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Introduction

This memorandum is the third of three memos in the Analysis phase of the project. The first, Site Analysis Approach Memorandum 3a, describes the identification of mobility hub location suitability and potential utility based on numerous factors, including transportation equity, environmental risk, and access to destinations. The second, Implementation Guidelines Memorandum 3b, provides an overview of what mobility hubs are, how different services and hub sizes can be matched to other contexts, case studies, and a catalog of mobility and service amenities to consider for development at any given hub location.

This memo lists the suitability scores from the map analysis for each shortlist location. The methodology for the map analysis is described in the previous memo 3a. While map analysis suitability is an informative technical factor for evaluating sites, scoring is only one of numerous factors used to evaluate sites and make the final selections, which will be described in the upcoming memo 4b.

This memo, 3d, the third in the Analysis phase, evaluates shortlist locations for the three project transit agencies based on two key feasibility themes.

1. **Usefulness.** Could the potential program of mobility services and community amenities, in combination with the site location, meaningfully improve people's transportation options and ease?
2. **Implementability.** Does each transit agency, as the presumed project lead, have a viable path to developing and operating the mobility hub as an infrastructure asset solely or in partnership with local jurisdictions, landowners, businesses, non-profits, utility providers, community organizations, mobility service providers, and others?

This memo analyzes numerous sites based on technical factors, provides an understanding of how a hub could improve existing mobility services and accommodate new services in the future, and provides a high-level evaluation of opportunities for and challenges to development and operations for each shortlist scenario.

Two forthcoming memos will document the transit agencies' decision about their final site(s) - one each for Fresno Area Express (FAX) and Clovis Transit, and two for the Fresno County Rural Transit Agency in the rural communities and other cities in the county. Memo 4b will briefly describe the reasoning for each agency's final site selection, and memo 4c, the Basis of Design report, will provide an overview of the project context for each of the four locations, mobility goals, guiding principles, design strategies, and implementation assumptions.

Feasibility Considerations

Memo 3d introduces a range of practical considerations for mobility hub feasibility. This memo explores these lightly and will be evaluated in-depth in future project phases, including the Basis of Design report, Phase 5 Planning-Level Design Concepts and Cost Estimates, and Phase 6 Feasibility Study report.

Development and Operations

- Will the mobility hub occupy a single discrete property or multiple properties and potentially public parts of the right-of-way?

- How would mobility hub features be integrated if they are distributed across both on-street (such as curbside bus stops) and off-street (such as waiting areas, secure bike storage, etc.) areas?
- What authority¹ has jurisdiction over the site(s), and what permitting processes do they require?
- Who has control of physical assets, either through direct ownership or leasing?
- With whom do third parties, such as retailers, private mobility operators, and others, enter agreements?
- Will on-site energy generation and storage facilities need third-party monitoring and maintenance?
- How can community organizations and local stakeholders (residents, employees, institutions, schools, businesses, etc.) serve as stewards of the hubs and participants in their development and operations?
- How will numerous mobility providers/operators align routes, service hours, and schedules to provide local and regional connectivity best?
- What hub facilities will be developed for a specific sole mobility operator or occupant, compared to shared and flexible facilities that can be used by numerous service providers, some of whom may not yet be identified during the initial stages of mobility hub planning?
- How is the hub branded and promoted? Does the hub assume a brand linked to the primary transit provider or take on a new brand that evokes general regional mobility?

Prototype Replicability

- What lessons from developing the feasibility study for four sites can be applied to implementation considerations for potential other mobility hub locations in each of the three transit agencies' service areas?
- How can the hubs be designed to scale in size over time and accommodate various evolving mobility services as community transportation needs change?

Environmental

- Will the development of a hub be subject to the California Environmental Quality Act (CEQA)?
- Do the hubs' mobility benefits help reduce emissions and personal vehicle miles traveled, especially supporting local, regional, and state climate and air quality objectives?
- How will renewable energy be used at the hubs, and can the hubs be net-zero or net-positive with on-site energy generation?
- Can the hubs help back up existing infrastructure?
- What landscape, urban ecology, stormwater management, natural and resource flow requirements, and voluntary measures can the hubs achieve?

¹ Clovis Transit and FAX are entities of their respective cities and, therefore, have a known government partner and permitting authority to work with. FCRTA operates across many jurisdictions and will need to work with city or County authorities. All three transit agencies may need to partner with other public or private landowners, utility service districts, community organizations, schools, or other entities that control a site's development rights.

Budget / Funding

- How will funding be secured for land acquisition and capital costs, soft costs for complete mobility hub design, operations, maintenance, and other expenses?
- Is it feasible to pursue land sub-leases, commercial concessions, vendor agreements, and other sources of third-party revenue?
- In addition to traditional funding sources², including Federal and State grants and incentives, flexible funding, local and state taxes, Measure C, and bonding, what creative financing options, potentially including public-private partnerships, sponsorships, and lease-to-own agreements, could be used for mobility hubs?

Maintenance

- How are long-term capital improvements identified and funded?
- What agencies or partners run and pay for services, including ticketing and customer service (ambassadors and other staffing), security, janitorial, waste management, and related operations?

² Sources commonly pursued by the three transit agencies include Federal Transit Administration Grants for Bus and Bus Facilities, California Transit and Intercity Rail Capital Program (TIRCP) grants, Fresno Council of Governments Measure C New Technology grants, San Joaquin Valley Air Pollution Control District Clean Vehicle Fueling Program, Calstart Clean Mobility Options vouchers, California Energy Commission Innovative Charging Solutions grants, Department of Energy Energy Improvement in Rural or Remote Areas grants, and U.S. Department of Transportation Strengthening Mobility and Revolutionizing Transportation (SMART) grants.

Clovis Transit / City of Clovis Study Area

Landmark Transit Center

This location, which includes the recently constructed Landmark Transit Center, is a central activity node for Clovis Transit's current and planned future routes. It is well connected to the city core and is several blocks from downtown. The transit center has a small public lobby primarily occupied by Clovis Transit offices and driver break areas. It has a covered shelter on the north end of the property where buses stop. This location is becoming a civic hub with the adjacent Senior Center, Clovis Old Town Trail, and potential future Fresno County Library to the north.

- **Address:** 785 3rd Street, Clovis, CA 92612
- **Size:** The existing Transit Center parcel is 35,075 square feet (0.8 acres)

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hub Services:** A mobility hub here could include bus and microtransit waiting areas, rideshare loading zones, bikeshare stations, electric charging for both transit fleets and personal vehicles, and small business or community services. This location could potentially support intercity buses, with the proximity of the Clovis Old Town Trail, trailhead amenities, and wayfinding features.
- **Established Site:** Landmark Transit Center is the single most transit-connected location in Clovis and is centrally located to serve downtown, the Rodeo Grounds, and other major destinations. It is already constructed to serve mobility needs, and the City has promoted this new facility and the route changes extensively, making Landmark a prominent and well-known asset in the city.
- **Centrally Located:** The Landmark Transit Center is in the heart of Downtown Clovis, with various trip generators, and is well connected via walking and bicycling infrastructure.

Challenges

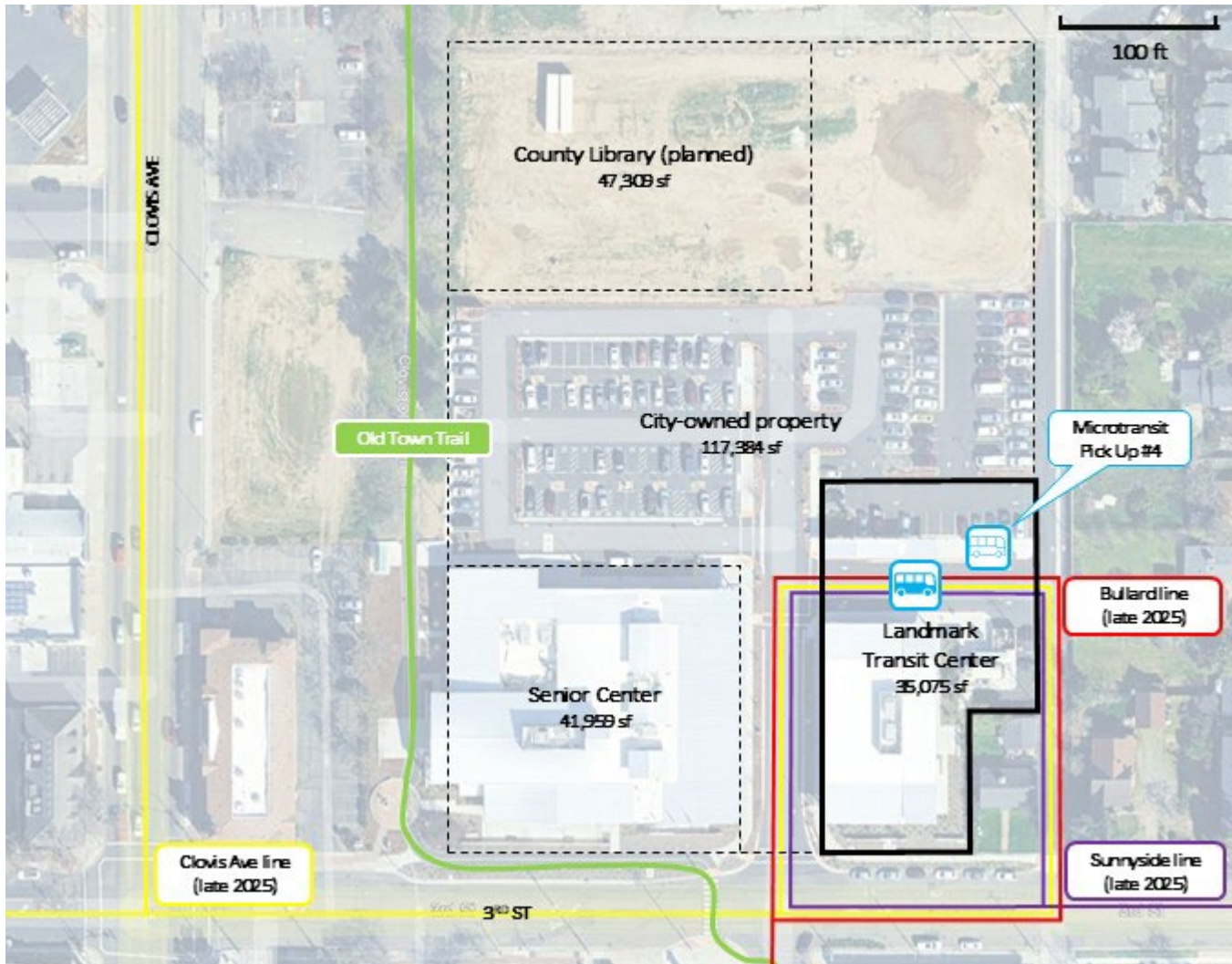
- **Parking and Space Availability:** The City indicates that parking is already very busy at these off-street lots, including demand from the adjacent senior center, potentially complicating the reallocation of space for mobility facilities.

Questions to Consider

- **Site Availability:** Would mobility hub development be confined to the current Landmark Transit Center property, or could facilities be added to the 3rd Street sidewalk, the parking lots to the north, or the planned Fresno County Library?
- **Micromobility:** Is the City of Clovis interested in establishing micromobility (bikeshare, scootershare) systems, which could have docking and potentially service/maintenance areas at this site?

- **YARTS:** Are YARTS (Yosemite Area Public Transit) and the City of Clovis interested in extending YARTS service to this location?
- **Private Bus / Shuttle:** Are there private bus or shuttle operators, such as Greyhound, senior center or school shuttles, or tribal transit services, that would use this mobility hub location?

Figure 1 Opportunity Site: Landmark Transit Center (Clovis)



Trip Generators

The Landmark Transit Center is in the heart of Downtown Clovis with a variety of trip generators:

- **Lodging:** Three hotels (Fairfield Inn, Comfort Suites, and Best Western) are within a 15-minute walk of the Landmark Transit Center.
- **Commercial Development:** There is significant commercial development in and around the Fresno State campus, including various shops, restaurants, and service centers.

- **Senior Center:** The new senior activity center, which shares access with the transit center, includes a 300-person banquet hall with a stage, rooms for enrichment classes, billiards, and a gym. The Center offers trips and tours from Landmark Transit Center through a private charter service. It draws an average of 600 daily attendees for programmed classes and events.
- **Veteran Memorial Event Center:** This veteran's memorial and over 20,000-square-foot event center are located across 3rd Street from the transit center.
- **San Joaquin College of Law:** Law school with enrollment of approximately 200 students and 50 faculty/staff members located on 5th Street, two blocks from the transit center.
- **Clovis Civic Center:** The Clovis Government offices are on 5th Street, two blocks from the transit center.
- **Fresno County Library (Planned):** A new Fresno County Library will be built just north of the Landmark Transit Center, sharing access with the transit center and senior center.

Current and Planned Bus Access

- Clovis Transit's network redesign, expected to be operational in late 2025, routes bus lines Bullard (Red), Clovis Ave (Yellow), and Sunnyside (Purple) to the Landmark Transit Center. These routes collectively provide access to and/or connections to much of the City.
- The Landmark Transit Center will also be Pick Up Location #4 for microtransit, which is an in-development, tentative plan to run a shuttle between the 4th Street Senior Center, Veterans Memorial District one block south, and the Recreation Center several miles south on Clovis Avenue.

Site Access

- Vehicles access the site via two driveways off 3rd Street, one for all users and one for transit vehicles only.
- The secondary driveway also connects to Osmun Circle, which leads to residential neighborhoods. People walking and biking could be encouraged to use this backside entrance.
- The location is on the Clovis Old Town Trail, and the street grid and sidewalk network are well-established in all directions.
- The Fresno County Library is planned for development on the vacant land on the north end of the block, with completion expected by early 2027. The Library will provide vehicle parking and a drop-off curb zone, both of which will be accessed from the primary driveway that connects to 3rd Street between the Senior Center and Transit Center.

Land Ownership and Stakeholders

- The City of Clovis owns the land containing the Landmark Transit Center, Senior Center, and parking lot. The City of Clovis / Clovis Transit staff are on the core project team and have expanded discussions about this location to include City of Clovis facilities staff.
- The Fresno County Library owns the vacant site to the north, where they plan to build a branch library for estimated completion in early 2027. The project team has spoken with capital projects staff from the Fresno County Library, reiterating the challenges the site and area will face as the library generates many trips, and parking is already constrained. Library staff are interested in continuing to discuss collaboration

opportunities with the City of Clovis / Clovis Transit to improve transportation options to this growing civic activity center.

