CITY OF COALINGA
The Sunny Side of the Valley

CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY MEETING AGENDA

March 3, 2022
6:00 PM

The Mission of the City of Coalinga is to provide for the preservation of the community character by delivering quality, responsive City services, in an efficient and cost-effective manner, and to develop, encourage, and promote a diversified economic base in order to ensure the future financial stability of the City for its citizens.

Notice is hereby given that the City Council will hold a Regular Meeting, on March 3, 2022 in the City Council Chambers, 155 West Durian Avenue, Coalinga, CA. Persons with disabilities who may need assistance should contact the City Clerk at least 24 hours prior to the meeting at 935-1533 x113. Anyone interested in translation services should contact the City Clerk at least 24 hours prior to the meeting at 935-1533 x113. The Meeting will begin at 6:00 p.m. and the Agenda will be as follows:

1. CALL TO ORDER

1. Pledge of Allegiance
2. Changes to the Agenda
3. Council's Approval of Agenda

2. AWARDS, PRESENTATIONS, APPOINTMENTS AND PROCLAMATIONS

1. Presentation of a Plaque in Honor of the Police Department's Assistance on the Creek Fire, Presented by Fresno County Sheriff Margaret Mims
2. Update on Highway 33 Improvement Project - Caltrans

3. CITIZEN COMMENTS

This section of the agenda allows members of the public to address the City Council on any item within the jurisdiction of the Council. Members of the public, when recognized by the Mayor, should come forward to the lectern, identify themselves and use the microphone. Comments are normally limited to three (3) minutes. In accordance with State Open Meeting Laws, no action will be taken by the City Council this evening and all items will be referred to staff for follow up and a report.

Citizen Comments submitted in writing to the City Clerk by 5:00pm on the day of the City Council meeting shall be distributed to the City Council and included in the record, however they will not be read.

4. PUBLIC HEARINGS

1. Public Hearing #2 regarding Public Input on the Redrawing of District Boundaries and Consideration of Sample Maps

   Marissa Trejo, City Manager

2. Introduce and Waive the First Reading of Ordinance No. 850 Approving a City Initiated Zoning Text Amendment (No. ZTA 21-02) Amending the Planning and Zoning Code related to Towing and Impound Yards, Dry Cleaning Establishments and Various Clarification and Cleanup Language related to Various Commercial Uses and their Associated Development Regulations

   Sean Brewer, Assistant City Manager

5. CONSENT CALENDAR

1. Approve MINUTES - February 17, 2022 (Amended)
2. Check Register: 01/01/2022 - 01/31/2022
3. Approve Loan Forgiveness Program for Coalinga Residents Hired as Police Officers with Coalinga Police Department
4. Direct Staff to Bring Council Cost Estimates and Proposed Locations for a Dog Park
5. Direct Staff to Bring Council Cost Estimates for Installing Cement or Decorative Rock throughout Sunset Street Parkway
6. Adopt Resolution No. 4070 Approving Caltrans Proposed Project (06-0X290) on Highway 33
7. Adopt Resolution No. 4071 Formally Adopting the 2020 Urban Water Management Plan and Water Shortage Contingency Plan Approved at a Noticed Public Hearing on February 17, 2022
8. Adopt Resolution No. 4072 Approving the City of Coalinga's Local Road Safety Plan Included in the Multijurisdictional Local Safety Plan

6. ORDINANCE PRESENTATION, DISCUSSION AND POTENTIAL ACTION ITEMS

1. Appoint New Planning Commissioner to the Planning Commission

   Sean Brewer, Assistant City Manager

2. Discussion, Direction and Potential Action related to the 2023 Water Year in Response to the USBR Initial Allocation Announcement

   Sean Brewer, Assistant City Manager

7. ANNOUNCEMENTS

1. City Manager's Announcements
2. Councilmembers' Announcements/Reports
3. Mayor's Announcements

8. FUTURE AGENDA ITEMS

9. CLOSED SESSION

1. CONFERENCE WITH LABOR NEGOTIATORS – Government Code 54957.6.
   CITY NEGOTIATORS: City Manager Marissa Trejo and City Attorney Mario Zamora.
   EMPLOYEE (ORGANIZATION): General and Nonrepresented Employees

10. CLOSED SESSION REPORT

Closed Session: A "Closed" or "Executive" Session of the City Council, Successor Agency, or Public Finance Authority may be held as required for items as follows: personnel matters; labor negotiations; security matters; providing instructions to real property negotiators; legal counsel regarding pending litigation; and protection of records exempt from public disclosure. Closed session will be held in the Administration Building at 155 W. Durian Avenue and any announcements or discussion will be held at the same location following Closed Session.

11. ADJOURNMENT

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Public Hearing #2 regarding Public Input on the Redrawing of District Boundaries and Consideration of Sample Maps
Meeting Date:	March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Marissa Trejo, City Manager

I. RECOMMENDATION:

Public Hearing #2 to receive input from the Community regarding the Redrawing of District Boundaries for City-wide Elections, receive a report from Demographer Dave Ely and consideration and direction regarding sample maps.

II. BACKGROUND:

Every ten (10) years, cities with by-district election systems must use new census data to review and, if needed, redraw district lines to reflect how local populations have changed. This process, called redistricting, ensures all districts have nearly equal population. The redistricting process for the City of Coalinga must be completed by April 17, 2022.

The City adopted its current district boundaries on June 14, 2018, when the City Council adopted Ordinance No. 811. The first election under the districts was November 2018. The current district boundaries are based on 2010 census data as required by law. The districts must now be redrawn using the 2020 census data and in compliance with the FAIR MAPS Act, which was adopted by the California legislature as AB 849 and took effect January 1, 2020.

Under the Act, the Council shall draw and adopt boundaries using the following criteria in the listed order of priority (Elections Code 21621(c)):

1. Comply with the federal requirements of equal population and the Voting Rights Act
2. Geographically contiguous
3. Undivided neighborhoods and "communities of interest" (social-economic geographic areas that should be kept together)
4. Easily identifiable boundaries
5. Compact (do not bypass one group of people to get to a more distant group of people)
6. Shall not favor or discriminate against a political party

Once the prioritized criteria are met, other traditional districting principles can be considered, such as:

1. Minimize the number of voters delayed from voting from 2022 to 2024
2. Respect voters' choices / continuity in office
3. Future population growth

By law, the City must hold at least four (4) Public Hearings that enable community members to provide input on the drawing of district maps:

- At least one (1) hearing must occur before the City draws draft maps
- At least two (2) hearings must happen after the drawing of the draft maps
- The fourth (4th) hearing can happen either before or after the drawing of the draft maps
- City Staff or consultants may hold a public workshop instead of one of the required public redistricting hearings

To increase the accessibility of these hearings, cities and counties must ake the following steps:

- At least one (1) hearing must occur on a Saturday, Sunday, or after 6:00pm on a weekday
- If a redistricting hearing is consolidated with another local government meeting, the redistricting hearing portion must begin at a pre-designated time
- Local public redistricting hearing should be made accessible to people with disabilities

The purpose of this Public Hearing is to inform the public about the districting process and to hear from the community on what factors should be taken into consideration while creating district boundaries. The public is requested to provided input regarding communities of interest and other local factors that should be considered while drafting district maps. A *community of interest* under the relevant Elections Code 21621(c) is "a population that shares common social or economic interests that should be included within a single district for purposes of its effective and fair representation."

Possible features defining community of interest might include, but are not limited to:

A. School attendance areas;
B. Natural dividing lines such as major roads, hills, or highways;
C. Areas around parks and other neighborhood landmarks;
D. Common issues, neighborhood activities, or legislative/election concerns; and
E. Shared demographic characteristics, such as:

(1) Similar levels of income, education, or linguistic insolation;
(2) Languages spoken at home; and
(3) Single-family and multi-family housing unit areas.

III. DISCUSSION:

Next Steps
Public Hearing #2, scheduled for March 3, 2022, to seek additional public input and provide direction on criteria to be considered while drafting district maps. Following that hearing, draft district maps and proposed election sequencing will be posted to the City's website and available at City Hall.

Public Hearing #3 is scheduled for Thursday, March 17, 2022 at 6:00pm and Public Hearing #4 is scheduled for Thursday, April 7 at 6:00pm to consider draft maps. Demographer Dave Ely will be available for questions during these Public Hearings.

Boundaries cannot be adopted earlier than August 1, 2021 and must be adopted before April 17, 2022. However, the U.S. Census Bureau has indicated they will not release data before September 30, 2021. To date, the Bureau has not released the data.

IV. ALTERNATIVES:

V. FISCAL IMPACT:

Expenses related to redistricting will come from the General Fund and is included in the current budget.

ATTACHMENTS:

File Name	Description
Coalinga_Public_Hearing_#2_022322.pdf	Presentation
PH_NOTICE_#2_English_030322.pdf	Public Hearing Notice - English
PH_NOTICE_#2_Spanish_030322.pdf	Public Hearing Notice - Spanish
samples_h2.pdf	Sample Maps

Coalinga City Council Redistricting

Governed by:

- U.S. Constitution
- Federal Voting Rights Act
- California Elections Code
- California Constitution
- Case Law

Federal Laws:

1. Each council district shall contain a nearly equal population (Less than10% Deviation is presumptively valid); and

2. Each council district shall be drawn in a manner that complies with the Federal Voting Rights Act. No council district shall be drawn with race as the predominate factor in violation of the principles established by the United States Supreme Court in *Shaw v. Reno*, 509 U.S. 630 (1993), and its progeny.

California Criteria for Cities (to the extent practicable and in the following order of priority):

1. Geographically contiguous (areas that meet only at the points of adjoining corners are not contiguous. Areas that are separated by water and not connected by a bridge, tunnel, or ferry service are not contiguous).
2. Undivided neighborhoods and "communities of interest" (Socio-economic geographic areas that should be kept together for purposes of its effective and fair representation).
3. Easily identifiable boundaries.
4. Compact (do not bypass one group of people to get to a more distant group of people).
5. Prohibited: “Shall not favor or discriminate against a political party.”

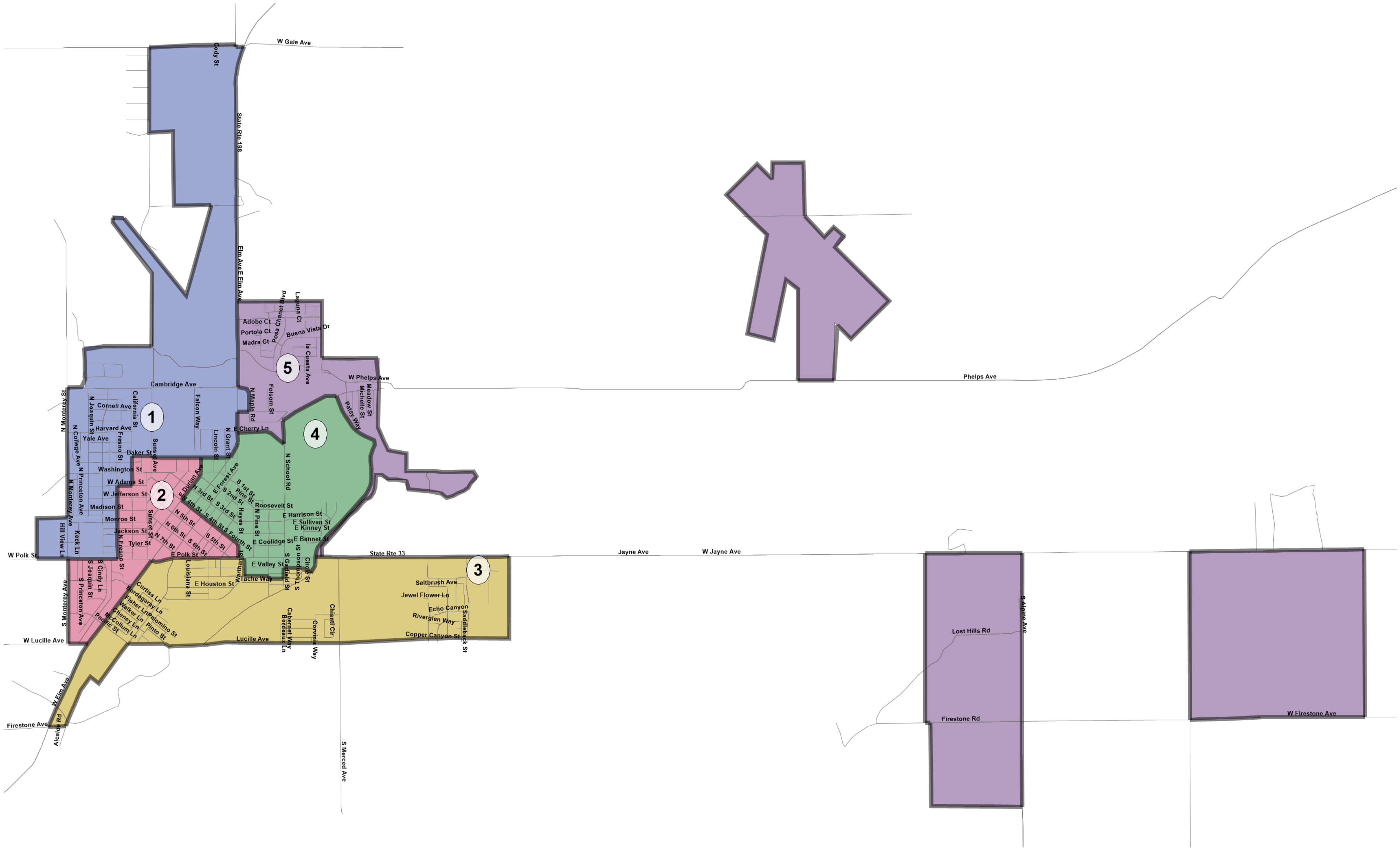
- Neighborhoods and Communities of Interest – preserve communities sharing common interests
  - Neighborhoods, Cities
  - Example of Common Interests
    - Land Use patterns (suburban, industrial, commercial)
    - Cultural and Language characteristics
    - Income Level
    - Educational Background; Employment and Economic patterns
    - Crime, schools, other common issues
  - Obtain public testimony and consider census data, City neighborhood information, planning information, etc.

Coalinga City Council Districts

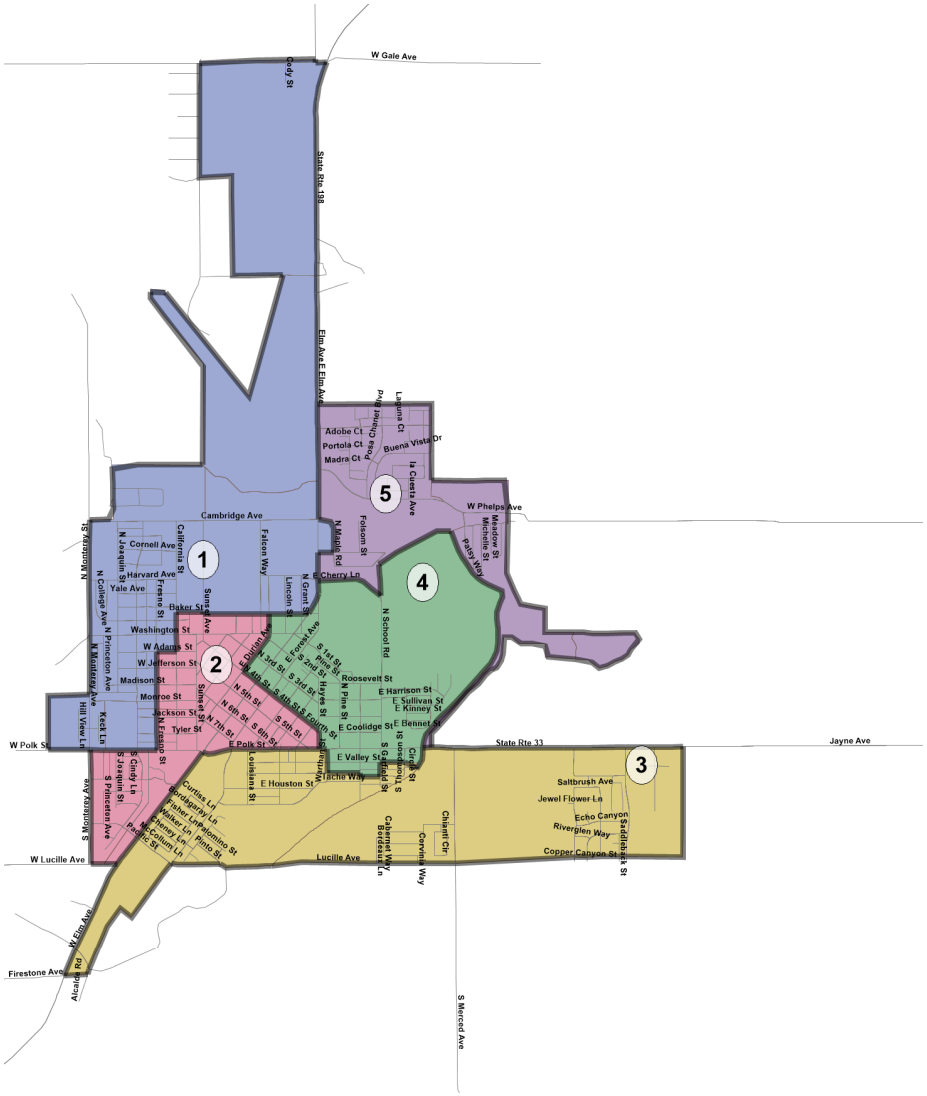
	2020 Census State Adjusted Population											2020 Census Unadjusted
District	Population	Deviation	% Deviation	Latino	White	Black	American Indian	Asian	Hawaiian Pacific Islander	Other Race	Multi Minority Race	Population
1	2347	-549	-19.0%	52.9%	37.5%	2.4%	2.1%	3.1%	0.1%	1.3%	0.6%	2328
2	2647	-249	-8.6%	64.8%	28.1%	3.5%	1.4%	1.2%	0.0%	0.9%	0.1%	2632
3	3497	601	20.8%	70.3%	18.9%	4.1%	0.8%	4.5%	0.2%	0.6%	0.6%	3482
4	2721	-175	-6.0%	71.7%	20.6%	2.3%	1.3%	2.4%	0.2%	1.2%	0.2%	2710
5	3267	371	12.8%	64.6%	27.3%	3.6%	1.3%	2.1%	0.2%	0.4%	0.6%	6438

	2020 Census State Adjusted Voting Age Population								2019 Tabulation Citizen Voting Age Population				
District	Latino	White	Black	American Indian	Asian	Hawaiian Pacific Islander	Other Race	Multi Minority Race	Latino	White	Black	Asian	All Other
1	48.9%	40.7%	2.5%	2.4%	3.9%	0.0%	1.1%	0.5%	39.0%	56.6%	1.5%	0.8%	2.2%
2	60.6%	32.1%	3.7%	1.5%	1.1%	0.0%	0.9%	0.1%	48.1%	47.9%	3.2%	0.9%	0.3%
3	66.3%	22.0%	4.6%	0.9%	4.9%	0.2%	0.5%	0.5%	52.4%	38.1%	4.8%	3.2%	1.7%
4	66.9%	24.7%	2.5%	1.1%	2.8%	0.3%	1.6%	0.3%	52.2%	36.3%	5.4%	2.5%	3.8%
5	62.4%	28.9%	4.2%	1.4%	2.0%	0.2%	0.3%	0.6%	60.1%	28.6%	2.6%	3.5%	5.6%

	2019 American Community Survey Socio-economic Characteristics											
	Household Income					Education Level				Language Spoken at Home		
District	Less than $35K	$35K to $74,999	$75K to $149,999	$150K or More	Income Below Poverty	No High School Diploma	No College Degree	Any College Degree	Owner Occupied Housing	English Only	Spanish	Asian Language	Other Language
1	20.9%	23.5%	45.9%	9.7%	18.9%	13.6%	59.4%	27.0%	64.9%	80.1%	18.0%	1.4%	0.6%
2	41.1%	22.2%	23.3%	13.5%	19.3%	30.5%	36.9%	32.5%	44.3%	78.6%	19.4%	1.4%	0.6%
3	25.0%	36.4%	27.2%	11.4%	20.9%	19.0%	64.5%	16.5%	52.1%	47.1%	50.2%	1.4%	1.2%
4	42.6%	26.9%	18.0%	12.5%	24.7%	31.8%	43.8%	24.3%	41.5%	57.6%	39.6%	1.7%	1.2%
5	33.4%	28.0%	24.8%	13.9%	20.6%	39.5%	51.3%	9.2%	69.8%	47.6%	48.8%	2.4%	1.2%



1
2
3
4
5
W Gale Ave
Cody St
State Rte 198
Elm Ave
E Elm Ave
Cambridge Ave
Cornell Ave
Harvard Ave
Yale Ave
Baker St
Washington St
W Adams St
W Jefferson St
Madison St
Monroe St
Jackson St
Tyler St
W Polk St
E Polk St
N Monterey St
N Joaquin St
California St
Falcon Way
Lincoln St
N Grant St
N College Ave
N Princeton Ave
N Monterey Ave
Fresno St
Sunset Ave
Hill View Ln
Keck Ln
Adobe Ct
Portola Ct
Madra Ct
Laguna Ct
Buena Vista Dr
la Cuesta Ave
W Phelps Ave
Phelps Ave
Folsom St
N Maple Rd
E Cherry Ln
Meadow St
Michelle St
Patsy Way
N School Rd
Roosevelt St
E Harrison St
E Sullivan St
E Kinney St
E Bennet St
E Coolidge St
E Valley St
Circle St
E Houston St
Tache Way
State Rte 33
Jayne Ave
W Jayne Ave
Saltbrush Ave
Jewel Flower Ln
Echo Canyon
Riverglen Way
Copper Canyon St
Saddleback St
Chianti Cir
Cabernet Way
Bordeaux Ln
Corvina Way
Lucille Ave
W Lucille Ave
S Monterey Ave
S Princeton Ave
S Joaquin St
S Cindy Ln
Curtiss Ln
Bordagaray Ln
Fisher Ln
Palomino St
Walker Ln
Pinto St
Cheney Ln
McCollum Ln
Pacific St
W Elm Ave
Firestone Ave
Alcade Rd
S Merced Ave
Lost Hills Rd
Firestone Rd
W Firestone Ave
S Alpine Ave

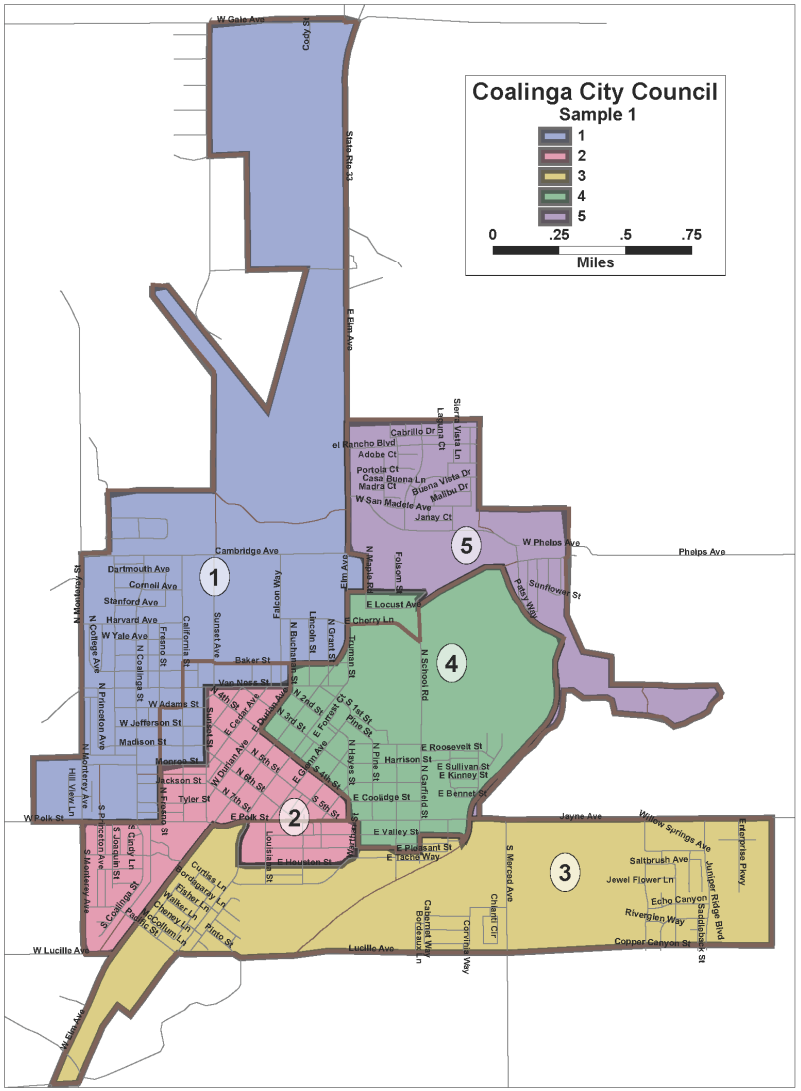


The City invites the community to attend public hearings to provide input on the Coalinga City Council election district map for the 2020 Census redistricting process.

EVENT	DATE & TIME & LOCATION
PUBLIC HEARING Pre-Draft Map, Discussion, Summary of Redistricting Law, Criteria, 2020 Census, and Process	Thursday, February 17, 2022; 6:00 p.m. City Council Chamber
PUBLIC HEARING, Community Input and District Alternatives, City Council Consideration and Direction Regarding Draft Map	Thursday, March 3, 2022; 6:00 p.m. City Council Chamber
PUBLIC HEARING Public Input on Draft Map	Thursday, March 17, 2022; 6:00 p.m. City Council Chamber
PUBLIC HEARING Presentation of Proposed Resolution and City Council Member District Boundaries Map, Public Input, and City Council Action on Resolution	Thursday, April 7, 2022; 6:00 p.m. City Council Chamber

All public hearings will be held in the Coalinga City Council Chambers located at
155 W. Durian Avenue
Coalinga, CA 93210

For questions or to submit Comments please contact City Clerk's Office
(559) 935-1533
sjensen@coalinga.com

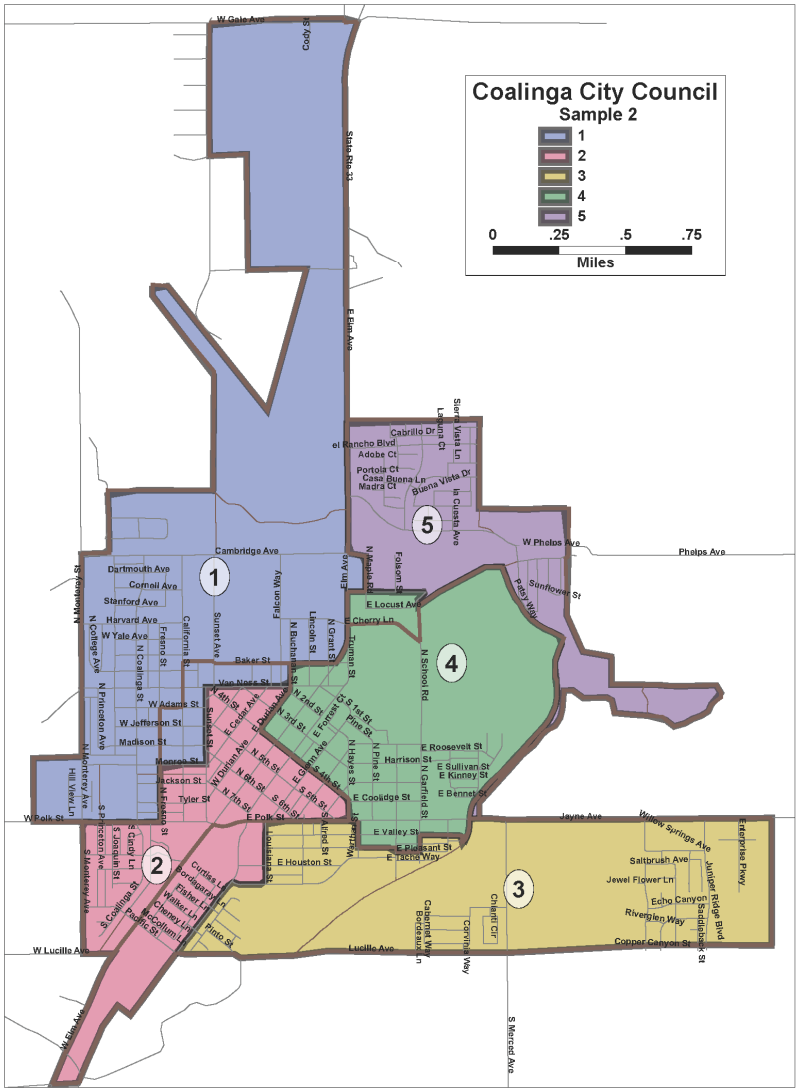


Coalinga City Council Districts- Sample 1

	2020 Census State Adjusted Population											2020 Census Unadjusted
District	Population	Deviation	% Deviation	Latino	White	Black	American Indian	Asian	Hawaiian Pacific Islander	Other Race	Multi Minority Race	Population
1	2803	-93	-3.2%	55.4%	35.8%	2.2%	2.1%	2.7%	0.1%	1.3%	0.5%	2782
2	2765	-131	-4.5%	66.8%	25.9%	3.7%	1.3%	1.2%	0.0%	0.8%	0.3%	2749
3	2923	27	0.9%	69.0%	19.4%	4.3%	0.7%	5.2%	0.2%	0.5%	0.6%	2911
4	2988	92	3.2%	71.9%	20.7%	2.3%	1.3%	2.3%	0.2%	1.1%	0.2%	2977
5	3000	104	3.6%	63.9%	27.7%	3.7%	1.3%	2.1%	0.2%	0.4%	0.6%	6171

	2020 Census State Adjusted Voting Age Population								2019 Tabulation Citizen Voting Age Population				
District	Latino	White	Black	American Indian	Asian	Hawaiian Pacific Islander	Other Race	Multi Minority Race	Latino	White	Black	Asian	All Other
1	51.5%	38.8%	2.4%	2.3%	3.4%	0.0%	1.2%	0.4%	43.7%	52.6%	1.3%	0.7%	1.8%
2	62.7%	29.8%	3.8%	1.6%	1.0%	0.0%	0.8%	0.2%	45.5%	49.9%	3.4%	1.1%	0.5%
3	64.6%	22.6%	5.1%	0.7%	5.9%	0.3%	0.5%	0.4%	51.3%	37.9%	5.5%	3.5%	1.8%
4	66.9%	24.8%	2.6%	1.1%	2.7%	0.2%	1.5%	0.3%	51.1%	36.6%	5.5%	2.6%	4.4%
5	62.0%	29.1%	4.3%	1.4%	2.0%	0.2%	0.3%	0.6%	61.1%	28.0%	2.4%	3.5%	5.4%

	2019 American Community Survey Socio-economic Characteristics											
	Household Income					Education Level				Language Spoken at Home		
District	Less than $35K	$35K to $74,999	$75K to $149,999	$150K or More	Income Below Poverty	No High School Diploma	No College Degree	Any College Degree	Owner Occupied Housing	English Only	Spanish	Asian Language	Other Language
1	24.2%	22.9%	42.1%	10.9%	18.9%	17.3%	55.1%	27.6%	62.7%	80.1%	17.9%	1.4%	0.6%
2	40.6%	25.0%	21.9%	12.4%	20.5%	29.2%	41.3%	29.5%	42.5%	74.0%	23.8%	1.4%	0.8%
3	21.9%	36.5%	30.1%	11.5%	20.0%	16.9%	65.4%	17.7%	54.6%	45.2%	52.3%	1.3%	1.2%
4	42.5%	27.2%	17.8%	12.5%	24.7%	31.3%	43.9%	24.7%	40.2%	57.4%	39.7%	1.7%	1.2%
5	31.7%	27.5%	26.6%	14.2%	19.8%	40.0%	51.6%	8.4%	78.1%	47.0%	49.3%	2.4%	1.2%



Coalinga City Council Districts- Sample 2

	2020 Census State Adjusted Population											2020 Census Unadjusted
District	Population	Deviation	% Deviation	Latino	White	Black	American Indian	Asian	Hawaiian Pacific Islander	Other Race	Multi Minority Race	Population
1	2803	-93	-3.2%	55.4%	35.8%	2.2%	2.1%	2.7%	0.1%	1.3%	0.5%	2782
2	2790	-106	-3.7%	64.5%	26.5%	4.7%	1.2%	1.9%	0.2%	0.8%	0.2%	2775
3	2898	2	0.1%	71.3%	18.7%	3.4%	0.8%	4.6%	0.1%	0.6%	0.6%	2885
4	2988	92	3.2%	71.9%	20.7%	2.3%	1.3%	2.3%	0.2%	1.1%	0.2%	2977
5	3000	104	3.6%	63.9%	27.7%	3.7%	1.3%	2.1%	0.2%	0.4%	0.6%	6171

	2020 Census State Adjusted Voting Age Population								2019 Tabulation Citizen Voting Age Population				
District	Latino	White	Black	American Indian	Asian	Hawaiian Pacific Islander	Other Race	Multi Minority Race	Latino	White	Black	Asian	All Other
1	51.5%	38.8%	2.4%	2.3%	3.4%	0.0%	1.2%	0.4%	43.7%	52.6%	1.3%	0.7%	1.8%
2	59.5%	31.4%	4.9%	1.4%	1.7%	0.3%	0.8%	0.1%	44.9%	50.1%	3.3%	1.3%	0.9%
3	67.7%	21.1%	4.0%	0.9%	5.2%	0.0%	0.5%	0.5%	52.6%	36.9%	5.9%	3.4%	1.3%
4	66.9%	24.8%	2.6%	1.1%	2.7%	0.2%	1.5%	0.3%	51.1%	36.6%	5.5%	2.6%	4.4%
5	62.0%	29.1%	4.3%	1.4%	2.0%	0.2%	0.3%	0.6%	61.1%	28.0%	2.4%	3.5%	5.4%

	2019 American Community Survey Socio-economic Characteristics											
	Household Income					Education Level				Language Spoken at Home			
District	Less than $35K	$35K to $74,999	$75K to $149,999	$150K or More	Income Below Poverty	No High School Diploma	No College Degree	Any College Degree	Owner Occupied Housing	English Only	Spanish	Asian Language	Other Language
1	24.2%	22.9%	42.1%	10.9%	18.9%	17.3%	55.1%	27.6%	62.7%	80.1%	17.9%	1.4%	0.6%
2	36.7%	24.9%	24.4%	14.0%	20.5%	25.5%	43.7%	30.8%	45.4%	74.3%	23.5%	1.4%	0.8%
3	26.5%	36.6%	27.2%	9.7%	20.1%	21.8%	62.3%	15.9%	51.1%	45.4%	52.0%	1.3%	1.2%
4	42.5%	27.2%	17.8%	12.5%	24.7%	31.3%	43.9%	24.7%	40.2%	57.4%	39.7%	1.7%	1.2%
5	31.7%	27.5%	26.6%	14.2%	19.8%	40.0%	51.6%	8.4%	78.1%	47.0%	49.3%	2.4%	1.2%

CITY COUNCIL REDISTRICTING PUBLIC HEARING

CITY OF COALINGA

The Sunnyside of the Valley

Public Hearing to Receive Input from the Community Regarding the Redrawing of Election District Boundaries.

This will be the second in a series of four public hearings to obtain public input on the future of redrawing the City Council Election District Boundaries. The Community's input is extremely important to this process.

The Hearing is open to the public and any person present will have the opportunity to be heard.

Date and Time

Thursday, March 3, 2022 at 6:00pm
Coalinga City Council Chambers
155 W. Durian Avenue, Coalinga, CA 93210

For further information regarding this matter,
please contact the Office of the City Clerk
Call: (559) 935-1533 x 113
Email: sjensen@coalinga.com

AUDIENCIA PÚBLICA DE REDISTRIBUCIÓN DE DISTRITOS DEL CONCEJO MUNICIPAL

CITY OF COALINGA
The Sunnyside of the Valley

Audiencia pública para recibir aportes de la comunidad sobre el rediseño de los límites de los distritos electorales.

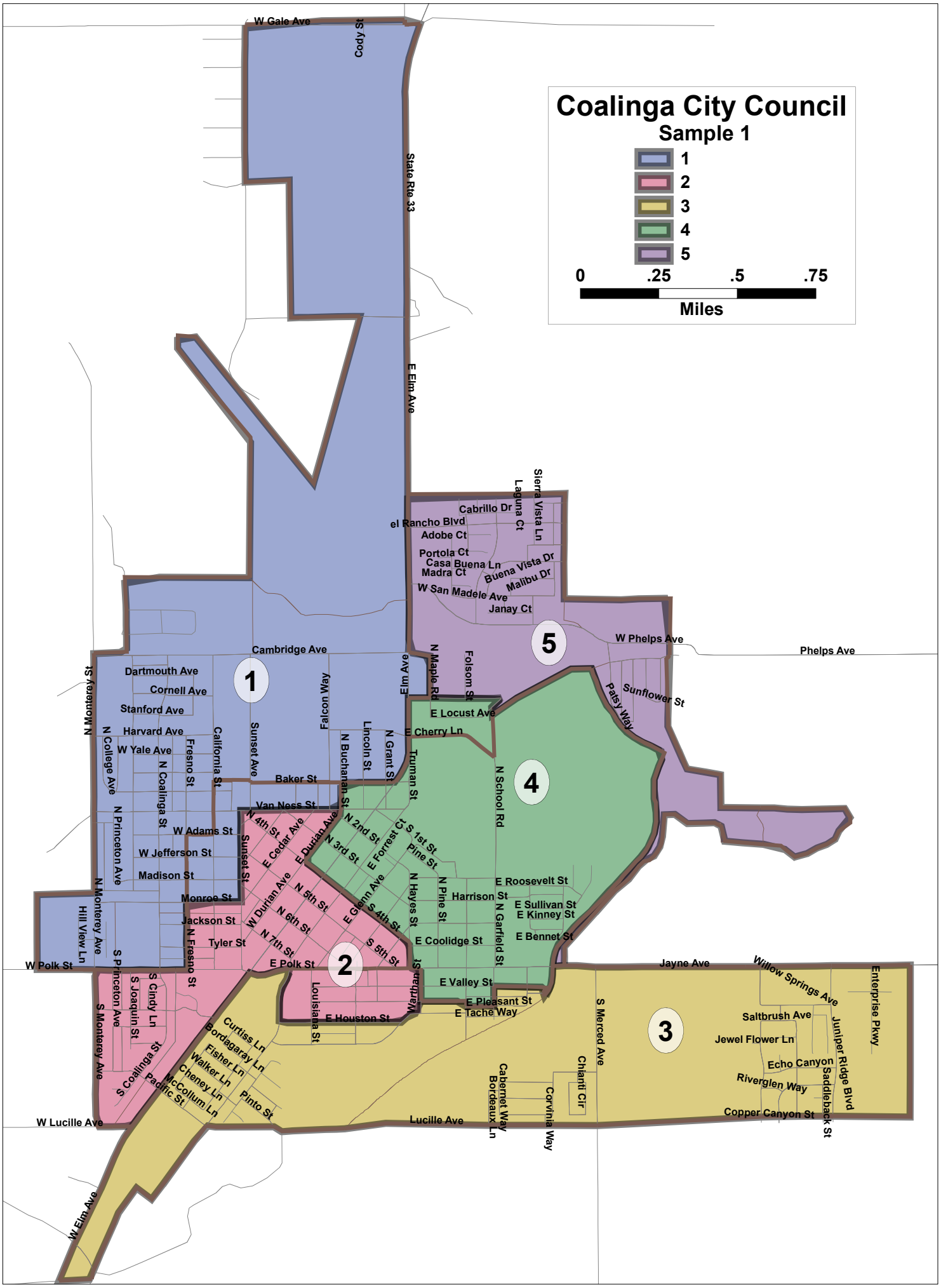
Esta será la segunda de una serie de cuatro audiencias públicas para obtener opiniones del público sobre el futuro de la redefinición de los límites del distrito electoral del concejo municipal. El aporte de la comunidad es extremadamente importante para este proceso.

La audiencia está abierta al público y cualquier persona presente tendrá la oportunidad de ser escuchada.

Fecha y Hora

Jueves, marzo 3, 2022 a las 6:00pm
Cámaras del concejo de la ciudad de Coalinga
155 W. Durian Avenue, Coalinga, CA 93210

Para obtener más información sobre este asunto,
comuníquese con la oficina de la secretaria municipal de la ciudad
Llamé al: (559) 935-1533 x 113
Correo Electrónico: sjensen@coalinga.com

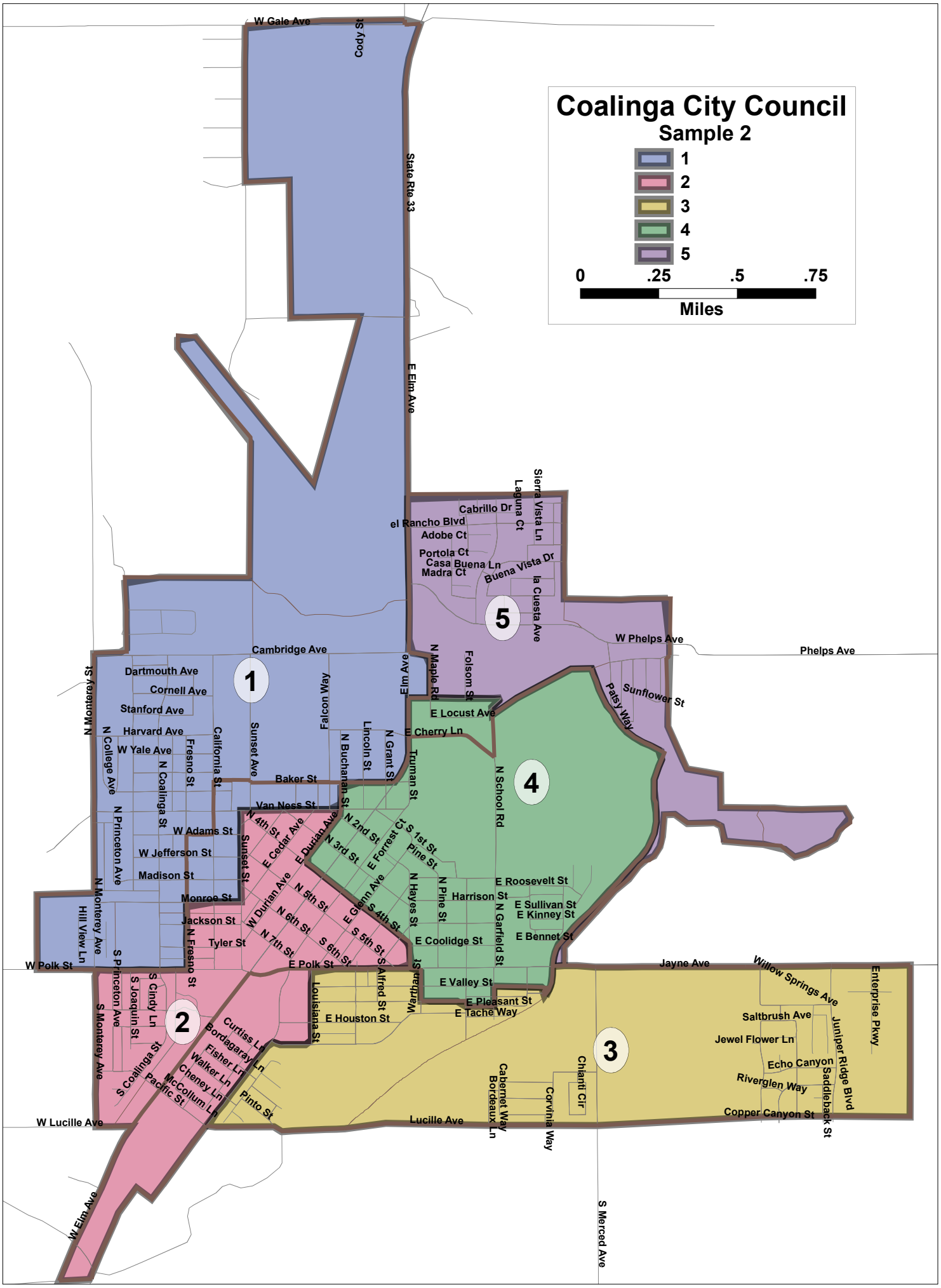

Coalinga City Council
Sample 1
1
2
3
4
5
0
.25
.5
.75
Miles
W Gale Ave
Cody St
State Rte 33
E Elm Ave
Sierra Vista Ln
Laguna Ct
Cabrillo Dr
el Rancho Blvd
Adobe Ct
Portola Ct
Casa Buena Ln
Madra Ct
Buena Vista Dr
Malibu Dr
W San Madele Ave
Janay Ct
W Phelps Ave
Phelps Ave
Sunflower St
Patsy Way
Cambridge Ave
Dartmouth Ave
Cornell Ave
Stanford Ave
Harvard Ave
W Yale Ave
N Monterey St
N College Ave
N Coalinga St
Fresno St
California St
Sunset Ave
Falcon Way
Elm Ave
N Maple Rd
Folsom St
E Locust Ave
E Cherry Ln
N Buchanan St
Lincoln St
N Grant St
Truman St
N School Rd
Baker St
Van Ness St
N 4th St
E Cedar Ave
E Durian Ave
N 2nd St
E Forrest Ct
S 1st St
Pine St
N 3rd St
W Adams St
W Jefferson St
Madison St
Monroe St
Jackson St
Tyler St
N Princeton Ave
N Monterey Ave
Hill View Ln
W Polk St
N Durian Ave
N 5th St
N 6th St
N 7th St
E Glenn Ave
S 4th St
S 5th St
N Hayes St
N Pine St
Harrison St
E Roosevelt St
E Sullivan St
E Kinney St
E Bennet St
N Garfield St
E Coolidge St
E Polk St
E Valley St
E Pleasant St
E Tache Way
E Houston St
Louisiana St
Warthan St
Jayne Ave
Willow Springs Ave
Enterprise Pkwy
Saltbrush Ave
Jewel Flower Ln
Juniper Ridge Blvd
Echo Canyon
Riverglen Way
Saddleback St
Copper Canyon St
S Merced Ave
Chianti Cir
Corvinia Way
Cabernet Way
Bordeaux Ln
Lucille Ave
W Lucille Ave
S Princeton Ave
S Joaquin St
S Cindy Ln
S Monterey Ave
S Coalinga St
Curtiss Ln
Bordagaray Ln
Fisher Ln
Walker Ln
Cheney Ln
McCollum Ln
Pacific St
Pinto St
W Elm Ave

Coalinga City Council Districts- Sample 1

	2020 Census State Adjusted Population											2020 Census Unadjusted
District	Population	Deviation	% Deviation	Latino	White	Black	American Indian	Asian	Hawaiian Pacific Islander	Other Race	Multi Minority Race	Population
1	2803	-93	-3.2%	55.4%	35.8%	2.2%	2.1%	2.7%	0.1%	1.3%	0.5%	2782
2	2765	-131	-4.5%	66.8%	25.9%	3.7%	1.3%	1.2%	0.0%	0.8%	0.3%	2749
3	2923	27	0.9%	69.0%	19.4%	4.3%	0.7%	5.2%	0.2%	0.5%	0.6%	2911
4	2988	92	3.2%	71.9%	20.7%	2.3%	1.3%	2.3%	0.2%	1.1%	0.2%	2977
5	3000	104	3.6%	63.9%	27.7%	3.7%	1.3%	2.1%	0.2%	0.4%	0.6%	6171

	2020 Census State Adjusted Voting Age Population								2019 Tabulation Citizen Voting Age Population				
District	Latino	White	Black	American Indian	Asian	Hawaiian Pacific Islander	Other Race	Multi Minority Race	Latino	White	Black	Asian	All Other
1	51.5%	38.8%	2.4%	2.3%	3.4%	0.0%	1.2%	0.4%	43.7%	52.6%	1.3%	0.7%	1.8%
2	62.7%	29.8%	3.8%	1.6%	1.0%	0.0%	0.8%	0.2%	45.5%	49.9%	3.4%	1.1%	0.5%
3	64.6%	22.6%	5.1%	0.7%	5.9%	0.3%	0.5%	0.4%	51.3%	37.9%	5.5%	3.5%	1.8%
4	66.9%	24.8%	2.6%	1.1%	2.7%	0.2%	1.5%	0.3%	51.1%	36.6%	5.5%	2.6%	4.4%
5	62.0%	29.1%	4.3%	1.4%	2.0%	0.2%	0.3%	0.6%	61.1%	28.0%	2.4%	3.5%	5.4%

	2019 American Community Survey Socio-economic Characteristics											
	Household Income					Education Level				Language Spoken at Home		
District	Less than $35K	$35K to $74,999	$75K to $149,999	$150K or More	Income Below Poverty	No High School Diploma	No College Degree	Any College Degree	Owner Occupied Housing	English Only	Spanish	Asian Language	Other Language
1	24.2%	22.9%	42.1%	10.9%	18.9%	17.3%	55.1%	27.6%	62.7%	80.1%	17.9%	1.4%	0.6%
2	40.6%	25.0%	21.9%	12.4%	20.5%	29.2%	41.3%	29.5%	42.5%	74.0%	23.8%	1.4%	0.8%
3	21.9%	36.5%	30.1%	11.5%	20.0%	16.9%	65.4%	17.7%	54.6%	45.2%	52.3%	1.3%	1.2%
4	42.5%	27.2%	17.8%	12.5%	24.7%	31.3%	43.9%	24.7%	40.2%	57.4%	39.7%	1.7%	1.2%
5	31.7%	27.5%	26.6%	14.2%	19.8%	40.0%	51.6%	8.4%	78.1%	47.0%	49.3%	2.4%	1.2%


Coalinga City Council
Sample 2
1
2
3
4
5
0
.25
.5
.75
Miles
W Gale Ave
Cody St
State Rte 33
E Elm Ave
Cabrillo Dr
el Rancho Blvd
Adobe Ct
Portola Ct
Casa Buena Ln
Madra Ct
Laguna Ct
Sierra Vista Ln
Buena Vista Dr
la Cuesta Ave
W Phelps Ave
Phelps Ave
Sunflower St
Patsy Way
Cambridge Ave
Dartmouth Ave
Cornell Ave
Stanford Ave
Harvard Ave
W Yale Ave
N Monterey St
N College Ave
N Coalinga St
Fresno St
California St
Sunset Ave
Falcon Way
Lincoln St
N Grant St
N Buchanan St
N Maple Rd
Folsom St
E Locust Ave
E Cherry Ln
Truman St
N School Rd
Baker St
Van Ness St
W Adams St
W Jefferson St
Madison St
N Princeton Ave
Monroe St
Jackson St
Tyler St
N Fresno St
Hill View Ln
N Monterey Ave
W Polk St
S Princeton Ave
S Cindy Ln
S Joaquin St
S Monterey Ave
S Coalinga St
Pacific St
McCollum Ln
Cheney Ln
Walker Ln
Fisher Ln
Bordagaray Ln
Curtiss Ln
Pinto St
W Lucille Ave
W Elm Ave
N 4th St
E Cedar Ave
E Durian Ave
N 2nd St
E Forrest Ct
S 1st St
N 3rd St
Pine St
N Hayes St
N Pine St
E Roosevelt St
Harrison St
E Sullivan St
E Kinney St
E Bennet St
N Garfield St
E Coolidge St
N 5th St
W Durian Ave
E Glenn Ave
S 4th St
N 6th St
S 5th St
N 7th St
S 6th St
E Polk St
S Alfred St
Marian St
E Valley St
E Pleasant St
E Tache Way
E Houston St
Louisiana St
Jayne Ave
Willow Springs Ave
Enterprise Pkwy
Saltbrush Ave
Jewel Flower Ln
Juniper Ridge Blvd
Echo Canyon
Saddleback St
Riverglen Way
Copper Canyon St
Chianti Cir
Corvinia Way
Cabernet Way
Bordeaux Ln
Lucille Ave
S Merced Ave

Coalinga City Council Districts- Sample 2

	2020 Census State Adjusted Population											2020 Census Unadjusted
District	Population	Deviation	% Deviation	Latino	White	Black	American Indian	Asian	Hawaiian Pacific Islander	Other Race	Multi Minority Race	Population
1	2803	-93	-3.2%	55.4%	35.8%	2.2%	2.1%	2.7%	0.1%	1.3%	0.5%	2782
2	2790	-106	-3.7%	64.5%	26.5%	4.7%	1.2%	1.9%	0.2%	0.8%	0.2%	2775
3	2898	2	0.1%	71.3%	18.7%	3.4%	0.8%	4.6%	0.1%	0.6%	0.6%	2885
4	2988	92	3.2%	71.9%	20.7%	2.3%	1.3%	2.3%	0.2%	1.1%	0.2%	2977
5	3000	104	3.6%	63.9%	27.7%	3.7%	1.3%	2.1%	0.2%	0.4%	0.6%	6171

	2020 Census State Adjusted Voting Age Population								2019 Tabulation Citizen Voting Age Population				
District	Latino	White	Black	American Indian	Asian	Hawaiian Pacific Islander	Other Race	Multi Minority Race	Latino	White	Black	Asian	All Other
1	51.5%	38.8%	2.4%	2.3%	3.4%	0.0%	1.2%	0.4%	43.7%	52.6%	1.3%	0.7%	1.8%
2	59.5%	31.4%	4.9%	1.4%	1.7%	0.3%	0.8%	0.1%	44.9%	50.1%	3.3%	1.3%	0.9%
3	67.7%	21.1%	4.0%	0.9%	5.2%	0.0%	0.5%	0.5%	52.6%	36.9%	5.9%	3.4%	1.3%
4	66.9%	24.8%	2.6%	1.1%	2.7%	0.2%	1.5%	0.3%	51.1%	36.6%	5.5%	2.6%	4.4%
5	62.0%	29.1%	4.3%	1.4%	2.0%	0.2%	0.3%	0.6%	61.1%	28.0%	2.4%	3.5%	5.4%

	2019 American Community Survey Socio-economic Characteristics											
	Household Income					Education Level				Language Spoken at Home		
District	Less than $35K	$35K to $74,999	$75K to $149,999	$150K or More	Income Below Poverty	No High School Diploma	No College Degree	Any College Degree	Owner Occupied Housing	English Only	Spanish	Asian Language	Other Language
1	24.2%	22.9%	42.1%	10.9%	18.9%	17.3%	55.1%	27.6%	62.7%	80.1%	17.9%	1.4%	0.6%
2	36.7%	24.9%	24.4%	14.0%	20.5%	25.5%	43.7%	30.8%	45.4%	74.3%	23.5%	1.4%	0.8%
3	26.5%	36.6%	27.2%	9.7%	20.1%	21.8%	62.3%	15.9%	51.1%	45.4%	52.0%	1.3%	1.2%
4	42.5%	27.2%	17.8%	12.5%	24.7%	31.3%	43.9%	24.7%	40.2%	57.4%	39.7%	1.7%	1.2%
5	31.7%	27.5%	26.6%	14.2%	19.8%	40.0%	51.6%	8.4%	78.1%	47.0%	49.3%	2.4%	1.2%

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Introduce and Waive the First Reading of Ordinance No. 850 Approving a City Initiated Zoning Text Amendment (No. ZTA 21-02) Amending the Planning and Zoning Code related to Towing and Impound Yards, Dry Cleaning Establishments and Various Clarification and Cleanup Language related to Various Commercial Uses and their Associated Development Regulations
Meeting Date:	March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Sean Brewer, Assistant City Manager

I. RECOMMENDATION:

Introduce and Waive the First Reading of Ordinance No. 850 Approving of a City Initiated Zoning Text Amendment (No. ZTA 21-02) Amending the Planning and Zoning Code Related to towing and impound yards, dry cleaning establishments and various clarification and cleanup language related to various commercial uses and their associated development regulations.

II. BACKGROUND:

On December 2, 2021, the City Council voted to initiate a zoning text amendment to update the City's planning and zoning regulations related to towing and impound facilities and dry-cleaning establishments. In addition, when a zoning text amendments are initiated and processed, staff likes to address areas of the code where text in the zoning code need clarification and/or deletion to ensure consistency in the codes application and intent of the regulation for consideration by the Commission and Council. These additional items staff is proposing to address are related to service stations and car washes, general offices and telecommunication land uses.

On February 22, 2022 the Planning Commission held a noticed public hearing to the consider the zoning text amendments and approved Resolution No. 022P-002 recommending approval to the City Council.

III. DISCUSSION:

The proposed text amendment incorporates changes in definitions, permitted uses, and additional development regulations to ensure that the application of the zoning code is meeting the intent and purpose of the City's zoning regulation in relation to the general plan.

Tow and Impound

Towing and impound establishments are defined as establishments primarily engaged in towing light or heavy motor vehicles, both local and long distance. These establishments may provide incidental services, such as vehicle storage and emergency road repair services. This classification does not include automobile/dismantling. This falls under salvage yards.

Currently, Towing and Impound uses are permitted in the city but only in the Manufacturing Business Heavy

(MBH) zoning district. The issue is that there are only (2) parcels in the City that are zoned in that district and that is the existing garlic plant and the land directly to the south. Council directed staff to consider amending the land use table to allow towing and impound establishments in the Manufacturing Business Light (MBL) districts subject to a conditional use permit (CUP) to expand their ability to locate in Coalinga since the code is currently restrictive to this land use. With the CUP requirement this would allow staff and the commission the ability to condition the project to ensure land use compatibility and apply transitional standards when needed.

PROPOSED AMENDMENT: Including Towing and Impound as a permitting use in the MBL subject to a conditional use permit.

Dry Cleaning Facilities

The City currently has (2) definitions that address dry cleaning facilities:

- *Industry, limited.* Establishments engaged in light industrial activities taking place primarily within enclosed buildings and producing minimal impacts on nearby properties. This classification includes operations such as manufacturing finished parts or products primarily from previously prepared materials; commercial laundries and dry-cleaning plants; mobile home manufacturing; monument works; printing, engraving and publishing; computer and electronic product manufacturing; furniture and related product manufacturing; and industrial services. This classification includes the cultivation, processing, extraction, manufacturing, testing, distribution, and transportation of cannabis and cannabis products.

- *Personal services*. Provision of recurrently needed services of a personal nature. This classification includes barber and beauty shops, massage parlors, tattoo parlors, seamstresses, tailors, dry cleaning agents (excluding large-scale bulk cleaning plants), laundromats, shoe repair shops, self-service laundries, photocopying and photo finishing services, and travel agencies.

Industry limited talks about dry cleaning plants where personal services allows for dry cleaning agents but excludes large-scale plants. It does not particularly speak to whether small equipment would be permitted in a commercial location that include pick-up and drop-off. City Council directed staff to develop language that would clarify land use permissibility for dry cleaning establishments and further clarify smaller operation (outlet or agent) verses a larger scale facility.

PROPOSED AMENDMENT: Staff developed three (3) new definitions for dry-cleaning establishments as well as updated the land use table to incorporate their permitted uses:

- *Dry-cleaning Agency*: For drop off and pick up only, no laundry or dry-cleaning equipment on premises.

- *Retail Drycleaner:* Dry cleaning establishment where the dry cleaning and laundry equipment is permitted on the premises and such services are performed on articles brought in directly from the customer to the establishment. This includes delivery of the articles to the retail customer where the dry-cleaning establishment directly processes such articles for such customer.

- *Wholesale Dry-cleaning:* A dry-cleaning establishment that has equipment on the premises, but on a much larger scale. This classification is for the establishments that process articles for several customers and do not have customer pickup.

As a result of the updated definitions, staff has incorporated these three land use classifications into the land use table where they best fit based on their operational intensity. These can be found in the draft ordinance in

Sections 4 and 6.

Cleanup Language and Clarification to Existing Land Uses and Additional Development Regulations

When a zoning text amendment is proposed or initiated, staff likes to look at some areas of the code where it has been difficult to apply the strict regulation in addition to balancing the intent of the code and its application of the regulations. There were a few areas where staff has discovered these issues and has provided some language changes to clarify the regulatory intent.

Service Stations with Vehicle Washing Facilities: Staff has updated the code to clarify that car washes can typically be accessory to service stations. Therefore, when a service station is permitted, a car wash facility should be permitted so long as they are accessory. This application is applied in the General Commercial Zoning District (CG) since car washing facilities, stand alone, are permitted in the (CR) Commercial Retail Center and (CS) Service Commercial Zone.

General Office and Telecommunication (Facilities within Buildings): With the ever-changing landscape of telecommunications and need for broadband infrastructure, limiting facilities within buildings to radio and television studios in MX and CS Zones restricts the enhancement of broadband within the community. In order to contribute to easing regulation on broadband expansion, permitting facilities within buildings (switches, wiring, and various electronic equipment) in the mixed-Use (MX) and Service Commercial (CS) zones would expand the areas for broadband infrastructure in the city with the requirement that a central office be located on the premises for public access.

In addition, with the limited nature of office space in Coalinga, and the intent of the City to encourage business development, the regulations of limiting office space in the (CS – Service Commercial) zone as accessory to a principal commercial use is limiting and has created several non-conforming uses in areas developed for office space. Staff is recommending removing these regulations to limit non-conforming uses and improve office space opportunity in the City with no impact.

A copy of the draft ordinance is attached for the Planning Commissions review and consideration as requested by the City Council.

General Plan/Zoning Consistency: The proposed zoning text amendment is consistent with the general plan policies and implementation measures including zoning consistency for commercial and industrial uses. These changes further enhance the general plan and intent of the zoning code.

Public Notification: On February 10, 2022 joint public hearing notices were posted and emailed to local paper in accordance with local and state regulations.

Environmental Determination: This text amendment has been reviewed in accordance with CEQA and staff has determined that this ordinance change would not have a detrimental effect on the health, safety and welfare of the community and fall under Section 15061(b)(3) - General Rule Exemption. In addition, CEQA will be further reviewed during the permitting process as a Conditional Use Permit will be required for the newly incorporated land uses (dry cleaners and towing/impound).

IV. ALTERNATIVES:

None determined at this time.

V. FISCAL IMPACT:

The following standard findings must be made for each Zoning Ordinance amendment:

1. The proposed Zoning Ordinance amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

2. The proposed Zoning Ordinance amendment is consistent and compatible with the goals, policies, and actions of the General Plan, and the other applicable provisions of the Zoning Ordinance.

3. If applicable, the site is physically suitable (including, but not limited to access, provision of utilities, compatibility with adjoining land uses, and absence of physical constraints) for the requested zoning designations and anticipated land uses/developments.

4. The proposed Zoning Ordinance amendment has been processed in accordance with the applicable provisions of the California Government Code and the California Environmental Quality Act.

ATTACHMENTS:

File Name	Description
Ordinance_No._850_Dry_Cleaners_and_Tow_Yards.docx	Ordinance No. 850 - Zoning Text Amendment

ORDINANCE NO. 850

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COALINGA, CALIFORNIA AMENDING TABLE 2.7 OF COALINGA MUNICIPAL CODE SECTION 9-5.402 RELATED TO TOWING AND IMPOUND YARDS AND AMENDING THE PLANNING AND ZONING CODE RELATED TO DRY CLEANING FACILITIES AND VARIOUS DELETIONS AND CLARIFICATIONS TO ADDITIONAL DEVELOPMENT REGULATIONS FOR COMMERICAL AND INDUSTRIAL USES.

WHEREAS, Title 9 of the Coalinga Municipal code establishes regulations, requirements and standards including but not limited to: controlling the uses of land, the density of population, the uses and locations of structures, the height and bulk of structures, open spaces surrounding buildings, the areas and dimensions of lot areas and building sites, the location, size, and illumination of signs, and requiring the provision of usable open space, screening and landscaping, off-street parking and loading facilities, and;

WHEREAS, the City wishes to update Title 9 of the Municipal Code to update regulations related to towing and impound yards, dry cleaning establishments and various deletions/modifications of code that aligns with the intent of the zoning regulations; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COALINGA DOES ORDAIN AS FOLLOWS:

SECTION 1. The City Council finds that all the facts, findings, and conclusions set forth above in this Ordinance are true and correct.

SECTION 2. The City Council hereby amends the land use classification Table 2.7 of Section 9-5.402 to Article 4 of Chapter 2 in Title 9 of the Coalinga Municipal Code related to Towing and Impound permitted uses:

Use Classification	MBL	MBH	Additional Regulations
Towing and Impound	~~No~~ CUP	Yes	

SECTION 3. The City Council hereby adds the following definitions to section Article 2 of Chapter 1 in Title 9 of the Coalinga Municipal Code:

Dry Cleaning Establishments

Drycleaning Agency: For drop off and pick up only, no laundry or drycleaning equipment on premises.

Retail Drycleaner: Dry cleaning establishment where the dry cleaning and laundry equipment is permitted on the premises and such services are performed on articles brought in directly from the customer to the establishment. This includes delivery of the articles to the retail customer where the drycleaning establishment directly processes such articles for such customer.

Wholesale Drycleaning: A drycleaning establishment that has equipment on the premises, but on a much larger scale. This classification is for the establishments that process articles for several customers and do not have customer pickup.

Service station. Establishments primarily engaged in retailing automotive fuels or retailing these fuels in combination with activities, such as, but not limited to, providing repair services; selling automotive oils,

replacement parts, and accessories; providing food services; and ancillary services such as automotive vehicle washing.

SECTION 4. The City Council hereby adds the following land use classification under "commercial uses" to Table 2.5 of Section 9-2.302 to Article 3 of Chapter 2 in Title 9 of the Coalinga Municipal Code related to Dry Cleaning Establishments:

Use Classification	CG	CR	CS	MX	Additional Regulations
Dry Cleaning Agency	YES	YES	YES	YES	
Retail Drycleaner	CUP	CUP	CUP	CUP	Exhaust fan or ventilation to be located within 12' of the drycleaning machine

SECTION 5. The City Council hereby adds the following land use classification under "commercial uses" to Table 2.5 of Section 9-2.302 to Article 3 of Chapter 2 in Title 9 of the Coalinga Municipal Code related to Services Stations:

Use Classification	CG	CR	CS	MX	Additional Regulations
Service Stations	CUP (7)	CUP	CUP	CUP	Section 9-5.107, Auto Service Stations and Car Washing; (CG) Limited to establishments with a gross floor area of 5,000 square feet or less.

SECTION 6. The City Council hereby adds the land following use classification under "industrial uses" in Table 2.7 of Section 9-2.402 to Article 4 of Chapter 2 in Title 9 of the Coalinga Municipal Code related to Wholesale Dry-Cleaning Facilities:

Use Classification	MBL	MBH	Additional Regulations
Wholesale Dry-Cleaning	CUP	CUP	

SECTION 7. The City Council hereby modifies the following land use classification under "commercial uses" and "industrial uses" to Table 2.5 of Section 9-2.302 to Article 3 of Chapter 2 in Title 9 of the Coalinga Municipal Code office and telecommunication uses:

Use Classification	CG	CR	CS	MX	Additional Regulations
General Offices	YES	CUP	YES ~~(3)~~	YES	
Walk-in Clientele	YES	CUP	YES ~~(3)~~	YES	
Facilities within Buildings	YES	NO	YES (6)	YES	Section 9-5.125, Telecommunication Facilities. ~~(CS, MX) Limited to radio and television studios.~~
3. ~~Offices are permitted only as an accessory to a primary commercial use.~~ Conditional Use Permit approval is required for office, business, or professional uses greater than 5,000 square feet in size per lot or integrated commercial development. **6. Permitted so long as a central office (general office) is located on the premises for public access.** **7. Washing Facilities shall be permitted ancillary (accessory) to a Service Station that is the primary use.**					

SECTION 8. Severability Clause:

Should any section, clause, or provision of this Ordinance be declared by the Courts to be invalid, the same shall not affect the validity of the Ordinance as a whole, or parts thereof, other than the part so declared to be invalid.

SECTION 9. Effective Date:

This Ordinance shall take effect 30 days after its passage and adoption pursuant to California Government Code Section 36937 and shall supersede any conflicting provision of any City of Coalinga ordinance.

SECTION 10. Certification:

The City Clerk shall certify to the passage and adoption of this ordinance and shall cause the same to be published or posted according to law.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2022.

_____

Mayor/Mayor Pro-Tem, City of Coalinga

ATTEST:

_____

City Clerk/Deputy City Clerk

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Approve MINUTES - February 17, 2022 (Amended)
Meeting Date:	March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Shannon Jensen, City Clerk

I. RECOMMENDATION:

II. BACKGROUND:

III. DISCUSSION:

IV. ALTERNATIVES:

V. FISCAL IMPACT:

ATTACHMENTS:

File Name	Description
MINUTES_Amended_For_Approval_021722.pdf	Minutes - February 17, 2022

MINUTES
AMENDED
CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY MEETING AGENDA
February 17, 2022

1. CALL TO ORDER 6:00PM

Council Members Present: Ramsey, Singleton, Adkisson, Ramirez, Horn

Others Present: City Manager Marissa Trejo, Assistant City Attorney Sebastian Silveira, Interim Chief of Police Jose Garza, Assistant City Manager Sean Brewer, Fire Chief Greg DuPuis, Administrative Analyst Mercedes Garcia, Larry Miller, Public Works and Utilities Coordinator, and City Clerk Shannon Jensen

Council Members Absent: None

Others Absent: Financial Services Director Jasmin Bains and City Treasurer Dawn Kahikina

Changes to the Agenda: City Manager Marissa Trejo announced the following changes to the Agenda:

1. Item No. 2.1 from the Regular Agenda will be pulled;
2. Item 4.2 will be moved to the beginning of the Agenda just before Awards, Presentations, Appointment and Proclamations; and
3. Regular and Special Agendas will be combined with Item 5.1 from the Special Agenda becoming 5.11 on the Regular Agenda.

*Motion by Adkisson, Second by Ramirez to Approve the Changes to the Agenda and to Approve the Agenda for the meeting of February 17, 2022. Motion **Approved** by Roll-Call 5/0 Roll-Call Vote.*

2. AWARDS, PRESENTATIONS, APPOINTMENTS AND PROCLAMATIONS

1. Multi-Jurisdictional Local Road Safety Plan

Item No. 2.1 was pulled from the Agenda during Changes to the Agenda.

2. Certificate of Appreciation from Kenneth (Kenny) Smith Jr.

Councilman Adkisson presented a Certificate of Appreciation to Kenneth (Kenny) Smith Jr. for all his efforts to help clean up the City of Coalinga. Mr. Smith announced the next clean up event will be held Saturday, February 19, 2022 at 8:00am at the Coalinga Elk's Lodge.

3. CITIZEN COMMENTS

The following individual(s) spoke under Citizen Comments:

Nathan Vosburg urged the Council to reach out to Fresno Council of Governments (COG) about the County's responsibility to clean up the trash and graffiti on and around the buildings off Interstate 5.

4. PUBLIC HEARINGS

1. Council Consideration and Adoption of the City of Coalinga 2020 Urban Water Management Plan and Water Shortage Contingency Plan
   Larry Miller, Public Works & Utilities Coordinator

Public Works & Utilities Coordinator Larry Miller presented the 2020 Urban Water Management Plan and Water Shortage Contingency Plan and outlined the different water stages. The City is currently between stages 2 and 3, or Water Stage 2.5.

Mayor Ramsey opened the Public Hearing for comment.

Nathan Vosburg suggested the Council spend ARPA Funds or water conservation funds to purchase smart meters for a water users. Water leaks and more easily identified with the smart meters which would allow residents to address these leak issues. Mr. Vosburg is in favor of the City's water contingency plans.

Mr. Miller stated the City has already applied for funding to purchase additional meters.

Mayor Ramsey closed the Public Hearing.

*Motion by Adkisson, Second by Horn to Approve the 2020 Urban Water Management Plan and Water Shortage Contingency Plan. Motion **Approved** by 5/0 Roll-Call Vote.*

2. Public Hearing #1 regarding Public Input on the Redrawing of District Boundaries
   Marissa Trejo, City Manager

Dave Ely of Compass Demographics gave a brief presentation of the redistricting process. The City Council will hold Public Hearings at the next three meetings scheduled for March 3rd, March 17th, and April 7th.

Mayor Ramsey opened the Public Hearing for comment. Hearing none, Mayor Ramsey closed the Public Hearing.

5. CONSENT CALENDAR

1. Approve MINUTES – February 3, 2022

2. Adopt Resolution No. 4062 Approving the Emergency Operations Plan – Updated 2022

3. Approve Municipal Solid Waste Franchise Agreement of Refuse Rates Increase and Adopt Resolution No. 4063 Approving New Refuse Rates effective July 1, 2022

Councilman Horn pulled Item No. 5.3 stating a possible conflict of interest and requested this item be voted on separately from the other items on the Consent Calendar.

4. Adopt Resolution No. 4064 Authorizing the City Manager to Submit a Grant Application to the San Joaquin Valley Air Pollution Control District for Police Vehicles under the Public Benefit Grant Program

5. Adopt Resolution No. 4065 Amending the Police Sergeant Job Description

6. Adopt Resolution No. 4066 Amending the Police Corporal Job Description

7. Approve Contract Renewal with Coalinga State Hospital for Ambulance Services

8. Consider and Award Contract for 7th Street and Mountainview Street Rehabilitation Project

9. Approve Tactical Diversion Task Force Agreement between the Coalinga Police Department and DEA Tactical Diversion Squad

10. Approve Amendment to the Memorandum of Understanding between the City of Coalinga and the Coalinga Police Officers' Association and Approve the February 17, 2022 Side Letter

11. The City of Coalinga acting as the Board of Directors of the Coalinga GSA Adopt Resolution No. 4069 Adopting the Pleasant Valley Groundwater Sustainability Plan to allow the Pleasant Valley GSA to submit to the California Department of Water Resources (DWR) on behalf of the Pleasant Valley GSA

*Motion by Singleton, Second by Ramirez to Approve Consent Calendar Item Nos. 5.1 through 5.2 and 5.4 through 5.11. Motion **Approved** by Roll-Call 5/0 Roll-Call Vote.*

*Motion by Adkisson, Second by Singleton to Approve Consent Calendar Item No. 5.3. Motion **Approved** 4/0 Roll-Call Vote. (Horn – Abstained)*

6. ORDINANCE PRESENTATION, DISCUSSION AND POTENTIAL ACTION ITEMS

1. Discussion, Direction and Potential Action regarding Reserve Police Officer Program and Adopt Resolution No. 4067 Amending the Police Officer (Reserve) Job Description and Adopt Resolution No. 4068 Approving the Reserve Police Pay Scale
   Jose Garza, (i)Chief of Police

Interim Chief of Police gave a brief overview of the item.

*Motion by Horn, Second by Adkisson to Approve Resolution No. 4067 Amending the Reserve Police Officer Job Description and to Approve Resolution No. 4068 Approving the Reserve Police Officer Pay Scale. Motion **Approved** by 5/0 Roll-Call Vote.*

7. ANNOUNCEMENTS

City Manager's Announcements:

None

Council Member's Announcements:

Councilman Ramirez requested the City provide gloves and other Personal Protective Equipment (PPE) to the volunteers assisting with the cleanup events being put on by Mr. Smith Jr.

Mrs. Trejo stated we could bring back a Future Agenda Item, however we could not discuss it at this time since it was not agendized.

