



## SUMMARY

### Community Workshop #3: Draft Plan Recommendations

January 21, 2015, 5:30 pm to 7:30 pm

Fresno Fairgrounds: Industrial Education Building, 1121 S. Chance Ave, Fresno

Approximately fifty residents and members of the Project Advisory Committee (PAC) gathered at the Industrial Education Building on the Fresno Fairgrounds on a Wednesday evening to review the work to date on the Ventura/Kings Canyon Corridor Revitalization Project, review the Draft Plan recommendations for the Project Area, express concerns relevant to the recommendations and conceptual designs, and prioritize the proposed improvements.

The Ventura/Kings Canyon Corridor Revitalization Project is funded by a Caltrans' Environmental Justice Grant and guided by the Fresno County of Governments (Fresno COG) and the PAC, which includes staff from the City of Fresno Planning, Public Works, and Public Transportation (FAX) Departments, as well as the grantor, Caltrans. Fresno COG hired PlaceWorks to manage the project and develop a Complete Streets Plan for the Project Area, along with their technical team of engineers and planners, Fehr & Peers; Blair, Church & Flynn; and Team Better Block, as well as their community outreach team, including Sigala Inc. Development and Consulting Services, Ventura Kings Canyon Merchants Association (VKCMA), Southeast Fresno Community and Economic Development Association (SEFCEDA), Fresno Center for New Americans (FCNA), and Centro La Familia Advocacy Services (CLFA).

The workshop began with a presentation by Rosie Dudley, Project Manager at PlaceWorks, who introduced the team and summarized the planning process. Ms. Dudley handed off the presentation to Rob Hananouchi, Associate at Fehr & Peers, who provided a brief overview of the approved Bus Rapid Transit (BRT) Plan and how it affects the Project Area and this Plan. Ms. Dudley then continued the presentation by describing the draft recommendations, which include a "toolkit" of streetscape improvements and conceptual designs. The presentation concluded with questions and comments from the participants.

The planning team addressed the following questions:

- Will the proposed BRT stop in the travel lane to load/unload passengers? Will that cause traffic congestion?  
*Response: Buses will stop in the outer travel lane at the stop for approximately 20 seconds causing the vehicles behind it to stop and wait or switch lanes. At peak times, the bus will be running every 10 minutes (6 buses per hour). During evenings and off-peak times, the bus will be running about 4 times per hour. The BRT project has studied impacts on traffic and has found this solution to be appropriate for the corridor's traffic.*
- Will proposed BRT result in parking loss?  
*Response: The BRT stops are primarily located at existing bus stops or in right turn lanes where there is not parking. Again these bus stop locations were determined prior to this planning effort; we are working with the existing BRT Plan to improve the corridor.*
- Is there enough space for proposed street trees in the Kings Canyon at Chestnut Avenue Focus Area?  
*Response: Yes, there is enough space for the trees and new sidewalk bulbouts.*

The audience also provided the following comments:

- The homeless may vandalize improvements; may need increased patrols.
- Street trees at Clovis Avenue and Kings Canyon Road are a good example.
- Lighting the palm trees makes a big difference.



Following the question/answer session, the participants separated into small groups to give feedback on the draft recommendations. Consultant team members and Fresno COG staff facilitated five small groups, encouraging everyone to discuss the “toolkit” components that they liked, did not like, and what may be missing, as well as share their comments on the two focus area prototypes, which illustrated how the components could be implemented along Ventura Avenue between Orange Avenue and Seventh Street, and along Kings Canyon Road at Chestnut Avenue. One group was conducted in Hmong and two groups were conducted in Spanish. Each small group prioritized their top three components, which they agreed were the most important to implement as soon as possible.



After the small group discussions, everyone regrouped for a dance performance by the local Hmong dance group called the Shining Hmong Girls and to hear reports from each small group. A representative from each group gave a brief summary of their group’s discussion and top three improvements (See attached priority lists from each group). Portions of the report back were translated in Spanish and Hmong.



The top choices from each small group are summarized in the following table:

Group	Priority Improvement #1	Priority Improvement #2	Priority Improvement #3
1	High-Visibility Crosswalks	Private Property Beautification	Additional Street Trees
2	Consistent Lighting	High-Visibility Crosswalks / Flashing Crosswalk Lights	Parklets
3	Consistent Lighting	Traffic-Calming Features	Private Property Beautification
4	High-Visibility Crosswalks	Flashing Crosswalk Lights	Wide Sidewalks
5	High-Visibility Crosswalks	Additional Street Trees	Food Trucks

Each group also voiced questions and concerns about certain improvements, as listed below.

**Group 1:**

- “Furnishings” should include trash receptacles.
- In addition to the top three priorities, other important improvements include additional street trees, banners, and pedestrian refuge islands.