Utilities and Services Considerations

- The site is already developed and has access to utilities.
- The City of Clovis would provide fire, police, water, and sewer service.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	4.6
Environmental Burden (higher burden = higher score)	4.9
Activity Center Proximity (more trips per square mile = higher score)	9.3
Future Land Use Support (higher future land use intensity = higher score)	7.0
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	9.1
EV Charging (greater population in an area with a charging facility deficit = higher score)	0.0
Hazard Risk (fewer hazard events and risk = higher score)	1.5
Future Heat Index (more heat events = higher score)	6.1
TOTAL (a higher score means the area has greater need and suitability based on these factors)	5.5

Highway 168 and Temperance Park & Ride

Highway 168 and Temperance Park & Ride, owned and operated by Caltrans, is ideally located as a potential mobility hub to serve northeast Clovis and people traveling to and from the north and east Fresno County. Additionally, it could serve as a node of mobility activity for the California Health Sciences University and the Community Medical Centers nearby.

- **Address:** 790 N Temperance Ave, Clovis, CA 93611
- **Size:** Both parcels total 60,275 square feet (1.4 acres)

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hub Services:** A mobility hub here could consolidate numerous bus route stops, microtransit service, carsharing, electric vehicle charging for both transit fleets and personal vehicles, bikeshare stations, personal electric mobility device charging and storage, and walking and biking route improvements and services.
- **Current Underutilization of Asset:** Caltrans estimates that the Park & Ride rarely approaches being full, potentially leaving room to reallocate to mobility hub amenities.
- **Location Suitability to Intercept Drivers:** Further promotion of this location could entice more drivers to park and ride from there, intercept them, and switch to transit.
- **Local Access:** Could include bus and microtransit waiting areas, rideshare loading zones, bikeshare stations, electric charging for both transit fleets and personal vehicles, and small business or community services.
- **Partnership Potential:** Caltrans owns the parcel and is already an active partner in the Mobility Hubs project.

Challenges

- **Primarily Car-Oriented:** The park & ride was located here to intercept personal vehicles, which speaks to the car-oriented nature of the site and its surroundings. Clovis Transit is, however, committing new resources to bring two bus routes and a microtransit drop-off center to this location.
- **Fire Station Impact:** The Clovis Fire Department has Station 5 just north of this site and may have input or concerns about the impact of a mobility hub on emergency vehicle access.

Questions to Consider

- **Caltrans Coordination:** Is Caltrans, the site owner, interested in exploring a mobility hub at this location?
- **Micromobility:** How does the planned use of this area as a micromobility drop-off point relate to its mobility hub potential?
- **Clovis Transit Bus Routing:** Would Clovis Transit retain its bus stops on the streets or relocate them to off-street locations within the park-and-ride mobility hub area?

Figure 2 Opportunity Site: 168 and Temperance Park & Ride (Clovis)



Trip Generators

Key trip generators near the park & ride include:

- **California Health Sciences University:** This medical school is near the park and ride. It has an enrollment of almost 400 students and 300 faculty and staff. The campus was built within the last five years and has a capacity for approximately 2,000 students.
- **Community Regional Medical Center:** This hospital is located south of the 168 freeway. It has almost 3,000 staff and 350 private rooms.
- **Clovis City Fire Station:** The park & ride shares access with Clovis Fire Station 5.
- **Commercial Uses:** Across Temperance Avenue from the park & ride is a commercial center with a gas station, restaurants and retail establishments.

- **Office and Industrial Uses:** Across Alluvial Avenue from the park & ride is a large multi-tenant office and industrial complex with multiple uses such as a kidney center, self-storage facility, and public radio station.

Current and Planned Bus Access

- In Clovis's upcoming bus route redesign, Temperance Road will be the terminus of the new Herndon (Teal) and Temperance (Pink) bus routes. These routes provide north/south and east/west connections for much of the City and serve as a drop-off hub for microtransit service.

Site Access

- Vehicles access the site via two driveways, one north to Alluvial Avenue and one east to N Temperance Avenue. Entrance ramps to Highway 168 are several hundred feet from the site.
- These two primary roads have been recently reconstructed, with full sidewalks on both and bike lanes on N Temperance Avenue. The development patterns are suburban office and institutional, which makes most destinations car-oriented.
- An access point to the Enterprise Trail is several hundred feet from the site across N Temperance Avenue. The Enterprise Trail connects north into several residential suburbs.

Land Ownership and Stakeholders

- The site is owned by Caltrans, under the auspices of its park & ride operations. Caltrans Region 6 is an active partner in the Mobility Hub Feasibility Study, funding the work and serving as technical advisors and Steering Committee members.
- The Clovis Fire Department has Station 5 just north of this site and may have input or concerns about the impact of a mobility hub on emergency vehicle access.

Utilities and Services Considerations

- The site is already developed and has access to utilities.
- Fire, police, water, and sewer service would be provided by the City of Clovis.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	1.0
Environmental Burden (higher burden = higher score)	3.1
Activity Center Proximity (more trips per square mile = higher score)	7.9
Future Land Use Support (higher future land use intensity = higher score)	10.0
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	8.0
EV Charging (greater population in an area with charging facility deficit = higher score)	0.0

Hazard Risk (fewer hazard events and risk = higher score)	2.4
Future Heat Index (more heat events = higher score)	6.0
TOTAL (a higher score means the area has greater need and suitability based on these factors)	5.0

Fresno Area Express (FAX) / City of Fresno Study Area

Fresno State – Shaw/Cedar Edge

The most potentially high-visibility mobility hub locations are along or near E Shaw Avenue, which forms the southern CSU-Fresno campus edge, and N Cedar Ave, which is the campus's west edge and the east edge of the athletics complex. FAX operates high-frequency bus routes on both streets. This evaluation primarily considers the southwest corner of the main campus, on the northeast side of the Shaw/Cedar intersection.

While the campus population would be a large user group for a hub, CSU-Fresno's location along the busy Shaw and Cedar corridors and near Highway 168 makes it well positioned to serve northeast Fresno, people coming and going from the west side of Clovis, and areas of eastern Fresno County. The campus is bound on all sides by high-volume arterial roads, which could allow a hub to be partially located within the right-of-way.

- **Address:** 2835 E. Barstow Avenue, Fresno, CA 93740
- **Size:** CSU-Fresno's main campus area is 11,486,737 square feet (263.7 acres). The unbuilt area with the Fresno State welcome sign on the southwest corner of campus at N Cedar and E Shaw is approximately 1.3 acres. This corner is adjacent to Parking Lot G, which is approximately 6.5 acres and supplies roughly 900 parking spaces for students and visitors.

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hub Services:** A mobility hub here could consolidate numerous bus route stops, microtransit service, carsharing, electric vehicle charging, micromobility (including bikeshare, scootershare, and personal electric mobility device charging and storage), and walking and biking route improvements and services. A hub here could serve day-to-day travelers and people coming to campus and the area for high-volume events such as athletic events and university ceremonies.
- **High Trip Generation:** The site is located on a college campus, generating many trips from campus.
- **Existing Transit Service:** FAX already operates service to the N Cedar / E Shaw intersection area (including two fixed routes). The east edge of campus along N Chestnut Avenue could also be considered, as nearby commercial and mixed-use development is underway, and Clovis Transit will soon begin operating a route to this area.
- **Partnership Opportunity:** CSU-Fresno could be a single entity to partner with on hub construction and operation. CSU-Fresno likely has insights into student, faculty, and staff mobility needs.
- **Undeveloped Site:** The southwest corner of campus is currently an unbuilt grassy field, but it is near infrastructure and access points on all sides. If this site is used, care should be taken to protect and preserve numerous large trees on its west and south sides, as well as the iconic marquee sign.

- **Centrally Located:** Fresno State's location along the busy Shaw and Cedar corridors and near Highway 168 makes it well positioned to serve northeast Fresno, people coming and going from the west side of Clovis, and areas of eastern Fresno County. It could provide numerous bus connections, microtransit service, park & ride, carsharing, micromobility, and walking and biking route linkages.

Challenges

- **Cal State Requirements:** It is not clear what requirements and processes the university would need to approve a mobility hub.
- **Ownership/Operation:** There would need to be a plan for ownership and operation of the hub amenities. For example, if there are EV charging stations, who would be responsible for the utility bills and maintenance of the charging stations? If there was a bikeshare, who would be responsible for impounding misparked bikes?
- **Hub Siting:** Since the hub would likely be sited on Cal State Fresno property, the hub location needs to be determined. There are many surface parking lots, but many spaces could already be obligated to faculty, staff, and students via parking permits.
- **Site Access.** To provide site access, adding curb cuts and driveways to N Cedar or E Shaw near the busy intersection may be impractical. Access may need to be internally routed via the parking lot. However, adding bus pullouts to the two primary arterials may be possible.

Questions to Consider

- **Specific Location.** The southwest corner of campus, on the northeast side of the N Cedar / E Shaw intersection, is the centroid of FAX transit service. Are any other locations around campus viable for FAX to provide multiple route stops and develop a hub?
- **Travel Modes to Campus.** What travel modes do Fresno State students, staff, and visitors use today, and would a new mobility hub serve those interests?

Figure 3 Opportunity Site: California State University - Fresno (Fresno)



Trip Generators

There are several trip generators in and around the Fresno State location, including:

- **CSU-Fresno Students and Faculty:** California State University—Fresno (Fresno State) is a major regional San Joaquin Valley destination for students, employees, and visitors. Fresno State has a student population of over 24,000 and a faculty/staff population of over 2,400. While approximately 94% of students live off-campus, almost 1,500 students live on campus. Most of the university's over 24,000 enrolled students are Hispanic, and most receive income-based Pell grants.
- **Fresno State Sports Stadiums:** Valley Children's Stadium (Fresno State's football stadium with a capacity of over 40,000) and Save Mart Center (a multipurpose university arena that hosts sporting events and

musical performances with a capacity of up to 18,000). The university has soccer, baseball, tennis, aquatics, and track and field stadiums.

- **Downing Planetarium:** Fresno State's planetarium is open to the public and available for school field trips/tours.
- **Commercial Development:** There is a significant amount of commercial development in and around the Fresno State campus, including a variety of shops, restaurants, and service centers
- **Residential Development:** University-owned housing, privately owned apartments, and senior housing.
- **Place of Worship:** Several places of worship are located within a block or two of CSU-Fresno.
- **Lodging:** There are multiple hotels along Shaw Avenue near the CSU-Fresno campus.

Current and Planned Bus Access

- **FAX:** Multiple bus routes currently serve this location, including Route 38 (North/South on Cedar Avenue), Route 9 (East/West on Shaw Avenue)
- **Clovis Transit:** As part of Clovis Transit's Transit Route Redesign, the Shaw Line (500) on Shaw Avenue will serve Shaw Avenue from N Cedar Avenue on the west to N Leonard Avenue on the east, including along the south edge of campus. The Bullard Line (300) will have its western endpoint at Campus Pointe at FSU and connect to Old Town Clovis, the Landmark Transit Center, and N Temperance Ave.

Site Access

- This is a high-visibility and prominent location on the corner of two arterial roads, N Cedar and E Shaw. New driveways or curb cuts near the Cedar/Shaw intersection would require a traffic study.
- The area's sidewalk network is largely complete, but many sidewalks are curb-tight against the busy roads.
- The CSU-Fresno campus has numerous paths and car-free routes, but those paths do not extend to the southwest corner of Lot G.

Land Ownership and Stakeholders

The mobility hub could be located in a variety of locations in and around the CSU-Fresno campus, including:

- **On-campus:** The California State University system is the property owner in on-campus locations. In this case, the property owner would be familiar with mobility gaps and the needs of the student, staff, faculty, visitor, and event-goer populations.
- **Public Right of Way:** If the mobility hub were located in the public right of way, the owner would likely be either the City or County of Fresno. Since the City is the transit operator, selecting a property owned by the City would streamline hub permitting, construction, and operations.
- **Private Property:** Additionally, dozens of established or in-development private properties near the campus could be approached for potential partnerships. These include stand-alone commercial uses, commercial centers, and multi-dwelling developments. Details about ownership, operations, and maintenance would need to be evaluated for each property. During this due diligence exploration, the project team did not contact other property owners.

Utilities and Services

- The Fresno State property is a built-up site that likely has existing utility services.
- The City of Fresno would provide fire, police, water, and sewer service.
- As most of the area is built out, utility connections are likely already available at this location.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	9.1
Environmental Burden (higher burden = higher score)	7.1
Activity Center Proximity (more trips per square mile = higher score)	9.2
Future Land Use Support (higher future land use intensity = higher score)	8.5
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	9.7
EV Charging (greater population in an area with a charging facility deficit = higher score)	9.9
Hazard Risk (fewer hazard events and risk = higher score)	1.6
Future Heat Index (more heat events = higher score)	3.9
TOTAL (a higher score means the area has greater need and suitability based on these factors)	7.7

Fresno City College – West Fresno Center

The West Fresno Center is a centerpiece of Fresno City College’s recent and ongoing growth. It is helping to anchor numerous public and private investments in Southwest Fresno, including a forthcoming City park, Fresno Housing residential projects, a rebuilt Cecil C. Hinton Community Center, and significant private residential and mixed-use development.

A hub at this location would help connect neighborhoods, schools, and agricultural areas to central Fresno, areas south of Fresno along Highway 99, and western Fresno County. The most likely hub location would be on the north side of campus, along or near Church Avenue, and the primary vehicle entrance to West Fresno Center.

- **Address:** 600 E Church Avenue, Fresno, CA 93706
- **Size:** The FCC - West Fresno Center is 1,692,495 square feet (38.9 acres) across five parcels.

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hub Services:** A mobility hub here could consolidate numerous bus route stops, microtransit service, carsharing, electric vehicle charging, micromobility (including bikeshare, scootershare, and personal electric mobility device charging and storage), and walking and biking route improvements and services.
- **Partnerships:** The State Center Community College District (SCCCD) has been contacted through this study and is interested in discussing opportunities for mobility improvements to its several area campuses. The City of Fresno and Fresno Metro Black Chamber of Commerce have a strong relationship through programs such as BizWerks carsharing, which could be a mobility amenity brought to this site.

