

FAX Proposed Restructuring

September 2016

Viability of Public Transit

It's All About Frequency

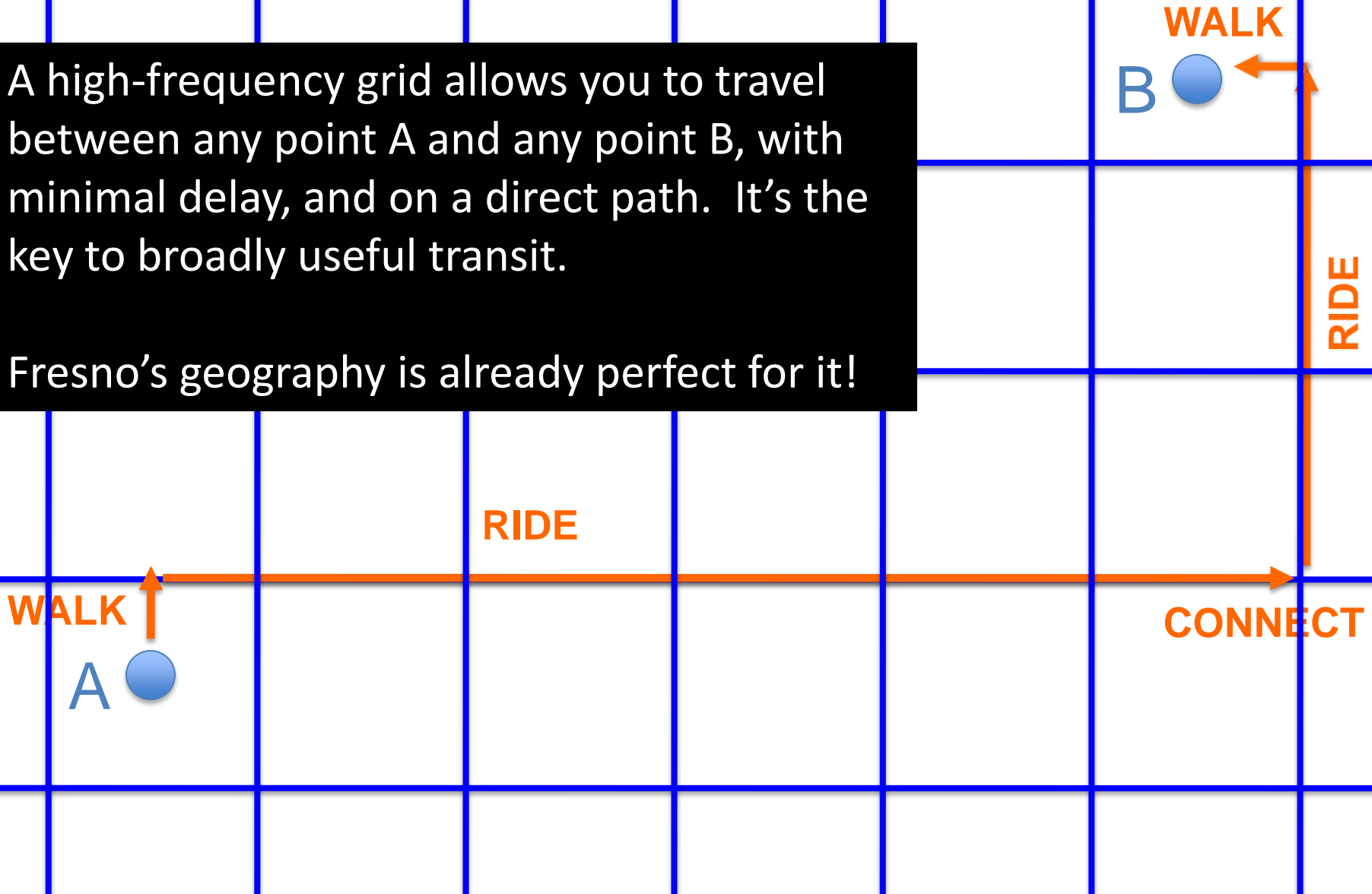
Frequency is the Key to Viability

- Frequency means “we are ready to go when you are.”
- Frequency is expensive, and yet it leads to high ridership/cost when deployed in high-demand places.
- Frequency means a transit line is a *thing* you can rely on, not just an occasional *event* you have to plan around.
- Highest frequencies are already driving the highest ridership.

