

**2025/2026 Congestion Mitigation and Air Quality Improvement Program
(CMAQ) Application**

COUNTY OF FRESNO



Sunnyside Sidewalks Phase I

1 of 3

\$2,207,372 | \$2,493,360

\$3,765.66/lb

Applicant Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

COUNTY OF FRESNO

IMPLEMENTING AGENCY'S ADDRESS:

2220 TULARE ST, 6TH FLOOR

CITY:

FRESNO

STATE:

CA

ZIPCODE:

93721

IMPLEMENTING AGENCY'S CONTACT PERSON:

Mohammad Alimi

CONTACT PERSON'S TITLE:

Design Engineer

CONTACT PERSON'S PHONE NUMBER:

(559) 600-4505

CONTACT PERSON'S EMAIL ADDRESS:

malimi@fresnocountyca.gov

General Project Information

PROJECT NAME: (To be used in all program referenced project lists)

Sunnyside Sidewalks Phase I

Project/Application Number: (Priority # - Max 10 per Agency)

1 of 3

FTIP Proposed Project Title: (Maximum 34 characters)

Sunnyside Sidewalks Phase I

Project is being submitted in the following category:

- ☐ Transit
- ☐ Cleaner Fuel Technology
- ☐ Traffic Flow Improvements
- ☒ Bicycle/Pedestrian
- ☐ PM-2.5/10 Reduction
- ☐ Miscellaneous

Is the project Cost-Effective? (\$88/lb. or less)

YES ☐

NO ☒

Does the project deliver PM2.5 emission reductions?

YES ☒

NO ☐

SUMMARY OF PROJECT SCOPE: Summary of the Existing Condition, Project Scope, and the Expected Benefits:

Existing Condition:

These sections of Kings Canyon Road and Clovis Avenue are Minor Arterial streets in the busy, high-traffic area of Sunnyside, an urban area of Fresno County. With a speed limit of 45 miles per hour and a high Average Daily Traffic Volume of 8,500 on Kings Canyon Road and 10,240 on Clovis Ave, these streets are dangerous to pedestrians and there are intermittent walkways, and often pedestrians are forced to walk in the street next to many rapidly moving vehicles. The area has a mixture of single-family residential, multi-family residential, commercial, office, and agricultural zoning. There is a higher level of multifamily apartment complexes in this area than in most parts of Fresno, and the City of Fresno has identified it as part of an important transit corridor to implement Transit-oriented Developments (TOD). This would mean increasing housing options, safety, walkability, and accessibility near transit. The project would support those plans by improving walkability and by continuing bike lanes on Kings Canyon Road.

The project would come as close as 0.1 miles of Sunnyside High School and would directly serve the Sunnyside Regional Library and the Fancher Creek Trail, which runs from Kings Canyon Road and De Witt Avenue south, parallel to the railroad tracks and to Clovis Avenue at the project limit. There are class II bikeways maintained by the City of Fresno on Kings Canyon Road that end in the county jurisdiction, causing cyclists on that section of the street to cycle in the traffic lanes in a speed zone of 45 miles per hour. There is plenty of reason for residents of the neighborhood to walk in the area, including grocery stores and restaurants at the intersection of Kings Canyon Road and Clovis Avenue, the County Social Services office, a Little League baseball field, and a new shopping development on Clovis Avenue north of the project area. The City of Fresno is also planning an extension to the Fancher Creek Trail that would connect to the existing County-maintained section.

Project Scope:

Construct sidewalks and drainage facilities where necessary on the south side of Kings Canyon Road from Lind Avenue to Clovis Avenue and on the west side of Clovis Avenue from Kings Canyon Road to the railroad tracks between Columbia Drive and California Avenue, install ADA-compliant curb ramps at intersections, and install class II bikeways on Kings Canyon Road between DeWitt Avenue and Clovis Avenue.

Expected Benefits:

This project will encourage more residents to walk or cycle in the area, whether to get to school, local businesses, the library, or for recreation. It will connect pedestrian access to the Fancher Creek Trail that passes through the neighborhood, and to existing sidewalks maintained by the City of Fresno. This will encourage residents in the area to reduce short drives in favor of walking or cycling and reduce vehicle traffic while improving safety. It will align with plans by the City of Fresno to improve walkability in the Kings Canyon Corridor and accommodate the many new multifamily housing developments in the area.

PROJECT PURPOSE: Describe the main purpose of the project:

The purpose of this project is to encourage active transportation, reduce short auto trips, connect existing networks of sidewalks, and improve safety for existing pedestrians. Short driving trips contribute notoriously to carbon emissions and air quality due to cold start emissions for unnecessarily short trips. These trips tend to be more high emitting on average than longer trips. The 2009 U.S. National Household Transportation Survey estimated that drives under a mile add up to about 10 billion miles per year nationwide, and that replacing half of these trips with walking or cycling would save about 2 million metric tons of CO₂ emissions per year, the equivalent of taking about 400,000 cars off the road each year (see attachment J). This project would remove the obstacle of safety that prevents the residents of the immediate neighborhood from replacing their short-distance drives with walking and encourage more people to choose to walk rather than drive to nearby services.

