

## CHAPTER 9: TRANSPORTATION

### 9.1 INTRODUCTION

Transportation investments are among cities' most powerful tools for meeting their economic development and quality of life goals. In Downtown Fresno, it is imperative to leverage limited transportation dollars to achieve the goals of this Plan. Doing so requires building upon recent successful efforts at improving Downtown, and reversing recent trends that have harmed Downtown's success.



*Diagonal parking adjacent to wide sidewalks and outdoor dining enhances the urban environment with convenient on-street parking and a buffer from automobile traffic.*



*Accommodating bicycle parking near retail entices people to consider bicycling as an alternative to the automobile.*



*Deciduous trees, wide sidewalks, street furniture, active storefronts, and safe street crossings are a few of the key ingredients for walkability.*



*Structured automobile parking with ground floor retail creates a continuous pedestrian-friendly environment along the sidewalk.*

## 9.2 TRANSPORTATION STRATEGIES

Downtown Fresno's transportation strategy, consistent with The Complete Streets Act (AB 1358), is rooted in the following key principles:

### 1. Invest in Downtown infrastructure as resources are available.

Not only do infrastructure improvements need to continue Downtown, but, working with the State and County, resources need to be redirected to projects that best meet the region's farmland protection, regional congestion management, water resource, and air quality goals.

### 2. Generate a quality walking experience.

Downtown should not compete against suburban shopping centers on suburban terms. Rather, it should emphasize what it can do well: offer a vibrant, pedestrian oriented experience, where shoppers can park once and visit an array of stores. This means making walking delightful on every block, at all times of day. While it is critical that parking spaces be available on all blocks all the time, it is also important that parking be addressed differently than at a suburban shopping mall. Parking needs to be shared, managed, and located on-street in front of buildings or tucked behind buildings. Canopy trees on all Downtown streets are important for making Fresno walkable all year.

### 3. Make transportation investments to catalyze economic development.

There are a number of transportation-related economic development strategies that are integral to turning Downtown around. These include:

- Parking facilities that are strategically located and where parking is not over-supplied;
- Pedestrian and bike improvements that benefit the targeted demographic groups that will make Downtown thrive;
- High levels of convenient transit service, particularly Bus Rapid Transit (BRT), with high quality stop amenities; and
- Critical to the success of parking and transit as economic development tools, are high quality streetscapes so people will comfortably walk a few blocks from parking or the transit stop and spend money along the way.

### 4. Promote growth in Downtown in order to improve the region's air quality and traffic congestion problems.

Under this Plan, Downtown development that does not exceed certain criteria is exempted from traffic analysis and mitigations (see **Goal 9-3** for development threshold criteria). In addition, local and regional traffic analysis guidelines and traffic models should be updated to reflect Downtown's development advantages.

### 5. Support the community's vision for Downtown with effective transportation strategies.

This plan improves Downtown's walkability, by demonstrating how buildings meet the street, how streets are designed, and how streets and parks are landscaped. The goal is to transform Downtown into a walkable, appealing, vibrant place for residents, workers, and visitors.

### 6. Prioritize economic development over traffic congestion concerns.

In order to facilitate more economic development, the Level of Service policy in the City of Fresno General Plan [will be] revised for the area bounded by SR 99, SR 180 and SR 41 (the Downtown triangle) such that the acceptable Level of Service (LOS) is LOS F during peak hours.

Implementing an LOS F policy reduces the need for Downtown-area projects to implement complex and costly transportation improvements such as road widening, intersection widening, and interchange expansions, while making development projects more economically viable through reduced mitigation costs. In addition, such widening and expansion projects conflict with the Plan's goals of making Downtown more multi-modal, i.e., more pedestrian, bicycle, and transit friendly.



In addition to narrow automobile travel lane widths, wide sidewalks, curb bulb-outs and canopy trees contribute to traffic calming while improving the pedestrian environment as seen at this mid-block crossing.



North Van Ness Avenue with a newly striped bike lane connecting Downtown and neighborhoods north, including Lowell and the Tower District.

### 9.3 STREET IMPROVEMENTS

Vibrant and successful downtowns have a transportation network that accommodates all modes of travel in a manner that balances the desires of each mode. Implementation of a transportation system that accommodates all modes of travel allows users to choose the best mode of travel for various types of trips. Unlike automobile-dependent areas where a separate vehicle trip and parking space is required for all trips – work, shopping, entertainment, school, etc. – in downtowns, people can park once and walk for several trips or get around on a bicycle if they would like.

Therefore, the transportation system of a vibrant downtown should focus on walking, and the experience of the pedestrian. It is pedestrians in very large numbers, patronizing the downtown for long periods of time, that constitute the financial engine of prosperous cities.

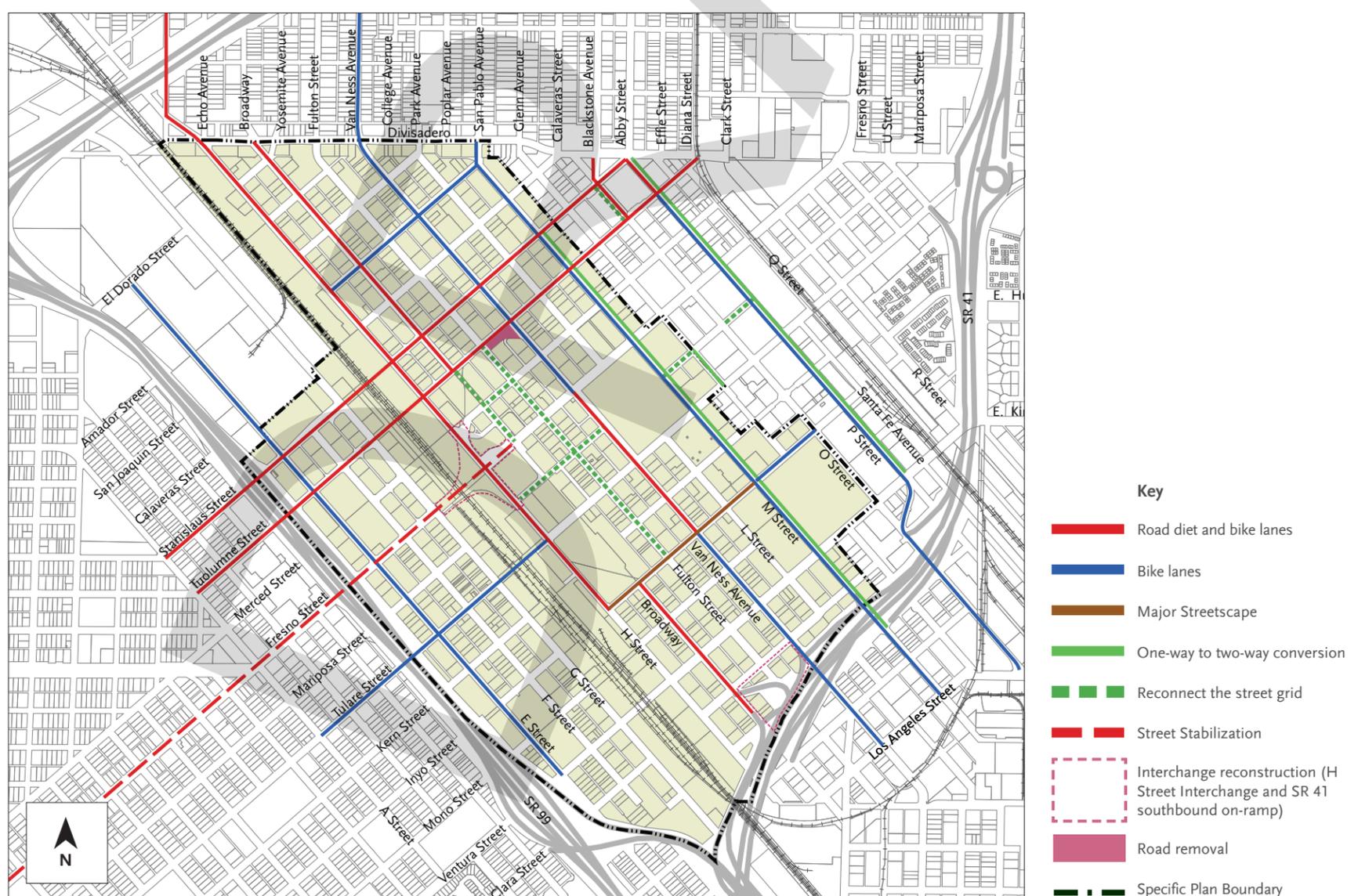
The roadway system in Downtown was designed and constructed prior to the construction of State Routes 99, 41, and 180 as freeways. The construction of the freeway system in Fresno removed a majority of the traffic that went in and out and passed through Downtown, leaving a roadway system in place that has excess capacity compared to demand. In other words, Downtown's streets such as Blackstone Avenue, Abby, P, H, Stanislaus, Tuolumne, Ventura, and Divisadero Streets, and sections of M and Fresno Streets are wider than they need to be, have more lanes than they need, and carry less cars than originally intended. Accordingly, the number of automobile travel lanes on many of these streets can be reduced without significantly affecting vehicle operations (see **Figure 9.3A**). The excess space gained from the lane reductions can be shifted to on-street parking, on-street bicycle facilities, and enhancing the pedestrian realm.

