

Update



January-February-March 2017

Fresno Council of Governments

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Road Diets (Roadway Reconfiguration)

Improved safety and congestion relief on public roadways are high-priority national goals. Innovative reconfigurations such as Road Diets can help achieve these goals for motorists and non-motorists on mixed-use streets by reducing vehicle speeds and freeing space for alternative modes. Road Diets can reduce collisions, increase mobility and access, and improve a community's quality of life.

Road Diets are a safety-focused alternative to a four-lane, undivided roadway. The most common type of Road Diet involves converting an existing four-lane, undivided roadway segment that serves both through and turning traffic into a three-lane segment with two through lanes and a center, two-way left-turn lane (TWLTL). The reclaimed space can be allocated for other uses such as bike lanes, pedestrian refuge islands, bus lanes and parking.

On a four-lane undivided road, vehicle speeds can vary between travel lanes, and drivers frequently slow or change lanes due to slower vehicles or vehicles stopped in the left lane waiting to turn left. On three-lane roads with TWLTLs, left-turning vehicles are separated from through vehicles, and the vehicle speed differential is limited by the speed of the lead vehicle in the through lane. This reduces the vehicle-to-vehicle conflicts that contribute to crashes.

A Road Diet applied in Orlando, Florida, converted an existing four-lane undivided roadway segment into a three-lane segment consisting of two through lanes, a center TWLTL, and installed bike lanes. The result was a 34 percent reduction in the total number of crashes, a 30 percent increase in bike volumes, and a 23 percent increase in pedestrian volumes.



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Road Diet on Edgewater Drive, Orlando, Florida

A Des Moines, Iowa, Road Diet also provided a benefit to buses: instead of stopping in a through lane and blocking traffic as they had done before the reconfiguration, the new design accommodated them with a bus turn out. In Pasadena, California, a Road Diet allowed pedestrians to safely cross the road more easily, which provided the unexpected benefit of eliminating the need for a pedestrian traffic signal at the crossing. This resulted in cost savings and eliminated the impact of the signal on traffic flow.

Benefits

- **Safety.** Road Diets can make the roadway environment safer for all users. Studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed on a previously four-lane undivided facility. For pedestrians, Road Diets result in fewer lanes to cross and provide an opportunity to install refuge islands that slow vehicles in the midblock crossing area, which is where 70 percent of pedestrian fatalities occur.
- **Low Cost.** Road Diets make efficient use of the roadway cross-section. the majority are installed on existing pavement within the right-of-way. When planned in conjunction with reconstruction or simple overlay projects, the safety and operational benefits of Road Diets are achieved essentially for the cost of restriping pavement lanes.
- **Quality of Life.** Road Diets can make shared spaces more livable and contribute to a community-focused, Complete Streets environment. On-street parking and bike lanes can also bring increased foot traffic to business districts.

Current State of the Practice

Road Diets have been implemented for at least two decades and are steadily increasing in popularity. More than 600 state, regional and local jurisdictions have adopted, or have committed to adopting, Complete Streets policies, establishing the expectation that all future roadway projects will adhere to the principle that streets should be designed with all users in mind, rather than merely providing enough capacity for vehicle throughput.



West Coast Electric Highway Grows

State Adding Charging, Refueling Stations for Zero-Emission Vehicles

December 2016
MileMarker



Caltrans photos by Thomas Ritter

Twenty hydrogen fuel cell vehicles were recently delivered to the Caltrans District 7 equipment shop in Sylmar. The department now has more than 130 zero-emission vehicles in its fleet.

In 2016, California was home to nearly half of all light-duty zero-emission vehicles in the U.S., with more than 200,000 plug-in electric cars and trucks on its roads, a number Gov. Edmund G. Brown Jr. wants to raise to 1.5 million by 2025.

Caltrans has 3,480 light-duty vehicles, including 133 zero-emission vehicles (64 all-electric vehicles, 49 plug-in hybrids and 20 hydrogen fuel cell cars).

Under the governor's [2016 Zero-Emission Vehicle \(ZEV\) Action Plan](#), the department will begin installation of at least 30 public fast-charging locations at highway rest stops and other strategically located Caltrans property. The [Caltrans Sustainability Program](#) is developing a pilot program that will first test such stations at two rest areas, two park-and-ride lots and two workplaces.

Caltrans is also working with the California Energy Commission to identify sites for three hydrogen fueling stations on Caltrans right-of-way properties such as rest areas and park-and-ride lots by December 2018.

