

Capital Improvement Project Application

Project Title: Pedestrian/Bike Improvements on Chestnut 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 25, 2024)
- ☒ Vicinity maps showing project locations, 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 encourage)
- ☒ 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 Planning Program Guidelines and the information submitted in this application is accurate and in accordance with the guidelines.

Name: Mohammad Alimi, PE, PhD

Title: Design Engineer

Signature: Mohammad Alimi

Digitally signed by
Mohammad Alimi
Date: 2025.03.04
16:12:50 -08'00'

Date: 3/4/2025

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 build sidewalks and bike lanes on a half-mile County-maintained section of the street that has none, but which is adjacent to City-maintained segments which have both. Therefore, this project would fill a gap in safety infrastructure. There are also six transit stops within this stretch, some of which are in unsafe locations and must be made ADA compliant.
3. Total project cost
 - \$1,475,120
4. Total TOD fund request
 - \$1,227,487
5. Sponsoring jurisdiction
 - County of Fresno
6. Primary contact person
 - Mohammad Alimi
7. Title
 - 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
 - malimi@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 the street has almost no sidewalks, no bike lanes, and six transit stops. Some of the transit stops are on lawns or medians, forcing riders to stand on grass or in an unsafe place next to high-speed traffic, and pedestrians and bicyclists into unsafe situations, a condition that does not exist in the City-maintained parts of the street north and south of the project area. The project would aim to improve safety for transit riders, pedestrians, and bicyclists who may pass through area to get to or from school, work, or nearby businesses.

Over a third of residents in unincorporated areas of the county live within a half mile of an FAX transit stop, including the entirety of residents in this unincorporated island. This is a primarily residential neighborhood that is within a quarter-mile of three schools, and businesses at the northern and southern corners. There are six transit stops along this half-mile section of Chestnut Ave with more in the immediate area, and Fresno City-maintained sidewalks and bike lanes north and south of the project area.

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.

Of the six bus stops along this half-mile stretch, only three are ADA compliant and have sidewalks and benches. Many residents who take transit are forced into a hostile environment, standing on lawns, driveways, medians, or non-compliant walkways and often do not have a safe route to get to or from transit. This project will facilitate transit ridership, walking, and biking by improving the safety of all three modes of transportation. There is auto traffic moving quickly in a 40 mile per hour zone and no safe crossing point for a half mile between Shields Ave and Clinton Ave, yet despite this, people still walk and bike in the area. 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). Improving public safety infrastructure would make it safer for students to walk or bike to school, for cyclists to travel through the area, and for transit riders to walk to or from a bus stop.

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

This area is highly vulnerable, with a CalEnviroScreen 4.0 percentile score of 91. This means that it is more vulnerable than 91% of census tracts in California based on the aggregated social and environmental factors as scored by the Office of Environmental Health Hazard Assessment (OEHHA). These statistics can be broken down further, showing that this area has a poverty rate higher than 87% of census tracts in the state, unemployment rate higher than 86% of census tracts, and asthma rate higher than 95% of census tracts.

According to US Census data, the area also has more children than the national average, suggesting that there are also more non-drivers than the national average. These factors indicate that this is a priority location to improve multi-modality and encourage safe active transport.

The project is primarily along a residential part of a minor arterial street, but there are businesses on the northern and southern parts of the project area. The adjacent areas are all single family residential with some neighborhood and community shopping centers, but there are also low- and medium-density multifamily residential zones close by in the neighborhood. The project would not support affordable housing developments in the immediate area but could help connect other existing affordable housing developments to the rest of the city.

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.

The project is about three miles from the nearest BRT station, FAX line 1 along Blackstone, but does operate along other bus services, including lines 41 and 39. The County will partner with FAX on this project. The project will complement the planned 40/41 split project by FAX that will improve bus stops along the project area and in nearby areas, so we will coordinate with FAX to ensure the conditions are ready for transit stop improvements.

The County Island is significantly different for pedestrians from nearby incorporated

neighborhoods in the city. There are very few sidewalks in the area, making walking less safe and forcing people to walk either in the street or on lawns and driveways. By installing sidewalks and bike lanes along a minor arterial street like Chestnut, this risk would be mitigated at its most dangerous points. The current conditions discourage active transport and transit ridership in many ways, particularly at some of the bus stops along residential parts of the street where riders are forced to wait on a median or a lawn or driveway with a grade. This is particularly dangerous for people with disabilities, who may not even be able to access the bus stop and are thus cut off from transit altogether.

The project will also facilitate trips by bike by connecting a gap in bikeway infrastructure. The City of Fresno maintains Class II bikeways on either side of the project area, making this part of the street a barrier to anyone travelling by bike. Connecting this gap would allow people to make short trips to run errands or get to school without the hostility of riding in the same lane as a car going 40 miles per hour.

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 current design conditions of the project area are very poor, with residential properties directly abutting the street. There are no aesthetic design choices that facilitate active transport or public transit usage but there is potential to improve it. There are a fair amount of trees at the edge of the street that can offer shade to pedestrians and bicyclists that will use this in the future, and a frontage road for a fifth of a mile on the eastern side of the street. The median for the frontage road has a bus stop and is lined with trees that can provide shade and shelter for non-drivers in the hot summers.

This frontage road also mitigates some of the parking loss from removing street parking along Chestnut in favor of a bike lane. 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, there are 11 properties that are both corner lots and not on the frontage road, so parking loss for them will be mitigated, as they can park off Chestnut on the side streets. This is good for transit, as it means the street will have better visibility and will be safer for people walking and biking in the area. It will also mirror the parts of the road in the city-maintained areas, removing the gap in bikeways and changing the section to match the rest of the road to the north and south.

