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 Project Number: 33-002506

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Introduction

This memorandum outlines the site selection decisions for the Fresno County Mobility Hubs Feasibility Study and the current understanding of the basis of design, the outline of services and programming to explore through the design concept work upcoming. This project aims to identify and evaluate potential locations across the county that can support multimodal mobility hubs—facilities that integrate various transportation services such as fixed-route transit, microtransit, micromobility, and electric vehicle infrastructure. These hubs are intended to enhance transit access, encourage mode shift, and support community development.

The memo documents decisions made in collaboration with Fresno County’s primary transit operators—Clovis Transit, Fresno Area Express (FAX), and the Fresno County Rural Transit Agency (FCRTA)—and provides a foundation for future design work. Each selected site reflects both the specific mobility needs of the local community and the broader vision for a more connected and resilient regional transportation network. The document also establishes a “basis of design,” which will guide the development of concept alternatives tailored to each site.

As a next step, the project team will conduct site-specific stakeholder meetings to gather feedback from agency partners, local jurisdictions, and community stakeholders. This input will inform Phase 5 work, which includes developing Concept Designs, Planning-Level Cost Estimates, and an Overall Feasibility Analysis for each proposed mobility hub location.

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.

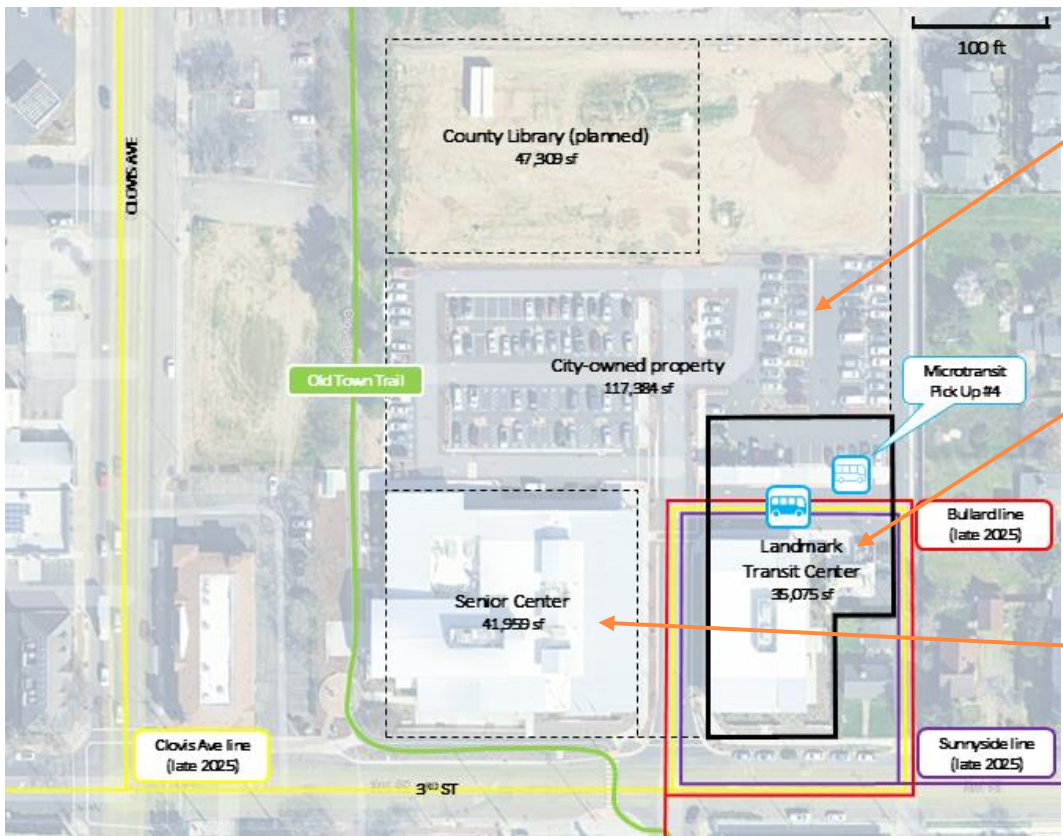
- **Address:** 785 3rd Street, Clovis, CA 92612
- **Size:** The existing Transit Center parcel is 35,075 square feet (0.8 acres). The entire Landmark Square area (shown on the map below) is approximately 5.5 acres.

Reasoning for Location Selection

Clovis Transit staff and project team members cite the following reasons for selecting this location to develop the mobility hub concept in Clovis:

- Significant civic investment area, demonstrating long-term commitment
- Continued emphasis on a central, high-impact location for Clovis mobility
- Strategic synergies with the adjacent Senior Center and planned Library
- Opportunity to develop hub-style community services
- Existing, established site with foundational infrastructure
- Prime central location for accessibility and visibility
- Direct proximity to key civic assets: Senior Center and future Library
- Opportunities to link mobility hub and Senior Center services
- Partnership potential for facilities and programming at the planned new Fresno County Library

Figure 1. Landmark Transit Center Aerial Map with Site Opportunities and Challenges



CHALLENGES:

Parking and Space Availability: Parking is already very busy at these off-street lots, complicating the reallocation of space for mobility facilities.