The conversion of low volume, four-lane undivided roadways to two-lanes with a two-way left-turn lane median and bike lanes is a low-cost method to reduce Downtown's excess vehicular capacity, to make room for parking and other transportation modes, as well as to implement the City's Bicycle, Pedestrian, and Trails Master Plan (BMP). The City

has already begun this process by converting Stanislaus Street and Tuolumne Street between H and P Streets, M Street between Divisadero and Ventura Streets, and P Street between Fresno and Divisadero Streets from three-lane one-way streets to two-lane one-way streets; Tuolumne and Stanislaus Streets have parallel parking on both sides of the street with a bike lane on one side and M and P Streets have parallel parking and bike lanes on one side and diagonal parking on the other. The City also completed a road diet on Divisadero Street between H Street and Fresno Community Regional Medical Center, converting it from a four-lane undivided road to a three-lane road with bike lanes. The photographs at the bottom of the next page show Divisadero Street before and after the road diet.

With the introduction of the freeway system, Tuolumne, Stanislaus, M, and P Streets, and a portion of Q Street, were converted from two-way to one-way streets. At the same time, many streets were vacated in order to make way for pedestrian-only zones. The combination of one-way streets and street closures interrupts the street grid, generates 'megablocks' with distances scaled to the car rather than the pedestrian, decreases the efficiency of the interconnected network, confuses way-finding, and creates a disorienting environment for first-time visitors to Downtown. This Plan proposes to convert some of the one-way streets back to two-way and to open-up some of the vacated streets.

Another important component of Downtown's street network is its alleys. Traditionally, alleys provided access to surface parking behind buildings, as well as accommodated services such as deliveries and garbage. This approach to street and block design ensured that street- and sidewalk-facing buildings oriented towards people, and that buildings formed a continuous, pedestrian-friendly frontage towards the street, while the backs of buildings were oriented towards cars and services. This Plan continues this approach towards street and block design by prohibiting the vacation of alleys.



**Figure 9.3A - Thoroughfare Interventions**

### 9.3 STREET IMPROVEMENTS (Continued)

In an era of tight budgets for public works projects, the management of a jurisdiction’s existing transportation infrastructure is increasingly important. Judicious management of the existing transportation system can enhance the capacity of the existing system and reduce the need for costly roadway expansions while managing vehicle speeds on roadways. 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 and management (less driveways means less conflicts between automobiles and pedestrians, as wells as more continuous people-occupied building frontages), motorist information systems, and incident response systems. To accomplish this, the City of Fresno will implement a regional Intelligent Transportation System (ITS) framework through the Regional and County Intelligent Transportation System master plan/framework. Implementation of the framework includes installation of Model 2070 traffic controllers and compatible software (that are both NTICP compliant) at all traffic signals so that Caltrans and the City of Fresno traffic signals can communicate and provide the best possible service to all transportation users. The implementation of an ITS framework allows the flexibility to do remote traffic signal timing control changes and video surveillance.

The following goals and policies enable a multi-modal, pedestrian-friendly transportation network that supports a vibrant Downtown. Mandatory policies are required by all users of this Plan and are denoted by a ▶.

**Goal 9-1. Provide a comprehensive transportation, circulation, and parking system that improves quality of life in Downtown. (FLSP Goal 9)**

**Policies**

- 9-1-1 Enhance Downtown’s network of walkable streets and promote walkable streets as the primary way to access Downtown.
- ▶ 9-1-2 Design new roadways or retrofit existing roadways to have wider sidewalks and a pedestrian-oriented streetscape.
- ▶ 9-1-3 Prioritize pedestrian and bicycle improvements in Downtown as a strategy for economic development.
- ▶ 9-1-4 Along commercial and mixed-use streets, minimize driveways and driveway crossings of the pedestrian right-of-way.

- ▶ 9-1-5 Accommodate bus service without expanding roadways, narrowing sidewalks, eliminating streetscape, or compromising pedestrian safety.
- ▶ 9-1-6 Install new or retain existing on-street parking (parallel or angled) along all streets, except where precluded by lack of curb-side access or right-of-way. The type of parking shall depend on the adjacent land use and roadway classification as shown in **Figure 9.3B** and described in **Table 9.3B**.
- ▶ 9-1-7 Prohibit the expansion or widening of existing intersections through the addition of left- or right-turn lanes.
- ▶ 9-1-8 Strongly discourage the conversion of existing permissive left-turn traffic signal phasing to protected left-turn phasing. On a case-by-case basis, permit such phasing conversions only on the following street types as identified in **Table 9.3B** and shown in **Figure 9.3B**: Transit Boulevard, Downtown Main, and Neighborhood Commercial.
- ▶ 9-1-9 Prohibit drive-thru businesses within the Fulton Corridor Specific Plan area.
- ▶ 9-1-10 Prohibit the closure or abandonment of existing streets and alleys.
- ▶ 9-1-11 Upgrade traffic signal control equipment, interconnect traffic signals, connect all signals to a traffic operations center, and install emergency vehicle traffic signal interruption systems at all existing and new traffic signal-controlled intersections.
- ▶ 9-1-12 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 as shown in **Figure 9.3A**.
- ▶ 9-1-13 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 9.3A**.
- ▶ 9-1-14 In order to free up valuable land for development and improve the southbound SR 41 on-ramp from Broadway Street, work with Caltrans to replace the



Divisadero Street as a wide 4-lane street with parking on both sides.



Divisadero Street re-striped as a 3-lane street with bike lanes and parking on both sides.

on-ramp with a direct southbound on-ramp from Van Ness Avenue that runs parallel to SR 41.

**Goal 9-2. Carefully design streets to accommodate multiple transportation modes.**

**Policies**

- ▶ **9-2-1** Design all new or retrofitted streets within the Plan Area in compliance with the dimensions stated in **Table 9.3A** and in accordance with the street typologies described in **Table 9.3B** (Street Typologies), illustrated in **Figure 9.3B** (Street Typologies), and as further described in the Downtown Development Code.
- ▶ **9-2-2** Adopt new standards for all streets within the Plan Area that are consistent with the latest principles of the Institute of Transportation Engineers.
- ▶ **9-2-3** Design new or retrofitted streets within the Plan Area according to the following design criteria and per **Table 9.3A**:
  - a. The control vehicle (see below gray box) shall be the passenger automobile. However, if there is a conflict with other transportation modes, the control vehicle shall be the pedestrian.
  - b. Design Vehicle (see below gray box):
    - On major streets or truck routes: a 40-foot single trailer truck (WB 40).
    - On transit routes: a FAX bus.
    - On minor streets, a single-unit delivery truck.
  - c. Design speed: 25 mph.
- ▶ **9-2-4** Require parking and services to be accessed from alleys where present in conformance with the Downtown Development Code.

- ▶ **9-2-5** Incorporate the following traffic-calming techniques into the design of streets:
  - a. Remove unnecessary travel lanes so that more prudent drivers dictate maximum speed.
  - b. Narrow travel lanes to urban street dimensions as defined in **Table 9.3A**.
  - c. Plant trees to narrow perceived street width, including trees along sidewalks and/or in on-street planter bulb-outs. Institute an active tree canopy maintenance program to ensure clear heights and widths for emergency vehicles are maintained.
  - d. Add on-street parking that does not interfere with bicycle, pedestrian, or transit facilities.
  - e. Install corner bulb-outs at all intersections between streets lined with on-street parking (parallel or angled).
  - f. At intersections, reduce excessively wide turning radii to the minimum radii so that the design vehicle will be allowed to turn without crossing the center line in most circumstances, but allow larger vehicles, including emergency response vehicles, to cross the center line to keep the curb radii small. When establishing corner radii, allow turning vehicles to use all receiving lanes. All street and intersection design is subject to Fire Department approval.
  - g. Use signal timing to control maximum speed and allow drivers traveling 25 mph to receive green lights.
  - i. Where street design techniques are insufficient to maintain safe motorist speeds, designers should consult ITE's *Traffic Calming: State of the Practice for guidance on additional traffic calming measures*.

**Table 9.3A Required Street Dimensions**

Element	Typical	Minimum	Conditional Minimum <sup>1</sup>
<b>Carriage way dimensions</b>			
Travel lane <sup>2</sup>	11'	10'	
Parking lane	8'	7'	
Bicycle lane	5' - 7'	5'	
Parking lane plus bicycle lane	13'	13'	
Two-way left turn lane	10'	10'	
Left turn lane	10'	10'	
Median pedestrian refuge	6'	6'	
<b>Pedestrian Realm Dimensions</b>			
Curb face to property line	15'	12'	8'
Pedestrian through zone: Commercial	8'	5'	3'
Pedestrian through zone: Residential	6'	5'	3'
Edge Zone	1'	1'	6"
Plantings, furnishings and infiltration zone: Commercial	5'	4'	3'
Plantings, furnishings and infiltration zone: Residential	7'	4'	3'
Frontage zone	1'	1'	1'

<sup>1</sup> "Conditional Minimum" dimensions may be used only with approval from the Public Works Department.  
<sup>2</sup> Minor street design shall provide for an overall minimum travel lane width of 20 feet (e.g., 10 feet in each direction).

In urban areas it is not always practical or desirable to choose the largest design vehicle that might occasionally use the street being designed, because of the impacts to pedestrian crossing distances, speed of turning vehicles, etc. In contrast, selection of a small design vehicle in the design of a facility regularly used by large vehicles can invite serious operational problems with possible safety implications to all types of users.