Mr. Smith Jr. stated that American Wheel and Tire is taking tires at no cost and O'Reilly Auto Parts is taking the oil.

Mayor Pro-Tem Singleton congratulated the High School Varsity Basketball team for their win. The team will be playing in Bakersfield on Friday and he wishes them well.

Mayor's Announcements:

Mayor Ramsey urged the community to help with Mr. Smith Jr.'s efforts to clean up the City on Saturday at 8:00am the Elk's Lodge.

8. FUTURE AGENDA ITEMS

Councilman Adkisson requested a Future Agenda Item to address the weeds growing in planter boxes that were included in the recent improvements along Sunset Street.

Mr. Brewer stated staff will be interviewing for groundskeepers next Thursday.

Councilman Adkisson requested something be planted in these areas versus just clearing the weeds.

Mr. Brewer indicated there is no irrigation in the spaces which would make it difficult to plant, but he will research it.

Councilman Adkisson requested a Future Agenda Item to place restraining orders on problematic gang members to ban them from the City.

Councilman Ramirez requested a Future Agenda Item to provide gloves and other Personal Protective Equipment (PPE) to the volunteers assisting with the cleanup events being put on by Mr. Smith Jr.

Councilman Ramirez requested a Future Agenda Item for the City to explore developing our own dog park.

Mayor Ramsey requested a Future Agenda Item to present certificates to our Nation Champion Cheerleaders at a future meeting.

Councilman Ramirez requested a Future Agenda Item to present certificates to the Junior Oilers who are two-time undefeated National Champions.

Mrs. Trejo stated we would need the names of all those to be presented with certificates by 10:00am Wednesday, February 23, 2022 in order for them to be added to the March 3, 2022 agenda.

9. CLOSED SESSION

1. CONFERENCE WITH LEGAL COUNSEL – LITIGATION (Gov. Code Section 54956.9(d)(4).): One (1) Case.

10. CLOSED SESSION REPORT

No reportable action was taken in closed session.

11. ADJOURNMENT 6:42 PM

Ron Ramsey, Mayor

Shannon Jensen, City Clerk

Date

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Check Register: 01/01/2022 - 01/31/2022
Meeting Date:	March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Yasmin Gonzalez, Financial Services Supervisor

I. RECOMMENDATION:

II. BACKGROUND:

III. DISCUSSION:

IV. ALTERNATIVES:

V. FISCAL IMPACT:

ATTACHMENTS:

File Name	Description
Check_Register_Cover_Sheet_for_Council-_01-2022.pdf	Check Register Cover Sheet - January 2022
Expense_Approval_Rpt-01-2022.pdf	Check Register - January 2022

CITY OF COALINGA

The Sunny Side of the Valley

CHECK REGISTER

COUNCIL MEETING OF
March 3, 2022

EXPENSES: 1/1/2022 through 1/31/2022

ACCOUNTS PAYABLE:

Month Ending:	1/31/2022	Registers: # 67709 - #67947	**$**	**1,643,921.98**

PAYROLL:

Pay Period Ending:	1/2/2022	Payroll Check # 18505-18509	$	4,559.03
Pay Date:	1/7/2022	Direct Deposit	$	170,693.35
		Payroll Total:	**$**	**175,252.38**
Pay Period Ending:	1/16/2022	Payroll Check # 18510-18515	$	10,343.36
Pay Date:	1/21/2022	Direct Deposit	$	173,634.20
Cash Outs/Separations:	1/21/2022	Payroll Check # 18516-18518	$	8,458.16
		Payroll Total:	**$**	**192,435.72**

TOTAL CHECK REGISTERS THROUGH: 1/31/22 $ 2,011,610.08

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
67709	1/4/2022	1722	PG&E 1533-5		301,683.16
	0003477	705841037 7th & Elm FD Horn		101-416-72020	31.75
	0003477	7053841272 300 W Elm FD Lights		101-416-72020	2,295.20
	0003477	795617993 240 N 6th St		101-432-72020	1,628.42
	0003477	7053841516 PD/Jail/City Hall		101-432-72020	6,923.30
	0003477	7053841771 27500 Phelps Ave Ste 1		101-435-72020	91.70
	0003477	7053841899 27500 Phelps Ave Ste 19		101-435-72020	14.14
	0003477	7053841565 NW Cor Phelps-Airport Lights		101-435-72020	1,200.28
	0003477	7053841177 300 Coalinga Plaza FP (9/1/21-9/30/21)		101-440-72011	13.16
	0003477	7053841177 300 Coalinga Plaza FP (8/1/21-8/31/21)		101-440-72011	13.99
	0003477	7053841177 300 Coalinga Plaza FP (Adjustments)		101-440-72011	-36.49
	0003477	7053841177 300 Coalinga Plaza FP (7/1/21-7/31/21)		101-440-72011	12.64
	0003477	7053841921 Sunset & Washington-Wtr Ftn		101-440-72011	24.64
	0003477	7053841050 5th & Cedar Tower Clock		101-440-72011	42.79
	0003477	7054189141 Sunset & 5th Ave		101-440-72011	9.92
	0003477	7053841936 408 S 5th Lynch Park		101-440-72011	13.62
	0003477	7053841439 Phelps & La Cuesta		110-424-72021	11.20
	0003477	7058903139 Tache Way & Warthan St		110-424-72021	11.36
	0003477	7053841349 160 W Elm		110-424-72021	22.88
	0003477	3443128775 TR 5208 Spano Ent Posa Chanet		110-424-72021	11.44
	0003477	7053841619 Monterey & Tyler		110-424-72021	10.17
	0003477	7053841023 Monterey & Tyler Clock		110-424-72021	9.94
	0003477	7053841485 Washington & Fresno		110-424-72021	10.30
	0003477	7053841004 160W Elm Arpt 3144 Term Bldg		110-424-72021	-6,070.61
	0003477	7053841204 SE Crn 1st & Forest Landscap Trees		110-424-72021	9.86
	0003477	7053841661 Forest & 5th		110-424-72021	7.94
	0003477	7054518044 Coolidge N Hachman		110-424-72021	8.62
	0003477	7050007234 Coolidge N Hachman		110-424-72021	8.62
	0003477	7053841909 200 El Rancho Blvd Irrigation Crtl		110-424-72021	9.86
	0003477	7053841206 Crn Posa & San Sim Lift Station		110-424-72021	9.92
	0003477	7053841842 350 El Rancho Blvd Irrigation Ctrl		110-424-72021	9.86
	0003477	7053841791 745 W Forest Ave Landscape		110-424-72021	9.86
	0003477	7053841848 SE Juniper Rdg Sprinklers		110-424-72021	23.60
	0003477	7053841501 410 El Rancho Blvd		110-424-72021	25.18
	0003477	7053841535 160 W Elm Street Light Inv Proj		110-424-72021	-2,529.48
	0003477	7053841365 Longhollow & Echo Canyon		110-424-72021	20.31
	0003477	3443128041 TR 5246 Phase II Stallion Spr		110-424-72021	131.63
	0003477	7053841014 160W Elm Arpt 3144 Term Bldg		110-424-72021	19.21
	0003477	3289090333 260 1/2 Cambridge Ave		110-424-72021	227.83
	0003477	7053841505 Cambridge & Elm Hwy 198		110-424-72021	242.17
	0003477	7053841429 TR 5339 Dorothy Allen Est		110-424-72021	335.34
	0003477	7053841555 TR 5451 Warthan & Meadows		110-424-72021	786.50
	0003477	7053841016 160W Elm Arpt 3144 Term Bldg		110-424-72021	829.46
	0003477	7053841002 160W Elm Arpt 3144 Term Bldg		110-424-72021	943.32
	0003477	7053841022 160W Elm Arpt 3144 Term Bldg		110-424-72021	94.73
	0003477	3443128411 TR 5208 Spano Ent Posa Chanet		110-424-72021	100.23
	0003477	7055365996 Elm & Second		110-424-72021	102.10
	0003477	7053841534 160 W Elm Street Light Inv Proj		110-424-72021	85.32
	0003477	7053841536 160 W Elm Street Light Inv Proj		110-424-72021	87.00
	0003477	7058160009 N/S of Phelps Ave (West of Posa Chanet		110-424-72021	88.54
	0003477	3443128591 City Sunset St Project PM#30257800		110-424-72021	88.78
	0003477	3443128925 TR 5140 Sandalwood Const Jayne & Wil		110-424-72021	163.39
	0003477	7053841244 TR 5344 Promontory Point		110-424-72021	174.84

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	0003477	7053841026 160W Elm Arpt 3144 Term Bldg		110-424-72021	181.74
	0003477	7053841004 160W Elm Arpt 3144 Term Bldg		110-424-72021	123.78
	0003477	7053841694 160 W Elm		110-424-72021	28.81
	0003477	7053841397 Cambridge & Elm Hwy 198		110-424-72021	133.62
	0003477	7053841008 160W Elm Arpt 3144 Term Bldg		110-424-72021	2,644.44
	0003477	7053841881 140 E Durian Prkg Lot Lights		110-424-72021	18.14
	0003477	7053841990 160 W Elm		110-424-72021	19.21
	0003477	7055180510 Forest Ave Btwn 3rd St & 5th St		110-424-72021	34.07
	0003477	7053841979 City Yard		110-424-72021	191.03
	0003477	7053841538 160 W Elm Street Light Inv Proj		110-424-72021	41.32
	0003477	705381308 Van Ness & Elm		110-424-72021	38.60
	0003477	9713313248 25 1/2 W polk Traffic Control		110-424-72021	82.67
	0003477	7050256422 6th & Durian		110-424-72021	79.46
	0003477	3249826069 TR 4492 Fox Hollow II		110-424-72021	68.63
	0003477	7053841379 Polk & Forest Ave		110-424-72021	66.55
	0003477	7051816617 Jayne Ave Willow Springs		110-424-72021	64.83
	0003477	1638874976 25 1/2 W Polk		110-424-72021	60.16
	0003477	7053841535 160 W Elm Street Light Inv Proj		110-424-72021	57.67
	0003477	7053841157 240 W Elm Storage Bldg		110-424-72021	78.74
	0003477	7053841253 Cambridge & Joaquin		110-424-72021	194.45
	0003477	7053841913 N/S Valley St Lights		110-424-72021	43.11
	0003477	3443128372 TR 5246 Phase I Stallion Sprg Sac & Frs		110-424-72021	48.67
	0003477	3443128611 TR 4492 Fox Hollow II @ Frst & Cox		110-424-72021	45.75
	0003477	7053841526 25034 Palmer Ave (8/2/21-8/31/21)		501-503-72020	83,294.18
	0003477	7053841684 NW NW 11 20 15 Water Dept		501-503-72020	39.52
	0003477	7053841615 SW SW SW 18 20 16 Reservoir		501-503-72020	23.50
	0003477	7053841518 NW NW 31 20 16 Chlorine Booster		501-503-72020	17.48
	0003477	7056027714 NE 11 20 15		501-503-72020	68.22
	0003477	7053841131 SW Crn Gale & Derrick Wtr Mtr		501-503-72020	9.86
	0003477	7053841864 NE SW 31 20 15 Water Ctrl		501-503-72020	21.83
	0003477	7053841171 SW SW 7 20 15 Booster Station		501-503-72020	186.13
	0003477	7053841036 NE SW 26 19 15 Booster Station		501-503-72020	2,445.30
	0003477	7053841526 25034 Palmer Ave (7/1/21-8/1/21)		501-503-72020	105,658.93
	0003477	7053841526 25034 Palmer Ave (9/1/21-9/30/21)		501-503-72020	79,344.47
	0003477	7053841979 City Yard		501-508-72020	191.04
	0003477	7053841657 Behind 595 Roosevelt Alley Light		502-510-72020	46.98
	0003477	7053841312 Thompson Btwn Valley & Polk		502-510-72020	44.46
	0003477	7053841102 N end of Malple St		502-510-72020	46.22
	0003477	7053841574 Coalinga Alley Madison & Mont		502-510-72020	61.85
	0003477	7053841066 NE Crn Harvard & College		502-510-72020	51.89
	0003477	7053841361 Alley S Pleasant & E Warthan		502-510-72020	52.39
	0003477	7053841697 Baker Alley		502-510-72020	94.22
	0003477	7053841466 Fres Alley Tyler & Polk		502-510-72020	82.85
	0003477	7053841123 Cherry Ln		502-510-72020	70.91
	0003477	7053841979 City Yard		502-510-72020	191.04
	0003477	7053841358 College Alley S Side Cat Pro		502-510-72020	61.27
	0003477	7053841783 California Alley		502-510-72020	64.70
	0003477	7053841243 Pine Alley		502-510-72020	72.66
	0003477	7052100780 NE SE 33 20 15 WWP		503-520-72020	14,128.23
	0003477	7056603692 SE 33 20 15 WWP		503-520-72020	1,769.50
	0003477	7053841367 Sewer Lift Station Kim		503-521-72020	36.72
	0003477	7053841979 City Yard		503-521-72020	191.04
	0003477	7053841194 Sewer Lift Pump Echo		503-521-72020	289.59
	0003477	7053841328 Sewer Lift Pump P/L		503-521-72020	155.08
	0003477	7053841845 Sewer Lift Station Polk		503-521-72020	115.37
67717	1/5/2022	02539	Metropolitan Life Insurance Company		2,578.82
	0003479	metlife Jan 1 2022		950-000-32350	2,578.82

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
67727	1/6/2022	02388	Amazon Capital Services, Inc.		61.70
	1CH4-TTHL-HRLF	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	61.70
67728	1/6/2022	02386	American Office Solutions, LLC		6,199.25
	18611	2/22 ADMIN IT Monthly Contract		101-401-88040	55.77
	18611	2/22 CD IT Monthly Contract		101-404-88040	71.37
	18611	2/22 ADMIN IT Monthly Contract		101-405-88040	55.77
	18611	2/22 FIN IT Monthly Contract		101-406-88040	12.47
	18611	2/22 HR IT Monthly Contract		101-408-88040	36.39
	18611	2/22 PD IT Monthly Contract		101-413-88040	1,722.19
	18611	2/22 FD IT Monthly Contract		101-416-88040	466.77
	18611	2/22 PW IT Monthly Contract		107-422-88040	74.12
	18611	2/22 HR IT Monthly Contract		107-422-88040	1.43
	18611	2/22 HR IT Monthly Contract		117-416-88040	8.56
	18611	2/22 HR IT Monthly Contract		501-406-88040	2.85
	18611	2/22 FIN IT Monthly Contract		501-406-88040	166.24
	18611	2/22 PW IT Monthly Contract		501-503-88040	111.18
	18611	2/22 HR IT Monthly Contract		501-503-88040	4.28
	18611	2/22 HR IT Monthly Contract		501-508-88040	4.99
	18611	2/22 PW IT Monthly Contract		501-508-88040	74.12
	18611	2/22 FIN IT Monthly Contract		502-406-88040	145.46
	18611	2/22 HR IT Monthly Contract		502-406-88040	2.85
	18611	2/22 PW IT Monthly Contract		502-510-88040	185.30
	18611	2/22 HR IT Monthly Contract		502-510-88040	4.99
	18611	2/22 FIN IT Monthly Contract		503-406-88040	83.12
	18611	2/22 HR IT Monthly Contract		503-406-88040	1.07
	18611	2/22 HR IT Monthly Contract		503-520-88040	2.14
	18611	2/22 PW IT Monthly Contract		503-520-88040	148.24
	18611	2/22 PW IT Monthly Contract		503-521-88040	148.24
	18611	2/22 HR IT Monthly Contract		503-521-88040	0.71
	18611	2/22 FIN IT Monthly Contract		504-406-88040	8.31
	18611	2/22 HR IT Monthly Contract		504-406-88040	0.36
	18611	2/22 HR IT Monthly Contract		820-610-88040	0.71
	18631	2/22 ADMIN IT Monthly Contract - Backup		101-401-88040	28.81
	18631	2/22 CD IT Monthly Contract - Backup		101-404-88040	38.41
	18631	2/22 ADMIN IT Monthly Contract - Backup		101-405-88040	28.81
	18631	2/22 FIN IT Monthly Contract - Backup		101-406-88040	5.18
	18631	2/22 HR IT Monthly Contract - Backup		101-408-88040	19.59
	18631	2/22 PW IT Monthly Contract - Backup		107-422-88040	34.57
	18631	2/22 HR IT Monthly Contract - Backup		107-422-88040	0.77
	18631	2/22 HR IT Monthly Contract - Backup		117-416-88040	4.61
	18631	2/22 HR IT Monthly Contract - Backup		501-406-88040	1.54
	18631	2/22 FIN IT Monthly Contract - Backup		501-406-88040	69.13
	18631	2/22 HR IT Monthly Contract - Backup		501-503-88040	2.30
	18631	2/22 PW IT Monthly Contract - Backup		501-503-88040	51.85
	18631	2/22 PW IT Monthly Contract - Backup		501-508-88040	34.57
	18631	2/22 HR IT Monthly Contract - Backup		501-508-88040	2.69
	18631	2/22 HR IT Monthly Contract - Backup		502-406-88040	1.54
	18631	2/22 FIN IT Monthly Contract - Backup		502-406-88040	60.49
	18631	2/22 HR IT Monthly Contract - Backup		502-510-88040	2.69
	18631	2/22 PW IT Monthly Contract - Backup		502-510-88040	86.42
	18631	2/22 FIN IT Monthly Contract - Backup		503-406-88040	34.57
	18631	2/22 HR IT Monthly Contract - Backup		503-406-88040	0.58
	18631	2/22 PW IT Monthly Contract - Backup		503-520-88040	69.13
	18631	2/22 HR IT Monthly Contract - Backup		503-520-88040	1.15
	18631	2/22 HR IT Monthly Contract - Backup		503-521-88040	0.38
	18631	2/22 PW IT Monthly Contract - Backup		503-521-88040	69.11
	18631	2/22 FIN IT Monthly Contract - Backup		504-406-88040	3.46
	18631	2/22 HR IT Monthly Contract - Backup		504-406-88040	0.19
	18631	2/22 HR IT Monthly Contract - Backup		820-610-88040	0.38

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	18632	2/22 FD Server Backup		101-416-88040	165.08
	18633	2/22 PD IT Monthly Contract - Backup		101-413-88040	1,781.25
67732	1/6/2022	1068	Aramark		67.50
	503000446932	12/21 BLDG Employee Uniforms (Coverall&Mat) W1		101-432-84030	13.50
	503000446932	12/21 PW Employee Uniforms (Coverall & Mat) W12		502-510-70100	54.00
67733	1/6/2022	02094	AT&T 3310		1,598.90
	000017554965	12/21 Internet Svc Acct 9391063310		101-408-72030	33.28
	000017554965	12/21 Internet Svc Acct 93910633		101-413-72030	946.28
	000017554965	12/21 Internet Svc Acct 9391063310		101-432-72030	8.81
	000017554965	12/21 Internet Svc Acct 9391063310		101-432-72030	97.89
	000017554965	12/21 Internet Svc Acct 9391063310		101-432-72030	97.89
	000017554965	12/21 Internet Svc Acct 9391063310		107-422-72030	1.31
	000017554965	12/21 Internet Svc Acct 9391063310		107-422-72030	9.79
	000017554965	12/21 Internet Svc Acct 9391063310		117-416-72030	7.83
	000017554965	12/21 Internet Svc Acct 9391063310		501-406-72030	117.47
	000017554965	12/21 Internet Svc Acct 9391063310		501-406-72030	2.61
	000017554965	12/21 Internet Svc Acct 9391063310		501-503-72030	14.68
	000017554965	12/21 Internet Svc Acct 9391063310		501-503-72030	3.92
	000017554965	12/21 Internet Svc Acct 9391063310		501-508-72030	4.57
	000017554965	12/21 Internet Svc Acct 9391063310		502-406-72030	102.79
	000017554965	12/21 Internet Svc Acct 9391063310		502-406-72030	2.61
	000017554965	12/21 Internet Svc Acct 9391063310		502-510-72030	24.47
	000017554965	12/21 Internet Svc Acct 9391063310		502-510-72030	4.57
	000017554965	12/21 Internet Svc Acct 9391063310		503-406-72030	0.98
	000017554965	12/21 Internet Svc Acct 9391063310		503-406-72030	58.74
	000017554965	12/21 Internet Svc Acct 9391063310		503-520-72030	9.79
	000017554965	12/21 Internet Svc Acct 9391063310		503-520-72030	1.96
	000017554965	12/21 Internet Svc Acct 9391063310		503-520-72030	19.58
	000017554965	12/21 Internet Svc Acct 9391063310		503-521-72030	0.65
	000017554965	12/21 Internet Svc Acct 93910633		503-521-72030	19.58
	000017554965	12/21 Internet Svc Acct 9391063310		504-406-72030	0.33
	000017554965	12/21 Internet Svc Acct 9391063310		504-406-72030	5.87
	000017554965	12/21 Internet Svc Acct 9391063310		820-610-72030	0.65
67735	1/6/2022	1112	Billingsley Tire Service		6,424.34
	264529	12/21 PD Vehicle Maintenance #26		101-413-84060	3,100.56
	264530	12/21 PD Vehicle Maintenance #27		101-413-84060	3,303.78
	264600	1/22 PD Tire Repair for Unit #C17		101-413-84060	20.00
67736	1/6/2022	1142	California Business Machines		377.59
	287927	12/21 Copier Maint. Agreement COUNCIL		101-401-84010	2.35
	287927	12/21 Copier Maint. Agreement PW		101-404-84010	4.23
	287927	12/21 Copier Maint. Agreement CD		101-404-84010	14.62
	287927	12/21 Copier Maint. Agreement CITY MGR		101-405-84010	35.35
	287927	12/21 Copier Maint. Agreement FINANCE		101-406-84010	3.80
	287927	12/21 Copier Maint. Agreement HR		101-408-84010	24.99
	287927	12/21 Copier Maint. Agreement HR		101-408-84010	4.19
	287927	12/21 Copier Maint. Agreement PD		101-413-84010	71.90
	287927	12/21 Copier Maint. Agreement FD		101-416-84010	16.34
	287927	12/21 Copier Maint. Agreement HR		107-422-84010	0.98
	287927	12/21 Copier Maint. Agreement PW		107-422-84010	10.57
	287927	12/21 Copier Maint. Agreement HR		117-416-84010	5.88
	287927	12/21 Copier Maint. Agreement HR		501-406-84010	1.94
	287927	12/21 Copier Maint. Agreement FINANCE		501-406-84010	50.64
	287927	12/21 Copier Maint. Agreement HR		501-503-84010	2.94
	287927	12/21 Copier Maint. Agreement WP		501-503-84010	9.05
	287927	12/21 Copier Maint. Agreement PW		501-508-84010	2.11
	287927	12/21 Copier Maint. Agreement HR		501-508-84010	3.43
	287927	12/21 Copier Maint. Agreement FINANCE		502-406-84010	44.31

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	287927	12/21 Copier Maint. Agreement HR		502-406-84010	1.96
	287927	12/21 Copier Maint. Agreement PW		502-510-84010	8.46
	287927	12/21 Copier Maint. Agreement HR		502-510-84010	3.43
	287927	12/21 Copier Maint. Agreement HR		503-406-84010	0.73
	287927	12/21 Copier Maint. Agreement FINANCE		503-406-84010	25.32
	287927	12/21 Copier Maint. Agreement WWP		503-520-84010	5.91
	287927	12/21 Copier Maint. Agreement HR		503-520-84010	1.47
	287927	12/21 Copier Maint. Agreement PW		503-520-84010	10.57
	287927	12/21 Copier Maint. Agreement PW		503-521-84010	6.37
	287927	12/21 Copier Maint. Agreement HR		503-521-84010	0.49
	287927	12/21 Copier Maint. Agreement FINANCE		504-406-84010	2.53
	287927	12/21 Copier Maint. Agreement HR		504-406-84010	0.24
	287927	12/21 Copier Maint. Agreement HR		820-610-84010	0.49
67739	1/6/2022	1207	City of Coalinga		11,441.76
	0003475	90-11379-001 Animal House-Fresno/Coalinga Rd		101-413-72010	52.81
	0003475	70-08484-001 302 W Elm-Firehouse		101-416-72010	1,241.21
	0003475	70-08558-001 160 W Elm-Old City Hall		101-432-72010	22.43
	0003475	70-08559-001 160 W Elm-Annex		101-432-72010	74.55
	0003475	70-08563-002 155 W Durian-Bldg		101-432-72010	1,537.90
	0003475	90-10883-001 27500 W Phelps-AP Access Road		101-435-72010	42.66
	0003475	90-11992-001 Airport-Median 2		101-435-72010	55.28
	0003475	90-10892-002 Coalinga AP Res		101-435-72010	74.38
	0003475	90-11993-001 Airport-Median 3		101-435-72010	42.66
	0003475	90-11994-001 Airport-Median 4		101-435-72010	42.66
	0003475	90-11991-001 Airport-Median 1		101-435-72010	42.66
	0003475	90-10891-001 27500 W Phelps-AP Spencer House		101-435-72010	85.20
	0003475	45-11979-001 Centennial Park Landscaping		101-440-72011	542.06
	0003475	84-12000-001 Sandalwood Park 3		101-440-72011	1,095.14
	0003475	42-11981-001 W Gale & Hwy 198		101-440-72011	37.22
	0003475	70-08679-001 Sunset/6th-Ventera		101-440-72011	39.07
	0003475	71-08739-001 200 E Pacific		101-440-72011	497.72
	0003475	71-11970-001 Forest/Pacific		101-440-72011	37.22
	0003475	44-11880-001 Centennial Park		101-440-72011	521.74
	0003475	82-10406-001 E Polk/Warthan Crk Lot		101-440-72011	68.63
	0003475	01-11879-001 Plaza Park		101-440-72011	70.48
	0003475	84-11980-001 Jayne Ave Landscaping		101-440-72011	29.83
	0003475	51-04490-001 E Aport/Elm Lots		101-440-72011	29.83
	0003475	70-08545-001 6th/Elm-Parking		101-440-72011	64.17
	0003475	51-04491-001 E Elm Trees		101-440-72011	29.83
	0003475	51-12025-001 E Elm/Van Ness Trees		107-422-72010	29.83
	0003475	01-11986-001 Elm/4th Landscaping		107-422-72010	29.83
	0003475	41-03193-001 Princeton/Wash Lot		107-422-72010	37.22
	0003475	84-10736-001 Sandalwood/Longhollow		107-422-72010	34.34
	0003475	84-10692-001 Juniper Rdg/Jayne		107-422-72010	34.34
	0003475	52-11634-001 Cherry Ln-Median 4		107-422-72010	33.53
	0003475	52-11631-001 Cherry Ln-Median 1		107-422-72010	33.53
	0003475	52-06069-001 Van Ness/Second St Lot		107-422-72010	33.53
	0003475	01-00006-001 200 E Elm-Trees		107-422-72010	29.83
	0003475	22-11239-001 Creek Side Lot		107-422-72010	29.83
	0003475	42-03294-001 Sunset/Fifth Lot		107-422-72010	29.83
	0003475	82-11910-001 Hwy 198/Lucille-Landscaping		107-422-72010	29.83
	0003475	70-11963-001 Cedar/Fifth Clock		107-422-72010	29.83
	0003475	62-08395-001 Forest/Second St		107-422-72010	29.83
	0003475	51-04426-001 Baker/Rotary Lot		107-422-72010	29.83
	0003475	52-11633-001 Cherry Ln-Median 3		107-422-72010	39.07
	0003475	84-11908-001 Copper/Canyon-Landscaping		107-422-72010	40.92
	0003475	70-11988-001 Elm/6th Landscaping		107-422-72010	42.76
	0003475	41-03130-001 Monterey/Monroe		107-422-72010	536.52
	0003475	41-03184-001 W Joaquin/Wash Lot		107-422-72010	451.53

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	0003475	84-10691-003 Juniper/Jayne		107-422-72010	251.25
	0003475	61-06870-001 Lynch Park-Triangle		107-422-72010	57.54
	0003475	42-03438-001 Van Ness/Ash St. Lot		107-422-72010	57.54
	0003475	45-04297-002 Posa Chanet Blvd		107-422-72010	188.72
	0003475	52-11632-001 Cherry Ln-Median 2		107-422-72010	40.92
	0003475	84-10693-001 Juniper Rdg/Jayne		107-422-72010	177.35
	0003475	82-10397-001 1075 W Elm/Pacific/Lucille		107-422-72010	119.26
	0003475	45-04295-002 Phelps/La Cuesta		107-422-72010	119.26
	0003475	44-04178-001 San Simeon/Posa Chanet		107-422-72010	119.26
	0003475	70-11990-001 Elm/6th Landscaping 2		107-422-72010	48.31
	0003475	22-08436-001 Forest/First Lot		107-422-72010	29.83
	0003475	01-11987-001 Elm/4th Landscaping 2		107-422-72010	46.46
	0003475	32-01424-001 Hillview/Monterey		107-422-72010	44.61
	0003475	70-08463-001 290 W Elm-Museum		107-422-72010	173.90
	0003475	22-08117-001 Hayes Lot		107-422-72010	122.96
	0003475	82-11346-001 Waste Water Plant		503-520-72010	1,656.14
	0003475	82-10306-001 Meter Shop		503-521-72010	33.53
	0003475	82-10304-001 Service Yard		503-521-72010	191.82
67744	1/6/2022	1220	Coalinga Area Chamber		1,775.00
	0003478	1/22 CC Annual Chamber Dinner - A. Adkisson		101-401-86010	81.25
	0003478	1/22 CC Annual Chamber Dinner - E. Adkisson		101-401-86010	81.25
	0003478	1/22 CC Annual Chamber Dinner - R. Singleton		101-401-86010	81.25
	0003478	1/22 CC Annual Chamber Dinner - N. Singleton		101-401-86010	81.25
	0003478	1/22 CC Annual Chamber Dinner - J. Horn		101-401-86010	81.25
	0003478	1/22 CC Annual Chamber Dinner - L. Horn		101-401-86010	81.25
	0003478	1/22 CC Annual Chamber Dinner - R. Ramsey		101-401-86010	81.25
	0003478	1/22 CC Annual Chamber Dinner - TBD		101-401-86010	81.25
	0003478	1/22 CC Annual Chamber Dinner - TBD		101-401-86010	81.25
	0003478	1/22 CC Annual Chamber Dinner - TBD		101-401-86010	81.25
	0003478	1/22 ADMIN Annual Chamber Dinner - M. Trejo		101-405-86010	81.25
	0003478	1/22 ADMIN Annual Chamber Dinner - C. Trejo		101-405-86010	81.25
	0003478	1/22 PD Annual Chamber Dinner - D. Blevins		101-413-86010	81.25
	0003478	1/22 PD Annual Chamber Dinner - S. Blevins		101-413-86010	81.25
	0003478	1/22 FD Annual Chamber Dinner - S. DuPuis		101-416-86010	81.25
	0003478	1/22 FD Annual Chamber Dinner - G. DuPuis		101-416-86010	81.25
	6469	1/22 ADMIN 2022 Chamber of Commerce Associate		101-405-86030	475.00
67746	1/6/2022	1224	Coalinga Hardware		51.31
	806191	12/21 FD Extentsion Cord		101-416-84060	37.26
	806268	1/22 FD Mount Adapter		101-416-70440	14.05
67747	1/6/2022	1243	Cook's Communications		980.55
	149760	12/21 PD Vehicle Repair & Maintenance		101-413-84060	980.55
67748	1/6/2022	02315	Criscom Public Relation, Inc.		8,000.00
	270495	12/21 CC Lobbying & Econ Development Service		101-401-88100	400.00
	270495	12/21 PW Lobbying & Econ Development Service		107-422-88100	600.00
	270495	12/21 WP Lobbying & Econ Development Service		501-503-88100	600.00
	270495	12/21 PW Lobbying & Econ Development Service		501-508-88100	600.00
	270495	12/21 PW Lobbying & Econ Development Service		502-510-88100	600.00
	270495	12/21 WWP Lobbying & Econ Development Service		503-520-88100	600.00
	270495	12/21 PW Lobbying & Econ Development Service		503-521-88100	600.00
	270512	1/22 CC Lobbying & Econ Development Service		101-401-88100	400.00
	270512	1/22 PW Lobbying & Econ Development Service		107-422-88100	600.00
	270512	1/22 WP Lobbying & Econ Development Service		501-503-88100	600.00
	270512	1/22 PW Lobbying & Econ Development Service		501-508-88100	600.00
	270512	1/22 PW Lobbying & Econ Development Service		502-510-88100	600.00
	270512	1/22 WWP Lobbying & Econ Development Service		503-520-88100	600.00
	270512	1/22 PW Lobbying & Econ Development Service		503-521-88100	600.00

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
67749	1/6/2022	02581	Dana Safety Supply		4,403.23
	764283	12/21 PD Vehicle Parts		101-413-84060	947.70
	764284	12/21 PD Vehicle Parts		101-413-84060	766.03
	764286	12/21 PD Vehicle Graphic & Install		101-413-84060	2,689.50
67750	1/6/2022	1291	Department of Toxic Substances Control		2,093.36
	21SM0767	(7/1/21-9/30/21) DTSC Fees (Asbesote Site)		815-609-88100	2,093.36
67751	1/6/2022	1356	Fastenal Company		201.45
	CALEM38547	10/21 FD Station Supplies		101-416-70450	201.45
67752	1/6/2022	02192	Gimme Love Animal Shelter		1,800.00
	418	12/21 AC Shelter Service for December 2021		101-415-88100	1,800.00
67753	1/6/2022	1474	Home Depot Credit Services		320.68
	9904099	11/21 PD Miscellanous Supplies		101-413-70440	320.68
67754	1/6/2022	1501	J's Communications, Inc.		1,180.00
	61616	9/21 FD Radio Maintenance		101-416-84030	320.00
	61792	10/21 PD Radio Maintenance		101-413-84020	180.00
	61894	10/21 PD Reinstatement of FCC Licensing		101-413-86030	680.00
67755	1/6/2022	1563	KINGS COUNTY TROPHY		10.73
	8117	1/22 PD Plate		101-413-70440	10.73
67756	1/6/2022	1571	L.N. Curtis & Sons		344.58
	INV556490	12/21 FD New York Roof Hook		101-416-84060	344.58
67757	1/6/2022	02582	Lowe's Companies, Inc.		9,999.48
	50443	1/22 FD Kitchen Remodel		101-416-84030	9,999.48
67758	1/6/2022	1695	Office Depot		84.58
	218009276001	12/21 PD Office Supplies		101-413-70010	55.82
	218009334001	12/21 PD Office Supplies		101-413-70010	28.76
67759	1/6/2022	1692	O'Reilly Automotive, Inc.		304.09
	4316-395191	12/21 FD Engine 1 Parts		101-416-84060	8.16
	4316-395301	12/21 FD Engine 1 Parts		101-416-84060	23.95
	4316-395305	12/21 FD Engine 1 Parts		101-416-84060	244.04
	4316-395856	12/21 PD Vehicle Maintenance		101-413-84060	27.94
67760	1/6/2022	1721	PG&E		140.10
	0003476	12/21 Frame Park Electricity (5120357172-7)		101-440-72011	122.17
	0003480	12/21 PD Camera Dtwn at 5th/Elm (2751740765-9)		101-413-72020	17.93
67761	1/6/2022	1708	PG&E Payment Processing Center		11,605.20
	98050-123121	12/21 PW Gas Transmission - Reservation		502-510-80020	8,287.18
	98050-123121	12/21 PW Gas Transmission - Volumetric		502-510-80020	3,318.02
67762	1/6/2022	1755	Raul Herrera		600.00
	COALFD-DEC-2021	12/21 HR Polygraph - D. Burke & S. Bell		101-408-89050	400.00
	COALPD-DEC10-202	12/21 HR Polygraph - J. Garza		101-408-89050	200.00
67763	1/6/2022	1812	SCI Consulting Group		16,285.68
	SBS10060	12/21 CD Cannabis Monitoring & Compliance Oct-De		101-404-88180	16,285.68
67764	1/6/2022	02099	SWCA Environmental Consultants		198.25
	137847	12/21 PW ATP4 - Trails Master Plan Seg 3,4 & 9		305-422-98982	198.25
67765	1/6/2022	1886	SWRCB		10,602.00
	SW-0223176	12/21 WP Annual Permit Fee (10/1/21-9/30/22)		501-503-92090	10,602.00
67766	1/6/2022	1973	Verizon Wireless Services, LLC		1,382.15
	9895423186	12/21 PD MDT Air Card (471865000-00002)		101-413-72030	38.01
	9895435122	12/21 Coalpd Lt08 538-4038		101-413-72030	38.01

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	9895435122	12/21 Sim card for Traffic Camera 385-6390		101-413-72030	20.30
	9895435122	12/21 PD D. Blevins 341-0159		101-413-72030	20.30
	9895435122	12/21 PD D. Blevins 341-0457		101-413-72030	20.30
	9895435122	12/21 PD D. Blevins 341-0602		101-413-72030	20.30
	9895435122	12/21 PD D. Blevins 446-5369		101-413-72030	30.83
	9895435122	12/21 PD D. Blevins 446-5077		101-413-72030	30.83
	9895435122	12/21 Copdmdt 11 612-3540		101-413-72030	38.01
	9895435122	12/21 S Young 974-4689		101-413-72030	40.94
	9895435122	12/21 UC Investigations 209-620-2635		101-413-72030	40.94
	9895435122	12/21 M. Boulos 401-9945		101-413-72030	38.01
	9895435122	12/21 D. Blevins 341-7512		101-413-72030	40.94
	9895435122	12/21 Copdmdt 16 612-3607		101-413-72030	38.01
	9895435122	12/21 Coalpd Lt13 538-4473		101-413-72030	38.01
	9895435122	12/21 Coalpd Lt12 538-4345		101-413-72030	38.01
	9895435122	12/21 Coalpd Lt15 365-9537		101-413-72030	38.01
	9895435122	12/21 M. Boulos 401-9891		101-413-72030	38.01
	9895435122	12/21 M. Buolos 383-4710		101-413-72030	38.01
	9895435122	12/21 Coalpd Lt11 538-4304		101-413-72030	38.01
	9895435122	12/21 Rouch 974-6734		101-413-72030	47.39
	9895435122	12/21 Copdmdt 07 612-3444		101-413-72030	38.01
	9895435122	12/21 Copdmdt 09 612-3468		101-413-72030	38.01
	9895435122	12/21 Unlimited Text 15GB		101-413-72030	78.00
	9895435122	12/21 Copdmdt 10 612-3536		101-413-72030	38.01
	9895435122	12/21 Animal Control 388-1787		101-415-72030	38.01
	9895765653	11/21 FD Vehicle Data (542044026-00003)		101-416-72030	230.88
	9895765654	11/21 FD IPad Mobile Data (542044026-00004)		101-416-72030	190.05
67768	1/6/2022	1993	West Hills Oil, Inc.		16,323.92
	72641	12/21 FD Fuel for December 2021		101-416-70160	9,834.88
	72642	12/21 ADMIN Fuel for December 2021		101-405-70160	123.36
	72643	12/21 PD Fuel for December 2021		101-413-70160	6,365.68
67769	1/6/2022	1997	Westside Supply		150.63
	14242	12/21 CC 2021 Christmas Gift Giveaway Decoration		101-401-88220	150.63
67770	1/13/2022	1176	CB&T COLUMBUS BANK & TRUST		438.41
	0003501	Unreimbursed Medical		950-000-34500	438.41
67771	1/13/2022	1205	City Employee Contrib. Assoc.		80.00
	0003487	CECA Dues		950-000-33000	80.00
67772	1/13/2022	1223	COALINGA FIREFIGHTERS		980.00
	0003489	Fire Union Dues		950-000-33300	900.00
	0003494	Fire Union Dues		950-000-33300	80.00
67773	1/13/2022	1228	COALINGA PEACE OFFICER'S ASSOCIATION		905.76
	0003492	Mastagni Law Firm		950-000-33200	297.50
	0003495	CPOA Dues		950-000-33200	297.50
	0003496	PORAC Dues		950-000-33200	310.76
67774	1/13/2022	1331	Employment Development Dept.		337.29
	0003488	EDD Overpayment		950-000-34050	337.29
67775	1/13/2022	1384	FRANCHISE TAX BOARD		225.00
	0003490	FTB Sacramento		950-000-34010	225.00
67776	1/13/2022	1487	ICMA 457 RETIREMENT TRUST		10,366.75
	0003481	457 ICMA EE$ / ER%		950-000-32100	2,281.21
	0003482	457 ICMA $$ Gen		950-000-32100	345.00
	0003483	457 ICMA % General		950-000-32100	7,740.54

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
67777	1/13/2022	1586	LEGAL SHIELD		148.19
	0003491	Pre-Paid Legal Shield		950-000-34060	148.19
67778	1/13/2022	02043	New York Life Insurance		535.01
	0003493	New York Life		950-000-32400	535.01
67779	1/13/2022	1820	SEIU Local 521 - Dues W/H		685.76
	0003497	SEIU COPE		950-000-33000	30.00
	0003498	SEIU Dues		950-000-33000	655.76
67780	1/13/2022	02386	American Office Solutions, LLC		1,881.25
	18012	10/21 PD IT Monthly Contract - Backup		101-413-88040	1,781.25
	18398	11/21 PD Jail Door Repair		101-413-84030	100.00
67781	1/13/2022	1068	Aramark		866.08
	503000441089	12/21 SVC Employee Uniforms & First Aid Kit W12/2		101-431-70100	14.00
	503000441089	12/21 PW Employee Uniforms & First Aid Kit W12/2		107-422-70100	42.62
	503000441089	12/21 WP Employee Uniforms & First Aid Kit W12/2		501-503-70100	30.95
	503000441089	12/21 PW Employee Uniforms & First Aid Kit W12/2		501-508-70100	42.63
	503000441089	12/21 PW Employee Uniforms & First Aid Kit W12/2		502-510-70100	42.63
	503000441089	12/21 WWP Employee Uniforms & First Aid Kit W12/		503-520-70100	30.94
	503000441089	12/21 PW Employee Uniforms & First Aid Kit W12/2		503-521-70100	42.62
	503000441089	12/21 PW Employee Uniforms & First Aid Kit W12/2		503-521-70440	16.34
	503000441089	12/21 SS Employee Uniforms & First Aid Kit W12/22		504-535-70100	14.41
	503000446939	12/21 SVC Employee Uniforms & First Aid W12/29		101-431-70100	14.03
	503000446939	12/21 PW Employee Uniforms & First Aid W12/29		107-422-70100	42.48
	503000446939	12/21 WP Employee Uniforms & First Aid W12/29		501-503-70100	31.00
	503000446939	12/21 PW Employee Uniforms & First Aid W12/29		501-508-70100	42.49
	503000446939	12/21 PW Employee Uniforms & First Aid W12/29		502-510-70100	42.49
	503000446939	12/21 WWP Employee Uniforms & First Aid W12/29		503-520-70100	31.01
	503000446939	12/21 PW Employee Uniforms & First Aid W12/29		503-521-70100	42.48
	503000446939	12/21 PW Employee Uniforms & First Aid W12/29		503-521-70440	16.34
	503000446939	12/21 SS Employee Uniforms & First Aid W12/29		504-535-70100	14.44
	503000446941	12/21 PD Jail Blankets Cleaning Service W12/29		101-413-70380	244.68
	503000450505	1/22 BLDG Employee Uniforms (Coverall & Mat) W1		101-432-84030	13.50
	503000450505	1/22 PW Employee Uniforms (Coverall & Mat) W1/5		502-510-70100	54.00
67783	1/13/2022	1088	Avenal Lumber & Hardware		17.04
	147470	12/21 WP Rope Starter Kit		501-503-70140	17.04
67784	1/13/2022	02384	Axon Enterprise, Inc.		22,791.91
	INUS013145	9/21 PD Body Cam		105-413-98041	22,791.91
67785	1/13/2022	1102	BEEHIVE TRUCK & AUTO		114.00
	0003515	1/22 PW Propane for Patch Truck		107-422-70130	114.00
67786	1/13/2022	1112	Billingsley Tire Service		1,129.22
	264721	12/21 PD Vehicle Maintenance for Unit #C24		101-413-84060	1,129.22
67787	1/13/2022	1115	Blais & Associates, Inc.		3,438.75
	122021COA01	1/22 PW East Polk Active Transportation		107-422-88130	26.25
	122021COA02	1/22 WP Derrick Reservoir Rehab		501-503-88130	52.50
	122021COA03	12/21 WP Grant Research & Consulting Support		501-503-88130	672.00
	122021COA03	12/21 PW Grant Research & Consulting Support		501-508-88130	672.00
	122021COA03	12/21 PW Grant Research & Consulting Support		502-510-88130	672.00
	122021COA03	12/21 WWP Grant Research & Consulting Support		503-520-88130	672.00
	122021COA03	12/21 PW Grant Research & Consulting Support		503-521-88130	672.00
67788	1/13/2022	1133	Bureau of Reclamation		17,963.72
	0003510	1/22 WP December 2021 Trinity PUD Assessment 19		501-503-80010	29.40
	0003510	1/22 WP December 2021 CVPIA Restoration 196AF		501-503-80010	4,402.16
	0003510	1/22 WP December 2021 Estimate -213AF		501-503-80010	-20,039.04
	0003510	1/22 WP December 2021 Actual 196AF		501-503-80010	18,439.68

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	0003510	1/22 WP March 2022 Estimate 213AF		501-503-80010	15,131.52
67789	1/13/2022	1141	California Building Standards Commission		45.90
	0003513	1/22 BLDG Standards Reports 2nd Qtr(10/1-12/31/2		101-000-10500	51.00
	0003513	1/22 Less 10% Retainer		101-400-48200	-5.10
67790	1/13/2022	1192	Chemtrade Chemicals US, LLC		4,815.84
	93256439	12/21 WP Chemical Alum		501-503-70240	4,815.84
67791	1/13/2022	1202	CIT		1,139.85
	39124422	1/22 Avaya COUNCIL		101-401-72030	25.04
	39124422	1/22 Avaya Com Dev		101-404-72030	75.15
	39124422	1/22 Avaya City Mgr		101-405-72030	75.15
	39124422	1/22 Avaya Finance		101-406-72030	5.97
	39124422	1/22 Avaya HR		101-408-72030	38.33
	39124422	1/22 Avaya Police		101-413-72030	288.09
	39124422	1/22 Avaya Animal Control		101-415-72030	25.05
	39124422	1/22 Avaya Fire Dept		101-416-72030	300.67
	39124422	1/22 Avaya HR		107-422-72030	1.50
	39124422	1/22 Avaya HR		117-416-72030	9.02
	39124422	1/22 Avaya HR		501-406-72030	3.01
	39124422	1/22 Avaya Finance		501-406-72030	80.17
	39124422	1/22 Avaya PW		501-503-72030	14.28
	39124422	1/22 Avaya HR		501-503-72030	4.51
	39124422	1/22 Avaya HR		501-508-72030	5.26
	39124422	1/22 Avaya PW		501-508-72030	14.28
	39124422	1/22 Avaya Finance		502-406-72030	70.14
	39124422	1/22 Avaya HR		502-406-72030	3.01
	39124422	1/22 Avaya PW		502-510-72030	14.28
	39124422	1/22 Avaya HR		502-510-72030	5.26
	39124422	1/22 Avaya HR		503-406-72030	1.13
	39124422	1/22 Avaya Finance		503-406-72030	40.07
	39124422	1/22 Avaya PW		503-520-72030	14.28
	39124422	1/22 Avaya PW		503-521-72030	14.28
	39124422	1/22 Avaya HR		503-521-72030	0.75
	39124422	1/22 Avaya HR		504-406-72030	0.38
	39124422	1/22 Avaya Finance		504-406-72030	4.01
	39124422	1/22 Avaya PW		504-535-72030	3.78
	39124422	1/22 Avaya HR		820-610-72030	0.75
	39124422	1/22 Avaya HR		820-610-72030	2.25
67793	1/13/2022	1220	Coalinga Area Chamber		650.00
	0003508	1/22 CC Annual Chamber Dinner - (TBD)		101-401-86010	81.25
	0003508	1/22 CC Annual Chamber Dinner - (TBD)		101-401-86010	81.25
	0003508	1/22 CC Annual Chamber Dinner - (TBD)		101-401-86010	81.25
	0003508	1/22 FIN Annual Chamber Dinner - J. Bains		101-406-86010	12.19
	0003508	1/22 PD Annual Chamber Dinner - (TBD)		101-413-86010	81.25
	0003508	1/22 PD Annual Chamber Dinner - (TBD)		101-413-86010	81.25
	0003508	1/22 FD Annual Chamber Dinner - (TBD)		101-416-86010	81.25
	0003508	1/22 FD Annual Chamber Dinner - (TBD)		101-416-86010	81.25
	0003508	1/22 FIN Annual Chamber Dinner - J. Bains		107-422-86010	4.06
	0003508	1/22 FIN Annual Chamber Dinner - J. Bains		501-406-86010	24.38
	0003508	1/22 FIN Annual Chamber Dinner - J. Bains		502-406-86010	20.31
	0003508	1/22 FIN Annual Chamber Dinner - J. Bains		503-406-86010	15.44
	0003508	1/22 FIN Annual Chamber Dinner - J. Bains		504-406-86010	0.81
	0003508	1/22 FIN Annual Chamber Dinner - J. Bains		820-610-86010	4.06
67794	1/13/2022	1224	Coalinga Hardware		106.33
	805927	12/21 PW Battery for Digital Pressure Gauge		501-508-70140	15.52
	806171	12/21 PW Bulbs		101-440-84050	24.84
	806171	12/21 PW Concrete Mix for Signs		107-422-70130	6.60

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	806180	12/21 PW Sledge Hammer for Truck #26		501-508-70060	20.70
	806180	12/21 PW Sledge Hammer for Truck #26		502-510-70060	20.70
	806310	1/22 PD Paint		101-413-70440	17.97
67795	1/13/2022	02581	Dana Safety Supply		217.95
	765552	12/21 PD Vehicle Graphics		101-413-84060	217.95
67796	1/13/2022	1298	Division of Administrative Services		144.14
	0003512	1/22 SMIP Report 2nd Qtr (10/1/21-12/31/21)		101-000-10400	151.73
	0003512	1/22 Less 5% Withheld		101-400-48200	-7.59
67797	1/13/2022	02574	Dorothy June Baker		184.49
	6883	1/22 PW Small Chainsaw Repairs		101-440-70060	184.49
67798	1/13/2022	1355	Farwest Corrosion		8,881.08
	0371603-IN	12/21 WP Cathodic Protection for Basin 1,2 & 3		501-503-84020	8,881.08
67799	1/13/2022	1402	Fresno County Department of Public Health		729.00
	222580	12/21 WP Permit Fees		501-503-92090	729.00
67800	1/13/2022	02379	Geotab USA, Inc.		98.75
	IN293661	12/21 PW GPS Sweepers & ATV's		101-440-88100	59.25
	IN293661	12/21 PW GPS Sweepers & ATV's		504-535-88100	39.50
67801	1/13/2022	1446	Granite Construction Company		136.31
	2153458	12/21 PW Sand		501-508-70130	136.31
67802	1/13/2022	1453	Hanford Veterinary Hospital		338.92
	1201521	12/21 PD Vet Exam for K-9 Eli		101-413-92211	338.92
67803	1/13/2022	1494	Interstate Gas Services, Inc.		2,220.00
	7021630	1/22 WP Water & Natural Gas Consulting for Dec 21		501-503-88100	740.00
	7021630	1/22 PW Water & Natural Gas Consulting for Dec 21		502-510-88100	1,480.00
67804	1/13/2022	1563	KINGS COUNTY TROPHY		10.73
	8130	1/22 PD Door Sign		101-413-70440	10.73
67805	1/13/2022	02329	Michael K. Nunley & Associates, Inc.		38,772.92
	10086	1/22 WP Watershed Sanitary Survey		501-503-88100	3,503.04
	10087	1/22 WP AWIA Emergency Response Plan		501-503-88100	2,325.74
	10107	1/22 PW La Questa Lift Station Rehab		503-521-98994	723.06
	10149	1/22 WP TTHM Reduction Project		501-503-98441	295.10
	10150	1/22 WP Emergency Disinfection Plan		501-503-88100	326.77
	10151	1/22 WP Coalinga Derrick Reservoir		501-503-98441	14,407.13
	10186	1/22 WP Coalinga Derrick Reservoir		501-503-98441	6,297.50
	9918	12/21 WP Coalinga ERP		501-503-88100	7,630.50
	9978	11/21 PW La Questa Lift Station Rehab		503-521-98994	648.90
	9988	11/21 WP Coalinga Derrick Reservoir		501-503-98441	2,615.18
67806	1/13/2022	1661	Mountain Valley Pest Control, Inc.		91.00
	110014	12/21 PD Pest Control Service		101-413-88100	56.00
	110018	1/21 PW Pest Control Services		503-521-84030	35.00
67807	1/13/2022	1690	NTU Technologies, Inc.		40,376.18
	11790	12/21 WP Chemical Zinc		501-503-70220	40,376.18
67808	1/13/2022	1695	Office Depot		64.81
	215945993001	12/21 PW Office Supplies		501-508-70010	21.61
	215945993001	12/21 PW Office Supplies		502-510-70010	21.60
	215945993001	12/21 PW Office Supplies		503-521-70010	21.60
67809	1/13/2022	1692	O'Reilly Automotive, Inc.		366.11
	4316-388789	10/21 PW Battery for Truck #78		107-422-84060	44.69
	4316-388789	10/21 PW Battery for Truck #78		501-508-84060	44.68

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	4316-388789	10/21 PW Battery for Truck #78		503-521-84060	44.68
	4316-394080	12/21 WP Battery for 6" Water Pump		501-503-70140	131.40
	4316-395834	12/21 ADMIN Wiper Blades		101-405-84060	33.67
	4316-396320	1/22 SS Reflective Tape & Wiper Fluid		504-535-84060	45.48
	SC03930029	10/21 PD Late Fee		101-413-84060	0.46
	SC03930029	10/21 FD Late Fee		101-416-84060	0.46
	SC03930029	10/21 PW Late Fee		101-440-84060	0.47
	SC03930029	10/21 PW Late Fee		107-422-84060	0.47
	SC03930029	10/21 PW Late Fee		501-508-84060	0.47
	SC03930029	10/21 PW Late Fee		502-510-84060	0.47
	SC03930029	10/21 PW Late Fee		503-521-84060	0.47
	SC03930029	10/21 SS Late Fee		504-535-84060	0.46
	SC03947480	11/21 PD Late Fee		101-413-84060	2.22
	SC03947480	11/21 FD Late Fee		101-416-84060	2.22
	SC03947480	11/21 PW Late Fee		101-440-84060	2.22
	SC03947480	11/21 PW Late Fee		107-422-84060	2.23
	SC03947480	11/21 PW Late Fee		501-508-84060	2.23
	SC03947480	11/21 PW Late Fee		502-510-84060	2.22
	SC03947480	11/21 PW Late Fee		503-521-84060	2.22
	SC03947480	11/21 SS Late Fee		504-535-84060	2.22
67811	1/13/2022	02554	Pace Supply Corp.		71.92
	197219219	10/21 WP 10" Gasket for ByPass		501-503-70140	71.92
67812	1/13/2022	1771	RMA Geoscience, Inc.		3,596.50
	13252	12/21 ATP3 Sidewalk Gap Closure		305-422-98970	1,664.50
	13255	12/21 PW Paving Various Dirt Alleys		305-422-98940	1,932.00
67813	1/13/2022	02048	RSG, Inc.		862.50
	I008205	12/21 RDA SA Admin Services		820-610-88100	430.00
	I008239	12/21 Housing Successor Services		815-609-88100	320.00
	I008248	12/21 Housing Annual Report		815-609-88100	112.50
67814	1/13/2022	1801	San Joaquin Valley Chapter International Code Coun		75.00
	0003514	1/22 CD ICC Chapter Annual Membership - J. Self		101-404-86030	75.00
67815	1/13/2022	1804	San Luis & Delta-Mendota		9,534.20
	0003509	1/22 WP December 2021 Estimate -306AF		501-503-80010	-30,710.16
	0003509	1/22 WP Febuary 2022 Estimate 205AF		501-503-80010	20,573.80
	0003509	1/22 WP December 2021 Actual 196AF		501-503-80010	19,670.56
67816	1/13/2022	1826	Shar-Craft, Incorporated		650.28
	53307	12/21 WP Packing for Pumps		501-503-70140	650.28
67817	1/13/2022	1843	Sirchie		43.57
	0526440-IN	1/22 PD Evidence Tape		101-413-90070	43.57
67818	1/13/2022	1858	Sparkletts		35.09
	9412248 120121	12/21 WP Bottled Water		501-503-72010	35.09
67820	1/13/2022	1920	Thomson Reuters/Barclays		537.21
	845647993	1/22 PD Online/Software Subscription Charges		101-413-86030	537.21
67821	1/13/2022	1931	Trans Union, LLC		75.22
	12127910	12/21 PD Backgrounds		101-413-88100	75.22
67822	1/13/2022	1935	Tri-City Engineering		19,355.00
	2770-39	12/21 PW City Engineer Support		107-422-88100	191.25
	2770-39	12/21 PW Gas Main Caltrans Encroachment Permit		502-510-88100	156.25
	2790-20	1/22 PW W. Coalinga Multi-Use Trail (10, 11 &12)		305-422-98980	3,042.50
	2836-14	11/21 PW Phelps Ave Improv Federal Compliance - C		127-422-98901	302.50
	2845-08	1/22 CD Coalinga Pacific Apt - Eng Fees		101-404-86500	4,700.00
	2848-10	1/22 PW Van Ness Storm Drain Improv -Wash/Van N		144-422-98986	875.00

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	2857-17	10/21 PW Elm/Cambridge Signalization - CM		140-422-98881	703.75
	2859-12	1/22 PW Polk St Improv (Elm-Monterey) STBG		305-422-98996	1,156.25
	2860-04	1/22 PW Coalinga Alley Paving Ph2 Federal Complian		305-422-98998	300.00
	2879-13	1/22 PW Sunset St Improv - CM		111-422-98910	600.00
	2880-12	1/22 PW Polk St Improv 5th Elm Federal Compliance		305-422-98930	450.00
	2887-02	11/21 PW SWRCB Trash Provisions Reporting		501-508-88100	656.25
	2890-08	12/21 WP SCADA WTP Improv		501-503-98441	255.00
	2904-08	1/22 PW SLurry Seal, Cape Seal		110-424-98401	482.50
	2906-07	1/22 PW ATP Cycle 3 - Sidewalk Cap Closure		305-422-98970	1,570.00
	2918-04	1/22 PW Paving Various Dirt Alleys CMAQ - CM		305-422-98940	1,561.25
	2927-01	12/21 PW Fresno Street Improv - CM		111-422-98971	871.25
	2927-02	1/22 PW Fresno St Repaving (Washington-Harvard)		111-422-98971	281.25
	2929-02	12/21 CD CDA-M21-01 Cannabis Facility (9840 Cody)		101-404-86500	300.00
	2929-03	1/22 CD CDA-M21-01 Cannabis Facility -9840 Cody S		101-404-86500	900.00
67824	1/13/2022	02185	Unwired Broadband		251.99
	INV01228344	1/22 WP Internet Service		501-503-72030	251.99
67825	1/13/2022	1964	USABluebook		844.80
	811155	12/21 WWP V-Belts for Blower Motors		503-520-70140	844.80
67826	1/13/2022	1973	Verizon Wireless Services, LLC		1,290.75
	9896288524	12/21 CC Council Member 401-5885 (516264995-00		101-401-72030	38.01
	9896288524	12/21 CC Council Member 401-5863 (516264995-00		101-401-72030	38.01
	9896288524	12/21 CC Council Member 401-5850 (516264995-00		101-401-72030	38.01
	9896288524	12/21 CC Council Member 401-5853 (516264995-00		101-401-72030	38.01
	9896288524	12/21 CC Council Member 401-5846 (516264995-00		101-401-72030	38.01
	9896288524	12/21 CD John Self 100% 630-2536 (516264995-000		101-404-72030	50.25
	9896288524	12/21 Transit M.Garcia 246-6243 (516264995-00002		101-405-72030	33.37
	9896288524	12/21 SVC - Pedro 100% 698-4142 (516264995-0000		101-431-72030	50.30
	9896288524	12/21 AP 381-1120 Acct 516264995-00002		101-435-72030	39.59
	9896288524	12/21 PW 381-1988 40% Acct 516264995-00002		501-406-72030	20.10
	9896288524	12/21 PW Director 20% 341-4461 (516264995-0000		501-503-72030	7.21
	9896288524	12/21 WP Primary 383-4514 Acct 516264995-00002		501-503-72030	50.25
	9896288524	12/21 WP Router-1 383-4004 Acct 516264995-0000		501-503-72030	57.77
	9896288524	12/21 WP iPad-2 383-4121 Acct 516264995-00002		501-503-72030	45.02
	9896288524	12/21 WP iPad-1 978-2846 Acct 516264995-00002		501-503-72030	45.05
	9896288524	12/21 WP On-call 341-9613 Acct 516264995-00002		501-503-72030	50.25
	9896288524	12/21 PW UB Tablet 5 34% 401-9321(516264995-00		501-508-72030	19.64
	9896288524	12/21 PW Director 20% 341-4461 (516264995-0000		501-508-72030	7.21
	9896288524	12/21 PW Tablet 34% 240-3695 Acct 516264995-000		501-508-72030	12.92
	9896288524	12/21 PW Stand by 34% 383-4014 (516264995-0000		501-508-72030	17.08
	9896288524	12/21 PW Superv 34% 974-1257 Acct 516264995-00		501-508-72030	17.49
	9896288524	12/21 PW UB Tablet 6 34% 401-9323(516264995-00		501-508-72030	19.64
	9896288524	12/21 PW UB Tablet 1 34% 401-9110(516264995-00		501-508-72030	19.64
	9896288524	12/21 PW UB Tablet 2 34% 401-9271(516264995-00		501-508-72030	19.64
	9896288524	12/21 PW UB Tablet 3 34% 401-9312(516264995-00		501-508-72030	19.64
	9896288524	12/21 PW UB Tablet 4 34% 401-9315(516264995-00		501-508-72030	19.64
	9896288524	12/21 PW 381-1988 35% Acct 516264995-00002		502-406-72030	17.59
	9896288524	12/21 PW UB Tablet 2 33% 401-9271(516264995-00		502-510-72030	19.06
	9896288524	12/21 PW UB Tablet 4 33% 401-9315(516264995-00		502-510-72030	19.06
	9896288524	12/21 PW UB Tablet 5 33% 401-9321(516264995-00		502-510-72030	19.06
	9896288524	12/21 PW UB Tablet 6 33% 401-9323(516264995-00		502-510-72030	19.06
	9896288524	12/21 PW UB Tablet 1 33% 401-9110(516264995-00		502-510-72030	19.06
	9896288524	12/21 Field Supervisor 50% Acct 516264995-00002		502-510-72030	25.73
	9896288524	12/21 PW Tablet 33% 240-3695 Acct 516264995-000		502-510-72030	12.54
	9896288524	12/21 PW Stand by 33% 383-4014 (516264995-0000		502-510-72030	16.58
	9896288524	12/21 PW Superv 33% 974-1257 Acct 516264995-00		502-510-72030	16.98
	9896288524	12/21 PW Director 20% 341-4461 (516264995-0000		502-510-72030	7.21
	9896288524	12/21 PW UB Tablet 3 33% 401-9312(516264995-00		502-510-72030	19.06

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	9896288524	12/21 PW 381-1988 23% Acct 516264995-00002		503-406-72030	11.56
	9896288524	12/21 WWP Wifi 383-4044 Acct 516264995-00002		503-520-72030	42.37
	9896288524	12/21 PW Director 20% 341-4461 (516264995-0000		503-520-72030	7.21
	9896288524	12/21 WWP 341-3958 Acct 516264995-00002		503-520-72030	12.47
	9896288524	12/21 PW Superv 33% 974-1257 Acct 516264995-00		503-521-72030	16.98
	9896288524	12/21 PW Stand by 33% 383-4014 (516264995-0000		503-521-72030	16.58
	9896288524	12/21 PW Tablet 33% 240-3695 Acct 516264995-000		503-521-72030	12.54
	9896288524	12/21 PW Director 20% 341-4461 (516264995-0000		503-521-72030	7.21
	9896288524	12/21 PW UB Tablet 2 33% 401-9271(516264995-00		503-521-72030	19.06
	9896288524	12/21 PW UB Tablet 3 33% 401-9312(516264995-00		503-521-72030	19.06
	9896288524	12/21 Field Supervisor 50% Acct 516264995-00002		503-521-72030	25.73
	9896288524	12/21 PW UB Tablet 4 33% 401-9315(516264995-00		503-521-72030	19.06
	9896288524	12/21 PW UB Tablet 1 33% 401-9110(516264995-00		503-521-72030	19.06
	9896288524	12/21 PW UB Tablet 5 33% 401-9321(516264995-00		503-521-72030	19.06
	9896288524	12/21 PW UB Tablet 6 33% 401-9323(516264995-00		503-521-72030	19.06
	9896288524	12/21 PW 381-1988 2% Acct 516264995-00002		504-406-72030	1.00
67830	1/13/2022	1991	West Hills Machine Shop, Inc.		727.20
	047638	11/21 WWP Vault Box for School Farm		503-520-84020	727.20
67831	1/13/2022	1993	West Hills Oil, Inc.		5,379.56
	72644	12/21 PW Fuel for December 2021		101-440-70160	443.78
	72644	12/21 PW Fuel for December 2021		107-422-70160	125.20
	72644	12/21 WP Fuel for December 2021		501-503-70160	96.08
	72644	12/21 PW Fuel for December 2021		501-508-70160	443.79
	72644	12/21 PW Fuel for December 2021		502-510-70160	443.79
	72644	12/21 PW Fuel for December 2021		503-521-70160	443.78
	72646	12/21 FIN Fuel for December 2021		501-406-70160	283.72
	72646	12/21 FIN Fuel for December 2021		502-406-70160	248.26
	72646	12/21 FIN Fuel for December 2021		503-406-70160	163.14
	72646	12/21 FIN Fuel for December 2021		504-406-70160	14.19
	72647	12/21 PW Fuel for December 2021		101-440-70160	327.55
	72647	12/21 PW Fuel for December 2021		501-508-70160	327.56
	72647	12/21 PW Fuel for December 2021		502-510-70160	327.56
	72647	12/21 PW Fuel for December 2021		503-521-70160	327.56
	72648	12/21 SVC Fuel for December 2021		101-431-70160	55.28
	72648	12/21 SS Fuel for December 2021		504-535-70160	1,308.32
67833	1/13/2022	1997	Westside Supply		159.95
	14228	12/21 PW Water Parts		501-508-70140	34.38
	14228	12/21 PW Sewer Line Parts		503-521-70140	61.57
	P211231	12/21 PW Cylinder Rental		501-508-70140	40.00
	S211231	12/21 SVC Cylinder Rental		101-431-70150	24.00
67834	1/13/2022	2000	Willdan		1,820.00
	00335654	12/21 CD Pacific Estates Plan Check Fee		101-404-88120	1,820.00
67835	1/20/2022	02386	American Office Solutions, LLC		1,078.17
	18448	11/21 FD Training Officer Laptop Maintenance		101-416-84010	1,078.17
67836	1/20/2022	1074	Ascent Aviation Group, Inc.		50.13
	M264795	1/22 AP Card Reader Fee		101-435-84030	50.13
67837	1/20/2022	1079	AT&T		33.78
	0003517	1/22 PW Lift Station (238 851-0691 691 6)		503-521-72030	33.78
67838	1/20/2022	02069	AT&T 2005		3,014.28
	000017628494	12/21 PD 559-935-6008		101-413-72030	21.47
	000017628494	12/21 PD Business Alarm 559-935-0359		101-413-72030	22.49
	000017628494	12/21 PD Multi-line 559-935-8497		101-413-72030	893.37
	000017628494	12/21 PD Crime Tip Line 559-935-3206		101-413-72030	22.69
	000017628494	12/21 PD Chief 559-935-4210		101-413-72030	43.29

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	000017628494	12/21 PD Multi-line 559-935-8496		101-413-72030	893.37
	000017628494	12/21 FD 559-935-1651		101-416-72030	104.23
	000017628494	12/21 Graffiti Hotline 559-935-3282		101-432-72030	20.83
	000017628494	12/21 Bldg. Maint. 559-935-3050		101-432-72030	34.68
	000017628494	12/21 City Hall Modem 559-934-1306		101-432-72030	43.29
	000017628494	12/21 Admin Fax 559-935-0789		101-432-72030	230.65
	000017628494	12/21 City Hall Main 559-935-1532		101-432-72030	257.46
	000017628494	12/21 AP Weather 559-935-5960		101-435-72030	83.25
	000017628494	12/21 AP Maint. 559-935-8594		101-435-72030	20.83
	000017628494	12/21 WP 559-935-1889		501-503-72030	22.49
	000017628494	12/21 WP Alarm 559-935-3022		501-503-72030	64.11
	000017628494	12/21 PW Yard 559-935-1185		502-510-72030	147.48
	000017628494	12/21 Sewer Plant 559-935-2275		503-520-72030	20.83
	000017628494	12/21 Echo Canyon Lift Station 559-935-1875		503-521-72030	22.49
	000017628494	12/21 New Lift Station 559-935-1896		503-521-72030	22.49
	000017628494	12/21 WWP Lift Station 559-935-5518		503-521-72030	22.49
67840	1/20/2022	02097	AT&T 2006		131.54
	000017628522	12/21 PD Dispatch 559-935-1525		101-413-72030	65.76
	000017628522	12/21 Courthouse 559-935-1560		101-432-72030	43.29
	000017628522	12/21 PW 559-935-5004		107-422-72030	5.63
	000017628522	12/21 PW 559-935-5004		501-508-72030	5.62
	000017628522	12/21 PW 559-935-5004		502-510-72030	5.62
	000017628522	12/21 PW 559-935-5004		503-521-72030	5.62
67841	1/20/2022	02080	AT&T 4050		1,157.10
	000017624444	1/22 Internet Svc Acct 9391064050		101-408-72030	24.09
	000017624444	1/22 Internet Svc Acct 9391064050		101-413-72030	684.80
	000017624444	1/22 Internet Svc Acct 9391064050		101-432-72030	6.38
	000017624444	1/22 Internet Svc Acct 9391064050		101-432-72030	70.84
	000017624444	1/22 Internet Svc Acct 9391064050		101-432-72030	70.84
	000017624444	1/22 Internet Svc Acct 9391064050		107-422-72030	0.94
	000017624444	1/22 Internet Svc Acct 9391064050		107-422-72030	7.08
	000017624444	1/22 Internet Svc Acct 9391064050		117-416-72030	5.67
	000017624444	1/22 Internet Svc Acct 9391064050		501-406-72030	1.89
	000017624444	1/22 Internet Svc Acct 9391064050		501-406-72030	85.01
	000017624444	1/22 Internet Svc Acct 9391064050		501-503-72030	2.83
	000017624444	1/22 Internet Svc Acct 9391064050		501-503-72030	10.63
	000017624444	1/22 Internet Svc Acct 9391064050		501-508-72030	3.31
	000017624444	1/22 Internet Svc Acct 9391064050		501-508-72030	7.08
	000017624444	1/22 Internet Svc Acct 9391064050		502-406-72030	74.39
	000017624444	1/22 Internet Svc Acct 9391064050		502-406-72030	1.89
	000017624444	1/22 Internet Svc Acct 9391064050		502-510-72030	3.31
	000017624444	1/22 Internet Svc Acct 9391064050		502-510-72030	17.71
	000017624444	1/22 Internet Svc Acct 9391064050		503-406-72030	0.71
	000017624444	1/22 Internet Svc Acct 9391064050		503-406-72030	42.51
	000017624444	1/22 Internet Svc Acct 9391064050		503-520-72030	1.42
	000017624444	1/22 Internet Svc Acct 9391064050		503-520-72030	14.17
	000017624444	1/22 Internet Svc Acct 9391064050		503-521-72030	14.17
	000017624444	1/22 Internet Svc Acct 9391064050		503-521-72030	0.47
	000017624444	1/22 Internet Svc Acct 9391064050		504-406-72030	0.24
	000017624444	1/22 Internet Svc Acct 9391064050		504-406-72030	4.25
	000017624444	1/22 Internet Svc Acct 9391064050		820-610-72030	0.47
67843	1/20/2022	02056	AT&T 4711		301.86
	000017624582	1/22 PD DOJ Line (9391064711)		101-413-72030	301.86
67844	1/20/2022	1112	Billingsley Tire Service		1,159.26
	264388	12/21 FD Oil Change for Unit #M251		117-416-84060	166.64
	264693	12/21 FD Oil Change for Unit #7208		117-416-84060	256.44

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	264754	12/21 FD Maintenance Service for Truck #7209		117-416-84060	736.18
67845	1/20/2022	02504	Brian Corley		4,035.24
	22-010101	1/22 WP P10 Motor Megged Test		501-503-84020	750.00
	22-010102	1/22 WP A2 Floc Starter Replacement		501-503-84020	974.16
	22-010601	1/22 WP Install Alum Injector Alarm		501-503-84020	2,311.08
67846	1/20/2022	1192	Chemtrade Chemicals US, LLC		4,624.46
	93265375	12/21 WP Chemical Alum		501-503-70240	4,624.46
67847	1/20/2022	1212	City of Sanger		132.75
	IGT50-Coalinga	11/21 FD IGT Consulting for November 2021		117-416-88100	132.75
67848	1/20/2022	1224	Coalinga Hardware		278.04
	804335	9/21 PD Dog Food for K-9 Eli		101-413-92211	55.89
	805941	12/21 WWP Cat Litter & Towels		503-520-70140	40.35
	806156	12/21 WWP PVC Fittings		503-520-70140	11.12
	806170	12/21 WWP Hand Soap		503-520-70140	58.98
	806290	1/22 CC 2021 Christmas Gift Giveaway Supplies		101-401-88220	15.71
	806395	1/22 WP Flex Seal & Hose Mender		501-503-70140	40.53
	806436	1/22 FD Wall Outlet		101-416-84030	33.12
	806437	1/22 PW Highway Lift Station		503-521-84030	12.41
	85973	12/21 CC 2021 Christmas Gift Giveaway Supplies		101-401-88220	9.93
67849	1/20/2022	1284	Department of Agriculture		648.80
	153467	1/22 FD State Administrative Fee (ALLO)		101-416-84060	648.80
67850	1/20/2022	1288	Department of Justice		1,280.00
	553587	12/21 PD Livescans		101-413-88100	1,280.00
67851	1/20/2022	02584	Eric Beasley		555.78
	9151	1/22 FD Chief Officer 3A & Meal Reimb - E. Beasley		101-416-86010	555.78
67852	1/20/2022	1356	Fastenal Company		476.97
	CALEM39354	1/22 FD Station Supplies		101-416-70450	476.97
67853	1/20/2022	1451	Hach Company		912.36
	12812665	12/21 WP 5500 Mono/Ammonia Reagents		501-503-70202	472.64
	12816730	12/21 WP Sample Cells		501-503-70202	214.62
	12819041	12/21 WP CL17 Reagents		501-503-70202	225.10
67854	1/20/2022	1454	Hanson Bridgett LLP		1,702.80
	1309045	12/21 IRS VCP/ICMA Outside Attorney Fees		101-401-88020	1,702.80
67855	1/20/2022	1565	KRC Safety Co., Inc.		968.37
	53028	1/22 PW Street Signs		107-422-70130	968.37
67856	1/20/2022	1571	L.N. Curtis & Sons		848.07
	INV559769	1/22 FD Turnout Pants - EMS		117-416-70102	399.05
	INV559787	1/22 FD Turnout Coat - EMS		117-416-70102	449.02
67857	1/20/2022	02173	Law Dog K9		8,000.00
	1115	12/21 PD Dual Purposed K-9 Nitro		101-413-92211	8,000.00
67858	1/20/2022	1583	Leaf		855.46
	12740690	1/22 CC Copier Lease		101-401-84010	27.26
	12740690	1/22 CD Copier Lease		101-404-84010	27.26
	12740690	1/22 CM Copier Lease		101-405-84010	27.26
	12740690	1/22 FIN Copier Lease		101-406-84010	5.23
	12740690	1/22 HR Copier Lease		101-408-84010	67.12
	12740690	1/22 HR Copier Lease		101-408-84010	27.26
	12740690	1/22 PD Copier Lease		101-413-84010	244.83
	12740690	1/22 FD Copier Lease		101-416-84010	113.83
	12740690	1/22 HR Copier Lease		107-422-84010	2.63