OPPORTUNITIES:

Established Site: The site is already constructed to serve mobility needs, and the City has promoted this new facility and the route changes.

Centrally Located: The site is in the heart of Downtown Clovis, with various trip generators. The new Senior Center shares access to the transit center, and the planned new Fresno County Library will share access as well.

Mobility Services

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. The matrix below describes the mobility services that are either: 1) existing or currently planned services, 2) identified as a service that should be planned for in the Mobility Hub Study, or 3) identified as a service that should be considered in the design alternatives. The City of Clovis staff has identified that it is a priority to **maintain existing services and amenities** at the Landmark Transit Center. The City of Clovis wants the Transit Center mobility hub to accommodate FAX, FCRTA, and YARTS transit if such operators seek access it.

Table 1. Landmark Transit Center Mobility Services Matrix

Mobility Service	Existing or Currently Planned	Should be planned for in the Mobility Hub Study	Explore through design alternatives
Bus or shuttle stop	<u>Existing:</u> Clovis Transit Stageline Route 10 and Route 50 (red) <u>Planned new routes:</u> Green route - July 1 Late 2025: Bullard (Route 50 - red), Clovis Ave (yellow), and Sunnyside (Route 80 - purple)	Additional waiting areas (both indoors and outdoors) Off-site circulation to the Veterans Memorial	Consider other transit agency connections to the Hub: <ul style="list-style-type: none"> ● YARTS connection ● FAX connection ● FCRTA – Auberry connection
Passenger waiting areas	Existing inside the Landmark building and at the outdoor bus platforms	Variety of gathering areas (both indoors and outdoors)	Outdoor sheltered and indoor options. Waiting areas at Senior Ctr and Library?
Real-time transit information & other shared mode information	Real-time transit information kiosk/board is already planned	Additional information for new mobility services	
Passenger pick-up and drop-off areas for ridehailing, microtransit, etc.	<u>Planned:</u> Microtransit Pickup Location #4	Passenger pick-up and drop-off area	Curbside or internal to site?
Transit ticket and integrated payment kiosks	Clovis Transit is free currently, so payment kiosks are not necessary		
Carshare parking and access points			Parking and access points for EV-Werx and Van-Werx
Short-term bike parking	Currently exists	Additional parking for personal bikes and scooters	Options for multiple phases of bike parking installation

Long-term bike parking	Bike cage or bike lockers for long-term parking	Options for multiple phases of bike parking installation
Electric vehicle charging (including bicycles and scooters)		EV charging for personal vehicles and maybe for Clovis Transit Bolts Charging types, quantity, location
Bikeshare & scootershare parking		Biz-Bikes – if the City favors bikeshare
Location Access	The alley on the east side is a public access route, buses enter the site through here	<ul style="list-style-type: none"> ● Prioritized walkways ● Prioritized bike and micromobility access ● Prioritized bicycle and pedestrian crossings ● Internal circulation <p>Necessary to address:</p> <ul style="list-style-type: none"> ● Unclear direct connection to Clovis Downtown Trail on the Back of Senior Center ● Potential obstruction (visibility of existing tree on 3rd street) - re: circulation ● Concern on Bike/Ped direct connection from proposed pick-up/ drop-off location. ● Increased wayfinding needed ● Unclear bus circulation patterns

Community Amenities

The matrix below describes the community amenities that are either: 1) existing or currently planned services, 2) identified as an amenity that should be planned for in the Mobility Hub Study, or 3) identified as an amenity that should be considered in the design alternatives.

Table 2. Landmark Transit Center Community Amenities Matrix

Mobility Service	Existing or Currently Planned	Should be planned for in the Mobility Hub Study	Explore through design alternatives
Community space	Currently exists at the adjacent Senior Center		<ul style="list-style-type: none"> ● Phone charging ● Medical, education, social services, etc.? ● Tie-in to Senior Center and Fresno County Library amenities
Wayfinding, seating, bike parking, and amenities in the adjacent sidewalk and right-of-way	Currently exists	Are there any necessary improvements to trails and adjacent right-of-way?	
Complementary retail			Explore options for retail and services within the Landmark Square area, e.g. vending/snacks
Resiliency features		Yes	Options for resiliency features including solar, battery, stormwater, shelter, communications, etc.

Concept Alternatives Development

Questions and Topics to Investigate

- **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.
- **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?

