
Mobility & Transportation Objectives and Policies



CHAPTER 4 OBJECTIVE

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

MT-1-b: Circulation Plan Diagram Implementation

MT-1-c: Plan Line Adoption

MT-1-d: Integrate Land Use and Transportation Planning

MT-1-e: Ensure Interconnectivity Across Land Uses

MT-1-f: Match Travel Demand with Transportation Facilities



CHAPTER 4 OBJECTIVE

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-g: Complete Streets Concept Implementation**
- MT-1-h: Update Standards for Complete Streets**
- MT-1-i: Local Street Standards**
- MT-1-j: Transportation Improvements Consistent with Community Character**
- MT-1-k: Multi-Modal Level of Service Standards**
- MT-1-l: Level of Service in the Downtown Area**



CHAPTER 4 OBJECTIVE

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-m: Standards for Planned Bus Rapid Transit Corridors and Activity Centers**
- MT-1-n: Peak Hour Vehicle LOS**
- MT-1-o: LOS Deviations Outside of Activity Centers and Areas Designated for Mixed-Use**
- MT-1-p: Participate in Sustainable Communities Strategy/Regional Transportation Plan**



Accomplishments:

- Public Transportation “Strategic Service Evaluation” – established grid system (FCOG, 2015)
- “System Restructure Study” – implemented grid system (FAX, 2018)
- Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (FCOG, 2018)
- Long Range Transit Plan (LRTP) (FCOG, 2019)
- Short Range Transit Plan (SRTP) (FCOG, 2019)
- Title VI Program, equitable transit access to minorities and low income (FAX, 2019)
- Unmet Transit Needs assessment (FCOG, annually)
- Station Area Master Plan for High Speed Rail in DT Fresno (2018)
- Proposed transit service changes (FAX, underway)
- Measure C TOD grant: BRT station area plan, Kings Canyon (2019)
- CMAQ grant application: transit service to Northpointe Industrial Center (2018, 2019)

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- MT-1-o
- MT-1-p

Policies Not Referenced

- MT-1-e
- MT-1-f
- MT-1-k



Accomplishments:

- FAX 15 on Routes 9 (Shaw) and 38 (Cedar) (2017)
- BRT system along Blackstone/Ventura/Kings Canyon high-density corridors (2018)
- Bus service to Inspiration Park (Route 12) (2019)
- Sat/Sun bus service – higher daytime frequencies (2017)
- Weeknight bus service (2017)
- Saturday night – extended bus service (2019)
- Pilot transit shuttle from Veterans Home to CHP with Fresno EOC (2019)
- Renovation of FAX transit hub at Courthouse Park (2018)
- Accessibility improvements at 18 bus stops in buffer islands (2019-20)
- Traffic Signal Prioritization upgrades along Shaw Avenue currently underway (2020)
- Renovation of FAX transit hub at MTC (Construction 2020-21)
- Planning for Shaw/Cedar bus stop upgrades (Construction 2021-22)

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Policies Not Referenced

- MT-1-e
- MT-1-f
- MT-1-k



Accomplishments:

- Americans with Disabilities Act Transition Plan for the Right of Way (ROW Transition Plan) (2016)
- Trail Network Expansion Feasibility Plan (2020)
- Southern Blackstone Avenue Smart Mobility Strategy
- 41 & North Corridor Complete Streets Plan (2016)
- Fulton Corridor Specific Plan (2016)
- The Downtown Neighborhoods Community Plan (2016)
- Worked with COG, Caltrans, FCTA to prepare INFRA grant for North/American interchange reconstruction (2020)
- Completed the OPLs on Shaw Avenue, North Avenue, Temperance Avenue, and McKinley Avenue

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- MT-1-b
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- MT-1-p

Policies Not Referenced

- MT-1-e
- MT-1-f
- MT-1-k



Accomplishments:

- Active Transportation Plan (2017)
- Adopted Prioritization Tool (2017)
- Adopted Complete Streets Policy (2019)
- Updated Curb ramp standards
- Policy for Accessible On Street Parking (both for Residential & Business/Mixed Use)
- Green bike lanes standard
- Bicycle detection loop standards
- LED streetlight standards
- Standard drawings
- Added a qualitative analysis of bicycle and pedestrian facilities in the transportation study scoping process

