

2. Goals & Policies Relevant to RTTAP

This section summarizes the goals and its relevant policies that influence the RTTAP study. Many goals and policies identified below are derived from previous plans and studies that were approved and/or adopted by local and state jurisdictions. It is important to maintain relative plan consistencies in an effort to improve overall circulation of all modes of travel within the study area.

2.1 City of Fresno



2.1.1 General Plan

The City of Fresno provides for the mobility of people and goods within the City. Adopted in 2014, the *City of Fresno General Plan* serves as the City's guide for ongoing and continued development, enhancement and revitalization of the Fresno metropolitan area and outlying neighborhoods, including some that potentially impact the RTTAP. Numerous transportation facilities within the RTTAP are located within the City of Fresno's jurisdiction. The following goals and policies related to applicable land use and transportation and circulation of the RTTAP supports a number of the Mobility and Transportation Element objectives and policies of the General Plan, specifically:

Roadways and Automobiles

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.

Policy 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.

Policy 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.

Policy 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 and 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.

Policy 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 of the General Plan). 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.

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

Policy 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.

Policy 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.

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.

Policy 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 Council of Fresno County 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.

Policy 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).

Policy 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.

Policy 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.

Policy 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.

Policy 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.

Policy MT-2-i: Transportation Impact Studies. Require a Transportation Impact Study (TIS) 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 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.

Policy 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 Fresno Council of 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.

Bike and Pedestrians

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.

Policy 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 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.

Policy 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.

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.

Policy 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.

Policy 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.

Policy 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.

Policy 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.

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.

Policy 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.

Transit Service

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.

Policy 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.

Policy 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.

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.

Policy 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.

Air Quality and Greenhouse Gas Emissions

Objective RC-4: In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take necessary actions to achieve and maintain compliance with State and federal air quality standards for criteria pollutants.

Commentary: This includes compliance with California Government Code Section 65302.1 for the San Joaquin Valley.

Policy RC-4-a: Support Regional Efforts. Support and lead, where appropriate, regional, State and federal programs and actions for the improvement of air quality, especially the SJVAPCD's efforts to monitor and control air pollutants from stationary and mobile sources and implement Reasonably Available Control Measures in the Ozone Attainment Plan.

Commentary: A list of Reasonably Available Control Measures was submitted by the SJVAPCD to the U.S. Environmental Protection Agency as part of the Ozone Attainment Plan designed to reduce ozone-forming emissions. The City is responsible for implementing measures related to operations and/or services that the City controls.



San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

Policy RC-4-b: Conditions of Approval. Develop and incorporate air quality maintenance requirements, compatible with Air Quality Attainment and Maintenance Plans, as conditions of approval for General plan amendments, community plans, Specific Plans, neighborhood plans, Concept Plans, and development proposals.

RC-4-e: Support Employer-Based Efforts. Support and promote employer implementation of staggered work hours and employee incentives to use carpools, public transit, and other measures to reduce vehicular use and traffic congestion.

RC-4-f: Municipal Operations and Fleet Actions. Continue to control and reduce air pollution emissions from vehicles owned by the City and municipal operations and facilities by undertaking and following:

- Expand the use of alternative fuel, electric, and hybrid vehicles in City fleets.
- Create preventive maintenance schedules that will ensure efficient engine operation.
- Include air conditioning recycling and charging stations in the City vehicle maintenance facilities to reduce Freon gas being released into the atmosphere and electrostatic filtering systems in City maintenance shop, when feasible or when required by health regulations.
- Use satellite corporation yards for decentralized storage and vehicle maintenance.
- Convert City-owned emergency backup generators to natural gas fuels whenever possible, and create an advanced energy storage system.

Policy RC-4-g: FAX Actions. Continue to improve Fresno Area Express (FAX) bus transit system technical performance, reduce emission levels, streamline system operations, and implement BRT where supportive land uses are proposed.

Policy RC-4-i: Methane Capture. Continue to pursue opportunities to reduce air pollution by using methane gas from old City landfill and the City's wastewater treatment process.

Policy RC-4-j: All Departments. Continue to develop and implement in all City departments, operational policies to reduce air pollution.

Objective RC-5: In cooperation with other jurisdictions and agencies in the San Joaquin Valley Air Basin, take timely, necessary, and most cost effective actions to achieve and maintain reductions in greenhouse gas emissions and all strategies that reduce cause of climate change in order to limit and prevent the related potential detrimental effects upon public health and welfare of present and future residents of the Fresno community.

Policy RC-5-a: Support State Goal to Reduce Statewide GHG Emissions. As is consistent with State law, strive to meet AB 32 goal to reduce greenhouse gas emissions to 1990 levels by 2020 and strive to meet a reduction of 80 percent below 1990 levels by 2050 as stated in the Executive

Order S-03-05. As new statewide GHG reduction targets and dates are set by the State update the City's Greenhouse Gas Reduction Plan to include a comprehensive strategy to achieve consistency with those targets by the dates established.