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	12740690	1/22 HR Copier Lease		117-416-84010	15.79
	12740690	1/22 HR Copier Lease		501-406-84010	5.26
	12740690	1/22 FIN Copier Lease		501-406-84010	69.78
	12740690	1/22 HR Copier Lease		501-503-84010	7.90
	12740690	1/22 WP Copier Lease		501-503-84010	27.24
	12740690	1/22 HR Copier Lease		501-508-84010	9.21
	12740690	1/22 HR Copier Lease		502-406-84010	5.26
	12740690	1/22 FIN Copier Lease		502-406-84010	61.05
	12740690	1/22 PW Copier Lease		502-510-84010	27.24
	12740690	1/22 HR Copier Lease		502-510-84010	9.21
	12740690	1/22 FIN Copier Lease		503-406-84010	34.89
	12740690	1/22 HR Copier Lease		503-406-84010	1.97
	12740690	1/22 WWP Copier Lease		503-520-84010	27.24
	12740690	1/22 HR Copier Lease		503-520-84010	3.95
	12740690	1/22 HR Copier Lease		503-521-84010	1.32
	12740690	1/22 HR Copier Lease		504-406-84010	0.66
	12740690	1/22 FIN Copier Lease		504-406-84010	3.49
	12740690	1/22 HR Copier Lease		820-610-84010	1.32
67860	1/20/2022	1593	Life Assist, Inc.		2,152.58
	1162289	1/22 FD Medical Supplies		117-416-75000	781.08
	1162390	12/21 FD Medical Supplies		117-416-75000	528.70
	1167373	1/22 FD Medical Supplies		117-416-75000	404.18
	1167744	1/22 FD Medical Supplies		117-416-75000	438.62
67861	1/20/2022	1655	Moreno's Plumbing		220.00
	002239	1/22 AP Sewer Line Unclogged		101-435-84030	220.00
67862	1/20/2022	1661	Mountain Valley Pest Control, Inc.		181.00
	110015	12/21 WWP Pest Control Services		503-520-84030	30.00
	110016	12/21 WP Pest Control Services		501-503-84030	45.00
	110017	12/21 FD Pest Control Services		101-416-84050	28.00
	110019	12/21 BLDG Pest Control Services		101-432-84030	28.00
	110020	12/21 AP Pest Control Services		101-435-84030	50.00
67863	1/20/2022	1695	Office Depot		436.32
	189412544001	8/21 CC Duster/Paper/Rubberbands/Flip Pad/Highlig		101-401-70010	61.97
	189412544001	8/21 CD Duster/Paper/Rubberbands/Flip Pad/Highli		101-404-70010	61.96
	189412544001	8/21 AD Duster/Paper/Rubberbands/Flip Pad/Highli		101-405-70010	54.07
	189412544001	8/21 HR Paper		101-408-70010	23.34
	189412544001	8/21 PW Duster/Paper/Rubberbands/Flip Pad/Highli		107-422-70010	11.73
	189412544001	8/21 FD Paper		117-416-70010	5.49
	189412544001	8/21 FIN Paper		501-406-70010	1.83
	189412544001	8/21 WP Duster/Paper/Rubberbands/Flip Pad/Highli		501-503-70010	13.55
	189412544001	8/21 PW Duster/Paper/Rubberbands/Flip Pad/Highli		501-508-70010	14.01
	189412544001	8/21 FIN Paper		502-406-70010	1.83
	189412544001	8/21 PW Duster/Paper/Rubberbands/Flip Pad/Highli		502-510-70010	14.01
	189412544001	8/21 FIN Paper		503-406-70010	0.69
	189412544001	8/21 WWP Duster/Paper/Rubberbands/Flip Pad/Hig		503-520-70010	12.18
	189412544001	8/21 PW Paper		503-521-70010	0.46
	189412544001	8/21 FIN Paper		504-406-70010	0.23
	189412544001	8/21 RDA Paper		820-610-70010	0.46
	217504965001	1/22 PD Office Supplies		101-413-70010	64.49
	218272693001	1/22 FIN Office Supplies		101-406-70010	2.82
	218272693001	1/22 FIN Office Supplies		501-406-70010	37.61
	218272693001	1/22 FIN Office Supplies		502-406-70010	32.91
	218272693001	1/22 FIN Office Supplies		503-406-70010	18.80
	218272693001	1/22 FIN Office Supplies		504-406-70010	1.88
67865	1/20/2022	1722	PG&E 1533-5		64,721.01
	0003516	7053841272 300 W Elm FD Lights		101-416-72020	1,256.18

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	0003516	705841037 7th & Elm FD Horn		101-416-72020	24.99
	0003516	795617993 240 N 6th St		101-432-72020	684.88
	0003516	7053841516 PD/Jail/City Hall		101-432-72020	3,591.13
	0003516	7053841899 27500 Phelps Ave Ste 19		101-435-72020	11.03
	0003516	7053841565 NW Cor Phelps-Airport Lights		101-435-72020	859.40
	0003516	7053841771 27500 Phelps Ave Ste 1		101-435-72020	138.22
	0003516	7053841921 Sunset & Washington-Wtr Ftn		101-440-72011	25.23
	0003516	7053841050 5th & Cedar Tower Clock		101-440-72011	35.74
	0003516	7053841177 300 Coalinga Plaza: Pedestal Frame Par		101-440-72011	11.15
	0003516	7053841936 408 S 5th Lynch Park		101-440-72011	12.81
	0003516	7054189141 Sunset & 5th Ave		101-440-72011	621.15
	0003516	705381308 Van Ness & Elm		110-424-72021	38.84
	0003516	7050256422 6th & Durian		110-424-72021	79.65
	0003516	1638874976 25 1/2 W Polk		110-424-72021	56.55
	0003516	7053841157 240 W Elm Storage Bldg		110-424-72021	79.56
	0003516	7053841979 City Yard		110-424-72021	246.13
	0003516	7053841535 160 W Elm Street Light Inv Proj		110-424-72021	57.87
	0003516	7053841505 Cambridge & Elm Hwy 198		110-424-72021	242.74
	0003516	7053841253 Cambridge & Joaquin		110-424-72021	194.62
	0003516	7053841026 160W Elm Arpt 3144 Term Bldg		110-424-72021	182.87
	0003516	7053841244 TR 5344 Promontory Point		110-424-72021	175.14
	0003516	3289090333 260 1/2 Cambridge Ave		110-424-72021	142.83
	0003516	7053841008 160W Elm Arpt 3144 Term Bldg		110-424-72021	2,648.07
	0003516	7053841002 160W Elm Arpt 3144 Term Bldg		110-424-72021	944.56
	0003516	7053841429 TR 5339 Dorothy Allen Est		110-424-72021	335.93
	0003516	7053841534 160 W Elm Street Light Inv Proj		110-424-72021	84.03
	0003516	7053841555 TR 5451 Warthan & Meadows		110-424-72021	787.28
	0003516	7053841016 160W Elm Arpt 3144 Term Bldg		110-424-72021	830.41
	0003516	3443128925 TR 5140 Sandalwood Const Jayne & Wil		110-424-72021	120.33
	0003516	7053841913 N/S Valley St Lights		110-424-72021	43.17
	0003516	7055365996 Elm & Second		110-424-72021	102.44
	0003516	3443128411 TR 5208 Spano Ent Posa Chanet		110-424-72021	100.36
	0003516	7053841022 160W Elm Arpt 3144 Term Bldg		110-424-72021	95.32
	0003516	7058160009 N/S of Phelps Ave (West of Posa Chanet		110-424-72021	89.09
	0003516	3443128591 City Sunset St Project PM#30257800		110-424-72021	88.91
	0003516	7053841538 160 W Elm Street Light Inv Proj		110-424-72021	41.37
	0003516	7053841536 160 W Elm Street Light Inv Proj		110-424-72021	87.11
	0003516	3249826069 TR 4492 Fox Hollow II		110-424-72021	68.70
	0003516	7053841379 Polk & Forest Ave		110-424-72021	66.67
	0003516	3443128611 TR 4492 Fox Hollow II @ Frst & Cox		110-424-72021	45.79
	0003516	3443128372 TR 5246 Phase I Stallion Sprg Sac & Frs		110-424-72021	48.72
	0003516	7053841397 Cambridge & Elm Hwy 198		110-424-72021	133.85
	0003516	3443128041 TR 5246 Phase II Stallion Spr		110-424-72021	131.78
	0003516	7053841004 160W Elm Arpt 3144 Term Bldg		110-424-72021	124.18
	0003516	9713313248 25 1/2 W polk Traffic Control		110-424-72021	85.37
	0003516	7051816617 Jayne Ave Willow Springs		110-424-72021	65.23
	0003516	7053841842 350 El Rancho Blvd Irrigation Ctrl		110-424-72021	9.20
	0003516	7053841439 Phelps & La Cuesta		110-424-72021	10.06
	0003516	7053841791 745 W Forest Ave Landscape		110-424-72021	9.20
	0003516	7053841023 Monterey & Tyler Clock		110-424-72021	9.20
	0003516	7053841204 SE Crn 1st & Forest Landscap Trees		110-424-72021	9.20
	0003516	7053841206 Crn Posa & San Sim Lift Station		110-424-72021	9.20
	0003516	7053841909 200 El Rancho Blvd Irrigation Crtl		110-424-72021	9.20
	0003516	7054518044 Coolidge N Hachman		110-424-72021	8.63
	0003516	7050007234 Coolidge N Hachman		110-424-72021	8.63
	0003516	7053841661 Forest & 5th		110-424-72021	7.99
	0003516	7053841485 Washington & Fresno		110-424-72021	9.21
	0003516	7055180510 Forest Ave Btwn 3rd St & 5th St		110-424-72021	34.29
	0003516	7053841619 Monterey & Tyler		110-424-72021	9.21

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	0003516	7053841848 SE Juniper Rdg Sprinklers		110-424-72021	23.10
	0003516	7053841349 160 W Elm		110-424-72021	22.90
	0003516	7053841501 410 El Rancho Blvd		110-424-72021	25.05
	0003516	7053841990 160 W Elm		110-424-72021	19.23
	0003516	7053841014 160W Elm Arpt 3144 Term Bldg		110-424-72021	19.23
	0003516	7053841365 Longhollow & Echo Canyon		110-424-72021	19.10
	0003516	7053841881 140 E Durian Prkg Lot Lights		110-424-72021	17.37
	0003516	3443128775 TR 5208 Spano Ent Posa Chanet		110-424-72021	11.45
	0003516	7058903139 Tache Way & Warthan St		110-424-72021	11.43
	0003516	7053841694 160 W Elm		110-424-72021	28.84
	0003516	7053841526 25034 Palmer Ave		501-503-72020	30,924.00
	0003516	7053841036 NE SW 26 19 15 Booster Station		501-503-72020	2,347.80
	0003516	7053841171 SW SW 7 20 15 Booster Station		501-503-72020	248.15
	0003516	7053841864 NE SW 31 20 15 Water Ctrl		501-503-72020	19.98
	0003516	7056027714 NE 11 20 15		501-503-72020	48.08
	0003516	7053841615 SW SW SW 18 20 16 Reservoir		501-503-72020	20.79
	0003516	7053841684 NW NW 11 20 15 Water Dept		501-503-72020	33.19
	0003516	7053841131 SW Crn Gale & Derrick Wtr Mtr		501-503-72020	9.20
	0003516	7053841518 NW NW 31 20 16 Chlorine Booster		501-503-72020	15.61
	0003516	7053841979 City Yard		501-508-72020	246.13
	0003516	7053841123 Cherry Ln		502-510-72020	60.50
	0003516	7053841574 Coalinga Alley Madison & Mont		502-510-72020	54.31
	0003516	7053841358 College Alley S Side Cat Pro		502-510-72020	48.60
	0003516	7053841979 City Yard		502-510-72020	246.13
	0003516	7053841361 Alley S Pleasant & E Warthan		502-510-72020	43.96
	0003516	7053841697 Baker Alley		502-510-72020	79.70
	0003516	7053841657 Behind 595 Roosevelt Alley Light		502-510-72020	41.60
	0003516	7053841243 Pine Alley		502-510-72020	64.24
	0003516	7053841783 California Alley		502-510-72020	53.66
	0003516	7053841066 NE Crn Harvard & College		502-510-72020	42.63
	0003516	7053841312 Thompson Btwn Valley & Polk		502-510-72020	39.15
	0003516	7053841102 N end of Malple St		502-510-72020	39.41
	0003516	7053841466 Fres Alley Tyler & Polk		502-510-72020	73.75
	0003516	7056603692 SE 33 20 15 WWP		503-520-72020	1,793.62
	0003516	7052100780 NE SE 33 20 15 WWP		503-520-72020	11,112.08
	0003516	7053841328 Sewer Lift Pump P/L		503-521-72020	123.63
	0003516	7053841194 Sewer Lift Pump Echo		503-521-72020	253.59
	0003516	7053841845 Sewer Lift Station Polk		503-521-72020	84.54
	0003516	7053841367 Sewer Lift Station Kim		503-521-72020	28.55
	0003516	7053841979 City Yard		503-521-72020	246.13
67872	1/20/2022	1733	Price Paige & Company		1,500.00
	20773	12/21 FIN FY 2021 Capital Assets		101-406-88030	160.00
	20773	12/21 FY 2021 Long-Term Debt Accounting		150-751-96501	231.00
	20773	12/21 FY 2021 Long-Term Debt Accounting		150-755-96504	231.00
	20773	12/21 FY 2021 Long-Term Debt Accounting		150-757-96505	238.00
	20773	12/21 FIN FY 2021 Capital Assets		501-406-88030	240.00
	20773	12/21 FIN FY 2021 Capital Assets		502-406-88030	80.00
	20773	12/21 FIN FY 2021 Capital Assets		503-406-88030	232.00
	20773	12/21 FIN FY 2021 Capital Assets		504-406-88030	8.00
	20773	12/21 RDA FY 2021 Capital Assets		820-610-88030	80.00
67873	1/20/2022	02318	Quadient Finance USA, Inc.		900.00
	123121	12/21 FIN Postage		501-406-70030	360.00
	123121	12/21 FIN Postage		502-406-70030	315.00
	123121	12/21 FIN Postage		503-406-70030	207.00
	123121	12/21 FIN Postage		504-406-70030	18.00
67874	1/20/2022	1802	San Joaquin Valley Unified		40.00
	329539	1/22 AP Annual Burn Permit #125190		101-435-92090	40.00

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
67875	1/20/2022	1830	Shell Energy North American (US), LP		250,343.46
	3534464	12/21 Natural Gas Deliveries		502-510-80030	250,343.46
67876	1/20/2022	1858	Sparkletts		242.28
	9412248 010122	1/22 WP Bottled Water		501-503-72010	54.53
	9689215 010622	1/22 BLDG Water Delivery		101-432-72010	93.03
	9689215 010622	1/22 PW Water Delivery		502-510-70440	47.36
	9689215 010622	1/22 PW Water Delivery		503-521-70440	47.36
67877	1/20/2022	1898	Telstar Instruments, Inc.		1,161.62
	110526	1/22 WP Bellows Pump		501-503-84020	1,161.62
67878	1/20/2022	1902	Thatcher Company, Inc.		2,891.43
	2021250101272	12/21 WP Chemical Chlorine		501-503-70230	5,070.93
	CM0000297	12/21 WP Container Refund		501-503-70230	-2,179.50
67879	1/20/2022	1935	Tri-City Engineering		13,448.75
	2902-10	1/22 FD Parking Lot Improvements		117-416-84050	8,968.75
	2934-01	12/21 ADMIN Animal Shelter Boundry Map		101-415-98020	4,480.00
67880	1/20/2022	1943	Tyler Technologies, Inc.		6,373.75
	025-362699	12/21 FIN Insite Transaction Fees (10/1-12/31/21)		501-406-92090	2,549.50
	025-362699	12/21 FIN Insite Transaction Fees (10/1-12/31/21)		502-406-92090	2,230.81
	025-362699	12/21 FIN Insite Transaction Fees (10/1-12/31/21)		503-406-92090	1,465.96
	025-362699	12/21 FIN Insite Transaction Fees (10/1-12/31/21)		504-406-92090	127.48
67881	1/20/2022	1964	USABluebook		140.15
	827690	12/21 WWP Dessicator Plate		503-520-70140	140.15
67882	1/20/2022	1973	Verizon Wireless Services, LLC		1,846.42
	9890986914	10/21 Coalpd Lt15 365-9537		101-413-72030	38.01
	9890986914	10/21 PD D. Blevins 341-0457		101-413-72030	20.30
	9890986914	10/21 Unlimited Text 15GB		101-413-72030	78.00
	9890986914	10/21 Rouch 974-6734		101-413-72030	47.39
	9890986914	10/21 D. Blevins 341-7512		101-413-72030	40.94
	9890986914	10/21 S Young 974-4689		101-413-72030	40.94
	9890986914	10/21 UC Investigations 209-620-2635		101-413-72030	40.94
	9890986914	10/21 M. Buolos 383-4710		101-413-72030	38.01
	9890986914	10/21 M. Boulos 401-9945		101-413-72030	38.01
	9890986914	10/21 Coalpd Lt13 538-4473		101-413-72030	38.01
	9890986914	10/21 Coalpd Lt12 538-4345		101-413-72030	38.01
	9890986914	10/21 Coalpd Lt11 538-4304		101-413-72030	38.01
	9890986914	10/21 M. Boulos 401-9891		101-413-72030	38.01
	9890986914	10/21 Copdmdt 11 612-3540		101-413-72030	38.01
	9890986914	10/21 Copdmdt 16 612-3607		101-413-72030	38.01
	9890986914	10/21 Sim card for Traffic Camera 385-6390		101-413-72030	20.30
	9890986914	10/21 Copdmdt 10 612-3536		101-413-72030	38.01
	9890986914	10/21 Copdmdt 09 612-3468		101-413-72030	38.01
	9890986914	10/21 PD D. Blevins 341-0602		101-413-72030	20.30
	9890986914	10/21 PD D. Blevins 341-0159		101-413-72030	20.30
	9890986914	10/21 PD D. Blevins 446-5369		101-413-72030	30.83
	9890986914	10/21 Coalpd Lt08 538-4038		101-413-72030	38.01
	9890986914	10/21 Copdmdt 07 612-3444		101-413-72030	38.01
	9890986914	10/21 PD D. Blevins 446-5077		101-413-72030	30.83
	9890986914	10/21 Animal Control 388-1787		101-415-72030	38.01
	9893198978	11/21 PD D. Blevins 341-0602		101-413-72030	20.30
	9893198978	11/21 PD D. Blevins 341-0159		101-413-72030	20.30
	9893198978	11/21 Unlimited Text 15GB		101-413-72030	78.00
	9893198978	11/21 D. Blevins 341-7512		101-413-72030	40.94
	9893198978	11/21 UC Investigations 209-620-2635		101-413-72030	40.94
	9893198978	11/21 S Young 974-4689		101-413-72030	40.94
	9893198978	11/21 PD D. Blevins 341-0457		101-413-72030	20.30

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	9893198978	11/21 Rouch 974-6734		101-413-72030	47.39
	9893198978	11/21 PD D. Blevins 446-5369		101-413-72030	30.83
	9893198978	11/21 Sim card for Traffic Camera 385-6390		101-413-72030	20.30
	9893198978	11/21 M. Buolos 383-4710		101-413-72030	38.01
	9893198978	11/21 PD D. Blevins 446-5077		101-413-72030	30.83
	9893198978	11/21 M. Boulos 401-9945		101-413-72030	38.01
	9893198978	11/21 M. Boulos 401-9891		101-413-72030	38.01
	9893198978	11/21 Coalpd Lt15 365-9537		101-413-72030	38.01
	9893198978	11/21 Coalpd Lt13 538-4473		101-413-72030	38.01
	9893198978	11/21 Coalpd Lt11 538-4304		101-413-72030	38.01
	9893198978	11/21 Coalpd Lt08 538-4038		101-413-72030	38.01
	9893198978	11/21 Copdmdt 16 612-3607		101-413-72030	38.01
	9893198978	11/21 Coalpd Lt12 538-4345		101-413-72030	38.01
	9893198978	11/21 Copdmdt 07 612-3444		101-413-72030	38.01
	9893198978	11/21 Copdmdt 11 612-3540		101-413-72030	38.01
	9893198978	11/21 Copdmdt 10 612-3536		101-413-72030	38.01
	9893198978	11/21 Copdmdt 09 612-3468		101-413-72030	38.01
	9893198978	11/21 Animal Control 388-1787		101-415-72030	38.01
67886	1/20/2022	1993	West Hills Oil, Inc.		1,093.79
	72645	12/21 WP Fuel for December 2021		501-503-70160	875.03
	72645	12/21 WWP Fuel for December 2021		503-520-70160	218.76
67887	1/20/2022	1997	Westside Supply		48.00
	W211231	12/21 WP Equipment/Cylinder Rental		501-503-82030	32.00
	WW211231	12/21 WWP Equipment/Cylinder Rental		503-520-82030	16.00
67888	1/27/2022	1176	CB&T COLUMBUS BANK & TRUST		384.57
	0003538	Unreimbursed Medical		950-000-34500	384.57
67889	1/27/2022	1205	City Employee Contrib. Assoc.		80.00
	0003524	CECA Dues		950-000-33000	80.00
67890	1/27/2022	1223	COALINGA FIREFIGHTERS		980.00
	0003526	Fire Union Dues		950-000-33300	900.00
	0003531	Fire Union Dues		950-000-33300	80.00
67891	1/27/2022	1228	COALINGA PEACE OFFICER'S ASSOCIATION		852.48
	0003529	Mastagni Law Firm		950-000-33200	280.00
	0003532	CPOA Dues		950-000-33200	280.00
	0003533	PORAC Dues		950-000-33200	292.48
67892	1/27/2022	1331	Employment Development Dept.		345.61
	0003525	EDD Overpayment		950-000-34050	345.61
67893	1/27/2022	1384	FRANCHISE TAX BOARD		225.00
	0003527	FTB Sacramento		950-000-34010	225.00
67894	1/27/2022	1487	ICMA 457 RETIREMENT TRUST		11,693.67
	0003518	457 ICMA EE$ / ER%		950-000-32100	2,293.84
	0003519	457 ICMA $$ Gen		950-000-32100	360.00
	0003520	457 ICMA % General		950-000-32100	9,039.83
67895	1/27/2022	1586	LEGAL SHIELD		148.19
	0003528	Pre-Paid Legal Shield		950-000-34060	148.19
67896	1/27/2022	02043	New York Life Insurance		516.56
	0003530	New York Life		950-000-32400	516.56
67897	1/27/2022	1820	SEIU Local 521 - Dues W/H		656.49
	0003534	SEIU COPE		950-000-33000	30.00
	0003535	SEIU Dues		950-000-33000	626.49

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
67898	1/27/2022	1056	Angelica Corporation		495.32
	7000226750	11/21 FD Linens		117-416-75020	495.32
67899	1/27/2022	1068	Aramark		676.62
	503000450511	1/22 SVC Employee Uniforms & First Aid W1/5		101-431-70100	13.99
	503000450511	1/22 PW Employee Uniforms & First Aid W1/5		107-422-70100	41.06
	503000450511	1/22 WP Employee Uniforms & First Aid W1/5		501-503-70100	30.93
	503000450511	1/22 PW Employee Uniforms & First Aid W1/5		501-508-70100	41.06
	503000450511	1/22 PW Employee Uniforms & First Aid W1/5		502-510-70100	41.06
	503000450511	1/22 WWP Employee Uniforms & First Aid W1/5		503-520-70100	30.92
	503000450511	1/22 PW Employee Uniforms & First Aid W1/5		503-521-70100	41.05
	503000450511	1/22 PW Employee Uniforms & First Aid W1/5		503-521-70440	16.34
	503000450511	1/22 SS Employee Uniforms & First Aid W1/5		504-535-70100	14.40
	503000454944	1/22 BLDG Employee Uniforms (Coverall & Mat) W1		101-432-84030	13.50
	503000454944	1/22 PW Employee Uniforms (Coverall & Mat) W1/1		502-510-70100	54.00
	503000454954	1/22 SVC Employee Uniforms & First Aid W1/12		101-431-70100	13.99
	503000454954	1/22 PW Employee Uniforms & First Aid W1/12		107-422-70100	41.06
	503000454954	1/22 WP Employee Uniforms & First Aid W1/12		501-503-70100	30.93
	503000454954	1/22 PW Employee Uniforms & First Aid W1/12		501-508-70100	41.06
	503000454954	1/22 PW Employee Uniforms & First Aid W1/12		502-510-70100	41.06
	503000454954	1/22 WWP Employee Uniforms & First Aid W1/12		503-520-70100	30.92
	503000454954	1/22 PW Employee Uniforms & First Aid W1/12		503-521-70100	41.05
	503000454954	1/22 PW Employee Uniforms & First Aid W1/12		503-521-70440	16.34
	503000454954	1/22 SS Employee Uniforms & First Aid W1/12		504-535-70100	14.40
	503000459522	1/22 BLDG Employee Uniforms (Coverall & Mat) W1		101-432-84030	13.50
	503000459522	1/22 PW Employee Uniforms (Coverall & Mat) W1/1		502-510-70100	54.00
67901	1/27/2022	02082	AutoZone, Inc.		13.49
	5919434029	1/22 WP Wiper Blades for Truck #61		501-503-84060	13.49
67902	1/27/2022	1112	Billingsley Tire Service		2,086.90
	264976	1/22 FD Oil Change for #7207		117-416-84060	336.27
	265148	1/22 FD DEF Pump Repair for #7206		117-416-84060	1,750.63
67903	1/27/2022	02542	Black Water Consulting Engineers, Inc.		6,256.50
	4937	1/22 WP Coalinga 2020 UWMP		501-503-88100	32.50
	4944	1/22 WP Oil King Booster Station (Reimburseable)		501-503-88100	2,695.00
	4952	1/22 WP Engineer's Technical Report		501-503-88100	3,529.00
67904	1/27/2022	02504	Brian Corley		6,296.19
	22-011001	1/22 WP Rosemount Meter for Filter Beds 1 & 2		501-503-84020	6,296.19
67905	1/27/2022	1212	City of Sanger		265.50
	IGT51-Coalinga	12/21 FD IGT Consulting for December 2021		117-416-88100	265.50
67906	1/27/2022	1217	Clovis Polycon, Inc.		3,379.70
	51983	1/22 PW Gas Repair Parts		502-510-70140	1,034.91
	52022	1/22 PW 3/4" Gas Valves		502-510-70140	2,344.79
67907	1/27/2022	1224	Coalinga Hardware		464.11
	799334	2/21 PW Concrete Mix for Man Hole Repair		503-521-70130	96.77
	800490	3/21 PW Meter Install		501-508-70140	10.31
	800764	4/21 PW Street Sign Install		107-422-70130	24.85
	801209	4/21 PW Reb Curb Paint Roller		107-422-70190	11.38
	804287	9/21 PW Yellow Hydrant Paint		501-508-70140	303.69
	806527	1/22 PW Install Bolts for Bench at Sandalwood		101-440-84050	7.00
	806562	1/22 PW Parts for Irrigation Control behind CH		107-422-84050	10.11
67908	1/27/2022	1243	Cook's Communications		62.50
	150065	1/22 FD Radio Programming		101-416-84070	62.50
67909	1/27/2022	1271	DataProse, Inc.		11,129.69
	3P57911	12/21 FIN Water Restriction Notice		501-406-70040	240.82

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	3P57911	12/21 FIN Water Restriction Notice		502-406-70040	210.72
	3P57911	12/21 FIN Water Restriction Notice		503-406-70040	138.47
	3P57911	12/21 FIN Water Restriction Notice		504-406-70040	12.03
	3P58031	12/21 FIN MVD - SB 1383 Notice		501-406-70040	309.97
	3P58031	12/21 FIN MVD - SB 1383 Notice		502-406-70040	271.23
	3P58031	12/21 FIN MVD - SB 1383 Notice		503-406-70040	178.23
	3P58031	12/21 FIN MVD - SB 1383 Notice		504-406-70040	15.50
	3P58056	12/21 FIN Shut off Reinstatement Notice		501-406-70040	284.36
	3P58056	12/21 FIN Shut off Reinstatement Notice		502-406-70040	248.82
	3P58056	12/21 FIN Shut off Reinstatement Notice		503-406-70040	163.51
	3P58056	12/21 FIN Shut off Reinstatement Notice		504-406-70040	14.22
	DP2104914	11/21 Postage		501-406-70030	109.35
	DP2104914	10/21 Postage		501-406-70030	699.50
	DP2104914	12/21 Postage		501-406-70030	229.35
	DP2104914	11/21 Postage		501-406-70030	207.26
	DP2104914	11/21 Postage		501-406-70030	895.22
	DP2104914	12/21 SB 1383		501-406-70040	40.38
	DP2104914	12/21 Natural Gas Tips		501-406-70040	40.12
	DP2104914	10/21 NCOALINK		501-406-70040	7.80
	DP2104914	10/21 October 2021 Regular Bills		501-406-70040	441.32
	DP2104914	11/21 November 2021 2nd Past Due Notice		501-406-70040	61.10
	DP2104914	11/21 November 1st Past Due Notice		501-406-70040	115.56
	DP2104914	11/21 Addition Impressions		501-406-70040	0.04
	DP2104914	12/21 NCOALINK		501-406-70040	4.00
	DP2104914	12/21 Decmeber 2021 1st Past Due Notice		501-406-70040	127.93
	DP2104914	12/21 Watering Restriction		501-406-70040	40.38
	DP2104914	11/21 November 2021 Regular Bills		501-406-70040	444.20
	DP2104914	11/21 NCOALINK		501-406-70040	3.60
	DP2104914	10/21 Search & Viewbill		501-406-70040	27.61
	DP2104914	12/21 Search & Viewbill		501-406-70040	8.00
	DP2104914	11/21 Search & Viewbill		501-406-70040	27.79
	DP2104914	11/21 Search & Viewbill		501-406-70040	7.23
	DP2104914	11/21 Monthly Service Fee		501-406-70040	30.00
	DP2104914	11/21 NCOALINK		501-406-70040	8.60
	DP2104914	12/21 Shut Off Reinstatement		501-406-70040	40.38
	DP2104914	10/21 Postage		502-406-70030	612.07
	DP2104914	11/21 Postage		502-406-70030	783.31
	DP2104914	12/21 Postage		502-406-70030	200.68
	DP2104914	11/21 Postage		502-406-70030	95.68
	DP2104914	11/21 Postage		502-406-70030	181.35
	DP2104914	12/21 NCOALINK		502-406-70040	3.50
	DP2104914	10/21 Search & Viewbill		502-406-70040	24.16
	DP2104914	11/21 Search & Viewbill		502-406-70040	24.32
	DP2104914	12/21 Watering Restriction		502-406-70040	35.33
	DP2104914	12/21 Shut Off Reinstatement		502-406-70040	35.33
	DP2104914	11/21 NCOALINK		502-406-70040	3.15
	DP2104914	11/21 November 1st Past Due Notice		502-406-70040	101.11
	DP2104914	11/21 Addition Impressions		502-406-70040	0.04
	DP2104914	11/21 November 2021 2nd Past Due Notice		502-406-70040	53.46
	DP2104914	12/21 SB 1383		502-406-70040	35.33
	DP2104914	11/21 Monthly Service Fee		502-406-70040	26.25
	DP2104914	11/21 November 2021 Regular Bills		502-406-70040	388.67
	DP2104914	12/21 Natural Gas Tips		502-406-70040	35.11
	DP2104914	11/21 NCOALINK		502-406-70040	7.53
	DP2104914	11/21 Search & Viewbill		502-406-70040	6.33
	DP2104914	12/21 Search & Viewbill		502-406-70040	7.00
	DP2104914	10/21 NCOALINK		502-406-70040	6.83
	DP2104914	12/21 Decmeber 2021 1st Past Due Notice		502-406-70040	111.94
	DP2104914	10/21 October 2021 Regular Bills		502-406-70040	386.16

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	DP2104914	11/21 Postage		503-406-70030	514.75
	DP2104914	11/21 Postage		503-406-70030	62.88
	DP2104914	10/21 Postage		503-406-70030	402.21
	DP2104914	12/21 Postage		503-406-70030	131.88
	DP2104914	11/21 Postage		503-406-70030	119.17
	DP2104914	10/21 October 2021 Regular Bills		503-406-70040	253.76
	DP2104914	11/21 NCOALINK		503-406-70040	4.95
	DP2104914	11/21 Addition Impressions		503-406-70040	0.02
	DP2104914	11/21 NCOALINK		503-406-70040	2.07
	DP2104914	12/21 NCOALINK		503-406-70040	2.30
	DP2104914	11/21 Search & Viewbill		503-406-70040	4.16
	DP2104914	11/21 November 2021 Regular Bills		503-406-70040	255.41
	DP2104914	11/21 November 1st Past Due Notice		503-406-70040	66.45
	DP2104914	12/21 Decmeber 2021 1st Past Due Notice		503-406-70040	73.56
	DP2104914	10/21 Search & Viewbill		503-406-70040	15.88
	DP2104914	11/21 Search & Viewbill		503-406-70040	15.98
	DP2104914	11/21 Monthly Service Fee		503-406-70040	17.25
	DP2104914	12/21 Natural Gas Tips		503-406-70040	23.07
	DP2104914	12/21 SB 1383		503-406-70040	23.22
	DP2104914	12/21 Shut Off Reinstatement		503-406-70040	23.22
	DP2104914	12/21 Watering Restriction		503-406-70040	23.22
	DP2104914	11/21 November 2021 2nd Past Due Notice		503-406-70040	35.13
	DP2104914	12/21 Search & Viewbill		503-406-70040	4.60
	DP2104914	10/21 NCOALINK		503-406-70040	4.49
	DP2104914	11/21 Postage		504-406-70030	5.47
	DP2104914	12/21 Postage		504-406-70030	11.46
	DP2104914	11/21 Postage		504-406-70030	44.76
	DP2104914	11/21 Postage		504-406-70030	10.37
	DP2104914	10/21 Postage		504-406-70030	34.98
	DP2104914	11/21 November 2021 2nd Past Due Notice		504-406-70040	3.05
	DP2104914	10/21 October 2021 Regular Bills		504-406-70040	22.07
	DP2104914	11/21 November 1st Past Due Notice		504-406-70040	5.77
	DP2104914	12/21 Decmeber 2021 1st Past Due Notice		504-406-70040	6.39
	DP2104914	12/21 Watering Restriction		504-406-70040	2.02
	DP2104914	12/21 Shut Off Reinstatement		504-406-70040	2.02
	DP2104914	12/21 SB 1383		504-406-70040	2.02
	DP2104914	12/21 Natural Gas Tips		504-406-70040	2.00
	DP2104914	11/21 Monthly Service Fee		504-406-70040	1.50
	DP2104914	11/21 Search & Viewbill		504-406-70040	1.39
	DP2104914	11/21 November 2021 Regular Bills		504-406-70040	22.22
	DP2104914	11/21 NCOALINK		504-406-70040	0.42
	DP2104914	12/21 Search & Viewbill		504-406-70040	0.41
	DP2104914	10/21 NCOALINK		504-406-70040	0.38
	DP2104914	11/21 Search & Viewbill		504-406-70040	0.36
	DP2104914	12/21 NCOALINK		504-406-70040	0.20
	DP2104914	10/21 Search & Viewbill		504-406-70040	1.38
	DP2104914	11/21 NCOALINK		504-406-70040	0.18
67917	1/27/2022	02289	Elecsys International, LLC		130.00
	SIP-E149303	1/22 PW Rectifier Data for January 2022		502-510-72030	130.00
67918	1/27/2022	1356	Fastenal Company		682.62
	CALEM39352	12/21 PW Sand Bags		107-422-70130	682.62
67919	1/27/2022	1360	FedEx		80.38
	7-608-55172	12/21 CD Overnight Fee		101-404-70030	40.19
	7-608-55172	12/21 FIN Overnight Fee		501-406-70030	16.08
	7-608-55172	12/21 FIN Overnight Fee		502-406-70030	14.07
	7-608-55172	12/21 FIN Overnight Fee		503-406-70030	9.24
	7-608-55172	12/21 FIN Overnight Fee		504-406-70030	0.80

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
67920	1/27/2022	1399	Fresno County Clerk		50.00
	0003551	1/22 CD CUP 21-11 (Tire Repair Facility Expansion)		101-404-86500	50.00
67921	1/27/2022	02091	Frisch Engineering, Inc.		9,292.50
	9877-2011b	1/22 WP SCADA Upgrade		501-503-98441	9,292.50
67922	1/27/2022	1445	Grainger		105.49
	9182419375	1/22 WP Paper Towels		501-503-70140	105.49
67923	1/27/2022	1450	Griswold, Lasalle, Cobb, Dod, & Gin, LLP		12,917.32
	66070	12/21 Receivership 900 E. Polk City Attorney Fees		101-401-88010	526.28
	66071	12/21 City Clerk City Attorney Fees		101-401-88010	808.76
	66071	12/21 City Clerk City Attorney Fees		501-503-88010	58.33
	66072	12/21 CC City Attorney Fees		101-401-88010	2,346.00
	66073	12/21 CM City Attorney Fees		101-401-88010	1,166.66
	66074	12/21 PW City Attorney Fees		101-401-88010	3,037.92
	66074	12/21 PW City Attorney Fees		501-503-88010	1,367.05
	66075	12/21 FIN City Attorney Fees		501-406-88010	16.67
	66075	12/21 FIN City Attorney Fees		502-406-88010	14.58
	66075	12/21 FIN City Attorney Fees		503-406-88010	9.58
	66075	12/21 FIN City Attorney Fees		504-406-88010	0.84
	66076	12/21 LR City Attorney Fees		101-401-88010	250.15
	66077	12/21 CBC vs USBR City Attorney Fees		101-401-88010	25.00
	66078	12/21 PD City Attorney Fees		101-401-88010	770.83
	66079	12/21 SGMA Compliance City Attorney Fees		501-503-88100	2,518.67
67924	1/27/2022	1515	Jasmin Bains		121.00
	8798	1/22 FIN CMSFO Training Meals - J. Bains		101-406-86010	18.15
	8798	1/22 FIN CMSFO Training Meals - J. Bains		107-422-86010	6.05
	8798	1/22 FIN CMSFO Training Meals - J. Bains		501-406-86010	36.30
	8798	1/22 FIN CMSFO Training Meals - J. Bains		502-406-86010	30.25
	8798	1/22 FIN CMSFO Training Meals - J. Bains		503-406-86010	22.99
	8798	1/22 FIN CMSFO Training Meals - J. Bains		504-406-86010	1.21
	8798	1/22 FIN CMSFO Training Meals - J. Bains		820-610-86010	6.05
67925	1/27/2022	1593	Life Assist, Inc.		4,190.26
	1168962	1/22 FD Medical Supplies		117-416-75000	144.28
	1169057	1/22 FD Medical Supplies		117-416-75000	1,147.24
	1169749	1/22 FD Medical Supplies		117-416-75000	442.44
	1170529	1/22 FD Medical Supplies		117-416-75000	370.52
	1171093	1/22 FD Medical Supplies		117-416-75000	2,085.78
67926	1/27/2022	02570	Linde Gas & Equipment Inc.		318.96
	68141691	12/21 FD Oxygen		117-416-75000	318.96
67927	1/27/2022	1647	Mid Valley Disposal, Inc.		148,093.08
	0003549	11/21 Mid Valley Insert		101-400-41080	-75.88
	0003549	11/21 20% Printing & Mailing Utility Bills- Oct 21		101-400-41080	-851.31
	0003549	11/21 20% Franchise Fee		101-400-41080	-37,462.13
	0003549	11/21 Mid Valley Billing - Franchise Fee - Nov 21		101-400-41080	-828.21
	0003549	11/21 Regular Utility Billing for November 2021		504-530-88170	187,310.61
67928	1/27/2022	1692	O'Reilly Automotive, Inc.		164.70
	4316-393778	12/21 PD Battery for Unit #C31		101-413-84060	311.03
	CM0000298	12/21 PD Battery for Unit #C31 CR		101-413-84060	-146.33
67929	1/27/2022	1706	P.F. PETTIBONE & CO.		662.95
	180698	6/21 CC Minutes Books & PC Minutes Books (2)		101-401-70010	662.95
67930	1/27/2022	1721	PG&E		81,396.13
	90624-123121	12/21 PW Gas Delivery SE 31 20 15HWY(700175090		502-510-80020	81,396.13

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
67931	1/27/2022	02516	Profence, Inc.		1,231.90
	2439	6/21 WP Security Fence Safety Loops		501-503-84030	1,231.90
67932	1/27/2022	1764	Richard A. Blak, PH. D.		475.00
	0003552	12/21 HR Psych Eval - J. Garza		101-408-89060	475.00
67933	1/27/2022	1810	Save Mart Supermarkets		228.75
	0420211202091515	12/21 PD Inmate Meals		101-413-70380	108.71
	0420211219090324	12/21 PD Inmate Meals		101-413-70380	104.04
	0420211228073646	12/21 CC Breakroom Supplies		101-401-70010	2.67
	0420211228073646	12/21 CD Breakroom Supplies		101-404-70010	2.67
	0420211228073646	12/21 ADMIN Breakroom Supplies		101-405-70010	2.67
	0420211228073646	12/21 FIN Breakroom Supplies		101-406-70010	2.67
	0420211228073646	12/21 HR Breakroom Supplies		101-408-70010	1.36
	0420211228073646	12/21 PW Breakroom Supplies		107-422-70010	0.58
	0420211228073646	12/21 FD Breakroom Supplies		117-416-70010	0.32
	0420211228073646	12/21 FIN Breakroom Supplies		501-406-70010	0.11
	0420211228073646	12/21 WP Breakroom Supplies		501-503-70010	0.68
	0420211228073646	12/21 PW Breakroom Supplies		501-508-70010	0.72
	0420211228073646	12/21 FIN Breakroom Supplies		502-406-70010	0.11
	0420211228073646	12/21 PW Breakroom Supplies		502-510-70010	0.72
	0420211228073646	12/21 FIN Breakroom Supplies		503-406-70010	0.04
	0420211228073646	12/21 WWP Breakroom Supplies		503-520-70010	0.61
	0420211228073646	12/21 PW Breakroom Supplies		503-521-70010	0.03
	0420211228073646	12/21 FIN Breakroom Supplies		504-406-70010	0.01
	0420211228073646	12/21 RDA Breakroom Supplies		820-610-70010	0.03
67935	1/27/2022	1823	Sequoia Equipment Co., Inc.		404.10
	001-1128336	12/21 PW Backhoe #77 Repair		503-521-84020	404.10
67936	1/27/2022	02585	Specialty Fleet Sales, LLC		129,474.56
	21163	1/22 PW Bucket Truck		110-424-98040	129,474.56
67937	1/27/2022	02099	SWCA Environmental Consultants		11,420.13
	138561	12/21 PW CMAQ Trail Project (1, 2, 13 & 14) -ES		305-422-98974	7,105.04
	138993	1/22 PW CMAQ Trail Project (1, 2, 13 & 14) -ES		305-422-98974	4,315.09
67938	1/27/2022	1897	Teledyne Instruments, Inc.		8,155.69
	S020514451	1/22 WWP Refrigerated Composite Samplier		503-520-98040	8,155.69
67939	1/27/2022	1907	The Hanford Sentinel		384.00
	64664	1/22 PW 7th Street Improvements (Forest to Elm)		111-422-98997	384.00
67940	1/27/2022	1934	TRI Air Testing		218.00
	148437	1/22 FD Air Quality Testing		101-416-75060	218.00
67941	1/27/2022	1935	Tri-City Engineering		6,721.25
	2826-09	11/21 PW ATP4 Trail Imrovements		305-422-98982	426.25
	2893-11	1/22 PW 7th Street Improvements (Forest to Elm)		111-422-98997	6,295.00
67942	1/27/2022	1944	U.S. Bank Corporate Payment Center		7,478.70
	USBCDJAN22-01	12/21 CD City Manager Computer		101-405-70010	45.07
	USBCDJAN22-01	12/21 CD City Manager Computer		101-405-84010	1,000.00
	USBCMJAN22-01	12/21 CC Packing Tape		101-401-70010	7.30
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	317.08
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	525.32
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	11.55
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	1.01
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	43.89
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	40.78
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	448.47
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	116.86
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	120.51

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	100.00
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	25.10
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	184.93
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	200.00
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	238.62
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	631.91
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway CR		101-401-88220	-1.01
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway CR		101-401-88220	-5.36
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	39.17
	USBCMJAN22-01	12/21 CC 2021 Christmas Gift Giveaway		101-401-88220	91.64
	USBCMJAN22-01	12/21 CD Packing Tape		101-404-70010	7.30
	USBCMJAN22-01	12/21 ADMIN Packing Tape		101-405-70010	7.30
	USBCMJAN22-01	12/21 ADMIN Webcam for M. Trejo		101-405-70010	63.55
	USBCMJAN22-01	12/21 ADMIN Training Code Enforcement - J. Chavez		101-405-86010	71.30
	USBCMJAN22-01	1/22 ADMIN Chief's Breakfast		101-405-86010	15.78
	USBCMJAN22-01	12/21 ADMIN Chief's Breakfast		101-405-86010	18.91
	USBCMJAN22-01	12/21 HR Packing Tape		101-408-70010	3.72
	USBCMJAN22-01	12/21 HR Chief of Police Job Posting		101-408-89010	515.71
	USBCMJAN22-01	12/21 AP Annual Operation Permit 2021-2022		101-435-92090	1.51
	USBCMJAN22-01	12/21 AP Annual Operation Permit 2021-2022		101-435-92090	63.00
	USBCMJAN22-01	12/21 PW Packing Tape		107-422-70010	1.61
	USBCMJAN22-01	12/21 FD Packing Tape		117-416-70010	0.88
	USBCMJAN22-01	12/21 FIN Packing Tape		501-406-70010	0.29
	USBCMJAN22-01	12/21 WP Packing Tape		501-503-70010	1.90
	USBCMJAN22-01	12/21 PW Packing Tape		501-508-70010	1.97
	USBCMJAN22-01	12/21 FIN Packing Tape		502-406-70010	0.29
	USBCMJAN22-01	12/21 PW Packing Tape		502-510-70010	1.97
	USBCMJAN22-01	12/21 FIN Packing Tape		503-406-70010	0.11
	USBCMJAN22-01	12/21 WWP Packing Tape		503-520-70010	1.68
	USBCMJAN22-01	12/21 PW Packing Tape		503-521-70010	0.07
	USBCMJAN22-01	12/21 FIN Packing Tape		504-406-70010	0.04
	USBCMJAN22-01	12/21 RDA Packing Tape		820-610-70010	0.07
	USBFDJAN22-01	12/21 FD Microsoft Renewal		101-416-75060	198.00
	USBFDJAN22-01	12/21 FD Chief's Conference Hotel		101-416-86010	524.28
	USBFDJAN22-02	1/22 FD EMTP Renewal - D. Kosmosky		117-416-86040	48.00
	USBPDJAN22-01	12/21 PD Lords Uniforms & Tuxedos		101-413-70101	50.03
	USBPDJAN22-01	12/21 PD Metro Uniform & Accessory		101-413-70101	119.08
	USBPDJAN22-01	12/21 PD Amazon - Exit Sign CR		101-413-70440	-11.76
	USBPDJAN22-02	12/21 PD Amazon - EasyIdea Premiom ID Card & BL		101-413-70101	65.37
	USBPDJAN22-02	1/22 PD Peerless Network - PRI Service		101-413-72030	221.19
	USBPDJAN22-02	12/21 PD Journey Team LLC		101-413-88040	498.00
	USBPDJAN22-02	1/22 PD Archive Social - Renewal		101-413-88040	219.00
	USBPWJAN22-01	12/21 PW Irrigation Timer for City Hall Accident		101-440-84050	167.67
	USBPWJAN22-01	12/21 PW Parking for Backflow Cert - R. Smith		501-508-86010	10.00
	USBPWJAN22-01	12/21 PW Lodging for Backflow Cerf - R. Smith		501-508-86010	346.70
	USBWPJAN22-01	12/21 WP Logmein Phone Service		501-503-72030	61.34
67946	1/27/2022	1964	USABluebook		85.89
	813163	12/21 WWP Lab Filter Flask		503-520-88080	85.89
67947	1/27/2022	1983	WageWorks		75.00
	INV3247546	11/21 FSA Monthly Fee		950-000-34610	75.00
DFT0003779	1/7/2022	1677	Newport Trust Company		232.50
	0003484	457 Newport $$		950-000-32100	232.50
DFT0003780	1/7/2022	1677	Newport Trust Company		2,323.82
	0003485	457 Newport %		950-000-32100	2,323.82

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
DFT0003781	1/7/2022	1677	Newport Trust Company		1,630.75
	0003486	457 Newport EE$ / ER%		950-000-32100	1,630.75
DFT0003782	1/7/2022	1869	State Disbursement Unit		407.99
	0003499	SDU Fresno County		950-000-34010	407.99
DFT0003783	1/7/2022	1869	State Disbursement Unit		64.84
	0003500	SDU Kings County DCSS		950-000-34010	64.84
DFT0003784	1/7/2022	02078	SDI		2,546.71
	0003502	SDI		950-000-31500	2,546.71
DFT0003785	1/7/2022	02077	SDI (Mgr)		368.50
	0003503	Mgr SDI		950-000-31500	368.50
DFT0003786	1/7/2022	1331	Employment Development Dept.		8,512.80
	0003504	State WH		950-000-31200	8,512.80
DFT0003787	1/7/2022	1957	United States Treasury		59,237.03
	0003505	Fed W/H		950-000-31100	20,292.39
	0003505	Social Seccurity		950-000-31300	31,562.82
	0003505	Medicare		950-000-31400	7,381.82
DFT0003788	1/7/2022	1957	United States Treasury		-7.66
	CM0000296	Social Seccurity		950-000-31300	-6.20
	CM0000296	Medicare		950-000-31400	-1.46
DFT0003790	1/21/2022	1677	Newport Trust Company		232.50
	0003521	457 Newport $$		950-000-32100	232.50
DFT0003791	1/21/2022	1677	Newport Trust Company		2,277.25
	0003522	457 Newport %		950-000-32100	2,277.25
DFT0003792	1/21/2022	1677	Newport Trust Company		1,504.20
	0003523	457 Newport EE$ / ER%		950-000-32100	1,504.20
DFT0003793	1/21/2022	1869	State Disbursement Unit		407.99
	0003536	SDU Fresno County		950-000-34010	407.99
DFT0003794	1/21/2022	1869	State Disbursement Unit		64.84
	0003537	SDU Kings County DCSS		950-000-34010	64.84
DFT0003795	1/21/2022	02078	SDI		2,768.82
	0003539	SDI		950-000-31500	2,768.82
DFT0003796	1/21/2022	02077	SDI (Mgr)		333.84
	0003540	Mgr SDI		950-000-31500	333.84
DFT0003797	1/21/2022	1331	Employment Development Dept.		10,232.76
	0003541	State WH		950-000-31200	10,232.76
DFT0003798	1/21/2022	1957	United States Treasury		65,664.47
	0003542	Fed W/H		950-000-31100	24,066.55
	0003542	Social Seccurity		950-000-31300	33,713.28
	0003542	Medicare		950-000-31400	7,884.64
DFT0003799	1/21/2022	02078	SDI		146.28
	0003543	SDI		950-000-31500	146.28
DFT0003800	1/21/2022	1331	Employment Development Dept.		877.72
	0003544	State WH		950-000-31200	877.72
DFT0003801	1/21/2022	1957	United States Treasury		4,981.43
	0003545	Fed W/H		950-000-31100	2,925.73
	0003545	Social Seccurity		950-000-31300	1,666.04

Payment Number	Payment Date / Payable Number	Vendor # / Description	Vendor Name	Account Number	Payment Amount / Item Amount
	0003545	Medicare		950-000-31400	389.66
DFT0003802	1/24/2022	02078	SDI		15.52
	0003546	SDI		950-000-31500	15.52
DFT0003803	1/24/2022	1331	Employment Development Dept.		93.13
	0003547	State WH		950-000-31200	93.13
DFT0003804	1/24/2022	1957	United States Treasury		526.34
	0003548	Fed W/H		950-000-31100	310.44
	0003548	Social Seccurity		950-000-31300	174.98
	0003548	Medicare		950-000-31400	40.92
DFT0003805	1/28/2022	02078	SDI		3.30
	0003555	SDI		950-000-31500	3.30
DFT0003806	1/28/2022	1957	United States Treasury		45.90
	0003556	Social Seccurity		950-000-31300	37.20
	0003556	Medicare		950-000-31400	8.70
				Grand Total:	**1,643,921.98**

Report Summary

Fund Summary

Fund	Payment Amount
101 - GENERAL FUND	115,249.26
105 - COPS GRANT FUND	22,791.91
107 - GAS TAX FUND	6,933.52
110 - LTF - ARTICLE VIII FUND	139,440.12
111 - SB1-ROAD REHAB MAINT ACCT FUND	8,431.50
117 - IGT-INTERGOVERNMENTAL TRANSFER	20,730.40
127 - MEASURE C-FLEXIBLE FUNDING	302.50
140 - GENERAL CAPITAL PROJECTS FUND	703.75
144 - STORM DRAINAGE & FLOOD CONTROL	875.00
150 - COALINGA PUBLIC FINANCING AUTH	700.00
305 - CALTRANS GRANTS FUND	23,721.13
501 - WATER ENTERPRISE FUND	495,822.93
502 - GAS ENTERPRISE FUND	361,678.47
503 - SEWER ENTEPRISE FUND	55,556.41
504 - SANITATION ENTERPRISE FUND	189,199.40
815 - LOW/MOD HOUSING ASSET FUND	2,525.86
820 - RORF-REDEV OBLIG RETIREMT FUND	527.69
950 - PAYROLL TRUST & AGENCY FUND	198,732.13
Grand Total:	**1,643,921.98**

Account Summary

Account Number	Account Name	Payment Amount
101-000-10400	SMIP Payable	151.73
101-000-10500	State Bldg. Standards Ad	51.00
101-400-41080	Mid Valley Franchise Fee	-39,217.53
101-400-48200	Administrative Fees	-12.69
101-401-70010	Office Supplies	734.89
101-401-72030	Telephone	215.09
101-401-84010	Office Equip. Repairs &	29.61
101-401-86010	Training, Travel, & Confe	1,056.25
101-401-88010	City Attorney Fees	8,931.60
101-401-88020	Outside Attorney Fees	1,702.80
101-401-88040	Computer Programming	84.58
101-401-88100	Professional Services	800.00
101-401-88220	Special Events Expense	3,368.44
101-404-70010	Office Supplies	71.93
101-404-70030	Postage & Freight Out	40.19
101-404-72030	Telephone	125.40
101-404-84010	Office Equip. Repairs &	46.11
101-404-86030	Subs., Dues, & Publicatio	75.00
101-404-86500	Planning-Reimbursable F	5,950.00
101-404-88040	Computer Programming	109.78
101-404-88120	Reimburseable Bldg Plan	1,820.00
101-404-88180	Cannabis Professional Se	16,285.68
101-405-70010	Office Supplies	172.66
101-405-70160	Gasoline & Diesel	123.36
101-405-72030	Telephone	108.52
101-405-84010	Office Equip. Repairs &	1,062.61
101-405-84060	Vehicle Parts, Repairs &	33.67
101-405-86010	Training, Travel, & Confe	268.49
101-405-86030	Subs., Dues, & Publicatio	475.00
101-405-88040	Computer Programming	84.58
101-406-70010	Office Supplies	5.49
101-406-72030	Telephone	5.97
101-406-84010	Office Equip. Repairs &	9.03
101-406-86010	Training, Travel, & Confe	30.34
101-406-88030	Accounting/Auditing	160.00

Account Summary

Account Number	Account Name	Payment Amount
101-406-88040	Computer Programming	17.65
101-408-70010	Office Supplies	28.42
101-408-72030	Telephone	95.70
101-408-84010	Office Equip. Repairs &	123.56
101-408-88040	Computer Programming	55.98
101-408-89010	Personnel Advertising	515.71
101-408-89050	Polygraphs	600.00
101-408-89060	Psychological Evaluation	475.00
101-413-70010	Office Supplies	149.07
101-413-70101	Uniforms-Safety Equipm	234.48
101-413-70160	Gasoline & Diesel	6,365.68
101-413-70380	Inmate Food/Jail Supplie	457.43
101-413-70440	Miscellaneous Supplies	348.35
101-413-72010	Water, Gas, Sanitation &	52.81
101-413-72020	Electric	17.93
101-413-72030	Telephone	7,098.27
101-413-84010	Office Equip. Repairs &	316.73
101-413-84020	Major Equip. Repairs &	180.00
101-413-84030	Buildings Repairs & Mai	100.00
101-413-84060	Vehicle Parts, Repairs &	13,350.61
101-413-86010	Training, Travel, & Confe	325.00
101-413-86030	Subs., Dues, & Publicatio	1,217.21
101-413-88040	Computer Programming	6,001.69
101-413-88100	Professional Services	1,411.22
101-413-90070	Investigative Expenses	43.57
101-413-92211	K9 Program Expense	8,394.81
101-415-72030	Telephone	139.08
101-415-88100	Professional Services	1,800.00
101-415-98020	Buildings & Bldg. Improv	4,480.00
101-416-70160	Gasoline & Diesel	9,834.88
101-416-70440	Miscellaneous Supplies	14.05
101-416-70450	Station Supplies	678.42
101-416-72010	Water, Gas, Sanitation &	1,241.21
101-416-72020	Electric	3,608.12
101-416-72030	Telephone	825.83
101-416-75060	Mandated Annual Servic	416.00
101-416-84010	Office Equip. Repairs &	1,208.34
101-416-84030	Buildings Repairs & Mai	10,352.60
101-416-84050	Grounds Repairs & Main	28.00
101-416-84060	Vehicle Parts, Repairs &	1,309.47
101-416-84070	Misc. Repairs & Maint.	62.50
101-416-86010	Training, Travel, & Confe	1,405.06
101-416-88040	Computer Programming	631.85
101-431-70100	Uniforms	56.01
101-431-70150	Vehicle Parts & Supplies	24.00
101-431-70160	Gasoline & Diesel	55.28
101-431-72030	Telephone	50.30
101-432-72010	Water, Gas, Sanitation &	1,727.91
101-432-72020	Electric	12,827.73
101-432-72030	Telephone	982.85
101-432-84030	Buildings Repairs & Mai	82.00
101-435-72010	Water, Gas, Sanitation &	385.50
101-435-72020	Electric	2,314.77
101-435-72030	Telephone	143.67
101-435-84030	Buildings Repairs & Mai	320.13
101-435-92090	Taxes, Licenses, & Fees	104.51
101-440-70060	Small Tools & Equipment	184.49
101-440-70160	Gasoline & Diesel	771.33

Account Summary

Account Number	Account Name	Payment Amount
101-440-72011	Water/Electric - City Plot	3,985.46
101-440-84050	Grounds Repairs & Main	199.51
101-440-84060	Vehicle Parts, Repairs &	2.69
101-440-88100	Professional Services	59.25
105-413-98041	COPS Grant Equipment E	22,791.91
107-422-70010	Office Supplies	13.92
107-422-70100	Uniforms	167.22
107-422-70130	Street Materials	1,796.44
107-422-70160	Gasoline & Diesel	125.20
107-422-70190	Street Stripe Paint	11.38
107-422-72010	Water/Electric - City Plot	3,182.93
107-422-72030	Telephone	26.25
107-422-84010	Office Equip. Repairs &	14.18
107-422-84050	Grounds Repairs & Main	10.11
107-422-84060	Vehicle Parts, Repairs &	47.39
107-422-86010	Training, Travel, & Confe	10.11
107-422-88040	Computer Programming	110.89
107-422-88100	Professional Services	1,391.25
107-422-88130	Grant Writing/Applicatio	26.25
110-424-72021	Street Light Electricity	9,483.06
110-424-98040	Major Machinery & Equi	129,474.56
110-424-98401	Slurry Seal, Cape Seal	482.50
111-422-98910	Sunset St. Improvement	600.00
111-422-98971	Fresno Street Improvem	1,152.50
111-422-98997	7th Street Improvement	6,679.00
117-416-70010	Office Supplies	6.69
117-416-70102	Uniforms	848.07
117-416-72030	Telephone	22.52
117-416-75000	Medical Equipment & Su	6,661.80
117-416-75020	EMS-Linens	495.32
117-416-84010	Office Equip. Repairs &	21.67
117-416-84050	Grounds Repairs & Main	8,968.75
117-416-84060	Vehicle Parts, Repairs &	3,246.16
117-416-86040	Required Certification Tr	48.00
117-416-88040	Computer Programming	13.17
117-416-88100	Professional Services	398.25
127-422-98901	Phelps Ave. Improvemen	302.50
140-422-98881	HSIPL Elm/Cambridge Si	703.75
144-422-98986	Van Ness Storm Drain Ph	875.00
150-751-96501	Fiscal Agent Fees-1998 A	231.00
150-755-96504	Fiscal Agent Fees-2000 R	231.00
150-757-96505	Fiscal Agent Fees-2012	238.00
305-422-98930	Polk St. Improv-5th to El	450.00
305-422-98940	2016 Alley Paving Projec	3,493.25
305-422-98970	ADA Improv-ATP Cycle 0	3,234.50
305-422-98974	CMAQ-NW Trail Seg 1, 2,	11,420.13
305-422-98980	CMAQ-Trail Seg 10/11/1	3,042.50
305-422-98982	Trail Improv-ATP Cycle 4	624.50
305-422-98996	Polk St. Rehab Phase 2 El	1,156.25
305-422-98998	CMAQ Alley Paving Phas	300.00
501-406-70010	Office Supplies	39.84
501-406-70030	Postage & Freight Out	2,516.76
501-406-70040	Printing & Binding	2,311.19
501-406-70160	Gasoline & Diesel	283.72
501-406-72030	Telephone	310.26
501-406-84010	Office Equip. Repairs &	127.62
501-406-86010	Training, Travel, & Confe	60.68
501-406-88010	City Attorney Fees	16.67

Account Summary

Account Number	Account Name	Payment Amount
501-406-88030	Accounting/Auditing	240.00
501-406-88040	Computer Programming	239.76
501-406-92090	Taxes, Licenses, & Fees	2,549.50
501-503-70010	Office Supplies	16.13
501-503-70100	Uniforms	123.81
501-503-70140	Utility Parts & Supplies	1,016.66
501-503-70160	Gasoline & Diesel	971.11
501-503-70202	Lab Supplies	912.36
501-503-70220	Chemicals Zinc Ortho	40,376.18
501-503-70230	Chemicals Chlorine	2,891.43
501-503-70240	Chemicals Aluminate Sul	9,440.30
501-503-72010	Water, Gas, Sanitation &	89.62
501-503-72020	Electric	304,776.22
501-503-72030	Telephone	706.33
501-503-80010	Water Purchases	27,497.92
501-503-82030	Equipment Rental	32.00
501-503-84010	Office Equip. Repairs &	47.13
501-503-84020	Major Equip. Repairs &	20,374.13
501-503-84030	Buildings Repairs & Mai	1,276.90
501-503-84060	Vehicle Parts, Repairs &	13.49
501-503-88010	City Attorney Fees	1,425.38
501-503-88040	Computer Programming	169.61
501-503-88100	Professional Services	24,501.22
501-503-88130	Grant Writing/Applicatio	724.50
501-503-92090	Taxes, Licenses, & Fees	11,331.00
501-503-98441	Water Revenue Bond Pr	33,162.41
501-508-70010	Office Supplies	38.31
501-508-70060	Small Tools & Equipment	20.70
501-508-70100	Uniforms	167.24
501-508-70130	Street Materials	136.31
501-508-70140	Utility Parts & Supplies	403.90
501-508-70160	Gasoline & Diesel	771.35
501-508-72020	Electric	437.17
501-508-72030	Telephone	212.66
501-508-84010	Office Equip. Repairs &	14.75
501-508-84060	Vehicle Parts, Repairs &	47.38
501-508-86010	Training, Travel, & Confe	356.70
501-508-88040	Computer Programming	116.37
501-508-88100	Professional Services	1,856.25
501-508-88130	Grant Writing/Applicatio	672.00
502-406-70010	Office Supplies	35.14
502-406-70030	Postage & Freight Out	2,202.16
502-406-70040	Printing & Binding	2,022.32
502-406-70160	Gasoline & Diesel	248.26
502-406-72030	Telephone	272.42
502-406-84010	Office Equip. Repairs &	112.58
502-406-86010	Training, Travel, & Confe	50.56
502-406-88010	City Attorney Fees	14.58
502-406-88030	Accounting/Auditing	80.00
502-406-88040	Computer Programming	210.34
502-406-92090	Taxes, Licenses, & Fees	2,230.81
502-510-70010	Office Supplies	38.30
502-510-70060	Small Tools & Equipment	20.70
502-510-70100	Uniforms	383.24
502-510-70140	Utility Parts & Supplies	3,379.70
502-510-70160	Gasoline & Diesel	771.35
502-510-70440	Miscellaneous Supplies	47.36
502-510-72020	Electric	1,829.08

Account Summary

Account Number	Account Name	Payment Amount
502-510-72030	Telephone	546.10
502-510-80020	PG&E Wholesale Transp	93,001.33
502-510-80030	Gas Purchases for Resale	250,343.46
502-510-84010	Office Equip. Repairs &	48.34
502-510-84060	Vehicle Parts, Repairs &	2.69
502-510-88040	Computer Programming	279.40
502-510-88100	Professional Services	2,836.25
502-510-88130	Grant Writing/Applicatio	672.00
503-406-70010	Office Supplies	19.64
503-406-70030	Postage & Freight Out	1,447.13
503-406-70040	Printing & Binding	1,328.95
503-406-70160	Gasoline & Diesel	163.14
503-406-72030	Telephone	155.70
503-406-84010	Office Equip. Repairs &	62.91
503-406-86010	Training, Travel, & Confe	38.43
503-406-88010	City Attorney Fees	9.58
503-406-88030	Accounting/Auditing	232.00
503-406-88040	Computer Programming	119.34
503-406-92090	Taxes, Licenses, & Fees	1,465.96
503-520-70010	Office Supplies	14.47
503-520-70100	Uniforms	123.79
503-520-70140	Utility Parts & Supplies	1,095.40
503-520-70160	Gasoline & Diesel	218.76
503-520-72010	Water, Gas, Sanitation &	1,656.14
503-520-72020	Electric	28,803.43
503-520-72030	Telephone	144.08
503-520-82030	Equipment Rental	16.00
503-520-84010	Office Equip. Repairs &	49.14
503-520-84020	Major Equip. Repairs &	727.20
503-520-84030	Buildings Repairs & Mai	30.00
503-520-88040	Computer Programming	220.66
503-520-88080	Laboratory	85.89
503-520-88100	Professional Services	1,200.00
503-520-88130	Grant Writing/Applicatio	672.00
503-520-98040	Major Machinery & Equi	8,155.69
503-521-70010	Office Supplies	22.16
503-521-70100	Uniforms	167.20
503-521-70130	Street Materials	96.77
503-521-70140	Utility Parts & Supplies	61.57
503-521-70160	Gasoline & Diesel	771.34
503-521-70440	Miscellaneous Supplies	112.72
503-521-72010	Water, Gas, Sanitation &	225.35
503-521-72020	Electric	1,524.24
503-521-72030	Telephone	350.17
503-521-84010	Office Equip. Repairs &	8.18
503-521-84020	Major Equip. Repairs &	404.10
503-521-84030	Buildings Repairs & Mai	47.41
503-521-84060	Vehicle Parts, Repairs &	47.37
503-521-88040	Computer Programming	218.44
503-521-88100	Professional Services	1,200.00
503-521-88130	Grant Writing/Applicatio	672.00
503-521-98994	La Questa Lift Station Re	1,371.96
504-406-70010	Office Supplies	2.16
504-406-70030	Postage & Freight Out	125.84
504-406-70040	Printing & Binding	115.53
504-406-70160	Gasoline & Diesel	14.19
504-406-72030	Telephone	16.08
504-406-84010	Office Equip. Repairs &	6.92

Account Summary

Account Number	Account Name	Payment Amount
504-406-86010	Training, Travel, & Confe	2.02
504-406-88010	City Attorney Fees	0.84
504-406-88030	Accounting/Auditing	8.00
504-406-88040	Computer Programming	12.32
504-406-92090	Taxes, Licenses, & Fees	127.48
504-530-88170	Mid Valley Sanitation Se	187,310.61
504-535-70100	Uniforms	57.65
504-535-70160	Gasoline & Diesel	1,308.32
504-535-72030	Telephone	3.78
504-535-84060	Vehicle Parts, Repairs &	48.16
504-535-88100	Professional Services	39.50
815-609-88100	Professional Services	2,525.86
820-610-70010	Office Supplies	0.56
820-610-72030	Telephone	4.12
820-610-84010	Office Equip. Repairs &	1.81
820-610-86010	Training, Travel, & Confe	10.11
820-610-88030	Accounting/Auditing	80.00
820-610-88040	Computer Programming	1.09
820-610-88100	Professional Services	430.00
950-000-31100	Federal Withholding	47,595.11
950-000-31200	State Income Tax Withh	19,716.41
950-000-31300	FICA Withheld	67,148.12
950-000-31400	Medicare Insurance Wit	15,704.28
950-000-31500	State Disability Insuranc	6,182.97
950-000-32100	Employee Deferred Com	30,261.44
950-000-32350	ER Long Term Disability	2,578.82
950-000-32400	Life Insurance	1,051.57
950-000-33000	CLOCEA Dues Withheld	1,502.25
950-000-33200	CPOA Dues Withheld	1,758.24
950-000-33300	Fire Assoc. Dues Withhel	1,960.00
950-000-34010	Other W/H Garnishment	1,395.66
950-000-34050	Garnishment Service Fe	682.90
950-000-34060	Prepaid Legal Services	296.38
950-000-34500	Unreimbursed Med/Dep	822.98
950-000-34610	AFLAC Administration Fe	75.00
	Grand Total:	**1,643,921.98**

Project Account Summary

Project Account Key		Payment Amount
None		1,643,921.98
	Grand Total:	**1,643,921.98**

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Approve Loan Forgiveness Program for Coalinga Residents Hired as Police Officers with Coalinga Police Department
Meeting Date:	Thursday, March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Marissa Trejo, City Manager

I. RECOMMENDATION:

This item was requested as a future agenda item by Councilman Adkisson. City Manager recommends.

II. BACKGROUND:

Currently, the City of Coalinga has multiple Police Officer vacancies. Agencies throughout California are struggling to hire Police Officers. Councilman Adkisson's idea with this program is to encourage local Coalinga residents to become Police Officers to serve their own community in hopes this will not only help recruit Police Officers, but also help retain Police Officers long term as Coalinga is already their home.

III. DISCUSSION:

In order to try to recruit Coalinga residents to become Police Officers, Councilman Adkisson has requested a future agenda item which would provide student loan forgiveness.

Program Guidelines:
Coalinga residents who enroll in a police academy and obtain a Basic POST Certificate who are then hired by the City of Coalinga as a Police Officer may have their student loans forgiven based on the following schedule:

$3,000 payable to the loan provider on behalf of the Police Officer after successfully completing one year of service to the City of Coalinga, passing probation, and obtaining at minimum overall rating of competent on the annual performance evaluation;

$3,000 payable to the loan provider on behalf of the Police Officer after successfully completing two years of service to the City of Coalinga and obtaining a minimum overall rating of competent on the annual performance evaluation;

$3,000 payable to the loan provider on behalf of the Police Officer after successfully completing three years of service to the City of Coalinga and obtaining a minimum overall rating of competent on the annual performance evaluation;

$3,000 payable to the loan provider on behalf of the Police Officer after successfully completing four years of service to the City of Coalinga and obtaining a minimum overall rating of competent on the annual performance evaluation.

The loan forgiveness maximum is $12,000 which should be a sufficient amount for a Coalinga citizen to

obtain in order to fully fund the cost of the Police Academy and other associated costs such as commuting.

To be eligible for loan forgiveness, Police Officers would need to provide acceptable proof to the City Manager verifying that they were residents of the City of Coalinga prior to enrolling in the Police Academy and that they started the Police Academy after this program was approved by the Coalinga City Council.

Participants are required to secure their own loans. The City will not be a party on the loan or responsible for loan repayment.

If a Coalinga resident obtains a loan and a Basic POST Certificate, there is no guarantee of an employment offer from the City of Coalinga.

IV. ALTERNATIVES:

Do not approve.

V. FISCAL IMPACT:

The total fiscal impact would be up to $12,000 per hired Police Officer who meets the criteria. The cost would come from the General Fund and is not budgeted. However, the true cost will likely be offset by reduced employee turnover.

ATTACHMENTS:

File Name	Description
No Attachments Available	

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Direct Staff to Bring Council Cost Estimates and Proposed Locations for a Dog Park
Meeting Date:	Thursday, March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Marissa Trejo, City Manager

I. RECOMMENDATION:

This item was requested as a Future Agenda Item by Councilman Ramirez. There is no staff recommendation.

II. BACKGROUND:

III. DISCUSSION:

This item would direct staff to prepare proposed locations and estimates for a dog park.

IV. ALTERNATIVES:

Do not direct staff to bring back estimates and site proposals.

V. FISCAL IMPACT:

None at this time.

ATTACHMENTS:

File Name	Description
No Attachments Available	

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Direct Staff to Bring Council Cost Estimates for Installing Cement or Decorative Rock throughout Sunset Street Parkway
Meeting Date:	March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Sean Brewer, Assistant City Manager

I. RECOMMENDATION:

This is a future agenda item requested by Councilman Adkisson. There is no staff recommendation.

II. BACKGROUND:

III. DISCUSSION:

This item directs staff to bring back cost estimates to have cement or decorative rock installed throughout Sunset Street Parkway.

