

Appendix C

RELATIONSHIP TO STATE AND FEDERAL PLANS AND POLICIES

The ATP was developed with consideration of the following plans, policies, and other documents

CALIFORNIA STATE BICYCLE AND PEDESTRIAN PLAN

In June 2017, Caltrans finalized Toward an Active California, the State Bicycle and Pedestrian Plan. The plan sets targets to greatly increase walking and bicycling in California and identifies objectives and strategies to achieve these targets.

CALIFORNIA GREEN BUILDING CODE

The 2013 California Green Building Standards contain specific requirements for the amount and type of both short-term and long-term bicycle parking.

CALIFORNIA ASSEMBLY BILL 32 & SENATE BILL 375

Senate Bill (SB) 375 is the implementation legislation for Assembly Bill (AB) 32. AB 32 requires the reduction of greenhouse gases (GHG) by 28 percent by the year 2020 and by 50 percent by the year 2050. Greenhouse gases are emissions - carbon dioxide chief among them – that accumulate in the atmosphere and trap solar energy in a way that can affect global climate patterns. The largest sources of these emissions related to human activity are combustion-powered machinery, internal combustion vehicle engines, and equipment used to generate power and heat. SB 375 tasks metropolitan and regional transportation planning agencies with achieving GHG reductions through their Regional Metropolitan Transportation Plans. The reduction of the use of the automobiles for trip making is

one method for reducing GHG emissions. This outcome can be achieved by use of modes other than the automobile such as walking, bicycling, or using transit.

CALIFORNIA ASSEMBLY BILL 1358

Assembly Bill 1358 is the Complete Streets Act. It calls for the inclusion of all modes (pedestrian, bicycle, transit, and automobile) into the design of roadways. AB 1358 stipulates that roadways should be accessible by all users.

CALIFORNIA SENATE BILL 743

Senate Bill 743 changes how transportation impact analysis is performed as part of compliance with the California Environmental Quality Act (CEQA). The new criteria, under development by the Governor's Office of Planning and Research, will promote the development of multimodal transportation networks.

US DOT POLICY STATEMENT ON BICYCLE AND PEDESTRIAN ACCOMMODATION REGULATIONS AND RECOMMENDATIONS

In 2010, the United States Department of Transportation (US DOT) issued a policy directive in support of walking and bicycling, encouraging transportation agencies to go beyond minimum standards in fully integrating active transportation into projects. As part of the statement, the US DOT encouraged agencies to adopt similar policy statements in support of walking and bicycling considerations such as:

- Considering walking and bicycling equal with other transportation modes
- Ensuring availability of transportation choices for people of all ages and abilities
- Going beyond minimum design standards
- Integrating bicycling and pedestrian accommodations on new, rehabilitated, and limited access bridges
- Collecting data on walking and bicycling trips
- Setting mode share for walking and bicycling and tracking them over time
- Removing snow from sidewalks and shared use paths
- Improving non-motorized facilities during maintenance projects

US AMERICANS WITH DISABILITIES ACT

The Americans with Disabilities Act Title III is legislation enacted in 1990 that provides thorough civil liberties protections to individuals with disabilities concerning employment, state and local government services, and access to public accommodations, transportation, and telecommunications. Title III of the Act requires places of public accommodation to be accessible and usable to all people, including those with disabilities. While the letter of the law applies to “public accommodations,” the spirit of the law applies not only to public agencies but also to all facilities serving the public, whether publicly or privately funded.

TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

Title VI prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.

CALIFORNIA GOVERNMENT CODE SECTION 11135

Section 11135 provides protection from discrimination from any program or activity that is conducted, funded directly by, or receives any financial assistance from the State.

EXECUTIVE ORDER 12898, “FEDERAL ACTIONS TO ADDRESS ENVIRONMENTAL JUSTICE IN MINORITY POPULATIONS AND LOW-INCOME POPULATIONS” (CLINTON 1994)

Executive Order 12898 directs federal agencies to identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations, directs each agency to develop a strategy for implementing environmental justice, and promotes nondiscrimination in federal programs that affect human health and the environment.

U.S. DEPARTMENT OF TRANSPORTATION, UPDATED ENVIRONMENTAL JUSTICE ORDER 5610.2(A) (AMENDED 5/2/2012)

Order 5610.2(a) sets forth the U.S. DOT policy to consider environmental justice principles in all (U.S. DOT) programs, policies, and activities.

FEDERAL HIGHWAY ADMINISTRATION, ACTIONS TO ADDRESS ENVIRONMENTAL JUSTICE IN MINORITY POPULATIONS AND LOW-INCOME POPULATIONS, ORDER 6640.23A (6/14/2012)

Order 6640.23A establishes policies and procedures for the Federal Highway Administration (FHWA) to use in complying with Executive Order 12898.

Appendix D

PROJECT PRIORITIES AND COST ESTIMATES

Project priorities were developed as discussed in Chapter 5, Implementation. Cost estimates are based on unit costs provided in Chapter 5 and developed as described in Table D-1. In a few cases, more detailed cost estimates were available and used. All project cost estimates are high-level, and more detailed study of individual project will be required to refine them. Land acquisition, road widening, and utility relocation costs are not included. Specific costs will vary based on local conditions.

Pedestrian crossing improvements are based on the typical costs shown in Table D-1A. These criteria for cost estimating purposes, the actual design of the crossing treatment will require additional study and must meet MUTCD standards.

Table D-1A: Bicycle and pedestrian improvement unit costs

Facility	Cost	Unit	Assumptions
Sidewalks *	\$65	LF	6' wide sidewalk, curb & gutter [no drainage included]
Class I	\$750,000	Per Mile	2" HMA over 4" AB, roadway excavation, striping, trail curb
Class II	\$175,000	Per Mile Per Side	Slurry seal (width of 4 vehicle lanes, 2 bike lanes), striping, signage (1000' spacing)
Class III	\$8,000	Per Mile Per Side	Signage and Sharrow markings (1000' spacing for each)
Class IV (No Widening)	\$200,000	Per Mile Per Side	Slurry seal, buffer striping, delineators, signage
Class IV (Widening)	\$530,000	Per Mile Per Side	4" HMA over 8" AB, excavation, 1-way travel width of 5' with 2.5' buffer, buffer striping w/delineators

* = Price does not include engineering costs, drainage, a 30% contingency and mobilization.

Source: Mark Thomas, 2017

Table D-1B: Intersection treatment levels and costs

Treatment level	Cost*	Conditions	Description
Low	\$5,000	Two lane local streets	Stop signs and high visibility crosswalks
Medium	\$25,000	Two lane collector or arterial	Rectangular rapid flashing beacons (alternatives: in-pavement flashers or LED stop signs)
		Two lane local street adjacent to school, senior housing, or senior center	
High	\$200,000	Four lanes with < 12,000 ADT and < 40 mph	Pedestrian hybrid beacon or pedestrian signal
		Four lanes with > 12,000 ADT or > 40 mph	
		May be fewer lanes with similar speed and ADT	

* = Price does not include engineering costs, drainage, a 30% contingency and mobilization.

Source: Mark Thomas, 2017, Fehr & Peers, 2017

Railroad and canal crossing costs were developed as described in Table D-1C.

Table D-1C: Railroad and Canal Crossing Costs

Location	Cost*
Reedley SJVR Crossing – Pedestrian Slab Structure with embankment fill slopes (12' wide by 120' span length)	\$ 2.7 million
Reedley SJVR Crossing – Prefabricated steel truss bridge with concrete slab spiral ramps (12' wide by 120' span length)	\$ 5.0 million
Firebaugh Canal Crossing – Prefabricated Truss Pedestrian Structure (12' wide by 60' span length)	\$ 500,000

* = Structure costs do not include design, construction management, or administration.

Source: Mark Thomas, 2017

Costs for planned projects in each jurisdiction are provided in Tables D-2 to D-23.

Cities which have recently developed their own plans (Clovis, Coalinga, Fresno, and Selma) each used their own methodology to develop project costs. Details are available in each city's Active Transportation Plan. Project lists for the cities of Clovis, Coalinga, and Selma are shown at the end of this chapter and copied directly from their ATPs. The City of Fresno ATP did not include project lists, but did include maps of project priorities, as shown at the end of this chapter.

Table D-2: Firebaugh Bicycle Facilities Projects

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Firebaugh	Class I	Along canal between Cline St and 7th St from San Joaquin River Trail to N St (SR 33)		0.42	315,000
Firebaugh	Class I	Along canal parallel to Helm Canal Rd		1.36	1,020,000
Firebaugh	Class I	Extension of Class I paths connecting River Ln to Helm Canal Rd		1.93	1,448,000
Firebaugh	Class I	From Behmer Ave to Clyde Fannon Rd, and on west side of Clyde Fannon Rd to Borboa Ln		0.81	608,000
Firebaugh	Class I	From Behymer Ave east of Clyde Fannon Rd to east of Clyde Fannon Rd		0.87	653,000
Firebaugh	Class I	Trail extension along Cline St		0.33	248,000
Firebaugh	Class II	13th St from P St to city limit		0.80	140,000
Firebaugh	Class II	Behymer Ave from Clyde Fannon Rd to N St (SR 33)		2.50	438,000
Firebaugh	Class II	Clyde Fannon Rd from Behymer Ave to N St (SR 33)		2.20	385,000
Firebaugh	Class II	Helm Canal Rd from Morris Kyle Dr to Sierra Ave		3.23	565,000
Firebaugh	Class II	N St (SR 33) from northern city limit to southern city limit	High	9.67	1,692,000
Firebaugh	Class II	P St from 13th St to 16th St	High	0.59	103,000
Firebaugh	Class II	P St from Clyde Fannon Rd to 7th St		0.62	109,000
Firebaugh	Class II	W. Nees Ave from N St (SR 33) to western city limit		1.51	264,000
Firebaugh	Class III	13th from N St (SR 33) to P St		0.29	2,000
Firebaugh	Class III	8th St from N St (SR 33) to Q St		0.43	3,000
Firebaugh	Class III	O St from 13th St to Saipan Ave	High	0.84	7,000
Firebaugh	Class III	O St from 8th St to 13th St		0.91	7,000
Firebaugh	Class III	P St from 7th St to 13th St		1.05	8,000
Firebaugh	Class III	Q St from 13th St to Saipan Ave	High	0.97	8,000
Firebaugh	Class III	Q St from 8th St to 9th St		0.18	1,000
Firebaugh	Class III	Saipan Ave from N St (SR 33) to Landucci Dr, Landucci Dr from Saipan Ave to Morris Kyle Dr, Morris Kyle Dr from Landucci Dr to N St (SR 33)		1.78	14,000
Firebaugh	Overcrossing (canal bridge)	San Joaquin River Trail connection to Zozaya St		NA	500,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-3: Firebaugh Pedestrian Projects

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Firebaugh	Pedestrian crossing	Across N St (SR 33) at 11th St	High	High	NA	200,000
Firebaugh	Sidewalks	N St (SR 33) from Welty Ave to Clyde Fannon Dr	NA	High	2.04	700,000
Firebaugh	Sidewalks	Welty Ave, Del Rio Ave, Cordel Ave			1.15	394,000
Firebaugh	Sidewalks	Fill gaps on 14th St from N St (SR 33) to Q St			0.22	75,000
Firebaugh	Sidewalks	R St from Q St to 15th St			0.11	39,000

Table D-4: Fowler Bicycle Projects

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Fowler	Class II	Adams Ave from Golden State Blvd to Main St	High	1.83	320,000
Fowler	Class II	Clayton Ave From Fowler Ave to Temperance Ave		1.99	348,000
Fowler	Class II	Fifth Ave and Harris Ave from Main St to Mott Ave	High	1.23	215,000
Fowler	Class II	Fowler Ave from Clayton Ave to Adams Ave		1.00	175,000
Fowler	Class II	Fowler Ave from Fresno St to Parlier Ave.		1.58	277,000
Fowler	Class II	Harris Ave from Mott Ave to South Ave		0.66	116,000
Fowler	Class II	Merced St from Golden State Blvd to SR 99	High	0.63	110,000
Fowler	Class II	Mott Ave from Harris Ave to Temperance Ave		0.56	98,000
Fowler	Class II	South Ave from Sunnyside Ave to Fowler Ave		1.00	175,000
Fowler	Class II	South Ave from Temperance Ave to Golden State Blvd		0.71	124,000
Fowler	Class II	Stanford St from South Ave to Fresno St, and Fresno St from Stanford Ave to Fowler Ave		0.79	138,000
Fowler	Class II	Sumner Ave from Clovis Ave to Merced St		1.71	299,000
Fowler	Class II	Sunnyside Ave from Walter Ave to 600 ft south of Elizabeth Ave		1.95	341,000
Fowler	Class II	Temperance Ave from Lincoln Ave to Golden State Blvd		4.91	859,000
Fowler	Class II	Walter Ave from Fresno St to Temperance Ave	High	1.01	177,000
Fowler	Class III	Armstrong Ave From Clayton Ave to Adams Ave		0.99	8,000
Fowler	Class III	Fifth Ave from Adams St to Main St	High	0.79	6,000
Fowler	Class III	Merced Ave From Golden State Blvd to Adams Ave	High	1.14	9,000
Fowler	Class III	Third St from Adams Ave to Fresno St	High	0.71	6,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-5: Fowler Pedestrian Projects

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Fowler	Pedestrian Crossing	Across Adams Ave at 4th St	Medium	High	NA	25,000
Fowler	Pedestrian Crossing	Across Golden State Blvd/8th St at Vine St	High		NA	200,000
Fowler	Pedestrian Crossing	Across Golden State Blvd at South Ave	High		NA	200,000
Fowler	Pedestrian Crossing	Across East side of Merced St at 10th St	Medium		NA	25,000
Fowler	Sidewalks	Adams Ave from Seventh St to Temperance Ave	NA	High	2.32	798,000
Fowler	Sidewalks	Harris Ave from South Ave to Harris Court	NA		1.10	376,000
Fowler	Sidewalks	Fowler Ave from South Ave to Merced Ave	NA		0.97	332,000
Fowler	Sidewalks	Armstrong Ave from Clayton to Marshall Elementary School	NA		0.74	253,000
Fowler	Sidewalks	South Ave from Golden State Blvd to Harris Ave	NA		0.59	204,000
Fowler	Sidewalks	North side of Walter Ave from John Sutter Middle School and Fowler High School to Temperance Ave	NA		0.49	169,000

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Fowler	Sidewalks	Vineyard Pl and San Antonio Dr	NA		0.27	93,000
Fowler	Sidewalks	Manning Ave from Golden State Blvd to SR 99	NA		0.24	81,000
Fowler	Sidewalks	Fresno St from 9th St to Golden State Blvd	NA		0.19	64,000
Fowler	Sidewalks	Vine St from Golden State Blvd to 6th St	NA		0.15	51,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-6: Huron Bicycle Projects

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Huron	Class I	North of Huron Ave from 9th St to Palmer Ave	High	1.28	960,000
Huron	Class I	Railroad alignment running east-west		1.66	1,245,000
Huron	Class II	11th St from Lassen Ave to Mouren Dr	High	0.73	128,000
Huron	Class II	13th St from Lassen Ave to M St		0.23	40,000
Huron	Class II	4th St from Lassen Ave to O St	High	1.00	175,000
Huron	Class II	9th St from Lassen Ave to Siskiyou Ave		2.21	387,000
Huron	Class II	Lassen Ave (SR 269) from Tornado Ave to Palmer Ave	High	2.00	350,000
Huron	Class II	Myrtle St from Granada St to Lassen Ave		0.57	100,000
Huron	Class II	North side of Tornado Ave from Azteca Blvd to O St		0.27	47,000
Huron	Class II	North side of Tornado Ave from Lassen Ave to Azteca Blvd		0.22	39,000
Huron	Class II	North side of Tornado Ave from Lassen Ave to Granada St		0.19	33,000
Huron	Class II	O St from 11th St to Mouren Dr and Mouren Dr from O St to Giffen Dr	High	0.47	82,000
Huron	Class II	Palmer Ave from Lassen Ave to Siskiyou Ave	High	2.00	350,000
Huron	Class II	West side of O St from 9th St to Tornado Ave		0.67	117,000
Huron	Class III	East side of Azteca Blvd from Tornado Ave to Fourth St		0.25	2,000
Huron	Class III	East side of O St from 9th St to Tornado Ave		0.67	5,000
Huron	Class III	South side of Tornado Ave from Azteca Blvd to O St		0.27	2,000
Huron	Class III	South side of Tornado Ave from Lassen Ave to Azteca Blvd		0.22	2,000
Huron	Class III	South side of Tornado Ave from Lassen Ave to Granada St		0.19	2,000
Huron	Class IV	M St from Palmer Ave to 4th St	High	1.63	326,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-7: Huron Pedestrian Projects

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Huron	Pedestrian crossing	Across Lassen Ave (SR 269) at 11th St	High	High	NA	200,000
Huron	Pedestrian crossing	Across Lassen Ave (SR 269) at Apple Ave	High	High	NA	200,000
Huron	Pedestrian crossing	Los Angeles St at Apple Ave	Medium		NA	25,000

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Huron	Sidewalks	M St from 5th St to 12th St		High	0.23	80,000
Huron	Sidewalks	12th St west of Lassen Ave	NA	High	0.23	79,000
Huron	Sidewalks	West side of O St from Tornado Ave to 9th St			0.67	231,000
Huron	Sidewalks	North side of Tornado Ave from Azteca Blvd to O St			0.27	94,000
Huron	Sidewalks	South side of Tornado Ave from Lassen Ave to Azteca Blvd	NA		0.22	77,000
Huron	Sidewalks	Tornado Ave from Granada Ave to Lassen Ave			0.19	64,000
Huron	Sidewalks	13th St from Lassen Ave to M St			0.08	26,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-8: Kerman Bicycle Projects

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Kerman	Class I	California Ave from Madera Ave (SR 145) to east of Goldenrod Ave	High	1.33	998,000
Kerman	Class I	Houghton Canal Trail from Modoc Ave to Sycamore Ave		3.03	2,273,000
Kerman	Class I	Modoc Trail along Modoc Ave from Houghton Canal Trail near Nielsen Ave to UPRR Trail		1.56	1,170,000
Kerman	Class I	Siskiyou Ave from south of railroad tracks to railroad tracks		0.25	188,000
Kerman	Class I	Sycamore Trail along Sycamore Ave from Houghton Canal Trail near Nielsen Ave to UPRR		1.32	990,000
Kerman	Class I	UPRR trail from Modoc Ave to Siskiyou Ave and from future Sycamore Ave to Goldenrod Ave, and along Goldenrod Ave to California Ave		1.07	803,000
Kerman	Class II	California Ave from east of Goldenrod Ave to Howard Ave		1.37	240,000
Kerman	Class II	California Ave from western city limit to Modoc Ave		0.50	88,000
Kerman	Class II	Del Norte Ave from Whitesbridge Ave (SR 180) to Nielsen Ave		1.00	175,000
Kerman	Class II	East side of Goldenrod Ave from Kearney Ave to Whitesbridge Ave (SR 180)		0.50	88,000
Kerman	Class II	Goldenrod Ave from Kearney Blvd to G St	High	0.13	23,000
Kerman	Class II	Goldenrod Ave from Whitesbridge Ave (SR 180) to Nielsen Ave		1.00	175,000
Kerman	Class II	Howard Ave from Whitesbridge Ave (SR 180) to California Ave		2.01	352,000
Kerman	Class II	Kearney Blvd from city limit to Modoc Ave		0.55	96,000
Kerman	Class II	Madera Ave (SR 145) from Jensen Ave to California Ave		1.91	334,000
Kerman	Class II	Madera Ave (SR 145) from northern city limit to Nielsen Ave		0.75	131,000
Kerman	Class II	Modoc Ave from California Ave to Nielsen Ave		2.76	483,000
Kerman	Class II	Nielsen Ave from Modoc Ave to Sycamore Ave		5.96	1,043,000
Kerman	Class II	Siskiyou Ave from Whitesbridge Ave (SR 180) to Nielsen Ave		1.00	175,000
Kerman	Class II	Siskiyou Ave from railroad tracks to California Ave		0.25	44,000
Kerman	Class II	Sycamore Ave (extended) from Nielsen Ave to Kearney Blvd		2.01	352,000
Kerman	Class II	Vineland Ave from Whitesbridge Ave (SR 180) to Nielsen Ave		1.00	175,000
Kerman	Class II	Whitesbridge Ave (SR 180) from Howard Ave to west of Vineland Ave		3.25	569,000

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Kerman	Class II	Whitesbridge Ave (SR 180) from Modoc Ave to 1st St		2.51	439,000
Kerman	Class III	First St from Kearney to California Ave		0.96	8,000
Kerman	Class III	Kearney Blvd from Goldenrod Ave to Howard Ave		2.01	16,000
Kerman	Class III	Madera Ave (SR 145) from California St to northern city limit		2.73	22,000
Kerman	Class III	Siskiyou Ave from Class I trail on California Ave to Jensen Ave, Jensen Ave from Siskiyou Ave to Goldenrod Ave, Goldenrod Ave from Jensen Ave to California Ave		7.51	60,000
Kerman	Class III	Stanislaus Ave from 1st St to Vineland Ave	High	1.49	12,000
Kerman	Class III	Stanislaus Ave from Vineland Ave to Goldenrod Ave		1.04	8,000
Kerman	Class III	Whitesbridge Ave (SR 180) from 1st St to west of Vineland Ave		1.21	10,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-9: Kerman Pedestrian Projects

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Kerman	Pedestrian crossing	Across Kearney Blvd at 4th St	Medium	High	NA	25,000
Kerman	Pedestrian crossing	Across Madera Ave (SR 145) at A St (California Ave)	Medium		NA	25,000
Kerman	Pedestrian crossing	Across Madera Ave (SR 145) at G St	Medium		NA	25,000
Kerman	Pedestrian crossing	Across Madera Ave (SR 145) at Sunset Ave	Medium		NA	25,000
Kerman	Pedestrian crossing	Across Madera Ave (SR 145) at San Joaquin Ave	Medium		NA	25,000
Kerman	Pedestrian crossing	Across Kearney Blvd at Park Ave	Medium		NA	25,000
Kerman	Pedestrian crossing	Across Kearney Blvd at 8th St	Medium		NA	25,000
Kerman	Pedestrian crossing	Across Kearney Blvd at 17th St	Medium		NA	25,000
Kerman	Sidewalks	South side of Whitesbridge Ave (SR 180) from Vineland Ave to existing sidewalk 850' west of Goldenrod Rd	NA	High	0.32	111,000
Kerman	Sidewalks	East side of Goldenrod Ave from Stanislaus Ave to Kearney Blvd	NA		0.50	171,000
Kerman	Sidewalks	South side of Kearney Blvd from G St to Vineland Ave	NA		0.10	36,000
Kerman	Sidewalks	North side of Stanislaus Ave from roundabout to existing sidewalk 300' east of roundabout	NA		0.07	23,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-10: Kingsburg Bicycle Projects

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Kingsburg	Class II	18th Ave from 170 ft north of Howard St (end of existing bike lane) to Caruthers Ave		1.26	221,000
Kingsburg	Class II	18th Ave from Stroud St to city limit	High	2.18	382,000
Kingsburg	Class II	6th Ave from Sierra St to Kern St	High	1.08	189,000
Kingsburg	Class II	Draper St from 10th Ave to Sierra St	High	1.23	215,000
Kingsburg	Class II	Kamm Ave from Bethel Ave to Madsen Ave		4.19	733,000
Kingsburg	Class II	Lindquist St/Nevada St/Diane Ave from Rafer Johnson Dr to Kern St		1.07	187,000
Kingsburg	Class II	Magnolia Ave / Kern St between Bethel Ave and 10th Ave	High	2.05	359,000
Kingsburg	Class II	Orange St / 10th Ave from 6th Ave to Mehlert St	High	1.48	259,000
Kingsburg	Class II	Sierra St (SR 201) from Bethel Ave to Madsen Ave	High	4.10	718,000
Kingsburg	Class II	Stroud Ave from Golden State Blvd to Madsen Ave	High	3.16	553,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-11: Kingsburg Pedestrian Projects

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Kingsburg	Pedestrian crossing	Across Diane Ave and across Nevada St at intersection	Medium (two crossings)	High	NA	50,000
Kingsburg	Pedestrian crossing	Across 10th Ave and across Kern St at intersection	Medium (two crossings)	High	NA	50,000
Kingsburg	Pedestrian crossing	Across 18th Ave south of Tulare St	Medium	High	NA	25,000
Kingsburg	Pedestrian crossing	Across 10th Ave at Draper St	Medium	High	NA	25,000
Kingsburg	Pedestrian crossing	Across Ellis St at Smith St	Medium	High	NA	25,000
Kingsburg	Pedestrian crossing	Across 6th Avenue Dr at Sunset St	Medium	High	NA	25,000
Kingsburg	Pedestrian crossing	Across Stroud Ave at 12th Ave	Medium	High	NA	5,000
Kingsburg	Pedestrian crossing	Across 18th Ave at Mariposa St	Medium	High	NA	25,000
Kingsburg	Pedestrian crossing	Lincoln St at Ellis St	High		NA	200,000
Kingsburg	Pedestrian crossing	Across Sierra at 14th St	Medium (two crossings)		NA	50,000
Kingsburg	Sidewalks	12th Ave from Aslan Way to Stroud Ave	NA	High	0.19	4,000
Kingsburg	Sidewalks	South side of Sierra St (SR 201) west of Simpson St and north side of Sierra east of Simpson St	NA		0.08	27,000
Kingsburg	Sidewalks	East side of 16th Ave from Tulare St to SR 201/ Sierra St			0.08	26,000

Table D-12: Mendota Bicycle Projects

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Mendota	Class I	Amador Ave to Rojas Pierce Park/Smoot Ave	High	0.45	338,000
Mendota	Class I	Bass Ave from Mendota Elementary School to Pool Park		0.90	675,000
Mendota	Class I	Rail to trail next to UPRR		1.42	1,065,000
Mendota	Class I	Trails from River Ranch SP		2.30	1,725,000
Mendota	Class II	2nd St across railroad tracks from Naples St to Bass Ave	High	0.96	168,000
Mendota	Class II	7th St from Derrick Ave (SR 33) to Oller St	High	1.15	201,000
Mendota	Class II	Bass Ave from Derrick Ave (SR 33) to Blanco St		0.85	149,000
Mendota	Class II	Bass Ave from Mendota Elementary School to Pool Park		1.85	324,000
Mendota	Class II	Belmont Ave from west city limit to 8th St and Quince St to Oller St (SR 180)		0.70	123,000
Mendota	Class II	Bike lanes from River Ranch SP		12.20	2,135,000
Mendota	Class II	Oller St (SR 180) from Derrick Ave (SR 33) to Belmont Ave	High	2.22	389,000
Mendota	Class II	Sorenson Ave from McCabe Ave to Smoot Ave		0.76	133,000
Mendota	Class II	SR 33 from Belmont Ave to Lozano St	High	2.54	445,000
Mendota	Class III	9th St from Airport Blvd to Belmont Ave		1.48	12,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-13: Mendota Pedestrian Projects