Frequent Grids are the Key

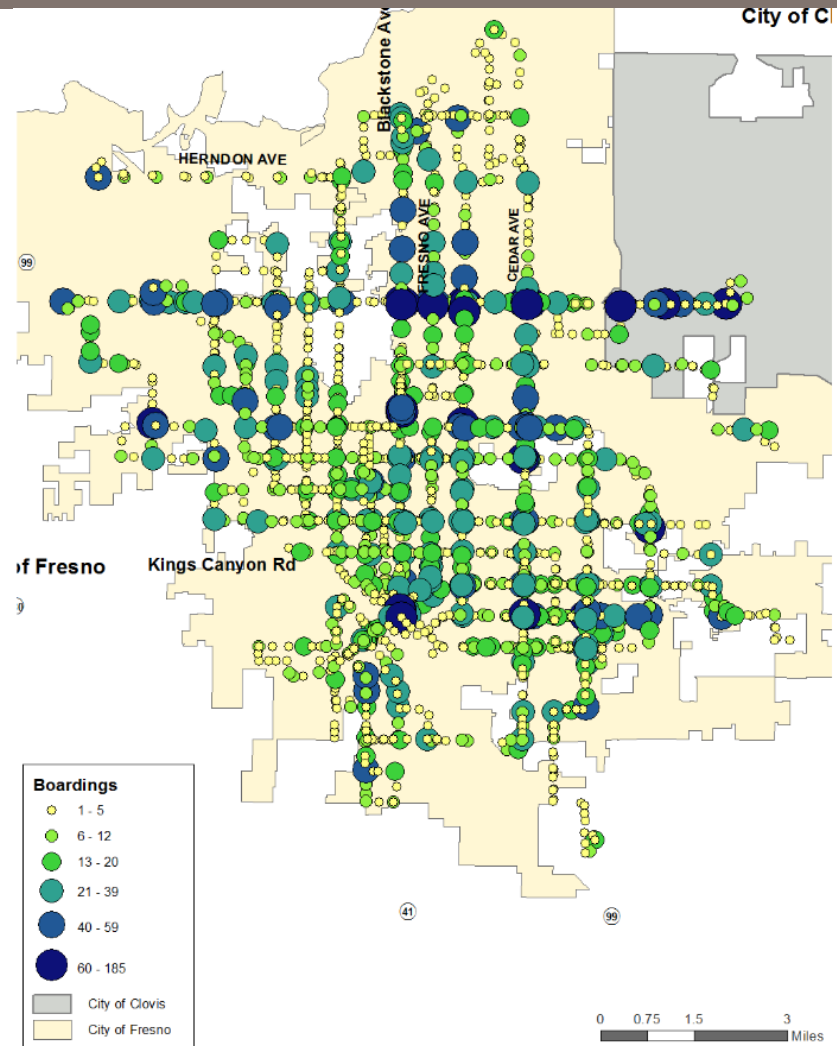
A high-frequency grid allows you to travel between any point A and any point B, with minimal delay, and on a direct path. It's the key to broadly useful transit.

Fresno's geography is already perfect for it!