IV. ALTERNATIVES:

Do not direct staff to bring back cost estimates.

V. FISCAL IMPACT:

None at this time.

ATTACHMENTS:

File Name	Description
No Attachments Available	

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Adopt Resolution No. 4070 Approving Caltrans Proposed Project (06-0X290) on Highway 33
Meeting Date:	March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Sean Brewer, Assistant City Manager

I. RECOMMENDATION:

City Manager and Assistant City Manager recommend Adopting Resolution Approving Caltrans Proposed Project (06-0X290)

II. BACKGROUND:

This is the second in a series of presentations to the City Council (Council) by Caltrans. The first meeting occurred on February 18, 2021.

Caltrans is currently designing improvements on SR 33 within the City. The project limits are from the intersection of Merced Avenue (PM 14.7) to Los Gatos Creek South Channel Bridge (PM 16.7). As noted at the June 2, 2021 and February 3rd Council meetings, Caltrans is proposing complete streets elements be constructed downtown within this Project.

This second meeting (3/3/2022) will allow Council the opportunity to formally consider Caltrans proposed plan, make recommendations to be included in the plan and approve if Council determines the proposal to be in the interest of and benefit of the City of Coalinga.

III. DISCUSSION:

The complete street elements advance our goal to engage the community and collaborate with local officials and incorporate active transportation to our local state highways that serve as main streets in our small rural and disadvantage communities. The project fulfills the City of Coalinga needs as identified by the City of Coalinga Active Transportation Plan to increase walking, biking, and the use of public transportation to improve air quality and enhance the safety of school children and their families who travel to and from school. Furthermore, the bicycle lanes, and the enhanced crosswalks will promote riding and walking since the center of the city is within a 5-minute bike ride and 10-minute walking from most places.

Caltrans noted that the project is anticipated to cost $13.5 million, which includes $5.2 million for complete street enhancements as described below. The project scope is described below.

The scope of the Project includes:

- Complete Street elements from the intersection of Elm Street and 5th Street (PM 15.7) to Cambridge Avenue (PM 16.6) in the Downtown Area (slightly less than 1 mile in length) include:

- Road reduction (road diet)
- Center turning lane
- On-street parking
- Pedestrian refuge islands
- Curb extension bulb out at the sidewalks
- New sidewalk to eliminate gaps
- Green striping at conflict zones
- One new transit bus stop
- Enhanced cross walks and additional cross walks
- Rectangular rapid flashing beacons
- Class II buffered and Class II bike lanes
- Bike parking
- Class II buffered bike lanes and Class II bike lanes are proposed for the rest of the project limits except between Merced Avenue and Thompson Street and between Forrest Avenue and Elm Avenue where the existing pavement is too narrow to accommodate. The incorporation of the bike lane will eliminate on-street parking.
- Reconstruction of 6.3 miles of existing pavement
- Installation and/or upgrade of 61 curb ramps
- High visibility crosswalk striping
- Installation of traffic signal components
- New sidewalks to eliminate gaps
- Rectangular rapid flashing beacons

A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe and inclusive mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

The purpose of this meeting is to provided Council the opportunity to consider approval of Caltrans proposal of a road diet to reduce the number of travel lanes. Council will also have a greater opportunity to address specific design criteria that might normally be accommodate under a workshop setting.

IV. ALTERNATIVES:

- Do not support the project and do not approve Resolution No. 4070 - Staff does not recommend.

V. FISCAL IMPACT:

There will not be a fiscal impact to the City General Fund associated directly with this project nor is it anticipated the project itself will have an impact as the project is managed and funded by Caltrans.

ATTACHMENTS:

File Name	Description
Resolution_No._4070_-_Support_of_HWY33_Project.docx	Resolution No. 4070 - HWY33 Improvement Project

RESOLUTION NO. 4070

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COALINGA, CALIFORNIA APPROVING CALTRANS PROPOSED COMPLETE STREETS AND ROADWAY REHABILITATION IMPROVEMENT PROJECT (06-0X290)

WHEREAS, Caltrans is currently in the project and environmental document approval (PA&ED) stage for the Downtown Coalinga Complete Streets and Roadway Rehabilitation Project (06-0X290); and

WHEREAS, Caltrans has assigned $14.5 million toward to this Project; and

WHEREAS, time is of the essence to ensure moving forward to completion of this Project; and

- **WHEREAS**, a portion of the proposed project includes complete street improvements (road diet) that reduces the number of through travel lanes from 4 to 3 lanes along with buffered bike lanes from 5th Street to just north of Cambridge Avenue and will Class II buffered bike lanes and Class II bike lanes are proposed for the rest of the project limits except between Merced Avenue and Thompson Street and between Forrest Avenue and Elm Avenue where the existing pavement is too narrow to accommodate. The incorporation of the bike lane will eliminate various areas of on-street parking.

WHEREAS, prior to completing PA&ED, Caltrans has asked for formal approval by the City to reduce the number of travel lanes and remove on-street parking on Polk Street throughout various blocks to accommodate bike lanes.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF COALINGA hereby resolves, finds, determines and orders as follows:

1. The above recitals are true and correct.

2. The City is in favor of completion of this Project (06- 0X290)

3. This resolution is effective immediately upon adoption.

* * * * * * * *

THE FOREGOING RESOLUTION was passed and adopted by the City of Coalinga this 3rd day of March, 2022.

AYES:

NOES:

ABSTAIN:

ABSENT:

Signed: _____
Mayor/Mayor Pro-Tem

ATTEST:

Signed: _____
City Clerk/Deputy City Clerk

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Adopt Resolution No. 4071 Formally Adopting the 2020 Urban Water Management Plan and Water Shortage Contingency Plan Approved at a Noticed Public Hearing on February 17, 2022
Meeting Date:	March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Larry Miller, Public Works & Utilities Coordinator

I. RECOMMENDATION:

Council adoption of Resolution No. 4071 adopting the 2020 Urban Water Management Plan and Water Shortage Contingency Plan that was originally approved on February 17, 2022.

II. BACKGROUND:

On February 17, 2022, City Council voted to adopt the 2020 Urban Water Management Plan and Water Shortage Contingency Plan however the resolution was not attached for formal approval.

III. DISCUSSION:

On February 17 2022, the Council voted to adopt this plan. Authorizing this item means the Resolution will be adopted according to the votes cast at the February 17, 2022 Council Meeting.

IV. ALTERNATIVES:

Council may reject the authorization to adopt by resolution according to votes cast during the February 17th, 2022 meeting, and instead restart the public hearing process. Staff does not recommend this course of action.

V. FISCAL IMPACT:

None

ATTACHMENTS:

File Name	Description
RESO#4071_2020UWMP.docx	Resolution No. 4071 - 2020 UWMP

RESOLUTION # 4071

A RESOLUTION OF THE CITY OF COALINGA ADOPTING THE 2020 URBAN WATER MANAGEMENT PLAN TO BE SUBMITTED TO THE CALIFORNIA DEPARTMENT OF WATER RESOURCES

WHEREAS, the California legislature has enacted the Urban Water Management Plan Planning Act, California Water Code Sections 10610-10656, as amended which requires every urban water supplier providing water to more than 3,000 customers or supplying more than 3,000 acre-feet of water annually to prepare an Urban Water Management Plan and Water Shortage Contingency Plan ("Plans") that has as its primary objective the conservation and efficient use of water, and

WHEREAS, the City of Coalinga ("City"), a municipal utility, is an urban water supplier providing water to a population over 17,000; and

WHEREAS, the City adopted a Plan in 2015 in accordance with State requirements; and

WHEREAS, the Plans must be reviewed at least once every five years by the City, which must amend the Plans, as necessary, after it has conducted a review; and

WHEREAS, the preparation of the updated Plans has been coordinated with other public agencies to the extent practicable; and

WHEREAS, the Plans must be adopted, after its first made available for public inspection and public hearing is noticed and held, and must be filed with the California Department of Water Resources within thirty days of adoption; and

WHEREAS, a noticed public hearing on the draft Plans were held by City Council on February 17, 2022, at which time public comments were heard and considered.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COALINGA THAT:

SECTION 1. The Council hereby adopts the 2020 Urban Water Management Plan and Water Shortage Contingency Plan of the City of Coalinga, which shall be filed with the City Clerk. The City Manager is hereby authorized and directed to file the 2020 Urban Water Management Plan and Water Shortage Contingency Plan of the City of Coalinga with the California Department of Water Resources.

SECTION 2. The Council finds and determines that, under California Water Code Section 10652, the adoption of the Plan and this Resolution does not constitute a project under the California Environmental Quality Act, and no environmental assessment is required.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Coalinga held on this 3rd day of March, 2022 by the following vote:

AYES:

ABSENT:

NOES:

ABSTAIN:

APPROVED:

_____

Ron Ramsey, Mayor, City of Coalinga

ATTEST:

_____

Shannon Jensen, City Clerk, City of Coalinga

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Adopt Resolution No. 4072 Approving the City of Coalinga's Local Road Safety Plan Included in the Multijurisdictional Local Safety Plan
Meeting Date:	March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Larry Miller, Public Works & Utilities Coordinator

---

I. RECOMMENDATION:

Council adoption of Resolution No. 4072 approving the Local Road Safety Plan.

II. BACKGROUND:

The Multijurisdictional Local Road Safety Plan (MLRSP) was initiated by FCOG and completed by their consultants Kittelson & Associates, Inc. (Kittelson) and Toole Design Group (TDG) to enable ten of the FCOG member agencies to prepare their first local road safety plans.

The ten participating local jurisdictions are:
- City of Clovis
- City of Coalinga
- City of Firebaugh
- Fresno County (Unincorporated)
- City of Huron
- City of Kerman
- City of Mendota
- City of Orange Cove
- City of San Joaquin
- City of Selma

The focus of the MLRSP's development is to identify the following for each of the local jurisdictions:
- Crash patterns and trends
- Systemic engineering treatments to help reduce crash risk
- Education, enforcement, and/or emergency services strategies to help improve roadway safety
- High priority locations for projects with supporting design concepts
- Highway Safety Improvement Program (HSIP) grant applications to facilitate securing funding for high priority safety projects.

III. DISCUSSION:

The MLRSP document presents an LRSP for each of the above local agencies, including the City of Coalinga. The LRSPs were informed by technical analysis as well as input from key stakeholders and input from the general public. The introductory chapter of the MLRSP describes the process used to develop the plans, the types of strategies identified for each local agency, and FCOG's

regional efforts to improve roadway safety. The next ten chapters of the MLRSP then presents each local jurisdiction's LRSP. The City of Coalinga's LRSP is included in Chapter 8.

IV. ALTERNATIVES:

Do not adopt Resolution No. 4072 approving the Local Road Safety Plan. Staff does not recommend.

V. FISCAL IMPACT:

There is no direct fiscal impact of approval of this document. FCOG funded the preparation of the MLRSP. The Federal Highway Administration and Caltrans will now be requiring a municipality to have an approved LRSP in order to apply for funding through the Highway Safety Improvement Program (HSIP) starting with the upcoming cycle.

ATTACHMENTS:

File Name	Description
RESO#4072_Multi-Jurisdictional_Local_Road_Safety_PLan_(MJLRSP)_030322.pdf	Resolution No. 4072 - Multijurisdictional Local Road Safety Plan
Fresno-COG-MLRSP_Final-Report-Part-1.pdf	MLRSP Document

RESOLUTION NO. 4072

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COALINGA APPROVING THE CITY OF COALINGA'S LOCAL ROAD SAFETY PLAN INCLUDED IN THE MULTIJURISDICTIONAL LOCAL ROAD SAFETY PLAN

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

WHEREAS, Fresno Council of Governments (FCOG) initiated the preparation of the Multijurisdictional Local Road Safety Plan (MJLRSP) to enable ten of the member agencies to prepare their first Local Road Safety Plan (LRSP); and

WHEREAS, the City has worked with the FCOG and their consultant team to develop a LRSP which analyzes historical crash patterns and trends in order to identity countermeasures to reduce the number and severity of future crashes; and

WHEREAS, the LRSP will increase the City's eligibility for various transportation grant programs, including the Highway Safety Improvement Program (HSIP), and will provide additional guidance for the development of safe streets and roads.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COALINGA THAT, the City Council of the City of Coalinga hereby approves the City of Coalinga's Local Road Safety Plan as included in the Multijurisdictional Local Road Safety Plan dated January 2022 by FCOG.

PASSED AND ADOPTED by the City Council of the City of Coalinga at a regular meeting held on this **3rd day of March, 2022** by the following vote:

AYES:

ABSENT:

NOES:

ABSTAIN:

APPROVED:

_____

Ron Ramsey, Mayor, City of Coalinga

ATTEST:

_____

Shannon Jensen, City Clerk, City of Coalinga

MULTIJURISDICTIONAL LOCAL ROAD SAFETY PLAN

January 2022

Fresno Council of Governments

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

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

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

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

Project No. 26012

TABLE OF CONTENTS

1.0 INTRODUCTION

PURPOSE AND SCOPE

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

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

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

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

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

PROCESS

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

Stakeholder Engagement Activities

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

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

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

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

Data Summary and Analysis Approach

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

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

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

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

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

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

1.0 INTRODUCTION

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

DESCRIPTIVE ANALYSIS

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

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

SPATIAL ANALYSIS

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

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

ANALYSIS APPROACH

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

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

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

High-Injury Network

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

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

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

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

1.0 INTRODUCTION

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

Table 1: Crash Severity Scores

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

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

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

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

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

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

Excess Predicted Average Crash Frequency Using Method of Moments

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

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

Sliding Window Methodology

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

Results

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

Strategy Types

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

ENGINEERING STRATEGIES

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

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

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

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

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

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

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

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

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

EDUCATION STRATEGIES

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

EMERGENCY SERVICES STRATEGIES

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

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

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

ENFORCEMENT STRATEGIES

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

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

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

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

REGIONAL EFFORTS

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

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

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

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

2.0 CITY OF CLOVIS

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

VISION AND GOALS

The City's vision for roadway safety is:

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

The supporting goals to enable the visions are:

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

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

SAFETY PARTNERS

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

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

PERFORMANCE MEASURES

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

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

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

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

DATA SUMMARY

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

Public Survey Feedback

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

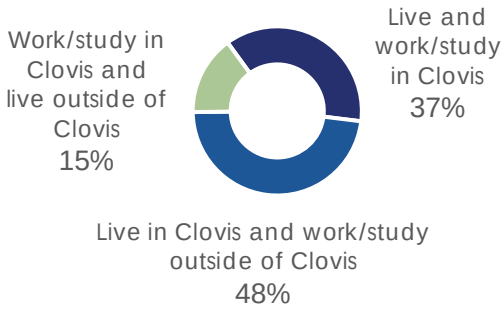
As the primary open public engagement opportunity during MLRSP development, the survey and interactive webmap served a crucial role in illuminating the community's traffic safety concerns and desired traffic safety improvements. Below is a summary of key findings from the online survey and interactive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

2.0 CITY OF CLOVIS

92
PEOPLE RESPONDED

16
LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE



MOST COMMON SAFETY CONCERNS

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

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

Crash Data

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

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

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

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

Roadway Network Data

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

Traffic Volume Data

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

EXISTING ROADWAY SAFETY PERFORMANCE

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

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

All Road Users

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

SEVERITY BY ROAD USER

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

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

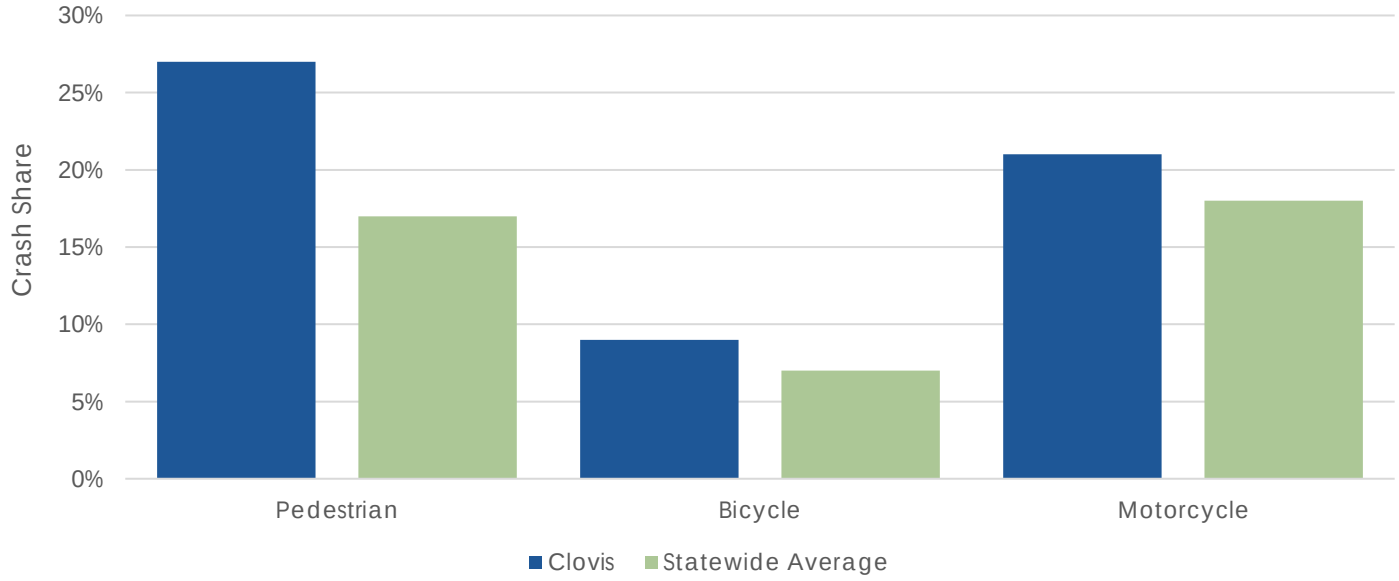
Table 2: Crash Severity by Road User Involved

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

Source: SWITRS, TIMS, Kittelson, 2021.

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

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



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

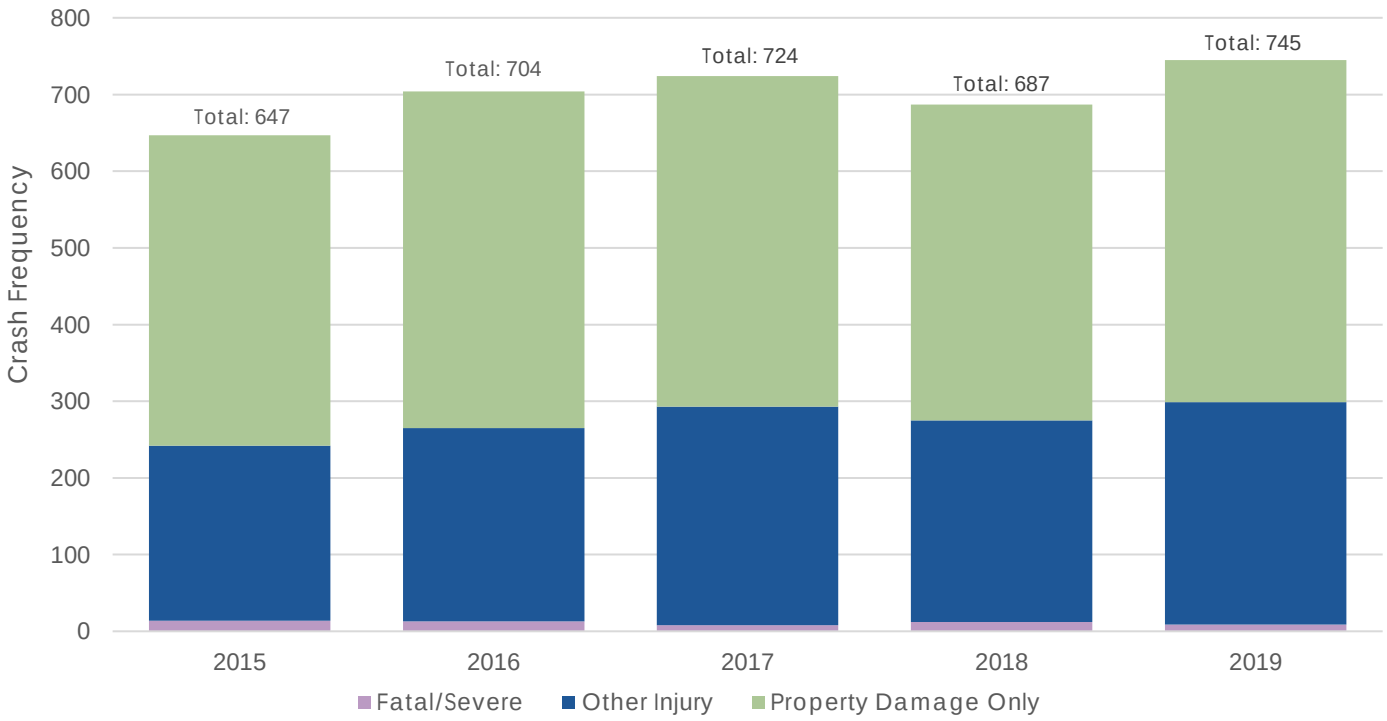
As shown in the figure:

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

YEAR, MONTH, AND WEATHER

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

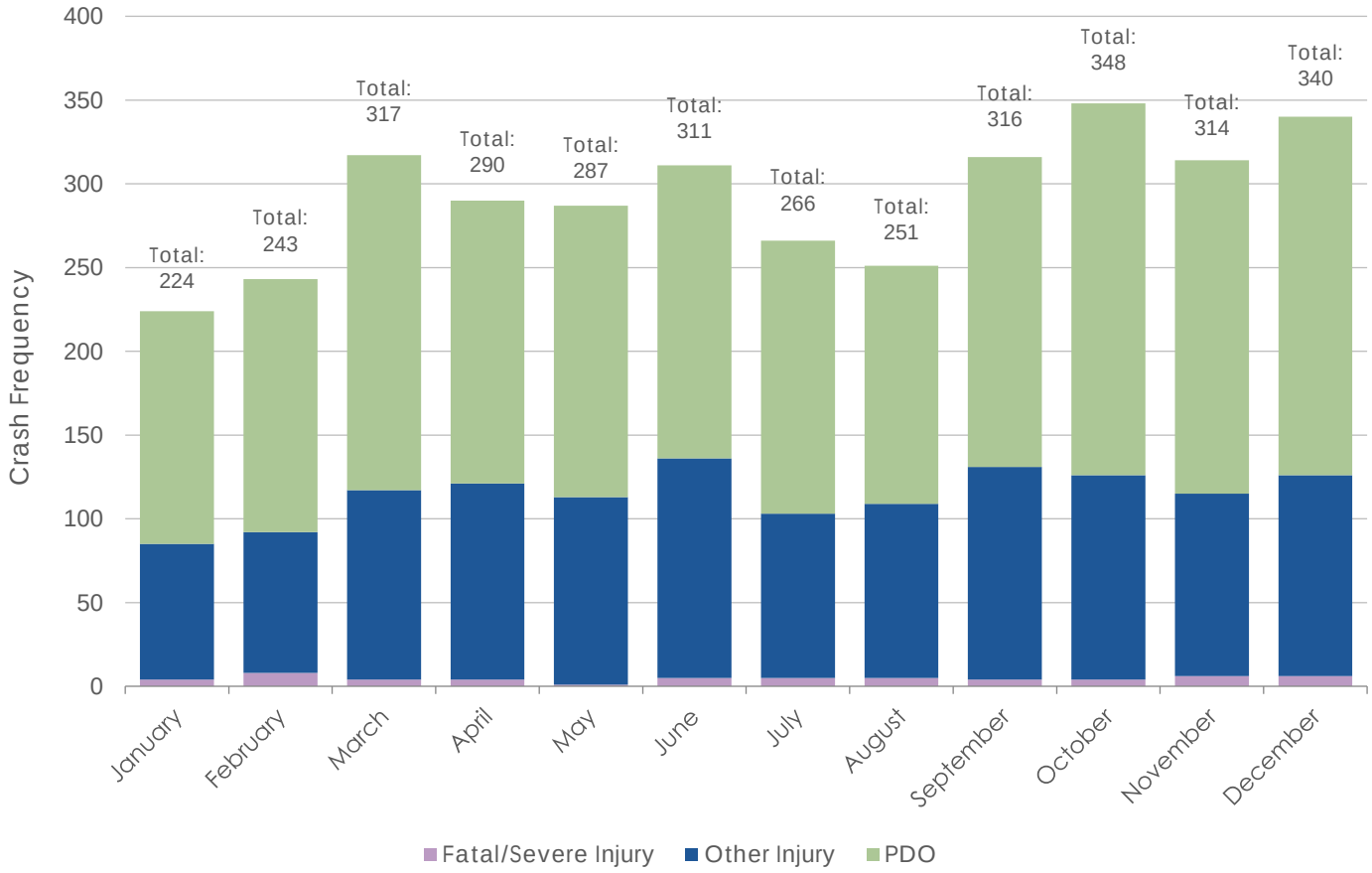
Figure 2: Year-over-Year Trends in Crash Data by Severity



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

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

Figure 3: Crashes by Month and Severity

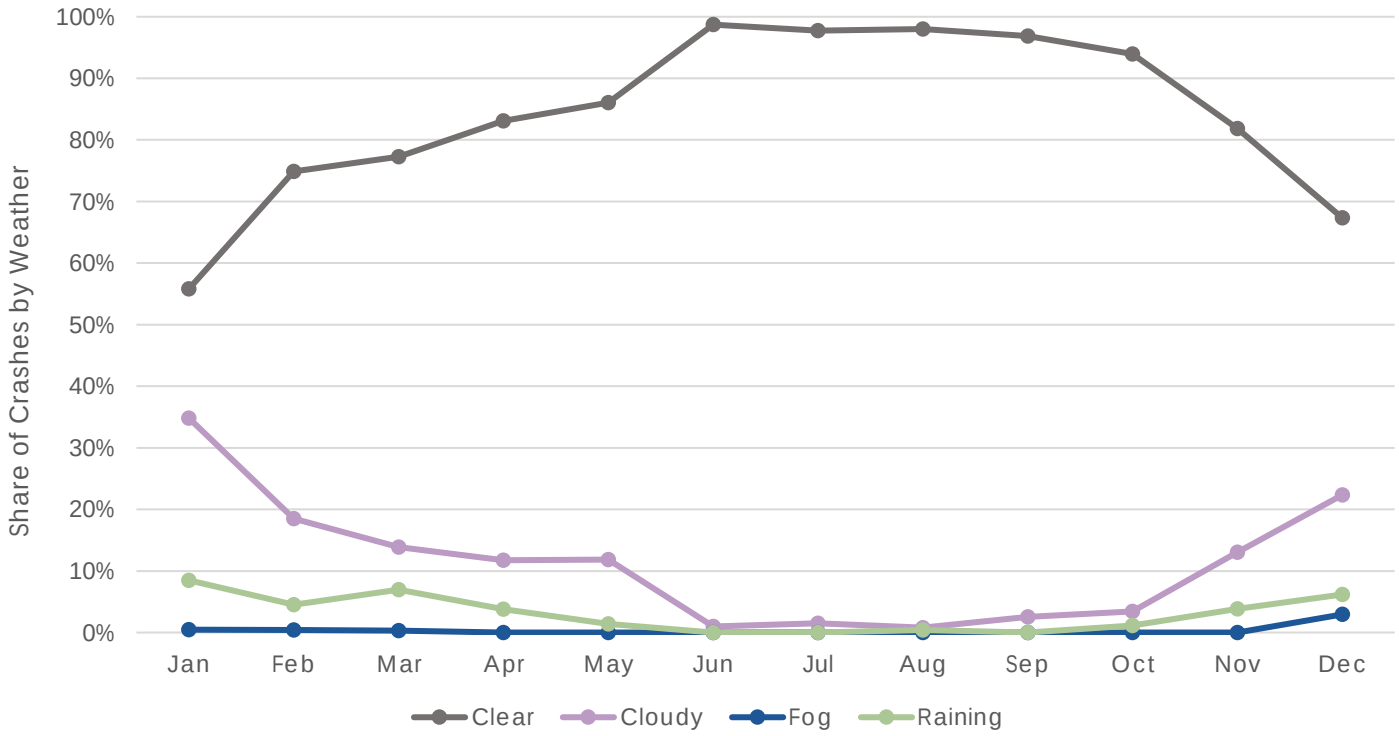


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

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

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

Figure 4: Crashes by Month and Weather Condition



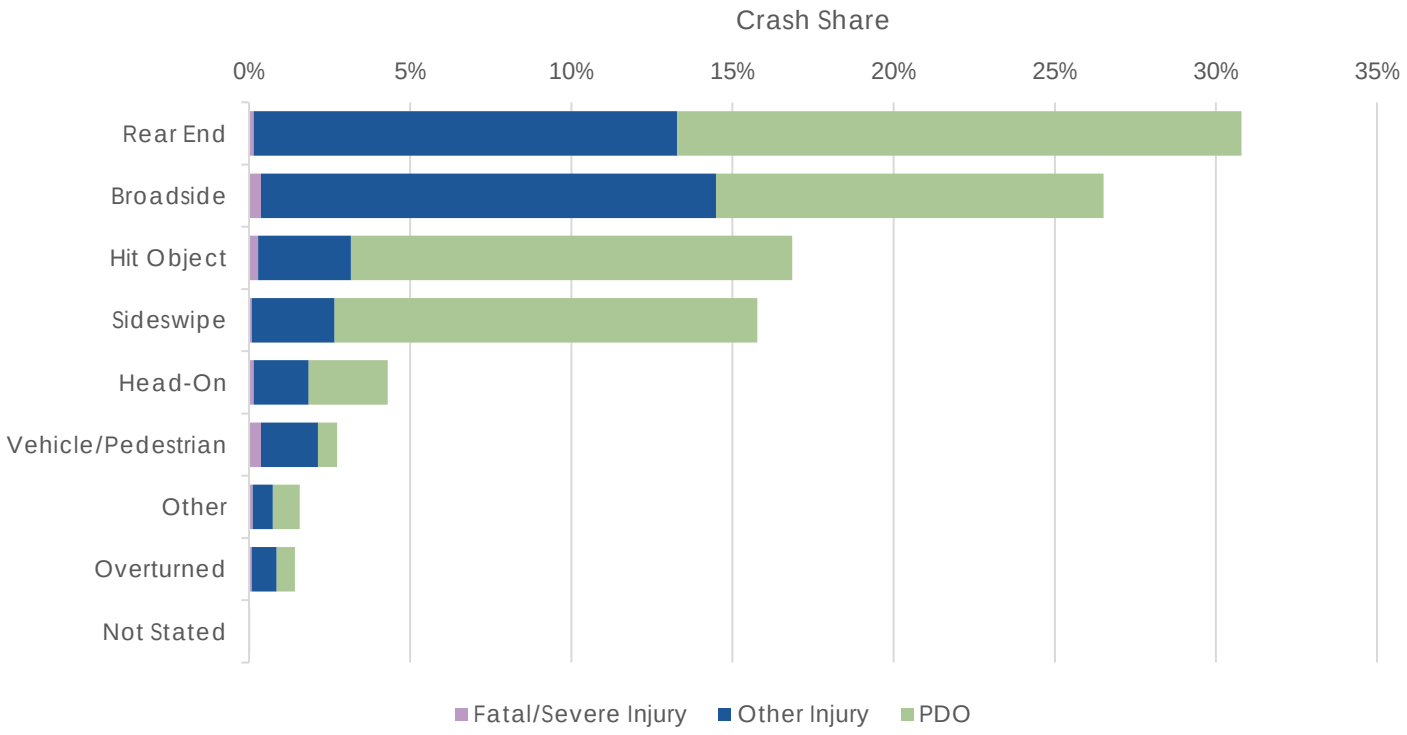
Source: SWITRS, TIMS, Kittelson, 2021.
Note: Only select conditions shown to improve legibility. A small portion of crashes occurred in snowy or windy conditions.

COLLISION TYPE

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

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

Figure 5: Crashes by Collision Type and Severity



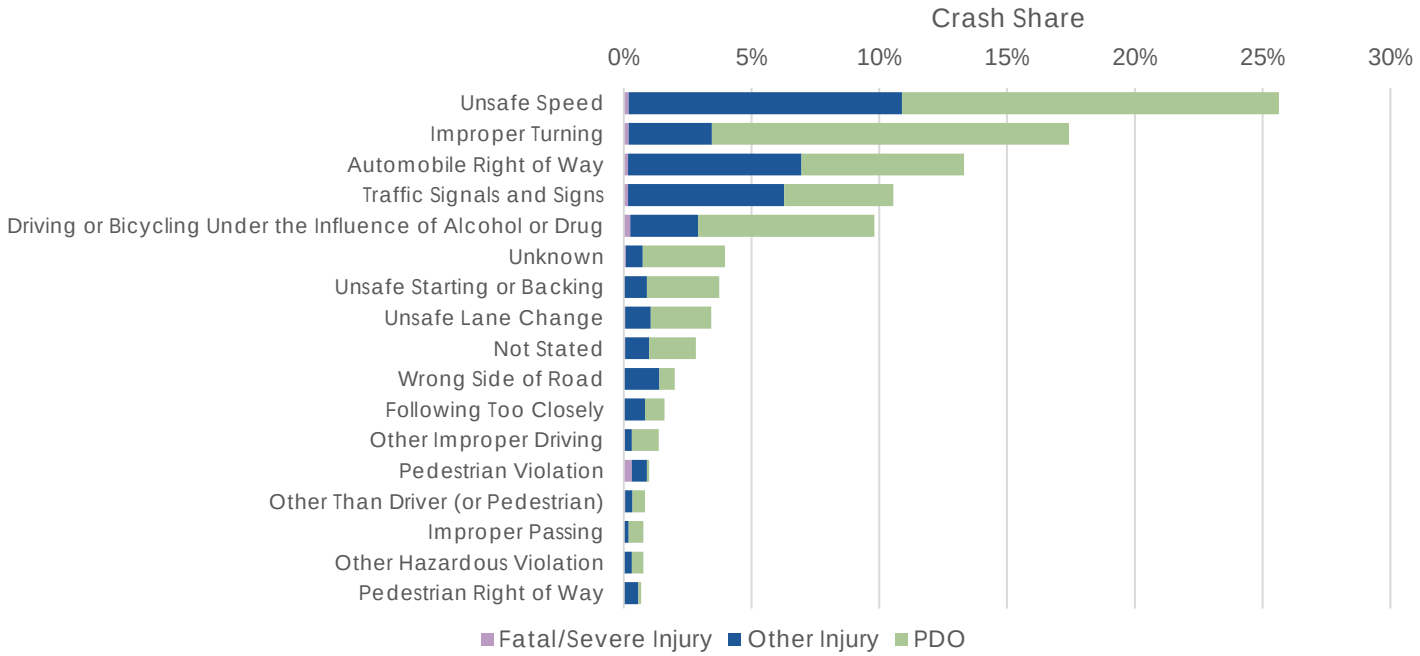
Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

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

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

Figure 6: Crashes by Reported PCF and Severity



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

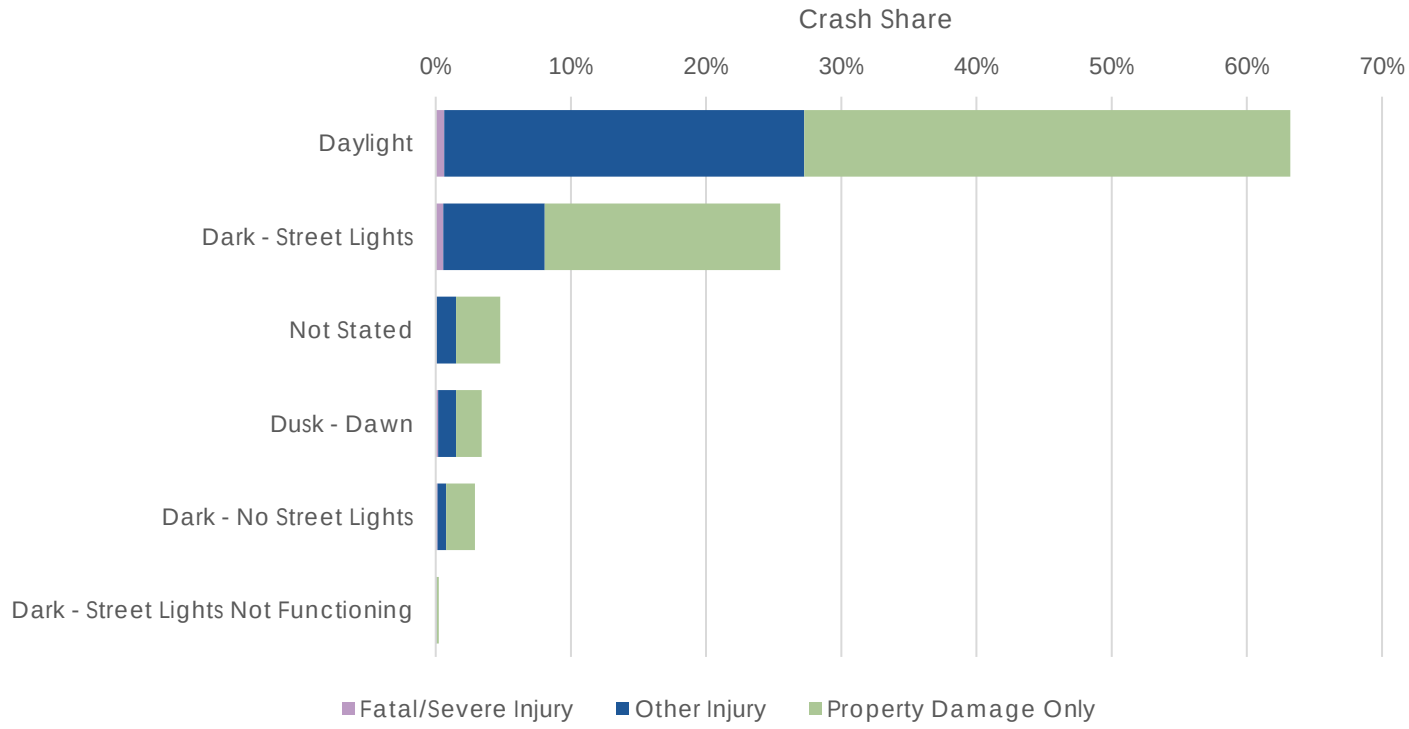
[2] Reported PCF based on CVC violation indicating unsafe speeding on a highway.
[3] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[4] Reported PCF based on CVC violation indicating a driver turning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

LIGHTING

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

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

Figure 7: Crash by Lighting and Severity

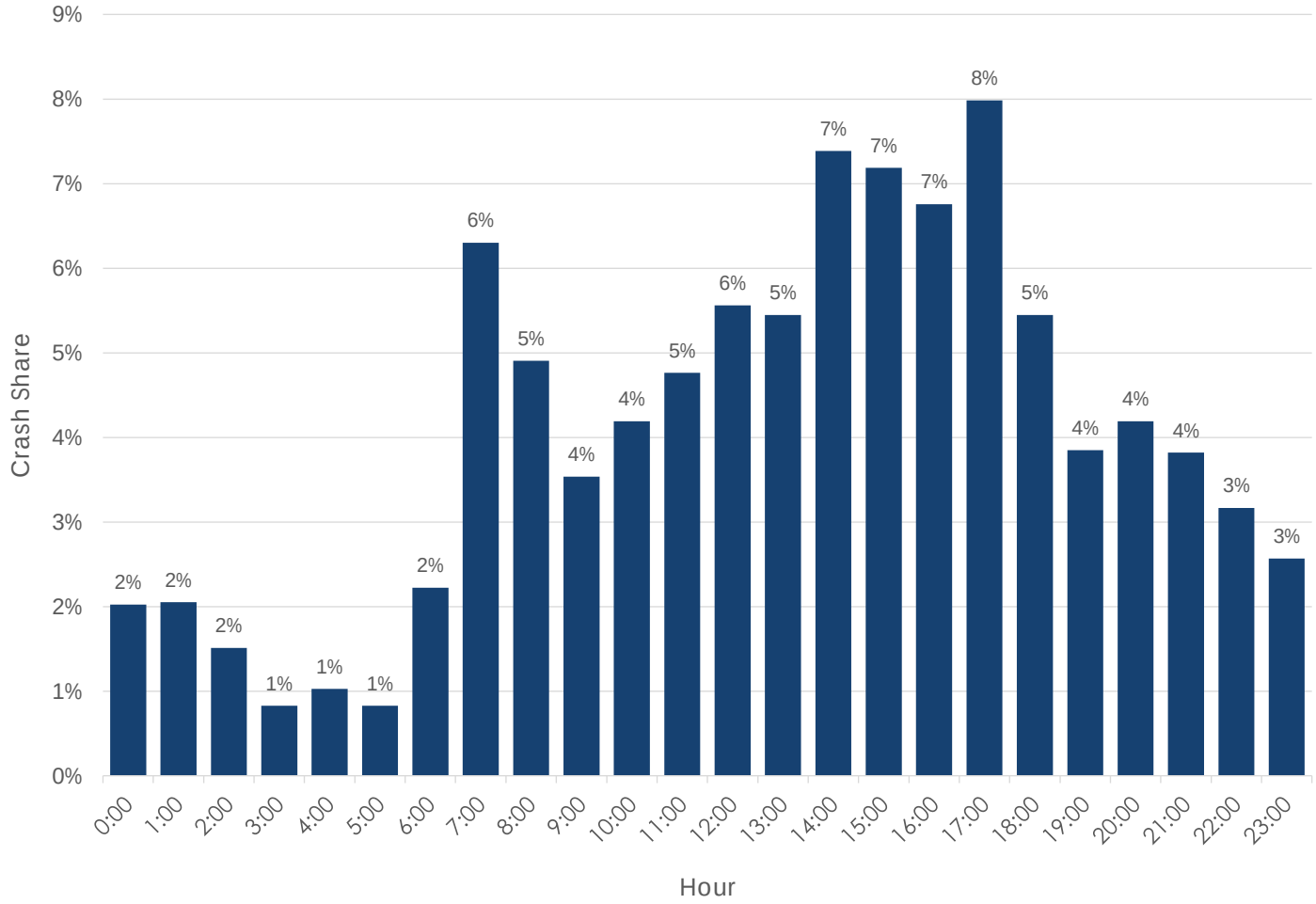


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.

TIME OF DAY

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

Figure 8: Crash Share by Time of Day



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

Pedestrians

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

Table 3: Pedestrian Involved Crash by Severity

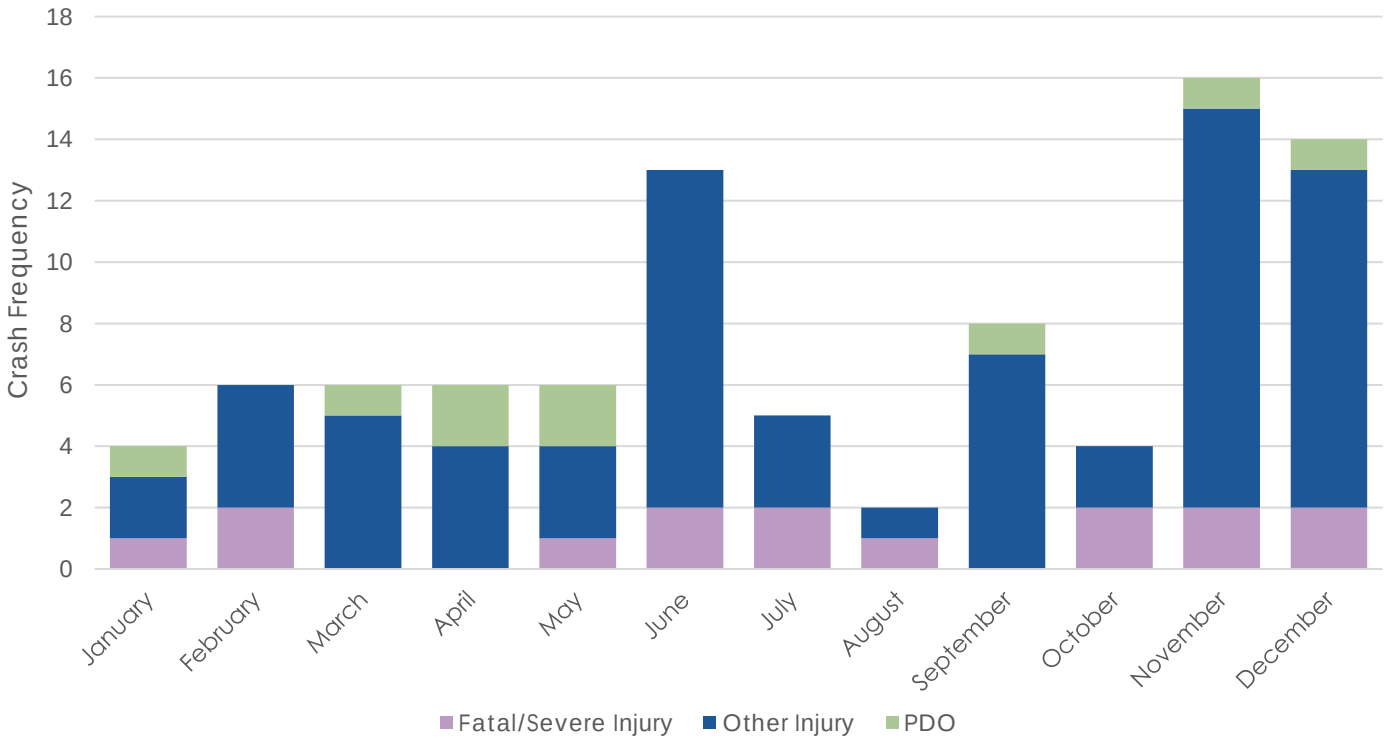
	Fatal (%)	Severe Injury (%)	Visible Injury (%)	Complaint of Pain (%)	Property Damage Only (%)	Total (%)
Pedestrian Involved	4 (4%)	11 (12%)	25 (28%)	41 (46%)	9 (10%)	90 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

SEVERITY AND MONTH

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

Figure 9: Pedestrian Crashes by Month and Severity



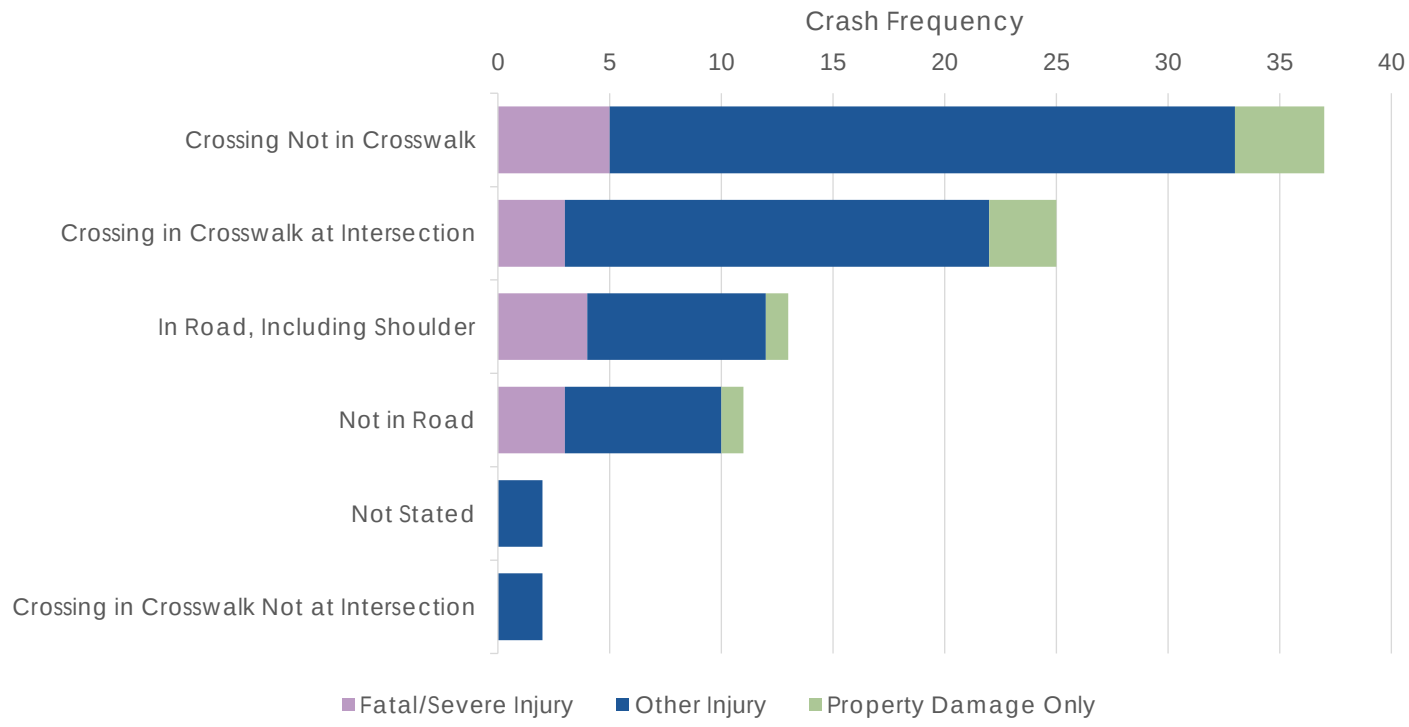
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PEDESTRIAN ACTION AND LOCATION

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

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

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

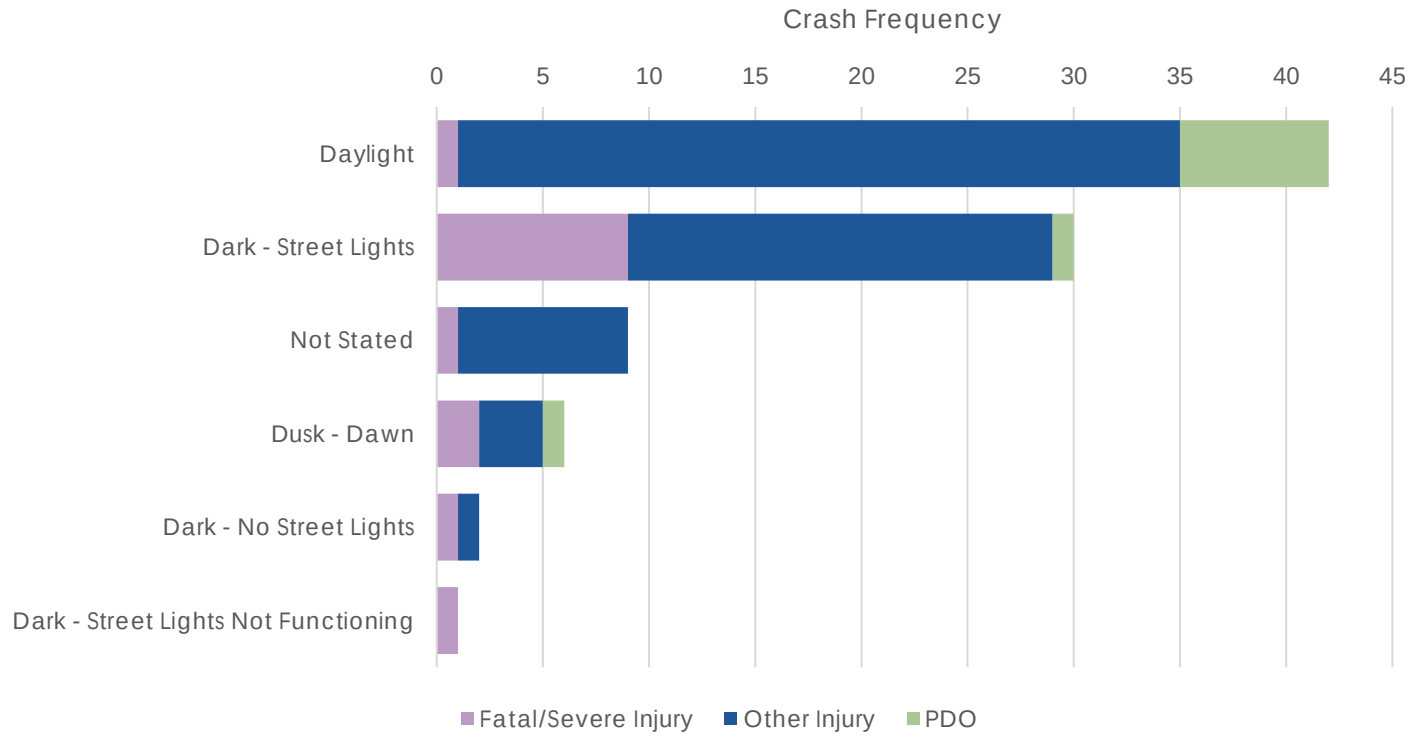


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

LIGHTING

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

Figure 11: Pedestrian Crashes by Lighting and Severity



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

Bicyclists

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

Table 4: Bicycle User Involved Crashes by Severity

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

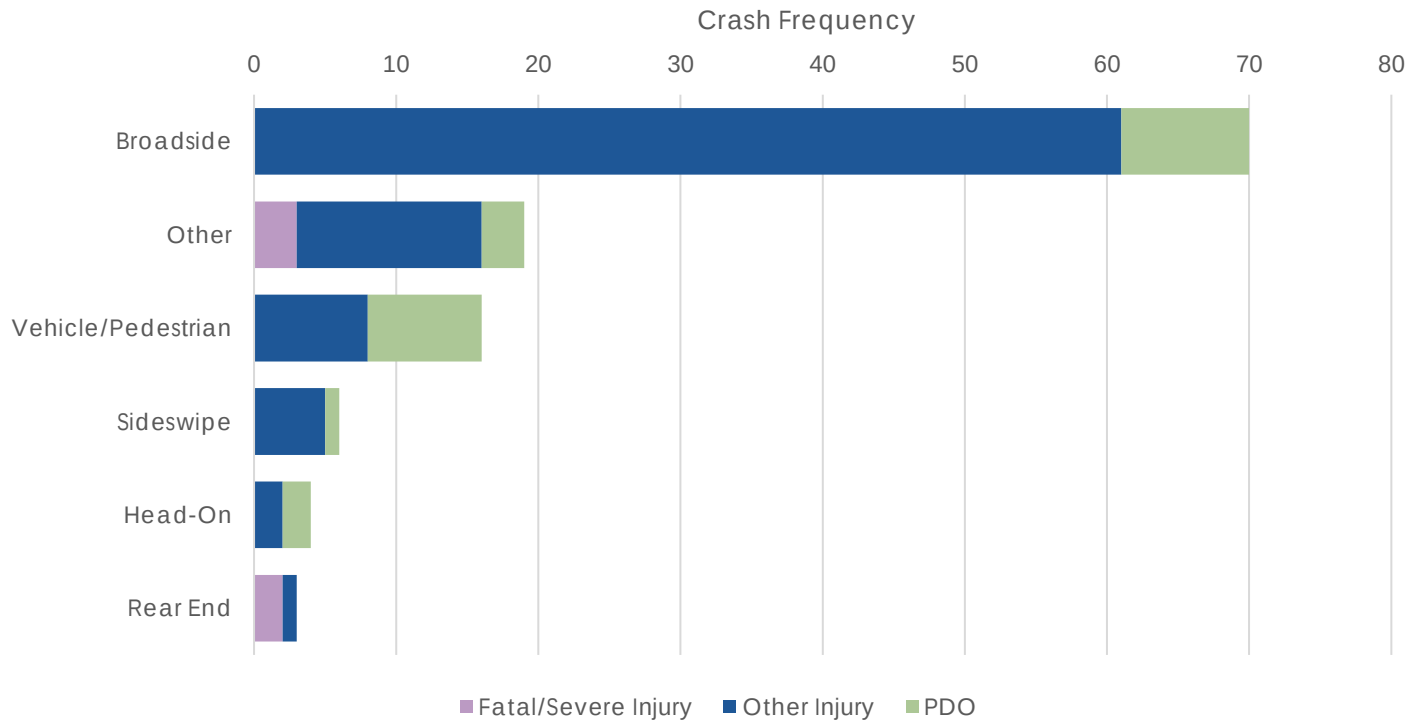
Source: SWITRS, TIMS, Kittelson, 2021.

COLLISION TYPE

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

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

Figure 12: Bicycle Crashes by Collision Type and Severity



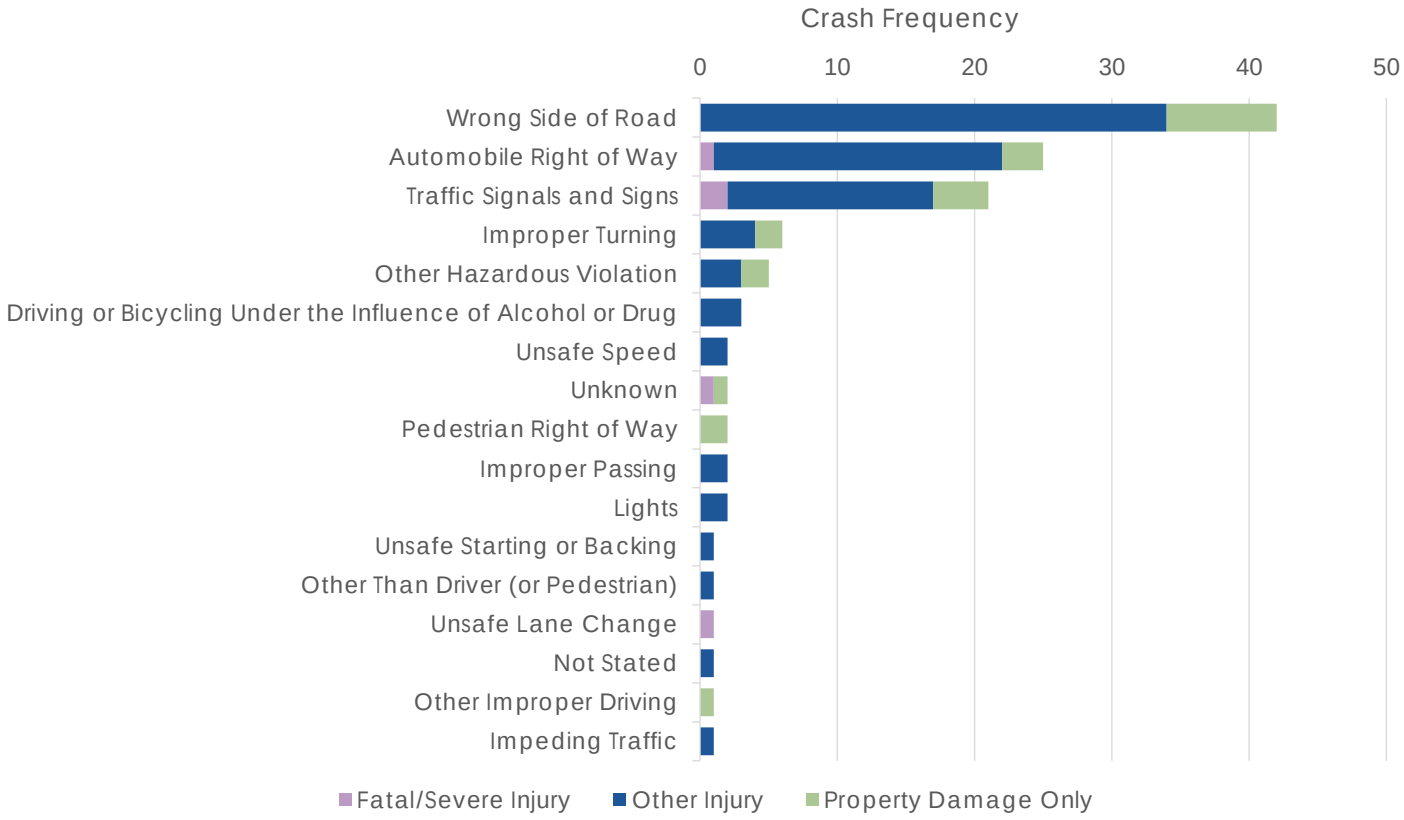
Source: SWITRS, TIMS, Kittelson, 2021.
Notes: Low-frequency collision types excluded from chart to enhance legibility. Those types include: hit object, not stated, or overturned. "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR (PCF)

Figure 13 presents the reported PCF among bicycle crashes.

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

Figure 13: Bicycle Crashes by Primary Collision Factor and Severity



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

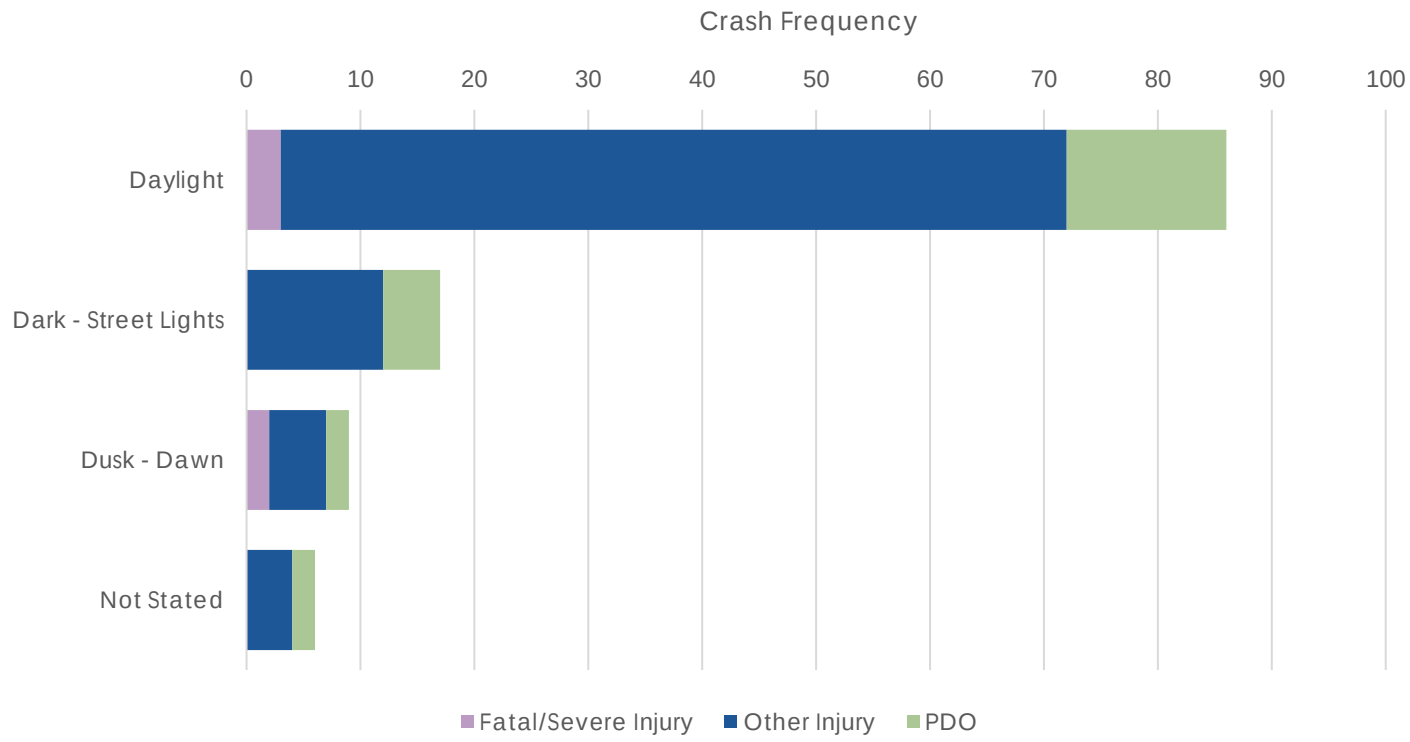
[7] Reported PCF based on CVC violation indicating the driver/rider was on the wrong side of the road.
[8] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[9] Reported PCF based on CVC violation indicating running a red light or failure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

LIGHTING

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

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

Figure 14: Bicycle Crashes by Lighting and Severity



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

Priority Locations

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

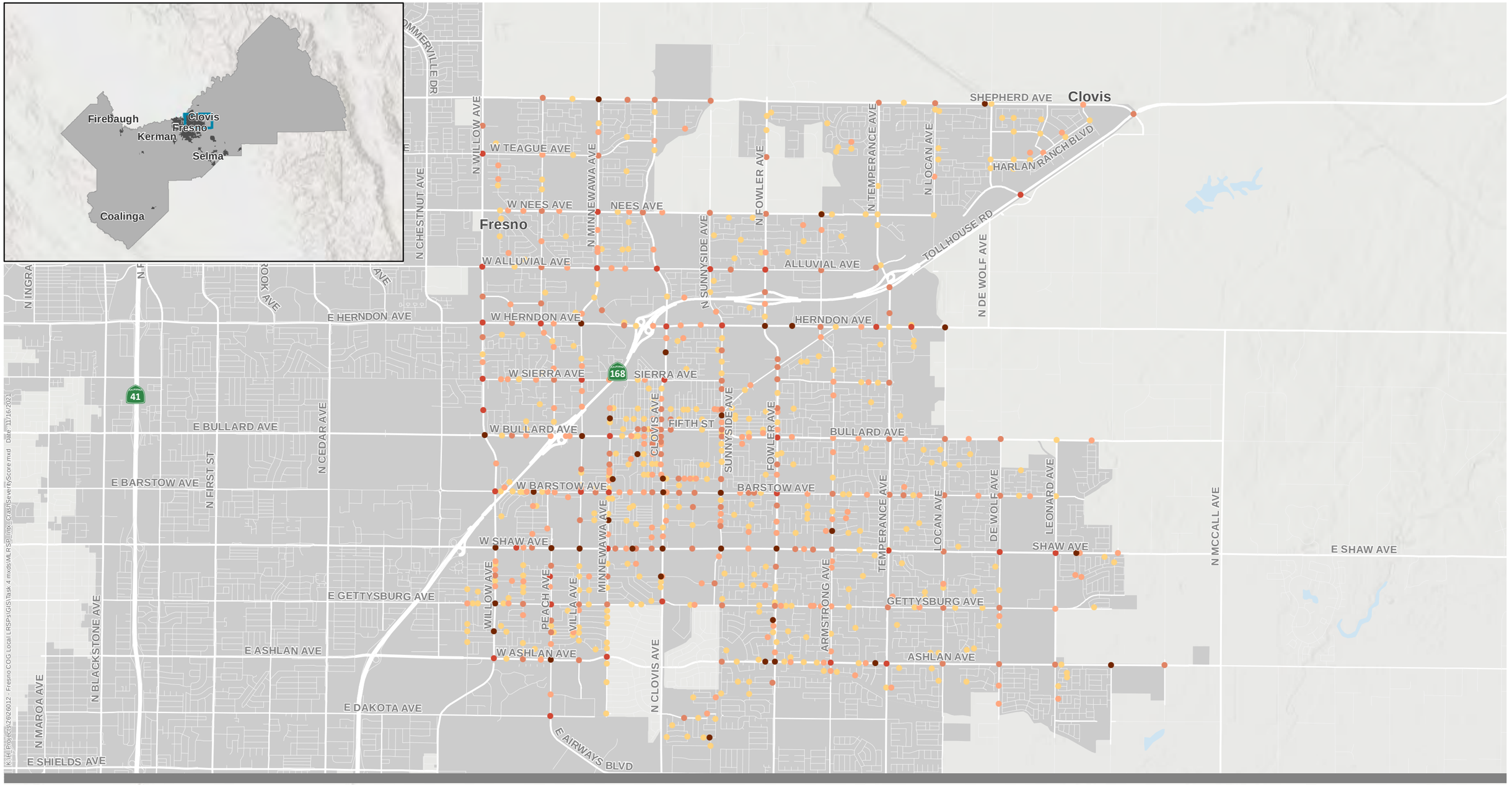
For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 90.35. Figure 15 shows the results of the intersection crash severity scoring. Figure 16 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile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

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

Table 5. Top 20 Locations based on Crash Severity Score

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

Note: PDO = Property Damage Only



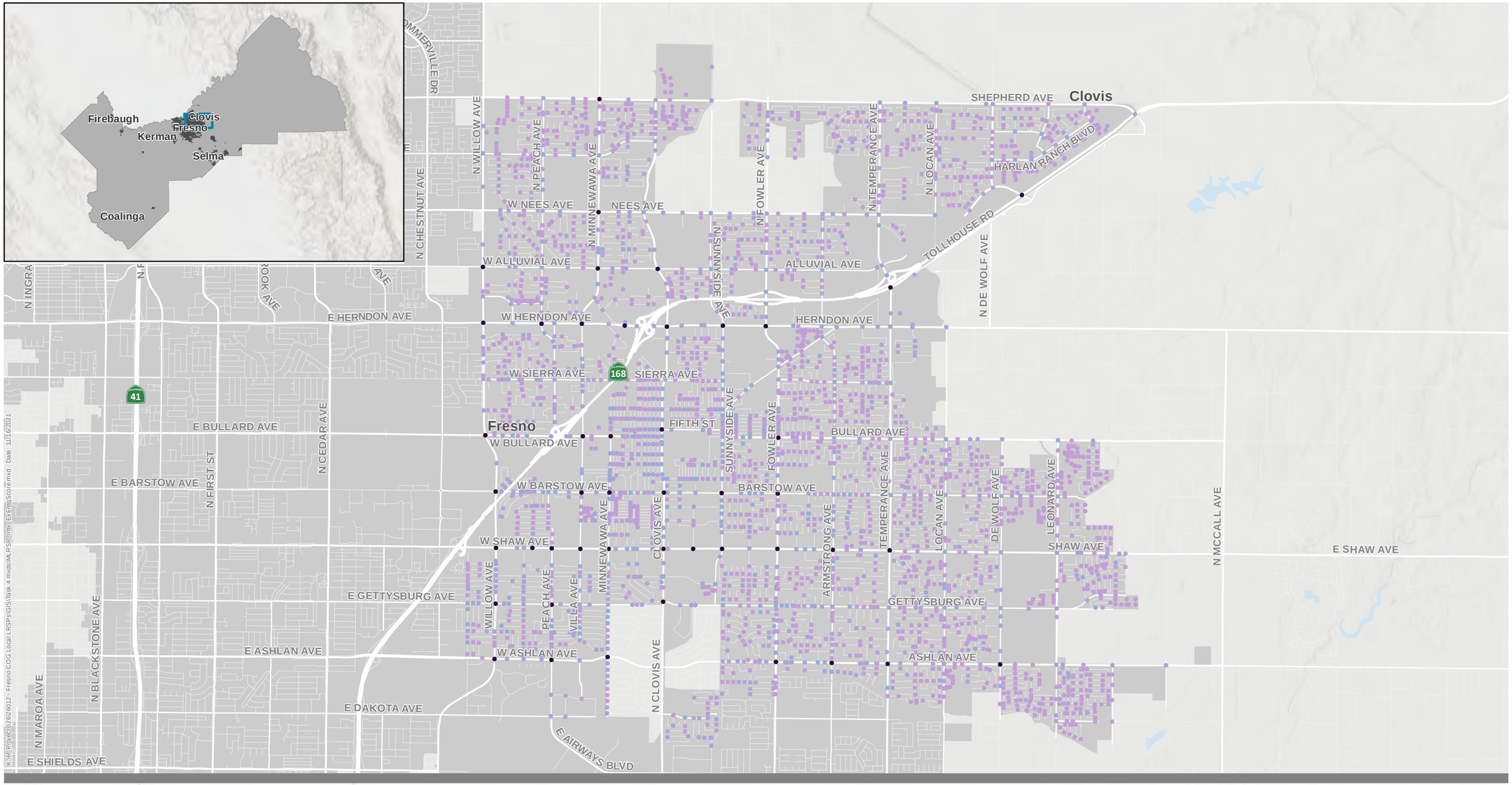
Crash Severity Score

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

Figure 15

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

KITTELSON & ASSOCIATES



K:\HL Projects\2626012 - Fresno COG Local LRSP\GIS\Task 4 mxds\MLRSP_Info_ExFreqScore.mxd Date: 11/16/2021

