects Outside of Clear Recovery Zone	R2	Hit object
	Install Guardrails	R4	Hit object
	Road Diet	R14	Hit object
	Widen Shoulder	R15	Hit object, sideswipe
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Hit object, rear end
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Hit object, sideswipe
	Install Dynamic/Variable Speed Warning Sings	R26	Hit object
	Install Edgelines and Centerlines	R28	Hit object
	Install Centerline Rumble Strips/Stripes	R30	Sideswipe
	Install Edgeline Rumble Strips/Stripes	R31	Hit object
Intersection Countermeasures	Add Intersection Lighting at Intersections	S1/NS1	Crashes at night

Notes: The ID number references the Caltrans Manual Local Road Safety
There were no high priority roadway countermeasures listed for San Joaquin. Roadway countermeasures listed were given a medium priority.

Appendix B contains the regional Countermeasures Toolbox which includes more detailed information regarding the countermeasures listed above.

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. San Joaquin can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 67.

Figure 142 and Figure 143 present the top priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 144 and Figure 145 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.



San Joaquin

S SUTTER AVE

MAIN ST

S PLACER AVE

NINTH ST

W MANNING AVE

COLORADO RD

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Collision Type

- Hit Object
- Broadside
- Rear-end*
- Sideswipe*

City Limits

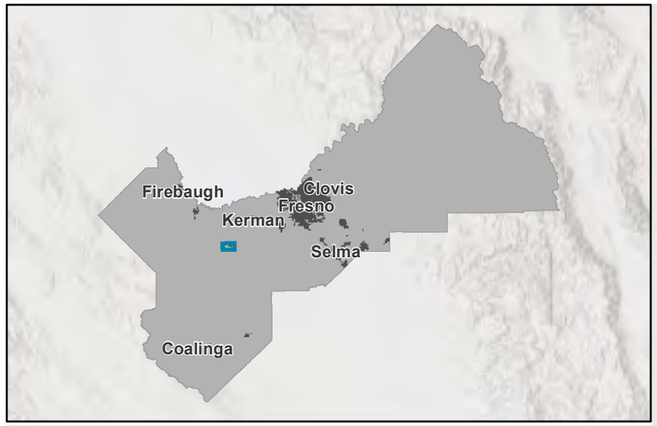
County Boundary

0 0.225 Miles

*Tied for third

Figure 142

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: San Joaquin
Fresno Council of Governmer



San Joaquin

S SUTTER AVE

MAIN ST

S PLACER AVE

NINTH ST

W MANNING AVE

COLORADO RD

K:\H_Projects\26026012 - Fresno COG Local LRSPs\GIS\Task 4.mxds\San Joaquin\nx_PCF_SanJoaquin.mxd Date: 11/16/2021

Primary Collision Factors

- Automobile Right of Way
- Driving Under the Influence
- Improper Turning

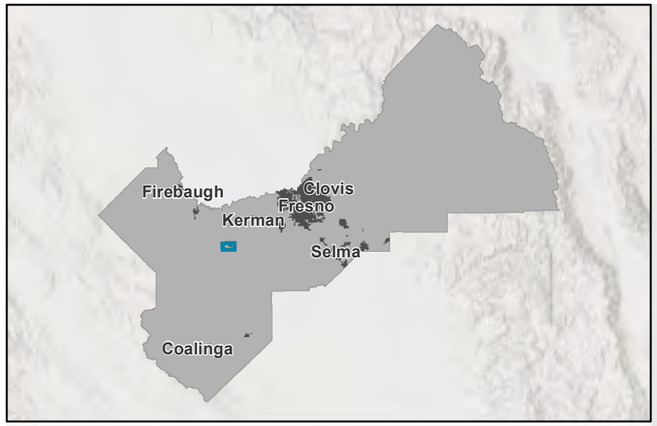
- City Limits
- County Boundary

0 0.225 Miles

Figure 143

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: San Joaquin
Fresno Council of Governments

KITTELSON & ASSOCIATES



San Joaquin

S SUTTER AVE

MAIN ST

S PLACER AVE

NINTH ST

W MANNING AVE

COLORADO RD

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Collision Type

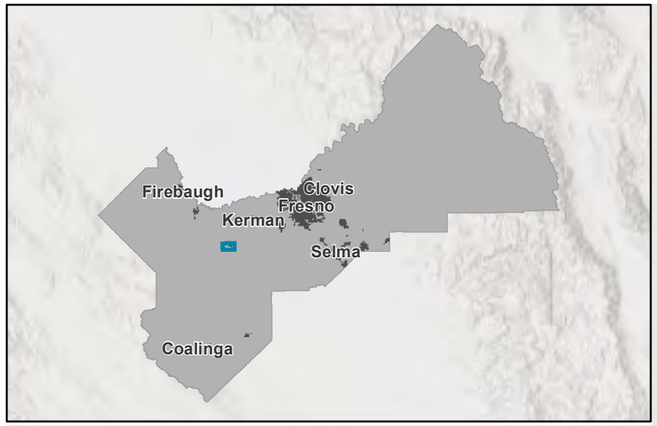
- Sideswipe
- Priority Roadways
- City Limits
- County Boundary

0 0.225 Miles

Figure 144

Top Fatal/Severe Injury Roadway Collision Types
Jurisdiction Results: San Joaquin
Fresno Council of Governmer

KITTELSON & ASSOCIATES



San Joaquin

S SUTTER AVE

MAIN ST

S PLACER AVE

NINTH ST

W MANNING AVE

COLORADO RD

K:\H_Projects\26260\12 - Fresno COG Local LRSPs\GIS\Task 4 mxds\San Joaquin\Rdwy_PCF_San Joaquin.mxd Date: 11/16/2021

Primary Collision Factors

- Improper Turning
- Priority Roadways
- City Limits
- County Boundary

0 0.225 Miles

Figure 145

Top Fatal/Severe Injury Roadway Primary Collision Factors
Jurisdiction Results: San Joaquin
Fresno Council of Governmer

KITTELSON & ASSOCIATES

Table 68 and Table 69 provide information for the top seven intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

Table 68. Priority Intersections with Collision Type based on Top 4 Fatal/Severe Injury Collision Types

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type				
					Hit Object	Broad-side	Rear End	Side-swipe	Other
1	ELM AVE & PLACER AVE	Unsignalized	2.74	4	3	1	0	0	0
2	MAIN ST & COLORADO RD	Unsignalized	1.22	1	1	0	0	0	0
3	MANNING AVE & PLACER AVE	Unsignalized	0.40	2	0	2	0	0	0
4	NINTH ST & IDAHO AVE	Unsignalized	0.40	2	1	0	0	1	0
5	MANNING AVE & IDAHO AVE	Unsignalized	0.20	1	0	1	0	0	0
6	MANNING AVE & COLORADO RD	Unsignalized	0.20	1	0	1	0	0	0
7	DENVER AVE & PINE AVE	Unsignalized	0.20	1	0	0	1	0	0

Note: Other crashes include all crashes that are not coded as one of the top four collision types

Table 69. Priority Intersections with Primary Collision Factor based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Auto Right of Way	Improper Turning	DUI	Other
1	ELM AVE & PLACER AVE	Unsignalized	2.74	4	1	2	0	1
2	MAIN ST & COLORADO RD	Unsignalized	1.22	1	0	0	1	0
3	MANNING AVE & PLACER AVE	Unsignalized	0.40	2	1	0	0	1
4	NINTH ST & IDAHO AVE	Unsignalized	0.40	2	0	1	0	1
5	MANNING AVE & IDAHO AVE	Unsignalized	0.20	1	1	0	0	0
6	MANNING AVE & COLORADO RD	Unsignalized	0.20	1	1	0	0	0
7	DENVER AVE & PINE AVE	Unsignalized	0.20	1	0	0	1	0

Note: Other crashes include all crashes that are not coded as one of the top three primary collision factors
DUI = Driving Under the Influence

Table 70 and Table 71 provide information for the top two roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

Table 70. Priority Roadways Segments with Collision Type based on Top 4 Fatal/Severe Injury Collision Type

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Collision Type				
					Hit Object	Broad-side	Rear End	Side-swipe	Other
1	Railroad Ave (Boston Ave to south of Main St)	Local	0.20	1	0	0	0	1	0
2	Railroad Ave (north of 9th St to Manning St)	Local	0.20	1	0	0	0	1	0

Note: Other crashes include all crashes that are not coded as one of the top four collision types

Table 71. Priority Roadways Segments with Primary Collision Factors based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Auto Right of Way	Improper Turning	DUI	Other
1	Railroad Ave (Boston Ave to south of Main St)	Local	0.20	1	0	1	0	0
2	Railroad Ave (north of 9th St to Manning St)	Local	0.20	1	0	1	0	0

Note: Other crashes include all crashes that are not coded as one of the top three primary collision factors
DUI = Driving Under the Influence



Education Strategies

Driving under the influence is one of the emphasis areas for San Joaquin given the prevalence of this primary collision factor in the analysis conducted for the City. In addition, information from the Focus Group Meeting for San Joaquin suggest opportunities for education around railroad crossings and schools, as well as speeding.

The Safe Roads Save Lives campaign is a marketing effort led by the Fresno COG, with the goals of:

- Educate all road users on safe transportation behaviors
- Increase safety for people walking and biking
- Highlight behaviors that cause the most crashes in Fresno County—speeding and distracted driving

SAFE ROADS SAVE LIVES

The campaign Includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Unincorporated Fresno County may find these materials helpful, especially those related to speeding, driving under the influence of drugs or alcohol, watching for pedestrians, and driving appropriately near schools.

The following activities are recommended for San Joaquin, as resources allow, to implement the Safe Roads Save Lives campaign:

- Identify staff appropriate to attend a presentation by Fresno COG staff about the Safe Roads Save Lives campaign. Appropriate staff members include people associated with transportation engineering and planning, communications, traffic enforcement, school transportation, and other jurisdictional staff who work with the roadway system.
- Work with schools to distribute print materials and offer school-related transportation resources. Ensure that school communications are in both English and Spanish.

- Work with public information or communications staff to spread Safe Roads Save Lives materials throughout San Joaquin through the following, at minimum:
  - Repost and link to Fresno COG posts that refer to the Safe Roads Save Lives campaign.
  - Have print materials (flyers, bumper stickers, pins, and postcards) available at events and community festivals.
  - Work with the Fresno COG to identify a radio station to air a Safe Roads Save Lives radio public service announcement (PSA).
  - Have a direct link to Safe Roads Save Lives campaign website on the City's website.



Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves San Joaquin – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

- All roadway safety projects should be vetted by emergency service organizations to ensure that their design does not hamper access.
- As new emergency service and response procedures are developed, roadway safety improvement opportunities should be identified and implications of changes to response times should be considered.
- San Joaquin staff should participate in periodic coordination calls between emergency response agencies to gather and share recent observations about crashes and hot spots, to understand emergent safety issues that may not have led to policy reports or yet be available through statewide crash reporting systems.

Enforcement



Enforcement strategies can include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws, as well as focusing enforcement in areas that have historically been shown to have higher-than-average crash rates. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time – during and shortly after the increased enforcement activities.

The following enforcement strategies should be considered for San Joaquin:

- Focus speed enforcement efforts at locations with high crash rates and/or community member concerns.
- Use automatic enforcement, such as red-light cameras and speed feedback signs, along major corridors.

The effectiveness of each strategy should be measured and evaluated, considering the number of staff hours and amount of resources needed. The results should be reviewed and used to refine future enforcement activities.

Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. More details about equitable enforcement can be found on page 8 (Introduction).

EVALUATION AND IMPLEMENTATION

A key part of achieving the City's vision is consistently evaluating roadway safety performance and tracking progress towards the City's goals. The City will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that the City of San Joaquin update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the City's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

- Identifying countermeasures and strategies for priority locations based on the crash data.
- Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Exploring funding opportunities to implement priority strategies.
- Identifying activities to support the regional Safe Roads Save Lives campaign.
- Identifying enforcement strategies to implement and evaluate.
- Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
- Regularly collecting and organizing data to support evaluation of the LRSP.

11.0 CITY OF SELMA

The City of Selma has an approximate population of 24,402.[53] The average daily vehicle miles traveled is 167,390, and the City maintains approximately 83 total roadway centerline miles. The major roadways in the city include Golden State Highway and S Highland Avenue, which both run north to south, and Floral Avenue, which runs from east to west. Based on the review of crash data conducted as part of the LRSP, pedestrians and bicyclists are overrepresented in fatal and severe injury crashes. The top three fatal and severe injury collision types in Selma were vehicle-pedestrian, rear end, and hit object crashes; the top three fatal and severe injury primary collision factors were pedestrian violation, automobile right of way, and driving under the influence. The LRSP provides potential engineering, education, emergency services, and enforcement strategies tailored to Selma's crash history and local priorities, as well as performance measures to evaluate progress.

VISION AND GOALS

The City's vision for roadway safety is:



A roadway network that supports safe travel for our community.

The City's roadway safety goals in support of the vision are:

1. Perform regular reviews of crash data to identify and prioritize opportunities to reduce crash risk.
2. Provide opportunities for citizen engagement in identifying issues and developing solutions for roadway safety across the community.
3. Reduce the number of annual fatal and severe injury crashes across all public City roadways by 50 percent by 2026.
4. Reduce the number of pedestrian and bicycle crashes on public City roadways by 50 percent by 2026.

[53] 2018 population. Source: California Department of Finance

5. Coordinate with traffic safety stakeholders such as fire, police, schools, and parks to exchange information and ideas specific to enhancing roadway safety performance through engineering, enforcement and educational strategies.
6. Partner with other local agencies to promote roadway safety.

SAFETY PARTNERS

A variety of agency staff and community partners were involved throughout the development of this LRSP and played an integral role in identifying priorities, providing local context, and reviewing the existing conditions analysis. Many of the strategies identified in this plan will require coordination with these partners and their support of the City's effort to create a culture of roadway safety. Selma's goals reflect the importance of partnering with local agencies, engaging with citizens, and coordinating with traffic safety stakeholders to identify issues and implement solutions. While additional partners may be identified in the future, those involved in development of the LRSP include:

- Selma Rotary
- Adventist Health
- Bringing Broken Neighborhoods Back to Life (BBNBTL)
- Caltrans
- Fresno Council of Governments
- Fresno County Rural Transit
- Kings View Community Services
- Selma Department of Engineering
- Selma Department of Public Works
- Selma District Chamber of Commerce
- Selma Fire Department
- Selma Police Department
- WestCare Foundation

PERFORMANCE MEASURES

Performance measures are used to track progress and a key element of making data-informed decisions. Performance measures that support the City's vision, goals, and emphasis areas include:

- Annual number of crashes (city-wide and at each of the top twenty priority locations)
- Annual number of fatal and severe injury crashes (city-wide and at each of the top twenty priority locations)
- Annual number of pedestrian and bicycle crashes (city-wide and at each of the top twenty priority locations)
- Annual number of rear end crashes (city-wide)
- Annual number of hit object crashes (city-wide)
- Annual number of crashes with a primary collision factor of unsafe speed (city-wide)
- Annual number of crashes with a primary collision factor of driving or bicycling under the influence of alcohol or drugs (city-wide)

- Investments made in roadway safety countermeasures (e.g. dollars spent, grants pursued, partnerships developed)
- Investments made in education and enforcement strategies (e.g. dollars spent, grants pursued, partnerships developed)
- Coordination with other local agencies and/or safety partners (e.g. meetings held, projects pursued)
- Opportunities provided for citizen engagement (e.g. meetings held, public campaigns launched)
- Coordination between first responders and City staff (e.g. meetings held, programs implemented, strategies deployed)

As part of plan implementation, the City will identify a process for annually tracking these performance measures to support future updates to this roadway safety plan.

DATA SUMMARY

The primary data sets used to inform the technical analyses for the City's local road safety plan were crash data and roadway network information. As noted below, future updates could incorporate traffic volume data if widely available for locations across the City. In addition, feedback from a publicly available survey was documented for consideration in identifying issues and improvement strategies.

Public Survey Feedback

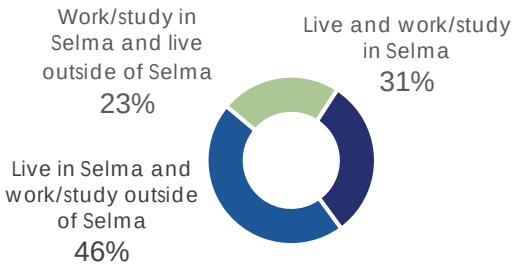
Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are part of the MLRSP, as well as voluntary demographic information for Title IV reporting. Both activities were open from August 16, 2021 to September 20, 2021 and sought public feedback on spatial patterns of traffic safety concerns and desired improvements.

As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive webmap specific to Selma. More information on the methodology and overall findings of the survey are provided in *Appendix A*.

13 PEOPLE RESPONDED

6 LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE



MOST COMMON SAFETY CONCERNS

- Lack of safe places to walk, bike, or wait for the bus
- Lack of safe opportunities to cross the street
- Poor lighting or poor visibility

- The survey asked respondents to provide input on the top road safety improvements needed in their communities. While the survey prompted participants to pick three improvements, some selected more than three responses. A total of 41 responses were received for Selma from 13 participants, with the most common desired improvement types including
  - Maintenance of existing roads and streets (10 responses)
  - Rural road improvements to prevent run-off-road crashes (6 responses)
  - Speed enforcement (6 responses)
  - Bike lanes/bikeways (5 responses)
- Participants dropped points in the webmap in specific locations across Fresno County where they experienced road safety concerns. When leaving a point, participants could select from a list of traffic safety concerns and the kinds of travel impacted, with the ability to select as many responses as applicable. A text box gave participants the option to note what they think would make the location safer. A total of 6 locations were noted in Selma, noting the following traffic safety concerns:
  - Lack of safe places to walk, bike, or wait for the bus (5 responses)
  - Lack of safe opportunities to cross the street (3 responses)
  - Poor lighting or poor visibility (3 responses)
  - Crashes or near misses happen here (3 responses)
  - Speeding or aggressive driving (2 responses)
  - People driving do not obey red lights, stop signs, or turn signals (1 response)
- The survey asked participants where they live and work or study, with the option to select from a list of jurisdictions or outside of Fresno County. The participants who selected Selma included:
  - 4 who live and work/study in Selma
  - 6 who live in Selma and work/study outside of Selma
  - 3 who work/study in Selma and live outside of Selma

Crash Data

Kittelson worked with Fresno COG to assemble crash data for the City of Selma using the Statewide Integrated Traffic Records System (SWITRS) database, supplemented with location information from the Transportation Injury Mapping System (TIMS) database maintained by SafeTREC at the University of California, Berkeley.

The crash database represents the time period from January 1, 2015 through December 31, 2019 and includes reported crashes that occurred on public streets. Within the assembled regional crash database, a total of 629 reported crashes are located in Selma. Crash severity is coded according to the highest degree of injury exhibited, and the data used for this analysis includes the following coded severity levels (listed in descending order):

- Fatal: death from injuries sustained in the crash.
- Severe Injury: Injuries include, for example, broken bones, severe lacerations, or other injuries that go beyond the reporting officer's assessment of "other visible injuries."
- Other visible injury: An injury, other than those described above, that is evident to observers at the scene of the crash. For example, bruises or minor lacerations.
- Complaint of pain: Internal or other non-visible injuries. For example, a person limps or seems incoherent.
- Property damage only (PDO): No injuries sustained.

Roadway Network Data

Kittelson developed a linear referencing system of all public roadways using the Fresno County roadway centerline file. This dataset was updated to develop a measurement system based on the total road length (as determined by roadway name) to locate crashes to a specific mile point along the network. The master roadway network for the County was used to spatially analyze and prioritize specific locations within each local jurisdiction.

Traffic Volume Data

Traffic volume data was not consistently available at a sufficient level to be able to incorporate into the safety analysis. Future updates to the City's local road safety plan could incorporate traffic volume data, if available, to understand how crash frequency, severity, and type vary at different levels of traffic.

EXISTING ROADWAY SAFETY PERFORMANCE

The findings in this section are based on the crash database, which includes reported crashes from January 1, 2015 through December 31, 2019. It is organized as follows:

- All Road Users
  - Severity by Road User
  - Year, Month, and Weather
  - Collision Type
  - Location, Collision Type, and Severity
  - Primary Collision Factor
  - Lighting
  - Time of Day
- Pedestrian-involved Crashes
  - Year and Month
  - Pedestrian Action and Location
  - Lighting
- Bicyclist-involved Crashes
  - Collision Type
  - Primary Collision Factor
  - Lighting

All Road Users

This section includes analysis and findings for all reported crashes. Subsequent sections focus exclusively on crashes involving pedestrians and bicyclists.

SEVERITY BY ROAD USER

Table 72 presents reported crashes, organized by severity level and road user. Five of the 11 fatal crashes are vehicle-only crashes; pedestrians or bicyclists were involved with the remaining six fatalities. The most common severity type for both pedestrian and bicycle involved crashes is visible injury.

Table 72: Crash Severity by Road User Involved

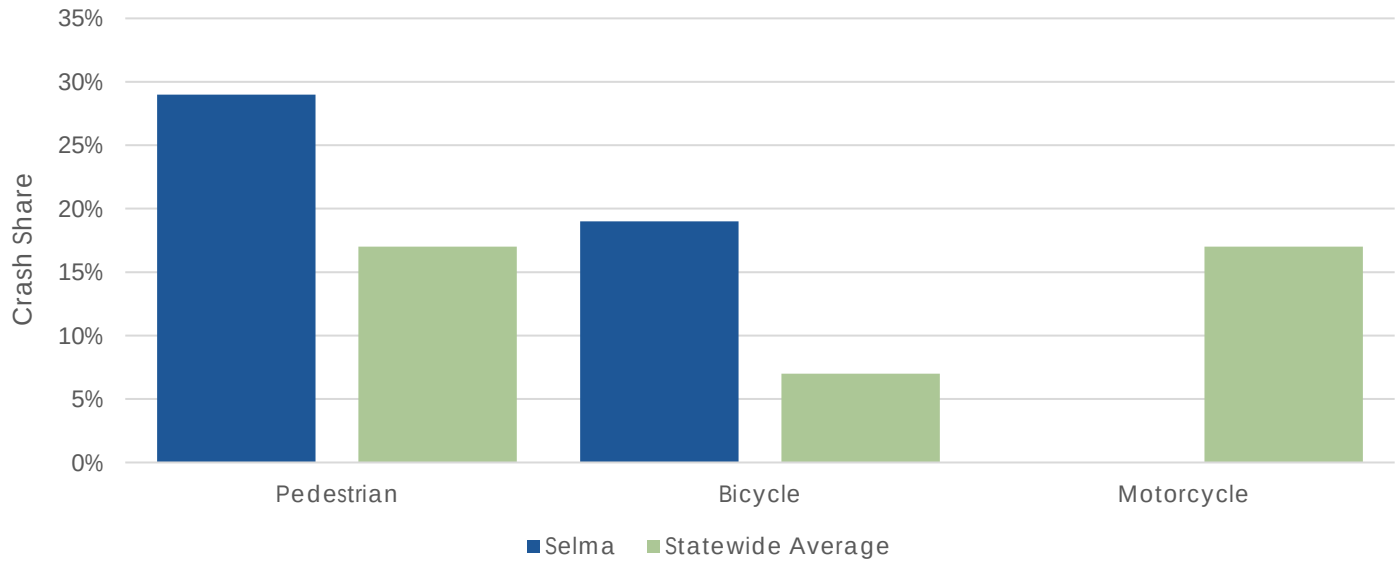
Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	3 (10%)	3 (10%)	11 (38%)	10 (35%)	2 (7%)	29 (4.5%)
Bicycle Involved	3 (10%)	1 (3%)	12 (41%)	9 (31%)	4 (15%)	29 (4.5%)
Vehicle Only or Vehicle-Fixed Object	5 (1%)	6 (1%)	50 (9%)	140 (24%)	370 (65%)	571 (91%)
Reported Crashes	11 (100%)	10 (100%)	73 (100%)	159 (100%)	376(100%)	629 (100%)
Severity Share of Reported Crashes	2%	2%	11%	25%	60%	100%

Source: SWITRS, TIMS, Kittelson, 2021.

California's Strategic Highway Safety Plan (SHSP) includes 16 challenge areas to focus statewide resources and efforts. Three of those challenge areas are crashes involving pedestrians, bicyclists, and motorcyclists. The SHSP analyzed the share of fatal and severe injury crashes involving each of these road users. Figure 146 compares crash trends in Selma to the statewide trends reported in the SHSP.

- There is a higher proportion of pedestrian and bicycle crashes among fatal/severe injury crashes in Selma compared to the statewide average.
- City of Selma has no reported fatal/severe motorcycle crashes.

Figure 146: City of Selma Fatal and Severe Injury Crash Shares by Road User Compared to Statewide Trends

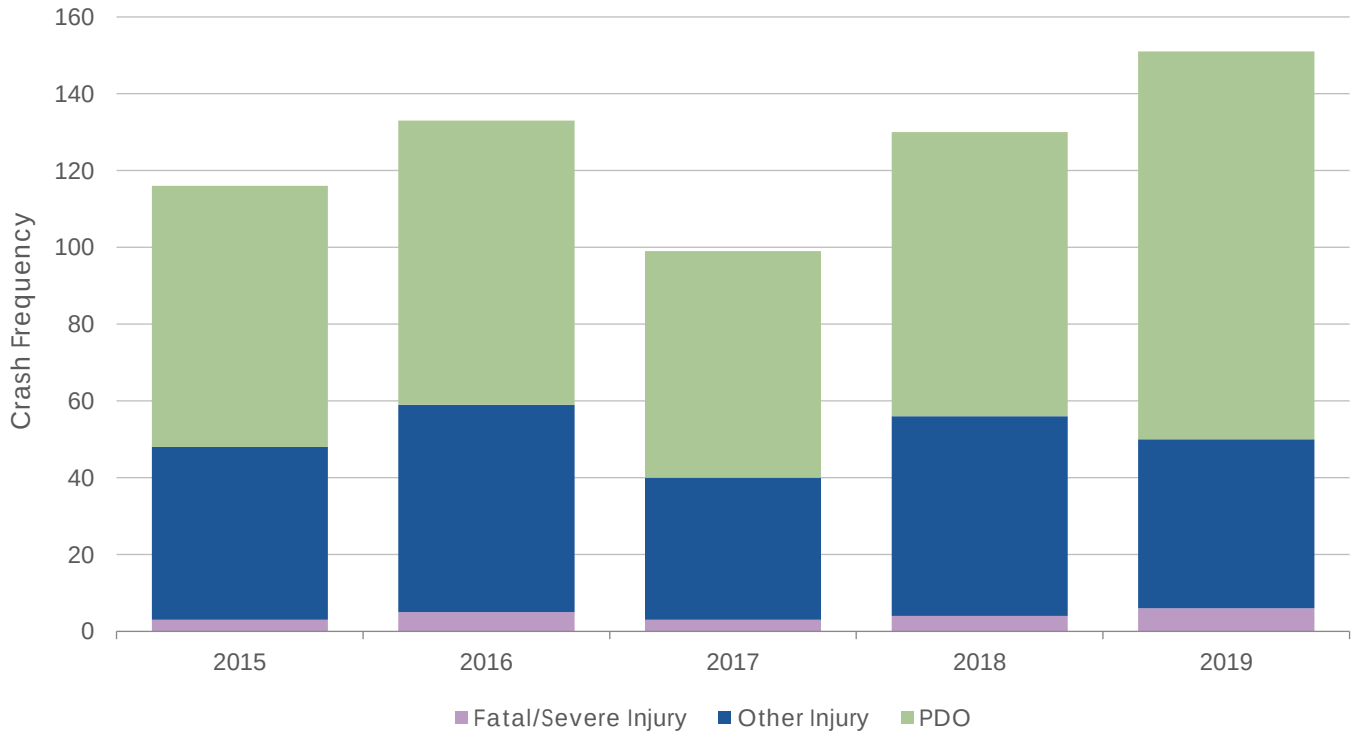


Source: SHRP, SWITRS, TIMS, Kittelson, 2021.

YEAR, MONTH, AND WEATHER

Figure 147 shows year-over-year trends in the data by severity. The annual average number of reported crashes is 126. Except for a notably low number of reported crashes in 2017, year-over-year trends generally indicate an increase in crashes over time. Fluctuations from a single year to the next tend to represent the degree of randomness in crash occurrence and are not necessarily indicative of an overall trend.

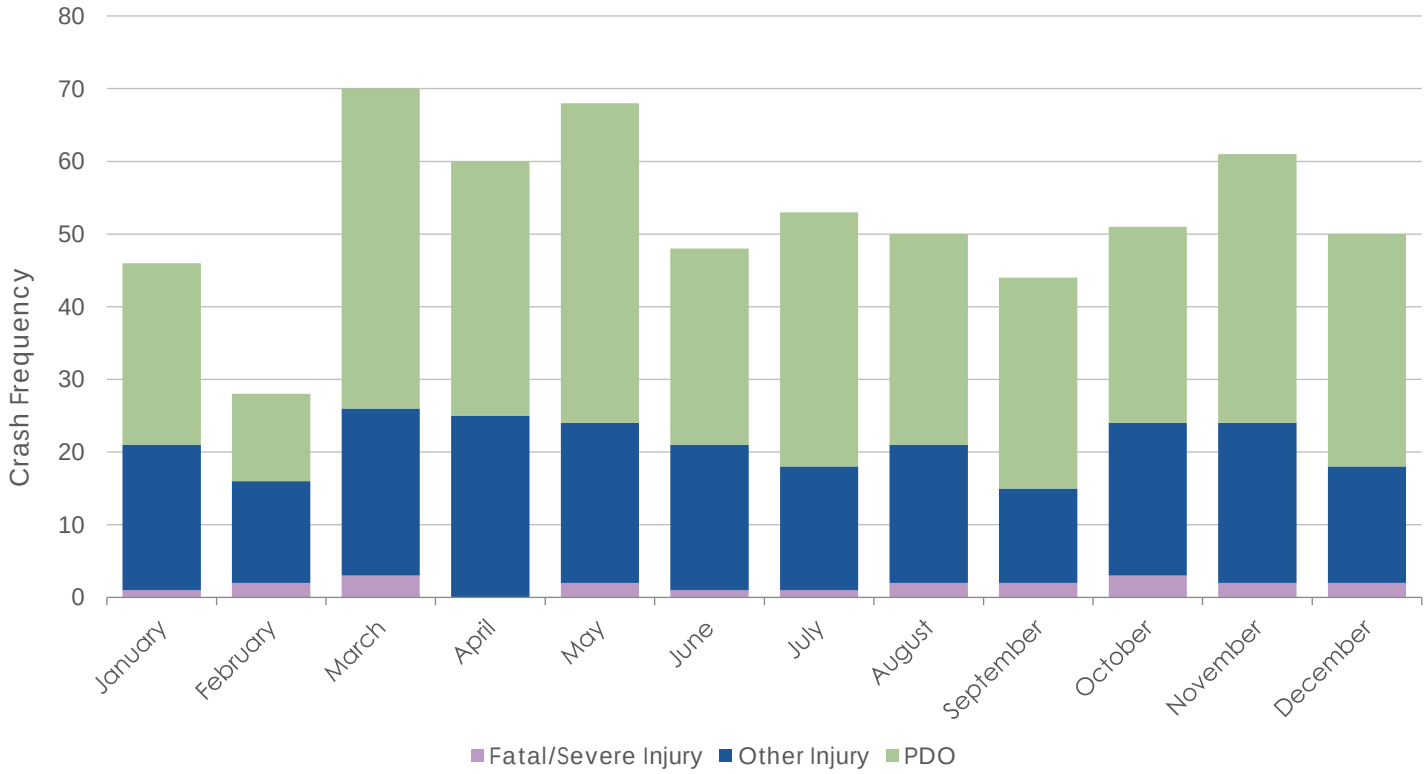
Figure 147: Year-over-Year Trends in Crash Data by Severity



Source: SWITRS, TIMS, Kittelson, 2021.

Figure 148 shows the total monthly crash trends by severity. The average monthly crash frequency is 52. There is some fluctuation in each month near the average. Higher frequencies are observed in March and May and lower frequencies in February.

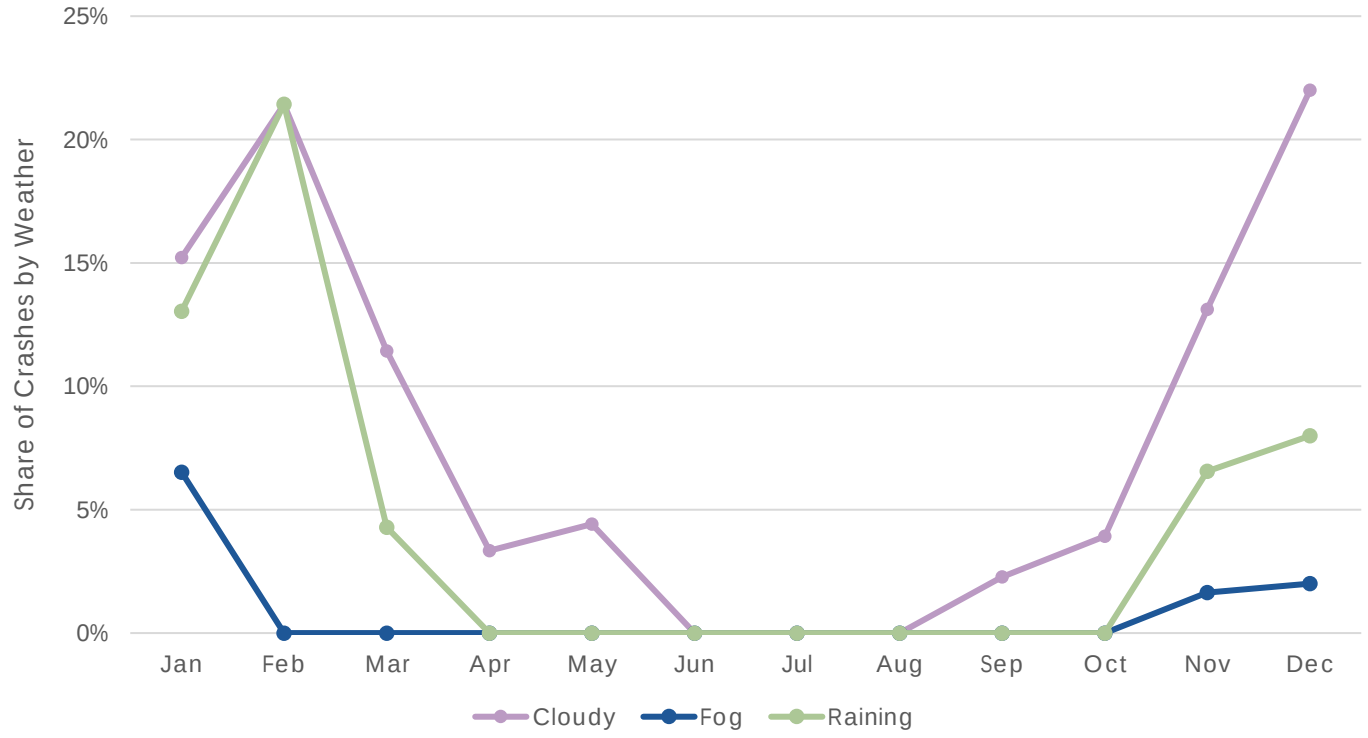
Figure 148: Crashes by Month and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Figure 149 illustrates crashes by month weather condition. The most common weather condition, clear weather, is not shown in the chart below to highlight the weather's factor on crash trends. Most crashes occurred in clear conditions (85 percent), while 8 percent in cloudy conditions, 4 percent in rainy conditions, and 1 percent in foggy conditions. Crashes in cloudy conditions are higher in winter between November and March, and rainy conditions peak in the same months to a lesser extent.

Figure 149: Crashes by Month and Weather Condition



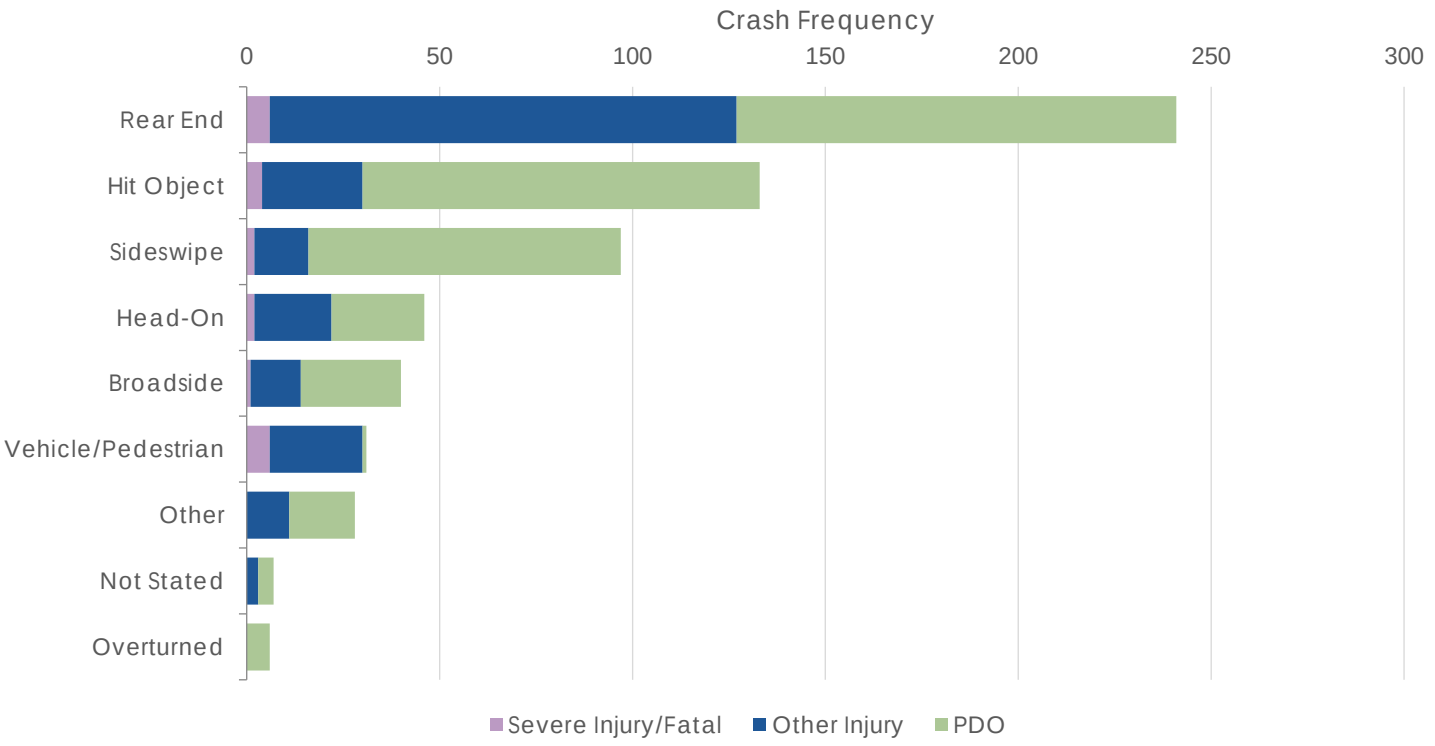
Source: SWITRS, TIMS, Kittelson, 2021.
Note: Only select conditions shown to improve legibility for less frequent weather conditions.

COLLISION TYPE

Figure 150 presents the collision types by severity.

- The most frequent collision types are rear end (53 percent of crashes), hit object (23 percent), and sideswipe (16 percent).
- Among fata/severe injury crashes, the most frequent collision types are vehicle/pedestrian (29 percent), rear end (29 percent), and hit object (19 percent).

Figure 150: Crashes by Collision Type and Severity



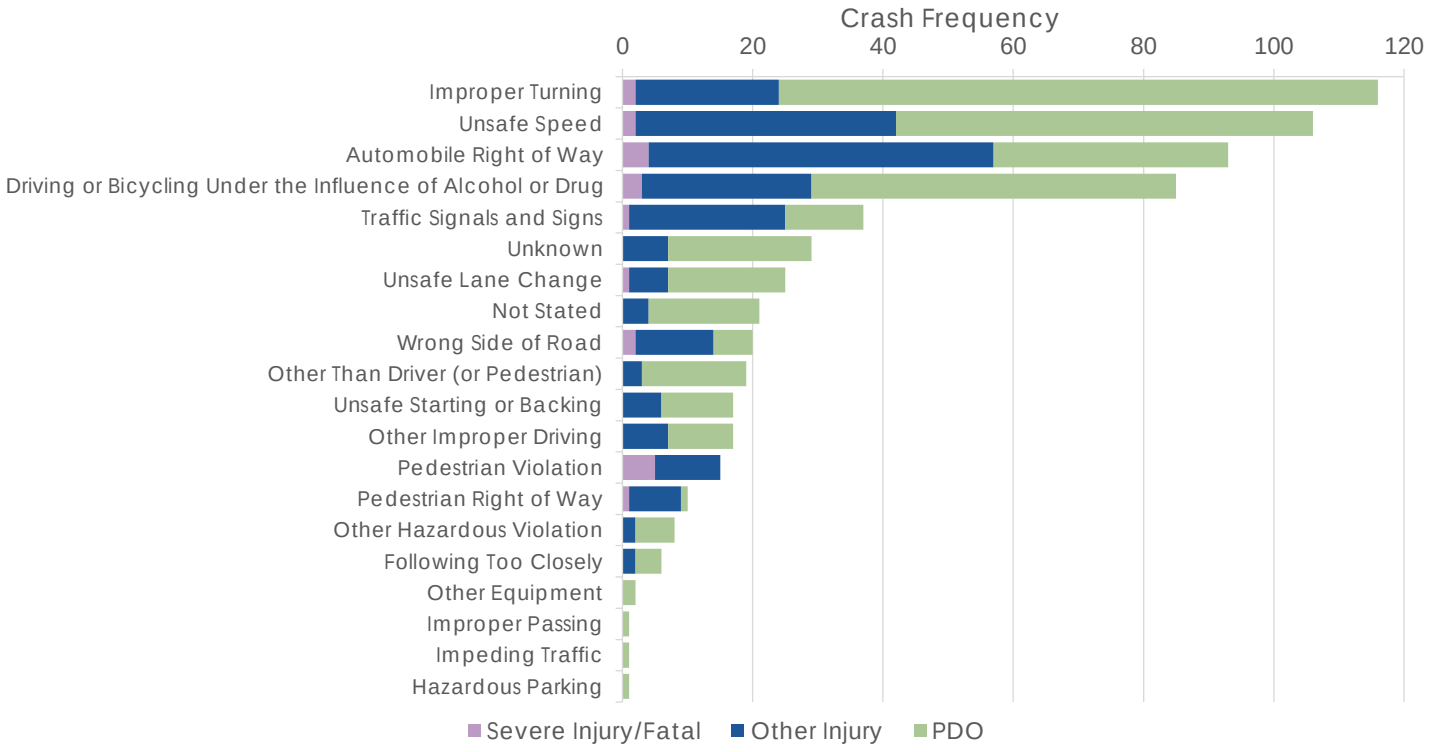
Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

Reporting officers identify a primary collision factor (PCF) for each crash. It is up to the officer's judgement and information available at the scene for them to select the factor that is most relevant. Officers select one from among a list of PCFs based on California Vehicle Code (CVC) and road user behavior. Figure 151 presents the most frequently cited PCFs in crashes in Selma.

- The three most common PCFs for all collision types are improper turning[54] (18 percent), unsafe speed[55] (17 percent), and automobile right of way[56] (15 percent).
- The three most frequently reported PCFs among fatal/severe injury crashes are pedestrian violation[57], automobile right of way[56], and driving or bicycling under the influence of alcohol or drugs[58].

Figure 151: Crashes by Reported PCF



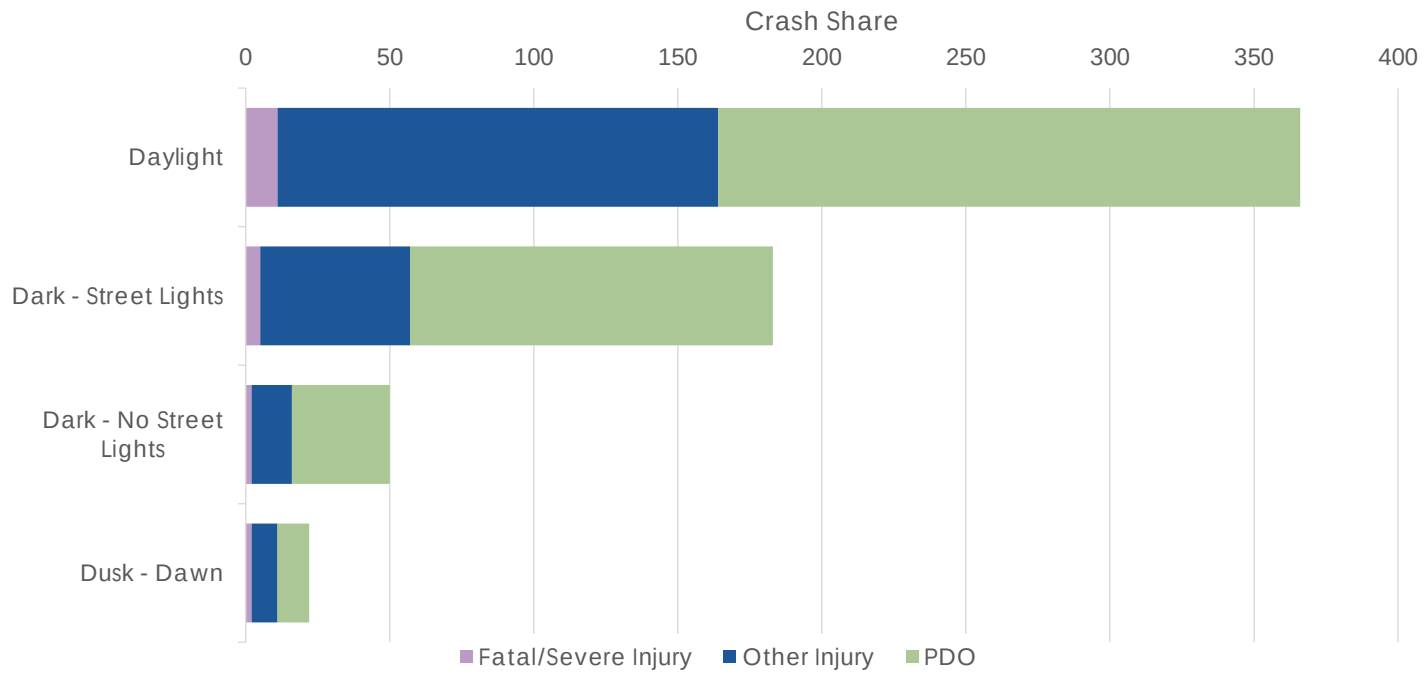
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

[54] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[55] Reported PCF based on CVC violation indicating unsafe speeding on a highway.
[56] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[57] Reported PCF based on CVC violation indicating a pedestrian failure to yield the right of way to other vehicles.
[58] Reported PCF based on CVC violation indicating driver was under the influence of alcohol.

LIGHTING

Figure 152 shows crashes by reported lighting condition and severity. Over half of reported crashes occurred in daylight and 30 percent of all crashes occurred in the dark with streetlights. Most fatal/severe injury crashes occurred in daylight.

Figure 152: Crashes by Lighting and Severity

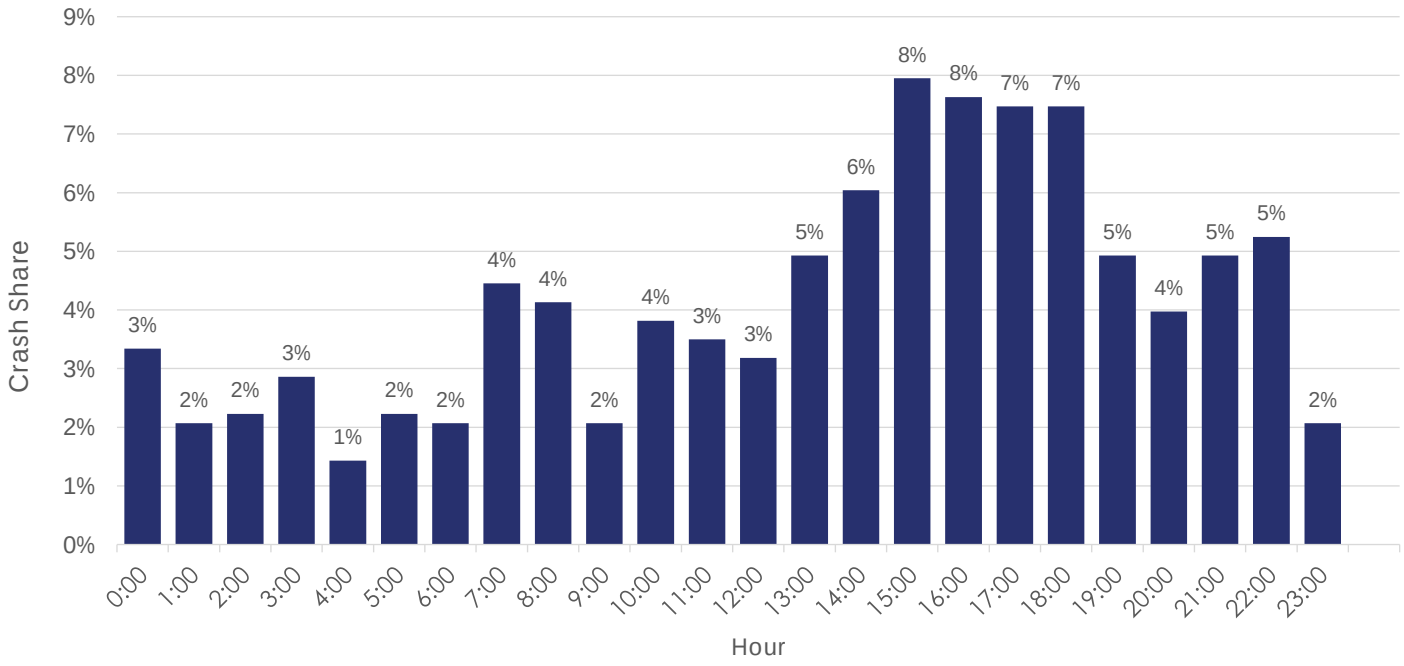


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

TIME OF DAY

Figure 153 shows crashes by time of day. Crashes are highest between the hours of 3 PM and 6 PM. Crashes are lowest overnight between 11 PM and 7 AM.

Figure 153: Crash Share by Time of Day



Source: SWITRS, TIMS, Kittelson, 2021.

Pedestrians

This section focuses exclusively on reported crashes involving pedestrians. Table 73 shows the distribution of pedestrian crashes by severity. Crashes resulting in fatalities or severe injuries represent 20 percent of reported pedestrian-involved crashes. Most crashes resulted in some level of injury, while 8 percent resulted in property damage only.

Table 73: Severity by Pedestrians Involved

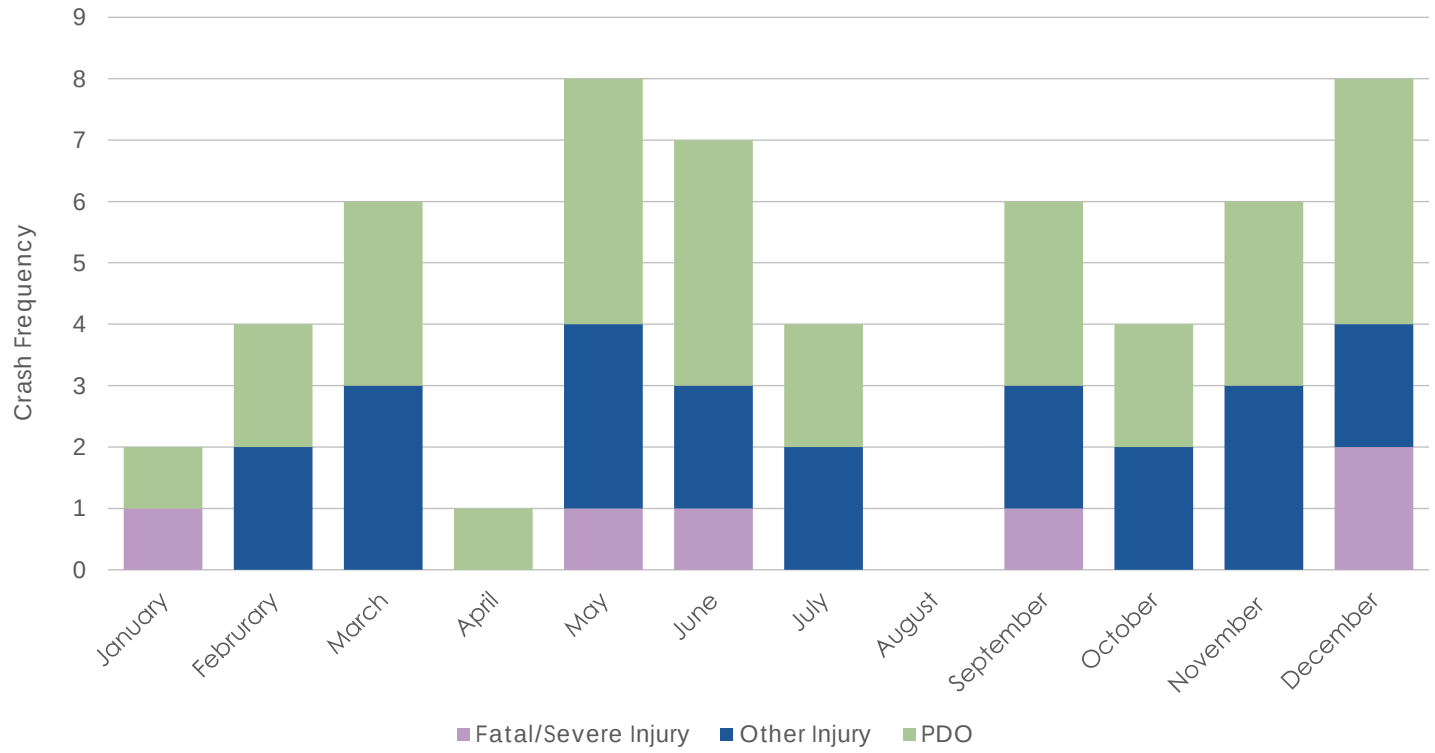
	Fatal (% of Total)	Severe Injury (% of Total)	Other Injury (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	3 (10%)	3 (10%)	21 (72%)	2 (8%)	29 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

SEVERITY AND MONTH

Figure 154 shows pedestrian crashes by month and type. Pedestrian crashes are highest during May, June and December, and lowest in August with no crashes. Fatal/severe injury crashes are reported in January, May, June, September, and December.

Figure 154: Pedestrian Crashes by Month and Severity



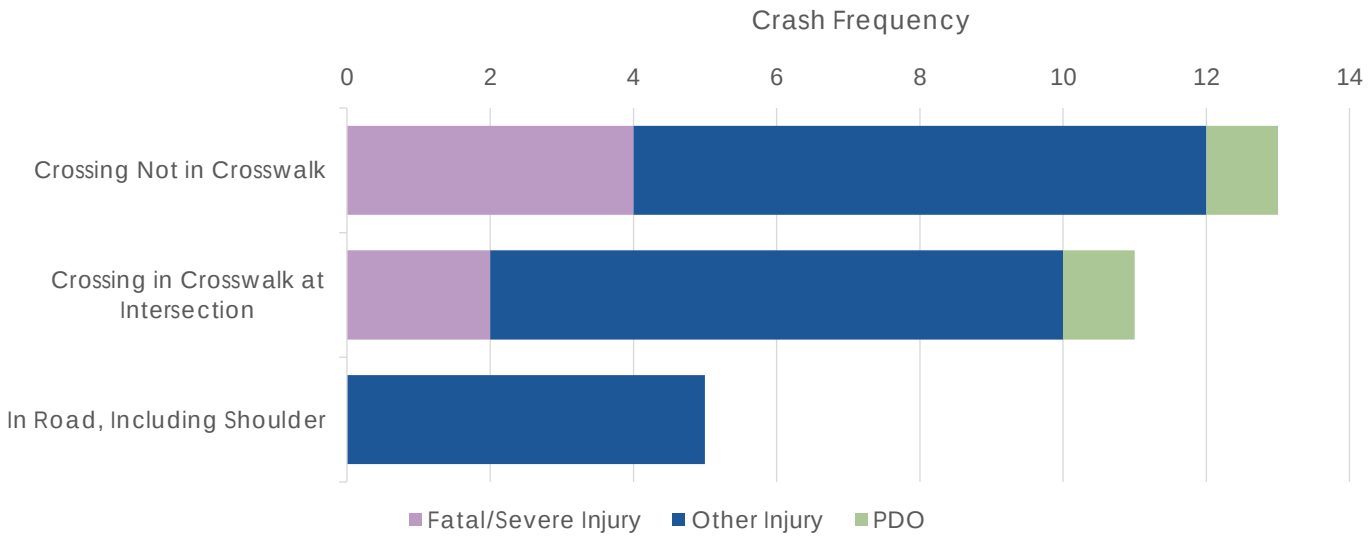
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PEDESTRIAN ACTION AND LOCATION

For pedestrian crashes, data is recorded according to the reporting officer's best judgment about the pedestrian's action and location preceding the crash.

Figure 155 reports these trends in the City of Selma. All reported fatal and severe injury crashes occurred when a pedestrian was either crossing not in a crosswalk or crossing in a crosswalk at an intersection.

Figure 155: Pedestrian Crashes by Reported Action/Location and Severity

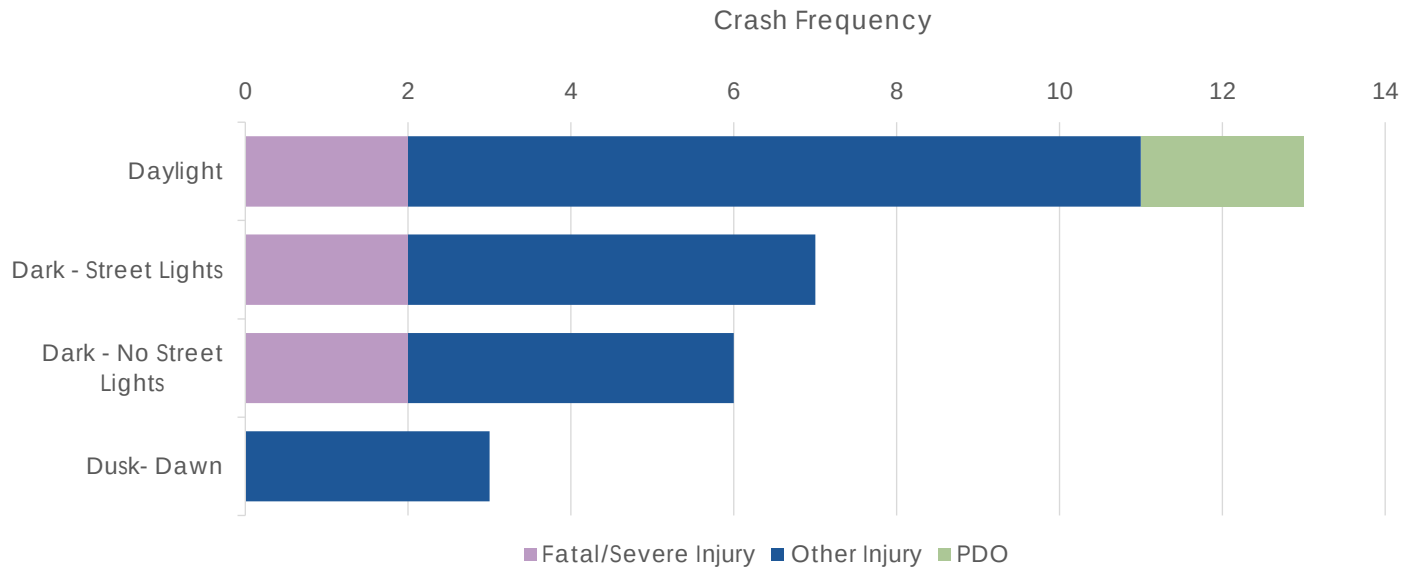


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

LIGHTING

Figure 156 shows reported pedestrian crashes by lighting condition. Nearly half (45 percent) of crashes occurred in daylight, while 24 percent occurred in the dark with streetlights, 21 percent occurred in the dark with no streetlights, and 10 percent occurred in dusk-dawn.

Figure 156: Pedestrian Crashes by Lighting Condition and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Bicyclists

This section focuses exclusively on reported crashes involving bicyclists. Table 74 presents bicyclist-involved crashes organized by severity level. Of the 29 bicyclist crashes in the Selma, 11 percent resulted in fatalities or severe injuries. Most crashes resulted in other injury, and four crashes resulted in property damage only.

Table 74: Bicycle User Involved Crashes by Severity

	Fatal (% of total)	Severe Injury (% of total)	Other Injury (% of total)	Property Damage Only (% of total)	Total (% of total)
Bicycle Involved	3 (10%)	1 (4%)	21 (72%)	4 (14%)	29 (100%)

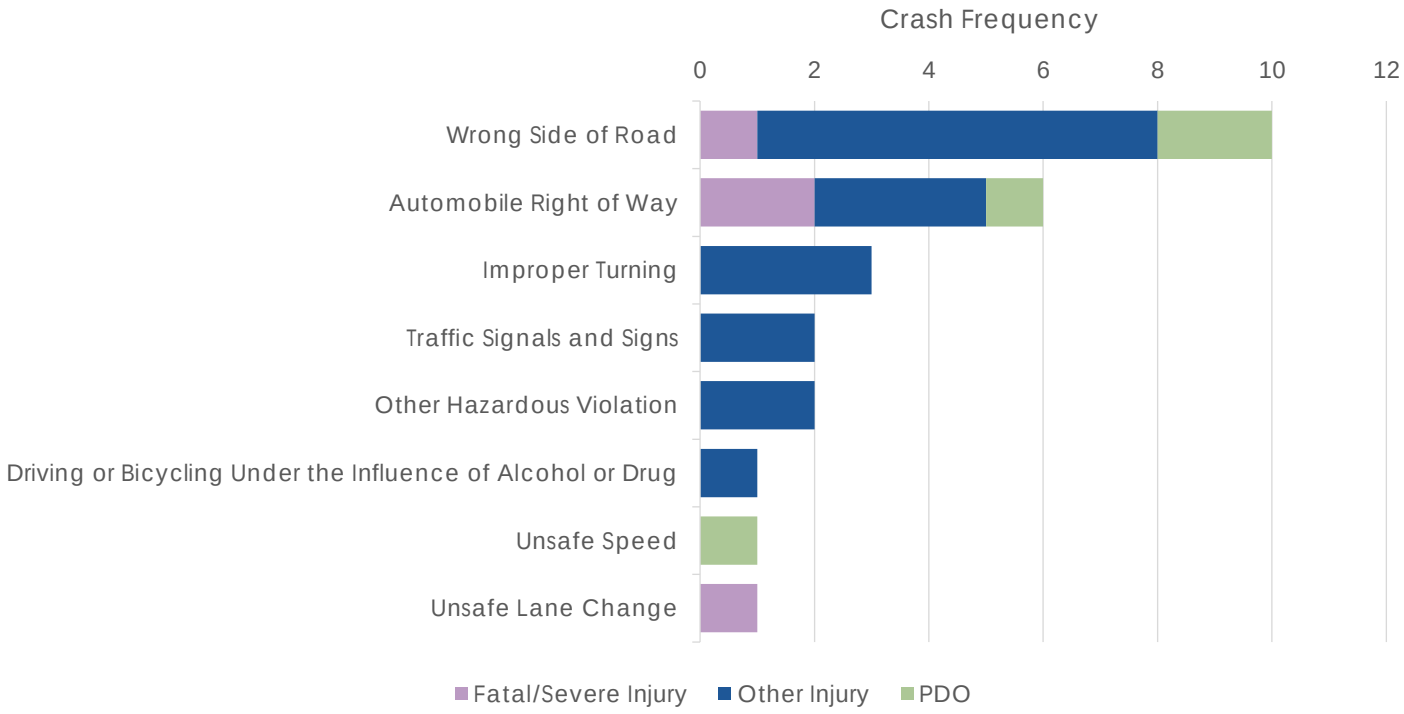
Source: SWITRS, TIMS, Kittelson, 2021.

PRIMARY COLLISION FACTOR

Figure 157 shows bicycle-involved crashes by reported PCF.

- The most frequent PCF is wrong side of road[59] at ten crashes followed by automobile right of way[60] at six crashes.
- The most severe outcomes occurred with the PCFs wrong side of road[59], automobile right of way[60], and unsafe lane change[61].

Figure 157: Bicycle Crashes by Primary Collision Factor and Severity



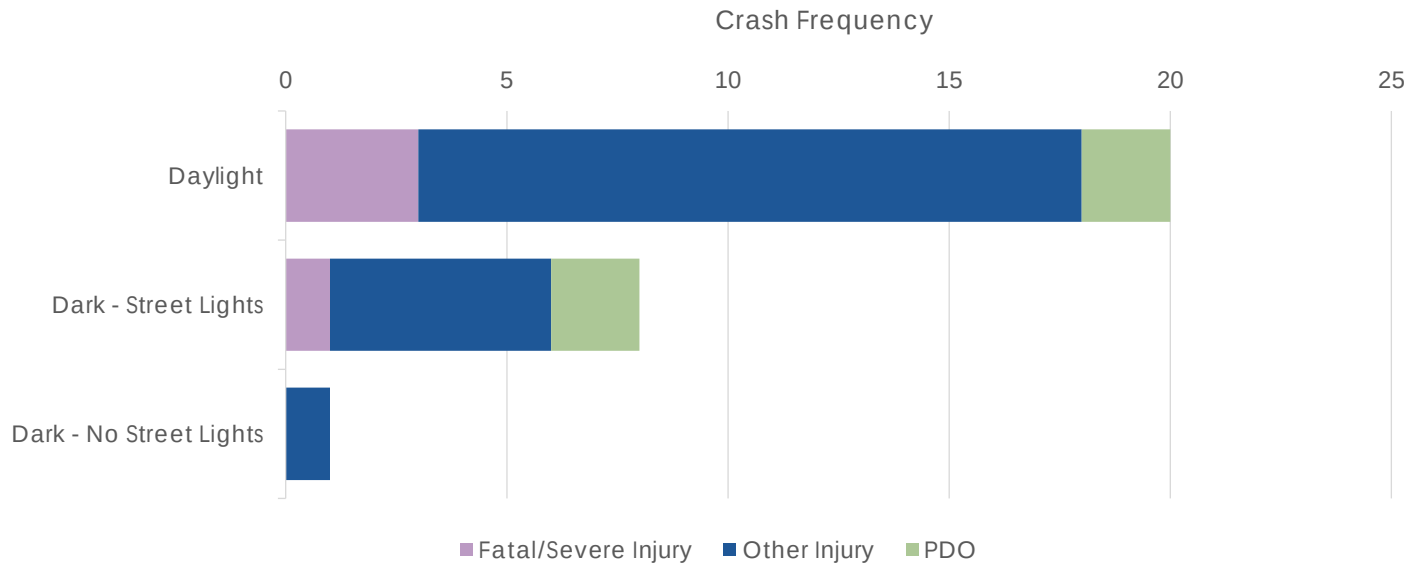
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

[59] Reported PCF based on CVC violation indicating the driver/rider was on the wrong side of the road.
[60] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[61] This is a reported PCF that indicated one of several California Vehicle Violation codes indicating driver performed unsafe lane change.

LIGHTING

Figure 158 shows bicycle crashes by lighting condition. Just over two thirds of crashes occurred in daylight, while about a third occurred in the dark with streetlights. The majority of fatal and severe injury crashes occurred in daylight.

Figure 158: Bicycle Crashes by Lighting and Severity



Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

Priority Locations

Kittelson identified priority intersections and segments using the annualized crash severity scores and excess predicted crashes described in the Data Summary and Analysis Approach sections (see the Introduction).

For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 77.51. Figure 159 shows the results of the crash severity scoring. Figure 160 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments, the crash severity scores ranged from zero to 70.02. Crash severity score results for roadway segments are shown in Figure 161. Excess predicted crash score results are shown in Figure 162. Intersections or segments shown as not falling within one of the percentile breaks indicates there were no reported crashes at that location.

Members of the Focus Group for Selma noted that at-grade crossings should also be considered as priority locations for improvement.

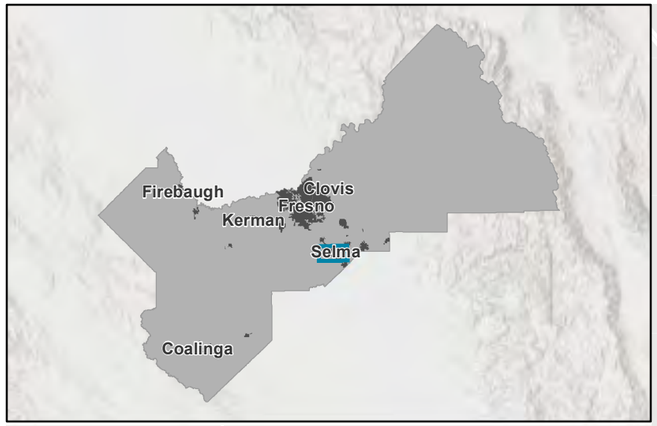
Table 75 presents the top twenty locations with the highest crash severity scores.

Table 75. Top 20 Locations based on Crash Severity Score

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Com-plaint of Pain	PDO
1	MCCALL AVE & GOLDRIDGE ST	Unsignalized	77.51	4	0	2	0	1	1
2	FLORAL AVE FROM WEST OF DE WOLF AVE TO EAST OF LEONARD AVE	Segment	70.02	8	2	0	1	1	4
3	MOUNTAIN VIEW AVE FROM WEST OF MCCALL AVE TO EAST OF MCCALL AVE	Segment	68.40	5	1	1	1	0	2
4	WHITSON ST & GAITHER ST	Unsignalized	40.88	5	1	0	0	2	2
5	SECOND ST & YOUNG ST	Unsignalized	40.06	6	0	1	0	1	4
6	FLORAL AVE & FRONT ST	Unsignalized	39.86	5	1	0	0	1	3
7	THOMPSON AVE & FRONT ST	Unsignalized	39.46	3	0	1	0	1	1
8	MITCHELL AVE & NELSON BLVD	Unsignalized	38.65	4	1	0	0	0	3
9	MCCALL AVE & VALLEY VIEW AVE	Unsignalized	38.45	3	0	1	0	0	2
10	THOMPSON AVE & NEBRASKA AVE	Unsignalized	38.45	3	0	1	0	0	2
11	WRIGHT ST & ASPEN ST	Unsignalized	38.05	1	0	1	0	0	0
12	WRIGHT ST & NORTHHILL ST	Unsignalized	38.05	1	0	1	0	0	0
13	MOUNTAIN VIEW AVE FROM EAST OF MCCALL AVE TO WEST OF STATE ROUTE 99	Segment	37.29	15	1	0	4	1	9
14	HIGHLAND AVE FROM NEBRASKA AVE TO ROSE AVE	Segment	36.58	7	1	1	0	3	2

#	Location	Type	Crash Severity Score	Total Number of Crashes	Severity				
					Fatal	Severe Injury	Other Visible Injury	Com-plaint of Pain	PDO
15	WHITSON ST FROM CINEMA WY TO FRONT ST	Segment	35.07	2	1	0	1	0	0
16	HIGHLAND AVE FROM STATE ROUTE 99 to FRONT ST	Segment	34.55	4	1	0	0	1	2
17	DITCH RD FROM DINUBA AVE TO NORTH OF DINUBA AVE	Segment	33.53	4	1	0	0	0	3
18	WHITSON ST FROM GOLDEN STATE BLVD TO 3RD ST	Segment	33.13	2	0	1	0	0	1
19	WRIGHT ST & FLORAL AVE	Signal	32.24	8	1	0	2	3	2
20	HIGHLAND AVE & FRONT ST & GOLDEN STATE BLVD	Signal	26.73	10	1	0	0	1	8

Note: PDO = Property Damage Only



S GOLDEN STATE BLVD
E DINUBA AVE
THOMPSON AVE
Selma
NELSON BLVD
DITCH ST
HUNTSMAN AVE
MCCALL AVE
WRIGHT ST
FLORAL AVE
E FLORAL AVE
S FOWLER AVE
W FRONT ST
W WHITSON ST
ORANGE AVE
ROSE AVE
99
MILL ST
E FRONT ST
SECOND ST
S BETHEL AVE
E ROSE AVE
Parlier
S MENDOCINO AVE
E NEBRASKA AVE
NEBRASKA AVE
S HIGHLAND AVE
S DOCKERY AVE
S ACADEMY AVE
S THOMPSON AVE
S MCCALL AVE
GOLDEN STATE BLVD
E MOUNTAIN VIEW AVE
Kingsburg

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Crash Severity Score

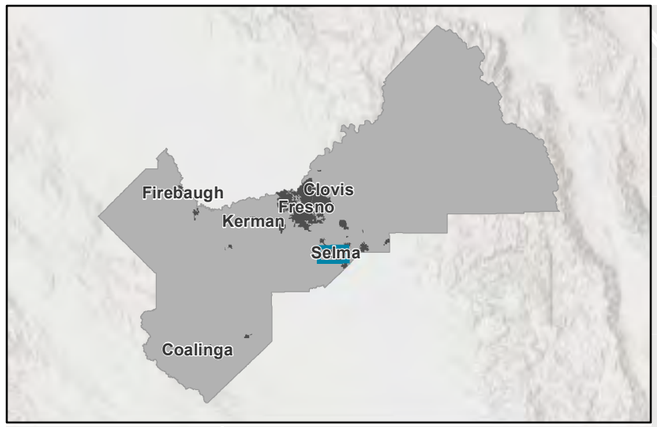
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.45 Miles

Figure 159

Intersection Crash Severity Scores
Jurisdiction Results: Selma
Fresno Council of Governmer

KITTELSON & ASSOCIATES



S GOLDEN STATE BLVD
E DINUBA AVE
THOMPSON AVE
Selma
NELSON BLVD
DITCH ST
HUNTSMAN AVE
MCCALL AVE
WRIGHT ST
FLORAL AVE
E FLORAL AVE
W FRONT ST
W WHITSON ST
ORANGE AVE
ROSE AVE
99
MILL ST
E FRONT ST
SECOND ST
S DOCKERY AVE
S BETHEL AVE
E ROSE AVE
S MENDOCINO AVE
S FOWLER AVE
E NEBRASKA AVE
NEBRASKA AVE
S HIGHLAND AVE
S THOMPSON AVE
S MCCALL AVE
S ACADEMY AVE
GOLDEN STATE BLVD
E MOUNTAIN VIEW AVE
Kingsburg
Parlier

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Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile

City Limits

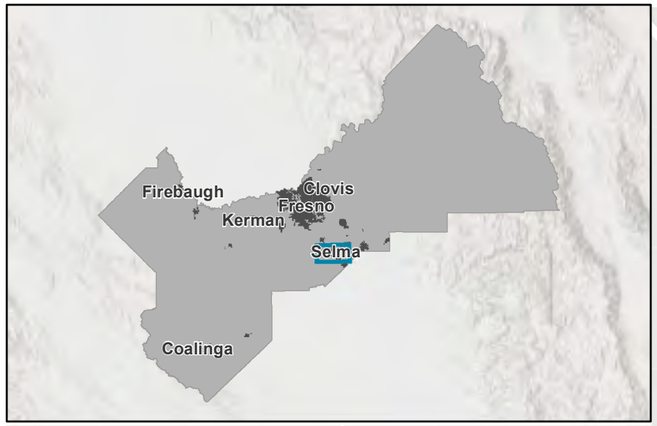
County Boundary

0 0.45 Miles

Figure 160

Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Selma
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Fowler
Parlier
Selma
Kingsburg
E MANNING AVE
S GOLDEN STATE BLVD
99
E DINUBA AVE
NELSON BLVD
DITCH ST
WRIGHT ST
MCCALL AVE
S ACADEMY AVE
FLORAL AVE
E FLORAL AVE
W FRONT ST
W WHITSON ST
ORANGE AVE
S FOWLER AVE
S BETHEL AVE
E ROSE AVE
S MENDOCINO AVE
MILL ST
E FRONT ST
SECOND ST
S DOCKERY AVE
E NEBRASKA AVE
S HIGHLAND AVE
S MCCALL AVE
E MOUNTAIN VIEW AVE
GOLDEN STATE BLVD
E KAMM AVE

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Crash Severity Scores

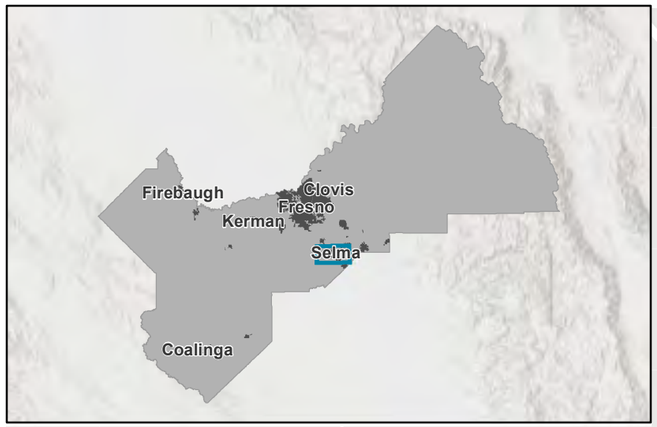
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.6 Miles

Figure 161

Roadway Crash Severity Scores
Jurisdiction Results: Selma
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Fowler
Parlier
Selma
Kingsburg
E MANNING AVE
S GOLDEN STATE BLVD
99
E DINUBA AVE
NELSON BLVD
DITCH ST
WRIGHT ST
MCCALL AVE
FLORAL AVE
E FLORAL AVE
W FRONT ST
W WHITSON ST
ORANGE AVE
SECOND ST
MILL ST
E FRONT ST
S DOCKERY AVE
S FOWLER AVE
S ACADEMY AVE
S BETHEL AVE
S MENDOCINO AVE
E ROSE AVE
E NEBRASKA AVE
S HIGHLAND AVE
S MCCALL AVE
E MOUNTAIN VIEW AVE
GOLDEN STATE BLVD
E KAMM AVE

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Excess Expected Frequency

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.6 Miles

Figure 162

Roadway Excess Predicted Average Crash Frequency Using Method of Moments
Jurisdiction Results: Selma
Fresno Council of Governmer

KITTELSON & ASSOCIATES

EMPHASIS AREAS

Based on key trends in the crash data, emphasis areas for the City of Selma include pedestrian and bicycle crashes, rear end crashes, hit object crashes, and strategies aimed at unsafe speed and driving under the influence. Each of these areas is further discussed below.

Pedestrian and Bicycle Crashes

Pedestrian and bicycle crashes were identified as a focus area given the overrepresentation of pedestrians and bicyclists in fatal and severe crashes. Of the eleven fatal crashes, three involved a pedestrian and three involved a bicyclist. Of the ten severe injury crashes, three involved a pedestrian and one involved a bicyclist. The most common pedestrian action preceding a crash was crossing the roadway outside a crosswalk, followed by crossing the roadway in a crosswalk. The most frequently cited primary collision factor in bicycle crashes was wrong side of road driving/riding, which could indicate bicyclists riding in the opposite direction from traffic along a shoulder or sidewalk depending on their options for crossing a street to access adjacent land uses. These pedestrian actions and bicyclist behaviors suggest opportunities for improvements to pedestrian and bicycle infrastructure.

Pedestrians and bicyclists are identified as two of the six high priority challenge areas in the California SHSP. These challenge areas "were identified through historical data evaluations and feedback from traffic safety stakeholders across the state" (Caltrans SHSP). The high priorities represent "the greatest opportunity to reduce fatalities and serious injuries across the state" (Caltrans SHSP).

Rear End Crashes

Rear end crashes were identified as a focus area due to the frequency and severity of these collision types. Rear end crashes are the most common collision type and include two of the eleven fatal crashes and four of the ten severe injury crashes. As discussed below under Engineering Strategies, countermeasures are available targeted at rear end crashes.

Hit Object Crashes

Hit object crashes were selected as an emphasis area due to their frequency and severity. They are the second most common collision type and comprise three of the eleven fatal crashes. A variety of roadway countermeasures are available targeted at slowing traffic speeds and reducing hit object crashes.

The California SHSP includes lane departures as one of the six high priorities in California. As indicated in the Caltrans SHSP, "the Lane Departures Challenge Area includes head-on, hit object, and overturned crashes. This includes instances where a vehicle runs off the road or crosses into the opposing lane prior to the collision." These crashes are a high priority due to their severity level.

Driver Behavior

Unsafe speed is the second most frequently reported PCF among all reported crashes and was cited in one fatal crash and one severe injury crash. Driving or bicycling under the influence of alcohol and drugs is the third most common PCF cited in fatal/severe injury crashes. This suggests there are opportunities to address driver behavior through countermeasures that encourage lower speeds and education and enforcement.

The California SHSP also identified speed management/aggressive driving and impaired driving as two of the six high priorities in California, reflecting the potential to reduce fatalities and serious injuries by addressing these challenge areas.

STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety across the City.

Engineering Strategies

The top three fatal and severe injury collision types in Selma were vehicle-pedestrian, rear end, and hit object crashes; the top three fatal and severe injury primary collision factors were pedestrian violation, automobile right of way, and driving under the influence. High priority countermeasures to address these collision types and primary collision factors in Table 76.

Table 76. High Priority Countermeasures

	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R1	Crashes at night
	Remove or Relocate Fixed Objects Outside of Clear Recovery Zone	R2	Hit Object
	Install Guardrails	R4	Hit Object
	Road Diet	R14	Hit Object
	Widen Shoulder	R15	Hit Object
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Rear end, hit object
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Hit Object
	Install Dynamic/Variable Speed Warning Sings	R26	Hit Object
	Install Edgelines and Centerlines	R28	Hit Object
	Install Edgeline Rumble Strips/Stripes	R31	Hit Object
	Install Dynamic Regulatory Speed Warning Signs		Hit Object

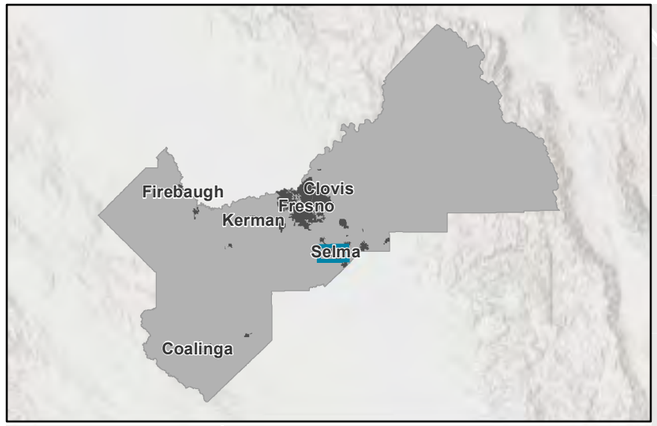
	Countermeasure Name	ID	Crashes Addressed
Intersection Countermeasures	Add Intersection Lighting at Intersections	S1/NS1	Crashes at night
	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Rear end
	Provide Advanced Dilemma-Zone Detection	S4	Rear end
	Install Flashing Beacons as Advance Warning	S10/NS9	Rear end
	No Right-Turn on Red		Vehicle-pedestrian
	Install/Upgrade Stop Signs or Intersection Warning/ Regulatory Signs	NS6	All
	Upgrade Intersection Pavement Markings	NS7	All
	Install Splitter Islands for Minor Street Approaches	NS13	Rear end
Pedestrian/Bicycle Countermeasures	Install Bike Lanes	R32PB	Overrepresented bicycle collision*crashes*
	Install Sidewalk/Pathway	R34PB	Vehicle-pedestrian
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R35PB	Vehicle-pedestrian
	Install Raised Medians (or Refuge Islands)	NS19PB	Vehicle-pedestrian
	Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (with Enhanced Safety Features)	NS21PB	Vehicle-pedestrian
	Bike Lane Extension Through Intersections		Overrepresented bicycle crashes
	Bike Boxes		Overrepresented bicycle crashes

Note: The ID number references the Caltrans Manual Local Road Safety

Appendix B contains the regional Countermeasures Toolbox which includes more detailed information regarding the countermeasures listed above.

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. Selma can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 76.

Figure 163 and Figure 164 present the top priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 165 and Figure 166 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.



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Collision Type

- Vehicle/Pedestrian
- Rear End
- Hit Object

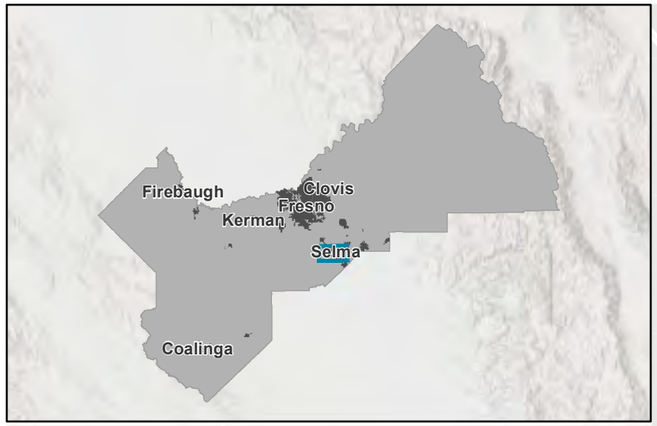
- City Limits
- County Boundary

0 0.45 Miles

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Figure 163

Top Fatal/Severe Injury Intersection Collision Type
Jurisdiction Results: Selma
Fresno Council of Governmer



Parlier
Selma
Kingsburg
S GOLDEN STATE BLVD
E DINUBA AVE
THOMPSON AVE
HUNTSMAN AVE
NELSON BLVD
DITCH ST
MCCALL AVE
WRIGHT ST
FLORAL AVE
E FLORAL AVE
W FRONT ST
W WHITSON ST
ORANGE AVE
ROSE AVE
E ROSE AVE
99
MILL ST
E FRONT ST
SECOND ST
S FOWLER AVE
S HIGHLAND AVE
S DOCKERY AVE
S BETHEL AVE
S MENDOCINO AVE
E NEBRASKA AVE
NEBRASKA AVE
S ACADEMY AVE
S THOMPSON AVE
S MCCALL AVE
E MOUNTAIN VIEW AVE
GOLDEN STATE BLVD

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Primary Collision Factors

- Pedestrian Violation
- Automobile Right of Way
- Driving Under the Influence

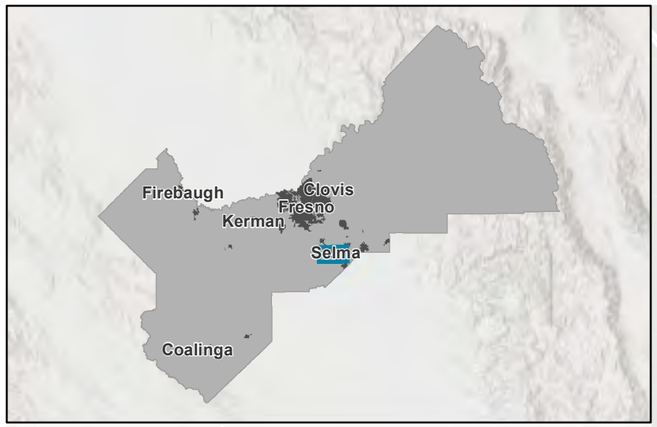
- City Limits
- County Boundary

0 0.45 Miles

Figure 164

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Selma
Fresno Council of Governmer

KITTELSON & ASSOCIATES



S GOLDEN STATE BLVD
E DINUBA AVE
THOMPSON AVE
HUNTSMAN AVE
WRIGHT ST
MCCALL AVE
NELSON BLVD
DITCH ST
Selma
FLORAL AVE
E FLORAL AVE
W FRONT ST
W WHITSON ST
ORANGE AVE
ROSE AVE
99
MILL ST
E FRONT ST
SECOND ST
S DOCKERY AVE
S BETHEL AVE
E ROSE AVE
S MENDOCINO AVE
Parlier
S FOWLER AVE
E NEBRASKA AVE
NEBRASKA AVE
S HIGHLAND AVE
S THOMPSON AVE
S MCCALL AVE
S ACADEMY AVE
GOLDEN STATE BLVD
E MOUNTAIN VIEW AVE
Kingsburg

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Collision Type

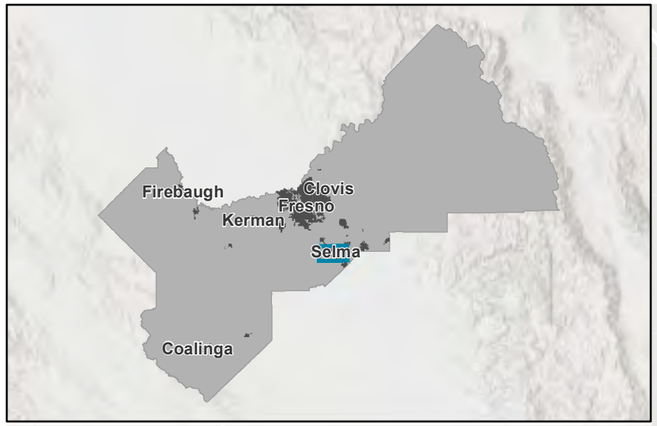
- Vehicle/Pedestrian
- Rear End
- Hit Object
- Priority Roadways
- City Limits
- County Boundary

0 0.45 Miles

KITTELSON & ASSOCIATES

Figure 165

Top Fatal/Severe Injury Roadway Collision Type
Jurisdiction Results: Selma
Fresno Council of Governmer



Parlier
Selma
Kingsburg
S GOLDEN STATE BLVD
E DINUBA AVE
THOMPSON AVE
HUNTSMAN AVE
WRIGHT ST
MCCALL AVE
NELSON BLVD
DITCH ST
FLORAL AVE
E FLORAL AVE
W FRONT ST
W WHITSON ST
ORANGE AVE
ROSE AVE
E ROSE AVE
MILL ST
E FRONT ST
SECOND ST
S BETHEL AVE
S MENDOCINO AVE
S FOWLER AVE
E NEBRASKA AVE
NEBRASKA AVE
S HIGHLAND AVE
S THOMPSON AVE
S MCCALL AVE
S ACADEMY AVE
GOLDEN STATE BLVD
E MOUNTAIN VIEW AVE
99

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Date: 11/16/2021

Primary Collision Factors

- Pedestrian Violation
- Automobile Right of Way
- Driving Under the Influence

- Priority Roadways
- City Limits
- County Boundary

0 0.45 Miles

Figure 166

Top Fatal/Severe Injury Roadway Primary Collision Factors
Jurisdiction Results: Selma
Fresno Council of Governmer

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Table 77 and Table 78 provide information for the top fifty intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

Table 77. Priority Intersections with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/ Ped	Rear End	Hit Object	Other
1	MCCALL AVE & GOLDRIDGE ST	Unsignalized	77.51	4	0	3	1	0
2	WHITSON ST & GAITHER ST	Unsignalized	40.88	5	2	0	1	2
3	SECOND ST & YOUNG ST	Unsignalized	40.06	6	0	6	0	0
4	FLORAL AVE & FRONT ST	Unsignalized	39.86	5	0	2	2	1
5	THOMPSON AVE & FRONT ST	Unsignalized	39.46	3	0	1	0	2
6	MITCHELL AVE & NELSON BLVD	Unsignalized	38.65	4	0	1	1	2
7	MCCALL AVE & VALLEY VIEW AVE	Unsignalized	38.45	3	0	0	1	2
8	THOMPSON AVE & NEBRASKA AVE	Unsignalized	38.45	3	1	1	0	1
9	WRIGHT ST & ASPEN ST	Unsignalized	38.05	1	1	0	0	0
10	WRIGHT ST & NORTHHILL ST	Unsignalized	38.05	1	0	1	0	0
11	WRIGHT ST & FLORAL AVE	Signal	32.24	8	0	3	1	4
12	HIGHLAND AVE & FRONT ST & GOLDEN STATE BLVD	Signal	26.73	10	1	0	5	4
13	THOMPSON AVE & FLORAL AVE	Signal	11.98	10	1	5	1	3
14	FLORAL AVE & HIGHLAND AVE	Signal	11.13	21	1	10	0	10
15	THOMPSON AVE & DINUBA AVE	Signal	10.47	8	2	3	0	3
16	MOUNTAIN VIEW AVE & VAN HORN AVE & CA-99 SB OFFRAMP OFF	Unsignalized	10.41	22	0	9	0	13
17	MCCALL AVE & HICKS ST	Unsignalized	10.07	6	2	3	0	1
18	SECOND ST & WHITSON ST	Signal	7.08	10	0	3	4	3
19	HIGHLAND AVE & ROSE AVE	Unsignalized	7.02	6	0	5	1	0
20	MCCALL AVE & NELSON BLVD	Unsignalized	6.71	4	0	3	0	1
21	MCCALL AVE & DINUBA AVE	Unsignalized	6.57	13	0	3	3	7
22	SECOND ST & BAUDER ST	Unsignalized	6.39	7	1	1	2	3
23	DOCKERY AVE & ROSE AVE	Unsignalized	5.99	5	1	2	1	1
24	ORANGE AVE & ROSE AVE	Unsignalized	5.79	4	0	3	0	1
25	SECOND ST & CA-99 SB ONRAMP ON & CA-99 SB OFFRAMP OFF	Unsignalized	5.77	9	1	2	2	4
26	WHITSON ST & FLORAL AVE	Signal	5.07	5	1	2	1	1
27	GAITHER ST & MCCALL AVE	Unsignalized	4.77	4	0	3	0	1
28	ARRANTS ST & MCCALL AVE	Signal	4.36	7	1	1	2	3
29	FLORAL AVE & MCCALL AVE	Signal	4.23	11	0	6	3	2
30	CA-99 NB OFFRAMP OFF & MOUNTAIN VIEW AVE	Unsignalized	3.96	5	0	1	2	2

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/ Ped	Rear End	Hit Object	Other
31	SECOND ST & SYLVIA ST	Unsignalized	3.85	4	0	3	0	1
32	MCCALL AVE & BARBARA ST	Signal	3.85	4	1	2	0	1
33	WRIGHT ST & DINUBA AVE	Unsignalized	3.76	4	0	1	2	1
34	SECOND ST & WILSON ST	Unsignalized	3.56	3	0	0	1	2
35	MCCALL AVE & ALTON ST	Unsignalized	3.56	3	0	2	0	1
36	THOMPSON AVE & CHANDLER ST	Unsignalized	3.36	2	0	0	0	2
37	HIGHLAND AVE & NORTHHILL ST	Unsignalized	3.36	2	0	1	1	0
38	THOMPSON AVE & WHITSON ST	Signal	3.23	6	1	3	0	2
39	HIGHLAND AVE & STILLMAN ST & PEA SOUP ANDERSEN BLVD	Signal	3.23	6	0	3	1	2
40	FIRST ST & WHITSON ST	Unsignalized	3.03	5	0	3	0	2
41	MCCALL AVE & ROSE AVE & GRANT ST	Signal	3.03	5	0	3	0	2
42	NORTH ST & WHITSON ST	Unsignalized	2.83	4	0	1	1	2
43	FLORAL AVE & WILLOW AVE	Unsignalized	2.83	4	0	3	0	1
44	WRIGHT ST & BARBARA ST	Unsignalized	2.74	4	0	1	2	1
45	FIRST ST & YOUNG ST	Unsignalized	2.54	3	0	1	0	2
46	HUNTSMAN AVE & GAYNOR ST	Unsignalized	2.34	2	0	0	2	0
47	DINUBA AVE & MITCHELL AVE	Unsignalized	2.34	2	0	0	1	1
48	MAGNOLIA ST & SAN CARLOS ST	Unsignalized	2.14	1	1	0	0	0
49	LOCUST ST & GROVE ST & CENTER ST	Unsignalized	2.14	1	0	0	0	1
50	LOCUST ST & MILL ST	Unsignalized	2.14	1	0	1	0	0

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 78. Priority Intersections with Primary Collision Factor based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Ped Violation	Auto Right of Way	DUI	Other
1	MCCALL AVE & GOLDRIDGE ST	Unsignalized	77.51	4	0	0	1	3
2	WHITSON ST & GAITHER ST	Unsignalized	40.88	5	1	0	2	2
3	SECOND ST & YOUNG ST	Unsignalized	40.06	6	0	3	0	3
4	FLORAL AVE & FRONT ST	Unsignalized	39.86	5	0	2	0	3
5	THOMPSON AVE & FRONT ST	Unsignalized	39.46	3	0	0	1	2
6	MITCHELL AVE & NELSON BLVD	Unsignalized	38.65	4	0	1	0	3
7	MCCALL AVE & VALLEY VIEW AVE	Unsignalized	38.45	3	0	0	1	2
8	THOMPSON AVE & NEBRASKA AVE	Unsignalized	38.45	3	1	0	1	1
9	WRIGHT ST & ASPEN ST	Unsignalized	38.05	1	0	0	0	1
10	WRIGHT ST & NORTHHILL ST	Unsignalized	38.05	1	0	1	0	0

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Ped Violation	Auto Right of Way	DUI	Other
11	WRIGHT ST & FLORAL AVE	Signal	32.24	8	0	1	1	6
12	HIGHLAND AVE & FRONT ST & GOLDEN STATE BLVD	Signal	26.73	10	1	0	3	6
13	THOMPSON AVE & FLORAL AVE	Signal	11.98	10	0	3	0	7
14	FLORAL AVE & HIGHLAND AVE	Signal	11.13	21	1	0	2	18
15	THOMPSON AVE & DINUBA AVE	Signal	10.47	8	1	5	0	2
16	MOUNTAIN VIEW AVE & VAN HORN AVE & CA-99 SB OFFRAMP OFF	Unsignalized	10.41	22	0	7	1	14
17	MCCALL AVE & HICKS ST	Unsignalized	10.07	6	1	3	0	2
18	SECOND ST & WHITSON ST	Signal	7.08	10	0	1	2	7
19	HIGHLAND AVE & ROSE AVE	Unsignalized	7.02	6	0	2	1	3
20	MCCALL AVE & NELSON BLVD	Unsignalized	6.71	4	0	0	0	4
21	MCCALL AVE & DINUBA AVE	Unsignalized	6.57	13	0	4	1	8
22	SECOND ST & BAUDER ST	Unsignalized	6.39	7	0	1	3	3
23	DOCKERY AVE & ROSE AVE	Unsignalized	5.99	5	1	1	0	3
24	ORANGE AVE & ROSE AVE	Unsignalized	5.79	4	0	3	0	1
25	SECOND ST & CA-99 SB ONRAMP ON & CA-99 SB OFFRAMP OFF	Unsignalized	5.77	9	0	2	1	6
26	WHITSON ST & FLORAL AVE	Signal	5.07	5	1	1	0	3
27	GAITHER ST & MCCALL AVE	Unsignalized	4.77	4	0	1	0	3
28	ARRANTS ST & MCCALL AVE	Signal	4.36	7	1	2	0	4
29	FLORAL AVE & MCCALL AVE	Signal	4.23	11	0	0	1	10
30	CA-99 NB OFFRAMP OFF & MOUNTAIN VIEW AVE	Unsignalized	3.96	5	0	1	1	3
31	SECOND ST & SYLVIA ST	Unsignalized	3.85	4	0	3	1	0
32	MCCALL AVE & BARBARA ST	Signal	3.85	4	0	1	1	2
33	WRIGHT ST & DINUBA AVE	Unsignalized	3.76	4	0	0	0	4
34	SECOND ST & WILSON ST	Unsignalized	3.56	3	0	0	0	3
35	MCCALL AVE & ALTON ST	Unsignalized	3.56	3	0	0	0	3
36	THOMPSON AVE & CHANDLER ST	Unsignalized	3.36	2	0	0	0	2
37	HIGHLAND AVE & NORTHHILL ST	Unsignalized	3.36	2	0	0	0	2
38	THOMPSON AVE & WHITSON ST	Signal	3.23	6	0	1	0	5
39	HIGHLAND AVE & STILLMAN ST & PEA SOUP ANDERSEN BLVD	Signal	3.23	6	0	0	1	5
40	FIRST ST & WHITSON ST	Unsignalized	3.03	5	0	2	1	2
41	MCCALL AVE & ROSE AVE & GRANT ST	Signal	3.03	5	0	1	1	3
42	NORTH ST & WHITSON ST	Unsignalized	2.83	4	0	1	1	2
43	FLORAL AVE & WILLOW AVE	Unsignalized	2.83	4	0	1	0	3
44	WRIGHT ST & BARBARA ST	Unsignalized	2.74	4	0	0	1	3

#	Location	Control Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Ped Violation	Auto Right of Way	DUI	Other
45	FIRST ST & YOUNG ST	Unsignalized	2.54	3	0	1	0	2
46	HUNTSMAN AVE & GAYNOR ST	Unsignalized	2.34	2	0	0	0	2
47	DINUBA AVE & MITCHELL AVE	Unsignalized	2.34	2	0	0	2	0
48	MAGNOLIA ST & SAN CARLOS ST	Unsignalized	2.14	1	1	0	0	0
49	LOCUST ST & GROVE ST & CENTER ST	Unsignalized	2.14	1	0	1	0	0
50	LOCUST ST & MILL ST	Unsignalized	2.14	1	0	0	0	1

Notes: Other crashes include all crashes that are not coded as one of the top three primary collision factors
DUI = Driving Under the Influence

Table 79 and Table 80 provide information for the top eight roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

Table 79. Priority Roadways Segments with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Collision Type			
					Vehicle/ Ped	Rear End	Hit Object	Other
1	E Floral Ave (east of S De Wolf Ave to west of SR 99)	Local	70.02	8	2	3	1	2
2	E Mountain View Ave (S Dockery Ave to SR 99 SB on ramp)	Arterial/Collector	37.29	8	1	1	1	5
3	S Highland Dr (Rose Ave to Nebraska Ave)	Arterial/Collector	36.58	4	1	3	0	0
4	Whitson St (W Front Rd to north of Gaither St)	Arterial/Collector	35.07	2	0	1	0	1
5	S Highland Ave (Art Gonzales Pkwy to SR 99 NB on ramp)	Arterial/Collector	34.55	7	0	2	4	1
6	W Whitson St (3rd St to W Front St)	Arterial/Collector	33.13	2	0	0	1	1
7	E Mountain View Ave (SR 99 to SR 99 NB off ramp)	Arterial/Collector	11.58	14	0	14	0	0
8	Floral Ave (west of Willow Ave to Wright St)	Arterial/Collector	6.71	4	0	4	0	0

Note: Other crashes include all crashes that are not coded as one of the top three collision types

Table 80. Priority Roadways Segments with Primary Collision Factors based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Ped Violation	Auto Right of Way	DUI	Other
1	E Floral Ave (east of S De Wolf Ave to west of SR 99)	Local	70.02	8	2	1	0	5
2	E Mountain View Ave (S Dockery Ave to SR 99 SB on ramp)	Arterial/Collector	37.29	8	1	4	0	3
3	S Highland Dr (Rose Ave to Nebraska Ave)	Arterial/Collector	36.58	4	1	0	1	2
4	Whitson St (W Front Rd to north of Gaither St)	Arterial/Collector	35.07	2	0	0	1	1
5	S Highland Ave (Art Gonzales Pkwy to SR 99 NB on ramp)	Arterial/Collector	34.55	4	0	0	2	2
6	W Whitson St (3rd St to W Front St)	Arterial/Collector	33.13	2	0	0	0	2
7	E Mountain View Ave (SR 99 to SR 99 NB off ramp)	Arterial/Collector	11.58	14	0	7	0	7
8	Floral Ave (west of Willow Ave to Wright St)	Arterial/Collector	6.71	4	0	2	1	1

Notes: Other crashes include all crashes that are not coded as one of the top three primary collision factors
DUI = Driving Under the Influence

Education Strategies

Education strategies for Selma are targeted at unsafe speed and driving or bicycling under the influence of drugs or alcohol, given the prevalence of these primary collision factors in fatal/severe crashes. In addition, pedestrian and bicycle crashes were identified as a focus area given the overrepresentation of pedestrians and bicyclists in fatal and severe crashes.

The Safe Roads Save Lives campaign is a marketing effort led by the Fresno COG, with the goals of:

- Educate all road users on safe transportation behaviors
- Increase safety for people walking and biking
- Highlight behaviors that cause the most crashes in Fresno County—speeding and distracted driving

SAFE ROADS SAVE LIVES

The campaign Includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Unincorporated Fresno County may find these materials helpful, especially those related to speeding, watching out for pedestrians, and not using the roadway under the influence of drugs or alcohol.

The following activities are recommended for Selma as they move forward on implementing the Safe Roads Save Lives campaign:

- Identify staff appropriate to attend a presentation by Fresno COG staff about the Safe Roads Save Lives campaign. Appropriate staff members include staff associated with transportation engineering and planning, communications, traffic enforcement, school transportation, and other jurisdictional staff who work with the roadway system.
- Work with school districts to distribute print materials and offer school-related transportation resources. Ensure that school communications are in both English and Spanish.
- Work with public information or communications staff to spread Safe Roads Save Lives materials throughout Selma through the following channels:
    - Repost and link to Fresno COG posts that refer to the Safe Roads Save Lives campaign.
    - Have print materials (flyers, bumper stickers, pins, and postcards) available at events and community festivals.
    - Post materials at governmental buildings such as City Hall, libraries, DMVs, and other facilities that the public regularly uses.
    - Work with the Fresno COG to identify a radio station to air a Safe Roads Save Lives radio public service announcement (PSA).
    - Have a direct link to Safe Roads Save Lives campaign website on the City's website.



Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves Selma – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

- All roadway safety projects should be vetted by emergency service organizations to ensure that their design does not hamper access.
- As new emergency service and response procedures are developed, roadway safety improvement opportunities should be identified and implications of changes to response times should be considered.
- Selma staff should participate in periodic coordination calls between emergency response agencies to gather and share recent observations about crashes and hot spots, to understand emergent safety issues that may not have led to policy reports or yet be available through statewide crash reporting systems.

Enforcement

Enforcement strategies can include programs or campaigns specifically focused on changing road user behavior through more visible and active enforcement of existing traffic laws, as well as focusing enforcement in areas that have historically been shown to have higher-than-average crash rates. Typically, the effectiveness of enforcement strategies is temporal, meaning they are effective at changing behavior for a discrete period of time – during and shortly after the increased enforcement activities.

- The following enforcement strategies should be considered for Selma:
- Schedule heightened speed (or other behavior) enforcement checks during strategic times of the year, such as when students return to school or the beginning of fog season.
- Focus speed enforcement efforts in locations with high crash rates.
- Use automatic enforcement, such as red-light cameras or speed feedback signs, especially in school zones.
- Deploy speed feedback signs in areas with high crash rates or speeding citations.

The effectiveness of each strategy should be measured and evaluated, considering the number of staff hours and amount of resources needed. The results should be reviewed and used to refine future enforcement activities.

Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. More details about equitable enforcement can be found on page 8 (Introduction).

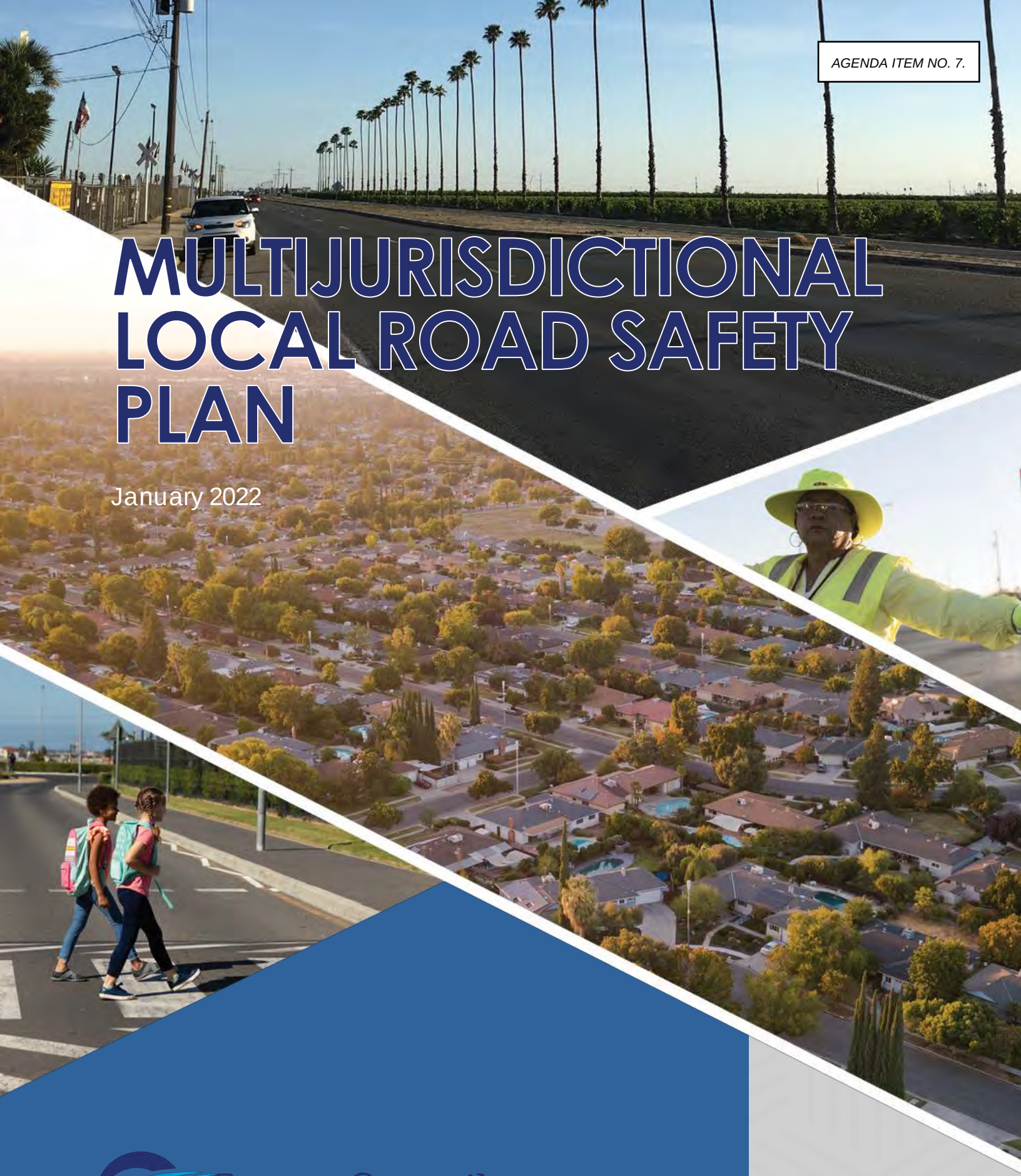
EVALUATION AND IMPLEMENTATION

A key part of achieving the City's vision is consistently evaluating roadway safety performance and tracking progress towards the City's goals. The City will develop a process to regularly collect data and information around the performance measures that can be used to assess changes city-wide and at the top priority locations.

As feasible, it is recommended that the City of Selma update this LRSP every three to five years using updated crash data and the performance measures. Comparing the performance measures related to investments made with the crash data should provide a clear indication of the impact of the City's and safety partner's efforts. Future LRSPs may provide new emphasis areas and top priority locations that reflect progress made and new priorities based on trends in the data.

Activities for implementing the plan include:

- Identifying countermeasures and strategies for priority locations based on the crash data.
- Utilizing the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Exploring funding opportunities to implement priority strategies.
- Identifying activities to support the regional Safe Roads Save Lives campaign.
- Identifying enforcement strategies to implement and evaluate.
- Regularly coordinating with safety partner agencies to assess progress, identify opportunities to implement countermeasures and strategies, and identify opportunities for citizen involvement.
- Regularly collecting and organizing data to support evaluation of the LRSP.



MULTIJURISDICTIONAL LOCAL ROAD SAFETY PLAN

January 2022

Fresno Council of Governments

APPENDIX A. STAKEHOLDER ENGAGEMENT MATERIALS

Appendix A provides materials documenting the stakeholder engagement throughout development of the LRSP. It includes:

- Local Working Group Roster
- Local Working Group Meeting Notes
- Local Working Group Meeting Materials
- Web-Based Survey and Interactive Map Results
- Focus Group Participant Lists
- Focus Group Meeting Notes
- Focus Group Meeting Materials

Local Working Group Roster

City	Staff	Local Working Group
City of Clovis	Ryan Burnett Colleen Vidinoff Shelby Elia	LWG A
City of Coalinga	Sean Brewer Larry Miller	LWG C
City of Firebaugh	Danny Reed Ben Gallegos	LWG B
City of Huron	Paul Serano	LWG C
City of Kerman	Jerry Jones	LWG B
City of Mendota	Michael Osborn	LWG B
City of Orange Cove	Angela Hall	LWG C
City of San Joaquin	Danny Reed Elizabeth Nunez Matt Flood	LWG B
City of Selma	Isaac Moreno Philip Romero	LWG C
County of Fresno	Wendy Nakagawa	LWG A

Local Working Group Meeting Notes

MEETING AGENDA

September 27, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) September 27th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Clovis

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Clovis.

Attendees

Project Team

- Trai Her-Cole, Fresno GOC
- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Scott Mozier, City of Fresno
- Steven White, County of Fresno
- Michael Navarro, Caltrans
- Glen Eastes, Clovis Department of Public Utilities
- Tim Barker, City of Clovis Engineering
- Mike Harrison, City of Clovis Engineering
- Sean Smith, City of Clovis Engineering
- John Holt, Clovis City Manager Office
- Coleen Vidinoff, LWG member
- Stephanie Babb, Clovis Community College
- Denver Stairs, Clovis Unified School District
- Tina Sumner, Fresno Cycling Club
- Richard Ashcraft, Clovis Police Department
- Chad McCollum, Clovis Public Affairs and Information

Meeting Notes

- Mentimeter results:
  - How would you describe travelling on the roads in Clovis?
    - Wide
    - Fast
    - Pretty good
    - Good condition

        - Safe
        - Fair
    - What road safety improvements are most needed?
        - Ped crossing improvements or sidewalks
        - Maintenance of existing roads and streets
        - Bike lanes or bikeways
        - Traffic signals
- What locations do you have safety concerns about? What other locations are priorities for the City to improve?
    - Consider HAWK installations for mid-block train crossings (i.e., Peach, Alluvial, Fowler, etc.)
    - Clovis Unified is not in favor of the HAWK signals – having issues training people on how to use it. Also seems sporadic because there's little to no use over the summer and with low school attendance because of COVID
    - Can install HAWK signals at places that don't traditionally trigger full signal installation
    - Highest complaint from the call-in line is residential speeding in neighborhoods, red light running, and "jaywalking" around elementary schools.
- Education Materials
    - Messaging
        - Soft touch is great, especially for students
        - Messaging around being considerate to your neighbors will resonate well
        - "I don't speed in your neighborhood, don't speed in mine"
        - Diversity in people depicted
        - Wants to see info on safe cycling
        - "We're all in this together" – need to make people feel something
        - Sharing statistics could be helpful – localize them to a neighborhood level
            - Including how speed impacts fatality rates of crashes
    - Motivators
        - Fines and fees aren't working well as motivators
- Enforcement
    - Alternatives
        - Automatic enforcement has worked well in school zones – don't want to overdo it and need to be selective about how to deploy them
        - Speed feedback signs on a trailer are sometimes deployed in areas that have speeding issues
        - Crossing guards – difficult to recruit and train volunteers

MEETING AGENDA

September 29, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) September 29th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Coalinga

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Coalinga.

Attendees

Project Team

- Trai Her-Cole, Fresno GOC
- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Sean Brewer, Assistant City Manger
- Larry Miller, Utilities Coordinator
- Darren Blevins, Police Chief
- Katie Delano, Director of Transportation

Meeting Notes

- Mentimeter results:
  - How would you describe travelling on the roads in Coalinga?
    - Wide
    - Fast
    - Pretty good
    - Good condition
    - Safe
    - Fair
  - What road safety improvements are most needed?
    - Ped crossing improvements or sidewalks
    - Maintenance of existing roads and streets
    - Bike lanes or bikeways
    - Traffic signals
- What locations do you have safety concerns about? What other locations are priorities for the City to improve?

  - Consider HAWK installations for mid-block train crossings (i.e., Peach, Alluvial, Fowler, etc.)
  - Clovis Unified is not in favor of the HAWK signals – having issues training people on how to use it. Also seems sporadic because there's little to no use over the summer and with low school attendance because of COVID
  - Can install HAWK signals at places that don't traditionally trigger full signal installation
  - Highest complaint from the call-in line is residential speeding in neighborhoods, red light running, and "jaywalking" around elementary schools.
- Education Materials
  - Messaging
    - Soft touch is great, especially for students
    - Messaging around being considerate to your neighbors will resonate well
    - "I don't speed in your neighborhood, don't speed in mine"
    - Diversity in people depicted
    - Wants to see info on safe cycling
    - "We're all in this together" – need to make people feel something
    - Sharing statistics could be helpful – localize them to a neighborhood level
    - Including how speed impacts fatality rates of crashes
  - Motivators
    - Fines and fees aren't working well as motivators
- Enforcement Alternatives
  - Automatic enforcement has worked well in school zones – don't want to overdo it and need to be selective about how to deploy them
  - Speed feedback signs on a trailer are sometimes deployed in areas that have speeding issues
  - Crossing guards – difficult to recruit and train volunteers

MEETING AGENDA

October 5, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 5th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Firebaugh

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Firebaugh.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Mario Gouveia, City Engineer
- Danny Reed, City Engineer
- Sal Raygoza, Police Chief
- Freddy Valdez, Mayor and behavior intervention specialist for school district
- Danny Barragan, MOT Director, High School District
- Pio Martin, Finance Director
- Brady Jenkins, Mayor Pro Tem
- John Borboa, Fire Chief
- Ben Gallegos, City Manager

Meeting Notes

- Mentimeter results
  - How would you describe travelling on the roads in Clovis?
    - Bumpy
    - Rough
    - Dippy
    - Holes
    - Needs improvements
    - Good
    - Craters
  - What road safety improvements are most needed?
    - Traffic signals
    - Maintenance of existing roads and streets

    - Street lighting

- Vision and Goals
    - Good goals – need to keep the roads safe, especially related to crossing
    - Ped facilities and crossings are especially important to the school district (focus on crossings at Hwy 33 and Avenue 7)

- Collision Analysis
    - Prior to 2017, the data wasn't necessary being reported to the state. The state said that past data (2016 and prior) couldn't be added. Staff will ask again with the context of needing information for grant funding.
    - Can use local data for HSIP application – it would be included, but would need to be noted that it's not in the state database
    - Most of the crashes are happening on the roadways that enter into Firebaugh
    - Top crash location for 2021 is 12th and Ninth St
    - Some kind of crossing needed at West Hills College. Parking lot is on one side of the street, campus is on the other side.

- Survey results
    - Would like to see more traffic lights – there are quite a few areas backed-up from the high school.
    - Drivers not obeying bus stop signage – could be added as an educational piece
    - Need traffic lights at Clyde Fannon and Hwy 33 – there is increased traffic during tomato and cantaloupe seasons in the summer during harvest, creating traffic jams in the mornings and late afternoons ("even worse than some of the worst streets in Fresno")

- Educational campaign
    - Videos with leaders in the community, both on television and social media
    - Message: doing something to make things better – that's the motivator. Important to tell community that the City is taking action to make things better. When people see that change is happening, it makes people feel more comfortable about their own safety.
    - People who appear in graphics should look like the people in the community

- Enforcement Alternatives
    - Crossing guards are all staff. Would be able to get community members, if needed.
    - Could use traffic lights (13th and P St.)
    - Youth letter writing could work – youth are watching
    - Make a map so the kids know where the crosswalks are at – make it clear what the safest routes to school are

MEETING AGENDA

September 30, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) September 30th, 2021 on Zoom

Topic: Focus Group Meeting Notes – Unincorporated Fresno County

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for Unincorporated Fresno County.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Moses Stites, Fresno County Rural Transit
- Mike Leonardo, Fresno County Transportation Authority
- Bill Maines, BNSF Railroad - Manager Signals
- Ofc. Vance Wedeking, California Highway Patrol
- Ofc Justice Jones, California Highway Patrol
- Wendy Nakagawa, Supervising Engineer Fresno County Maintenance
- Greg Reinke, Fresno County CAO office
- Ray Bradshaw, BNSF Railroad – Signal Advisor
- Ryan California Highway Patrol

Meeting Notes

- Mentimeter Results
  - Describe travelling in Fresno County:
  - Dangerous
  - Challenging
  - Unnerving
  - Various conditions
  - Broken
  - Sad
  - Congested

- Road safety improvements that are most needed
  - Maintenance

  - Rural road improvements

- Safety Analysis
  - Concerned about liability for flashing lights, etc. If they are vandalized or broken, there are liability issues.
  - Congestion is a big part of the problem - people trying to avoid traffic end up on roads they don't know, and end up going way too fast
  - Majority of the crashes that are issues at Auberry/Frazier are DUI-involved
  - Front Road corridor is going to have a lot of growth
- Education Campaign
  - Materials should be translated into Spanish - there's a large Spanish-speaking population in rural areas
  - Use as many universal signs as possible.
  - Important to include messaging around safety restraints - lots of injuries are from people who aren't wearing their seatbelts. CHP has done PSAs on distracted driving and DUIs. Is currently working on "drive and stay alive" campaign - hard to measure impact.
  - Including videos and visual aids can be really effective.
  - Transit authority has had no at-fault accidents in last 3 years. Safety is a priority focus.
  - Messaging needs to be catchy and easy to remember

- Enforcement
  - Crossing guards are usually school faculty staff.
  - There are a few speed feedback signs, but they run off of solar so they may not be operational 24/7.
  - County would love to download any available data from speed cameras.
  - CHP would consider all alternatives to enforcement - consider them to be education efforts.