FTIP PROJECT DESCRIPTION: (Max 156 characters) [(Location :) + (Limits) + (;) + (Improvement)]

Install sidewalks on Kings Canyon Rd from Lind Ave to Clovis Ave and on Clovis Ave from Kings Canyon Rd to railroad tracks, and Class II bikeway on Kings Canyon Rd between DeWitt Ave and Clovis Ave.

PROJECT LOCATION: (Include Route # or Name, Post Mile Limits/Length of Project and Project Limits)

South side of Kings Canyon Rd from Lind Avenue to Clovis Ave and west side of Clovis Ave from Kings Canyon Rd 0.93 miles south to railroad tracks.

In addition to the Location Description provided, please attach a location map to the application as specified in "Attachment G" below. The location map needs to show the project boundaries in relation to the Implementing Agency's boundaries.

Functional Classification: Examples of local function include arterial, expressway, major collectors, etc., as designated within local circulation plan. Provide both local classification and federal classification if different. The federal classification takes precedence. CMAQ funds may be used on local roadways.

Federal Classification: Minor Arterial, Local Classification: Arterial

Project Details

Air Pollution Reduction in kg/day: (submit calculations as attachment)

0.05

Cost-Effectiveness in dollars/pound: (refer to guidelines for methodology, submit calculations as attachment)

\$3,765.66

Average Daily Traffic Volume (ADT): (also, please provide source of ADT data)

Kings Canyon Rd: 8,500, Clovis Ave: 10,240 (Source: Fresno County Traffic Census)

Annual Auto Trips Reduced in trips/year: (if greater than zero, calculations should be included in emissions reduction sheet attachment)

21,788

Annual Auto Vehicle Miles Travelled (VMT) Reduced in miles/year: (if greater than zero, calculations should be included in emissions reduction sheet attachment)

21,788

Air Quality Screening Criteria Code(s): (refer to Appendix A for list of codes, list all applicable)

3.02 Bicycle and pedestrian facilities

Length/Width (in miles/feet) of Any New Active Transportation Facility (Class I / II / III / IV):

7400 linear feet of sidewalks, and 0.13 miles of Class II bikeway.

Length/Width (in miles/feet) of New Sidewalk:

7400 feet

Number/Type of New Crosswalks:

3

Number of New ADA Ramps:

12

Number/Type of New Pedestrian Signals:

0

If ITS Project, Number of Signals Connected:

Length of Connected Signals:

Does this project have a warrant study? (submit calculations as attachment)

YES, See attachment ☐

NO ☒

Right of Way (ROW) Impacts: (Check all that apply)

☐ **Agency has site control.** Project is 100% within the Implementing Agency's ROW and/or is within their control at the time of this application submittal. (This includes temporary construction easements)

☒ **Private ROW and/or utility relocations required.** Project will likely require ROW in fee ownership, permanent easements, and/or temporary construction easements from private owners and/ or will require utility relocations from utility companies outside that implementing agency's governmental control.

The federal ROW process involving private property acquisitions and/or private utility relocations can often take 18 to 24 months after environmental document approval. The project schedule in the application for ROW needs to reflect the necessary time to complete the federal ROW process.

☐ **Public ROW required.** Project will likely require ROW, Easements, encroachment, and/or approval involving Governmental, Environmental, or Railroad owner's property.

What is the total number of months included in the project schedule to account for all ROW and/or utility impacts selected above?

Anticipated ROW Certification Date. Expected date project will receive ROW certification or RFA for certification will be submitted.

Is this project listed on the Financial Constrained List of the 2022 RTP?

☒ Project is on the constrained project list in the 2022 RTP. RTP Project ID: FRE501421

☐ Project is NOT on the constrained project list in the 2022 RTP.

If not, does the project meet the goal and objectives of the RTP policies? YES ☐ NO ☐

Optional: Please explain why the project is not on the RTP. The CMAQ Scoring Committee may take extenuating circumstances into consideration. Project would still be reduced by 5 points at minimum.

Please provide any other pertinent subjective information that you would like evaluators to consider when scoring your project:

This project would offer pedestrian connection between Sunnyside High School, Ayer Elementary School, Fancher Creek Trail, Sunnyside Regional Library, and multiple grocery stores and other neighborhood services and would close a gap in bicycle infrastructure. This would reduce short driving trips, which can often be worse for emissions on a per-mile basis than longer drives (see Attachment K) and can easily be replaced with walking or cycling, if the infrastructure permits.

Project Delivery Schedule

<i>Fund</i>	<i>Work Phase</i>	<i>2026/27</i>	<i>2027/28</i>	<i>2028/29</i>	<i>2029/30</i>	<i>Total</i>
CMAQ Regional Bid Funds						
%	Percent share of costs – maximum 88.53%					
<i>PE</i>		\$318,519				\$318,519
<i>ROW</i>				\$88,530		\$88,530
<i>Construction</i>					\$1,800,323	\$1,800,323
Sub-total		\$318,519		\$88,530	\$1,800,323	\$2,207,372

Local Matching Funds						
%	Matching fund rate – minimum 11.47%					
<i>PE</i>		\$41,267				\$41,267
<i>ROW</i>				\$11,470		\$11,470
<i>Construction</i>					\$233,251	\$233,251
Sub-total		\$41,267		\$11,470	\$233,251	\$285,988

Project Total						
<i>PE</i>		\$359,786				\$359,786
<i>ROW</i>				\$100,000		\$100,000
<i>Construction</i>					\$2,033,574	\$2,033,574
Grand Total		\$359,786		\$100,000	\$2,033,574	\$2,493,360

- Please fill out the project delivery schedule according to the planned years of implementation for your project.
- Note that actual programming will depend on financial capacity.
- **Please note that the cost-effectiveness calculation is based on the amount of total CMAQ funding, including any local match.**
- Any non-participating costs (non-CMAQ eligible costs) of your project need to be clearly listed in the engineers estimate, on this project delivery schedule, and on the financial plan.