Excess Expected Frequency

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

City Limits

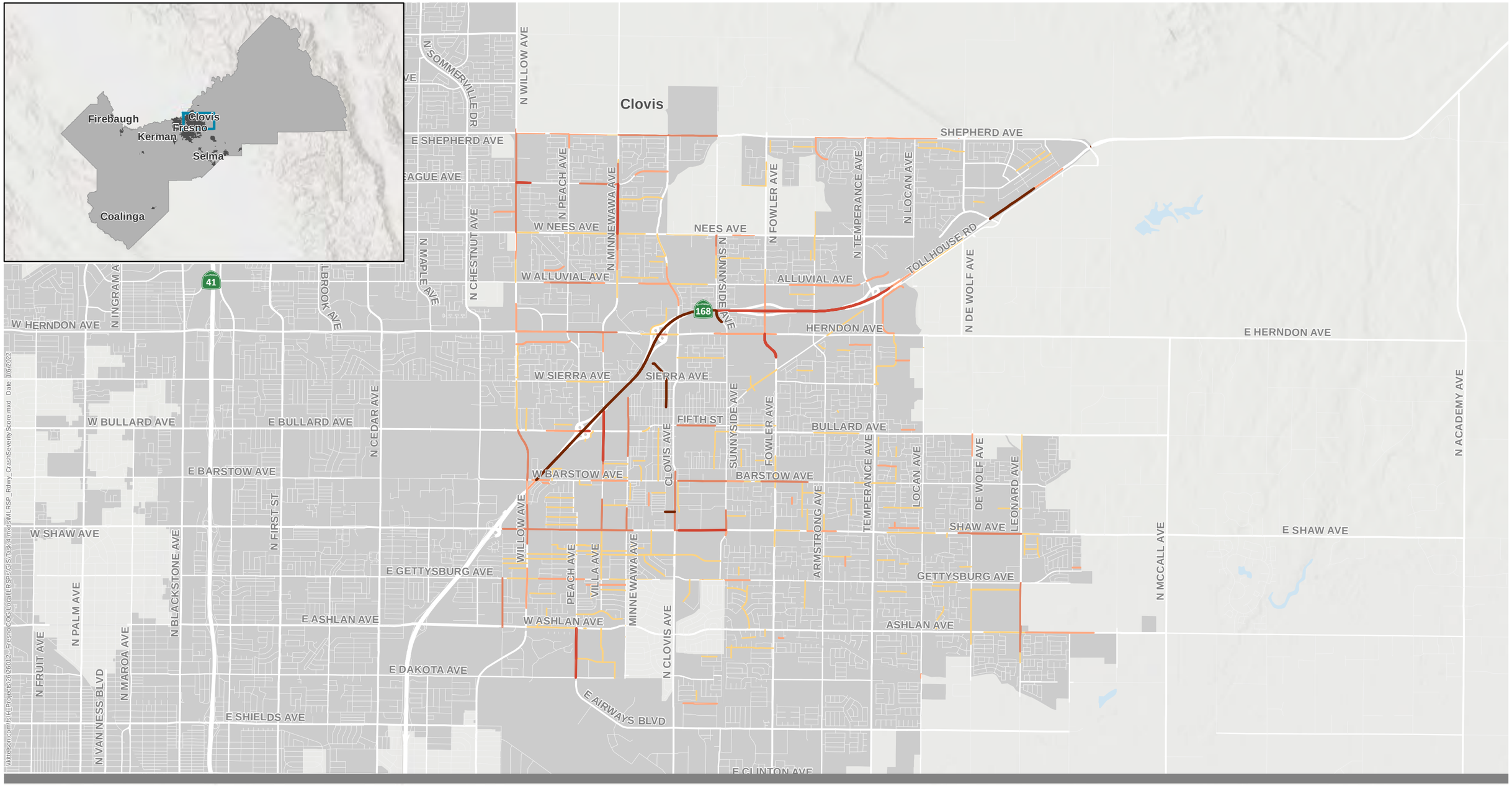
County Boundary

0 0.9 Miles

Figure 16

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

KITTELSON & ASSOCIATES



Crash Severity Scores

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

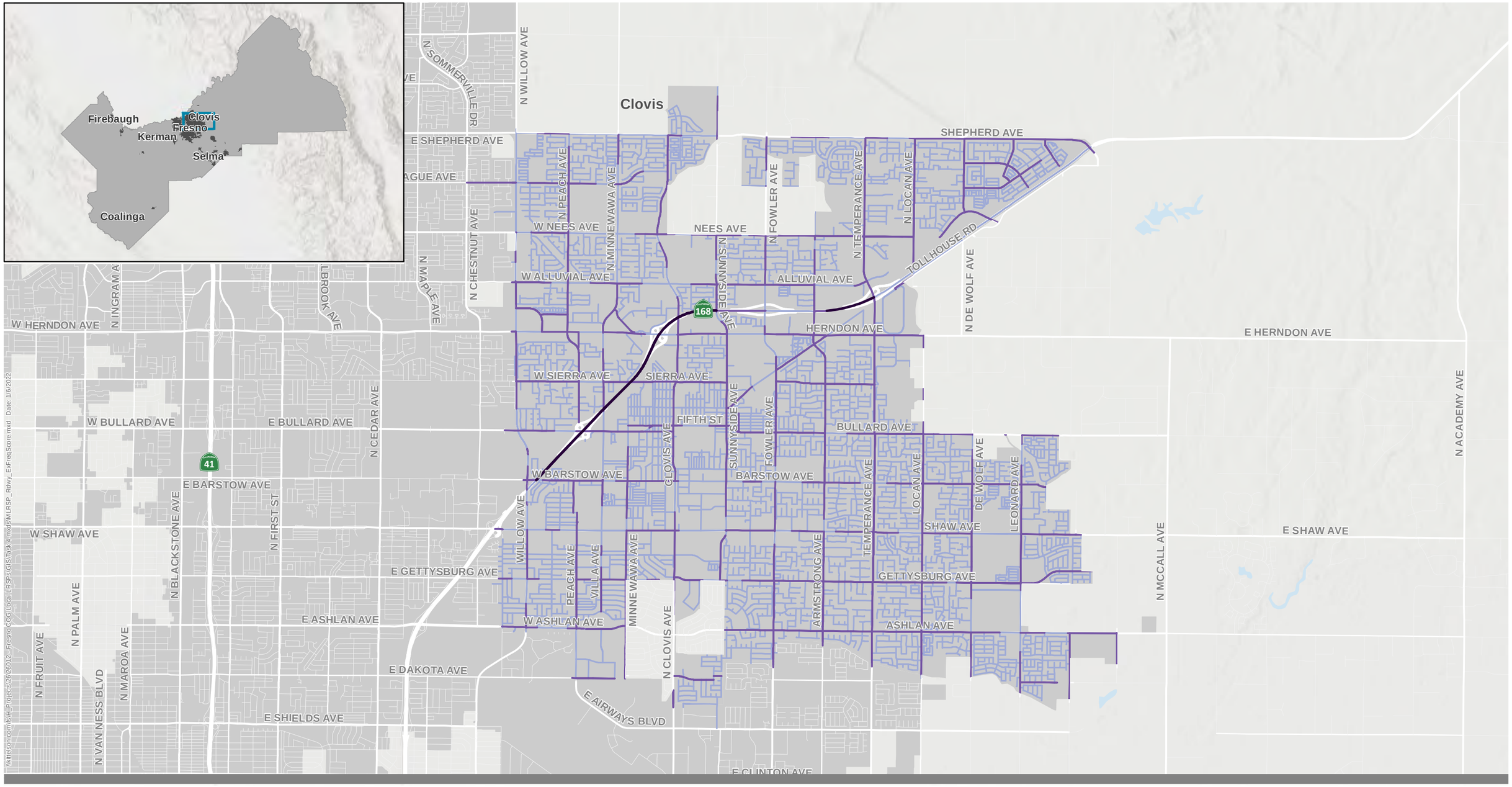
0 0.9 Miles

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

KITTELSON & ASSOCIATES

Figure 17

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



Excess Expected Frequency

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

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

KITTELSON & ASSOCIATES

Figure 18

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

EMPHASIS AREAS

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

Pedestrian and Bicycle Crashes

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

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

Broadside Crashes

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

Hit Object Crashes

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

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

Unsafe Speed and Driving Under the Influence

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

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

STRATEGIES

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

Engineering Strategies

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

Table 6. High Priority Countermeasures

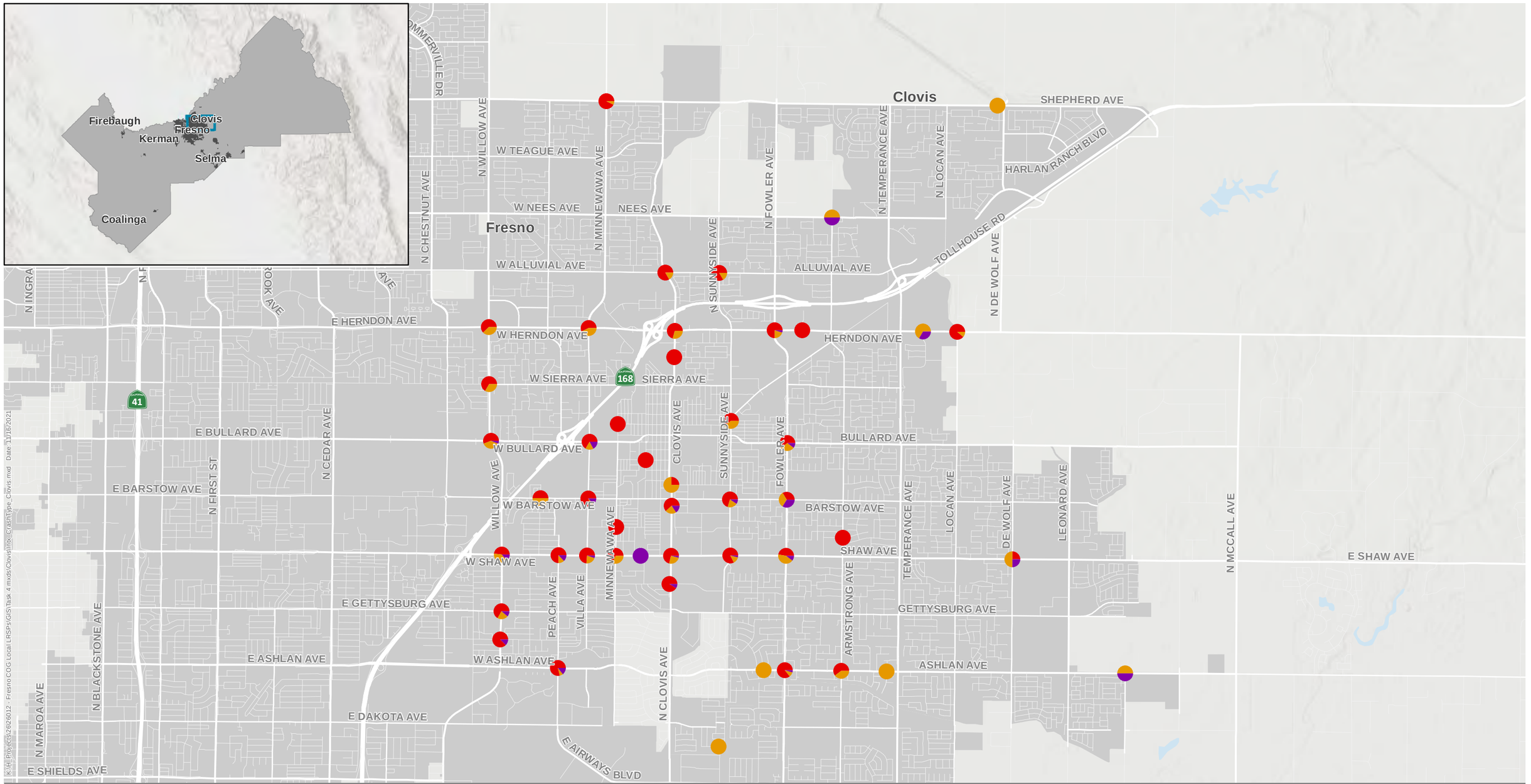
	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R01	Crashes at night
	Road Diet	R14	Hit object, unsafe speed
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Hit object, unsafe speed
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Hit object,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

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

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

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

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



Collision Type

- Broadside
- Vehicle/Pedestrian
- Hit Object

City Limits

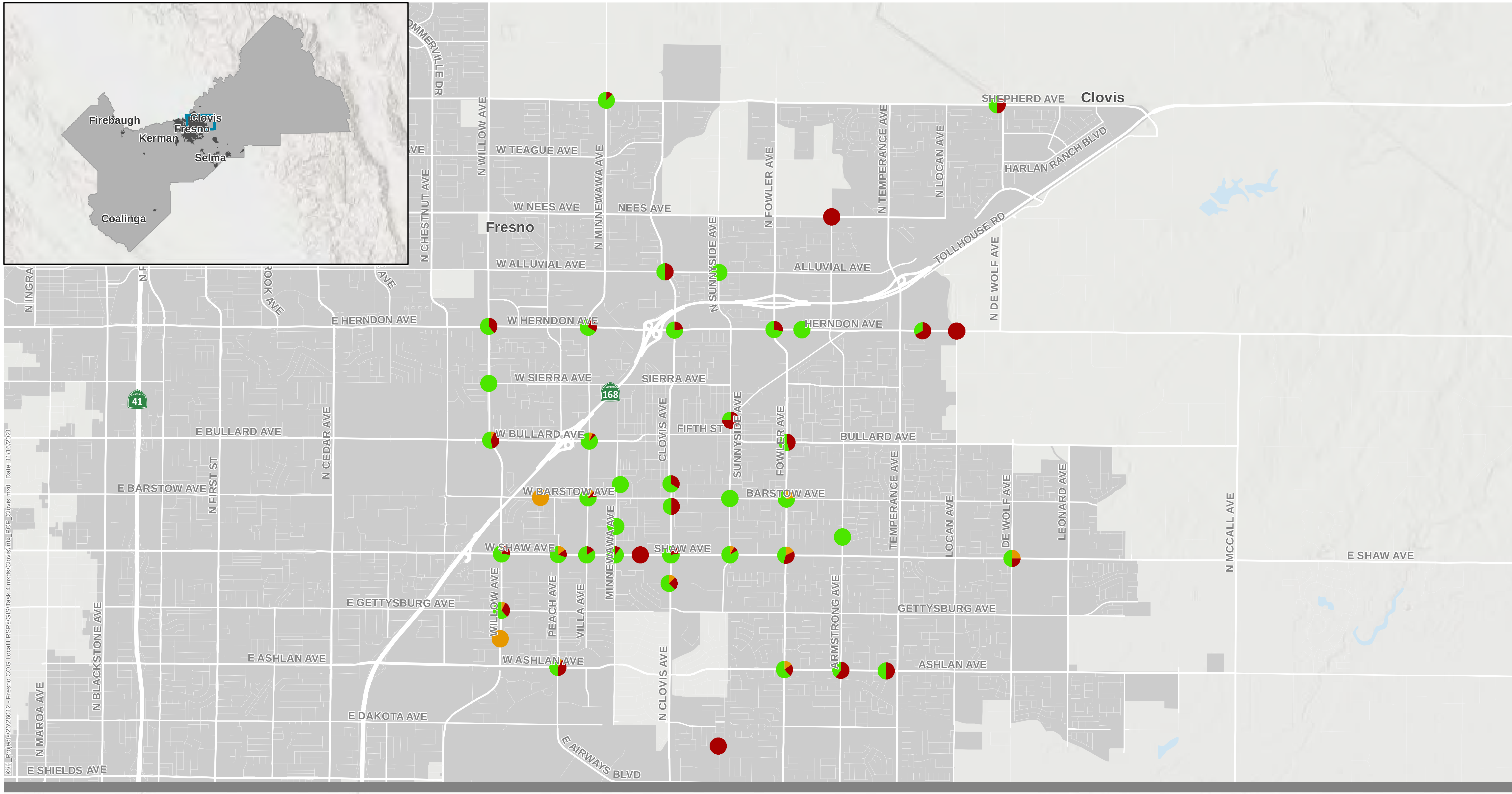
County Boundary

0 0.9 Miles

Figure 19

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

KITTELSON & ASSOCIATES



Primary Collision Factors

- Unsafe Speed
- Driving Under the Influence
- Pedestrian Violation

City Limits

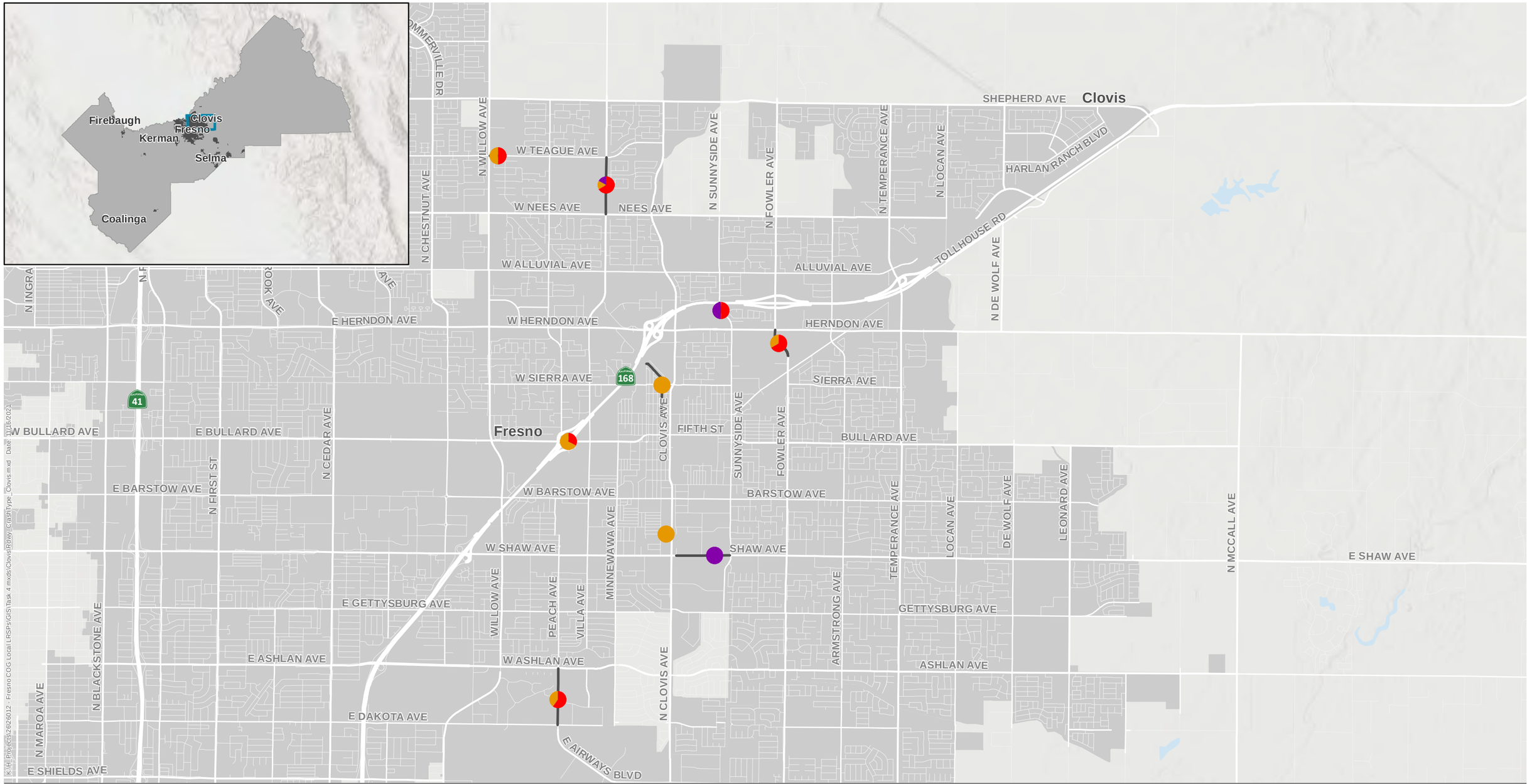
County Boundary

0 0.9 Miles

Figure 20

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

KITTELSON & ASSOCIATES



Collision Type

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

City Limits

County Boundary

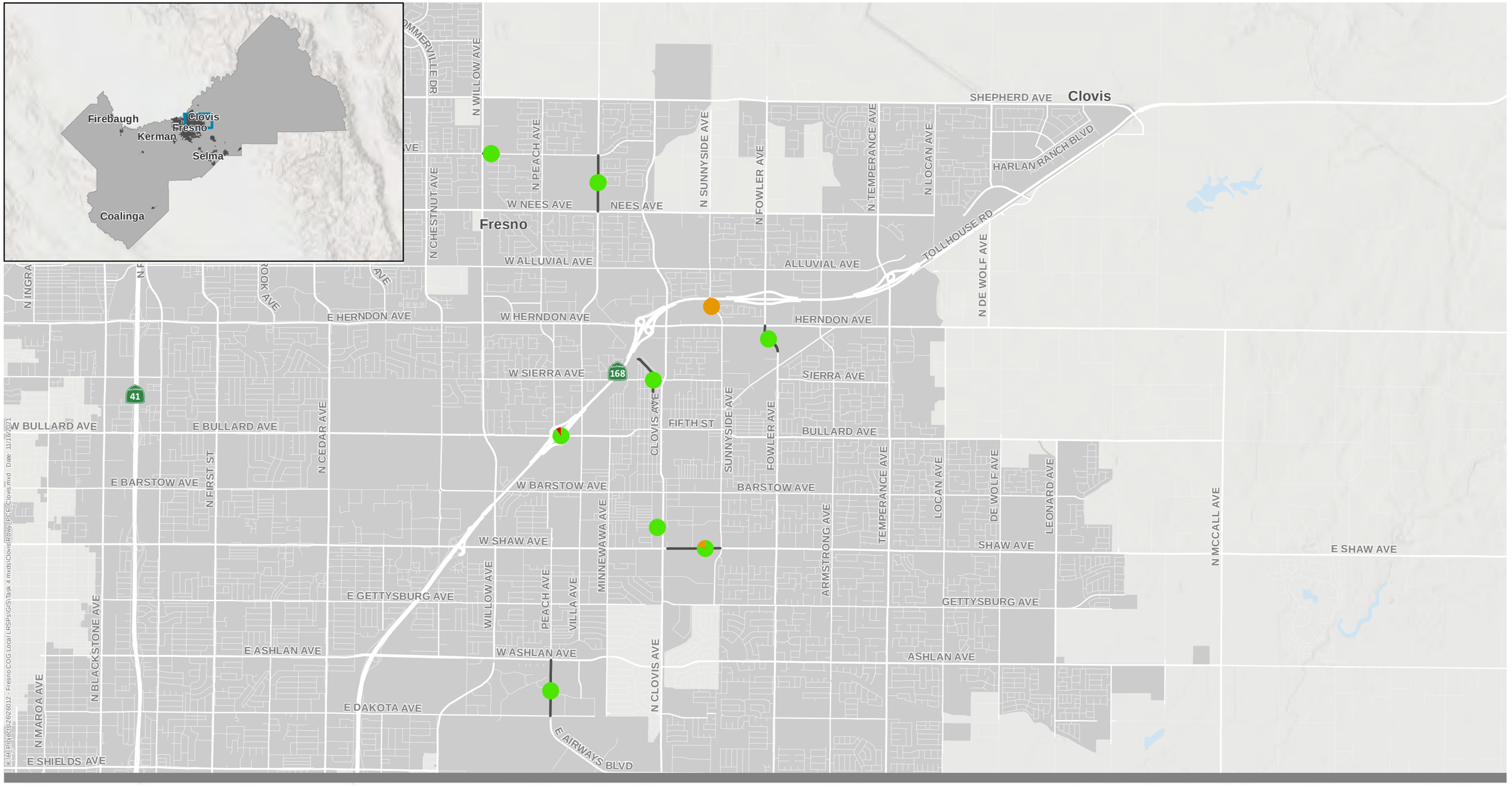
0 0.9 Miles

KITTELSON & ASSOCIATES

Note: Priority locations on state facilities have been excluded.

Figure 21

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



Primary Collision Factors

- Unsafe Speed
- Driving Under the Influence
- Pedestrian Violation
- Priority Roadways

City Limits

County Boundary

0 0.9 Miles

KITTELSON & ASSOCIATES

Note: Priority locations on state facilities have been excluded.

Figure 22

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Education Strategies

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

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

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

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

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

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

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

Emergency Services

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

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

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

Enforcement

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

The following enforcement strategies should be considered for Clovis.

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

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

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

EVALUATION AND IMPLEMENTATION

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

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

Activities for implementing the plan include:

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

3.0 CITY OF COALINGA

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

VISION AND GOALS

The City's vision for roadway safety is:

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

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

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

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

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

SAFETY PARTNERS

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

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

PERFORMANCE MEASURES

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

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

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

DATA SUMMARY

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

Public Survey Feedback

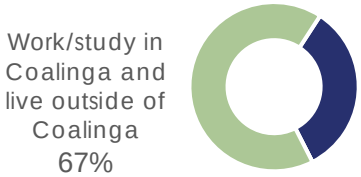
Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are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

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

6
PEOPLE RESPONDED

0
LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE



MOST NEEDED SAFETY IMPROVEMENTS

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

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

Crash Data

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

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

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

Roadway Network Data

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

Traffic Volume Data

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

EXISTING ROADWAY SAFETY PERFORMANCE

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

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

All Road Users

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

SEVERITY BY ROAD USER

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

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

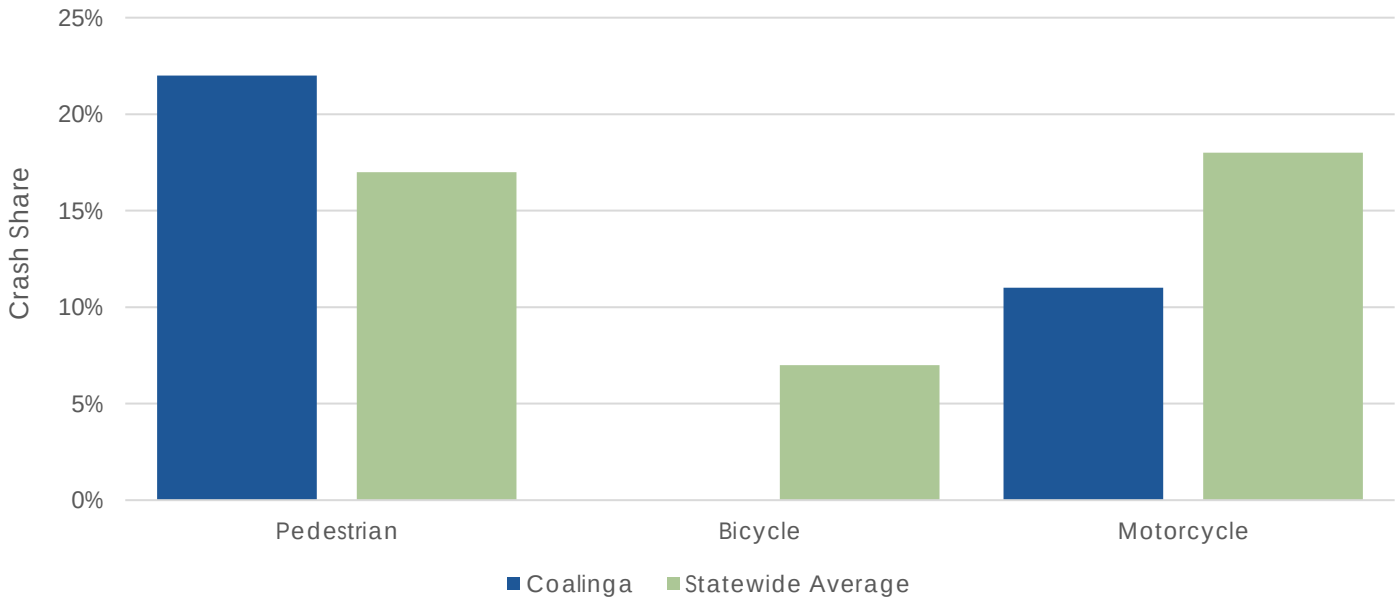
Table 11: Crash Severity by Road User Involved

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

Source: SWITRS, TIMS, Kittelson, 2021.

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

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

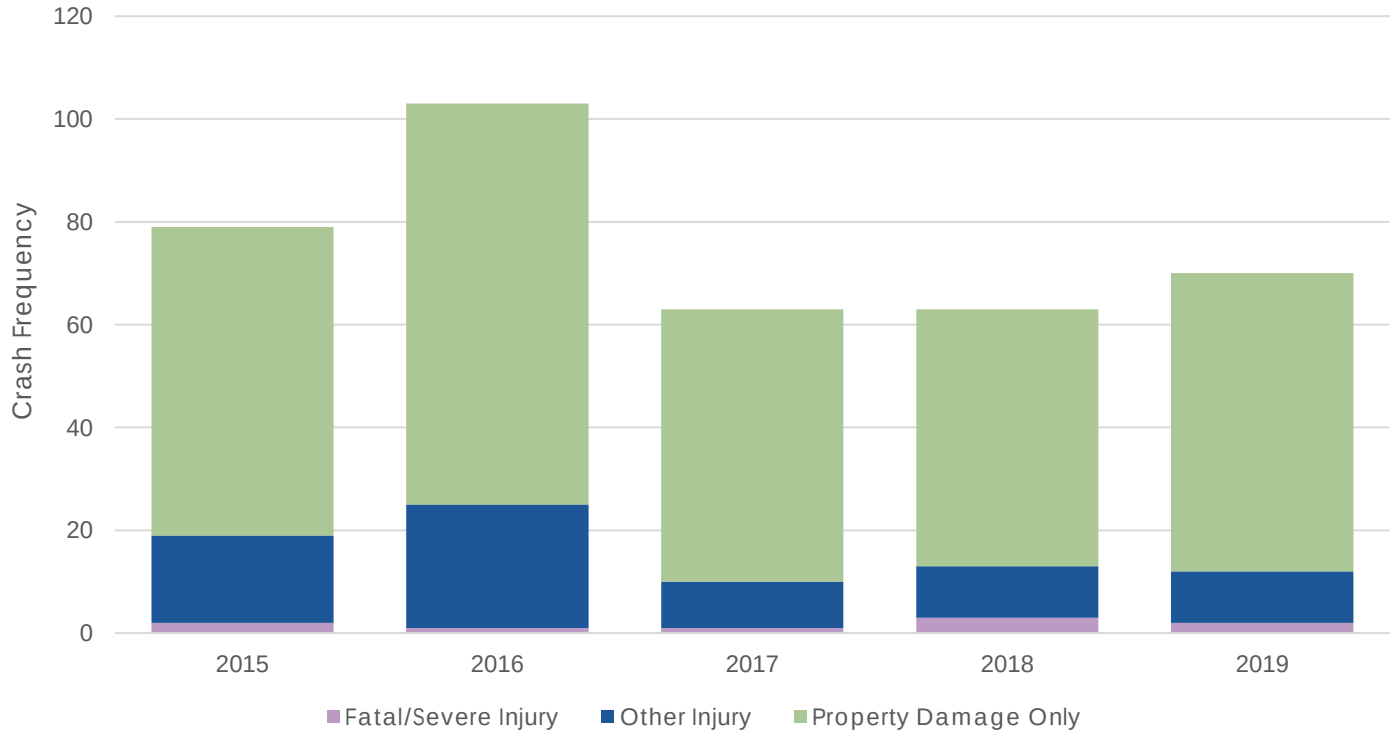


Source: SHSP, SWITRS, TIMS, Kittelson, 2021.

YEAR, MONTH, AND WEATHER

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

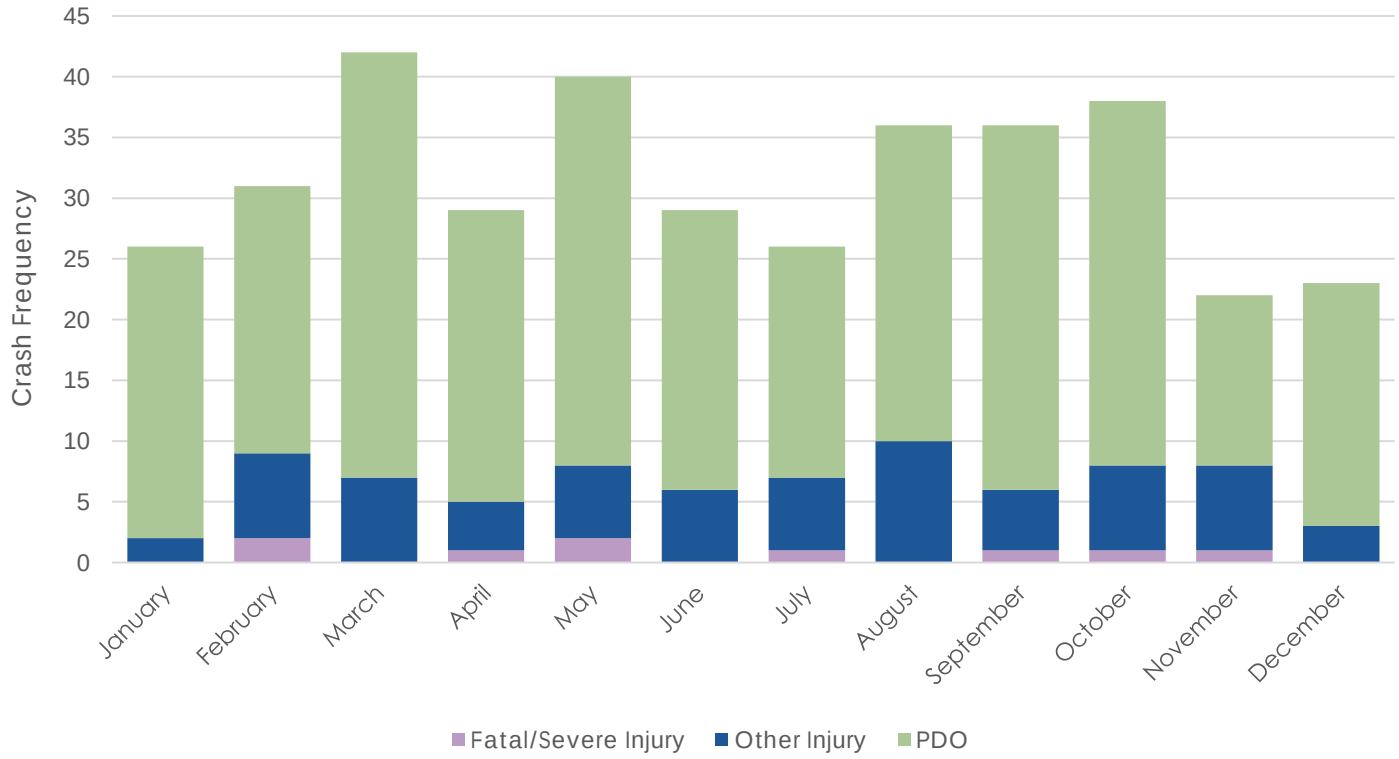
Figure 24: Year-over-Year Trends in Crash Data by Severity



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

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

Figure 25: Crashes by Month and Severity

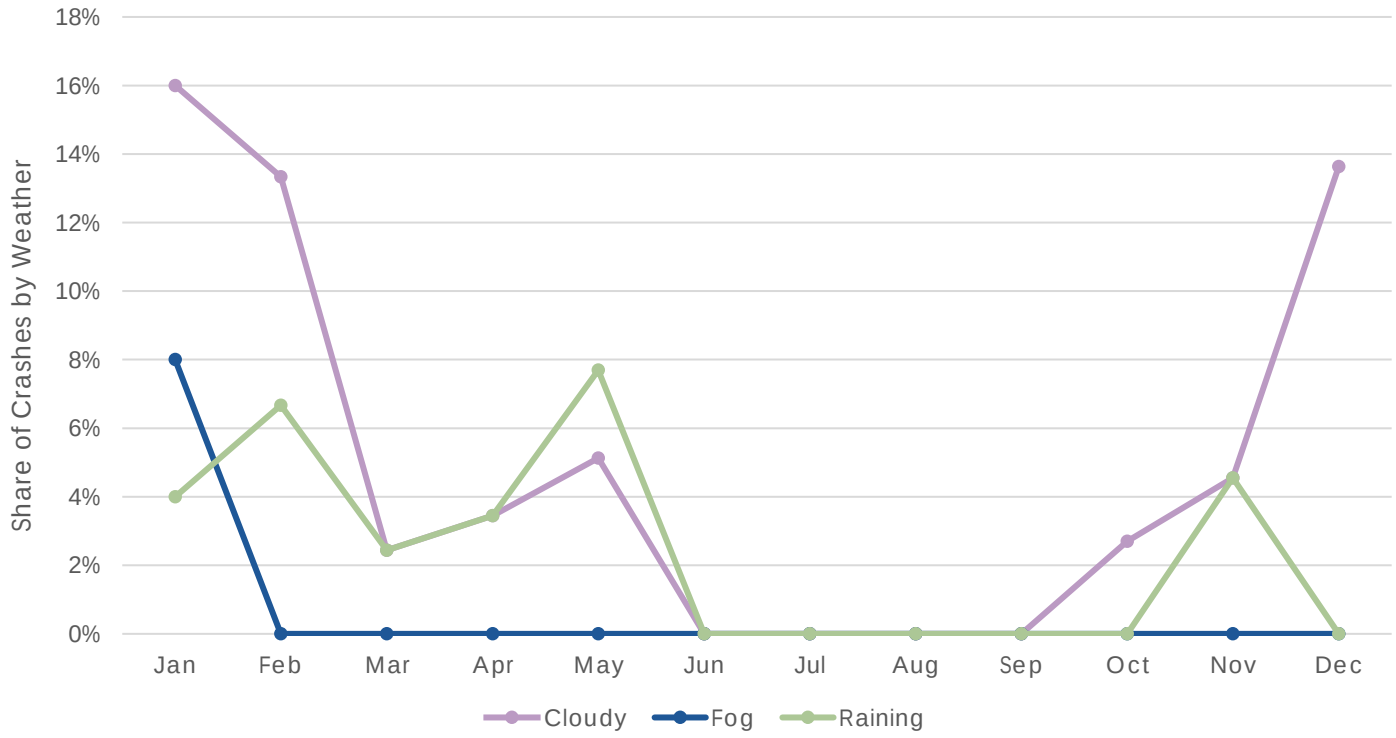


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

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

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

Figure 26: Crashes by Month and Weather Condition



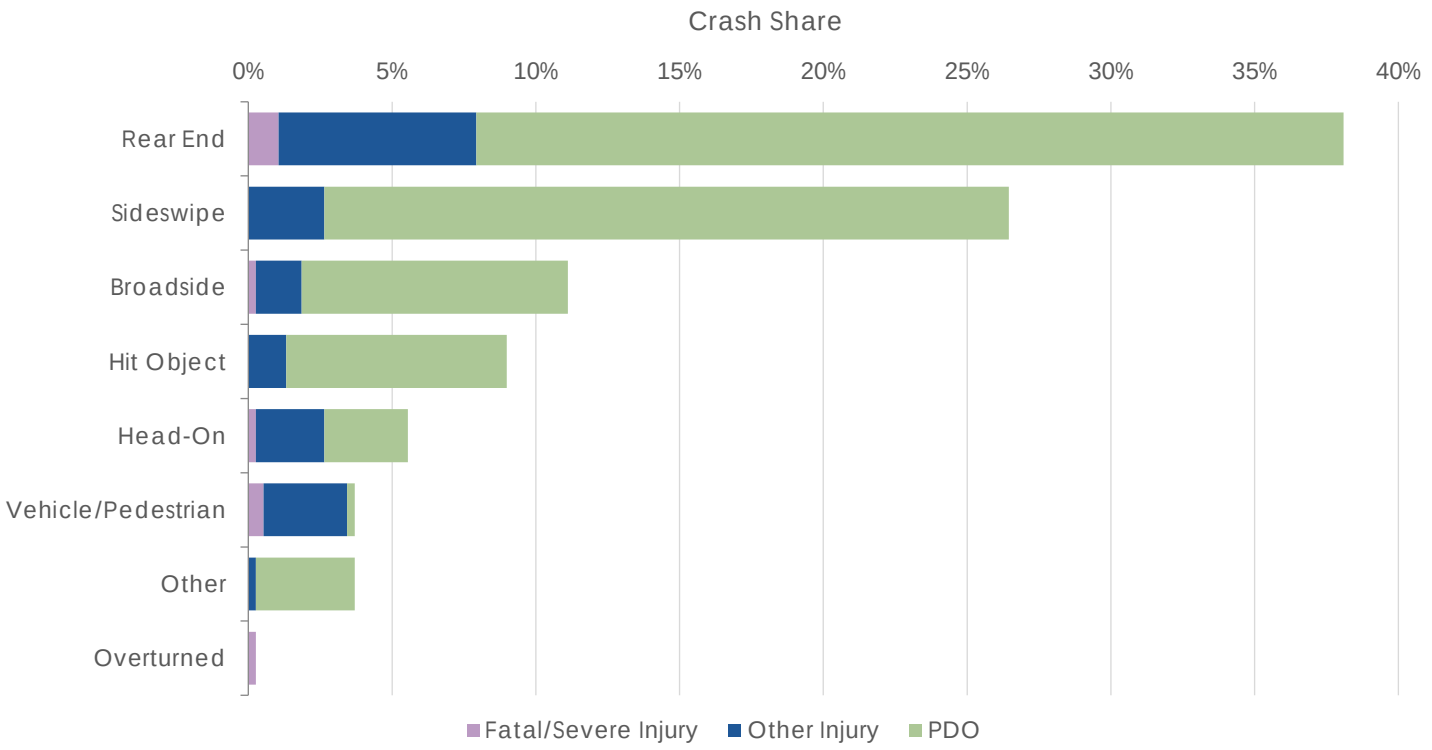
Source: SWITRS, TIMS, Kittelson, 2021.
Note: Only select conditions shown to improve legibility for less frequent weather conditions.

COLLISION TYPE

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

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

Figure 27: Crashes by Collision Type and Severity



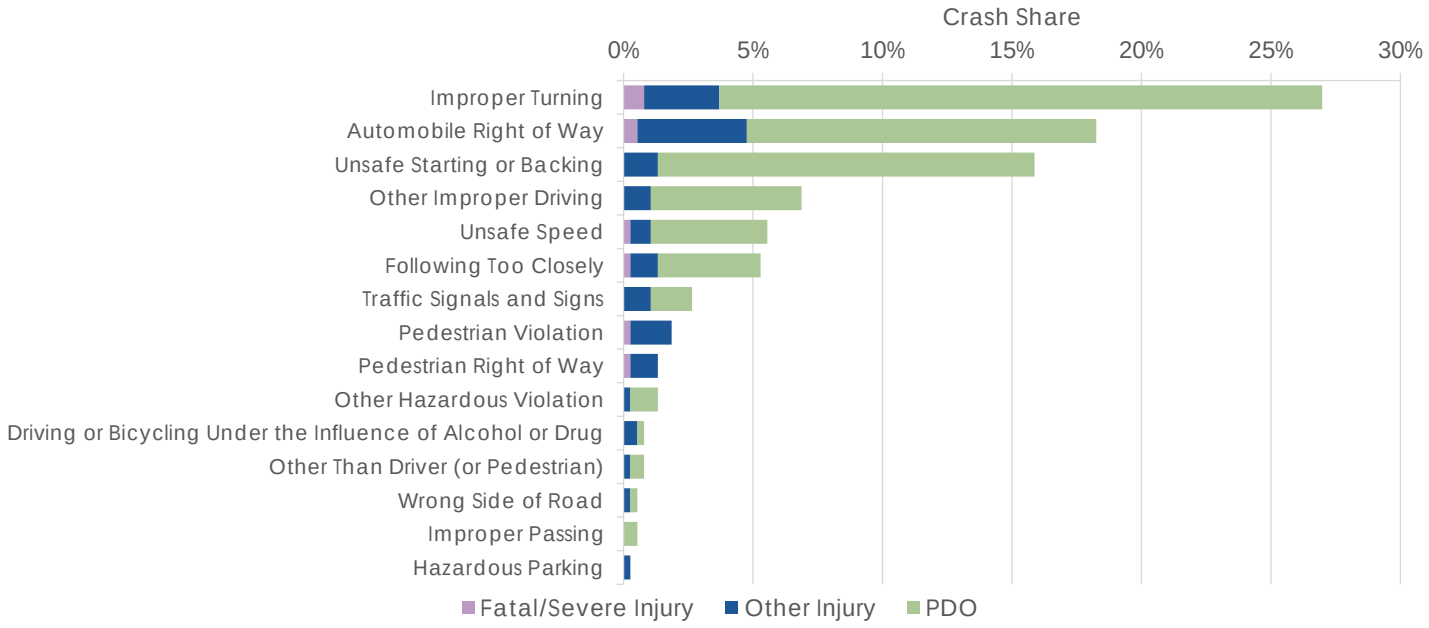
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

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

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

Figure 28: Crashes by Reported PCF and Severity



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

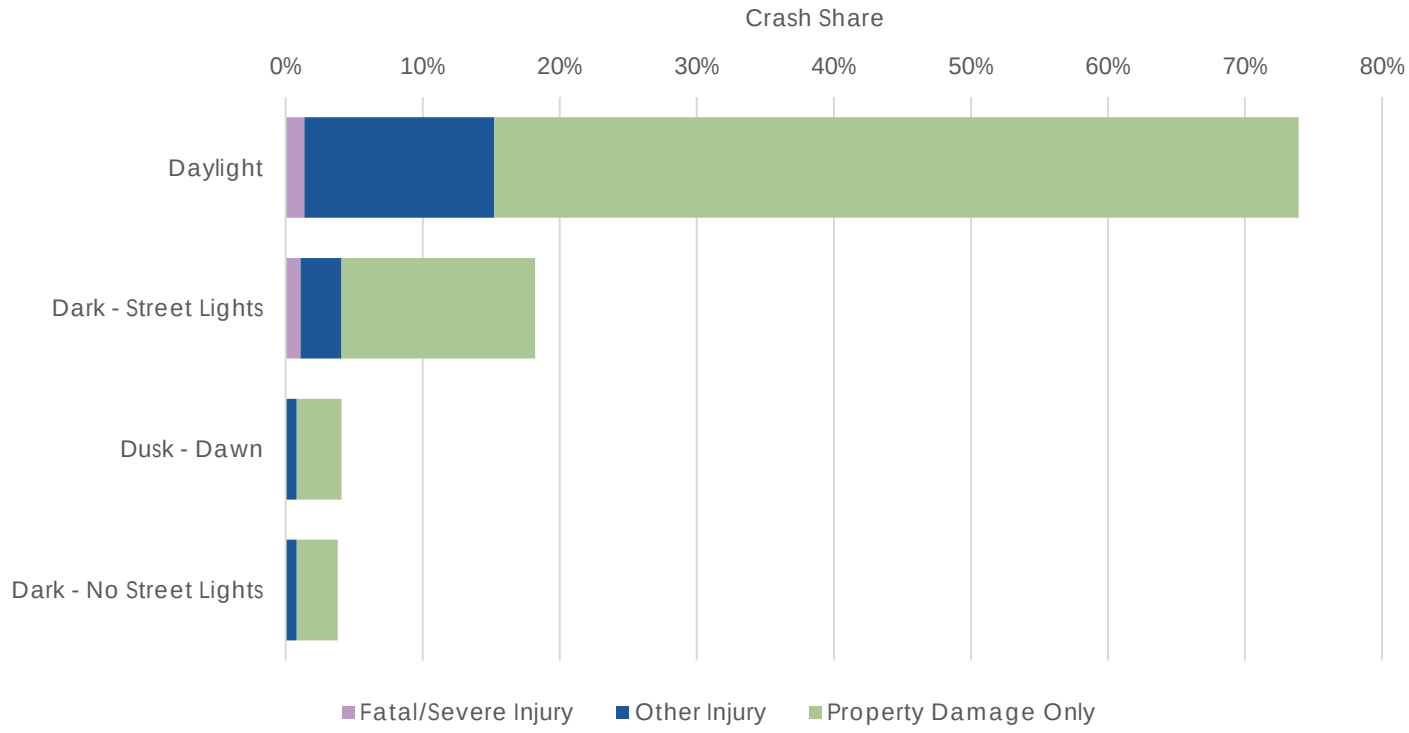
[11] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[12] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[13] Reported PCF based on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

LIGHTING

Figure 29 shows citywide crashes by reported lighting and severity.

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

Figure 29: Crashes by Lighting and Severity

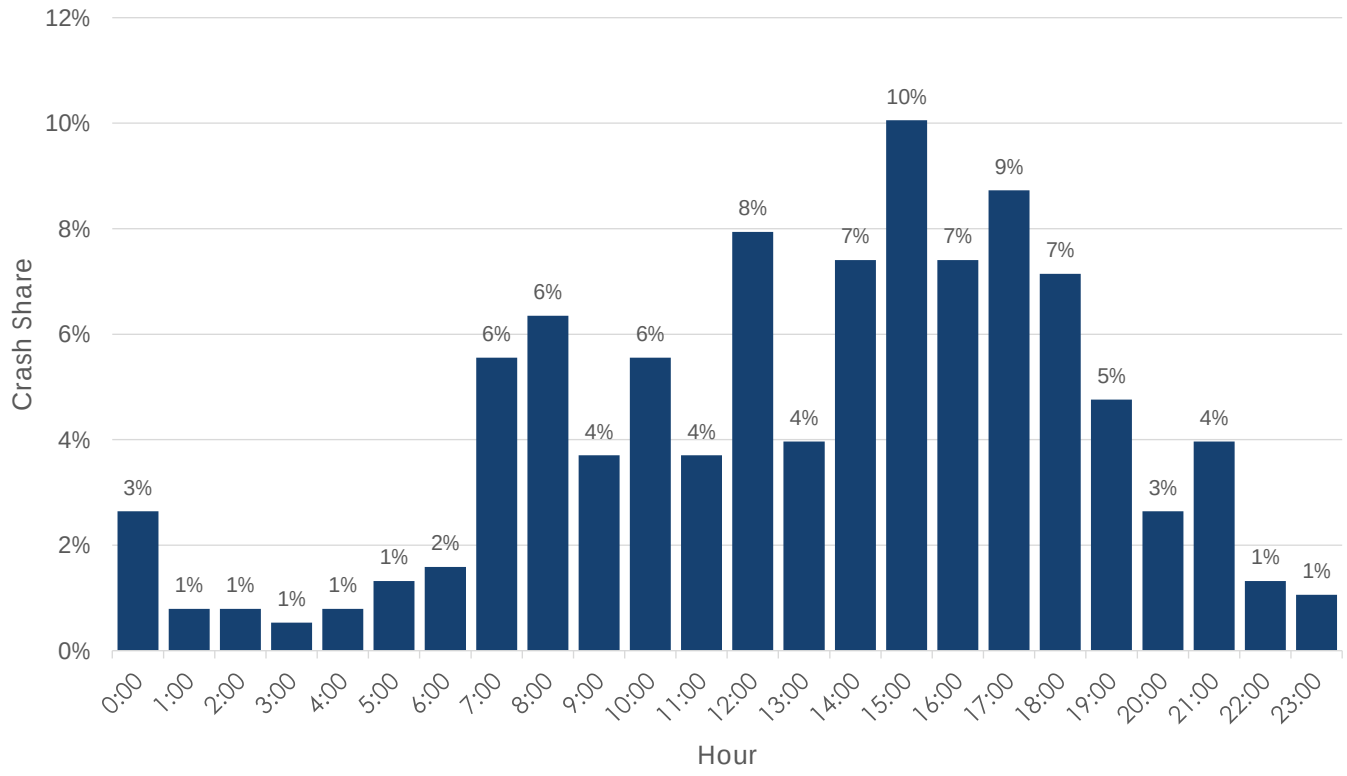


Source: SWITRS, TIMS, Kittelson, 2021
Notes: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.
10 crashes were reported as not stated.

TIME OF DAY

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

Figure 30: Crash Share by Time of Day



Source: SWITRS, TIMS, Kittelson, 2021.

Pedestrians

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

Table 12: Pedestrian Involved Crashes by Severity

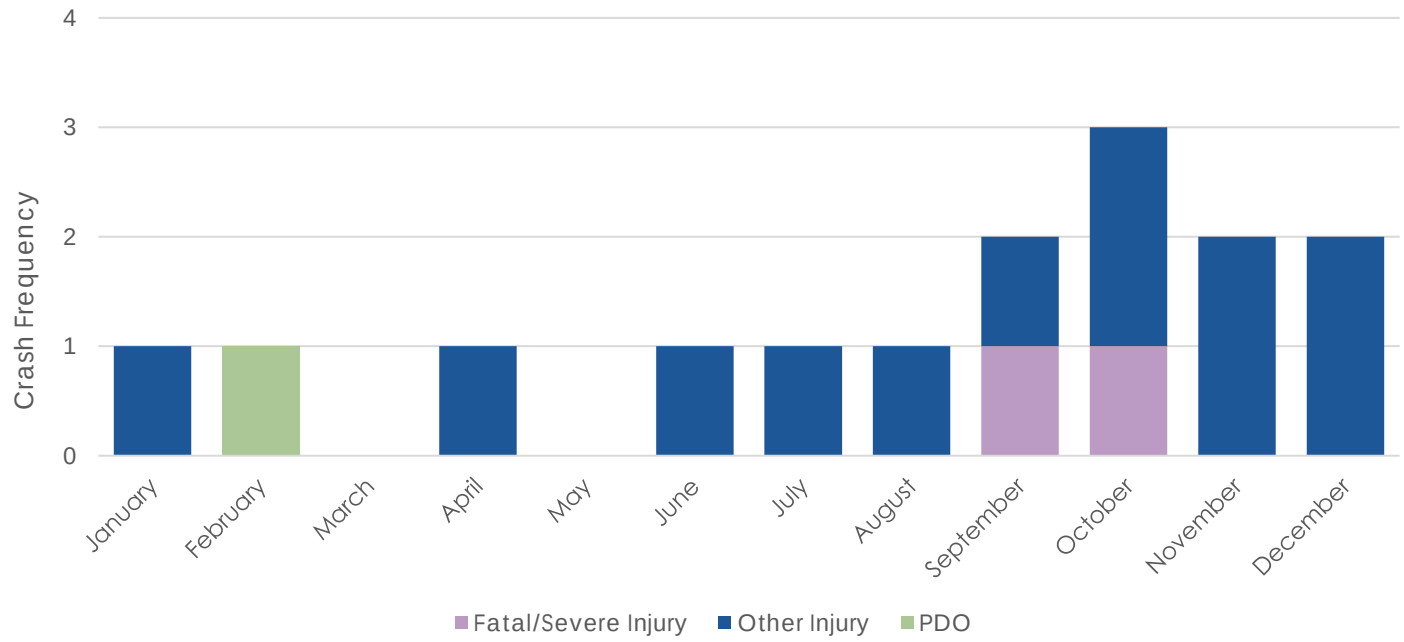
	Fatal (% of Total)	Severe Injury (% of Total)	Visible Injury (% of Total)	Complaint of Pain (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	0 (0%)	2 (13%)	7 (47%)	5 (33%)	1 (7%)	15 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

SEVERITY AND MONTH

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

Figure 31: Pedestrian Crashes by Month and Severity



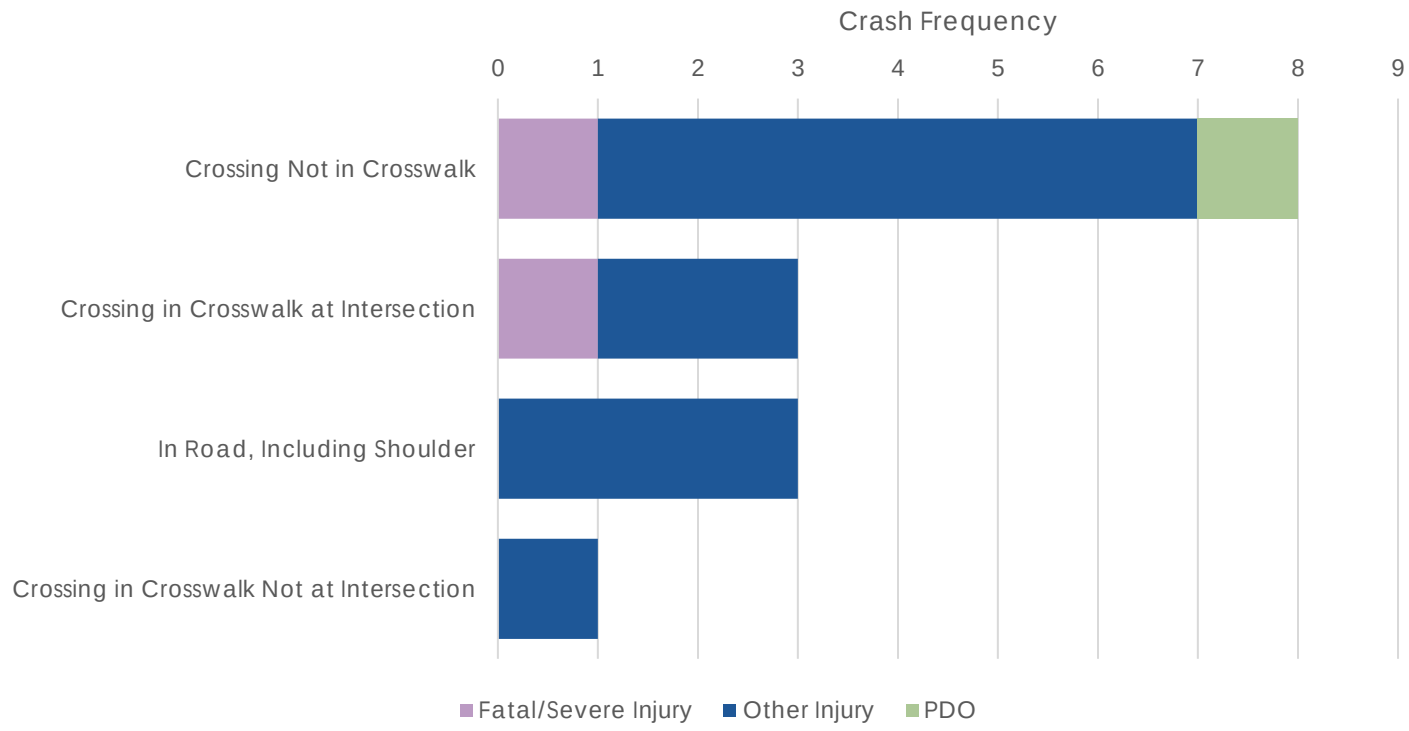
Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PEDESTRIAN ACTION AND LOCATION

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

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

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



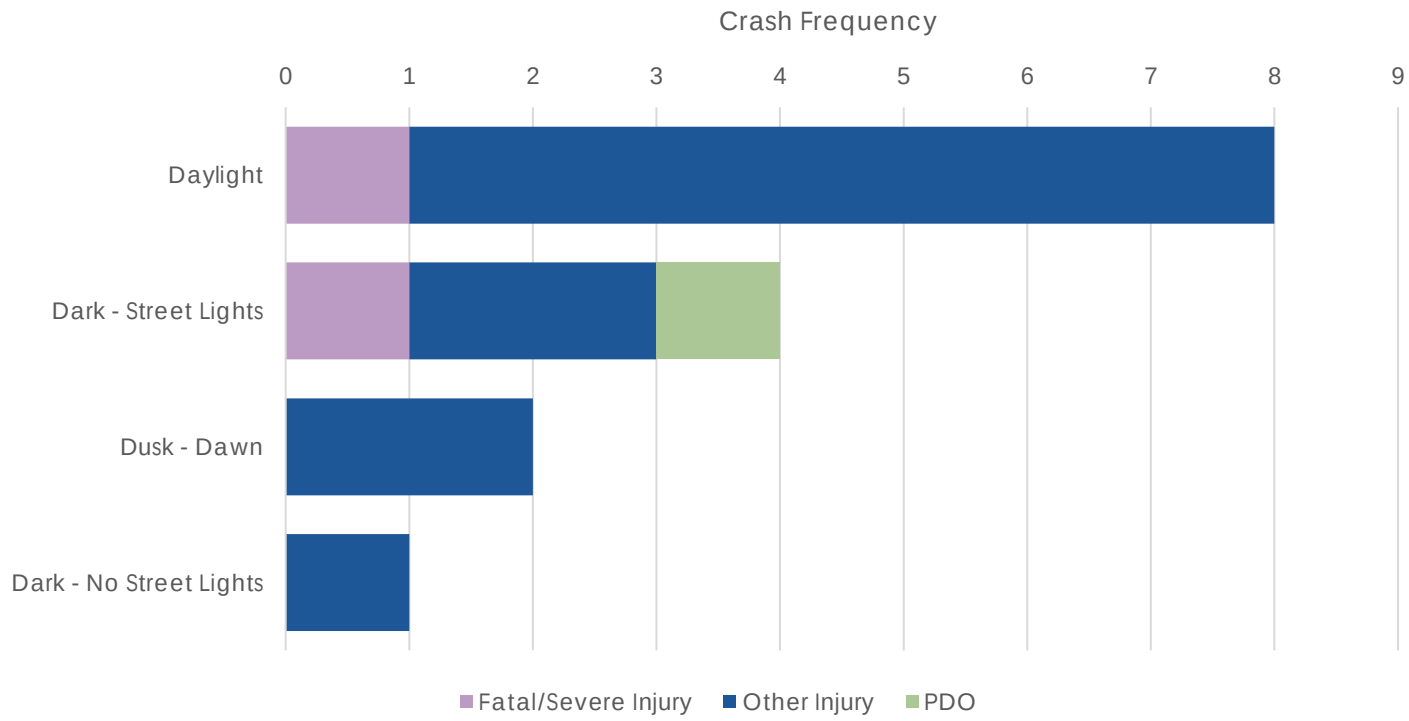
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

LIGHTING

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

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

Figure 33: Pedestrian Crashes by Lighting and Severity



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

Bicyclists

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

Table 13: Bicycle User Involved Crashes by Severity

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

Source: SWITRS, TIMS, Kittelson, 2021.

COLLISION TYPE

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

PRIMARY COLLISION FACTOR (PCF)

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

LIGHTING

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

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

Priority Locations

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

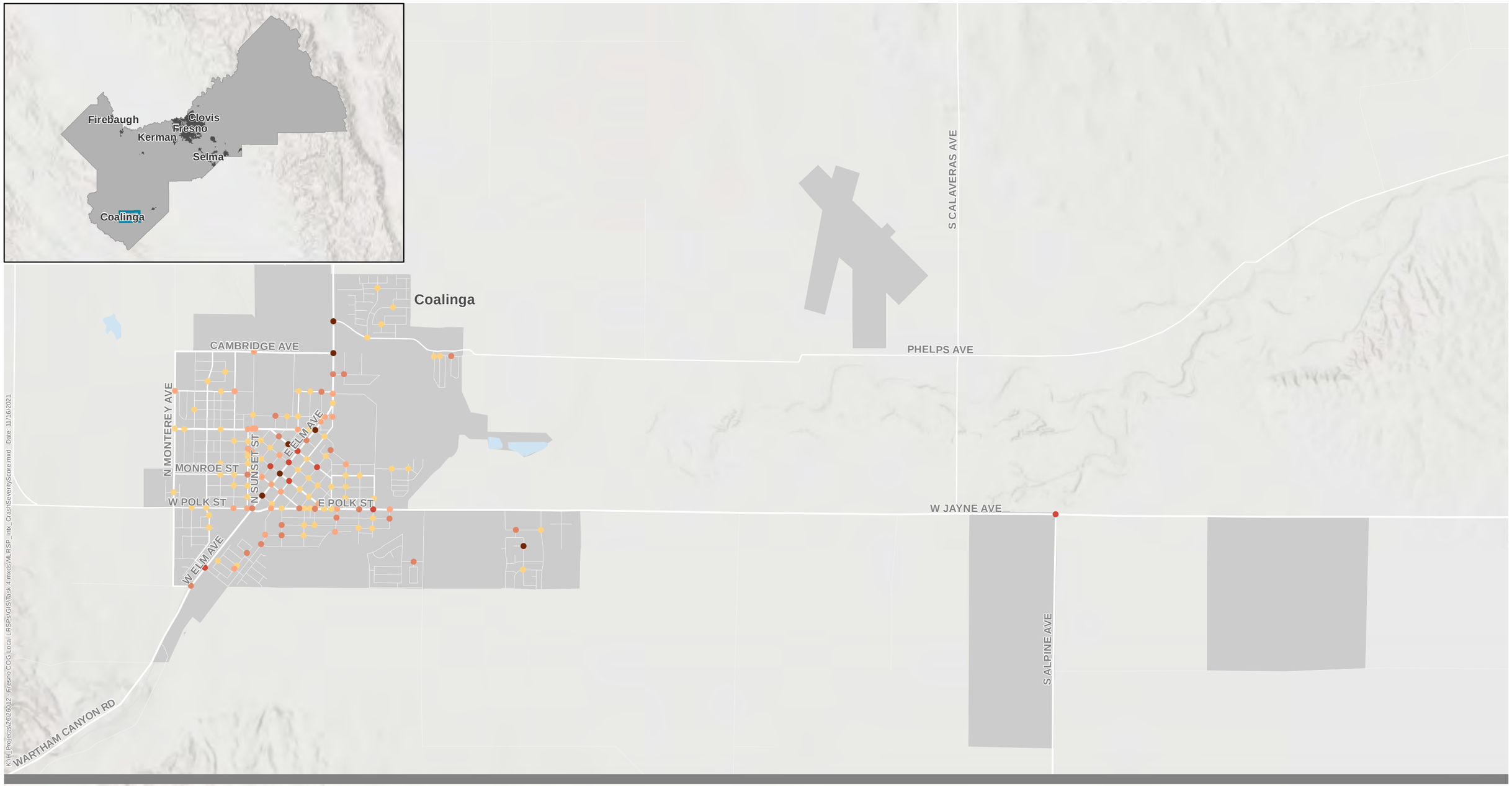
For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 44.02. Figure 34 shows the results of the crash severity scoring. Figure 35 shows excess predicted crash scores by percentiles for intersection locations. For the half-mile roadway segments,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

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

Table 14. Top 20 Locations based on Crash Severity Score

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

Note: PDO = Property Damage Only



Crash Severity Score

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

City Limits

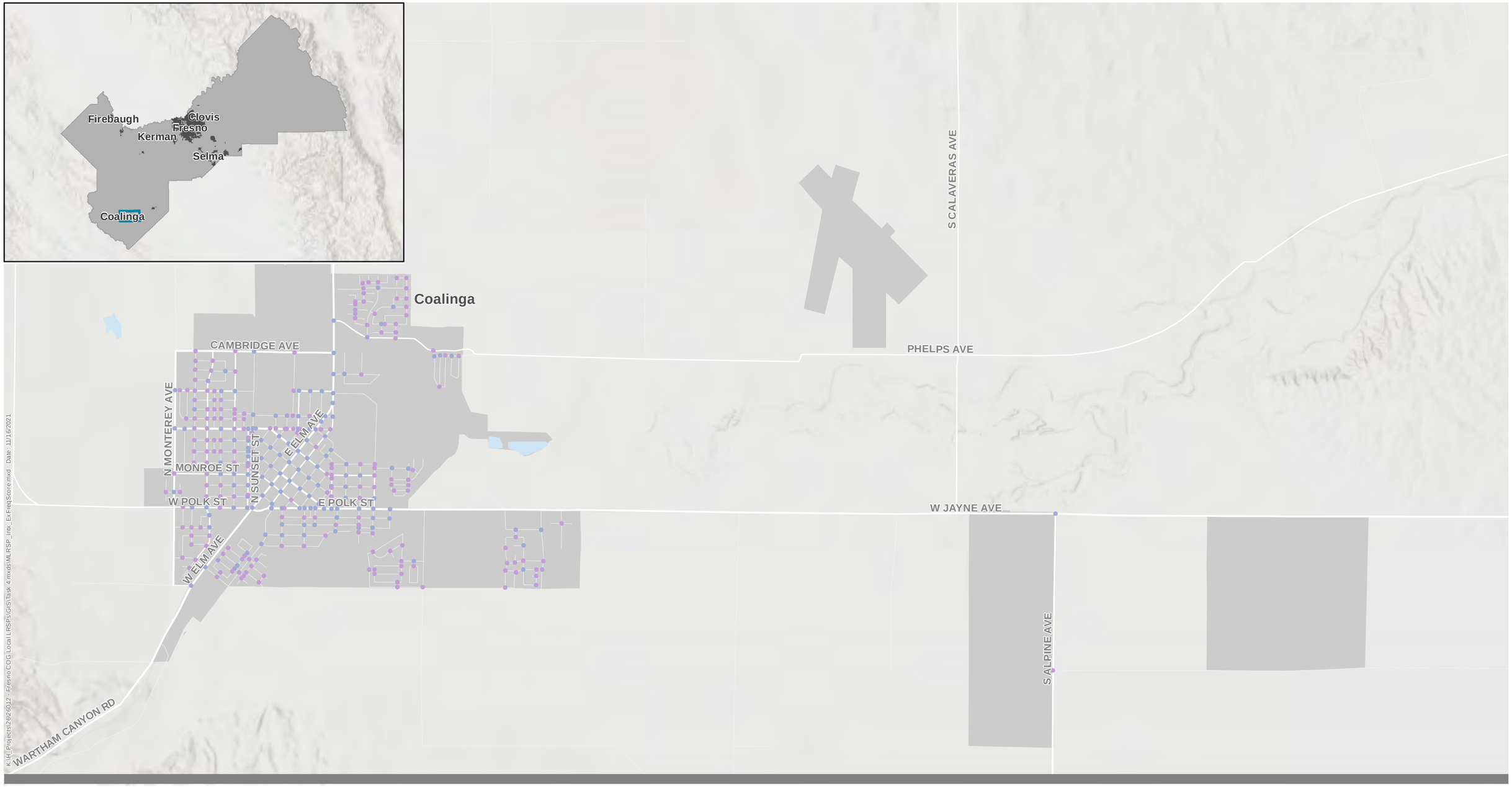
County Boundary

0 0.6 Miles

Figure 34

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

KITTELSON & ASSOCIATES



Excess Expected Frequency

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

City Limits

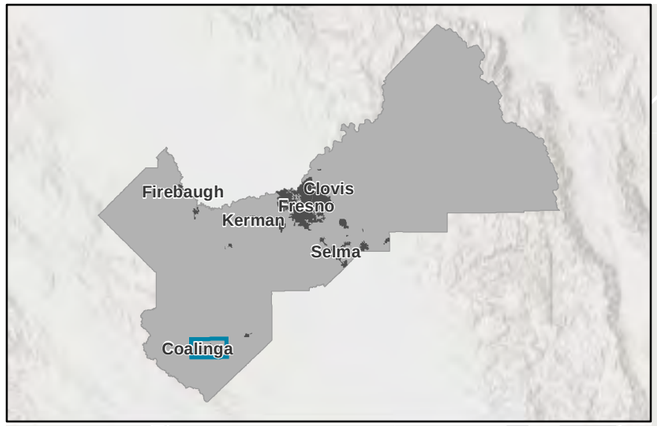
County Boundary

0 0.6 Miles

Figure 35

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

KITTELSON & ASSOCIATES



Coalinga

S CALAVERAS AVE

S EL DORADO AVE

PHELPS AVE

W JAYNE AVE

S ALPINE AVE

CAMBRIDGE AVE

N MONTEREY AVE

E ELM AVE

W ELM AVE

W POLK ST

E POLK ST

WARTHAM CANYON RD

K:\H_Projects\26\26012 - Fresno COG Local\LRSPs\GIS\Task 4 mxds\MLRSP_Rdwy_CrashSeverity.mxd Date: 1/16/2021

Crash Severity Scores

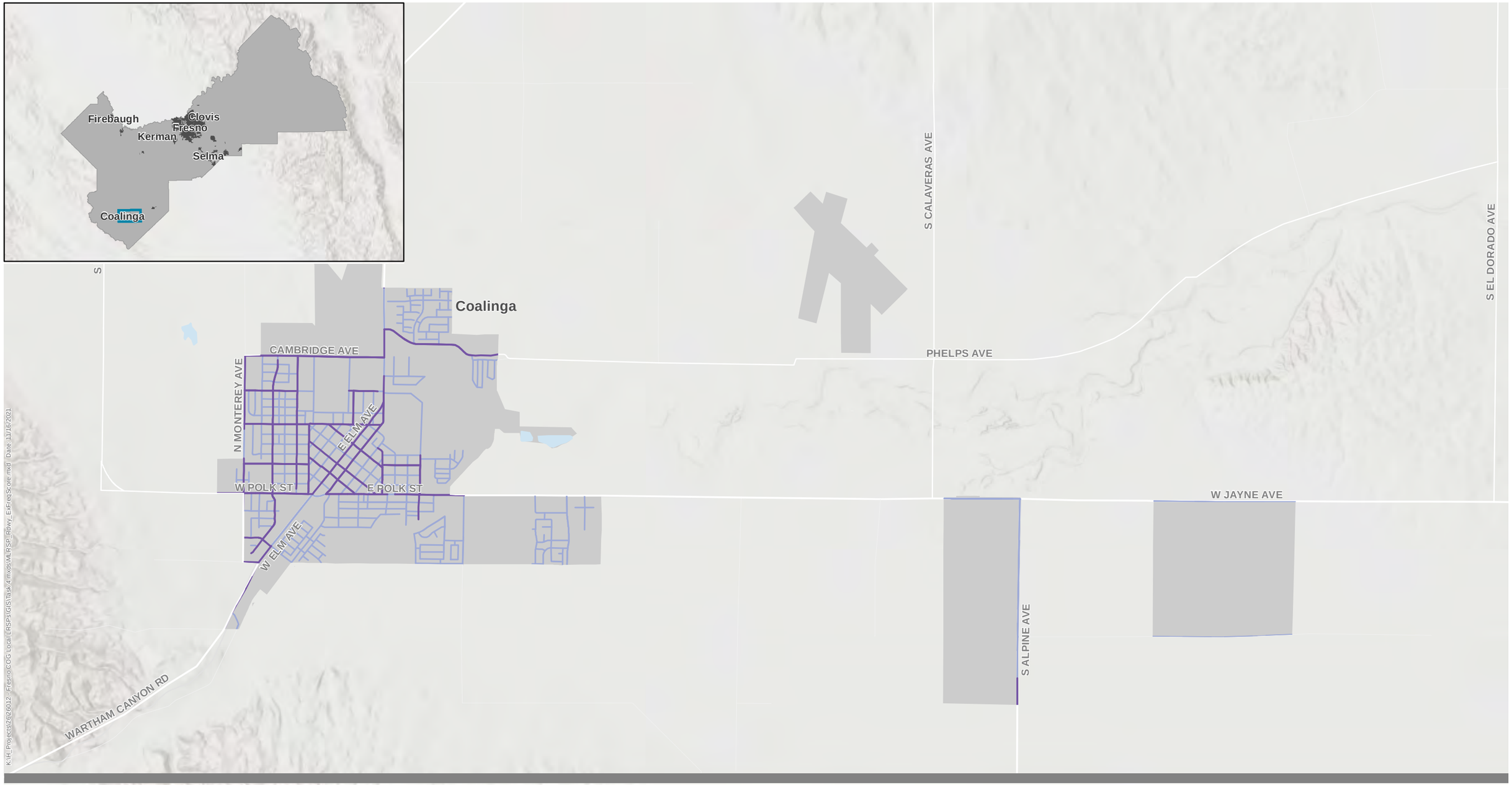
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.6 Miles

Figure 36

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

KITTELSON & ASSOCIATES



Excess Expected Frequency

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

0 0.6 Miles

Figure 37

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

KITTELSON & ASSOCIATES

EMPHASIS AREAS

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

Rear End Crashes

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

Pedestrian Crashes

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

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

Intersection Control and Approach

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

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

STRATEGIES

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

Engineering Strategies

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

Table 15. High Priority Countermeasures

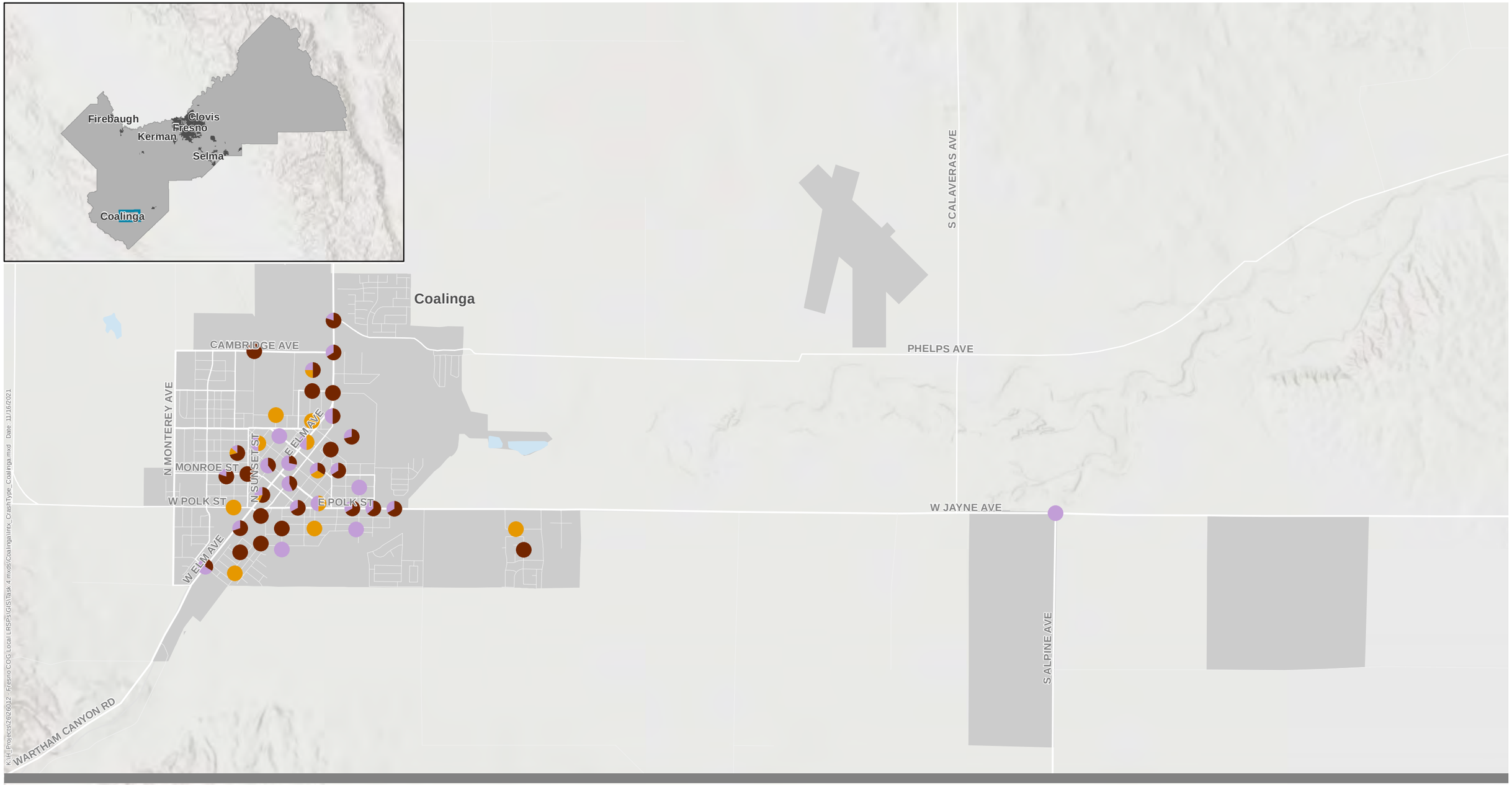
	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R1	Crashes at night
	Install Raised Median	R8	Improper turning
	Widen Shoulder	R15	Sideswipe
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Rear end
	Install/Upgrade Signs with New Fluorescent Sheeting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

