FRESNO

Fresno General Plan Update

Mobility and Transportation

PRELIMINARY
WORKSHOP
DISCUSSION
DRAFT

Development and Resource
Management Department

City of
FRESNO

December 2012

4
Mobility and Transportation

Preliminary Workshop Discussion Draft of the

City of Fresno General Plan Update

The Mobility and Transportation Chapter is one of the many Elements noted below that when combined will ultimately comprise the Draft Fresno General Plan Update, anticipated to be released as a comprehensive document for public review and formal comments in March-April 2013.

- Urban Form, Land Use, and Design Element
- Mobility & Transportation Element
- Parks, Open Space and Schools Element
- Healthy Communities Element
- Historic and Cultural Resources Element
- Resource Conservation and Resilience Element
- Public Utilities Element and Services Element
- Noise and Safety Element
- Economic Development and Fiscal Sustainability element
- Implementation Element
- Housing Element

This version of the Mobility and Transportation Element is a **Preliminary Workshop Discussion Draft of the City of Fresno General Plan Update**, intended for introduction to the public, with a request for public review and comments to be received via emails, letters, and oral presentations as part of a series of workshops with the City of Fresno Planning Commission and other community engagement meetings scheduled through February – March

Workshop Discussion Draft

The purpose of the Mobility and Transportation Element is to provide an efficient, multi-modal transportation system that will meet the needs of all residents throughout the planning period. The Element is based on a fundamental philosophy that travel needs can be met through a comprehensive program of transportation planning, land use planning, and growth management strategies. This Element includes objectives and policies for all modes and all users of streets and highways, transit, sidewalks and trails, and bicycle transportation modes, as well as goods movement strategies.

This Element has a strong connection to the Urban Form, Land Use, and Design Element, as the intensity, type, and location of land uses directly affects demand for transportation, and the idea of complete neighborhoods and pedestrian-oriented shopping districts must be supported by a well-connected system of complete streets, transit, pedestrian and bicycle networks. A good transportation system also is critical to achieving the economic goals of this General Plan. Issues of transportation and connectivity also influence issues in other elements, such as supporting healthy communities, a resilient city, fiscal sustainability, improving air quality, access to police, fire, and medical services, and the ability to go for a walk. The appearance and function of public roadways is also one of the major components of a city's character and functionality, and one of the City government's main investments in the public realm and sense of place of its community.

This element is organized as follows:

- Strategic Initiatives
- Roadways and Automobiles
- Bikes and Pedestrians
- Transit
- Objectives and Policies

Workshop Discussion Draft

RELATIONSHIP TO GENERAL PLAN GOALS

The Mobility and Transportation Element supports a number of General Plan goals, in particular the following:

1. Increase opportunity, economic development, business and job creation.

Use urban form, land use, and Development Code policies to streamline permit approval, promote local educational excellence and workforce relevance, significantly increase business development and expansion, attract and retain talented people, create jobs and sustained economic growth, strategically locate employment lands and facilities, and avoid over-saturation of a single type of housing, retail or employment.

3. Emphasize conservation, successful adaptation to climate and changing resource conditions, and performance effectiveness in the use of energy, water, land, buildings, natural resources, and fiscal resources required for the long-term sustainability of Fresno.

9. Promote a city of healthy communities and improve quality of life in existing neighborhoods.

Emphasize supporting existing neighborhoods in Fresno with safe, well maintained, and accessible streets, public utilities, education and job training, proximity to jobs, retail services, and health care, affordable housing, youth development opportunities, open space and parks, transportation options, and opportunities for home grown businesses.

11. Emphasize and plan for all modes of travel on local and major streets in Fresno.

Facilitate travel by walking, biking, transit, and motor vehicle with interconnected and linked neighborhoods, districts, major campuses and public facilities, shopping centers and other service centers, and regional transportation such as air, rail, bus and highways.

13. Emphasize the City as a role model for growth management planning, regional cooperation, collaborative planning, efficient processing and permit streamlining, public-private partnerships and shared financing, sustainable urban development policies, environmental quality, and a strong economy, and work with other jurisdictions and institutions to further these values throughout the region.

Positively influence the same attributes in other jurisdictions of the San Joaquin Valley –and thus the potential for regional sustainability - and improve the standing and credibility of the City to pursue appropriate State, LAFCO, and other regional policies that would curb sprawl and prevent new unincorporated community development which compete with and threaten the success of sustainable policies and development practices in Fresno.

14. Provide a network of well-maintained parks, open spaces, athletic facilities, and walking and biking trails connecting the city's districts and neighborhoods to attract and retain a broad range of individuals, benefit the health of residents, and provide the level of public amenities required to encourage and support development of higher density urban living and transit use.

16. Protect and improve public health and safety.[1]

[1] The commentary in italics following certain goals is not part of the goal itself, but is instead advisory language intended to further discuss and clarify the goal to help guide the objectives of this General Plan

STRATEGIC INITIATIVES

Fresno has an effective and well-planned transportation system that is one of the strengths of the city. However, looking ahead, the city has unmet transportation needs, and a "re-think" is needed about how to meet them, given emerging concerns about urban form and economic development, performance measures for multi-modal planning, fiscal realities, and environmental considerations as well as the State mandates that the concept of "complete streets" be integrated into the local general plan. How all of these ideas can be brought together is the focus of this section.

COMPLETE STREETS

The California Complete Streets Act requires general plans updated after January 30, 2011 to develop a plan for a multi-modal transportation system. The goal of the Act is to encourage cities to rethink policies that emphasize automobile circulation and prioritize motor vehicle improvements, and come up with creative solutions that emphasize all modes of transportation. Complete Streets design has many advantages. When people have more transportation options, there are fewer traffic jams and the overall capacity of the transportation network increases. Additionally, increased transit ridership, walking, and biking can reduce air pollution, energy consumption, and greenhouse gas emissions, while improving the overall travel experience for road users.

Specifically, the legislation requires roadways to be designed to accommodate all users and provide a balance of the multiple uses. Users could include motorists, pedestrians, bicyclists, children, seniors, individuals with disabilities, and users of public transportation. Each street segment is not required to be complete street on its own, rather all streets within the system as a whole must be considered. However, major thoroughfares such as Fresno's arterials are among those roadways that should be complete streets along their entire length. The only exception would be if an immediately proximate roadway offered a faster, safer, and more convenient route, such as a bike boulevard running parallel to a heavy traffic corridor.

While there is no standard design template for a Complete Street, it generally includes one or more of the following features: bicycle lanes, wide shoulders, plenty of well-designed and well placed crosswalks, crossing islands in appropriate midblock locations, bus pullouts or special bus lanes, audible pedestrian signals, sidewalk bulb-outs, center medians, and street trees, planter strips and ground cover. Complete Streets create a sense of place and improve social interaction due to their emphasis on encouraging pedestrian activity. The street sections presented in this element represent complete streets designs.

USING PERFORMANCE STANDARDS FOR MULTI-MODAL SYSTEMS

The City's current method of evaluating roadway performance needs to be updated to bring it in line with "best practices" for transportation planning and the Complete Streets legislation and align with General Plan goals for a multi-modal system. The current performance criteria dictate the number of street lanes constructed in order to prevent traffic congestion from exceeding a certain level, without consideration of other transportation modes that also should be accommodated. Issues with the City's traditional approach to roadway performance include:

- The current "one size fits all" approach that treats all areas of the city the same;
- The absence of other modes of travel—walking, bikes, transit—from the criteria; and
- The City's past practice of giving relatively high priority to vehicle travel level of service , which emphasizes keeping traffic congestion low but require a roadway system that is expensive to construct and maintain, which distorts the land development market and is not consistent with the General Plan's urban form concepts.

Workshop Discussion Draft

SYSTEM CAPACITY DESIGN

Related to the City's high performance standards, Fresno's roadway system is built to handle a very short peak period of usage. The City does not have a full rush "hour" but rather a peak 15-minute period. Similar to a giant parking lot built to accommodate shoppers on the busiest day of the year only, but which is almost empty most of the time, the street system is designed for a very small portion of overall demand.

This approach does create minimal traffic congestion even at peak times, but results in an over-supply of capacity the majority of the time. It also requires a large amount of land to be devoted to streets, using up land that could be used for residential and commercial development, parks, schools and civic facilities, creates environmental impacts, and discourages travel by other modes—which paradoxically increases the amount of traffic on Fresno's streets. It is also expensive for the City to maintain this robust roadway system.

MAKING USE OF EXCESS CAPACITY

Fresno's existing street system has excess capacity in several key areas due to the recent construction of the freeway system. The City can take advantage of this situation by promoting denser development on these streets, which will make the most efficient use of an existing public resource, increase opportunities for economic development and property values, and encourage a diversity of development types.

COMPREHENSIVE CONNECTIVITY

Fresno has transportation facilities that meet all modes of circulation, but the systems for pedestrians and bicycles are largely incomplete. In many areas of Fresno, there is also difficulty in getting from one neighborhood to another, and to local stores, services, and public facilities such as schools and parks, by any means other than private automobile. Completing these citywide networks will encourage faster and simpler travel routes for work, errands, and recreation.

A well-connected street system, with many intersections and relatively short blocks, also offers a choice of routes and enables more direct connections. At the neighborhood scale a street grid facilitates walking, as convenience and direct routes are very important to pedestrians. What is good for walking is also good for transit: in a well-connected street system, buses can travel along routes easily reached on foot from the neighborhood interior. At a district or city scale, a grid provides ideal conditions for a robust bicycle network. Cyclists prefer direct routes with moderate or low auto traffic; streets meeting both these descriptions can only be found in a system where streets connect across and not only within neighborhoods. Critically, a connective pattern is good for automobile traffic. With many routes to choose from, cars are able to distribute across the system rather than relying on a few arterials. This is also a valuable component of safe and efficient emergency vehicle response.

Workshop Discussion Draft

PARKING AND GOODS MOVEMENT

Fresno does not have any particular issue with parking and goods movement, but faces similar concerns of many other cities, which is ensuring adequate infrastructure and logistics to keep the costs of economic development low, while simultaneously aiming to improve visual appearance, the safety of walking and biking, and reduce the costs of road maintenance. The reliance of both inter-regional and local goods movement on Highway 99 is an important issue for both Fresno and the San Joaquin Valley, and plans for future development need to avoid loading unnecessary personal traffic onto this crucial corridor when possible.

ROADWAYS AND AUTOMOBILES

The City and County public roadway network, together with State highway routes, comprise the predominant transportation infrastructure in and around Fresno. Although this network primarily serves travel by private automobiles it also accommodates persons travelling by all modes as well as the distribution of goods and services. Streets and highways are also the most widespread element of the public realm, constitute a prominent urban form defining feature, and establish a common environment and image of the city.

Automobile travel has been the main emphasis of transportation planning and is the dominant mode in Fresno. According to Fresno COG'S Travel Demand Model about 91.2 percent of the total average daily trips beginning or ending in the County are made by private auto. About 7.41 percent of the daily average trips are made by walking and bicycling and less than one percent (0.86%) use transit.

In Fresno, the roadway system configuration has been primarily based on a traditional grid pattern. The oldest part of the city (the traditional downtown area) is an urban grid oriented to the Burlington Northern Santa Fe (BNSF) Railroad alignment that traverses the San Joaquin Valley in a northwest to southeast direction. Outside of this area the grid shifts to a north-south orientation. Almost all of the arterial and collector (major) streets within the metropolitan area are regularly spaced at half-mile intervals. This major street pattern has been modified in past several decades to include several curvilinear and diagonal alignments, and neighborhood street patterns sometimes deviate from the grid pattern.

Over time, Fresno's street circulation system and developed urban form have also been framed by limited access State highways that traverse the city. State Route 99 traverses the city from northwest to southeast, connecting Fresno to other communities throughout the central and southern San Joaquin Valley. State Routes 41 and 180 bisect the city north-south and east-west connecting Fresno to Yosemite and Kings Canyon National Parks, respectively. State Route 168 links Fresno to Clovis and Sierra Nevada recreational attractions at Shaver and Huntington Lakes to the northeast. The construction of the freeway system removed a substantial amount of the "through" traffic from the local roadway network (Blackstone Avenue, Golden State Boulevard, Kings Canyon Road, etc.), freeing up capacity on the local streets.

Workshop Discussion Draft

ROADWAY SYSTEM

Figure MT-1, the Circulation Diagram, designates the planned roadway network of the General Plan. The planned roadway system focuses primarily upon major streets which include the expressway, super-arterial, arterial, collector and connector streets. For some roadways, especially in areas that are not yet developed with urban uses, the diagram indicates the future and not the present character of the road. The construction of planned major streets occurs during the course of a general plan's implementation through the execution of the City's capital improvements program utilizing funds from a variety of sources. In addition, portions of major streets are constructed by private property owners and developers in accordance with applicable property development standards.

STREET TYPOLOGIES

This General Plan update establishes a refined street classification system to categorize roadways and other transportation facilities, as shown in Figure MT-1. Each classification reflects the character of the facility as well as its function within the context of the entire transportation system. Each classification has standards considering a facility's relation to surrounding land uses, existing right-of-way, accessibility via other roadways, and appropriate travel speeds. While roadway classification types were originally based upon a priority given to various types and

lengths of motor vehicle tips, they now give substantial consideration to the accommodation of multiple travel modes and trips (public transportation, bicycle, pedestrian).

This classification system will be used for engineering design and traffic operation standards; these classifications may be modified for the growth areas described in the Urban Form, Land Use, and Design Element (e.g., SEGA or the Westside Growth Area) based on specific master planning, if approved by the City in the development review process.

Freeway: Multiple-lane divided (median island separation) roadways on adopted state route alignments servicing through and crosstown traffic, with no access to abutting property and no at-grade intersections.

Expressway – Suburban: Four- to six-lane divided (median island separation) roadways primarily serving through and crosstown vehicle traffic, with at-grade major street intersections located at approximately one-half mile intervals and no driveways for direct motor vehicle access to abutting property.

Superarterial – Activity Center and Suburban: Four- to six-lane divided (median island separation) roadways with a primary purpose of moving multiple modes of travel traffic to and from major traffic generators and between community plan areas. A select number of motor vehicle access points to adjacent properties or local streets between the major street intersections may be approved by the City of Fresno. Access points will typically be limited to right-turn entrance and exit vehicular movements. Special circumstances may justify a median island opening between intersections to allow left-turn movement from the superarterial street to an adjoining property or local street.

Arterial – Activity Center and Suburban: Four- to six-lane divided (median island separation) roadways, with somewhat limited motor vehicle access to abutting properties, and with the primary purpose of moving traffic within and between neighborhoods and to and from freeways and expressways. In addition to major street intersections, appropriately designed and spaced local street intersections may allow left-turn movements to and from the arterial streets.

Collector – Activity Center and Suburban: Two- to four-lane undivided (opposing travel lanes not separated by a median island) roadways, with the primary function of connecting local streets and arterials and neighborhood traffic generators and providing access to abutting properties. Local street intersections and motor vehicle access points from abutting properties are allowed consistent with the City's engineering standards and accepted traffic engineering practices.

Quarter-mile and Connector: Two- to three-lane undivided roadways planned to provide access to larger well integrated neighborhoods typically 40 to 160 acres in size and having a range of residential densities and one or more supporting uses, such neighborhood serving recreational open space, school, civic, quasi-public and shopping.

Local – Activity Center and Suburban: Two- to three-lane roadways designed to provide direct access to properties, while discouraging excessive speeds and volumes of motor vehicle travel incompatible with neighborhoods being served through the implementation of multiple well connected routes and traffic calming measures. The alignments of future local streets are typically not specified by the General Plan Circulation Diagram, but existing local streets may be depicted for informational purposes. In specific circumstances local streets are designated where necessary to assure adequate access and implementation of complete neighborhoods with well-connected routes for motor vehicle, bicycle and pedestrian travel.

STREET DESIGN STANDARDS

Over the past 35 years the planned roadway hierarchy has shifted from being singularly focused on the automobile and moving automobiles to a more complete multi-modal network. However,

Workshop Discussion Draft

the relationship of street function to land use characteristics has continued to focus upon ameliorating adverse impacts of traffic nuisances with landscaped setbacks, walls and parking areas separating buildings from the street and sidewalk public realm. This system does not adequately account for land uses along streets that may be more focused on pedestrians, bicycles, and transit, as seen in the Downtown, activity centers, and intensity corridors. A new approach to street classification must now be considered to account for the specific characteristics sought in these areas.