Policy RC-5-b: Greenhouse Gas Reduction Plan. As is consistent with State law, prepare and adopt a Greenhouse Gas Reduction Plan as part of the Master Environmental Impact Report to be concurrently approved with the Fresno General Plan in order to achieve compliance with State mandates, assist development by streamlining the approval process, and focus on feasible actions the City can take to minimize the adverse impacts of growth and development on global climate change. The Greenhouse Gas Reduction Plan shall include, but not be limited to:

- A baseline inventory of all known or reasonably discoverable sources of GHGs that currently exist in the city and sources that existed in 1990.
- A projected inventory of the GHGs that can reasonably be expected to be emitted from those sources in the year 2035 with implementation of this General Plan and foreseeable communitywide and municipal operations.
- A target for the reduction of emissions from those identified sources.
- A list of feasible GHG reduction measures to meet the reduction target, including energy conservation and "green building" requirements in municipal buildings and private development.
- Periodically update municipal and community-wide GHG emissions inventories to determine the efficacy of adopted measures and to guide future policy formulation needed to achieve and maintain GHG emissions reduction targets.

Policy RC-5-c: GHG Reduction through Design and Operations. Increase efforts to incorporate requirements for GHG emission reductions in land use entitlement decisions, facility design, and operational measures subject to City regulation through the following measures and strategies

- Promote the expansion of incentive-based programs that involve certification of projects for energy and water efficiency and resiliency. These certification programs and scoring systems may include public agency "Green" and conservation criteria, Energy Star™ certification, CALGreen Tier 1 or Tier 2, Leadership in Energy Efficient Design (LEED™) certification, etc.
- Promote appropriate energy and water conservation standards and facilitate mixed-use projects, new incentives for infill development, and the incorporation of mass transit, bicycle and pedestrian amenities into public and private projects.
- Require energy and water audits and upgrades for water conservation, energy efficiency, and mass transit, pedestrian, and bicycle amenities at the time of renovation, change in use, change in occupancy, and change in ownership for major projects meeting review thresholds specified in an implementing ordinance.
- Incorporate the City's "Guidelines for Ponding Basin/Pond Construction and Management to Control Mosquito Breeding" as conditions of approval for any project using an on-site storm water basin to prevent possible increases in vector-borne illnesses associated with global climate change.
- Periodically evaluate the City's facility maintenance practices to determine whether there are additional opportunities to reduce GHG's through facility cleaning and painting, park maintenance, road maintenance, and utility system maintenance.
- Periodically evaluate standards and mitigation strategies for highly vehicle-dependent land uses and facilities, such as drive-through facilities and auto-oriented development.

Active Transportation Plan

The *City of Fresno Active Transportation Plan*, adopted in 2016, serves as the Fresno's comprehensive guide to outlining the vision for active transportation. The ATP envisions a complete, safe, and comfortable network of trails, sidewalks, and bikeways that serves all residents of Fresno. The following goals that relate to pedestrian and bicycle mode share concerning the RTTAP study area are described herein.

Goal 1: Equitably improve the safety and perceived safety of walking and bicycling in Fresno.

Goal 2: Increase walking and bicycling trips in Fresno by creating user-friendly facilities.

Goal 3: Improve the geographic equity of access to walking and bicycling facilities in Fresno.

Goal 4: Fill key gaps in Fresno's walking and bicycling networks.



The Fresno City Council adopted the *Fresno General Plan* in December 2014. This plan establishes guidance for future planning in the City through 2035 and beyond. Nearly half of the *Fresno General Plan's* 17 goals are related to bicycling and walking and are excerpted below.

Goal 4: Emphasize achieving healthy air quality and reduced greenhouse gas emissions.

Goal 7: Provide for a diversity of districts, neighborhoods, housing types (including affordable housing), residential densities, job opportunities, recreation, open space, and educational venues that appeal to a broad range of people throughout the City.

Goal 8: Develop Complete Neighborhoods and districts with an efficient and diverse mix of residential densities, building types, and affordability which are designed to be healthy, attractive, and centered by schools, parks, and public and commercial services to provide a sense and that provide as many services as possible within walking distance.

Intentionally plan for Complete Neighborhoods as an outcome and not a collection of subdivisions which do not result in Complete Neighborhoods.

Goal 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.

Goal 12: Resolve existing public infrastructure and service deficiencies and make full use of existing infrastructure, and invest in improvements to increase competitiveness and promote economic growth.

Emphasize the fair and necessary costs of maintaining sustainable water, sewer, and other public infrastructure and service systems in rates, fees, and financing and public investments to implement and General Plan. Adequately address accumulated deferred maintenance, aging infrastructure, risks to service community, desired standards of service to meet quality-of-life goals, and required infrastructure to support growth, economic competitiveness and business development.

Goal 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 or residents, and provide the level of public amenities required to encourage and support development of higher density urban living and transit use.

Goal 16: Protect and improve public health and safety.

2.2 County of Fresno

2.2.1 General Plan

The *Fresno County General Plan Policy Document*, updated in 2000, provided relevant transportation and circulation element goals and policies that potentially affect the RTTAP study area.



