

Chapter 3: TRANSPORTATION

A. INTRODUCTION

The Plan Area is interconnected to adjacent neighborhoods and greater Fresno through a fine-grained network of thoroughfares that directly support the land use, economic development, and quality of life goals of this Plan. Rather than concentrating most automobile traffic on few, pedestrian- and development-unfriendly arterials, all streets in the Downtown Neighborhoods are designed to disperse traffic so that none becomes an obstacle for pedestrians. Indeed, in urban areas, many smaller streets are always better than fewer, wider streets. Similarly, all streets are designed to graciously accommodate all users, including children, the elderly, and disabled people, as well as including pedestrians, bicyclists, motorists, transit riders, and freight movers. Though each street may strike a different balance among the various users, all streets are designed to be safe for all users at all times of day or night. Transit is integral to the transportation system, not only providing mobility for those with limited choices, but also creating economic development opportunities by increasing the amount of development the street system can support.

All streets are designed to support the needs of the land uses along them, with street design varying according to context. Residential streets and their streetscape offer abundant shade, slow motor vehicle speeds, and a safe walking experience for children, while retail streets offer well-managed on-street parking, well-tended landscape, pedestrian-scaled lighting, and generously detailed, comfortable sidewalks for shoppers. Industrial streets accommodate loading and turning movements for trucks.

Mobility and transportation are carried forward in this Community Plan through specific goals and policies as well as through the Mobility and Transportation System. Similar to a circulation plan, the system identifies principal and secondary thoroughfares while articulating the rest of the network. Their corresponding roles and details, including supporting transit and parking, are also outlined. In addition, the transportation network is calibrated to the needs of the zones or “distinctive physical environments” identified in the Regulating Plan. In this way, the system of thoroughfares and transit is directly coordinated with the form of each block and building in the Plan Area.

B. CONTEXT

Fresno's Downtown street network was designed in 1872 by Edward H. Mix shortly before the City's incorporation in 1885. This network was laid out on a northwest-southeast orientation that parallels the Union Pacific railroad line. Over time, the network expanded and newer roads were laid out in north-south and east-west directions. The system also diversified over time so that today the transportation network is comprised of a multi-modal transportation system of transit, bicycle, pedestrian, and automobile travel. In addition, the proposed California High Speed Train system will have a station in Downtown Fresno, creating potential changes in the transportation system and urban development over the next several generations.

1. **Blocks, Streets, and Alleys.** Fresno's original Downtown street network consists of a grid of one-way and two-way streets. The late 19th-century interconnected street network is interrupted by three freeways, two railroad right-of-ways, the Plan Area's various pedestrian malls (Fulton Street, Kern Street, Mariposa Street, and Merced Street), the Community Regional Medical Center (Divisadero Street), the Fresno Adult School (O Street), the Fresno Convention Center, Fresno Chandler Airport, and a number of dead-end streets in the neighborhoods. East of State Route 41, and in the northwest portion of the Plan Area (Jane Addams), street connectivity is limited, hampering vehicular, bicycle, and pedestrian traffic to other parts of the city.

In addition to the freeways, the Plan Area is traversed by two principal thoroughfare types, arterials and collectors. These streets are generally wider than necessary and since the completion of the freeway system 25 years ago, they are underutilized. This presents an important opportunity to redesign them as multi-modal thoroughfares.

With the exception of the Jane Addams Neighborhood, most blocks within the Plan Area are serviced by alleys. The majority of the alleys in the Southeast Fresno Neighborhood are closed-off at each end with chain link fences and locked gates, although despite their closure, they remain unsightly and are often used as dumping grounds for abandoned furniture and trash. Alleys within the Lowell, Jefferson, and Southwest neighborhoods provide vehicular access to parking, but nevertheless are unkempt, unsightly, and present a potential hazard to public health and safety. Alleys within Downtown and the South Van Ness Industrial District are used and are in better shape than the alleys in the rest of the Plan Area.

2. **Automobile Travel.** Downtown Neighborhood residents largely depend on private automobiles for their transportation needs. The City's large land area, lower-density development, and decentralized land uses encourage driving. The automobile network consists of a diverse network of roadways ranging from freeways to neighborhood streets. The grade-separated

freeways of SR 99, SR 180, and SR 41 run through and alongside the Downtown Neighborhoods, providing easy access to and from the area, but also creating barriers between the Downtown area and post-1950 neighborhoods beyond. The Downtown Neighborhoods are traversed by a number of major arterials that carry high traffic volumes and accommodate high speeds, including streets that formerly served as state highways before the freeways were built. In Downtown Fresno, major thoroughfares include Fresno Street, Tulare Street, Ventura Avenue, and Van Ness Avenue. Outside of the downtown, major thoroughfares include Blackstone Avenue and Abby Street, Kearney Boulevard, Tulare Avenue, Kings Canyon Road, and Belmont Avenue. Many of these are primary locations for retail goods and services. In addition, a system of smaller streets support the residential neighborhoods and the industrial areas. While many of these are automobile-oriented, they also accommodate other modes of travel. The major thoroughfares are the primary transit routes and the residential streets support higher levels of pedestrian traffic.

3. **Transit.** The primary transit providers serving the Downtown Neighborhoods are Fresno Area Express (FAX) and Fresno County Rural Transit Agency (FCRTA). Amtrak and Greyhound are also located in Downtown in addition to taxicabs and several private bus service providers.

- a. **Fresno Area Express (FAX).** FAX serves the Downtown Neighborhoods with nine bus routes. FAX provides service within the City of Fresno, as well as to certain adjacent sections of the County, including County islands within the City, Clovis, and to Fresno Yosemite International Airport. The Downtown bus transfer stations are located at the Downtown Transit Mall located on Van Ness Avenue and Fresno Street. The configuration of the Transit Mall, with bus queuing lanes along Van Ness Avenue and Fresno Street, isolates Courthouse Park from the surrounding streets, sidewalks and buildings, hampering pedestrian access to the park. The underground parking garage ramps that run along the east side of Van Ness Avenue further interrupt pedestrian access to the park. The installation of high visibility crosswalks across Tulare and Fresno Streets and the addition of a pedestrian island on Fresno Street allow people to easily cross to Courthouse Park, but to enter the park they must still cross the bus queuing areas, parking ramps, and parking lots that line Courthouse Park.

In addition, FAX provides Handy Ride, a service designed to assist eligible persons with disabilities who cannot functionally use the FAX city bus system. Handy Ride is a curb-to-curb service that provides service from any origin to any destination within the service area.



A sparingly used street parallel to Tuolumne Street currently creates a barrier between the north end of the Fulton Mall and the Cultural Arts District.



The elevated 41 freeway creates a daunting barrier for pedestrians and bicyclists wishing to go from the Southwest Neighborhoods to Downtown.

b. Fresno County Rural Transit Agency. FCRTA provides local service and inter-community service to rural communities in Fresno County, as well as intercity service between rural communities and downtown Fresno. Intercity service systems connect with the FAX network at the Downtown Transit Mall. Due to the low density and rural characteristic of the communities served by FCRTA, most local transit service is provided by general demand response and dial-a-ride shuttles.

c. Amtrak. Fresno is a major destination on Amtrak's San Joaquin route, which provides intercity passenger rail throughout California's Central Valley. Amtrak trains use the Santa Fe Station, which is located on Santa Fe Avenue just south of Tulare Street. Amtrak provides six trains per day between Bakersfield (with bus connections to Los Angeles) and Sacramento or Oakland (with bus connections to San Francisco and other northern California cities).

d. Greyhound. The Fresno Greyhound Station is located at the corner of H Street and Tulare Street. From Fresno, Greyhound serves several cities in California. Connecting service provides intercity travel to destinations throughout the United States, Mexico, and Canada. Transferring between Greyhound, Amtrak, and FAX is challenging because of the distance between the Amtrak station and Greyhound depot (9 blocks), Greyhound depot and FAX Downtown Transit Mall (4 blocks), and Amtrak station and FAX Downtown Transit Mall (7 blocks).

e. Private Bus Providers. Downtown Fresno is serviced by several private bus companies that provide service to other California cities and Mexico. Since Fresno does not have a central bus depot, these companies typically pick up and drop off passengers in front of their storefront business addresses – generally not located within walking distance of Downtown's other transit services. Accordingly, transferring to FAX, Amtrak, and Greyhound is not easy.