The 2016 ZEV Action Plan is consistent with Cal-

trans' [Strategic Management Plan 2015-2020](#) and the [California Sustainable Freight Action Plan](#), and will help expand the refueling network known as the [West Coast Electric Highway](#) being built in partnership with Oregon and Washington. Independent of the ZEV Action Plan, Caltrans has approved a total of 175 charging stations throughout the state for its own fleet of zero-emission vehicles.

One goal of the pilot project is to provide a more reliable link for ZEV motorists who might be nervous about their vehicle's ability on the open road to make it from one station to the next before draining their batteries. The pilot also will give the department a chance to measure usage, time spent at fueling stations, as well as possible vandalism and other issues.

The state currently has 28 hydrogen fuel stations (22 retail, six non-retail), with 19 more in development, according to the [California Fuel Cell Partnership](#). Plug-in vehicles have more options, with about [3,500 charging stations](#) (including those only for Teslas) across the state, but most are in urban



Fuel cell vehicles, like this Toyota Mirai, use hydrogen to produce electricity, generating zero carbon emissions.



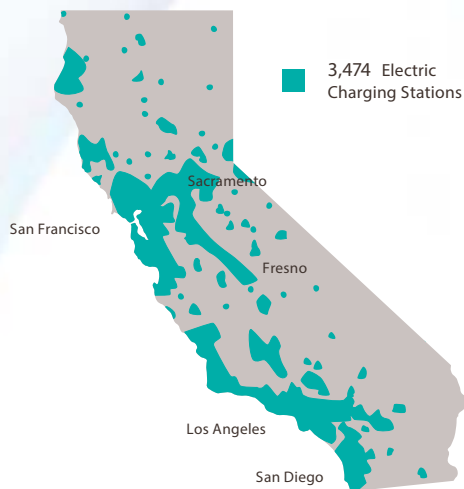
This hydrogen fuel station offers a half-pressure fill, equivalent of a conventional half-tank, and a full fill.

areas, giving motorists some range anxiety out on the open highway.

To some extent, the pilot program and possible addition of even more charging and fueling stations may help foster the fledgling EV industry. Private firms, other than Tesla Motors, have been reluctant to build new EV fueling stations until consumers

buy more vehicles. Meanwhile, consumers are hesitant to buy more EVs until more fueling stations are built to permit long-distance trips. These areas are expected to help reduce range anxiety and not to mention reduce the number of stranded motorists and encourage interregional travel. **MM**

Electric Charging Stations



Hydrogen Charging Stations



Source: U.S. Department of Energy

Electric charging stations, locations shown at left, are heavily concentrated in coastal cities and along the main arteries of the Central Valley. At right, hydrogen fuel stations, while still much less common, appear to be following a similar pattern.



71%

increase in elementary school students participating in Bike to School Day from 2010 to 2012

21%

increase in junior high school students participating in Bike to School Day from 2010 to 2012

9

new vehicle speed feedback signs installed in school zones throughout the city

2,500

safety lights and reflectors distributed to K-8 students

6,500

students benefitted from having the Safe Routes to School program at their school

August 2012

California Safe Routes to School Technical Assistance Resource Center, a program of California Active Communities

www.CaSafeRoutesToSchool.org

(916) 552-9874

CaActiveCommunities@cdph.ca.gov



**SAFE ROUTE TO SCHOOL
SUCCESS STORY**

Davis, California
CALTRANS DISTRICT 3, YOLO COUNTY

There was a time when the sight of children walking and bicycling to school was a familiar scene in communities across California. In fact, in 1969 approximately 50 percent of children walked or bicycled to school. Today, fewer than 15 percent of children do and rates of childhood obesity and overweight are overwhelming.^{1,2}

Concerns about traffic safety are often cited as one of the main Reasons children do not walk or bicycle to school.³ And for good Reason, as in 2010 alone, over 21,000 California school children were Sent to an emergency department and over 1,500 were hospitalized Due to pedestrian or bicycle injuries.⁴

Creating safe opportunities for walking and bicycling is critical to Improving the safety of young pedestrians and bicyclists and to Reducing overweight and obesity among California's youth. Safe Routes to School (SRTS) programs are key to reversing these trends. SRTS programs increase the number of children who safely walk And bicycle to school through education and encouragement Programs, enhanced enforcement, engineering improvements, And strong program evaluation.