The General Plan expands the roadway classification descriptions to include specific characteristics, such as pedestrian realm, on-street parking, number of vehicle lanes, bike lanes, and landscaped median, as shown in Table MT-1. Activity centers, defined in the Urban Form, Land Use, and Design Element, represent areas of greater land use intensity located in close proximity to each other in a manner which is particularly conducive to travel by walking, bicycling and public transportation. The Suburban standards represent the also support multi-modal transportation and connectivity but are more similar to current roadway standards. Examples for informational purposes are provided in an appendix to illustrate potential differences in these major street typologies which would ultimately be implemented through the preparation a adoption of implementing Public Works Street Design Standards.

TABLE MT-1: ROADWAY CHARACTERISTIC MATRIX

Roadway Type	*Number of Vehicle Lanes*	*Bike Lanes*	*Pedestrian Facilities*	*On-Street Parking*	*Median*
ACTIVITY CENTERS					
Superarterial	4 to 6	Possible	Sidewalks	Possible	Yes
Arterial	2 to 4	Yes	Sidewalks	Yes	Possible
Collector	2 - 4	Yes	Sidewalks	Yes	Possible
Local	2	Possible (or alter-natively a Route)	Sidewalks	Yes	Possible
SUBURBAN					
Expressway	4 to 6	No	No	No	Yes
Superarterial	4 to 6	Possible	Possible	No	Yes
Arterial	4 to 6	Yes	Sidewalks	Possible	Possible
Collector	2 to 4	Yes	Sidewalks	Yes	Possible
Local	2 to 3	Possible (or alter-natively a route)	Sidewalks	Yes	Possible

Source: Fehr & Peers, 2011

Workshop Discussion Draft

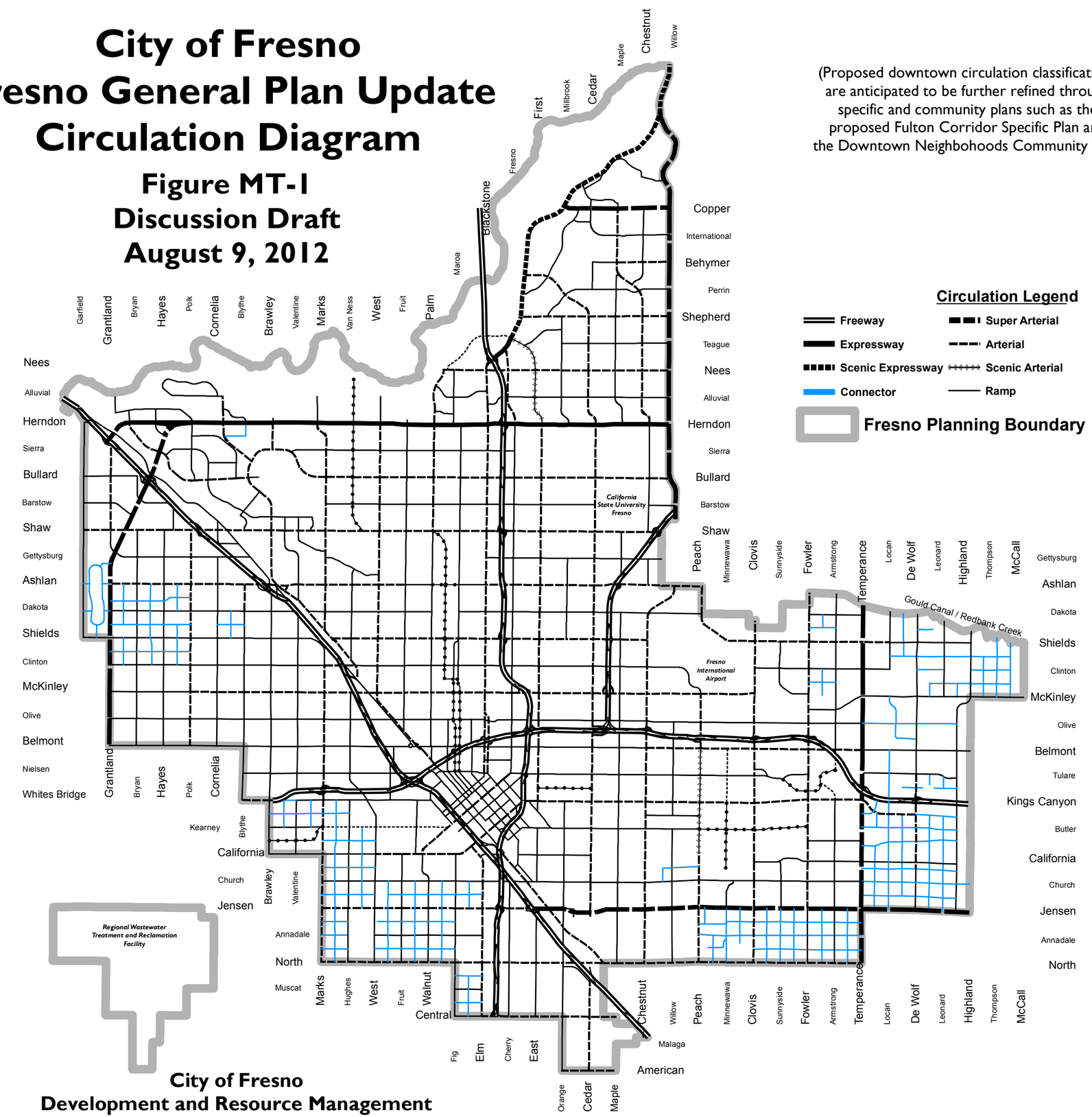
MT-1 MAP

Workshop Discussion Draft

City of Fresno
Fresno General Plan Update
Circulation Diagram

Figure MT-1
Discussion Draft
August 9, 2012

(Proposed downtown circulation classifications are anticipated to be further refined through specific and community plans such as the proposed Fulton Corridor Specific Plan and the Downtown Neighbohoods Community Plan.)



Circulation Legend

- Freeway
- Expressway
- Scenic Expressway
- Connector
- Super Arterial
- Arterial
- Scenic Arterial
- Ramp
- Scenic Drive
- Collector
- Scenic Collector
- Fresno Planning Boundary

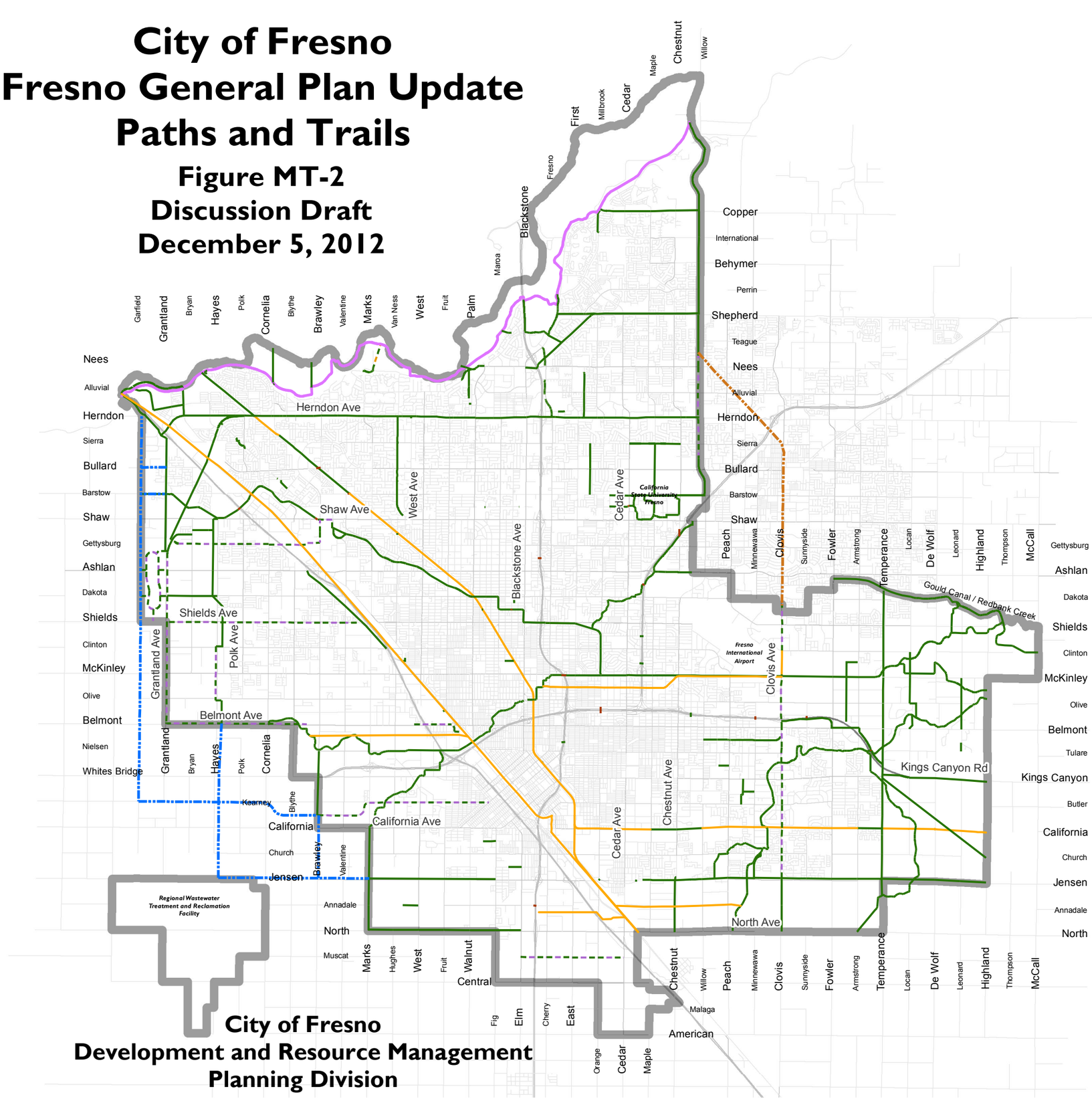
City of Fresno
Development and Resource Management
Planning Division

MT – 2 Map

Workshop Discussion Draft

City of Fresno
Fresno General Plan Update
Paths and Trails

Figure MT-2
Discussion Draft
December 5, 2012



City of Fresno
Development and Resource Management
Planning Division

LEGEND

- Old Town Clovis Trail
- San Joaquin River Parkway Path & Trail
- Rails to Trails
- County/City Trail (See Note 1)
- Class I Multi-purpose Pedestrian/Bicycle Path
- Class I or Class II Bicycle Facility (see note 5)
- Class I or Class III Bicycle Facility
- High Cost Improvement

Fresno Planning Boundary

Note 1: Conceptual alignment, subject to City/County cooperative planning, adoption, and implementation. City preferred location depicted.

Note 2: Required unless there is an existing railroad. Should existing railroad lines be vacated or relocated, it shall be converted to a greenbelt.

Note 3: The multi-purpose pedestrian/bicycle path on the west side of State Route 99 between Ashlan and Clinton Avenues is dependent on the design of the realignment of State Route 99 in conjunction with the California High Speed Rail Authority and Caltrans. Should the realignment not occur, this section shall not be required.

Note 4: This map depicts paths and trails and supersedes Figure 5.2 of the 2010 City of Fresno Bicycle, Pedestrian and Trails Master Plan. For a complete bicycle system, refer to Class II bike lane and Class III bike route designations in the 2010 City of Fresno Bicycle, Pedestrian and Trails Master Plan.

Note 5: Alignments depicted as Class I or Class II facilities should always include Class II improvements with Class I improvements provided where possible as determined by the City, for an enhanced pedestrian/ bicycling experience.

STANDARDS FOR LEVEL OF SERVICE

This General Plan calls for the City to use a more flexible system of multi-modal measures or indicators of "Level of Service" (LOS) provided by public roadways to evaluate current and projected conditions and identify congestion points or deficiencies which need to be addressed in planning for future improvements. Historically, LOS analysis has relied upon a conventional perspective of the primary use of public streets by motor vehicles rather than considering all modes of travel, including public transportation, bicycling and walking. This system provides a ranking of the efficiency of a street segment or intersection with six categories ranging from "A" (free traffic flow with individual vehicles virtually unaffected by the presence of other vehicles) to "F" (forced, stop-and-go travel with the volume of vehicles substantially exceeding the capacity of the street and often referred to as "gridlock"). (Refer to Definitions in Appendix)

Level of service is typically evaluated using a peak hour travel condition rather than a 24-hour average daily travel condition. However, in analyzing current and future projected conditions, City traffic engineers acknowledge that there would need to be notable exceptions to a fixed standard where it would not be reasonably feasible to provide the sufficient street width necessary to accommodate projected traffic volumes at that level of service.

Context-Sensitive LOS

A more dense urban development pattern will focus traffic increases within the urban core of the city when compared to a less dense pattern where development is located on the urban fringe. However, a denser development pattern brings with it more travel mode choices and can result in more short trips and more trips made by bus, by bicycle or on foot, compared to a more dispersed pattern. Thus, more compact infill development can tend to have a smaller impact per dwelling unit on roadway level of service and the demand for street widening and extension as compared with more dispersed development at the urban edge. An example of this is the congestion that currently occurs on Friant Road during the AM and PM peak periods in northeast Fresno due to low-density development on the urban fringe, as compared to the low level of congestion that occurs in the area around the Tower District. The General Plan envisions that a context-sensitive LOS system can be developed which will be more responsive to the City's needs and support achieving the urban form concepts of the Plan.

All-Day vs. Peak Period Use

LOS is measured based on traffic conditions during the morning and evening peak periods. Good or satisfactory conditions ("free flow" at LOS A to "tolerable delays" at LOS D) are ascribed to roadways where congestion does not become acute even during rush hour. Meeting this standard requires the construction of roadways that provide far more capacity than is needed for most hours of the day. Accommodating a LOS of D or better for vehicular traffic may necessitate six- and eight-lane roadways with dual left turn lanes. These roadways then become extremely wide and unfriendly for pedestrian and bicycle use. Responding to this problem, the General Plan sets a direction for a complete streets system that will be more efficiently used. This may mean a greater emphasis on distributing traffic across a more connective network, and a greater tolerance for peak-hour congestion.

Multi-Modal LOS

As mentioned above, the General Plan proposes a balanced transportation system which serves public transit, bicyclists and pedestrians as well as motor vehicles. This multi-modal system will support more compact development patterns, which in turn will support other goals, including farmland preservation and neighborhood walkability. Less reliance on the automobile is critical for Fresno if the city is to improve air quality and reduce greenhouse gas emissions. A multi-modal system will ensure mobility for all community members. Ultimately, a truly multi-modal

Workshop Discussion Draft

system is more resilient from a transportation perspective, giving Fresno attributes it needs to manage congestion over the long-term.

Fresno can create a transportation system that performs well for all modes, in part by measuring performance with qualitative indicators for each mode based on inputs covering facility design, facility controls, and volumes. This multi-modal LOS concept is illustrated in Table MT-3. Implementing a multi-modal LOS standard would mean that environmental impact assessments cannot propose traffic congestion mitigations that widen roads at the expense of walking and bicycling—a result that ironically adds more traffic to streets since other travel modes are no longer possible. A multi-modal LOS system will also help support the development of more intense land uses where desired by permitting localized automobile congestion if walking, biking, and transit systems operate at high levels.

TABLE MT-3: MULTI-MODAL LEVEL OF SERVICE INDICATORS

LOS	*Transit*	*Bicycle*	*Pedestrian*
A	(Good walk access to bus stops, frequent service, good bus stop amenities.)	(Few driveway and cross street conflicts, good pavement condition, ample width of outside lane, including parking and bike lanes.)	(Low traffic volumes, wide buffer separating sidewalk from traffic, numerous street trees, and high parking occupancy.)
B	⇩	⇩	⇩
C			
D			
E			
F	(Poor walk access to bus stops, infrequent service, poor schedule adherence, no bus stop amenities.)	(Poor pavement condition, narrow width of outside lane, frequent driveways and cross streets.)	(High traffic volumes, limited buffer separating sidewalk from traffic, few street trees, low parking occupancy.)

Source: Dowling Associates, 2010.

Workshop Discussion Draft

Performance Measures Recommended by the Sustainable Transportation Council

1. Reduce Vehicle Miles Traveled (VMT). Reducing VMT frequently involves providing more and better transportation options and improving land use so that frequent origins and destinations are closer. Reducing VMT improves prosperity by reducing private vehicle use and therefore retaining in the local economy approximately 75% of money no longer spent on fuel and vehicle wear and tear. Reducing VMT improves prosperity by shifting trips that don't need to drive, preserving scarce roadway capacity for trips that do need to drive. Reducing VMT helps people by (usually) increasing walking, bicycle and transit use, all of which increase physical activity and therefore health.