Streets and Highways

The Fresno County Circulation System is a street and highway plan designed to provide for the safe and efficient movement of people and goods to and within the county and to ensure safe and continuous access to land. Using the State freeways and highways and the County's system of highways as its basic framework, the County Circulation System brings together the circulation plans of the cities and unincorporated communities within the county into a unified, functionally integrated, countywide system that is correlated with the Land Use Element of the General Plan.

Policies in this section seek to create a unified, coordinated, and cost-efficient countywide street and highway system by maintaining and rehabilitating existing roads, maintaining an acceptable level of service (LOS), coordinating improvements with other local jurisdictions, maintaining adequate funding, and providing multi-modal uses where appropriate along street and highway corridors.

Goal TR-A: To plan and provide a unified, coordinated, and cost-efficient countywide street and highway system that ensures the safe, orderly, and efficient movement of people and goods.

Policy TR-A.1: The County shall plan and construct County-maintained streets and roads according to the County's Roadway Design Standards. Roadway design standards for County-maintained roads shall be based on the American Association of State Highway and Transportation Officials (AASHTO) standards, and supplemented by California Department of Transportation (Caltrans) design standards and by County Public Works Department Standards. County standards include typical cross sections by roadway classification, consistent with right-of-way widths. The County may deviate from the adopted standards in circumstances where conditions warrant special treatment of the roadway. Typical circumstances where exceptions may be warranted may include:

- Extraordinary construction costs due to terrain, roadside development, or unusual right-of-way needs; and
- Environmental constraints that may otherwise entirely preclude road improvement.

Policy TR-A.2: The County shall plan and design its roadway system in a manner that strives to meet Level of Service (LOS) D on urban roadways within the spheres of influence of the cities of Fresno and Clovis and LOS C on all other roadways in the county. Roadway improvements to increase capacity and maintain LOS standards should be planned and programmed based on

consideration of the total overall needs of the roadway system, recognizing the priority of maintenance, rehabilitation, and operation of the existing road system.

The County may, in programming capacity-increasing projects, allow exceptions to the level of service standards in this policy where it finds that the improvements or other measures required to achieve the LOS policy are unacceptable based on established criteria. In addition to consideration of the total overall needs of the roadway system, the County shall consider the following factors:

- The right-of-way needs and the physical impacts on surrounding properties;
- Construction and right-of-way acquisition costs;
- The number of hours that the roadway would operate at conditions below the standard;
- The ability of the required improvement to significantly reduce delay and improve traffic operations; and
- Environmental impacts upon which the County may base findings to allow an exceedance of the standards.

In no case should the County plan for worse than LOS D on rural County roadways, worse than LOS E on urban roadways within the spheres of influence of the cities of Fresno and Clovis, or in cooperation with Caltrans and the Council of Fresno County worse than LOS E on State highways in the county.

Policy TR-A.4: The County shall program road improvements on a countywide priority basis using technical assessment tools such as Road and Traffic Evaluation (RATE) and Pavement Management System (PMS).

Policy TR-A.5: The County shall require dedication of right-of-way or dedication and construction of planned road facilities as a condition of land development, and require an analysis of impacts of traffic from all land development projects including impacts from truck traffic. Each such project shall construct or fund improvements necessary to mitigate the effects of traffic from the project. The County may allow a project to fund a fair share of improvements that provide significant benefit to others through traffic impact fees.

Policy TR-A.6: The County shall continue to participate with the Council of Fresno County Governments, the California Department of Transportation, and other agencies, to maintain a current Regional Transportation Plan, and to identify funding priorities and development expenditure plans for available regional transportation funds, in accordance with regional, State, and Federal transportation planning and programming procedures. Such regional programming may include improvements to State highways, City streets, and County roadways.

Policy TR-A.7: The County shall assess fees on new development sufficient to cover the fair share portion of that development's impacts on the local and regional transportation system.

Policy TR-A.10: The County shall seek all possible financial assistance, including grant funds available from regional, State, and Federal agencies for street and highway purposes when compatible with General Plan policies and long-term local funding capabilities.

Policy TR-A.11: The County shall ensure that funds allocated directly or are otherwise available to



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the County for road fund uses shall be programmed and expended to maximize the use of Federal and other matching funds, and shall be based on the following sequence of priorities:

- Maintenance, rehabilitation, reconstruction, and operation of the existing County-maintained road system;
- Safety improvements where physical modifications or capital improvements would reduce the number and/or severity of accidents; and
- Capital capacity improvements to expand capacity or reduce congestion on roadways at or below County LOS standards, and to expand the roadway network.

Policy TR-A.12: The County, where appropriate, shall coordinate the multi-modal use of streets and highways to ensure their maximum efficiency and shall consider the need for transit, bikeway, and recreational trail facilities when establishing the Ultimate Right-of-way Plan and Precise Plans of streets and highways.