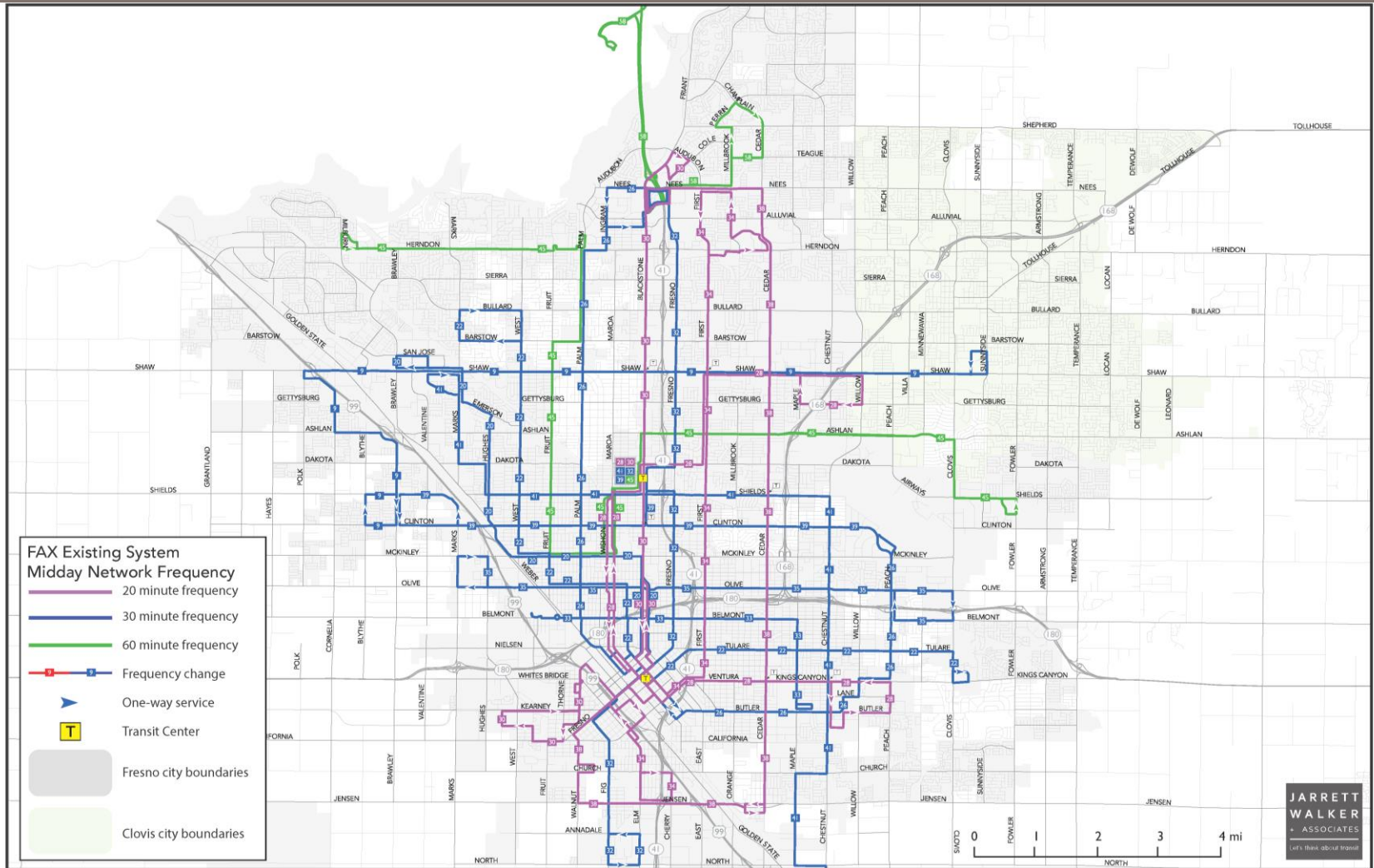


Existing Ridership Proves It

- Concentrated on Blackstone, Kings Canyon, Cedar, Shaw.
- Especially strong where frequent lines cross (grid effect).
- Why there?
 - Highest frequency.
 - Development pattern encourages transit ridership.
 - Grid pattern of frequency.



But the system isn't frequent enough!



“Every 15 Minutes” is the Goal

- This is the frequency where “the bus is always coming soon” and grid connections become easy and attractive.

DURATION also matters.

- Weekend service needs to be higher, because demand is not much lower than weekday.
- Evening service is important so people can get home from evening jobs and activities.
- Evening and weekend service helps people own fewer cars, rely on transit more.

