4 MOBILITY AND TRANSPORTATION

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, growth management strategies, and a new Complete Streets concept. 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 parking, goods movement strategies, and the City's airports.

4.1 CONTEXT

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, and 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.

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.[1]

   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 established neighborhoods.

   Emphasize supporting established 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.

[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

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 good growth management planning, efficient processing and permit streamlining, effective urban development policies, environmental quality, and a strong economy. Work collaboratively 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.

4.2 STRATEGIC INITIATIVES

Fresno has an effective and well-planned transportation system that is one of the strengths of the city. Looking ahead, however, the City has unmet transportation needs. A "re-think" is needed to consider 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 mandate 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 (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. Providing more transportation options will allow the City to meet its future travel demands without solely relying on motorized vehicles.

Specifically, the legislation requires roadways to be designed to accommodate all users and provide a balance of multiple uses. Users could include motorists, pedestrians, bicyclists, children, older adults, persons 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, well-designed and well placed crosswalks, crossing islands in appropriate midblock locations, bus pullouts or special bus lanes, audible and accessible pedestrian signals, sidewalk bulb-outs, center medians, street trees, planter strips and ground cover. Complete Streets create a sense of place and improve public safety due to their emphasis on comprehensively encouraging pedestrian activity.

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. This emphasizes keeping traffic congestion low but requires a roadway

system that is expensive to construct and maintain to serve the city's peak 15-minute travel time (rush hour). This also distorts the land development market and does not support the General Plan's urban form concepts.

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 at most major intersections. Similar to a giant parking lot built to accommodate shoppers on the busiest day of the year only, but which is relatively 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 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. It 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 most modes of circulation, but the systems for pedestrians and bicycles are largely incomplete. In certain 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 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 major roads. This is also a valuable component of safe and efficient emergency vehicle response.

Air Transportation

Regional, national and global connectivity is provided by the City's two public airports, Fresno Yosemite International (FYI) and Fresno Chandler Executive Airport (FCH), and one private airport open to public use, Sierra Sky Park. FYI has excellent connectivity throughout the United States and world with ten airlines serving 12 non-stop destinations (five of which are major gateways). This also fosters healthy competition between the air carriers and stabilizes airfares. As of February 2014, FYI has connectivity to 242 domestic destinations and 74 international destinations across all seven continents - through just one connecting flight. FCH serves as a critical reliever airport to FYI and is the busiest general aviation airport in the Central Valley. It plays a significant role in accommodating business and corporate connectivity to the region and throughout California. The airport-related Objectives and Implementation Policies identified in this element address the continued viability of both FYI and FCH.

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, enhance the safety of walking and biking, and reduce the costs of road maintenance. The reliance of both inter-regional and local goods movement on State Route 99 is an important issue for both Fresno and the San Joaquin Valley, and plans for future development will need to avoid loading unnecessary personal traffic onto this crucial corridor when possible.

A well-connected, multi-modal transportation system serves all Fresnans.

4.3 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 most 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 Council of Governments' (FCOG) Travel Demand Model (2012), about 91.2 percent of the total average daily trips beginning or ending in the County are made by private vehicles. About 7.4 percent of the daily average trips are made by walking and bicycling, and less than one percent (0.86 percent) use transit, based on the most recent U.S Census journey to work data.

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 Union Pacific (originally Southern Pacific) 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 based on Township, Range and Section lines. Almost all of the Arterial and Collector Streets (roadways) within the

Metropolitan Area are regularly spaced at half-mile intervals. This roadway pattern has been modified in the past several decades to include several curvilinear and diagonal alignments, and neighborhood street patterns have sometimes deviated 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 (e.g.: Blackstone Avenue, Golden State Boulevard, Kings Canyon Road), freeing up capacity on the local streets except at intersections near freeway interchanges. This urban freeway system has shortened commute times from the northern areas of the city and Clovis, and to the east for bedroom communities and foothill communities, thus supporting the continued spread of urbanization onto productive agricultural land, increasing commute lengths, and vehicle miles travelled each day to and from work.

Roadway System

Figure MT-1: Circulation Diagram designates the planned roadway network of the General Plan. The planned roadway system focuses primarily upon roadways, which includes the Expressway, Superarterial, Arterial, and Collector 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 roadways 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 roadways are constructed by private property owners and developers in accordance with applicable property development standards.

Street Typologies

This General Plan establishes a refined street classification system to categorize roadways and other transportation facilities, as shown in Figure MT-1: Circulation Diagram. 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 rights-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. Scenic Corridors apply the corresponding classification listed here.

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. Freeways are under the jurisdiction of the State, outside the control of the City. They have been assessed for the purposes of this General Plan due to their location within the Planning Area for the General Plan.

Expressway: 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: 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 among subregions. 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. Access points will be limited to right-turn entrance and exit vehicular movements, as well as select left-turn partial openings in medians from the Superarterials to surrounding properties or neighborhoods, limited to one location per half-mile. No left turns are allowed out of local streets or properties.

Arterial: 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: Two- to four-lane undivided (opposing travel lanes generally 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. Collectors typically have a center two-way left-turn lane.

Local: 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.

Drive: A street that in addition to its transportation function provides opportunities for the enjoyment of natural and man-made scenic resources. The aesthetic values of scenic drives may be protected.

Figure MT-1:

Major Street Circulation Diagram

Freeway

On/Off Ramps

Expressway

Super Arterial

Arterial

Collector

Scenic Corridors[1]