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Mendota	Pedestrian crossing	Crossing of Derrick Ave (SR 33) at Oller St (SR 180)	High	High	NA	200,000
Mendota	Pedestrian crossing	Across Derrick Ave (SR 33) at 4th St	High	High	NA	200,000
Mendota	Pedestrian crossing	5th St at Quince St	Low (four crossings)	High	NA	20,000
Mendota	Pedestrian crossing	Across 5th St at Pucheu St	Low	High	NA	5,000
Mendota	Pedestrian crossing	Across Derrick Ave (SR 33) at Quince St	High		NA	200,000
Mendota	Pedestrian crossing	Across Oller St (SR 180) at 7th St	High		NA	200,000
Mendota	Pedestrian crossing	Across Derrick Ave (SR 33) at 7th St	High		NA	200,000
Mendota	Pedestrian crossing	Across 9th St and Belmont Ave at Tule St	High		NA	200,000
Mendota	Pedestrian crossing	Across Derrick Ave (SR 33) at Lozano St	High		NA	200,000
Mendota	Sidewalks	Derrick Ave (SR 33) from Oller St and McCabe Ave to Lozano St	NA	High	0.79	271,000
Mendota	Sidewalks	Bass Ave from Derrick Ave (SR 33) to Barboza St	NA	High	0.54	184,000
Mendota	Sidewalks	9th St from Pucheu St to Airport Blvd	NA	High	0.15	51,000
Mendota	Sidewalks	Lozano St from Derrick Ave (SR 33) to Gomez St	NA	High	0.13	45,000

Table D-14: Orange Cove Bicycle Projects

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Orange Cove	Class I	Behind Citrus Middle School and Orange Cove High School from South Ave to Parlier Ave	High	0.50	375,000
Orange Cove	Class I	Friant Kern Canal Trail from planned Wooten Creek Canal to Hills Valley Rd	High	1.27	953,000
Orange Cove	Class I	From Canal Trail to Railroad Trail		0.23	173,000
Orange Cove	Class I	Wooten Creek Trail from existing Railroad Ave trail to Friant Kern Canal		1.17	878,000
Orange Cove	Class II	12th St from Railroad Ave to South Ave	High	1.39	243,000
Orange Cove	Class II	4th St from Adams Ave to South Ave		1.89	331,000
Orange Cove	Class II	9th St from Park Ave to South Ave and Adams to Railroad Ave	High	1.86	326,000
Orange Cove	Class II	Adams Ave from planned Wooten Creek Trail to Hills Valley Rd		2.22	389,000
Orange Cove	Class II	Anchor Ave from proposed trail north of Adams Ave to Adams Ave, and from Railroad Ave to South Ave	High	1.81	317,000
Orange Cove	Class II	Anchor Ave from South Ave to Parlier Ave		1.00	175,000
Orange Cove	Class II	C St from Railroad Ave to Fourth St	High	1.36	238,000
Orange Cove	Class II	Center St from South Ave to Parlier Ave		1.00	175,000
Orange Cove	Class II	Hills Valley Rd (SR 63) from Canal Trail to future Clayton Ave		2.54	445,000
Orange Cove	Class II	Hills Valley Rd from South Ave to Parlier Ave		0.98	172,000
Orange Cove	Class II	Jacobs Ave from proposed trail north of Benjamin St to South Ave		2.66	466,000
Orange Cove	Class II	Park Blvd from city limits to Anchor Ave, and Center St to eastern city limits		1.25	219,000
Orange Cove	Class II	Parlier Ave from Anchor to trail behind HS	High	0.50	88,000
Orange Cove	Class II	Parlier Ave from Hill Ave to Anchor Ave, and from trail behind HS to Hills Valley Rd		3.49	611,000
Orange Cove	Class II	South Ave from Anchor Ave to Center St		0.99	173,000
Orange Cove	Class II	South Ave from Center St to Hills Valley Rd		1.00	175,000
Orange Cove	Class II	Sumner Ave from Monsoon Ave to city limit		0.73	128,000
Orange Cove	Class III	Anchor Ave from Adams Ave to Railroad Ave		0.33	3,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-15: Orange Cove Pedestrian Projects

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Orange Cove	Pedestrian crossing	Across 4th St at C St	Medium	High	NA	25,000
Orange Cove	Pedestrian crossing	Across Center St at C St	Medium	High	NA	25,000
Orange Cove	Pedestrian crossing	Across Center St at D St	Medium	High	NA	25,000
Orange Cove	Pedestrian crossing	Across South Ave at 9th St	Medium	High	NA	25,000

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Orange Cove	Pedestrian crossing	Across 9th St and across J St at intersection	Low (two crossings)	High	NA	10,000
Orange Cove	Pedestrian crossing	Across Adams Ave and across Center St at intersection	Medium (two crossings)		NA	50,000
Orange Cove	Pedestrian crossing	Across Park Blvd at 9th St, Center St, 4th St	Medium		NA	25,000
Orange Cove	Pedestrian crossing	Across South Ave at proposed trail (behind school)	Medium		NA	25,000
Orange Cove	Pedestrian crossing	Across Park St at 12th St	Medium		NA	25,000
Orange Cove	Sidewalks	D St from 4th St to 2nd St and Center St to Railroad Ave	NA	High	0.62	212,000
Orange Cove	Sidewalks	4th St from B St to Park St	NA	High	0.49	169,000
Orange Cove	Sidewalks	Anchor Ave from south of South Ave to Feinstein Park	NA		0.44	152,000
Orange Cove	Sidewalks	12th St from Park St to E St	NA		0.20	68,000
Orange Cove	Sidewalks	2nd St from E St to Park St	NA		0.13	44,000
Orange Cove	Sidewalks	C St from Center St to fill gap to west	NA		0.04	14,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-16: Parlier Bicycle Projects

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Parlier	Class I	Rail Trail from Parlier Ave to Mendocino Ave		1.04	780,000
Parlier	Class I	Trail extension to Manning Ave		0.28	210,000
Parlier	Class II	Fig St from South to Third St, Third from Fig to J St, J St from Third to Fresno St.	High	1.14	200,000
Parlier	Class II	Fresno St from I St to Zediker Ave		0.38	67,000
Parlier	Class II	I St from Tuolumne St to Fresno St	High	0.42	74,000
Parlier	Class II	Madsen Ave from Parlier Ave to Manning Ave		1.01	177,000
Parlier	Class II	Manning Ave between Mendocino Ave and Bethel Ave		3.01	527,000
Parlier	Class II	Manning Ave from Madsen Ave to Zediker Ave		1.96	343,000
Parlier	Class II	Manning Ave from Mendocino Ave to Madsen Ave (south side)		0.50	88,000
Parlier	Class II	Mendocino Ave from north of South Ave to Parlier Ave and Mendocino Ave to Industrial Dr	High	2.16	378,000
Parlier	Class II	Tuolumne St from Mendocino Ave to Madsen Ave		1.05	184,000
Parlier	Class III	Fig St from Third St to First St		0.29	2,000
Parlier	Class III	J St from Parlier Ave to Manning Ave		0.91	7,000
Parlier	Class III	Mendocino Ave from Parlier Ave to Manning Ave		1.01	8,000
Parlier	Class III	Newmark Ave from Parlier Ave to Manning Ave		0.91	7,000
Parlier	Class III	Parlier Ave from Academy Ave to Milton Ave		0.50	4,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-17: Parlier Pedestrian Projects

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Parlier	Pedestrian crossing	Across Manning Ave at Salandini Villa Apartments	High		NA	200,000
Parlier	Pedestrian Crossing	Across Mendocino Ave and across Parlier Ave at intersection	Medium		NA	25,000
Parlier	Sidewalks	South side of Manning Ave from Academy Ave to Madsen Ave			1.00	344,000
Parlier	Sidewalks	West side of Mendocino Ave from Manning Ave to Industrial Dr	NA		0.36	122,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-18: Reedley Bicycle Projects

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Reedley	Class I	Along river from north SOI to Reed Ave		5.30	3,975,000
Reedley	Class I	Sports Field\Canal Loop Trail		0.84	630,000
Reedley	Class I	Driveway through hospital and right-of-way from Parlier Ave to Manning Ave		0.54	405,000
Reedley	Class I	From Reed Ave\Parlier Ave to connect to proposed Class I by river		0.24	180,000
Reedley	Class I	Spur from Carob Ct to hospital		0.08	60,000
Reedley	Class II	Frankwood Ave from Dinuba Ave to Floral Ave	High	1.97	345,000
Reedley	Class II	Parlier Ave from Reed Ave to Frankwood Ave	High	1.00	175,000
Reedley	Class II	Dinuba Ave from Orange Ave to Zumwalt Ave	High	0.64	112,000
Reedley	Class II	Reed Ave from South Ave to Olson Ave		5.96	1,043,000
Reedley	Class II	Zumwalt Ave from Manning Ave to Dinuba Ave		3.99	698,000
Reedley	Class II	Buttonwillow Ave from South Ave to Washington Ave		3.71	649,000
Reedley	Class II	Dinuba St from Reed Ave to Fisher Ave		2.18	382,000
Reedley	Class II	Davis Ave from Frankwood Ave to Buttonwillow Ave		2.03	355,000
Reedley	Class II	Parlier Ave from Thompson Ave to east of Buttonwillow Ave		1.89	331,000
Reedley	Class II	Duff Ave and connection to Silas Bartsch school cul-de-sac		1.50	263,000
Reedley	Class II	Springfield Ave from East Ave to Buttonwillow Ave		1.49	261,000
Reedley	Class II	Buttonwillow Ave from Huntsman Ave to Floral Ave		1.03	180,000
Reedley	Class II	Springfield Ave from Buttonwillow Ave to Zumwalt Ave		1.02	179,000
Reedley	Class II	Olson Ave from Kings River Rd to existing Class II west of Reed Ave, and Kings River Rd from Huntsman Ave to Olson Ave		1.01	177,000
Reedley	Class II	Herbert Ave from Reed Ave to Frankwood Ave		0.99	173,000
Reedley	Class II	Frankwood Ave from South Ave to West Cambridge Dr		0.75	131,000
Reedley	Class II	Dinuba Ave from Zumwalt Ave to east of Zumwalt Ave		0.56	98,000
Reedley	Class II	8th St from F St to I St		0.49	86,000
Reedley	Class II	13th St from existing trail to J St		0.47	82,000
Reedley	Class II	East Ave from Manning Ave to 11th St to connect to existing facilities		0.43	75,000

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Reedley	Class III	Haney Ave from Springfield Ave to Evening Glow Ave, Evening Glow Ave from Haney Ave to Columbia Ave, Columbia Ave from Evening Glow Ave to Dinuba Ave	High	1.49	12,000
Reedley	Class III	North Ave from Columbia Ave to Haney Ave	High	0.50	4,000
Reedley	Class III	Washington Ave from East Ave to Columbia Ave	High	0.50	4,000
Reedley	Class III	Sunset Ave from Springfield Ave to existing Class I	High	0.25	2,000
Reedley	Class III	Columbia Rd from South Ave to Manning Ave		1.99	16,000
Reedley	Class III	Haney Ave from Manning Ave to Springfield Ave		1.06	8,000
Reedley	Class III	Olson Ave from Hope Ave to Frankwood Ave		0.75	6,000
Reedley	Class III	Acacia Ave from Manning Ave to North Ave		0.47	4,000
Reedley	Class III	Sunset Ave from Springfield Ave to Evening Glow Ave, Evening Glow Ave from Sunset Ave to Columbia Ave		0.51	4,000
Reedley	Class IV	Manning Ave From Kings River Rd to Zumwalt Ave		5.48	1,096,000
Reedley	Overcrossing (railroad)	Over UPRR tracks between Dinuba Ave and Floral Ave		NA	2,700,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-19: Reedley Pedestrian Projects

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Reedley	Pedestrian crossing	Across Manning Ave at sidewalk east of Reedley High School pool	High	High	NA	200,000
Reedley	Pedestrian crossing	Across Frankwood Ave at Myrtle Ave	Low	High	NA	5,000
Reedley	Pedestrian crossing	Across Manning Ave at Fisher Ave	High		NA	200,000
Reedley	Sidewalks	Zumwalt Ave from Manning Ave to Evening Glow Ave	NA	High	1.29	441,000
Reedley	Sidewalks	Frankwood Ave from 10th St to North Ave	NA	High	0.07	23,000
Reedley	Sidewalks	Justine Ave north of Springfield Ave			0.23	600,000
Reedley	Sidewalks	East Ave from Lincoln Ave to August Ave			0.69	550,000
Reedley	Sidewalks	Washington Ave from East Ave to Columbia Ave			0.50	150,000
Reedley	Sidewalks	Lincoln Ave from East Ave to Columbia Ave			0.50	150,000
Reedley	Sidewalks	Jefferson Ave from East Ave to Columbia Ave			0.49	150,000
Reedley	Sidewalks	Manning Ave from Rio Vista Ave to Kings River Rd	NA		0.41	139,000
Reedley	Sidewalks	Myrtle Ave from Del Altair Ave to East Ave			0.12	75,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-20: San Joaquin Bicycle Projects

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
San Joaquin	Class I	City perimeter except completed section at park		2.64	1,980,000
San Joaquin	Class I	Sutter Ave from Manning Ave to Colorado Rd	High	0.61	458,000
San Joaquin	Class II	9th St from Pine St to Nevada Ave	High	0.98	172,000
San Joaquin	Class II	Colorado Ave from Sutter Ave to Manning Ave	High	1.47	257,000
San Joaquin	Class II	Main St from Arizona Ave to Elm Ave		0.61	107,000
San Joaquin	Class III	6th St from California Ave to Nevada Ave, and Nevada Ave from 6th St to 9th St		0.71	6,000
San Joaquin	Class III	9th St from Nevada Ave to California Ave		0.26	2,000
San Joaquin	Class III	Main St from Colorado Ave to California Ave		0.51	4,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-21: San Joaquin Pedestrian Projects

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
San Joaquin	Pedestrian crossing	Across Manning Ave at Sutter Ave	High	High	NA	200,000
San Joaquin	Pedestrian crossing	Across railroad tracks at 9th St	High	High	NA	200,000
San Joaquin	Pedestrian crossing	Across Colorado Ave at 9th St	High	High	NA	200,000
San Joaquin	Pedestrian crossing	Across railroad tracks at Main St	High		NA	200,000
San Joaquin	Pedestrian crossing	Across Colorado Ave at Main St	High		NA	200,000
San Joaquin	Sidewalks	Colorado Ave from 8th St to 12th St	NA	High	0.59	204,000
San Joaquin	Sidewalks	Colorado Ave from Sutter Ave to 9th St			1.13	389,000
San Joaquin	Sidewalks	Main St from Colorado Ave to Railroad St			0.20	70,000
San Joaquin	Sidewalks	Main St from California Ave to Nevada Ave			0.08	26,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-22: Sanger Bicycle Projects

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Sanger	Class I	Along Canal from railroad tracks to SR 180		2.07	1,553,000
Sanger	Class I	Along Greenwood Ave from North Ave to canal trail		0.68	510,000
Sanger	Class I	Along Newmark Ave from Annadale Ave to North Ave		0.51	383,000
Sanger	Class I	Along railroad tracks from Annadale Ave to south of Central Ave		1.64	1,230,000
Sanger	Class I	Canal trail from Indianola Ave to Greenwood Ave	High	1.14	855,000
Sanger	Class I	Lone Tree Canal Bike and Ped Trail - Indianola Ave to Swan Ave		2.37	1,778,000
Sanger	Class I	Railroad alignment from Canal to Annadale Ave		1.32	990,000
Sanger	Class I	River overflow trail		1.42	1,065,000

Jurisdiction	Facility type	Location	High priority	Length (miles)	Cost (\$)
Sanger	Class I	South side of California Ave from Indianola Ave to existing path at Fairbanks Ave		0.75	563,000
Sanger	Class I	Southwest area trails		2.14	1,605,000
Sanger	Class I	Trail along 8th St from Newmark Ave to Quality and along canal parallel to Quality Ave and to SR 180		2.96	2,220,000
Sanger	Class I	Transmission line trail		3.27	2,453,000
Sanger	Class II	9th St from O St to Quality Ave	High	1.69	296,000
Sanger	Class II	Annadale Ave from east of city limit to SOI		0.62	109,000
Sanger	Class II	Bethel Ave from city limit to Jensen Ave		1.96	343,000
Sanger	Class II	Bethel Ave from North Ave to Central Ave		2.01	352,000
Sanger	Class II	California Ave from Indianola Ave to Quality Ave		4.46	781,000
Sanger	Class II	Central Ave from Indianola Ave to Bethel Ave		0.98	172,000
Sanger	Class II	Central Ave from west of Academy Ave to Newmark Ave		1.54	270,000
Sanger	Class II	Church Ave from Indianola Ave to Bethel Ave		1.01	177,000
Sanger	Class II	Extension of Faller Ave from Geary Ave to California Ave		0.37	65,000
Sanger	Class II	Greenwood Ave from North Ave to SOI		1.01	177,000
Sanger	Class II	Indianola Ave from California Ave to Jensen Ave (west side only from Church Ave to Jensen Ave)	High	1.48	259,000
Sanger	Class II	Indianola Ave from Jensen Ave to Central Ave		4.02	704,000
Sanger	Class II	Jensen Ave from east of Indianola Ave to Academy Ave	High	3.49	611,000
Sanger	Class II	Newmark Ave from Rainbow Ave to Central Ave		0.62	109,000
Sanger	Class II	North Ave from Indianola Ave to Bethel Ave		0.97	170,000
Sanger	Class II	North Ave from Sanger Ave to east of Ross Ave		2.78	487,000
Sanger	Class II	Rainbow Ave From Newmark Ave to SOI		4.11	719,000
Sanger	Class II	Southwest bike lane		2.59	453,000
Sanger	Class III	Academy Ave from 11th St to North Ave		1.26	10,000
Sanger	Class III	Faller Ave from 8th St to North Ave	High	1.91	15,000
Sanger	Class III	Greenwood Ave from California Ave to North Ave	High	3.95	32,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-23: Sanger Pedestrian Projects

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Sanger	Pedestrian crossing	Across Bethel Ave at 5th St	High	High	NA	200,000
Sanger	Pedestrian Crossing	Across Bethel Ave at Florence Ave	High		NA	200,000
Sanger	Sidewalks	12th St from P St to Sanger Ave, Annadale Ave from N St to J Ave, Academy Ave from 12th St to Annadale Ave	NA	High	0.88	302,000
Sanger	Sidewalks	Almond Ave from Bethel Ave to Greenwood Ave (various locations)		High	0.87	297,000

Jurisdiction	Facility type	Location	Crossing treatment level	High priority	Length (miles)	Cost (\$)
Sanger	Sidewalks	Park St from 140' north of Cherry Ave to Cherry Ave, Cherry Ave from Park St to P St, P St from Cherry Ave, P St from 200' north of Cherry Ave to Cherry Ave	NA	High	0.21	73,000
Sanger	Sidewalks	Bethel Ave from Annadale Ave to North Ave (various locations)		High	0.14	46,000
Sanger	Sidewalks	Greenwood Ave from Canal Dr to Cherry Ave			1.04	357,000
Sanger	Sidewalks	9th St from Bethel Ave to Faller Ave (various locations)			0.93	319,000
Sanger	Sidewalks	5th St from Lyon Ave to Tait Ave (various locations)			0.54	184,000
Sanger	Sidewalks	Florence Ave from Academy Ave to Pearl Ave			0.49	169,000
Sanger	Sidewalks	O St from 12th St to Edgar Ave (various locations)			0.35	121,000
Sanger	Sidewalks	Faller Ave from 9th St to North Ave (various locations)			0.34	118,000
Sanger	Sidewalks	Jensen Ave from west of Lyon Ave to Oatman Ave	NA		0.11	36,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-24: Fresno County Bicycle Projects

Jurisdiction	Subarea (County only)	Facility type	Location	Length (miles)	Cost (\$)
Fresno County	Biola	Class II	Biola Ave from Shaw Ave to H St	0.91	159,000
Fresno County	Biola	Class II	E St from 3rd St to 7th St	0.75	131,000
Fresno County	Calwa	Class I	Path along Jensen Bypass from Cedar Ave to Orange Ave	0.51	383,000
Fresno County	Calwa	Class II	Cedar Ave from south of Eugenia Ave to Mason Ave	1.29	226,000
Fresno County	Calwa	Class II	Jensen Ave from Cedar Ave to Orange Ave	1.01	177,000
Fresno County	Cantua Creek	Class II	Clarkson Ave from Terrado Ave to San Mateo Ave	1.32	231,000
Fresno County	Caruthers	Class II	Henderson Rd from Mountain View Ave to Manning Ave	12.74	2,230,000
Fresno County	Caruthers	Class II	Sandy St from Clemenceau St to Henderson Rd	0.87	152,000
Fresno County	Caruthers	Class II	Tahoe St from Clemenceau St to Mountain View Ave	2.00	350,000
Fresno County	Chestnut\ Alluvial	Class II	Alluvial Ave from Chestnut Ave to west of Willow Ave	0.87	152,000
Fresno County	Chestnut\ Alluvial	Class II	Chestnut Ave from north of Alluvial Ave to south of Birch Ave	0.76	133,000
Fresno County	County connector	Class I	Along Helm Canal Rd from Sierra Ave to Bass Ave	4.52	3,390,000
Fresno County	County connector	Class I	California Aqueduct Path	71.19	53,393,000

Jurisdiction	Subarea (County only)	Facility type	Location	Length (miles)	Cost (\$)
Fresno County	County connector	Class I	Canal trail from Alluvial Ave to Academy Ave	9.56	7,170,000
Fresno County	County connector	Class I	Creek east of Coalinga, Phelps Ave, Railroad Corridor	14.70	11,025,000
Fresno County	County connector	Class I	Friant Kern Canal Path	39.72	29,790,000
Fresno County	County connector	Class I	Kearney Blvd from Howard Ave to Grantland Ave	5.98	4,485,000
Fresno County	County connector	Class I	Los Gatos Rd Path	24.70	18,525,000
Fresno County	County connector	Class I	Path along rail corridor From Huron to County Bound- ary	7.83	5,873,000
Fresno County	County connector	Class I	Path along rail corridor from Sanger to Reedley	7.04	5,280,000
Fresno County	County connector	Class II	Academy Ave from Mountain View Ave to Kamm Ave	2.00	350,000
Fresno County	County connector	Class II	Academy Ave from Tollhouse Rd to north of Shaw Ave	8.56	1,498,000
Fresno County	County connector	Class II	Adams Ave from Del Rey Ave to Academy Ave	4.01	702,000
Fresno County	County connector	Class II	Adams Ave from Temperance Ave to Del Rey Ave	7.97	1,395,000
Fresno County	County connector	Class II	Alta Ave from Manning Ave to American Ave	8.00	1,400,000
Fresno County	County connector	Class II	American Ave from Reedley Airport to Hills Valley Rd	15.99	2,798,000
Fresno County	County connector	Class II	Annadale Ave from Sanger SOI to Reed Ave	9.08	1,589,000
Fresno County	County connector	Class II	Ashlan Ave from De Wolf Ave to Watts Valley Rd,	15.29	2,676,000
Fresno County	County connector	Class II	Auberry Rd from Lodge Rd to Tollhouse Rd	31.09	5,441,000
Fresno County	County connector	Class II	Bass Ave from Helm Canal Rd to Mendota city limit	1.13	198,000
Fresno County	County connector	Class II	Bethel Ave from North Ave to Jefferson Ave	2.99	523,000
Fresno County	County connector	Class II	Borough Valley Rd from Tollhouse Rd to Maxon Rd	15.11	2,644,000
Fresno County	County connector	Class II	Buttonwillow Ave From South Ave to SR 180\Kings Canyon Rd	13.52	2,366,000
Fresno County	County connector	Class II	Central Ave Between Bethel Ave to Sanger SOI, and Greenwood Ave from Central Ave to Sanger SOI	2.52	441,000
Fresno County	County connector	Class II	Central Ave From Clovis Ave to Indianola Ave	12.94	2,265,000
Fresno County	County connector	Class II	Central Ave from Golden State Blvd to Clovis Ave	3.84	672,000
Fresno County	County connector	Class II	Central Ave/Goodfellow Ave from Newmark Ave to Reed Ave	10.50	1,838,000

Jurisdiction	Subarea (County only)	Facility type	Location	Length (miles)	Cost (\$)
Fresno County	County connector	Class II	Chestnut Ave from Jensen Ave to Golden State Blvd	3.72	651,000
Fresno County	County connector	Class II	Clovis Ave from Central Ave to existing facilities	4.31	754,000
Fresno County	County connector	Class II	Clovis Ave From Central to North Ave	2.01	352,000
Fresno County	County connector	Class II	Colorado Ave from Morton Ave to Jefferson Ave, Jefferson Ave from James Rd to Santa Fe Rd, Santa Fe Rd\San Benito Rd from Jefferson Rd to Panoche Rd, SR 33 from Panoche Rd to Belmont Ave	25.43	4,450,000
Fresno County	County connector	Class II	Colorado Ave from San Joaquin city limit to Morton Ave, Morton Ave from Colorado Ave to Randolph Ave	7.52	1,316,000
Fresno County	County connector	Class II	Cove Ave from American Ave to SR 180\Kings Canyon Rd	7.46	1,306,000
Fresno County	County connector	Class II	Del Rey Ave from Adams Ave to Jefferson Ave	3.02	529,000
Fresno County	County connector	Class II	Dinuba Ave from Ditch St to Academy Ave	4.29	751,000
Fresno County	County connector	Class II	Doris Ave (SR 198) from Harris Ranch driveway to west side of development on west side of SR 99	1.82	319,000
Fresno County	County connector	Class II	Elm Ave from Lincoln Ave to Excelsior Ave	34.51	6,039,000
Fresno County	County connector	Class II	Elm Ave from North Ave to Lincoln Ave	6.01	1,052,000
Fresno County	County connector	Class II	Fresno-Coalinga Rd/Fresno-Mendota Rd (SR 145/SR 33/SR 198) from Mount Whitney Ave to Gale Ave	47.35	8,286,000
Fresno County	County connector	Class II	Gale Ave and Lassen Ave from Butte Ave to Tornado Ave	8.04	1,407,000
Fresno County	County connector	Class II	Golden State Blvd from North Ave to Maple Ave	0.74	130,000
Fresno County	County connector	Class II	Goldenrod Ave/Belmont Ave from Whitesbridge Ave to Howard Ave	10.23	1,790,000
Fresno County	County connector	Class II	Herndon Ave from east of Locan Ave to Academy Ave	10.70	1,873,000
Fresno County	County connector	Class II	Hills Valley Rd (SR 63) from Clayton Ave to SR 180	14.02	2,454,000
Fresno County	County connector	Class II	Huntington Lake Rd	34.37	6,015,000
Fresno County	County connector	Class II	Huntsman Ave from Lac Jac Ave to Reedley city limit	2.00	350,000
Fresno County	County connector	Class II	Jayne Ave From Coalinga City limit to County Bound- ary	35.00	6,125,000
Fresno County	County connector	Class II	Jensen Ave from Highland Ave to Sanger SOI	4.48	784,000
Fresno County	County connector	Class II	Kings Canyon Rd (SR 180) from McCall Ave to Elwood Rd	44.04	7,707,000
Fresno County	County connector	Class II	Lassen Ave (SR 269) from Gale Ave to County Limit	15.33	2,683,000