Policy TR-A.13: The County shall develop and maintain a program to construct bikeways and recreation trails in conjunction with roadway projects in accordance with the adopted Regional Bikeways Plan, the adopted Recreation Trails Plan, available dedicated funding for construction and maintenance, and a needs priority system.

Policy TR-A.14: The County shall work with the cities of Fresno County in establishing a system of designated truck routes through urban areas.

Policy TR-A.16: The County shall require that plans for County road improvement projects consider the preservation of unique existing landscaping to the extent that it will be consistent with user safety.

Policy TR-A.17: The County should utilize road construction methods that minimize air, water, and noise pollution associated with street and highway development.

Policy TR-A.19: The County may identify locations of needed future road rights-of-way, consistent with adopted functional classifications, through development and adoption of specific plan lines where appropriate. Circumstances where specific plan line development may be considered may include the following:

- Where major classified roadways or corridors are expected to require additional through lanes within a 20-year planning horizon;
- Where the future alignment is expected to deviate from the existing alignment, or to be developed asymmetrically about the existing section or center line;
- Where the adjacent properties are substantially undeveloped, so that property owners may benefit from prior knowledge of the location of rights-of-way of planned roadways before constructing improvements or developing property in a way which may ultimately conflict with identified transportation needs; and
- Expressways and associated frontage roads.

Transit

Transit systems—both buses and rail—provide alternatives to automobile use and are especially important for those who cannot or do not drive. As Fresno County grows, the potential for transit use and the need for transit will increase. The General Plan supports expansion of the existing transit system, especially in connection with new development.

Policies in this section seek to develop a safe and efficient mass transit system by promoting transit services within urban corridors of dense population and employment, addressing user needs (i.e., seniors, minority, handicapped), developing convenient transfers between transportation systems, and ensuring adequate funding for the system.

Goal TR-B: To promote a safe and efficient mass transit system that provides service to residents without access to automobiles and, in urban areas, helps to reduce congestion, improves the environment, and provides viable non-automotive means of transportation.

Policy TR-B.1: The County shall work with transit providers to provide transit services within the county that are responsive to existing and future demand and that can demonstrate cost-effectiveness by meeting minimum farebox recovery levels of required by State and Federal funding programs.

Policy TR-B.2: The County shall promote transit services in designated corridors where population and employment densities are sufficient or could be increase to support those transit services, particularly within the spheres of influence of the cities and along existing transit corridors in the rural area of the county.

Policy TR-B.3: The County shall work with the Cities of Fresno and Clovis and other agencies to achieve land use patterns and densities in areas planned for development and support transit services, preserve adequate rights-of-way, and enhance transit services in the designated transit corridors.

Policy TR-B.4: The County shall work with the Council of Fresno County Governments and transit service providers to pursue all available sources of funding for transit services when consistent with General Plan policies and long-term funding capabilities.

Policy TR-B.5: The County shall consider the transit needs of senior, disabled, low-income, and transit-dependent persons in making recommendations regarding transit services.

Policy TR-B.6: The County shall encourage the development of facilities for convenient transfers between transportation systems (e.g., train-to-bus, bus-to-bus).

Transportation Systems Management

Fresno County has a relatively complex highway transportation system, serving cars, heavy trucks, agricultural and commercial vehicles, buses, transit, bicycles, and pedestrian traffic. Coordinating these many forms of transportation is critical to achieving maximum road efficiency and minimizing costly road expansion or construction.

Policies in this section seek to reduce travel demand on the county's roadway system and maximize the operating efficiency of transportation facilities. The intent is to reduce vehicle emissions and reduce the needed investment in new or expanded facilities. In rural areas, transportation management can sometimes be better addressed through development location and access management rather than conventional systems management.

Goal TR-C: To reduce travel demand on the County's roadway system and maximize the operating efficiency of transportation facilities so as to reduce the quantity of motor vehicle emissions and reduce the amount of investment required in new or expanded facilities.

Policy TR-C.1: The County shall support all standards and regulations adopted by the San Joaquin Valley Air Pollution Control District (SJVAPCD) governing transportation control measures (TCMs).

Policy TR-C.2: The County shall consider transportation system management (TSM) measures to increase the capacity of existing roadway network prior to constructing new traffic lanes. Such measures may include traffic signal synchronization and additional turning lanes.

Policy TR-C.3: The County shall work with the Cities of Fresno and Clovis to encourage new urban development within the FCMA to provide appropriate on-site facilities that encourage employees to use alternative transportation modes as air quality and transportation mitigation measures. The type of facilities may include bicycle parking, shower and locker facilities, and convenient access to transit, depending on the development size and location.

Bicycle Facilities

The bicycle has steadily been gaining in acceptance and importance in recent years as a means of recreation, transportation, and healthful exercise. The extent of this increase is reflected in the dramatic rise of bicycle sales. This use of the bicycle by a growing segment of the public has generated an interest



Bicycle Master Plan: <https://www.co.fresno.ca.us>

in the need for adequate facilities for cyclists. Policies in this section seek to provide a safe, continuous, and easily accessible bikeway system that connects cities to other communities, to major facilities, and to recreational areas and regional parks; these policies also strive to establish bikeways along existing recreational bicycling routes, to encourage safety-oriented design, to link bikeways to other modes of transportation, and to provide adequate funding.