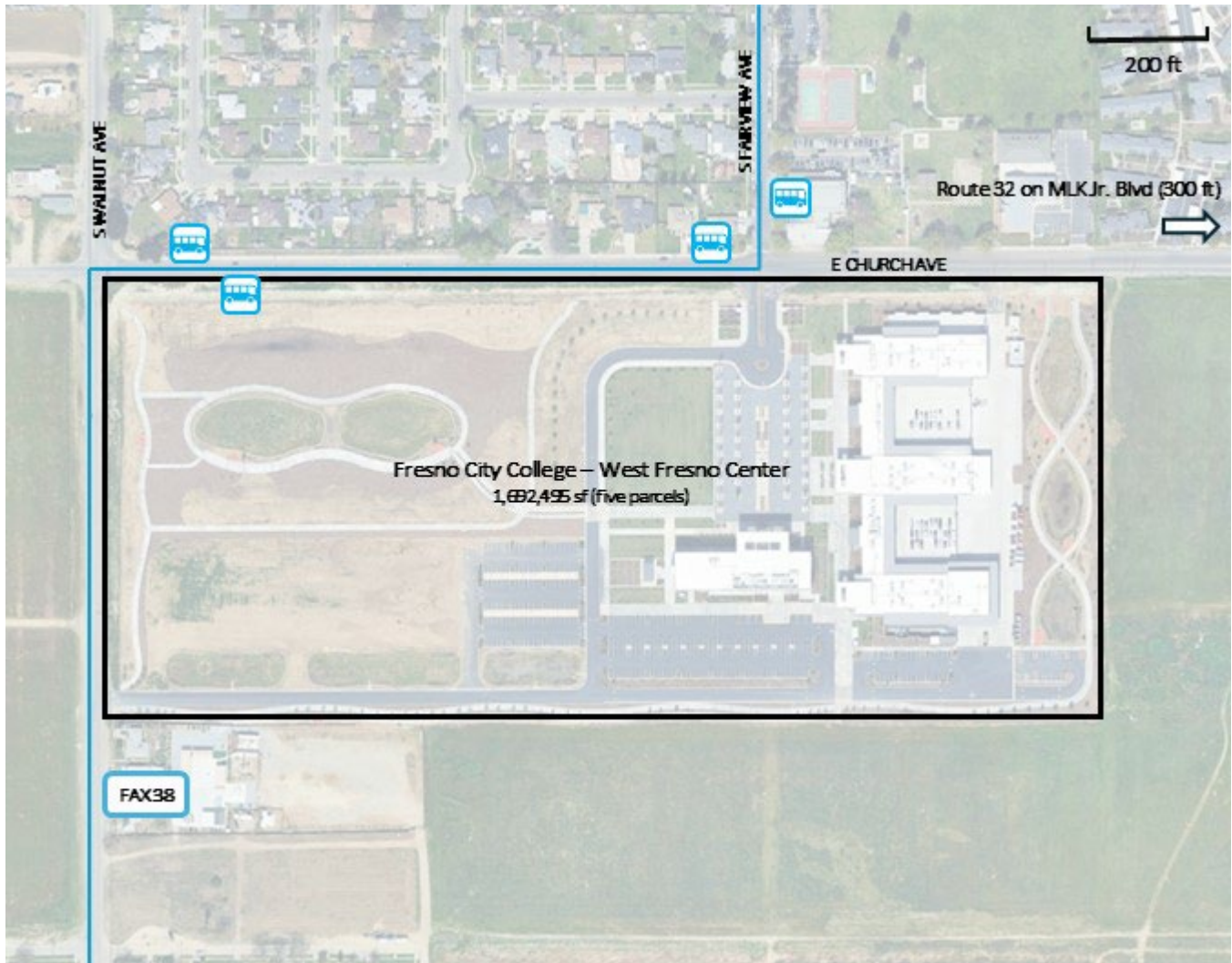
Challenges

- **Uncertain Area Growth:** Several projects in the area, primarily residential, are in the planning stage by Fresno Housing and private developers.

Questions to Consider

- **Site Responsibility:** Has FAX partnered with SCCCDC on capital projects and operations in the past? How would the two entities administer and operate the site, including supporting third-party services and mobility providers?
- **Transit Service Providers:** Would this location appeal to FCRTA (the Coalinga route passes close by) or intercity transit operators such as Greyhound as a passenger stop and potential fleet layover and servicing area?
- **Integration of On-Street and Off-Street Facilities:** How would the hub’s site design integrate facilities that may be located both off-street on the FCC campus and off-street along E Church Avenue?

Figure 4 Opportunity Site: Fresno City College – West Fresno Center (Fresno)



Trip Generators

- **Commercial Uses:** No significant retail commercial uses are nearby, but several agricultural and industrial businesses are within a mile. One mile to the east, several convenience stores and markets are on S Elm Ave.
- **Residential Uses:** Fresno Housing is planning a significant project with community amenities and mobility improvements at Klette Ave and Cesar Chavez, ½ mile to the north.
- **King Elementary School:** approximately five blocks to the northeast.
- **Kirk Elementary School:** approximately one mile east along Church Ave.
- **Rutherford B. Gaston Middle School:** approximately ¼ mile east.
- **Computech Middle School:** approximately ¼ mile to the north.

- **Edison High School:** approximately ½ mile to the north.
- **Place of Worship:** There are multiple places of worship within a mile of the FCC campus.

Current and Planned Bus Access

- FAX route 32 and high-frequency route 38 stop at or near the FCC campus along Church Ave, providing north/south connections in the City.
- FAX plans to extend bus service westward on Church Avenue to Sanger West High School (expected August 2025)

Site Access

- Primary access to Fresno City College is provided from E Church Avenue, with a back entrance from S Walnut Avenue.
- Site access to a mobility hub would likely be off Church Avenue, as there is already an access point at S Fairview Avenue.
- The north side of Church Avenue has sidewalks, while the south side does not currently have sidewalks, but sidewalk connections will be completed as part of the campus development project.
- The City is currently working on the MLK Active Transportation Project, which will include bicycle and pedestrian improvements around the West Fresno Campus and for the future West Creek development.

Land Ownership and Stakeholders

- The Fresno City College West Campus is owned by the State Center Community College District (SCCCD). The project team met with SCCCDC leadership in January 2025 to discuss general opportunities on SCCCDC campuses, but has not had detailed discussions about the West Fresno Center.
- The parcels to the east and south are zoned for residential development and currently have a private owner.

Utilities and Services Considerations

- The mobility hub would likely be located at a portion of the campus that is built up and has access to utilities.
- The City of Fresno would provide fire, police, water, and sewer service.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	1.0
Environmental Burden (higher burden = higher score)	9.9
Activity Center Proximity (more trips per square mile = higher score)	5.0
Future Land Use Support (higher future land use intensity = higher score)	2.5
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	9.3

EV Charging (greater population in an area with a charging facility deficit = higher score)	9.6
Hazard Risk (fewer hazard events and risk = higher score)	10.0
Future Heat Index (more heat events = higher score)	9.4
TOTAL (a higher score means the area has greater need and suitability based on these factors)	5.7

High-Speed Rail Station Area

The California High-Speed Rail Station at Fresno is a major planned redevelopment area for a new rail link expected to connect Los Angeles to the Bay Area. The first 171-mile phase of the project between Merced and Bakersfield is projected to open between 2030 and 2033. In 2018, the California High-Speed Rail Authority and local partners prepared extensive master planning for the station area, including provisions for mobility hub functions, which the 2018 Station Master Plan³ described in section 4.2 Intermodal Transit Center. Proposed services include information booths, retail businesses, parking, car rentals, FAX, FCRTA bus transit, intercity bus, taxis, rideshare zones, area-wide sidewalk improvements, and investment in numerous downtown bikeways.

- **Address:** Downtown Fresno, bound by H Street, G Street, Fresno Street, and Tulare Street.
- **Size:** Approximately 9.8 acres for the station, platforms, and concourses. The Fresno HSR Station concept does not precisely overlap discrete parcels.

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hub Services.** A mobility hub could consolidate numerous bus route stops, microtransit service, carsharing, electric vehicle charging, micromobility (including bikeshare, scootershare, and personal electric mobility device charging and storage), and walking and biking route improvements and services. In addition to high-speed rail, the State and City envision this station serving intercity buses, shuttles to the nearby Amtrak station, and other mobility links to make this a local and regional transportation node.
- **Proximity to future high-speed rail.** The high-speed rail presents a significant opportunity for the mobility hub to provide first/last mile connections to the future rail station in Chinatown.
- **Proximity to FAX future operations.** FAX is exploring options for moving some of its operations and bus stops to the high-speed rail station area.
- **Additional development planned.** The City is investing in infrastructure improvements to support future housing development near the high-speed rail station.
- **Coordination with FCRTA resiliency hub.** FCRTA received a \$6.9 million Transit and Intercity Rail Capital Program (TIRCP) grant to build a resiliency hub in Chinatown, including solar infrastructure, battery energy storage, and EV charging. FCRTA is still in the process of identifying a specific site for the hub.

Challenges

- **Uncertainty of high-speed rail timeline.** The high-speed rail project is a capital-intensive infrastructure project that has experienced delays and budget challenges. Identifying an exact timeframe for the rail station's operation is difficult.
- **Multi-agency Coordination.** Constructing and operating a single mobility hub at the CA HSR Fresno station would require coordination among numerous agencies and entities.

³ <https://s3.documentcloud.org/documents/5028833/Fresno-HSR-Station-Master-Plan.pdf>

Questions to Consider

- **Site Responsibility.** Has FAX partnered with the High-Speed Rail Authority on HSR-owned properties? How would the two entities administer and operate the site, including supporting third-party services and mobility providers?
- **Transit Agency Partnerships.** Would FAX and FCRTA partner to develop and operate some mobility hub features and services at this location? The 2018 Station Area Master Plan identifies the high-speed rail area as being served by both transit agencies. FCRTA continues to explore opportunities for a Fresno Chinatown resiliency/mobility hub.

Figure 5 Opportunity Site: Future High-Speed Rail Station (Fresno)

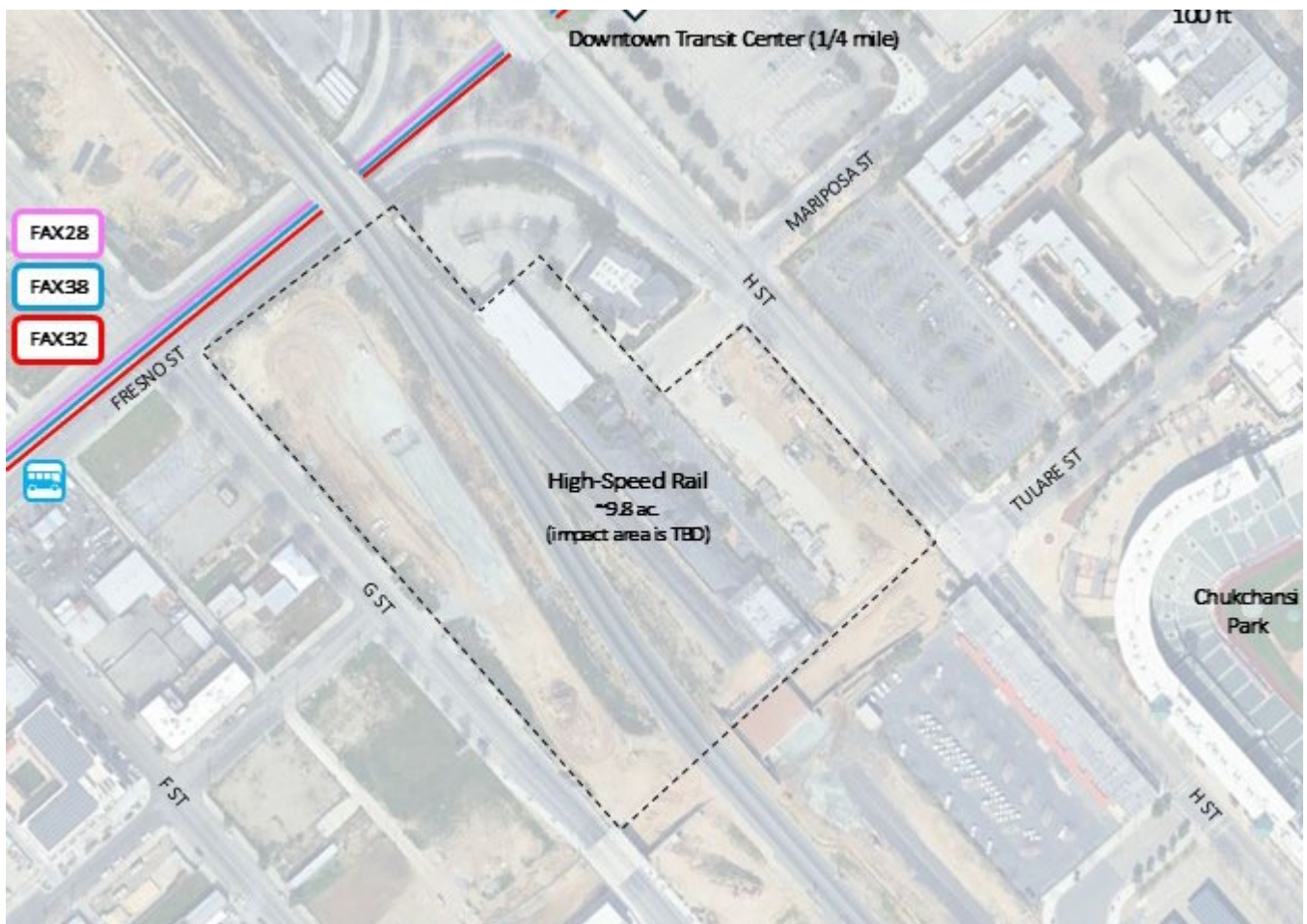
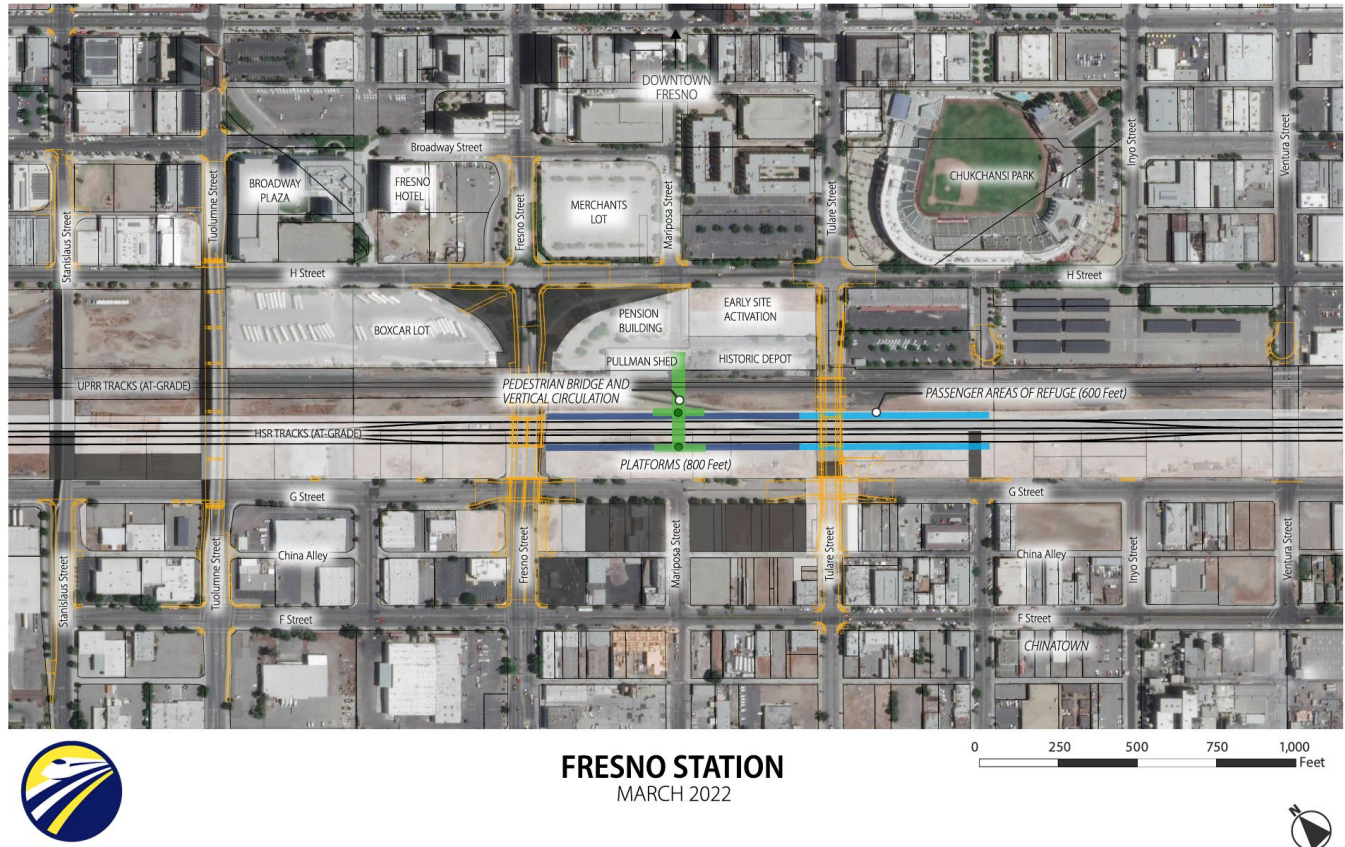