Is the project applying as a “construction-ready project”? Points will be awarded to projects requesting construction funding only and within the first two years of the FTIP. Please attach all available environmental and ROW certifications or documentation. Projects requesting points in this category will go through a Caltrans screening process.

- ☐ **Project is requesting funds for construction only in the first year (2026/27) of the FTIP and PE/ROW documentation is attached.**
- ☐ **Project is requesting funds for construction only in the second year (2027/28) of the FTIP and PE/ROW documentation is attached.**
- ☒ **Project does not qualify / applicant is opting out**

Is the project going to follow an expedited delivery schedule? YES ☐ NO ☒
Please check “yes” if your project qualifies for the construction ready and/or expedited project delivery scoring criteria and you agree to the project delivery guidelines.

Is the project leveraging additional local funds? Points will be awarded to projects that leverage additional local funds (Measure C, TDA) in addition to the required local match.

- ☐ **Project includes a 20% local match**
- ☐ **Project includes a 30% local match**
- ☒ **Project is not leveraging additional local funds**

Project Funding and Scalability

Proposed Source of Local Match Funding:

Place a checkmark in the box signifying where local matching funds for this project will be coming from and specify dollar amount.

LOCAL	Sales Tax	
	<input type="checkbox"/> City	
	<input type="checkbox"/> County	
	<input type="checkbox"/> Other (Transportation Development Act)	
	Sales Tax sub-total:	
	Gas Tax	
	<input type="checkbox"/> Gas Tax (Subventions to Cities)	
	<input type="checkbox"/> Gas Tax (Subventions to Counties)	
	Gas Tax sub-total:	
	Other Local Funds	
	<input type="checkbox"/> City General Funds	
	<input type="checkbox"/> Street Taxes and Developer Fees	
	<input checked="" type="checkbox"/> Local Transportation Funds	\$285,988
	<input type="checkbox"/> Other	
	Other Local Funds sub-total:	\$285,988
Transit		
<input type="checkbox"/> Transit Fares		
<input type="checkbox"/> Other Transit (parcel/property taxes, parking revenue, etc.)		
<input type="checkbox"/> Tolls (e.g., non-state-owned bridges)		
<input type="checkbox"/> Other (e.g., RTEP)		
Transit sub-total:		
REGIONAL	<input type="checkbox"/> Tolls	
	<input type="checkbox"/> Bridge	
	<input type="checkbox"/> Corridor	
	<input type="checkbox"/> Regional Transit Fares/Measures	
	<input type="checkbox"/> Regional Sales Tax "Measure C" Local Pass Through	
	<input type="checkbox"/> Regional Bond Revenue	
	<input type="checkbox"/> Regional Gas Tax	
	<input type="checkbox"/> Vehicle Registration Fees (CARB Fees, SAFE)	
	<input type="checkbox"/> Other	
	Regional sub-total:	
Grand Total:		\$285,988

Is this project scalable? YES ☐ NO ☒

If yes, specify the minimum funds required: \$

Please provide an explanation of scalability with specific reference to budget line items on the Financial Plan (Attachment B).

N/A

Would your agency accept partial funding for this project? YES ☒ NO ☐

If yes, please explain your contingency plan to fully fund and implement the project.

The County would accept partial funding for this project for Preliminary Engineering and Right of Way and apply for funds for Construction in a future grant cycle.

Application Attachments

Application Checklist and Signature Page (Required for all applications)
Attachment A

Financial Plan (Required for all applications)
Attachment B

AB 1012 Resolution (Required for all applications)
Attachment C

Project Estimate (Required for all applications)
Attachment D

Cost-Effectiveness and Emissions Reductions Calculations (Required for all applications)
Attachment E

RTP Documentation (Required for all applications)
Attachment F

Project Location Map (Required for all applications)
Attachment G

Preliminary Engineering and Design, Environmental, and Right-of-Way Documentation or Certification (If needed)
Attachment H

Photos of Existing Conditions (*Strongly* recommended for all applications)
Attachment I

Additional Attachments

Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information. All additional attachments must be scanned into one document. Please list the additional attachments:

Attachment J – EPA Article Attachment K – Fleet News Article

Attachment A: Project Submittal Checklist and Signature Page

Name of Project:

Sunnyside Sidewalks Phase I

Submitted by:

Mohammad Alimi, Design Engineer

Agency/Organization:

County of Fresno, Department of Public Works and Planning

Check All That Apply:

- ☒ Project meets CMAQ eligibility under federal guidelines.
- ☒ Sponsor will comply with California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, AB1012 (Timely Use of Funds), Buy America, and/or any other applicable regulations.
- ☒ Project can be obligated within the identified timelines.
- ☒ Project scope will remain the same as detailed in application.
- ☒ Emissions calculations are attached and show positive reduction in air pollution.
- ☐ If needed, a warrant study is attached.
- ☐ If needed, PE&D, Environmental, and ROW documentation are attached.
- ☒ AB 1012 Resolution is attached.
- ☒ 10 hard copies of application for regional bid are attached, and an electronic copy has been provided via email or USB flash drive.
- ☒ An engineer's estimate/quote of probable costs for project is attached.
- ☒ All required attachments are included.
- ☒ I understand that incomplete or late submittals will be considered for scoring at the committee's discretion, as time allows, after scoring other projects.