Accordingly the streets within the Plan Area are designed to accommodate the largest design vehicle that will use the facility with considerable frequency (for example, a FAX bus on bus routes or a single-unit delivery truck on minor streets). The definition of these design parameters is as follows:

**Design vehicle.**  
 A vehicle that must be regularly accommodated without encroaching into the roadside or opposing traffic lanes.

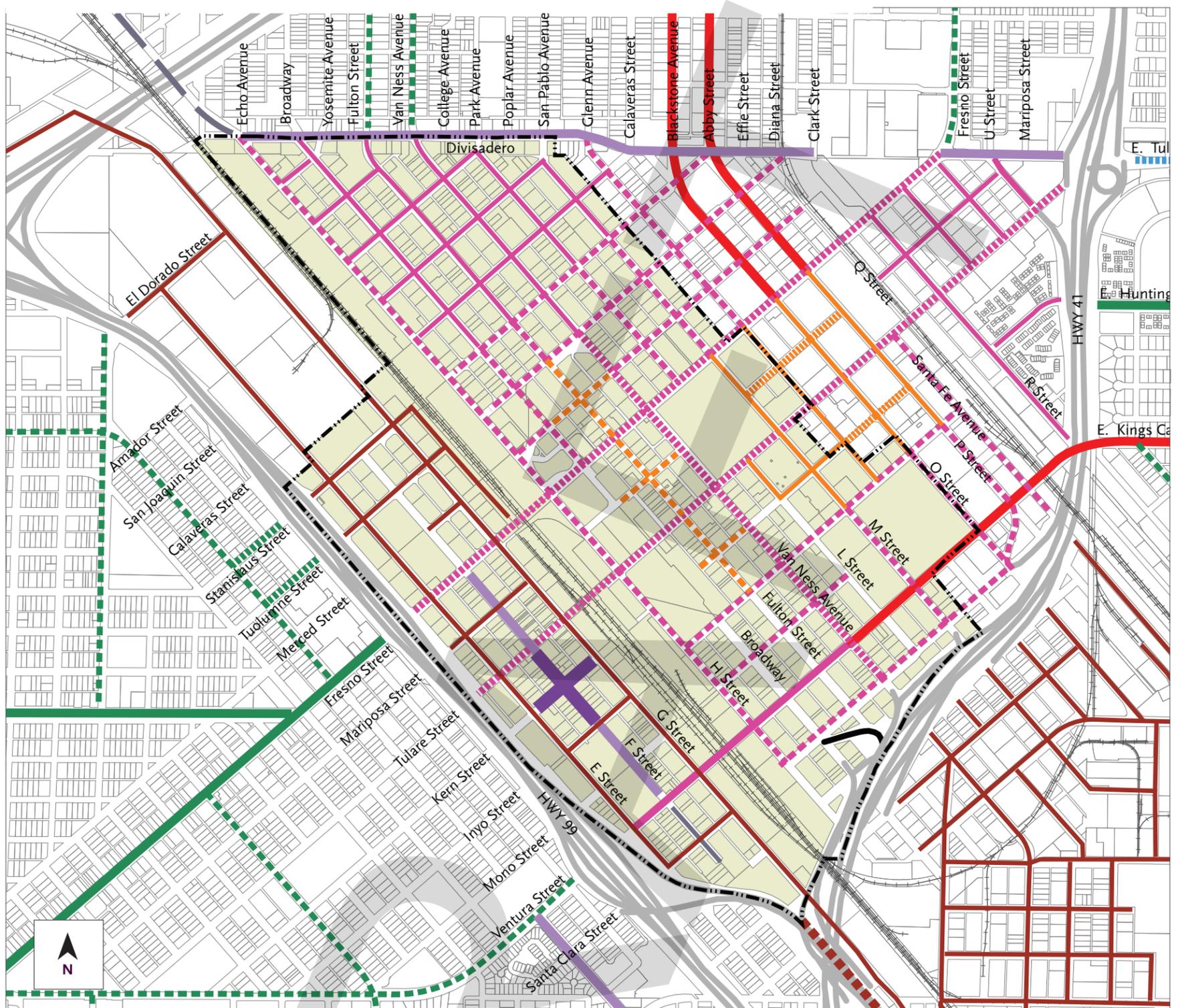
**Control vehicle.**  
 An infrequent vehicle that must be accommodated, but encroachment into the opposing traffic lanes, multiple-point turns, or minor encroachment into the roadside is considered acceptable.

### 9.3 STREET IMPROVEMENTS (Continued)

**Table 9.3B - Street Typologies** (See Downtown Development Code for more detailed street standards)

Typology	Definition	Guidelines
<b>COMMERCIAL-ORIENTED STREETS</b>		
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. Provide a pedestrian-friendly environment at all hours of the 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. Provide a pedestrian-friendly environment at all hours of the 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.
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.
<b>RESIDENTIAL-ORIENTED STREETS</b>		
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.
<b>INDUSTRIAL-ORIENTED STREETS</b>		
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 9.3B - Street Typologies (See Downtown Development Code for more detailed street standards)



Key

- Transit Boulevard
- Downtown Main
- Downtown Mixed
- Retail Mall
- Civic Mall
- Civic
- Neighborhood Commercial
- Neighborhood Commercial Core
- Downtown Neighborhood
- Industrial Street
- Street Closure

### 9.3 STREET IMPROVEMENTS (Continued)

- **9-2-6** In order to allow pedestrians sufficient time to cross, design all new or re-designed pedestrian crossings in the Plan Area according to the following criteria:
- Require that all streets have pedestrian crossings with marked crosswalks across all legs – and diagonally where feasible – of all intersections, except where no continuing pedestrian way is planned. Design all crosswalks within the Plan Area according to a consistent design.
  - Incorporate pedestrian crossings into every phase of every signal cycle without requiring push-button signal activation; however, push-button signal activation may be used in locations and at times of day when pedestrian crossings are rare. At intersections with high pedestrian volumes, fixed timing can remain in place, thus not requiring the push-button activation.
  - At intersections with high pedestrian volumes, consider including an all-pedestrian (“scramble”) phase into traffic signals that enable pedestrians to cross the intersection diagonally.
  - As funding becomes available, add pedestrian countdown signals at all signalized intersections in Downtown, prioritizing locations with the highest pedestrian volumes and numbers of traffic accidents involving pedestrians.
  - Where there are high pedestrian volumes and high amounts of right turning vehicles, use a Leading Pedestrian Indication to give pedestrians a few extra seconds to get ahead of right-turning cars at the crosswalk.
- **9-2-7** In order to improve pedestrian safety, introduce new traffic signals that incorporate pedestrian crossings at intersections within the Plan Area that have sufficiently high pedestrian counts.



On-street parking does not interfere with bicycles as shown here on north Van Ness Avenue.

#### Goal 9-3 Facilitate economic development by streamlining the approval of private development projects and reducing the costs to developers.

##### Policies

- **9-3-1.** Allow a reduced automobile level of service (LOS F) during peak hours in the Core Area bounded by State Routes 99, 41, and 180.
- **9-3-2** Use multi-modal level of service analysis for proposed projects in the Downtown area that increase automobile capacity to ensure that the projects do not result in worsening levels of service for transit, bicyclists, and pedestrians.
- **9-3-3** As funds are available, utilize technology to support an improved level of service for transit, bicyclists, and pedestrians within the needs and context of Downtown. 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.
- **9-3-4** Amend the City-wide traffic signal mitigation impact fee program and City-wide major street impact fee program to allow for waiver of fees for development projects within an area that at a minimum includes the Central Business District 1 (CBD1) zoning district.
- **9-3-5** Unless required by the Traffic Engineer Manager, a Traffic Impact Study (TIS) will not be required by the City to assess the impacts of development projects on the existing and/or planned street system. A project would need to meet one or more of the following criteria for a traffic study to be required:
- When project-generated traffic is expected to be greater than two hundred net new vehicle trips during peak hour. Net new trips are calculated by comparing project trip generation to trip generation of the existing zoning and/or General Plan designation of the underlying parcel(s) of a project.
  - Once all of the following seven intersections have been improved through installation of traffic signals, the threshold for the preparation of a traffic impact study shall be raised from two hundred net new vehicle trips to five hundred net new vehicle trips during any peak hour:
    - Van Ness Avenue and SR 41 northbound and southbound ramps;
    - Ventura Street and SR 99 northbound ramps;
    - Stanislaus Street and SR 99 northbound and southbound ramps;
    - Tuolumne Street and SR 99 northbound and southbound ramps.
  - When a project includes a General Plan Amendment (GPA) which changes the project site General Plan designations in a manner that raises the traffic threshold.
  - When a project will substantially change the off-site transportation system (auto, transit, bike, or pedestrian) or connection to the system as determined by the Traffic Engineering Manager.

## 9.4 PARKING IMPROVEMENTS

Parking and walkability go hand in hand in great downtowns.

Sufficient parking is essential for a thriving downtown. However, too much parking, or parking lots that create an unpleasant pedestrian environment and unattractive street character, can be just as bad as too little. Resources are needlessly diverted to building facilities for storing cars, and garages end up dominating the built environment surrounding them. The challenge for Downtown Fresno is to find just the right balance between convenient motorist access, along with an intensity of activity that makes walkable downtowns compete well against suburban shopping centers. More importantly, all parking spaces must be efficiently used in order to ensure that customers can always find a nearby space conveniently.