Figure 6 California High-Speed Rail Fresno Station Concept



Source: <https://hsr.ca.gov/high-speed-rail-in-california/station-communities/fresno/>

Trip Generators

The planned HSR station is near the heart of downtown Fresno and the Chinatown area west of the rail tracks. Trip generators are numerous, including:

- **San Joaquin Valley and Statewide Trips:** Provided by high-speed rail and other regional connections (including intercity bus and Amtrak near the east end of downtown).
- **FAX Transit Service.** Connections to the nearby bus service at a potential FAX depot near the HSR station and Courthouse Park, several blocks to the east.
- **Downtown Fresno.** Businesses, government offices, residential, recreation and entertainment uses, medical services, and many other destinations, as would be expected in a large city core.
- **Chukchanski Park.** This attracts thousands of attendees to minor league baseball games, concerts, and other events throughout the year.
- **Courthouses:** Within a ½ mile walk of Fresno County and federal courthouses.
- **Transit Oriented Development (planned):** At the complete HSR project build out, the Fulton Corridor Specific Plan, which includes the Station District, will accommodate 6,300 new residential units, 3.9

million square feet of new office or commercial space, 1.5 million square feet of new urban retail and 145,000 square feet of industrial space

Current and Planned Bus Access

- **FAX Q Line BRT:** The FAX BRT travels on Van Ness Avenue, approximately one-quarter mile from the HSR station. At peak times, the Q Line has 10-minute frequencies.
- **FAX Bus Routes:** The FAX routes 1, 22, 26, 28, 32, 34, and 38 will serve the HSR station.
- **Yosemite Area Regional Transportation System (YARTS):** The Highway 41 Route connects from Fresno to Yosemite National Park. The YARTS bus picks up passengers from the Downtown Fresno Amtrak Station.

Site Access

- **Walking:** The site is integral to the city’s downtown street grid. Most streets have sidewalks, and several adjacent streets would be rebuilt as part of a rail station project. Primary walking routes to the station would be on H Street, with a main entrance on the east side of Mariposa Street.
- **Biking:** Currently, there are Class II bike lanes on H Street parallel to the HSR station location.

Land Ownership and Stakeholders

- The parcel that encompasses the existing rail tracks is owned by Union Pacific Railroad. The High-Speed Rail Authority, the City of Fresno, and private owners own the other land in and around the station.
- Discussions with stakeholders from the California High-Speed Rail Authority are pending.

Utilities and Services Considerations

- The site is partially developed with the Southern Pacific Railroad Depot and Pullman Shed. Utilities and service plans would be subject to the implementation of the HSR station area plan.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	9.1
Environmental Burden (higher burden = higher score)	9.9
Activity Center Proximity (more trips per square mile = higher score)	8.0
Future Land Use Support (higher future land use intensity = higher score)	8.5
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	9.7
EV Charging (greater population in an area with a charging facility deficit = higher score)	9.4
Hazard Risk (fewer hazard events and risk = higher score)	1.1
Future Heat Index (more heat events = higher score)	9.4
TOTAL (a higher score means the area has greater need and suitability based on these factors)	8.2

Manchester Transit Center

This transit center is one of the busiest mobility locations in Fresno and the County. FAX recently invested several million dollars in renovations and upgrades to this transit hub. The footprint of the transit hub occupies both leased private land and space in the street right-of-way. This includes numerous platforms, shelters, and a small building providing customer services, including pass sales and transit information. Space is constrained in the current transit center, so additional mobility features such as electric vehicle charging, carshare, bikeshare, microtransit stops, and others may need to be extended outside the current footprint.

- **Address:** The existing Manchester Transit Center is 3590 N. Blackstone Avenue, Fresno, CA 93726. Expanding mobility hub services may require projects on 3340 N. Blackstone Avenue to the south.
- **Size:** The existing Manchester Transit Center is approximately 0.7 acres and includes facilities on private property and the City right-of-way. The north parcel of Manchester Center is 583,415 square feet (13.4 acres), and the south parcel is 1,214,986 square feet (27.9 acres).

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hub Services:** A mobility hub could further improve FAX bus schedule synchronization. Additional services could include micromobility transit, rideshare drop-off zones, micromobility (including bikeshare, scootershare, and personal electric mobility device charging and storage), and walking and biking route improvements and services.
- **Busy Current Transit Hub:** The Manchester Transit Center is FAX's second most significant and utilized bus location (after only downtown Courthouse Park).
- **Near Numerous Destinations:** The Transit Center shares a site with the Manchester Center Mall, which has numerous retail businesses and a large movie theatre. Large and small businesses line Blackstone Avenue north and south of the site, and nearby housing includes some multi-dwelling and well-established single-dwelling neighborhoods.
- **Co-development Opportunity:** A developer has submitted plans to convert much of the building at the south end of Manchester Center near E Shields Avenue into over 600 housing units, which would significantly boost the nearby residential population. This redevelopment also plans to add smaller commercial buildings on the property's Blackstone Ave and Shields Ave sides; mobility hub services could be co-developed into these projects.

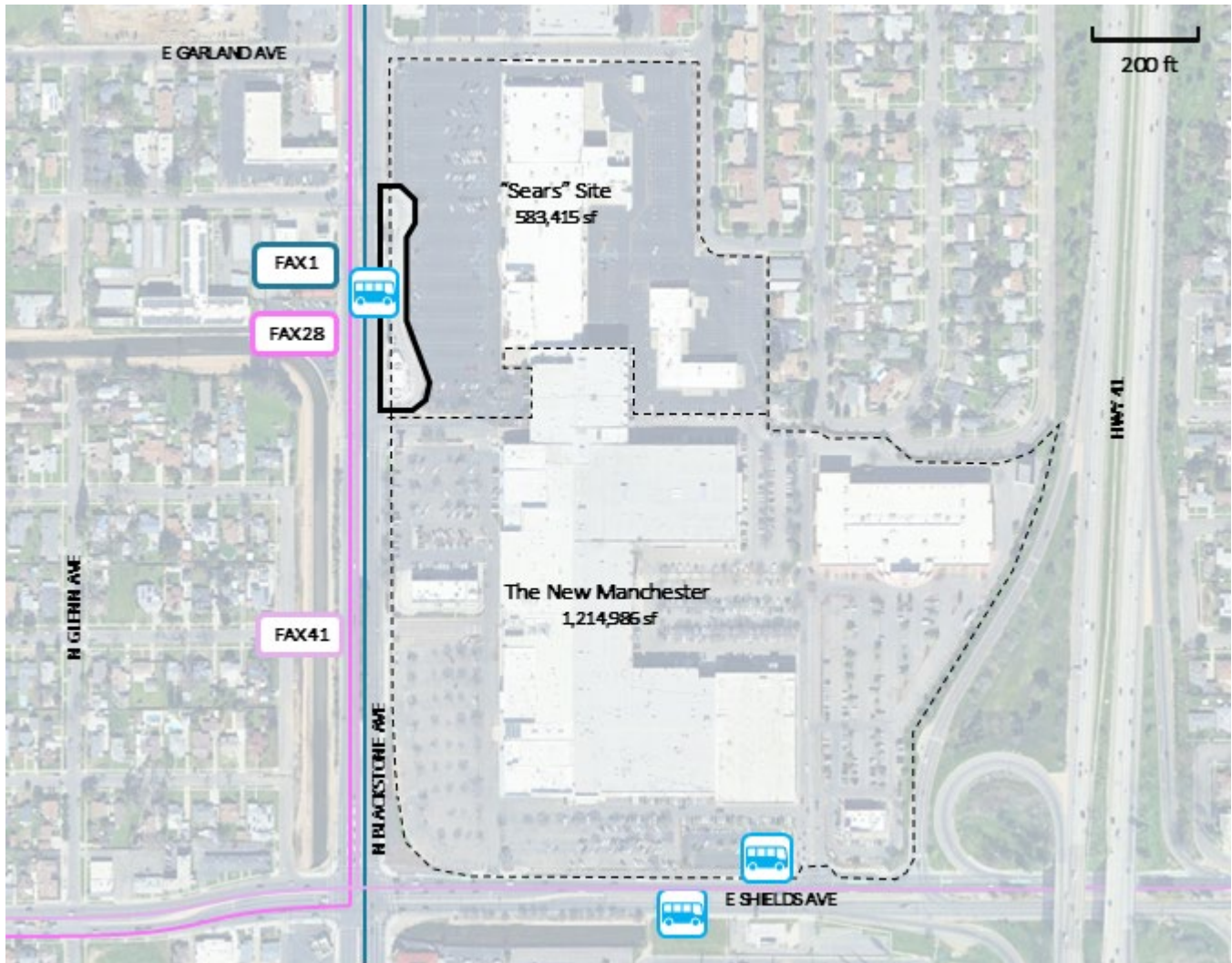
Challenges

- **Hub Development on Private Land:** While the existing Manchester Transit Center occupies privately owned land that FAX has a long-term agreement to use, expanding the footprint of mobility services would require new negotiations over site control and access, potentially with multiple property owners.

Questions to Consider

- **Footprint of Mobility Hub:** Would FAX plan to expand the footprint of the existing Manchester transit center to Ethan Conrad properties and/or the property to the south (insert owner name)?

Figure 7 Opportunity Site: Manchester Transit Center (Fresno)



Trip Generators

Manchester Transit Center is located along the N Blackstone Avenue commercial corridor. Key trip generators include:

- **Commercial Uses:** The transit center shares a site with the Manchester Center Mall, which has numerous retail businesses and a large movie theatre. Large and small businesses line Blackstone Avenue and E Shields Avenue.

- **Residential Uses:** Nearby housing includes some multi-dwelling and well-established single-dwelling neighborhoods. Crossroads Village, a 143-unit affordable housing development, is located one block north of the Transit Center at E Dakota Avenue and N Blackstone Avenue.
- **Residential Development:** A developer has submitted plans to convert much of the building at the south end of Manchester Center near E Shields Avenue into over 600 housing units.

Current and Planned Bus Access

- **FAX Bus Routes:** The BRT 1, 28, and 41 routes all stop at Manchester Transit Center mid-route; these three lines span the city and provide direct transfer to every other bus route in FAX’s network.

Site Access

- Road access to the Manchester Transit Center is provided off N Blackstone Avenue. The center has a separate entrance from the Manchester Mall entrance.
- In front of the Transit Center, Blackstone Avenue includes a bus-only zone parallel to the bus shelters.
- The sidewalk infrastructure is primarily built around the Transit Center.
- There is no dedicated bike lane along N Blackstone Avenue or Shield Avenue.
- The Midtown Trail is expected to open in late 2025. It will begin at the Blackstone/Shields intersection and travel seven miles eastward, connecting with the Clovis Old Town Trail.

Land Ownership Considerations

- Manchester Transit Center sits on privately owned land, which the northside original Manchester Center Mall controls. Directly to the south of the Transit Center parcel is owned by Omninet Properties, which has submitted plans to convert much of the existing commercial uses to 600 housing units.

Utilities and Services Considerations

- The Manchester Transit Center site is a built-up site that likely has existing utility services. It is unknown if utilities are stubbed-in or accessible on the southwest corner site.
- The City of Fresno would provide fire, police, water, and sewer service.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	9.1
Environmental Burden (higher burden = higher score)	5.3
Activity Center Proximity (more trips per square mile = higher score)	9.5
Future Land Use Support (higher future land use intensity = higher score)	4.0
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	9.3
EV Charging (greater population in an area with a charging facility deficit = higher score)	9.7



Hazard Risk (fewer hazard events and risk = higher score)	1.1
Future Heat Index (more heat events = higher score)	3.9
TOTAL (a higher score means the area has greater need and suitability based on these factors)	6.5

Former Fresno County Hospital

In February 2025, the sale of the formerly Fresno County-owned University Medical Center (UMC) property at Cedar Avenue and Cesar Chavez Boulevard to a private developer⁴ was completed. The County will retain ownership of the site's northeast corner for ongoing use as the Crisis Residential Center. The UMC project is still in the master planning phase, and specific land uses have not yet been identified. However, the developer has expressed interest in adding housing and retail uses. One of the existing buildings has been purchased for a 19,000 square foot health clinic.

- **Address:** 4460 E Huntington Ave, Fresno
- **Size:** The purchased portion of the parcel is approximately 1,272,000 square feet (29.2 acres). The entire formerly County-owned parcel is 1,428,737 square feet (32.8 acres).

Potential Mobility Hub Assessment

Opportunities

- **Mobility Hub in Specific Plan:** The proposed Central Southeast Area Specific Plan⁵ references this site as a potential mobility hub.
- **Property will be Developed:** A private developer will redevelop the property, bringing investment and likely new residential and commercial activity to the area.
- **Opportunity to Coordinate Hub Planning in the UMC Site Master Plan:** Since the UMC redevelopment project is still in the master planning phase, there is an opportunity to plan for the hub in context with the overall planning for the site.
- **Near High Frequency Transit:** FAX's high frequency transit routes (BRT Route 1 and Route 38) both stop adjacent to the UMC campus.

Challenges

- **Redevelopment Project in Early Phases:** The project is in the master planning phase. The only planned land use is a 19,000-square-foot United Health Center clinic. Therefore, the timeline for project completion has not been identified.
- **Hub Development on Private Land:** A private developer currently owns the UMC property. Therefore, a mobility hub would require negotiations over hub potential, design, and siting.