**SAFE ROUTES TO SCHOOL
SUCCESS STORY**

Implementing Agency

City of Davis Department of Public Works

Location

Davis, Yolo County
Caltrans District 3
CA Assembly District 8
CA Senate District 5

Funding

Caltrans SRTS Non-Infrastructure –
Cycles 1 and 3

Participating Schools

Birch Lane Elementary, Cesar Chavez Elementary, Korematsu Elementary, MME Elementary, North Davis Elementary, Patwin Elementary, Pioneer Elementary, Willett Elementary, Emerson Junior High, Harper Junior High, Holmes Junior High
25 percent of students in participating schools are eligible for the Free and Reduced Price Meals Program

Contact

Rachel Hartsough,
Street Smarts Coordinator
City of Davis Department of Public Works
rhartsough@cityofdavis.org
(530) 757-5640
www.cityofdavis.org



P S

The City of Davis is permeated by a network of bike lanes and trails that help facilitate bicycling to school. The City teaches and encourages children to use these bicycle facilities through a robust school district wide on Infrastructure program that includes an annual Bike to School day.

The City's 2012 Bike to School Day included three Bicycle Rodeos and the Hoopalooza, each of which had bicycle helmet fittings and bicycle maintenance checks, and took students through a skills based course designed to test and improve bicycle safety handling skills. In addition, eight elementary schools and three junior high schools participated in Bike to School Day activities that included Do It Yourself reflective sticker making activities, helmet decorating and bicycle rack decorating contests, and other safety, education, and encouragement activities.

P S C C S S S

- Addition of none new solar powered, data capturing speed boards (vehicle speed feedback signs) installed in school zones throughout Davis.
- Seven Bicycle Rodeos at five elementary schools provided on bicycle Safety and skills based training for students.
- Two thousand five hundred safety lights and reflectors distributed to school children.
- Large Slow Down banners hung in school zones throughout the District.
- Increased participation in Bike Month and Bike to School Day Activities over the past two years. All elementary and junior high Schools in the school district participated in 2012. Bicycling to school on Bike to School Day increased by 1 percent among elementary school students and 21 percent among junior high school students from 2010 to 2012.



VMT Per Capita

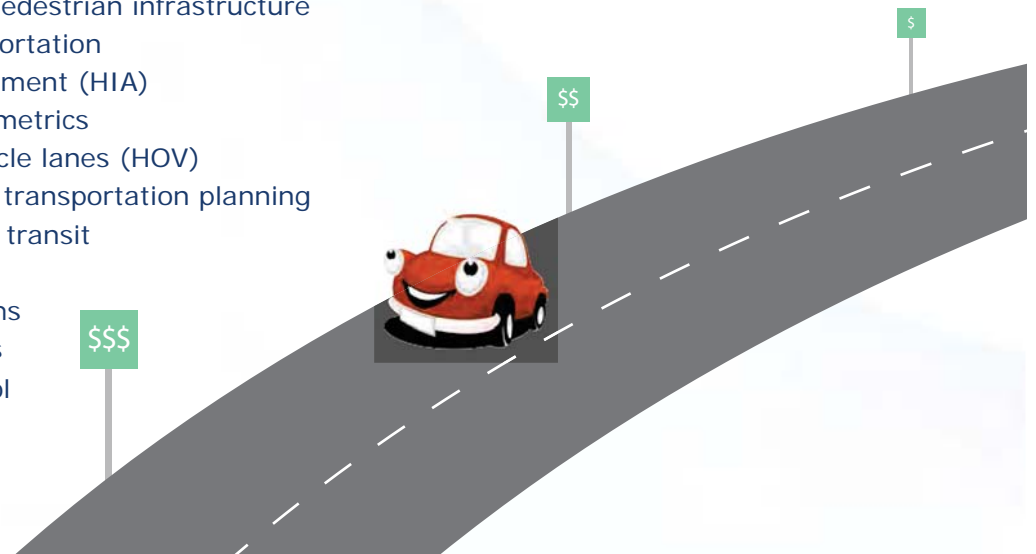
- **Indicator Description**
- **Related Strategies**
- **Transportation and Health Connection**
- **About the Data**
- **Moving Forward**
- **References**

Indicator Description

Vehicle miles traveled (VMT) per capita is calculated as the total annual miles of vehicle travel divided by the total population in a state or in an urbanized area. Data for this indicator come from the Federal Highway Administration (FHWA), 2011 Highway Statistics. The reports are based on individual state reports on traffic data counts collected through permanent automatic traffic recorders on public roadways. Data on VMT for urbanized areas are available from the FHWA Highway Statistics Series. These data are calculated as the total daily miles of vehicle travel in an urbanized area divided by the total population. An urbanized area is defined as an area with 50,000 persons that at a minimum encompasses the land area delineated as the urbanized area by the U.S. Census Bureau.