**Group 2:**

- Improved lighting will reduce crime and make sidewalks more visible.
- Parklets can keep kids busy while parents are shopping.

**Group 3:**

- Make sure improvements happen between First and Sixth streets.
- Who is in charge of banners? Who provides permission?
- Uniform fencing for all residential homes along the corridor would be a positive improvement.
- In addition to the top three priorities, improved bike lanes are important, but they may not be used properly.

**Group 4:**

- Our top three priorities all pertain to safety.
- In addition to the top three priorities, beautification of the streetscape and adjacent private property is an important improvement that will draw more people to the corridor.

**Group 5:**

- A turn lane and/or signal are/is needed at the intersection of Kings Canyon Road and Winery Avenue.
- More lanes for cars are needed.
- Design bus stops so the bus does not stop in the travel lanes; personal vehicles should not have to wait behind buses.
- It is difficult to drive on Olive Street.
- Trash and street dogs are a problem.
- Surveillance cameras would be helpful to reduce crime.

The event concluded with the presentation of ten raffle prizes to ten randomly selected participants. The participants were thanked for their contributions and Fresno Center for New Americans was thanked for arranging the food and entertainment.

### **ADDITIONAL COMMUNITY INPUT**

In addition to the community workshop, outreach consultants, SEFCEDA and CLFA, held focus groups with residents and business owners who could not attend the evening meeting so they could stay informed and provide feedback. The focus group held by CLFA listed their top three priority improvements as: (1) private property beautification, (2) consistent lighting, and (3) additional street trees; additionally, the group stated that the improvements they agreed with the least were landscaping and bike racks because they might get in the way of wheelchairs. The focus group held by SEFCEDA discussed three main topics: (1) storefront beautification, including the removal and replacement of old signs, (2) consistent lighting, and (3) the need to address the blight west of Chestnut Avenue first. This group was concerned about the old signage along the corridor, the homeless presence, and getting the same amenities and improvements throughout the length of the corridor, including bicycle lanes, landscaping and beautification, and improved security.

### **INDIVIDUAL COMMENTS**

Thirty-three participants provided their own individual feedback on comment cards.<sup>1</sup> Information regarding the number of project meetings the participant attended and how the participant heard about this meeting is summarized in the table below.

	<b>Community Meeting #3</b>	<b>CLFA Focus Group</b>	<b>SEFCEDA Focus Group</b>	<b>TOTAL</b>
# of Comment Cards Completed	21	8	4	<b>33</b>
<b>HOW MANY PROJECT MEETINGS HAVE YOU ATTENDED?</b>				
1 meeting	14	2	2	<b>18</b>
2 meeting	1	6	2	<b>9</b>
3 meeting	6	0	0	<b>6</b>
<b>HOW DID YOU HEAR ABOUT THIS MEETING?</b>				
CBO	10	7	3	<b>20</b>
Family Member / Friend	3	1	1	<b>4</b>
Work	1	0	0	<b>1</b>
E-mail Invite	1	0	0	<b>1</b>
Flyer	1	0	0	<b>1</b>
Newspaper	4	0	0	<b>4</b>

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<sup>1</sup> Twenty-one (21) comment cards were filled out at the community meeting, while an additional 12 comment cards were filled out during two separate focus groups held earlier in the week by CLFA and SEFCEDA, respectively.

Specific concerns, observations, and suggestions that were mentioned on the individual comment cards included:<sup>2</sup>

- **Support for the “toolkit” improvements included:** lighting (12), storefront/parking lot beautification (7), additional street trees (6), street furnishings (6), crosswalks (3), flashing crosswalk lights (2), wider/continuous sidewalks (2), landscaping (2), median barriers (1), bike lanes (1), themed banners (1), bulbouts (2), and traffic-calming (1); as well as requests for the following types of street furnishings: benches (1), trash receptacles (3), and bike areas (1).
- **Safety.** Police presence/security is needed. (3) Improve safety. (2) Address homeless. (1)
- **Cleanliness.** Street cleaning is needed. (2)
- **Speeds.** Slow down the traffic anyway you can. (2) Do not add speedbumps. (1)
- **Parklets.** Include as many parklets as you can. (2) Rest stops are perfect. (1)
- **Signage.** Improve signage for businesses and shopping centers. (2) Remove old beat-up signage. (1)
- **Sidewalks.** Fill in gaps in sidewalks. (1)
- **Bus Stops.** Provide shade at bus stops. (1) Ask the transit system to change colors to agree with banner theme. (1) What if the money box for BRT gets stolen? Is it possible to get on the bus without paying? How will BRT know if passengers have paid? (1)
- **Landscaping.** Too many trees and bushes, and too many obstacles on sidewalks that interfere with wheelchairs. (1) Add flowering trees or flower beds in the median. (1)
- **Bike lanes.** Improve bike lane markings and lighting, encourage riding at night. (1)
- **Lighting.** Change street lights to LED (1) and add lights on palm trees pointing upwards. (1)
- **Adjacent Properties.** Take the carwash (across from Ventura TV) out with eminent domain. (1) Food trucks are a great idea, but where will they be located? (1) Support a Façade Improvement project. (1)
- **Fencing.** Require uniform fencing for all residential homes along the corridor. (1)
- **Multiple Users.** Bus, bike, and car lane can conflict because the streets are small and only have two lanes in each direction. (1) Is it possible to widening sidewalks/bike lanes and maintaining enough room for the car lanes? (1)
- **Artwork.** Install public art along the corridor to attract more visitors to our businesses. (1)