Expressway

Arterial

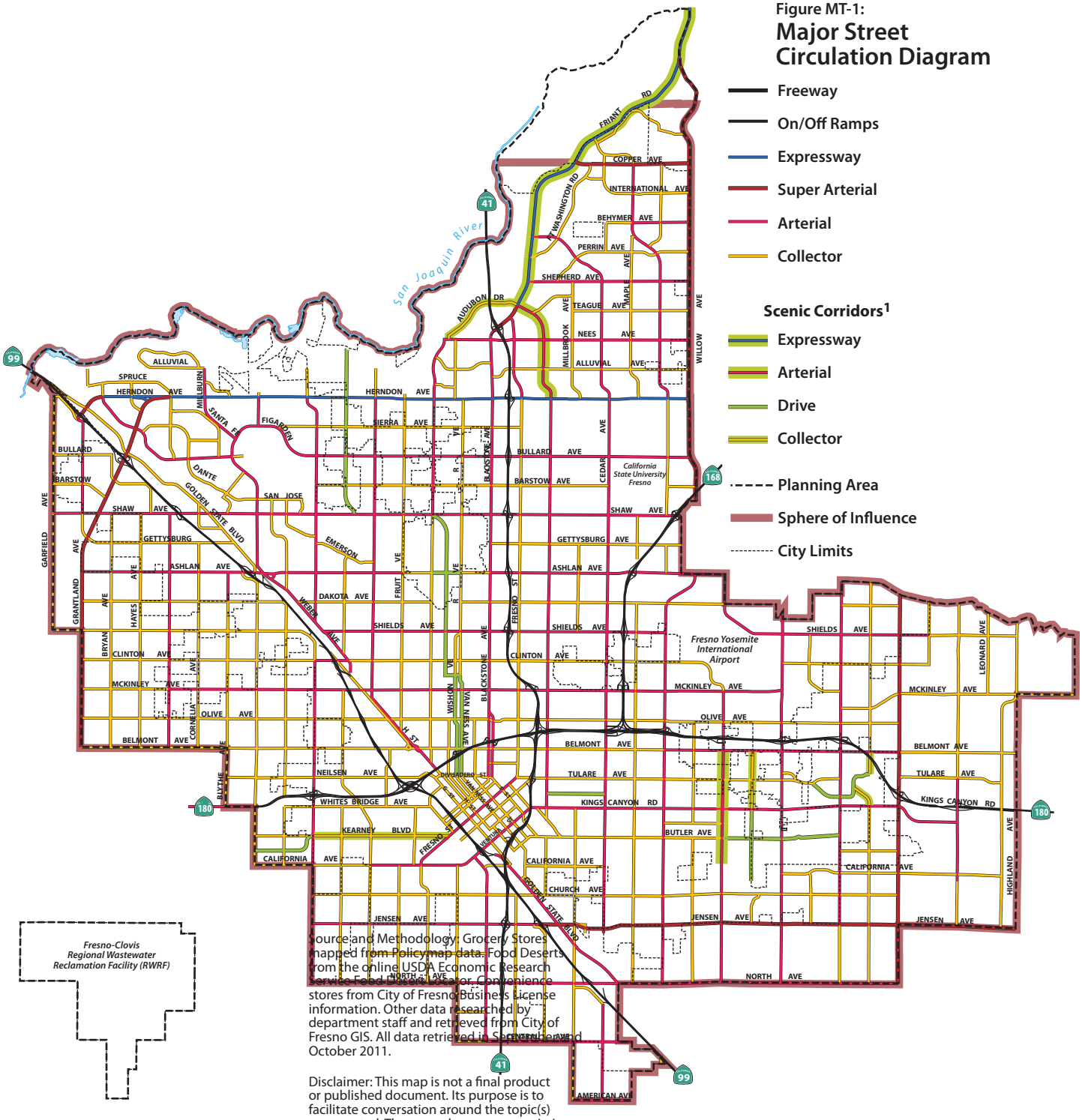
Drive

Collector

Planning Area

Sphere of Influence

City Limits



Source and Methodology: Grocery Stores mapped from Policymap data. Food Deserts from the online USDA Economic Research Service Food Desert Locator. Convenience stores from City of Fresno Business License information. Other data researched by department staff and retrieved from City of Fresno GIS. All data retrieved in September and October 2011.

Disclaimer: This map is not a final product or published document. Its purpose is to facilitate conversation around the topic(s) represented. There may be errors or omissions and if any are found please contact the City of Fresno DARM Department staff at 559-621-8003 or Contact Us at

1. See Policies MT-3-a and MT-3-b for Scenic Corridors.

Note: The Fresno Air National Guard Base, a military airport, and the Fresno Yosemite International Airport are located in the area represented as Fresno Yosemite International Airport.

0 1/2 1 2 4
MILES

Source: City of Fresno, 2014.

Street Design Standards

Over the past 35 years, the planned roadway hierarchy has shifted from being singularly focused on moving automobiles to a more complete multi-modal network. However, 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, cyclists, and transit riders, as seen in Downtown, Activity Centers, and BRT 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 4-1.

TABLE 4-1: ROADWAY CHARACTERISTIC MATRIX

Roadway Type	Number of Vehicle Lanes	Bike Lanes	Pedestrian Facilities	On-Street Parking	Median
Expressway	4 to 6	No	Trail	No	Yes
Superarterial	4 to 6	Yes	Sidewalks[1]	No	Yes
Arterial	4 to 6	Yes	Sidewalks[1]	Possible	Yes
Collector	2 to 4	Yes	Sidewalks	Yes	Possible
Local	2 to 3	Possible (or Trail)	Sidewalks	Yes	Possible

Source: Fehr & Peers, 2011.
1. Where called for by the General Plan, a trail may be required instead of a sidewalk.

Standards for Multi-Modal 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 for each mode of travel and identify congestion points or deficiencies which need to be addressed in planning for future improvements. Historically, LOS analysis has been auto-oriented and 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"). A multi-modal LOS system would address the frequency of bus service or the width of sidewalk clear zones for pedestrians and how many people are served by a facility, whatever their mode of travel, rather than just how many cars get through an intersection.

Level of service is typically evaluated using a peak hour travel condition rather than a 24-hour average daily travel condition - when is traffic at its worst. LOS A, therefore, would appear to be a good grade to achieve. But it is actually a result of overbuilding the system, resulting in wasted money, resources, land, and increased impacts from the facility, such as encroaching closer than necessary to existing houses or removing of houses unnecessarily. However, LOS F is not always good either, resulting in increased commute times, more idling cars resulting in increased emissions, and driver frustration.

In analyzing current and future projected conditions there needs to be exceptions to standards where it would not be reasonably feasible to provide the sufficient street width to make improvements necessary to accommodate projected peak hour traffic volumes to attain the set LOS for that roadway or intersection. Congestion, especially if only for short periods of time, can be more fiscally prudent compared to the costs and impacts of facility improvements and maintenance that at the same time may contribute to an overbuilt system. Additionally, congestion can incentivize the use of transit or other modes of transportation that more efficiently move people, save tax dollars, and are better for local air quality.

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 shorter trips and more trips made by bus, by bicycle or on foot, compared to a more dispersed pattern. Thus, more compact infill development tends 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 that 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 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 4-2. Implementing a multi-modal LOS standard would require the consideration of all travel modes when evaluating traffic congestion and needed mitigation such that widening roads at the expense of walking and bicycling—a result that ironically is much more expensive for private development to build, the public sector to maintain, and adds more traffic to streets since other travel modes are no longer possible - would not explicitly be considered reasonable or acceptable mitigation. 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. A multi-modal LOS standard does not define an overall grade for a roadway section, but provides information for each travel mode to properly assess, for that facility, the best approach to improve its travel capacity with the financing available. Based on a project's location, the proposed improvements will be different. A more suburban intersection may add capacity with a double left turn lane where at a Downtown intersection it may be determined infeasible due to the

lack of available right-of-way, or pedestrian islands are required to improve pedestrian flow and intersection wait times.

TABLE 4-2: 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.