2. Prioritized Funding for Improvements to Areas That Have Reported Fatalities and Injuries. Reducing fatalities and injuries clearly helps people. Reducing fatalities and injuries improves prosperity by reducing unanticipated congestion, which can wreak havoc on trip reliability for freight and other high value trips. Reducing unanticipated congestion also reduces braking, acceleration and idling, all of which reduce fuel consumption and therefore greenhouse gas emissions.

3. Improve Travel Time Reliability. For high value trips (e.g., freight and commute), predictable/reliable travel times are often more valuable to users than improvements to average travel time. Improving travel time reliability helps prosperity by creating more reliable freight trips. Improving travel time reliability helps people by allowing them to avoid wasting time by leaving early in order to deal with unpredictable trip times. It also helps reliability and performance of emergency response vehicles.

4. Improve Speed Consistency. Improving speed consistency can help reduce fuel consumption. It is a measure based on speed, braking and acceleration. Improving speed consistency helps prosperity by retaining money in the local economy by reducing fuel consumption, as well as helping the planet by reducing greenhouse gas emissions. [2]

Workshop Discussion Draft

[2] The example performance measures presented I the text box are for informational purposes only and are not considered to be adopted by this plan.

BIKES AND PEDESTRIANS

Fresno has made a strong commitment to improving non-motorized travel. The City established a permanent Bicycle-Pedestrian Advisory Committee in 2010 and subsequently completed the Bicycle, Pedestrian and Trails Master Plan (BPTMP). The General Plan supports the BPTMP's aspirations for a comprehensive bicycle and pedestrian facilities network consisting of sidewalks, lanes, routes, paths and trails and identifies implementation strategies to achieve that vision. The BPTMP identifies more detailed implementation strategies with cost estimates and prospective funding sources, evaluates priorities of prospective improvements, and identifies a complete inventory of both short-and long-range bicycle improvements.

PEDESTRIAN FACILITIES AND THE PEDESTRIAN REALM

Sidewalks

The presence of sidewalks and the quality of the pedestrian realm is a critical factor in the ability to walk around the city. Certain areas of Fresno lack continuous sidewalks, leaving pedestrians to share road space with cars. The City began addressing this problem with the "No Neighborhood Left Behind" program, which has since concluded.

Accessible Design

Most of the City was built before the federal Americans with Disabilities Act (ADA) required streets to be accessible to persons in wheelchairs or with impaired mobility. The City made significant progress in rebuilding sidewalks to add curb cuts or accessibility ramps and will continue striving to do so with a focus on areas with the highest pedestrian usage.

Comfort and Amenities

In a typical neighborhood, continuous sidewalks and ADA-compliant curb cuts may be satisfactory to provide for pedestrian movement. In areas where high pedestrian use exists or is desired, a successful pedestrian environment also requires street design that is comfortable and attractive to people on foot.

While sidewalk capacity is not generally an issue, sidewalks should be designed to comfortably accommodate people on foot, some of whom will walk in groups, use wheelchairs, push strollers or delivery trolleys. The sidewalk should be ample enough to signal that walking is expected and encouraged. Trees should be provided at an adequate spacing, and placed to help provide a buffer between cars and pedestrians and shading in summer. On-street parking can be an important supporting element by providing an additional buffer between the sidewalk and vehicle travel lanes and an important vehicle calming mechanism encouraging lower vehicle operating speeds. Finally, benches, fountains, and other amenities help to make pedestrian use a reality and a pleasure.

Workshop Discussion Draft

BICYCLE FACILITIES

Bicycle facilities consist of three types of classification, as follows:

- Class I: Bicycle or multi-use (bicycle-pedestrian) path which is completely separated from vehicle traffic and typically a 10- to 12-foot wide concrete/asphalt-concrete paved surface with two-foot wide shoulders;
- Class II: Designated on-street bicycle lane which is identified with painted pavement striping and signing and is typically at least five feet in width; and
- Class III: On-street bicycle route which is designated by signs and markings and utilizes the paved surface shared with a low volume of motorized vehicles.

Fresno now has approximately 167 miles of on-street striped bike lanes and 17 miles of trails or paths, built over an approximately 35-year period generally beginning with adoption of the 1974 Fresno General Plan and the City's first bicycle master plan.

Class I paths have been built within abandoned rail spur lines, municipal parkland, dedications made adjacent to canals or expressways as a condition of property development and land along the San Joaquin River. Due to an inability to resolve issues identified by the Fresno Irrigation District, past efforts by the City to accomplish development of path or trail improvements along canals within the urban area have only been successful where new development has provided additional space adjacent to the canal. However, in the future the City will continue efforts to resolve impediments and implement paths along canal alignments. .

PLANNED IMPROVEMENTS

Pedestrian

During the past five to 10 years, the City Council has made constructing improvements to meet ADA accessibility requirements for public street sidewalks a City priority. As resources have become available, the City has also pursued the construction of missing segments of partially completed bicycle-pedestrian paths.

The following ideas for improving the pedestrian environment are supported by the objectives and policies in this element.

- Continuous sidewalks will be required along public streets within all new development. Sidewalks or alternative pedestrian routes will also be required within developments which utilize private street access.
- New or improved pedestrian crossings and additional safety features such as pedestrian refuges, raised or lighted crossing areas, and signals will be built, as funding is available, in "pedestrian priority areas."
- Where freeways and railroads create major barriers to pedestrian travel, overpasses may be built as funding is available.
- Lighting that provides comfort and visibility to pedestrians will be a priority on streets where pedestrian use is high and on streets transitioning from a more auto-oriented to more mixed-use character.
- Connectivity requirements and/or maximum block size or block length standards will apply to new development to ensure pedestrian travel is supported.
- Certain areas where walking is or has the potential to be most common may be identified for the implementation of improvements to promote a high-quality pedestrian experience. These areas might include arboretum corridors, main street commercial; mixed use centers or corridors; transit corridors; and areas around schools, following the "Safe Routes to School" model, which is addressed in the Healthy Communities Element.
- Complete Streets and Multi-Model roadway measures and performance characteristics, discussed elsewhere in this element, will also support greater walkability.

Bicycle

The City's planned bikeway network will support significant increases in bicycle use. It strives to ensure that major destinations are well-served by Class II bike lanes, well-marked Class III bike routes are extended into nearly all neighborhoods, and an attractive system of Class I bike paths is provided in new development areas and along key corridors where right-of-way exists. These three bicycle transportation components are described more below.

Workshop Discussion Draft

Separate Multi-Use Paths (Class I)

Bike or multi-use (bicycle-pedestrian) paths are completely separated from vehicle traffic (Class I bikeways) and may be considered the most desirable type in terms of safety and comfort, particularly by the casual bicyclist. New Class I bikeways should be included as part of master planning for all new development areas, and should be developed in existing parts of the city where opportunities to obtain right-of-way may exist which would provide meaningful pathway connections.

Improved Bike Lanes (Class II)

Providing Class I facilities may not practical or cost effective in many parts of the developed urban area, and not necessarily preferable in terms of convenience and travel utility. Bike lanes e (Class II facilities) are the heart of the bicycle network and are to be accommodated along all major streets in new development areas. They can often also be accommodated within already developed areas with the reconfiguration of travel lanes and on-street motor vehicle parking. Bike lanes will have a minimum width of at least five feet whenever possible. While this is adequate, bike lanes should be wider where space is available. They must be well striped and marked. Additional features that can improve bike lanes are:

- Bike priority boxes at intersections;
- Solid-color striping of entire bike lane, for visibility;
- Stripping of a bike buffer; and
- Barriers providing partial separation from vehicles.

Improved Shared Bike Routes (Class III)

Bike routes (Class III bikeways) which are identified with signage and lane markings indicating a shared roadway has been particularly identified as appropriate for bicycle use , are like the capillaries of the bikeway system. Class III segments allow the bike system to provide critical links even where roadways are constrained and to extend into all neighborhoods. Class III bikeways will be expanded citywide and included in new development. Safety is especially critical on Class III bikeways, and improving marking and signage should be a high priority.

Table MT-4 summarizes Fresno's existing bikeway system compared to the planned bikeway system in terms of mileage by facility type.

TABLE MT-4: BICYCLE NETWORK

Facility Type	*Existing System (miles)*	*Planned System (miles)*	*Change*
Class I	14	210	196
Class II	113	616	503
Class III	7	79	72

TRANSIT SERVICE

Transit is a term used to cover all forms of public transportation, such as buses and various forms of rail (light rail, subways, heavy rail).

EXISTING TRANSIT SERVICE

The City operates Fresno Area Express (FAX), the city's major provider of urban public transportation services. The FAX fixed route conventional bus transportation system integrates

Workshop Discussion Draft

with the City of Clovis' fixed route system and together these systems potentially serve a population of 650,000. The FAX fixed route system is comprised of routes that typically follow many of the city's arterial major streets, which are generally spaced with a one-mile separation. The system currently includes 15 standard fixed routes of bus service and one express bus connection between the Riverpark regional commercial center located at North Blackstone and East Nees Avenues and Children's Hospital of Central California located on Avenue 9 in Madera County. Many routes converge on the Downtown and meet at the main transit center located on "M" and Fresno Streets (County of Fresno's Courthouse Park). Most of the FAX routes operate at 30-minute frequencies, with four routes providing 20-minute frequencies during peak commute periods.

A demand-responsive service, Handy Ride, provides for seniors and persons with disabilities. The Fresno County Rural Transit Agency provides transit services to communities located outside of the Fresno Clovis Metropolitan Area. In addition, the Fresno County Economic Opportunities Commission provides transportation for access to specific social services.

The FAX bus system provides connections to the Amtrak passenger rail station and the Greyhound bus station both of which are located in the Downtown. Amtrak's San Joaquin line provides seven trains daily traveling both northbound to the San Francisco Bay Area and southbound to Los Angeles. Greyhound has eleven daily buses to Los Angeles and five to San Francisco. Intercity bus service is also provided by Orange Belt Stages and Transportation Inter-Californias.

BUS RAPID TRANSIT (BRT)

A first phase bus rapid transit (BRT) system has been approved and funded to run along the Ventura Street/Kings Canyon Boulevard and the Blackstone Avenue corridors, meeting in the Downtown. This system is presently in the design stage with implementation anticipated over the next two to three years.

The General Plan supports the proposed BRT system through its designation of complementary land uses along and near its routes, such as higher-density development and land uses that may gravitate toward use of BRT. The Land Use Diagram (Figure LU-1) designates mixed-use, multi-family residential uses, and major "activity areas" along the BRT routes.

HIGH SPEED RAIL (HSR)

The proposed California High Speed Rail (HSR) line, if approved and funded, would ultimately extend through the San Joaquin Valley, linking San Francisco with Los Angeles. The first segment to be constructed would be from Modesto to Bakersfield with the plans calling for a station to be located in Fresno's downtown area. The HSR tracks through Fresno's metropolitan area are projected to be primarily at surface grade with some shorter sections being depressed (below surface grade) to clear existing structures such as the interchange of Highways 99 and 180. However, all surface level (at grade) roads presently crossing the proposed HSR alignment will require grade separation structures.

Implementation of a high speed rail system would significantly increase the accessibility of Fresno to the major population and economic hubs of California. It also provides an opportunity for the redevelopment of the area around the station with a walkable district that includes offices, retail, and multi-family housing meant to take advantage of the HSR station and capture value from disembarking passengers.

While detailed planning has not yet occurred for the HSR station, the City is examining and proposing to accommodate the access and space requirements and the potential effects upon surrounding properties and land uses through the Downtown Neighborhoods Community Plan

Workshop Discussion Draft

and Fulton Corridor Specific Plan. When high speed rail is built, the City will link the FAX and BRT systems with the HSR station.

ACCESS TO TRANSIT

Fresno's bus lines travel along many of the city's heavily traveled major arterial roads which serve the most densely populated neighborhoods and most intense office and commercial employment centers. With the expansive urban growth that occurred during the past decade there are notable exceptions to transit accessibility, primarily in the west, northwest, northeast and southeastern edges of the urban area. The bus system has not been expanded commensurate with peripheral urban development over the past decade, leaving predominantly lower density developed areas on the city's outer edges without public transit services. This appears generally due to a combination of insufficient resources and decreasing performance (excessive cost per passenger and low farebox recovery) of routes serving lower density urban edge development.

OBJECTIVES AND POLICIES

OBJECTIVE

MT-1 Create and maintain a transportation system that is safe, efficient, provides access in an equitable manner, and optimizes travel by all modes.

IMPLEMENTING POLICIES

MT-1-a **Transportation Planning Consistent with General Plan**. Continue to review local, regional and inter-regional transportation plans and capital improvement plans and advocate the approval and funding of projects consistent with the General Plan.

MT-1-b **Circulation Plan Diagram Implementation**. Design and construct planned streets and highways that complement and enhance the existing network, as shown on the Circulation Diagram (Figure MT-1), to ensure that each new and existing roadway continues to function as intended.

MT-1-c **Plan Line Adoption**. Prepare and adopt Official Plan Lines, or other appropriate documentation such as Director Determinations, for transportation corridors, major streets, connecter or quarter-mile streets, and bicycle/pedestrian paths/trails as necessary to preserve and obtain right-of-way needed for planned circulation improvements.

MT-1-d **Integrated Land Use and Transportation Planning**. Plan for and maintain a coordinated and well integrated land use pattern, circulation network and transportation system that accommodates planned growth, minimizes traffic conflicts, reduces impacts on adjacent land uses, and preserves the integrity of existing neighborhoods.

MT-1-e **Ensure Interconnectivity Across Land Uses**. Update development standards and design guidelines applicable to public and private property to achieve activity centers, neighborhoods and communities which are well connected by pedestrian, bicycle, appropriate public transportation and automobile travel facilities.

Workshop Discussion Draft

MT-1-f **Matching Travel Demand with Transportation Facilities**. Designate the types and intensities of land uses at locations such that related travel demands can be accommodated by a variety of transportation modes and support complete neighborhoods while avoiding the routing of excessive or incompatible traffic through local residential streets.

MT-1-g **Travel Demand Modeling**. Use the Fresno Council of Governments' travel forecast modeling process to determine circulation network and capacity deficiencies resulting from land use decisions made in the general plan update process, community plan updates, plan amendments and proposals for major development projects.

MT-1-h **"Complete Streets" Concept Implementation**. Provide transportation facilities based upon a "Complete Streets" concept that facilitates the balanced use of all travel modes (pedestrians, bicyclists, motorists, and transit users), meeting the transportation needs of all ages and abilities and providing mobility for a variety of trip purposes. Implementation actions will include:

- Meeting the needs of all users within the street system as a whole; each individual street does not need to provide all modes of travel, but travel by all modes must be accommodated throughout the planning area;
- Continuing to adopt refined street cross-section standards as appropriate in response to needs identified;
- Considering the impact of streets on public health by addressing storm water runoff quality, air quality, and water conservation among other factors; and
- Adhering to the City's Water Efficient Landscape Ordinance for median and streetscape plantings and irrigation methods.

MT-1-i **Update Standards for Complete Streets**. Update the City's Engineering and Street Design Standards to ensure that roadway and streetscape design specifications are in accordance with the Complete Streets concept while addressing the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, and short- and long-term parking.

Commentary: For instance, transit stops and bus turnouts may have higher priority than through traffic on important transit corridors; through traffic may have higher priority than parking on major arterials; and pedestrian and bicycle movement may have high priority in areas with high pedestrian interest and activity (such as the Downtown).[3]

MT-1-j **Local Street Standards**. Establish and implement local street standards addressing characteristics such as alignment, width, continuity and traffic calming to provide efficient neighborhood circulation; to allow convenient access by residents, visitors and public service and safety providers; and to promote neighborhood integrity and desired quality of life by limiting intrusive pass-through traffic.

Workshop Discussion Draft

[3] The commentary in italics following certain policies is not part of the policy itself, but is instead advisory and informational language intended to further discuss and clarify the policy to help guide the understanding and relevance of policies of this General Plan.

MT-1-k **Transportation Improvements Consistent with Community Character**. With respect to mobility and transportation improvements, give the highest priority to transportation improvements consistent with the character of surrounding neighborhoods and supportive of safe, functional and complete neighborhoods; minimize negative impacts upon sensitive land uses (such as residences, hospitals, schools, natural habitats, open space areas and historic/cultural resources). Design improvements to:

- Facilitate provision of multi-modal transportation opportunities;
- Provide added safety, including appropriate traffic calming measures;
- Promote achievement of air quality standards;
- Provide capacity in a cost effective manner; and
- Create improved and equitable access with increased efficiency and connectivity.

