



Prepared for Fresno Council of Governments (FCOG)

Task 1e Existing Conditions

Fresno County Mobility Hubs Feasibility Study

March 19, 2024



WALKER
CONSULTANTS



Contents

- Introduction..... 4**
- Background Plan Review 4**
 - Fresno Clovis Metropolitan Area Short Range Transit Plan (SRTP)4
 - Fresno County Rural Transit Agency SRTP6
 - Fresno Council of Governments 2022 Regional Transportation Plan/Sustainable Communities Strategy7
 - Fresno County Regional Long Range Transit Plan (LRTP)8
 - Fresno County Active Transportation Plan..... 10
 - Other City Active Transportation Plans 12
 - City of Selma 12
 - City of Reedley 14
 - City of Fresno 15
 - City of Clovis..... 15
- Summary of General Plans within Fresno County 16
 - Fresno County 16
 - City of Clovis..... 16
 - City of Coalinga 16
 - City of Firebaugh..... 17
 - City of Fresno 17
 - City of Huron..... 18
 - City of Kerman 18
 - City of Kingsburg 18
 - City of Mendota 19
 - City of Orange Cove 19
 - City of Parlier 19
 - City of Reedley 20
 - City of San Joaquin 20
 - City of Sanger 21
 - City of Selma 21
- California Transportation Plan 2050 22
- California High-Speed Rail..... 23



Upcoming Transit Service Changes and Capital Projects	24
Clovis Transit System Redesign	24
FCRTA Fresno County Transit Roadmap.....	25
FCRTA Selma Maintenance Facility	25
City of Fresno Planned Improvements.....	26
Findings from Site Visits	27
San Joaquin	27
Clovis.....	27
Reedley College.....	28
City of Fresno	28
Appendices	29
Appendix A: U.S. Census Travel Pattern Information	29
Commute Modes and Fresno County Population	29
Job Density and Commute Directions and Distances.....	32
Appendix B: September 2024 Site Tour Notes.....	43
San Joaquin – September 24, 2024.....	43
Clovis – September 24, 2024	44
Reedley College – September 25, 2024	45
Fresno – September 25, 2024.....	47

Introduction

This memorandum provides a high-level summary of various relevant transportation and land use plans for Fresno County and communities within. This memo serves as a guide for the project team to refer to again when performing detailed opportunity site assessments as part of the Task 3d. Prioritization and Features Outcomes Memorandum that will be prepared in Q2 2025.

Background Plan Review

The following section reviews relevant plans and policies related to mobility hubs in Fresno County.

Fresno Clovis Metropolitan Area Short Range Transit Plan (SRTP)

Geography

The Fresno-Clovis Metropolitan Area (FCMA) consists of the Cities of Fresno and Clovis. The plan covers Fresno County's two urban providers, Clovis Transit and Fresno Area Express (FAX).

Coverage Dates

The SRTP was adopted on June 29, 2023, and covers a five-year planning horizon (2024-2028). The SRTP is updated every two years.

Plan Purpose

This document analyzes existing needs and available services and evaluates projected needs over a five-year period. It provides detailed planning justification to FCOG and the FTA for awarding operating and capital grants to FAX and Clovis Transit.

Lead Agencies

The SRTP was prepared by Fresno Area Express (FAX) in collaboration with Clovis Transit and funded by a Federal Transit Administration (FTA) grant and local FCOG funds.

Relevant Existing Conditions

- 71.6 percent of Fresno County residents work in Fresno County.
- Of the total commute trips in Fresno County, 86 percent are via car, 0.7 percent by transit, 1.6 percent through school transportation, and 11.4 percent for people walking or biking.
- Farmworkers, correctional officers, and teachers' rural-to-rural commute patterns result in demand for carpools and vanpools.

Relevance to Mobility Hubs

The SRTP provides an overview of FAX and Clovis Transit's current transit systems and a list of projects FAX and Clovis Transit plan to implement over a five-year planning horizon. In the SRTP, both FAX and Clovis Transit have identified the following goals that have relevance to the FCOG Mobility Hubs study:

FAX (page 51-55)

- Established a goal of having a minimum of 88 percent of the service area population¹ reside within one-half mile of a bus route.
- FAX has identified specific service corridors to increase frequency to 15 minutes, including:
 - Ashlan Avenue (Route 45)
 - Herndon Avenue (Route 3)
 - Hughes/McKinley (Route 20)
 - First Street (Route 34)
 - Martin Luther King (North Ave to Downtown) (Route 32)
 - Fulton Street/Van Ness (Downtown to Manchester Transit Center) (Route 28)
 - Shields Ave (Hughes Ave to Clovis Ave) (Route 41)
 - Palm Ave (Route 26)
 - Chestnut Ave (Route 41)
 - Clinton Ave (Route 39)
 - Peach Ave (Route 26)
 - Olive (Route 35)
 - Fresno (Route 32)
- Plans to expand coverage in a variety of areas in Fresno, including:
 - Implement service from Downtown Fresno to North Pointe Business Park.
 - Add cross-town services along Church Avenue.
 - Evaluate higher-frequency services and service expansion in Southeast Fresno and plan for the Route 1 BRT extension to the Southeast Development Area (SEDA).
 - Evaluate higher-frequency services and service expansions to the Southwest Fresno Specific Plan area.
 - Evaluate transit service and service expansions, including microtransit to areas west of Highway 99 in the West Area Specific Plan area.
 - Evaluate and implement microtransit in areas with less frequent fixed route transit services and/or night service or paratransit service.
 - Implement service from Downtown Fresno to North Pointe Business Park.
 - Extend Route 45 (Ashlan Ave.) to Justin Garza High School.
 - Extending service to Fancher Creek.
 - Evaluate service along McKinley Avenue to the Fresno Yosemite International Airport.
 - Evaluate east-west services along Bullard Ave. from El Paseo Shopping Center to Fresno State.
 - Evaluate a north-south route along Chestnut/Willow from Malaga to Clovis Community College and extend Route 41 (Shields Ave.)
 - Evaluate extending the night service to more routes.

Clovis Transit (page 93-96)

- Expand service into new-build areas, particularly in the north and east of Clovis, with awareness of the VMT requirements for new developments (per the California Environmental Quality Act).
- Bus shelter improvements to include new installation of ADA compliant shelters and lighting.

¹ The SRTP does not state what percent of the population currently lives within ½ mile of transit.

- Analysis of future potential locations, possible partnerships, and funding opportunities for the construction of a new Transportation Center in Clovis, which would support its transition to zero emissions vehicles.
- Study the potential of bus rapid transit on Shaw Avenue.
- Increase bus frequency to 15 minutes.
- Finalize route re-designs to improve service and boost ridership (discussed more in the following section).

Fresno County Rural Transit Agency S RTP

Geography

Rural Fresno County area, including the thirteen incorporated cities (Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, Reedley, Sanger, San Joaquin, and Selma). In addition to the incorporated cities, the rural area includes 39 unincorporated communities.

Coverage Dates

The S RTP was adopted on June 29, 2023, and covers a five-year period (2024-2028). It is updated every two years.

Plan Purpose

The S RTP for the rural Fresno County area provides a five (5) year action-oriented program to implement the Public Transportation Element of the Regional Transportation Plan (2022).

Lead Agency

The lead agency is the Fresno Council of Governments and the S RTP is updated by Fresno County Rural Transit Agency in cooperation with the 13 incorporated rural cities and Fresno County.

Relevant Existing Conditions

Based on the 2022 Regional Transportation Plan, the S RTP highlights three issues for the rural Fresno County areas in particular: 1) adequate and stable funding for transportation improvements, 2) the difficulty of home-to-work commuters accepting carpooling, vanpooling, and commuter bus service, and 3) access to transportation services for agricultural workers that are safe, affordable, reliable, and available.

Relevance to Mobility Hubs

The S RTP reviews each of FCRTA's subsystems, performance data, and recommendations for each subsystem (pages 69-100) and includes system-wide recommendations as listed below:

- Continue monitoring farebox recovery and adjust fares as warranted.
- Maintain service to elderly residents associated with the Nutrition Program.
- Continue augmenting the financial support of both intra- and inter-city service with LTF Article 4.5 and 8(c) as necessary.
- Respond to Americans with Disabilities Act requirements.
- Respond to Clean Air Act requirements
- Expand Transit Service Area Boundaries to transport rural residents near existing served communities.
- Seek additional local funding to support transit service expenses.
- Introduce additional marketing in this service area.
- EV Technology with capital and infrastructure for intra-city and inter-city routes in the incorporated cities and unincorporated communities.
- Microgrid (solar) technology with EV chargers for intra-city and inter-city routes in the incorporated cities and unincorporated communities.

Fresno Council of Governments 2022 Regional Transportation Plan/Sustainable Communities Strategy

Geography

The 2022 RTP/SCS covers all of Fresno County.

Coverage Dates

The RTP/SCS is updated every four years. The most recent one was adopted on July 28, 2022, and covers the period between 2020 and 2046. FCOG is leading the update of the 2026 RTP/SCS, which will cover the period between 2024 and 2049.

Plan Purpose

The Plan assesses the transportation needs in Fresno County through 2046 and provides guidance on the transportation investment in the region for the next 20+ years.

Lead Agency

FCOG developed the 2022 RTP/SCS in partnership with the region's 15 cities, the County of Fresno, the three transit agencies in Fresno County, the San Joaquin Valley Air Pollution Control District, Caltrans, and others. The Plan is based on extensive public outreach countywide.

Relevant Existing Conditions

The 2022 RTP/SCS is rich in existing data that is relevant to the Mobility Hubs study, including:

- Fresno County is the nation's highest-grossing agricultural county, with a gross value of \$7.7 billion in 2019. Fresno County has strong "farm-to-market" travel demand affecting local roads and the state highway system.
- Fresno County's population growth has outpaced the growth in California overall and nationwide. From 1970-2020, Fresno County's population increased by 147 percent compared to 99 percent for California and 63 percent for the nation.
- The employment forecast projects a decrease in manufacturing, an increase in health care, and a slight increase in agriculture.
- The RTP states that while the distances between destinations and low housing densities have encouraged automobile travel, there are still both urban and rural populations that rely on public transit service.

Relevance to Mobility Hubs

The Mobility Hubs initiative is consistent with all five goals of the RTP and related policies, including:

- Goal 1: Improved mobility and accessibility for all.
 - Policy 3: Promote the improvement and expansion of accessible transportation options to serve the needs of all residents, especially those who have historically faced disproportionate transportation burdens.
- Goal 2: Vibrant communities that are accessible by sustainable transportation options.
 - Policy 4: Encourage alternatives to single-occupancy vehicles that reduce vehicle miles traveled and greenhouse gas emissions.
 - Support investment in and promotion of active transportation and transit to improve public health and mobility, especially in historically underinvested areas.
- Goal 3: A safe, well-maintained, efficient, and climate-resilient multimodal transportation network.

- Policy 13: Encourage improvements in travel connections across all modes to create an integrated, accessible, and seamless transportation network.
- Policy 14: Maximize the cost-effectiveness of transportation improvements.
- Goal 4: A transportation network that supports a sustainable and vibrant economy.
 - Policy 17: Support local and regional economic development by leveraging planning and transportation funds that foster public and private investment.
- Goal 5: A region embracing clean transportation, technology, and innovation.
 - Policy 19: Support innovative mobility solutions that are accessible, affordable, reduce greenhouse gas emissions, and improve air quality.

Fresno County Regional Long Range Transit Plan (LRTP)

Geography

The Fresno County LRTP covers all of Fresno County.

Coverage Dates

The Fresno County LRTP was finalized in May 2019 with a planning horizon of 2019-2050.

Plan Purpose

The Fresno County LRTP guides transit and multimodal investments in the Fresno region through the year 2050. The plan builds on the FCOG 2018 RTP/SCS and prior transit planning studies. The Fresno County LRTP helps to inform the 2022 RTP/SCS.

Lead Agency

The Fresno Council of Governments was the lead agency in preparing the Fresno County LRTP, working with local transit partners, including FAX, FCRTA, and Clovis Transit.

Relevant Existing Conditions

The Fresno County LRTP has existing data that will help to inform the Mobility Hubs study:

- The Plan identifies a need to increase awareness of and to integrate transit into Fresno communities. 95 percent of County residents are non-riders or inactive regarding transit use.
- The Plan issued a survey to gather input. More than a third of survey respondents reported that they did not own or have regular access to a vehicle. Meanwhile, 48 percent of respondents reported that hardly any of their most important daily trips could be made by walking or biking. The lack of vehicle access and the spread-out nature of the rural communities contribute to gaps in access.

Relevance to Mobility Hubs

The LRTP specifically mentions transit hubs and lists the following strategy (page 76):

R-9: New transit hubs outside of Downtown Fresno

- *A new transit hub at Fresno State, ideally implemented in conjunction with Shaw Avenue BRT.*
- *Four to six transportation nodes around the periphery of the Metropolitan Fresno area. These will be interface points between rural and urban services. Some may include Park & Ride.*

The LRTP is fiscally unconstrained but is cognizant of the baseline transit budget established in the Fresno COG 2018 RTP/SCS. The LRTP contains a project list by transit providers in Table 2 on pages 90-98 and is included as an Attachment to this memo. FAX's LRTP list includes specific projects in support of transit hubs (Strategy R-9). Screenshots from the LRTP project list are included below:

33	R-9: New Transit Hubs Outside of Downtown Fresno	Fancher Creek Transit Center	Short	\$1,000,000
34	R-9: New Transit Hubs Outside of Downtown Fresno	Clovis Transit Center at Clovis Ave and 3rd Street	Short	\$4,000,000
55	R-9: New Transit Hubs Outside of Downtown Fresno	River Park Transit Center	Medium	\$2,000,000
56	R-9: New Transit Hubs Outside of Downtown Fresno	CSU Fresno Transit Center at Shaw and Maple	Medium	\$4,000,000

The LRTP includes Appendix B *First/Last Mile: Sample Scope of Work and Analysis Results*. This memo discusses a strategy to establish a first/last mile approach for Fresno County. The memo provides a sample scope for conducting a first/last mile analysis and an example of some of the analysis results. The memo also includes an example of a network stress analysis and prioritization for downtown Fresno, Coalinga, Kerman, and Sanger. This analysis includes bicycle and pedestrian levels of stress maps for these communities. Also included are bicycle and pedestrian priority locations for each location. Figure 25 on page 23 of the memo includes a Sample Project Recommendation List. The table indicates whether the recommended improvement is included in the County Active Transportation Plan or not.

Yosemite Area Regional Transportation System (YARTS)

While YARTS is not one of the Fresno County LRTP transit agencies, the agency provides connections from Fresno County to Yosemite. YARTS offers the Highway 41 route, which provides connections between Fresno Airport and Yosemite National Park during the summer season (map shown below).