Goal TR-D: To plan and provide safe, continuous, and easily assessable bikeway system that facilitates the use of the bicycle as a viable alternative transportation mode and as a form of recreation and exercise.

Policy TR-D.1: The County shall implement a system of recreational, commuter, and inter-community bicycle routes in accordance with the Regional Bikeway Plan. The plan designates bikeways between cities and unincorporated communities, to and near major traffic generators such as recreational areas, parks of regional significance, and other major public facilities, and along recreational routes.

Policy TR-D.2: The County shall give priority to bikeways that will serve the most cyclists and destinations of greatest demand and to bikeways that close gaps in the existing system.

Policy TR-D.3: The County shall implement Regional Bikeways Plan routes as Class II facilities unless otherwise designated.

Policy TR-D.4: The County shall develop bikeways in conjunction with street improvement projects occurring along streets and roads designated on the Regional Bikeways Plan map.

Policy TR-D.5: The County shall require that adequate rights-of-way or easements are provided for designated bikeways or trails as a condition of land development.

Policy TR-D.6: The County should promote bicycle safety programs through education and awareness programs aimed at both cyclists and motorists.

Policy TR-D.7: The County shall construct and maintain bikeways to minimize conflicts between bicyclists and motorists.

Policy TR-D.8: The County shall support development of facilities that help link bicycling with

other modes of transportation.

Rail Transportation

Rail transportation has played an important historical role in the development of the county. Currently, the County's role in rail transportation is limited primarily to land use regulation through the Zoning Ordinance. Federal and State agencies have primary jurisdiction over rail facilities and operations.

Policies in this section seek to provide a safe, efficient, and environmentally-sound rail system by supporting improvements to at-grade crossings, protecting and supporting acquisition of railroad rights-of-way, and developing multi-modal stations that link rail with other transportation modes.

Goal TR-E: *To plan for a safe, efficient, and environmentally-sound rail system to meet the needs of all Fresno County residents, industry, commerce, and agriculture.*



Policy TR-E.1: The County supports consolidation of the Burlington Northern Santa Fe main line traffic onto the Union Pacific right-of-way from Calwa to the San Joaquin River.

Policy TR-E.2: The County shall support improvements to at-grade crossings on the Burlington Northern Santa Fe and Union Pacific mainline and spur or branch line tracks within the county.

Policy TR-E.3: The County shall support acquisition by local agencies of railroad rights-of-way that are: 1) in designated transit corridors; and 2) required for public health, safety, and welfare.

Policy TR-E.4: The County shall work cooperatively with the railroads on the long-term protection of railroad rights-of-way.

Policy TR-E.5: The County shall support multi-modal stations at appropriate locations to integrate rail transportation with other transportation modes.

Policy TR-E.6: The County shall support the development of a statewide high-speed rail service through the Central Valley that serves downtown Fresno and that parallels the Burlington Northern Santa Fe corridor south of the City of Fresno, the Union Pacific corridor through the City of Fresno, and is capable of accommodating the rapid movement of freight during nighttime, non-passenger usage hours.



Air Transportation

Air transportation plays a key role in the movement of goods and people not only to locations outside of the county but also between locations within the county. Currently, the County's role in air transportation is strictly limited to land use regulation through the Zoning Ordinance. State and Federal agencies have primary jurisdiction over airport facilities and operations. There is no air transportation facilities that will affect the RTTAP study area. Turner Field is approximately 0.5 miles away from the study area. D & D Aircraft Services, Fresno Chandler Executive Airport, and Chandler NDB FCH 344 are all located approximately 3.0 miles northwest of the RTTAP area.

Active Transportation Plan

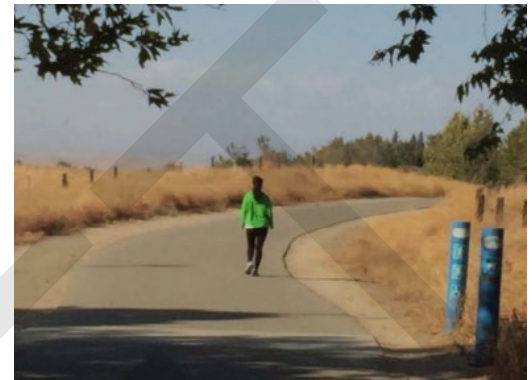
Similar to the *City of Fresno Active Transportation Plan*, the *Fresno County Regional Active Transportation Plan* also serves as the Fresno's comprehensive guide to outlining the vision for active transportation. The Fresno Regional ATP is an important document that will help each jurisdiction in the County identify needed bicycle and pedestrian projects and help the agencies qualify for new funds to implement the projects. It is important that the Plan be context sensitive to local needs and vetted with local staff and the community. The Regional ATP was adopted by the Fresno COG Policy Board February 22, 2018. Some goals of the Fresno Regional ATP include:

Goal 1: Create a network of safe and attractive trails, sidewalks, and bikeways that connect Fresno County residents to key destinations, especially local schools and parks;

Goal 2: Create a network of regional bikeways that allows bicyclists to safely ride between cities and other regional destinations;

Goal 3: Increase walking and bicycling trips in the region by creating user-friendly facilities; and

Goal 4: Increase safety by creating bicycle facilities and improving crosswalks and sidewalks for pedestrians.