Related Strategies

- Built environment strategies to deter crime
- Complete Streets
- Encourage and promote biking and walking
- Expand bicycle and pedestrian infrastructure
- Expand public transportation
- Health impact assessment (HIA)
- Health performance metrics
- High-occupancy vehicle lanes (HOV)
- Integrate health and transportation planning
- Multimodal access to transit
- Promote connectivity
- Ride sharing programs
- Rural transit systems
- Safe Routes to School
- Traffic calming

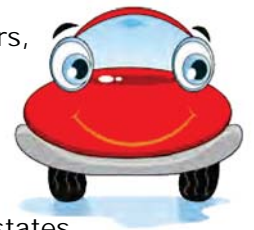




(Continued)

Transportation and Health Connection

Decreasing annual VMT per capita can directly improve air quality and the overall health of a population. How much depends on the types of vehicles on the road (Johnson, 2006). Higher VMT also equates to increased sedentary time. A study in Atlanta, Georgia found that each additional hour per day spent in a car was associated with a 6% increase in a person's risk for obesity (Frank et al, 2004). Since 2004, total VMT in the U.S. has declined slowly. In 2012, total VMT reached the lowest level since 1996 (State Smart Transportation Initiative, 2013). This decline might reflect a large variety of factors. These include the interaction of newly implemented land use policies, active transportation infrastructure and encouragement, economic factors, and other strategies to reduce car-dependence.



About the Data

The Federal Highway Administration reports total VMT as an annual average for states and daily average for Federal-Aid Urbanized Areas (FAUA). FHWA uses the term Federal-Aid Urban Area to distinguish the adjusted urban area boundaries allowed for transportation purposes from those designated by the Census Bureau. Although the data set is robust, it is not without some limitations. Only 4,000 automatic traffic recorders on public roadways throughout all 50 states collect the data, and traffic is recorded primarily on major highways and roads (U.S. DOT, 2011). As a result, local traffic might be underestimated in some states that have high levels of through-traffic related to longer trips.

Moving Forward

VMT levels are lower in communities that are more walkable and compact and in communities that have strong public transportation systems. Increased population density is also associated with lower VMT per capita (ChangeLab Solutions, 2007; U.S. EPA, 2013). Continued research is needed on the effectiveness of policies to decrease VMT per capita. Some strategies that have shown success include public transportation expansion and service improvement, active transportation infrastructure, and higher parking fees (Carlson and Howard, 2010). Transportation decision makers can use data on VMT per capita to track the effects of implemented policies and strategies to reduce traffic on the road. The data can also help in evaluating policies and strategies that support improved public health outcomes related to air quality, road traffic injuries and fatalities, and physical activity from transportation.



(Continued)

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Federal Highway Administration. *Policy Information Travel Monitoring, Frequently Asked Questions*; 2013. <http://www.fhwa.dot.gov/ohim/tvtw/tvtfaq.cfm>.

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<http://www.sciencedirect.com/science/article/pii/S0749379704000777>.

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U.S. Environmental Protection Agency. *Our Built and Natural Environments: A Technical Review of the Interactions Among Land Use, Transportation, and Environmental Quality; 2013*.
<http://contextsensitivesolutions.org/content/reading/built-and-natural/>

* Indicates research that supports policies analyzed

† Indicates research that supports equity or vulnerable populations studied

Updated Tuesday, February 2, 2016



Seat Belt Use in U.S. Reaches Historic 90 Percent

Lives saved estimated at nearly 345,000 since 1975

WASHINGTON — Seat belt use in the United States has reached its highest level since the Federal government began regular national surveys in 1994, according to a study released by the U.S. Department of Transportation’s National Highway Traffic Safety Administration (NHTSA).

The best way folks can protect themselves in their cars is by wearing a seat belt, said U.S. Transportation Secretary Anthony Foxx. Whether you’re a driver or passenger, in the front seat or back, the simple act of wearing a seat belt significantly reduces the risk of fatality and major injury in a crash.

The new data drawn from a large-scale observational study conducted by NHTSA in June 2016, shows daytime belt use (drivers and right-front passengers of passenger vehicles from 7 a.m. to 6 p.m.) reached 90.1 percent, a statistically significant increase from 88.5 percent in 2015. The study, known as the National Occupant Protection Use Survey (NOPUS), is the only survey that provides nationwide probability-based observed data on seat belt use in the United States. The NOPUS also provides data on other types of restraints, such as child restraints and motorcycle helmets, and driver electronic device use.