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

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

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

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



Collision Type

- Rear End
- Vehicle-Pedestrian
- Sideswipe

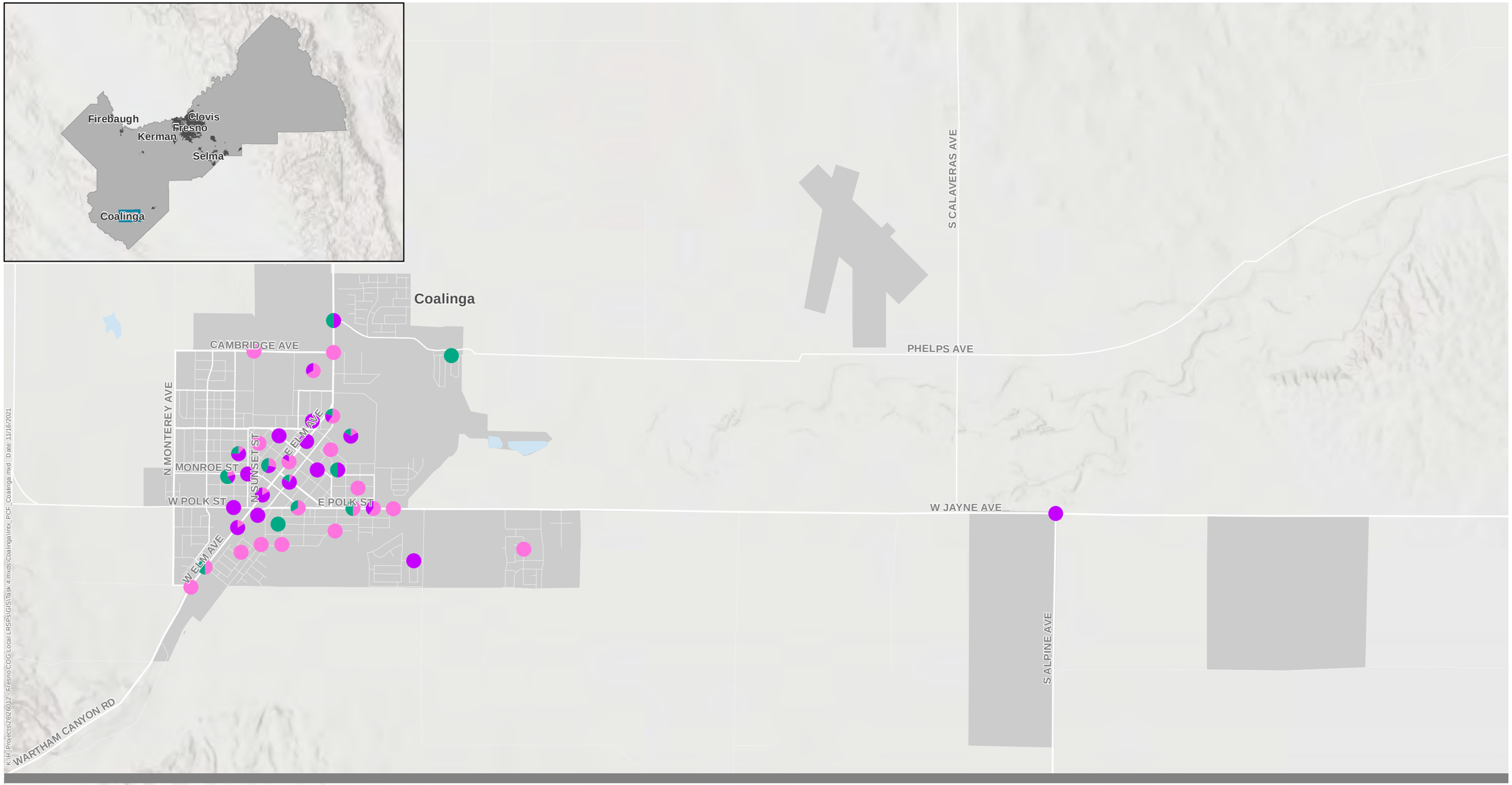
- City Limits
- County Boundary

0 0.6 Miles

KITTELSON & ASSOCIATES

Figure 38

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



Primary Collision Factors

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

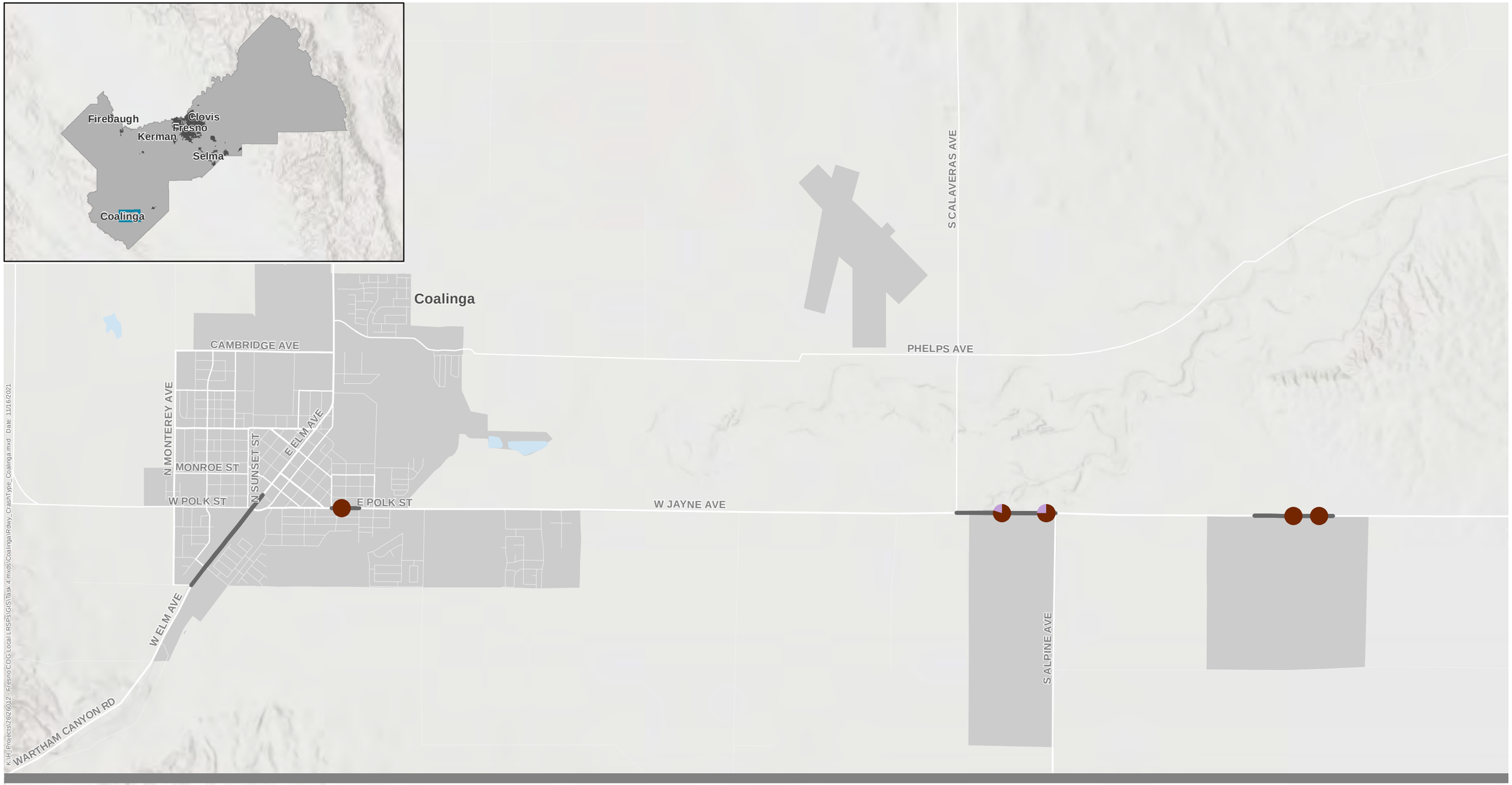
- City Limits
- County Boundary

0 0.6 Miles

KITTELSON & ASSOCIATES

Figure 39

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



Collision Type

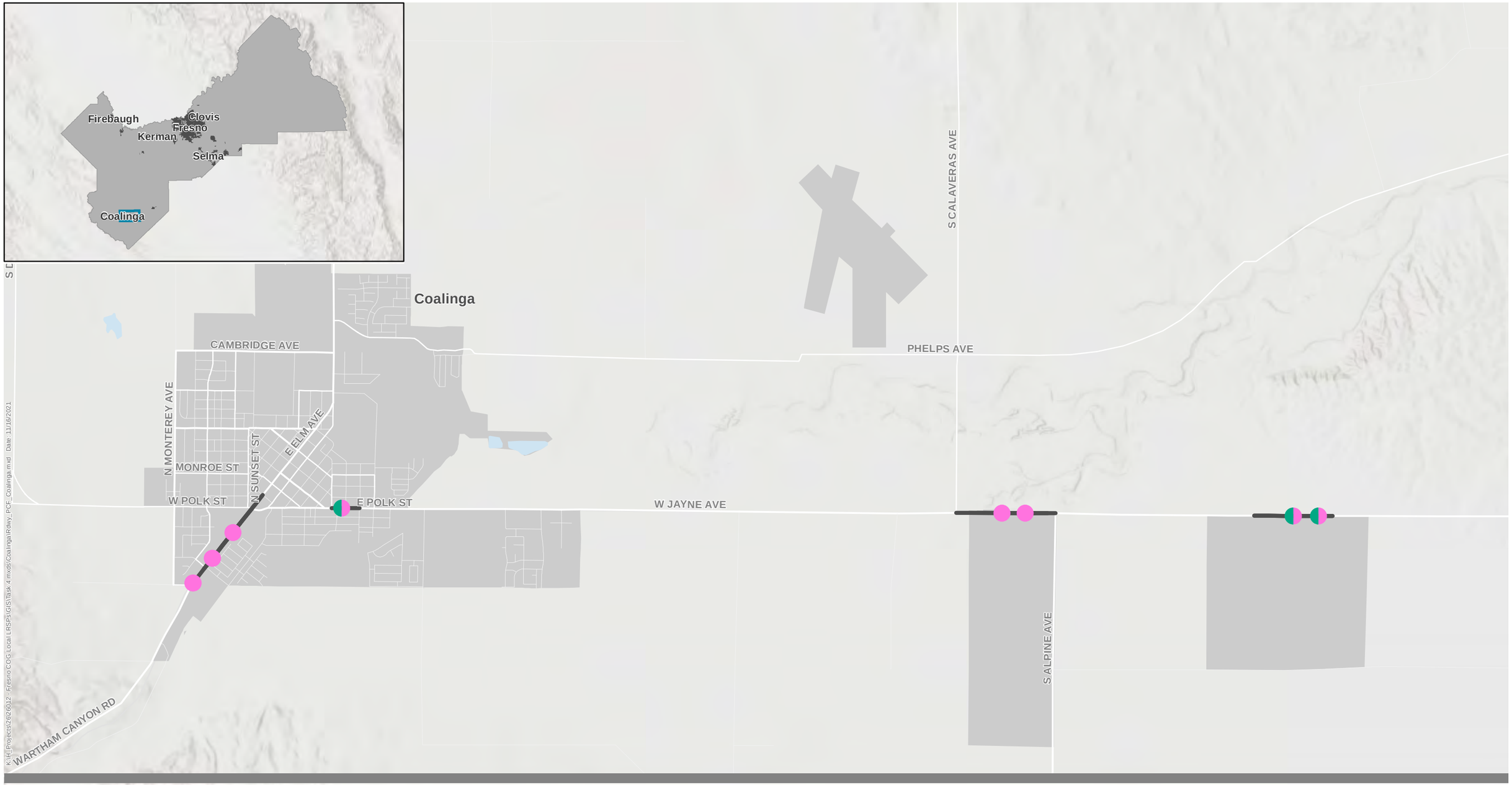
- Rear End
- Sideswipe
- Priority Roadways
- City Limits
- County Boundary

0 0.6 Miles

Figure 40

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

KITTELSON & ASSOCIATES



Primary Collision Factors

- Improper Turning
- Unsafe Starting or Backing
- Priority Roadways

- City Limits
- County Boundary

0 0.6 Miles

KITTELSON & ASSOCIATES

Figure 41

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Education Strategies

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

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

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

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

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

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

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

Emergency Services

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

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

Enforcement

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

The following enforcement strategies should be considered for Coalinga:

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

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

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

EVALUATION AND IMPLEMENTATION

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

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

Activities for implementing the plan include:

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

4.0 CITY OF FIREBAUGH

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

VISION AND GOALS

The City's vision for roadway safety is:

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

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

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

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

SAFETY PARTNERS

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

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

PERFORMANCE MEASURES

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

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

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

DATA SUMMARY

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

Public Survey Feedback

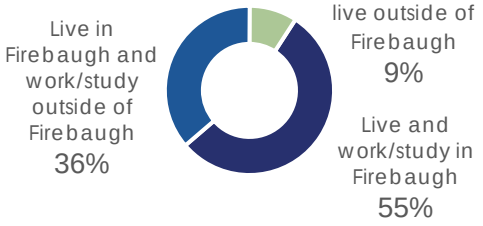
Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are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

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

11
PEOPLE RESPONDED

2
LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE



MOST COMMON SAFETY CONCERNS

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

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

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

Crash Data

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

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

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

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

Roadway Network Data

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

Traffic Volume Data

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

EXISTING ROADWAY SAFETY PERFORMANCE

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

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

All Road Users

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

SEVERITY BY ROAD USER

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

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

Table 20: Crash Severity by Road User Involved

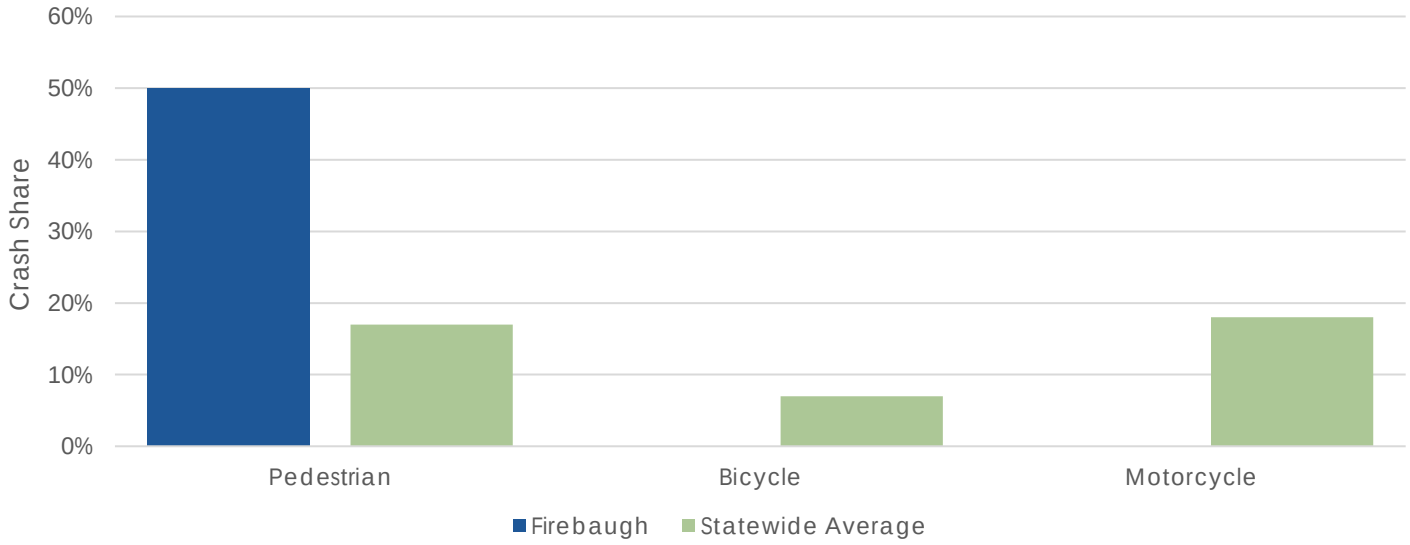
Road Users Involved	Fatal (% of column)	Severe Injury (% of column)	Visible Injury (% of column)	Complaint of Pain (% of column)	Property Damage Only (% of column)	Total (% of column)
Pedestrian Involved	3 (75%)	0 (0%)	1 (11%)	2 (11%)	1 (1%)	7 (5%)
Bicycle Involved	0 (0%)	0 (0%)	0 (0%)	1 (6%)	0 (0%)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

Source: SWITRS, TIMS, Kittelson, 2021.

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

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

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

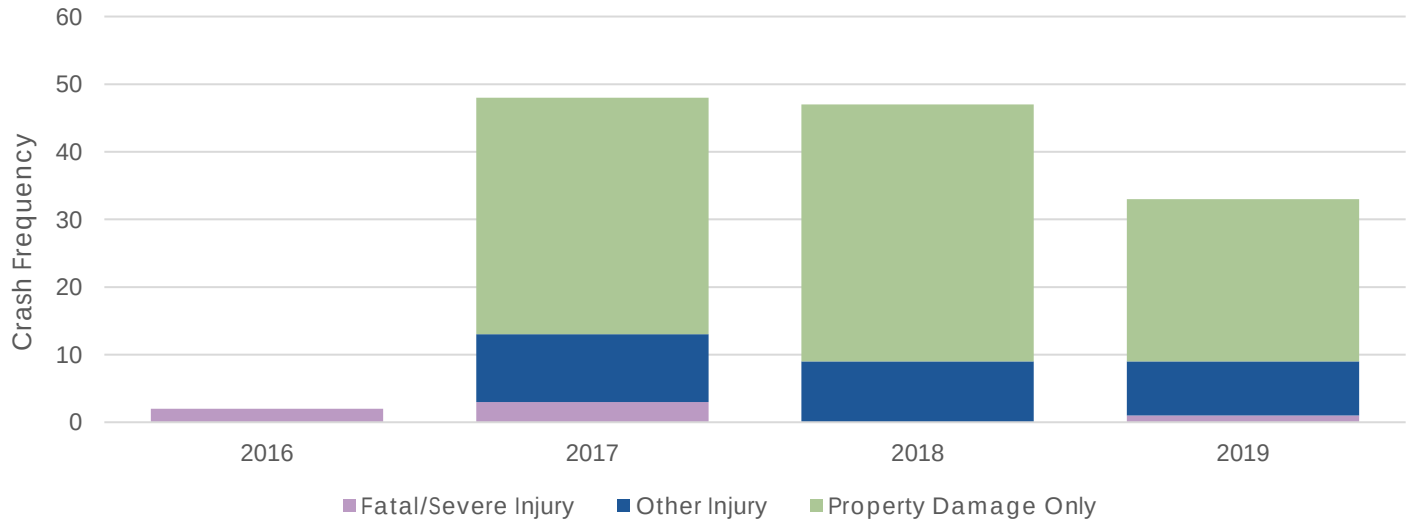


Source: SHSP, SWITRS, TIMS, Kittelson, 2021.

YEAR, MONTH, AND WEATHER

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

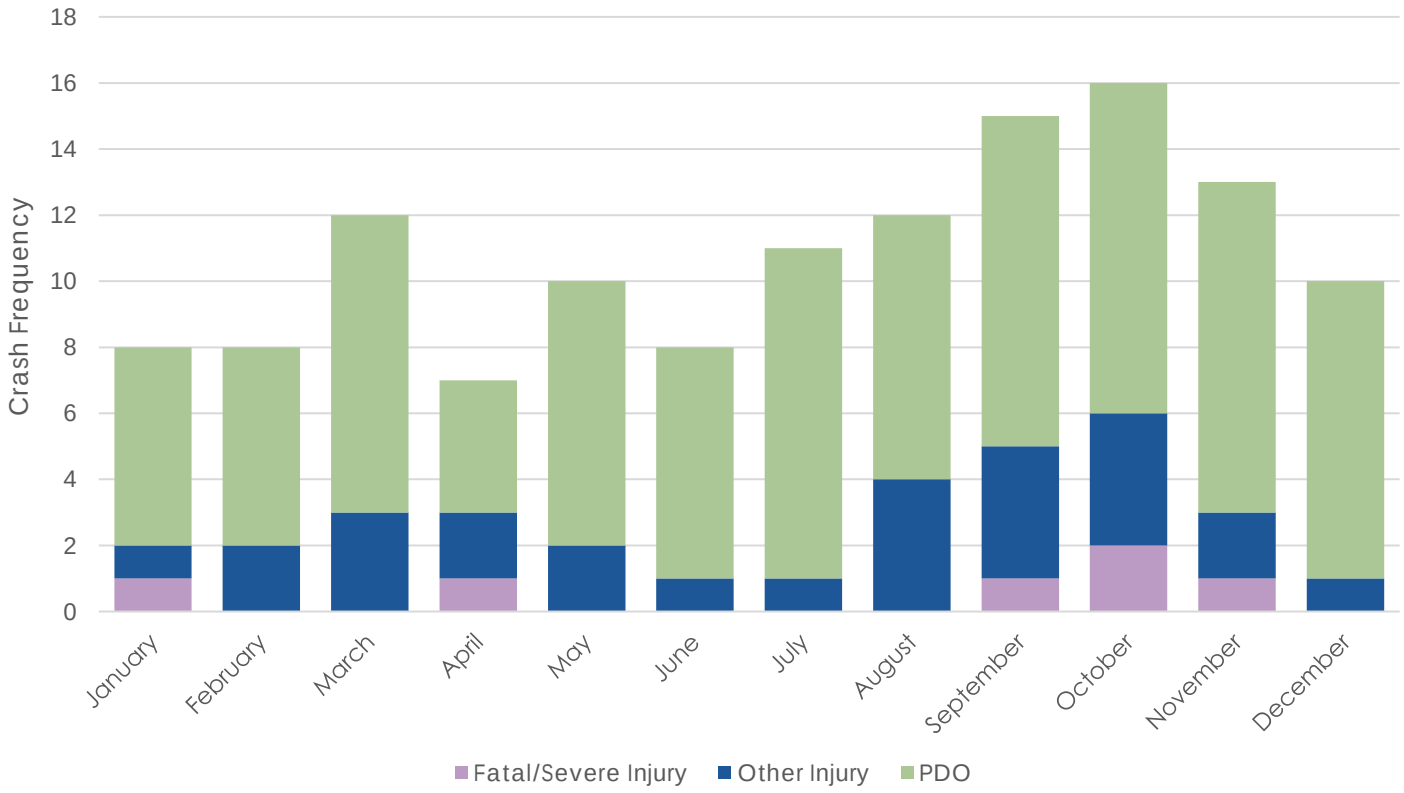
Figure 43: Year-over-Year Trends in Crash Data by Severity



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

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

Figure 44: Crashes by Month and Severity

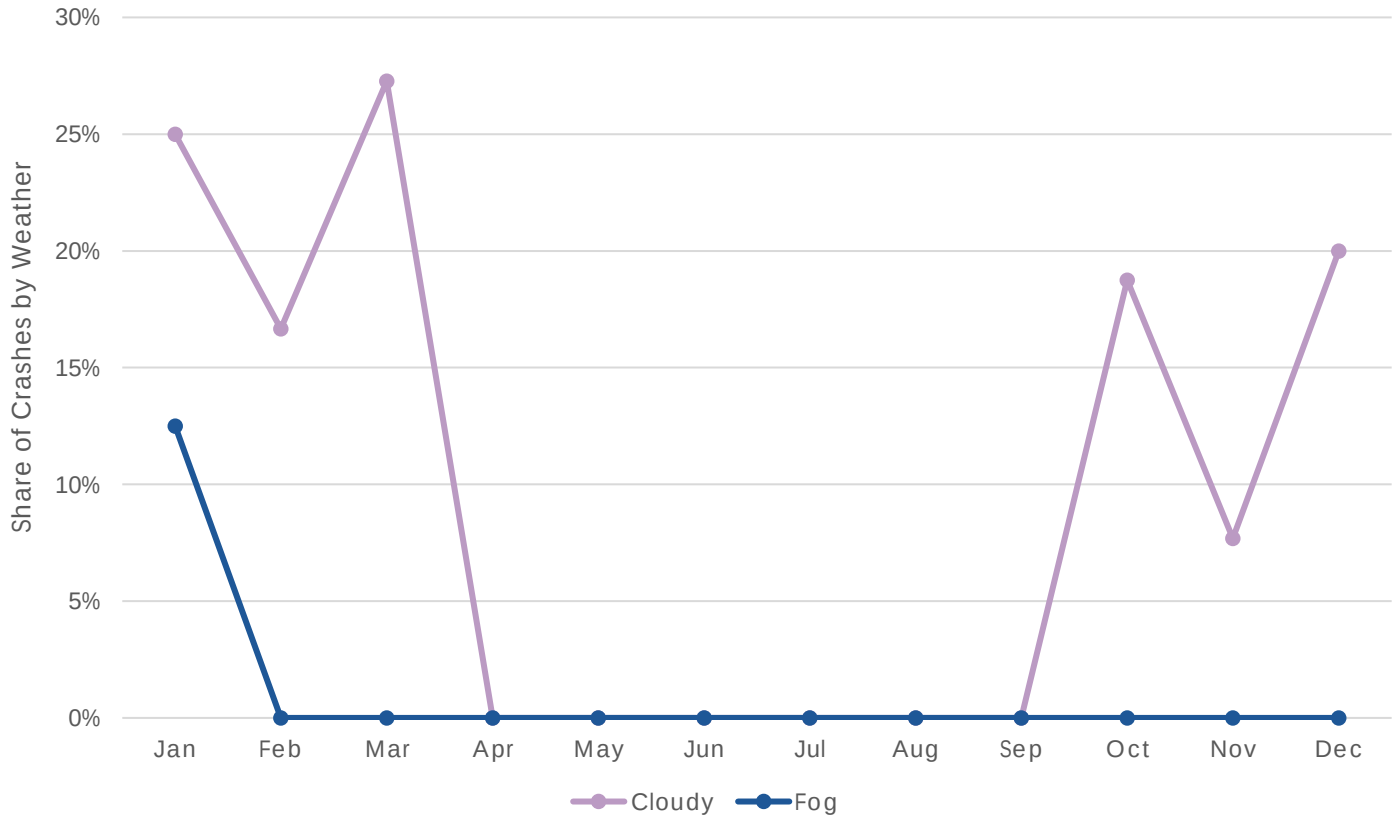


Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

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

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

Figure 45: Crashes by Month and Weather Condition



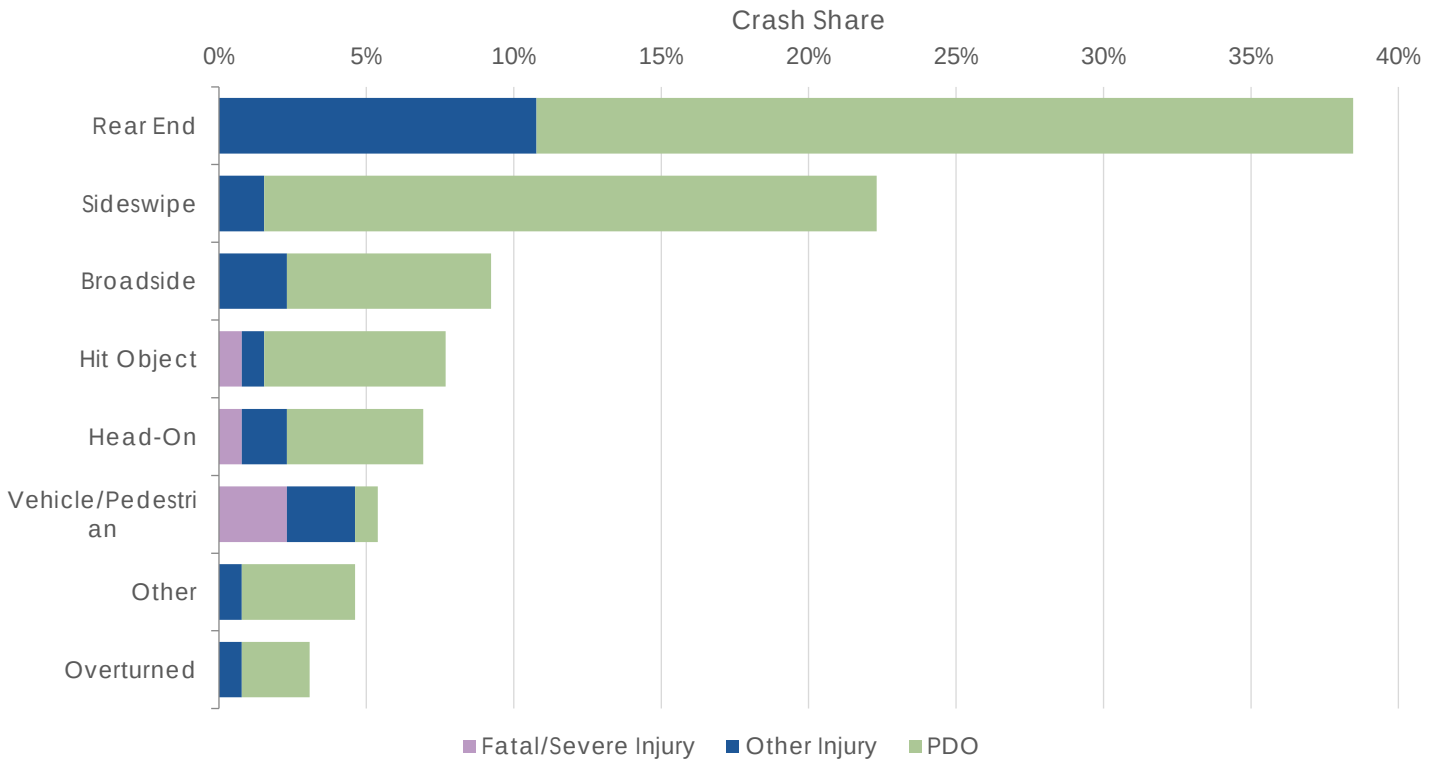
Source: SWITRS, TIMS, Kittelson, 2021
Note: Only select conditions shown to improve legibility for less frequent weather conditions.

COLLISION TYPE

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

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

Figure 46: Crashes by Collision Type and Severity



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

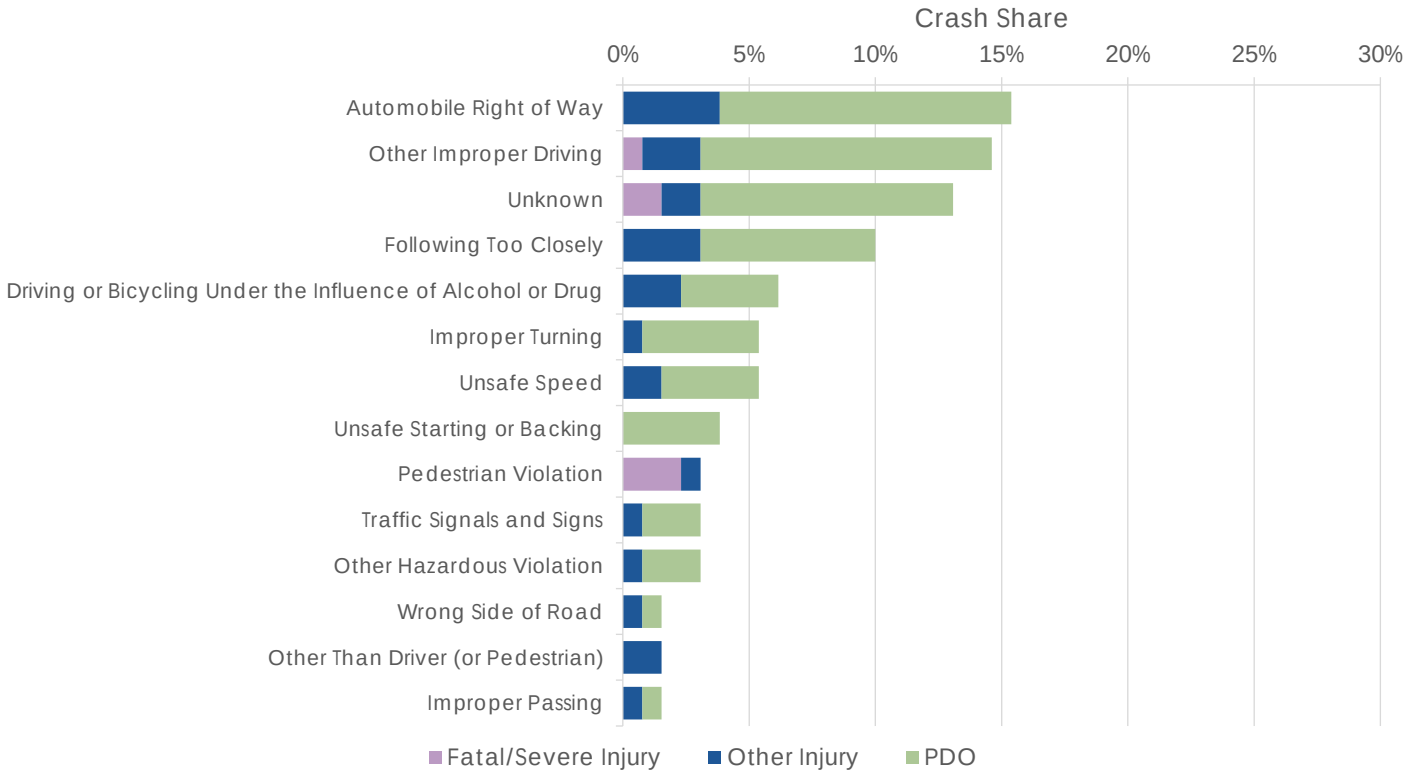
[22] Two crashes involving pedestrians were originally coded in the data as *head on* crashes. Kittelson recoded the collision type for these two to *vehicle/pedestrian*, given that the other information available in the data indicated each collision involved one motor vehicle and one pedestrian.

PRIMARY COLLISION FACTOR

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

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

Figure 47: Collision by Reported PCF and Severity



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

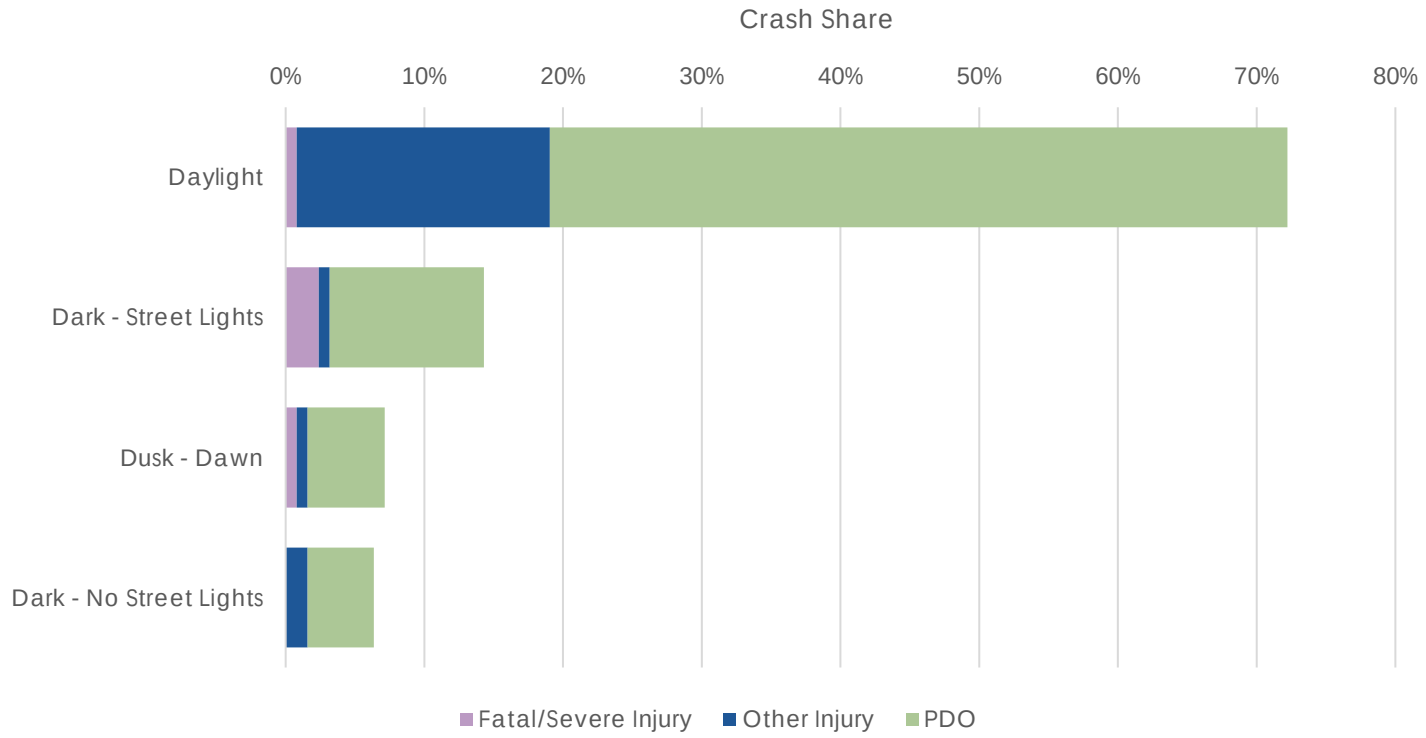
[23] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[24] Reported PCF based on CVC violation indicating driving from a direct course without reasonable safety or not signaling appropriately.
[25] Reported PCF based on CVC violation indicating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

LIGHTING

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

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

Figure 48: Crashes by Lighting and Severity

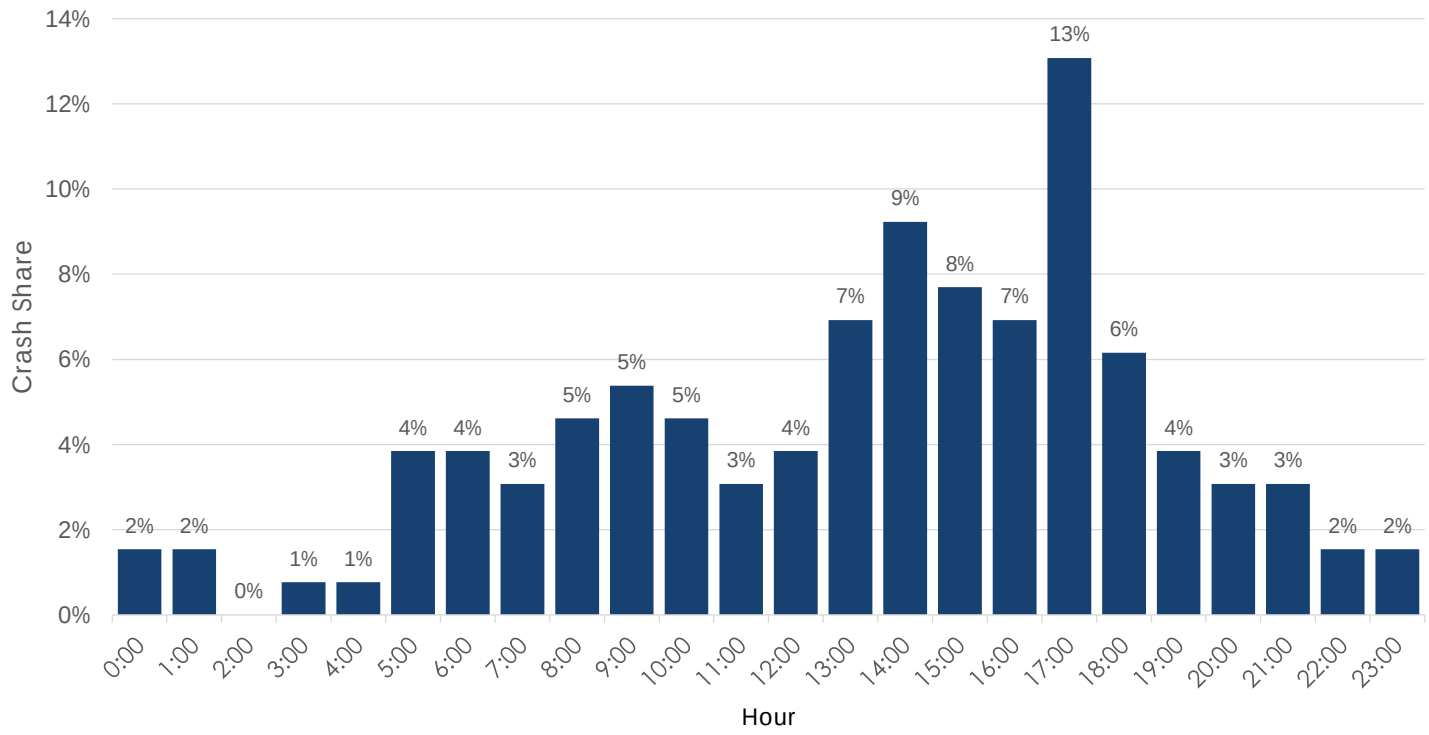


Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

TIME OF DAY

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

Figure 49: Crash Share by Time of Day



Source: SWITRS, TIMS, Kittelson, 2021.

Pedestrians

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

Table 21: Pedestrian Involved Crashes by Severity

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

Source: SWITRS, TIMS, Kittelson, 2021.

SEVERITY AND MONTH

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

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

PEDESTRIAN ACTION AND LOCATION

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

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

LIGHTING

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

Bicyclists

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

Priority Locations

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

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

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

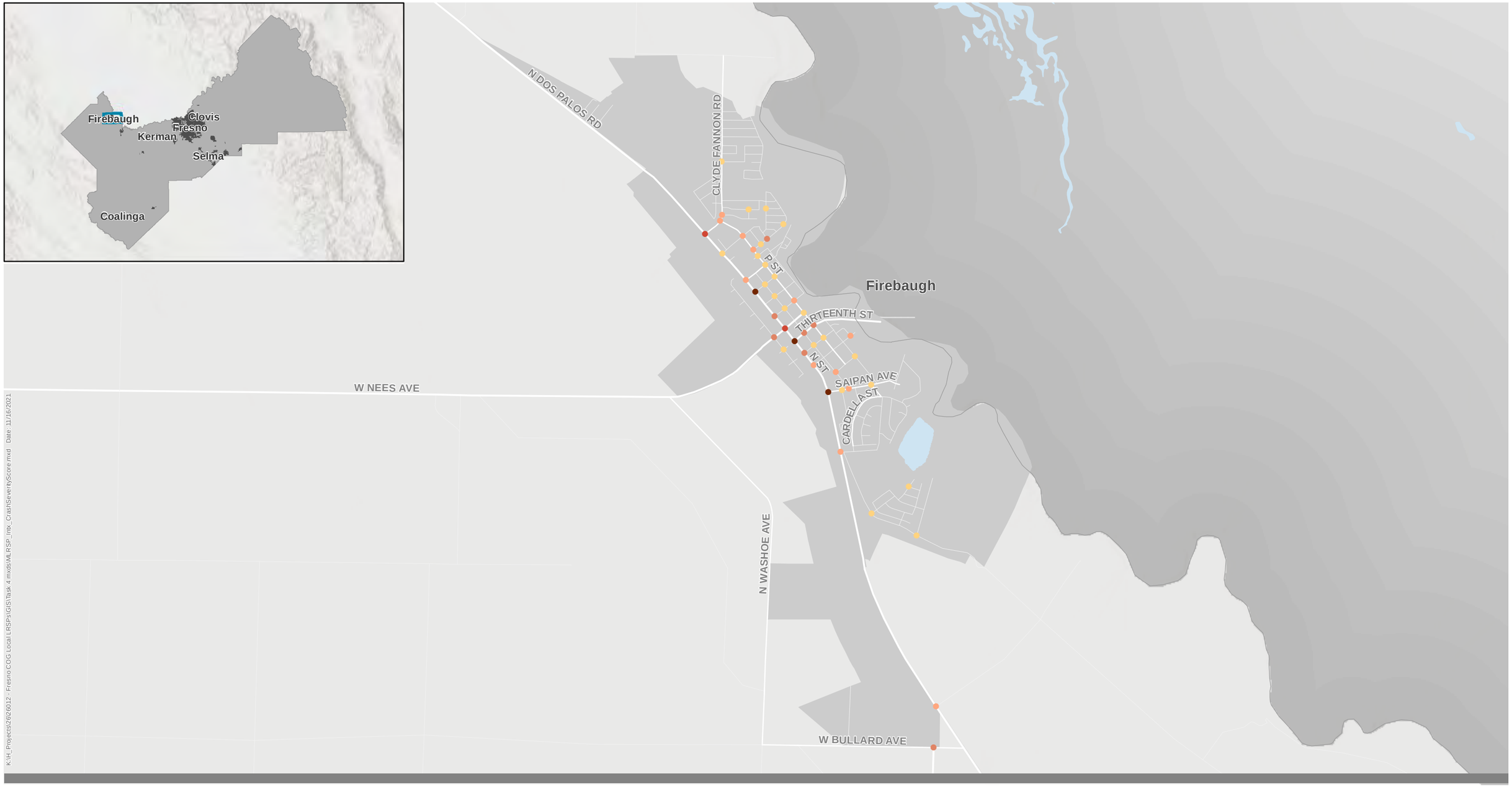
Table 22. Top 20 Locations based on Crash Severity Score

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

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

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

Note: PDO = Property Damage Only



Crash Severity Score

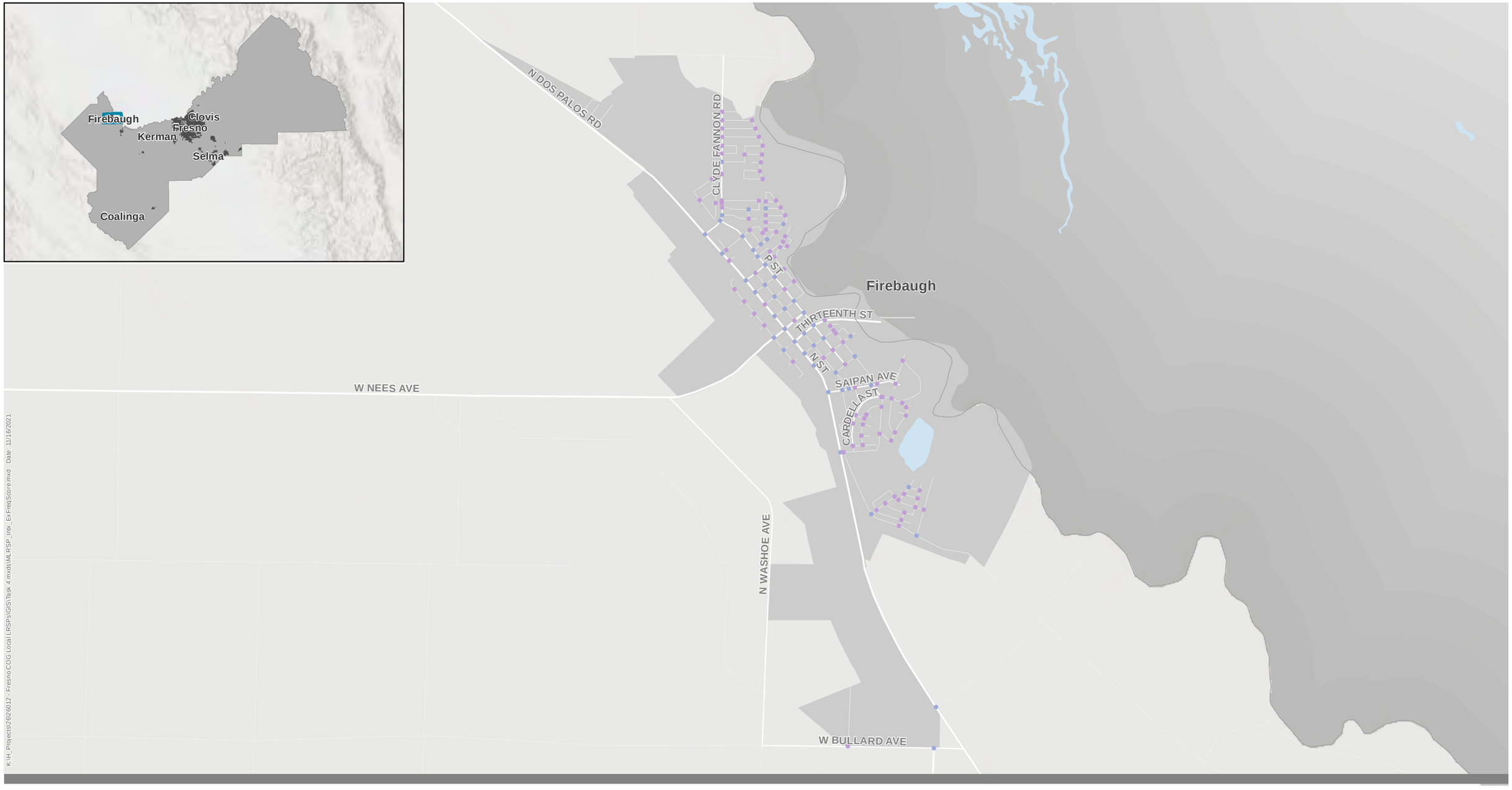
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 0.45 Miles

Figure 50

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

KITTELSON & ASSOCIATES



Excess Expected Frequency

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

City Limits

County Boundary

KITTELSON & ASSOCIATES

Figure 51

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

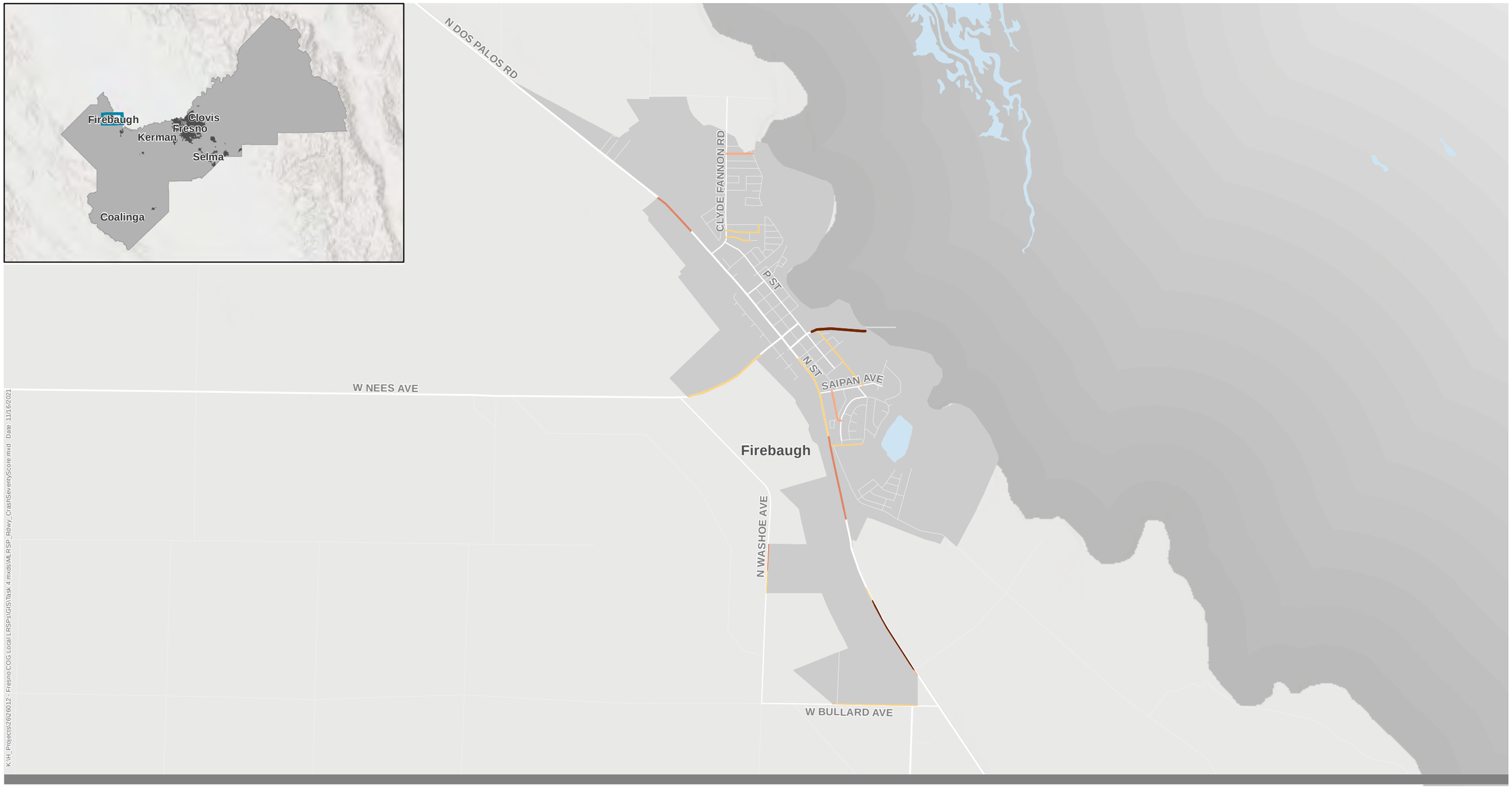


Figure 52

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

KITTELSON & ASSOCIATES

Figure 53

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

KITTELSON & ASSOCIATES

EMPHASIS AREAS

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

Pedestrian Crashes

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

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

Head on Crashes

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

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

Hit Object Crashes

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

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

Driver Behaviors

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

Improved Data Collection

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

STRATEGIES

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

Engineering Strategies

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

Table 23. High Priority Countermeasures

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

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

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

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

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

Collision Type

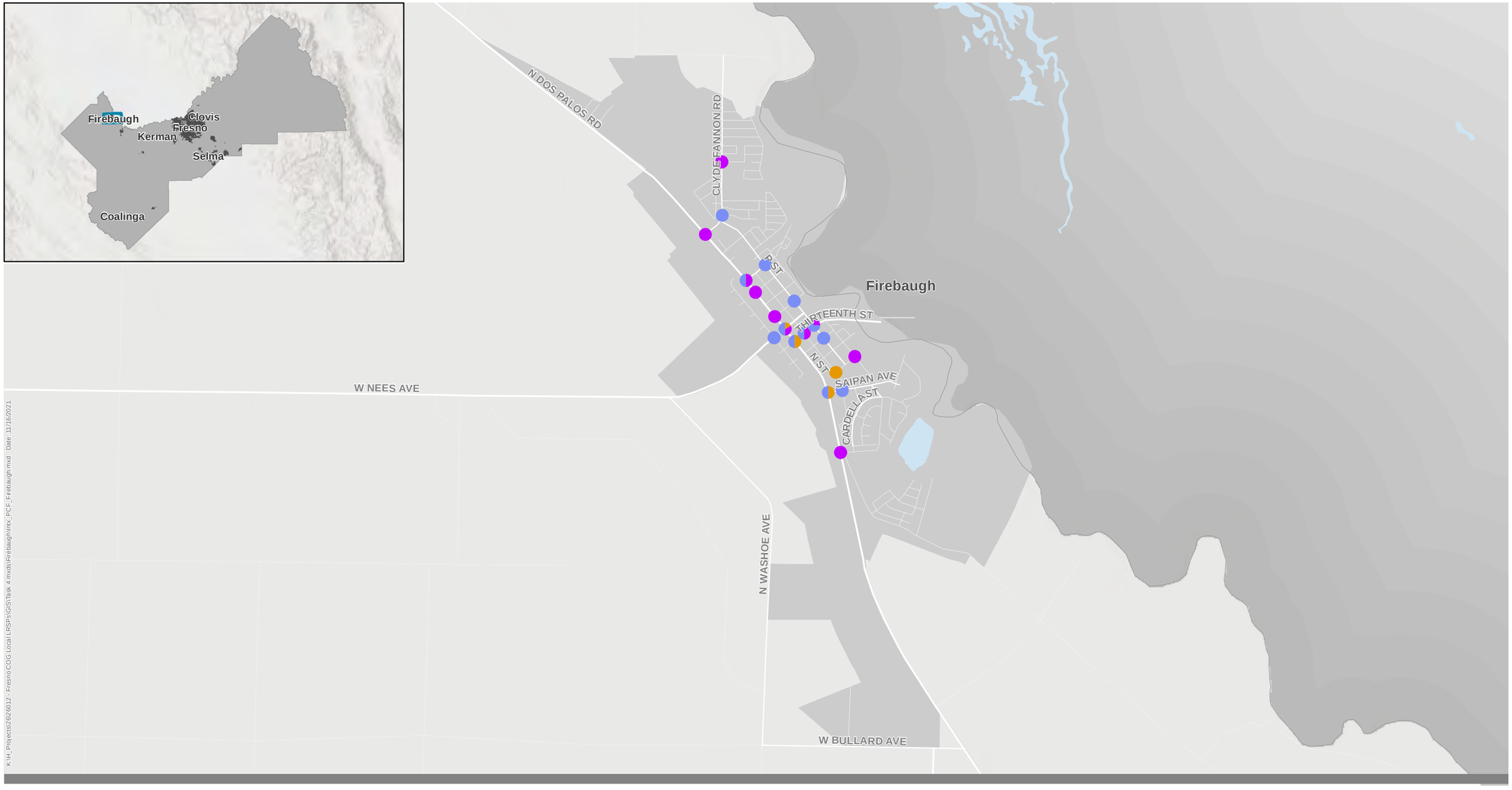
- Vehicle-Pedestrian
- Head On
- Hit Object
- City Limits
- County Boundary

0 0.45 Miles

KITTELSON & ASSOCIATES

Figure 54

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



Primary Collision Factors

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

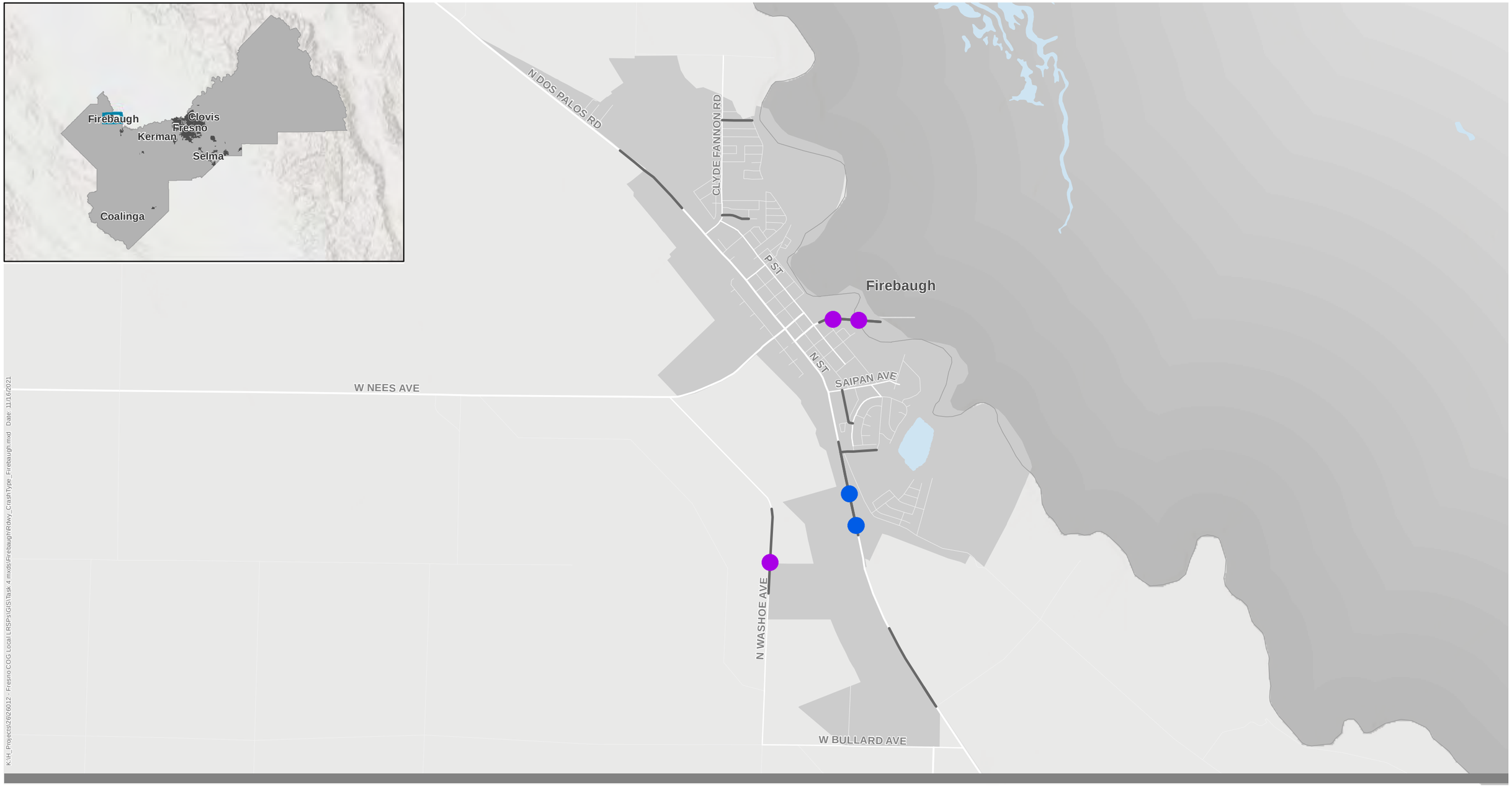
- City Limits
- County Boundary

0 0.45 Miles

KITTELSON & ASSOCIATES

Figure 55

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



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

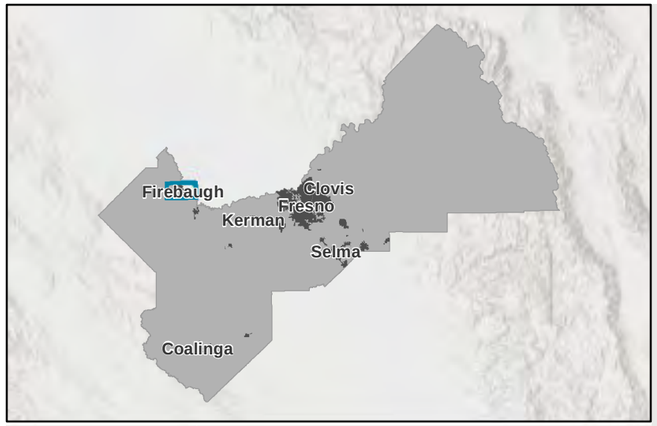
Collision Type

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

KITTELSON & ASSOCIATES

Figure 56

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



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

K:\H_Projects\262612 - Fresno COG Local LRSP\GIS\Task 4.mxds\FirebaughR4wy_PCF_Firebaugh.mxd Date: 11/16/2021

Primary Collision Factors

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

0 0.45 Miles

Figure 57

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

KITTELSON & ASSOCIATES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Education Strategies

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

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

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

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

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

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

Emergency Services

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

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

Enforcement

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

The following enforcement strategies should be considered for Firebaugh:

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

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

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

EVALUATION AND IMPLEMENTATION

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

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

Activities for implementing the plan include:

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

5.0 FRESNO COUNTY

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

VISION AND GOALS

The County's vision for roadway safety is:

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

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

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

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

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

SAFETY PARTNERS

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

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

PERFORMANCE MEASURES

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

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

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

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

DATA SUMMARY

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

Public Survey Feedback

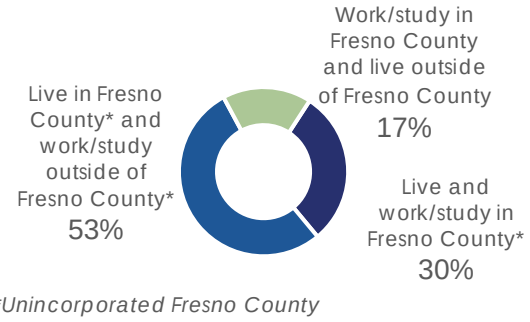
Toole Design Group worked with Fresno COG to develop an online survey and interactive webmap to provide the opportunity for public engagement on the LRSP. The goal was to collect both general and geographically specific feedback on safety problems, desired safety improvements in jurisdictions that are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

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

47 PEOPLE RESPONDED

47 LOCATIONS IDENTIFIED

WHERE PARTICIPANTS WORK AND LIVE



*Unincorporated Fresno County

MOST COMMON SAFETY CONCERNS

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

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

Crash Data

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

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

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

Roadway Network Data

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

Traffic Volume Data

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

EXISTING ROADWAY SAFETY PERFORMANCE

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

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

All Road Users

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

SEVERITY BY ROAD USER

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

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

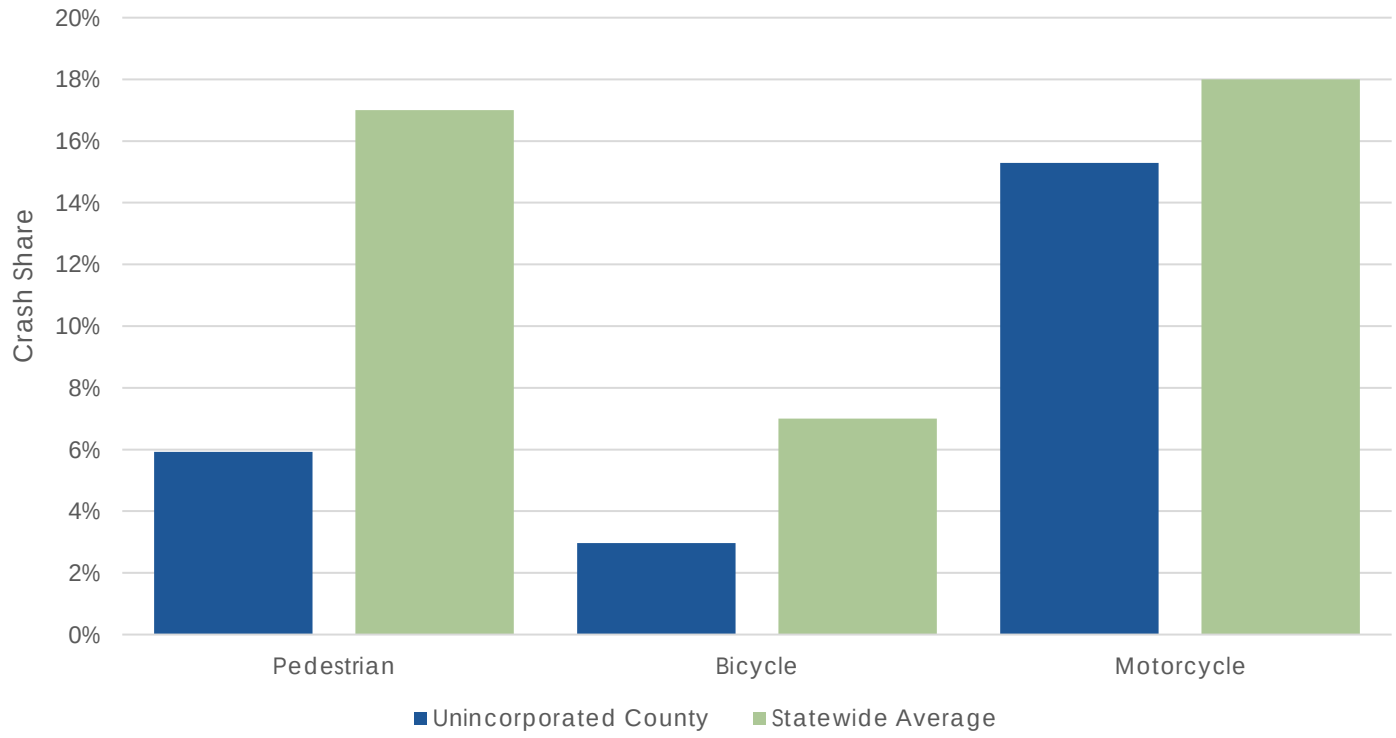
Table 28: Crash Severity by Road User Involved

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

Source: SWITRS, TIMS, Kittelson, 2021.

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

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

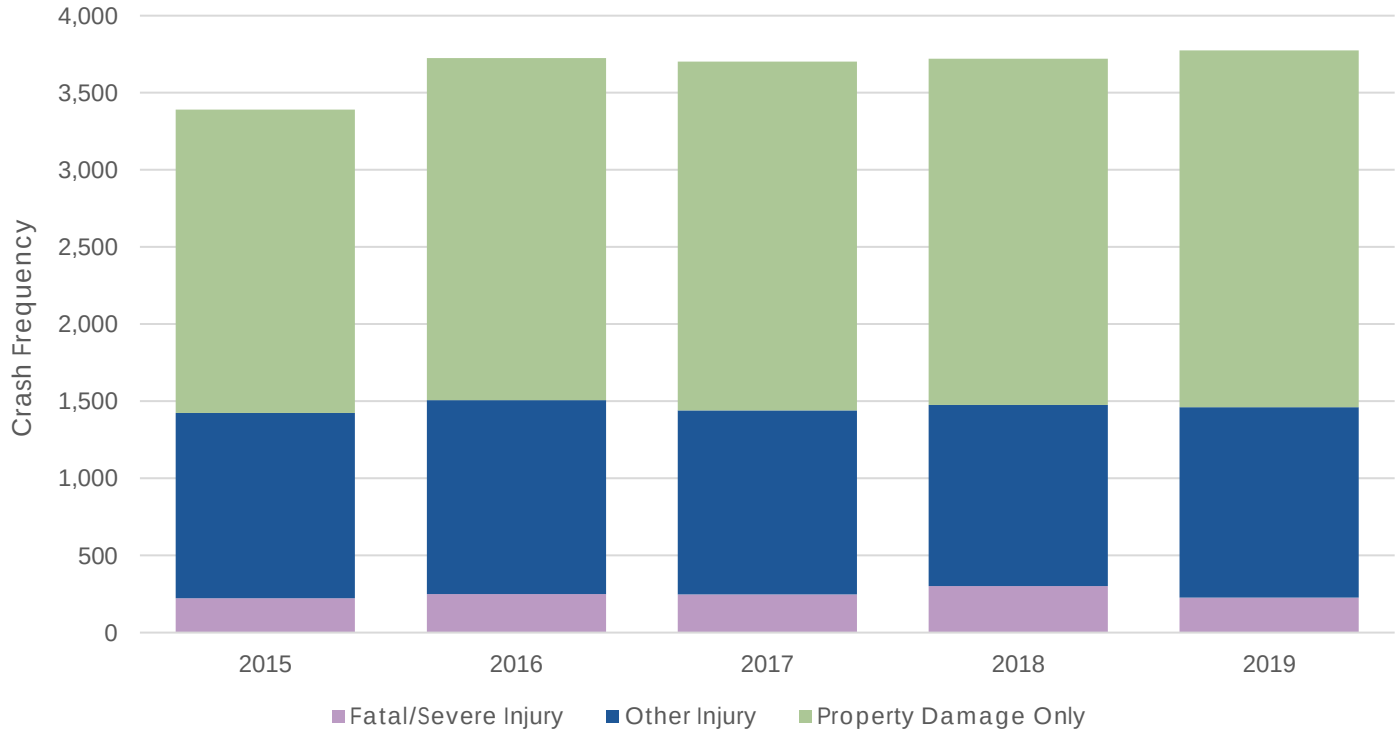


Source: City of Fresno, SWITRS, TIMS, Kittelson, 2021.