MEETING AGENDA

September 27, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) September 27th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Huron

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Huron.

Attendees

Project Team

- Trai Her-Cole, Fresno GOC
- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Roberto Pimentel, Mayor Pro Term, Huron City Council
- Rey León, Mayor Pro-Term and Educator
- Sophie Phin-Rizo – Huron Elementary School Principal
- Francisco Hernandez – Huron Middle School Principal
- Ben Silva, Huron Resident
- Alfonso Manrique, City Engineer
- Paul Sereno, LWG Member
- Katie Delano – Coalinga-Huron School District Transportation Director

Meeting Notes

- Mentimeter results:
  - How would you describe travelling on the roads in Clovis?
    - Rough
    - Uneven
    - Dangerous
    - Stressful
    - Difficult
    - No speed limit signs
    - Anxiety inducing
  - What road safety improvements are most needed?
    - Ped crossing improvements or sidewalks
    - Street lighting

        - Speed enforcement or treatments to slow down drivers
        - Traffic signals
        - Maintenance of existing roads and streets
- Traffic signals Safety analysis
    - Area around school on 4th St- There are only two crosswalks, not near the school. Heavily trafficked street, no speed limit signs.
        - Could have RRFB or signalized crossing
        - Need more safety around the school zone
    - Foot traffic on Lassen Ave has increased on the school route
        - 150 students who had been using transit are now walking to school
    - M and 11th St should have ped crossing improvements
    - Need a crossing for the middle school
    - The following ATP bike lane crossing projects will go in:
        - RRFBs
        - Pedestrian bulb outs
        - Crossing at Lassen and Tornado, Cherry, 4th/Myrtle
        - Hybrid beacon on 9th St.
- Education campaign
    - Likes keeping it simple, limiting text
    - Outreach suggestions:
        - Could distribute messages through school on-call system and distribute digital flyers
        - Often the city goes "old school" and posts flyers around town
        - Messaging also sometimes included in water bill
        - Lots of migrant families are not tech savvy/don't have internet access
        - Social media could be a good method for outreach
    - Behaviors that need targeted messaging for:
        - Obeying lights and stop signs
        - Ped crossing safety (jaywalking is an issue)
        - Driving under the influence (majority of tickets in Huron are for DUIs)
            - City is really small and doesn't have transit, TNCs, or taxis, which may contribute to decisions to drive under the influence
    - Communities to message to:
        - Migrant workers
        - Youth
- Enforcement
    - Used to have speed feedback signs, no longer operational. City needs new ones. Would like to see permanent speed feedback signage.
    - Had a school crossing guard volunteer for a few days. City is short-staffed and has no one who can act as school crossing guards.
    - Lead officers have sometimes taken on traffic safety/ped crossings, but not often
    - Coalinga Parks and Rec: Could they spare staff/volunteers to help with ped crossings?

MEETING AGENDA

October 25, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 25th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Kerman

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Kerman.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Sgt Jeff Belving, Kerman Police Department
- John Jansons, City Manager
- Robert Felker, Planning Commission
- Jesus Orozco, Community Development Director
- Kraig Magnussen, Business Services for School District
- Moses Stites, General Manager for Fresno County Rural Transit Agency
- Michael Barajas, Public Works Director

Meeting Notes

- Mentimeter results
  - How would you describe travelling on the roads in Clovis?
    - Slow
    - Patient
    - Safe
    - OK
    - Too fast
    - Rural
    - Cautious
  - What road safety improvements are most needed?
    - Ped crossing improvements
    - Speed enforcement or treatments to slow down drivers
    - Wayfinding and signage
    - Bike lanes and bikeways

    - Maintenance of existing facilities

- Vision and Goals
    - Might not want to constrain ourselves with the "low-cost" language
    - Is Goal 1 – "Have zero fatal and severe injury collisions…" – is that feasible?
    - Kerman has two state routes – Are the goals including state routes? The transitions between local and state roads are when most of the conflict is.

- Collision Analysis
    - Sunset Avenue off of 1st St/Madera Ave: Concerns around collisions and speeding
    - 2nd, 3rd, and 4th St intersections have no stop/yield signs
    - Much of 180 between Siskiyou and Goldenrod – open suicide lane in the middle, needs fully constructed medians and dedicated left turn lanes
    - California St and Madera Ave: Particularly chaotic and dangerous for drivers
    - Goldenrod and California: Had to reconfigure intersection and change stop signs due to concerns around stacking of vehicles encroaching on railroad crossing. People are still getting used to it.
    - School district is planning improvements directly north of 1st Street. School district is doing improvements north of 1st St. Envision a full intersection at 1st St and Whitesbridge – need to keep tracking. School district is looking at a variety or treatments – HAWK, roundabout, or signalized light. HAWK signal would increase traffic on surrounding streets.
    - Would look to see what/why the driving is happening – time of day, purpose (e.g., to school/work), volumes – can help to delineate a better safety strategy
    - Madera – surprised that there aren't any rear-end collisions reported because there's no left-hand turn lane
    - Should be adding more medians with dedicated left-hand runs vs. "suicide lanes"

- Survey results
    - California and Siskiyou – don't get a lot of collision complaints
        - It's a four-way stop, so interesting that it's getting a lot of attention. But it is near the school and a park, so probably gets more attention from users because of high ped usage.
    - California and Goldenrod – hot topic lately
        - Not sure it it's before the stop sign reversing or because of the stop sign reversing
    - Overarching issues with Whitesbridge is speed
    - Rumble strips don't seem to be in the right location – should be on the white line, not on the shoulder, or else they impede bicycling. 180 is set up nicely for biking.
    - Have had three deaths of people in wheelchairs – crossing streets

- Educational campaign
    - Thinks there should be a flyer with just a few points
    - Make sure there's not too much text
    - Driver's test – should think about/ask questions about crash-inducing
    - Would prefer images instead of graphics/cartoony

- Enforcement Alternatives
  - Speed feedback signs – could there be audio with it?
  - Have a speed deployment trailer that we deploy with neighbor complaint
  - Do have crossing guards near campus
  - Maybe work with youth groups/partnerships or parks department for "good tickets" or driving reminders
  - Don't have a large capacity built for a "Neighborhood Playbook" approach

MEETING AGENDA

October 6, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 6th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Mendota

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Mendota.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Mark, Public Works Superintendent
- John Liu, Caltrans District Director for Maintenance Operations
- Dan Urias, Batallion Chief for Fire Department
- Jessica Sanchez, Serves on Recreation and Planning Commissions
- Colleen Vidinoff, HSIP Coordinator for District 6
- Cristian Gonzalez, City Manager
- Jennifer Lekumberry, Director of Administrative Services
- Michael Osborn, City Engineer
- Nancy Diaz, Finance Director
- Joseph Amadore, member of the public safety committee
- Kevin Smith,

Meeting Notes

- Mentimeter results
    - How would you describe travelling on the roads in Clovis?
        - Awkward
        - Calm
        - Rough
        - Rough roads
        - Bumpy
        - Familiar
        - Dangerous
        - Congested

    - Dusty
  - What road safety improvements are most needed?
    - Maintenance of existing roads and streets
    - Pedestrian crossing improvements or sidewalks
    - Wayfinding and signage
    - Speed enforcement or treatments to slow down drivers

- Vision and Goals
  - Instead of "improving existing," it should just be "improving" to account for sidewalks that need to be added
  - The goals and visions are specific to the City
  - Safety with truck traffic should be considered as a regional safety goal, versus a specific City goal.
  - Change from "low cost" improvements to "cost effective" or simply "improvements" to be cost agnostic

- Collision Analysis
  - Second and Bass: RRFB and pedestrian refuge installed near the school
  - Belmont and 9th – have ATP funding to put in a RRFB/improved crossing at this location
  - Caltrans is working on pedestrian improvements on Oller and Derrick
  - Interested in roundabout at Derrick and 180
  - - Derrick and 7th is a location of interest
  - - 7th and Oller also a location of interest - had a fatality in the past year

- Survey results
  - Agree with the survey results
  - A lot of unlicensed drivers – don't know all the rules
  - Alder St – people slowing down in the number 2 lane to slow down to let people cross, but often the driver in lane number 1 doesn't slow down

- Educational campaign
  - Ability to achieve campaign goals always come down to staffing, but this is doable
  - City willing to try to implement
  - Importance of translating materials into Spanish
  - New roundabout built and City created a basic flyer to promote and educate people on how to use it
  - UC Davis implemented a bingo safety program for rules of the road. Mendota implemented it but has not continued due to lack of funding. It was successful in getting cross-departmental support.

- Enforcement Alternatives
  - City looking to add radar feedback signs on Oller and Derrick

- City can also provide trailers with speed feedback and messages. People tend to get used to the trailers if they're in wone location for too long - does not reduce speeding. City moves them to random locations or areas where they've received complaints about speed.
- Involving schools would be huge - would be great to get community members as crossing guards.

MEETING AGENDA

October 5, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 5th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Orange Cove

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Orange Cove.

Attendees

Project Team

- Trai Her-Cole, Fresno GOC
- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Rudy Fernandez, Interim City Manager
- Andy Valencia, Interim Public Works Superintendent
- Angela Hall, LWG Member, Assistant Engineer

Meeting Notes

- Mentimeter results:
  - How would you describe travelling on the roads in Clovis?
    - Terrible
    - Bumpy – lack of maintenance
  - What road safety improvements are most needed?
    - Need additional streetlights
    - Stop signs (not very noticeable, many get knocked down), maybe solar stop signs?
    - Trying to get folks to stop on the way in off the entrances to the City
    - Adams Ave stop sign – it's on the way into the City, hard to notice
    - Potentially more speed bumps needed
    - Sierra Mountain View – speed bumps would help slow down traffic

- Visions and Goals comments:
  - Goals where a general summary of what was found on the website, will confirm whether they were adopted by City County.

- Safety Analysis
  - There is at least one additional pedestrian collision that was not available in SWITRS/TIMS database
  - Lots of collisions within the City were on the border between Fresno and Tulare County – might have been reported as not taking place in Orange Cove, but unincorporated county areas
  - Recent collisions not captured in SWITRS/TIMS: Adams and Hills Valley, South and Hills Valley, East Railroad and Hills Valley
  - Locations
    - City has RRFB going in near library on Park Blvd
    - Intersection of Anchor and Park will have a new traffic signal
    - Adams and Center/Jacobs – Good place for a flashing beacon (there's a new subdivision going in)
    - 4th and Adams – Near the school, church, and housing authority development. Speed limit is 35 mph, but no stop control
    - Schools are priority locations for crosswalks
- Education Campaign
  - Is there surveillance included in safety campaigns?
  - Importance of bilingual materials – most residents speak Spanish
  - Getting attention of people in Orange Cove is difficult
    - City has sent out flyers, people tend to say they didn't get them
    - Promotional materials should look important
    - Mass-mailing flyers that were created by county public health for COVID was great
    - Schools are great way to distribute messaging
    - Flyers in the police department could be helpful
    - Radio ads in Spanish
- Enforcement
  - Would like to have automatic enforcement and speed feedback signs (Orange Cove doesn't have this right now)
  - Schools do have crossing guards currently, but limited staffing
  - Interested in getting youth involved in letter-writing – could work with school district to coordinate but may be difficult due to staffing issues

MEETING AGENDA

October 14, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 14th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of San Joaquin

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of San Joaquin.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Elizabeth, City Manager
- Matt Flood, Assistant City Manager
- Brent Stalker, Police Lt.
- Danny Reed, City Engineer
- Martin Macias, School Superintendent
- Colleen Vidinoff, CalTrans District 6 HSIP Coordinator
- Manual Chavez, Fresno County Sheriff's Department

Meeting Notes

- Mentimeter results
  - How would you describe travelling on the roads in Clovis?
    - Bumpy
    - Rough pavement
    - Caution
    - Improving
    - Acceptable
  - What road safety improvements are most needed?
    - Maintenance of existing roads and streets
    - Speed enforcement or treatments to slow down drivers

- Vision and Goals
  - Aren't that many recorded collisions – as such, is roadway safety that much of an issue?

  - Conditions of the roads are the issues – all of the roads are in need of repair.
  - Make sure that crossing Colorado Ave is improved as part of improving routes that kids can take to school
  - The roadway condition makes them unsafe – focus should be on roadway condition, not necessarily safety (although student safety is important)
  - The railroad runs through San Joaquim – how is RR safety considered? There are two trains/day and people seem to know. No crashes known, but just one would make a significant impact on the community.

- Collision Analysis
  - How many locations could be submitted? – Would need to be prioritized but can submit as a group.
  - Manning and Sutter are a priority due to housing developments – sidewalks are on north side, but housing is on the other side. Manning has 55 mph speed limit.
  - Interested in looking at routes to school to promote safety for students walking
    - Colorado/Main and Colorado/9th are major intersections for students traveling to school
    - Outside of school times, students are still walking around in the area
  - California St – 5th, 6th, and 8th St are where apartments are – hard to prioritize since they all are equally important
  - Developments are not required to do additional crossing improvements

- Survey results
  - Speeding and not respecting stop signs are the most common complaint at Council
  - Assistance around the school would be helpful
  - Manning is a throughfare for trucks getting on to I-5 – need the correct signage to keep things safe

- Educational campaign
  - Appreciate tone – it's a community effort
    - Getting word out is important – they use school district to get info to parents/students, but there is also a large senior community
    - Message is good
    - Important to focus on family – "your mother expects you to get home safely today"
    - Getting spots on Spanish-language media (radio and TV)

- Enforcement Alternatives
  - School does have crossing guards at school boundaries
  - Interested in automatic enforcement - sheriffs have deployed it previously
  - Speed feedback signs would work well
  - Law enforcement is supportive of all potential alternatives

MEETING AGENDA

October 22, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 22nd, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Selma

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Selma.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- David Padilla, CarTrans Planning
- Fernando Santillan, Deputy City Manager
- Phillip Romero, City Engineer
- Moses Stites, General Manager for Fresno Regional Transit Agency
- Delfina Vasquez, BBNBTL (Bringing Broken Neighborhoods Back to Life)

Meeting Notes

- Warm-up questions:
  - How would you describe travelling on the roads in Clovis?
    - Congested
    - Potentially unsafe for people walking and biking
  - What road safety improvements are most needed?
    - Bike and pedestrian infrastructure
    - Additional traffic signals
    - On-ramp and off-ramp improvements
    - Ay-grade crossing improvements
    - Lack of stop signs, leads to crashes
    - Bottleneck into town from Manning and McCollum

- Vision and Goals
  - Existing goals are accurate and comprehensive

- Collision Analysis

  - Nots: the data only looks at local roads in Selma, not Hwy 99
  - Should look at at-grade crossings – there are a lot of commercial operations along the Golden State corridor, which leads to heavy truck traffic
  - Need more stop signs/signals on 2nd St. Currently, there are no stop signs from Nebraska to Woodson St, and there have been fatalities near Berry Park

- Survey results
  - Dinuba between Highland and McCall could use improvements, especially around Thompson – existing signal, but could be improved
  - Survey results align with what's happening on the roadways

- Educational campaign
  - Materials are well-thought out
  - Messages specific to school children and keeping kids safe is always a helpful motivator for behavioral change
  - Need for Spanish translation

- Enforcement Alternatives
  - Fernando would know the most about this topic and couldn't stay to the end of the meeting. He will follow-up.

Local Working Group Meeting Materials

MEETING AGENDA

April 1, 2021 Project# 26012

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP)
April 8, 2021 from 1:00 p.m. to 2:30 p.m.
Zoom Meeting
Join Zoom Meeting
https://us02web.zoom.us/j/88931962793?pwd=V09OQWhQRDM2amdZRkkrd2xsdjBQdz09
Meeting ID: 889 3196 2793
Passcode: 416334
+16699009128,,88931962793#,,,,*416334# US (San Jose)

Topic: Local Working Groups: Kick-Off Meeting

Agenda:

1. Welcome, Introductions, and Meeting Overview (10 minutes)
2. Purpose and Scope of MLRSP (30 minutes)
    a. Motivation for the MLRSP
    b. Task and Activities within the MLRSP
3. Relationship of the MLRSP to the Regional Safety Plan (10 minutes)
4. Organization of and Role of the Local Working Groups (LWGs) (30 minutes)
    a. Organized into three LWGs (draft groupings below)
        i. LWG – A
            1. Unincorporated County
            2. Clovis
        ii. LWG – B
            1. Firebaugh
            2. San Joaquin
            3. Mendota
            4. Kerman
        iii. LWG – C
            1. Coalinga

2. Huron
3. Selma
4. Orange Cove

b. Focused on local agency participation

5. Schedule (5 minutes)
6. Next Steps (5 minutes)

MLRSP

Multijurisdictional
Local Road Safety Plan

Kick-Off Meeting

April 8, 2021



1

Welcome, Introductions, & Meeting Overview

NAME

ORGANIZATION

DESIRED OUTCOME FROM MLRSP

EXPERIENCE WITH HSIP FUNDING

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Meeting Overview

- Purpose and Scope of MLRSP
- Relationship of the MLRSP to the Regional Safety Plan
- Organization of and Role of the Local Working Groups
- Overview of Regional Safety Plan Existing Conditions
- Schedule
- Next Steps

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Purpose and Scope of MLRSP

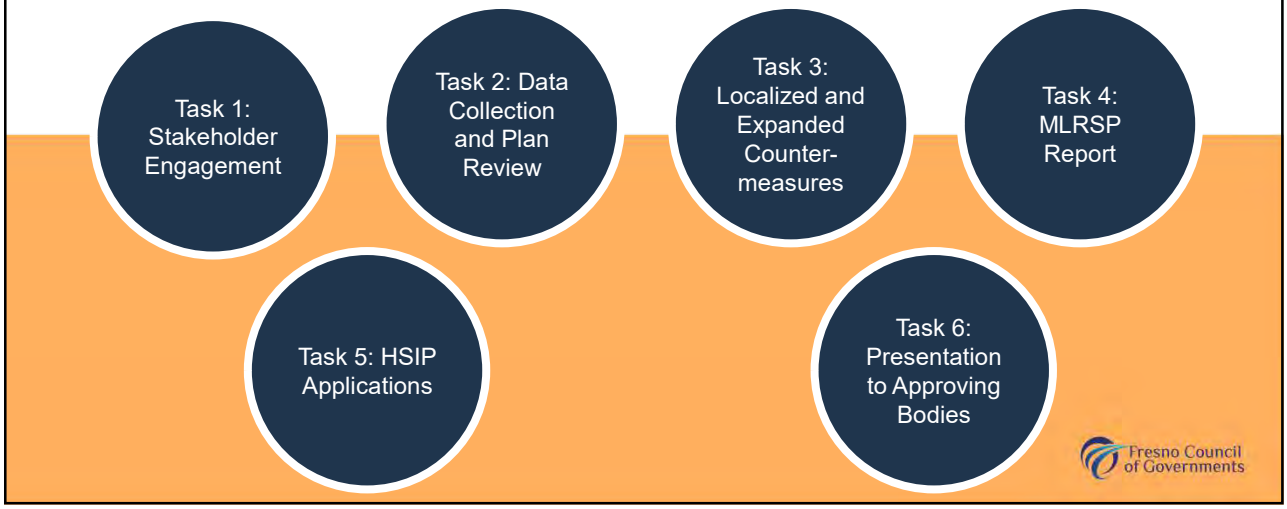
- Purpose
  - Produce LRSPs for local agencies currently without one
  - Position local agencies for HSIP funding for HSIP Cycle 11

- Agencies Included
  - Unincorporated Fresno County
  - Coalinga
  - Clovis
  - Huron
  - Firebaugh
  - San Joaquin
  - Orange Cove
  - Kerman
  - Mendota
  - Selma

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Scope of the MLRSP



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Scope of MLRSP

Stakeholder Engagement

Local Working Groups: Agency Stakeholders

Community Engagement

- Virtual Engagement
- In-Person Focus Group Meetings

Key Deliverables

Local Existing Conditions Report

Safety Strategies Memorandum

MLRSP Documentation and Presentations

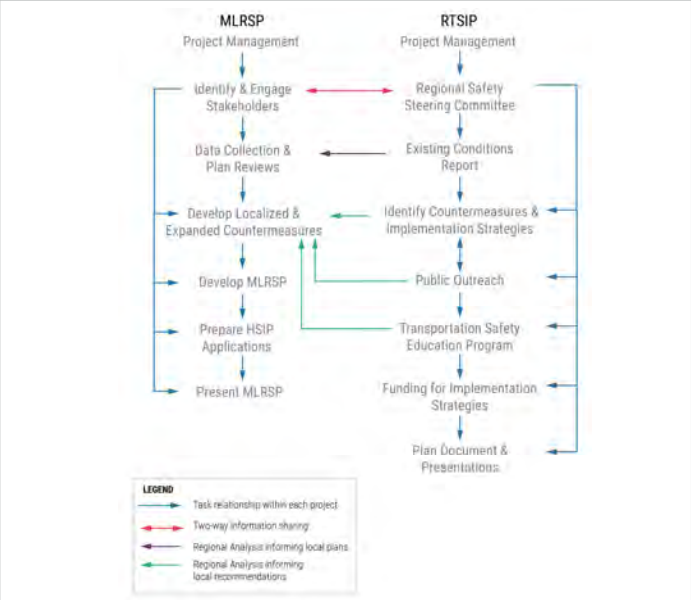
HSIP Applications

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Relationship to Regional Safety Plan

- Information Sharing
- MLRSP Tailored to Each Local Agency



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Local Working Groups

Role: Inform the content specific to each agency in the MLRSP

Organization: Three sub-groups that each meet three times

LWG Meeting #1: Existing Conditions Analysis

LWG Meeting #2: Safety Strategies and Priority Locations

LWG Meeting #3: Draft MLRSP and HSIP Applications

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Local Working Groups

LWG – A:
Unincorporated County
Clovis

LWG – B:
Firebaugh
San Joaquin
Mendota
Kerman

LWG – C:
Coalinga
Huron
Selma
Orange Cove

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Regional Safety Plan – Existing Conditions

- 39,054 reported collisions between 1/1/2015 and 12/31/2019
- 6% of reported collisions resulted in death or severe injury

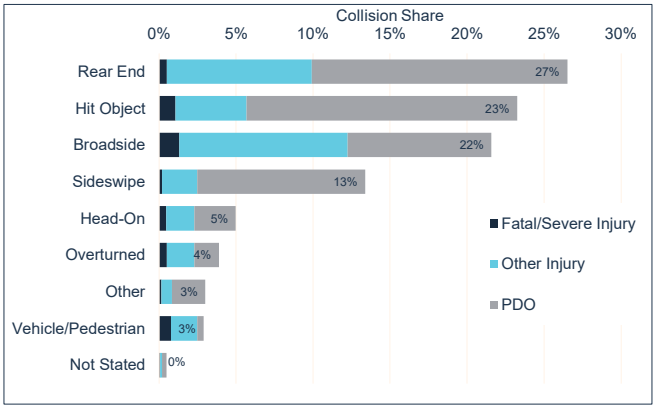
Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	138 (23%)	195 (14%)	388 (9%)	350 (4%)	142 (1%)	1,213 (3%)
Bicycle Involved	31 (5%)	78 (6%)	290 (7%)	299 (4%)	148 (1%)	846 (2%)
Vehicle Only or Vehicle-Fixed Object	424 (72%)	1,150 (81%)	3,699(84%)	8,039 (93%)	23,748 (99%)	39,107 (95%)
Reported Collisions (% of total)	592 (2%)	1,412 (4%)	4,358 (11%)	8,666 (22%)	24,026 (62%)	39,054 (100%)

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Collisions by Crash Type

- Top 3 collision types overall: 71% of collisions
  - Rear-end – 26%
  - Hit Object – 23%
  - Broadside – 22%
- Top 3 collision types resulting in fatal and severe collisions
  - Broadside – 26%
  - Hit Object – 21%
  - Vehicle-Pedestrian – 15%



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Collisions by Primary Collision Factor

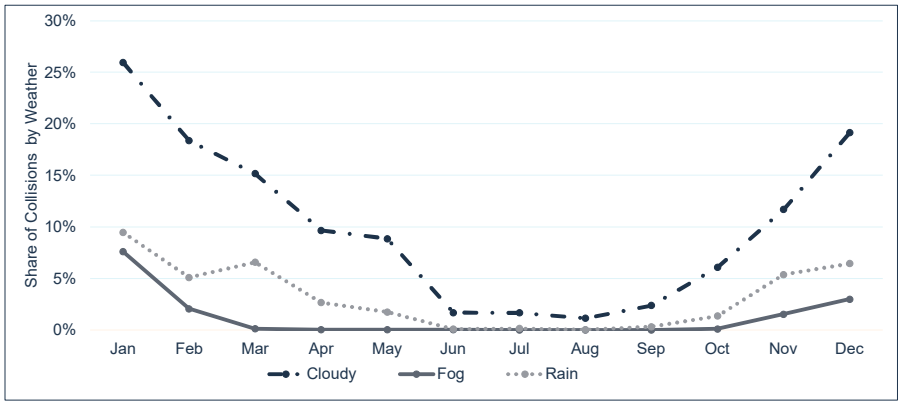
- Top 3 Collision Factors Overall
  - Unsafe Speeding – 24%
  - Improper Turning – 21%
  - Automobile Right of Way – 14%
- Top 3 Collision Factors for Fatal and Severe Collisions
  - Improper turning – 23%
  - Unsafe speed – 23%
  - Automobile Right of Way – 14%

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Collisions by Weather

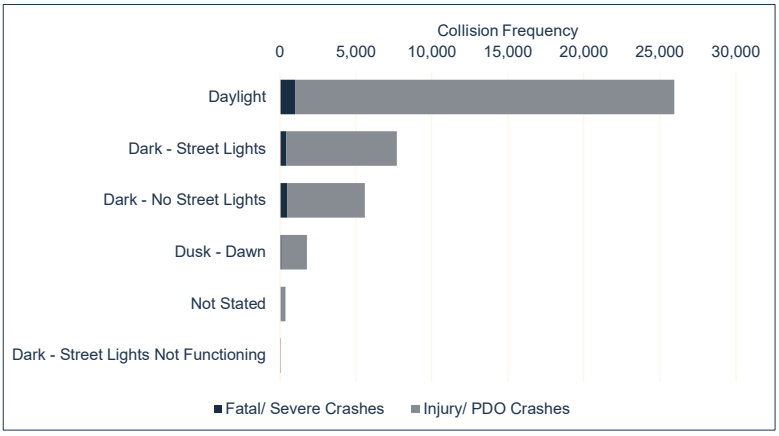
- Collisions reported in fog, cloudy, or rainy conditions increased from October to March



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Collisions by Lighting



- 32% of collisions occurred in the dark
  - 44% of fatal and severe collisions
- 318 fatal collisions occurred in the dark
  - 168 of fatal collisions occurred where there were no streetlights

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Pedestrian Collisions

- 1,123 reported pedestrian collisions
  - 11% resulted in death or severe injury
- 40% of fatal and severe injury collisions occurred when pedestrian was not in crosswalk
- 113 (82%) reported fatal pedestrian collisions occurred in the dark
  - 45 (39%) collisions occurred where there was no streetlights

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Bicycle Collisions

- 846 reported bicycle collisions
  - 4% resulted in death or severe injury
- Top reported collision type among bicyclist collisions was broadside collisions (36%)
- Top reported PCF among bicyclist collisions was wrong side of road driving/riding (21%)
  - Data does not indicate whether drivers or bicyclists were on the wrong side of the road

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Schedule

- April – May 2021
  - Existing Conditions Report
- June – September 2021
  - Safety Strategies and Priority Locations
- October 2021 – January 2022
  - Draft and Final MLRSP
  - Presentations
- December 2021 - March 2022
  - HSIP Applications

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Next Steps

- Local Existing Conditions Report
- Set-up LWG Meetings #1

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ii. Thoughts on goals and objectives related to safety

5. Upcoming Work Activities (5 minutes)
6. Adjourn

MEETING AGENDA

May 7, 2021 Project# 26012

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP)
May 24, 2021 from 10:00 a.m. to 11:30 a.m.
Zoom Meeting
Join Zoom Meeting
https://us02web.zoom.us/j/86090561174?pwd=OFpkZUNXaCtNQ1hndHlwLzk3UEJPQT09
Meeting ID: 860 9056 1174
Passcode: 157574
One tap mobile
+16699009128,,86090561174#,,,,*157574# US (San Jose)

Topic: Local Working Group A – Meeting #1

Agenda:

1. Welcome and Meeting Overview (5 minutes)
2. Approach to LWG Group A Meetings (10 minutes)
    a. Meeting structure
    b. Unique considerations and intentions
        i. County
        ii. City of Clovis
    c. Upcoming outreach through focus groups
3. Existing Conditions for Unincorporated Fresno County (35 minutes)
    a. Highlight Key Findings
    b. Discussion
        i. Unexpected findings or things missing
        ii. Thoughts on goals and objectives related to safety
4. Existing Conditions for City of Clovis (35 minutes)
    a. Highlight Key Findings
    b. Discussion
        i. Unexpected findings or things missing

AGENDA ITEM NO. 7.

MLRSP

Multijurisdictional
Local Road Safety Plan

Local Working Group A –
Meeting #1

May 24, 2021



1

Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group A Meetings
  - Existing Conditions for Unincorporated Fresno County
  - Existing Conditions for City of Clovis
  - Upcoming Work Activities

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Approach to LWG Group A Meetings

- Meeting structure
- Unique considerations and intentions
  - What are the considerations or intentions as it relates to the LRSP that the County has in mind?
  - What are the considerations or intentions as it relates to the LRSP that the City of Clovis has in mind?
- Upcoming outreach through focus groups

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3

Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group A Meetings
  - Existing Conditions for Unincorporated Fresno County
  - Existing Conditions for City of Clovis
  - Upcoming Work Activities

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Unincorporated Fresno County – Existing Conditions

- 18,314 reported collisions between 1/1/2015 and 12/31/2019
- 7% of reported collisions resulted in death or severe injury

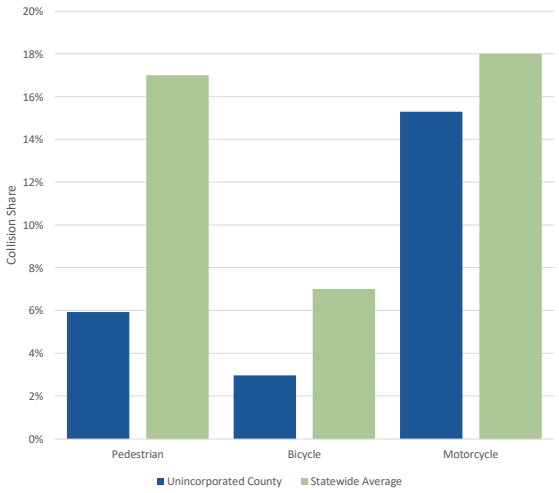
Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	35 (10%)	39 (4%)	42 (2%)	24 (1%)	4 (0%)	144 (1%)
Bicycle Involved	14 (4%)	23 (3%)	51 (2%)	29 (1%)	11 (0%)	128 (1%)
Vehicle Only or Vehicle-Fixed Object	308 (86%)	830 (93%)	2,348 (96%)	3,566 (98%)	10,990 (100%)	18,042 (98%)
Reported Collisions (% of total)	357 (100%)	892 (100%)	2,441 (100%)	3,619 (100%)	11,005 (100%)	18,314 (100%)
Severity Share of Reported Collisions	2%	5%	13%	20%	60%	100%

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Fatal/Severe Collisions Compared to Statewide Trends

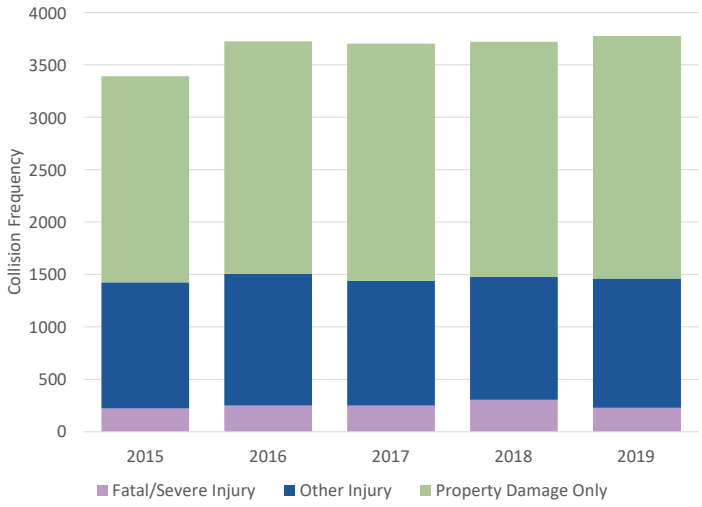
- 9% lower share of pedestrian collisions vs. statewide
- 4% lower share of bicycle collisions vs. statewide
- 3% lower share of motorcycle collisions vs. statewide



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Year-Over-Year Collision Trends

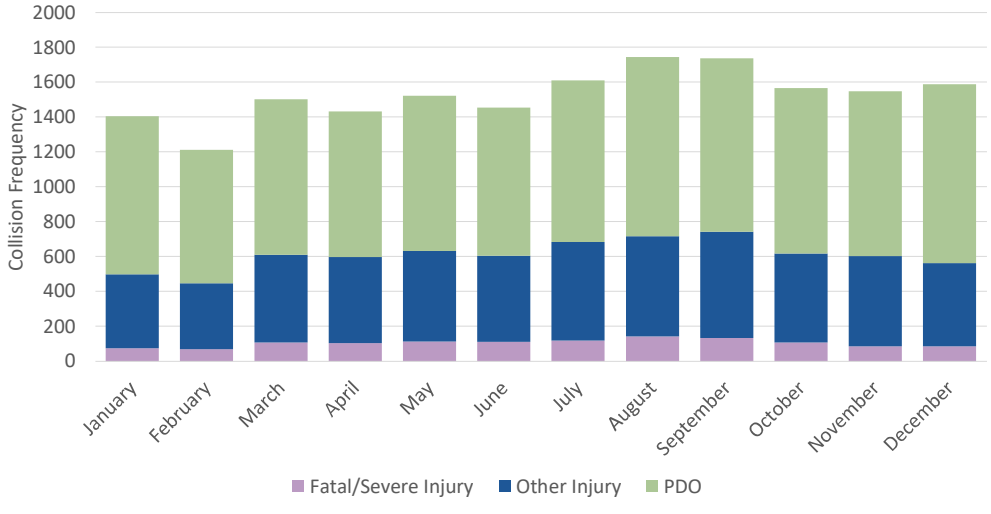


- Average of 3,663 total collisions per year
- Average of 250 fatal/severe injury collisions per year

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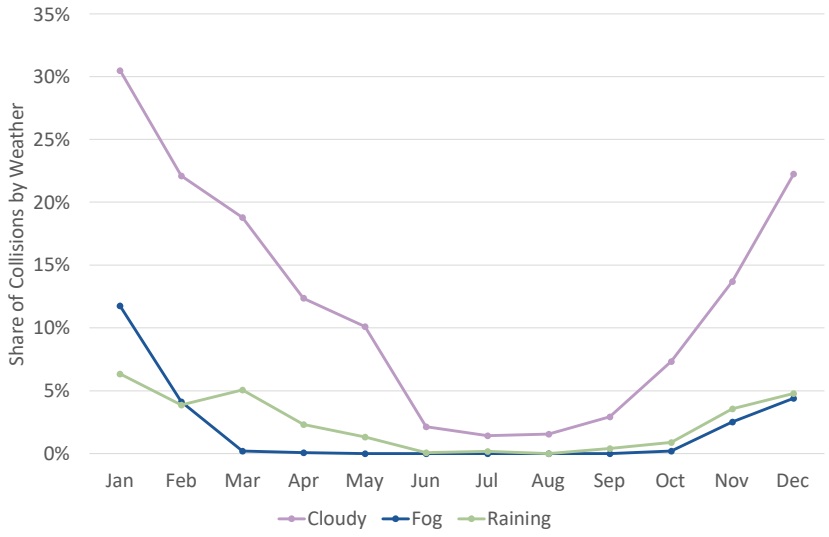
Collisions by Month



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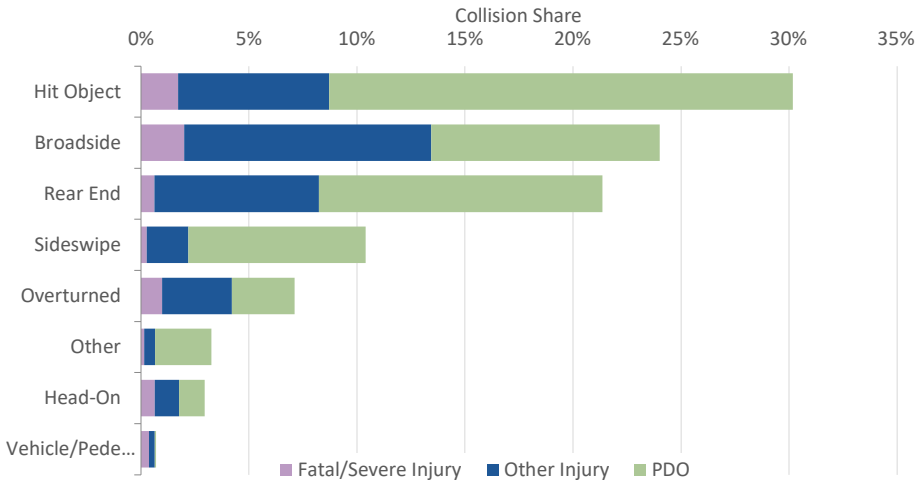
Collisions by Weather



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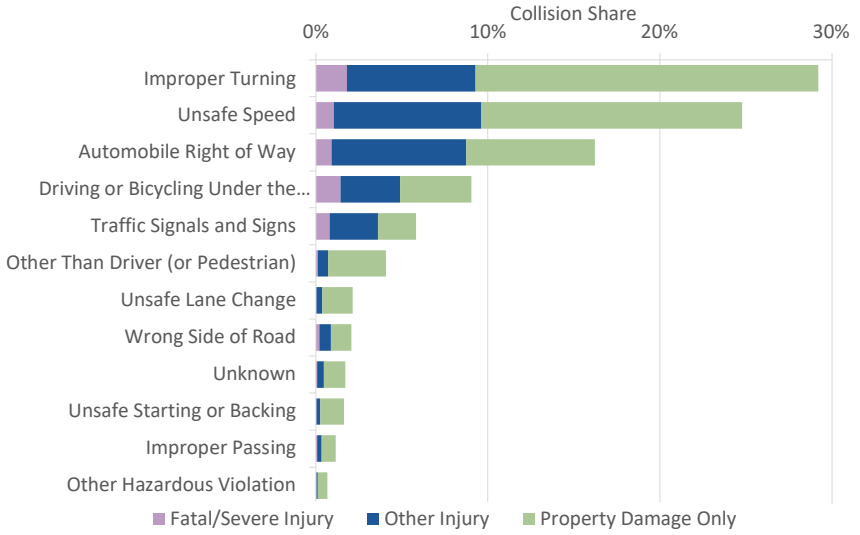
Collisions by Type



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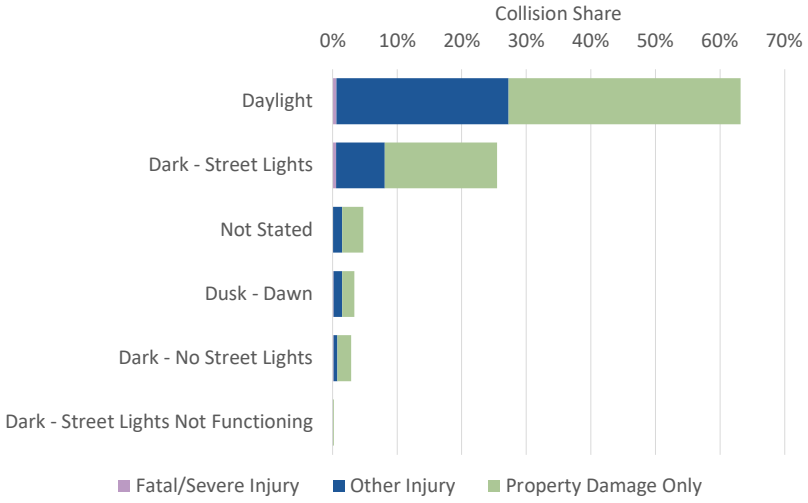
Collisions by Primary Collision Factor



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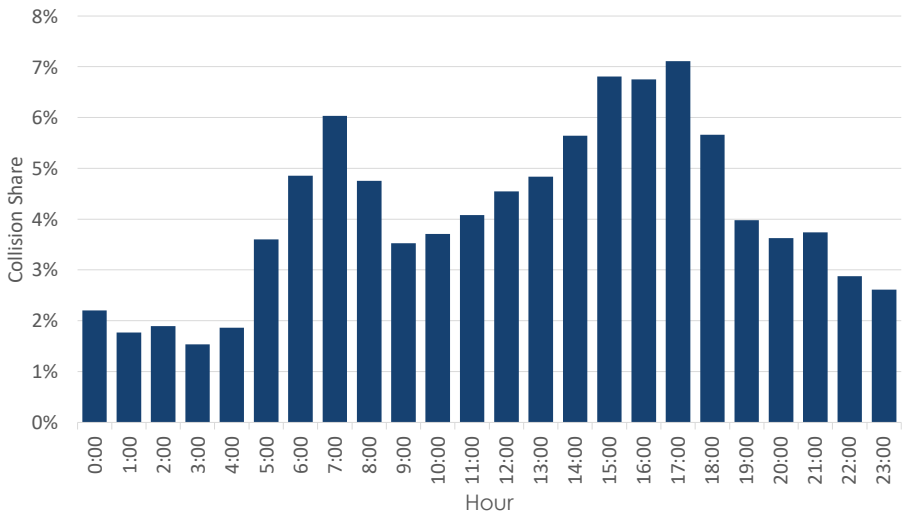
Collisions by Lighting



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Collisions by Time of Day



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Pedestrian Collisions

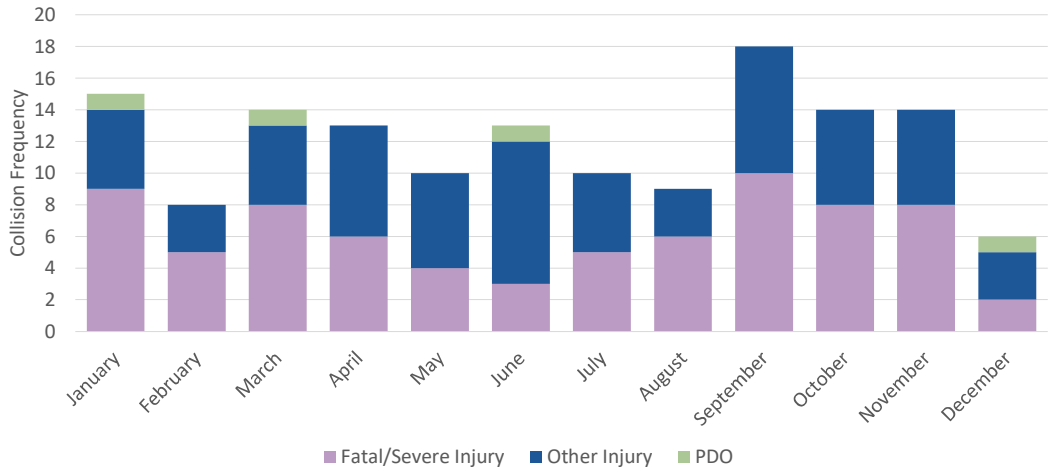
- There were 144 total pedestrian-involved collisions
- There were 74 fatal/severe injury pedestrian-involved collisions (52%)

	Fatal (% of Total)	Severe Injury (% of Total)	Visible Injury (% of Total)	Complaint of Pain (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	35 (24%)	39 (27%)	42 (29%)	24 (17%)	4 (3%)	144 (100%)

Fresno Council of Governments

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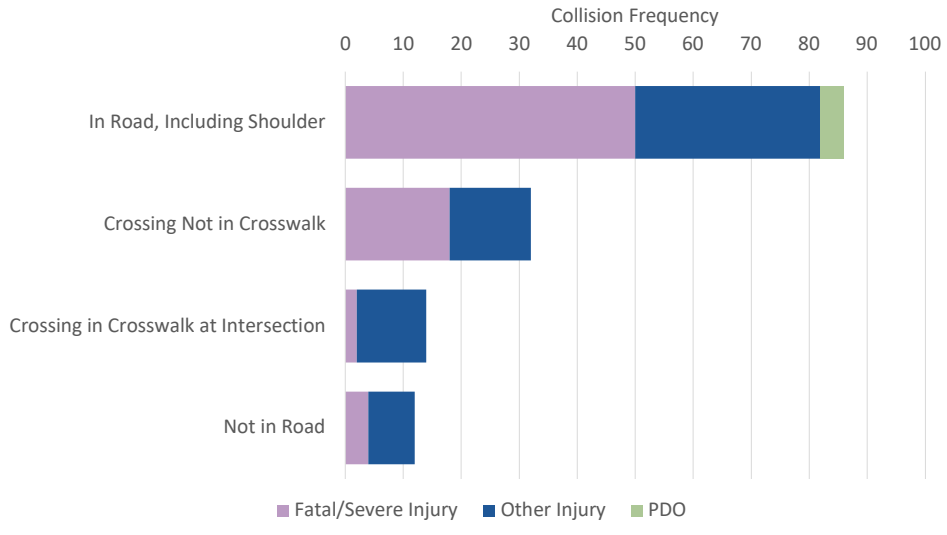
Pedestrian Collisions by Month



Fresno Council of Governments

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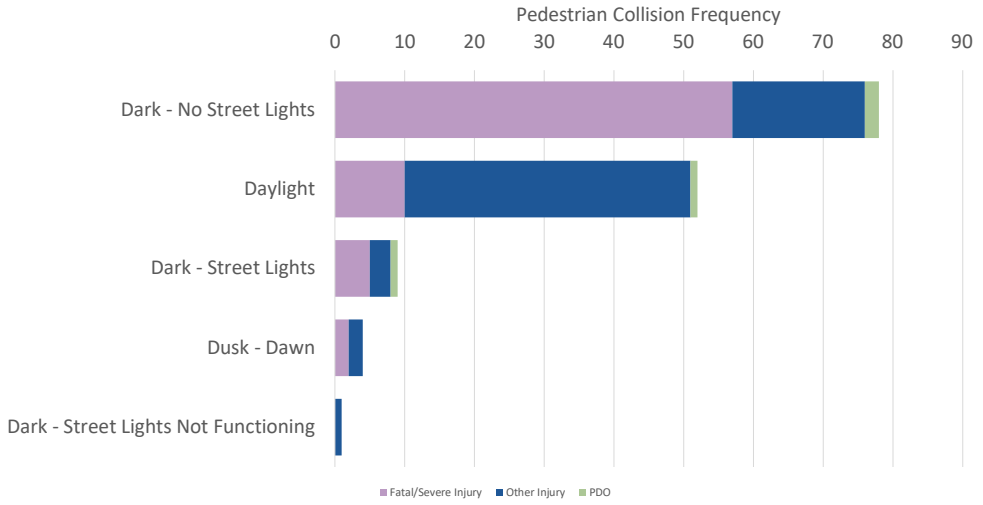
Pedestrian Collisions by Reported Action and Location



Fresno Council of Governments

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Pedestrian Collisions by Lighting



Fresno Council of Governments

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Bicyclist Collisions

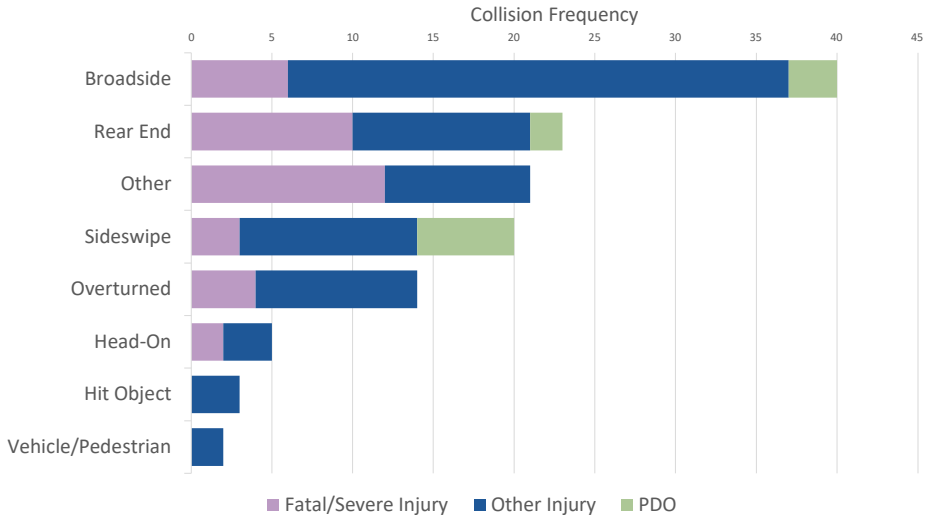
- There were 128 total bicyclist-involved collisions
- There were 35 fatal/severe injury bicyclist-involved collisions (29%)

	Fatal (% of total)	Severe Injury (% of total)	Visible Injury (% of total)	Complaint of Pain (% of total)	Property Damage Only (% of total)	Total (% of total)
Bicycle Involved	14 (11%)	23 (18%)	51 (40%)	29 (23%)	11 (9%)	128 (100%)

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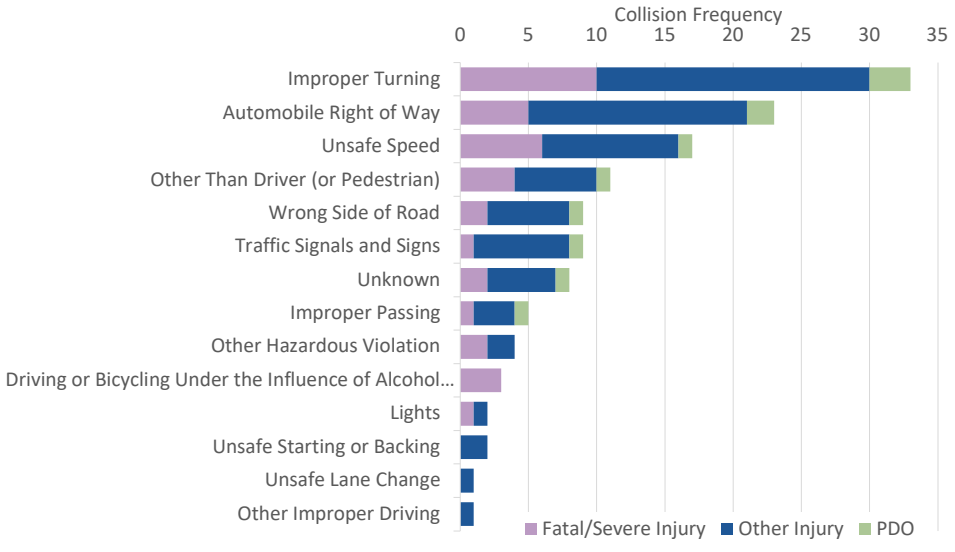
Bicyclist Collisions by Type



Fresno Council of Governments

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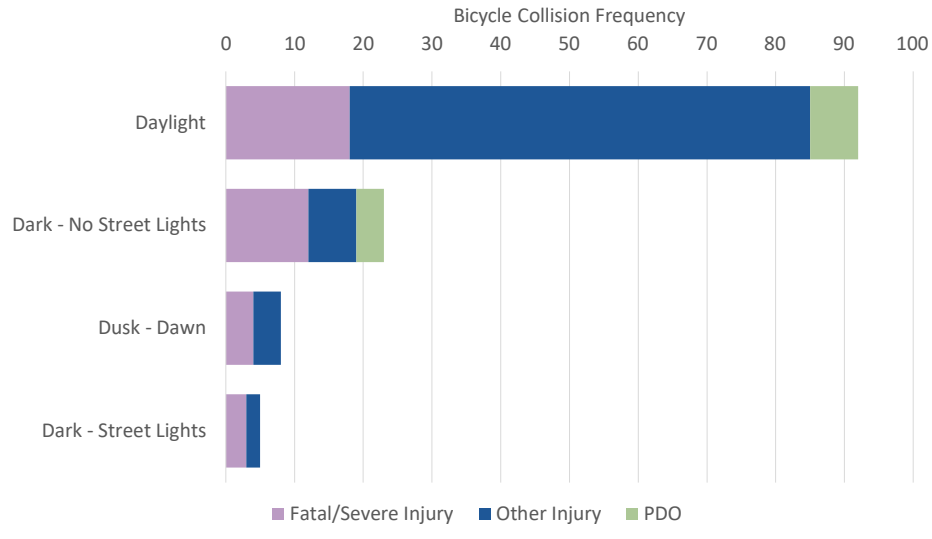
Bicyclist Collisions by PCF



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Bicyclist Collisions by Lighting



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High Priority Locations

#	Location	Type	Collision Severity Score	Total Number of Collisions	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	PDO Collisions
1	LAC JAC AVE & DINUBA AVE	Intersection (Unsignalized) - Rural	201.09	15	0	5	3	3	4
2	FRANKWOOD AVE & CENTRAL AVE	Intersection (Unsignalized) - Rural	164.99	14	0	4	4	3	3
3	ACADEMY AVE & ADAMS AVE	Intersection (Unsignalized) - Rural	162.93	18	1	3	2	4	8
4	BETHEL AVE & DINUBA AVE	Intersection (Unsignalized) - Rural	157.25	49	1	2	7	20	19
5	AUBERRY RD & FRAZIER RD	Intersection (Unsignalized) - Rural	154.92	8	2	2	1	0	3
6	MILLERTON RD FROM MILLERTON LAKE ACCESS (WEST) TO SKY HARBOUR RD	Segment	145.02	21	2	2	3	4	10
7	AUBERRY RD FROM EAST OF OLD AUBERRY RD TO SOUTH OF OLD AUBERRY RD	Segment	144.23	18	1	3	5	0	9
8	KINGS CANYON RD WEST OF HILLS VALLEY RD	Segment	141.08	13	1	3	3	4	2
9	KEARNEY BLVD & CORNELIA AVE & MADISON AVE	Intersection (Unsignalized) - Rural	139.01	29	0	3	7	6	13
10	CLOVIS AVE & MOUNTAIN VIEW AVE	Intersection (Unsignalized) - Rural	137.94	19	1	2	8	5	3

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Discussion & Questions

Fresno Council of Governments

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Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group A Meetings
  - Existing Conditions for Unincorporated Fresno County
  - Existing Conditions for City of Clovis
  - Upcoming Work Activities

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Clovis – Existing Conditions

- 3,507 reported collisions between 1/1/2015 and 12/31/2019
- 2% of reported collisions resulted in death or severe injury

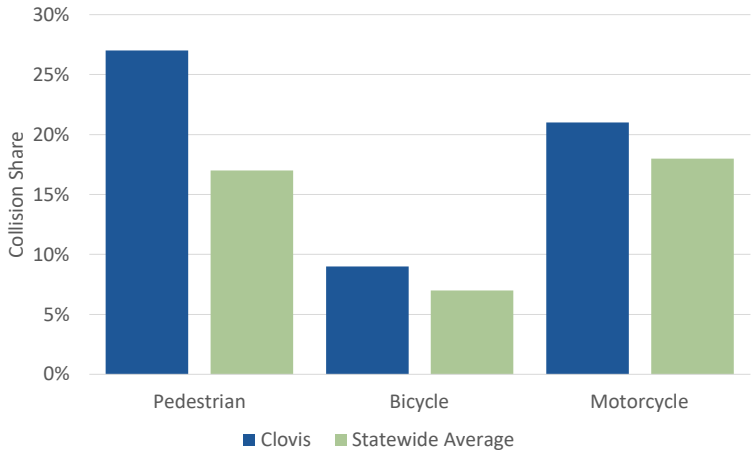
Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	4 (40%)	11 (24%)	25 (9%)	41 (4%)	9 (1%)	90 (3%)
Bicycle Involved	1 (10%)	4 (9%)	31 (11%)	59 (6%)	23 (1%)	118 (3%)
Vehicle Only or Vehicle-Fixed Object	5 (50%)	31 (67%)	221 (80%)	941 (90%)	2,101 (98%)	3,300 (94%)
Reported Collisions	10 (100%)	46 (100%)	277 (100%)	1,041 (100%)	2,133 (100%)	3,507 (100%)
Severity Share of Reported Collisions	1%	1%	8%	30%	60%	100%

Fresno Council of Governments

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Fatal/Severe Collisions Compared to Statewide Trends

- 10% higher share of pedestrian collisions
- 2% higher share of bicycle collisions
- 3% higher share of motorcycle collisions

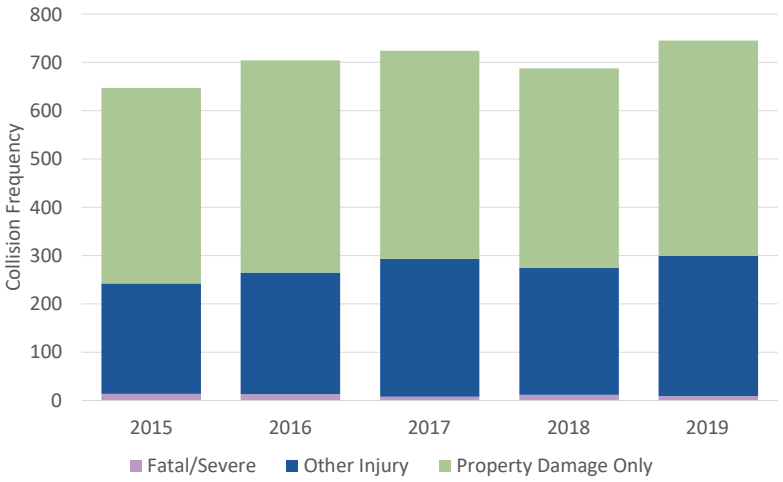


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Year-Over-Year Collision Trends

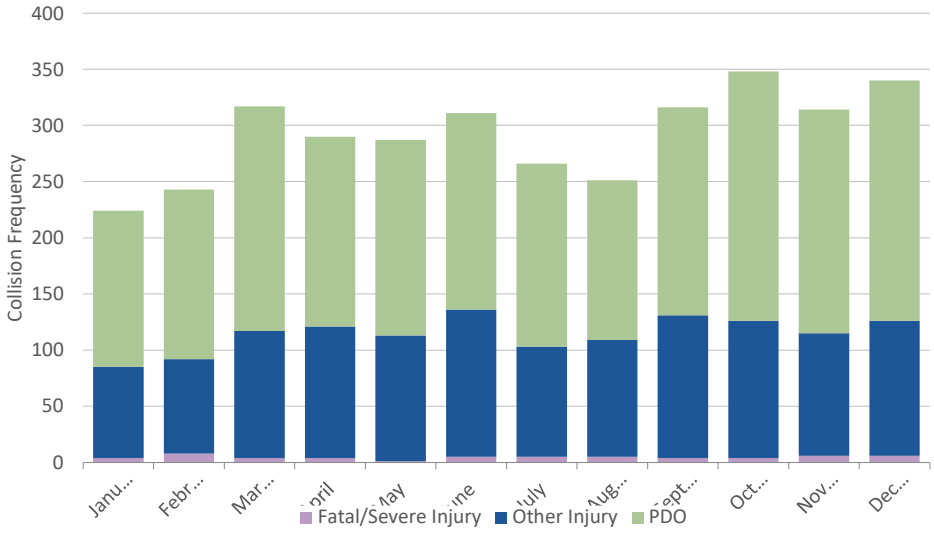
- Average of 701 total collisions per year
- Average of 11 fatal/severe injury collisions per year



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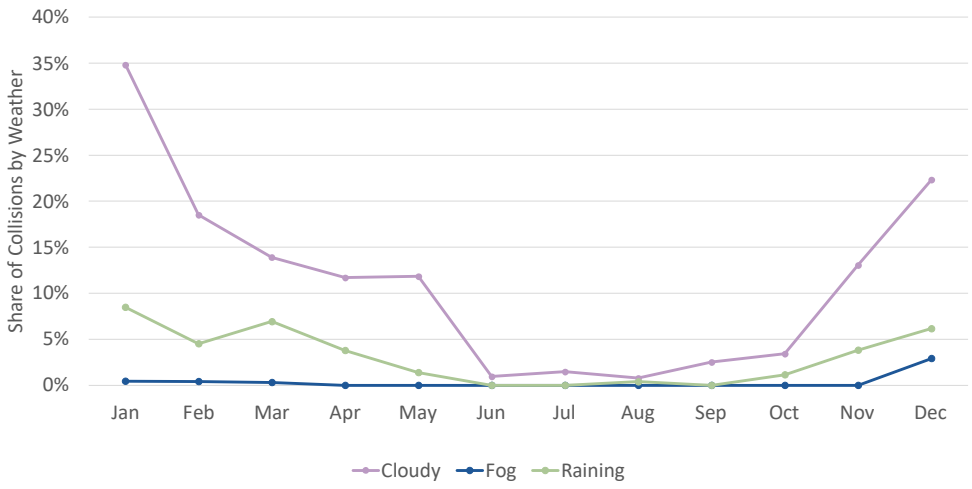
Collisions by Month



Fresno Council of Governments

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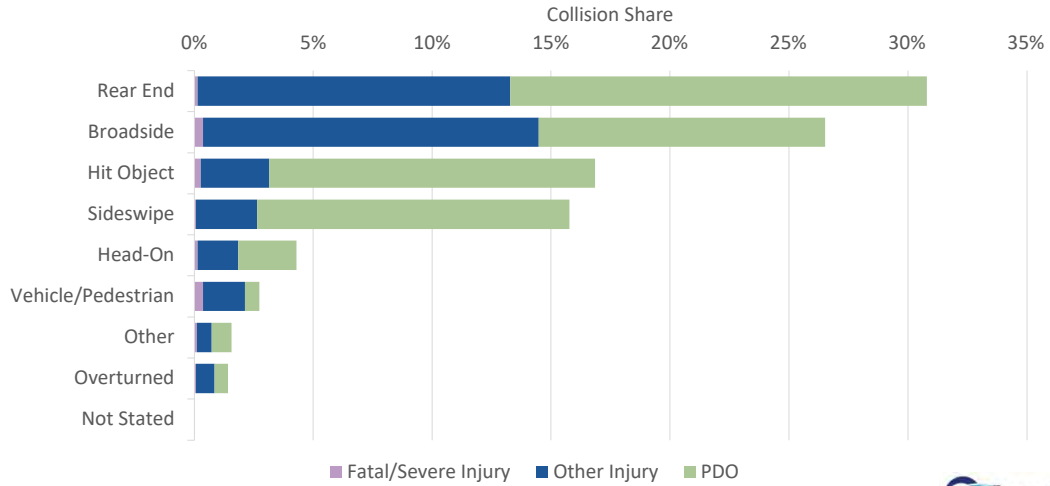
Collisions by Weather



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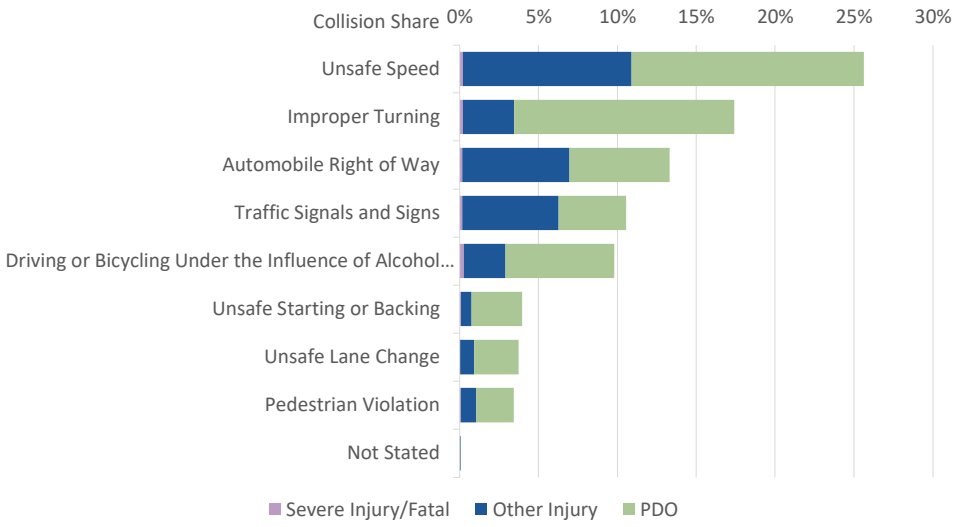
Collisions by Type



Fresno Council of Governments

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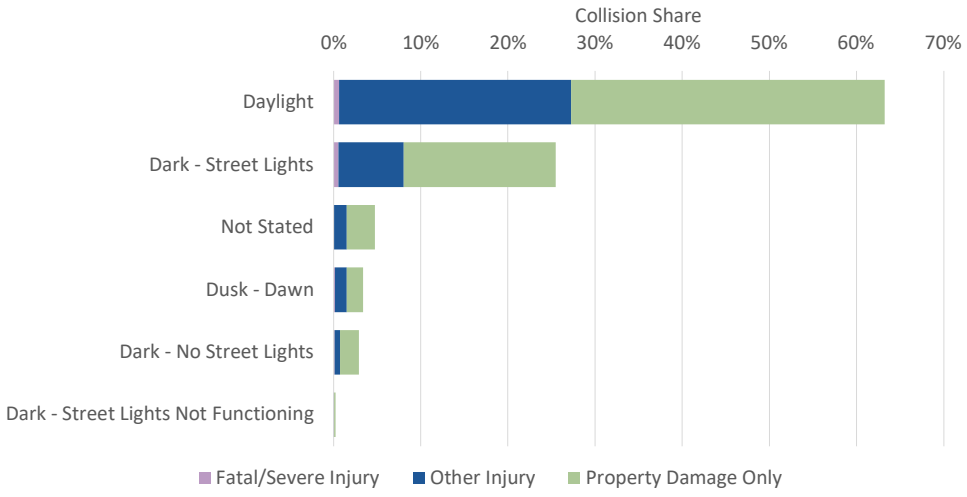
Collisions by Primary Collision Factor



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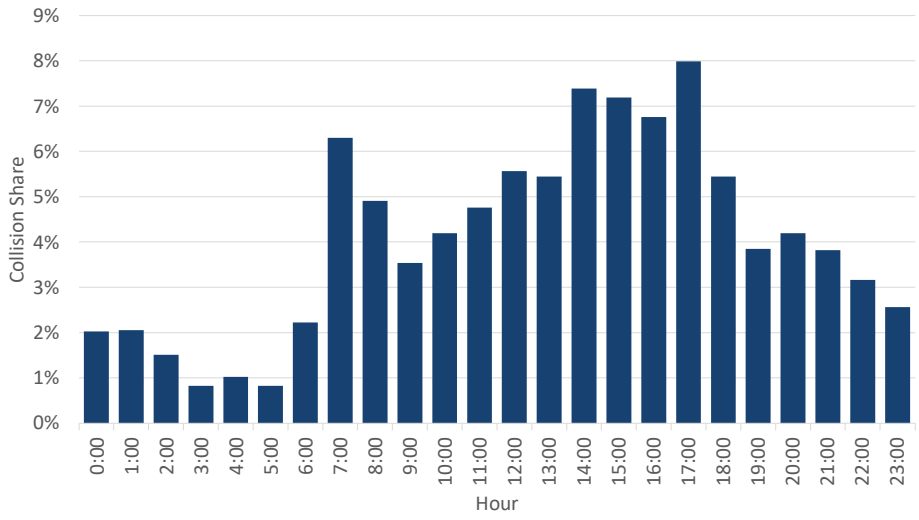
Collisions by Lighting



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Collisions by Time of Day



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Pedestrian Collisions

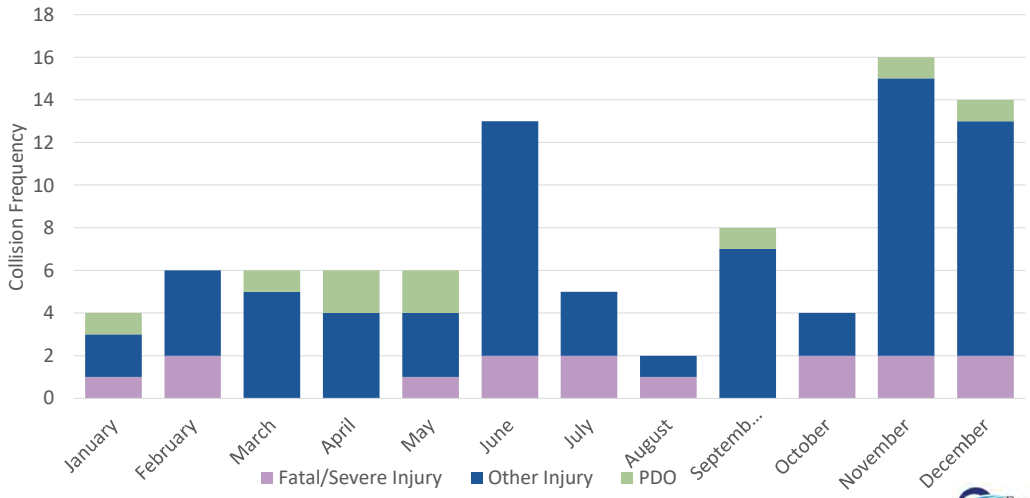
- There were 90 total pedestrian-involved collisions
- There were 15 fatal/severe injury pedestrian-involved collisions (16%)

	Fatal (%)	Severe Injury (%)	Visible Injury (%)	Compliant of Pain (%)	Property Damage Only (%)	Total (%)
Pedestrian Involved	4 (4%)	11 (12%)	25 (28%)	41 (46%)	9 (10%)	90 (100%)

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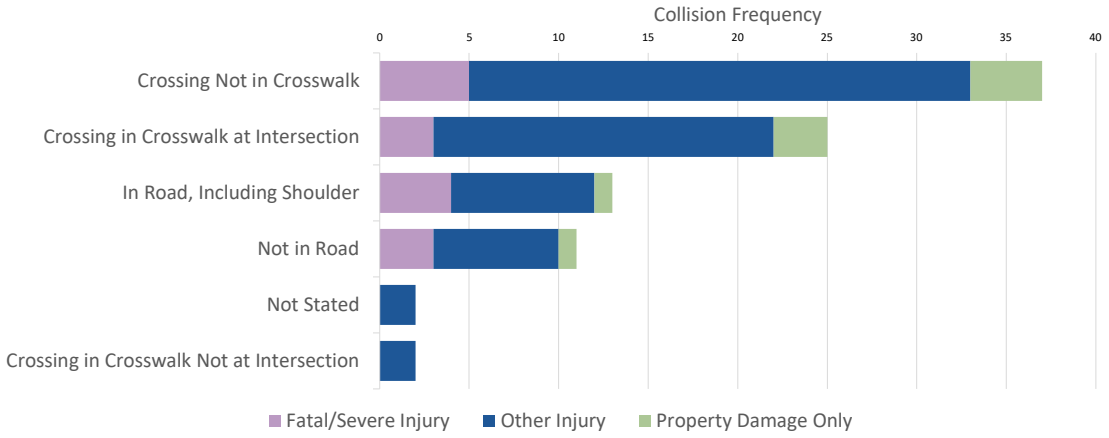
Pedestrian Collisions by Month



Fresno Council of Governments

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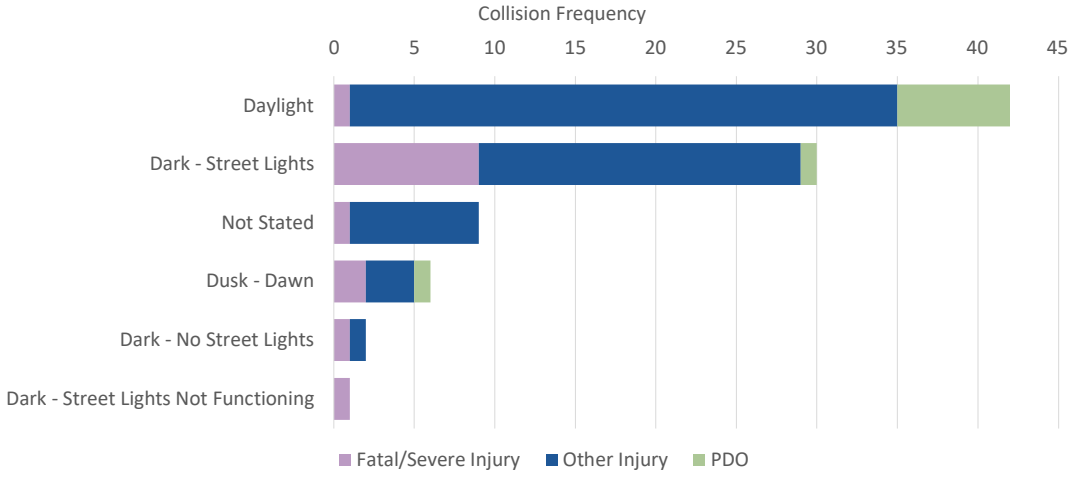
Pedestrian Collisions by Reported Action and Location



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Pedestrian Collisions by Lighting



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Bicyclist Collisions

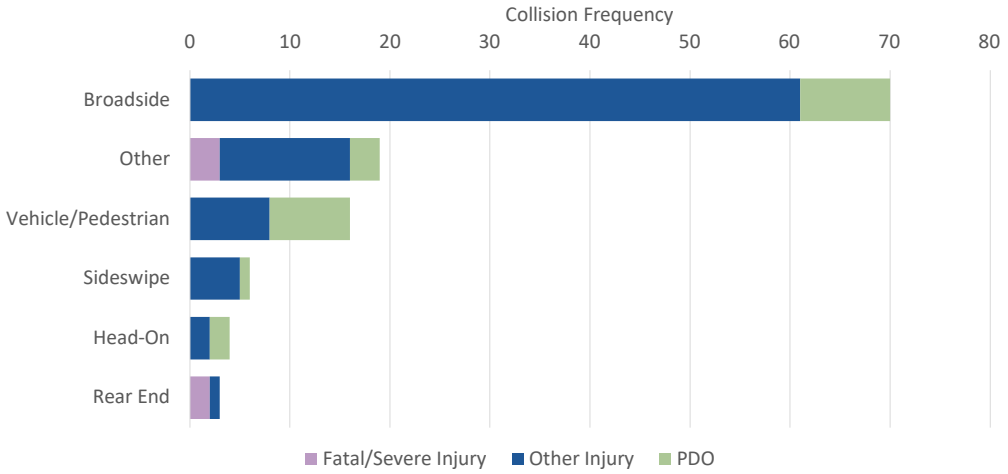
- There were 118 total bicyclist-involved collisions
- There were 5 fatal/severe injury pedestrian-involved collisions (4%)

	Fatal (%)	Severe Injury (%)	Visible Injury (%)	Compliant of Pain (%)	Property Damage Only (%)	Total (%)
Bicycle Involved	1 (1%)	4 (3%)	31 (26%)	59 (50%)	23 (19%)	118 (100%)

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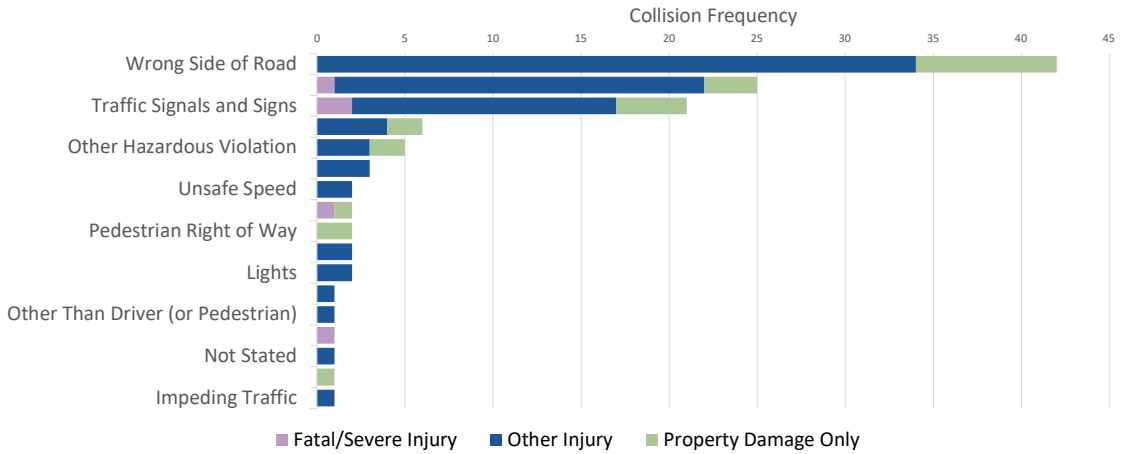
Bicyclist Collisions by Type



Fresno Council of Governments

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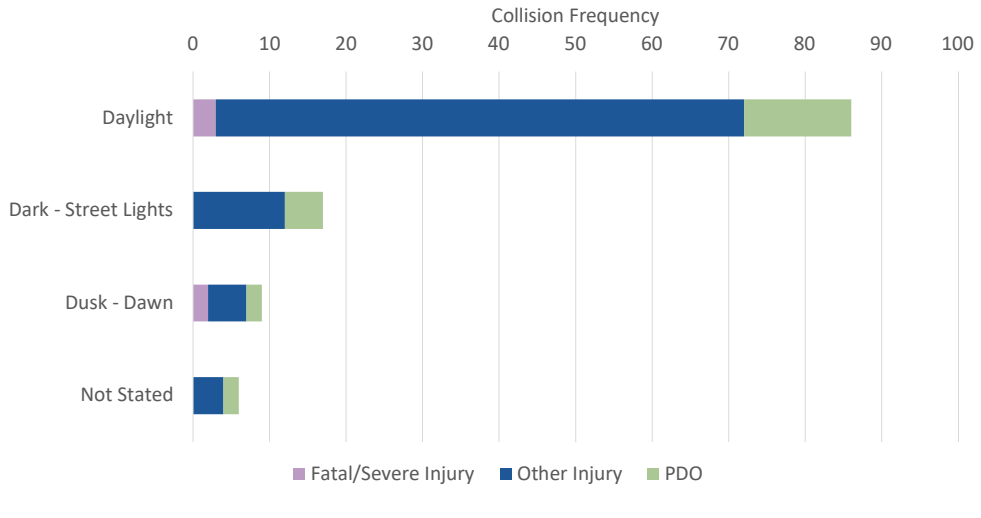
Bicyclist Collisions by PCF



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Bicyclist Collisions by Lighting



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High Priority Locations

#	Location	Type	Collision Severity Score	Total Number of Collisions	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	PDO Collisions
1	CLOVIS TRFY & SANTA ANA AVE	Intersection (Unsignalized) - Urban	90.35	28	0	2	1	7	18
2	WILLOW AVE & SHAW AVE	Intersection (Signalized)	85.66	94	0	1	6	31	56
3	FOWLER AVE & SHAW AVE	Intersection (Signalized)	74.88	38	0	2	5	10	21
4	HERNDON AVE & FOWLER AVE	Intersection (Signalized)	73.39	49	0	2	1	14	32
5	ASHLAN AVE & FOWLER AVE	Intersection (Signalized)	68.03	37	0	2	0	13	22
6	CLOVIS AVE & BARSTOW AVE	Intersection (Signalized)	64.63	26	0	2	2	8	14
7	BARSTOW AVE & SUNNYSIDE AVE	Intersection (Signalized)	59.06	18	0	2	1	6	9
8	VILLA AVE & SHAW AVE	Intersection (Signalized)	57.93	51	0	1	4	16	30
9	PEACH AVE & SHAW AVE	Intersection (Signalized)	51.27	38	0	1	4	12	21
10	WILLOW AVE & BULLARD AVE	Intersection (Signalized)	48.39	43	0	1	2	12	28

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Discussion & Questions

Fresno Council of Governments

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Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group A Meetings
  - Existing Conditions for Unincorporated Fresno County
  - Existing Conditions for City of Clovis
  - Upcoming Work Activities

Fresno Council of Governments

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Upcoming Work Activities

- Your comments on existing conditions
  - Please provide by **June 3, 2021**
- Our activities
  - Finalize existing conditions
  - Start identifying countermeasures and strategies
  - Continue conversations on high priority locations

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Questions?

Fresno Council of Governments

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MEETING AGENDA

May 7, 2021 Project# 26012

Meeting Date & Location:
Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP)
May 25, 2021 from 1:00 p.m. to 2:30 p.m.
Zoom Meeting
Join Zoom Meeting
https://us02web.zoom.us/j/84025064802?pwd=WjNkK1BNZ0xHcG5ib2F0MUhJaWxyZz09
Meeting ID: 840 2506 4802
Passcode: 724620
One tap mobile
+16699009128,,84025064802#,,,,*724620# US (San Jose)

Topic: Local Working Group B – Meeting #1

Agenda:

1. Welcome and Meeting Overview (3 minutes)
2. Approach to LWG Group B Meetings (10 minutes)
    a. Meeting structure
    b. Unique considerations and intentions
        i. City of Firebaugh
        ii. City of Kerman
        iii. City of San Joaquin
        iv. City of Mendota
    c. Upcoming outreach through focus groups
3. Existing Conditions for City of Firebaugh (18 minutes)
    a. Highlight Key Findings
    b. Discussion
        i. Unexpected findings or things missing
        ii. Thoughts on goals and objectives related to safety
4. Existing Conditions for City of Kerman (18 minutes)
    a. Highlight Key Findings

b. Discussion
    i. Unexpected findings or things missing
    ii. Thoughts on goals and objectives related to safety

5. Existing Conditions for City of San Joaquin (18 minutes)
    a. Highlight Key Findings
    b. Discussion
        i. Unexpected findings or things missing
        ii. Thoughts on goals and objectives related to safety
6. Existing Conditions for City of Mendota (18 minutes)
    a. Highlight Key Findings
    b. Discussion
        i. Unexpected findings or things missing
        ii. Thoughts on goals and objectives related to safety
7. Upcoming Work Activities (5 minutes)
8. Adjourn

AGENDA ITEM NO. 7.

MLRSP

Multijurisdictional
Local Road Safety Plan

Local Working Group B –
Meeting #1

May 25, 2021



1

Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group B Meetings
  - Existing Conditions for City of Firebaugh
  - Existing Conditions for City of Kerman
  - Existing Conditions for City of San Joaquin
  - Existing Conditions for City of Mendota
  - Upcoming Work Activities

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Approach to LWG Group B Meetings

- Meeting structure
- Unique considerations and intentions
  - What are the considerations or intentions as it relates to the LRSP that you have in mind?
    - City of Firebaugh
    - City of Kerman
    - City of San Joaquin
    - City of Mendota
- Upcoming outreach through focus groups

Fresno Council of Governments

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Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group B Meetings
  - Existing Conditions for City of Firebaugh
  - Existing Conditions for City of Kerman
  - Existing Conditions for City of San Joaquin
  - Existing Conditions for City of Mendota
  - Upcoming Work Activities

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Firebaugh – Existing Conditions

- 130 reported collisions between 1/1/2015 and 12/31/2019
- 5% of reported collisions resulted in death or severe injury

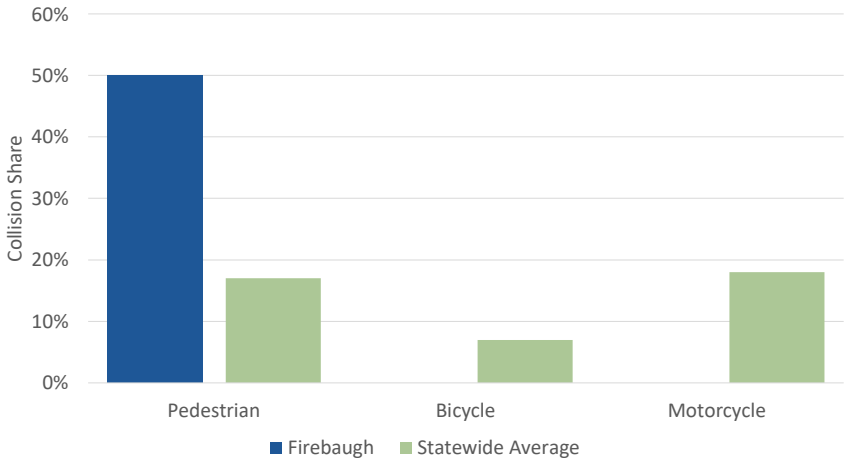
Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	3 (75%)	0 (0%)	1 (11%)	2 (11%)	1 (1%)	7 (5%)
Bicycle Involved	0 (0%)	0 (0%)	0 (0%)	1 (6%)	0 (0%)	1 (1%)
Vehicle Only or Vehicle-Fixed Object	1 (25%)	2 (100%)	8 (89%)	15 (83%)	96 (99%)	122 (94%)
Reported Collisions	4 (100%)	2 (100%)	9 (100%)	18 (100%)	97 (100%)	130 (100%)
Severity Share of Reported Collisions	3%	2%	7%	14%	75%	100%

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Fatal/Severe Collisions Compared to Statewide Trends

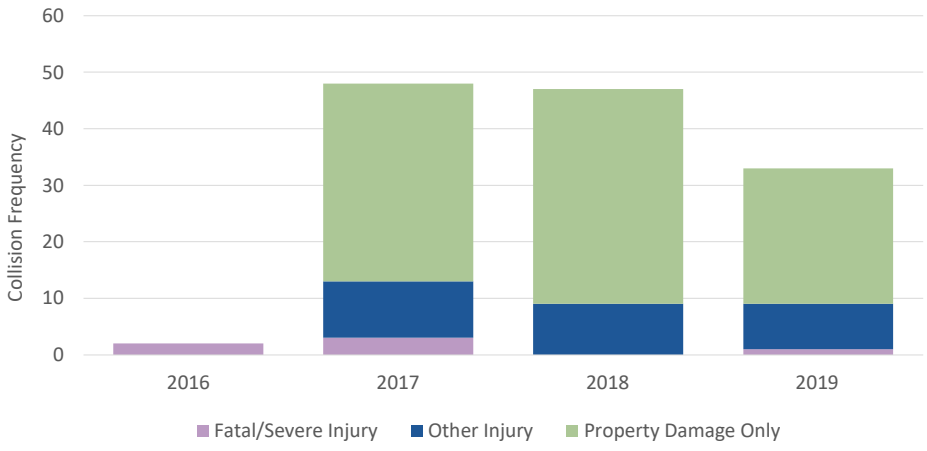
- 33% higher shares of pedestrian collisions
- No reported bicycle or motorcycle collisions



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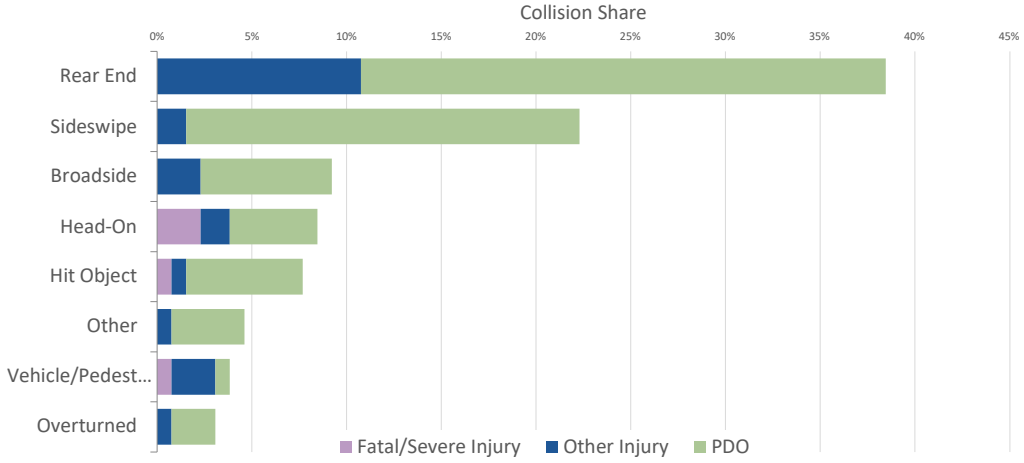
Year-Over-Year Collision Trends



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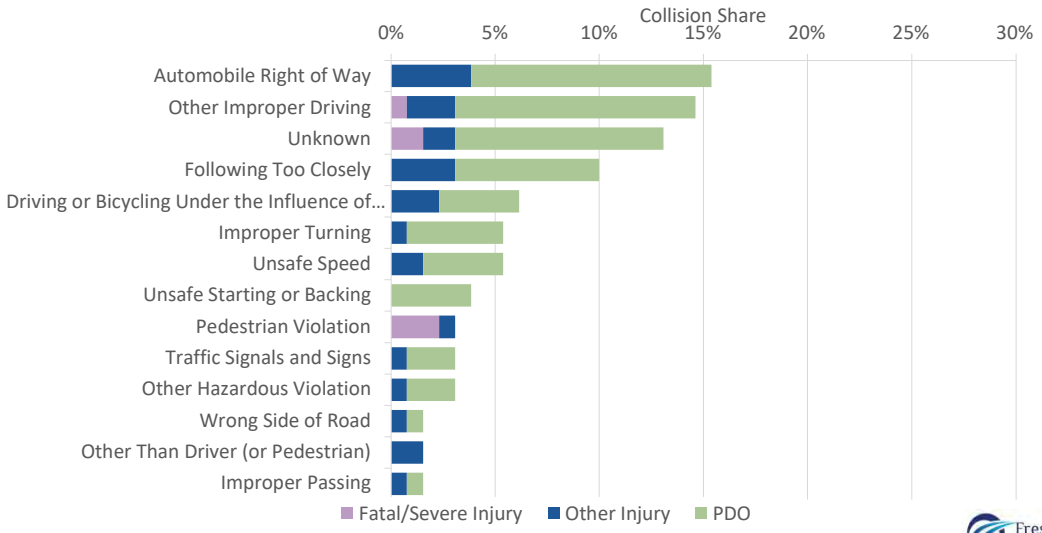
Collisions by Type



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Collisions by Primary Collision Factor



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Pedestrian Collisions

- There were 7 total pedestrian-involved collisions
- There were 3 fatal/severe injury pedestrian-involved collisions (43%)

	Fatal (% of Total)	Severe Injury (% of Total)	Visible Injury (% of Total)	Complaint of Pain (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	3 (43%)	0 (0%)	1 (14%)	2 (29%)	1 (14%)	7 (100%)

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Pedestrian Collisions by Reported Action and Location

- Two fatal collisions occurred as pedestrians were **crossing not in a crosswalk**
- One fatal collision occurred as a pedestrian was **crossing in a crosswalk at an intersection**
- Two reported injury collisions occurred as **pedestrians were in the road, including the shoulder**

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Pedestrian Collisions by Lighting

- Two fatal collisions occurred in the **dark with streetlights** while one occurred **during dusk-dawn**
- The remaining pedestrian-involved collisions occurred in daylight

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Bicyclist Collisions

- There was one bicycle-involved collision reported, which resulted in an injury
- This collision had a PCF of “other than driver or pedestrian” at the fault of the bicyclist, and it occurred during dusk-dawn

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High Priority Locations

#	Location	Type	Collision Severity Score	Total Number of Collisions	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	Property Damage Only Collisions
1	N ST & SAIPAN AVE	Intersection (Unsignalized) - Urban	43.12	7	1	0	2	0	4
2	N ST & NINTH ST	Intersection (Unsignalized) - Urban	38.25	2	0	1	0	0	1
3	THIRTEENTH ST FROM P ST TO CITY LIMITS	Segment	33.13	2	1	0	0	0	1
4	N ST FROM SEIERRA AVE TO NORTH OF SIERRA AVE	Segment	33.13	2	0	1	0	0	1
5	THIRTEENTH ST & N ST	Intersection (Signalized)	28.16	7	1	0	0	3	3
6	TWELFTH ST & N ST	Intersection (Signalized)	25.71	10	1	0	0	0	9
7	N ST & CLYDE FANNON RD	Intersection (Unsignalized) - Urban	5.47	7	0	0	0	4	3
8	N ST & ELEVENTH ST	Intersection (Unsignalized) - Urban	4.36	7	0	0	1	1	5
9	TWELFTH ST & M ST	Intersection (Unsignalized) - Urban	2.74	4	0	0	1	0	3
10	N STREET FROM CLYDE FANNON RD TO CORDEL AVE*	Segment	2.54	3	0	0	1	0	2

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Discussion and Questions

Fresno Council of Governments

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Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group B Meetings
  - Existing Conditions for City of Firebaugh
  - Existing Conditions for City of Kerman
  - Existing Conditions for City of San Joaquin
  - Existing Conditions for City of Mendota
  - Upcoming Work Activities

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Kerman – Existing Conditions

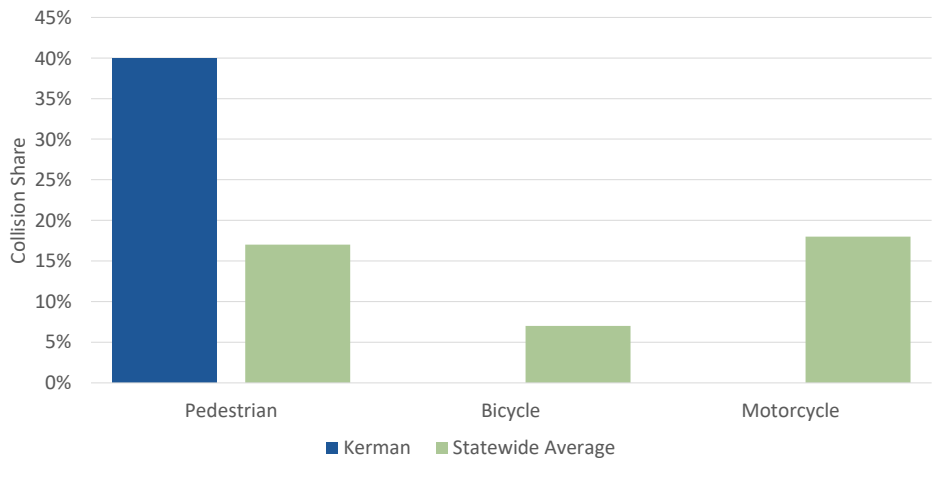
- 200 reported collisions between 1/1/2015 and 12/31/2019
- 2% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	1 (33%)	1 (50%)	6 (19%)	3 (8%)	1 (1%)	12 (6%)
Bicycle Involved	0 (0%)	0 (0%)	1 (3%)	2 (4%)	1 (1%)	4 (2%)
Vehicle Only or Vehicle-Fixed Object	2 (67%)	1 (50%)	25 (78%)	38 (88%)	118 (98%)	184 (92%)
Reported Collisions (% of total)	3 (100%)	2 (100%)	32 (100%)	43 (100%)	120 (100%)	200 (100%)
Severity Share of Reported Collisions	1%	1%	16%	22%	60%	100%

Fresno Council of Governments

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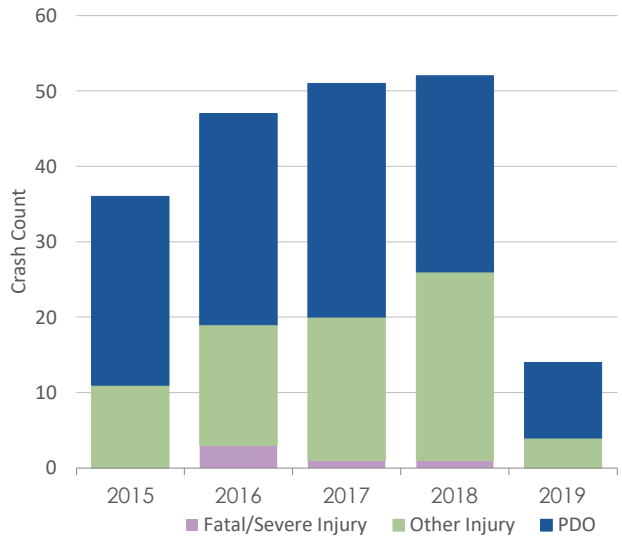
Fatal/Severe Collisions Compared to Statewide Trends



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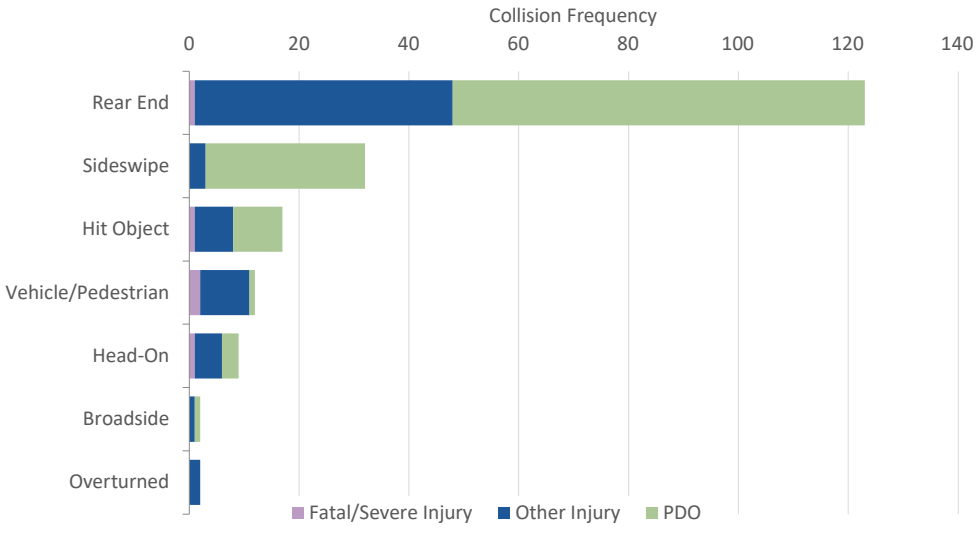
Year-Over-Year Collision Trends



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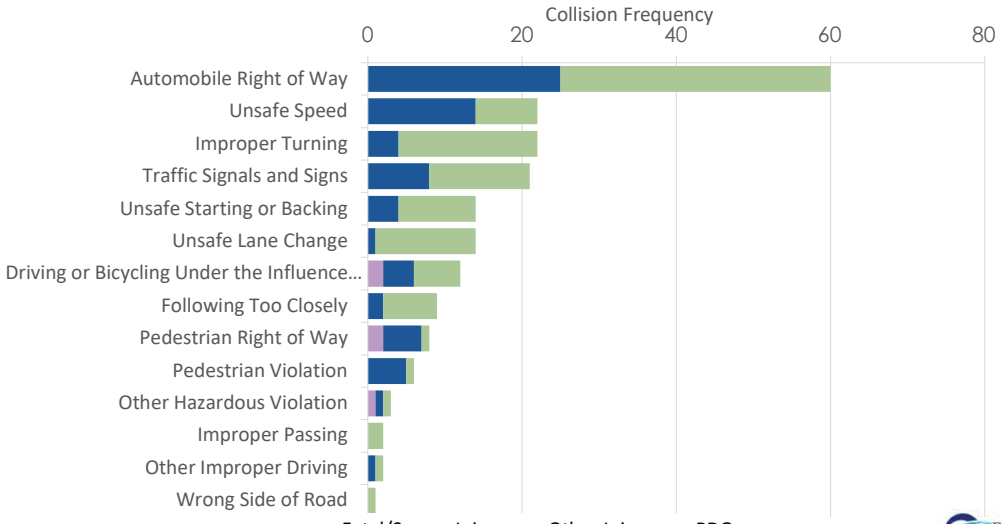
Collisions by Type



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Collisions by Primary Collision Factor



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Pedestrian Collisions

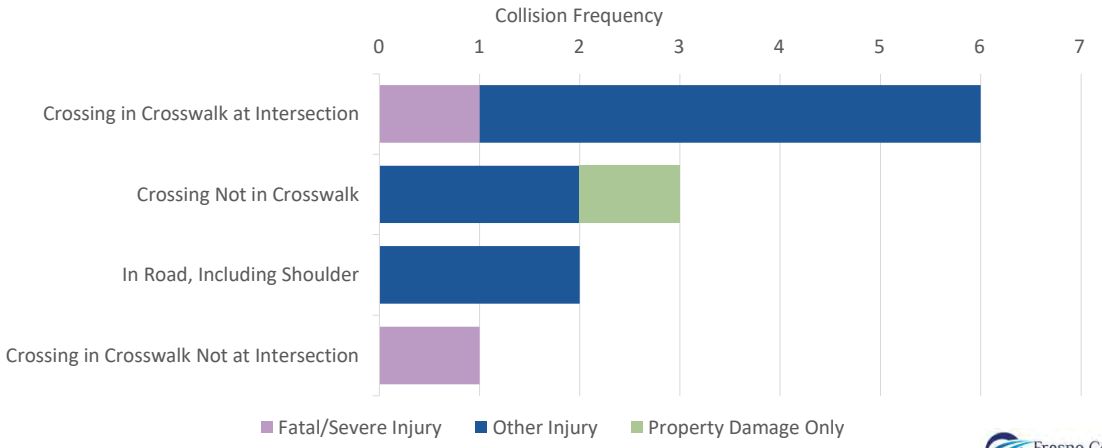
- There were 12 total pedestrian-involved collisions
- There were 2 fatal/severe injury pedestrian-involved collisions (16%)

	Fatal (% of Total)	Severe Injury (% of Total)	Visible Injury (% of Total)	Complaint of Pain (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	1 (8%)	1 (8%)	6 (51%)	3 (25%)	1 (8%)	12 (100%)

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Pedestrian Collisions by Reported Action and Location



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Pedestrian Collisions by Lighting

- The two fatal pedestrian collisions occurred in daylight
- One pedestrian collision occurred in the dark with streetlights

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Bicyclist Collisions

- There were four total bicycle collisions
- Three of the collisions resulted in some level of injury
- Two of the collisions were reported as **rear end** collisions and both resulted in injury
- All reported collisions occurred in daylight

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High Priority Locations

#	Location	Type	Collision Severity Score	Total Number of Collisions	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	Property Damage Only Collisions
1	WHITESBRIDGE AVE FROM SISKIYOU AVE TO VINELAND AVE	Segment	42.58	10	1	0	3	2	4
2	FIRST ST & C ST	Intersection (Unsignalized) - Urban	38.05	1	0	1	0	0	0
3	MERLOT AVE & STANISLAUS AVE	Intersection (Unsignalized) - Urban	38.05	1	1	0	0	0	0
4	MADERA AVE FROM NORTH OF NEILSON AVE TO WHITESBRIDGE RD*	Segment	35.07	6	1	1	1	1	2
5	GOLDENROD AVE FROM KEARNEY BLVD TO WHITESBRIDGE RD	Segment	32.93	1	1				
6	KEARNEY BLVD & MADERA AVE	Intersection (Signalized)	14.1	16	0	0	3	5	8
7	MADERA AVE & WHITESBRIDGE AVE	Intersection (Signalized)	11.52	22	0	0	0	7	15
8	GOLDENROD AVE & CALIFORNIA AVE*	Intersection (Unsignalized) - Urban	10.87	10	0	0	3	3	4
9	MADERA AVE & A ST & CALIFORNIA AVE	Intersection (Unsignalized) - Urban	10.33	17	0	0	2	3	12
10	GOLDENROD AVE & WHITESBRIDGE AVE*	Intersection (Signalized)	7.81	9	0	0	1	4	4

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Discussion and Questions

Fresno Council of Governments

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Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group B Meetings
  - Existing Conditions for City of Firebaugh
  - Existing Conditions for City of Kerman
  - Existing Conditions for City of San Joaquin
  - Existing Conditions for City of Mendota
  - Upcoming Work Activities

Fresno Council of Governments

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San Joaquin – Existing Conditions

- There were two reported collisions within City of San Joaquin between 1/1/2015 and 12/31/2019
  - This is based on what was cited by the responding officer
- In relocating crashes for the purpose of spatial analysis, it appears some collisions did occur within the City but were recorded as having occurred in unincorporated county

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Collision A

- Severity of property damage only
- **Hit-object** collision
- PCF of **improper turning**
- Lighting condition of **daylight**
- Cloudy weather, dry road condition
- Alcohol was involved
- Occurred in the month of April and in the hour of 1 PM to 2 PM

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Collision B

- Severity of complaint of pain
- **Hit-object** collision
- PCF of **driving under the influence of alcohol or drugs**
- Lighting condition of **dark with street lights**
- Clear weather, dry road condition
- Occurred in the month of April and in the hour of 12 AM to 1 AM

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High Priority Locations

#	Location	Type	Collision Severity Score	Total Number of Collisions	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	Property Damage Only Collisions
1	ELM AVE & PLACER AVE*	Intersection (Unsignalized) - Urban	2.74	4	0	0	1	0	3
2	MAIN ST & COLORADO RD	Intersection (Unsignalized) - Urban	1.22	1	0	0	0	1	0
3	MANNING AVE & PLACER AVE*	Intersection (Unsignalized) - Urban	0.4	2	0	0	0	0	2
4	NINTH ST & IDAHO AVE	Intersection (Unsignalized) - Urban	0.4	2	0	0	0	0	2
5	MANNING AVE & SUTTER AVE*	Intersection (Unsignalized) - Rural	0.2	1	0	0	0	0	1
6	MANNING AVE & IDAHO AVE	Intersection (Unsignalized) - Urban	0.2	1	0	0	0	0	1
7	MANNING AVE & COLORADO RD	Intersection (Unsignalized) - Urban	0.2	1	0	0	0	0	1
8	DENVER AVE & PINE AVE	Intersection (Unsignalized) - Urban	0.2	1	0	0	0	0	1
9	RAILROAD AVE FROM MANNIN GAVE TO PINE ST	Segment	0.2	1	0	0	0	0	1

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Discussion and Questions

Fresno Council of Governments

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Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group B Meetings
  - Existing Conditions for City of Firebaugh
  - Existing Conditions for City of Kerman
  - Existing Conditions for City of San Joaquin
  - Existing Conditions for City of Mendota
  - Upcoming Work Activities

Fresno Council of Governments

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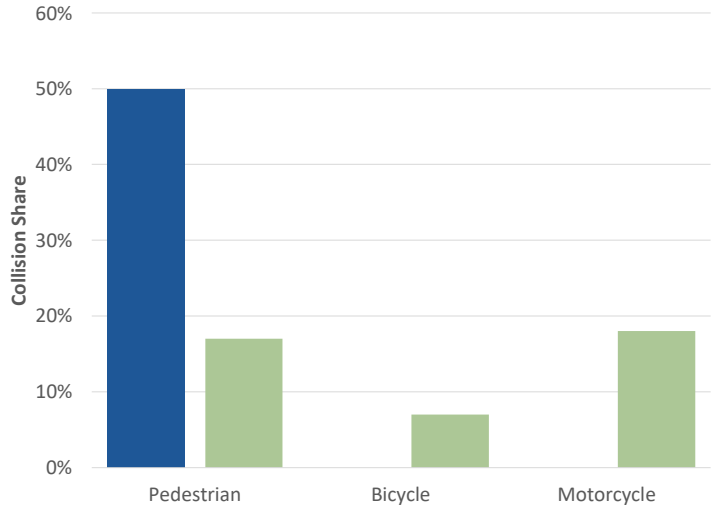
Mendota – Existing Conditions

- 348 reported collisions between 1/1/2015 and 12/31/2019
- 2% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	2 (67%)	1 (33%)	7 (29%)	3 (6%)	0 (0%)	13 (4%)
Bicycle Involved	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (.3%)	1 (.3%)
Vehicle Only or Vehicle-Fixed Object	1 (33%)	2 (66%)	17 (71%)	49 (94%)	265 (99.7%)	333 (98%)
Reported Collisions (% of total)	3 (100%)	3 (100%)	24 (100%)	52 (100%)	266 (100%)	348 (95.7%)
Severity Share of Reported Collisions	1%	1%	7%	15%	76%	100%

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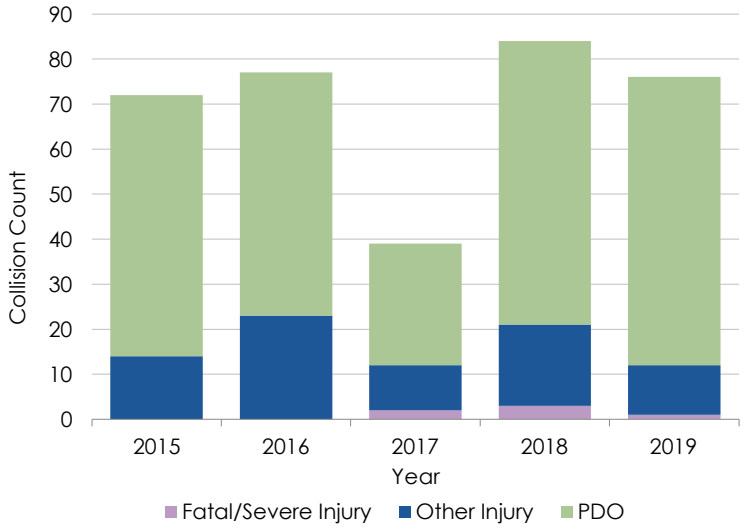
Fatal/Severe Collisions Compared to Statewide Trends



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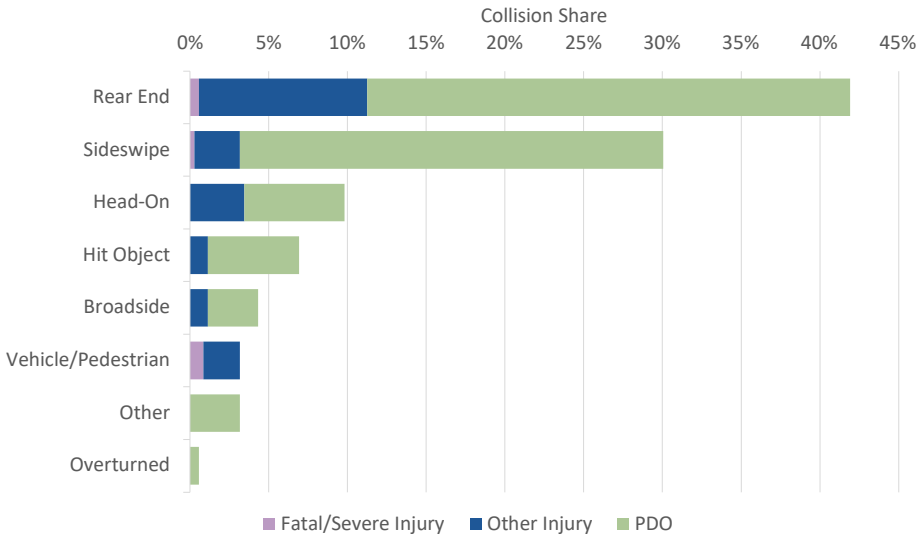
Year-Over-Year Collision Trends



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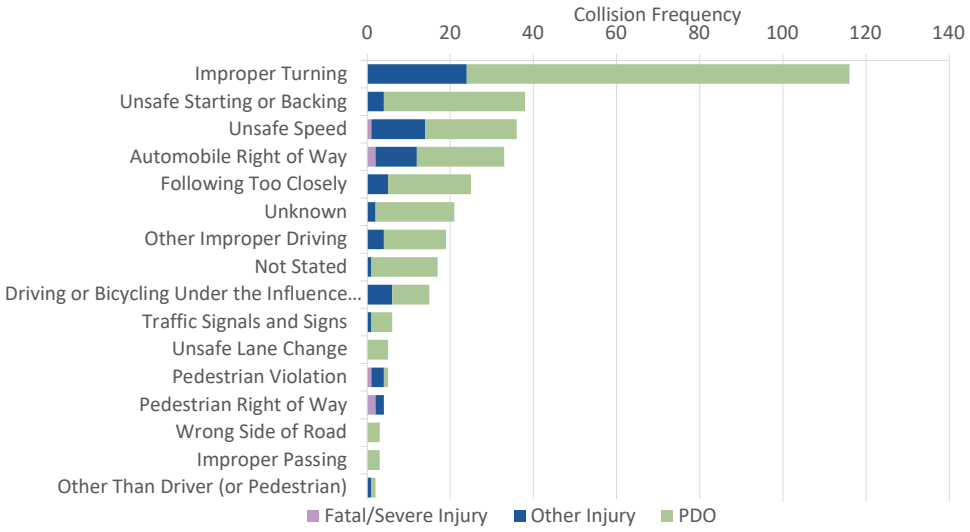
Collisions by Type



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Collisions by Primary Collision Factor



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Pedestrian Collisions

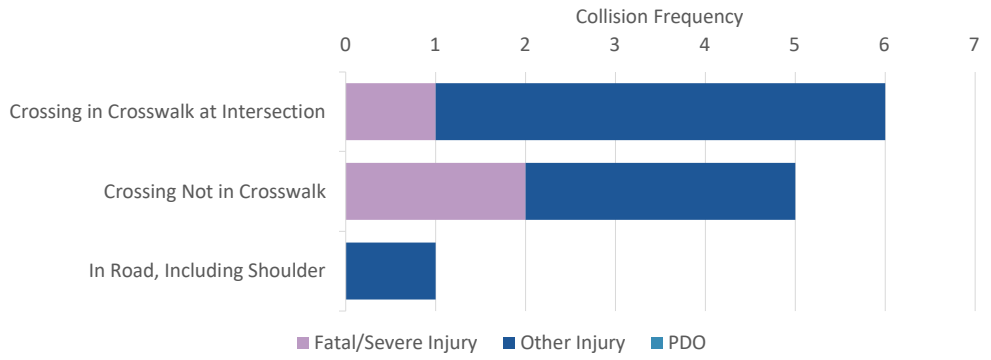
- There were 13 total pedestrian-involved collisions
- There were 3 fatal/severe injury pedestrian-involved collisions (22%)

	Fatal (% of Total)	Severe Injury (% of Total)	Visible Injury (% of Total)	Complaint of Pain (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	2 (15%)	1 (7%)	7 (53%)	3 (23%)	0 (0%)	13 (100%)

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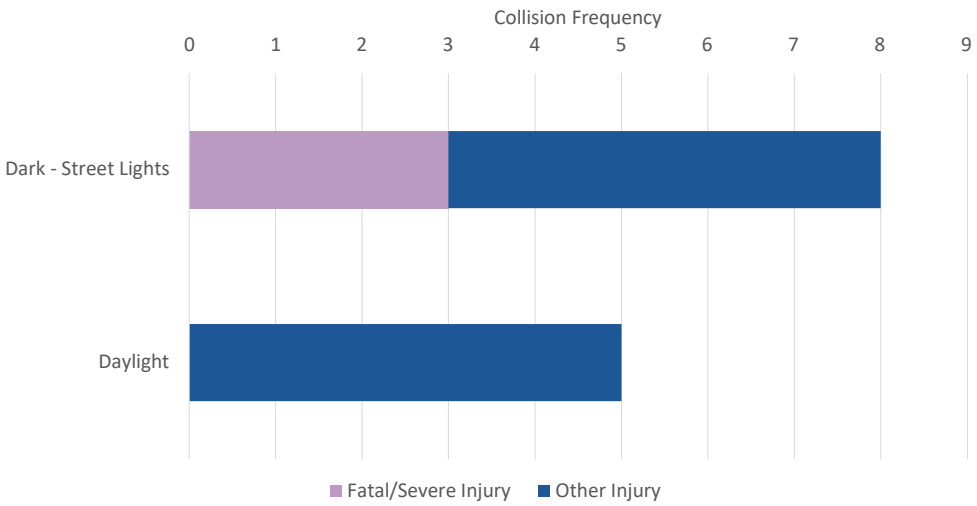
Pedestrian Collisions by Reported Action and Location



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Pedestrian Collisions by Lighting



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Bicyclist Collision

- The one collision involving a bicyclist resulted in property damage only
- The driver was under the influence of alcohol
- The collision occurred in the dark with streetlights

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High Priority Locations

#	Location	Type	Collision Severity Score	Total Number of Collisions	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	Property Damage Only Collisions
1	BETHEL AVE & DINUBA AVE	Intersection (Unsignalized) – Urban	157.25	49	1	2	7	20	19
2	SIERRA AVE & BLACKSTONE AVE	Intersection (Signalized)	121.69	40	0	4	5	9	22
3	PALM AVE & ASHLAN AVE	Intersection (Signalized)	116.62	63	1	2	7	19	34
4	DERRICK AVE FROM LOZANO ST TO NORTH OF LOZANO ST	Segment	99.00	4	1	2	0	0	1
5	WILLOW AVE & SHAW AVE	Intersection (Signalized)	85.66	94	0	1	6	31	56
6	MAROA AVE & SHAW AVE	Intersection (Signalized)	80.54	45	1	1	3	18	22
7	FIRST ST & SHAW AVE	Intersection (Signalized)	73.50	50	0	2	2	12	34
8	HERNDON AVE & FOWLER AVE	Intersection (Signalized)	73.39	49	0	2	1	14	32
9	SHIELDS AVE & BLACKSTONE AVE	Intersection (Signalized)	72.23	40	1	1	5	7	26
10	BLACKSTONE AVE & HERNDON AVE	Intersection (Signalized)	71.77	46	0	2	1	13	30

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Discussion and Questions

Fresno Council of Governments

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Upcoming Work Activities

- Your comments on existing conditions
  - Please provide by **June 3, 2021**
- Our activities
  - Finalize existing conditions
  - Start identifying countermeasures and strategies
  - Continue conversations on high priority locations

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MEETING AGENDA

May 7, 2021 Project# 26012

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP)
May 26, 2021 from 10:30 a.m. to 12:00 p.m.
Zoom Meeting
Join Zoom Meeting
https://us02web.zoom.us/j/88264453935?pwd=dGt6ZDUwSFFMOFZhU0tWWVFKYUFEQT09
Meeting ID: 882 6445 3935
Passcode: 148752
One tap mobile
+16699009128,,88264453935#,,,,*148752# US (San Jose)

Topic: Local Working Group C – Meeting #1

Agenda:

1. Welcome and Meeting Overview (3 minutes)
2. Approach to LWG Group C Meetings (10 minutes)
    a. Meeting structure
    b. Unique considerations and intentions
        i. City of Coalinga
        ii. City of Huron
        iii. City of Selma
        iv. City of Orange Cove
    c. Upcoming outreach through focus groups
3. Existing Conditions for City of Coalinga (18 minutes)
    a. Highlight Key Findings
    b. Discussion
        i. Unexpected findings or things missing
        ii. Thoughts on goals and objectives related to safety
4. Existing Conditions for City of Huron (18 minutes)
    a. Highlight Key Findings

   b. Discussion
      i. Unexpected findings or things missing
      ii. Thoughts on goals and objectives related to safety
5. Existing Conditions for City of Selma (18 minutes)
   a. Highlight Key Findings
   b. Discussion
      i. Unexpected findings or things missing
      ii. Thoughts on goals and objectives related to safety
6. Existing Conditions for City of Orange Cove (18 minutes)
   a. Highlight Key Findings
   b. Discussion
      i. Unexpected findings or things missing
      ii. Thoughts on goals and objectives related to safety
7. Upcoming Work Activities (5 minutes)
8. Adjourn

AGENDA ITEM NO. 7.

