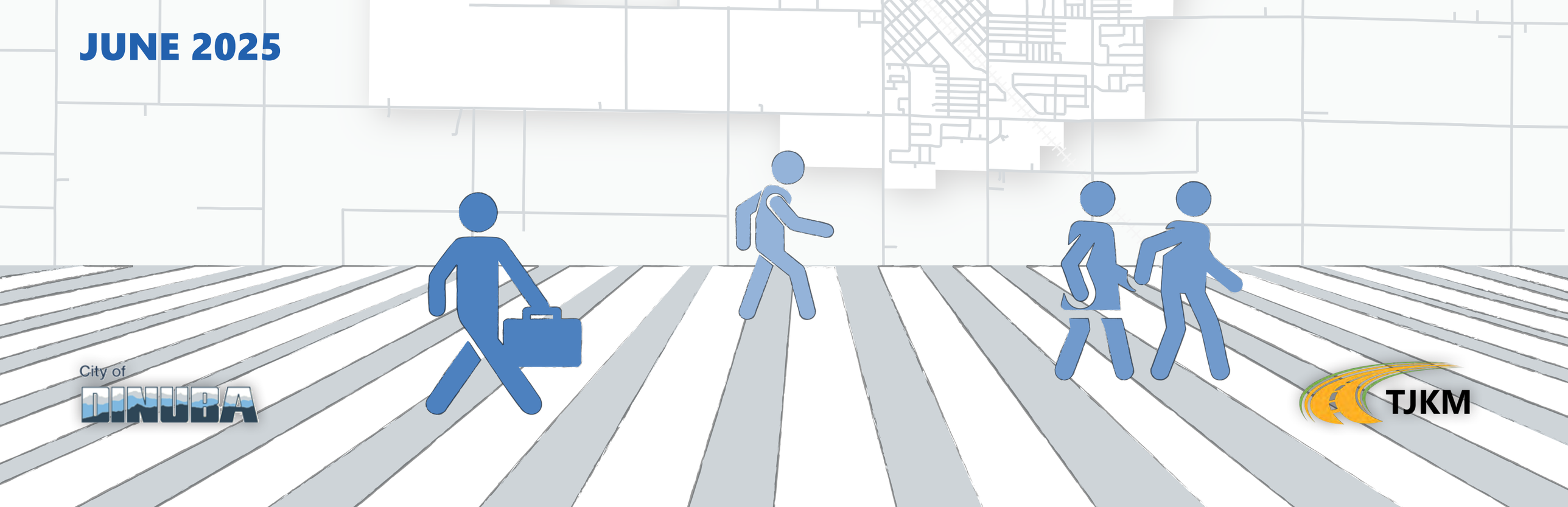
CITY OF DINUBA
VISION ZERO

VISION ZERO ACTION PLAN

CITY OF DINUBA

JUNE 2025



City of DINUBA

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VISION ZERO ACTION PLAN

JUNE 2025

Prepared By:

Ruta Jariwala, PE, TE
Professional Civil Engineer and Project Manager,
T J K M Inc.

Signed for Approval:

George Avila,
Public Works Director
City of Dinuba

ACKNOWLEDGMENTS

The development of the City of Dinuba's Vision Zero Action Plan (VZAP) has been a collaborative endeavor, benefiting greatly from the involvement of a diverse group of stakeholders and community members. The active participation of community members in public meetings, community events, and specific outreach events at schools and churches has been crucial in ensuring the plan's comprehensiveness and responsiveness to the community's needs. We extend our heartfelt appreciation to these individuals for their invaluable input, which has played a vital role in successfully creating the City of Dinuba's Vision Zero Task Force Members. We would also like to express our gratitude to the City of Dinuba staff, safety task force members, and stakeholders for their contributions throughout this process. Their feedback has been instrumental in aligning the plan with local priorities, policies, and existing programs.

CITY OF DINUBA STAFF

George Avila, Public Works Director

Elva Patino, Business Manager

Anna Santillan, Fiscal Analyst

CONSULTANT TEAM

Nayan Amin, TE

Ruta Jariwala, PE, TE

Mark Doty

Rutvij Patel, EIT

Manuel Montero

Utsav Domadia, PE

VISION ZERO TASK FORCE

Reaching the Vision Zero goal requires a strategic planning effort to build community consensus and regional political support. The development of Dinuba's VZAP has been a collaborative endeavor, greatly benefiting from the involvement of a diverse group of stakeholders.

As part of Dinuba's Vision Zero initiative, a multidisciplinary Task Force was convened to incorporate the unique perspectives of a variety of stakeholders and assist with guiding the development of the VZAP. The active participation of the Task Force members was crucial in ensuring the VZAP's comprehensiveness and responsiveness to the community's needs. Their feedback was instrumental in aligning the VZAP with local priorities, policies, and existing programs.

Task Force members included local government agencies and partner organizations, such as:

- City of Dinuba
- Dinuba Public Works Department
- Tulare County Fire Department
- Dinuba Police Department
- Dinuba Unified School District
- Tulare County Association of Governments (TCAG)

TASK FORCE MEMBERS

Steve Barron, Public Works Superintendent, City of Dinuba

Cosme Pizano, City of Dinuba

Sergeant Jose Aguayo, Dinuba Police Department

Ryan Wilson, Fire Captain, Dinuba Fire Department

Ramon Rivera, Dinuba Unified School District

**Sheela Bhongir, Regional Planner,
Tulare County Association of Governments (TCAG)**

DEDICATION

Every traffic collision in Dinuba is not merely a statistic, but a life-altering event for our community. The Dinuba City Council demonstrated remarkable leadership by embracing a Vision Zero approach, directing staff to create a comprehensive VZAP that prioritizes the elimination of traffic fatalities and serious injuries on our Dinuba streets by 2045.

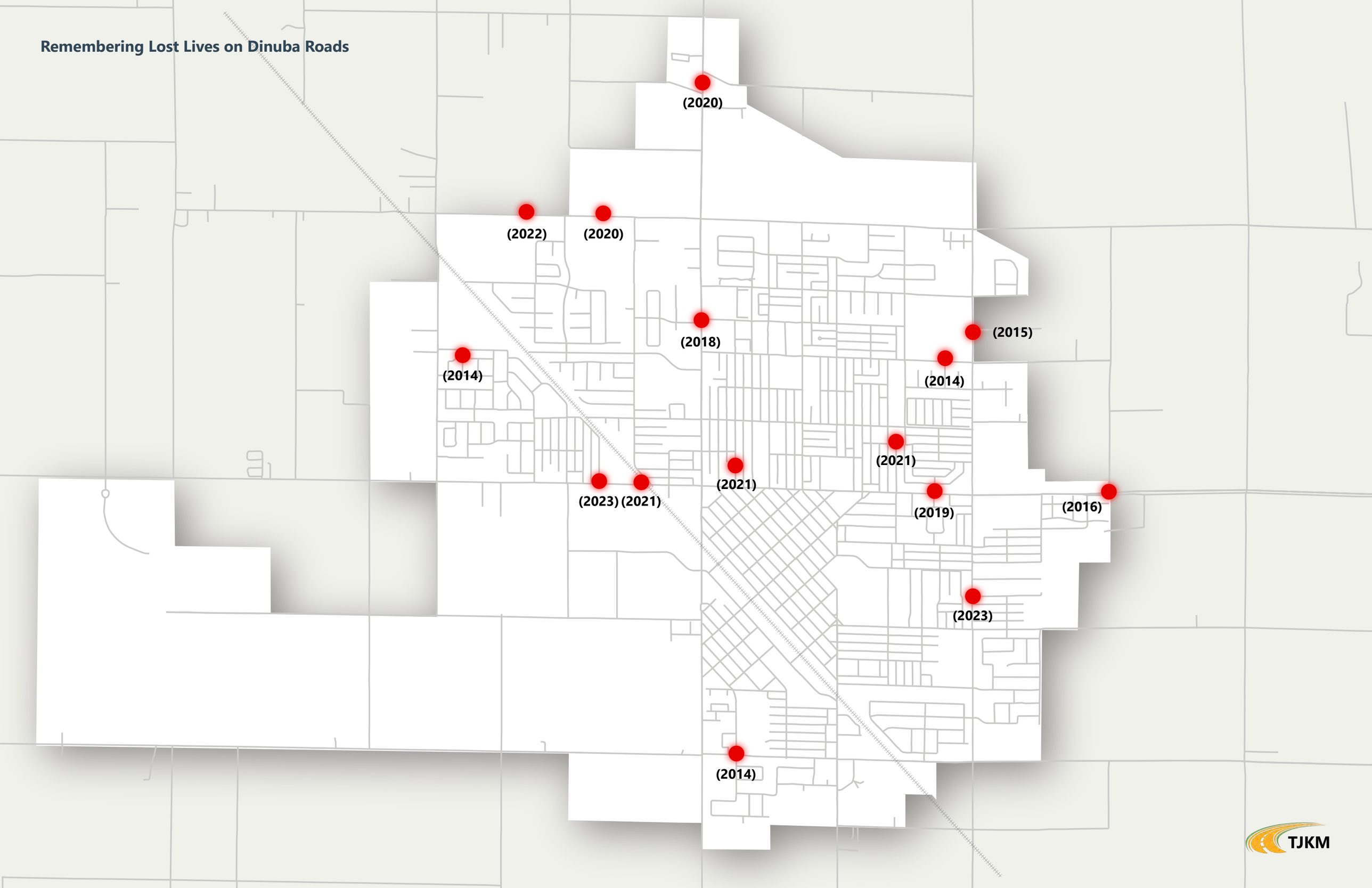
This VZAP serves as our roadmap toward that goal. Using historical collision data, we have identified the primary factors contributing to severe injuries in our community from unsafe speed to right-of-way violations and developed evidence-based countermeasures tailored to Dinuba's unique transportation environment. Vision Zero represents our understanding that traffic incidents are preventable through systematic changes to how we design and manage our transportation system.

Through Vision Zero, Dinuba commits to fundamentally transforming our approach to transportation safety moving beyond isolated spot improvements to implement proactive, system-wide changes that protect all road users. This means reimagining our streets as safe spaces where everyone whether walking to school, cycling to work, or driving to local businesses can travel without concern for their wellbeing.

The journey toward zero fatality and traffic-related serious injuries requires unprecedented collaboration across our community. It demands that we examine our data differently, that we invest strategically in both infrastructure and educational programs, and that we place safety above all other considerations in our transportation planning.

This report is dedicated to those who have lost their lives on Dinuba's streets over the past decade, to the families affected by these incidents, and to our vision of a future where no one in our agricultural community suffers such harm. Through our commitment to this vision, we affirm that on Dinuba's streets, every person deserves to arrive safely at their destination.

Remembering Lost Lives on Dinuba Roads



GLOSSARY

Active Transportation - Non-motorized forms of transportation, primarily walking and bicycling.

ADT (Average Daily Traffic) - The total volume of vehicle traffic on a highway or road for a typical day.

Collision - An event where a vehicle impacts another vehicle, person, or object, resulting in harm or damage.

Collision Profile - A category of collisions with similar characteristics (e.g., pedestrian collisions, nighttime collisions) used to identify patterns and develop targeted countermeasures.

Complete Streets - Streets designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Countermeasure - A specific improvement or intervention designed to address a safety problem or collision pattern.

CRF (Crash Reduction Factor) - The percentage by which a particular safety improvement can be expected to reduce specific types of collisions.

DUI (Driving Under the Influence) - Operating a vehicle while impaired by alcohol, drugs, or other substances that affect the driver's ability to safely control the vehicle.

EMS - Abbreviation of Emergency Medical Services.

FHWA (Federal Highway Administration) - The federal agency responsible for managing the nation's highway system, including bridges and tunnels.

High Injury Network (HIN) - A network of streets identified through collision data analysis as having the highest concentration of fatal and serious injury collisions.

KSI (Killed and Severe Injury) - A classification for the most serious collisions resulting in either fatalities or incapacitating injuries.

LRSP (Local Roadway Safety Plan) - A locally focused plan that addresses roadway safety issues, identifies countermeasures, and prioritizes improvements.

Primary Collision Factor (PCF) - The primary violation or behavior that caused a collision as determined by the reporting officer.

Right-of-Way Violation - Failure to yield to another road user who has the legal right to proceed.

RRFB (Rectangular Rapid Flashing Beacon) - A traffic control device that uses an irregular flash pattern to increase driver awareness of pedestrian crossings.

Safe Routes to School (SRTS) - Programs and infrastructure improvements designed to make it safer and easier for children to walk and bike to school.

Safe System Approach - A holistic view of the road system that aims to eliminate fatal and serious injuries by accommodating human mistakes and vulnerability.

SS4A (Safe Streets and Roads for All) - A federal grant program established by the Bipartisan Infrastructure Law that provides funding for regional, local, and Tribal initiatives to prevent roadway deaths and serious injuries.

Systemic Safety Approach - A proactive method that identifies risk factors associated with fatal and severe collisions and implements countermeasures broadly across locations with similar characteristics.

Vision Zero - A strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

Vulnerable Road Users - Road users at greater risk of injury in collisions, typically pedestrians, bicyclists, and motorcyclists.

VZAP – Abbreviation to refer Vision Zero Action Plan throughout the report.

Zero Traffic Deaths - The ultimate goal of Vision Zero initiatives, which aims to eliminate fatalities from traffic collisions.

SAFE STREETS AND ROADS FOR ALL (SS4A) REQUIREMENTS

For cities seeking funding to improve road safety through the Safe Streets and Roads for All (SS4A) grant program, developing a Safety Action Plan is a critical first step. This VZAP serves two key purposes. First, it aligns with Dinuba's goals with the SS4A program's core objective of achieving zero roadway deaths and serious injuries. Second, the VZAP outlines a comprehensive strategy for achieving these goals, demonstrating to SS4A a clear and well-defined path for utilizing grant funding.

Action Plan Components	Chapter/Section
Leadership Commitment & Goal Setting	Chapter 1: Introduction
Planning Structure	Chapter 2: Background & Policies Chapter 4: Engagement & Collaboration
Safety Analysis	Chapter 3: Data-Driven Process
Engagement and Collaboration	Chapter 4: Engagement & Collaboration
Policy and Process Changes	Chapter 5: Safety Projects and Implementation Strategies
Strategy and Project Selections	Chapter 5: Safety Projects and Implementation Strategies
Progress and Transparency	Chapter 6: Monitoring & Evalution and Dinuba Website (www.dinuba.org)

TABLE OF CONTENTS

APPENDICES

EXECUTIVE SUMMARY

The City of Dinuba Vision Zero Action Plan (VZAP) establishes a bold commitment to eliminate all traffic fatalities and serious injuries on Dinuba's streets by 2045. This VZAP transforms the City's approach to transportation safety from accepting collisions as inevitable to viewing them as preventable through systematic improvements to street design, policy, and community education.

The Need for Vision Zero in Dinuba

Between 2014 and 2023, Dinuba experienced 37 fatal or severely injured (KSI) collisions on City streets. The human and economic toll of these incidents extends beyond statistics, creating lasting impacts that ripple through Dinuba's tight-knit community. Collision analysis revealed concerning patterns:

- Pedestrians and bicyclists accounted for 54 percent of KSI collisions
- 70 percent of KSI collisions occurred at intersections
- 62 percent KSI collisions happened during nighttime or dawn/dusk hours
- 22 percent were attributed to "Automobile Right-of-Way Violation"
- 16 percent of KSI collisions occurred between 8 p.m. and 9 p.m.

The VZAP builds upon Dinuba's existing safety initiatives, including the Local Roadway Safety Plan (2021), Pedestrian and Bicyclist Safety and Connectivity Study (2019), and Complete Streets Program (2019).

Vision and Guiding Principles

Dinuba's vision statement establishes that "It is unacceptable for people to be killed or seriously injured while traveling along or across Dinuba's streets." The VZAP adopts the Safe System approach endorsed by the Federal Highway Administration, which recognizes that while human error is inevitable, fatal and serious injuries are not.

Key guiding principles include:

- Safety as the highest priority above speed or convenience
- Designing streets to account for human error
- Managing speeds to protect vulnerable road users
- Creating safer transportation options
- Ensuring equitable implementation of safety improvements
- Using both reactive and proactive approaches to identify safety issues

High Injury Network and Collision Profiles

The VZAP identifies Dinuba's High Injury Network (HIN) – 17 corridors that accounted for all fatal and severe injury collisions. El Monte Way emerged as the corridor with the highest concentration (13 KSI collisions, including 10 collisions involving pedestrians or bicyclists), followed by Alta Avenue (4 KSI collisions).

Seven key collision profiles represent the most common patterns in KSI collisions:

1. Pedestrian-Bicycle Collisions
2. Nighttime Collisions
3. Collisions near Parks (within quarter mile)
4. Automobile Right-of-Way Violations
5. Collisions near Schools (within quarter mile)
6. Unsafe Speed Collisions
7. Motorcycle Collisions at Intersections

Community Engagement and Collaboration

The VZAP was developed through extensive collaboration with stakeholders and community members. A multidisciplinary Vision Zero Task Force guided the development, including representatives from:

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

Community engagement included a dedicated project website, an interactive map based online feedback platform as part of the project website, public meetings, both in-person and virtual, outreach at Lincoln Elementary School, St. Catherine of Sienna Catholic Church and at the Cinco de Mayo Festival to ensure diverse representation.

Priority Projects

The VZAP identifies 14 safety projects:

1. Citywide Streetlight Inventory and Installation Program
2. Citywide Sign Inventory and Retroreflectivity Improvement
3. Citywide Safe Routes to School Program
4. Citywide Leading Pedestrian Interval Implementation
5. Citywide Signal System Upgrade
6. Railroad Crossing Safety Improvements
7. Citywide Bus Stop Improvement Plan
8. El Monte Way Safety Improvements
9. Tulare Street Safety Improvements
10. Alta Avenue Safety Improvements
11. East Saginaw Avenue and East Magnolia Way Safety Improvements
12. Kamm Avenue Safety Improvements
13. Nebraska Avenue Safety Improvements
14. Intersection Safety Improvements

Implementation and Funding Strategy

The implementation strategy recommends projects into short-term (one to two years), mid-term (three to five years), and long-term (five to ten years) timeframes. This phased approach allows for strategic allocation of resources while maintaining momentum toward the zero fatalities goal. The VZAP meets all eligibility requirements for the federal Safe Streets and Roads for All (SS4A) program, positioning Dinuba for implementation grant funding.

Monitoring, Evaluation, and Transparency

Progress will be monitored through ongoing data collection and analysis, with performance indicators tracking:

- Number of collisions involving bicycles, pedestrians, school-aged children, and seniors
- Number of injury and fatal collisions
- Bicycle and pedestrian counts along major corridors
- Number of children walking or bicycling to schools

Regular updates will be provided to the community through public meetings, reports to City Council, and online resources, maintaining transparency throughout implementation.

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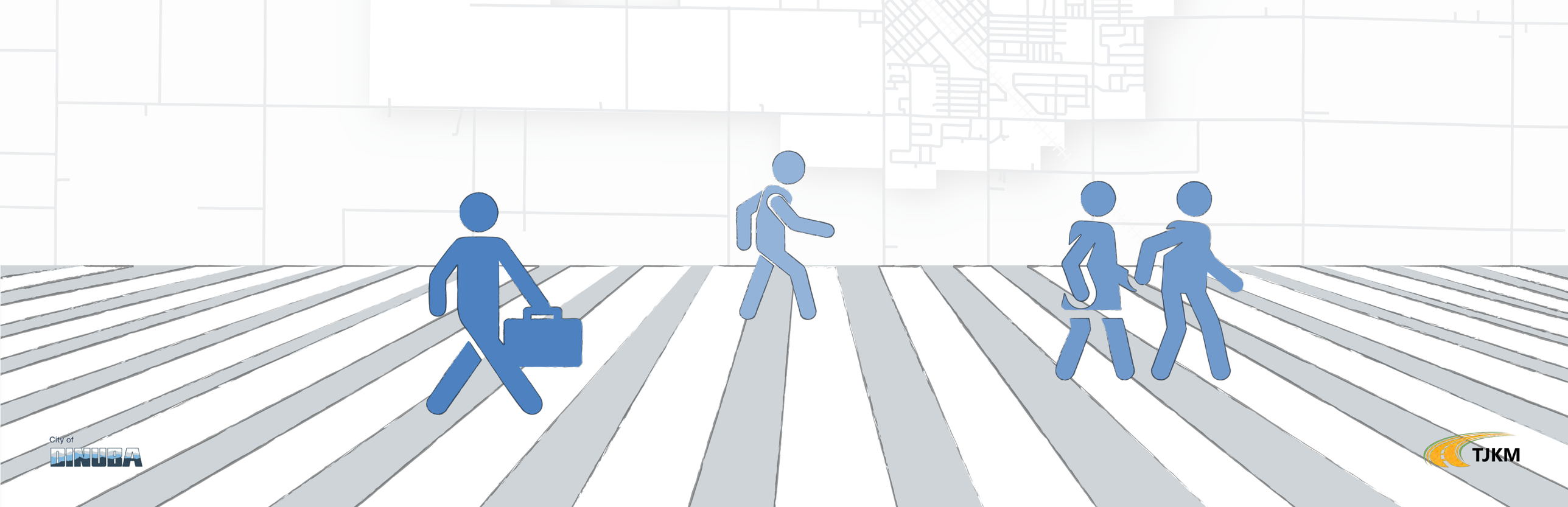
CHAPTER 1:
INTRODUCTION



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CHAPTER 1: INTRODUCTION

Vision Zero represents a transformative approach to transportation safety in Dinuba. This philosophy rejects the traditional view that traffic incidents are inevitable and instead establishes that these events are preventable through systematic changes to our transportation systems and policies. Originating in Sweden in 1997, Vision Zero has since been adopted by numerous cities worldwide, demonstrating significant success in reducing traffic-related fatalities and serious injuries.

The core premise of Vision Zero is both simple and profound: while human error will occur, our transportation networks should be designed so that these errors do not result in fatalities or severe injuries. This approach shifts responsibility beyond individual road users to include system designers and policymakers, who share the responsibility for creating inherently safe transportation networks through thoughtful planning, engineering, and education efforts.

For Dinuba, a community with a rich agricultural heritage and a growing population of approximately 25,863 residents (US Census, 2023 estimate), Vision Zero provides a framework to address the specific transportation safety challenges. With the unique mix of rural county roads and urban streets, agricultural vehicle traffic, and significant seasonal variations in transportation patterns related to harvest seasons, Dinuba requires tailored safety strategies that reflect our community's character and needs.

A Call to Action to Make Dinuba's Streets Safer

The City of Dinuba faces specific transportation safety challenges that require immediate action. According to the analysis of KSI collisions in the past ten years, when pedestrians were involved in collisions, more than two-thirds (69 percent) were primarily caused by driver behaviors such as failing to yield or speeding. The remaining third (31 percent) were mainly due to pedestrian actions like crossing outside of crosswalks or not following traffic signals.

The most common primary collision factors for collisions where people experienced fatalities or serious injuries were automobile right-of-way violations followed by unsafe traveling speeds. These patterns highlight areas where targeted interventions could significantly improve safety outcomes for all road users in our community.

Every collision resulting in fatality or serious injury represents not just a statistic but a profound personal tragedy affecting families throughout Dinuba. These incidents create lasting impacts that ripple through Dinuba's tight-knit community. Beyond the human toll, these collisions impose substantial economic costs through medical expenses, property damage, emergency response resources, and lost productivity.

Dinuba's community has evolved around its agricultural economy, with many residents working in agriculture-related industries. This creates unique transportation patterns, including seasonal farm worker transportation needs and agricultural equipment on roadways. Additionally, the City's growing population includes many families with children, making safe routes to schools a particular priority. This is underscored by collision data showing eight KSI collisions occurring within a quarter mile of schools between 2014 and 2023.

The City's recent adoption of the Local Roadway Safety Plan (LRSP), Pedestrian and Bicyclist Safety and Connectivity Study, and Complete Streets Program demonstrates Dinuba's commitment to transportation safety. The VZAP builds upon these foundations, creating a comprehensive framework for eliminating serious traffic injuries and fatalities.

Vision Statement & Guiding Principles

Vision Statement: *The City of Dinuba envisions an interconnected community where all people can safely access destinations throughout the City regardless of their chosen mode of transportation, age, ability, or neighborhood. Dinuba is committed to eliminating traffic-related fatalities and serious injuries by 2045 through systematic improvements to our transportation networks, policies, and community culture.*

Guiding Principles:

Safety as the Highest Priority: Human life is more important than speed, convenience, or property. Transportation decisions and street design shall prioritize safety above all other considerations, with trade-offs evaluated through this fundamental value.

Traffic Deaths and Severe Injuries as a Preventable Public Health Issue: Fatal and severe collisions shall be treated as preventable and unacceptable incidents that can and must be addressed through systematic improvements.

Design for Human Error: Streets should be designed to accommodate the reality that people make mistakes, ensuring that such errors do not result in fatality or severe injury. This approach emphasizes objective assessment rather than victim-blaming.

Speed Management for Safety: Mobility represents the safe and efficient movement of people and goods through a transportation system. Streets shall be designed, constructed, and operated for appropriate speeds that eliminate fatal and severe collisions, with particular attention to protecting vulnerable street users.

Expanded Transportation Options: Safer and more comfortable transportation alternatives for pedestrians, cyclists, and transit riders can make these modes more attractive, thereby reducing vehicle miles traveled in Dinuba and the associated risk of fatal and serious injury collisions.

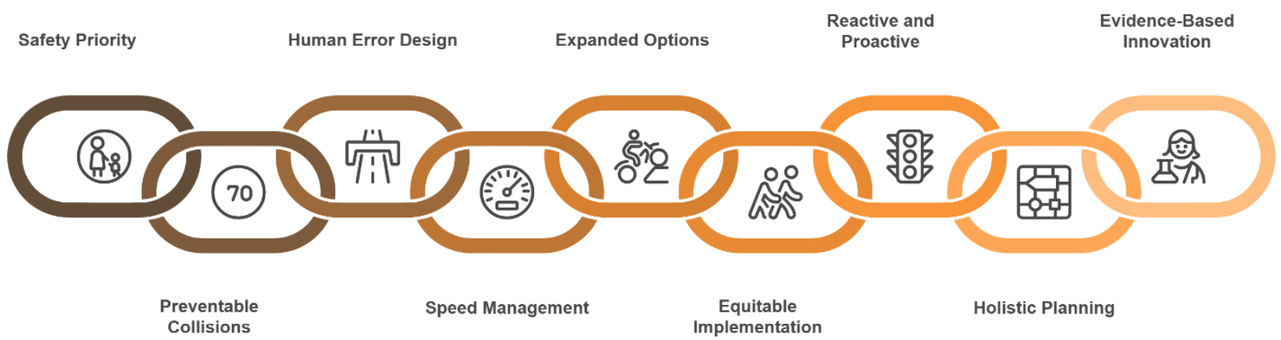
Equitable Implementation: The VZAP emphasizes data-driven engineering and education actions first, supported by fair and transparent enforcement efforts to ensure fair and effective traffic safety measures across all neighborhoods.

Dual Reactive and Proactive Approaches: While collision data reveals where risks have materialized, proactive assessments shall identify and prioritize locations where potential hazards exist before collisions occur.

Holistic Planning Integration: Vision Zero requires comprehensive integration of land use and transportation planning, including policy analysis and changes at both local and regional levels.

Evidence-Based Innovation: Dinuba's approach shall utilize proven safety countermeasures complemented by innovative strategies, with annual monitoring, reporting, and evaluation through an systematic lens. Clear communication about necessary resources, proposed modifications, and prioritization rationales shall be maintained throughout implementation.

Dinuba Transportation Safety Network



Safe System Approach

The Dinuba VZAP embraces the Safe System approach endorsed by the Federal Highway Administration (FHWA), which perfectly aligns with the established guiding principles. This approach fundamentally shifts how traffic safety is conceptualized, acknowledging that people will make mistakes but designing a system where those mistakes do not result in fatal or serious injuries.

The Safe System approach is built around six key principles that complement the guiding principles:

1. **Deaths and serious injuries are unacceptable -** This aligns with the core vision statement that it is unacceptable for people to be killed or seriously injured on Dinuba's streets.
2. **Humans make mistakes -** The principle regarding designing for human error directly incorporates this Safe System concept, emphasizing that streets should accommodate inevitable human errors.
3. **Humans are vulnerable -** This underpins the focus on speed management for safety, acknowledging the physical limitations of the human body to withstand collision forces.
4. **Responsibility is shared -** The holistic approach to Vision Zero recognizes that safety is a shared responsibility across system designers, policy makers, and road users.
5. **Safety is proactive -** The commitment to both reactive and proactive approaches ensures identification of potential issues before they result in injuries.
6. **Redundancy is crucial -** The commitment to utilizing proven safety countermeasures coupled with innovative strategies ensures multiple protective layers within the transportation system.

By integrating the Safe System approach with the established guiding principles, Dinuba creates a framework that places human life and safety above all other considerations in transportation planning and design. This represents a fundamental shift from traditional approaches that accept fatalities and serious injuries as inevitable, to a system that anticipates human error and prevents it from resulting in tragedy.

Leadership Commitment and Goal Setting

The City of Dinuba recognizes that every life lost or seriously impacted by traffic collision represents an unacceptable tragedy that affects our entire community. Through the development of this VZAP, Dinuba's leadership demonstrates its unwavering commitment to eliminating all fatal and serious injury traffic collisions on City streets by 2045. This commitment reflects a shared understanding among departmental leadership that traffic-related deaths are preventable and that a comprehensive approach is necessary to achieve this ambitious goal.

This commitment builds upon existing safety priorities established in the City's Focused General Plan Update 2023, which states in Objective A of Section 2.5.3 that Dinuba will "ensure a safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions, and provides safe travel for all modes including bicyclists, motorists, pedestrians, and transit users."

Dinuba's Vision Zero commitment aligns with national and state transportation safety priorities. The Federal Highway Administration has adopted the Safe System Approach that aims to eliminate roadway fatalities and serious injuries, while the California Department of Transportation (Caltrans) has similarly committed to moving toward zero deaths through proven strategies and countermeasures.

Through this VZAP, the City of Dinuba affirms that the preservation of human life takes precedence over other transportation system objectives. Dinuba's commitment to eliminating fatal and serious injury collisions by 2045 represents not just a goal, but a moral imperative to protect the wellbeing of everyone who lives in, works in, or visits our community.

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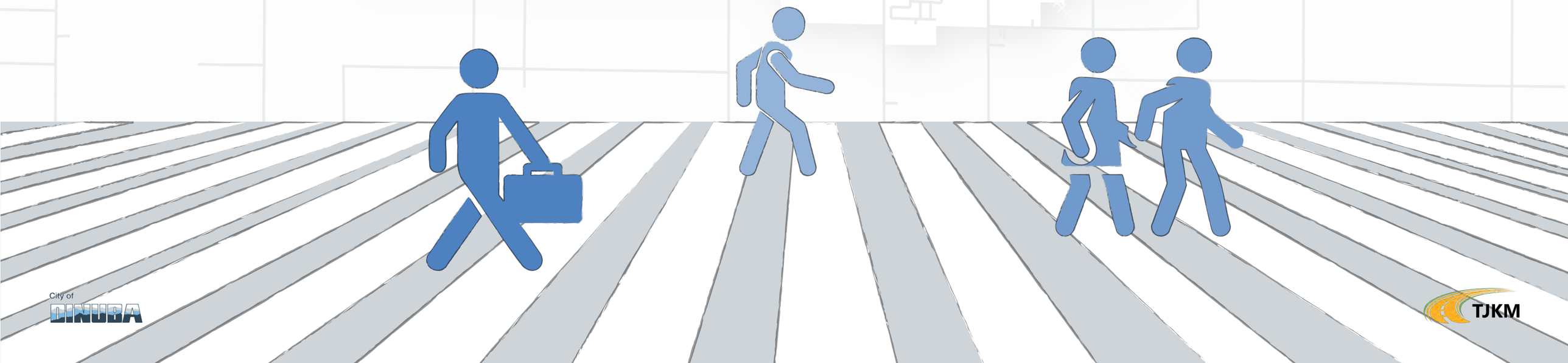
CHAPTER 2:
BACKGROUND AND POLICIES



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CHAPTER 2: BACKGROUND & POLICIES

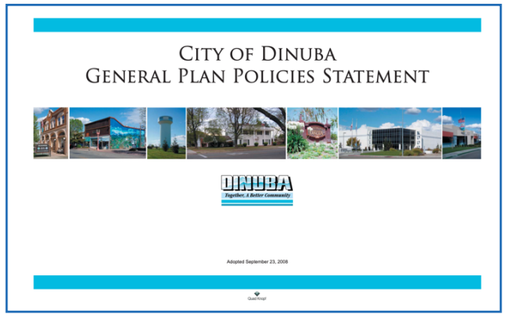
This chapter summarizes the planning documents, projects underway, and studies reviewed for the City of Dinuba's VZAP . The purpose of this chapter is to ensure the VZAP's vision, goals, and E's strategies (Education, Enforcement, Engineering, and Emergency Medical Services (EMS)) are aligned with prior planning efforts, planned transportation projects, and non-infrastructure programs for the City. Relevant planned efforts from the City of Dinuba, Tulare County, Tulare County Association of Governments (TCAG) and other regional and state policy makers have been selected for this review. All documents were reviewed to ensure that recommendations made in the VZAP are consistent with the City and County's long-term planning vision.

The documents reviewed are listed below:

1. City of Dinuba General Plan Policies Statement (2008) and Focused General Plan Update Draft (2023)
2. City of Dinuba Public Improvement Standards (2023)
3. Active Transportation Program (ATP) Cycle 6 Grant Applications (2022)
4. Tulare County Regional Transportation Plan (2022)
5. City of Dinuba 2022 Engineering and Traffic Survey (2022)
6. Regional Active Transportation Plan for the Tulare County Region (2022)
7. Dinuba Local Roadway Safety Plan (2021)
8. City of Dinuba Capital Investment Program FY 2022/2026 (2021)
9. City of Dinuba Systemic Safety Analysis Report (2019)
10. City of Dinuba Pedestrian & Bicyclist Safety and Connectivity Study (2019)
11. City of Dinuba Neighborhood Traffic Calming Program Guidelines and Procedures (2019)
12. Dinuba Complete Streets Program: Policies, Guidelines & Toolbox (2019)
13. TCAG Regional Transportation Plan & Sustainable Communities Strategy (2018)
14. City of Dinuba Land Use Strategic Plan for the East El Monte Economic Vitality and Community Sustainability Plan (2018)
15. Downtown Dinuba Concept Design Plan and Development Strategy (2018)
16. Tulare County Regional Bicycle Transportation Plan (2010)

This chapter will be utilized as a guide to identify the needs and adequacy with respect to roadway and intersection safety improvements. The safety projects identified in the VZAP will be consistent with local and regional goals and standards.

Appendix A includes a detailed table of goals and policies from each of the aforementioned plans that is relevant to the VZAP. **Appendix B** includes list of projects that have been included for funding in these plans. This will help inform the development of the VZAP and ensure that it is well aligned with County and regional goals.



CITY OF DINUBA GENERAL PLAN POLICIES STATEMENT (2008) AND FOCUSED GENERAL PLAN UPDATE DRAFT (2023)

The City of Dinuba General Plan Policies Statement is a planning document that compiled the City's long-term vision and outlined policies, standards, and programs to guide decisions concerning the City's development. The General Plan aims to guide the City on land use, circulation, public facilities and capital improvement decisions, and inform the residents about development within the City.

The 2023 Focused General Plan Update of the Land Use and Circulation elements updates the original plan's outlook. The Circulation Element Update prioritizes a multi-modal mobility network that promotes complete streets design principles, with the objective of bringing the City's vehicle-miles travelled below the county average. The three issues identified namely, high travel speeds and wide lanes, sidewalk gaps, and limited bikeway network raise potential safety issues on the local roadway networks. The Circulation Element update identifies transportation routes, design standards for streets and neighborhoods, current and future traffic levels on City streets, existing and proposed bikeway network and the pedestrian priority improvement network. The Update documents existing conditions, typical roadway cross-section diagrams, circulation map, and circulation goals, policies and action programs. The Land Use Element Update recognizes safety as a central consideration in developing different land uses, including the downtown centers and schools through measures including traffic calming, and safe routes to school programs.

The update also explicitly recognizes traffic safety that eliminates traffic-related fatalities, and reduces non-fatal injury collisions as a policy objective. This objective is directly in line with the goal of the VZAP. The General Plan and the update informs the VZAP of the goals and policies guiding transportation development.

CITY OF DINUBA PUBLIC IMPROVEMENT STANDARDS (2023)

The City of Dinuba Public Improvement Standards provides design and engineering guidelines applicable to City infrastructure improvements, including street, sidewalks, electrical, sewer, water, and strong drain system. The improvement standards ensure uniformity, and quality of work done within the city. The sections of the standards also include details relevant to sidewalk, curbs, street sections, crosswalks, and street signs among others. These standards guide the design decisions that will be taken for engineering countermeasures recommended in the Vision Zero Plan.

ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 6 GRANT APPLICATIONS (2022)

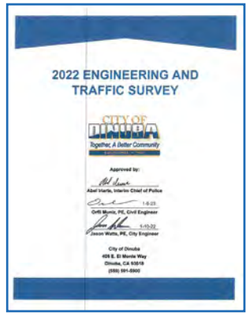
The City of Dinuba submitted seven projects for the 2022 Active Transportation Program (ATP) Cycle 6 grant funding as listed below. Appendix B lists the details of the projects that were part of the Cycle 6 application.

1. Alta Avenue – Connecting Dinuba NS for Bike and Pedestrian Safety
2. El Monte – Pedestrian and Bike Safety
3. Tulare Street – Complete Streets in Downtown Dinuba
4. Kamm Avenue – Enhancing Pedestrian and Bicyclists Improvements
5. Making Crawford Avenue Safe – Phase 1
6. Euclid Avenue Improvements
7. Building Dinuba's Active Transportation Future - Infrastructure & Non-Infrastructure

All projects are similar since they involve enhancements to a disadvantage community by improving pedestrian and bicyclist circulation. All projects consider sidewalk in-fill, pedestrian crossing improvements, parking edge line striping, and installation of bike lane facilities. TJKM worked with City of Dinuba to develop applications for all six projects and submitted them for review. City of Dinuba was awarded a total of $18M under ATP grant to implement the project.

2022 TULARE REGIONAL TRANSPORTATION PLAN

2022 Tulare County Regional Transportation Plan, prepared by Tulare County Association of Governments (TCAG), provides the long-range guidance for the future of the county transportation system. The plan identifies multiple challenges facing the county, including high poverty rates, burden of congestion, and air pollution. The environmental justice-oriented plan aims to achieve reduction in emissions, and improve air quality through coordinated land use, housing, and transportation polices, including higher densities, encouraging active transportation, and reducing vehicle-miles travelled. The plan encourages the development of a multimodal network with transit and active mobility options for travel, and an efficient and sustainable freight network in the county. The plan includes several policies to develop safe transportation network, including for bicyclists, pedestrians and other users of the road. The county's goal to reduce roadway fatalities and serious injuries fall directly under the purview of this Vision Zero Plan. The RTP objectives and policies will guide the approach of the VZAP.

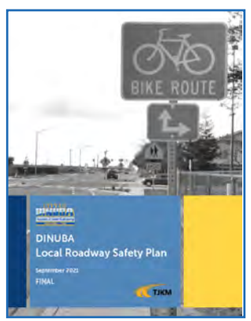


CITY OF DINUBA 2022 ENGINEERING AND TRAFFIC SURVEY

The 2022 Engineering and Traffic Survey was conducted as a basis for establishing and forcing speed limits within the City of Dinuba. The study records and analyses the prevailing speeds, existing roadway conditions and traffic collisions on Dinuba streets and recommends speed limits for roadway segments. Following the guidelines for setting speed limits, the survey recommends maintaining the existing speed limit in all but one roadway segment. As a recent data set available for the city, this survey will guide the recommendations of the Vision Zero Plan for a safe roadway network in Dinuba.

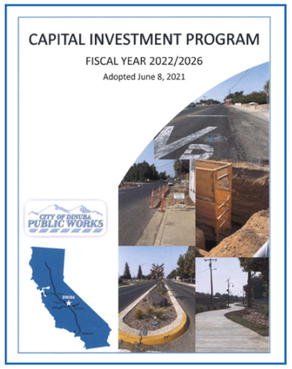
2022 REGIONAL ACTIVE TRANSPORTATION PLAN FOR THE TULARE COUNTY REGION

The Tulare County Association of Governments (TCAG) prepared a plan to improve conditions for pedestrians, bicyclists and all other active modes of transportation. The plan provides a foundation for the pedestrian and bicycle component of the Tulare County Regional Transportation Plan / Sustainable Communities Strategy (RTP/SCS) and helps ensure the competitiveness of priority projects to receive funding. The plan identifies benefits of active transportation in Tulare County that fall under five themes: health, mobility, neighborhood livability, the economy, and the environment. The plan presents data on trip-making and traffic collisions and reports information about pedestrian and bicycle issues gathered from all the cities of Tulare County, including the City of Dinuba. As part of developing the plan, the County gathered input through public outreach on the barriers, obstacles, and challenges to walking and biking within the County. The plan identifies priority pedestrian and bicycle projects along with their implementation plan and funding opportunities. The plan provides the VZAP direction to position safety related active transportation projects within the existing long-term vision for the county.



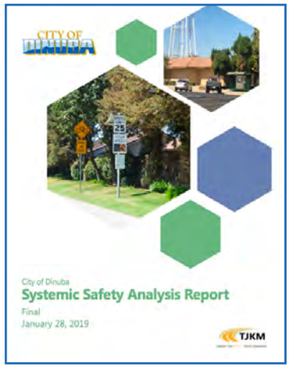
DINUBA LOCAL ROADWAY SAFETY PLAN (2021)

The Dinuba Local Roadway Safety Plan lays the foundation for roadway safety that propels the City of Dinuba on the path to the Vision Zero. The LRSP aims to reduce fatal and sever injury collisions in Dinuba through a four-E approach to local roadway safety that considers education, enforcement, engineering, and emergency response. The plan, developed in consultation with a wide set of City and external stakeholders, identifies eight safety projects. Analysis of collision data identified six emphasis areas for safer roadways by improving intersection safety, improving bicycle and pedestrian safety, reducing nighttime collisions, reducing broadside collisions and automobile right-of-way violations, reducing injury collisions near schools, reducing speeding violations and rear end collisions and reducing impaired and distracted driving. The VZAP will update the analysis contained in the LRSP and bring it to the current time, and draw from the safety projects, emphasis areas and countermeasures to achieve the goal of zero fatalities and severe injuries.



CITY OF DINUBA CAPITAL INVESTMENT PROGRAM FY 2022-26 (2021)

City of Dinuba's Capital Investment Program outlines all planned capital investments by the City for the five year period of 2022-2026. It divides the planned projects into seven categories, one of which is Transportation Projects. A total of $6,003,079 in transportation projects are planned from 2022-2026. This represents 44.6 percent of the CIP budget.



THE CITY OF DINUBA SYSTEMIC SAFETY ANALYSIS REPORT (2019)

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

THE CITY OF DINUBA PEDESTRIAN AND BICYCLIST SAFETY AND CONNECTIVITY STUDY (2019)

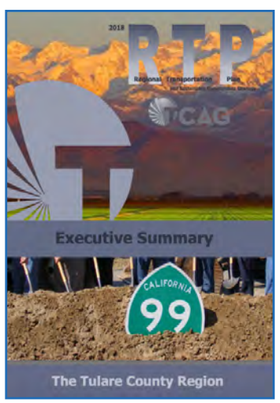
The City of Dinuba Pedestrian and Bicyclist Safety and Connectivity Study was prepared in 2019, which establishes the long-term vision for improving bicycle and pedestrian infrastructure through various programs and projects throughout the City. The study details the existing conditions of the transportation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

CITY OF DINUBA NEIGHBORHOOD TRAFFIC CALMING PROGRAM GUIDELINES AND PROCEDURES (2019)

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

DINUBA COMPLETE STREETS PROGRAM: POLICIES, GUIDELINES & TOOLBOX (2019)

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

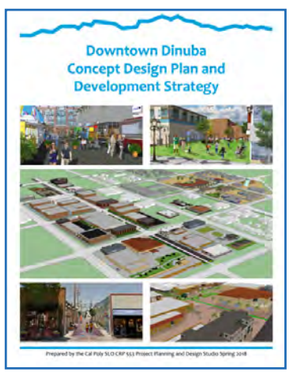


TCAG REGIONAL TRANSPORTATION PLAN & SUSTAINABLE COMMUNITIES STRATEGY (2018)

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

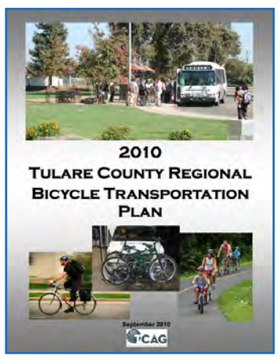
CITY OF DINUBA LAND USE STRATEGIC PLAN FOR THE EAST EL MONTE ECONOMIC VITALITY AND COMMUNITY SUSTAINABILITY PLAN (2018)

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



DOWNTOWN DINUBA CONCEPT DESIGN PLAN AND DEVELOPMENT STRATEGY (2018)

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



2010 TULARE COUNTY REGIONAL BICYCLE TRANSPORTATION PLAN

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

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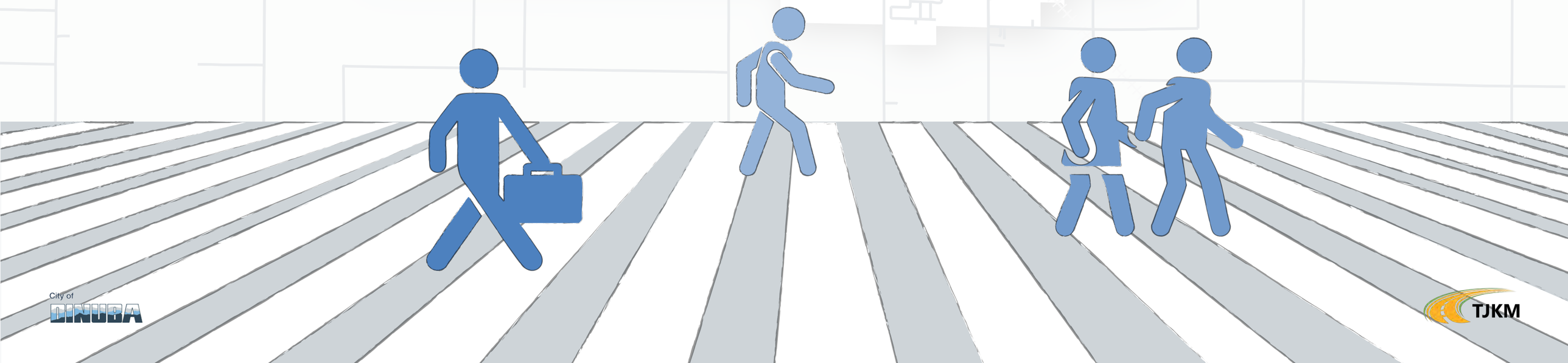
CHAPTER 3:
DATA-DRIVEN PROCESS



City of DINUBA

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CHAPTER 3: DATA-DRIVEN PROCESS

This chapter summarizes the results of the collision analysis for the City of Dinuba between January 1, 2014, and December 31, 2023, as part of the VZAP. This chapter includes the following sections:

1. Collision Data Collection and Analysis
2. Collision High Injury Network
3. Collision Profiles

The VZAP systematically identifies and analyzes traffic safety issues and recommends appropriate safety improvements. The chapter starts with a discussion of the data driven approach used for comprehensive analysis of KSI (killed and severe injury) collisions in Dinuba. Trends such as collision severity, type of collision, primary collision factor, lighting, weather, and age/gender were analyzed. This was followed by identifying the top high-injury corridors throughout the City.

COLLISION DATA COLLECTION AND ANALYSIS

The stories and perceptions others share are essential to a successful discussion and consideration in the development of the VZAP. While traffic safety is frequently couched in terms of data analysis, we understand that no one wants themselves, their family members, or their neighbors to be viewed as statistics. However, data gives us a place to start an objective conversation about roadway safety in Dinuba.

Understanding where and why deadly and life-altering injury collisions occur more frequently helps planners, engineers, and policymakers understand better the various environmental, behavioral, and systemic factors that contribute to these types of collisions, as well as strategies for how to address them.

This VZAP is informed by analyzing collisions occurring in Dinuba from 2014 to 2023, the most recent ten years for which data are available from the Transportation Injury Mapping System (TIMS) and Dinuba Police Department collision reports. This information was used to describe historic collision trends and identify high-risk locations within the City. Accounting for deadly and life-altering injury collisions acknowledges the magnitude of these collisions on people's lives. It focuses the City's efforts on improvements with the most significant potential to achieve the goal of zero deadly and life-altering injury collisions.

Since Vision Zero is a data-driven strategy to eliminate fatalities and severe injuries on all roadways, bikeways, and sidewalks, data is a primary resource for Dinuba's VZAP. The data- driven process includes the following:

1. **Identifying Collision Trends:** Review collision data to assess patterns and trends related to when, where, and why collisions occur and who is involved.
2. **Identifying High Injury Network:**
   a. High Injury Corridors: Identify corridors where a significant number of KSI collisions frequently occur.
   b. High Injury Intersections: Identify specific intersections where a significant number of KSI collisions frequently occur.
3. **Identifying Collision Profiles:** Integration of various collision factors to categorize and recognize the nine most common types of collisions.
4. **Developing a Countermeasure Toolbox:** Compile effective countermeasures based on nationwide research and best practices, aligning them with corresponding collision profiles.
5. **Identifying Priority Project Locations:** The selection of priority projects on high injury network based on collision frequency and density, and verified by input from the community engagement process.

COLLISION TRENDS

By analyzing collision records on streets operated and controlled by the City, Dinuba has gained valuable insights into the multiple factors and attributes related to reported collisions. Throughout the VZAP, the abbreviation "KSI" is used to denote killed (K) or severe injury (SI) collisions. Property Damage Only (PDOs) are not included in this collision analysis. The collision data was recorded from 2014 to 2023 using the Transportation Injury Mapping System (TIMS) and Dinuba Police Department collision reports.

The VZAP is a strategic framework to eliminate all KSI collisions. This approach prioritizes **KSI collisions** because they represent the most critical and life-altering collisions on the road. By focusing on preventing these severe outcomes, the VZAP aims to create a safer transportation system for all users and reduce KSI collisions to zero.

City Streets Collision Trends (2014-2023):

The City saw 301 injury collisions on Dinuba streets between 2014 and 2023, including five percent (15 collisions) of killed collisions, seven percent (22 collisions) of severe injuries, 26 percent (79 collisions) of visible injuries, and 62 percent (185 collisions) complaints of pain collisions.

(Note: The percentage values are rounded to whole numbers. This means the data is presented without decimal points, providing a simplified and more easily interpretable overview of the statistics.)

- 12 percent (37 collisions) resulted in KSI collisions.

Of the 37 KSI collisions reported:

- 70 percent (26 collisions) are reported at an intersection
- 62 percent (23 collisions) occurred during nighttime or during dusk/dawn time periods
- 16 percent (six collisions) occurred during 8 p.m. to 9 p.m.
- 22 percent (eight collisions) were attributed to "Automobile Right-of-Way Violation."
- 41 percent (15 collisions) occurred between a vehicle and pedestrian.

Pedestrians and bicyclists make up 54 percent (20 collisions) of KSI collisions, which underscores their susceptibility as road users; thus, why they are considered vulnerable roadway users. Of the KSI collisions involving pedestrians and bicyclists, 75 percent (15 collisions) occurred at intersections. Furthermore, 20 percent (four collisions) of KSI collisions involving pedestrians and bicyclists occurred during evening peak hours between 5 p.m. and 7 p.m.

Injury Collisions, 2014-2023

LEGEND

- Fatal
- Severe Injury
- Other Visible Injury
- Complaint of Pain
- Rail Road
- Hospital
- School
- Street
- Dinuba City Limits

0 0.15 0.3 0.6 Miles

Co Hwy J19
Ave 426
N Alta Ave
W Nebraska Ave
N Lincoln Ave
Tuscany Dr
N Crawford Ave
Viscaya Ave
N Euclid Ave
Brent Rd
N Villa Ave
E Davis Dr
Saginaw Ave
E Saginaw Ave
E Gerald Ave
W North Way
N Bates Ave
E North Way
Englehart Ave
Westgate Way
W El Monte Way
E El Monte Way
S Alta Ave
S I St
N K St
N M St
S K St
S M St
S O St
S Q St
Palm Dr
Crawford Ave
Ave 416
E Park Way
E Olive Way
Ridge Creek Dr
Surabian Dr
Ave 412
W Sierra Way
Wyllie Ave
1st Ave
S Crawford Ave
Rd 70
Rd 74
E Yale Ave
E Golden Way
San Antonio Ave
Kamm Ave
W Kamm Ave
E Kamm Ave
Rd 84
Co Rte J40
Co Rte J19
Lois Ln
Ave 406

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KSI Collisions, 2014-2023

LEGEND

- Fatal
- Severe Injury
- Rail Road
- Hospital
- School
- Street
- Dinuba City Limits

0 0.15 0.3 0.6 Miles

Co Hwy J19
Ave 426
W Nebraska Ave
N Alta Ave
N Lincoln Ave
Tuscany Dr
N Crawford Ave
E Davis Dr
N Villa Ave
Viscaya Ave
N Euclid Ave
Brent Rd
Saginaw Ave
E Saginaw Ave
E Gerald Ave
W North Way
N Bates Ave
E North Way
Englehart Ave
Crawford Ave
W El Monte Way
Westgate Way
E El Monte Way
Palm Dr
Ave 416
S Alta Ave
N K St
S I St
E Park Way
N M St
S K St
E Olive Way
Surabian Dr
Ridge Creek Dr
Ave 412
W Sierra Way
Wyllie Ave
S M St
S O St
1st Ave
S Crawford Ave
Ave 412
S Q St
Rd 70
Rd 74
E Golden Way
E Yale Ave
San Antonio Ave
Kamm Ave
W Kamm Ave
Co Rte J40
E Kamm Ave
Rd 84
Co Rte J19
Lois Ln
Ave 406

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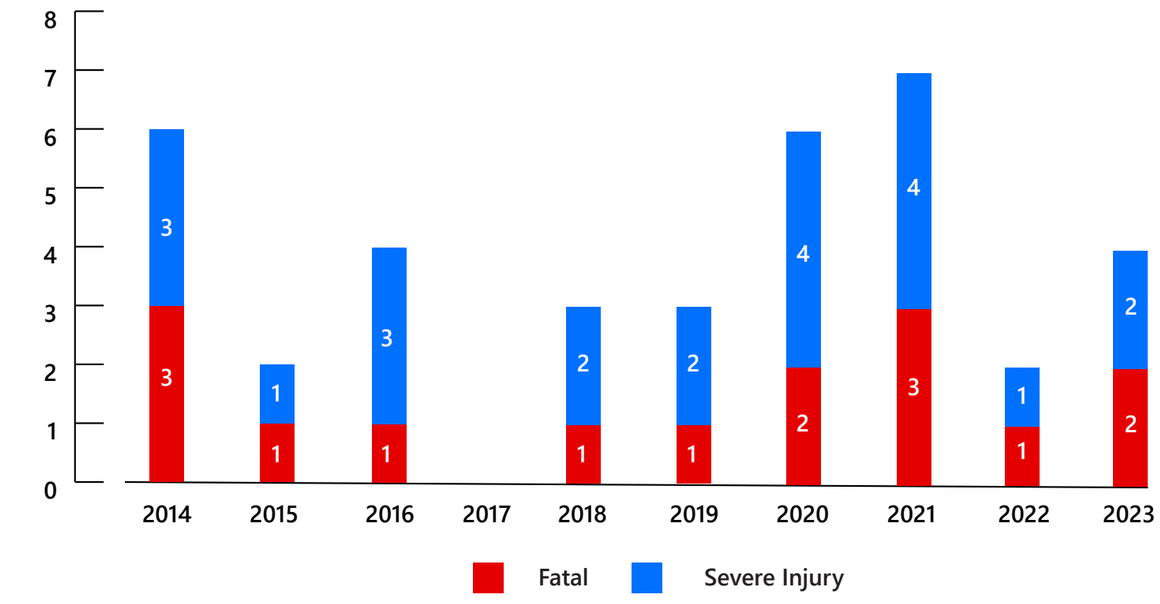
FOCUSING ON FATALITIES AND SEVERE INJURIES ON CITY STREETS

Vision Zero is an approach aimed at eliminating all KSI traffic collisions while simultaneously promoting safe, equitable, and healthy mobility for everyone. By prioritizing KSI collisions, Vision Zero recognizes the significant impact of such tragic events. Initiatives and enhancements that prevent these types of collisions yield substantial advantages, aligning with the City's pledge to eliminate all KSI traffic collisions.

Collision Severity	Roadway Segment	Intersection	Total
Fatal	5	10	15
Severe Injury	6	16	22
Visible Injury	7	72	79
Complaint of Pain	26	159	185
Total	**44**	**257**	**301**

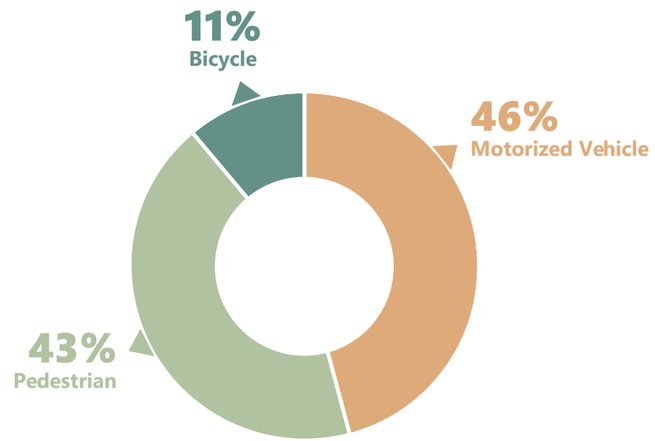
COLLISION TREND

Ten Year KSI Collisions Trend, 2014-2023



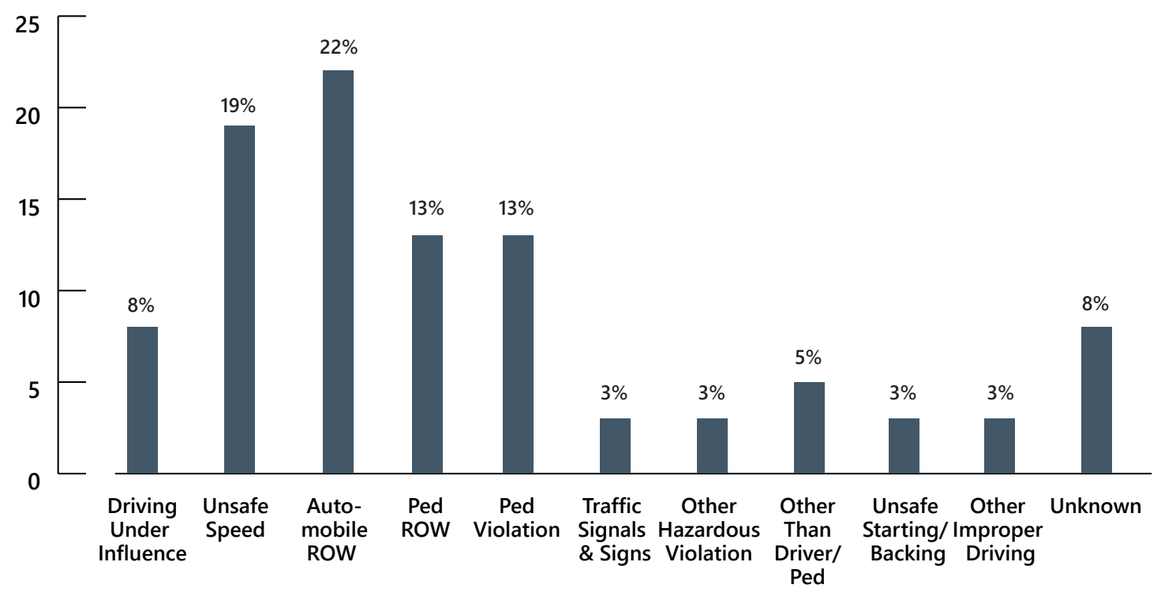
The graph above displays the occurrences of KSI collisions from the most recent ten years period. Over this ten year period, KSI collisions randomly fluctuated, ranging from zero to seven per year, with zero observed in 2017 and seven observed in 2021. Various factors, including driving behavior or changes in traffic patterns and roadway utilization, may have influenced this increase (2021) or decrease (2017).

KSI Collision by Mode, 2014-2023



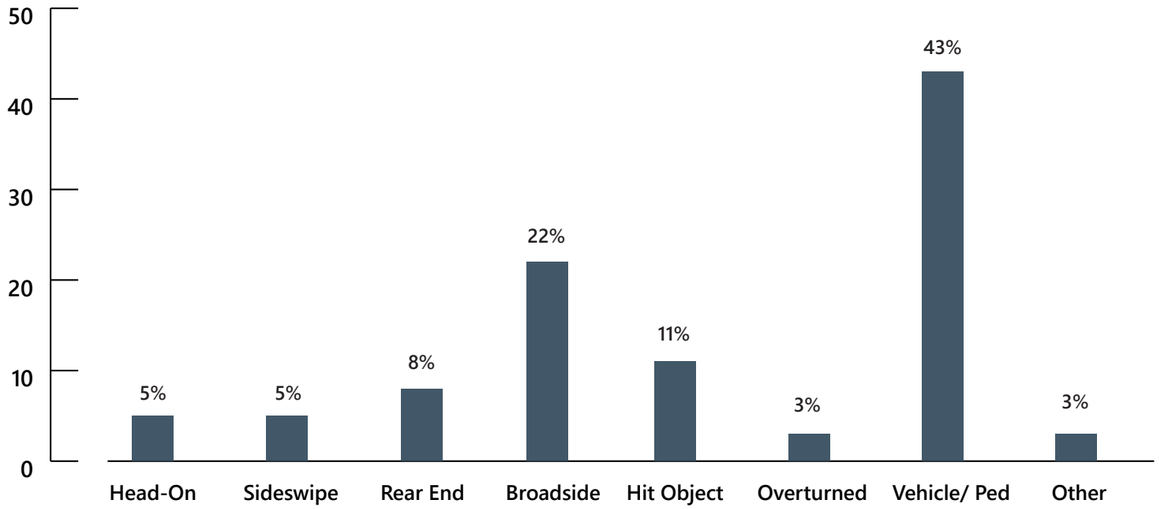
The chart above shows that pedestrian and bicycle collisions account for about 54 percent (20 collisions) of all KSI collisions. While collisions involving vulnerable intersection users hold the strong majority, those in motor vehicles are also victims.