YEAR, MONTH, AND WEATHER

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

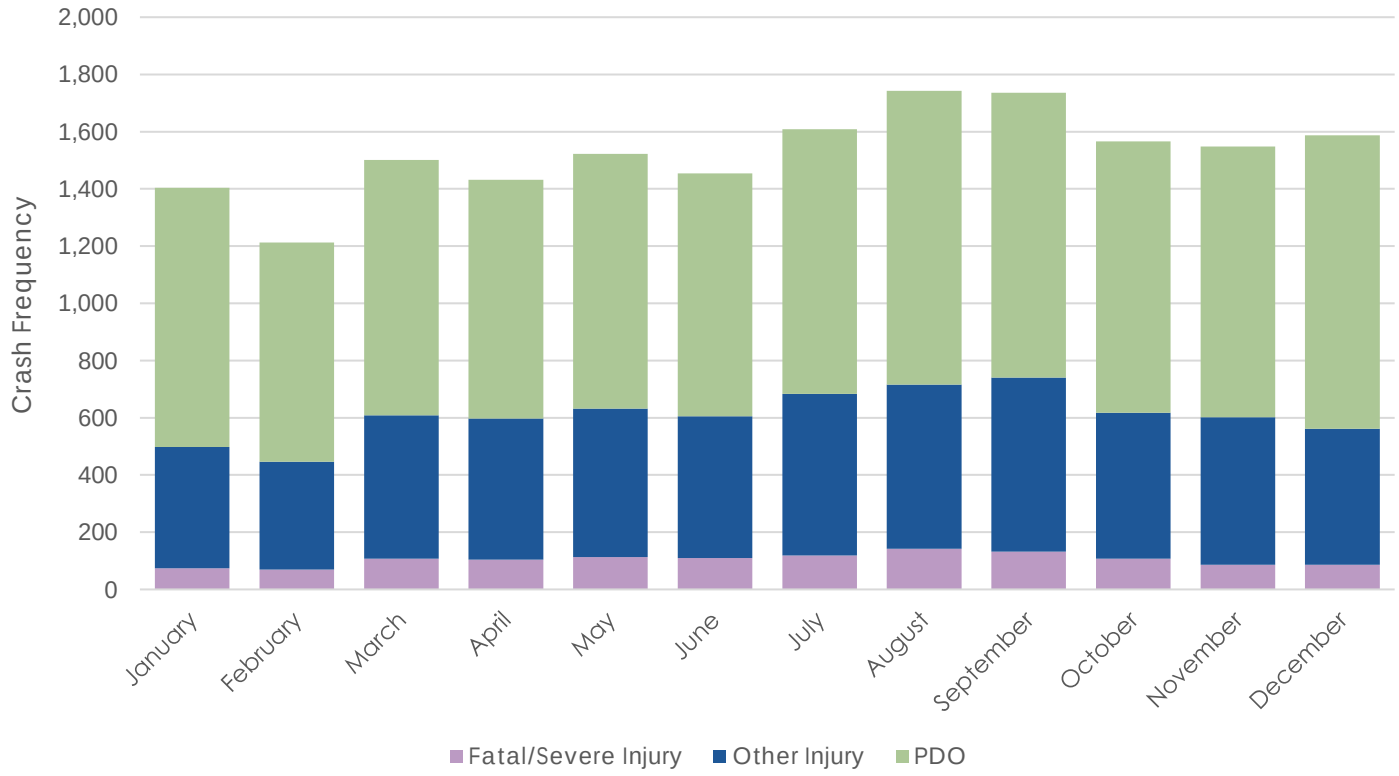
Figure 59: Year-over-Year Trends in Crash Data by Severity



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

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

Figure 60: Crashes by Month and Severity

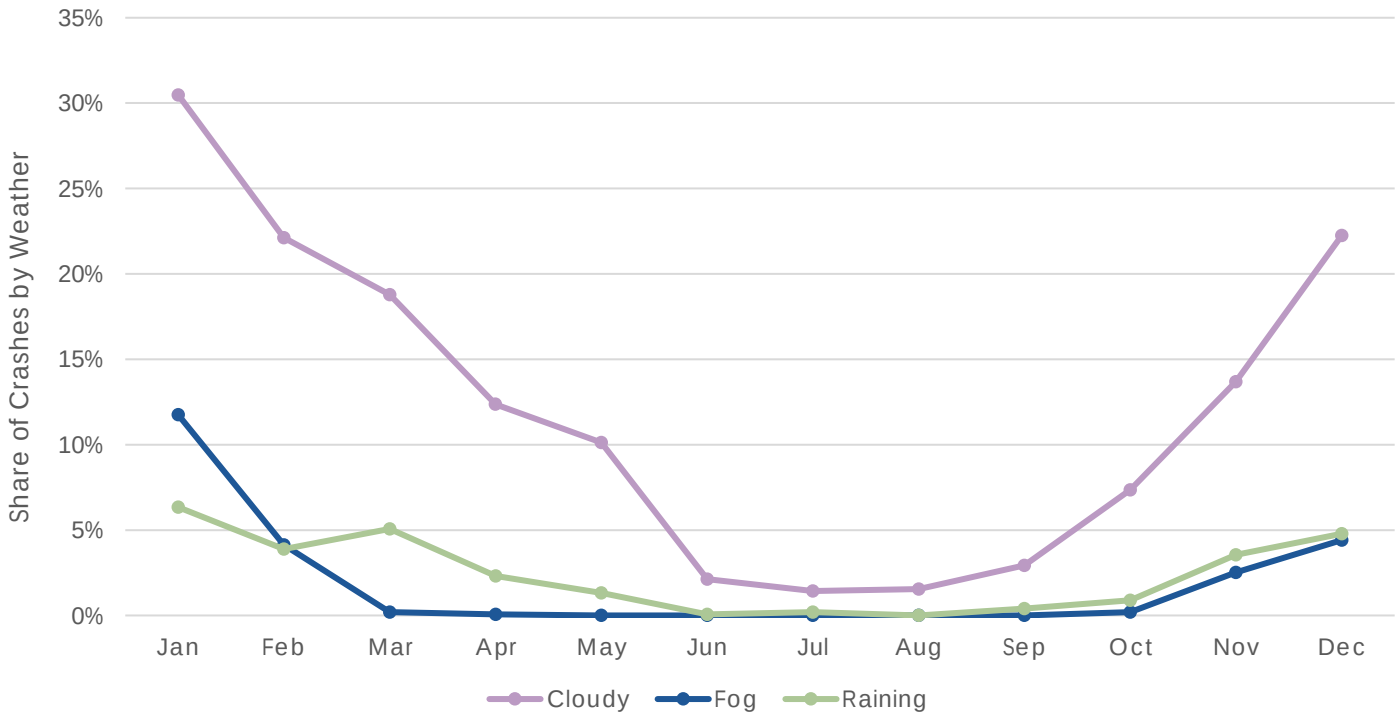


Source: SWITRS, TIMS, Kittelson, 2021
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

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

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

Figure 61: Crashes by Month and Weather Condition



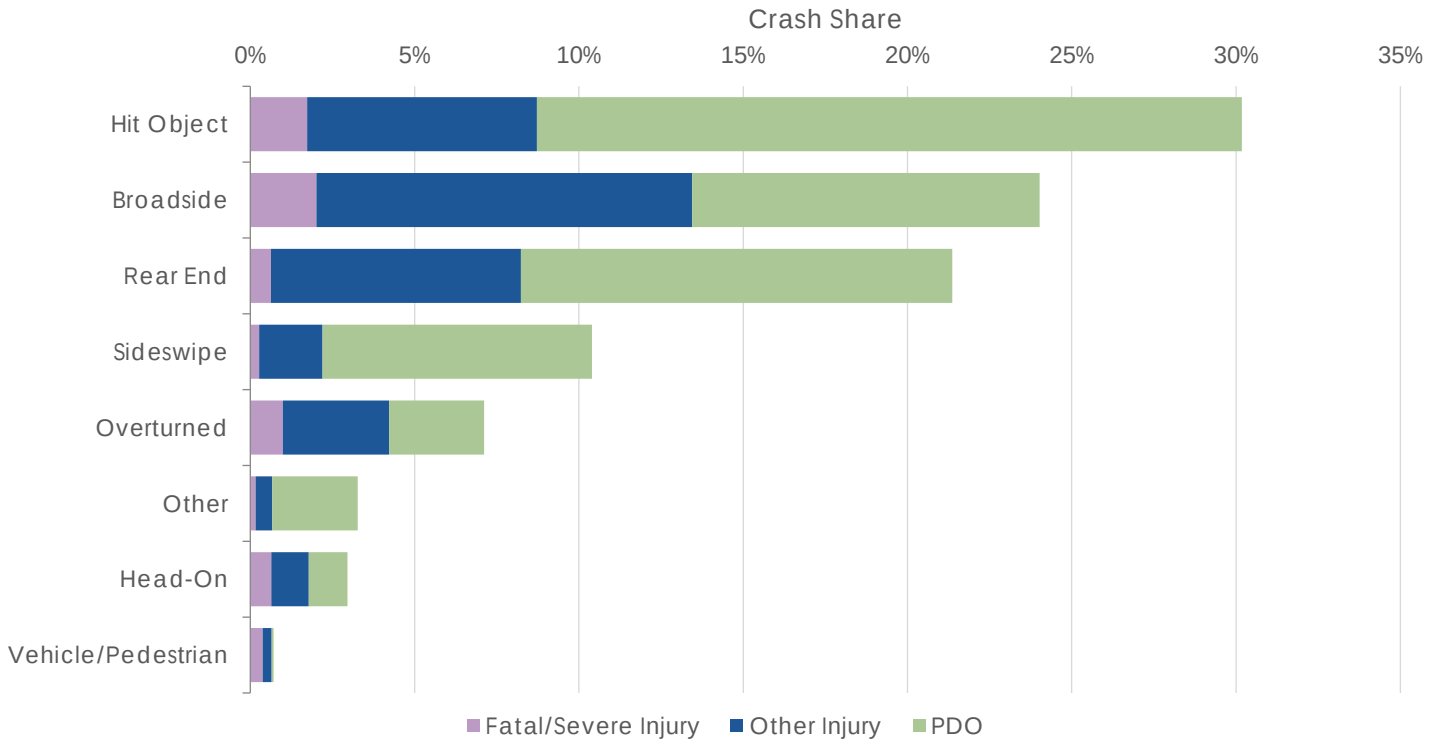
Source: SWITRS, TIMS, Kittelson, 2021.
Note: Only select conditions shown to improve legibility for less frequent weather conditions.

COLLISION TYPE

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

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

Figure 62: Crashes by Collision Type by Severity



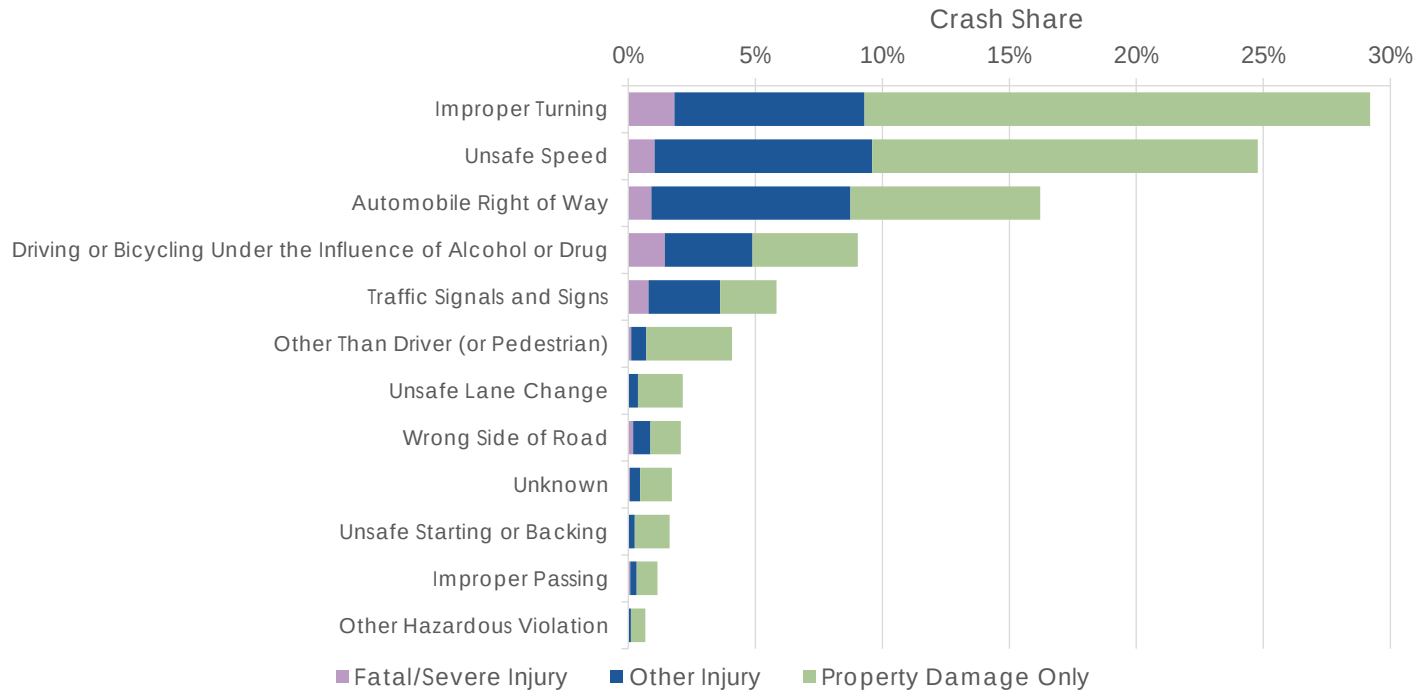
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

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

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

Figure 63: Crashes by Reported PCF



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

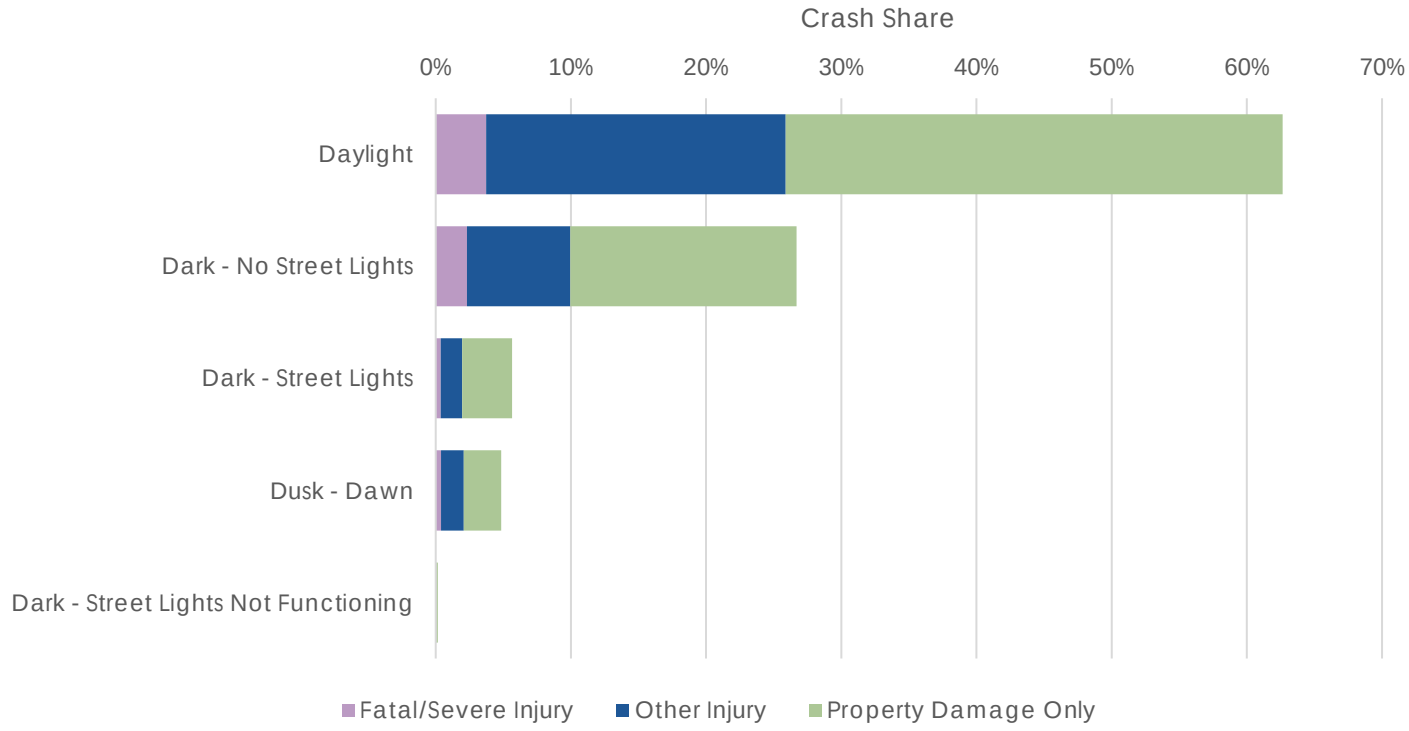
[28] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[29] Reported PCF based on CVC violation indicating unsafe speeding on a highway.
[30] Reported PCF based on CVC violation indicating a driver turning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

LIGHTING

Figure 64 shows crashes by reported lighting condition and severity.

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

Figure 64: Crashes by Lighting and Severity

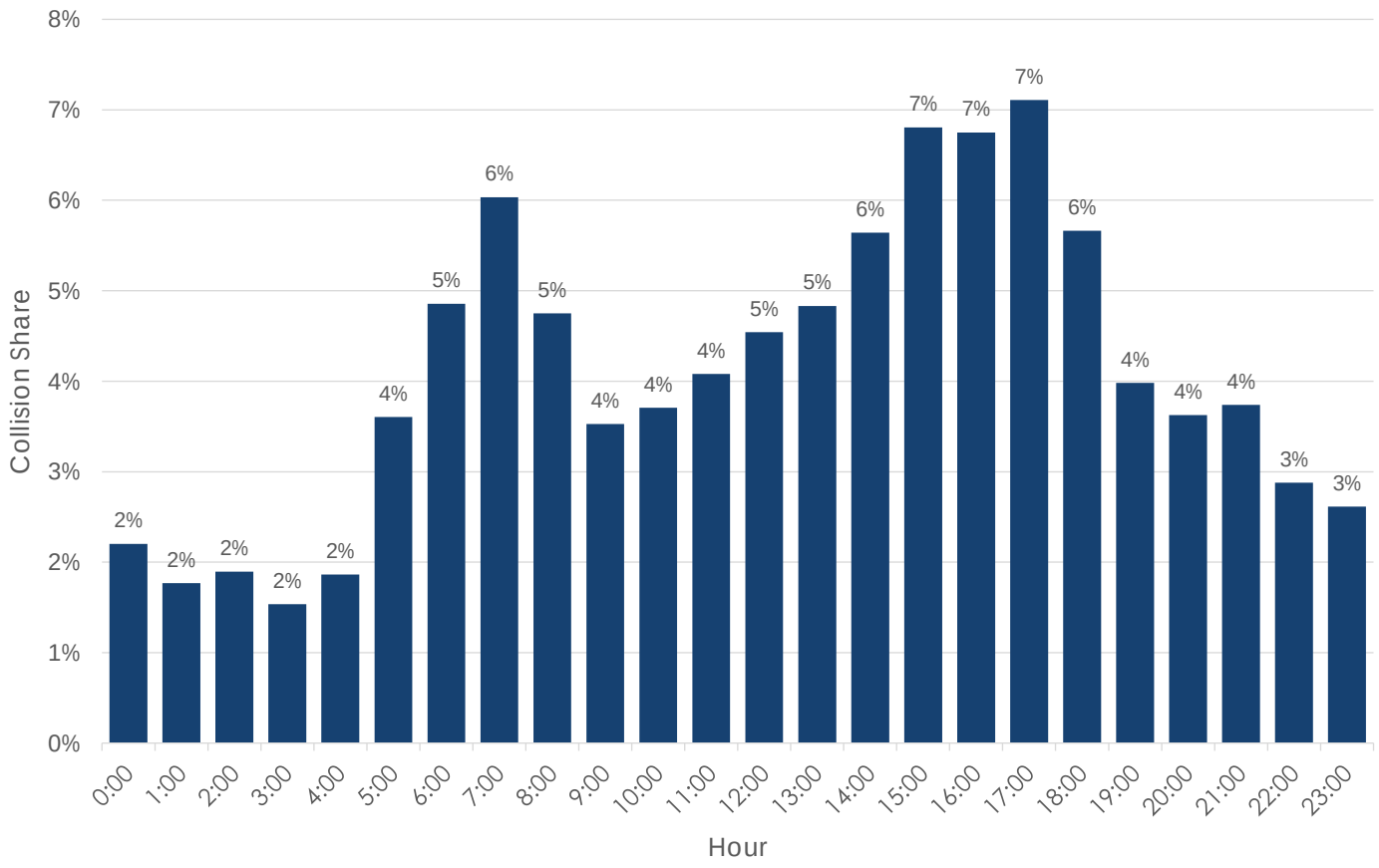


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes.

TIME OF DAY

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

Figure 65: Crash Share by Time of Day



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

Pedestrians

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

Table 29: Severity by Pedestrians Involved

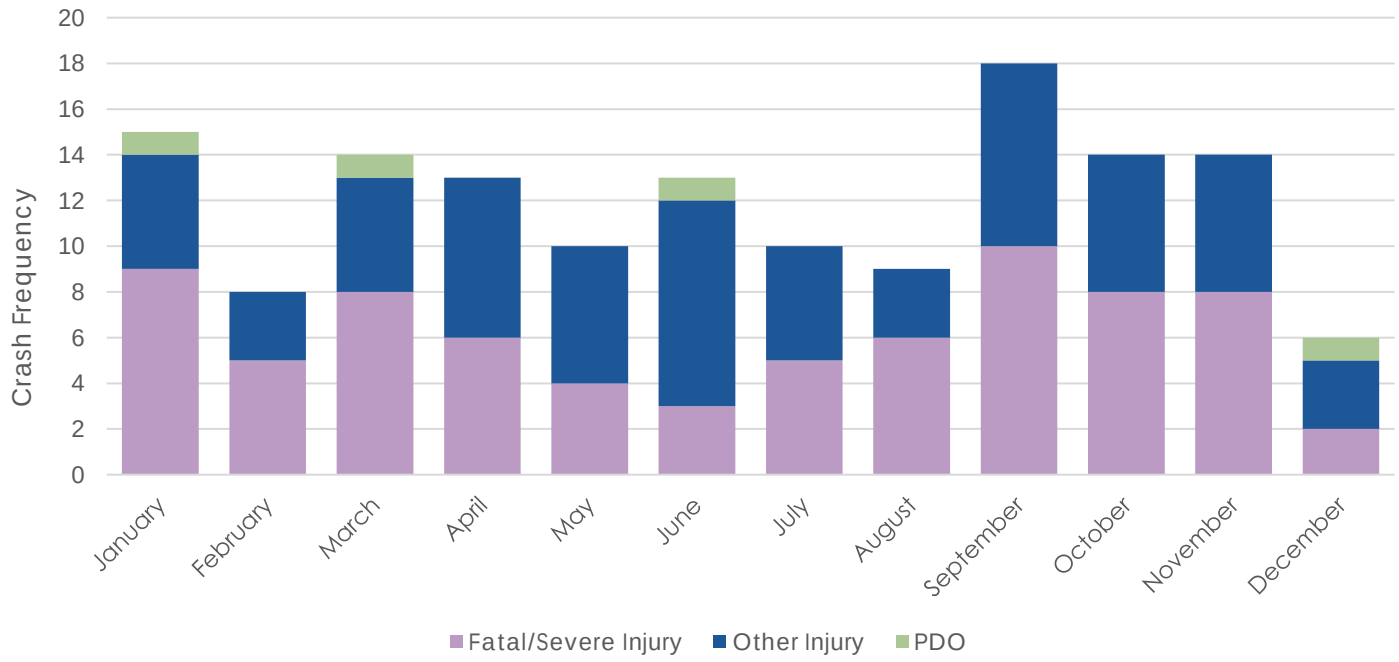
	Fatal (% of Total)	Severe Injury (% of Total)	Visible Injury (% of Total)	Complaint of Pain (% of Total)	Property Damage Only (% of Total)	Total
Pedestrian Involved	35 (24%)	39 (27%)	42 (29%)	24 (17%)	4 (3%)	144 (100%)

Source: SWITRS, TIMS, Kittelson, 2021.

SEVERITY AND MONTH

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

Figure 66: Pedestrian Crashes by Month and Severity



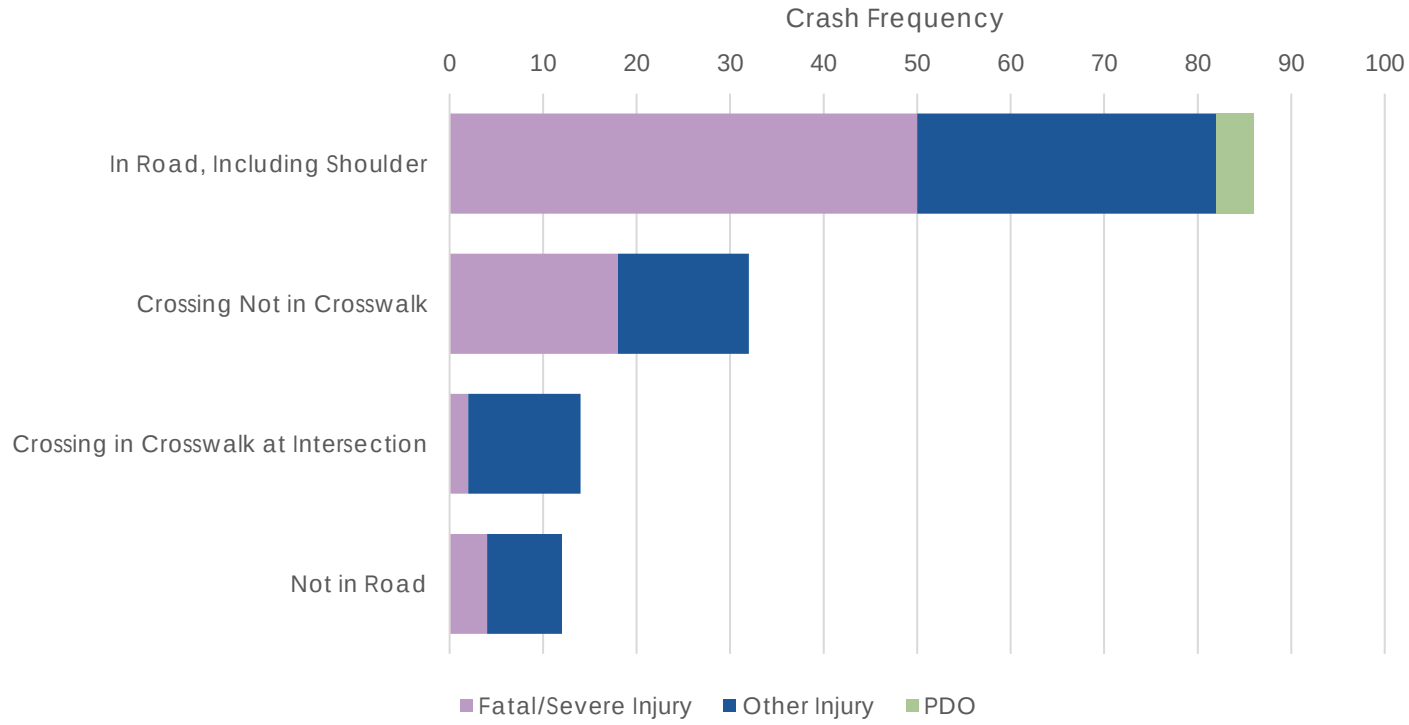
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PEDESTRIAN ACTION AND LOCATION

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

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

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

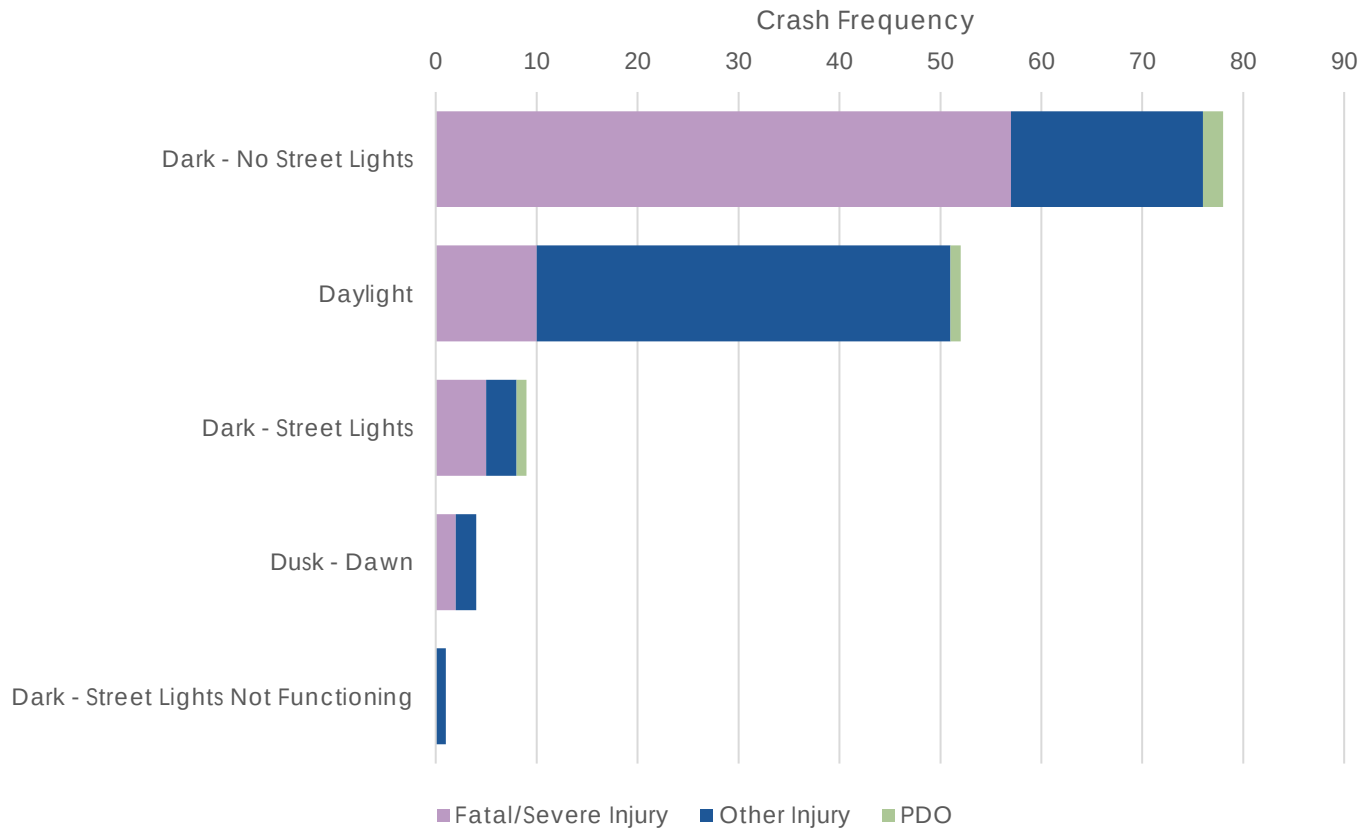


Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

LIGHTING

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

Figure 68: Pedestrian Crashes by Lighting and Severity



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

Bicyclists

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

Table 30: Bicycle User Involved Crashes by Severity

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

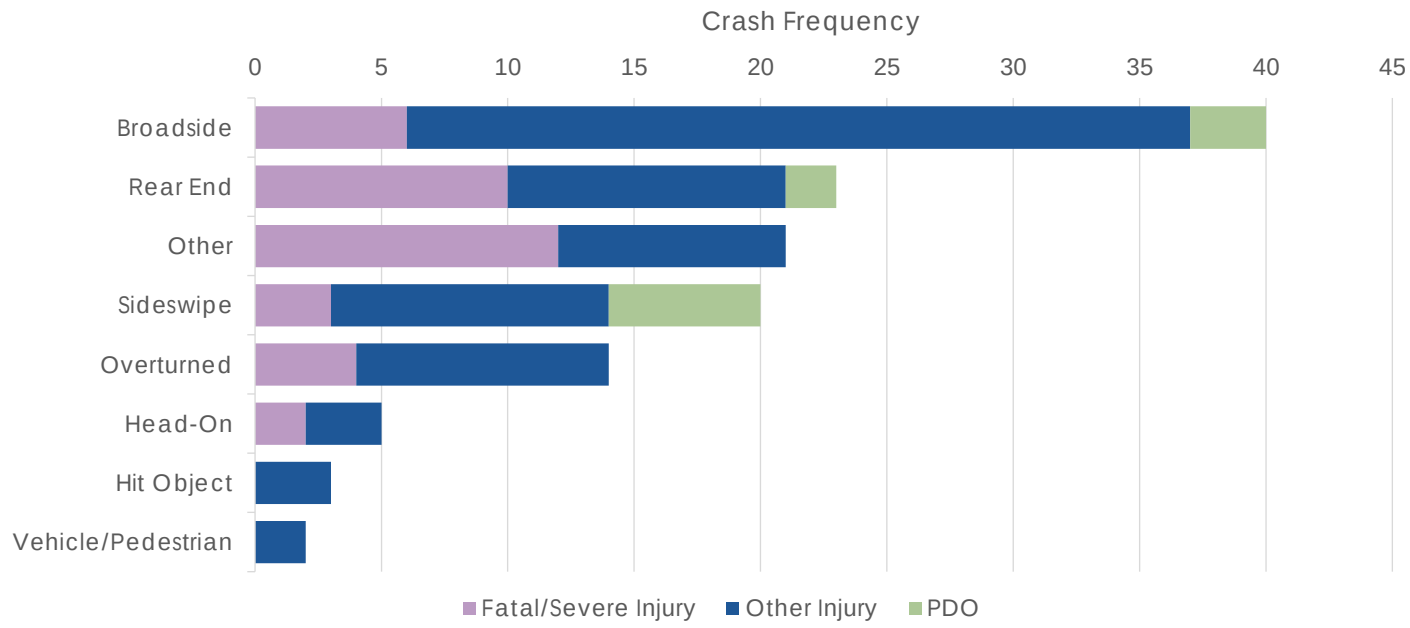
Source: SWITRS, TIMS, Kittelson, 2021.

COLLISION TYPE

Figure 69 presents reported bicycle crashes organized by collision type.

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

Figure 69: Bicycle Crashes by Collision Type and Severity



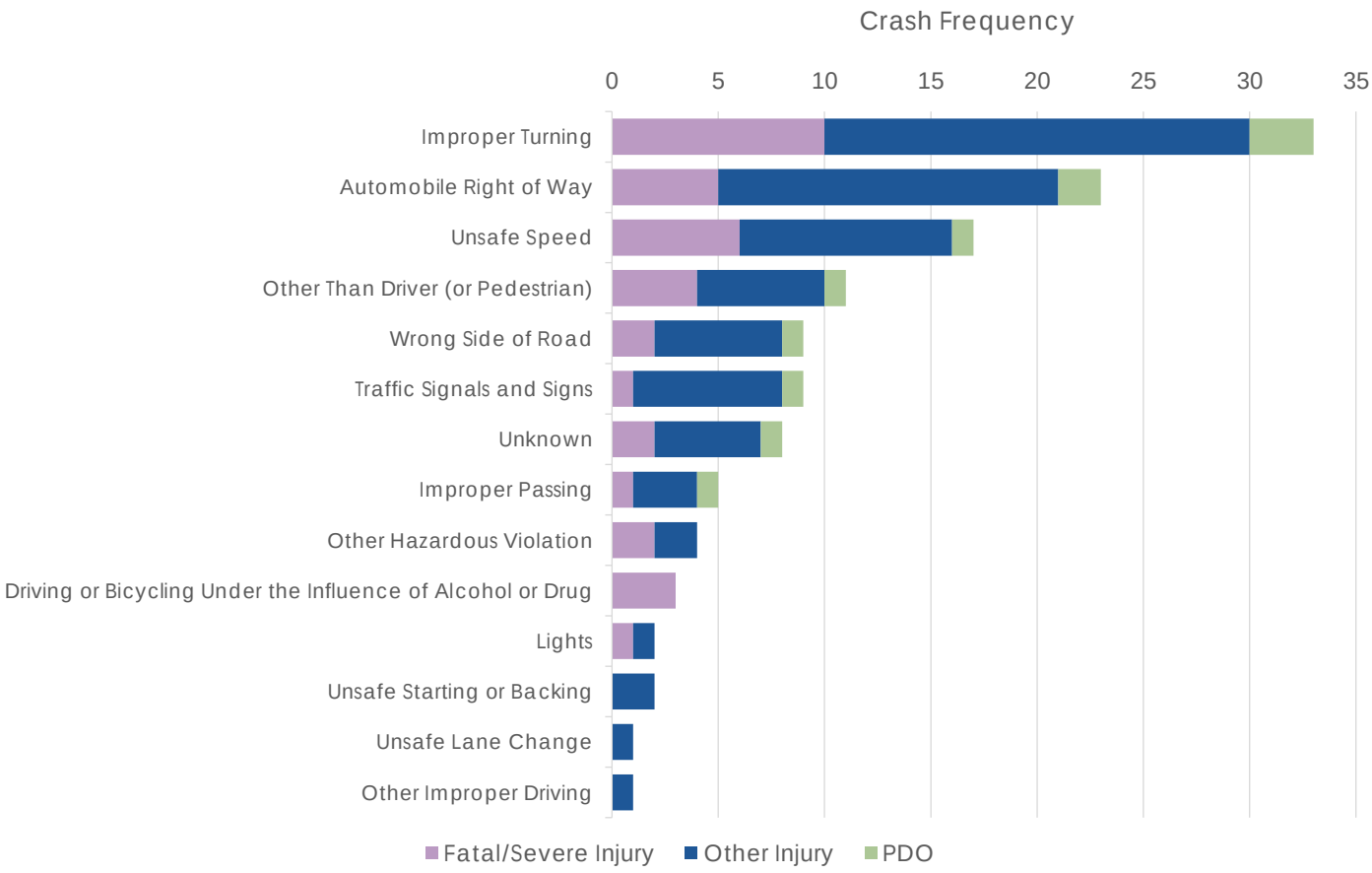
Source: SWITRS, TIMS, Kittelson, 2021.
Note: "Other injury" includes "Other visible injury" and "Complaint of pain" crashes. "PDO" = property damage only.

PRIMARY COLLISION FACTOR

Figure 70 presents the reported PCF among bicycle crashes.

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

Figure 70: Bicycle Crashes by Reported PCF and Severity



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

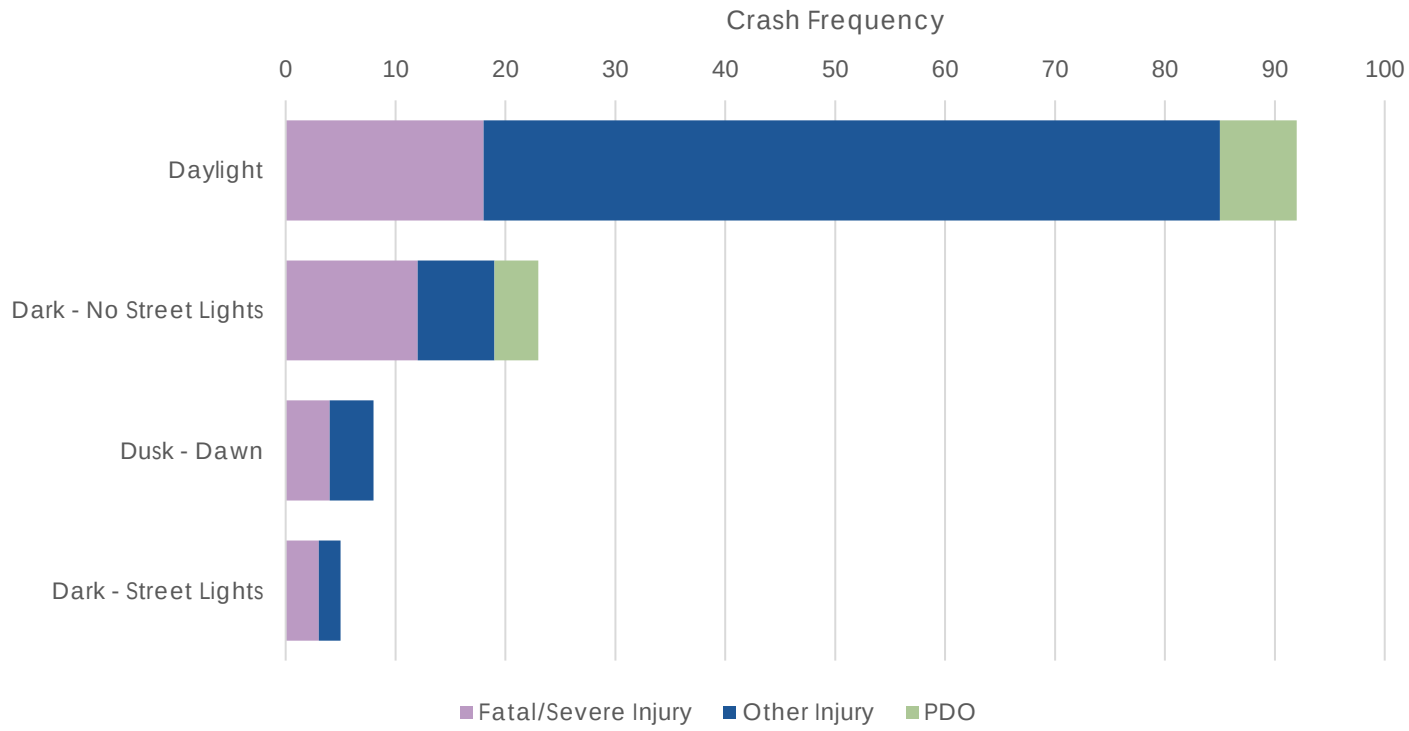
[32] Reported PCF based on CVC violation indicating a failure while turning from a direct course without reasonable safety or not signaling appropriately.
[33] Reported PCF based on CVC violation indicating a driver turning failed to yield right-of-way to oncoming traffic.
[34] Reported PCF based on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

LIGHTING

Figure 71 presents bicycle crashes organized by lighting and severity.

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

Figure 71: Bicycle Crashes by Lighting and Severity



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

Priority Locations

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

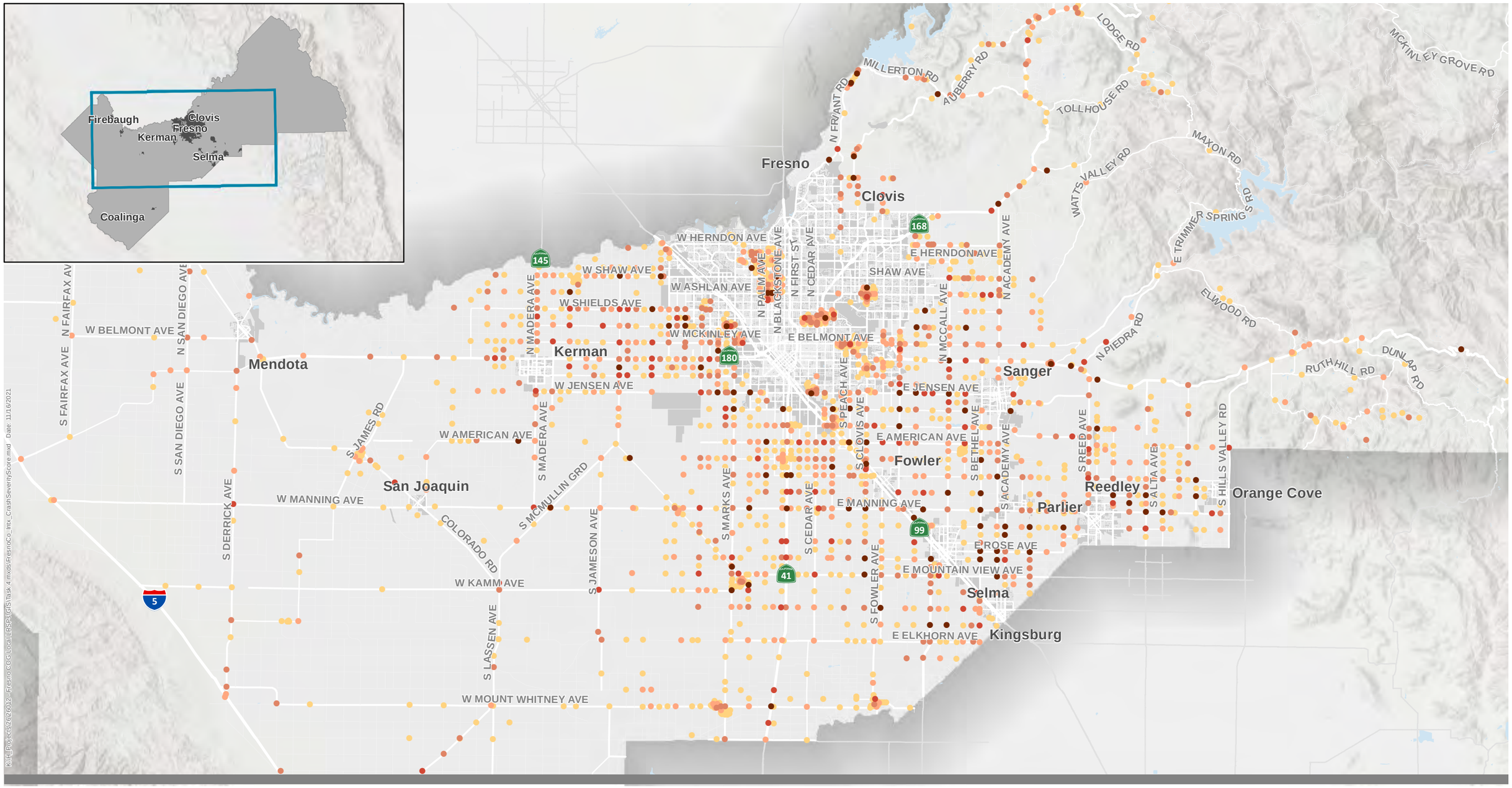
For intersection locations, the crash severity scores ranged from zero (no reported crashes during the five years) to 201.09. Figure 72.1 through Figure 72.4 show the results of the crash severity scoring. Figure 73.1 through Figure 73.4 show excess predicted crash scores by percentiles for intersection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

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

Table 31. Top 20 Locations based on Crash Severity Score

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

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



Crash Severity Score

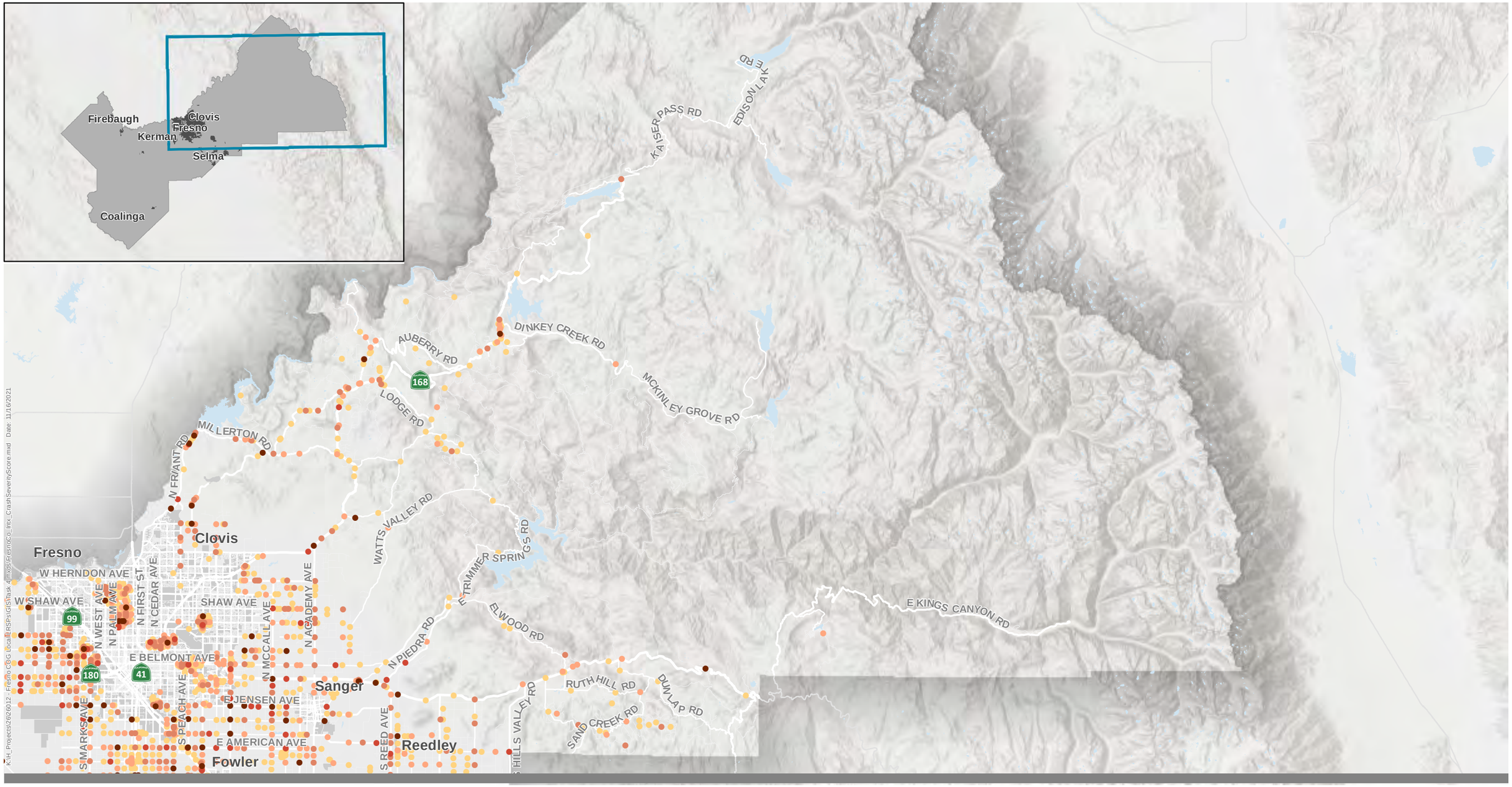
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 72.1

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

KITTELSON & ASSOCIATES



Crash Severity Score

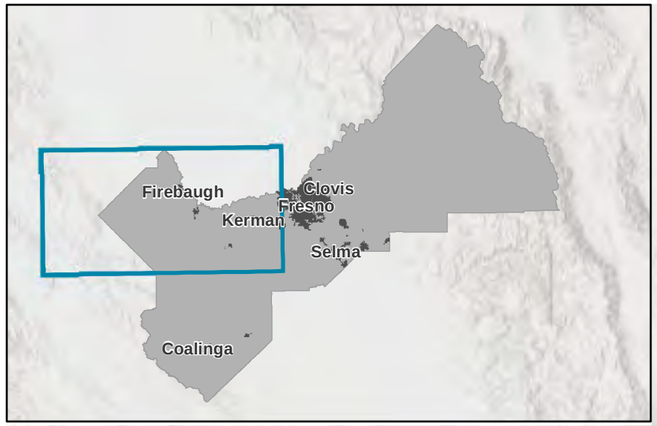
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 72.2

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

KITTELSON & ASSOCIATES



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

Crash Severity Score

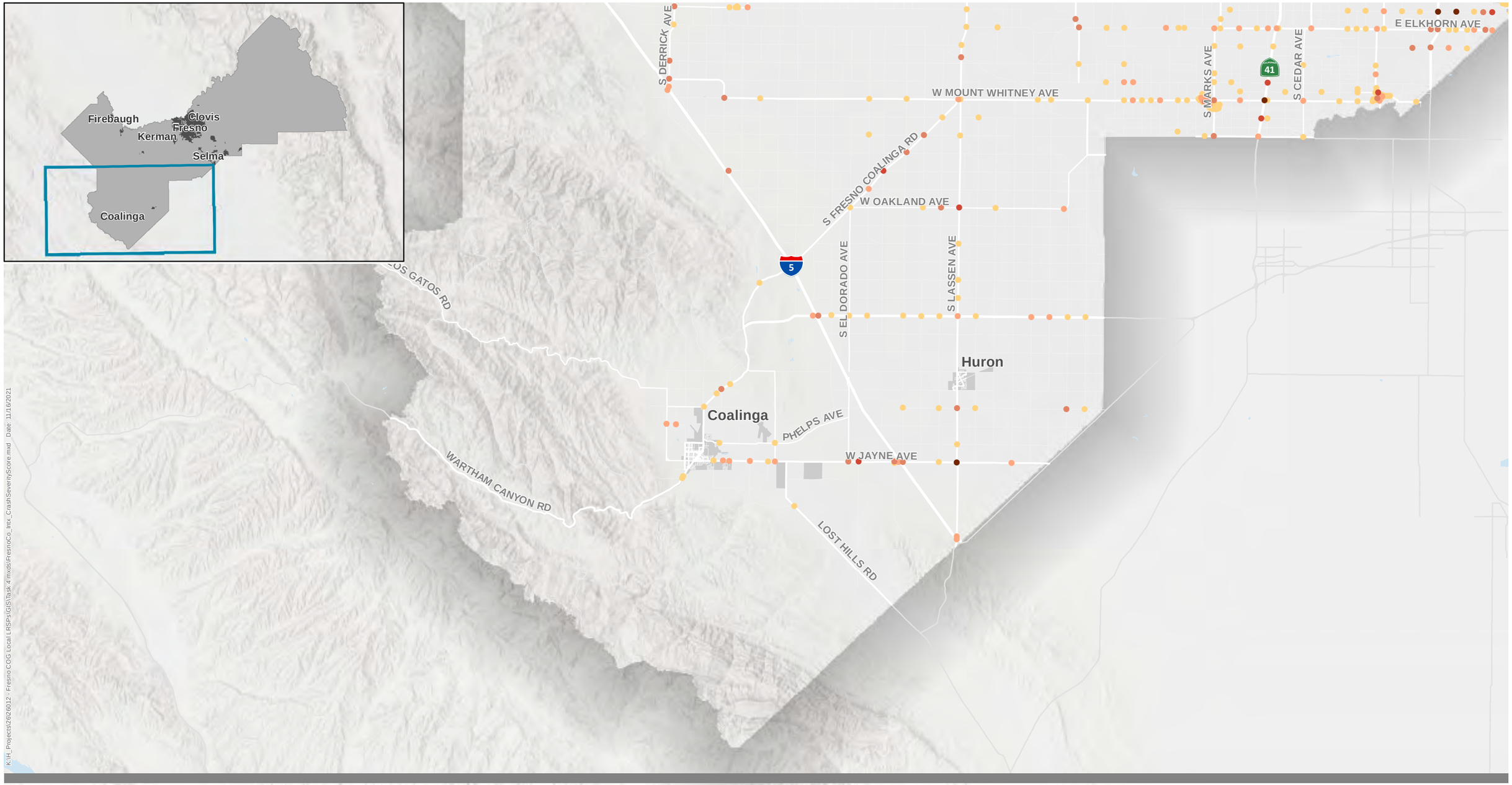
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 4.5 Miles

Figure 72.3

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

KITTELSON & ASSOCIATES



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

Crash Severity Score

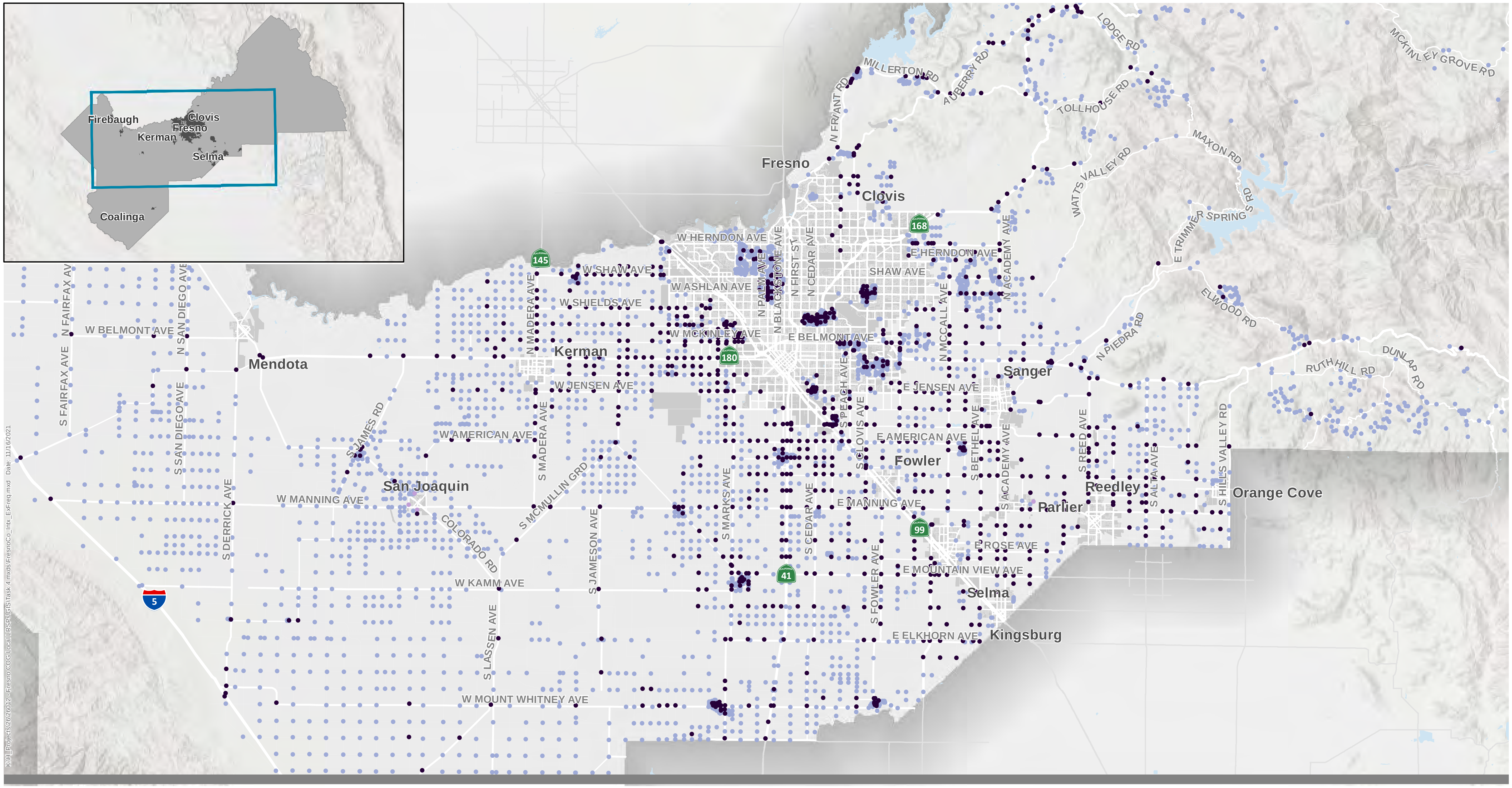
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 4.5 Miles

Figure 72.4

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

KITTELSON & ASSOCIATES



Excess Expected Frequency

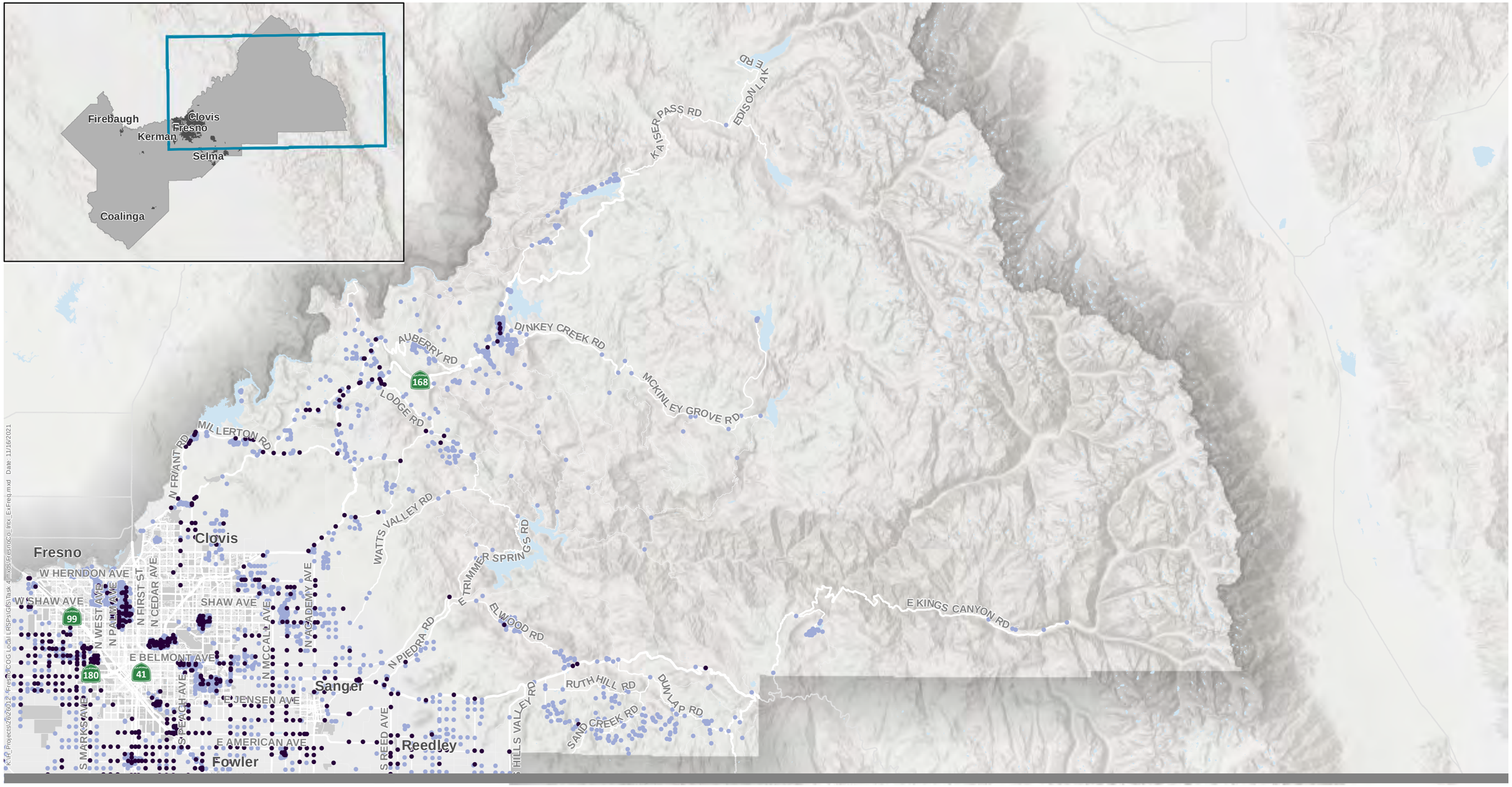
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 73.1

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

KITTELSON & ASSOCIATES



Excess Expected Frequency

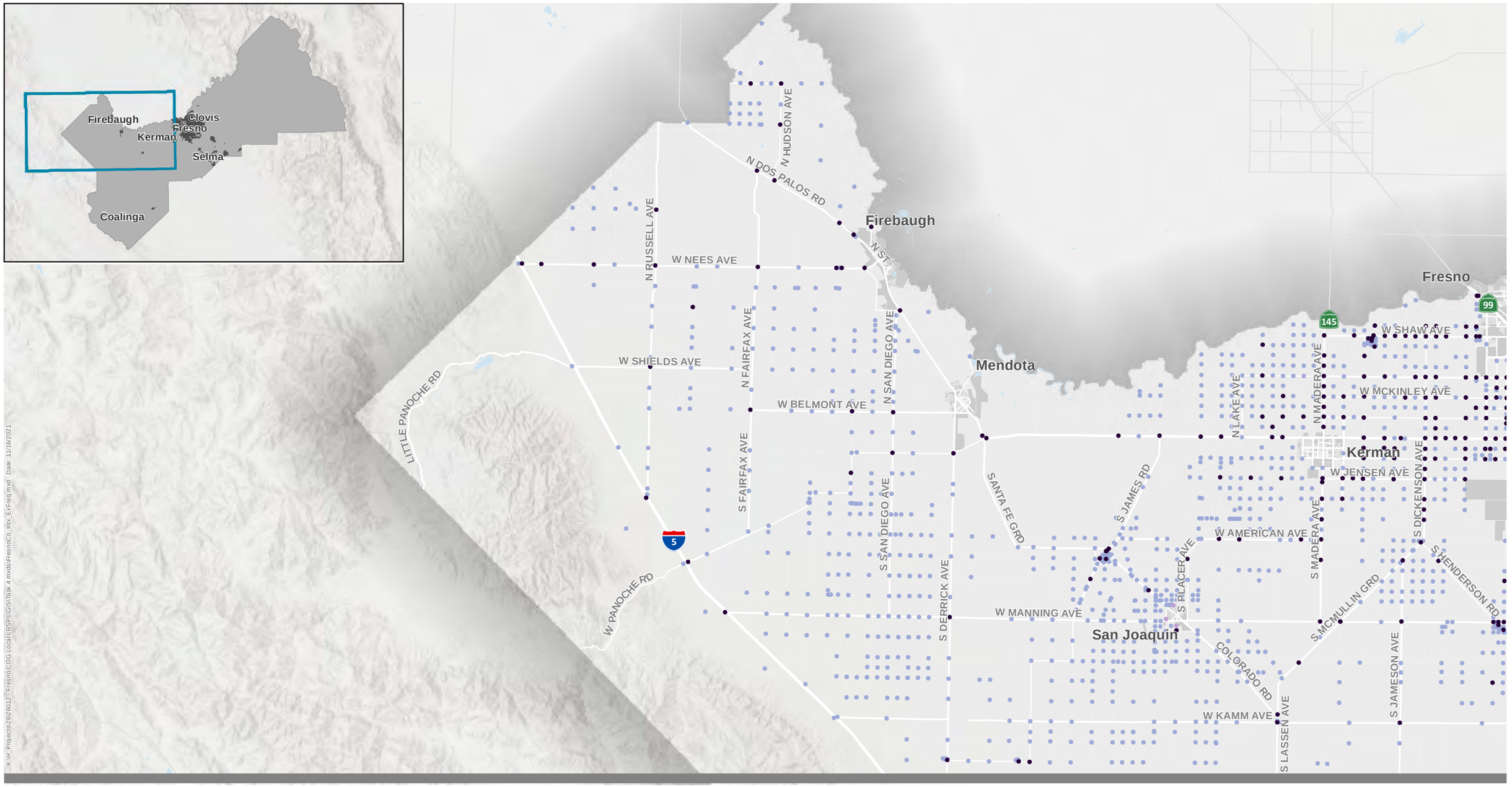
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 73.2

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

KITTELSON & ASSOCIATES



K:\H_Projects\2626012 - Fresno COG Local\LRSP\GIS\Task 4.mxd\FresnoCo_Intx_ExFreq.mxd Date: 11/16/2021

Excess Expected Frequency

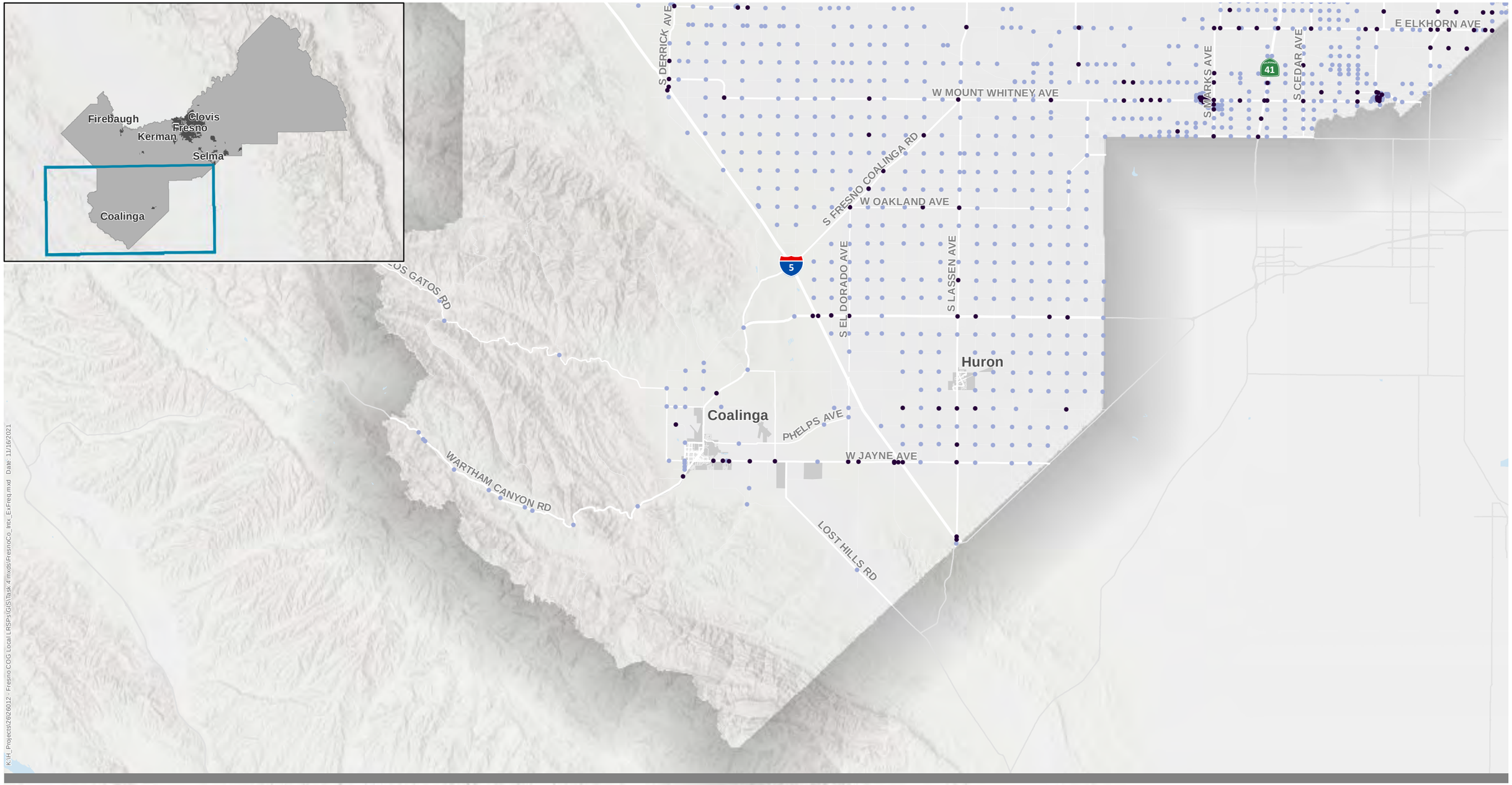
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 4.5 Miles

Figure 73.3

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

KITTELSON & ASSOCIATES



Excess Expected Frequency

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

City Limits

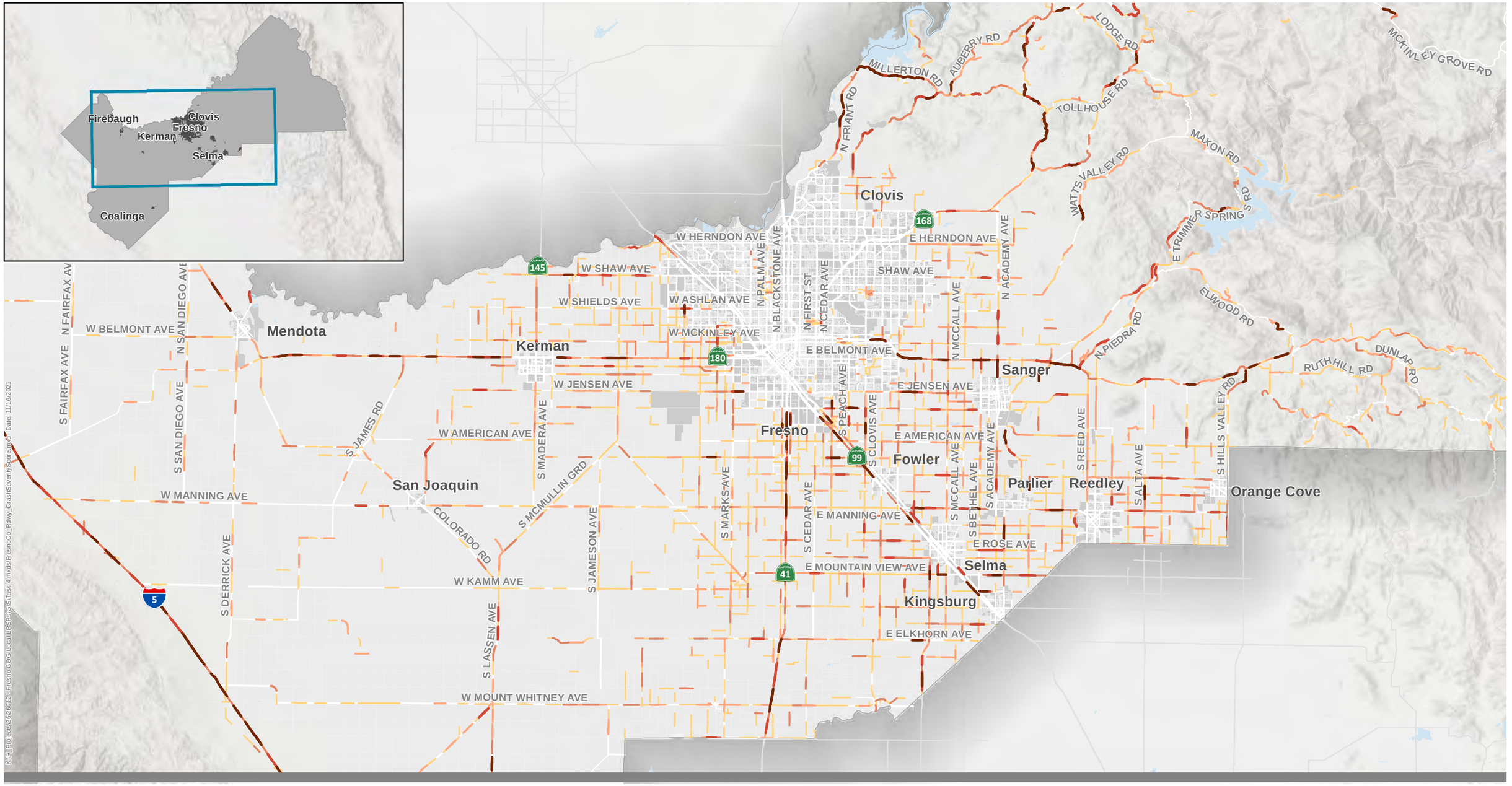
County Boundary

0 4.5 Miles

Figure 73.4

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

KITTELSON & ASSOCIATES



Crash Severity Scores

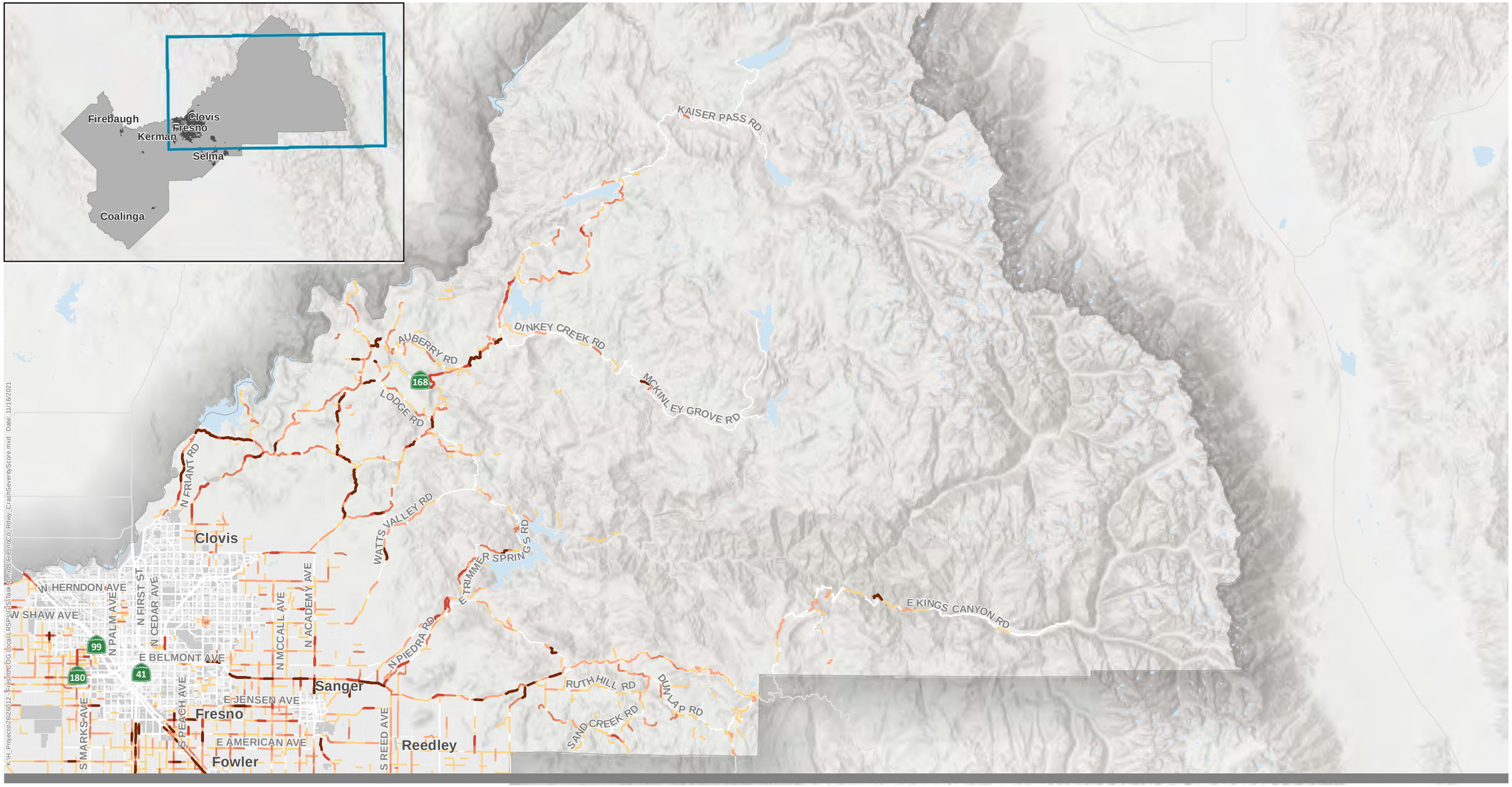
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 74.1

