

Capital Improvement Project Application

Project Title: Pedestrian/Bike Improvements on Chestnut Ave from Shields Ave to Clinton Ave

Sponsoring Jurisdiction: County of Fresno

Application Checklist:

- Completed application form
- Board/Council resolution authorizing project application (due prior to Fresno COG Policy Board meeting on April 30, 2026)
- Vicinity maps showing project locations, entitled land developments related to the project, and local/regional streets, bicycle, transit and highway facilities within and near the project area
- Documentation of support for the project from community groups or individuals (highly encouraged)
- Aerial photo and/or other photographs depicting existing conditions in the project area

Person Authorized to Submit Application:

I certify that I have reviewed the TOD Capital Improvement Projects Program Guidelines and the information submitted in this application is accurate and in accordance with the guidelines.

Name: Joseph C. Harrell, PE

Title: Supervising Engineer

Signature:



Date: 3/3/26

Project Summary

1. Project Title
 - Pedestrian/Bike Improvements on Chestnut from Shields Ave to Clinton Ave
2. Project description: briefly describe the project goal, scope, and elements to be funded by the Measure C TOD program.
 - This project would construct new sidewalks and bike lanes along a half-mile County-maintained segment of the street has none, closing a gap between adjacent City-maintained sections that already include these facilities. There are also six transit stops within this stretch, several in unsafe locations that require upgrades to meet ADA standards. This funding request covers construction, following earlier funding that supported preliminary engineering and right-of-way.
3. Total project cost
 - \$1,475,120
4. Total TOD fund request
 - \$990,530
5. Sponsoring jurisdiction
 - County of Fresno
6. Primary contact person
 - Joseph Harrell
7. Title
 - Interim Division Manager
8. Address
 - 2220 Tulare St, 7th Floor Fresno, CA 93721
9. Phone
 - Main Office: (559) 600-4109 Direct: (559) 600-4505
10. E-mail
 - jharrell@fresnocountyca.gov
11. Other project partners
 - FAX

Capital Improvement Project Description

1. Introduction

Please provide a description of project objectives, setting, and relationship of the proposed project to existing and planned infrastructures in the project area.

This half-mile stretch of Chestnut Avenue has almost no sidewalks, no bike lanes, and six transit stops that are difficult for transit riders to use safely. Several transit stops are on lawns or medians, forcing riders to wait on grass or in an unsafe place next to high-speed traffic. A lack of curb ramps can force those with disabilities to travel in the street to get to transit. Pedestrians and bicyclists also end up in unsafe situations due to lack of dedicated space for them. These conditions do not exist in the City-maintained parts of Chestnut Avenue to the north and south, where sidewalks, bike lanes, and proper bus stops already exist. The goal of this project is to improve safety for transit riders, pedestrians, and bicyclists traveling to nearby schools, workplaces, and local businesses.

More than one-third of residents in unincorporated areas of the County live within a half-mile of an FAX transit stop, including all residents of this unincorporated County Island. The neighborhood is mostly residential and sits within a quarter-mile of three schools, with businesses located at both ends of the street. Along this half-mile section alone, there are six transit stops, with additional stops just outside the project limits. Meanwhile, the City-maintained areas to the north and south already have continuous sidewalks, bike lanes, curb ramps, and well-built bus stops.

On the City-maintained sections of Chestnut Avenue just north and south of the project limits, the street already includes continuous sidewalks, curb ramps, marked crosswalks, Class II bike lanes, and appropriate bus stops with paved pads and shelters. The proposed project would extend these same features into the County-maintained segment, bringing this stretch of the roadway up to the same standard as the City of Fresno's improvements. This would close the existing infrastructure gap and create a consistent, safe, and accessible travel environment along Chestnut Avenue.

2. Nexus to Transit Oriented Development

Describe the nexus of the proposed project to transit oriented development. Through an existing policy or an adopted plan, explain how the project will boost transit ridership, encourage biking & walking and support a livable and viable transit oriented community.