MT-1-l **Multi-Modal Level of Service Standards**. Utilize to the extent feasible, a tiered system of flexible, multi-modal Level of Service standards for streets designated by the General Plan Circulation Diagram (Figure MT-1). Generally the City will strive to accommodate a peak hour vehicle LOS of "D" or better on street segments and at intersections except as further elaborated by following polices.

MT-1-m **Level of Service in the Downtown Area.** Within the Downtown Neighborhoods Community Plan area and the Fulton Corridor Specific Plan area, accept motor vehicle LOS "F" conditions during peak hours on street segments and intersections in the vicinity of these areas as specified by the applicable policies of these plans.

Commentary: The Downtown Neighborhoods Community Plan and Fulton Corridor Specific Plan provide additional information on LOS policies applicable to these areas.

MT-1-n **Standards for Planned High Capacity Transit Corridors and Intensive Urban Activity Centers**. Strive to maintain the following traffic LOS standards on major street segments and intersections along designated Bus Rapid Corridors and in the designated Activity Center areas intended to accommodate intensive urban scale development (Bus Rapid Transit and Activity Centers designated by the Land Use Diagram of the General Plan, Figure LU-1, see Appendix). These areas are characterized by more frequent transit service, enhanced pedestrian and bicycle systems, a mix of uses, and higher-density development.

- Maintain operations on all roadways and intersections in multi-modal districts at LOS A-E at all times, including peak travel times, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other General Plan policies.
- Accept LOS F conditions in Activity Centers and High Intensity Transit Corridors only if provisions are made to improve the overall system and/or promote non-vehicular transportation and transit as part of a development project or a City-initiated project. In accepting LOS F conditions, the City Traffic Engineer may request limited analyses of operational issues at locations near Activity Centers and along High Intensity Transit Corridors, such as queuing or left-turn movements.

Workshop Discussion Draft

- Where conflicts between objectives for LOS for different transportation modes occur, give priority to maintaining pedestrian LOS first, followed by transit service LOS over vehicle LOS.
- As part of General Plan implementation, the City will identify pedestrian-priority and transit-priority streets where these modes would have priority in order to apply a multi-modal priority system.

MT-1-o **Peak Hour LOS**. Maintain a peak-hour LOS standard of D or better for all roadway areas outside of identified Activity Center and High Intensity Transit Corridor districts, unless maintaining this LOS would, in the City's judgment, be infeasible and/or conflict with the achievement of other General Plan policies.

MT-1-p **LOS Deviations Outside of Multi-Modal Districts**. Accept LOS E or F conditions outside of identified multi-modal districts only if provisions commensurate with the level of impact and approved by the City Traffic Engineer are made to sufficiently improve the overall transportation system and/or promote non-vehicular transportation as part of a development project or City-initiated project.

MT-1-q **Participate in Sustainable Communities Strategy/Regional Transportation Plan**. Continue to work with the Fresno Council of Governments in developing the Sustainable Communities Strategy and Regional Transportation Plan.

OBJECTIVE

MT-2 Make efficient use of the City's existing and proposed transportation system and strive to ensure the planning and provision of adequate resources to operate and maintain it.

IMPLEMENTING POLICIES

MT-2-a **Intensification of High Capacity Corridors**. Provide incentives for more intense development along streets and roadways where through-traffic has been diverted to freeways and there is additional capacity.

Commentary: The Land Use Diagram (Figure LU-1) shows corridors where increases in allowable densities are permitted.

MT-2-b **Reduce Vehicle Miles Traveled and Trips**. Work with major employers and the Congestion Management Agency to reduce total vehicle miles traveled and the total number of daily and peak hour vehicle trips and provide better utilization of the transportation system.

MT-2-c **Reduce VMT through Infill Development**. Provide incentives for infill development that would provide jobs and services closer to housing, and vice versa, in order to reduce citywide vehicle miles travelled (VMT).

Commentary: This policy is intended to reduce citywide congestion even if local congestion increases, and to improve air quality by reducing per capita automobile emissions.

Workshop Discussion Draft

MT-2-d **Street Redesign where Excess Capacity Exists**. Along streets with excess roadway capacity where adjacent land use is not expected to change in the foreseeable future, evaluate opportunities to reduce right of way and/or re-design streets to support non-automobile travel modes.

Commentary: Examples of strategies that could be evaluated include, but are not limited to, narrowing roads ("road diets"), adding landscape medians, adding street parking, and adding bike lanes.

MT-2-e **Driveway and Access Consolidation**. Take advantage of opportunities to consolidate driveways, access points, and curb cuts along designated arterial, super-arterial and expressway streets when a change in development or a change in intensity occurs or when traffic operation or safety warrants.

MT-2-f **Optimization of Roadway Operations**. Optimize roadway operations by continuing to expand the use of techniques such as the City's intelligent transportation system (ITS) to manage traffic signal timing coordination in order to improve traffic operations and increase traffic carrying capacity while reducing unnecessary congestion and decreasing air pollution emissions.

MT-2-g **Transportation Demand Management and Transportation System Management**. Pursue the implementation of Transportation Demand Management and Transportation System Management strategies to reduce peak hour vehicle traffic demands and supplement the capacity of the transportation system.

MT-2-h **Traffic, Transportation and Connectivity Impact Studies**. Unless waived by the Traffic Engineering Manager, require a Traffic, Transportation and Connectivity Impact Study (TTCIS) to assess the impacts of new development projects on the existing and/or planned street system for projects meeting one or more of the following criteria:

- When project-generated traffic during any peak period is expected to be one 100 or more **net new** vehicle trips greater than the vehicle trips projected for the planned land use and anticipated by the regional travel forecast model.
- When a project includes a General Plan Amendment that changes the General Plan land use designation to a category with a greater vehicle trip generation characteristic.
- When the 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.

MT-2-i **Update TTCIS**. Update the City's Traffic, Transportation and Connectivity Impact Study (TTCIS) (formerly Traffic Impact Study: see Policy MT-2-g) guidelines to address all modes of transportation and complete streets concepts, to be consistent with and implement the General Plan.

MT-2-j **Funding for Multi-Modal Transportation System**. Continue to seek and secure adequate financing to construct and maintain a complete multi-modal system through such measures as development impact fees, local sales tax measures, special tax measures, assessment/improvement districts, and regional, state and federal transportation funds and grants.

Workshop Discussion Draft

MT-2-k **Funding for Complete Streets Retrofits**. Continue to participate in a comprehensive analysis of transportation needs and the funding of transportation improvements, including State and Federal grant funding to support complete street retrofit improvements, within the metropolitan areas. This will be done cooperatively with the Council of Fresno County Governments (COFCG), other government agencies and public interest groups.

MT-2-l **Region-wide Transportation Impact Fees**. Continue to support the implementation of metropolitan-wide and region-wide transportation impact fees sufficient to cover the fair share proportion of a development's impacts to and need for a comprehensive multi-modal transportation system that is not funded by other sources. Work with the Council of Fresno County Governments, transportation agencies (Caltrans, Federal Transportation Agency) and other jurisdictions in the region to develop a method for determining:

- Regional transportation impacts of new development;
- Regional highways, streets, trails, public transportation, goods movement system components necessary to mitigate those impacts and serve projected demands;
- Projected full lifetime costs of the regional transportation system components, including construction, operation, and maintenance; and
- Costs covered by established funding sources.

OBJECTIVE

MT-3 Identify, promote and preserve scenic or aesthetically unique corridors by application of appropriate policies and regulations.

IMPLEMENTING POLICIES

MT-3-a **Scenic Corridors**. Implement measures to preserve and enhance scenic qualities along scenic corridors or boulevards, including:

- Van Ness Boulevard - Weldon to Shaw
- Van Ness Extension - Shaw to San Joaquin River Bluff
- Kearney Boulevard - Fresno Street to Polk
- Van Ness/Fulton couplet - Weldon to Divisadero
- Butler Avenue - Peach to Fowler
- Minnewawa Avenue - Belmont to Central Canal
- Huntington Boulevard - First to Cedar
- Shepherd Avenue - Friant to Willow
- Audubon Drive - Blackstone to Herndon
- Friant Road - Audubon to Millerton Road
- Tulare Avenue - Sunnyside to Armstrong
- Ashlan Avenue- Palm to Maroa

Workshop Discussion Draft

MT-3-b Preserve street trees lining designated scenic corridors or boulevards. Replacement will be done with trees of the predominant type and in a comparable pattern to existing plantings if there will be no detriment to public safety.

OBJECTIVE

MT-4 To establish and maintain a continuous, safe, and easily accessible bikeways system throughout the metropolitan area to reduce vehicle use, improve air quality and the quality of life, and provide public health benefits.

IMPLEMENTING POLICIES

MT-4-a **Bicycle, Pedestrian and Trails Master Plan**. Continue to implement and periodically update a Bicycle, Pedestrian, and Trails Master Plan, which was adopted on October 28, 2010, and may be subsequently amended to meet requirements of the California Streets and Highways Code Section 891.4, including standards and recommended improvements and funding proposals as determined appropriate and feasible.

MT-4-b **Bikeway Improvements.** Implement property development standards to assure that projects adjacent to designated bikeways (as depicted in the Bicycle, Pedestrian and Trails Master Plan) provide adequate right-of-way and that necessary improvements are constructed to implement the planned bikeway system; provide for bikeways to the extent feasible when existing major streets are reconstructed; and where inadequate right-of-way is available within established urban areas strive to provide alternative bikeway alignments or routes as identified by the Bicycle, Pedestrian and Trails Master Plan.

MT-4-c **Bikeway Linkages**. Wherever possible, provide linkages between bikeways, the City's multi-purpose paths, and other regional networks such as the San Joaquin River Trail and adjacent jurisdiction bicycle systems.

MT-4-d **Prioritization of Bikeway Improvements**. Give priority to bikeway components that link existing separated sections of the system, or that are likely to serve the highest concentration of existing or potential cyclists, or that are likely to serve destination areas with the highest demand (such as schools, shopping areas, recreational ~~trail heads~~ and park areas, and employment centers).

MT-4-e **Provide not less than 10 feet of street width (five feet for each travel direction) to implement bike lanes for designated Class II bikeways along major streets. Strive for 14 feet of stree width (seven feet for each travel direction) for curbside bike lanes where right-of-way is achievable.**

MT-4-f **Include bicycle detection devices when new intersection traffic control signals are installed and strive to retrofit existing traffic control signals to provide bicycle detection and retiming of signal phases to make them more bicycle friendly.**

MT-4-g **Advocate that new or upgraded State freeways/highweys and railroad construction projects accommodate bicycle facilities and support construction of bicycle (and pedestrian) crossings of freeways and railroads.**

Workshop Discussion Draft

MT-4-h **Bicycle Parking Facilities**. Promote the installation of bicycle locking racks and bicycle parking facilities at public buildings, transit facilities, public and private parking lots, and recreational facilities. Establish and adopt standards for bicycle parking in the Development Code.

MT-4-i **Bicycling and Public Transportation**. Promote the integration of bicycling with other forms of transportation, including public transit. Continue to provide bike racks or space for bicycles on FAX buses.

MT-4-j **Street Maintenance for Bicycle Safety**. Provide regular sweeping and other necessary maintenance to clear bikeways of dirt, glass, gravel, and other debris and maintain the integrity of the bicycling network.

MT-4-k **Bicycle Safety, Awareness, and Education**. Encourage increased bicycle ridership by providing secure bicycle facilities, promoting traffic safety awareness for both bicyclists and motorists, promoting the air quality benefits, promoting the fossil fuel savings, and promoting the public health benefits of physical activity.

OBJECTIVE

MT-5 Establish a well-integrated network of pedestrian facilities to accommodate safe, convenient, practical and inviting travel by walking including those with physical mobility and vision impairments.

IMPLEMENTING POLICIES

MT-5-a **Sidewalk Development**. Pursue funding and implement standards for development of sidewalks, with provisions for those with physical and vision limitations on public streets.

MT-5-b **Sidewalk Requirements**. Assure adequate pedestrian and handicap access in new single-family residential subdivisions, ~~require~~ with sidewalks on both sides of ~~local~~ public streets and along private streets or drives within residential planned developments or multiple family residential complexes.

- Sidewalks shall be separated horizontally and vertically from the adjacent street with continuous curbing, landscape strips or other barrier(s) approved by the City.
- As an alternative to constructing sidewalks on both sides of the private street, a pedestrian access plan may be approved with on-site pedestrian paths throughout the subdivision and connection(s) to public rights-of-way. The access plan must connect all residences to common buildings, facilities, amenities, and other residences, in a manner that minimizes out-of-direction travel, and also provides access to adjacent schools, parks and other public or private community amenities.
- All pedestrian walks must be accessible routes, as defined by the California Building Code (CBC), and constructed in accordance with the Americans with Disabilities Act (ADA).

Workshop Discussion Draft

- Some planned developments were approved by the City with either no sidewalks, sidewalks on one side of the private street or sidewalks on both sides of the private street. The City recognizes that developers may have prepared engineered infrastructure and other design improvement plans with the intent on developing projects as approved. In those cases the developer shall be allowed to rely upon prior approvals for sidewalk requirements.

MT-5-c **New Subdivision Design**. Do not approve new single-family residential subdivisions with lots that front on a major street, unless it can be satisfactorily demonstrated that no other feasible alternative means of vehicle access can be provided and that sufficient design measures can be implemented, such as an on-site driveway turnaround, landscaped buffering, and an on-street parking lane to assure a desirable and enduring residential environment. The City may require an evaluation of alternative means of access including frontage roads, backup treatment, and substantial redesign of the subdivision proposal.

MT-5-d **Pedestrian Safety**. Minimize vehicular and pedestrian conflicts on both major and non-major streets through implementation of traffic access design and control standards addressing street intersections, median island openings and access driveways to facilitate accessibility while reducing congestion and increasing safety.

MT-5-e **Traffic Management in Existing Neighborhoods**. Establish acceptable design and improvement standards and provide traffic planning assistance to existing neighborhoods to identify practical traffic management and calming methods to enhance the pedestrian environment with costs equitably assigned to properties receiving the benefits or generating excessive vehicle traffic.

MT-5-f **Modifications to Street Standards**. Continue to evaluate and consider modifications to street standards to achieve overall objectives of providing good access and travel opportunities while calming traffic, promoting pedestrian and other transportation options and reducing the amount of land devoted to streets.

OBJECTIVE

MT-6 Establish a network of multi-purpose pedestrian and bicycle paths, as well as limited access trails, to link residential areas to local and regional open space and urban activity centers in order to enhance Fresno's recreational amenities and alternative transportation options.

IMPLEMENTING POLICIES

MT-6-a **Link Residences to Destinations.** Design a pedestrian and bicycle path network that links residential areas with activity centers such as parks and recreational facilities, educational institutions, employment centers, cultural sites, and other focal points of the city environment.

MT-6-b **Multi-Agency Planning for Paths and Trail System**. Continue to participate in multi-agency planning and implementation partnerships for the coordinated development of the Fresno-Clovis Metropolitan Area planned path and trail system.

MT-6-c **Link Paths and Trails and Recreational Facilities.** ~~Locate~~ Strive to provide path or trail connections to recreational facilities, including parks and community centers~~, adjacent to trail corridors,~~ where appropriate.

Workshop Discussion Draft

MT-6-d **Link Paths and Trails and Cultural Resources.** ~~Design~~ Strive to designate and implement paths and trails to pass by environmental amenities, historic sites, and other cultural resources, where appropriate, and provide informational signage or other interpretation of those resources to the public when feasible.

MT-6-e **Utilize Public Rights of Way**. ~~Aggressively~~ Pursue the attainment of path and trail corridors within abandoned railroad rights-of-way, canal alignments, PG&E transmission tower easements, ~~major~~ limited access streets (expressways, freeways), and riverbottom/bluff areas. Existing easements and rights-of-way should be offered to local agencies before being sold to private parties.

MT-6-f **Path and Trail Designation Process**. Develop a network of multi-purpose path and trail corridors by using the Local Planning and Procedures Ordinance, Official Plan Line process, or other processes provided by the updated citywide development code to obtain appropriate linear rights-of-way along riparian corridors, drainage and irrigation easements, utility easements, abandoned railroad rights-of-way, and major street corridors.

MT-6-g **Path and Trail Development in Subdivisions**. As a condition of tentative map approval, require all subdivision maps to incorporate planned multi-purpose path and trail development standards and corridor linkages consistent with the General Plan.