4. Bicycle Network. The Downtown Neighborhoods are serviced by a number of bicycle facilities (lanes), all of which are Class II, striped, on-street bike lanes. Recently, the City of Fresno has been striping bicycle lanes throughout the Downtown Neighborhoods, aiming to connect all of the Downtown Neighborhoods to each other, to the Downtown, and to the rest of the city. The following streets in the study have Class II bicycle facilities:

- P Street;
- M Street;
- Stanislaus Street;

- Tuolumne Street;
- Divisadero Street;
- Van Ness Avenue; and
- Fulton Street.

Most of the bicycle lane improvements have been implemented by taking advantage of the Plan Area's excessive road capacity, restriping streets to eliminate surplus general purpose lanes, and replacing them with bicycle lanes. These so-called "road diets" have several advantages:

- New bicycle lanes can be created at very low cost, simply by putting roadway stripes in a different configuration after regular street resurfacing projects are completed.
- By reducing the number of travel lanes to only the number necessary to accommodate vehicle volumes, extensive data shows that safety is improved significantly for all road users. Much of the safety benefit results from the fact that the most prudent drivers dictate maximum speeds: would-be speeders can no longer use the excess travel lanes to pass law-abiding motorists.
- The single most powerful factor for increasing the use of cycling for everyday transportation is the provision of a dedicated, connected bikeway network.
- As the number of cyclists increases, the safety for all cyclists increases.
- Young professionals increasingly desire bikeways when looking for places to live. Providing bikeways in the Downtown Neighborhoods can be a powerful economic development tool, attracting and retaining a key demographic group that is ready to invest in downtown locations.
- Bikeways provide a low cost form of mobility for people too young or without the resources to buy a car.
- By reducing the amount of pavement used by heavy cars and trucks, roadway maintenance costs are somewhat reduced.

When the Bicycle, Pedestrian, and Trails Master Plan (BMP) is fully implemented, Fresno will have one of the most extensive bikeway networks in California. Planned bicycle facilities are shown in **Figure 3-1 (Proposed Bicycle Facilities)**.

5. Pedestrian Facilities. In general, almost all of the streets in the Downtown Neighborhoods have sidewalks, typically separated from the street by a planter strip. Areas with missing sidewalks include portions of the Southwest, Jane Addams, and Southeast



Most major corridors within the Plan Area are designed to cater to automobiles.



North Van Ness Avenue, with its newly striped Class II bike lane, connects Downtown to the Lowell Neighborhood and the Tower District.

B. CONTEXT (Continued)

Neighborhoods adjacent to State Route 180, including intermittent locations throughout the Van Ness Industrial District. Along the corridors, most sidewalks are attached to the curb with no landscaped area between the outermost vehicle lane and the sidewalk. Within the Downtown area (bounded by State Route 99, Divisadero Street, and State Route 41) most sidewalks are attached to the curb with no landscaped area between the outermost vehicle lane and the sidewalk, which is typical of urban environments. Only some areas south of Ventura Street or along the Union Pacific railroad tracks are missing sidewalks.

Additionally, Downtown Fresno has a number of pedestrian malls including one on Fulton Street between Tuolumne and Inyo Streets, and Mariposa Street between Broadway and P Streets. These malls provide north-south and east-west connectivity exclusively for pedestrians and bicyclists within the core of downtown.

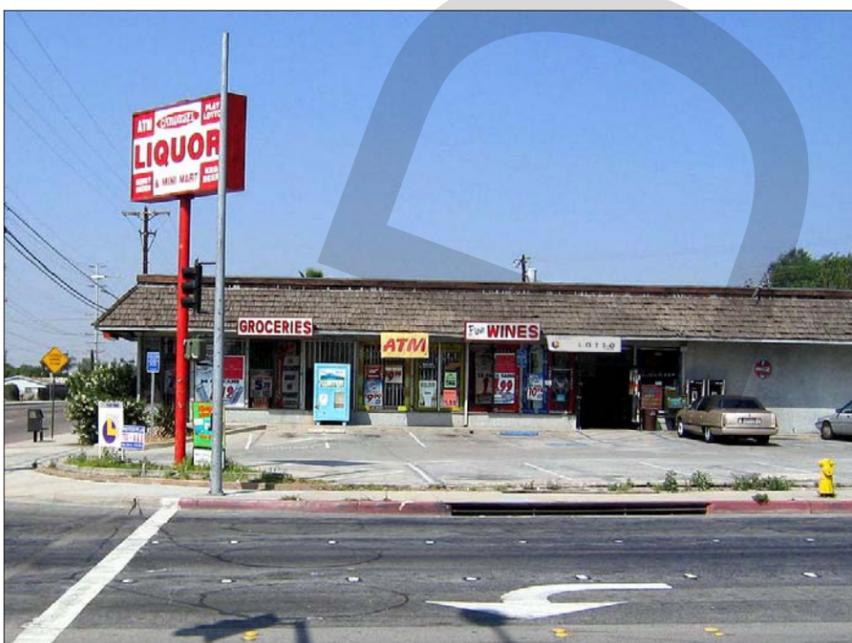
- 6. High Speed Train.** Fresno is the site of one of the proposed High Speed Train (HST) system's 26 potential stations, and the Fresno station is funded in the first phase of construction. By linking all major cities in California with a state-of-the-art new transportation system, high-speed trains will move people across our state like never before. By connecting Fresno with the state's major metropolitan areas in an hour and a half or less, high-speed trains could revolutionize intrastate connectivity to Fresno. Preliminary estimates indicate that several thousand riders would enter or exit the Fresno Station everyday. Key to making the HST Station successful is creating easy access for pedestrians and cyclists; providing convenient connections to other transit providers, including public buses (FAX, Fresno County Rural Transits Agency), private buses (Greyhound and other private providers), and taxis; and providing vehicular parking that is appropriate to the HST Station's urban, downtown setting in terms of location, quantity, and disposition.

C. KEY DEFICITS

- Wide, auto-oriented streets.** Streets are wide and configured to move cars quickly from one part of town to the other, particularly on streets that were former state highways before the freeways were built.
- Limited pedestrian and bicycle amenities.** Amenities for bicyclists and pedestrians, such as shade trees, landscaping, sidewalks, and street furniture are limited. Although there are numerous residential neighborhoods that are within walking and biking distance of Downtown's Central Business District (CBD), the lack of continuous, clear and comfortable connections for either bicyclists or pedestrians limits the use of these modes. Numerous street trees are missing from tree wells and a large number of existing street trees lack irrigation systems, thus requiring truck watering to sustain them.
- Urban design aimed at automobile driving.** Suburban style shopping centers and strip malls encourage private automobile usage, limit walking, and remove activity from the public realm.
- Hostile freeway interchanges.** Freeway interchanges create hostile, unsafe, and unattractive environments that are especially difficult for pedestrians to navigate.
- Alleys are not being utilized.** Traditionally used to provide access to garages and trash, many alleys, particularly in the Southeast Neighborhoods, have been neglected, are visually unattractive, and in some cases have been fenced off with gates and fences.