KSI Collisions by Violation Category, 2014-2023



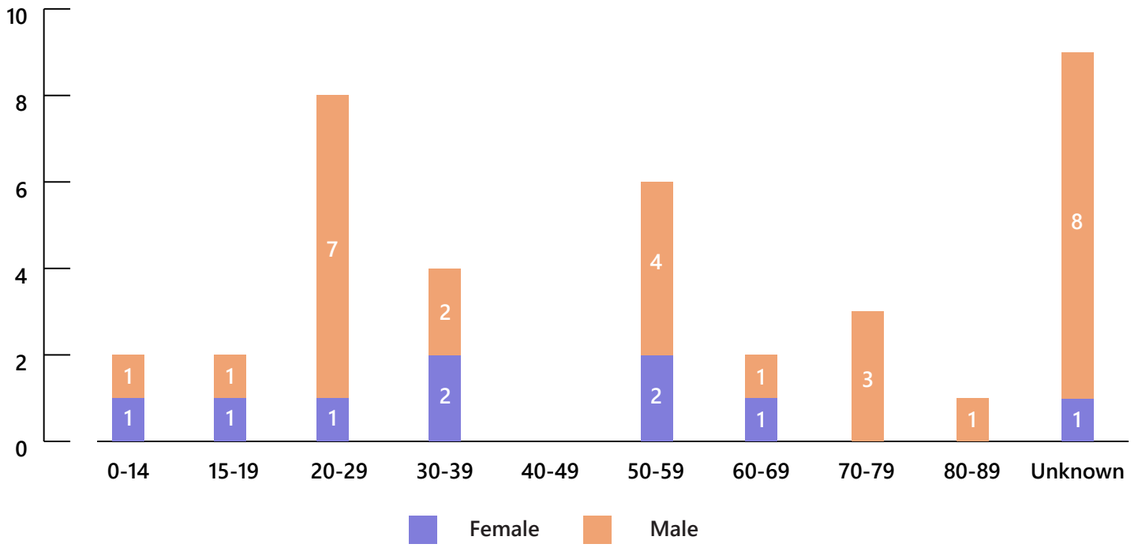
The above graph reveals that Automobile Right-of-Way violations (22 percent) and Unsafe Speed (19 percent) are the predominant factors in Dinuba's KSI collisions, together accounting for over 40 percent of all KSI collisions.

KSI Collision by Type, 2014-2023



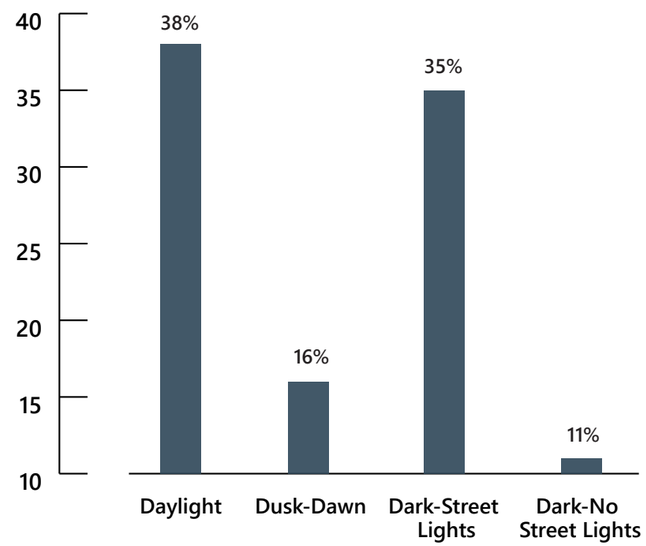
The above graph reveals that vehicle/pedestrian (43 percent) account for the highest proportion of KSI collisions in Dinuba, followed by broadside (22 percent) and hit object (11 percent) collisions. This distribution emphasizes the particular vulnerability of pedestrians within Dinuba's transportation system and suggests that pedestrian safety improvements should be a primary focus of the City's Vision Zero efforts.

KSI Collision by Age and Gender, 2014-2023



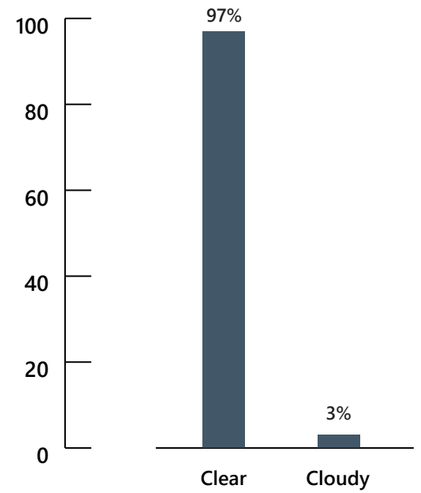
As the chart above notates, a significant portion of KSI collisions involve those between the ages of 20- 29 or unknown. Unknown indicates data unavailability in collision reports.

KSI Collision by Lighting Conditions, 2014-2023



KSI collisions occurring during daylight accounted for 38 percent (14 collisions), while the rest of the collisions (23) occurred in various types of lighting conditions.

KSI Collision by Weather, 2014-2023



Clear weather conditions accounted for 97 percent (36 collisions), of KSI collisions, with three percent (one collision) occurring during cloudy weather.

HIGH INJURY NETWORK

The High Injury Network (HIN) serves as a critical tool for identifying the most critical areas for traffic safety in Dinuba. The development of this network involves a comprehensive analysis of collision data across the City. The process entails a spatial examination of collision severity and their geographic distribution, enabling the identification of critical hotspots and corridors. Particular emphasis is placed on roadways exhibiting the highest incidence of fatal and severe injuries across all road user categories, including pedestrians, cyclists, and motorists.

The prioritization of roadway segments for inclusion in the HIN is based on following key criteria:

1. Collision involving KSI
2. Collision involving visible injuries and complaint of pain
3. Collision involving pedestrians
4. Collision involving bicyclists
5. Collision occurring at intersections

The High Injury Network plays a pivotal role in Dinuba's VZAP. It aids in optimizing the allocation of funds for capital improvement projects and prioritizing traffic safety efforts. By focusing on the high-priority streets identified in the HIN, the City can maximize its impact on enhancing traffic safety for all residents and visitors. This targeted approach ensures efficient utilization of limited resources in areas where they can be most effective in preventing serious injuries and saving lives on Dinuba's roads.

High Injury Network

Between 2014 and 2023, 17 corridors in the City accounted for 15 fatal and 22 severe injury collisions. The corridors that had the highest number of collisions include:

ID	Corridors	Intersection Collisions	KSI Collisions	Pedestrian/Bicycle
A	El Monte Way: Within City Limits	11	13	10
B	Alta Ave: Union Dr to 600 ft. south of Vassar Ave	2	4	1
C	Crawford Ave: Chevy Chase Dr to East Meadow Ln	1	2	2
D	W Sierra Way: S Alta Ave to Dinuba Waste Water Facility	2	4	0
E	E Kamm Ave: Laredo St to S Evans Dr	2	2	1
F	College Ave: S M St to Avenue 408	1	1	1
G	Nebraska Ave: Within City Limits	0	2	1
H	Kern St: S K St to S M St	1	1	1
I	California Ave: E Park Way to E Magnolia Way	1	1	1
J	Dumpling Ave: Saginaw Ave to Nutcracker Ave	1	1	1
K	Saginaw Ave: N Crawford Ave to N Alta Ave	1	1	0
L	N Bates Ave: Adelaide Way to E El Monte Way	0	1	1
M	Magnolia Way: Myrtle Ave to S College Ave	1	1	0
N	Amarillo St: El Paso Ave to Fort Worth Ave	1	1	0
O	Millard Way: N Hayes Ave to N Whitney Ave	1	1	0
P	Surabian Dr: S Alta Ave to Samanthe Way	0	1	0

City of Dinuba: High Injury Network - Corridors, 2014-2023

LEGEND

- HIN Corridor
- Rail Road
- Hospital
- School
- Street
- Dinuba City Limits

0 0.15 0.3 0.6 Miles

Co Hwy J19
Ave 426
N Alta Ave
W Nebraska Ave
N Lincoln Ave
Tuscany Dr
N Crawford Ave
E Davis Dr
Viscaya Ave
N Euclid Ave
Brent Rd
N Villa Ave
Saginaw Ave
E Saginaw Ave
E Gerald Ave
W North Way
E North Way
N Bates Ave
Englehart Ave
Crawford Ave
W El Monte Way
E El Monte Way
Ave 416
Westgate Way
S Alta Ave
Palm Dr
Ridge Creek Dr
Surabian Dr
E Park Way
E Olive Way
N K St
N M St
S I St
S K St
S M St
Ave 412
W Sierra Way
Wyllie Ave
1st Ave
S Crawford Ave
S O St
S Q St
Rd 70
Rd 74
E Yale Ave
E Golden Way
San Antonio Ave
Kamm Ave
W Kamm Ave
Rd 84
Co Rte J40
E Kamm Ave
Co Rte J19
Lois Ln
Ave 406

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COLLISION PROFILES

This section identifies and summarizes the collision profiles for KSI Collisions for the City of Dinuba for the KSI collisions between January 1, 2014, and December 31, 2023, as part of the VZAP.

Collision Profiles are the focused areas for the VZAP that are identified through the comprehensive collision analysis of KSI collisions in Dinuba. Collision analysis is used to understand different trends that might be leading to maximum collisions and influencing collision patterns in a given area.

Collision profiles were determined based on top trends and collision patterns for a period of ten years (2014-2023). Collision Profiles help in identifying appropriate safety strategies and countermeasures with the greatest potential to reduce collisions occurring at particular locations. Safety strategies and countermeasures can include, but not be limited to: specific collision types, human behaviors, facility types, and specific intersections or corridors.

This section summarizes the top seven collision profiles identified for Dinuba using the collision trends. A profile description, a KSI collision map for particular profile, related collision trends and generalized countermeasure is included for each collision profile section.

1. Profile 1: Pedestrian-Bicycle Collisions (20 KSI Collisions)
2. Profile 2: Nighttime Collisions (23 KSI Collisions)
3. Profile 3: Collisions occurring nearby Parks (quarter mile) (10 KSI Collisions)
4. Profile 4: Collisions occurring due to Automobile Right of Way (8 KSI Collisions)
5. Profile 5: Collisions near Schools (quarter mile) (8 KSI Collisions)
6. Profile 6: Collisions due to Unsafe Speed (7 KSI Collisions)
7. Profile 7: Motorcycle Collisions at Intersections (5 KSI Collisions)

The countermeasures for each collision profile have been evaluated using three criteria: Efficacy, Cost, and Complexity, and assigned each Criterion a score out of three (3), where 1 being low and 3 being high.

Efficacy: This refers to the expected safety benefit, determined through academic research and industry standards.

Cost: The overall expense involved in designing and implementing the countermeasure.

Implementation Complexity: The anticipated level of difficulty the City may encounter when implementing the countermeasure.

Profile 1: Pedestrian-Bicycle Collisions (20 KSI Collisions)

Pedestrian and bicycle collisions involve incidents where vehicles interact with vulnerable road users (pedestrians and cyclists). These collisions typically occur when drivers, pedestrians, or cyclists fail to properly yield the right-of-way, misjudge speeds or distances, or violate traffic signals and signs. Such incidents often result from inadequate visibility, distracted driving, right of way violation, or a lack of proper infrastructure for pedestrians and cyclists.

KSI COLLISIONS

9 (45%)
Fatal

11 (55%)
Severely Injured

20
Total KSI Collisions

MODE

Pedestrian
16 Collisions
(80%)

Bicycle
4 Collisions
(20%)

Other Motorized Vehicle
0 Collisions
(0%)

TRENDS

AT INTERSECTION
15 Collisions
(75%)

DARK CONDITIONS/ DUSK-DAWN
13 Collisions
(65%)

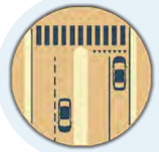
OCCURRED ON EL MONTE WAY (AVENUE 416)
10 Collisions
(50%)

SCHOOL ZONE (QUARTER MILE FROM SCHOOL)
6 Collisions
(30%)

PEDESTRIAN RIGHT OF WAY VIOLATION
5 Collisions
(25%)

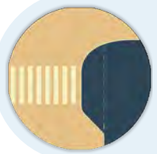
PEDESTRIAN VIOLATION
5 Collisions
(25%)

KEY COUNTERMEASURES



HIGH-VISIBILITY CROSSWALKS

Efficacy ● ● ●
Cost ● ○ ○
Complexity ● ○ ○

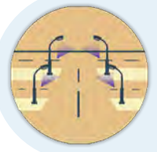


CURB EXTENSIONS (BULB-OUTS)

Efficacy ● ● ●
Cost ● ● ○
Complexity ● ● ○

ADVANCE STOP BAR AT INTERSECTIONS

Efficacy ● ● ●
Cost ● ○ ○
Complexity ● ○ ○



INSTALL ROADWAY & INTERSECTION LIGHTING

Efficacy ● ● ●
Cost ● ● ●
Complexity ● ● ●

BICYCLE LANES WITH & WITHOUT SEPARATION

Efficacy ● ● ●
Cost ● ● ○
Complexity ● ● ○

PEDESTRIAN REFUGE ISLANDS

Efficacy ● ● ●
Cost ● ● ○
Complexity ● ● ○

LEADING PEDESTRIAN INTERVALS

Efficacy ● ● ●
Cost ● ○ ○
Complexity ● ○ ○

BICYCLE BOXES AT SIGNALIZED INTERSECTIONS

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

RIGHT TURN ON RED RESTRICTIONS

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

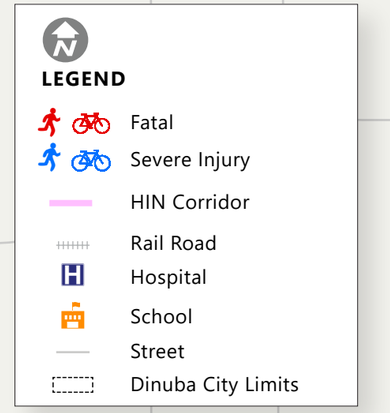
SIGNAL TIMING ADJUSTMENTS

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

ROUNDABOUTS

Efficacy ● ● ●
Cost ● ● ●
Complexity ● ● ●

Profile 1: Pedestrian-Biycle Collisions (20 KSI Collisions)



TJKM

Profile 2: Nighttime Collisions (23 KSI Collisions)

KSI collisions in dark lighting conditions refer to fatal or severe injury collisions occurring during night time or in poorly lit environments. These incidents often result from reduced visibility, which can lead to drivers misjudging distances and road curvature, failing to notice traffic signals and signs or other obstacles or hazards or not seeing other road users in time. Factors contributing to these collisions may include inadequate street lighting, lack of reflective signage or road markings, impaired night vision of drivers, and reduced visibility of pedestrians or cyclists. The severity of these collisions underscores the importance of proper lighting and enhanced safety measures during night time hours.

KSI COLLISIONS

9 (39%)
Fatal

14 (61%)
Severely Injured

23
Total KSI Collisions

MODE

Pedestrian
12 Collisions
(52%)

Bicycle
1 Collisions
(4%)

Other Motorized Vehicle
10 Collisions
(44%)

TRENDS

SCHOOL ZONE (QUARTER MILE FROM SCHOOL)
5 Collisions
(22%)

PEDESTRIAN VIOLATION
4 Collisions
(17%)

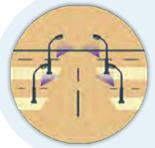
AUTOMOBILE RIGHT OF WAY
4 Collisions
(17%)

BROADSIDE
4 Collisions
(17%)

HIT OBJECT
4 Collisions
(17%)

PEDESTRIAN RIGHT OF WAY
3 Collisions
(13%)

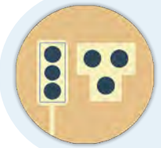
KEY COUNTERMEASURES



INSTALL ROADWAY AND INTERSECTION LIGHTING
Efficacy ● ● ●
Cost ● ● ●
Complexity ● ● ●

REFLECTIVE SIGNAGE AND PAVEMENT MARKINGS
Efficacy ● ● ●
Cost ● ○ ○
Complexity ● ○ ○

INSTALL RUMBLE STRIPS
Efficacy ● ● ○
Cost ● ● ○
Complexity ● ● ○



RETROREFLECTIVE SIGNAL BACK PLATES
Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

INSTALL EDGE LINE & CENTERLINE STRIPES
Efficacy ● ● ○
Cost ● ● ○
Complexity ● ○ ○

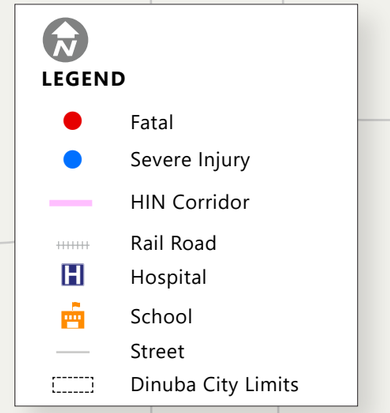
INSTALL DELINEATORS & OBJECT MARKERS
Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

INSTALL VEHICLE SPEED FEEDBACK SIGN
Efficacy ● ● ○
Cost ● ● ○
Complexity ● ○ ○

ROUNDABOUTS
Efficacy ● ● ●
Cost ● ● ●
Complexity ● ● ●

RECTANGULAR RAPID FLASHING BEACONS (RRFBs)
Efficacy ● ● ●
Cost ● ● ○
Complexity ● ● ○

Profile 2: Nighttime Collisions (23 KSI Collisions)



TJKM

Profile 3: Collisions occurring nearby Parks (Quarter Mile) (10 KSI Collisions)

Collisions within a quarter-mile from public parks refer to traffic incidents occurring in close proximity to community recreational spaces. This zone is critical due to the high concentration of vulnerable road users, including children, families, and recreational participants. These collisions can involve various scenarios such as vehicle-to-vehicle collisions, pedestrian or bicycle collisions, or incidents during peak park usage times. Contributing factors may include speeding, distracted driving, right of way violation, limited visibility and failure to recognize pedestrian crossings

KSI COLLISIONS

2 (20%)
Fatal

8 (80%)
Severely Injured

10
Total KSI Collisions

MODE

Pedestrian
4 Collisions
(40%)

Bicycle
2 Collisions
(20%)

Other Motorized Vehicle
4 Collisions
(40%)

TRENDS

AT INTERSECTION
9 Collisions
(90%)

DARK CONDITIONS/ DUSK-DAWN
5 Collisions
(50%)

SCHOOL ZONE (QUARTER MILE FROM SCHOOL)
3 Collisions
(30%)

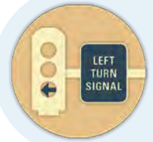
PEDESTRIAN VIOLATION
3 Collisions
(30%)

UNSAFE SPEED
3 Collisions
(30%)

AUTOMOBILE RIGHT OF WAY
2 Collisions
(20%)

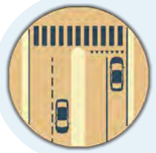
KEY COUNTERMEASURES

RADAR SPEED ENFORCEMENT
Efficacy ●●●
Cost ●●○
Complexity ●●○



PROTECTED LEFT-TURN PHASES
Efficacy ●●●
Cost ●●○
Complexity ●●○

ADVANCE STOP BAR AT INTERSECTIONS
Efficacy ●●○
Cost ●○○
Complexity ●○○

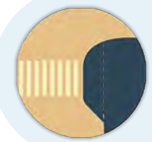


RAISED CROSSWALKS WITH HIGH-VISIBILITY MARKINGS
Efficacy ●●●
Cost ●●○
Complexity ●●○

SPEED CUSHIONS/ TABLES
Efficacy ●●●
Cost ●●○
Complexity ●●○

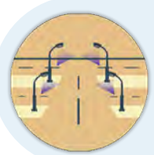
ENHANCED ENFORCEMENT
Efficacy ●●○
Cost ●○○
Complexity ●○○

PEDESTRIAN REFUGE ISLANDS
Efficacy ●●●
Cost ●●○
Complexity ●●○



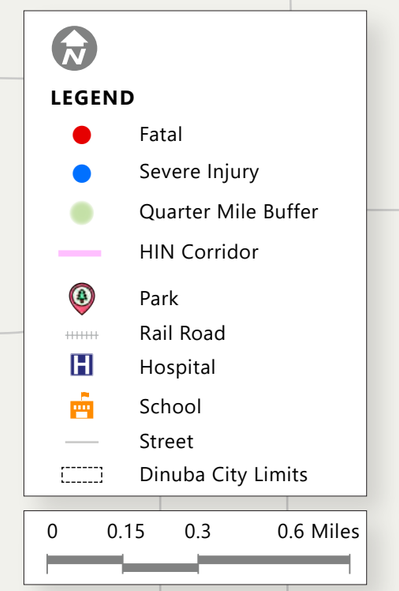
CURB EXTENSIONS TO REDUCE CROSSING DISTANCES
Efficacy ●●●
Cost ●●○
Complexity ●●○

RECTANGULAR RAPID FLASHING BEACONS (RRFBs)
Efficacy ●●●
Cost ●●○
Complexity ●●○



INSTALL ROADWAY AND INTERSECTION LIGHTING
Efficacy ●●●
Cost ●●●
Complexity ●●●

Profile 3: Collisions occurring nearby Parks (Quarter Mile) (10 KSI Collisions)



Profile 4: Collisions occurring due to Automobile Right of Way (8 KSI Collisions)

Collisions occurring due to Automobile Right of Way involve incidents where the failure to properly yield or understand right-of-way rules leads to collisions. These situations typically arise when drivers misinterpret or disregard the established order for vehicles to proceed at intersections, merge points, or other areas where traffic paths converge. Such collisions can result from various factors, including driver inattention, limited visibility, and misunderstanding of traffic laws, aggressive driving, or misjudgment of other vehicle's speeds or intentions. These incidents underscore the importance of clear traffic signage, driver education on right-of-way rules, and vigilant driving practices to ensure smooth and safe traffic flow.

KSI COLLISIONS

3 (38%)
Fatal

5 (62%)
Severely Injured

8
Total KSI Collisions

MODE

Pedestrian
1 Collisions
(13%)

Bicycle
1 Collisions
(13%)

Other Motorized Vehicle
6 Collisions
(74%)

TRENDS

BROADSIDE
6 Collisions
(75%)

DARK CONDITIONS/ DUSK-DAWN
4 Collisions
(50%)

SIDESWIPE
1 Collisions
(13%)

SCHOOL ZONE (QUARTER MILE FROM SCHOOL)
1 Collisions
(13%)

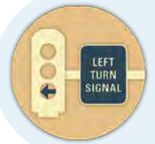
KEY COUNTERMEASURES

HIGH-VISIBILITY ENFORCEMENT

Efficacy ● ● ○
Cost ● ● ○
Complexity ● ○ ○

ADVANCE INTERSECTION WARNING SIGNS

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○



PROTECTED LEFT-TURN PHASES

Efficacy ● ● ●
Cost ● ● ○
Complexity ● ● ○

ROUNDABOUTS

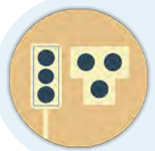
Efficacy ● ● ●
Cost ● ● ●
Complexity ● ● ●

ADVANCED STOP BARS AT INTERSECTIONS

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

SIGNAL TIMING AND PHASING IMPROVEMENTS

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

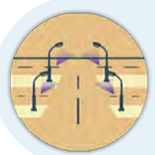


SIGNAL BACK PLATES WITH RETROREFLECTIVE BORDERS

Efficacy ● ● ○
Cost ● ● ○
Complexity ● ● ○

ENHANCED STOP SIGNS WITH REFLECTIVE POSTS

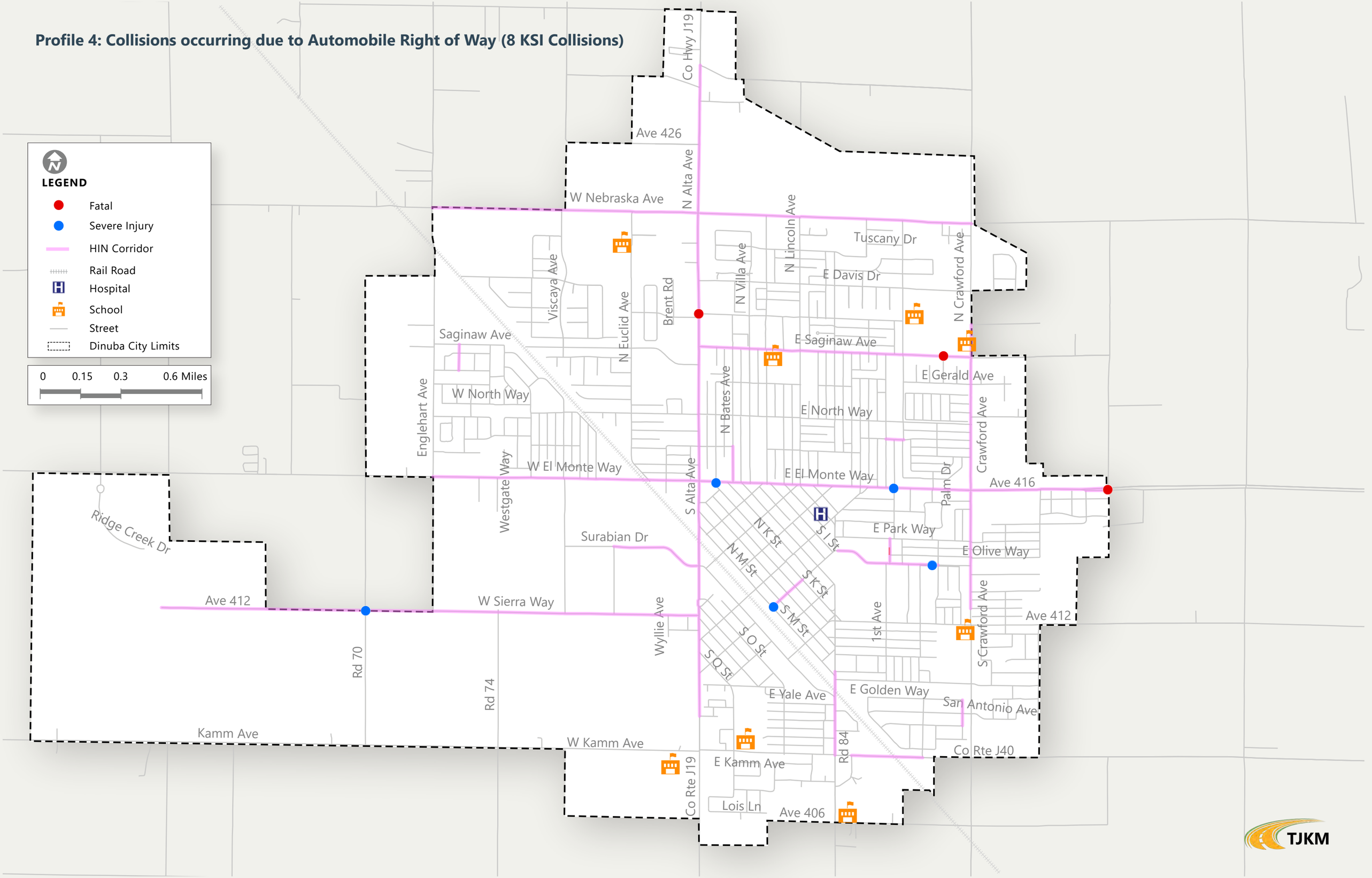
Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○



INSTALL ROADWAY AND INTERSECTION LIGHTING

Efficacy ● ● ●
Cost ● ● ●
Complexity ● ● ●

Profile 4: Collisions occurring due to Automobile Right of Way (8 KSI Collisions)



Profile 5: Collisions near Schools (Quarter Mile) (8 KSI Collisions)

Collisions within a quarter-mile from schools refer to traffic incidents occurring in close proximity to educational institutions. This zone, often designated as a school zone, is critical due to the high concentration of vulnerable road users, particularly children. These collisions can involve various scenarios such as vehicle-to-vehicle Collisions, pedestrian or bicycle accidents, or incidents during drop-off and pick-up times. Contributing factors may include speeding, distracted driving, limited visibility, failure to obey reduced speed limits or crossing guards, congestion during peak school hours, and unpredictable behavior of young pedestrians. The proximity to schools makes these collisions particularly concerning, emphasizing the need for enhanced safety measures such as reduced speed zones, improved signage, and traffic calming devices, and increased enforcement during school hours.

KSI COLLISIONS

5 (62%)
Fatal

3 (38%)
Severely Injured

8
Total KSI Collisions

MODE

Pedestrian
2 Collisions
(25%)

Bicycle
2 Collisions
(25%)

Other Motorized Vehicle
4 Collisions
(50%)

TRENDS

DARK CONDITIONS/ DUSK-DAWN
5 Collisions
(63%)

AT INTERSECTION
4 Collisions
(50%)

ON ROADWAY
4 Collisions
(50%)

UNSAFE SPEED
3 Collisions
(38%)

HIT OBJECT
2 Collisions
(25%)

BROADSIDE
2 Collisions
(25%)

KEY COUNTERMEASURES

SAFE ROUTE TO SCHOOL PROGRAM

Efficacy ● ● ○
Cost ● ● ○
Complexity ● ○ ○

REDUCED SPEED SCHOOL ZONE

Efficacy ● ● ●
Cost ● ○ ○
Complexity ● ○ ○

CROSSING GUARD PROGRAM

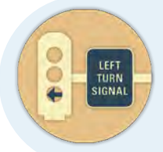
Efficacy ● ● ●
Cost ● ○ ○
Complexity ● ● ○

PICK UP/ DROP OFF ZONE DESIGNATION

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ● ○

ENHANCED ENFORCEMENT

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○



PROTECTED LEFT-TURN PHASES

Efficacy ● ● ●
Cost ● ● ○
Complexity ● ● ○

ADVANCED STOP BARS AT INTERSECTIONS

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

RAISED CROSSWALKS

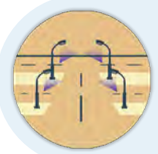
Efficacy ● ● ●
Cost ● ● ○
Complexity ● ● ○

SPEED CUSHIONS/ TABLES

Efficacy ● ● ●
Cost ● ● ○
Complexity ● ● ○

WALKING SCHOOL BUS PROGRAM

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ● ○



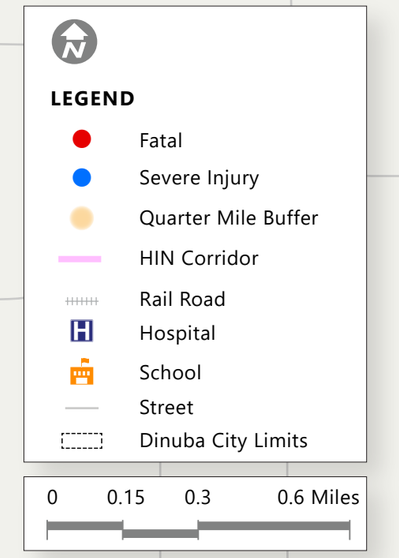
INTSTALL ROADWAY AND INTERSECTION LIGHTING

Efficacy ● ● ●
Cost ● ● ●
Complexity ● ● ●

ENHANCED SIGNS WITH REFLECTIVE POSTS

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

Profile 5: Collisions near Schools (Quarter Mile) (8 KSI Collisions)



TJKM

Profile 6: Collisions due to Unsafe Speed (7 KSI Collisions)

Collision due to unsafe speed involve collisions where excessive or inappropriate vehicle speed is a primary contributing factor. These incidents occur when drivers operate their vehicles at speeds that are either above the posted limit or too fast for current road, weather, or traffic conditions. Unsafe speed reduces a driver's ability to safely navigate curves, increases stopping distances, and limits reaction time to unexpected obstacles or changes in traffic flow. Such Collisions often result in more severe outcomes due to the increased force of impact at higher speeds. Contributing factors may include driver overconfidence, time pressure, thrill-seeking behavior, or misjudgment of road conditions. The speed-related KSI collisions highlights the need for effective speed management strategies, including improved road design, enhanced enforcement, and public education on the dangers of speeding.

KSI COLLISIONS

3 (43%)
Fatal

4 (57%)
Severely Injured

7
Total KSI Collisions

MODE

Pedestrian
2 Collisions
(29%)

Bicycle
1 Collisions
(14%)

Other Motorized Vehicle
4 Collisions
(57%)

TRENDS

ON ROADWAY
5 Collisions
(71%)

DARK CONDITIONS/ DUSK-DAWN
3 Collisions
(43%)

SCHOOL ZONE (QUARTER MILE FROM SCHOOL)
3 Collisions
(43%)

HIT OBJECT
2 Collisions
(29%)

AT INTERSECTION
2 Collisions
(29%)

KEY COUNTERMEASURES

LANE NARROWING

Efficacy ● ● ○
Cost ● ● ○
Complexity ● ● ○

NEIGHBORHOOD TRAFFIC CALMING

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ● ○

VEHICLE SPEED FEEDBACK SIGNS

Efficacy ● ● ○
Cost ● ● ○
Complexity ● ○ ○

PUBLIC SAFETY CAMPAIGNS

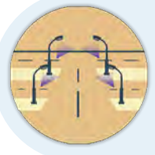
Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

TARGETED SPEED ENFORCEMENT

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

ROAD DIET IMPLEMENTATION

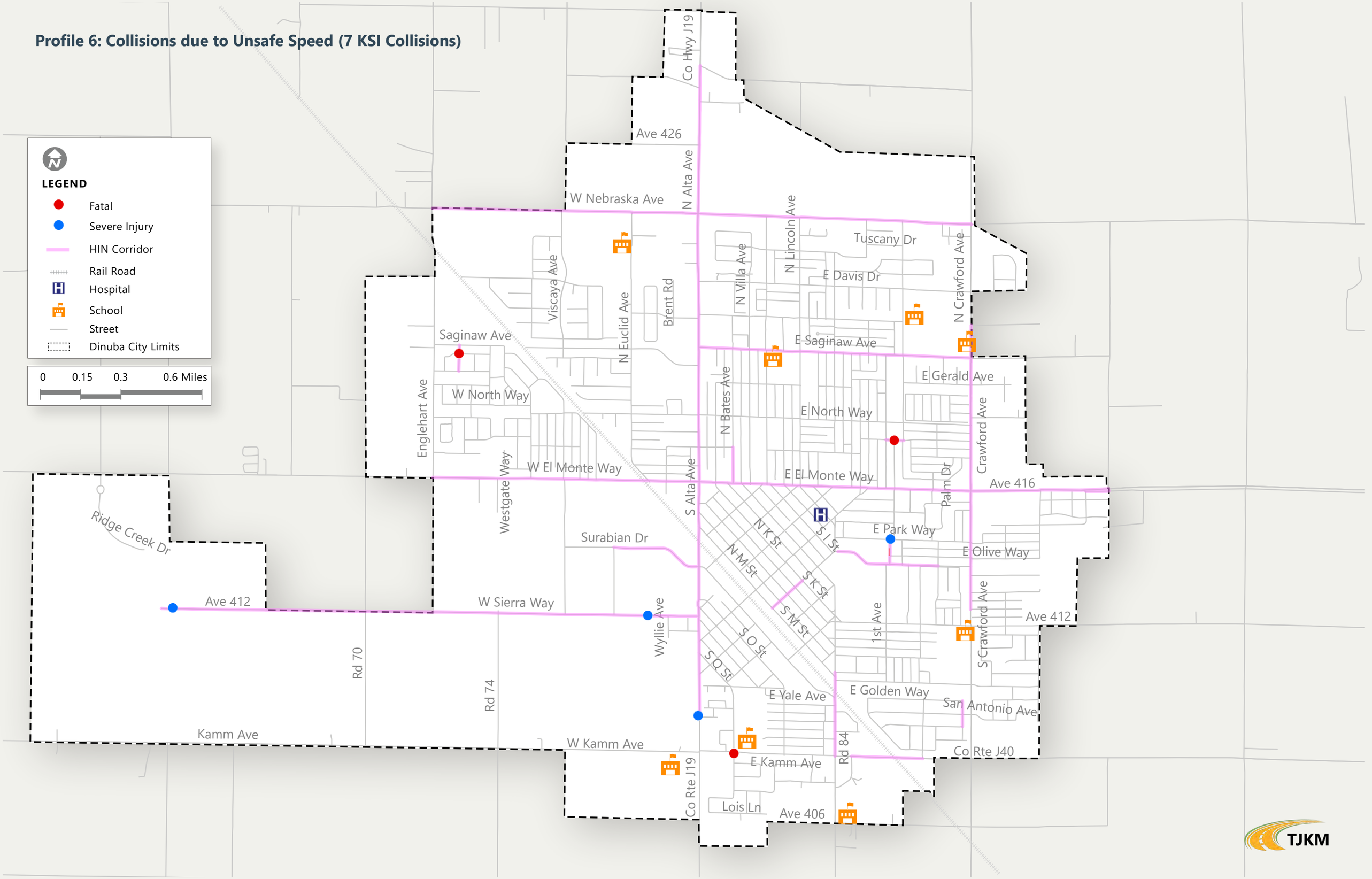
Efficacy ● ● ●
Cost ● ● ○
Complexity ● ● ●



INSTALL ROADWAY AND INTERSECTION LIGHTING

Efficacy ● ● ●
Cost ● ● ●
Complexity ● ● ●

Profile 6: Collisions due to Unsafe Speed (7 KSI Collisions)



Profile 7: Motorcycle Collisions at Intersections (5 KSI Collisions)

Motorcycle KSI collisions at intersections involve collisions where motorcyclists are killed or critically injured at road intersections. These incidents are particularly dangerous due to the vulnerable nature of motorcyclists and the complex traffic patterns at intersections. Common scenarios include vehicles turning left in front of oncoming motorcycles, drivers failing to yield right-of-way to motorcycles, or motorcyclists misjudging gaps in traffic. Contributing factors often include the reduced visibility of motorcycles, drivers' difficulty in judging motorcycle speed and distance, and potential blind spots in larger vehicles.

KSI COLLISIONS

3 (60%)
Fatal

2 (40%)
Severely Injured

5
Total KSI Collisions

MODE

Pedestrian
0 Collisions
(0%)

Bicycle
0 Collisions
(0%)

Other Motorized Vehicle
5 Collisions
(100%)

TRENDS

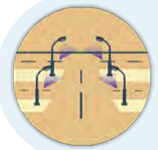
AUTOMOBILE RIGHT OF WAY
4 Collisions
(80%)

BROADSIDE
4 Collisions
(80%)

DARK CONDITIONS/ DUSK-DAWN
2 Collisions
(40%)

SCHOOL ZONE (QUARTER MILE FROM SCHOOL)
2 Collisions
(40%)

KEY COUNTERMEASURES

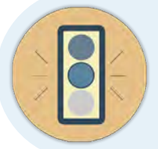


INTERSECTION AND ROADWAY LIGHTING IMPROVEMENTS

Efficacy ● ● ○
Cost ● ● ○
Complexity ● ● ○

PUBLIC SAFETY CAMPAIGNS

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○



ADVANCED WARNING SIGNS

Efficacy ● ○ ○
Cost ● ○ ○
Complexity ● ○ ○

HIGH FRICTION SURFACE TREATMENTS

Efficacy ● ● ○
Cost ● ● ○
Complexity ● ● ○

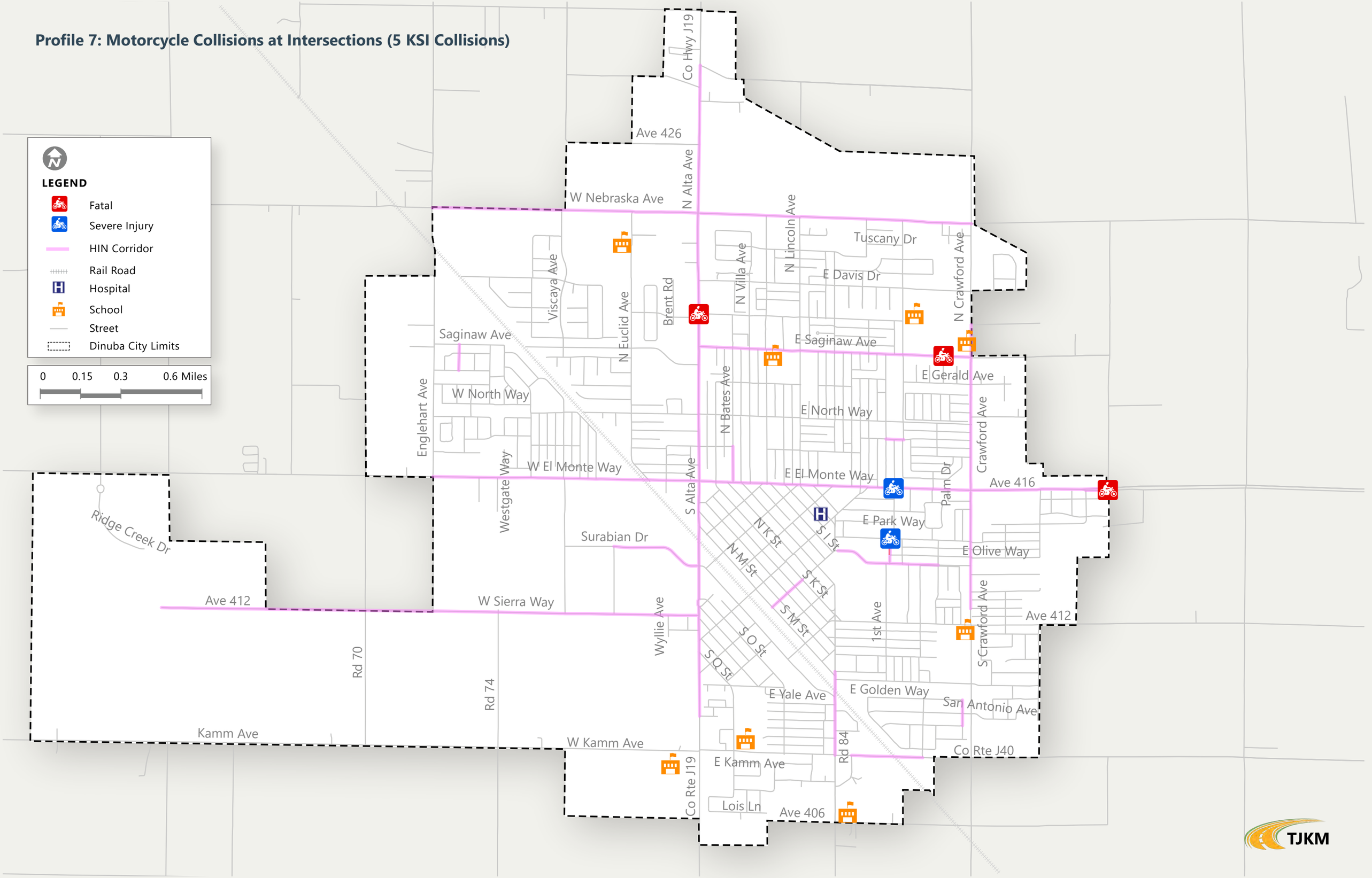
SIGNAL TIMING ADJUSTMENTS

Efficacy ● ● ○
Cost ● ○ ○
Complexity ● ○ ○

MOTORCYCLE AWARENESS SIGNAGE

Efficacy ● ○ ○
Cost ● ○ ○
Complexity ● ○ ○

Profile 7: Motorcycle Collisions at Intersections (5 KSI Collisions)



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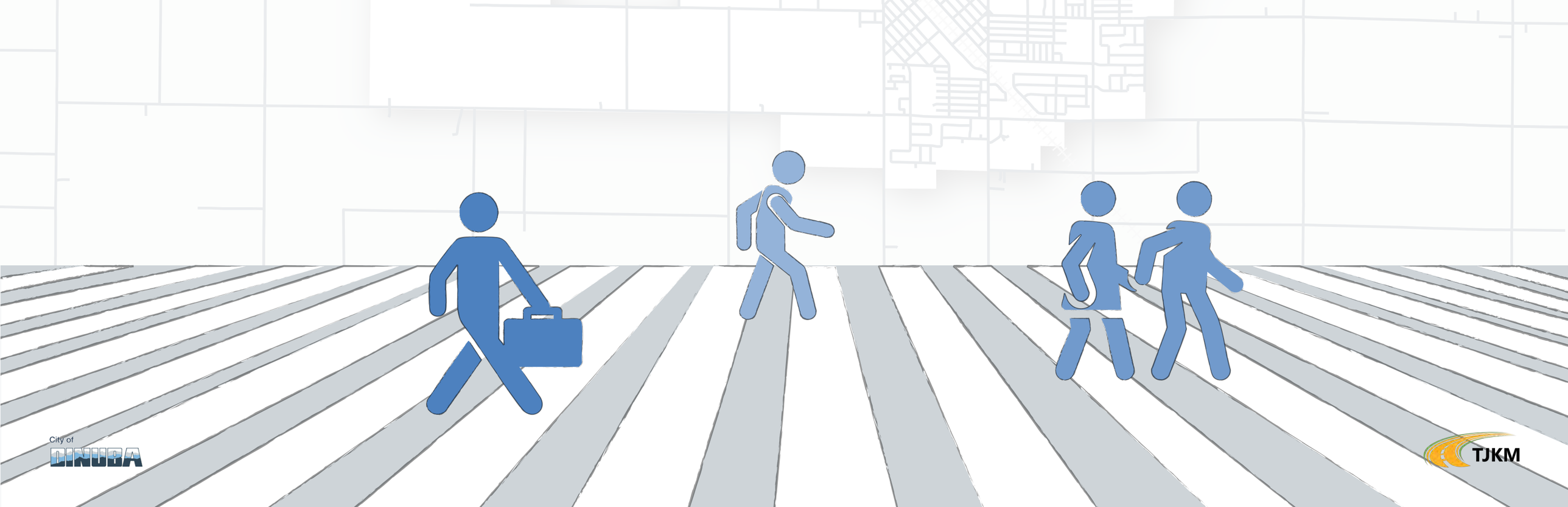
CHAPTER 4:
ENGAGEMENT AND COLLABORATION



CHAPTER 4: ENGAGEMENT & COLLABORATION

The development of the City of Dinuba's VZAP was shaped by a robust community engagement process and close collaboration with the Vision Zero Task Force. Transportation safety is a shared responsibility, and meaningful input from local residents, community organizations, and government agencies played a vital role in identifying key concerns and building consensus around the VZAP's strategies and recommended projects.

This chapter outlines the comprehensive outreach efforts undertaken to gather public feedback, summarize community input, and integrate local perspectives into the planning process. A multi-faceted engagement approach was employed to maximize participation, utilizing in-person, and virtual formats to ensure accessibility for all community members.

A dedicated project website served as a central hub for information and public input. It featured interactive mapping tools and comment boxes that allowed residents to report specific locations of concern and suggest improvements. The online platform was available for more than six months, enabling ongoing public input. Residents could also submit open-ended feedback and contact City representatives directly with questions or concerns about the VZAP. These online tools were designed to accommodate a wide range of community voices while offering multiple ways to participate.

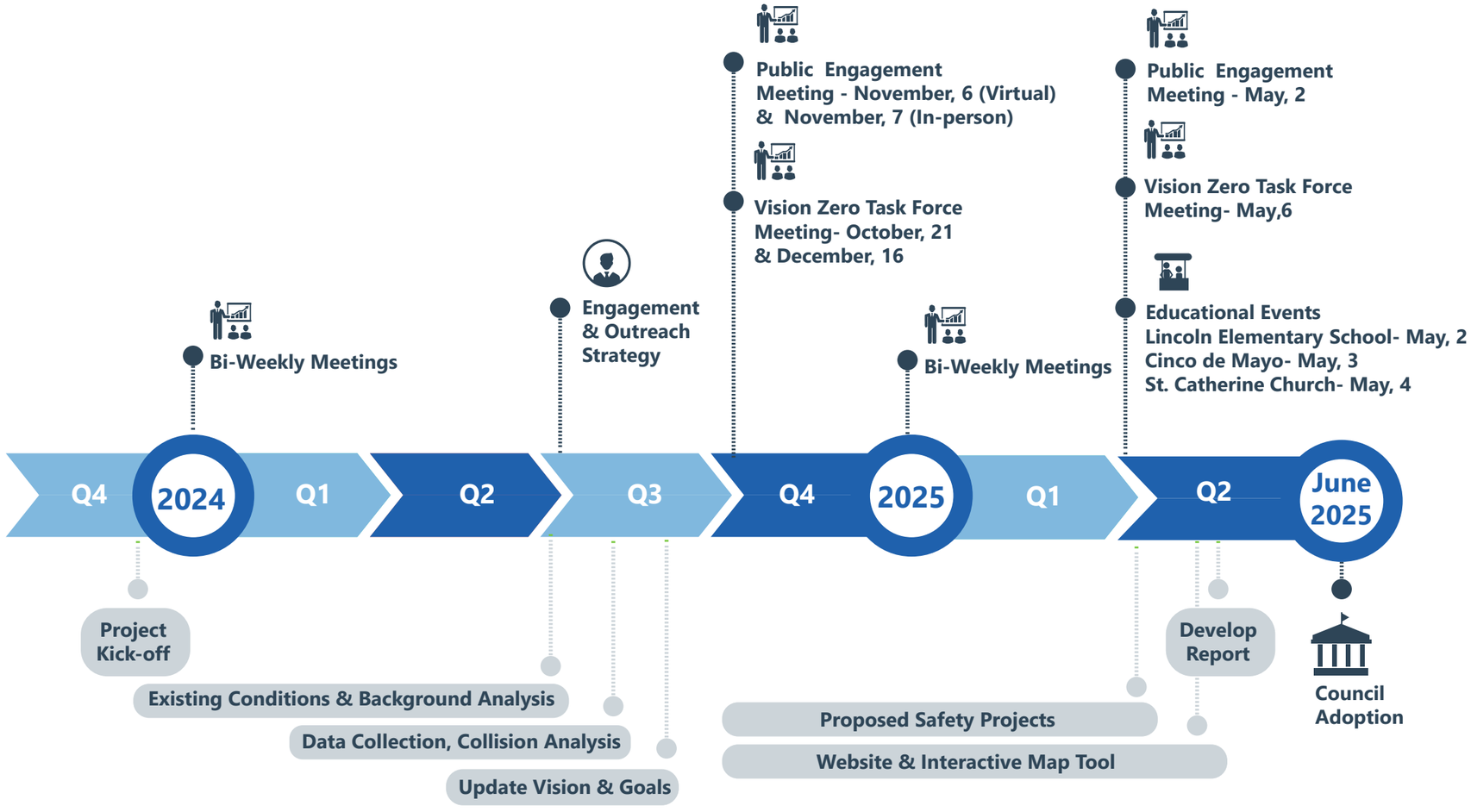
To further support public engagement, a series of in-person events including bike safety education programs, were hosted at key community locations such as Lincoln Elementary School, Rose Ann Vuich Park during the Cinco de Mayo Festival, and St. Catherine of Sienna Catholic Church. These events provided opportunities for residents to interact directly with city staff, planners, and engineers, offering insights on how safe or unsafe they feel within the City and learning more about Dinuba's ongoing safety initiatives. Special efforts were made to engage children and families in these conversations.

Hybrid engagement included virtual Vision Zero Task Force meetings that brought together representatives from the City of Dinuba's Public Works Department, Police and Fire Departments, Dinuba Unified School District, and Tulare County Association of Governments (TCAG). This combination of in-person and digital outreach ensured inclusive participation from a broad cross-section of the community.

To ensure inclusive access, bilingual staff were present at public events to assist Spanish-speaking residents. The project website and virtual tools further enhanced communication by allowing residents to participate at their convenience. A table below summarize community outreach efforts.

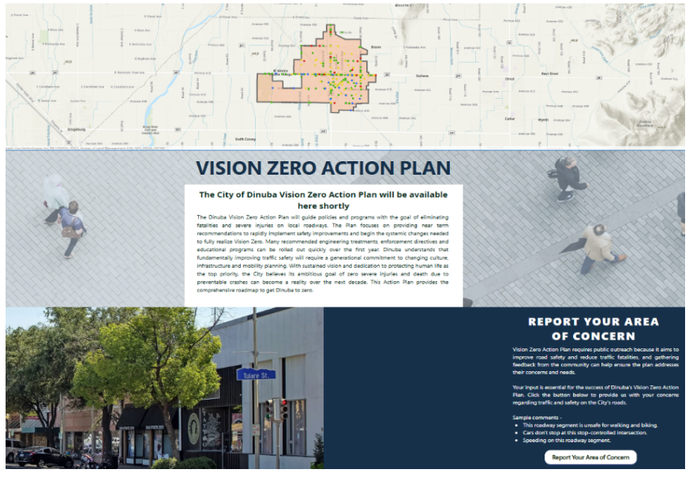
Activity	Description
Project Website and Webpage	A Project webpage on City of Dinuba's official website: https://www.dinuba.org/information/news-and-events/735-vision-zero-action-plan The project webpage containing overview of the project, project area and map of collisions between 2014 and 2023.
Public Map Input Platform	As part of the project website, an interactive online mapping tool was developed to allow the public and stakeholders to identify locations or roadways with known or potential safety concerns. Responses received between November 5, 2024, to May 7, 2025 were included in the VZAP.
Community Engagement & Public Information Meetings	Three community engagement and public meetings were held between November 2024 and May 2025. Two of these were in-person meetings, and one was conducted virtually. The first meetings, both in-person and virtual, introduced the Vision Zero initiative, existing conditions, collision analysis findings, high injury network, and guided participants on how to provide feedback through the project website. The second in-person meeting focused on presenting the proposed safety projects and gathering feedback and comments. The in-person meetings took place at the Roosevelt Park/Dinuba Community Center. The dates of meetings: • Meeting #1 (Virtual) – November 6, 2024 – 6:00 pm • Meeting #2 (In-person) – November 7, 2024 – 6:00 pm • Meeting #3 (In-person) – May 2, 2025 – 6:00 pm
Vision Zero Task Force Meetings	Three virtual Task Force meetings were held, with participation from Task Force members and representatives from the City of Dinuba. The Task Force will continue meeting after the VZAP is adopted to support and monitor its implementation. The Task Force met on the following dates: • Vision Zero Task Force Meeting #1 – October 21, 2024 – 10:30 am • Vision Zero Task Force Meeting #2 – December 16, 2024 – 10:30 am • Vision Zero Task Force Meeting #3 – May 6, 2025 – 10:30 am
Vision Zero and Safety Educational Events	Three outreach events were held at various community locations to introduce the Vision Zero initiative. These events featured bilingual (English and Spanish) brochures to help communicate key information, along with interactive, family-friendly activities. Children participated in fun educational exercises focused on safe navigation while biking, scootering, or walking. At the same time, parents and families were encouraged to share their feedback and were informed about the importance of their input in shaping local transportation safety efforts. The three events took place as follows: • Lincoln Elementary School – May 2, 2025 – 2:30 pm-4:30pm • Cinco de Mayo Festival, Rose Ann Vuich Park – May 3, 2025 – 10:00 am- 2:00 pm • St. Catherine of Sienna Catholic Church – May 4, 2025 – 10:30 am- 1:30 pm

Project Timeline



Project Webpage

Map and Reporting the Concern



PUBLIC OUTREACH EVENTS

The development of Dinuba's VZAP was guided by a strong foundation of public engagement and interagency collaboration. A diverse set of outreach strategies ensured broad community participation, while partnerships with key task force and local agencies strengthened the planning process.

Public Engagement

A combination of virtual and in-person outreach methods ensured inclusive and meaningful participation from residents throughout Dinuba. The project website featured an interactive mapping tool and an open comment form, which remained available for more than six months. This allowed community members to identify safety concerns and suggest improvements at their convenience.
Two in-person public meetings were held to present an overview of the Vision Zero Plan, share collected data, discuss existing conditions, proposed strategies and projects. These meetings provided opportunities for residents to offer feedback on the progress of the VZAP. Hosted at the Roosevelt Park/Dinuba Community Center, the meetings included presentations and large-format maps and display boards where attendees could pinpoint areas of concern and suggest countermeasures. These sessions also included open discussions with the planning team.

To accommodate different schedules and encourage broader participation, meetings were held in the evenings after typical working hours. Additionally, a virtual meeting option was provided to present an overview of the Vision Zero Plan, share collected data, and discuss existing conditions to ensure access for those unable to attend in person. All presentation materials were offered in both English and Spanish to support diverse community.

Vision Zero Task Force

A dedicated Vision Zero Task Force, including representatives from City departments (Public Works, Police, Fire), Dinuba Unified School District, and Tulare County Association of Governments (TCAG), met three times during the development of the VZAP to review data, provide local insights, and shape recommendations. The three virtual meetings ensured coordination across agencies and alignment with existing policies and plans.

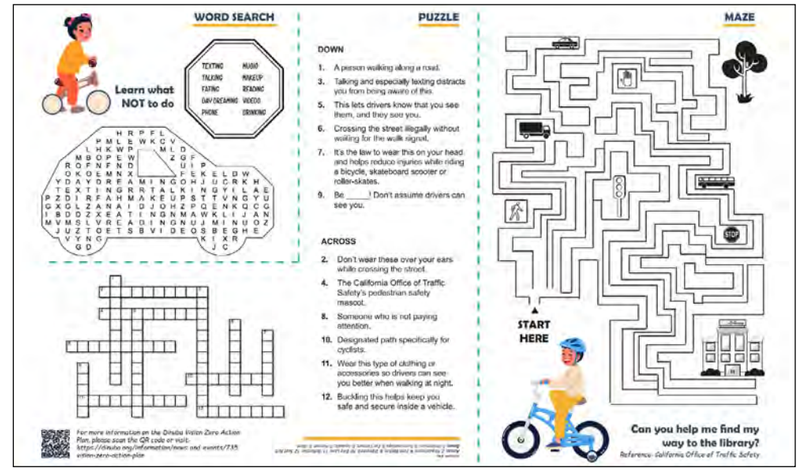
Vision Zero and Safety Educational Events

Three well-attended educational events were organized at locations across the City to connect with families, raise safety awareness, and gather location-specific feedback. The events were held on different days to maximize participation: on Friday, May 2 at Lincoln Elementary School (2:30–4:30 PM), Saturday, May 3 during the Cinco de Mayo Festival at Rose Ann Vuich Park (10:00 AM–2:00 PM), and Sunday, May 4 at St. Catherine of Sienna Catholic Church (10:30 AM–1:30 PM). These community-oriented activities attracted a diverse audience ranging from schoolchildren to parents and seniors.

Interactive stations included a "Spin the Wheel" game that rewarded participants with safety gear such as headlamps, reflective bands, spoke beads, and visibility accessories. A raffle offered children the chance to win helmets and knee/elbow pads. These events not only provided safety education but also created a welcoming environment for families to express concerns, share experiences, and engage directly with the City's planning team.

The primary goal of these events was to promote the project's online mapping platform and educate residents on the importance of providing feedback on local road safety concerns. Bilingual City representatives facilitated conversations in both English and Spanish, ensuring inclusivity for Dinuba's diverse community. Informational brochures with fun, age-appropriate learning activities were distributed to children, helping them understand key safety concepts like traffic signals, bike navigation, and safe crossing behaviors.

Informational Brochures on Vision Zero



Ongoing Communication

Continuous collaboration between City staff, and consultant team supported timely feedback, integration of public input, and refinement of the plan's priorities. This collaborative and inclusive approach helped build a VZAP rooted in community values, local knowledge, and a shared commitment to safer streets for all.

Summary of Community Feedback to Inform Vision Zero Strategies

All comments and feedback received through the online portal and in-person events were collected, reviewed, and categorized into key safety concern areas. These included bicycle-related issues, lighting deficiencies, pedestrian safety, roadway conditions, school zone safety, signage and signal needs, high traffic volumes, unsafe speeds, and unsafe turning movements. A significant number of comments focused on El Monte Way, highlighting the lack of sidewalks, unsafe pedestrian conditions, and traffic congestions. Community members also raised concerns about speeding and traffic control, particularly during new construction phases, where they emphasized the need for well-planned, safe detour routes, especially through residential areas. There were some concerns regarding roundabouts, especially the one located near the new Dinuba High school (school was relocated in Jan 2025). Lighting and visibility were recurring themes, with specific intersections identified for poor visibility and frequent traffic violations. These insights were collected through an interactive tool that enabled participants to identify specific areas of concern, as well as through in-person events and meetings. Each concern was carefully evaluated, and based on received feedback, along with thorough analysis, engineering expertise, and planning principles; the proposed strategies and projects were developed for further community discussion.

These recommended projects were presented during the second community meeting to gather additional input, and later discussed in detail with the City and the Vision Zero Task Force.

A full public comment transcripts, promotional flyers, in-person public feedback, Vision Zero Task Force meeting's agenda and presentations are provided in **Appendix C.**

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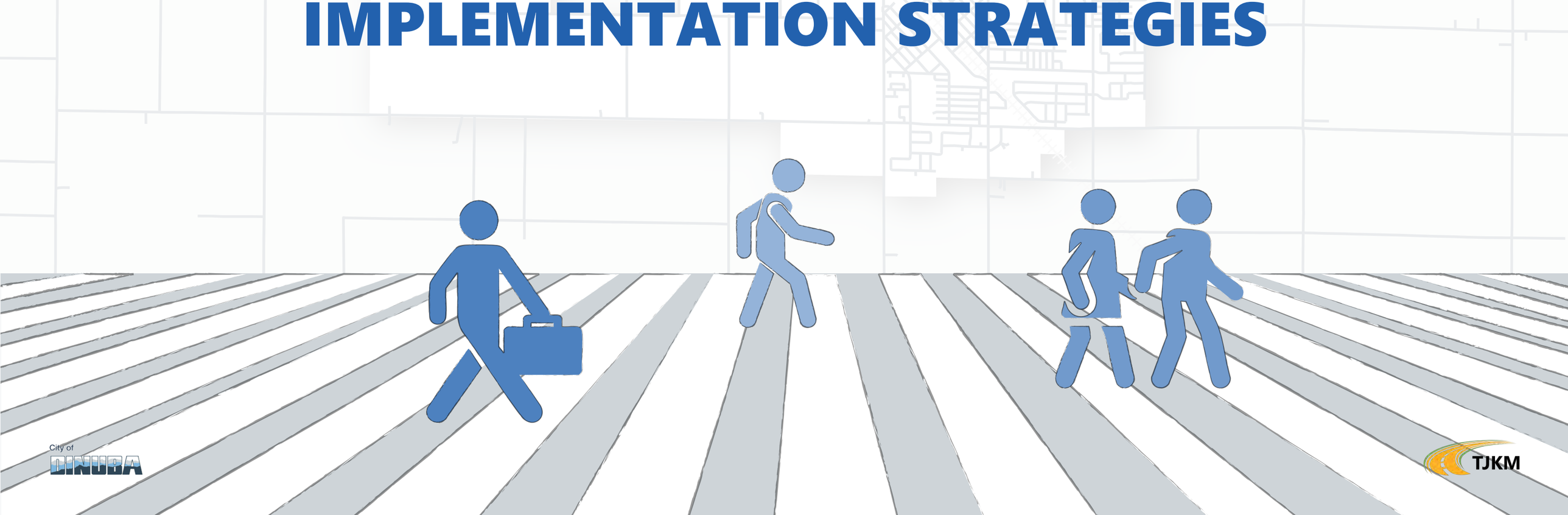
CHAPTER 5:
SAFETY PROJECTS AND IMPLEMENTATION STRATEGIES



City of DINUBA

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CHAPTER 5: SAFETY PROJECTS & IMPLEMENTATION STRATEGIES

The City of Dinuba's VZAP is built on the premise that fatal and severe injury collisions are preventable through strategic interventions. This chapter outlines specific projects, policies, and programs designed to systematically address the safety challenges identified in the data analysis and community engagement process.