City of Fresno Active Transportation Plan (2016)

Fresno County also incorporated goals and policies of relevant bicycle and pedestrian planning considering unincorporated Fresno County communities. The status and plan information is relevant to the entire county, including incorporated and unincorporated areas. The following County goals are relevant to Regional Bicycle & Recreational Trails Master Plan (BRTMP) within the RTAAP study area. Transportation and Circulation Element goals and relevant policies relating to bicycling and walking has been listed above within the *Fresno County General Plan Policy Document* (TR-C and TR-D) are also listed below.

Goal BP-A: Develop a safe and convenient, interregional system of bikeways throughout Fresno County.

Goal BP-B: Promote bicycling as an alternate form of transportation and integrate bicycling with other forms of transportation, including public transit to major destination areas.

Goal BP-C: Increase Fresno County bicycle transportation in urban areas so that the number of bicycle commuter trips doubles by the year 2035.

Goal BP-D: Improve bicycling safety, reduce bicycle-related collisions, establish educational opportunities aimed at all levels of bicyclists, and promote safer driving behaviors among cyclists and motorists.

Goal BP-E: Develop and fund a bicycle program at the County and budget to implement improvements.

The plan estimated that there were 90 bicycle parking locations in the county. Rural bicycle parking locations are primarily at educational facilities. A few bicycle parking racks, located along popular rural bike routes, have been donated by local bicycle clubs.

Transportation and Circulation Element

Goal TR-D: To plan and provide a safe, continuous, and easily accessible bikeway system that facilitates the use of the bicycle as a viable alternative transportation mode and as a form of recreation and exercise.

Policy TR-C.3: The County shall work with the Cities of Fresno and Clovis to encourage new urban development within the FCMA to provide appropriate on-site facilities that encourage employees to use alternative transportation modes as air quality and transportation mitigation measures. The type of facilities may include bicycle parking, shower and locker facilities, and convenient access to transit, depending on the development size and location.

Policy TR-D.1: The County shall implement a system of recreational, commuter, and intercommunity bicycle routes in accordance with the Regional Bikeway Plan. The plan designates bikeways between cities and unincorporated communities, to and near major traffic generators such as recreational areas, parks of regional significance, and other major public facilities, and along recreational routes.

Policy T R-D.2: The County shall give priority to bikeways that will serve the most cyclists and destinations of greatest demand and to bikeways that close gaps in the existing system.

Policy T R-D.3: The County shall implement Regional Bikeways Plan routes as Class II facilities unless otherwise designated.

Policy T R-D.4: The County shall develop bikeways in conjunction with street improvement projects occurring along streets and roads designated on the Regional Bikeways Plan map.

Policy T R-D.5: The County shall require that adequate rights-of-way or easements are provided for designated bikeways or trails as a condition of land development.

Policy T R-D.6: The County should promote bicycle safety programs through education and awareness programs aimed at both cyclists and motorists.

Policy T R-D.7: The County shall construct and maintain bikeways to minimize conflicts between bicyclists and motorists.

Policy T R-D.8: The County shall support development of facilities that help link bicycling with other modes of transportation.

Regional Bicycle & Recreational Trails Master Plan (2013)

Goal BP-A: Develop a safe and convenient, interregional system of bikeways throughout Fresno County.

Goal BP-B: Promote bicycling as an alternate form of transportation and integrate bicycling with other forms of transportation, including public transit to major destination areas.

Goal BP-C: Increase Fresno County bicycle transportation in urban areas so that the number of bicycle commuter trips doubles by the year 2035.

Goal BP-D: Improve bicycling safety, reduce bicycle-related collisions, establish educational opportunities aimed at all levels of bicyclists, and promote safer driving behaviors among cyclists and motorists.

Goal BP-E: Develop and fund a bicycle program at the County and budget to implement

improvements.

The Fresno County Regional Active Transportation Plan meets all requirements for active transportation plans as specified by the California Transportation Commission's 2017 Active Transportation Program Guidelines. Goals and policies of the program are described below.

2.3 Fresno Council of Governments

The Active Transportation Program¹ (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and Assembly Bill 101 (Chapter 354, Statutes of 2013) to encourage increased use of active modes of transportation, such as biking and walking. The



ATP consolidates various federal and state programs, including Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation. The program was originally funded at about \$123 million a year from a combination of state and federal funds. Most recently, Road Repair and Accountability Act of 2017 Senate Bill 1 (Chapter 20, Statutes of 2017) added approximately \$100 million per year in available funds for ATP. This will nearly double the amount of available funds for the Active Transportation Program.