Questions to Consider

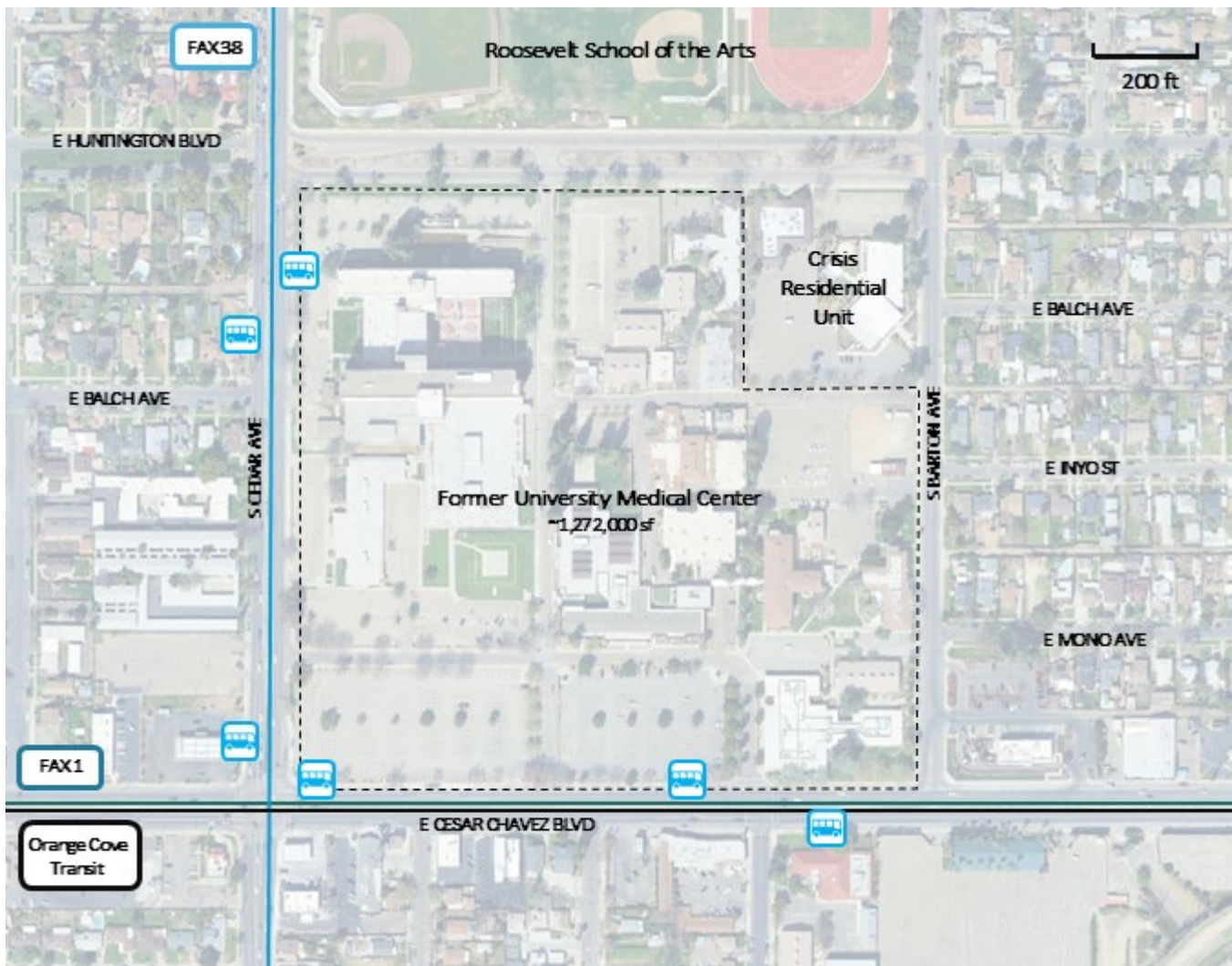
- **Coordination with Private Owner:** How should the master planning for the UMC site be coordinated with the planning for a mobility hub?
- **Complementary Land Uses:** Would the land use program of the development project complement a mobility hub?

⁴ [UMC Building Exits Escrow. Developer Envisions a 'Mini City' for SE Fresno. – GV Wire](#)

⁵ On page 48 in the [Central Southeast Area Specific Plan](#).

- **Mobility Hub Placement:** What locations on the property are most suitable for a hub? (The southwest corner has the largest parking lot area and is nearest to the current FAX and FCRTA routes.) How could hub amenities be distributed across private and public right-of-way land? Would FAX explore routing buses through the property's internal street network to access an off-street hub?

Figure 8 Opportunity Site: Former University Medical Center (Fresno)



Trip Generators

The UMC site is in a dense area with commercial and residential development:

- **Commercial Development:** Several commercial corridors exist in the surrounding area, particularly Cesar Chavez Avenue.
- **Residential Uses:** Residential single-dwelling uses and some multi-dwelling development.
- **Roosevelt High School:** Roosevelt High School is located on the north side of the UMC site and has an enrollment of over 2,000 students.

- **Fresno Fairgrounds:** The Fresno Fairgrounds is located just south of the UMC site, which hosts the annual Fresno Fair. The Fairgrounds are available for rent throughout the year and are programmed for events ranging from car shows to high school robotics competitions.
- **Future Development.** While the UMC's redevelopment is still in the master planning phase, the significant footprint would generate substantial trips.

Current and Planned Bus Access

- The BRT Route (Route 1) travels east/west on Cesar Chavez Boulevard from Van Ness Boulevard to Clovis Street, and north/south to the 41 freeway.
- The 38 Cedar bus is another high-frequency route (15-minute frequency) that primarily travels north/south from Jensen to Nees.
- FCRTA's Orange Cove route stops on the south side of this block, along E Cesar Chavez Boulevard, as it makes two round trips Monday-Friday, connecting Fresno, Sanger, Parlier, Reedley, and Orange Cove.

Site Access

- Depending on hub location, site access would likely be off E Cesar Chavez Boulevard or S Cedar Avenue.
- The sidewalk network is largely built out in the area.
- There is a dedicated bike lane on Cesar Chavez Boulevard.

Land Ownership Considerations

- A private developer has recently purchased the majority of the site. The owner has not had specific conversations about mobility hubs.
- Fresno County retains ownership of several acres on the site's northeast corner for ongoing use as the Crisis Residential Center.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	8.9
Environmental Burden (higher burden = higher score)	9.5
Activity Center Proximity (more trips per square mile = higher score)	8.9
Future Land Use Support (higher future land use intensity = higher score)	2.8
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	9.4
EV Charging (greater population in an area with a charging facility deficit = higher score)	7.5
Hazard Risk (fewer hazard events and risk = higher score)	10.0
Future Heat Index (more heat events = higher score)	9.5
TOTAL (a higher score means the area has greater need and suitability based on these factors)	7.3

Tower District

The Tower District is a vibrant commercial district with various restaurants, bars, performing arts venues, and retail uses. In addition to the regularly scheduled events at the performing arts venues, several large festivals encompass the entire Tower District, including the Rogue Festival and Fresno Film Festival. The Tower District commercial uses adjoin single-dwelling residential uses.

The site under most immediate consideration is the Tower Theatre property, which the City of Fresno owns. Other locations to consider include parking lots at the corner of Olive Avenue and Van Ness Avenue, where east-west and north-south buses pass.

- **Address:** 809 E Olive Avenue, Fresno
- **Size:** 83,465 square feet

Potential Mobility Hub Assessment

Opportunities

- **High Foot Traffic:** The area is a vibrant commercial district, with high foot traffic and bus use indicating potential mobility opportunities. The Tower District has frequent events and festivals that bring hundreds of people to the district. A mobility hub that promotes non-driving options could ease congestion in the area.
- **Walkable Community:** The Tower District is a compact, walkable community lending itself well to a potential mobility hub with active transportation options.
- **Well-served by Transit:** FAX operates four routes through the Tower District.
- **City-owned land:** The City of Fresno owns land in the heart of the Tower District that could potentially be used for a hub, including the whole Tower Theatre block and parking lot

Challenges

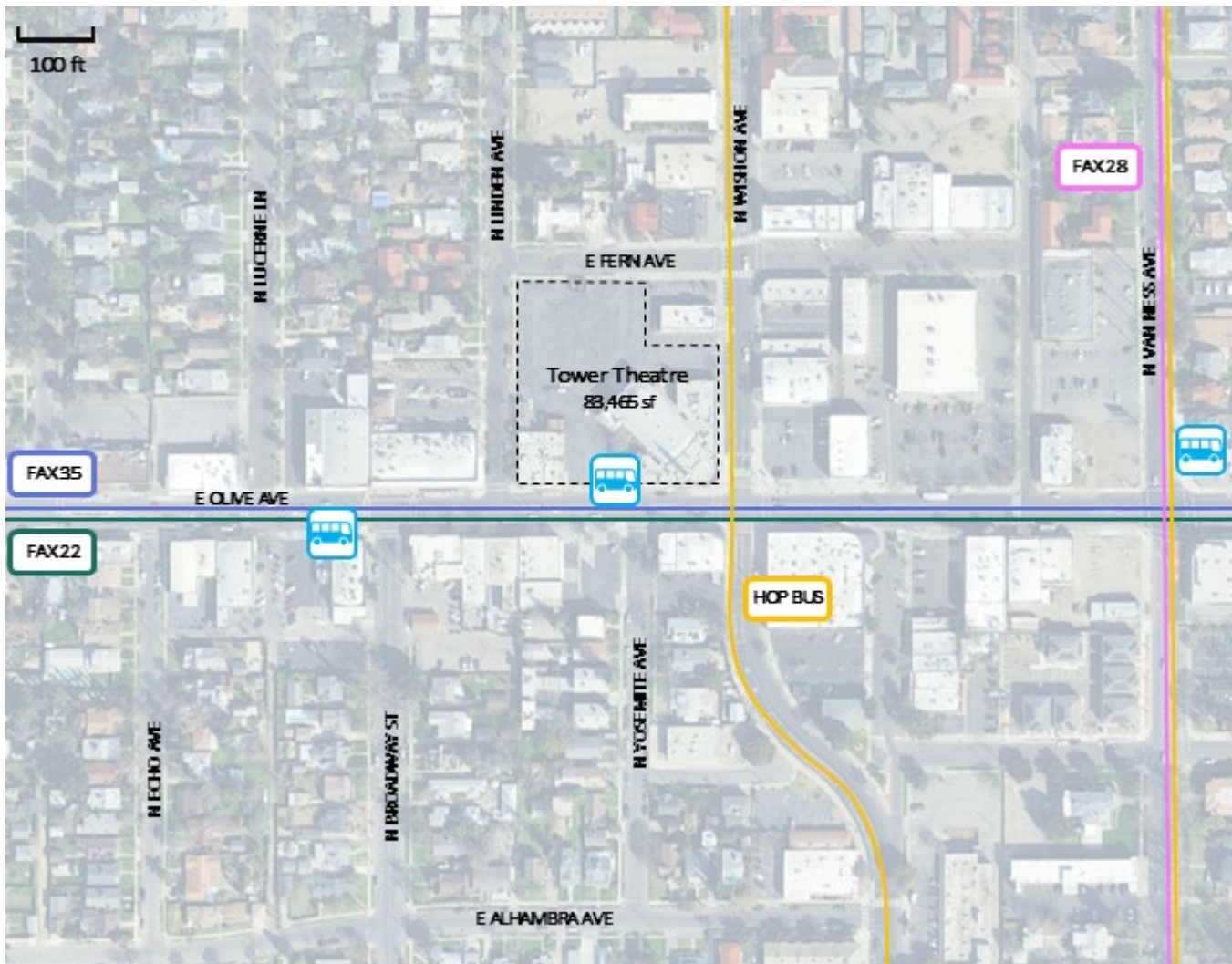
- **Varied Land Ownership:** Land is owned by multiple private owners, making coordination challenging.
- **Limited Land Area:** The Tower District is compact without much excess land area.
- **Space Availability on Site:** The City has indicated that the Tower Theatre parking lot is frequently busy, which may limit the availability of surplus space for mobility hub facilities.
- **Site Visibility:** The Tower Theatre parking lot is concealed behind several buildings, which may limit people's visibility and awareness of a mobility hub developer here.

Questions to Consider

- **City-owned Property:** Would the City and property tenants be amenable to a mobility hub on the existing theater property?
- **Other Locations:** Are there other viable locations in the Tower District to consider, such as parking lots at the corner of Olive Avenue and Van Ness Avenue, where east-west and north-south buses pass?

- **Integration of On-Street and Off-Street Facilities:** Assuming FAX buses continue stopping on the street, not diverting to an off-street station, how would on-street and off-street mobility hub features be integrated?

Figure 9 Opportunity Site: Tower Theatre Property within Tower District (Fresno)



Trip Generators

- **Commercial:** The Tower District contains many businesses, including food markets, small clothing and music shops, restaurants, discount retailers, and offices.
- **Entertainment:** The Tower Theatre for the Performing Arts hosts many live shows throughout the year, and the District is a hotspot for nightlife overall.
- **Residential:** Nearby areas are primarily small- to medium-lot size single-dwelling homes.
- **Education:** Muir Elementary School, Susan B. Anthony Elementary School, and Fresno City College are within ½ mile.

Current and Planned Bus Access

- FAX routes 22 and 35 stop on the south side of the site along Olive Avenue
- FAX route 28 stops one block away on Fulton and Van Ness to the east, and FAX route 26 stops six blocks away on Palm Avenue to the west.
- The FresnoHOP trolley shuttle connects the Tower District to Fresno City College, the Cultural Arts District, the Brewery District, Fresno State, and Campus Pointe on Friday and Saturday evenings and every First Thursday.

Site Access

- Vehicles can enter the site from curb cuts on all four sides of the block, accessing a central parking lot.
- The Tower District is well connected with a complete street grid, sidewalks, and generally lower-speed residential and neighborhood commercial-scale streets that should be welcoming for most people.
- The area has some bicycle facilities, including a southbound buffered bike lane on Wishon/Fulton Avenues along the east side of the Tower Theatre site, and bike lanes on Broadway Street one block to the east.

Land Ownership and Stakeholders

- The City of Fresno owns most of the Tower Theatre block and parking lot, except for the northeast corner, which is separately owned and occupied by a pizzeria.
- The owners of other properties, including those of parking lots at Olive Avenue and Van Ness Avenue, have not been contacted.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	7.3
Environmental Burden (higher burden = higher score)	7.0
Activity Center Proximity (more trips per square mile = higher score)	8.7
Future Land Use Support (higher future land use intensity = higher score)	2.5
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	9.1
EV Charging (greater population in an area with a charging facility deficit = higher score)	9.8
Hazard Risk (fewer hazard events and risk = higher score)	2.0
Future Heat Index (more heat events = higher score)	9.4
TOTAL (a higher score means the area has greater need and suitability based on these factors)	6.4

Blackstone / Shaw Intersection Area

The area of north Fresno around the intersection of N Blackstone Avenue (north-south) and W and E Shaw Avenue (east-west) is a significant destination and crossroads for local and regional travel. These two arterial roads see tens of thousands of daily vehicles travel through Riverpark Mall, downtown Fresno, Highway City, Fresno State, Clovis, and other communities on these corridors. Highway 41 has an interchange just east of this intersection, and FAX high-frequency routes 1 (north-south) and 9 (east-west) cross here.