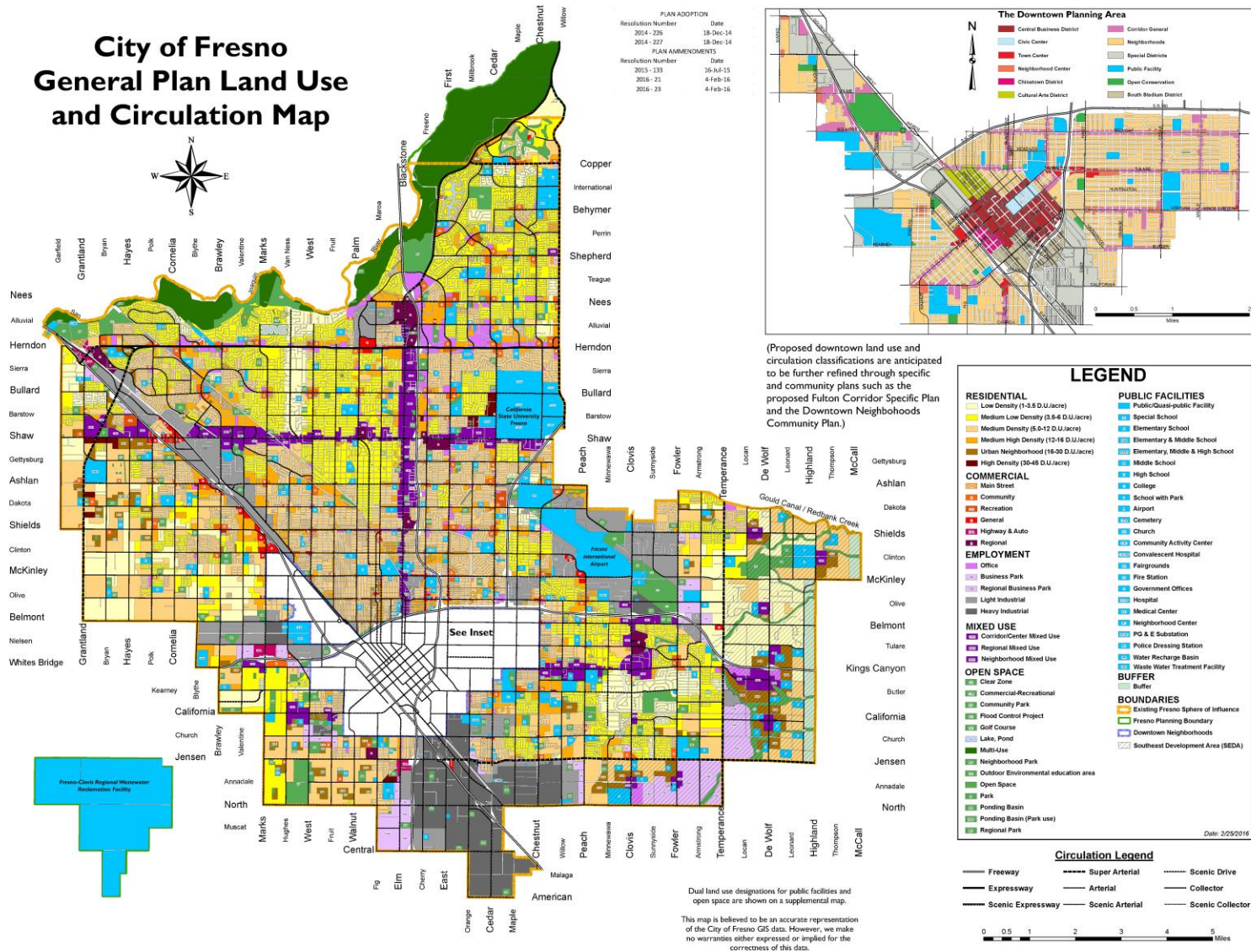
But not Everywhere...

- Some parts of Fresno are just not dense or walkable enough to generate ridership.
- All over the nation, ridership arises from these key features:
 - Density – A lot of people and activity around the stops.
 - Walkability – People can easily walk to the stop.
 - Linearity – Straight paths for transit, easy in Fresno!
 - Proximity – We do not have to cross long distances.

How Does Transit Fit with the City General Plan

City Plan Map

City of Fresno General Plan Land Use and Circulation Map



Ridership vs Coverage (Sprawl)

Ridership Alternative

- Focus resources are high-ridership population areas to provide frequent, convenient service.
- This alternative pushes the balance of resources even more towards ridership.

Coverage Alternative

- Extends low-frequency service to a larger area.
- This alternative reduces the level of service on the most productive segments, instead investing in extending service to new parts of the region that currently do not have access to FAX routes.

Impact of Sprawl

Non-Sprawl

- Courthouse Park to Blackstone/Shaw - 45 minutes (one way)
 - Using 3 buses, service every 15 minutes (6 buses round trip)

Sprawl

- Courthouse Park to Blackstone/Nees – 75 minutes
 - Using 3 buses (6 buses RT), service every 25 minutes
 - Or 5 buses for 15-minute service (10 buses RT)

Additional cost \$700,000

Impact of Sprawl (Example 2)

Sprawl

- Manchester to Herndon/Milburn - 60 minutes (one way)
- Using 2 buses RT, 60-minute service

Super-Sprawl

- Manchester to El Paseo - 80
- Using 2 buses RT, 80-minute service
- Or 8 buses 20-minute service.