Vehicles have many more safety features today than ever before, but there is nothing more important than the simple seat belt, said NHTSA Administrator Mark Rosekind. We are encouraged by this progress, but with so many people still dying in crashes because they are not wearing their seat belts, we will not rest until we reach 100 percent.

Even with a higher belt use, nearly half (48 percent) of people killed in crashes in 2015 were not wearing their seat belt. When used properly, lap shoulder belts reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent, and the risk of moderate-to-critical injury by 50 percent.

Seat belts saved nearly 14,000 lives during 2015 alone and an estimated 345,000 lives since 1975. The nation’s chief auto safety agency credits State legislation,



Cont.

strong laws, and our nation's police officers for strong enforcement of those laws, especially during the annual national "Click It or Ticket" campaign. Also important was the agency's decades-long focus on the issue, including the renowned Vince and Larry crash test dummy public service campaign of the '80's and '90's. This progress is the result of persistent effort by a wide range of safety partners, including the U.S. Congress which provided resources including incentive grants and support for enforcement, state highway safety officials who mobilized and organized state enforcement and education campaigns, and many others including public health organizations which raised awareness and the auto and insurance industries which supported seat belt advocacy efforts.

Of note in the latest survey is that seat belt use is higher in the West than in the other regions of the U.S., and seat belt use continued to be higher in the States with primary belt use laws. Thirty-four states, the District of Columbia, American Samoa, Guam, the Northern Mariana Islands, Puerto Rico and the Virgin Islands have primary seat belt laws for front seat occupants, while 15 states have secondary laws. In many of these states, the law is primary for younger drivers and or passengers.

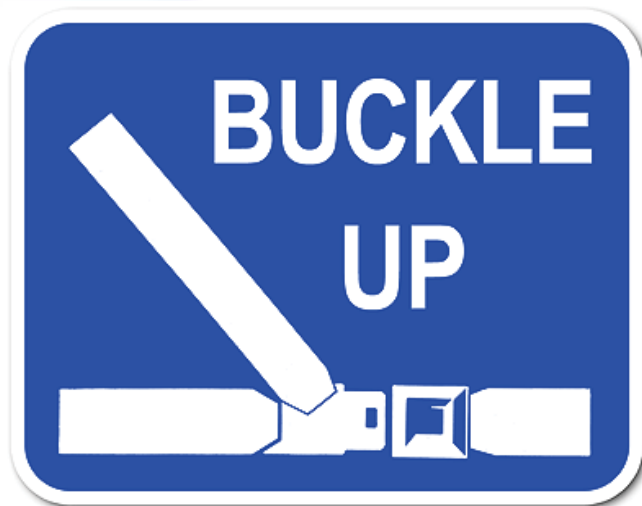
Other significant increases in the last year are among drivers and passengers of vans and SUVs, and those in rural areas.

Monday, November 21, 2016

NHTSA Public Affairs Office
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Washington, DC 20590
United States

Phone 202-366-9550

Business Hours
9:00am-5:00pm ET, M-F





Con ratulation all Caltrans cellence in rans ortation war s inners

Each year, the California Department of Transportation (Caltrans) highlights the best of its work and the work of its partners through the annual Caltrans Excellence in Transportation Awards Program. Caltrans received nearly 100 entries from within Caltrans, public agencies, private contractors and consultants across the state. Congratulations to those of you who have worked hard to make these projects a reality by participating in the effort to provide positive and measurable improvements in transportation, resulting in a lasting benefit to the state of California.

nter o al rans ortation Syste

Anaheim Regional Transportation Intermodal Center (ARTIC)

- City of Anaheim
- HOK
- Clark Construction Group
- Parsons Brinckerhoff

he i hway ural

ameson Canyon Road idening Project

- Caltrans District 4
- Solano Transportation Authority
- Napa County Transportation and Planning Agency
- Metropolitan Transportation Commission

he i hway r an

Ramon Road Corridor Improvements

- City of Cathedral City
- Agua Caliente Band of Cahuilla Indians

a or Structures

State Route 178/Morning Drive Interchange **

- City of Bakersfield
- Caltrans District 6
- Kern County
- Kern Council of Governments

Stewar shi of the n iron ent

The Fort Goff Creek Fish Passage Restoration Project

- Caltrans District 2
- California Department of Fish and Wildlife
- U.S. Fish and Wildlife Service
- National Oceanic and Atmospheric Administration Fisheries



Cont.