FAX buses run directly along this stretch of Chestnut Avenue but there are clear obstacles to ridership. Only three of the six bus stops in this half-mile segment are ADA-compliant. Some

stops require riders to stand or walk on lawns, uneven slopes, medians, driveways, or even in the street. These conditions discourage transit use and create barriers for people with disabilities. Improving the walking environment and providing safe, stable places to wait would make transit more accessible and appealing for everyone.

Despite fast moving traffic in a 40-mph zone and no safe pedestrian crossing between Shields and Clinton, people still walk and bike along this part of Chestnut Avenue. Some come from the incorporated areas where sidewalks and bike lanes already exist, while others come from nearby unincorporated neighborhoods to reach schools, services, and businesses. The lack of continuous infrastructure creates a clear obstacle for both groups. Closing this gap would improve safety for students walking or biking to school, for cyclists traveling through the area, and for transit riders accessing bus stops. The project would also follow the County General Plan goal of constructing sidewalks and bike lanes on both sides of streets, where feasible (TR-A.23 Urban Area Complete Streets).

3. Land Use Characteristics of the Project Area

Please provide demographic and business profile of the project area. Identify existing and planned residential density, employment intensity and industrial mixes if any in the project area. Please also identify, if applicable, any affordable housing that the project supports

The project area is a working class, primarily residential neighborhood located along a minor arterial street, with business services at the northern and southern ends at the intersections with Shields and Clinton. These include restaurants, convenience stores, a barber shop, a butcher, and various other businesses. A church is also located near the center of the project area and serves as an important community anchor.

Land use in the County-maintained portion is mostly single family residential with some community commercial zoning. In the surrounding area, there are medium to high density multifamily housing developments, commercial offices, and several schools that could be easily reached by walking, biking, or transit if safe infrastructure were available. While the immediate project area does not have high employment density, the improvements would strengthen access to nearby job centers and commercial areas.

The U.S. Census data shows that this neighborhood has a higher share of children than the national average, which also means a higher share of non-drivers. Many of these children are likely walking or would walk to school if safe routes existed. These conditions make this location a strong candidate for improving multimodal access and encouraging safe, comfortable active transportation.

4. Transportation Characteristics of the Project Area

Please identify the distance of the proposed project to the nearest BRT station. Describe the transit, bike and walk environment in the project area, and explain, if applicable, how the proposed project will contribute to providing multi-modal transportation choice to people who live or work in the area.

Fresno's only BRT line, FAX Q (Route 1) follows Blackstone Ave, 3 miles from the project location. The project area connects to the BRT through two local transit routes, Lines 39 and 41, with Line 39 also providing service to Fresno Yosemite International Airport. The County will partner with FAX on this project. The improvements will complement FAX's planned 40/41 split project, which includes upgrades to bus stops along and near this section of Chestnut Avenue. Coordination with FAX will ensure that the roadway and pedestrian conditions are ready for transit stop enhancements.

This County Island differs significantly for pedestrians from nearby incorporated neighborhoods in the city. Sidewalks are scarce, forcing people to walk in the street, on lawns, or across driveways. In contrast, the City-maintained portions of Chestnut Avenue have continuous sidewalks and bike lanes, but the County-maintained segment has none, creating a clear break in the active transportation network and discouraging cyclists from traveling through the area. Installing sidewalks and bike lanes along this minor arterial would address these safety issues at their most critical points.

The current street conditions make it difficult and unsafe for people to walk, bike, or use transit and some of the bus stops along residential segments of the streets leave riders waiting on narrow medians, uneven lawns, or sloped driveways. These locations are especially hazardous for people with disabilities, many of whom cannot safely access the bus stop and are effectively cut off from transit service. Installing sidewalks, bike lanes, and partnering with FAX to upgrade bus stops would close a well-defined infrastructure gap. These improvements offer a highly cost-effective way to increase safe, reliable multimodal travel for the entire neighborhood.

5. Urban Design & Parking Policy

Describe the existing or planned design characteristics or policies in the project area. Explain, if applicable, how the project will contribute to creating a positive image of the surrounding areas. Describe, if any, existing or planned parking policies that are transit friendly.