MLRSP

Multijurisdictional
Local Road Safety Plan

Local Working Group C –
Meeting #1

May 26, 2021



1

Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group A Meetings
  - Existing Conditions for City of Coalinga
  - Existing Conditions for City of Huron
  - Existing Conditions for City of Selma
  - Existing Conditions for City of Orange Cove
  - Upcoming Work Activities

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Approach to LWG Group C Meetings

- Meeting structure
- Unique considerations and intentions
  - What are the considerations or intentions as it relates to the LRSP that you have in mind?
    - City of Coalinga
    - City of Huron
    - City of Selma
    - City of Orange Cove
- Upcoming outreach through focus groups

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Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group A Meetings
  - Existing Conditions for City of Coalinga
  - Existing Conditions for City of Huron
  - Existing Conditions for City of Selma
  - Existing Conditions for City of Orange Cove
  - Upcoming Work Activities

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Coalinga – Existing Conditions

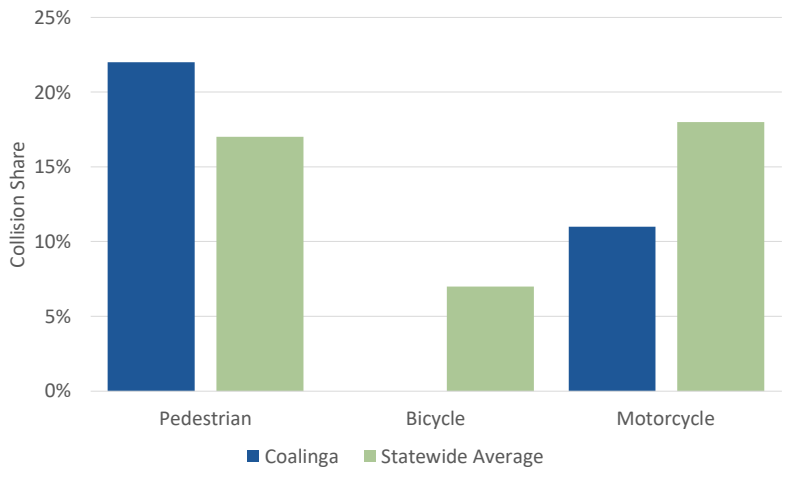
- 378 reported collisions between 1/1/2015 and 12/31/2019
- 2% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	(0%)	2 (22%)	7 (23%)	5 (13%)	1 (0%)	15 (4%)
Bicycle Involved	(0%)	0 (0%)	4 (13%)	1 (3%)	0 (0%)	5 (1%)
Vehicle Only or Vehicle-Fixed Object	(0%)	7 (78%)	19 (63%)	34 (85%)	298 (100%)	358 (95%)
Reported Collisions (% of total)	(0%)	9 (100%)	30 (100%)	40 (100%)	299 (100%)	378 (100%)
Severity Share of Reported Collisions	0%	2%	8%	11%	79%	100%

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Fatal/Severe Collisions Compared to Statewide Trends

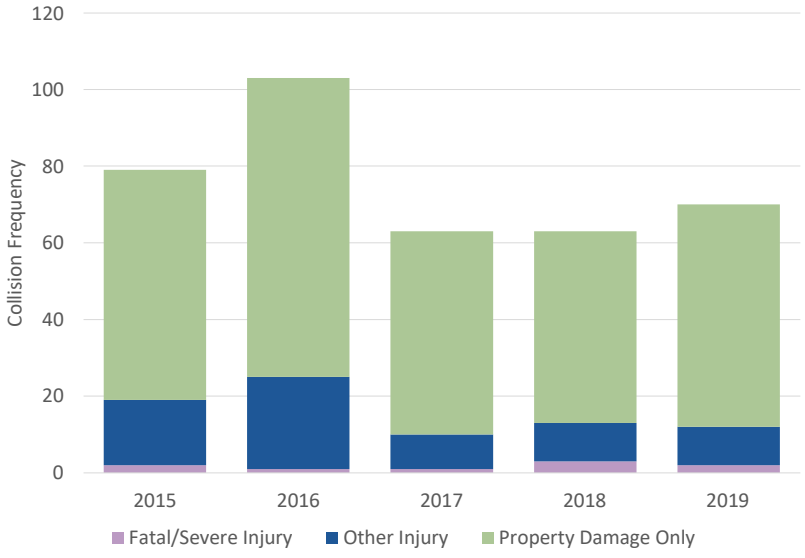


- 5% higher shares of fatal/severe pedestrian collisions
- No reported fatal/severe injury bicycle collisions

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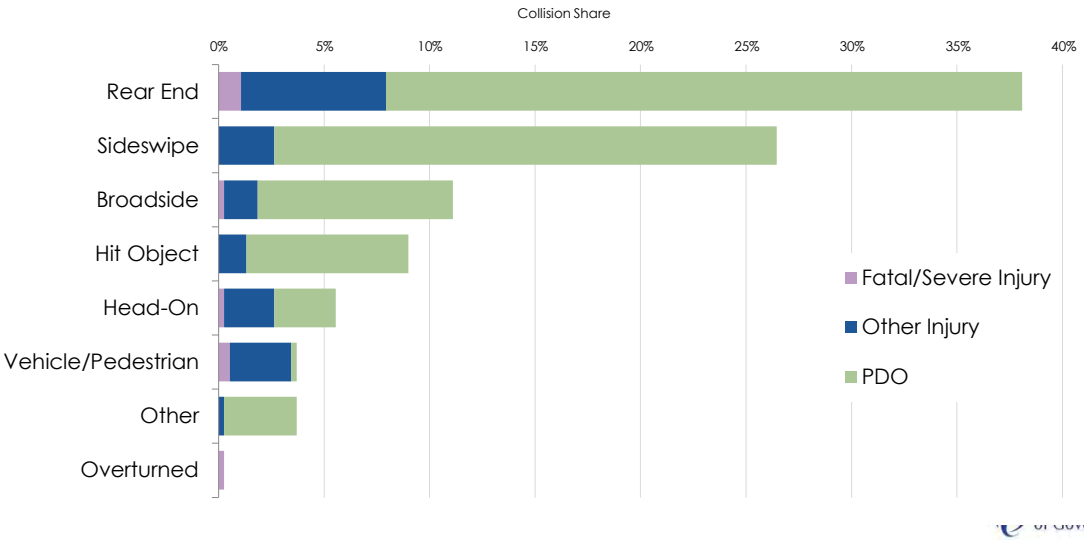
Year-Over-Year Collision Trends



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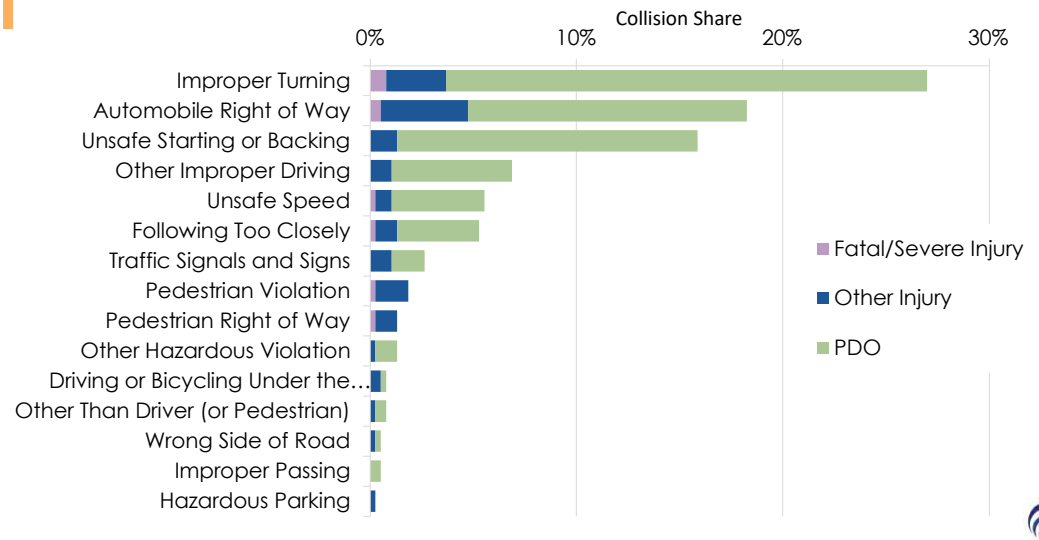
7

Collisions by Type



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Collisions by Primary Collision Factor



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Pedestrian Collisions

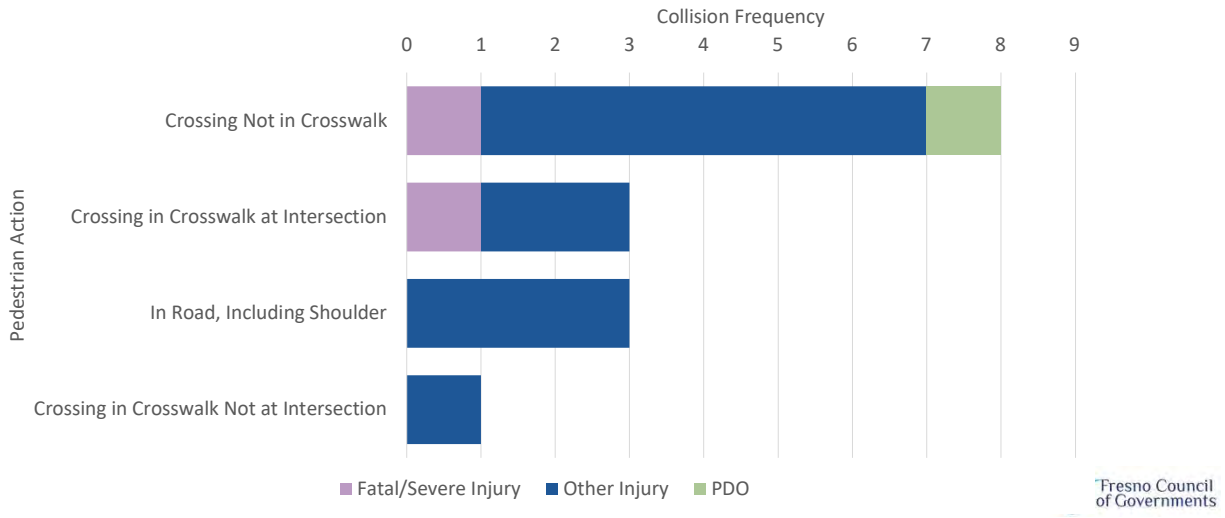
- There were 15 total pedestrian-involved collisions
- There were 2 fatal/severe injury pedestrian-involved collisions (13%)

	Fatal (% of Total)	Severe Injury (% of Total)	Visible Injury (% of Total)	Complaint of Pain (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	0 (0%)	2 (13%)	7 (47%)	5 (33%)	1 (7%)	15 (100%)

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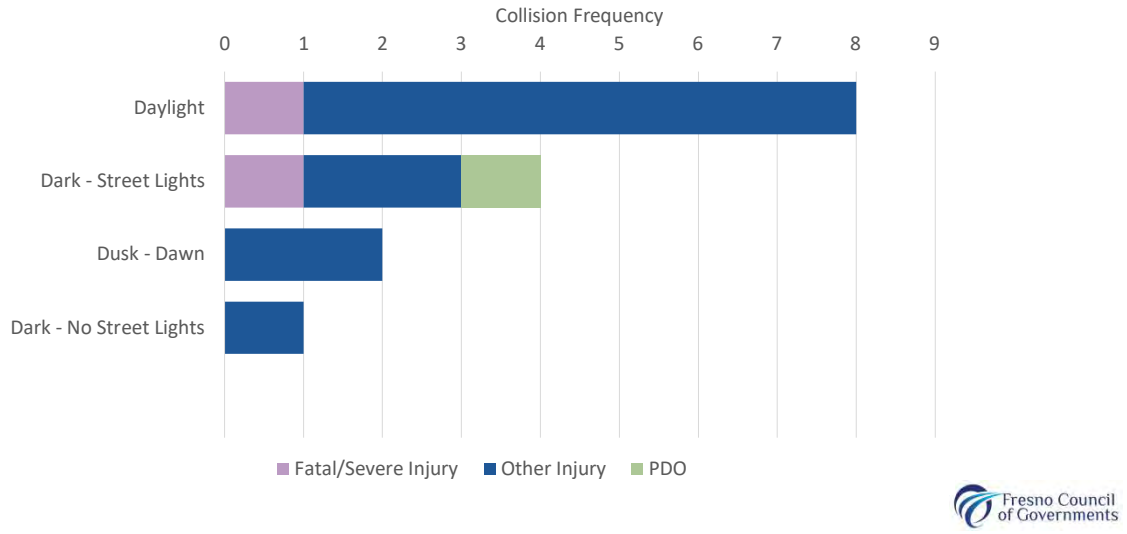
10

Pedestrian Collisions by Reported Action and Location



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Pedestrian Collisions by Lighting



12

Bicyclist Collisions

- There were 5 total bicycle collisions
- There were no fatal/severe injury bicycle collisions
- Three collisions were **rear-end** collisions that resulted in a visible injury

	Fatal (% of total)	Severe Injury (% of total)	Visible Injury (% of total)	Complaint of Pain (% of total)	Property Damage Only (% of total)	Total (% of total)
Bicycle Involved	0 (0%)	0 (0%)	4 (80%)	1 (20%)	0 (0%)	5 (100%)

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High Priority Locations

#	Location	Type	Collision Severity Score	Total Number of Collisions	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	Property Damage Only Collisions
1	ELM AVE & SEVENTH ST	Intersection (Unsignalized) - Urban	44.02	11	0	1	1	2	7
2	ELM AVE & FIFTH ST	Intersection (Unsignalized) - Urban	41.78	10	0	1	1	0	8
3	ELM AVE & CAMBRIDGE AVE	Intersection (Unsignalized) - Urban	40.58	4	0	1	1	0	2
4	ELM AVE & FIRST ST & VAN NESS ST	Intersection (Unsignalized) - Urban	39.65	9	0	1	0	0	8
5	LONGHOLLOW WAY & POPPY MEADOW CT	Intersection (Unsignalized) - Urban	38.25	2	0	1	0	0	1
6	POLK STREET FROM HAYES ST TO HACHMAN ST	Segment	35.27	3	0	1	1	0	1
7	DURIAN AVE & THIRD ST	Intersection (Unsignalized) - Urban	38.25	2	0	1	0	0	1
8	SR 198 FROM LUCILLE AVE TO 7TH ST	Segment	33.33	3	0	1	0	0	2
9	ELM AVE & PHELPS AVE & OIL CITY RD	Intersection (Signalized)	27.45	9	0	1	1	0	7
10	FOREST AVE & FIFTH ST	Intersection (Unsignalized) - Urban	7.79	14	0	0	1	3	10

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Discussion and Questions

Fresno Council of Governments

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Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group A Meetings
  - Existing Conditions for City of Coalinga
  - Existing Conditions for City of Huron
  - Existing Conditions for City of Selma
  - Existing Conditions for City of Orange Cove
  - Upcoming Work Activities

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Huron – Existing Conditions

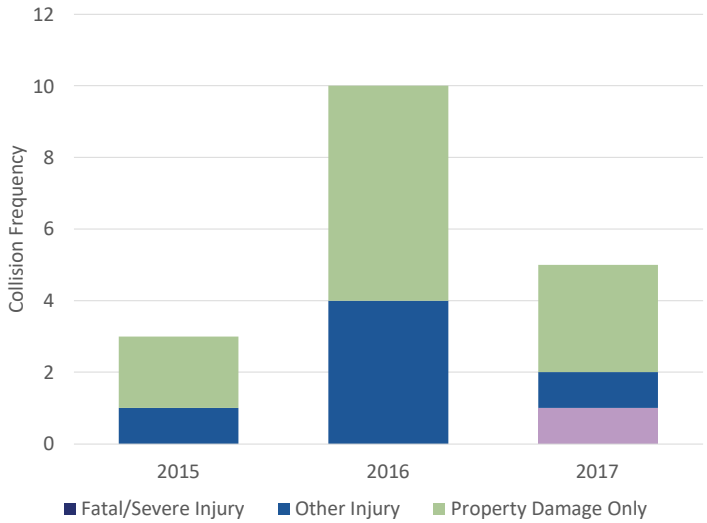
- 18 reported collisions between 1/1/2015 and 12/31/2019
- 5% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	0 (0%)	0 (0%0	1 (33%)	0 (0%)	0 (0%)	1 (5%)
Bicycle Involved	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Vehicle Only or Vehicle-Fixed Object	1 (100%)	0 (0%)	2 (67%)	3 (100%)	11 (100%)	17 (95%)
Reported Collisions (% of total)	1 (5%)	0 (0%)	3 (23%)	3 (17%)	11 (61%)	18 (100%)
Severity Share of Reported Collisions	5%	0%	23%	17%	60%	100%

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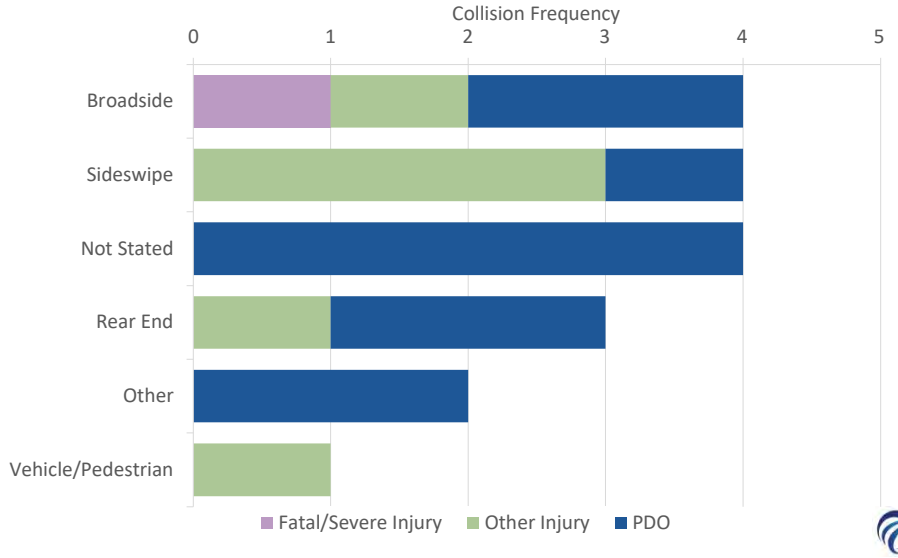
Year-Over-Year Collision Trends



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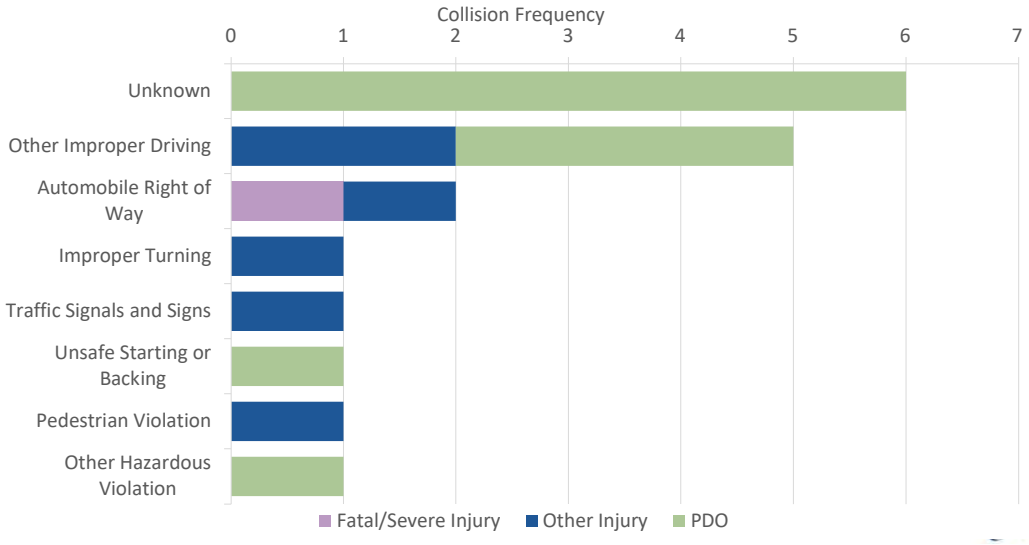
18

Collisions by Type



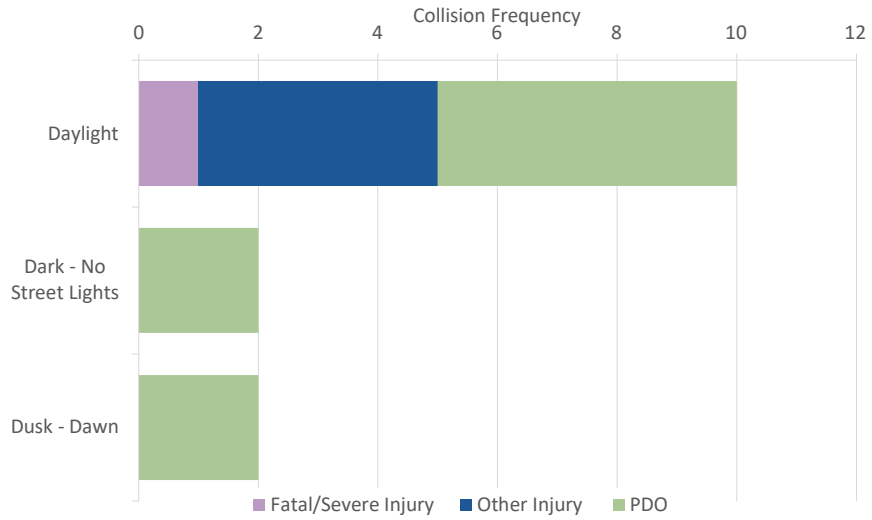
19

Collisions by Primary Collision Factor



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Collisions by Lighting



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Pedestrian Collisions

- There were 2 total pedestrian-involved collisions
  - Both collisions resulted in other visible injuries
  - One collision occurred in January and the other occurred in October
- The reported actions and locations are:
  - Crossing in a crosswalk not at an intersection
  - Crossing not in a crosswalk

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Bicyclist Collisions

- There were no bicyclist involved collisions reported in Huron from the study time period

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High Priority Locations

#	Location	Type	Collision Severity Score	Total Number of Collisions	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	Property Damage Only Collisions
1	PALMER AVE & GIFFIN AVE	Intersection (Unsignalized) - Urban	38.05	1	1	0	0	0	0
2	LASSEN AVE FROM PALMER AVE TO CITY LIMITS (NORTH)	Segment	6.3	7	0	0	2	1	4
3	LASSEN AVE & ELEVENTH ST	Intersection (Unsignalized) - Urban	2.63	3	0	0	0	2	1
4	MYRTLE AVE & ORANGE AVE	Intersection (Unsignalized) - Urban	2.14	1	0	0	1	0	0
5	FOURTH ST & CENTRAL AVE	Intersection (Unsignalized) - Urban	2.14	1	0	0	1	0	0
6	PALMER AVE & LASSEN AVE*	Intersection (Unsignalized) - Urban	2.14	1	0	0	1	0	0
7	NINTH ST & M ST	Intersection (Unsignalized) - Urban	1.22	1	0	0	0	1	0
8	SEVENTH ST & M ST	Intersection (Unsignalized) - Urban	0.2	1	0	0	0	0	1
9	M ST & FIFTH ST	Intersection (Unsignalized) - Urban	0.2	1	0	0	0	0	1
10	STANFORD AVE & LOS ANGELES ST	Intersection (Unsignalized) - Urban	0.2	1	0	0	0	0	1

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Discussion and Questions

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Welcome

- Introductions
- Today's Agenda
  - Approach to LWG Group A Meetings
  - Existing Conditions for City of Coalinga
  - Existing Conditions for City of Huron
  - Existing Conditions for City of Selma
  - Existing Conditions for City of Orange Cove
  - Upcoming Work Activities

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Selma – Existing Conditions

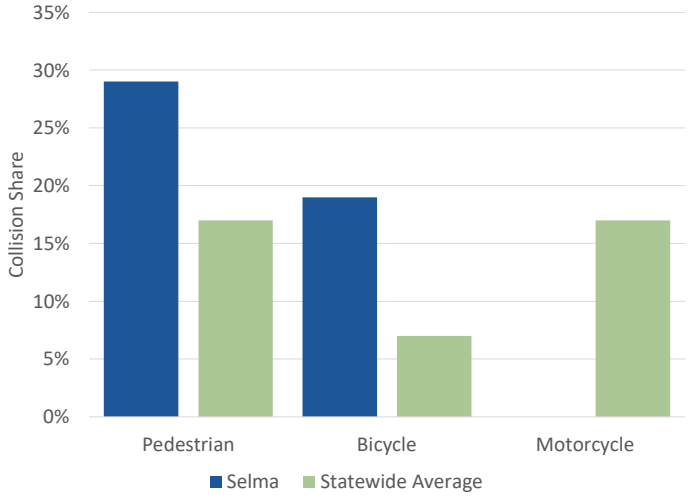
- 629 reported collisions between 1/1/2015 and 12/31/2019
- 4% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	3 (10%)	3 (10%)	11 (38%)	10 (35%)	2 (7%)	29 (4.5%)
Bicycle Involved	3 (10%)	1 (3%)	12 (41%)	9 (31%)	4 (15%)	29 (4.5%)
Vehicle Only or Vehicle-Fixed Object	5 (1%)	6 (1%)	50 (9%)	140 (24%)	370 (65%)	571 (91%)
Reported Collisions (% of total)	11 (100%)	10 (100%)	73 (100%)	159 (100%)	376(100%)	629 (100%)
Severity Share of Reported Collisions	2%	2%	11%	25%	60%	100%

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Fatal/Severe Collisions Compared to Statewide Trends

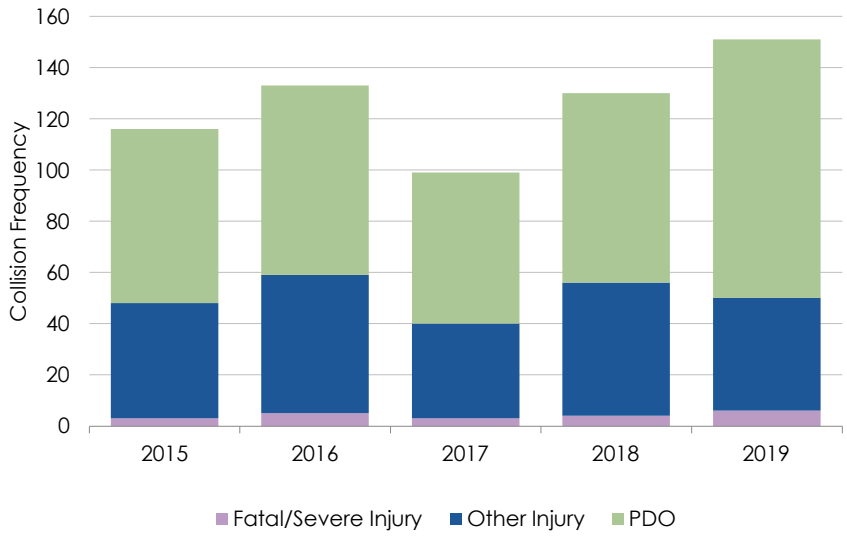


- Higher share of both pedestrian and bicycle collisions
- No reported motorcycle collisions

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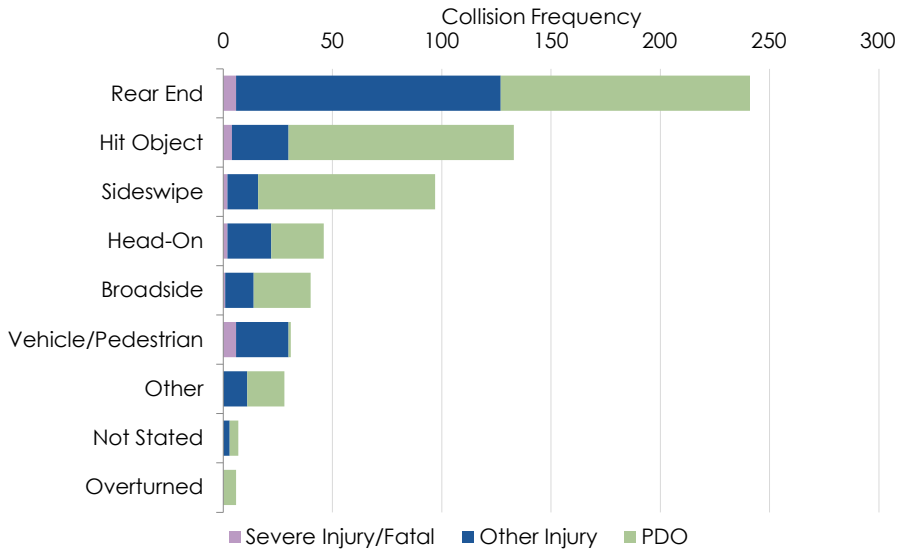
Year-Over-Year Collision Trends



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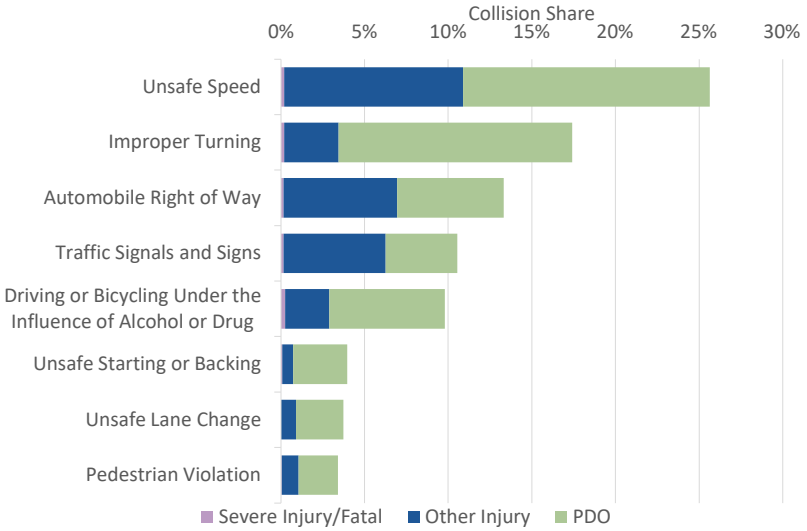
Collisions by Type



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Collisions by Primary Collision Factor



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Pedestrian Collisions

- There were 29 total pedestrian-involved collisions
- There were 6 fatal/severe injury pedestrian-involved collisions (20%)

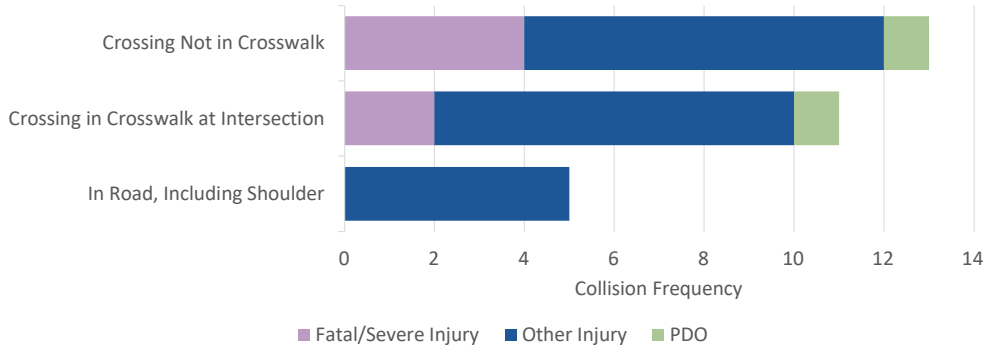
	Fatal (% of Total)	Severe Injury (% of Total)	Other Injury (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	3 (10%)	3 (10%)	21 (72%)	2 (8%)	29 (100%)

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Pedestrian Collisions by Reported Action and Location

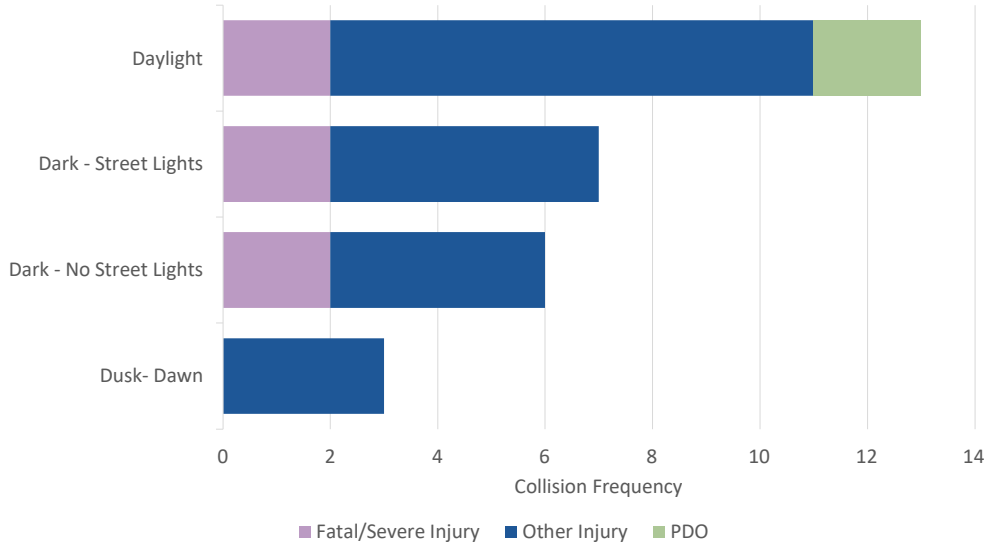
- All reported fatal and severe injury pedestrian collisions occurred when a pedestrian was crossing not in a crosswalk or crossing at a crosswalk in an intersection



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Pedestrian Collisions by Lighting



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Bicyclist Collision

- There were 29 reported bicycle collisions
- 4 collisions (14%) resulted in a fatality or severe injury

	Fatal (% of total)	Severe Injury (% of total)	Other Injury (% of total)	Property Damage Only (% of total)	Total (% of total)
Bicycle Involved	3 (10%)	1 (4%)	21 (72%)	4 (14%)	29 (100%)

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High Priority Locations

#	Location	Type	Collision Severity Score	Total Number of Collisions	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	Property Damage Only Collisions
1	MCCALL AVE & GOLDRIDGE ST	Intersection (Unsignalized) - Urban	77.51	4	0	2	0	1	1
2	FLORAL AVE FROM WEST OF DE WOLF AVE TO EAST OF LEONARD AVE	Segment	70.02	8	2	0	1	1	4
3	MOUNTAIN VIEW AVE FROM WEST OF MCCALL AVE TO EAST OF MCCALL AVE	Segment	68.40	5	1	1	1	0	2
4	WHITSON ST & GAITHER ST	Intersection (Unsignalized) - Urban	40.88	5	1	0	0	2	2
5	SECOND ST & YOUNG ST	Intersection (Unsignalized) - Urban	40.06	6	0	1	0	1	4
6	FLORAL AVE & FRONT ST	Intersection (Unsignalized) - Urban	39.86	5	1	0	0	1	3
7	THOMPSON AVE & FRONT ST	Intersection (Unsignalized) - Urban	39.46	3	0	1	0	1	1
8	MITCHELL AVE & NELSON BLVD	Intersection (Unsignalized) - Urban	38.65	4	1	0	0	0	3
9	MCCALL AVE & VALLEY VIEW AVE	Intersection (Unsignalized) - Urban	38.45	3	0	1	0	0	2
10	THOMPSON AVE & NEBRASKA AVE	Intersection (Unsignalized) - Urban	38.45	3	0	1	0	0	2

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Discussion and Questions

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Welcome

- Introductions
- Today's Agenda
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  - Existing Conditions for City of Huron
  - Existing Conditions for City of Selma
  - Existing Conditions for City of Orange Cove
  - Upcoming Work Activities

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Orange Cove – Existing Conditions

- There were three reported collisions between 1/1/2015 and 12/31/2019
  - This is based on what was cited by the responding officer
- In relocating crashes for the purpose of spatial analysis, it appears some collisions did occur within the City but were recorded as having occurred in unincorporated county

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Collision A

- Severity of fatality
- Rear-end collision
- PCF of unsafe lane change
- A truck collided with a parked motor vehicle
- Alcohol was involved
- Lighting condition of dark with street lights
- Occurred in the month of January and in the hour of 10 PM to 11 PM

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Collision B

- Severity of fatality
- Broadside collision
- PCF of traffic signals and signs
- Lighting condition of dusk-dawn
- Clear weather, dry road condition
- Occurred in the month of April and in the hour of 4 PM to 5 PM

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Collision C

- Severity of property damage only
- Broadside collision
- PCF of other improper driving
- Lighting condition of daylight
- Clear weather, dry road condition
- Occurred in the month of November and in the hour of 2 PM to 3 PM

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High Priority Locations

#	Location	Type	Collision Severity Score	Total Number of Collisions	Fatal Collisions	Severe Injury Collisions	Other Visible Injury Collisions	Complaint of Pain Collisions	Property Damage Only Collisions
1	MONSON AVE & MANNING AVE*	Intersection (Unsignalized) - Urban	45.68	5	0	1	3	1	0
2	HILLS VALLEY RD FROM C ST TO NORTH OF AVENUE 464	Segment	32.93	1	1	0	0	0	0
3	ANCHOR AVE FROM PARLIER AVE TO NORTH OF SOUTH AVE	Segment	32.93	1	1	0	0	0	0
4	MANNING AVE FROM WEST OF HILL AVE TO ANCHOR AVE*	Segment	3.43	7	0	0	0	2	5
5	SUMMER AVE FROM MONSON AVE TO ANCHOR AVE	Segment	1.22	1	0	0	0	1	0
6	MONSON AVE FROM NORTH OF MANNING AVE TO SOUTH OF MANNING AVE*	Segment	1.22	1	0	0	0	1	0
7	MONSON AVE & SOUTH AVE*	Intersection (Unsignalized) - rural	1.22	1	0	0	0	1	0
8	TENTH ST & PARK ST	Intersection (Unsignalized) - Urban	0.2	1	0	0	0	0	1
9	PARLIER AVE FROM WEST OF ANCHOR AVE TO EAST OF ANCHOR AVE*	Segment	0.2	1	0	0	0	0	1

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  - Existing Conditions for City of Selma
  - Existing Conditions for City of Orange Cove
  - Upcoming Work Activities

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Upcoming Work Activities

- Your comments on existing conditions
  - Please provide by **June 3, 2021**
- Our activities
  - Finalize existing conditions
  - Start identifying countermeasures and strategies
  - Continue conversations on high priority locations

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AGENDA ITEM NO. 7.

MLRSP

Multijurisdictional
Local Road Safety Plan

Local Working Group A – Meeting #2

August 24, 2021



1

Welcome

- Introductions

Reminder: Provide names and contact information for **focus group meeting participants by August 31st.**

- Today's Agenda
  - Draft Countermeasure Recommendations
  - HSIP Strategy Recommendations
  - Draft LRSP Vision and Goals
  - Upcoming Work Activities

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Draft Countermeasure Recommendations

- Countermeasures from the Fresno Regional Safety Plan toolbox
- Priority assigned based on effectiveness to address local agency's top collision types and primary collision factors
- Summary of high priority countermeasures and associated collision locations

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High Priority Countermeasures

Roadways

Countermeasure	Crash Type	Clovis	County
Street Lighting	Night	•	•
Remove/Relocate Fixed Objects	Hit Object, Unsafe Speed		•
Install Guardrails	Hit Object, Unsafe Speed		•
Install Raised Median	Improper Turning		•
Road Diet	Hit Object, Unsafe Speed	•	•
Widen Shoulder	Sideswipe, Hit Object, Unsafe Speed		•
High Friction Surface Treatment	Hit Object, Unsafe Speed	•	•
Install/Upgrade Fluorescent Signs	Hit Object, Unsafe Speed	•	•
Dynamic/Variable Speed Warning Signs	Hit Object, Unsafe Speed	•	•
Install Edgelines and Centerlines	Hit Object, Unsafe Speed		•
Install Edgeline Rumble Strips/Stripes	Hit Object, Unsafe Speed		•
Install Dynamic Regulatory Speed Warning Signs	Poor Weather Conditions		•

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High Priority Countermeasures

Signalized Intersections

Countermeasure	Crash Type	Clovis	County
Street Lighting	Night	•	
Improve Signal Hardware	Broadside	•	
Install Advanced Warning Flashing Beacons	Unsafe Speed	•	
Roundabout	Broadside	•	

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High Priority Countermeasures

Unsignalized Intersections

Countermeasure	Crash Type	Clovis	County
Street Lighting	Night	•	
Install/Upgrade Stop Signs or Warning/ Regulatory Signs	Broadside	•	
Upgrade Intersection Markings	Broadside	•	
Install Splitter Islands for Minor Street	Broadside	•	

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High Priority Countermeasures

Pedestrian and Bicycle

Countermeasure	Crash Type	Clovis	County
Install Sidewalk / Pathway	Pedestrian	•	
Install Pedestrian Crossing	Pedestrian	•	
Install/Upgrade Enhanced Pedestrian Crossings	Pedestrian	•	
Install Pedestrian Countdown Heads	Pedestrian	•	
Install Raised Median Refuge Islands	Pedestrian	•	
Install Bike Lanes	Overrepresented Bicycle	•	
Bike Lane Extensions Through Intersections	Overrepresented Bicycle	•	
Bike Boxes	Overrepresented Bicycle	•	

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Clovis – Collision Overview

Top 3 Fatal & Severe Injury Collision Types

- Broadside – 23%
- Vehicle-Pedestrian – 23%
- Hit Object – 18%

Top 3 Fatal & Severe Injury Primary Collision Factors

- Pedestrian Violation – 20%
- DUI – 16%
- Unsafe Speed – 13%

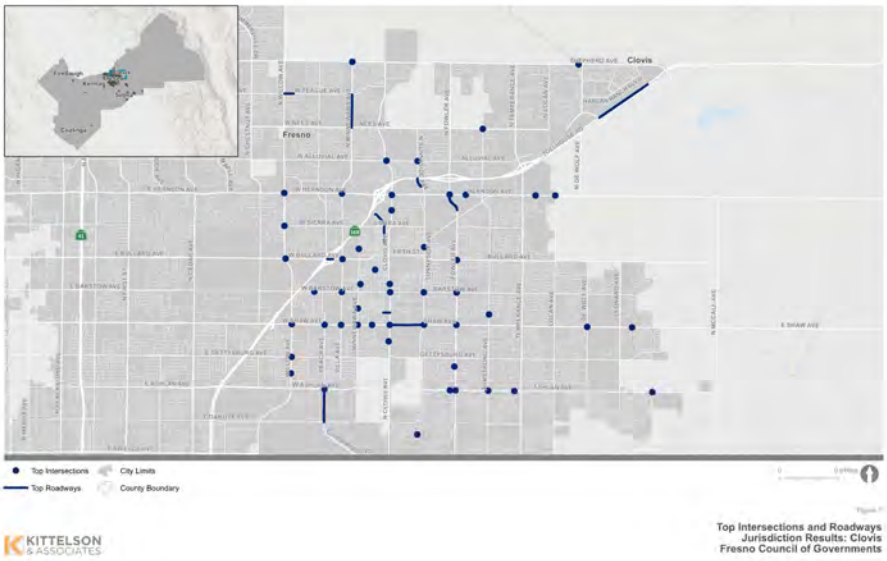
Exceeds Statewide Pedestrian Collision Average

Exceeds Statewide Bicycle Collision Average

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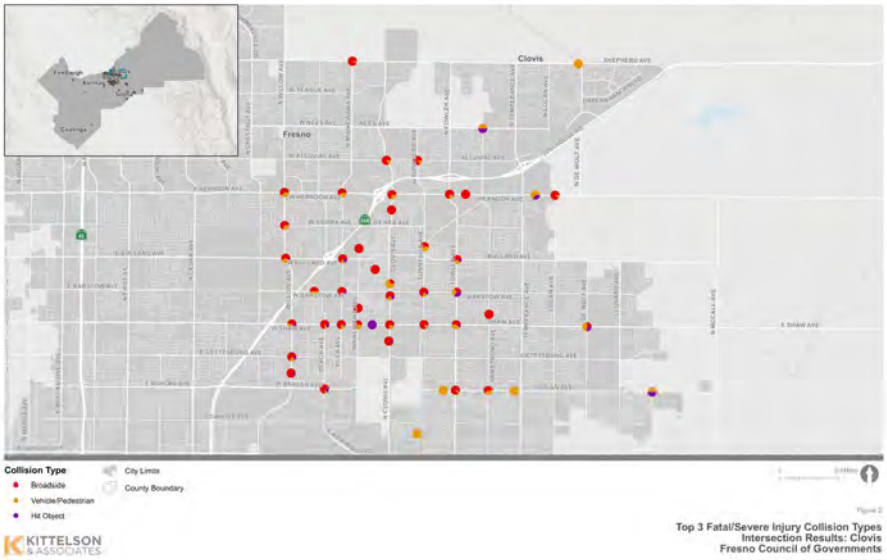
8

Clovis – Top Locations



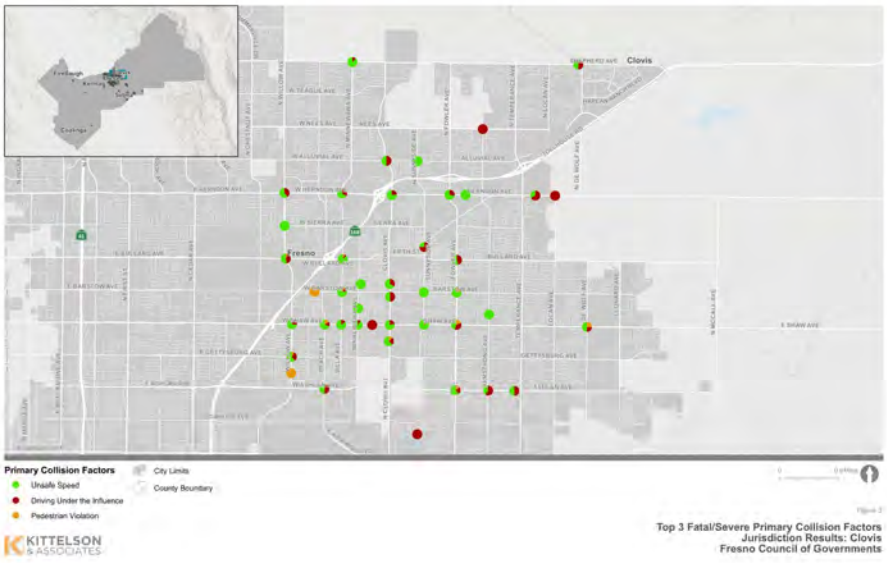
9

Clovis – Top Collision Type Locations



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Clovis – Top PCF Locations



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Unincorporated Fresno County - Collision Overview

Top 3 Fatal & Severe Injury Collision Types

- Broadside – 30%
- Hit Object – 25%
- Overturned– 14%

Top 3 Fatal & Severe Injury Primary Collision Factors

- Improper Turning – 27%
- DUI – 21%
- Unsafe Speed – 15%

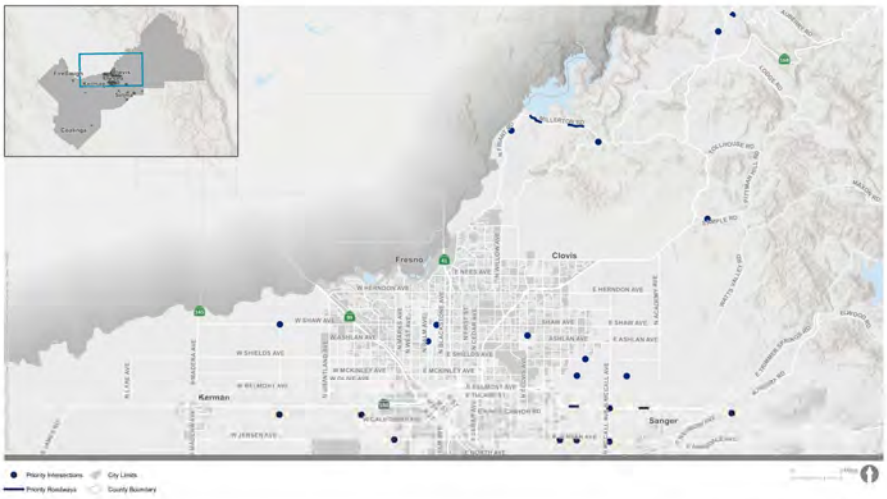
Does not Exceed Statewide Pedestrian Collision Average

Does not Exceed Statewide Bicycle Collision Average

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Unincorporated Fresno County – Top Locations



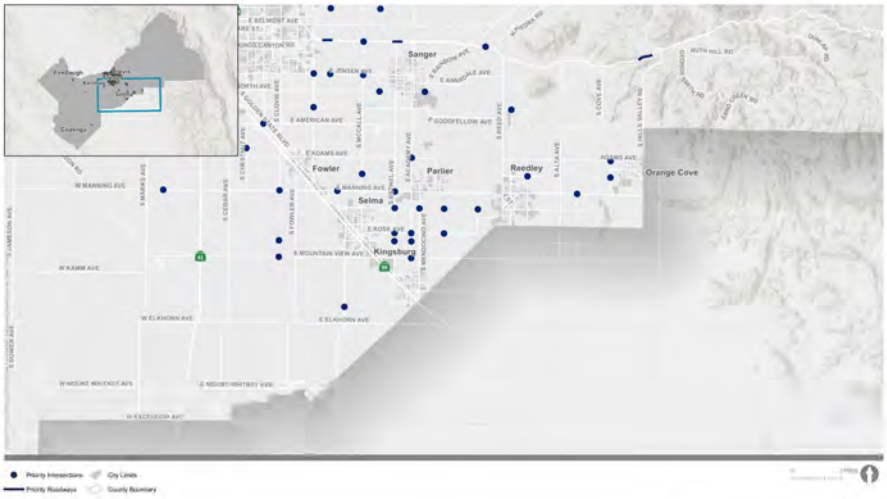
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Intersection Top 3 Collision Types
Jurisdiction Results: Unincorporated Fresno County
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Unincorporated Fresno County – Top Locations



KITTELSON & ASSOCIATES

Intersection Top 3 Collision Types
Jurisdiction Results: Unincorporated Fresno County
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Unincorporated Fresno County – Top Locations



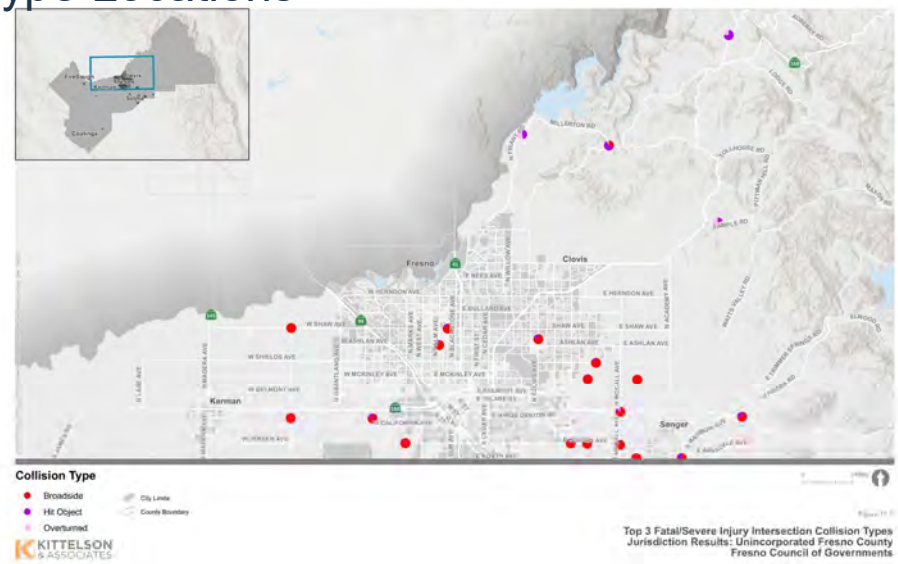
KITTELSON & ASSOCIATES

Intersection Top 3 Collision Types
Jurisdiction Results: Unincorporated Fresno County
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Unincorporated Fresno County – Top Collision Type Locations



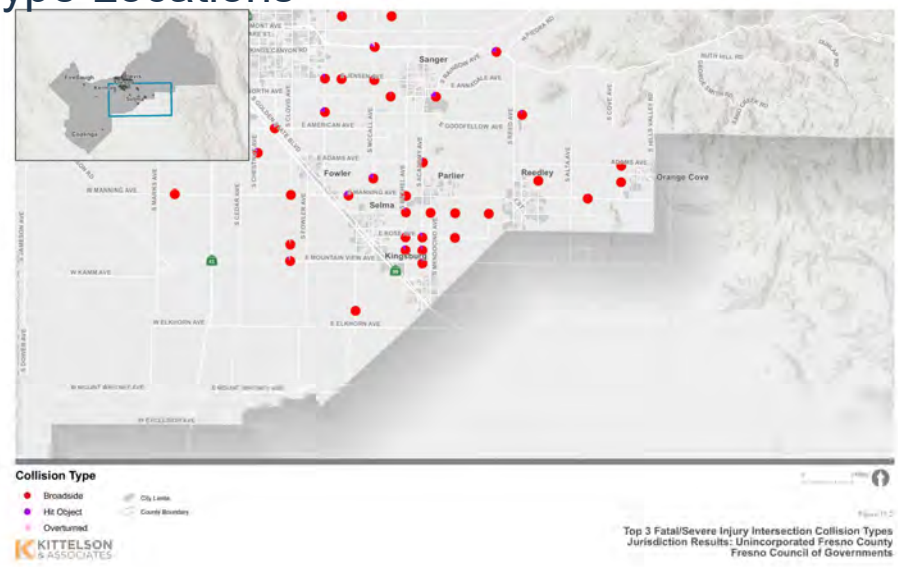
KITTELSON & ASSOCIATES

Top 3 Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Unincorporated Fresno County
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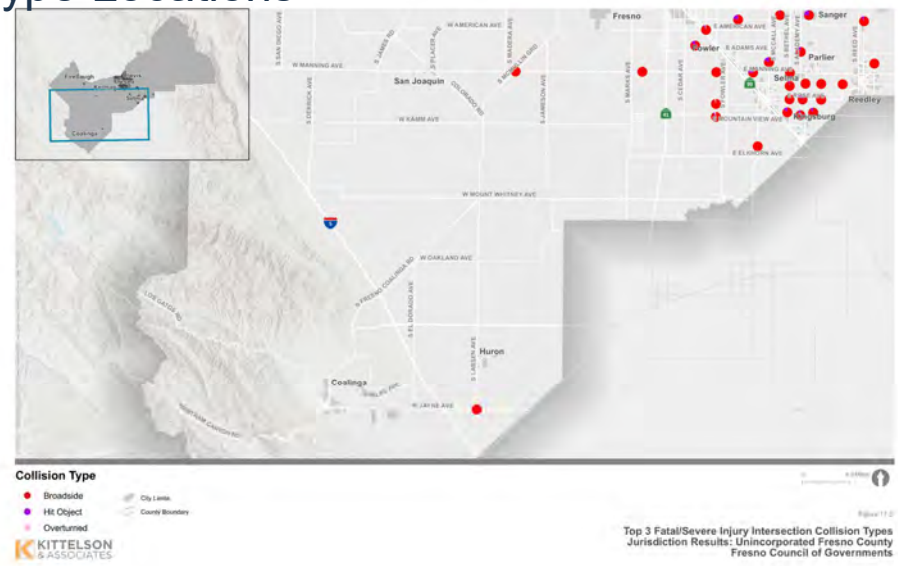
Unincorporated Fresno County – Top Collision Type Locations



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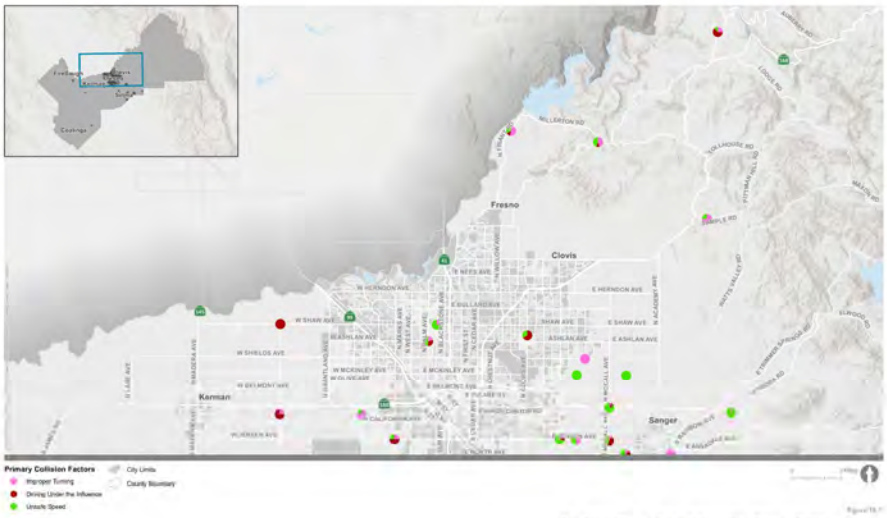
Unincorporated Fresno County – Top Collision Type Locations



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Unincorporated Fresno County – Top PCF Locations



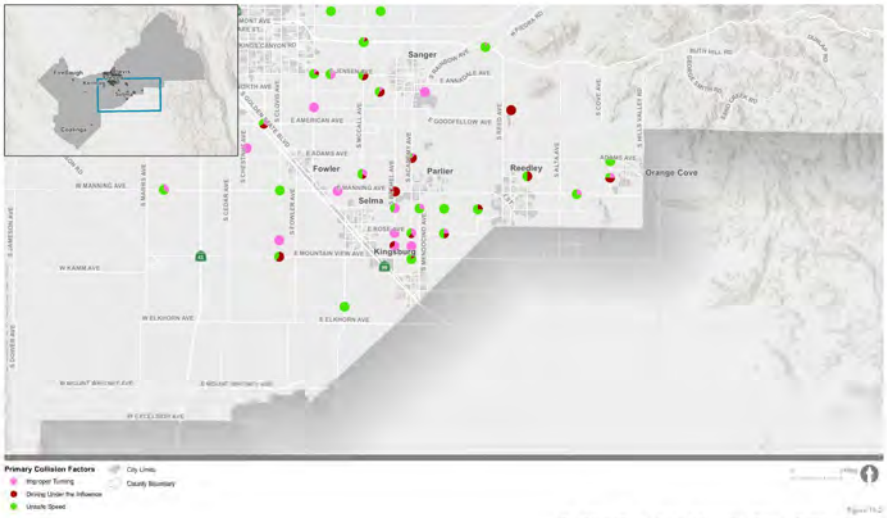
KITTELSON & ASSOCIATES

Top 3 Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Unincorporated Fresno County
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Unincorporated Fresno County – Top PCF Locations



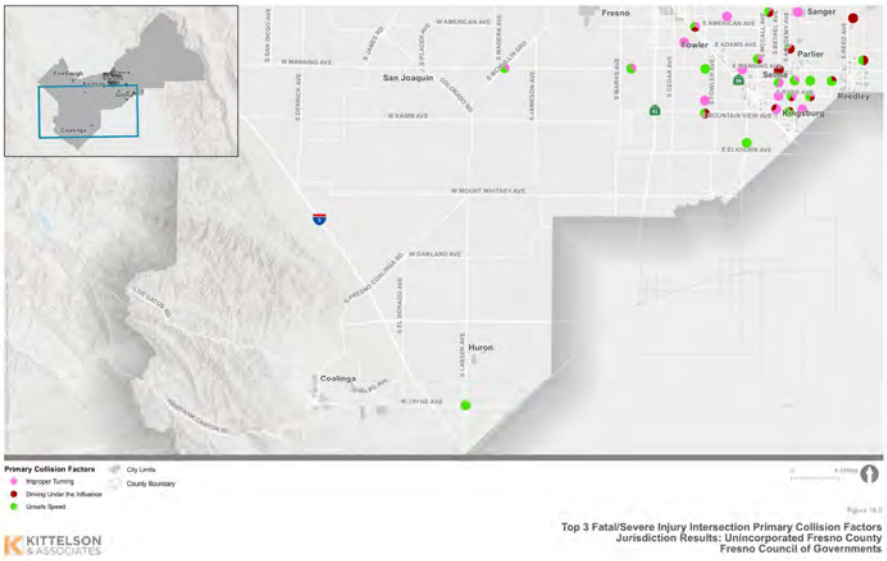
KITTELSON & ASSOCIATES

Top 3 Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Unincorporated Fresno County
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Unincorporated Fresno County – Top PCF Locations



Top 3 Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Unincorporated Fresno County
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HSIP Strategy Development

Benefit-to-Cost Ratio (BCR) Projects

- Reliant on crash history to quantify benefit
- Countermeasures have a crash reduction factor to quantify benefit
  - Can combine multiple countermeasures
- Cost is estimated through concept development
  - Low-cost countermeasures help increase BCR
  - Minimize non-safety-related components to help increase BCR
- Needs to address a Statewide Challenge Area
- Highest BCRs are typically selected

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HSIP Strategy Development

Set-asides

- Not reliant on a BCR
- Past Categories:
  - Pedestrian Crossing Enhancements ($250k max award)
  - Installing Edgelines ($250k max award)
  - Guardrail Upgrades ($1M max award)
  - Tribes ($250k max award)

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HSIP Strategy Development

LRSP Project Scope

- Identify up to **two** strategies per local agency
- Prepare corresponding HSIP applications for each local agency

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Unincorporated Fresno County – Existing Conditions

- 18,314 reported collisions between 1/1/2015 and 12/31/2019
- 7% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Total
Pedestrian Involved (% of column)	35 (10%)	39 (4%)	42 (2%)	24 (1%)	4 (0%)	144 (1%)
Bicycle Involved (% of column)	14 (4%)	23 (3%)	51 (2%)	29 (1%)	11 (0%)	128 (1%)
Vehicle Only or Vehicle-Fixed Object (% of column)	308 (86%)	830 (93%)	2,348 (96%)	3,566 (98%)	10,990 (100%)	18,042 (98%)
Reported Collisions [% of total]	357 [2%]	892 [5%]	2,441 [13%]	3,619 [20%]	11,005 [60%]	18,314 [100%]

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Unincorporated Fresno County – HSIP Strategies

Strategy 1: Systemic Roadway Segment Treatments

This strategy would include a combination of edgeline striping, rumble strips, and curve warning signs.

Why?

Hit object and overturned vehicles were top collision types that can be addressed with these countermeasures. Many roadways within Unincorporated Fresno County are two lanes with a rural setting. This applies low-cost improvements that can benefit many historical crashes.

We successfully received HSIP grant funding for Stanislaus County using a similar approach.

Where?

Applied across multiple roads in Unincorporated Fresno County. We would identify miles of roadways prone to run-off road and night time crashes using a data evaluation tool and develop the extents of the roadways to include.

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Unincorporated Fresno County – HSIP Strategies

Strategy 2: Systemic Unsignalized Intersection Treatments

This strategy would include a combination of improved signing and marking, transverse rumble strips, advanced warning signs, and median island splitters.

Why?

Broadside was a top collision type that can be addressed with these countermeasures. Many intersections within Unincorporated Fresno County are unsignalized and on high speed roadways. This applies low-cost improvements that can benefit many historical crashes.

We successfully received HSIP grant funding for Stanislaus County using a similar approach.

Where?

Applied at numerous unsignalized intersections in Unincorporated Fresno County. We would identify locations with certain typologies prone to broadside and rear-end crashes using a data evaluation tool and develop a list of intersections to include.

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Unincorporated Fresno County – HSIP Strategies

Strategy 3: Single Site

This strategy would focus an improvement project on a location with a high crash severity score.

Why?

Providing countermeasures to a single location that has a high crash severity score based on historical crashes can fund needed improvements. Reasons for improvement vary by location. More than one location can potentially be combined if the treatments are similar and the BCR remains competitive.

Where?

Potential options based on the crash severity score rankings include:

a. **Auberry Road / Frazier Road:** unsignalized intersection enhancements specific to the triangle of intersections at this location.
b. **Auberry Road / Old Auberry Road:** provide roadway and unsignalized intersection enhancements.
c. **McCall Ave / Jensen Ave:** provide signalized intersection and pedestrian enhancements.

Other locations of interest to the County that does not have a recent or planned improvement.

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Discussion & Questions

Fresno Council of Governments

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Clovis – Existing Conditions

- 3,507 reported collisions between 1/1/2015 and 12/31/2019
- 2% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Total
Pedestrian Involved (% of column)	4 (40%)	11 (24%)	25 (9%)	41 (4%)	9 (1%)	90 (3%)
Bicycle Involved (% of column)	1 (10%)	4 (9%)	31 (11%)	59 (6%)	23 (1%)	118 (3%)
Vehicle Only or Vehicle-Fixed Object (% of column)	5 (50%)	31 (67%)	221 (80%)	941 (90%)	2,101 (98%)	3,299 (94%)
Reported Collisions [% of total]	10 [1%]	46 (1%)	277 [8%]	1,041 [30%]	2,133 [60%]	3,507 [100%]

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Clovis – HSIP Strategies

Strategy 1: Site Specific

This strategy would focus an improvement project on one location with a high crash severity score.

Why?

Providing countermeasures to locations that have a high crash severity score based on historical crashes can fund needed improvements. This strategy would combine signalized intersection enhancements and pedestrian enhancements specific to the location.

Where?

One or more of the three locations identified in the Regional Safety Plan:

a. **Fowler Avenue / Ashlan Avenue**
b. **Clovis Avenue / Barstow Avenue & Railroad Avenue / Barstow Avenue**
c. **Sunnyside Avenue / Barstow Avenue**

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Clovis – HSIP Strategies

Strategy 2: Systemic Signalized Intersection Improvements

This strategy would provide improvement projects at multiple signalized intersection locations that would benefit from similar treatments. This strategy would combine signalized intersection enhancements and pedestrian enhancements specific to these locations.

We would need to confirm the 29 signalized intersections that received HSIP Cycle 9 funding for pedestrian push button and countdown heads and determine if and how those locations could be included.

Why?

Providing countermeasures to locations that have a high crash severity score based on historical crashes can fund needed improvements. In particular, pedestrian-related collisions at signalized intersections was reviewed.

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Clovis – HSIP Strategies

Strategy 2: Systemic Signalized Intersection Improvements (continued)

Where?

A list of potential locations that could be combined in the package are provided in the table and represent those with high fatal and severe injury crash history.

Intersection	Fatal	Severe Injury	Other Injury	Total
Fowler Ave / Ashlan Ave	0	2	0	2
Clovis Ave / Barstow Ave & Railroad Ave / Barstow Ave	0	2	2	4
Sunnyside Ave / Barstow Ave	0	2	1	3
Bullard Ave / Villa Ave	1	0	3	4
Herndon Ave / Villa Ave	1	0	1	2
Fowler Ave / Barstow Ave	1	0	2	3

This project could also be expanded to an even more systemic approach that includes a much longer list of signalized intersections in the City that have an intersection of two roadways each having at least four lanes. The exact locations and competitiveness for HSIP would be further developed if of interest.

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Clovis – HSIP Strategies

Strategy 3: Street Lighting Improvements

This strategy would provide pedestrian-level street lighting at several locations.

Why?

A majority of the pedestrian collisions occurred at night time, some with street lights present but potentially not adequate lighting.

Where?

A list of potential locations that could be combined in the package would be developed further based on the location of pedestrian and bicyclist collisions and available lighting.

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Clovis – HSIP Strategies

Strategy 4: Adaptive Signal Technology Corridor

This strategy would build from the HSIP Cycle 10 application for adaptive signal technology on Shaw Avenue and recommend similar enhancements to another corridor.

Why?

Having coordinated signal timing can improve traffic operations and reduce the risk of collisions along the corridor. Adaptive plans allow the timing plans to adjust to real-time traffic for improved coordination and operations.

Where?

Potential corridors would be:

- Ashlan Ave
- Herndon Ave
- Clovis Ave
- Fowler Ave

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Clovis – HSIP Strategies

Strategy 5: Unsignalized Intersection Modifications

This strategy would provide a change in traffic control from a two-way stop to an all-way stop and/or other signing, marking, or operational improvements to unsignalized intersections.

Why?

Several unsignalized intersections with two-way stop control were found to have a crash history. Changing to an all-way stop can reduce the risk of crashes.

Where?

The following locations were identified as initial candidates to include:

- San Jose Ave / Minnewawa Ave
- Holland Ave / Willow Ave
- Clovis Ave / Palo Alto Ave

Locations would be selected with conformation that all-way stop control would provide a benefit to the crash history and also have volumes that help warrant the change.

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Discussion & Questions

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Welcome

- Introductions
- Today's Agenda
  - Draft Countermeasure Recommendations
  - HSIP Strategy Recommendations
  - Draft LRSP Vision and Goals
  - Upcoming Work Activities

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Developing LRSP Vision and Goals

Vision

The vision is the ***dreaming*** component, an idealized future description of your success. The best vision statements describe the desired long term, big picture outcome.

Goals

Goals supplement the vision to help refine the team's focus and work towards outputs and outcomes that are measurable. Common types of goals are:

- a quantifiable approach that includes a number or percent-based reduction,
- an idolized target goal such as "vision zero", "quality environment", or "connected network", or
- an investment-focused goal that discusses resources or funding commitments.

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Unincorporated Fresno County – Draft Vision

Provide a roadway network that enables safe movement throughout the County for all users and modes.

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Unincorporated Fresno County – Draft Goals

1. Use a data-driven approach to identify and prioritize opportunities to reduce the risk of collisions.
2. Implement proven, low-cost engineering countermeasures systemically to maximize funding opportunities across the large geographic County footprint.
3. Partner with adjacent local agencies to promote roadway safety as a priority investment.
4. Reduce the number of annual fatal and severe injury collisions across all public County roadways by 20% by 2026.
5. Engage citizens to provide feedback on roadway safety issues across the County.
6. Facilitate roadway safety stakeholder collaboration to identify effective ways to implement non-engineering strategies at key locations.
7. Reduce the number of lane departure collisions on public County roadways by 25% by 2026.
8. Reduce the number of broadside collisions on public County roadways by 33% by 2026.
9. Establish regular communication between first responders and City staff to discuss ideas, trends, and feedback related to emergency service operations on the roadway network.

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Clovis – Draft Vision

Provide a quality transportation network by committing resources to activities that reduce the risk of fatal and injury collisions for people traveling on public roads.

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Clovis – Draft Goals

1. Regularly review data-informed analysis and community needs to identify and prioritize opportunities to reduce collision risk.
2. Reduce the number of annual fatal and severe injury collisions across all public City roadways by 25% by 2026.
3. Reduce the number of pedestrian and bicycle collisions on public City roadways by 50% by 2026.
4. Implement proven roadway safety countermeasures systemically to target common collision types
5. Partner with other local agencies to promote roadway safety as a priority investment.
6. Provide opportunities for citizen engagement in identifying issues and developing solutions for roadway safety across the community.
7. Establish regular communication between first responders and City staff to discuss ideas, trends, and feedback related to emergency service operations on the roadway network.

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Additional Goals for Consideration

In addition to the goals provided, additional goals related to the following topics could be added depending on the need and desire of each local agency:

- Policy changes
- Design standard updates / modifications
- Fee programs that fund safety countermeasures
- Encourage change in roadway travel behavior through proven and equitable enforcement and educational strategies

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Welcome

- Introductions

- Today's Agenda
  - Draft Countermeasure Recommendations
  - HSIP Strategy Recommendations
  - Draft LRSP Vision and Goals
  - Upcoming Work Activities

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Upcoming Work Activities

- Items for further input on
  - **August 31st** deadline for confirm focus group meeting participants
  - **September 10th** deadline for confirmation/clarity on HSIP strategy
  - **September 17th** deadline for comments on vision and goals
- Our activities
  - Conduct focus group meetings
  - Finalize countermeasure recommendations
  - Advance agreed upon HSIP Strategy
  - Start drafting the MLRSP final document

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Upcoming Work Activities

- Next and Final Round of LWG Meetings
  - Late November 2021/Early December 2021
  - Topics
    - Draft MLRSP – Each Local Agency's LRSP
    - Update on HSIP Applications

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AGENDA ITEM NO. 7.

MLRSP

Multijurisdictional
Local Road Safety Plan

Local Working Group B –
Meeting #2

August 24, 2021



1

Welcome

Reminder: Provide names and contact information for **focus group meeting participants by August 31st.**

- Introductions
- Today's Agenda
  - Draft Countermeasure Recommendations
  - HSIP Strategy Recommendations
  - Draft LRSP Vision and Goals
  - Upcoming Work Activities

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Draft Countermeasure Recommendations

- Countermeasures from the Fresno Regional Safety Plan toolbox
- Priority assigned based on effectiveness to address local agency's top collision types and primary collision factors
- Summary of high priority countermeasures and associated collision locations

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High Priority Countermeasures

Roadways

Countermeasure	Crash Type	F	K	M	SJ
Street Lighting	Night	•		•	
Remove/Relocate Fixed Objects	Hit Object, Unsafe Speed	•		•	
Install Guardrails	Hit Object, Unsafe Speed	•		•	
Install Raised Median	Head On		•		
Road Diet	Hit Object, Unsafe Speed	•		•	
Widen Shoulder	Sideswipe, Unsafe Speed	•		•	
High Friction Surface Treatment	Rear End, Unsafe Speed			•	
Install/Upgrade Fluorescent Signs	Hit Object, Unsafe Speed	•		•	
Dynamic/Variable Speed Warning Signs	Hit Object, Unsafe Speed	•		•	
Install Edgelines and Centerlines	Hit Object, Head On, Unsafe Speed	•	•	•	
Install Centerline Rumble Strips/Stripes	Head On, Sideswipe	•	•	•	
Install Edgeline Rumble Strips/Stripes	Hit Object, Unsafe Speed	•		•	
Install Dynamic Regulatory Speed Warning Signs	Hit Object	•			

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High Priority Countermeasures

Signalized Intersections

Countermeasure	Crash Type	F	K	M	SJ
Street Lighting	Night	•		•	•
Improve Signal Hardware	Rear End			•	
Provide Dilemma-Zone Detection	Rear End			•	
Install Advanced Warning Flashing Beacons	Unsafe Speed, Rear End			•	
No Right-Turn on Red	Pedestrian	•	•	•	
Roundabout	All	•			

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High Priority Countermeasures

Unsignalized Intersections

Countermeasure	Crash Type	F	K	M	SJ
Street Lighting	Night	•		•	•
Install/Upgrade Stop Signs or Warning/ Regulatory Signs	All			•	
Upgrade Intersection Markings	All			•	
Install Splitter Islands for Minor Street	Rear End			•	
Roundabout	All	•			

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High Priority Countermeasures

Pedestrian and Bicycle

Countermeasure	Crash Type	F	K	M	SJ
Install Sidewalk / Pathway	Pedestrian	•	•	•	
Install/Upgrade Enhanced Pedestrian Crossings	Pedestrian	•	•	•	
Install/Upgrade Enhanced Pedestrian Crossings at Uncontrolled Locations	Pedestrian	•	•	•	
Implement a Leading Pedestrian Interval	Pedestrian			•	
Install Raised Median Refuge Islands	Pedestrian	•	•	•	

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Firebaugh – Collision Overview

Top 3 Fatal & Severe Injury Collision Types

- Vehicle-Pedestrian – 50% (3 collisions)
- Head on – 17% (1 collision)
- Hit Object – 17% (1 collision)

Top 3 Fatal & Severe Injury Primary Collision Factors

- Pedestrian Violation – 50%
- Automobile Right of Way – 15%
- Other Improper Driving – 15%

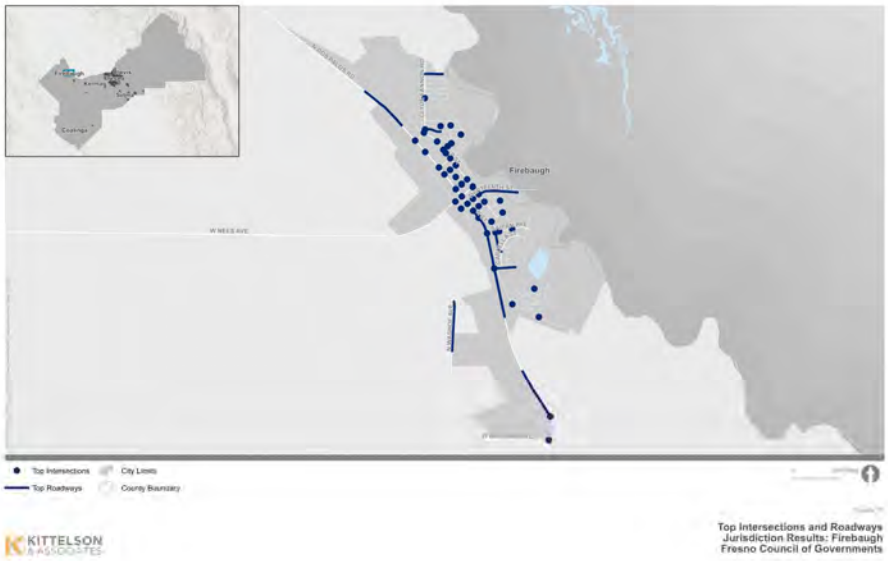
Exceeds Statewide Pedestrian Collision Average

Does not Exceed Statewide Bicycle Collision Average

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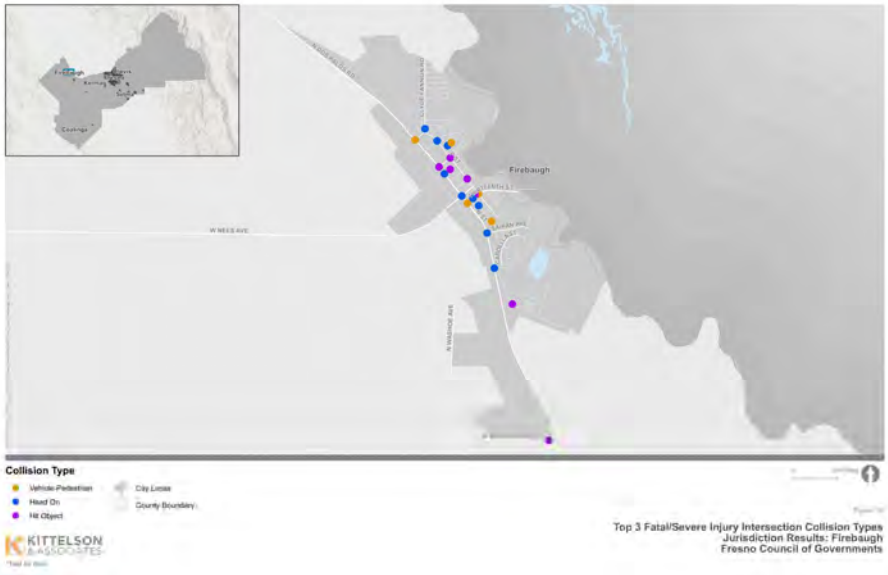
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Firebaugh – Top Locations



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Firebaugh – Top Collision Type Locations



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Firebaugh – Top PCF Locations



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Kerman - Collision Overview

Top 3 Fatal & Severe Injury Collision Types

- Vehicle-Pedestrian – 40% (2 collisions)
- Head on – 20% (1 collision)
- Rear end – 20% (1 collision)
- Sideswipe – 20% (1 collision)

Top 3 Fatal & Severe Injury Primary Collision Factors

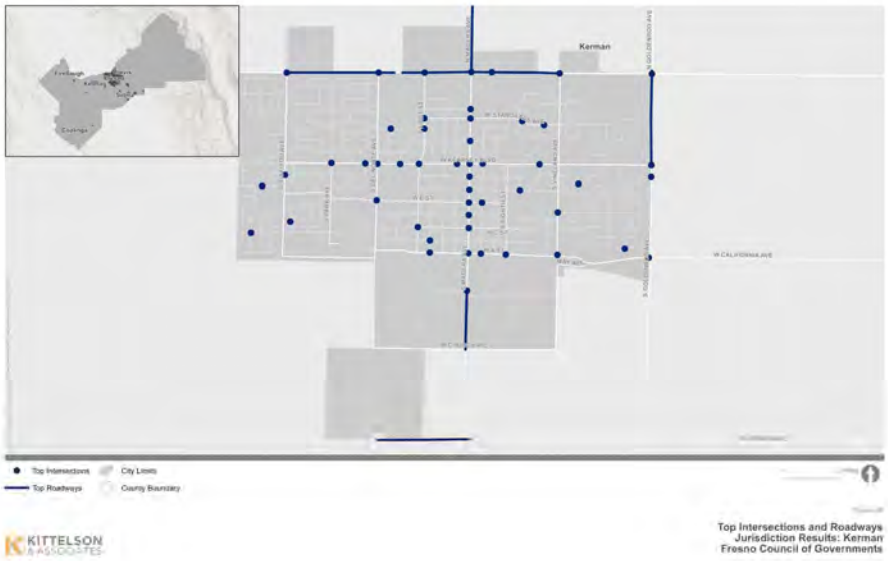
- Pedestrian Right of Way – 40% (2 collisions)
- DUI – 40% (2 collisions)
- Other Violation – 20% (1 collision)

Exceeds	Statewide Pedestrian Collision Average
Does not Exceed	Statewide Bicycle Collision Average

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Kerman – Top Locations



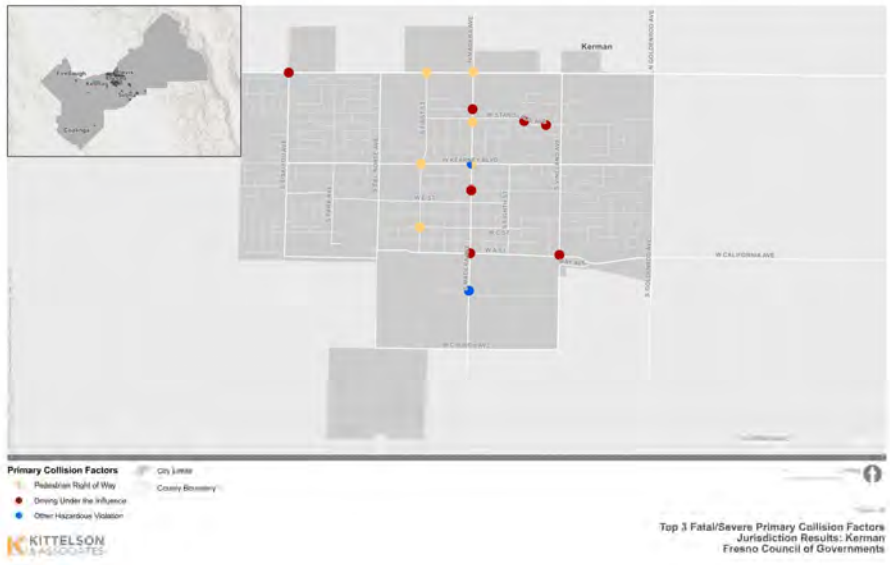
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Kerman – Top Collision Type Locations



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Kerman – Top PCF Locations



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Mendota - Collision Overview

Top 3 Fatal & Severe Injury Collision Types

- Vehicle-Pedestrian – 50% (3 collisions)
- Rear end – 33% (2 collisions)
- Sideswipe – 17% (1 collision)

Top 3 Fatal & Severe Injury Primary Collision Factors

- Automobile Right of Way – 33% (2 collisions)
- Pedestrian Right of Way – 33% (2 collisions)
- Unsafe Speed – 17% (1 collision)
- Pedestrian Violation – 17% (1 collision)

Exceeds	Statewide Pedestrian Collision Average
Does not Exceed	Statewide Bicycle Collision Average

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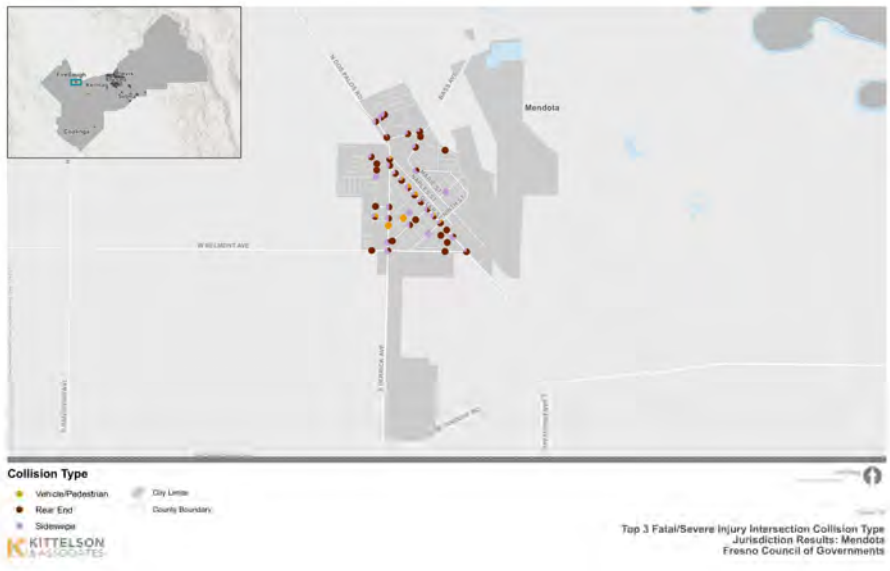
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Mendota – Top Locations



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Mendota – Top Collision Type Locations



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Mendota – Top PCF Locations



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San Joaquin – Existing Conditions

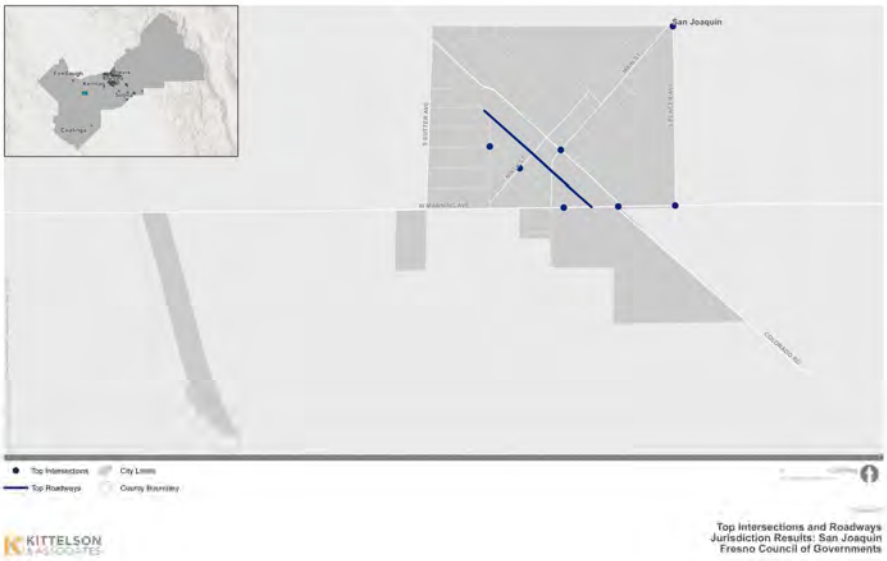
- 2 reported collisions between 1/1/2015 and 12/31/2019

1. PDO: Idaho Ave / 9th St intersection, a vehicle hit object from improper turning at 1 PM with dry conditions. Alcohol was involved.
2. Complaint of Pain: South Main St north of West Colorado Ave, a vehicle hit object from driving under the influence at 12 AM in dark with streetlights and dry conditions.

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San Joaquin – Top Locations



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San Joaquin – Top Collision Type Locations



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San Joaquin – Top PCF Locations



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HSIP Strategy Development

Benefit-to-Cost Ratio (BCR) Projects

- Reliant on crash history to quantify benefit
- Countermeasures have a crash reduction factor to quantify benefit
  - Can combine multiple countermeasures
- Cost is estimated through concept development
  - Low-cost countermeasures help increase BCR
  - Minimize non-safety-related components to help increase BCR
- Needs to address a Statewide Challenge Area
- Highest BCRs are typically selected

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HSIP Strategy Development

Set-asides

- Not reliant on a BCR
- Past Categories:
  - Pedestrian Crossing Enhancements ($250k max award)
  - Installing Edgelines ($250k max award)
  - Guardrail Upgrades ($1M max award)
  - Tribes ($250k max award)

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HSIP Strategy Development

LRSP Project Scope

- Identify up to **two** strategies per local agency
- Prepare corresponding HSIP applications for each local agency

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Firebaugh – Existing Conditions

- 130 reported collisions between 1/1/2015 and 12/31/2019
- 5% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Total
Pedestrian Involved (% of column)	3 (75%)	0 (0%)	1 (11%)	2 (11%)	1 (1%)	7 (5%)
Bicycle Involved (% of column)	0 (0%)	0 (0%)	0 (0%)	1 (6%)	0 (0%)	1 (1%)
Vehicle Only or Vehicle-Fixed Object (% of column)	1 (25%)	2 (100%)	8 (89%)	15 (83%)	96 (99%)	122 (94%)
Reported Collisions [% of total]	4 [3%]	2 [2%]	9 [7%]	18 [14%]	97 [75%]	130 [100%]

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Firebaugh – HSIP Strategies

Strategy 1: N Street Corridor, Saipan Avenue to 8th Street

This strategy would include a mix of signalized, unsignalized, and pedestrian enhancements at the intersections along N Street. Potential improvements would be high visibility pedestrian crossings, flashing beacons at unsignalized intersections, and signal equipment upgrades.

N Street is a state route and would require coordination with Caltrans.

Why?

Three of the four fatalities in the data were along N Street.

Where?

The proposed limits of the project are N Street between Saipan Avenue and 8th Street. This 3/4-mile stretch of N Street includes two signalized intersections and seven unsignalized intersections.

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Firebaugh – HSIP Strategies

Strategy 2: N Street Roundabouts

This strategy would change traffic control to a roundabout at one or more locations.

Why?

Roundabouts reduce the severity of crashes and also have benefits to reducing travel speed and improving pedestrian crossings.

Where?

Possible locations are along N Street at the intersections of Thirteenth Street, Twelfth Street, or Saipan Avenue.

N Street is a state route and would require coordination with Caltrans.

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Firebaugh – HSIP Strategies

Strategy 3: HSIP Set-aside for Pedestrian Crossing Enhancements

This set-aside could fund low-cost pedestrian crossing enhancements at locations around the City up to a maximum cost of $250,000. Potential enhancements include the following:

- Install pedestrian countdown signal heads,
- Rectangular Rapid Flashing Beacons (RRFB) and other flashing beacons,
- pedestrian crossing/signs,
- advanced yield lines/signs, and
- any other signs/striping modifications related to pedestrian crossings.

Why?

Improving pedestrian crossings can help reduce the risk of future pedestrian fatalities and help reduce vehicle travel speeds. There is no benefit-to-cost ratio requirement for this set-aside, so the improvements can be placed where there is need or desire established from the local agency.

Where?

The limits of involvement could focus on a specific area of town, certain corridors, or along safe route to school paths.

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Discussion & Questions

Fresno Council of Governments

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Kerman – Existing Conditions

- 200 reported collisions between 1/1/2015 and 12/31/2019
- 2% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Total
Pedestrian Involved (% of column)	1 (33%)	1 (50%)	6 (19%)	3 (8%)	1 (1%)	12 (6%)
Bicycle Involved (% of column)	0 (0%)	0 (0%)	1 (3%)	2 (4%)	1 (1%)	4 (2%)
Vehicle Only or Vehicle-Fixed Object (% of column)	2 (67%)	1 (50%)	25 (78%)	38 (88%)	118 (98%)	184 (92%)
Reported Collisions [% of total]	3 [1%]	2 [1%]	32 [16%]	43 [22%]	120 [60%]	200 [100%]

Kerman – HSIP Strategies

Strategy 1: 1st Street and C Street

This strategy would include a combination of installing pedestrian crossing signing and marking, curb ramps, and potential other pedestrian enhancements.

Why?

This location was high ranking on the crash severity score and low-cost countermeasures may score well.

Where?

This would be applied to the intersection of 1st Street and C Street and could also be applied to other similar unsignalized intersections that would provide access to the park or school nearby.

Kerman – HSIP Strategies

Strategy 2: Madera Avenue and Whitesbridge Avenue Signal Improvements

This strategy would include review of the signal timing and equipment to consider installation of retroreflective backplates, coordinated signal timing plans, changes to pedestrian intervals or all-red clearances, and pedestrian crosswalk facilities.

Coordination with Caltrans would be required.

Why?

Most collisions in Kerman occurred on these two corridors and several at the signalized intersections. Low-cost countermeasures that can be implemented to improve traffic operations and increase safety may have multiple benefits.

Where?

The four signals along Madera Avenue between Whitesbridge Avenue and E Street and the four other signals along Whitesbridge Avenue between Siskiyou Avenue and Goldenrod Avenue could be included.

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Kerman – HSIP Strategies

Strategy 3: Madera Avenue Corridor Improvements

This strategy would include review of the signal timing and equipment to consider installation of retroreflective backplates, coordinated signal timing plans, changes to pedestrian intervals or all-red clearances, and pedestrian crosswalk facilities.

Coordination with Caltrans would be required.

Why?

Madera Avenue is a main corridor that has a crash history and potential for low-cost improvements. Modified signal timing, upgraded equipment, and enhanced pedestrian crossings could benefit safety along the entire corridor.

Where?

The four signals along Madera Avenue between Whitesbridge Avenue and E Street would be included. Other non-signalized intersections along Madera Avenue could also be added for pedestrian crossing enhancements.

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Kerman – HSIP Strategies

Strategy 4: HSIP Set-aside for Pedestrian Crossing Enhancements

This set-aside could fund low-cost pedestrian crossing enhancements at locations around the City up to a maximum cost of $250,000. Potential enhancements include the following:

- Install pedestrian countdown signal heads,
- Rectangular Rapid Flashing Beacons (RRFB) and other flashing beacons,
- pedestrian crossing/signs,
- advanced yield lines/signs, and
- any other signs/striping modifications related to pedestrian crossings.

Why?

Improving pedestrian crossings can help reduce the risk of future pedestrian fatalities and help reduce vehicle travel speeds. There is no benefit-to-cost ratio requirement for this set-aside, so the improvements can be placed where there is need or desire established from the local agency.

Where?

The limits of involvement could focus on a specific area of town, certain corridors, or along a safe route to school path. The 1st Street and C Street intersection may be covered in this if the benefit-to-cost ratio for that location is not competitive.

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Discussion & Questions

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Mendota – Existing Conditions

- 348 reported collisions between 1/1/2015 and 12/31/2019
- 2% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Total
Pedestrian Involved (% of column)	2 (67%)	1 (33%)	7 (29%)	3 (6%)	0 (0%)	13 (4%)
Bicycle Involved (% of column)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1 (0.3%)	1 (0%)
Vehicle Only or Vehicle-Fixed Object (% of column)	1 (33%)	2 (66%)	17 (71%)	49 (94%)	265 (99.7%)	334 (96%)
Reported Collisions [% of total]	3 [1%]	3 [1%]	24 [7%]	52 [15%]	266 [76%]	348 [100%]

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Mendota – HSIP Strategies

Strategy 1: Fifth Street and Oller Street

This strategy would include intersection enhancements for the intersection of Fifth Street and Oller Street. Potential improvements include advanced warning signing and marking and pedestrian crossing enhancements.

Why?

This intersection had a fatal crash and two pedestrian-involved crashes. Low-cost countermeasures may score well for the BCR application.

Where?

The focus of the improvements would be on the intersection of Fifth Street and Oller Street and its approaches.

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Mendota – HSIP Strategies

Strategy 2: Oller Street Corridor Improvements

This strategy would include both intersection and roadway enhancements for Oller Street between Derrick Avenue and Belmont Avenue. Potential improvements include upgrading signing and marking, change in traffic control, road diet, street lighting, and pedestrian crossing enhancements.

Why?

Oller Street is a main corridor that has a crash history and potential for low-cost improvements. Modified signal timing, upgraded equipment, and enhanced pedestrian crossings could benefit safety along the entire corridor.

Where?

The four signals along Madera Avenue between Whitesbridge Avenue and E Street would be included. Other non-signalized intersections along Madera Avenue could also be added for pedestrian crossing enhancements.

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Mendota – HSIP Strategies

Strategy 3: HSIP Set-aside for Pedestrian Crossing Enhancements

This set-aside could fund low-cost pedestrian crossing enhancements at locations around the City up to a maximum cost of $250,000. Potential enhancements include the following:

- Install pedestrian countdown signal heads,
- Rectangular Rapid Flashing Beacons (RRFB) and other flashing beacons,
- pedestrian crossing/signs,
- advanced yield lines/signs, and
- any other signs/striping modifications related to pedestrian crossings.

Why?

Improving pedestrian crossings can help reduce the risk of future pedestrian fatalities and help reduce vehicle travel speeds. There is no benefit-to-cost ratio requirement for this set-aside, so the improvements can be placed where there is need or desire established from the local agency.

Where?

The limits of involvement could focus on a specific area of town, certain corridors, or along a safe route to school path.

Fresno Council of Governments

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Mendota – HSIP Strategies

Strategy 4: Derrick Avenue Roundabouts Improvements

This strategy would consider additional locations on Derrick Avenue for roundabout installation or additional roadway features that would complement the planned roundabout project.

Why?

Roundabouts reduce the severity of crashes and also have benefits to reducing travel speed and improving pedestrian crossings. The need based on historical crash data is pending more information on the current Derrick Avenue project.

Where?

The location(s) are to be determined pending more information on the current Derrick Avenue project.

Fresno Council of Governments

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Mendota – HSIP Strategies

Strategy 4: Derrick Avenue Roundabouts Improvements

This strategy would consider additional locations on Derrick Avenue for roundabout installation or additional roadway features that would complement the planned roundabout project.

Why?

Roundabouts reduce the severity of crashes and also have benefits to reducing travel speed and improving pedestrian crossings. The need based on historical crash data is pending more information on the current Derrick Avenue project.

Where?

The location(s) are to be determined pending more information on the current Derrick Avenue project.

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Discussion & Questions

Additional ideas

- upgrading signage to MUTCD standards for size and reflectivity;
- refreshing faded pavement markings (they seem to fade or black out quicker in Mendota than, say Fresno or Clovis and we are trying to figure out why);
- enhance street/pedestrian lighting on 7th Street between Tule and Oller; and
- traffic calming measures to reducing speeding on City streets (alternatives to speed bumps/humps)

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San Joaquin – Existing Conditions

- 2 reported collisions between 1/1/2015 and 12/31/2019

1. PDO: Idaho Ave / 9th St intersection, a vehicle hit object from improper turning at 1 PM with dry conditions. Alcohol was involved.
2. Complaint of Pain: South Main St north of West Colorado Ave, a vehicle hit object from driving under the influence at 12 AM in dark with streetlights and dry conditions.

Fresno Council of Governments

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San Joaquin – HSIP Strategies

Strategy 1: HSIP Set-aside for Pedestrian Crossing Enhancements

This set-aside could fund low-cost pedestrian crossing enhancements at locations around the City up to a maximum cost of $250,000. Potential enhancements include the following:

- Install pedestrian countdown signal heads,
- Rectangular Rapid Flashing Beacons (RRFB) and other flashing beacons,
- pedestrian crossing/signs,
- advanced yield lines/signs, and
- any other signs/striping modifications related to pedestrian crossings.

Why?

Improving pedestrian crossings can help reduce the risk of future pedestrian fatalities and help reduce vehicle travel speeds. There is no benefit-to-cost ratio requirement for this set-aside, so the improvements can be placed where there is need or desire established from the local agency.

Where?

We would look to include the intersections of Main Street/Colorado Avenue and 9th Street/Colorado Avenue. The complete package of improvements could include other intersections that have access to parks, schools, or along certain corridors.

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Discussion & Questions

Due to the low number of crashes in San Joaquin, the benefit-to-cost ratio anticipated for any improvements is anticipated to be low and not competitive.

We additionally considered the HSIP Set-aside for edgelines, but did not find any roadways that need edgelines except perhaps Placer Avenue which does not have adequate width for striping edgelines.

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Welcome

- Introductions
- Today's Agenda
  - Draft Countermeasure Recommendations
  - HSIP Strategy Recommendations
  - Draft LRSP Vision and Goals
  - Upcoming Work Activities

Fresno Council of Governments

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Developing LRSP Vision and Goals

Vision

The vision is the ***dreaming*** component, an idealized future description of your success. The best vision statements describe the desired long term, big picture outcome.

Goals

Goals supplement the vision to help refine the team's focus and work towards outputs and outcomes that are measurable. Common types of goals are:

- a quantifiable approach that includes a number or percent-based reduction,
- an idolized target goal such as "vision zero", "quality environment", or "connected network", or
- an investment-focused goal that discusses resources or funding commitments.

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Firebaugh – Draft Vision and Goals

Vision

Create a roadway network that provides a comfortable environment for all modes of transportation within the City.

Goals

1. Have zero fatal and severe injury collisions on the City roadways by 2026.
2. Systemically implement safety countermeasures proven to reduce fatal and severe crashes across the City's public roadways.
3. Enhance pedestrian facilities and crossings on state routes that are within the City boundary in coordination with Caltrans.
4. Participate in regional activities to promote roadway safety as a priority investment.

Fresno Council of Governments

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Kerman – Draft Vision and Goals

Vision

Enable safe travel for people walking, biking, or moving in or with motorized vehicles on the City's public roadways.

Goals

1. Have zero fatal and severe injury collisions on the City roadways by 2026.
2. Prioritize safety in design of roadway improvements and access to new development.
3. Systemically implement low-cost safety countermeasures proven to reduce fatal and severe crashes.
4. Participate in regional activities to promote roadway safety as a priority investment.

Fresno Council of Governments

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Mendota – Draft Vision and Goals

Vision

To continuously improve our roadways to help all users reach their destination safely.

Goals

1. Have zero fatal and severe injury collisions on the City roadways by 2026.
2. Coordinate with Caltrans on implementing roadway network changes on the state routes that are within the City boundary
3. Systemically implement low-cost safety countermeasures proven to reduce fatal and severe crashes.
4. Participate in regional activities to promote roadway safety as a priority investment.

Fresno Council of Governments

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San Joaquin – Draft Vision and Goals

Vision

Provide an opportunity for safe roadway travel for all.

Goals

1. Have zero fatal and severe injury collisions on the City roadways.
2. Utilize community and traffic safety stakeholder input to identify opportunities to improve roadway safety.
3. Improve available collision data
4. Participate in regional activities to promote roadway safety as a priority investment.

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Additional Goals for Consideration

In addition to the goals provided, additional goals related to the following topics could be added depending on the need and desire of each local agency:

- Policy changes
- Design standard updates / modifications
- Fee programs that fund safety countermeasures
- Encourage change in roadway travel behavior through proven and equitable enforcement and educational strategies

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Welcome

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  - Upcoming Work Activities

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Upcoming Work Activities

- Items for further input on
  - **August 31st** deadline for confirm focus group meeting participants
  - **September 10th** deadline for confirmation/clarity on HSIP strategy
  - **September 17th** deadline for comments on vision and goals
- Our activities
  - Conduct focus group meetings
  - Finalize countermeasure recommendations
  - Advance agreed upon HSIP Strategy
  - Start drafting the MLRSP final document

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Upcoming Work Activities

- Next and Final Round of LWG Meetings
  - Late November 2021/Early December 2021
  - Topics
    - Draft MLRSP – Each Local Agency's LRSP
    - Update on HSIP Applications

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AGENDA ITEM NO. 7.

MLRSP

Multijurisdictional
Local Road Safety Plan

Local Working Group C –
Meeting #2

August 23, 2021



1

Welcome

Reminder: Provide names and contact information for **focus group meeting participants by August 31st.**

- Introductions
- Today's Agenda
  - Draft Countermeasure Recommendations
  - HSIP Strategy Recommendations
  - Draft LRSP Vision and Goals
  - Upcoming Work Activities

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Draft Countermeasure Recommendations

- Countermeasures from the Fresno Regional Safety Plan toolbox
- Priority assigned based on effectiveness to address local agency's top collision types and primary collision factors
- Summary of high priority countermeasures and associated collision locations

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High Priority Countermeasures

Roadways

Countermeasure	Crash Type	C	H	S	OC
Street Lighting	Night	•		•	
Remove/Relocate Fixed Objects	Hit Object			•	
Install Guardrails	Hit Object			•	
Install Raised Median	Improper Turning	•			
Road Diet	Hit Object			•	
Widen Shoulder	Sideswipe	•		•	
High Friction Surface Treatment	Rear End, Hit Object	•		•	
Install/Upgrade Fluorescent Signs	Sideswipe, Hit Object	•		•	
Dynamic/Variable Speed Warning Signs	Hit Object, Unsafe Speed			•	
Install Edgelines and Centerlines	Hit Object, Head On, Unsafe Speed			•	
Install Centerline Rumble Strips/Stripes	Sideswipe	•			
Install Edgeline Rumble Strips/Stripes	Hit Object			•	
Install Dynamic Regulatory Speed Warning Signs	Hit Object			•	

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High Priority Countermeasures

Signalized Intersections

Countermeasure	Crash Type	C	H	S	OC
Street Lighting	Night	●		●	●
Improve Signal Hardware	Rear End, Broadside	●	●	●	●
Provide Dilemma-Zone Detection	Rear End	●	●	●	●
Install Advanced Warning Flashing Beacons	Rear End, Broadside	●	●		●
No Right-Turn on Red	Pedestrian	●			
Roundabout	All	●	●		●

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High Priority Countermeasures

Unsignalized Intersections

Countermeasure	Crash Type	C	H	S	OC
Street Lighting	Night	●		●	●
Install/Upgrade Stop Signs or Warning/ Regulatory Signs	All	●	●	●	●
Upgrade Intersection Markings	All	●	●	●	●
Install Splitter Islands for Minor Street	Rear End	●	●	●	●
Roundabout	All	●	●		●

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High Priority Countermeasures

Pedestrian and Bicycle

Countermeasure	Crash Type	C	H	S	OC
Install Sidewalk / Pathway	Pedestrian	•		•	
Install/Upgrade Enhanced Pedestrian Crossings	Pedestrian	•		•	
Install/Upgrade Enhanced Pedestrian Crossings at Uncontrolled Locations	Pedestrian	•		•	
Install Raised Median Refuge Islands	Pedestrian	•		•	
Install Bike Lanes	Overrepresented Bicycle			•	
Bike Lane Extension Through Intersections	Overrepresented Bicycle			•	
Bike Boxes	Overrepresented Bicycle			•	

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Coalinga – Collision Overview

Top 3 Fatal & Severe Injury Collision Types

- Rear End – 44%
- Sideswipe – 26%
- Vehicle-Pedestrian – 22%

Top 3 Fatal & Severe Injury Primary Collision Factors

- Improper Turning – 33%
- Automobile Right of Way – 22%
- Unsafe Starting/Backing – 16%

Exceeds Statewide Pedestrian Collision Average

Does not Exceed Statewide Bicycle Collision Average

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Coalinga – Top Locations



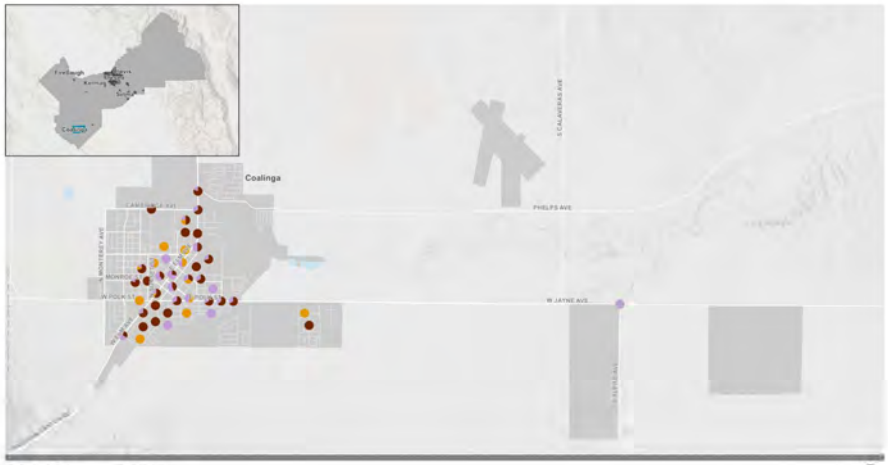
KITTELSON & ASSOCIATES

Top Intersections and Roadways
Jurisdiction Results: Coalinga
Fresno Council of Governments

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Coalinga – Top Collision Type Locations



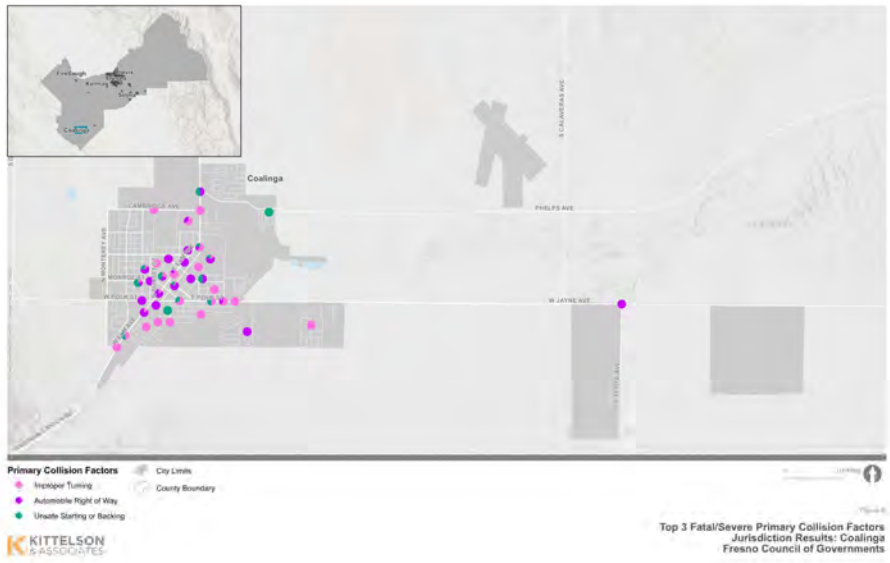
KITTELSON & ASSOCIATES

Top 3 Fatal/Severe Intersection Collision Types
Jurisdiction Results: Coalinga
Fresno Council of Governments

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Coalinga – Top PCF Locations



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Huron - Collision Overview

Top 3 Fatal & Severe Injury Collision Types

- Broadside – 5% (only fatal collision)
- Sideswipe – 22%
- Rear end – 17%

Top 3 Fatal & Severe Injury Primary Collision Factors

- Automobile Right of Way – 5% (only fatal collison)
- Unknown – 33%
- Improper Driving – 27%

Does not Exceed	Statewide Pedestrian Collision Average
Does not Exceed	Statewide Bicycle Collision Average

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Huron – Top Locations



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Huron – Top Collision Type Locations



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Huron – Top PCF Locations



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Selma – Collision Overview

Top 3 Fatal & Severe Injury Collision Types

- Vehicle-Pedestrian – 29%
- Rear end – 29%
- Hit Object – 19%

Top 3 Fatal & Severe Injury Primary Collision Factors

- Pedestrian Violation – 33%
- Automobile Right of Way – 4%
- DUI – 4%

Exceeds Statewide Pedestrian Collision Average

Exceeds Statewide Bicycle Collision Average

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Selma – Top Locations



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Selma – Top Collision Type Locations



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Selma – Top PCF Locations



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Orange Cove – Existing Conditions

- 3 reported collisions between 1/1/2015 and 12/31/2019

1. Fatal: Anchor Avenue just north of South Avenue, a truck rear ended a parked car (unsafe lane change) at 10 PM with streetlights and dry conditions. Alcohol was involved.
2. Fatal: Hills Valley Road/Adams Avenue intersection, a broadside collision with the primary factor of traffic signals and signs at 4 PM in dry conditions.
3. PDO: Park Boulevard / 10th Street, a broadside collision at Citrus Mini Mart from improper driving at 2 PM.

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Orange Cove – Top Locations



Top Intersections and Roadways
Jurisdiction Results: Orange Cove
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Orange Cove – Top Collision Type Locations



Top 3 Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Orange Cove
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Orange Cove – Top PCF Locations



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HSIP Strategy Development

Benefit-to-Cost Ratio (BCR) Projects

- Reliant on crash history to quantify benefit
- Countermeasures have a crash reduction factor to quantify benefit
  - Can combine multiple countermeasures
- Cost is estimated through concept development
  - Low-cost countermeasures help increase BCR
  - Minimize non-safety-related components to help increase BCR
- Needs to address a Statewide Challenge Area
- Highest BCRs are typically selected

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HSIP Strategy Development

Set-asides

- Not reliant on a BCR
- Past Categories:
  - Pedestrian Crossing Enhancements ($250k max award)
  - Installing Edgelines ($250k max award)
  - Guardrail Upgrades ($1M max award)
  - Tribes ($250k max award)

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HSIP Strategy Development

LRSP Project Scope

- Identify up to **two** strategies per local agency
- Prepare corresponding HSIP applications for each local agency

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Coalinga – Existing Conditions

- 378 reported collisions between 1/1/2015 and 12/31/2019
- 2% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Total
Pedestrian Involved (% of column)	(0%)	2 (22%)	7 (23%)	5 (13%)	1 (0%)	15 (4%)
Bicycle Involved (% of column)	(0%)	0 (0%)	4 (13%)	1 (3%)	0 (0%)	5 (1%)
Vehicle Only or Vehicle-Fixed Object (% of column)	(0%)	7 (78%)	19 (63%)	34 (85%)	298 (100%)	358 (95%)
Reported Collisions [% of total]	0 [0%]	9 [2%]	30 [8%]	40 [10%]	299 [79%]	378 [100%]

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Coalinga – HSIP Strategies

Strategy 1: Polk Street Corridor

This strategy would consider adding a two-way left-turn lane along Polk Street east of 5th Street, similar to the cross-section of Polk Street west of 5th Street.

Polk Street is a state route and would require coordination with Caltrans.

Why?

Adding a two-way left-turn lane would address rear-end and sideswipe collisions that are likely occurring due to driveway interactions along Polk Street.

Where?

The proposed limits of the project are Polk Street between 5th Street and Thompson Street.

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Coalinga – HSIP Strategies

Strategy 2: Elm Avenue Corridor

This strategy could cover additional locations or improvements that are not part of the City's planned pedestrian enhancement improvements. Intersection and pedestrian enhancements could include striping and marking, traffic control changes, street lighting improvements, or signal modifications.

Elm Street is a state route and would require coordination with Caltrans.

Why?

Elm Street had several intersections with a high crash severity score.

Where?

The location of potential improvements depend on the extents of the current Elm Avenue project. There is 2 signalized intersections and 11 unsignalized intersections that could be included.

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Coalinga – HSIP Strategies

Strategy 3: HSIP Set-aside for Pedestrian Crossing Enhancements

This set-aside could fund low-cost pedestrian crossing enhancements at locations around the City up to a maximum cost of $250,000. Potential enhancements include the following:

- Install pedestrian countdown signal heads,
- Rectangular Rapid Flashing Beacons (RRFB) and other flashing beacons,
- pedestrian crossing/signs,
- advanced yield lines/signs, and
- any other signs/striping modifications related to pedestrian crossings.

Why?

Improving pedestrian crossings can help reduce the risk of future pedestrian fatalities and help reduce vehicle travel speeds. There is no benefit-to-cost ratio requirement for this set-aside, so the improvements can be placed where there is need or desire established from the local agency.

Where?

The limits of involvement could focus on a specific area of town, certain corridors, or along safe route to school paths.

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Discussion & Questions

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Huron – Existing Conditions

- 18 reported collisions between 1/1/2015 and 12/31/2019
- 5% of reported collisions (1 of 18) resulted in death or severe injury

Road Users Involved	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Total
Pedestrian Involved (% of column)	0 (0%)	0 (0%0	1 (33%)	0 (0%)	0 (0%)	1 (5%)
Bicycle Involved (% of column)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Vehicle Only or Vehicle-Fixed Object (% of column)	1 (100%)	0 (0%)	2 (67%)	3 (100%)	11 (100%)	17 (95%)
Reported Collisions [% of total]	1 [5%]	0 [0%]	3 [23%]	3 [17%]	11 [61%]	18 [100%]

no Council
vernments

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Huron – HSIP Strategies

Strategy 1: HSIP Set-aside for Pedestrian Crossing Enhancements

This set-aside could fund low-cost pedestrian crossing enhancements at locations around the City up to a maximum cost of $250,000. Potential enhancements include the following:

- Install pedestrian countdown signal heads,
- Rectangular Rapid Flashing Beacons (RRFB) and other flashing beacons,
- pedestrian crossing/signs,
- advanced yield lines/signs, and
- any other signs/striping modifications related to pedestrian crossings.

Why?

Improving pedestrian crossings can help reduce the risk of future pedestrian fatalities and help reduce vehicle travel speeds. There is no benefit-to-cost ratio requirement for this set-aside, so the improvements can be placed where there is need or desire established from the local agency.

Where?

The limits of involvement could focus on a specific area of town, certain corridors, or along a safe route to school path. Lassen Avenue locations may be included but requires coordination with Caltrans.

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Huron – HSIP Strategies

Strategy 2: Systemic Unsignalized Intersection Treatments

This strategy would include a combination of upgrading signing and marking, transverse rumble strips, and advanced warning signs.

Due to the low number of crashes in Huron, the benefit-to-cost ratio anticipated for these improvements is anticipated to be low and may not be competitive.

Why?

The unsignalized intersection of Palmer Avenue / Giffen Drive had a fatal collision. Upgraded signing and marking can reduce the risk of similar crashes occurring in the future at this intersection and other locations with similar characteristics.

Where?

This would be applied to the intersection of Palmer Avenue / Giffen Drive, and can also be applied to other similar unsignalized intersections along Palmer Avenue, M Street, 4th Street, and other locations with similar characteristics depending on the BCR. We would identify locations with certain typologies prone to broadside and rear-end crashes using a data evaluation tool and develop a list of intersections to include.

Lassen Avenue may also be included but requires coordination with Caltrans.

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Discussion & Questions

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Selma – Existing Conditions

- 629 reported collisions between 1/1/2015 and 12/31/2019
- 4% of reported collisions resulted in death or severe injury

Road Users Involved	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Property Damage Only	Total
Pedestrian Involved (% of column)	3 (10%)	3 (10%)	11 (38%)	10 (35%)	2 (7%)	29 (4.5%)
Bicycle Involved (% of column)	3 (10%)	1 (3%)	12 (41%)	9 (31%)	4 (15%)	29 (4.5%)
Vehicle Only or Vehicle-Fixed Object (% of column)	5 (1%)	6 (1%)	50 (9%)	140 (24%)	370 (65%)	571 (91%)
Reported Collisions [% of total]	11 [2%]	10 [2%]	73 [11%]	159 [25%]	376 [60%]	629 [100%]

Selma – HSIP Strategies

Strategy 1: McCall Avenue Corridor Improvements

This strategy would include consideration of a road diet (reduction from four lanes to three), intersection striping, marking, and curb modifications.

Why?

McCall Avenue / Goldridge Street was the top ranking location for crash severity score and other intersections along McCall Avenue had a crash history. Improving intersection crossings and reducing lanes would improve crossings near both elementary schools that are adjacent to McCall Avenue and adjacent retail centers.

Where?

The proposed limits are McCall Avenue between Dinuba Avenue and Mill Street. The project could also be shortened to between Dinuba Avenue and Floral Avenue.

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Selma – HSIP Strategies

Strategy 2: Whitson Street and Cinema Way

This strategy would include installation of a traffic signal and corresponding intersection and pedestrian improvements at a single location.

Why?

This intersection had a fatal crash and two pedestrian-involved crashes. There seems to be a desire line for walking and potential volumes to justify a traffic signal at this location.

Where?

The focus of the improvements would be on the intersection of Whitson Street and Cinema Way and its approaches.

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Selma – HSIP Strategies

Strategy 3: HSIP Set-aside for Pedestrian Crossing Enhancements

This set-aside could fund low-cost pedestrian crossing enhancements at locations around the City up to a maximum cost of $250,000. Potential enhancements include the following:

- Install pedestrian countdown signal heads,
- Rectangular Rapid Flashing Beacons (RRFB) and other flashing beacons,
- pedestrian crossing/signs,
- advanced yield lines/signs, and
- any other signs/striping modifications related to pedestrian crossings.

Why?

Improving pedestrian crossings can help reduce the risk of future pedestrian fatalities and help reduce vehicle travel speeds. There is no benefit-to-cost ratio requirement for this set-aside, so the improvements can be placed where there is need or desire established from the local agency.

Where?

The limits of involvement could focus on a specific area of town, certain corridors, or along a safe route to school path.

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Selma – HSIP Strategies

Strategy 4: Systemic Unsignalized Intersection Treatments

This strategy would include a combination of upgrading signing and marking, transverse rumble strips, and advanced warning signs.

Why?

Several unsignalized intersections had high crash severity scores. Upgraded signing and marking can reduce the risk of similar crashes occurring in the future at this intersection and other locations with similar characteristics.

Where?

This would be applied to unsignalized intersections in the City that are close to parks, schools, or have similar characteristics. We would identify locations with certain typologies prone to broadside and rear-end crashes using a data evaluation tool and develop a list of intersections to include.

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Discussion & Questions

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Orange Cove – Existing Conditions

- 3 reported collisions between 1/1/2015 and 12/31/2019

1. Fatal: Anchor Avenue just north of South Avenue, a truck rear ended a parked car (unsafe lane change) at 10 PM with streetlights and dry conditions. Alcohol was involved.
2. Fatal: Hills Valley Road/Adams Avenue intersection, a broadside collision with the primary factor of traffic signals and signs at 4 PM in dry conditions.
3. PDO: Park Boulevard / 10th Street, a broadside collision at Citrus Mini Mart from improper driving at 2 PM.

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Orange Cove – HSIP Strategies

Strategy 1: HSIP Set-aside for Pedestrian Crossing Enhancements

This set-aside could fund low-cost pedestrian crossing enhancements at locations around the City up to a maximum cost of $250,000. Potential enhancements include the following:

- Install pedestrian countdown signal heads,
- Rectangular Rapid Flashing Beacons (RRFB) and other flashing beacons,
- pedestrian crossing/signs,
- advanced yield lines/signs, and
- any other signs/striping modifications related to pedestrian crossings.

Why?

Improving pedestrian crossings can help reduce the risk of future pedestrian fatalities and help reduce vehicle travel speeds. There is no benefit-to-cost ratio requirement for this set-aside, so the improvements can be placed where there is need or desire established from the local agency.

Where?

The limits of involvement could focus on certain corridors, or access to parks, schools, or retail centers that generate the most pedestrian activity.

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Orange Cove – HSIP Strategies

Strategy 2: Unsignalized Intersection Enhancements

The strategy would install low-cost countermeasures such as advanced intersection warning signs and markings, transverse rumble strips, and consideration of all-way stop.

Why?

A broadside fatal crash occurred at the intersection of Adams Avenue and Hills Valley Road. Countermeasures to prevent similar crashes in the future would be considered at this location and other similar locations.

Where?

The intersection of Adams Avenue and Hills Valley Road and/or other similar unsignalized intersections in the City.

It seems like recent improvements were completed at the intersection of Adams Avenue and Hills Valley Road as well as Park Boulevard and Hills Valley Road that may influence the need for further enhancements. The approaches on Hills Valley Road could use advanced warning.

Hills Valley Road improvements require coordination with Caltrans.

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Discussion & Questions

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Developing LRSP Vision and Goals

Vision

The vision is the ***dreaming*** component, an idealized future description of your success. The best vision statements describe the desired long term, big picture outcome.