D. VISION FOR CHANGE

The Downtown Neighborhoods and the Downtown District are connected through a diverse, multi-modal network of complete streets that accommodate transit, tie to the High Speed Train, and support the intended physical environment throughout the center of the City of Fresno. The needs of all users are balanced to generate appealing and safe streetscapes and a strong sense of place.



Suburban style strip malls encourage reliance on the automobile, discourage walking, and remove activity from the public realm.



A narrow curb-to-curb dimension and on-street parking promote slower traffic speeds.

E. GOALS AND POLICIES

3.1 Develop the transit network into a viable alternative to single-occupancy vehicles.

Intent: To provide high quality transit that is accessible, attractive, supported by land use policies, and perceived as an amenity for the Downtown Neighborhoods and the Downtown.

- 3.1.1 Continually seek opportunities to improve the quality, safety, and efficiency of transit service within the Downtown Neighborhoods and to regional destinations.
- ▶ 3.1.2 Work with transit providers serving the Downtown Neighborhoods to increase transit service to a level that allows residents to access goods, services, public facilities, parks, and employment via transit. In particular, strive to improve transit service for the following populations:
 - Transit dependent;
 - Persons with low and moderate incomes;
 - Seniors;
 - Persons with disabilities; and
 - Students.
- 3.1.3 Focus transit service and investments on high-priority transit corridors identified in **Figure 3-2** (Transit Corridors). Restructure citywide transit service to concentrate these routes in order to make transit on these corridors fast, frequent, and reliable (FCSP 7-5-1). The primary transit corridors that are shown in the diagram should be managed to minimize transit delay. In addition, investments in high quality bus shelters and pedestrian amenities should be prioritized on these corridors.
- 3.1.4 Support incentives for discretionary transit riders, such as employees of major Downtown employers, students, and others.
- 3.1.5 Engage in outreach and education efforts to publicize transit options to residents and employees in the Downtown Neighborhoods.
- ▶ 3.1.6 Establish employer-based incentive programs for use of public transit and increase awareness of such programs.
- 3.1.7 Explore streetcar and other fixed-guideway transit as a long-range component of the Downtown Neighborhoods economic development strategy. (FCSP 7-4-2)
- ▶ 3.1.8 Support the development of the High Speed Train station in Downtown Fresno, and seek an at-grade or below-grade alignment that maximizes connectivity across the tracks.
- ▶ 3.1.9 Permanently relocate the Downtown Transit Mall away from Courthouse Park to an interim location adjacent to the planned Downtown High Speed Train station. This interim location should remain until the plan for the HST station has been determined. Once the HST station is built, a new location will be determined that serves Downtown. The interim location may be considered as the final location. Replace the bus areas at Courthouse Park with restored park space and a high quality bus stop at the corner of Van Ness Avenue and Fresno Street.
- ▶ 3.1.10 Implement Bus Rapid Transit improvements along Blackstone Avenue and Abby Street, and Ventura Avenue/ Kings Canyon Road.
- ▶ 3.1.11 Minimize transit delay along key transit corridors through the use of signal prioritization for transit, queue jumping, optimal stop spacing, pre-paid fares, and other transit priority tools. (FCSP 7-5-2)
- ▶ 3.1.12 Provide amenities that increase rider safety and comfort (such as lighting, shelters, benches, route information and similar improvements) at all transit stops. Focus initial improvements on the areas with the highest existing or potential future transit ridership, including pedestrian-oriented commercial and retail areas in the Downtown Neighborhoods.
- ▶ 3.1.13 Require new development to install indented curbs for bus bulb-outs, bus shelters, and other transit-related public improvements (such as lighting, shelters, benches, route information, and similar improvements), where appropriate. (RCP 2-4.2)
- 3.1.14 Work with private bus providers to integrate their transit services into Downtown's overall transit network.

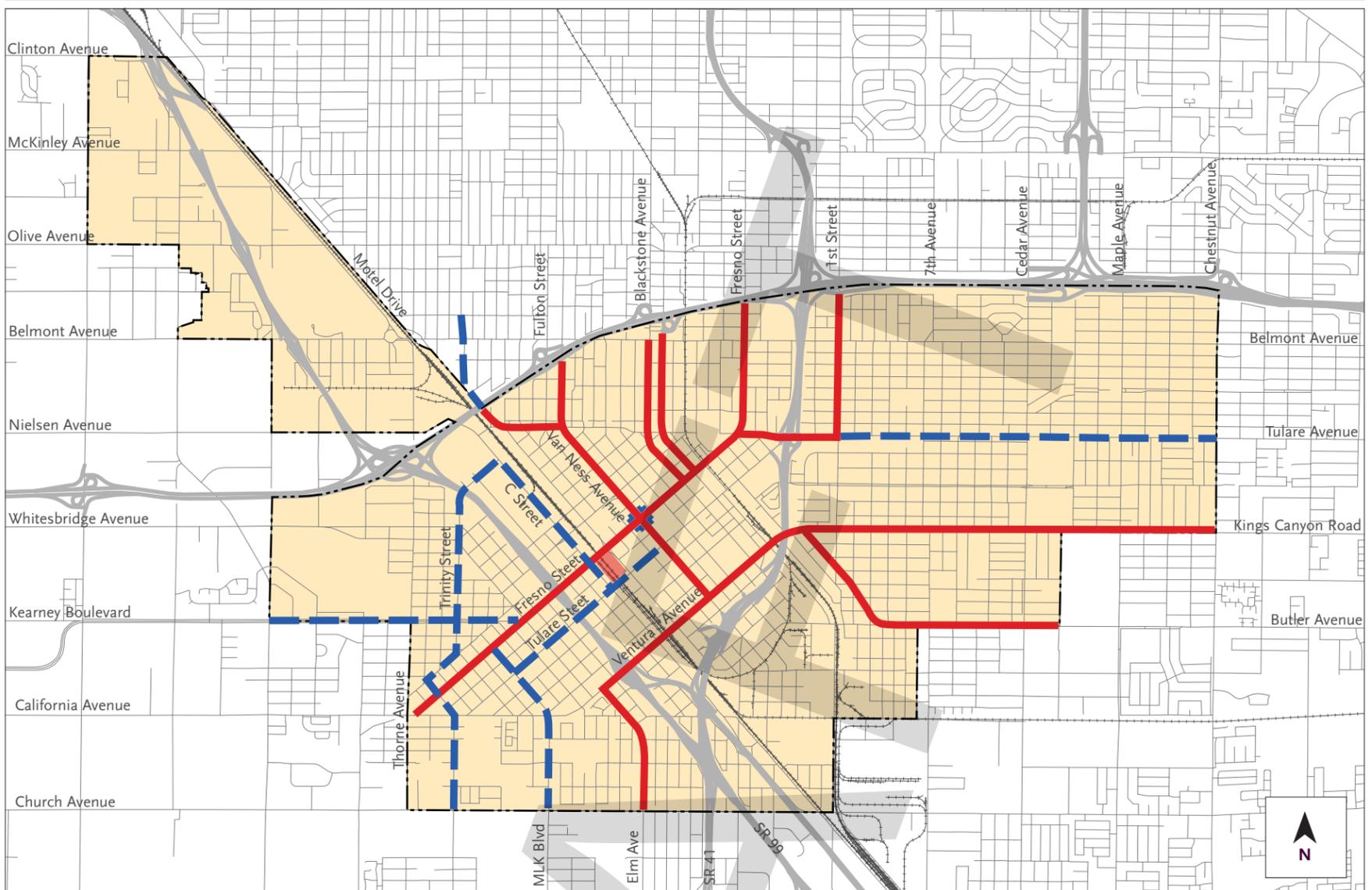


Bus Rapid Transit provides the service quality of rail transit, while still enjoying the cost savings and flexibility of bus transit.