Possible mobility hub sites include:

- The “Vineyard Farmers Market”⁶ site, at 46 W Shaw Avenue, a 464,225 square foot (10.7 acres) property with several commercial buildings but mostly parking lots and unbuilt land.
- The Glenn Project site, at 63 W Shaw Avenue, is a 97,405-square-foot (2.3-acre) vacant property in the early stages of planning to become a residential development supported by the California Affordable Housing and Sustainable Communities program.

Potential Mobility Hub Assessment

Opportunities

- **Significant Land Availability at the “Vineyard Farmers Market” Site:** At least one vacant building and many acres of unbuilt land or underutilized parking spaces may be available for mobility hub features.
- **Excellent Site Access:** The property is accessible from N Blackstone and W Shaw Avenues, with existing curb cuts to the parking area on both sides. There is ample space for on-street and off-street hub facilities and vehicle circulation areas.

Challenges

- **Limited Land Availability at the “AHSC” Site:** Preliminary concepts for the AHSC residential project suggest the development will maximize its footprint and volume, which may leave little remaining space for mobility hub features, especially transit areas, rideshare pickup-dropoff zones, and passenger waiting areas. However, small components of hubs, such as bike storage, small retail or community use spaces, and EV charging, could be integrated into the design.

Questions to Consider

- **Farmers Market Traffic:** What volume and modes of traffic does the Farmers Market generate? Would market vendors and patrons be interested in mobility hub services?
- **Integration of On-Street and Off-Street Facilities:** Assuming FAX buses continue stopping on the street, not diverting to an off-street station, how would on-street and off-street mobility hub features be integrated?

⁶ The Vineyard Farmers Market, “California’s Most Beautiful Farmers Market” operates on Wednesdays and Saturdays from an outdoor trellis plaza in the center of the site, drawing significant vehicle traffic.

Figure 10 Opportunity Site: Two Site Opportunities at the Blackstone Ave / Shaw Ave Intersection (Fresno)



Trip Generators

- **Commercial:** N Blackstone Avenue is a major commercial corridor, with the Vineyard Farmers Market on-site and numerous businesses, including restaurants, home goods, car dealers, offices, food markets, and others, within ½ miles. Other grocery stores, Walmart, the Best Plaza Shopping Center, and Fashion Fair Mall are within one mile.
- **Residential:** The surrounding area has many multi-dwelling apartment buildings and single-dwelling housing neighborhoods, especially to the west.
- **Education:** While no schools are in the immediate area, Bullard High School and Hoover High School are approximately 1.5 miles away, and Fresno State is two miles to the east along E Shaw Avenue.

Current and Planned Bus Access

- FAX route 1, the Q BRT, runs frequent north-south service along N Blackstone Avenue, with “farside” curbside stops on either side of Blackstone.
- FAX route 9 runs a frequent east-west service along W Shaw Avenue, with curbside stops on either side of Shaw just west of Blackstone.

Site Access

- The “Vineyard Farmers Market” site has over 1,000 feet of street frontage on N Blackstone and W Shaw Avenues, and both streets have driveway curb cuts.
- Blackstone and Shaw Avenues have curb-tight sidewalks, which provide connectivity but may feel unwelcoming next to the two high-speed arterial streets.
- The street grid is somewhat intact overall, especially in the residential neighborhoods west of these sites. N Blackstone Avenue has crosswalks only every 1/8 to 1/4 of a mile, which is typical of large arterial roads. Highway 41 to the east significantly disrupts the street grid, with cross streets on overpasses roughly every 1/4 mile.
- There are no improved and designated bikeways within over 1/4 mile of the sites.

Land Ownership and Stakeholders

- Erganian Family Partnership LLP owns the 46 W Shaw Avenue site. The Vineyard Farmers Market has operated on the site since 1980. Other site tenants include the Yosemite Falls Cafe on the north end, an eyeglasses retailer, and a vacant building on the south side, and a compound of several buildings and sheds in the wooded area on the west edge of the site.
- Shaw Glenn Investments LLP owns the 63 W Shaw Avenue site.
- The project team has not contacted the site owner or tenants about the mobility hub study.

Map Scoring*

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	6.4
Environmental Burden (higher burden = higher score)	6.7
Activity Center Proximity (more trips per square mile = higher score)	8.4
Future Land Use Support (higher future land use intensity = higher score)	8.5
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	9.6
EV Charging (greater population in an area with a charging facility deficit = higher score)	0.0
Hazard Risk (fewer hazard events and risk = higher score)	1.6
Future Heat Index (more heat events = higher score)	3.9
TOTAL (a higher score means the area has greater need and suitability based on these factors)	6.2



*Map scoring at this location is derived from a point in the center of the Blackstone/Shaw intersection, not directly within either site. Scores for the specific sites are comparable because scores reflect conditions in a ¼ mile radius.

Fresno County Rural Transit Agency (FCRTA) / Other Cities and Rural County Study Area

Relationship to the Transit Microgrid and Multi-Modal Community Resiliency Hub Study

Walker Consultants and project partners worked with FCRTA to prepare this Study⁷, which explored innovative project ideas to expand transportation access, improve air quality, and support local communities. Several locations FCRTA is considering for mobility hubs were also evaluated for microgrid facilities. The following site evaluations restate some microgrid and resiliency hub study information.

S. 7th Street - Fowler

This location, on a roughly $\frac{3}{4}$ acre site owned by the City of Fowler, is near a Fresno County Library, a United Health Clinic, Ace Hardware, and Downtown Fowler (roughly three blocks away). It was previously studied for an FCRTA resiliency hub/microgrid and showed strong potential for development. FCRTA recently completed a study of the feasibility of providing more frequent and reliable service on SR 99.

Golden State Boulevard, a major regional arterial, is parallel to and on the opposite side of the railroad tracks to the southwest of the site. It is accessible from both Merced St. and Vine St. The nearest on-/off-ramp to State Route 99 is approximately $\frac{1}{2}$ -mile away from the site at Merced St.

- **Address:** No established address. Parcel number 34331004ST.
- **Size:** 32,121sf

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hub Services.** A mobility hub at this location could include bus, microtransit, personal electric vehicle charging, passenger and driver waiting and rest areas, rideshare pickup/dropoff curb zones, and other mobility programs.
- **Resiliency and Microgrid Features.** FCRTA is universally interested in including resiliency features and microgrid energy facilities in its capital site projects. These features could include on-site solar generation, battery storage, electric bus and microtransit vehicle charging, cooling centers for people, community gathering spaces, and capabilities to function as an emergency response center. The *Microgrid and Resiliency Hub Study* estimates that a microgrid on this site would save \$2,000 annually compared to a traditional utility connection (page 17).

⁷ <https://www.ruraltransit.org/transit-microgrid-feasibility-study/>

Challenges

- **Stormwater Facilities:** The site is mostly a stormwater retention basin, which would need to be decommissioned (and stormwater services relocated elsewhere) to make more of the property available for development.
- **Grid Constraints.** The *Microgrid and Resilience Hub Study* found that Fowler has significant electricity grid constraints and limitations when adding new load (page 12). Therefore, it is vital to consider a microgrid at this location.

Questions to Consider

- **Stormwater Facilities:** What is the timeline for possibly decommissioning or removing the stormwater basin, which is likely necessary to make land available for development and mobility hub infrastructure?
- **Mobility Services.** With all potential FCRTA mobility hub locations, it is essential to investigate if other mobility services, such as micromobility (bikeshare and scootershare), personal mobility device storage and charging, private rideshare pickup/dropoff, and other services, would be helpful in the community and practical to deploy.

Figure 11 Opportunity Site: S. 7th Street (FCRTA / Fowler)


Trip Generators

- **Fresno County Fowler Branch Library:** The Fresno County Fowler Branch Library is adjacent to the site.
- **Adventist Health Clinic:** An Adventist Health Clinic is approximately three blocks from the site. Pedestrian access across the Golden State Corridor in this location is limited, but it will be improved as part of the Golden State Corridor Improvement Project.
- **Residential Uses:** There are primarily single-dwelling residential uses near the microgrid site.
- **Places of Worship:** Several places of worship are located within 4-5 blocks of the site.
- **Commercial Uses:** The site is located approximately two blocks from E Merced Street, which has a variety of retail, restaurant, and service uses.

Current and Planned Bus Access

- **FCRTA Fixed-Route:** The FCRTA Southeast Route and Kingsburg-Reedley Route serve two stops in Fowler, both of which are several blocks from this site (one to the northwest along 7th in downtown, the other at the Children’s Hospital to the southwest of Golden State Boulevard).
- **FCRTA Intra-City On Demand:** FCRTA offers intra-city on-demand transit service in Fowler, which operates Monday through Friday from 7:00 a.m. to 5:30 p.m. Riders can request service 24 hours in advance.
- **Potential Future Service:** FCRTA is currently evaluating the feasibility of several higher-capacity transit options along the Golden State Corridor, which could significantly improve transit capacity and frequency between downtown Fresno and Kingsburg, including Fowler on the route

Site Access

- Access for all users would be from S. 7th Street, with potentially one or two new access curb cuts.
- S. 7th Street has sidewalks on both sides and connects to a traditional city core street grid. There are no designated bikeways to the site, but the streets are relatively low volume and slow, which would allow some street sharing.
- A Conceptual Trail is planned along Golden State Boulevard to the site’s south. However, connections to the trail from the site will require crossing rail tracks and a several-block detour.

Land Ownership and Stakeholders

- The City of Fowler owns the property. The project team is in regular contact with the City, which agreed that this site is suitable for further evaluation.
- The City of Fowler regularly communicated with the Fresno County Library, which owns adjacent land but has not explicitly engaged the Library about this mobility hub site opportunity.

Utilities and Services

- The parking lot site has electrical service for site lighting and the building, communication lines, and water service for irrigation. The library parcel's water supply is near the building's southeast corner. All utilities stub off underground main lines in 7th St. The storage yard site does not appear to have any site utilities of its own; electrical power for the one site light is fed from the parking lot.
- The improved site appears to have adequate surface drainage out to 7th St. The storage yard has no formal drainage improvements but can be graded to drain to 7th St. There are curb inlets to the municipal storm drain system off the northeast corner of the storage yard and at the intersection of 7th St. and Vine St. It doesn’t appear that any of the site drains directly to the adjacent stormwater basin.
- The existing site is partially developed with concrete pavement and planter areas; the general area is known to have sandy soils, which typically don’t require special design considerations for foundations.

Map Scoring

Suitability Category

Score

Transportation Equity (higher priority populations / more vulnerability = higher score)	3.7
Environmental Burden (higher burden = higher score)	9.0
Activity Center Proximity (more trips per square mile = higher score)	7.8
Future Land Use Support (higher future land use intensity = higher score)	2.5
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	8.1
EV Charging (greater population in an area with a charging facility deficit = higher score)	0.0
Hazard Risk (fewer hazard events and risk = higher score)	3.2
Future Heat Index (more heat events = higher score)	8.2
TOTAL (a higher score means the area has greater need and suitability based on these factors)	4.9

Manning Avenue Travel Center (Buford Oil) - Fowler

The Manning Avenue Travel Center (Buford Oil) site is at the south end of Fowler, east of Hwy 99, at the interchange with Manning Avenue. It is currently a fueling station and is in development review with the City to be constructed into a travel center. The site is approximately 18 acres, with numerous future phases that aren't part of the primary travel center and could be used in partnership between FCRTA and Buford.

- **Address:** 2747 Manning Avenue, Fowler, CA 93625
- **Size:** 819,981 square feet (18.8 acres)

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hub Services:** A mobility hub at this location could include bus, microtransit, and personal electric vehicle charging, passenger and driver waiting and rest areas, rideshare pickup/dropoff curb zones, and other mobility programs.
- **Resiliency and Microgrid Features:** FCRTA is universally interested in including resiliency features and microgrid energy facilities in its capital site projects. These features could include on-site solar generation, battery storage, electric bus and microtransit vehicle charging, cooling centers for people, community gathering spaces, and capabilities to function as an emergency response center. The *Microgrid and Resiliency Hub Study* did not evaluate this site.
- **Regional Centrality:** This location, at the crossroads of Highway 99 and Manning Avenue, is a major pass-through point for people traveling the highway corridor and Manning Avenue west and east to other small cities and rural communities in the County. Fresno is 11 miles away, Selma is 3 miles away, Kingsburg is 9 miles away, Reedley is 11 miles away, and San Joaquin is 29 miles away.
- **Planned Buildout of Travel Center Amenities:** The future private development of the travel center includes gasoline and diesel fueling and EV charging, which can be helpful for transit fleet and personal vehicle fueling and charging. The travel center also includes restrooms, food service, and a convenience store, all useful amenities for mobility hub users.

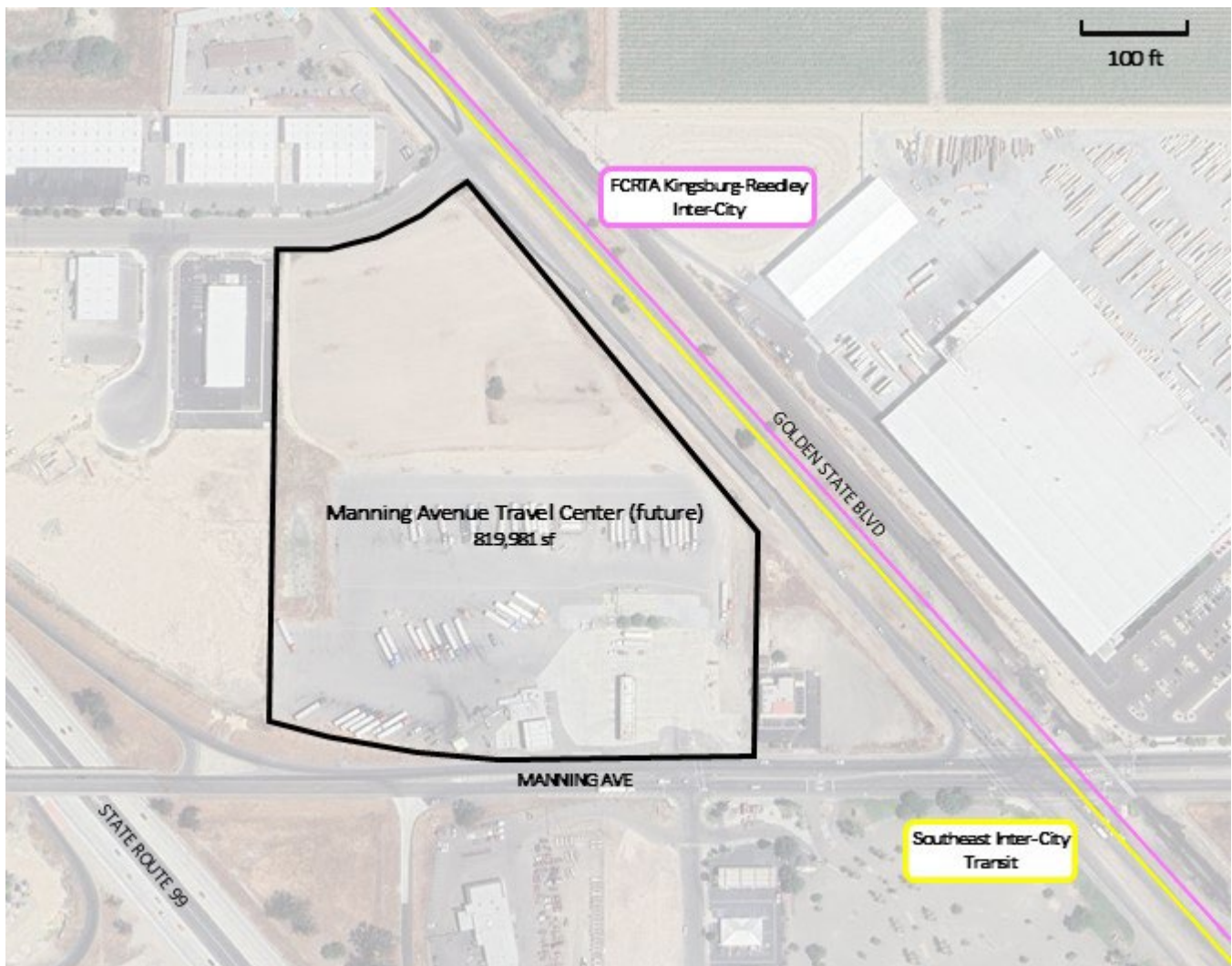
Challenges

- **Site Ownership:** While the City of Fowler has a productive ongoing relationship with the Bullard Oil site owners through the truck stop development project, this is private property on which the City and FCRTA have less direct development authority.
- **Internal Site Circulation:** The proposed internal private road, Buford Drive, shows a crosswalk connecting the Phase 1 and Phases 3-6 areas, but could still be a barrier to access between any mobility hub areas and the core travel center spaces.
- **Grid Constraints.** The *Microgrid and Resilience Hub Study* found that Fowler has significant electricity grid constraints and limitations when adding new load (page 12). Therefore, it is vital to consider a microgrid at this location.