Goals

Goals supplement the vision to help refine the team's focus and work towards outputs and outcomes that are measurable. Common types of goals are:

- a quantifiable approach that includes a number or percent-based reduction,
- an idolized target goal such as "vision zero", "quality environment", or "connected network", or
- an investment-focused goal that discusses resources or funding commitments.

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Coalinga – Draft Vision and Goals

Vision

Enhance the existing roadway network in a cost-effective manner that promotes traffic safety, meets the needs of the community and enriches the lives of residents.

Goals

1. Have zero fatal and severe injury collisions on the City roadways by 2026.
2. Coordinate with Caltrans on implementing roadway network changes on the state routes that are within the City boundary
3. Regularly review data-informed analysis and community needs to identify and prioritize opportunities to reduce collision risk.
4. Implement low-cost engineering solutions to address common collision types
5. Participate in regional activities to promote roadway safety
6. Maintain a roadway system that provides a quality environment for all users
7. Coordinate with traffic safety stakeholders such as fire, police, schools, and parks to exchange information and ideas specific to enhancing roadway safety performance through engineering, enforcement and educational strategies.

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Huron – Draft Vision and Goals

Vision

Provide a City roadway network that serves the needs of the community through quality infrastructure and environment.

Goals

1. Have zero fatal and severe injury collisions on the City roadways.
2. Utilize community input and collision data to identify opportunities to improve roadway safety.
3. Implement low-cost engineering solutions to reduce collision risk
4. Maintain a quality roadway network for all users and modes
5. Participate in regional activities to promote roadway safety

Fresno Council of Governments

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Selma – Draft Vision and Goals

Vision

A roadway network that supports safe travel for our community.

Goals

1. Perform regular reviews of collision data to identify and prioritize opportunities to reduce collision risk.
2. Provide opportunities for citizen engagement in identifying issues and developing solutions for roadway safety across the community.
3. Reduce the number of annual fatal and severe injury collisions across all public City roadways by 50% by 2026.
4. Reduce the number of pedestrian and bicycle collisions on public City roadways by 50% by 2026.
5. Coordinate with traffic safety stakeholders such as fire, police, schools, and parks to exchange information and ideas specific to enhancing roadway safety performance through engineering, enforcement and educational strategies.
6. Partner with other local agencies to promote roadway safety

Fresno Council of Governments

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Orange Cove – Draft Vision and Goals

Vision

Maintain and enhance safety on the City's roadways through regular evaluation and identification of feasible improvements.

Goals

1. Have zero fatal and severe injury collisions on the City roadways.
2. Utilize community and traffic safety stakeholder input to identify opportunities to improve roadway safety.
3. Improve collision data available
4. Systemically implement low-cost safety countermeasures proven to reduce fatal and severe crashes.
5. Participate in regional activities to promote roadway safety as a priority investment.

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Additional Goals for Consideration

In addition to the goals provided, additional goals related to the following topics could be added depending on the need and desire of each local agency:

- Policy changes
- Design standard updates / modifications
- Fee programs that fund safety countermeasures
- Encourage change in roadway travel behavior through proven and equitable enforcement and educational strategies

Fresno Council of Governments

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Welcome

- Introductions

- Today's Agenda
  - Draft Countermeasure Recommendations
  - HSIP Strategy Recommendations
  - Draft LRSP Vision and Goals
  - Upcoming Work Activities

Fresno Council of Governments

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Upcoming Work Activities

- Items for further input on
  - **August 31st** deadline for confirm focus group meeting participants
  - **September 10th** deadline for confirmation/clarity on HSIP strategy
  - **September 17th** deadline for comments on vision and goals
- Our activities
  - Conduct focus group meetings
  - Finalize countermeasure recommendations
  - Advance agreed upon HSIP Strategy
  - Start drafting the MLRSP final document

Fresno Council of Governments

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Upcoming Work Activities

- Next and Final Round of LWG Meetings
  - Late November 2021/Early December 2021
  - Topics
    - Draft MLRSP – Each Local Agency's LRSP
    - Update on HSIP Applications

Fresno Council of Governments

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MEETING AGENDA

Meeting	Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP)
Date &	November 30, 2021 from 1:00 p.m. to 2:00 p.m.
Location:	Zoom Meeting https://zoom.us/j/91471290110?pwd=anNRQWRadlpxQ0NNczUvMzAxaWFOUT09 Meeting ID: 914 7129 0110 Passcode: 133423 One tap mobile +16699006833,,91471290110#,,,,*133423# US (San Jose)
Topic:	Local Working Group A – Meeting #3

Agenda:

1. Welcome and Meeting Overview (5 minutes)
2. MLRSP Report Overview (40 minutes)
    a. Report structure
    b. Highlight new content
        i. Performance measures
        ii. Emphasis areas
        iii. Evaluation and implementation
    c. Discussion
3. Action Items and Next Steps (5 minutes)
    a. Comment period for MLRSP
    b. LRSP adoption support
4. Update on HSIP Applications (10 minutes)
    a. County
    b. City of Clovis
5. Adjourn

MLRSP

Multijurisdictional
Local Road Safety Plan

Local Working Group A –
Meeting #3

November 30, 2021



1

Welcome

Introductions

Today's Agenda

- Update on HSIP Applications
- MLRSP Report Overview
- Action Items and Next Steps

Fresno Council of Governments

2

Update on HSIP Applications: County

Application 1: BCR application for Systemic Unsignalized Intersection Treatments

- 44 unsignalized intersections included
- Improvements include:
  - Upgrade intersection lighting
  - Larger STOP signs
  - Flashing beacon for advance warning
  - Transverse rumble strips
  - Angled stop bars
- BCR at 23.7

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3

Update on HSIP Applications: County

Application 2: BCR application for Auberry / Frazier and Auberry / Old Auberry / Powerhouse





of Governments

4

Update on HSIP Applications: County

Application 2: BCR application for Auberry / Frazier and Auberry / Old Auberry / Powerhouse

- Improvements include:
  - Creating single T-intersection
  - Improving sight distance
  - Install turn lanes
  - Upgrade intersection lighting

- BCR at 9.5, looking for input on revising concepts to increase BCR

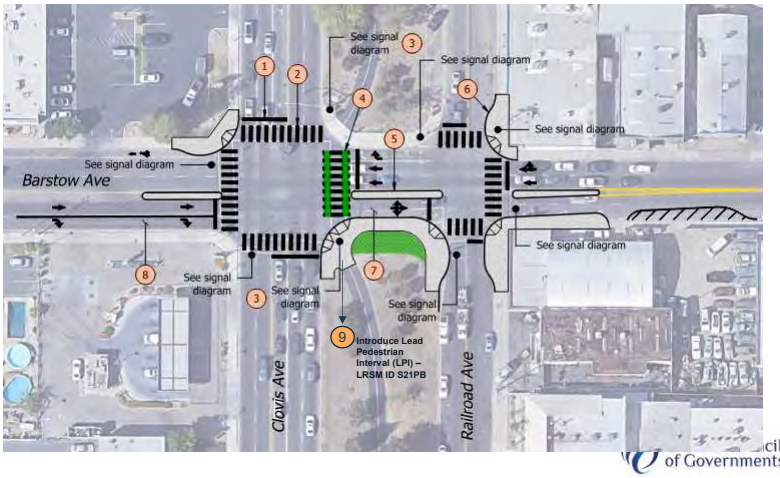
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5

Update on HSIP Applications: Clovis

Application 1: BCR application for Clovis / Barstow and Railroad / Barstow

- BCR at 10.7



Fresno Council of Governments

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Update on HSIP Applications: Clovis

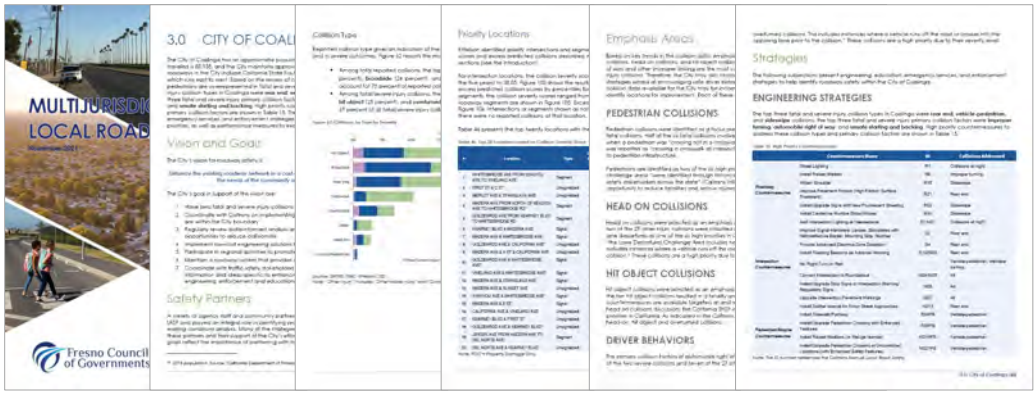
Application 2: BCR application for Adaptive Signal Technology Corridor, Clovis Avenue between Barstow and Gettysburg

- Used costs from previous Clovis application
- BCR at 25.3

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MLRSP Report Overview



- Report structure
- Highlight new content

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MLRSP Report Overview

Introduction	Section for Each Jurisdiction	

• Purpose and Scope
• Process
  • Stakeholder Engagement Activities
  • Data Summary and Analysis Approach
  • Strategy Types
• Regional Efforts
	• Vision and Goals
	• Safety Partners
	• Performance Measures
	• Data Summary
	• Existing Roadway Safety Performance
	• Emphasis Areas
	• Strategies
	• Evaluation and Implementation
		New Content
		
		New Content

Fresno Council of Governments

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Safety Partners

- Agency staff and community partners involved in development of LRSP
- Strategies in LRSP require coordination with partners
- Additional partners may be identified in the future

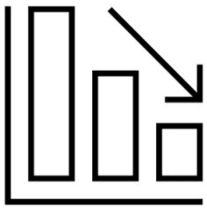
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10

Performance Measures

Used to:

- Track progress
- Make data-informed decisions
- Support Vision and Goals
- Update LRSP



Based on:

- Number of annual collisions with key characteristics
- Investments made in traffic safety
- Coordination efforts between stakeholders

Need to identify process to track performance measures

Fresno Council of Governments

11

Emphasis Areas

Key areas to focus on based on trends in the crash data

Emphasis Area	Clovis	County
Pedestrian and Bicycle Crashes*	•	•
Broadside Collisions	•	•
Hit Object Collisions	•	•
Overturned Collisions		•
Unsafe Speed* and Driving Under the Influence*	•	•

* High Priority Challenge Area in California SHSP

Fresno Council of Governments

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Strategies

Engineering
Geometric/operational changes to a roadway, intersection, or pedestrian/bicycle infrastructure

Education
Programs aimed at distributing educational messages focused on road user behavior

Emergency Services
Programs/policies that facilitate coordination with emergency/first responders

Enforcement
Programs/campaigns focused on road user behavior through more visible and active enforcement

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Engineering Strategies

- Based on top fatal and severe injury collision types and primary collision factors
- Organized by roadway, intersection, and pedestrian/bicycle countermeasures



ENGINEERING STRATEGIES

The top three fatal and severe injury collision types in Clovis were **broadside**, **vehicle-pedestrian**, and **hit object** collisions; the top three fatal and severe injury primary collision factors were **pedestrian violation**, **driving under the influence**, and **unsafe speed**. High priority countermeasures to address these collision types and primary collision factors are shown in Table 6.

Table 6. High Priority Countermeasures

	Countermeasure Name	ID	Collisions Addressed
Roadway Countermeasures	Street Lighting	R01	Collisions at night
	Road Diet	R14	Hit object, unsafe speed
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Hit object, unsafe speed
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Hit object, unsafe speed
	Install Dynamic/Variable Speed Warning Sings	R26	Hit object, unsafe speed
Intersection Countermeasures	Add Intersection Lighting at Intersections	S1/NS1	Collisions at night
	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Broadside
	Install Flashing Beacons as Advance Warning	S10/NS9	Unsafe speed
	Convert Intersection to Roundabout	NS4/NS5	Broadside, unsafe speed
	Install/Upgrade Stop Signs or Intersection Warning/ Regulatory Signs	NS6	Broadside
	Upgrade Intersection Pavement Markings	NS7	Broadside
	Install Splitter Islands for Minor Street Approaches	NS13	Broadside
Pedestrian/Bicycle Countermeasures	Install Bike Lanes	R32PB	Overrepresented bicycle collisions
	Install Sidewalk/Pathway	R34PB	Pedestrian violation
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R35PB	Vehicle-pedestrian, pedestrian violation
	Install Pedestrian Countdown Signal Heads	S17PB	Pedestrian violation
	Install Pedestrian Crossing	S18PB/NS20PB	Vehicle-pedestrian
	Install Raised Medians (or Refuge Islands)	NS19PB	Vehicle-pedestrian, pedestrian violation
	Bike Lane Extension Through Intersections		Overrepresented bicycle collisions
	Bike Boxes		Overrepresented bicycle collisions

Note: The ID number references the Caltrans Manual Local Road Safety

Example from Clovis

Fresno Council of Governments

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Education Strategies

SAFE ROADS SAVE LIVES

- Targeted based on emphasis areas
- Utilize Fresno COG Safe Roads Save Lives campaign
- Recommended activities:
  - Identify lead staff
  - Meet with advocacy groups
  - Work with school districts
  - Spread materials through social media, print materials, outdoor advertisements, PSAs, campaign website



Facebook



Instagram



Fresno Council of Governments

15

Emergency Services Strategies

- Review roadway modification projects for emergency vehicle access
- Identify opportunities to improve emergency response processes
- Share anecdotal information on crash trends and hot spots

Fresno Council of Governments

16

Enforcement Strategies

- Effectiveness is typically temporal
- Implement using equitable enforcement

Enforcement Strategies	Clovis	County
Schedule heightened speed (or other behavior) enforcement checks during strategic times of the year, such as when students return to school or the beginning of fog season.	•	•
Focus speed enforcement efforts in locations with high collision rates.	•	•
Use automatic enforcement, such as red-light cameras or speed feedback signs, especially in school zones.	•	•
Deploy speed feedback signs in areas with high collision rates or speeding citations.	•	

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Evaluation and Implementation

- Identify countermeasures and strategies for priority locations based on the collision data.
- Regularly coordinate with safety partner agencies
- Explore funding opportunities
- Coordinate with the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Regularly collect and organize data to support evaluation of the LRSP

Fresno Council of Governments

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MLRSP Report

- Introduction
- Clovis: Chapter 2
- Fresno County: Chapter 5

Comments due December 16

Fresno Council of Governments

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Action Items and Next Steps

- Provide comments on MLRSP Draft Report by December 16
- Final MLRSP to be provided January 14
- LRSP approval support options:

(1) No additional support. You will use the final MLRSP and HSIP materials and present/share as needed with your local decision makers.

(2) You would like presentation materials summarizing the final MLRSP and HSIP materials. You will present/share with local decision makers.

County to present with Consultant support

(3) You would like presentation materials summarizing final deliverables and would like either the consultant team or the COG to present to local decision-makers.

Fresno Council of Governments

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Questions on MLRSP?

Fresno Council of Governments

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Action Items and Next Steps

- Draft HSIP applications January 2022
- Final HSIP applications March 2022
- HSIP call for projects anticipated around March 2022

Fresno Council of Governments

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MEETING AGENDA

Meeting	Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP)
Date &	November 30, 2021 from 4:00 p.m. to 5:00 p.m.
Location:	Zoom Meeting https://zoom.us/j/98794915133?pwd=NXpTMHVEMnNzbVl0d0NaQkJyV04vQT09 Meeting ID: 987 9491 5133 Passcode: 446813 One tap mobile +16699006833,,98794915133#,,,,*446813# US (San Jose)
Topic:	Local Working Group B – Meeting #3

Agenda:

1. Welcome and Meeting Overview (5 minutes)
2. MLRSP Report Overview (40 minutes)
    a. Report structure
    b. Highlight new content
        i. Performance measures
        ii. Emphasis areas
        iii. Evaluation and implementation
    c. Discussion
3. Action Items and Next Steps (5 minutes)
    a. Comment period for MLRSP
    b. LRSP adoption support
4. Update on HSIP Applications (10 minutes)
    a. Firebaugh
    b. Kerman
    c. Mendota
    d. San Joaquin
5. Adjourn

MLRSP

Multijurisdictional
Local Road Safety Plan

Local Working Group B –
Meeting #3

November 30, 2021



1

Welcome

Introductions

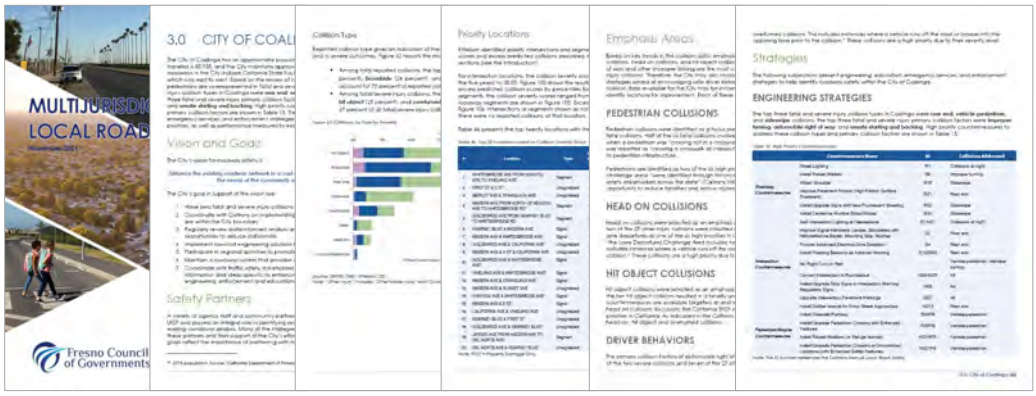
Today's Agenda

- MLRSP Report Overview
- Update on HSIP Applications
- Action Items and Next Steps

Fresno Council of Governments

2

MLRSP Report Overview



- Report structure
- Highlight new content

Fresno Council of Governments

3

MLRSP Report Overview

Introduction	Section for Each Jurisdiction	

• Purpose and Scope
• Process
  • Stakeholder Engagement Activities
  • Data Summary and Analysis Approach
  • Strategy Types
• Regional Efforts
	• Vision and Goals
	• Safety Partners
	• Performance Measures
	• Data Summary
	• Existing Roadway Safety Performance
	• Emphasis Areas
	• Strategies
	• Evaluation and Implementation
		New Content
		
		New Content

Fresno Council of Governments

4

Safety Partners

- Agency staff and community partners involved in development of LRSP
- Strategies in LRSP require coordination with partners
- Additional partners may be identified in the future

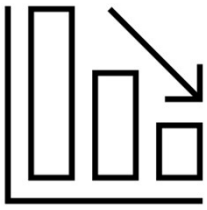
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5

Performance Measures

Used to:

- Track progress
- Make data-informed decisions
- Support Vision and Goals
- Update LRSP



Based on:

- Number of annual collisions with key characteristics
- Investments made in traffic safety
- Coordination efforts between stakeholders

Need to identify process to track performance measures

Fresno Council of Governments

6

Emphasis Areas

* High Priority Challenge Area in California SHSP

Emphasis Area	Firebaugh	Kerman	Mendota	San Joaquin
Pedestrian Crashes*	•	•	•	
Head on Crashes	•			
Hit Object Crashes	•			•
Driver Behaviors*	•		•	•
Improved Data Collection	•		•	•
Rear End Crashes		•	•	
Intersections*		•		
Sideswipe Crashes			•	
School Routes and Railroad Crossings				•

7

Strategies

Engineering
Geometric/operational changes to a roadway, intersection, or pedestrian/bicycle infrastructure

Education
Programs aimed at distributing educational messages focused on road user behavior

Emergency Services
Programs/policies that facilitate coordination with emergency/first responders

Enforcement
Programs/campaigns focused on road user behavior through more visible and active enforcement

8

Engineering Strategies

- Based on top fatal and severe injury collision types and primary collision factors
- Organized by roadway, intersection, and pedestrian/bicycle countermeasures



ENGINEERING STRATEGIES

The top three fatal and severe injury collision types in Clovis were **broadside**, **vehicle-pedestrian**, and **hit object** collisions; the top three fatal and severe injury primary collision factors were **pedestrian violation**, **driving under the influence**, and **unsafe speed**. High priority countermeasures to address these collision types and primary collision factors are shown in Table 6.

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	Convert Intersection to Roundabout	NS4/NS5	Broadside, unsafe speed
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	Install Pedestrian Countdown Signal Heads	S17PB	Pedestrian violation
	Install Pedestrian Crossing	S18PB/NS20PB	Vehicle-pedestrian
	Install Raised Medians (or Refuge Islands)	NS19PB	Vehicle-pedestrian, pedestrian violation
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Note: The ID number references the Caltrans Manual Local Road Safety

Example from Clovis

Fresno Council of Governments

9

Education Strategies

SAFE ROADS SAVE LIVES

- Targeted based on emphasis areas
- Utilize Fresno COG Safe Roads Save Lives campaign
- Recommended activities:
  - Identify lead staff
  - Meet with advocacy groups
  - Work with school districts
  - Spread materials through social media, print materials, outdoor advertisements, PSAs, campaign website



Facebook



Instagram



Fresno Council of Governments

10

Emergency Services Strategies

- Review roadway modification projects for emergency vehicle access
- Identify opportunities to improve emergency response processes
- Share anecdotal information on crash trends and hot spots

Fresno Council of Governments

11

Enforcement Strategies

- Effectiveness is temporal
- Implement equitable enforcement

Enforcement Strategies	F	K	M	SJ
Focus speed enforcement efforts in locations with high collision rates.	•	•	•	•
Consider opportunities for youth engagement, such as “good behavior” ticket writing from students to adult roadway users.	•	•		
Identify opportunities to engage community members as crossing guards to improve roadway safety for students.	•		•	
Schedule heightened speed (or other behavior) enforcement checks during strategic times of the year		•	•	
Use automatic enforcement, such as red-light cameras or speed feedback signs		•	•	•
Deploy speed feedback signs in areas with high collision rates or speeding citations.			•	

12

Evaluation and Implementation

- Identify countermeasures and strategies for priority locations based on the collision data.
- Regularly coordinate with safety partner agencies
- Explore funding opportunities
- Coordinate with the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Regularly collect and organize data to support evaluation of the LRSP

Fresno Council of Governments

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MLRSP Report

- Introduction
- Firebaugh: Chapter 4
- Kerman: Chapter 7
- Mendota: Chapter 8
- San Joaquin: Chapter 10

Comments due December 16

Fresno Council of Governments

14

Action Items and Next Steps

- Provide comments on MLRSP Draft Report by December 16
- Final MLRSP to be provided January 14
- LRSP approval support options:

(1) No additional support. You will use the final MLRSP and HSIP materials and present/share as needed with your local decision makers.

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(3) You would like presentation materials summarizing final deliverables and would like either the consultant team or the COG to present to local decision-makers.

Fresno Council of Governments

15

Questions on MLRSP?

Fresno Council of Governments

16

Update on HSIP Applications: Firebaugh

Set-aside application for pedestrian crossing enhancements

Clyde Fannon Drive	Rabe Street	Enhanced crossing
Clyde Fannon Drive	Sablan Avenue	Enhanced crossing
Clyde Fannon Drive	Thomas Conboy Avenue	Enhanced crossing
13th Street	O Street	Enhanced crossing
13th Street	P Street	Enhanced crossing
Saipan Avenue	O Street	Enhanced crossing
Saipan Avenue	Landucci Drive	Enhanced crossing
Saipan Avenue	Q Street	Enhanced crossing
Vasquez Drive	Saipan Avenue	Enhanced crossing
Morris Kyle Drive	School Driveway	Enhanced crossing
Morris Kyle Drive	School Driveway	Enhanced crossing

Fresno Council of Governments

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Update on HSIP Applications: Kerman

Set-aside application for pedestrian crossing enhancements

Kearney Boulevard	Siskiyou Avenue	Enhanced crossing
Kearney Boulevard	S Park Avenue	Enhanced crossing
Kearney Boulevard	S Del Norte Avenue	Enhanced crossing
Kearney Boulevard	S Manor Drive	Enhanced crossing
Kearney Boulevard	S 1st Street	Enhanced crossing
Kearney Boulevard	S 3rd Street	Enhanced crossing
Kearney Boulevard	S 4th Street	Enhanced crossing

Fresno Council of Governments

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Update on HSIP Applications: Kerman

Concept for California/Goldenrod

- Not competitive for a BCR application
- Providing countermeasure to address recent intersection control modifications



Fresno Council of Governments

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Update on HSIP Applications: Mendota

Set-aside application for pedestrian crossing enhancements

McCabe Avenue	Sorensen Avenue	Enhanced crossing
Sorensen Avenue	Gregg Court	Enhanced crossing
5th Street	Rio Frio Street	Enhanced crossing
6th Street	Rio Frio Street	Enhanced crossing
7th Street	Unida Street	Enhanced crossing
7th Street	Tule Street	Enhanced crossing
7th Street	Rio Frio Street	Enhanced crossing
7th Street	Pucheu Street	Enhanced crossing
8th Street	Tule Street	Enhanced crossing
9th Street	Quince Street	Enhanced crossing
Belmont Avenue	8th Street	Enhanced crossing
Belmont Avenue	9th Street	Enhanced crossing

Fresno Council of Governments

20

Update on HSIP Applications: Mendota

Concept for 2nd / J

- Not competitive for a BCR application
- Providing speed management countermeasure example



Fresno Council of Governments

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Update on HSIP Applications: San Joaquin

Set-aside application for pedestrian crossing enhancements

Manning Avenue	Sutter Avenue	Enhanced crossing
Manning Avenue	Main Street	Enhanced crossing
Manning Avenue	Colorado Avenue	Enhanced crossing
Manning Avenue	Placer Avenue	Enhanced crossing
Colorado Avenue	9th Street	Enhanced crossing
Colorado Avenue	Main Street	Enhanced crossing
California Avenue	5th Street	Enhanced crossing
California Avenue	6th Street	Enhanced crossing
California Avenue	8th Street	Enhanced crossing
California Avenue	9th Street	Enhanced crossing
California Avenue	Main Street	Enhanced crossing

Fresno Council of Governments

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Action Items and Next Steps

- Draft HSIP applications January 2022
- Final HSIP applications March 2022
- HSIP call for projects anticipated around March 2022

Fresno Council of Governments

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MEETING AGENDA

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP)
November 30, 2021 from 11:00 a.m. to 12:00 p.m.
Zoom Meeting
https://zoom.us/j/96318820385?pwd=NDVkUVl6Lzk5bU5YYnBaM01UM0JHdz09
Meeting ID: 963 1882 0385
Passcode: 415374
One tap mobile
+16699006833,,96318820385#,,,,*415374# US (San Jose)

Topic: Local Working Group C – Meeting #3

Agenda:

1. Welcome and Meeting Overview (5 minutes)
2. MLRSP Report Overview (40 minutes)
    a. Report structure
    b. Highlight new content
        i. Performance measures
        ii. Emphasis areas
        iii. Evaluation and implementation
    c. Discussion
3. Action Items and Next Steps (5 minutes)
    a. Comment period for MLRSP
    b. LRSP adoption support
4. Update on HSIP Applications (10 minutes)
    a. Coalinga
    b. Huron
    c. Orange Cove
    d. Selma
5. Adjourn

MLRSP

Multijurisdictional
Local Road Safety Plan

Local Working Group C –
Meeting #3

November 30, 2021



1

Welcome

Introductions

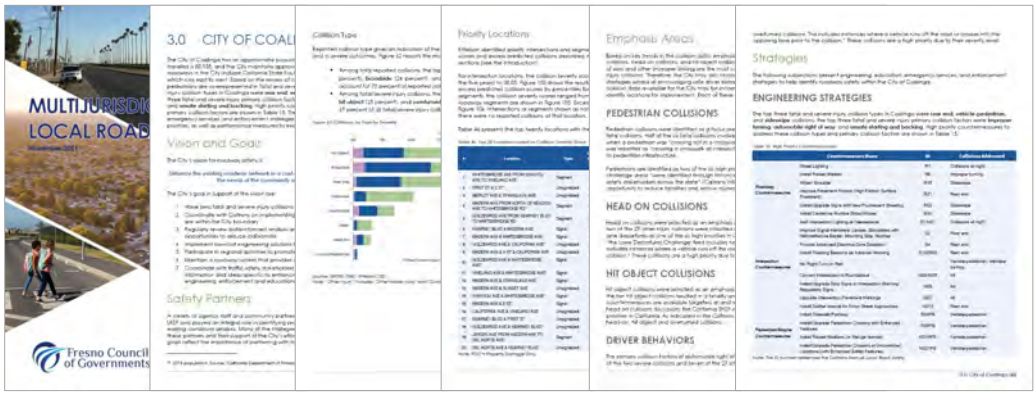
Today's Agenda

- MLRSP Report Overview
- Update on HSIP Applications
- Action Items and Next Steps

Fresno Council of Governments

2

MLRSP Report Overview



- Report structure
- Highlight new content

Fresno Council of Governments

3

MLRSP Report Overview

Introduction	Section for Each Jurisdiction	

• Purpose and Scope
• Process
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	• Strategies
	• Evaluation and Implementation
		New Content
		
		New Content

Fresno Council of Governments

4

Safety Partners

- Agency staff and community partners involved in development of LRSP
- Strategies in LRSP require coordination with partners
- Additional partners may be identified in the future

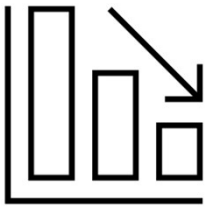
Fresno Council of Governments

5

Performance Measures

Used to:

- Track progress
- Make data-informed decisions
- Support Vision and Goals
- Update LRSP



Based on:

- Number of annual collisions with key characteristics
- Investments made in traffic safety
- Coordination efforts between stakeholders

Need to identify process to track performance measures

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Emphasis Areas

* High Priority Challenge Area in California SHSP

Emphasis Area	Coalinga	Huron	Orange Cove	Selma
Pedestrian Crashes*	●			●
Rear End Crashes	●	●		●
Intersections*	●			
Broadside Crashes		●	●	
Improved Data Collection		●	●	
Sideswipe Crashes		●		
Driving Under the Influence*			●	●
Hit Object Crashes				●
Bicycle Crashes*				●

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Strategies

Engineering
Geometric/operational changes to a roadway, intersection, or pedestrian/bicycle infrastructure

Education
Programs aimed at distributing educational messages focused on road user behavior

Emergency Services
Programs/policies that facilitate coordination with emergency/first responders

Enforcement
Programs/campaigns focused on road user behavior through more visible and active enforcement

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Engineering Strategies

- Based on top fatal and severe injury collision types and primary collision factors
- Organized by roadway, intersection, and pedestrian/bicycle countermeasures



ENGINEERING STRATEGIES

The top three fatal and severe injury collision types in Clovis were **broadside**, **vehicle-pedestrian**, and **hit object** collisions; the top three fatal and severe injury primary collision factors were **pedestrian violation**, **driving under the influence**, and **unsafe speed**. High priority countermeasures to address these collision types and primary collision factors are shown in Table 6.

Table 6. High Priority Countermeasures

	Countermeasure Name	ID	Collisions Addressed
Roadway Countermeasures	Street Lighting	R01	Collisions at night
	Road Diet	R14	Hit object, unsafe speed
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Hit object, unsafe speed
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Hit object, unsafe speed
	Install Dynamic/Variable Speed Warning Sings	R26	Hit object, unsafe speed
	Add Intersection Lighting at Intersections	S1/NS1	Collisions at night
	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Broadside
	Install Flashing Beacons as Advance Warning	S10/NS9	Unsafe speed
Intersection Countermeasures	Convert Intersection to Roundabout	NS4/NS5	Broadside, unsafe speed
	Install/Upgrade Stop Signs or Intersection Warning/ Regulatory Signs	NS6	Broadside
	Upgrade Intersection Pavement Markings	NS7	Broadside
	Install Splitter Islands for Minor Street Approaches	NS13	Broadside
	Install Bike Lanes	R32PB	Overrepresented bicycle collisions
	Install Sidewalk/Pathway	R34PB	Pedestrian violation
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R38PB	Vehicle-pedestrian, pedestrian violation
	Install Pedestrian Countdown Signal Heads	S17PB	Pedestrian violation
Pedestrian/Bicycle Countermeasures	Install Pedestrian Crossing	S18PB/NS20PB	Vehicle-pedestrian
	Install Raised Medians (or Refuge Islands)	NS19PB	Vehicle-pedestrian, pedestrian violation
	Bike Lane Extension Through Intersections		Overrepresented bicycle collisions
	Bike Boxes		Overrepresented bicycle collisions

Note: The ID number references the Caltrans Manual Local Road Safety

Example from Clovis

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Education Strategies

- Targeted based on emphasis areas
- Utilize Fresno COG Safe Roads Save Lives campaign
- Recommended activities:
  - Identify lead staff
  - Meet with advocacy groups
  - Work with school districts
  - Spread materials through social media, print materials, outdoor advertisements, PSAs, campaign website

SAFE ROADS SAVE LIVES



Facebook



Instagram



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Emergency Services Strategies

- Review roadway modification projects for emergency vehicle access
- Identify opportunities to improve emergency response processes
- Share anecdotal information on crash trends and hot spots

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Enforcement Strategies

- Effectiveness is temporal
- Implement equitable enforcement

Enforcement Strategies	C	H	OC	S
Focus speed enforcement efforts in locations with high collision rates.	•	•	•	•
Schedule heightened speed (or other behavior) enforcement checks during strategic times of the year	•			•
Use automatic enforcement, such as red-light cameras or speed feedback signs	•	•	•	•
Deploy speed feedback signs in areas with high collision rates or speeding citations.	•			•
Identify opportunities to engage community members as crossing guards to improve roadway safety for students.		•	•	
Consider opportunities for youth engagement, such as “good behavior” ticket writing from students to adult roadway users.			•	

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Evaluation and Implementation

- Identify countermeasures and strategies for priority locations based on the collision data.
- Regularly coordinate with safety partner agencies
- Explore funding opportunities
- Coordinate with the Fresno COG Regional Safety Plan to implement regional strategies and share best practices.
- Regularly collect and organize data to support evaluation of the LRSP

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MLRSP Report

- Introduction
- Coalinga: Chapter 3
- Huron: Chapter 6
- Orange Cove: Chapter 9
- Selma: Chapter 11

Comments due December 16

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Action Items and Next Steps

- Provide comments on MLRSP Draft Report by December 16
- Final MLRSP to be provided January 14
- LRSP approval support options:

(1) No additional support. You will use the final MLRSP and HSIP materials and present/share as needed with your local decision makers.

(2) You would like presentation materials summarizing the final MLRSP and HSIP materials. You will present/share with local decision makers.

(3) You would like presentation materials summarizing final deliverables and would like either the consultant team or the COG to present to local decision-makers.

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Questions on MLRSP?

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Update on HSIP Applications: Coalinga

Set-aside application for pedestrian crossing enhancements

W Polk St	Coalinga St	RRFB
N 3rd St	E Durian Ave	RRFB
N Coalinga St	Jackson St	Enhanced Crosswalk
N Sunset St	Tyler St / W Durian Ave	Enhanced Crosswalk
N Sunset St	W Jefferson St / W Birch Ave	Enhanced Crosswalk
Baker St	Sunset Ave	Enhanced Crosswalk
Baker St	Pierce St	Enhanced Crosswalk
Van Ness St	Sunset Ave/N Sunset Ave	Enhanced Crosswalk
Van Ness St	E Birch Ave/N 3rd St	Enhanced Crosswalk
N Garfield St	Harrison St	Enhanced Crosswalk
N Garfield St	E Hoover St	Enhanced Crosswalk
W Polk St	N Monterey Ave	Enhanced Crosswalk
W Polk St	California St	Enhanced Crosswalk

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Update on HSIP Applications: Huron

Set-aside application for pedestrian crossing enhancements

4th St	Central Ave	Enhanced Crosswalk
4th St	Azteca Blvd	Enhanced Crosswalk
Myrtle St	Los Angeles St	Enhanced Crosswalk
N St	12th St	Enhanced Crosswalk
Giffen Dr	Mouren Dr	Enhanced Crosswalk
Palmer Ave	R St (or Garden Apartments)	Enhanced Crosswalk

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Update on HSIP Applications: Orange Cove

Set-aside application for pedestrian crossing enhancements

Fourth St	C St	Enhanced Crosswalk
Jacobs Ave-Center St	C St	Enhanced Crosswalk
Jacobs Ave-Center St	D St	Enhanced Crosswalk
Park St	Second St	Enhanced Crosswalk
J St	9th St	Enhanced Crosswalk
Adams Ave	5th St	Enhanced Crosswalk

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Update on HSIP Applications: Selma

Set-aside application for pedestrian crossing enhancements

Wright St	Dennis Dr	RRFB
Wright St	Aspen St	Enhanced Crosswalk
Wright St	Barabara St	Enhanced Crosswalk
Wright St	Huntsman Ave	Enhanced Crosswalk
Wright St	Burnham St	Enhanced Crosswalk
Arrants St	B St	Enhanced Crosswalk
Olive St	Stillman St	Enhanced Crosswalk
2nd St	Bauder St	Enhanced Crosswalk
2nd St	Freeway Ramps (both sides)	Enhanced Crosswalk
Mitchell Ave	Almond St	Enhanced Crosswalk
Mitchell Ave	Fig St	Enhanced Crosswalk
Young St	Rose Ave	Enhanced Crosswalk
McCall Ave	Arrants St	Enhanced Crosswalk
Orange Ave	Barbara St	RRFB
S Mill Ditch Ave	Nelson Blvd	Enhanced Crosswalk

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Action Items and Next Steps

- Draft HSIP applications January 2022
- Final HSIP applications March 2022
- HSIP call for projects anticipated around March 2022

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Web-Based Survey and Interactive Map Results

TOOLE DESIGN

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MEMORANDUM

December 30, 2021

To: Jennifer Soliz and Santosh Bhattari, Fresno Council of Governments

From: Talia Jacobson, Peter Garcia, and Malia Schilling, Toole Design

Mychal Loomis, Kittelson & Associates

Project: Fresno MLRSP

Re: Survey and Webmap Summary and Analysis

This memo describes the public and stakeholder engagement efforts for the Multi-jurisdictional Local Road Safety Plan (MLRSP), focusing on the online survey and interactive webmap. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are part of the MLRSP, as well as voluntary demographic information for Title IV reporting. Both activities were open to public feedback from August 16, 2021 to September 20, 2021 and sought public feedback on spatial patterns of traffic safety concerns and desired improvements.

As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive webmap, based on 252 survey responses received from people who lived or worked in one of the 10 MLRSP jurisdictions, along with 77 points placed in MLRSP jurisdictions on the web map to indicate safety concerns. Detailed methodology and results are presented on the subsequent pages.

Overall Takeaways from Survey and Interactive Webmap

Limited response from smaller MLRSP communities and potential demographic underrepresentation

A significant portion of the survey data set comes from participants living or working in the Cities of Fresno and Clovis, while unincorporated Fresno County and Clovis account for most of the webmap data. Some smaller communities had very few entries or none. The survey's participant demographic data show that there may have been an undercount in certain populations, specifically those belonging to marginalized communities. While Fresno County's Latinx/Hispanic population accounts for more than half its population, only a fifth of respondents identified as Latinx/Hispanic. The survey's respondents were overwhelmingly white at 60%, despite Fresno County's white population accounts for a quarter of the county's population. People from low-income communities may have been undercounted in the survey, as well as younger adults. Despite these limitations, the data provided many insights into traffic safety concerns and desired safety improvements.

Strong desire for road maintenance as well as active transportation improvements

Road maintenance on main roads and rural roads were the top two most desired improvements, potentially highlighting the current poor conditions of streets in communities covered by the MLRSP. Survey participants also expressed a desire to improve walking, biking, and transit facilities. High response rates for improving or adding bicycle facilities and sidewalks relative to their current low mode share show promise of untapped potential for these modes. In turn, this shows that there is an untapped potential for replacing automobile trips with active and shared modes of transport. Traffic safety concerns included unsafe areas to travel by foot, bike or bus, as well as a lack of safe pedestrian crossings.

Major safety concerns around dangerous driver behavior

Participants noted aggressive driver behavior and crashes/near misses as their top two traffic safety concerns. This could point to a need for more driver education around the risks of speeding and other unsafe driver behaviors, as well as a potential for targeted enforcement for specific driver behaviors. In the longer term, traffic safety can be improved through improving existing data collection and collecting near miss data. Crash analyses typically use recorded crashes to find problem corridors and hot spots. However, participants noted locations where near misses occurred. Data collection can be improved by incorporating tools such as SafeTREC's Street Story, which gathers feedback and data on unsafe locations to walk and places where near-misses frequently occur.

Detailed Methodology

Format

The project team hosted a combination online webmap and survey on an interactive web platform available through the project website. The survey and webmap questions were presented in English and used Google Translate integration to expand language access for participants.

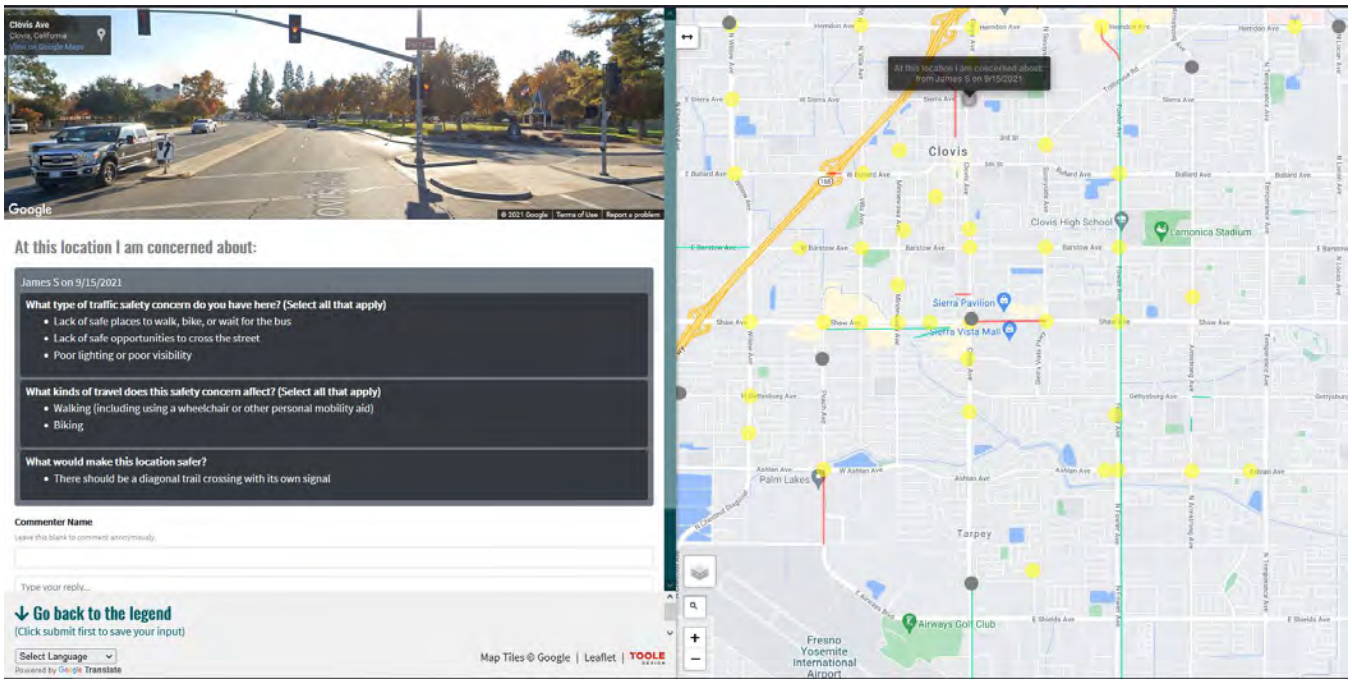
The online survey and webmap were divided into two different sections. First, participants were asked to complete the optional online survey, where they would answer demographic questions, traffic safety issues, and where they lived and worked. Upon completing or skipping the survey, participants were brought into the interactive webmap, where they were asked to drop points in places they'd experienced traffic safety concerns. In total, there were **430** completed survey responses, **155** points dropped in the map, and **548 unique logins** to the website.[1] The survey and webmap's wireframe and questions can be found in Attachment A.

Outreach Efforts

The Fresno Council of Governments utilized language and content prepared by the project team to promote the engagement opportunity via social media, email, newsletters, and community organizations. To promote language equity and participation across Fresno County's diverse communities, all materials were translated into Spanish, Hmong, and Punjabi.

[1] Unique sessions do not control for participants closing the tab and returning to the survey, as returning users will be counted as another unique session.

Figure 1: Screenshot of completed webmap entry



Survey Responses

Most survey data collected were attributed to the City of Fresno and the City of Clovis. There were 548 unique entries in the survey - unique entries include skipped surveys, partially completed surveys, and fully completed surveys. Participants were able to skip the survey entirely if they only wanted to fill out the interactive webmap. 439 of those 548 were partially and complete surveys combined; 115 survey entries were removed (114 completely skipped entries and 1 test entry) from the 548 unique entries. 186 of 439 surveys were removed for this MLRSP-specific analysis due to respondents stating they both worked and lived in the City of Fresno.

To analyze whether the jurisdiction that someone lived or worked had significant impacts on their responses, the project team divided the data set into the following categories:

- Survey respondents who stated they lived or worked in Clovis
- Survey respondents who stated they live or work within more rural MLRSP jurisdictions, not including Clovis (Coalinga, Firebaugh, Huron, Kerman, Mendota, Orange Cove, San Joaquin, and Selma)
- Survey respondents who live or work in unincorporated Fresno County, respondents who live or work in non-MLRSP cities, respondents who left blanks for live or work

Analysis of each of these categories demonstrated that there were a few minor deviations among traffic safety concerns, desired improvements, or for demographic data based on where respondents stated they lived or worked. Therefore, the project team decided to focus analysis on jurisdictions covered by the MLRSP.

The final data set reviewed in this analysis is comprised of **252 entries,** which includes respondents either living or working in a jurisdiction within the MLRSP. Within this data set, there were 178 completed survey entries and 74 partially completed surveys - a completion rate of 70%. A cross tabulation of survey responses' jurisdictions can be found in Attachment D.

Webmap Responses

There were 155 total points placed in the webmap. 72 points were removed as they were placed within Fresno city limits and a further 6 points were removed as they were test points, within a non-MLRSP jurisdiction, or

outside Fresno County. Only 77 points were placed within MLRSP jurisdictions. 50 of the 77 points were placed within unincorporated Fresno County, with the remaining 22 within MLRSP cities. The webmap analysis uses the **77 points** that fell within project relevant areas. The locations of the webmap comments are shown in the maps in Attachment B.

Traffic Safety and Traffic Concerns Analysis

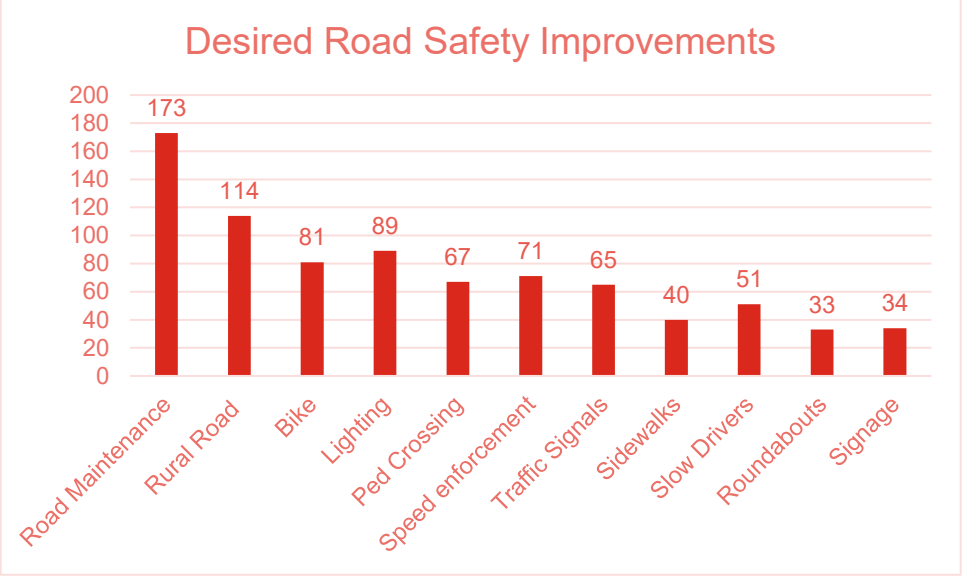
The following results are based on data from survey respondents who stated they lived or worked within at least one of the 10 jurisdictions covered by the MLRSP and from webmap points dropped within MLRSP jurisdictions.

Desired Improvements

The survey asked respondents to provide input on the top three road safety improvements they would like to see within Fresno County. The three most popular responses were road maintenance (173 responses), rural road improvements (114 responses), and better lighting (89 responses).

Despite a small number of respondents (6%) who stated that riding a bike was their primary mode of transportation, bicycle facilities still ranked highly as a desired improvement. Other pedestrian improvements like pedestrian crossings and sidewalks, ranked high relative to their mode share. 67 participants stated that they would like to see better pedestrian crossings, while 40 stated they would like to see an expansion in the sidewalk network. As walking only had 1% of the survey respondents' mode share, these data hint at an untapped potential to improve walking rates in the county.

Figure 2: Participants' Desired Improvements



Locations of Webmap Points

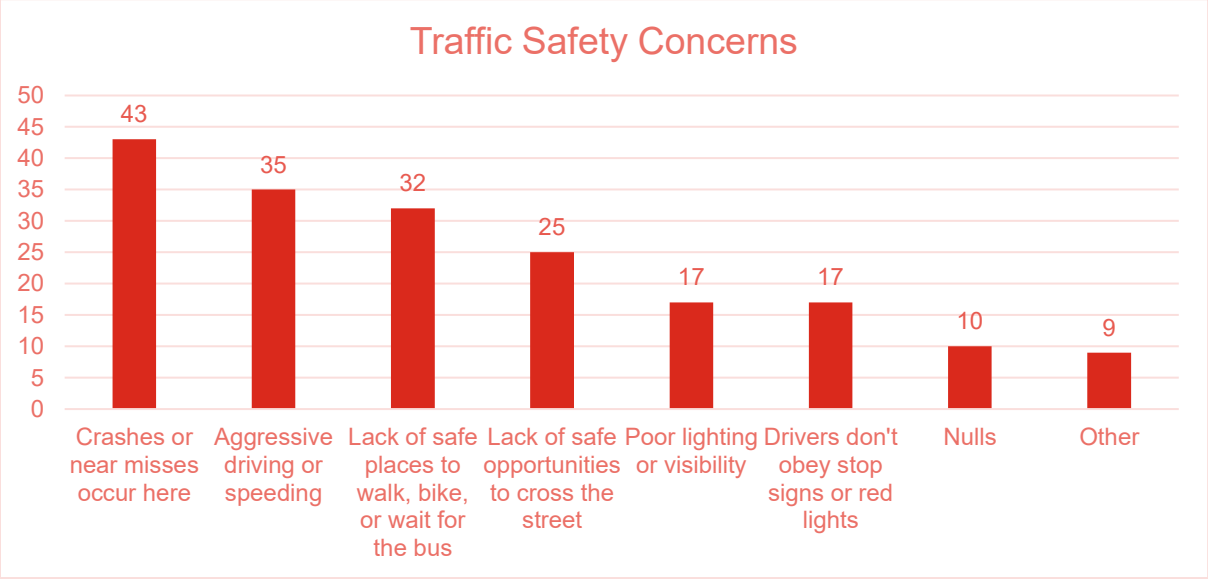
Participants dropped points in the webmap in specific locations across Fresno County where they experienced road safety concerns. The majority of the 77 points dropped in the 10 jurisdictions covered by the MLRSP were placed in unincorporated Fresno County. Out of all the points dropped within incorporated jurisdictions, Clovis received the majority of webmap point drops. It was also the most commonly chosen location for where respondents lived or worked. In contrast, smaller communities like Mendota and Orange Cove received very few

webmap inputs or none at all. Refer to Attachment C to see tables for detailed information on points dropped within the jurisdictions covered by the MLRSP.

Traffic Safety Concerns

Webmap participants' top safety concerns for the 77 points dropped were "crashes or near misses happen here" (23%), followed by "speeding or aggressive driving" (19%), and "lack or safe place to walk, bike, or wait for the bus" (17%). Lighting concerns and drivers disobeying red lights or stop signs ranked lowest (9% for both) compared to other safety concerns. While the survey did not ask directly at what time participants normally travel, further investigation could uncover additional traffic safety concerns for populations who work during irregular working hours.

Figure 3: Participants' Mapped Safety Concerns



Demographic Analysis

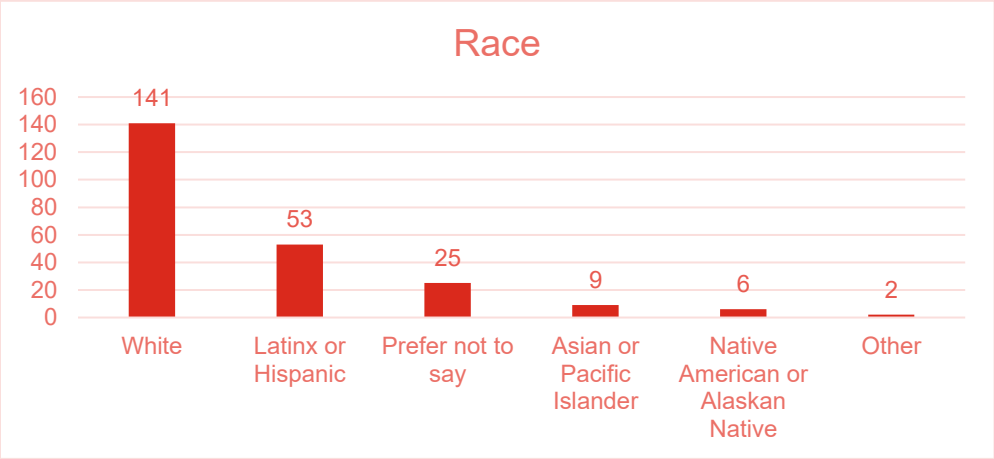
The following demographic data represents information from respondents who live or work in a jurisdiction that is part of the MLRSP.

Race

The online survey/webmap's demographics skewed mostly non-Hispanic white (60%), followed by Latinx/Hispanic participants (22%). 9, (or 4%), identified as Asian or Pacific Islander, 9 (or 3%) as Native American or Alaskan Native, while 6 identified as African American or Black. 25 respondents chose "prefer not to say" and 17 identified as other. Participants could choose more than one racial/ethnic identity.

White participants were over-represented in the survey data when contrasted to Fresno County's demographics.[2] While Latinx/Hispanic residents are slightly more than half of Fresno County's population, they accounted for roughly a fifth of survey participants. In contrast, whites make up 28% of Fresno County's population but accounted for around half of survey participants. This indicates that the Hispanic/Latinx population was underrepresented in the survey data, while whites were overrepresented. A more thorough investigation that captures a representative sample of Fresno County's Hispanic/Latinx could be conducted for a deeper understanding of unique traffic safety issues to this population, such as travelling while undocumented, racial profiling of Hispanic/Latinx drivers, and culturally appropriate traffic safety engagement with mono-lingual Spanish speakers.

Figure 4: Racial breakdown of participants



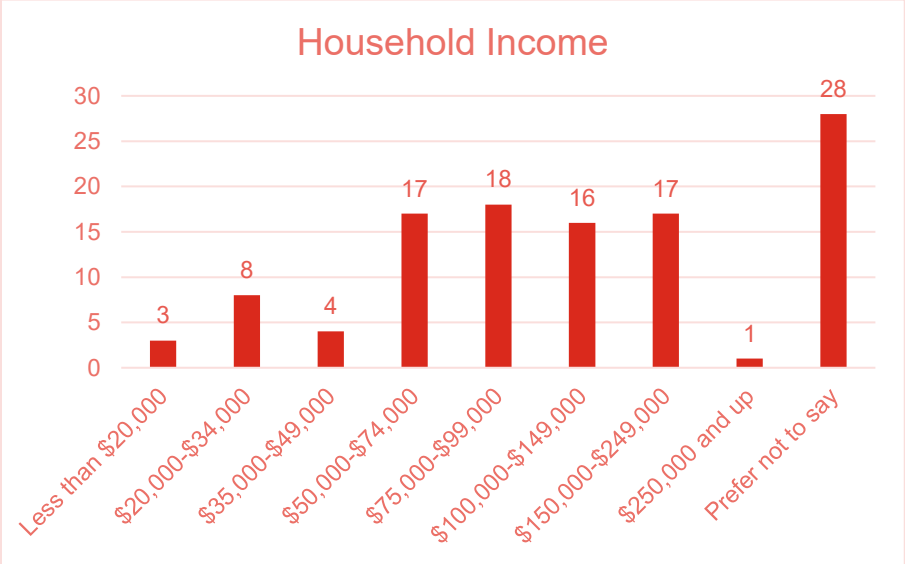
Annual Household Income

Of the 220 participants who disclosed their annual income, over two-thirds made more than $50,000 a year. The median income in Fresno County in 2019 was $53,969[3], meaning that participants from lower-income communities were likely underrepresented.

[2] Based on 2019 5-Year American Community Survey data

[3] Based on 2019 Census data: https://www.census.gov/quickfacts/fresnocountycalifornia

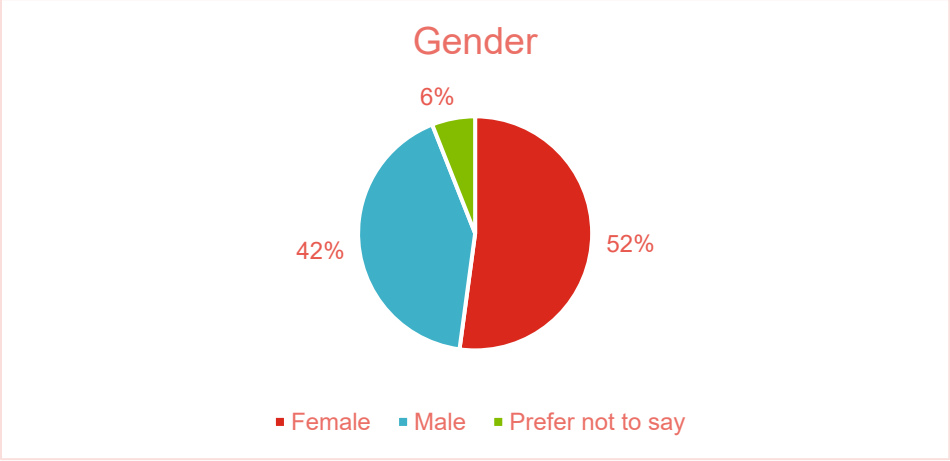
Figure 5: Participant median household income



Gender

Slightly more than half of participants who disclosed their gender identity indicated that they identified as female (52%), while 42% identified as male. 6% of respondents answered they preferred not to say.

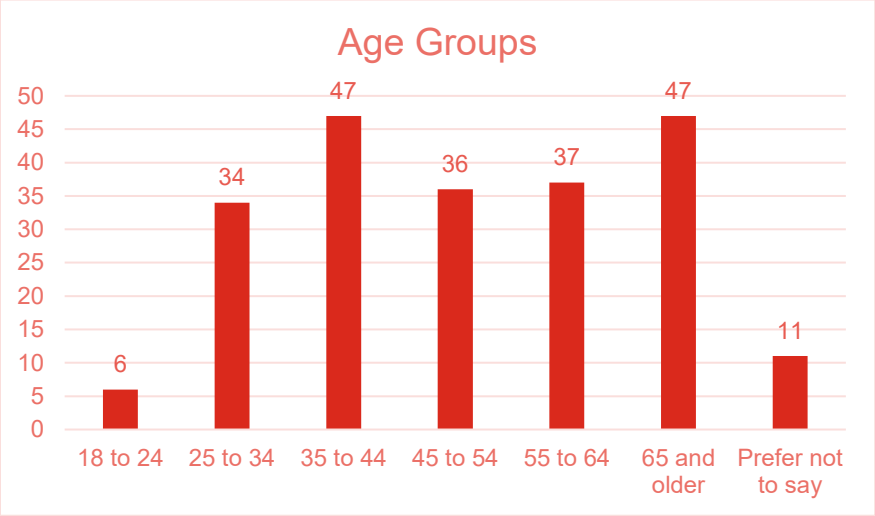
Figure 6: Participant gender identity



Age

The 218 survey participants who disclosed their age represented a wide range of community members. People aged 35-44 (22%) and older adults aged 65 years and up (22%) were strongly represented. Only 3% of responses were from participants aged 18 to 24. While young adults tend to be web and digitally-savvy, these results may indicate that stronger outreach efforts may be needed to capture traffic safety issues for young travelers who may have different travel behavior.

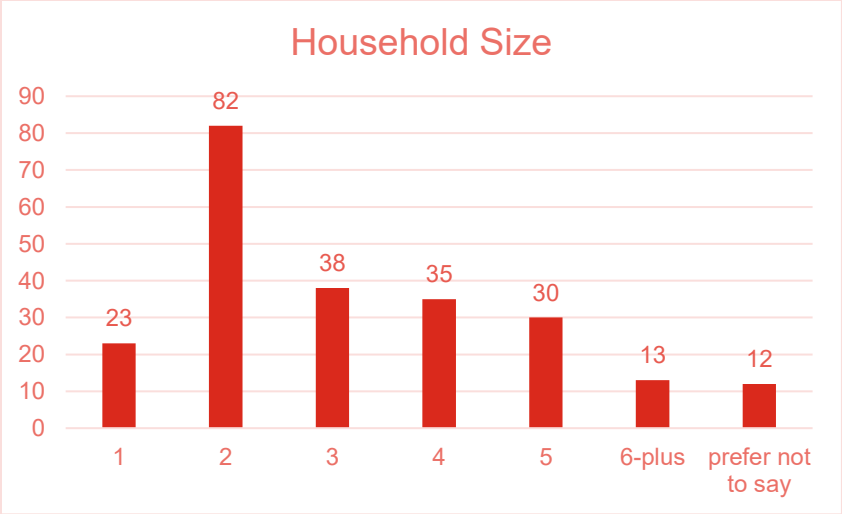
Figure 7: Participant Age Groups



Household Size

Of the 233 participants who responded to the question, over a third stated that they lived in a household of two people. Respondents from households of three made up 16% of the total, and respondents from households of four made up 15%. A minority of respondents responded that they lived in a household of six or more people (6%).

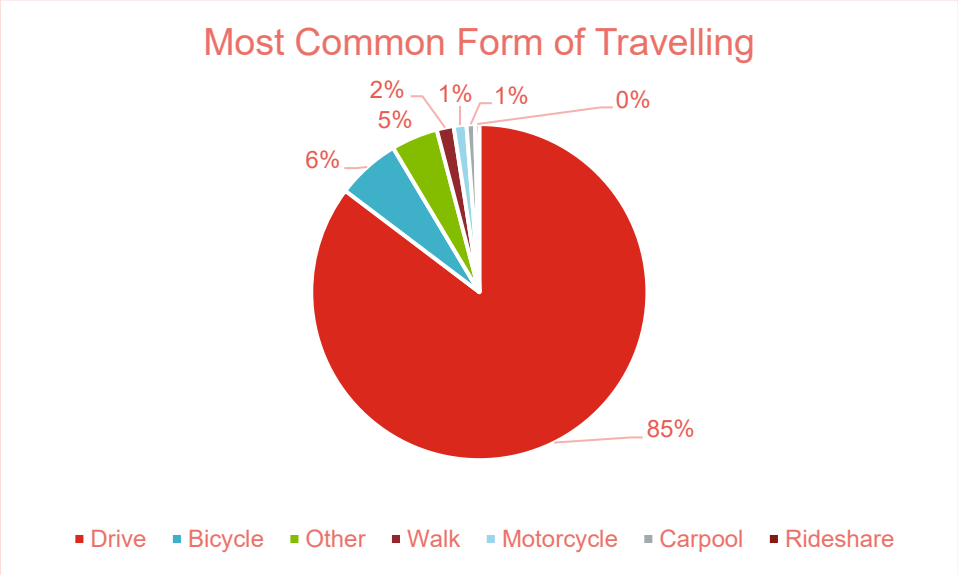
Figure 8: Participants' Household Size



Mode Share

Of those who responded to the question, the vast majority (85%) responded that they drive as their common form of travelling, while only 7% answered that they travel by bicycle. Overall, 8% (not including traveling via carpool or motorcycle) of participants stated that they typically use active modes for transportation, including walking, bicycling, or taking transit.

Figure 9: Participant Mode Share



ATTACHMENT A: SURVEY AND WEBMAP WIREFRAME AND QUESTIONS

Landing (Page 1)

[*Intro to survey, survey purpose]*

Every day, people travel around Fresno County – to work, to go to school, to run errands, to have fun, and to meet their daily needs. No matter how or why you're traveling, we want you to reach your destination safely.

Please complete this survey about road safety concerns or suggestions you have for Fresno County and its communities. This should take most people less than 5 minutes to complete.

The survey begins with a few questions about you, your travel patterns, and your desired road safety improvements. We ask them so we can understand whether this survey has reached people who represent all of Fresno County's Communities. After that, the survey will take you with an interactive map where you can mark locations with safety needs and leave comments telling us about your experiences.

[Button] Let's go!

Translation and Interpretation

Fresno COG is committed to making sure all community members can join our efforts to improve road safety. To request information about interpretation or translation, please call 559-233-4148 or email comment@fresnocog.org

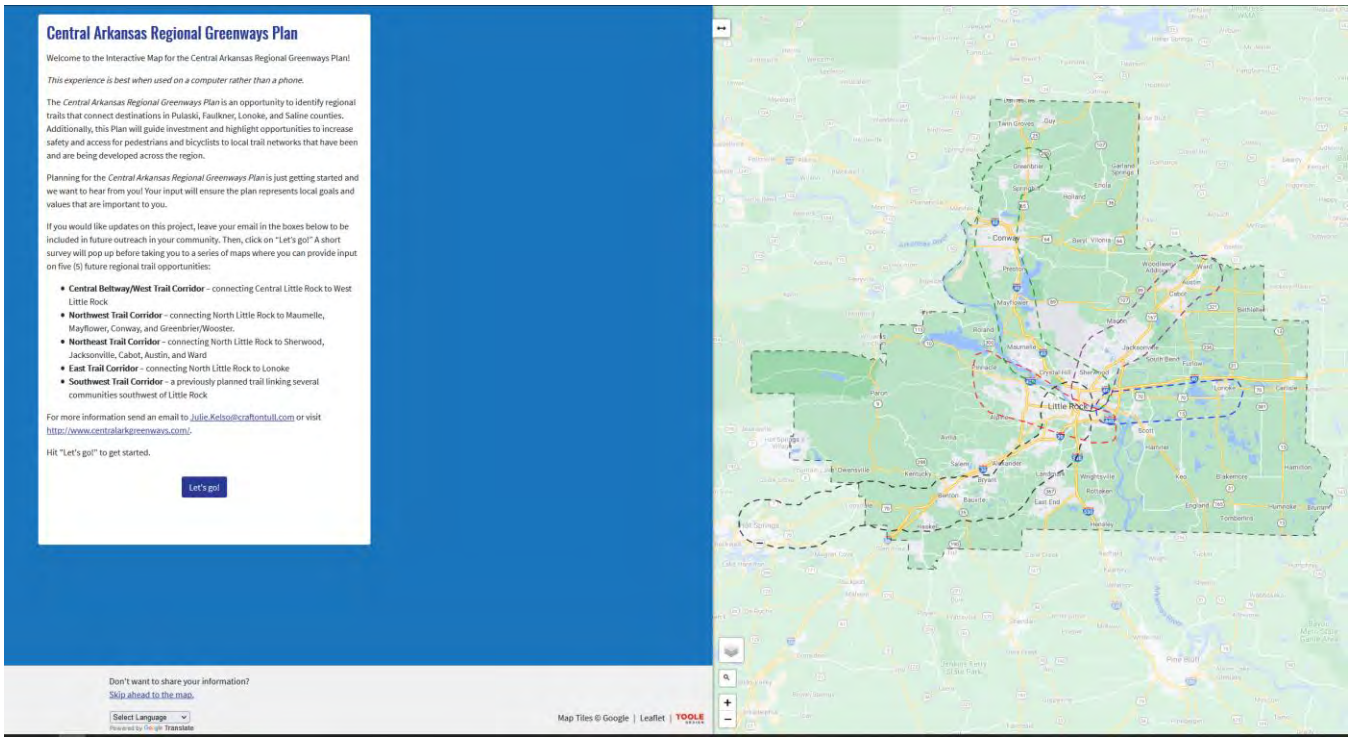


Figure 10 Example of landing page with introduction

General Questions (Page 2)

The following questions are about your desired safety improvements, your travel patterns, and your demographics.

1. Where do you live?
    - Clovis
    - Coalinga
    - Firebaugh
    - Fowler
    - Fresno
    - Huron
    - Kerman
    - Kingsburg
    - Mendota
    - Orange Cove
    - Parlier
    - Reedly
    - San Joaquin
    - Sanger
    - Selma
    - Unincorporated areas in Fresno County (outside of city boundaries)
    - Outside of Fresno County

2. Where do you work (or study)?
    - Clovis
    - Coalinga
    - Firebaugh
    - Fowler
    - Fresno
    - Huron
    - Kerman
    - Kingsburg
    - Mendota
    - Orange Cove
    - Parlier
    - Reedly
    - San Joaquin
    - Sanger
    - Selma
    - Unincorporated areas in Fresno County (outside of city boundaries)
    - Outside of Fresno County

3. What road safety improvements are most needed in the community where you live? Select up to three:
   - Bike lanes/bikeways
   - Maintenance of existing roads and streets
   - Pedestrian crossing improvements
   - Rural road improvements to prevent run-off-road crashes
   - Replacing traffic signals with roundabouts
   - Sidewalks
   - Speed enforcement
   - Street lighting
   - Traffic signals
   - Treatments to slow down drivers
   - Wayfinding and signage

4. What is the most common way you travel or get around? Select one:
   - I walk (this includes using a wheelchair or other personal mobility aid)
   - I ride a bicycle
   - I ride a motorcycle
   - I drive/someone I know drives me
   - I ride in a vanpool or carpool
   - I take a taxi, Uber or Lyft
   - I take the bus
   - Other *[text box]*

5. How do you identify your race and ethnicity? Select all that apply:
   - African American or Black
   - Asian or Pacific Islander
   - Latino/a/x or Hispanic
   - Native American or Alaska Native
   - White or Caucasian
   - Multiracial
   - Other *[text box]*
   - Prefer not to say

6. What is your age?

   - Under 18
   - 18 to 34
   - 35 to 49
   - 50 to 64
   - 65 or older
   - Prefer not to say

7. What is your gender identity?

   - Female
   - Male

- Trans, nonbinary, or gender nonconforming
- Other
- Prefer not to say

8. What is your household size?
   - 1
   - 2
   - 3
   - 4
   - 5
   - 6+

9. What is your annual household income level?
   - Less than $20,000
   - $20,000 - $34,999
   - $35,000 - $49,000
   - $50,000 - $74,999
   - $75,000 - $99,999
   - $100,000 - $149,999
   - $150,000 - $249,999
   - $250,000 or higher
   - Prefer not to say

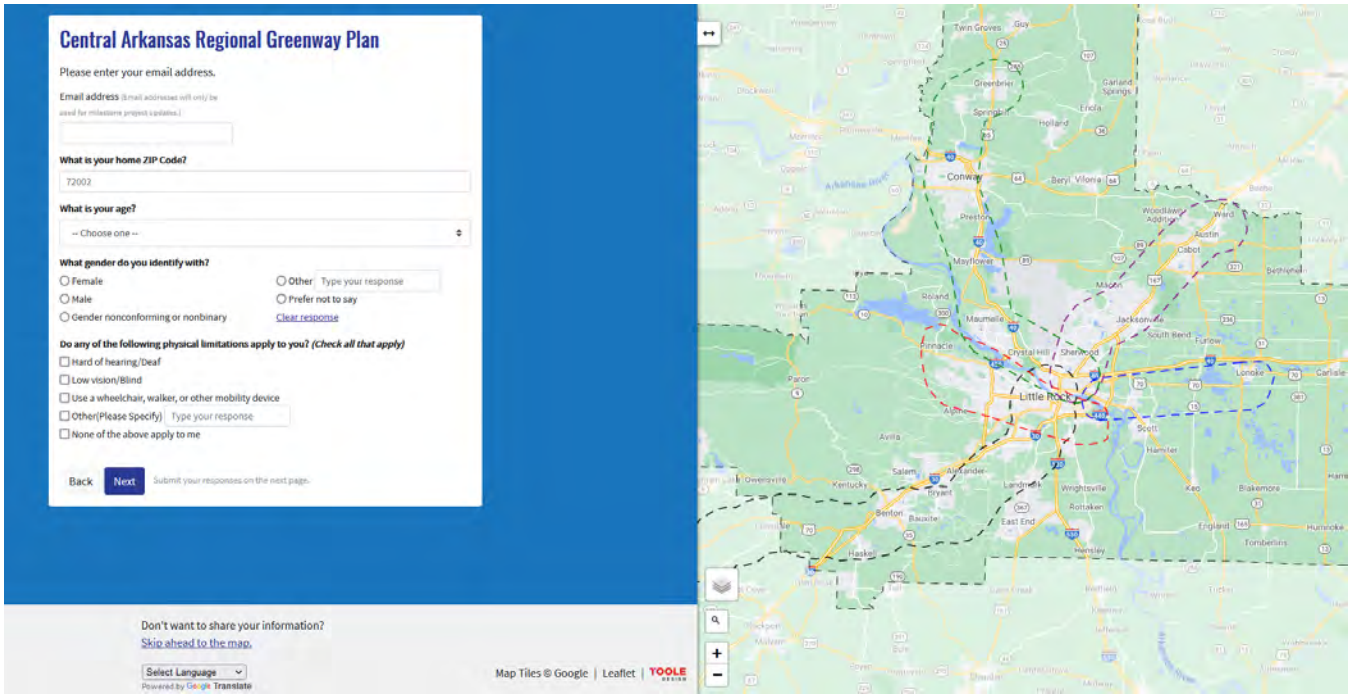


Figure 11 **Example of general questions page**

Interactive Map (Page 3)

[Interactive map landing page]

Tell us about your safety needs and improvements you want to see in Fresno County and participating cities. Click anywhere within the boundaries to tell us about a safety concern. (Communities in **bold** are currently creating local road safety plans.)

- **Clovis**
- **Coalinga**
- **Firebaugh**
- Fowler
- Fresno
- **Huron**
- **Kerman**
- Kingsburg
- **Mendota**
- **Orange Cove**
- Parlier
- Reedly
- **San Joaquin**
- Sanger
- **Selma**
- **Unincorporated Fresno County (outside of city boundaries)**

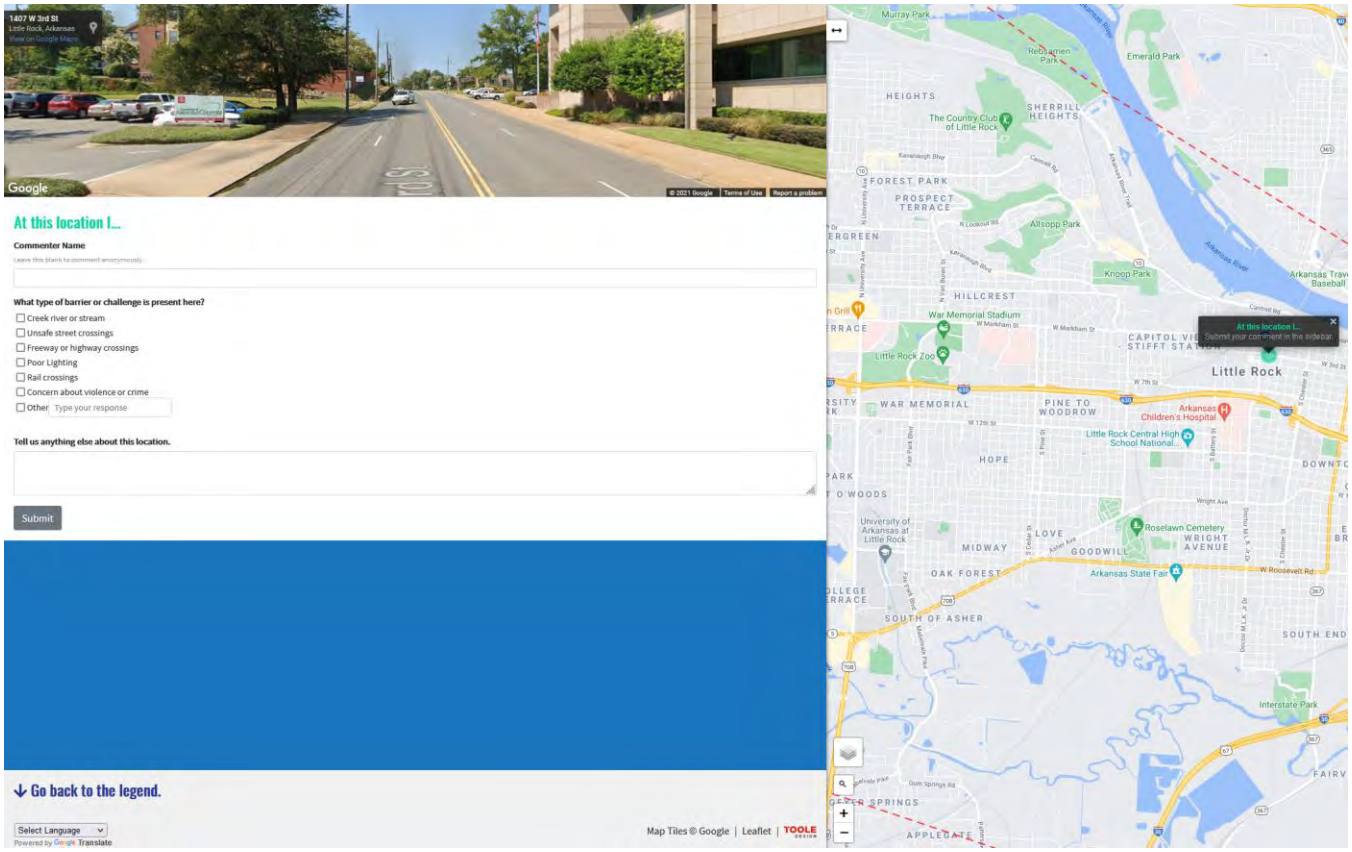


Figure 12 Example of user input fields that appear when participant drops a pin at a location

[Controls, user input fields]

[Clickable links to zoom to the 9 MLRSP cities + Fresno County]

Layers to include:

- *High crash locations*
- *Jurisdictional polygons/ boundaries*

[Geo inputs for survey participants:]

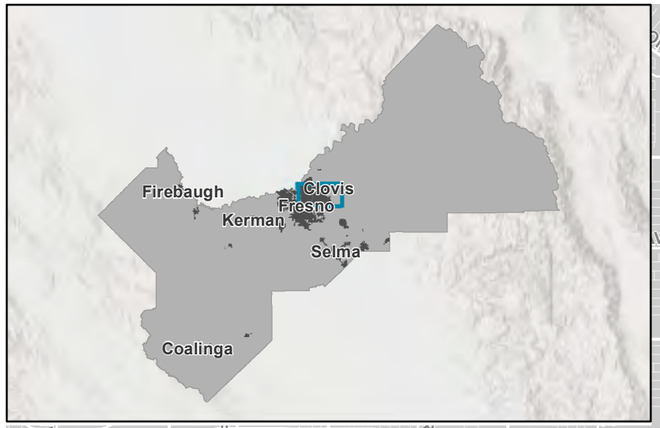
Please drop a point where you encounter safety issues:

- What type of traffic safety concern do you have here? Select all that apply:
    - o Crashes or near misses happen here
    - o Lack of safe places to walk, bike, or wait for the bus
    - o Lack of safe opportunities to cross the street
    - o Poor lighting or poor visibility
    - o Speeding or aggressive driving
    - o People driving do not obey red lights, stop signs, or turn signals
    - o Other

- What kinds of travel does this safety concern affect? Select all that apply:
    - Walking (this includes using a wheelchair or other personal mobility aid)
    - Biking
    - Riding a motorcycle
    - Taking transit
    - Driving or riding in a car
    - Driving a truck or other commercial vehicle
- What would make this location safer? [*Free response option]*
    - *[text box]*

When you're done submitting your feedback, simply close this website's tab to conclude the survey. Thank you!

ATTACHMENT B: WEBMAP COMMENTS



K:\H_Projects\626012 - Fresno COG Local LRSPs\GIS\Webmap mxds\MLRSP_webmap_results.mxd Date: 11/24/2021

Online Interactive Map Comments

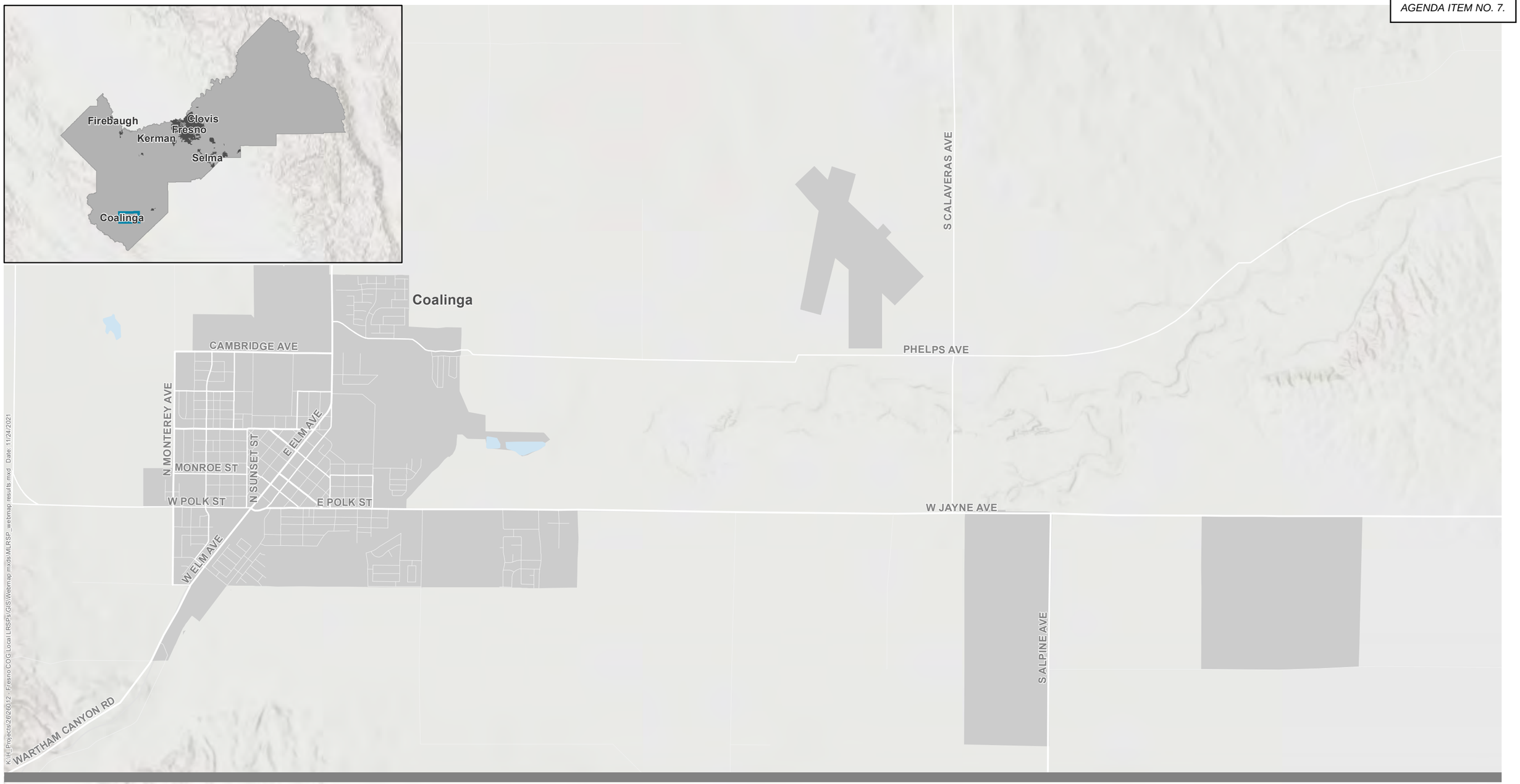
- Intersection
- City Limits
- County Boundary

0 0.9 Miles

Figure 1

Online Interactive Map Comments
Jurisdiction Results: Clovis
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Online Interactive Map Comments

- Intersection
- City Limits
- County Boundary

0 0.6 Miles

Figure 2

Online Interactive Map Comments
Jurisdiction Results: Coalinga
Fresno Council of Governments

KITTELSON & ASSOCIATES



N DOS PALOS RD
CLYDE FANNON RD
P ST
Firebaugh
THIRTEENTH ST
N ST
SAIPAN AVE
CARDELLA ST
W NEES AVE
N WASHOE AVE
W BULLARD AVE

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Online Interactive Map Comments

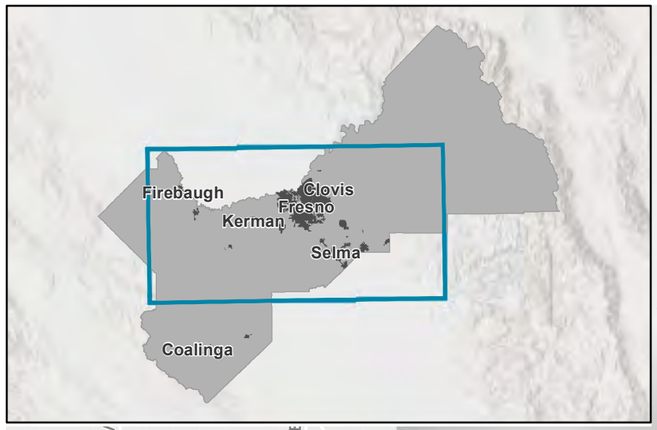
- Intersection
- City Limits
- County Boundary

0 0.45 Miles

Figure 3

Online Interactive Map Comments
Jurisdiction Results: Firebaugh
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Fresno
Clovis
Mendota
Kerman
Sanger
Fowler
Reedley
Parlier
Orange Cove
San Joaquin
Selma
Kingsburg

W HERNDON AVE
W SHAW AVE
W ASHLAN AVE
W SHIELDS AVE
W BELMONT AVE
W MCKINLEY AVE
E HERNDON AVE
SHAW AVE
E BELMONT AVE
W JENSEN AVE
E JENSEN AVE
W AMERICAN AVE
E AMERICAN AVE
W MANNING AVE
E MANNING AVE
E ROSE AVE
E MOUNTAIN VIEW AVE
E ELKHORN AVE
W KAMM AVE
W MOUNT WHITNEY AVE

N FRIVANT RD
MILLERTON RD
AUBERRY RD
LODGE RD
TOLLHOUSE RD
MCKINLEY GROVE RD
WATTS VALLEY RD
MAXON RD
S RD
E TRIMMER SPRING
ELWOOD RD
N PIEDRA RD
RUTH HILL RD
DUNLAP RD
N FAIRFAX AVE
S FAIRFAX AVE
N SAN DIEGO AVE
S SAN DIEGO AVE
S DERRICK AVE
S JAMES RD
COLORADO RD
S LASSEN AVE
N MADERA AVE
S MADERA AVE
S MCMULLIN GRD
S JAMESON AVE
S MARKS AVE
N PALM AVE
N BLACKSTONE AVE
N FIRST ST
N CEDAR AVE
S CEDAR AVE
S FOWLER AVE
S PEACH AVE
S CLOVIS AVE
N MCCALL AVE
N ACADEMY AVE
S BETHEL AVE
S ACADEMY AVE
S REED AVE
S ALTA AVE
S HILLS VALLEY RD

145
168
180
99
41
5

K:\HLProjects\2626012-_Fresno COG\Local\URSP\GIS\Webmap mxds\FresnoCo_webmap results.mxd Date: 11/24/2021

Online Interactive Map Comments

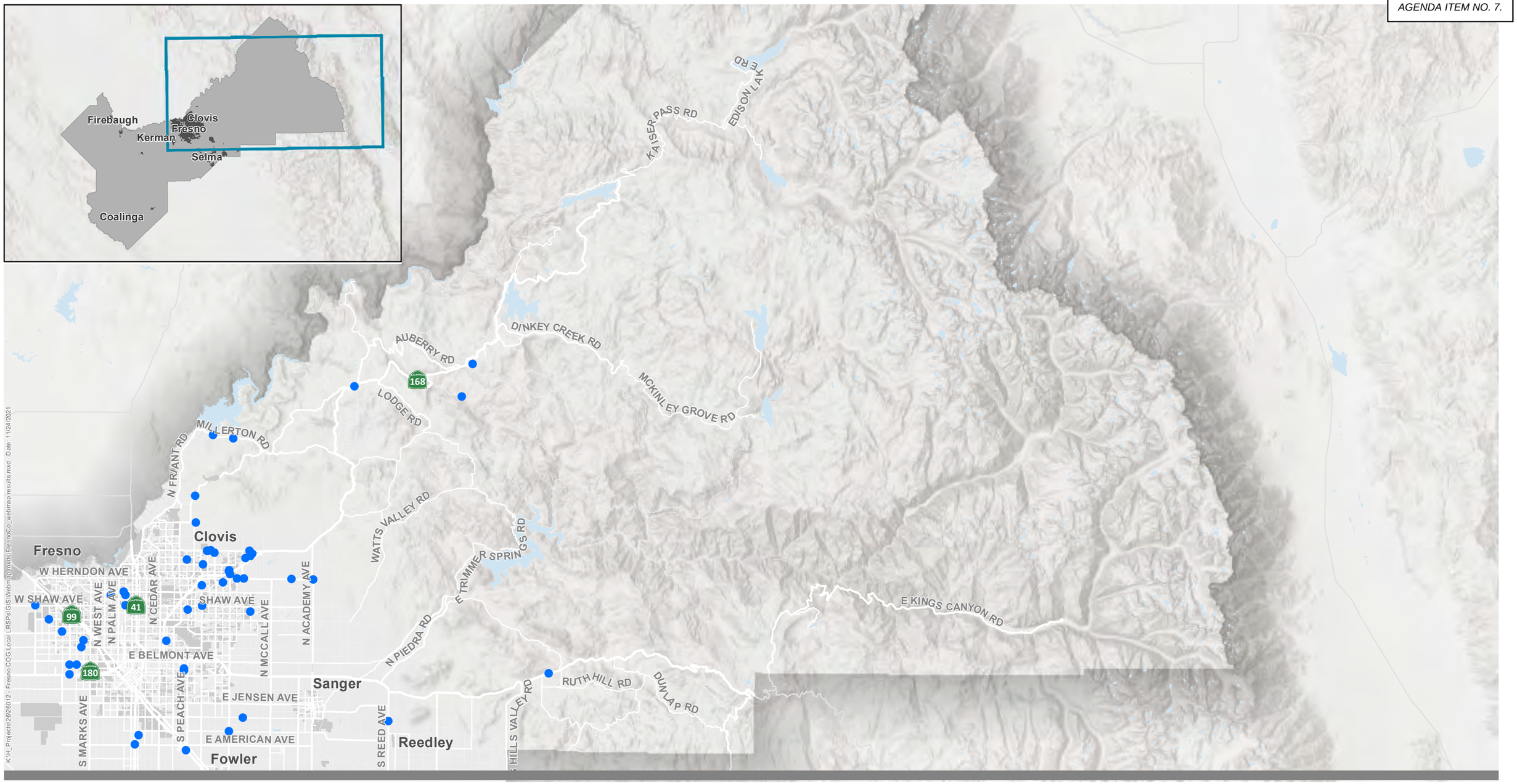
- Intersection
- City Limits
- County Boundary

0 6 Miles

Figure 4.1

Online Interactive Map Comments Jurisdiction Results: Fresno County Fresno Council of Governmer

KITTELSON & ASSOCIATES



Online Interactive Map Comments

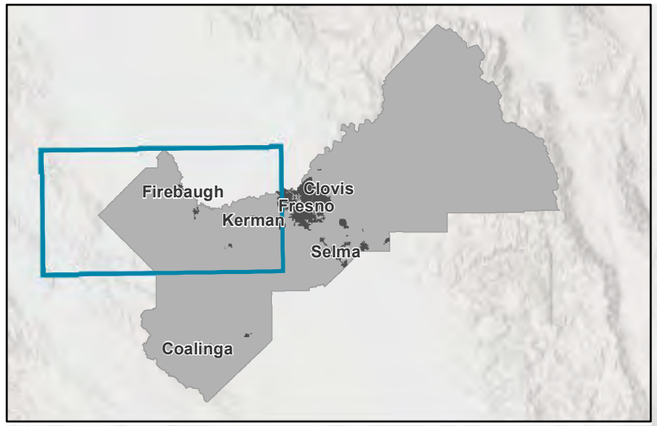
- Intersection
- City Limits
- County Boundary

0 6 Miles

Figure 4.2

Online Interactive Map Comments Jurisdiction Results: Fresno County Fresno Council of Governmer

KITTELSON & ASSOCIATES



K:\H_Projects\2626012 "Fresno COG Local LRSPs\GIS\Webmap mxds\FresnoCo_webmap results.mxd Date: 11/24/2021

Online Interactive Map Comments

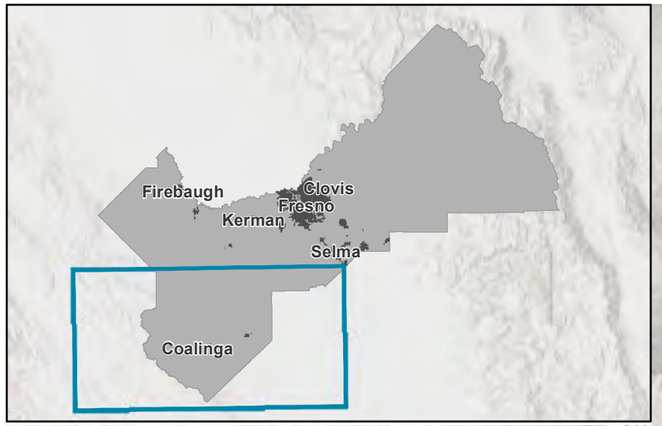
- Intersection
- City Limits
- County Boundary

0 4.5 Miles

Figure 4.3

Online Interactive Map Comments Jurisdiction Results: Fresno County Fresno Council of Governmer

KITTELSON & ASSOCIATES



S DERRICK AVE
E ELKHORN AVE
S MARKS AVE
S CEDAR AVE
41
W MOUNT WHITNEY AVE
S FRESNO COALINGA RD
W OAKLAND AVE
5
S EL DORADO AVE
S LASSEN AVE
Huron
Coalinga
PHELPS AVE
W JAYNE AVE
WARTHAM CANYON RD
LOST HILLS RD

K:\H_Projects\2626012 - Fresno COG Local LRSPs\GIS\Webmap.mxds\FresnoCo_webmap results.mxd Date: 11/24/2021

Online Interactive Map Comments

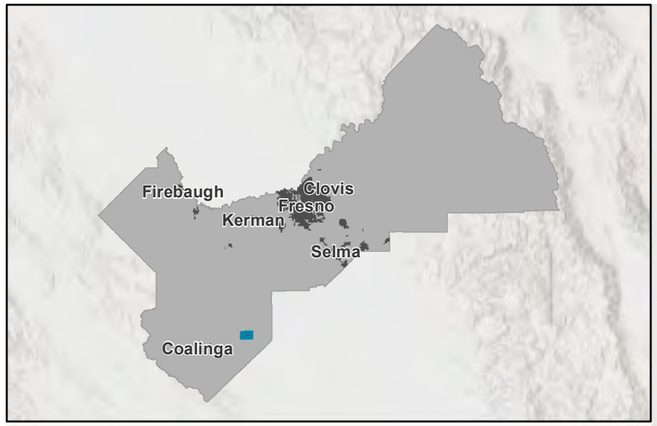
- Intersection
- City Limits
- County Boundary

0 4.5 Miles

Figure 4.4

Online Interactive Map Comments Jurisdiction Results: Fresno County Fresno Council of Governmer

KITTELSON & ASSOCIATES



Huron

W PALMER AVE

S LASSEN AVE

M ST

MOUREN DR

P ST

GIFFIN AVE

ELEVENTH ST

NINTH ST

FOURTH ST

MYRTLE AVE

GRANADA AVE

TORNADO AVE

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Online Interactive Map Comments

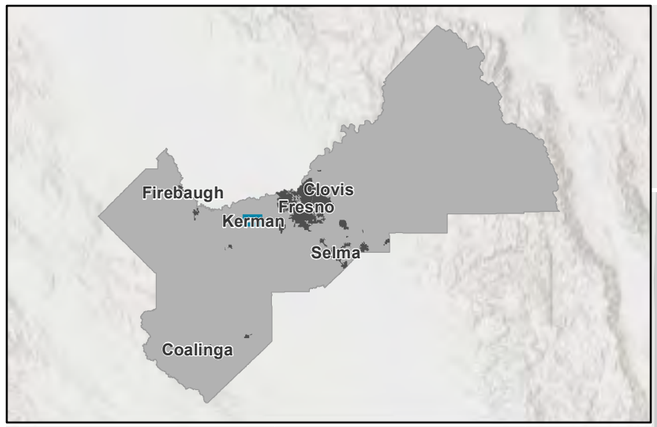
- Intersection
- City Limits
- County Boundary

0 0.165 Miles

Figure 5

Online Interactive Map Comments
Jurisdiction Results: Huron
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Online Interactive Map Comments

- Intersection

City Limits

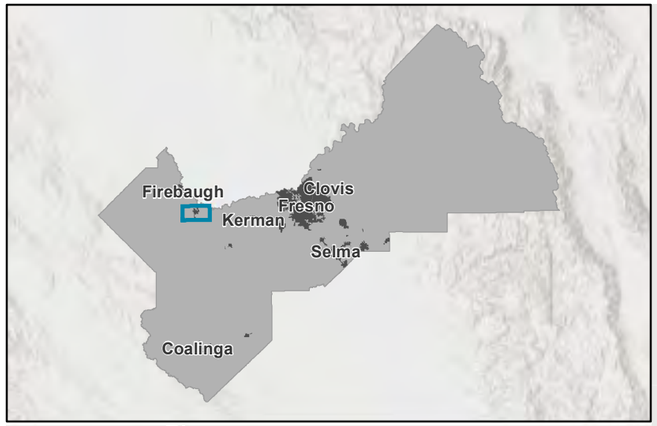
County Boundary

0 0.3 Miles

Figure 6

Online Interactive Map Comments
Jurisdiction Results: Kerman
Fresno Council of Governmer

KITTELSON & ASSOCIATES



N DOS PALOS RD
BASS AVE
Mendota
MARIE ST
NAPLES ST
OLLER ST
NINTH ST
N
W BELMONT AVE
S SAN DIEGO AVE
S DERRICK AVE
W PANOCHE RD
S SAN BENITO AVE
W CALIFORNIA AVE

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Online Interactive Map Comments

- Intersection
- City Limits
- County Boundary

0 0.45 Miles

Figure 7

Online Interactive Map Comments
Jurisdiction Results: Mendota
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Orange Cove

ADAMS AVE

C ST

FOURTH ST

E SUMNER AVE

ANCHOR AVE

PARK ST

W RAILROAD AVE

E RAILROAD AVE

SECOND ST

ELEVENTH ST

CENTER ST

S HILLS VALLEY RD

WHITTIER AVE

E SOUTH AVE

S HILL A VE

E MANNING AVE

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Online Interactive Map Comments

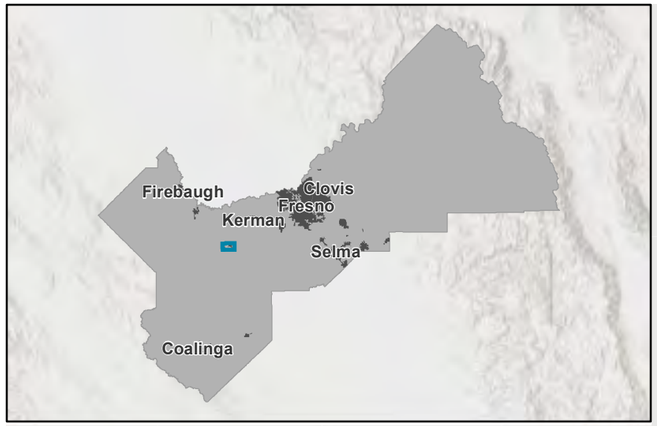
- Intersection
- City Limits
- County Boundary

0 0.3 Miles

Figure 8

Online Interactive Map Comments Jurisdiction Results: Orange Cove Fresno Council of Governmer

KITTELSON & ASSOCIATES



San Joaquin

S SUTTER AVE

MAIN ST

S PLACER AVE

NINTH ST

W MANNING AVE

COLORADO RD

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Online Interactive Map Comments

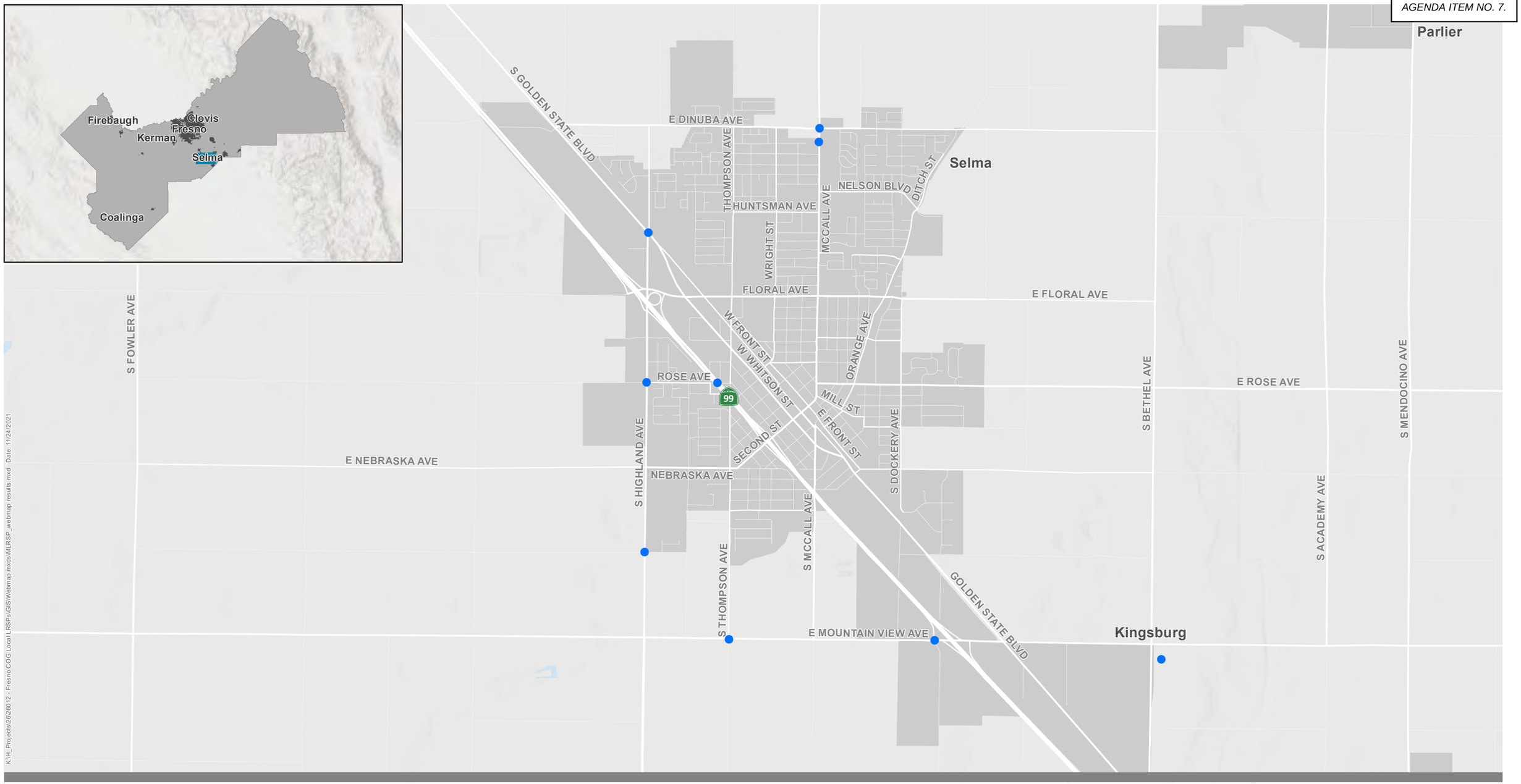
- Intersection
- City Limits
- County Boundary

0 0.225 Miles

Figure 9

Online Interactive Map Comments Jurisdiction Results: San Joaquin
Fresno Council of Governmer

KITTELSON & ASSOCIATES



Online Interactive Map Comments

- Intersection
- City Limits
- County Boundary

0 0.45 Miles

Figure 10

Online Interactive Map Comments
Jurisdiction Results: Selma
Fresno Council of Governments

KITTELSON & ASSOCIATES

ATTACHMENT C: IMPROVEMENT TYPES AND CONCERNS BY LOCATION

CLOVIS

DESIRED IMPROVEMENT TYPE (SURVEY)	COUNT	TRAFFIC SAFETY CONCERN (WEBMAP)	COUNT	DEMOGRAPHICS (SURVEY)	COUNT
Road Maintenance	**68**	Unsafe Place to walk bike bus	10	Live in Clovis	78
Rural Road	**33**	Lack of safe crossing	10	Work in Clovis	48
Speed enforcement	**27**	Crashes	7	Unique participants	92
Ped Crossing	23	Poor Lighting/Vis	7		
Traffic Signals	21	Speeding/aggro driving	7		
Sidewalks	18	No obeying stop/red/signage	7		
Slow Drivers	17	other	3		
Signage	16				
Roundabouts	11	Unique Points:	16		

COALINGA

DESIRED IMPROVEMENT TYPE(SURVEY)	COUNT	TRAFFIC SAFETY CONCERN (WEBMAP)	COUNT	DEMOGRAPHICS (SURVEY)	COUNT
Ped Crossing	4	***No spatial data available***		Live in Coalinga	2
Speed enforcement	4			Work in Coalinga	6
Road Maintenance	3			Unique participants	6
Rural Road	3				
Sidewalks	3				
Roundabouts	2				
Traffic Signals	2				
Bike	1				
Signage	1				
Slow Drivers	0				

FIREBAUGH	DESIRED IMPROVEMENT TYPE (SURVEY)	COUNT	TRAFFIC SAFETY CONCERNS (WEBMAP)	COUNT	DEMOGRAPHICS (SURVEY)	COUNT
	Road Maintenance	7	Speeding/aggressive driving	2	Live in Firebaugh	10
	Ped Crossing	5	Crashes	1	Work in Firebaugh	7
	Traffic Signals	5	Unsafe place to walk, bike or wait for the bus	1	Unique participants	11
	Rural Road	4				
	Speed enforcement	4	Unique Points	2		
	Bike	3				
	Sidewalks	3				
	Roundabouts	2				
	Slow Drivers	2				
	Signage	0				

HURON	IMPROVEMENT TYPE (SURVEY)	COUNT	TRAFFIC SAFETY CONCERNS (WEBMAP)	COUNT	DEMOGRAPHICS (SURVEY)	COUNT
	Traffic Signals	**4**		***No spatial data available***	Live in Huron	2
	Ped Crossing	**3**			Work in Huron	3
	Rural Road	**3**			Unique Participants	4
	Sidewalks	**3**				
	Road Maintenance	**2**				
	Roundabouts	2				
	Slow Drivers	2				
	Speed enforcement	2				
	Signage	1				
	Bike	**0**				

KERMAN

DESIRED IMPROVEMENT TYPE (SURVEY)	COUNT	TRAFFIC SAFETY CONCERNS (WEBMAP)	COUNT	DEMOGRAPHICS (SURVEY)	COUNT
Rural Road	12	Crashes or near misses happen here	1	Live in Kerman	12
Road Maintenance	9	Speeding/aggressive driving	1	Work in Kerman	5
Speed enforcement	5	Other	1	Unique Participants	15
Bike	3	Unsafe place to walk, bike or wait for the bus	0		
Ped Crossing	3	Lack of safe crossing	0		
Roundabouts	3	Poor Lighting/Visibility	0		
Traffic Signals	3	No obeying stop/red/signage	0		
Slow Drivers	2				
Sidewalks	1	Unique Points	2		
Signage	1				

MENDOTA

DESIRED IMPROVEMENT TYPE (SURVEY)	COUNT	TRAFFIC SAFETY CONCERNS (WEBMAP)	COUNT	DEMOGRAPHICS (SURVEY)	COUNT
Road Maintenance	3	***No spatial data available***		Live in Mendota	1
Rural Road	3			Work in Mendota	6
Traffic Signals	3			Unique Participants	6
Speed enforcement	2				
Roundabouts	1				
Sidewalks	1				
Bike	1				
Slow Drivers	0				
Signage	0				
Ped Crossing	1				

ORANGE COVE

DESIRED IMPROVEMENT TYPE (SURVEY)	COUNT
Road Maintenance	1
Rural Road	1
Sidewalks	1
Speed enforcement	1
Bike	0
Ped Crossing	0
Roundabouts	0
Traffic Signals	0
Slow Drivers	0
Signage	0

TRAFFIC SAFETY CONCERNS (WEBMAP)	COUNT
No spatial data available	

DEMOGRAPHICS (SURVEY)	COUNT
Live in Orange Cove	0
Work in Orange Cove	1
Unique Participants	1

SAN JOAQUIN

DESIRED IMPROVEMENT TYPE (SURVEY)	COUNT
No survey data available	

TRAFFIC SAFETY CONCERNS (WEBMAP)	COUNT
No spatial data available	

DEMOGRAPHICS (SURVEY)	COUNT
Live in San Joaquin	0
Work in San Joaquin	0
Unique Participants	0

SELMA

DESIRED IMPROVEMENT TYPE (SURVEY)	COUNT
Road Maintenance	10
Rural Road	6
Speed enforcement	6
Bike	5
Ped Crossing	4
Traffic Signals	4
Roundabouts	2
Slow Drivers	2
Sidewalks	1
Signage	1

TRAFFIC SAFETY CONCERNS (WEBMAP)	COUNT
Unsafe place to walk, bike or wait for the bus	5
Lack of safe crossing	3
Poor Lighting/Vis	3
Crashes or near misses happen here	3
Speeding/aggressive driving	2
Drivers don't obey stop signs or red lights	1
other	0
Unique Points	6

DEMOGRAPHICS (SURVEY)	COUNT
Live in Selma	10
Work in Selma	7
Unique Participants	13

UNINCORPORATED FRESNO COUNTY	DESIRED IMPROVEMENT TYPE (SURVEY)	COUNT	TRAFFIC SAFETY CONCERNS (WEBMAP)	COUNT	DEMOGRAPHICS (SURVEY)	COUNT
	Road Maintenance	33	Crashes or near misses happen here	30	Live in Unincorporated Fresno County	39
	Rural Road	29	Aggressive driving/speeding	21	Work in Unincorporated Fresno County	22
	Bike	18	Unsafe place to walk, bike, or wait for the bus	15	Unique Participants	47
	Lighting	16	Lack of safe opportunities to cross the street	12		
	Ped Crossing	8	Poor lighting/visibility	11		
	Speed enforcement	10	Nulls	10		
	Traffic Signals	15	Drivers don't obey stop signs or red lights	9		
	Sidewalks	3				
	Slow Drivers	9	Unique Points	51		
	Roundabouts	5				
	Signage	4				

ATTACHMENT D: SURVEY RESPONDENT CROSS TABULATION

LIVE	WORK															
	Clovis	Coalinga	Firebaugh	Fowler	Fresno	Huron	Kerman	Kingsburg	Mendota	Outside Fresno	Reedley	Sanger	Selma	Unincorp Fresno	(blank)	Grand Total
Clovis	34			1	31	1				2		1	1	3	4	78
Coalinga		2														2
Firebaugh			6		1	1			2							10
Fowler				2												2
Fresno	13	1	1				1	2		11	1	2	1	2	14	49
Huron		1				1										2
Kerman					6		2		3					1		12
Kingsburg								2			1					3
Mendota									1							1
Orange Cove					1											1
Outside Fresno		1			3					2						6
Parlier					1											1
Reedley		1			3			2		1	10	1			1	19
Sanger					4							2		2		8
Selma					5					1			4			10
Unincorp Fresno	1				18		1				1		1	14	3	39
(blank)					1		1								7	9
Grand Total	48	6	7	3	74	3	5	6	6	17	13	6	7	22		252

Focus Group Participant Lists

CLOVIS

- Amy Hance, Clovis Transit
- Carolina Ilic, Fresno Area Express
- Chad Fitzgerald, Clovis Fire Department
- Chad McCollum, Clovis Public Affairs and Information
- Claudia Cazares, Engineering
- Colleen Vidinoff, LWG Member
- David Merchen, Planning
- Denver Stairs, Clovis Unified School District
- Glen Eastes, Clovis Department of Public Utilities
- John Cross, Engineering
- John Holt, Clovis City Manager's Office
- Michael Navarro, Caltrans District 6
- Mike Harrison, Engineering
- Renee Mathis, Director Clovis Department of Planning and Development Services
- Richard Ashcraft, Clovis Police Department
- Ryan Burnett, LWG Member
- Scott Mozier, City of Fresno
- Sean Smith, Engineering
- Shelby Elia, LWG Member
- Sherry Call-Richards, Clovis Unified School District
- Stephanie Babb, Clovis Community College
- Steven White, County of Fresno
- Thad Avery, Engineering
- Tim Barker, Engineering
- Tina Sumner, Fresno Cycling Club

COALINGA

- Darren Blevins, Coalinga Police Chief
- Greg Dupuis, Coalinga Fire Chief
- Katie Delano, Director of Transportation, Coalinga-Huron Unified School District
- Larry Miller, Coalinga Utilities Coordinator and LWG Member
- Lori Villanueva, Superintendent, Coalinga-Huron Unified School District
- Sean Brewer, Coalinga Assistant City Manger

FIREBAUGH

- Ben Gallegos, City Manager/Public Works Director, LWG Member
- Brady Jenkins, Mayor Pro Tem
- Danny Barragan, MOT Director
- Danny Reed, LWG Member
- Freddy Valdez, Mayor
- John Borboa, Fire Chief,
- Mario Gouveia, City Engineer,
- Pio Martin, Finance Director
- Sal Raygoza, Police Chief

FRESNO COUNTY (UNINCORPORATED)

- Bill Maines, BNSF Railroad - Manager Signals
- Carlos Martinez, Tarpey Neighborhood
- Crystal Lanfranco, Central Unified School District, Head of Transportation
- Eric Franco, School Safety and Security, Riverdale Unified School District
- Greg Reinke, Fresno County CAO office
- John Campbell, Superintendent, Kings Canyon Unified School District
- John Rowland, Traffic Engineer
- John Zanoni, Fresno County Assistant Sheriff
- Ofc. Justice Jones, California Highway Patrol
- Leonard Ludi, Construction Project Manager
- Mariah C. Thompson, California Rural Legal Assistance, Inc
- Ofc. Mark Halvorson, California Highway Patrol
- Mike Leonardo, Fresno County Transportation Authority
- Ofc. Robert Brunell, California Highway Patrol
- Moses Stites, Fresno County Rural Transit
- Naindeep Singh Chann, Central Unified School District, Board of Trustee Member
- Ofc. Vance Wedeking, California Highway Patrol
- Victoria Santillan, California Rural Legal Assistance, Inc
- Wendy Nakagawa, LWG Member

APPENDICES

HURON

- Alfonso Manrique, City Engineer
- Ana Trejo, Huron Resident
- Arely Arellano, Huron Resident
- Ben Silva, Huron Resident
- Carmen Lopez, Huron Resident
- David Mercado, Huron Resident
- Eddye Ramirez, Huron Resident
- Eva Ramos, Huron Resident
- Francisco Hernandez, Huron Middle School Principal
- Jocelyn Distancia, Huron Resident
- Katie Delano, Coalinga-Huron School District Transportation Director
- Maria Avina, Huron Resident
- Nereida Vega, Huron Resident
- Paul Serano, LWG Member
- Rey Leon, Mayor,
- Roberto Pimentel, Mayor Pro Tem, Huron City Council
- Sophie Phin-Rizo, Huron Elementary School Principal

KERMAN

- Bob Felker, Rotary
- Chief John Golden, Kerman PD
- Jerry Jones, City Engineer, LWG Member
- Jesus Orozco, Community Development Director
- John Jansons, City Manager
- Michael Barajas, Direct Kerman Public Works
- Moses Stites, Fresno County Rural Transit Agency
- Nicole Wolf, Executive Director Chamber of Commerce
- Philip Gallegosm Parks & Rec. Director
- Robert Frausto, School District Superintendent
- Chief Tim Henry, North Central Fire Protection District

MENDOTA

- Cristian Gonzalez, Mendota City Manager
- Daniel Urias, Battalion Chief, Calfire/Fresno County Fire
- Dino Perez, Westside Youth, Inc.
- Graciela Santillano James, Community Outreach
- Jessica Sanchez, Mendota Boys & Girls Club
- John Liu, Caltrans
- Joseph Amador, Committee Member, Mendota Public Safety SubCommittee
- Kevin Smith, Mendota Chief of Police
- Mark Banuelos, Mendota Public Works Superintendent
- Michael Navarro, Caltrans
- Michael Osborn, LWG Member
- Moses Stites, Fresno County Rural Transit Agency
- Nancy Diaz, Mendota Budget Officer
- Oscar Rosales, Vice Chairperson, Mendota Public Safety SubCommittee,
- Dr. Paul Lopez, Superintendent, Mendota Unified School District
- Robert Gonzalez, Director of M.O.T, Mendota Unified School District
- Rolando Castro, Chairperson, Mendota Public Safety SubCommittee
- Sergio Valdez, Mendota Youth Recreation

ORANGE COVE

- Alfonso Manrique, City Engineer,
- Andy Valencia, Interim Public Works Superintendent
- Angela Hall, Assistant Engineer, LWG Member
- Rudy Hernandez, Interim City Manager
- Shun Patlan, City Planner

SAN JOAQUIN

- Brent Stalker, Police Lt.
- Colleen Vidinoff, CalTrans District 6 HSIP Coordinator
- Danny Reed, City Engineer
- Elizabeth Nunez, City Manager
- Manual Chavez, Fresno County Sheriff's Department
- Martin Macias, School Superintendent
- Matt Flood, Assistant City Manager

APPENDICES

SELMA

- Amanda Torres, Kings View Community Services
- Beverly Cho, Selma Mayor Pro Tem
- Bob Allen, Director Selma District Chamber of Commerce
- Dave Padilla, Branch Chief, Cal Trans
- Delfina Vasquez, BBNBTL (Bringing Broken Neighborhoods Back to Life)
- Captain Jesse Gomez, Selma Fire Dept. PIO
- Pastor Joe Alvarez, BBNBTL (Bringing Broken Neighborhoods Back to Life)
- Sgt. Justin Holt, Selma Police Dept. PIO
- Maria Rodriguez, Program Director Housing Services, WestCare
- Dr. Marilyn Shepherd, Selma Unified School District
- Moses Stites, Fresno County Rural Transit Agency
- Philip L. Romero, PE, Selma Engineer
- Commander Rene Garza, Selma Police Commander
- Chief Rob Peterson, Selma Fire Chief
- Scott Robertson, Selma Mayor
- Shane Ferrell, Selma Public Works Director
- Steven Johnson, Selma Rotary
- Suzette Wheeler, Associate VP of Nursing, Adventist Health

Focus Group Meeting Notes

MEETING AGENDA

September 27, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) September 27th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Clovis

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Clovis.

Attendees

Project Team

- Trai Her-Cole, Fresno GOC
- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Scott Mozier, City of Fresno
- Steven White, County of Fresno
- Michael Navarro, Caltrans
- Glen Eastes, Clovis Department of Public Utilities
- Tim Barker, City of Clovis Engineering
- Mike Harrison, City of Clovis Engineering
- Sean Smith, City of Clovis Engineering
- John Holt, Clovis City Manager Office
- Coleen Vidinoff, LWG member
- Stephanie Babb, Clovis Community College
- Denver Stairs, Clovis Unified School District
- Tina Sumner, Fresno Cycling Club
- Richard Ashcraft, Clovis Police Department
- Chad McCollum, Clovis Public Affairs and Information

Meeting Notes

- Mentimeter results:
  - How would you describe travelling on the roads in Clovis?
    - Wide
    - Fast
    - Pretty good
    - Good condition

        - Safe
        - Fair
    - What road safety improvements are most needed?
        - Ped crossing improvements or sidewalks
        - Maintenance of existing roads and streets
        - Bike lanes or bikeways
        - Traffic signals
- What locations do you have safety concerns about? What other locations are priorities for the City to improve?
    - Consider HAWK installations for mid-block train crossings (i.e., Peach, Alluvial, Fowler, etc.)
    - Clovis Unified is not in favor of the HAWK signals – having issues training people on how to use it. Also seems sporadic because there's little to no use over the summer and with low school attendance because of COVID
    - Can install HAWK signals at places that don't traditionally trigger full signal installation
    - Highest complaint from the call-in line is residential speeding in neighborhoods, red light running, and "jaywalking" around elementary schools.
- Education Materials
    - Messaging
        - Soft touch is great, especially for students
        - Messaging around being considerate to your neighbors will resonate well
        - "I don't speed in your neighborhood, don't speed in mine"
        - Diversity in people depicted
        - Wants to see info on safe cycling
        - "We're all in this together" – need to make people feel something
        - Sharing statistics could be helpful – localize them to a neighborhood level
            - Including how speed impacts fatality rates of crashes
    - Motivators
        - Fines and fees aren't working well as motivators
- Enforcement
    - Alternatives
        - Automatic enforcement has worked well in school zones – don't want to overdo it and need to be selective about how to deploy them
        - Speed feedback signs on a trailer are sometimes deployed in areas that have speeding issues
        - Crossing guards – difficult to recruit and train volunteers

MEETING AGENDA

September 29, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) September 29th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Coalinga

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Coalinga.