Additional cost \$700,000

Our Provisional Direction

- To build consensus, two alternatives (more ridership or more coverage) were shown to the public and stakeholders, and received their response.
- We also ran workshops with key stakeholders.
- The resulting direction:
 - Reduce inefficiencies.
 - Retain coverage service only for the most urgent social service needs.
 - Try to avoid expanding coverage service in the future.

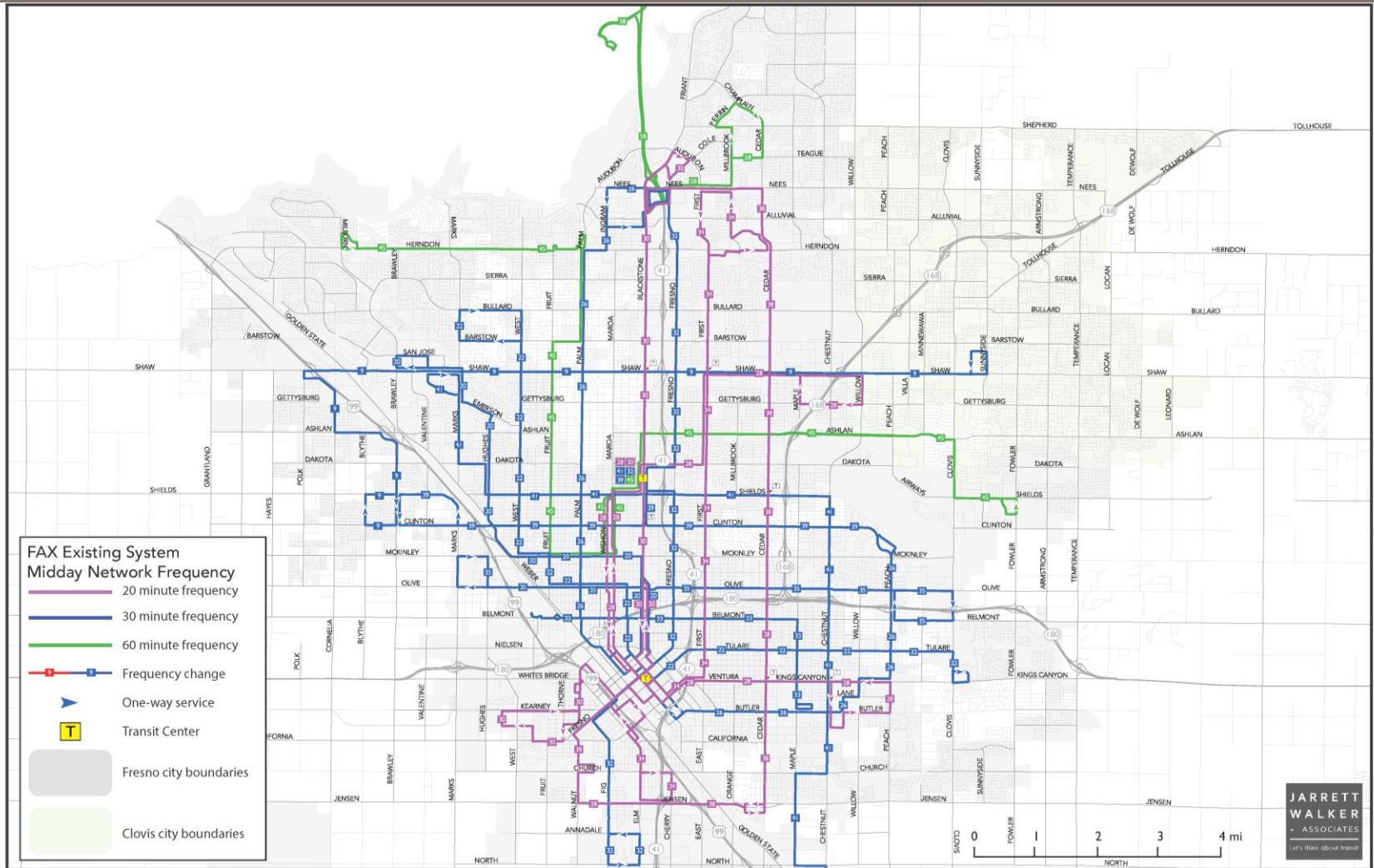
The Long-Term Vision

So the long-term vision is...