Questions to Consider

- **Travel Center Project Phasing and Site Use:** While Phase 1 of the project is nearly fully established for development, are any of the Phase 2 areas on the north end of the site, or Phases 3-6 areas on the south end fronting Manning Avenue, available for locating mobility hub infrastructure?
- **Mobility Services.** With all potential FCRTA mobility hub locations, it is essential to investigate if other mobility services, such as micromobility (bikeshare and scootershare), personal mobility device storage and charging, private rideshare pickup/dropoff, and other services, would be helpful in the community and practical to deploy.
- **Park & Ride.** Would this location be suitable for a park-and-ride service intercepting drivers and transferring part of their trip, especially along SR 99, to transit?

Figure 12 Opportunity Site: Manning Avenue Travel Center (Fowler)



Trip Generators

- **Future Travel Center:** The travel center, currently undergoing development review, will primarily target medium- and long-distance freight and personal vehicle trip users, who likely have little need for public transportation and shared mobility during these travels.
- **Industrial and Warehousing.** The site is surrounded mainly by large industrial and warehousing, which could allow this hub to serve worker commutes, but it does not offer a diversity of uses, such as residential, commercial, recreational, or civic, that may generate a wider variety of trips in purpose and time of day.

Current and Planned Bus Access

- **FCRTA Fixed Routes:** FCRTA offers two fixed routes that serve Fowler. However, the Fowler bus stops are Adventist Health/Valley Children's Hospital and 7th and Merced, over half a mile away.
- **FCRTA Intra-City On Demand:** FCRTA offers intra-city on-demand transit service within the City of Fowler, which operates Monday through Friday from 7:00 a.m. to 5:30 p.m. Riders can request service 24 hours in advance.
- **Potential Future Service:** FCRTA is evaluating the feasibility of several higher-capacity transit options along the Golden State Corridor. These options could significantly improve transit capacity and frequency between downtown Fresno and Kingsburg, including Fowler along the route.

Site Access

- Vehicles will access the site via a newly constructed private access road that connects to Manning Avenue. Entrances to SR 99 and Golden State Boulevard are very near the site.
- The location also has poor walking and biking access due to sidewalk gaps, little bikeway infrastructure, and numerous large, high-speed roads.

Land Ownership and Stakeholders

- Buford, Marcelyn M., Trustee, owns the site. The City of Fowler is in regular contact with the site owner through the development review process for the travel center, but the project team has not explored the possibility of a mobility hub with this owner.
- A separate private owner owns the restaurant east of the truck and auto plaza.

Utilities and Services

- The City of Fowler would provide water and sewer services.
- Police and fire services are provided in Fresno County.
- The site has a truck stop with restroom facilities, indicating the site has utility access.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	5.5
Environmental Burden (higher burden = higher score)	8.6
Activity Center Proximity (more trips per square mile = higher score)	5.4
Future Land Use Support (higher future land use intensity = higher score)	2.5
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	9.5
EV Charging (greater population in an area with a charging facility deficit = higher score)	4.2
Hazard Risk (fewer hazard events and risk = higher score)	2.9
Future Heat Index (more heat events = higher score)	9.2
TOTAL (a higher score means the area has greater need and suitability based on these factors)	5.4

Former Mendota Airport

The former Mendota airport, which has been inactive for flights since 2022, could serve FCRTA fixed-route buses, West County microtransit, and other mobility services. The airport's grounds are spacious and could accommodate a variety of rider-oriented services, including waiting areas, electric vehicle charging, park & ride transfers, and community amenities, along with mobility operations facilities such as electric bus and microtransit charging, fleet maintenance, and driver rest areas.

- **Address:** 359 Airport Boulevard, Mendota, CA 93640
- **Size:** The entire airport is approximately 113 acres. The “landside” area is approximately 1.9 acres.

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hub Services:** A mobility hub at this location could include bus, microtransit, personal electric vehicle charging, passenger and driver waiting and rest areas, rideshare pickup/dropoff curb zones, and other mobility programs.
- **Resiliency and Microgrid Features:** FCRTA is universally interested in including resiliency features and microgrid energy facilities in its capital site projects. These features could include on-site solar generation, battery storage, electric bus and microtransit vehicle charging, cooling centers for people, community gathering spaces, and capabilities to function as an emergency response center. The *Microgrid and Resiliency Hub Study* did not evaluate this site.

Challenges

- **Non-Central Location:** The former Mendota Airport is several blocks from Oller Street, the primary commercial corridor, and the street where FCRTA buses currently stop.
- **Grid Constraints:** The *Microgrid and Resilience Hub Study* found that Mendota is approaching exhaustion of its electricity grid feeder headroom (page 12). Therefore, it is vital to consider a microgrid at this location.

Questions to Consider

- **Mobility Services.** With all potential FCRTA mobility hub locations, it is important to investigate if other mobility services, such as micromobility (bikeshare and scootershare), personal mobility device storage and charging, private rideshare pickup/dropoff, and other services, would be helpful in the community and practical to deploy.

Figure 13 Opportunity Site: Former Mendota Airport (FCRTA / Mendota)



Trip Generators

- **Mendota Police Department:** The City of Mendota Police Department is located just west of the site.
- **Industrial Uses:** Two warehouses near the project site may have some employee demand.

Current and Planned Bus Access

- **FCRTA Fixed Route:** The FCRTA fixed route Westside Transit provides service to Firebaugh and the City of Fresno. Two round trips are offered Monday through Friday.
- **FCRTA Intra-City On Demand:** FCRTA offers intra-city on-demand transit service in Mendota, Monday through Friday from 7:00 a.m. to 5:30 p.m. Riders can request service 24 hours in advance.

Site Access

- This location is several blocks from downtown Mendota, with 9th Street being the primary connection. The site is currently fenced off from 9th Street. FCRTA and the City have a strong relationship and should work together to ensure access routes to this possible hub location are safe, welcoming, and navigable for people walking, biking, transiting, and driving to and from.
- There is limited bicycle and pedestrian infrastructure in the area.

Land Ownership and Stakeholders

- The City of Mendota owns the former Airport property. The city has not been specifically contacted regarding the mobility hub site opportunity.

Utilities and Services

- There are some buildings and trailers on the property, but it is unknown whether the site has access to water and sewer.
- The City of Mendota would provide water and sewer services.
- The City of Mendota has its own police department.
- Fire service would be through Fresno County.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	8.2
Environmental Burden (higher burden = higher score)	6.8
Activity Center Proximity (more trips per square mile = higher score)	2.4
Future Land Use Support (higher future land use intensity = higher score)	2.5
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	9.3
EV Charging (greater population in an area with a charging facility deficit = higher score)	9.4
Hazard Risk (fewer hazard events and risk = higher score)	2.7
Future Heat Index (more heat events = higher score)	7.1
TOTAL (a higher score means the area has greater need and suitability based on these factors)	5.5

San Joaquin Main Street Site

This site, also recommended in FCRTA's *Microgrid and Resiliency Hub Study*, is on Main Street in San Joaquin. The previous study considers it suitable as a potential bus station, micromobility hub, bikeshare docking area, solar/battery microgrid facility, and area for community services and amenities such as food trucks. As a full mobility hub, it could be further enhanced with additional mobility infrastructure and services.

- **Address:** 8747 S. Main Street, San Joaquin, CA 93660
- **Size:** 7,375 square feet

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hub Services:** A mobility hub at this location could include bus, microtransit, personal electric vehicle charging, passenger and driver waiting and rest areas, rideshare pickup/dropoff curb zones, and other mobility programs.
- **Resiliency and Microgrid Features:** FCRTA is universally interested in including resiliency features and microgrid energy facilities in its capital site projects. These features could include on-site solar generation, battery storage, electric bus and microtransit vehicle charging, cooling centers for people, community gathering spaces, and capabilities to function as an emergency response center. The *Microgrid and Resiliency Hub Study* estimates that a microgrid on this site would save \$18,000-\$20,000 annually compared to a traditional utility connection (page 17).
- **Multi-agency Benefits:** The City of San Joaquin and the Golden Plains School districts have the potential to utilize EV charging infrastructure at the site. The City owns five EVs, which could be charged at the mobility hub. The hub could help power nearby critical infrastructure such as the library and City Hall.
- **Existing partnership:** FCRTA already has a partnership with the City of San Joaquin, which owns the site.
- **Facilitate new transit service:** The mobility hub could facilitate implementation of a new EV microtransit service to enhance transit access for San Joaquin and the nearby unincorporated communities of El Porvenir, Three Rocks, Cantua Creek, and Tranquility.
- **Economic development:** A new mobility hub would improve a vacant site and invest in the community.
- **Space Available:** The San Joaquin lot is vacant, providing flexibility for hub infrastructure and amenities.
- **Centrally Located:** The site is on Main Street in San Joaquin, near the library and future City Hall.

Challenges

- **Site Work:** The site is vacant and unimproved, requiring site preparation work, including grading and paving.
- **No utility service:** The microgrid study concluded that the site does not have an existing utility service.
- **Clay Soils:** The microgrid study identified clayey soils at the site, which may require special considerations for structural foundations.
- **Ownership/Operation:** There would need to be a plan for owning and operating the hub amenities. For example, if there are EV charging stations, who would be responsible for the utility bills and maintenance

of the charging stations? If there were a bike-share, who would be responsible for impounding misparked bikes?

Questions to Consider

- **Mobility Services:** Would the program of services and mobility change significantly for this site if it were a mobility hub in addition to a resiliency hub/microgrid? With all potential FCRTA mobility hub locations, it is important to investigate if other mobility services, such as micromobility (bikeshare and scootershare), personal mobility device storage and charging, private rideshare pickup/dropoff, and other services, would be helpful in the community and practical to deploy.
- **Site Use:** Should mobility hub features be concentrated on this single site, or should a distributed approach be used that locates some amenities on anticipated future development sites, including a new city hall and new county library that are being considered nearby in downtown San Joaquin?

Figure 14 Opportunity Site: San Joaquin “Microgrid” Site (FCRTA / San Joaquin)



Figure 15 FCRTA's San Joaquin Mobility and Microgrid Hub Concept



Source: <https://www.ruraltransit.org/transit-microgrid-feasibility-study/>

Trip Generators

The San Joaquin study site is in the heart of Downtown San Joaquin on Main Street.

- **Commercial Uses:** The site is surrounded by restaurants, a supermarket, and other commercial uses.
- **San Joaquin Branch Library:** The Fresno County San Joaquin Branch Library is located on the same block as the site.
- **San Joaquin Elementary School:** This School is located on 9th Street, approximately two blocks from the site.
- **Leo Cantua Community Center:** The Leo Cantua Community Center is located on Main Street, approximately one block from the site.
- **Place of Worship:** There are multiple places of worship within several blocks of the site.
- **San Joaquin City Hall (future):** The San Joaquin City Hall will be moving across the street from the site.

Current and Planned Bus Access

- FCRTA operates a 24-hour advanced reservation on-demand service in San Joaquin. The existing service lacks ridership, so FCRTA will implement an EV on-demand microtransit service to meet the community's transportation needs better.

Site Access

- The site can be accessed from Main Street on the primary frontage and an alley on the backside. The alley is crucial to allowing internal vehicle circulation because the site is too narrow for vehicles to turn around.
- The site is one block from W Colorado Avenue, the primary street connection from San Joaquin to Tranquility to the northwest, and Manning Avenue, which provides westward links to Interstate 5 and eastward links to SR 99 near Fowler and Selma.
- The sidewalk network in San Joaquin is partial, with some gaps, especially on the edge of the city. Sidewalks and crosswalks within several blocks of the site are largely intact.

Land Ownership and Stakeholders

- The City of San Joaquin owns the site. FCRTA has a strong partnership with San Joaquin, and the City is on FCRTA's Board of Directors. The City also serves on the Feasibility Study Steering Committee, and the project team has regularly contacted City staff throughout the project. FCRTA and the City recently evaluated the site as part of the *Microgrid and Resiliency Hub Study*. *During a project team visit to San Joaquin in September 2024, they discussed this location as a potential mobility hub.*

Utilities and Services

- The City of San Joaquin would provide water and sewer services.
- Fresno County provides police and fire services.
- There is no current electrical utility connection.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	8.2
Environmental Burden (higher burden = higher score)	7.2
Activity Center Proximity (more trips per square mile = higher score)	8.5
Future Land Use Support (higher future land use intensity = higher score)	2.5
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	9.0
EV Charging (greater population in an area with a charging facility deficit = higher score)	0.0
Hazard Risk (fewer hazard events and risk = higher score)	7.0
Future Heat Index (more heat events = higher score)	7.1
TOTAL (a higher score means the area has greater need and suitability based on these factors)	5.7

Lanare Community Center

The site would use a portion of the Lanare Community Center parking lot in the unincorporated Riverdale community. The *Microgrid and Resiliency Hub Study* evaluated this location and found it to be in an area with constraints on expanding the electricity grid. This suggests the importance of providing on-site electricity generation if a mobility hub is developed.