Designing for Sustainable Transportation

Four approaches have guided policy development for transportation:

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. The main benefit of reducing VMTs is the benefit to Fresno's air quality since vehicle emissions are one of the main sources of air pollution in our air basin. Reducing VMT frees up discretionary income for Fresno families by reducing money spent on fuel and vehicle wear and tear. Reducing VMT supports economic development by shifting trips that don't need to drive, preserving scarce roadway capacity for goods movement and trips that do need to drive. Finally, reducing VMT helps people by (usually) increasing walking, bicycle and transit use, all of which increase physical activity and therefore health.

2. **Prioritize Funding for Improvements in Areas That Have Reported Fatalities and Injuries.** Reducing unanticipated congestion due to accidents adds benefits through 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 supports the economy 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. Pursuing traffic synchronization on major roadways will result in reduced travel time, smoother vehicle and transit flows, as well as reduced vehicle emissions and improved air quality.

4.4 BIKES AND PEDESTRIANS

Fresno has made a strong commitment to improving non-motorized travel. The City established a Bicycle-Pedestrian Advisory Committee in 2002 and subsequently completed the Bicycle, Pedestrian and Trails Master Plan (BMP), which was adopted by the City Council in 2010. In 2017, the City adopted the Active Transportation Plan (ATP) which is replaces the BMP. Although the ATP is a separate document and not part of this Plan, the General Plan supports the ATP's aspirations for a comprehensive bicycle and pedestrian facilities network consisting of sidewalks, lanes, paths and trails while recognizing that the ATP identifies more facilities and programs than discussed in the General Plan. The ATP also 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 in 2005, which added new gutters, curbs, sidewalks, and streetlights to inner city neighborhoods at a budget of $45 million over six years starting in FY 2005, and has since been completed.

Accessible Design

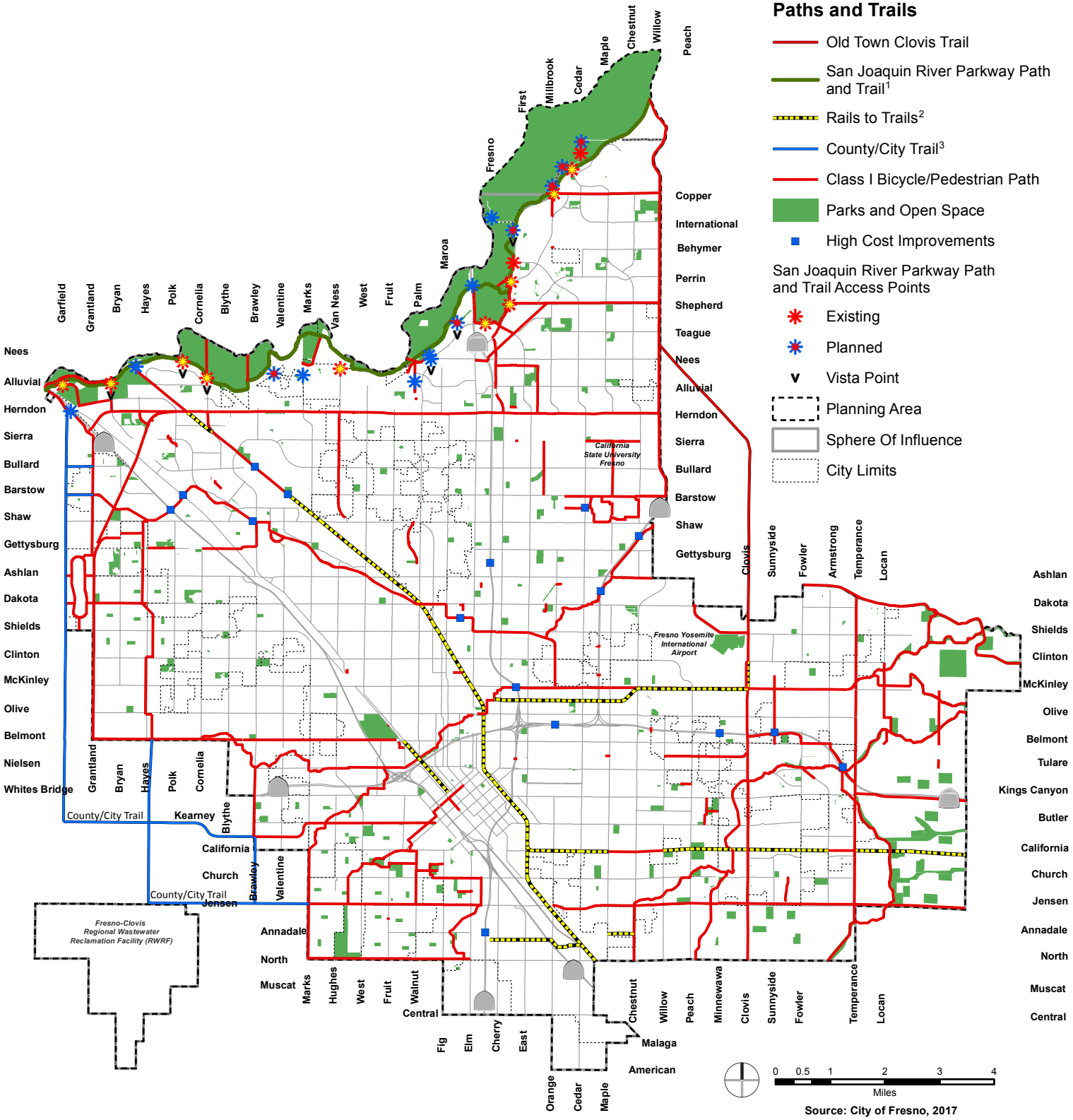
Most of the city was built before the federal Americans with Disabilities Act (ADA) required streets to be accessible to persons in wheelchairs or with impaired mobility.

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.

Sidewalks and trails throughout Fresno offer residents alternative methods of moving through the city, including walking and bicycling.

Figure MT-2:

Paths and Trails



Source: City of Fresno, 2017

1. Conceptual alignment of existing and proposed path and trail. All planned Parkway access and projects, their features, uses, and locations, are subject to the acquisition of lands and/ or easements from willing sellers, and project-specific, site-specific environmental review.

2. Required unless there is an existing railroad. Should existing railroad lines be vacated, they shall be converted to a greenbelt.

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

Note: Paths and Trails adjacent to neighboring jurisdictions may be developed jointly with that jurisdiction.

Note: Complete detail of the proposed bike network can be found in the Active Transportation Plan.

Note: Trails shall be developed on side of road represented in the Active Transportation Plan, to do otherwise would require Active Transportation Plan Amendment and minimum length of 2 miles.

Date: 4/7/2017

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, or 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 component 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.

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.
- Class IV: Separated on-street bicycle lane, commonly known as “cycle track,” which is physically separated from motor vehicle traffic by a minimum three foot buffer and vertical element, distinct from the sidewalk, designed exclusively for bicyclists, and seven feet in width.