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- MT-1-b
- MT-1-c
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Policies Not Referenced

- MT-1-e
- MT-1-f
- MT-1-k



CHAPTER 4 OBJECTIVE

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

MT-2-b: Reduce Vehicle Miles Traveled and Trips

MT-2-c: Reduce VMT through Infill Development

MT-2-d: Street Redesign where Excess Capacity Exists

MT-2-e: Driveway and Access Consolidation

MT-2-f: Optimization of Roadway Operations



CHAPTER 4 OBJECTIVE

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-g: Transportation Demand Management and Transportation System Management

MT-2-h: Update TIS

MT-2-i: Transportation Impact Studies

MT-2-j: Funding for Multi-Modal Transportation System

MT-2-k: Funding for Complete Streets Retrofits

MT-2-l: Region-Wide Transportation Impact Fees



Accomplishments:

- BRT system along Blackstone/Ventura/Kings Canyon high-density corridors (2018)
- FAX 15 on Routes 9 (Shaw) and 38 (Cedar) (2017) Short Range Transit Plan (S RTP) (FCOG, 2019)
- Title VI Program, equitable transit access to minorities and low income (FAX, 2019)
- Proposed transit service changes (FAX, underway)
- Measure C TOD grant: BRT station area plan, Kings Canyon (2019)
- CMAQ grant application: transit service to Northpointe Industrial Center (2018, 2019)
- Renovation of FAX transit hub at CHP (2018)

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- MT-2-d
- MT-2-e
- MT-2-f
- MT-2-h
- MT-2-i
- MT-2-j
- MT-2-k
- MT-2-l

Policies Not Referenced

- MT-2-b
- MT-2-c
- MT-2-g



Accomplishments:

- Accessibility improvements at 18 bus stops in buffer islands (2019-20)
- Traffic Signal Prioritization upgrades along Shaw Avenue currently underway (2020)
- Planning for Shaw/Cedar bus stop upgrades (Construction 2021-22)
- Transit pass program for FSU, FCC, and CCC (2016-2020)
- Electric bus procurement; first electric buses in SW Fresno to leverage TCC grant (ant. 2021)
- Installed 244 security cameras at all BRT stations, CHP, and MTC (2018/19)
- Contracted 9 additional Police Officers to monitor transit system (2018)
- Smart Cards & Mobile Ticketing procurements (2019)

- MT-2-a
- MT-2-d
- MT-2-e
- MT-2-f
- MT-2-h
- MT-2-i
- MT-2-j
- MT-2-k
- MT-2-l

Policies Not Referenced

- MT-2-b
- MT-2-c
- MT-2-g



Accomplishments:

- Redesign of Sierra Ave. (2019)
- Site Plan Review
- 21 ITS projects constructed
 - 3 in construction, 3 in design in 2020
 - ~\$50 million in grant funding
 - Dig Once – DPU Water Project
 - Excess conduit & fiber being used by FAX, Clovis Unified, Egov
 - ~18-25% travel time savings along ITS corridors
 - Annual emission reductions - ~330,000 CO, ROG 41,000, NOX 44,000, PM10 8,300
- TIS Guidelines Update (in process)
- TIZ implemented in all studies and plans
- Active Transportation Funding received
- SB 1 funds
- RTMF Nexus Update (2019)

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- MT-2-d
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- MT-2-l

Policies Not Referenced

- MT-2-b
- MT-2-c
- MT-2-g



CHAPTER 4 OBJECTIVE

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

MT-3-b: Preserve street trees lining designated scenic corridors or boulevards



Accomplishments:

- Southwest Fresno Specific Plan (2017)
- Huntington Boulevard Median Island Watering (2017)
- Van Ness Avenue Improvements (On Going)
- Old Fig Garden Community Transportation & Land Use Study (2012)
- Street Tree Inventory Grant (On Going)
- McKenzie Trail (On Going)