Meanwhile, with the exceptions of university cities or cities that have had extraordinary public-private investment, pedestrian-only environments result in under-performing retail settings and, by extension, places that do not attract many shoppers or, ironically, pedestrian visitors. Businesses, especially small and independent retailers that cannot afford advertising budgets to off-set the lack of vehicular traffic, are attracted to streets that are accessible and visible to passing vehicles and have convenient parking in front of the businesses.

For over 50 years, Downtown Fresno has been designed primarily for cars. Much of its traditional building fabric has been demolished and replaced by parking lots and garages (see **Figure 9.4A**). As a consequence, it is “over-parked,” with more parking space than is needed for existing commercial and residential activity, and more land devoted to parking than to buildings or usable public space. Unfortunately, the available parking in the right places is not always closely accessible to destination locations. Rather than parking codes that treat downtown like a suburb, where most movement is made in a car, codes must require the right kind of parking for a thriving downtown

district. In practice this means promoting a “park once” policy that supports the pedestrian experience in a vibrant downtown. This is accomplished by providing convenient and easy to pay for parking, charging for parking according to availability, maximizing parking efficiency, sharing parking between all Downtown uses, and returning parking revenue to Downtown.

### A. CONVENIENT, UNDERSTANDABLE, AND EASY TO PAY FOR PARKING

An important part of this Plan’s economic development strategy is the introduction of parking policies that focus on attracting customers to Downtown. Parking meters are an important part of this strategy since they attract customers by ensuring available front-door parking spaces. In addition, offering one or two free hours of parking in under-utilized garages incentivizes shoppers and visitors to go Downtown, while still gaining revenue from commuters who park in the garages all day.

Key to attracting visitors to Downtown is making it as easy to pay for parking as it is to pay for goods at any downtown retailer. This can be achieved through the introduction of technologies such as meters and pay-on-foot stations that accept credit/debit cards and/or pay-by-cellphone. In addition, parking should also be easy to find, with better signage and way-finding for parking, including real-time information about parking space availability in downtown garages. Finally, parking management must be consistent and predictable, by ensuring that parking fees, time limits, and hours are easy for employees, business owners, and visitors to understand.

A large amount of land Downtown is dedicated to automobile parking, primarily in surface lots. The area south of Divisadero Street, west and north of SR 41, and east of SR 99, has approximately 32,000 on-street and off-street parking spaces. According to the Council of Fresno County Governments (Fresno COG) 2005 Transportation Demand Forecasting Model, approximately 27,000 people work in Downtown Fresno. This equates to a parking-spaces-to-employees ratio of 1.18.



**Figure 9.4A - Existing Parking Distribution**

## 9.4 PARKING IMPROVEMENTS (Continued)

### B. PARKING PRICING, AVAILABILITY, AND DEMAND

Parking is essential to downtown’s success, and parking pricing is necessary to make sure everyone can always find a space. Successful downtowns charge for parking largely to ensure that customers can easily find a parking space. Pricing encourages parking turnover, and encourages long-term commuters to park farther away, freeing up the most convenient spaces for retail customers. The trick is to set the right price, adjusted by location and time of day, so that about 15 percent of parking spaces along every block face, and in every lot and garage, are available at all times of day or night. This means that the price of parking in convenient, front-door spaces should be higher than spaces at more distant lots and garages. It also means that the hours of parking enforcement should extend – or shrink – according to availability. In entertainment districts, it may be necessary to charge for parking late into the evening. Similarly, in successful retail areas, it may be necessary to charge for parking on Saturdays and Sundays. If there is plenty of parking availability, the price of parking should be reduced, or it may be sensible to make it free until demand increases.

Care must be given to ensure that the need for parking revenue is balanced with the need to bring people back into Downtown in the first place. Accordingly, parking fees should be based upon demand. For instance, initially, when filling-up parking lots and garages is a problem, parking fees should be introduced only at times of peak demand. As parking spaces begin to fill up, higher fees should be charged. In addition, the first one or two hours of parking can be free of charge in order to encourage shoppers and visitors to park in the lots and garages.

Under this Plan, the City Manager has the authority to manage parking availability targets, including adjusting parking prices according to certain limits. This ensures that the all of Downtown’s districts have parking priced at rates that encourage parking downtown while providing enough revenue to finance parking investments.

In addition, the Parking Services Division operates the public on-street spaces, off-street lots, and garages as an integrated system. To ensure the garages are appropriately full, but maintain a few empty spaces at all times, rates in the garages will be significantly less than on-street rates. To encourage shoppers and visitors to park in the garages, it may even make sense to provide an hour or two of free parking in them.

### C. MAXIMIZING PARKING EFFICIENCY

Parking for commercial and residential buildings should be designed to work with the park once nature of Downtown. This means parking at private lots and garages should be designed to accommodate actual parking demand, not an arbitrary parking demand. When shared parking is incorporated into parking codes, downtowns only require 2 to 3 parking spaces per 1,000 square feet of commercial buildings. By reducing the number of parking spaces, construction costs are reduced, sufficient parking is provided, and new construction can begin. Similarly, parking in residential locations should be “unbundled” wherein parking spaces are purchased or rented separately from the purchase and renting of housing. By unbundling parking, residents who chose to only own one car only have to pay for one parking space, not two, as is the case in many residential locations.

In addition, in order to promote the revitalization of Downtown’s many historical structures, buildings constructed prior to Feb. 13, 1954 are exempt from providing additional parking spaces.

### D. SHARED PARKING

Enabling shared parking results in the need for less parking to be built. For example, allowing baseball fans to park in privately-owned parking garages during weekend games, when these garages are empty, would reduce parking demand at existing public parking facilities. Similarly, continuing to allow shoppers to park at private employee lots near shopping destinations during evenings and weekends would reduce the amount of required retail parking. In all cases where uses do not overlap, parking should be shared in order to reduce the amount of required parking and foster a more pedestrian-friendly environment.

Several parking structures in Downtown Fresno are privately owned and operated. Most of these parking structures are used for employees who park there during the work week during the day. On weekends and in the evening they are essentially vacant. These include:

- Tuolumne Street at H Street and Broadway;
- Mariposa Street at Broadway Plaza;
- 1025 P Street Garage at Tulare Street; and
- Kern and M Streets Garage at Golden Gateway Center. (old Del Webb Building).



Diagonal on-street parking is provided directly in front of retail for short-term users.



Parallel on-street parking is provided directly in front of retail for short-term users.

By developing a shared parking agreement with these parking structures, the City of Fresno will be able to increase the amount of available parking downtown during evenings and weekends as well as during baseball games and other special events, without taking away developable land. Sharing the private garages would require the following:

- Most importantly, an arrangement to protect the garage owners from additional liability. This could involve a lease by the City or the Downtown Fresno Property and Business Improvement District (PBID);
- Purchase of parking station equipment;
- Purchase of parking ticket equipment;
- Management of parking when open to the public;
- Agreement between the City and the parking structure owner to allow shared parking during non-business hours; and
- Return parking revenue to Downtown.

## E. RETURNING PARKING REVENUE TO DOWNTOWN

The Parking Services Division is an “enterprise” program, which means it has an autonomous budget. All revenues are derived from parking revenues, permits and citations, and placed in the Parking Meter Fund, which is used for operations and maintenance of parking meters, city-owned off-street parking facilities, and various traffic/signage improvements.

Revenue collected at parking meters and public parking garages should firstly go towards the maintenance of parking facilities. Once general costs are covered, any additional revenue should be dedicated towards paying off debt and then to improvements such as upgraded lighting, sidewalks, landscaping, but also way-finding signage, and other benefits to Downtown, depending on its needs.

None of the parking improvements in this Plan can be completed without absolving the Parking Fund of its current debt. Given the poor utilization rate of garages, the City’s parking finances are currently unsustainable. The City’s Parking Services department cannot invest in smart technology unless it is relieved of its debt on its empty parking structures. In addition, the Parking Services Division should be given an expanded role in managing the Downtown in order to ensure that its future revenue is used for projects that benefit Downtown’s economic revival, including:

- Modernized public parking façades;
- Improved lighting;

- Parking officer and customer service training;
- Real time information about parking availability;
- Improved parking way-finding;
- License plate recognition for parking management and enforcement;
- Warning of infraction for first time offenses instead of a citation;
- Elimination of time limits. Once parking pricing is set to achieve availability targets, there is no longer any need for parking time limits allowing shoppers to extend their stays, and visitors to have dinner and see a movie without fear of getting a citation; and
- Artistic lighting to create a sense of place.

Over the years, as Downtown develops into a more vibrant neighborhood and retail destination, this Plan’s goals and policies will ensure that new development fosters a pedestrian friendly downtown that accommodates both the needs of all forms of transportation while avoiding the negative effects of a car-oriented downtown. These goals and policies will create a more attractive destination to all Fresnoans that is simple, convenient, easy-to-use, and encourages development of retail, employment and residential facilities.

### Goal 9-4 Make parking convenient and easy to find.

#### Policies

- 9-4-1** Make parking easy to find by introducing better signage and way-finding for parking, including real-time information about parking space availability in downtown garages.
- 9-4-2** Make parking convenient and easy to pay for. Continually explore new technologies to improve paying for parking. Near-term options include:
- a. Installing parking meters that accept credit cards, debit cards, and/or pay-by-cellphone.
  - b. Installing pay-on-foot stations in all parking garages that also accept an array of payment forms and allow quick and easy garage exit.
  - c. Instituting a program that enables merchants to validate customer parking.