The LRTP has the following strategy for Clovis Transit:

7	R-7: Increase Service Frequencies, Improve Reliability and Expand Service to New Growth Areas	Additional YARTS stops/locations	Short	\$500,000
---	---	----------------------------------	-------	-----------

Figure 1: YARTS System Map



Source: yarts.com

Fresno County Active Transportation Plan

Geography

The Fresno County ATP² makes recommendations for the incorporated cities in Fresno County (except for Clovis, Fresno, Reedley, and Selma, which have their own ATPs) and the following larger unincorporated communities:

- Biola
- Cantua Creek
- Caruthers
- Del Rey
- Easton
- Friant
- Laton
- Raisin City
- Riverdale
- Tranquility
- Unincorporated county islands with the cities of Clovis and Fresno

² <https://www.fresnocog.org/project/active-transportation/>

Coverage Dates

The Plan was adopted in May 2024. It does not provide a specific planning horizon for the recommended projects.

Plan Purpose

Per the ATP:

In 2019, the Fresno Council of Governments, in cooperation with its city and county members, created the first Fresno County Regional Active Transportation Plan. That plan was developed to create a comprehensive countywide vision for active transportation and to support applications for new funding to create sidewalks, shared use paths, bike lanes, better street crossings, and other improvements for walking and bicycling. The 2024 plan is an update of the 2019 plan. It reflects projects that have been newly identified, modified, or completed since the release of the first plan; updated information on disadvantaged communities and safety data; current land use and plans in each city and the county; and updates to reflect best active transportation planning practices. This plan meets all the current requirements of the statewide Active Transportation Program guidelines (as described in Appendix A), and it will also be used by the Fresno Council of Governments to identify projects for the Fresno County Regional Transportation Plan and support the use of funds provided through the Fresno County Measure C program.

Lead Agency

The Fresno Council of Governments was the lead agency for the ATP in collaboration with Fresno County and the local jurisdictions within Fresno County.

The city-specific chapters of the Fresno County Regional Active Transportation Plan provide brief summaries of existing conditions and planned improvements.
<https://www.fresnocog.org/project/active-transportation/>

Relevant Existing Conditions

The Fresno ATP highlights some of the major barriers to active transportation in Fresno County, including:

- High summer heat and poor air quality.
- Railroads and historical development patterns impact pedestrian and bicycle crossings.
- High volume regional roads.
- Gaps in active transportation networks.
- Lack of related infrastructure, including curb, gutter, and storm drainage.
- Poor street lighting, especially in unincorporated communities.
- Loose dogs serve as a deterrent to walking and biking in some locations.

Each area-specific chapter also includes demographic and background information, including median household income, school-free and reduced-price meal eligibility, CalEnviroScreen ratings, the Healthy Places Index, and other community profile information.

Relevance to Resiliency Hubs

Chapters 5-17 include jurisdiction-specific plans³ and recommended projects. Recommendations are centered on the following goals:

- Create a network of safe and attractive sidewalks, shared-use paths, and bikeways that connect Fresno County residents to key destinations, especially local schools, parks, and transit.
- Create a network of regional bikeways that allows bicyclists to ride between cities and destinations safely.
- Create better connections to transit, especially for communities with limited access to other options.
- Increase walking and bicycling trips and thus reduce vehicle miles traveled and improve air quality in the region by creating user-friendly facilities.
- Increase safety by improving crosswalks and sidewalks and expanding the bikeway network.
- Each area-specific chapter (chapters 5-16) includes documentation of key destinations (such as schools, employment centers, medical services, and retail clusters) and planned walking and bicycle facilities.
- Chapter 17 documents potential improvements between city and unincorporated areas. The planned networks for each community are discussed, including shared-use paths, bike lanes and routes, sidewalks, and crosswalk improvements.
 - Appendix D includes a list of these network improvements, including locations and extents, lengths, high-level cost estimates, and priorities.

Other City Active Transportation Plans

City of Selma

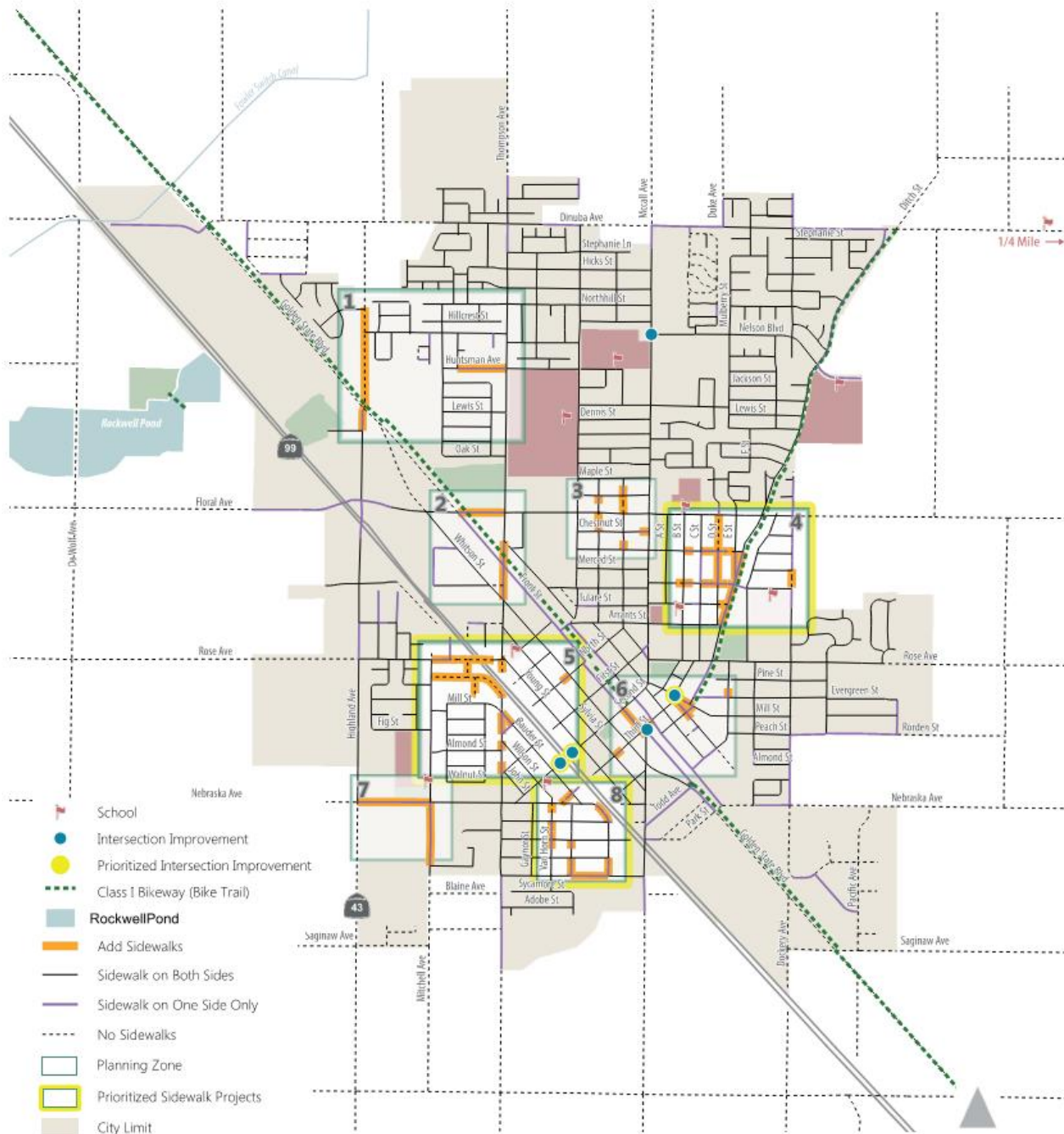
The Selma Active Transportation Plan (ATP) from 2018 is a comprehensive guide outlining the vision for biking, walking, and other human-powered transportation in Selma, California. The plan aims to create a safe, comfortable network of trails, sidewalks, and bikeways. It identifies goals such as creating a safe and attractive network of trails, increasing walking and bicycling trips, and improving safety by upgrading facilities. The estimated total cost is \$18 million, with implementation occurring over many years.

The plan addresses the existing conditions in Selma, noting a lack of bikeways and trails despite a climate conducive to walking and biking. It highlights the need to improve facilities in disadvantaged communities, where health challenges such as asthma and cardiovascular disease are prevalent. The ATP proposes the addition of miles of bike paths, lanes, routes, sidewalks, and crosswalk improvements and includes a prioritized implementation plan and a discussion of various funding sources.

³ City-specific chapters are available for Coalinga, Firebaugh, Fowler, Huron, Kerman, Kingsburg, Mendota, Orange Cove, Parlier, San Joaquin, and Sanger. The unincorporated communities of Biola, Cantua Creek, Caruthers, Del Rey, Easton, Laton, Riverdale, and Tranquility, and county islands surrounded by Fresno and Clovis are discussed in Chapter 16.

Figure 2 City of Selma Active Transportation Plan Figure 5-2 (page 61)

**FIGURE 5-2
PRIORITIZED SIDEWALK &
INTERSECTION IMPROVEMENTS**

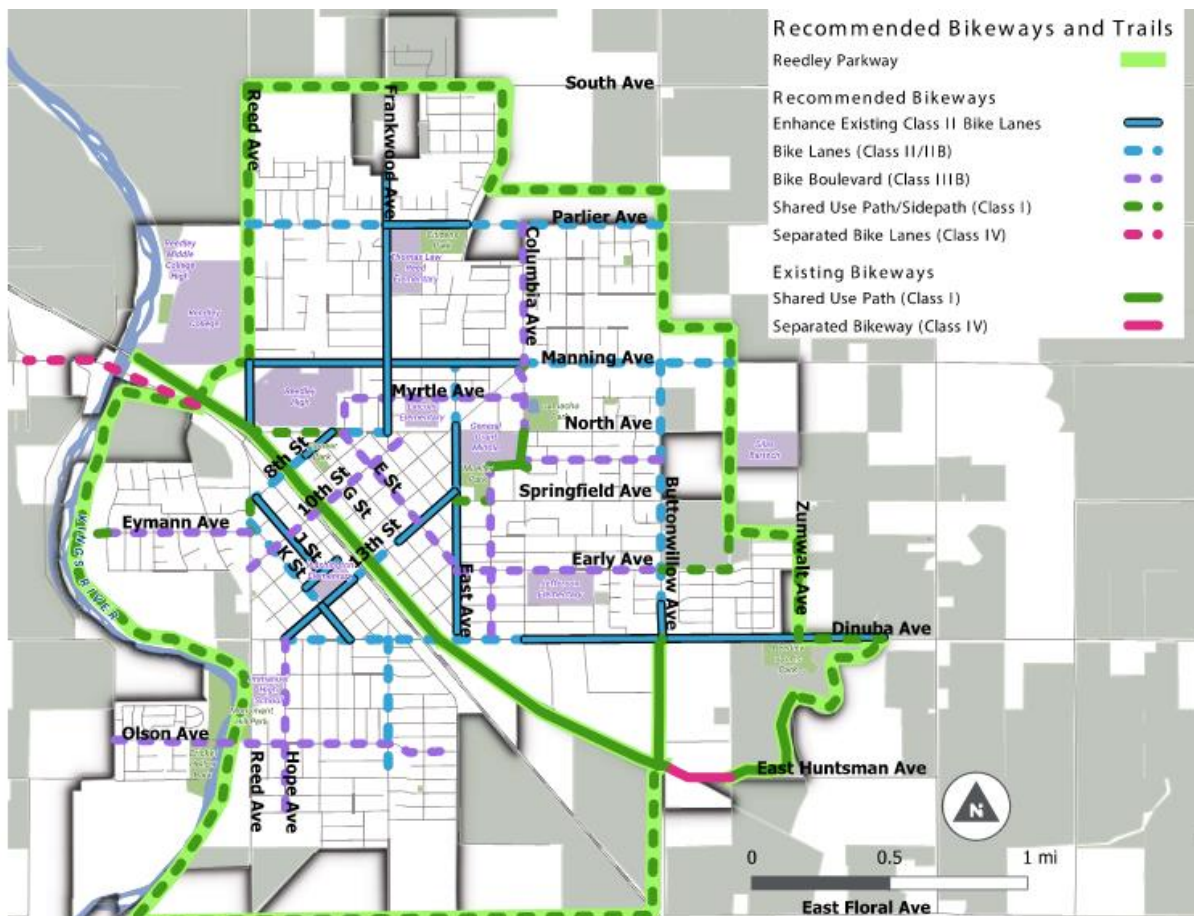


City of Reedley

The Reedley Moves Active Transportation and Parkway Master Plan prioritizes creating comfortable walking, rolling, and biking conditions for all ages and abilities. Key recommendations focus on three areas: expanding and enhancing the Reedley Parkway, expanding the on-street bikeway network, and improving pedestrian connections. The plan suggests adding amenities to the Parkway, filling gaps, and creating a bike boulevard system. The plan emphasizes creating complete and comfortable sidewalks, addressing skewed intersections, and adding pedestrian crossings.

To achieve these goals, the plan recommends several specific actions. These include adding new on-street bikeways with physical separation from motor vehicle traffic, particularly on Manning Avenue, Buttonwillow Avenue, and 13th Street. It also suggests using existing curb lines to add bike lanes, striped buffers along Dinuba Avenue, and similar improvements on other streets. For pedestrians, the plan recommends improving crossings, especially at skewed intersections, addressing missing sidewalks, and improving accessibility to key locations such as schools. Finally, the plan includes recommendations for bike parking, improved street lighting, and educational programs to encourage active transportation.

Figure 3 Reedley Moves Figure EX-1: Proposed Bikeway and Trail Network (page 7)



City of Fresno

The City of Fresno is currently updating its Active Transportation Plan (ATP) with a projected completion date is mid-2025. According to the City’s project website:

“The 2024 Fresno Active Transportation Plan (ATP) updates the 2017 plan to address Fresno’s growth and evolving needs. This comprehensive update reinforces the City’s commitment to improving active transportation—walking, biking, wheelchair use, and other human-powered travel modes—by enhancing accessibility, safety, and connectivity. The updated ATP introduces new strategies informed by the latest data and community input, aiming to increase active transportation use while supporting environmental sustainability, public health, and social equity. It also aligns with broader city planning efforts and meets state and federal funding guidelines, positioning Fresno as a leader in creating a more connected and vibrant community.”⁴

The project website describes the 2024 Active Transportation Vision as:

“Fresno envisions a city where individuals of all ages, abilities, income levels, and backgrounds can safely, conveniently, and comfortably walk, bike, roll, or use mobility devices to reach their destinations and access transit. A well-connected network of pedestrian and bicycle facilities will seamlessly link homes, jobs, schools, transit hubs, and other key destinations. This network will empower residents to choose active, sustainable travel options, fostering improved public health, reduced environmental impact, and an enhanced quality of life.”

City of Clovis

The City of Clovis Active Transportation Plan aims to create a safe and connected network for walking and bicycling. The plan identifies gaps and safety issues, particularly concerning pedestrians and cyclists involved in severe or fatal collisions, disproportionately impacting certain demographics. Key recommendations include installing bike lanes and extensions, adding bike boxes, and constructing buffered bike lanes where feasible. For pedestrians, the plan recommends installing sidewalks, upgrading crossings, and adding pedestrian countdown signal heads, raised medians, and refuge islands.

Implementation will be phased, prioritizing projects based on safety, connectivity, equity, and access to recreation. Funding will utilize various local, state, and federal sources, including the Active Transportation Program. The plan also emphasizes educational programs and community engagement to encourage active transportation and safe travel behaviors, addressing issues like bicycle theft and e-bike use. Design guidelines prioritize minimizing conflicts between users and creating safe, comfortable, and consistent infrastructure.