The project area's current design makes walking and biking difficult and unsafe. Many homes sit directly against the roadway, leaving no dedicated space for people on foot or bike. Many residential properties sit directly against the roadway, leaving pedestrians to navigate grass, dirt,

driveways, or even the travel lane where cars are parked. The street also lacks aesthetic or functional features that support active transportation or encourage transit use.

Despite these challenges, the street still offers useful assets, including mature trees that can provide shade for future pedestrians and bicyclists and a frontage road for a fifth of a mile on the eastern side of the street. The median of the frontage road includes a bus stop and is lined with trees that provide shade and shelter for people waiting during hot summer months, and the frontage road also helps offset some of the parking loss that will occur when on-street parking is removed to add a bike lane along Chestnut.

The parking for the properties along the frontage road will not be greatly impacted by the bike lane. Of the 38 properties in the project area, 11 are corner lots with access to side street parking, reducing their reliance on Chestnut Avenue. Removing parked cars from the street improves visibility for all users and creates safer conditions for people walking, biking, and accessing transit. It also ensures that vehicles no longer block bus stops, improving reliability and accessibility for riders.

Upgrading this segment to match the City-maintained portions to the north and south will close a clear gap in the bikeway network and, by aligning the street design with the rest of the street, improve safety, connectivity, and multimodal access for the entire neighborhood.

6. Green Buildings

Please describe, if applicable, any green building element in the project.

The project does not involve constructing buildings, but it can still incorporate sustainable design principles through greener transportation infrastructure. Envision is a framework for analyzing sustainability in infrastructure projects that could be useful to identify green approaches to infrastructure construction. Envision does rate sidewalks, bikeways, roads, and public transit for sustainability and uses five categories to evaluate: quality of life, leadership, resource allocation, natural world, and climate and risk. It is similar to LEED certification that is used for buildings.

7. Quality of Project and Additional Information

Describe the level of community support for this project. Describe how the proposed project will address the issues in the community, how the project will help create a sense of place, and potential economic impact such as attracting private investment in the project area, etc. Please also identify any potential obstacles to the successful completion of the entire project.

This project has support from nearby Scandinavian Middle School, Fresno Unified School District, and the Fresno County Bicycle Coalition. Improving this street would make it safer and

easier for residents and students to reach school, work, and nearby businesses, while also reconnecting the neighborhoods on both sides of the street. Because the street is currently difficult to walk or bike, creating a safer route would encourage more people to travel locally without a car, increase foot traffic for nearby businesses, and draw bicyclists and pedestrians through this area rather than onto other streets, benefiting the entire length of Chestnut Avenue.

The County would work with residents and businesses along the route to build support and improve their experience with increased pedestrian and transit activity. Some challenges may arise, such as homeowners resisting the removal of encroachments or the need to design around existing utility poles. However, nearby residential streets are clear, and there appears to be enough space to build sidewalks around trees and utility poles. This approach would preserve the shade provided by mature trees while easing concerns about construction impacts.

8. Project Schedule and Scope of Work

Please outline the scope of work for this project. Please briefly describe deliverables and anticipated completion dates for each deliverables. Please also provide estimates of project expenses funded by the TOD program, and project revenue for the entire project.

The scope of work with anticipated start and completion dates would be as follows:

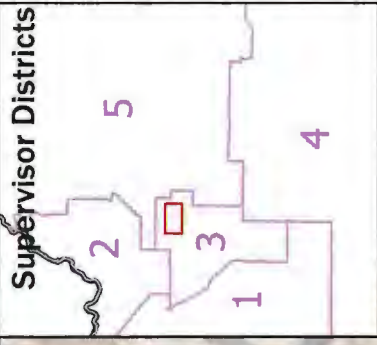
| Scope of Work | Anticipated Start Date | Anticipated Completion Date |
|---|------------------------|-----------------------------|
| Select consultant engineer | June 2025 | July 2025 |
| Conduct field surveys and verify right of way | July 2025 | August 2025 |
| Coordination with other agencies (FAX, PG&E, others) | July 2025 | project completion |
| 30% Design Plans | September 2025 | January 2026 |
| General Public Outreach | December 2025 | February 2026 |
| Conduct environmental review (CEQA) | January 2026 | April 2026 |
| Public Outreach to Property Owners on Encroachment, Parking | August 2025 | project completion |
| 60% Design Plans | February 2026 | June 2026 |
| 90% Design Plans | July 2026 | September 2026 |
| 100% Design Plans | October 2026 | November 2026 |
| Bidding & Award | December 2026 | February 2027 |
| Construction | April 2027 | June 2027 |

Project expenses (TOD fund)

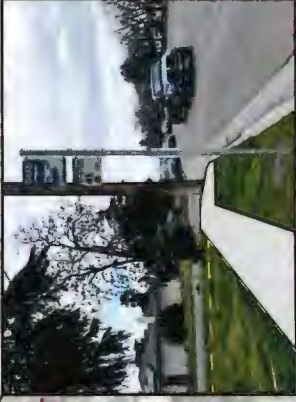
| Item | Amount |
|-----------------------------|-----------|
| Engineering | \$157,457 |
| Environmental Documentation | \$10,000 |
| Right of Way | \$69,500 |
| Construction | \$990,530 |

Project Revenue (all sources)

| Source | Year | | | |
|---------|-------------|-------------|-------------|-------------|
| | Year 1 (\$) | Year 2 (\$) | Year 3 (\$) | Year 4 (\$) |
| TOD | 236,957 | 495,265 | 495,265 | |
| Local | | 123,817 | 123,816 | |
| State | | | | |
| Federal | | | | |
| Private | | | | |
| Total | 236,957 | 619,082 | 619,081 | |



- Legend**
- Bike/Ped Crashes Since 2020
 - Schools
 - County Boundary
 - County Maintained Roads
 - Transit Stops
 - Existing Bikeway Class
 - II
 - III

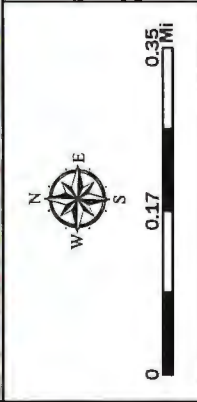


| | |
|-----------|---------|
| DATE: | 2/18/25 |
| DESIGNED: | FG |
| DRAWN: | FG |



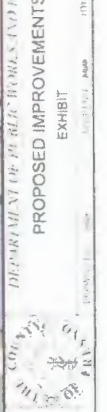
DEPARTMENT OF PUBLIC WORKS AND PLANNING

CHESTNUT-SHIELDS TO CLINTON SIDEWALKS/BIKE LANES





| | | | |
|---------------------|---------------------------|--|--|
| DATE: 02/20/25 | SCALE: N.T.S. | PROJECT: CHESTNUT IMPROVEMENTS PROJECT CLINTON TO SHIELDS | DEPARTMENT OF PUBLIC WORKS AND PLANNING |
| DESIGNER: JAE (JAE) | RECORD DRAWING: REVISIONS | DATE: _____ | PROJECT: CHESTNUT IMPROVEMENTS PROJECT CLINTON TO SHIELDS |
| DATE: 02/20/25 | SCALE: N.T.S. | DATE: _____ | PROJECT: CHESTNUT IMPROVEMENTS PROJECT CLINTON TO SHIELDS |
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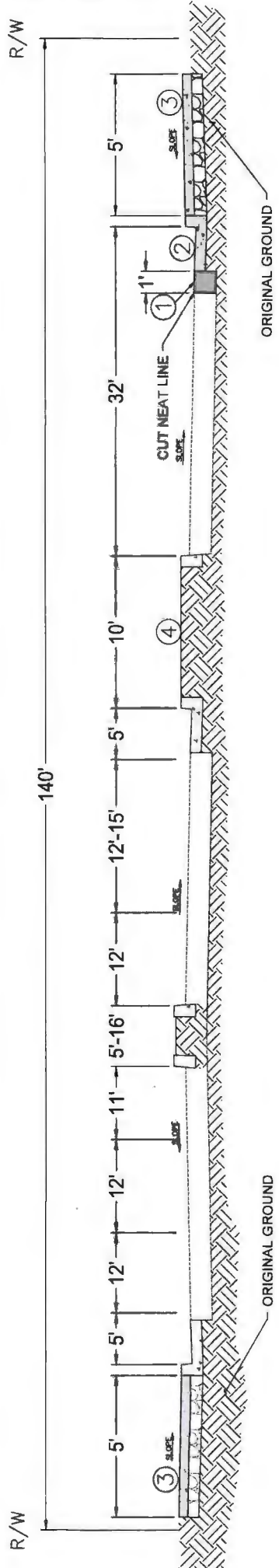
PROJECT: CHESTNUT IMPROVEMENTS PROJECT
CLINTON TO SHIELDS