On-street parking provides convenient parking in front of stores and restaurants.



Easy to read public parking wayfinding signage.

## 9.4 PARKING IMPROVEMENTS (Continued)

**9-4-3** Make downtown a “park once” destination that supports the pedestrian experience while providing sufficient and properly distributed parking for employees, shoppers and residents.

### Goal 9-5 Calibrate parking according to Downtown’s parking needs.

#### Policies

- ▶ **9-5-1** Employ the following strategies, among others, in order to meet parking availability targets for Downtown:
  - a. Provide an hour or two of initial free parking in garages to encourage shoppers and visitors to use them.
  - b. Extend or shrink parking enforcement hours according to availability and demand. This could include charging for parking late in the evening in successful entertainment districts, charging for parking on Saturdays and/or Sundays in successful retail areas, not charging if there is plenty of parking, and/or setting prices for special events in garages and parking lots, but not at street meters.
  - c. Set higher prices for parking in convenient, front-door spaces.
  - d. Set lower prices at more distant lots and garages, ensuring that garages are appropriately full but also maintain a few empty spaces at all times.
- ▶ **9-5-2** Enact parking availability targets for Downtown by:
  - a. Delegating to the City Manager and the Parking Services Division the authority to manage parking to achieve parking availability targets and to adjust parking prices at rates that encourage parking Downtown, while providing enough revenue to finance parking investments.
  - b. Empowering the Parking Division to operate public on-street spaces, off-street lots, and off-street garages as an integrated system.

### Goal 9-6 Maximize parking efficiency in the Downtown.

#### Policies

- 9-6-1** Ensure that parking at private lots and garages is designed to accommodate actual parking demand.
- ▶ **9-6-2** Allow parking spaces in residential locations to be purchased or rented separately from the purchase and renting of housing (also called “unbundling”).
- ▶ **9-6-3** Exempt all buildings constructed prior to Feb. 13, 1954 within the Plan Area from providing additional parking spaces.

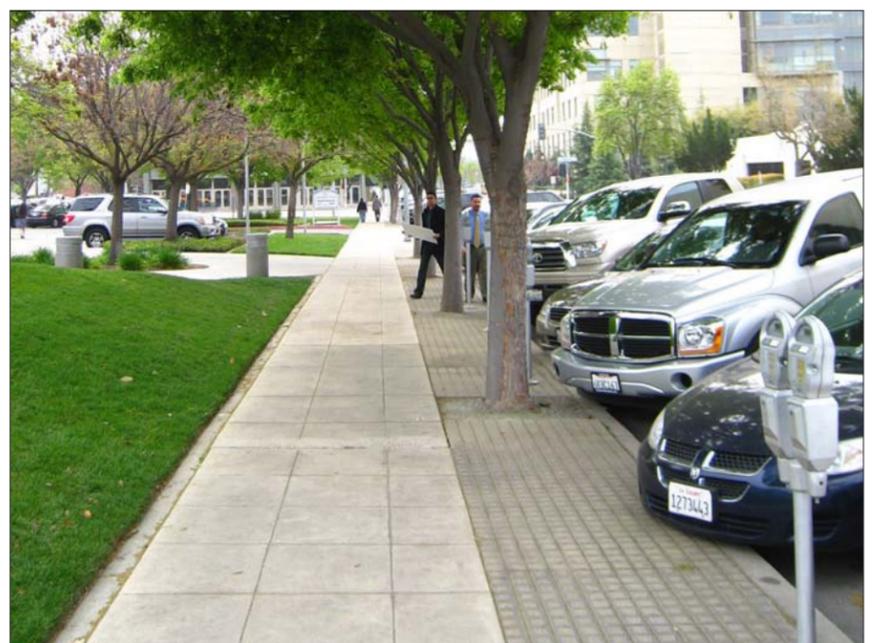
### Goal 9-7 Share downtown parking.

#### Policies

- 9-7-1** Coordinate the supply, access and distribution of parking in Downtown to minimize the amount of space and land devoted to parking.
- 9-7-2** Allow parking facilities to be used for shared parking during non-business hours. Enable shared parking arrangements in Downtown, such as lease agreements between the garage owner and the City Parking Services division or the Downtown Fresno Property and Business Improvement District (PBID), in order to protect garage owners from additional liability.
- 9-7-3** Manage public parking as a resource to benefit the Downtown as a whole.

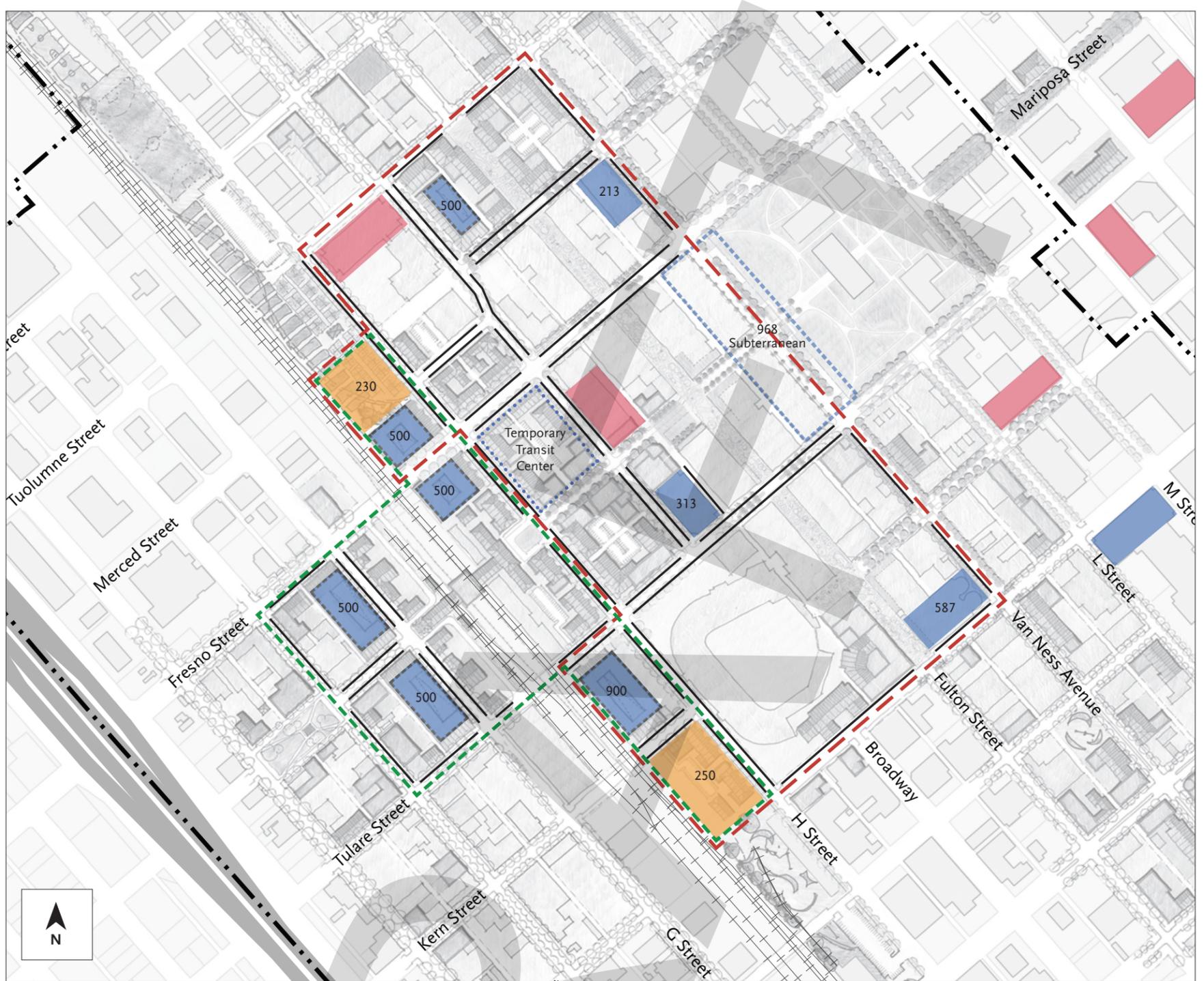


Parking signage on a mixed-use building points the way to public parking.



Short-term metered parking spaces provide revenue for the City and a high turnover rate in dense areas.

Figure 9.4B - Proposed Fulton Corridor Park-Once Plan



Key

- - - Downtown-serving Parking Area
- - - Transit-serving Parking Area
- Existing Public Parking Garage
- Potential Public Parking Garage
- Potential Existing Private Garage that could be used for Shared Parking
- Existing Long-term Surface Parking Lot
- On-Street Parking
- 500      Number of parking spaces

## 9.4 PARKING IMPROVEMENTS (Continued)

**Goal 9-8 Operate parking facilities as a promotional tool for Downtown.**

**Policies**

- ▶ **9-8-1** Coordinate the operation of parking lots and garages within the boundaries of the Downtown Fresno Property and Business Improvement District (PBID) with the PBID, including integrating parking operations overseen by the City Parking Services Division with other forms of public contact managed by the PBID, such as ambassador programs.
- ▶ **9-8-2** Work with property and business owners to coordinate parking price specials, as appropriate, with events happening outside parking facilities.
- 9-8-3** Allow and encourage information from the PBID and City about Downtown events and issues to be distributed to parking customers through banners, elevator door designs, handbills, maps, guides, calendars, etc.
- 9-8-4** Provide opportunities for individual downtown businesses, or the PBID on behalf of businesses, to offer rewards for shopping and dining in connection with parking, such as parking vouchers for business customers or discount coupons for parking customers. Support and assist in the promotion of parking coupon and voucher programs as a key element of encouraging visitors to come downtown.