MT-6-h **Equestrian Trail Location**. Strive to locate equestrian trails in the vicinity of riding stables and other equestrian facilities, and design these trails to include staging areas. Provide for appropriately spaced watering areas along each equestrian trail.

MT-6-i **Equestrian Trail Connections**. Continue to collaborate with the City of Clovis, the County of Fresno, Fresno Irrigation District and other agencies to determine the feasibility of planning and developing equestrian trail connections and providing linkages between bikeways, multi-purpose paths/trails, and regional trail networks such as the San Joaquin River environs trail system and the Fancher Creek water conveyance and riparian corridor.

MT-6-j **Preference for Public Ownership**. Avoid path and trail alignments that will involve private ownership of sections of public path or trail right-of-way. If necessary, use the Director Determination process to adjust planned path or trail rights-of-way to avoid these situations by realigning along more visible, publicly owned routes.

MT-6-k **Path and Trail Design Standards**. Designate and design paths and trails in accordance with design standards established by the City which give consideration to all path and trail users (consistent with design, terrain and habitat limitations) and provide for appropriate widths, surfacing, drainage, design speed, barriers, fences, signage, visibility, intersections, bridges, and street cleaning.

Commentary: Trail improvements and characteristics (accessibility, continuity, width and location, surface treatment, et al.) within the Fancher Creek water conveyance and riparian corridor, and other alignments immediately adjacent to existing or planned residential land, will be determined by the City Council after providing for appropriate public participation as required by the Local Planning and Procedures Ordinance.

Workshop Discussion Draft

MT-6-l **Variety in Path and Trail Design**. Provide for different levels and types of usable pedestrian and bicycle corridors, including broad, shaded sidewalks; jogging paths; paved and all-terrain bicycle paths; through-block passageways; and hiking trails. Where a designated multi-purpose path route ~~are~~ is adjacent to a public right-of-way which accommodates bike lane, allow for flexibility in path design so that bike lanes may be substituted for the bicycle component of the multi-purpose path where it is safe and appropriate to do so.

MT-6-m **Path and Trail Buffers**. Use landscaping with appropriate and adequate physical and visual barriers (e.g., masonry walls, chain link, wrought-iron, or square-tube fencing) to screen path and trail rights-of-ways and separate paths and trails from dangerous sites and nuisances such as irrigation canals, surface mining operations, and drainage facilities.

MT-6-n **Equestrian Trail Design**. Provide for an equestrian trail system free from conflict with bicycles and vehicular traffic, and ensure that equestrian trails are compatible with pedestrian rights-of-way. Equestrian trails should have minimum widths of 12 feet with a 9-foot clearance above ground and be constructed of a suitable composite surface.

MT-6-o **Environmentally Sensitive Path and Trail Design**. Develop paths and trails with minimum environmental impact.

- Surface paths and trails with materials that are conducive to maintenance and safe travel, choosing materials which blend in with the surrounding area whenever possible.
- Design paths and trails to follow contour lines where the least amount of grading (fewest cuts and fills) and least disturbance of the surrounding habitat would occur.
- Beautify path and trail rights-of-way in a manner consistent with intended use, safety, and maintenance.
- Use landscaping to stabilize slopes, create physical or visual barriers, and provide shaded areas. Where possible, preserve and incorporate native plant species into the landscaping.

MT-6-p **Path and Trail Crossings**. Limit driveway crossings of multi-purpose trails to not more than two per block, except where there is no better feasible alternative.

MT-6-q **Emergency Vehicle Access along Paths and Trails**. Provide points of emergency vehicle access within the path and trail corridors, via parking areas, service roads, emergency access gates in fencing, and firebreaks.

Commentary: Service roads will be interconnected where possible to permit through travel by emergency vehicles only.

Workshop Discussion Draft

OBJECTIVE

MT-7 Pursue a variety of funding sources to maximize implementation and development of the City's path and trail system.

IMPLEMENTING POLICIES

MT-7-a **Urban Path and Trail Development Funds**. Continue to seek grants and other funding sources for trail construction and maintenance, and support the enactment of state and federal legislation that would expand urban path and trail development funds.

MT-7-b **Supporting Nonprofit Organizations**. Support and assist, whenever possible, nonprofit organizations whose purpose or charter is to promote and support public path and trail construction and maintenance.

MT-7-c **Citywide Funding Program for Path and Trail Network**. Strive to establish an equitable citywide funding program for construction and maintenance of the path and trail network, in order to:

- Acquire right-of-way needed for paths and trails in already-developed neighborhoods and other areas, as may be identified in community plans and specific plans.
- Reimburse developers for public path and trail development costs that they may incur in excess of the trail cost attributable to the impact of their development project (this will require a citywide nexus study).
- Adequately fund maintenance of the citywide path and trail network.

Commentary: This program could be folded into a comprehensive parks and trails funding program, supported by voter-approved sales tax revenues.

OBJECTIVE

MT-8 Provide public transit options that serve existing and future concentrations of residences, employment, recreation and civic uses and are feasible, efficient, safe, and minimize environmental impacts.

IMPLEMENTING POLICIES

MT-8-a **Street Design Coordinated with Transit**. Coordinate the planning, design and construction of the major street network with transit operators to facilitate efficient direct transit routing throughout the Planning Area.

Commentary: Neighborhoods with circuitous and discontinuous streets are more difficult for public transit to serve efficiently than those with consistently spaced linear or semi-grid patterns.

MT-8-b **Transit Serving Residential and Employment Nodes**. Identify the location of current and future residential and employment concentrations and activity centers throughout the transit service area in order to facilitate planning and implementation of optimal transit services for these uses. Work with California State University Fresno to determine locations within the campus core for bus stops.

Workshop Discussion Draft

MT-8-c **New Development Facilitating Transit**. Continue to review development proposals in transportation corridors to ensure they are designed to facilitate transit. Refer all projects that have residential or employment densities suitable for transit services, locations along existing or planned transit corridors, or that otherwise have the potential for transit orientation, for review by FAX and consider FAX comments in decision-making.

MT-8-d **Coordination of Transportation Modes**. Plan, design and implement transportation system improvements promoting coordination and continuity of transportation modes and facilities, such as shared parking or park and ride facilities at activity centers.

MT-8-e **Regional Coordination for Transit**. Coordinate with city, county, and regional agencies to promote efficient transportation policies. Continue to work with the Council of Fresno County Governments, Caltrans, Madera County, Fresno State University, and other jurisdictions to encourage regional land use and transportation policies.

MT-8-f **Multimodal Transportation Terminal**. Support the development of a multimodal transportation terminal facility as identified by the Downtown Neighborhoods Community Plan.

MT-8-g **High Speed Rail**. Support planning and construction of a High Speed Rail Transit System serving Fresno and the San Joaquin Valley, as approved by the California High Speed Rail Authority, including a station stop in the Downtown.

MT-8-h **Increasing Mode Split**. Support continued state and federal legislation that creates incentives that reduce auto dependency and encourage the use of alternatives to the single occupant vehicle without compromising travel mobility.

Workshop Discussion Draft

OBJECTIVE

MT-9 Provide public transit opportunities to the maximum number and diversity of people practicable in balance with providing service that is high in quality, convenient, frequent, reliable, and cost- effective.

IMPLEMENTING POLICIES

MT-9-a **Equitable Transit Provision**. Provide transit that can serve all residents, including the elderly and physically impaired.

MT-9-b **Transit Service Productivity Evaluation**. Continue evaluation of transit service productivity and cost efficiency indicators, through a Short-Range Transit Plan established in accordance with mandated federal transportation requirements, and make necessary and appropriate service adjustments when operationally and financially feasible.

MT-9-c **Addressing Unmet Transit Needs**. Continue to participate in the Council of Fresno County Governments' annual unmet transit needs hearing process, perform market analysis, and pursue public education programs to identify segments of the community with unmet transit needs, changes in demand characteristics and opportunities to increase ridership which can be reasonably met given the resources available.

MT-9-d **Long-Range Transit Options**. Advocate and participate in regional transportation analyses and identification of implementation strategies to identify appropriate long-range measures to support incorporation of light rail transit, personal rapid transit or other advanced transit service within major transportation corridors, freeway and railroad alignments, and in the Freeway 41 mid-rise/high-rise corridor.

MT-9-e **Special Area Specific Transit Improvements**. Continue to evaluate and pursue the planning and implementation of special area specific transit improvements such as street car facilities.

MT-9-f **Encouraging Telecommuting**. Identify and support the implementation of measures that will encourage, assist, or require the expanded use of telecommuting and other telecommunications technologies to reduce congestion, energy use, and air emissions (i.e., work at home, dispersed telecommute work centers, teleconferencing).

Workshop Discussion Draft

California State Health and Safety Code Section 43845, Parking Cash-Out Program

A. In any air basin designated as a nonattainment area pursuant to Section 39608, each employer of 50 persons or more who provides a parking subsidy to employees, shall offer a parking cash-out program. "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space.

B. A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems…

D. Subdivision (a) does not apply to any employer who, on or before January 1, 1993, has leased employee parking, until the expiration of that lease or unless the lease permits the employer to reduce, without penalty, the number of parking spaces subject to the lease.

E. It is the intent of the Legislature, in enacting this section, that the cash-out requirements apply only to employers who can reduce, without penalty, the number of paid parking spaces …

F. (2)(A) A city, county, or air district may also adopt, by ordinance or resolution, a penalty or other mechanism to ensure that an employer within the jurisdiction of that city, count or air district is in compliance with this section.

(2)(B) If a city, county or air district establishes a penalty, the governing body shall also establish procedures for providing notice to employers that are in violation of this section and for appeal by the employer of any penalty imposed.[4]

[4]OBJECTIVE

MT-10 Establish parking standards that are strategically tuned to support neighborhoods, shopping districts and employment centers well served by a complete range of transportation choices.

IMPLEMENTING POLICIES

MT-10-a **Updating Parking Standards**. Update the off-street parking ratios to reflect the context and location within activity areas of multiple uses or mixed residential and non-residential uses and/or are in proximity to existing or planned transportation corridors.

MT-10-b **Shared Parking**. Evaluate and establish, if appropriate, a strategy to promote the sharing of excess parking between uses within activity centers and primary transit corridors.

MT-10-c **Transportation Demand Management Guidelines**. Establish transportation demand management guidelines to allow for reduced off-street parking requirements.

MT-10-d **Considering Parking Maximums**. If determined compatible with promotion of a healthy and vigorous business environment, establish maximum off-street parking limits within activity centers proximate to primary transit corridors.

MT-10-e **Parking Cash-Out**. Educate employers of 50 or more persons on their obligation to provide a "parking cash-out program" under State law and enforce compliance.

Commentary: Under such a program, an employer offers a cash allowance to an employee equivalent to the cost of parking the employer would otherwise provide, as an incentive to using alternative modes of transportation for commuting. These programs must be offered in any non-attainment area for air quality.

A 2009 amendment to State law on parking cash-out provides authority for cities to enforce these requirements, including penalties to be imposed on employers who do not provide the "parking cash-out" allowance to employees. The ordinance establishing this program will need to provide notice to the employer and allow for appeals. Current State provisions governing this program are in the sidebar text box.

MT-10-f **Parking Benefit Districts**. Establish parking benefit districts to fund consolidated public parking where supported by local businesses.

Commentary: Net revenues collected from on-street parking pricing and permit revenues can be dedicated to funding public improvements within designated

Workshop Discussion Draft

[4] The California State Health and Safety Code Section 43845 provisions presented in the text box are for informational purposes only and are not considered to be adopted by this plan.

Parking Benefit Districts, ensuring that revenue is used to benefit the blocks where the money is collected. State laws that provide for public parking facility construction, operation and maintenance include the Vehicle Parking District of 1943, Parking District Law of 1951, and Parking and Business Improvement Area Law of 1989. All of these are in the California Streets and Highways Code. Substantive requirements for assessment districts were changed significantly with passage of Proposition 218 in 1996, so the City Attorney will be consulted to determine the best statutory authority to use for creation of parking benefit assessment districts and statutory restrictions on the potential use of such funds.

OBJECTIVE

MT-11 Achieve necessary capacity increasing and inter-modal connectivity enhancing improvements to the goods movement transportation system to support the growth in critical farm product and value added industries.

IMPLEMENTING POLICIES

MT-11-a **Improve Goods Movement for Product Export**. Advocate for and pursue all appropriate available local, regional, state and national planning and implementation opportunities to achieve necessary improvements to regional, interregional and international export opportunities beneficial to the Fresno area.

MT-11-b **Railroad Improvements**. Continue to participate in and advocate for collaborative efforts to improve railroad transportation facilities and reduce conflicts with the street system, including relocation and/or consolidation of the BNSF and UP mainline railroad track facilities.

MT-11-c **Highway Improvements**. Continue to participate in and advocate for the planning and implementation of improvements to the Highway 180 connection between Fresno and Interstate 5; completion of a continuous Highway 65 facility; and completion of a Highway 99 goods movement bypass route.

MT-11-d **Truck Route Designations**. Continue to plan and designate truck routes within the Metropolitan Area to facilitate access to and from goods production and processing areas while minimizing conflicts with other transportation priorities.

MT-11-e **Appropriate Truck Route Roadway Design**. Incorporate provisions for trucks in design of routes designated for truck movement. Ensure that truck routes meet federal standards for intersections, pavement, and turning movements.

MT-11-f **Financing Truck Route Improvements**. Explore funding sources, including those from truck user fees if feasible, to help finance truck route improvements and truck parking areas, at least in part.

MT-11-g **Railroad Crossing Improvements.** Continue to improve and maintain the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted.

OBJECTIVE

Workshop Discussion Draft

MT-12 Operate Fresno's municipal airport facilities to meet present and anticipated demands in a manner that maintains compliance with federal regulations, enhances safety to the public, minimizes the adverse effects of aircraft operations on people, and promotes the economic health of the community.

IMPLEMENTING POLICIES

MT-12-a **Funding for Airport Capital Improvements**. Pursue appropriate funding sources and capital improvement budget enhancements that will:

- Provide a modern, safe, and efficient municipal airport terminal facility including the Federal Inspection Station, and airfield.
- Maintain airfield compliance with FAA Part 139 operating requirements.
- Maintain financial self-sufficiency and long-term sustainability.

MT-12-b **Airport Ground Movement Improvements**. Obtain and install a FAA-approved Surface Movement Guidance and Control System (to allow for ground movement on the airfield in lower visibility conditions).

MT-12-c **Airport Management and Viability**. Pursue management policies to keep Fresno Yosemite International Airport and Fresno Chandler Executive Airport self-sustaining and financially viable in compliance with FAA grant assurances.

- Implement aircraft rescue and firefighting transition plan.
- Implement the police transition plan.
- Seek alternate ways to improve the financial viability of the airports.
- Seek non-reimbursable Port of Entry status with the United States Department of Homeland Security.

OBJECTIVE

MT-13 Improve the competitiveness of domestic and international air carrier service, and air cargo operations to and from Fresno Yosemite International Airport.

IMPLEMENTING POLICIES

MT-13-a **Increase Competitiveness**. Work with incumbent air carriers and new air carriers in an attempt to increase the competitiveness of commercial air service to and from Fresno.

MT-13-b **Marketing Air Travel**. Create a marketing plan to attract the traveling public to the FYI to reduce the number of drive-away travelers and to encourage the tourist traffic to use FYI as a hub to Yosemite and Sequoia/Kings Canyon National Parks.

MT-13-c **Expanding Service**. Continually solicit new airlines and seek expanded service from incumbent air carriers for both domestic and international flights. Provide incentives as market conditions dictate.

MT-13-d **International Air Service**. Continue to meet with foreign and domestic air carriers to include international service.

Workshop Discussion Draft

MT-13-e **Airport Property Development**. Develop airport properties as outlined in the applicable airport and environs master plans to encourage economic growth.

MT-13-f **Aviation Support Services**. Ensure necessary aviation support services are provided while promoting a business friendly, but competitive environment through appropriate land use policies.

MT-13-g **Environmental Remediation of Hammer Field**. Ensure that environmental remediation activities are conducted with the active participation of previous landowners and tenants in accordance with the Settlement Agreement reached among the Department, the Boeing Corporation, and the United States government regarding Hammer Field.

Workshop Discussion Draft

APPENDIX A - DEFINITION OF TERMS AND CONCEPTS - FRESNO GENERAL PLAN MOBILITY AND TRANSPORTATION ELEMENT

Activity Center: A type of urbanized development that can occur at multiple scales based upon its planned density, intensity, and location. They include a close proximity of buildings with mixed land uses and are typically integrated with and connected by multiple modes of transit including walking, biking and public transit, providing a single destination where people can live, work, and shop. *An umbrella definition for a variety of types of activity centers (should also be defined) such as Regional, Urban, Neighborhood, Suburban, etc. which are characterized based upon the intensity, location, and mix of uses.*

City of Fresno or City: Refers to the municipal entity and its functions as a government entity. Use of the term "city" typically refers to the area, population or activities occurring within the Fresno Plan Area.