The recommended safety projects were developed through a comprehensive and collaborative approach that considered multiple factors:

- Historical collision patterns and the High Injury Network analysis
- Input from the Vision Zero Task Force and community stakeholders
- Alignment with existing City plans and initiatives
- Application of proven safety countermeasures
- Implementation feasibility and cost considerations

The recommendations are organized into two main categories: citywide safety initiatives that address systemic issues across Dinuba's transportation network, and corridor-specific projects targeted at high-priority locations identified in the High Injury Network. Each project includes specific countermeasures selected to address the collision patterns and contributing factors unique to that location or safety issue. Additionally, all projects have been evaluated through a comprehensive prioritization methodology that weighs multiple factors. This prioritization ensures that limited resources are directed toward interventions with the greatest potential to eliminate KSI collisions while creating safer streets for all residents and improving multimodal connectivity throughout Dinuba.

Following the safety projects, this chapter presents policy recommendations, educational programs, and enforcement strategies that complement the infrastructure improvements. Together, these elements form a comprehensive approach to achieving Dinuba's Vision Zero goal of eliminating fatal and severe injury collisions by 2045.

The chapter concludes with an implementation framework that organizes actions into short-term (1-2 years), medium-term (2-5 years), and long-term (5-10 years) timeframes, identifies responsible parties, and establishes performance metrics to track progress toward the City's Vision Zero goals.

CITYWIDE SAFETY PROJECTS

The following Citywide safety projects form the foundation of Dinuba's Vision Zero strategy, addressing systemic safety issues through comprehensive infrastructure improvements, policy changes, and programmatic solutions. These projects target safety challenges identified through data analysis, city staff, stakeholder and community input, with a focus on vulnerable road users and high-risk locations throughout the City.

Project 1: Citywide Streetlight Inventory and Installation Program
This project will conduct a comprehensive assessment of existing streetlight infrastructure throughout Dinuba, identifying areas with inadequate illumination, particularly along the High Injury Network corridors and at key pedestrian crossings. Following the inventory, the City will systematically replace outdated fixtures and install new streetlights in underserved areas, prioritizing locations with documented nighttime collisions involving pedestrians and bicyclists. Enhanced lighting has been shown to reduce nighttime collisions by 35-50 percent by improving visibility for all road users and creating a more secure environment for pedestrians and cyclists during evening hours.

Project 2: Citywide Sign Inventory and Retroreflectivity Improvement
This initiative will evaluate all existing regulatory and warning signage throughout Dinuba to ensure compliance with current Manual on Uniform Traffic Control Devices (MUTCD) standards for retroreflectivity and placement. The program will replace deteriorated, damaged, or non-compliant signs and add new signage where gaps are identified, particularly in school zones and along high-injury corridors. This systematic approach to signage maintenance and improvement will enhance driver awareness of potential hazards, speed limits, and pedestrian crossings, addressing collision factors related to right-of-way violations and unsafe speeds.

Project 3: Citywide Safe Routes to School Program
Building on previous efforts, this comprehensive program will address safety concerns around all Dinuba schools, with special emphasis on the former high school areas identified in the previous Active Transportation Plan (ATP) grant application. The project will include sidewalk construction in gap areas, installation of high-visibility crosswalks at key crossing locations with curb ramp upgrades, and implementation of traffic calming measures in school zones to reduce speeding and enhancing pedestrian and bicyclist safety. The program will also include educational components to promote safe walking and biking behaviors among students, addressing the disproportionate number of collisions occurring near schools.

Project 4: Citywide Leading Pedestrian Interval Implementation
This project will modify signal timing at all signalized intersections in Dinuba to incorporate Leading Pedestrian Intervals (LPIs). LPI gives pedestrians a three to seven seconds head start when entering an intersection with a corresponding walk signal before vehicles get a green light. This proven countermeasure increases pedestrian visibility and reduces conflicts between pedestrians and turning vehicles, addressing the high number of right-of-way violation collisions identified in the collision analysis. LPI implementation may be coordinated with the broader signal system upgrade project for efficiency and cost savings.

Project 5: Citywide Signal System Upgrade
This comprehensive initiative will modernize Dinuba's six traffic signals, replacing outdated equipment with new controllers, signal heads, pedestrian countdown timers, accessible pedestrian signals, and vehicle detection systems. The upgrade will enable advanced safety features such as protected left-turn phasing at high-risk intersections, emergency vehicle preemption, and improved coordination between signals to reduce aggressive driving behaviors. This system-wide approach will address multiple collision profiles, particularly those related to right-of-way violations and conflicts between vehicles and vulnerable road users at intersections.

Project 6: Railroad Crossing Safety Improvements
This project will enhance safety at six key railroad crossings in Dinuba: Englehart Avenue, Kamm Avenue, El Monte Way, Alta Avenue, Ventura Street, and West Saginaw Avenue. Improvements will include upgraded warning devices, enhanced gate systems where appropriate, improved crossing surfaces for all modes, better alignment of crossings with connecting roadways, and enhanced lighting and signage. These upgrades will create safer conditions for all roadway users at these high-risk locations, addressing the unique challenges presented by rail crossings in the urban environment.

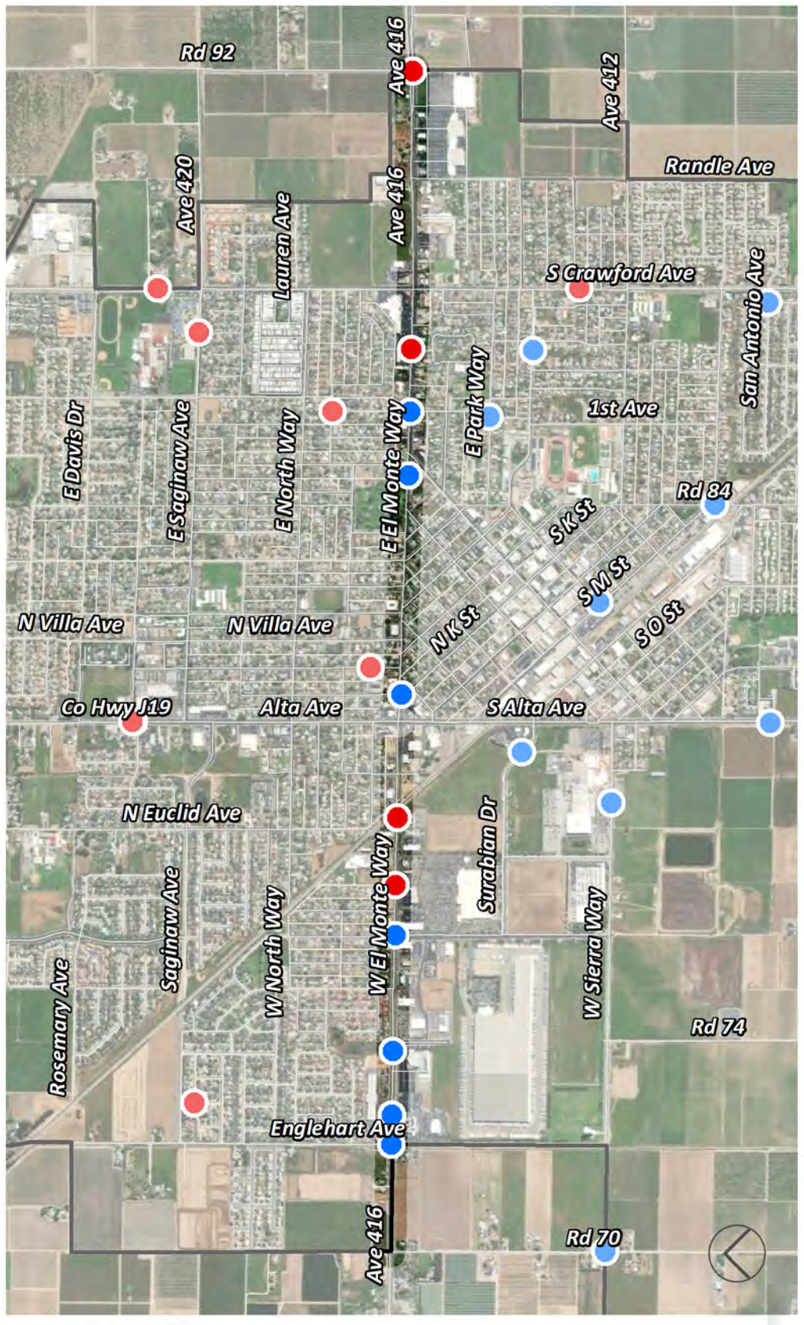
Project 7: Citywide Bus Stop Improvement Plan
Working in partnership with the Tulare County Regional Transit Agency (TCRTA), this initiative will assess all bus stops within Dinuba to identify and implement safety improvements for transit users. The project will prioritize enhancements such as well-lit shelters, ADA-accessible boarding areas, benches, improved pedestrian connections to surrounding neighborhoods, and high-visibility crosswalks near bus stops. These improvements will create safer conditions for transit users who begin and end their journeys as pedestrians, addressing the vulnerability of these road users identified in the collision analysis.

By implementing these Citywide safety projects systematically, Dinuba will address fundamental safety issues across the entire transportation network while laying the groundwork for more targeted corridor-specific interventions.

While the Citywide projects address systemic safety challenges throughout Dinuba, the collision analysis revealed specific corridors with concentrations of KSI collisions that require targeted interventions. The following corridor-specific projects focus on these high-priority locations, applying tailored countermeasures to address the unique safety challenges of each roadway.

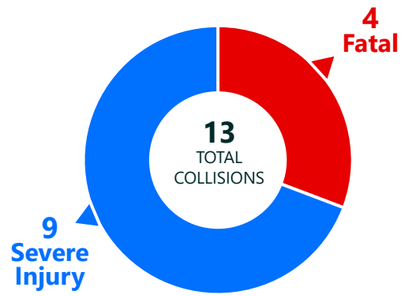
Appendix D provides detailed cost estimates for each Citywide project and corridor-specific project.

Project 8: El Monte Way Safety Improvements (Road 56 to Road 92)



El Monte Way serves as a major east-west arterial through Dinuba, currently configured primarily as a two-lane undivided roadway with segments that transition to four lanes. The corridor experiences high traffic volumes and connects numerous key destinations including commercial areas, residential neighborhoods, and educational facilities. The posted speed limits vary between 35-50 mph along different segments. Based on collision data analysis, El Monte Way has been identified as the highest priority corridor in the High Injury Network. The recommended improvements focus on implementing proven safety countermeasures including raised medians, high-visibility pedestrian crossings, traffic calming measures, and enhanced bicycle facilities to improve safety for all road users.

KSI COLLISIONS STATISTICS



9 Collisions

1 Collisions

3 Collisions

AT INTERSECTION
11 Collisions

NIGHTTIME
COLLISIONS
9 Collisions

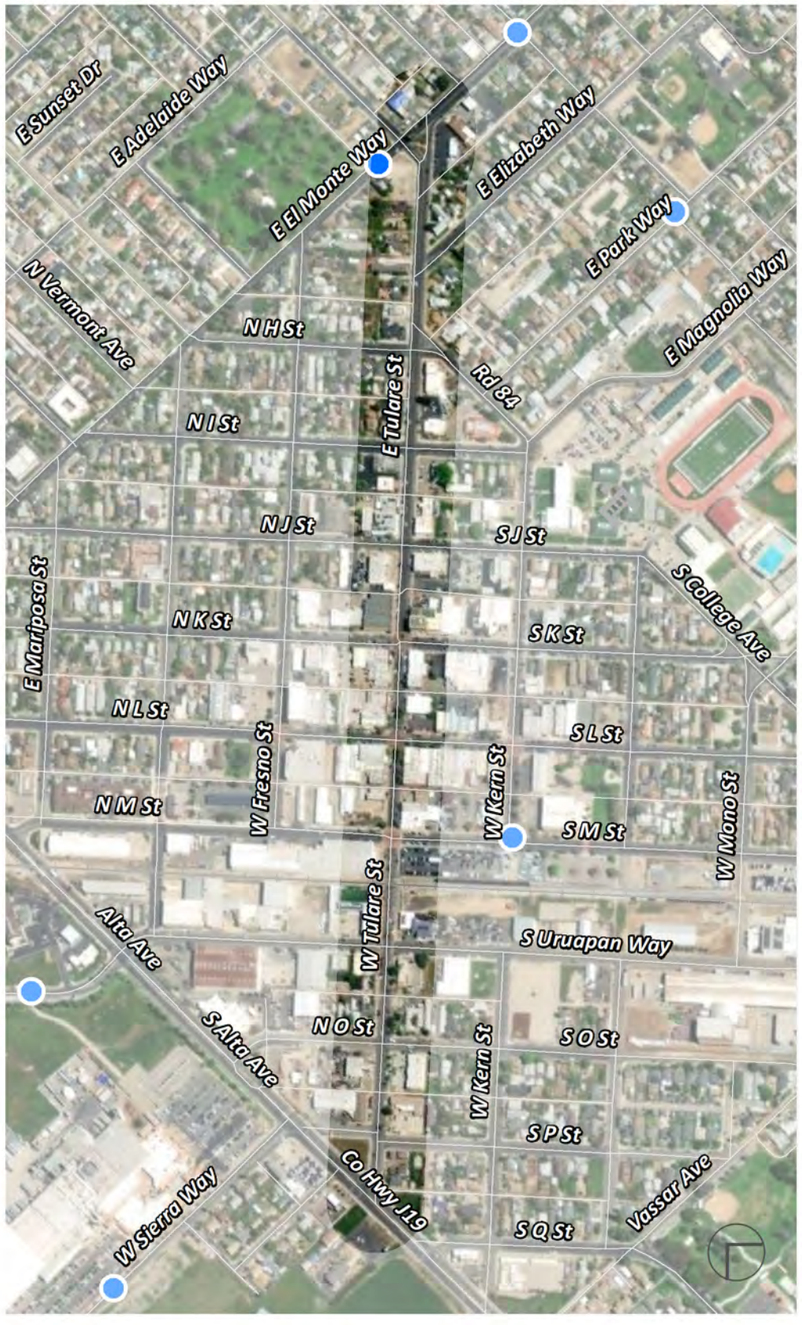
PEDESTRIAN
VIOLATIONS
4 Collisions

AUTOMOBILE
RIGHT-OF-WAY
3 Collisions

ESTIMATED COST OF IMPROVEMENT

8: EL MONTE WAY - CORRIDOR SAFETY IMPROVEMENTS		
Improvements	**Locations**	**Estimated Cost**
Install Sidewalk/ Fill Sidewalk Gaps	Nicholas Ave to Perry Ave, Englehart Ave to Railroad Tracks, Crawford Ave to Road 92	$ 988,600
Install Median and Access Management	Nicholas Ave to Perry Ave, Englehart Ave to Railroad Tracks, Crawford Ave to Road 92	$ 2,820,400
Install HAWK Signal	El Monte Way and Lillie Ave, Nichols Ave and Perry Ave	$ 920,000
Cul-De-Sac Project	Alta Avenue to Perry Avenue	$ 2,638,500
Install Roundabout/ Signalized Intersection including Feasibility Study	Nichols Ave and Perry Ave, El Monte Way at Englehart Ave, Crawford Ave, and Randle Road	$ 5,520,000
Install RRFB including Pedestrian Improvements and Feasibility Study	El Monte Way and Eaton Ave	$ 94,100
Signal Modification	El Monte Way and Alta Ave/K Street	$ 529,000
High Visibility Crosswalks	West City Limits to N. Alta Ave	$ 21,600
	Contingency Cost (15%)	$ 2,029,900
	Engineering Cost (35%)	$ 5,446,800
	Total Cost	**$ 21,008,900**

Project 9: Tulare Street Safety Improvements



Tulare Street functions as an important east-west connector through downtown Dinuba. Configured as a two-lane undivided roadway, Tulare Street has a combination of angled and parallel parking on both sides through most of its length. The corridor features a mix of commercial, civic, and retail destinations that generate significant pedestrian activity. The posted speed limit is 25 mph, appropriate for the downtown context. The recommended improvements focus on enhancing pedestrian visibility and safety through the addition of high-visibility crosswalks, curb extensions (bulb-outs), and potential traffic control modifications at key intersections.

EXISTING CONDITIONS

Existing Condition:
Tulare Street at J Street facing east

Existing Condition:
Tulare Street at M Street facing east

ESTIMATED COST OF IMPROVEMENT

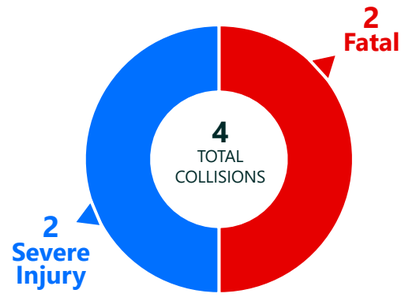
9: TULARE STREET - CORRIDOR SAFETY IMPROVEMENTS		
Improvements	**Locations**	**Estimated Cost**
Feasibility Study for New Signal/All Way Stop	Tulare St and Alta Ave, Tulare St from H St to O St	$ 172,700
All-Way Stop	Tulare St and Alta Ave	$ 3,200
Install Signal	Tulare St and Alta Ave	$ 690,000
Sign Upgrades	Tulare St from H St to O St	$ 8,800
Striping Upgrades	Tulare St from H St to O St	$ 3,600
	Contingency Cost (15%)	$ 131,800
	Engineering Cost (35%)	$ 353,600
	Total Cost	**$ 1,363,700**

Project 10: Alta Avenue Safety Improvements

Fatal Injury Severe Injury

Alta Avenue functions as a critical north-south arterial through the center of Dinuba, connecting multiple neighborhoods and serving as one of the City's primary commercial corridors. North of El Monte Way, Alta Avenue is primarily a four-lane undivided roadway, while south of El Monte Way, the corridor transitions to include segments with center medians. The roadway carries significant traffic volumes with posted speed limits ranging from 35-45 mph. The corridor provides direct access to numerous commercial destinations, residential areas, and community facilities, making it a high-activity multimodal environment. The recommended improvements focus on enhancing pedestrian crossing safety through the implementation of raised medians, replacement of the diagonal crosswalk at Lindera Avenue/Sequoia Drive with enhanced perpendicular crossings including refuge islands, and reconfiguration of the intersection with Saginaw Avenue to create a more standard four-way intersection with a roundabout.

KSI COLLISIONS STATISTICS



1 Collisions

0 Collisions

3 Collisions

NIGHTTIME COLLISIONS
3 Collisions

AUTOMOBILE RIGHT-OF-WAY
1 Collisions

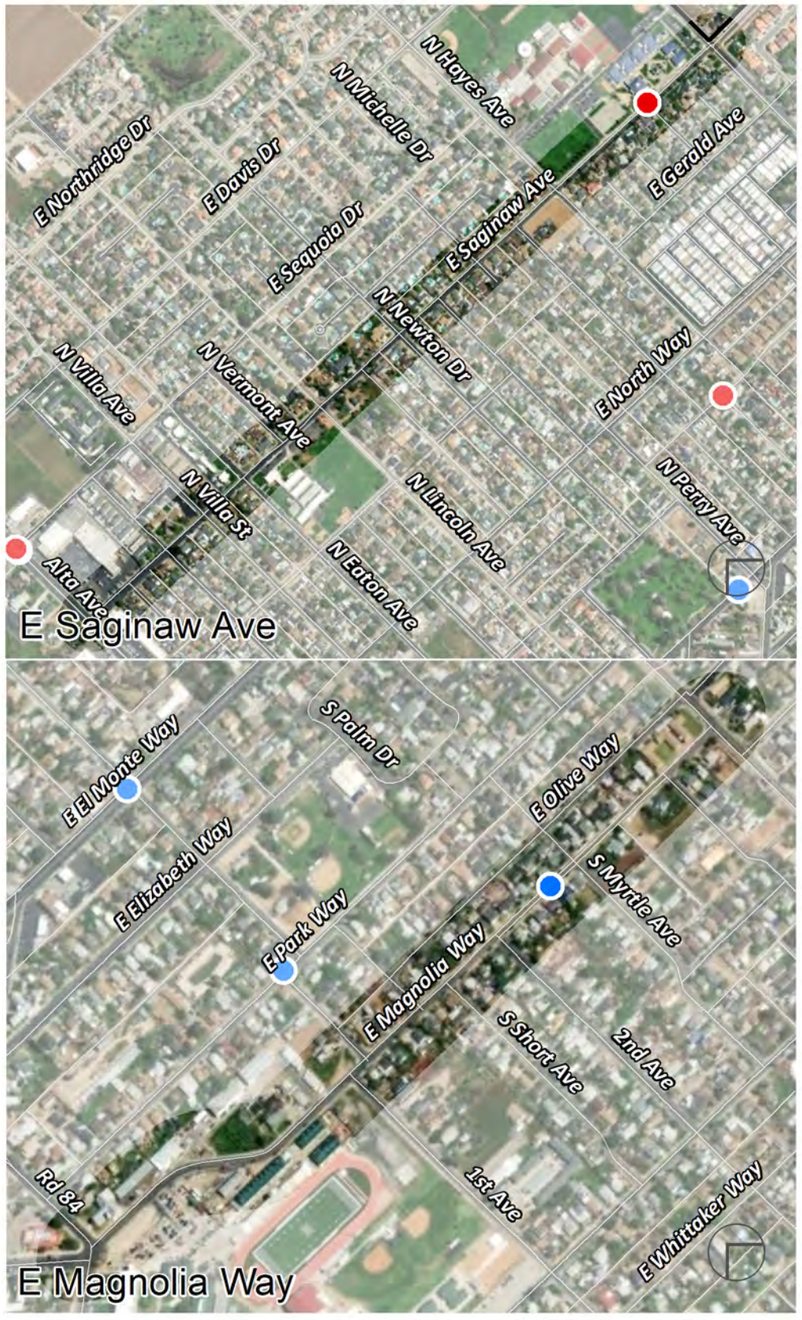
AT INTERSECTION
2 Collisions

UNSAFE SPEED
1 Collisions

ESTIMATED COST OF IMPROVEMENT

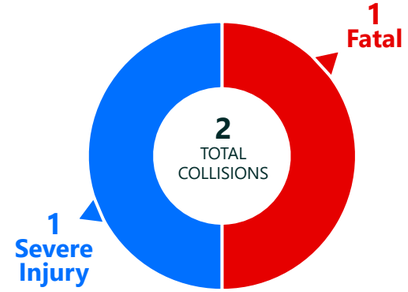
10: ALTA AVENUE - CORRIDOR SAFETY IMPROVEMENTS		
Improvements	**Locations**	**Estimated Cost**
Pedestrian Improvements (Crosswalk Re-alignment)	Alta Ave and Lindera Ave/Sequoia Dr	$ 21,700
Install Concrete Median and Access Management	Lindera Ave/Sequoia Dr to Adelaide	$ 626,600
Feasibility Study to Add HAWK/Traffic Signal	Alta Ave and North Way	$ 57,500
Install HAWK Signal	Alta Ave and North Way	$ 460,000
Roadway Re-alignment (Saginaw Avenue)	Alta Ave and Saginaw Ave	$ 1,057,700
Install Roundabout	Alta Ave and Saginaw Ave	$ 1,725,000
Remove Existing Traffic Signal (W. Saginaw Ave and Alta Ave)	Alta Ave and Saginaw Ave	$ 38,100
	Contingency Cost (15%)	$ 598,000
	Engineering Cost (35%)	$ 1,604,700
	Total Cost	**$ 6,189,300**

Project 11: East Saginaw Avenue & East Magnolia Way Safety Improvements



This project addresses safety concerns along two complementary corridors in Dinuba: East Saginaw Avenue and East Magnolia Way. East Saginaw Avenue, from North Alta Avenue to North Crawford Avenue, is a two-lane roadway that experiences alignment issues at its intersection with North Alta Avenue, creating visibility challenges and potentially hazardous turning movements. East Magnolia Way, from East Kern Street/South College Avenue to South Crawford Avenue, serves as a key east-west connector for neighborhoods in the southern portion of the City. Both corridors have posted speed limits of 25-30 mph but lack adequate multimodal facilities to safely accommodate all users. The recommended improvements include realigning East Saginaw Avenue at North Alta Avenue with West Saginaw Avenue to create a standard four-way intersection, conducting feasibility studies for strategic bulb-outs at North Newton Drive, Eaton Avenue, and Lincoln Avenue intersections along East Saginaw Avenue, and implementing Class II bicycle lanes with selective parking removal along East Magnolia Way, complemented by intersection improvements and bulb-outs at three key locations to enhance pedestrian safety.

KSI COLLISIONS STATISTICS



0 Collisions

0 Collisions

2 Collisions

AT INTERSECTION
2 Collisions

AUTOMOBILE
RIGHT-OF-WAY
2 Collisions

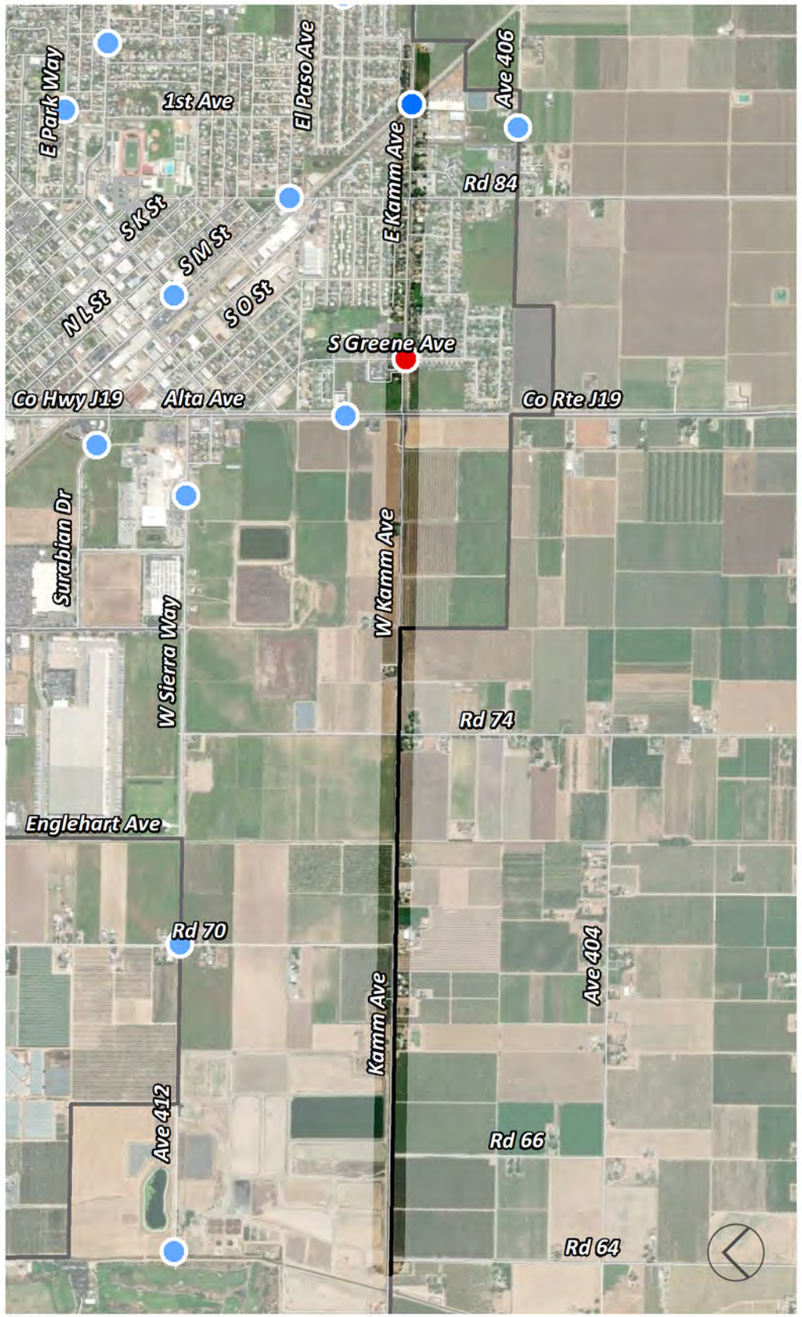
NIGHTTIME
COLLISIONS
1 Collisions

BROADSIDE
1 Collisions

ESTIMATED COST OF IMPROVEMENT

11: SAGINAW AVENUE & MAGNOLIA WAY - CORRIDOR SAFETY IMPROVEMENTS		
Improvements	**Locations**	**Estimated Cost**
Feasibility Study to Add Bulbouts	Saginaw Ave at Eaton Ave, Lincoln Ave and Newton Dr	$ 86,400
Sign Upgrades	Saginaw Ave at Eaton Ave, Lincoln Ave, Newton Dr, Magnolia Way from College Ave to Crawford Ave, Magnolia Way at 1st Ave, 2nd Ave, and Myrtle Ave	$ 18,400
Reduce Curb Radius	Saginaw Ave at Eaton Ave, Lincoln Ave, Newton Dr, Magnolia Way and 1st Ave, 2nd Ave, and Myrtle Ave	$ 345,000
Roadway Re-alignment (Saginaw Avenue)	Saginaw Ave and Alta Ave	$ 1,057,700
Intersection Modification (Convert Existing Signalized Intersection at E. Saginaw Ave and Alta Ave to 4-Way Intersection)	Saginaw Ave and Alta Ave	$ 402,500
Remove Existing Traffic Signal (W. Saginaw Ave and Alta Ave)	Saginaw Ave and Alta Ave	$ 38,100
Feasibility Study to Add Class II Bike Lanes	Magnolia Way from College Ave to Crawford Ave	$ 57,500
Upgrade Striping	Magnolia Way from College Ave to Crawford Ave	$ 56,300
	Contingency Cost (15%)	$ 309,300
	Engineering Cost (35%)	$ 830,000
	Total Cost	**$ 3,201,200**

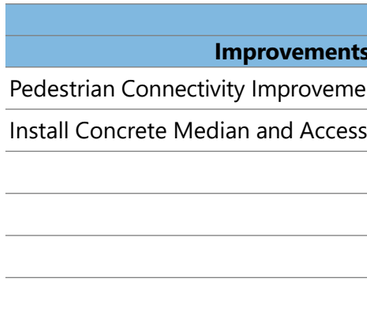
Project 12: Kamm Avenue Safety Improvements



Fatal Injury Severe Injury

Kamm Avenue serves as an important east-west collector road in the southern portion of Dinuba, primarily configured as a two-lane undivided roadway. The corridor connects residential neighborhoods with community amenities, including KC Vista Park, and as of January 2025, serves as a critical access route to the new Dinuba High School location. This relocation from the previous Kern Street campus has significantly increased traffic volumes and pedestrian activity along the corridor, elevating the importance of safety improvements in this area. The roadway experiences moderate to high traffic volumes with a posted speed limit of 35 mph. The recommended improvements focus on enhancing pedestrian facilities through the addition of sidewalks, curb and gutter along the frontage of KC Vista Park, comprehensive crossing enhancements, and curb ramp upgrades to ensure ADA compliance.

KSI COLLISIONS STATISTICS



0 Collisions

1 Collisions

0 Collisions

AT INTERSECTION
1 Collision

AUTOMOBILE
RIGHT-OF-WAY
1 Collision

BROADSIDE
1 Collision

EXISTING CONDITIONS

Existing Condition:
Kamm Avenue at KC Vista Park facing west

Existing Condition:
Kamm Avenue east of College Avenue facing east

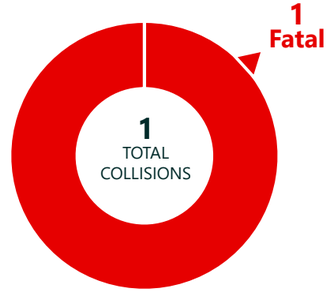
ESTIMATED COST OF IMPROVEMENT

12: KAMM AVENUE - CORRIDOR SAFETY IMPROVEMENTS		
Improvements	**Locations**	**Estimated Cost**
Pedestrian Connectivity Improvements	Crawford Ave to KC Vista Park Limit	$ 394,300
Install Concrete Median and Access Management	College Ave to Crawford Ave	$ 552,700
	Contingency Cost (15%)	$ 142,100
	Engineering Cost (35%)	$ 381,200
	Total Cost	**$ 1,470,300**

Project 13: Nebraska Avenue Safety Improvements

Nebraska Avenue, also known as Avenue 424, functions as an important east-west collector street serving residential neighborhoods in Dinuba. The roadway is primarily configured as a two-lane undivided facility with a posted speed limit of 45 mph. The recommended improvements focus on enhancing safety through traffic calming and pedestrian facilities, including the installation of a roundabout at Viscaya Parkway to reduce speeds and simplify turning movements, widening the north side of the roadway from Euclid Avenue to the roundabout at North Alta Avenue to accommodate comprehensive pedestrian safety enhancements, and implementing mini roundabouts at the Lincoln Avenue and Oak Drive intersections to address demonstrated collision patterns, community concerns and reduce vehicle speeds at these key crossing locations.

KSI COLLISIONS STATISTICS



0 Collisions

0 Collisions

1 Collisions

NIGHTTIME COLLISIONS
1 Collision

ROADWAY SEGMENTS
1 Collision

DRIVING UNDER INFLUENCE
1 Collision

HIT OBJECT
1 Collision

EXISTING CONDITIONS

Existing Condition:
Nebraska Avenue at Viscaya Parkway facing west

Existing Condition:
Nebraska Avenue Euclid Avenue to Alta Avenue facing west

ESTIMATED COST OF IMPROVEMENT

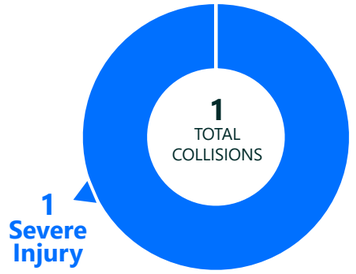
13: NEBRASKA AVENUE - CORRIDOR SAFETY IMPROVEMENTS		
Improvements	**Locations**	**Estimated Cost**
Install Roundabout	Nebraska Ave at Viscaya Pkwy, Lincoln Ave, and Oak Drive	$ 3,737,500
Pedestrian Connectivity Improvements	Euclid Ave to Alta Ave	$ 535,100
	Contingency Cost (15%)	$ 640,900
	Engineering Cost (35%)	$ 1,719,800
	Total Cost	**$ 6,633,300**

Project 14: Intersection Safety Improvements

Fatal Injury Severe Injury

This project focuses on enhancing safety at three specific locations in Dinuba that have been identified as high-priority based on collision history and geometric configuration challenges: the South College Avenue/M Street/East Golden Way intersection, Sierra Way and Monte Vista Drive, and Englehart Avenue. The South College Avenue/M Street/East Golden Way intersection features an unconventional alignment that creates visibility issues and unpredictable vehicle movements. Sierra Way requires safety enhancements at the future West Monte Vista extension intersection. Englehart Avenue includes a railroad crossing that presents safety challenges, particularly in the segment south of Nebraska Avenue. The recommended improvements include a feasibility study to remove the southbound right turn movement and square off the South College Avenue/M Street/East Golden Way intersection to standardize geometry and improve sight lines, installation of a roundabout at Sierra Way's intersection with the future Monte Vista extension, and railroad crossing improvements just south of Nebraska Avenue paired with roadway widening from the subdivisions north to Nebraska Avenue along Englehart Avenue to enhance safety and mobility for all users.

KSI COLLISIONS STATISTICS



0 Collisions

1 Collisions

0 Collisions

AT INTERSECTION
1 Collision

NIGHTTIME CONDITIONS
1 Collision

PEDESTRIAN RIGHT-OF-WAY
1 Collision

EXISTING CONDITIONS

Existing Condition:
College Avenue at M Street facing north

Existing Condition:
Englehart Avenue south of Nebraska Avenue facing north

ESTIMATED COST OF IMPROVEMENT

14: INTERSECTION SAFETY IMPROVEMENTS		
Improvements	**Locations**	**Estimated Cost**
Pedestrian Improvements (Curb Extension) including Feasibility Study	College Ave and M St/E. Golden Way	$ 111,100
Install Roundabout	Kamm Ave and Monte Vista Dr	$ 1,437,500
Railroad Crossing Improvements	Railroad Crossing along Englehart Ave south of Nebraska Ave	$ 124,100
	Contingency Cost (15%)	$ 251,000
	Engineering Cost (35%)	$ 673,300
	Total Cost	**$ 2,597,000**

PROJECT PRIORITIZATION METHODOLOGY

While all projects identified in the VZAP address critical safety improvements for Dinuba, the following prioritization methodology guides the implementation of the location-specific design projects to best meet the safety and related goals outlined in the VZAP. It is important to note that Citywide projects are not included in this prioritization framework, as they address systemic safety issues across the entire transportation network. The prioritization matrix outlined below focuses specifically on corridor and intersection improvements with defined geographic boundaries. The prioritization matrix outlines five key criteria used to score and prioritize design projects.

Criteria	Description	Weight
Safety Benefits	This evaluates the collision severity risk associated with the project location based on 10-year collision history. To calculate the safety benefits score, a severity index is first determined by weighting each collision: KSI collisions are assigned 3 points, minor injury collisions 2 points, and possible injury collisions 1 point. The severity index is then normalized by dividing it by the length of the project location (corridor/intersection). Projects are then grouped into three equal-range buckets based on the normalized severity indexes - the highest bucket receives a safety score of 10, the middle bucket receives a score of 5, and the lowest bucket receives a score of 2.	30%
Benefit to Vulnerable Road Users	Projects that include improvements benefiting pedestrians, bicyclists, transit users, or persons with disabilities receive a score of 10, while projects without such features receive a score of 0.	20%
School Safety Impact	Projects that improve safety on roadways and intersections within 0.25 mile of an existing school receive a score of 10. Projects without such proximity to schools receive a score of 0.	20%
Public Engagement	Projects that have garnered community support through prior planning efforts or the VZAP outreach process receive a score of 10. Projects without documented public engagement receive a score of 0.	10%
Ease of Implementation	Projects are scored based on the complexity of their countermeasures: a score of 10 is given for high-ease improvements like signs, lights, striping, and crosswalks; a score of 5 is given for medium-ease improvements like sidewalks, medians, and new signals; and a score of 2 is given for low-ease improvements requiring lane/geometry changes, right-of-way acquisition, or utility or drainage work. For projects with multiple countermeasures, the lowest category score is applied.	20%

PLANNING & POLICY RECOMMENDATIONS

The City of Dinuba's commitment to eliminating traffic fatalities and severe injuries necessitates strategic policy enhancements that prioritize safety throughout all transportation decisions. These recommendations address identified gaps in the current policy framework while building upon existing City plans and initiatives.

Customized Complete Streets Policy

Dinuba should develop and adopt a Complete Streets policy tailored to its specific context that requires the consideration of all transportation modes in every phase of project planning, design, construction, and maintenance. This policy would establish a Complete Streets Committee with representation from Public Works, Planning, Emergency Services, and community advocates. All transportation projects would require a documented Complete Streets checklist, with a formal exception process requiring approval by the Public Works Director when Complete Streets elements cannot be incorporated. This approach would formalize Dinuba's commitment to creating streets that are safe and accessible for all users, aligning with the City's Vision Zero goals while providing a clear decision-making framework for future projects.

Comprehensive Safe Routes To School Program

Dinuba should develop a comprehensive Safe Routes to School (SRTS) program that establishes walking and biking to school as a City priority. The program would create school route maps identifying safe corridors and infrastructure needs, implement initiatives such as walking school bus and bicycle trains with trained adult volunteers, and prioritize infrastructure improvements within quarter-mile school radii. A quarterly SRTS committee involving school administrators, parents, police department and City staff would ensure sustained focus on student safety. The program should include specific provisions for the new high school that began operations in January 2025, addressing the unique safety needs of teenage pedestrians and cyclists in this area. By formalizing and expanding current safe routes efforts, Dinuba can create a systematic approach to school transportation safety that protects students throughout the City.

Proactive Safety Maintenance Policy

Dinuba should establish a systematic maintenance policy specifically addressing safety-critical transportation infrastructure with clear inspection schedules and intervention thresholds. This policy would require quarterly safety inspections of high-priority pedestrian and bicycle facilities and establish a maximum 72-hour response time for safety-critical maintenance issues. Creating a dedicated maintenance budget for pedestrian and bicycle infrastructure would ensure consistent maintenance, while implementing a public reporting tool for safety hazards would provide transparency and accountability. The policy should prioritize facilities connecting to schools, transit stops, shopping centers, parks, medical centers, and major employment centers. Road maintenance decisions can significantly impact safety outcomes, and this policy would ensure that infrastructure investments maintain their safety benefits over time while providing transparency about maintenance prioritization.

Progressive Speed Management Policy

Given that unsafe speed was identified as a primary factor in more than 19 percent of KSI collisions, Dinuba should develop a comprehensive speed management policy that moves beyond the traditional 85th percentile approach to incorporate safety outcomes for vulnerable road users. This policy would establish 20 mph zones around schools and parks and create a formal process for implementing traffic calming in residential neighborhoods. Updating the Engineering and Traffic Survey methodology to prioritize pedestrian and bicycle safety when setting speed limits would represent a significant shift in the City's approach to speed management. The policy should consider implementing automated speed enforcement in high-collision corridors (contingent on state authorization) and employ design interventions that naturally reduce speeds in pedestrian-heavy areas. This policy would complement Dinuba's current speed limit setting process by introducing safety-focused approaches that are particularly important for implementing Vision Zero.

Multi-Agency Safety Coordination Framework

Dinuba should establish a formal framework for cross-agency coordination on transportation safety initiatives. This framework would create a Vision Zero Task Force with representatives from City departments, county agencies, schools, and emergency services. Developing data-sharing agreements would enable tracking safety outcomes across jurisdictions, while quarterly coordination meetings with specific action items and follow-up would ensure accountability. The framework should align funding applications across agencies to maximize impact and formalize partnerships with Tulare County Association of Governments and Caltrans. This approach would build on existing coordination practices while ensuring that safety remains a priority across all relevant agencies, creating a cohesive regional approach to transportation safety that transcends jurisdictional boundaries.

Vulnerable Road User Protection Policy

The collision analysis shows that pedestrians and bicyclists make up 54 percent of KSI collisions in Dinuba, highlighting the critical need for focused protection of vulnerable road users. Dinuba should develop a comprehensive Vulnerable Road User Protection Policy that prioritizes the safety of those who travel without the protection of a vehicle. This policy would establish clear requirements for pedestrian and bicycle accommodations in all roadway projects, including provisions for accessible pedestrian signals, leading pedestrian intervals at signalized intersections, and protected bicycle facilities on collector and arterial streets. The policy should establish protocols for temporary accommodations during construction activities and include educational components addressing both motorist and non-motorist behavior. By explicitly prioritizing the most vulnerable users in policy decisions, Dinuba can address the disproportionate risk faced by pedestrians and cyclists.

These strategic policy changes would create systems consistently prioritizing safety while addressing specific collision patterns identified in the data analysis. By implementing these recommendations, Dinuba will build the institutional foundation necessary to eliminate fatal and severe injury collisions by 2045.

EDUCATIONAL PROGRAMS

Education represents a critical component of Dinuba's comprehensive approach to eliminating traffic fatalities and serious injuries. While engineering improvements create safer physical environments, educational programs help shape safer behaviors among all road users. The following educational programs have been developed based on collision data analysis, stakeholder input, and successful models from comparable communities.

School-Based Safety Education

The collision analysis revealed that eight KSI collisions occurred within a quarter mile of schools between 2014 and 2023, representing 22 percent of all KSI collisions. To address this concerning pattern, the City will partner with Dinuba Unified School District to implement comprehensive school-based safety education programs.

These programs will include age-appropriate curriculum for elementary, middle, and high school students, teaching fundamental traffic safety principles. Elementary students will learn basic pedestrian skills, middle school students will focus on bicycle safety through hands-on Bicycle Rodeo events that provide practical training in helmet fitting, maintenance, and safe riding practices, and high school programs will address responsible driving behaviors with emphasis on distraction and speed management. The curriculum will be integrated into existing health and physical education classes, supplemented by assembly presentations at critical times like the beginning of the school year and before major school breaks.

Targeted Education for High-Risk Groups

Collision analysis identified several demographic groups at elevated risk of involvement in KSI collisions. The data showed that individuals between 20-29 years of age were disproportionately represented in KSI collisions. Additionally, the analysis revealed that 62 percent of KSI collisions occurred during dark conditions or dusk/dawn periods, with pedestrian and bicycle users accounting for 54 percent of all KSI collisions.

Based on these findings, the City will develop targeted educational campaigns addressing the specific risk factors affecting these groups. For young adults (20-29), programs will focus on responsible driving behaviors, particularly regarding speed management and yielding to vulnerable road users. For nighttime travel, educational campaigns will emphasize visibility enhancements and increased vigilance. For pedestrians and cyclists, education will focus on increasing prominence, understanding right-of-way regulations, and defensive walking/cycling techniques.

Community-Wide Awareness Campaigns

To establish a culture of safety throughout Dinuba, the City will implement sustained, multi-channel awareness campaigns. These campaigns will be designed around the identified collision profiles, with emphasis on the top contributing factors to KSI collisions: automobile right-of-way violations and unsafe speed.

Campaign elements will include:

- Seasonal educational campaigns aligned with agricultural cycles and reflecting Dinuba's unique context as an agricultural community
- Bilingual materials distributed through community centers, healthcare facilities, and local businesses
- Social media content featuring local safety champions and real community stories
- Strategic placement of safety messaging along high-injury corridors identified in the collision analysis

A particularly important campaign will address nighttime safety, given that 62 percent of KSI collisions occurred during dark conditions or dusk/dawn periods. This campaign will emphasize increased visibility through reflective materials, proper lighting, and enhanced awareness during low-light conditions.

Professional Driver Training

Agricultural and commercial vehicles represent an important part of Dinuba's transportation system due to the community's agricultural economy. The City will partner with local agricultural employers, trucking companies, and delivery services to provide specialized safety training for professional drivers operating in Dinuba. This training will emphasize sharing the road with vulnerable users, negotiating the unique infrastructure challenges of Dinuba's street network, and understanding the specific safety challenges in the identified high-injury corridors.

The training will include classroom instruction, virtual reality simulations of challenging driving scenarios in Dinuba, and supervised practice in high-risk areas. The program will be supplemented with employer incentives for drivers who maintain exemplary safety records.

Program Implementation and Evaluation

Educational programs will be implemented on a rolling basis, with school programs aligned with the academic calendar and community campaigns scheduled strategically throughout the year. Each program will include defined metrics for evaluation, including pre and post-program knowledge assessments, observed behavior changes, and long-term impact on collision patterns.

The Vision Zero Task Force will review program effectiveness annually, making necessary adjustments to content, delivery methods, and target audiences based on evaluation data and emerging collision trends. This adaptive approach will ensure educational efforts remain responsive to Dinuba's evolving safety landscape.

TRAFFIC ENFORCEMENT PROGRAMS

Enforcement represents an essential component of Dinuba's Vision Zero strategy, complementing engineering improvements and educational programs. When designed with inclusivity and transparency as guiding principles, enforcement can effectively deter high-risk behaviors while building community trust. The following enforcement programs have been developed to address the specific collision patterns identified in Dinuba's data analysis.

Data-Driven Enforcement Strategy

The Dinuba Police Department will implement a data-driven enforcement strategy that focuses resources on the locations, behaviors, and times associated with the highest risk of severe and fatal collisions. This approach shifts from traditional citation-based metrics to an outcome-focused model that prioritizes collision reduction.

Enforcement activities will be concentrated in the identified high-injury network corridors, with particular emphasis on the top collision profiles identified in the data analysis: pedestrian-bicycle collisions (20 KSI collisions), nighttime collisions (23 KSI collisions), and automobile right-of-way violations (8 KSI collisions). Officers will focus their efforts during peak collision periods, including the 8 p.m. to 9 p.m. timeframe when 16 percent of KSI collisions occurred.

Focus on High-Risk Violations

Rather than broadly enforcing all traffic violations, Dinuba's enforcement program will strategically target the specific behaviors most strongly associated with severe injury and fatal collisions. Based on the collision analysis, these include:

- **Right-of-way violations:** Accounting for 22 percent of KSI collisions, enforcement will focus on failures to yield, particularly at intersections where 70 percent of KSI collisions occurred.
- **Unsafe speed:** With 19 percent of KSI collisions attributed to speeding, enforcement will target speed-related violations, particularly along the identified high-injury corridors.
- **Distracted driving:** Though not specifically quantified in the collision data, national research indicates distraction as a significant contributing factor to serious collisions. Officers will enforce distracted driving laws, particularly in school zones and along high pedestrian corridors.
- **Impaired driving:** The collision data showed that DUI was a factor in several nighttime KSI collisions. Enhanced DUI enforcement will be implemented during evening hours when such violations are most common.

Fair and Effective Enforcement Practices

To ensure enforcement activities advance safety goals while building community trust, the Dinuba Police Department will implement the following practices:

- **Transparency in enforcement data:** Quarterly reports will document enforcement activities, including stop locations, demographics, and outcomes. This data will be reviewed by the Vision Zero Task Force to identify and address any disparities.
- **Officer training:** All traffic enforcement officers will receive specialized training on implicit bias, effective communication strategies, and the Vision Zero approach to traffic safety.
- **Warning-based approach:** For non-dangerous violations, officers will emphasize education over punishment, using warnings accompanied by safety information as a first response when appropriate.
- **Community input:** Through regular community forums, residents will have opportunities to provide feedback on enforcement strategies and identify areas of concern.

School Zone Safety Enforcement

Given that 22 percent of KSI collisions occurred within a quarter mile of schools, the Dinuba Police Department will implement enhanced enforcement in school zones. This program will include:

- **Visible presence during arrival and dismissal times:** Officers will maintain a regular presence during peak student travel periods to enforce speed limits and pedestrian right-of-way.
- **Automated enforcement evaluation:** The City will evaluate the potential implementation of automated speed enforcement in school zones, pending state legislative authorization. Such systems have demonstrated effectiveness in reducing speeding in sensitive areas.
- **Crossing guard program support:** Officers will work collaboratively with school crossing guards, providing training, coordination, and backup support to enhance these critical safety positions.

Technology-Enhanced Enforcement

To maximize the effectiveness of limited enforcement resources, the Dinuba Police Department will implement technology-enhanced enforcement strategies. These will include:

- **Speed feedback signs:** These devices will be deployed in high-risk corridors to alert drivers to their speeds and collect data on traffic patterns. This data will inform deployment of enforcement resources.
- **Red light violation analysis:** At signalized intersections with high collision rates, the department will conduct systematic analysis of red light violations to determine potential countermeasures, including enhanced enforcement or engineering modifications.
- Automated citation warnings: For any future automated enforcement systems, the city will implement an initial warning period where violations result in educational notices rather than citations emphasizing the program's safety rather than punitive goals.

Coordination with Engineering and Education

Enforcement activities will be tightly coordinated with engineering improvements and educational programs to create a multiplier effect. When new infrastructure is implemented, enforcement will be temporarily increased to encourage proper use. Similarly, enforcement operations will be paired with educational campaigns addressing the same behaviors.

For example, when enhanced pedestrian crossings are installed along El Monte Way, officers will conduct targeted enforcement of yielding violations while simultaneously distributing educational materials about the new infrastructure.

Program Evaluation and Adaptation

The effectiveness of enforcement programs will be regularly evaluated using clear metrics tied to safety outcomes rather than citation numbers. These metrics will include:

- **Reduction in dangerous behaviors:** Pre and post-implementation observations of targeted behaviors such as yielding compliance and speed limit adherence.
- **Community perception:** Regular surveys to assess public perception of enforcement fairness and effectiveness.
- **Collision reduction:** Long-term tracking of collision patterns at enforcement locations.

The Vision Zero Task Force will review enforcement data quarterly, making adjustments to strategies based on effectiveness, community impact, and emerging collision trends. This adaptive approach will ensure enforcement remains a constructive component of Dinuba's comprehensive safety strategy.

IMPLEMENTABLE ACTIONS

The implementation of VZAP requires dedicated collaboration among City departments, the local community, and partner organizations. The City of Dinuba's VZAP outlines strategic pathways toward achieving the goal of zero traffic fatalities and serious injuries by 2045. Each action is assigned a specific timeline and performance metric to track progress. Short-term actions are planned for completion within two years, medium-term actions within two to five years, and long-term actions within five to ten years. Achieving Dinuba's Vision Zero goal necessitates immediate action while allowing for a practical approach with incremental improvements over time. The actions outlined in this VZAP will undergo continuous evaluation and refinement, with successful execution dependent on funding availability.

The Implementable Actions are organized into the following four action areas:

- Vision Zero Program Initiatives and Evaluation
- Infrastructure and Engineering Improvements
- Behavioral Safety and Education
- Vulnerable Road User Protection

ACTION AREAS

Vision Zero Program Initiatives and Evaluation

The City of Dinuba Vision Zero Program will begin by establishing a framework for achieving its Vision Zero goal. Program initiatives include Vision Zero promotion, integration of Vision Zero into other planning efforts, and comprehensive data collection and program evaluation. A task force is crucial for success, as it fosters essential cross-departmental collaboration to achieve the program's goal of eliminating traffic fatalities and serious injuries.

Vision Zero's core principle is to break down silos and unite local stakeholders; a task force enables this by bringing together key representatives from all significant City departments and external stakeholders. The Dinuba Vision Zero Task Force includes representatives from the City's Public Works Department, Police Department, Fire Department, Dinuba Unified School District, and Tulare County Association of Governments. This structured approach, supported by regular tracking and reporting, ensures that all stakeholders remain committed and accountable to Vision Zero goals.

No.	Safety Strategy	Description	Timeline	Progress Measure	Key Partners	City Resource
A.1	Vision Zero Task Force	Formalize and expand the existing interdisciplinary Vision Zero Task Force responsible for supervising plan execution and facilitating collaboration among city departments.	Short-Term	Task force meets quarterly and reports annually to City Council	Dinuba Public Works, Police Department, Fire Department, Dinuba Unified School District, Tulare County Association of Governments	Low
A.2	Dedicated and Permanent Funding	Identify sustainable and dedicated funding streams for Vision Zero implementation, including grant opportunities like SS4A, HSIP etc.	Short-Term	Amount of funding secured for Vision Zero projects	City Council, Public Works, City Manager's Office	Medium to High
A.3	Public Engagement Strategy	Develop a comprehensive public engagement plan to ensure community involvement in Vision Zero implementation.	Short-Term	Number of community engagement events held	Public Works, City Manager's Office	Low
A.4	City Plans and Policy Integration	Integrate Vision Zero safety principles into forthcoming City plans and design documents, including future General Plan updates.	Continuous	Number of plans and policies incorporating Vision Zero principles	Community Development, Public Works	Low

No.	Safety Strategy	Description	Timeline	Progress Measure	Key Partners	City Resource
A.5	Data Collection and Monitoring	Continue collecting and analyzing collision data, with emphasis on KSI collisions. Enhance data collection methods to include speed, impairment, and distraction factors.	Continuous	Comprehensive annual safety report produced	Police Department, Public Works	Medium
A.6	Community-Based Safety Reporting Tool	Create an accessible public reporting platform for the community to report safety concerns and near misses.	Medium-Term	Number of reports received and addressed	Public Works, IT Department	Medium
A.7	Pedestrian and Bicycle Count Program	Establish regular pedestrian and bicycle counts at standardized locations throughout the city to measure active transportation trends.	Medium-Term	Number of count locations established and maintained	Public Works	Medium
A.8	Annual Progress Reports	Produce annual reports documenting progress toward Vision Zero goals, including project implementation and collision trends.	Short-Term	Annual report published and presented to City Council	Public Works, Vision Zero Task Force	Low

Infrastructure and Engineering Improvements

The City of Dinuba's Vision Zero initiative strongly emphasizes prioritizing engineering enhancements for the High-Injury Network (HIN) as the primary approach to eliminating traffic fatalities and serious injuries. The VZAP will focus on implementing proven safety countermeasures at locations with the highest concentrations of collisions, particularly at intersections where 70 percent of KSI collisions occur. All street improvements will be compliant to Complete Streets principles and the City's design guidelines.

No.	Safety Strategy	Description	Timeline	Progress Measure	Key Partners	City Resource
B.1	High Injury Network Priority Projects	Implement comprehensive safety projects on identified high-injury corridors, particularly on El Monte Way, and Alta Avenue.	Medium-Term	Number of high-injury corridor projects completed	Public Works	High
B.2	Safe Intersections Program	Implement safety improvements at high-risk intersections, focusing on automobile right-of-way violations and pedestrian safety.	Medium-Term	Number of intersections improved	Public Works, Police Department	High
B.3	Nighttime Safety Enhancement	Improve street lighting throughout the City, particularly in locations with a high number of nighttime collisions.	Medium-Term	Percent reduction in nighttime collisions	Public Works, Utility Department	Medium
B.4	School Zone Safety	Implement comprehensive safety improvements within quarter-mile of all schools, including enhanced crosswalks, traffic calming, and improved signage.	Short-Term	Number of school zones improved	Public Works, Dinuba Unified School District	Medium
B.5	Quick-Build Safety Projects	Implement tactical, low-cost safety improvements that can be deployed rapidly in high-priority locations.	Short-Term	Number of quick-build projects implemented	Public Works	Low

No.	Safety Strategy	Description	Timeline	Progress Measure	Key Partners	City Resource
B.6	Traffic Signal Enhancements	Update signal timing and operations to enhance safety for all modes, particularly pedestrians and cyclists.	Medium-Term	Number of signals upgraded with pedestrian countdown heads and other safety features	Public Works	Medium
B.7	Complete Streets Design Guidelines	Develop and adopt Complete Streets design guidelines for all future roadway projects.	Medium-Term	Guidelines adopted and implemented in all new projects	Public Works	Low
B.8	Railroad Crossing Improvements	Enhance safety at railroad crossings on Englehart, Kamm, El Monte, Alta, Ventura, and West Saginaw.	Medium-Term	Number of railroad crossings improved	Public Works, Railroad Operators	High

Behavioral Safety and Education

Dinuba's Vision Zero initiative promotes safe travel behaviors through targeted education and outreach efforts. Data analysis shows that unsafe speeds and automobile right-of-way violations are leading factors in KSI collisions. The behavioral change strategies focus on addressing these issues through comprehensive education campaigns, targeted enforcement, and community engagement. This approach recognizes the collective responsibility for making safe choices and fostering a safety culture.

No.	Safety Strategy	Description	Timeline	Progress Measure	Key Partners	City Resource
C.1	Vision Zero Education Campaign	Develop high-impact educational campaigns targeting speeding, distracted driving, right-of-way violations, and other high-risk behaviors.	Medium-Term	Number of people reached through campaign materials	Police Department, Public Works, Dinuba Unified School District	Medium
C.2	Speed Management Program	Implement comprehensive speed management strategies including feedback signs, traffic calming, and targeted education in high-risk areas.	Medium-Term	Reduction in speed-related collisions	Police Department, Public Works	Medium
C.3	Bicycle Rodeo Program	Expand the bicycle rodeo program to reach all elementary schools in Dinuba, teaching safe cycling practices to children.	Short-Term	Number of bicycle rodeos conducted and students participating	Public Works, Dinuba Unified School District	Low
C.4	Driver Education for Vulnerable User Safety	Develop targeted education for drivers on safely sharing the road with pedestrians, cyclists, and other vulnerable users.	Medium-Term	Educational materials distributed and presentations made	Police Department, Public Works	Low
C.5	Public Awareness Campaign for High-Risk Locations	Create targeted awareness campaigns for known high-risk locations, highlighting specific safety concerns and proper behaviors.	Short-Term	Number of locations with targeted educational materials	Public Works, Police Department	Low
C.6	Community Safety Workshops	Conduct regular community workshops on traffic safety, targeting neighborhoods near high-injury network corridors.	Medium-Term	Number of workshops conducted and attendance	Public Works, Police Department	Low

No.	Safety Strategy	Description	Timeline	Progress Measure	Key Partners	City Resource
C.7	Traffic Safety Media Campaign	Develop comprehensive media strategy using local channels to promote Vision Zero and traffic safety behaviors.	Short-Term	Media coverage and message dissemination	City Manager's Office, Public Works	Medium

Vulnerable Road User Protection

The City of Dinuba recognizes that vulnerable road users particularly pedestrians and bicyclists account for 54 percent of all KSI collisions, despite representing a smaller proportion of road users. Children near schools and elderly pedestrians are especially at risk. This action area focuses on creating safer conditions for these vulnerable groups through targeted infrastructure improvements, education, and community engagement.