- MT-3-a
- MT-3-b

Policies Not Referenced



CHAPTER 4 OBJECTIVE

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

MT-4-b: Bikeway Improvements

MT-4-c: Bikeway Linkages

MT-4-d: Prioritization of Bikeway Improvements

MT-4-e: Minimum Bike Lane Widths

MT-4-f: Bike Detection Devices

MT-4-g: Advocacy for Bike Accommodation



CHAPTER 4 OBJECTIVE

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-h: Bicycle Parking Facilities

MT-4-i: Bicycling and Public Transportation

MT-4-j: Street Maintenance for Bicycle Safety

MT-4-k: Bicycle Safety, Awareness, and Education



Accomplishments:

- Active Transportation Plan (2017)
- Prioritization Tool adopted (2017)
- Bicycle Friendly Community Bronze status 2019-2023
- Bicycle and Pedestrian Advisory Committee (BPAC)
- Three position bike racks on all buses (ongoing)
- Trail Feasibility Study (2020)
- Standards, Conditions for Development
- Bicycle detection loop standards
- Caltrans bicycle plan (2019)
- Fresno COG ATP

- MT-4-a
- MT-4-b
- MT-4-c
- MT-4-d
- MT-4-e
- MT-4-f
- MT-4-g
- MT-4-h
- MT-4-i
- MT-4-j
- MT-4-k

Policies Not Referenced



Accomplishments:

- Regular street sweeping; right-sized sweepers
- PD bicycle/pedestrian safety enforcement operations
- Bicycle and Pedestrian Safety Education Plan (2016)
- PD Officer president of Safe Kids Central California
- PD participation in bike rodeos, safety education booths/assemblies at schools
- Mall to Hall Ride
- Ride of Silence
- BPAC bus wrap safety campaign
- Parks has bicycle safety programs
- Citywide Development Code (2015)

- MT-4-a
- MT-4-b
- MT-4-c
- MT-4-d
- MT-4-e
- MT-4-f
- MT-4-g
- MT-4-h
- MT-4-i
- MT-4-j
- MT-4-k

Policies Not Referenced



CHAPTER 4 OBJECTIVE

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

MT-5-b: Sidewalk Requirements

MT-5-c: New Subdivision Design

MT-5-d: Pedestrian Safety

MT-5-e: Traffic Management in Established Neighborhoods

MT-5-f: Modifications to Street Standards



Accomplishments:

- Active Transportation Plan (2017)
- Complete Streets Policy (2019)
- Site Plan Review
- ADA ROW Transition Plan (2016)
- Traffic calming
- Street widths
- Traffic signal APS standard
- New traffic signals
- Left-turn phasing
- Crosswalk Policy (2017)
- Braille Bus Stop Signs (2016)
- Expansion of Real Time Passenger Information (2018)
- Citywide Development Code (2015)

- MT-5-a
- MT-5-b
- MT-5-c
- MT-5-d

Policies Not Referenced

- MT-5-e
- MT-5-f



CHAPTER 4 OBJECTIVE

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

MT-6-b: Multi-Agency Planning for Paths and Trail System

MT-6-c: Link Paths and Trails and Recreational Facilities

MT-6-d: Link Paths and Trails and Cultural Resources

MT-6-e: Utilize Public Rights of Way

MT-6-f: Path and Trail Designation Process

MT-6-g: Path and Trail Development



CHAPTER 4 OBJECTIVE

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-h: Preference for Public Ownership

MT-6-i: Path and Trail Design Standards

MT-6-j: Variety in Path and Trail Design

MT-6-k: Path and Trail Buffers

MT-6-l: Environmentally Sensitive Path and Trail Design

MT-6-m: Path and Trail Crossings

MT-6-n: Emergency Vehicle Access along Paths and Trails



Accomplishments:

- Active Transportation Plan (2017)
- Trail Network Expansion Feasibility Plan (2020)
- Draft City of Fresno Trail Design Guidelines
- Class I Trail Placement policy 2016
- Awarded funding for Wayfinding Program
- Disability Advisory Commission input
- Public Works Standards
- Super Arterial Access Policy (2016)
- Citywide Development Code (2015)