Attendees

Project Team

- Trai Her-Cole, Fresno GOC
- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Sean Brewer, Assistant City Manger
- Larry Miller, Utilities Coordinator
- Darren Blevins, Police Chief
- Katie Delano, Director of Transportation

Meeting Notes

- Mentimeter results:
  - How would you describe travelling on the roads in Coalinga?
    - Wide
    - Fast
    - Pretty good
    - Good condition
    - Safe
    - Fair
  - What road safety improvements are most needed?
    - Ped crossing improvements or sidewalks
    - Maintenance of existing roads and streets
    - Bike lanes or bikeways
    - Traffic signals
- What locations do you have safety concerns about? What other locations are priorities for the City to improve?

  - Consider HAWK installations for mid-block train crossings (i.e., Peach, Alluvial, Fowler, etc.)
  - Clovis Unified is not in favor of the HAWK signals – having issues training people on how to use it. Also seems sporadic because there's little to no use over the summer and with low school attendance because of COVID
  - Can install HAWK signals at places that don't traditionally trigger full signal installation
  - Highest complaint from the call-in line is residential speeding in neighborhoods, red light running, and "jaywalking" around elementary schools.
- Education Materials
  - Messaging
    - Soft touch is great, especially for students
    - Messaging around being considerate to your neighbors will resonate well
    - "I don't speed in your neighborhood, don't speed in mine"
    - Diversity in people depicted
    - Wants to see info on safe cycling
    - "We're all in this together" – need to make people feel something
    - Sharing statistics could be helpful – localize them to a neighborhood level
    - Including how speed impacts fatality rates of crashes
  - Motivators
    - Fines and fees aren't working well as motivators
- Enforcement Alternatives
  - Automatic enforcement has worked well in school zones – don't want to overdo it and need to be selective about how to deploy them
  - Speed feedback signs on a trailer are sometimes deployed in areas that have speeding issues
  - Crossing guards – difficult to recruit and train volunteers

MEETING AGENDA

October 5, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 5th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Firebaugh

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Firebaugh.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Mario Gouveia, City Engineer
- Danny Reed, City Engineer
- Sal Raygoza, Police Chief
- Freddy Valdez, Mayor and behavior intervention specialist for school district
- Danny Barragan, MOT Director, High School District
- Pio Martin, Finance Director
- Brady Jenkins, Mayor Pro Tem
- John Borboa, Fire Chief
- Ben Gallegos, City Manager

Meeting Notes

- Mentimeter results
  - How would you describe travelling on the roads in Clovis?
    - Bumpy
    - Rough
    - Dippy
    - Holes
    - Needs improvements
    - Good
    - Craters
  - What road safety improvements are most needed?
    - Traffic signals
    - Maintenance of existing roads and streets

    - Street lighting

- Vision and Goals
    - Good goals – need to keep the roads safe, especially related to crossing
    - Ped facilities and crossings are especially important to the school district (focus on crossings at Hwy 33 and Avenue 7)

- Collision Analysis
    - Prior to 2017, the data wasn't necessary being reported to the state. The state said that past data (2016 and prior) couldn't be added. Staff will ask again with the context of needing information for grant funding.
    - Can use local data for HSIP application – it would be included, but would need to be noted that it's not in the state database
    - Most of the crashes are happening on the roadways that enter into Firebaugh
    - Top crash location for 2021 is 12th and Ninth St
    - Some kind of crossing needed at West Hills College. Parking lot is on one side of the street, campus is on the other side.

- Survey results
    - Would like to see more traffic lights – there are quite a few areas backed-up from the high school.
    - Drivers not obeying bus stop signage – could be added as an educational piece
    - Need traffic lights at Clyde Fannon and Hwy 33 – there is increased traffic during tomato and cantaloupe seasons in the summer during harvest, creating traffic jams in the mornings and late afternoons ("even worse than some of the worst streets in Fresno")

- Educational campaign
    - Videos with leaders in the community, both on television and social media
    - Message: doing something to make things better – that's the motivator. Important to tell community that the City is taking action to make things better. When people see that change is happening, it makes people feel more comfortable about their own safety.
    - People who appear in graphics should look like the people in the community

- Enforcement Alternatives
    - Crossing guards are all staff. Would be able to get community members, if needed.
    - Could use traffic lights (13th and P St.)
    - Youth letter writing could work – youth are watching
    - Make a map so the kids know where the crosswalks are at – make it clear what the safest routes to school are

MEETING AGENDA

September 30, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) September 30th, 2021 on Zoom

Topic: Focus Group Meeting Notes – Unincorporated Fresno County

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for Unincorporated Fresno County.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Moses Stites, Fresno County Rural Transit
- Mike Leonardo, Fresno County Transportation Authority
- Bill Maines, BNSF Railroad - Manager Signals
- Ofc. Vance Wedeking, California Highway Patrol
- Ofc Justice Jones, California Highway Patrol
- Wendy Nakagawa, Supervising Engineer Fresno County Maintenance
- Greg Reinke, Fresno County CAO office
- Ray Bradshaw, BNSF Railroad – Signal Advisor
- Ryan California Highway Patrol

Meeting Notes

- Mentimeter Results
  - Describe travelling in Fresno County:
  - Dangerous
  - Challenging
  - Unnerving
  - Various conditions
  - Broken
  - Sad
  - Congested

- Road safety improvements that are most needed
  - Maintenance

  - Rural road improvements

- Safety Analysis
  - Concerned about liability for flashing lights, etc. If they are vandalized or broken, there are liability issues.
  - Congestion is a big part of the problem - people trying to avoid traffic end up on roads they don't know, and end up going way too fast
  - Majority of the crashes that are issues at Auberry/Frazier are DUI-involved
  - Front Road corridor is going to have a lot of growth
- Education Campaign
  - Materials should be translated into Spanish - there's a large Spanish-speaking population in rural areas
  - Use as many universal signs as possible.
  - Important to include messaging around safety restraints - lots of injuries are from people who aren't wearing their seatbelts. CHP has done PSAs on distracted driving and DUIs. Is currently working on "drive and stay alive" campaign - hard to measure impact.
  - Including videos and visual aids can be really effective.
  - Transit authority has had no at-fault accidents in last 3 years. Safety is a priority focus.
  - Messaging needs to be catchy and easy to remember

- Enforcement
  - Crossing guards are usually school faculty staff.
  - There are a few speed feedback signs, but they run off of solar so they may not be operational 24/7.
  - County would love to download any available data from speed cameras.
  - CHP would consider all alternatives to enforcement - consider them to be education efforts.

MEETING AGENDA

September 27, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) September 27th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Huron

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Huron.

Attendees

Project Team

- Trai Her-Cole, Fresno GOC
- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Roberto Pimentel, Mayor Pro Term, Huron City Council
- Rey León, Mayor Pro-Term and Educator
- Sophie Phin-Rizo – Huron Elementary School Principal
- Francisco Hernandez – Huron Middle School Principal
- Ben Silva, Huron Resident
- Alfonso Manrique, City Engineer
- Paul Sereno, LWG Member
- Katie Delano – Coalinga-Huron School District Transportation Director

Meeting Notes

- Mentimeter results:
  - How would you describe travelling on the roads in Clovis?
    - Rough
    - Uneven
    - Dangerous
    - Stressful
    - Difficult
    - No speed limit signs
    - Anxiety inducing
  - What road safety improvements are most needed?
    - Ped crossing improvements or sidewalks
    - Street lighting

        - Speed enforcement or treatments to slow down drivers
        - Traffic signals
        - Maintenance of existing roads and streets
- Traffic signals Safety analysis
    - Area around school on 4th St- There are only two crosswalks, not near the school. Heavily trafficked street, no speed limit signs.
        - Could have RRFB or signalized crossing
        - Need more safety around the school zone
    - Foot traffic on Lassen Ave has increased on the school route
        - 150 students who had been using transit are now walking to school
    - M and 11th St should have ped crossing improvements
    - Need a crossing for the middle school
    - The following ATP bike lane crossing projects will go in:
        - RRFBs
        - Pedestrian bulb outs
        - Crossing at Lassen and Tornado, Cherry, 4th/Myrtle
        - Hybrid beacon on 9th St.
- Education campaign
    - Likes keeping it simple, limiting text
    - Outreach suggestions:
        - Could distribute messages through school on-call system and distribute digital flyers
        - Often the city goes "old school" and posts flyers around town
        - Messaging also sometimes included in water bill
        - Lots of migrant families are not tech savvy/don't have internet access
        - Social media could be a good method for outreach
    - Behaviors that need targeted messaging for:
        - Obeying lights and stop signs
        - Ped crossing safety (jaywalking is an issue)
        - Driving under the influence (majority of tickets in Huron are for DUIs)
            - City is really small and doesn't have transit, TNCs, or taxis, which may contribute to decisions to drive under the influence
    - Communities to message to:
        - Migrant workers
        - Youth
- Enforcement
    - Used to have speed feedback signs, no longer operational. City needs new ones. Would like to see permanent speed feedback signage.
    - Had a school crossing guard volunteer for a few days. City is short-staffed and has no one who can act as school crossing guards.
    - Lead officers have sometimes taken on traffic safety/ped crossings, but not often
    - Coalinga Parks and Rec: Could they spare staff/volunteers to help with ped crossings?

MEETING AGENDA

October 25, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 25th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Kerman

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Kerman.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Sgt Jeff Belving, Kerman Police Department
- John Jansons, City Manager
- Robert Felker, Planning Commission
- Jesus Orozco, Community Development Director
- Kraig Magnussen, Business Services for School District
- Moses Stites, General Manager for Fresno County Rural Transit Agency
- Michael Barajas, Public Works Director

Meeting Notes

- Mentimeter results
  - How would you describe travelling on the roads in Clovis?
    - Slow
    - Patient
    - Safe
    - OK
    - Too fast
    - Rural
    - Cautious
  - What road safety improvements are most needed?
    - Ped crossing improvements
    - Speed enforcement or treatments to slow down drivers
    - Wayfinding and signage
    - Bike lanes and bikeways

    - Maintenance of existing facilities

- Vision and Goals
    - Might not want to constrain ourselves with the "low-cost" language
    - Is Goal 1 – "Have zero fatal and severe injury collisions…" – is that feasible?
    - Kerman has two state routes – Are the goals including state routes? The transitions between local and state roads are when most of the conflict is.

- Collision Analysis
    - Sunset Avenue off of 1st St/Madera Ave: Concerns around collisions and speeding
    - 2nd, 3rd, and 4th St intersections have no stop/yield signs
    - Much of 180 between Siskiyou and Goldenrod – open suicide lane in the middle, needs fully constructed medians and dedicated left turn lanes
    - California St and Madera Ave: Particularly chaotic and dangerous for drivers
    - Goldenrod and California: Had to reconfigure intersection and change stop signs due to concerns around stacking of vehicles encroaching on railroad crossing. People are still getting used to it.
    - School district is planning improvements directly north of 1st Street. School district is doing improvements north of 1st St. Envision a full intersection at 1st St and Whitesbridge – need to keep tracking. School district is looking at a variety or treatments – HAWK, roundabout, or signalized light. HAWK signal would increase traffic on surrounding streets.
    - Would look to see what/why the driving is happening – time of day, purpose (e.g., to school/work), volumes – can help to delineate a better safety strategy
    - Madera – surprised that there aren't any rear-end collisions reported because there's no left-hand turn lane
    - Should be adding more medians with dedicated left-hand runs vs. "suicide lanes"

- Survey results
    - California and Siskiyou – don't get a lot of collision complaints
        - It's a four-way stop, so interesting that it's getting a lot of attention. But it is near the school and a park, so probably gets more attention from users because of high ped usage.
    - California and Goldenrod – hot topic lately
        - Not sure it it's before the stop sign reversing or because of the stop sign reversing
    - Overarching issues with Whitesbridge is speed
    - Rumble strips don't seem to be in the right location – should be on the white line, not on the shoulder, or else they impede bicycling. 180 is set up nicely for biking.
    - Have had three deaths of people in wheelchairs – crossing streets

- Educational campaign
    - Thinks there should be a flyer with just a few points
    - Make sure there's not too much text
    - Driver's test – should think about/ask questions about crash-inducing
    - Would prefer images instead of graphics/cartoony

- Enforcement Alternatives
  - Speed feedback signs – could there be audio with it?
  - Have a speed deployment trailer that we deploy with neighbor complaint
  - Do have crossing guards near campus
  - Maybe work with youth groups/partnerships or parks department for "good tickets" or driving reminders
  - Don't have a large capacity built for a "Neighborhood Playbook" approach

MEETING AGENDA

October 6, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 6th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Mendota

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Mendota.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Mark, Public Works Superintendent
- John Liu, Caltrans District Director for Maintenance Operations
- Dan Urias, Batallion Chief for Fire Department
- Jessica Sanchez, Serves on Recreation and Planning Commissions
- Colleen Vidinoff, HSIP Coordinator for District 6
- Cristian Gonzalez, City Manager
- Jennifer Lekumberry, Director of Administrative Services
- Michael Osborn, City Engineer
- Nancy Diaz, Finance Director
- Joseph Amadore, member of the public safety committee
- Kevin Smith,

Meeting Notes

- Mentimeter results
    - How would you describe travelling on the roads in Clovis?
        - Awkward
        - Calm
        - Rough
        - Rough roads
        - Bumpy
        - Familiar
        - Dangerous
        - Congested

    - Dusty
  - What road safety improvements are most needed?
    - Maintenance of existing roads and streets
    - Pedestrian crossing improvements or sidewalks
    - Wayfinding and signage
    - Speed enforcement or treatments to slow down drivers

- Vision and Goals
  - Instead of "improving existing," it should just be "improving" to account for sidewalks that need to be added
  - The goals and visions are specific to the City
  - Safety with truck traffic should be considered as a regional safety goal, versus a specific City goal.
  - Change from "low cost" improvements to "cost effective" or simply "improvements" to be cost agnostic

- Collision Analysis
  - Second and Bass: RRFB and pedestrian refuge installed near the school
  - Belmont and 9th – have ATP funding to put in a RRFB/improved crossing at this location
  - Caltrans is working on pedestrian improvements on Oller and Derrick
  - Interested in roundabout at Derrick and 180
  - - Derrick and 7th is a location of interest
  - - 7th and Oller also a location of interest - had a fatality in the past year

- Survey results
  - Agree with the survey results
  - A lot of unlicensed drivers – don't know all the rules
  - Alder St – people slowing down in the number 2 lane to slow down to let people cross, but often the driver in lane number 1 doesn't slow down

- Educational campaign
  - Ability to achieve campaign goals always come down to staffing, but this is doable
  - City willing to try to implement
  - Importance of translating materials into Spanish
  - New roundabout built and City created a basic flyer to promote and educate people on how to use it
  - UC Davis implemented a bingo safety program for rules of the road. Mendota implemented it but has not continued due to lack of funding. It was successful in getting cross-departmental support.

- Enforcement Alternatives
  - City looking to add radar feedback signs on Oller and Derrick

- City can also provide trailers with speed feedback and messages. People tend to get used to the trailers if they're in wone location for too long - does not reduce speeding. City moves them to random locations or areas where they've received complaints about speed.
- Involving schools would be huge - would be great to get community members as crossing guards.

MEETING AGENDA

October 5, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 5th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Orange Cove

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Orange Cove.

Attendees

Project Team

- Trai Her-Cole, Fresno GOC
- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Rudy Fernandez, Interim City Manager
- Andy Valencia, Interim Public Works Superintendent
- Angela Hall, LWG Member, Assistant Engineer

Meeting Notes

- Mentimeter results:
  - How would you describe travelling on the roads in Clovis?
    - Terrible
    - Bumpy – lack of maintenance
  - What road safety improvements are most needed?
    - Need additional streetlights
    - Stop signs (not very noticeable, many get knocked down), maybe solar stop signs?
    - Trying to get folks to stop on the way in off the entrances to the City
    - Adams Ave stop sign – it's on the way into the City, hard to notice
    - Potentially more speed bumps needed
    - Sierra Mountain View – speed bumps would help slow down traffic

- Visions and Goals comments:
  - Goals where a general summary of what was found on the website, will confirm whether they were adopted by City County.

- Safety Analysis
  - There is at least one additional pedestrian collision that was not available in SWITRS/TIMS database
  - Lots of collisions within the City were on the border between Fresno and Tulare County – might have been reported as not taking place in Orange Cove, but unincorporated county areas
  - Recent collisions not captured in SWITRS/TIMS: Adams and Hills Valley, South and Hills Valley, East Railroad and Hills Valley
  - Locations
    - City has RRFB going in near library on Park Blvd
    - Intersection of Anchor and Park will have a new traffic signal
    - Adams and Center/Jacobs – Good place for a flashing beacon (there's a new subdivision going in)
    - 4th and Adams – Near the school, church, and housing authority development. Speed limit is 35 mph, but no stop control
    - Schools are priority locations for crosswalks
- Education Campaign
  - Is there surveillance included in safety campaigns?
  - Importance of bilingual materials – most residents speak Spanish
  - Getting attention of people in Orange Cove is difficult
    - City has sent out flyers, people tend to say they didn't get them
    - Promotional materials should look important
    - Mass-mailing flyers that were created by county public health for COVID was great
    - Schools are great way to distribute messaging
    - Flyers in the police department could be helpful
    - Radio ads in Spanish
- Enforcement
  - Would like to have automatic enforcement and speed feedback signs (Orange Cove doesn't have this right now)
  - Schools do have crossing guards currently, but limited staffing
  - Interested in getting youth involved in letter-writing – could work with school district to coordinate but may be difficult due to staffing issues

MEETING AGENDA

October 14, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 14th, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of San Joaquin

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of San Joaquin.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- Elizabeth, City Manager
- Matt Flood, Assistant City Manager
- Brent Stalker, Police Lt.
- Danny Reed, City Engineer
- Martin Macias, School Superintendent
- Colleen Vidinoff, CalTrans District 6 HSIP Coordinator
- Manual Chavez, Fresno County Sheriff's Department

Meeting Notes

- Mentimeter results
  - How would you describe travelling on the roads in Clovis?
    - Bumpy
    - Rough pavement
    - Caution
    - Improving
    - Acceptable
  - What road safety improvements are most needed?
    - Maintenance of existing roads and streets
    - Speed enforcement or treatments to slow down drivers

- Vision and Goals
  - Aren't that many recorded collisions – as such, is roadway safety that much of an issue?

  - Conditions of the roads are the issues – all of the roads are in need of repair.
  - Make sure that crossing Colorado Ave is improved as part of improving routes that kids can take to school
  - The roadway condition makes them unsafe – focus should be on roadway condition, not necessarily safety (although student safety is important)
  - The railroad runs through San Joaquim – how is RR safety considered? There are two trains/day and people seem to know. No crashes known, but just one would make a significant impact on the community.

- Collision Analysis
  - How many locations could be submitted? – Would need to be prioritized but can submit as a group.
  - Manning and Sutter are a priority due to housing developments – sidewalks are on north side, but housing is on the other side. Manning has 55 mph speed limit.
  - Interested in looking at routes to school to promote safety for students walking
    - Colorado/Main and Colorado/9th are major intersections for students traveling to school
    - Outside of school times, students are still walking around in the area
  - California St – 5th, 6th, and 8th St are where apartments are – hard to prioritize since they all are equally important
  - Developments are not required to do additional crossing improvements

- Survey results
  - Speeding and not respecting stop signs are the most common complaint at Council
  - Assistance around the school would be helpful
  - Manning is a throughfare for trucks getting on to I-5 – need the correct signage to keep things safe

- Educational campaign
  - Appreciate tone – it's a community effort
    - Getting word out is important – they use school district to get info to parents/students, but there is also a large senior community
    - Message is good
    - Important to focus on family – "your mother expects you to get home safely today"
    - Getting spots on Spanish-language media (radio and TV)

- Enforcement Alternatives
  - School does have crossing guards at school boundaries
  - Interested in automatic enforcement - sheriffs have deployed it previously
  - Speed feedback signs would work well
  - Law enforcement is supportive of all potential alternatives

MEETING AGENDA

October 22, 2021

Meeting Date & Location: Fresno COG Multijurisdictional Local Road Safety Plan (MLRSP) October 22nd, 2021 on Zoom

Topic: Focus Group Meeting Notes – City of Selma

The following are notes from the Multijurisdictional Local Road Safety Plan (MLRSP) focus group meeting for the City of Selma.

Attendees

Project Team

- Jennifer Soliz, Fresno COG
- Erin Ferguson, Kittelson & Associates, Inc.
- Malia Schilling, Toole Design
- Sara Schooley, Toole Design

Participants

- David Padilla, CarTrans Planning
- Fernando Santillan, Deputy City Manager
- Phillip Romero, City Engineer
- Moses Stites, General Manager for Fresno Regional Transit Agency
- Delfina Vasquez, BBNBTL (Bringing Broken Neighborhoods Back to Life)

Meeting Notes

- Warm-up questions:
  - How would you describe travelling on the roads in Clovis?
    - Congested
    - Potentially unsafe for people walking and biking
  - What road safety improvements are most needed?
    - Bike and pedestrian infrastructure
    - Additional traffic signals
    - On-ramp and off-ramp improvements
    - Ay-grade crossing improvements
    - Lack of stop signs, leads to crashes
    - Bottleneck into town from Manning and McCollum

- Vision and Goals
  - Existing goals are accurate and comprehensive

- Collision Analysis

  - Nots: the data only looks at local roads in Selma, not Hwy 99
  - Should look at at-grade crossings – there are a lot of commercial operations along the Golden State corridor, which leads to heavy truck traffic
  - Need more stop signs/signals on 2nd St. Currently, there are no stop signs from Nebraska to Woodson St, and there have been fatalities near Berry Park

- Survey results
  - Dinuba between Highland and McCall could use improvements, especially around Thompson – existing signal, but could be improved
  - Survey results align with what's happening on the roadways

- Educational campaign
  - Materials are well-thought out
  - Messages specific to school children and keeping kids safe is always a helpful motivator for behavioral change
  - Need for Spanish translation

- Enforcement Alternatives
  - Fernando would know the most about this topic and couldn't stay to the end of the meeting. He will follow-up.

Focus Group Meeting Materials

MLRSP

Multijurisdictional
Local Road Safety Plan

City of Clovis Focus Group

September 27th, 2021



1

Today's agenda

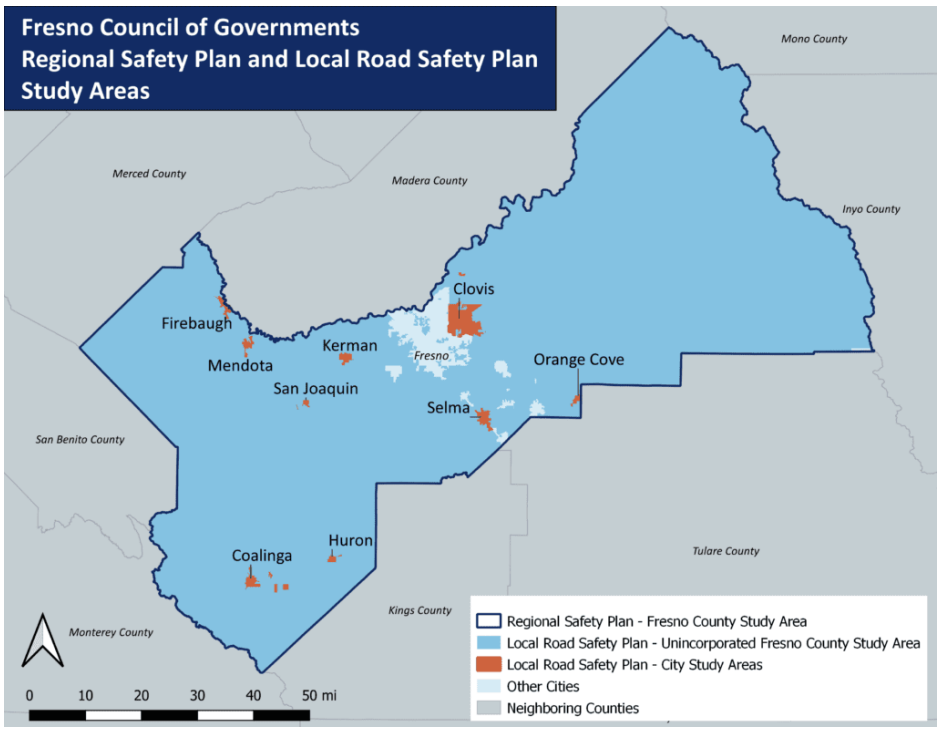
- Introductions & Project Overview (15 min)
- Review of Vision & Goals (10 min)
- Safety Analysis Results (30 min)
- Education Campaign (10 min)
- Enforcement Discussion (20 min)
- Next Steps (5 min)



2


Introduction & Project Overview
CLOVIS
GATEWAY TO THE SIERRAS
3

3


Fresno Council of Governments
Regional Safety Plan and Local Road Safety Plan
Study Areas
Mono County
Merced County
Madera County
Inyo County
Clovis
Firebaugh
Kerman
Fresno
Mendota
Orange Cove
San Joaquin
Selma
San Benito County
Huron
Coalinga
Tulare County
Kings County
Monterey County
0 10 20 30 40 50 mi
Regional Safety Plan - Fresno County Study Area
Local Road Safety Plan - Unincorporated Fresno County Study Area
Local Road Safety Plan - City Study Areas
Other Cities
Neighboring Counties

4



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
- Local Safety Plan

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Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
  - Bring together a Regional Safety Steering Committee
  - Study past crashes and gather public input
  - Identify the safety improvements
  - Develop a transportation safety education program
  - Provide resources and support to local agencies
- Local Road Safety Plan

Fresno Council of Governments

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Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
  - Bring together a Regional Safety Steering Committee
  - Study past crashes and gather public input
  - Identify the safety improvements
  - Develop a transportation safety education program
  - Provide resources and support to local agencies

- Local Road Safety Plan
  - Vision and goals
  - Existing road safety performance
  - High priority locations
  - Engineering and non-engineering strategies to improve safety
  - Approach for monitoring improvement over time

Fresno Council of Governments

7

Why are we here?

- Learn about the project and how you can contribute/participate
- Provide feedback on the results of the data analysis

Do the results reflect your experience, priorities, and concerns?



8

Project Team and Roles



Trai Her-Cole
Fresno COG
Project Manager



Jennifer Soliz
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Tony Boren
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Kittleson & Associates, Inc.
Project Manager



Malia Schilling
Toole Design
Planner & Facilitator



Sara Schooley
Toole Design
Planner & Facilitator

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Who's in the room?

- Share your name and position/title

- **Quick poll**: go to menti.com and use the code 8584 4057
  - ***How would you describe traveling on the roads in Clovis?***
  - ***What road safety improvements are most needed in Clovis?***

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11

City of Clovis: Vision and Goals

Vision: A City that is committed to the Clovis Community Family, their needs, their values, and a quality way of life for all; reflecting that commitment in how it develops and in the activities it undertakes.

Goals:

- Make Clovis the **safest City in the Valley** providing quick and effective response to high priority calls for emergency services
- Make Clovis a **great place for all families** to live healthy, work productively, learn continuously, and play actively from generation to generation
- Provide **strong and effective local leadership** for the community, demonstrating a model for others; provide **regional leadership** and influence decision making through active participation in the big issues
- Promote **citizen engagement** and develop a shared responsibility for community involvement

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LRSP: Vision and Goals

LRSP Vision: Provide a **quality transportation network** by committing resources to activities that reduce the risk of fatal and injury collisions for people traveling on public roads.

LRSP Goals for Clovis

- **Regularly review data-informed analysis & community needs** to identify and prioritize opportunities to reduce collision risk
- **Reduce the number of annual fatal and severe injury collisions** across all public City roadways
- **Reduce the number of bike/ped collisions o**n public City roadways
- **Implement proven roadway safety countermeasures** systemically to target common collision types
- **Partner with other local agencies** to promote roadway safety as a priority investment
- Provide opportunities for **citizen engagement** in identifying issues and developing solutions for roadway safety across the community
- Establish **regular communication between first responders and City staff** to discuss ideas, trends, and feedback related to emergency service operations on the roadway network
- Increase implementation of traffic safety education and equitable enforcement strategies

Discussion question:
Is there anything missing within these goals or anything that needs to be added?

13



14



Highway Safety Improvement Program (HSIP)

- Funding from the state to reduce traffic fatalities and serious injuries on public roads

- Eligible projects:
  - Address a priority in the state's Strategic Highway Safety Plan
  - Are identified through a data-driven process
  - Target an identified safety problem **based on reported crashes**
  - Contribute to a reduction in fatalities and serious injuries

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Collision Analysis

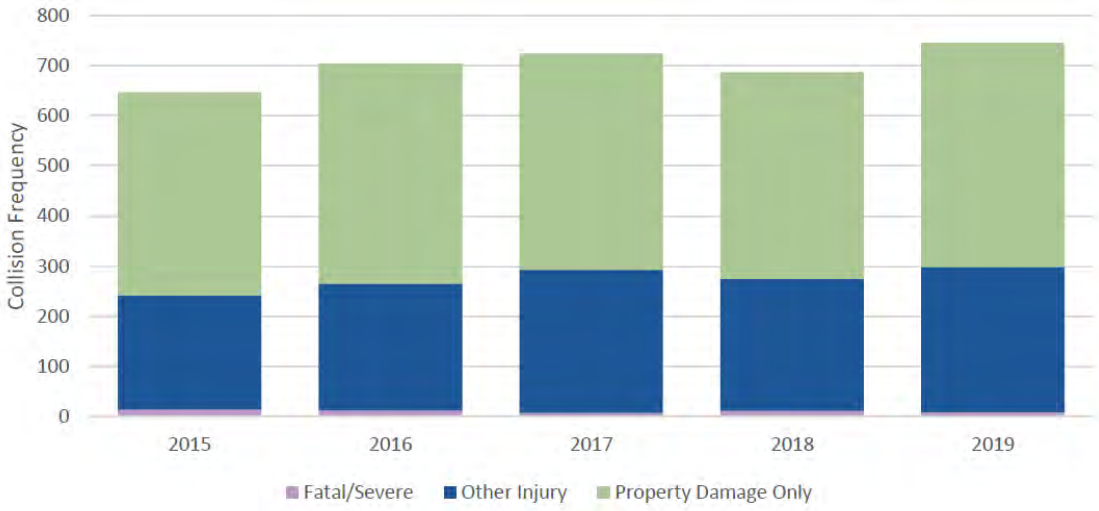
- Data assembled from SWITRS and TIMS
- Time period: January 1, 2015 – December 31, 2019
- 3507 total collisions

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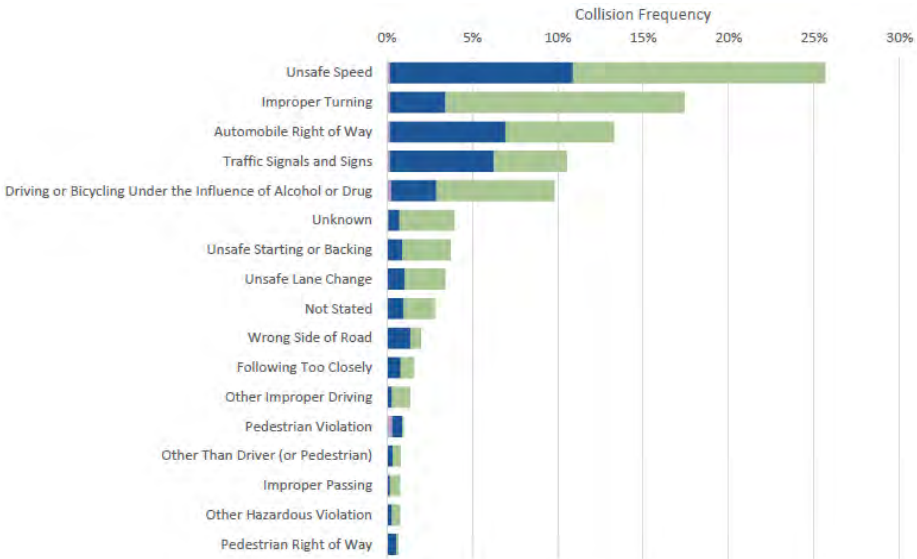
Collision Analysis: Year-over-Year Trend



17



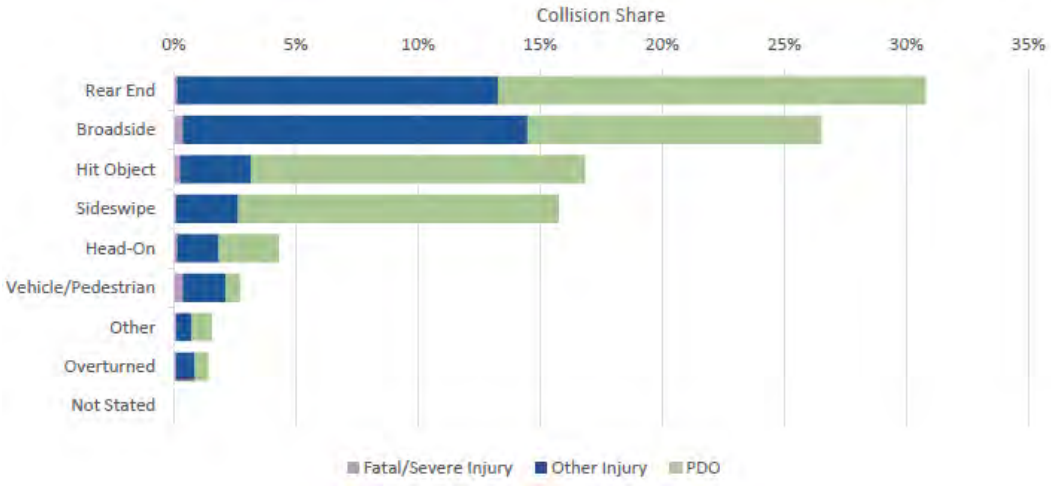
Collision Analysis: Primary Collision Factors



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Collision Analysis: Collision Type



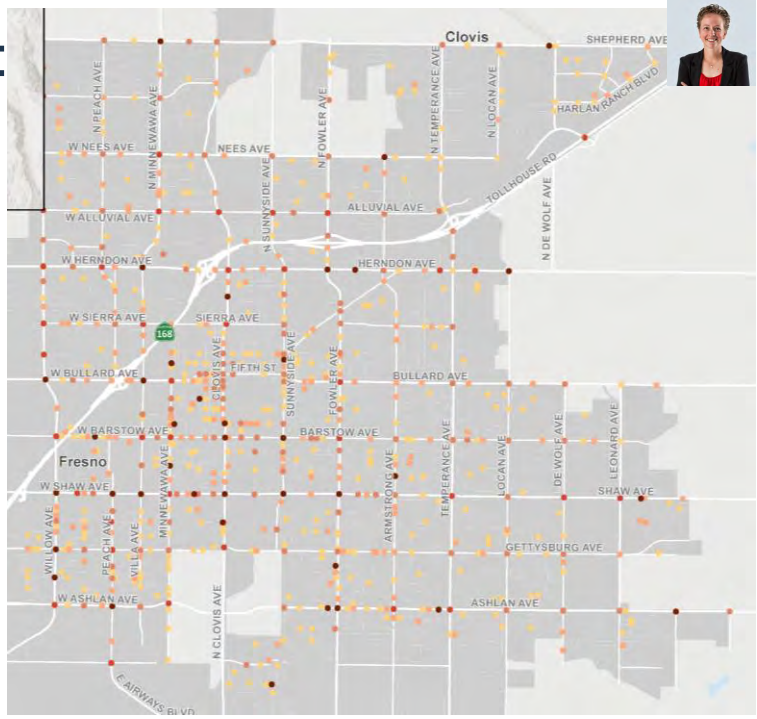


19

Collision Analysis: Priority Locations



Used reported collisions to calculate a severity score based on the number and frequency of collisions.



Collision Severity Score

- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

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Collision Analysis: Top 5 Priority Locations

City has recently improved or projects in-progress to improve top 5 intersections shown here.

Location	Type	Collision Severity Score	Total Collisions	Fatal Collisions	Injury Collisions	Property Damage Only Collisions
Clovis Trfy & Santa Ana Ave	Intersection (Signalized)	90.35	28	0	10	18
Willow Ave & Shaw Ave	Intersection (Signalized)	85.66	94	0	38	56
Fowler Ave & Shaw	Intersection (Signalized)	74.88	38	0	17	21
Herndon Ave & Fowler Ave	Intersection (Signalized)	73.39	49	0	17	32
Ashlan Ave & Fowler Ave	Intersection (Signalized)	68.03	37	0	15	22

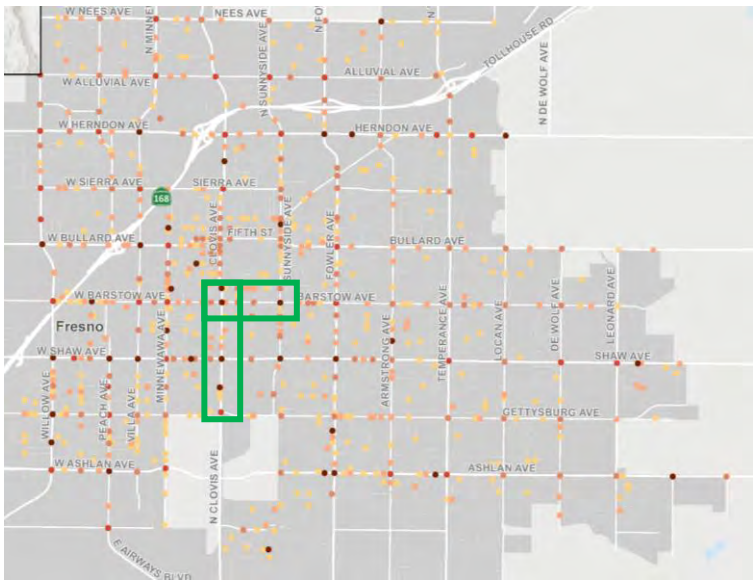
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Draft Locations for HSIP Applications

- Intersections
  - Clovis/Barstow
    - (Ranked 6th)
  - Railroad/Barstow
  - Sunnyside/Barstow
    - (Ranked 7th)
- Corridor Improvements:
  - Clovis Avenue between Barstow and Gettysburg



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Systemic Considerations

Discussion questions:

- What other locations do you have safety concerns about? What other locations are priorities for the City to improve?

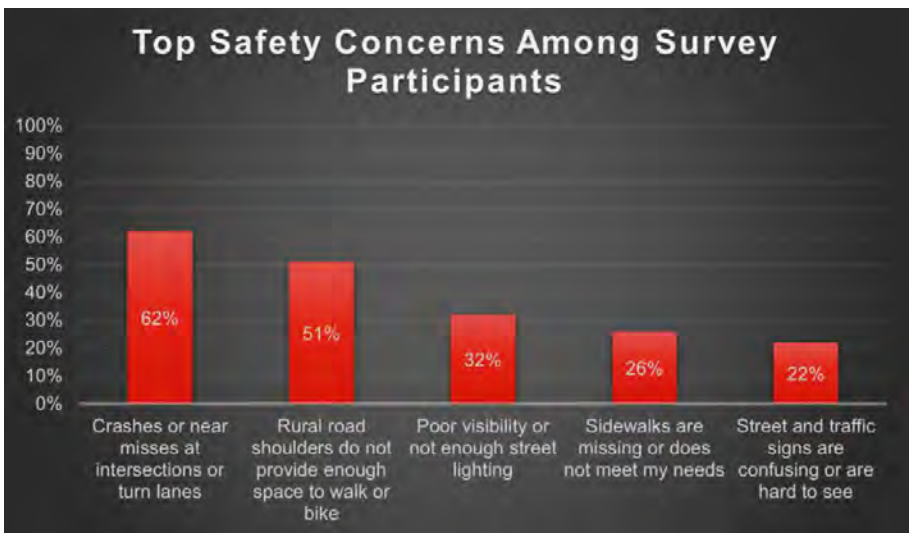
Fresno Council of Governments

23



Phase 1 Survey Results

- 842 responses (countywide)



Fresno Council of Governments

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Phase 1 Survey Results



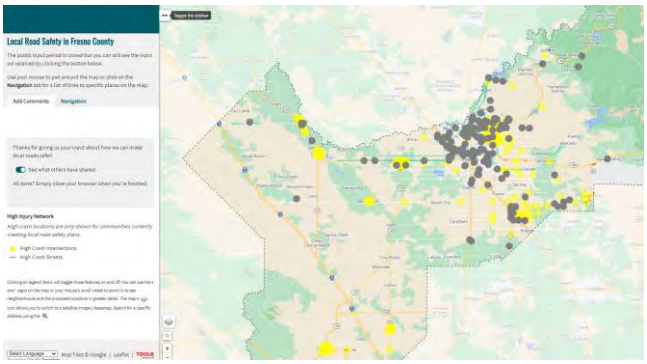
Fresno Council of Governments

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Phase 2 Survey/Interactive Map Results: Across all of Fresno County

- **430 total survey respondents**
- **155 points** dropped in the map
- Top 3 safety concerns:
  - Crashes or near misses
  - Speeding or aggressive driving
  - Lack of safe places to walk, bike or wait for the bus
- Top 3 safety improvements requested:
  - Road maintenance
  - Bike improvements
  - Rural road improvements



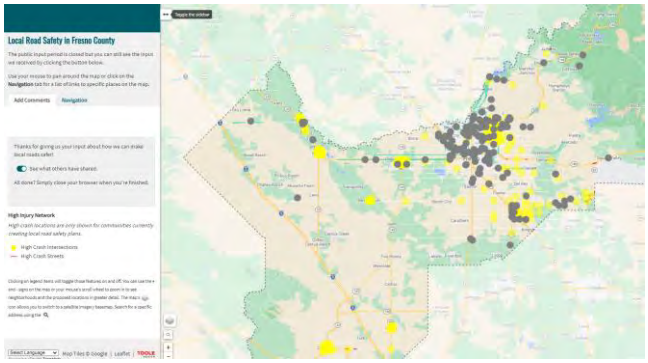
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Phase 2 Survey/Interactive Map Results: Specific to Locations in Clovis

- 93 stated they live or work in Clovis
- Top 3 safety concerns:
  - Unsafe places to walk/bike/take the bus
  - Lack of safe crossings
  - Speeding or aggressive driving
- Top 3 safety improvements requested:
  - Road maintenance
  - Rural road improvements
  - Speed enforcement



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Systemic Considerations

Discussion questions:

- What general road safety concerns do you have based on your experiences and observations?

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Safe Roads Save Lives









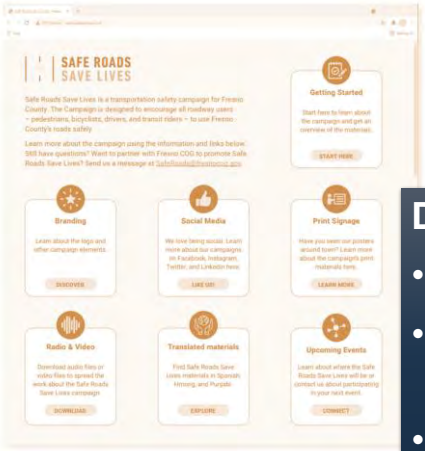




30

Safe Roads Save Lives











Discussion questions:

- What kinds of messages do/don't resonate?
- What is a motivator in your community for behavior change?
- Which messages will be most useful to your community?

31



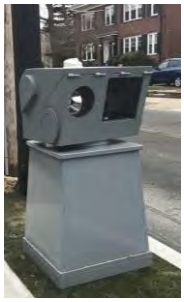
Role of Enforcement

32

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Enforcement Alternatives







Automatic enforcement and speed feedback signs
(multiple locations nationwide)



Community members as crossing guards
(Schools and SRTS nationwide)



Youth letter writing and "ticketing"
(Alameda County, CA)



Neighborhood and Community Safety
(Milwaukee, WI)

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Enforcement Alternatives

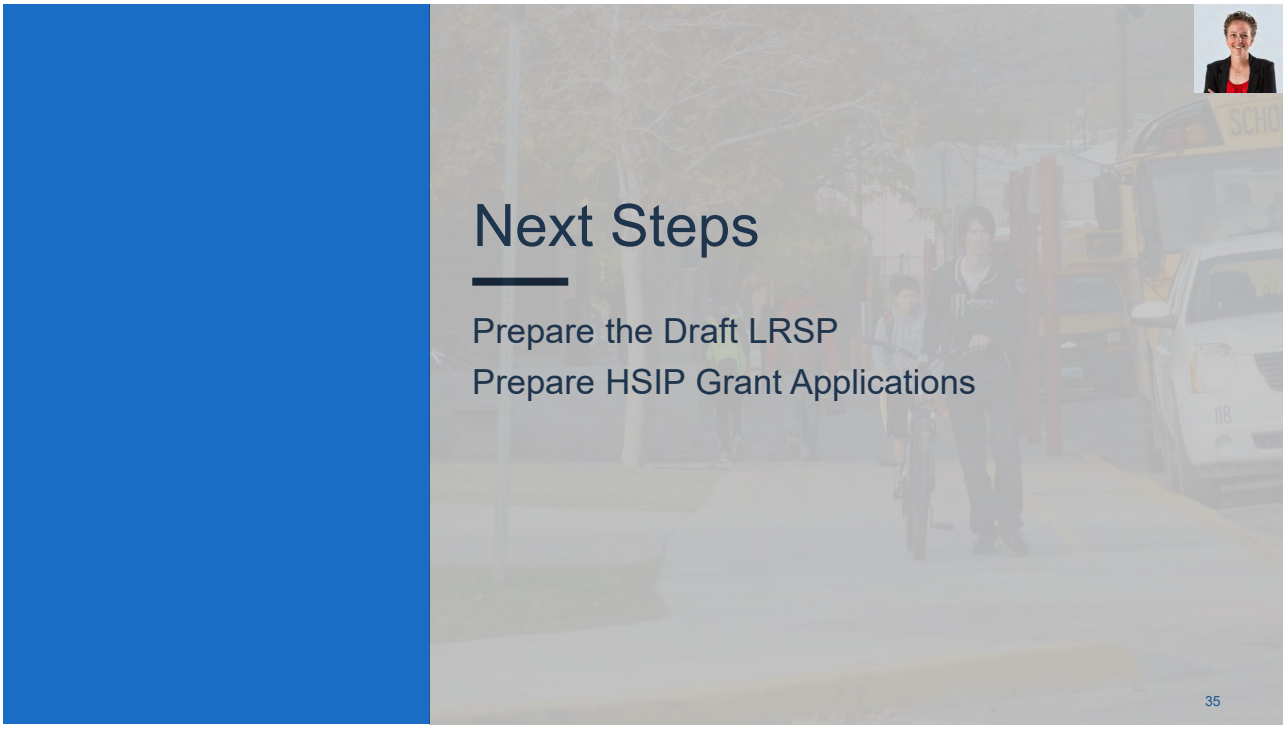


Discussion questions:

- What are you currently doing for traffic safety enforcement?
- What has worked well or not well?
- What are some alternatives to law enforcement that could work in your community?

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Thank you!

For more information or any follow-up, contact Jennifer Soliz at jsoliz@fresnocog.org

Fresno Council of Governments

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MLRSP

Multijurisdictional
Local Road Safety Plan

City of Coalinga
Focus Group

September 29th, 2021



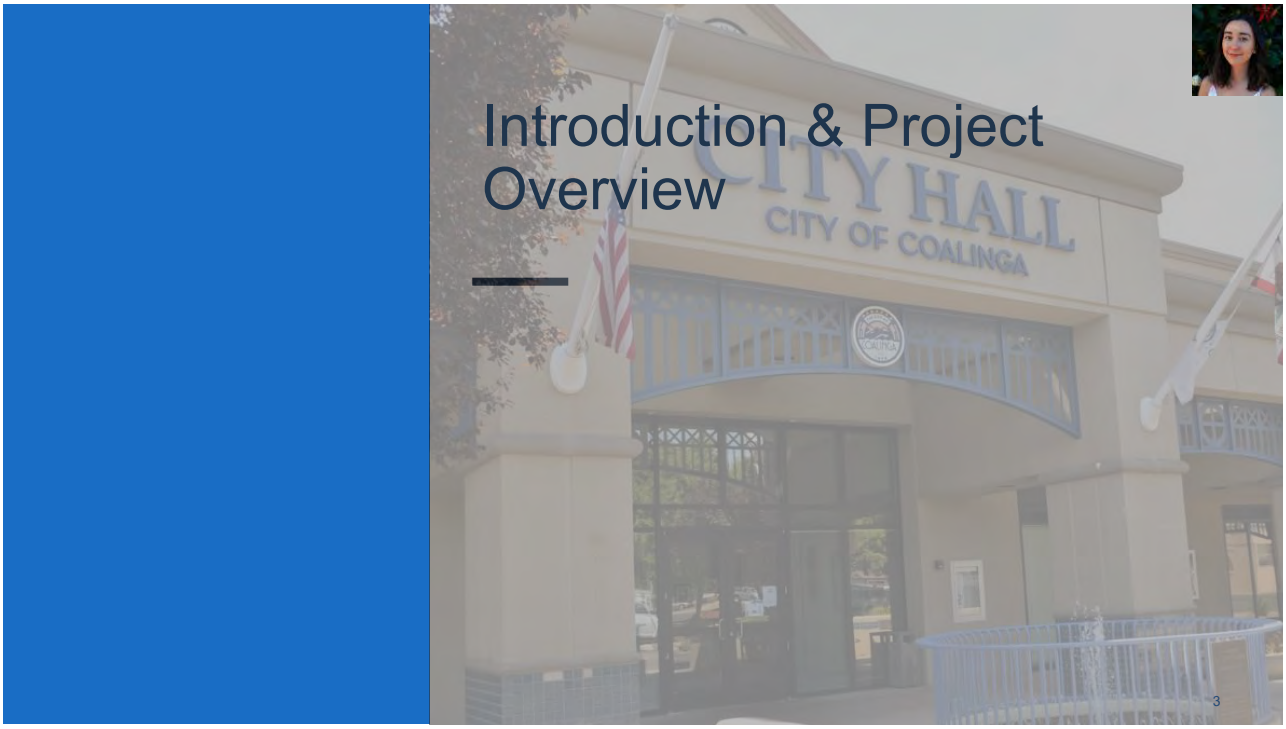
1

Today's agenda

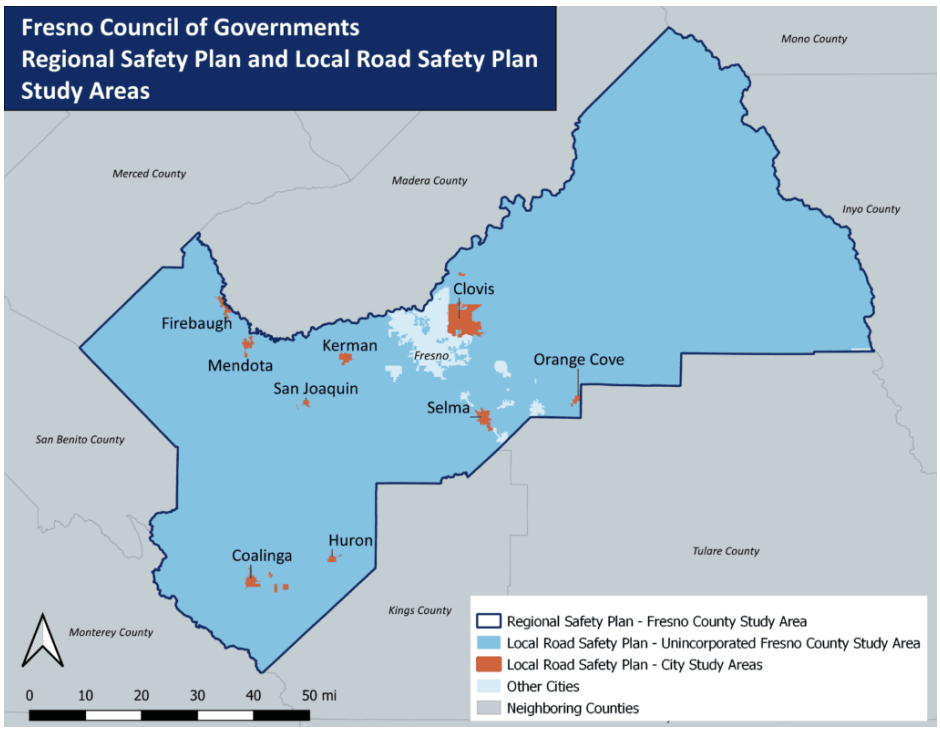
- Introductions & Project Overview (15 min)
- Review of Vision & Goals (10 min)
- Safety Analysis Results (30 min)
- Education Campaign (10 min)
- Enforcement Discussion (20 min)
- Next Steps (5 min)



2


Introduction & Project Overview
CITY HALL
CITY OF COALINGA
3

3


Fresno Council of Governments
Regional Safety Plan and Local Road Safety Plan
Study Areas
Mono County
Merced County
Madera County
Inyo County
Clovis
Firebaugh
Kerman
Fresno
Mendota
Orange Cove
San Joaquin
Selma
San Benito County
Huron
Coalinga
Tulare County
Kings County
Monterey County
0 10 20 30 40 50 mi
Regional Safety Plan - Fresno County Study Area
Local Road Safety Plan - Unincorporated Fresno County Study Area
Local Road Safety Plan - City Study Areas
Other Cities
Neighboring Counties

4



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
- Local Safety Plan

Fresno Council of Governments

5



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
  - Bring together a Regional Safety Steering Committee
  - Study past crashes and gather public input
  - Identify the safety improvements
  - Develop a transportation safety education program
  - Provide resources and support to local agencies
- Local Road Safety Plan

Fresno Council of Governments

6



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
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- Local Road Safety Plan
  - Vision and goals
  - Existing road safety performance
  - High priority locations
  - Engineering and non-engineering strategies to improve safety
  - Approach for monitoring improvement over time

Fresno Council of Governments

7

Why are we here?

- Learn about the project and how you can contribute/participate
- Provide feedback on the results of the data analysis

Do the results reflect your experience, priorities, and concerns?



8

Project Team and Roles



Trai Her-Cole
Fresno COG
Project Manager



Jennifer Soliz
Fresno COG
Project Manager



Tony Boren
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Erin Ferguson
Kittelson & Associates, Inc.
Project Manager



Malia Schilling
Toole Design
Planner & Facilitator



Sara Schooley
Toole Design
Planner & Facilitator

Fresno Council of Governments

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Who's in the room?

- Share your name and position/title
- Quick question:
  - ***How would you describe traveling on the roads in Coalinga?***
  - ***What road safety improvements are most needed in Coalinga?***

Fresno Council of Governments

10



11



City of Coalinga: Vision and Goals

Mission: The Mission of the City of Coalinga is to provide for the preservation of the community character by delivering quality, responsive City services in an efficient and cost-effective manner, and to develop, encourage, and promote a diversified economic base in order to ensure the future financial stability of the City for its citizens.

City Vision 2025:

- Community Safety: Public safety is the basis of our well being. Coalinga's Fire and Police services are committed to maintaining a safe and secure environment for all residents and visitors.
- Comprehensive & Reliable Infrastructure: Coalinga will provide creative, orderly and efficient community facilities and municipal services that meet the needs of residents and visitors. Coalinga will effectively plan infrastructure improvements with the anticipation of future growth.
- Superior Recreation Opportunities: Coalinga will offer a convenient and comprehensive system that meets the needs of the citizens and enriches the lives of residents and visitors including: Athletic parks, Bike paths, Community parks, Green belts, Neighborhood parks, Open space, Other recreational opportunities, Primitive natural areas, Scenic vistas, Trails

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LRSP: Vision and Goals

LRSP Vision: Enhance the existing roadway network in a cost-effective manner that promotes traffic safety, meets the needs of the community and enriches the lives of residents.

LRSP Goals for Coalinga

- Have **zero fatal and severe injury collisions** on the City roadways by 2026.
- **Coordinate with Caltrans** on implementing roadway network changes on the state routes that are within the City boundary
- Regularly **review data-informed analysis and community needs** to identify and prioritize opportunities to reduce collision risk.
- Implement **low-cost engineering solutions** to address common collision types
- **Participate in regional activities** to promote roadway safety
- **Maintain a roadway system** that provides a quality environment for all users
- **Coordinate with traffic safety stakeholders** such as fire, police, schools, and parks to exchange information and ideas specific to enhancing roadway safety performance through engineering, enforcement and educational strategies.

Discussion question:
Is there anything missing within these goals or anything that needs to be added?

13



14



Highway Safety Improvement Program (HSIP)

- Funding from the state to reduce traffic fatalities and serious injuries on public roads

- Eligible projects:
  - Address a priority in the state's Strategic Highway Safety Plan
  - Are identified through a data-driven process
  - Target an identified safety problem **based on reported crashes**
  - Contribute to a reduction in fatalities and serious injuries

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Collision Analysis

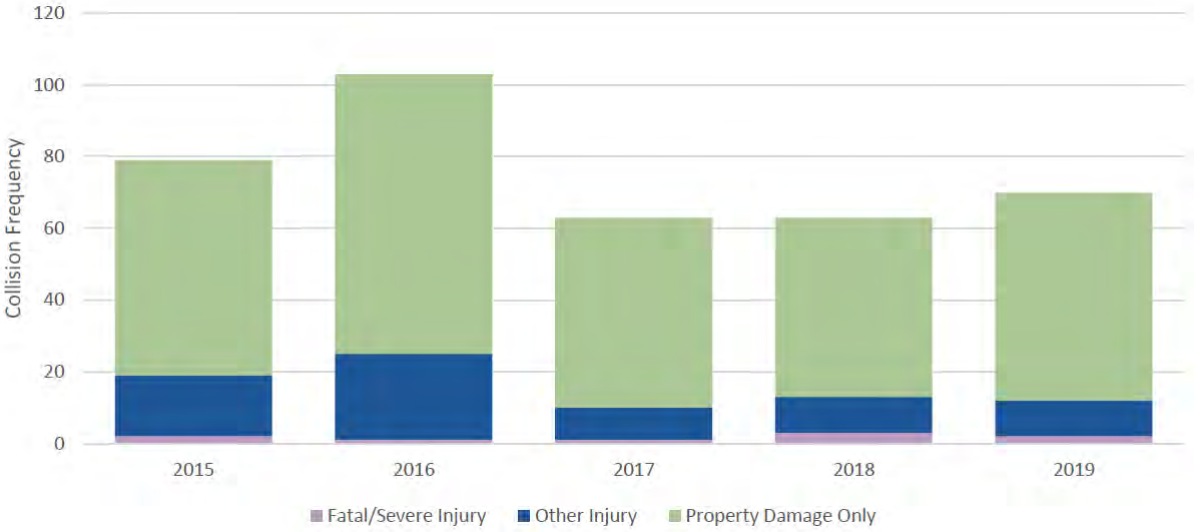
- Data assembled from SWITRS and TIMS
- Time period: January 1, 2015 – December 31, 2019
- 378 total collisions

Fresno Council of Governments

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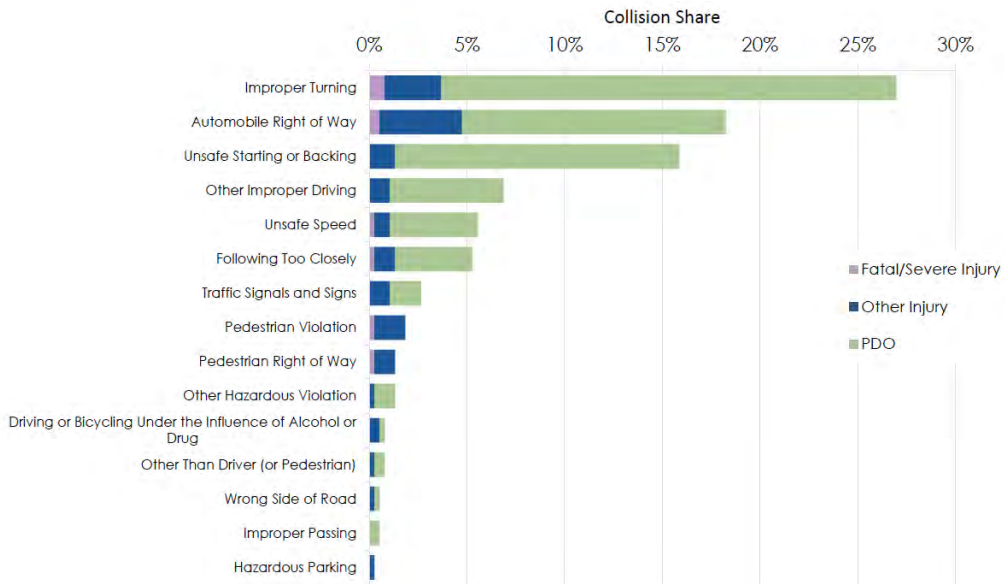
Collision Analysis: Year-over-Year Trend



17



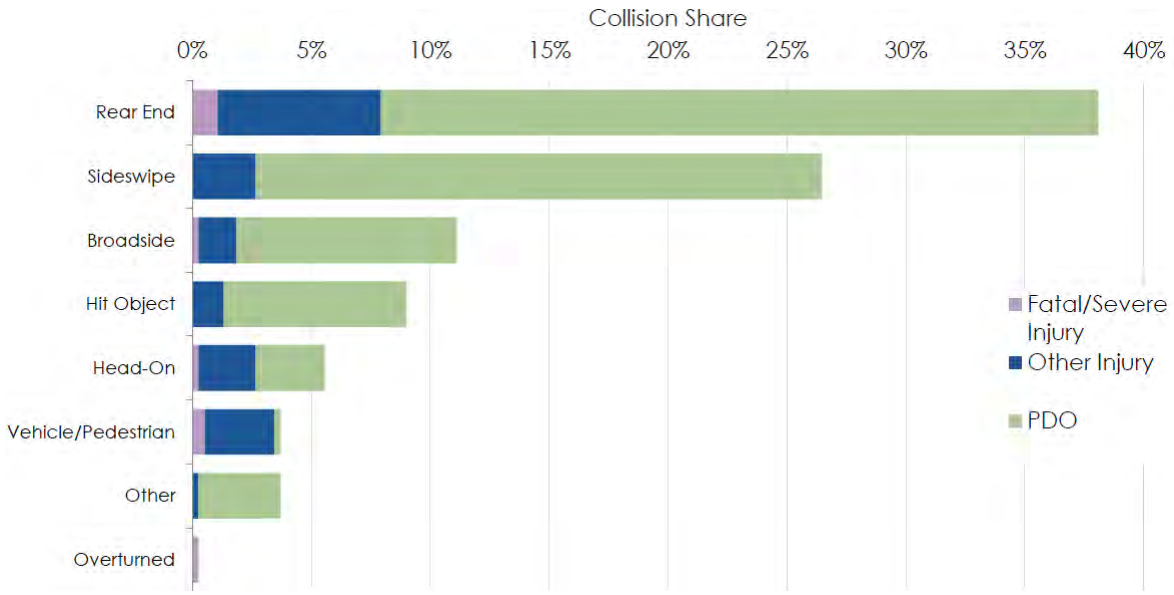
Collision Analysis: Primary Collision Factors



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Collision Analysis: Collision Type

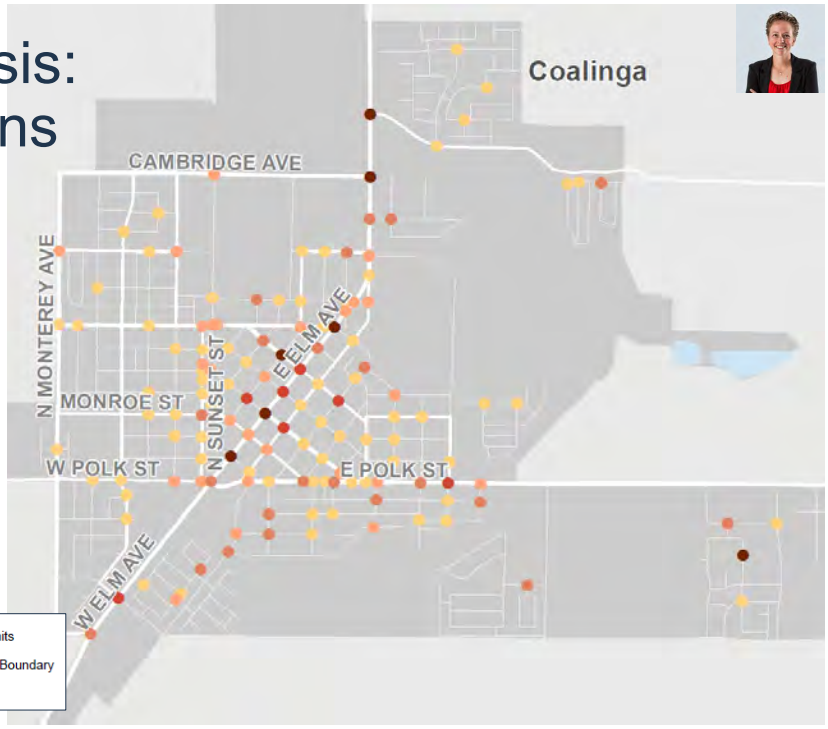




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Collision Analysis: Priority Locations

Used reported collisions to calculate a severity score based on the number and frequency of collisions.



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Collision Analysis: Top 5 Priority Locations

Location	Type	Collision Severity Score	Total Collisions	Fatal Collisions	Injury Collisions	Property Damage Only Collisions
Elm Ave & Seventh St	Intersection (Unsignalized)	44.02	11	0	4	7
Elm Ave & Fifth St	Intersection (Unsignalized)	41.78	10	0	2	8
Elm Ave & Cambridge Ave	Intersection (Unsignalized)	40.58	4	0	2	2
Elm Ave & First St & Van Ness St	Intersection (Unsignalized)	39.65	9	0	1	8
Longhollow Way & Poppy Meadow Ct	Intersection (Unsignalized)	38.25	2	0	1	1

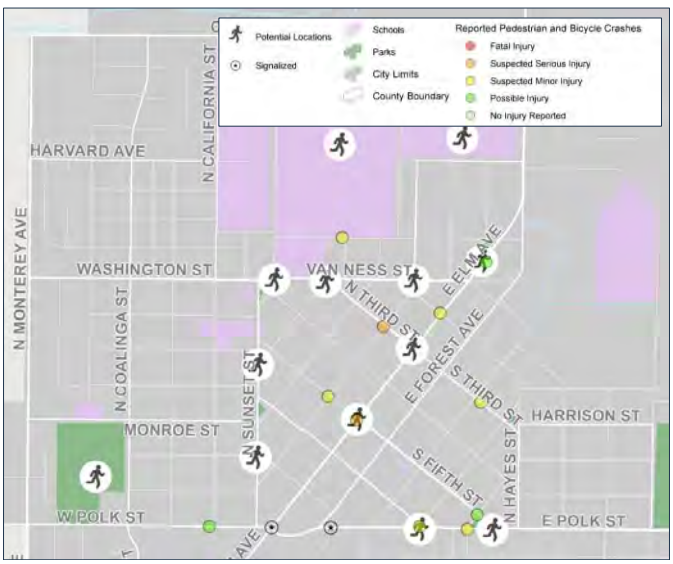
Fresno Council of Governments

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Potential Locations for Pedestrian Crossing Improvements

- Inform an HSIP Application
- Group multiple locations for crosswalk and crosswalk related improvements



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Systemic Considerations

Discussion questions:

- What other locations do you have safety concerns about?
- What other locations are priorities for the City to improve?

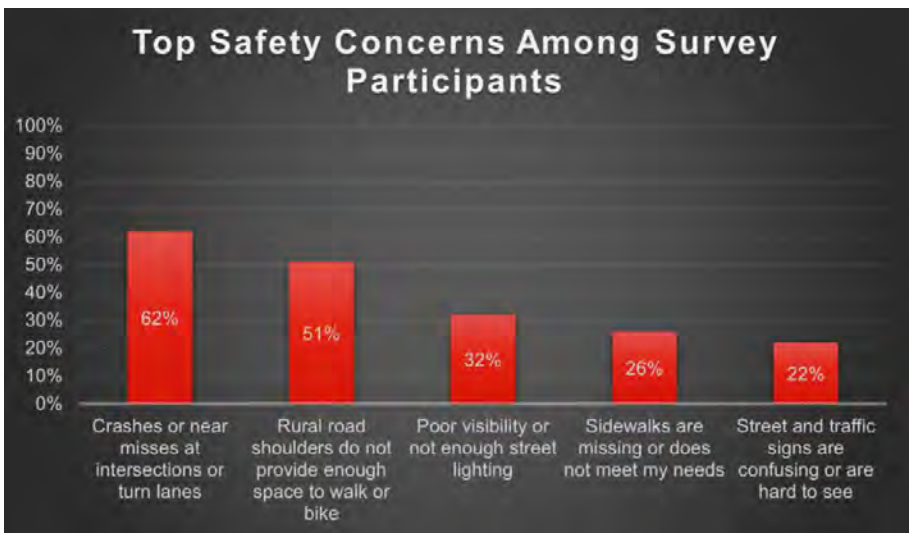
Fresno Council of Governments

23



Phase 1 Survey Results

- 842 responses (countywide)



Fresno Council of Governments

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Phase 1 Survey Results



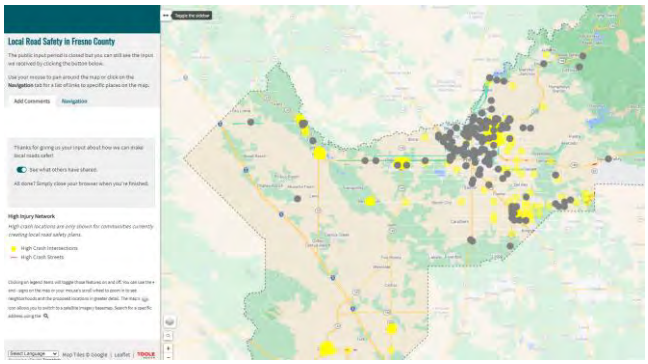
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Phase 2 Survey/Interactive Map Results

- **430 total survey respondents**
  - 6 stated they live or work in Coalinga
- **155 map points** dropped countywide
- <u>Top 3 safety concerns for points dropped across Fresno County:</u>
  - Crashes or near misses, speeding or aggressive driving, and lack of safe places to walk, bike or wait for the bus
- <u>Top 3 safety improvements for all respondents</u>:
  - Road maintenance, bike improvements, and rural road improvements



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Systemic Considerations

Discussion questions:

- Do the safety concerns and desired improvements align with your experiences in Coalinga?
- What general road safety concerns do you have based on your experiences and observations?

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Safe Roads Save Lives

- Goals of the campaign:
  - Educate all road users on safe behaviors
  - Increase safety for people walking and biking
  - Highlight behaviors that cause the most crashes in Fresno County – speeding and distracted driving

SAFE ROADS SAVE LIVES

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Safe Roads Save Lives

- Goals of the campaign:
  - Educate all road users on safe behaviors
  - Increase safety for people walking and biking
  - Highlight behaviors that cause the most crashes in Fresno County – speeding and distracted driving
- Parts of the campaign:
  - Branding
  - Social Media Strategy
  - Print materials
  - Radio and video resources
  - School-specific recommendations

SAFE ROADS SAVE LIVES

30

Safe Roads Save Lives









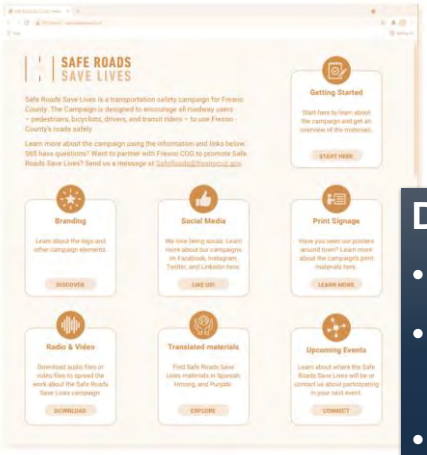




31

Safe Roads Save Lives











Discussion questions:

- What kinds of messages do/don't resonate?
- What is a motivator in your community for behavior change?
- Which messages will be most useful to your community?

32



33



Enforcement Alternatives





Automatic enforcement and speed feedback signs
(multiple locations nationwide)



Community members as crossing guards
(Schools and SRTS nationwide)



Youth letter writing and "ticketing"
(Alameda County, CA)



Neighborhood and Community Safety
(Milwaukee, WI)

Fresno Council of Governments

34

Enforcement Alternatives



Discussion questions:

- What are you currently doing for traffic safety enforcement?
- What has worked well or not well?
- What are some alternatives to law enforcement that could work in your community?

Fresno Council of Governments

35



Next Steps

Prepare the Draft LRSP

Prepare HSIP Grant Applications

36

36

Thank you!

For more information or any follow-up, contact Jennifer Soliz at jsoliz@fresnocog.org

Fresno Council of Governments

37

MLRSP

Multi-jurisdictional
Local Road Safety Plan

City of Firebaugh
Focus Group

October 5th, 2021



1

Today's agenda

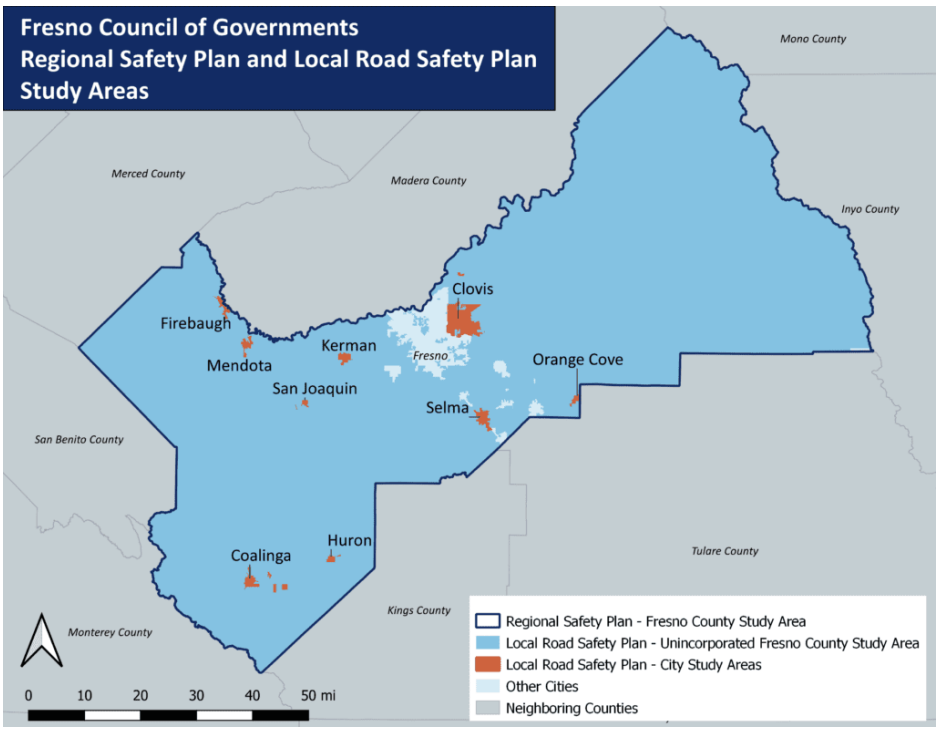
- Introductions & Project Overview (15 min)
- Review of Vision & Goals (10 min)
- Safety Analysis Results (30 min)
- Education Campaign (10 min)
- Enforcement Discussion (20 min)
- Next Steps (5 min)



2


Introduction & Project Overview
3

3


Fresno Council of Governments
Regional Safety Plan and Local Road Safety Plan
Study Areas
Mono County
Merced County
Madera County
Inyo County
Clovis
Firebaugh
Kerman
Fresno
Mendota
Orange Cove
San Joaquin
Selma
San Benito County
Huron
Coalinga
Tulare County
Kings County
Monterey County
0 10 20 30 40 50 mi
Regional Safety Plan - Fresno County Study Area
Local Road Safety Plan - Unincorporated Fresno County Study Area
Local Road Safety Plan - City Study Areas
Other Cities
Neighboring Counties

4



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
- Local Safety Plan

Fresno Council of Governments

5



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
  - Bring together a Regional Safety Steering Committee
  - Study past crashes and gather public input
  - Identify the safety improvements
  - Develop a transportation safety education program
  - Provide resources and support to local agencies
- Local Road Safety Plan

Fresno Council of Governments

6



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
  - Bring together a Regional Safety Steering Committee
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- Local Road Safety Plan
  - Vision and goals
  - Existing road safety performance
  - High priority locations
  - Engineering and non-engineering strategies to improve safety
  - Approach for monitoring improvement over time

Fresno Council of Governments

7

Why are we here?

- Learn about the project and how you can contribute/participate
- Provide feedback on the results of the data analysis

Do the results reflect your experience, priorities, and concerns?



8

Project Team and Roles



Jennifer Soliz

Fresno COG

Project Manager



Tony Boren

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Malia Schilling

Toole Design

Planner & Facilitator



Sara Schooley

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Fresno Council of Governments

9



Who's in the room?

- Share your name and position/title

- **Quick poll**: go to menti.com and use the code 9401 0214
  - ***How would you describe traveling on the roads in Firebaugh?***
  - ***What road safety improvements are most needed in Firebaugh?***

Fresno Council of Governments

10



11

LRSP: Vision and Goals

LRSP Vision: Create a roadway network that provides a comfortable environment for all modes of transportation within the City.

LRSP Goals for Firebaugh

- Have zero fatal and severe injury collisions on the City roadways by 2026.
- Systemically implement safety countermeasures proven to reduce fatal and severe crashes across the City's public roadways.
- Enhance pedestrian facilities and crossings on state routes that are within the City boundary in coordination with Caltrans.
- Participate in regional activities to promote roadway safety as a priority investment.

Discussion question:
Is there anything missing within these goals or anything that needs to be added?

12



13



Highway Safety Improvement Program (HSIP)

- Funding from the state to reduce traffic fatalities and serious injuries on public roads

- Eligible projects:
  - Address a priority in the state's Strategic Highway Safety Plan
  - Are identified through a data-driven process
  - Target an identified safety problem **based on reported crashes**
  - Contribute to a reduction in fatalities and serious injuries

HSIP

Fresno Council of Governments

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Collision Analysis

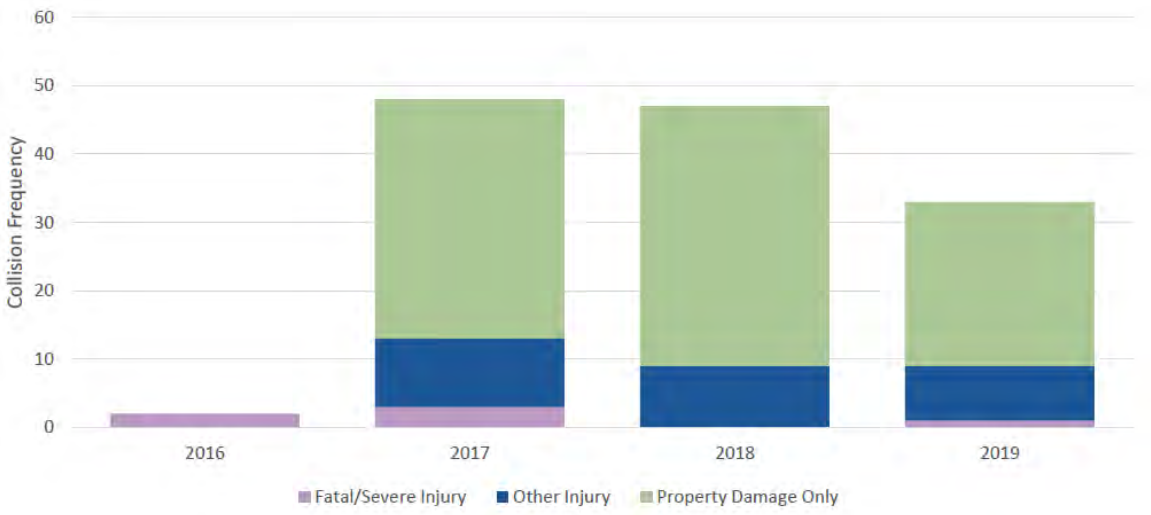
- Data assembled from SWITRS and TIMS
- Time period: January 1, 2015 – December 31, 2019
- 130 total collisions

Fresno Council of Governments

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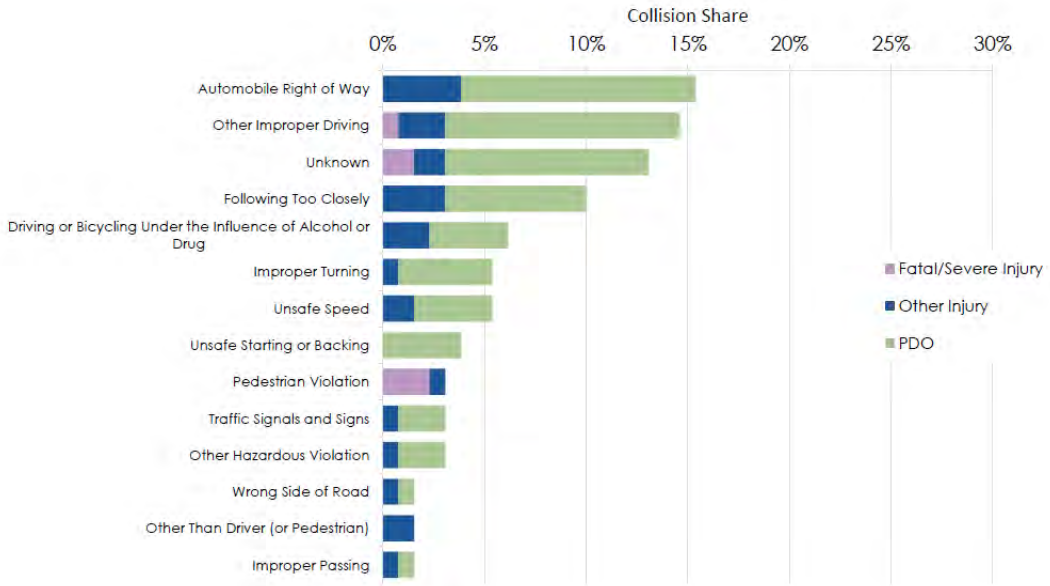
Collision Analysis: Year-over-Year Trend



16

Collision Analysis: Primary Collision Factors

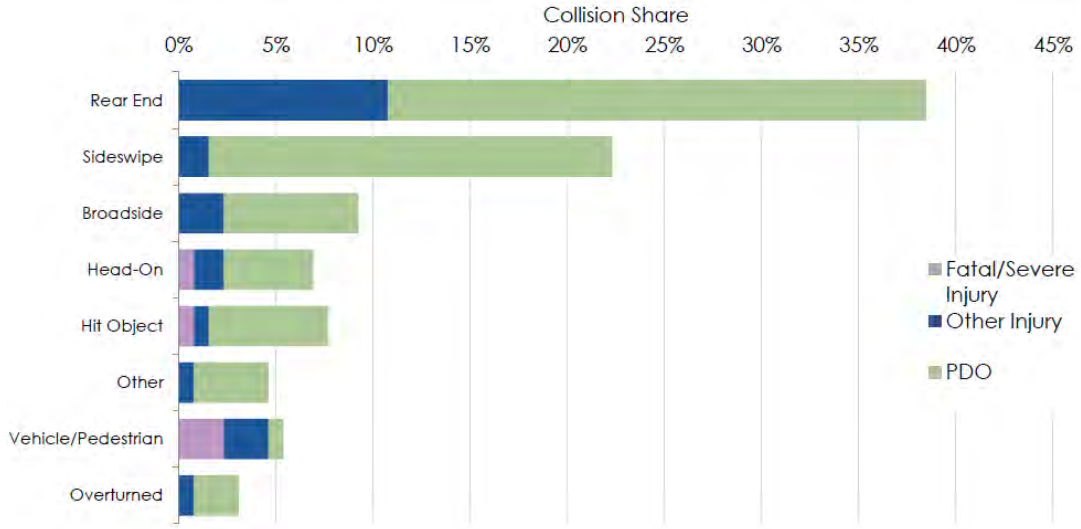




17

Collision Analysis: Collision Type

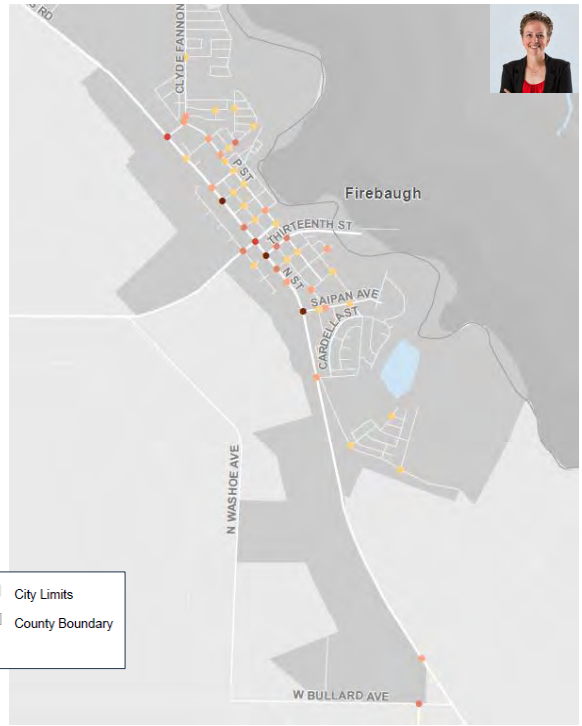




18

Collision Analysis: Priority Locations

Used reported collisions to calculate a severity score based on the number and severity of collisions.



19

Collision Analysis: Top 5 Priority Locations

Location	Type	Collision Severity Score	Total Collisions	Fatal Collisions	Injury or Complaint of Pain Collisions	Property Damage Only Collisions
N St & Saipan Ave	Intersection (unsignalized)	43.12	7	1	2	4
N St & Ninth St	Intersection (unsignalized)	38.25	2	0	1	1
Thirteenth St from P St to city limits	Segment	33.13	2	1	0	1
Thirteenth St & N St	Segment	33.13	2	0	1	1
N St & Clyde Fannon Rd	Intersection (signalized)	28.16	7	1	3	3

Fresno Council of Governments

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Potential Locations for Pedestrian Crossing Improvements

- Inform an HSIP Application
- Group multiple locations for crosswalk and crosswalk related improvements



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Systemic Considerations

Discussion questions:

- What other locations do you have safety concerns about?
- What other locations are priorities for the City to improve?

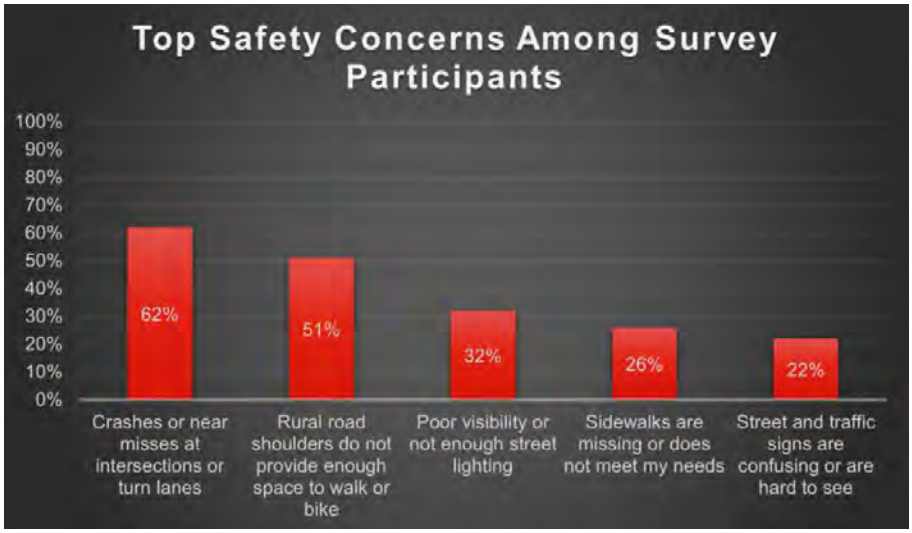
Fresno Council of Governments

22



Phase 1 Survey Results

- 842 responses (countywide)

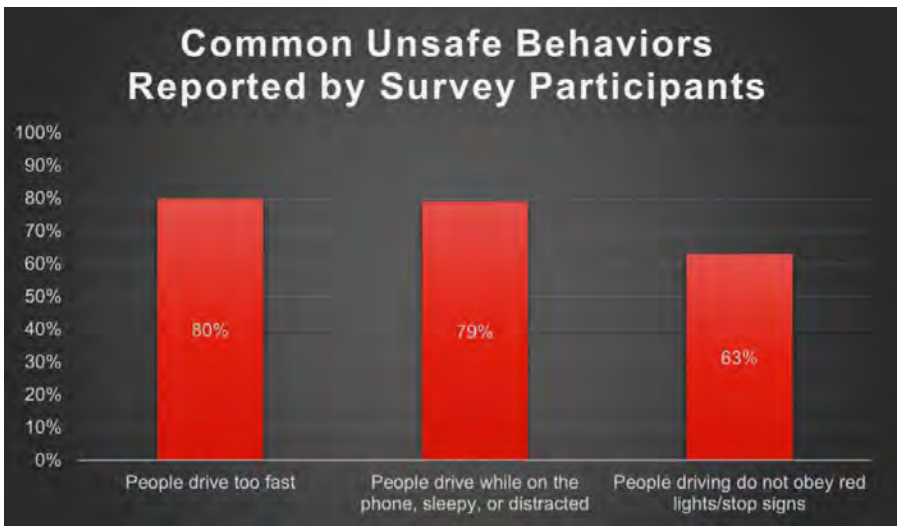


Fresno Council of Governments

23



Phase 1 Survey Results



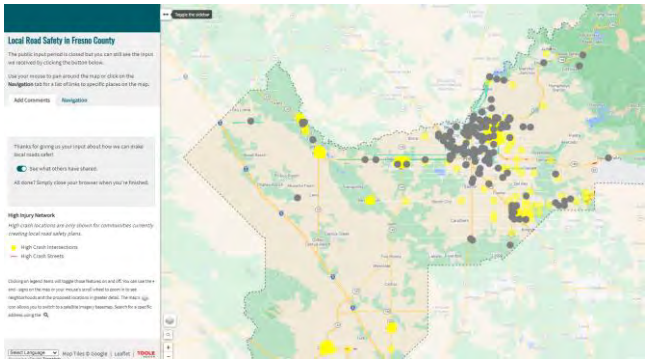
Fresno Council of Governments

24



Phase 2 Survey/Interactive Map Results

- **430 total survey respondents**
  - 11 stated they live or work in Firebaugh
- **155 map points** dropped countywide
- Top 3 safety concerns for points dropped across Fresno County:
  - Crashes or near misses, speeding or aggressive driving, and lack of safe places to walk, bike or wait for the bus
- Top 3 safety improvements for all respondents:
  - Road maintenance, bike improvements, and rural road improvements



Fresno Council of Governments

25



Community Input

Discussion questions:

- Do these safety concerns and improvements align with your experiences in Firebaugh?
- What general road safety concerns do you have based on your experiences and observations?

Fresno Council of Governments

26



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Safe Roads Save Lives

- Goals of the campaign:
  - Educate all road users on safe behaviors
  - Increase safety for people walking and biking
  - Highlight behaviors that cause the most crashes in Fresno County – speeding and distracted driving

SAFE ROADS SAVE LIVES

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SAFE ROADS SAVE LIVES

29



Safe Roads Save Lives



SAFE ROADS SAVE LIVES





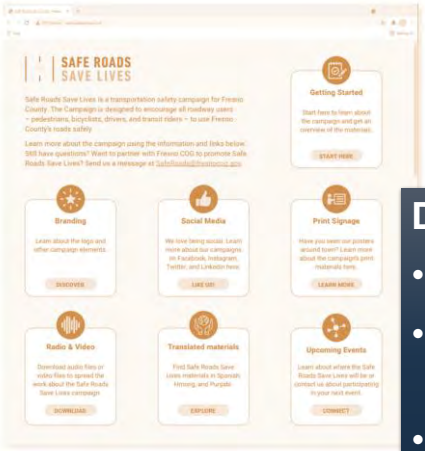




30

Safe Roads Save Lives











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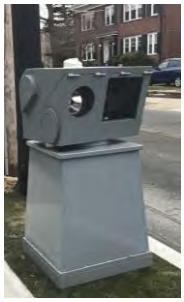
Role of Enforcement

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Fresno Council of Governments

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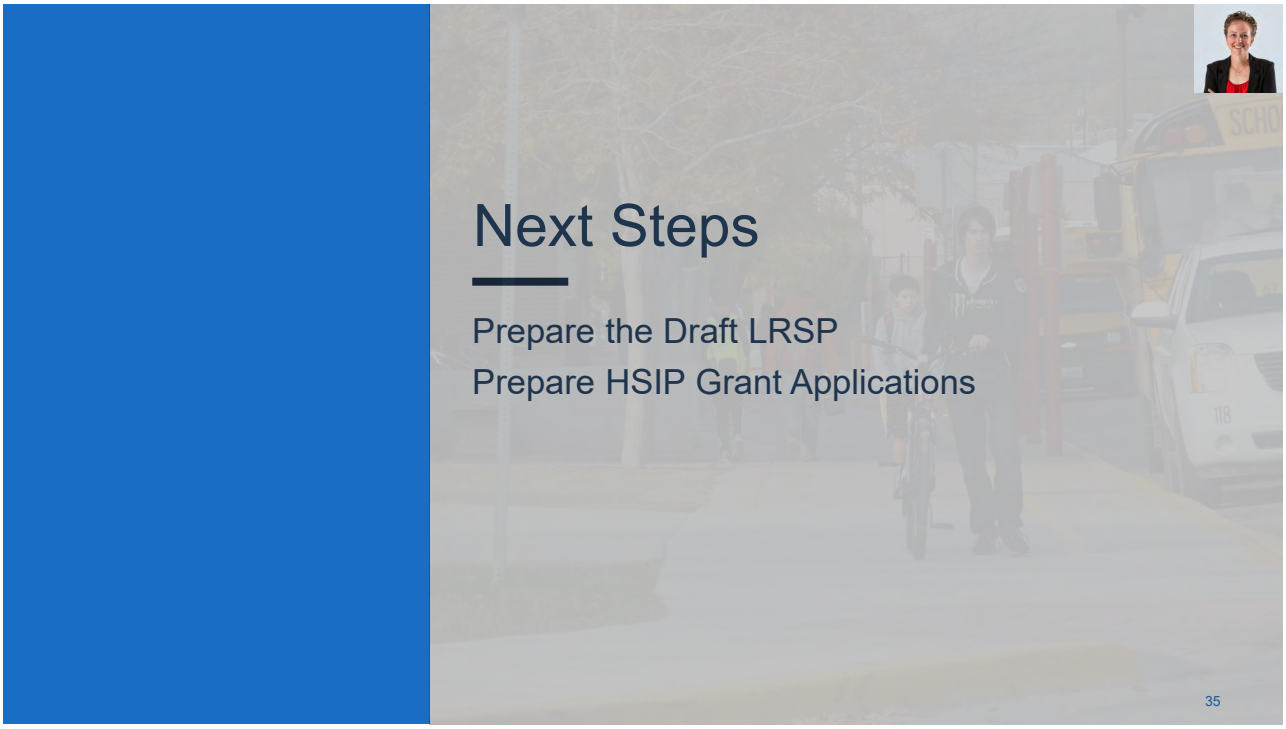


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Fresno Council of Governments

34



35

Thank you!

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Fresno Council of Governments

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MLRSP

Multijurisdictional
Local Road Safety Plan

Unincorporated Fresno
County Focus Group

September 30th, 2021



1

Today's agenda

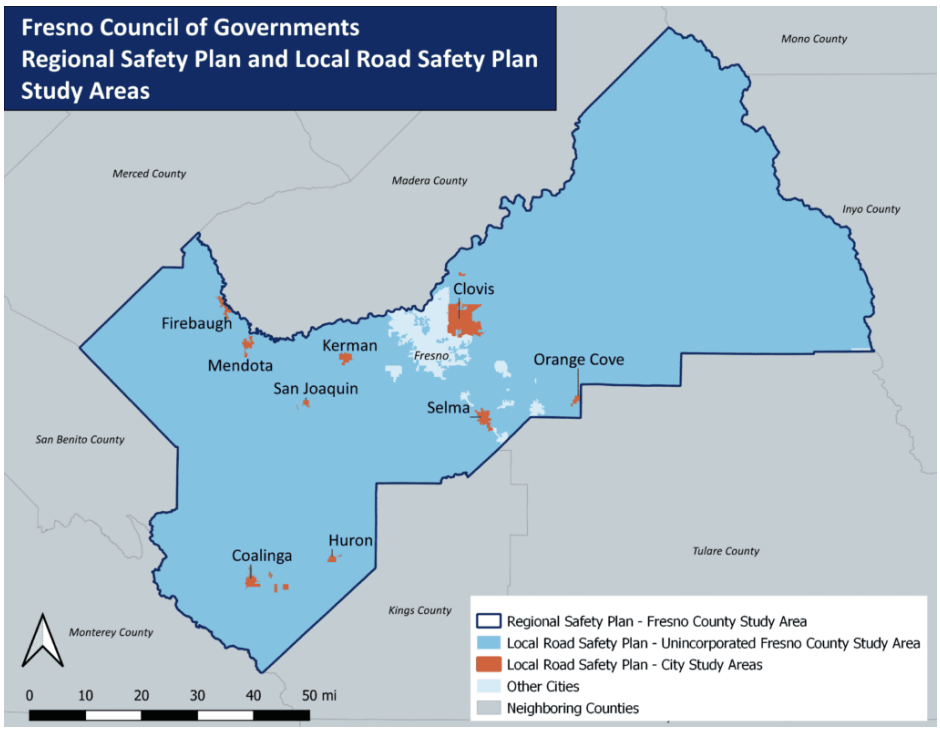
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Introduction & Project Overview
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Fresno Council of Governments
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Merced County
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Inyo County
Clovis
Firebaugh
Kerman
Fresno
Mendota
Orange Cove
San Joaquin
Selma
San Benito County
Huron
Coalinga
Tulare County
Kings County
Monterey County
0 10 20 30 40 50 mi
Regional Safety Plan - Fresno County Study Area
Local Road Safety Plan - Unincorporated Fresno County Study Area
Local Road Safety Plan - City Study Areas
Other Cities
Neighboring Counties

4



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
- Local Safety Plan

Fresno Council of Governments

5



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
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Fresno Council of Governments

6



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  - High priority locations
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Fresno Council of Governments

7

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- Provide feedback on the results of the data analysis

Do the results reflect your experience, priorities, and concerns?



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Project Team and Roles



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Fresno COG
Project Manager



Jennifer Soliz
Fresno COG
Project Manager



Tony Boren
Fresno COG
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Erin Ferguson
Kittelson & Associates, Inc.
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Malia Schilling
Toole Design
Planner & Facilitator



Sara Schooley
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Fresno Council of Governments

9



Who's in the room?

- Share your name and position/title
- **Quick poll**: go to **menti.com** and use the code 6231 1268
  - ***How would you describe traveling on the roads in Fresno County?***
  - ***What road safety improvements are most needed in Fresno County?***

Fresno Council of Governments

10



11

Fresno County: Vision, Mission, and Guiding Principles



Vision: Working together for a quality of life for all.
Mission: To provide excellent public services to our diverse community.

City Vision 2025:
- Stewardship
- Boundary crossing and collaboration
- Commitment to outcomes
- “Art of the possible” thinking
- Fact-based decision making
- Respecting diversity

Fresno Council of Governments

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LRSP: Vision and Goals

LRSP Vision: Provide a roadway network that enables safe movement throughout the County for all users and modes..

LRSP Goals for Fresno County

- Use a **data-driven approach** to identify and prioritize opportunities to reduce the risk of collisions.
- **Implement proven, low-cost engineering countermeasures** systemically to maximize funding opportunities across the large geographic County footprint.
- **Partner with adjacent local agencies** to promote roadway safety as a priority investment.
- **Reduce the number of annual fatal and severe injury collision**s across all public County roadways.
- **Engage citizens** to provide feedback on roadway safety issues across the County.
- **Facilitate roadway safety stakeholder collaboration** to identify effective ways to implement non-engineering strategies at key locations.
- **Reduce the number of lane departure collisions** on public County roadways.
- **Reduce the number of broadside collisions** on public County roadways
- **Establish regular communication between first responders and County staff** to discuss ideas, trends, and feedback related to emergency service operations on the roadway network.

Discussion question:
Is there anything missing within these goals or anything that needs to be added?

13



14



Highway Safety Improvement Program (HSIP)

- Funding from the state to reduce traffic fatalities and serious injuries on public roads

- Eligible projects:
  - Address a priority in the state's Strategic Highway Safety Plan
  - Are identified through a data-driven process
  - Target an identified safety problem **based on reported crashes**
  - Contribute to a reduction in fatalities and serious injuries

Fresno Council of Governments

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Collision Analysis

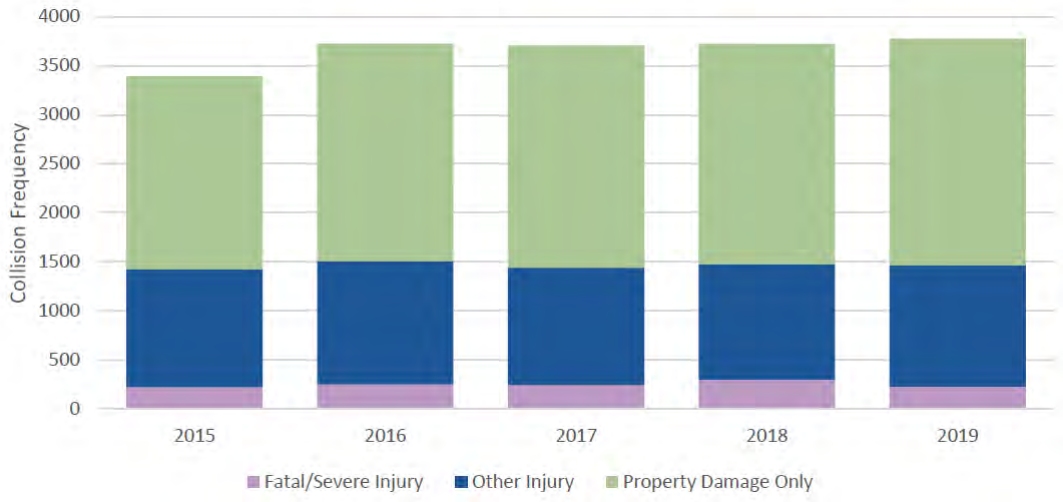
- Data assembled from SWITRS and TIMS
- Time period: January 1, 2015 – December 31, 2019
- 18,314 total collisions

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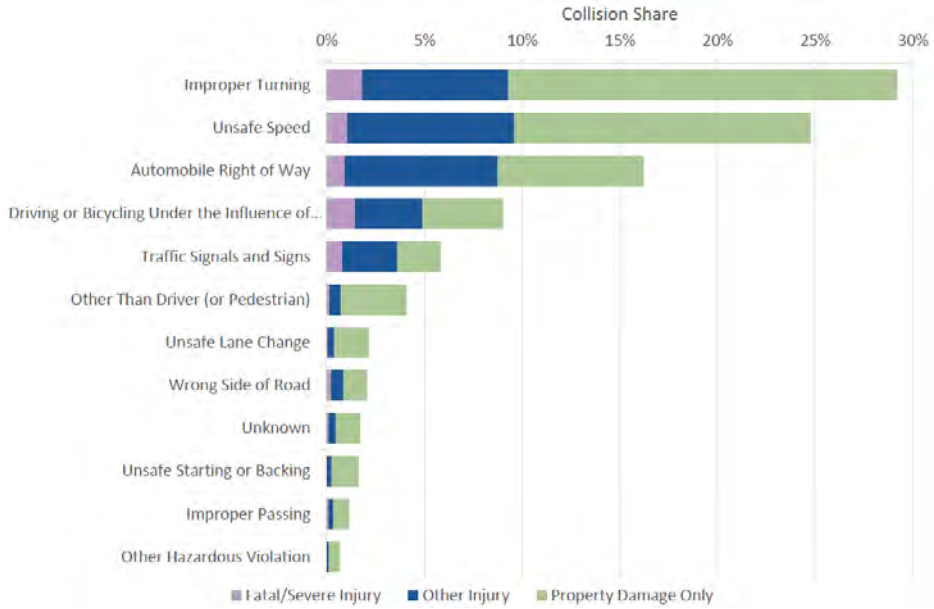
Collision Analysis: Year-over-Year Trend



17



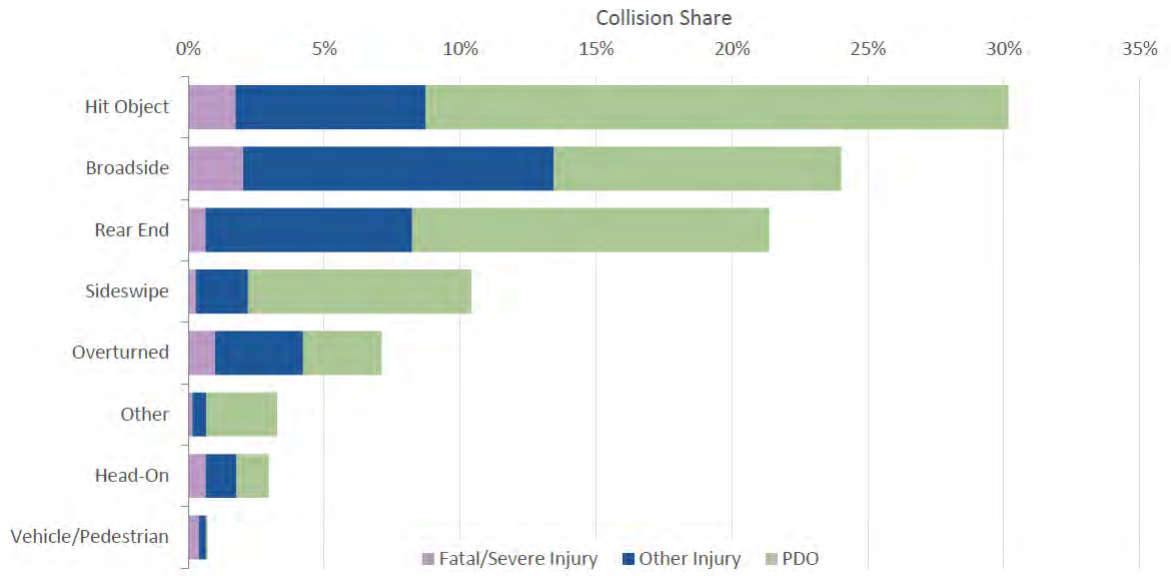
Collision Analysis: Primary Collision Factors



18

Collision Analysis: Collision Type

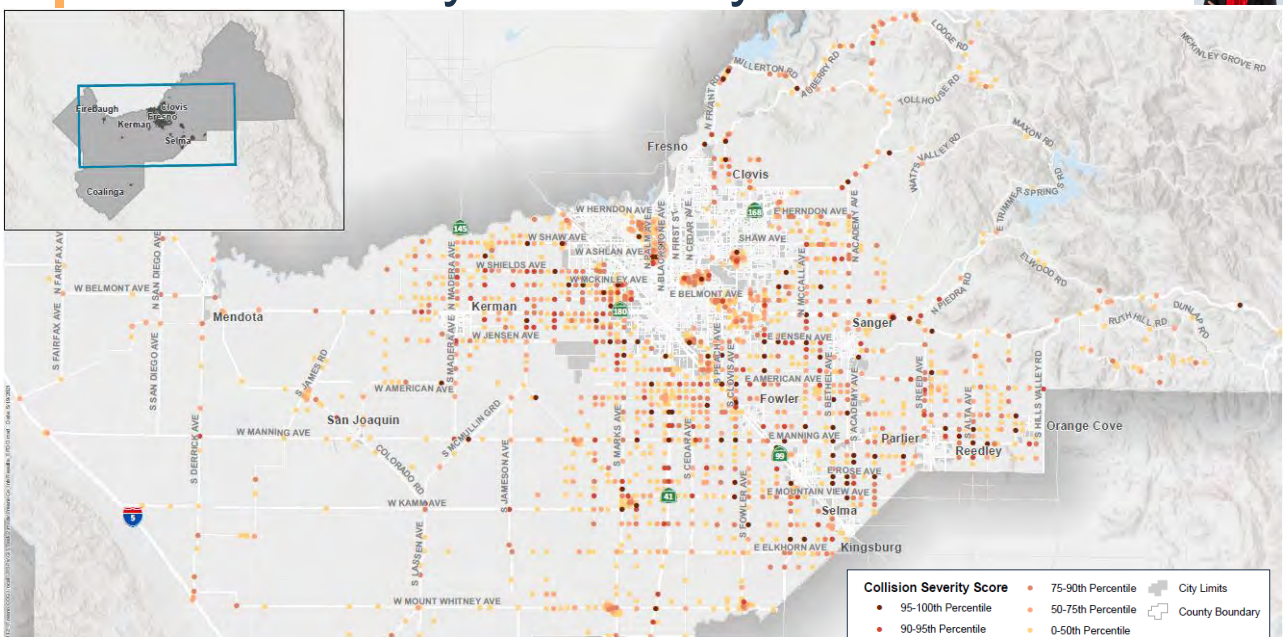




19

Collision Analysis: Priority Locations





20



Collision Analysis: Top 5 Priority Locations

Location	Type	Collision Severity Score	Total Collisions	Fatal Collisions	Injury Collisions	Property Damage Only Collisions
Lac Jac Ave & Dinuba Ave	Intersection (unsignalized)	201.09	15	0	11	4
Frankwood Ave & Central Ave	Intersection (unsignalized)	164.99	14	0	11	3
Academy Ave & Adams Ave	Intersection (unsignalized)	162.93	18	1	9	8
Bethel Ave & Dinuba Ave	Intersection (unsignalized)	157.25	49	1	29	19
Auberry Rd & Frazier Rd	Intersection (unsignalized)	154.92	8	2	3	3

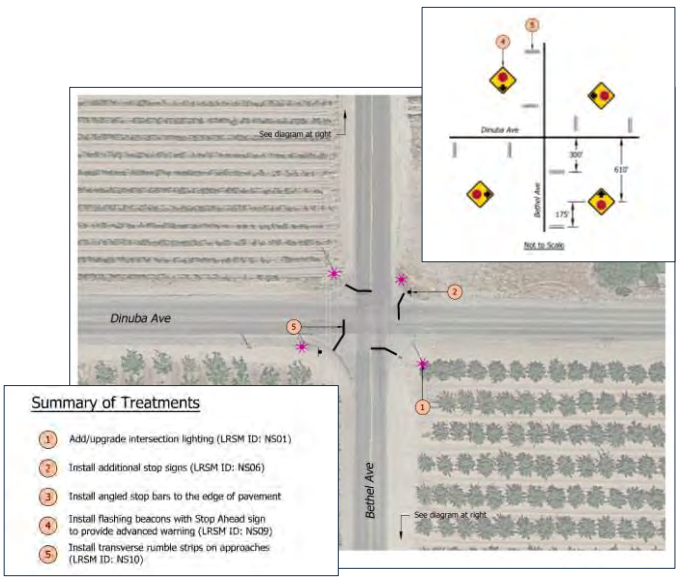
Fresno Council of Governments

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Draft Locations for HSIP Projects

- Systemic Unsignalized Intersection Treatments
  - Bethel / Dinuba
  - Marks / Jensen
- Location Specific Improvements
  - Auberry / Frazier and Auberry / Old Auberry/ Powerhouse



22



Systemic Considerations

Discussion questions:

- What other locations do you have safety concerns about? What other locations are priorities for the County to improve?
- What general road safety concerns do you have based on your experiences and observations?

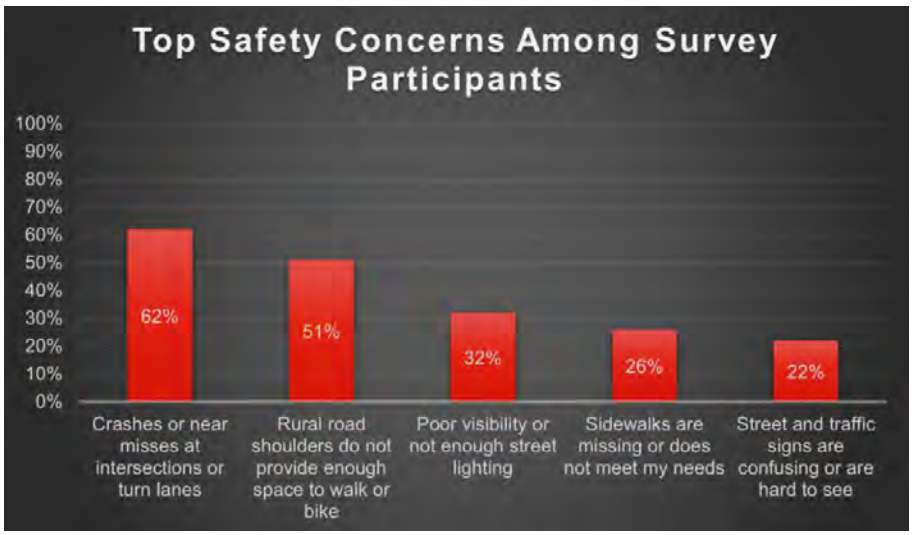
Fresno Council of Governments

23



Phase 1 Survey Results

- 842 responses (countywide)



Fresno Council of Governments

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Phase 1 Survey Results



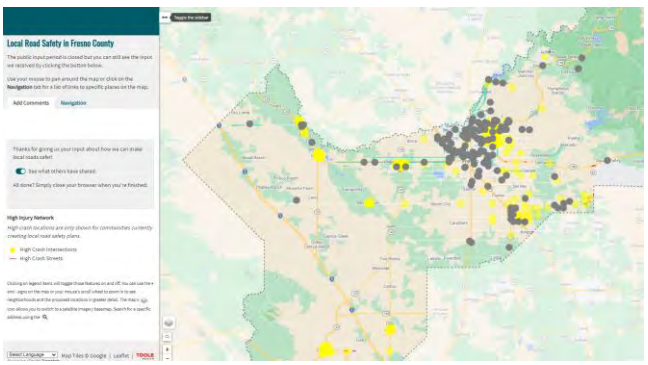
Fresno Council of Governments

25



Phase 2 Survey/Interactive Map Results

- **430 total survey respondents**
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- <u>Top 3 safety concerns for points dropped across Fresno County:</u>
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Fresno Council of Governments

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27



Safe Roads Save Lives

- Goals of the campaign:
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SAFE ROADS SAVE LIVES

28



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SAFE ROADS SAVE LIVES

29



Safe Roads Save Lives



SAFE ROADS SAVE LIVES





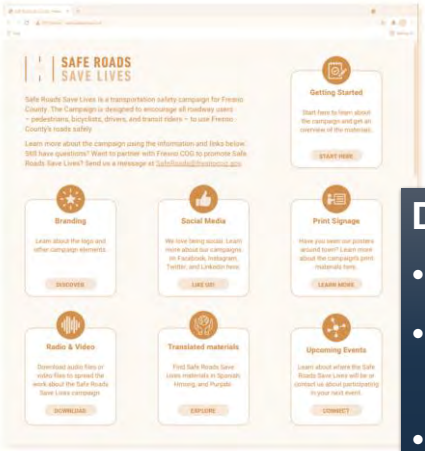




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Safe Roads Save Lives











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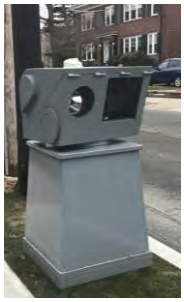
Role of Enforcement

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Fresno Council of Governments

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Fresno Council of Governments

36

MLRSP

Multijurisdictional
Local Road Safety Plan

City of Huron Focus Group

September 27th, 2021



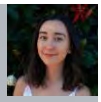
1

Today's agenda

- Introductions & Project Overview (15 min)
- Review of Vision & Goals (10 min)
- Safety Analysis Results (30 min)
- Education Campaign (10 min)
- Enforcement Discussion (20 min)
- Next Steps (5 min)



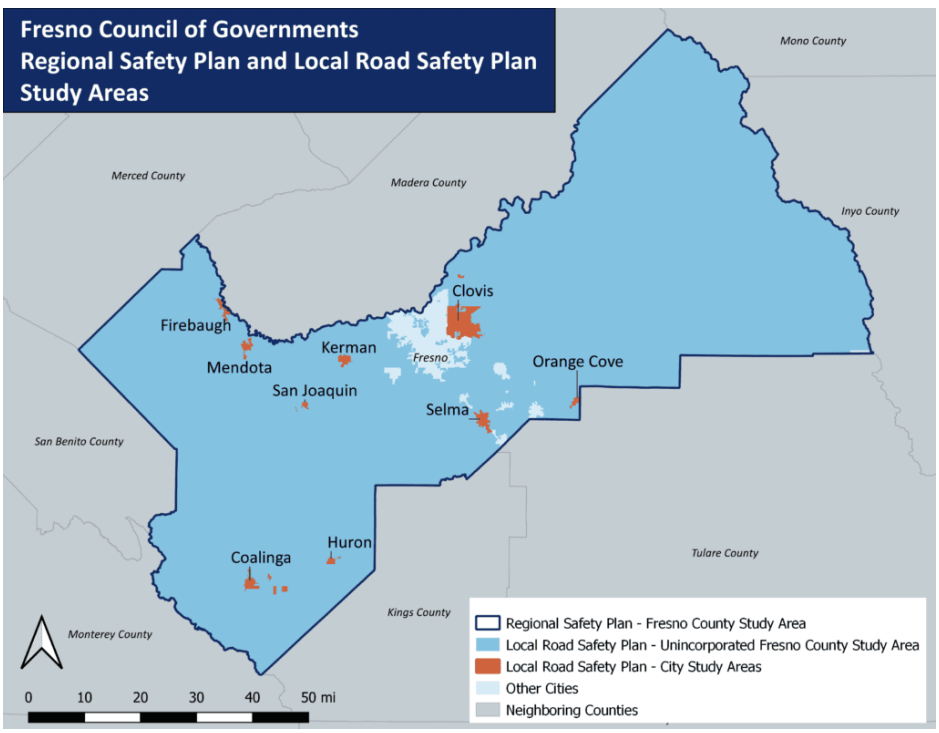
2



Introduction & Project Overview

3





4



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
- Local Safety Plan

Fresno Council of Governments

5



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
  - Bring together a Regional Safety Steering Committee
  - Study past crashes and gather public input
  - Identify the safety improvements
  - Develop a transportation safety education program
  - Provide resources and support to local agencies
- Local Road Safety Plan

Fresno Council of Governments

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Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
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- Local Road Safety Plan
  - Vision and goals
  - Existing road safety performance
  - High priority locations
  - Engineering and non-engineering strategies to improve safety
  - Approach for monitoring improvement over time

Fresno Council of Governments

7

Project Team and Roles








Trai Her-Cole	Jennifer Soliz	Tony Boren	Erin Ferguson	Malia Schilling	Sara Schooley
Fresno COG *Project Manager*	Fresno COG *Project Manager*	Fresno COG *Executive Director*	Kittelson & Associates, Inc. *Project Manager*	Toole Design *Planner & Facilitator*	Toole Design *Planner & Facilitator*

Fresno Council of Governments

8

Why are we here?

- Learn about the project and how you can contribute/participate
- Provide feedback on the results of the data analysis

Do the results reflect your experience, priorities, and concerns?



9

Who's in the room?



- Share your name and position/title

- **Quick poll**: go to menti.com and use the code 1371 0415
  - ***How would you describe traveling on the roads in Huron?***
  - ***What road safety improvements are most needed in Huron?***

Fresno Council of Governments

10



11

City of Huron: Mission and Vision

Mission Statement. The City of Huron is dedicated to providing efficient and effective quality municipal services that enhance quality of life that the community of Huron deserves.

Vision Statement. The City Council will provide the leadership in developing the City in a way that provides a financially viable business friendly and family-oriented community promoting a full range of housing, business, and culture in a safe and attractive environment.

Fresno Council of Governments

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LRSP: Vision and Goals

LRSP Vision: Provide a City roadway network that serves the needs of the community through quality infrastructure and environment.