No.	Safety Strategy	Description	Timeline	Progress Measure	Key Partners	City Resource
D.1	Pedestrian Crossing Enhancement Program	Install or enhance high-visibility pedestrian crossings throughout the City, with priority given to the High-Injury Network.	Medium-Term	Number of enhanced pedestrian crossings installed	Public Works	High
D.2	Bicycle Network Development	Develop a connected, low-stress bicycle network throughout Dinuba, focusing on closing gaps and improving safety at intersections.	Long-Term	Miles of new or improved bicycle facilities	Public Works	High
D.3	Safe Routes to School Program	Implement comprehensive Safe Routes to School programs at all Dinuba schools, including infrastructure improvements and education.	Medium-Term	Number of schools with completed SRTS plans and improvements	Public Works, Dinuba Unified School District	Medium
D.4	Senior Pedestrian Safety Program	Develop targeted improvements and education for areas with high senior pedestrian activity.	Medium-Term	Number of improvements in areas with senior populations	Public Works, Senior Community Centers	Medium
D.5	Citywide Sidewalk Gap Closure Program	Systematically close sidewalk gaps throughout the city, prioritizing routes to schools, parks, and commercial areas.	Medium-Term	Miles of new sidewalk constructed	Public Works	High
D.6	Transit Stop Safety Improvements	Partner with transit providers to improve safety at and around transit stops.	Medium-Term	Number of transit stops with safety improvements	Public Works, Tulare County Regional Transit Agency	Medium
D.7	Neighborhood Traffic Calming	Implement traffic calming measures in residential neighborhoods to reduce speeds and cut-through traffic, particularly near parks and schools.	Medium-Term	Number of neighborhoods with traffic calming measures	Public Works	Medium
D.8	Bicycle and Pedestrian Counting Program	Establish permanent bicycle and pedestrian counting stations to track usage and evaluate the effectiveness of improvements.	Medium-Term	Number of count locations established	Public Works	Low

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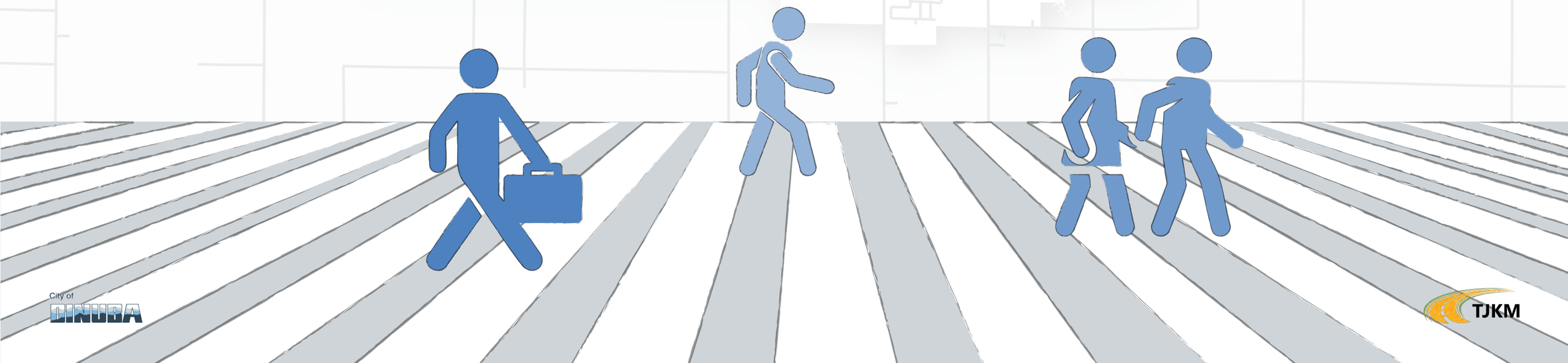
CHAPTER 6:
IMPLEMENTATION AND EVALUATION



City of DINUBA

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CHAPTER 6: IMPLEMENTATION AND EVALUATION

This chapter describes the implementation approach, funding sources, and recommended monitoring and evaluation framework that the City of Dinuba should employ to achieve Vision Zero goals. The VZAP serves as a guidance document that requires strategic implementation, sustainable funding, and periodic assessment to measure progress toward the goal of eliminating fatal and serious injury collisions by 2045.

IMPLEMENTATION

The VZAP provides a comprehensive set of engineering, education, and enforcement, countermeasures that can be implemented throughout Dinuba to reduce KSI collisions. It is recommended that the City implement the identified safety projects in coordination with other infrastructure improvements planned for the City's Capital Improvement Program. The implementation should follow the phased approach outlined in Chapter 5, with short-term (1-3 years), mid-term (3-5 years), and long-term (5-10 years) actions.

The Public Works Department should take the lead in implementation, working closely with the Vision Zero Task Force to coordinate projects across departments and with external stakeholders. Annual work plans should be developed to detail specific implementation activities for each fiscal year, enabling systematic progress tracking and resource allocation. All implementations should be carefully documented to support future evaluations of effectiveness.

FUNDING

Securing adequate funding is a critical component of implementing Dinuba's VZAP. The City should pursue a diversified funding approach that leverages local, state, federal, and private sources to support safety improvements throughout the community.

The Safe Streets and Roads for All (SS4A) program serves as the primary funding opportunity for Dinuba's Vision Zero implementation. The Highway Safety Improvement Program (HSIP) provides a addition funding source that supports systemic safety improvements. A list of potential funding sources for Dinuba's Vision Zero is included in the table.

For smaller-scale improvements and educational initiatives, the City should allocate funding through its annual Capital Improvement Program and operating budget. Establishing a dedicated line item for Vision Zero initiatives demonstrates the City's commitment to transportation safety and ensures that progress can continue even when external grant opportunities are limited. The City Manager and Public Works Director should work together to identify sustainable funding mechanisms that can support ongoing Vision Zero implementation over the 20-year horizon of this VZAP.

Funding Source	Funding Agency	Amount Available	Next Call for Projects/Most Recent Call	Applicable E's	Notes
Active Transportation Program (ATP)	Caltrans, California Transportation Commission	$568M for Cycle 7	Most recent in 2024	Engineering, Education	The program funds bicycle and pedestrian infrastructure, Safe Routes to School projects, and related safety education initiatives.
Highway Safety Improvement Program (HSIP)	Caltrans	$300 million for Cycle 12	Cycle 13 expected in 2026	Engineering, Education, Enforcement, Emergency Response	The HSIP funds projects that can be supported by collision data demonstrating significant safety benefits. Projects with systemic safety approaches can be prioritized.
Office of Traffic Safety Grants	California Office of Traffic Safety	Varies by grant program	Applications typically due January 31st annually	Education, Enforcement, Emergency Response	Funds specific traffic safety programs like pedestrian/bicycle safety, distracted driving prevention, and DUI enforcement.
Safe Streets and Roads for All (SS4A)	USDOT	$1.1 billion available for Fiscal Year 2025	June 2025	Engineering, Education, Enforcement, Emergency Response	Two types of SS4A grants available: Action Plan Grants and Implementation Grants.
Affordable Housing and Sustainable Communities Program	Strategic Growth Council and Dept. of Housing and Community Development	Varies by grant program	TBD; most recent in May 2025	Engineering, Education	Projects must be connected to affordable housing developments. Can fund pedestrian/bicycle infrastructure that improves connectivity to housing.
Local Streets and Road Maintenance and Rehabilitation	California Transportation Commission	Formula-based allocation	August 31st annually	Engineering	A portion can be used for safety-related maintenance projects like sign replacements, crosswalk restriping, and minor intersection improvements.
Clean California Local Grant Program	Caltrans	$100 million for FY 2023/2024	TBD; most recent in 2023	Engineering, Education, Enforcement	Can fund beautification projects along with pedestrian safety improvements.
RAISE Grant	USDOT	~$1.5 billion annually	TBD; most recent in January 2025	Engineering, Education	Highly competitive program for transformative projects. Most appropriate for large-scale corridor improvements like El Monte Way safety enhancements.
Community Development Block Grant (CDBG)	Department of Housing and Urban Development	Formula-based allocation	Annual funding cycle	Engineering	Can fund infrastructure improvements in low-income neighborhoods, including sidewalks, lighting, and accessibility upgrades.
Measure R (Tulare County)	Tulare County Association of Governments	Percentage of sales tax revenue	Annual allocation	Engineering	Local transportation sales tax measure that provides funding for local road improvements, including safety projects.
Infrastructure State Revolving Fund	California Infrastructure and Economic Development Bank	Loans up to $25 million per project	Continuous application process	Engineering	Low-interest loan program for infrastructure projects, including transportation safety improvements.

MONITORING AND EVALUATION

Effective monitoring begins with thorough data collection. The City of Dinuba should establish a centralized data management system to track safety performance across the transportation network. This framework can include:

- Collision Data: Annual compilation of collision reports from TIMS, SWITRS, and Dinuba Police Department, with special attention to KSI collisions within the identified collision profiles
- Implementation Data: Systematic documentation of all completed safety projects, including location, countermeasure type, completion date, and cost
- Behavioral Data: Collection of traffic enforcement statistics, violation patterns, and observed road user behaviors
- Exposure Data: Regular collection of traffic counts, pedestrian and bicycle activity, and transit ridership to contextualize collision statistics.

The City can also opt for an online GIS-based dashboard for effective data tracking. This interactive GIS platform can integrate various data sources and provide timely updates on safety performance, making it a valuable tool for both City staff and the public to understand safety conditions throughout Dinuba.

Performance Measures

Dinuba should track a structured set of performance measures to evaluate progress toward Vision Zero goals and inform ongoing implementation efforts:

Primary Outcome Measures

- Total number of KSI collisions Citywide (annually)
- Number of KSI collisions within the High Injury Network
- Number of KSI collisions by mode (pedestrian, bicycle, motorcycle, vehicle)
- Rate of KSI collisions per capita and per vehicle miles traveled

Secondary Outcome Measures

- Number of nighttime/low-light condition collisions
- Number of collisions involving vulnerable road users
- Number of collisions within proximity to schools and parks
- Number of collisions related to specific behaviors (speeding, right-of-way violations)

Process Measures

- Number and type of safety countermeasures implemented
- Miles of roadway treated with safety improvements
- Number of education and outreach events conducted
- Funding secured and allocated for Vision Zero initiatives

Evaluation Process

The City should implement a multi-tiered evaluation approach that combines ongoing monitoring with periodic comprehensive assessments. Annual evaluation should include compilation of all performance measures, trend analysis comparing current data to baseline conditions, assessment of project implementation status, and identification of emerging safety concerns. This evaluation should be documented in a concise annual report presented to City Council and made available to the public.

Project-level evaluation should be conducted for major infrastructure improvements to assess their specific safety impacts. Project-level evaluation can involve:

- Collection of baseline conditions before implementation
- Post-implementation data collection after an appropriate observation period
- Analysis of changes in collision patterns, road user behavior, and public perception
- Documentation of outcomes to inform future project selection and design

Comprehensive evaluation should occur at strategic milestones (2030, 2035, 2040), incorporating:

- Full reassessment of the High Injury Network based on updated collision data
- Evaluation of program effectiveness across all safety strategies
- Identification of remaining gaps and challenges
- Adjustment of approach based on implementation experience and emerging best practices

Reporting and Accountability

To maintain momentum and ensure accountability, the City should establish clear reporting mechanisms that can include:

- **Annual Progress Reports:** Public Works Department to prepare annual reports in collaboration with Vision Zero Task Force documenting performance measure outcomes, implementation progress, and recommended adjustments
- **Vision Zero Dashboard:** Development of an online platform displaying key safety metrics, project status, and success stories
- **City Council Updates:** Annual presentation of progress to City Council to maintain visibility and political support
- **Community Engagement:** Regular communication of progress to the public through workshops, social media, and community events

Plan Updates

The VZAP should be viewed as a living document that evolves over time based on new data, emerging best practices, and implementation experience. The City should consider a structured update schedule to ensure the plan remains relevant and effective throughout its lifespan.

It is recommended that updates should occur every five years (2030, 2035, 2040). These updates should include comprehensive revision of the High Injury Network analysis, reevaluation of collision profiles, update of the countermeasure toolbox based on new research and local experience, refinement of implementation strategies and priorities, and revision of performance measures if needed. In addition, VZAP revision should include reconvening the Vision Zero Task Force to guide the update process, hosting public workshops to gather community input on progress and priorities, conducting focused outreach to vulnerable and historically underrepresented communities, and consulting with partner agencies.

Through this structured monitoring and evaluation framework, Dinuba can track progress toward its Vision Zero goal, identify effective strategies, address emerging challenges, and maintain accountability throughout the implementation process. This data-driven approach will maximize the impact of safety investments and guide the City toward the ultimate goal of eliminating traffic fatalities and serious injuries by 2045.

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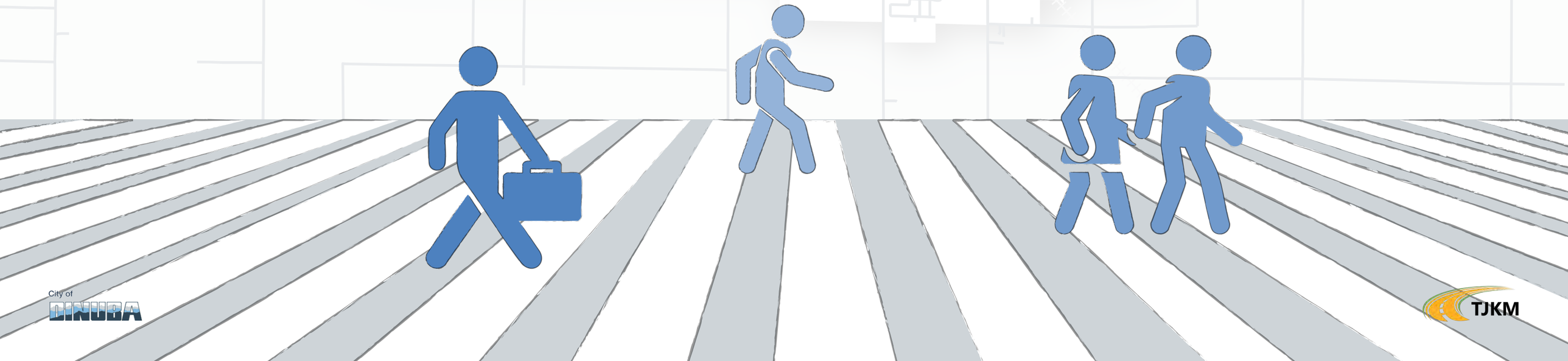
APPENDIX A:
MATRIX OF PLANNING GOALS, POLICIES AND PROJECTS



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Appendix A

Table 1: Matrix of Planning Goals, Policies and Projects

Document	Relevant Goals, Policies, and Projects
Dinuba General Plan Policies Statement (2008)	**2.6 Bicycle Facilities** Objective: Encourage the use of bicycles as a viable means of transportation. • The City will develop, through various funding mechanisms and sources, a city-wide bicycle/pedestrian path system. • The City of Dinuba will work with the City of Reedley to connect the city-wide bicycle/pedestrian trail system with a similar path system in Reedley. • Provide bikeway signage for Regional Bike Routes. • Support the installation of bicycle parking racks at public and private places of assembly • Promote bicycle safety education programs in elementary schools through the police and recreation departments **2.7 Pedestrian Facilities** Objective: Provide a safe walking environment for pedestrians. • Sidewalks, paths, and appropriate crosswalks should be located to facilitate access to all schools and other areas with significant pedestrian traffic. • Sidewalks shall be required in all areas of the community to accommodate pedestrian traffic • Street lighting shall be provided for all public streets. • Pedestrian signals should be provided at all traffic signal locations. **2.11 Transportation System and Congestion Management** Objectives: • Encourage the development of strategies for maximizing the efficiency of the existing street system.

Document	Relevant Goals, Policies, and Projects
	• Promote a variety of public transit connections with other nearby cities and locations.
Focused General Plan Update Draft (2023)	**Circulation Element** **Goals:** • A fully integrated local mobility network that provides for safe and convenient circulation using a variety of transportation modes, including complete streets that meet the needs of all users of streets. • Vehicle miles traveled (VMT) are below regional averages for Tulare County. **2.5.1 COMPLETE STREETS** • OBJECTIVES • A. A citywide network of Complete Streets that meets the needs of all users of streets, including bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors. o 2.5.1-2 Strive to complete the planned build-out street network as illustrated on the Circulation Plan map, and ensure that the accompanying design standards, programs, and procedures include Complete Streets implementation as a main focus. Street improvements shall be in conformance with the Circulation Plan contained in the General Plan Circulation Element including the Circulation Plan map. o 2.5.1-3 Sidewalks shall be required in all areas of the community to accommodate pedestrian traffic, especially along routes with high pedestrian traffic such as schools, parks, and the Downtown area. Installation of these improvements shall be encouraged to the extent feasible in existing neighborhoods where they do not currently exist. Encourage the retrofitting of downtown streets and alleys to include bulbouts and paseos whenever feasible.

Document	Relevant Goals, Policies, and Projects
	o 2.5.1-4 Develop the planned citywide bikeway network, including bicycle lanes or separated bikeways on most arterial and collector streets. The bicycle/pedestrian path system should also encompass existing or future railroad rights-of-way and water courses such as Traver Creek, by providing paths between 8 and 12 feet wide and off the roadway, with landscaping, lighting, mileage markers and directional signage and benches. • **2.5.3 TRAFFIC SAFETY** • OBJECTIVES A. A safe transportation system that eliminates traffic-related fatalities and reduces non-fatal injury collisions, and provides safe travel for all modes including bicyclists, motorists, pedestrians, and transit uses. o POLICIES AND STANDARDS 2.5.3-1 Support efforts to eliminate traffic fatalities and serious injuries attributable to collisions on City streets including street design that reduces motor vehicle speeds, provides enhanced bikeways and pedestrian paths, and the implementation of safety countermeasures. o 2.5.3-2 Maximize the use of site planning techniques to improve traffic safety. o 2.5.3-3 Support the installation of roundabouts to enhance safety at key intersections where feasible, including proposed roundabouts at the intersection of El Monte Way with Road 56 and Road 92; and the intersections of Alta Avenue with Nebraska Avenue (completed 2022), Kamm Avenue (scheduled for completion in 2024), and Road 200.
Public Improvement Standards | 2023	City Improvements • C- 1 Valley Gutter - Curb Return • C-2 Alley - Valley Gutter • C -3 Curb Ramp (1 Of 2) • C-4 Curb Ramp (2 Of 2) • C -5 Median Curb

Document	Relevant Goals, Policies, and Projects
	• C-6 Decorative Curb, Gutter & Sidewalk • C-7 Sidewalk Underdrain Pipe - Existing Curb And Gutter • C- 8 Sidewalk Underdrain Pipe • C -9 Curb, Gutter & Sidewalk • C- 10 Roll Type Curb & Gutter • C-11 Residential Drive Approach • C-12 Commercial Drive Approach • C -13 Typical Drive Approach Location • C-14 Existing Curb Removal Street Standards • P-1 Parking Lot Pavement Standards • P-2 Street Cross-Section • P-3 Street With Median Cross-Section • P-4 Typical Commercial, Industrial, And Residential Cul-De Sac • P-5 Street Knuckle Connections • P-6 Crosswalk Markings • P-7 Stop Bar Marking And Stop Signs Location • P-8 Street Sign Standard (1 Of 2) • P-9 Street Sign Installation (2 Of 2) • P-10 Type-A Street Intersection & Curve Radius Survey Monument • P-11 Timber Barricade • P-12 Street Name Sign Location • P-13 Decorative Concrete Median
Tulare County Council of Governments Regional Transportation Plan (2022)	• **Goal**: Achieve a safe transportation system for all motorized and non- motorized users on all public roads in Tulare County o **Objective:** Reduce the number of roadway fatalities and serious injuries, including pedestrian and bicycle fatalities and serious injuries. o **Policies** ▪ Develop regional implementation mechanism through funding processes to advance safety projects and achieve the safety targets. ▪ Encourage and support member agencies to prioritize transportation projects that address safety issues.

Document	Relevant Goals, Policies, and Projects

- Work with law enforcement and emergency medical service on developing strategies and programs to reduce accidents and casualties.
- Support and work with responsible agencies in educating the public about safe driving practice; support the development of an education program / plan to increase awareness of the risky driving behaviors
- Work with federal, state, and regional partners and stakeholders to establish annual safety targets that are based on safety conditions in Tulare County and contribute to the overall state safety targets.
- Assess the transportation system safety performance by collecting and analyzing historical collision data using official data sources.

- **Goal:** Improve, enhance, and expand the region's bicycle and pedestrian systems and connectivity to those systems, while keeping them safe and convenient.
  - **Objective:** Encourage bicycle usage in Tulare County by providing safe and convenient bike routes and facilities.
  - **Policy**
    - Update the Regional Active Transportation Plan every five years or as appropriate to support the competitiveness of local proposals in the Active Transportation Program application cycle and to identify bicycle routes that are appropriate for commuter, recreational, and student riders.
    - Convene public outreach and implement strategies for Share the Road concepts.
    - Designate and design regional bicycle routes that reduce conflicts with motor vehicles.
  - **Objective;** Support safe pedestrian walkways within the transportation network in Tulare County.

Policy: Encourage removal of barriers (walls, fences, etc.) for safe and convenient movement of pedestrians. Special emphasis should be placed on Americans with Disabilities Act (ADA) compliance.

Document	Relevant Goals, Policies, and Projects
Regional Active Transportation Plan for the Tulare County Region (2022)	The RATP includes numerous implementation strategies related to active transportation, including: • Encourage local agencies to prepare Complete Streets plans for accommodating all users, including pedestrians and cyclists. • Provide funding for the development of complete streets and active transportation plans and projects. • Coordinate bicycle planning and implementation with other modes of transportation, particularly transit. • Support implementation of local bicycle and trail plans. • Promote the placement of compatible land uses near each other and design them as high-quality environments for pedestrians and cyclists. • Develop partnerships with irrigation districts, rail companies and other agencies to use canals, waterways, abandoned right-of-ways and other corridors as multi-use trails. • Encourage employers to offer incentives for employees who walk or bike to work. • Encourage and support the maintenance and improvement of bicycle and pedestrian facilities. • Include active transportation modes in TCAG's transportation demand model as feasible.
Dinuba Local Roadway Safety Plan | 2021	**Goal 1: Systematically identify and analyze roadway safety problems and recommend improvements** **Objective 1:** Use the Systemic Safety Analysis data-driven process to identify fatal and severe injury collisions in Dinuba; where, when, and how they are occurring, and implement appropriate and proven countermeasures. **Objective 2:** Improve roadway planning, design, operations, and connectivity to enhance safety and mobility for users of all ages and abilities. **Objective 3:** Implement traffic calming strategies to discourage speeding and other unsafe driving behaviors on residential streets. **Objective 4:** Ensure that all recommended improvements are consistent with City of Dinuba goals, as well as State and Federal plans

Document	Relevant Goals, Policies, and Projects
	and goals (such as, but not limited to: California Strategic Highway Safety Plan, and the FHWA Local and Rural Road Safety Program). **Goal 2: Improve the safety of pedestrians and bicyclists by using proven effective countermeasures** **Objective 1:** Identify safety issues and hot spot locations where bicycle and pedestrian collisions occur in Dinuba, and treat with appropriate and effective engineering countermeasures. **Objective 2:** Provide educational programs for bicyclists, pedestrians, and motorists to inform on how to be safe in the public right-of-way; either through after-school programs, Dinuba Police Department programs, or other public/private sponsored programs. **Objective 3:** Improve sidewalks, walkways, and crossings to be free of hazards and to minimize conflicts with vehicular traffic. **Objective 4:** Prioritize improvements that promote Safe Routes to School efforts or are located near schools. **Goal 3: Ensure coordination and response of key stakeholders to implement roadway safety improvements within Dinuba** **Objective 1:** Led by Dinuba Public Works, coordinate between various city departments such as Police Department, Fire Department, and EMS agencies to ensure a coordinated response to traffic safety, including: Implementation of safety improvements Public education on safely traveling in the public right-of-way, regardless of mode Enforcement of traffic safety laws in the public right-of-way Minimizing impacts to emergency response times **Objective 2:** Coordinate with local, regional, and state partners such as Tulare County Association of Governments (TCAG) or Caltrans), to identify and address traffic safety issues and ensure a coordinated response. **Goal 4: Continually seek funding for safety improvements** **Objective 1:** Ensure the LRSP meets HSIP guidelines in order to apply for funding for identified countermeasures.

Document	Relevant Goals, Policies, and Projects
	Objective 2: Provide a list of prioritized improvements that guide City investments and grant funding applications. **Objective 3:** Continually seek funding sources to implement engineering, education, enforcement, and emergency response solutions to roadway safety issues in Dinuba. **Goal 5: Ensure that safety improvements are made in a manner that is fair and equitable for all Dinuba residents** **Objective 1:** Where feasible, implement community outreach to inform the public about upcoming safety improvements and seek their input. **Objective 2:** Provide a forum for residents to submit traffic safety related complaints; and for City staff and officials to respond to such complaints. **Objective 3:** Ensure that equity is a primary factor in selecting where to make traffic safety improvement.
Dinuba Capital Improvement Program 2020-2024 (2019)	The following relevant projects are identified in the Dinuba CIP 2020-2024: • Alta Ave/Nebraska Ave Roundabout: Reconstructs the existing intersection to a 4-leg roundabout with pedestrian and cyclist improvements, signing and striping, median, curb, gutter, sidewalk, lighting, utilities, and landscaping. • McKinley Ave, Roe Ave, and KC Vista Park Perimeter Improvements: Provides proper street drainage and pedestrian access to promote walking to and from Elementary School sites. Includes installment of sidewalk, curb, and gutter as well as meandering path in KC Vista Park. • Roadway Segment Safety Improvements: Helps to reduce traffic fatalities and serious injuries along Alta Ave, El Monte Ave, and adjacent cross streets. Installs flush medians, edgelines/centerlines, and Class II and Class III bicycle facilities throughout the city. • Arterial Striping along El Monte Way, Alta Ave, Kamm Ave, and Crawford Ave • Traffic Signage Replacement: Speed limit and warning signs will be measured with a reflectometer to determine if they are compliant with MUTCD visibility parameters.

Document	Relevant Goals, Policies, and Projects
Dinuba Systemic Safety Analysis Report (2019)	Based on Systemic Safety Analysis, the following locations are considered as high risk in terms of crashes: **Roadway Segments** • W. El Monte Way from 200 ft. west of Westgate Way to 500 ft. west of Euclid Avenue • E. El Monte Way from N. I Street to S. Snyder Street • E. Sequoia Drive from Road 80 (N. Alta Avenue) to N. Vermont Avenue • Surabian Drive from Samantha Way to S. Alta Avenue • Kamm Avenue from 500 feet west of S. Alta Avenue S. to Johnson Avenue • Dumpling Avenue from Nutcracker Avenue to W. Saginaw Avenue • E. Kern Street from S. M Street to N. I Street • S. California Street from E. Park Way to E. El Monte Way • N. Crawford Avenue from E. Davis Drive to E. Gerald Avenue • Power Avenue from Case Drive to Rolfe Drive (not intersecting) **Intersections** • Sierra Way & Road 70 • M Street & Tulare Street • Saginaw Avenue & Charles Street • San Antonio Avenue & S. Crawford Avenue • Avenue 416 & Road 92 1. Two safety projects were recommended for implementation; one for intersections and one for roadway segments. The Intersection safety project includes upgrading intersection pavement markings, improving sight distances, and installing raised medians/refuge islands. The safety project for roadway segments includes installing flush medians, edge-lines/centerlines, and bike lanes
Dinuba Pedestrian & Bicyclist Safety & Connectivity Study (2019)	Dinuba Pedestrian & Bicyclist Safety & Connectivity Study recommends the following near term improvements at different roadways within the City:

Document	Relevant Goals, Policies, and Projects
	• Alta Avenue (Nebraska Ave to Kamm Ave) • Nebraska Avenue (Englehart Ave to Crawford Ave) • El Monte Way (Alta Ave to Road 92) • Tulare Street (S. M St to S. I St) • Saginaw Avenue (Alta Ave to Crawford Ave) • Kamm Avenue (Alta Ave to College Ave) • Crawford Avenue (Nebraska Ave to Kamm Ave) • Euclid Avenue (Nebraska Ave to El Monte Way) **Pedestrian Improvements** This includes installation or upgradation of various components of roadway such as sidewalks, walkways and paved shoulders, crossing Islands/marked crosswalks/raised crosswalks, traffic signal enhancements, curb ramps, Pedestrian Hybrid Beacon(PHB), transit stop improvements, left turn prohibitions, speed feedback sign, yield to pedestrian sign and mid-block crossings. **Bicyclist Improvements** Bicycle improvements include adding Class II and Class III bike lanes, sign improvements, providing buffered bike lanes, parking treatments and installing bike racks.
Dinuba Neighborhood Traffic Calming Program Guidelines & Procedures (2019)	**Goals** • Improve drivers' attention and awareness, and change driving behavior that brings long-term benefits • Enhance safety for all users, including motorists, transit riders, bicyclists, and pedestrians • Encourage non-motorized modes of transportation such as walking and bicycling • Engage residents and stakeholders with traffic management of the City • Provide a fair and consistent process to address relevant concerns • Maintain and balance the livability of residential neighborhoods **Measures**

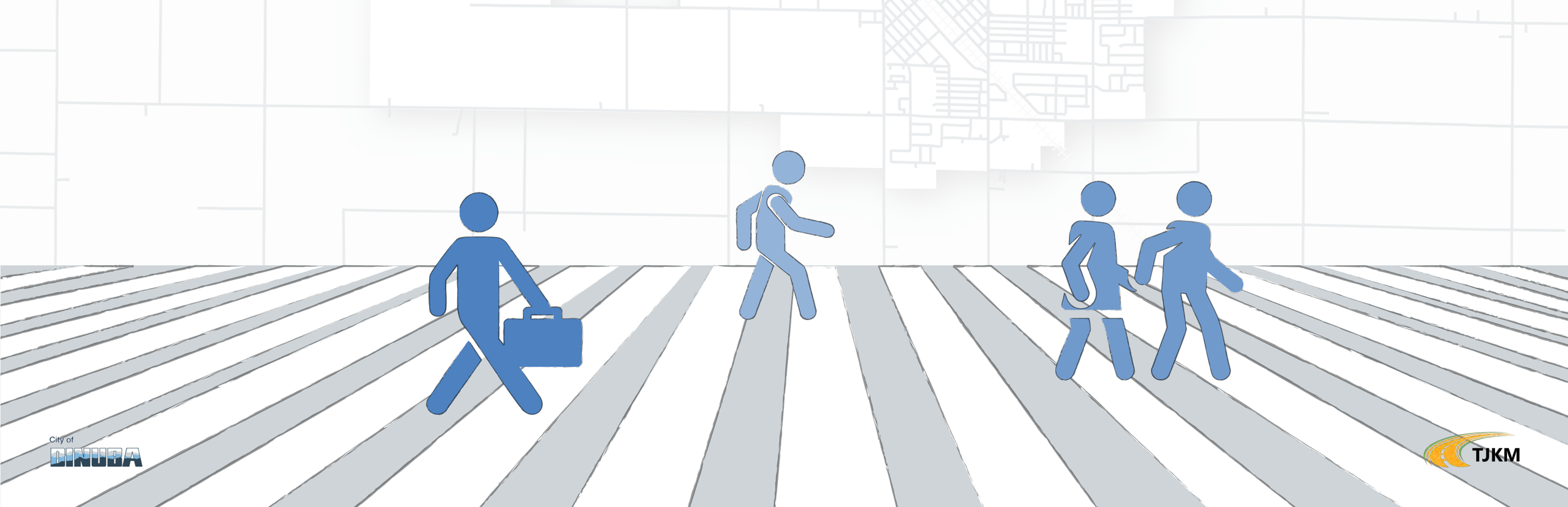
Document	Relevant Goals, Policies, and Projects
	Traffic calming solutions are divided into three tiers in terms of the type of solution, size or level of improvements, installation and maintenance costs, design complexity and area of impact. All tiers can include strategies based on four categories: Education, Empowerment, Enforcement, and Engineering. • Tier I - Low-cost improvements that require little or no engineering design and construction • Tier II - Improvements that require some engineering analysis, design, and construction • Tier III – Relatively major improvements that require extensive analysis, design, community outreach and funding
Dinuba Complete Streets Program: Policies, Guidelines, and Toolbox (2019)	Proposed Complete Street Policies: • Complete Streets Serving All Users • Context Sensitivity • Complete Streets Routinely Addressed by All Departments • All Projects and Phases • Complete Streets Administration - Complete Streets Policy Coordinator - Complete Street Subcommittee Formation and Consultation • Complete Streets Planning & Design - Plan Consultation and Consistency - Complete Streets Design - Complete Street Network Connectivity - Performance Measures and Evaluation • Exemptions from Complete Streets Requirements - Leadership Approval for Exemptions Proposed Focus Areas for Near-term Complete Streets Retrofit Projects: • Alta Avenue, between Kamm Avenue and Nebraska Avenue • El Monte Way, between Road 72 and Crawford Avenue • West Tulare Street, between Alta Avenue and El Monte Way • Saginaw Avenue, between Alta Avenue and Road 72 • Crawford Avenue, between El Monte Way and Nebraska Avenue • Kamm Avenue, between Alta Avenue and Crawford Avenue

Document	Relevant Goals, Policies, and Projects
TCAG Regional Transportation Plan & Sustainable Communities Strategy (2018)	**GOAL:** Provide an efficient, integrated, multi-modal Transportation system for the movement of people and goods that enhances the physical, economic, and social environment in the Tulare County region. • **Objective:** Encourage and support a connected and multi-modal regional circulation network that is convenient, safe, and efficient. • **Objective:** Support communities in developing walkable, bikeable, and transit-ready neighborhoods that work in tandem with motor vehicle facilities for a safe and comprehensive local circulation system for people of all levels of income and various availability of resources. **GOAL:** Encourage and support an efficient, maintained, and safe circulation network that maximizes circulation, longevity, and fiscal responsibility while minimizing environmental impacts. • **Objective:** Encourage and support an efficient regional road and circulation system that provides maximum achievable mobility and accessibility for vehicles, bicycles, pedestrians, and public transportation. • **Objective:** Encourage and support a safe and reliable regional road system. • **Objective:** Plan for and implement cost-effective transportation improvements which utilize all types of public funds. • **Objective:** Support circulation projects that maintain and improve safety and security. • **Objective:** Perform public outreach to ensure the reasonable satisfaction and meeting of needs of the public. **GOAL:** Preserve and enhance regional transportation roads and corridors. • **Objective:** Consider safety, efficiency, and connectivity when investing in the regional road network. •
Land Use Plan for East El Monte	**Goals and Objectives** • Goal 1: Revitalize the Mercantile Row Shopping Center

Document	Relevant Goals, Policies, and Projects
Economic Vitality (2018)	• Goal 2: Implement approved East Side Master Land Use Strategic Plan • Goal 3: Actively market and recruit development consistent with the Land Use Strategic Plan and Retail Recruitment Strategy to improve economic development for the east side • Goal 4: Encourage more single family residential development to increase housing opportunities and provide more "rooftops" to support the commercial businesses • Goal 5: Ensure greater connectivity within the eastside planning area • Goal 6: Provide for the preservation and extension of infrastructure, community services, parks and open space • Goal 7: Prepare a conceptual streetscape plan for the E. El Monte Way Corridor The plan also recommends improvements to El Monte Way, including sidewalks, ADA ramps, enhanced paving at crosswalks, center median with turn lanes, drought tolerant landscaping, shade trees, landscaping in setback areas, and a roundabout or traffic signal at the intersection with El Monte Way and Road 92. Design standards for new roadways in the study area are provided.
Downtown Dinuba Concept Design Plan & Development Strategy (2018)	The Downtown area was divided into four thematic zones for the study purposes (Downtown Business District, Civic Square, Downtown Main Street, and Entertainment Plaza). Each zone has relevant goals and policies, provides recommended cross sections for roadways within each district, and offers phased improvements. These are some of the relevant goals/objectives: • Goal: Enhance pedestrian safety and comfort for commuting to and within Downtown Dinuba o Objective 1: Encourage active travel in Dinuba by implementing pedestrian infrastructure to make mid-block street crossing easier and safer o Objective 2: Increase pedestrian comfort levels by providing street furniture and amenities o Develop and appropriate balance of parking spaces, bicycle racks, and pathways to enable pedestrian connectivity in all mode types • Proposes redesign of Tulare St and K St

Document	Relevant Goals, Policies, and Projects
	• Inter-Connectivity Objective 1: Create active alleyways that encourage pedestrian and bicycle movement • Intra-Connectivity Objective 1: Redesign intersections, sidewalks, and parking • Intra-Connectivity Objective 2: Improve wayfinding with consistent street signage • Goal: Accessibility & Legibility o Objective 2.1: To enhance connections within the Plaza for pedestrians and bicyclists by repurposing existing infrastructure and urban features o Objective 2.2: To increase pedestrian and bicyclist connectivity within downtown Recommends street improvements to S. L St, S. M St, Tulare St, and K St
Tulare County Bicycle Master Plan (2010)	**Objective B:** Complete a network of bikeways that is feasible, fundable over the life of the plan, and that serve bicyclists' needs, especially for travel to employment centers, schools, commercial districts, transit terminals and recreational destinations. **Objective C:** Maintain and improve the quality, operation, and integrity of the bikeway network and facilities. **Objective F:** Develop and implement education and encourage plans aimed at youth, adult cyclists, pedestrians, and motorists. Increase public awareness of the benefits of bicycling and of available resources and facilities.

APPENDIX B:
FUNDED AND PLANNED PROJECTS



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Appendix B

Dinuba General Plan Policies Statement (2008) And Focused General Plan Update Draft (2023)

No project list

ATP Cycle 6 Grant Applications (2023)

Project 1: Connecting Dinuba N-S for Bike/Pedestrian Safety - Alta Avenue

Improvements: Project will construct sidewalks, enhanced bike lanes, cycle tracks, upgraded ADA ramps, and pedestrian countdown signal heads with detection on busy corridor.

Project Locations: The project is located on Alta Ave, between Kamm Ave and Nebraska Ave; Uruapan Wy between Alta Ave and Merced St, and Merced St between Uruapan Wy and M St, in Dinuba, California.

Alta Ave is a heavily trafficked major north-south corridor through the disadvantaged Dinuba community, and connects residents to schools, shopping, transit, and other vital services. The corridor is often used by students biking or walking to three schools that are located directly adjacent to the corridor (Lincoln, Roosevelt, and Wilson Elementary Schools), or accessing the Dinuba Transit Center located two blocks from Alta Ave. Currently, this section of Alta Ave has discontinuous sidewalks, no bike lanes, and inadequate ADA curb ramps. Connectivity to the transit center is poor with no dedicated bicycle facilities. In conjunction with an HSIP project, the proposed ATP project would directly help to create a safer biking and walking environment for students and adults alike. Proposed treatments on Alta Ave include adding sidewalks where there currently are gaps, installing 4-6' Class II bike lanes with enhanced treatments, a cycle track at the Alta Ave/Uruapan Way intersection, installed or upgraded ADA curb ramps, pedestrian signal heads and detection at signalized intersections, red curbs at intersections to increase sight distance, and warning signs at and in advance of crosswalks. The project will also include a two way cycle track on Uruapan Way, and Class II bike lanes to connect Alta Ave to the Dinuba Transit Center. All of these improvements will help to create a safer and more comfortable walking and biking experience and allow the disadvantaged community to safely access needed services. The Alta Ave project was listed as a high-priority near term project in the recently adopted Dinuba Bicyclist and Pedestrian Safety & Connectivity Study.

Project 2: El Monte Way Pedestrian and Bicycle Improvements

Improvements: El Monte Way, between Alta Ave and Road 92, will construct sidewalks, enhanced bike lanes, upgraded ADA ramps, two PHBs, and pedestrian countdown signal heads.

Project Locations: The project is located on El Monte Way, between Alta Ave and Road 92 in Dinuba, California.

El Monte Way is a heavily trafficked corridor through Dinuba, a small agricultural community in the heart of the San Joaquin Valley. Currently this corridor has discontinuous sidewalks, no bike lanes, and inadequate ADA ramps. In conjunction with HSIP funding, the ATP project will enhance a 1.5 mile corridor between Alta Ave and Road 92 with bike lanes with highlighted conflict zones, sidewalks that extend the entire corridor, upgrading curb ramps to ADA standards, painting red curbs at intersections to increase visibility of pedestrians, installing two Pedestrian Hybrid Beacons (PHB), and modifying existing signals to increase pedestrian accessibility. The outcome will be a multi-modal corridor that is accessible to users of all ages

and abilities in the Dinuba community. El Monte Way connects to major shopping centers, schools, job centers, and other essential services; it is critical that this corridor be made safer for all users of the road.

Project 3: Complete Streets in Downtown Dinuba - Tulare Street

Improvements: On Tulare Street in downtown Dinuba, construct bulb outs, refreshed crosswalks, pedestrian countdown heads, ADA ramps, and small medians.

Project Locations: The project is located on Tulare Street, between M St and I St, in Dinuba, California.

Tulare St is a major corridor through the disadvantaged Dinuba community, and connects residents to schools, shopping, and other vital services. The corridor is often used by students biking or walking to Dinuba High School, located one block away from the project. Since Tulare St serves as a major connector for downtown Dinuba, it's important to ensure that the corridor is safe for users of all ages and abilities. Currently, Tulare St has several intersections in downtown Dinuba where crossing the street is wide and not friendly to pedestrians. At the project intersections, angled parking creates a sight distance issue where motorists are not able to see pedestrians before they start crossing the street. The problem is further exasperated by the fact that the corridor is located directly adjacent to Dinuba High School and the Dinuba Transit Center and as such sees a high volume of pedestrians in the morning and afternoon. The proposed ATP project would add bulb outs at five intersections between M St and I St with refreshed crosswalk striping and warning signs, updated ADA ramps, pedestrian countdown heads at two signalized intersections, and small medians. These improvements would enhance the walking experience and allow the disadvantaged community to safely access both the school and the transit center. The Tulare St project was listed as a high-priority near term project in the recently adopted Dinuba Bicyclist and Pedestrian Safety & Connectivity Study.

Project 4: Kamm Avenue Pedestrian and Bicycle Improvements

Improvements: Kamm Avenue, between Alta Avenue and College Avenue, will construct new sidewalk with ADA compliant bulbouts, highlight bike lanes, stripe crosswalks, and stripe flush median.

Project Locations: The project is located on Kamm Avenue, between Alta Avenue and College Avenue, in Dinuba, California

Kamm Ave between Alta Avenue and College Avenue has a Class II bike lane, sidewalks, and crosswalks. The project, in conjunction with an approved HSIP project, will close a sidewalk gap, enhance existing bicycle facilities and crosswalks, install new crosswalks, install ADA ramps, bulbouts and add a flush center median to reduce speeding throughout the corridor. The pedestrian and bicycle improvements will improve access for all ages to Wilson Elementary School, Sierra Vista High School, parks, city and county offices, Senior living, and the residential neighborhood.

Project 5: Making Crawford Avenue Safe- Phase 1

Improvements: Construct sidewalks, enhanced bike lanes, high visibility crosswalks, RRFB's, upgraded ADA ramps, and pedestrian countdown signal heads with detection.

Project Locations: The project is located on Crawford Avenue, between Nebraska Avenue and Kamm Avenue in Dinuba, California.

Crawford Avenue currently suffers from a lack of safe bicycling and walking facilities for most of the corridor. Students and other residents who travel along the corridor have to negotiate intermittent sidewalks and bike lanes. The proposed project would create a multimodal corridor between Nebraska Avenue and Kamm Avenue by installing new sidewalks and curb to provide continuous pedestrian paths and crosswalks, install/upgrade curb ramps to be ADA complaint, high visibility crosswalks, RRFB's, install traffic signal enhancements at El Monte Way to upgraded pedestrian signal heads and pedestrian detections, install red curb at intersection approaches and install a Class II bike Lane with green pavement enhancements.

Project 6: Euclid Avenue-Phase 2 Improvements

Improvements: Euclid Ave, between El Monte Way and approx. 600' N of Lindera Ave, will construct sidewalks, ADA compliant curb ramps, high visibility crosswalks, and red curbs at intersection.

Project Locations: The project is located on Euclid Ave, between El Monte Way and approximately 600' north of Lindera Ave in Dinuba, California.

Euclid Ave is a major corridor through the disadvantaged Dinuba community, and connects residents to schools, shopping, and other vital services. The corridor is often used by students biking or walking to Roosevelt Elementary School, located directly adjacent to the project. Currently, Euclid Ave has discontinuous sidewalks, no bike lanes (the corridor is signed as a Class III bike route), inadequate crosswalks, and wide travel lanes that encourage speeding. The problem is further exasperated by the fact that the corridor is located directly adjacent to an elementary school, a bus stop, and apartment complexes.

Phase 2 of the Euclid Ave (El Monte Way to approx. 600' N of Lindera Ave) project will construct new sidewalks, shared lane bike markings, upgraded ADA curb ramps, high visibility crosswalks at one intersection, and red curbs near intersections to increase visibilty. Phase 1 of the project is underway and will extend the improvements north to Nebraska Ave. The proposed treatments in Phase 2 would help to create a safe and comfortable walking and biking experience and allow the disadvantaged community to safely access both the school and the transit stop. The Euclid Ave project was listed as a high-priority near term project in the recently adopted Dinuba Bicyclist and Pedestrian Safety & Connectivity Study.

Project 7: Building Dinuba's Active Transportation Future - Infrastructure & Non-Infrastructure

Improvements: Various bicycle and pedestrian improvements on six corridors in Dinuba, as well as bike rodeos at all Dinuba schools

Project Locations: Alta Ave, El Monte Wy, Crawford Ave, Tulare St, Kamm Ave, and Euclid Ave in Dinuba, CA

The City of Dinuba is seeking to transform the active transportation landscape within their city through the implementation of an infrastructure/non-infrastructure project that will not only construct bicycle/pedestrian improvements on a total of 7 miles of roadways within Dinuba, but also conduct bike rodeos at each school in Dinuba. The proposed project includes the following roadways:

- Alta Ave: Nebraska Ave to Kamm Ave
- El Monte Wy: Alta Ave to Road 92
- Crawford Ave: Nebraska Ave to Kamm Ave

• Kamm Ave: Alta Ave to College Ave
• Tulare St: M St to I St
• Euclid Ave: El Monte Wy to 600' N of Lindera Ave

Each of these corridors were identified as high priority corridors for improvements in the City's Pedestrian & Bicyclist Safety & Connectivity Study (PBSCS), and is used by residents to access vital services. However, each corridor suffers from poor active transportation conditions, including discontinuous sidewalks and bike lanes, inadequate ADA curb ramps, and fast moving traffic. The level of comfort is low for bicyclists and pedestrians on these corridors.

In conjunction with an HSIP project, proposed treatments on the corridors include:
• Closing sidewalk gaps
• Class II bike lanes and cycle tracks with enhanced treatments
• New or upgraded ADA curbs with some bulb outs
• Rectangular Rapid Flashing Beacons
• High Visibility Crosswalks
• HAWK Pedestrian Beacons
• Narrowed travel lanes to combat speeding
• Pedestrian countdown and detection at signalized intersections
• Additional warning signs at and in advance of crosswalks

In addition, this application proposes three bike rodeo sessions each year during the duration of the Cycle 6 ATP Grant Period, 2023 to 2027. The purpose will be to help increase mode shift among students walking and biking to school.

All projects are similar since they involve enhancements to a disadvantage community by improving pedestrian and bicyclist circulation. All projects consider sidewalk in-fill, pedestrian crossing improvements, parking edge line striping, and installation of bike lane facilities. TJKM worked with City of Dinuba to develop applications for all six projects and submitted them for review. **City of Dinuba was awarded a total of $18M under ATP grant to implement the project**.

Tulare County Council of Governments Regional Transportation Plan (2022)

Intersection Improvements

- Roundabout at intersection
    - Nebraska/Alta
    - Kamm/Alta
- Traffic Signals
    - Kamm/Rd 72

- Kamm/Crawford
- Crawford/Nebraska
- Nebraska/Rd. 72
- M St./Tulare
- Lincoln/H St. at El Monte

(FTIP)

Install flush median, edge line and center line

- Various locations along Alta Avenue, Crawford Avenue, El Monte Way, Saginaw Avenue, Kamm Avenue, Kern Street, Nebraska Avenue, Englehart Avenue, Surabian Drive, and Sequoia Drive.

Engineering And Traffic Survey | 2022

No project list

Regional Active Transportation Plan for Tulare County

2016 Project Listing

- D-1 Roosevelt Elementary School multi-use path ($550k)
- D-2 Safe routes to school—City of Dinuba project ($530k)
- D-3 Downtown sidewalk improvements ($334k)
- D-4 Ventura Street pedestrian path and railroad crossing ($500k)
- D-5 Kamm / Greene intersection improvements ($250k)
- D-6 Dinuba citywide bikeway network ($572k)
- D-7 Safe routes to school—Dinuba USD project ($1.5m)

2022 Project listings

- Safe routes to school-City of Dinuba project ($530k)
  - Sidewalk and curb ramp improvements on Crawford Avenue (Road 88) from Sierra Avenue to El Monte Way and rectangular rapid-flashing beacons and other traffic-control devices at these six intersections: Alta Avenue at Lindara Avenue / Sequoia Way; El Monte Way at Nichols, Eaton and Lincoln Avenues and at Fresno Avenues; and Crawford Avenue at Gerald Avenue.
- Downtown sidewalk improvement ($334k)
  - Sidewalk improvements on K Street between Kern and Tulare Streets; M Street between Tulare and Fresno Streets; and Uruapan Way from the soccer field to the Sportsplex just north/west of Tulare Street.
- Ventura Street pedestrian path and railroad crossing ($500k)

- Pedestrian path to connect the residences west of the San Joaquin Valley Railroad tracks to central Dinuba along the prolongation of Ventura Street from Uruapan Drive to M Street. This currently unimproved path is used by area students to walk and bike to and from Dinuba High School, which involves a crossing of railroad tracks. The project will include a concrete sidewalk, panels for the rail crossing, handrails within the railroad right-of-way, reconstruction of an existing approach street to provide ADA-compliant sidewalk grades, safety lighting, signage, and striping and markings.

- Dinuba citywide bikeway network ($572k)
  - Implement the proposed short- and medium-term projects for Dinuba in the 2010 Tulare County Regional Bicycle Transportation Plan. The proposed bikeway projects include bike lanes on segments of Avenue 416, Avenue 426, Alta, Road 64, Sierra and Viscaya; and bike routes on stretches of Alta, College, Euclid, Lincoln, Monte Vista, Sarabian and Saginaw, and various streets in the downtown.
- Safe routes to school-Dinuba USD project ($ 1,504k)
  - Campaign proposed by the Dinuba Unified School District to educate K-12th grade students, teachers, parents and the broader community on walking and biking safety and the benefits of physical activity. The campaign will accomplish this through classroom instruction, special presentations, "walking school buses," walk- and bike-a-thons, student safety patrols, "bike rodeos," contests, incentives and other tools and means.
- Alta Avenue: Kamm Avenue to Nebraska Avenue Signage/Striping and Sidewalk Gap Closure ($ 2,571k)
  - Alta Ave is a heavily trafficked major north-south corridor through the disadvantaged Dinuba community, and connects residents to schools, shopping, and other vital services. The corridor is often used by students biking or walking to three schools that are located directly adjacent to the corridor (Lincoln, Roosevelt, and Wilson Elementary Schools). Currently, this section of Alta Ave has discontinuous sidewalks, no bike lanes, and inadequate ADA curb ramps. In conjunction with an HSIP project to sign and stripe bike lanes and crosswalks on the corridor, the proposed ATP project would directly help to create a safer biking and walking environment for students and adults alike. Proposed treatments include adding sidewalks where there currently are gaps, installing 4-6' Class II bike lanes with enhanced treatments, installed or upgraded ADA curb ramps, pedestrian signal heads and detection at signalized intersections, red curbs at intersections to increase sight distance, and warning signs at and in advance of crosswalks. All of these improvements will help to create a safer and more comfortable walking and biking experience and allow the disadvantaged community to safely access needed services. The Alta Ave project was listed as a high-priority near term project in the recently adopted Dinuba Bicyclist and Pedestrian Safety & Connectivity Study.

- El Monte Way: Alta Avenue to Road 92 Signage/Striping and Sidewalk Gap Closure 9$ 2,633k)
    - El Monte Way is a heavily trafficked corridor through Dinuba, a small agricultural community in the heart of the San Joaquin Valley. Currently this corridor has discontinuous sidewalks, no bike lanes, and inadequate ADA ramps. In conjunction with a HSIP project that will construct striping along the corridor, the ATP project will enhance a 1.5 mile corridor between Alta Ave and Road 92 with bike lanes with highlighted conflict zones, sidewalks that extend the entire corridor, upgrading curb ramps to ADA standards, installing two Pedestrian Hybrid Beacons (PHB), and modifying existing signals to be more pedestrian friendly. The outcome will be a multi- modal corridor that is accessible to users of all ages and abilities in the Dinuba community. El Monte Way connects to major shopping centers, schools, job centers, and other essential services; it is critical that this corridor be made safer for all users of the road.
- Tulare Street: M Street to | Street Signage/Striping, Curb Ramps and Bulb-outs ($ 590k)
    - Tulare St is a major corridor through the disadvantaged Dinuba community, and connects residents to schools, shopping, and other vital services. The corridor is often used by students biking or walking to Dinuba High School, located one block away from the project. Since Tulare St serves as a major connector for downtown Dinuba, it's important to ensure that the corridor is safe for users of all ages and abilities. Currently, Tulare St has several intersections in downtown Dinuba where crossing the street is wide and not friendly to pedestrians. At the project intersections, angled parking creates a sight distance issue where motorists are not able to see pedestrians before they start crossing the street. The problem is further exasperated by the fact that the corridor is located directly adjacent to Dinuba High School and the Dinuba Transit Center and as such sees a high volume of pedestrians in the morning and afternoon. In conjunction with an HSIP project to stripe crosswalks, the proposed ATP project would add bulb outs at five intersections between M St and I St, updated ADA ramps, and small landscaped medians. These improvements would enhance the walking experience and allow the disadvantaged community to safely access both the school and the transit center. The Tulare St project was listed as a high priority near term project in the recently adopted Dinuba Bicyclist and Pedestrian Safety & Connectivity Study.
- Kamm Avenue: Alta Avenue to College Avenue Signage/Striping, Curb Ramps and Bulb-outs ($ 473k)
    - Kamm Ave between Alta Avenue and College Avenue has a Class II bike lane, sidewalks, and crosswalks. The project, in conjunction with an approved HSIP project, will close a sidewalk gap, enhance existing bicycle facilities and crosswalks, install new crosswalks, install ADA ramps, bulb outs and add a flush center median to reduce speeding throughout the corridor. The pedestrian and bicycle improvements will improve access for all ages to Wilson Elementary School, Sierra

Vista High School, parks, city and county offices, Senior living, and the residential neighborhood

- Crawford Avenue: Alta Avenue to I Street Signage/Striping, Sidewalk Gap Closure, and Curb Ramps ($ 2,835k)
    - Kamm Ave between Alta Avenue and College Avenue has a Class II bike lane, sidewalks, and crosswalks. The project, in conjunction with an approved HSIP project, will close a sidewalk gap, enhance existing bicycle facilities and crosswalks, install new crosswalks, install ADA ramps, bulb outs and add a flush center median to reduce speeding throughout the corridor. The pedestrian and bicycle improvements will improve access for all ages to Wilson Elementary School, Sierra Vista High School, parks, city and county offices, Senior living, and the residential neighborhood
    - o
- Euclid Avenue: Alta Avenue to I Street Signage/Striping, Sidewalk Gap Closure, and Curb Ramps ($ -1,154k)
    - Phase 2 of the Euclid Ave (El Monte Way to approx. 600' N of Lindera Ave) project will construct (in conjunction with an HSIP project) new sidewalks, upgraded ADA curb ramps, high visibility crosswalks at one intersection, and red curbs near intersections to increase visibility. Phase 1 of the project is underway and will extend the improvements north to Nebraska Ave. The proposed treatments in Phase 2, in conjunction with an HSIP project that will sign and stripe the crosswalks, would help to create a safe and comfortable walking and biking experience and allow the disadvantaged community to safely access both the school and the transit stop. The Euclid Ave project was listed as a high priority near term project in the recently adopted Dinuba Bicyclist and Pedestrian Safety & Connectivity Study.

Dinuba Local Roadway Safety Plan | 2021

List of Viable Safety Projects

Location	CM1	CM2	CM3	Cost per Location	B/C Ratio
Project 1 - Roadway Segments – Add Segment Lighting and Install Delineators, Reflectors, and/or Object Markers					
El Monte Way: N. Dickey Avenue to Palm Drive*		R27	-	$840	18.16
Crawford Avenue: Avenue 424 to E. Kamm Avenue*		R27	-	$2,100	
Alta Avenue: Avenue 430 to El Monte Way*	R01	R27	-	$245,560	
Avenue 408: Road 70 to S. Alta Avenue		R27	-	$6,300	
Avenue 412/W. Sierra Way: Dinuba Wastewater Facility to Road 70	R01	R27	-	$149,380	
Kern Street: S. College Avenue to S. M Street*	R01		-	$160,160	

Project 2 - Non-Signalized Intersections - Install/Upgrade Pedestrian Crossings with Enhanced Safety Features, and Install Median Refuge Islands					
El Monte Way/Palm Drive*		NS21PB	-	$27,398	77.15
N. Crawford Avenue/E. Saginaw Avenue	NS19PB	NS21PB	-	$34,706	
W. Kern Street/S. M Street	NS19PB	NS21PB	-	$60,382	
El Monte Way/N. I Street/Eaton Avenue*	NS19PB	NS21PB	-	$35,126	
Avenue 416/Road 92	NS19PB	NS21PB		$47,642	
Project 3 -Non-Signalized Intersection - Improve Sight Distance to Intersection, Improve Intersection Lighting, and Install Splitter Islands on Minor Road Approaches					
El Monte Way/Palm Drive*	NS01	NS11	-	$36,260	58.47
Sierra Way/Road 70	NS01	-	-	$51,380	
Avenue 416/Road 92	NS01	NS11	NS13	$71,302	
W. Kern Street/S. M Street	NS01	NS11	-	$45,080	
El Monte Way/N. I Street/Eaton Avenue*	NS01	NS11	-	$45,080	
Project 4 - Signalized Intersection - Improve Signal Hardware, Install Raised Pavement Markings through Intersection and Install Pedestrian Countdown Signal Heads					
N. Alta Avenue/E. Saginaw Avenue	S02	S09	S17PB	$23,555	10.89
N. Alta Avenue/W. Saginaw Avenue	S02	S09	S17PB	$29,610	
Project 5 **Roadway Segments - Install/Upgrade Sidewalk Pathway (along roadway)**					
El Monte Way: N. Dickey Avenue to Palm Drive*	R34PB	-	-	$57,708	21.87
Crawford Avenue: Davis Drive to E. Saginaw Avenue*	R34PB	-	-	$293,339	
S. College Avenue: S. M Street to Avenue 408	R34PB			$85,386	
Project 6 - Roadway Segments - Install Raised Medians					
El Monte Way: N. Dickey Avenue to Alta Avenue*	R08	-	-	$626,360	2.75
Crawford Avenue: Chevy Chase Drive to El Monte Way*	R08	-	-	$999,964	
Alta Avenue: Sequoia Drive to El Monte Way*	R08	-	-	$1,048,880	
Surabian Drive: Samanthe Way to S. Alta Avenue*	R08	-	-	$377,888	
Project 7 - Pedestrian Set Aside Project for Rectangular Rapid Flashing Beacons					
Various Locations	NS22PB/ R37PB	-	-	Up to $250,000	N/A
Project 8 - Edgeline Striping Set Aside Project					
Various Locations	R28**	-	-	Up to $250,000	N/A

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

**Location to receive HSIP Cycle 9 Improvements*

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

CM = Countermeasure

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

NS01 = Add intersection lighting

NS07 = Upgrade intersection pavement markings

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

NS13 = Install splitter-islands on minor road approaches

NS14 = Install raised median on approaches

NS19PB = Install raised medians (refuge islands)

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

NS22PB = Install Rectangular Rapid Flashing Beacon (RRFB)

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

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

S17PB = Install pedestrian countdown signal heads

R01 = Add Segment Lighting

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

R08 = Install raised median

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

R28 = Install edge-lines and centerlines

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

R37PB = Install Rectangular Rapid Flashing Beacons

Dinuba 2022-2026 Capital Improvement Program (2021)

Transportation Projects with Safety Component:

- Alta/Nebraska Roundabout
  - 1) Street Improvement at the intersection of Alta Avenue and Nebraska Avenue, include curb & gutter, base pavement, roundabout section, domestic water facilities, drainage facilities and storm drain facilities along Alta and Nebraska Avenues. 2) Beautification project includes installation of landscape, hardscape, final cap pavement, pavers, audio system and street lights
  - $3,254,209
- City ADA Ramps
  - Level landing at the top of the ramp, the surface of the ramp and a level landing at the bottom, and concrete, truncated dome bumps
  - $50,000
- City Sidewalk Improvements
  - Removal and replacement of concrete sidewalks
  - $50,000

- Kamm and Alta Roundabout Design
    - Street Improvement at the intersection of Kamm Avenue and Nebraska Avenue, include curb & gutter, base pavement, roundabout section, domestic water facilities, drainage facilities and storm drain facilities along Kamm and Nebraska Avenues. Beautification project includes installation of landscape, hardscape, final cap pavement, pavers, audio system and street lights
    - $150,000
- Local Roads Safety
    - This study will analyze all streets and intersection with fatal and serious injury accidents in Dinuba and recommend safety improvements.
    - $13,000
- New Solar Streetlights
    - $35,000
- North Dinuba Infrastructure Improvements
    - Pavement improvements on Alta Ave. north of Nebraska to Griggs Ave. The installation of sewer infrastructure to Griggs residents. Widen Griggs Ave. and install curb, gutter, sidewalk, lighting and landscape.
    - $200,000
- Roadway Segment Safety Improvements
    - Install flush medians, edge line, center line and class II & Ill bike facilities.
    - $1,380,870
- Sign Replacement Program
    - Replacement of deficient signs throughout the city to ensure that they meet MUTCD sign code. 1,700 signs will be replaced i.e. speed limit, turning prohibited, lane guidance, school pedestrians, bicycle, horizontal alignment, intersection, crossing, vertical alignment, merging roadway and other regulatory and warning signs.
    - $1,380,870

Dinuba Systemic Safety Analysis Report (2019)

No projects in the report.