- **Other Transit Providers:** Are YARTS (Yosemite Area Public Transit) and the City of Clovis interested in extending YARTS service to this location? Could the FCRTA Auberry route stop at Landmark? Will FAX ever serve Landmark or the nearby area?
- **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?
- **Veterans Memorial:** The Veterans Memorial is developing an event center at the northeast corner of Clovis Ave and 3rd Street.

Potential Alternatives Factors

- **Intensity of intervention:** Determine alternatives with minor improvements versus alternatives that remove parking to create more space for hub services and amenities.
- **Linkages to the planned Fresno County Library:** Consider pedestrian pathways between the Hub and the Library. Consider what amenities can be shared or utilized from the library.
- **Use of significant charging facilities and layover facilities:** Would Landmark provide electric transit fleet charging for fixed-route and microtransit vehicles?
- **Parking:** Explore options to preserve or modestly remove parking. The existing parking lot has many ADA spaces near the Senior Center to preserve. The new Library project is adding approximately 80 parking spaces.

Fresno Area Express (FAX) / City of Fresno

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 developer 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.

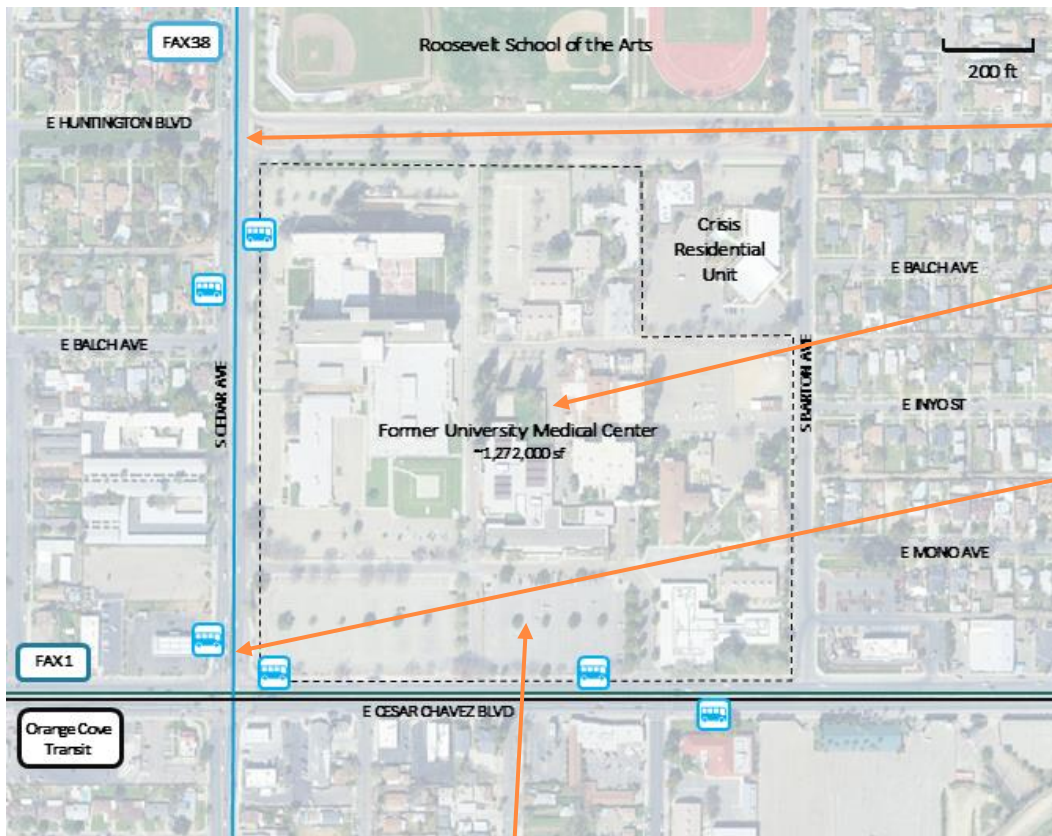
- **Address:** 4460 E Huntington Ave, Fresno
- **Size:** The purchased portion of the parcel is approximately 1,272,000 square feet (29.2 acres). The entire formerly County-owned parcel is 1,428,737 square feet (32.8 acres).

Reasoning for Location Selection

Fresno Area Express (FAX) staff and project team members cite the following reasons for selecting this location to develop the mobility hub concept in Fresno:

- Strong transit connectivity with high-frequency service in multiple directions
- Direct link to the Fresno Fairgrounds, a major regional destination
- Serves a community with clear socio-economic need, enhancing equity and access
- High potential for revitalization as part of broader redevelopment efforts
- Located at the intersection of two strategic planning areas: Downtown and Southeast Fresno
- Recognized in the Kings Canyon Transit-Oriented Development (TOD) Plan as a high-potential site
- Active and engaged property owner/developer, supportive of forward-looking projects
- Cedar Avenue, known as “Educational Lane,” connects numerous schools and experiences heavy use
- Identified as a top location opportunity—includes space for a public plaza and structured parking

Figure 2. Former Fresno County Hospital Aerial Map with Site Opportunities and Challenges



OPPORTUNITIES:

Cedar Avenue is “Educational Lane:” connects numerous schools and experiences heavy use.