**Goal 9-9 Generate revenue from parking to improve the Downtown.**

**Policies**

- ▶ **9-9-1** Expand the Parking Division’s role in managing the Downtown, ensuring that its future revenue is used first to pay off debt and then for projects that benefit Downtown’s livability, walkability, and economic revival.
- 9-9-2** Use parking revenue for physical improvements that improve safety and enhance the sense of place in Downtown by improving public parking facades, parking lighting, and parking way-finding.
- 9-9-3** Use parking revenues to support operations such as real-time parking availability information for users, license plate recognition technology for parking management and enforcement, and/or the purchase of parking attendant uniforms and other equipment.
- 9-9-4** Dedicate a portion of revenue collected at parking meters and public parking garages towards general costs of the parking program and towards the maintenance of parking facilities in line with strategies described in this Transportation Chapter.



Localized pay stations eliminate the need for individual meters and makes it easy to pay by cash or credit card.



An announcement regarding a seasonal activity is posted on the doors of this elevator in a park-once garage.

## 9.5 TRANSIT IMPROVEMENTS

By the standards of most successful downtowns, Fresno currently has very little traffic congestion and abundant, low-cost parking. As a result, while there are good transit connections between Downtown and much of the region, transit is currently used primarily by those who have no other option, and by those for whom driving is prohibitively expensive. Most commuters and visitors to Downtown drive, but as Downtown grows and begins to attract greater volumes of people, it will be important to make transit attractive and convenient for more travelers. Since downtowns are in compact areas with no opportunity to expand, when planning for the economic expansion of Downtown, it is important to consider that the car requires over 300 square feet of storage space at every destination – considerably more space than the largest personal office space or restaurant booth.

So while Downtown needs a lot of automobile traffic to thrive, too much automobile traffic and parking requirements constrain urban development. In order to ensure that Downtown may continue to attract people and commerce, transit needs to be available for a more convenient and reliable experience for the consumer. For the near future, most of Fresno's transit investments will be evolutionary improvements to existing bus service, advancing the quality of available transit buses, introducing better designs for passenger amenities, and investing in technologies that allow buses to avoid congestion and other delays as resources are available. As Fresno grows, other forms of transit, including streetcars and emerging transit technologies, can be explored. Along these lines, the Council of Fresno County Governments (Fresno COG) prepared a Downtown Streetcar Feasibility Study, under the auspices of the Fresno Public Transportation Infrastructure (PTIS) Study, to determine whether a streetcar could serve as an impetus for economic development projects Downtown, where such a streetcar could go, how it might be funded, and the timing considerations involved in its future implementation. The proposed route alternatives are shown in **Figure 9.5A**, along with the overall proposed transit network.

Fixed guideway transit, such as streetcar, light rail, and similar technologies, should be evaluated primarily on what return the City will get for the capital investment. With so little traffic congestion now or in the foreseeable future, Fresno's main transit lines can all be accommodated on the surface, on existing roadways, much like comparably-sized downtowns elsewhere in North America, Europe, and Australia. Investment in fixed guideways should only be made if that initial investment will result in private investment that will more than cover the capital and operational costs of the transit through additional property taxes and other economic activity. Once basic infrastructure investments are made Downtown to attract private capital, and once Downtown is a more enjoyable place to walk and bike, fixed guideway transit investments may help support the development engine. The arrival of High-Speed Train service Downtown may be the necessary

trigger to change the development base and make fixed guideway transit spread the economic effect of the station throughout Downtown.

In the meantime, however, efforts must be focused on making better use of existing transit, including more effective forms of Transit such as Bus Rapid Transit (BRT), and making Downtown's streets delightful for walking. As described in the Fresno COG's Downtown Streetcar Feasibility Study, the best likely corridors for future streetcar success will be along Fresno Street from the High-Speed Train station to the Community Regional Medical Center, and in the Van Ness/Fulton Corridor from the Fulton Mall toward the Tower District north. To help ensure future streetcar service will generate a positive return on investment, streetscape investments should be prioritized in these Downtown corridors. In addition, a successful streetcar will need:

- A viable economic development plan;
- A private development market already investing in the area;
- Land use regulations that promote medium to high density development for a few blocks on both sides of the streetcar corridor;
- A high level of walkability and urban amenities for a few blocks on both sides of the streetcar corridor;
- Streetcar alignments tied to concentrated locations where private investment is occurring or beginning to occur;
- Capital Investment from a variety of funding sources, including Federal, State, and local sources; and
- A value capture mechanism to ensure that public investment in streetcar construction is paid back by capturing a portion of the economic return.

The High-Speed Train (HST) will likely significantly increase the demand for bus service to and from the station and efficient links to other modes of transit, including BRT, will be critical. In the short run, this means:

- Moving the Downtown Transit Mall out of Courthouse Square to the corner of Fresno Street and Van Ness Avenue;
- Ensuring there is sufficient space around the station to meet station access needs, while still creating a great, pedestrian-oriented plan; and
- Providing a flexible, interconnected street grid, so certain transportation modes, such as transit, can be prioritized over others on certain streets. Currently there is no traffic congestion, so there is no need to provide dedicated bus lanes.



*In-street bulb-out brings the trees closer to the automobile traffic to narrow the perceived width of the street while allowing an uninterrupted pedestrian path on the sidewalk.*



*A streetcar shares the road with automobiles and provides ADA accessible access from the sidewalk bulb-out*

## 9.5 TRANSIT IMPROVEMENTS (Continued)

When the HST arrives, a detailed plan will need to be created to determine the specifics of how the HST station integrates with other forms of transit. This includes:

- Setting aside sufficient land surrounding the station to accommodate the full array of access needs to the station – rental car shuttles, personal drop-off, intercity buses, local buses, etc.
- It will take a lot more development to exhaust Downtown’s traffic capacity, but before that time comes, Downtown has a flexible street grid that allows future planners to dedicate lanes for transit.

The following goals and policies will enable Downtown to transform into a place that accommodates a wide variety of modes of transportation. Mandatory policies are required by all users of this Plan and are denoted by a ‘▶’.

**Goal 9-10 Develop a public transit system that can effectively link Downtown to surrounding neighborhoods, employment, and education centers and other important destinations.** (CACP Action 2-6, modified 2011)

### Policies

- ▶ **9-10-1** Implement planned Bus Rapid Transit (BRT) on Blackstone Avenue and Kings Canyon Road.
- 9-10-2** Route BRT to serve the proposed HST Station. Minimize congestion-related delays for BRT by prioritizing BRT over other modes of transportation.
- 9-10-3** Explore streetcar and other fixed-guideway transit as a long-range component of the downtown economic development strategy.
- 9-10-4** Invest in fixed guideway transit when the City is confident that it will produce a higher return-on-investment than other investment strategies.
- ▶ **9-10-5** In conformance with the Downtown Development Code require buildings at neighborhood centers to face the street, be accessed from the street, and be pedestrian-scaled.

**Goal 9-11 Make existing public transit attractive.**

### Policies

- 9-11-1** Focus resources and investment on transit corridors where ridership is already high, and make transit there fast, frequent, and reliable.
- ▶ **9-11-2** Minimize transit delay along key transit corridors through the use of signal prioritization for transit, optimal stop spacing, pre-paid fares and other tools.
- 9-11-3** Provide high quality transit shelters that:
  - a. Protect transit riders from the elements, including sun, rain, and wind. Consider planting street trees adjacent to transit shelters to provide additional shade.
  - b. At a minimum, provide the following amenities:
    - Pole with a sign displaying bus route number(s);
    - Schedule display (affixed to the shelter);
    - Trash receptacle;
    - Lighting;
    - Flat waiting area (preferably concrete with bench);
    - For stops with high boarding activity, provide real time arrival displays; and
    - Public safety cameras.

**Goal 9-12 Relocate and improve the functionality of the Downtown Transit Mall.**

### Policies

- ▶ **9-12-1** Relocate the Downtown Transit Mall away from Courthouse Park to an initial location on the block bounded by H Street, Mariposa Street, Broadway Street, and Fresno Street. The location shall be determined more precisely and permanently, and more substantial transit stop facilities shall be constructed, as planning for the High-Speed Train station area takes place.