Dinuba Pedestrian & Bicyclist Safety & Connectivity Study (2019)

NEAR TERM (2020-2025) PHASE I

Project Name	To/From	Pedestrian Improvements	Bicyclist Improvements	Estimated Cost
Connecting Dinuba NS for Bike and	Nebraska Avenue to Kamm Avenue	Sidewalk, Walkways and Paved Shoulders Marked Crosswalks/Raised Crosswalks	Class II Bike Lanes with Buffer Sign Improvements for segregated bike	$2,690,665

Pedestrian Safety - Alta Avenue		Yield To Pedestrian Signs	lane and parking lane	
Accessing the City - Nebraska Avenue	Englehart Ave to Crawford Avenue	Sidewalk, Walkways and Paved Shoulders Marked Crosswalks/Raised Crosswalks	Class II Bike Lane	$4,143,620
Pedestrian and Bike Safety - El Monte Way	Alta Avenue to Road 92	Sidewalk, Walkways and Paved Shoulders Marked Crosswalks/Raised Crosswalks Yield To Pedestrian Signs	Class II Bike Lane	$1,897,805
Complete Streets in Downtown Dinuba - Tulare Street	S M Street to S I Street	Crossing Islands/Marked Crosswalks Curb Ramps Yield to Pedestrian Signs	Class III Bike Route $393,160	
Pedestrian and Bicyclist Safety - Saginaw Avenue	Alta Avenue to Crawford Avenue	Crossing Islands/Marked Crosswalks Curb Ramps Yield to Pedestrian Signs	Class II Bike Lane	$1,045,630
Kamm Avenue - Enhancing Pedestrian and Bicyclist improvements	Alta Avenue to College Avenue	Sidewalks or Paved Shoulders Marked Crosswalks/Raised Crosswalks Streetscape amenities Curb Ramps Yield to Pedestrian Signs		$617,035
Making Crawford Avenue Safe - Phase 1	Nebraska Avenue to Kamm Avenue	Sidewalks, Walkways or Paved Shoulders Transit Stop Improvements	Class II Bike Lane Bike Racks at appropriate locations Markings, Signs, and Signals	$2,102,335
Euclid Avenue	Nebraska Avenue to El Monte Way	Sidewalks, Walkways or Paved Shoulders Curb Ramps		$1,257,480

MID TERM (2025-2030) PHASE II

Project Name	To/From	Pedestrian Improvements	Bicyclist Improvements	Estimated Cost
Connecting Dinuba NS for Bike and Pedestrian Safety - Alta Avenue	Nebraska Avenue to Kamm Avenue	Curb Ramps Traffic Signal Enhancements		$730,080
Accessing the City - Nebraska Avenue	Englehart Ave to Crawford Avenue	Curb Ramps Traffic Signal Enhancements		$410,670
Pedestrian and Bike Safety - El Monte Way	Alta Avenue to Road 92	Curb Ramps Traffic Signal Enhancements		$787,125
Complete Streets in Downtown Dinuba - Tulare Street	El Monte Way to Alta Avenue	Traffic Signal Enhancements	Parking Treatments	$287,300
Pedestrian and Bicyclist Safety - Saginaw Avenue	Alta Avenue to Crawford Avenue	Transit Stop Improvements Streetscape Amenities	Bike Racks at various destinations	$643,855
Residential Safety - Lincoln Avenue	Nebraska Avenue to El Monte Way	Marked Crosswalks/Raised Crosswalks Curb Ramps Yield to Pedestrian Sign	• Class II bike lanes Bike Racks at appropriate locations Markings, Signs, and Signals	$857,470
Making Crawford Avenue Safe - Phase II	Nebraska Avenue to Kamm Avenue	Streetscape amenities		$958,230

LONG TERM (2030-2040) PHASE III

Project Name	To/From	Pedestrian Improvements	Bicyclist Improvements	Estimated Cost
Accessing the City - Nebraska Avenue	Englehart Ave to Crawford Avenue	Pedestrian Hybrid Beacon(PHB)		$511,290
Pedestrian and Bike Safety - El Monte Way	Englehart Ave to Road 92	Pedestrian Hybrid Beacon(PHB)		$596,505
Complete Streets in Downtown Dinuba - Tulare	El Monte Way to Alta Avenue	Pedestrian Hybrid Beacon (PHB)		$426,075

Street				
Pedestrian and Bicyclist Safety - Saginaw Avenue	Englehart Ave to Alta Avenue	Sidewalks, Walkways or Paved Shoulders	Class II Bike Lane	$644,920
Residential Safety - Lincoln Avenue	Nebraska Avenue to El Monte Way	Streetscape amenities		$476,385
Walkable Bikable Davis Drive	Alta Avenue to Crawford Avenue	Sidewalks, Walkways or Paved Shoulders Curb Ramps	Class III Bike Route	$578,150
E North Way - Pedestrian and Bicycle Facilities Enhancements	Alta Avenue to Crawford Avenue	Sidewalks, Walkways or Paved Shoulders Curb Ramps		$779,090

Dinuba Neighborhood Traffic Calming Program Guidelines & Procedures (2019)

No projects in the plan.

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

Based on review of the traffic volumes, motor vehicle speeds, travel patterns, proximity to land uses, collision data, and related safety analysis, the following existing corridors have been identified as focus areas for implementation of corridor-specific complete street retrofit options and/or improvements:

- Alta Avenue, between Kamm Avenue and Nebraska Avenue
- El Monte Way, between Road 72 and Crawford Avenue
- West Tulare Street, between Alta Avenue and El Monte Way
- Saginaw Avenue, between Alta Avenue and Road 72
- Crawford Avenue, between El Monte Way and Nebraska Avenue
- Kamm Avenue, between Alta Avenue and Crawford Avenue

TCAG Regional Transportation Plan & Sustainable Communities Strategy (2018)

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

No project list

Downtown Dinuba Concept Design Plan & Development Strategy (2018)

No project list

Tulare County Bicycle Master Plan (2010)

The Bicycle Master Plan proposes the following projects in Dinuba:

- Class I Bike Path along Traver Canal between Ave 416 and Reedley Ave
- Class II Bike Lanes on Road 64, Sierra Way, Alta Ave, Viscaya Pkwy, Ave 426, Ave 416, Kamm Ave, Nebraska Ave, Road 72, Saginaw Ave, and Crawford Ave
- Various local roadways to provide continuity to other bikeway facilities and connect neighborhoods to retail, schools and parks.

APPENDIX C:
STAKEHOLDER AND PUBLIC OUTREACH EFFORTS

City of DINUBA

TJKM

Appendix C

List of Meetings

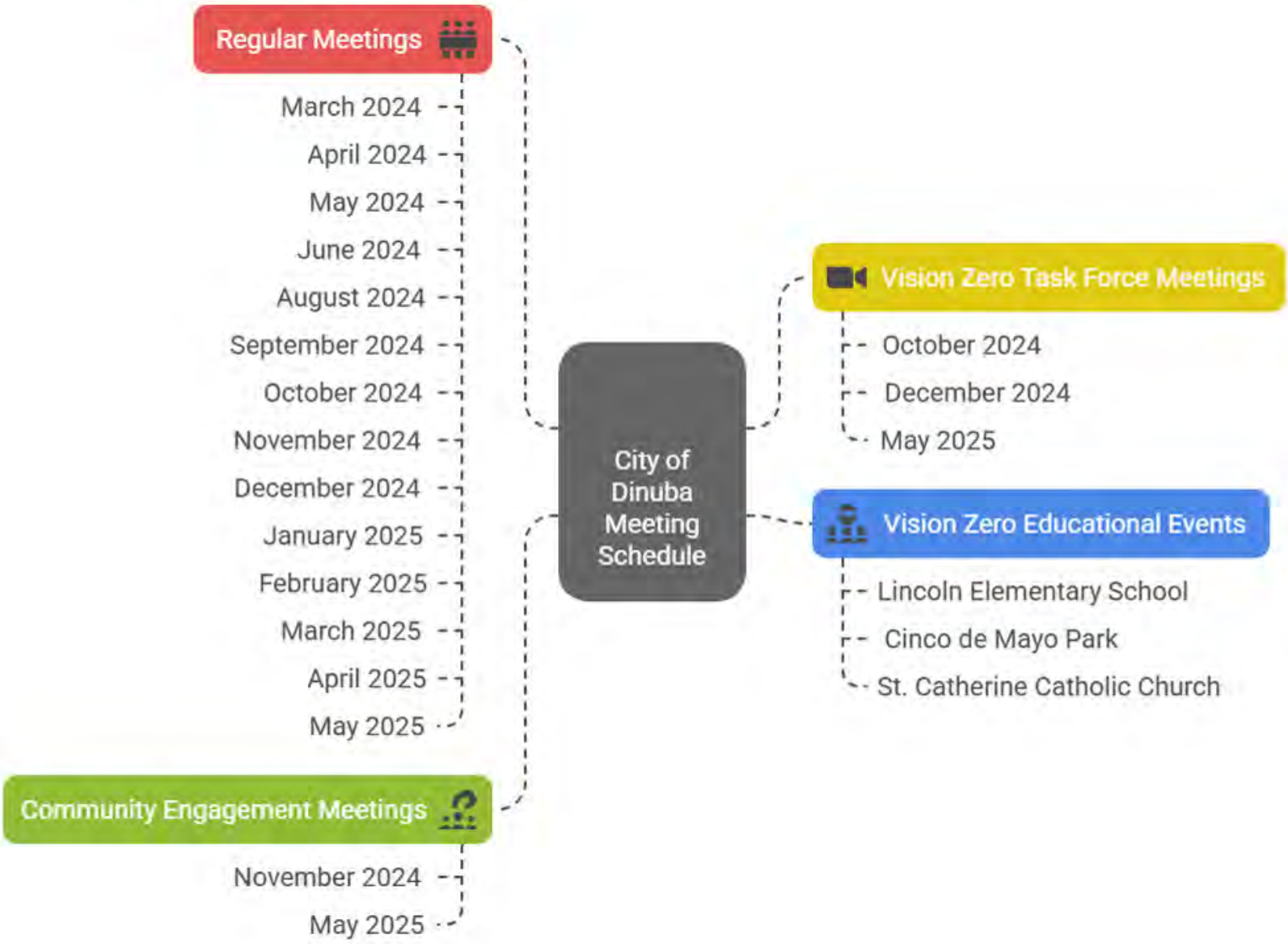
December 13th, 2023- Project Kick-Off Meeting

List of events and meeting with City of Dinuba, Vision Zero Task Force and Community Engagement:

Date	Time	Meetings/Events	Agenda
2024-03-14	10:00	City of Dinuba Meeting & TJKM	Scope and Schedule
2024-03-28	10:00	City of Dinuba Meeting and TJKM	Scope and Schedule Finalization
2024-04-11	10:00	City of Dinuba Meeting and TJKM	Data and Document Collection
2024-04-25	10:00	City of Dinuba Meeting and TJKM	Discussion of Data and various Documents
2024-05-23	10:00	City of Dinuba Meeting and TJKM	Reviewing the Collision Data and Provisional Data Sources
2024-06-06	10:00	City of Dinuba Meeting and TJKM	Discussion on Police Data
2024-06-20	10:00	City of Dinuba Meeting and TJKM	Analysis Methodology
2024-08-22	10:00	City of Dinuba Meeting and TJKM	Preliminary Collision Analysis
2024-09-05	10:00	City of Dinuba Meeting and TJKM	Review of Collision Analysis
2024-09-19	10:00	City of Dinuba Meeting and TJKM	Discussion on Collision Data and GIS Mapping
2024-10-03	10:00	City of Dinuba Meeting and TJKM	Preliminary Public Outreach Strategy
2024-10-17	10:00	City of Dinuba Meeting and TJKM	Discussion regarding Task Force Members
2024-10-21	10:00	Vision Zero Task Force Meeting #1	Presentation on Overview of Vision Zero Plan and Safety Champions
2024-10-31	10:00	City of Dinuba Meeting and TJKM	Finalizing Collision Memo and Preliminary Collision Profiles.
2024-11-06	18:00	Community Engagement and Public Information Meeting	Virtual Presentation on Vision Zero and Collision Analysis.
2024-11-07	18:00	Community Engagement and Public Information Meeting	In-person Presentation on Vision Zero and Collision Analysis.
2024-11-14	10:00	City of Dinuba Meeting and TJKM	Vision Zero Goals and Launching Website and Webpage for VZP.
2024-12-10	10:00	City of Dinuba Meeting and TJKM	Vision Zero Statement Draft and discussion of next task force meeting.
2024-12-16	10:00	Vision Zero Task Force Meeting #2	Draft for Collision Profiles and Potential Countermeasures
2025-01-09	10:00	City of Dinuba Meeting and TJKM	Detailed Discussion on Proposed Projects and Public Outreach.
2025-01-23	10:00	City of Dinuba Meeting and TJKM	Detailed Discussion on Proposed Projects and Public Outreach.

2025-02-06	10:00	City of Dinuba Meeting and TJKM	Discussion on Vision Zero and Safety Educational Events and required Environmental Document by Caltrans.
2025-02-13	10:00	City of Dinuba Meeting and TJKM	Discussion on Vision Zero and Safety Educational Events and Proposed Projects.
2025-02-20	10:00	City of Dinuba Meeting and TJKM	Discussion on upcoming Task for meeting and Community Outreach Meeting and Proposed Projects.
2025-03-06	10:00	City of Dinuba Meeting and TJKM	Discussion on upcoming Task for meeting and Community Outreach Meeting and Proposed Projects.
2025-04-03	10:00	City of Dinuba Meeting and TJKM	Final round of Comments from City on Proposed Projects & Discussion on SS4A NOFO.
2025-04-17	10:00	City of Dinuba Meeting and TJKM	Finalizing Dates for Public Outreach and Report Submittal.
2025-05-01	10:00	City of Dinuba Meeting and TJKM	Discussion and finalizing the Public Outreach event activities.
2025-05-02	18:00	Community Engagement and Public Information Meeting	Presenting the Collision Data and Proposed Project.
2025-05-02	14:30	Vision Zero and Safety Educational Events	Educating Safety Practices and seeking feedback on Interactive Map tool on VZP webpage.
2025-05-03	10:00	Vision Zero and Safety Educational Events	Educating Safety Practices and seeking feedback on Interactive Map tool on VZP webpage.
2025-05-04	10:30	Vision Zero and Safety Educational Events	Educating Safety Practices and seeking feedback on Interactive Map tool on VZP webpage.
2025-05-06	10:00	Vision Zero Task Force Meeting #3	Presentation on the Collision Analysis, Safety Project Framework and list of all the Proposed Projects.
2025-05-15	10:00	City of Dinuba Meeting and TJKM	Discussion for Final Report and Grant Application.

City of Dinuba Meeting Schedule and Events



Vision Zero Task Force Presentations & Community Engagement and Public Outreach Presentations

Vision Zero Action Plan

Task Force Meeting #1

October 21, 2024

Introductions

Agenda

- Introductions
- What is Vision Zero?
- Process of Vision Zero
- Your Role as a Safety Champion
- Preliminary Collision Analysis Findings
- High Injury Network
- Project Website and Outreach
- Discussion/Questions
- Next Steps

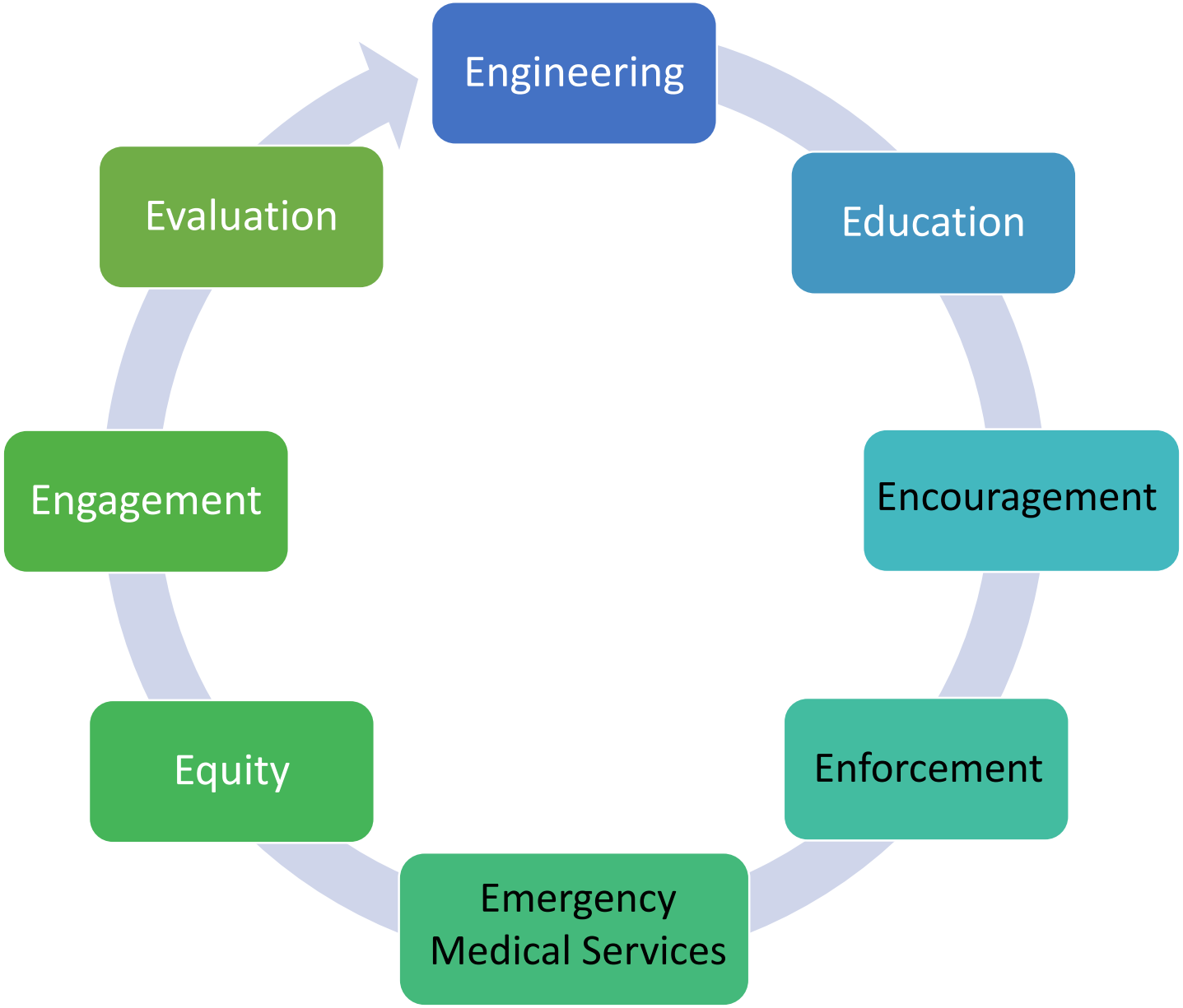
What is a Vision Zero?

- Overarching Goals:
  - To eliminate all traffic-related fatalities and serious injuries. This requires a commitment to making roads, vehicles, and traffic systems as safe as possible for all users.
  - Vision Zero prioritizes the safety the pedestrians, cyclists, and motorcyclists and aims to create safe and accessible road systems for all.
  - It aims to create safe speeds that are appropriate for the road environment and that minimize the risk of crashes and their severity.
  - To create a culture of safety that encourages responsible road behavior and promotes respect for all road users.

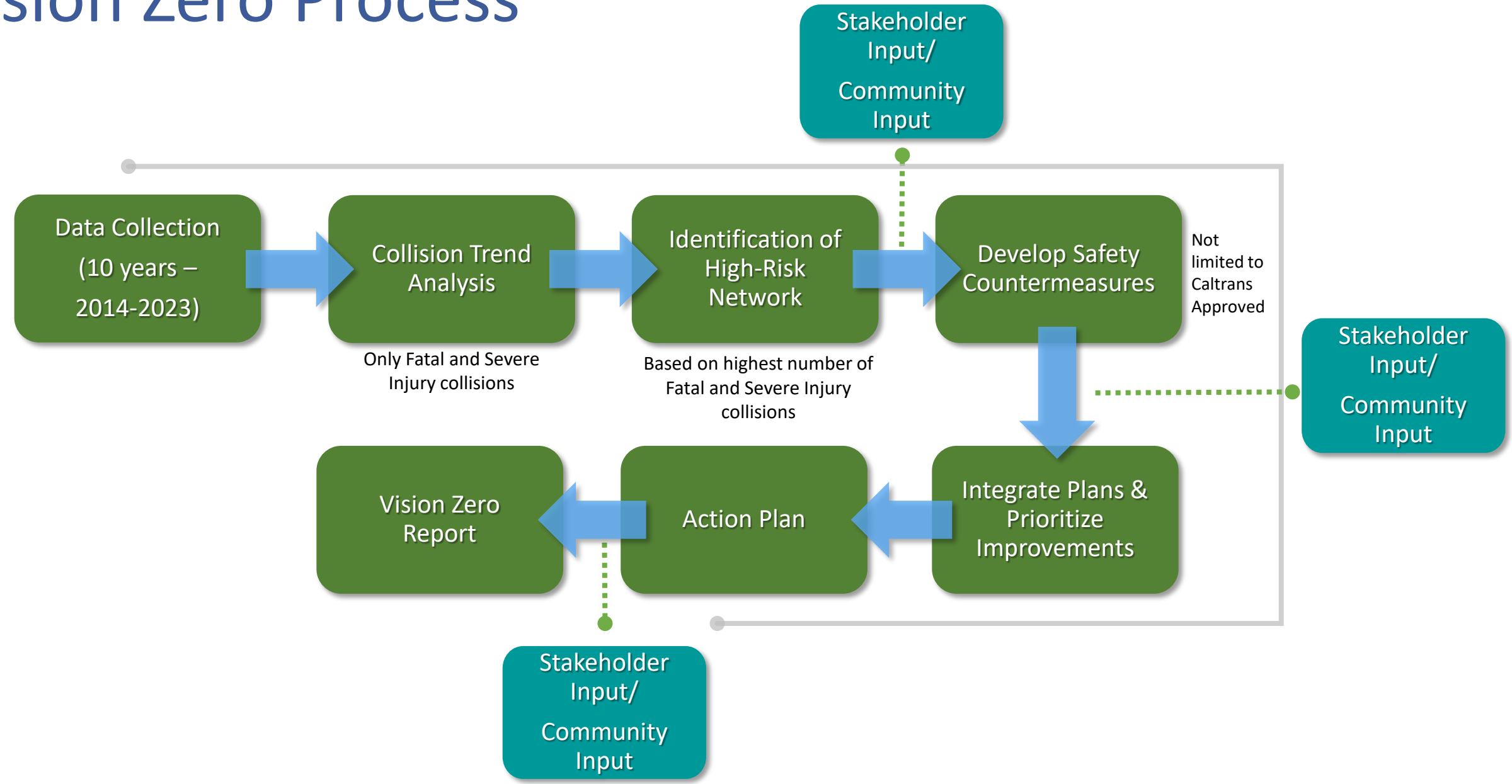
Benefits of Vision Zero Action Plan

- Data-driven approach to identify, analyze, and prioritize roadway safety improvements
- Considers stakeholder and community feedback to identify additional traffic safety-related concerns
- Holistic approach: incorporates more than just engineering solutions
- Allows the City to implement a systemic approach to address collisions
- Tailored to the City's and Community's specific traffic safety needs – based on the data
- Implementation: The City is eligible to apply for grants (HSIP and SS4A)

The 8 E’s of Traffic Safety



Vision Zero Process

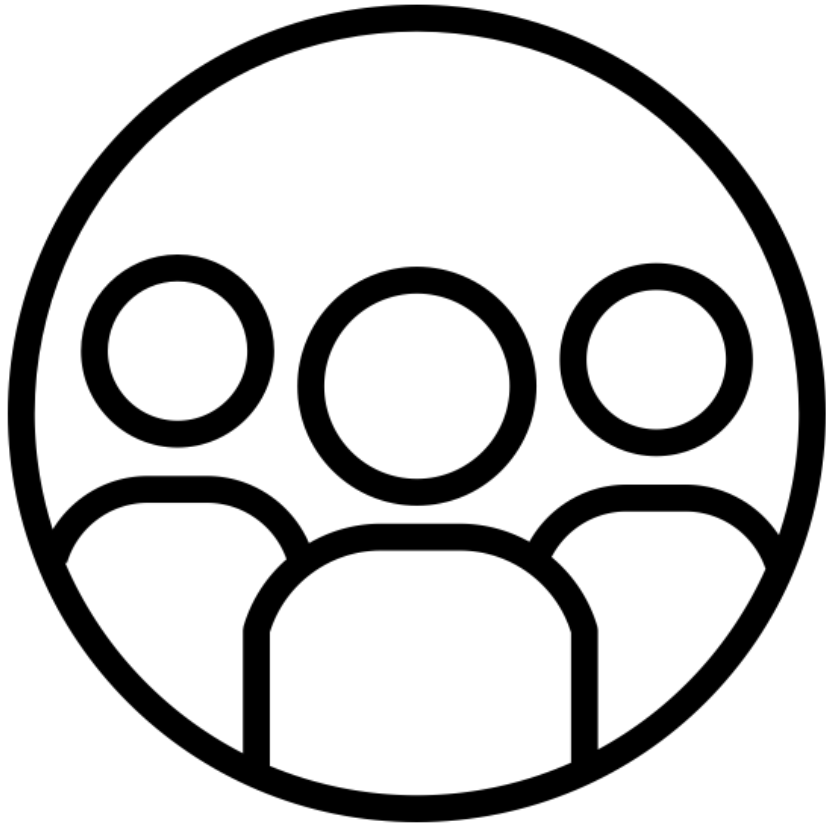


Vision Zero Process

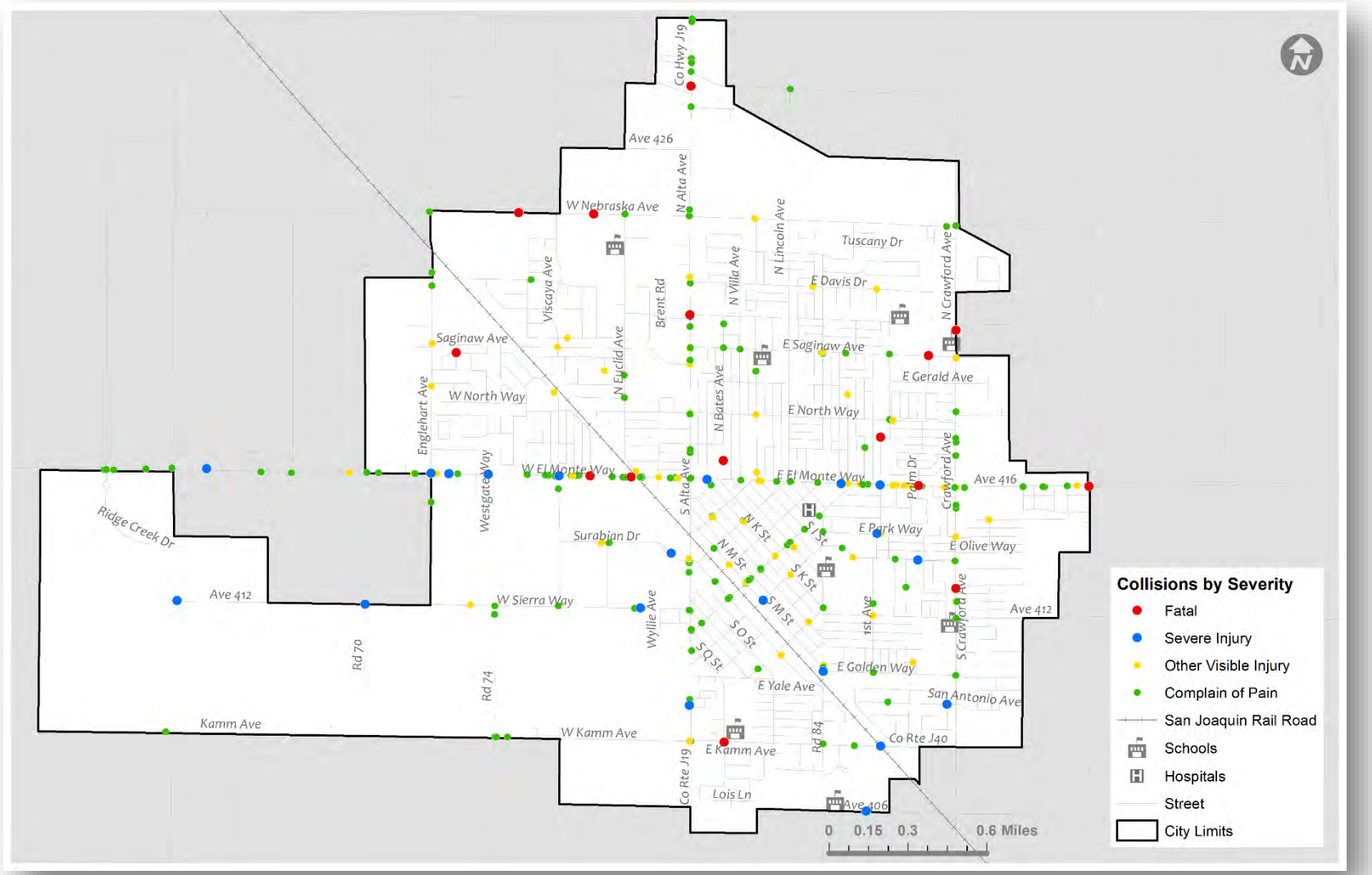
- Ten-year collision data (2014-2023) on city roadways
- Collision analysis
  - Identification of collision trends: collision types, severity, violation category, lighting conditions, etc.
  - Geographic analysis: spatial identification of top trends
  - Vision Zero focuses on killed and severe injury collisions
- Identification of high-injury intersections and mid-block (roadway segment) locations
- Identification of collision profiles
- Identification of viable countermeasures and develop a countermeasure toolbox
- Develop priority projects

Your Role as a Safety Champion!

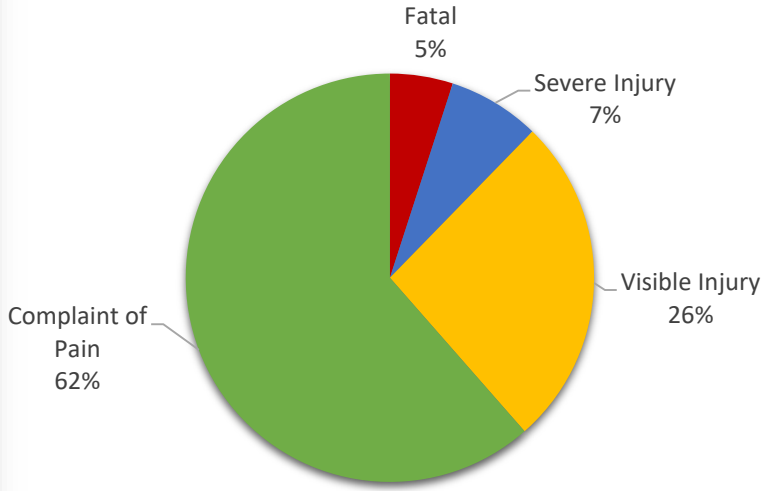
- Help set the goals and objectives of the Vision Zero
- Tell us about traffic-safety-related issues
- Tell us what you heard from the members of the community
- Report your concerns in a map-based survey
- Share your experience with countermeasures that have been recently implemented
- Share the project details with the community members and help increase awareness and involvement in the project
- Assist in prioritization of the strategies
- Help to monitor the program and define the benefits of implemented strategies
- Stay informed about the project!



Collision Analysis Findings (2014 – 2023)

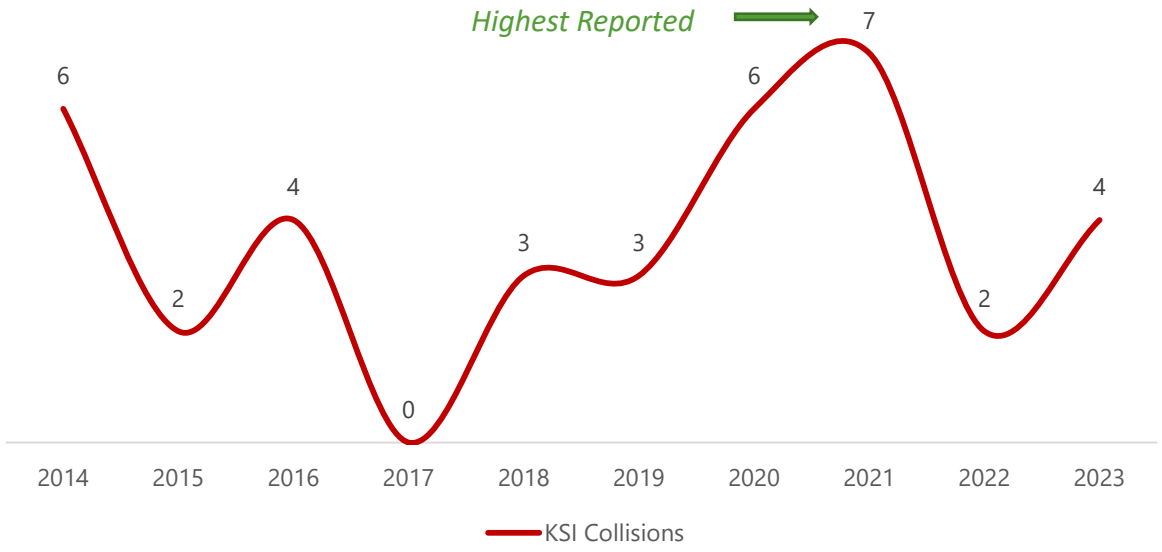


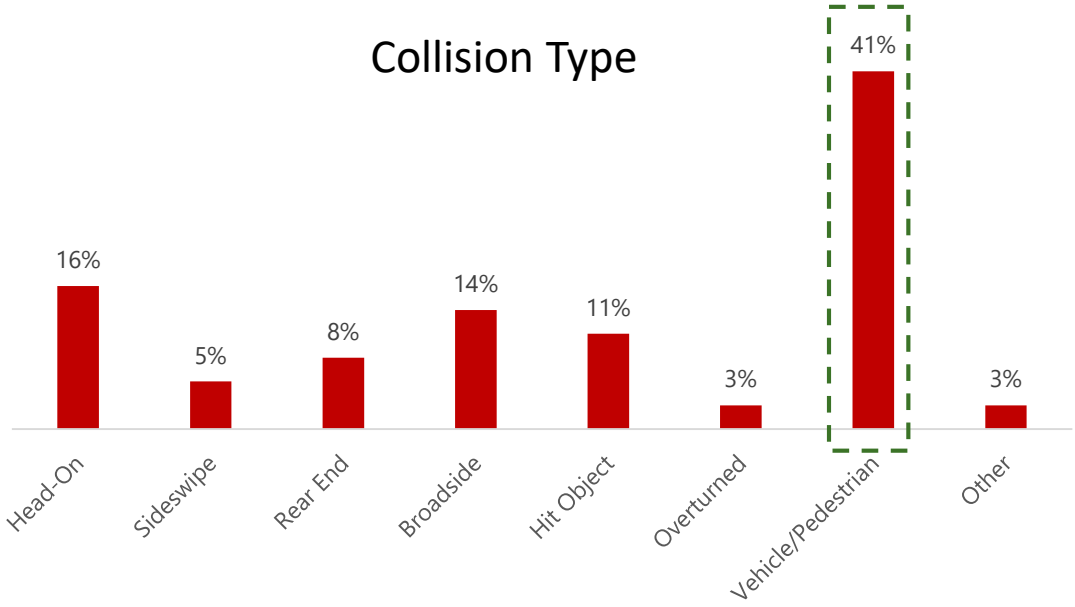
Collision Severity	Roadway Segment	Intersection	Total
Fatal	5	10	15
Severe Injury	6	16	22
Visible Injury	7	72	79
Complaint of Pain	26	159	185
Total	**44**	**257**	**301**

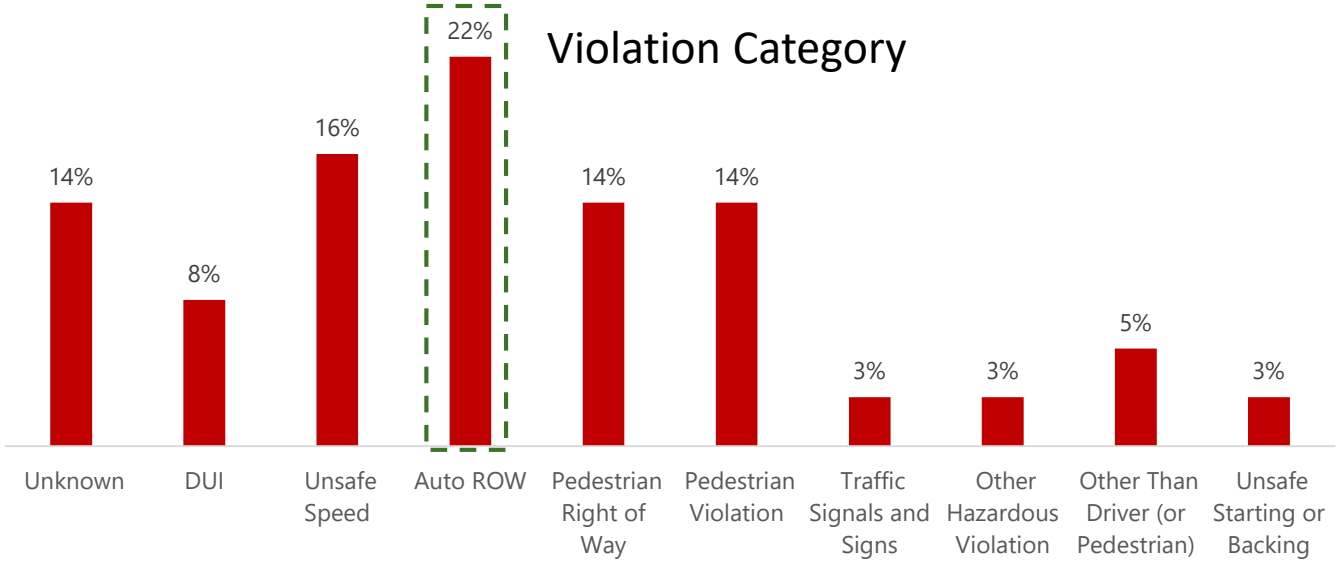


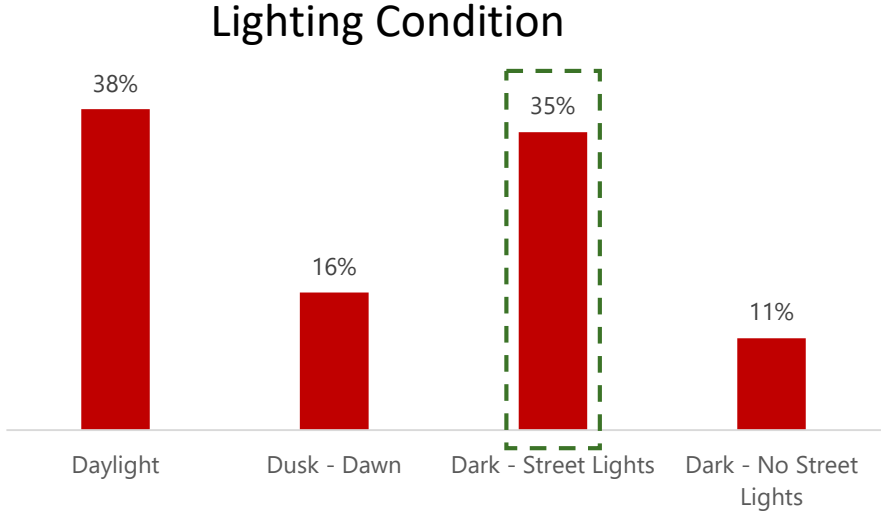
37 KSI Collisions

Collision Analysis Findings – KSI Collisions



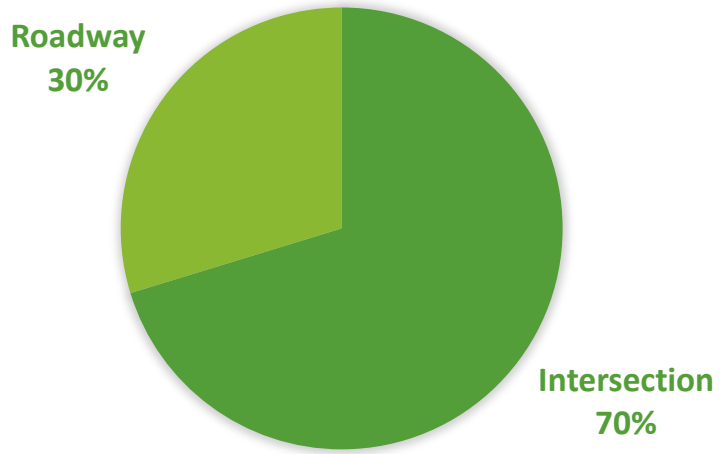




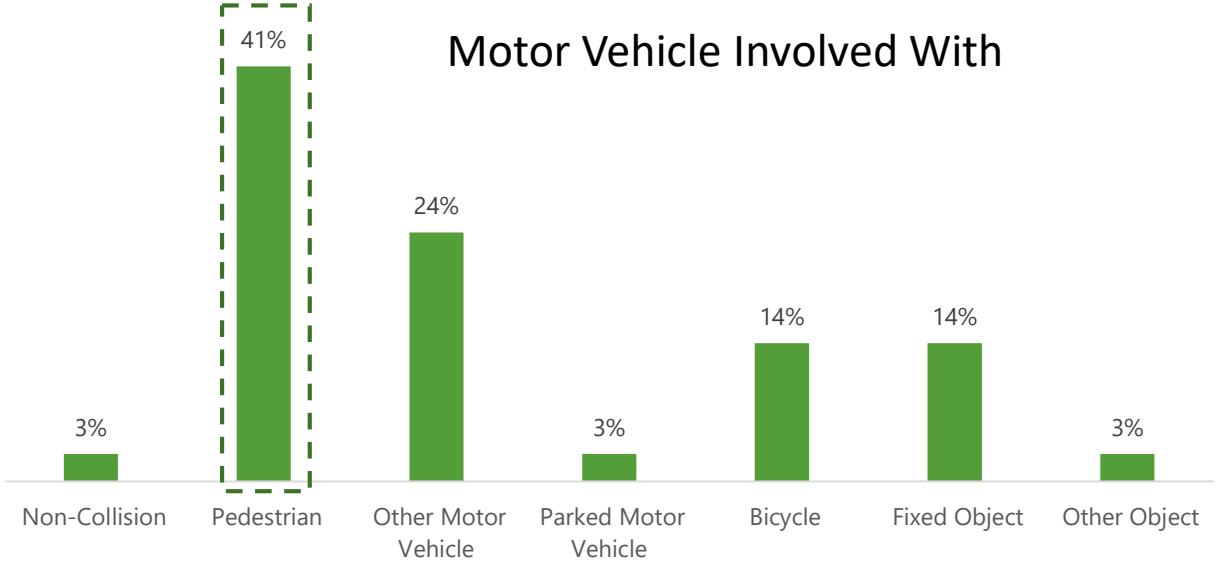


Collision Analysis Findings – KSI Collisions

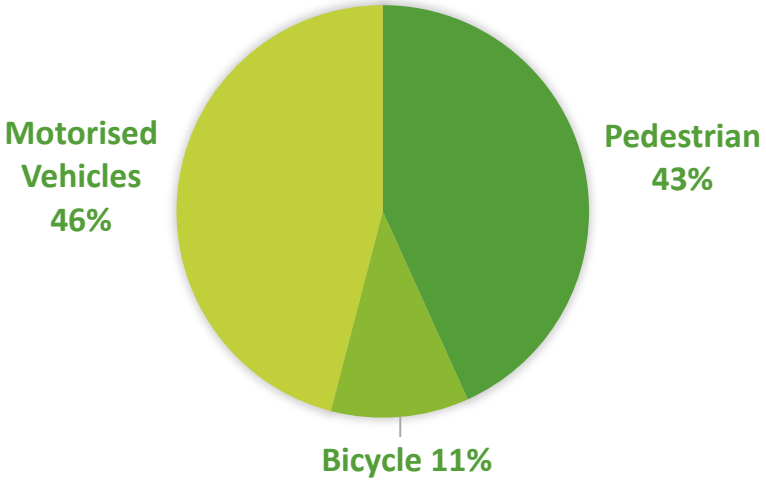
Location Type



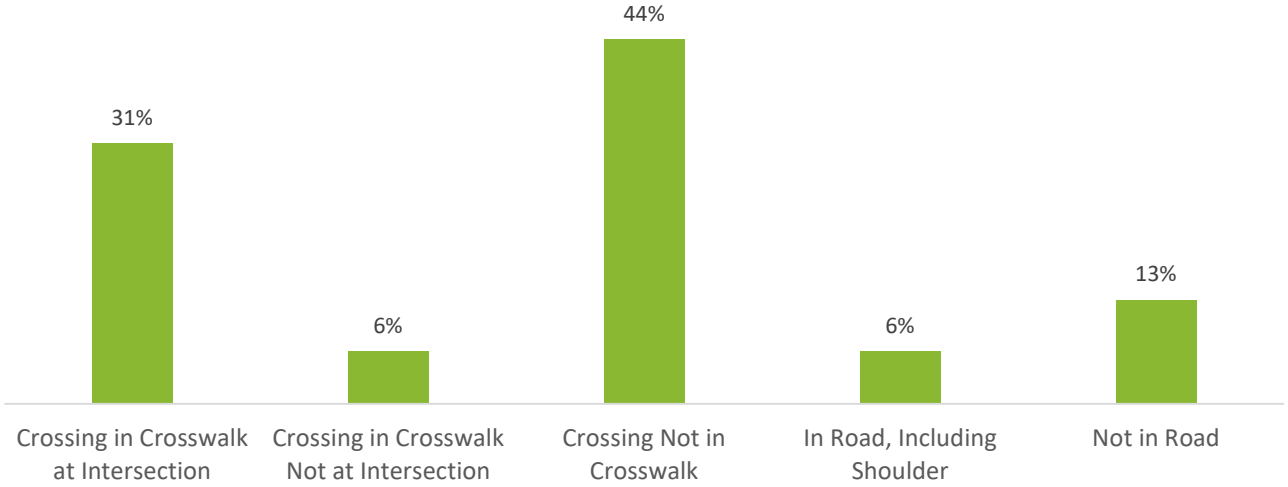
Motor Vehicle Involved With



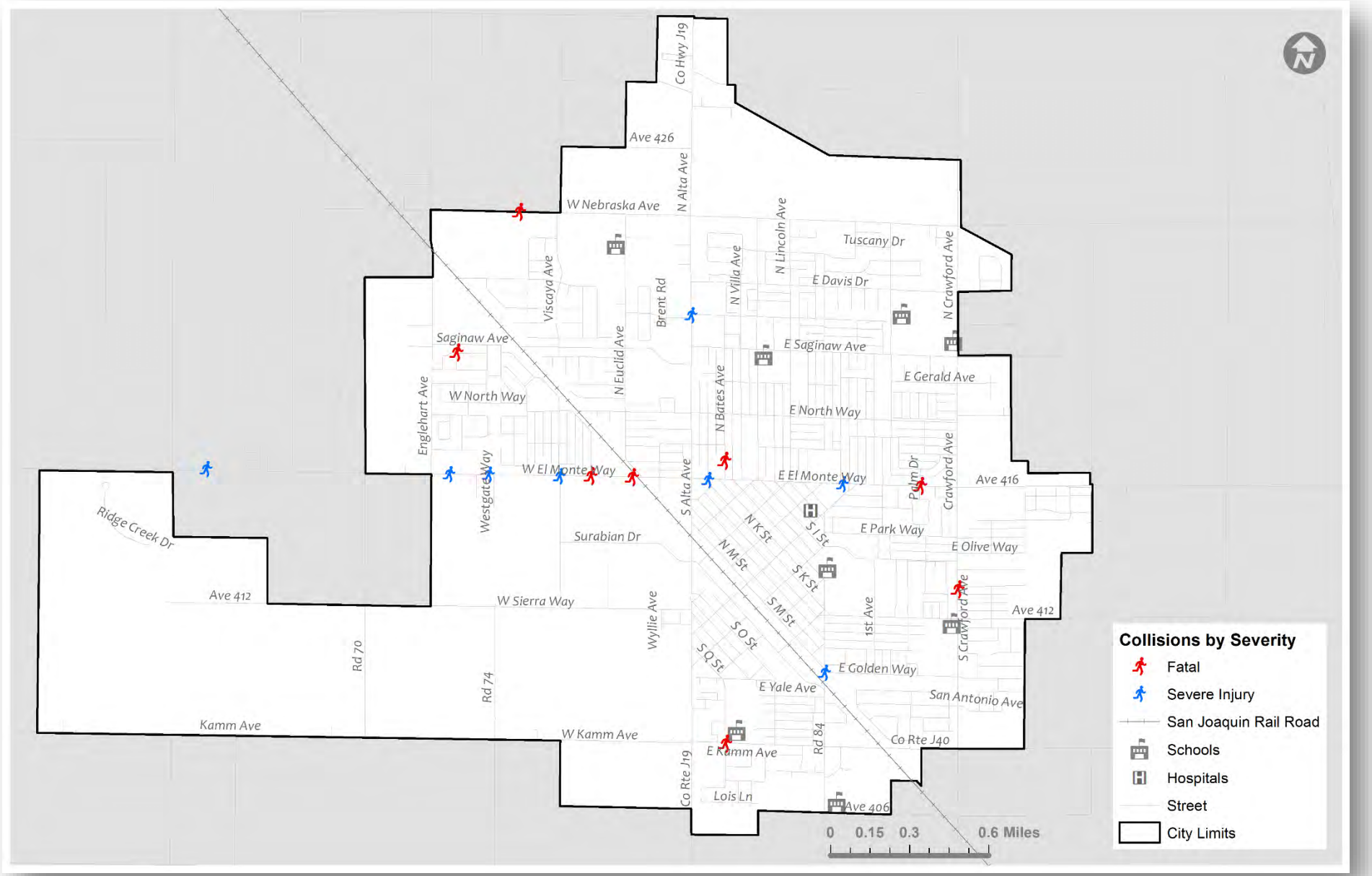
Transportation Mode by Collision



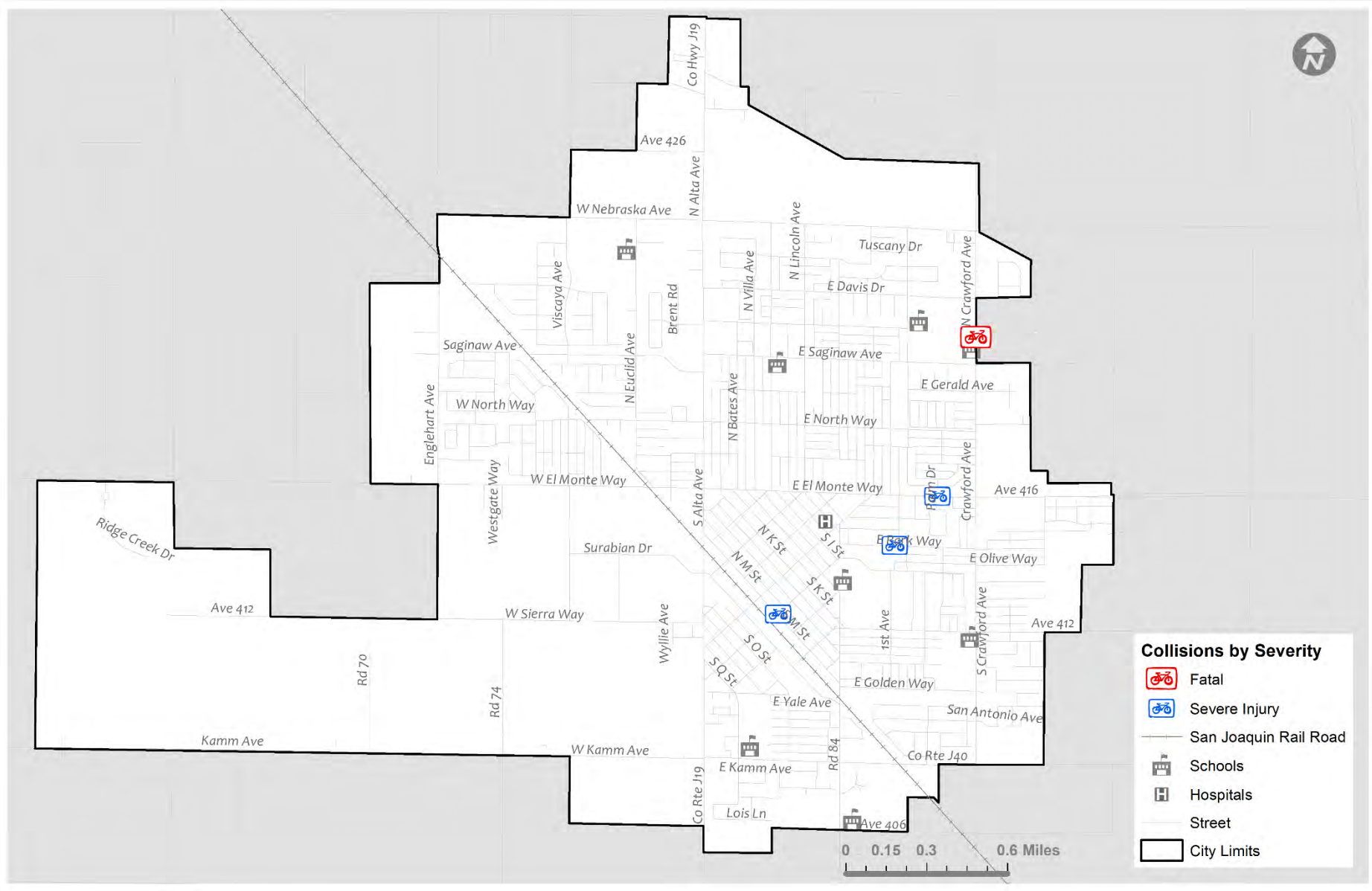
Pedestrian Action



Collision Analysis Findings - Pedestrian

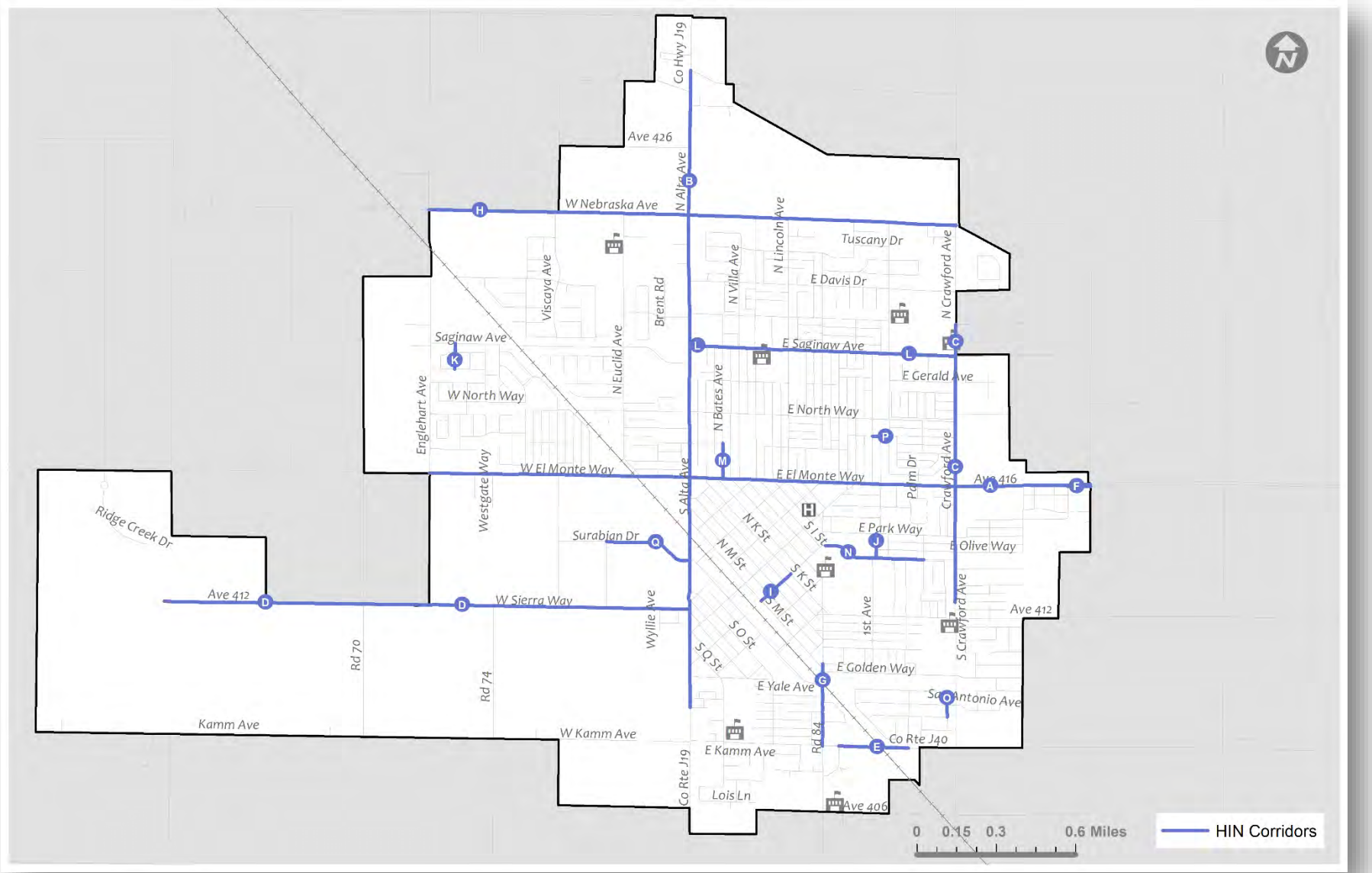


Collision Analysis Findings - Bicycle

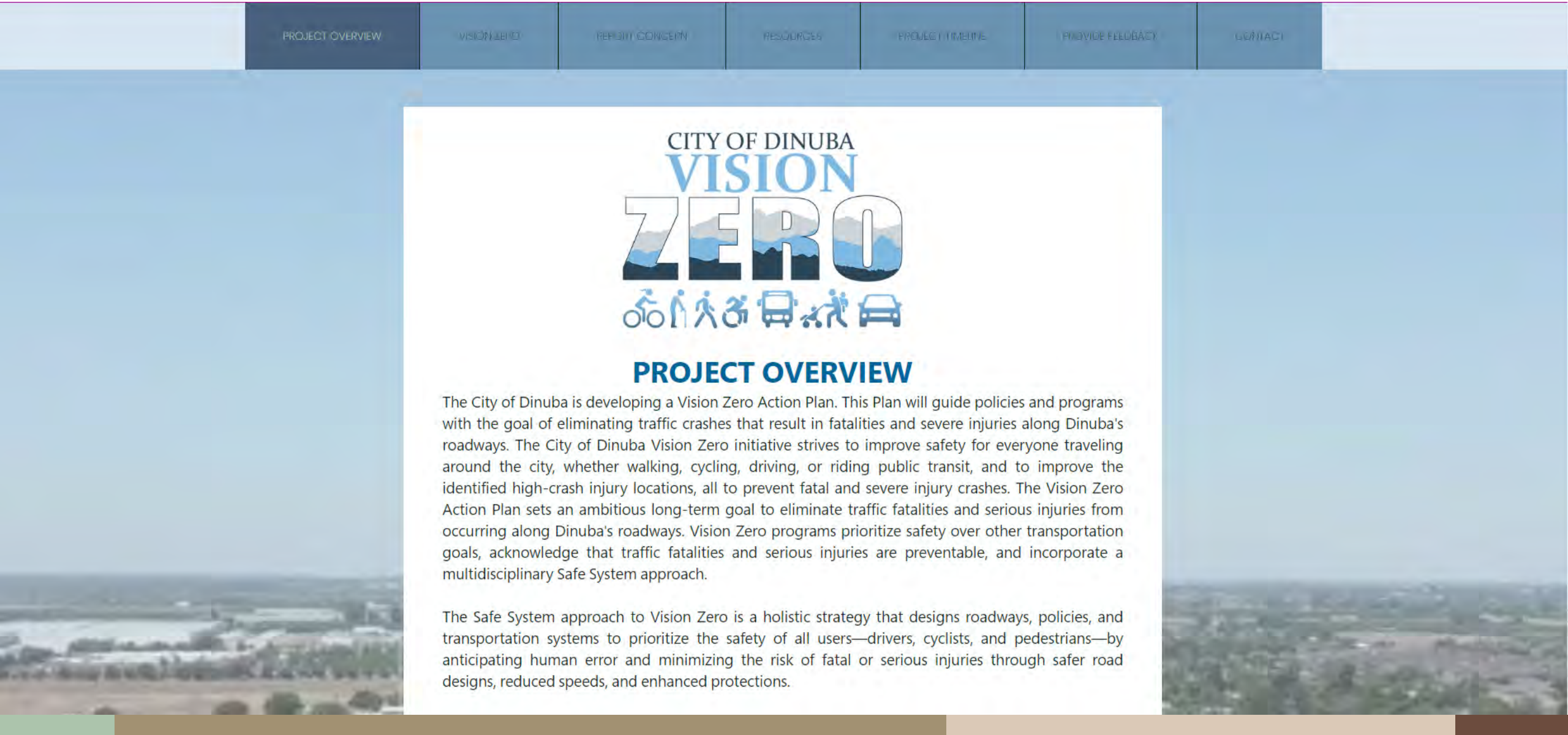


High-Injury Network (2014-2023)

ID	Corridors	KSI Collisions
A	EL MONTE WY	11
B	ALTA AV	4
C	CRAWFORD AV	2
D	SIERRA WY	4
E	KAMM AV	2
F	AVENUE 416	2
G	COLLEGE AV	1
H	NEBRASKA AV	2
I	KERN ST	1
J	CALIFORNIA AV	1
K	DUMPLING AV	1
L	SAGINAW AV	1
M	BATES AV	1
N	MAGNOLIA WY	1
O	AMARILLO ST	1
P	MILLARD WY	1
Q	SURABIAN CT	1



Project Website



Provide Input

REPORT YOUR AREA OF CONCERN

Vision Zero Action Plan requires public outreach because it aims to improve road safety and reduce traffic fatalities, and gathering feedback from the community can help ensure the plan addresses their concerns and needs.

Your input is essential for the success of Dinuba's Vision Zero Action Plan. Click the button below to provide us with your concerns regarding traffic and safety on the City's roads.

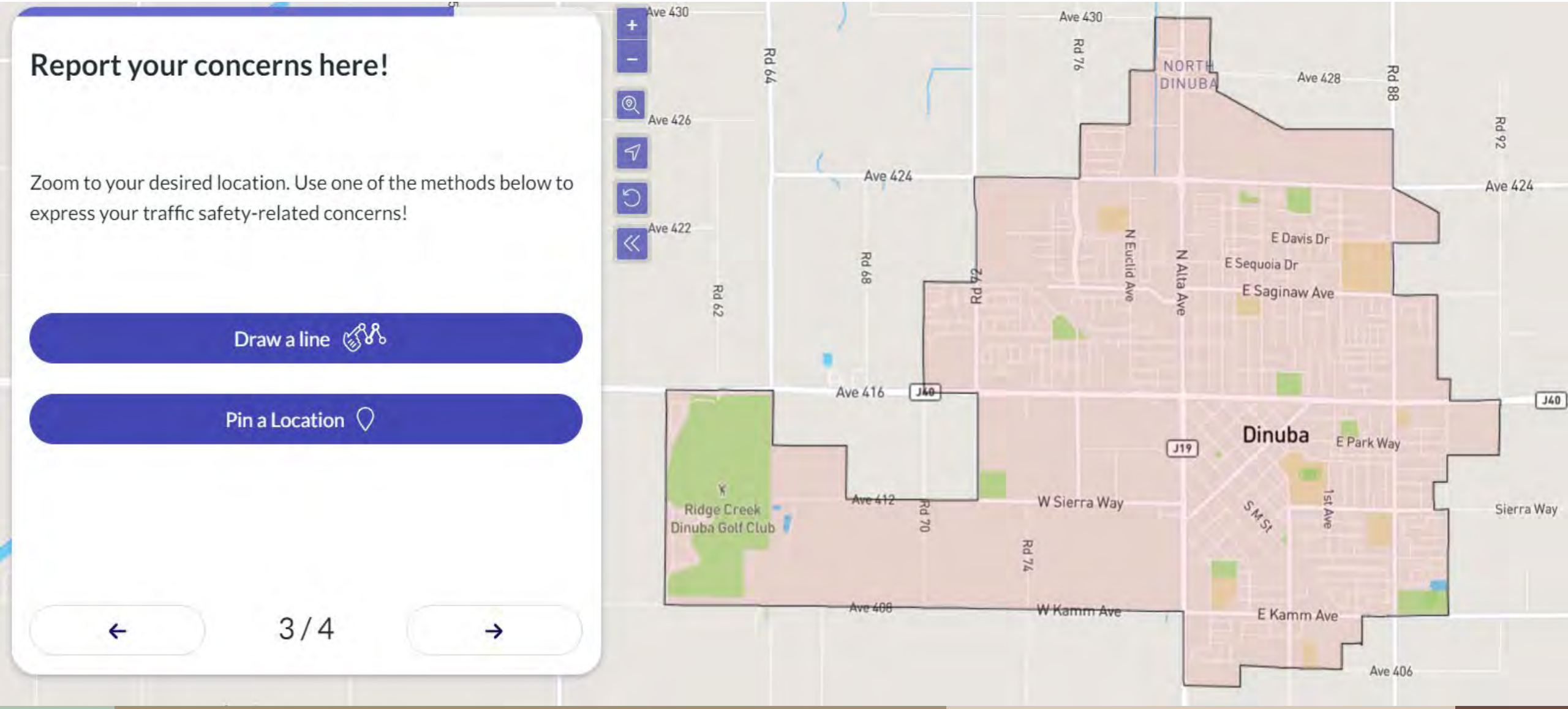
Sample comments -

- This roadway segment is unsafe for walking and biking.
- Cars don't stop at this stop-controlled intersection.
- Speeding on this roadway segment.