Multiple modes of transportation share the right-of-way on this urban street. Sidewalks are wide in order to accommodate street trees, street furniture, and pedestrians.

FIGURE 3-2 - TRANSIT CORRIDORS



Key

- Primary
- - - Secondary
- + On-Street Stops to Replace "Transit @ the Park"
- High Speed Train Station



An example of how a streetcar shares the road with automobiles.



A transit stop provides an inviting and sheltered place for riders to wait for a bus or streetcar.

E. GOALS AND POLICIES (Continued)

3.2 Make the completion of the California High Speed Train project among the city’s highest priorities while ensuring that it has the least negative impact on the City.

Intent: High Speed Train has the potential to significantly impact the economic future of Fresno by service connecting Downtown Fresno to all of the major urban centers of California. To expedite successful completion of the high speed train, capitalize upon the advantages the train brings, and minimize any negative impacts of the necessary rail and station infrastructure.

3.2.1 Pursue at-grade or below-grade rail alignments in order to minimize negative visual impacts on adjacent properties. If below-grade High Speed Train options are cost feasible, work with Union Pacific to determine if it is possible to lower the Union Pacific tracks alongside the High Speed Train tracks, allowing the Downtown street grid to extend over the tracks at grade, retaining the important connection between Downtown and Chinatown. Determine if there are mechanisms to capture some of the resulting real estate value increase to help fund the below grade rail infrastructure and new at-grade roadway bridges. If the High Speed Train is below grade, while Union Pacific is at grade, the existing Fresno Street underpass and other at-grade crossings would need to be replaced with overpasses, significantly reducing the benefit of placing High Speed Train below grade.

3.2.2 If both High Speed Train and Union Pacific are at grade, ensure that the Tulare Street at-grade crossing is replaced with an underpass rather than an overpass. Because there is a higher clearance requirement above railroad tracks than a roadway, a longer grade is required to serve an overpass, resulting in an additional block of disruption to adjacent properties. In addition, an overpass would require a longer climb for bicyclists and pedestrians.

3.2.3 Provide an underpass rather than overpass at Ventura Street in order to minimize negative impacts on downtown property values and improve bicycle and pedestrian access across the tracks.

3.2.4 Replace the existing Stanislaus and Tuolumne Streets overpasses with underpasses. If the High Speed Rail Authority chooses instead to modify the existing structures, require that there be generous sidewalks on both sides of the overpasses, and bicycle lanes.

3.2.5 For all new underpasses or overpasses, require that they be welcoming to bicyclists and pedestrians. Sidewalks should be provided on both sides, with a continuous minimum

dimension of 15 feet. Bikeways should also be provided, in the form of on-roadway bicycle lanes or other facilities, connecting to the City’s existing and planned bicycle network.

3.2.6 For all new or modified underpasses and overpasses, typically maintain the same travel lane, sidewalk, and bikeway dimensions as those provided or planned on the same streets in the Downtown. Use similar landscape and lighting treatments as practicable. Use urban street rather than highway standards for intersection treatments.

3.2.7 When the Fresno Street underpass is modified to accommodate High Speed Train, 15 feet-wide sidewalks should be provided on both sides, and Fresno Street should be designed to come up to grade at H Street, replacing the highway-style infrastructure with developable urban blocks. The underpass should maintain similar right-of-way and urban design characteristics as Fresno Street in the Downtown.

3.2.8 At Belmont Avenue and Olive Street, pursue underpasses rather than overpasses in order to minimize negative impacts on adjacent properties and improve bicycle and pedestrian connectivity between neighborhoods on both sides of the tracks. Design underpasses with bicycle lanes in both directions and continuous sidewalks at least 15 feet wide on both sides.

3.3 Create a network of complete streets and multi-modal transportation strategies.

Intent: To provide streets and programs which enable pedestrians, bicyclists, motorists, and transit users of all ages and abilities to safely move along and across streets.

▶ **3.3.1** Create “complete streets” in the Downtown Neighborhoods, so that all streets accommodate the needs of all potential users – vehicles, pedestrians, cyclists, transit vehicles and freight. See **Figure 3-3** and **Table 3-1** for a description of street typologies for the Downtown Neighborhoods and the Downtown Development Code for detailed standards.

3.3.2 Acknowledge that land use and transportation are interconnected and that the design of each street may change to accommodate the land use context. Similarly, decisions about land use and building should consider the mobility functions of adjacent streets.

▶ **3.3.3** Support the implementation of a variety of Transportation Demand Management (TDM) programs such as carpool, rideshare, telecommuting, parking management and transit incentives to reduce driving and promote transit use.



An in-street bulb-out brings the street tree closer to the automobile traffic, narrowing the perceived width of the street while allowing an uninterrupted pedestrian path along the sidewalk.



Parking is placed in a garage that is lined with street-facing retail and/or office uses to create an active streetscape that would otherwise be dominated by automobile parking.

▶ **3.3.4** In the development approval processes, allow for automobile “Level of Service” (LOS) F for:

- Development projects in the Downtown Neighborhoods that meet the goals of this Plan, regardless of development intensity;
- Development projects that improve conditions for transit riders, cyclists, and/or pedestrians;
- Development projects that add positive community activity in the Downtown Neighborhoods.

At the same time, make adjustments to the roadway network, improve access for non-auto modes, and impose Transportation Demand Management incentives to minimize congestion in the Plan Area to the degree practical.

▶ **3.3.5** For new development projects in the Downtown area that increase automobile trips, use multi-modal level of service analysis to ensure that the projects do not result in worsening levels of service for transit, bicyclists, and pedestrians. For new development projects in the Plan area, require mitigation for any resulting degradation of Level of Service for transit (by reducing the quality of a transit stop or precluding a planned stop, or by introducing significant transit delay), bicyclists (by eliminating an existing or precluding a planned bicycle facility) or pedestrians (by reducing the width of a sidewalk, increasing a roadway crossing distance, reducing landscape or shade coverage, or replacing an active building frontage with an inactive frontage). (FCSP, amended for the CP) 7-3-2)

▶ **3.3.6** Prioritize space for pedestrians and bicycles in the design and improvement of public right-of-ways. As part of the implementation of this policy, design new roadways or retrofit existing roadways to have wider sidewalks and/or an improved pedestrian-oriented streetscape. (FCSP 7-1-2)

▶ **3.3.7** Prohibit the fencing, closure, vacation, or abandonment of existing streets and alleys except a portion of Amador Street between Whitesbridge and Fruit Avenues, and Millbrook Avenue between Belmont Avenue and Seventh Street. (FCSP 7-1-9 and 7-1-10)

▶ **3.3.8** In order to decrease conflicts between automobiles and pedestrians, consolidate existing and minimize new curb cuts and driveways throughout the Plan Area.

▶ **3.3.9** Utilize technology to support an improved level of service for transit, bicyclists, and pedestrians. Management strategies include traffic signal synchronization, traffic

signal optimization, real time traffic signal operations, transit prioritization, transit queue jumping, bicycle lanes, bicycle detection at signal-controlled intersections, driveway consolidation, motorist information systems, and incident response systems. (FCSP 7-3-3)

3.3.10 Use signage and wayfinding to enhance the image and identity of the individual neighborhoods in the Downtown Neighborhoods area.