DATE: _____

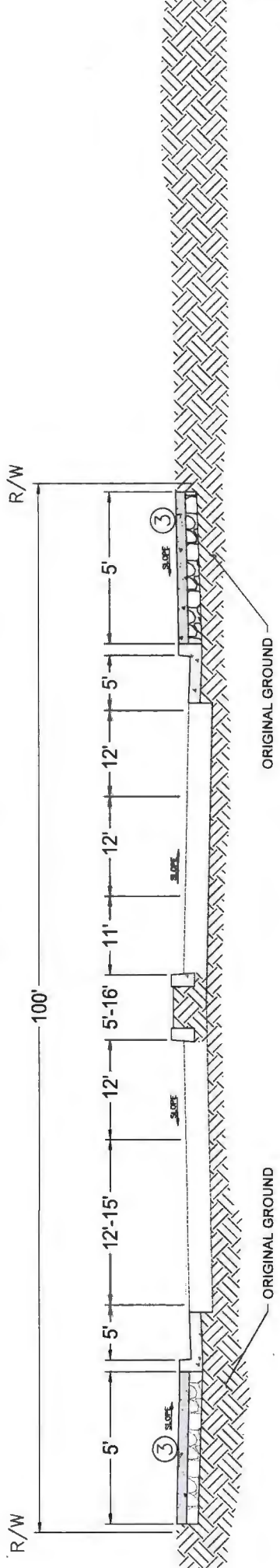
SCALE: N.T.S.

DATE: 02/20/25

DEPARTMENT OF PUBLIC WORKS AND PLANNING



TYPICAL CROSS-SECTION FROM SIMPSON AVE TO PRINCETON AVE



TYPICAL CROSS-SECTION FROM SHIELD AVE TO SIMPSON AVE AND PRINCETON AVE TO CLINTON AVE

1. PROPOSED STRUCTURAL SECTION: HMA / 95% CNS PLUG AS NEEDED
2. PROPOSED MONOLITHIC CURB & GUTTER AS NEEDED
3. PROPOSED 4" THICK SIDEWALK / CNS TO 95% RELATIVE COMPACTION. CROSS SLOPE 1.5% U.N.O.
4. EXISTING MEDIAN PLANTER AREA

| | | | | |
|---|---------------------------------------|---|--|--|
| SURVEYED: N/A DRAWN BY: R.G. CHECKED: M/2008 REVIEW: | DATE: N/A N/A 02/2008 M/2008 | Scale in Feet N.T.S. | PROJECT EXHIBIT FOR CHESTNUT AVE SIDEWALK IMPROVEMENTS IN FRESNO, CA. TYPICAL SECTION | DEPARTMENT OF PUBLIC WORKS & PLANNING DESIGN DIVISION |
| | |  | Road No. _____ Bridge No. _____ | Drawing No. _____ Sheet No. _____ Total _____ |