Master Planning Phase: The site provides good internal circulation opportunities and planned mixed-uses.

Near High Frequency Transit: FAX’s high frequency transit routes (BRT Route 1 and Route 38) both stop adjacent to the UMC campus.

CHALLENGES:

Hub Development on Private Land: A private developer owns the UMC property. Therefore, a mobility hub would require coordination over hub potential, design, and siting.

Mobility Services

The matrix below describes the mobility services that are either: 1) existing or currently planned services, 2) identified as a service that should be planned for in the Mobility Hub Study, or 3) identified as a service that should be considered in the design alternatives.

This property is undergoing private master planning for rehabilitation and development, which may include numerous mobility and amenity features that the Hubs Study team is not currently aware of.

Table 3. Former Fresno County Hospital Mobility Services Matrix

Mobility Service	Existing or Currently Planned	Should be planned for in the Mobility Hub Study	Explore through design alternatives
Bus or shuttle stop	<p><u>Existing:</u> FAX1, FAX38, and FCRTA Orange Cove Transit</p> <p><u>Assumption:</u> Existing bus stops will remain on-street and not be moved off-street to the mobility hub. The private developer may be considering building a parking structure in the southwest of the site, which could host Hub facilities. BRT will not layover at this stop.</p>	<p>Improvements to on-street bus stops</p> <p>On-street bus (explore Route 38 internal option)</p>	<p>Does this area need expanded bus stop capacity and/or accommodation for further BRT service?</p>
Passenger waiting areas	<ul style="list-style-type: none"> Existing at the curbside bus stops Planned plaza on the southwest corner of the lot (Cedar/Cesar Chavez) 	<p>Yes, expanded curbside areas</p> <p>No indoors, but the plaza should have outdoor shaded waiting areas (trees/shelters)</p>	
Real-time transit information & other shared mode information		<p>Include real-time transit information with existing transit as well as new mobility services.</p>	
Passenger pick-up and drop-off areas for ridehailing, microtransit, etc.		<p>There is funding for a potential new microtransit pilot.</p> <p>Should consider ride share zones and park & ride options.</p>	<p>Locations on-street and/or within the site.</p>

Transit ticket and integrated payment kiosks	No ticket kiosks - FAX to shift to paperless
Carshare parking and access points	Parking and access points for EV-Werx - City has MOU with EV-WERX
Short-term bike parking	At Hub and within UMC site overall Options for multiple phases of bike parking installation
Long-term bike parking	Long-term bike parking is more likely to be built into new housing and commercial
Electric vehicle charging (including bicycles and scooters)	Site development is likely to include numerous public and private EV charging locations.
Bikeshare & scootershare parking	The City is interested in bikeshare and scootershare docking/nodes here, e.g. Biz-Bikes
Location Access	<ul style="list-style-type: none"> ● Prioritized walkways ● Prioritized bike and micromobility access ● Prioritized bicycle and pedestrian crossings Necessary to address: <ul style="list-style-type: none"> ● High visibility crosswalks on S Baron and Huntington Ave; Cedar Ave and Huntington Blvd; Cedar Ave + Cesar Chavez; S Barton ave and Cesar Chavez; Barton Ave and Filmore Ave; Barton Ave and Tulare Ave; Cedar Ave and Tulare Ave ; Tulare Ave and Rowell ● Consider midblock crossing + HAWK/RRFB at Inyo Street and Barton Ave ● Consider consolidation of median (no

	dedicated left/right along E. Huntington <ul style="list-style-type: none"> ● Realign crossings (all intersections) ● Upgrade curb ramps (all intersections) ● Consider Class IV and floating bus stops along Cesar Chavez Blvd. Required elimination of ● Consider connectivity to Fresno Fairgrounds (midblock at Cesar Chavez and Barton?)
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Community Amenities

The matrix below describes the community amenities that are either: 1) existing or currently planned services, 2) identified as an amenity that should be planned for in the Mobility Hub Study, or 3) identified as an amenity that should be considered in the design alternatives.