The ATP is funded from various federal and state funds appropriated in the annual Budget Act. These are:

- 100% of the federal Transportation Alternative Program funds, except for federal Recreation Trail Program funds appropriated to the Department of Parks and Recreation.
- \$21 million of federal Highway Safety Improvement program funds or other federal funds.
- State Highway Account funds.
- Road Maintenance and Rehabilitation Account (SB 1).

In addition to furthering the purpose and goals of this program, all ATP projects must meet eligibility requirements specific to at least one ATP funding source. The following goals of the program that are relevant to the RTTAP study, as follows:

Goal 1: Increase the proportion of trips accomplished by biking and walking.

Goal 2: Increase the safety and mobility of non-motorized users.

Goal 3: Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).

Goal 4: Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.

¹ Fresno COG Cycle 4 2019 Regional Competitive Active Transportation Program, Approved by the California Transportation Commission in August 2018

Goal 5: Ensure that disadvantaged communities fully share in the benefits of the program.

Goal 6: Provide a broad spectrum of projects to benefit many types of active transportation users.

2.4 Fresno Area Express



FAX's ability to deliver transit service will be impacted by laws, regulations, and policy decisions of several external agencies². These agencies include: the Federal Transit Administration (FTA), the State of California Transportation

Department (CALTRANS), the Fresno Council of Governments (Fresno COG), Fresno County, the City of Clovis, the Fresno County Rural Transit Agency (FCRTA), the Consolidated Transportation Service Agencies (CTSA), and various private transportation operators. The adopted FAX Policy Directions illustrates relevant goals and policies used to provide the framework for developing a sound public transportation system throughout Fresno County.

Goal 1: Provide public transportation mobility opportunities to the maximum number of people in the region

Policy 1.1: Provide a transit system that meets the public transportation needs of the service area.

Policy 1.2: Provide transit system that serve low income, elderly, and disabled communities.

Goal 2: Provide quality, convenient and reliable public transportation service.

Policy 2.1: Provide reliable and convenient public transit service.

Policy 2.2: Provide clean, attractive and comfortable vehicles and facilities.

Policy 2.3: Provide a safe system.

Goal 3: Provide an efficient and effective public transportation system.

Policy 3.1: Maximize public transportation patronage.

Policy 3.2: Minimize operating and capital expenses.

Goal 4: Provide for an integrated multimodal transportation system which facilitates the movement of people and goods.

Policy 4.1: Coordinate service to facilitate multimodal and inter-system transfers.

Policy 4.2: Coordinate fare and transfer policies along with service information programs.

Goal 5: Coordinate public transportation policies and land use and air quality policies.

Policy 5.1: Provide incentives to reduce dependency on automobile travel without compromising

travel mobility.

Policy 5.2: Evaluate the transportation system for air quality, energy and efficiency impacts.

The following FAX strategic plan consists of goals, objectives and standards that reflects FAX's transit specific performance target that would influence the RTTAP study area.

Goal 1: Service Levels. *FAX will provide transportation service to a maximum number of people in the Fresno-Clovis Metropolitan Area (FCMA).*

Objective A: To provide a transit system that meets the public transportation needs of the service area.

Standard 1: FAX's fixed-route bus should be designed so that a minimum of 90% of the service area population resides within one-half mile of a bus route.

Standard 2: FAX scheduled service should provide for maximum headways of 60 minutes on every route whenever service is operated.

Standard 3: FAX should meet the demand for public transit service, at some level, seven days a week.

Objective B: To provide a transit service (both fixed-route and demand-responsive) that adequately serves the elderly and disabled population.

Standard 1: FAX should remain fixed-route fare levels for elderly and disabled persons no higher than one half the base fare.

Standard 2: All wheelchair lifts should be operable at all times.

Standard 3: FAX will continue to operate Handy Ride demand-response service in compliance with the requirements of the Americans with Disabilities Act of 1990.

Objective C: To secure a stable and sufficient loading funding mechanism.

Standard 1: FAX should identify and coordinate funding mechanisms that will address all transportation funding needs in the Fresno Clovis Metropolitan Area.

Standard 2: FAX should identify short and long range funding needs, and maximize revenue resources utilizing all funding mechanisms including federal grants, developer impact fees, State enabling legislation and farebox revenue.

Goal 2: Service Quality. *FAX will provide a quality, convenient and reliable service.*

Objective A: To provide reliable and convenient public transit service.