⁴ <https://www.fresno.gov/publicworks/active-transportation-plan/>

Summary of General Plans within Fresno County

Fresno County

The Fresno County General Plan⁵ (2024) describes the County's objectives for the incorporated cities to encourage compact, mixed-use, walkable, transit-oriented communities and a variety of mobility options available to everyone for all trip types. The Circulation Element sets objectives for improved bikeways, walking routes, and transit services. This plan section also recognizes the importance of trails and canal paths for active mobility routes. The transit section of the Circulation Elements calls for further coordination between the County and other jurisdictions and agencies to improve transit service connections, frequencies, and higher-intensity development near transit.

Figure TR-2 on pages 2-85 of the Plan depicts existing and planned County bikeway projects. Figure TR-3 on pages 2-87 depicts existing and proposed transit corridors along Highways 41, 99, 180, and 168.

City of Clovis

The City of Clovis General Plan⁶ (2014) establishes a framework for guiding future development while preserving the city's character.

Key Land Use goals aim to maintain the quality of existing neighborhoods, foster a thriving Old Town, and promote orderly growth within three designated urban centers (Loma Vista, Northwest, and Northeast). These centers are intended to offer diverse housing options, maintain a small-town feel, and encourage a mix of land uses to support a community lifestyle. Development outside the city boundaries is also addressed, with policies emphasizing fiscal sustainability and environmental protection.

The Circulation Element focuses on creating a safe, efficient, multimodal transportation system. Goals include achieving effective connectivity via "complete streets," ensuring a well-maintained roadway network, and fostering a multimodal system that is safe and comfortable, particularly within neighborhoods. Specific goals address providing functional alternatives to driving with bicycle and transit systems, creating accessible trails and pathways, and ensuring efficient goods movement. The plan also emphasizes regional connectivity and cooperation with neighboring jurisdictions to extend transportation networks. Policy 4.1 articulates a goal to create a bike and transit backbone that connects Shaw Avenue, Old Town, the Medical Center / R&T Park, and the three Urban Centers

City of Coalinga

The City of Coalinga General Plan 2005 – 2025⁷ (2009) articulated steps the city will take to guide growth in accordance with principles adopted by the Joint Planning Commission / City Council Committee in May 2002. These principles include:

- Protect and enhance the historic downtown's commercial, civic, cultural, and recreational uses.
- Expand and diversify job growth.
- Support infill development of housing and commercial in the city core.

⁵ https://www.fresnocountyca.gov/files/sharedassets/county/v/1/public-works-and-planning/development-services/planning-and-land-use/general-plan/fcgpr_general-plan_county_final_2024_02.pdf

⁶ <https://cityofclovis.com/planning-and-development/planning/master-plans/general-plan/>

⁷ <https://www.coalinga.com/385/General-Plan-2025>

- Guard against sprawling development on the city's edges.
- Expand the supply of educational, medical, and airport facilities.
- Provide a diverse range of housing opportunities.
- Provide an adequate land supply to accommodate growth in the Sphere of Influence.
- Identify and plan for Future Urban Areas beyond the 2020 time frame.
- Develop sustainably with compact neighborhood designs, mixed uses, and various transportation options.

The Circulation Element calls for developing more bikeways, sidewalk networks, and transit-accessible areas. Coalinga Transit and FCRTA are identified as the transit operators. The City aims to develop a trail network along Los Gatos and Warthan Creeks. Policy C3-1 proposes requiring new development to dedicate land or facilities to bus pullouts and shelters.

City of Firebaugh

The City of Firebaugh 2030 General Plan⁸ (2009-2010) Circulation Element organizes policies by street classification, user group, and facility type. Issue eight of the Circulation Element sets objectives for improved bikeways, sidewalks, and general street connectivity. Issue ten calls for improving transit service frequency, coverage, and connectivity intra- and inter-city. The City recognizes that active mobility and transit are vital to providing sustainable mobility options, lower-cost travel options, and more accessible, less car-intensive communities.

City of Fresno

The Mobility and Transportation Element of the Fresno General Plan⁹ (2021) focuses on several key strategies.

Multi-Modal Transportation System: The core philosophy is to create an efficient, multi-modal system meeting the needs of all residents using a comprehensive program incorporating transportation planning, land use planning, growth management, and a "Complete Streets" concept. This means considering all modes of transportation (automobiles, transit, pedestrians, bicycles) and all users in designing and planning streets and highways.

Complete Streets: Fresno is required by the California Complete Streets Act to develop a multi-modal transportation system. The plan prioritizes all travel modes to reduce reliance solely on automobiles to alleviate congestion, improve air quality, and enhance the overall travel experience. Implementation includes bicycle lanes, wide shoulders, crosswalks, pedestrian signals, and median improvements. The existing "one-size-fits-all" approach to roadway performance is to be updated to incorporate this multi-modal perspective, improving safety and encouraging pedestrian activity.

Transit System: The existing transit system (Fresno Area Express - FAX) is primarily a fixed-route bus system supplemented by a demand-response service and regional connections. The plan outlines strategies to improve access to transit in underserved areas, particularly considering the needs of lower-income people, older adults, and people with disabilities. Plans include implementing a Bus Rapid Transit (BRT) system and coordinating with regional systems like Amtrak and the California High-Speed Rail (HST).

Bicycle and Pedestrian Infrastructure: Existing conditions and planned improvements to bicycle and pedestrian facilities are extensively documented. This includes sidewalk construction and improvements, including those

⁸ <https://firebaugh.org/2030-general-plan/>

⁹ <https://www.fresno.gov/planning/general-plan-development-code/#general-plan>

necessary for ADA compliance, and development of a comprehensive network of bikeways, paths, and trails. The report details the classifications of bicycle facilities (Class I-IV) and planned improvements to these systems.

City of Huron

The City of Huron General Plan 2025¹⁰ (2007) Circulation Element outlines objectives for the city to expand transportation options to meet population and employment growth and to expand safe, sustainable mobility options that are less reliant on personal car use. Key policies include:

- 5.2: incorporate bus shelters, bike storage, parks, and other amenities into public and private development projects.
- 5.3: develop a complete bicycle network linking key destinations
- 5.19: encourage the use of local streets for non-motorized mobility
- 5.57: locate priority sidewalk and bikeway improvements where they will serve schools and other high-need destinations
- 5.63: provide for safe bicycle transportation citywide
- 5.66: invest in transit services to provide options for a variety of users
- 5.67: incentive transit, carpools, and vanpools
- 5.68: coordinate dial-a-ride and regional transit services
- 5.69: encourage the provision of transit stops on streets, using dedicated pullouts and protected areas
- 5.70: prioritize the public transportation system

Figure 6.3.3 of the Plan describes a pattern of paths and trails that could be frequently spaced around the city to create a full network of off-street walking and bicycling routes. Figure 6.3.4 of the Plan proposes a spacing framework for commercial areas at different intervals around the city. These centers and nodes could be useful co-location areas for mobility hubs.

City of Kerman

The City of Kerman General Plan¹¹ Circulation Element (2020), coordinated with the Land Use Element, plans a balanced transportation system to accommodate projected growth. While this element pursues expanding multi-modal transportation options, it recognizes that Kerman's largely suburban and rural land use pattern can make it highly car dependent.

Two public transit systems, FCRTA and Westside Transit, serve Kerman. The city plans to improve bicycle routes, including California Avenue, and better sidewalks citywide, especially along Whitesbridge Avenue and South Madera Avenue.

City of Kingsburg

The City of Kingsburg General Plan¹² transportation/circulation/traffic element is from 1994, which may render some goals and actions outdated or already fulfilled. Goal No. 7 is to benefit all citizens of Kingsburg with the following:

- Increased transportation safety

¹⁰ <http://cityofhuron.com/wp-content/uploads/2014/08/City-of-Huron-General-Plan-2025-Policies-Statement1.pdf>

¹¹ <https://cityofkerman.net/318/2040-General-Plan-Update>

¹² <https://www.cityofkingsburg-ca.gov/158/Planning-Department>

- Efficient movement
- Lower vehicle miles traveled and consequently lower vehicle emissions
- A circulation system that complements and supports the General Plan’s land use growth objectives
- Avoiding traffic diversion onto small, local streets

The Circulation Element recommends bikeways along Sierra, between 6th and 10th; Draper, between 10th and California; and Golden State Boulevard – Simpson Street between Sierra and Kamm. This chapter, written in 1994, forecasts a very good chance that in the next decade, regional transit will be developed along the Southern Pacific Railroad line to other San Joaquin Valley cities. This has not occurred as of 2024, and California High-Speed Rail does not pass through Kingsburg. However, the regional government has continued studying the feasibility of regional transit along the Golden State Corridor between destinations such as Kingsburg and Fresno. The General Plan calls for expanding local transit service, which, as of 1994, consisted of an in-town on-call mini-bus service. FCRTA now operates two routes to Kingsburg, one from Fresno and one from Reedley.

City of Mendota

The City of Mendota General Plan¹³ (2009) reflects the needs of a quickly growing community. The land use element discusses outward expansion of housing into some areas of existing agriculture along with more infill and intensification of land uses in core areas, including revitalizing downtown as the economic and social hub of the community. The Circulation Element of the Plan calls for expanding intercity transit routes, improving bikeway and sidewalk connections, traffic calming, and streetscape improvements to support more active mobility options.

City of Orange Cove

The City of Orange Cove 2025 General Plan was not retrievable for summarizing in this memorandum. The urban planning firm Collins & Schoettler provides this summary of the most recent update (date unknown):

- “Strengthening the downtown as the commercial core of the community
- Establishing new street standards
- Designating new areas for industrial development
- Ensuring that parks and open space facilities are provided with future development
- Improving the City’s sales tax position
- Addressing the former railroad right of way (now developed as an attractive walking and cycling trail through the heart of the community)”¹⁴

City of Parlier

The City of Parlier General Plan was not retrievable for summarizing in this memorandum. The 2018 Fresno County Active Transportation Plan (ATP) briefly summarizes the Parlier General Plan Circulation Element in Chapter 14¹⁵. The following text summarizes the description of the General Plan as documented in the ATP.

¹³ <https://cityofmendota.com/wp-content/uploads/2023/07/City-of-Mendota-General-Plan-2011-Update.pdf>

¹⁴ <https://www.weplancities.com/2025-orange-cove-general-plan-and-eir>

¹⁵ https://www.fresnocog.org/wp-content/uploads/2016/01/14FresnoRegATPReport_Parlier.pdf

The Circulation Element of the City of Parlier's General Plan outlines a strategy for developing and improving the city's transportation network. It emphasizes the importance of non-motorized transportation, such as walking and biking, to reduce traffic congestion and improve air quality.

The plan supports creating a shared-use path system for cyclists and encourages developers to incorporate bicycle facilities in new projects. While a comprehensive bicycle plan is not in place, the document acknowledges the growing need for such a plan as the city's population increases.

The Element proposes exploring the development of bike lanes and/or paths around schools and parks. It also identifies a potential route for a future bicycle and pedestrian path along the city's abandoned rail line. One key objective of the Circulation Element is to promote the use of bicycles as a viable mode of transportation within Parlier.

City of Reedley

Reedley's General Plan¹⁶ Circulation Element (2014), previously last updated in 1993, needed revision to address outdated objectives and policies regarding streets, highways, bikeways, public transit, rail, airports, and truck routes. The city's street system, based on a functional classification with four service levels, is complicated by a mix of diagonal and grid street patterns, creating inefficient intersections.

The 2001 Reedley Specific Plan aimed to rediscover older street design approaches, emphasizing pedestrian-friendly grid patterns to improve access, calm traffic, and reduce congestion. Many of its policies are incorporated into this updated plan.

The 2008 California Complete Streets Act (AB 1358) influenced the update, promoting efficient land use and infrastructure, public health, and reduced vehicle miles traveled by encouraging walking, biking, and transit. Reedley's update reflects AB 1358, creating a balanced multi-modal network emphasizing pedestrian safety.

Reedley's accessibility relies on four major roadways, with additional routes connecting State Route 99 and surrounding communities. As of 2014, public transit consisted of a Dial-A-Ride system, which has since been discontinued.

City of San Joaquin

The City of San Joaquin General Plan¹⁷ (updated 2013) reiterates guiding principles for City programs and governance. The San Joaquin General Plan reflects the city's unique character and history, emphasizing responsible development that minimizes negative impacts and prioritizes community benefit. The plan will be regularly reviewed and updated to remain relevant to the community's evolving needs. Key commitments include fostering a compact and walkable city, supporting a diverse housing market, maintaining a safe and comfortable environment, and enhancing the central business district. The plan also emphasizes the importance of a sustainable economy, regional collaboration, and resource conservation while remaining flexible and innovative in its approach to community development.

The Circulation Element of the plan establishes numerous goals and policies relevant to mobility hub-type improvement projects.

¹⁶ <https://www.yumpu.com/en/document/view/35938408/city-of-reedley-general-plan-2030>

¹⁷ <https://cityofsanjoaquin.org/home/general-plan/>

- CIR 1.1: Develop a transportation system that complements land uses by ensuring intense land use development occurs in easily accessible areas.
- CIR 1.2: Locate bus stops near major activity centers and multi-dwelling housing.
- Goal CIR 2: Promote sustainable transportation by developing quality bikeways and sidewalks.
- CIR 2.6: By promoting active transportation and transit, reduce greenhouse gas emissions and vehicle miles traveled.
- CIR 3.2: Maintain a fixed-route bus system to connect San Joaquin to surrounding communities.
- CIR 3.3: Maintain carpool and vanpool programs.

City of Sanger

The Sanger General Plan 2035¹⁸ (prepared in 2020) describes the character and urban form goals for growth in the city core and suburbs and a transportation system that accommodates expected growth and greatly improves non-drive-alone traveling methods.

The General Plan includes numerous land use goals and objectives, such as:

- Maintain compact urban growth and discourage suburban expansion into surrounding large tract agricultural lands.
- Develop new areas with complete street grids, not cul-de-sacs.
- Ensure a full range of commercial development types in accessible clusters of activity.
- Downtown improvements include establishing a farmers' market, improving streetscape, enhancing building designs, and considering downtown-wide Wi-Fi Internet coverage.
- Circulation improvements, including sidewalk repair and construction, wayfinding, and street crossing safety projects.
- Improving downtown public facilities such as the County Library and parks.

The General Plan includes numerous transportation and circulation goals and objectives related to mobility hubs, such as:

- Fulfill requirements for street design upgrades in compliance with the California Complete Streets Act (AB 1358) of 2008.
- Invest in transportation solutions that reduce greenhouse gas emissions in support of AB 32 and SB 375 requirements.
- Support increased circulation and mobility needs as reflected in the growth projections for 2035 of the land use element of the General Plan.
- Connect areas of concentrated employment and housing development.
- Improve options for non-car travel, including transit, walking, bicycling, and shared mobility.

City of Selma

The Selma General Plan Update¹⁹, *General Plan Policies Statement* (2010) focuses on guiding the city's growth while maintaining its small-town character.