As of 2017, Fresno has approximately 38 miles of Class I trails or paths, 426 miles of Class II bike lanes, and 21 miles of Class III bicycle routes, built over an approximately 40-year period generally beginning with adoption of the 1974 Fresno General Plan.

Class I paths have been built within abandoned rail spur lines and municipal parkland, and dedications have been made adjacent to canals or Expressways as a condition of property development, and on land along the San Joaquin River. The City is working to resolve issues identified by the Fresno Irrigation District to accomplish development of

path or trail improvements along canals. Currently within the urban area, the City has 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 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 objectives and policies in this element generally present the following ideas for improving the pedestrian environment:

- Continuous sidewalks will be required along public streets on both sides, within all new development. Sidewalks or alternative pedestrian routes will also be required within developments that utilize private street access;
- New or improved pedestrian crossings and additional industry standard safety features such as pedestrian refuges, raised or lighted crossing areas, and signals will be built, as funding is available, where there is high pedestrian traffic;
- Where freeways and railroads create major barriers to pedestrian travel, identify improvements for safe, grade separated pedestrian crossings to 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;
- Develop connectivity requirements and/or maximum block size or block length standards to apply to new development to ensure support for pedestrian travel;
- 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 a safe routes to school model, which is addressed in the Healthy Communities Element; and
- Complete Streets and Multi-Modal 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, an attractive system of Class I bike paths is provided in new growth areas and along key corridors where right-of-way exists, and Class IV separated bikeways are located along key streets to encourage the casual rider to bike to destinations outside their neighborhood. These four bicycle transportation components are described more below.

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 comfort, particularly by the casual bicyclist. New Class I bikeways will be investigated for all new growth areas, and will 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 be 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 (Class II facilities) are the heart of the bicycle network and will be accommodated along all roadways in new growth 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.

IMPROVED SHARED BIKE ROUTES (CLASS III)

Bike routes or bikeways (Class III facilities), which are identified with signage and lane markings indicating a shared roadway, have been identified as especially appropriate for bicycle use. As "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 facilities (routes and bikeways) will be expanded citywide and included in new development.

IMPROVED SEPARATED BIKEWAYS/CYCLE TRACKS (CLASS IV)

Separated Bikeways or cycle tracks (Class IV facilities) are on-street bicycle facilities that include a vertical physical barrier between the bikeway and moving traffic. These facilities have been identified as appropriate in areas with high motor traffic volume where Class II or Class III facilities would cause many bicycles to feel high levels of

stress. Cycle tracks necessitate wider right-of-way than Class II and III facilities and are best placed in areas with fewer driveways.

Table 4-3 summarizes Fresno's existing bikeway system compared to the planned bikeway system in terms of mileage by facility type.

TABLE 4-3: BICYCLE NETWORK

Facility Type	Existing System - 2017 (miles)	Planned System (miles)	Change
Class I	38	165	203
Class II	426	703	1129
Class III	21	67	88
Class IV	0	2	2

Source: City of Fresno, 2017,

4.5 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 with the City of Clovis' fixed route system; 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 roadways, 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 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-response service, Handy Ride, provides transportation for older adults 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 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.

The FAX bus system has a fixed route system, primarily on major Arterial streets in the city, which offers residents another convenient method of moving around the city without their vehicles.

Access to Transit

Fresno's bus lines travel along many of the city's heavily traveled major Arterial roads that 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.

Bus Rapid Transit (BRT)

A first phase Bus Rapid Transit (BRT) system is planned and funded to run along the Ventura Street/Kings Canyon Road and the Blackstone Avenue corridors, meeting in Downtown. This system is presently in the design stage with a planned implementation anticipated over the next few 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 Fresno General Plan Land Use Diagram (Figure LU-1) designates mixed-use, multi-family residential uses, and Activity Centers along the BRT routes. In addition, Shaw Ave. will be served by enhanced bus service while BRT is envisioned on California Ave. as part of the second phase.

High Speed Train (HST)

In addition to airport, train, and bus travel mentioned above, the California High Speed Train (HST) will also serve as a regional transportation system (see MT-3: Regional Transportation) for Fresno and surrounding communities. The proposed HST line, if approved and funded, would ultimately extend through the San Joaquin Valley, linking San Francisco with Los Angeles. The Initial Construction Section is planned to start in Madera County to just north of Bakersfield, with a station located in Fresno's Downtown, aligned with Mariposa Street. The HST tracks through Fresno's Metropolitan Area would run generally parallel to the Union Pacific Railroad tracks and primarily at-grade, with some shorter sections being depressed (below surface grade) to clear existing structures, such as the interchange of State Routes 99 and 180. However, any road proposed to cross the HST alignment will be grade-separated from the HST (go over or under).

Implementation of a HST 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 that takes advantage of the proximity of the HST station and captures value from disembarking passengers. Although this General Plan anticipates the building of the HST, it is not necessary to carry out the purposes or to implement the intent of the General Plan.

While detailed planning has not yet occurred for the HST 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 community and Specific Plans in the Downtown Planning Area and a HST Station Area Master Plan. When HST is built, the City ultimately plans to link the FAX and BRT systems with the HST station.