Citywide: References to "Citywide" are in relation to a characteristic, regulation or other factor that occurs within the incorporated boundaries of the City of Fresno while "citywide" may refer to occurrences within the Fresno Planning Area (FPA).

Citywide Development Code: Refers to the proposed City of Fresno Municipal Code, Chapter 15, Citywide Development Code which is proposed to be the new planning, zoning and development implementing code.

Community Plan: A refinement of the general plan for a component geographic area of the general plan. A community plan shall advance the provisions of the general plan to a more precise level of detail and shall contain goals, policies, maps, and standards that implement the recommendations of the general plan. A community plan shall contain those plan elements which are essential to the implementation of the general plan and may contain additional components, including specific plans, which are necessary to the development of the goals, policies, and standards for the community plan area. A community plan shall be adopted, amended, or repealed by resolution of the Council.

Density and Intensity: General description of land use characteristics where Residential Density or Density generally refers to the ratio of residential dwelling units to acre (43,560 square feet) of land which is calculated by dividing the number of existing or proposed residential dwelling units by the area of the subject property.

Intensity generally refers to the relative magnitude of the use or activity which may occur upon a given property or area of land and is typically reflected by the ratio of building area to land area calculated as floor area ratio (ie the building area divided by the land area). Intensity may also be measured by other characteristics such as the rate at which the uses of a property generate demand for water consumption, demand for wastewater disposal or generates demand for travel such a private vehicle, public transportation, bicycling or walking.

Fresno-Clovis Metropolitan Area (FCMA) and Fresno Metropolitan Area: These terms have been used in the past to refer to one or both of the City of Fresno and the City of Clovis and the immediately surrounding environs the boundaries of which were defined by US Census

Workshop Discussion Draft

Tracts. This term was widely used in the past and referred to a geographic area previously defined by the US Census Bureau. The Fresno Metropolitan Area was referred to and the boundary depicted in Exhibit 4 of the Amended and Restated Memorandum of Understanding between the County of Fresno and the City of Fresno January 6, 2003. The area included within the FMA is larger than the SOI and the FPA.

Fresno's City Limits: Refers to the incorporated boundaries of the City of Fresno.

Fresnans: Refers generally to persons living within the City of Fresno's planning area.

General Plan: Use Municipal Code Definition 12-105-G-6.1: Shall mean an integrated, internally consistent, comprehensive, and long-range set of goals and policies for the general physical development of the city and any land outside the city's boundaries which bears relation to the city's planning. The general plan shall include diagrams which identify the general locations and types of land uses that are consistent with the goals and policies of the plan. The general plan and its recommendations shall address physical, social, economic, environmental, design, and public service delivery system issues that have a bearing on the growth and change of the city. The general plan shall contain the mandatory elements prescribed by State Planning and Zoning Law (Title 7, Division 1, commencing with Section 65000, of the California Government Code), which may be combined where appropriate. The general plan may also include any other elements or address any other subjects which, in the judgment of the Council, are needed for the appropriate physical development of the city.

Goal: A goal is a general direction-setter. It is an ideal future end related to the public health, safety or general welfare. A goal is a general expression of community values and, therefore, may be abstract in nature and is generally not quantifiable or time-dependent.

Objective: An objective is a specified end, condition, or state that is an intermediate step toward attaining a goal. It should be achievable, and preferably measurable.

Policy: A policy is a specific statement that guides decision-making and indicates a commitment of the local legislative body to a particular course of action to accomplish goals and objectives.

Implementation Measure: An implementation measure is an action, procedure, program or technique that carries out general plan policy. (State of CA, GP Guidelines, OPR)

Growth or Urban Growth Area: Urban growth is development of properties over a period of time with uses and improvements which are intensive and urban in character. Urban growth areas are typically specifically defined geographic areas within which urban development may be managed through the application of policies and implementation measures to assure that commensurate urban public facilities and improvements are provided as necessary to accommodate the planned development.

Infill or Urban Infill Area: Infill or urban infill areas typically refers to properties and improvements which are largely vacant, underdeveloped or developed with uses and structures which are antiquated or harmful given the site's location and surrounding uses. Infill development typically refers to the reuse or redevelopment of such properties to

Workshop Discussion Draft

accommodate activities which are more viable and compatible with the location and surroundings.

Infill opportunity areas and Infill Priority Zone: General or specifically defined geographic areas for which policies and implementation measures are established to promote development or planned land uses.

Level of Service, Motor Vehicle Travel: Level of Service (LOS) is a general measure of traffic operating conditions whereby a letter grade, from A (best or free flow) to F (worst or very congested) is assigned representing the perspective of the driver. This LOS is an indication of the comfort and convenience associated with driving. The LOS grades are generally defined as:

LOS A: represents free-flow travel with an excellent level of comfort and convenience where individual vehicles are virtually unaffected by the presence of other vehicles.

LOS B: a stable operating condition, but the presence of other vehicles begins to be a noticeable, though slight. Freedom to select desired speeds is relatively unaffected, but there is a slight reduction in comfort, convenience, and maneuvering freedom.

LOS C: a stable operating condition, but this level marks the beginning of congestion and the operation of individual users is affected by the intersection with others in the traffic stream.

LOS D: represents high-density and crowded but stable traffic flow condition. Users experience substantial restriction in speed and freedom to maneuver with drivers experiencing generally poor level of comfort and convenience.

LOS E: represents operating conditions at or near capacity. Speeds are reduced to a low but relatively uniform value. Freedom to maneuver is difficult with users experiencing frustration and poor comfort and convenience. Small increases in traffic volume will cause breakdown in traffic movement.

LOS F: is used to define forced or breakdown conditions (stop-and-go). This condition exists when the amount of traffic exceeds the amount that can travel to a destination. Long queues of vehicles can form behind these bottleneck points with the queued traffic traveling in a stop-and-go fashion.

Master Plan or Master Planning (S45), master public facility plan, Sub-area Master Planning for BRT transit corridors and growth areas designed (designated) by the General Plan to include urban design principles (page 3-21,S126) (page 3-22,S127 & S128 requiring Master Plans and Sub-Area Master Plans), subsequent specific or master plans, (page 3-5, S23, 24)"subsequent specific plans for identified growth areas and certain larger infill areas are subsequent projects", "precise development plan" to be allowed by Development Code (page 3-32). To be defined in glossary.

Sub-area Master Plan: Typically refers to a land use and circulation plan refinement for an area which is 160-acres or less in size and provides for a mix of land use proportionate to those identified by the Fresno General Plan Land Use Diagram and is prepared and adopted as provided by the City of Fresno's Development Code.

Workshop Discussion Draft

Mixed-Use: A development type consisting of a diversity of both residential uses and nonresidential uses, which may include but are not limited to office, retail, public, or entertainment, in a compact urban form with a strong pedestrian orientation.

Vertical Mixed-Use: A development that contains at least one multistory mixed-use building.

Horizontal Mixed-Use: An integrated mixed-use development consisting of adjacent residential and non-residential uses.

Planning Area: Referred to as the Fresno Planning Area (FPA) which is the geographic area defined by the boundary depicted in FGP Land Use Element Figure 2. It is consistent with the expanded SOI boundary depicted by the Amended and Restated Memorandum of Understanding between the County of Fresno and the City of Fresno, January 6, 2003 with the addition of the entirety of the Fresno-Clovis Regional Wastewater Reclamation Facility. The FPA includes properties which are within the City of Fresno incorporated boundaries as well as those which are located within the unincorporated area."

Specific Plan: Use Municipal Code Definition 12-105-S-20.1: shall mean a precise plan or redevelopment plan based on, and consistent with, the general plan and the community plan within which it is located, and shall contain precise land use designations, regulations, programs, and legislation that are required for the systematic implementation of the general plan and community plan.

Sphere of Influence (SOI): The City of Fresno's SOI is defined as the geographic area within the boundaries depicted by the Fresno General Plan Land Use Diagram, Figure -, which are consistent with the boundaries as approved by the Fresno Local Agency Formation Commission (LAFCo) as of September 1, 2012. The expanded SOI boundary as identified by the Amended and Restated Memorandum of Understanding between the County of Fresno and the City of Fresno, January 6, 2003 includes the remaining portion of the 2025 Fresno General Plan's North Growth Area which has not been included within the LAFCo approved SOI as of September 1, 2013.

Street, Major: shall mean a street designated by the General Plan Circulation Diagram as a connector, collector, arterial, super-arterial, expressway or state highway as depicted by the Circulation Diagram, Figure MT-1, of the Mobility.

Street, Local: shall mean a street which is not a major street.

Urban and urban area: Areas characteristic of, or constituting a city or more intensively developed community generally comprised of moderate and higher density residential development (i.e. three or more dwelling units per acre although urban areas often include estate sized lots ranging from one to five acres in area) together with office, retail commercial development, industrial, public and institutional uses. The intensity of such uses typically require the provision of public services and infrastructure including water supply system, sewage collection and treatment system, roadways and other improvements for motor vehicle and non-motorized travel, public transit, and police and fire suppression safety services.

Workshop Discussion Draft

Urban Form or Urban Design: urban form and design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

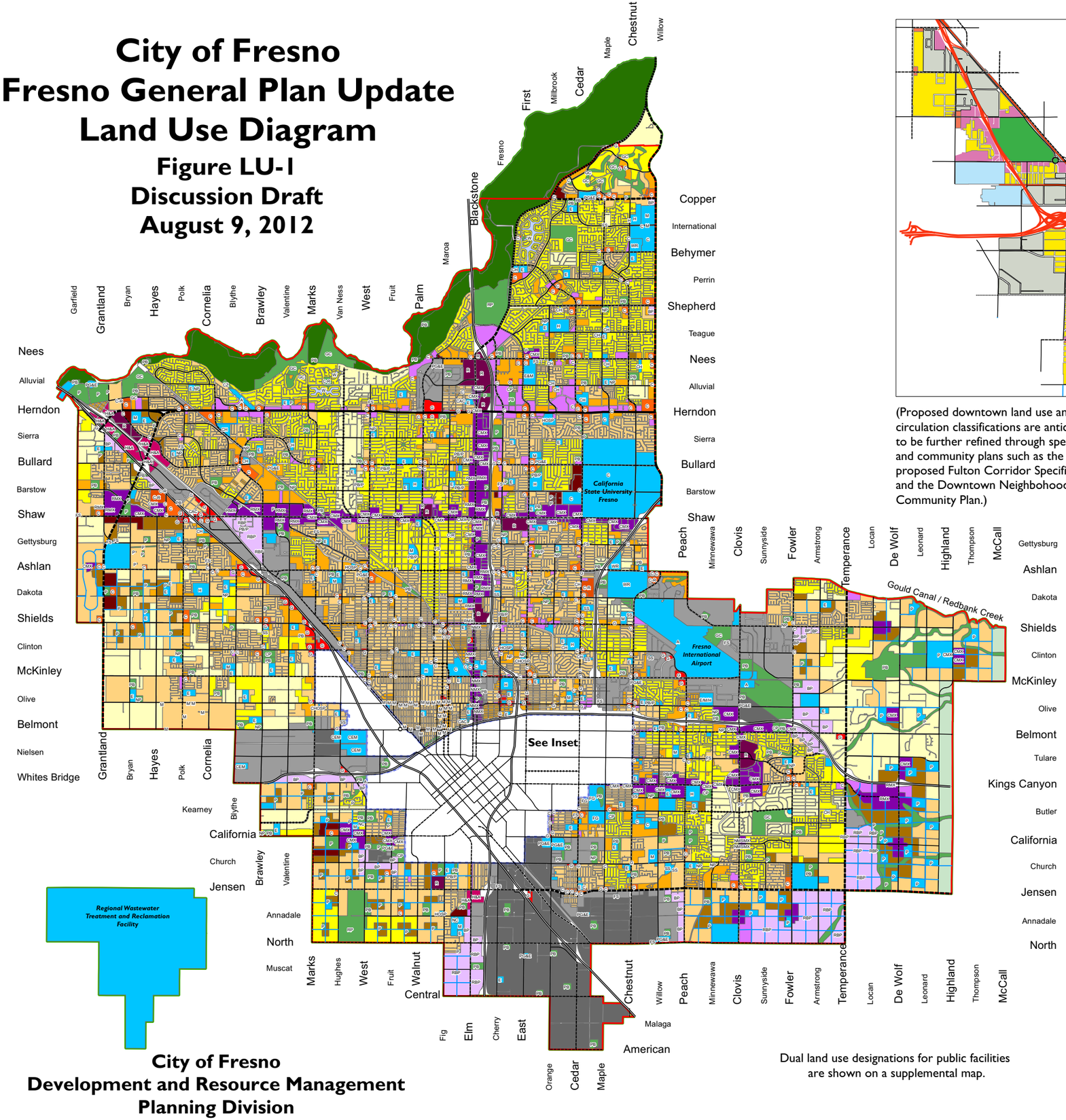
Urban Use, Commercial Use, Residential Use, agri-business or agricultural business uses versus general agricultural use. Will define if necessary but these are typically generic term at a plan level but would be specifically defined in the development code.

Zoning Ordinance and Zoning Regulations: Presently City of Fresno Municipal Code, Chapter 12, Articles 1,2,3, and 4.5 comprise the "Comprehensive Zoning Ordinance" and can be referred to as "Zoning Ordinance of the City of Fresno". The present Zoning Ordinance and many other Articles of Chapter 12 will be repealed and replaced by updated Code provisions. Use of these terms should be in reference to old implementing tools to be replaced.

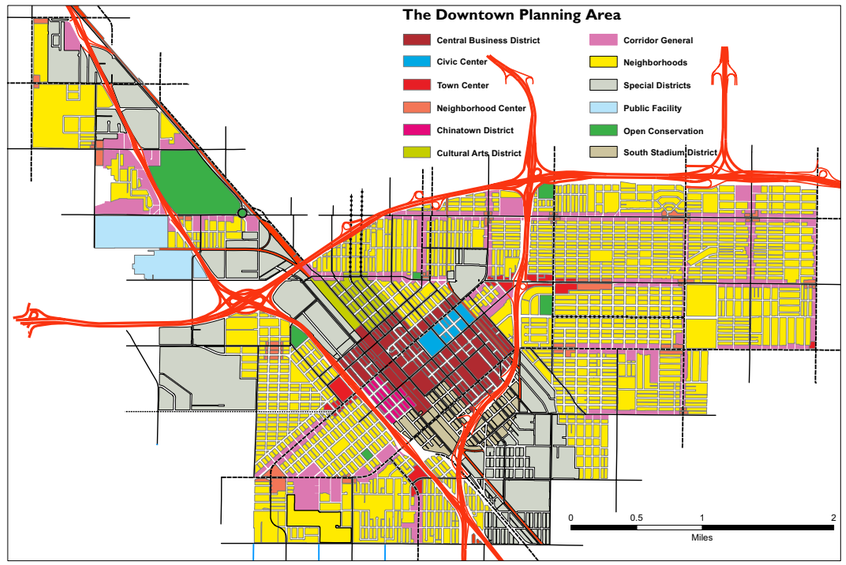
Workshop Discussion Draft

APPENDIX B - LAND USE DIAGRAM - FRESNO GENERAL PLAN

City of Fresno
Fresno General Plan Update
Land Use Diagram
Figure LU-1
Discussion Draft
August 9, 2012



City of Fresno
Development and Resource Management
Planning Division



(Proposed downtown land use and circulation classifications are anticipated to be further refined through specific and community plans such as the proposed Fulton Corridor Specific Plan and the Downtown Neighbohoods Community Plan.)