LRSP Goals

- Have zero fatal and severe injury collisions on the City roadways.
- Utilize community input and collision data to identify opportunities to improve roadway safety.
- Implement low-cost engineering solutions to reduce collision risk
- Maintain a quality roadway network for all users and modes
- Participate in regional activities to promote roadway safety

Discussion question:
Is there anything missing within these goals or anything that needs to be added?

Fresno Council of Governments

13



14



Highway Safety Improvement Program (HSIP)

- Funding from the state to reduce traffic fatalities and serious injuries on public roads

- Eligible projects:
  - Address a priority in the state's Strategic Highway Safety Plan
  - Are identified through a data-driven process
  - Target an identified safety problem **based on reported crashes**
  - Contribute to a reduction in fatalities and serious injuries

Fresno Council of Governments

15



Collision Analysis

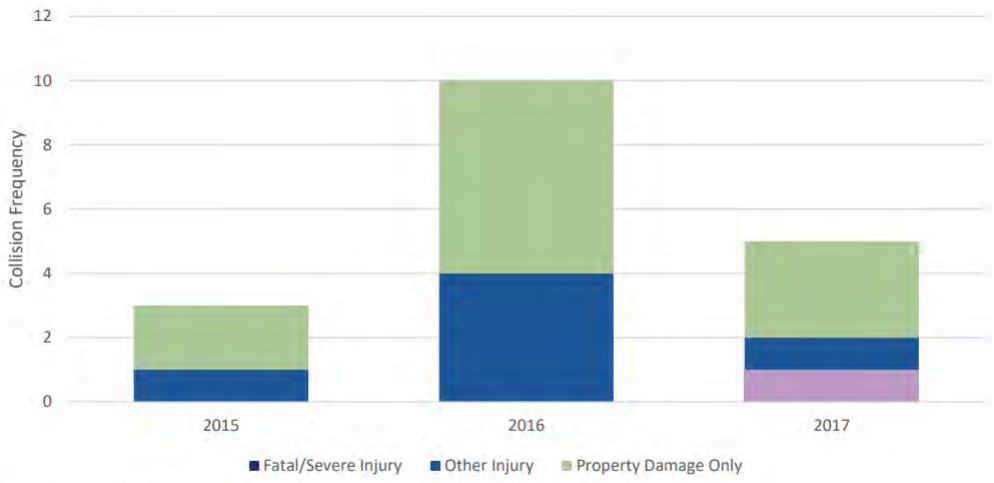
- Data assembled from SWITRS and TIMS
- Time period: January 1, 2015 – December 31, 2019
- 18 total collisions

Fresno Council of Governments

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Collision Analysis: Year-over-Year Trend

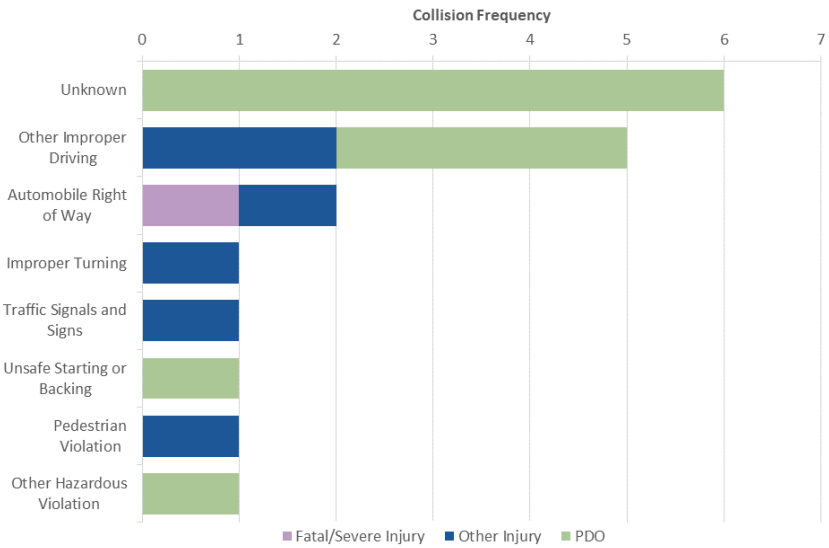


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" collisions. "PDO" = property damage only.

17



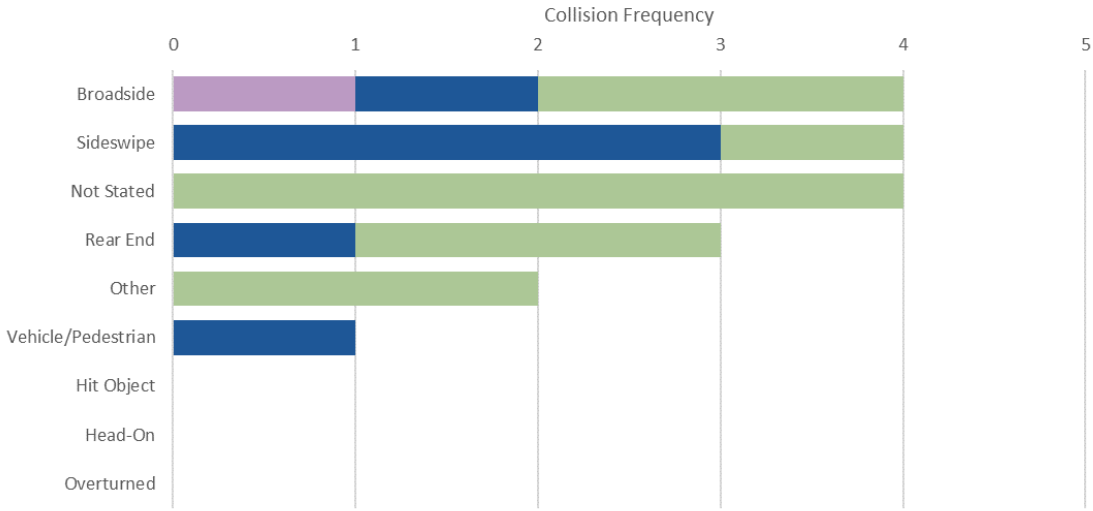
Collision Analysis: Primary Collision Factors



18

Collision Analysis: Collision Type



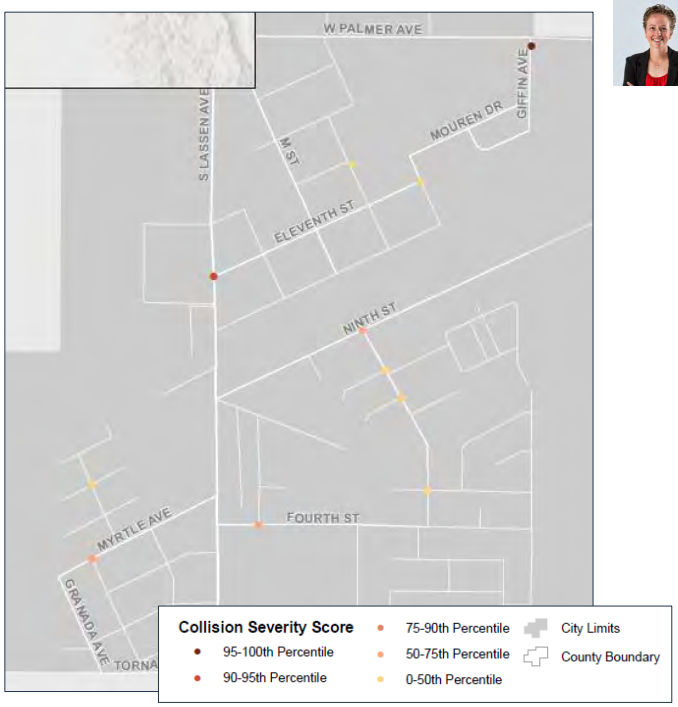


19

Collision Analysis: Priority Locations



Used reported collisions to calculate a severity score based on the number and frequency of collisions.



20



Collision Analysis: Top 5 Priority Locations

Location	Type	Collision Severity Score	Total Collisions	Fatal Collisions	Injury Collisions	Property Damage Only Collisions
Palmer Ave & Griffen Ave	Intersection (unsignalized)	38.05	1	1	0	0
Lassen Ave from Palmer Ave to city limits (north)	Segment	6.3	7	0	3	4
Lassen Ave & Eleventh St	Intersection (unsignalized)	2.63	3	0	2	1
Fourth St & Central Ave	Intersection (unsignalized)	2.14	1	0	1	0
Palmer Ave & Lassen Ave	Intersection (unsignalized)	2.14	1	0	1	0

Fresno Council of Governments

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Potential Locations for Pedestrian Crossing Improvements



- Inform an HSIP Application
- Group multiple locations for crosswalk and crosswalk related improvements

Fresno Council of Governments

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Systemic Considerations

Discussion questions:

- What other locations do you have safety concerns about/what other locations are priorities for the City to improve?
- What general road safety concerns do you have based on your experiences and observations?

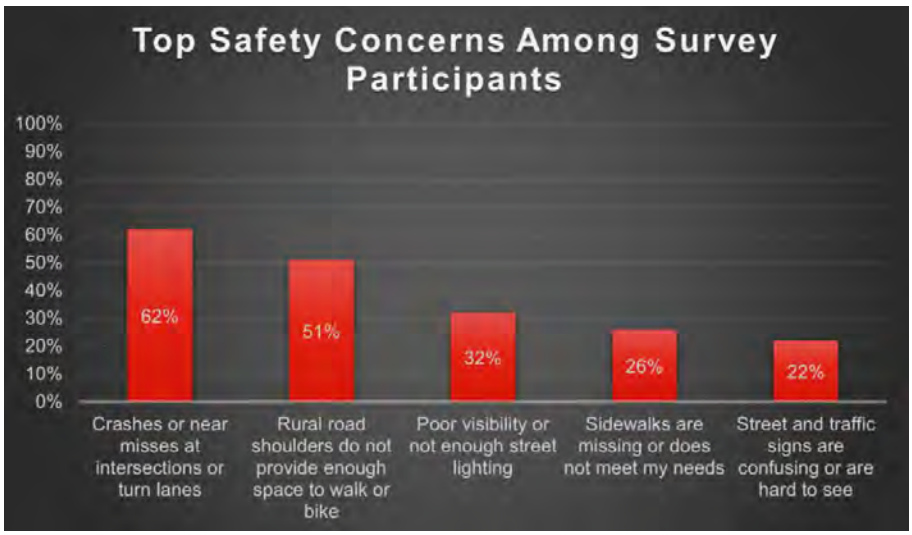
Fresno Council of Governments

23



Phase 1 Survey Results

- 842 responses (countywide)



Fresno Council of Governments

24



Phase 1 Survey Results



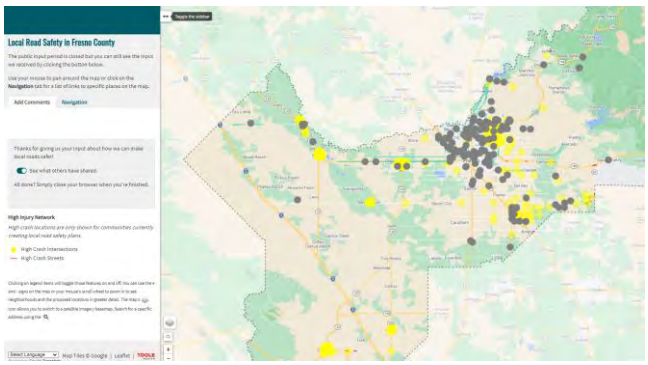
Fresno Council of Governments

25



Phase 2 Survey/Interactive Map Results

- **430 total survey respondents**
  - 4 stated they live or work in Huron
- **155 map points** dropped countywide
- Top 3 safety concerns for points dropped across Fresno County: crashes or near misses, speeding or aggressive driving, and lack of safe places to walk, bike or wait for the bus
- Top 3 safety improvements for all respondents: road maintenance, bike improvements, and rural road improvements



Fresno Council of Governments

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Systemic Considerations

Discussion questions:

- What other locations do you have safety concerns about/what other locations are priorities for the City to improve?

Fresno Council of Governments

27



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Safe Roads Save Lives









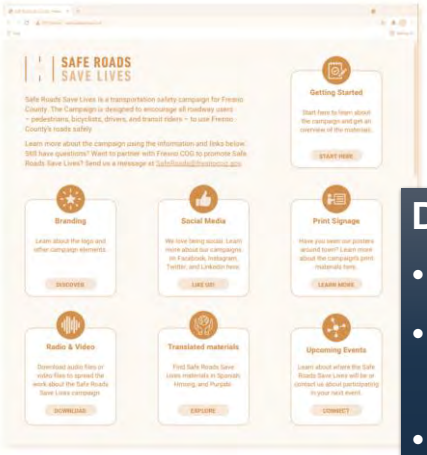




29

Safe Roads Save Lives











Discussion questions:

- What kinds of messages do/don't resonate?
- What is a motivator in your community for behavior change?
- Which messages will be most useful to your community?

30



31

Enforcement Alternatives





Automatic enforcement and speed feedback signs
(multiple locations nationwide)



Community Members as crossing guards
(Schools and SRTS nationwide)



Youth letter writing and "ticketing"
(Alameda County, CA)



Neighborhood and Community Safety
(Milwaukee, WI)

Fresno Council of Governments

32

Enforcement Alternatives



Discussion questions:

- What are you currently doing for traffic safety enforcement?
- What has worked well or not well?
- What are some alternatives to law enforcement that could work in your community?

Fresno Council of Governments

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Next Steps

Prepare the Draft LRSP

Prepare HSIP Grant Applications

34

34



Thank you!

For more information or any follow-up, contact Jennifer Soliz at jsoliz@fresnocog.org

Fresno Council of Governments

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MLRSP

Multi-jurisdictional
Local Road Safety Plan

City of Kerman
Focus Group



1

Today's agenda

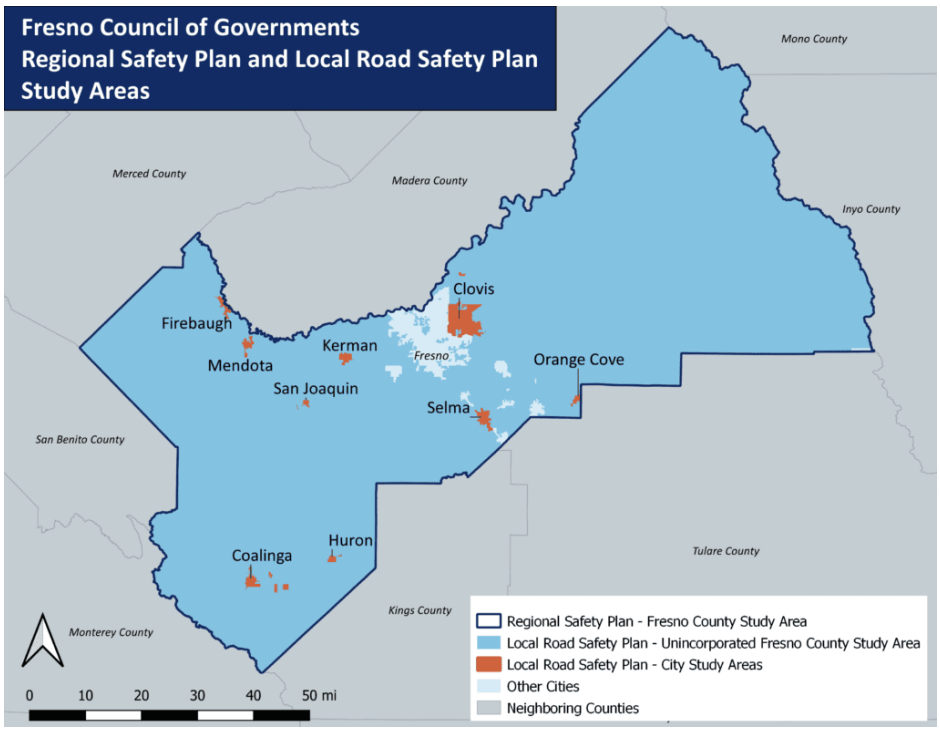
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2


Introduction & Project Overview
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Fresno Council of Governments
Regional Safety Plan and Local Road Safety Plan
Study Areas
Mono County
Merced County
Madera County
Inyo County
Clovis
Firebaugh
Kerman
Fresno
Mendota
Orange Cove
San Joaquin
Selma
San Benito County
Huron
Coalinga
Tulare County
Kings County
Monterey County
0 10 20 30 40 50 mi
Regional Safety Plan - Fresno County Study Area
Local Road Safety Plan - Unincorporated Fresno County Study Area
Local Road Safety Plan - City Study Areas
Other Cities
Neighboring Counties

4



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
- Local Road Safety Plan

Fresno Council of Governments

5



Multi-jurisdictional Local Road Safety Plan

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Fresno Council of Governments

6



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Fresno Council of Governments

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Project Team and Roles



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Fresno COG

Project Manager



Tony Boren

Fresno COG

Executive Director



Erin Ferguson

Kittelson & Associates, Inc.

Project Manager



Malia Schilling

Toole Design

Planner & Facilitator



Sara Schooley

Toole Design

Planner & Facilitator

Fresno Council of Governments

9



Who's in the room?

- Share your name and position/title

- **Quick poll**: go to menti.com and use the code 3203 3724
  - ***How would you describe traveling on the roads in Kerman?***
  - ***What road safety improvements are most needed in Kerman?***

Fresno Council of Governments

10



11



City of Kerman: Mission and Vision

Vision: Facilitating progress while preserving the Community's character.

Mission

- *Service*. To deliver the highest quality of service in an efficient and cost-effective manner
- *Safety*. To ensure that the community is a safe place to live, work, raise a family, operate a business and visit
- *Livability*. To focus the organization's human and capital resources on improving the community's quality of life

Fresno Council of Governments

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LRSP: Vision and Goals

LRSP Vision: Enable safe travel for people walking, biking, or moving in or with motorized vehicles on the City's public roadways.

LRSP Goals for Kerman

- Have zero fatal and severe injury collisions on the City roadways by 2026.
- Prioritize safety in design of roadway improvements and access to new development.
- Systemically implement low-cost safety countermeasures proven to reduce fatal and severe crashes.
- Participate in regional activities to promote roadway safety as a priority investment.

Discussion question:
Is there anything missing within these goals or anything that needs to be added?

13



14



Highway Safety Improvement Program (HSIP)

- Funding from the state to reduce traffic fatalities and serious injuries on public roads

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  - Target an identified safety problem **based on reported crashes**
  - Contribute to a reduction in fatalities and serious injuries

Fresno Council of Governments

15



Collision Analysis

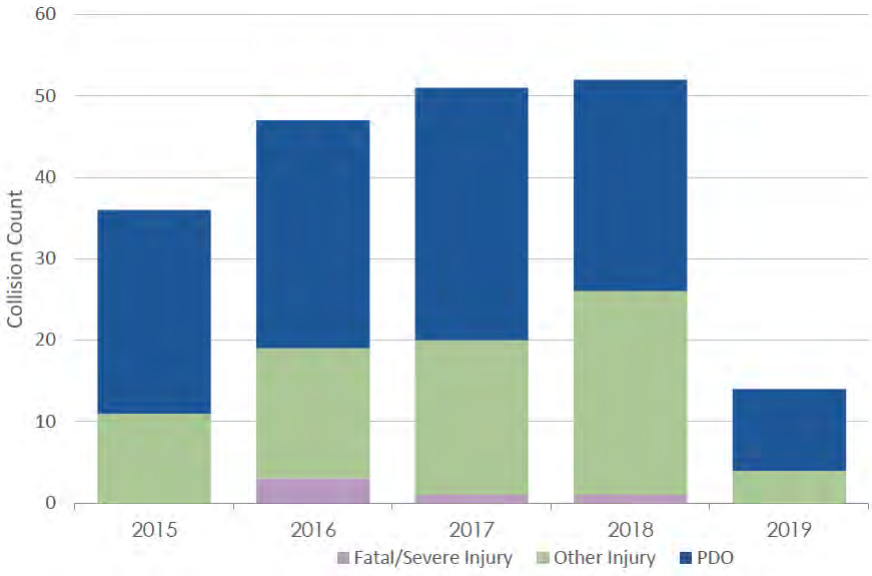
- Data assembled from SWITRS and TIMS
- Time period: January 1, 2015 – December 31, 2019
- 200 total collisions

Fresno Council of Governments

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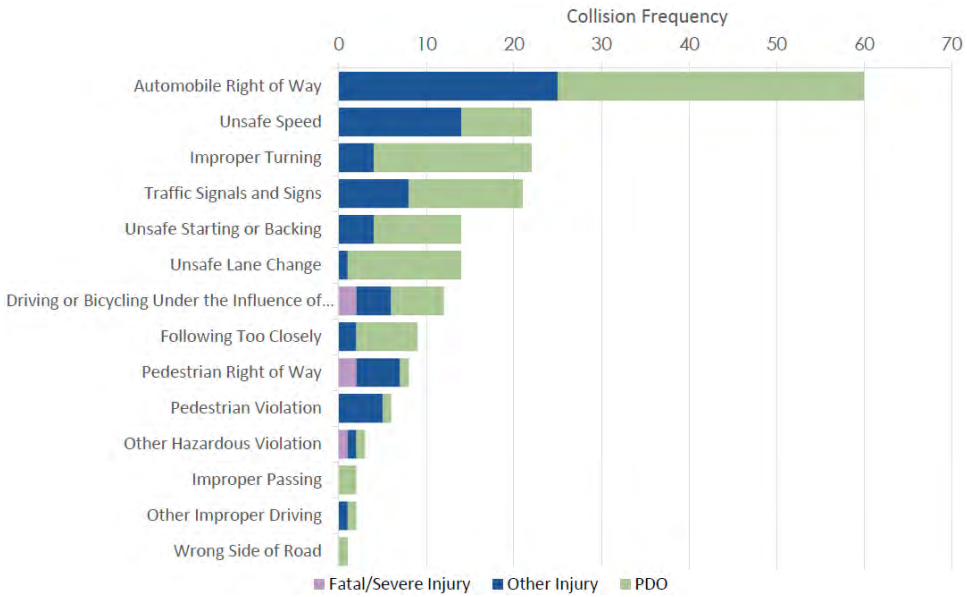
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17



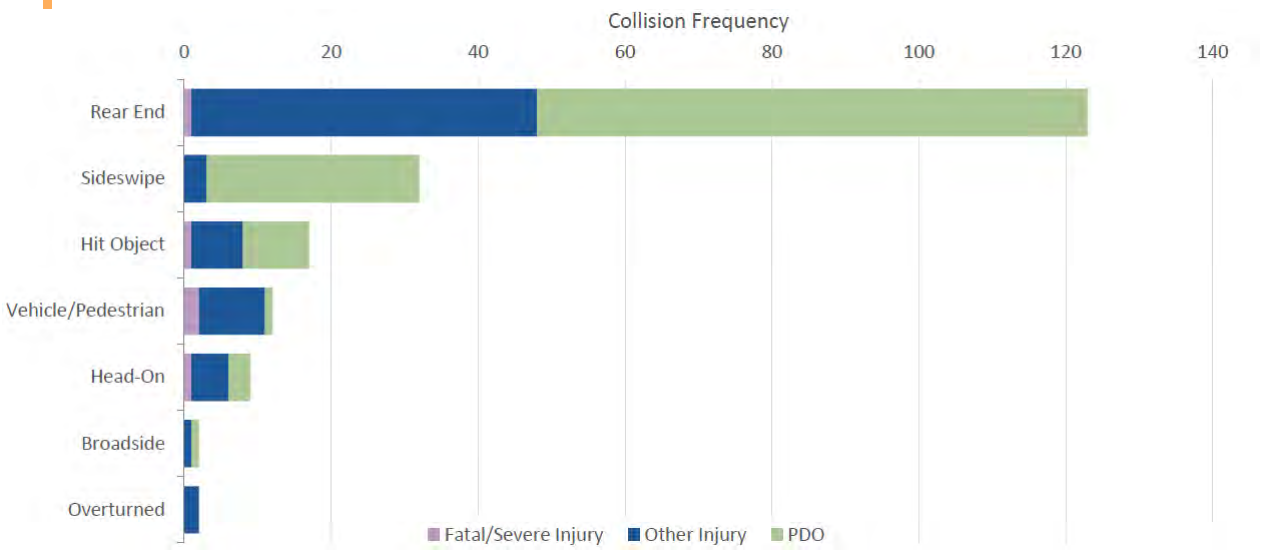
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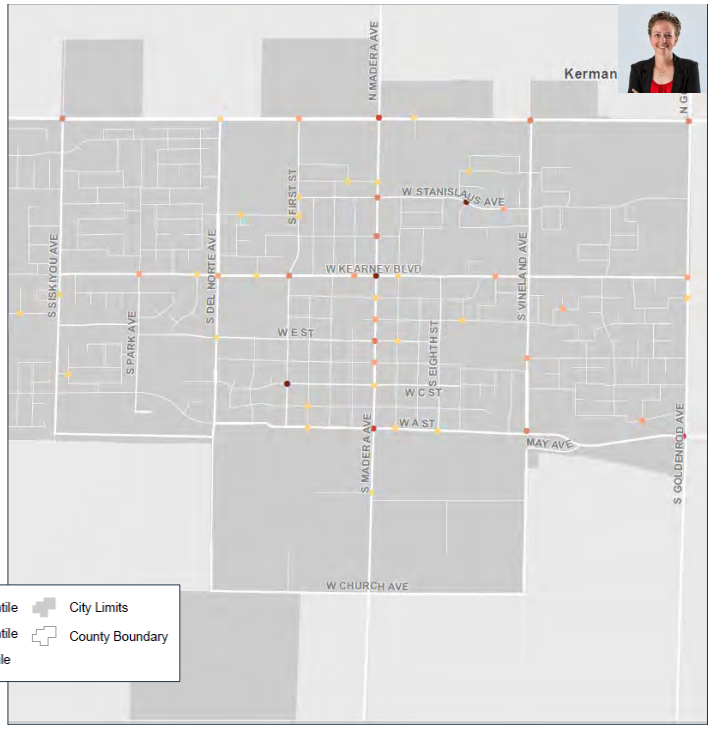




19

Collision Analysis: Priority Locations

Used reported collisions to calculate a severity score based on the number and frequency of collisions.



20



Collision Analysis: Top 5 Priority Locations

Location	Type	Collision Severity Score	Total Collisions	Fatal Collisions	Injury or Complaint of Pain Collisions	Property Damage Only Collisions
Whitesbridge Ave from Siskiyou Ave to Vineland Ave	Segment	42.58	10	1	5	4
First St and C St	Intersection (unsignalized)	38.05	1	0	1	0
Merlot Ave & Stanislaus Ave	Intersection (unsignalized)	38.05	1	1	0	0
Madre Ave from north of Neilson Ave to Whitesbridge Rd	Segment	35.07	6	1	3	2
Goldenrod Ave from Kearney Blvd to Whitesbridge Rd	Segment	32.93	1	1	0	0

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Systemic Considerations

Discussion questions:

- What other locations do you have safety concerns about?
- What other locations are priorities for the City to improve?

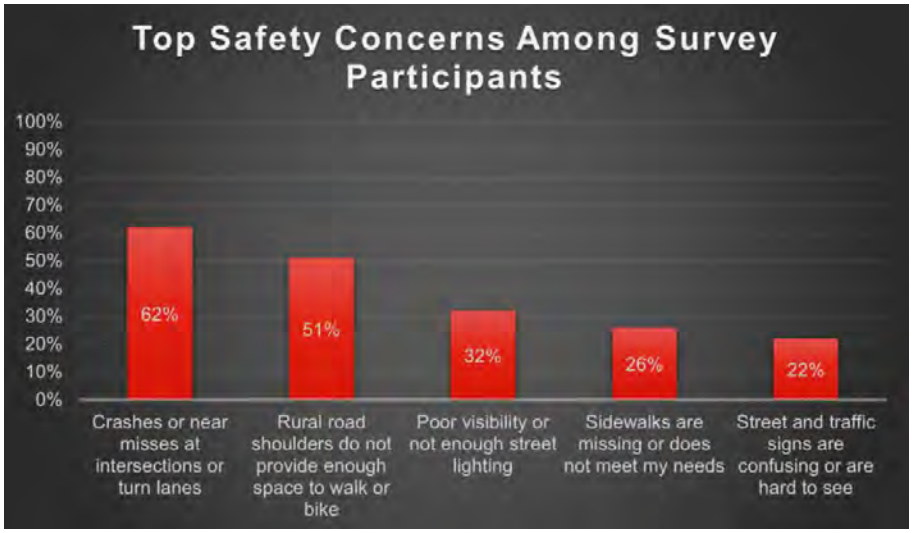
Fresno Council of Governments

22



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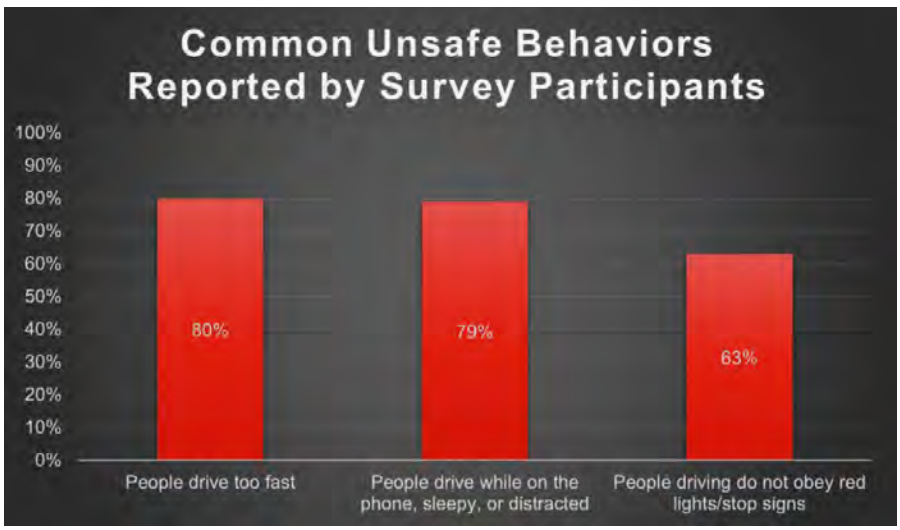


Fresno Council of Governments

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Phase 1 Survey Results



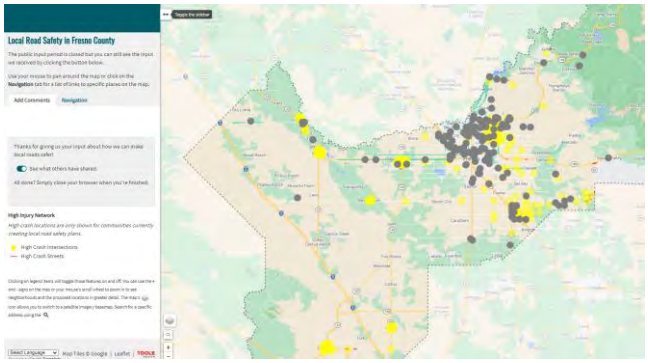
Fresno Council of Governments

24



Phase 2 Survey/Interactive Map Results

- **430 total survey respondents**
- **155 map points** dropped countywide
- Top 3 safety concerns for points dropped across Fresno County:
  - Crashes or near misses, speeding or aggressive driving, and lack of safe places to walk, bike or wait for the bus
- Top 3 safety improvements for all respondents:
  - Road maintenance, bike improvements, and rural road improvements



Fresno Council of Governments

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Phase 2 Survey/Interactive Map Results: Specific to Locations in Kerman

- 15 respondents live/work in Kerman
- Points dropped in map:
  - Pedestrian safety concerns at Siskiyou Ave/California Ave intersection
  - Crashes or near misses at Goldenrod Ave/California Ave
- Top 3 safety improvements requested:
  - Rural road improvements
  - Road maintenance
  - Speed enforcement



Fresno Council of Governments

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Systemic Considerations

Discussion questions:

- Do these safety concerns and improvements align with your experiences in Kerman?
- What general road safety concerns do you have based on your experiences and observations?

Fresno Council of Governments

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Safe Roads Save Lives

- Goals of the campaign:
  - Educate all road users on safe behaviors
  - Increase safety for people walking and biking
  - Highlight behaviors that cause the most crashes in Fresno County – speeding and distracted driving

SAFE ROADS SAVE LIVES

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Safe Roads Save Lives

- Goals of the campaign:
  - Educate all road users on safe behaviors
  - Increase safety for people walking and biking
  - Highlight behaviors that cause the most crashes in Fresno County – speeding and distracted driving
- Parts of the campaign:
  - Branding
  - Social Media Strategy
  - Print materials
  - Radio and video resources
  - School-specific recommendations

SAFE ROADS SAVE LIVES

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Safe Roads Save Lives









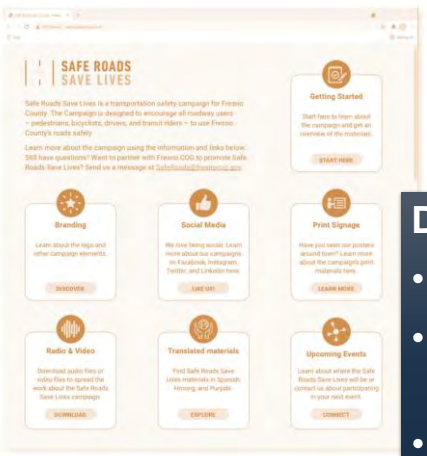




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Enforcement Alternatives





Automatic enforcement and speed feedback signs
(multiple locations nationwide)



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Fresno Council of Governments

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- What has worked well or not well?
- What are some alternatives to law enforcement that could work in your community?

Fresno Council of Governments

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Next Steps

Prepare the Draft LRSP

Prepare HSIP Grant Applications

36

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Thank you!

For more information or any follow-up, contact Jennifer Soliz at jsoliz@fresnocog.org

Fresno Council of Governments

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MLRSP

Multi-jurisdictional
Local Road Safety Plan

City of Mendota
Focus Group

October 6th, 2021



1

Today's agenda

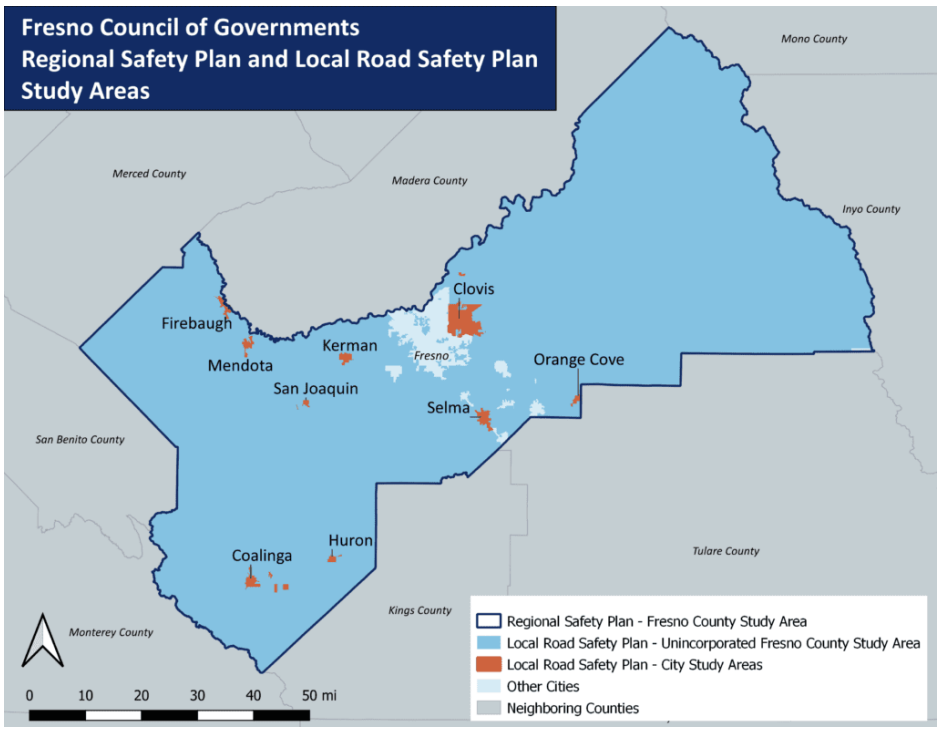
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Introduction & Project Overview
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Fresno Council of Governments
Regional Safety Plan and Local Road Safety Plan
Study Areas
Mono County
Merced County
Madera County
Inyo County
Clovis
Firebaugh
Kerman
Fresno
Mendota
Orange Cove
San Joaquin
Selma
San Benito County
Huron
Coalinga
Tulare County
Kings County
Monterey County
0 10 20 30 40 50 mi
Regional Safety Plan - Fresno County Study Area
Local Road Safety Plan - Unincorporated Fresno County Study Area
Local Road Safety Plan - City Study Areas
Other Cities
Neighboring Counties

4



Multi-jurisdictional Local Road Safety Plan

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Fresno Council of Governments

5



Multi-jurisdictional Local Road Safety Plan

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Fresno Council of Governments

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Fresno Council of Governments

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Sara Schooley

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Fresno Council of Governments

9



Who's in the room?

- Share your name and position/title
- **Quick poll**: go to menti.com and use the code 9401 0214
  - ***How would you describe traveling on the roads in Mendota?***
  - ***What road safety improvements are most needed in Mendota?***

Fresno Council of Governments

10



11



LRSP: Vision and Goals

LRSP Vision: To continuously improve our roadways to help all road users reach their destination safely.

LRSP Goals for Mendota

- Have zero fatal and severe injury collisions on the City roadways by 2026.
- Coordinate with Caltrans on implementing roadway network changes on the state routes that are within the City boundary
- Systemically implement low-cost safety countermeasures proven to reduce fatal and severe crashes.
- Target improvements that will help slow and manage vehicle speeds.
- Develop and implement a truck management plan to address safety concerns related to truck parking and circulation.
- Participate in regional activities to promote roadway safety as a priority investment.

Discussion question:
Is there anything missing within these goals or anything that needs to be added?

12



13



Highway Safety Improvement Program (HSIP)

- Funding from the state to reduce traffic fatalities and serious injuries on public roads

- Eligible projects:
  - Address a priority in the state's Strategic Highway Safety Plan
  - Are identified through a data-driven process
  - Target an identified safety problem **based on reported crashes**
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Fresno Council of Governments

14



Collision Analysis

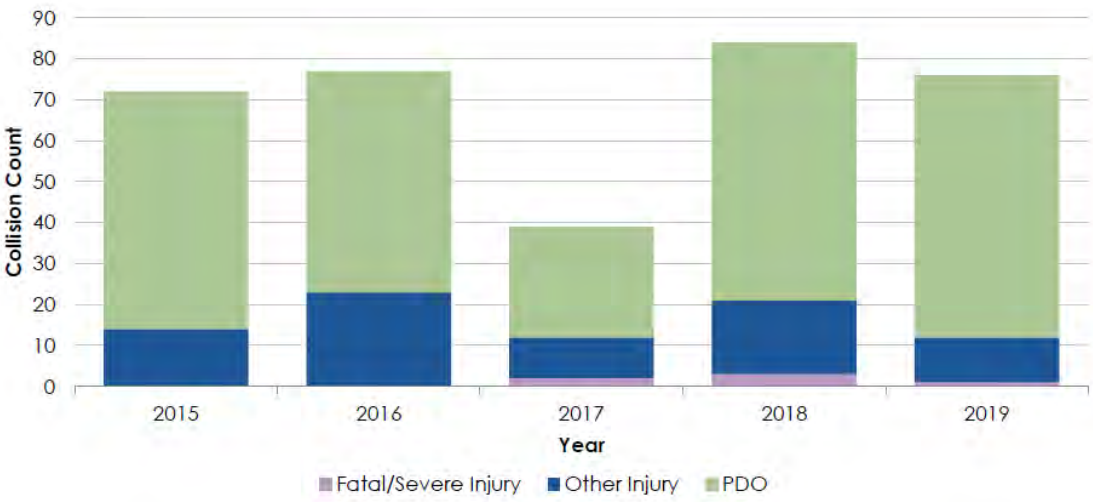
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Fresno Council of Governments

15



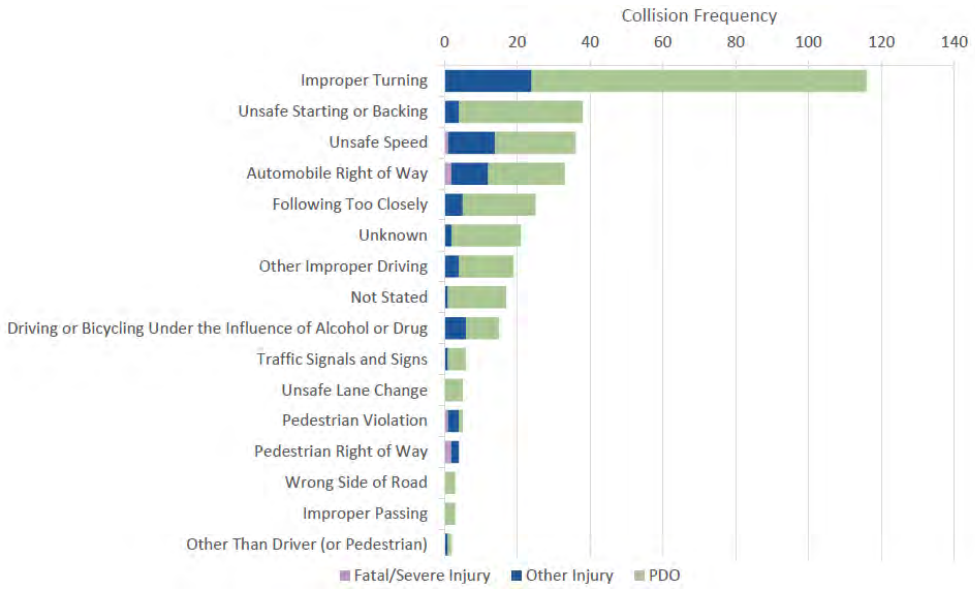
Collision Analysis: Year-over-Year Trend



16

Collision Analysis: Primary Collision Factors

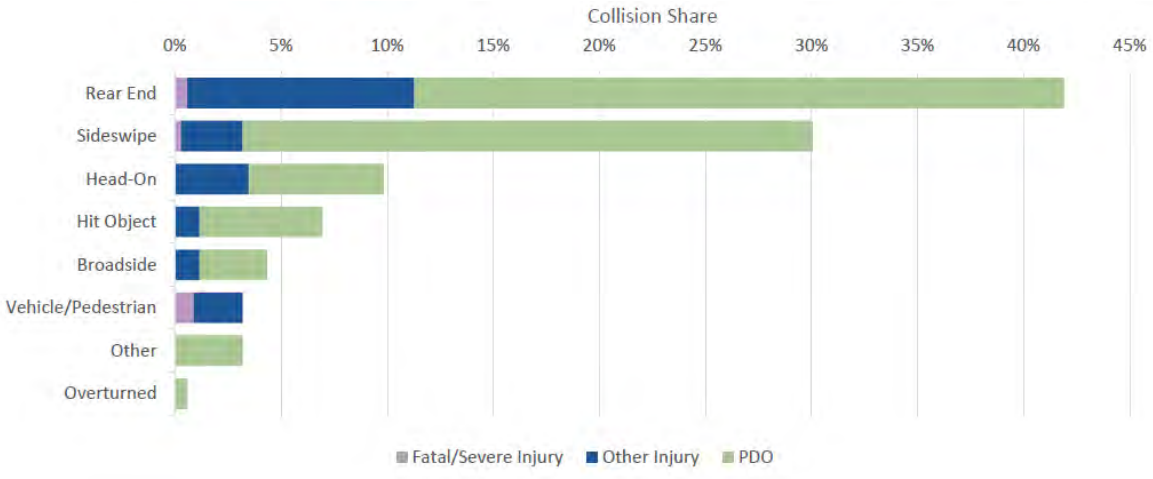




17

Collision Analysis: Collision Type

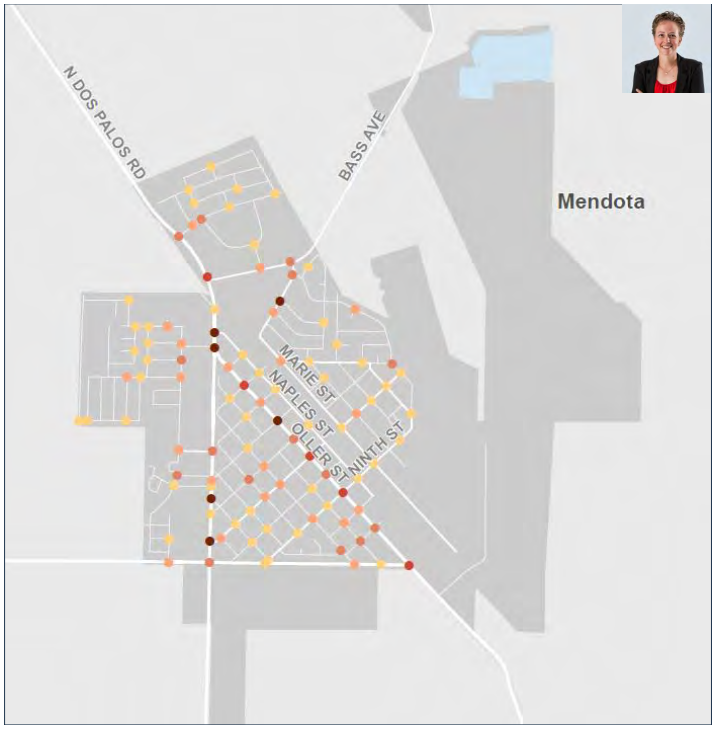




18

Collision Analysis: Priority Locations

Used reported collisions to calculate a severity score based on the number and severity of collisions.



Collision Severity Score
95-100th Percentile
90-95th Percentile
75-90th Percentile
50-75th Percentile
0-50th Percentile
City Limits
County Boundary

19

Collision Analysis: Top 5 Priority Locations

Location	Type	Collision Severity Score	Total Collisions	Fatal Collisions	Injury or Complaint of Pain Collisions	Property Damage Only Collisions
Derrick Ave from Lozano St to north of Lozano St	Segment	99.00	4	1	2	1
Fifth St & Oller St	Intersection (unsignalized)	45.56	9	1	4	4
Derrick Ave & Naples St	Intersection (unsignalized)	43.31	7	0	5	2
Derrick Ave & Seventh St	Intersection (unsignalized)	42.52	4	0	3	1
Oller St & Derrick Ave & Mccabe St	Intersection (unsignalized)	42.28	12	1	2	9

Fresno Council of Governments

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Potential Locations for Pedestrian Crossing Improvements

- Inform an HSIP Application
- Group multiple locations for crosswalk and crosswalk related improvements



21

Systemic Considerations



Discussion questions:

- What other locations do you have safety concerns about?
- What other locations are priorities for the City to improve?

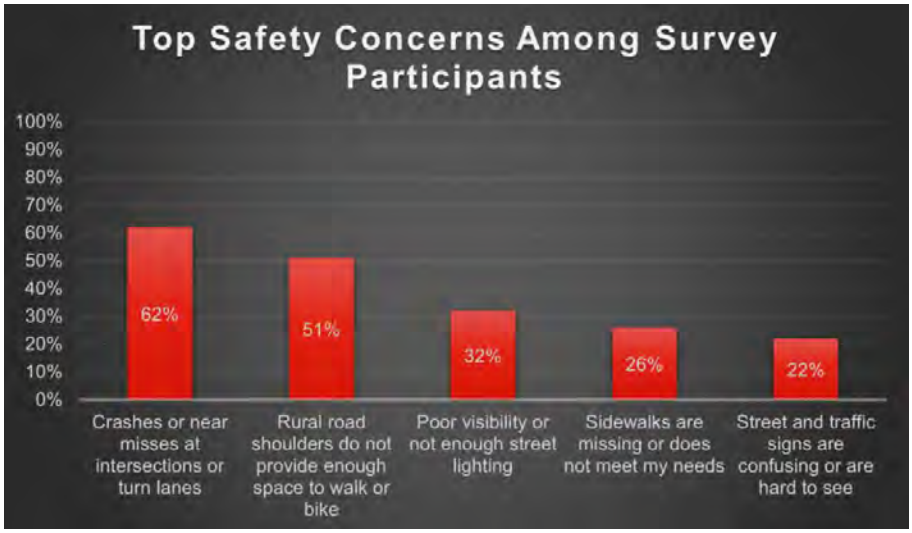
Fresno Council of Governments

22



Phase 1 Survey Results

- 842 responses (countywide)

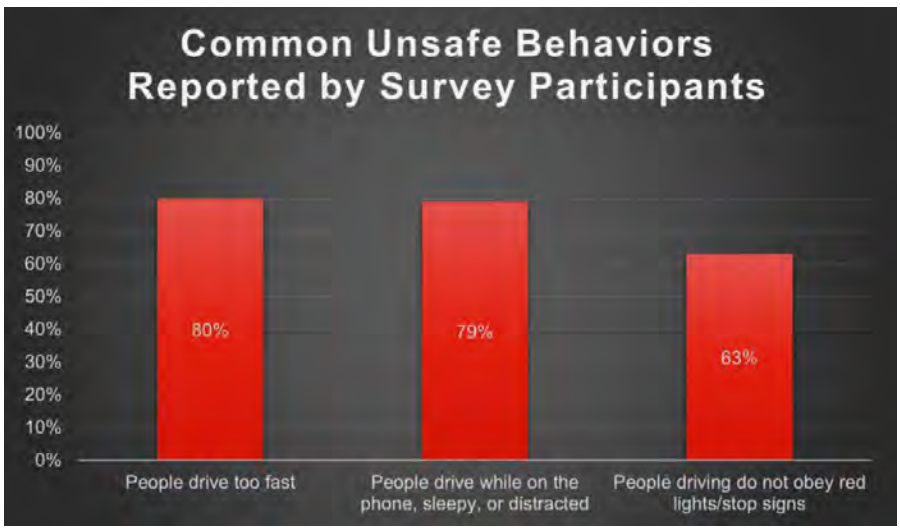


Fresno Council of Governments

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Phase 1 Survey Results



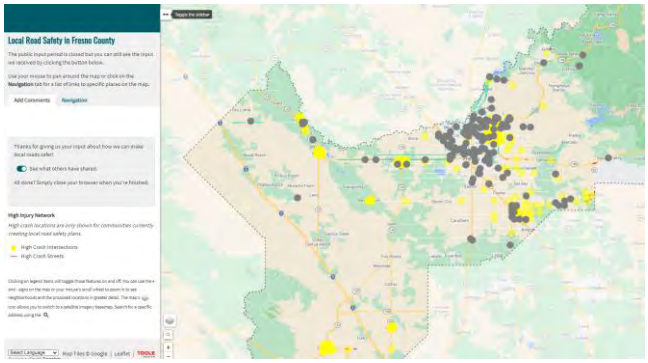
Fresno Council of Governments

24



Phase 2 Survey/Interactive Map Results

- **430 total survey respondents**
  - 6 stated they live or work in Mendota
- **155 map points** dropped countywide
- Top 3 safety concerns for points dropped across Fresno County:
  - Crashes or near misses, speeding or aggressive driving, and lack of safe places to walk, bike or wait for the bus
- Top 3 safety improvements for all respondents:
  - Road maintenance, bike improvements, and rural road improvements



Fresno Council of Governments

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Community Input

Discussion questions:

- Do these safety concerns and improvements align with your experiences in Mendota?
- What general road safety concerns do you have based on your experiences and observations?

Fresno Council of Governments

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Safe Roads Save Lives

- Goals of the campaign:
  - Educate all road users on safe behaviors
  - Increase safety for people walking and biking
  - Highlight behaviors that cause the most crashes in Fresno County – speeding and distracted driving

SAFE ROADS SAVE LIVES

28



Safe Roads Save Lives

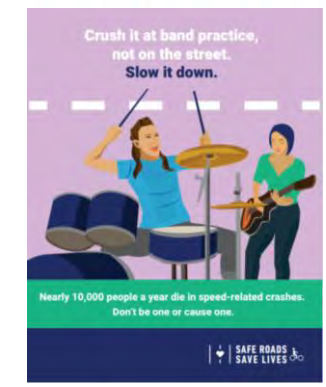
- Goals of the campaign:
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  - Branding
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  - Print materials
  - Radio and video resources
  - School-specific recommendations

29



Safe Roads Save Lives







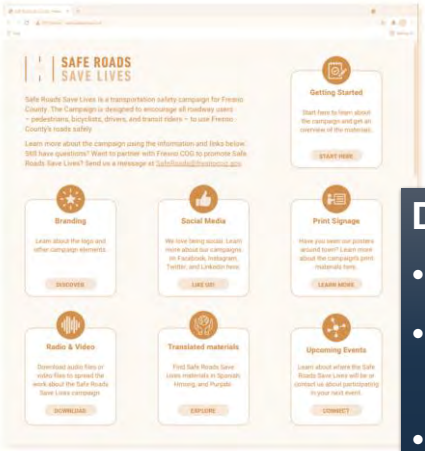




30

Safe Roads Save Lives











Discussion questions:

- What kinds of messages do/don't resonate?
- What is a motivator in your community for behavior change?
- Which messages will be most useful to your community?

31



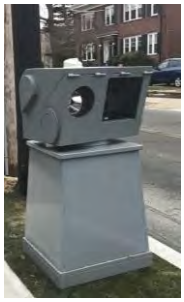
Role of Enforcement

32

32

Enforcement Alternatives







Automatic enforcement and speed feedback signs
(multiple locations nationwide)



Community members as crossing guards
(Schools and SRTS nationwide)



Youth letter writing and "ticketing"
(Alameda County, CA)



Neighborhood and Community Safety
(Milwaukee, WI)

Fresno Council of Governments

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Enforcement Alternatives

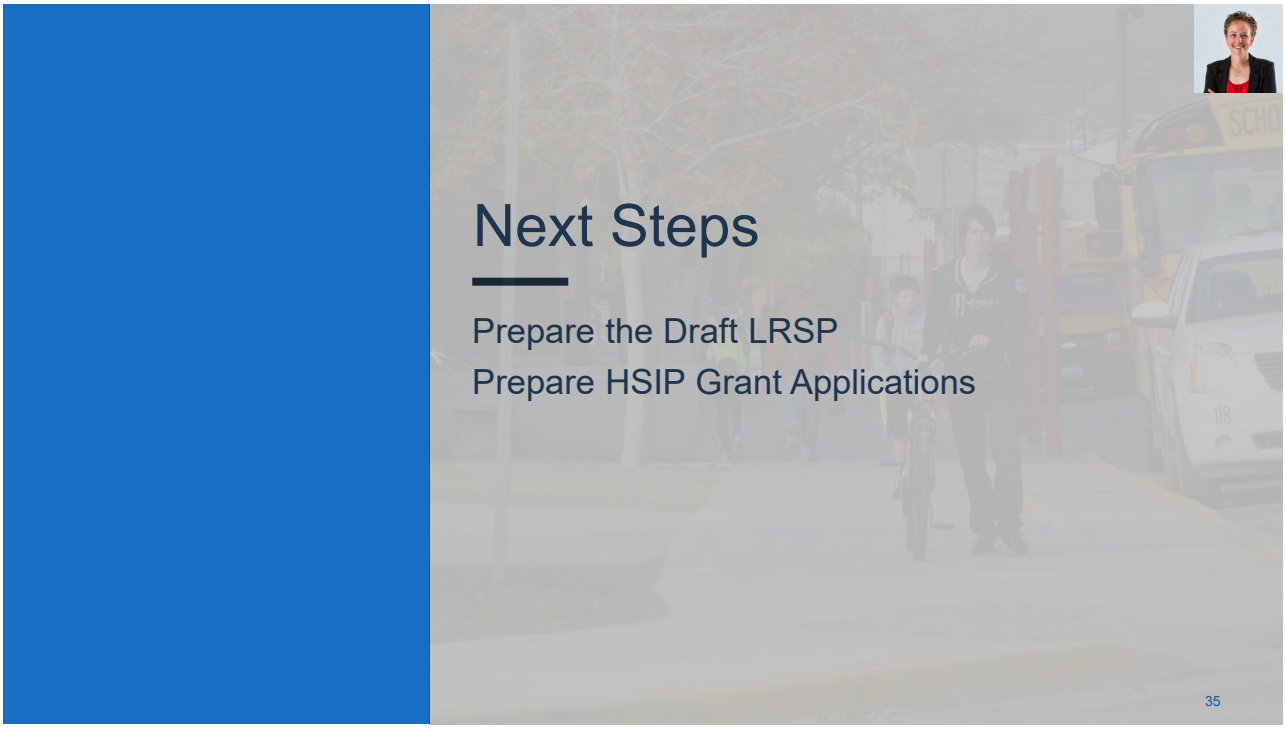


Discussion questions:

- What are you currently doing for traffic safety enforcement?
- What has worked well or not well?
- What are some alternatives to law enforcement that could work in your community?

Fresno Council of Governments

34



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Thank you!

For more information or any follow-up, contact Jennifer Soliz at jsoliz@fresnocog.org

Fresno Council of Governments

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MLRSP

Multijurisdictional
Local Road Safety Plan

Orange Cove
Focus Group

October 5th, 2021



1

Today's agenda

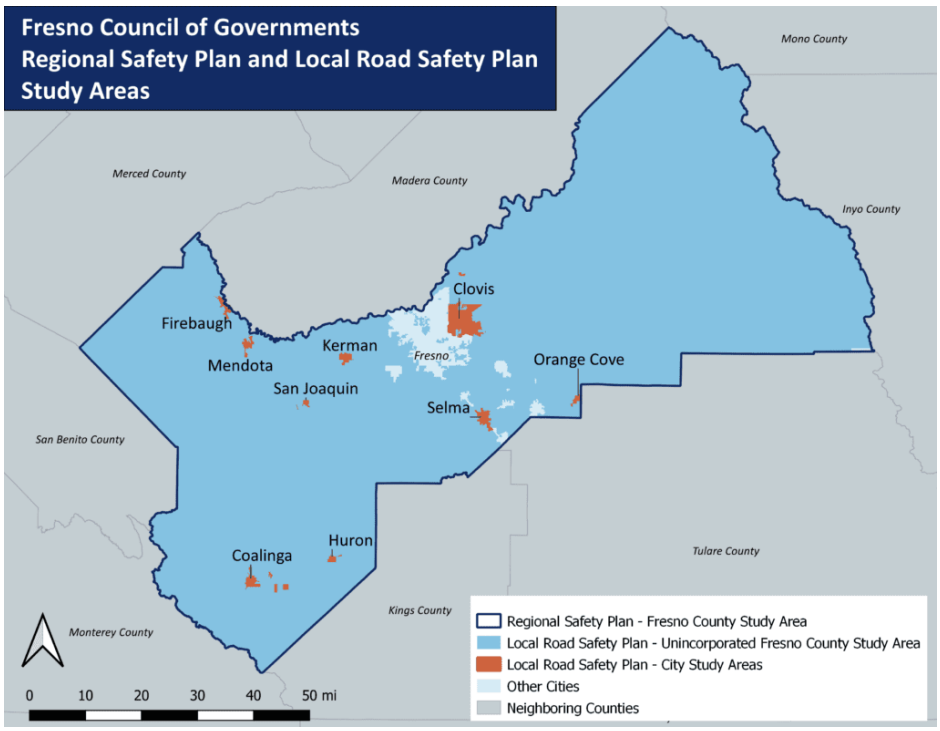
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- Review of Vision & Goals (10 min)
- Safety Analysis Results (30 min)
- Education Campaign (10 min)
- Enforcement Discussion (20 min)
- Next Steps (5 min)



2


Introduction & Project Overview
3

3


Fresno Council of Governments
Regional Safety Plan and Local Road Safety Plan
Study Areas
Mono County
Merced County
Madera County
Inyo County
Clovis
Firebaugh
Kerman
Fresno
Mendota
Orange Cove
San Joaquin
Selma
San Benito County
Huron
Coalinga
Tulare County
Kings County
Monterey County
0 10 20 30 40 50 mi
Regional Safety Plan - Fresno County Study Area
Local Road Safety Plan - Unincorporated Fresno County Study Area
Local Road Safety Plan - City Study Areas
Other Cities
Neighboring Counties

4



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
- Local Safety Plan

Fresno Council of Governments

5



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
  - Bring together a Regional Safety Steering Committee
  - Study past crashes and gather public input
  - Identify the safety improvements
  - Develop a transportation safety education program
  - Provide resources and support to local agencies
- Local Road Safety Plan

Fresno Council of Governments

6



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
  - Bring together a Regional Safety Steering Committee
  - Study past crashes and gather public input
  - Identify the safety improvements
  - Develop a transportation safety education program
  - Provide resources and support to local agencies

- Local Road Safety Plan
  - Vision and goals
  - Existing road safety performance
  - High priority locations
  - Engineering and non-engineering strategies to improve safety
  - Approach for monitoring improvement over time

Fresno Council of Governments

7

Why are we here?

- Learn about the project and how you can contribute/participate
- Provide feedback on the results of the data analysis

Do the results reflect your experience, priorities, and concerns?



8

Project Team and Roles



Jennifer Soliz

Fresno COG

Project Manager



Tony Boren

Fresno COG

Executive Director



Erin Ferguson

Kittelson & Associates, Inc.

Project Manager



Malia Schilling

Toole Design

Planner & Facilitator



Sara Schooley

Toole Design

Planner & Facilitator

Fresno Council of Governments

9



Who's in the room?

- Share your name and position/title
- **Quick poll**: go to menti.com and use the code 4235 6160
  - ***How would you describe traveling on the roads in Orange Cove?***
  - ***What road safety improvements are most needed in Orange Cove?***

Fresno Council of Governments

10



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City of Orange Cove: Goals

City Council Goals:

- Maintain and enhance public safety
- Encourage economic development opportunities for existing and new businesses
- Enhance the visual appeal of downtown
- Road improvements
- Maintain a balanced budget and look for opportunities to maintain the general fund reserve
- Ensure and maintain City's infrastructure

Fresno Council of Governments

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LRSP: Vision and Goals

LRSP Vision: Maintain and enhance safety on the City's roadways through regular evaluation and identification of feasible improvements.

LRSP Goals for Orange Cove

- Have zero fatal and severe injury collisions on the City roadways.
- Utilize community and traffic safety stakeholder input to identify opportunities to improve roadway safety.
- Improve collision data available
- Systemically implement low-cost safety countermeasures proven to reduce fatal and severe crashes.
- Participate in regional activities to promote roadway safety as a priority investment.

Discussion question:
Is there anything missing within these goals or anything that needs to be added?

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Highway Safety Improvement Program (HSIP)

- Funding from the state to reduce traffic fatalities and serious injuries on public roads

- Eligible projects:
  - Address a priority in the state's Strategic Highway Safety Plan
  - Are identified through a data-driven process
  - Target an identified safety problem **based on reported crashes**
  - Contribute to a reduction in fatalities and serious injuries

Fresno Council of Governments

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Collision Analysis

- Data assembled from SWITRS and TIMS
- Time period: January 1, 2015 – December 31, 2019
- Three total collisions
  - January 2017: Rear-end collision (PCF - unsafe lane change) with 1 fatality.
  - March 2018: Broadside collision (PCF – traffic signals and signs) with 1 fatality)
  - November 2019: Broadside collision (PCF – improper driving), property damage only.

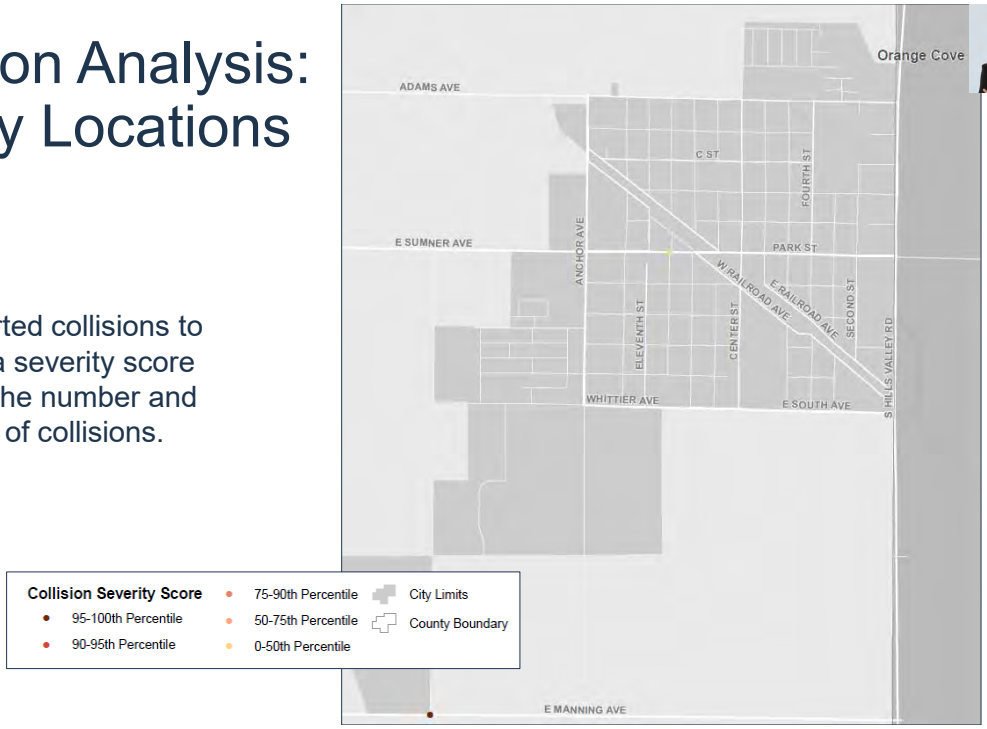
Fresno Council of Governments

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Collision Analysis: Priority Locations



Used reported collisions to calculate a severity score based on the number and severity of collisions.



17

Collision Analysis: Top 5 Priority Locations



Location	Type	Collision Severity Score	Total Collisions	Fatal Collisions	Injury Collisions	Property Damage Only Collisions
Monson Ave & Manning Ave	Intersection (unsignalized)	45.68	5	0	5	0
Hills Valley Rd from C St to north of Ave 464	Segment	32.93	1	1	0	0
Anchor Ave from Parlier Ave to north of South Ave	Segment	32.93	1	1	0	0
Manning Ave from West of Hill Ave to Anchor Ave	Segment	3.43	7	0	2	5
Summer Ave from Monson Ave to Anchor Ave	Segment	1.22	1	0	1	0

Fresno Council of Governments

18



Potential Locations for Pedestrian Crossing Improvements

- Inform an HSIP Application
- Group multiple locations for crosswalk and crosswalk related improvements



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Systemic Considerations

Discussion questions:

- What other locations do you have safety concerns about?
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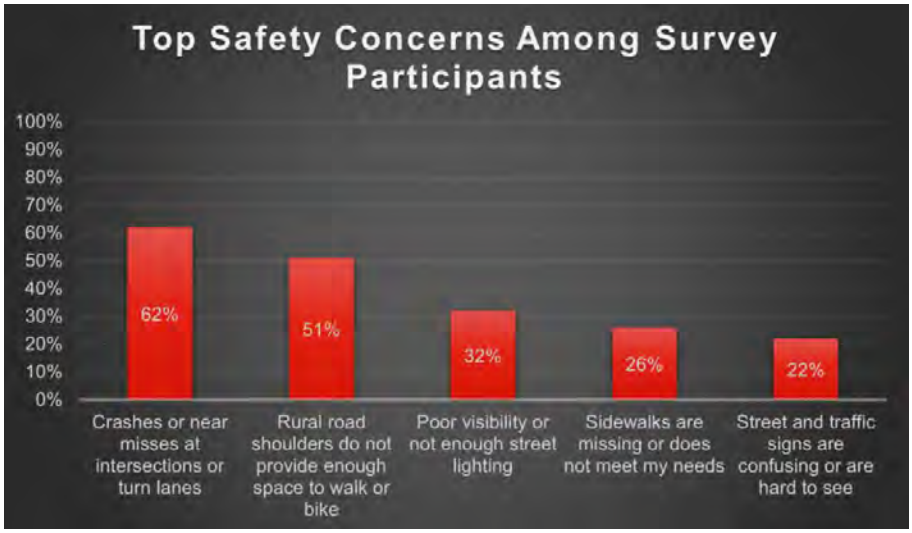
Fresno Council of Governments

20



Phase 1 Survey Results

- 842 responses (countywide)

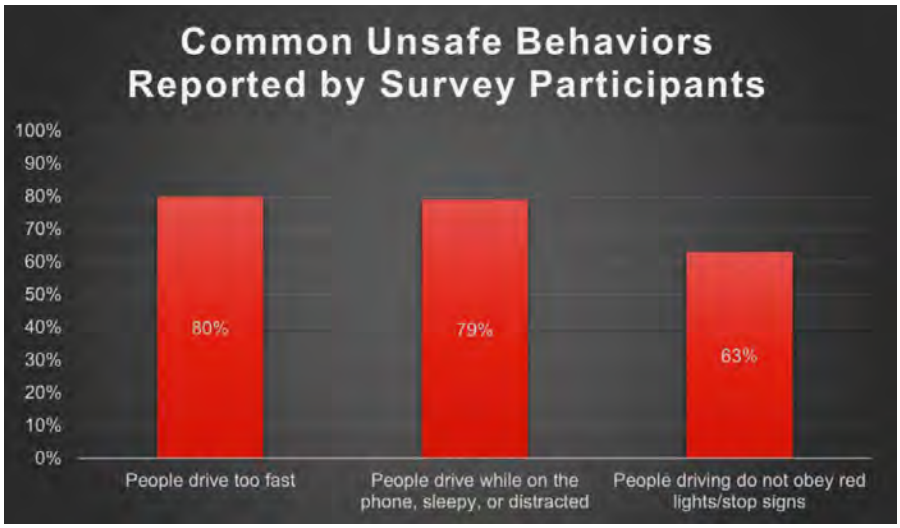


Fresno Council of Governments

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Phase 1 Survey Results



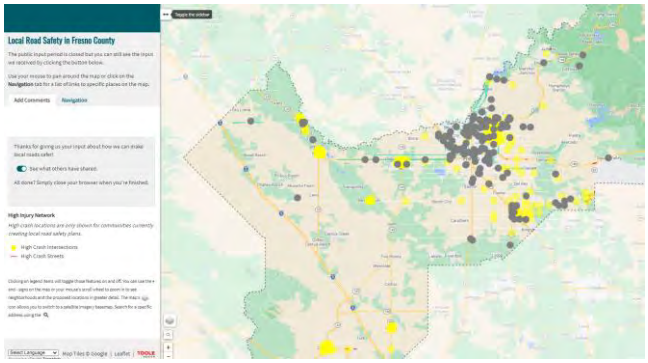
Fresno Council of Governments

22



Phase 2 Survey/Interactive Map Results

- **430 total survey respondents**
  - 1 respondent stated they live/work in Orange Cove
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- Top 3 safety concerns for points dropped across Fresno County:
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Fresno Council of Governments

23



Community Input

Discussion questions:

- Do these safety concerns and improvements align with your experiences in Orange Cove?
- What general road safety concerns do you have based on your experiences and observations?

Fresno Council of Governments

24



25



Safe Roads Save Lives

- Goals of the campaign:
  - Educate all road users on safe behaviors
  - Increase safety for people walking and biking
  - Highlight behaviors that cause the most crashes in Fresno County – speeding and distracted driving

SAFE ROADS SAVE LIVES

26



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SAFE ROADS SAVE LIVES

27



Safe Roads Save Lives



SAFE ROADS SAVE LIVES





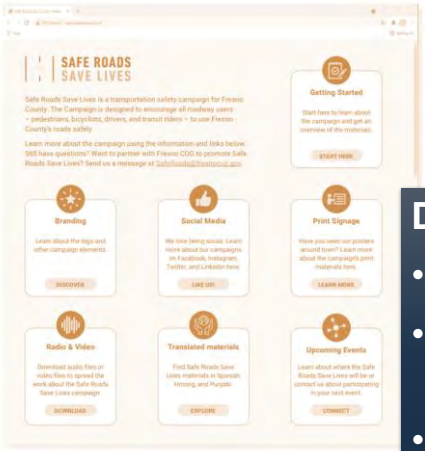




28

Safe Roads Save Lives











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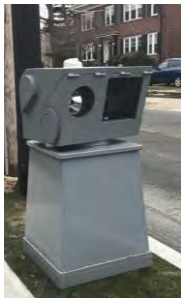
Role of Enforcement

30

30

Enforcement Alternatives







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Youth letter writing and "ticketing"
(Alameda County, CA)



Neighborhood and Community Safety
(Milwaukee, WI)

Fresno Council of Governments

31

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Discussion questions:

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Fresno Council of Governments

32



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Thank you!

For more information or any follow-up, contact Jennifer Soliz at jsoliz@fresnocog.org

Fresno Council of Governments

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MLRSP

Multi-jurisdictional
Local Road Safety Plan

City of San Joaquin
Focus Group

October 14th, 2021



1

Today's agenda

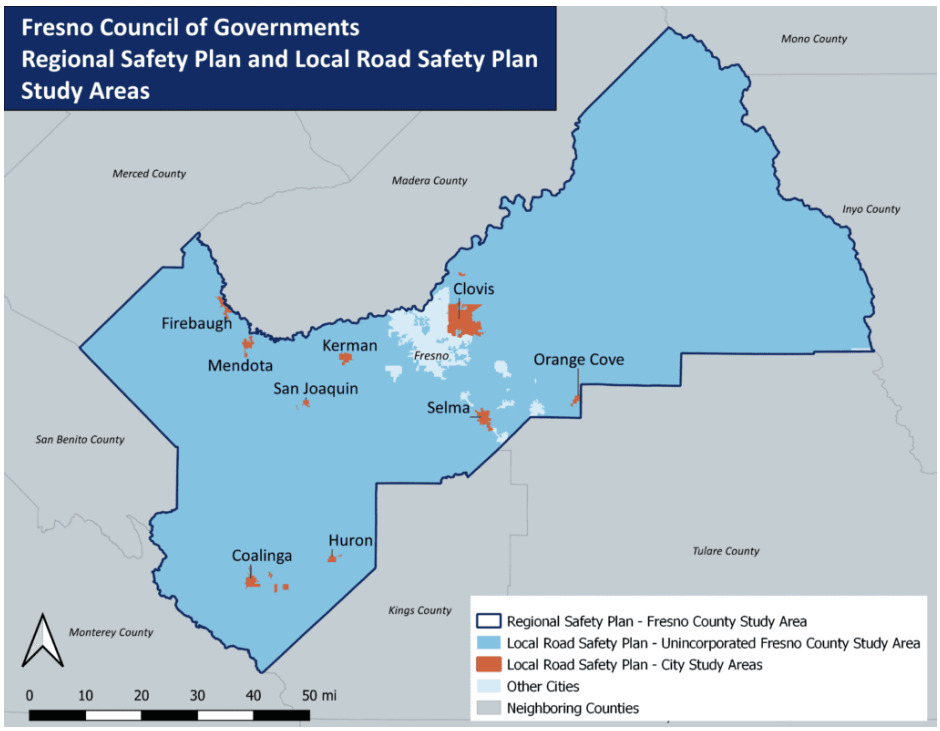
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- Next Steps (5 min)



2


Introduction & Project Overview
3

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Fresno Council of Governments
Regional Safety Plan and Local Road Safety Plan
Study Areas
Mono County
Merced County
Madera County
Inyo County
Clovis
Firebaugh
Kerman
Fresno
Mendota
Orange Cove
San Joaquin
Selma
San Benito County
Huron
Coalinga
Tulare County
Kings County
Monterey County
0 10 20 30 40 50 mi
Regional Safety Plan - Fresno County Study Area
Local Road Safety Plan - Unincorporated Fresno County Study Area
Local Road Safety Plan - City Study Areas
Other Cities
Neighboring Counties

4



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
- Local Safety Plan

Fresno Council of Governments

5



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
  - Bring together a Regional Safety Steering Committee
  - Study past crashes and gather public input
  - Identify the safety improvements
  - Develop a transportation safety education program
  - Provide resources and support to local agencies
- Local Road Safety Plan

Fresno Council of Governments

6



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
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Fresno Council of Governments

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Why are we here?

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Project Manager



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Project Manager



Malia Schilling
Toole Design
Planner & Facilitator



Sara Schooley
Toole Design
Planner & Facilitator

Fresno Council of Governments

9



Who's in the room?

- Share your name and position/title

- **Quick poll**: go to menti.com and use the code 79 32 89
  - ***How would you describe traveling on the roads in San Joaquin?***
  - ***What road safety improvements are most needed in San Joaquin?***

Fresno Council of Governments

10



11



LRSP: Vision and Goals

LRSP Vision: Provide an opportunity for safe roadway travel for all.

LRSP Goals for San Joaquin

- Have zero fatal and severe injury collisions on the City roadways.
- Utilize community and traffic safety stakeholder input to identify opportunities to improve roadway safety.
- Improve available collision data.
- Participate in regional activities to promote roadway safety as a priority investment.

Discussion question:
Is there anything missing within these goals or anything that needs to be added?

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Highway Safety Improvement Program (HSIP)

- Funding from the state to reduce traffic fatalities and serious injuries on public roads

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Fresno Council of Governments

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Collision Analysis

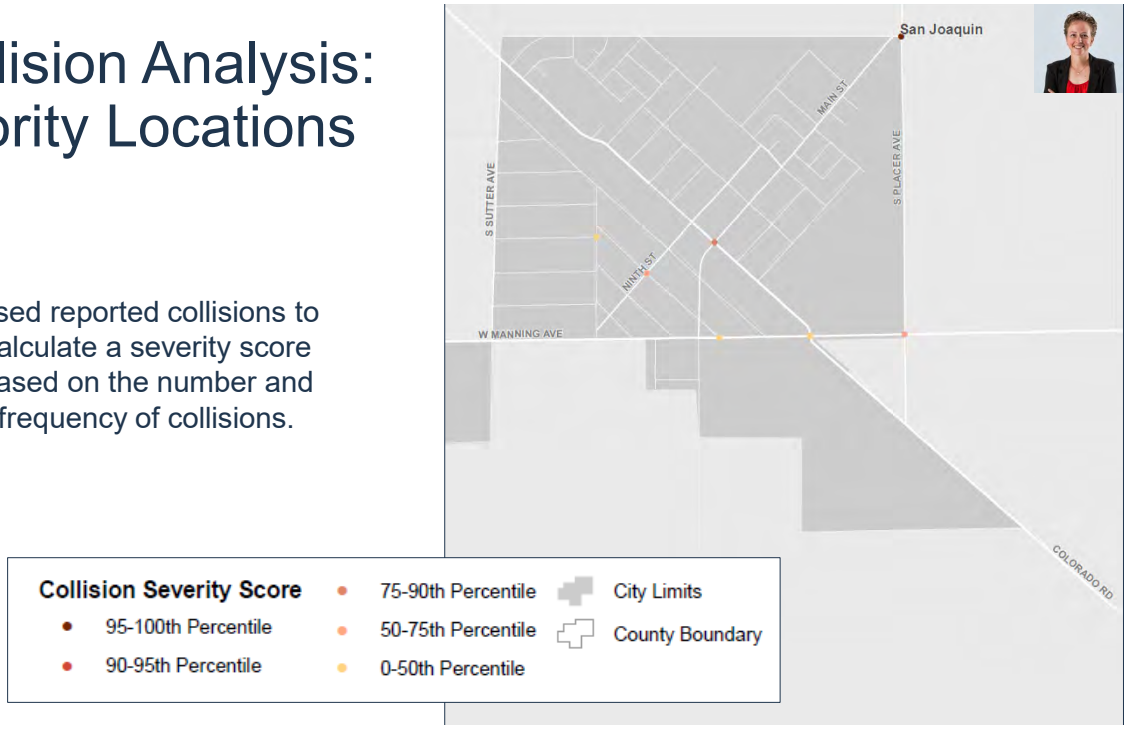
- Data assembled from SWITRS and TIMS
- Time period: January 1, 2015 – December 31, 2019
- Limited reported collisions and discrepancies in location information
- 2 total collisions
  - **April 2017 at Idaho Ave/9th St:** Hit object collision (PCF of improper turning), resulted in property damage only.
  - **December 2018 on Main St north of Colorado Ave:** Hit object collision (PCF of driving or bicycling under the influence), resulted in complaint of pain.

Fresno Council of Governments

15

Collision Analysis: Priority Locations

Used reported collisions to calculate a severity score based on the number and frequency of collisions.



16



Collision Analysis: Top 5 Priority Locations

Location	Type	Collision Severity Score	Total Collisions	Fatal Collisions	Injury or Complaint of Pain Collisions	Property Damage Only Collisions
Elm Ave & Placer Ave	Intersection (unsignalized)	2.74	4	0	1	3
Main St & Colorado Rd	Intersection (unsignalized)	1.22	1	0	1	0
Manning Ave & Placer Ave	Intersection (unsignalized)	0.4	2	0	0	2
Ninth St & Idaho Ave	Intersection (unsignalized)	0.4	2	0	0	2
Manning Ave & Idaho Ave	Intersection (unsignalized)	0.2	1	0	0	1

Fresno Council of Governments

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Potential Locations for Pedestrian Crossing Improvements

- Inform an HSIP Application
- Group multiple locations for crosswalk and crosswalk related improvements



Fresno Council of Governments

18



Systemic Considerations

Discussion questions:

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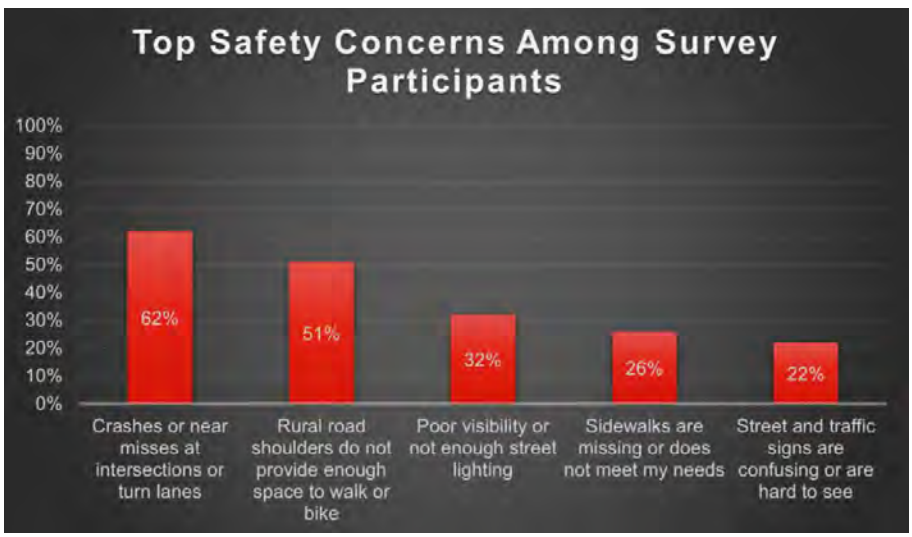
Fresno Council of Governments

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Phase 1 Survey Results

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Fresno Council of Governments

20



Phase 1 Survey Results



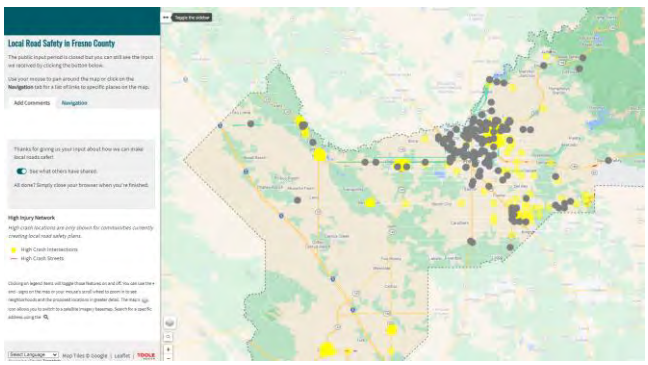
Fresno Council of Governments

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Fresno Council of Governments

22



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Fresno Council of Governments

23



24

Safe Roads Save Lives



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SAFE ROADS SAVE LIVES

25

Safe Roads Save Lives



- Goals of the campaign:
  - Educate all road users on safe behaviors
  - Increase safety for people walking and biking
  - Highlight behaviors that cause the most crashes in Fresno County – speeding and distracted driving
- Parts of the campaign:
  - Branding
  - Social Media Strategy
  - Print materials
  - Radio and video resources
  - School-specific recommendations

SAFE ROADS SAVE LIVES

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Safe Roads Save Lives









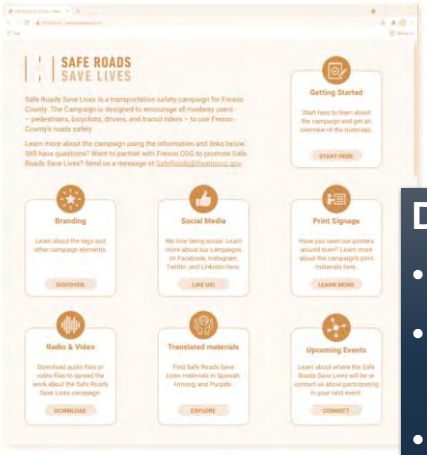




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Safe Roads Save Lives











Discussion questions:

- What kinds of messages do/don't resonate?
- What is a motivator in your community for behavior change?
- Which messages will be most useful to your community?

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Role of Enforcement

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Enforcement Alternatives







Automatic enforcement and speed feedback signs
(multiple locations nationwide)



Community members as crossing guards
(Schools and SRTS nationwide)



Youth letter writing and "ticketing"
(Alameda County, CA)



Neighborhood and Community Safety
(Milwaukee, WI)

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Enforcement Alternatives



Discussion questions:

- What are you currently doing for traffic safety enforcement?
- What has worked well or not well?
- What are some alternatives to law enforcement that could work in your community?

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Next Steps

Prepare the Draft LRSP

Prepare HSIP Grant Applications

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Thank you!

For more information or any follow-up, contact Jennifer Soliz at jsoliz@fresnocog.org

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MLRSP

Multi-jurisdictional
Local Road Safety Plan

City of Selma
Focus Group



1

Today's agenda

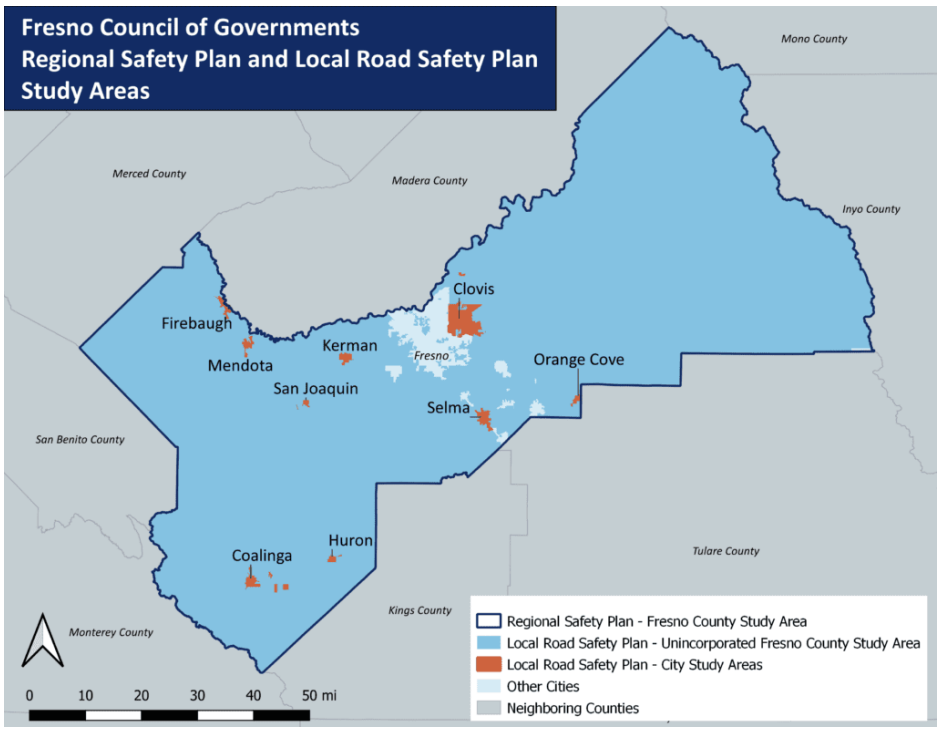
- Introductions & Project Overview (10 min)
- Review of Vision & Goals (10 min)
- Safety Analysis Results (30 min)
- Education Campaign (15 min)
- Enforcement Discussion (20 min)
- Next Steps (5 min)



2


Introduction & Project Overview
3

3


Fresno Council of Governments
Regional Safety Plan and Local Road Safety Plan
Study Areas
Mono County
Merced County
Madera County
Inyo County
Clovis
Firebaugh
Kerman
Fresno
Mendota
Orange Cove
San Joaquin
Selma
San Benito County
Huron
Coalinga
Tulare County
Kings County
Monterey County
0 10 20 30 40 50 mi
Regional Safety Plan - Fresno County Study Area
Local Road Safety Plan - Unincorporated Fresno County Study Area
Local Road Safety Plan - City Study Areas
Other Cities
Neighboring Counties

4



Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
- Local Road Safety Plan

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Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
  - Bring together a Regional Safety Steering Committee
  - Study past crashes and gather public input
  - Identify the safety improvements
  - Develop a transportation safety education program
  - Provide resources and support to local agencies
- Local Road Safety Plan

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Multi-jurisdictional Local Road Safety Plan

- Regional Safety Plan
  - Bring together a Regional Safety Steering Committee
  - Study past crashes and gather public input
  - Identify the safety improvements
  - Develop a transportation safety education program
  - Provide resources and support to local agencies

- Local Road Safety Plan
  - Vision and goals
  - Existing road safety performance
  - High priority locations
  - Engineering and non-engineering strategies to improve safety
  - Approach for monitoring improvement over time

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Why are we here?

- Learn about the project and how you can contribute/participate
- Provide feedback on the results of the data analysis

Do the results reflect your experience, priorities, and concerns?



8

Project Team and Roles



Jennifer Soliz

Fresno COG

Project Manager



Tony Boren

Fresno COG

Executive Director



Erin Ferguson

Kittelson & Associates, Inc.

Project Manager



Malia Schilling

Toole Design

Planner & Facilitator



Sara Schooley

Toole Design

Planner & Facilitator

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Who's in the room?

- Share your name and position/title

- **Quick poll**: go to menti.com and use the code 1371 0415
  - ***How would you describe traveling on the roads in Selma?***
  - ***What road safety improvements are most needed in Selma?***

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LRSP: Vision and Goals

LRSP Vision: A roadway network that supports safe travel for our community.

LRSP Goals for Selma

- Perform **regular reviews of collision data t**o identify and prioritize opportunities to reduce collision risk.
- Provide opportunities for **citizen engagement** in identifying issues and developing solutions for roadway safety across the community.
- **Reduce the number of annual fatal and severe injury collisions** across all public City roadways by 50% by 2026.
- **Reduce the number of pedestrian and bicycle collisions** on public City roadways by 50% by 2026.
- **Coordinate with traffic safety stakeholders** such as fire, police, schools, and parks to exchange information and ideas specific to enhancing roadway safety performance through engineering, enforcement and educational strategies.
- **Partner with other local agencies** to promote roadway safety.

Discussion question:
Is there anything missing within these goals or anything that needs to be added?

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Highway Safety Improvement Program (HSIP)

- Funding from the state to reduce traffic fatalities and serious injuries on public roads

- Eligible projects:
  - Address a priority in the state's Strategic Highway Safety Plan
  - Are identified through a data-driven process
  - Target an identified safety problem **based on reported crashes**
  - Contribute to a reduction in fatalities and serious injuries

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Collision Analysis

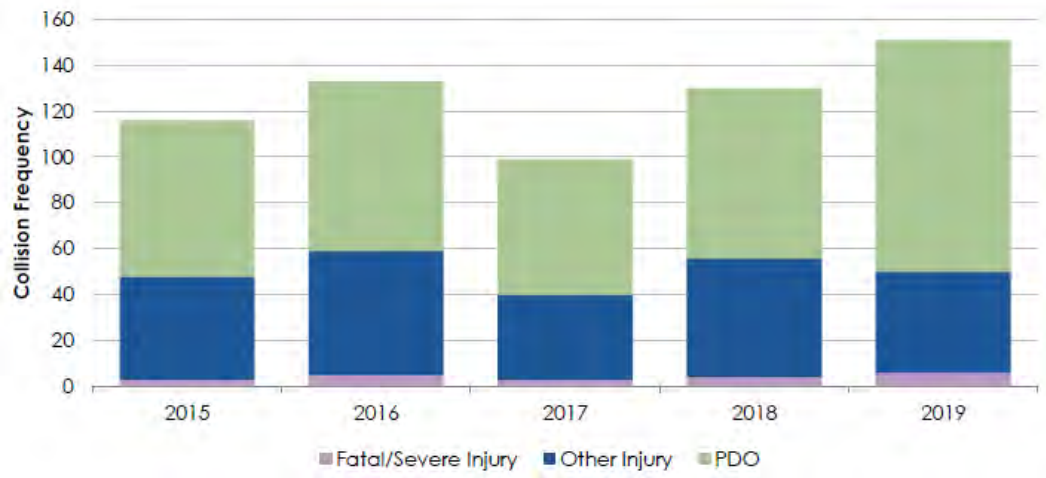
- Data assembled from SWITRS and TIMS
- Time period: January 1, 2015 – December 31, 2019
- 629 total collisions

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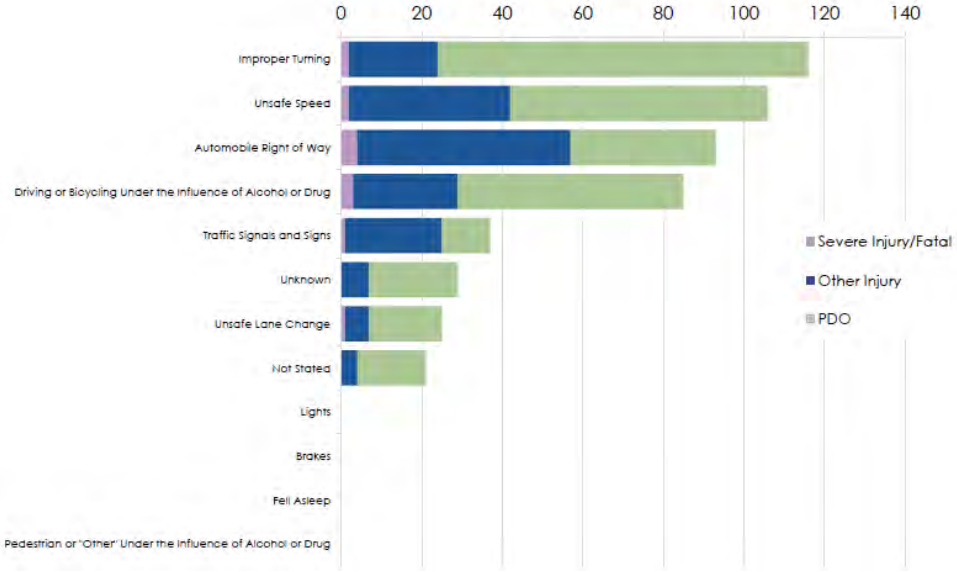
Collision Analysis: Year-over-Year Trend



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Collision Analysis: Primary Collision Factors

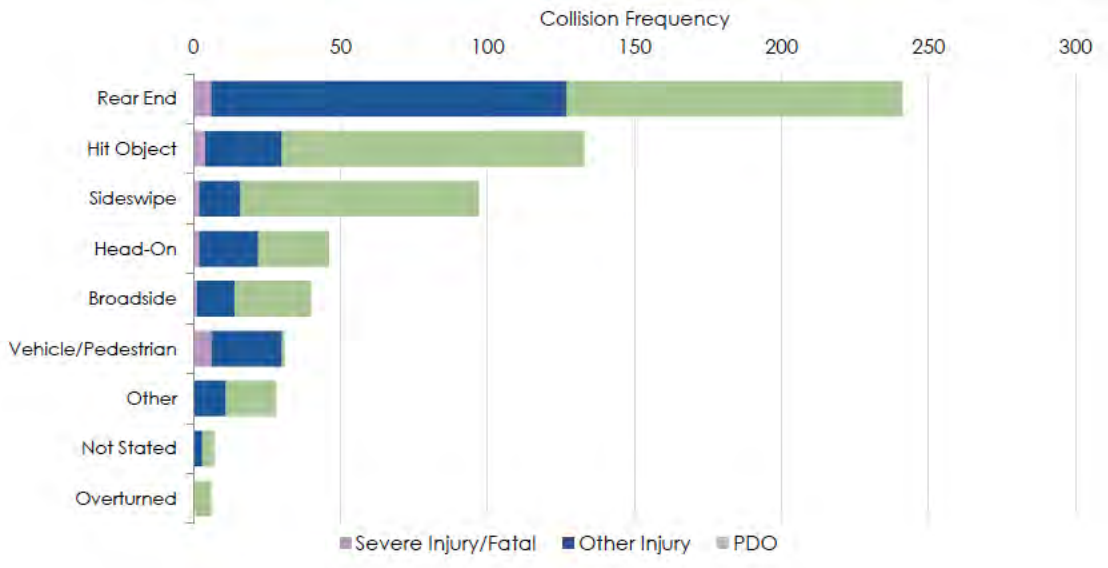




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Collision Analysis: Collision Type

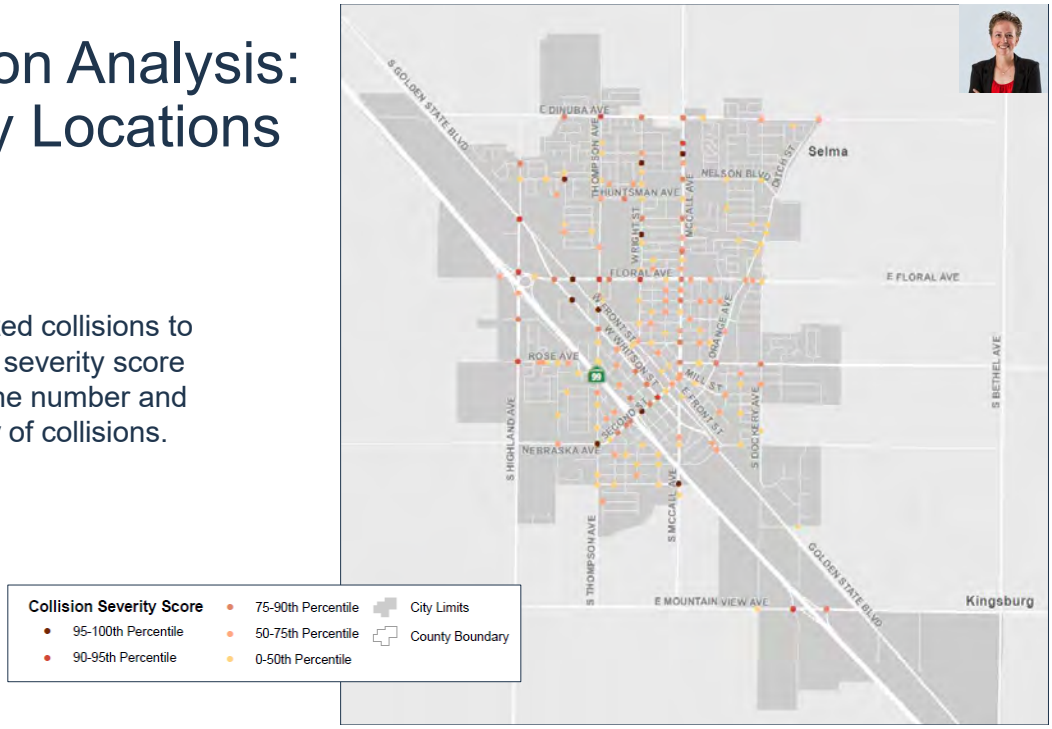




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Collision Analysis: Priority Locations

Used reported collisions to calculate a severity score based on the number and frequency of collisions.



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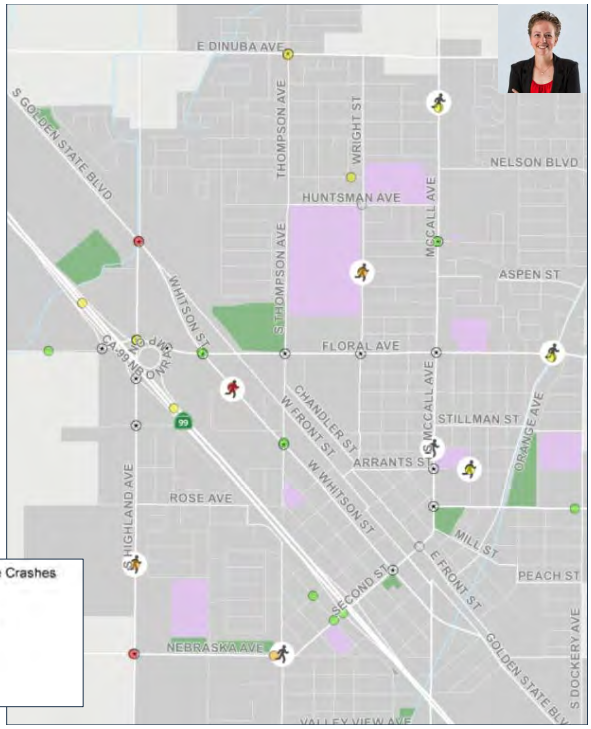
Collision Analysis: Top 5 Priority Locations

Location	Type	Collision Severity Score	Total Collisions	Fatal Collisions	Injury or Complaint of Pain Collisions	Property Damage Only Collisions
McCall Ave & Goldridge St	Intersection (unsignalized)	77.51	4	0	3	1
Floral Ave from west of De Wold Ave to east of Leonard Ave	Segment	70.02	8	3	2	4
Mountain View Ave from west of McCall Ave to east of McCall Ave	Segment	68.40	5	2	2	2
Whitson St & Gather St	Intersection (unsignalized)	40.88	5	2	2	2
Second St & Young St	Intersection (unsignalized)	40.06	6	0	2	4

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Potential Locations for Pedestrian Crossing Improvements

- Inform an HSIP Application
- Group multiple locations for crosswalk and crosswalk related improvements



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Systemic Considerations

Discussion questions:

- What other locations do you have safety concerns about?
- What other locations are priorities for the City to improve?

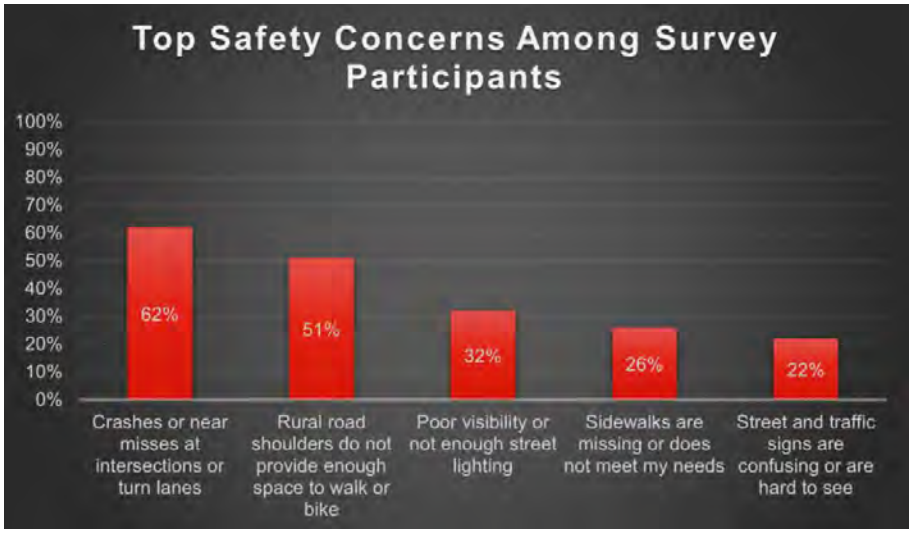
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Phase 1 Survey Results

- 842 responses (countywide)

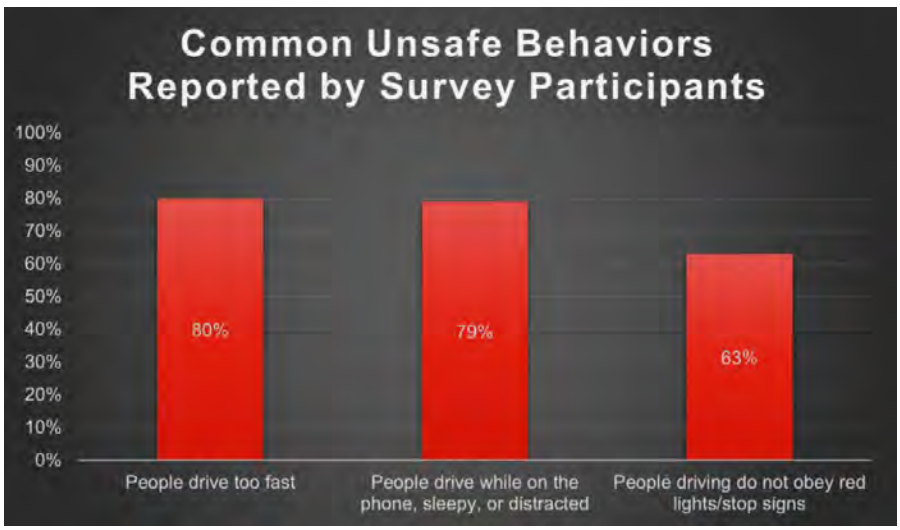


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Phase 1 Survey Results



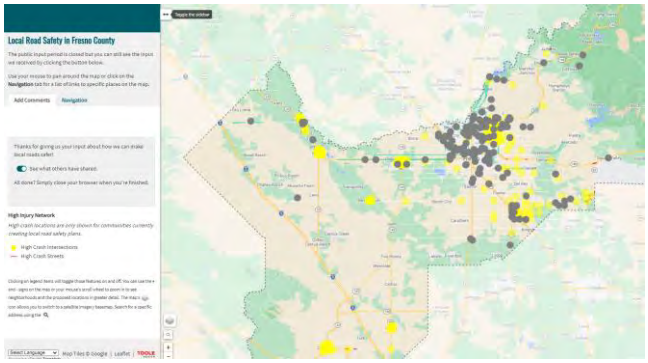
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Phase 2 Survey/Interactive Map Results

- **430 total survey respondents**
- **155 map points** dropped countywide
- Top 3 safety concerns for points dropped across Fresno County:
  - Crashes or near misses, speeding or aggressive driving, and lack of safe places to walk, bike or wait for the bus
- Top 3 safety improvements for all respondents:
  - Road maintenance, bike improvements, and rural road improvements



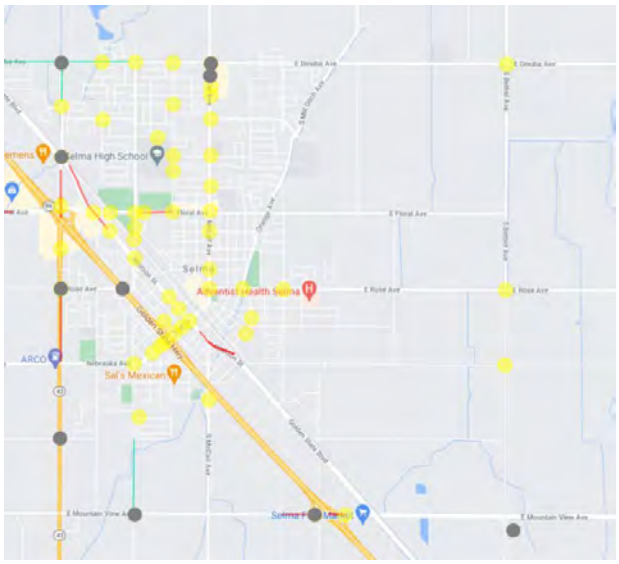
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Phase 2 Survey/Interactive Map Results: Data collected for Selma

- 13 respondents live/work in Selma
- 24 points dropped in the map:
  - Dinuba Ave
  - Mountain View Ave
  - Highland Ave
  - Golden State Blvd
  - Rose Ave
- Safety concerns:
  - Unsafe places to walk, bike or wait for the bus
  - Lack of safe crossings
  - Poor lighting/visibility



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Systemic Considerations

Discussion questions:

- Do these safety concerns and improvements align with your experiences in Selma?
- What general road safety concerns do you have based on your experiences and observations?

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Safe Roads Save Lives

- Goals of the campaign:
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SAFE ROADS SAVE LIVES

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Safe Roads Save Lives









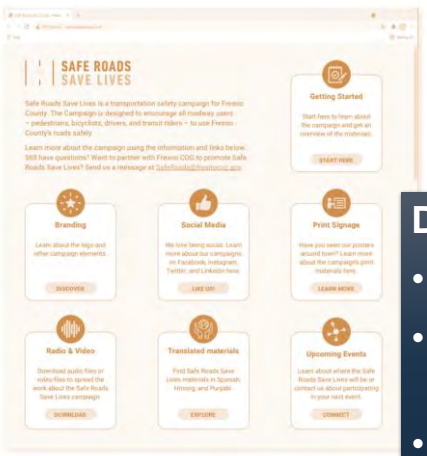




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Safe Roads Save Lives











Discussion questions:

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Discussion questions:

- What are you currently doing for traffic safety enforcement?
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Next Steps

Prepare the Draft LRSP

Prepare HSIP Grant Applications

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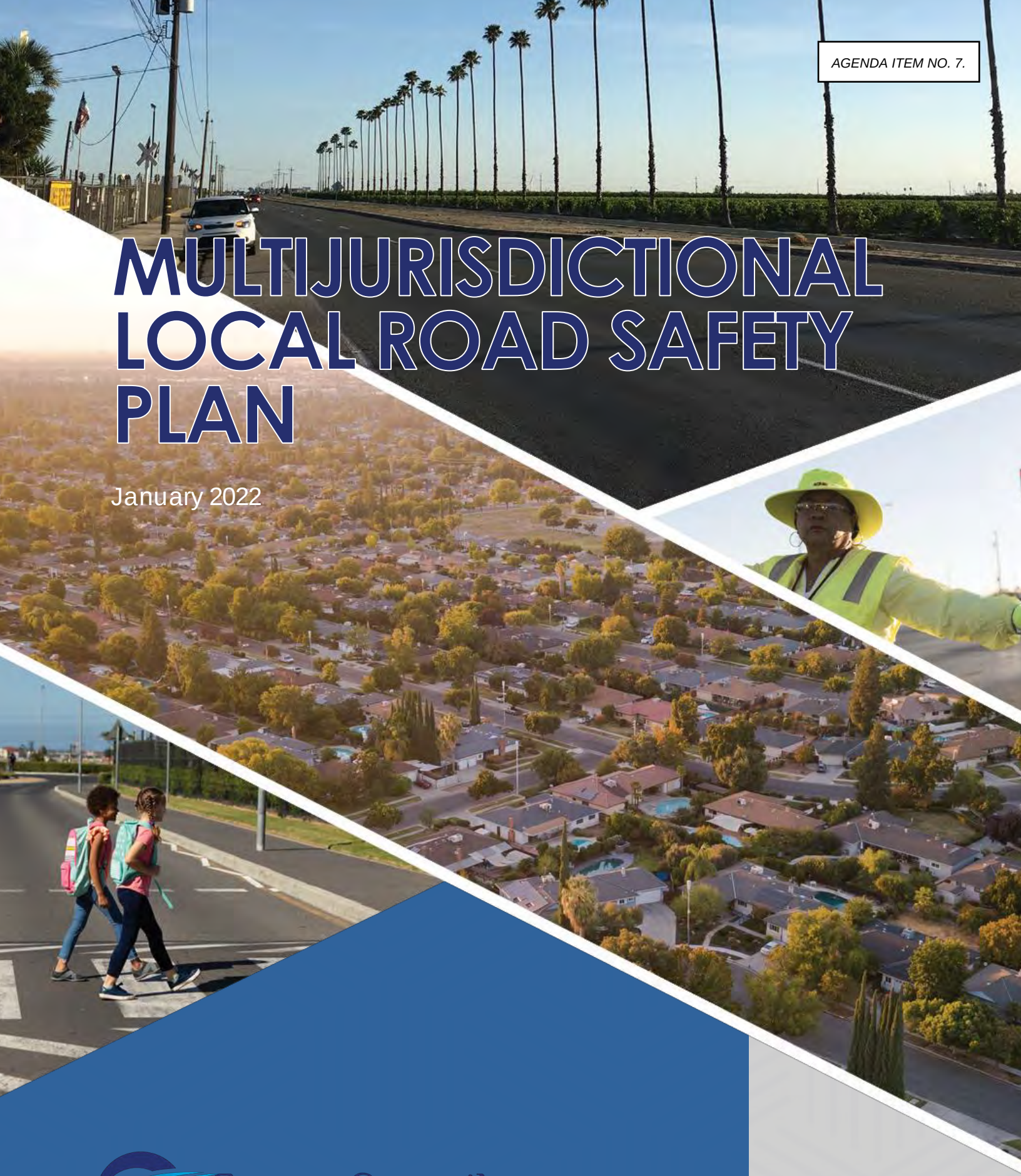
36

Thank you!

For more information or any follow-up, contact Jennifer Soliz at jsoliz@fresnocog.org

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MULTIJURISDICTIONAL LOCAL ROAD SAFETY PLAN

January 2022

Fresno Council of Governments

APPENDIX B. REGIONAL COUNTERMEASURES TOOLBOX

Regional Safety Plan

Countermeasures and Safety Strategies

Fresno Council of Governments
California

July 2021

Regional Safety Plan

Countermeasures and Safety Strategies

Fresno Council of Governments
California

Prepared For:
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Project No. 25631

July 2021

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INTRODUCTION

Kittelson & Associates, Inc. (Kittelson) is supporting the Fresno Council of Governments (COG) to identify countermeasures and strategies to improve roadway safety performance in the region as part of a broader effort to develop the Regional Safety Plan. Safety performance is defined as reducing collision frequency and severity. This report is organized into two parts:

- **Countermeasures Toolbox:** Summarizes the systemic or location-specific countermeasures (i.e., engineering countermeasures) that could be implemented in the region to reduce the severity of collisions as well as the risk of collisions occurring.
- **Non-Engineering Safety Strategies:** Summarizes the education, enforcement, and emergency services strategies that could complement engineering projects to reduce severe collisions and collision risk.

The countermeasures toolbox in this report will ultimately be incorporated into the COG's final Regional Safety Plan and serve as a resource for local agencies within the region. The countermeasures toolbox is organized to help local agencies identify countermeasures that have been found to be effective at reducing collision risk and are likely to be eligible for grant funding through Caltrans' Highway Safety Improvement Program (HSIP).

The non-engineering safety strategies are complementary to the engineering countermeasures. These strategies tend to be more effectively coordinated and implemented at a regional level. The implementation of the strategies provides benefits at a local and regional level. Typically funding and coordinating the education, enforcement, and emergency services strategies requires collaboration across jurisdictional boundaries, which is often better suited to the role of a regional agency able to bring those different agency stakeholders together. These strategies will be integrated into the final Regional Safety Plan along with recommendations for steps towards implementation.

COUNTERMEASURES TOOLBOX

The following presents the engineering-related countermeasures identified for Fresno County. These countermeasures were selected based on the collision patterns and trends identified in the existing conditions report and professional resources. Professional resources used to identify these countermeasures include: the Caltrans' *Local Road Safety Manual*, American Association of State Highway and Transportation Officials' (AASHTO) *Highway Safety Manual*; Federal Highway Administration's (FHWA) CMF Clearinghouse and resources on systemic safety; and National Association of City Transportation Officials (NACTO) guidance documents related to pedestrian and bicycle facilities.

The section describes each countermeasure, the types of locations it is intended to be used at, and why it was selected for the incorporated and unincorporated areas of the Fresno County. The collision reduction factor (CRF) and if the countermeasure is eligible for federal funding is also noted for each of the countermeasures in this report. The information regarding the estimated collision reduction and eligibility for federal funding is obtained from the Local Roadway Safety Manual for California's Local Road Owners (LRSM, 2020), unless otherwise noted.

ROADWAY SEGMENT COUNTERMEASURES

Street Lighting (R1)

Planning-Level Cost Estimate: $7,000 - $10,000 per light

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 35%. Collision reduction only applies to nighttime collisions occurring within the limits of the roadway.

Brief Description: This countermeasure involves installing or modifying lighting on roadway segments. This is done to improve the visibility of non-motorized users to drivers and reduce potential conflicts and collisions. Providing roadway lighting improves the safety by improving the drivers' perception-reaction times, enhancing drivers' available sight distances to perceive roadway characteristics in advance of the change, and non-motorized users' visibility and navigation. An example of the countermeasure is shown in Figure 1.

Figure 1: Example Lighting on the Roadway



Source: FHWA

Why was this selected for Fresno County?



This countermeasure was selected for Fresno County because darkness was a factor in 32% of reported total collisions and 44% of reported fatal and severe injury collisions. Out of the 318 reported fatal collisions that occurred in the dark, 168 occurred where there were either no streetlights or streetlights were reported not to be functioning. Increased visibility would contribute to pedestrian, bicycle, and motorist safety, allowing drivers to more easily see non-motorized users. Consideration should be taken before implementation to account for maintenance and electrical costs that occur after implementation.

Remove or Relocate Fixed Objects Outside of Clear Recovery Zone (R2)

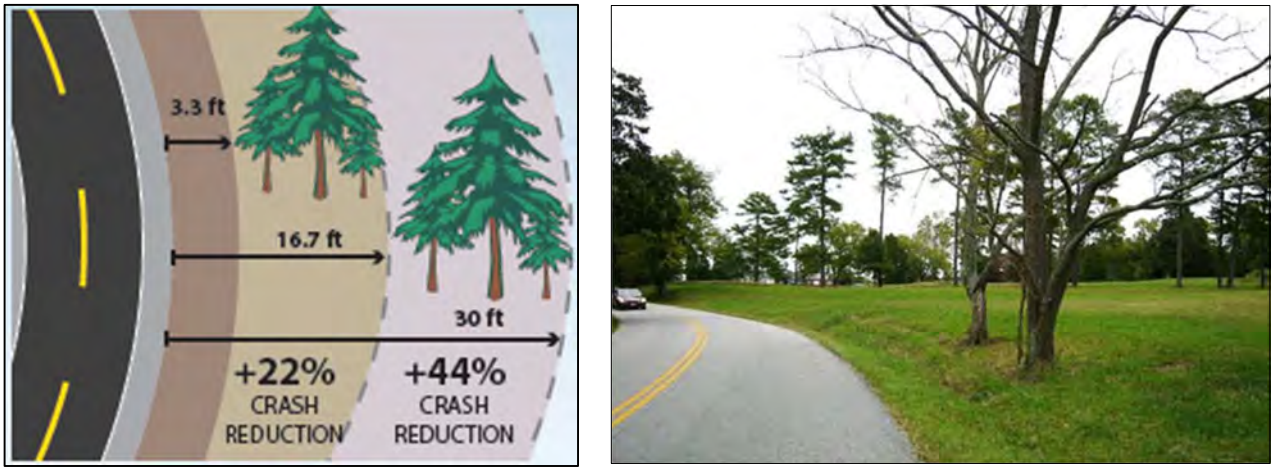
Planning-Level Cost Estimate: $200-$10,000 per object

Eligible for Federal Funding: Yes (90%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 35%.

Brief Description: Removing or relocating roadside fixed objects such as utility poles, drainage, trees, or other fixed objects provides a clear recovery zone that allows drivers to correct their path of travel when they leave the roadway. This countermeasure is particularly effective outside of curves, along lane drops and in traffic islands where fixed object collisions are more common. A clear recovery zone should be developed in more rural context roadways, as space is available. The jurisdictions are only able to address sight obstructions within jurisdiction's right of way. Where public right of way is limited, steps should be taken to request assistance from property owners. An example of this countermeasure is shown in Figure 2.

Figure 2: Example of Removing or Relocating Fixed Object



Source: FHWA

Why was this selected for Fresno County?



Hit object collisions are among the top three collision types (21%) resulting in a fatality or severe injury. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed*[1]. Removing or relocating fixed objects outside of a clear recovery zone would provide an opportunity for drivers to correct their path of travel and can proactively address a history of hit object collisions.

[1] Driving at a speed greater than is reasonable or prudent for given conditions.

Install Guardrail (R4)

Planning-Level Cost Estimate: Varies - $9.50 - $39 per linear foot of guardrail, depending on the posts and end flares used (Maryland, St. Mary's County, 2021).

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 25%.

Brief Description: This countermeasure involves installing guardrails, to reduce the frequency and severity of lane departure collisions. These countermeasures are used to prevent vehicles from leaving the roadside and are particularly recommended at slopes steeper than 4:1 (AASHTO Green Book, 2011). This countermeasure is applicable at locations where striking the guardrail is less severe than going down an embankment or striking a fixed object. The guardrail can operate to deflect a vehicle back to the roadway, slow the vehicle down to a complete stop, or in certain circumstances, slow the vehicle down and then let it proceed past the guardrail. An example of this countermeasure is shown in Figure 3.

Figure 3: Example of a Guardrail



Source: FHWA

Why was this selected for Fresno County?





Hit object collisions are among the top three collision types (21%) resulting in a fatality or severe injury. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed.* Installing guardrail at appropriate locations would reduce the severity of hit-object collisions and provide an opportunity for the drivers to deflect vehicles back onto the roadway. Potential locations for installing this countermeasure should consider available right of way and costs of acquiring any additional right of way.

Install Raised Median (R8)

Planning-Level Cost Estimate: $15,000 - $30,000 per 100 feet of the roadway, depending on design, site conditions, and whether the median can be added as part of a utility improvement or capital improvement.