Jurisdiction	Subarea (County only)	Facility type	Location	Length (miles)	Cost (\$)
Fresno County	County connector	Class II	Little Panoche Rd, Shields Ave, Fairfax Ave, Belmont Ave to Mendota city limit	69.03	12,080,000
Fresno County	County connector	Class II	Madera Ave (SR 145) from Shaw Ave to Nielsen Ave	9.04	1,582,000
Fresno County	County connector	Class II	Madera Ave/McMullin Grade Rd/Lassen Ave (SR 145/ SR 269) from Jensen Ave to Palmer Ave	70.03	12,255,000
Fresno County	County connector	Class II	Manning Ave from Placer Ave to McMullin Grade, to Dickenson Ave to Whitesbridge Ave	36.44	6,377,000
Fresno County	County connector	Class II	Manning Ave From Rio Vista Ave to Kings River Rd	0.71	124,000
Fresno County	County connector	Class II	Manning Ave from SR 99 to Bethel Ave	9.36	1,638,000
Fresno County	County connector	Class II	McCall Ave from Adams Ave to Dinuba Ave	6.11	1,069,000
Fresno County	County connector	Class II	McCall Ave From Jensen Ave to Adams Ave	9.98	1,747,000
Fresno County	County connector	Class II	McCall Ave from SR 168 to Jensen Ave	22.55	3,946,000
Fresno County	County connector	Class II	Mendocino Ave from Caruthers to Industrial Dr	8.27	1,447,000
Fresno County	County connector	Class II	Millerton Rd from Friant Trail to Sky Harbor Dr	8.59	1,503,000
Fresno County	County connector	Class II	Millerton Road From Auberry Rd to Tollhouse Rd	14.09	2,466,000
Fresno County	County connector	Class II	Mount Whitney Ave from 1,000 ft east of Marks Ave to Old Kingston Grade	17.07	2,987,000
Fresno County	County connector	Class II	Mount Whitney Ave from Lassen Ave to Chateau Fresno Ave	18.10	3,168,000
Fresno County	County connector	Class II	Mountain View Ave from Elm Ave to Tahoe St	4.25	744,000
Fresno County	County connector	Class II	Mountain View Ave from Mendocino Ave to Tulare County line	5.19	908,000
Fresno County	County connector	Class II	Nees Ave from I-5 to Firebaugh city limit	33.78	5,912,000
Fresno County	County connector	Class II	Newmark Ave from Central Ave to Parlier Ave	9.96	1,743,000
Fresno County	County connector	Class II	North Ave from Temperance Ave to McCall Ave	5.94	1,040,000
Fresno County	County connector	Class II	Palmer Ave from SR 33 to Calaveras Ave, Calaveras ave to Jayne Ave.	13.06	2,286,000
Fresno County	County connector	Class II	Piedra Rd from Trimmer Springs Rd to Elwood Rd	1.36	238,000
Fresno County	County connector	Class II	Piedra Rd, Elwood Rd to SR 180\Kings Canyon Rd	39.34	6,885,000
Fresno County	County connector	Class II	Pittman Hill Rd from Sample Rd to Tollhouse Rd	8.27	1,447,000
Fresno County	County connector	Class II	Rainbow Ave\California Ave from Sanger to Flume Rd	11.98	2,097,000
Fresno County	County connector	Class II	Reed Ave and American Ave from South Ave to Frank-wood Ave	7.01	1,227,000

Jurisdiction	Subarea (County only)	Facility type	Location	Length (miles)	Cost (\$)
Fresno County	County connector	Class II	Reed Ave from American Ave to SR 180\Kings Canyon Rd	7.98	1,397,000
Fresno County	County connector	Class II	Riverbend Ave from Ashlan Ave to Belmont Ave	5.99	1,048,000
Fresno County	County connector	Class II	Rose Ave from Amber Ave to Lac Jac Ave, Lac Jac Ave from Rose Ave to Manning Ave	16.49	2,886,000
Fresno County	County connector	Class II	Shaw Ave from De Wolf Ave to McCall Ave and from Academy Ave to Zediker Ave	8.00	1,400,000
Fresno County	County connector	Class II	Shaw Ave from SR 145 to Garfield Ave	14.96	2,618,000
Fresno County	County connector	Class II	SR 168 from Lodge Rd to Huntington Lake Rd	37.87	6,627,000
Fresno County	County connector	Class II	Tollhouse Rd (SR 168) from Millerton Rd to Shepherd Ave	15.13	2,648,000
Fresno County	County connector	Class II	Tollhouse Rd (SR 168) from Shepherd Ave to Shepherd Ave, and Shepherd Ave from Tollhouse R to Academy Ave	7.67	1,342,000
Fresno County	County connector	Class II	Tollhouse Rd\Lodge Rd from Morgan Canyon Rd to Millerton Rd	31.97	5,595,000
Fresno County	County connector	Class II	Tornado Ave, Derrick Ave and Gale Ave to SR 33	9.08	1,589,000
Fresno County	County connector	Class II	Watts Valley Rd from Ashlan Ave to Pittman Hill Rd, Pittman Hill Rd from Watts Valley Rd to Sample Rd	15.39	2,693,000
Fresno County	County connector	Class II	Watts Valley Rd, Maxon Rd, Trimmer Springs Rd	66.18	11,582,000
Fresno County	County connector	Class II	Whitesbridge Rd (SR 180) from Dickenson Ave to Fresno SOI	18.00	3,150,000
Fresno County	County connector	Class II	Whitesbridge Rd (SR 180) from San Benito Ave to Modoc Ave	30.43	5,325,000
Fresno County	County connector	Class II	Zediker Ave\Olive Ave from Shaw Ave to Riverbend Ave	8.01	1,402,000
Fresno County	County connector	Class II/ IV	Manning Ave from Zumwalt Ave to Hill Ave, Hill Ave from Manning Ave to Sumner Ave, Sumner Ave From Hill Ave to Monsoon Ave	12.99	2,273,000
Fresno County	County connector	Class II/ IV	SR 33 from Firebaugh City limit to Lozano St	10.39	1,818,000
Fresno County	Del Rey	Class I	Behind Del Rey Elementary School from Melrona Ave to Jefferson Ave	0.19	143,000
Fresno County	Del Rey	Class II	Jefferson Ave from proposed trail west of Autumn Ave to Academy Ave	4.81	842,000
Fresno County	Del Rey	Class II	Morro St from Portola Ave to Jefferson Ave	0.57	100,000
Fresno County	Easton	Class II	Lincoln Ave from Fig Ave to East Ave	3.00	525,000
Fresno County	Fig Garden	Class II	Fruit Ave from Fairmont Ave to Swift Ave	1.50	263,000
Fresno County	Fig Garden	Class II	Gettysburg Ave from Blackstone to Fruit Ave	2.98	522,000

Jurisdiction	Subarea (County only)	Facility type	Location	Length (miles)	Cost (\$)
Fresno County	Fig Garden	Class II	Palm Ave from Shaw Ave to Dakota Ave	3.03	530,000
Fresno County	Fig Garden	Class IV	Maroa Ave from Barstow to Griffith Way	3.49	698,000
Fresno County	Friant	Class I	Trail from Friant Rd to North Fork Rd to proposed canal trail, with Class II connection on North Fork Rd to Friant Rd	2.42	1,815,000
Fresno County	Laton	Class I	Trail from Old Kingston Grade to De Woody Ave, with Class II connection on Fowler Ave to Latonia St and Class II connection on Old Kingston Rd to Mount Whitney Ave	1.61	1,208,000
Fresno County	Laton	Class II	Fowler Ave from Latonia St to County Boundary	0.93	163,000
Fresno County	Laton	Class II	Mount Whitney Ave/Latonia St/Fowler Ave/De Woody Ave from Old Kingston Grade to end of proposed trail	5.59	978,000
Fresno County	Mayfair	Class II	Chestnut Ave from Shields Ave to Clinton Ave	1.00	175,000
Fresno County	Mayfair	Class II	Clinton Ave from Chestnut Ave to east of Second St	3.81	667,000
Fresno County	Mayfair	Class II	Maple Ave from Cornell Ave to south of Normal Ave	1.47	257,000
Fresno County	Mayfair	Class II	South side of Shields Ave from Sierra Vista Ave to Chestnut Ave	0.26	46,000
Fresno County	NE Herndon\ Marks	Class II	Marks Ave from Alluvial Ave to Fir Ave	0.67	117,000
Fresno County	NE Herndon\ Marks	Class III	Valentine Ave from east of Dewey Dr, to Alluvial Ave, to Lead Ave, to Alluvial Ave to Marks Ave	1.97	16,000
Fresno County	NE Shaw\ Blackstone	Class II	Barstow Ave from Marks Ave to Forkner Ave	1.5	263,000
Fresno County	NE Shaw\ Blackstone	Class II	Bullard Ave from west of Briarwood Ave to east of Van Ness Blvd, from west of Fruit Ave to west of Harrison Ave, from west of Wilson Ave to Maroa Ave, and from west of Del Mar Ave to Glenn Ave	2.47	432,000
Fresno County	NE Shaw\ Blackstone	Class II	Fruit Ave from north of Palo Alto Ave to south of Twain Ave	3.42	599,000
Fresno County	NE Shaw\ Blackstone	Class II	Sierra Ave from west of Pleasant Ave to west of Wilson Ave	3.76	658,000
Fresno County	NE Shaw\ Blackstone	Class III	Browning Ave from Channing Way to Fruit Ave, and from west of Ferger Ave to Maroa Ave	1.66	13,000
Fresno County	NE Shaw\ Blackstone	Class IV	Maroa Ave from north of Ellery Ave to Bullard Ave	0.81	162,000
Fresno County	North\ Central	Class II	Cherry Ave from North Ave to Central Ave	2.00	350,000
Fresno County	North\ Central	Class II	North Ave from east of Clara Ave to Cherry Ave	1.28	224,000
Fresno County	Raisin City	Class III	Bowles Ave from Bryan Ave to Henderson Rd	0.70	6,000
Fresno County	Raisin City	Class III	Ormus Ave from Henderson Rd to Fike Ave	0.37	3,000

Jurisdiction	Subarea (County only)	Facility type	Location	Length (miles)	Cost (\$)
Fresno County	Riverdale	Class II	Alva Ave from Stathem Ave to Mt Whitney Ave	0.62	109,000
Fresno County	Riverdale	Class II	Feland Ave from Mt Whitney Ave to Terry Ave	0.84	147,000
Fresno County	Riverdale	Class II	Marks Ave from Mt Whitney Ave to Terry Ave	0.84	147,000
Fresno County	Riverdale	Class II	Mt Whitney Ave from Chateau Fresno Ave to 1000 ft east of Marks Ave	10.3	1,803,000
Fresno County	Riverdale	Class II	Sherrill St from Earl St to Mt Whitney Ave	0.70	123,000
Fresno County	Riverdale	Class III	Valentine Ave from Mt Whitney Ave to Kruger Ave and Kruger Ave from Valentine Ave to Marks Ave	1.48	12,000
Fresno County	Sunnyside	Class II	Armstrong Ave from Kings Canyon Rd to Heaton Ave	1.26	221,000
Fresno County	Sunnyside	Class II	Belmont Ave from Winery Ave to Fowler Ave	5.54	970,000
Fresno County	Sunnyside	Class II	Butler Ave from Minnewawa Ave to Armstrong Ave	4.07	712,000
Fresno County	Sunnyside	Class II	Clovis Ave from south of Columbia Dr to Kings Canyon Rd	2.02	354,000
Fresno County	Sunnyside	Class II	Fowler Ave from Kings Canyon Rd to north of Moneci- to Ave, and from Butler Ave to Hamilton Ave	0.66	116,000
Fresno County	Sunnyside	Class II	Kings Canyon Rd from Dewitt Ave to Clovis Ave, from east of Argyle Ave to Fowler Ave, and from east of Burgan Ave to Armstrong Ave	1.96	343,000
Fresno County	Sunnyside	Class II	Minnewawa from Belmont Ave to Pitt Ave	4.64	812,000
Fresno County	Sunnyside	Class II	Olive Ave from east of Bush ave to Minnewawa Ave	0.76	133,000
Fresno County	Sunnyside	Class II	Tulare Ave from east of Willow Ave to Minnewawa Ave	1.91	334,000
Fresno County	Sunnyside	Class II	Willow Ave from Olive Ave to Nevada Ave	1.61	282,000
Fresno County	Sunnyside	Class II	Willow Ave from South of Heaton Ave to north of Truman Ave	0.94	165,000
Fresno County	Tarpey	Class I	Path Along Canal from Minnewawa Ave to east of Sunnyside Ave	1.08	810,000
Fresno County	Tarpey	Class II	Minnewawa Ave from Swift Ave to Dakota Ave	1.20	210,000
Fresno County	Tranquillity	Class III	Juanche Ave from Silvera St to Randolph Ave, Daniels Ave from Williams St to Randolph Ave, Randolph Ave from James Rd to Morton Ave	2.47	20,000
Fresno County	West Park	Class II	Church Ave, Jensen Ave, and North Ave from Valen- tine Ave to Marks Ave	3.00	525,000
Fresno County	West Park	Class II	Valentine Ave from Madison Ave to Beran Way	6.18	1,082,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

Table D-25: Fresno County Pedestrian Projects

Jurisdiction	Subarea (county only)	Facility type	Location	Crossing treatment level	Length (miles)	Cost (\$)
Fresno County	Biola	Pedestrian crossing	Across Biola Ave at C St	Medium	NA	25,000
Fresno County	Biola	Pedestrian crossing	Across Biola Ave at D St	Medium	NA	25,000
Fresno County	Caruthers	Pedestrian crossing	Across Tahoe Ave at Raider Ave	Medium	NA	25,000
Fresno County	Caruthers	Pedestrian crossing	Across Raider Ave in front of Caruthers High School	Medium	NA	25,000
Fresno County	Caruthers	Pedestrian crossing	Across Sandy Ave at Quince Ave	Medium	NA	25,000
Fresno County	Del Rey	Pedestrian crossing	Across Melruna Ave and across Morro Ave at intersection	Medium	NA	25,000
Fresno County	Easton	Pedestrian crossing	Across Lincoln Ave at Easton Community Day School	Medium	NA	25,000
Fresno County	Easton	Pedestrian crossing	Across Lincoln Ave at Clara Ave	Medium	NA	25,000
Fresno County	Laton	Pedestrian crossing	Across Latonia St at Bliss St	Medium	NA	25,000
Fresno County	Laton	Pedestrian crossing	Across Latonia St at Kingston St	Medium	NA	25,000
Fresno County	Laton	Pedestrian crossing	Across De Woody St at Pio Pico Ave	Medium	NA	25,000
Fresno County	Laton	Pedestrian crossing	Across De Woody St at Armstrong Ave	Medium	NA	25,000
Fresno County	Laton	Pedestrian crossing	Across Pio Pico St at Latonia St	Medium	NA	25,000
Fresno County	Raisin City	Pedestrian crossing	Across Bowles Ave at Ring Ave	Medium	NA	25,000
Fresno County	Riverdale	Pedestrian crossing	Across Stathem St at Alva Ave	Medium	NA	25,000
Fresno County	Riverdale	Pedestrian crossing	Across Stathem St at Dewey Ave	Medium	NA	25,000
Fresno County	Riverdale	Pedestrian crossing	Across Stathem St at Sherrill St	Medium	NA	25,000
Fresno County	Tranquillity	Pedestrian crossing	Across Daniels Ave at Randolph Ave	Medium	NA	25,000
Fresno County	Tranquillity	Pedestrian crossing	Across Daniels Ave at Tranquillity Elementary School	Medium	NA	25,000
Fresno County	Tranquillity	Pedestrian crossing	Across Randolph Ave at Tranquillity High School	Medium	NA	25,000
Fresno County	Tranquillity	Pedestrian crossing	Across Juanche Ave at Doughty Ave	Medium	NA	25,000
Fresno County	Big Sandy Rancheria	Pedestrian crossing	Jose Basin Road and Auberry Mission Road	Medium (two crossings)	NA	50,000

Jurisdiction	Subarea (county only)	Facility type	Location	Crossing treatment level	Length (miles)	Cost (\$)
Fresno County	Big Sandy Rancheria	Pedestrian crossing	Across Jose Basin Road at Big Sandy Rancheria Head Start 320 feet east of Auberry Mission Road	Medium	NA	25,000
Fresno County	Riverdale	Pedestrian crossing	Across Mt Whitney Ave at Valentine Ave	Low	NA	5,000
Fresno County	Easton	Sidewalks	Lincoln Ave from Fig Ave to Sarah St	NA	1.38	472,000
Fresno County	Cantua Creek	Sidewalks	Clarkson Ave from Terrado Ave to San Mateo Ave	NA	1.32	454,000
Fresno County	Raisin City	Sidewalks	Bowles Ave from Bryan Ave to Hayes Ave	NA	1.01	346,000
Fresno County	Easton	Sidewalks	Willamette Ave from Clara Ave to Lily Ave	NA	1.00	342,000
Fresno County	Mayfair	Sidewalks	Chestnut Ave from north of Clinton Ave to south of Shields Ave	NA	0.87	299,000
Fresno County	Caruthers	Sidewalks	Sandy St from Clemenceau St to Henderson Rd	NA	0.87	297,000
Fresno County	Biola	Sidewalks	E St from 3rd Ave to 7th St	NA	0.75	259,000
Fresno County	Riverdale	Sidewalks	Sherill St from Earl St to Mt Whitney Ave	NA	0.69	238,000
Fresno County	Tranquillity	Sidewalks	Juanche Ave from Williams St to Doughty St	NA	0.59	202,000
Fresno County	Del Rey	Sidewalks	Avila Ave/Carmel Ave/Meltruna Ave from Portola Ave to proposed trail	NA	0.54	186,000
Fresno County	Laton	Sidewalks	Castro Ave from Tache St to Latonia Ave	NA	0.54	185,000
Fresno County	Laton	Sidewalks	Fowler Ave from De Woody St to Dollar General	NA	0.51	175,000
Fresno County	Riverdale	Sidewalks	Kruger Ave from Valentine Ave to Feland Ave	NA	0.51	175,000
Fresno County	Mayfair	Sidewalks	Sierra Vista Ave from Clinton Ave to Princeton Ave	NA	0.50	172,000
Fresno County	Mayfair	Sidewalks	Maple Ave from Princeton Ave to Clinton Ave	NA	0.50	172,000
Fresno County	Easton	Sidewalks	Elm Ave from Fantz Ave to Morton Ave	NA	0.50	172,000
Fresno County	Riverdale	Sidewalks	Marks Ave from Mt Whitney Ave to Kruger Ave	NA	0.50	172,000
Fresno County	Easton	Sidewalks	Clara Ave from Fantz Ave to Lincoln Ave	NA	0.50	170,000
Fresno County	Riverdale	Sidewalks	Valentine Ave from Mt Whitney Ave to Kruger Ave	NA	0.49	170,000
Fresno County	Biola	Sidewalks	Biola Ave from Shaw Ave to H St	NA	0.46	157,000
Fresno County	Riverdale	Sidewalks	Avila Ave from Stathem St to Mt Whitney Ave	NA	0.43	148,000
Fresno County	Del Rey	Sidewalks	Jefferson Ave from proposed trail to Morro Ave and Morro Ave from Carmel Ave to Melrona Ave	NA	0.37	127,000

Jurisdiction	Subarea (county only)	Facility type	Location	Crossing treatment level	Length (miles)	Cost (\$)
Fresno County	Laton	Sidewalks	Pio Pico from De Woody St to Nares Ave	NA	0.37	125,000
Fresno County	Laton	Sidewalks	South side of Latonia St from Mount Whitney Ave to Pio Pico Ave	NA	0.36	123,000
Fresno County	Caruthers	Sidewalks	Raider Ave from Tahoe Ave to Sandy St	NA	0.35	122,000
Fresno County	Laton	Sidewalks	East side of Bliss Ave from Gonser St to Latonia St	NA	0.32	109,000
Fresno County	Riverdale	Sidewalks	Gap on Mt Whitney Ave west of Marks Ave	NA	0.29	100,000
Fresno County	Riverdale	Sidewalks	Stathem St from Avila Ave to Sherill St	NA	0.29	99,000
Fresno County	Riverdale	Sidewalks	Mt Whitney Ave from Avila Ave to Sherill St	NA	0.28	98,000
Fresno County	Mayfair	Sidewalks	Shields Ave from Chestnut Ave to Recreation Ave	NA	0.26	90,000
Fresno County	Laton	Sidewalks	Gaps on De Woody St from Fowler Ave to Armstrong Ave	NA	0.22	76,000
Fresno County	Tranquillity	Sidewalks	Scaggs St from James Rd to School St	NA	0.18	62,000
Fresno County	Biola	Sidewalks	D St and 5th St from 4th St to E St	NA	0.12	40,000
Fresno County	West Park	Sidewalks	Valentine Ave from Church Ave to Beran Way, North Ave from Valentine Ave to Marks Ave, and Church Ave from Valentine Ave to Marks Ave.	NA	6.16	2,113,000
Fresno County	Sunnyside	Sidewalks	Butler Ave from east of Minnewawa Ave to Armstrong Ave	NA	3.68	1,262,000
Fresno County	Friant	Sidewalks	Friant Rd from Lost Lake Park entrance to North Fork Rd and North Fork Rd from Friant Rd to proposed trail	NA	2.73	937,000
Fresno County	NE Shaw\Blackstone	Sidewalks	Barstow Ave from Van Ness Blvd to Forkner Ave, from Brooks Ave to Thorne Ave, and from east of Wilson Ave to west of Maroa Ave	NA	2.43	835,000
Fresno County	Sunnyside	Sidewalks	Minnewawa Ave from Kings Canyon Rd to Liberty Ave, and from Butler Ave to Pitt Ave	NA	2.39	819,000
Fresno County	Tarpey	Sidewalks	Minnewawa Ave from Dakota to Gettysburg Ave	NA	2.00	686,000
Fresno County	Sunnyside	Sidewalks	Cherry Ave from North Ave to Central Ave	NA	1.99	682,000
Fresno County	Tarpey	Sidewalks	Ashlan Ave from Minnewawa Ave to west of Clovis Ave, and from Clovis Ave to east of Sunnyside Ave	NA	1.95	670,000
Fresno County	NW Kings Canyon\ Clovis	Sidewalks	Belmont Ave from Winery Ave to east of Bush Ave	NA	1.81	623,000

Jurisdiction	Subarea (county only)	Facility type	Location	Crossing treatment level	Length (miles)	Cost (\$)
Fresno County	NE Shaw\ Blackstone	Sidewalks	Browning Ave from Channing Way to Arthur Dr, and from west of Ferger Ave to Maroa Ave	NA	1.52	523,000
Fresno County	Sunnyside	Sidewalks	Clovis Ave from Park Circle Dr to railroad tracks to south	NA	1.23	423,000
Fresno County	NE Shaw\ Blackstone	Sidewalks	Sierra Ave from Dolores Ave to west of Pleasant Ave	NA	1.18	406,000
Fresno County	NW Kings Canyon\ Clovis	Sidewalks	Minnewawa Ave from Madison Ave to Tulare Ave, and from Huntington Ave to Mono St	NA	1.18	405,000
Fresno County	Sunnyside	Sidewalks	Fowler Ave from Montecito Ave to Heaton Ave	NA	1.00	343,000
Fresno County	NW Kings Canyon\ Clovis	Sidewalks	Tulare Ave from west of Caesar Ave to east of Minnewawa Ave	NA	0.97	332,000
Fresno County	NE Shaw\ Blackstone	Sidewalks	Bullard Ave from Briarwood Ave to Sequoia Ave, from Channing Way to Fruit Ave, and from west of Harrison Ave to Harrison Ave	NA	0.94	323,000
Fresno County	Del Rey	Sidewalks	Del Rey Ave from American Ave to Portola Ave	NA	0.73	252,000
Fresno County	NE Shaw\ Blackstone	Sidewalks	Fruit Ave from San Jose Ave to Morris Ave	NA	0.68	235,000
Fresno County	NW Kings Canyon\ Clovis	Sidewalks	Willow Ave from Clay Ave to McKenzie Ave	NA	0.67	230,000
Fresno County	Caruthers	Sidewalks	Henderson Rd from Ontario St to West St	NA	0.65	224,000
Fresno County	Sunnyside	Sidewalks	North Ave from Cherry Ave to east of Clara Ave	NA	0.65	223,000
Fresno County	Riverdale	Sidewalks	Strathem St from Sherrill St to Hazel Ave		0.61	210,000
Fresno County	Big Sandy Rancheria	Sidewalks	Jose Basin Road from 300 feet west of Auberry Mission Road to 460 feet east of Auberry Mission Road		0.32	111,000
Fresno County	Sunnyside	Sidewalks	Kings Canyon Rd from Armstrong Ave to east of Burgan Ave	NA	0.30	105,000
Fresno County	Sunnyside	Sidewalks	Armstrong Ave from Raco Ave to Butler Ave	NA	0.28	96,000
Fresno County	Chestnut\ Alluvial	Sidewalks	East side of Chestnut Avenue from Alluvial Avenue to 360 feet south of Birch Avenue		0.26	88,000
Fresno County	Riverdale	Sidewalks	North side of Kruger Ave from Feland Ave to Marks Ave		0.24	82,000
Fresno County	Dos Palos East	Sidewalks	Valeria St from Mullix St to county limit		0.23	79,000
Fresno County	Biola	Sidewalks	C St from Biola Ave to 7th St	NA	0.22	77,000
Fresno County	Riverdale	Sidewalks	Feland Ave from Luna Dr to Kruger Ave		0.14	49,000

Jurisdiction	Subarea (county only)	Facility type	Location	Crossing treatment level	Length (miles)	Cost (\$)
Fresno County	NE Herndon\ Marks	Sidewalks	Marks Ave from Lake Van Ness Cir south to city limit	NA	0.14	48,000
Fresno County	NE Shaw\ Blackstone	Sidewalks	Maroa Ave from Browning Ave to north to city limit	NA	0.13	43,000
Fresno County	Fig Garden	Sidewalks	South side of Ashlan Ave from Thorne to Harrison Ave		0.13	43,000
Fresno County	Fig Garden	Sidewalks	South side of Ashlan Ave from Harri- son Ave to Palm Ave		0.12	42,000
Fresno County	Chestnut\ Alluvial	Sidewalks	Alluvial Ave from Paula Ave to west of Willow Ave	NA	0.12	41,000
Fresno County	Tranquillity	Sidewalks	Tuttle Ave from Juanche Ave to School Ave		0.12	40,000
Fresno County	Tranquillity	Sidewalks	Anthony Ave from Tuttle Ave to Scaggs Ave		0.11	39,000
Fresno County	Del Rey	Sidewalks	North side of Melruna Ave from Morro Ave to Pismo Ave		0.11	39,000
Fresno County	Fig Garden	Sidewalks	West side of Palm Ave from Holland Ave to 600 feet north of Holland Ave		0.11	39,000
Fresno County	Tranquillity	Sidewalks	Daniels Ave from Leviti Ave to Scaggs Ave		0.10	33,000
Fresno County	Caruthers	Sidewalks	North side of Raider Ave from Erie St to Ontario Ave		0.09	30,000
Fresno County	Fig Garden	Sidewalks	South side of Swift Ave from Thorne Ave to 385 feet east of Thorne Ave		0.07	25,000
Fresno County	Fig Garden	Sidewalks	North side of Holland Ave from Palm Ave to 325 feet west of Palm Ave		0.06	21,000
Fresno County	Fig Garden	Sidewalks	North side of Ashlan Ave from 100 feet west of Palm Ave to Palm Ave		0.02	7,000