I certify that the information contained in the application packet is accurate to the best of my knowledge and that I am authorized to submit the following project proposal for scoring and possible programming. The agency will provide the required non-federal matching funds, and deliver the project as proposed within the scope and schedule specified in the application should the project be awarded funding. Signature of full-time agency staff authorized to enter into a contract for federal funding if selected.

Signed: 

Printed Name: _____ Mohammad Alimi, Design Engineer _____

Date: _____ 3/21/2025 _____

Attachment B: Financial Plan

Below, please discuss the project funding strategy, clearly indicating total cost, authorization amounts and dates for all funding sources committed or anticipated to fully fund the project and any contingency plan if anticipated funding does not materialize. Any contingency plan to provide a reduced scope, should partial funding be available, would need to take into consideration air quality benefits and demonstrate it is feasible to perform the project in deliverable segments, or with reduced scope.

The total project cost is estimated to be \$2,493,360, with a CMAQ Request of \$2,207,372. This is equivalent to 88.53% of the total cost. The local match amount of \$285,988 would be paid for out of the County's Measure C or SB1 funds. If full funding is not awarded, the County will use any funds awarded for Preliminary Engineering and Right of Way and apply for future grants for Construction.

I certify that the information contained in the financial plan is accurate to the best of my knowledge and that I am authorized to submit the following project proposal for scoring and possible programming. The agency will provide the required non-federal matching funds, and deliver the project as proposed within the scope and schedule specified in the application should the project be awarded funding.

Signed: _____



Printed Name: _____ **Mohammad Alimi, Design Engineer** _____

Date: _____ **3/21/2025** _____

BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF FRESNO
STATE OF CALIFORNIA

A RESOLUTION OF THE BOARD OF SUPERVISORS)	
OF FRESNO COUNTY REGARDING PROJECT)	
DELIVERY SCHEDULES FOR FEDERAL)	RESOLUTION
TRANSPORTATION PROJECT SELECTION UNDER)	
<u>ASSEMBLY BILL 1012</u>)	

WHEREAS, AB 1012 was enacted into State law, in part to provide for the "timely use" of State and Federal funding; and

WHEREAS, the County of Fresno (County) is able to apply for and receive Federal and State funding under the Congestion Mitigation and Air Quality (CMAQ) Program, the Carbon Reduction Program (CRP), and the Surface Transportation Block Grant (STBG) Program; and

WHEREAS, the County desires to ensure that its projects are delivered in a timely manner to preclude the Fresno Region from losing those funds for non-delivery; and

WHEREAS, it is understood by the County that failure for not meeting project delivery dates for any phase of a project may jeopardize Federal or State funding to the Region; and

WHEREAS, the County must demonstrate dedicated and available matching funds.

NOW THEREFORE BE IT RESOLVED that the Fresno County Board of Supervisors (Board) hereby agrees to ensure that all project delivery deadlines for all project phases will be met or exceeded.

BE IT FURTHER RESOLVED, that failure to meet project delivery deadlines may be deemed as sufficient cause for the Fresno Council of Governments Policy Board to terminate an agency's project and reprogram Federal/State funds as deemed necessary.

BE IT FURTHER RESOLVED, that the Board hereby directs its management and engineering staffs to ensure all projects are carried out in a timely manner as per the requirements of AB 1012 in accordance herewith.

///

///

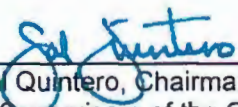
1 THE FOREGOING, was passed and adopted by the following vote of the Board of Supervisors of
2 the County of Fresno this 28th day of November, 2023, to wit:

3
4 AYES: Supervisors Brandau, Magsig, Mendes, Pacheco, Quintero

5 NOES: None

6 ABSENT: None

7 ABSTAINED: None

8
9 
10 Sal Quintero, Chairman of the Board
of Supervisors of the County of Fresno

11 **ATTEST:**
12 Bernice E. Seidel
13 Clerk of the Board of Supervisors
County of Fresno, State of California

14
15 By 
16 Deputy

COUNTY OF FRESNO
DEPARTMENT OF PUBLIC WORKS AND PLANNING
PRELIMINARY ENGINEER'S ESTIMATE
FRESNO, CA

March 13, 2025

PROJECT:

KINGS CANYON AVE & CLOVIS AVE SIDEWALK IMPROVEMENTS

1.50 mi

Item No.	Item Description	Estimated Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 140,000	\$140,000
2	Construction Funding Sign	2	EA	\$ 2,000	\$4,000
3	Traffic Control	1	LS	\$ 60,000	\$60,000
4	Job Site Management	1	LS	\$ 5,000.00	\$5,000
5	Prepare & Implement SWPPP	1	LS	\$ 5,000	\$5,000
6	Dust Control	1	LS	\$ 25,000	\$25,000
7	Clearing and Grubbing	1	LS	\$ 60,000	\$60,000
8	Detectable Warning Devices	144	SF	\$ 35	\$5,040
9	Roadway Excavation	220	CY	\$ 70	\$15,426
10	Lead Compliance Plan	1	LS	\$ 2,500	\$2,500
11	Finishing Roadway	1	LS	\$ 15,000	\$15,000
12	Hot Mix Asphalt	431	TON	\$ 125	\$53,922
16	Minor Concrete Sidewalk	37,000	SF	\$ 12	\$444,000
15	Minor Concrete Curb Ramps and Returns	12	EA	\$ 10,000	\$120,000
18	Minor Concrete Driveway Approaches	9,360	SF	\$ 15	\$140,400
19	Minor Concrete Curb and Gutter	5,950	LF	\$ 40	\$238,000
20	Remove and Dispose of Trees	35	EA	\$ 1,000	\$35,000
21	Relocate Fire Hydrant	5	EA	\$ 12,000	\$60,000
22	Adjust Water Valve Box Covers to Finished Grade	24	EA	\$ 1,000	\$24,000
23	Adjust Electrical Vaults to Finished Grade	5	LS	\$ 5,000	\$25,000
24	Adjust Manholes to Finished Grade	10	EA	\$ 1,500	\$15,000
25	Signage, Striping, Pavement Markings	1	LS	\$ 40,000	\$40,000
26	Miscellaneous Facilities and Operations	1	LS	\$ 12,000.00	\$12,000
			Subtotal		\$1,564,288

Contingency (15%)

\$234,643

Construction Subtotal

\$1,798,931

Preliminary Engineering (20%)

\$359,786

Construction Engineering (15%)

\$234,643

RIGHT OF WAY ACQUISITION

\$100,000

PROJECT TOTAL: \$2,493,360

RIDESHARING AND PEDESTRIAN FACILITIES

County: Fresno

Federal Number:

Approval Date:

Caltrans DIST-EA: 6

Short Description:

Project Scope: Construction of sidewalks for 1.5 miles along Kings Canyon Road from Lind Avenue to Clovis Avenue and along Clovis Avenue from Kings Canyon Road south to railroad tracks, as well as 0.13 miles of class II bikeways between DeWitt Avenue and Clovis Avenue

Project Sponsor: County of Fresno

Private Agency: No

CMAQ Funding: \$2,207,372

Local Match: \$285,988

Capital Recovery Factor: 0.07

Project Analysis Period: 20 years

Auto Trips Eliminated (T): 419 trips (one-way) per week

Length of auto trips eliminated (L): 1.00 miles in one direction of trip

Weeks of operation per year (W): 52 weeks

Adjustment (A) for auto access trips to transit, vanpools and carpools: 1.00 adjustment factor

Annual Auto Trips Reduced: 21,788 annual trips

Annual Auto VMT Reduced: 21,788 annual miles



<i>EMISSION FACTORS:</i>	Auto Trip End Factors	Auto VMT Factors
	ROG : 0.418 <i>grams per trip</i>	0.047 <i>grams per mile</i>
	NOx : 0.256	0.049
	PM2.5 : 0.002	0.049

<i>EMISSION REDUCTIONS:</i>	Pounds per Year	Kilograms per Day
ROG:	22	0
NOx:	15	0
PM2.5:	2	0
Total:	39	0

COST-EFFECTIVENESS OF:

CMAQ Funds: \$3,765.66	per pound	,531,329	per ton
All Funding Sources: \$4,253.55	per pound	,507,091	per ton

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[VIEW PREVIOUS VERSIONS OF THIS PROJECT](#)
[UPLOAD PROJECT DOCUMENTS](#)

PROJECT ID: FRE501421 **VERSION:** 3 **EST TOTAL COST:** \$1,139,000.00 **STATUS:** In Progress - Programmed **RANK SCORE:**

LAST MODIFIED BY: Estefany Villafan (1/17/2025) **APPROVED BY:** N/A [HISTORY \(2\)](#) [EDIT OBLIGATION](#)

[TIP PROGRAMMING](#)
[FEDERAL OBLIGATION](#)
[MAP](#)
[PROJECT DOCUMENT](#)

ADMINISTRATIVE EDIT - READ-ONLY

CALL FOR PROJECTS **FRESNO MODELING #**
26-00 - RTP

INTERNAL NOTES

ADMINISTRATIVE NOTES

AMENDMENT NOTES

PROJECT INFORMATION

IMPLEMENTING AGENCY Fresno County **MODE - GUIDELINES** Bike & Ped [\[EDIT SCORE\]](#)
CAPACITY INC N **BIKE PED** Y

PROJECT TITLE
Clovis Ave from Park Circle Dr to railroad tracks to south

PROJECT DESCRIPTION - GUIDELINES
Install Drainage Facilities and Sidewalks

SYSTEM	ROUTE	SUFFIX	INTERSECTION	LOCAL STREET NAME	FROM	TO	DISTANCE (MI)
Local			N	Clovis Ave	Park Circle Dr	railroad tracks to sou	1.23