¹⁸ <https://www.ci.sanger.ca.us/458/2035-General-Plan#:~:text=The%20purpose%20of%20the%20General,grow%20and%20develop%20over%20time.>

¹⁹ https://www.cityofselma.com/departments/community_development/general_plan_and_planning_documents.php

Section 1.0 of the Selma General Plan Update introduces the Land Use Element. It explains that the Land Use Element is a guide for future land use decisions in Selma, impacting many other aspects of the General Plan. The section details the element's purpose—to describe existing and planned land uses, aligning them with the community's long-term goals—and its scope, which includes identifying land use types, densities, and the framework for how and when growth will occur, giving special consideration to public services and facilities. The section also establishes that the goals, objectives, and policies within the Land Use Element will guide future land use planning and decision-making.

Section 2.0 of the Selma General Plan Update introduces the Circulation Element. Its purpose is to guide the development and improvement of Selma's circulation system to support existing and future growth, while working in conjunction with the Land Use Element. The section emphasizes maintaining acceptable levels of service on roadways and promoting alternative transportation methods (transit, walking, bicycling) to reduce the need for roadway improvements and enhance air quality. The overall goal is to create a safe, efficient, and adequate circulation system for the city that accommodates future land use plans.

California Transportation Plan 2050

The California Transportation Plan 2050²⁰ (2021) is a long-range policy framework that outlines the state's vision for a future transportation system.

CTP 2050 Goals Include (quoted from page 5 of the CTP 2050 document):

- “Safety: Provide a safe and secure transportation system.
- Climate: Achieve statewide GHG emissions reductions targets and increase resilience to climate change.
- Equity: Eliminate transportation burdens for low-income communities of color, people with disabilities, and other disadvantaged groups.
- Accessibility: Improve multimodal mobility and access to destinations for all users.
- Quality of Life & Public Health: Enable vibrant, healthy communities.
- Economy: Support a vibrant, resilient economy.
- Environment: Enhance environmental health and reduce negative transportation impacts.
- Infrastructure: Maintain a high-quality, resilient transportation system.”

Key Strategies:

- Improve public transportation: Expand and modernize bus, rail, and other public transit options.
- Promote active transportation: Encourage walking and bicycling by creating safe, convenient infrastructure.
- Support the development of connected and automated vehicles: Explore the potential of autonomous vehicles to improve safety and efficiency.
- Reduce single-occupancy trips: Encourage carpooling, ridesharing, and alternatives to driving alone.
- Improve freight movement: Enhance the efficiency and sustainability of moving goods across the state.

Overall, the CTP 2050 aims to create a transportation system that is safe, sustainable, equitable, and accessible for all Californians. It emphasizes the importance of collaboration among government agencies, the private sector, and the public to achieve these goals.

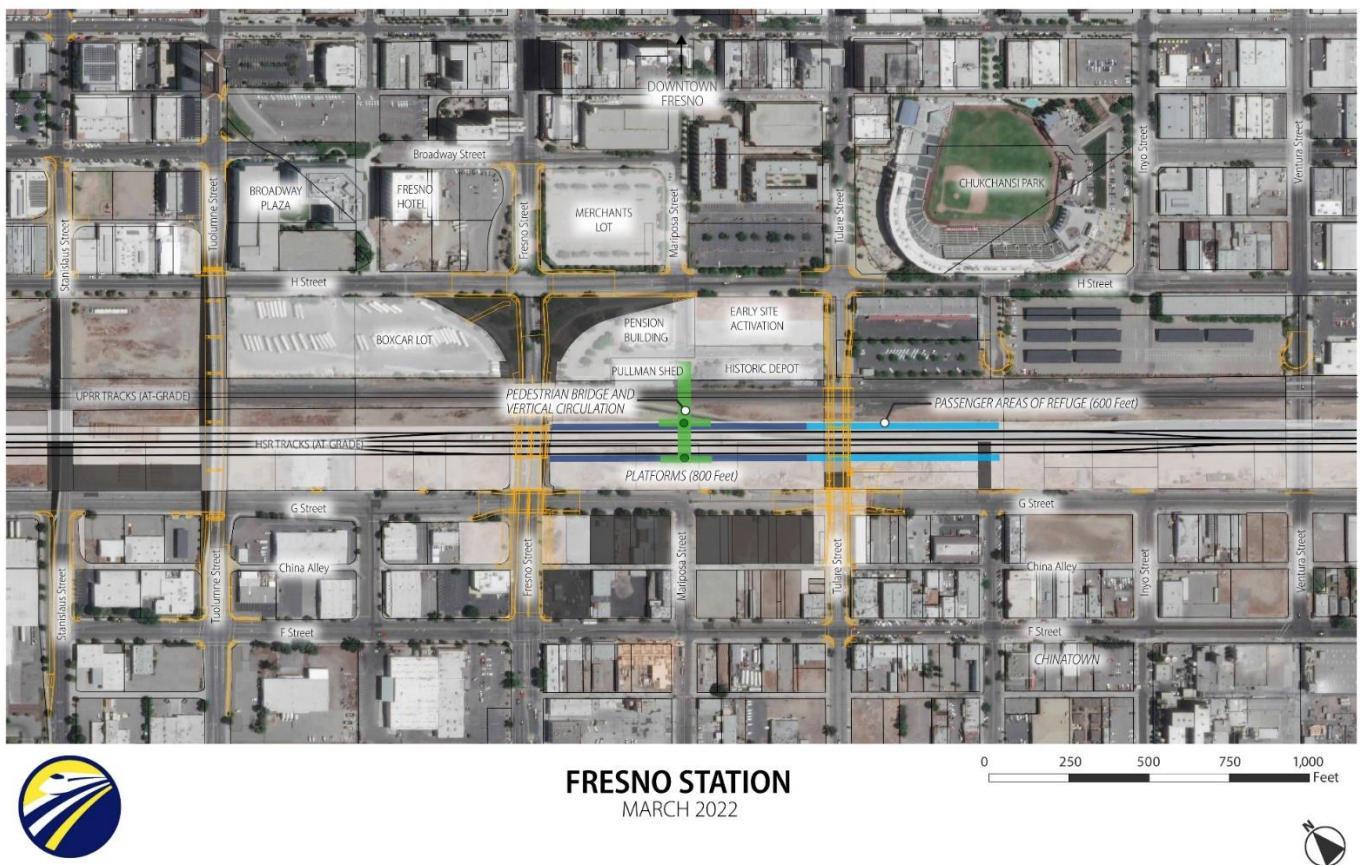
²⁰ <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/ctp-2050-v3-a11y.pdf>

California High-Speed Rail

California's high-speed rail will connect the state's mega-regions, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. The system will run from San Francisco to the Los Angeles basin in under three hours at over 200 miles per hour. Eventually, it will extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations.

One of the high-speed rail stations will be in the City of Fresno, in the Chinatown neighborhood. The station location is shown in Figure 4.

Figure 4: California High Speed Rail Fresno Station Location



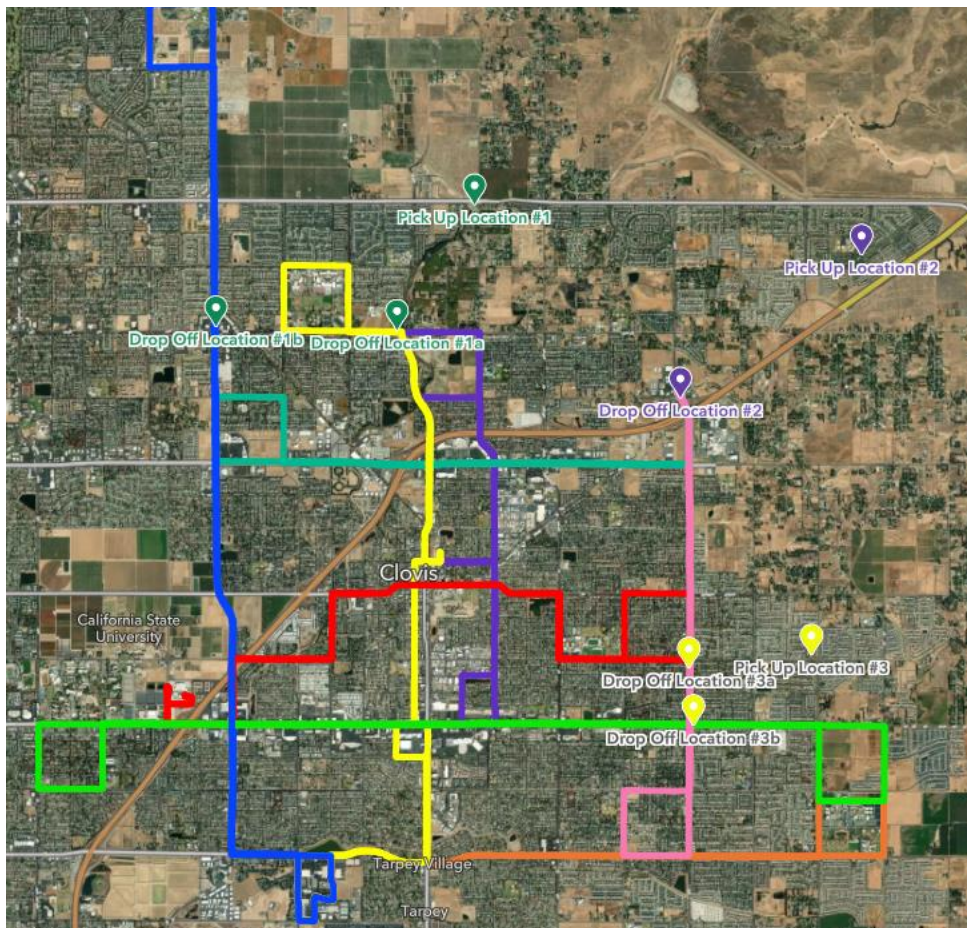
Source: California High-Speed Rail Authority.

Upcoming Transit Service Changes and Capital Projects

Clovis Transit System Redesign

Clovis Transit has redesigned its Stageline transit system²¹ to improve service levels and respond to a growing community. Bus station capital improvements are underway in 2025, and the new routes are expected to be launched by the end of 2025. The future route map is shown in Figure 5. Stageline routes will remain free to ride. Partial funding for the route redesign is provided by the Low Carbon Transit Operations Program (LCTOP), established by California SB 862 in 2014.

Figure 5 Clovis Transit New Routes



Source: City of Clovis

The new service will feature eight fixed routes and three micro-transit areas. Three new micro-transit zones will provide on-demand connections for passengers to connect with the fixed routes. The micro-transit stops are Dry Creek Trailhead pickup and drop-off locations 1, 1a, and 1b; Harlan Ranch Community Recreation Center, pickup and drop off locations 2; Pasa Tiempo Park, pickup and drop off locations 3, 3a, and 3b

²¹ Information about the service redesign was provided by City of Clovis staff to the Feasibility Study project team for inclusion in this memorandum.

FCRTA Fresno County Transit Roadmap

The Fresno County Transit Roadmap aims to conduct a comprehensive systemwide analysis and service update.

The following are the primary project objectives:

- Evaluate FCRTA's operations and determine comprehensive changes, including service types, routes, and frequency, and assess the potential of innovative new strategies and partnerships.
- Increase operational efficiency and effectiveness.
- FCRTA currently receives four percent (4%) of the local ½ cent sales tax Measure C Program, and the Measure C Program is up for renewal in 2026. Evaluate FCRTA's operations and determine changes in the event the Measure C Program is not renewed.
- Ensure transit services improve overall mobility and assess especially in disadvantaged areas and for seniors, people with mobility challenges, and low-income. Ensure the transit programs support the growth of these community members.
- Develop strategies to improve the system's effectiveness and cost-effectively grow ridership.
- Better match the system with current and potential future ridership demand.
- Determine what fixed-route services should be provided and where. Determine if and how to expand fixed-route service or reallocate funds to improve service or offer different, more effective service types.
- Ensure operations align with zero emissions fleet goals.
- Determine the capital projects to support recommended strategies.
- Determine if new technology is warranted for scheduling and rider trip planning and communications.
- Develop a strategy to increase community awareness of FCRTA's services and communicate the safety and comfort of transit.

The project is anticipated to commence in March 2024 and be completed in May 2027.

FCRTA Selma Maintenance Facility

FCRTA is constructing a maintenance and operations facility for vehicles that serve rural Fresno County and accommodate future transit needs. The facility is being built at 1821 Pacific Avenue in Selma. The facility includes:

- One 10,000 sq ft maintenance shop building with 4 bus bays equipped to service both natural gas-powered and 40-foot electric transit buses.
- A 5,000sf office building, with centralized dispatching and supervisor offices.
- Conference room for safety meetings or technician training in advanced transit vehicle technology (electric and solar).
- An approximate 3,100sf bus wash capable of washing up to 40-foot transit buses, incorporating conservation and operations best practices such as on-site recycled water, a reverse osmosis final rinse water system, and bus air dryers.
- A detailer wash pad with a canopy for hand-washing cars and vans.
- A new 900sf covered hazardous material storage with concrete curb containment.
- Installation of more than 30 electric vehicle chargers, including an L2 plug-in and an L3 inductive wave charger.
- 3 solar bus ports, solar field, battery storage, and energy management system.

City of Fresno Planned Improvements

The City of Fresno received a \$52.1 million grant award for service expansion and improvements to the Fresno Area Express.²² This award will go toward FAX's System Efficiency and Accessibility Improvement Project. Among other improvements, the grant funding will go toward service expansion on Church Avenue, which will run from the area near the west Fresno campus for Fresno City College to near Sanger West High School and is scheduled to begin service in August of 2025.

FAX has purchased two (2) hydrogen fuel cell buses to add to their existing zero-emission vehicle fleet (which will ultimately include a combination of battery electric and hydrogen buses). The City entered into a \$3.5 million contract with H2B2 USA LLC to fuel its buses at the closest hydrogen station at 24205 W. Whitesbridge Avenue, Kerman, CA. While FAX will be relying on off-site hydrogen power in the short-term, as part of the \$52.1M grant funding, FAX will be planning for and constructing a new hydrogen fueling facility. The City recently completed work to update its maintenance building at 2223 G Street with the required hydrogen safety systems, advanced ventilation, and fire suppression necessary for servicing hydrogen vehicles.

²² <https://fresnoland.org/2024/10/24/fax/>

Findings from Site Visits

In September 2024, agency staff members and consultants toured numerous locations and cities across Fresno County. These tours allowed the team to see potential mobility hub locations and meet local government officials and potential project partners. A visit summary is provided here, and long-form notes are attached as Appendix B.

San Joaquin

The mayor, city manager, and public works director toured the team around the city. City officials were keen to share their knowledge and remain involved in the project. The city manager of San Joaquin is a member of the project Steering Committee.

Summary notes

- The City is exploring options for a new downtown city hall.
- A resiliency hub concept has been developed through a prior project for a vacant property downtown.
- FCRTA anticipates expanding micro-transit services in West Fresno's unincorporated areas from a future San Joaquin hub.
- San Joaquin hosts a K-8 school, with the high school being in nearby Tranquility.
- City infrastructure is well-provided and sized to accommodate significant population growth.
- Several major developments are planned, including a housing subdivision on the northeast edge of town and a Housing Authority project at 5th and Colorado.

Clovis

Numerous City staff, in addition to the City's permanent project representative, met the team and took them on a bus tour of Clovis. The mobility hub project's scope stipulates that one hub concept be developed within Clovis.