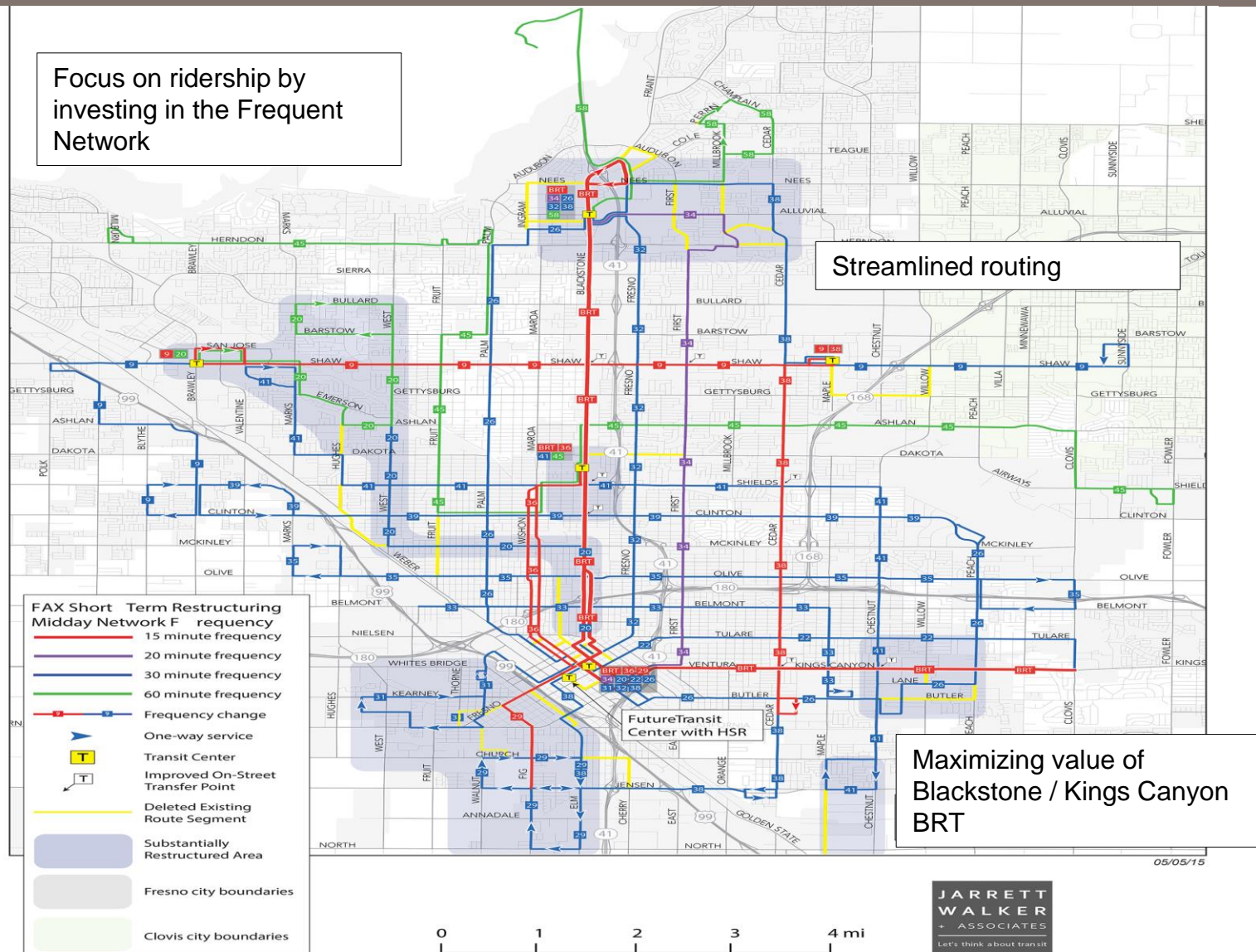
- Cover most of the Fresno population with a high-frequency grid, which enables easy travel from anywhere to anywhere within it.
- Scalable implementation based on ridership potential.
- As resources become available, segments would be upgraded to Frequent Service in priority order.