PROGRAMMING INFORMATION (\$0)
[PDF DRILLDOWN REPORT](#)
[\[HISTORICAL REVENUES\]](#)
[\[GRAPH REVENUES\]](#)

EST TOTAL PROJECT COST ESTIMATED OPEN TO TRAFFIC DATE
\$1,139,000.00 2045

HISTORICAL COMMENTS

☐ COMPLETE PROJECT
☐ DELETE PROJECT
☒ CARRY OVER FROM 22-01

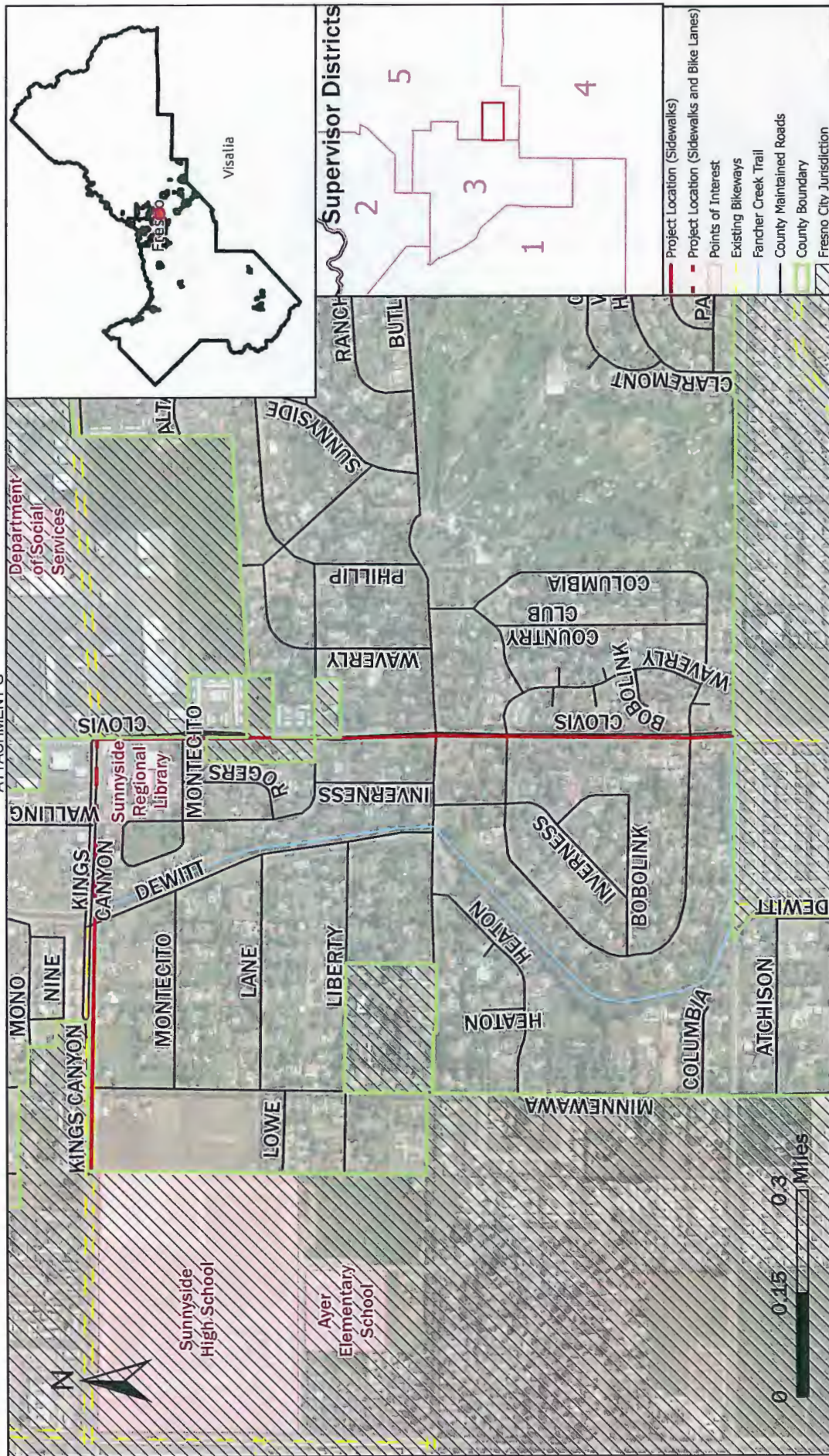
Add funding to new phase
Add new funding source
Delete fund source
Increase funding
None
Project Closure - Final Report
Reduce funding
Revise funding between fiscal years

OTHER CHANGE REASON

JUSTIFICATION - LAST UPDATED: 12/12/2024 -
Increased estimate.