Report Your Area of Concern

Note: The City may be required to disclose certain information that you provide as part of your feedback regarding Vision Zero Action Plan.

Tell us your concerns on the map!



Discussion/Questions

Next Steps

- Identify top collision profiles
- Identify and prioritize engineering countermeasures and non-engineering strategies
- Develop Countermeasure Toolbox
- Public In-Person Workshop – Nov 7
- Second Task Force meeting TBD
- Bicycle Rodeos – focused on school aged users

Vision Zero Action Plan

Task Force Meeting #2

December 16, 2024

10:30 AM

Introductions

Agenda

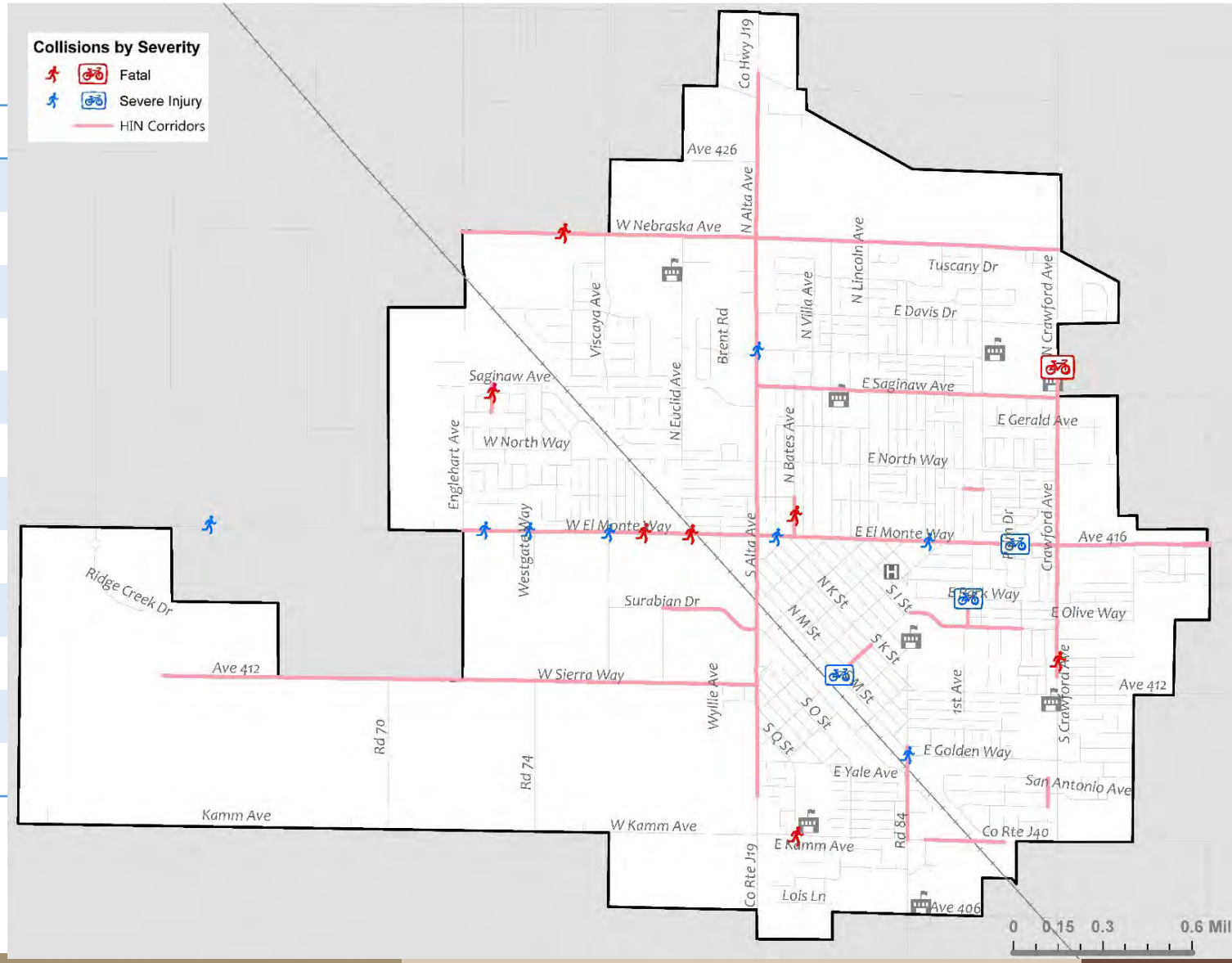
- Introductions
- Collision Profiles and Potential Countermeasures
- Discussion/Questions
- Project Website and Outreach
- Next Steps

Collision Profiles

- Collision profiles were determined based on top trends and collision patterns for a period of ten years (2014-2023)
- Seven (7) collision profiles identified for Dinuba:
  - Profile 1: Pedestrian-Bicycle Collisions (20 KSI Collisions)
  - Profile 2: Nighttime Collisions (23 KSI Collisions)
  - Profile 3: Collisions occurring near Parks (quarter mile) (10 KSI Collisions)
  - Profile 4: Collisions occurring due to Automobile Right of Way (8 KSI Collisions)
  - Profile 5: Collisions occurring near Schools (quarter mile) (8 KSI Collisions)
  - Profile 6: Collisions due to Unsafe Speed (7 KSI Collisions)
  - Profile 7: Motorcycle Collisions at Intersections (5 KSI Collisions)
- KSI stands for Fatal (Killed) and Severe Injury Collisions

Profile 1: Pedestrian-Bicycle Collisions

KSI collisions	20	100%
Fatal	9	45%
Severely Injured	11	55%
Mode		
Pedestrian	16	80%
Bicycle	4	20%
Trends		
At Intersection	15	75%
Dark Conditions/Dusk-Dawn	13	65%
Occurred on El Monte Way (Avenue 416)	10	50%
Pedestrian Right of Way Violation	5	25%
Pedestrian Violation	5	25%
School Zone (Quarter mile from School)	6	30%



Countermeasure Criteria

- Each of below criteria has given 1-3 score where 1 being low and 3 being high.
  - **Efficacy (E)**: This refers to the expected safety benefit, determined through academic research and industry standards.
  - **Cost (C):** The overall expense involved in designing and implementing the countermeasure.
  - **Implementation Complexity (IC)**: The anticipated level of difficulty the City may encounter when implementing the countermeasure.

Profile 1: Pedestrian-Bicycle Collisions

High-visibility crosswalks
(E:3, C:1, IC:1)

Curb extensions (bulb-outs)
(E:3, C:2, IC:2)

Advance Stop Bar at intersections
(E:3, C:1, IC:1)

Install roadway and intersection lighting
(E:3, C:3, IC:3)

Bicycle lanes
(E:3, C:2, IC:2)

Pedestrian refuge islands
(E:3, C:2, IC:2)

Leading pedestrian intervals (LPI)
(E:3, C:1, IC:1)

Bicycle boxes
(E:2, C:1, IC:1)

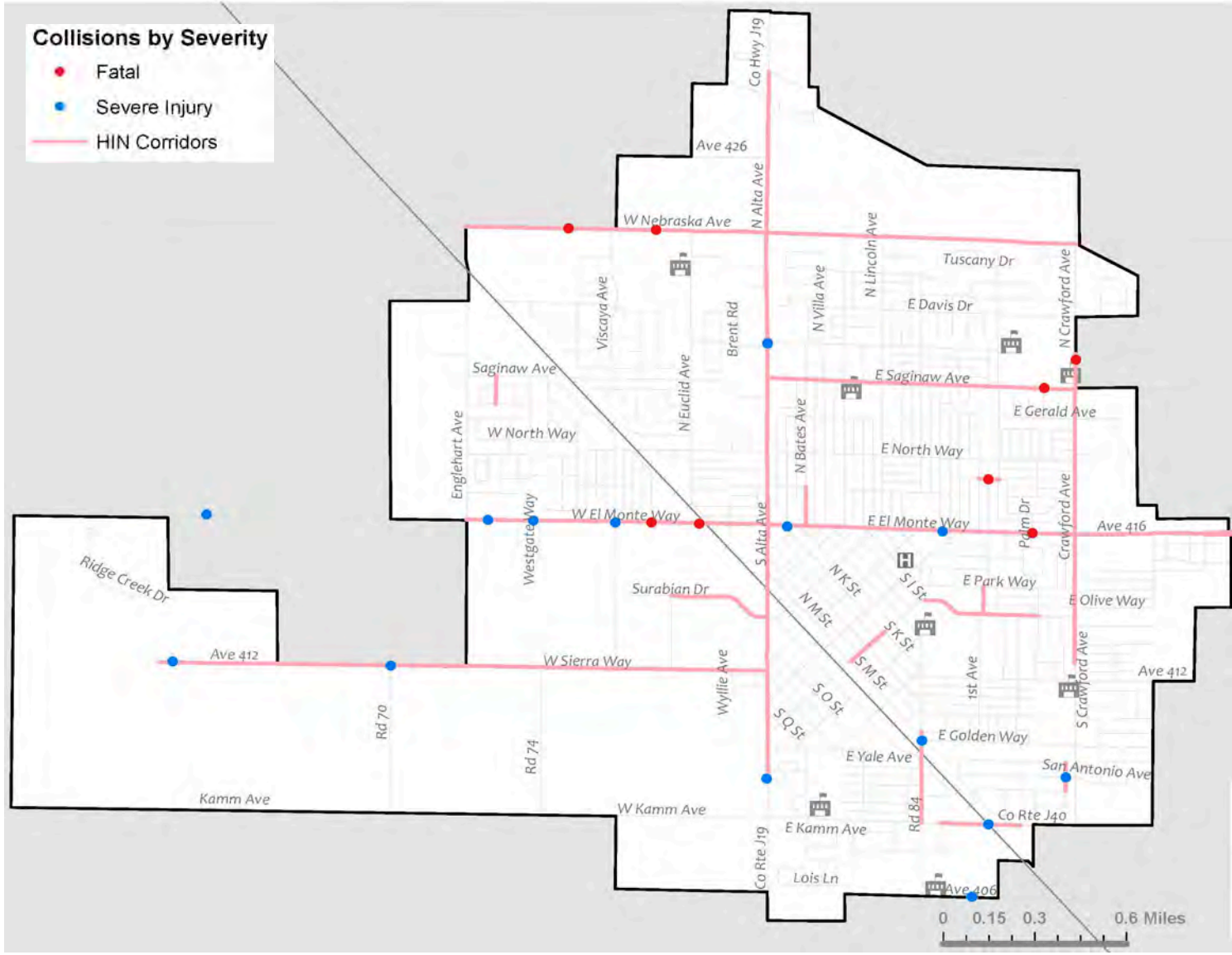
Right turn on red restrictions
(E:2, C:1, IC:1)

Signal timing adjustments
(E:2, C:1, IC:1)

Roundabouts
(E:3, C:3, IC:3)

Profile 2: Nighttime Collisions

KSI collisions	23	100%
Fatal	9	39%
Severely Injured	14	61%
Mode		
Pedestrian	12	52%
Other Motorized Vehicle	10	44%
Bicycle	1	4%
Trends		
School Zone (Quarter mile from School)	5	22%
Pedestrian Violation	4	17%
Automobile Right of Way	4	17%
Broadside	4	17%
Hit Object	4	17%
Pedestrian Right of Way	3	13%
DUI	3	13%
Unsafe Speed	3	13%



Profile 2: Nighttime Collisions

Install roadway and intersection lighting (E:3, C:3, IC:3)

Reflective signage and pavement markings (E:3, C:1, IC:1)

Install rumble strips (E:2, C:2, IC:2)

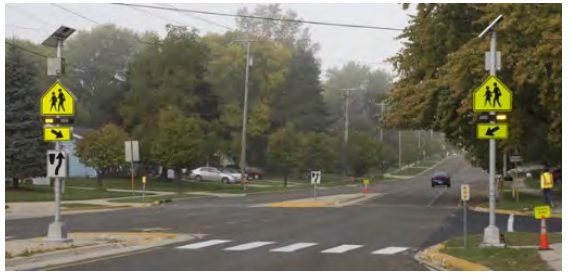
Retroreflective signal back plates (E:2, C:1, IC:1)

Install edge line and centerline stripes (E:2, C:2, IC:1)

Install delineators and object markers (E:2, C:1, IC:1)

Install vehicle speed feedback sign (E:2, C:2, IC:1)

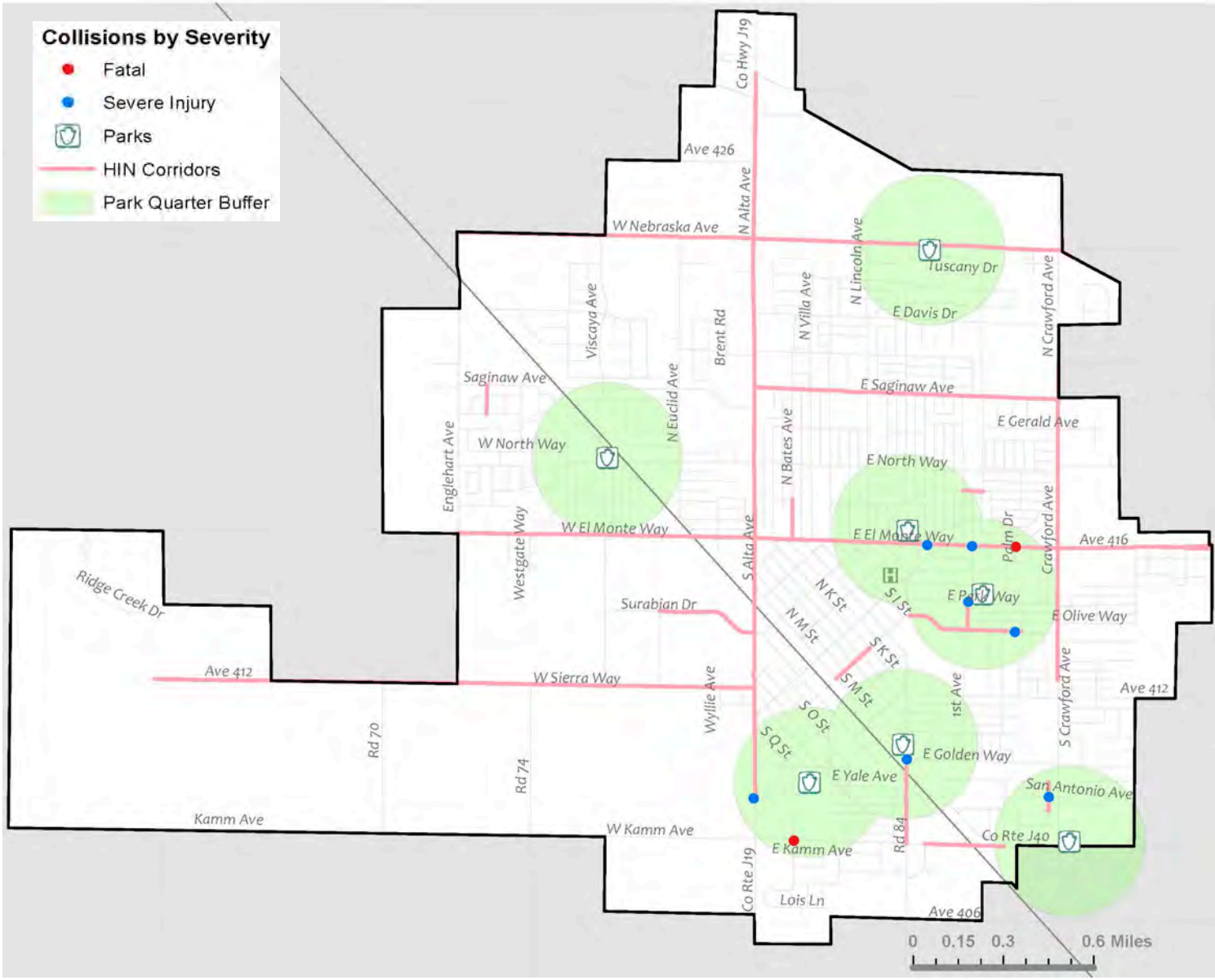
Roundabouts (E:3, C:3, IC:3)



Rectangular Rapid Flashing Beacons (RRFBs) (E:3, C:2, IC:2)

Profile 3: Collisions occurring near Parks (quarter mile)

KSI collisions	10	100%
Fatal	2	20%
Severely Injured	8	80%
Mode		
Other Motorized Vehicle	4	40%
Pedestrian	4	40%
Bicycle	2	20%
Trends		
At Intersection	9	90%
Dark Conditions/Dusk-Dawn	5	50%
School Zone (Quarter mile from School)	3	30%
Pedestrian Violation	3	30%
Unsafe Speed	3	30%
Automobile Right of Way	2	20%
Hit Object	2	20%



Profile 3: Collisions occurring near Parks (quarter mile)

Radar speed enforcement
(E:3, C:2, IC:2)

Protected left-turn phases
(E:3, C:2, IC:2)

Advance Stop Bar at intersections
(E:3, C:1, IC:1)

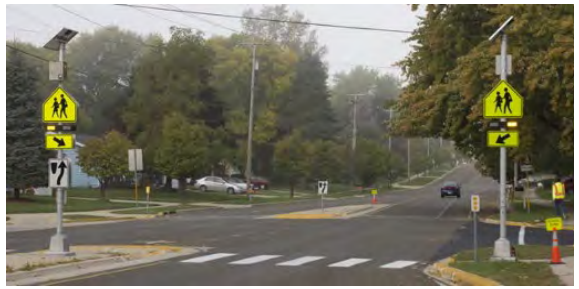
Raised crosswalks with high-visibility markings
(E:3, C:2, IC:2)

Speed cushions/tables
(E:3, C:2, IC:2)

Enhanced enforcement
(E:2, C:1, IC:1)

Pedestrian refuge islands
(E:3, C:2, IC:2)

Curb extensions (bulb-outs)
(E:3, C:2, IC:2)

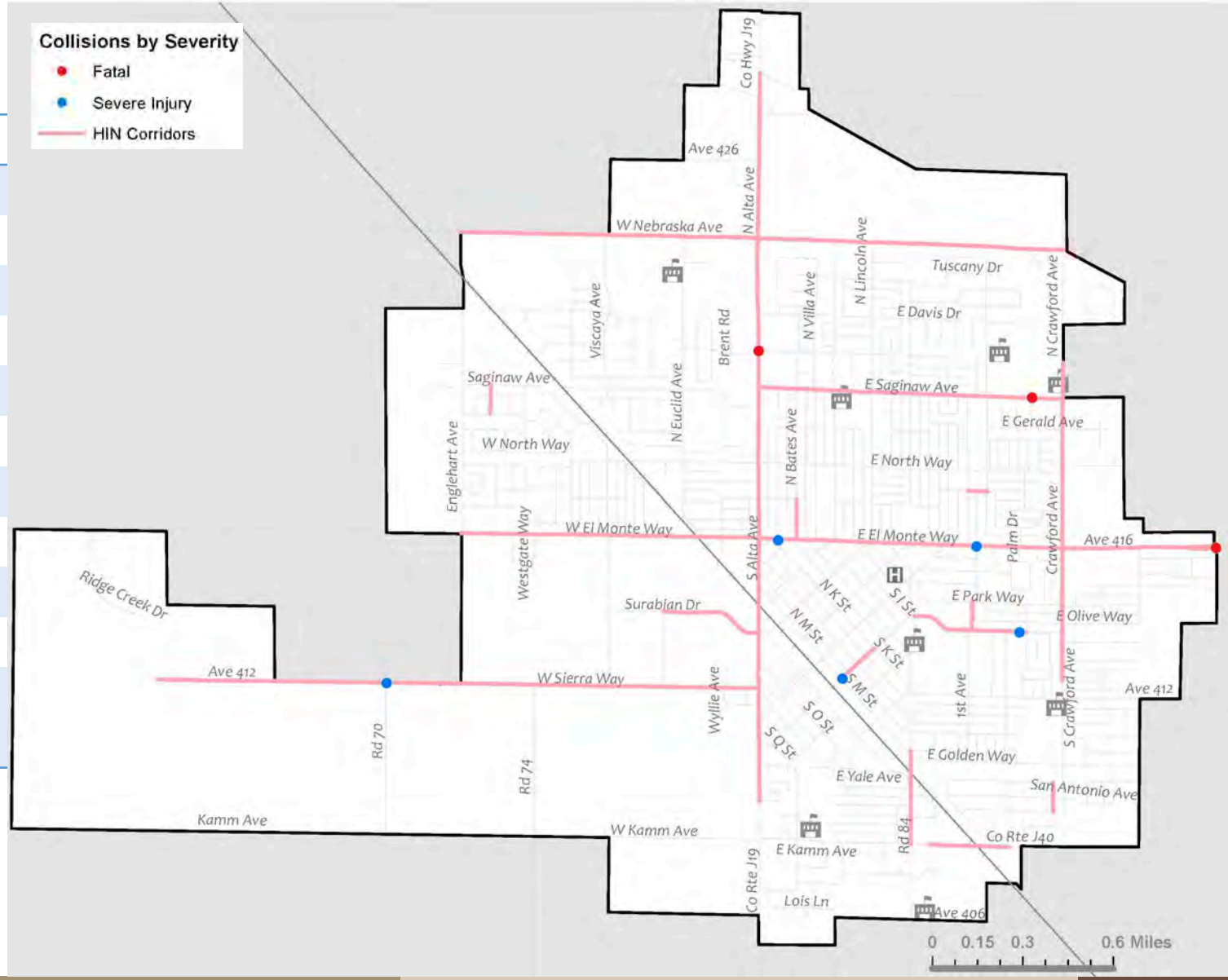


Rectangular Rapid Flashing Beacons (RRFBs)
(E:3, C:2, IC:2)

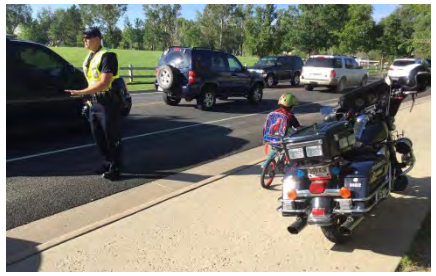
Install roadway and intersection lighting
(E:3, C:3, IC:3)

Profile 4: Collisions occurring due to Auto ROW

KSI collisions	8	100%
Fatal	3	38%
Severely Injured	5	62%
Mode		
Other Motorized Vehicle	6	74%
Pedestrian	1	13%
Bicycle	1	13%
Trends		
Broadside	6	75%
Dark Conditions/Dusk-Dawn	4	50%
Sideswipe	1	13%
School Zone (Quarter mile from School)	1	13%



Profile 4: Collisions occurring due to Auto ROW



High visibility enforcement
(E:2, C:1, IC:1)

Advance intersection warning signs
(E:2, C:1, IC:1)

Protected left-turn phases
(E:3, C:2, IC:2)

Roundabouts
(E:3, C:3, IC:3)

Advance Stop Bar at intersections
(E:3, C:1, IC:1)

Signal timing adjustments
(E:2, C:1, IC:1)

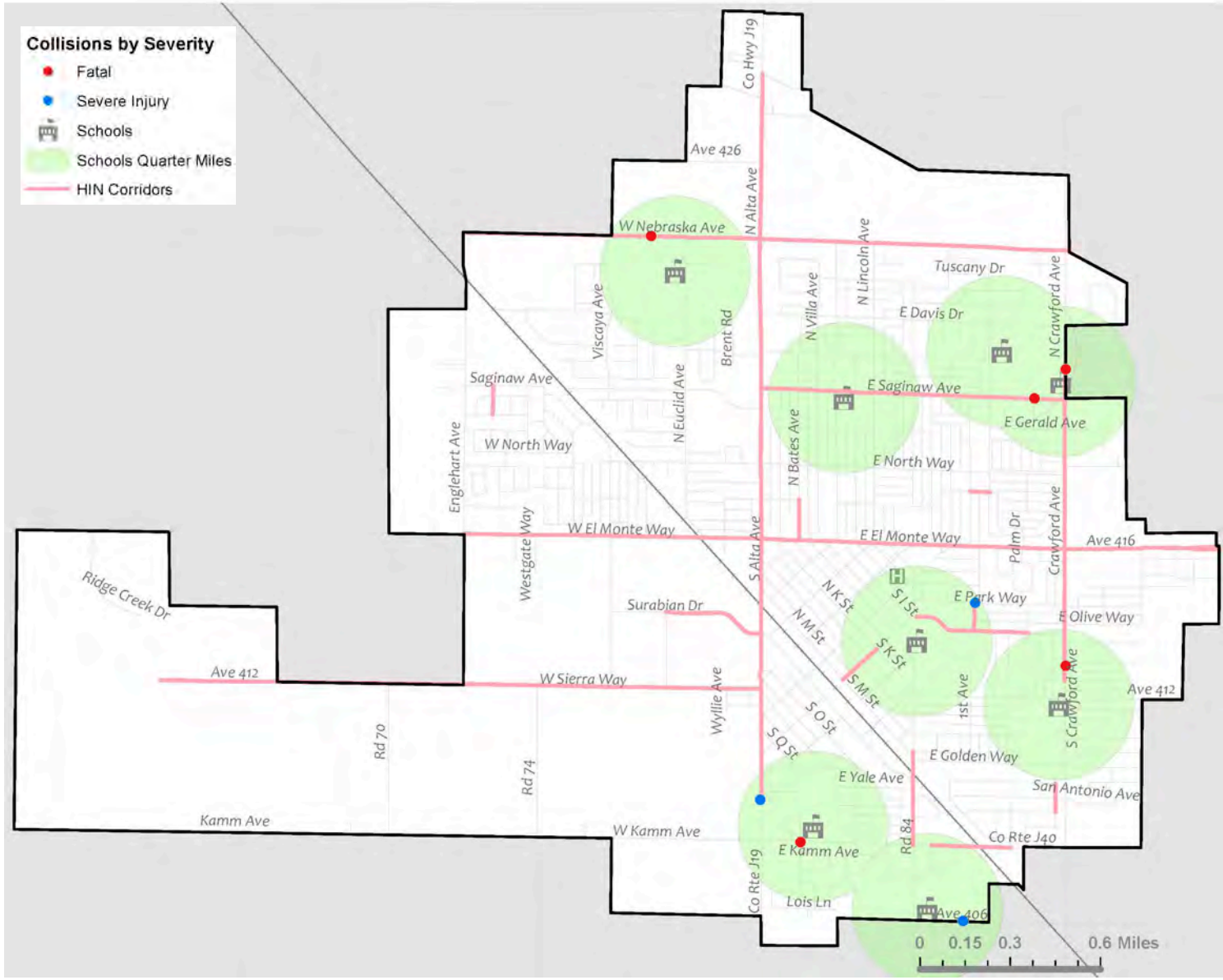
Retroreflective signal back plates
(E:2, C:1, IC:1)

Enhanced stop signs with reflective posts
(E:2, C:1, IC:1)

Install roadway and intersection lighting
(E:3, C:3, IC:3)

Profile 5: Collisions near Schools (quarter mile)

KSI collisions	8	100%
Fatal	5	62%
Severely Injured	3	38%
Mode		
Other Motorized Vehicle	4	50%
Pedestrian	2	25%
Bicycle	2	25%
Trends		
Dark Conditions/Dusk-Dawn	5	63%
At Intersection	4	50%
On Roadway	4	50%
Unsafe Speed	3	38%
Hit Object	2	25%
Broadside	2	25%



Profile 5: Collisions near Schools (quarter mile)

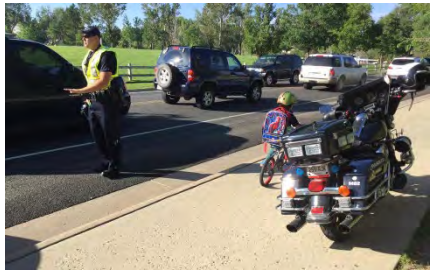
SAFE ROUTES TO SCHOOL

Safe Routes to School Program
(E:2, C:2, IC:1)

Reduced Speed School Zone
(E:3, C:1, IC:1)

Crossing guard program
(E:3, C:1, IC:2)

Pick-up/drop off zone designation
(E:2, C:1, IC:2)



Enhanced enforcement
(E:2, C:1, IC:1)

Protected left-turn phases
(E:3, C:2, IC:2)

Advance Stop Bar at intersections
(E:3, C:1, IC:1)

Raised Crosswalks
(E:3, C:2, IC:2)

Speed cushions/tables
(E:3, C:2, IC:2)

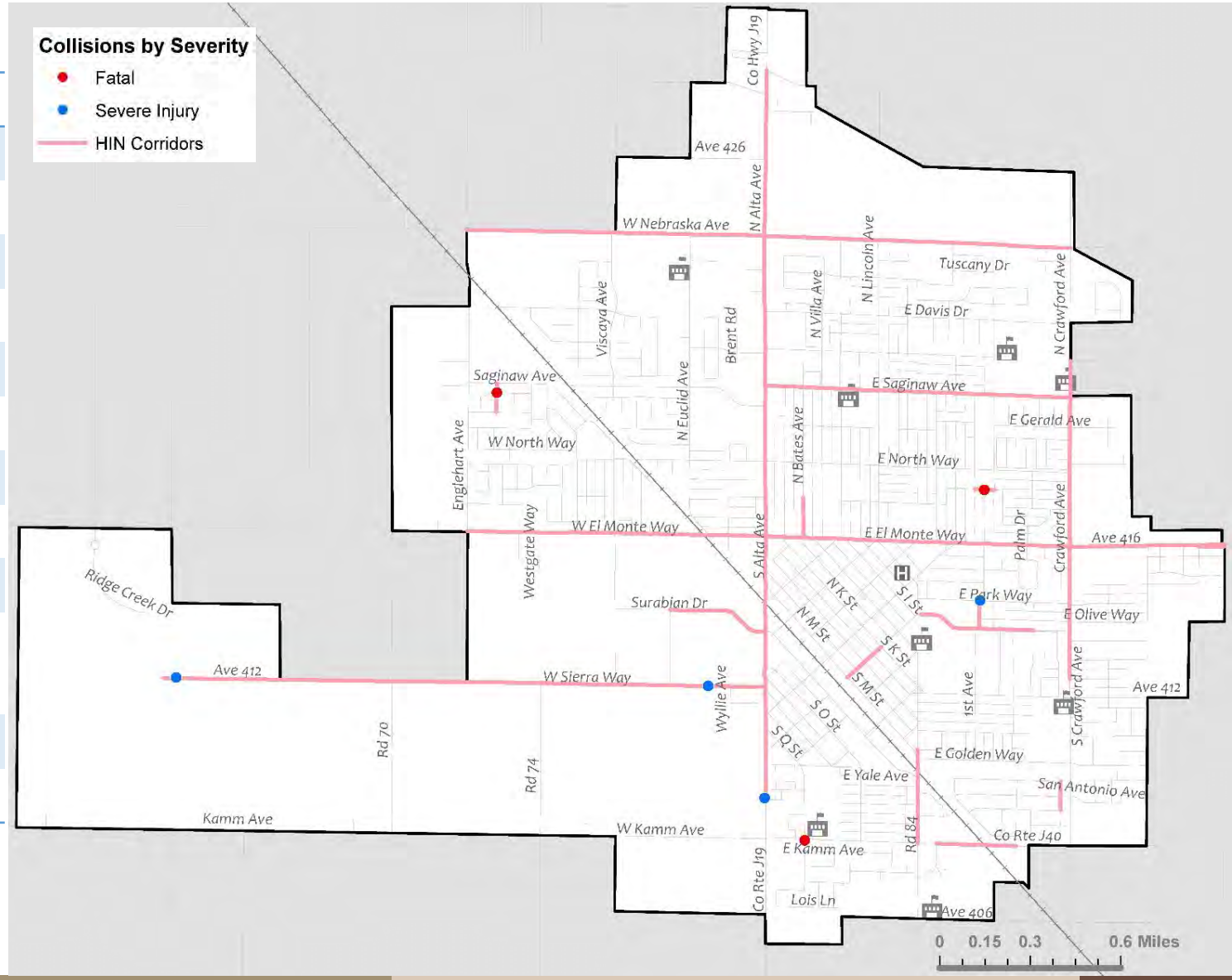
Walking school bus program
(E:2, C:1, IC:2)

Install roadway and intersection lighting
(E:3, C:3, IC:3)

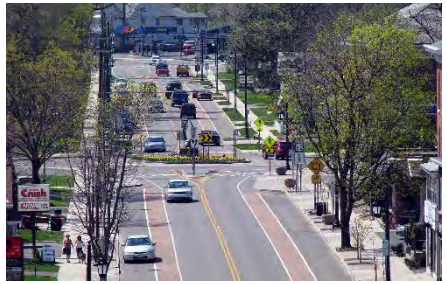
Enhanced stop signs with reflective posts
(E:2, C:1, IC:1)

Profile 6: Collisions due to Unsafe Speed

KSI collisions	7	100%
Fatal	3	43%
Severely Injured	4	57%
Mode		
Other Motorized Vehicle	4	57%
Pedestrian	2	29%
Bicycle	1	14%
Trends		
On Roadway	5	71%
Dark Conditions/Dusk-Dawn	3	43%
School Zone (Quarter mile from School)	3	43%
Hit Object	2	29%
At Intersection	2	29%



Profile 6: Collisions due to Unsafe Speed

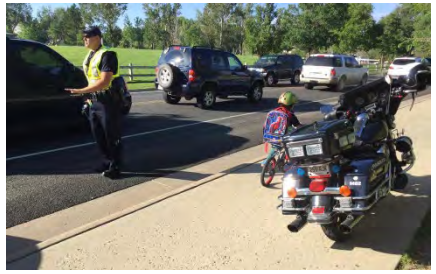


Lane narrowing
(E:2, C:2, IC:2)

Neighborhood traffic calming
(E:2, C:1, IC:2)

Install vehicle speed feedback sign
(E:2, C:2, IC:1)

Public Safety campaigns
(E:2, C:1, IC:1)



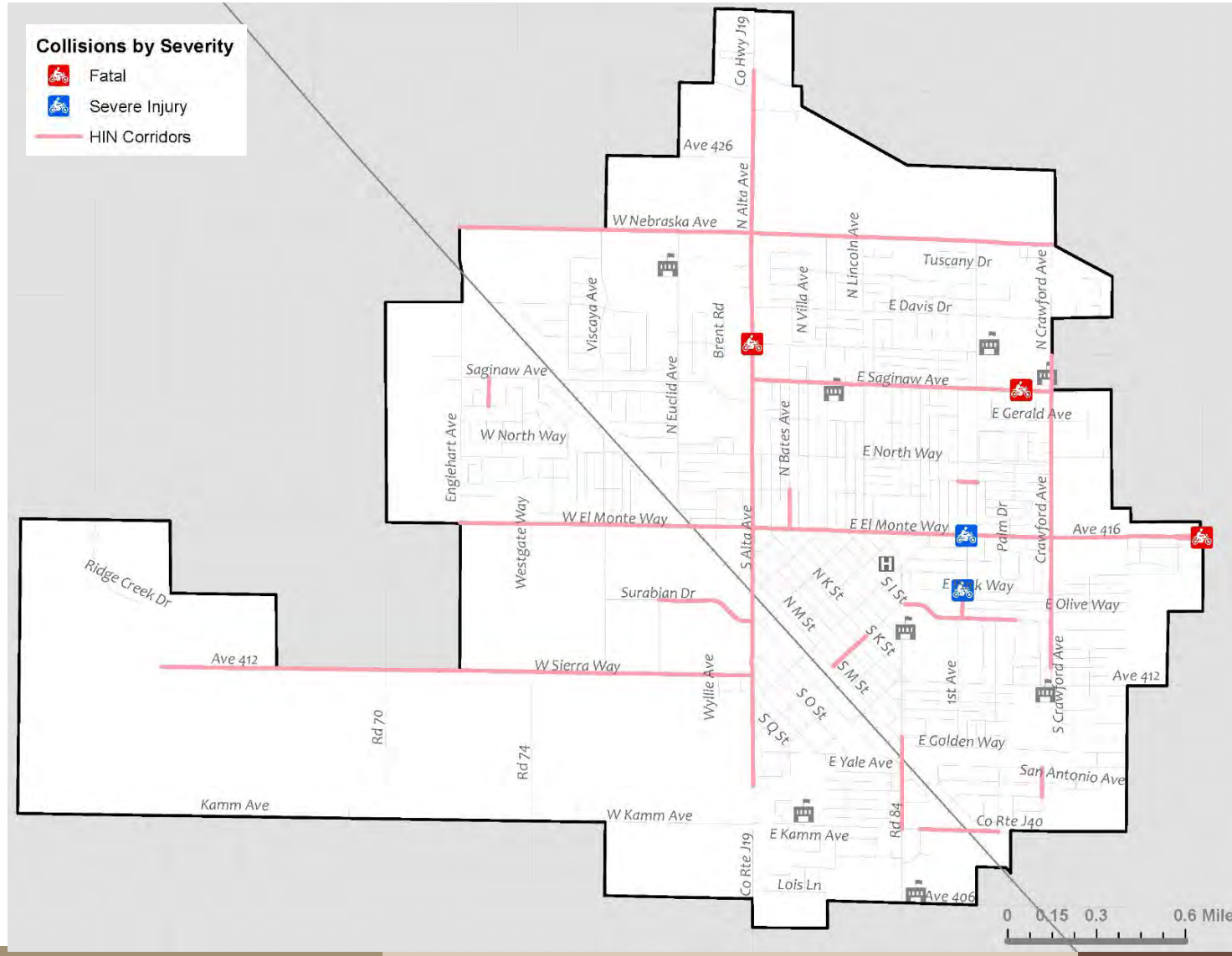
Targeted speed enforcement
(E:2, C:1, IC:1)

Road diet implementation
(E:3, C:2, IC:3)

Install roadway and intersection lighting
(E:3, C:3, IC:3)

Profile 7: Motorcycle Collisions at Intersections

KSI collisions	**5**	**100%**
Fatal	3	60%
Severely Injured	2	40%
Mode		
Other Motorized Vehicle (Motorcycle)	5	100%
Trends		
Automobile Right of Way	4	80%
Broadside	4	80%
Dark Conditions/Dusk-Dawn	2	40%
School Zone (Quarter mile from School)	2	40%



Profile 7: Motorcycle Collisions at Intersections

Install roadway and intersection lighting
(E:3, C:3, IC:3)

Public Safety campaigns
(E:2, C:1, IC:1)

Advance warning signs
(E:2, C:1, IC:1)

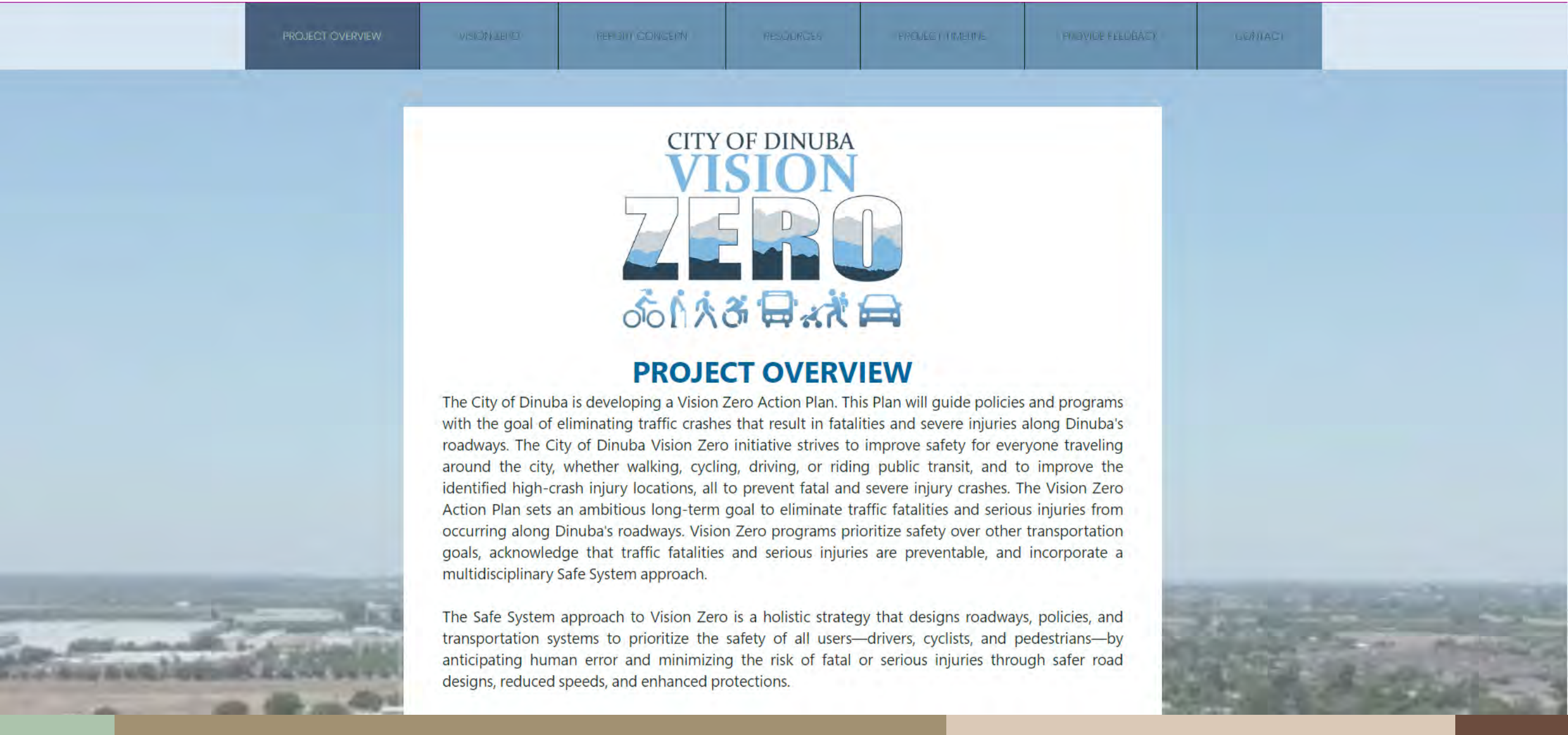
High friction surface treatments
(E:2, C:2, IC:2)

Signal timing adjustments
(E:2, C:1, IC:1)

Motorcycle Awareness Signage
(E:1, C:1, IC:1)

Discussion/Questions

Project Website



Provide Input and Areas of Concern

REPORT YOUR AREA OF CONCERN

Vision Zero Action Plan requires public outreach because it aims to improve road safety and reduce traffic fatalities, and gathering feedback from the community can help ensure the plan addresses their concerns and needs.

Your input is essential for the success of Dinuba's Vision Zero Action Plan. Click the button below to provide us with your concerns regarding traffic and safety on the City's roads.

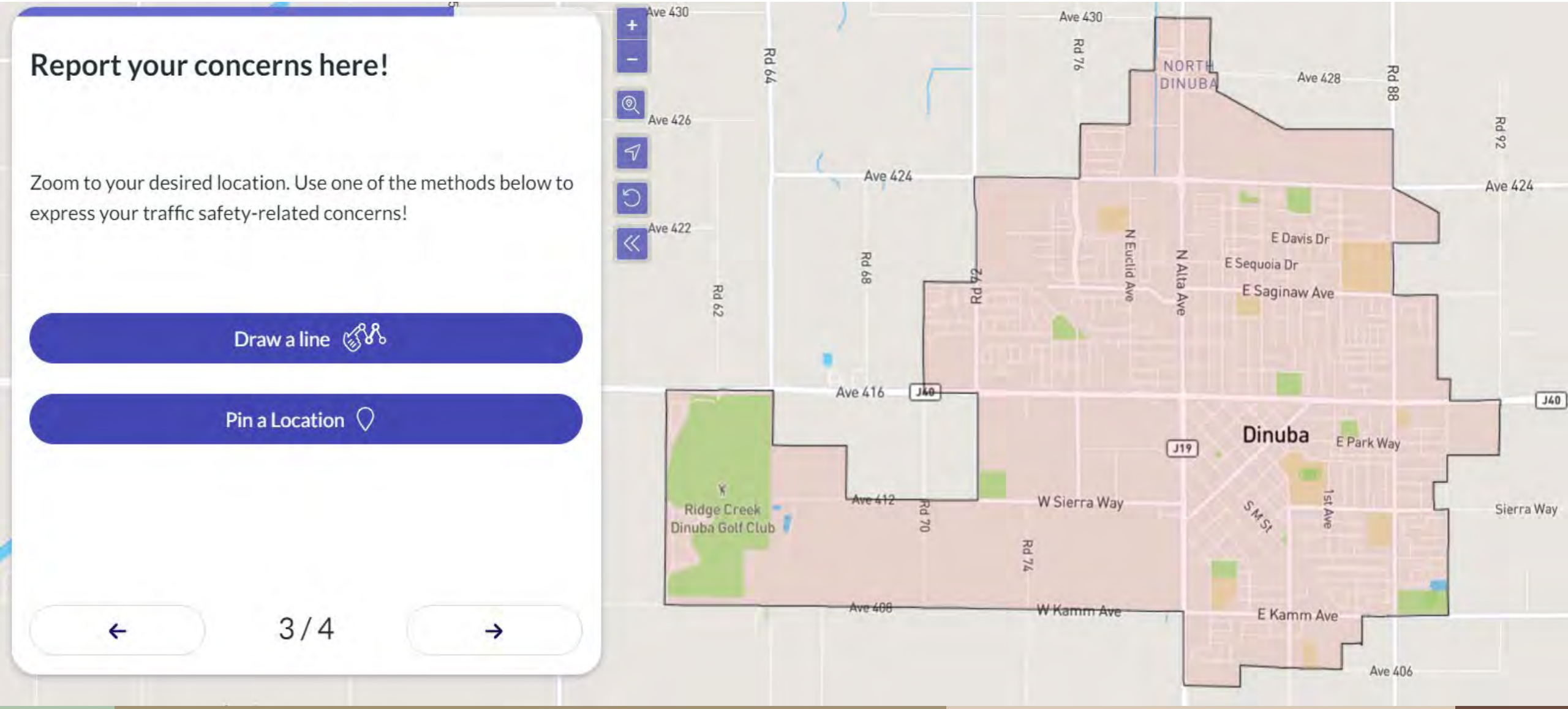
Sample comments -

- This roadway segment is unsafe for walking and biking.
- Cars don't stop at this stop-controlled intersection.
- Speeding on this roadway segment.

Report Your Area of Concern

Note: The City may be required to disclose certain information that you provide as part of your feedback regarding Vision Zero Action Plan.

Tell us your concerns on the map!



Next Steps

- Summarize stakeholder and public comments
- Identify potential Safety Projects
- Second Public Workshop
  - February 2025
- Third Task Force meeting
  - February 2025

CITY OF DINUBA
Together, A Better Community
CALIFORNIA • 1906

Vision Zero Action Plan

Task Force Meeting #3

May 6, 2025

TJKM

Introductions

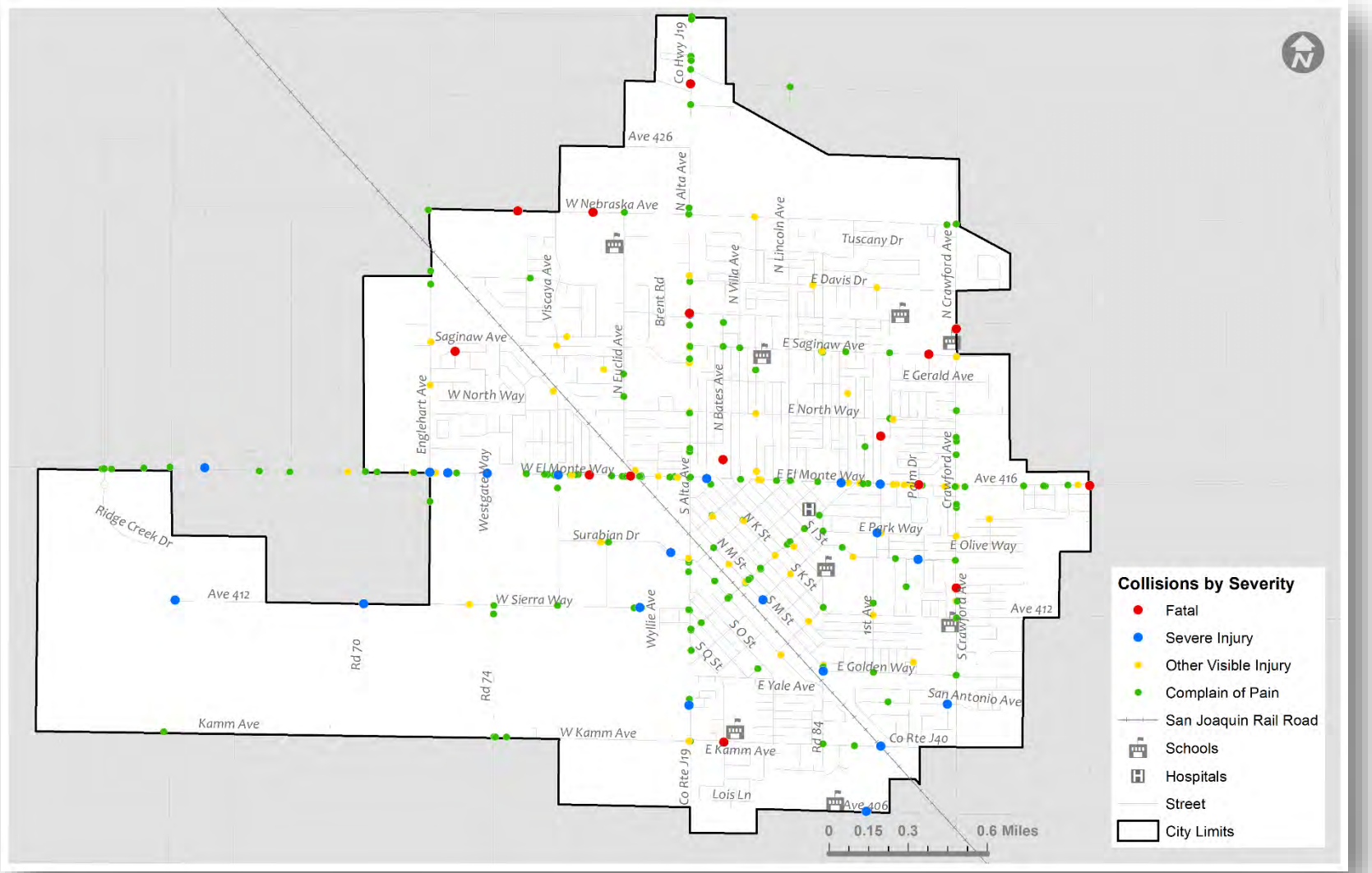
Agenda

- Introductions
- What is Vision Zero?
- Collision Analysis Summary
- Collision Profiles
- Recommended Safety Projects
- Project Prioritization Framework
- Discussion/Questions
- Next Steps

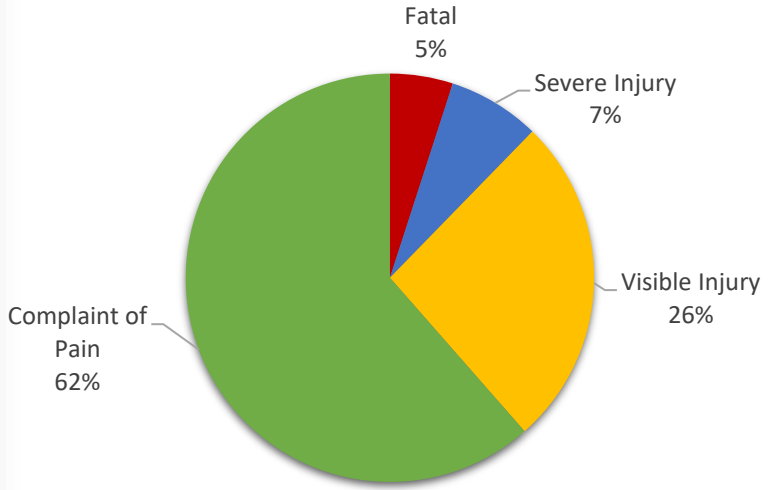
What is a Vision Zero?

- Overarching Goals:
  - To eliminate all traffic-related fatalities and serious injuries. This requires a commitment to making roads, vehicles, and traffic systems as safe as possible for all users.
  - Vision Zero prioritizes the safety the pedestrians, cyclists, and motorcyclists and aims to create safe and accessible road systems for all.
  - It aims to create safe speeds that are appropriate for the road environment and that minimize the risk of crashes and their severity.
  - To create a culture of safety that encourages responsible road behavior and promotes respect for all road users.