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

KITTELSON & ASSOCIATES



Crash Severity Scores

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

0 6 Miles

Figure 74.2

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

KITTELSON & ASSOCIATES

Crash Severity Scores

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

Figure 74.3

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

KITTELSON & ASSOCIATES

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

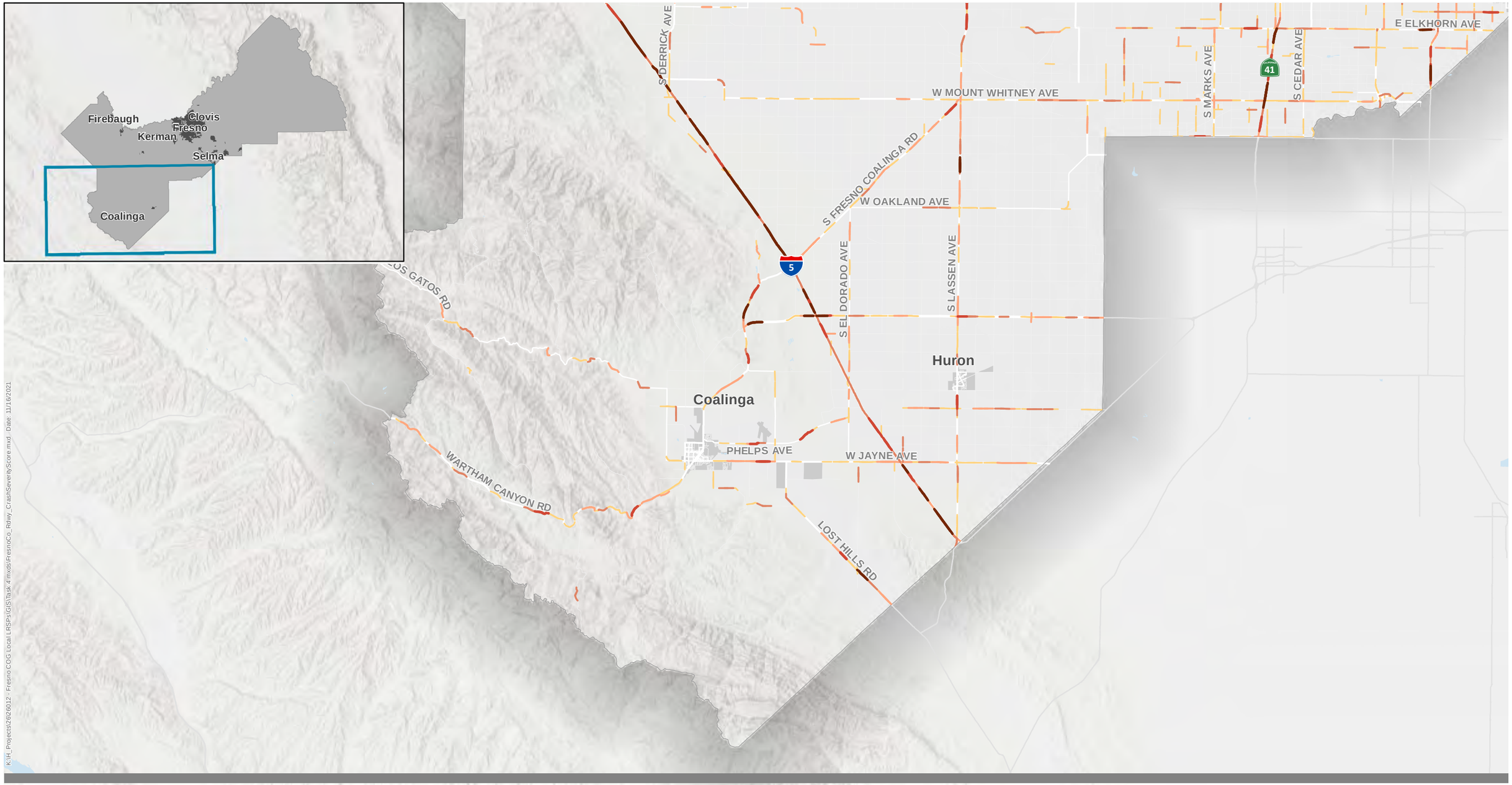
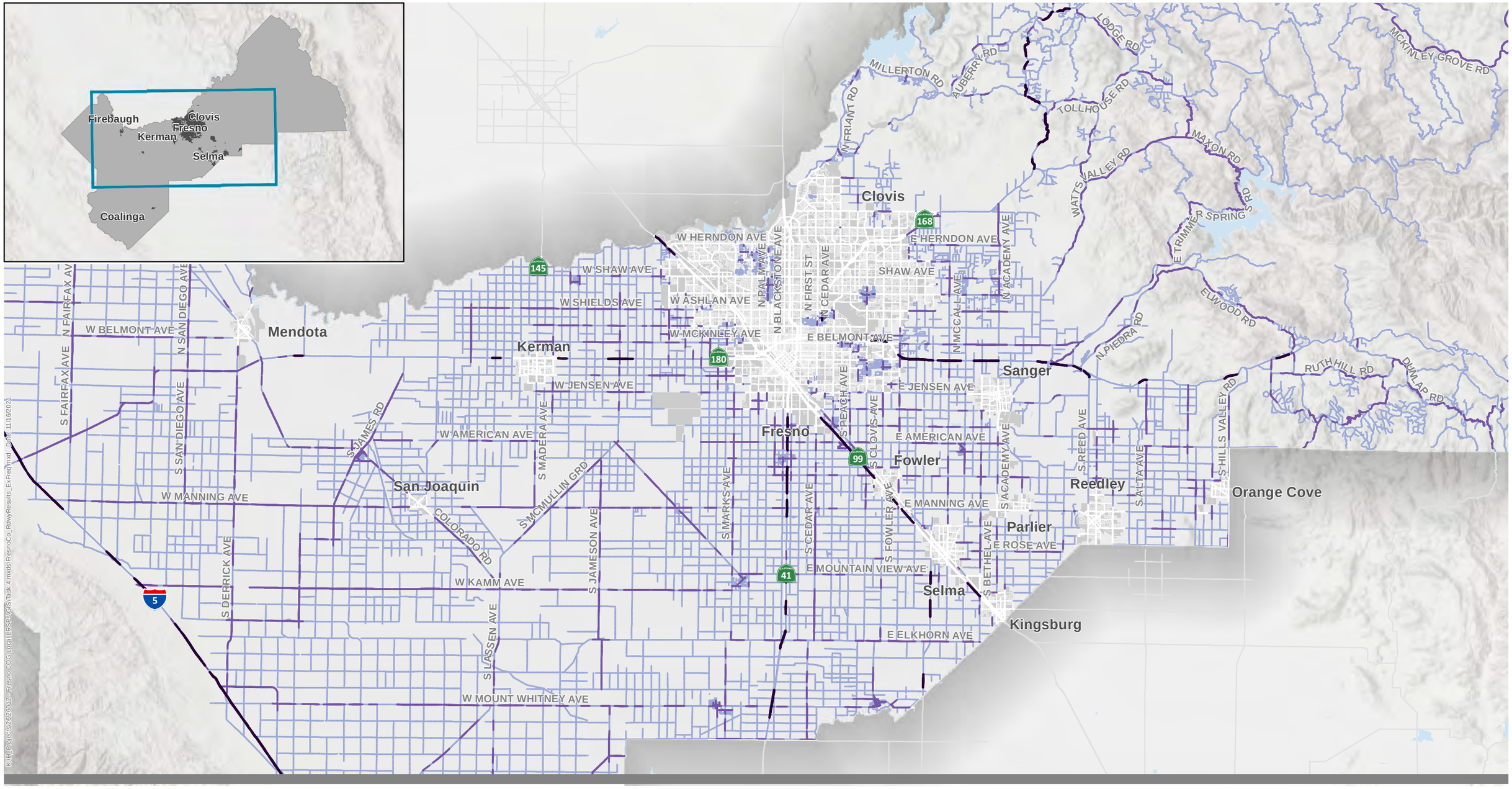


Figure 74.4

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

KITTELSON & ASSOCIATES



Excess Expected Frequency

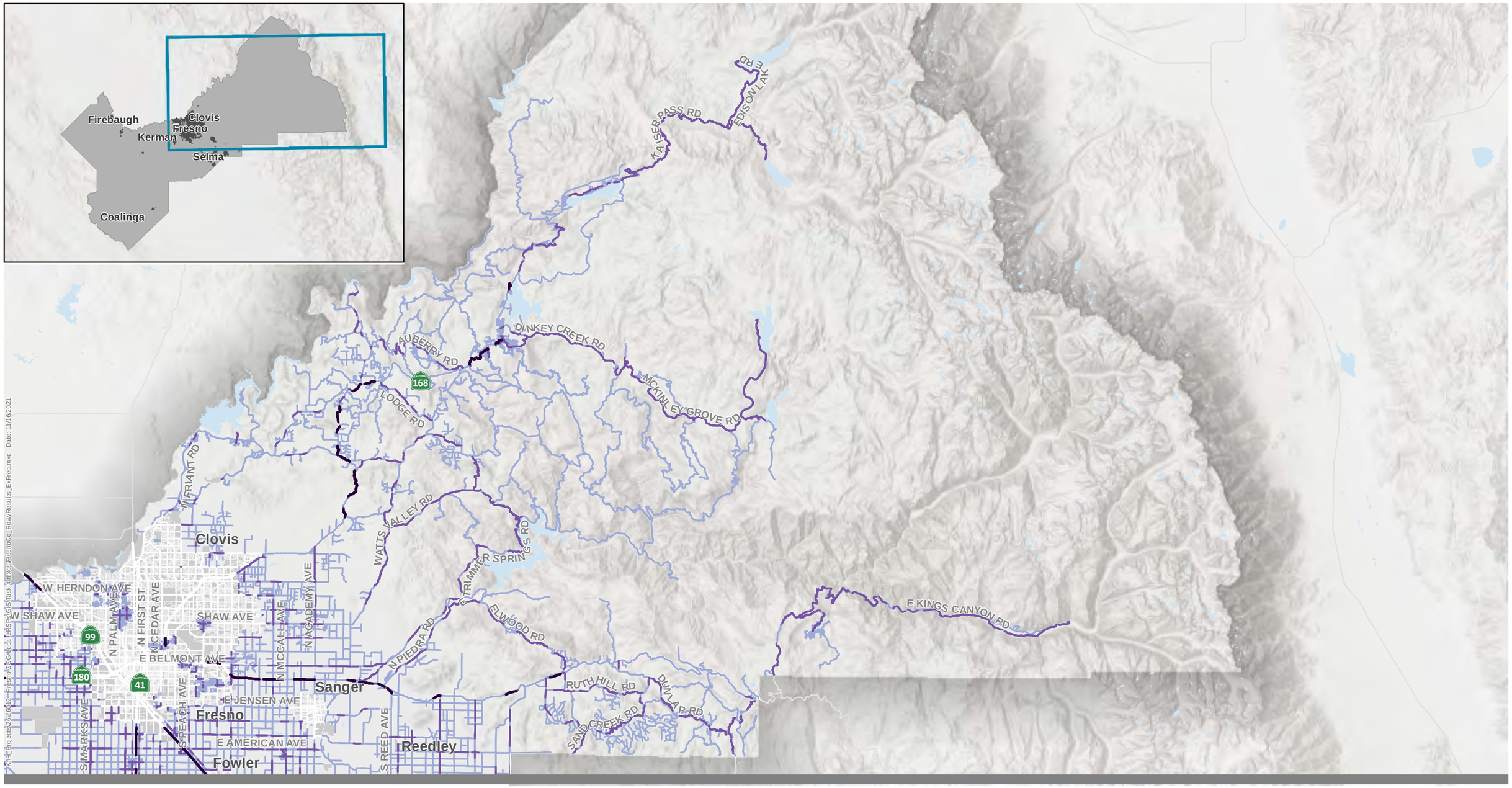
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 75.1

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

KITTELSON & ASSOCIATES



Excess Expected Frequency

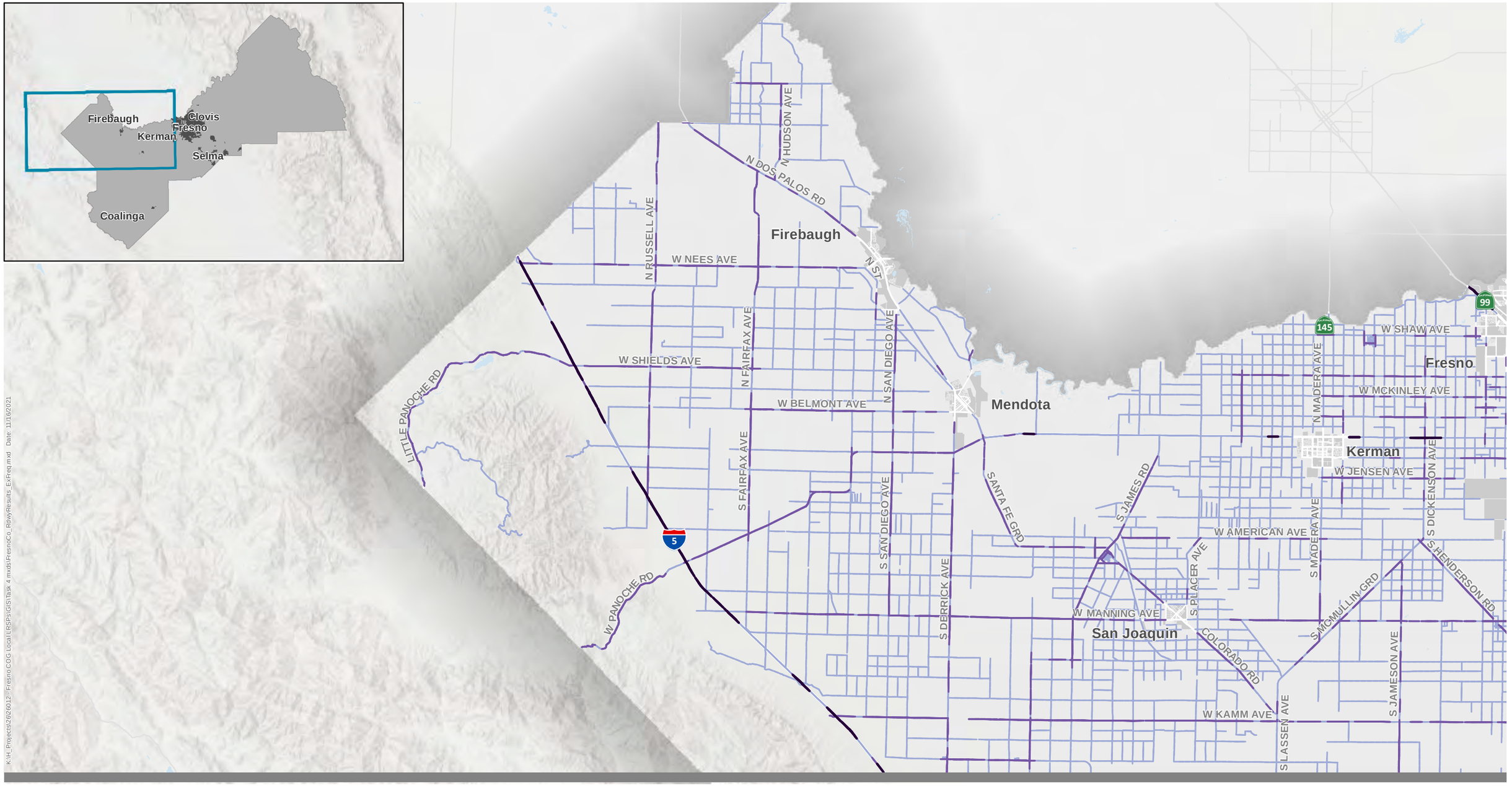
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 6 Miles

Figure 75.2

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

KITTELSON & ASSOCIATES



Excess Expected Frequency

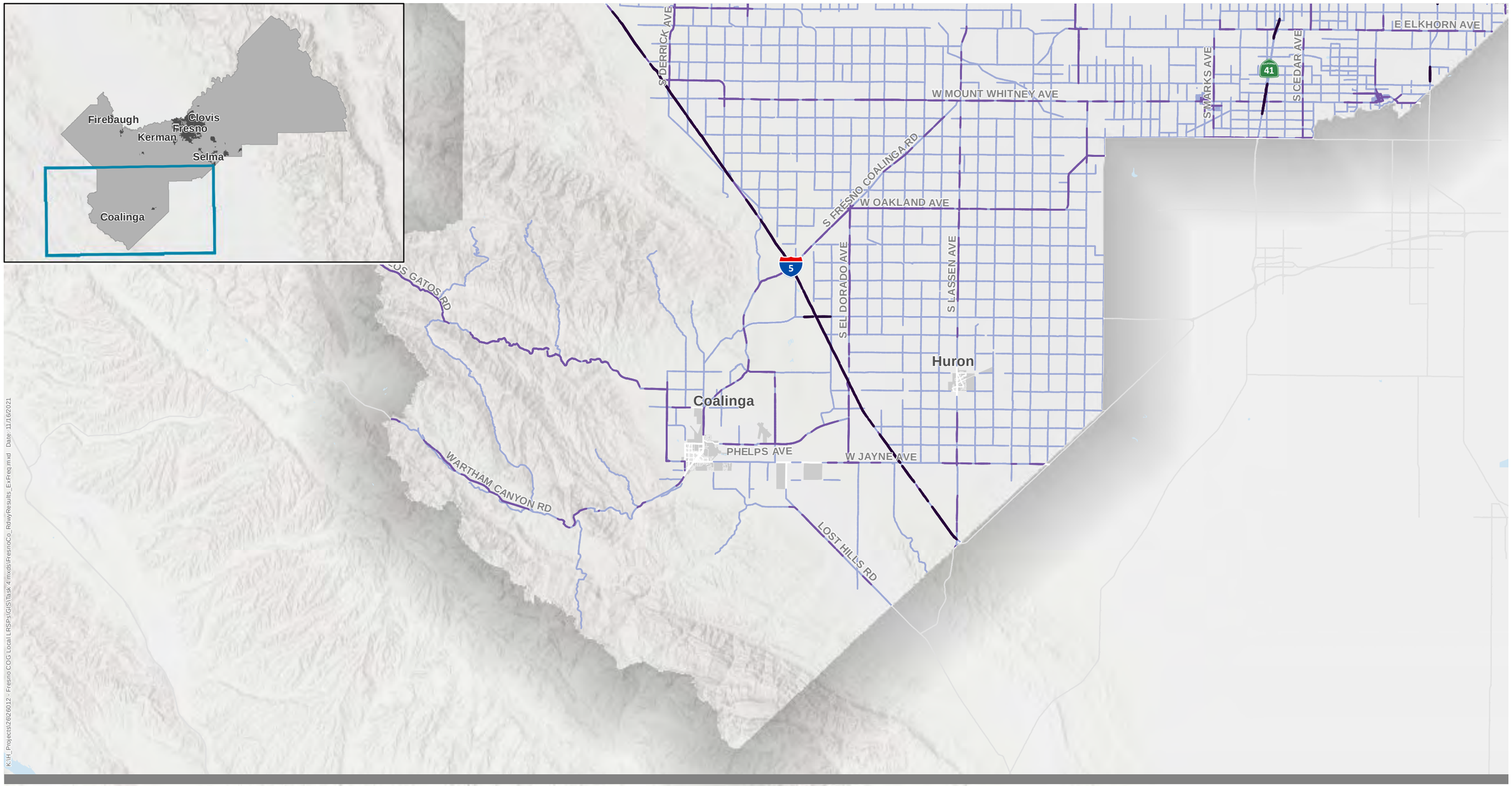
- 95-100th Percentile
- 90-95th Percentile
- 75-90th Percentile
- 50-75th Percentile
- 0-50th Percentile
- City Limits
- County Boundary

0 4.5 Miles

Figure 75.3

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

KITTELSON & ASSOCIATES



Excess Expected Frequency

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

0 4.5 Miles

Figure 75.4

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

KITTELSON & ASSOCIATES

EMPHASIS AREAS

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

Pedestrian and Bicycle Crashes

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

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

Broadside Crashes

A broadside crash occurs when the front of one vehicle hits the side of another vehicle. Broadside crashes were selected as an emphasis area due to the frequency and severity of these collision types. Broadside crashes were the second most frequent collision type and represent 30 percent of fatal and severe injury crashes. Of the 357 fatal crashes, 105 were broadside crashes. As discussed below under Engineering Strategies, countermeasures are available targeted at broadside crashes.

Hit Object Crashes

Hit object crashes were selected as an emphasis area due to their frequency and severity. They are the most common collision type and represent 25 percent of fatal and severe injury crashes. A variety of roadway countermeasures are available targeted at reducing hit object crashes.

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

Overturned Crash

Overturned crashes were selected as an emphasis area due to their severity. Overturned crashes account for 14 percent of fatal/severe crashes, including 46 of the 357 fatal crashes. Unsafe speed, poor weather, and darkness are often common factors for overturned vehicle crashes and countermeasures are available to address those as discussed below under Engineering Strategies.

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

Driver Behavior

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

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

STRATEGIES

The following subsections present engineering, education, emergency services, and enforcement strategies to help improve roadway safety across the County.

Engineering Strategies

The top three fatal and severe injury collision types in Fresno County were broadside, hit object, and overturned crashes; the top three fatal and severe injury primary collision factors were improper turning, driving under the influence, and unsafe speed. High priority countermeasures to address these collision types and primary collision factors are shown in Table 32.

Table 32. High Priority Countermeasures

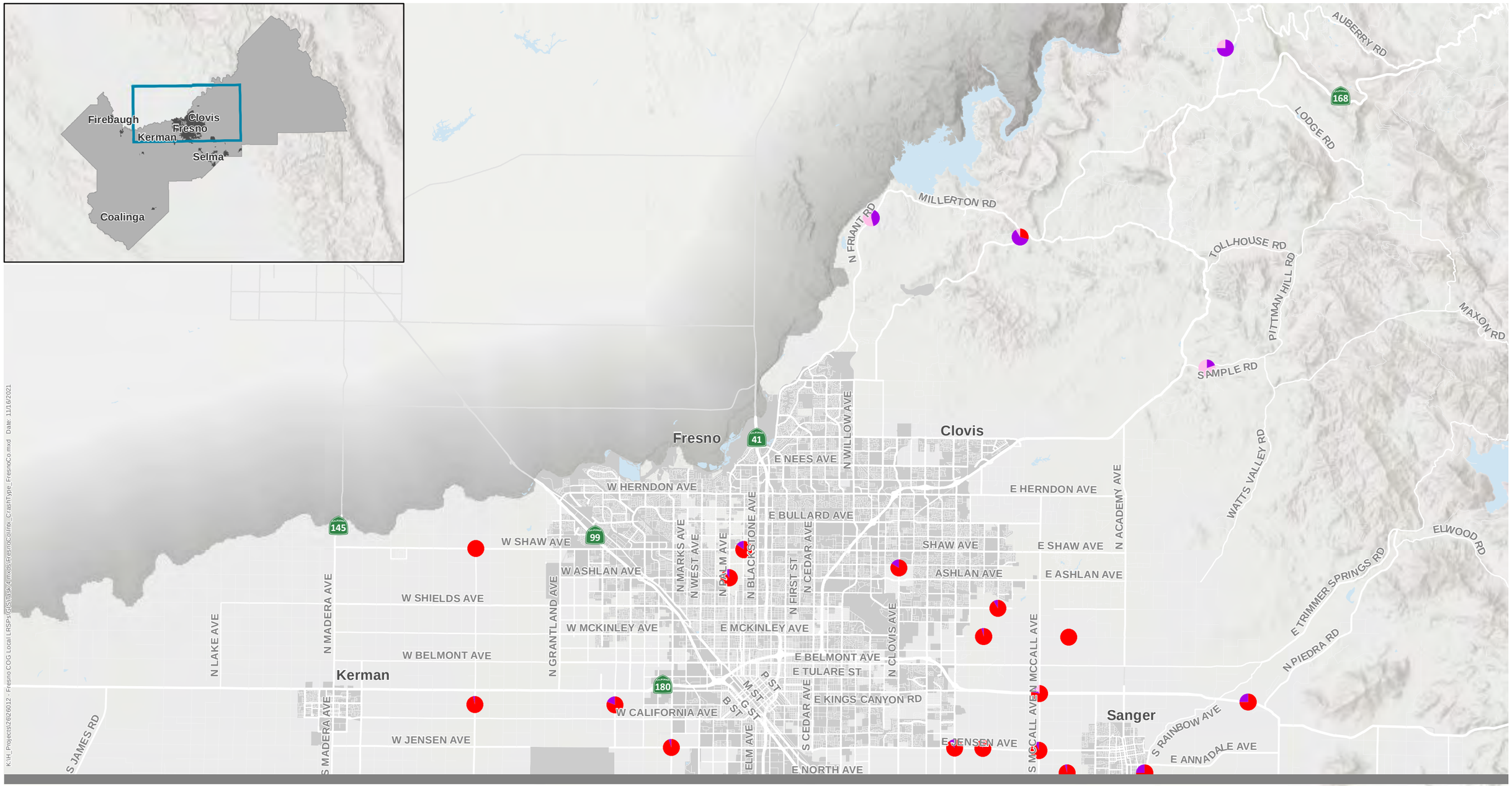
	Countermeasure Name	ID	Crashes Addressed
Roadway Countermeasures	Street Lighting	R1	Crashes at night
	Remove or Relocate Fixed Objects Outside of Clear Recovery Zone	R2	Hit object, unsafe speed
	Install Guardrails	R4	Hit object, unsafe speed
	Install Raised Median	R8	Improper turning
	Road Diet	R14	Hit object, unsafe speed
	Widen Shoulder	R15	Hit object, unsafe speed
	Improve Pavement Friction (High Friction Surface Treatment)	R21	Hit object, unsafe speed
	Install/Upgrade Signs with New Fluorescent Sheeting	R22	Hit object, unsafe speed
	Install Dynamic/Variable Speed Warning Signs	R26	Hit object, unsafe speed
	Install Edgelines and Centerlines	R28	Hit object, unsafe speed
	Install Edgeline Rumble Strips/Stripes	R31	Hit object, unsafe speed
	Install Variable Message Signs		Crashes in poor weather conditions
Intersection Countermeasures	Add Intersection Lighting at Intersections	S1/NS1	Crashes at night
	Improve Signal Hardware: Lenses, Backplates with Retroreflective Border, Mounting Size, Number	S2	Broadside
	Provide Advanced Dilemma-Zone Detection	S4	All
	Install Flashing Beacons as Advance Warning	S10/NS9	Broadside, unsafe speed
	Convert Intersection to Roundabout	NS4/NS5	Unsafe speed
	Install/Upgrade Stop Signs or Intersection Warning/ Regulatory Signs	NS6	Broadside
	Upgrade Intersection Pavement Markings	NS7	Broadside
	Install Splitter Islands for Minor Street Approaches	NS13	Broadside
Pedestrian/Bicycle Countermeasures	Install Bike Lanes	R32PB	Overrepresented bicycle crashes
	Install Sidewalk/Pathway	R34PB	Pedestrian crashes
	Install/Upgrade Pedestrian Crossing with Enhanced Features	R35PB	Pedestrian crashes
	Install Pedestrian Countdown Signal Heads	S17PB	Pedestrian crashes
	Install Pedestrian Crossing	S18PB/NS20PB	Pedestrian crashes
	Modify Signal Phasing to Implement a Leading Pedestrian Interval	S21PB	Pedestrian crashes
	Install Raised Medians (or Refuge Islands)	NS19PB	Pedestrian crashes
	Install/Upgrade Pedestrian Crossing at Uncontrolled Locations (with Enhanced Safety Features)	NS21PB	Pedestrian crashes
	Bike Lane Extension Through Intersections	n/a	Overrepresented bicycle crashes
	Bike Boxes	n/a	Overrepresented bicycle crashes

Notes: The ID number references the Caltrans Manual Local Road Safety
There were no high priority intersection countermeasures listed for Fresno County. Intersection countermeasures listed were given a medium priority.

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

The following figures and tables provide data on collision types and factors for the intersections and roadways with the highest crash scores. The locations with the highest crash scores may be top priorities for implementing countermeasures and pursuing grants. Fresno County can use the information about collision type and factors to identify potential countermeasures to apply, using the information in Table 32.

Figure 76.1 to Figure 76.3 and Figure 77.1 to Figure 77.3 present the top priority intersections and breakdown of the top collision types and primary collision factors, respectively. Figure 78 and Figure 79 present the top priority roadways and breakdown of the top collision types and primary collision factors, respectively.



Collision Type

- Broadside
- Hit Object
- Overturned

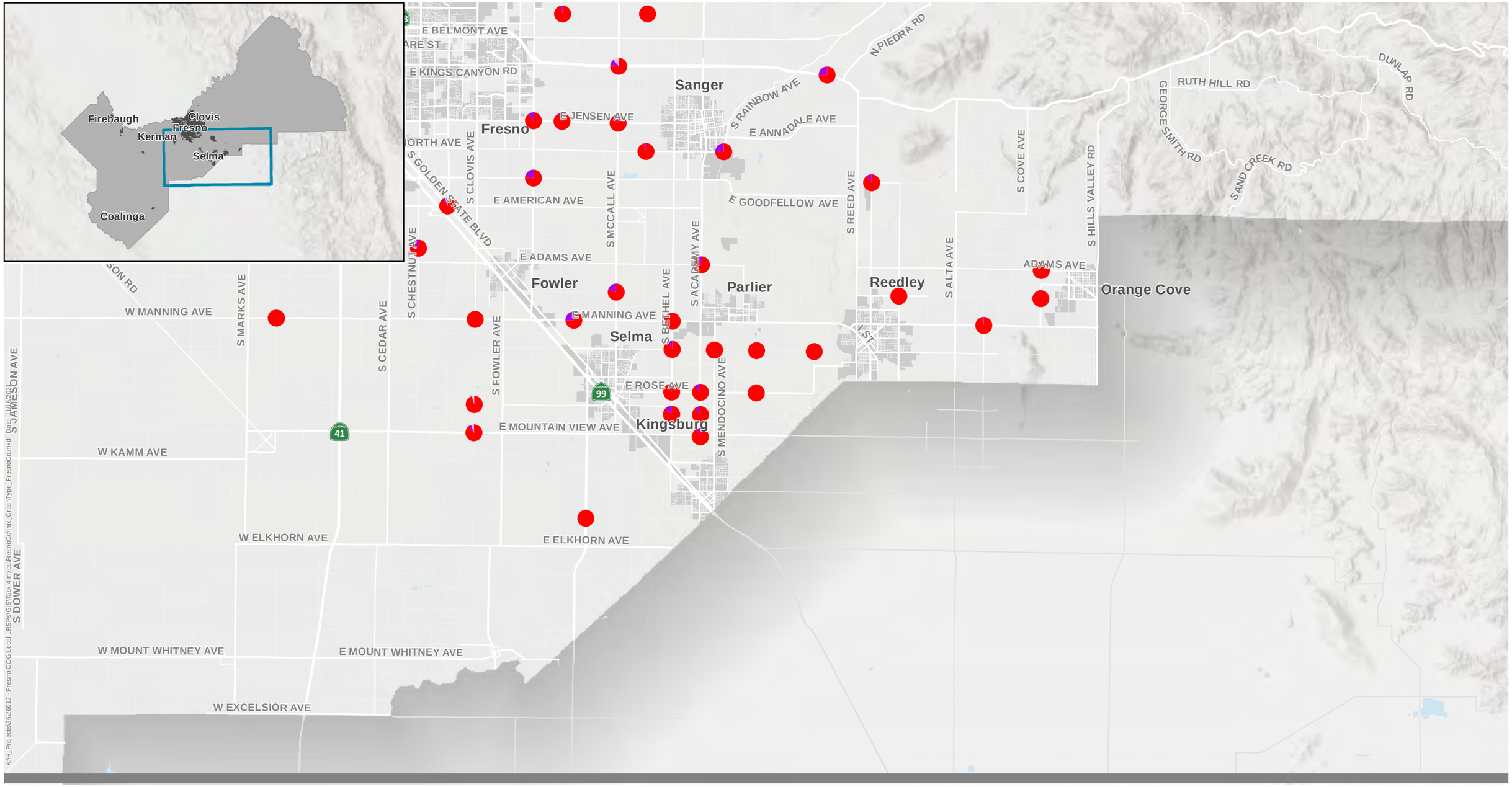
- City Limits
- County Boundary

0 3 Miles

KITTELSON & ASSOCIATES

Figure 76.1

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governments



Collision Type

- Broadside
- Hit Object
- Overturned

City Limits

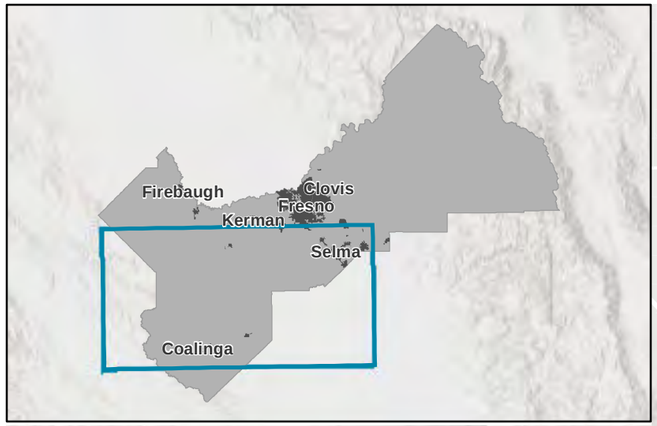
County Boundary

0 3 Miles

KITTELSON & ASSOCIATES

Figure 76.2

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governments



Collision Type

- Broadside
- Hit Object
- Overturned

- City Limits
- County Boundary

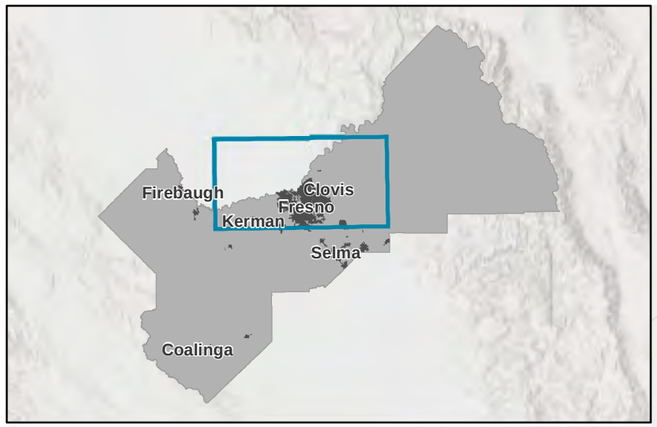
0 4.5 Miles

Figure 76.3

Top Fatal/Severe Injury Intersection Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governments

KITTELSON & ASSOCIATES

K:\H_Projects\26026\12 - Fresno COG Local LRSP\GIS\Task 4.mxds\FresnoCo\mxd_CrashType_FresnoCo.mxd Date: 11/16/2021



Primary Collision Factors

- Improper Turning
- Driving Under the Influence
- Unsafe Speed

- City Limits
- County Boundary

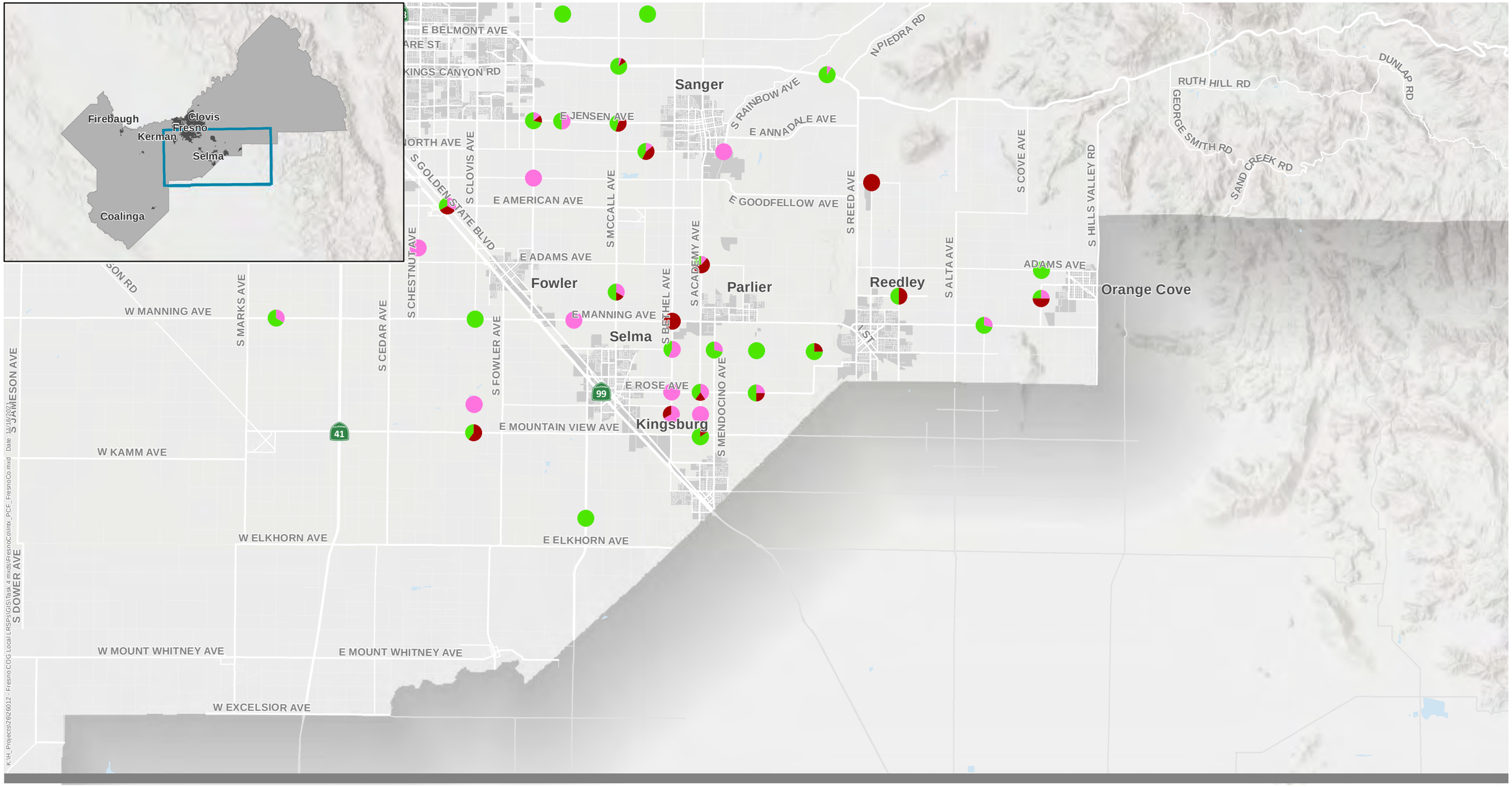
0 3 Miles

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

Figure 77.1

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governments

KITTELSON & ASSOCIATES



Primary Collision Factors

- Improper Turning
- Driving Under the Influence
- Unsafe Speed

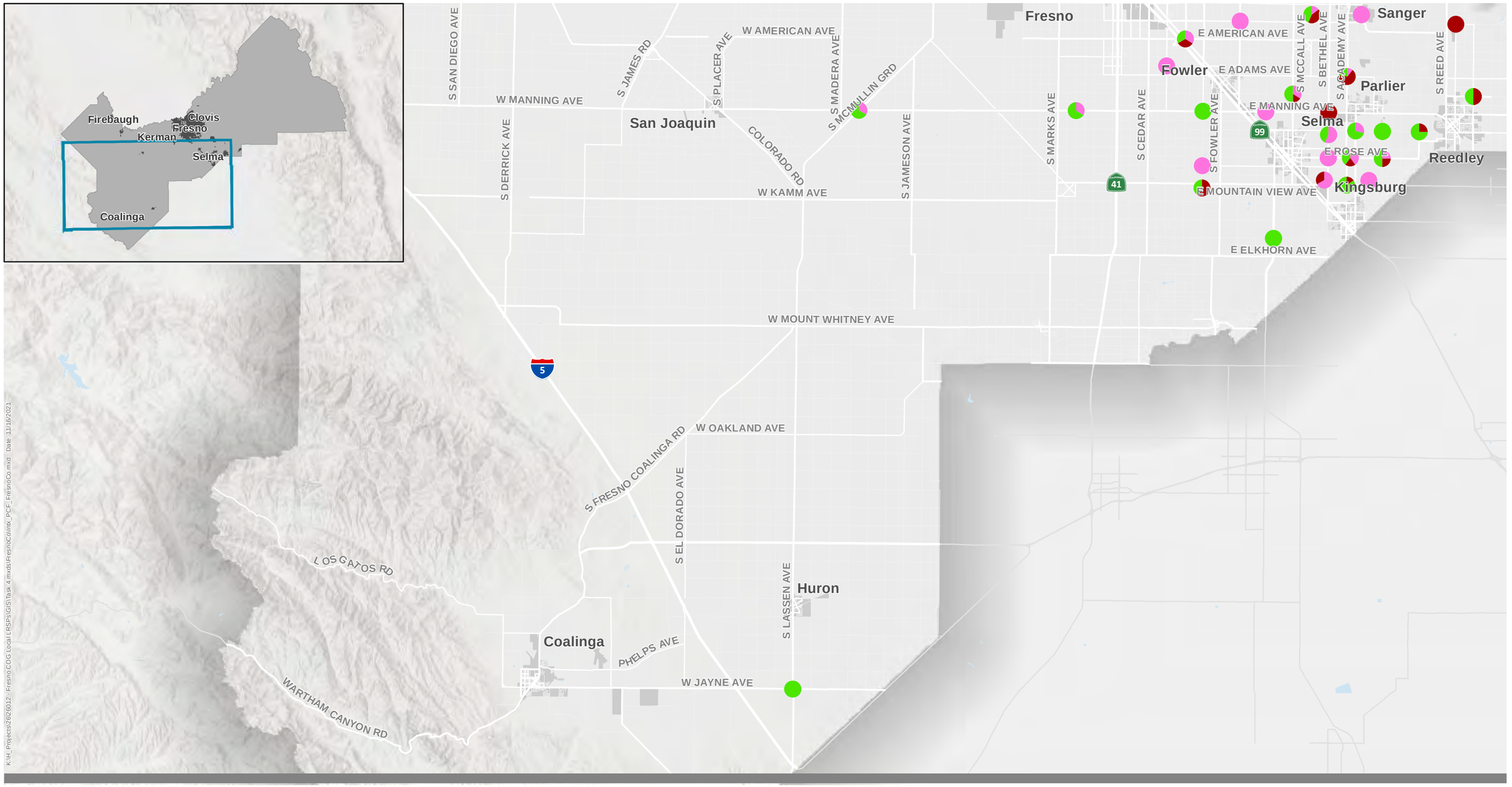
- City Limits
- County Boundary

0 3 Miles

Figure 77.2

Top Fatal/Severe Injury Intersection Primary Collision Factors Jurisdiction Results: Unincorporated Fresno County Fresno Council of Governments

KITTELSON & ASSOCIATES



Primary Collision Factors

- Improper Turning
- Driving Under the Influence
- Unsafe Speed

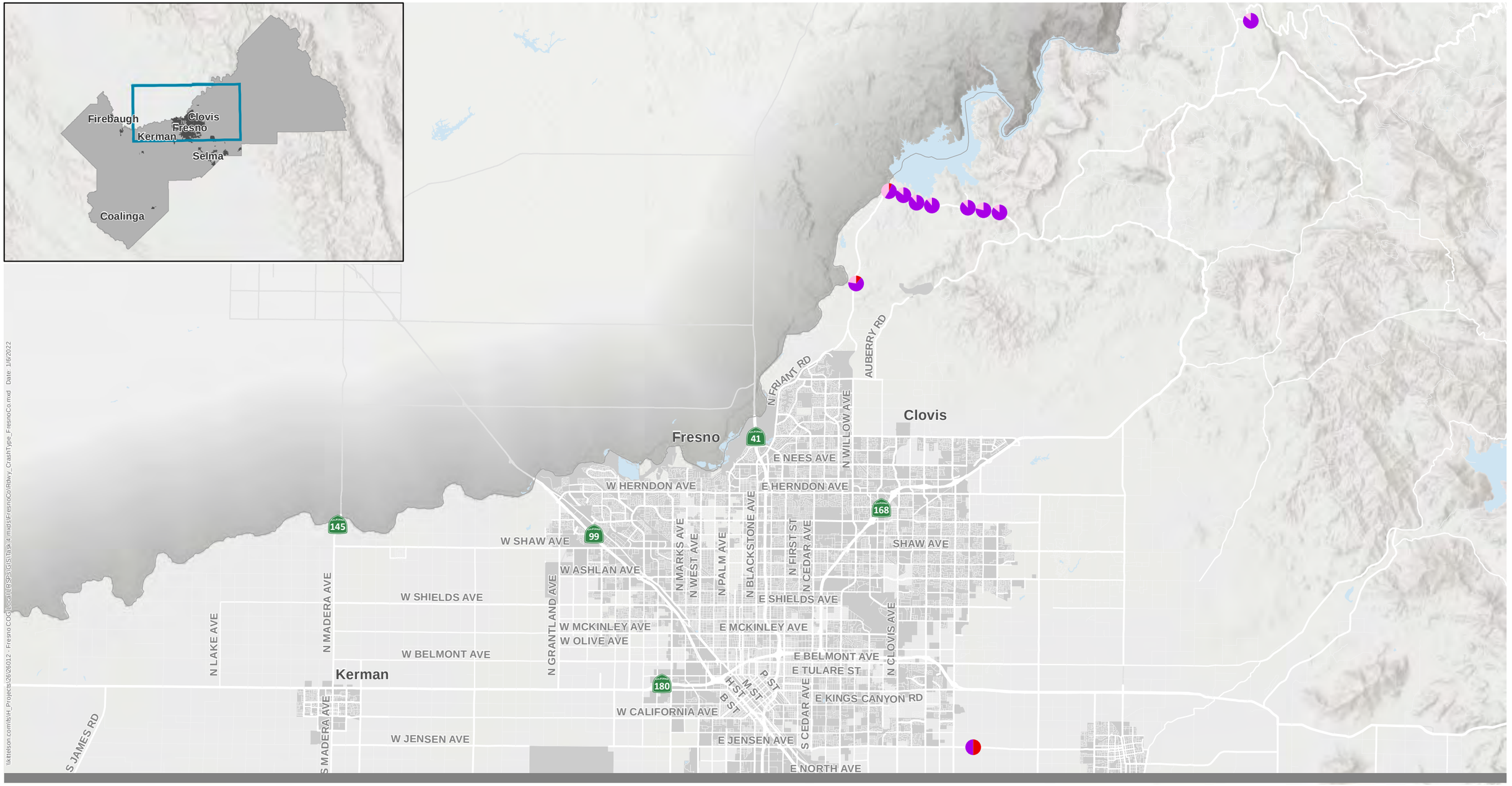
- City Limits
- County Boundary

0 4.5 Miles

Figure 77.3

Top Fatal/Severe Injury Intersection Primary Collision Factors
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governments

KITTELSON & ASSOCIATES



\\kittelson.com\SH_Projects\26\26012 - Fresno COG Model\[RSP]\GIS\Task 4.mxd\FresnoCo_CrashType_FresnoCo.mxd Date: 1/6/2022

Collision Type

- Broadside
- Hit Object
- Overturned
- Priority Roadways
- City Limits
- County Boundary

KITTELSON & ASSOCIATES

Figure 78.1

Intersection Top 3 Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governments

Collision Type

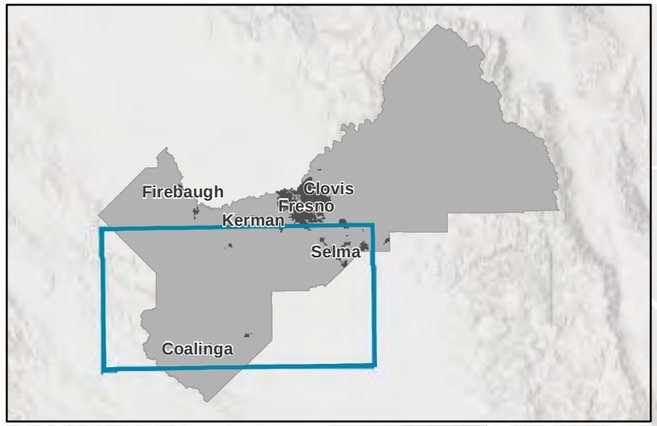
- Broadside
- Hit Object
- Overturned
- Priority Roadways
- City Limits
- County Boundary

0 3 Miles

KITTELSON & ASSOCIATES

Figure 78.2

Intersection Top 3 Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governments



\\ktelson.com\SHI_Projects\26\26012 - Fresno COG Local LRSPs\GIS\Task 4.mxd\FresnoCoRdwy_CrashType_FresnoCo.mxd Date: 1/6/2022

Collision Type

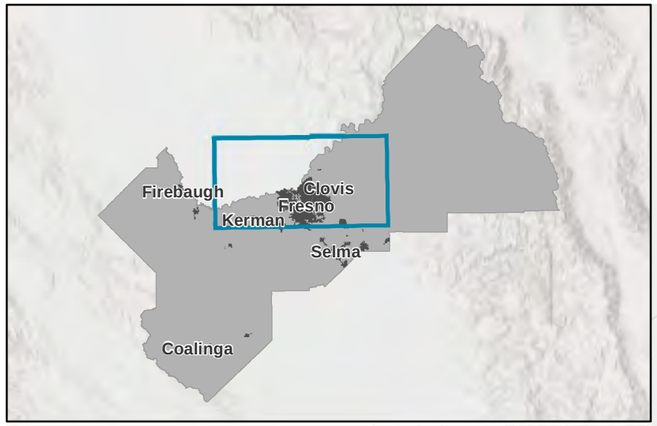
- Broadside
- Hit Object
- Overturned
- Priority Roadways
- City Limits
- County Boundary

0 4.5 Miles

Figure 78.3

Intersection Top 3 Collision Types
Jurisdiction Results: Unincorporated Fresno County
Fresno Council of Governments

KITTELSON & ASSOCIATES



Primary Collision Factors

- Improper Turning
- Driving Under the Influence
- Unsafe Speed
- Priority Roadways

- City Limits
- County Boundary

0 3 Miles

KITTELSON & ASSOCIATES

Figure 79.1

Top Fatal/Severe Injury Roadway Primary Collision Factor Jurisdiction Results: Unincorporated Fresno County Fresno Council of Governments

Primary Collision Factors

- Improper Turning
- Driving Under the Influence
- Unsafe Speed
- Priority Roadways

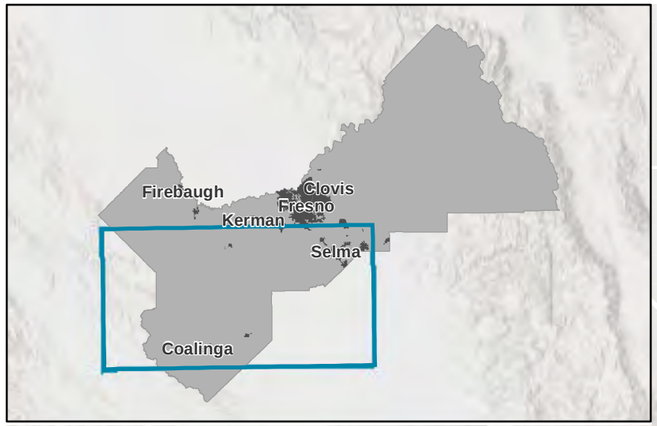
- City Limits
- County Boundary

0 3 Miles

KITTELSON & ASSOCIATES

Figure 79.2

Top Fatal/Severe Injury Roadway Primary Collision Factor Jurisdiction Results: Unincorporated Fresno County Fresno Council of Governments



Fresno
Sanger
E AMERICAN AVE
Fowler
E ADAMS AVE
Parlier
E MANNING AVE
Selma
E ROSE AVE
Reedley
Kingsburg
E MOUNTAIN VIEW AVE
E ELKHORN AVE
San Joaquin
W MANNING AVE
W KAMM AVE
W MOUNT WHITNEY AVE
W OAKLAND AVE
Huron
Coalinga
PHELPS AVE
W JAYNE AVE
S SAN DIEGO AVE
S DERRICK AVE
S JAMES RD
S PLACER AVE
COLORADO RD
S S MCMULLIN GRD
S MADERA AVE
S JAMESON AVE
S MARKS AVE
S CEDAR AVE
S FOWLER AVE
S MCCALL AVE
S BETHEL AVE
S ACADEMY AVE
S REED AVE
S FRESNO COALINGA RD
S EL DORADO AVE
S LASSEN AVE
LOS GATOS RD
WARTHAM CANYON RD
5
41
99

\\kittelson.com\fs\Projects\26\26012 - Fresno COG Local LRSP\GIS\Task 4 mxds\FresnoCo\Rdwy_PCF_FresnoCo.mxd Date: 1/6/2022

Primary Collision Factors

- Improper Turning
- Driving Under the Influence
- Unsafe Speed
- Priority Roadways

City Limits

County Boundary

0 4.5 Miles

KITTELSON & ASSOCIATES

Figure 79.3

Top Fatal/Severe Injury Roadway Primary Collision Factor Jurisdiction Results: Unincorporated Fresno County Fresno Council of Governments

Table 33 and Table 34 provide information for the top fifty intersection locations (based on crash severity score), including control type (signalized or unsignalized), crash severity score, and total number of crashes by collision type or primary collision factor.

Table 33. Priority Intersections with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Broadside	Hit Object	Over-turned	Other
1	LAC JAC AVE & DINUBA AVE	Unsignalized	201.09	15	12	0	0	3
2	FRANKWOOD AVE & CENTRAL AVE	Unsignalized	164.99	14	10	1	0	3
3	ACADEMY AVE & ADAMS AVE	Unsignalized	162.93	18	11	1	0	6
4	BETHEL AVE & DINUBA AVE	Unsignalized	157.25	49	44	3	0	2
5	AUBERRY RD & FRAZIER RD	Unsignalized	154.92	8	0	6	2	0
6	KEARNEY BLVD & CORNELIA AVE & MADISON AVE	Unsignalized	139.01	29	22	5	0	2
7	CLOVIS AVE & MOUNTAIN VIEW AVE	Unsignalized	137.94	19	16	1	1	1
8	BETHEL AVE & ROSE AVE	Unsignalized	135.54	25	20	1	0	4
9	CLOVIS AVE & NEBRASKA AVE	Unsignalized	133.24	20	19	0	1	0
10	MARKS AVE & JENSEN AVE	Unsignalized	132.02	19	17	1	0	1
11	AMERICAN AVE & GOLDEN STATE BLVD	Unsignalized	128.81	26	20	1	1	4
12	FRIANT RD & BELCHER	Unsignalized	128.36	15	0	6	7	2
13	BETHEL AVE & NEBRASKA AVE	Unsignalized	127.34	15	13	2	0	0
14	MCMULLIN GRD & MANNING AVE	Unsignalized	127.13	19	19	0	0	0
15	FRONTIER TRAIL LN & SAMPLE RD	Unsignalized	122.99	8	0	1	4	3
16	TEMPERANCE AVE & CENTRAL AVE	Unsignalized	121.12	13	10	3	0	0
17	TEMPERANCE AVE & JENSEN AVE	Signal	120.58	34	26	3	0	5
18	HILL AVE & SOUTH AVE	Unsignalized	118.78	11	8	0	0	3
19	PALM AVE & ASHLAN AVE	Signal	116.62	63	31	3	0	29
20	MCCALL AVE & KINGS CANYON RD	Signal	113.07	26	7	1	1	17
21	ACADEMY AVE & NEBRASKA AVE	Unsignalized	107.37	30	26	3	0	1
22	BETHEL AVE	Signal	105.38	13	13	0	0	0
23	DICKENSON AVE & KEARNEY BLVD	Unsignalized	103.69	31	28	1	0	2
24	CRAWFORD AVE & MANNING AVE	Unsignalized	102.08	28	21	1	0	6
25	DE WOLF AVE & MCKINLEY AVE	Unsignalized	98.92	27	21	1	0	5
26	ZEDIKER AVE & ROSE AVE	Unsignalized	96.98	27	26	0	0	1
27	ACADEMY AVE & MOUNTAIN VIEW AVE	Signal	96.36	31	14	1	0	16
28	AUBERRY RD & MILLERTON RD	Unsignalized	95.87	27	7	15	2	3
29	DEL REY AVE & NORTH AVE	Unsignalized	95.86	26	21	1	0	4
30	MENDOCINO AVE & DINUBA AVE	Unsignalized	92.32	18	13	0	0	5

#	Location	Type	Crash Severity Score	Total Number of Crashes	Collision Type			
					Broadside	Hit Object	Over-turned	Other
31	KINGS CANYON RD & RIO VISTA AVE	Unsignalized	91.21	18	3	1	0	14
32	MCCALL AVE & SOUTH AVE	Unsignalized	87.88	12	8	2	0	2
33	DE WOLF AVE & JENSEN AVE	Unsignalized	87.85	16	14	1	0	1
34	BUTTONWILLOW AVE & SOUTH AVE	Unsignalized	87.65	15	12	0	0	3
35	DEL REY AVE & MCKINLEY AVE	Unsignalized	87.58	10	8	0	0	2
36	ACADEMY AVE & ROSE AVE	Unsignalized	86.42	19	15	2	0	2
37	DICKENSON AVE & SHAW AVE	Unsignalized	86.14	13	9	0	0	4
38	CHESTNUT AVE & CLAYTON AVE	Unsignalized	85.14	8	7	1	0	0
39	MCCALL AVE & JENSEN AVE	Signal	84.20	21	12	1	0	8
40	ZEDIKER AVE & DINUBA AVE	Unsignalized	84.19	12	10	0	0	2
41	LEONARD AVE & SHIELDS AVE	Unsignalized	83.90	11	10	1	0	0
42	CLOVIS AVE & DONNER AVE	Unsignalized	83.31	9	5	1	0	3
43	LASSEN AVE & JAYNE AVE	Unsignalized	83.28	13	9	0	0	4
44	WEST AVE & MANNING AVE	Unsignalized	82.48	9	6	0	0	3
45	HIGHLAND AVE & CLARKSON AVE	Unsignalized	82.39	9	6	0	0	3
46	CLOVIS AVE & MANNING AVE	Unsignalized	81.86	11	8	0	0	3
47	HILL AVE & ADAMS AVE	Unsignalized	81.76	10	8	0	0	2
48	LEONARD AVE & MANNING AVE	Unsignalized	81.66	10	6	2	0	2
49	NEWMARK AVE & NORTH AVE	Unsignalized	81.16	7	3	1	0	3
50	MAROA AVE & SHAW AVE	Signal	80.54	45	17	3	0	25

Notes: All unsignalized intersections are classified as rural intersections.
Other crashes include all crashes that are not coded as one of the top three collision types

Table 34. Priority Intersections with Primary Collision Factor based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	DUI	Unsafe Speed	Other
1	LAC JAC AVE & DINUBA AVE	Unsignalized	201.09	15	0	1	3	11
2	FRANKWOOD AVE & CENTRAL AVE	Unsignalized	164.99	14	0	1	0	13
3	ACADEMY AVE & ADAMS AVE	Unsignalized	162.93	18	1	6	2	9
4	BETHEL AVE & DINUBA AVE	Unsignalized	157.25	49	4	0	3	42
5	AUBERRY RD & FRAZIER RD	Unsignalized	154.92	8	2	5	1	0
6	KEARNEY BLVD & CORNELIA AVE & MADISON AVE	Unsignalized	139.01	29	4	0	1	24
7	CLOVIS AVE & MOUNTAIN VIEW AVE	Unsignalized	137.94	19	0	3	2	14
8	BETHEL AVE & ROSE AVE	Unsignalized	135.54	25	1	0	0	24
9	CLOVIS AVE & NEBRASKA AVE	Unsignalized	133.24	20	1	0	0	19
10	MARKS AVE & JENSEN AVE	Unsignalized	132.02	19	2	4	2	11

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	DUI	Unsafe Speed	Other
11	AMERICAN AVE & GOLDEN STATE BLVD	Unsignalized	128.81	26	2	2	2	20
12	FRIANT RD & BELCHER	Unsignalized	128.36	15	8	2	5	0
13	BETHEL AVE & NEBRASKA AVE	Unsignalized	127.34	15	2	1	0	12
14	MCMULLIN GRD & MANNING AVE	Unsignalized	127.13	19	1	0	2	16
15	FRONTIER TRAIL LN & SAMPLE RD	Unsignalized	122.99	8	6	0	2	0
16	TEMPERANCE AVE & CENTRAL AVE	Unsignalized	121.12	13	3	0	0	10
17	TEMPERANCE AVE & JENSEN AVE	Signal	120.58	34	1	1	5	27
18	HILL AVE & SOUTH AVE	Unsignalized	118.78	11	1	2	1	7
19	PALM AVE & ASHLAN AVE	Signal	116.62	63	5	7	12	39
20	MCCALL AVE & KINGS CANYON RD	Signal	113.07	26	1	2	15	8
21	ACADEMY AVE & NEBRASKA AVE	Unsignalized	107.37	30	2	0	0	28
22	BETHEL AVE	Signal	105.38	13	0	1	0	12
23	DICKENSON AVE & KEARNEY BLVD	Unsignalized	103.69	31	1	3	0	27
24	CRAWFORD AVE & MANNING AVE	Unsignalized	102.08	28	2	0	5	21
25	DE WOLF AVE & MCKINLEY AVE	Unsignalized	98.92	27	0	0	3	24
26	ZEDIKER AVE & ROSE AVE	Unsignalized	96.98	27	1	1	2	23
27	ACADEMY AVE & MOUNTAIN VIEW AVE	Signal	96.36	31	0	2	11	18
28	AUBERRY RD & MILLERTON RD	Unsignalized	95.87	27	8	2	8	9
29	DEL REY AVE & NORTH AVE	Unsignalized	95.86	26	1	3	3	19
30	MENDOCINO AVE & DINUBA AVE	Unsignalized	92.32	18	2	0	5	11
31	KINGS CANYON RD & RIO VISTA AVE	Unsignalized	91.21	18	1	0	11	6
32	MCCALL AVE & SOUTH AVE	Unsignalized	87.88	12	2	1	3	6
33	DE WOLF AVE & JENSEN AVE	Unsignalized	87.85	16	1	0	1	14
34	BUTTONWILLOW AVE & SOUTH AVE	Unsignalized	87.65	15	0	1	1	13
35	DEL REY AVE & MCKINLEY AVE	Unsignalized	87.58	10	0	0	1	9
36	ACADEMY AVE & ROSE AVE	Unsignalized	86.42	19	2	1	2	14
37	DICKENSON AVE & SHAW AVE	Unsignalized	86.14	13	0	1	0	12
38	CHESTNUT AVE & CLAYTON AVE	Unsignalized	85.14	8	1	0	0	7
39	MCCALL AVE & JENSEN AVE	Signal	84.20	21	1	5	5	10
40	ZEDIKER AVE & DINUBA AVE	Unsignalized	84.19	12	0	0	1	11
41	LEONARD AVE & SHIELDS AVE	Unsignalized	83.90	11	1	0	0	10
42	CLOVIS AVE & DONNER AVE	Unsignalized	83.31	9	0	2	1	6
43	LASSEN AVE & JAYNE AVE	Unsignalized	83.28	13	0	0	3	10

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	DUI	Unsafe Speed	Other
44	WEST AVE & MANNING AVE	Unsignalized	82.48	9	1	0	2	6
45	HIGHLAND AVE & CLARKSON AVE	Unsignalized	82.39	9	0	0	1	8
46	CLOVIS AVE & MANNING AVE	Unsignalized	81.86	11	0	0	3	8
47	HILL AVE & ADAMS AVE	Unsignalized	81.76	10	0	0	4	6
48	LEONARD AVE & MANNING AVE	Unsignalized	81.66	10	1	0	0	9
49	NEWMARK AVE & NORTH AVE	Unsignalized	81.16	7	1	0	0	6
50	MAROA AVE & SHAW AVE	Signal	80.54	45	3	1	11	30

Notes: All unsignalized intersections are classified as rural intersections.
Other crashes include all crashes that are not coded as one of the top three primary collision factors
DUI = Driving Under the Influence

Table 35 and Table 36 provide information for the top ten roadway segments (based on crash severity score), including roadway classification, crash severity score, and total number of crashes by collision type or primary collision factor.

Table 35. Priority Roadways Segments with Collision Type based on Top 3 Fatal/Severe Injury Collision Types

#	Location	Classification	Crash Severity Score	Total Number of Crashes	Collision Type			
					Broad-side	Hit Object	Over-turned	Other
1	Millerton Rd (Winchell Cove to Brighton Crest Dr)	Arterial/Collector	145.02	21	0	11	3	7
2	Auberry Rd (Old Auberry Rd to Old Auberry Rd)	Arterial/Collector	144.23	18	0	12	2	4
3	Millerton Rd (Brighton Crest Dr to Sky Harbour Rd)	Arterial/Collector	136.81	10	0	6	1	3
4	Millerton Rd (Via Bellagio to East of Via Bellaggio)	Arterial/Collector	136.69	14	0	8	1	5
5	Millerton Rd (East of Via Bellaggio to West of Millerton Rd)	Arterial/Collector	136.49	13	0	8	1	4
6	Millerton Rd (West of Via Bellaggio to East of Millerton Rd)	Arterial/Collector	134.15	11	0	6	1	4
7	N Friant Rd (South of Bluff View Ave to North of N Friant Rd)	Arterial/Collector	111.61	13	1	6	2	4
8	Millerton Rd (East of North Fork Rd to West of Via Bellaggio)	Arterial/Collector	108.80	23	1	9	7	6
9	Millerton Rd (East of Winchell Cove to Brighton Crest Dr)	Arterial/Collector	107.93	14	0	7	1	6
10	E Jensen Ave (East of S Temperance Ave to West of S De Wolf Ave)	Arterial/Collector	106.11	10	3	3	0	4

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

Table 36. Priority Roadways Segments with Primary Collision Factors based on Top 3 Fatal/Severe Injury Primary Collision Factors

#	Location	Type	Crash Severity Score	Total Number of Crashes	Primary Collision Factor			
					Improper Turning	DUI	Unsafe Speed	Other
1	Millerton Rd (Winchell Cove to Brighton Crest Dr)	Arterial/Collector	145.02	21	15	1	1	4
2	Auberry Rd (Old Auberry Rd to Old Auberry Rd)	Arterial/Collector	144.23	18	8	6	2	2
3	Millerton Rd (Brighton Crest Dr to Sky Harbour Rd)	Arterial/Collector	136.81	10	6	0	0	4
4	Millerton Rd (Via Bellagio to East of Via Bellaggio)	Arterial/Collector	136.69	14	9	2	2	1
5	Millerton Rd (East of Via Bellaggio to West of Millerton Rd)	Arterial/Collector	136.49	13	0	2	1	10
6	Millerton Rd (West of Via Bellaggio to East of Millerton Rd)	Arterial/Collector	134.15	11	5	2	3	1
7	N Friant Rd (South of Bluff View Ave to North of N Friant Rd)	Arterial/Collector	111.61	13	6	4	2	1
8	Millerton Rd (East of North Fork Rd to West of Via Bellaggio)	Arterial/Collector	108.80	23	15	3	2	3
9	Millerton Rd (East of Winchell Cove to Brighton Crest Dr)	Arterial/Collector	107.93	14	10	1	0	3
10	E Jensen Ave (East of S Temperance Ave to West of S De Wolf Ave)	Arterial/Collector	106.11	10	3	4	2	1

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

Education Strategies

Education strategies for Unincorporated Fresno County are targeted at unsafe speed and driving or bicycling under the influence of drugs or alcohol, given the prevalence of these primary collision factors in fatal and severe injury crashes.

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

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

SAFE ROADS SAVE LIVES

The campaign Includes branding, social media strategies, print materials, radio and video resources, school resources, and a campaign website. Unincorporated Fresno

County may find these materials helpful, especially those related to the dangers of speeding, using the roadway under the influence, and using the roadway in lower visibility conditions.

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

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

Emergency Services

Emergency service organizations depend on safe roadways and efficient communication processes to reach and effectively respond to emergencies. Each type of emergency services organization that serves Fresno County – law enforcement, fire, emergency medical services (EMS), California Highway Patrol – work independently and collaboratively to develop procedures that allow them to respond to incidents in their own jurisdictions as well as support others as needed. The

following recommendations may help improve emergency services response as the various organizations update procedures and policies and continue to partner on roadway safety efforts:

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

Enforcement

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

The following enforcement strategies should be considered for Unincorporated Fresno County:

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

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

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

EVALUATION AND IMPLEMENTATION

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

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

Activities for implementing the plan include:

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

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Appoint New Planning Commissioner to the Planning Commission
Meeting Date:	March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Sean Brewer, Assistant City Manager

I. RECOMMENDATION:

Staff is recommending that the Council appoint one (1) new Planning Commissioner to the Planning Commission due to a recent vacancy.

II. BACKGROUND:

With the recent passing of Commissioner Garza there is currently a vacancy on the Coalinga Planning Commission which will need to be filled. In accordance with Section 2-3.102, members of the Planning Commission shall be appointed by the Council. Any vacancy occurring on the Planning Commission by reason of death, resignation, removal or disqualification shall promptly be filled by the Council for the unexpired term of such member.

In January the Council directed staff to advertise for the vacancy to gather interest in the position. Staff advertised the available position as a public notice as well on social media and website. Staff received 3 applications.

III. DISCUSSION:

Staff received applications from Ken Stoppenbrink, Rocco Papietro, and Richard Hill. Attached are copies of their applications for your review.

Staff advised all applicants that the City Council would be considering an appointment to the Commission at their March 3, 2022 meeting and that it would be appropriate to attend should the Council have any questions.

Once the Council is ready to appoint a candidate, a member of the Council shall make a motion nominating a member of the public to the commission and vote accordingly.

IV. ALTERNATIVES:

- The Commission may appoint either from the applicant pool or anyone else willing to accept a nomination who meets the qualifications of a Planning Commissioner.

V. FISCAL IMPACT:

None

ATTACHMENTS:

File Name	Description
Commissioner_Applications_2022_Solicitation.pdf	Commissioner Applications

CITY OF COALINGA

155 WEST DURIAN ● COALINGA, CA. 93210
(559) 935-1533

APPLICATION FOR APPOINTMENT TO BOARDS, COMMISSIONS, COMMITTEES

Name (print) Last: PAPIETSO	First: ROCCO	Middle: M
Name of Board, Commission or Committee in which you are interested: PLANNING COMMISSION		
Home Address: 158 KECK LN	City and State: COALINGA CA	Zip Code: 93210
Current Employer: Retired		
Business Address: N/A		
Telephone: Home 559-284-6177	Office: DOTROCA5@MCN.ORG	

What experience or special knowledge do you have that would be of benefit to you in the position for which you are applying?

I WAS ON THE PLANNING COMMISSION FROM 1999-2014 AND RESIGNED DUE TO MY JOB TAKING ME AWAY FROM COALINGA. I AM NOW RETIRED AND WOULD LIKE TO SERVICE ON THE PLANNING COMM. TO SEE OUR COMMUNITY GROW IN A POSITIVE DIRECTION.

Signature: Rocco Papietso Date: 2/11/22

F:\USERS\ELIDA\PLANNING\PLANNING.APP

CITY OF COALINGA

155 WEST DURIAN ● COALINGA, CA. 93210
(559) 935-1533

APPLICATION FOR APPOINTMENT TO BOARDS, COMMISSIONS, COMMITTEES

Name (print) Last: Stoppenbrink		First: Ken	Middle:
Name of Board, Commission or Committee in which you are interested: Planning Commission			
Home Address: 1841 Malibu Dr. Coalinga, CA. 93210		City and State	Zip Code
Current Employer: Retired			
Business Address:			
Telephone: 559-904-5037	Home	Office	
What experience or special knowledge do you have that would be of benefit to you in the position for which you are applying?			
I have 23 years of experience in serving on the planning commission over two different times.			
I have served on several JPA's and Boards in the State that were related to my work with WHCCD.			
Signature: Ken Stoppenbrink		Date: January 3, 2022	

CITY OF COALINGA

155 WEST DURIAN ● COALINGA, CA. 93210
(559) 935-1533

APPLICATION FOR APPOINTMENT TO BOARDS, COMMISSIONS, COMMITTEES

Name (print) Last	First	Middle
Hill	Richard	ELLis

Name of Board, Commission or Committee in which you are interested:
Planning Commission

Home Address:	City and State	Zip Code
249 w Cedar ave	Coalinga Ca	93210

Current Employer:
Retired

Business Address:
N/A

Telephone:	Home	Office
Cell	559-212-8404	

What experience or special knowledge do you have that would be of benefit to you in the position for which you are applying?

I have served on the Planing Commission in th past and was the Chairperson.
I have served on many Board of Directors in Coalinga. I'm aware of the issues in our community. To name a few, Park+Rec Board of Directors, West Hills Oversight committee Chairperson, Veterans East central District Chairperson

Signature: Richard E Hill

Date: 2-3-22

F:\USERS\ELIDA\PLANNING\PLANNING.APP

STAFF REPORT - CITY COUNCIL/SUCCESSOR AGENCY/PUBLIC FINANCE AUTHORITY

Subject:	Discussion, Direction and Potential Action related to the 2023 Water Year in Response to the USBR Initial Allocation Announcement
Meeting Date:	March 3, 2022
From:	Marissa Trejo, City Manager
Prepared by:	Sean Brewer, Assistant City Manager

I. RECOMMENDATION:

There is no recommendation as of the writing of this report since the allocation announcement occurred the same day as the completion of this staff report. Staff will have additional information for discussion at the Council meeting.

II. BACKGROUND:

On February 23, 2022, the USBR announced that the Municipal and Industrial Contractors will be allocated 25% of historical use which is the same initial allocation as the 2022 water year. In addition, contractors will be able to submit public health and safety adjustments within 30 days of the announcement. Staff will discuss this letter at the City Council meeting and next steps.

III. DISCUSSION:

IV. ALTERNATIVES:

V. FISCAL IMPACT:

ATTACHMENTS:

File Name	Description

No Attachments Available