6. Green Buildings

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

While this project will not be building any structures, we can explore green building in 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. This project would make it safer for residents and students to get to school, work, and local businesses, and help connect the residential communities on either side of the street. Since the street is currently not walkable or bikeable, it would serve as a better connection between neighborhoods outside of the project area and make local people more likely to patronize nearby businesses, as well as draw bicyclists and pedestrians through this area rather than other streets, offering a boost all along Chestnut Ave. The County would work with the residents and businesses along the route to gain support for the project and improve their experience with transit and pedestrian traffic. Obstacles to the project could be homeowners resisting moving encroachments, and the utility poles that line the street. This can be mitigated because the nearby residential streets are fairly clear, and we believe there is room to build sidewalks around trees and utility poles to ease this obstacle and maintain the shade offered by the trees.

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	\$1,238,164

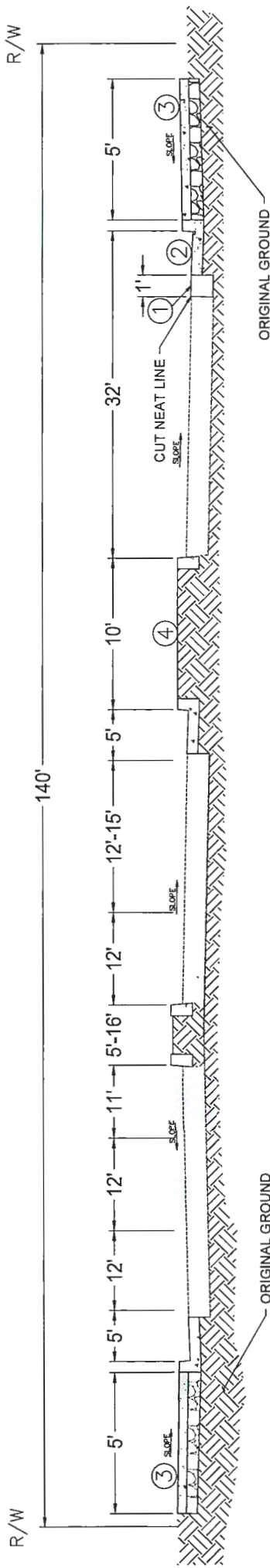
Project Revenue (all sources)

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				

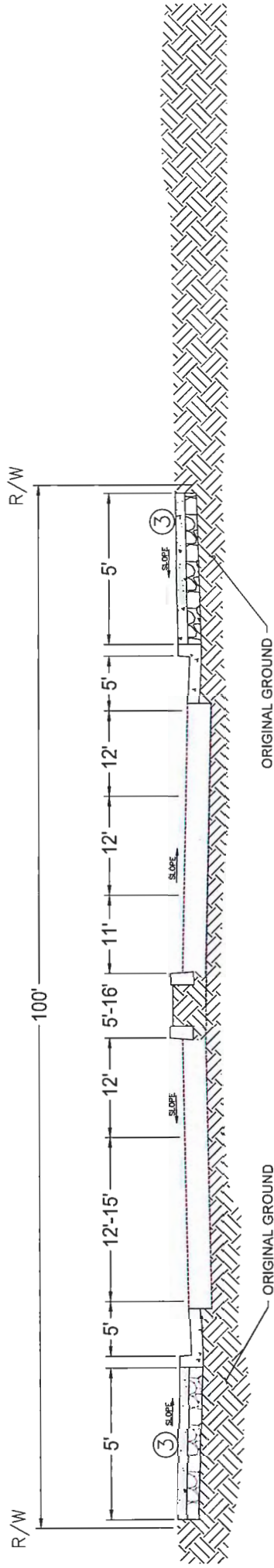


		DATE: 2/18/25
DEPARTMENT OF PUBLIC WORKS AND PLANNING		DESIGNED: FG
CHESTNUT-SHIELDS TO CLINTON SIDEWALKS/BIKE LANES		DRAWN: FG





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

DATE		Scale in Feet		PROJECT		DEPARTMENT OF PUBLIC WORKS & PLANNING	
SUBMITTED	N/A			EXHIBIT FOR		DESIGN DIVISION	
DRAWN	N/A			CHESTNUT AVE SIDEWALK IMPROVEMENTS IN FRESNO, CA		Drawing No.	
CHECKED	N/A			TYPICAL SECTION		Sheet No.	
REVISION				Road No.		Total	
FOR R/W DATA AND ACCURATE ACCESS DETERMINATION SEE R/W RECORDS AT PUBLIC WORKS				Bridge No.			

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

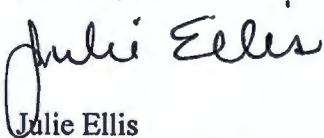
Subject: Support for Fresno County's Transit Oriented Development Planning Grant Application

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"



Fresno County Bicycle Coalition
P.O. Box 2032
Clovis, CA 93612-2032
info@fresnobike.org
www.fresnobike.org

Feb 27, 2025

Mr. Robert Phipps

Fresno Council of Governments

2035 Tulare Street, Suite 201

Fresno, CA 93721

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Sincerely,

Edna Pedroza

Chair

Fresno County Bicycle Coalition

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

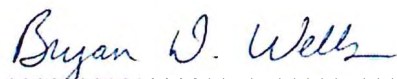
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Sincerely,



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



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.