SCANDINAVIAN MIDDLE SCHOOL

3216 N. Sierra Vista
Fresno, CA 93726
(559) 253-6510 (559) 253-6517 fax
Julie Ellis, Principal

February 28, 2025

Mr. Robert Phipps
Fresno Council of Governments
2035 Tulare Street, Suite 201
Fresno, CA 93721
Subject: Support for Fresno County's Transit Oriented Development Planning Grant Application

Dear Mr. Phipps,

I want to express my support for the County of Fresno's application for a Transit Oriented Development Planning Grant from Fresno Council of Governments to construct pedestrian, bicycle, and transit safety improvements along Chestnut Ave from Shields Ave to Clinton Ave. The half mile stretch of Chestnut Ave is on a County Island in an urban residential area, with three schools within a quarter of a mile. The County-maintained section of Chestnut is a minor arterial street with minimal sidewalks and no bike lanes, and six transit stops, while the City-maintained parts to the north and south have sidewalks and Class II bikeways. This lack of continuity presents safety hazards to pedestrians, cyclists, and transit riders who enter the County-maintained part of the street. This grant would fund design, preliminary engineering, and right of way acquisition for the project.

This project would help to fill an active transportation infrastructure gap in an urban area where there are people walking to and from school or work, riding bicycles through the city, and riding transportation. This project area stands out as a high-priority location due to the existing facilities maintained by the city, the density of residents and schools, and the safety and accessibility concerns for pedestrians and transit riders. Walking along this street is hostile, with high-speed auto traffic, minimal walkways, and non-ADA compliant transit tops, yet people still walk, bike, and ride transit in the area. Improving public safety infrastructure would encourage more multi-modal transportation and reduce the risk of injury or fatal collisions, improving the quality of life in the region.

Sincerely,



Julie Ellis
Principal, Scandinavian Middle School

Scandinavian Mission

"Preparing college and career ready graduates socially, emotionally, and academically"

March 3, 2025

Mr. Robert Phipps

Fresno Council of Governments

2035 Tulare Street, Suite 201

Fresno, CA 93721

Subject: Support for Fresno County's Transit Oriented Development Planning Grant Application

Dear Mr. Phipps,

I want to express my support for the County of Fresno's application for a Transit Oriented Development Capital Improvement Project Grant from Fresno Council of Governments to construct pedestrian, bicycle, and transit safety improvements along Chestnut Ave from Shields Ave to Clinton Ave.

The half-mile stretch of Chestnut Ave is in a County Island in an urban residential area, with three schools within a quarter mile. The County-maintained section of Chestnut is a minor arterial street with minimal sidewalks and no bike lanes, and six transit stops, while the City-maintained parts to the north and south have sidewalks and Class II bikeways. This lack of continuity presents safety hazards to pedestrians, cyclists, and transit riders who enter the County-maintained part of the street. This grant would fund design, preliminary engineering, and right of way acquisition for the project.

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Sincerely,



Bryan Wells

Assistant Superintendent

Departments of:

-Student Engagement

-Health Services

-Safety and Emergency Response

1301 M Street | Fresno CA 93721

Office: (559) 457-3805

Email: Bryan.Wells@fresnounified.org | Website: www.fresnounified.org



Fresno County Bicycle Coalition
P.O. Box 2332
Clovis, CA 93613-2332
info@fresnobike.org
www.fresnobike.org

Feb 27, 2025

Mr. Robert Phipps

Fresno Council of Governments

2035 Tulare Street, Suite 201

Fresno, CA 93721

Subject: Support for Fresno County's Transit Oriented Development Planning Grant Application

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Sincerely,

Edna Pedroza

Chair

Fresno County Bicycle Coalition



East side of Chestnut at Princeton Facing North.



East side of Chestnut between Harvard and Clinton, facing South



West side of Chestnut at Clinton facing North.



West side of Chestnut between Clinton and Harvard facing North



West side of Chesnut at Simpson facing North



West side of Chestnut between Harvard and Brown facing North



West side of Chestnut at Simpson facing north.



West side of Chestnut at Princeton facing North



East side of Chestnut at Simpson facing South.