Table 4. Former Fresno County Hospital Community Amenities Matrix

Mobility Service	Existing or Currently Planned	Should be planned for in the Mobility Hub Study	Explore through design alternatives
Community space	Planned plaza on the corner of Cedar and Cesar Chavez - within the planned UMC redevelopment	Outdoor shade (e.g., trees and shade shelters)	Driver layover rooms are not needed at this hub.
Wayfinding, seating, bike parking, and amenities in the adjacent sidewalk and right-of-way	Sidewalk and UMC site wayfinding		Will street activation be part of the concepts?
Complementary retail		Within the planned UMC redevelopment that will have many amenities	Explore retail and service uses bespoke to the Hub?
Resiliency features			Resiliency features are questionable. Maybe solar PV. Fairgrounds to south is a major official emergency mustering site.

Concept Alternatives Development

Questions and Topics to Investigate

Although the current analysis provides a strong foundation, continued coordination with City and FAX staff will be essential to ensure alignment and further develop programming concepts, especially related to the proposed development amenities at the site, which will require coordination between the City and the property owner or developer.

- **Redevelopment Project in Early Phases:** The project is in the master planning phase. The only planned land use is a 19,000-square-foot UnitedHealth Center clinic, UnitedHealth Centers is signed to occupy a UMC space. Therefore, the timeline for project completion of the entire site 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.
- **Coordination with Private Owner:** How should the master planning for the UMC site be coordinated with the planning for a mobility hub? How does the hub correspond with the Central SE Specific Plan concepts for a holistic health and wellness campus and temporary public plaza?
- **Complementary Land Uses:** Would the land use program of the development project complement a mobility hub?
- **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?
- **Partnerships:** Can the project team develop a partnership with the Fresno Metro Black Chamber?
- **UMC Master Plan:** The Master Plan may include EV charging, should the Mobility Hub provide more?
- **Central SE Specific Plan:** Review the Central SE Specific Plan for street and transportation safety improvements.
- **Off-site improvements:** Are there any planned nearby street and walk/bike improvements with the UMC Master Plan?

Potential Alternatives Factors

- **Mobility Hub Placement:** Consider concentrated Hub (SW corner) versus distributed around UMC site.
- **Options for microtransit pilots:** There is funding for a potential new microtransit phased pilot - how could it be accommodated on this site?
- **Mobility Hub with or without assumed new parking garage and plaza:** Review the Central SE Specific Plan. The developer wants to mirror the Central SE Parking Structure.
- **Low-to-High intervention:** Consider involvement for private/partner facilities – park & ride, EV charging, amenity/retail, etc.
- **Shared parking:** Explore shared parking between UMC and Fairgrounds

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

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.

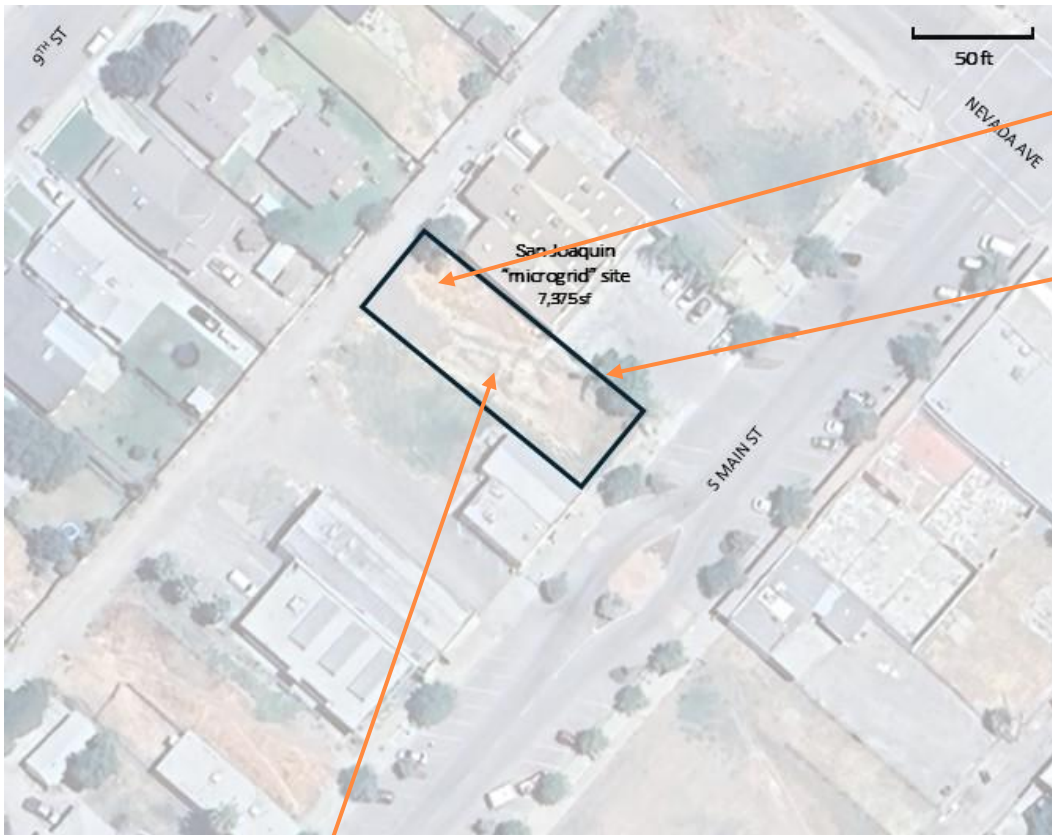
- **Address:** 8747 S. Main Street, San Joaquin, CA 93660
- **Size:** 7,375 square feet