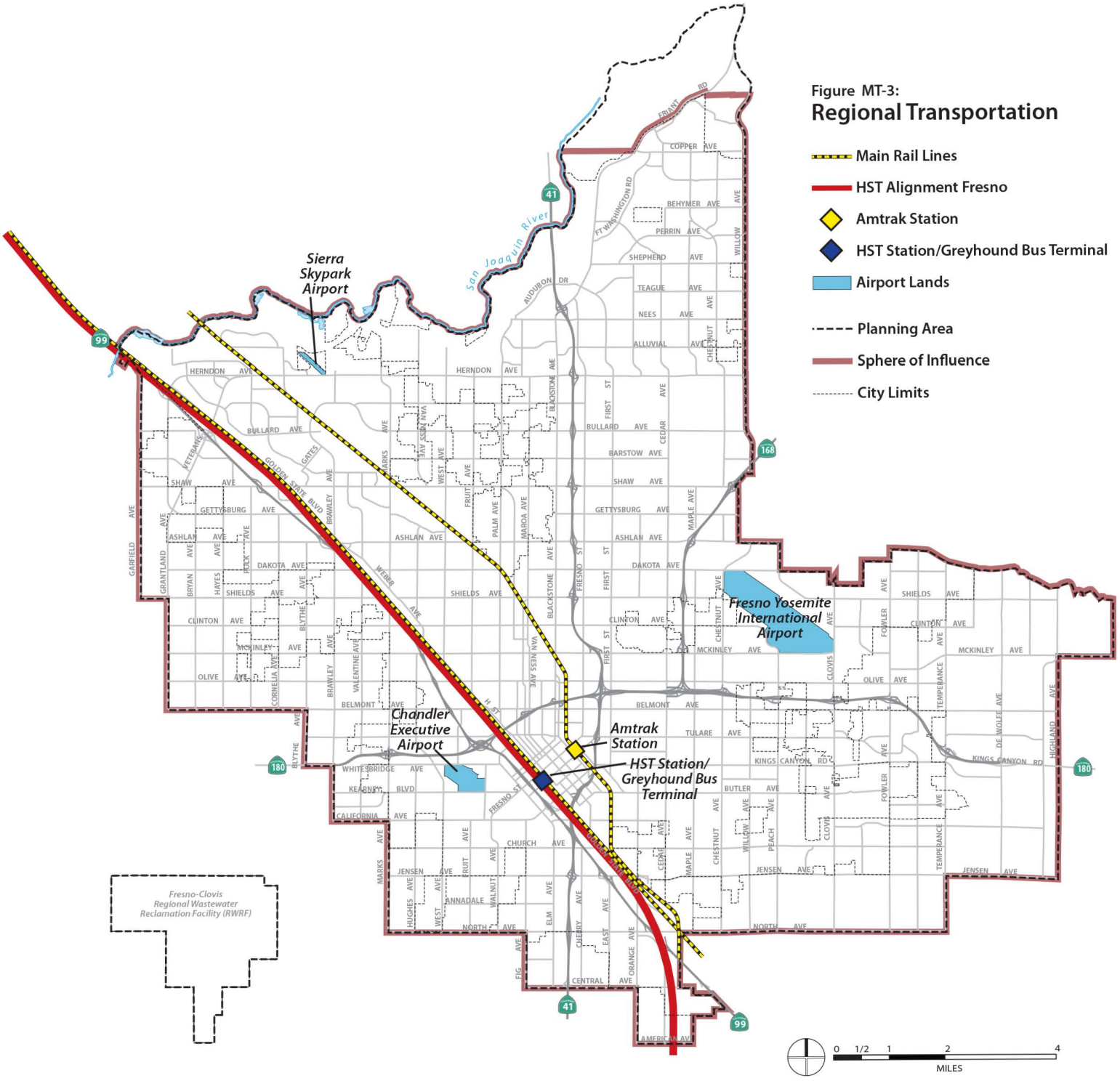


Figure MT-3:
Regional Transportation

- Main Rail Lines
- HST Alignment Fresno
- Amtrak Station
- HST Station/Greyhound Bus Terminal
- Airport Lands
- Planning Area
- Sphere of Influence
- City Limits

Source: City of Fresno DARM, 2014

4.6 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 the General Plan.** Continue to review local, regional and inter-regional transportation plans and capital improvement plans, and advocate for the approval and funding of State highway and rail projects, consistent with the General Plan and discourage projects inconsistent 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 well as future improvements to the network consistent with the goals, objectives and policies of the General Plan, 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, roadways, and bicycle/pedestrian paths/trails, as necessary to preserve and/or obtain right-of-way needed for planned circulation improvements.

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

MT-1-f **Match 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 viable transportation modes and support Complete Neighborhoods while avoiding the routing of excessive or incompatible traffic through local residential streets.

MT-1-g **Complete Streets Concept Implementation.** Provide transportation facilities based upon a Complete Streets concept that facilitates the balanced use of all viable travel modes (pedestrians, bicyclists, motor vehicle and transit users), meeting the transportation needs of all ages, income groups, and abilities and providing mobility for a variety of trip purposes, while also supporting other City goals.

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;
- Encouraging conversion of one-way streets to two-way streets to improve location circulation, access, and safety;
- 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 water efficient landscape standards adopted by the City for median and streetscape plantings and irrigation methods.

MT-1-h **Update Standards for Complete Streets.** Update the City's Engineering and Street Design Standards to ensure that roadway and streetscape design specifications reflect the Complete Streets concept, while also addressing the needs of through traffic, transit stops, bus turnouts, passenger loading needs, bike lanes, pedestrian accommodation, 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 Arterials; and pedestrian and bicycle movement may have high priority in areas with high pedestrian interest and activity such as the Downtown Planning Area.*

MT-1-i **Local Street Standards.** Establish and implement local roadway 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.

MT-1-j **Transportation Improvements Consistent with Community Character.** Prioritize transportation improvements that are 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 and cultural resources.

In implementing this policy, the City will 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-k **Multi-Modal Level of Service Standards.** Develop and use a tiered system of flexible, multi-modal Level of Service standards for streets designated by the Circulation Diagram (Figure MT-1). Strive to accommodate a peak hour vehicle LOS of D or better on street segments and at intersections, except where Policies MT-1-m through MT-1-p provide greater specificity. Establish minimum acceptable service levels for other modes and use them in the development and environmental review process.

MT-1-l **Level of Service in the Downtown Area.** Within the Downtown Planning Area accept vehicle LOS F conditions during peak hours for street segments and intersections specified in community and Specific Plans as may be adopted by the City. Where there is an overlap in policies regarding LOS in the Downtown Planning Area, this policy shall supersede.

MT-1-m **Standards for Planned Bus Rapid Transit Corridors and Activity Centers.** Independent of the Traffic Impact Zones identified in MT-2-i

and Figure MT-4, strive to maintain the following vehicle LOS standards on major roadway segments and intersections along Bus Rapid Transit Corridors and in Activity Centers:

- LOS E or better at all times, including peak travel times, unless the City Traffic Engineer determines that mitigation to maintain this LOS would be infeasible and/or conflict with the achievement of other General Plan policies.
- Accept LOS F conditions in Activity Centers and Bus Rapid 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 Bus Rapid Transit Corridors, such as queuing or left-turn movements.
- Give priority to maintaining pedestrian service first, followed by transit service and then by vehicle LOS, where conflicts between objectives for service capacity between different transportation modes occur.
- Identify pedestrian-priority and transit-priority streets where these modes would have priority in order to apply a multi-modal priority system, as part of the General Plan implementation.

MT-1-n **Peak Hour Vehicle LOS.** Maintain a peak-hour vehicle LOS standard of D or better for all roadway areas outside of identified Activity Center and Bus Rapid Transit Corridor districts, unless the City Traffic Engineer determines that mitigation to maintain this LOS would be infeasible and/or conflict with the achievement of other General Plan policies.

MT-1-o **LOS Deviations Outside of Activity Centers and Areas Designated for Mixed-Use.** Accept vehicle 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-p **Participate in Sustainable Communities Strategy/ Regional Transportation Plan.** Continue to work with the Fresno Council of Governments in developing and updating the Sustainable

Communities Strategy and Regional Transportation Plan, consistent with the goals, objectives and policies of the General 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 Bus Rapid Transit Corridors.** Where traffic has previously been diverted to freeways, encourage incentives for more intense development along transportation corridors, such as the Blackstone Corridor, where there is now additional capacity.