Transportation Related Activities

- City of Clovis Dry Creek Trailhead
- City of Clovis - Planning and Development Services
- City of Clovis - Public Utilities Department
- BMY Construction Group, Inc.
- Advanced Drainage Systems, Inc.

Transportation System Operations Projects

- Sloat Boulevard Pedestrian Hybrid Beacon System
- Caltrans District 4 - Division of Operations
- City and County of San Francisco - Department of Public Works

Traveler Information System Safety

- State Route 154/246 Roundabout Project
- Caltrans District 5
- Granite Construction, Inc.

Community Enhancement

- Cabrillo Bridge Retrofit/Rehabilitation/SR-163 Landscape Renewal Transportation Enhancement
- Caltrans District 11
- Caltrans District 11 - Environmental
- Caltrans District 11 - Design Landscape Architecture
- City of San Diego

Maintenance Operations and Support

- Valley Fire Response
- Caltrans District 1
- Caltrans District 1 - Maintenance

Highway as a Main Street

- U.S. 50 Trout Creek to Ski Run
- Caltrans - District 3

Transportation Innovations to Improve Mobility across California

- San Francisco-Oakland Bay Bridge East Span Seismic Safety Project, Pier E3 Demonstration Project
- Caltrans Toll Bridge Program - District 4
- Bay Area Toll Authority
- California Transportation Commission

Public Awareness Campaigns

- Spare the Air Youth
- Metropolitan Transportation Commission
- Bay Area Air Quality Management District
- Alta Planning + Design
- Parisi Transportation Consulting



District 6 Award Winners



State Route 178/Morning Drive Interchange

State Route 178 (SR 178) serves as the primary access corridor for northeastakersfield, which has experienced tremendous residential development in recent years as the city has grown to become the state’s ninth largest city. With this growth has come increased congestion. The SR 178 Interchange Project replaced a stop sign controlled T intersection with a full interchange and extended the four lane freeway eastward for a distance of nearly two miles. The project also widened Morning Drive to three lanes in each direction on the north side of SR 178, and extended Morning Drive south of the freeway. The project opened to traffic in August 2015, and has relieved congestion and improved travel times in this area ofakersfield. Morning Drive’s new direct connection between SR 178 and SR 5 has enhanced north south mobility, improved connectivity between neighborhoods on both sides of the freeway, and created opportunities for much needed retail and commercial development in northeastakersfield.

City of Clovis Dry Creek Trailhead

The City of Clovis Dry Creek Trailhead is a 3 acre open space amenity that is a vital link in the local transportation system. The Trailhead opened to the public as an innovative open space facility that tackles the issues of health, air quality, land use, conservation of natural resources, and planning for the future. Each aspect of the trailhead was designed to enlighten the community about the city’s history and surroundings and to protect natural resources. Key sustainable features include drought tolerant landscaping, an underground stormwater retention system, reduced construction and operational costs, and a focus on conservation and improved water management. The trailhead promotes bicycling as an alternate form of transportation to reduce traffic congestion, decrease air pollution, and improve the community. The site includes bicycle and vehicle parking, bike repair stations, bike racks, restrooms, picnic areas, drinking fountains, lights, benches, and pedestrian bridges. The result is a beautiful facility that promotes healthy living, protects natural resources, and provides education about the area’s history.



**P will e loy electric car
char in stations at an esti ate cost
of illion**

The plan specifies that P must deploy at least 20 percent of the charging stations at multi unit dwellings, and aim to place at least 50 percent of the stations at these locations.

ulti unit dwellings have received less attention in recent deployment of charging infrastructure, which have tended to focus on non residential locations.

P will also deploy at least 15 percent of the new charging stations in disadvantaged communities, and will aim to increase that amount to 20 percent.

P will own and maintain charging stations, although they will likely be installed by third party vendors.





Projects

January-February-March 2017

Fresno Council of Governments

Update on Fresno County Projects

I-5 Cable Barrier: Install high tension cable barrier on I-5 from PM 21.5 in Kings County to PM 2.25 in Fresno County and from the El Dorado Avenue overcrossing to the I-5/SR 198 separation (Fresno County). Funding: SHOPP. Started construction October 7, 2016; complete construction spring 2017. Scott Friesen, Project Manager, (559) 243-3436.

Seismic Restoration-Var: Seismic restoration on SRs 33, 41, 43, and 233/152 in Fresno, Kings, and Madera Counties at various locations. Funding: SHOPP. Awarded; begin construction late 2016. Jeannie Wiley, Project Manager, (559) 243-3432.