3.4 Physically improve the Downtown Neighborhoods’ roadways and manage the transportation system to enhance safety and quality of life.

Intent: To reduce the need for major road widening, control vehicle speeds, accommodate non-automobile modes, and restore a vibrant pedestrian experience.

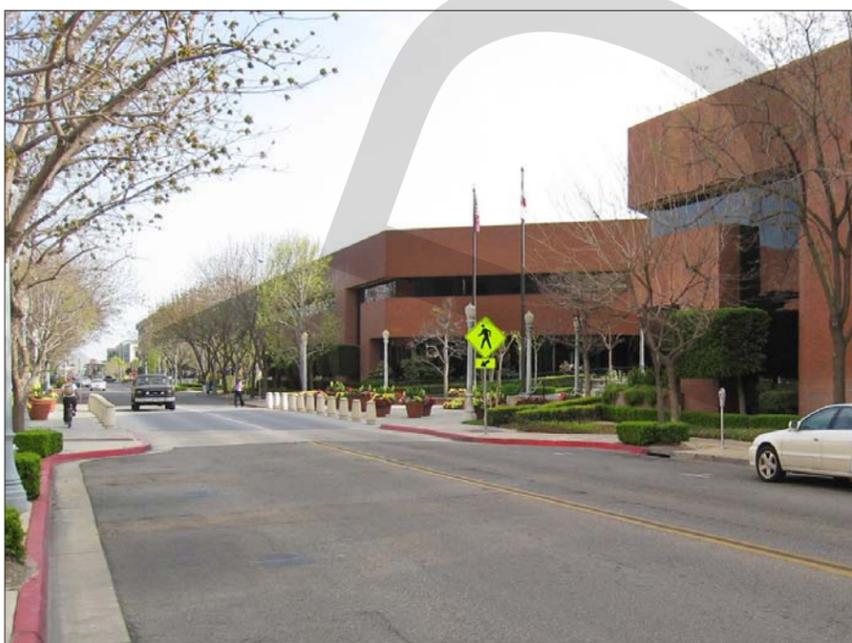
▶ **3.4.1** Allow the narrowing of roadways (“road diets”) in order to transform appropriate corridors into multi-modal thoroughfares. Road diets could be applied to streets that have excess vehicular capacity (for example, four lane roadways carrying less than 20,000 vehicles per day) in order to reduce vehicular speeds, introduce street parking, and accommodate additional transportation modes. (A complete list of streets for potential road diets can be found in **Figure 3-4**, and in the Implementation Chapter.)

3.4.2 When a market analysis demonstrates that a public investment in streetcar service would generate greater private development investments, explore extending a streetcar line from Downtown up the Van Ness/Fulton corridor to the Tower District, in coordination with a Downtown streetcar and economic development plan.

▶ **3.4.3** Reestablish an interconnected street grid comparable to Fresno’s original grid pattern in order to increase walkability and improve connections to parks, open space, schools, and neighborhood centers. (A complete list of locations to reconnect the street grid can be found in **Figure 3-4** and the Implementation Chapter.)

▶ **3.4.4** Allow for the conversion of one-way streets into two-way streets in order to meet the City’s economic development and walkability goals as shown in **Figure 3-4**.

▶ **3.4.5** Improve the street network in the Downtown subarea by implementing a range of physical improvements including reconnecting and improving the street grid, improving pedestrian connectivity, and improving rail crossings among others.



Pedestrian- and bicycle-friendly intersection improvements include signage, bulb-outs that shorten the pedestrian crossing distance and plantings.



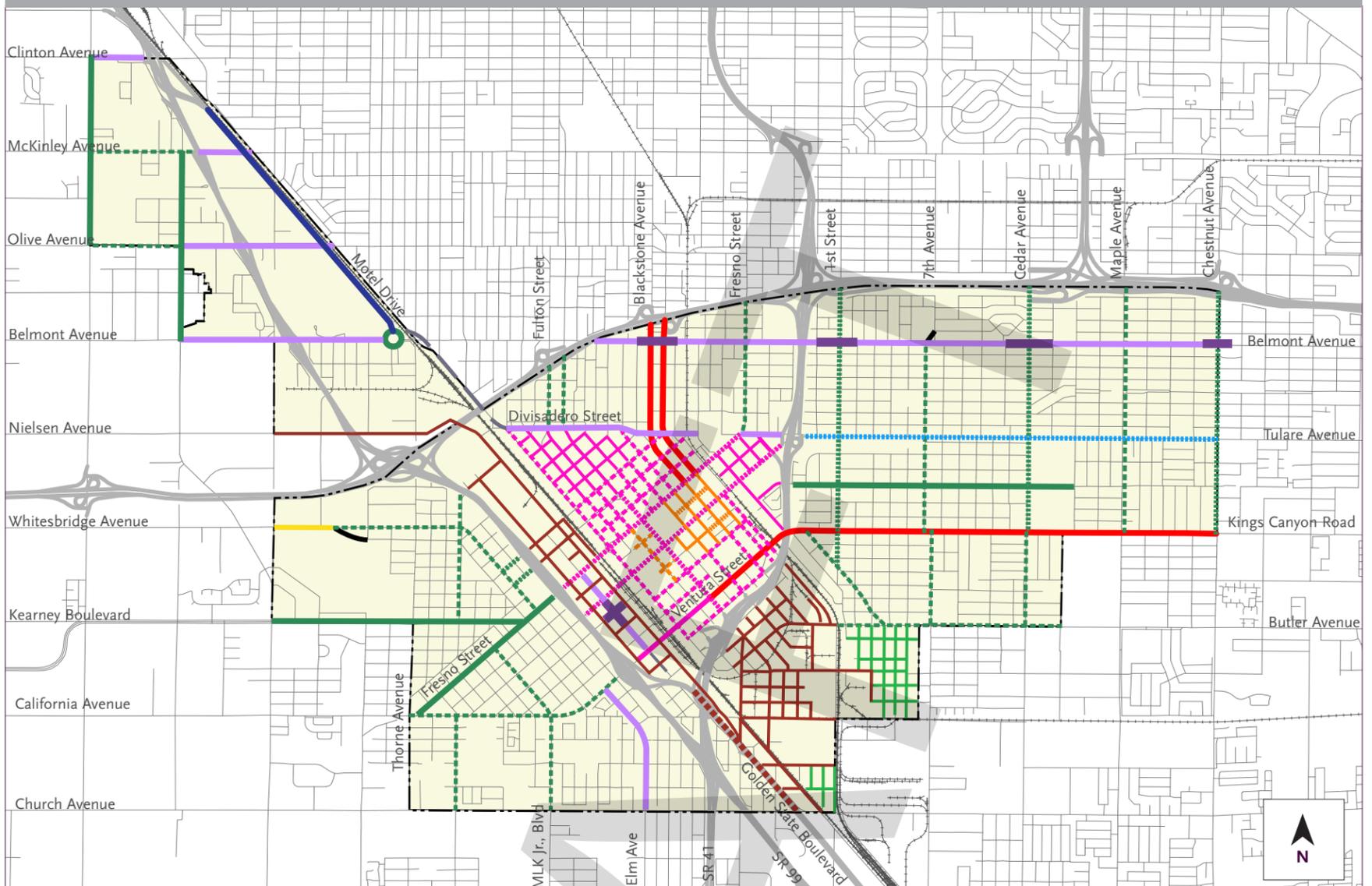
A bus shelter constructed of quality materials. Glass floor-to-ceiling panels improve the perceived safety of waiting passengers. Adjacent street trees provide additional shade.