Source: Fehr & Peers, 2017, Mark Thomas, 2017

CITY OF CLOVIS ACTIVE TRANSPORTATION PLAN

2015

Table 15: Proposed Class I Facilities with Priorities

Name	From	To	Priority	Length (miles)	Cost (\$)	Disadv ¹
Enterprise Trail	Sunnyside Ave	Glen Kippen Ln	H	0.33	460,000	
Gould Trail East	County Trail C	Leonard Ave	H	3.05	4,237,000	
Gould Trail East	Clovis Ave	Ashlan Ave	H	0.81	1,120,000	*
Gould Trail West	Peach Ave	Minnewawa Ave	H	0.57	787,000	*
Greenbelt Path E	Shepherd Ave	Enterprise Trail	H	2.25	3,128,000	
Loma Vista Paseos (H2)			H	0.16	222,000	
Loma Vista Paseos (I1)			H	0.14	197,000	
New Paseo 4	Graybark Ave	De Wolf Ave	H	0.09	124,000	
New Paseo 5	Whiteash Ave	Ashlan Ave	H	0.19	264,000	
New Paths B	New Paths A	Leonard Ave	H	1.23	1,703,000	
New Paths E	New Paths B	Ashlan Ave	H	0.24	336,000	
High (H) Total				9.05	12,579,000	
Enterprise Trail	Temperance Ave	Herndon Ave	M	0.75	1,039,000	
Enterprise Trail	Herndon Ave	De Wolf Ave	M	0.63	881,000	
Jefferson Trail	Enterprise Trail	Shaw Ave	M	0.59	817,000	
Loma Vista Paseos (H4)			M	0.16	222,000	
Loma Vista Paseos (I2)			M	0.31	434,000	
Loma Vista Paseos (I3)			M	0.20	284,000	
Loma Vista Paseos (J1)			M	0.31	434,000	
New Paseo 2	Locan Ave	Keats Ave	M	0.17	231,000	
New Paseo 3	De Wolf Ave	Jefferson Trail	M	0.30	414,000	
New Paseo 7			M	0.30	419,000	
New Paths D	New Paths B	Thompson Ave	M	0.70	970,000	
New Paths F	New Paths D	Ashlan Ave	M	0.34	478,000	
New Paths G	New Paths D	Thompson Ave	M	0.59	819,000	
New Trail A	Leonard Ave	Gould Trail East	M	0.33	464,000	
Medium (M) Total				5.69	7,908,000	
Dry Creek Trails	Sierra Ave	Shaw Ave	L	1.32	1,839,000	*
Enterprise Trail	Nees Ave	Goshen Ave	L	0.12	170,000	
Enterprise Trail	Leonard Ave	Shaw Ave	L	0.91	1,267,000	
Enterprise Trail	De Wolf Ave	Dog Creek Trail	L	2.61	3,626,000	
Enterprise Trail Extension	Enterprise Trail	Enterprise Trail	L	0.05	76,000	
Greenbelt Path C	Everglade Ave	Locan Ave	L	0.55	770,000	
Greenbelt Path E	Shepherd Ave	Enterprise Trail	L	0.15	205,000	

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Name	From	To	Priority	Length (miles)	Cost (\$)	Disadv ¹
Harlan Ranch Blvd. Path	Greenbelt Path C	De Wolf Ave	L	0.24	329,000	
Loma Vista Paseos (B1)			L	0.32	448,000	
Loma Vista Paseos (I4)			L	0.24	337,000	
Loma Vista Paseos (J2)			L	0.36	500,000	
New Paseo 1	Temperance Ave	Coventry Ave	L	0.13	174,000	
New Paseo 6			L	0.02	32,000	
New Paths A	Shaw Ave	New Paths B	L	0.19	268,000	
New Paths C	New Paths A	New Paths D	L	0.42	583,000	
New St 1	Jefferson Trail	Shaw Ave	L	0.25	354,000	
Low (L) Total				7.90	10,977,000	
Grand Total				22.64	31,464,000	
¹ Asterisk (*) indicates fully or partially within disadvantaged community						

Table 16: Proposed Class II Facilities with Priorities

Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Gettysburg Ave	Armstrong Ave	Holly Ave	H	0.11	1,900	
Gettysburg Ave	De Wolf Ave	Leonard Ave	H	0.98	16,500	
Herndon Ave	Armstrong Ave	De Wolf Ave	H	1.11	18,700	
Locan Ave	Ashcroft Ave	Ashlan Ave	H	0.12	2,100	
Minnewawa Ave	Alluvial Ave	Chennault Ave	H	0.13	2,200	
Nees Ave	Armstrong Ave	Magnolia Ave	H	0.33	5,600	
Nees Ave	Fowler Ave	Armstrong Ave	H	0.85	14,400	
Nees Ave	Minnewawa Ave	Clovis Ave	H	0.79	13,400	
Peach Ave	Herndon Ave	Sierra Ave	H	1.10	18,600	*
Shaw Ave	Sunnyside Ave	Armstrong Ave	H	1.97	33,300	*
Shaw Ave	Temperance Ave	Maine Ave	H	1.36	23,000	
Shepherd Ave	Fowler Ave	Burgan Ave	H	0.19	3,200	
Shepherd Ave	Sunnyside Ave	Fowler Ave	H	0.50	8,400	
Sunnyside Ave	Nees Ave	SR 168	H	1.51	25,500	
Temperance Ave	Barstow Ave	Shaw Ave	H	0.49	8,300	
High (H) Total				11.54	195,100	
Armstrong Ave	Gettysburg Ave	Bellaire Ave	M	0.75	12,700	
Armstrong Ave	Teague Ave	Herndon Ave	M	2.96	50,100	
Ashlan Ave	De Wolf Ave	McCall Ave	M	3.88	65,600	
Barstow Ave	De Wolf Ave	Leonard Ave	M	0.98	16,500	
Bullard Ave	SR 168 SB ramps	SR 168 NB ramps	M	0.27	4,600	*
Clovis Ave	Teague Ave	Alluvial Ave	M	1.00	16,900	
De Wolf Ave	Shaw Ave	Dakota Ave	M	1.73	29,200	
Fowler Ave	Herndon Ave	Backowski Ave	M	0.16	2,700	*
Fowler Ave	Nees Ave	Goshen Ave	M	0.15	2,600	
Harlan Ranch Blvd	De Wolf Ave	Highland Ave	M	1.98	33,400	
Herndon Ave	Fowler Ave	Ash Ave	M	0.07	1,100	*
Leonard Ave	Shaw Ave	Gould Trail East	M	3.15	53,200	
Locan Ave	Herndon Ave	Bullard Ave	M	1.99	33,600	
Nees Ave	Clovis Ave	Fowler Ave	M	2.14	36,200	
Peach Ave	Gettysburg Ave	Dakota Ave	M	1.99	33,600	*
Santa Ana Ave	Clovis Ave	Sierra Vista Parkway	M	0.95	16,100	*
Santa Ana Ave	De Wolf Ave	Leonard Ave	M	0.96	16,100	
Shaw Ave	Armstrong Ave	Temperance Ave	M	1.00	17,000	
Shaw Ave	De Wolf Ave	Leonard Ave	M	0.96	16,100	
Shepherd Ave	Preuss Ave	Fowler Ave	M	0.08	1,400	

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Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Temperance Ave	Ashlan Ave	Gould Trail East	M	0.09	1,600	
Temperance Ave	Bullard Ave	Barstow Ave	M	0.06	1,000	
Tollhouse Rd	Fowler Ave	Burgan Ave	M	0.04	700	*
Woodworth Ave	Barstow Ave	Sierra Ave	M	1.00	16,900	*
Medium (M) Total				28.35	479,100	
(New St 2)	San Jose Ave	(New St 1)	L	0.96	16,300	
Alluvial Ave	Locan Ave	De Wolf Ave	L	0.98	16,600	
Dakota Ave	Highland Ave	McCall Ave	L	1.94	32,700	
De Wolf Ave	Bullard Ave	Shaw Ave	L	1.22	20,600	
De Wolf Ave	Harlan Ranch Blvd	Owens Mountain Pkwy	L	0.24	4,100	
De Wolf Ave	Herndon Ave	Bullard Ave	L	1.97	33,300	
De Wolf Ave	Tollhouse Rd	Herndon Ave	L	1.88	31,900	
Fowler Ave	Shepherd Ave	Nees Ave	L	1.79	30,300	
Gettysburg Ave	Leonard Ave	Thompson Ave	L	1.94	32,800	
Highland Ave	Ashlan Ave	Shields Ave	L	1.49	25,300	
Highland Ave	Shepherd Ave	Harlan Ranch Blvd	L	0.33	5,600	
Leonard Ave	Bullard Ave	Shaw Ave	L	1.96	33,200	
Locan Ave	Powers Ave	Alluvial Ave	L	2.31	39,100	
Locan Ave	Shaw Ave	Alamos Ave	L	0.22	3,700	
McCall Ave	Shaw Ave	Dakota Ave	L	2.96	50,000	
Nees Ave	Temperance Ave	Owens Mountain Pkwy	L	1.46	24,600	
Owens Mountain Pkwy	Temperance Ave	SR 168	L	3.01	50,800	
San Jose Ave	De Wolf Ave	Leonard Ave	L	0.97	16,300	
Shaw Ave	Leonard Ave	Shockley Ave	L	3.57	60,400	
Shepherd Ave	Highland Ave	Cole Ave	L	0.56	9,500	
Sunnyside Ave	Shepherd Ave	Nees Ave	L	1.96	33,200	
Teague Ave	Clovis Ave	Armstrong Ave	L	2.63	44,500	
Thompson Ave	Gettysburg Ave	Dakota Ave	L	2.19	36,900	
Tollhouse Rd	Armstrong Ave	Herndon Ave	L	0.32	5,400	
Low (L) Total				38.88	657,000	
Grand Total				78.77	1,331,200	

¹ Length is total of proposed facilities within segment

² Asterisk (*) indicates fully or partially within disadvantaged community

Table 17: Proposed Class III Facilities with Priorities

Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Bullard Ave	Sunnyside Ave	Fowler Ave	H	0.78	6,600	*
Bullard Ave	Villa Ave	Harvard Ave	H	0.79	6,600	*
Bullard Ave	Willow Ave	Villa Ave	H	1.45	12,200	*
Clovis Ave	SR 168	Sierra Ave	H	0.94	7,900	*
Dutch Ave	Leonard Ave	Harlan Ranch Blvd	H	0.32	2,700	
Fifth St	Dewitt Ave	Sunnyside Ave	H	1.50	12,600	*
Fowler Ave	Bullard Ave	Barstow Ave	H	1.00	8,400	*
Fowler Ave	San Jose Ave	Shaw Ave	H	0.24	2,000	*
Harvard Ave	Fifth St	Bullard Ave	H	0.24	2,000	*
Leonard Ave	Shepherd Ave	Harlan Ranch Blvd	H	0.96	8,100	
Minnewawa Ave	Bullard Ave	Gettysburg Ave	H	3.00	25,200	
Minnewawa Ave	Teague Ave	Nees Ave	H	0.50	4,200	
Minnewawa Ave	Ashlan Ave	Dakota Ave	H	1.97	16,500	*
Powers Ave	De Wolf Ave	Leonard Ave	H	0.88	7,400	
Santa Ana Ave	Winery Ave	Clovis Ave	H	3.47	29,200	*
Sierra Ave	Clovis Ave	Sunnyside Ave	H	1.02	8,500	*
Third St	Clovis Ave	Sunnyside Ave	H	1.05	8,800	*
Barstow Ave	Harvard Ave	Armstrong Ave	H	3.33	28,000	*
Willow Ave	Shaw Ave	Ashlan Ave	H	1.95	16,400	*
Gettysburg Ave	Winery Ave	Minnewawa Ave	H	2.45	20,600	*
Villa Ave	Bullard Ave	Gettysburg Ave	H	2.99	25,100	*
Villa Ave	Minnewawa Ave	Bullard Ave	H	2.47	20,700	*
Sunnyside Ave	Herndon Ave	Fifth St	H	1.84	15,500	*
High (H) Total				35.13	295,100	
Sierra Vista Pkwy	Shaw Ave	Gettysburg Ave	M	1.03	8,700	*
Sunnyside Ave	Fifth St	Shaw Ave	M	2.10	17,600	*
Woodworth Ave	Sierra Ave	Pollasky Ave	M	0.19	1,600	*
Wawona Ranch Ln	Minnewawa Ave	N Clovis Ave	M	0.43	3,600	
Helm Ave	Ashlan Ave	Shaw Ave	M	1.00	8,400	*
Omaha Ave – Timmy Ave – Muncie Ave	Old Town Trail	Peach Ave	M	0.60	5,100	
Medium (M) Total				5.35	44,900	
Grand Total				40.48	340,000	
¹ Length is total of proposed facilities within segment						
² Asterisk (*) indicates fully or partially within disadvantaged community						

Table 18: Proposed Sidewalks with Priorities

Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Clovis Ave	Bullard Ave	Rodeo Dr	H	0.05	13,000	*
Clovis Ave	Wawona Ranch Ln	Nees Ave	H	0.20	52,700	
De Wolf Ave	Gettysburg Ave	Ashlan Ave	H	0.47	125,900	
Fifth St and Dewitt Ave	Harvard Ave	Fourth St	H	0.04	11,600	*
Fowler Ave	Ashcroft Ave	Richert Ave	H	0.05	12,700	
Gettysburg Ave	Redington Ave	Graybark Ave	H	0.07	18,300	
Gettysburg Elem School Local Streets	Laverne Ave	Burl Ave	H	0.13	35,200	
Herndon Ave	Villa Ave	Clovis Ave	H	0.66	175,700	*
Leonard Ave	Shaw Ave	Donner Ave	H	0.19	49,900	
Locan Ave	San Jose Ave	Shaw Ave	H	0.16	43,700	
Minnewawa Ave	Alluvial Ave	Chennault Ave	H	0.10	26,800	
Minnewawa Ave	Wawona Ranch Ave	Nees Ave	H	0.33	88,600	
Nees Ave	Timmy Ave	Sylmar Ave	H	0.08	21,800	
Nees Ave	Minnewawa Ave	Clovis Ave	H	0.42	112,200	
Old Town Streets	Clovis Ave	Cole Ave	H	0.53	139,200	*
Old Town Streets	Fifth St	Ninth St	H	0.41	108,400	*
Old Town Streets	Harvard Ave	Fourth St	H	0.03	6,800	*
Old Town Streets	Minnewawa Ave	Woodworth Ave	H	1.10	292,400	*
Peach Ave (West Side)	Sierra Ave	Escalon Ave	H	0.18	47,400	*
Sanford Ave	Shaw Ave	Fairmont Ave	H	0.07	18,800	
Shaw Ave	Clovis Ave	Laverne Ave	H	0.22	57,100	*
Shaw Ave	Locan Ave	Maine Ave	H	0.25	66,400	
Shepherd Ave	Willow Ave	Sunnyside Ave	H	0.32	84,900	
Sierra Vista Elem Local Streets	Barstow Ave	San Jose Ave	H	1.01	266,700	*
Sierra Vista Elem Local Streets	Ninth St	Barstow Ave	H	0.24	63,300	*
Sunnyside Ave	First St	Fifth St	H	0.34	91,200	*
Tarpey Elem School Streets	Rialto Ave	Gettysburg Ave	H	0.58	152,400	*
Tollhouse Rd	Sunnyside Ave	Escalon Ave	H	0.10	26,800	*
Villa Ave	Minnewawa Ave	Fremont Ave	H	0.25	66,500	*
Willow Ave and Alluvial Ave	Decatur Ave	Chapel Hill Ave	H	0.25	66,900	
Wrenwood Ave	Fowler Ave	Amber Ave	H	0.26	68,700	
High (H) Total				9.10	2,412,000	
Applegate Ave	Burlingame Ave	Palo Alto Ave	M	0.05	13,300	
Armstrong Ave	Austin Ave	Ashlan Ave	M	0.07	17,500	
Armstrong Ave	Indianapolis Ave	Richer Ave	M	0.12	31,400	
Armstrong Ave	Jasmine Ave	Polson Ave	M	0.06	15,600	

Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Armstrong Ave and Gettysburg Ave	Indianapolis Ave	Holly Ave	M	0.22	59,000	
Ashlan Ave	Redington Ave	De Wolf Ave	M	0.24	62,800	
Ashlan Ave and Locan Ave	Ashcroft Ave	Redington Ave	M	0.44	117,200	
Barstow Ave	Sylmar Ave	Villa Ave	M	0.13	35,400	*
Bullard Ave and Armstrong Ave	Arroyo Ave	Gibson Ave	M	0.43	114,000	
Bullard Ave and Villa Ave	Bush Ave	SR 168	M	0.09	24,200	*
Clovis Ave	Herndon Ave	Sierra Ave	M	0.18	48,300	*
Coventry Ave	Herndon Ave	Fremont Ave	M	0.07	19,700	
Fowler Ave	Herndon Ave	Backowski Ave	M	0.20	54,200	*
Gettysburg Ave	Clovis Ave	Larkin Ave	M	0.07	19,700	*
Gettysburg Ave	Sierra Vista Pkwy	Sunnyside Ave	M	0.05	12,700	
Herndon Ave	Armstrong Ave	Tollhouse Rd	M	0.11	29,000	
Herndon Ave	Fowler Ave	Amedeo Ln	M	0.17	44,300	
Herndon Ave	Sunnyside Ave	Fowler Ave	M	0.02	6,000	
Herndon Ave	Temperance Ave	Locan Ave	M	0.80	211,100	
Herndon Ave	Tollhouse Rd	Temperance Ave	M	0.63	166,300	
Herndon Ave	Willow Ave	Villa Ave	M	0.95	251,800	*
Locan Ave	Barstow Ave	San Jose Ave	M	0.24	63,300	
Owens Mountain Pkwy	Temperance Ave	0	M	0.06	16,400	
Peach Ave	Fremont Ave	Paul Ave	M	0.20	52,600	*
Peach Ave	Herndon Ave	Fremont Ave	M	0.39	102,600	*
Peach Ave (East Side)	Sierra Ave	Vartikian Ave	M	0.11	30,300	*
Peach Ave and Sierra Ave and Villa Ave	Paul Ave	Menlo Ave	M	0.21	55,100	*
Shaw Ave	Locan Ave	Kaweah Ave	M	0.13	33,700	
Sierra Ave	Clovis Ave	Sunnyside Ave	M	0.26	69,400	*
Sierra Ave	Lind Ave	SR 168	M	0.13	33,400	*
Sierra Ave	SR 168	Clovis Ave	M	0.37	97,600	*
Temperance Ave	SR 168	Herndon Ave	M	0.35	93,200	
Tollhouse Rd	Stanford Ave	Herndon Ave	M	0.21	56,200	*
Weldon Elem School Streets	Sierra Ave	First St	M	0.13	35,400	*
Medium (M) Total				7.90	2,092,900	
Alluvial Ave	McArthur Ave	Temperance Ave	L	1.24	328,500	
Alluvial Ave	Peach Ave	Minnewawa Ave	L	0.38	101,900	
Alluvial Ave	Temperance Ave	De Wolf Ave	L	1.60	423,600	
Armstrong Ave	Cromwell Ave	Spruce Ave	L	0.58	152,700	
Armstrong Ave	SR 168	Herndon Ave	L	0.29	77,800	

CITY OF CLOVIS

Name	From	To	Priority	Length (miles) ¹	Cost (\$)	Disadv ²
Barstow Ave	Cole Ave	Sunnyside Ave	L	0.02	5,300	*
Bullard Ave	Ryan Ave	Locan Ave	L	0.06	15,400	
Cedarwood Elem School Local Streets	Coventry Ave	Locan Ave	L	0.38	99,400	
Clovis Ave	Shaw Ave	Pico Ave	L	0.27	70,800	*
De Wolf Ave	Ashlan Ave	Dakota Ave	L	0.26	70,000	
De Wolf Ave	Harlan Ranch Blvd	Owens Mountain Pkwy	L	0.48	126,900	
Fowler Ave	Nees Ave	Goshen Ave	L	0.11	29,400	
Leonard Ave	Ashlan Ave	Shields Ave	L	0.38	101,000	
Leonard Ave	Shaw Ave	Bullard Ave	L	1.02	270,400	
Locan Ave	Griffith Ave	Ramona Way	L	0.18	46,400	
Locan Ave	Herndon Ave	Bullard Ave	L	1.00	264,400	
Locan Ave	Powers Ave	Owens Mountain Pkwy	L	2.15	571,100	
Locan Ave	Shaw Ave	Alamos Ave	L	0.22	57,000	
Music Ave and Estabrook Ave	Bullard Ave	Russell Ave	L	0.06	17,100	*
Nees Ave	Armstrong Ave	Locan Ave	L	1.53	406,100	
Nees Ave	Joshua Ave	Owens Mountain Pkwy	L	0.31	83,000	
Nees Ave With Sunnyside Ave	Clovis Ave	Renn Ave	L	0.96	255,300	
Rall Ave	Woodworth Ave	Clovis Ave	L	0.22	58,400	*
San Jose Ave	De Wolf Ave	Leonard Ave	L	0.51	133,900	
Santa Ana Ave	Clovis Ave	Sierra Vista Pkwy	L	0.46	122,100	
Santa Ana Ave	Dewitt Ave	Clovis Ave	L	0.22	58,200	*
Sierra Ave	Adler Ave	Cindy Ave	L	0.03	7,300	*
Sierra Ave	SR 168	Oxford Ave	L	0.08	20,300	*
Sierra Ave (South Side)	Peach Ave	Villa Ave	L	0.12	32,000	*
Sierra Vista Pkwy	Sunnyside Ave	Gettysburge Ave	L	0.51	136,200	
Sunnyside Ave	Wrenwood Ave	Purvis Ave	L	0.13	34,900	*
Temperance Ave	Gettysburg Ave	Ashlan Ave	L	0.42	111,400	
Tollhouse Rd	Medical Center Dr	Locan Ave	L	0.13	33,800	
Villa Ave	Paul Ave	Sierra Ave	L	0.10	25,500	*
Low (L) Total				16.41	4,347,700	
Grand Total				33.41	8,852,600	

¹ Length is total of proposed facilities within segment

² Asterisk (*) indicates fully or partially within disadvantaged community

CITY OF COALINGA ACTIVE TRANSPORTATION PLAN

2017

Table E-1: Tier 1 Project Recommendations

PROJECT	LOCATION	START	END	DIR.
Class II Bike Lanes	Van Ness St/Washington St	Elm Ave	California St	
Class III Bicycle Boulevards	Sunset St	Polk St	Van Ness St	
Class II Buffered Bike Lanes	Elm Ave	Polk St	El Rancho Blvd	
Yellow High-Visibility Crosswalk	Sunset St - East	Van Ness St	-	N
Yellow High-Visibility Crosswalk	Sunset St - West	Washington St	-	W
Class III Bicycle Boulevards	4th St	Van Ness St	Ivy Ave	
Class III Bicycle Boulevards	Sunset St	Van Ness St	Cambridge Ave	
Study: Intersection Improvements	Van Ness St	Between Sunset St North and Sunset St South	-	
Curb ramp improvement	W Washington St*	Sunset St	-	NW
Pedestrian Refuge Island	W Washington St	Sunset Ave	-	
Study: Crossing with RRFB	W Washington St	Sunset Ave	-	
Future Studies	Polk St	Monterey Ave	Merced Ave	
Class III Bicycle Boulevards	California St	Polk St	Cambridge Ave	
Class III Bicycle Boulevards	Coalinga St	Southern terminus	Cambridge Ave	
Crosswalks	Ivy Ave	E Polk St	-	N
Crosswalks	N 1st St	W Elm Ave	-	N
Yellow High-Visibility Crosswalk	W Cherry Ln	W Elm Ave	-	N
Yellow High-Visibility Crosswalk	W Cherry Ln	W Elm Ave	-	S
Yellow High-Visibility Crosswalk	W Cherry Ln	W Elm Ave	-	W

NOTES	READ- INESS	SAFETY	ACTIVITY GENERATOR	MAIN- TENANCE	TOTAL SCORE	LENGTH (FEET)	COST ESTIMATE
	35	25	25	15	100	2710.1	\$5,400
Consider roundabout at 5th St/Birch Ave	35	25	25	15	100	2611.3	\$700
	35	25	25	15	100	8336.1	\$50,000
Existing faded transverse markings	35	16	25	15	91	54.0	\$1,100
Existing faded transverse markings	35	16	25	15	91	76.9	\$1,600
	35	16	25	15	91	3354.2	\$800
	35	16	25	15	91	2603.5	\$700
Chaotic close-set and irregular intersections, very challenging at school dismissal	35	25	25	0	85	-	\$20,000
	35	25	25	0	85	-	\$1,000
	35	25	25	0	85	-	\$15,000
	35	25	25	0	85	-	\$20,000
	35	25	25	0	85	8474.9	\$20,000
	35	8	25	15	83	5281.3	\$1,300
	35	8	25	15	83	7921.1	\$2,000
	35	8	25	15	83	96.6	\$700
	35	8	25	15	83	110.7	\$800
	35	8	25	15	83	73.8	\$1,500
	35	8	25	15	83	69.5	\$1,400
	35	8	25	15	83	81.4	\$1,700

Table E-2: Tier 2 Project Recommendations

PROJECT	LOCATION	START	END	DIR.
Class II Bike Lanes	Cambridge Ave	Elm Ave	Monterey Ave	
Class II Bike Lanes	Forest Ave	Houston St	Truman Ln	
Class III Bicycle Boulevards	N 6th St	Sunset St	E Polk St	
Class III Bicycle Boulevards	Harvard Ave	Monterey Ave	California St	
Yellow High-Visibility Crosswalk	Cambridge Ave	400ft West of Falcon Ln	-	S
Yellow High-Visibility Crosswalk	Cambridge Ave	200ft West of Falcon Ln	-	S
Yellow High-Visibility Crosswalk	California St	Yale Ave	-	N
Yellow High-Visibility Crosswalk	Harvard Ave	California St	-	N
Yellow High-Visibility Crosswalk	Cornell Ave	California St	-	N
Yellow High-Visibility Crosswalk	Mountain View Pl	Baker St	-	W
Yellow High-Visibility Crosswalk	Baker St Driveway	Mountain View Pl	-	
Yellow High-Visibility Crosswalk	Sunset St	Baker St	-	W
Yellow High-Visibility Crosswalk	Baker St	Sunset St	-	S
Yellow High-Visibility Crosswalk	Sunset St	375ft North of Baker St	-	N
Yellow High-Visibility Crosswalk	Sunset St	875ft North of Baker St	-	
Yellow High-Visibility Crosswalk	Cambridge Ave	Sunset St	-	W
Yellow High-Visibility Crosswalk	Sunset St	Cambridge Ave	-	S
Yellow High-Visibility Crosswalk	Cambridge Ave	Sunset St	-	E
Yellow High-Visibility Crosswalk	Sunset St	Cambridge Ave	-	N
Yellow High-Visibility Crosswalk	Monroe St	Coalinga St	-	W