Summary notes

- Clovis Transit plans to redesign its routes; see Figure 5 for the new system map.
- The team visited the SR 168 and Temperance park & ride lot, but had first impressions that made it feel unpromising as a hub location.
- The Dry Creek Trailhead on the north edge of town features new park and trail amenities and is in the center of a rapidly growing housing subdivision area that currently has subpar active mobility and transit connections to the city and region.
- The Sierra Vista Mall is a busy commercial center that is currently served by Clovis Transit and will be served by three routes in the new system redesign. The Sierra Vista Mall is a key staging area for event shuttles during the Clovis Rodeo every April and Electric Parade every December.
- The City recently constructed the Armstrong Transit Center near downtown as a transit hub. The transit center links several bus routes, has bike lockers, and is adjacent to the regional trail system.
- Clovis Transit is exploring options for a new bus fleet yard and maintenance area to service the agency's transition to a larger, electric bus fleet.

Reedley College

A team of Reedley College administrators and staff, including the College President, met the project team and toured them around the campus, describing growth plans, the College's role in the region, and the mobility needs of the campus population.

Summary notes

- The College is a major trip generator in east Fresno County, drawing thousands of students and staff in daily.
- FCRTA rural bus service to Reedley College has strong ridership; FCRTA would like to convert this route to electric buses and might need electric charging facilities in the area.
- The College is expanding on-campus residential capacity, and nearby private developers are building housing aimed at students, thus forecasting more on- and near-campus student residents who may benefit from mobility hub services.
- Potential mobility hub sites identified by College leadership include near Lot B and the Main entrance to campus; near Lot A and a large residence hall; near Lot D; and at the new performing arts center.
- In 2024 FCRTA faced challenges building a new bus stop on Reedley College campus due to review requirements with the State of California Division of State Architect and required upfront fee to begin the review process. As a solution, FCRTA built the bus stop on City of Reedley property.

City of Fresno

Core project team members from the City of Fresno and other long-range planning staff led the consultant team on a multi-hour driving tour of the city, which covered many neighborhoods and districts. Opportunities for mobility hubs in Fresno are aplenty, with a key factor being what type of urban or suburban context is best suited for this project's level of concept feasibility study.

Summary notes

- Busy, high-activity potential areas include Blackstone Avenue along the Q bus-rapid transit route, the Tower District, CSU-Fresno, the Community Regional Medical Center, and downtown.
- Large shopping center areas include Manchester Center (which currently has a FAX transit center), River Park Shopping Center, and near the city's west end around Shaw Avenue and Brawley Avenue.
- City staff identified an area on East Cesar Chavez Boulevard in the Edison neighborhood as potentially promising due to several large public schools, the growing Fresno City College campus, and plans by Fresno Housing for a new project and carshare hub.
- Tour guides noted significant employment areas in Calwa, just south of Fresno proper.
- Note that the geographic boundaries of Fresno have many gaps and "donut holes" created by unincorporated remnant areas or other cities wedged inside Fresno's boundary.

Appendices

Appendix A: U.S. Census Travel Pattern Information

The below tables and figures show U.S. Census information about work commute travel patterns. While work commutes are only a fraction of total trips taken in Fresno County, they are the trip types with the most robust supporting datasets and therefore are well suited for comparing subareas of the County.

Commute Modes and Fresno County Population

Table 1 shows commute mode and travel time for a sample of Fresno County locations. Fresno County locations have a higher Drove alone and Carpooled rate than the United States (70.2% and 8.5%, respectively) and California (67.1% and 9.5%, respectively). As a sample, the smaller rural cities and places Mendota, Huron, and Cantua Creek had notably higher carpool rates. Countywide 0.9% of commutes are by public transportation, lower than California and United States figures. Overall, people in Fresno County commute by car at a high rate, whether alone or with carpool companions.

Table 1. Commute Mode and Travel-Time for a Sample of Fresno County Locations

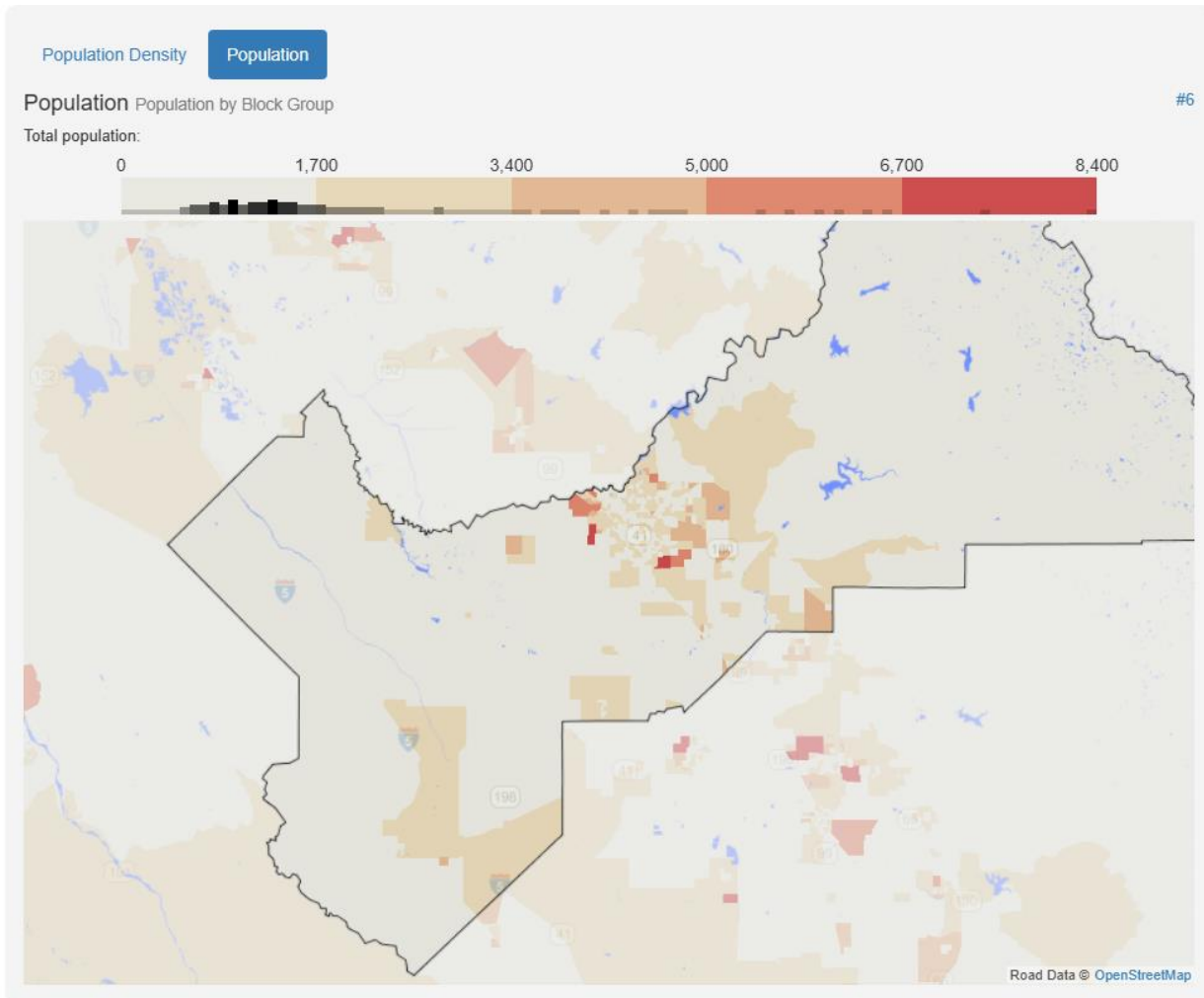
	Fresno County	Fresno	Clovis	Reedley	San Joaquin	Sanger	Kingsburg	Mendota	Selma	Huron	Cantua Creek
Workers, 16 years and older (thousands)	413.2	226.6	54.8	9.7	9.0	10.6	5.1	3.9	9.8	2.3	0.1
Drove alone	74.7%	73.7%	77.5%	74.5%	75.7%	80.6%	86.1%	54.2%	81.8%	71.2%	77.4%
Carpooled	11.6%	11.2%	9.6%	16.9%	11.6%	10.1%	6.5%	34.3%	10.8%	18.5%	22.6%
Public transportation (excluding taxicabs)	0.9%	1.3%	0.4%	0%	0%	0.4%	0%	0%	0.6%	0%	0%
Walker	1.5%	1.6%	0.6%	2.3%	1.3%	2.1%	0.9%	0%	0.3%	1.6%	0%
Other means	1.9%	2.1%	1.1%	1.7%	2.1%	1.6%	0.9%	5.7%	2.9%	2.1%	0%
Worked from home	9.5%	10.2%	10.8%	4.5%	9.2%	5.1%	5.6%	5.8%	3.5%	6.7%	0%
Avg. travel time to work (all modes, one-way, minutes)	23.4	22.3	24	23.5	23.5	24.9	24.6	22.3	34.5	25.3	25.2

Source: U.S. Census ACS 5-Year 2019-2023

The City of Fresno is by far the most populated city in Fresno County. While the City of Fresno has the highest population overall, it does not have the highest population density. The top six areas with the highest population density are Mayfair, Parlier, Fort Washington, Orange Cove, Selma, and Reedley.

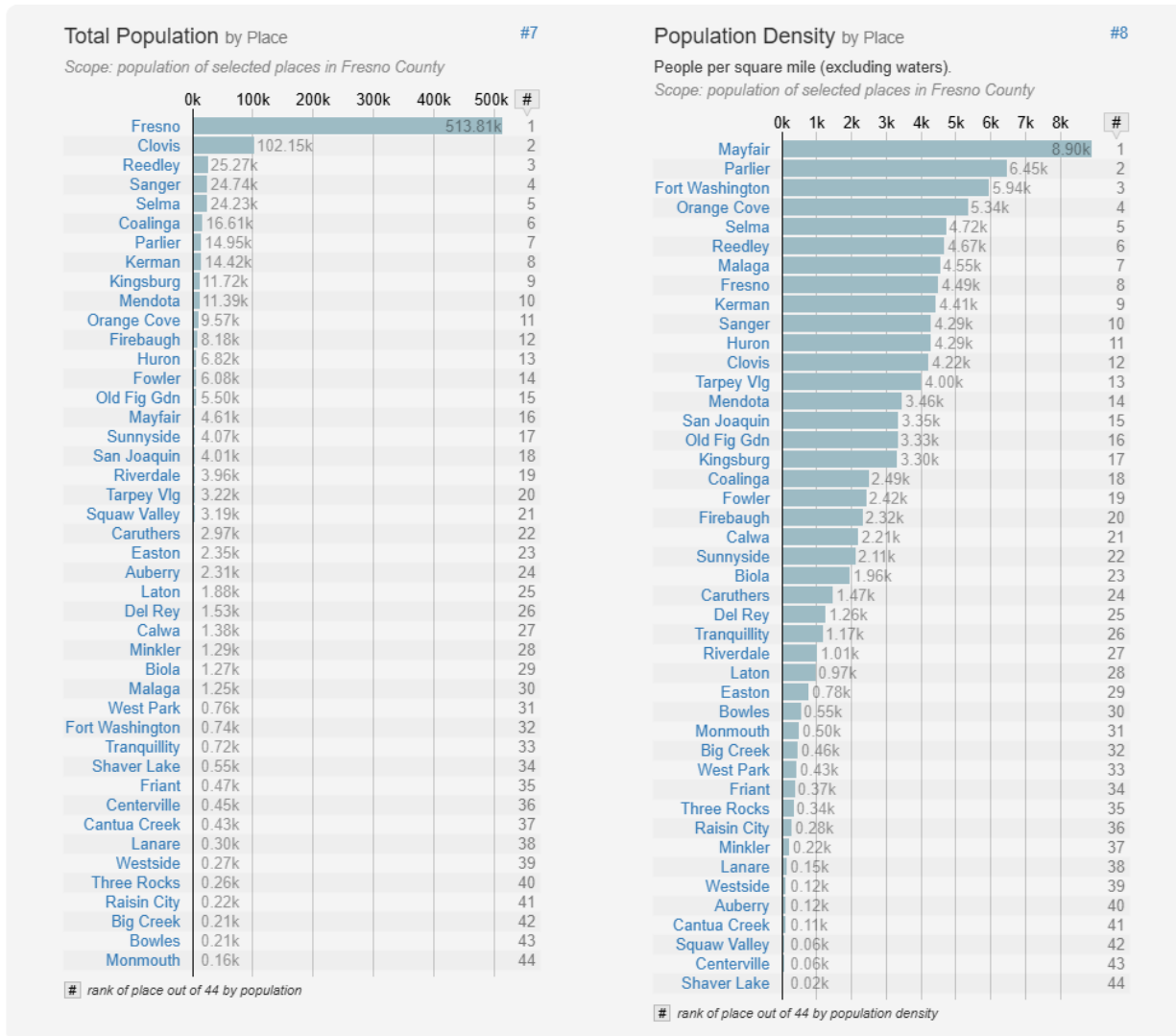
Figure 6 and Figure 7 shows the population density in Fresno County. The City of Fresno is by far the most populated city in Fresno County. While the City of Fresno has the highest population overall, it does not have the highest population density. The top six areas with the highest population density are Mayfair, Parlier, Fort Washington, Orange Cove, Selma, and Reedley.

Figure 6 Map of Population by Block Group in Fresno County



Source: U.S. Census Data depicted at StatisticalAtlas.com

Figure 7 Population by Place in Fresno County



Source: U.S. Census Data depicted at StatisticalAtlas.com

Job Density and Commute Directions and Distances

Figures 8 to 18 are exports of U.S. CensusOn the Map data showing several data points about jobs and commutes.

- The map shows job density, with dots representing jobs.
- The compass image shows the direction and distance of prevailing commutes. The geography of each map is the area where a worker lives, and the Distance/Direction compass describes the distance and direction of their workplace location.

Overall Themes

- Most jobs and residents are clustered in City of Fresno, Clovis, and communities along and near Highway 99, which bisects the County roughly northwest to southeast.
- Most people who commute out of the smaller cities and rural areas in the County head towards jobs in the Fresno/Clovis area and along Highway 99.
- There is a smaller but noticeable population of people who live in inner East County locations such as Selma, Sanger, Parlier, Reedley, and Kingsburg and commute between those cities and locations, not going to Fresno/Clovis.