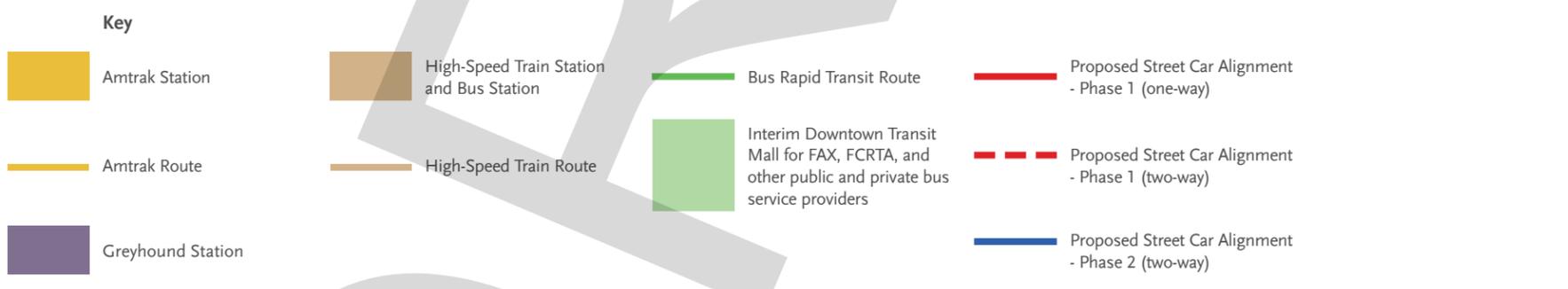
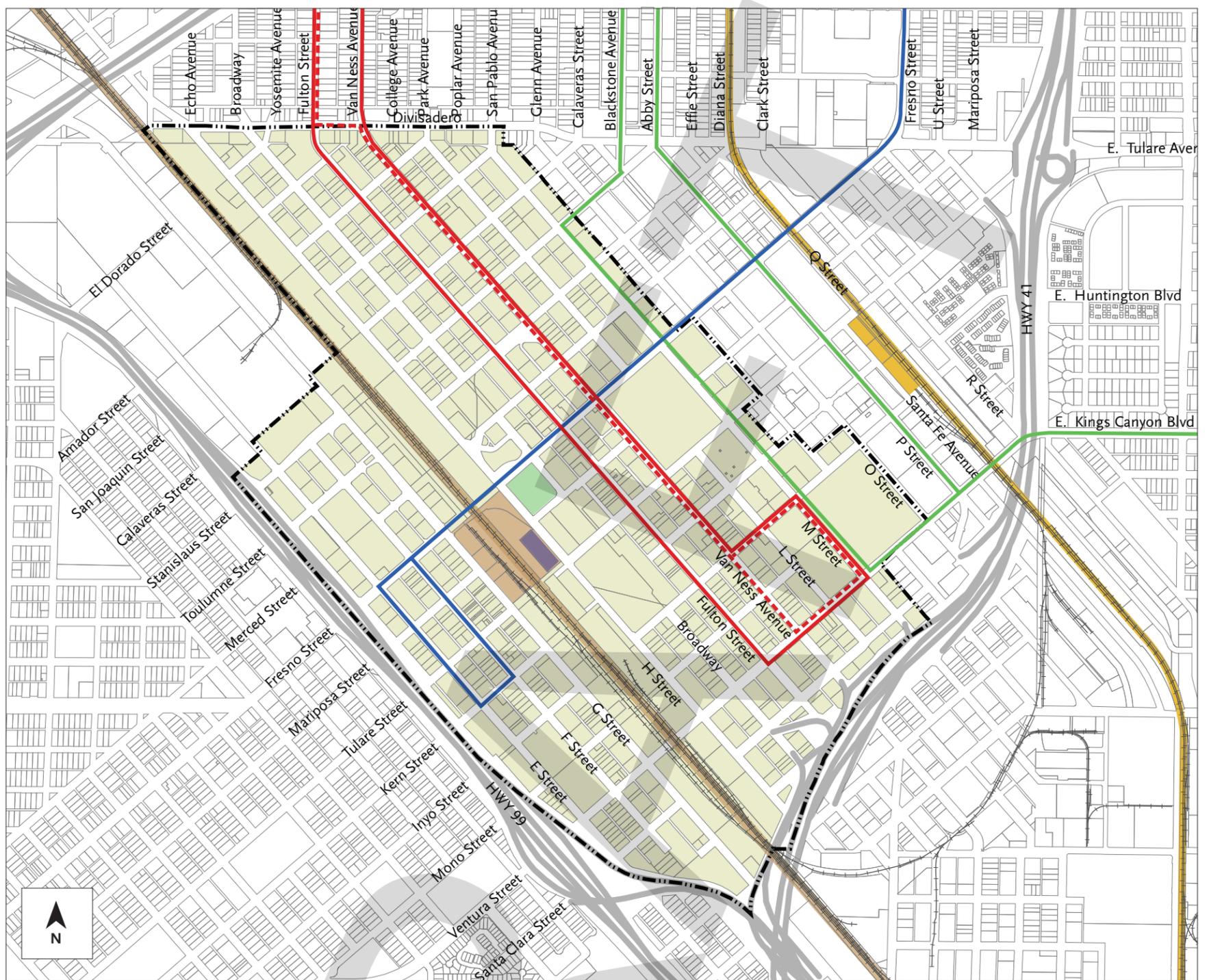


A bus shelter constructed of quality materials. Glass floor to ceiling panels improve the perceived safety of waiting passengers. Adjacent street trees provide additional shade.



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

Figure 9.5A - Proposed Transit Plan



## 9.6 BICYCLE IMPROVEMENTS

With its flat topography, moderate weather, and wide, interconnected streets, Downtown Fresno is ideally suited to bicycling. Bicycling is the most energy-efficient form of transportation – even more so than walking.

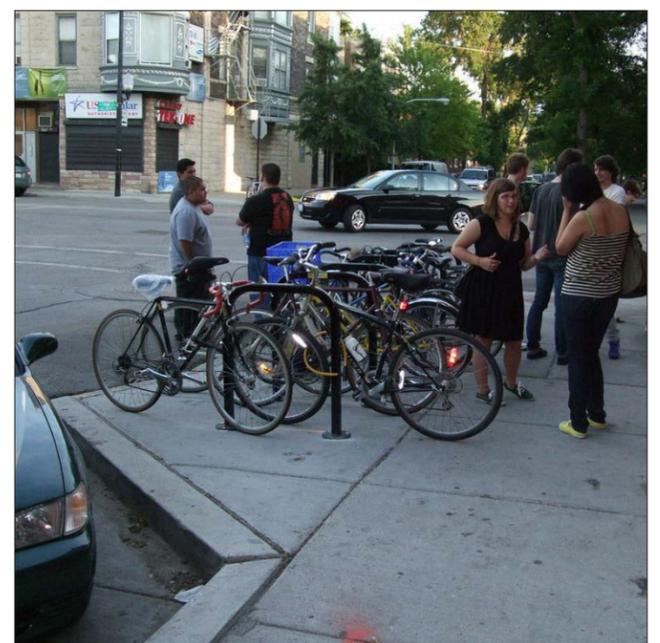
**Goal 9-13 Make bicycling an attractive and efficient mode of everyday transportation for residents and employees of all ages.**

### Policies

- ▶ **9-13-1** As funds become available, prioritize bicycle facilities improvements identified in the Fresno Bicycle, Pedestrian, and Trails Master Plan (BMP).
- 9-13-2** Add and improve Class II or III bike facilities whenever possible, expanding the bicycle network and linking with areas in and beyond Downtown.
- 9-13-3** Utilize technology to support an improved level of service for bicyclists within the needs and context of Downtown. Management strategies include traffic signal synchronization, traffic signal optimization, real time traffic signal operations, bicycle lanes, and bicycle detection at signal-controlled intersections.
- ▶ **9-13-4** Design Class II bike routes at major bus transfer locations to avoid conflicts between bicyclists and buses. Explore solutions to reduce conflicts such as placing bus stops in the parking lane.
- 9-13-5** Provide bicycle parking at key destinations, including schools, retail districts, government buildings, jobs centers, and transit stations. The amount of parking should support expected future travel by bicycle transportation.