FRE HI Friction: Install high friction surface treatment on freeway ramps at various locations in Fresno on Routes 41, 99, 168, and 180. Funding: SHOPP. In construction. Jeannie Wiley, Project Manager, (559) 243-3432.

Route 41 SB Aux Lane: Construct an auxiliary Lane on SR 41 southbound from O Street to Tulare Avenue. Funding: Local. PS&E/RW; Ready to List summer 2017. Neil Bretz, Project Manager, (559) 243-3465.

FRE/MAD Roadside Safety: Roadside safety improvements on SR 41 in Fresno and Madera Counties from south of the Bullard Avenue overcrossing to north of Children's Boulevard overcrossing. Funding: SHOPP. Bids rejected; repackage and advertise winter 2017. Jeannie Wiley, Project Manager, (559) 243-3432.

41 Seismic Retrofit: Bridge seismic retrofit on old Route 41 Bridge between Madera County and Fresno County near the Community of Friant. Funding: SHOPP. PS&E/RW; construction to start 2017. Anand Kapoor, Project Manager, (559) 243-3588.

Southbound 99 Ramp Metering: Install ramp metering in the City of Fresno at the southbound Shaw Avenue and southbound Ashlan Avenue onramps, and an auxiliary lane from Olive to Belmont. Funding: SHOPP. PS&E/RW; Ready to List late spring 2017; end construction late 2018. Anand Kapoor, Project Manager, (559) 243-3588.



Projects

January-February-March 2017

Fresno Council of Governments

Update on Fresno County Projects Cont.

Olive Avenue Signals: At SR 99/Olive on- and off-ramps in the City of Fresno; ramp metering included. Funding Minor A. Construction complete. Anand Kapoor, Project Manager, (559) 243-3588.

SR 99 Realignment for HST: Realignment of SR 99 to accommodate the High Speed Train System from south of Clinton Avenue in the City of Fresno to Ashlan Ave. Funding: CHSRA (ARRA). In construction. Garth Fernandez, Project Manager, (559) 243-8012.

Veterans Bl. Interchange: New interchange on SR 99 between Herndon Avenue and Shaw Avenue on Veterans Boulevard in the City of Fresno. Funding: Measure, local. Project design progressing. Ready to List summer 2017. Jim Bane, Project Manager, (559) 243-3469.

168 Gore Paving: Construct freeway maintenance vehicle pullouts and gore paving in the Cities of Fresno and Clovis on State Route 168 from the 180/168 separation to Shepherd Avenue. Funding: SHOPP. 95% Construction Review completed; Ready to list late 2016; advertise early 2017; begin construction spring 2017. Jeannie Wiley, Project Manager, (559) 243-3432.

Prather Curve Correction: Realign the curve on SR 168 and Auberry Road near the community of Prather. Funding: SHOPP. In construction. Jeannie Wiley, Project Manager, (559) 243-3432.

Auberry Road Roundabout: Intersection improvements at the SR 168/Auberry Road intersection near the community of Prather. Funding: SHOPP. Project is in suspension until spring 2017; complete construction fall 2017. Jeannie Wiley, Project Manager, (559) 243-3432.

Munger Point: Enhance Maynard Munger vista point on SR 168 east of the community of Prather. Funding: STIP, TE. Construction complete. Jeannie Wiley, Project Manager, (559) 243-3432.

Fresno Slough Scour Mitigation: Scour mitigation near Mendota at the Fresno Slough (Kings River – White Bridge). Funding: SHOPP. Begin construction 2017. Neil Bretz, Project Manager, (559) 243-3465.



Projects

January-February-March 2017

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Update on Fresno County Projects Cont.

Mendota Passing Lanes: Add passing lanes on SR 180 between Yuba Avenue and Lake Avenue near the City of Mendota. Funding: Measure. Advertise spring 2017; begin construction late summer 2017; end construction late spring 2018. Neil Bretz, Project Manager, (559) 243-3465.

180 Braided Ramps Landscaping: Freeway landscaping in the City of Fresno from west of the Route 180/Route 41 separation to east of the Peach Avenue overcrossing. Funding: Measure. In construction. Neil Bretz, Project Manager, (559)243-3465.

Kings Canyon Expressway Seg. 3: SR 180 from Smith Rd. to Alta Main Canal near the community of Centerville. Funding: RIP, Measure. PS&E/RW; Design completed in June 2015; construction will begin late spring 2017. Neil Bretz, Project Manager, (559) 243-3465.