Collision Analysis Findings (2014 – 2023)



Collision Severity	Roadway Segment	Intersection	Total
Fatal	5	10	15
Severe Injury	6	16	22
Visible Injury	7	72	79
Complaint of Pain	26	159	185
Total	**44**	**257**	**301**



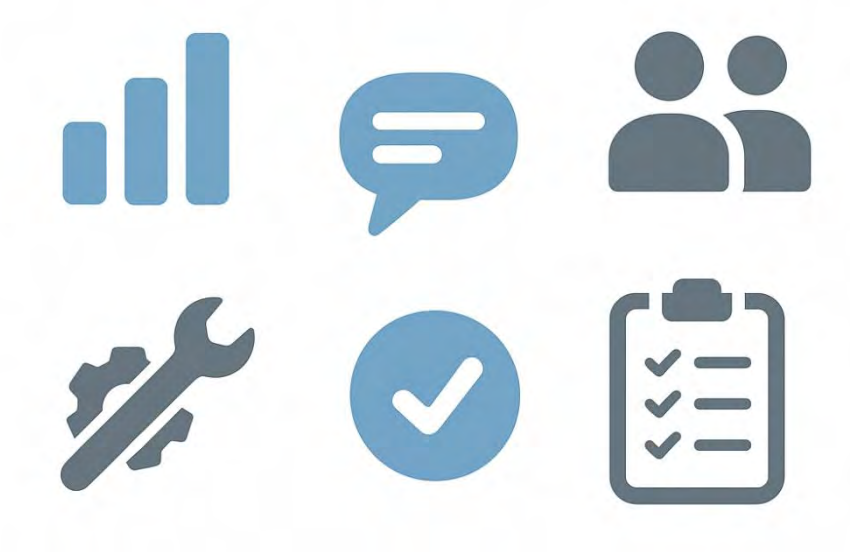
37 KSI Collisions

Collision Profiles

- Collision profiles were determined based on top trends and collision patterns for a period of ten years (2014-2023)
- Seven (7) collision profiles identified for Dinuba:
  - Profile – 1: Pedestrian-Bicycle Collisions (20 KSI Collisions)
  - Profile – 2: Nighttime Collisions (23 KSI Collisions)
  - Profile – 3: Collisions occurring nearby Parks (quarter mile) (10 KSI Collisions)
  - Profile – 4: Collisions occurring due to Automobile Right of Way (8 KSI Collisions)
  - Profile – 5: Collisions within 0.25 miles of Schools (8 KSI Collisions)
  - Profile – 6: Collisions due to Unsafe Speed (7 KSI Collisions)
  - Profile – 7: Motorcycle Collisions at Intersections (5 KSI Collisions)
- KSI stands for Fatal (Killed) and Severe Injury Collisions

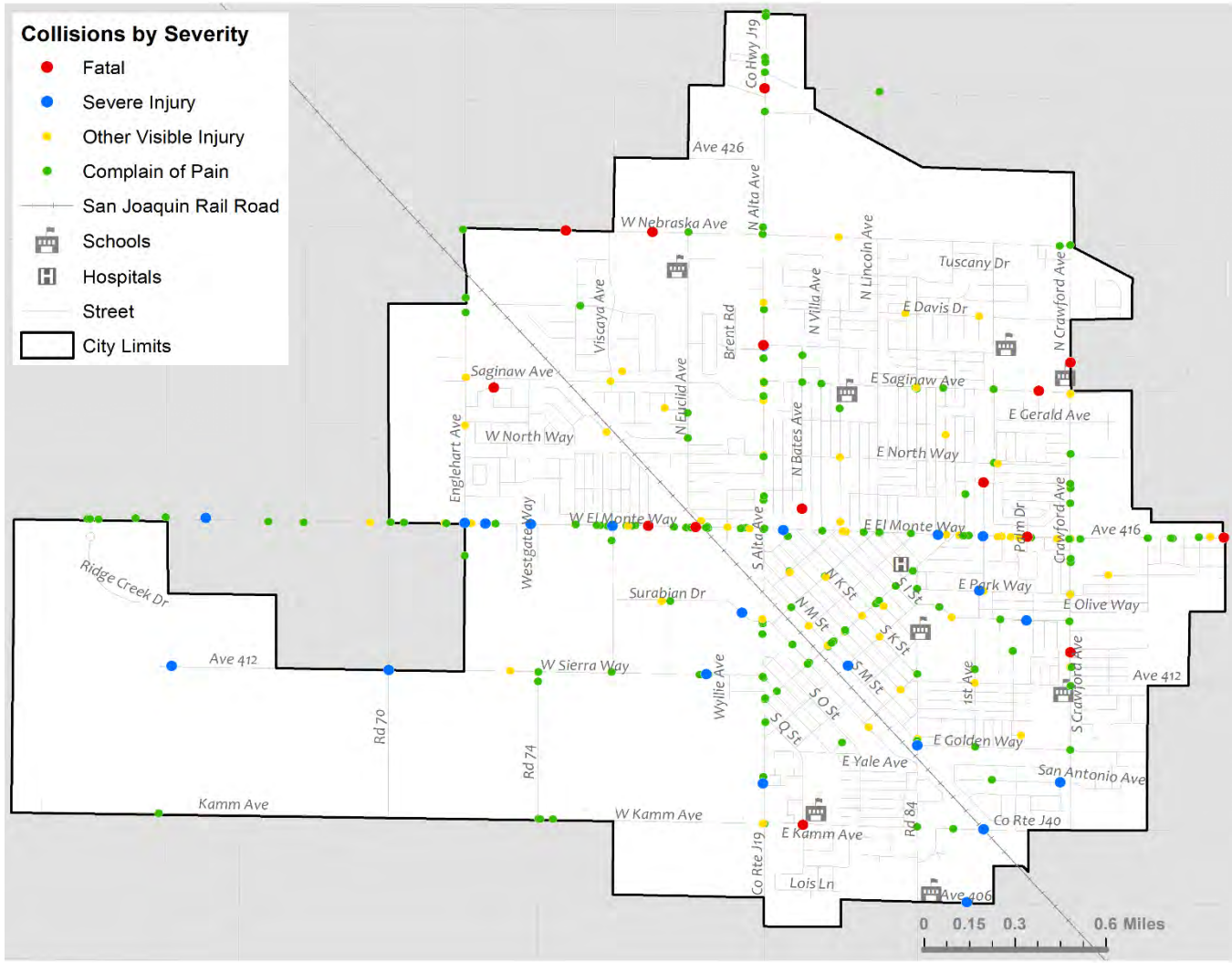
Recommended Safety Projects

- Projects identified based on:
  - Data-driven collision analysis
  - Community and City staff input and concerns
  - Task Force recommendations
  - Countermeasure effectiveness
  - Implementation feasibility
- Categorized as Citywide and Corridor-specific projects
- Prioritized based on safety benefits, cost, effectiveness to vulnerable users, school proximity and implementation complexity



Project 1: Citywide Road Safety Improvements

- Citywide streetlight inventory
  - Addresses nighttime collisions
- Citywide sign inventory/retroreflectivity
  - Improves visibility and compliance with traffic controls
- Citywide Safe Routes to School improvements
  - Addresses collisions near schools
  - Includes sidewalks, and improved crossings
- Citywide Leading Pedestrian Interval (LPI) implementation
  - Addresses pedestrian-vehicle conflicts at intersections
- Citywide signal system upgrade (six signals total)
  - Enhances signal safety for all modes of travel
- Railroad crossing improvements
  - Six locations: Englehart, Kamm, El Monte, Alta, Ventura, W Saginaw
- Citywide bus stop improvement plan (TCRTA)



Project 2: El Monte Way Safety Improvements

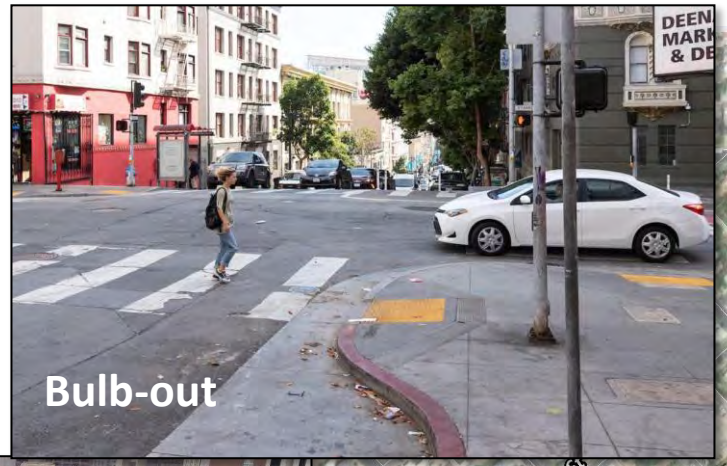
- Roadway Widening (Nichols Ave to Perry Ave)
  - Four lanes with raised medians
  - Improves pedestrian safety with crossing refuge areas
- Raised medians and pedestrian improvements in two segments:
  - From Englehart to RR tracks
  - From Crawford to Road 92
- HAWK signal at Lillie Ave
  - Addresses pedestrian crossing safety
  - High visibility pedestrian accommodation
- New roundabout between Nichols and Perry
  - Reduces vehicle speeds and conflict points

Project 2: El Monte Way Safety Improvements (continued)

- Traffic signal at El Monte/Alta/K
  - Controls complex intersection movements
  - Reduces right-of-way conflicts
- Cul-de-sac project feasibility study
  - Evaluates access management strategies
  - Potential to reduce conflict points
- Enhanced crossings west of Alta
  - Upgrading to high visibility crosswalks
  - Creating a multimodal corridor
- Feasibility study for signal/roundabout at Randle
  - Evaluation of intersection control options
  - Addresses multiple collision types
- Feasibility study to relocate crosswalk at Eaton Ave with RRFB (Rectangular Rapid Flashing Beacons)
  - Addresses pedestrian visibility issues with turning vehicles

Project 3: Tulare Street Safety Improvements

- New crosswalk at Tulare St and M St
  - Provides designated crossing at key location
  - Enhances pedestrian connectivity
- Bulb-outs at five locations from M St to I St
  - Shortens pedestrian crossing distances
  - Increases pedestrian visibility
  - Part of ATP improvement strategy
- Signal/all-way stop warrant analysis at Tulare/Alta
  - Addresses right-of-way violations
  - Controls vehicle movements at key intersection
- All-way stops analysis at alternate intersections
  - Creates consistent traffic control pattern
  - Reduces speeding between controlled intersections

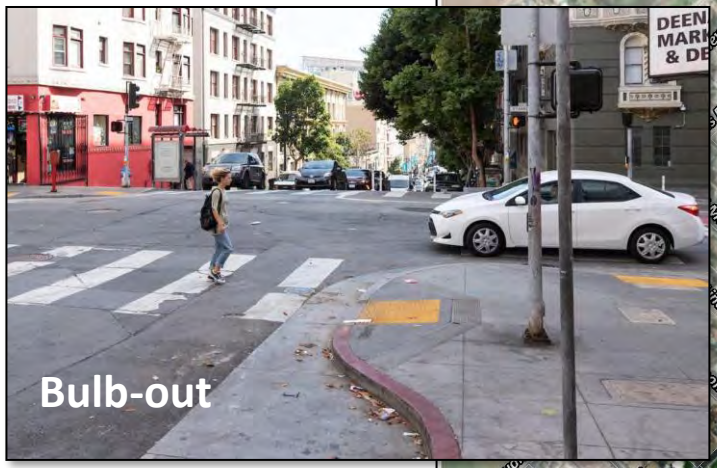


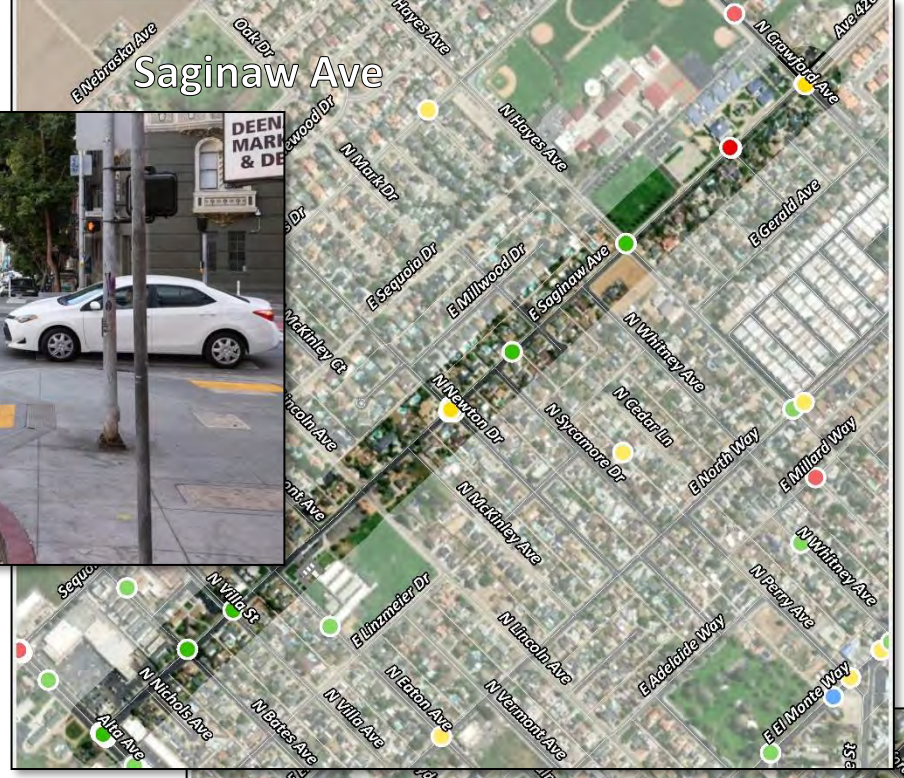
Project 4: Alta Avenue Safety Improvements

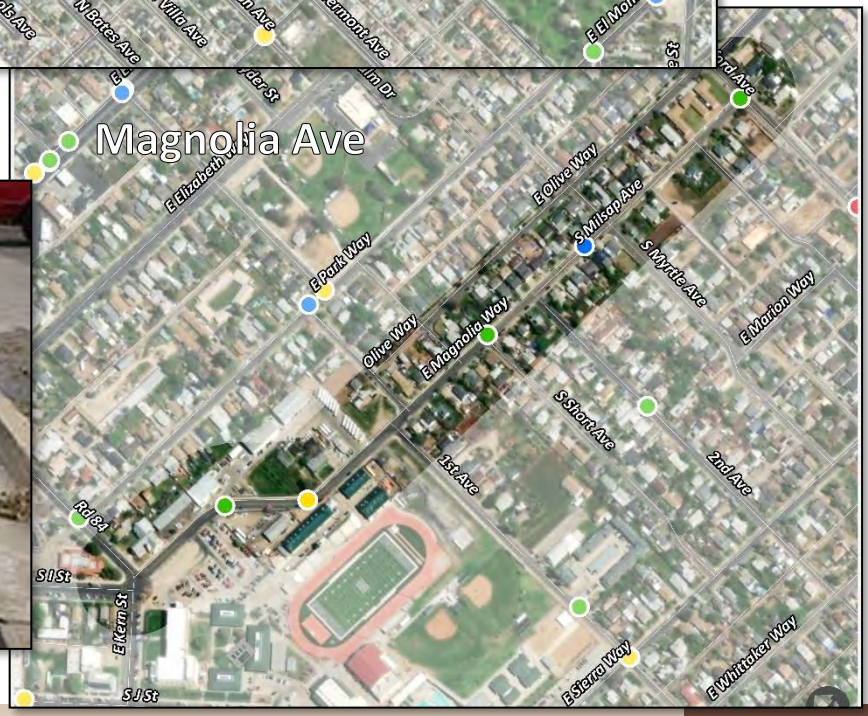
- HAWK/Traffic signal warrant study (with Saginaw signal change) at North Way
- Enhanced pedestrian crossing at Lindera/Sequoia
- Raised Medians from Lindera/Sequoia to Adelaide
- Remove Traffic Signal at West Saginaw and create a 4-way intersection at East Saginaw Avenue
- Add Roundabout at Saginaw and Alta Avenue

Project 5: E Saginaw and E Magnolia Ave Safety Improvements

- E Saginaw Avenue (N Alta to N Crawford)
  - Realignment at Alta to match E Saginaw
  - Bulb-out feasibility studies at Newton, Eaton, and Lincoln
- E Magnolia Avenue (E Kern/S College to S Crawford)
  - Class II bike lane with parking removal in one direction
  - Intersection improvements and bulb-outs at three locations







Project 6: Kamm Ave Safety Improvements

- Kamm Avenue
  - Crossing enhancement projects and curb ramp upgrades
  - Pedestrian improvements (sidewalk, curb and gutter) along frontage of KC Vista Park
  - Roundabout at Future Monte Vista/Kamm
  - Widen and install median islands with pedestrian refugee from College Ave to Crawford Ave

Project 7: Nebraska Ave Safety Improvements

- Nebraska Ave
  - Roundabout at Viscaya Parkway
  - Widen north side from Euclid Ave to roundabout at Alta and install pedestrian safety enhancements
  - Install mini roundabouts at Lincoln and Oak

Project 8: Intersection Safety Improvements

- S College/M Street/E Golden Way
  - Feasibility study to remove right turn and square off intersection
- Sierra Way
  - Roundabout at future Monte Vista extension
- Englehart Ave
  - RR Crossing improvements just south of Nebraska Ave and widening from subdivisions north to Nebraska Ave

Discussion/Questions

Next Steps

- Finalize project list based on input
- Apply prioritization framework to create implementation plan
- Develop detailed cost estimates and funding strategy
- Draft Vision Zero Action Plan for review
- City Council Review
  (End of May/Beginning of June)

Project Prioritization Criteria

- Safety Benefits (30%)
  - Based on collision severity risk at project locations
  - KSI collisions: 3 points, minor injuries: 2 points, possible injuries: 1 point
- Benefit to Vulnerable Road Users (15%)
  - Projects improving safety for pedestrians, bicyclists, transit users, or persons with disabilities
  - Score of 10 for projects with these benefits, 0 for those without
- School Safety Impact (15%)
  - Projects within 0.25 mile of existing schools receive score of 10
  - Addresses Profile 5 collision pattern (8 KSI collisions near schools)
- Equity Impact (10%)
  - Projects in/adjacent to transportation-disadvantaged census tracts score 10
  - Ensures safety improvements reach all neighborhoods
- Public Engagement (10%)
  - Projects with documented community support through planning or CSAP outreach
  - Reflects priorities identified in public mapping tool and workshops
- Ease of Implementation (20%)
  - High-ease: signs, lights, striping, crosswalks (10 points)
  - Medium-ease: sidewalks, medians, new signals (5 points)
  - Low-ease: lane/geometry changes, right-of-way acquisition (2 points)

Plan de Acción “Vision Zero” – Visión Cero

Taller Público #1 - Virtual

6 de noviembre de 2024

Introducciones

Agenda

- Introducciones
- ¿Qué es “Vision Zero” –Visión Cero?
- Proceso de Vision Zero
- Rol del Campeón de la Seguridad
- Análisis Preliminar de Colisiones
- Red de Alta Lesiónes
- Sitio web del proyecto y difusión
- Discusión y preguntas
- Próximos pasos

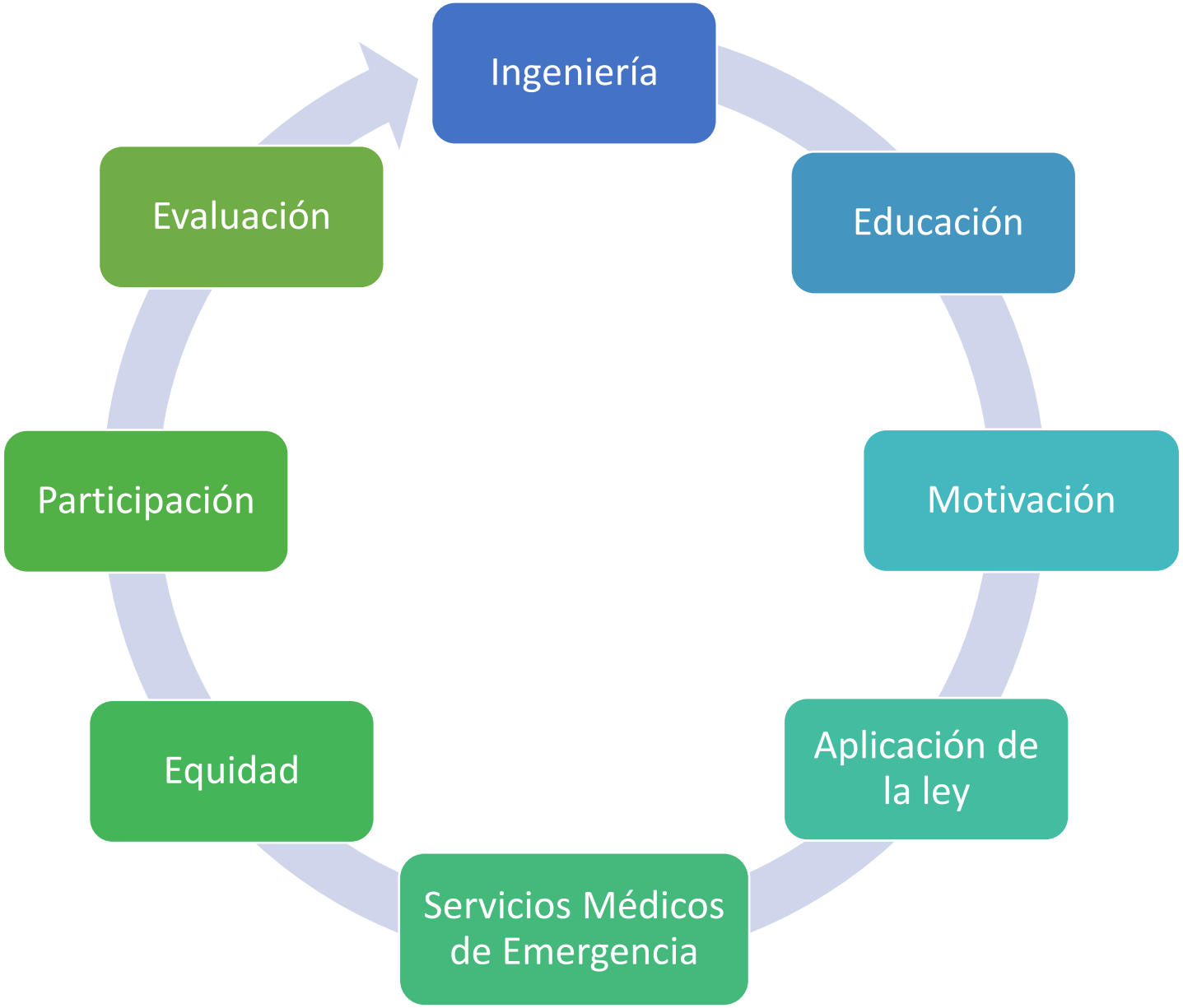
¿Qué es “Vision Zero” – Visión Cero?

- Objetivo general:
  - Para eliminar todas las muertes y lesiones graves relacionadas con el tráfico. Esto requiere un compromiso para hacer que las carreteras, los vehículos y los sistemas de tráfico sean lo más seguros posible para todos los usuarios.
  - Visión Cero prioriza la seguridad de los peatones, ciclistas y motociclistas y tiene como objetivo crear redes de caminos seguras y accesibles para todos.
  - Su objetivo es establecer velocidades seguras que sean adecuadas para las condiciones de las calles y que minimicen el riesgo de accidentes y su gravedad.
  - Crear una cultura de seguridad que fomente un comportamiento responsable en la carretera y promueva el respeto hacia todos los usuarios de las calles.

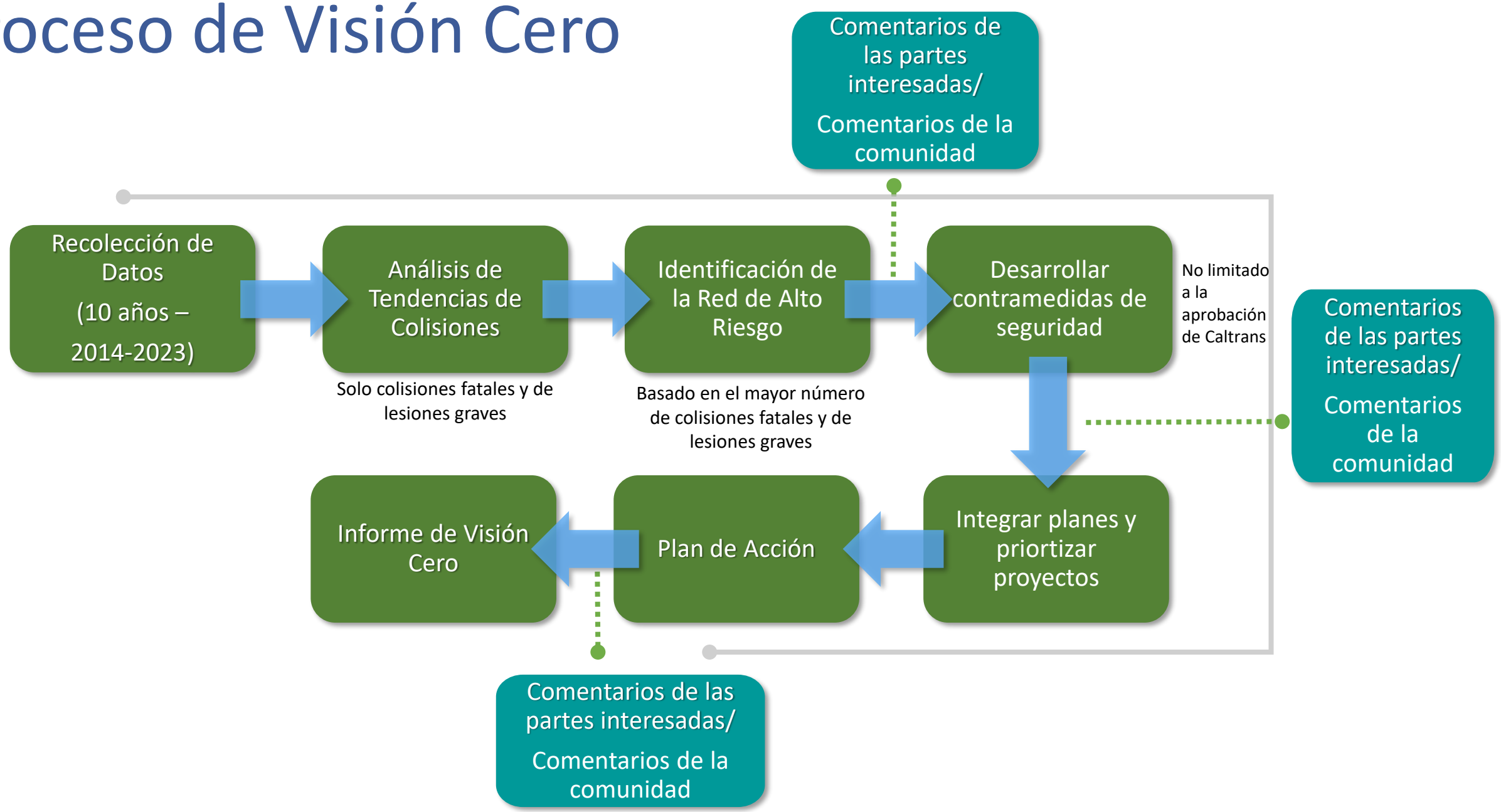
Beneficios del Plan de Acción Visión Cero

- Enfoque basado en datos para identificar, analizar y priorizar cambios en las calles con un énfasis en la seguridad en las calles
- Considera las opiniones de las partes interesadas y de la comunidad para identificar preocupaciones adicionales relacionadas con la seguridad vial.
- Enfoque holístico: incorpora más que solo soluciones de ingeniería
- Permite a la ciudad implementar un enfoque sistémico para resolver las colisiones
- Adaptado a las necesidades específicas de seguridad sobre las calles de la ciudad y la comunidad, basado en datos
- Implementación: La ciudad es elegible para solicitar fondos (HSIP y SS4A)

8 niveles de seguridad



Proceso de Visión Cero

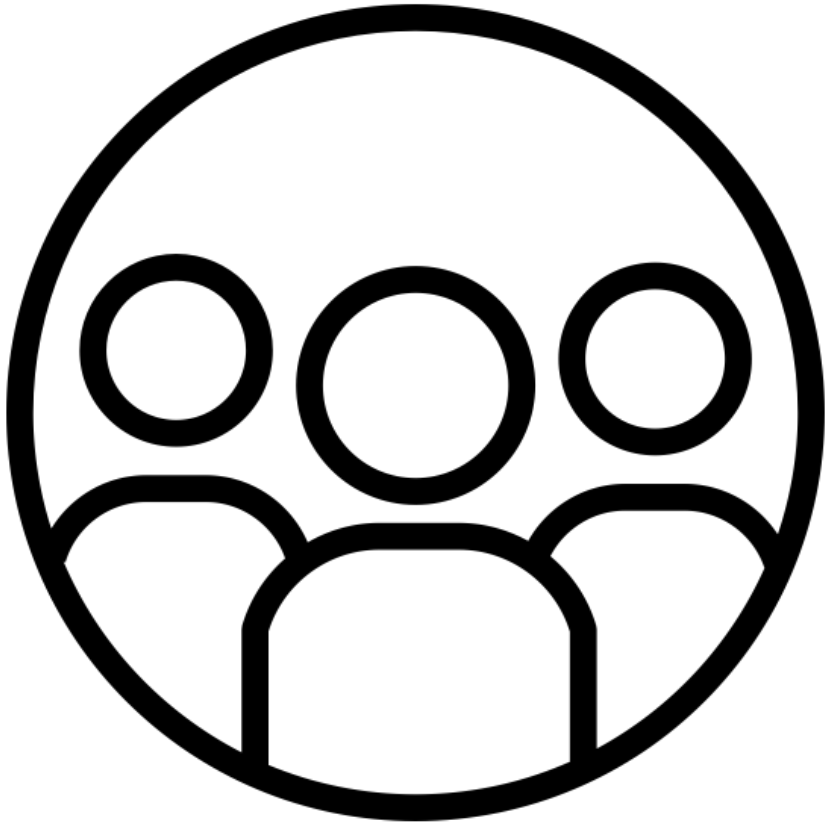


Proceso de Visión Cero

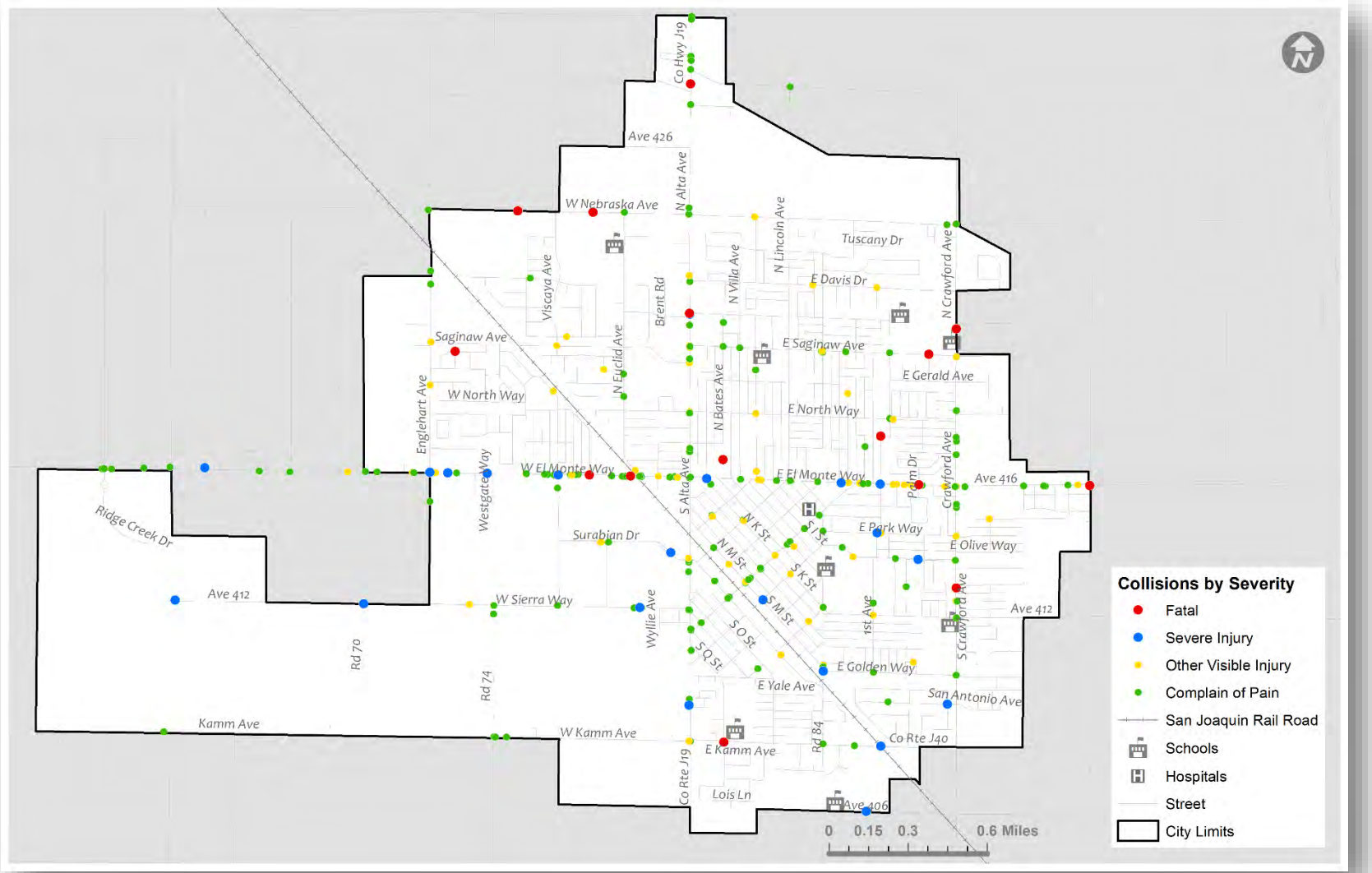
- Datos de colisiones de diez años (2014-2023) en las vías de la ciudad
- Análisis de colisiones
  - Identificación de tendencias de colisiones: tipos de colisiones, gravedad, categoría de violaciones, condiciones de iluminación, etc.
  - Análisis geográfico: identificación espacial de las principales tendencias
  - Visión Cero se enfoca en colisiones fatales y de lesiones graves
- Identificación de intersecciones de alto riesgo y ubicaciones en segmentos de carretera (tramos intermedios)
- Identificación de perfiles de colisión
- Identificación de contramedidas viables y desarrollo de un conjunto de herramientas de contramedidas
- Desarrollo de proyectos prioritarios

¡Su papel como campeón de la seguridad!

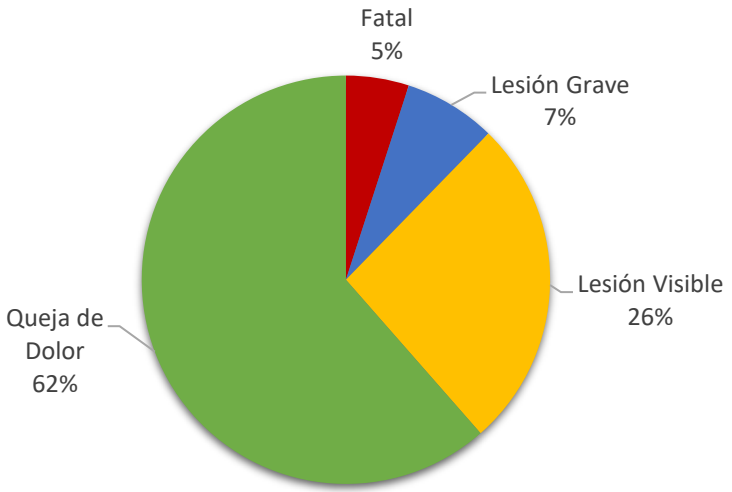
- Ayude a establecer los objetivos y metas de Visión Cero
- Cuéntenos sobre los problemas relacionados con la seguridad vial
- Compárta con nosotros lo que ha escuchado de los miembros de su comunidad
- Informe sus preocupaciones en una encuesta basada en un mapa
- Comparta su experiencia con las contramedidas que se han implementado recientemente
- Comparta los detalles del proyecto con otros miembros de la comunidad y ayude a aumentar la conciencia y participación en el proyecto
- Asista en la priorización de las estrategias
- Ayude a monitorear el programa y a definir los beneficios de las estrategias implementadas
- ¡Manténgase informado sobre el proyecto!



Resultados del Análisis de Colisiones (2014 – 2023)

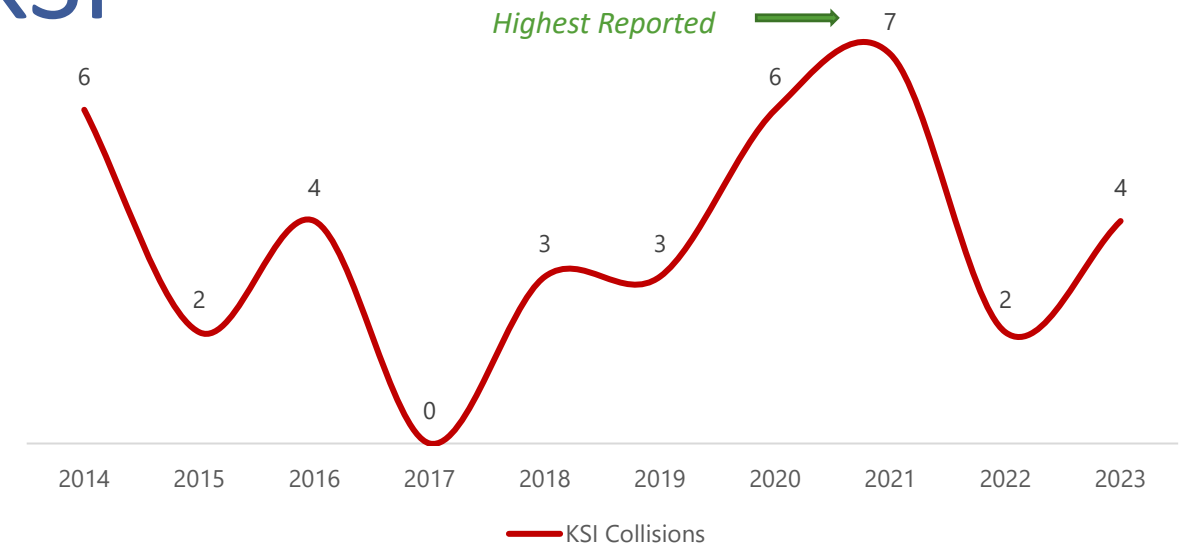


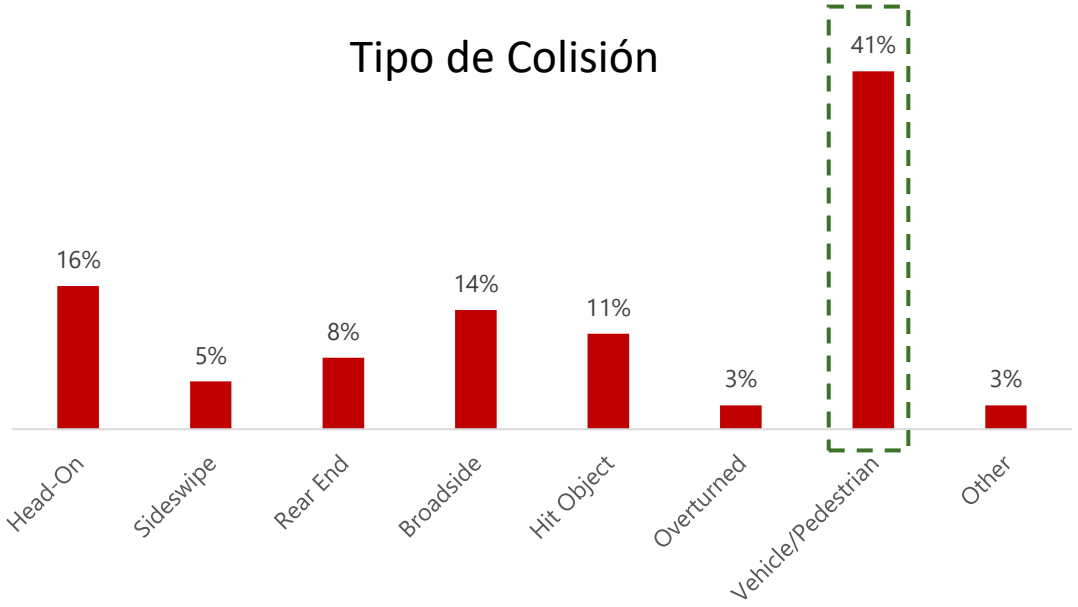
Gravedad de la Colisión	Segmento de carretera	Intersección	Total
Fatal	5	10	15
Lesión Grave	6	16	22
Lesión Visible	7	72	79
Queja de Dolor	26	159	185
Total	**44**	**257**	**301**

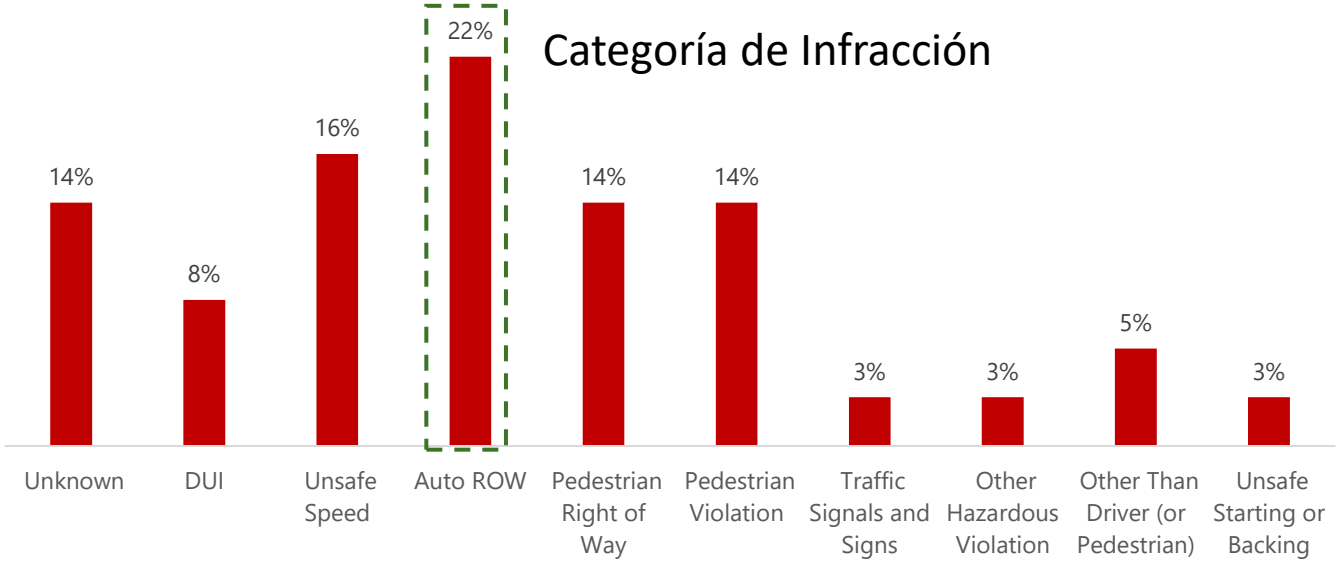


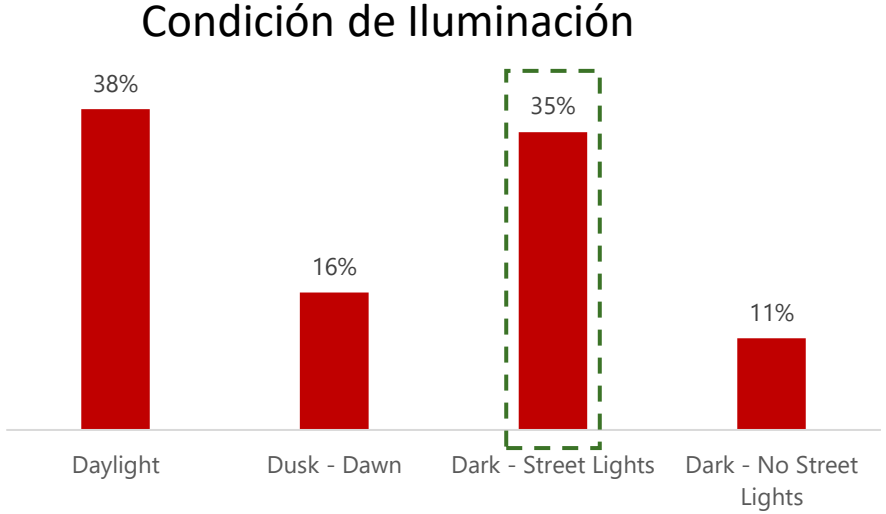
37 KSI Collisions

Resultados del Análisis de Colisiones – Colisiones KSI



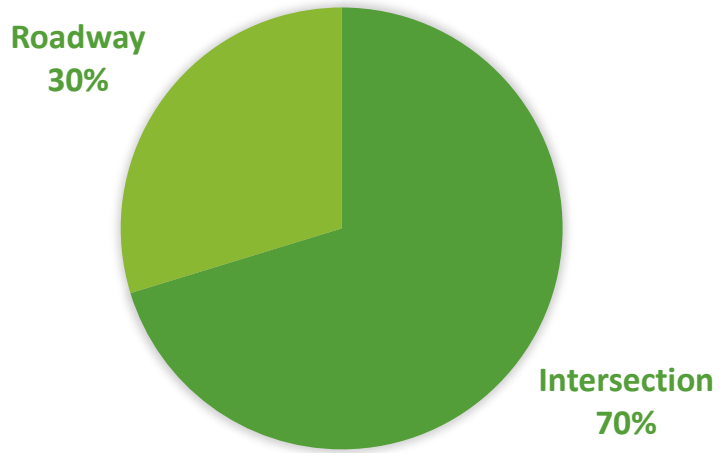




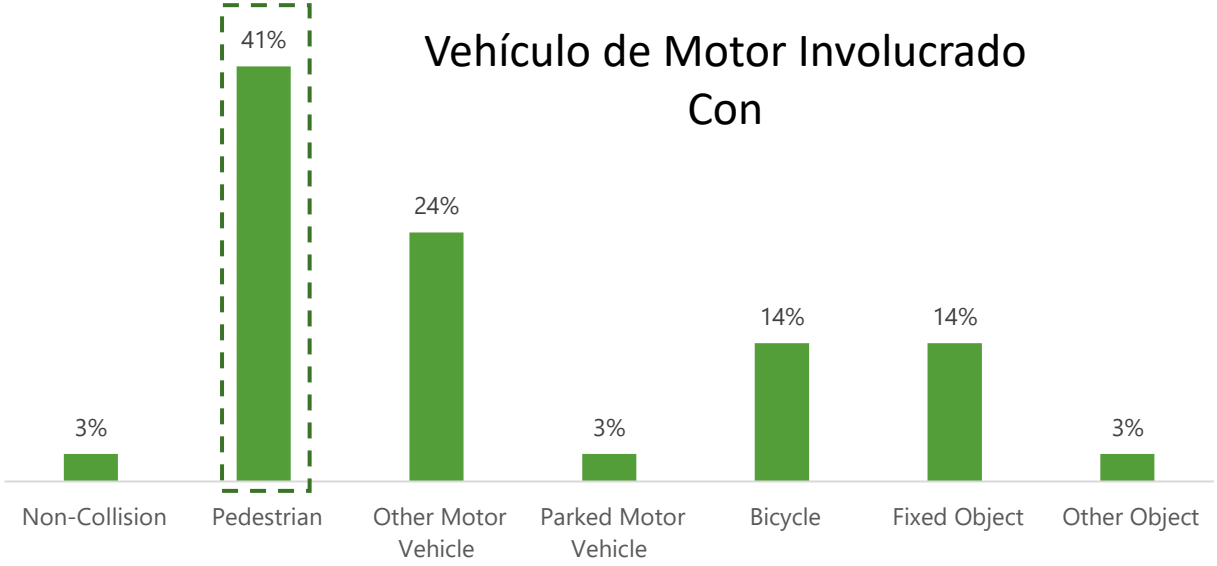


Resultados del Análisis de Colisiones – Colisiones KSI

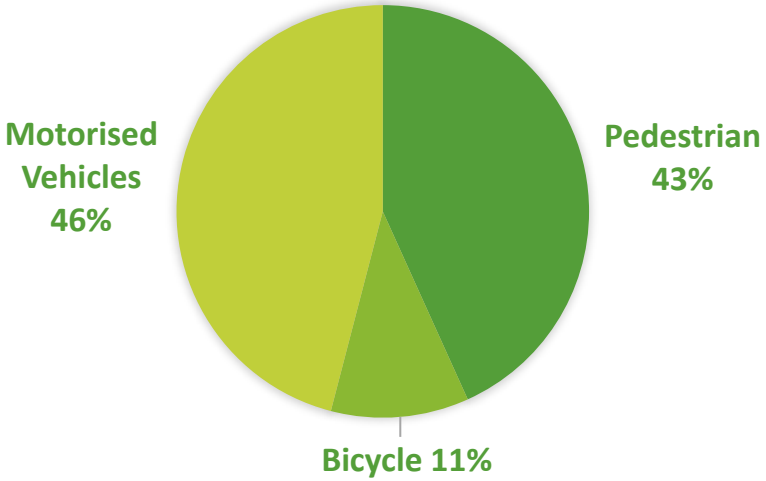
Tipo de Ubicación



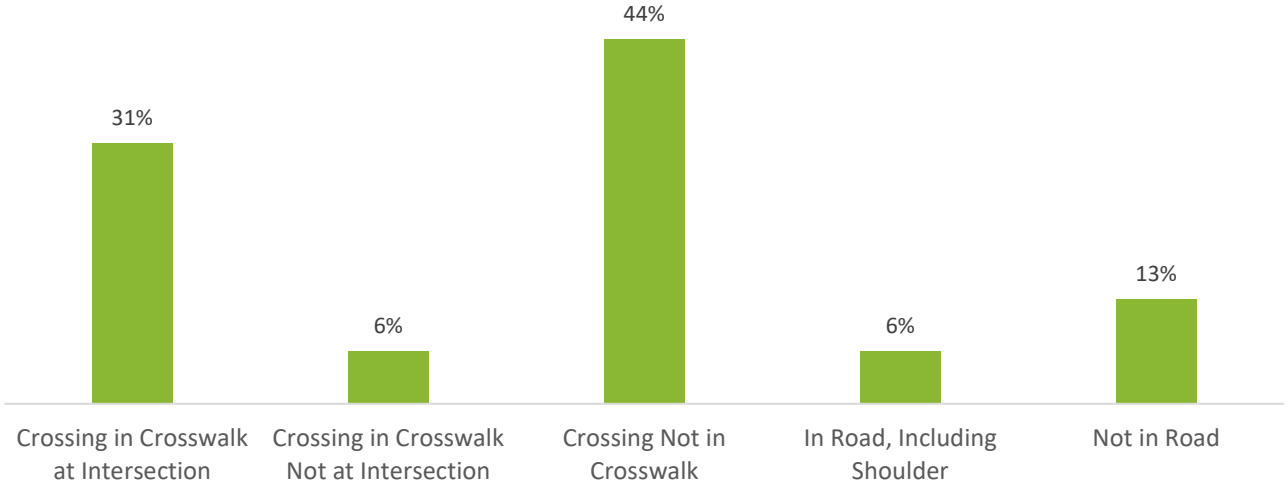
Vehículo de Motor Involucrado Con



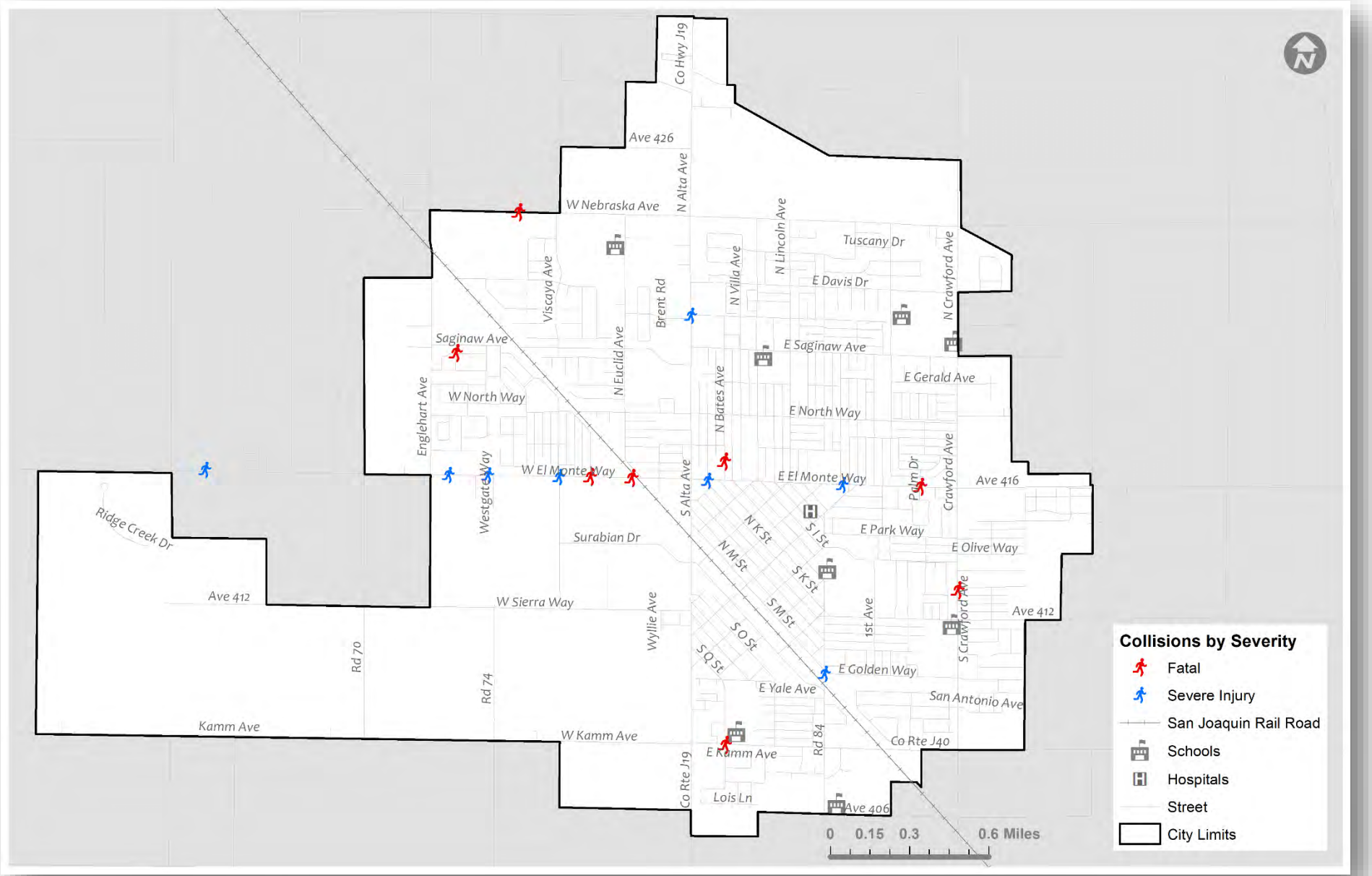
Modo de Transporte por Colisión



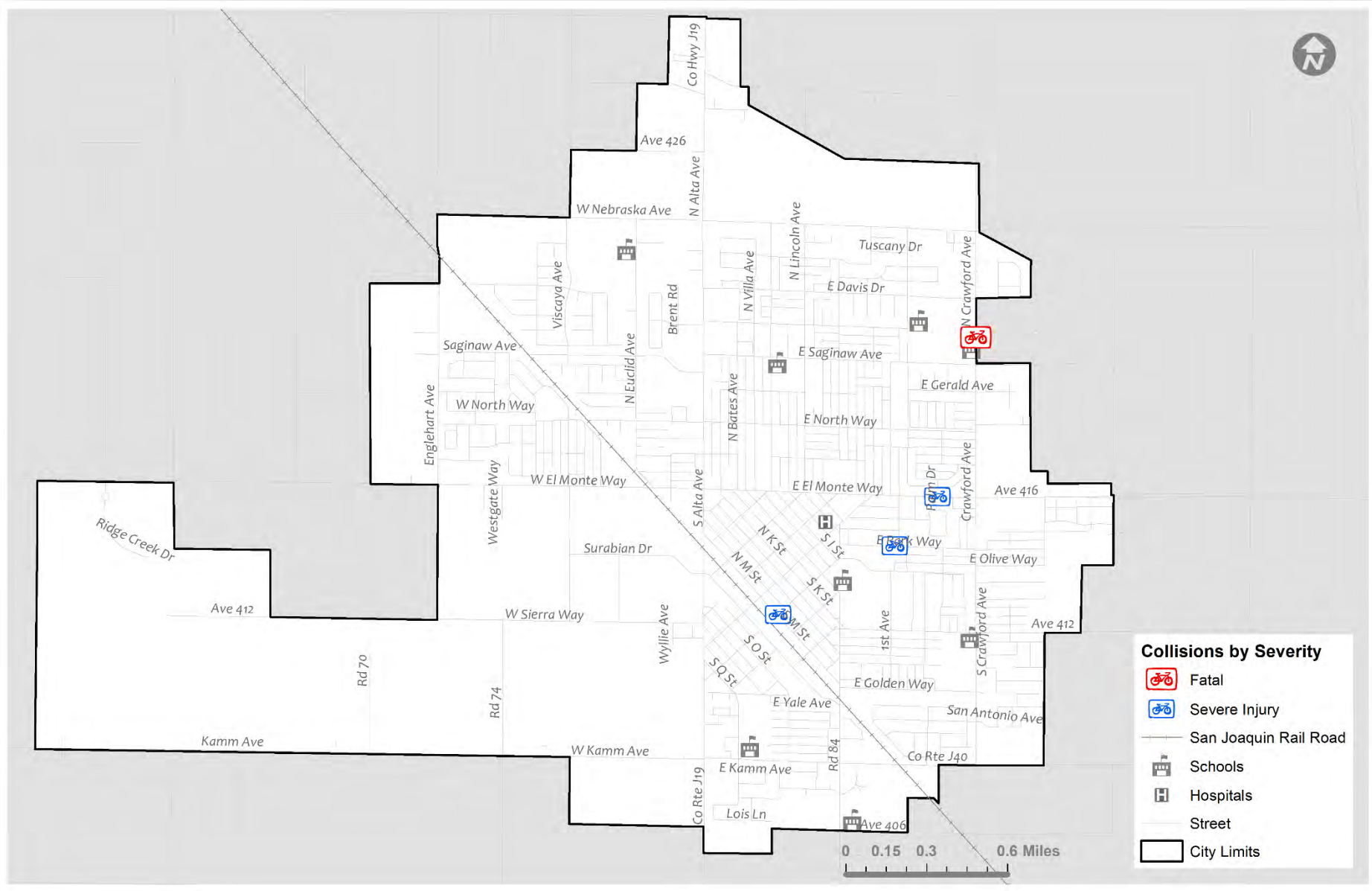
Acción del Peatón



Resultados del Análisis de Colisiones - Peatones

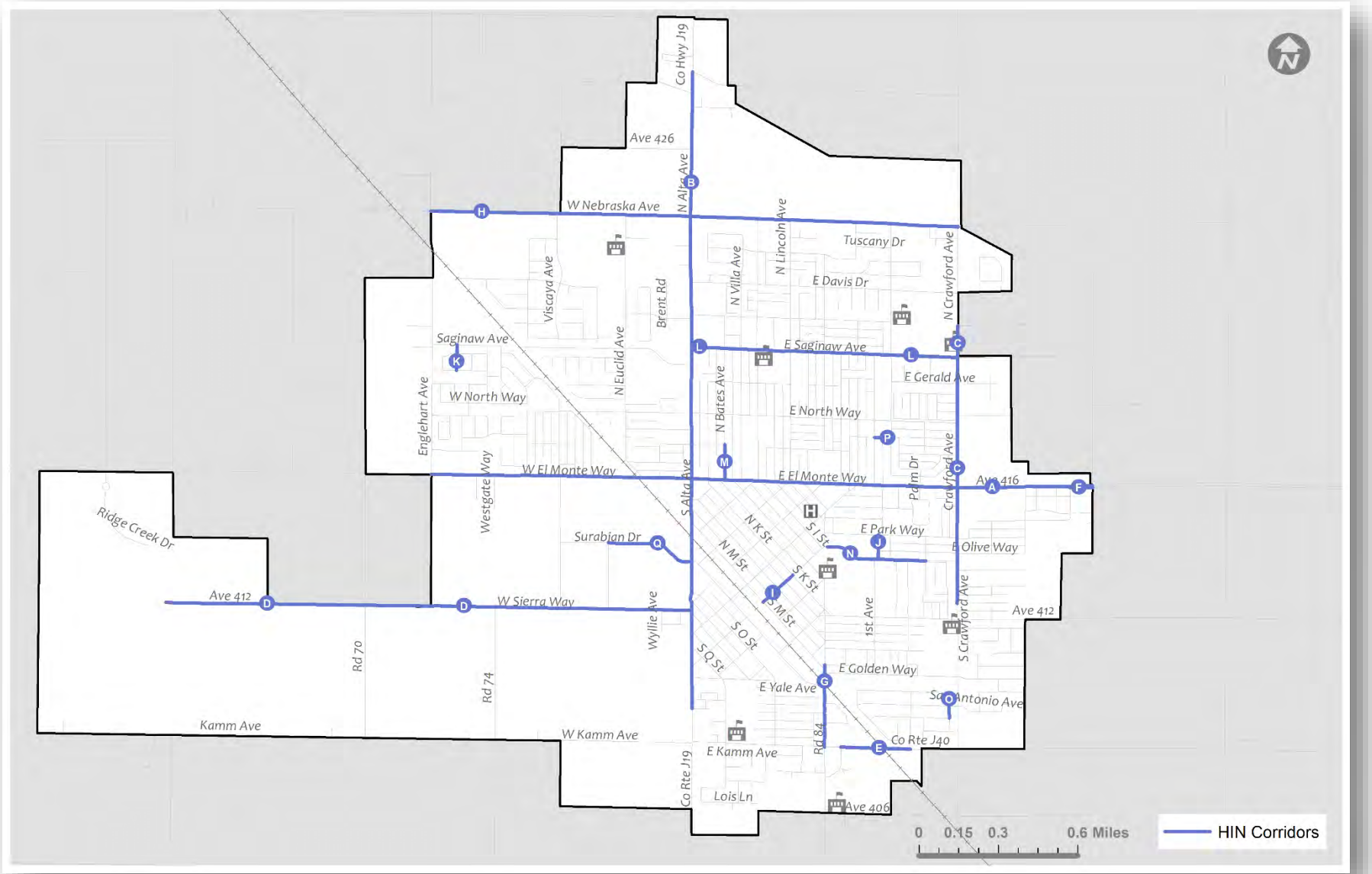


Resultados del Análisis de Colisiones - Bicicletas



Red de Alta Lesiones (2014-2023)

ID	Corridors	KSI Collisions
A	EL MONTE WY	11
B	ALTA AV	4
C	CRAWFORD AV	2
D	SIERRA WY	4
E	KAMM AV	2
F	AVENUE 416	2
G	COLLEGE AV	1
H	NEBRASKA AV	2
I	KERN ST	1
J	CALIFORNIA AV	1
K	DUMPLING AV	1
L	SAGINAW AV	1
M	BATES AV	1
N	MAGNOLIA WY	1
O	AMARILLO ST	1
P	MILLARD WY	1
Q	SURABIAN CT	1



Sitio Web del Proyecto

Comparta Su Opinión

REPORT YOUR AREA OF CONCERN

Vision Zero Action Plan requires public outreach because it aims to improve road safety and reduce traffic fatalities, and gathering feedback from the community can help ensure the plan addresses their concerns and needs.

Your input is essential for the success of Dinuba's Vision Zero Action Plan. Click the button below to provide us with your concerns regarding traffic and safety on the City's roads.

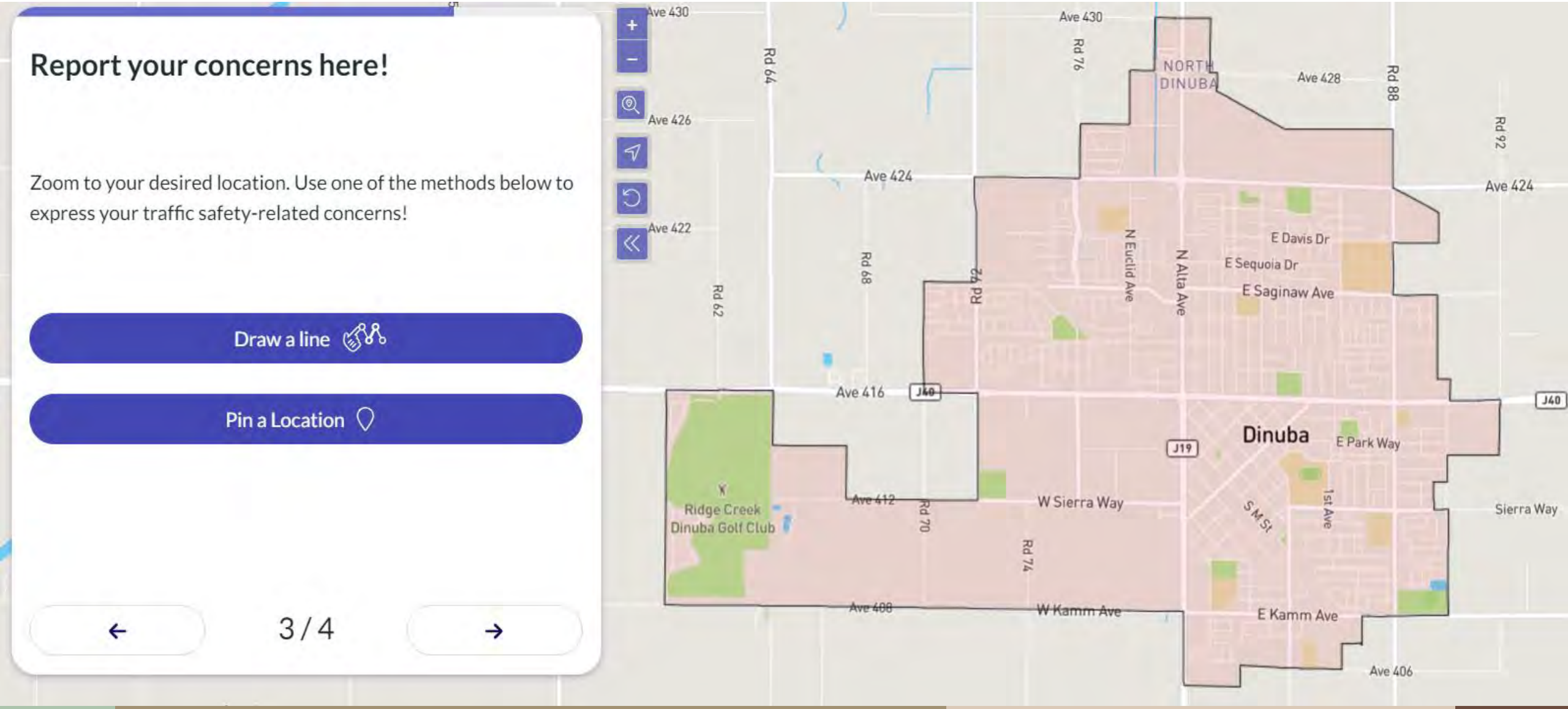
Sample comments -

- This roadway segment is unsafe for walking and biking.
- Cars don't stop at this stop-controlled intersection.
- Speeding on this roadway segment.

Report Your Area of Concern

Note: The City may be required to disclose certain information that you provide as part of your feedback regarding Vision Zero Action Plan.

¡Cuéntenos sus preocupaciones en el mapa!



Discusión/Preguntas

Próximos Pasos

- Identificar los perfiles principales de colisión
- Identificar y priorizar contramedidas de ingeniería y soluciones no ingenierías
- Desarrollar un conjunto de herramientas de contramedidas
- Taller público en persona – enero/febrero de 2025
- Rodeos de bicicletas – enfocados en usuarios en edad escolar – principios de 2025

Vision Zero Meeting

November 7, 2024 6-7:30pm

	Name/Organization	Address
1	Rachel Nenio-Guerrero	1851 E. Meadow Lane, Pinedale
2	RAMON RIVERA	1960 GOLDEN WAY
3	LINDA FAUST	1421 E Millard
4		
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DINUBA VISION ZERO

PUBLIC WORKSHOP #2

MAY 2, 2025

Sign In Sheet

Name	Email Address (if comfortable providing)
Rachel Nevio Guerrero	
Alondra Cabrera	
Alma Cabrera	
Ramon	

Notes from Public Outreach – City of Dinuba

1. **Roundabouts and Intersections:**
    - Traffic congestion observed at the roundabout on Alta Avenue, primarily due to high school-related traffic. On-site observation is recommended.
    - Vehicles are accelerating through the roundabout; the design and signage for the two-lane configuration should be reviewed.
    - Too many roundabouts were a concern to few community members.
    - Several participants expressed concerns about the number of roundabouts in the area.
    - Specific issues were reported at:
        - Villa Avenue near to the Lincoln Elementary school.
        - Eaton Avenue and Sequoia Drive, where there is no marked pedestrian crosswalk.
        - Eaton Avenue and Villa Avenue, where Church generates heavy traffic on Sundays.
    - Pedestrian safety concerns at Eaton and El Monte, with reports of frequent crosswalk collisions.
2. **Traffic and School Impacts and Safety:**
    - Vehicles turning from the south are reportedly blocking westbound traffic on El Monte Avenue.
    - Diagonal street traffic is causing turning conflicts near El Monte Way.
    - Congestion lasts about 20 minutes on Sundays due to increased church (there are three churches in the vicinity) activity over the past two years, impacting parking and overall flow.
    - The high school relocated in January 2025. This shift has led to increased traffic, especially on Kamm Avenue.
    - Collision analysis team should review the 2024 collision data in light of the school's relocation.
    - For Project 2: There was question if there are going to be bike lanes on El Monte Way from Nicholas Avenue to Perry Avenue as part of the project

3. **Congestion:**
    - Project 8 area experiences significant traffic during “Taco Tuesdays” and the market.
    - Feedback for Project 7: Temporary stop signs are recommended during construction phases to slow down traffic in residential neighborhoods.
    - Construction detours have been reported to cause navigation issues; detour planning should address these concerns.
    - Euclid Avenue and Nebraska Street experience heavy traffic volumes. The left-turn lane on Euclid to access the school creates additional delays during school peak hours.
4. **Community Feedback and Safety Education**:
    - Scooter use among young children was widely observed. The helmet safety message was well-received by families.
    - Educational Flyer on HAWK.
    - The community appreciated the bike safety education activities.
    - Residents expressed interest in receiving regular updates about traffic improvements and project developments in Dinuba. Facebook Group- “What’s Happening in Dinuba”

Materials Supporting Outreach and Engagement Activities

CONCERNED ABOUT ROADWAY SAFETY FOR ALL USERS IN DINUBA?
DO YOU WANT TO HELP MAKE OUR STREETS SAFER?