Going forward, the consultant team and Fresno COG staff will consider the concerns and recommendations that were shared during the meetings and in the comment cards, and integrate them into the Final Complete Streets Plan.

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<sup>2</sup> The number of times a comment was mentioned is shown in parenthesis (#).

### PLAN RECOMMENDATIONS

Highly Visible Crosswalks

Pedestrian Refuge Islands

Additional Street Trees

Parklets

Flashing Crosswalk Lights

Storefront & Parking Lot Beautification

Themed Banners & Signage & Consistent Lighting

Farmers Market

Wide & Continuous Sidewalks

Landscaping

Improved Bike Lanes

Food Trucks

Traffic-Calming Features

Furnishings

Pedestrian Median Barriers

Community Events

*Trash*  
*Recycling*

#2

### PLAN RECOMMENDATIONS

Highly Visible Crosswalks

Pedestrian Refuge Islands

Additional Street Trees

Parklets

Flashing Crosswalk Lights

Storefront & Parking Lot Beautification

Themed Banners & Signage & Consistent Lighting

Farmers Market

Wide & Continuous Sidewalks

Landscaping

Improved Bike Lanes

Food Trucks

Traffic-Calming Features

Furnishings

Pedestrian Median Barriers

Community Events

#3

DRAFT VENTURA / KINGS CANYON COMPLETE STREETS PLAN  
FRESNO COUNCIL OF GOVERNMENTS

PLAN RECOMMENDATIONS

This grid contains 16 plan recommendations, each with a circular image and a text label. Orange stars are placed over the following items:

- Highly Visible Crosswalks
- Pedestrian Refuge Islands
- Additional Street Trees
- Parklets
- Flashing Crosswalk Lights
- Storefront & Parking Lot Beautification
- Themed Banners & Signage & Consistent Lighting
- Farmers Market
- Wide & Continuous Sidewalks
- Landscaping
- Improved Bike Lanes
- Food Trucks
- Traffic-Calming Features
- Furnishings
- Pedestrian Median Barriers
- Community Events

Note: There was no group #4.

#5

DRAFT VENTURA / KINGS CANYON COMPLETE STREETS PLAN  
FRESNO COUNCIL OF GOVERNMENTS

PLAN RECOMMENDATIONS

This grid contains the same 16 plan recommendations as group #3. Red hand-drawn lines and numbers group the items as follows:

- Group 1:** Highly Visible Crosswalks, Flashing Crosswalk Lights, Wide & Continuous Sidewalks, Traffic-Calming Features.
- Group 2:** Pedestrian Refuge Islands, Storefront & Parking Lot Beautification, Landscaping, Furnishings.
- Group 3:** Additional Street Trees, Themed Banners & Signage & Consistent Lighting, Improved Bike Lanes, Pedestrian Median Barriers.
- Group 4:** Parklets, Farmers Market, Food Trucks, Community Events.

**PLAN RECOMMENDATIONS**

*Known Nancy Table 6*

*Part 6 and Table 6*

DRAFT VENTURA / KING CANYON COMPLETE STREETS PLAN  
FRESNO COUNCIL OF GOVERNMENTS

*Concern - when bus*

*to drive on street*

*Street Light*

*Every day*

*Not have bus out in street*

*Surveillance cameras*

*Street Dogs*

*Paj pong*

- Highly Visible Crosswalks
- Pedestrian Refuge Islands
- Additional Street Trees
- Parklets
- Flashing Crosswalk Lights
- Storefront & Parking Lot Beautification
- Themed Banners & Signage & Consistent Lighting
- Farmers Market
- Wide & Continuous Sidewalks
- Landscaping
- Improved Bike Lanes
- Food Trucks
- Traffic-Calming Features
- Furnishings
- Pedestrian Median Barriers
- Community Events