- **Address:** 20620 S. Grantland Avenue, Riverdale, CA 93565
- **Size:** 206,587 square feet (4.7 acres). The parking lot is approximately 12,600 square feet.

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hub Services.** A mobility hub could provide a node for FCRTA bus and microtransit service, with electric charging, driver break areas, and passenger waiting areas. If space allows, the location could provide a small park & ride for people to drive and transfer to transit.
- **Critical Infrastructure Back-Up.** The Microgrid and Resiliency Hub Study identifies the potential of a microgrid at this site, providing backup power to the Community Center, which serves as a vital community hub for Lanare and Riverdale.
- **Resiliency and Microgrid Features.** FCRTA is universally interested in including resiliency features and microgrid energy facilities in its capital site projects. These features could include on-site solar generation, battery storage, electric bus and microtransit vehicle charging, cooling centers for people, community gathering spaces, and capabilities to function as an emergency response center. The *Microgrid and Resiliency Hub Study* estimates that a microgrid on this site would save \$3,000 annually compared to a traditional utility connection (page 17).
- **Renovation Underway:** The Community Center began a \$1.6 million investment from Fresno County's American Rescue Plan Act to replace windows, upgrade kitchen appliances, replace the HVAC system, repair the roof, and improve internal building circulation.
- **Numerous Capable Stakeholders:** In addition to the Lanare Community Services District, Self-Help Enterprises, Community United in Lanare (CUL), and Leadership Counsel for Justice and Accountability (LCJA) are partnered in the building renovation and potentially would be interested in engaging in a mobility hub project.
- **Microtransit Service.** While transit service is minimal in Lanare, this location may be a microtransit hub connecting Riverdale, Laton, Five Points, and other areas. As part of a grant from the National Rural Transit Assistance Program, FCRTA conducted a microtransit study to serve the communities of Laton, Lanare, Cantua Creek, El Porvenir, and Riverdale.

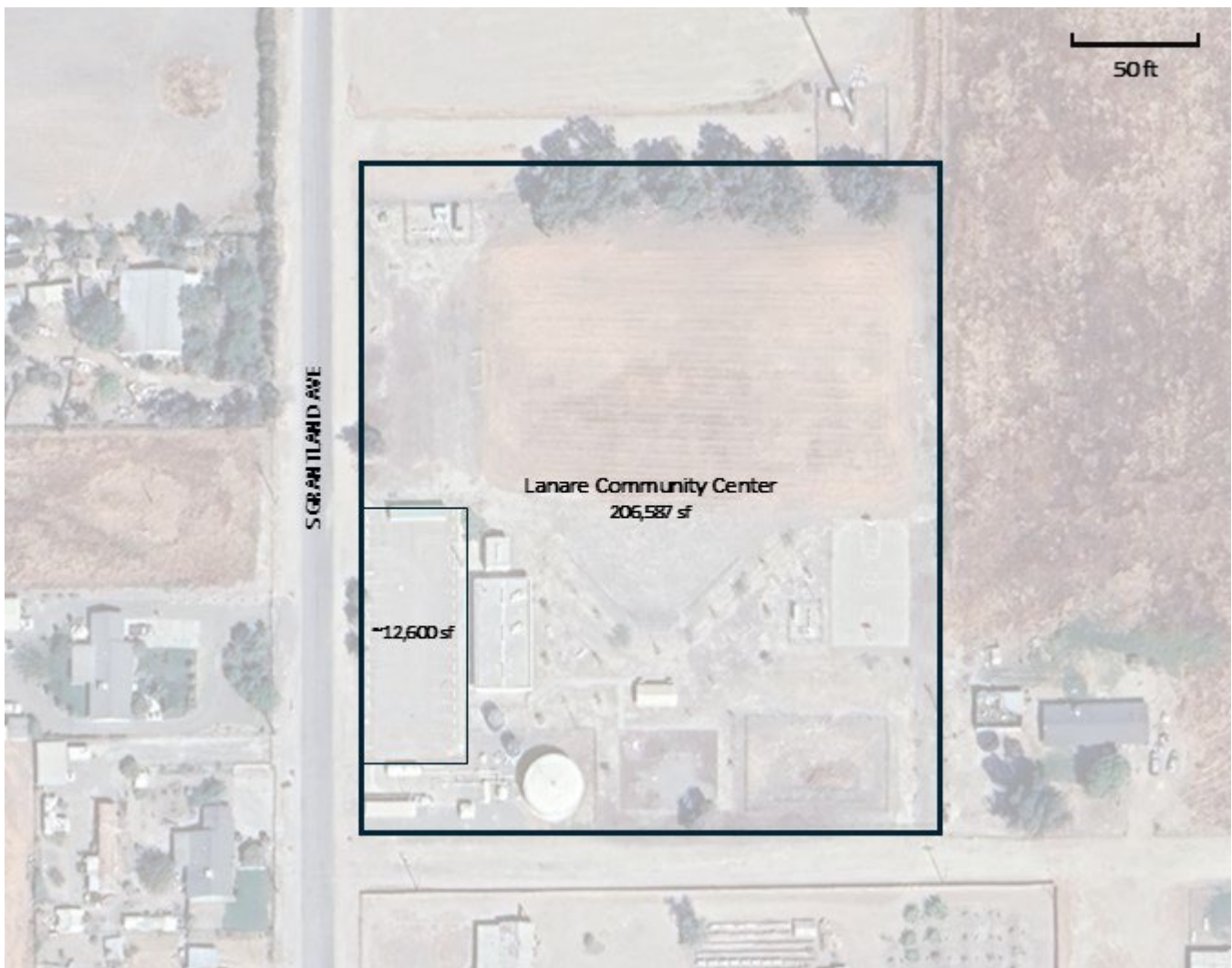
Challenges

- **Low Population Density and Trip Generation:** This subregion of southwest Fresno County has a low population and only a few small towns and communities.

Questions to Consider

- **Trip Needs:** What regional destinations are people connecting to from Lanare? Are people making trips to Fresno, Selma, and Kingsburg, compared to Kings County cities Lemoore and Hanford, which are both closer?
- **Mobility Services.** With all potential FCRTA mobility hub locations, it is essential to investigate if other mobility services, such as micromobility (bikeshare and scootershare), personal mobility device storage and charging, private rideshare pickup/dropoff, and other services, would be helpful in the community and practical to deploy.

Figure 16 Opportunity Site: Lanare Community Center (FCRTA / Lanare)



Trip Generators

The Lanare Community Center is located in the unincorporated community of Lanare. It is in a rural area surrounded by low-density housing and farmland. There are few trip generators; therefore, the community center

provides a vital central hub for Lanare and the surrounding unincorporated communities. The community center hosts local events, serves as a vaccination site, and distributes food to families in need. Key trip generators include:

- **Lanare Community Center:** The central hub for Lanare and the surrounding unincorporated communities, the Community Center hosts local events, served as an emergency Covid-19 vaccination site, and provides food distribution to families in need.
- **Dispersed Residential and Farmland:** The immediate surroundings and several miles nearby are primarily farmland, residential, and agricultural plots.
- **Riverdale.** Riverdale, a small unincorporated community, is roughly 3.5 miles to the east along W Mt. Whitney Avenue, which is a high-speed two-lane rural road with no sidewalks.

Current and Planned Bus Access

- Lanare has limited transit service, with only the FCRTA Coalinga Route providing one trip in each direction daily, Monday-Saturday. The bus stop is approximately $\frac{1}{4}$ mile from the Community Center. The Coalinga route is over 65 miles between Fresno and Coalinga, with Lanare in the middle, approximately 30 miles from either end.
- The area is served by rural dial-a-ride service for lifeline destinations (e.g., medical appointments)

Site Access

- The location is only accessible on S Grantland Avenue, a rural road with no sidewalks and gravel shoulders. During large events at the Community Center, people often park on the street shoulder.

Land Ownership and Stakeholders

- Lanare Community Services District owns the Lanare Community Center property, which consists of a community center and surface parking lot. FCRTA and the Community Services District recently evaluated the site as part of the *Microgrid and Resiliency Hub Study*. No specific communication regarding the mobility hub site opportunity has occurred with the Community Services District.
- As an unincorporated community, all applicable permits for a hub would be through Fresno County.
- FCRTA has an existing partnership with the Leadership Counsel for Justice and Accountability, which is actively involved with the Lanare community.

Utilities and Services

- The Lanare Community Service District provides water and sewer services.
- Police and Fire services are provided through Fresno County.
- The site contains an approximately 2,850 square foot (sf) building, which serves as the Lanare Community Center, an approximate 300 sf office district building, and 11,520 sf of paved parking lot, including 30 parking spaces (28 standard, two accessible). The site also contains water tanks and treatment facilities, a well site, a soccer field on the northern half, a basketball court in the northeast corner, a baseball

backstop, a playground, a 375 sf restroom building in the center of the site, and a drainage basin in the southeast corner. There is a temporary storage container on the north end of the parking lot.

Approximately half of the site area is undeveloped. There is an unpaved, unnamed alley/road along the southern side of the site.

- The site has electrical, water, and telephone/cable service to the existing buildings, groundwater wells, water treatment facilities, and parking lot lighting. The electrical service meter, transformer, and other equipment are in the parcel’s northwest corner.
- The site appears relatively flat, but the improved areas drain by surface flow towards Grantland Ave. There seems to be a grated storm drain inlet off the site’s southwest corner, but it is unclear what this inlet connects to or where it drains.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	8.2
Environmental Burden (higher burden = higher score)	8.7
Activity Center Proximity (more trips per square mile = higher score)	1.6
Future Land Use Support (higher future land use intensity = higher score)	1.0
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	3.1
EV Charging (greater population in an area with a charging facility deficit = higher score)	9.2
Hazard Risk (fewer hazard events and risk = higher score)	4.7
Future Heat Index (more heat events = higher score)	7.1
TOTAL (a higher score means the area has greater need and suitability based on these factors)	4.8

Parlier Police Station

This location would use a portion of the Parlier Police Station. The site is approximately six miles east of State Route 99 at the intersection of Manning Avenue. The site is easily accessible from either of the two drive approaches along S. Mendocino Ave. The eastern part of the site is fenced, while the western part of the property is open. Mendocino Avenue is a two-lane, divided road that appears to be fully developed. There is also a drive approach off of Tuolumne Street that provides access to the adjacent out lot to the south of the subject property, which is currently owned by a separate entity.

- **Address:** 8770 S. Mendocino Ave, Parlier, CA 93648
- **Size:** 101,991 square feet (2.34 acres)

Potential Mobility Hub Assessment

Opportunities

- **Potential Mobility Hubs Services.** A mobility hub could provide a node for FCRTA bus and microtransit service, with electric charging, driver break areas, and passenger waiting areas. If space allows, the location could also provide a small park & ride for people to drive and transfer to transit.
- **Resiliency and Microgrid Features.** FCRTA is universally interested in including resiliency features and microgrid energy facilities in its capital site projects. These features could include on-site solar generation, battery storage, electric bus and microtransit vehicle charging, cooling centers for people, community gathering spaces, and capabilities to function as an emergency response center. The *Microgrid and Resiliency Hub Study* estimates that a microgrid on this site would save \$12,000-\$14,000 annually compared to a traditional utility connection (page 17).
- **Site Availability:** A new parking lot for the police station recently opened on the east end of the property, which could open up portions of the west end of the site, which is currently a parking lot and grass area, to possibly use as a mobility hub.

Challenges

- **Distance from City Core:** This location is approximately one mile or more on streets from numerous key destinations, including City Hall, Parlier Junior High School, City Heritage Park, and Parlier High School.

Questions to Consider

- **Public Accessibility:** Are there any limitations on public access to the property or the presence of various transit and personal vehicles due to security concerns about this being a police station?
- **Mobility Services.** With all potential FCRTA mobility hub locations, it is essential to investigate if other mobility services, such as micromobility (bikeshare and scootershare), personal mobility device storage and charging, private rideshare pickup/dropoff, and other services, would be helpful in the community and practical to deploy.

Figure 17 Opportunity Site: Parlier Police Station (FCRTA / Parlier)



Trip Generators

- **Residential Suburbs:** Most land west and north of the location is single-dwelling suburban homes.
- **Multi-dwelling Residential and Commercial.** Within ¼ mile to the south along Manning Avenue are several larger garden apartment complexes and a few strip commercial businesses, including Starbucks, Fox Drugs, Dollar General, a laundry, Burger King, and R-N Market.

Current and Planned Bus Access

- **FCRTA Fixed Route:** The Orange Cove Inter-City Transit and Kingsburg-Reedley Inter-City Transit routes serve Parlier, though buses currently stop near City Hall, one mile northeast of the police station. Both routes operate only on weekdays. The police station is near both routes (but not the stops) and could be added or developed as a replacement stop location.

- **Future FCRTA Service:** FCRTA recently completed a study of the feasibility of providing more frequent and reliable service on SR 99 and nearby communities through east-west connection improvements. Parlier was identified as a key destination.

Site Access

- The west side of the Police Station site, where the mobility hub would most likely be located, is accessed from S Mendocino Avenue, which has an existing U-shape double driveway turnaround connection to the property.
- S Mendocino Avenue and most surrounding streets have sidewalks.
- The east side of the property has a new parking lot accessed from Tuolumne Street to the south. The police building and security fences make walking from the west to the east side of the site difficult.

Land Ownership and Stakeholders

- The City of Parlier owns the property for use by the City Police Department. FCRTA, the City of Parlier, and the Police Department have a strong relationship and included this property in the *Microgrid and Resiliency Hub Study*. No specific communication with the City or Police Department regarding the mobility hub site opportunity has occurred.

Utilities and Services

- The site has electrical, water, and telephone/cable services for the existing buildings, temporary EV charging, photovoltaic shade structures, and parking lot lighting. The electrical service meter, transformer, and other equipment are located on the northeast corner of the building.
- The site appears relatively flat, but the improved areas drain by surface flow from east to west towards S. Mendocino Avenue. There is an existing storm drain inlet on the northwest corner of Mendocino Avenue and Tuolumne Street, which appears to connect to a public storm drain system on Tuolumne Street.

Map Scoring

Suitability Category	Score
Transportation Equity (higher priority populations / more vulnerability = higher score)	8.2
Environmental Burden (higher burden = higher score)	9.5
Activity Center Proximity (more trips per square mile = higher score)	8.3
Future Land Use Support (higher future land use intensity = higher score)	2.5
Multimodal Orientation (lower vehicle miles traveled per person = higher score)	8.7
EV Charging (greater population in an area with a charging facility deficit = higher score)	0.0
Hazard Risk (fewer hazard events and risk = higher score)	9.9
Future Heat Index (more heat events = higher score)	7.1
TOTAL (a higher score means the area has greater need and suitability based on these factors)	6.1



WALKER
CONSULTANTS

Memorandum

Memo 3d: Implementation and Shortlist Site Evaluation
33-002506