Reasoning for Location Selection

FCRTA staff and project team members cite the following reasons for selecting this location to develop the mobility hub concept in San Joaquin:

- Builds on momentum from a successful microgrid study, with clear potential for energy resilience
- Strong support from committed City partners who prioritize expanded mobility and community investment
- Aligned with FCRTA's vision to develop a dedicated EV microtransit hub in the community
- Multi-agency benefits: Opportunity for shared use of EV charging infrastructure by the City of San Joaquin and Golden Plains School District
- Improved transit access: Enables launch of a new EV microtransit service to serve San Joaquin and nearby unincorporated communities, including El Porvenir, Three Rocks, Cantua Creek, and Tranquility
- Catalyst for economic development: Transforms a vacant parcel into a valuable community asset

Figure 3. San Joaquin Main Street Aerial Map with Site Opportunities and Challenges



OPPORTUNITIES:

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. In addition to FCRTA, the City of San Joaquin, the Golden Plains School districts, and community members have the potential to utilize EV charging infrastructure at the site.

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 existing utility services.

Mobility Services

The matrix below describes the mobility services that are either: 1) existing or currently planned services, 2) identified as a service that should be planned for in the Mobility Hub Study, or 3) identified as a service that should be considered in the design alternatives.

Table 5. San Joaquin Main Street Mobility Services Matrix

Mobility Service	Existing or Currently Planned	Should be planned for in the Mobility Hub Study	Explore through design alternatives
Bus or shuttle stop	Existing: FCRTA operates on-demand transit service in San Joaquin. FCRTA plans to implement an EV on-demand microtransit service.		Would FCRTA consider adding a new route or expanding an existing fixed route to San Joaquin?
Passenger waiting areas		On-site and curbside areas. Sheltered outdoor or indoor options.	
Real-time transit information & other shared mode information			Likely no; FCRTA may deploy a mobile app.
Passenger pick-up and drop-off areas for ridehailing, microtransit, etc.	FCRTA has plans for a 1-2 EV microtransit service for the southwest county based in San Joaquin.	Passenger waiting areas should be planned for. This could be a Carpool / Vanpool meet-up location as well.	Various sizes and coverage area options for planned SW Fresno County microtransit.
Transit ticket and integrated payment kiosks			Explore pre-boarding payment methods if bus service is established.
Carshare parking and access points		On-site or nearby location within walking distance	
Short-term bike parking		Short-term parking for first-mile/last-mile commutes.	
Long-term bike parking		Should be planned for in the Mobility Hub study	
Electric vehicle charging (including bicycles and scooters)	Planned: Level 2 plug-in chargers for microtransit service	Electric vehicle charging for the city's EV fleet	Options for publicly available EV charging

**Bikeshare &
scootershare parking**

Location Access

- Prioritized walkways
- Prioritized bike and micromobility access
- Prioritized bicycle and pedestrian crossings

Yes, at a later phase and depending on funding

- Necessary to address
- RRFB on midblock at Main Street
 - High vis and ramp upgrades at intersections: Nevada Ave and Main Street; Main Street and Colorado Avenue; 9th St and Colorado Avenue
 - Improved ADA connections across railroad tracks (Main, 9th Street)
 - Lighting upgrades (particularly in alleys)
 - Alley pavement considerations
 - Consider the interaction between bus turning operations and the existing midblock crossing

Community Amenities

The matrix below describes the community amenities that are either: 1) existing or currently planned services, 2) identified as an amenity that should be planned for in the Mobility Hub Study, or 3) identified as an amenity that should be considered in the design alternatives.

Table 6. San Joaquin Main Street Community Amenities Matrix

Community Amenity	Existing or Currently Planned	Should be planned for in the Mobility Hub Study	Explore through design alternatives
Community space		Should be planned for the Mobility Hub Study, including: restrooms	
Wayfinding, seating, bike parking, and amenities in the adjacent sidewalk and right-of-way			Will street activation be part of the concepts?
Complementary retail		Food truck or kiosk	
Resiliency features	Planned via a study in 2024	Yes	Options for resiliency features including solar, battery, stormwater, shelter, communications, etc.