Eligible for Federal Funding: Yes (90%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 25%.

Brief Description: This countermeasure involves adding new raised medians on roadways to control and restrict left-turn and U-turn movements on the roadways except at few designated locations. Adding raised medians can help reduce conflicts by restricting access-related movements to the roadway. The raised medians prohibit left turns into and out of driveways that may be located along the roadway and within the influence area of an intersection. In addition to preventing left-turns at minor driveways, the raised median reduces friction in the traffic stream by separating opposing traffic. An example of the countermeasure is shown in Figure 4.

Figure 4: Example of a Raised Median



Source: FHWA

Why was this selected for Fresno County?



This countermeasure was selected to Fresno County because *improper turning*[2] is among top three primary contributing collision factors for reported total (21%) and fatal and severe injury (23%) collisions. The safety benefits of restricting movements should be balanced with restrictions to business access and its associated impacts on commercial and retail areas.

[2] Turning from a direct course without reasonable safety or not signaling appropriately.

Road Diet (R14)

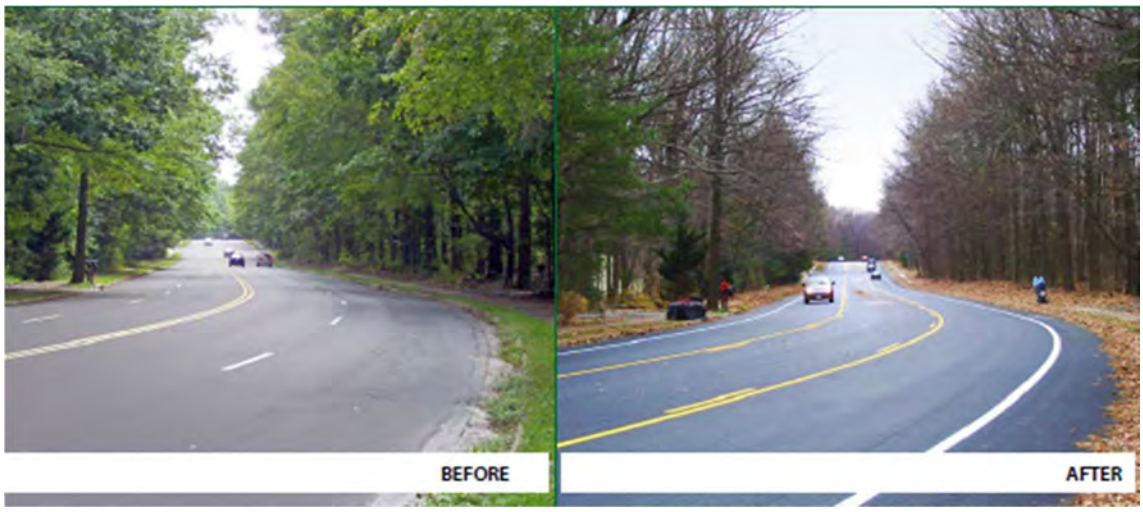
Planning-Level Cost Estimate: $6-$10 per linear foot (changes to pavement markings only)

Eligible for Federal Funding: Yes (90%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 30

Brief Description: Reduce the number of vehicle lanes on a roadway to manage vehicle speeds and reduce risk of crashes for all road users. A common road diet is to convert a four-lane undivided roadway to a three-lane cross-section, with one lane in each direction and a two-way center left turn lane. This enables space for bicycle lanes and sidewalks. An example three-lane cross-section, i.e. road diet is shown in. An example of a road diet is shown in Figure 5.

Figure 5: Example of Road Diet



Source: FHWA

Why was this selected for Fresno County?



This countermeasure was selected to Fresno County because head-on and hit object collisions are among the top five reported collision types. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed.* Performing a road diet would reduce motorists speeds, provide additional space for bicyclists and/or pedestrians, and help provide vehicular access for turning into and out of various driveways.

Widen Shoulder (R15)

Planning-Level Cost Estimate: $10 per ft of added width per ft lane

Eligible for Federal Funding: Yes (90%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 30%.

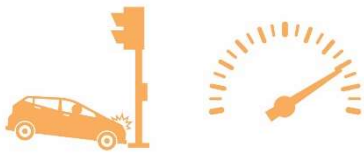
Brief Description: Widening the shoulder gives a driver who is in the travel way more time and space to correct and move back into the travel lane. It provides a buffer space from objects such as guardrails, trees, and signs, reducing the likelihood of hit object and run-off-road collisions. A paved shoulder, where available, provides a consistent road surface for recovery. If widening a shoulder by paving is not an option due to a restricted right of way or adjacent objects/trees, a shoulder could also be added or widened by striping edge lines and reducing the vehicular lane width. An example countermeasure is shown in Figure 6.

Figure 6: Example of the Countermeasure



Source: Google Maps

Why was this selected for Fresno County?



Hit object collisions are among the top three collision types (21%) resulting in a fatality or severe injury. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed*. Providing additional paved shoulder width can address areas with a history of hit object collisions and provide drivers with time to react and road surface to recover. Potential locations for installing this countermeasure should consider available right of way and costs of acquiring any additional right of way.

Improve Pavement Friction (High Friction Surface Treatment) (R21)

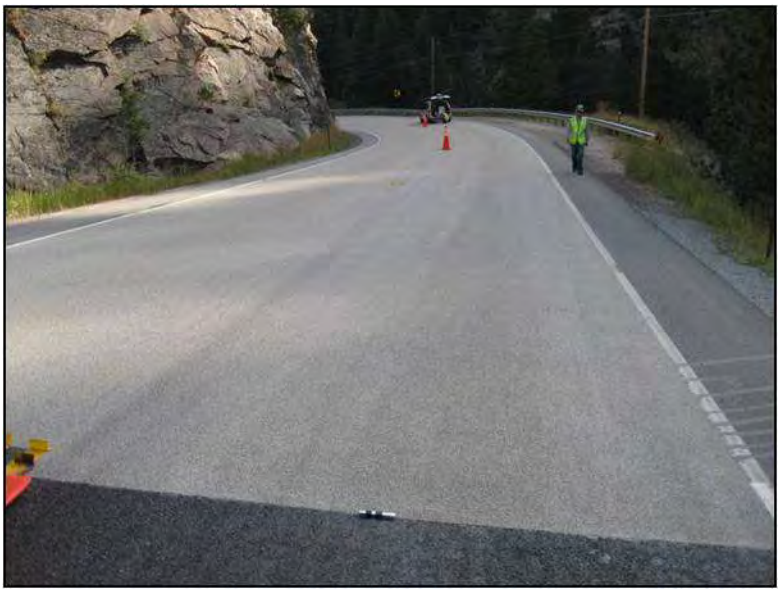
Planning-Level Cost Estimate: $35 per square yard

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 55%.

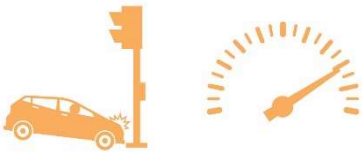
Brief Description: This countermeasure involves the application of very high-quality aggregate to the pavement using a polymer binder to restore and/or maintain pavement friction. Improving pavement friction or skid resistance gives a driver who is skidding more control and time to react. It is particularly effective in areas where pavement conditions contribute to collisions, such as wet pavement or inadequate pavement for posted roadway speeds; areas also include curves, loop ramps, and areas with short stopping distances. An example countermeasure application is shown in Figure 7.

Figure 7: Example High Friction Surface Treatment Application



Source: Utah Department of Transportation

Why was this selected for Fresno County?



These countermeasures may be considered when high frequencies of run-off road collisions related to a horizontal curve are identified or frequent hard-braking related collisions occur on intersection approaches. This countermeasure was selected to Fresno County because hit object collisions are among the top three collision types (21%) resulting in a fatality or severe injury. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed*. Improving pavement friction or introducing other high friction surface countermeasures would provide added resistance and improve recovery for drivers who depart the roadway.

Install/Upgrade Signs with New Fluorescent Sheeting (R22)

Planning-Level Cost Estimate: $500 per sign.

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 15%.

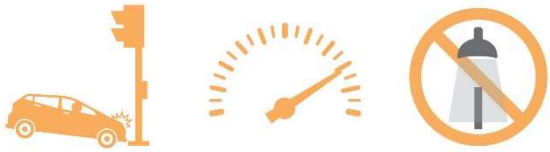
Brief Description: This countermeasure involves installing and/or upgrading signs with fluorescent sheeting, which provides drivers with a visual warning of the presence of a specific roadway feature or regulatory requirement they may have missed with existing signs. This countermeasure is appropriate on roadway segments with a history of head-on, nighttime, non-intersection, run-off-road, and sideswipe collisions. This countermeasure should be installed in combination with additional countermeasures, such as installing or adding chevrons, warning signs, delineators, markers and beacons, and relocating existing signs. An example countermeasure is shown in Figure 8.

Figure 8: Example Countermeasure Application



Source: FHWA

Why was this selected for Fresno County?



This countermeasure was selected to Fresno County because hit object collisions are among the top three collision types (21%) resulting in a fatality or severe injury. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed*. Furthermore, collisions that occurred during dark conditions accounted for 32% of the total reported collisions and 44% of the reported fatal and severe injury collisions. Installing and/or upgrading signs with new fluorescent sheeting would provide drivers with increased awareness of changing roadway elements.

Install Dynamic/Variable Speed Warning Signs (R26)

Planning-Level Cost Estimate: $2,000 - $11,000 per sign, depending on whether it is solar powered or AC (Hallmark & Hawkins, 2014).

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 30%

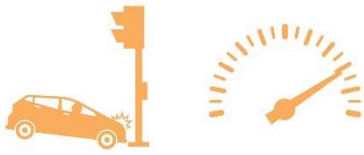
Brief Description: These countermeasures to address motorists traveling too fast around sharp curves. They provide a message to drivers exceeding a certain speed threshold (or posted speed limit). The intent of these countermeasures is to get drivers attention and provide them with a visual warning that they may be traveling over the recommended speed for the approaching curve. An example of this countermeasure is shown in Figure 9.

Figure 9: Example of Dynamic Speed Warning Sign



Source: Center for Transportation Research and Education, Iowa State University

Why was this selected for Fresno County?



This countermeasure was selected to Fresno County because hit object collisions are among the top three collision types (21%) resulting in a fatality or severe injury. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed.* Providing appropriate signing can address curve-related collisions which often result in hit object or run-off-road collisions.

Install Edgelines and Centerlines (R28)

Planning-Level Cost Estimate: $4 per linear foot.

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 25%.

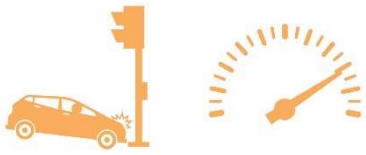
Brief Description: This countermeasure consists of installing or modifying edgelines and centerlines, which helps clarify and increase visibility of the road and lane boundaries. These countermeasures help drivers who may depart the roadway or travel lane. Additional enhancements can improve visibility, including thermoplastic application with audible disks or bumps, or raised/reflective pavement markers. An example countermeasure is shown in Figure 10.

Figure 10: Example of Road with Edge-lines and Centerlines



Source: FHWA

Why was this selected for Fresno County?



These countermeasures may be considered when high frequencies of run-off-road collisions related to a horizontal curve are identified and the roadway is not defined through edge-lines or centerlines (or may benefit from adjustments to the existing striping). This countermeasure was selected to Fresno County because hit object collisions are among the top three collision types (21%) resulting in a fatality or severe injury. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed*. Installing edgelines and centerlines would provide positive guidance for drivers to stay within the travel lane and roadway.

Install Centerline Rumble Strips/Stripes (R30)

Planning-Level Cost Estimate: $0.30 per centerline foot (NYDOT, 2021)

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 20%.

Brief Description: This countermeasure involves installing centerline rumble strips to alert drivers who are drifting out of their travel lane before they cross the centerline, giving them time to correct and stay in their lane. Centerline rumble strips are grooves within the double yellow centerline that provide driver with both an audible warning (rumbling sound) and a physical vibration when a vehicle meets them. They are relatively easy to install and have an additional benefit of helping drivers navigate during poor weather conditions such as fog and rain. An example of the countermeasure is shown in Figure 11.

Figure 11: An Example Countermeasure Application



Source: Connecticut Department of Transportation

Why was this selected for Fresno County?



This countermeasure was selected to Fresno County because head-on and sideswipe collisions are among the top five reported collision types. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed.* Installing centerline rumble strips/stripes would provide positive guidance for drivers to stay within the travel lane.

Install Edgeline Rumble Strips/Stripes (R31)

Planning-Level Cost Estimate: $10 per linear foot

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF= 15%.

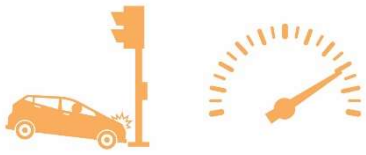
Brief Description: Edgeline rumble strips alert drivers who are drifting out of their travel lane before they depart the roadway, giving them time to correct and stay in their lane. The Caltrans Local Roadway Safety Manual recommends installing rumble strips along an entire corridor, instead of in intermittent spots. Rumble *stripes*—so called when the pavement marking is in the rumble strip—provide enhanced marking in wet or dark conditions. An example of this countermeasure is shown in Figure 12.

Figure 12: An Example Edgeline Rumble Strip Application



Source: FHWA

Why was this selected for Fresno County?



This countermeasure was selected to Fresno County because hit object collisions are among the top three collision types (21%) resulting in a fatality or severe injury. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed.* Installing edgeline rumble strips/stripes would provide positive guidance for drivers to stay withing the travel lane and roadway.

However, despite the vehicular safety benefit of edgeline rumble strips, they create additional challenges for people bicycling. Strategic placement of rumble strips is important in order to balance the safety affects for motorists and bicyclists. Agencies shall consider adjusting rumble strip dimensions, location, and offset to better accommodate bicyclists.

Convert Intersection to Roundabout (from signal) (S16)

Planning-Level Cost Estimate: $4,000,000 - $8,000,000 per intersection

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 35-67%

Brief Description: Roundabouts are a form of intersection control that have fewer conflict points in comparison to conventional intersections. Moreover, the types of conflicts that occur at roundabouts are different from those occurring at conventional intersections. The layout of a roundabout forces drivers to reduce speeds as they proceed through the intersection. Reducing vehicular speeds helps reduce the severity of crashes when they occur. Additionally, roundabouts reduce the potential for pedestrian conflicts as people walking only need to cross one direction of traffic.

Figure 13: Example of Single Lane Roundabout



Source: FHWA

Why was this selected for Fresno County?



This countermeasure was selected for Fresno County because broadside collisions are among the top three collision types (26% of the reported collisions) resulting in a fatality or severe injury. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed.* Controlling movements and reducing the number of conflicting turning movements would reduce the overall quantity and severity of crashes.

Install Dynamic Regulatory Speed Warning Signs

Planning-Level Cost Estimate: $2,000 - $11,000 per sign, depending on whether it is solar powered or AC (Hallmark & Hawkins, 2014).

Eligible for Federal Funding: No

Potential Effectiveness at Reducing Collision Frequency and/or Severity: N/A

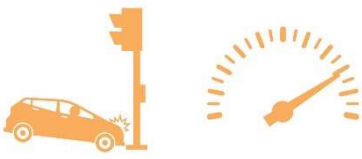
Brief Description: These countermeasures are used to reduce motorist speeds in urban and suburban areas. They provide a message to drivers exceeding a certain speed threshold (or posted speed limit) in urban areas. The intent of these countermeasures is to get drivers attention and provide them with a visual warning that they may be traveling over the recommended speed on the roadway. An example of this countermeasure is shown in Figure 14.

Figure 14: Example of Dynamic Regulatory Warning Sign



Source: City of Bellevue Transportation Department

Why was this selected for Fresno County?



This countermeasure was selected to Fresno County because hit object collisions are among the top three collision types (21%) resulting in a fatality or severe injury. The most common primary contributing collision factor (23%) among fatal and severe injury collisions was *unsafe speed.* Providing appropriate signing can address speed-related collisions in the urban areas.

Install Variable Message Signs

Planning-Level Cost Estimate: $8,000 - $30,000 per sign, depending on the technology, data, and sensors used.

Eligible for Federal Funding: No

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 17% (USDOT ITS, 2018)

Brief Description: Variable message signs (VMS) are electronic roadside signs used to post traveler information messages to inform drivers of collisions, travel times, detours, special events, weather conditions, road construction, and other useful road conditions or travel information. They are especially useful to display in advance of locations where travelers must take action or make route choice decisions. An example of this countermeasure is shown in Figure 15.

Figure 15: Example of Variable Message Sign



Source: Mobile VMS

Why was this selected for Fresno County?

These countermeasures can be installed at locations where travelers routinely need information or before locations where travelers must make a routing decision. They can be particularly useful during roadway construction, weather conditions such as fog or rain, and special events to provide information about temporary conditions to travelers. This countermeasure was selected for Fresno County because collisions cited to have occurred under or during fog conditions show an increase in the winter months (November through February) in the existing conditions report.

INTERSECTION COUNTERMEASURES

Add Intersection Lighting at Intersections (S1/NS1)

Planning-Level Cost Estimate: $7,000 - $10,000 per light

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 40%. Collision reduction only applies to nighttime collisions occurring within the influence area of the intersection.

Brief Description: This countermeasure involves installing or modifying lighting at signalized or unsignalized intersections. This is done to improve the visibility of non-motorized users to drivers and reduce potential conflicts and collisions. Illuminating crosswalks helps make pedestrians visible for approaching drivers and assists pedestrians in navigating the crossing. An example of the countermeasure is shown in Figure 16.

Figure 16: Example of Lighting at Intersection



Source: Kittelson & Associates, Inc.

Why was this selected for Fresno County?



This countermeasure was selected for Fresno County because darkness was a factor in 32% of reported total collisions and 44% of reported fatal and severe injury collisions. Out of the 318 reported fatal collisions that occurred in the dark, 168 occurred where there were either no streetlights or streetlights were reported not to be functioning. Increased visibility would contribute to pedestrian, bicycle, and motorist safety, allowing drivers to more easily see non-motorized users.

Improve Signal Hardware - Lenses, Backplates with Retroreflective Border, Mounting Size, Number (S2)

Planning-Level Cost Estimate: $6,000 - $12,000 per intersection (VDOT, 2018).

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 15%. Collision reduction only applies to collisions occurring on approaches and within the influence area of the intersections (usually within the 250 feet of the intersection) where this countermeasure has been applied.

Brief Description: This countermeasure improves the visibility of the illuminated face of the traffic signal by introducing a controlled-contrast background. Signal heads with backplates equipped with retroreflective borders or larger signal heads are more visible in daytime and nighttime conditions, and help drivers become aware of the upcoming signalized intersections. This countermeasure is more effective when it is adopted as a standard countermeasure for signalized intersections across the town or jurisdiction (FHWA, 2018). An example of the countermeasure is shown in Figure 17.

Figure 17: Example of Signal Backplate Framed with a Retroreflective Border



Source: FHWA, 2018

Why was this selected for Fresno County?



This countermeasure was selected for Fresno County because broadside collisions are among the top three collision types (26% of the reported collisions) resulting in a fatality or severe injury. Making intersections more visible, particularly for drivers traversing larger signalized intersections would help promote driver compliance at intersections.

Provide Advanced Dilemma-Zone Detection (S4)

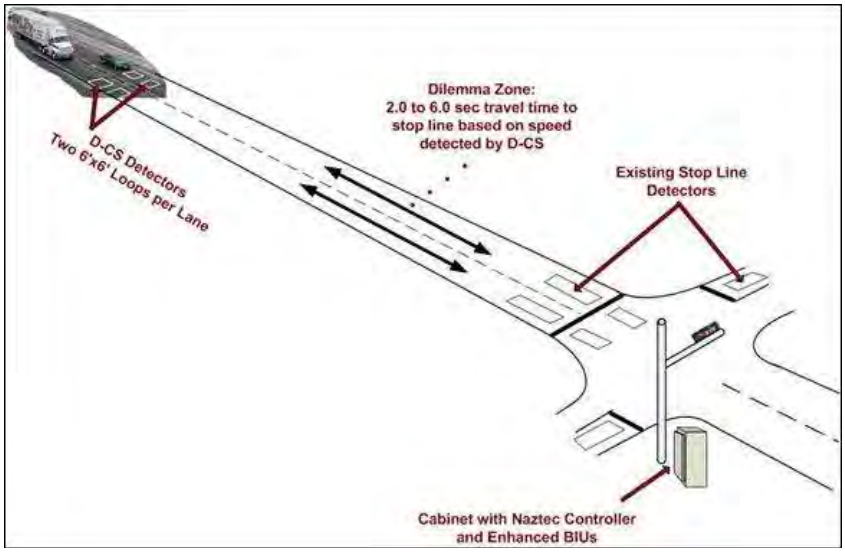
Planning-Level Cost Estimate: $5,000 - $25,000 per approach depending on whether hardware modifications are necessary beyond the detection system.

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 40%.

Brief Description: This countermeasure consists of adding new advance detection and signal hardware to detect vehicles that may approach the intersection in the "dilemma zone" of deciding whether to stop or proceed during a yellow phase. The detection system modifies the signal timing to reduce the numbers of drivers needing to make this decision and the potential for conflicts due to phase changes. It is most effective on high-speed approaches. Figure 18 shows an example layout of advanced dilemma zone detection at an intersection.

Figure 18: Example Layout of Dilemma Zone Detection



Source: FHWA

Why was this selected for Fresno County?



This countermeasure was selected for Fresno County because rear-end collisions account for 27% of the total reported collisions in the County. This countermeasure can help reduce conflicts due to late-entering vehicles proceeding through the intersection or conflicts arising from hard-stopping vehicles due to dilemma of whether to proceed or stop during the yellow phase of a signal. These countermeasures may be considered when high frequencies of collisions involve hard-stopping vehicles resulting in rear-end collisions, or there is a pattern of collisions related to late-entering vehicles or vehicles running red lights.

Install Flashing Beacons as Advance Warning (S10/NS9)

Planning-Level Cost Estimate: $5,000 - $25,000 depending on the site conditions and type of device.

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 30%

Brief Description: This countermeasure consists of installing flashing beacons as advance warnings on intersection approaches, that will increase driver's awareness of the upcoming traffic control in order to comply timely. These signs are equipped with one or more yellow flashing beacons or LED lights and they increase the awareness of the traffic signal or stop sign presence at the intersection and will reduce the drivers' non-compliance with traffic control at any intersection. It is most effective on high-speed approaches. An example of the countermeasure is shown in Figure 19.

Figure 19: Example of Flashing Beacons or LED Lights as Advance Warning to Intersection



Source: Sonoma County, OKSolar

Why was this selected for Fresno County?



This countermeasure was selected for Fresno County *because unsafe speed* is one of the three top primary collision contributing factors (23% of the reported collisions) resulting in a fatality or severe injury. Additionally, rear-end collisions accounted for 27% of the total reported collisions in the County and broadside collisions are among the top three collision types (26%) resulting in a fatality or severe injury. This countermeasure can help reduce collisions that have occurred due to drivers' not being able to perceive the intersection, signal head, stop sign presence, or the back of a stopped queue in time to react.

No Right-Turn on Red

Planning-Level Cost Estimate: $500 - $5,000 (per approach)

Eligible for Federal Funding: No

Potential Effectiveness at Reducing Collision Frequency and/or Severity: 7% (CMF Clearing House, 2009).

Brief Description: This countermeasure prohibits vehicles from turning right when pedestrians have the right-of-way to cross the adjacent street. In combination with thoughtful signal phasing, this can reduce or eliminate the conflict of turning-vehicles and pedestrians crossing the street. The no right-turn on red maybe a dynamic restriction that occurs only when the pedestrian push button is activated. An example of an intersection with right-turn-on-red prohibited is shown in Figure 20.

Figure 20: Example of No Right-Turn on Red



Source: Flickr, 2018

Why was this selected for Fresno County?



This countermeasure was selected to encourage motorists to stop at the red light. This was recommended in areas where the drivers have been observed and reported as not yielding to pedestrians and/or bicyclists crossing the intersection approach to the motorists' right, resulting in collisions and/or near-misses with people attempting to cross the street.

Install/Upgrade Stop Signs or Intersection Warning/Regulatory Signs (NS6)

Planning-Level Cost Estimate: $450 - $1,020 per sign, assuming a 7' signpost (VDOT, 2018).

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 15%.

Brief Description: This countermeasure involves installing larger stop, warning or regulatory signs at or in advance of an intersection, which improves the sign visibility and increases drivers' awareness at intersections and/or intersection approaches. An example of a large stop sign is shown in Figure 21. The effectiveness of this strategy is greatest when implementation involves a combination of regulatory and warning signs appropriate for the conditions at an unsignalized intersection approach.

Figure 21: Example of a Stop Sign



Source: South Carolina DOT

Why was this selected for Fresno County?



Broadside collisions are among the top three collision types (26%) resulting in a fatality or severe injury and have occurred primarily at unsignalized intersections. Making intersections more visible would help promote driver compliance at intersections.

Upgrade Intersection Pavement Markings (NS7)

Planning-Level Cost Estimate: $500 - $5,000 per approach

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 25%.

Brief Description: This countermeasure consists of adding or upgrading pavement markings at and on the approach to an unsignalized intersection. Upgrades to intersection pavement markings include "stop ahead" markings and the addition of centerlines and stop bars for stop-controlled approaches. Providing visible stop bars and clearer lane delineation on minor road approaches to unsignalized intersections can help increase the visibility of the intersection for approaching drivers as well as reducing potential conflicts by clarifying the footprint of the intersection. An example of the countermeasure is shown in Figure 22.

Figure 22: Example Pavement Markings at an Intersection



Source: Kittelson & Associates, Inc.

Why was this selected for Fresno County?



Broadside collisions are among the top three collision types (26%) resulting in a fatality or severe injury and have occurred primarily at unsignalized intersections. Making intersections more visible would help promote driver compliance at intersections.

Install Splitter Islands for Minor Street Approaches (NS 13)

Planning-Level Cost Estimate: $10,000 per approach.

Eligible for Federal Funding: Yes (90%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 40%.

Brief Description: This countermeasure consists of adding a raised median island at minor street intersection approaches. These islands create a physical separation between vehicles turning onto the stop-controlled approach and vehicles stopped on that same approach. The splitter island also increases the visibility of the intersection, clarifies movements at the intersection, and provides a space for a secondary stop sign on the approach, if needed. Splitter islands should be designed to accommodate appropriate design vehicles while still being large enough to be visible to drivers and provide a refuge area for crossing pedestrians. The example splitter island is shown in Figure 23.

Figure 23: Example of Splitter Island



Source: Mid-Ohio Regional Planning Commission

Why was this selected for Fresno County?





Broadside collisions are among the top three collision types (26%) resulting in a fatality or severe injury and have occurred primarily at unsignalized intersections. These countermeasures may be considered when high frequencies of collisions are related to conflicting movements resulting from movements onto or off minor street approaches. Making intersections more visible would help promote driver compliance at intersections.

PEDESTRIAN AND BICYCLE COUNTERMEASURES

Install Bike Lanes (R32 PB)

Planning-Level Cost Estimate: $10 per ft

Eligible for Federal Funding: Yes (90%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 35%. Collision reduction only applies to pedestrian and bicycle collisions occurring within the influence area of the intersection.

Brief Description: This countermeasure designates a portion of roadway for the preferential or exclusive use of bicyclists through striping, signage, and pavement markings. Bike lanes typically run in the same direction of traffic, though they may be configured in the contra-flow direction on low-traffic corridors for the connectivity of a particular bicycle route. Buffered bike lanes provide greater separation from an adjacent traffic lane or on-street parking by using painted chevrons or diagonal markings. Buffered bike lanes may be desirable on streets with higher vehicle speeds or volumes. An example of the countermeasure is shown in Figure 24.

Figure 24: Example of Buffered Bike Lane



Source: Kittelson & Associates, Inc.

Why was this selected for Fresno County?



This countermeasure was selected for Fresno County because bicycle fatal and severe injury collisions (6%) are overrepresented for signalized and unsignalized intersections. There is presence of wrong-way riding[3] behavior by bicyclists in this region, which is another factor to consider this type of countermeasure. The use of bike lanes helps bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitates predictable behavior and movements between motorists and bicyclists.

[3] This may indicate wrong-way or sidewalk riding by bicyclists where bike facilities are not present.

Install Sidewalk/Pathway (R34 PB)

Planning-Level Cost Estimate: $25 per ft

Eligible for Federal Funding: Yes (90%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 80%. Collision reduction only applies to pedestrian and bicycle collisions occurring within the influence area of the intersection.

Brief Description: This countermeasure provides a separate, protected space for pedestrians to walk along the roadway. It helps to increase comfort, increase visibility of pedestrians to motorists, and can help prevent vehicles from departing the roadway and striking pedestrians. Additionally, installing sidewalks—particularly when providing access to public transit—can increase the transportation options for individuals who may not be able to drive a car. The presence of sidewalks on both sides of the street has been found to reduce the collision risks associated with pedestrians walking along the roadways as compared to locations where no sidewalks or walkways exist. An example of the countermeasure is shown in Figure 25.

Figure 25: Example of Sidewalk



Source: FHWA

Why was this selected for Fresno County?

Pedestrians walking in road[4] is one of the top contributing factors (21% of the reported total collisions) associated with pedestrian collisions. Installing sidewalks would provide pedestrians with a dedicated space for travel separated from vehicle travel lanes. Additionally, by moving pedestrians off the travel lanes, motorist operations are improved and capacity increased.

[4] This may indicate a pedestrian walking on a roadway on the right-hand or left-hand edge of the roadway.

Install/Upgrade Pedestrian Crossing with Enhanced Features (R35 PB)

Planning-Level Cost Estimate: $60,000 - $160,000 per crossing

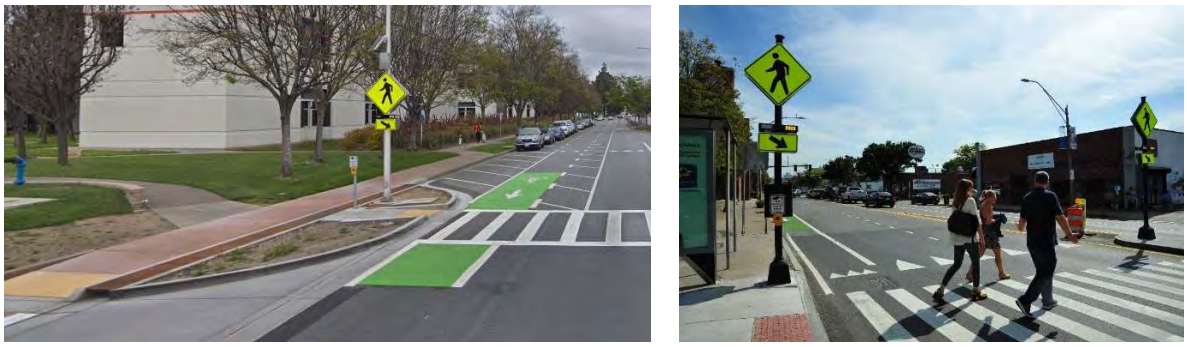
Eligible for Federal Funding: Yes (90%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 35%.

Brief Description: This countermeasure involves installing pedestrian crossings with enhanced safety features such as high-visibility crosswalk markings, curb extensions, raised medians, beacons, and lighting to delineate the portion of the roadway to be used by crossing pedestrians. The features help indicate preferred locations for pedestrians to cross and increase the visibility of a crossing location. These countermeasures increase both pedestrian and driver awareness and help reinforce drivers' requirement to yield the right-of-way to crossing pedestrians.

The enhanced improvements added to the crossing also increase the likelihood that pedestrians will cross at a location visible to and predictable for motorists. They are useful in aligning pedestrian behavior with driver expectations at mid-block crossings. Guidance signs and markings should be used in combination with the enhanced pedestrian crossing to guide pedestrians and bicyclists along appropriate travel paths. An example of the countermeasure is shown in Figure 26.

Figure 26: Example of Curb Extensions and Enhanced Pedestrian Crossing



Source: Google Maps, Toole Design Group

Why was this selected for Fresno County?

This countermeasure was selected for Fresno County because vehicle-pedestrian collisions accounted for 3% of the total reported collisions. Pedestrians crossing out of crosswalk[5] is the top contributing factor (40% of the reported fatal and severe injury collisions) associated with pedestrian collisions. Installing enhanced mid-block pedestrian crossings would warn drivers to expect pedestrian and bicycle crossings and clarify that drivers must yield right of way to pedestrians and bicyclists in marked and unmarked crossings.

[5] This indicates a pedestrian crossing a roadway outside of a marked or unmarked crosswalk at an intersection.

Install Pedestrian Countdown Signal Heads (S17 PB)

Planning-Level Cost Estimate: $1,800 per signal head

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 25%. Collision reduction only applies to pedestrian and bicycle collisions occurring within the influence area of the intersection.

Brief Description: This countermeasure involves installing pedestrian countdown signal heads that contain a timer display and counts down the remaining number of seconds to finish crossing the street. Countdown signals can reassure pedestrians who are in the crosswalk when the flashing "DON'T WALK" interval appears that they still have time to finish crossing. Countdown signals begin counting down either when the "WALK" or when the flashing "DON'T WALK" interval appears and stop at the beginning of the steady "DON'T WALK" interval. These signals also have been shown to encourage more pedestrians to use the push button rather than cross illegally. An example of the countermeasure is shown in Figure 27.

Figure 27: Example of Pedestrian Countdown Signal Head at an Intersection



Source: Toole Design Group

Why was this selected for Fresno County?

Pedestrians crossing out of crosswalk is the top contributing factor (40% of the reported fatal and severe injury collisions) associated with pedestrian collisions. Installing pedestrian countdown signals would inform pedestrians of the remaining time allocated for them to to cross the street during their phase of the traffic signal.

Install Pedestrian Crossing (S18 PB/NS 20 PB)

Planning-Level Cost Estimate: $2,500 - $8,000 per crossing

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 25%. Collision reduction only applies to pedestrian and bicycle collisions occurring within the influence area of the intersection.

Brief Description: This countermeasure involves installing pedestrian crossings at intersections to improve pedestrian and bicycle safety by designating a portion of the roadway for pedestrian and bicycle crossing. This helps reduce pedestrian-related collisions within 50 feet of an intersection. High-visibility crosswalk markings, pedestrian countdown signals, and appropriate signs will alert drivers and enhance pedestrian and bicycle safety at pedestrian crossings. Incorporating advance yield lines provides an extra safety buffer and can be effective in reducing multiple-threat danger to pedestrians. An example of the countermeasure is shown in Figure 28.

Figure 28: Example of Pedestrian Crossing at an Intersection



Source: Toole Design Group

Why was this selected for Fresno County?

This countermeasure was selected for Fresno County because vehicle-pedestrian fatal and severe injury collisions (17%) are overrepresented for signalized and unsignalized intersections. Signalized intersections tend to be the intersections with the greatest concentration of road user activity (higher vehicle volumes to warrant a signal, where people tend to go to cross the street) so the presence of conflicts between modes is greater at signalized intersections. Reducing and managing those conflicts through signal phasing adjustments and designating separate space for each mode helps to reduce collision risk. Pedestrian crossing signs and markings at uncontrolled intersections warn drivers to expect pedestrian and bicycle crossings and clarify that drivers must yield right of way to crossing pedestrians and bicyclists.

Modify Signal Phasing to Implement a Leading Pedestrian Interval (S21 PB)

Planning-Level Cost Estimate: $550 - $6,000 including countdown timer, controller, signal head, and software upgrade.

Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 60%. Collision reduction only applies to pedestrian and bicycle collisions occurring within the influence area of the intersection.

Brief Description: This countermeasure involves implementing leading pedestrian interval (LPI) which improves drivers' awareness of pedestrians at intersections. LPIs provide pedestrians a head start when crossing at a signalized intersection. LPIs can be easily programmed into existing signals to give pedestrians the "Walk" signal a minimum of 3 to 7 seconds before motorists are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before motorists have priority to turn left at the intersection. LPIs can be provided automatically with each phase or provided only when actuated (actively or passively). An example of the countermeasure is shown in Figure 29.

Figure 29: Example of a Leading Pedestrian Interval



Source: PedBikeInfo

Why was this selected for Fresno County?

This countermeasure was selected for Fresno County because vehicle-pedestrian fatal and severe injury collisions (17%) are overrepresented for signalized and unsignalized intersections. These countermeasures may be considered at signalized intersections, specifically at intersections with medium to high motor vehicle turning volumes and pedestrian volumes.

Install Pedestrian Refuge Islands (NS19 PB)

Planning-Level Cost Estimate: $120 per ft.

Eligible for Federal Funding: Yes (90%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 45%. Collision reduction only applies to pedestrian and bicycle collisions occurring within the influence area of the intersection.

Brief Description: This countermeasure involves adding new raised median on the approaches to intersections to control and restrict movements from access points on the approach to an intersection. Raised medians with pedestrian refuge islands are roadway countermeasures designed to provide dedicated areas for pedestrians and bicyclists between vehicle travel lanes at intersections and mid-block locations. They must have a minimum width of 6 feet to meet pedestrian accessibility requirements. To provide bicyclists refuge and to accommodate larger groups of pedestrians, the minimum should be increased to 8 feet.

This countermeasure improves the safety for pedestrians and bicyclists by reducing crossing distances and creating a place of refuge to allow multiple-stage crossings. They are particularly beneficial at uncontrolled crossings, large signalized crossings, or complex intersections where people may have difficulty completing crossings. An example of the countermeasure is shown in Figure 30.

Figure 30: Example of a Raised Median



Source: FHWA

Why was this selected for Fresno County?



This countermeasure was selected for Fresno County because vehicle-pedestrian fatal and severe injury collisions (17%) are overrepresented for signalized and unsignalized intersections. The primary collision factor is often listed as pedestrian violation, which can indicate the need for improved pedestrian crossings. These countermeasures would provide a space for pedestrians to wait during multiple-stage crossings.

Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (with Enhanced Safety Features) (NS21 PB)

Planning-Level Cost Estimate: $60,000 - $160,000 each.

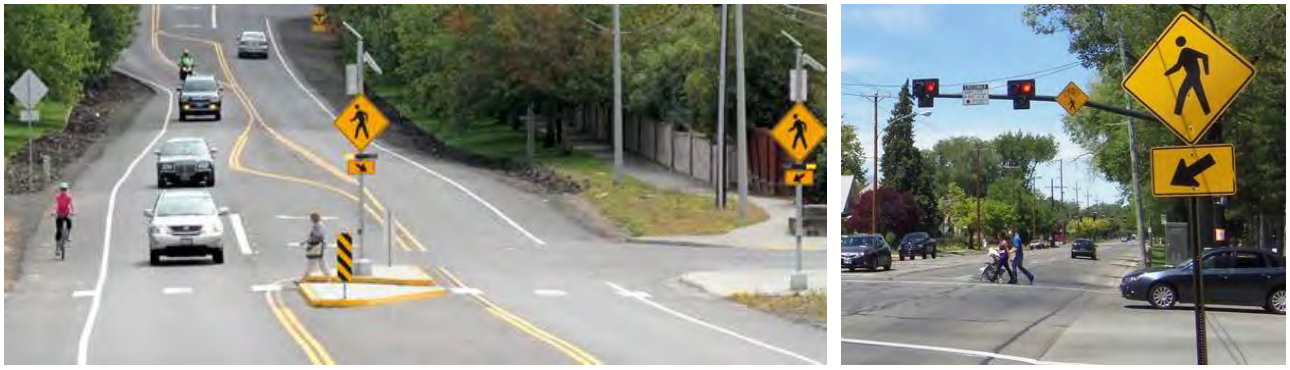
Eligible for Federal Funding: Yes (100%)

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 35%. Collision reduction only applies to pedestrian and bicycle collisions occurring within the influence area of the intersection.

Brief Description: Enhanced pedestrian crossing countermeasures are for uncontrolled, marked crosswalks that cross multilane arterials or collectors. The enhanced crossing alerts the drivers of crossing pedestrian by way of high visibility markings, warning signs, flashing beacons, and by providing pedestrian refuge islands.

In particular, rectangular rapid flashing beacons (RRFB) have been shown to significantly increase driver yielding behavior at uncontrolled crosswalks, with driver yield rates ranging from 34% to over 90%. Studies have also associated RRFBs with reduced pedestrian-vehicle conflicts, increased stopping distance, and reductions in the number of pedestrians trapped in roadway (Thomas et al. 2016). These safety benefits likely extend to bicyclists crossing at RRFB locations. RRFBs are generally more appropriate at two-lane locations, whereas pedestrian hybrid beacons (PHB) are best suited to higher-speed or multi-lane contexts or locations with limited sight distance. An example of the countermeasure is shown in Figure 31.

Figure 31: Example of Enhanced Pedestrian Crossing



Source: Washington County, NACTO

Why was this selected for Fresno County?

This countermeasure was selected for Fresno County because vehicle-pedestrian fatal and severe injury collisions (17%) are overrepresented for signalized and unsignalized intersections. Installing enhanced pedestrian crossings at uncontrolled intersections can help increase drivers' yielding behavior and reduce the risk of pedestrian and bicycle collisions.

Bike Lane Extension Through Intersections

Planning-Level Cost Estimate: Varies - $200 - $5,000 per intersection depending on the surface area of markings, materials used, and the color of markings.

Eligible for Federal Funding: No

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 39% (ODOT, 2021).

Brief Description: Bicycle pavement markings through intersections indicate the intended path of bicyclists through an intersection. They guide bicyclists on a safe and direct path through the intersection and provide clear boundary between paths of bicyclists and motorists. This countermeasure reinforces that the through bicyclists have priority over turning motor vehicles. An example of the countermeasure is shown in Figure 32.

Figure 32: Example of Bike Lane Extension Through Intersection



Source: Kittelson & Associates, Inc.

Why was this selected for Fresno County?



This countermeasure was selected for Fresno County because bicycle fatal and severe injury collisions (6%) are overrepresented for signalized and unsignalized intersections. High visibility bike lane markings are intended to provide notice to drivers and bicyclists of areas where the two may come into conflict. Since the effectiveness of markings depends entirely on their visibility, maintaining markings should be a priority where this countermeasure is considered.

Bike Boxes

Planning-Level Cost Estimate: $5,000 per box, including green thermoplastic, pavement markings and signage.

Eligible for Federal Funding: No

Potential Effectiveness at Reducing Collision Frequency and/or Severity: CRF = 35% (ODOT, 2021).

Brief Description: This countermeasure involves installing a bike box, which is a designated area at the head of the traffic lane at a signalized intersection. This is to provide bicyclists with a safe and visible way to get ahead of the motor vehicle queuing traffic during the red signal phase. Bike boxes increase the visibility of bicyclists at an intersection and helps prevent right-hook or left-hook conflicts with turning motor vehicles at the start of the green indication. An example of the countermeasure is shown in Figure 33.

Figure 33: Example of Bike Box



Source: NACTO

Why was this selected for Fresno County?



This countermeasure was selected for Fresno County because bicycle fatal and severe injury collisions (6%) are overrepresented for signalized and unsignalized intersections. Bike boxes are intended to provide notice to drivers and bicyclists of areas where the two may come into conflict at intersections. Additionally, bike boxes allow for a better accommodation of right and left turning bicycle traffic.

NON-ENGINEERING STRATEGIES

In addition to the engineering countermeasures outlined above, Kittelson identified the following education, enforcement, and emergency services strategies to further support efforts to reduce collisions across the County.

EDUCATIONAL STRATEGIES

Toole Design Group is actively working on creating a comprehensive transportation safety education program for the region as part of the work under Task 5. The final safety education program will be incorporated into the Regional Safety Plan.

ENFORCEMENT STRATEGIES

Even when engineering countermeasures are implemented, road users failing to adhere to traffic laws can result in collisions of varying severity. Police enforcement can increase driver awareness and consequently reduce traffic collisions. Potential enforcement strategies to address collision patterns and trends in Fresno County are presented below.

For enforcement strategies to be effective at improving overall safety within a community, it is important that enforcement of traffic laws be done equitably and with sensitivity toward communities where there may be limited rapport with law enforcement. Enforcement strategies should be undertaken with due caution to avoid inequitable enforcement activities and evaluated to determine the strategy's impact. The following considerations can help lead to more successful outcomes for roadway safety enforcement strategies:

- Appropriately train police officers and periodically refresh police officers' training related to enforcement activities.
- Incorporate social equity considerations in camera placement for automated enforcement such as red-light running cameras.
- Dedicate some portion of enforcement revenue towards funding for outreach and engagement with community groups around roadway safety.
- Tailor enforcement campaigns to suit the needs of different neighborhoods and demographics and incorporate education as part of those campaigns.
- Conduct enforcement with the help of staff support and awareness of the courts.
- Use warnings and flyers before moving on to issuing citations.

Collision data can help identify priority intersections and/or road segments and the times of the day when certain behaviors may be more prevalent. This information can inform and guide the type of enforcement strategy to be selected at the most appropriate locations and time periods. The COG or local agency staff can also help monitor the impact of the enforcement strategy by coordinating with the respective agency's Police Department to obtain and analyze enforcement records to help evaluate effectiveness and equity considerations.

Progressive Ticketing

Progressive ticketing is a method for introducing ticketing through a three-staged process. Issuing tickets is the strongest strategy of an enforcement program and it is usually reserved for changing unsafe

behaviors that other strategies failed to change or that pose a real threat to the safety of road users. There are three main steps of an effective progressive ticketing program:

1. Educating - Establish community awareness of the problem. The public needs to understand that drivers are speeding and the consequences of this speeding for road safety. Raising awareness about the problem will change some behaviors and create public support for the enforcement efforts to follow.
2. Warning - Announce what action will be taken and why. Give the public time to change behaviors before ticketing starts. Fliers, signs, newspaper stories and official warnings from officers can all serve as reminders.
3. Ticketing – After the "warning" period, hold a press conference announcing when and where the police operations will occur. If offenders continue their unsafe behaviors, officers issue tickets.

Speed Trailers

Portable speed trailers visually display a driver's real-time speed compared to the speed limit and may be effective at reducing speeds and increasing awareness of local speed limits. Portable speed trailers are most effective when the trailer flashes "SLOW DOWN" or flashes a bright white light that mimics a photo speed camera or a blue and red light that mimics a police car when drivers are moving too fast. In some cases, back-up speed enforcement by officers may be needed when radar speed trailers are used.

Speed Enforcement in School Zones

Strict enforcement of speed laws in school zones is one law enforcement tool that can improve the safety for children walking and bicycling to school as well as drivers. A 'zero tolerance' policy for speeders in school zones and even an increase in fines for drivers who violate the posted school zone speed limit are potential approaches.

High Visibility Saturation Patrols

A saturation patrol (also called a blanket patrol or dedicated DWI patrol) consists of many law enforcement officers patrolling a specific area to look for drivers who may be impaired. These patrols usually take place at times and locations where impaired driving collisions commonly occur. Like publicized sobriety checkpoint programs, the primary purpose of publicized saturation patrol programs is to deter driving after drinking by increasing the perceived risk of arrest.

EMERGENCY MEDICAL SERVICES

The emergency medical services (EMS) or strategies focus on strategies and partnerships that could help regionwide response times and sharing of real-time information to improve overall coordination, particularly for more rural or remote areas of the region. The effectiveness of EMS is tied closely to the time it takes for a person injured in a collision to receive prompt medical care. Research indicates that there is a "golden hour," total pre-hospital time under 60 minutes is associated with a decrease in patient mortality. The following considerations can help lead to more successful outcomes for EMS strategies:

Partner with Local Hospitals or Outreach Groups

Partnership between local hospitals or outreach groups needs to be established to help provide bystander training courses to the public (i.e., train members of the public to respond to emergencies

since they are sometimes the first on the scene at a collision and may be the only ones for some time in rural areas). Opportunities for this include:

- Partner with hospitals such as Community Regional Medical Center and trauma centers in the region to provide injury prevention programs.
- Promote the Community Emergency Response Team (CERT) program, which trains community members in first responder skills.
- Work with local groups, such as fire departments, to be trainers themselves and then offer training more frequently in their local community.

Coordinate with all Stakeholders Involved with Emergency Medical Services

Work with the Central California Emergency Medical Services Agency (CCEMSA) and other stakeholders to maximize efficiency with urban and rural response times through evidence-based techniques. Opportunities for this include:

- Build advanced education EMS personnel capacity in rural areas.
- Identify reasons for delay in transport for both ground EMS and helicopter EMS (using registry data and EMS records).
- Consider process improvement initiatives to increase EMS documentation and data collection.
- Work with stakeholders to identify equipment upgrades, training, or enhancements that would improve patient outcomes.

Work with the County 911 Team

Work with the County 911 team and involve them in appropriate project planning and design activities to identify opportunities to improve EMS access and location identification. Additional opportunities include, involving the 911 team in enforcement and EMS grant opportunities, and developing or modifying a system that allows the County 911 dispatchers to quickly input reported road issues and send the information to the appropriate agency (i.e., the City, County, or the appropriate jurisdiction).

NEXT STEPS

As part of the Regional Safety Plan's development, Fresno COG and the Regional Safety Steering Committee (RSSC) members will review the countermeasures toolbox and safety strategies. Based on the COG's and RSSC's input and comments, the Regional Safety Plan itself will include the final countermeasures toolbox and safety strategies. Also, as part of the Regional Safety Plan, the countermeasure toolbox will be applied to twenty locations within the County. The application of the countermeasure toolbox will result in twenty safety concept designs that local agencies can reference as a template for their future use of the countermeasure toolbox.

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CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: March 21, 2022

SUBJECT: Receive and File – Update on Landmark Square.

Staff: Renee Mathis, Director of Planning and Development Services
Recommendation: Receive and File

CONFLICT OF INTEREST
Mayor Flores has a financial interest in property located within 1,000 feet of the project and will recuse himself from deliberation on this item.

RECOMMENDATION
For the City Council to receive and file a brief update on the Landmark Square.

EXECUTIVE SUMMARY
Staff will provide the City Council a brief update on the Landmark Square.

FISCAL IMPACT
None.

Prepared by: John Holt, City Manager

Reviewed by: City Manager JH

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Andrew Haussler, Assistant City Manager

DATE: March 21, 2022

SUBJECT: Consider Approval - Res. 22-___, A Resolution of the City Council for the City of Clovis Confirming Assessment for Costs for Abatement of Nuisance, 30 West Shaw Avenue, Clovis, CA 93612, APN No.: 499-230-82.

Staff: Andrew Haussler, Assistant City Manager
Recommendation: Approve

ATTACHMENTS: 1. Resolution
2. Costs Invoice

CONFLICT OF INTEREST
None.

RECOMMENDATION
For the City Council to adopt Resolution No. 22-___, A Resolution of the City Council of the City of Clovis Confirming Assessment for Costs for Abatement of Nuisance and Enforcement of Municipal Code, 30 West Shaw Avenue, Clovis, CA 93612, APN No.: 499-230-82.

EXECUTIVE SUMMARY
The City has assessed administrative citations and incurred related property nuisance abatement costs in the combined amount of Sixty-Six Thousand Six Hundred Forty-Four Dollars and Zero Cents ($66,644.00) related to the general condition of the property, and to board up and mitigate property nuisance conditions, located at 30 West Shaw Avenue (“Property”). The Property owner, Clovis Shaw Partners, LLC, has ignored these citations and demands to repair the Property for well over one year.

At this time, the City is entitled to recover its abatement costs and administrative penalties from Clovis Shaw Partners, LLC and the Property. Resolution No. 22-___ will confirm these costs and penalties as an assessment and regular lien against the Property if not paid within 15 days of the passage of the Resolution.

BACKGROUND

The Property has long constituted a nuisance due to the presence of broken windows, graffiti, and structural rot, creating unsound structure and potential for collapse on persons near or inside the premises. One portion of the structure fell onto the parked car of a visitor, causing that person to issue a complaint to the City. In tenant spaces, the drywall has been damaged, some due to damage from roof leaks. Broken windows have created an attractive nuisance for trespassing transients. Interior ceiling panels have been removed, in violation of applicable building codes, creating a danger of the spread of smoke and fire throughout the building in the event of a structural fire. Bullet holes have been observed in the exterior walls of the Property. In general, the condition of the Property was a health and safety danger and an overall blight on the neighborhood.

On April 6, 2021, the City issued Clovis Shaw Partners, LLC Notice to Abate the numerous property maintenance nuisances on the Property. Clovis Shaw Partners, LLC never responded and never took any steps to comply with the Abatement Notice. Accordingly, the City issued Clovis Shaw Partners, LLC numerous administrative citations arising from the property nuisances. So far, the City has issued sixty-seven (67) separate administrative citations in a total penalty amount of fifty-four thousand eight hundred dollars ($54,800), and still the property owners failed to respond to the City or abate the nuisance conditions. Clovis Shaw Partners, LLC has not appealed the Notice to Abate or any of the administrative citations.

Additionally, in January 2022, the City was compelled to obtain a judicial abatement warrant and abate the property nuisance conditions (window and access board up, etc.) at its own expense due to the Property Owner's refusal to respond. These repairs were done by an independent contractor at a cost of Eleven Thousand Eight Hundred and Forty-Four Dollars and Eleven Cents ($11,844.11). Clovis Shaw Partners, LLC was subsequently invoiced for these costs. Clovis Shaw Partners, LLC neither paid the costs nor appealed the invoice.

Accordingly, the combined administrative fines and abatement costs to be assessed against the Property total Sixty-Six Thousand Six Hundred Forty-Four Dollars and Zero Cents ($66,644.00). Clovis Shaw Partners, LLC has not paid any portion of these costs of administrative penalties.

PROPOSAL AND ANALYSIS

Pursuant to the City's Cost Recovery Ordinance (Chapter 5.29 of the CMC), upon the City Council's confirmation of the amount of the assessment, after notice is given to the owner and holders of any mortgage or deed of trust, the City may record a notice of lien in the office of the County Recorder, creating a lien on the property which may be enforced either by collection with the County property taxes, or by foreclosure.

Notice was provided to Clovis Shaw Partners, LLC by letter on February 7, 2022. This notice and the proposed notice of lien are attached to the Draft Resolution. The City will collect Sixty-Six Thousand Six Hundred Forty-Four Dollars and Zero Cents ($66,644.00) either upon sale of the property or as part of the taxes collected from the Property.

REASON FOR RECOMMENDATION
Clovis Shaw Partners, LLC has ignored all City efforts to compel abatement of the nuisance conditions existing at the Property and bringing the property into a safe and complaint condition. The City has additionally incurred abatements costs of its own repairing the nuisance conditions of the Property. The City is entitled to recover these administrative penalties and abatement costs from Clovis Shaw Partners, LLC, or as an assessment and regular lien against the Property.

ACTIONS FOLLOWING APPROVAL
If after 15 days following the passage of the resolution, Clovis Shaw Partners, LLC has not paid the amount owed, the City will record the Notice of Lien with the County Recorder.

Prepared by: Wiley R. Driskill, Assistant City Attorney

Reviewed by: City Manager

RESOLUTION 22-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS CONFIRMING ASSESSMENTS FOR NUISANCE ABATEMENT COSTS AND ADMINISTRATIVE PENALTIES FOR VIOLATIONS FOR PROPERTY RELATED NUISANCES (CLOVIS MUNICIPAL CODE SECTIONS 5.27.101, 5.27.102 AND 8.8.01), 30 WEST SHAW AVENUE, CLOVIS, CA, APN NO: 499-230-82

WHEREAS, the City found numerous violations of Clovis Municipal Code (CMC) sections 5.27.101, 5.27.102 and 8.801 (Property Related Nuisances and Building Code Violations), at 30 West Shaw Avenue, Clovis, CA 93612 ("Property"); and

WHEREAS, the Property owners failed to take any measures to abate the property nuisances after being served with multiple Notices to Abate, and numerous administrative citations; and

WHEREAS, the City was eventually forced to abate the nuisance Property by inspecting and repairing the substandard conditions and code violations, through use of its own agents, on January 6, 2022; and

WHEREAS, the City has imposed administrative penalties for property maintenance related nuisances and Housing Code violations in a total amount of $54,800.00; and

WHEREAS, the City incurred abatement costs totaling $11,844.11 in order to abate the Property by inspecting and repairing the substandard conditions; and

WHEREAS, on February 7, 2022, the City provided notice by Letter ("Notice") to the Property owners of their responsibility for payment of the City's abatement costs, and of their right to appeal these costs (a copy of the Notice is attached hereto as **Attachment A**); and

WHEREAS, the Property owners have filed no appeal of the administrative penalties or abatement costs, nor paid any of these penalties or costs; and

WHEREAS, the City scheduled March 21, 2020 as the time for the City Council to consider and confirm the amount of the abatement costs as an assessment ("Assessment"); and

WHEREAS, the City provided notice by letter to the owners of the Property (Clovis Shaw Partners, LLC) at least 15 days before the date of the Council's consideration of the assessment (see **Attachment A**); and

WHEREAS, the Notice informed the owners and lien holders that the Council would be considering the Assessment during the Council's March 21, 2022, Council meeting.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Clovis as follows:

1. Confirms the amount of the administrative penalties and abatement costs ($66,644.00).

2. Authorizes the filing of Notice of Lien on the Property in the Fresno County Recorder's Office which shall become a special assessment against the Property, and may be added to the next regular tax bills levied against the Property, and collected at the same time and in the same manner as the County collects property taxes. The Notice of Lien shall be in substantially the form attached hereto as **Attachment B.**

3. Authorizes the City Manager and his designee(s) to take whatever actions are necessary and appropriate to perfect the recording of the Notice of Lien and collect the amounts due under the Assessment, which may include, but are not limited to ensuring that the Costs are added to the next regular tax bills and collected with property taxes, or by judicial foreclosure or other sale, or any other means provided by law.

4. Nothing in this Resolution or in the filing of the Notice of Lien shall preclude the City from collecting the Costs in any other lawful manner, including collecting the Assessment as a debt against the responsible owner(s).

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 21, 2022, by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: March 21, 2022

_____ _____

Mayor City Clerk

LS Lozano Smith
ATTORNEYS AT LAW

Wiley R. Driskill
Attorney at Law

E-mail: wdriskill@lozanosmith.com

February 7, 2022

Via U.S. Mail

Clovis Shaw Partners, LLC
c/o Nhien Lee and Dihn Nguyen
1692 Tully Rd., ste. 14
San Jose, CA 95122

RE: Property located at 30 West Shaw Avenue, Clovis, CA 93612; APN # 499-230-82.
Invoice and Notice of City Council Meeting to Confirm Code Enforcement and Abatement Costs and Place an Assessment Lien on Property
Invoice Amount: $66,644.00

To Messrs. Lee and Nguyen:

Over the last year, the City of Clovis has responded to a public nuisance at the property described above. In accordance with Chapters 5.27, 5.28, and 5.29 of the Clovis Municipal Code, as the property owner or other responsible party, you are responsible for the City's abatement and enforcement costs in responding to the nuisance ("Response Costs").

1. The abatement and enforcement actions are described as follows:

   (a) The board up of the Property to abate broken windows and other open access points, abatement of other related Municipal Code violations and property maintenance nuisances;

   (b) Administrative citations for violation of Uniform Building Code and Clovis Municipal Code: general dilapidation.

2. The Costs to date amount to a total of $66,644.00 as detailed in the enclosed invoices. If you fail to pay these costs within **thirty (30) days** from the date of this Invoice, the costs may be collected in any or all of the following ways: by a collection agency as a personal obligation, by the City Attorney's office through judicial action, or as a special assessment and lien attached to the subject property.

3. You have a right to administrative review of the accounting of the costs incurred by the City by filing a written request for such review with the City Clerk within fifteen (15) days of the date of this Invoice. Please note that only the dollar amount of the Invoice and accounting costs are subject to review at such a hearing. The underlying violations and the property owner's liability are not subject to review, as the time period for

requesting review of those items has lapsed. One administrative hearing will be scheduled to hear all appeals of this Invoice. A failure to request administrative review will be deemed a waiver of a right to review of the amount of the costs.

4. Before a special assessment is placed on the subject property, the costs will be confirmed by the City Council. This special assessment will be considered by the City Council at the March 21, 2022 meeting. If the costs are not timely paid, the City Council will consider approval of a resolution confirming the Costs and authorizing the filing of a Notice of Lien on the Property in the Fresno County Recorder's Office which shall become a special assessment against the Property, added to the next regular tax bills levied against the Property, and collected in the same manner as the County collects property taxes.

   You have a right to appear at the March 21, 2022 meeting and present objections to the accounting. The basis for the code enforcement action will not be the subject of the Council's consideration.

   The filing of a Notice of Lien will not relieve the responsible parties from paying the Costs and the Costs will remain a debt of the responsible parties until paid.

   If you plan to attend and present documentary evidence to the City Council, please present that evidence to the City Clerk before 12:00 p.m. on the Wednesday before the Council meeting (March 16, 2022) in order for that information to be timely considered by the City Council.

5. This Invoice may be recorded as a Notice of Costs or Penalties in the Fresno County Recorder's Office.

This Invoice is separate and independent of any other notices you may have received relating to abatement of a nuisance on the property. Payment should be made as follows:

City of Clovis
1033 Fifth Street
Clovis, CA 93612
Attn. City Clerk

If you have any questions or concerns, you may contact John Holt at 559-324-2072.

Sincerely,

Wiley R. Driskill
Assistant City Attorney
for City of Clovis

cc: John Holt, City Manager
Scott G. Cross, City Attorney
Quality Loan Service Corp.

Enclosures

J:\wdocs\00613\001\ltr\00912637.DOC

	A	B
1	**Item**	**Amount**
2	Citations	$54,800
3	Board Up Costs	$11,844.11
4	**TOTAL**	**$66,644**

	A	B	C
1	**Date of Citation**	**Citation No.**	**Amount**
2	4/6/2021	50099	$100
3	4/7/2021	50100	$500
4	4/8/2021	52460	$1,000
5	4/12/2021	52801	$1,000
6	4/13/2021	52802	$1,000
7	4/19/2021	52803	$1,000
8	4/20/2021	52804	$1,000
9	4/21/2021	52805	$1,000
10	4/22/2021	52806	$1,000
11	4/28/2021	52807	$1,000
12	4/29/2021	52808	$1,000
13	4/30/2021	51509	$1,000
14	5/1/2021	51510	$1,000
15	5/3/2021	52809	$1,000
16	5/4/2021	52810	$1,000
17	5/5/2021	52811	$1,000
18	5/6/2021	52812	$1,000
19	5/10/2021	52813	$1,000
20	5/12/2021	52814	$1,000
21	5/20/2021	52815	$1,000
22	5/20/2021	52816	$0
23	5/25/2021	52817	$1,000
24	5/26/2021	52818	$1,000
25	8/24/2021	52820	$1,000
26	8/24/2021	52821	$100
27	8/24/2021	52822	$100
28	9/8/2021	52826	$1,000
29	9/8/2021	52827	$1,000
30	9/8/2021	52828	$1,000
31	9/15/2021	52830	$1,000
32	9/15/2021	52831	$1,000
33	9/15/2021	52832	$1,000
34	9/21/2021	52833	$1,000
35	9/21/2021	52834	$1,000
36	9/21/2021	52835	$1,000
37	9/30/2021	52838	$1,000
38	9/30/2021	52839	$1,000
39	9/30/2021	52840	$1,000
40	10/5/2021	52843	$1,000
41	10/5/2021	52841	$1,000
42	10/5/2021	52842	$1,000
43	10/19/2021	52849	$1,000
44	10/19/2021	52850	$1,000
45	10/19/2021	53651	$1,000
46	10/29/2021	53652	$1,000

	A	B	C
47	10/29/2021	53653	$1,000
48	10/29/2021	53654	$1,000
49	11/3/2021	53655	$1,000
50	11/3/2021	53656	$1,000
51	11/3/2021	53657	$1,000
52	11/9/2021	53658	$1,000
53	11/9/2021	53659	$1,000
54	11/9/2021	53660	$1,000
55	12/2/2021	53661	$1,000
56	12/2/2021	53662	$1,000
57	12/2/2021	53663	$1,000
58	12/10/2021	53664	$1,000
59	12/10/2021	53665	$1,000
60	12/10/2021	53666	$1,000
61		**TOTAL**	**$54,800**

CITY OF CLOVIS — Citation No. AC- 50099

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☒ 1ST CITATION $100 ☐ 2ND CITATION $500 ☐ 3RD AND SUBSEQUENT CITATION $1,000

OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500

ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500

ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 4/6/21 **If you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
4/6/21	1258 PM	TUES	21-20814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DINH NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE — CITY: CLOVIS — STATE: CA — ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 11692 TULLY RD STE H, SAN JOSE CA 95122 — ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-		-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	-	-

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
-	-	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-		-	-	-

REGISTERED OWNER OR LESSEE: ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(T)	SAFETY HAZARD - MAINTENANCE OF PROPERTY
2. 5.27.101(F)	DETERIORATED BUILDING
3. 5.27.701(G)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. REMOVE HAZARDS IMMEDIATELY

NOTE: UNSECURE LUMBER AND ROOF TILES, FALLING

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL 5280 — ISSUANCE DATE: 4/6/21 4:42PM

DEPARTMENT: CLOVIS POLICE DEPT. — PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 11692 TULLY RD, STE H SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt. It only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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NOTE: ATTEMPTED PHONE CONTACT. NO ANSWER, UNABLE TO LEAVE MSG.

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CITY OF CLOVIS **Citation No. AC- 50100**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☒ 2ND CITATION $500 ☐ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* Corrections indicated below required by WEDNESDAY 9/7/21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9-7-2021	1029 A.M	WED.	21-7054

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1692 TULLY RD #TEM, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-	-	-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	-	-

VEHICLE LICENSE NO.: - STATE: - OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-	-	-	-	-

REGISTERED OWNER OR LESSEE: - ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(t)	SAFETY HAZARD - MAINTENANCE OF PROPERTY
2. 5.27.101(p)	DETERIORATED BUILDING
3. 5.27.101(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. REMOVE HAZARDS IMMEDIATELY

NOTE: UNSECURED LUMBER AND ROOF TILES, FALLING / HANGING

SIGNATURE OF ISSUING OFFICER	ISSUANCE DATE
J CAMPBELL 5286	9-7-21

DEPARTMENT: CLOVIS POLICE DEPT. PHONE NUMBER: (559) 324-2400

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1692 TULLY RD #TEM, SAN JOSE CA 95122

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NOTE: FINANCE/ACCOUNTS RECEIVABLE-COPY
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Released/Published 9/15/2021

CITY OF CLOVIS **Citation No. AC- 52460**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 4/8/21. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
4/8/2021	12:53 PM	THURSDAY	21-20814

NAME (FIRST, MIDDLE, LAST): NHEIN LEK / DJHN HLOWEN X

VIOLATION LOCATION	CITY	STATE	ZIP
30 W. SHAW AVE	CLOVIS	CA	93612

RESIDENCE OR BUSINESS ADDRESS ☐ SAME AS ABOVE

MAILING ADDRESS ☐ SAME AS ABOVE
1692 TULLY RD STE 14 SAN JOSE, CA 95122

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE

SEX	HAIR	EYES	HEIGHT	WEIGHT

VEHICLE LICENSE NO.	STATE	OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(f)	SAFETY HAZARD-MAINTENANCE
2. 5.27.101(f)	DETERIORATED BUILDING
3. 5.27.701(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD-MAINTENANCE
2. REPAIR BUILDING DETERIORATION
3. REMOVE HAZARDS IMMEDIATELY

SIGNATURE OF ISSUING OFFICER: C. KOLOFFS — ISSUANCE DATE: 4/8/21
DEPARTMENT: POLICE — PHONE NUMBER: 324-2600
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1692 TULLY RD STE 14 SJ ID# 56628

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CITY OF CLOVIS **Citation No. AC- 52801**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY (4/12/21) if you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
4/12/2021	1413 PM	MON.	21-20804

NAME (FIRST, MIDDLE, LAST): NHEAN LEE / DINH NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1687 TULLY RD STE H, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	—

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: — ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(f)	SAFETY HAZARD - MAINTAIN PROPERTY
2. 5.27.101(f)	DETERIORATED BUILDING
3. 5.27.701(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. REMOVE HAZARDS IMMEDIATELY

NOTE: UNSECURE LUMBER AND ROOF TILES, FALLING HAZ

SIGNATURE OF ISSUING OFFICER: [signature] #5280 ISSUANCE DATE: 4/12/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2500

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1687 TULLY RD STE H, SAN JOSE CA 95122

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21-20814

CITY OF CLOVIS **Citation No. AC- 52802**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 4/13/21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
4/13/2021	1153 AM	TUES.	21-20814

NAME (FIRST, MIDDLE, LAST)
NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1042 TULLY RD STE H, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1 5.27.101(f)	SAFETY HAZARD - MAINTAIN PROPERTY
2 5.27.101(f)	DETERIORATED BUILDING
3 5.27.101(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. REMOVE HAZARDS IMMEDIATELY

NOTE: UNSECURE LUMBER AND ROOF TILES, FALLING HAZARD

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL #5206 ISSUANCE DATE: 4/13/21

DEPARTMENT: CLOVIS POLICE DEPT. PHONE NUMBER: (559) 324-2000

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1042 TULLY RD #H, SAN JOSE CA 95122

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CITY OF CLOVIS **Citation No. AC- 52803**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by WITHIN 7 DAYS 4/19/21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
4/19/2021	1356 PM	MON	21-20814

NAME (FIRST, MIDDLE, LAST): NHEN LEE / DINH NGUYEN
VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612
RESIDENCE OR BUSINESS ADDRESS: ☐ SAME AS ABOVE
MAILING ADDRESS: 1062 TULLY RD #14, SAN JOSE CA 95122 ☐ SAME AS ABOVE
DRIVERS LICENSE NO.: — STATE: — CLASS: — BIRTH DATE: —
SEX: — HAIR: — EYES: — HEIGHT: — WEIGHT: —
VEHICLE LICENSE NO.: — STATE: — OPERABLE Y N
YEAR: — MAKE: — BODY STYLE: — COLOR: — VEH. TYPE: —
REGISTERED OWNER OR LESSEE: — ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(T)	SAFETY HAZARD - MAINTAIN PROPERTY
2. 5.27.101(F)	DETERIORATED BUILDING
3. 5.27.101(A)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD - MAINTAIN PROPERTY
2. REPAIR BUILDING - DETERIORATED
3. IMMEDIATELY REMOVE HAZARDS

NOTE: UMBRELLA, ROOF TILES BROKEN, HANGING, CEILING

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL #5286 ISSUANCE DATE: 4/19/21
DEPARTMENT: CLOVIS POLICE DEPT. PHONE NUMBER: 559 324-2800
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1062 TULLY RD #14, SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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Received City Clerk 12/15/21 Clovis/christie

CITY OF CLOVIS **Citation No. AC- 52804**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by Immediately 4/20/21 **If you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
4/20/2021	1026 AM	TUES.	21-10SN

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 20 W SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1697 TULLY RD #14, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	—

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(T)	SAFETY HAZARD - MAINTAIN PROPERTY
2. 5.27.101(F)	DETERIORATED BUILDING
3. 5.27.101(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: LUMBER, ROOF TILES BROKEN, HANGING WIRING.

SIGNATURE OF ISSUING OFFICER: C. CAMPBELL #5286 ISSUANCE DATE: 4/20/21

DEPARTMENT: CLOVIS POLICE DEPT PHONE NUMBER: (559) 324-7800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1697 TULLY RD #14, SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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Issued 12/2021

CITY OF CLOVIS **Citation No. AC- 52805**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 9/21/21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/21 2021	0759 AM	WED	21-70814

NAME (FIRST, MIDDLE, LAST)
NHEN LOE / DHN NGUYEN

VIOLATION LOCATION: 35 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1642 TULLY RD #14, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(d)	SAFETY HAZARD - MAINTAIN PROPERTY
2. 5.27.101(f)	DETERIORATED BUILDING
3. 5.27.701(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: NUMBER ROOF TILES BROKEN, HANGING GUTTERS

SIGNATURE OF ISSUING OFFICER: C. CAMPBELL #5286 ISSUANCE DATE: 9/21/21

DEPARTMENT: CLOVIS POLICE DEPT. PHONE NUMBER: (559) 324-7800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1642 TULLY RD #14 SAN JOSE, CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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CITY OF CLOVIS **Citation No. AC- 52806**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by [redacted] (4/27/21) If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
4/21	0931 AM	THURS	21-1081 4

NAME (FIRST, MIDDLE, LAST): NHEN LOS DHN NGUYEN

LOCATION: 30 W SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1697 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—		—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
	—	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—		—	—	—

REGISTERED OWNER OR LESSEE: — ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(f)	SAFETY HAZARD-MAINTAIN PROPERTY
2. 5.27.101(f)	DETERIORATED BUILDING
3. 5.27.101(a)	ATTRACTIVE NUISANCES

Corrections Required:
1. CORRECT SAFETY HAZARDS - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: LUMBER, ROOF TILES, BROKEN, HANGING TRUSS

SIGNATURE OF ISSUING OFFICER: [redacted] 5286 ISSUANCE DATE: 4/27/21

DEPARTMENT: CPDS PD PHONE NUMBER: (559) 324-2400

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1697 TULLY RD #14 SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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FINANCE/ACCOUNTS RECEIVABLE-COPY

Controlled Document - City Attorney's Office
Approved for Christie 4/23/2021

CITY OF CLOVIS **Citation No. AC- 52807**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by WEDNESDAY 4/28/21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
4/12/21	1021 AM	WED	21-208414

NAME (FIRST, MIDDLE, LAST)
NHEIN LEE | DHN NGUYEN

VIOLATION LOCATION: 33 W. SHAW AVE | CITY: CLOVIS | STATE: CA | ZIP: 93612
RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1092 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—		—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—			—	—

REGISTERED OWNER OR LESSEE — ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(f)	SAFETY HAZARD-MAINTAIN PROPERTY
2. 5.27.101(f)	DETERIORATED BUILDING
3. 5.27.101(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION.
3. IMMEDIATELY REMOVE HAZARDS

NOTE: ROOF TILES BROKEN, HANGING, FALLING

SIGNATURE OF ISSUING OFFICER: C. CAMPBELL #5780 — ISSUANCE DATE: 4/28/21
DEPARTMENT: CLOVIS POLICE DEPT — PHONE NUMBER: (559) 324-2800
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED: X 1092 TULLY RD #14 SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt. It only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

READ REVERSE SIDE FOR IMPORTANT INFORMATION

FINANCE/ACCOUNTS RECEIVABLE-COPY

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Disclosed Only As Authorized

CITY OF CLOVIS **Citation No. AC- 52808**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 4/29/21 **if you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
4/29/2021	0952 M	THURS	21-20814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN
VIOLATION LOCATION: 50 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612
RESIDENCE OR BUSINESS ADDRESS: ☐ SAME AS ABOVE
MAILING ADDRESS: 1042 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE
DRIVERS LICENSE NO.: — STATE: CA CLASS: — BIRTH DATE: —
SEX: — HAIR: — EYES: — HEIGHT: — WEIGHT: —
VEHICLE LICENSE NO.: — STATE: — OPERABLE Y N
YEAR: — MAKE: — BODY STYLE: — COLOR: — VEH. TYPE: —
REGISTERED OWNER OR LESSEE: ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
VMC 5.24.10(H)	SAFETY HAZARD - MAINTAIN PROPERTY
5.27.101(f)	DETERIORATED BUILDING
5.27.701(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: ROOF TILES BROKEN, HANGING, FALLING

SIGNATURE OF ISSUING OFFICER: [signature] #5280 ISSUANCE DATE: 4/29/21
DEPARTMENT: CLOVIS POLICE DEPT. PHONE NUMBER: (559) 324-2800
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1042 TULLY RD #14 SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt. It only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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CITY OF CLOVIS **Citation No. AC- 51509**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* Corrections indicated below required by ~~immediately~~ 4/30/21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
4-30-2021	1224 M	FRI	21-20814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DINH NGUYEN

VIOLATION LOCATION: 39 E. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☐ SAME AS ABOVE

MAILING ADDRESS: 1692 TULLY RD #H SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO	STATE	CLASS	BIRTH DATE
—			—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO. STATE OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—			—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. CMC 5.27.101(H)	SAFETY HAZARD - MAINTAIN BLDG.
2. CMC 5.27.101(E)	DETERIORATED BUILDING
3. CMC 5.27.701(A)	ATTRACTIVE NUISANCE

Corrections Required:

1. CORRECT SAFETY HAZARD - MAINTAIN BUILDING
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: BROKEN ROOF TILES

SIGNATURE OF ISSUING OFFICER: M PACM 5633 ISSUANCE DATE: 4.30.21

DEPARTMENT: CLOVIS POLICE DEPT PHONE NUMBER: 559-324-2500

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED

X 1692 TULLY RD #H SAN JOSE, CA 95122 5633

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Code Enforcement Division

CITY OF CLOVIS **Citation No. AC- 51510**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* Corrections indicated below required by IMMEDIATELY 5-1-21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
5-1-2021	1300 M	SAT	21-30814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION	CITY	STATE	ZIP
50 W. SHAW AVE	CLOVIS	CA	93612

RESIDENCE OR BUSINESS ADDRESS ☐ SAME AS ABOVE

MAILING ADDRESS: 1692 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'5"	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. CMC 5.27.101(T)	SAFTEY HAZARD - MAINTAIN PROPERTY
2. CMC 5.27.101(E)	DETERIORATED BUILDING
3. CMC 5.27.101(A)	ATTRACTIVE NUISANCE

Corrections Required:

1. CORRECT SAFTEY HAZARD - MAINTAIN BUILDING
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

SIGNATURE OF ISSUING OFFICER: M. PACM 5633 ISSUANCE DATE: 5.1.21

DEPARTMENT: CLOVIS POLICE DEPT PHONE NUMBER: 559-324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1692 TULLY RD #14 SAN JOSE ID#A. 95122

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City Clerk\Kris\Christie

CITY OF CLOVIS **Citation No. AC-** 52809

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 5/5/21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
5/3/21	1408 PM	MON.	21-10814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DHN NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1012 TULLY RD #4 CITY: SAN JOSE STATE: CA ZIP: 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	—

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: — ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(a)	SAFETY HAZARD - MAINTAIN PROPERTY
2. 5.27.101(f)	DETERIORATED BUILDING
3. 5.27.701(b)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: DOOR TIMES BROKEN, HANGING, FALLING

SIGNATURE OF ISSUING OFFICER: C. CAMPBELL 5816 ISSUANCE DATE: 5/3/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1012 TULLY RD #4 SAN JOSE CA 95122

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CITY OF CLOVIS **Citation No. AC- 52810**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 5/4/21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
5/4/21 20__	0747 AM	TUES	21-2084

NAME (FIRST, MIDDLE, LAST)
NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 20 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 11092 TULLY RD #14 CITY: SAN JOSE STATE: CA ZIP: 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-	-	-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	-	-

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
-	-	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-	-	-	-	-

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(A)	SAFETY HAZARD - MAINTAIN PROPERTY
2. 5.27.101(F)	DETERIORATED BUILDING
3. 5.27.701(C)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: ROOF TILES BROKEN, HANGING, FALLING

SIGNATURE OF ISSUING OFFICER	ISSUANCE DATE
C. CHANDLER #5286	5/4/21

DEPARTMENT	PHONE NUMBER
CLOVIS PD	559-324-2400

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 11092 TULLY RD #14 SAN JOSE CA 95122

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Processed by Clovis

CITY OF CLOVIS **Citation No. AC- 52811**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $50 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by WEDNESDAY 5/5/21 you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
5/5/2021	5:24 PM	WED	CT-20814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 20 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1642 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-	-	-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	-	-

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
-	-	-

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-	-	-	-	-

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(d)	SAFETY HAZARDS - MAINTAIN PROPERTY
2. 5.27.101(f)	DETERIORATED BUILDING
3. 5.27.301(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: ROOF TILES BROKEN HANGING, FALLING

SIGNATURE OF ISSUING OFFICER: J. CHAMPAGNE IR5280 ISSUANCE DATE: 5/5/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1642 TULLY RD #14 SAN JOSE CA 95122

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CITY OF CLOVIS **Citation No. AC- 52812**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $80 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 5/6/21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
5/6/21	0752 AM	THURS	21-20814

NAME (FIRST, MIDDLE, LAST): NHEIN (EE) DINH NGUYEN

VIOLATION LOCATION: 50 W. SHAW AVE. CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☐ SAME AS ABOVE

MAILING ADDRESS: 1682 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'4"	—

VEHICLE LICENSE NO. STATE OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.17.101(4)	SAFETY HAZARD-PROPERTY MAINT.
2. 5.17.101(5)	DETERIORATED BUILDING
3. 5.17.701(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS-MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: ROOF TILES BROKEN, HANGING, FALLING

SIGNATURE OF ISSUING OFFICER: C CAMPBELL #5816 ISSUANCE DATE: 5/6/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2000

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1682 TULLY RD #14 SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt. It only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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Pursuant to City Policies/Procedures dated 12/15/22

CITY OF CLOVIS **Citation No. AC- 52813**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $300 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 5/10/21 you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
5/10/21	0907 AM	MON.	21-20814

NAME (FIRST, MIDDLE, LAST): NHON LE / DINH NGUYEN

VIOLATION LOCATION: 33 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1092 TULLY RD #14, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-	-	-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	5'4"	-

VEHICLE LICENSE NO. - STATE - OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-	-	-	-	-

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 6.27.101(F)	SAFETY HAZARD MAINTAIN PROPERTY
2. 5.27.101(E)	DETERIORATED BUILDING
3. 5.27.701(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. REMOVE SAFETY HAZARDS - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: ROOF TILES BROKEN, HANGING BY WIRING

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL #5280 ISSUANCE DATE: 5/10/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
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CITY OF CLOVIS **Citation No. AC- 52814**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by 5/14/21 **to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
5/12/2021	0735 AM	WED	21-00814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DHN NGUYEN
VIOLATION LOCATION: 50 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612
RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE
MAILING ADDRESS: 1082 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO. STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(f)	SAFETY HAZARD PROPERTY MAINTENANCE
2. 5.27.101(f)	DETERIORATED BUILDING
3. 5.27.301(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. REMOVE SAFETY HAZARDS - MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: ROOF TILES BROKEN, HANGING, FALLING

SIGNATURE OF ASSUMING OFFICER: [signature] 5280 ISSUANCE DATE: 5/12/21
DEPARTMENT: CODES PD PHONE NUMBER: 559-324-2350
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED: X 1082 TULLY RD #14, SAN JOSE CA 95122

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CITY OF CLOVIS **Citation No. AC- 52815**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY if you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
5/20/2021	07:18 AM	THURS.	CE-2814

NAME (FIRST, MIDDLE, LAST)
NHON AE DINH NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1042 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101 (A)	SAFETY HAZARD - MAINTAIN PROPERTY
2. 5.27.101 (C)	DETERIORATED BUILDING
3. 5.27.101 (a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: LUMBER AND BOX TILES BROKEN/HANGING/FRAME

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL 5826 ISSUANCE DATE: 5/20/21
DEPARTMENT: CODES #1 PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1042 TULLY RD #14 SAN JOSE CA 95122

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CITY OF CLOVIS **Citation No. AC- 52816**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☒ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☐ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $90 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* **Corrections indicated below required by** 6/3/21 **. If you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
5/20/21	0715 AM	THURS.	21-2084

NAME (FIRST, MIDDLE, LAST) NHON LEE / JOHN NGUYEN

VIOLATION LOCATION 30 W. SHAW AVE CITY CLOVIS STATE CA ZIP 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS 1607 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVER'S LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	—

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE — ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(b)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REPAIR BROKEN WINDOW

SIGNATURE OF ISSUING OFFICER J. CAMPBELL 5216 ISSUANCE DATE 5/20/21

DEPARTMENT CLOVIS PD PHONE NUMBER (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
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CITY OF CLOVIS **Citation No. AC- 52817**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* **Corrections indicated below required by** IMMEDIATELY 5/28/21 **if you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
5/25/2021	07:15 AM	TUES.	AC-7084

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DINH NGUYEN

VIOLATION LOCATION: 33 W. SHAW AVE. CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1067 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'4"	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(H)	SAFETY HAZARD - MAINTAIN PROPERTY
2. 5.27.101(F)	DETERIORATED BUILDING
3. 5.27.101(A)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

NOTE: UMBRELLAS AND ROOF TILES BROKEN/HANGING/FALLING

SIGNATURE OF ISSUING OFFICER: [signature] 5286 ISSUANCE DATE: 5/25/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: 559 324-7800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
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Disclosure 12/15/22

CITY OF CLOVIS **Citation No. AC- 52818**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by [illegible] If you fail to make the indicated corrections by this date, the next level of citation may be issued. ..

DATE	TIME	DAY OF WEEK	CASE NO.
5/26/2012	0753 AM	WED.	7620814

NAME (FIRST, MIDDLE, LAST): NHIN LEE / DHN NGUYEN

VIOLATION LOCATION: 900 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1012 TULLY RD #14 SAN JOSE 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.D(1)	SAFETY HAZARD - MAINTAIN PROPERTY
2. 5.27.D(5)	DETERIORATED BUILDING
3. 5.27.D(8)	UNATTRACTIVE NUISANCE

Corrections Required:
1. CLEAN OUT SAFETY HAZARDS
2. REPAIR BUILDING DETERIORATIONS
3. IMMEDIATELY REMOVE HAZARDS

NOTE: [illegible]

SIGNATURE OF ISSUING OFFICER: [signature] 5216 ISSUANCE DATE: 5/26/12

DEPARTMENT: CLOVIS PD PHONE NUMBER: 559-324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1012 TULLY RD #14 SAN JOSE CA 95122

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CITY OF CLOVIS **Citation No. AC- 52820**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY (8/24/21) you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
8/24/21	1127 PM	TUES	21-2084

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 35 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1642 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-	-	-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	5'2"	-

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
-	-	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-	-	-	-	-

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(f)	SAFETY HAZARD, MAINTAIN PROPERTY
2. 5.27.101(f)	DETERIORATED BUILDING
3. 5.27.101(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS
2. REPAIR BUILDING DETERIORATIONS
3. IMMEDIATELY REMOVE HAZARDS

NOTE: LUMBER/ROOF TILES BROKEN/HANGING/FALLING

SIGNATURE OF ISSUING OFFICER: J CAMPBELL 5280 ISSUANCE DATE: 8/24/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2100

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
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CITY OF CLOVIS **Citation No. AC- 52821**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☐ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by [illegible] 9/24/21 Failure to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
8/24/21	11:27 AM	TUES	C-2814

NAME (FIRST, MIDDLE, LAST): NHEIN UGE / DIHN NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☐ SAME AS ABOVE

MAILING ADDRESS: 1042 TULLY RD #H SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(b)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REPAIR BROKEN WINDOW

SIGNATURE OF ISSUING OFFICER: [signature] 5786 ISSUANCE DATE: 8/24/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
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CITY OF CLOVIS **Citation No. AC- 52822**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☒ 1ST CITATION $100 ☐ 2ND CITATION $500 ☐ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* **Corrections indicated below required by** WITHIN 15 DAYS **If you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
07/24/ 21	1127 AM	TUES	21-0814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 50 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☐ SAME AS ABOVE

MAILING ADDRESS: 1042 TILLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'1"	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1010(j)	GRAFFITI
2.	
3.	

Corrections Required:
1. REMOVE GRAFFITI

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL #5286 ISSUANCE DATE: 8/24/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2000

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CITY OF CLOVIS **Citation No. AC- 52826**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY if you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/8/21	1133 AM	WED	21-284

NAME (FIRST, MIDDLE, LAST)
NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 2010 SHAW AVE CLOVIS CA 93611
RESIDENCE OR BUSINESS ADDRESS: ☐ SAME AS ABOVE
MAILING ADDRESS: 1617 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO. STATE OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.77.101 (+)	SAFETY HAZARD (MAINTENANCE)
2. 5.27.101 (F)	DETERIORATED BUILDING
3. 5.27.701(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

LUMBER / ROOF TILES / BOARD / ARMORING / RUBBISH

SIGNATURE OF ISSUING OFFICER: [signature] ISSUANCE DATE: 9/8/21
DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2600
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED: X 1617 TULLY RD #14 SAN JOSE CA 95122

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CITY OF CLOVIS Citation No. AC- 52827

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by Wednesday 9/8/21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/8/2021	1133 AM	WED	21-2814

NAME (FIRST, MIDDLE, LAST)
HEN VAN / DINH NGUYEN

VIOLATION LOCATION	CITY	STATE	ZIP
50 W. SHAW AVE	CLOVIS	CA	93612

RESIDENCE OR BUSINESS ADDRESS ☐ SAME AS ABOVE

MAILING ADDRESS 1142 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
–	–	–	–

SEX	HAIR	EYES	HEIGHT	WEIGHT
–	–	–	5'4"	–

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
–	–	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
–	–	–	–	–

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(b)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REPAIR BROKEN WINDOW

SIGNATURE OF ISSUING OFFICER [signature] ISSUANCE DATE 9/8/21
DEPARTMENT CLOVIS PD PHONE NUMBER (559) 324-2600
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1142 TULLY RD #14 SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

READ REVERSE SIDE FOR IMPORTANT INFORMATION

FINANCE/ACCOUNTS RECEIVABLE-COPY

Released to City Attorney's Office Controlled Document

CITY OF CLOVIS **Citation No. AC- 52828**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by [illegible] 9/8/21 If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/8/ 2021	7:33 AM	WED	21-20824

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHU NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE, CLOVIS CA 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1697 TULLY RD #14, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE

SEX	HAIR	EYES	HEIGHT	WEIGHT

VEHICLE LICENSE NO.	STATE	OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(J)	GRAFFITI
2.	
3.	

Corrections Required:
1. REMOVE GRAFFITI

SIGNATURE OF ISSUING OFFICER: [signature] 5286 ISSUANCE DATE: 9/8/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1697 TULLY RD #14 SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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FINANCE/ACCOUNTS RECEIVABLE-COPY

Released to City Attorney's Office
Controlled Document
CLOVIS\chris 9/12/2021

CITY OF CLOVIS **Citation No. AC- 52830**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/15/21	1019 AM	WED	21-208N

NAME (FIRST, MIDDLE, LAST): NHEN LEE / DIHN NGUYEN

VIOLATION LOCATION: 30 W SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1092 TULY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	—

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: — ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(f)	SAFETY HAZARD / MAINTAIN PROPERTY
2. 6.27.101(f), L	DETERIORATED BUILDING
3. 5.27.901(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

UNPERMITTED WORK, BROKEN WINDOWS, TRASH

SIGNATURE OF ISSUING OFFICER: [signature] COMPLIANCE DATE: 9/15/21

DEPARTMENT: CODE PD PHONE NUMBER: (559) 324-2400

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1092 TULY RD #14, SAN JOSE CA 95122

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FINANCE/ACCOUNTS RECEIVABLE-COPY

Controlled Document - City Attorney's Office - 12/15/21

CITY OF CLOVIS **Citation No. AC- 52831**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/15/21	1019 AM	WED	21-20814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / JOHN NGUYEN

VIOLATION LOCATION: 300 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1092 TULY RD #14 SAN JOSE CA 95125 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'1"	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
	—	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.01(b)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REMOVE BROKEN WINDOW

SIGNATURE OF ISSUING OFFICER: RICHARD BELL 3578 ISSUANCE DATE: 9/15/21
DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2600
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1092 TULY RD #14 SAN JOSE CA 95125

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

READ REVERSE SIDE FOR IMPORTANT INFORMATION

FINANCE/ACCOUNTS RECEIVABLE-COPY

Released to City Attorney 12/15/21

CITY OF CLOVIS **Citation No. AC- 52832**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. ***(See reverse side for payment instructions.)***
Corrections indicated below required by IMMEDIATELY **. If you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
9/15/21	1019 AM	WED	21-20814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE DIHN NGUYEN

VIOLATION LOCATION	CITY	STATE	ZIP
30 W. SHAW AVE	CLOVIS	CA	93612

RESIDENCE OR BUSINESS ADDRESS ☐ SAME AS ABOVE

MAILING ADDRESS 1067 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	CA	—	

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	E	—	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE — ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(G)	GRAFFITI
2.	
3.	

Corrections Required:
1. REMOVE GRAFFITI

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL 5206 — ISSUANCE DATE: 9/15/21

DEPARTMENT: CLOVIS PD — PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESSEE WHERE SERVED, POSTED OR MAILED
X: 1067 TULLY RD #14 SAN JOSE CA 95122 — I.D.#

Signing of the Citation is not an admission of guilt. It only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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FINANCE/ACCOUNTS RECEIVABLE-COPY

Released to Public Records Act Request 12/15/2021

CITY OF CLOVIS **Citation No. AC- 52833**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $50 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 9/21/21. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/21/2021	0814 AM	TUES	21-7084

NAME (FIRST, MIDDLE, LAST)
NHEN LEE / DIHN NGUYEN x

VIOLATION LOCATION 30 W. SHAW AVE CITY CLOVIS STATE CA ZIP 93612
☒ SAME AS ABOVE
RESIDENCE OR BUSINESS ADDRESS

MAILING ADDRESS 1092 TULLY RD #44, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-	-	-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	-	-

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
-	-	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-	-	-	-	-

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(t)	SAFETY HAZARD, MAINTAIN PROPERTY
2. 5.27.101(f)	DETERIORATED BUILDING
3. 5.27.701(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

SIGNATURE OF ISSUING OFFICER J. CAMPBELL 5286 ISSUANCE DATE 9/21/21
DEPARTMENT CLOVIS PD PHONE NUMBER (559) 324-2800
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1092 TULLY RD #44 SAN JOSE CA 95122
Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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FINANCE/ACCOUNTS RECEIVABLE-COPY

Received City Clerk 12/15/21 Consent to Documents Attorney Released to Public Disclosure

CITY OF CLOVIS **Citation No. AC- 52834**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY and if you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/21/2021	0814 AM	TUES	21-0814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DINH NGUYEN

VIOLATION LOCATION: 50 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 11092 TULLY RD #114 SAN JOSE CA 95127 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	D	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'6	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1016(b)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REPAIR BROKEN WINDOW

SIGNATURE OF ISSUING OFFICER: O. CAMPBELL #5286 ISSUANCE DATE: 9/21/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2400

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED: X 11092 TULLY RD #114 SAN JOSE CA 95127

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

READ REVERSE SIDE FOR IMPORTANT INFORMATION

FINANCE/ACCOUNTS RECEIVABLE-COPY

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Controlled Document
Clovis Police Department

CITY OF CLOVIS **Citation No. AC- 52835**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $50 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by Immediately 9/21/21 **If you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
9/21/2021	0814 AM	TUES	21-2081M

NAME (FIRST, MIDDLE, LAST): NHI NUE / DINH NGUYEN

VIOLATION LOCATION: 50 W. SHAW AVE CITY: CLVS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☐ SAME AS ABOVE

MAILING ADDRESS: 1022 TULY RD #4 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'12"	—

VEHICLE LICENSE NO. STATE OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1010(J)	GRAFFITI
2.	
3.	

Corrections Required:
1. REMOVE GRAFFITI

SIGNATURE OF ISSUING OFFICER: [signature] 5280 ISSUANCE DATE: 9/21/21

DEPARTMENT: CLVS PD PHONE NUMBER: (559) 324-2000

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1022 TULY RD #4 SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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FINANCE/ACCOUNTS RECEIVABLE-COPY

Released to Controlled Document by CLOVIS PD 12/2/2021 Christie

CITY OF CLOVIS **Citation No. AC- 52838**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* **Corrections indicated below required by** IMMEDIATELY 9/30/21 **if you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
9/30/2021	0741 AM	THURS.	C-20814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1042 TULLY RD #H, SAN JOSE CA 95122-5122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'1"	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(H)	SAFETY HAZARD, MAINT. PROB.
2. 5.27.101(F)	DETERIORATED BUILDING
3. 5.27.701(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARDS, MAINT PROB.
2. REPAIR BUILDING DETERIORATION
3. IMMEDIATELY REMOVE HAZARDS

SIGNATURE OF ISSUING OFFICER: C. CAMPBELL 5280 ISSUANCE DATE: 9/30/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1042 TULLY RD #H, SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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CITY OF CLOVIS **Citation No. AC- 52839**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 9/30/21 if you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/30/2021	0741 AM	THURS	21-2814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DHAI NGUYEN

VIOLATION LOCATION: 50 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1092 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'4"	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	—

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: — ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(b)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REMOVE BROKEN WINDOW

SIGNATURE OF ISSUING OFFICER: CAMPBELL 5286 ISSUANCE DATE: 9/30/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1092 TULLY RD DAN, D.L.# CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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FINANCE/ACCOUNTS RECEIVABLE-COPY

Released Document Courtesy of City Attorney's Office - Public Records Act Request

CITY OF CLOVIS **Citation No. AC- 52840**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $80 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* Corrections indicated below required by IMMEDIATELY 9/3-12 you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/30/2021	0741 AM	THURS	21-2084

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1692 TULLY RD #14 CITY: SAN JOSE STATE: CA ZIP: 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1010(G)	GRAFFITI
2.	
3.	

Corrections Required:
1. REMOVE GRAFFITI

SIGNATURE OF ISSUING OFFICER: C CAMPBELL 5286 — ISSUANCE DATE: 9/30/21

DEPARTMENT: CLOVIS PD — PHONE NUMBER: 559-324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED: X 1692 TULLY RD #14, SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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FINANCE/ACCOUNTS RECEIVABLE-COPY

Released to City Attorney's Office for Criminal Prosecution 12/15/21 Controlled Document

CITY OF CLOVIS **Citation No. AC- 52843**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by WITHIN 15 DAYS ! If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
10/5/2024	1239 PM	TUES	24-2814

NAME (FIRST, MIDDLE, LAST) NHEN VEE/ DHN NGUYEN

VIOLATION LOCATION 30W. SHAW AVE CITY CLOVIS STATE CA ZIP 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS 1072 TULLY RD #14, SAN JOSE, CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-	-	-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	-	-

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
-	-	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-	-	-	-	-

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1010(G)	GRAFFITI
2.	
3.	

Corrections Required:
1. REMOVE GRAFFITI

SIGNATURE OF ISSUING OFFICER J. CAMPBELL #3826 ISSUANCE DATE 10/5/24

DEPARTMENT CLOVIS PD PHONE NUMBER (559) 324-2600

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1072 TULLY RD #14 SAN JOSE CA 95122

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FINANCE/ACCOUNTS RECEIVABLE-COPY

Released to City Attorney's Office Pursuant to CPRA 12/16/2024

CITY OF CLOVIS **Citation No. AC- 52841**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY 10/5/21 **if you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
10/5/2021	2:39 PM	TUES.	21-20814

NAME (FIRST, MIDDLE, LAST): NHON LEE / DINH NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1001 TULLY RD #14, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'2"	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.10 (A)	SAFETY HAZARD, MAINT. PROP.
2. 5.27.10 (F)	DETERIORATED BUILDING
3. 5.27.1010(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD, MAINTAIN PROP
2. REPAIR BUILDING DETERIORATION
3. REMOVE HAZARDS

SIGNATURE OF ISSUING OFFICER: [signature] COMPLIANCE DATE: [redacted] 10/5/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: 559-324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1001 TULLY RD #14, SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

READ REVERSE SIDE FOR IMPORTANT INFORMATION

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CITY OF CLOVIS **Citation No. AC- 52842**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $300
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY **if you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
10/5/2021	2:37 PM	TUES	21-20814

NAME (FIRST, MIDDLE, LAST): NHEN LEE / DHN NGUYEN (?)

VIOLATION LOCATION: 30 W. SHAW AVE CLOVIS CA 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1092 TULLY RD #14, SAN JOSE, CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-	-	-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	-	-

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
-	-	-

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-	-	-	-	-

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1916(b)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REPAIR WINDOW

SIGNATURE OF ISSUING OFFICER: J. CAMPOS 5280 ISSUANCE DATE: 10/5/21

DEPARTMENT: CLVS PD PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1092 TULLY RD #14, SAN JOSE CA 9512

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FINANCE/ACCOUNTS RECEIVABLE-COPY

Released to Code Enforcement Division
Controlled Document

CITY OF CLOVIS **Citation No. AC- 52849**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by 10/19/21. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
10/19/2021	1130 AM	TUES.	U-2084

NAME (FIRST, MIDDLE, LAST): NHEIN LEE | DIHN NGUYEN

VIOLATION LOCATION: 30 W SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1612 TULLY RD #114, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
–	–	–	–

SEX	HAIR	EYES	HEIGHT	WEIGHT
–	–	–	5'4"	–

VEHICLE LICENSE NO. STATE: CA OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
–	–	–	–	–

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(E)	SAFETY HAZARD, MAINT. PROPERTY
2. 5.27.101(F)	DETERIORATED BUILDING
3. 5.27.101(A)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD, MAINTAIN PROP.
2. REPAIR BUILDING DETERIORATION
3. REMOVE HAZARDS

SIGNATURE OF ISSUING OFFICER: [signature] 5260 ISSUANCE DATE: 10/19/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1612 TULLY RD #114, SAN JOSE CA 95122

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Certified to be a true and correct copy of the document on file in my office. Dated this 12th day of October 2021. City Clerk, City of Clovis, California. By: Christie Lopez, Deputy

CITY OF CLOVIS **Citation No. AC- 52850**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $65 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* **Corrections indicated below required by** 10/29/21 **. If you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
10/19/2021	1150 AM	TUES	21-23814

NAME (FIRST, MIDDLE, LAST): NHEN LEE / DHN NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1012 TULY RD #4 CLOVIS CA 93612 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'1"	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1016	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REPAIR WINDOW

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL 5280 ISSUANCE DATE: 10/19/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2600

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1012 TULY RD #4, CLOVIS CA 93612

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CITY OF CLOVIS **Citation No. AC- 53651**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* **Corrections indicated below required by** 10/21. **If you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
10/19/2021	1150 am	TUES	21-20814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DHN NGUYEN

VIOLATION LOCATION: 80 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1092 TULLY RD #14, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'7"	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1101(a)	GRAFFITI
2.	
3.	

Corrections Required:
1. REMOVE GRAFFITI

SIGNATURE OF ISSUING OFFICER: C. CAMPBELL 5784 ISSUANCE DATE: 10/19/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: 559 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1092 TULLY RD #14, SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt. It only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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Released to City Attorney's Office Pursuant to Certified Document Disclosure Request 12-15-21

CITY OF CLOVIS **Citation No. AC- 53652**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* **Corrections indicated below required by** 10/29/24. **If you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
10/9/24	0831 AM	FRI	24-70014

NAME (FIRST, MIDDLE, LAST): NHEW LEE DIHN NGUYEN

VIOLATION LOCATION: 80 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☐ SAME AS ABOVE

MAILING ADDRESS: 1692 TULLY RD #H, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-	-	-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	-	-

VEHICLE LICENSE NO. STATE: - OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-	-	-	-	-

REGISTERED OWNER OR LESSEE: - ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(f)	SAFETY HAZARD, MAINT. PROP.
2. 6.27.101(f)	DETERIORATED BUILDING
3. 5.27.101(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD, MAINTAIN PROPERTY
2. REPAIR BUILDING DETERIORATIONS
3. REMOVE HAZARDS

SIGNATURE OF ISSUING OFFICER: CAMPBELL 5284 ISSUANCE DATE: 10/9/24

DEPARTMENT: CLOVIS PD PHONE NUMBER: 559-324-2400

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1692 TULLY RD #H, SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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FINANCE/ACCOUNTS RECEIVABLE-COPY

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CITY OF CLOVIS **Citation No. AC- 53653**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by 10/29/21. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
10/29/21	0853 PM	FRI	21-20814

NAME (FIRST, MIDDLE, LAST): NHEIL LEE / DIHN NGUYEN

VIOLATION LOCATION: 75 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1042 TULLY RD #14 CITY: SAN JOSE STATE: CA ZIP: 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-	-	-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	-	-

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
-	-	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-	-	-	-	-

REGISTERED OWNER OR LESSEE: ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1016(b)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REPAIR WINDOW

SIGNATURE OF ISSUING OFFICER: C. CAMPBELL 5216 ISSUANCE DATE: 10/29/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1042 TULLY RD #14 SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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Released to City of Clovis PD/Chris 12/15/21

CITY OF CLOVIS **Citation No. AC- 53654**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☑ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by 10/29/21. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
10/19/2021	0631 AM	FRI	21-7884

NAME (FIRST, MIDDLE, LAST): NHON LEE / DHN NGUYEN

VIOLATION LOCATION: 5010 MAPLE AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☐ SAME AS ABOVE

MAILING ADDRESS: 1092 TULLY RD #H SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'—	—

VEHICLE LICENSE NO.: — STATE: — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(g)	GRAFFITI
2.	
3.	

Corrections Required:
1. REMOVE GRAFFITI

SIGNATURE OF ISSUING OFFICER: S. CAMPBELL 5086 ISSUANCE DATE: 10/19/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1092 TULLY RD #H SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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Released to City Attorney's Office

CITY OF CLOVIS **Citation No. AC- 53655**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $300 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
11/3/ 2021	1005 AM	WED	21-30814

NAME (FIRST, MIDDLE, LAST): NHEN HEE / JOHN NGUYEN
VIOLATION LOCATION: 3511 SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93611
RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE
MAILING ADDRESS: 1081 TULLY RD #14 CITY: SAN JOSE STATE: CA ZIP: 95122 ☐ SAME AS ABOVE
DRIVERS LICENSE NO. — STATE — CLASS — BIRTH DATE —
SEX — HAIR — EYES — HEIGHT — WEIGHT —
VEHICLE LICENSE NO. — STATE — OPERABLE Y N
YEAR — MAKE — BODY STYLE — COLOR — VEH. TYPE —
REGISTERED OWNER OR LESSEE — ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.77.101(A)	SAFETY HAZARD, MAINT. PROP.
2. 5.77.101(F)	DETERIORATED BUILDING
3. 5.77.701(A)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD
2. REPAIR BUILDING DETERIORATION
3. REMOVE HAZARDS

SIGNATURE OF ISSUING OFFICER: O. CAMPBELL 5286 — ISSUANCE DATE: 11/3/21
DEPARTMENT: CLOVIS PD — PHONE NUMBER: (559) 324-2400
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED: X 1081 TULLY RD #14 SAN JOSE CA 95122

Signing of the Citation is not an admission of guilt; it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

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Released to Public Records Act Request
Released to Chrisie 12/15/2021

CITY OF CLOVIS **Citation No. AC- 53656**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $80 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by [illegible]. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
11/3/21	1008 AM	WED	21-20814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DHN NGUYEN

VIOLATION LOCATION: 300 SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☐ SAME AS ABOVE

MAILING ADDRESS: 1142 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
–			

SEX	HAIR	EYES	HEIGHT	WEIGHT
–	–	–	2,15K	–

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
–	–	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
–	–		–	

REGISTERED OWNER OR LESSEE: ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 6.77.051(E)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REPAIR WINDOW

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL 5286 ISSUANCE DATE: 11/3/21

DEPARTMENT: CPD PHONE NUMBER: 559-621-7000

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, REFUSED OR REFUSED:
X [illegible]

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CITY OF CLOVIS **Citation No. AC- 53657**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by [illegible]. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/3/21	10:05 AM	THU	21-25814

NAME (FIRST/MIDDLE, LAST): NHON LEE / DIHN NGUYEN

VIOLATION LOCATION: 500 [illegible] AVE CITY: Clovis STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1612 Tully Rd #14, San Jose CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'4"	—

VEHICLE LICENSE NO. — STATE — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	[illegible]	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.74.010(J)	GRAFFITI
2.	
3.	

Corrections Required:
1. REMOVE GRAFFITI

SIGNATURE OF ISSUING OFFICER: [illegible] 5206 ISSUANCE DATE: 9/3/21
DEPARTMENT: CPD PHONE NUMBER: (559) 324-2800
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1612 TULLY RD #14 SJ CA 95122

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Office of the City Clerk

CITY OF CLOVIS **Citation No. AC- 53658**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $90 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $80 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* Corrections indicated below required by IMMEDIATELY. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
11/9/21	0759 AM	TUES	21-2814

NAME (FIRST, MIDDLE, LAST)
NHI NGUYEN / DINH NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1097 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	—

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 6.27.101 (H)	SAFETY HAZARD, MAINT PROB.
2. 5.27.101 (F)	DETERIORATED BUILDING
3. 5.27.701 (a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD
2. REPAIR BUILDING DETERIORATION
3. REMOVE HAZARDS

SIGNATURE OF ISSUING OFFICER: [signature] 5286 ISSUANCE DATE: 11/9/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2400

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1097 TULLY RD #14 SAN JOSE CA 95122

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CITY OF CLOVIS **Citation No. AC- 53659**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
11/9/21	0759 AM	TUES.	21-2014

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 50 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1092 TULLY RD #44 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO.: — STATE: — OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1216(b)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REPAIR WINDOW

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL 5280 ISSUANCE DATE: 11/9/21
DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2400
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED: X J. CAMPBELL 1092 TULLY RD #44, SJ, CA 95122

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CITY OF CLOVIS **Citation No. AC- 53660**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
11/9/21 20__	0759 AM	TUES	21-20514

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DINH NGUYEN

VIOLATION LOCATION: 30 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS: 1127 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	—	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	—

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1010(j)	GRAFFITI
2.	
3.	

Corrections Required:
1. REMOVE GRAFFITI

SIGNATURE OF ISSUING OFFICER: S CAMPBELL 5280 ISSUANCE DATE: 11/9/21
DEPARTMENT: CLOVIS PD PHONE NUMBER: (559) 324-2800
SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED: X 1127 Tully Rd SJ CA 95122

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CITY OF CLOVIS **Citation No. AC- 53661**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
12/2/2021	1110 AM	THURS	J-2014

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 20 W. Shaw AVE CITY: Clovis STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☐ SAME AS ABOVE

MAILING ADDRESS: 1082 Tully RD #4, San Jose CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'2	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: — ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(f)	SAFETY HAZARD, MAINT PROP
2. 5.27.101(f)	DETERIORATED BUILDING
3. 5.27.701(a)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD
2. REPAIR BUILDING DETERIORATION
3. REMOVE HAZARDS

SIGNATURE OF ISSUING OFFICER: [signature] 5286 ISSUANCE DATE: 12/2/21

DEPARTMENT: Clovis POLICE Dept PHONE NUMBER: 559-324-280[illegible]

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1082 Tully RD #4 San Jose CA 95122

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CITY OF CLOVIS **Citation No. AC- 53662**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $50 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)* **Corrections indicated below required by** IMMEDIATELY. **If you fail to make the indicated corrections by this date, the next level of citation may be issued.**

DATE	TIME	DAY OF WEEK	CASE NO.
12/2/2021	1116 AM	THURS	21-20814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DINH NGUYEN

VIOLATION LOCATION: 550 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☐ SAME AS ABOVE

MAILING ADDRESS: 1692 TULLY RD #14, SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'4"	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 6.27.101(b)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REPAIR WINDOW

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL 5280 ISSUANCE DATE: 12/2/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: 559-324-2600

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED:
X 1692 TULLY RD #14 SAN JOSE CA 95122

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Not to be Disclosed

CITY OF CLOVIS **Citation No. AC- 53663**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
12/2/2021	1116 AM	THURS.	PD-21-5614

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 80 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS ☐ SAME AS ABOVE

MAILING ADDRESS: 1021 TULLY RD #H SAN JOSE, CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
-	-	-	-

SEX	HAIR	EYES	HEIGHT	WEIGHT
-	-	-	5'2	-

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
-	-	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
-	-	-	-	-

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(G)	GRAFFITI
2.	
3. -	

Corrections Required:
1. GRAFFITI - REMOVE

SIGNATURE OF ISSUING OFFICER: J. CAMPBELL 5286 ISSUANCE DATE: 12/2/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: 559-324-2000

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED: X 1021 TULLY RD #H, SAN JOSE, CA 95122

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CITY OF CLOVIS **Citation No. AC- 53664**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
11/10/21	0917 AM	FRI	21-2814

NAME (FIRST, MIDDLE, LAST): NHEN LEE DINH NGUYEN

VIOLATION LOCATION	CITY	STATE	ZIP
80 W SHAW AVE	CLOVIS	CA	93612

RESIDENCE OR BUSINESS ADDRESS ☒ SAME AS ABOVE

MAILING ADDRESS 1047 TULLY RD #14 SAN JOSE CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'6"	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(F)	SAFETY HAZARD, MAINT REQ.
2. 5.27.101(E)	DETERIORATED BUILDING
3. 5.27.101(A)	ATTRACTIVE NUISANCE

Corrections Required:
1. CORRECT SAFETY HAZARD
2. REPAIR BUILDING DETERIORATION
3. REMOVE HAZARDS

SIGNATURE OF ISSUING OFFICER: C CAMPBELL 2816 ISSUANCE DATE: 11/10/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: 559-324-2800

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED. POSTED OR MAILED
X 1047 TULLY RD #14, SAN JOSE CA 95122

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CITY OF CLOVIS **Citation No. AC- 53665**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by 10/04/21. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
9/10/21	0017 AM	FRI	21-108H

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DINH NGUYEN

VIOLATION LOCATION: 30 W Shaw Ave CITY: Clovis STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1092 Tully Rd #14 San Jose CA 95122 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'2	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N
—	—	

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.1016(b)	BROKEN WINDOW
2.	
3.	

Corrections Required:
1. REPAIR WINDOW

SIGNATURE OF ISSUING OFFICER: C Campbell 3216 ISSUANCE DATE: 9/10/21

DEPARTMENT: Clovis PD PHONE NUMBER: 559-324-2000

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1092 Tully Rd #14 San Jose CA 95122

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

READ REVERSE SIDE FOR IMPORTANT INFORMATION

FINANCE/ACCOUNTS RECEIVABLE-COPY

Related to City Attorney Document Control

CITY OF CLOVIS **Citation No. AC- 53666**

ADMINISTRATIVE CITATION

MUNICIPAL CODE VIOLATIONS ☐ WARNING
☐ 1ST CITATION $100 ☐ 2ND CITATION $500 ☒ 3RD AND SUBSEQUENT CITATION $1,000
OFFENSES DEEMED INFRACTIONS ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - EXCESSIVE NOISE ☐ WARNING
☐ 1ST CITATION $50 ☐ 2ND CITATION $200 ☐ 3RD AND SUBSEQUENT CITATION $500
ANIMAL CONTROL VIOLATIONS - DOG AT LARGE/NO LICENSE ☐ WARNING
☐ 1ST CITATION $30 ☐ 2ND CITATION $60 ☐ 3RD AND SUBSEQUENT CITATION $200

Payment is due within 15 days. *(See reverse side for payment instructions.)*
Corrections indicated below required by IMMEDIATELY. If you fail to make the indicated corrections by this date, the next level of citation may be issued.

DATE	TIME	DAY OF WEEK	CASE NO.
10/10/21	0817 AM	FRI	21-10814

NAME (FIRST, MIDDLE, LAST): NHEIN LEE / DIHN NGUYEN

VIOLATION LOCATION: 20 W. SHAW AVE CITY: CLOVIS STATE: CA ZIP: 93612

RESIDENCE OR BUSINESS ADDRESS: ☒ SAME AS ABOVE

MAILING ADDRESS: 1012 TULLY RD #114 CLOVIS CA 93612 ☐ SAME AS ABOVE

DRIVERS LICENSE NO.	STATE	CLASS	BIRTH DATE
—	—	—	—

SEX	HAIR	EYES	HEIGHT	WEIGHT
—	—	—	5'12"	—

VEHICLE LICENSE NO.	STATE	OPERABLE Y N

YEAR	MAKE	BODY STYLE	COLOR	VEH. TYPE
—	—	—	—	—

REGISTERED OWNER OR LESSEE: ☐ SAME AS ABOVE

MUNICIPAL CODE SECTION VIOLATED	VIOLATION DESCRIPTION
1. 5.27.101(J)	GRAFFITI
2.	
3.	

Corrections Required:
1. REMOVE GRAFFITI

SIGNATURE OF ISSUING OFFICER: [signature] 5816 ISSUANCE DATE: 10/10/21

DEPARTMENT: CLOVIS PD PHONE NUMBER: 559-324-2400

SIGNATURE OF PERSON CITED OR ADDRESS WHERE SERVED, POSTED OR MAILED
X 1012 TULLY RD #114 CLOVIS CA 93612

Signing of the Citation is not an admission of guilt, it only acknowledges receipt. Citation is valid with or without signature. If service by mail only, send Certified First Class Mail.

READ REVERSE SIDE FOR IMPORTANT INFORMATION

FINANCE/ACCOUNTS RECEIVABLE-COPY

Controlled Document - City Attorney
Retained 10 years from date of last entry
Review/Modification/Destruction 12/2026
Clovis Police Department

1800-Board Up

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439

Insured: 30 BU
Property: 30 w Shaw
Clovis , CA 93612

Estimator: Robert Alexander
Business: 41466 Avenue
Madera, CA 93636

Business: (559) 385-1849
E-mail: robert@rengeninc.com

Contractor:
Company: Renaissance general Restoration Inc
Business: 41466 Avenue 14
Madera, CA 93636

Business: (559) 292-2296
E-mail: office@rengeninc.com

Claim Number: PD 21-20814 **Policy Number:** **Type of Loss:** Vandalism

Date Contacted: 1/6/2022 12:30 PM
Date of Loss: 1/6/2022 12:30 PM
Date Inspected: 1/6/2022 3:30 PM

Date Received: 1/6/2022 12:30 PM
Date Entered: 1/13/2022 11:25 AM

Price List: CAFN8X_DEC21
Restoration/Service/Remodel
Estimate: 22-3036-BU

1-800 Board Up responded to emergency call by the Clovis Police Department on 12/6/21 to Board up the entire building. Reference # PD 21-20814 Source/origin of the loss was Vandalism.

This report does not intend to address the issue of liability or insurance coverage. Additionally, this report was prepared based on a physical site inspection(s), and does not include the findings, testing or conclusions of other individuals. Conditions that were not visible or present for inspection at the time of the site visit(s) were not considered in this report.