LEGEND

RESIDENTIAL
- Low Density (1-3 D.U./acre)
- Medium Low Density (3.5-6 D.U./acre)
- Medium Density (5.0-12 D.U./acre)
- Medium High Density (12-16 D.U./acre)
- Urban Neighborhood (16-30 D.U./acre)
- High Density (30-45 D.U./acre)

COMMERCIAL
- Main Street
- Community
- Recreation
- General
- Highway & Auto
- Regional

EMPLOYMENT
- Office
- Business Park
- Regional Business Park
- Light Industrial
- Heavy Industrial

MIXED USE
- Corridor/Center Mixed Use
- Regional Mixed Use
- Neighborhood Mixed Use

OPEN SPACE
- Clear Zone
- Commercial-Recreational
- Community Park
- Flood Control Project
- Golf Course
- Lake, Pond
- Multi-Use
- Neighborhood Park
- Outdoor Environmental education area
- Open Space
- Park
- Ponding Basin
- Ponding Basin (Park use)
- Regional Park

PUBLIC FACILITIES
- Public/Quasi-public Facility
- Special School
- Elementary School
- Elementary & Middle School
- Elementary, Middle & High School
- Middle School
- High School
- College
- School with Park
- Airport
- Cemetery
- Church
- Community Activity Center
- Convalescent Hospital
- Fairgrounds
- Fire Station
- Government Offices
- Hospital
- Medical Center
- Neighborhood Center
- PG & E Substation
- Police Dressing Station
- Water Recharge Basin
- Waste Water Treatment Facility

BUFFER
- Buffer

BOUNDARIES
- Existing Fresno Sphere of Influence
- Fresno Planning Boundary
- Downtown Neighborhoods

v. 11/05/2012

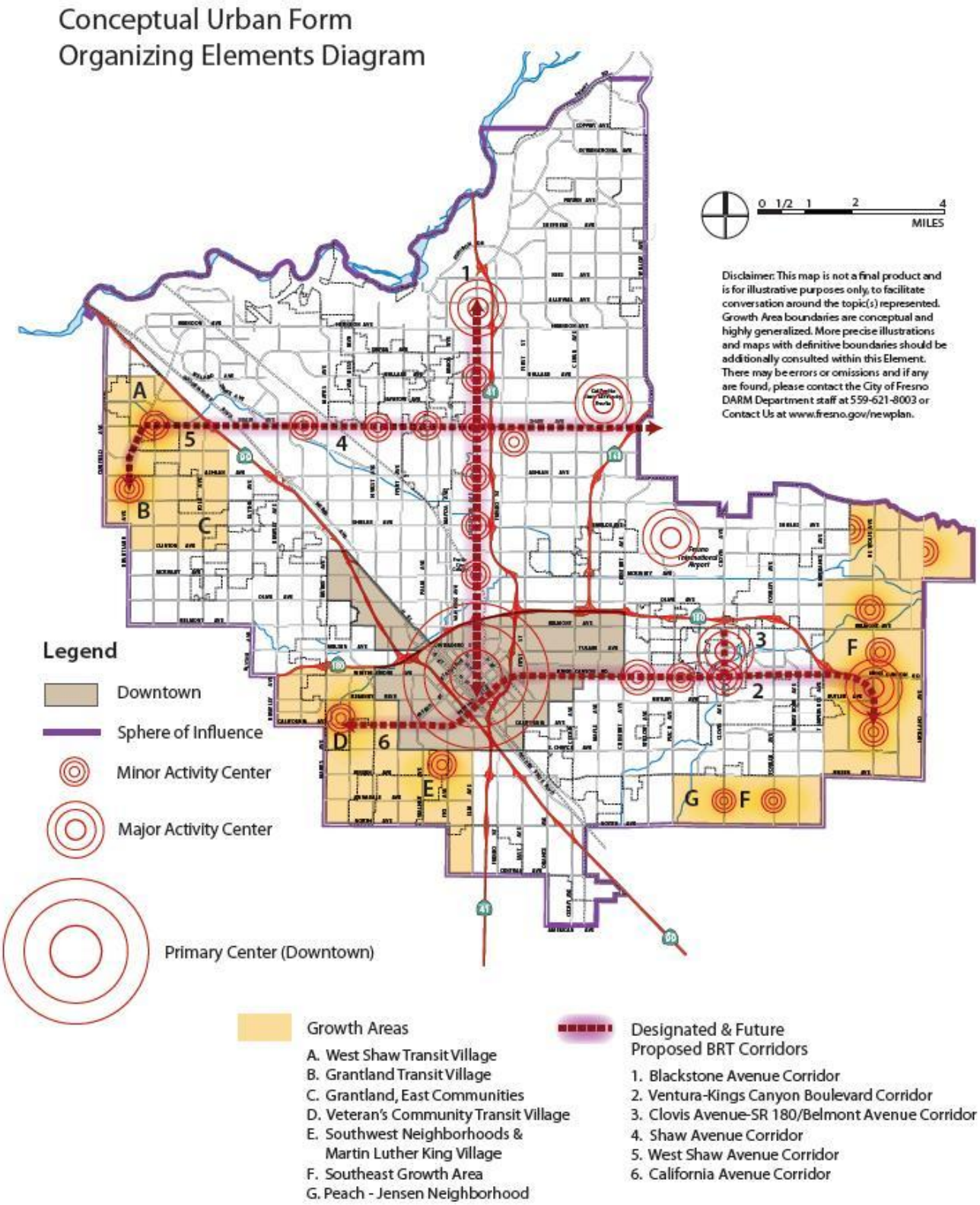
Circulation Legend

Freeway	Super Arterial	Scenic Drive
Expressway	Arterial	Collector
Scenic Expressway	Scenic Arterial	Scenic Collector
Connector	Ramp	

Dual land use designations for public facilities are shown on a supplemental map.

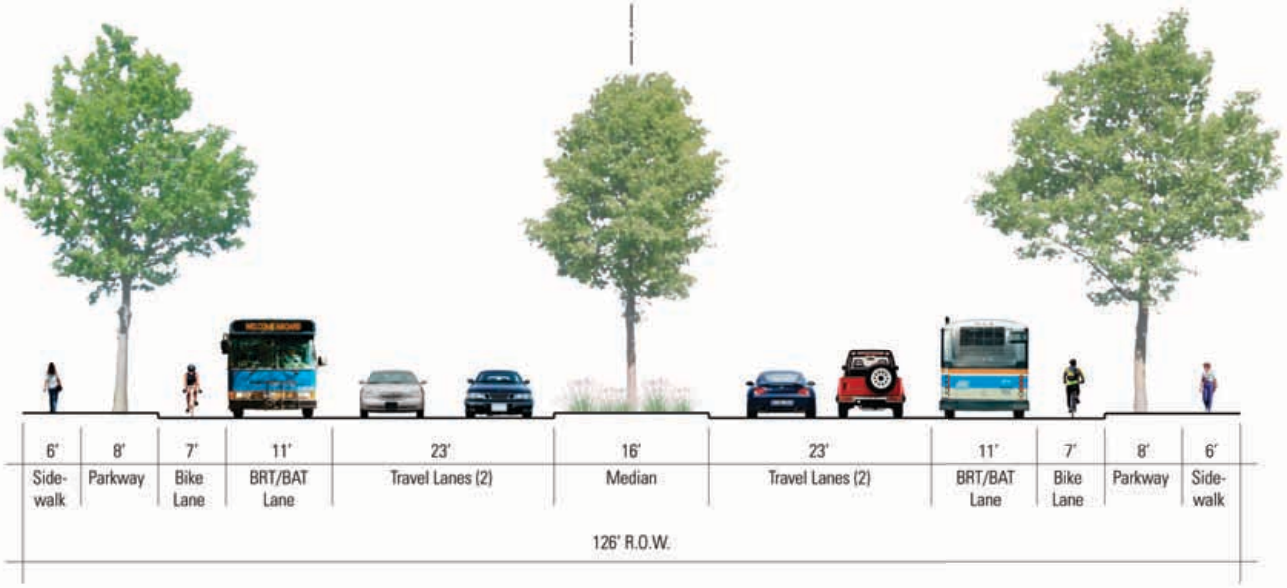
APPENDIX C – CONCEPTUAL URBAN FORM ORGANIZING ELEMENTS DIAGRAM - FRESNO GENERAL PLAN

Figure UF-1: Conceptual Urban Form Organizing Diagram

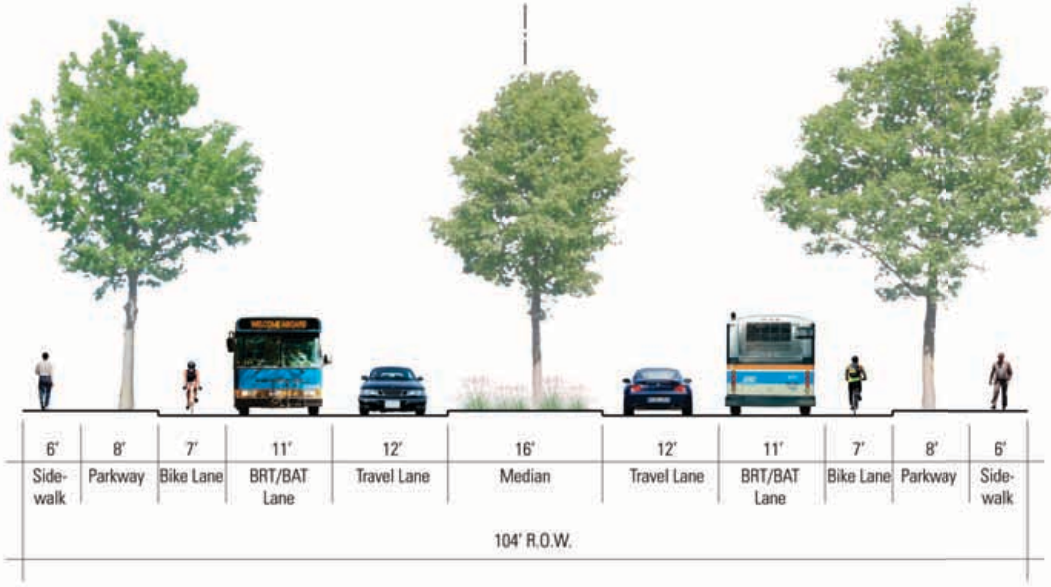


APPENDIX D – CONCEPTUAL POTENTIAL MAJOR STREET AND LOCAL STREET CROSS-SECTIONS - FRESNO GENERAL PLAN MOBILITY AND TRANSPORTATION ELEMENT

Roadway Cross-Sections ACTIVITY CENTERS

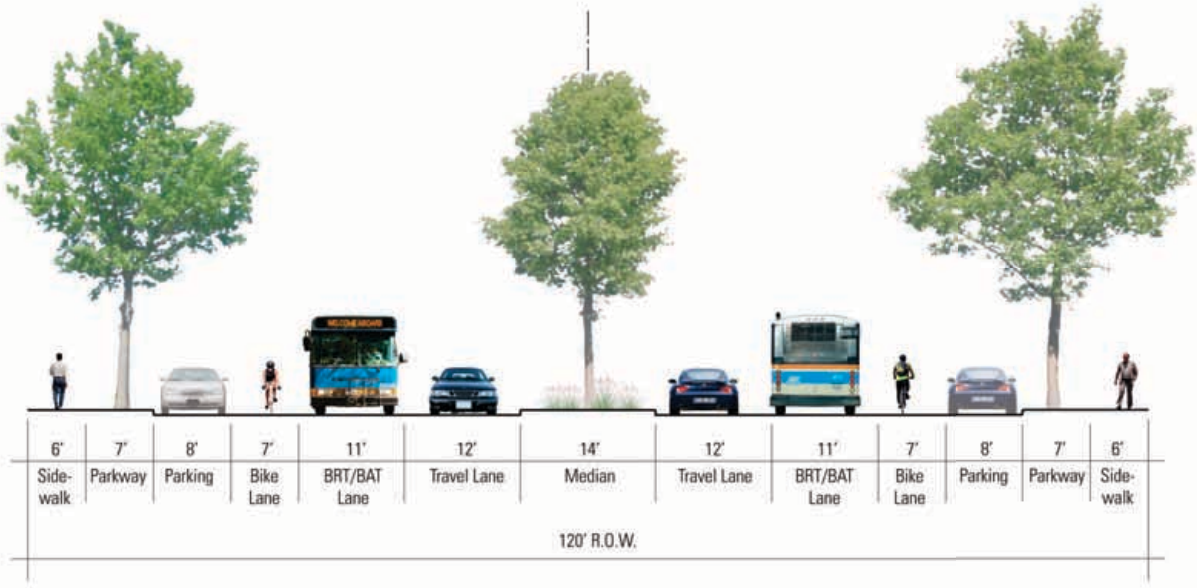


Super or 6-Lane Arterial (126' R.O.W.)

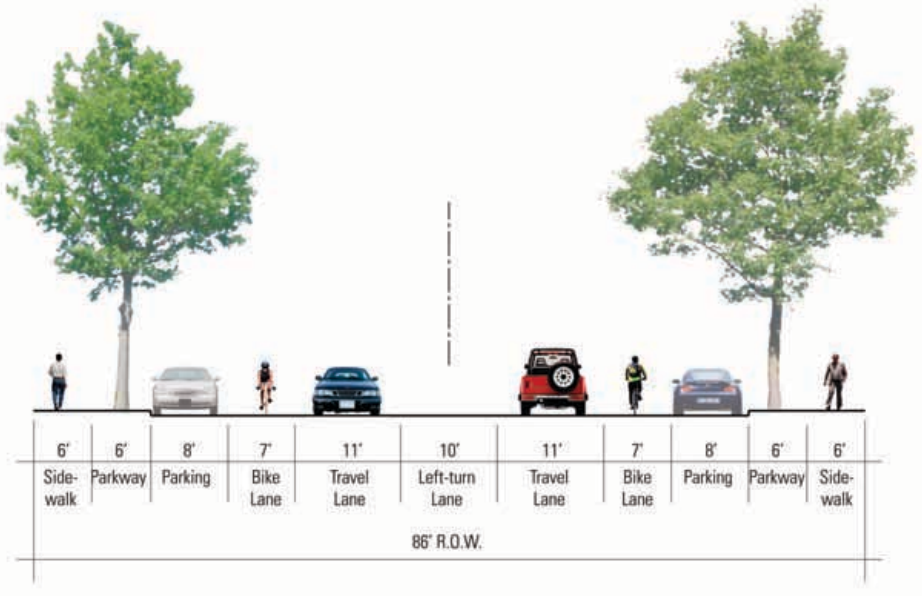


4-Lane Arterial, No Parking (104' R.O.W.)

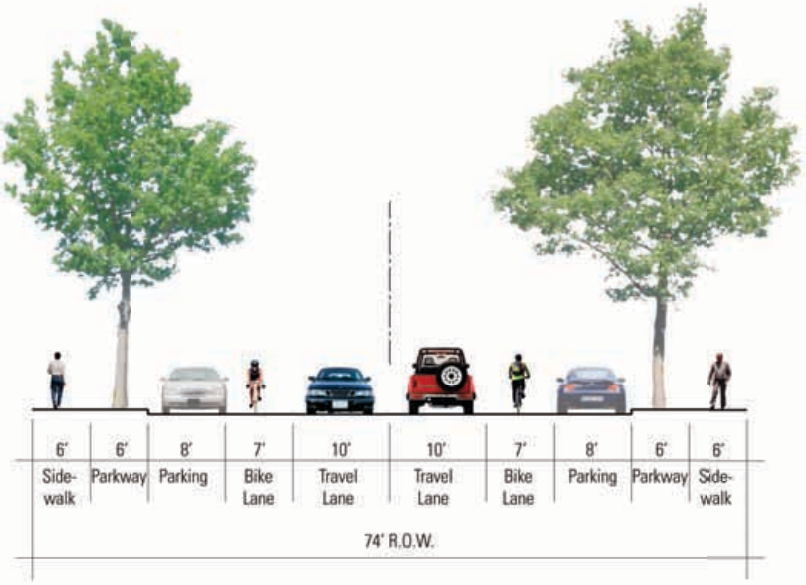
Note: These street cross sections are illustrative and conceptual. The actual roadway configurations are subject to comprehensive engineering and design.



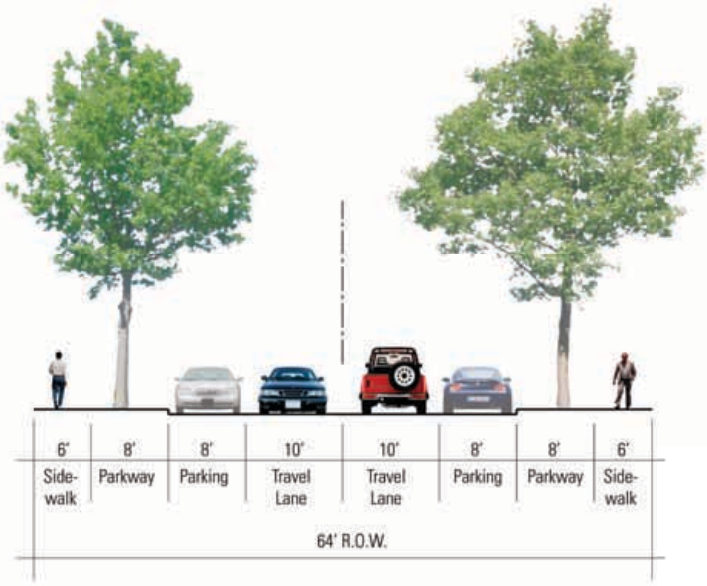
4-Lane Arterial, With Parking (120' R.O.W.)