- MT-6-a
- MT-6-b
- MT-6-c
- MT-6-d
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- MT-6-f
- MT-6-g
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- MT-6-j
- MT-6-k
- MT-6-l
- MT-6-m

Policies Not Referenced

- MT-6-h
- MT-6-n



CHAPTER 4 OBJECTIVE

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

MT-7-b: Supporting Nonprofit Organizations

MT-7-c: Citywide Funding Program for Path and Trail Network



Accomplishments:

- Measure C funding
- ATP Funding

- MT-7-a

Policies Not Referenced

- MT-7-b
- MT-7-c



CHAPTER 4 OBJECTIVE

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

IMPLEMENTING POLICIES

MT-8-a: Street Design Coordinated with Transit

MT-8-b: Transit Serving Residential and Employment Nodes

MT-8-c: New Development Facilitating Transit

MT-8-d: Coordination of Transportation Modes

MT-8-e: Regional Coordination

MT-8-f: Multi-modal Downtown Transportation Facility

MT-8-g: High Speed Train



CHAPTER 4 OBJECTIVE

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

IMPLEMENTING POLICIES

**MT-8-h: Move Forward with High Speed Train Station Area
Planning**

MT-8-i: Legislative Support

MT-8-j: Transit Services



Accomplishments:

- FAX comments on proposed dev. projects (ongoing)
- Measure C TOD grant: BRT station area plan, Kings Canyon (2019)
- CMAQ grant application: transit service to Northpointe Industrial Center (2018, 2019)
- FAX 15 on Routes 9 (Shaw) and 38 (Cedar) (2017)
- BRT system along Blackstone/Ventura/Kings Canyon high-density corridors (2018)
- Bus service to Inspiration Park (Route 12) (2019)
- Renovation of FAX transit hub at CHP (2018)
- ADA Bus Stop Transition Plan (in progress)
- ADA accessibility improvements at 18 bus stops in buffer islands (2019-20)
- Traffic Signal Prioritization upgrades along Shaw Avenue currently underway (2020)
- Renovation of FAX transit hub at MTC (Construction 2020-21)
- Planning for Shaw/Cedar bus stop upgrades (Construction 2021-22)
- Electric bus procurement; 1st electric buses in SW to leverage TCC grant (ant. 2021)

- MT-8-a
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- MT-8-i
- MT-8-j

Policies Not Referenced

- MT-8-d
- MT-8-f
- MT-8-g



Accomplishments:

- Installed 244 Security cameras at all BRT stations, CHP, and MTC (2018/19)
- Contracted 9 additional Police Officers to monitor transit system (2018)
- Public Transportation “Strategic Service Evaluation” – established grid system (FCOG, 2015)
- “System Restructure Study” – implemented grid system (FAX, 2018)
- Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (FCOG, 2018)
- Long Range Transit Plan (LRTP) (FCOG, 2019)
- Short Range Transit Plan (SRTP) (FCOG, 2019)
- Title VI Program, equitable transit access to minorities and low income (FAX, 2019)
- Unmet Transit Needs assessment (FCOG, annually)
- Station Area Master Plan for High Speed Rail in DT Fresno (2018)
- Proposed transit service changes (FAX, underway)
- Disability Advisory Commission Transportation Subcommittee community input

- MT-8-a
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- MT-8-j

Policies Not Referenced

- MT-8-d
- MT-8-f
- MT-8-g



CHAPTER 4 OBJECTIVE

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

MT-9-b: Transit Service Productivity Evaluation

MT-9-c: Addressing Unmet Transit Needs

MT-9-d: Long-Range Transit Options

MT-9-e: Area Specific Transit Improvements

MT-9-f: Encourage Telecommuting



Accomplishments:

- Public Transportation “Strategic Service Evaluation” – established grid system (FCOG, 2015)
- “System Restructure Study” –implemented grid system (FAX, 2018)
- Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) (FCOG, 2018)
- Long Range Transit Plan (LRTP) (FCOG, 2019)
- Short Range Transit Plan (SRTP) (FCOG, 2019)
- Title VI Program, equitable transit access to minorities and low income (FAX, 2019)
- Transit Service Productivity Evaluation Report (FCOG, annually)
- Unmet Transit Needs assessment (FCOG, annually)
- Station Area Master Plan for High Speed Rail in Downtown Fresno (2018)