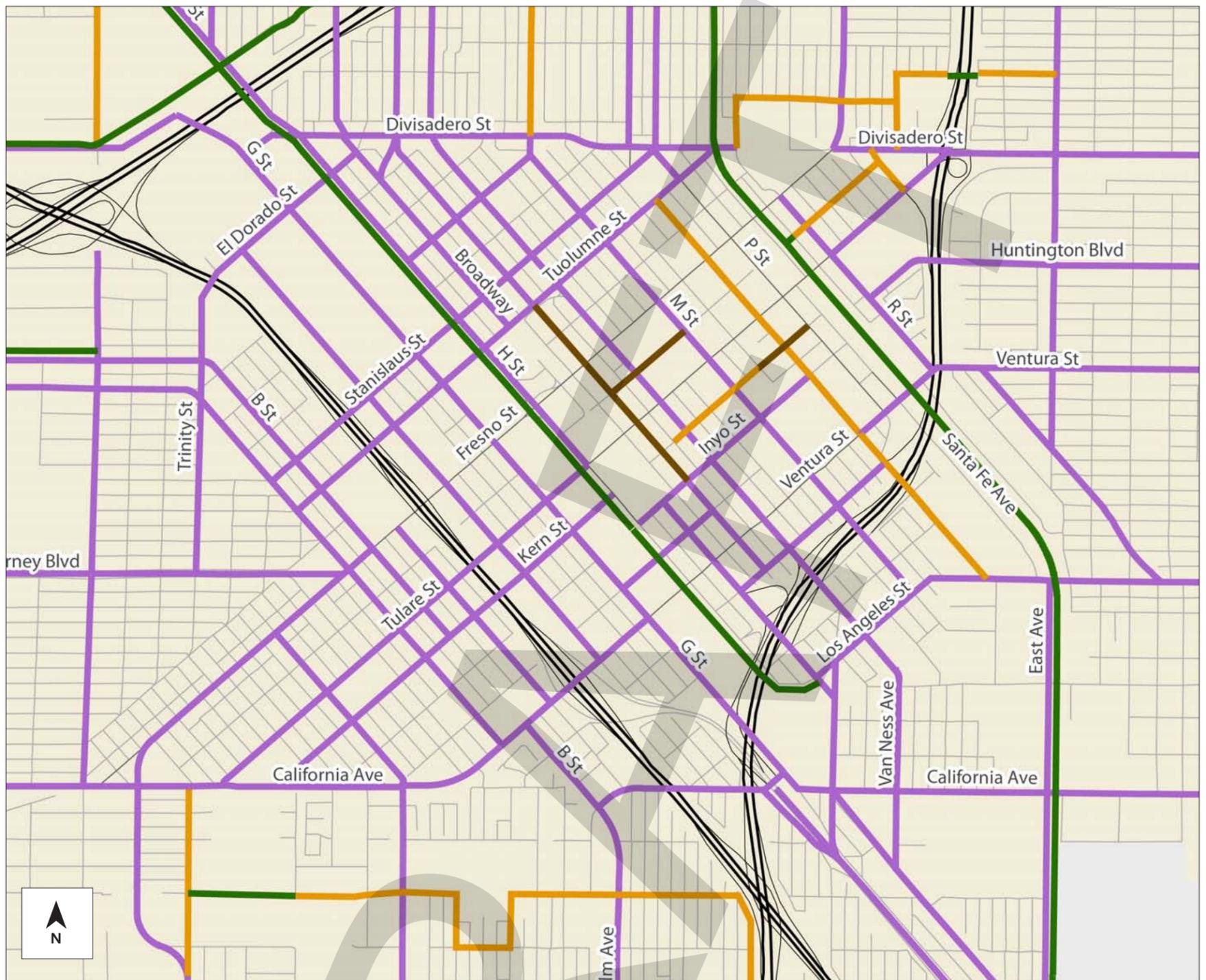


*In addition to bike lanes, bike racks must be provided in order for cyclists to be able to park their bikes once they reach their destination.*



*Recently installed bike rack for bicycle commuters.*

Figure 9.6A - Proposed Bicycle Facilities per Bicycle, Pedestrian, and Trails Master Plan (BMP)



Key

- Class I Bicycle Path - an off-street bike path located in a separate right-of-way, for the exclusive use of bicycles and pedestrians
- Class II Bicycle Lane - an on-street lane identified with striping, stencils, and signs
- Class III Bicycle Route - an on-street bike route shared by motorists without striped lanes and may include sharrows and bike boulevards
- Possible Class II Bicycle Lane
- Pedestrian Mall, bikes allowed



A creatively designed bike locker.



Bike lanes have been striped according to the City-wide Bicycle, Pedestrian, and Trails Master Plan.

## 9.7 RAILROAD CROSSING IMPROVEMENTS

Downtown Fresno is bisected by two major railroad lines: the Union Pacific (UP) Railroad and Burlington Northern Santa Fe (BNSF) Railroad. Railroad operations impact all modes of travel. To avoid travel time impacts, auto travelers can detour to routes that have grade separated crossings of railroad facilities. However, major detours have more of an impact on pedestrian and bicycle trips, which are generally shorter in nature. Transit trips have less flexibility because of the location of bus stops and the need to get passengers to those stops. **Table 9.7A** presents a summary of the existing crossings of the two railroads. Currently there are no grade-separated crossings of the BNSF Railroad corridor other than SR 41 and SR 180. There are three grade-separated crossings of the UP railroad corridor. Marked bicycle crossing of the railroad tracks are very limited with the only one being the Divisadero Street crossing of the BNSF corridor. Pedestrian facilities are provided at more locations, but the crossings should generally be enhanced.

**Table 9.7A Existing Railroad Crossings**

Street Name	Crossing Type		Sidewalks	Bicycle Facilities
	At Grade	Grade Separated		
<b>BNSF Corridor</b>				
Belmont Avenue	Yes		Yes	No
McKenzie Avenue	Yes		No	No
Divisadero Street	Yes		Some	Yes
Fresno Street	Yes		Yes	No
Mariposa Avenue	Yes (ped. only)		Yes	No
Tulare Street	Yes		Some	No
Ventura Street	Yes		No	No
<b>UP Corridor</b>				
Divisadero Street	Yes		Some	No
Stanislaus Street		Yes	Yes	No
Tuolumne Street		Yes	Yes	No
Fresno Street		Yes	Yes	No
Tulare Street	Yes		No	No
Kern Street	Yes		No	No
Mono Street	Yes		No	No
Ventura Street	Yes		No	No

### Goal 9-14 Maintain and enhance access across railroad crossings.

#### Policies

- 9-14-1** Add sidewalks and enhance existing pedestrian facilities and safety at all railroad crossings.
- 9-14-2** Provide safe and well-designed bicycle crossings of the railroad right-of-way at all places identified in the BMP.
- 9-14-3** Ensure that equipment and design strategies used in railroad crossing improvements are integrated appropriately with their surrounding location, such as the more active Downtown area or the more quiet neighborhoods surrounding downtown.
- 9-14-4** As situations allow, support an increase in the number of pedestrian, bicycle, and vehicle crossings of railroads in order to improve safety for all modes and access for pedestrians and cyclists.



View of the grade-separated UP railroad crossing at Tuolumne Street.



View of the Divisadero Street at-grade BNSF railroad crossing and Community Regional Medical Center.

**Figure 9.7A - Railroad Crossing Improvements** (subject to confirmation of final HST alignment, whether it be at-grade, below-grade, or elevated).



**Key**

- Reconfigure Fresno Street railroad underpass so a standard, four-way vehicular intersection occurs at H Street in addition to Broadway Street
- Introduce sidewalk and bicycle improvements across at-grade crossing
- Introduce bicycle improvements

## 9.8 HIGH-SPEED TRAIN IMPROVEMENTS

The California High-Speed Rail Authority will construct the state's first High-Speed Train (HST) segment through Fresno, with a station near the historic Union Pacific depot in the heart of Downtown. Once complete, Downtown Fresno's station will be just one hour and 24 minutes from Los Angeles's Union Station, and one hour and 20 minutes from San Francisco's Transbay Terminal. High-Speed rail offers the potential to reshape Fresno's economic role in the state, and Downtown Fresno's role in the region.

However, care must be taken to ensure that the rail station does not negatively impact the area. Indeed, the station complex resembles a small airport and must, among other things, provide a considerable amount of parking, provide curb space for picking-up and dropping off passengers, provide space for buses and taxis to queue and pick-up and drop-off passengers, and provide car rental offices and storage for rental cars. In addition, the High-Speed Trains infrastructure, has the potential to impact the character and quality of its immediate surroundings.

**Goal 9-15 Make the completion of the California High-Speed Train project among the city's highest priorities, and invest in public improvements and multi-modal transportation around the planned location of the Downtown High-Speed Train station.**

### Policies

- ▶ **9-15-1** Ensure that any parking for the train station does not preclude development potential around the station or reduce the value of station area properties.
- ▶ **9-15-2** Accommodate multi-modal connections at and around the downtown high-speed train station, including for bus service, future streetcar service, bicycles, pedestrians, taxis, drop-off, tour buses, rental car shuttles and other connections at the station.

**Goal 9-16 Capture the potential economic power of the Downtown High-Speed Train station.**

### Policies

- ▶ **9-16-1** Locate the HST station on the blocks bounded by H, Tulare, G, and Fresno Streets with the station and its entrance centered on Mariposa Street, facing east towards the Fulton Mall.
- ▶ **9-16-2** Promote high quality development and a human-scaled, walkable pattern and scale of blocks and buildings around the station.

- ▶ **9-16-3** In conformance with the Downtown Development Code, design the ground floor of new development around the station with active storefronts that engage the street.
- ▶ **9-16-4** Minimize any negative impact on the station area's public space resulting from necessary physical infrastructure of the HST.
- ▶ **9-16-5** Do not build parking facilities that serve the HST until the need exists. If a demonstrated demand for Downtown parking arises, it should be distributed in the surrounding blocks on land least suitable for development in order to minimize any negative impact on traffic and downtown economic development.
- 9-16-6** Offer parking to all users, not just rail patrons, broadening the station area's appeal. When the parking is not needed for rail passengers, make it available for other Downtown visitors.
- ▶ **9-16-7** Accommodate a full array of station access, with clear priorities and in the following order:
  - a. Pedestrians, with safe, comfortable walking routes to the station from all directions, lined with active uses at the ground floor, clearly designating the pedestrian as the highest priority mode in the station area.
  - b. Bicycles, with dedicated on-street or off-street facilities leading to the station, and secure, long-term bike parking within the station complex.
  - c. Public and private transit, including Greyhound, with a sufficient amount of bus bays to accommodate high frequency local and regional transit, and accommodations for future streetcar service. Bus layover may be located a few blocks away. Provide connections to other transit providers, including Amtrak.
  - d. Passenger pick-up and drop-off.
  - e. Taxis.
  - f. Private transit services, such as rental cars and hotel shuttles.
  - g. Short term motor vehicle parking.
  - h. Long term motor vehicle parking.



A modern multi-modal transit station including High-Speed rail.



A more traditional train station that sits within the context of the city.