NOTES	READ- INESS	SAFETY	ACTIVITY GENERATOR	MAIN- TENANCE	TOTAL SCORE	LENGTH (FEET)	COST ESTIMATE
Stripe right side of bike lane	35	0	25	15	75	5293.8	\$10,600
Alternate route to SR 198/33; 60' curb to curb.	35	0	25	15	75	4762.9	\$9,500
	35	0	25	15	75	2261.8	\$600
	35	0	25	15	75	1990.4	\$500
	35	0	25	15	75	35.2	\$700
	35	0	25	15	75	38.8	\$800
	35	0	25	15	75	36.2	\$700
	35	0	25	15	75	36.4	\$700
	35	0	25	15	75	39.9	\$800
	35	0	25	15	75	41.8	\$900
	35	0	25	15	75	21.1	\$400
	35	0	25	15	75	52.9	\$1,100
	35	0	25	15	75	40.4	\$800
	35	0	25	15	75	33.8	\$700
	35	0	25	15	75	38.5	\$800
	35	0	25	15	75	65.4	\$1,300
	35	0	25	15	75	43.1	\$900
	35	0	25	15	75	58.6	\$1,200
	35	0	25	15	75	46.9	\$1,000
	35	0	25	15	75	48.0	\$1,000

Table E-2: Tier 2 Project Recommendations continued

PROJECT	LOCATION	START	END	DIR.
Yellow High-Visibility Crosswalk	Coalinga St	Jackson St	-	N
Yellow High-Visibility Crosswalk	Van Ness St	130ft West of Birch Ave	-	
Yellow High-Visibility Crosswalk	Van Ness St	Third St	-	W
Class III Bicycle Boulevards	California St	Washington St	Cambridge Ave	
Class III Bicycle Boulevards	Ivy Ave	S 4th St	Hayes St	
Class III Bicycle Boulevards	Hayes St	Ivy Ave	Hoover St	
Class III Bicycle Boulevards	Hoover St	Hayes St	N Garfield St	
Class III Bicycle Boulevards	N Garfield St	Hoover St	Roosevelt St	
Crosswalks	W Polk St	S Princeton Ave		E
Yellow High-Visibility Crosswalk	Monroe St	Coalinga St		N
Yellow High-Visibility Crosswalk	Monroe St	Coalinga St		E
Yellow High-Visibility Crosswalk	Monroe St	Coalinga St		S
School Assembly Sign	Cambridge Ave	500 ft West of Falcon Wy	-	
School Assembly Sign	Baker St	Mountain View Pl	-	N
School Assembly Sign	Baker St	Mountain View Pl	-	S
School Assembly Sign	California St	University Ave	-	E
School Assembly Sign	California St	University Ave	-	W
School Assembly Sign	California St	Yale Ave	-	E
School Assembly Sign	California St	Yale Ave	-	W
School Assembly Sign	California St	Harvard Ave	-	E
School Assembly Sign	California St	Harvard Ave	-	W
School Assembly Sign	California St	Cornell Ave	-	E
School Assembly Sign	California St	Cornell Ave	-	W
School Assembly Sign	Sunset St	Baker St - South	-	E
School Assembly Sign	Sunset St	Baker St - South	-	W
School Assembly Sign	Sunset St	Baker St - North	-	W

NOTES	READ- INESS	SAFETY	ACTIVITY GENERATOR	MAIN- TENANCE	TOTAL SCORE	LENGTH (FEET)	COST ESTIMATE
	35	0	25	15	75	41.0	\$800
Existing faded transverse markings	35	0	25	15	75	47.6	\$1,000
Existing faded irregular crosswalk markings	35	0	25	15	75	44.5	\$900
	35	0	25	15	75	2611.4	\$700
	35	0	25	15	75	204.5	\$100
	35	0	25	15	75	57.7	\$100
	35	0	25	15	75	1454.9	\$400
	35	0	25	15	75	754.6	\$200
	35	0	25	15	75	47.0	\$400
	35	0	25	15	75	48.6	\$1,000
	35	0	25	15	75	49.5	\$1,000
	35	0	25	15	75	47.9	\$1,000
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500

Table E-2: Tier 2 Project Recommendations continued

PROJECT	LOCATION	START	END	DIR.
School Assembly Sign	Sunset St	Baker St - North	-	N
School Assembly Sign	Sunset St	425ft North of Baker St	-	E
School Assembly Sign	Sunset St	425ft North of Baker St	-	W
School Assembly Sign	Cambridge Ave	Parking Lot Entrance - East	-	E
School Assembly Sign	Cambridge Ave	Parking Lot Entrance - East	-	W
School Assembly Sign	Cambridge Ave	Parking Lot Entrance - West	-	W
School Assembly Sign	Cambridge Ave	150ft East of Sunset St	-	S
School Assembly Sign	California St	Baker St	-	S
School Assembly Sign	Sunset St	Baker St - North	-	N
School Assembly Sign	Cambridge Ave	300ft East of Falcon Ln	-	N
School Assembly Sign	California St	100ft South of Adams St	-	E
School Assembly Sign	California St	100ft South of Adams St	-	W
Crosswalks	N Garfield St	E Polk St	-	N
Crosswalks	E Polk St	N Garfield St	-	E
Crosswalks	N Garfield St	E Polk St	-	S
Crosswalks	E Polk St	N Garfield St	-	W
Crosswalks	Hayes St	E Polk St	-	N
Crosswalks	E Polk St	Hayes St	-	E
Crosswalks	Hayes St	E Polk St	-	S
Crosswalks	S 5th St	E Polk St	-	N
Crosswalks	E Polk St	W Elm Ave	-	N
Crosswalks	W Elm Ave	E Polk St	-	E
Crosswalks	E Polk St	W Elm Ave	-	S
Crosswalks	W Elm Ave	E Polk St	-	W
Crosswalks	N 7th St	W Elm Ave	-	N
Crosswalks	W Elm Ave	N 7th St	-	E
Crosswalks	N 7th St	W Elm Ave	-	S
Crosswalks	W Elm Ave	N 7th St	-	W

NOTES	READ- INESS	SAFETY	ACTIVITY GENERATOR	MAIN- TENANCE	TOTAL SCORE	LENGTH (FEET)	COST ESTIMATE
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
Sign - "Exit Only"	35	0	25	15	75	-	\$500
Sign - Right turn only during school hours	35	0	25	15	75	-	\$500
Sign - "One Way" with arrow	35	0	25	15	75	-	\$500
Sign - School Zone	35	0	25	15	75	-	\$500
Sign - School Zone	35	0	25	15	75	-	\$500
Sign - School Zone	35	0	25	15	75	-	\$500
Sign - School Zone	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	-	\$500
	35	0	25	15	75	62.5	\$500
	35	0	25	15	75	65.1	\$500
	35	0	25	15	75	61.2	\$500
	35	0	25	15	75	63.9	\$500
	35	0	25	15	75	65.1	\$500
	35	0	25	15	75	62.9	\$500
	35	0	25	15	75	66.2	\$500
	35	0	25	15	75	135.2	\$1,000
	35	0	25	15	75	98.7	\$700
	35	0	25	15	75	104.6	\$800
	35	0	25	15	75	117.2	\$900
	35	0	25	15	75	124.4	\$900
	35	0	25	15	75	76.6	\$600
	35	0	25	15	75	74.2	\$600
	35	0	25	15	75	75.3	\$600
	35	0	25	15	75	76.0	\$600

Table E-2: Tier 2 Project Recommendations continued

PROJECT	LOCATION	START	END	DIR.
Crosswalks	N 6th St	W Elm Ave	-	N
Crosswalks	W Elm Ave	N 6th St	-	E
Crosswalks	N 6th St	W Elm Ave	-	S
Crosswalks	W Elm Ave	N 6th St	-	W
Crosswalks	N 5th St	W Elm Ave	-	N
Crosswalks	W Elm Ave	N 5th St	-	E
Crosswalks	N 5th St	W Elm Ave	-	S
Crosswalks	W Elm Ave	N 5th St	-	W
Crosswalks	N 4th St	W Elm Ave	-	N
Crosswalks	W Elm Ave	N 4th St	-	E
Crosswalks	N 4th St	W Elm Ave	-	S
Crosswalks	W Elm Ave	N 4th St	-	W
Crosswalks	N 3rd St	W Elm Ave	-	N
Crosswalks	W Elm Ave	N 3rd St	-	E
Crosswalks	N 3rd St	W Elm Ave	-	S
Crosswalks	W Elm Ave	N 3rd St	-	W
Crosswalks	N 2nd St	W Elm Ave	-	N
Crosswalks	W Elm Ave	N 2nd St	-	E
Crosswalks	N 2nd St	W Elm Ave	-	S
Crosswalks	W Elm Ave	N 2nd St	-	W
Yellow High-Visibility Crosswalk	Walnut Ave	W Elm Ave	-	N
Yellow High-Visibility Crosswalk	Adams St	Sunset St	-	N
Yellow High-Visibility Crosswalk	Adams St	Sunset St	-	S
Yellow High-Visibility Crosswalk	Sunset St	Adams St	-	W
Yellow High-Visibility Crosswalk	California St	Adams St	-	N
Yellow High-Visibility Crosswalk	Adams St	California St	-	E

NOTES	READ- INESS	SAFETY	ACTIVITY GENERATOR	MAIN- TENANCE	TOTAL SCORE	LENGTH (FEET)	COST ESTIMATE
	35	0	25	15	75	71.0	\$500
	35	0	25	15	75	66.6	\$500
	35	0	25	15	75	73.8	\$600
	35	0	25	15	75	70.2	\$500
	35	0	25	15	75	78.0	\$600
	35	0	25	15	75	66.4	\$500
	35	0	25	15	75	78.9	\$600
	35	0	25	15	75	72.5	\$500
	35	0	25	15	75	69.7	\$500
	35	0	25	15	75	81.6	\$600
	35	0	25	15	75	79.2	\$600
	35	0	25	15	75	83.7	\$600
	35	0	25	15	75	82.0	\$600
	35	0	25	15	75	79.7	\$600
	35	0	25	15	75	85.1	\$600
	35	0	25	15	75	79.3	\$600
	35	0	25	15	75	84.2	\$600
	35	0	25	15	75	82.7	\$600
	35	0	25	15	75	84.0	\$600
	35	0	25	15	75	86.6	\$600
	35	0	25	15	75	72.7	\$1,500
	35	0	25	15	75	52.1	\$1,100
	35	0	25	15	75	52.1	\$1,100
	35	0	25	15	75	60.8	\$1,200
	35	0	25	15	75	64.2	\$1,300
	35	0	25	15	75	57.3	\$1,200

Table E-2: Tier 2 Project Recommendations continued

PROJECT	LOCATION	START	END	DIR.
Yellow High-Visibility Crosswalk	California St	Adams St	-	S
Yellow High-Visibility Crosswalk	Adams St	California St	-	W
Crosswalks	California St	W Jefferson St	-	N
Crosswalks	W Jefferson St	California St	-	E
Crosswalks	California St	W Jefferson St	-	S
Crosswalks	W Jefferson St	California St	-	W
Curb extension	Elm Ave	Cherry Ln	-	

NOTES	READ- INESS	SAFETY	ACTIVITY GENERATOR	MAIN- TENANCE	TOTAL SCORE	LENGTH (FEET)	COST ESTIMATE
	35	0	25	15	75	62.1	\$1,300
	35	0	25	15	75	59.5	\$1,200
	35	0	25	15	75	64.3	\$500
	35	0	25	15	75	48.6	\$400
	35	0	25	15	75	64.3	\$500
	35	0	25	15	75	46.9	\$400
	35	13	25	0	73	-	\$20,000

Table E-3: Tier 3 Project Recommendations

PROJECT	LOCATION	START	END	DIR.
Sidewalks	E Polk St*	S Barker St	100ft East of S Alfred St	S
Crosswalks	N Hachman St	E Polk St	-	N
Crosswalks	E Polk St	N Hachman St	-	E
Crosswalks	N Hachman St	E Polk St	-	S
Crosswalks	E Polk St	N Hachman St	-	W
Yellow High-Visibility Crosswalk	E Cherry Ln	W Elm Ave	-	E
Class II Bike Lanes	Monterey Ave	Polk St	Washington St	
Sidewalks	Baker St*	California St	Sunset St	S
Crosswalks	Pine St	E Polk St	-	N
Crosswalks	California St	Madison St	-	N
Crosswalks	Madison St	California St	-	E
Crosswalks	California St	Madison St	-	S
Crosswalks	Madison St	California St	-	W
Crosswalks	California St	Monroe St	-	N
Crosswalks	Monroe St	California St	-	E
Crosswalks	California St	Monroe St	-	S
Crosswalks	Monroe St	California St	-	W
Crosswalks	Fresno St	Monroe St	-	N
Crosswalks	Monroe St	Fresno St	-	E
Crosswalks	Fresno St	Monroe St	-	S
Crosswalks	Monroe St	Fresno St	-	W
Sidewalks	Elm Ave*	45ft South of Walnut Ave	330ft South of Walnut Ave	W
Sidewalks	Coalinga St*	Tyler St	Driveway South of Monroe St	W
Sidewalks	Garfield St*	Polk St	100ft North of Valley St	E

NOTES	READ- INESS	SAFETY	ACTIVITY GENERATOR	MAIN- TENANCE	TOTAL SCORE	LENGTH (FEET)	COST ESTIMATE
	35	8	25	0	68	247.4	\$18,600
	35	8	10	15	68	66.2	\$500
	35	8	10	15	68	66.2	\$500
	35	8	10	15	68	69.4	\$500
	35	8	10	15	68	69.4	\$500
	35	8	10	15	68	56.4	\$1,200
Stripe right side of bike lane where on-street parking is present	35	0	10	15	60	2656.1	\$5,300
	35	0	25	0	60	501.9	\$37,600
	35	0	10	15	60	69.4	\$500
	35	0	10	15	60	57.3	\$400
	35	0	10	15	60	57.3	\$400
	35	0	10	15	60	60.8	\$500
	35	0	10	15	60	55.7	\$400
	35	0	10	15	60	64.3	\$500
	35	0	10	15	60	59.1	\$400
	35	0	10	15	60	64.2	\$500
	35	0	10	15	60	57.4	\$400
	35	0	10	15	60	54.7	\$400
	35	0	10	15	60	49.5	\$400
	35	0	10	15	60	58.2	\$400
	35	0	10	15	60	49.6	\$400
	35	0	25	0	60	290.9	\$21,800
	35	0	25	0	60	531.4	\$39,900
	35	0	25	0	60	175.8	\$13,200

Table E-3: Tier 3 Project Recommendations continued

PROJECT	LOCATION	START	END	DIR.
Yellow High-Visibility Crosswalk	Monterey Ave	Monroe St	-	E
Sidewalks	E Polk St*	S 5th St	100ft East of Hayes St	N
Sidewalks	E Polk St*	W Glenn Ave	230ft East of S 6th St	N
Sidewalks	E Polk St	200ft West of W Glenn Ave	60ft East of S 6th St	S
Sidewalks	E Polk St/W Hawthorne St*	S Barker St	80ft North of E Polk St	N
Study: Stop Control	Polk St	Coalinga St	-	
Study: Crossing with RRFB	Phelps Ave	Hannah Ave	-	E
Study: Crossing with RRFB	Polk St	Garfield St	-	E
Study: Crossing with RRFB	Polk St	Princeton Ave	-	E
Curb ramp improvement	Sunset St	Adams St	-	E
Curb ramp improvement	W Washington St*	E Birch Ave	-	NW
Install curb ramp	W Washington St*	E Birch Ave	-	SW
Curb ramp improvement	W Washington St*	N 3rd St	-	NE
Curb ramp improvement	W Washington St*	N 3rd St	-	NW
Study: Crossing with RRFB	W Polk St	S Princeton Ave	-	
Curb extension	W Polk St	S Princeton Ave	-	
Study: Crossing with RRFB	Elm Ave	E Walnut Ave	-	
Study: Crossing with RRFB	E Polk St	W Glenn Ave	-	
Study: Intersection Improvements	E Polk St	S 5th St	-	
Study: Crossing with RRFB	Elm Ave	N 6th St	-	
Study: Crossing with RRFB	Elm Ave	N 5th St	-	
Study: Crossing with RRFB	Elm Ave	N 4th St	-	
Curb extension	Elm Ave	Polk St	-	
Curb extension	Sunset St	Baker St	-	
Curb extension	Sunset Ave	Harvard Ave	-	
Curb extension	Sunset Ave	Cornell Ave	-	

NOTES	READ- INESS	SAFETY	ACTIVITY GENERATOR	MAIN- TENANCE	TOTAL SCORE	LENGTH (FEET)	COST ESTIMATE
	35	0	10	15	60	58.2	\$1,200
	35	0	25	0	60	85.1	\$6,400
	35	0	25	0	60	215.3	\$16,100
	35	0	25	0	60	248.3	\$18,600
	35	0	25	0	60	134.2	\$10,100
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
Curb Ramp	35	0	25	0	60	-	\$1,000
	35	0	25	0	60	-	\$1,000
	35	0	25	0	60	-	\$3,500
	35	0	25	0	60	-	\$1,000
	35	0	25	0	60	-	\$1,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000

Table E-3: Tier 3 Project Recommendations continued

PROJECT	LOCATION	START	END	DIR.
Curb extension	Sunset Ave	Cambridge Ave	-	
Study: Crossing with RRFB	Cambridge Ave	Coalinga Middle School	-	
Study: Crossing with RRFB	Elm Ave	Cambridge Ave	-	
Future Spot Study	Elm Ave	Polk St	-	
Future Spot Study	Elm Ave	Cambridge Ave	-	
Crosswalks	W Phelps Ave	W Elm Ave	-	S
Crosswalks	El Rancho Blvd	W Elm Ave	-	S
Crosswalks	W Elm St	Truman St	-	W
Crosswalks	Truman St	W Elm St	-	E
Class III Bicycle Boulevards	Merced Ave	Polk St/Jayne Ave	Lucille Ave	
Class II Bike Lanes	Washington St	Monterey Ave	California St	
High-Visibility Crosswalk	San Simeon Ln	Posa Chanet Blvd	-	N
Sidewalks	Sunset St*	100ft South of Cambridge Ave	-	W
Sidewalks	California St*	College Ave	University Ave	W
Sidewalks	California St	150ft North of Yale Ave	190ft North of Yale Ave	E
Study: Crossing with RRFB	Elm Ave	Pacific St	-	
Future Spot Study	Polk St	Monterey Ave	-	
Curb extension	E Elm Ave	N Truman St	-	
Study: Crossing with RRFB	E Elm Ave	Baker St	-	
Curb extension	E Elm Ave	Baker St	-	
Pedestrian Refuge Island	E Elm Ave	Baker St	-	
Study: Crossing with RRFB	E Polk St	Pine St	-	
Study: Crossing with RRFB	California St	Washington St	-	
Stencil Arrows	Access Rd South of Cambridge Ave	Sunset St	200ft South of Cambridge Ave	
School Assembly Sign	Access Road - Parking Lot	Cambridge Ave	-	
Sidewalks	E Polk St/Jayne Ave	650ft East of Enterprise Pkwy	Wartham Creek	N

NOTES	READ- INESS	SAFETY	ACTIVITY GENERATOR	MAIN- TENANCE	TOTAL SCORE	LENGTH (FEET)	COST ESTIMATE
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	25	0	60	-	\$20,000
	35	0	0	15	50	90.2	\$700
	35	0	0	15	50	90.8	\$700
	35	0	0	15	50	74.8	\$600
	35	0	0	15	50	55.3	\$400
	35	0	0	15	50	2641.9	\$700
Stripe right side of existing bike lanes	35	0	0	15	50	2001.6	\$4,000
	35	0	0	15	50	58.8	\$1,200
	25	0	25	0	50	537.2	\$40,300
	25	0	25	0	50	261.4	\$19,600
Curb ramp	25	0	25	0	50	40.5	\$3,000
	35	13	0	0	48	-	\$20,000
	35	0	10	0	45	-	\$20,000
	35	0	10	0	45	-	\$20,000
	35	0	10	0	45	-	\$20,000
	35	0	10	0	45	-	\$20,000
	35	0	10	0	45	-	\$15,000
	35	0	10	0	45	-	\$20,000
	35	0	10	0	45	-	\$20,000
"One Way" east/north bound	0	0	25	15	40	751.5	\$100
Sign - Do Not Enter/Wrong Way	0	0	25	15	40	-	\$500
	35	0	0	0	35	5995.6	\$449,700

Table E-3: Tier 3 Project Recommendations continued

PROJECT	LOCATION	START	END	DIR.
Sidewalks	E Polk St/Jayne Ave	650ft East of Enterprise Pkwy	S Thompson St	S
Sidewalks	El Rancho Blvd	Elm Ave	400ft West of Elm Ave	S
Sidewalks	Elm Ave	El Rancho Blvd	Phelps Ave	W
Sidewalks	Elm Ave	Phelps Ave	40ft South of Stop Line	W
Sidewalks	Baker St*	Lincoln St	Grant St	N
Sidewalks	Tompson St*	Polk St	90ft South of Polk St	E
Sidewalks	Pleasant St*	120ft East of Garfield St	170ft East of Garfield St	N
Sidewalks	Pleasant St*	160ft West of Tompson St	260ft West of Tompson St	N
Sidewalks	Garfield St*	Valley St	Alley South of Valley St	E
Sidewalks	Baker St*	Buchanan St	100ft West of Buchanan St	S
Sidewalks	Harvard Ave	85ft West of California St	150ft West of California St	S
Sidewalks	Harvard Ave*	140ft East of Fresno St	230ft East of Fresno St	S
Sidewalks	Baker St	Lincoln St	Alley West of Lincoln St	S
Sidewalks	Cherry Ln*	School Rd	225ft West of School Rd	N
Sidewalks	Adams St*	Fresno St	Murietta Way	S
Study: Stop Control	Washington St	Coalinga St	-	
Curb ramp improvement	S Coalinga St	W Pleasant St	-	NW
Curb ramp improvement	S Coalinga St	W Pleasant St	-	SW
Curb ramp improvement	S Coalinga St	W Pleasant St	-	NE
Curb ramp improvement	S Coalinga St	W Pleasant St	-	SE
Study: Crossing with RRFB	E Polk St/Jayne Ave	Willow Springs Ave	-	
Study: Crossing with RRFB	E Polk St/Jayne Ave	S Merced Ave	-	
Curb extension	Elm Ave	South of Truman St	-	
Study: Crossing with RRFB	Elm Ave	Phelps Ave	-	

NOTES	READ- INESS	SAFETY	ACTIVITY GENERATOR	MAIN- TENANCE	TOTAL SCORE	LENGTH (FEET)	COST ESTIMATE
	35	0	0	0	35	6411.1	\$480,800
	35	0	0	0	35	366.7	\$27,500
	35	0	0	0	35	863.4	\$64,800
	35	0	0	0	35	43.6	\$3,300
	35	0	0	0	35	321.3	\$24,100
	35	0	0	0	35	60.9	\$4,600
	35	0	0	0	35	48.1	\$3,600
	35	0	0	0	35	96.0	\$7,200
	35	0	0	0	35	129.6	\$9,700
	35	0	0	0	35	79.4	\$6,000
	35	0	0	0	35	65.6	\$4,900
	35	0	0	0	35	85.2	\$6,400
	35	0	0	0	35	151.3	\$11,300
	35	0	0	0	35	263.1	\$19,700
	35	0	0	0	35	192.8	\$14,500
	35	0	0	0	35	-	\$20,000
	35	0	0	0	35	-	\$1,000
	35	0	0	0	35	-	\$1,000
	35	0	0	0	35	-	\$1,000
	35	0	0	0	35	-	\$1,000
	35	0	0	0	35	-	\$20,000
	35	0	0	0	35	-	\$20,000
	35	0	0	0	35	-	\$20,000
	35	0	0	0	35	-	\$20,000

Table E-3: Tier 3 Project Recommendations continued

PROJECT	LOCATION	START	END	DIR.
Study: Crossing with RRFB	Elm Ave	El Rancho Blvd	-	
Future Spot Study	Elm Ave	Merced Ave	-	
Future Spot Study	Elm Ave	Phelps Ave	-	
Future Spot Study	Elm Ave	El Rancho Blvd	-	
Sidewalks	Cherry Ln*	500ft East of Elm Ave	575ft East of Elm Ave	N
Sidewalks	California St*	College Ave	Alley South of College Ave	W
Sidewalk	Access Rd South of Cambridge Ave	Sunset St	East terminus of Access Rd	
Sidewalk	Loading Driveway	Sunset St	California St	
School Site Improvements: Parking	Access Rd South of Cambridge Ave	Sunset St	325ft East of Sunset St	
School Site Improvements: Access	California St	Adams St	100ft South of Adams St	W
School Site Improvements: Access	California St	Adams St	-	W

NOTES	READ- INESS	SAFETY	ACTIVITY GENERATOR	MAIN- TENANCE	TOTAL SCORE	LENGTH (FEET)	COST ESTIMATE
	35	0	0	0	35	-	\$20,000
	35	0	0	0	35	-	\$20,000
	35	0	0	0	35	-	\$20,000
	35	0	0	0	35	-	\$20,000
	25	0	0	0	25	69.2	\$5,200
	25	0	0	0	25	120.6	\$9,000
Drainage impacts? DG path?	0	0	25	0	25	435.5	\$32,700
8 feet wide	0	0	25	0	25	471.6	\$35,400
Pave unpaved area	0	0	25	0	25	323.6	\$24,300
Path to access classrooms	0	0	25	0	25	64.6	\$4,800
Relocate access gate to corner	0	0	25	0	25	-	\$1,000

CITY OF SELMA ACTIVE TRANSPORTATION PLAN

2017

APPENDIX D: COST ESTIMATES

Project priorities were developed as discussed in Chapter 5, Implementation. Cost estimates are based on unit costs provided in Chapter 5. All project cost estimates are high-level, and more detailed study of individual project will be required to refine them. Land acquisition costs are not included. Specific costs will vary based on local conditions.