Cali Aqueduct Deck Replacement: Replace the California Aqueduct bridge deck on SR 198 near the City of Huron. Funding: SHOPP. Advertised summer 2016; awarded October 6, 2016; begin construction fall 2016; complete construction summer 2017. Jeannie Wiley, Project Manager, (559) 243-3432.

Route 269 Bridge Project: Palmer Avenue to SR 198 near the City of Huron. Project programmed in 2010 SHOPP for support costs only. Measure funds will be used for capital costs. Ready to list fall 2017; Project is in final design stage. Neil Bretz, Project Manager, (559) 243-3465.

Fre-Tul Sign Panel Upgrade: Upgrade sign panels in Fresno County on Routes 41, 168, 180, and in Tulare County on Route 198. Funding: SHOPP. Construction complete. Emad Abi-Rached, Project Manager, (559) 243-3460.

Fresno Co. Drought Relief: Repair irrigation systems and replace booster pumps in Fresno County at various locations. Funding: SHOPP. Construction complete. Victor Shaw, Project Manager, (559) 243-3441.

Fresno ITS Freeway Crossings: City of Fresno will design and construct an Intelligent Transportation System (ITS) project to help synchronize traffic signals along freeway crossings. Funding: Minor A, CMAQ. Ready to List summer 2017; advertise late 2017. Anand Kapoor, Project Manager, (559) 243-3588.



Projects

January-February-March 2017

Fresno Council of Governments

Update on Fresno County Projects Cont.

HST – CP-1 Contract: Construction of the first Construction package for the High Speed Train System in the City of Fresno. Various location on the SHS. Funding: CHSRA (ARRA). Begin construction summer 2016; end construction summer 2018. Garth Fernandez, Project Manager, (559) 243-8012.

Tulare Madera VDS: Install Vehicle Detection systems on SR 99 in Tulare County from 0.1 mi north of Kern County line to 0.2 mi north of Paige Road overcrossing, in Fresno County from 0.2 mi south of Church Avenue overcrossing to N99-W180/S99-E180 and in Madera County from 0.4 mi north of Avenue 18 ½ overcrossing to N99/233 connector. Funding: Minor A. Contract awarded May 2016; project is in construction. Jeannie Wiley, Project Manager, (559) 243-3432.

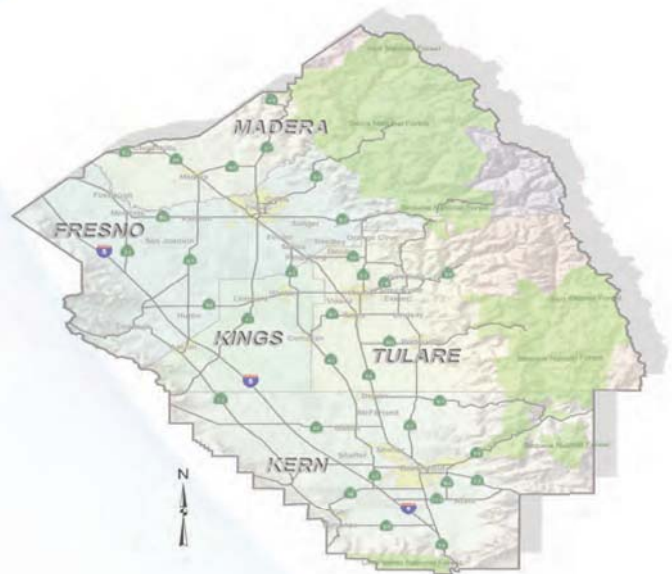


The California Department of Transportation (Caltrans) District 6 is headquartered in Fresno. This geographically diverse district is the second largest of the 12 Districts statewide, stretching from the southernmost part of Yosemite National Park in the north to the Mojave Desert. It includes Madera, Fresno, Tulare, Kings, and Kern counties. Interstate 5 and State Route 99 run the length of District 6, serving as the main north-south arteries for not just the Central Valley, but for the entire state as well.

District 6 Planning and Local Assistance vision is to be valued for its expertise in providing sound and innovative services and products that enhance the total transportation network.

Our mission is to provide transportation planning which offers a balanced, efficient, cost effective, and integrated multimodal transportation system which not only ensures access and connectivity within the county, region, and state, but one which also reflects partnerships and participation of our local communities, stakeholders, transportation agencies, and local jurisdictions through clear and effective communication.

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CALTRANS MISSION:

Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability

Sources: Esri, USGS, NOAA

Visit District 6 on the web at www.dot.ca.gov/sist6/