E. GOALS AND POLICIES (Continued)

TABLE 3-1 - STREET TYPOLOGIES

Typology	Definition	Guidelines
COMMERCIAL-ORIENTED STREETS		
Transit Boulevard 	Major arterial, mostly commercial in character. High frequency regional transit corridor.	Highest priority is to minimize transit delay and maximize transit reliability through signal prioritization, in-lane transit stops, and other transit prioritization measures. Next priority is to improve the quality of the pedestrian environment and transit stops through planting large canopy trees, providing adequate sidewalks (minimum 14' from face of curb to back of sidewalk), minimizing driveways, and providing a buffer between the sidewalk and motor vehicle lanes. Where recurrent congestion is preventing transit from reaching stops or clearing intersections in a single cycle, use bus-only or queue-jump lanes. Target and design speed: 30 mph. Manage street to keep 85th percentile peak speeds below 35 mph.
Downtown Main 	Major arterials in the Downtown, with continuous commercial activity and high pedestrian volumes.	Highest priority is to improve the quality of the pedestrian experience to enhance downtown economic vitality and to change the image of the city for arriving motorists. Invest in the highest quality landscape and amenities. Cycle traffic lights frequently, and provide sufficient time for pedestrians to cross all legs of all intersections in every cycle. Target and design speed: 25 mph. Manage streets to keep 85th percentile peak speeds below 30 mph.
Downtown Mixed 	Collector and local streets in the Downtown, with a mix of uses and high to moderate pedestrian volumes.	Highest priority is to improve the quality of the pedestrian experience to enhance Downtown economic vitality and quality of life for Downtown residents, visitors and employees. Invest in very high quality landscape and amenities. Cycle traffic lights frequently, and provide sufficient time for pedestrians to cross all legs of all intersections in every cycle. Target and design speed: 25 mph. Manage streets to keep 85th percentile peak speeds below 25 mph.
Retail Mall 	Retail street with limited or restricted automobile access.	Highest priority is to improve the quality of the pedestrian experience for shoppers to improve the vitality of the street for retail. Invest in the highest quality landscape, amenities, and programming. Ensure pedestrians feel safe and welcome at all hours of day and night.
Civic Mall 	Street with limited or restricted automobile access, edged by government and institutional buildings.	Prioritize the civic landscape character through large canopy shade trees, public art, and other amenities. Ensure pedestrians feel safe and welcome at all hours of day and night.
Civic 	Local streets edged with government and institutional buildings.	Prioritize the civic landscape character through large canopy shade trees, public art, and other amenities. Target and design speed: 25 mph. Manage streets to keep 85th percentile peak speeds below 25 mph.
Commercial Arterial 	Major arterial with primarily automobile-oriented commercial uses.	Provide adequate pedestrian accommodation, but focus on providing conditions so automobile-oriented businesses will continue to invest in this corridor. Target and design speed: 35 mph. Manage street to keep 85th percentile peak speeds below 40 mph.
Neighborhood Commercial 	Arterials and collectors with pedestrian-oriented, neighborhood-serving retail.	Highest priority is to improve the quality of the pedestrian experience in order to support local businesses along the street. Invest in very high quality landscape and amenities. Ensure continuous on-street parking, except when needed for transit stops. Provide frequent, controlled pedestrian crossings, no farther than every quarter mile. Target and design speed: 25 mph. Manage streets to keep 85th percentile peak speeds below 30 mph.
Neighborhood Commercial Core 	Main retail centers of neighborhood commercial streets.	Same as neighborhood commercial, but provide the highest level of pedestrian amenities, similar to the Downtown.
Highway Service 	Arterials with highway-oriented commercial	Maintain visibility to the highway and automobile orientation, but provide adequate pedestrian accommodation.
RESIDENTIAL-ORIENTED STREETS		
Downtown Neighborhood 	Predominantly residential streets in the Downtown.	Prioritize amenities to increase resident quality of life and residential property values in order to increase residential development and investment. Provide the highest level of landscape investment, including continuous, large canopy trees. Calm traffic to maintain 85th percentile speeds below 25 mph. Minimize pedestrian crossing distances and optimize pedestrian safety.
Residential Greenway 	Residential streets dominated by their unique landscape character.	Prioritize the restoration and enhancement of these traditional, grand streets, particularly their landscape character.
Residential Arterial 	Residential streets that also function as arterials.	Provide a continuous buffer between the sidewalk and motor vehicle lanes, either through on-street parking or a continuous landscape strip. Target and design speed: 25 mph. Manage streets to keep 85th percentile peak speeds below 30 mph.
Residential Collector 	Residential streets that also function as collectors.	Provide a continuous buffer between the sidewalk and motor vehicle lanes, either through on-street parking or a continuous landscape strip. Target and design speed: 25 mph. Manage streets to keep 85th percentile peak speeds below 25 mph.
Residential Lane 	Low volume residential streets.	Ensure low motor vehicle speeds through traffic calming and landscape investments in order to optimize pedestrian safety and enhance residential property values and quality of life.
Rural Residential Street 	Low density residential streets dominated by rural character.	To accommodate pedestrians safely, ensure very low motor vehicle travel speeds (20 mph or less), and/or provide a pedestrian pathway along at least one side of the street. These streets may be upgraded to Residential Lanes over time.
INDUSTRIAL-ORIENTED STREETS		
Industrial Arterial 	Arterials in industrial neighborhoods.	Ensure adequate lane widths and corner radii for truck operations. Provide adequate accommodation for truck loading. Provide adequate connections for pedestrians, but prioritize landscape investments elsewhere.
Industrial Street 	Streets in industrial neighborhoods.	Same as Industrial Arterials, but with additional flexibility for using the entire street right-of-way for truck loading and parking.

FIGURE 3-3 - STREET TYPOLOGIES



Key

- Transit Boulevard
- Downtown Main
- Downtown Mixed
- Retail Mall
- Civic Mall
- Civic
- Commercial Arterial
- Neighborhood Commercial
- Neighborhood Commercial Core
- Highway Service
- Downtown Neighborhood
- Residential Greenway
- Residential Arterial
- Residential Collector
- Residential Lane
- Rural Residential Street
- Industrial Arterial
- Industrial Street
- Street Vacation

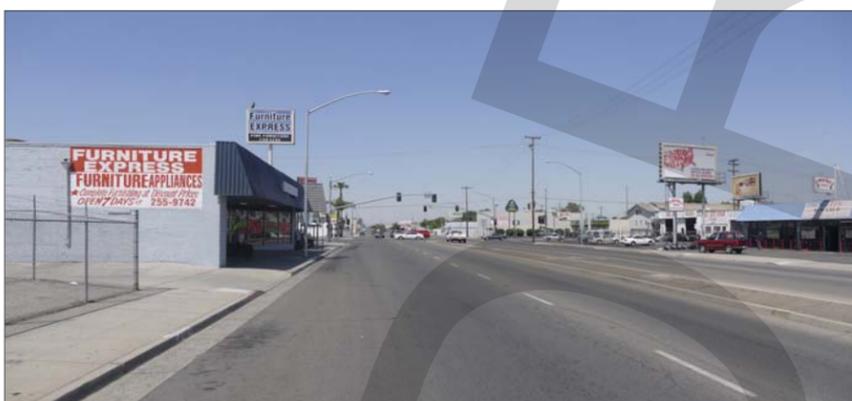
E. GOALS AND POLICIES (Continued)