Figure 8 Fresno County Job Density and Commute Direction/Distance Prevalence

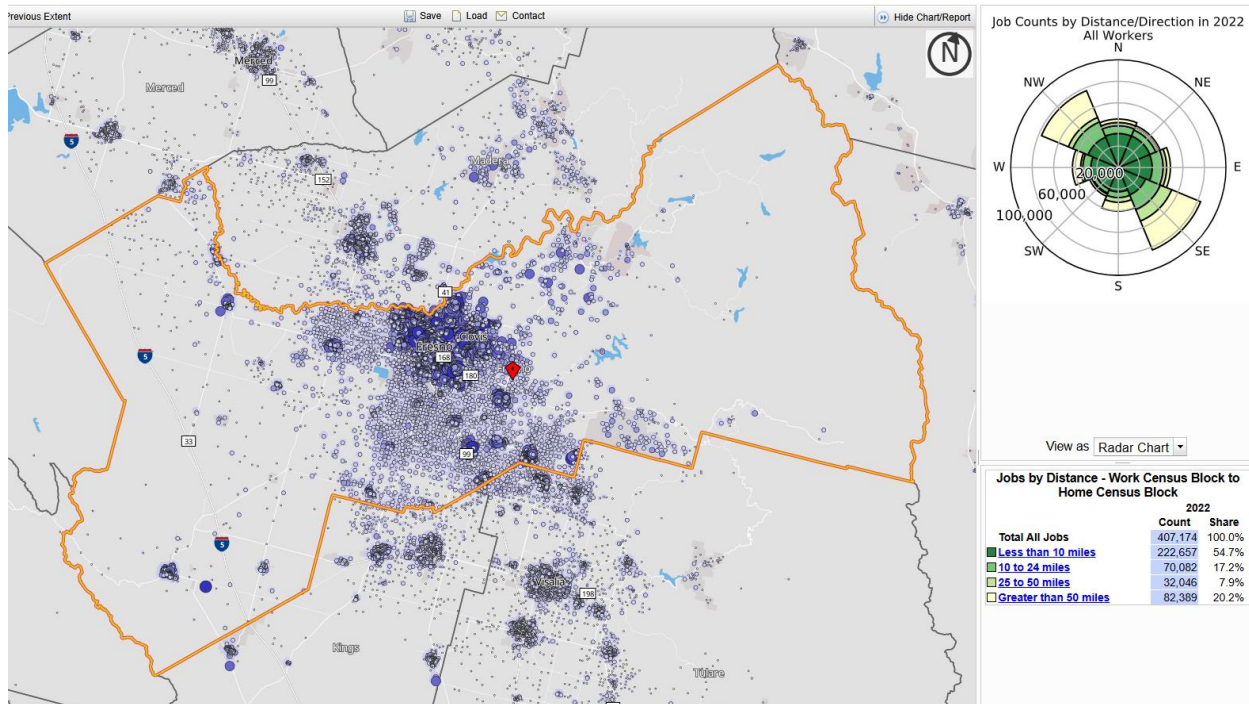


Figure 9 Fresno (city) Job Density and Commute Direction/Distance Prevalence

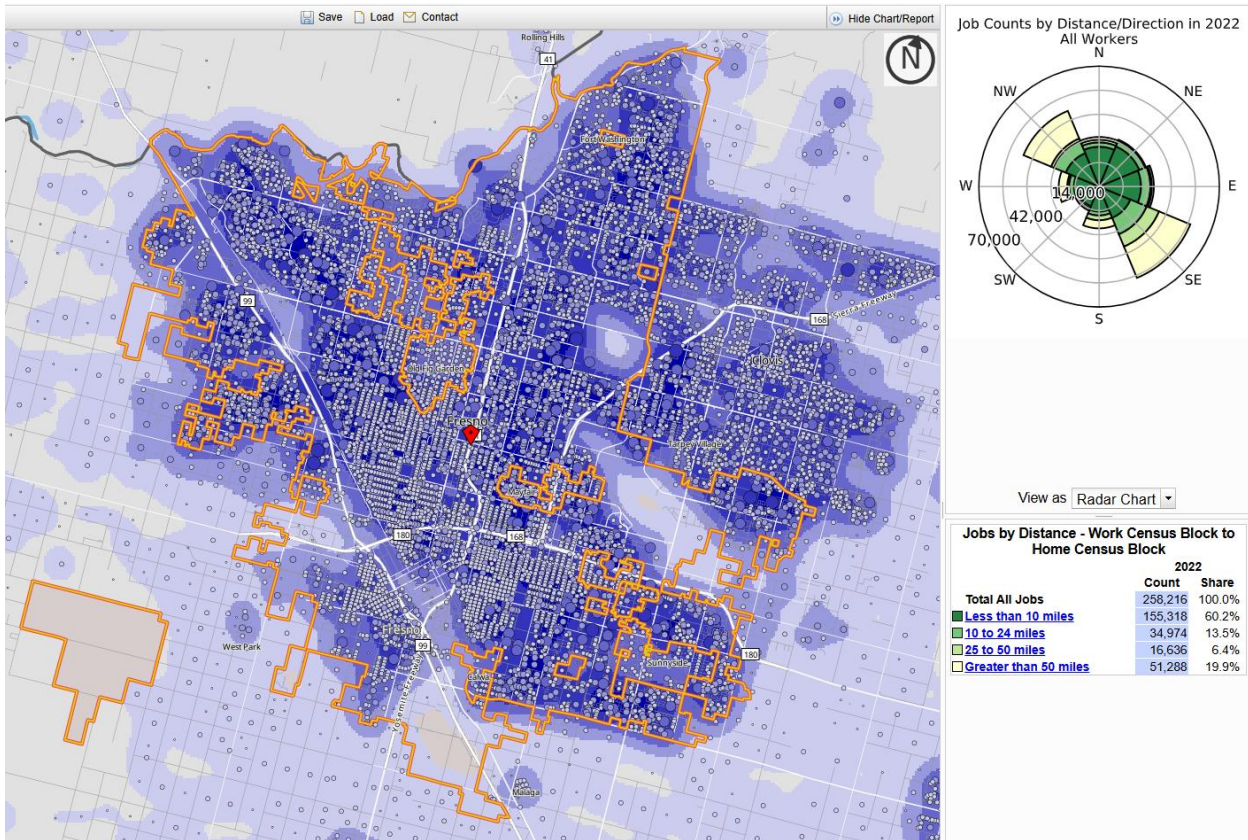


Figure 10 Clovis Job Density and Commute Direction/Distance Prevalence

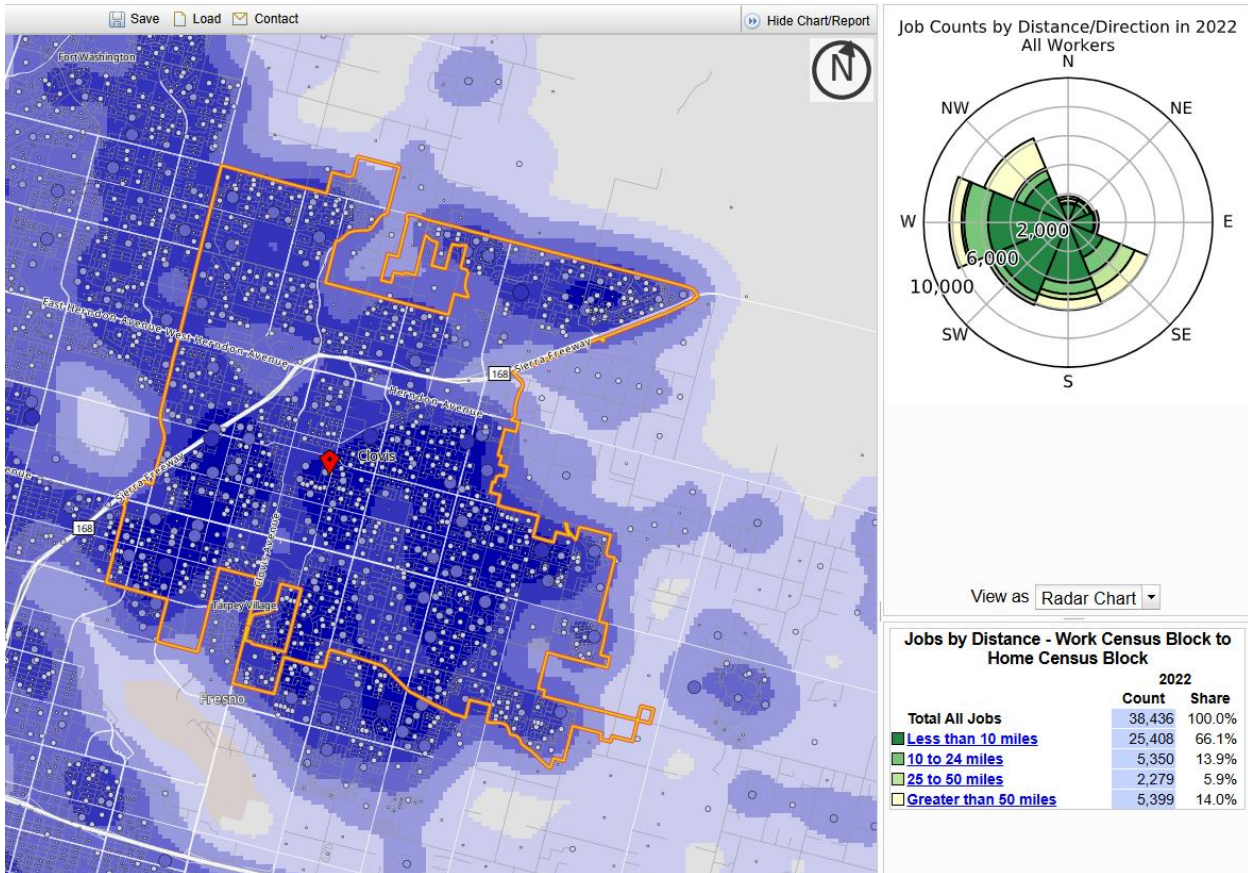


Figure 11 Reedley Job Density and Commute Direction/Distance Prevalence

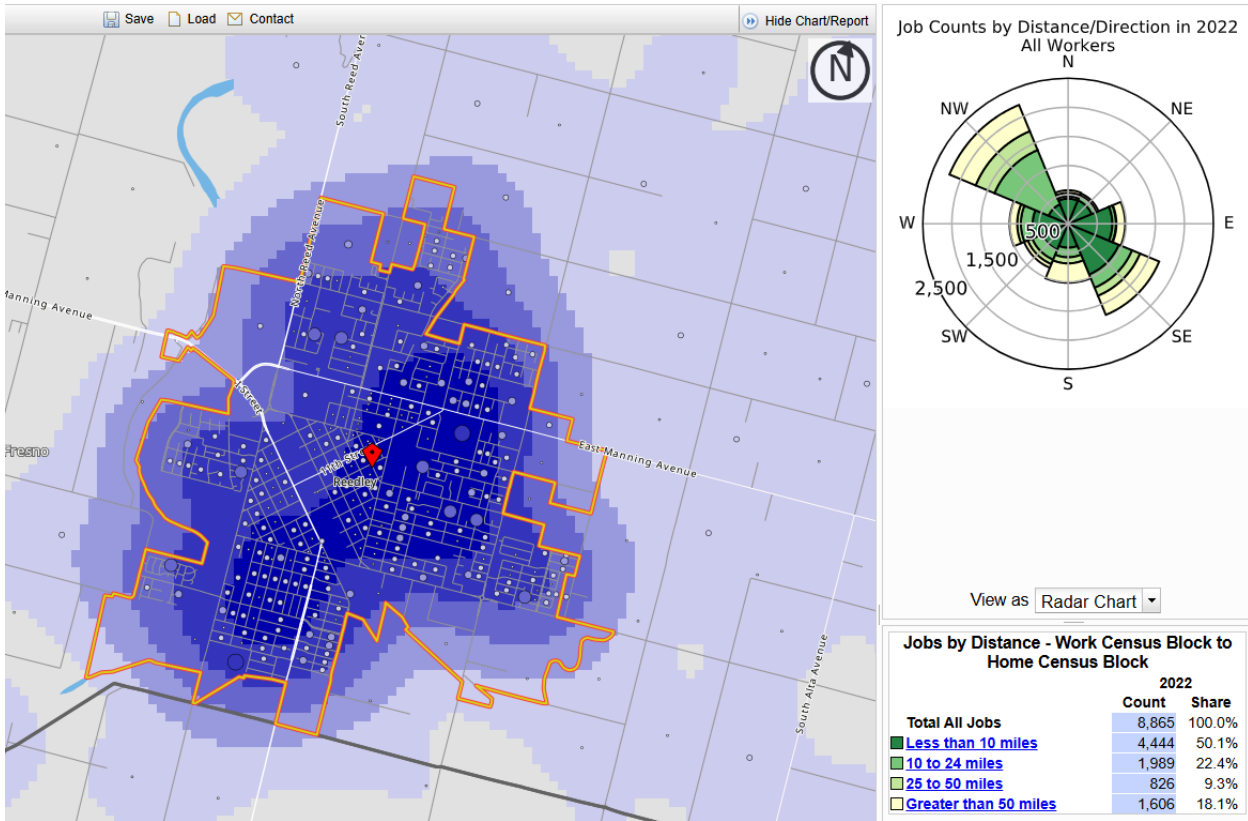


Figure 12 San Joaquin Job Density and Commute Direction/Distance Prevalence

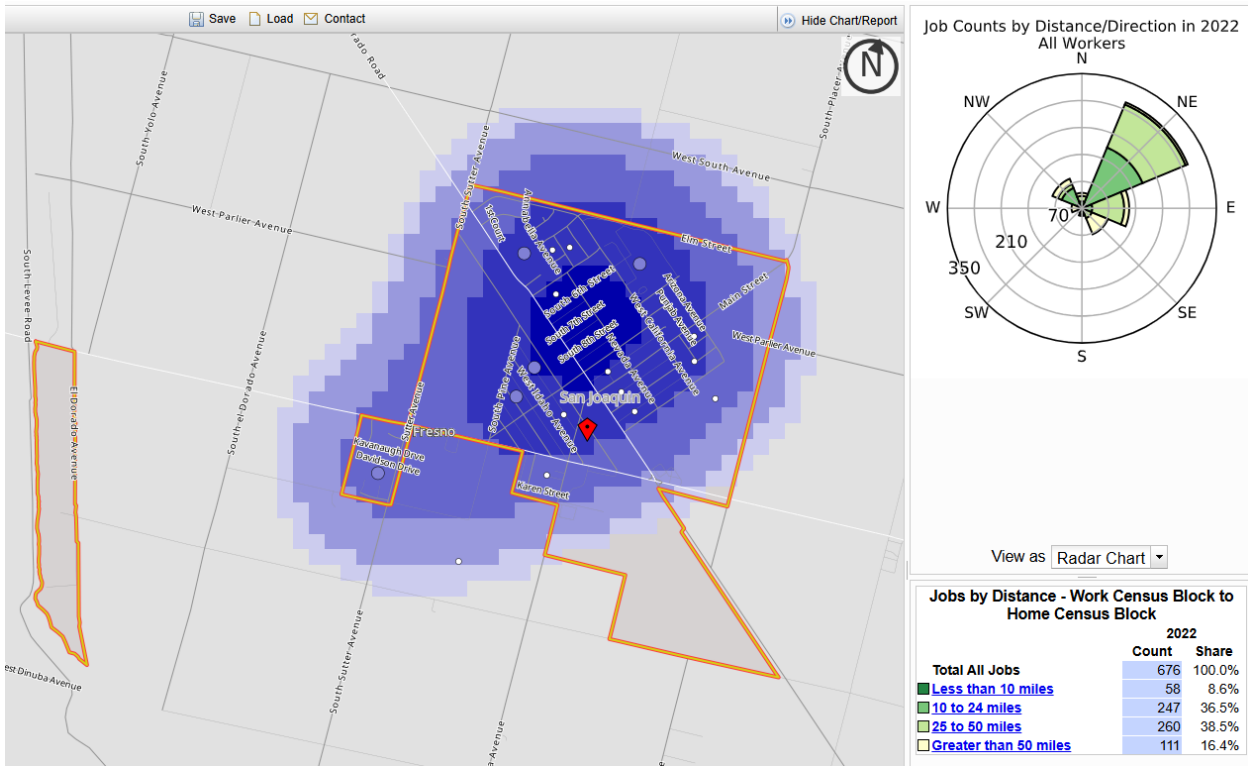


Figure 13 Sanger Job Density and Commute Direction/Distance Prevalence

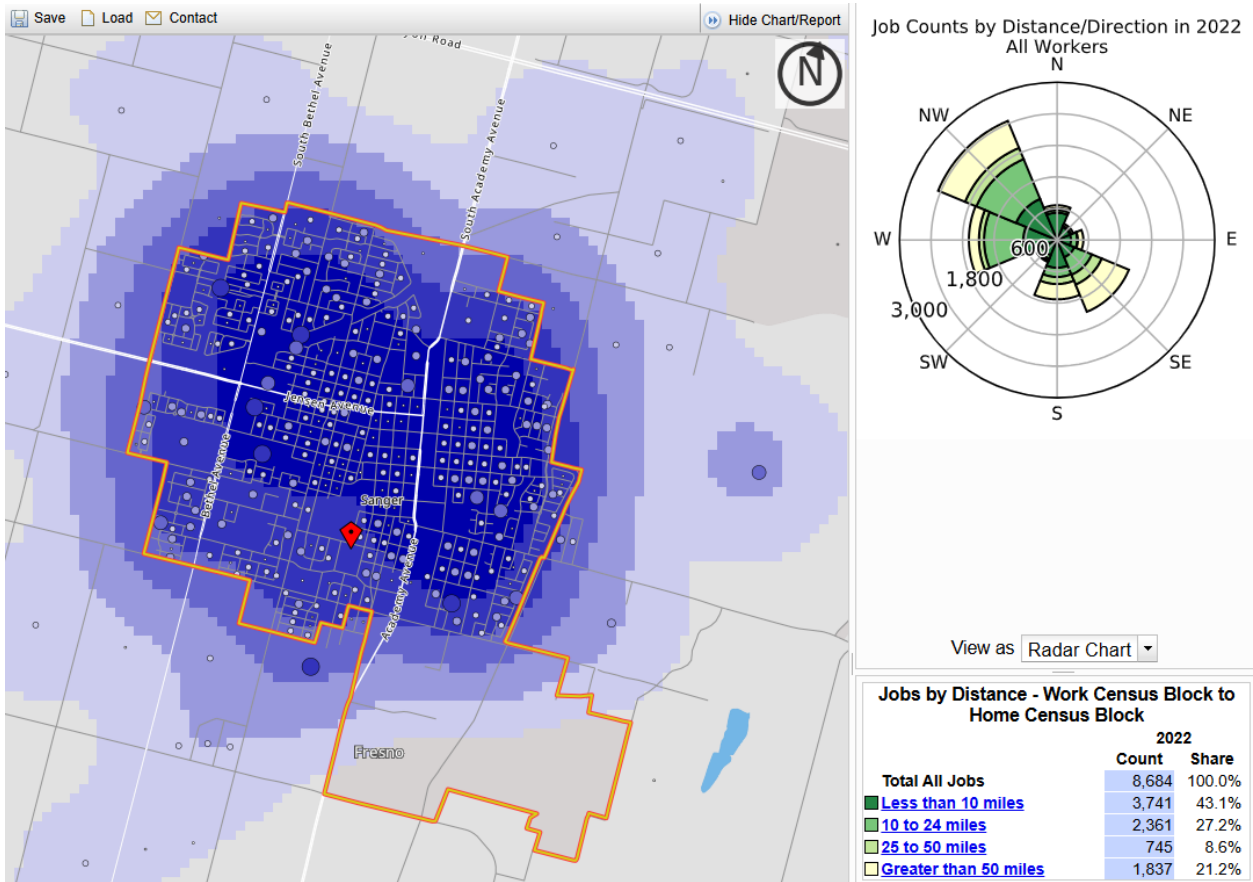


Figure 14 Kingsburg Job Density and Commute Direction/Distance Prevalence

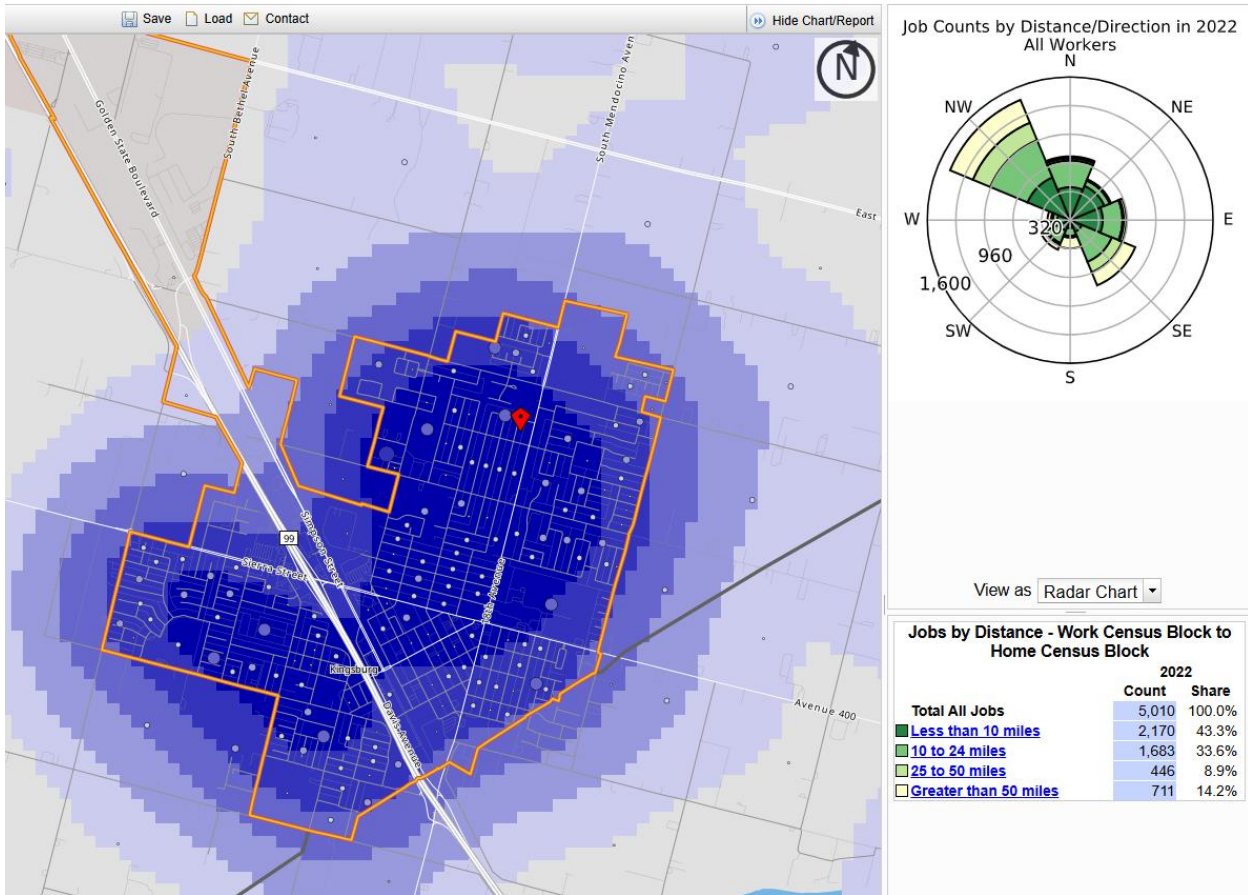


Figure 15 Mendota Job Density and Commute Direction/Distance Prevalence

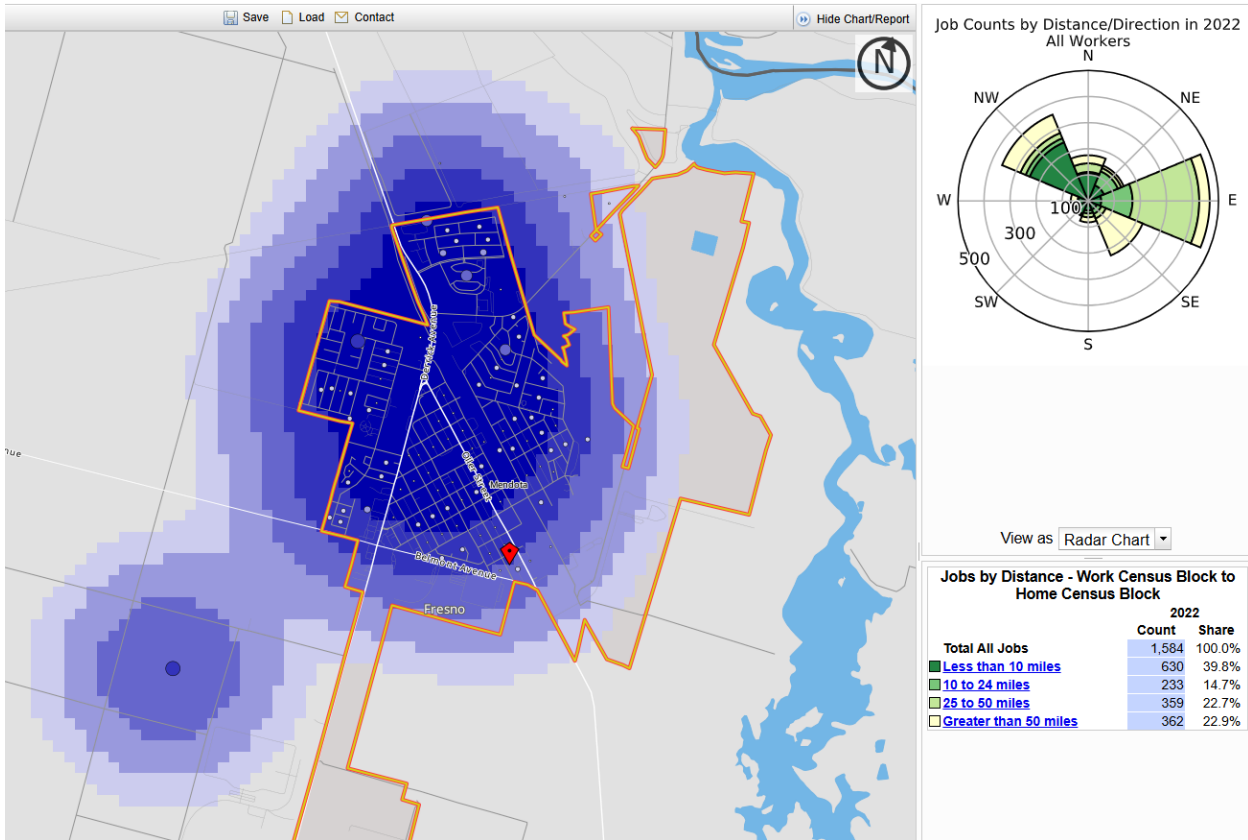


Figure 16 Selma Job Density and Commute Direction/Distance Prevalence

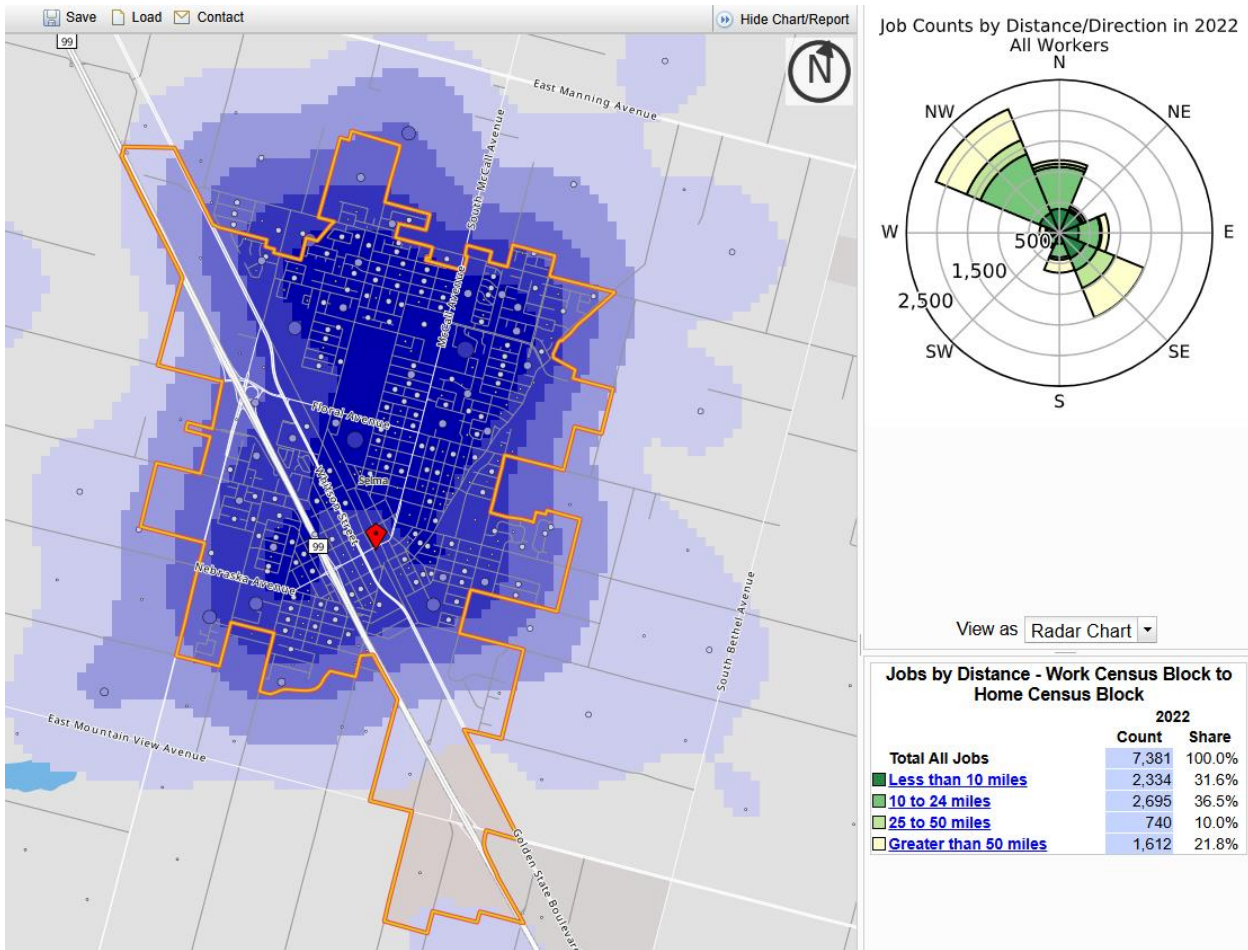


Figure 17 Huron Job Density and Commute Direction/Distance Prevalence

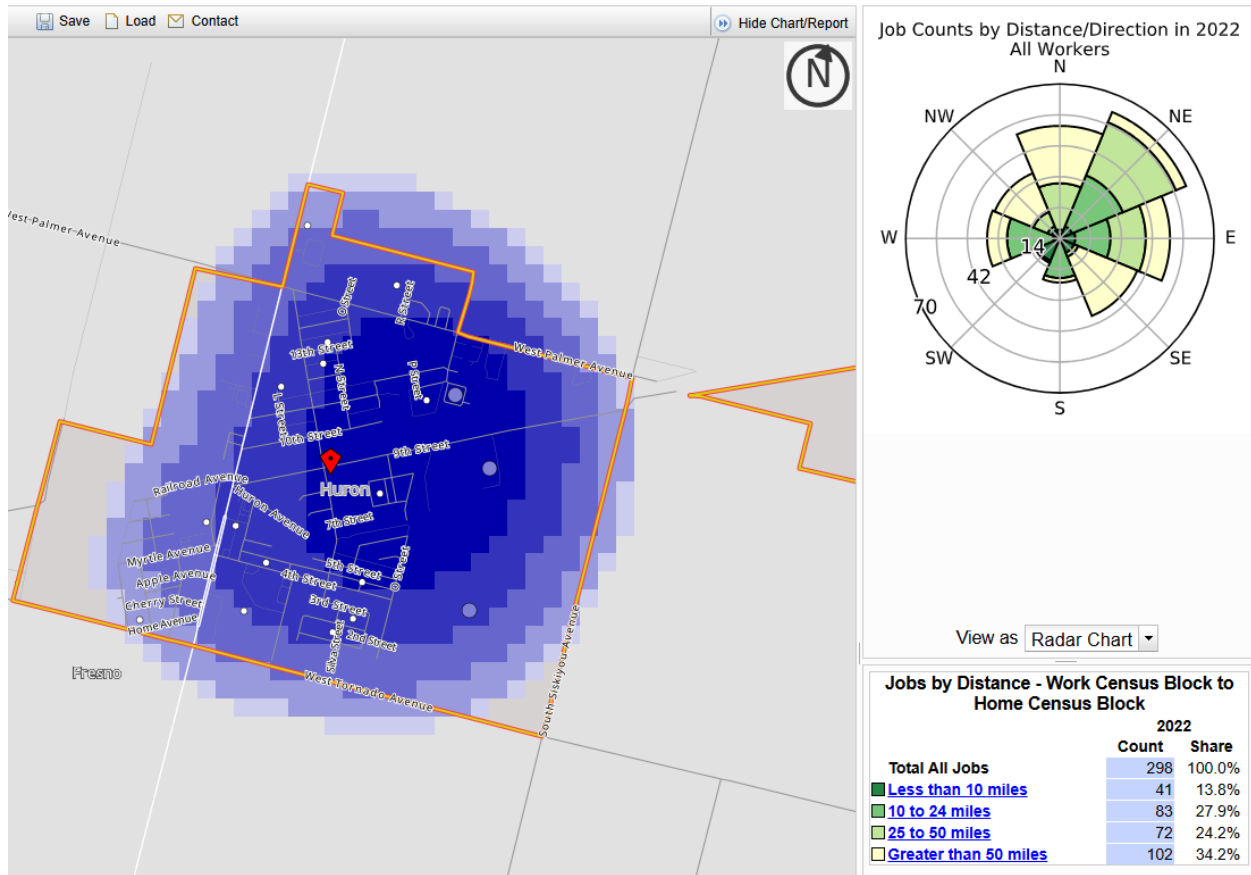
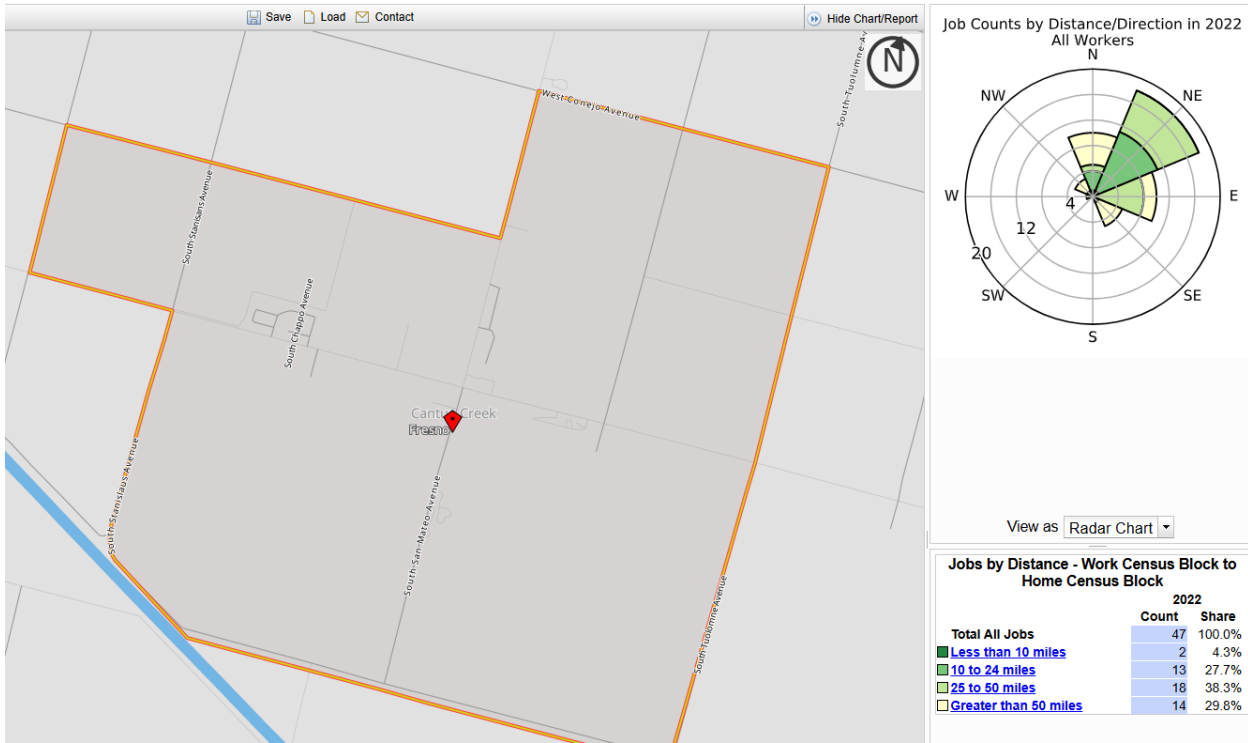


Figure 18 Cantua Creek Job Density and Commute Direction/Distance Prevalence



Appendix B: September 2024 Site Tour Notes

San Joaquin – September 24, 2024

Participants

- City of San Joaquin: Mayor Julia Hernandez, City Manager Elizabeth Cabrera, Public Works Director Stan Bulla
- FCOG: Jennifer Rodriguez (Project Manager)
- FCRTA: Moses Stites, (General Manager), Janelle Del Campo (Deputy Director)
- Consultants: Ben Weber (Walker Consultants), Doug Arsenault (Alta Planning + Design)

Notes

- Microgrid concept from past study was well received – potential to link Hub facilities
- Opportunity to think about multiple proximate sites blending to provide mobility services
- Potential new City Hall site (potentially on SE side of Main Street)
- Early thinking in school district to relocate H.S. into San Joaquin
- S.J. has K-8
- Numerous subdivisions pending on east edge of city
 - 3 new housing projects planned (400 units)
- Active Transportation Plans underway
- Regional E.V. hub potential
- Infrastructure is well in place; potential for significant city population increase
 - Utilities could support double the current population
- Potential for San Joaquin to be a hub to outlying rural unincorporated communities in western Fresno County – FCRTA wants to expand: Tranquility, Cantua Creek, Three Rocks
- Hub could serve as a catalyst for EV rideshare provided by FCRTA
- Community Center SW of rail tracks
- No police department – subcontract to County Sheriff
- No pharmacy — hub could serve this need
- Constrained electrical grid
- Self Help Enterprises – hasn't been active in S.J.
- Strong support from State Assemblywoman
- Potential sites: Lot across from new City Hall / adjacent indoor facility
 - Resiliency hub already planned for this location

Figure 19 A vacant property in downtown San Joaquin that has been considered for civic investment, including in a prior study for use as a microgrid / resiliency hub



- K-8 school located a block away
- Burn down building on Main Street – façade remains (out of town owner)
- Housing Authority site coming to 5th and Colorado. Dollar General coming to same corner.

Clovis – September 24, 2024

Participants

- City of Clovis: Bethany Berube (Transit Manager), Amy Hance (General Services Director), Ryan Burnett (Engineering Program Supervisor), Susanna Herrera (Management Analyst), Nick Chin (Transit Supervisor)