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

MT-2-b **Reduce Vehicle Miles Traveled and Trips**. Partner with major employers and other responsible agencies, such the San Joaquin Valley Air Pollution Control District and the Fresno Council of Governments, to implement trip reduction strategies, such as eTRIP, to reduce total vehicle miles traveled and the total number of daily and peak hour vehicle trips, thereby making better use of the existing 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 multi-modal transportations corridors in order to reduce citywide vehicle miles travelled (VMT).

Commentary: *This policy is intended to reduce regional trips and citywide congestion. Even if local congestion increases due to an increase in population from infill, this will eventually improve air quality by reducing per capita vehicle emissions and VMT through shorter commutes and increase in transit and non-motorized modes of travel. This will also reduce the need for regional travel demand transportation improvements.*

MT-2-d **Street Redesign where Excess Capacity Exists.** Evaluate opportunities to reduce right of way and/or redesign streets to support non-automobile travel modes along streets with excess roadway capacity where adjacent land use is not expected to change over the planning period.

Commentary: *Such strategies could include 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 major roadways 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. In order to facilitate roadway optimization and as a potential revenue source for the optimization, the following strategies need to be implemented:

- **Dig Once Policy**. Install conduit for telecommunications use when trenching or construction occurs.
- **Telecommunications Strategy**. Develop a costing mechanism for allowing the use of excess conduit within the City for use by communication carriers. The Policy shall follow regulations of the California Public Utilities Commission.
- **Grant Funding**. Pursue grant funding to assist in construction and/or implementation of fiber-optic or other telecommunication infrastructure for additional public services such as education, economic development, reaching underserved populations, and public safety communications.

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

Commentary: *The City anticipates these strategies will reduce demand on the regional transportation system, limiting the need for major capital investments in those systems.*

MT-2-h **Update TIS.** Update the City's Traffic Impact Study guidelines to address all modes of transportation and Complete Streets concepts consistent with the General Plan. The name should be expanded to

encompass its assessment of various modes of transportation and connectivity in addition to traffic impacts. Once a regional fee plan or program is in place, the TIS may be used to carry out that plan or program.

MT-2-i **Transportation Impact Studies**. Require a Transportation Impact Study (currently named *Traffic Impact Study*) to assess the impacts of new development projects on existing and planned streets for projects meeting one or more of the following criteria, unless it is determined by the City Traffic Engineer that the project site and surrounding area already has appropriate multi-modal infrastructure improvements.

- When a project includes a General Plan amendment that changes the General Plan Land Use Designation.
- 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 City Traffic Engineer.
- Transportation impact criteria are tiered based on a project's location within the City's Sphere of Influence. This is to assist with areas being incentivized for development. The four zones, as defined on Figure MT-4, are listed below. The following criteria apply:
    - Traffic Impact Zone I (TIZ-I): TIZ-I represents the Downtown Planning Area. Maintain a peak hour LOS standard of F or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.
    - Traffic Impact Zone II (TIZ-II): TIZ-II generally represents areas of the City currently built up and wanting to encourage infill development. Maintain a peak hour LOS standard of E or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.
    - Traffic Impact Zone III (TIZ-III): TIZ-III generally represents areas near or outside the City Limits but within the SOI as of December 31, 2012. Maintain a peak hour LOS standard of D or better for all intersections and roadway segments. A TIS

will be required for all development projected to generate 100 or more peak hour new vehicle trips.

- Traffic Impact Zone IV (TIZ-IV): TIZ-IV represents the southern employment areas within and planned by the City. Maintain a peak hour LOS standard of E or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.

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.

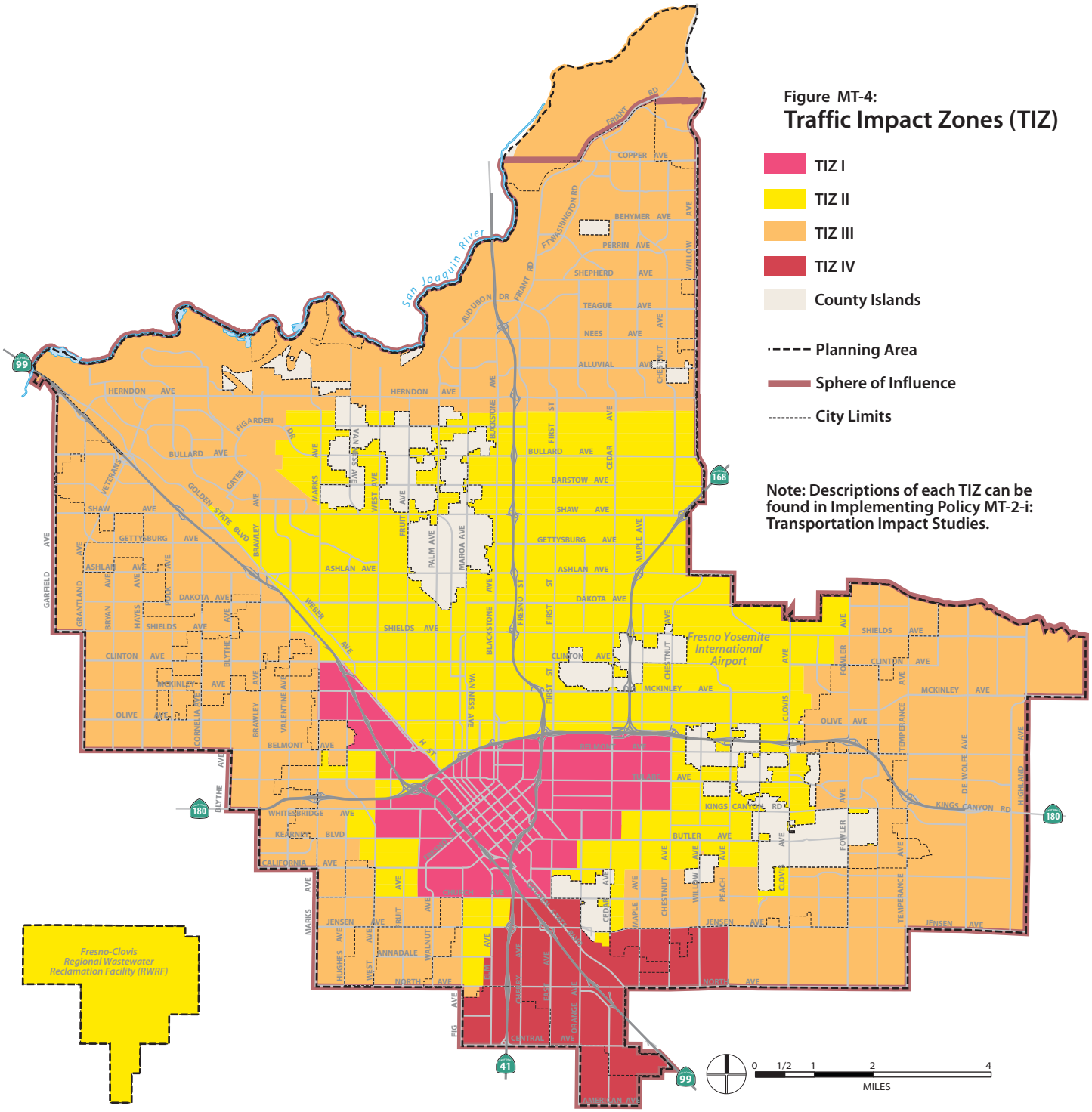
Commentary: *This policy will be coordinated with policies and objectives for fiscal sustainability in the Economic Development and Fiscal Sustainability Element.*

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 Fresno-Clovis Metropolitan Area.