- ▶ **3.4.6** Do not install new pedestrian malls.
- ▶ **3.4.7** Implement curb, gutter, and sidewalk improvements in order to improve the image of the community, provide safe areas for pedestrians and improve storm water quality. Install improvements on:
 - McKinley Avenue between State Route 99 and Marks Avenue;
 - Olive Avenue between Hughes and Marks Avenues;
 - Hughs Avenue between Belmont and McKinley Avenues;
 - Belmont Avenue between Weber and Marks Avenues; and
 - Motel Drive.
- ▶ **3.4.8** Incorporate Low Impact Development (LID) storm water management techniques with curb and gutters.
- ▶ **3.4.9** Coordinate curb and gutter improvements with the Fresno Metropolitan Flood Control District (FMFCD) master plan.
- ▶ **3.4.10** Allow low-volume residential neighborhood streets in Jane Addams that do not already have curbs, gutters, and sidewalks to maintain their rural character by not requiring the introduction of curbs, gutters, and sidewalks.
- ▶ **3.4.11** Transform alleys into clean, safe places, that provide access to parking and services.
- ▶ **3.4.12** Require new or substantially renovated residential, commercial, and industrial uses with rear alleys to install and maintain alley-facing light fixtures.
- 3.4.13** Introduce carriage houses or granny flats along alleys in order to place more “eyes on the alley” to help reduce crime, discourage illegal dumping and vagrancy, and introduce more residential density in residential neighborhoods.

3.5 Manage parking to serve residents, businesses and visitors.

Intent: To improve public space, promote walking and transit, and leverage the value of parking space as a community resource.

- ▶ **3.5.1** Treat parking as a utility that is shared by many uses in the surrounding area.
- ▶ **3.5.2** Approach parking as an integrated system of on-street and off-street spaces.
- 3.5.3** Use parking restriction policies to manage traffic, improve air quality in the Downtown Neighborhoods, and generate a revenue stream for parking infrastructure, public transit, bicycle and pedestrian facilities, and programs that attract businesses and customers Downtown.
- ▶ **3.5.4** Price parking as necessary to achieve specific availability targets at all times of day and all days of the week. To achieve this policy, implement the following:
 - Delegate to staff the authority to adjust parking prices to achieve availability targets.
 - Use parking payment technologies that allow motorists to pay easily with readily available payment media, including credit cards and cell phones.
- 3.5.5** Strive for all new commercial parking to be shared, and work with private parking operators to share existing parking as part of a unified Park Once system.
- ▶ **3.5.6** Allow projects to unbundle parking from multifamily residential leases.
- ▶ **3.5.7** Implement on-street diagonal parking to the greatest extent possible in the South Van Ness Industrial District Area.
- 3.5.8** If additional downtown parking is necessary to maintain adequate availability, consider using a variety of funding sources, including user fees, development impact fees, a Community Benefit District, or other special taxation district that is supported by Downtown property owners.



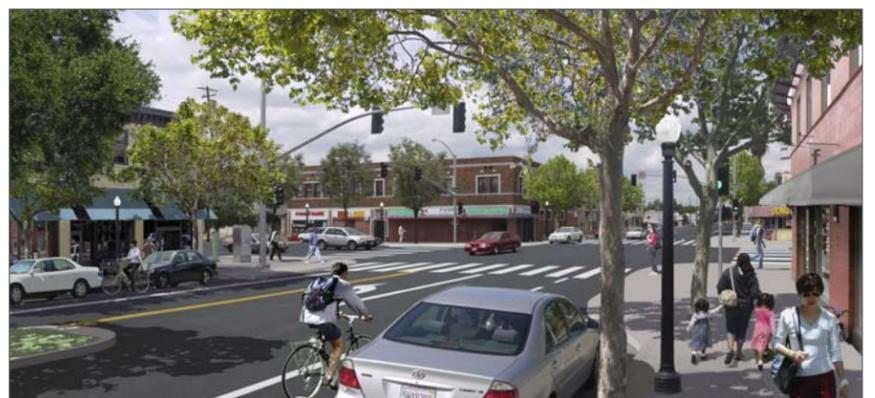
Belmont Avenue at Cedar Avenue as it currently exists.



Fresno Street at Belmont Avenue as it currently exists.

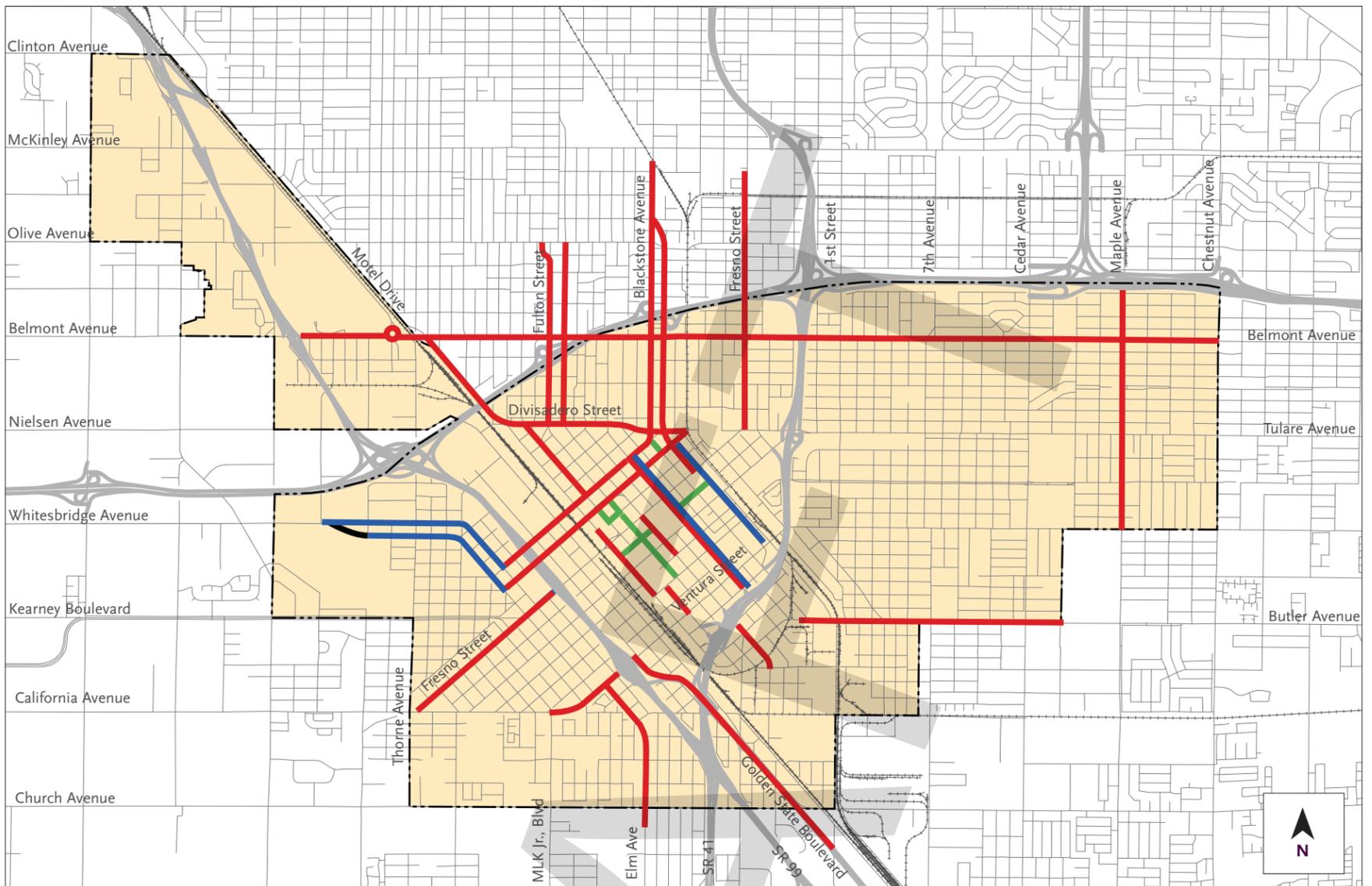


Bike lanes, wider sidewalks, and infill development transform this segment of Belmont Avenue into an active, multi-modal street.