Concept Alternatives Development

Questions and Topics to Investigate

- **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.
- **Integration with Resiliency Hub Planning:** Would this site's program of services and mobility change significantly if it were a mobility hub in addition to a resiliency hub/microgrid?
- **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?
- **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 existing utility services.
- **Clay Soils:** The microgrid study identified clay-heavy soils at the site, which may require special considerations for structural foundations.

- **Security/Gates:** How should the microtransit EV chargers and vehicles be secured and gated? Does there need to be security/gates surrounding the entire property or just the EVCS, microgrid equipment, and microtransit charging/parking stalls?

Potential Alternatives Factors

- **Fleet sizes:** Consider the design of the Hub based on various fleet sizes for microtransit (cars, vans, etc.).
- **Fixed-route bus:** Consider the design of the Hub with or without a future fixed-route bus. Would it be an on-street station or an in-Hub station?
- **Micromobility:** Consider the design of the Hub with or without micromobility, like bikeshare. Does bikeshare make sense in a rural environment like this?
- **Ownership/Operation:** It is assumed the City of San Joaquin would retain site ownership. A plan would need to be developed 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 bikeshare, who would be responsible for impounding mis-parked bikes
- *See also Tables 5 and 6, column “Explore through design alternatives”.

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. S. Mendocino Avenue is a two-lane, divided road lined by housing and some commercial uses. The east end of the property, which is the new parking lot, is accessed from a driveway to Tuolomne Street. No vehicular route is inside the site between the east and west ends.

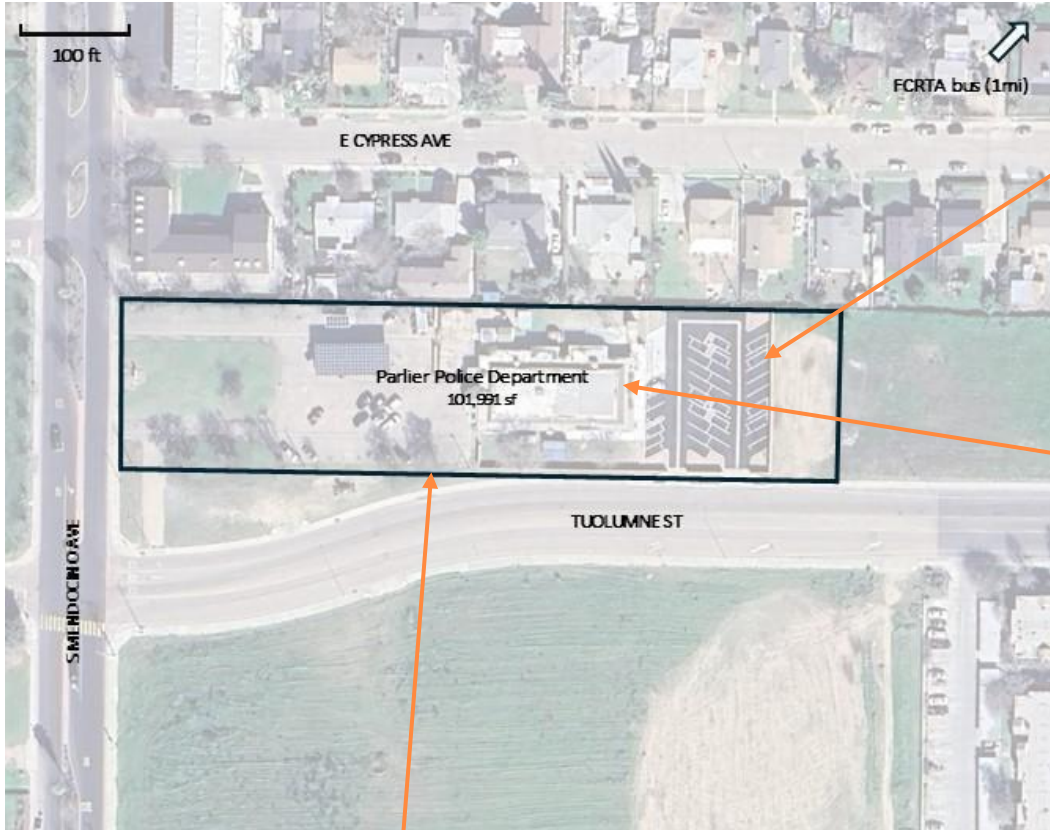
- **Address:** 8770 S. Mendocino Ave, Parlier, CA 93648
- **Size:** 101,991 square feet (2.34 acres)

Reasoning for Location Selection

FCRTA staff and project team members cite the following reasons for selecting this location to develop the mobility hub concept in Parlier:

- Strategically located in the heart of East County, serving as a key node for multiple FCRTA routes
- Existing strong partnership with the City of Parlier, which values expanded transportation options
- Enhance regional connectivity and access for residents with limited mobility alternatives
- Site could serve as a central point for future multimodal services and electrification
- Reflects the City's interest in improving transit equity and supporting underserved populations

Figure 4. Parlier Police Station Aerial Map with Site Opportunities and Challenges



OPPORTUNITIES:

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.