TABLE D-1: BICYCLE PROJECTS

Roadway	Segment	Type	Facility Length (miles)	Cost*	High Priority
Dinuba Ave	Golden St Blvd to Ditch St	Class II Bikeway (Buffered Bike Lane)	4.80	\$924,000	High
Dinuba Ave	Ditch St to SOI	Class II Bikeway (Bike Lane)	2.26	\$395,500	
*Golden St Blvd/ Front St	SOI to 2nd St	Class I Bikeway (Bike Path)	2.93	\$3,662,500	
*Golden St Blvd	Todd Ave to SOI	Class I Bikeway (Bike Path)	0.56	\$700,000	
*Front St/Golden State Blvd	Golden St Blvd to 2nd St	Class II Bikeway (Bike Lane)	2.62	\$458,500	
*Golden St Blvd	2nd St to Todd Ave	Class II Bikeway (Bike Lane)	0.72	\$126,000	
Highland Ave	Dinuba Ave to Nebraska Ave	Class II Bikeway (Bike Lane)	4.04	\$707,000	
Thompson Ave	Dinuba Ave to Rose Ave	Class II Bikeway (Bike Lane)	2.98	\$521,500	High
Wright St	Dinuba Ave to Northhill St	Class III Bikeway (Bike Route)	0.56	\$5,600	
Wright St	Northhill St to Floral Ave	Class II Bikeway (Bike Lane)	1.98	\$346,500	
McCall Ave	Dinuba Ave to 2nd St	Class II Bikeway (Bike Lane)	3.14	\$549,500	High
Mill St	2nd St to Orange Ave	Class II Bikeway (Bike Lane)	0.32	\$56,000	High
Orange Ave	Mill St to Dinuba Ave	Class I Bikeway (Bike Path)	1.82	\$2,275,000	High
Orange Ave	Oak St to Dinuba Ave	Class IV Bikeway (Separated Bikeway)	0.92	\$299,000	
Nelson Blvd	Highland Ave to Thompson Ave	Class II Bikeway (Bike Lane)	0.96	\$168,000	
Northhill St	Thompson Ave to McCall Ave	Class III Bikeway (Bike Route)	1.00	\$10,000	
Nelson Blvd	McCall Ave to Orange Ave	Class II Bikeway (Bike Lane)	1.22	\$213,500	
Huntsman Ave/Lee St	Thompson Ave to Barbara St	Class III Bikeway (Bike Route)	1.06	\$10,600	
Barbara St	Wright St to McCall Ave	Class II Bikeway (Bike Lane)	0.50	\$87,500	
Floral Ave	Highland Ave to Dockery Ave	Class II Bikeway (Bike Lane)	3.00	\$525,000	

Art Gonzalez Pkwy	Pioneer Village to Highland Ave	Class III Bikeway (Bike Route)	0.22	\$2,200	
Dockery Ave	Floral Ave to Rose Ave	Class III Bikeway (Bike Route)	1.02	\$10,200	
Stillman St	McCall Ave to Dockery Ave	Class III Bikeway (Bike Route)	1.00	\$10,000	
Rose Ave	Highland Ave to Thompson Ave	Class III Bikeway (Bike Route)	1.00	\$10,000	
Rose Ave	Orange Ave to SOI	Class II Bikeway (Bike Lane)	3.52	\$616,000	
Mitchell Ave	Rose Ave to Nebraska Ave	Class III Bikeway (Bike Route)	1.00	\$10,000	
Nebraska Ave	Highland to Thompson	Class II Bikeway (Bike Lane)	1.08	\$189,000	
2nd St	Nebraska Ave to Front St	Class II Bikeway (Bike Lane)	0.98	\$171,500	High
2nd St	Front St to McCall Ave	Class III Bikeway (Bike Route)	0.24	\$2,400	High
Pine St/Thompson Ave	Mitchell Ave to Valley View St	Class III Bikeway (Bike Route)	1.80	\$18,000	
Valley View St	Thompson Ave to McCall Ave	Class II Bikeway (Bike Lane)	0.98	\$171,500	
McCall Ave/3rd St	Blaine Ave to Mill St	Class II Bikeway (Bike Lane)	1.34	\$234,500	

*Being developed as part of regional priorities

TABLE D-2: SIDEWALK PROJECTS

Planning Zone	Facility Length (feet)	Cost	High Priority
1	5,220	\$235,000	
2	1,950	\$88,000	
3	1,860	\$84,000	
4	6,900	\$311,000	High
5	7,990	\$360,000	High
6	2,790	\$126,000	
7	2,520	\$113,000	
8	3,160	\$142,000	High

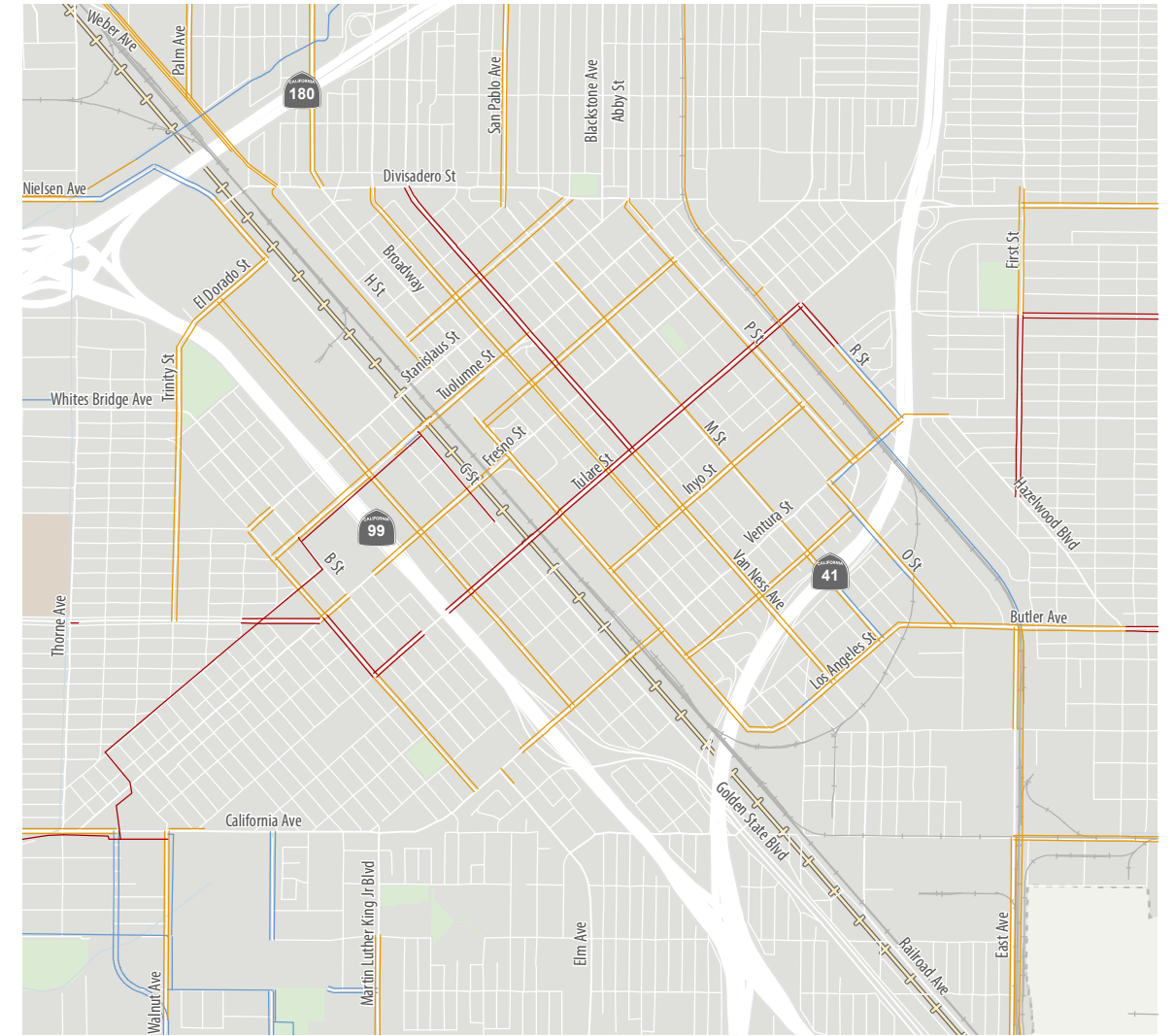
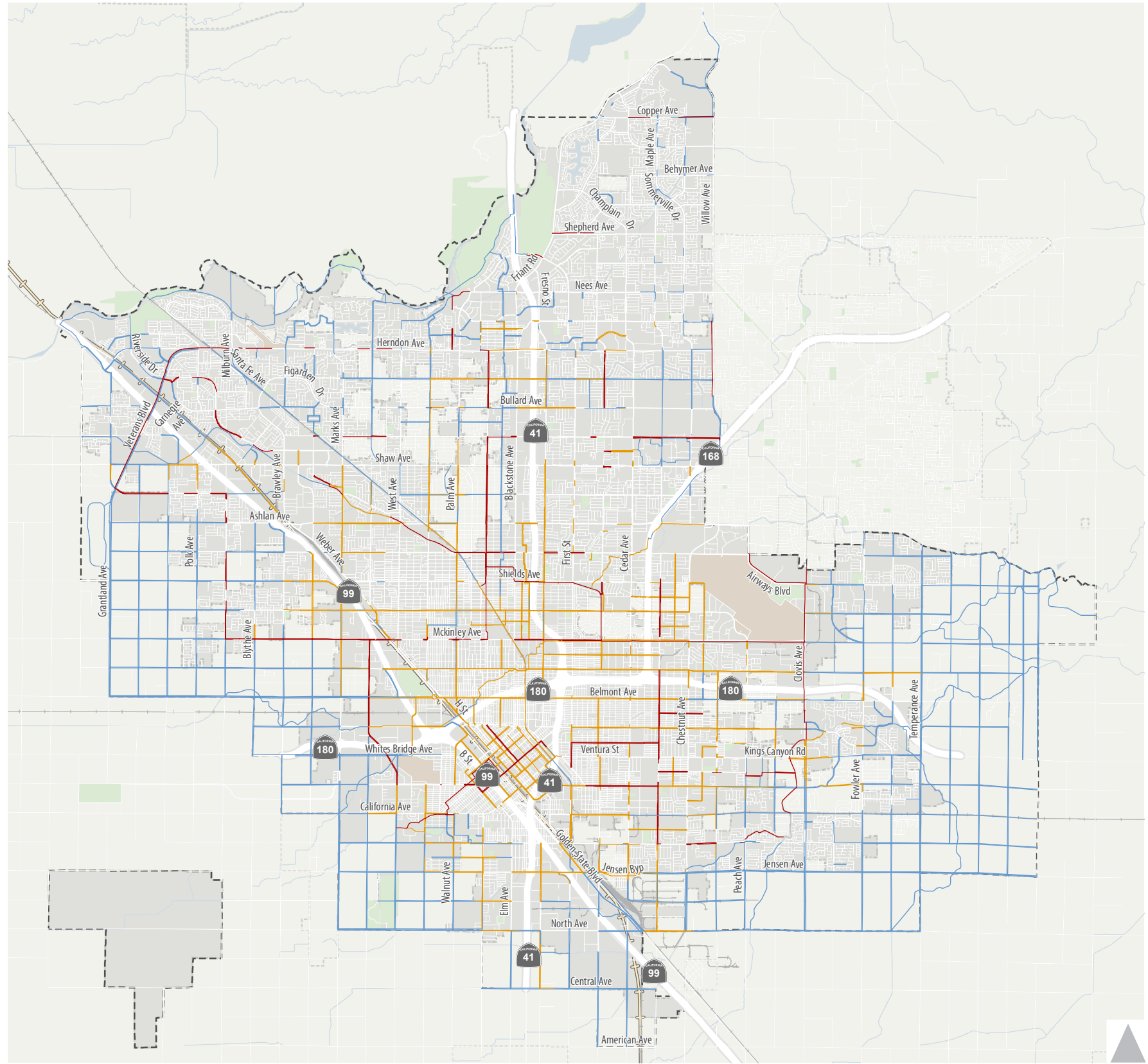
TABLE D-3: INTERSECTION PROJECTS

Intersection	Improvement	Cost	High Priority
2nd St/SR 99 Ramps	Improve Crossings	\$1,000,000	High
3rd St/W Front St/McCall Ave	Reconfigure pedestrian crossings at irregular intersections	\$300,000	
3rd St/Grove St/ Mill St/Keith St	Reconfigure pedestrian crossings irregular intersections	\$300,000	High
McCall Ave/Nelson Blvd	Improve Crossings	\$25,000	

*Specific costs will vary based on local conditions. Actual design of the crossing treatment will require additional study and should meet MUTCD standards.

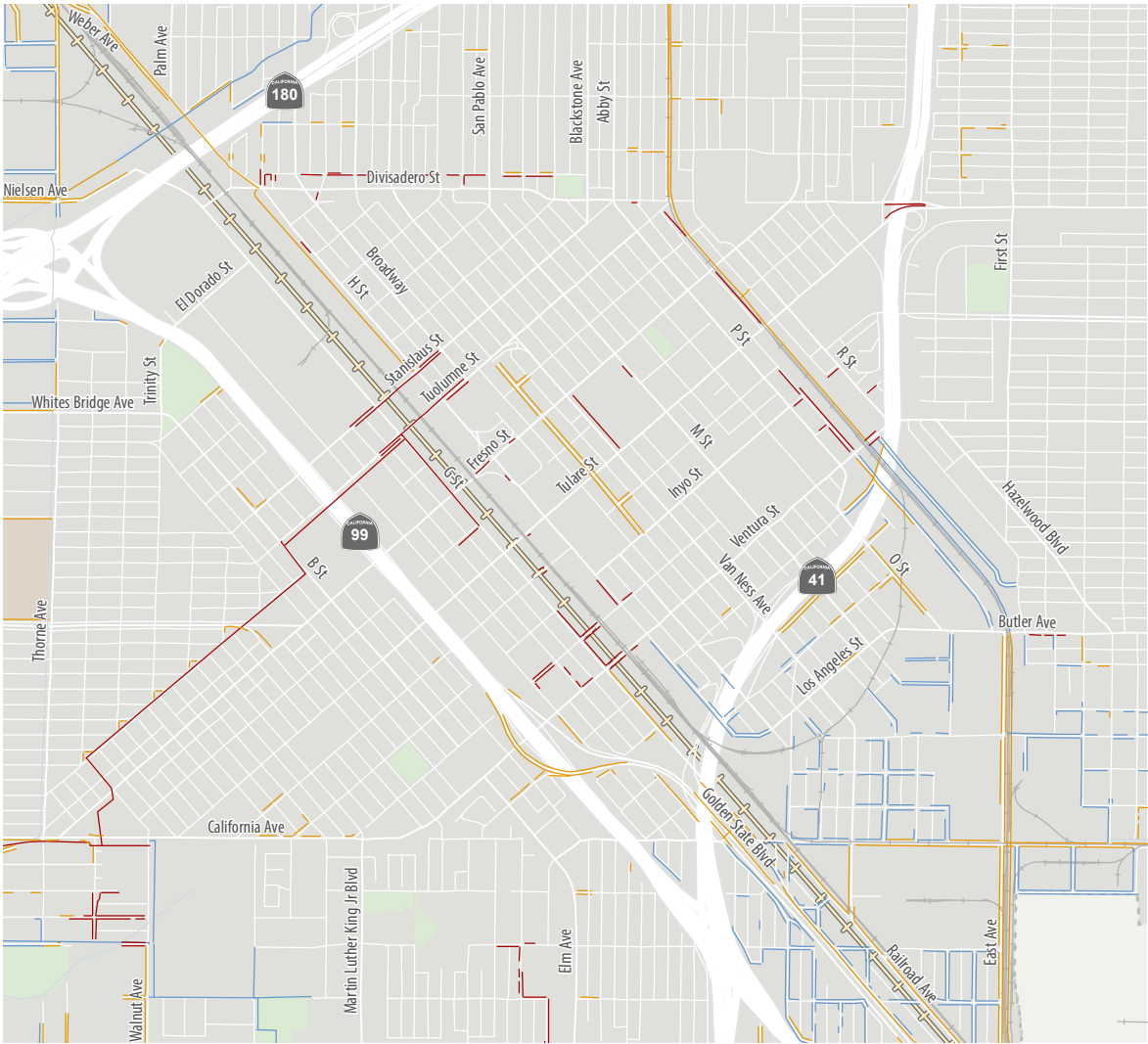
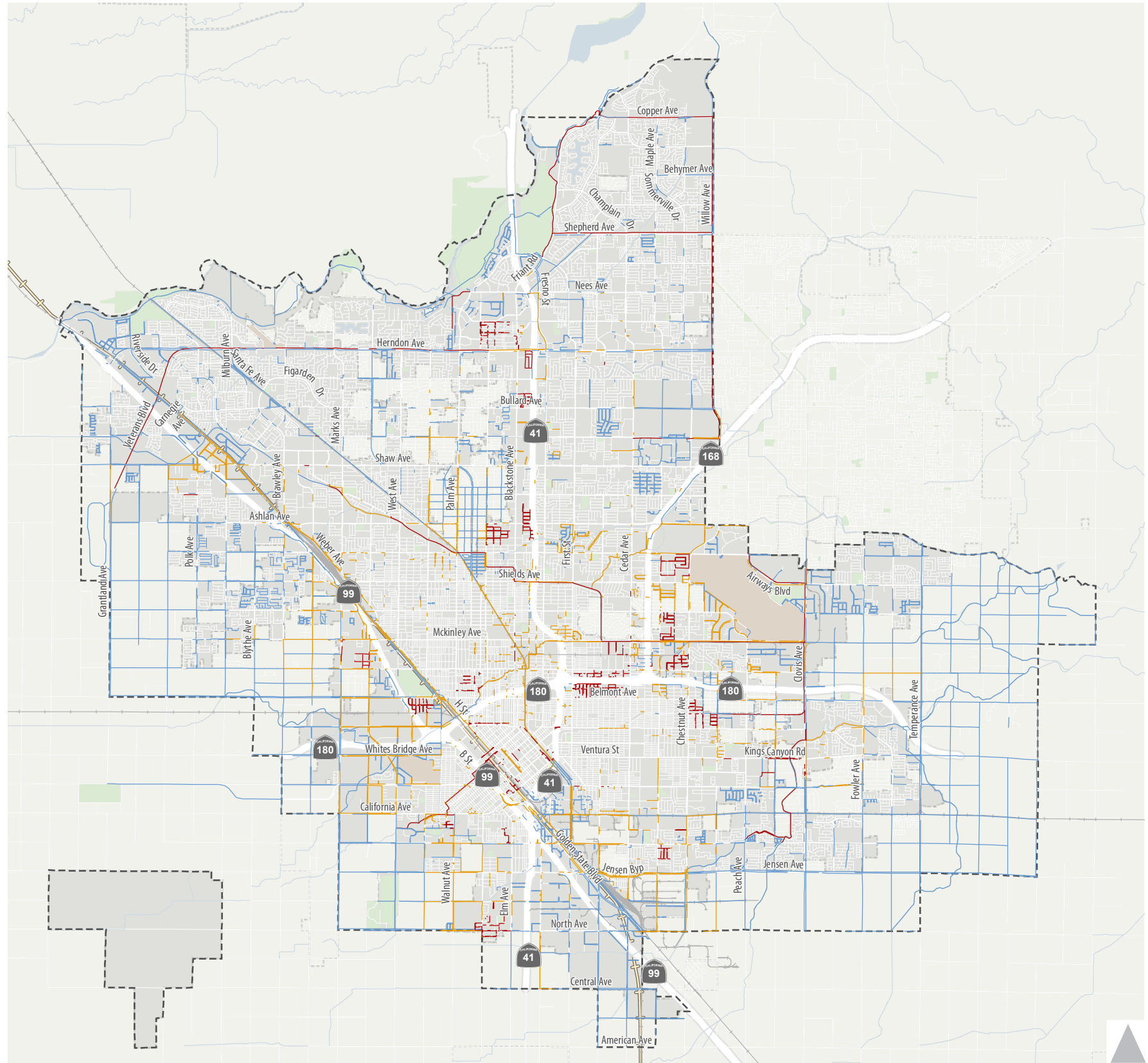
**CITY OF
FRESNO ACTIVE
TRANSPORTATION
PLAN**

2016



DOWNTOWN VIEW

- | | |
|-------------------------------|--------------------------|
| Bicycle Priority Level | City Sphere of Influence |
| High | Parks |
| Medium | Airports |
| Low | Water |
| Rail | City |
| High Speed Rail Alignment | |



DOWNTOWN VIEW

- Gaps in sidewalks (by priority level)
 - High
 - Medium
 - Low
 - Rail
 - High Speed Rail Alignment
- City Sphere of Influence
- Parks
- Airports
- Water
- City

Appendix E

FUNDING SOURCES

Table 5-3, Funding Sources, listed many funding programs available for projects discussed in this plan. These programs are further described below.

FEDERAL PROGRAMS

The majority of public funds for bicycle, pedestrian, and trails projects are derived through a core group of federal and state programs. Federal funding is authorized through the Surface Transportation Block Grant Program (STBGP). The STBGP provides flexible funding that may be used by states and localities for projects on any federal-aid highway. In the past this funding was authorized by the Surface Transportation Program (STP) in the Moving Ahead for Progress in the 21st Century Act (MAP-21). Funding for STBGP is now authorized through the Fixing America's Surface Transportation (FAST) Act, with the same goals as STP funding.

FAST continues the Highway Safety Improvement Program (HSIP). These federal funds are allocated by Caltrans and described in further detail below.

The Transportation Alternatives Program (TAP), authorized through MAP-21, provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, transit access, mobility, and recreation trails program. This program is now part of the STBGP in FAST instead of a stand-alone program as it was under MAP-21.

The Congestion Mitigation and Air Quality Improvement

Program (CMAQ) also authorizes federal funds, including education programs. FAST maintains the existing CMAQ program from MAP-21.

Federal funds from STBGP, TAP, and CMAQ programs are allocated to Fresno COG. Distribution is allocated either competitively or proportionally according to jurisdiction population. Fresno COG STBG program information: <http://www.fresnocog.org/regional-surface-transportation-program>

The HUD-DOT-EPA Interagency Partnership for Sustainable Communities periodically offers funding opportunities. Previous programs have included Urban Circulator grants, TIGER grants, and Sustainable Communities Planning grants.

STATE PROGRAMS

There are a number of statewide funding sources and regionally administered funds.

Active Transportation Program

The Active Transportation Program was created by SB 99 / Assembly Bill 101 to encourage increased use of active modes of transportation such as biking and walking. The program consolidates five existing state funded programs: Transportation Alternatives Program, Recreational Trails program, Safe Routes to Schools, Environmental Enhancement and Mitigation Program and the Bicycle Transportation Account. It provides a comprehensive program that improves program planning and flexibility

and is more efficient than multiple programs. Another benefit is that funds can be directed to multi-year projects to make greater long-term improvements to active transportation.

The Active Transportation Program mixes state and federal funds and provides approximately \$130 million annually, with a focus on implementing active transportation improvements to support the goals of local SB 375 sustainable community strategies. This program is funded from a combination of federal and state funds from appropriations in the annual state budget act. Forty percent of the funding will go toward metropolitan planning organizations in urban areas with populations greater than 200,000. Ten percent of the funds go to small urban and rural regions. The remaining funds will go to the California Transportation Commission for statewide projects. The ATP ensures that disadvantaged communities fully share in the benefits of the program by requiring that a minimum of 25% of funds be distributed to disadvantaged communities.

In order to maximize the effectiveness of program funds and to encourage the aggregation of small projects into a comprehensive bundle of projects, the minimum request for statewide Active Transportation Program funds that will be considered is \$250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, and recreational trails projects.

Project types allowed under the ATP include: new bikeways serving major transportation corridors, new bikeways to improve bicycle commuting options, bicycle parking at transit and employment centers, traffic control devices to improve pedestrian and bicycle safety, improving and maintaining safety on existing bikeways, recreational facilities, Safe Routes to School projects, Safe Routes To Transit projects, education programs, and other improvements to bicycle-transit connections and urban environments.

For a project to contribute toward the Safe Routes to School funding requirement, the project must directly increase safety and convenience for public school students to walk and/or bike to school. Safe Routes to Schools infrastructure projects must be located within two miles of a public school or within the vicinity of a public school bus stop. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

Highway Safety Improvement Program

Caltrans administers the Highway Safety Improvement Program (HSIP) specified as part of the FAST Act. This program uses cost-benefit ratios as a primary factor in the awarding of applications. Because the program focuses on roadway safety, projects with documented collision history – through frequency of collision but particularly collision severity – are typically ranked higher. Roadways with

documented bicycle and pedestrian collision history may be well qualified for HSIP applications, particularly since many of the proposed projects would improve bicyclist and pedestrian safety at a lower cost than many of the highway projects also eligible under this funding source.

While this funding source is often used for major roadway improvement projects, installation of traffic signals, and most other cost-intensive projects, funding has routinely been awarded to bicycle and pedestrian projects. Successful projects have included:

- Median refuges and curb extensions
- Curb, gutter, and sidewalk
- Paved shoulders
- Upgraded traffic signals with pedestrian countdown signals and pedestrian-scale lighting
- Bicycle lane striping
- Crosswalk striping
- In-pavement flashers and rectangular rapid flashing beacons (RRFB) at crossings

Many of these projects were applied for as standalone bicycle and pedestrian improvement projects; some bicycle and pedestrian improvements were included with a broader package of roadway improvement projects.

More information is available online: <http://www.dot.ca.gov/hq/LocalPrograms/hsip.htm>

Other Statewide Funding Programs

Caltrans Transportation Planning Grants are available to jurisdictions and can be used for planning or feasibility studies. The Division will award approximately \$9.8 million in funding through two Grant Programs for Fiscal Year 2016-17. The maximum funding available per project is \$500,000.

Limited amounts (2%) from the Local Transportation Fund (LTF), which is part of the Transportation Development Act (TDA) and derived from a ¼ cent of the general sales tax collected statewide, can be used for bicycle and pedestrian facilities. Article 3 funds for planning and construction of pedestrian and bicycle facilities are administered locally through Fresno COG and are allocated to member agencies based on population and taxable sales.

The California State Parks administers the state's Recreational Trails Program (RTP). The RTP provides funds annually for recreational trails and trails-related projects. Cities are eligible applicants for the annual funding (\$8.4 million in 2015). The program requires an applicant match of 12 percent of the total project cost.

The National Park Service and California State Parks administer the Land and Water Conservation Fund (LWCF). The LWCF Program provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities. Grants require a 50 percent local match.

The Affordable Housing and Sustainable Communities (AHSC) Program is administered by the Strategic Growth Council. AHSC funds can be used for projects which demonstrate VMT reduction through fewer or shorter vehicle trips or mode shift to transit use, bicycling or walking within areas lacking high quality transit, with an emphasis on providing disadvantaged community benefits. The project area must be served by at least one transit stop. More information is available at https://www.sgc.ca.gov/s_ahscprogram.php.

The Office of Traffic Safety provides grants for safety outreach to schools and community groups. More information is available at <http://ots.ca.gov/Grants/>.

FRESNO COUNTY TRANSPORTATION AUTHORITY (FCTA) MEASURE C

In 1986, Fresno County voters passed Measure C, a 20-year, ½-cent sales tax aimed at improving the overall quality of Fresno County's transportation system. In 2006, voters chose to extend Measure C for another 20 years until 2027. The Local Transportation Program can be used on pedestrian and bicycle facilities and trails. Funding may also be used for maintenance, with certain conditions. Funding is allocated to cities and the county based on population.

SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT (SJVAPCD) BIKEWAY INCENTIVE PROGRAM

SJVAPCD provides funds to increase commuter bicycle accessibility and utilization as an alternative transportation measure. Funds may be used for Class I, II, or III bikeways in amounts up to \$150,000 (depending on bikeway type).