- FCOG: Simran Jhutti (Principal Planner), Elliot Racusin (Associate Planner)
- Consultants: Ben Weber (Walker Consultants), Doug Arsenault (Alta Planning + Design)

Notes

- 168th and Temperance Park and Ride
 - City suspects it's only lightly used as a P&R – probably just local spillover
 - Hard to walk to and poor visibility
 - VA, Indian Health
 - Need to check Clovis Transit route redesigns
- Dry Creek Trailhead
 - New, award-winning trailhead area. Playgrounds, bathrooms, bike repair
 - Many new subdivisions going up nearby
 - In microtransit feeder zone
 - Lots of e-bike use
- Sierra Vista Mall
 - Small retail and restaurants
 - Used as shuttle location for the Electric Parade and Rodeo
- Armstrong Transit Center
 - New facility
 - 2 blocks from Old Town Clovis
 - Served by 3 bus lines
 - Bike lockers already installed
 - Parking is filling, especially due to adjacent senior center
 - Staging and dropoff for event-serving shuttle
 - City of Clovis would love a YARTS connector
- Several City of Fresno FAX routes, including Route 3 to Clovis Community College and Route 9 along Shaw Avenue, cover territory in Clovis and overlap some coverage with the upcoming Clovis route redesign.

Figure 20 The Landmark Transit Center in Clovis is a recently constructed hub for bus and paratransit service and could be an ideal mobility hub site with proximity to Old Town.



Reedley College – September 25, 2024

Participants

- Reedley College: President Dr. Jerry Buckley, Dean of Students Shannon Solis, Vice President of Instruction Dale van Dam, Director of Communications George Takata, Director of Financial Aid Christina Cazares, Business Office Manager Ralph Marrufo
- FCOG: Simran Jhutti (Senior Planner), Jennifer Rodriguez (Project Manager)
- FCRTA: Moses Stites, (General Manager), Janelle Del Campo (Deputy Director)
- Consultants: Ben Weber (Walker Consultants), Doug Arsenault (Alta Planning + Design)

Notes

- 2025 Vision
 - Residential Hall expansion
 - Parking expansion on primary corner near W Manning Ave and N Reed Ave
 - Possible transit stop expansions
 - Performing arts center
 - Ag Sciences to be the first academic building to be renovated
- Context
 - 16,000 enrolled students – “A smaller Fresno State”
 - Average of 8,000 students on campus per semester
 - 4,000 high school students dually enrolled
 - 30% of students use multiple community college campuses and need transportation between campuses
 - 60% are on campus daily
 - Served by FCRTA and Tulare County Transit
 - Major lines include Orange Cove, Sanger, and Fresno
 - College has good relationship with City Manager and Public Works Director
 - Ed Kashian is building a 350 unit apartment project near Jack in the Box
- Notes
 - Office of State Architect must approve most capital projects and requires an upfront payment²³
 - An estimated 115 students use Tulare Transit passes

Figure 21 Reedley College is a regional destination and draws considerable FCRTA bus ridership on several routes. The campus has numerous locations that could be potential mobility hub sites.



²³ In December 2024 FCRTA terminated plans to install a replacement bus shelter on the Reedley College campus due to onerous requirements from the Office of the State Architect. FCRTA developed a solution with the City of Reedley to build the bus stop on City property.

- Direct line from Fresno to Reedley requested