Bike lanes, wider sidewalks, and street trees transform this segment of Belmont Avenue into a vibrant neighborhood center.

FIGURE 3-4 - THOROUGHFARE INTERVENTIONS



Key

- Road Diet
- One-way to Two-way Conversion
- Reconnect Grid
- Street Vacation

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E. GOALS AND POLICIES (Continued)

3.6 Create a comprehensive bicycle network in the Downtown Neighborhoods.

Intent: To create a comprehensive, well-connected bicycle network that provides residents with a viable mode of citywide transportation and increases health and physical activity.

- 3.6.1 Develop a continuous bikeway system that provides linkages between bikeway components and access to major traffic generators such as commercial centers, schools, recreational areas, and major public facilities. (RCP 2-5.1)
- 3.6.2 Prioritize bicycle facilities improvements identified in the Fresno Bicycle, Pedestrian, and Trails Master Plan. (FCSP 7-7-1)
- 3.6.3 Maintain bicycle facilities so that they are safe and secure, and facilitate the linkages between cycling and other modes of transportation. (RCP 2-6)
- ▶ 3.6.4 Require that bikeway construction be secured as a condition of approval of new development adjacent to designated bikeways. (RCP 2-5.4)
- 3.6.5 Provide adequate lighting and bicycle rack areas for bicycle routes. (RCP 2-6.4)
- 3.6.6 Provide bicycle parking and other necessary bicycle facilities such as wayfinding/signage at and to key destinations, including schools, retail districts, government buildings, jobs centers, and transit stations. The amount of bicycle parking should support expected future travel by bicycle transportation. (FCSP 7-7-2)
- 3.6.7 Require major employment centers (large office complexes/buildings, government centers/agencies, industrial business parks, and major employers) with more than 100 employees combined, to provide on-site, covered, and secure bicycle parking and shower/locker facilities for bicycle commuters.
- 3.6.8 Add and improve Class II or III bike facilities whenever possible, expanding the bicycle network and linking with areas in and beyond Downtown. (FCSP 7-7-4)
- 3.6.9 Strive to implement Class II bike routes at major bus transfer locations to avoid conflicts between cyclists and buses. Explore solutions to reduce conflicts such as placing bus stops in the parking lane. (FCSP 7-7-5)

3.7 Maintain and enhance the Downtown Neighborhoods' diverse pedestrian network.

Intent: To broadly promote walking as a preferred mode of transportation, create a sense of vibrancy Downtown and in the Downtown Neighborhoods, and encourage health through physical activity.

- 3.7.1 Strive for all streets in the Downtown Neighborhoods to be walkable, safe for all users at all times of the day, and appropriately lit for safety.
- ▶ 3.7.2 As part of streetscape improvements in the Downtown Neighborhoods, improve pedestrian safety and comfort through physical improvements such as high visibility pedestrian crosswalks, bulb-outs, and pedestrian refuges.
- ▶ 3.7.3 Comply with the Americans with Disabilities Act (ADA) by making sidewalks accessible to residents and visitors of all abilities.
- ▶ 3.7.4 Prioritize pedestrian safety and movement over vehicles in the Downtown subarea, around schools, and in commercial areas in the Downtown Neighborhoods.
- ▶ 3.7.5 Along commercial and mixed-use streets, minimize driveways and driveway crossings of the pedestrian right-of-way and take steps to consolidate the number and location of driveways. (FCSP 7-1-4)
- ▶ 3.7.6 Improve pedestrian links to key destinations within and outside of each of the Downtown Neighborhoods subareas.
- ▶ 3.7.7 Implement pedestrian safety crossings along principal east-west and north-south corridors.

3.8 Facilitate sustainable, effective and safe movement of goods and commercial vehicles

Intent: To support essential economic functions while minimizing their negative effects on residents, visitors, and businesses.

- ▶ 3.8.1 Designate streets that are suitable for truck delivery routes in order to divert truck traffic away from sensitive sites, particularly the residential neighborhoods. Truck routes should be limited to arterials and expressways specifically designed for that purpose, or to collector and local industrial streets which directly service planned industrial areas. (RCP 2-2.5)



A dedicated bike lane provides a safe route through a busy neighborhood center.



Wide sidewalks that accommodate outdoor dining, street trees, and countdown signals contribute to the generation of a pedestrian-friendly environment.

▶ **3.8.2** Locate industrial uses such that industrial truck and vehicular traffic will not route through local residential streets. (West CP W-7-l) (RCP 1-13.1)

▶ **3.8.3** Locate truck access to commercial property at the maximum practical distance from adjacent or nearby residential properties. (RCP 2-2.6)

3.9 Improve the overall safety of the transportation system.

Intent: To construct and maintain the transportation system such that safety is maximized for all users of City streets – including pedestrians, bicycles, transit users, automobile passengers, and others – at all times of the day.

▶ **3.9.1** Allow for reduced speed limits on all roads within the Plan Area to a speed that is safer for pedestrians and cyclists.

▶ **3.9.2** Support the design and implementation of traffic calming measures in the Downtown Neighborhoods with a particular emphasis on areas around schools, within the residential areas, and in pedestrian-oriented commercial areas. (P)

▶ **3.9.3** Coordinate traffic calming improvements with proposed and funded utility projects such as water line upgrades and streetscape projects.

▶ **3.9.4** Continue the “Safe Routes to Schools” program by identifying priority corridors to and from residential areas and neighborhood schools. As part of this effort, continue to pursue grants, such as Safe-Routes-to-Schools grants, to pay for traffic calming improvements.

▶ **3.9.5** Ensure that development projects and public improvements improve pedestrian and vehicle safety around schools.

▶ **3.9.6** Provide safe and well-designed bicycle crossings of the railroad right-of-way and at freeway interchanges at all places identified in Fresno’s Bicycle, Trails, and Pedestrian Master Plan. (FSCP 7-13-2)

▶ **3.9.7** Ensure that equipment and design strategies used in railroad crossing improvements integrate appropriately with their surrounding location. (FSCP 7-13-3)

3.9.8 As situations allow and funding becomes available, support an increase in the number of pedestrian, bicycle, and vehicle crossings of railroads and enhance existing crossings in order to improve safety for all modes and access for pedestrians and cyclists. (FSCP 7-13-4) (FCSP 7-13-1)

▶ **3.9.9** Work with community groups to create educational campaigns (flyers, websites, community events, etc.) to educate drivers about how traffic laws relate to pedestrians and cyclists.

▶ **3.9.10** Provide all new and existing signalized intersections with signal pre-emption. Limit the use of four-way stop sign intersections on arterial streets or collectors that serve as primary emergency vehicle response routes. If four-way control is deemed necessary by Traffic Engineering, control of the intersection must be accomplished with traffic signals with signal pre-emption.

▶ **3.9.11** Conversion of existing on-street parallel parking to diagonal parking and installation of other traffic calming features must be coordinated between Traffic Engineering and the Fire Department to insure that the resultant widths of travel lanes provided are adequate to interface with oncoming traffic and ensure efficient response by large emergency vehicles.



Street trees and plantings create a pleasant barrier between the street and the sidewalk.



In addition to creating shade and a greenery, large canopy trees help calm traffic by enclosing the space of the street and providing intertwined sun and shadow patterns on the street.

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