More information is available online:
<http://valleyair.org/grants/bikepaths.htm>.

Appendix F

JURISDICTIONAL RESOLUTIONS ADOPTING THE PLAN

RESOLUTION NO. 18-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIREBAUGH ADOPTING THE NEGATIVE DECLARATION FOR THE FRESNO COUNTY REGIONAL ACTIVE TRANSPORTATION PLAN

WHEREAS, the Fresno Council of Governments (Fresno COG) has prepared a comprehensive County-wide Active Transportation Plan that outlines the future of walking and bicycling in Fresno County; and

WHEREAS, Fresno COG is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act ("CEQA"), pursuant to Public Resources Code § 21000 et seq., and the State "Guidelines for Implementation of the California Environmental Quality Act"; and

WHEREAS, Fresno COG caused to be prepared an Initial Study in December 2017, for the adoption of the Active Transportation Plan (Project) to evaluate potentially significant environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, Fresno COG submitted the Initial Study / Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project; posted the Notice of Intent to Adopt a Negative Declaration concerning the Project with the Fresno County Clerk and published such Notice in the *Fresno Bee* on December 1, 2017; and mailed the Notice of Intent to Adopt / Notice of Availability of a Negative Declaration to other interested parties; and

WHEREAS, the draft IS / ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

WHEREAS, a hearing concerning Fresno COG's intent to adopt a Final IS / ND was duly noticed and held on January 8th and again on January 25th, at which time any interested parties were afforded an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Firebaugh as follows:

1. The Council adopts the foregoing recitals as true and correct.
2. The Council finds that the IS / ND for the Project are adequate and have been completed in compliance with CEQA and the CEQA Guidelines.
3. The Council finds that it has independently reviewed and considered the Environmental Record, including the Initial Study and proposed Negative Declaration, as a final Negative Declaration, prior to adopting the final Negative Declaration.
4. On the basis of the Environmental Record as the whole record before the Council, including the Initial Study and any comments received, the Council finds, in its independent judgment and analysis, that there is no substantial evidence the Project will have a significant effect on the environment.

5. The Council approves and adopts the findings set forth herein, and the Negative Declaration, based on the Environmental Record.
6. The Council authorizes Fresno COG staff to cause a Notice of Determination concerning the adoption of the Negative Declaration for the Project to be filed in the office of the Fresno County Clerk and with the Office of Planning and Research in accordance with CEQA and State CEQA Guidelines.

This foregoing Resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Firebaugh, held on the 19th day of March, 2018, by the following vote:

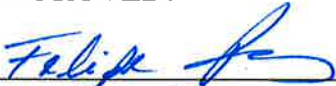
AYES: Lopez, Sablan, Valdez, Jenkins, Perez

NOES:

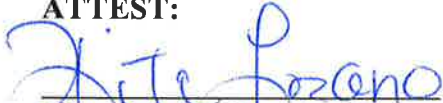
ABSTAIN:

ABSENT:

APPROVED:


Felipe Perez, Mayor

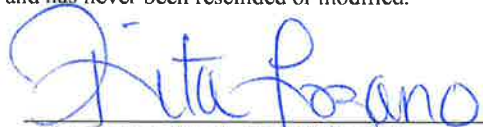
ATTEST:


Rita Lozano, Deputy City Clerk

I hereby certify that the foregoing is a full, correct and true copy of a resolution passed by the City Council of the City of Firebaugh, a Municipal Corporation of the County of Fresno, State of California, at a regular meeting held on the 19th day of March, 2018, and I further certify that said resolution is in full force and effect and has never been rescinded or modified.

DATED:

3/20/18


Rita Lozano, Deputy City Clerk of the City of Firebaugh

RESOLUTION NO. 18-17

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIREBAUGH
ADOPTING THE FRESNO COUNTY REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Fresno County Regional Active Transportation Plan complies with the California Transportation Commission 2017 Active Transportation Program Guidelines; and

WHEREAS, the Fresno County Regional Active Transportation Plan is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Fresno County Regional Active Transportation Plan is an implementation tool to each of Fresno COG's member agencies' General Plan Circulation Elements; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provide safe, convenient, and enjoyable connections to key destinations and neighborhoods; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Fresno County Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements for all Fresno COG member agencies; and

WHEREAS, approval of the Fresno County Regional Active Transportation Plan meets the eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Firebaugh that it does hereby approve the Fresno County Regional Active Transportation Plan.

This foregoing Resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Firebaugh, held on the 19th day of March, 2018, by the following vote:

AYES: **Sablan, Lopez, Valdez, Jenkins, Perez**

NOES:


ABSTAIN:

ABSENT:

APPROVED:



Felipe Perez, Mayor

ATTEST:


Rita Lozano, Deputy City Clerk

I hereby certify that the foregoing is a full, correct and true copy of a resolution passed by the City Council of the City of Firebaugh, a Municipal Corporation of the County of Fresno, State of California, at a regular meeting held on the 19th day of March, 2018, and I further certify that said resolution is in full force and effect and has never been rescinded or modified.

DATED: 3/20/18


Rita Lozano, Deputy City Clerk of the City of Firebaugh

RESOLUTION NO. 2394

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOWLER ADOPTING THE
NEGATIVE DECLARATION FOR THE FRESNO COUNTY REGIONAL ACTIVE
TRANSPORTATION PLAN**

WHEREAS, the Fresno Council of Governments (Fresno COG) has prepared a comprehensive County-wide Active Transportation Plan that outlines the future of walking and bicycling in Fresno County; and

WHEREAS, Fresno COG is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act ("CEQA"), pursuant to Public Resources Code § 21000 et seq., and the State "Guidelines for Implementation of the California Environmental Quality Act"; and

WHEREAS, Fresno COG caused to be prepared an Initial Study in December 2017, for the adoption of the Active Transportation Plan (Project) to evaluate potentially significant environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, Fresno COG submitted the Initial Study/Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project; posted the Notice of Intent to Adopt a Negative Declaration concerning the Project with the Fresno County Clerk and published such Notice in the *Fresno Bee* on December 1, 2017; and mailed the Notice of Intent to Adopt / Notice of Availability of a Negative Declaration to other interested parties; and

WHEREAS, the draft IS / ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

WHEREAS, a hearing concerning Fresno COG's intent to adopt a Final IS/ND was duly noticed and held on January 8th and again on January 25th, at which time any interested parties were afforded an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record.

THEREFORE, BE IT RESOLVED that the Policy Board finds, determines and resolves as follows:

1. The Board adopts the foregoing recitals as true and correct.
2. The Board finds that the IS/ND for the Project are adequate and have been completed in compliance with CEQA and the CEQA Guidelines.
3. The Board finds that it has independently reviewed and considered the Environmental Record, including the Initial Study and proposed Negative Declaration, as a final Negative Declaration, prior to adopting the final Negative Declaration.
4. On the basis of the Environmental Record as the whole record before the Board, including the Initial Study and any comments received, the Board finds, in its independent judgment and analysis, that there is no substantial evidence the Project will have a significant effect on the environment.
5. The Board approves and adopts the findings set forth herein, and the Negative Declaration, based on the Environmental Record.

6. The Board authorizes Fresno COG staff to cause a Notice of Determination concerning the adoption of the Negative Declaration for the Project to be filed in the office of the Fresno County Clerk and with the Office of Planning and Research in accordance with CEQA and State CEQA Guidelines.

THEREFORE, BE IT RESOLVED that the Fowler City Council adopt the Negative Declaration for the Fresno County Regional Active Transportation Plan.

This foregoing resolution is hereby approved and adopted at a regular meeting of the Fowler City Council, held on the 20th day of March, 2018, by the following vote:

AYES: Cardenas, Parra, Hammer, Rodriquez, & Kazarian

NOES: None

ABSTAIN: None

ABSENT: None



David Cardenas, Mayor

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting dated above.



Jeannie Davis, City Clerk

RESOLUTION NO. 2395

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOWLER
APPROVING THE FRESNO COUNTY
REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Fresno County Regional Active Transportation Plan complies with the California Transportation Commission 2017 Active Transportation Program Guidelines; and

WHEREAS, the Fresno County Regional Active Transportation Plan is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Fresno County Regional Active Transportation Plan is an implementation tool to the City of Fowler General Plan Circulation Element; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in the City of Fowler; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Fresno County Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in City of Fowler; and

WHEREAS, approval of the Fresno County Regional Active Transportation Plan meets eligibility requirements for Active Transportation Program funding.


NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Fowler hereby approves the Fresno County Regional Active Transportation Plan.

ADOPTED by the City Council of the City of Fowler on March 20, 2018.


AYES:Cardenas, Parra, Hammer, Rodriquez, & Kazarian

NOES:None

ABSENT: None


David Cardenas, Mayor

ATTEST:


Jeannie Davis, City Clerk

BEFORE THE CITY COUNCIL OF THE CITY OF HURON RESOLUTION NO. 2018-1989

**IN THE MATTER OF:
FRESNO COUNTY REGIONAL
ACTIVE TRANSPORTATION PLAN**

**RESOLUTION ADOPTING THE NEGATIVE
DECLARATION FOR THE FRESNO COUNTY
REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Fresno Council of Governments (Fresno COG) has prepared a comprehensive County-wide Active Transportation Plan that outlines the future of walking and bicycling in Fresno County; and

WHEREAS, Fresno COG is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act ("CEQA"), pursuant to Public Resources Code § 21000 et seq., and the State "Guidelines for Implementation of the California Environmental Quality Act"; and

WHEREAS, Fresno COG caused to be prepared an Initial Study in December 2017, for the adoption of the Active Transportation Plan (Project) to evaluate potentially significant environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, Fresno COG submitted the Initial Study / Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project; posted the Notice of Intent to Adopt a Negative Declaration concerning the Project with the Fresno County Clerk and published such Notice in the *Fresno Bee* on December 1, 2017; and mailed the Notice of Intent to Adopt / Notice of Availability of a Negative Declaration to other interested parties; and

WHEREAS, the draft IS / ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

WHEREAS, a hearing concerning Fresno COG's intent to adopt a Final IS / ND was duly noticed and held on January 8th and again on January 25th, at which time any interested parties were afforded an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record.

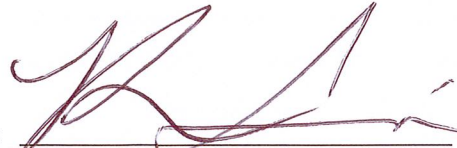
THEREFORE, BE IT RESOLVED that the City Council finds, determines and resolves as follows:

1. The City Council adopts the foregoing recitals as true and correct.
2. The City Council finds that the IS / ND for the Project are adequate and have been completed in compliance with CEQA and the CEQA Guidelines.
3. The City Council finds that it has independently reviewed and considered the Environmental Record, including the Initial Study and proposed Negative Declaration, as a final Negative Declaration, prior to adopting the final Negative Declaration.
4. On the basis of the Environmental Record as the whole record before the City Council, including the Initial Study and any comments received, the City Council finds, in its independent judgment and analysis, that there is no substantial evidence the Project will have a significant effect on the environment.
5. The City Council approves and adopts the findings set forth herein, and the Negative Declaration, based on the Environmental Record.
6. The City Council authorizes Fresno COG staff to cause a Notice of Determination concerning the adoption of the Negative Declaration for the Project to be filed in the office of the Fresno County Clerk and with the Office of Planning and Research in accordance with CEQA and State CEQA Guidelines.

This foregoing resolution is hereby approved and adopted at a regular meeting the City Council of the City of Huron, held on the 2nd day of March, 2018, by the following vote:

AYES:	Tamayo, Pimentel, Solorio, Plasencia, Leon
NOES:	0
ABSTAIN:	0
ABSENT:	0

Signed:


Rey Leon, Mayor

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the City Council of the City of Huron duly adopted at a regular meeting dated above.

Signed:


Juanita M. Veliz, City Clerk

RESOLUTION NO. 2018-1985

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HURON
APPROVING THE FRESNO COUNTY REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Fresno County Regional Active Transportation Plan complies with the California Commission 2017 Active Transportation Program Guidelines; and

WHEREAS, the Fresno County Regional Active Transportation Plan is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Fresno County Regional Active Transportation Plan is an implementation tool to the City of Huron General Plan Circulation Element; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in City of Huron; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Fresno County Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related improvements in the City of Huron; and

WHEREAS, approval of the Fresno County Regional Active Transportation Plan meets eligibility requirements for Active Transportation Program funding.

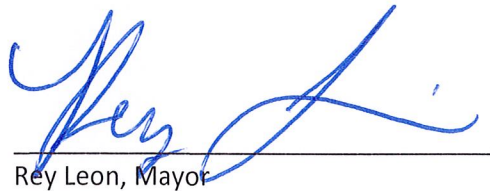
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Huron hereby approves the Fresno County Regional Active Transportation Plan.

PASSED AND ADOPTED this 21ST day of March, 2018, by the following vote to wit:

Ayes: Leon, Pimentel, Solorio

Nays: 0

Absent: Plasencia, Tamayo

A handwritten signature in blue ink, appearing to read 'Rey Leon', is written over a horizontal line.

Rey Leon, Mayor

ATTEST:

A handwritten signature in blue ink, appearing to read 'Juanita M. Veliz', is written over a horizontal line.
Juanita M. Veliz, City Clerk

RESOLUTION NO. 18-14

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KERMAN ADOPTING
THE NEGATIVE DECLARATION FOR THE FRESNO COUNTY
REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Fresno Council of Governments (Fresno COG) has prepared a comprehensive County-wide Active Transportation Plan that outlines the future of walking and bicycling in Fresno County; and

WHEREAS, Fresno COG is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act ("CEQA"), pursuant to Public Resources Code § 21000 et seq., and the State "Guidelines for Implementation of the California Environmental Quality Act"; and

WHEREAS, Fresno COG caused to be prepared an Initial Study in December 2017, for the adoption of the Active Transportation Plan (Project) to evaluate potentially significant environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, Fresno COG submitted the Initial Study / Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project; posted the Notice of Intent to Adopt a Negative Declaration concerning the Project with the Fresno County Clerk and published such Notice in the *Fresno Bee* on December 1, 2017; and mailed the Notice of Intent to Adopt / Notice of Availability of a Negative Declaration to other interested parties; and

WHEREAS, the draft IS / ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

WHEREAS, a hearing concerning Fresno COG's intent to adopt a Final IS / ND was duly noticed and held on January 8 and again on January 25, at which time any interested parties were afforded an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record.

THEREFORE, BE IT RESOLVED that the City Council finds, determines and resolves as follows:

1. The Council adopts the foregoing recitals as true and correct.
2. The Council finds that the IS / ND for the Project are adequate and have been completed in compliance with CEQA and the CEQA Guidelines.
3. The Council finds that it has independently reviewed and considered the Environmental Record, including the Initial Study and proposed Negative Declaration, as a final Negative Declaration, prior to adopting the final Negative Declaration.

4. On the basis of the Environmental Record as the whole record before the Council, including the Initial Study and any comments received, the Council finds, in its independent judgment and analysis, that there is no substantial evidence the Project will have a significant effect on the environment.
5. The Council approves and adopts the findings set forth herein, and the Negative Declaration, based on the Environmental Record.
6. The Council authorizes Fresno COG staff to cause a Notice of Determination concerning the adoption of the Negative Declaration for the Project to be filed in the office of the Fresno County Clerk and with the Office of Planning and Research in accordance with CEQA and State CEQA Guidelines.

Passed and adopted at a regular Meeting of the City Council of the City of Kerman held on 21st of March 2018, by the following vote:

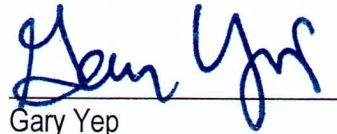
AYES: Dhaliwal, Sandoval, Arvance, Yep

NOES: None

ABSENT: Armstrong

ABSTAIN: None

The foregoing resolution is hereby approved.



Gary Yep
Mayor Pro Tem

ATTEST:



Marci Reyes
City Clerk

RESOLUTION NO. 18-15

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KERMAN
ADOPTING THE FRESNO COUNTY REGIONAL TRANSPORTATION PLAN**

WHEREAS, the Fresno County Regional Active Transportation Plan complies with the California Transportation Commission 2017 Active Transportation Program Guidelines; and

WHEREAS, the Fresno County Regional Active Transportation Plan is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Fresno County Regional Active Transportation Plan is an implementation tool to each of Fresno COG's member agencies' General Plan Circulation Elements; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provide safe, convenient, and enjoyable connections to key destinations and neighborhoods; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Fresno County Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements for all Fresno COG member agencies; and

WHEREAS, approval of the Fresno County Regional Active Transportation Plan meets the eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED that the City of Kerman City Council hereby approves the Fresno County Regional Active Transportation Plan

Passed and adopted at a regular Meeting of the City Council of the City of Kerman held on 21st of March 2018, by the following vote:

AYES: Dhaliwal, Sandoval, Arvance, Yep

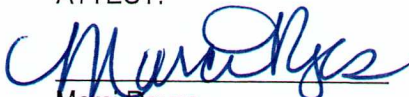
NOES: None

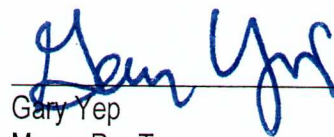
ABSENT: Armstrong

ABSTAIN: None

The foregoing resolution is hereby approved.

ATTEST:


Marci Reyes
City Clerk


Gary Yep
Mayor Pro Tem

RESOLUTION NO. 2018-028

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KINGSBURG
APPROVING THE FRESNO COUNTY REGIONAL ACTIVE TRANSPORTATION
PLAN**

WHEREAS, the Fresno County Regional Active Transportation Plan complies with the California Transportation Commission 2017 Active Transportation Program Guidelines; and

WHEREAS, the Fresno County Regional Active Transportation Plan is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Fresno County Regional Active Transportation Plan is an implementation tool to the City of Kingsburg General Plan Circulation Element; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in the City of Kingsburg; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

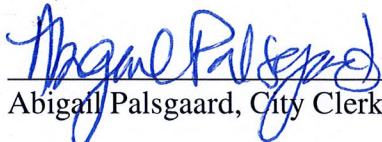
WHEREAS, the Fresno County Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in The City of Kingsburg; and

WHEREAS, approval of the Fresno County Regional Active Transportation Plan meets eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED that the City of Kingsburg hereby approves the Fresno County Regional Active Transportation Plan.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Kingsburg duly called and held on the 4th day of April, 2018, by the following vote:

AYES: Council Member(s): North, Smith, Dix, Blayney and Mayor Roman.
NOES: Council Member(s): None.
ABSTAIN: Council Member(s): None.
ABSENT: Council Member(s): None.


Abigail Palsgaard, City Clerk

RESOLUTION NO. 2018-027

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KINGSBURG
ADOPTING THE NEGATIVE DECLARATION FOR THE FRESNO COUNTY
REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Fresno Council of Governments (Fresno COG) has prepared a comprehensive County- wide Active Transportation Plan that outlines the future of walking and bicycling in Fresno County; and

WHEREAS, Fresno COG is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act ("CEQA"), pursuant to Public Resources Code§ 21000 et seq., and the State "Guidelines for Implementation of the California Environmental Quality Act"; and

WHEREAS, Fresno COG caused to be prepared an Initial Study in December 2017, for the adoption of the Active Transportation Plan (Project) to evaluate potentially significant environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, Fresno COG submitted the Initial Study/Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project; posted the Notice of Intent to Adopt a Negative Declaration concerning the Project with the Fresno County Clerk and published such Notice in the Fresno Bee on December 1, 2017; and mailed the Notice of Intent to Adopt / Notice of Availability of a Negative Declaration to other interested parties; and

WHEREAS, the draft IS/ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

WHEREAS, a hearing concerning Fresno COG's intent to adopt a Final IS/ND was duly noticed and held on January 8 and again on January 25, at which time any interested parties were afforded an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record.

THEREFORE, BE IT RESOLVED that the Policy Board finds, determines and resolves as follows:

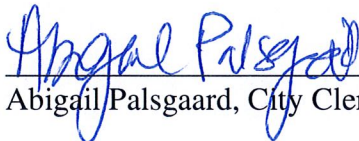
1. The Board adopts the foregoing recitals as true and correct.
2. The Board finds that the IS/ND for the Project are adequate and have been completed in compliance with CEQA and the CEQA Guidelines.

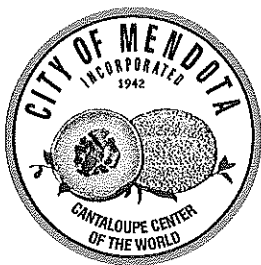
3. The Board finds that it has independently reviewed and considered the Environmental Record, including the Initial Study and proposed Negative Declaration, as a final Negative Declaration, prior to adopting the final Negative Declaration.
4. On the basis of the Environmental Record as the whole record before the Board, including the Initial Study and any comments received, the Board finds, in its independent judgment and analysis, that there is no substantial evidence the Project will have a significant effect on the environment.
5. The Board approves and adopts the findings set forth herein, and the Negative Declaration, based on the Environmental Record.
6. The Board authorizes Fresno COG staff to cause a Notice of Determination concerning the adoption of the Negative Declaration for the Project to be filed in the office of the Fresno County Clerk and with the Office of Planning and Research in accordance with CEQA and State CEQA Guidelines.

THEREFORE, BE IT RESOLVED that the Kingsburg City Council adopt the Negative Declaration for the Fresno County Regional Active Transportation Plan.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Kingsburg duly called and held on the 4th day of April, 2018, by the following vote:

AYES: Council Member(s): North, Smith, Dix, Blayney and Mayor Roman.
NOES: Council Member(s): None.
ABSTAIN: Council Member(s): None.
ABSENT: Council Member(s): None.


Abigail Palsgaard, City Clerk



CITY OF MENDOTA


"Cantaloupe Center Of The World"

CLERK'S CERTIFICATE

I, Celeste Cabrera, Deputy City Clerk of the City of Mendota, State of California, do hereby certify that the foregoing is a full, true and correct copy of Resolution No. 18-23 duly approved and adopted by the City Council of the City of Mendota on the dates therein stated and as appears on file in my office.

IN WITNESS WHEREOF, I hereunto set my hand and affix the seal of the City of Mendota on April 26, 2018.


Celeste Cabrera, Deputy City Clerk



**BEFORE THE CITY COUNCIL
OF THE
CITY OF MENDOTA, COUNTY OF FRESNO**

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF MENDOTA ADOPTING
THE NEGATIVE DECLARATION FOR THE
FRESNO COUNTY REGIONAL ACTIVE
TRANSPORTATION PLAN**

RESOLUTION NO. 18-23

WHEREAS, the Fresno Council of Governments (Fresno COG) has prepared a comprehensive County-wide Active Transportation Plan that outlines the future of walking and bicycling in Fresno County (Project); and

WHEREAS, Fresno COG is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act (CEQA), Public Resources Code § 21000 *et seq.*, and the CEQA Guidelines Title 14 of the California Code of Regulations § 15000 *et seq.*; and

WHEREAS, Fresno COG caused to be prepared an Initial Study in December 2017 for the adoption of the Active Transportation Plan to evaluate potentially significant environmental impacts and determined that no significant environmental impacts would result from the Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, Fresno COG submitted the Initial Study / Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project, posted a Notice of Intent to Adopt a Negative Declaration concerning the Project (Notice) with the Fresno County Clerk, published the Notice in the *Fresno Bee* on December 1, 2017, and mailed the Notice to other interested parties; and

WHEREAS, the draft IS / ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

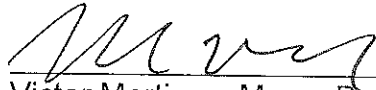
WHEREAS, a hearing concerning Fresno COG's intent to adopt a Final IS / ND was duly noticed and held on January 8 and again on January 25, at which time any interested parties were afforded an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record.

WHEREAS, the City of Mendota finds, determines and resolves as follows:

1. The City adopts the foregoing recitals as true and correct.

2. The City finds that the IS / ND for the Project are adequate and have been completed in compliance with CEQA and the CEQA Guidelines.
3. The City finds that it has independently reviewed and considered the Environmental Record, including the Initial Study and proposed Negative Declaration, as a final Negative Declaration, prior to adopting the final Negative Declaration.
4. On the basis of the Environmental Record as the whole record before the City, including the Initial Study and any comments received, the City finds, in its independent judgment and analysis, that there is no substantial evidence the Project will have a significant effect on the environment.
5. The City approves and adopts the findings set forth herein, and the Negative Declaration, based on the Environmental Record.
6. The City authorizes Fresno COG staff to cause a Notice of Determination concerning the adoption of the Negative Declaration for the Project to be filed in the office of the Fresno County Clerk and with the Office of Planning and Research in accordance with CEQA and State CEQA Guidelines.

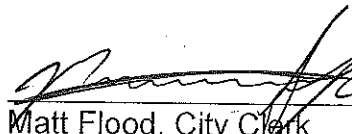
NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Mendota hereby adopts the negative declaration for the Fresno County Regional Active Transportation Plan.



Victor Martinez, Mayor Pro Tem

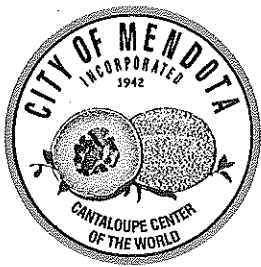
ATTEST:

I, Matt Flood, City Clerk of the City of Mendota, do hereby certify that the foregoing resolution was duly adopted and passed by the City Council at a regular meeting of said Council, held at the Mendota City Hall on the 24th day of April, 2018, by the following vote:

AYES: 4 – Mayor Pro Tem Martinez, Councilors Mendoza, Rosales, and Silva.
NOES: 0
ABSENT: 1 – Mayor Castro
ABSTAIN: 0


Matt Flood, City Clerk






CITY OF MENDOTA


"Cantaloupe Center Of The World"

CLERK'S CERTIFICATE

I, Celeste Cabrera, Deputy City Clerk of the City of Mendota, State of California, do hereby certify that the foregoing is a full, true and correct copy of Resolution No. 18-24 duly approved and adopted by the City Council of the City of Mendota on the dates therein stated and as appears on file in my office.

IN WITNESS WHEREOF, I hereunto set my hand and affix the seal of the City of Mendota on April 26, 2018.


Celeste Cabrera, Deputy City Clerk



**BEFORE THE CITY COUNCIL
OF THE
CITY OF MENDOTA, COUNTY OF FRESNO**

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF MENDOTA APPROVING
THE FRESNO COUNTY REGIONAL ACTIVE
TRANSPORTATION PLAN**

RESOLUTION NO. 18-24

WHEREAS, the Fresno Council of Governments has prepared a Regional Active Transportation Plan that outlines the future of walking and bicycling in Fresno County (Plan); and

WHEREAS, the Plan complies with the California Transportation Commission 2017 Active Transportation Program Guidelines; and

WHEREAS, the Plan is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

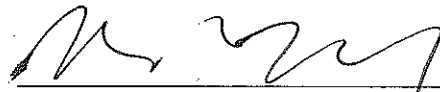
WHEREAS, the Plan is an implementation tool to the City of Mendota General Plan Circulation Element; and

WHEREAS, the Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in City of Mendota; and

WHEREAS, the Plan promotes pedestrian and bicyclist safety and collision reduction, and will improve the accessibility of funding for pedestrian and bicycle related-related improvements in City of Mendota; and

WHEREAS, the approval of the Plan meets eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of City of Mendota hereby approves the Fresno County Regional Active Transportation Plan.