Commentary: *This will be done cooperatively with the Fresno Council of Governments, other government agencies, and public interest groups.*

Figure MT-4:

Traffic Impact Zones (TIZ)



Note: Descriptions of each TIZ can be found in Implementing Policy MT-2-i: Transportation Impact Studies.

Source: City of Fresno DARM, 2014

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 proportional share of a development's impacts 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 (e.g. 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, rail, trails, public transportation, and goods movement system components, consistent with the General Plan, 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.

Commentary: *This policy is consistent with and supports policies and objectives for fiscal sustainability in the Economic Development and Fiscal Sustainability Element.*

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 Avenues
- Van Ness Extension - Shaw Avenue to the San Joaquin River Bluff
- Kearney Boulevard - Fresno Street to Polk Avenue
- Van Ness/Fulton couplet - Weldon Avenue to Divisadero
- Butler Avenue - Peach to Fowler Avenues
- Minnewawa Avenue - Belmont Avenue to Central Canal
- Huntington Boulevard - First Street to Cedar Avenue

- Shepherd Avenue - Friant Road to Willow Avenue
- Audubon Drive - Blackstone to Herndon Avenues
- Friant Road - Audubon to Millerton Roads
- Tulare Avenue - Sunnyside to Armstrong Avenues
- Ashlan Avenue- Palm to Maroa Avenues

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

OBJECTIVE

MT-4 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 **Active Transportation Plan.** To the extent consistent with this General Plan, continue to implement and periodically update the Active Transportation Plan to meet State standards and requirements for recommended improvements and funding proposals as determined appropriate and feasible.

MT-4-b **Bikeway Improvements.** Establish and implement property development standards to assure that projects adjacent to designated bikeways provide adequate right-of-way and that necessary improvements are constructed to implement the planned bikeway system shown on Figure MT-2 to provide for bikeways, to the extent feasible, when existing roadways are reconstructed; and alternative bikeway alignments or routes where inadequate right-of-way is available.

MT-4-c **Bikeway Linkages.** Provide linkages between bikeways, trails and paths, and other regional networks such as the San Joaquin River Trail and adjacent jurisdiction bicycle systems wherever possible.

MT-4-d **Prioritization of Bikeway Improvements**. Prioritize bikeway components that link existing separated sections of the system, or that are likely to serve the highest concentration of existing or potential cyclists, particularly in those neighborhoods with low vehicle ownership rates, or that are likely to serve destination areas with the

highest demand such as schools, shopping areas, recreational and park areas, and employment centers.

MT-4-e **Minimum Bike Lane Widths.** 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 roadways. Strive for 14 feet of street width (seven feet for each travel direction) for curbside bike lanes where right-of-way is available.

MT-4-f **Bike Detection Devices.** 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 **Advocacy for Bike Accommodation.** Advocate for the accommodation of bike facilities in new or upgraded State Route interchanges and railroad construction projects, and construction of bicycle crossings of freeways and railroads.

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 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.** Promote bicycle ridership by providing secure bicycle facilities, promoting traffic safety awareness for both bicyclists and motorists, promoting the air quality benefits, promoting non-renewable energy 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 for those with physical mobility and vision impairments.

IMPLEMENTING POLICIES

MT-5-a **Sidewalk Development**. Pursue funding and implement standards for development of sidewalks on public streets, with priority given to meeting the needs of persons with physical and vision limitations; providing safe routes to school; completing pedestrian improvements in established neighborhoods with lower vehicle ownership rates; or providing pedestrian access to public transportation routes.

MT-5-b **Sidewalk Requirements**. Assure adequate access for pedestrians and people with disabilities in new residential developments per adopted City policies, consistent with the California Building Code and the Americans with Disabilities Act.

MT-5-c **New Subdivision Design.** Do not approve new single-family residential subdivisions with lots that front and access onto a major roadway, unless the City Traffic Engineer determines 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, or an on-street parking lane to assure a desirable and enduring residential environment.

Commentary: *To make this determination, the City Traffic Engineer 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-roadways 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. Increase safety and accessibility for pedestrians with vision disabilities through the installation of Accessible Pedestrian Signals at signalized intersections.

MT-5-e **Traffic Management in Established Neighborhoods.** Establish acceptable design and improvement standards and provide traffic planning assistance to established 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 adopt modifications to City 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 spaces and recreation areas 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 and with Madera County for the San Joaquin River Parkway trail system.

MT-6-c **Link Paths and Trails and Recreational Facilities.** Strive to provide path or trail connections to recreational facilities, including parks and community centers where appropriate, and give priority to pathway improvements within neighborhoods characterized by lower vehicle ownership rates and lower per capita rates of parks and public open space.

MT-6-d **Link Paths and Trails and Cultural Resources.** 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.

MT-6-e **Utilize Public Rights of Way**. Pursue the attainment of path and trail corridors within abandoned railroad rights-of-way, canal alignments, PG&E transmission tower easements, limited access streets (Expressways, freeways), riverbottom/bluff areas, or other such rights-of-ways. Offer existing easements and rights-of-way to local agencies before selling them to private parties.

MT-6-f **Path and Trail Designation Process.** Develop a network of multi-purpose path and trail corridors by using the Official Plan Line process or other processes as provided by the 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.** Require all projects to incorporate planned multi-purpose path and trail development standards and corridor linkages consistent with the General Plan, applicable law and case-by-case determinations as a condition of project approval.

Commentary: *This should be done pursuant to Figure MT-2: Paths and Trails, and the adopted ATP, as may amended.*

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

MT-6-i **Path and Trail Design Standards.** Designate and design paths and trails in accordance with design standards established by the City that 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 (e.g. accessibility, continuity, width and location, and surface treatment) 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.*

MT-6-j **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 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.