- MT-9-a
- MT-9-b
- MT-9-c
- MT-9-d
- MT-9-e

Policies Not Referenced

- MT-9-f



Accomplishments:

- Proposed transit service changes (FAX, underway)
- Fixed Route Bus and Handy Ride Customer Satisfaction Surveys (FAX, 2018)
- Measure C TOD grant: BRT station area plan, Kings Canyon (2019)
- CMAC grant application: transit service to Northpointe Industrial Center (2018, 2019)
- FAX 15 on Routes 9 (Shaw) and 38 (Cedar) (2017)
- BRT system along Blackstone/Ventura/Kings Canyon high-density corridors (2018)
- Bus service to Inspiration Park (Route 12) (2019)
- Saturday and Sunday bus service – higher daytime frequencies (2017)
- Week night bus service (2017)
- Saturday night – extended bus service (2019)

- MT-9-a
- MT-9-b
- MT-9-c
- MT-9-d
- MT-9-e

Policies Not Referenced

- MT-9-f



Accomplishments:

- FAX to the Fest BRT service (2018, 2019)
- Pilot transit shuttle from Veterans Home to CHP with Fresno EOC (2019)
- Renovation of FAX transit hub at CHP (2018)
- ADA Bus Stop Transition Plan (in progress)
- ADA Accessibility improvements at 18 bus stops in buffer islands (2019-20)
- Renovation of FAX transit hub at MTC (Construction 2020-21)
- Planning for Shaw and Cedar bus stop upgrades (Construction 2021-22)

- MT-9-a
- MT-9-b
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- MT-9-d
- MT-9-e

Policies Not Referenced

- MT-9-f



Accomplishments:

- Transit pass program for FSU, FCC, and CCC (2016-2020)
- MyFAXBus App (2018)
- Smart Cards & Mobile Ticketing procurements (2020)
- Resources to manage 1,000 FresGo Requests (2019)
- Electric bus procurement; first electric buses in SW Fresno to leverage TCC grant (ant. 2021)
- Installed 244 Security cameras at all BRT stations, CHP, and MTC (2018/19)
- Contracted 9 additional Police Officers to monitor transit system (2018)
- Disability Advisory Commission Transportation Subcommittee community input

- MT-9-a
- MT-9-b
- MT-9-c
- MT-9-d
- MT-9-e

Policies Not Referenced

- MT-9-f



CHAPTER 4 OBJECTIVE

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

MT-10-b: Shared Parking

MT-10-c: Transportation Demand Management Guidelines

MT-10-d: Parking Maximums

MT-10-e: Parking Cash-Out

MT-10-f: Parking Benefit Districts



Accomplishments:

- Policies for Accessible On Street Parking (residential and Business/Mixed use)
- Citywide Development Code (2015)
- Implemented changes to Master Fee Schedule relative to parking citations
- Downtown parking payment modernization (On Going)
- Feasibility analysis of an independent parking authority (2020)

- MT-10-a
- MT-10-b
- MT-10-d

Policies Not Referenced

- MT-10-c
- MT-10-d
- MT-10-f



CHAPTER 4 OBJECTIVE

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

IMPLEMENTING POLICIES

MT-11-a: Improve Goods Movement for Product Export

MT-11-b: Railroad Improvements

MT-11-c: Truck Route Designations

MT-11-d: Appropriate Truck Route Roadway Design

MT-11-e: Railroad Crossing Improvements

MT-11-f: State Route 99 / Goods Movement



Accomplishments:

- 99 corridor Improvements
- Shaw Feasibility Study
- Truck Route Signs Installed
- Routine Truck Route street improvements (On Going)
- Grade separations at 14 railroad intersections funded by HSR (On Going)

- MT-11-b
- MT-11-d
- MT-11-e
- MT-11-f

Policies Not Referenced

- MT-11-a
- MT-11-c