SUMMARY OF CHANGES (AUTOMATE)
Changed Project Completion Date:
- from "2042" to "2045"
Changed Change Reason:
- from "Carry over from 18-00, None" to "Increase funding"
No change in project funding
Total project cost remains the same at \$0

[CONTACT FCOG](#)
3401
[EMAIL FRESNOTRAKHELP@COINTERACTIVE.COM](#)



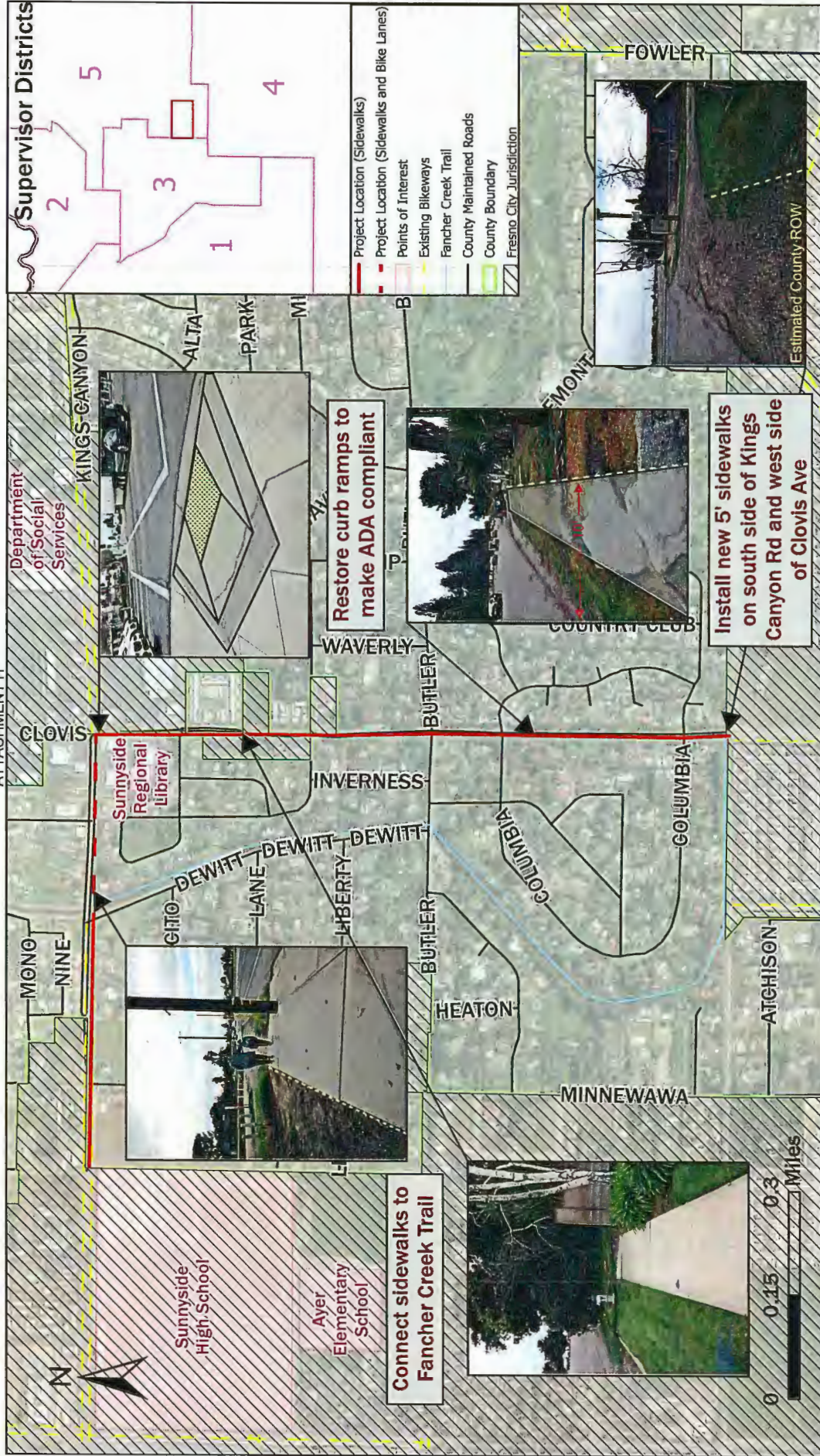
DEPARTMENT OF PUBLIC WORKS AND PLANNING

DATE: 3/13/25

DESIGNED: FG

DRAWN: FG

SUNNYSIDE SIDEWALKS PHASE I



DEPARTMENT OF PUBLIC WORKS AND PLANNING

SUNNYSIDE SIDEWALKS PHASE I

DATE: 3/13/25

DESIGNED: FG

DRAWN: FG



Student walking east on south side of Kings Canyon Rd



Parent and child walking west on south side of Kings Canyon Rd at Fancher Creek Trailhead



South side of Kings Canyon Rd between DeWitt Ave and Clovis Ave facing west



Non-ADA compliant curb ramp on southwest corner of Kings
Canyon Rd and Clovis Ave



West side of Clovis Ave south of Kings Canyon Rd facing south



West side of Clovis Ave north of Park Circle Dr facing south



West side of Clovis Ave at Columbia Dr facing south

WHAT IF



We Kept Our Cars Parked For Trips Less Than One Mile?

Many of us drive our cars for short trips. We drive three blocks to work out at the local gym, we drop off our teenager at a friend's house in the neighborhood, or we move our car to park near the entrance of the next store on our list of errands. Some short car trips are necessary; for example, health and mobility issues might limit our ability to walk. Other times, driving is convenient: when we're in a hurry, if it's cold or raining, or if we have a lot of groceries to carry. However, some short car trips might be easily made by foot or bike. What if we all chose to walk or bike for just **half** of our car trips of under a mile?

What's the bottom line?