Dinuba Vision Zero Action Plan

Vision Zero Action Plan

Vision Zero is a comprehensive strategy to reduce and eventually eliminate traffic fatalities and severe injuries through a data-driven approach that ensures safety for all road users.

Your Opinion Matters!

Public Workshop#1- Virtual

Wednesday, November 6, 2024 at 6:00 pm to 7:30 pm

https://zoom.us/j/95334936473?pwd=H1A71YT-KLht1VscKvU4Zx7PU90ur5T.1

Meeting ID: 953 3493 6473

Passcode: 096441

Scan to join the virtual meeting

Public Workshop#1- In Person

Thursday, November 7, 2024 at 6:00 pm to 7:30 pm

Dinuba Recreation Center
1390 Elizabeth Way
Dinuba, CA 93618

Updates collision data and areas of **CONCERN**

Aims to **ESTABLISH SAFE SYSTEMS**

Integrates **HUMAN ERROR** into the approach

Topics of Discussion:

- Introduce Goals & Process of Vision Zero
- Preliminary Collision Analysis Findings
- High Injury Network
- Outreach Platform

For additional information about the project, please contact:
Anna Santillan, Public Works Department
Email address: ASantillan@dinuba.ca.gov
Phone Number: (559) 591-5924

CITY OF DINUBA

¿LE PREOCUPA LA SEGURIDAD DE LAS VIAS PUBLICAS EN DINUBA?
¿QUIERE HACER ALGO PARA AYUDAR?

"Vision Zero"- Plan de Acción

Plan de acción Visión Cero

Vision Cero es una estrategia para reducir y eventualmente eliminar las muertes y lesiones graves de tráfico a través de un enfoque basado en datos que garantiza la seguridad para todos los usuarios de las calles o carreteras.

Su ¡Opinión importa!

Taller Público#1 - Virtual

miércoles 6 de noviembre de 2024 a las 6:00 pm a 7:30 pm

https://zoom.us/j/95334936473?pwd=H1A71YT-KLht1VscKvU4Zx7PU90ur5T.1

ID de reunión: 953 3493 6473
Código de acceso: 096441

Escanee para unirse al virtual reunión

Taller Público#1 - En Persona

jueves 7 de noviembre de 2024 a las 6:00 pm a 7:30 pm

Dinuba Recreation Center
1390 Elizabeth Way
Dinuba, CA 93618

Actualiza los datos de colisiones y las áreas de **PREOCUPACIÓN**

Tiene como objetivo **ESTABLECER SISTEMAS SEGUROS**

integra **ERROR HUMANO** en el enfoque

Temas de presentación:

- Presentar los objetivos y el proceso de "Vision Zero," - Vision Cero
- Hallazgos preliminares del análisis de colisiones
- Red de lesiones altas
- Plataforma de alcance publico

Para obtener información adicional sobre el proyecto, póngase en contacto con:
Anna Santillan, Public Works Department
Email address: ASantillan@dinuba.ca.gov
Número de teléfono: (559) 591-5924

CITY OF DINUBA

CONCERNED ABOUT ROADWAY SAFETY FOR ALL USERS IN DINUBA?
DO YOU WANT TO HELP MAKE OUR STREETS SAFER?

Dinuba Vision Zero Action Plan

Vision Zero Action Plan

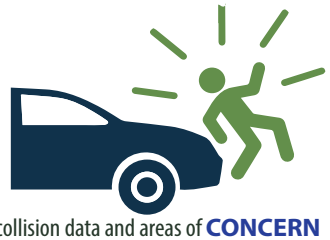
Vision Zero is a comprehensive strategy to reduce and eventually eliminate traffic fatalities and severe injuries through a data-driven approach that ensures safety for all road users.

Your Opinion Matters!

Public Workshop #2

Friday, May 2, 2025
6:00 pm to 7:30 pm

Dinuba Recreation Center
1390 Elizabeth Way
Dinuba, CA 93618



Updates collision data and areas of **CONCERN**

Topics of Discussion:

- Present draft priority projects
- Receive public feedback and comments

Aims to **ESTABLISH SAFE SYSTEMS**

For additional information about the project, please contact:
Anna Santillan, Public Works Department

Email address: ASantillan@dinuba.ca.gov
Phone Number: (559) 591-5924

Integrates **HUMAN ERROR** into the approach

CITY OF DINUBA

¿LE PREOCUPA LA SEGURIDAD DE LAS VIAS PUBLICAS EN DINUBA?
¿QUIERE HACER ALGO PARA AYUDAR?

"Vision Zero"- Plan de Acción

Plan de acción Visión Cero

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Su ¡Opinión importa!

Taller Público #2

Viernes 2 de mayo de 2025
6:00 pm a 7:30 pm

Dinuba Recreation Center
1390 Elizabeth Way
Dinuba, CA 93618

Actualiza los datos de colisiones y las áreas de **PREOCUPACIÓN**

Temas de presentación:

- Presentar borradores de proyectos prioritarios.
- Recibir comentarios y opiniones del público.

Tiene como objetivo **ESTABLECER SISTEMAS SEGUROS**

Para obtener información adicional sobre el proyecto, póngase en contacto con:
Anna Santillan, Public Works Department

Email address: ASantillan@dinuba.ca.gov
Número de teléfono: (559) 591-5924

integra **ERROR HUMANO** en el enfoque

CITY OF DINUBA

City of DINUBA VISION ZERO

BIKE SAFETY EVENT

FREE FOR ALL

Join us for an exciting day of fun and learning at the Dinuba Bike Safety Event! This free event is designed for children and families to promote bike safety, riding skills, and community engagement. Participants will have the opportunity to learn essential biking techniques, navigate obstacle courses, and enjoy various activities that celebrate cycling.

Sunday, May 4, 2025
10:30 - 11:30 am &
12:30 - 1:30 pm

St. Catherine Church
356 N Villa Ave
Dinuba, CA 93618

For more information on the Dinuba Vision Zero Action Plan, please scan the QR code or visit:
https://dinuba.org/information/news-and-events/735-vision-zero-action-plan

TJKM

Celebrate Cinco de Mayo With Us!

Join us at the Cinco de Mayo event and learn more about the City's Vision Zero Plan. An initiative focused on making our streets safer for everyone.

Booth 31
Rose Ann Vuich Park
855 E. El Monte Way
Dinuba, CA 93618

City of DINUBA VISION ZERO

For more information on the Dinuba Vision Zero Action Plan, please scan the QR code or visit:
https://dinuba.org/information/news-and-events/735-vision-zero-action-plan

TJKM

City of DINUBA VISION ZERO

BIKE SAFETY EVENT

FREE FOR ALL

Join us for an exciting day of fun and learning at the Dinuba Bike Safety Event! This free event is designed for children and families to promote bike safety, riding skills, and community engagement. Participants will have the opportunity to learn essential biking techniques, navigate obstacle courses, and enjoy various activities that celebrate cycling.

Friday, May 2, 2025
2:30 - 4:30 pm

Location:

Lincoln Elementary School
850 Eaton Avenue
Dinuba, CA 93618

For more information on the Dinuba Vision Zero Action Plan, please scan the QR code or visit:
https://dinuba.org/information/news-and-events/735-vision-zero-action-plan

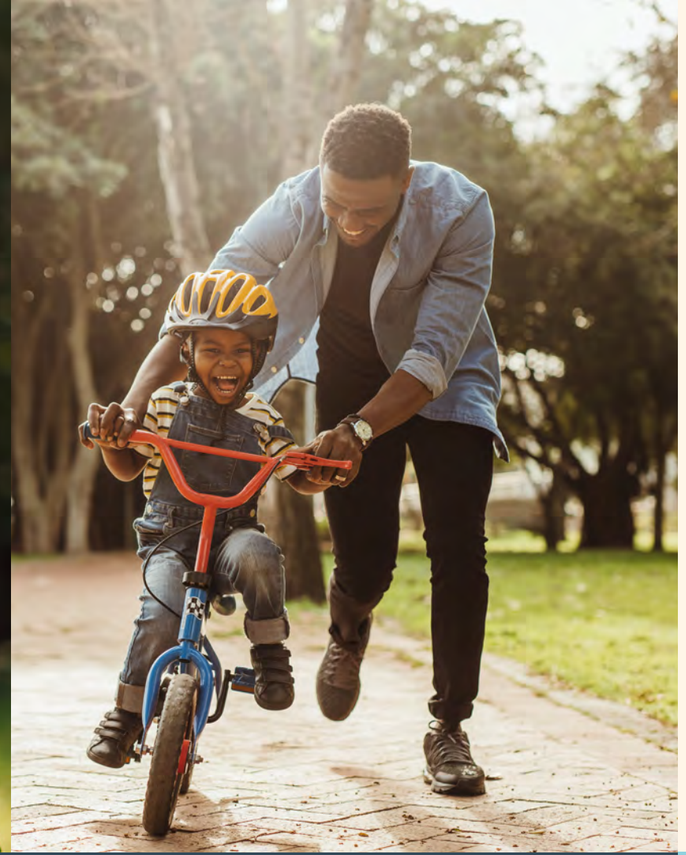
TJKM

VISION ZERO OVERVIEW

- A global road safety initiative aimed at eliminating all traffic fatalities and severe injuries.
- Acknowledges human error but maintains that traffic deaths are preventable.
- Emphasizes a systems-based approach: safer streets, lower speeds, enforcement, and education.
- Helps build safer, more resilient, and people-centered urban environments.

BICYCLE USAGE AS A VISION ZERO STRATEGY

- Reducing car dependency lowers crash likelihood and severity.
- Bicycles are smaller, slower, and lighter: making roads inherently safer.
- Promoting cycling reduces traffic congestion and vehicle emissions.
- Encourages healthier lifestyles and improves public health.



RESUMEN DE VISIÓN CERO

- Una iniciativa global de seguridad vial que busca eliminar todas las muertes y lesiones graves ocasionadas por accidentes de tránsito.
- Reconoce el error humano, pero sostiene que las muertes de tránsito son prevenibles.
- Enfatiza un enfoque sistematizado: calles más seguras, velocidades más bajas, aplicación denormas y educación.
- Contribuye a construir entornos urbanos más seguros, resilientes y centrados en las personas.

USO DE LA BICICLETA COMO ESTRATEGIA DE VISIÓN CERO

- Reducir la dependencia del automóvil disminuye la probabilidad y gravedad de los siniestros viales.
- Las bicicletas son más pequeñas, lentas y ligeras, lo que inherentemente hace las víalidades más seguras.
- Fomentar el uso de la bicicleta reduce la congestión vial y contaminación vehicular.
- Promueve estilos de vida más saludables y mejora la salud pública.

BIKE SIGNALS

Right Turn
Giro a la derecha

Extend yoru left arm out sideways bent at a 90-degree angle at the elbow joint, hand pointing upward and the palm facing forward.

Extiende tu brazo izquierdo hacia un lado, flexionando el codo en un ángulo de 90 grados, con la mano apuntando hacia arriba y la palma de la mano hacia adelante.

Alternative Right Turn
Giro a la derecha alternativo

Extend yoru right arm out straight with all fingers extended or use your index finger to point right.

Extiende de manera recta su brazo derecho con todos los dedos de la mano extendidos o use su dedo índice para señalar hacia la derecha.

VISION ZERO PLAN

SAFETY FIRST & BIKE FRIENDLY

For more information on the Dinuba Vision Zero Action Plan, please scan the QR code or visit: https://dinuba.org/information/news-and-events/735-vision-zero-action-plan

City of DINUBA VISION ZERO TJKM

VISIÓN CERO PLAN

SEGURIDAD PRIMERO Y BICICLETAS BIENVENIDAS

Para más información sobre el Plan de Acción Dinuba Vision Zero, por favor escanee el código QR o visite: https://dinuba.org/information/news-and-events/735-vision-zero-action-plan

City of DINUBA VISION ZERO TJKM

SEÑALES PARA BICICLETAS

Left Turn
Giro a la izquierda

Extend yoru left arm out sideways with all fingers extended or use your index finger to point left.

Extienda su brazo izquierdo hacia un lado con todos los dedos extendidos o use su dedo índice para señalar hacia la izquierda

Stopping or Slowing
Detenerse o reducir la velocidad

Extend yoru left arm or right arm out sideways and bend your arm at a 90-degree angle at the elbow joint, hand pointing downward and the palm facing backward.

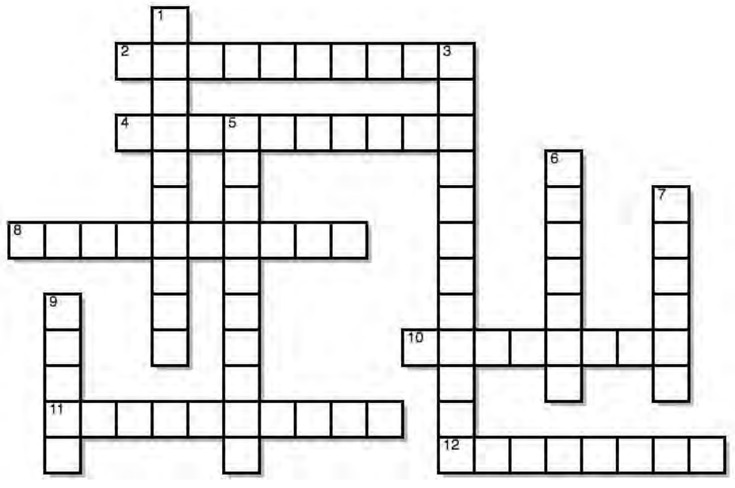
Extienda su brazo izquierdo o derecho hacia un lado y flexione el codo en un ángulo de 90 grados, con la mano apuntando hacia abajo y la palma de la mano hacia atrás.

Learn what NOT to do

WORD SEARCH

TEXTING	MUSIC
TALKING	MAKEUP
EATING	READING
DAY DREAMING	VIDEOS
PHONE	DRINKING

					H	R	P	F	L											
			P	M	L	E	W	K	C	V										
		L	H	K	W	P			M	L	D									
	M	B	O	P	E	W				Z	G	F								
	R	O	F	N	F	N	D				U	I	P							
	O	K	O	E	M	N	X				F	E	K	E	L	D	W			
	Y	D	A	Y	D	R	E	A	M	I	N	G	O	H	J	U	C	R	K	H
	T	E	X	T	I	N	G	R	R	T	A	L	K	I	N	G	Y	I	L	A	E
P	Z	D	I	R	F	A	H	M	A	K	E	U	P	S	T	T	V	N	G	Y	U
G	X	G	L	Z	A	N	A	I	D	J	O	H	Z	P	Q	E	N	K	Q	C	G
I	B	D	D	Z	X	E	A	T	I	N	G	N	M	A	W	K	L	I	J	A	N
M	V	M	S	L	V	R	E	A	D	I	N	G	N	U	J	M	I	N	U	O	Z
	J	U	Z	T	O	E	T	S	B	V	I	D	E	O	S	B	E	G	H	E	
		V	Y	N	G										K	I	X	R			
			G	D												J	C				



For more information on the Dinuba Vision Zero Action Plan, please scan the QR code or visit: https://dinuba.org/information/news-and-events/735-vision-zero-action-plan

PUZZLE

DOWN

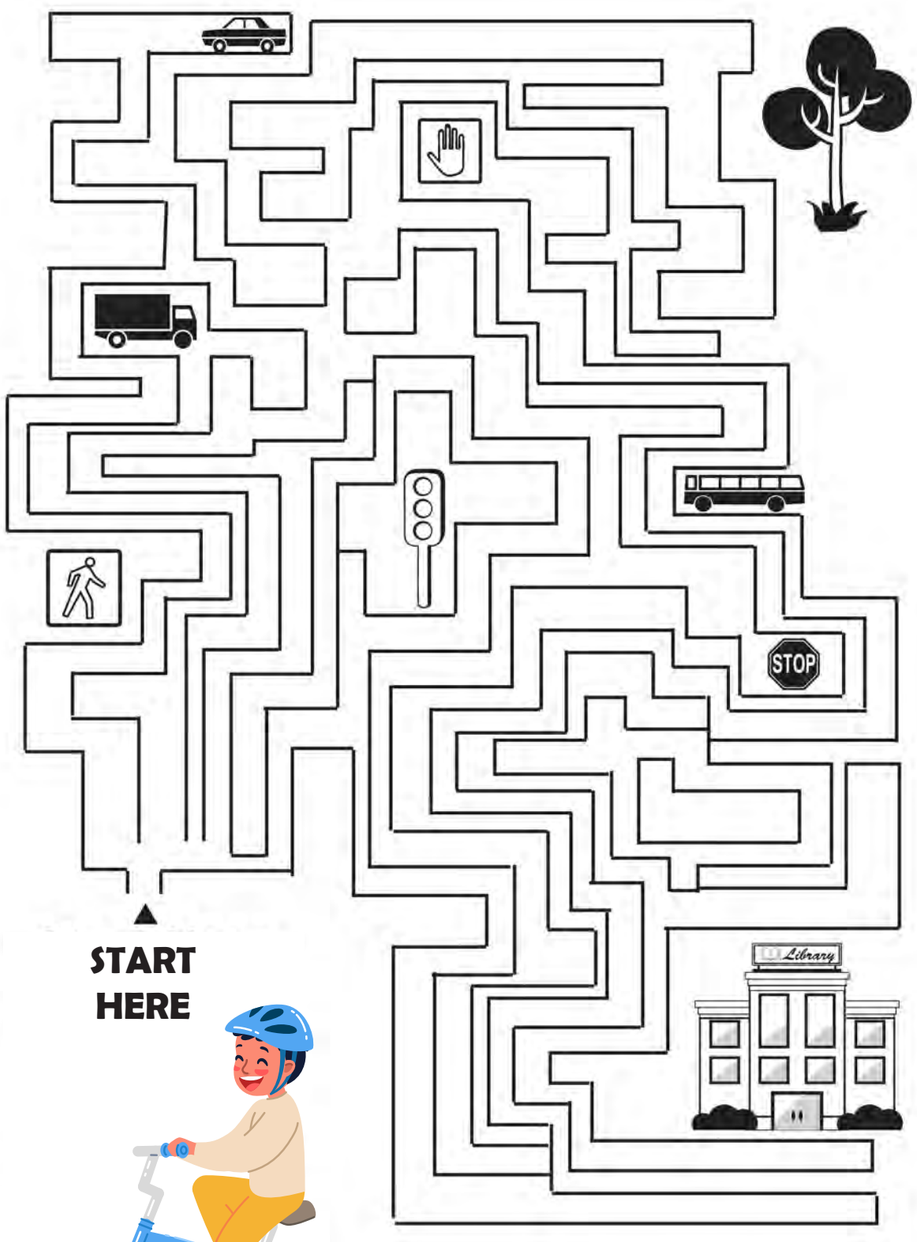
1. A person walking along a road.
3. Talking and especially texting distracts you from being aware of this.
5. This lets drivers know that you see them, and they see you.
6. Crossing the street illegally without waiting for the walk signal.
7. It's the law to wear this on your head and helps reduce injuries while riding a bicycle, skateboard scooter or roller-skates.
9. Be _____! Don't assume drivers can see you.

ACROSS

2. Don't wear these over your ears while crossing the street.
4. The California Office of Traffic Safety's pedestrian safety mascot.
8. Someone who is not paying attention.
10. Designated path specifically for cyclists.
11. Wear this type of clothing or accessories so drivers can see you better when walking at night.
12. Buckling this helps keep you safe and secure inside a vehicle.

Answer Key:
Across: *2: Headphones; 4: Pete Walker; 8: Distracted; 10: Bike Lane; 11: Reflective; 12: Seat Belt;*
Down: *1: Pedestrian; 3: Surroundings; 5: Eye Contact; 6: Jaywalk; 7: Helmet; 9: Alert.*

MAZE

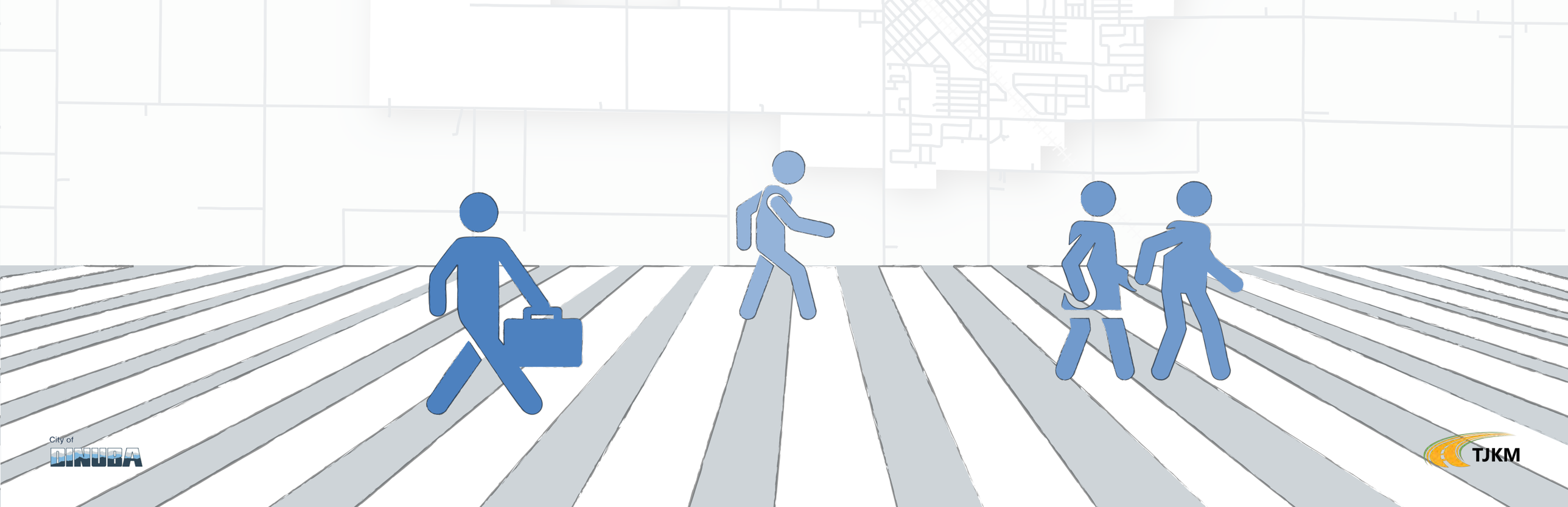


START HERE

Can you help me find my way to the library?

Reference: California Office of Traffic Safety

APPENDIX D:
COST ESTIMATES OF SAFETY PROJECTS



City of DINUBA

TJKM

City of Dinuba Cost Estimate

Project 1: Citywide Street Light Inventory

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Limits: Citywide							
Street Light Inventory and Installation	Upgrade Existing Street Lighting	EA	$1,000.00	406	$406,250	$6,213,542	$7,145,600
	Installing New Street Lighting	EA	$12,000.00	312.5	$3,750,000		
	Install Service Point	EA	$10,000.00	104	$1,041,667		
	Install Street Lighting Cable	LF	$5.00	203125	$1,015,625		
						Project Cost Total	**$7,145,600**
						Contingency Cost(15%)	**$1,071,840**
						Subtotal	**$8,217,500**
						Engineering Costs(35%)	**$2,876,200**
						Total	**$11,093,700**

City of Dinuba Cost Estimate

Project 2: Citywide Sign Inventory

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Limits: Citywide							
Sign Inventory and Installation	Remove Sign and Post	EA	$200.00	4580	$916,000	$2,748,000	$3,160,200
	Install Sign and Post	EA	$400.00	4580	$1,832,000		
						Project Cost Total	**$3,160,200**
						Contingency Cost(15%)	**$474,100**
						Subtotal	**$3,634,300**
						Engineering Costs(35%)	**$1,272,100**
						Total	**$4,906,400**

City of Dinuba Cost Estimate

Project 3: Citywide Safe Routes to Schools

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Limits: Roosevelt Elementary School							
Fill Sidewalk Gap	Install Curb Ramp	EA	$4,000.00	9	$36,000	$48,300	$55,600
	Install Driveway	EA	$5,000.00	2	$10,000		
	Allowance for Drainage	LS	$2,300.00	1	$2,300		
Project Limits: Lincoln Elementary School							
Fill Sidewalk Gap	Install Curb Ramp	EA	$4,000.00	21	$84,000	$88,200	$101,500
	Allowance for Drainage	LS	$4,200.00	1	$4,200		
Crosswalk Enhancement	Install High Visibility Crosswalk	EA	$1,000.00	23	$23,000	$23,000	$26,500
Project Limits: Kennedy Elementary School							
Fill Sidewalk Gap	Site Preparation and Removal	SF	$12.00	240	$2,880	$60,144	$69,200
	Install Sidewalk	SF	$20.00	240	$4,800		
	Install Curb Ramp	EA	$4,000.00	12	$48,000		
	Install Curb and Gutter	LF	$40.00	40	$1,600		
	Allowance for Drainage	LS	$2,864.00	1	$2,864		
Crosswalk Enhancement	Install High Visibility Crosswalk	EA	$1,000.00	5	$5,000	$5,000	$5,800
Project Limits: Jefferson Elementary School							
Fill Sidewalk Gap	Site Preparation and Removal	SF	$12.00	5730	$68,760	$327,138	$376,300
	Install Sidewalk	SF	$20.00	5730	$114,600		
	Install Curb Ramp	EA	$4,000.00	20	$80,000		
	Install Curb and Gutter	LF	$40.00	955	$38,200		
	Install Driveway	EA	$5,000.00	2	$10,000		
	Allowance for Drainage	LS	$15,578.00	1	$15,578		
Crosswalk Enhancement	Install High Visibility Crosswalk	EA	$1,000.00	12	$12,000	$12,000	$13,800
Project Limits: Wilson Elementary School							
Fill Sidewalk Gap	Install Curb Ramp	EA	$4,000.00	19	$76,000	$79,800	$91,800
	Allowance for Drainage	LS	$3,800.00	1	$3,800		
Crosswalk Enhancement	Install High Visibility Crosswalk	EA	$1,000.00	8	$8,000	$8,000	$9,200
Project Limits: Washington Intermediate School							
Fill Sidewalk Gap	Install Curb Ramp	EA	$4,000.00	7	$28,000	$29,400	$33,900
	Allowance for Drainage	LS	$1,400.00	1	$1,400		
Crosswalk Enhancement	Install High Visibility Crosswalk	EA	$1,000.00	5	$5,000	$5,000	$5,800
Project Limits: Dinuba High School							
Fill Sidewalk Gap	Site Preparation and Removal	SF	$12.00	7860	$94,320	$473,466	$544,500
	Install Sidewalk	SF	$20.00	7860	$157,200		
	Install Curb Ramp	EA	$4,000.00	28	$112,000		
	Install Curb and Gutter	LF	$40.00	1310	$52,400		
	Install Driveway	EA	$5,000.00	7	$35,000		
	Allowance for Drainage	LS	$22,546.00	1	$22,546		
Crosswalk Enhancement	Install High Visibility Crosswalk	EA	$1,000.00	31	$31,000	$31,000	$35,700
Project Limits: Sierra Vista High School							
Fill Sidewalk Gap	Site Preparation and Removal	SF	$12.00	8100	$97,200	$389,760	$448,300
	Install Sidewalk	SF	$20.00	8100	$162,000		
	Install Curb Ramp	EA	$4,000.00	2	$8,000		
	Install Curb and Gutter	LF	$40.00	1350	$54,000		
	Install Driveway	EA	$5,000.00	10	$50,000		
	Allowance for Drainage	LS	$18,560.00	1	$18,560		
Project Limits: Dinuba Junior Academy Christian School							
Fill Sidewalk Gap	Site Preparation and Removal	SF	$12.00	810	$9,720	$66,486	$76,500
	Install Sidewalk	SF	$20.00	810	$16,200		
	Install Curb Ramp	EA	$4,000.00	8	$32,000		
	Install Curb and Gutter	LF	$40.00	135	$5,400		
	Allowance for Drainage	LS	$3,166.00	1	$3,166		
Crosswalk Enhancement	Install High Visibility Crosswalk	EA	$1,000.00	5	$5,000	$5,000	$5,800
						Project Cost Total	**$1,900,200**
						Contingency Cost(15%)	**$285,100**
						Subtotal	**$2,185,300**
						Engineering Costs(35%)	**$764,900**
						Total	**$2,950,200**

City of Dinuba Cost Estimate

Project 4: Citywide Leading Pedestrian Interval (LPI) Implementation

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Limits: W El Monte Wy & Rd 72							
Leading Pedestrian Interval Implementation	LPI	EA	$7,000.00	1	$7,000	$7,000	$8,100
Project Limits: W El Monte Wy & N Alice Ave/Monte Vista Dr							
Leading Pedestrian Interval Implementation	LPI	EA	$7,000.00	1	$7,000	$7,000	$8,100
Project Limits: W El Monte Wy & Euclid Ave							
Leading Pedestrian Interval Implementation	LPI	EA	$7,000.00	1	$7,000	$7,000	$8,100
Project Limits: W El Monte Wy & S Alta Ave							
Leading Pedestrian Interval Implementation	LPI	EA	$7,000.00	1	$7,000	$7,000	$8,100
Project Limits: S Alta Ave & W Saginaw Ave							
Leading Pedestrian Interval Implementation	LPI	EA	$7,000.00	1	$7,000	$7,000	$8,100
Project Limits: S Alta Ave & E Saginaw Ave							
Leading Pedestrian Interval Implementation	LPI	EA	$7,000.00	1	$7,000	$7,000	$8,100
						Project Cost Total	**$48,600**
						Contingency Cost(15%)	**$7,300**
						Subtotal	**$55,900**
						Engineering Costs(35%)	**$19,600**
						Total	**$75,500**

City of Dinuba Cost Estimate

Project 5: Citywide Signal System Upgrade

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Limits: W El Monte Wy & Rd 72							
Signal Equipment Upgrades	Remove and Salvage Existing Traffic Signal Equipment	LS	$5,000.00	1	$5,000	$204,500	$235,200
	Furnish and Install Emergency Vehicle Preemption System	LS	$2,500.00	1	$2,500		
	Furnish and Install APS System	LS	$10,000.00	1	$10,000		
	Furnish and Install APS Push Button	EA	$10,000.00	8	$80,000		
	Furnish and Install Pedestrian Countdown Head	EA	$1,750.00	4	$7,000		
	Furnish and Install New Signal Head Assembly with Backplate with Yellow Retroreflective Border	EA	$1,750.00	20	$35,000		
	Video Detection System	EA	$10,000.00	6	$60,000		
	Controller	EA	$5,000.00	1	$5,000		
Project Limits: W El Monte Wy & N Alice Ave/Monte Vista Dr							
Signal Equipment Upgrades	Remove and Salvage Existing Traffic Signal Equipment	LS	$5,000.00	1	$5,000	$201,000	$231,200
	Furnish and Install Emergency Vehicle Preemption System	LS	$2,500.00	1	$2,500		
	Furnish and Install APS System	LS	$10,000.00	1	$10,000		
	Furnish and Install APS Push Button	EA	$10,000.00	8	$80,000		
	Furnish and Install Pedestrian Countdown Head	EA	$1,750.00	4	$7,000		
	Furnish and Install New Signal Head Assembly with Backplate with Yellow Retroreflective Border	EA	$1,750.00	18	$31,500		
	Video Detection System	EA	$10,000.00	6	$60,000		
	Controller	EA	$5,000.00	1	$5,000		
Project Limits: W El Monte Wy & Euclid Ave							
Signal Equipment Upgrades	Remove and Salvage Existing Traffic Signal Equipment	LS	$5,000.00	1	$5,000	$135,250	$155,600
	Furnish and Install Emergency Vehicle Preemption System	LS	$2,500.00	1	$2,500		
	Furnish and Install APS System	LS	$10,000.00	1	$10,000		
	Furnish and Install APS Push Button	EA	$10,000.00	4	$40,000		
	Furnish and Install Pedestrian Countdown Head	EA	$1,750.00	2	$3,500		
	Furnish and Install New Signal Head Assembly with Backplate with Yellow Retroreflective Border	EA	$1,750.00	11	$19,250		
	Video Detection System	EA	$10,000.00	5	$50,000		
	Controller	EA	$5,000.00	1	$5,000		
Project Limits: W El Monte Wy & S Alta Ave							
Signal Equipment Upgrades	Remove and Salvage Existing Traffic Signal Equipment	LS	$5,000.00	1	$5,000	$211,500	$243,300
	Furnish and Install Emergency Vehicle Preemption System	LS	$2,500.00	1	$2,500		
	Furnish and Install APS System	LS	$10,000.00	1	$10,000		
	Furnish and Install APS Push Button	EA	$10,000.00	8	$80,000		
	Furnish and Install Pedestrian Countdown Head	EA	$1,750.00	4	$7,000		
	Furnish and Install New Signal Head Assembly with Backplate with Yellow Retroreflective Border	EA	$1,750.00	24	$42,000		
	Video Detection System	EA	$10,000.00	6	$60,000		
	Controller	EA	$5,000.00	1	$5,000		

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Limits: S Alta Ave & W Saginaw Ave							
Signal Equipment Upgrades	Remove and Salvage Existing Traffic Signal Equipment	LS	$5,000.00	1	$5,000	$135,250	$155,600
	Furnish and Install Emergency Vehicle Preemption System	LS	$2,500.00	1	$2,500		
	Furnish and Install APS System	LS	$10,000.00	1	$10,000		
	Furnish and Install APS Push Button	EA	$10,000.00	4	$40,000		
	Furnish and Install Pedestrian Countdown Head	EA	$1,750.00	2	$3,500		
	Furnish and Install New Signal Head Assembly with Backplate with Yellow Retroreflective Border	EA	$1,750.00	11	$19,250		
	Video Detection System	EA	$10,000.00	5	$50,000		
	Controller	EA	$5,000.00	1	$5,000		
Project Limits: S Alta Ave & E Saginaw Ave							
Signal Equipment Upgrades	Remove and Salvage Existing Traffic Signal Equipment	LS	$5,000.00	1	$5,000	$157,000	$180,600
	Furnish and Install Emergency Vehicle Preemption System	LS	$2,500.00	1	$2,500		
	Furnish and Install APS System	LS	$10,000.00	1	$10,000		
	Furnish and Install APS Push Button	EA	$10,000.00	6	$60,000		
	Furnish and Install Pedestrian Countdown Head	EA	$1,750.00	2	$3,500		
	Furnish and Install New Signal Head Assembly with Backplate with Yellow Retroreflective Border	EA	$1,750.00	12	$21,000		
	Video Detection System	EA	$10,000.00	5	$50,000		
	Controller	EA	$5,000.00	1	$5,000		
Fill Sidewalk Gap	Site Preparation and Removal	SF	$12.00	750	$9,000	$48,300	$55,600
	Install Sidewalk	SF	$20.00	750	$15,000		
	Install Curb Ramp	EA	$4,000.00	3	$12,000		
	Install Driveway	EA	$5,000.00	2	$10,000		
	Allowance for Drainage	LS	$2,300.00	1	$2,300		
						Project Cost Total	**$1,257,100**
						Contingency Cost(15%)	**$188,600**
						Subtotal	**$1,445,700**
						Engineering Costs(35%)	**$506,000**
						Total	**$1,951,700**

City of Dinuba Cost Estimate

Project 6: Citywide Railroad Crossing Improvements

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Location: Englehart Ave							
Install Warning Devices and Gates	Vehicular Gate Arm Assembly	EA	$15,000.00	2	$30,000	$60,000	$69,000
	Cantilever Assembly with Flashing Light Pairs	EA	$15,000.00	2	$30,000		
	Pedestrian Emergency Egree Gate	EA	$3,000.00	0	$0		
	Pedestrian Channelizing Barrier	EA	$50.00	0	$0		
	Pedestrian Gate Arm Assembly with Flashing Light Pairs	EA	$10,000.00	0	$0		
Install Signage	Remove Sign	EA	$150.00	4	$600	$2,900	$3,400
	Remove Post	EA	$150.00	2	$300		
	Install Sign	EA	$200.00	10	$2,000		
Project Location: W Saginaw Ave							
Upgrade Crossing Surface	Excavation/ Demolition/ Cleaning and Grubbing	SF	$10.00	11000	$110,000	$660,000	$759,000
	Concrete Pavement (Panels)	SF	$50.00	11000	$550,000		
Install Sidewalk	Site Preparation and Removal	SF	$12.00	1800	$21,600	$76,800	$88,400
	Install Sidewalk	SF	$20.00	1800	$36,000		
	Install Curb Ramp	EA	$4,000.00	0	$0		
	Install Driveway	EA	$5,000.00	0	$0		
	Install Curb and Gutter	LF	$40.00	300	$12,000		
	Allowance for Drainage	LS	$7,200.00	1	$7,200		
Install Striping	Install Striping	LF	$4.00	720	$2,880	$5,380	$6,200
	Install Pavement Marking	EA	$250.00	10	$2,500		
Install Warning Devices and Gates	Vehicular Gate Arm Assembly	EA	$15,000.00	2	$30,000	$96,000	$110,400
	Cantilever Assembly with Flashing Light Pairs	EA	$15,000.00	2	$30,000		
	Pedestrian Emergency Egree Gate	EA	$3,000.00	2	$6,000		
	Pedestrian Channelizing Barrier	EA	$50.00	200	$10,000		
	Pedestrian Gate Arm Assembly with Flashing Light Pairs	EA	$10,000.00	2	$20,000		
Install Signage	Remove Sign	EA	$150.00	0	$0	$2,000	$2,300
	Remove Post	EA	$150.00	0	$0		
	Install Sign	EA	$200.00	10	$2,000		
Project Location: El Monte Way							
Install Warning Devices and Gates	Pedestrian Emergency Egree Gate	EA	$3,000.00	2	$6,000	$36,000	$41,400
	Pedestrian Channelizing Barrier	EA	$50.00	200	$10,000		
	Pedestrian Gate Arm Assembly with Flashing Light Pairs	EA	$10,000.00	2	$20,000		
Project Location: Alta Avenue							
Install Warning Devices and Gates	Pedestrian Emergency Egree Gate	EA	$3,000.00	2	$6,000	$36,000	$41,400
	Pedestrian Channelizing Barrier	EA	$50.00	200	$10,000		
	Pedestrian Gate Arm Assembly with Flashing Light Pairs	EA	$10,000.00	2	$20,000		
Project Location: Ventura St							
Upgrade Crossing Surface	Excavation/ Demolition/ Cleaning and Grubbing	SF	$10.00	16000	$160,000	$960,000	$1,104,000
	Concrete Pavement (Panels)	SF	$50.00	16000	$800,000		
Install Sidewalk	Site Preparation and Removal	SF	$12.00	9600	$115,200	$425,600	$489,500
	Install Sidewalk	SF	$20.00	9600	$192,000		
	Install Curb Ramp	EA	$4,000.00	4	$16,000		
	Install Driveway	EA	$5,000.00	0	$0		
	Install Curb and Gutter	LF	$40.00	1600	$64,000		
	Allowance for Drainage	LS	$38,400.00	1	$38,400		
Install Striping	Install Striping	LF	$4.00	3320	$13,280	$15,780	$18,200
	Install Pavement Marking	EA	$250.00	10	$2,500		
Install Warning Devices and Gates	Vehicular Gate Arm Assembly	EA	$15,000.00	2	$30,000	$96,000	$110,400
	Cantilever Assembly with Flashing Light Pairs	EA	$15,000.00	2	$30,000		
	Pedestrian Emergency Egree Gate	EA	$3,000.00	2	$6,000		
	Pedestrian Channelizing Barrier	EA	$50.00	200	$10,000		
	Pedestrian Gate Arm Assembly with Flashing Light Pairs	EA	$10,000.00	2	$20,000		
Install Signage	Remove Sign	EA	$150.00	0	$0	$2,000	$2,300
	Remove Post	EA	$150.00	0	$0		
	Install Sign	EA	$200.00	10	$2,000		
Project Location: Kamm Ave							
Install Sidewalk	Site Preparation and Removal	SF	$12.00	2400	$28,800	$110,400	$127,000
	Install Sidewalk	SF	$20.00	2400	$48,000		
	Install Curb Ramp	EA	$4,000.00	2	$8,000		
	Install Driveway	EA	$5,000.00	0	$0		
	Install Curb and Gutter	LF	$40.00	400	$16,000		
	Allowance for Drainage	LS	$9,600.00	1	$9,600		
Install Warning Devices and Gates	Pedestrian Emergency Egree Gate	EA	$3,000.00	2	$6,000	$36,000	$41,400
	Pedestrian Channelizing Barrier	EA	$50.00	200	$10,000		
	Pedestrian Gate Arm Assembly with Flashing Light Pairs	EA	$10,000.00	2	$20,000		
Crosswalk	Install High Visibility Crosswalk	EA	$1,000.00	1	$1,000	$1,000	$1,200
						Total	**$3,015,500**
						Contingency Cost(15%)	**$452,400**
						Subtotal	**$3,467,900**
						Engineering Costs(35%)	**$1,213,800**
						Total	**$4,681,700**

City of Dinuba Cost Estimate

Project 7: Citywide Bus Stop Improvement Plan

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Limits: Citywide							
Bus Stop Improvements	Install Bus Stop Improvements	LS	$25,000.00	28	$700,000	$700,000	$805,000
						Project Cost Total	**$805,000**
						Contingency Cost(15%)	**$120,800**
						Subtotal	**$925,800**
						Engineering Costs(35%)	**$324,100**
						Total	**$1,249,900**

City of Dinuba Cost Estimate

Project 8: El Monte Way - Corridor Safety Improvements

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Limits: El Monte Way from Nicholas Avenue to Perry Avenue							
Install Sidewalk	Site Preparation and Removal	SF	$12.00	27690	$332,280	$667,840	$768,100
	Install Sidewalk	SF	$20.00	6840	$136,800		
	Install Curb Ramp	EA	$4,000.00	7	$28,000		
	Install Driveway	EA	$5,000.00	12	$60,000		
	Install Curb and Gutter	LF	$40.00	2085	$83,400		
	Allowance for Drainage	LS	$27,360.00	1	$27,360		
Install Median	Install Median Concrete	SF	$25.00	11370	$284,250	$476,850	$548,400
	Install Median Curb	LF	$40.00	3790	$151,600		
	Remove Striping	LF	$2.50	5400	$13,500		
	Remove Pavement Marking	EA	$200.00	22	$4,400		
	Install Pavement Marking	EA	$250.00	6	$1,500		
	Install Striping	LF	$4.00	5400	$21,600		
Project Limits: El Monte Way from Englehart Avenue to Alta Avenue							
Install Median and Access Management	Install Median Concrete	SF	$25.00	32742.6	$818,565	$1,321,084	$1,519,300
	Install Median Curb	LF	$40.00	8236.8	$329,472		
	Roadway Restoration	SY	$3.00	46700	$140,100		
	Install Striping	LF	$4.00	8236.8	$32,947		
Fill Sidewalk Gaps	Site Preparation and Removal	SF	$12.00	1980	$23,760	$95,160	$109,500
	Install Sidewalk	SF	$20.00	1980	$39,600		
	Install Curb Ramp	EA	$4,000.00	3	$12,000		
	Allowance for Drainage	LS	$19,800.00	1	$19,800		
Cul-De-Sac Project Project Limits: El Monte Way from Alta Avenue to Perry Avenue							
Pedestrian Connectivity Improvements	Install Sidewalk	SF	$20.00	6300	$126,000	$236,625	$272,200
	Install Curb and Gutter	LF	$40.00	1050	$42,000		
	Remove Sign and Post	EA	$125.00	7	$875		
	Install Sign and Post	EA	$250.00	19	$4,750		
	Allowance for Drainage	LS	$63,000.00	1	$63,000		
Install Median	Install Median Concrete	SF	$25.00	28176.5	$704,413	$1,257,649	$1,446,300
	Install Median Curb	LF	$40.00	12556.5	$502,260		
	Install Pavement Marking	EA	$250.00	3	$750		
	Install Striping	LF	$4.00	12556.5	$50,226		
Install Signal (Monte & Eaton/Mariposa)	Install Signalized Intersection	EA	$800,000.00	1	$800,000	$800,000	$920,000
Project Limits: El Monte Way from Crawford Avenue to Road 92							
Install Median and Access Management	Install Median Concrete	SF	$25.00	18380	$459,500	$654,460	$752,700
	Install Median Curb	LF	$40.00	4874	$194,960		
Fill Sidewalk Gaps	Site Preparation and Removal	SF	$12.00	2430	$29,160	$96,480	$111,000
	Install Sidewalk	SF	$20.00	2430	$48,600		
	Install Curb Ramp	EA	$4,000.00	1	$4,000		
	Install Driveway	EA	$5,000.00	1	$5,000		
	Allowance for Drainage	LS	$9,720.00	1	$9,720		
Project Location: El Monte Way and Lillie Avenue							
Install HAWK Signal	Install HAWK Signal	EA	$400,000.00	1	$400,000	$400,000	$460,000
Project Location: El Monte Way between Nichols Avenue and Perry Avenue							
Install Roundabout	Install Roundabout	EA	$1,000,000.00	1	$1,000,000	$1,000,000	$1,150,000
Project Location: El Monte Way between Nichols Avenue and Perry Avenue							
Install HAWK Signal	Install HAWK Signal	EA	$400,000.00	1	$400,000	$400,000	$460,000
Project Location: El Monte Way and Englehart Avenue							
Install Roundabout	Convert Intersection to Roundabout	EA	$1,000,000.00	1	$1,000,000	$1,000,000	$1,150,000
Project Location: El Monte Way and Crawford Avenue							
Install Roundabout	Convert Intersection to Roundabout	EA	$1,500,000.00	1	$1,500,000	$1,500,000	$1,725,000
Project Location: El Monte Way and Randle Road							
Feasibility Study	Study for New signal/Roundabout	EA	$50,000.00	1	$50,000	$50,000	$57,500
Install Signal/Roundabout	Install Signalized Intersection or Roundabout	EA	$1,250,000.00	1	$1,250,000	$1,250,000	$1,437,500
Project Location: El Monte Way and Eaton Avenue							
Feasibility Study	Study to Relocate Crosswalk and add RRFB	EA	$50,000.00	1	$50,000	$50,000	$57,500
Pedestrian Improvements (Crosswalk Relocation)	Remove Striping	LF	$2.50	250	$625	$11,775	$13,600
	Install Curb Ramp	EA	$4,000.00	2	$8,000		
	Remove Sign and Post	EA	$125.00	2	$250		
	Install Sign	EA	$200.00	2	$400		
	Install Sign and Post	EA	$250.00	2	$500		
	Install Pavement Marking	EA	$250.00	4	$1,000		
	Install High Visibility Crosswalk	EA	$1,000.00	1	$1,000		
Install RRFB	Install RRFB System (Per Pole)	EA	$10,000.00	2	$20,000	$20,000	$23,000
Project Location: El Monte Way and Alta Avenue/K Street							
Feasibility Study	Study for New signal/Roundabout	EA	$50,000.00	1	$50,000	$50,000	$57,500
Signal Modification at El Monte and Alta Ave/K St	Install Additional Signal Equipment	EA	$400,000.00	1	$400,000	$410,000	$471,500
	Install New Signal Controller and update signal timings	EA	$10,000.00	1	$10,000		
Project Limits: El Monte Way from West City Limits to N. Alta Avenue							
High Visibility Crosswalks	Remove Striping	LF	$2.50	1500	$3,750	$18,750	$21,600
	Install High Visibility Crosswalk	EA	$1,000.00	15	$15,000		
						Total	**$13,532,200**
						Contingency Cost(15%)	**$2,029,900**
						Subtotal	**$15,562,100**
						Engineering Costs(35%)	**$5,446,800**
						Total	**$21,008,900**

City of Dinuba Cost Estimate

Project 9: Tulare Street - Corridor Safety Improvements

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Intersection: Tulare Street and Alta Avenue							
Feasibility Study	Study to Add Signal/All Way Stop	EA	$50,000.00	1	$50,000	$50,000	$57,500
All-Way Stop	Relocate Sign and Post	EA	$500.00	1	$500	$2,740	$3,200
	Install Sign	EA	$200.00	3	$600		
	Install Sign and Post	EA	$250.00	4	$1,000		
	Install Stop Bar	LF	$8.00	80	$640		
Install Signal	Install Signalized Intersection	EA	$600,000.00	1	$600,000	$600,000	$690,000
Project Intersection: Tulare Street and O Street (Convert to All-Way Stop)							
Feasibility Study	Study to Add All-Way Stop	EA	$25,000.00	1	$25,000	$25,000	$28,800
Sign Upgrades	Remove Sign	EA	$100.00	2	$200	$1,400	$1,700
	Install Sign	EA	$200.00	2	$400		
	Install Sign and Post	EA	$400.00	2	$800		
Striping Upgrades	Install Stop Bar	LF	$8.00	50	$400	$400	$500
Project Intersection: Tulare Street and M Street (Convert to All-Way Stop)							
Feasibility Study	Study to Add All-Way Stop	EA	$25,000.00	1	$25,000	$25,000	$28,800
Sign Upgrades	Remove Sign	EA	$100.00	2	$200	$1,200	$1,400
	Install Sign	EA	$200.00	3	$600		
	Install Sign and Post	EA	$400.00	1	$400		
Striping Upgrades	Install Stop Bar	LF	$8.00	50	$400	$400	$500
Project Intersection: Tulare Street and J Street (Convert to All-Way Stop)							
Feasibility Study	Study to Add All-Way Stop	EA	$25,000.00	1	$25,000	$25,000	$28,800
Sign Upgrades	Remove Sign	EA	$100.00	2	$200	$1,400	$1,700
	Install Sign	EA	$200.00	2	$400		
	Install Sign and Post	EA	$400.00	2	$800		
Project Intersection: Tulare Street and H Street (Convert to All-Way Stop)							
Feasibility Study	Study to Add All-Way Stop	EA	$25,000.00	1	$25,000	$25,000	$28,800
Sign Upgrades	Remove Sign	EA	$100.00	2	$200	$1,000	$1,200
	Install Sign	EA	$200.00	4	$800		
Striping Upgrades	Install Stop Bar	LF	$8.00	25	$200	$200	$300
Project Intersection: Tulare Street and M Street							
Sign Upgrades	Install Sign	EA	$200.00	4	$800	$2,400	$2,800
	Install Sign and Post	EA	$400.00	4	$1,600		
Striping Upgrades	Install Crosswalk	EA	$500.00	4	$2,000	$2,000	$2,300
						Total	**$878,300**
						Contingency Cost(15%)	**$131,800**
						Subtotal	**$1,010,100**
						Engineering Costs(35%)	**$353,600**
						Total	**$1,363,700**

City of Dinuba Cost Estimate

Project 10: Alta Avenue - Corridor Safety Improvements

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Location: Alta Avenue and Lindera Avenue/Sequoia Drive							
Pedestrian Improvements (Crosswalk Re-alignment)	Remove Striping	LF	$2.50	1450	$3,625	$18,830	$21,700
	Install Median Concrete	SF	$25.00	60	$1,500		
	Install Median Curb	LF	$40.00	32	$1,280		
	Install Curb Ramp	EA	$4,000.00	1	$4,000		
	Remove Sign	EA	$100.00	6	$600		
	Remove Sign and Post	EA	$125.00	1	$125		
	Install Sign	EA	$200.00	7	$1,400		
	Install Sign and Post	EA	$250.00	1	$250		
	Install High Visibility Crosswalk	EA	$1,000.00	1	$1,000		
	Install Pavement Marking	EA	$250.00	1	$250		
	Install Striping	LF	$4.00	1200	$4,800		
Project Limits: Alta Avenue from Lindera Aveune/Sequoia Drive to Adelaide							
Install Median and Access Management	Install Median Concrete	SF	$25.00	15366	$384,150	$544,830	$626,600
	Install Median Curb	LF	$40.00	4017	$160,680		
Project Intersection: Alta Avenue and North Way							
Feasibility Study	Study to Add HAWK/Traffic Signal	EA	$50,000.00	1	$50,000	$50,000	$57,500
Install HAWK Signal	Install HAWK Signal	EA	$400,000.00	1	$400,000	$400,000	$460,000
Project Intersection: Alta Avenue and Saginaw Avenue							
Roadway Re-alignment (Saginaw Avenue)	Right of Way Acquisition	EA	$25,000.00	1	$25,000	$919,720	$1,057,700
	Site Preparation and Removal	SF	$12.00	28800	$345,600		
	Widen Road	SF	$10.00	28800	$288,000		
	Install Sidewalk	SF	$20.00	9600	$192,000		
	Allowance for Drainage	LS	$69,120.00	1	$69,120		
Install Roundabout	Convert Intersection to Roundabout	EA	$1,500,000.00	1	$1,500,000	$1,500,000	$1,725,000
Remove Existing Traffic Signal (W. Saginaw Ave and Alta Ave)	Remove Existing Traffic Signal Equipment	LS	$30,000.00	1	$30,000	$33,128	$38,100
	Remove Sign and Post	EA	$125.00	1	$125		
	Install Sign and Post	EA	$250.00	1	$250		
	Remove Striping	LF	$2.50	205	$513		
	Remove Pavement Marking	EA	$200.00	4	$800		
	Install Pavement Marking	EA	$250.00	4	$1,000		
	Install Striping	LF	$4.00	110	$440		
						Total	**$3,986,600**
						Contingency Cost(15%)	**$598,000**
						Subtotal	**$4,584,600**
						Engineering Costs(35%)	**$1,604,700**
						Total	**$6,189,300**

City of Dinuba Cost Estimate

Project 11: Saginaw Avenue & Magnolia Way- Corridor Safety Improvements

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Intersection: Saginaw Avenue and Eaton Avenue							
Feasibility Study	Study to Add Bulbouts	EA	$25,000.00	1	$25,000	$25,000	$28,800
Sign Upgrades	Remove Sign and Post	EA	$125.00	4	$500	$2,600	$3,000
	Relocate Sign	EA	$150.00	2	$300		
	Install Sign	EA	$200.00	4	$800		
	Install Sign and Post	EA	$250.00	4	$1,000		
Reduce Curb Radius	Install Bulbout	EA	$15,000.00	4	$60,000	$60,000	$69,000
Project Intersection: Saginaw Avenue and Lincoln Avenue							
Feasibility Study	Study to Add Bulbouts	EA	$25,000.00	1	$25,000	$25,000	$28,800
Sign Upgrades	Remove Sign and Post	EA	$125.00	4	$500	$2,900	$3,400
	Relocate Sign	EA	$150.00	4	$600		
	Install Sign	EA	$200.00	4	$800		
	Install Sign and Post	EA	$250.00	4	$1,000		
Reduce Curb Radius	Install Bulbout	EA	$15,000.00	4	$60,000	$60,000	$69,000
Project Intersection: Saginaw Avenue and Newton Drive							
Feasibility Study	Study to Add Bulbouts	EA	$25,000.00	1	$25,000	$25,000	$28,800
Sign Upgrades	Remove Sign and Post	EA	$125.00	2	$250	$1,050	$1,300
	Relocate Sign	EA	$150.00	2	$300		
	Install Sign and Post	EA	$250.00	2	$500		
Reduce Curb Radius	Install Bulbout	EA	$15,000.00	4	$60,000	$60,000	$69,000
Project Intersection: Saginaw Avenue and Alta Avenue							
Roadway Re-alignment (Saginaw Avenue)	Right of Way Acquisition	EA	$25,000.00	1	$25,000	$919,720	$1,057,700
	Site Preparation and Removal	SF	$12.00	28800	$345,600		
	Widen Road	SF	$10.00	28800	$288,000		
	Install Sidewalk	SF	$20.00	9600	$192,000		
	Allowance for Drainage	LS	$69,120.00	1	$69,120		
Intersection Modification (Convert Existing Signalized Intersection at E. Saginaw Ave and Alta Ave to 4-Way Intersection)	Intersection Modification	EA	$250,000.00	1	$250,000	$350,000	$402,500
Remove Existing Traffic Signal (W. Saginaw Ave and Alta Ave)	Remove Existing Traffic Signal Equipment	LS	$30,000.00	1	$30,000	$33,128	$38,100
	Remove Sign and Post	EA	$125.00	1	$125		
	Install Sign and Post	EA	$250.00	1	$250		
	Remove Striping	LF	$2.50	205	$513		
	Remove Pavement Marking	EA	$200.00	4	$800		
	Install Pavement Marking	EA	$250.00	4	$1,000		
	Install Striping	LF	$4.00	110	$440		
Project Limits: Magnolia Way from College Avenue to Crawford Avenue							
Feasibility Study	Study to Add Class II Bike Lanes	EA	$50,000.00	1	$50,000	$50,000	$57,500
Sign Upgrades	Remove Sign	EA	$100.00	8	$800	$5,150	$6,000
	Install Sign	EA	$200.00	8	$1,600		
	Install Sign and Post	EA	$250.00	11	$2,750		
Upgrade Striping	Remove Striping	LF	$2.50	2365	$5,913	$48,953	$56,300
	Remove Pavement Marking	EA	$200.00	10	$2,000		
	Install Striping	LF	$4.00	9635	$38,540		
	Install Pavement Marking	EA	$250.00	10	$2,500		
Project Intersection: Magnolia Way and 1st Avenue							
Sign Upgrades	Remove Sign and Post	EA	$125.00	3	$375	$1,425	$1,700
	Relocate Sign	EA	$150.00	2	$300		
	Install Sign and Post	EA	$250.00	3	$750		
Reduce Curb Radius	Install Bulbout	EA	$15,000.00	2	$30,000	$30,000	$34,500
Project Intersection: Magnolia Way and 2nd Avenue							
Sign Upgrades	Remove Sign and Post	EA	$125.00	2	$250	$1,050	$1,300
	Relocate Sign	EA	$150.00	2	$300		
	Install Sign and Post	EA	$250.00	2	$500		
Reduce Curb Radius	Install Bulbout	EA	$15,000.00	2	$30,000	$30,000	$34,500
Project Intersection: Magnolia Way and Myrtle Avenue							
Sign Upgrades	Remove Sign and Post	EA	$125.00	3	$375	$1,425	$1,700
	Relocate Sign	EA	$150.00	2	$300		
	Install Sign and Post	EA	$250.00	3	$750		
Reduce Curb Radius	Install Bulbout	EA	$15,000.00	4	$60,000	$60,000	$69,000
						Total	**$2,061,900**
						Contingency Cost(15%)	**$309,300**
						Subtotal	**$2,371,200**
						Engineering Costs(35%)	**$830,000**
						Total	**$3,201,200**

City of Dinuba Cost Estimate

Project 12: Kamm Avenue - Corridor Safety Improvements

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Limits: Kamm Avenue from Crawford Avenue to KC Vista Park Limit							
Pedestrian Connectivity Improvements (Sidewalk and Widen north side of Nebraska Avenue)	Site Preparation and Removal	SF	$12.00	7800	$93,600	$342,800	$394,300
	Install Sidewalk	SF	$20.00	7800	$156,000		
	Install Curb and Gutter	LF	$40.00	1300	$52,000		
	Install Driveway	EA	$5,000.00	2	$10,000		
	Allowance for Drainage	LS	$31,200.00	1	$31,200		
Project Limits: College Avenue to Crawford Avenue							
Install Median	Install Median Concrete	SF	$25.00	10440	$261,000	$480,600	$552,700
	Install Median Curb	LF	$40.00	4920	$196,800		
	Install Pavement Marking	EA	$250.00	8	$2,000		
	Install Striping	LF	$4.00	5200	$20,800		
						Total	**$947,000**
						Contingency Cost(15%)	**$142,100**
						Subtotal	**$1,089,100**
						Engineering Costs(35%)	**$381,200**
						Total	**$1,470,300**

City of Dinuba Cost Estimate

Project 13: Nebraska Avenue - Corridor Safety Improvements

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Intersection: Nebraska Avenue and Viscaya Parkway							
Install Roundabout	Install Roundabout	EA	$1,250,000.00	1	$1,250,000	$1,250,000	$1,437,500
Project Limits: Nebraska Avenue from Euclid Avenue to Alta Avenue							
Pedestrian Connectivity Improvements (Sidewalk and Widen north side of Nebraska Avenue)	Site Preparation and Removal	SF	$12.00	13640	$163,680	$465,240	$535,100
	Widen Road	SF	$10.00	7100	$71,000		
	Install Sidewalk	SF	$20.00	6540	$130,800		
	Install Curb and Gutter	LF	$40.00	1090	$43,600		
	Install Driveway	EA	$5,000.00	6	$30,000		
	Allowance for Drainage	LS	$26,160.00	1	$26,160		
Project Intersection: Nebraska Avenue and Lincoln Avenue							
Install Roundabout	Install Roundabout	EA	$1,000,000.00	1	$1,000,000	$1,000,000	$1,150,000
Project Intersection: Nebraska Avenue and Oak Drive							
Install Roundabout	Install Roundabout	EA	$1,000,000.00	1	$1,000,000	$1,000,000	$1,150,000
						Total	**$4,272,600**
						Contingency Cost(15%)	**$640,900**
						Subtotal	**$4,913,500**
						Engineering Costs(35%)	**$1,719,800**
						Total	**$6,633,300**

City of Dinuba Cost Estimate

Project 14: Intersection Safety Improvements

CM	Description	Unit	Unit Cost	Quantity	Subtotal	Total	Total with Traffic Control and Mobilization
Project Location: College Avenue and M Street/E. Golden Way							
Feasibility Study	Study to Square off Intersection	EA	$50,000.00	1	$50,000	$50,000	$57,500
Pedestrian Improvements (Curb Extension)	Remove Striping	LF	$2.50	400	$1,000	$46,550	$53,600
	Install Median Concrete	SF	$25.00	667	$16,675		
	Install Median Curb	LF	$40.00	95	$3,800		
	Install Curb Ramp	EA	$4,000.00	4	$16,000		
	Remove Sign	EA	$100.00	3	$300		
	Remove Sign and Post	EA	$125.00	3	$375		
	Install Sign	EA	$200.00	3	$600		
	Install Sign and Post	EA	$250.00	4	$1,000		
	Install High Visibility Crosswalk	EA	$1,000.00	2	$2,000		
	Install Striping	LF	$4.00	1200	$4,800		
Project Intersection: Kamm Avenue and Monte Vista Drive							
Install Roundabout	Install Roundabout	EA	$1,250,000.00	1	$1,250,000	$1,250,000	$1,437,500
Project Location: Railroad Crossing along Englehart Avenue south of Nebraska Avenue							
Railroad Crossing Improvements	Crossing Gates	EA	$40,000.00	2	$80,000	$107,850	$124,100
	Cabinet and Controller	EA	$15,000.00	1	$15,000		
	Remove Sign and Post	EA	$125.00	2	$250		
	Remove Sign	EA	$100.00	2	$200		
	Install Sign	EA	$200.00	2	$400		
	Conduit Trenching	LF	$120.00	100	$12,000		
						Total	**$1,672,700**
						Contingency Cost(15%)	**$251,000**
						Subtotal	**$1,923,700**
						Engineering Costs(35%)	**$673,300**
						Total	**$2,597,000**