Existing Utilities: The site has electrical, water, and telephone/cable services for the existing buildings, temporary EV charging, photovoltaic shade structures, and parking lot lighting.

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.

Mobility Services

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 study¹ 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.

The matrix below describes the mobility services that are either: 1) existing or currently planned services, 2) identified as a service that should be planned for in the Mobility Hub Study, or 3) identified as a service that should be considered in the design alternatives.

Table 7. Parlier Police Station Mobility Services Matrix

Mobility Service	Existing or Currently Planned	Should be planned for in the Mobility Hub Study	Explore through design alternatives
Bus or shuttle stop	<u>Existing:</u> FCRTA fixed routes, Orange Cove Inter-City Transit, and Kingsburg-Reedley Inter-City Transit stop within one mile of the site	Relocate existing stops at or near the Hub – curbside or off-street station - route analysis is needed first.	FCRTA identified Parlier as a key destination for possible improvements to rural transit services. Options for microtransit hubbing from the Parlier mobility hub site.
Passenger waiting areas		On-site and curbside areas. Sheltered outdoor and indoor options.	
Real-time transit information & other shared mode information			Likely no; FCRTA may deploy a mobile app.
Passenger pick-up and drop-off areas for ridehailing, microtransit, etc.		This could be a Carpool / Vanpool meet-up location as well. Passenger waiting areas should be planned.	
Transit ticket and integrated payment kiosks			Explore pre-boarding payment methods.
Carshare parking and access points		On-site or nearby location within walking distance	

¹ https://www.ruraltransit.org/wp-content/uploads/2025/03/FCRTA-SR-99-Transit-Feasibility-Study_FINAL.pdf

Short-term bike parking	Short-term parking for first-mile/last-mile commutes.	Options for multiple phases of bike parking installation
Long-term bike parking	Should be planned for in the Mobility Hub study	Options for multiple phases of bike parking installation
Electric vehicle charging (including bicycles and scooters)	One or more Level 2 plug-in chargers are planned for in the ongoing FCRTA EV Charging Plan.	
Bikeshare & scootershare parking	Options for bikeshare/scootershare.	
Location Access	<ul style="list-style-type: none"> ● Prioritized walkways ● Prioritized bike and micromobility access ● Prioritized bicycle and pedestrian crossings 	Necessary to address: <ul style="list-style-type: none"> ● Unclear bus circulation, entrance/exit ● Bike lanes on Tuolumne Street ● High Vis + curb Ramp upgrades: Tuolumne St + Mendocino Ave; Tuolumne St and Whither Ave ● Widen Sidewalks along Tuolumne (north side) ● Study traffic signal warrants at Mendocino and Tuolumne St ● Consider bike/ped connections to the open site south of the proposed location.

Community Amenities

The matrix below describes the community amenities that are either: 1) existing or currently planned services, 2) identified as an amenity that should be planned for in the Mobility Hub Study, or 3) identified as an amenity that should be considered in the design alternatives.

Table 8. Parlier Police Station Community Amenities Matrix

Community Amenities	Existing or Currently Planned	Should be planned for in the Mobility Hub Study	Explore through design alternatives
Community space	Does the Police Station have any community use spaces?		Should the Hub Study evaluate community use options?
Wayfinding, seating, bike parking, and amenities in the adjacent sidewalk and right-of-way			Will street activation be part of the concepts?
Complementary retail		Food truck or kiosk	
Resiliency features	Planned via a study in 2024	Solar, batteries, refuge spaces, etc.	Options for resiliency features including solar, battery, stormwater, shelter, communications, etc.

Concept Alternatives Development

Questions and Topics to Investigate

- **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.
- **Integration with Resiliency Hub Planning:** Would this site's program of services and mobility change significantly if it were a mobility hub in addition to a resiliency hub/microgrid?
- **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?
- **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.
 - What first-mile/last-mile options can be proposed?
- **Security/Gates:** How should microtransit EV chargers and vehicles be secured and gated? Does there need to be security/gates surrounding the entire property or just the EVCS, microgrid equipment, and microtransit charging/parking stalls?

Potential Alternatives Factors

- **FCRTA Fixed-Route Bus stop locations:** Would FCRTA add new or relocate existing bus stops to this hub location, which is approximately one mile from the existing bus stops?
- **On-street or in-hub bus stops:** Consider whether the new bus stop should be on-street or off-street (in-hub).
- **Resiliency features/microgrid:** Based on the previous study, consider what resiliency or microgrid features should be included at this hub.
- *See also Tables 7 and 8, column “Explore through design alternatives”.