Car trips of under a mile add up to about 10 billion miles per year, according to the 2009 U.S. National Household Transportation Survey (NHTS)². That's like the entire population of Chicago driving to Las Vegas and back! If we all chose to power half of these short trips with our feet instead of petroleum, assuming an average fuel economy of 22 mpg and an average fuel price of \$2.50/gallon, we would save about \$575 million in fuel costs and about 2 million metric tons of CO₂ emissions per year. That's like taking about 400,000 cars off the road each year. The total financial savings are even bigger – almost \$900 million dollars – when you include savings on maintenance and tire replacement.³



**GETTING OUT OF OUR
CARS FOR ½ OF SHORT
TRIPS COULD SAVE:**

- **\$900 million dollars**
in driving costs per year
- **2 million metric tons**
of CO₂ per year (equivalent
to taking 400, 000 cars off
the road)

¹ As another example, some short car trips may be part of a much longer chain of car trips that may be difficult to substitute with walking or biking.

² U.S. Department of Transportation, Federal Highway Administration, 2009 National Household Travel Survey. URL: <http://nhts.oim.gov>. The online data extraction tool (available at <http://nhts.oim.gov/det/Extraction3.aspx>) estimates 10.12 billion vehicle miles for privately owned or operated vehicles (POV) for trips under 1 mile.

³ American Automobile Association (AAA), *Your Driving Costs*, 2014 Edition, Heathrow, FL, available at <http://publicaffairsresources.aaa.biz/wp-content/uploads/2014/05/Your-Driving-Costs-2014.pdf>. AAA estimates maintenance and tire replacements costs for five different car types. These range from 5.45 to 6.81 cents per mile. For simplicity, we assume the maintenance and tires replacement costs are 6 cents per mile.

What would it be like?

Every household would reap some benefits from lower driving costs, but that's not the only perk from keeping our cars parked. Fewer car trips can improve air quality. And regular physical activity, like walking and biking, may help you lose weight, live longer, boost your mood, and reduce your risk of heart disease, diabetes, and certain cancers.⁴



Good For Your Health

One study found that eliminating car trips under five miles roundtrip in the urban areas of Illinois, Indiana, Michigan, Minnesota, Ohio, and Wisconsin would result in almost \$5 billion in health benefits associated with improved air quality.⁵ This same study estimated that replacing half of these car trips with bike trips could save almost \$4 billion in avoided deaths and reduced health care costs by increasing physical activity.

How would we get there?

Not everyone has access to good biking and walking options, which makes it difficult for people to keep their cars parked for short trips. To facilitate more walking and biking, communities can invest in features that make these activities safe and enjoyable.

Characteristics of a walkable community include⁶:

- A variety of destinations within walking distance;
- Building entries in close proximity to the sidewalk;
- Pedestrian-scale building, landscape, and street design;
- Compact developments and small, walkable blocks;
- Well-connected street networks; and
- Well-designed public spaces that contribute to a great quality of life.

The next time you open your car door to drive down the block, think about getting a little fresh air instead. Lace up your shoes or hop on a bike to help lower emissions, improve your health, and put more money in your pocket.

For more information, see epa.gov/greenvehicles

Community investments that can support biking include networks of bike lanes and paths, bike parking, and bike share programs.



⁴ For more information, visit the CDC's website: <http://www.cdc.gov/physicalactivity/everyone/health/index.html>.

⁵ Grabow, et. al., "Air Quality and Exercise-Related Health Benefits from Reduced Car Travel in the Midwestern United States", *Environmental Health Perspectives*, vol. 120, 2012. URL: <http://ehp.niehs.nih.gov/1103440/>.

⁶ These examples are based on a factsheet from the Institute for Transportation Engineers available at <http://library.ite.org/pub/e1cfab33-2354-d714-5173-9d760c9adc32>.

Short trips and cold starts double air pollution

By Fleet News | 10 May 2018



FleetNews

Modern vehicles can emit twice as much pollution in the first five minutes of running, according to new research.

Analysis of the EQUA Index data shows that the average daily distance driven in urban areas is not sufficient for a vehicles pollution control system to warm up and function effectively.

Global Action Plan is calling on drivers to ditch their cars on Clean Air Day (June 21), in favour of walking or cycling shorter trips.

More than half of car trips nationally are less than five miles. In urban areas such as inner London, a third of car trips are less than two miles.

The combination of the pollution burst that is being created as cars warm up in the first five minutes of journeys, together with the large proportion of journeys being short ones, is making a significant contribution to the UK's air pollution challenge.

Drivers are suffering the worst effects of this pollution burst as there can be up to double the amount of pollution inside the vehicle.

Larsen Lockwood, head of health at Global Action Plan, the organisers of Clean Air Day, said: "Taking collective action to tackle air pollution every day can make a massive difference, particularly if we cut down on using the car for these short, polluting journeys, many of which can be walked or cycled instead.

"Imagine if more people left the car at home every day, particularly for these short journeys. We could achieve similar levels of clean air on a daily basis as we did when the roads closed during the London Marathon which led a massive 89% drop in air pollution. We would suffer far fewer health problems from air pollution and we would also reduce levels of congestion and free up our streets, making them safer.

"Let's take action together on Clean Air Day, 21 June, to make a real difference to the air we breathe. Clean Air Day has developed a range of advice, top tips, and information on the actions that everyone can take to protect themselves from pollution and reduce their impact."