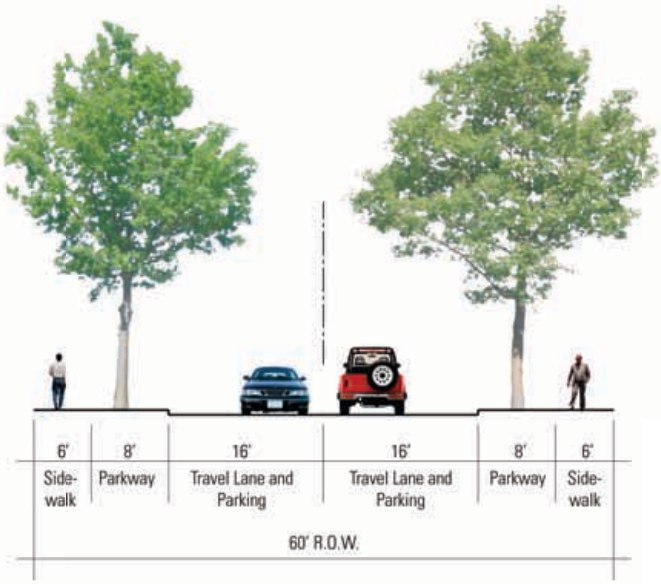
3-Lane Arterial (86' R.O.W.)



Collector, With Parking and Bike Lane (74' R.O.W.)

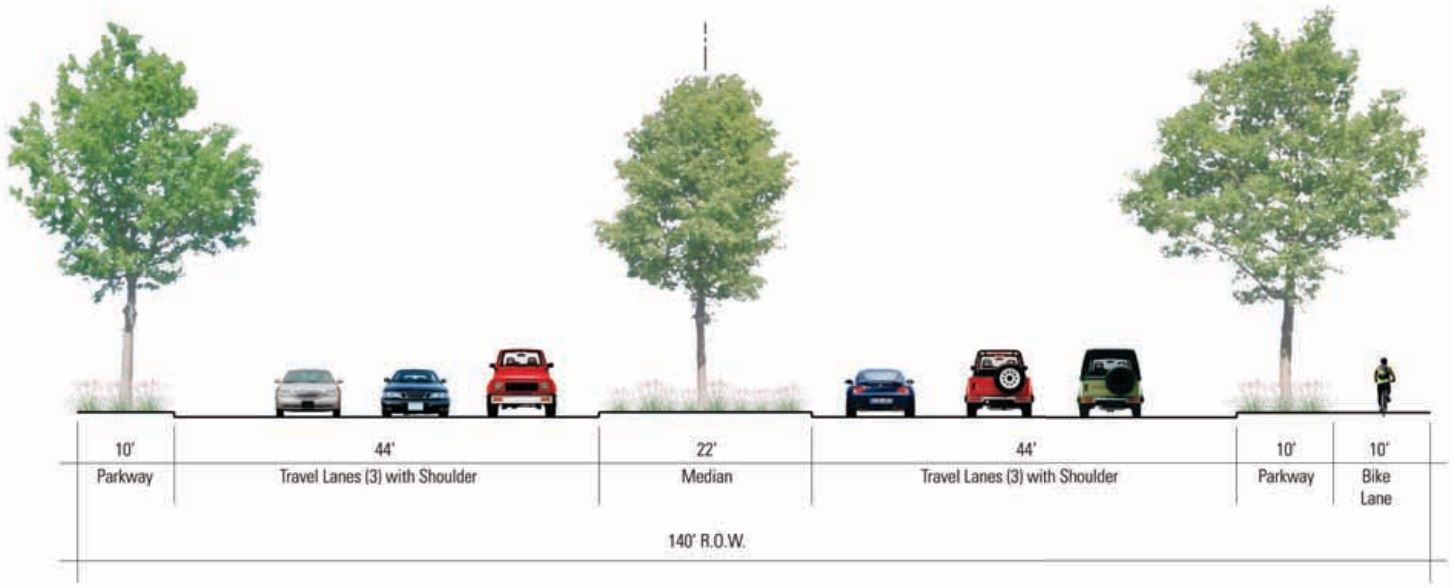


Collector, With Parking (64' R.O.W.)

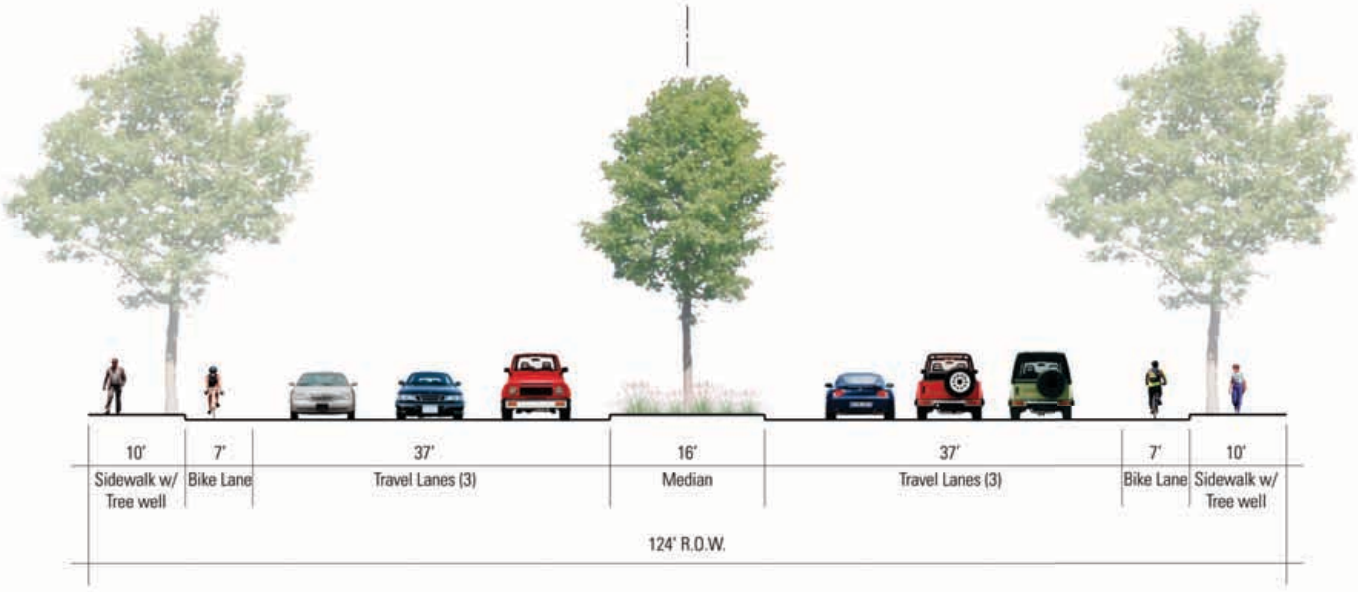

6'
Side-walk
8'
Parkway
16'
Travel Lane and Parking
16'
Travel Lane and Parking
8'
Parkway
6'
Side-walk
60' R.O.W.

Local (60' R.O.W.)

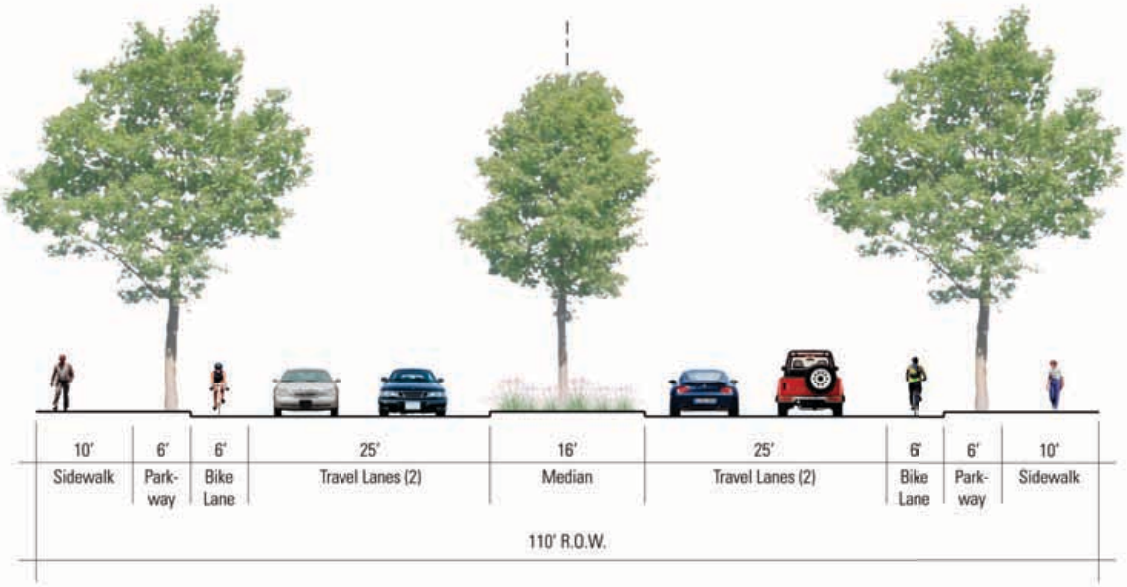
Roadway Cross-Sections SUBURBAN



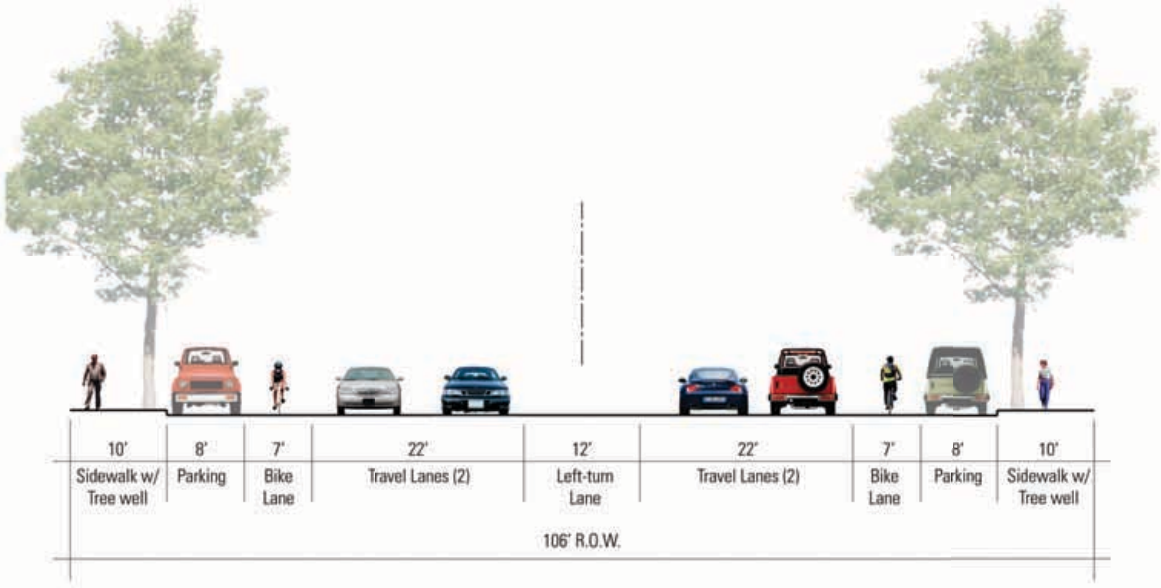
Expressway (140' R.O.W.)



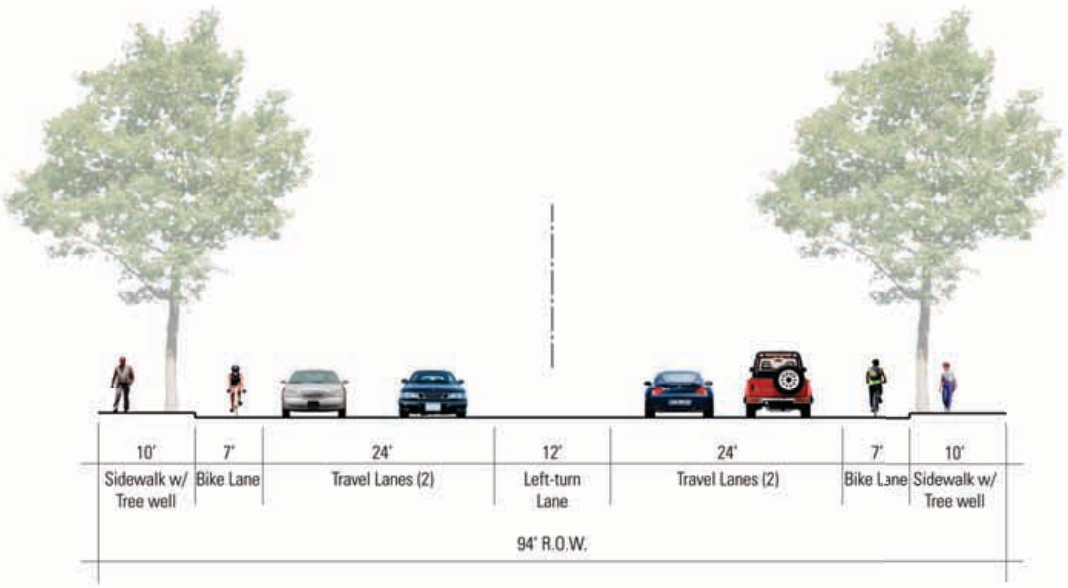
6-Lane Super Arterial (124' R.O.W.)



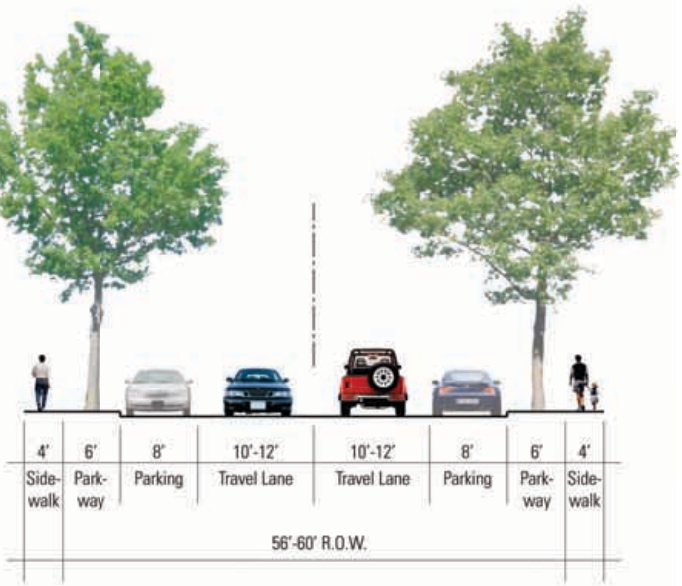
4-Lane Divided Arterial (110' R.O.W.)



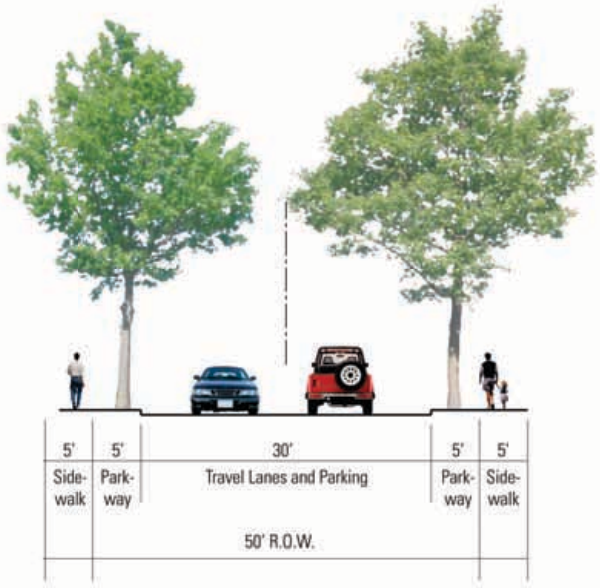
4-Lane Collector With Bike Lanes and Parking (106' R.O.W.)



4-Lane Collector With Bike Lanes and No Parking (94' R.O.W.)



Local (56'-60' R.O.W.)



Local Residential (50' R.O.W.)