1800-Board Up

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439

22-3036-BU

22-3036-BU

	QUANTITY	UNIT	TAX	RCV	AGE/LIFE	COND.	DEP %	DEPREC.	ACV
3. Temporary Repairs - per hour									
	50.00 HR	78.72	0.00	3,936.00	0/NA	Avg.	0%	(0.00)	3,936.00
1st day 5 Techs 4 Hrs. 2nd day 4 Techs 5 Hrs. 3rd day 5 Techs 2 Hrs .									
4. Material Only Sheathing - plywood - 5/8" CDX									
	3,040.00 SF	2.29	555.19	7,516.79	0/150 yrs	Avg.	0%	(0.00)	7,516.79
6. Generator - 6,00. watt - portable (per day)*									
	2.00 DA	92.88	0.00	185.76	0/NA	Avg.	0%	(0.00)	185.76
7. Material Only 2" x 4" x 8' #2 & better Fir / Larch (material only)									
	20.00 EA	6.27	10.00	135.40	0/150 yrs	Avg.	0%	(0.00)	135.40
Total: 22-3036-BU			**565.19**	**11,773.95**				**0.00**	**11,773.95**
Line Item Totals: 22-3036-BU			**565.19**	**11,773.95**				**0.00**	**11,773.95**

[%] - Indicates that depreciate by percent was used for this item

[M] - Indicates that the depreciation percentage was limited by the maximum allowable depreciation for this item

Additional Charges	**Charge**
California Lumber Assessment Fee	70.16
Additional Charges Total	**$70.16**

1-800-BoardUp **1800-Board Up**

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439

Summary for Dwelling

Line Item Total	11,208.76
California Lumber Assessment Fee	70.16
Material Sales Tax	565.19
Replacement Cost Value	**$11,844.11**
Net Claim	**$11,844.11**

Robert Alexander

1-800-BoardUp **1800-Board Up**

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439

Recap of Taxes

	Material Sales Tax (7.975%)	Storage Rental Tax (7.975%)
Line Items	565.19	0.00
Additional Charges	0.00	0.00
Total	**565.19**	**0.00**

1-800-BoardUp **1800-Board Up**

41466 Avenue 14
Madera , CA 93636
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License # 699082
Tax ID: 77-0376439

Recap by Room

Estimate: 22-3036-BU	**11,208.76**	**100.00%**
Subtotal of Areas	**11,208.76**	**100.00%**
Total	**11,208.76**	**100.00%**

1-800-BoardUp **1800-Board Up**

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439

Recap by Category

Items	Total	%
FRAMING & ROUGH CARPENTRY	**7,087.00**	**59.84%**
TEMPORARY REPAIRS	**4,121.76**	**34.80%**
Subtotal	**11,208.76**	**94.64%**
Permits and Fees	**70.16**	**0.59%**
Material Sales Tax	**565.19**	**4.77%**
Total	**11,844.11**	**100.00%**

1800-Board Up

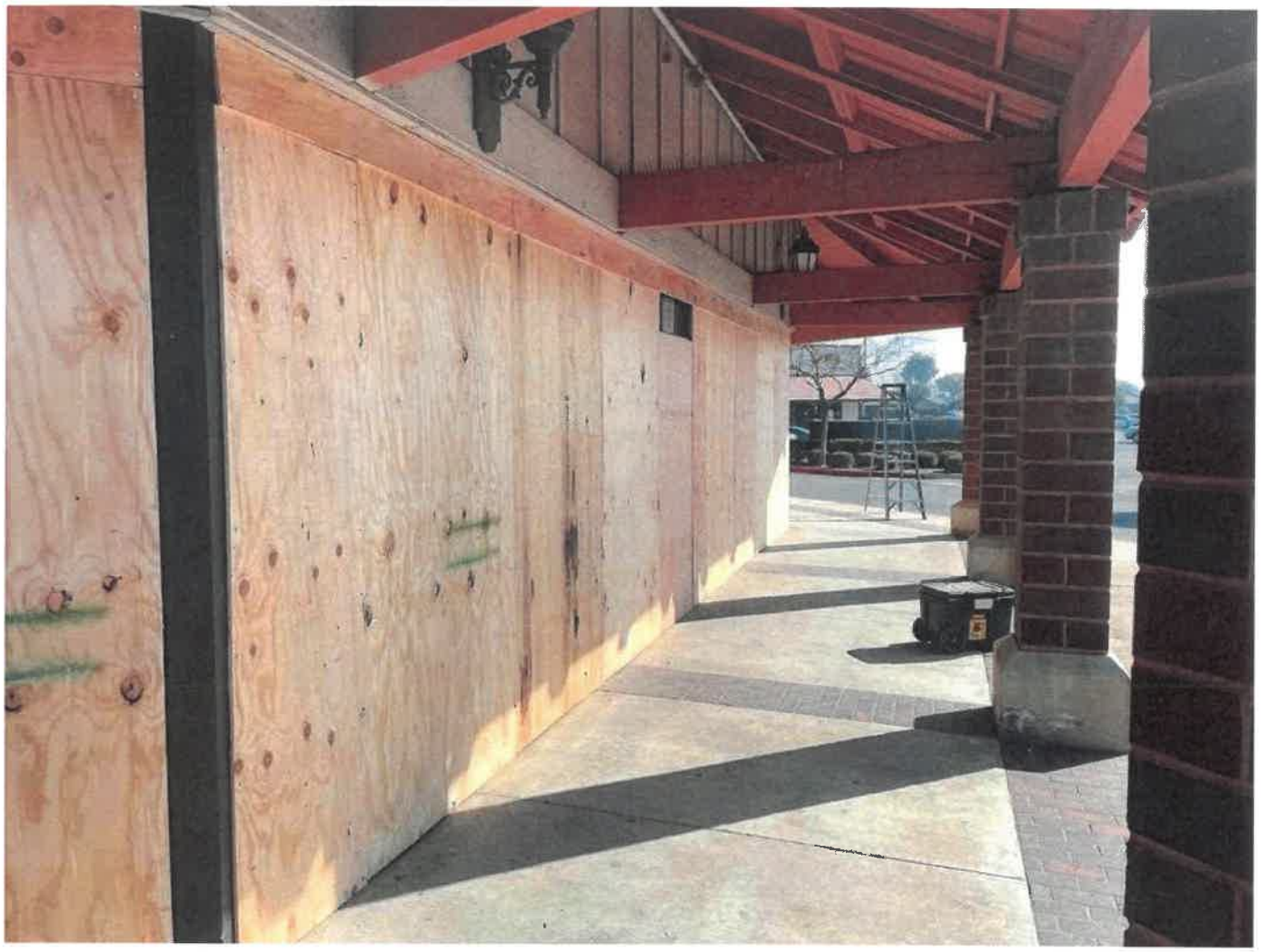
41466 Avenue 14
Madera , CA 93636
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1 30-EMS BU Date Taken: 1/12/2022

1800-Board Up

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2 29-EMS BU Date Taken: 1/12/2022

1800-Board Up

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3 28-EMS BU Date Taken: 1/12/2022

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4 27-EMS BU Date Taken: 1/12/2022

1800-Board Up

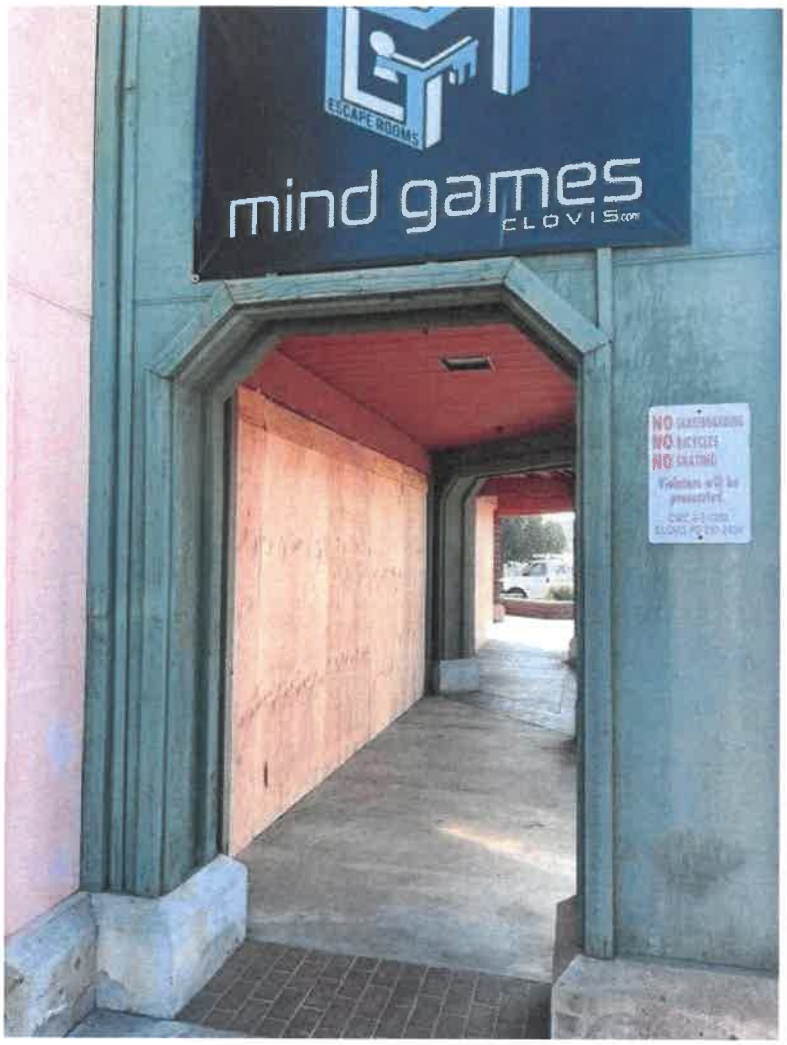
41466 Avenue 14
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5 26-EMS BU Date Taken: 1/12/2022

1800-Board Up

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6 25-EMS BU Date Taken: 1/12/2022

1800-Board Up

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7 1-EMS BU Date Taken: 1/12/2022

1800-Board Up

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8 2-EMS BU Date Taken: 1/12/2022

1800-Board Up

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9 3-EMS BU Date Taken: 1/12/2022

1800-Board Up

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10 4-EMS BU Date Taken: 1/12/2022

1800-Board Up

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Tax ID: 77-0376439



11 5-EMS BU Date Taken: 1/12/2022

1800-Board Up

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License # 699082
Tax ID: 77-0376439



12 6-EMS BU Date Taken: 1/12/2022

1-800-BoardUp **1800-Board Up**

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



13 7-EMS BU Date Taken: 1/12/2022

1800-Board Up

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



14 8-EMS BU Date Taken: 1/12/2022

1800-Board Up

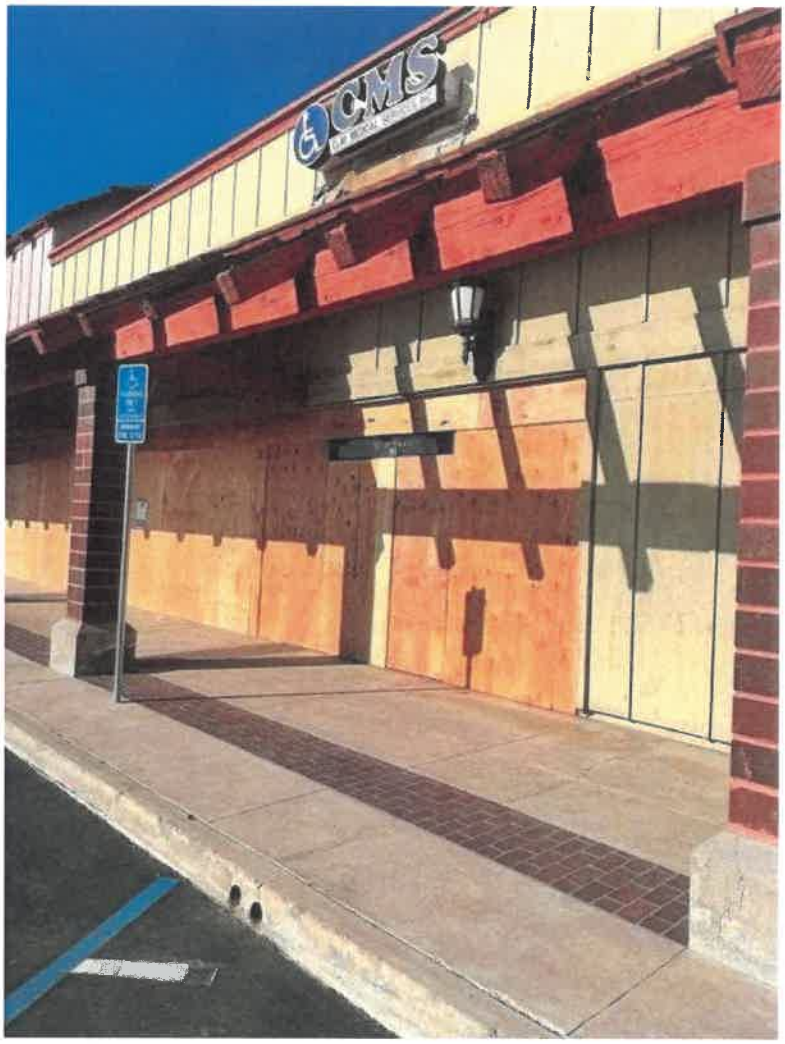
41466 Avenue 14
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15 9-EMS BU Date Taken: 1/12/2022

1800-Board Up

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Tax ID: 77-0376439



16 10-EMS BU Date Taken: 1/12/2022

1800-Board Up

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17 11-EMS BU Date Taken: 1/12/2022

1800-Board Up

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18 12-EMS BU Date Taken: 1/12/2022

1800-Board Up

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License # 699082
Tax ID: 77-0376439



19 13-EMS BU Date Taken: 1/12/2022

1800-Board Up

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PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



20 14-EMS BU Date Taken: 1/12/2022

1800-Board Up

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License # 699082
Tax ID: 77-0376439



21 15-EMS BU Date Taken: 1/12/2022

1800-Board Up

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License # 699082
Tax ID: 77-0376439



22 19-EMS BU Date Taken: 1/12/2022

1800-Board Up

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



23 20-EMS BU Date Taken: 1/12/2022

1800-Board Up

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



24 21-EMS BU Date Taken: 1/7/2022

1-800-BoardUp **1800-Board Up**

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



25 22-EMS BU Date Taken: 1/7/2022

1800-Board Up

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



26 23-EMS BU Date Taken: 1/7/2022

1800-Board Up

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



27 24-EMS BU Date Taken: 1/12/2022

1800-Board Up

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



28 16-EMS BU Date Taken: 1/12/2022

1800-Board Up

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



29 17-EMS BU Date Taken: 1/12/2022

1800-Board Up

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



30 18-EMS BU Date Taken: 1/12/2022

Recorded by and on behalf of the City of Clovis

WHEN RECORDED MAIL TO:

LOZANO SMITH
Attn: Wiley R. Driskill
7404 N. Spalding Avenue
Fresno, CA 93720

Government Code § 38773.5(e)

(Space above this line for Recorder's Use Only)

Notice Of Lien

APN 499-230-82
30 WEST SHAW AVENUE, CLOVIS, CALIFORNIA
Property Owner: Clovis Shaw Partners, LLC

(Claim of the City of Clovis)

Under the authority vested by the provisions of Chapter 5.29 of Title 5 of the Clovis Municipal Code, the City Council of the City of Clovis did on the 21st day of March, 2022, confirm the administrative penalties and costs of abatement on the real property hereinafter described; and the same has not been paid nor any part thereof and the City of Clovis does hereby claim a lien for such costs, to wit: the sum of 66,644.00 dollars. The same shall be a lien upon said real property until it has been paid in full and discharged of record.

The real property hereinabove mentioned, and upon which a lien is claimed, is the certain parcel of land lying and being in the City of Clovis, County of Fresno, State of California, and more particularly descried as follows:

30 West Shaw Avenue
APN: 499-230-82

DATED: _____, 2022

_____
Andrew Haussler
ASSISTANT CITY MANAGER
CITY OF CLOVIS
1033 FIFTH STREET, CLOVIS, CA 93612
(559) 324-2060

Attachment B

ACKNOWLEDGEMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document

State of California
County of _____)

On _____ before me, _____
_____
(insert name and title of the officer)
personally appeared **ANDREW HAUSSLER**, who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

1800-Board Up

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439

Insured: 30 BU
Property: 30 w Shaw
Clovis , CA 93612

Estimator: Robert Alexander
Business: 41466 Avenue
Madera, CA 93636

Business: (559) 385-1849
E-mail: robert@rengeninc.com

Contractor:
Company: Renaissance general Restoration Inc
Business: 41466 Avenue 14
Madera, CA 93636

Business: (559) 292-2296
E-mail: office@rengeninc.com

Claim Number: PD 21-20814 **Policy Number:** **Type of Loss:** Vandalism

Date Contacted: 1/6/2022 12:30 PM
Date of Loss: 1/6/2022 12:30 PM
Date Inspected: 1/6/2022 3:30 PM

Date Received: 1/6/2022 12:30 PM
Date Entered: 1/13/2022 11:25 AM

Price List: CAFN8X_DEC21
Restoration/Service/Remodel
Estimate: 22-3036-BU

1-800 Board Up responded to emergency call by the Clovis Police Department on 12/6/21 to Board up the entire building. Reference # PD 21-20814 Source/origin of the loss was Vandalism.

This report does not intend to address the issue of liability or insurance coverage. Additionally, this report was prepared based on a physical site inspection(s), and does not include the findings, testing or conclusions of other individuals. Conditions that were not visible or present for inspection at the time of the site visit(s) were not considered in this report.

1-800-BoardUp **1800-Board Up**

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439

22-3036-BU

22-3036-BU

	QUANTITY	UNIT	TAX	RCV	AGE/LIFE	COND.	DEP %	DEPREC.	ACV
3. Temporary Repairs - per hour									
	50.00 HR	78.72	0.00	3,936.00	0/NA	Avg.	0%	(0.00)	3,936.00
1st day 5 Techs 4 Hrs. 2nd day 4 Techs 5 Hrs. 3rd day 5 Techs 2 Hrs .									
4. Material Only Sheathing - plywood - 5/8" CDX									
	3,040.00 SF	2.29	555.19	7,516.79	0/150 yrs	Avg.	0%	(0.00)	7,516.79
6. Generator - 6,00. watt - portable (per day)*									
	2.00 DA	92.88	0.00	185.76	0/NA	Avg.	0%	(0.00)	185.76
7. Material Only 2" x 4" x 8' #2 & better Fir / Larch (material only)									
	20.00 EA	6.27	10.00	135.40	0/150 yrs	Avg.	0%	(0.00)	135.40
Total: 22-3036-BU			**565.19**	**11,773.95**				**0.00**	**11,773.95**
Line Item Totals: 22-3036-BU			**565.19**	**11,773.95**				**0.00**	**11,773.95**

[%] - Indicates that depreciate by percent was used for this item

[M] - Indicates that the depreciation percentage was limited by the maximum allowable depreciation for this item

Additional Charges	**Charge**
California Lumber Assessment Fee	70.16
Additional Charges Total	**$70.16**

1-800-BoardUp **1800-Board Up**

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439

Summary for Dwelling

Line Item Total	11,208.76
California Lumber Assessment Fee	70.16
Material Sales Tax	565.19
Replacement Cost Value	**$11,844.11**
Net Claim	**$11,844.11**

Robert Alexander

1-800-BoardUp **1800-Board Up**

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439

Recap of Taxes

	Material Sales Tax (7.975%)	Storage Rental Tax (7.975%)
Line Items	565.19	0.00
Additional Charges	0.00	0.00
Total	**565.19**	**0.00**

1-800-BoardUp **1800-Board Up**

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439

Recap by Room

Estimate: 22-3036-BU	**11,208.76**	**100.00%**
Subtotal of Areas	**11,208.76**	**100.00%**
Total	**11,208.76**	**100.00%**

1-800-BoardUp **1800-Board Up**

41466 Avenue 14
Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439

Recap by Category

Items	Total	%
FRAMING & ROUGH CARPENTRY	**7,087.00**	**59.84%**
TEMPORARY REPAIRS	**4,121.76**	**34.80%**
Subtotal	**11,208.76**	**94.64%**
Permits and Fees	**70.16**	**0.59%**
Material Sales Tax	**565.19**	**4.77%**
Total	**11,844.11**	**100.00%**

1800-Board Up

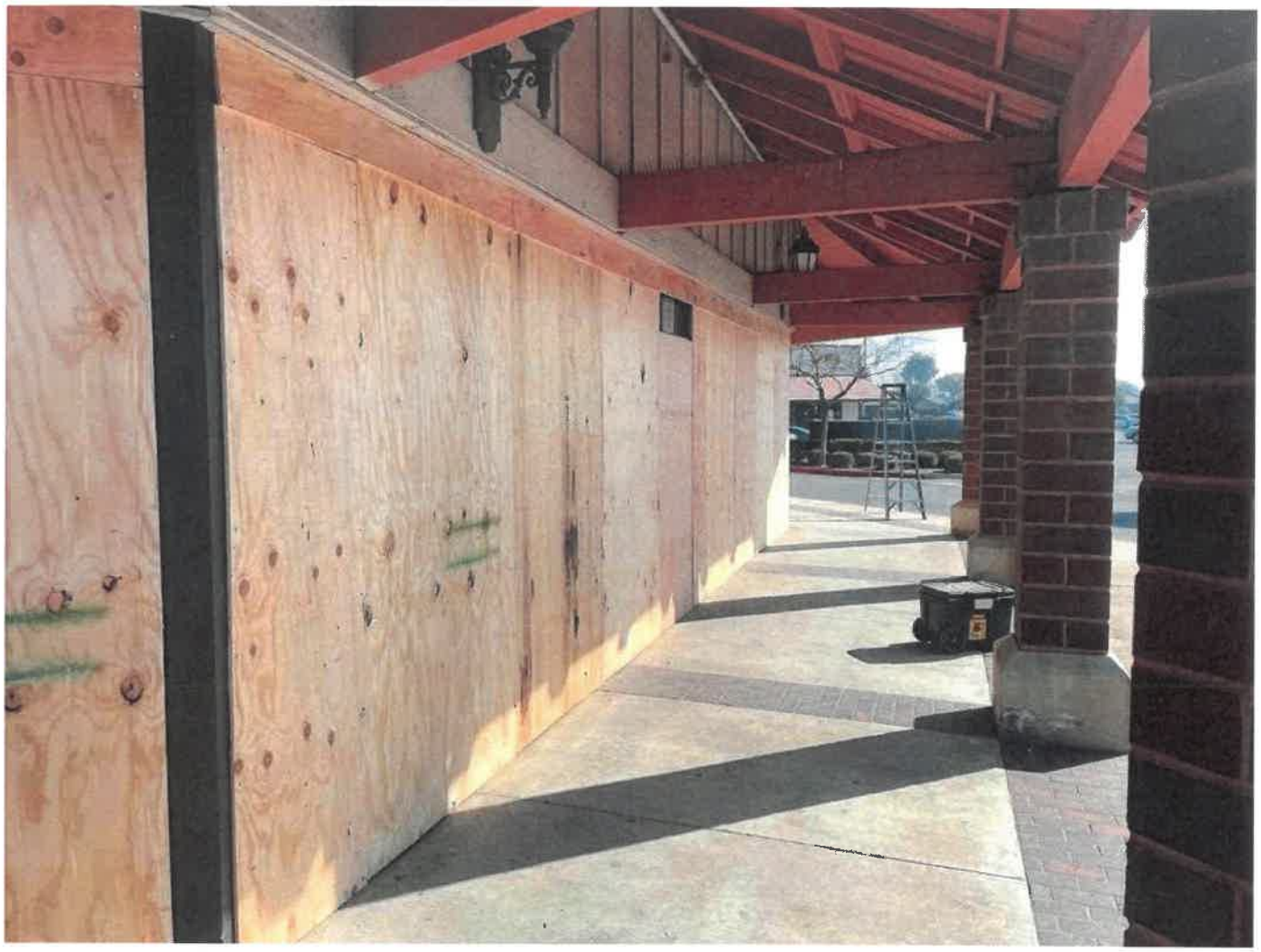
41466 Avenue 14
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License # 699082
Tax ID: 77-0376439



1 30-EMS BU Date Taken: 1/12/2022

1800-Board Up

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2 29-EMS BU Date Taken: 1/12/2022

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3 28-EMS BU Date Taken: 1/12/2022

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4 27-EMS BU Date Taken: 1/12/2022

1800-Board Up

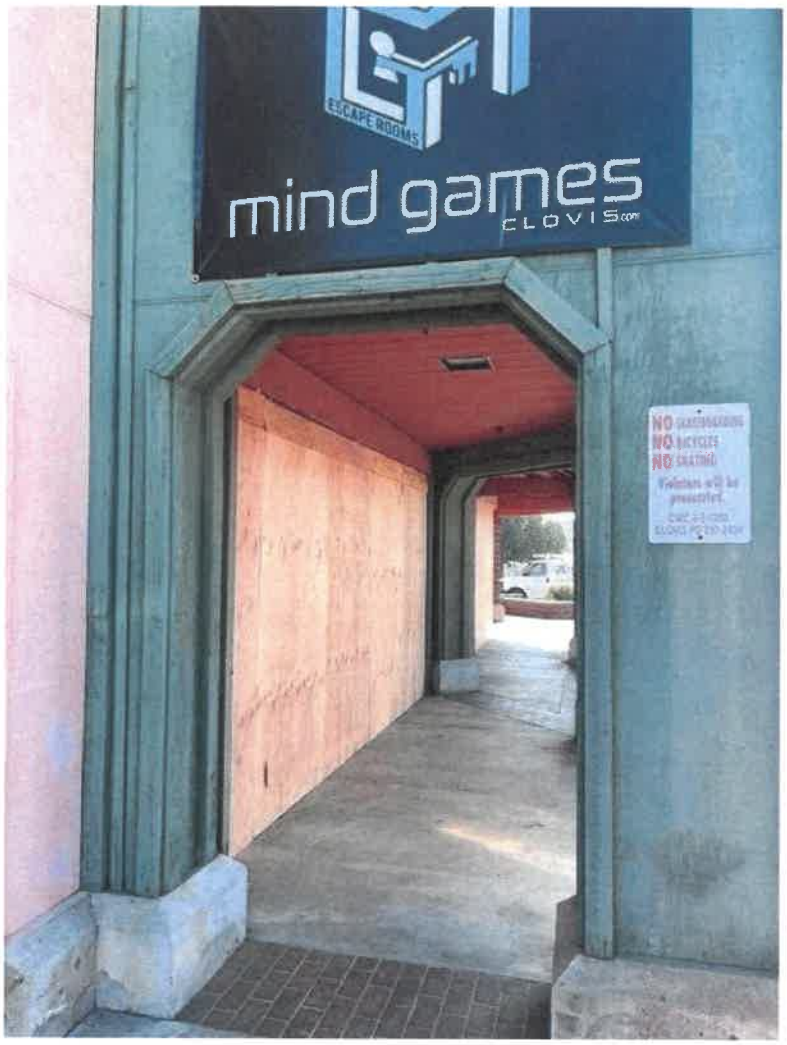
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Madera , CA 93636
PH: (559) 292-2296
License # 699082
Tax ID: 77-0376439



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9 3-EMS BU Date Taken: 1/12/2022

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10 4-EMS BU Date Taken: 1/12/2022

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14 8-EMS BU Date Taken: 1/12/2022

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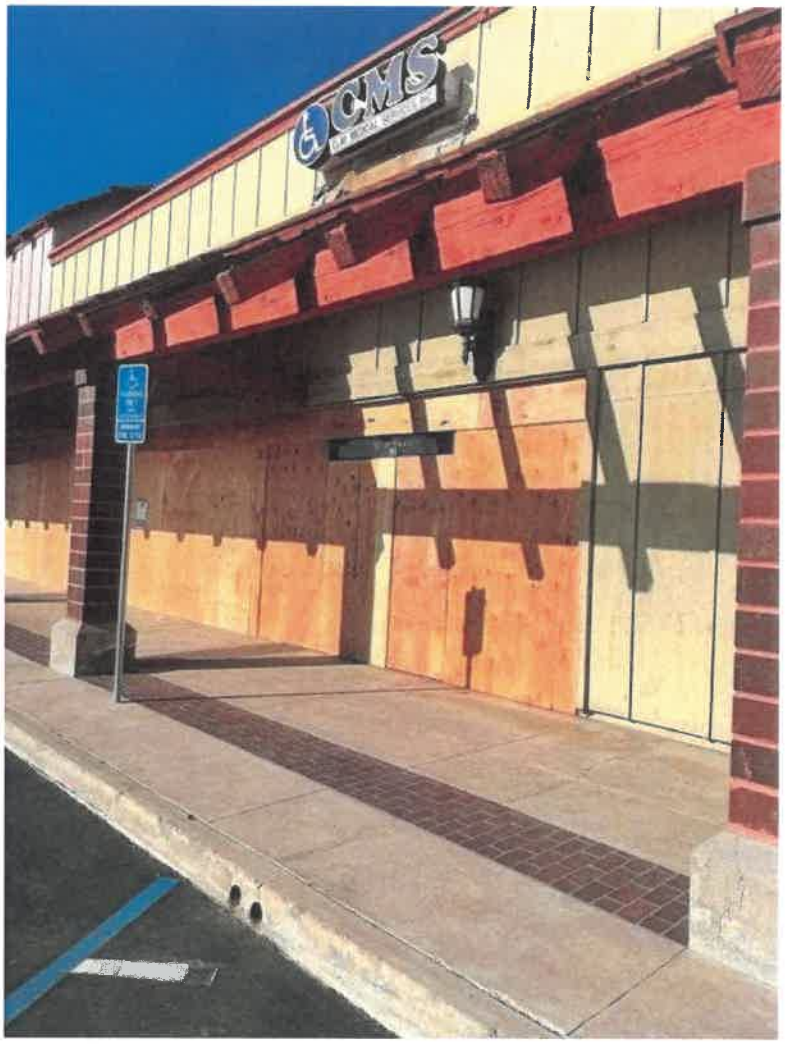
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17 11-EMS BU Date Taken: 1/12/2022

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19 13-EMS BU Date Taken: 1/12/2022

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20 14-EMS BU Date Taken: 1/12/2022

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21 15-EMS BU Date Taken: 1/12/2022

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22 19-EMS BU Date Taken: 1/12/2022

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23 20-EMS BU Date Taken: 1/12/2022

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24 21-EMS BU Date Taken: 1/7/2022

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25 22-EMS BU Date Taken: 1/7/2022

1800-Board Up

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26 23-EMS BU Date Taken: 1/7/2022

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27 24-EMS BU Date Taken: 1/12/2022

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28 16-EMS BU Date Taken: 1/12/2022

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30 18-EMS BU Date Taken: 1/12/2022

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: March 21, 2021

SUBJECT: Consider Approval – Res. 22-___, A Resolution accepting and authorizing the submission of the 2021 General Plan Annual Progress Report, including the 2021 Housing Element Annual Progress Report to the Governor's Office of Planning and Research and the California Department of Housing and Community Development.

Staff: Dave Merchen, City Planner / Lily Cha, Associate Planner
Recommendation: Approve

ATTACHMENTS:
1. Draft Resolution 22-___
2. 2021 General Plan Annual Progress Report
3. 2021 Housing Element Annual Progress Report

CONFLICT OF INTEREST
None.

RECOMMENDATION
Staff recommends that the City Council consider approval of a resolution (**Attachment 1)** to accept the 2021 General Plan Annual Progress Report (**Attachment 2)**, including the Housing Element Annual Progress Report (APR) (**Attachment 3**), and provide authorization to submit the report to the Governor's Office of Planning and Research (OPR) and the California Department of Housing and Community Development (HCD).

EXECUTIVE SUMMARY
Each year the City is required to submit an APR reflecting its progress in implementing the General Plan (California Government Code Section 65400). The key component of the APR is the Housing Element portion, which must include specific data in a format defined by HCD. This Housing Element APR documents the progress made by the City in implementing policies adopted as part of the 2015-2023 Housing Element (Fifth Cycle). While the APR for the remainder of the General Plan must be submitted, there are no mandatory evaluation or submittal requirements.

The State requires jurisdictions to consider the APR at a public meeting of the City Council and to accept written and oral comments prior to submitting its APR.

BACKGROUND

The 2014 Clovis General Plan (General Plan) was adopted by the Clovis City Council on August 25, 2014, along with certification of a Program Environmental Impact Report (PEIR). A comprehensive update to the Development Code was adopted at the same time. The General Plan includes the following elements:

- Land Use;
- Economic Development;
- Circulation;
- Housing;
- Public Facilities and Services;
- Environmental Safety;
- Open Space and Conservation; and
- Air Quality

The Housing Element is a mandated element of the City's General Plan that must be updated every 8 years. There is no specific requirement in state or local law that the rest of the General Plan be updated on a certain timeline.

The City's 2015-2023 Housing Element was adopted on March 7, 2016 and was certified by HCD on July 22, 2016. The purpose of a Housing Element is to identify and analyze the housing needs of a jurisdiction in order to maintain, improve, and create housing for all economic segments of the population. As required by law, each year the City must prepare and approve an APR and submit it to HCD and OPR by April 1st.

General Plan APR Summary

The General Plan APR affords OPR the opportunity to identify trends in land use decisions and how these decisions relate to statewide planning and land use goals. On a broader scale, these trends can also serve to inform modifications to the State's General Plan Guidelines, and to track progress of a jurisdiction's General Plan implementation.

The purpose of the General Plan APR is to:

1. Provide local legislative bodies and the public with information regarding implementation of their jurisdiction's General Plan;
2. Inform the public of the progress in meeting community goals;
3. Demonstrate how land use decisions relate to adopted goals, policies, and measures of the General Plan; and
4. Provide sufficient information to identify necessary adjustments or modifications to the General Plan to improve implementation.

With the exception of the report on the Housing Element, there are no requirements for specific data to be provided or formats to be utilized in the General Plan APR. The City's 2021 APR is organized into the following sections:

- Introduction: Briefly describes the requirement for the APR and its purpose.
- General Plan Implementation Summary: Reports on City's experience with implementing the General Plan in 2021 during the COVID-19 pandemic.
- General Plan Background: Provides a summary of the adoption of the City's General Plan, its structure, and the role of Urban Centers and Specific Plans.
- General Plan Amendments: Identifies and describes the general plan amendments approved by the City in 2021 and their relationship to General Plan goals and policies.
- Housing Development Update: Provides a brief summary of housing activity in 2021.
- Housing Element Annual Progress Report: Describes the requirement for the Housing Element APR and points readers to the full Housing Element APR in **Attachment 2**.

OPR encourages each jurisdiction to determine what local relevant issues are important to include in the General Plan APR. As staff and the Council identify new or additional issues that are relevant to the APR's purpose, they can be added to the report in subsequent years.

Housing Element APR

The City recently hired Ascent Environmental, Inc. as consultant to assist with the preparation of the upcoming Sixth Cycle (2023-2031) Housing Element including assistance with the preparation of the 2021 and subsequent APR's. Staff and the consultant have gathered and generated the necessary data for reporting in the 2021 APR. The report is generally comprised of several data tables incorporating activities that occurred in 2021 related to: housing development applications, building activity (new construction, entitlements, permits, and completed units), permits issued by affordability, any addition to the current RHNA inventory by rezone entitlement, and program implementation. The 2021 Housing Element APR is included in this report as **Attachment 3**. Unfortunately, due the format required by HCD, many of the tables included Housing Element APR are not legible outside of the spreadsheet where they were created. Key information from the tables is summarized below.

RHNA Progress for 2021

The State of California periodically provides population growth and housing estimates to each regional Council of Governments. The Fresno County Council of Governments (Fresno COG) distributes the regional housing needs to jurisdictions in the region with each jurisdiction's allocation categorized by income. The purpose of the RHNA process is to ensure that jurisdictions' General Plans are designed to accommodate the projected housing needs across all income levels.

The City's current RHNA period runs from January 1, 2013 to December 31, 2023. In 2021, Clovis issued building permits for 929 housing units (73 low income, 432 moderate income, and 424 above moderate income units). These figures reflect new units that are affordable to renters and buyers within each category based on their actual income levels, as opposed to assumed affordability based on the density of the housing product. In 2021, the following income and affordability factors applied to the Clovis housing market:

Table 1: 2021 Income and Affordability Criteria (4 Person Household)

Income Category	Max. Household Income	Max Purchase Price	Max Rental Cost
Very Low	$34,950	$139,531	$874
Low	$55,900	$223,170	$1,398
Moderate	$84,850	$395,205	$2,475
Above Moderate	Above $84,850	No max purchase price	No max rental cost

The consultant's methodology to determine the affordability of housing included collecting sale price data from Zillow.com to determine the number of single-family homes built in 2021 that were affordable to moderate-income households. For example, the City issued 728 single-family home building permits during this time period, and instead of documenting the sale price for each home, the consultant collected sale price data for a sample number of homes built each year (about 15 percent) and calculated an average ratio of building permit valuation to sales price based on the sample. The consultant then multiplied the average ratio by the building permit valuation for each of the remaining single-family building permits to estimate the sale price of those homes. The consultant estimated the maximum affordable home purchase price for moderate-income households in 2021 based on standard FHA loan terms, and based on the actual or estimated sale price of each home, determined the percentage of homes built each year that were affordable to moderate-income households. Using this approach, the consultant estimated that about 40 percent of single-family homes built in 2021 were affordable to moderate-income households.

Table 2: 2015-2023 RHNA Progress as of 2021

Income Level		RHNA by Income Level	Permitted Units by Affordability							Total Units to Date	Total Remaining RHNA by Income Level
			2013-2015	2016	2017	2018	2019	2020	2021		
Very Low	Deed Restricted	2,321	-	-	-	-	-	-	-	0	2,321
	Non-Deed Restricted		-	-	-	-	-	-	-		
Low	Deed Restricted	1,145	-	5	20	2	60	-	73	160	985
	Non-Deed Restricted		-	-	-	-	-	-	-		
Moderate	Deed Restricted	1,018	-	-	-	-	-	-	-	3,160	0
	Non-Deed Restricted		456	395	480	411	507	479	432		
Above Moderate		1,844	1,296	689	542	694	526	645	424	4, 816	0
Total RHNA		**6,328**									
Total Units			**1,752**	**1,089**	**1,042**	**1,107**	**1,093**	**1,124**	**929**	**8,136**	**3,306**

Table 2 summarizes the progress the City has made toward meeting the 2013-2023 RHNA. The City was issued a RHNA of 6,328 units (2,321 very low, 1,145 low, 1,018 moderate, and 1,844 above moderate-income units). Since 2013, the City has issued permits for 8,136 units (160 low, 3,160 moderate, and 4,816 above moderate-income units). The City has already met its RHNA projection for moderate and above moderate-income units, and has a remaining unfulfilled RHNA of 2,321 very low and 985 low-income units.

Relationship between RHNA Progress and Existing Housing Stock

The City's progress towards meeting its RHNA allocation may only consider new construction as evidenced by the issuance of building permits. Though existing housing stock routinely becomes available on the resale or rental market, and those units can potentially be available at affordable rates, by definition RHNA only considers new housing production. The Housing Element does include a general evaluation of the local real estate market and how it relates to affordability. However, the re-sale or rental of individual units is not tracked.

Affordable Housing Program Progress

While only newly constructed units are counted toward the RHNA, the City's current housing programs are essential to preserving the existing supply of affordable housing and ensuring low-income residents have access to safe living environments. The following are affordable housing incentives provided by the City in 2021:

- Stanford Addition: The City purchased an older existing home in the Stanford Addition in 2020 with the intent of the site being used for affordable housing. The City cleared and subdivided the property into two lots. In January of 2021, both lots were granted to Habitat for Humanity Greater Fresno Area to be used for the construction of two single-family homes to be purchased by low-income veteran households. The homes are expected to be completed in the first half of 2022.

- Home Repair Grant Program: The City provided home repair grants to 25 low-income households to correct critical health and safety-related deficiencies in the home. Approximately $140,000 in CDBG funds for the program was expended towards the repairs.

- Affordable Housing Development Impact Fee Reduction Program: In 2020, a $1,000,000 funding request through the program from the Housing Authority was approved for construction of a 60-unit affordable housing complex. Construction of the housing complex was completed in 2021. In the spring of 2021, $300,000 was approved towards the development of the 75-unit supportive housing project, Butterfly Gardens. The project is now under construction.

FISCAL IMPACT

None.

REASON FOR RECOMMENDATION

To comply with California Housing Law and Clovis' adopted Housing Element, staff recommends that the City Council accept the General Plan Annual Progress Report for calendar year 2021 and authorize staff to submit the report to OPR and HCD.

ACTIONS FOLLOWING APPROVAL

Staff will submit the 2021 General Plan Annual Progress Report to the Governor's Office of Planning and Research and the California Department of Housing and Community Development.

Prepared by: Lily Cha, Associate Planner

Reviewed by: City Manager JH

DRAFT
RESOLUTION 22-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS ACCEPTING THE 2021 GENERAL PLAN ANNUAL PROGRESS REPORT, INCLUDING THE HOUSING ELEMENT ANNUAL PROGRESS REPORT, AND AUTHORIZING SUBMISSION TO THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT AND THE GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

WHEREAS, California Government Code 65400 requires the City to prepare an annual report on the status of the General Plan and progress in implementing the General Plan, and the report must include a portion addressing Housing Element program progress; and

WHEREAS, the City Council has reviewed and considered the 2021 General Plan Annual Progress Report for the City (which is incorporated herein by this reference) during the regularly scheduled City Council meeting on March 21, 2022; and

WHEREAS, a report titled 2021 General Plan Annual Progress Report was prepared by City staff and the City's Housing Element consultant in accordance with the requirements of Government Code section 65400, and the Report includes the necessary portion addressing the progress in implementing the Housing Element program.

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby accepts the 2021 General Plan Annual Progress Report and authorizes staff to submit the report to the California Department of Housing and Community Development and the Governor's Office of Planning and Research as required by applicable law.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 21, 2022, by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED: March 21, 2022

_____ _____
Mayor City Clerk

ATTACHMENT 1

GENERAL PLAN
ANNUAL PROGRESS REPORT
2021

Prepared by:

Ricky Caperton, AICP, Deputy City Planner
Planning & Development Services
rcaperton@cityofclovis.com
(559) 324-2347

ATTACHMENT 2

CITY of CLOVIS

PLANNING & DEVELOPMENT

1033 FIFTH STREET • CLOVIS, CA 93612

To Office and Planning Research,

This APR is intended to report on the status of the 2014 Clovis General Plan, including information and summaries related to any General Plan Amendments occurring during the year 2021, as well as the overall status of implementation of the Clovis General Plan.

The Clovis City Council considered and approved the 2021 General Plan Annual Progress Report at its regularly scheduled hearing on Monday, March 21, 2022 at 6:00 p.m. at the Clovis City Hall located at 1033 Fifth Street, Clovis, CA 93612.

This APR was prepared by Ricky Caperton, AICP, Deputy City Planner, in the Planning Division of the Clovis Planning & Development Services. For any questions or comments related to the contents of this APR, he may be reached at rcaperton@cityofclovis.com or (559) 324-2347

Sincerely,

Ricky Caperton, AICP
Deputy City Planner

RESOLUTION ADOPTING GP APR

RESOLUTION 22-___

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS ACCEPTING THE 2021 GENERAL PLAN ANNUAL PROGRESS REPORT, INCLUDING THE HOUSING ELEMENT ANNUAL PROGRESS REPORT, AND AUTHORIZING SUBMISSION TO THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT AND THE GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

WHEREAS, California Government Code 65400 requires the City to prepare an annual report on the status of the General Plan and progress in implementing the General Plan, and the report must include a portion addressing Housing Element program progress; and

WHEREAS, the City Council has reviewed and considered the 2021 General Plan Annual Progress Report for the City (which is incorporated herein by this reference) during the regularly scheduled City Council meeting on March 21, 2022; and

WHEREAS, a report titled 2021 General Plan Annual Progress Report was prepared by City staff and the City's Housing Element consultant in accordance with the requirements of Government Code section 65400, and the Report includes the necessary portion addressing the progress in implementing the Housing Element program.

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby accepts the 2021 General Plan Annual Progress Report and authorizes staff to submit the report to the California Department of Housing and Community Development and the Governor's Office of Planning and Research as required by applicable law.

* * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 21, 2022 by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

DATED:

_____ _____
Mayor City Clerk

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General Plan Background	**5**
General Plan Amendments	**7**
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INTRODUCTION

California Government Code Section 65400 require that all jurisdictions provide the California Office of Planning and Research (OPR) and the California Department of Housing and Community Development (HCD) an Annual Progress Report (APR) outlining the status of the General Plan and progress in its implementation over the previous year's 12-month reporting period.

The APR affords OPR the opportunity to identify trends in land use decisions and how these decisions relate to statewide planning and land-use goals. On a broader scale, these trends can also serve to inform modifications to the State's General Plan Guidelines, and to track progress of a jurisdictions General Plan implementation.

The purposes of the General Plan APR are to:

1. Provide local legislative bodies and the public with information regarding implementation of their jurisdiction's General Plan;
2. Inform the public of the progress in meeting community goals;
3. Demonstrate how land use decisions relate to adopted goals, policies, and measures of the General Plan; and
4. Provide sufficient information to identify necessary adjustments or modifications to the General Plan to improve implementation.

GENERAL PLAN IMPLEMENTATION SUMMARY

Overall, 2021 was fraught with a year of continuing changes and uncertainty as a result of COVID-19, including variants of the virus. Development entitlements and development activity in the City of Clovis started to come back as businesses and the public adjusted to fast changing regulations and closures due to COVID-19 from the previous year. As described below, the City received seven (7) requests for General Plan Amendments, of which only three (3) were processed to completion. The remaining four (4) applications are currently in progress.

The GPAs processed in 2021 met many of the goals and policies of the 2014 Clovis General Plan in that they either met objectives to increase housing density (GPA2021-002), and/or economic development goals to help improve the local and regional economy (GPA2021-001).

In summary, the GPAs processed in 2021 were reflective of and advanced many of the 2014 Clovis General Plan goals and policies.

GENERAL PLAN BACKGROUND

The 2014 Clovis General Plan (General Plan) was adopted by the Clovis City Council on August 25, 2014[1], along with certification of the Environmental Impact Report[2,3] (EIR). A comprehensive update to the Development Code was adopted at the same time. The General Plan includes the following elements:

- Land Use;
- Economic Development;
- Circulation;
- Housing;
- Public Facilities and Services;
- Environmental Safety;
- Open Space and Conservation; and
- Air Quality

The stated vision is *"a City that is committed to the Clovis Community Family, their needs, their values, and a quality way of life for all; reflecting that commitment in how it develops and in the activities it undertakes."*

The General Plan focuses on the preservation and enhancement of the existing Clovis community while allowing the continued development of three Urban Centers to ensure the long-term viability of Clovis. The Urban Centers—key components that are carried forward from the 1993 General Plan—are unique sub-communities of Clovis that enable the City to grow while maintaining authentic, small town character and overall livability. Each Urban Center can be implemented by either a specific plan or a master development plan, either of which requires coordinated land use and infrastructure planning. The three Urban Centers are Loma Vista, Northwest (renamed to Heritage Grove), and Northeast. A summary of each Urban Center is provided below.

LOMA VISTA URBAN CENTER

The Loma Vista Urban Center is implemented by the Loma Vista Specific Plan. This Specific Plan outlines guiding principles and a comprehensive land use plan to promote a high quality residential community focused around two community centers, a business campus, and the Reagan Educational Center.

[1] City of Clovis Resolution 14-82 for the adoption of the 2014 Clovis General Plan
[2] City of Clovis Resolution 14-81 for the certification of the 2014 Clovis General Plan EIR
[3] 2014 Clovis General Plan EIR State Clearinghouse Number 2012061069

NORTHWEST URBAN CENTER (HERITAGE GROVE)

The General Plan provides fairly specific land use planning for the Northwest Urban Center, with policies that require a comprehensive design document to provide additional development and land use guidance.

The General Plan also envisions that the comprehensive design document for the Northwest Urban Center will:

- Use San Joaquin Valley-appropriate plantings
- Capitalize on views of Owens Mountain and the Sierra Nevada
- Achieve compact development patterns that integrate a variety of housing types, sizes, and densities at the neighborhood and community level
- Eliminate as feasible the use of sound walls separating neighborhoods from roads
- Develop a well-connected grid system of roads
- Prohibit retail land uses within a quarter mile of any Clovis Unified School District campus

NORTHEAST URBAN CENTER

The General Plan provides fairly specific land use planning for the Northeast Urban Center, with policies that require a comprehensive design document to provide additional development and land use guidance.

The General Plan envisions that the comprehensive design document (such as a master plan or specific plan), for the Northeast Urban Center will:

- Create a series of urban villages that are distinct but that, taken together, contribute to a common public identity for the Northeast Urban Center
- Develop major arterials that are not on a grid pattern; rather, the major arterials flow with the land and capitalize on vistas of the Sierra Nevada and pristine local viewsheds
- Provide other streets in a well-connected grid system
- Connect neighborhoods, community centers, parks, schools, and commercial districts with a robust non-vehicular circulation system

In addition to the General Plan concentration of development patterns within the three Urban Centers, there are also fourteen (14) Focus Areas throughout the City. Focus areas are intend to the complement the General Pan land use designations and, in some cases, expand permissible uses, introduce policy requirements, augment development standards, or may call attention to a complex property.

Lastly, the City has four (4) Specific Plan areas which provides for customized standards and criteria for development of a particular area. In each instance, the Specific Plan establishes the planning concept, design, and development guidelines for that particular area.

GENERAL PLAN AMENDMENTS

The following is a list General Plan Amendments processed in 2021, followed by a brief summary of each.

ENTITLEMENT NO.	PROJECT NAME	PLANNING COMMISSION	CITY COUNCIL	STATUS	RESOLUTION NUMBERS
GPA2021-001	Triple 7 Hospitality	June 24, 2021	July 19, 2021	Approved	21-15 (PC) 21-82 (CC)
GPA2021-002	De Young Homes	June 24, 2021	July 19, 2021	Approved	21-12 (PC) 21-83 (CC)
GPA2021-003	Wilson Premier Homes	To be determined*	To be determined*	To be determined*	To be determined*
GPA2021-004	Fire Station No. 2	October 28, 2021	Nov. 15, 2021	Approved	21-29 (PC) 21-133 (CC)
GPA2021-005	Wilson Premier Homes	To be determined*	To be determined*	To be determined*	To be determined*
GPA2021-006	Wilson Premier Homes	To be determined*	To be determined*	To be determined*	To be determined*
GPA2021-007	Research & Technology Park "Clean Up"	Estimated April 28, 2022	To be determined*	To be determined*	To be determined*
*To be determined indicates the project has not yet gone for consideration, thus no action has been taken.					

GPA2021-001, Triple 7 Hospitality

General Plan Amendment GPA2021-001 was approved by Clovis City Council on July 19, 2021. GPA2021-001 was a request to amend the existing 2014 General Plan Land Use Designation from O *(Office)* to GC *(General Commercial).* This general plan amendment was required in conjunction with the proposed rezone to maintain consistency between the land use designation and zone district as a result of request for an Alcohol and Beverage Control (ABC) license associated with a previously constructed hotel.

GPA2021-002, De Young Homes

General Plan Amendment GPA2021-002 was approved by Clovis City Council on July 19, 2021 to amend the General Plan land use designation of 3.54 acre project site from Public/ Quasi Public Facilities to Medium Density Residential to construct 17 single-family residential lots (density of 4.1 to 7.0 dwelling units to the acre). This allowed for residential on an infill site that previously did not allow for residential uses.

GPA2021-003, Wilson Premier Homes

General Plan Amendment GPA2021-003 has not yet been fully processed and therefore has not been considered by the Planning Commission or City Council at the time this report was prepared. However, GPA2021-003 is a request to amend the Clovis General Plan land use designation from Medium Density Residential (4.1 to 7.0 DU/Ac) to Medium-High Density Residential (7.1-15.0 DU/Ac) on approximately 218 acres of land. This project includes other entitlements, such as annexation, pre-zone, tract map, and planned development permit. Of note, this site is currently within the Clovis Sphere of Influence, but outside of the City limit until. If approved, the site would become part of the City of Clovis.

GPA2021-004, Fire Station No. 2

General Plan Amendment GPA2021-004 was approved by the Clovis City Council on November 15, 2021. This action was a "clean up" on a site that had an existing fire station under a land use designation that did not allow for that land use. Thus, the fire station, prior to approval GPA2021-004 was considered legal non-conforming. The approval of GPA2021-004 now ensures that the use is conforming to the land use designation. This entitlement was accompanied by a rezone and site plan review as well to rebuild and update the existing fire station.

GPA2021-005 and GPA2021-006, Wilson Premier Homes

General Plan Amendments GPA2021-005 and GPA2021-006 have not yet been fully processed and therefore have not been considered by the Planning Commission or City Council at the time this report was prepared. GPA2021-005 is a request to amend the Clovis General Plan land use designation from Rural Residential (1.0 DU/2 Ac) to Medium-High Density Residential (7.1-15.0 DU/Ac) on approximately 75 acres of land. GPA2021-006 is to modify the Circulation Element of the General Plan to allow an access point to Shepherd Avenue – which is currently designated as a limited access expressway. This project includes other entitlements, such as a sphere of influence amendment, annexation, pre-zone, tract map, and planned development permit. If approved, the site would become part of the City of Clovis and accommodate approximately 600 new residential units.

GPA2021-007, Research & Technology (R-T) Park "Clean Up"

General Plan Amendment GPA2021-007 has not yet been fully processed and therefore has not been considered by the Planning Commission or City Council at the time this report was prepared. On January 4, 2021, the Clovis City Council approved a resolution for City staff to initiate amendments to the 2014 Clovis General Plan, Zoning Map, and the Development Code to remove existing inconsistencies between these documents as they relate to the City's R-T Park area. These efforts will include a General Plan Amendment (GPA2021-007), Rezone (R2021-010), and Ordinance Amendment (OA2021-004). A component of these proposed changes will be to include student and faculty housing in defined areas of the R-T Park associated with the California Health Sciences University (CHSU) campus.

HOUSING DEVELOPMENT UPDATE

In 2021, the City of Clovis issued 928 residential permits, consisting of 728 single-family homes, 188 multi-family units, and 23 accessory dwelling units (ADUs).

HOUSING ELEMENT ANNUAL PROGRESS REPORT

As a component of the General Plan Annual Progress Report, the City must provide and report on specific information relative to its Housing Element in a Housing Element Annual Progress Report. Utilizing a standard form provided by HCD, data is gathered and input to demonstrate the City's progress towards housing production across affordability levels, development applications received, and updates on housing program implementation for the year 2021. The purpose of the APR is provide the City Council and the State with the City's progress on its Housing Element implementation and status towards meeting its allocated share of regional housing needs (RHNA). The Housing Element Annual Progress Report is included as Appendix A.

Jurisdiction	Clovis	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	12/31/2015 - 12/31/2023

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

Table A
Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes								Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Density Bonus Applications		Application Status	Notes
1					2	3	4	5							6	7	8	9	10		11	12
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted+ (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Was a Density Bonus requested for this housing development?	Was a Density Bonus approved for this housing development?	Please indicate the status of the application.	Notes*
Summary Row: Start Data Entry Below								29	0	30	0	0	475	64	598	336	0					
	560-017-21; 560-002-43	587 W Nees & 637 W Nees	TM6348	TM6348	SFD	O	2/8/2021							10	10	10	0	No	No	No	Approved	
	554-040-20	1701 Locan	TM6349	TM6349	SFD	O	4/8/2021							17	17	17	0	No	No	No	Approved	Previous parcel map PM2021
	555-362-28	8587 E Shaw	TM6377	TM6377	SFD	O	8/13/2021							18	18	18	0	No	No	No	Approved	
	564-080-17	2350 Nees	TM6367	TM6367	SFD	O	6/20/2021							8	8	8	0	No	No	No	Approved	
	553-020-62	271 N Temperance	TM6393	TM6393	SFD	O	8/20/2021							7	7	7	0	No	No	No	Approved	
	563-135-42	2020 Alluvial	PM2021-004	PM2021-004	SFD	O	11/18/2021							4	4			No	No	No	Pending	
	554-053-41	1703 De Wolf Avenue	SPR2021-001A	SPR2021-001A	5+	R	6/3/2021	29		30					59	59	0	No	Yes	Yes	Approved	Amendment to SPR2021-001
	497-020-32	1500 Villa Avenue	SPR1977-016A	SPR1977-016A	MH	R	1/8/2021						1		1	1	0	No	No	No	Approved	
	310-300-50	3798 Ashlan Avenue	MFDR2021-001	MFDR2021-001	5+	R	5/26/2021						216		216	216	0	No	No	No	Approved	
	560-010-40	1959 N Willow	MFDR2021-002	MFDR2021-002	5+	R	9/30/2021						258		258			No	No	No	Pending	The project is pending becaus
															0							
															0							
															0							

ATTACHMENT 3

Jurisdiction	Chula
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (10/15/2013 - 10/15/2029)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas.

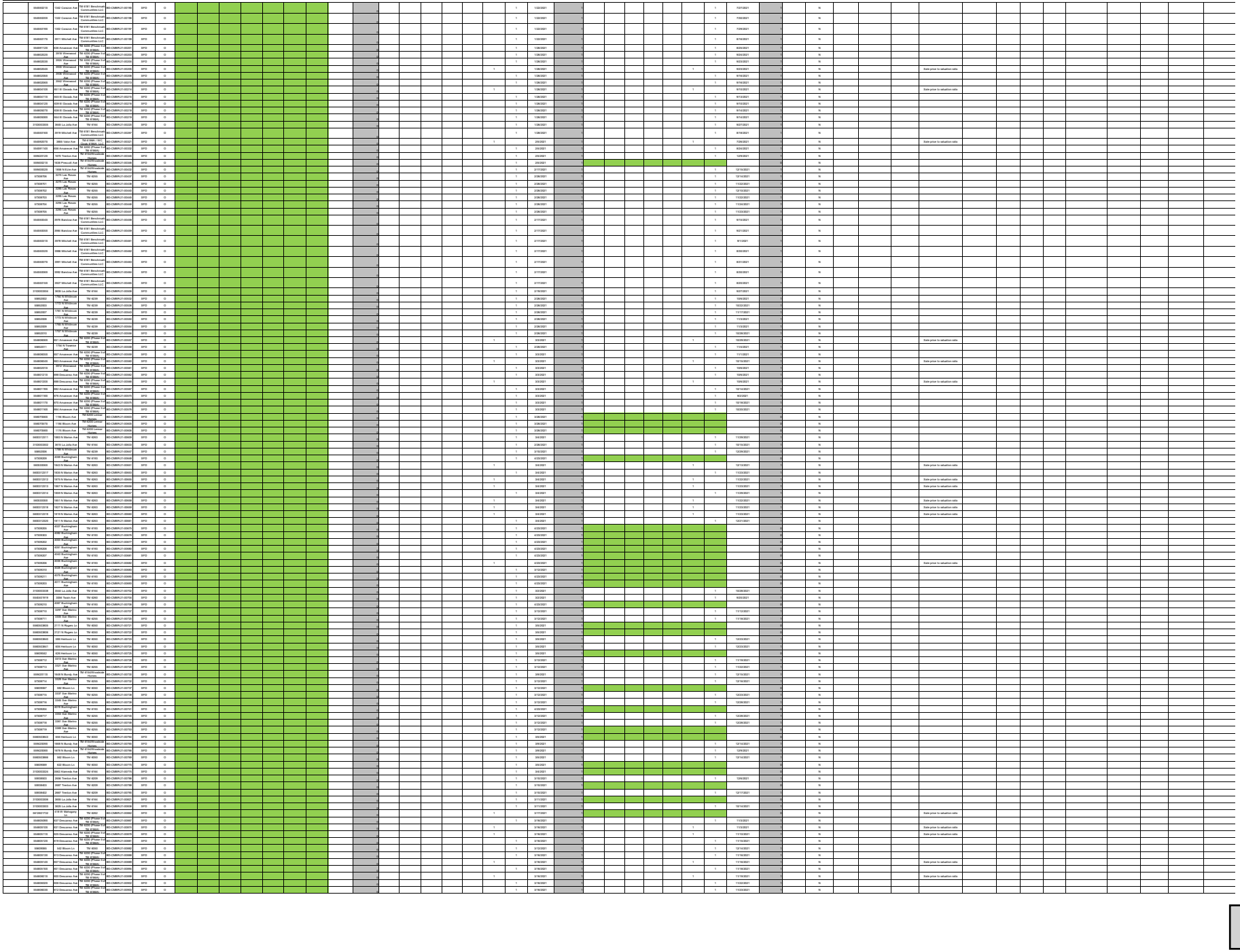
Table A2
Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units

Project Identifier					Unit Types		Affordability by Household Incomes - Completed Entitlement							Affordability by Household Incomes - Building Permits								Affordability by Household Incomes - Certificates of Occupancy									Streamlining	Infill	Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	Term of Affordability or Deed Restriction	Demolished/Destroyed Units			Density Bonus				Notes
1					2	3	4						5	6	7						8	9	10							11	12	13	14	15	16	17	18	19	20			21	22	23	24	25
Prior APN*	Current APN	Street Address	Project Name	Local Jurisdiction Tracking ID*	Unit Category (SFD, SFA, 2-4, 5-9+, ADU, MH)	Tenure (R=Renter, O=Owner)	Very Low-Income Deed Restricted	Very Low-Income Non-Deed Restricted	Low-Income Deed Restricted	Low-Income Non-Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non-Deed Restricted	Above Moderate-Income	Entitlement Date Approved	# of Units Issued Entitlements	Very Low-Income Deed Restricted	Very Low-Income Non-Deed Restricted	Low-Income Deed Restricted	Low-Income Non-Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non-Deed Restricted	Above Moderate-Income	Building Permits Date Issued	# of Units Issued Building Permits	Very Low-Income Deed Restricted	Very Low-Income Non-Deed Restricted	Low-Income Deed Restricted	Low-Income Non-Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non-Deed Restricted	Above Moderate-Income	Certificates of Occupancy Date (see instructions) Date Issued	# of Units Issued Certificates of Occupancy or other forms of readiness	How many of the units were Extremely Low Income?*	Was Project streamlined using SB 35/SB 423/AB 2162 (SB 35 Streamlining) Y/N	Infill Units? Y/N*	Assistance Programs for Each Development (may select multiple - see instructions)	Deed Restriction Type (may select multiple - see instructions)	For units Affordable without financial assistance or deed restrictions and for which the locality determined the units were affordable (see instructions)	Term of Affordability or Deed Restriction (years) (If affordable in perpetuity write "1000")	Number of Demolished/Destroyed Units	Demolished or Destroyed Units	Demolished/Destroyed Units Owner or Renter	Total Density Bonus Applied to the Project (Percentage Increase in Total Allowable Units or Total Maximum Allowable Residential Gross Floor Area)	Number of Other Incentives, Concessions, Waivers, or Other Modifications Given to the Project (Including Parking Waivers or Parking Modifications)	List the incentives, concessions, waivers, or modifications (Including Parking Waivers or Parking Modifications)	Did the project receive a reduction or waiver of parking standards? Y/N	Notes*
Summary Row: Start Data Entry Below							29	0	30	0	10	532	60		661	0	0	0	0	0	503	643			1146																				
	9080310020	1790 San Gabriel Ave, 2021-2029	SPR 2018-011	Ave 2021-2029	SFD	R									0								6	10/6/2021	6								N												Based on market rate multifamily rents
	9080312100	3739 San Gabriel Ave, 2021-2029	SPR 2018-011	Ave 2021-2029	SFD	R									0								6	8/2/2021	6								N												Based on market rate multifamily rents
	9080312103	3709 San Gabriel Ave, 2021-2029	SPR 2018-011	Ave 2021-2029	SFD	R									0								9	8/2/2021	9								N												Based on market rate multifamily rents
	6390161	750 W Holland Ave	SPR 2018-011	Phase 2021-2029	SFD	R									0								2	9/16/2021	2								N												Based on market rate multifamily rents
	9080314	3755 Loma Vista Way, 2021-2029	SPR 2018-011	21-SFD	SFD	R									0								3	10/6/2021	3								N												Based on market rate multifamily rents
	9080315	3759 Loma Vista Way, 2021-2029	SPR 2018-011	52990	SFD	R									0								9	12/6/2021	9								N												Based on market rate multifamily rents
	9080314	3765 Loma Vista Way, 2021-2029	SPR 2018-011	52990	SFD	R									0								9	12/6/2021	9								N												Based on market rate multifamily rents
	9080314	3775 Loma Vista Way, 2021-2029	SPR 2018-011	52990	SFD	R									0								9	12/6/2021	9								N												Based on market rate multifamily rents
	9080314	3785 Loma Vista Way, 2021-2029	SPR 2018-011	52990	SFD	R									0								9	12/6/2021	9								N												Based on market rate multifamily rents
	9080314	3795 Loma Vista Way, 2021-2029	SPR 2018-011	52990	SFD	R									0								9	12/6/2021	9								N												Based on market rate multifamily rents
	9080314	3730 Loma Vista Way, 2021-2029	SPR 2018-011	52990	SFD	R									0								9	11/16/2021	9								N												Based on market rate multifamily rents
	9080314	3740 Loma Vista Way, 2021-2029	SPR 2018-011	52990	SFD	R									0								9	11/16/2021	9								N												Based on market rate multifamily rents
	9080314	3750 Loma Vista Way, 2021-2029	SPR 2018-011	52990	SFD	R									0								9	11/22/2021	9								N												Based on market rate multifamily rents
	9080314	3760 Loma Vista Way, 2021-2029	SPR 2018-011	52990	SFD	R									0								9	11/22/2021	9								N												Based on market rate multifamily rents
	6866320	1135 Santa Ana Ave, 107-140, 201-202, 301-302		CMIM-000381-2017	SFA	R									0										0						12		12/1/2021	12											Based on market rate multifamily rents
	6866302	1170 Santa Ana Ave		CMIM-000392-2017	SFA	R									0										0						12		12/1/2021	12											Based on market rate multifamily rents
	6866306	1176 Santa Ana Ave		CMIM-000393-2017	SFA	R									0										0						12		12/1/2021	12											Based on market rate multifamily rents
	6866309	1178 Santa Ana Ave		CMIM-000394-2017	SFA	R									0										0						12		12/1/2021	12											Based on market rate multifamily rents
	9080309	392 N Mc Kinley Ave 101-109, 201-209	SPR 2018-025	CMIM-000413-2018	SFA	R									0										0						8		3/10/2021	8											Based on market rate multifamily rents
	9080307	392 N Mc Kinley Ave 103-109, 203-209	SPR 2018-025	CMIM-000413-2018	SFA	R									0										0						8		3/10/2021	8											Based on market rate multifamily rents
	9080307	392 N Mc Kinley Ave 108-113, 208-213	SPR 2018-025	CMIM-000417-2018	SFA	R									0										0						8		3/16/2021	8											Based on market rate multifamily rents
	9080305	392 N Mc Kinley Ave 110-116, 210-216	SPR 2018-025	CMIM-000418-2018	SFA	R									0										0						12		3/16/2021	12											Based on market rate multifamily rents
	9080305	392 N Mc Kinley Ave 111-115, 211-215	SPR 2018-025	CMIM-000419-2018	SFA	R									0										0						12		3/26/2021	12											Based on market rate multifamily rents
	9080305	392 N Mc Kinley Ave 101-104, 201-204	SPR 2018-025	CMIM-000420-2018	SFA	R									0										0						8		8/9/2021	8											Based on market rate multifamily rents
	9080305	392 N Mc Kinley Ave 105-108, 205-208	SPR 2018-025	CMIM-000421-2018	SFA	R									0										0						8		8/9/2021	8											Based on market rate multifamily rents
	9080305	392 N Mc Kinley Ave 109-112, 209-212	SPR 2018-025	CMIM-000422-2018	SFA	R									0										0						8		4/27/2021	8											Based on market rate multifamily rents
	9080305	392 N Mc Kinley Ave 113-116, 213-216	SPR 2018-025	CMIM-000423-2018	SFA	R									0										0						8		5/6/2021	8											Based on market rate multifamily rents
	9080305	392 N Mc Kinley Ave 101-104, 201-204	SPR 2018-025	CMIM-000425-2018	SFA	R									0										0						12		6/1/2021	12											Based on market rate multifamily rents
	9080305	392 N Mc Kinley Ave 105-108, 205-208	SPR 2018-025	CMIM-000426-2018	2-3+4	R									0										0						4		5/27/2021	4											Based on market rate multifamily rents
	9080305	392 N Mc Kinley Ave 109-112, 209-212	SPR 2018-025	CMIM-000429-2018	2-3+4	R									0										0						19		5/20/2021	19											Based on market rate multifamily rents
	9080305	392 N Mc Kinley Ave 113-116, 213-216	SPR 2018-025	CMIM-000430-2018	2-3+4	R									0										0						4		5/27/2021	4											Based on market rate multifamily rents
	9080309	392 N Mc Kinley Ave 101-108, 201-208	SPR 2018-025	CMIM-000431-2018	5+	R									0										0						8		6/4/2021	8											Based on market rate multifamily rents
	9080307	392 N Mc Kinley Ave 109-162, 209-262	SPR 2018-025	CMIM-000432-2018	5+	R									0										0						8		6/3/2021	8											Based on market rate multifamily rents
	9019200016	720 W Alvarez Ave 109-109, 209-209	SPR 2018-026	Holiday Commons	2-3+4	R									0										0						4		5/25/2021	4											Based on market rate multifamily rents
	9019200016	720 W Alvarez Ave 151-154, 251-254	SPR 2018-026	Holiday Commons	2-3+4	R									0										0						16		6/25/2021	16											Based on market rate multifamily rents
	9019200016	720 W Alvarez Ave 113-116, 213-216	SPR 2018-026	Holiday Commons	2-3+4	R									0										0						12		5/25/2021	12											Based on market rate multifamily rents
	9019200016	720 W Alvarez Ave 129-150, 229-250	SPR 2018-026	Holiday Commons	2-3+4	R									0										0						12		5/25/2021	12											Based on market rate multifamily rents
	9019200016	720 W Alvarez Ave 155-156, 255-256	SPR 2018-026	Holiday Commons	2-3+4	R									0										0						16		5/25/2021	16											Based on market rate multifamily rents
	6921401	1196 Reed Ct #1	NO PROJECT	SFD-CMIM-21-0004	ADU	R									0							1		4/28/2021	1								N												ADUs considered affordable to moderate households
	6921305	237 Oxford Ave	NO PROJECT	SFD-CMIM-21-0019	ADU	R									0							1		7/1/2021	1								N												ADUs considered affordable to moderate households
	6921403	319 Fifth St	NO PROJECT	SFD-CMIM-21-0026	ADU	R									0							1		9/23/2021	1								N												ADUs considered affordable to moderate households
	6920901	176 Acacia Ave		SFD-CMIM-21-0028	ADU	R									0							1		12/16/2021	1								N												ADUs considered affordable to moderate households
	6911706	398 Paulson Ave	NO PROJECT	SFD-CMIM-21-0031	ADU	R									0							1		12/2/2021	1								N												ADUs considered affordable to moderate households
	6920732025	669 W Alamos Ave	NO PROJECT	CMIM-000900-2020	ADU	R									0							1		1/26/2021	1								N												ADUs considered affordable to moderate households
	9161507005	2626 Scott Ave B	NO PROJECT	CMIM-000902-2020	ADU	R									0							1		5/6/2021	1								N												ADUs considered affordable to moderate households
	6700620	931 W Mesa Ave	NO PROJECT	CMIM-000731-2020	ADU	R									0							1		2/24/2021	1						1		7/1/2021	1											ADUs considered affordable to moderate households
	6901600	1597 N Kenny Ave	NO PROJECT	CMIM-000908-2020	ADU	R									0							1		2/16/2021	1								N												ADUs considered affordable to moderate households
	6911716	1468 Fifth St B	NO PROJECT	SFD-CMIM-21-0009	ADU	R									0							1		1/26/2021	1								N												ADUs considered affordable to moderate households
	6896005900	1918 N Erie Ave	TM 6164/Woodside Homes	SFD-CMIM-21-0035	ADU	R									0							1		2/26/2021	1								N												ADUs considered affordable to moderate households
	9286101170	1520 N Erie Ave	TM 6164/Woodside Homes	SFD-CMIM-21-0037A	ADU	R									0							1		2/26/2021	1						1		12/9/2021	1											ADUs considered affordable to moderate households
	9286002218	1539 Prescott Ct	TM 6164/Woodside Homes	SFD-CMIM-21-0117	ADU	R									0							1		3/31/2021	1								N												ADUs considered affordable to moderate households
	9286002078	1540 N Erie Ave	TM 6164/Woodside Homes	SFD-CMIM-21-0119	ADU	R									0							1		3/31/2021	1								N												ADUs considered affordable to moderate households
	6896005905	1600 Leslie Ave	TM 6164/Woodside Homes	SFD-CMIM-21-0114	ADU	R									0							1		4/27/2021	1								N												ADUs considered affordable to moderate households
	6911506	1500 Woodworth Ave B	NO PROJECT	SFD-CMIM-21-0220	ADU	R									0							1		6/6/2021	1								N												ADUs considered affordable to moderate households
	6911507	1511 Woodworth Ave B	NO PROJECT	SFD-CMIM-21-0208	ADU	R									0							1		6/8/2021	1						1		11/23/2021	1											ADUs considered affordable to moderate households
	6911508	1519 Woodworth Ave B	NO PROJECT	SFD-CMIM-21-0209	ADU	R									0							1		9/28/2021	1						1		11/23/2021	1											ADUs considered affordable to moderate households
	6896005906	1630 Leslie Ave	TM 6164/Woodside Homes	SFD-CMIM-21-0206	ADU	R									0							1		7/2/2021	1								N												ADUs considered affordable to moderate households
	6896107005	1640 Leslie Ave	TM 6164/Woodside Homes	SFD-CMIM-21-0207A	ADU	R									0							1		9/30/2021	1								N												ADUs considered affordable to moderate households
	6896201016	1697 Teague Ave	TM 6164/Woodside Homes	SFD-CMIM-21-0208	ADU	R									0							1		8/13/2021	1								N												ADUs considered affordable to moderate households
	6896200005	1720 Trenton Ave	TM 6164/Woodside Homes	SFD-CMIM-21-0209	ADU	R									0							1		10/19/2021	1								N												ADUs considered affordable to moderate households
	9286101135	1660 Leslie Ave	TM 6164/Woodside Homes	SFD-CMIM-21-0043	ADU	R									0							1		10/13/2021	1								N												ADUs considered affordable to moderate households
	6896108	1577 Woodworth Ave	NO PROJECT	CMIM-000839-2020	ADU	R									0							1			1						1		8/18/2021	1											ADUs considered affordable to moderate households
	6911726	1401 Fifth St B	NO PROJECT	CMIM-000196-2020	ADU	R									0							1			1						1		4/29/2021	1											ADUs considered affordable to moderate households
	6911728	1407 Bullard Ave B	NO PROJECT	CMIM-000200-2020	ADU	R									0							1			1						1		8/7/2021	1											ADUs considered affordable to moderate households
	6920901	176 Acacia Ave		SFD-CMIM-21-0206	SFD	O									0							1		12/16/2021	1								N												Sale price to valuation ratio
	6911910702	1540 Gibson Ave	NO PROJECT	CMIM-000219-2020	SFD	O									0										0						1		7/29/2021	1											
	6901610808	3199 Sampson Ave	NO PROJECT	CMIM-000199-2020	SFD	O									0										0						1		10/29/2021	1											
	9450014068	1540 Jordan Ave	NO PROJECT	CMIM-000930-2020	SFD	O									0										0						1		4/12/2021	1											
	8922500402	1870 Austin Ave	PM 2018-019	CMIM-000837-2020	SFD	O									0							1		1/12/2021	1						1		10/29/2021	1											Sale price to valuation ratio
	8922500401	1877 Austin Ave	PM 2018-019	CMIM-000838-2020	SFD	O									0							1		1/12/2021	1						1		10/29/2021	1											Sale price to valuation ratio
	8922500408	1887 Austin Ave	PM 2018-019	CMIM-000839-2020	SFD	O									0							1		1/12/2021	1						1		10/29/2021	1											Sale price to valuation ratio
	8922500409	1899 Austin Ave	PM 2018-019	CMIM-000840-2020	SFD	O									0							1		1/12/2021	1						1		10/29/2021	1											Sale price to valuation ratio
	8922500410	1909 Austin Ave	PM 2018-019	CMIM-000841-2020	SFD	O									0							1		1/12/2021	1						1		10/29/2021	1											Sale price to valuation ratio
	6980100	3088 Phoenix Ave	PM 2017-01	CMIM-000899-2019	SFD	O									0										0						1		1/19/2021	1											
	6911910701	1490 Gibson Ave	NO PROJECT	CMIM-000179-2019	SFD	O									0										0						1		7/29/2021	1											Sale price to valuation ratio
	6911911207	1403 Fourth St	NO PROJECT	CMIM-000203-2020	SFD	O									0							1		2/17/2021	1																			Sale price to valuation ratio
	6911911201	1421 Fourth St	NO PROJECT	CMIM-000204-2020	SFD	O									0							1		2/17/2021	1								N												Sale price to valuation ratio
	6980100900	3088 Phoenix Ave	NO PROJECT	CMIM-000902-2020	SFD	O									0										0						1		4/22/2021	1											
	6980100	3039 Phoenix Ave	NO PROJECT	CMIM-000903-2020	SFD	O									0										0						1		11/30/2021	1											
	6991910105	1562 Bernadine St	NO PROJECT	CMIM-000767-2019	SFD	O									0										0						1		10/29/2021	1											Sale price to valuation ratio
	9049000900	3969 Valor Ave	TM 6188 - 101 Condos at 6800 Phase 1	CMIM-000899-2020	SFD	O									0							1		1/15/2021	1								N												
	9049001126	6808 Amusement Ave	TM 6188 - 101 Condos at 6800 Phase 1	CMIM-000900-2020	SFD	O									0							1		1/15/2021	1								N												
	9049000900	3956 Valor Ave	TM 6188 - 101 Condos at 6800 Phase 1	CMIM-000901-2020	SFD	O									0							1		1/15/2021	1								N												
	6896202505	1697 N Bundy Ave	TM 6164/Woodside Homes	SFD-CMIM-21-0007A	SFD	O									0							1		1/15/2021	1						1		8/18/2021	1											
	6896202506	1718 N Bundy Ave	TM 6164/Woodside Homes	SFD-CMIM-21-0008A	SFD	O									0							1		1/19/2021	1						1		12/3/2021	1											
	6883640	2798 Trenton Ave	TM 6206	SFD-CMIM-21-0013A	SFD	O									0							1		1/26/2021	1						1		10/19/2021	1											
	2150503209	3333 Alvarado Ave	TM 6164	SFD-CMIM-21-0013	SFD	O									0							1		1/19/2021	1						1		10/7/2021	1											
	2150503305	3565 La Jolla Ave	TM 6164	SFD-CMIM-21-0015	SFD	O									0							1		1/19/2021	1								N												
	6750620	3235 Lee Ranch Rd	TM 6255	SFD-CMIM-21-0013A	SFD	O									0							1		1/26/2021	1						1		10/21/2021	1											
	6750620	3275 Lee Ranch Rd	TM 6255	SFD-CMIM-21-0013A	SFD	O									0							1		1/26/2021	1						1		10/18/2021	1											
	6750622	4188 Washington Rd	TM 6255	SFD-CMIM-21-0013A	SFD	O									0							1		1/26/2021	1						1		11/5/2021	1											
	6750656	4198 Washington Rd	TM 6255	SFD-CMIM-21-0013A	SFD	O									0							1		1/26/2021	1						1		10/29/2021	1											
	6750621	4139 Washington Rd	TM 6255	SFD-CMIM-21-0013A	SFD	O									0							1		1/26/2021	1						1		10/29/2021	1											
	6750621	4137 Wallace Ave	TM 6255	SFD-CMIM-21-0013A	SFD	O									0							1		1/26/2021	1						1		10/14/2021	1											Sale price to valuation ratio
	6750620	4178 Washington Rd	TM 6255	SFD-CMIM-21-0013A	SFD	O									0							1		1/26/2021	1						1		10/29/2021	1											
	6750620	3245 Lee Ranch Rd	TM 6255	SFD-CMIM-21-0013A	SFD	O									0							1		1/26/2021	1						1		11/1/2021	1											
	6750621	3255 Lee Ranch Rd	TM 6255	SFD-CMIM-21-0013A	SFD	O									0							1		1/26/2021	1						1		10/29/2021	1											
	6896708	1202 Bloom Ave	TM 6200 Lennar Homes	CMIM-000-2021-0013	SFD	O									0							1		2/16/2021	1								N												
	6896708405	1216 Bloom Ave	TM 6200 Lennar Homes	CMIM-000-2021-0013	SFD	O									0							1		2/16/2021	1								N												
	6896708405	1210 Bloom Ave	TM 6200 Lennar Homes	CMIM-000-2021-0013	SFD	O									0							1		2/16/2021	1								N												
	6896708405	1226 Bloom Ave	TM 6200 Lennar Homes	CMIM-000-2021-0013	SFD	O									0							1		2/16/2021	1						1		12/14/2021	1											
	6896708405	1234 Bloom Ave	TM 6200 Lennar Homes	CMIM-000-2021-0013	SFD	O									0							1		2/16/2021	1						1		11/19/2021	1											
	6896708405	1250 Vintage Ave	TM 6200 Lennar Homes	CMIM-000-2021-0013	SFD	O									0							1		2/16/2021	1						1		11/23/2021	1											
	2150503308	3675 La Jolla Ave	TM 6164	SFD-CMIM-21-0016	SFD	O									0							1		1/19/2021	1						1		10/6/2021	1											
	9450027005	3903 Mitchell Ave	TM 6181 Benchmark Communities LLC	SFD-CMIM-21-0018	SFD	O									0							1		1/22/2021	1								N												
	9449600115	1382 Corazon Ave	TM 6181 Benchmark Communities LLC	SFD-CMIM-21-0019	SFD	O									0							1		1/22/2021	1						1		7/28/2021	1											

Jurisdiction	Chula
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (projection cycle(s))

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas.



Jurisdiction	Clovis
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (10/15/2013 - 10/15/2023)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

| | | |

Jurisdiction	Chula
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (projection - conclude)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

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Cells in grey contain auto-calculation formulas.

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ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Chula
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (4/15/2013 - 4/15/2023)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas.

Jurisdiction	Chula
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	5th Cycle (10/15/2013 - 10/15/2023)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

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Jurisdiction	Clovis
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (12/15/2013 - 12/15/2023)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

| | | |

Jurisdiction	Clovis
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (12/15/2013 - 12/15/2023)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

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Jurisdiction	Clovis
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (12/15/2013 - 12/15/2023)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

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Jurisdiction	Clovis
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (12/15/2014 - 12/15/2023)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas.

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ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas.

Jurisdiction	Clovis
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (12/30/2015 - 12/30/2023)

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AGENDA ITEM NO. 10.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

Jurisdiction	Chula
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (12/15/2013 - 12/15/2021)

| | | |

Jurisdiction	Chula
Reporting Year	2021 (Jan. 1 - Dec. 31)
Planning Period	6th Cycle (04/15/2013 - 10/15/2029)

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Note: "+" indicates an optional field
Cells in grey contain auto-calculation formulas

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Jurisdiction	Clovis	
Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	12/31/2015 - 12/31/2023

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.

Please contact HCD if your data is different than the material supplied here

Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

Income Level		1	2									3	4
		RHNA Allocation by Income Level	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	2,321	-	-	-	-	-	-	-	-	-	-	2,321
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-		
Low	Deed Restricted	1,145	-	5	20	2	60	-	73	-	-	160	985
	Non-Deed Restricted		-	-	-	-	-	-	-	-	-		
Moderate	Deed Restricted	1,018	-	-	-	-	-	-	-	-	-	3,160	-
	Non-Deed Restricted		456	395	480	411	507	479	432	-	-		
Above Moderate		1,844	1,296	689	542	694	526	645	424	-	-	4,816	-
Total RHNA		**6,328**											
Total Units			**1,752**	**1,089**	**1,042**	**1,107**	**1,093**	**1,124**	**929**	**-**	**-**	**8,136**	**3,306**

Note: units serving extremely low-income households are included in the very low-income permitted units totals and must be reported as very low-income units.

Please note: For the last year of the 5th cycle, Table B will only include units that were permitted during the portion of the year that was in the 5th cycle. For the first year of the 6th cycle, Table B will include units that were permitted since the start of the planning period.

Please note: The APR form can only display data for one planning period. To view progress for a different planning period, you may login to HCD's online APR system, or contact HCD staff at apr@hcd.ca.gov.

ANNUAL ELEMENT PROGRESS REPORT
Housing Element Implementation
(CCR Title 25 §6202)

Jurisdiction	Clovis
Reporting Year	2021

Table D

Program Implementation Status pursuant to GC Section 65583

Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	**Objective**	**Timeframe in H.E**	**Status of Program Implementation**

Program 1: Regional Collaboration on Housing Opportunities	*Continue to participate in the Countywide Housing Element Technical Committee to collaborate on housing program implementation and regional issue. *The Countywide Housing Element Technical Committee will meet at least biannually. *The Committee will meet annually with HCD to discuss funding opportunities and challenges in implementation of programs, and seek technical assistance. *The Committee will meet periodically with Fair Housing of Central California to discuss fair housing issues. *The Committee will advocate on behalf of the Fresno region for more grant funding. *Continue to seek partnerships with other jurisdictions in the region and other agencies (such as the Housing Authority), housing developers, community stakeholders, and agricultural employers/employees to explore viable options for increasing the availability of farmworker housing. *Develop a directory of services and resources for lower-income households. *Make the directory available on City/County websites and at City/County offices.	Ongoing	City Staff normally meets twice annually with all 13 participating jurisdictions to work towards the goals and objectives outlined in the housing element by sharing best practices, exploring opportunities for further collaboration, and making the best use of limited resources. These meetings were held virtualy in 2021. Staff of the participating local governments also met with representatives of the California Deparment of Housing and Community Development (HCD) to discuss funding opportunities and challenges in implementing their programs. The City posts available affordable housing resources on the City website, and also posts affordable housing resources as they become available on the City's social media accounts.
Program 2: Review Annexation Standards in Memorandum of Understanding	The County of Fresno and the cities within the County shall work together to review and revise, as deemed appropriate by all parties, the standards for annexation contained in the Memorandum of Understanding between the County and the cities.	Ongoing	COMPLETED IN 2018. On June 4, 2018, City Council Res. 18-76 was adopted approving an amendment ot the Tax Sharing Agreement to permit annexation of land for purpose of RHNA. The County Board of Supervisors approved the amendment.

Program 3: Provision of Adequate Sites	*Maintain and annually update the inventory of residential land resources. *Provide the inventory on the City website and make copies available upon request. *Monitor development and other changes in the inventory to ensure the City has remaining capacity consistent with its share of the regional housing need. *Actively participate in the development of the next RHNA Plan to better ensure that the allocations are reflective of the regional and local land use goals and policies.	Ongoing	This program is ongoing. The City monitors development relative to the sites inventory and continues to maintain adequate sites to meet the Fifth Cycle Regional Housing Needs Allocation. The Planning Division maintains an inventory of affordable housing sites within its Geographical Information System. The City has also participated in the Fresno COG RHNA subcommittee to provide input on the Sixth Cycle Regional Housing Needs Plan and allocation methodology. The draft allocation methodology is undergoing a commenting period before submittal to HCD for review.
Program 4: Rezoning for RHNA	*Provide adequate zoning on at least 221 acres of land by December 31, 2016 to cover the unaccommodated need from the Fourth Cycle RHNA of 4,425 lower-income units. *If annexation of the “prezoned” sites is not completed within three years of adoption of the Housing Element, the City will conduct an analysis to determine if adequate capacity exists on the remaining sites in the inventory to meet the Fifth Cycle RHNA. *If the City cannot identify adequate capacity, the City will rezone sites within four years of adoption of the Housing Element to meet the RHNA. The rezoned sites will meet the criteria for lower-income housing described above.	Completed on December 31, 2016 and April 2019	PROGRAM COMPLETED. The City completed the Fourth Cycle RHNA Rezone in 2018. The prezoned sites counted in the Fifth Cycle RHNA have also been annexed. The City annexed Site PA-3 (20.9 acres of HDR - 418 unit capacity) on April 10, 2016, and annexed Site PA-1 (13.3 acres MU-V - 266 unit capacity) and PA-2 (18 acres of HDR - 360 unit capacity) on January 28, 2019. The RHNA Overlay program has been marketed by City staff and has resulted in Butterfly Gardens, a 75-unit affordable housing project, being proposed, funded, and under construction in 2021.

Program 5: Monitoring of Residential Capacity (No Net Loss)	*Develop and implement a formal evaluation procedure pursuant to Government Code Section 65863 by 2016. *Monitor and report through the HCD annual report process.	2016/Annual	The Planning Division maintains an inventory of affordable housing sites within its Geographical Information System. The identification of housing inventory sites has been added to the application forms for all types of development activity, triggering the need to conduct the no-net-loss analysis for applicable projects. The Planning Division has procedures to conduct the no-net-loss analysis when development other than what is shown in the housing sites inventory is proposed and/or approved. The procedures are posted on the City's Affordable Housing website.
Program 6: Water and Wastewater Service	*Continue to monitor water and wastewater capacity and make improvements, as appropriate and feasible, to better serve existing development and strive to accommodate the RHNA. *Establish procedures by the end of 2016 for granting priority water and sewer service to developments with lower-income units in compliance with California Government Code Section 65589.7.	2016/Ongoing	The water and wastewater service master plans respond directly to the land use plan established by the General Plan and apply appropriate design safety factors to ensure that adequate capacity is provided to all land uses. These service plans provide flexibility, especially in infill areas, that will accommodate affordable housing units where needed throughout the city. The water, wastewater, and recycled water masterplans were adopted in July 2018. These plans work in concert with each other to enhance available supply and provide full service to the plan area as systematic growth occurs. The City Council adopted policy language on March 18, 2019 to provide priority water and sewer service for lower-income housing in compliance with Government Code Section 65589.7.

Program 7: Affordable Housing Incentives	*Continue to seek partnerships and regularly meet, at least annually, with other agencies (such as the Housing Authority), housing developers, community stakeholders, and employers to discuss and pursue viable opportunities for providing affordable housing. *Continue to offer incentives such as gap financing, density bonus, streamlined processing (such as pre-application consultation to identify potential issues early on and concurrent processing of required permits to the extent feasible) to facilitate the development of affordable housing, with an emphasis on housing opportunities for very low and extremely low income households, as well as special needs populations, such as the elderly, disabled (including developmentally disabled), farmworkers, the homeless, and those at risk of becoming homeless. *Continue to streamline the environmental review process for housing developments to the extent possible, using available State categorical exemptions and Federal categorical exclusions, when applicable. *Annually pursue State, Federal, and other funding opportunities to increase the supply of safe, decent, affordable housing in Clovis for lower income households (including extremely low income households), such as seniors, disabled (including persons with developmental disabilities), farmworkers	Ongoing	City Staff are working with affordable housing developers to expand affordable housing development opportunities. During the 2021 calendar year, the City of Clovis has provided subsidies to the following affordable housing developments/programs: 1) Stanford Addition Infill - In 2020, the City of Clovis purchased a dilapidated home in the Stanford Addition with the intent of the site being used for affordable housing. The City demolished the home and split the lot. In January 2021, the two lots were granted to Habitat for Humanity Greater Fresno Area to be used for the construction of two single-family homes to be purchased by low-income veteran households. The homes are expected to be completed in the first half of 2022. 2) On November 4, 2019, City Council adopted the Affordable Housing Development Impact Fee Reduction Program with an initial funding of $1,000,000. In 2020, a $1,000,000 funding request through the program from the Fresno Housing Authority was approved for construction of a 60-unit affordable housing complex. Building permits were issued in 2020 and construction completed in 2021. In Spring 2021, $300,000 was approved for the construction of a 75-unit supportive housing project, Butterfly Gardens, being developed by UpHoldings. This project is now under construction. In 2019, the City amended its Development Code to establish a ministerial process for the approval of multi-family residential projects, based on objective standards.

Program 8: Farmworker Housing	*Continue to support and encourage other agencies and housing developers, such as the Fresno Housing Authority and Self-Help Enterprises, in the application of funds for farmworker housing, including State HCD and USDA Rural Development loans and grants and other funding sources that may become available. *Continue to offer incentives such as gap financing, density bonus, streamlined processing to facilitate the development of farmworker housing. *Annually monitor the status of farmworker housing as part of the City's annual report to HCD on Housing Element progress and evaluate if City efforts are effective in facilitating the provision of farmworker housing. If appropriate, make necessary changes to enhance opportunities and incentives for farmworker housing development.	Ongoing	There were no applications for farmworker housing in 2021. However, the City makes available on the City of Clovis website information about potentional gap financing, density bonus, and streamlined processing.

Program 9: Preserving Assisted Housing	*Monitor the status of any HUD receipt/approval of Notices of Intent and Plans of Action filed by property owners to convert to market rate units. *Identify non-profit organizations as potential purchasers/ managers of at-risk housing units. *Explore funding sources available to purchase affordability covenants on at-risk projects, transfer ownership of at-risk projects to public or non-profit agencies, purchase existing buildings to replace at-risk units, or construct replacement units. *Ensure the tenants are properly noticed and informed of their rights and eligibility to obtain special Section 8 vouchers reserved for tenants of converted HUD properties.	Ongoing	In October 2021 the City of Clovis received informal notice that an apartment project that was financed with 4% bonds is intending to increase rents as it has fulfilled its obligations to the state bond program. Staff has been working with the owner and the Fresno County Housing Authority to address the affordability needed for the impacted families. The formal notice has not been recieved.

Program 10: Encourage and Facilitate Accessory Units (Second Units)	*By 2018, consider fee reductions for second units. *By 2019, implement a public education program advertising the opportunity for second units through the City website and at the planning counter.	2018 and 2019	PROGRAM COMPLETED. Clovis has a Cottage Home Program to encourage infill residential development of 400-square foot accessory dwelling units that have alley access and has funded the cost of preparing and approving three sets of building plans which can be used for free by anyone participating in the program. This represents approximately $9,000 in savings. In addition, school fees are exempted for the cottage homes and there is no requirement for separate utilities for the secondary unit. The City is advertising the Cottage Home Program on the City website, social media, and direct mail with much success. The City has prepared a public information handout for individuals interested in ADUs describing the applicable criteria (definitions, size, height, setbacks, services, fees, etc.) for each type of ADU recognized under State housing law. The handout references the most recent standards and criteria adopted by State housing law as well as complementary city standards, where applicable. ADUs do not require an entitlement or entitlement process fees, development impact fees, or separate utility connections. In 2021, the City permitted a total of 25 ADUs (not including any Junior ADUs which might have gone untracked).
Program 11: Zoning Code Amendments	*Amend Zoning Code to address State law requirements within one year of Housing Element adoption. *Review residential parking standards for studio and one-bedroom multifamily units and take action by 2017 to modify the requirements based on the findings of the review. *Annually review the effectiveness and appropriateness of the Zoning Code and process any necessary amendments to remove or mitigate potential constraints to the development of housing.	2017/2017/Annually	COMPLETED IN 2018. The City Council approved Ordinance Amendment 2018-01 on July 16, 2018 and subsequently adopted the amendments to the Development Code on August 6, 2018. The ordinance amendment addressed all the requirements of this program including updates to address farmworker/employee housing, reasonable accommodation, definition of family, single room occupancy units, and removing guest parking requirements for multifamily housing. Urgency Ordinance 19-21 was adopted by the City Council on December 1, 2019 to incorporate changes in State law brought about by the Housing Crisis Act of 2019. Urgency Ordinance 19-21 was extended for one year on December 7, 2020 to allow the City's municipal code to continue to be in conformance with State Housing Laws. (The language in the Urgency Ordinance, together with any additional changes brought about by new State housing laws, was permanently adopted through a traditional ordinance amendment process on October 18, 2021 by OA2021-003).

Program 12: Lot Consolidation and Lot Splits	*Assist interested developers/property owners in identifying opportunities for lot consolidation or lot splitting. *Process requests for lot consolidation and lot splitting concurrent with other development reviews. *Encourage the use of master plans/specific plans to provide a cohesive development strategy for large lots.	Ongoing	This is ongoing. Planning staff uses the Clovis Development Code and the Subdivision Map Act in making recommendations to the development community on opportunities to further develop parcels/lots to the maximum density allowed for best and maximum use of properties within the city. In 2020, the Development Code was amended to establish a ministerial process to subdivide parcels that qualify for development pursuant to the Regional Housing Needs (RHN) Overlay District. City Housing staff works with potential developers on identifying opportunitiy sites that may require lot consolidations or divisions. This is done in conjunction with Planning staff as described.
Program 13: Monitoring of Planning and Development Fees	*Continue to monitor the various fees charged by the City to ensure they do not unduly constrain housing development. *As appropriate, consider incentives such as deferred or reduced fees to facilitate affordable housing development.	Ongoing	On November 4, 2019, Clovis City Council passed a resolution authorizing the Affordable Housing Development Impact Fee Reduction Program. The program is intended to reduce impact fees for affordable housing projects that provide deed-restricted units to households that make at or below 80% of Area Median Income. In 2020, a $1,000,000 award was provided to the Fresno Housing Authority for construction of a 60-unit affordable housing complex - this project has been completed, and $300,000 was budgeted for the 2020-21 fiscal year for an additional project with construction underway on an 75 unit supportive housing project.
Program 14: Housing Rehabilitation Program	*Continue to apply for CalHOME funds to maintain the housing rehabilitation program. *Promote Home Rehabilitation Program on City website, at public counters, and to income-eligible households identified through the Code Enforcement program.	Ongoing	City staff continues to promote the housing rehabilitation program on the City's website, at public counters, and to low- and moderate-income households identified through code enforcment. Staff completed 25 home repair grants in 2021, expending approximately $140,000 in CDBG funds for the program. In 2020, HCD released a CalHome Program NOFA, and the City submitted an application for $5,000,000, this was awarded to the City in 2021. The funds will be used for an owner-occupied rehab loan program, mobile home replacement loan program, and an acquisition/rehab/resale loan program all for low-income households. The contract has been executed and program set-up is expected in 2022.

Program 15: Code Enforcement	*Continue to use code enforcement and substandard abatement processes to bring substandard housing units and residential properties into compliance with city codes. *Refer income-eligible households to City of Clovis housing rehabilitation programs for assistance in making the code corrections. *Conduct a housing conditions survey by 2020 to assess the extent of housing rehabilitation needs, as resources are available.	Ongoing/2020	Clovis formed a Code Enforcement Team which uses Staff from the Building Department, Affordable Housing Department, City Manager's Office, Police Department, Fire Department, Public Utilities, and Legal Counsel to work together to bring substandard housing units and residential properties into compliance with City Code. The Code Enforcement Team brings substandard housing units and residential properties into compliance with city codes, and makes referrals to City housing rehabilitation programs. The City completed a housing conditions survey towards the end of 2019, with a final report produced in the Spring of 2020.
Program 16: Homebuyer Assistance Program	Continue to pursue CDBG, HOME, and other funding opportunities annually to maintain the first time homebuyer assistance program.	Annually	In 2019, the City of Clovis received notification that their application to CA HCD for a FTHB Program had been approved for an award of $1,000,000. The contract was received from HCD in 2020, and was fully executed. Due to the rapid increase in home prices and the very low purchase price limit issued by HUD for the program, the program has not started. In May 2021, staff requested a waiver from HCD and HUD but has not received a determination that would allow the program to be feasible. Currently the City has very few, if any, homes for sales under the current published limit.
Program 17: First-Time Homebuyer Resources	*Prepare promotional materials by 2016 and promote available homebuyer resources on City website and public counters. *Annually review funding resources available at the state and federal levels and pursue as appropriate to provide homebuyer assistance.	2016 and annually	City Staff continue to seek additional funding from State and Federal resources to provide homebuyer assistance. Because the demand for Clovis' First Time Homebuyer funds far exceeds the amount of funding available, City Staff also refer potential homebuyers to the California Housing Finance Agency's Homebuyer Programs, the Federal Home Loan Bank of San Francisco's, and the Golden State Housing Authority's FTHB programs on a regular basis. Information for all three programs is available on the City of Clovis' affordable housing website. When applications are being accepted for Clovis' FTHB program (as available funding permits), promotional materials for the program are available to the public at Clovis City Hall.

Program 18: Energy Conservation	*Consider incentives to promote green building techniques and features in 2017, and as appropriate adopt incentives by 2018. *Continue to promote HERO program by providing a link on the City website and making brochures available at City counters. *Continue to promote and support Pacific Gas and Electric Company programs that provide energy efficiency rebates for qualifying energy-efficient upgrades by providing a link on the City website and making brochures available at City counters. *Continue to incorporate conservation measures in housing rehabilitation programs. *Expedite review and approval of alternative energy devices (e.g., solar panels).	2017/2018, and ongoing (see Objective)	The City supports and promotes the HERO program and PG&E programs that support energy conservation. City Staff provide information about these programs to Clovis residents on a regular basis, including referrals to the Fresno Economic Opportunities Commission's Weatherization Program for low-income clients needing energy efficiency repairs. City staff print and give or mail potential recipients the applications. Staff also make referrals to Fresno EOC's and Grid Alternative's solar panel program for low-income homeowners. Information regarding all of these programs are also available on the City of Clovis' website. The City has adopted expedited, streamlined permitting processes for electric vehicle charging stations (2017) and roof top solar energy systems (2015) (Chapter 8.14 and 8.18 of the Clovis Municipal Code).
Program 19: Housing Choice Vouchers	*Prepare promotional materials by 2016 and provide information on the HCV program on City website and at public counters. *Refer interested households to the Fresno Housing Authority and encourage landlords to register their properties with the Housing Authority for accepting HCVs. *Work with the Housing Authority to disseminate information on incentives for participating in the HCV program throughout city neighborhoods with varying income levels to promote housing opportunities for all city residents.	2016 and ongoing	The City promotes the HCV program on the City website (https://cityofclovis.com/affordable-housing/fresno-county-housing-choice-voucher/) and at the counter. City Staff provide referrals to property owners for HCVP and work regionally to increase funding to all affordable housing agency partners. In 2020, the City partnered with the Fresno Housing Authority on a 60-unit multifamily housing project to increase the supply of affordable housing in Clovis. In addition, in 2021, the Fresno Housing Authority has committed 73 project-based vouchers to a potential 75-unit permanent supportive housing project in Clovis that is now under construction.

Program 20: Fair Housing	*Conduct Fair Housing Assessment as required by HUD on a regular basis (every five years). *Work collaboratively with other jurisdictions in the region to provide education to lenders, real estate professionals, and the community at large. *Provide information and written materials on fair housing rights, available services, and responsible agencies in English and Spanish. Distribute materials at libraries, community facilities, City offices and public counters, and on the City website by 2016. *Refer fair housing complaints to HUD, DEFH, Fair Housing Council of Central California, and other housing agencies, as appropriate.	Ongoing	On November 4, 2019, Clovis City Council adopted an updated Analysis of Impediments to Fair Housing Choice. The Analysis has been submitted to HUD for review, and City Staff are still awaiting word of the review from HUD. The City works collaboratively with other jurisdictions on fair housing issues through the Countywide Housing Element Technical Committee. The City has posted fair housing information on the City's website, and continues to distribute information and written materials on fair housing rights. The materials are also availble at the public counter. Fair Housing printed materials are available in both English and Spanish. Fair Housing complaints are referred by City staff to the Fair Housing Council of Central California.

Reporting Year	2021	(Jan. 1 - Dec. 31)
Planning Period	5th Cycle	12/31/2015 - 12/31/2023

Building Permits Issued by Affordability Summary		
Income Level		**Current Year**
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	73
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	432
Above Moderate		424
Total Units		**929**

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

Units by Structure Type	**Entitled**	**Permitted**	**Completed**
SFA	0	0	0
SFD	60	728	892
2 to 4	0	3	12
5+	590	174	254
ADU	0	23	10
MH	1	0	0
Total	**651**	**928**	**1168**

Housing Applications Summary	
Total Housing Applications Submitted:	10
Number of Proposed Units in All Applications Received:	598
Total Housing Units Approved:	336
Total Housing Units Disapproved:	0

Use of SB 35 Streamlining Provisions	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

Units Constructed - SB 35 Streamlining Permits			
Income	**Rental**	**Ownership**	**Total**
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
Total	0	0	0

Cells in grey contain auto-calculation formulas

Jurisdiction	Clovis	
Reporting Year	2021	(Jan. 1 - Dec. 31)

ANNUAL ELEMENT PROGRESS REPORT
Local Early Action Planning (LEAP) Reporting
(CCR Title 25 §6202)

Please update the status of the proposed uses listed in the entity's application for funding and the corresponding impact on housing within the region or jurisdiction, as applicable, categorized based on the eligible uses specified in Section 50515.02 or 50515.03, as applicable.

Total Award Amount	$ 500,000.00	*Total award amount is auto-populated based on amounts entered in rows 15-26.*

Task	$ Amount Awarded	$ Cumulative Reimbursement Requested	Task Status	Other Funding	Notes
Sixth Cycle Housing Element Update	$235,000.00	$0.00	In Progress	None	Consultant selection has been completed and the project officially kickstarted at the end of January 2022. The City is currently working with its consultant to gather data for a sites inventory analysis.
Affordable Housing Development Project/ Strategy	$70,000.00	$0.00	Other (Please Specify in Notes)	None	Not yet initiated.
Mixed Use District Designations	$7,500.00	$0.00	In Progress	None	The City is in the process of amending its general plan to add student and faculty housing in the mixed use business campus designation. Neighborhood meetings have conducted with public hearings targeted to occur sometime in the spring of this year.
General Plan Consistency Rezoning Program	$12,500.00	$0.00	Other (Please Specify in Notes)	None	Not yet initiated.
VMT Implementation Guidelines	$175,000.00	$0.00	In Progress	None	The City selected a consultant, completed background analysis, prepared and adopted interim VMT Guidelines, and prepared case studies. The City continues to work on mitigation strategies and programs before final guidelines and a user-tool can be completed.

Summary of entitlements, building permits, and certificates of occupancy (auto-populated from Table A2)

Completed Entitlement Issued by Affordability Summary		
Income Level		**Current Year**
Very Low	Deed Restricted	29

Very Low	Non-Deed Restricted	0
Low	Deed Restricted	30
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	532
Above Moderate		60
Total Units		**651**

Building Permits Issued by Affordability Summary		
Income Level		**Current Year**
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	73
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	432
Above Moderate		424
Total Units		**929**

Certificate of Occupancy Issued by Affordability Summary		
Income Level		**Current Year**
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	522
Above Moderate		646
Total Units		**1168**

CITY of CLOVIS

REPORT TO THE CITY COUNCIL

TO: Mayor and City Council

FROM: Planning and Development Services

DATE: March 21, 2022

SUBJECT: Consider Approval – Res. 22-__, A Resolution approving the annual review and update to the Regional Housing Needs (RHN) Overlay District map of parcels and associated list reflecting those parcels that qualify for development as a RHN Overlay project.

Staff: Dave Merchen, City Planner
Recommendation: Approve

ATTACHMENTS: 1. Resolution 22-__

CONFLICT OF INTEREST
RHN Overlay District Site 37 is located less than 500' from property Mayor Pro Tem Ashbeck owns. Mayor Pro Tem Ashbeck recused herself from the map approval last year when this site was approved to be added to the list of available sites. No additional sites are proposed to be added this year, and the site near Mayor Pro Tem Ashbeck's property is not being considered for removal from the site list.

RECOMMENDATION
Staff recommends that the Council adopt a resolution approving the annual review and update to the RHN Overlay District.

EXECUTIVE SUMMARY
In November of 2018, the City Council adopted Ordinance Amendment 2018-03 establishing the RHN (Regional Housing Needs) Overlay District to address requirements from State Department of Housing and Community Development ("HCD") with regard to the City's Regional Housing Needs Allocation ("RHNA"). In November of 2020, the RHN Overlay District ordinance was amended to clarify that the RHN Overlay map and list of sites will be reviewed and updated annually. Based on the analysis of the existing RHN Overlay District sites, one property is proposed to be removed from the list of qualifying parcels because it has been developed as a single family residential subdivision. No properties are proposed to be added to the RHN Overlay Map and list of sites.

BACKGROUND

Creation and Adoption of the RHN Overlay District

In 2018, the City implemented two new programs to address the shortfall of land to accommodate at least 4,209 affordable units in its housing inventory identified in the Fourth Cycle of the City's RHNA. These programs were designed to facilitate the development of high density housing as required by HCD. The first program created the opportunity for residential units to be constructed on viable properties within the P-F Zone District, while the second program established the RHN Overlay District. The RHN Overlay District is a citywide zone that allows multi-family housing to be developed as a permitted use at a density between 35 and 43 dwelling units per acre on eligible properties. Eligible parcels must be shown on a map adopted by the Council. The map, together with a list of parcels, needs to be reviewed and updated annually to reflect the parcels that may be developed as RHN Overlay projects.

Properties Eligible for the RHN Overlay

The RHN Overlay applies to all residentially zoned properties citywide. Parcels between one (1) and ten (10) acres in size will qualify as RHN Overlay-eligible sites if they satisfy the requirements for a usable site, as described below. Parcels larger than ten (10) acres can qualify if they can be divided into usable sites of no more than ten (10) acres. Eligible parcels must be free of constraints which would preclude them from developing within the allowable density range and in conformance with the applicable development standards. The language in the Development Code includes evaluation of the following criteria:

- Physical characteristics of the parcel, such as size, shape, dimensions, topography, and environmentally sensitive features.
- Rules, regulations, policies, or other relevant guidance from the California Department of Housing and Community Development.
- Current or past use or development, entitlement or permit approvals, and applications for entitlements or permits.
- Encumbrances or other commitments appurtenant to or enforceable against the parcel or recorded against the property.
- Any legal mandates, restrictions, prohibitions, or commitments applicable to the parcel that requires a finding, determination, action, process, proceeding, or otherwise by the City, notwithstanding the purpose of the RHN Overlay District.

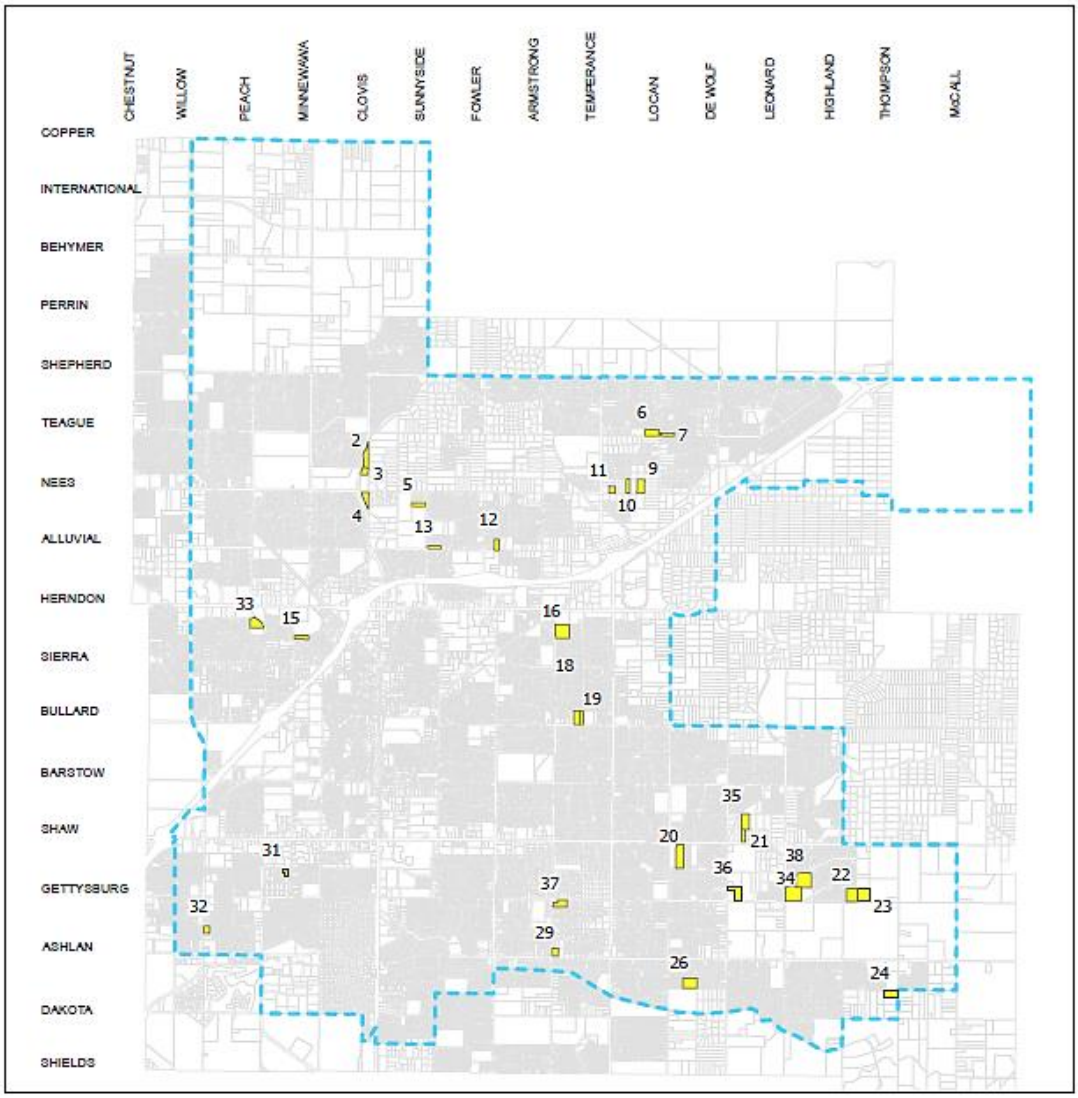
Modifications to the RHN Overlay Map and List of Sites

Based on an analysis of existing sites within the RHN Overlay District, staff has identified one property that should be removed from the RHN Overlay Map and list of sites because the property has been developed as a single family residential subdivision. The site to be removed is Site 1, located on the south side of Shepherd Avenue, east of Clovis Avenue.

Site #	Acreage	General Plan	Zoning	Entitlements	RHN Units	Action
Site 1	3.01	Medium Density	R-1-PRD	None	105	Remove

Staff has not identified any new sites that should be added to the RHN Overlay District, and no requests have been received from property owners. The updated map of sites is included as Figure 1 below.

Figure 1: Regional Housing Needs Overlay District Sites Map



Status of the 4th Cycle Carryover Inventory

Discussions with HCD staff in 2021 clarified that the 4th Cycle Carryover Inventory is not subject to the detailed monitoring and "no net loss" requirements that apply to the current housing element cycle (5th Cycle). Nevertheless, staff continues to monitor the capacity of the programs created to address the 4th Cycle Carryover requirement. The combined capacity of the RHN Overlay and P-F Housing program is approximately 5,700 dwelling units, which is well above the 4th Cycle Carryover requirement.

Community Meeting

In accordance with the requirements of the RHN Overlay District ordinance, a community meeting was scheduled on March 10, 2022 to provide information to the public on the annual review and update, including potential changes to the map and list of sites. Notice of the community meeting was published in the Business Journal and provided through the social media. No public comments or questions were received.

California Environmental Quality Act (CEQA)

The City has determined that the annual review and update is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3), the "common sense exemption," which provides that CEQA applies only to projects that have the potential for causing a significant effect on the environment. The annual review and update will not result in the approval of any activities that are not already permitted under the Municipal Code, or otherwise exempt under CEQA Guidelines. Further, the addition of sites to the RHN Overlay map and list is exempt from CEQA pursuant to Government Code section 65584(g) and CEQA Guidelines Section 15283 as RHN determinations.

FISCAL IMPACT
No fiscal impacts have been identified with respect to the annual review and update.

REASON FOR RECOMMENDATION
The RHN Overlay District is a critical tool for the City to assist in meeting its RHNA obligations. The Municipal Code requires that an annual review and update of the RHN Overlay District map and list occur in conjunction with the City Council's consideration of the Housing Element Annual Progress Report. Sites may be added to or removed from the RHN Overlay map and list in conjunction with the review and update. Based on the analysis presented, 1 site should be removed because it has been developed with a single family residential subdivision.

ACTIONS FOLLOWING APPROVAL
None.

Prepared by: Dave Merchen, City Planner

Reviewed by: City Manager

DRAFT
RESOLUTION 22-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVIS APPROVING THE ANNUAL REVIEW AND UPDATE OF THE RHN (REGIONAL HOUSING NEEDS) OVERLAY DISTRICT MAP OF PARCELS AND ASSOCIATED LIST REFLECTING THOSE PARCELS THAT QUALIFY FOR DEVELOPMENT AS RHN OVERLAY PROJECTS

WHEREAS, on November 5, 2018, the City Council adopted Ordinance Amendment 2018-26 ("OA 2018-26") to add Section 9.18.050, the RHN (Regional Housing Needs) Overlay District, to the Clovis Municipal Code to address the State Department of Housing and Community Development ("HCD") Regional Housing Needs Allocation ("RHNA") obligation; and

WHEREAS, on November 2, 2020, the City Council adopted revisions and clarifications to the RHN Overlay District ordinance, including language stating that the RHN Overlay map and list of sites will be reviewed and updated annually in conjunction with the Council's consideration of the Housing Element annual progress report; and

WHEREAS, the City Council reviewed and considered an update to the RHN Overlay map and list in conjunction with the Council's consideration of the 2020 Housing Element Annual Progress Report at a duly noticed regular meeting held on March 21, 2022; and

WHEREAS, in accordance with the requirements of the RHN Overlay District ordinance, Section 9.18.050 of the Clovis Municipal Code, a noticed community meeting was held on March 10, 2022 to provide information to the public on the annual review and update of the RHN Overlay District map and list; and

WHEREAS, the map and list of RHN Overlay sites should be updated to remove one (1) existing site which has been built, or is in the process of being built, with a non-RHN project; and

WHEREAS, the updated RHN Overlay District map and list of parcels are attached hereto as Exhibits A and B, respectively, and are hereby incorporated by this reference; and

WHEREAS, the City Council has reviewed and considered the staff report and all written materials submitted in connection with the request, and heard, reviewed, and considered the comments from staff and the public at the community meeting and the regular City Council meeting ("Administrative Record"); and

WHEREAS, the City Council has considered the Administrative Record and finds that the annual review and update is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines Section 15061(b)(3), Government Code section 65584(g), and CEQA Guidelines Section 15283.

NOW, THEREFORE, BASED UPON THE ENTIRE RECORD OF THE PROCEEDINGS, THE CITY COUNCIL RESOLVES AND FINDS AS FOLLOWS:

1. The annual review and update is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3), the "common sense exemption," which provides that CEQA applies only to projects that have the potential for causing a significant effect on the environment.

The annual review and update will not result in the approval of any activities that are not already permitted under the Clovis Municipal Code, or otherwise exempt under CEQA Guidelines. In addition to the "common sense exemption," the addition of sites to RHN Overlay District map and list is exempt from CEQA pursuant to Government Code section 65584(g) and CEQA Guidelines Section 15283 as RHN determinations.

2. The annual review and update to the RHN Overlay District map and list of sites, attached hereto as Attachments A and B respectively, is hereby approved.

* * * * * *

The foregoing resolution was introduced and adopted at a regular meeting of the City Council of the City of Clovis held on March 21, 2022, by the following vote, to wit.

AYES:
NOES:
ABSENT:
ABSTAIN:

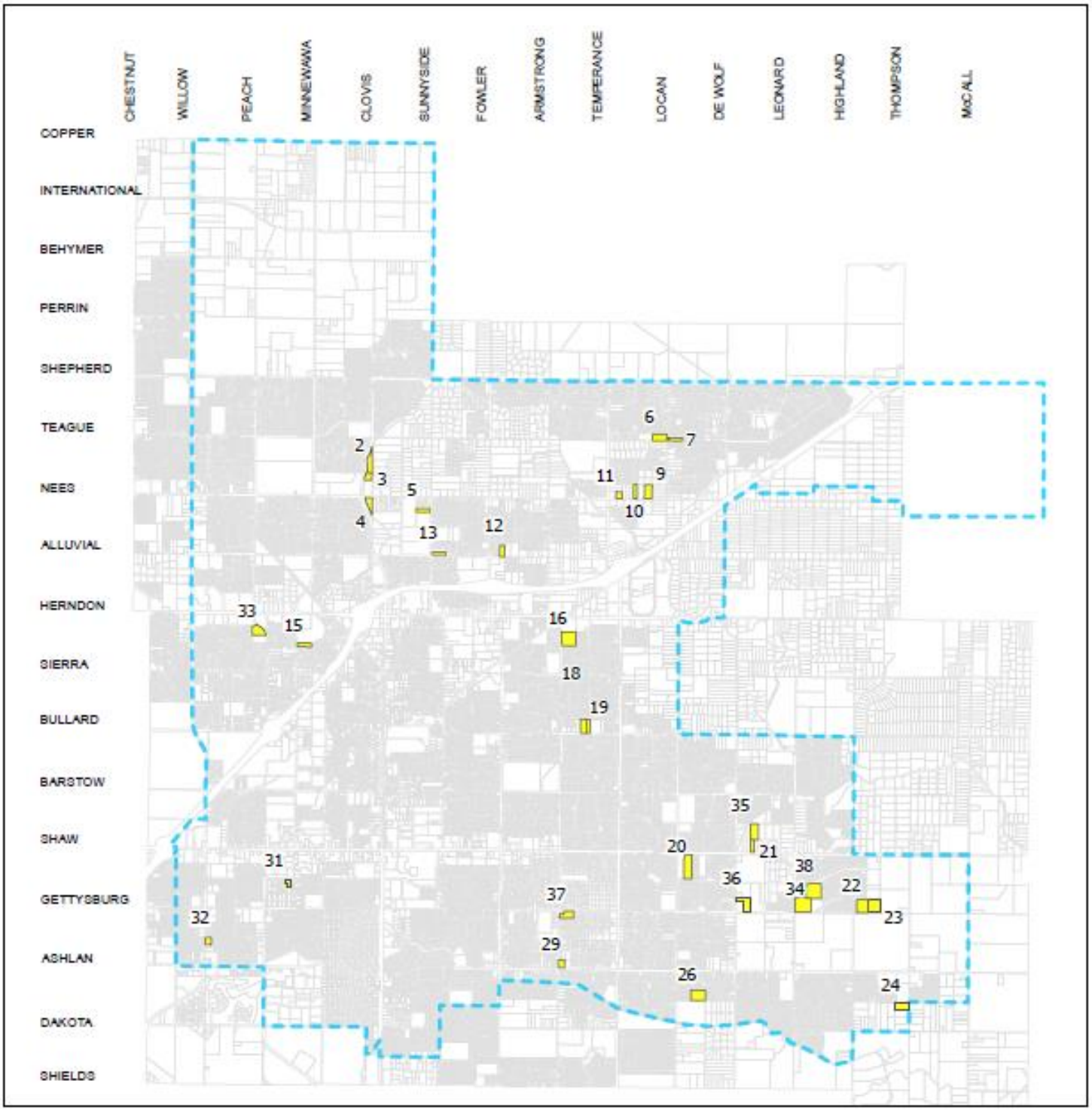
DATED: March 21, 2022

_____ _____

Mayor City Clerk

ATTACHMENT A

MAP OF PARCELS QUALIFYING FOR DEVELOPMENT AS RHN OVERLAY SITES 3-21-22



ATTACHMENT B
LIST OF PARCELS QUALIFYING FOR DEVELOPMENT AS RHN OVERLAY SITES 3-21-22

Site	APN	Areage
1	Removed	0.00
2	56005119	4.33
3	56005124	2.24
4	56201047T	3.06
5	56223012	2.17
6	5590504135	4.86
7	5580201405	2.39
8	Removed	0
9	55908025	4.79
10	55908017	2.36
11	55908013	2
12	56303206	2.5
13	56314234	1.71
14	Removed	0
15	49134043	2.38
16	55002018	8.99
17	Removed	0
18	55026018	3.85
19	550260195	2.1
20	55502061	8.30
21	55405354	2.28
22	5710101408	9.05
23	5710101447	7.85
24	30902102	4.86
25	Removed	0
26	31079524	6.93
27	Removed	0
28	Removed	0
29	55222081	2.2
30	Removed	0
31	49906074	1.25
32	43060101	1.83
33	41003113	4.8
34	55503222	10
35	55405329	5.2
36	55503127	5.3
37	55217115	3.9
38	55503224	9.5