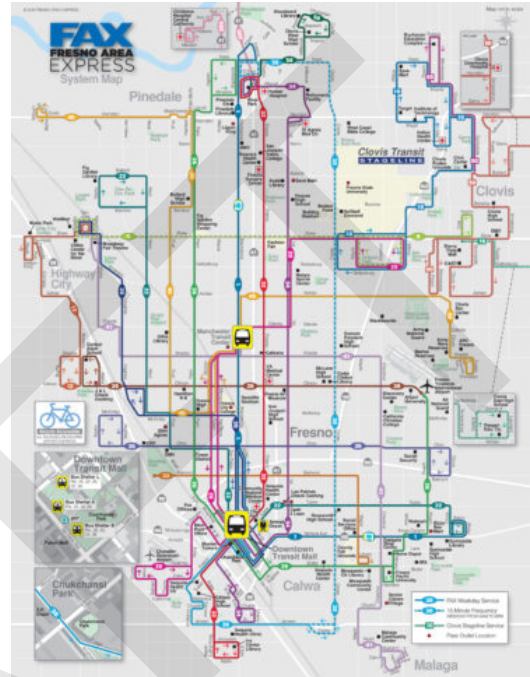
Standard 1: FAX should operate its fixed route buses so that on time performance is achieved at least 85% of the time. A bus is considered “on time” if it leaves no more than five minutes after the scheduled departure time.

Standard 2: FAX should complete 99.5% of all scheduled trips.

Objective C: To provide a safe system.

Standard 1: FAX buses should, at a minimum operate in excess of 100,000 miles between preventable accidents, and bus operators should be formally recognized for their safe driving.

Standard 2: Buses should be checked daily for proper operation and condition of lights, mirrors, radios and fluid. Detailed mechanical inspections should be done every 1,000 miles. Operations, Maintenance and other employees will be provided safety training at the beginning of their employment and such training will be updated on a regularly scheduled basis.



<https://www.fresno.gov/transportation/fax/routes/>

Standard 3: FAX should continue to implement a security program.

Objective D: To record and respond to all public comments.

Standard 1: FAX will continue to track, evaluate, and follow up to all compliments, complaints and inquiries from the public.

Goal 3: Provide Efficient and Effective Service. FAX will operate an efficient and effective bus system.

Objective A: To establish and maintain system-wide productivity indicators.

Standard 1: FAX should achieve 24% farebox recovery ratio.

Standard 2: FAX should achieve a system wide standard of 35 boardings per revenue hour system wide.

Standard 3: FAX should record and report at least, monthly, the following performance indicators:

- Total Monthly Ridership
- Total Monthly Revenue
- Total Monthly Expenses
- Total Revenue Hours
- Total Revenue Miles
- Farebox Ratio
- Total Operating Expense per Passenger
- Total Operating Expenses per Revenue Hour
- Total Revenue per Revenue Hour
- Total Operating Expense per Revenue Mile
- Total Revenue per Revenue Mile
- Passenger per Revenue Hour
- Passengers per Revenue Mile
- Average Weekday Ridership
- Average Saturday Ridership
- Average Sunday Ridership
- Percentage of Scheduled Trips Completed
- Percentage of Trips on Time
- Total Road Calls

Goal 4: System Image. FAX will promote its service and image in the community and at large.

Objective A: To maintain an active marketing program.

Standard 1: FAX should stress the positive impact of its operation in the community through press releases, speeches and involvement in community activities.

Standard 2: FAX should become involved in and work with citizens' groups, the Chamber of Commerce, the Downtown Association and other area merchant associations to communicate its services and benefits both to local residents as part of a broader marketing strategy to attract new residents in Fresno who would want to live in a TOD environment.

Standard 3: FAX should maintain public outreach programs with area employers to promote transit, carpooling and riding programs.

Objective B: To provide complete and accurate public transit information.

Standard 1: Current bus schedules and system information should be available to the public at all major public facilities, trip generators and transfer points.

Standard 2: Service information should be available by telephone to the public at all times.

Standard 3: FAX will actively seeks out and engage members of Fresno's minority, low income and Limited English speaking populations to listen to their needs and provide meaningful information to them about use of the transit system.

Goal 5: Private Sector and Citizen Involvement. FAX will provide opportunities for citizens and private business to participate in public transportation operations.

Objective A: To provide opportunities for citizens input into FAX's operations.

Standard 1: FAX will hold public hearings, as required by the federal government;

- (a) When there is a change in any fare, except promotional fare changes for up to 180 days.
- (b) When there is a service change leading to a 25 percent or greater change in total revenue service miles.



<https://www.onmenews.com/single-post/2018/07/02/City-of-Fresno-approves-FAX-Pilot-Program-to-serve-Inspiration-Park>

Standard 2: FAX will coordinate and cooperate with the Fresno Council of Governments (Fresno COG) in its annual “unmet transit needs” process, including participation in the Fresno COG Social Services Transportation Advisory Council (SSTAC) meetings and Public Hearing.

Goal 6: Integrated Multi-Modal Transportation. FAX will provide an integrated multi-modal transportation system which facilitates the movement of people.

Objective A: Develop a multi-modal transportation network.

Standard 1: FAX will provide transit service to all airport and passenger rail facilities in the FCMA.

Goal 7: Coordinate Transportation, Land Use, and Air Quality Policies

Objective A: Support transportation investments that work toward accomplishing air quality goals, optimize utilization of land and encourage a stable economic base.

Standard 1: Evaluate FAX system for air quality, energy, and efficiency impacts.

Standard 2: FAX will coordinate with City, County, and Regional Agencies to promote efficient “Smart Growth” land use and transportation policy integration.