- About 75 students walk to campus — many more expected in coming years due to new housing construction in the area.
- 94% retention rate is very strong
- Note: Reedley College staff cite the College of the Canyons, in Santa Clarita, CA, fuel cells as an inspiration for sustainable energy generation and campus resiliency
- Indigenous people's monument
- Solar over parking is leased from PG&E – RC might seek longer-term ownership methods
- Farmers Market is busy – may relocate to nearer the performing arts center
- Middle College on-campus high school – approx. 170 headcounts
- FCRTA
 - Installing new shelters
 - Wants to run e-buses out here; needs charging
 - Strong FCRTA ridership; 2014 opening of Sanger-Reedley route
 - Kerman to Fresno City College – new route August 2024
- Potential site: Lot B / Main Entrance
 - Located near small retail, including CVS and Starbucks
 - Opportunity to activate the plaza
- Potential Site: Lot A / Residence Hall
 - 175 on-campus housing units — plans to expand to 200 units
 - Location of weekly farmers market
- Potential Site: Lot D / Performing Arts Center (near completion)
 - Would serve public community
 - Traffic light being installed
 - Access to Middle College

Fresno – September 25, 2024

Participants: City of Fresno: Drew Wilson (Planning Manager), Jeff Long (Senior Regional Planner), Sophia Pagoulatos (Manager of Long Range Planning)

- Consultants: Ben Weber (Walker Consultants)

Notes

CONCLUSIONS

- Wide range of opportunity sites, use cases, and partnership combinations.
- “County Islands” create peculiar infrastructure and service gaps – Mayfair, Old Fig Garden, etc

Locations Explored

- Community Regional Medical Center
 - Big destination
 - Superblock has interrupted the street grid
- Cedar Ave
 - From Tulare Ave southbound – high-speed car-oriented street
 - Older residential wealth neighborhood along Huntington Blvd
- Edison H.S. area
 - Significant planned multi-hundred unit Fresno Housing Authority project at Klette Ave and Cesar Chavez Blvd. Biz Werx planning a carshare node here.
 - West Fresno Center of Fresno City College – major new campus
- Central Fresno
 - Described as neglected and not an area of much growth or revitalization of housing and building stock
 - Fact check location: Possibly areas between McKinley and Tulare Ave, east of Hwy 41?
- Calwa (partially not in city limits)
 - High presence of food packing and warehousing
 - Also areas west of Hwy 99 to the Hwy 41 area
- CSU Fresno
 - Not seen on tour, but potential activity area and destination
- River park Shopping Center
 - Major regional shopping destination
 - Very automobile-dominated
- N Palm Ave near W Alluvial Ave area
 - Office parks and major employment presence
- N Palm Ave and W Shaw Ave area
 - No specific comments

Figure 22 Fresno Housing controls a site on Cesar Chavez Blvd and Klette Ave in SW Fresno and plans to build housing along with a carshare hub. A mobility hub could be a complementary amenity.



- Shaw Ave to west city limits
 - Major shopping center in N Brawley area
 - Very limited crossings of Hwy 99 in this area – west of 99 becomes rural with lots of newer subdivisions popping up
 - West of 99, zig-zags of Fresno city limits – lots of inconsistent road and infrastructure buildout
- Tower District
- Blackstone Ave
 - Fresno City College is building a Blackstone edge presence
 - Manchester Center Transit Center
 - May be opportunities as Blackstone and Abby couplet goes south to Divisadero

Figure 23 Route of September 2024 Fresno City Tour Route