Commentary: *This should be done pursuant to Figure MT-2: Paths and Trails, and the adopted ATP, as may amended.*

MT-6-k **Path and Trail Buffers.** Use landscaping with appropriate and adequate physical and visual barriers (e.g., masonry walls, wrought-iron, or square-tube fencing) to screen path and trail rights-of ways and separate paths and trails from mining operations, drainage facilities, and similar locations as warranted.

MT-6-l **Environmentally Sensitive Path and Trail Design.** Develop paths and trails with minimum environmental impact by taking the following actions:

- Surface paths and trails with materials that are conducive to maintenance and safe travel, choosing materials that blend in with the surrounding area;
- 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 will 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; and
- Preserve and incorporate native plant species into the landscaping.

MT-6-m **Path and Trail Crossings**. Limit vehicle access, to the extent feasible, where paths or trails are designated parallel and adjacent to roadways, with consideration given to other transportation, land use, and site design priorities and constraints.

MT-6-n **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.*

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 will expand urban path and trail development funds.

MT-7-b **Supporting Nonprofit Organizations**. Support and assist nonprofit organizations whose purpose or charter is to promote and support public path and trail construction and maintenance. Establish an "Adopt a Path/Trail" program that allows private entities to maintain segments.

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 identified in community plans, Specific Plans, and neighborhood 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 may require a citywide nexus study); and
- Seek funding sources to add to and adequately maintain 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.

Commentary: *Public transit services must meet accessibility standards for individuals with disabilities as required by applicable state and federal regulations.*

IMPLEMENTING POLICIES

MT-8-a **Street Design Coordinated with Transit.** Coordinate the planning, design, and construction of the major roadway 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.

MT-8-c **New Development Facilitating Transit.** Continue to review development proposals in transportation corridors to ensure they are designed to facilitate transit. Coordinate all projects that have residential or employment densities suitable for transit services, so they are located along existing or planned transit corridors or that otherwise have the potential for transit orientation to FAX, and consider FAX's 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.** Continue to work with local and regional governmental institutions to promote efficient transportation policies and coordinated programs.

MT-8-f **Multi-modal Downtown Transportation Facility.** Support the development of a multi-modal transportation facility in Downtown.

Commentary: *Additional details for the facility are anticipated to be addressed in a future community or Specific Plan, such as the proposed DNCP or FCSP.*

MT-8-g **High Speed Train.** If the State moves forward with HST, ensure it is constructed through Fresno in a manner that minimizes impacts to

surrounding property owners and creates the most opportunity for redevelopment around the HST station.

MT-8-h **Move Forward with High Speed Train Station Area Planning.** Work with local residents, property and business owners, and other stakeholders to develop a station area plan to provide the most opportunity for growth and prosperity in concert with development of the Fresno HST station.

MT-8-i **Legislative Support.** Monitor State and federal legislation that creates incentives to reduce auto dependency and support the use of alternatives to the single occupant vehicle and support legislation that is consistent with the General Plan.

MT-8-j **Transit Services**. Emphasize expansion of transit service in low income neighborhoods that lack appropriate service levels.

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, cost- effective, and financially feasible.

IMPLEMENTING POLICIES

MT-9-a **Equitable Transit Provision**. Provide transit that can serve all residents, including older residents and persons with disabilities.

MT-9-b **Transit Service Productivity Evaluation.** Continue to evaluate transit service productivity and cost efficiency indicators in the City's Short-Range Transit Plan, and make necessary and appropriate service adjustments when operationally and financially feasible.

***Commentary**: Short-range transportation planning is a federal requirement for continued funding.*

MT-9-c **Addressing Unmet Transit Needs**. Continue to participate in the Council of Fresno County Governments' annual unmet transit needs evaluation process, particularly with respect to identifying need for access to medical and educational services; perform market analysis to identify potential transit choice riders; and pursue public education and information programs to identify changes in demand characteristics and opportunities to increase ridership.

MT-9-d **Long-Range Transit Options.** Advocate and participate in regional transportation analyses and identify appropriate long-range measures to support incorporation of light rail transit and other advanced transit service within major transportation corridors, freeway and railroad alignments.

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

MT-9-f **Encourage Telecommuting.** Support measures that will facilitate expanded use of telecommunications technologies to reduce congestion, expansion of regional transportation facilities consistent with this General Plan, energy use, and air emissions (i.e., work at home, dispersed telecommute work centers, teleconferencing).

OBJECTIVE

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

IMPLEMENTING POLICIES

MT-10-a **Updating Parking Standards.** Update off-street parking standards to reflect the context and location within activity areas of multiple uses and reductions appropriate for mixed residential and non-residential uses and proximity to existing or planned transit service.

MT-10-b **Shared Parking.** Establish a strategy to promote the sharing of excess parking between uses within Activity Centers and BRT corridors, including specific provisions for this in the Development Code.

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

MT-10-d **Parking Maximums.** Explore maximum off-street parking limits within Activity Centers proximate to BRT corridors, if such an Activity Center is determined compatible with promotion of a healthy and vigorous business environment.

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.[2]

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 Parking Benefit Districts, ensuring that revenue is used to benefit the blocks where the money is collected. State laws provide for public parking facility construction, operation and maintenance.*[3]

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.

Commentary: *Connectivity enhancing improvements and strategies will be used to address necessary capacity and inter-modal connectivity.*

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[2] California Health & Safety Code §43845.

[3] Vehicle Parking District of 1943, Parking District Law of 1951, and Parking and Business Improvement Area Law of 1989. Substantive requirements for assessment districts were changed with passage of Proposition 218 in 1996, and the law is evolving, so the City will determine the appropriate statutory authority to use for creation of parking benefit assessment districts and note statutory restrictions on the potential use of such funds.

IMPLEMENTING POLICIES

MT-11-a **Improve Goods Movement for Product Export.** Advocate for and pursue all appropriate and 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 **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-d **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-e **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.

MT-11-f **State Route 99 / Goods Movement.** Partner with Caltrans to prioritize goods movements along State Route 99.

OBJECTIVE

MT-12 Operate the City'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; and
- Continue to implement the master plans for FYI Airport and Fresno Chandler Executive Airport to meet projected air passenger travel, air cargo transportation and general aviation demands.

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; and
- Seek non-reimbursable Port of Entry status with the U.S. 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 (FYI).

IMPLEMENTING POLICIES

MT-13-a **Increase Competitiveness.** Work with incumbent air carriers and new air carriers 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 and encourage tourists to use FYI Airport as a gateway 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 **Airport Property Development.** Develop airport properties as outlined in the applicable airport and environs master plans to support economic growth.

MT-13-e **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-f **Environmental Remediation of Hammer Field.** Ensure that environmental remediation activities are conducted with the active participation of previous landowners and tenants.

Commentary: *This will be done in accordance with the Settlement Agreement reached among the City, the Boeing Corporation, and the United States government regarding Hammer Field (Portions now site of FYI Airport).*

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