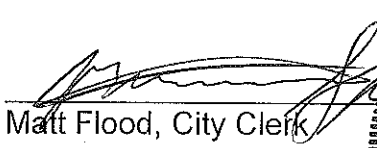


Victor Martinez, Mayor Pro Tem

ATTEST:

I, Matt Flood, City Clerk of the City of Mendota, do hereby certify that the foregoing resolution was duly adopted and passed by the City Council at a regular meeting of said Council, held at the Mendota City Hall on the 24th day of April, 2018, by the following vote:

AYES: 4 – Mayor Pro Tem Martinez, Councilors Mendoza, Rosales, and Silva.
NOES: 0
ABSENT: 1 – Mayor Castro.
ABSTAIN: 0


Matt Flood, City Clerk



RESOLUTION NO. 2018-19

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF ORANGE COVE
ADOPTING THE NEGATIVE DECLARATION FOR THE FRESNO COUNTY
REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Fresno Council of Governments (Fresno COG) has prepared a comprehensive County-wide Active Transportation Plan that outlines the future of walking and bicycling in Fresno County; and

WHEREAS, Fresno COG is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act ("CEQA"), pursuant to Public Resources Code § 21000 et seq., and the State "Guidelines for Implementation of the California Environmental Quality Act"; and

WHEREAS, Fresno COG caused to be prepared an Initial Study in December 2017, for the adoption of the Active Transportation Plan (Project) to evaluate potentially significant environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, Fresno COG submitted the Initial Study / Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project; posted the Notice of Intent to Adopt a Negative Declaration concerning the Project with the Fresno County Clerk and published such Notice in the *Fresno Bee* on December 1, 2017; and mailed the Notice of Intent to Adopt / Notice of Availability of a Negative Declaration to other interested parties; and

WHEREAS, the draft IS/ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

WHEREAS, a hearing concerning Fresno COG's intent to adopt a Final IS/ND was duly noticed and held on January 8th and again on January 25th, at which time any interested parties were afforded an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record.

THEREFORE, BE IT RESOLVED that the Policy Board finds, determines and resolves as follows:

1. The Board adopts the foregoing recitals as true and correct.
2. The Board finds that the IS/ND for the Project are adequate and have been completed in compliance with CEQA and the CEQA Guidelines.
3. The Board finds that it has independently reviewed and considered the Environmental Record, including the Initial Study and proposed Negative Declaration, as a final Negative Declaration, prior to adopting the final Negative Declaration.
4. On the basis of the Environmental Record as the whole record before the Board, including the Initial Study and any comments received, the Board finds, in its independent judgment and analysis, that there is no substantial evidence the Project will have a significant effect on the environment.
5. The Board approves and adopts the findings set forth herein, and the Negative Declaration, based on the Environmental Record.
6. The Board authorizes Fresno COG staff to cause a Notice of Determination concerning the adoption of the Negative Declaration for the Project to be filed in the office of the Fresno County Clerk and with the Office of Planning and Research in accordance with CEQA and State CEQA Guidelines.

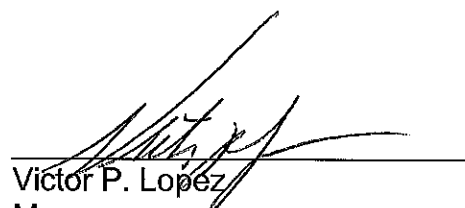
The foregoing resolution was duly approved at a regular meeting of the City Council of the City of Orange Cove held on the 13th day of June, 2018, by the following vote, to wit:

AYES:	COUNCIL MEMBERS: Lopez, Silva, and Garcia
NOES:	COUNCIL MEMBERS: None
ABSTAIN:	COUNCIL MEMBERS: None
ABSENT:	COUNCIL MEMBERS: Cervantes and Pineda

ATTEST:



June V. Bracamontes
City Clerk



Victor P. Lopez
Mayor

RESOLUTION NO. 2018 – 20

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF ORANGE COVE
ADOPTING THE FRESNO COUNTY
REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Fresno County Regional Active Transportation Plan complies with the California Transportation Commission 2017 Active Transportation Program Guidelines; and

WHEREAS, the Fresno County Regional Active Transportation Plan is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Fresno County Regional Active Transportation Plan is an implementation tool to each of Fresno COG's member agencies' General Plan Circulation Elements; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provide safe, convenient, and enjoyable connections to key destinations and neighborhoods; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Fresno County Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements for all Fresno COG member agencies; and

WHEREAS, approval of the Fresno County Regional Active Transportation Plan meets the eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED that the Policy Board of the Fresno Council of Governments hereby approves the Fresno County Regional Active Transportation Plan.

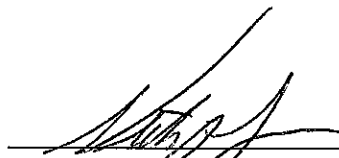
The foregoing resolution was approved at a regular meeting of the Orange Cove City Council held on the 13th day of June, 2018 by the following vote, to wit:

AYES:	COUNCIL MEMBERS: Lopez, Silva and Garcia
NOES:	COUNCIL MEMBERS: None
ABSTAIN:	COUNCIL MEMBERS: None
ABSENT:	COUNCIL MEMBERS: Cervantes and Pineda

Attest:



June V. Bracamontes, City Clerk



Victor P. Lopez, Mayor

RESOLUTION NO. 2018-19

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARLIER, CALIFORNIA,
ADOPTING THE NEGATIVE DECLARATION FOR THE FRESNO COUNTY
REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the City of Parlier has prepared a comprehensive County-wide Active Transportation Plan that outlines the future of walking and bicycling in Fresno County; and

WHEREAS, Fresno County is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act ("CEQA"), pursuant to Public Resources Code § 21000 et seq., and the State "Guidelines for Implementation of the California Environmental Quality Act"; and

WHEREAS, City of Parlier caused to be prepared an Initial Study in December 2017, for the adoption of the Active Transportation Plan (Project) to evaluate potentially significant environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, City of Parlier submitted the Initial Study / Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project; posted the Notice of Intent to Adopt a Negative Declaration concerning the Project with the Fresno County Clerk and published such Notice in the *Fresno Bee* on December 1, 2017; and mailed the Notice of Intent to Adopt / Notice of Availability of a Negative Declaration to other interested parties; and

WHEREAS, the draft IS / ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

WHEREAS, a hearing concerning City of Parlier's intent to adopt a Final IS / ND was duly noticed and held on January 8th and again on January 25th, at which time any interested parties were afforded an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record.

THEREFORE, BE IT RESOLVED that the City Council finds, determines and resolves as follows:

1. The Council adopts the foregoing recitals as true and correct.
2. The Council finds that the IS / ND for the Project are adequate and have been completed in compliance with CEQA and the CEQA Guidelines.
3. The Council finds that it has independently reviewed and considered the Environmental Record, including the Initial Study and proposed Negative Declaration, as a final Negative Declaration, prior to adopting the final Negative Declaration.
4. On the basis of the Environmental Record as the whole record before the Board, including the Initial Study and any comments received, the Council finds, in its independent judgment and analysis, that there is no substantial evidence the Project will have a significant effect on the environment.
5. The Council approves and adopts the findings set forth herein, and the Negative Declaration, based on the Environmental Record.
6. The Council authorizes City of Parlier staff to cause a Notice of Determination concerning the adoption of the Negative Declaration for the Project to be filed in the office of the Fresno County Clerk and with the Office of Planning and Research in accordance with CEQA and State CEQA Guidelines.

This foregoing resolution is hereby approved and adopted at a regular meeting the City Council of the City of Parlier, held on the 5th day of May, 2018, by the following vote:

AYES: Mayor Beltran, Mayor Pro tem Escoto, Council members Maldonado, Rodriguez, and Pimentel

NOES: None
ABSTAIN: None
ABSENT: None

ATTEST:

Signed:



Mayor Alma M. Beltran

I hereby certify that the foregoing is a true copy of a resolution of the City
of Parlier duly adopted at a regular meeting dated above.

Signed:



Dorothy Garza, City Clerk

**CITY OF PARLIER
RESOLUTION NO. 2018-20**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PARLIER, CALIFORNIA ADOPTING THE
FRESNO COUNTY REGIONAL TRANSPORTATION PLAN**

IN THE MATTER OF:
**FRESNO COUNTY REGIONAL
ACTIVE TRANSPORTATION PLAN**

RESOLUTION ADOPTING
THE FRESNO COUNTY REGIONAL
ACTIVE TRANSPORTATION PLAN

WHEREAS, the Fresno County Regional Active Transportation Plan complies with the California Transportation Commission 2017 Active Transportation Program Guidelines; and

WHEREAS, the Fresno County Regional Active Transportation Plan is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Fresno County Regional Active Transportation Plan is an implementation tool to each of Fresno COG's member agencies' General Plan Circulation Elements; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provide safe, convenient, and enjoyable connections to key destinations and neighborhoods; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Fresno County Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements for all Fresno COG member agencies; and

WHEREAS, approval of the Fresno County Regional Active Transportation Plan meets the eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Parlier hereby approves the Fresno County Regional Active Transportation Plan.

This foregoing resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Parlier, held on the 17th day of May, 2018, by the following vote:

AYES: Mayor Beltran, Mayor Pro tem Escoto, Council members: Maldonado, Rodriguez, Pimentel

NOES: None

ABSTAIN: None

ABSENT: None

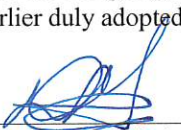
ATTEST:

Signed: _____


Alma Beltran, Mayor

I hereby certify that the foregoing is a true copy of a resolution of the City Council of Parlier duly adopted at a regular meeting dated above.

Signed: _____


Dorothy Garza, City Clerk

RESOLUTION NO. 2018-045

A RESOLUTION TO THE CITY COUNCIL OF THE CITY OF REEDLEY ACCEPTING THE ADOPTED NEGATIVE DECLARATION PREPARED FOR THE FRESNO COUNTY REGIONAL ACTIVE TRANSPORTATION PLAN

WHEREAS, the Fresno Council of Governments (Fresno COG) prepared a comprehensive County-wide Active Transportation Plan (Project) that outlines the future of walking and bicycling in Fresno County; and

WHEREAS, Fresno COG is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act (CEQA) pursuant to Public Resources Code 21000 et seq., and the State "Guidelines for the Implementation of CEQA; and

WHEREAS, Fresno COG prepared an Initial Study in December 2017, for the adoption of the Project to evaluate potentially significant environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration was prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, Fresno COG submitted the Initial Study / Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project; posted the Notice of Intent to Adopt a Negative Declaration (ND) concerning the Project with the Fresno County Clerk and published such Notice in the *Fresno Bee* on December 1, 2017; and mailed the Notice of Intent to Adopt / Notice of Availability of a Negative Declaration to other interested parties; and

WHEREAS, the draft IS / ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

WHEREAS, duly noticed public hearings were held on January 8th and January 25th of 2018 concerning Fresno COG's intent to adopt a Final IS / ND, which afforded any interested parties an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record; and

WHEREAS, the Policy Board of the Fresno COG approved and adopted the Final IS/ND at a regular meeting held on the 22nd day of February, 2018.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Reedley using their independent judgment accepts the Final IS / ND and resolves as follows:

1. The above recitals are true and correct; and
2. This resolution is effective immediately upon adoption.

This foregoing resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Reedley held on the 8th day of May, 2018, by the following vote:

AYES: Beck, Soleno, Fast, Pinon, Betancourt.

NOES: None.

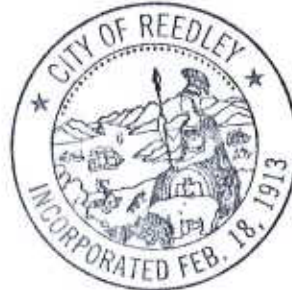
ABSTAIN: None.

ABSENT: None.


Anita Betancourt, Mayor

ATTEST:


Sylvia B. Plata, City Clerk



RESOLUTION NO. 2018-046

**A RESOLUTION TO THE CITY COUNCIL OF THE CITY OF REEDLEY
APPROVING THE FRESNO COUNTY REGIONAL ACTIVE
TRANSPORTATION PLAN**

WHEREAS, the Fresno County Regional Active Transportation Plan (RATP) complies with the California Transportation Commission 2017 Active Transportation Guidelines; and

WHEREAS, the Fresno County RATP is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Fresno County RATP is an implementation tool to the City of Reedley General Plan Circulation Element; and

WHEREAS, the Fresno County RATP promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in the City of Reedley; and

WHEREAS, the Fresno County RATP promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Fresno County RATP will improve the accessibility of funding for pedestrian and bicycle related improvements in the City of Reedley; and

WHEREAS, approval of the Fresno County meets eligibility requirements for Active Transportation Program Funding.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Reedley using their independent judgment hereby approves the Fresno County RATP based on the following:

1. The above recitals are true and correct; and
2. This resolution is effective immediately upon adoption.

This foregoing resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Reedley held on the 8th day of May, 2018, by the following vote:

AYES: Beck, Soleno, Fast, Pinon, Betancourt.

NOES: None.

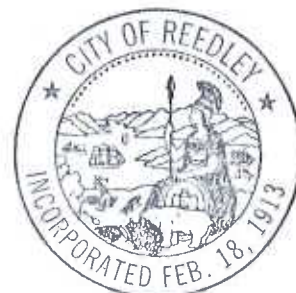
ABSTAIN: None.

ABSENT: None.


Anita Betancourt, Mayor

ATTEST:


Sylvia B. Plata, City Clerk



RESOLUTION NO. 2018-045

A RESOLUTION TO THE CITY COUNCIL OF THE CITY OF REEDLEY ACCEPTING THE ADOPTED NEGATIVE DECLARATION PREPARED FOR THE FRESNO COUNTY REGIONAL ACTIVE TRANSPORTATION PLAN

WHEREAS, the Fresno Council of Governments (Fresno COG) prepared a comprehensive County-wide Active Transportation Plan (Project) that outlines the future of walking and bicycling in Fresno County; and

WHEREAS, Fresno COG is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act (CEQA) pursuant to Public Resources Code 21000 et seq., and the State "Guidelines for the Implementation of CEQA; and

WHEREAS, Fresno COG prepared an Initial Study in December 2017, for the adoption of the Project to evaluate potentially significant environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration was prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, Fresno COG submitted the Initial Study / Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project; posted the Notice of Intent to Adopt a Negative Declaration (ND) concerning the Project with the Fresno County Clerk and published such Notice in the *Fresno Bee* on December 1, 2017; and mailed the Notice of Intent to Adopt / Notice of Availability of a Negative Declaration to other interested parties; and

WHEREAS, the draft IS / ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

WHEREAS, duly noticed public hearings were held on January 8th and January 25th of 2018 concerning Fresno COG's intent to adopt a Final IS / ND, which afforded any interested parties an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record; and

WHEREAS, the Policy Board of the Fresno COG approved and adopted the Final IS/ND at a regular meeting held on the 22nd day of February, 2018.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Reedley using their independent judgment accepts the Final IS / ND and resolves as follows:

1. The above recitals are true and correct; and
2. This resolution is effective immediately upon adoption.

This foregoing resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Reedley held on the 8th day of May, 2018, by the following vote:

AYES: Beck, Soleno, Fast, Pinon, Betancourt.

NOES: None.

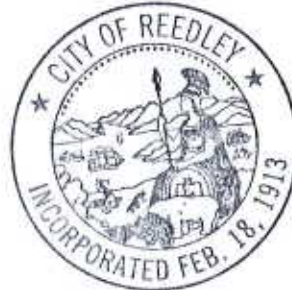
ABSTAIN: None.

ABSENT: None.


Anita Betancourt, Mayor

ATTEST:


Sylvia B. Plata, City Clerk



RESOLUTION NO. 2018-046

**A RESOLUTION TO THE CITY COUNCIL OF THE CITY OF REEDLEY
APPROVING THE FRESNO COUNTY REGIONAL ACTIVE
TRANSPORTATION PLAN**

WHEREAS, the Fresno County Regional Active Transportation Plan (RATP) complies with the California Transportation Commission 2017 Active Transportation Guidelines; and

WHEREAS, the Fresno County RATP is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Fresno County RATP is an implementation tool to the City of Reedley General Plan Circulation Element; and

WHEREAS, the Fresno County RATP promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in the City of Reedley; and

WHEREAS, the Fresno County RATP promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Fresno County RATP will improve the accessibility of funding for pedestrian and bicycle related improvements in the City of Reedley; and

WHEREAS, approval of the Fresno County meets eligibility requirements for Active Transportation Program Funding.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Reedley using their independent judgment hereby approves the Fresno County RATP based on the following:

1. The above recitals are true and correct; and
2. This resolution is effective immediately upon adoption.

This foregoing resolution is hereby approved and adopted at a regular meeting of the City Council of the City of Reedley held on the 8th day of May, 2018, by the following vote:

AYES: Beck, Soleno, Fast, Pinon, Betancourt.

NOES: None.

ABSTAIN: None.

ABSENT: None.


Anita Betancourt, Mayor

ATTEST:


Sylvia B. Plata, City Clerk



RESOLUTION NO. 2018-09

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JOAQUIN
ADOPTING THE NEGATIVE DECLARATION FOR THE FRESNO COUNTY
REGIONAL ACTIVE TRANSPORTATION PLAN**

WHEREAS, the Fresno Council of Governments (Fresno COG) has prepared a comprehensive County-wide Active Transportation Plan that outlines the future of walking and bicycling in Fresno County; and

WHEREAS, Fresno COG is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act ("CEQA"), pursuant to Public Resources Code § 21000 et seq., and the State "Guidelines for Implementation of the California Environmental Quality Act"; and

WHEREAS, Fresno COG caused to be prepared an Initial Study in December 2017, for the adoption of the Active Transportation Plan (Project) to evaluate potentially significant environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, Fresno COG submitted the Initial Study / Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project; posted the Notice of Intent to Adopt a Negative Declaration concerning the Project with the Fresno County Clerk and published such Notice in the *Fresno Bee* on December 1, 2017; and mailed the Notice of Intent to Adopt / Notice of Availability of a Negative Declaration to other interested parties; and

WHEREAS, the draft IS / ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

WHEREAS, a hearing concerning Fresno COG's intent to adopt a Final IS / ND was duly noticed and held on January 8th and again on January 25th, at which time any interested parties were afforded an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record.

THEREFORE, BE IT RESOLVED that the city council finds, determines and resolves as follows:

1. The City Council of the City of San Joaquin adopts the foregoing recitals as true and correct.
2. The City Council of the City of San Joaquin finds that the IS / ND for the Project are adequate and have been completed in compliance with CEQA and the CEQA Guidelines.
3. The City Council of the City of San Joaquin finds that it has independently reviewed and considered the Environmental Record, including the Initial Study and proposed Negative Declaration, as a final Negative Declaration, prior to adopting the final Negative Declaration.
4. On the basis of the Environmental Record as the whole record before the City Council of the City of San Joaquin, including the Initial Study and any comments received, the City Council of the City of

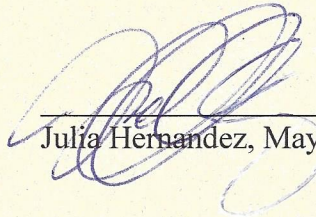
San Joaquin finds, in its independent judgment and analysis, that there is no substantial evidence the Project will have a significant effect on the environment.

5. The City Council of the City of San Joaquin approves and adopts the findings set forth herein, and the Negative Declaration, based on the Environmental Record.
6. The City Council of the City of San Joaquin authorizes Fresno COG staff to cause a Notice of Determination concerning the adoption of the Negative Declaration for the Project to be filed in the office of the Fresno County Clerk and with the Office of Planning and Research in accordance with CEQA and State CEQA Guidelines.

The foregoing resolution was adopted at a regular meeting of the City Council of the City of San Joaquin the 11th day of April, 2018 and passed at said meeting by the following vote:


AYES:	5 Dhaliwal, Hernandez, Lua, Ornelas, Vallejo
NOES:	0
ABSENT:	0
ABSTAIN:	0

The foregoing resolution is hereby approved.



Julia Hernandez, Mayor

I, Diana Brooks, City Clerk of the City of San Joaquin, do hereby certify that the foregoing resolution was duly adopted and passed by the City Council at a regular meeting of said City Council, held at the San Joaquin Council Chambers on April 11, 2018, by the following vote:



Diana Brooks, City Clerk

RESOLUTION NO. 2018-06

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN JOAQUIN
APPROVING THE FRESNO COUNTY REGIONAL ACTIVE
TRANSPORTATION PLAN**

WHEREAS, the Fresno County Regional Active Transportation Plan complies with the California Transportation Commission 2017 Active Transportation Program Guidelines; and

WHEREAS, the Fresno County Regional Active Transportation Plan is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Fresno County Regional Active Transportation Plan is an implementation tool to the San Joaquin General Plan Circulation Element; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in San Joaquin; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Fresno County Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in the City of San Joaquin; and

WHEREAS, approval of the Fresno County Regional Active Transportation Plan meets eligibility requirements for Active Transportation Program funding.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of San Joaquin hereby approves the Fresno County Regional Active Transportation Plan.

This resolution shall be effective upon its adoption.

CERTIFICATION

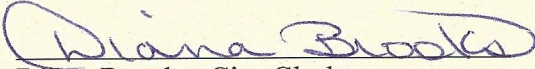
The foregoing Resolution No. 2018-06 was passed and adopted at a regular meeting of the City Council of the City of San Joaquin held on April 11, 2018.

AYES: 5 Dhaliwal, Hernandez, Lua, Ornelas, Vallejo
NOES: 0
ABSENT: 0
ABSTAIN: 0



Julia Hernandez, Mayor

ATTEST:


Diana Brooks, City Clerk

RESOLUTION NO. 2018-27

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANGER ADOPTING
THE NEGATIVE DECLARATION FOR THE FRESNO COUNTY REGIONAL ACTIVE
TRANSPORTATION PLAN**

WHEREAS, the Fresno Council of Governments (Fresno COG) has prepared a comprehensive County-wide Active Transportation Plan that outlines the future of walking and bicycling in Fresno County; and

WHEREAS, Fresno COG is the lead agency for purposes of environmental review of the Project under the California Environmental Quality Act (CEQA), pursuant to Public Resources Code § 21000 et seq., and the State “Guidelines for Implementation of the California Environmental Quality Act”; and

WHEREAS, Fresno COG caused to be prepared an Initial Study in December 2017, for the adoption of the Active Transportation Plan (Project) to evaluate potentially significant environmental impacts and on the basis of that study it was determined that no significant environmental impacts would result from this Project; and

WHEREAS, on the basis of the Initial Study, a Negative Declaration has been prepared, circulated, and made available for public comment pursuant to CEQA; and

WHEREAS, Fresno COG submitted the Initial Study / Negative Declaration (IS/ND) to the State Clearinghouse and distributed it to those agencies which have jurisdiction by law with respect to the Project; posted the Notice of Intent to Adopt a Negative Declaration concerning the Project with the Fresno County Clerk and published such Notice in the *Fresno Bee* on December 1, 2017; and mailed the Notice of Intent to Adopt / Notice of Availability of a Negative Declaration to other interested parties; and

WHEREAS, the draft IS / ND with appendices and supporting information sources were duly noticed for public review and comment from December 1, 2017 to January 8, 2018, as provided by law; and

WHEREAS, a hearing concerning Fresno COG’s intent to adopt a Final IS / ND was duly noticed and held on January 8th and again on January 25th, at which time any interested parties were afforded an opportunity to be heard in addition to the public review and comment period referenced above as part of the Environmental Record.

NOW THEREFORE, IT IS HEREBY RESOLVED, that the City Council of the City of Sanger, State of California; determines and resolves as follows:

1. The City Council adopts the foregoing recitals as true and correct.

2. The City Council finds that the IS / ND for the Project are adequate and have been completed in compliance with CEQA and the CEQA Guidelines.
3. The City Council finds that it has independently reviewed and considered the Environmental Record, including the Initial Study and proposed Negative Declaration, as a final Negative Declaration, prior to adopting the final Negative Declaration.
4. On the basis of the Environmental Record as the whole record before the City Council, including the Initial Study and any comments received, the City Council finds, in its independent judgment and analysis, that there is no substantial evidence the Project will have a significant effect on the environment.
5. The City Council approves and adopts the findings set forth herein, and the Negative Declaration, based on the Environmental Record.

The City Council authorizes Fresno COG staff to cause a Notice of Determination concerning the adoption of the Negative Declaration for the Project to be filed in the office of the Fresno County Clerk and with the Office of Planning and Research in accordance with CEQA and State CEQA Guidelines

* * * * *

I hereby certify that the foregoing is a full, true and correct copy of a Resolution duly and regularly adopted and passed by the City Council for the City of Sanger, California, at a regular meeting held on the 7th day of June, 2018, by the following vote:

AYES:	COUNCIL MEMBERS:	GONZALEZ, ONTIVEROS, GARZA, HURTADO, MARTINEZ
NOES:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE


 Rebeca Padron, City Clerk

RESOLUTION NO. 2018-28

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANGER APPROVING THE
FRESNO COUNTY ACTIVE TRANSPORTATION PLAN.**

WHEREAS, the Fresno County Regional Active Transportation Plan complies with the California Transportation Commission 2017 Active Transportation Program Guidelines; and

WHEREAS, the Fresno County Regional Active Transportation Plan is in compliance with the 2014 Fresno Council of Governments Regional Transportation Plan and Sustainable Communities Strategy; and

WHEREAS, the Fresno County Regional Active Transportation Plan is an implementation tool to the City of Sanger General Plan Circulation Element; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes walking and biking for transportation and recreation by all members of the community by creating a connected and complete network of trails, walkways, and bikeways that provides safe, convenient, and enjoyable connections to key destinations and neighborhoods in Sanger; and

WHEREAS, the Fresno County Regional Active Transportation Plan promotes pedestrian and bicyclist safety and collision reduction; and

WHEREAS, the Fresno County Regional Active Transportation Plan will improve the accessibility of funding for pedestrian and bicycle related-related improvements in Sanger; and

WHEREAS, approval of the Fresno County Regional Active Transportation Plan meets eligibility requirements for Active Transportation Program funding.

NOW THEREFORE, IT IS HEREBY RESOLVED, that the City Council of the City of Sanger, State of California; hereby approves the Fresno County Regional Active Transportation Plan.

* * * * *

I hereby certify that the foregoing is a full, true and correct copy of a Resolution duly and regularly adopted and passed by the City Council for the City of Sanger, California, at a regular meeting held on the 7th day of June, 2018, by the following vote:

AYES:	COUNCIL MEMBERS:	GONZALEZ, ONTIVEROS, GARZA, HURTADO, MARTINEZ
NOES:	COUNCIL MEMBERS:	NONE
ABSTAIN:	COUNCIL MEMBERS:	NONE
ABSENT:	COUNCIL MEMBERS:	NONE



Rebeca Padron, City Clerk