FAX Short-Term Network

FAX Existing System



FAX Short-Term Network



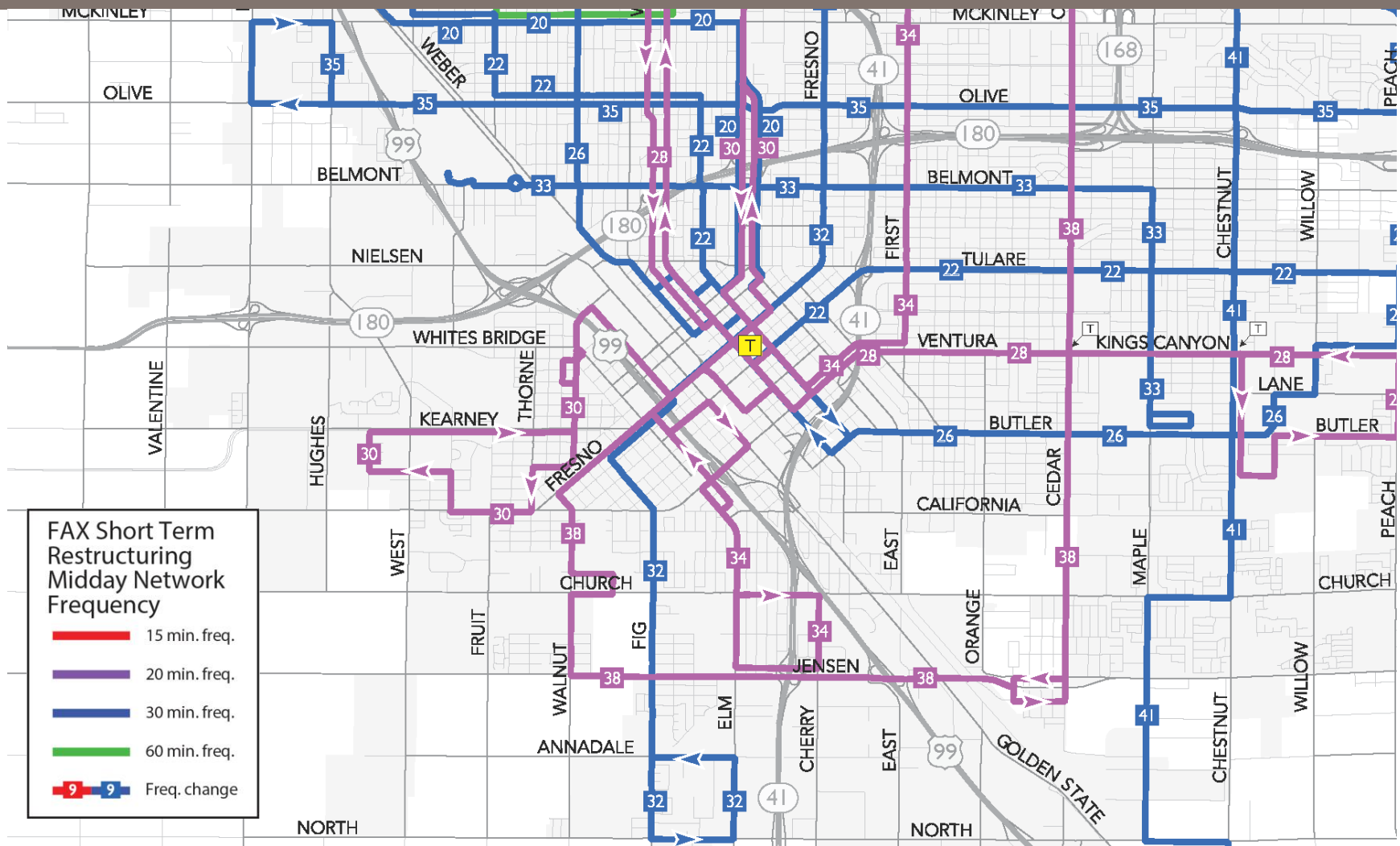
More People Getting There Sooner

Trips With the Most Improvement

From	To	Improvement
Courthouse Park	Riverpark	-11
Riverpark	Courthouse Park	-12
	Brawley & Shaw	-13
	Pacific University	-16
Brawley & Shaw	Riverpark	-13
	Manchester	-12
	Pacific University	-10
Edison H.S.	Riverpark	-11
	Highway City	-15
Manchester	Brawley & Shaw	-11
Highway City	Edison H.S.	-14
Pacific University	Riverpark	-27
	Fresno City College	-11
	Manchester	-13

Details of Proposed Changes (Recommendations)

Southwest Fresno (Existing)



FAX Short Term Restructuring Midday Network Frequency

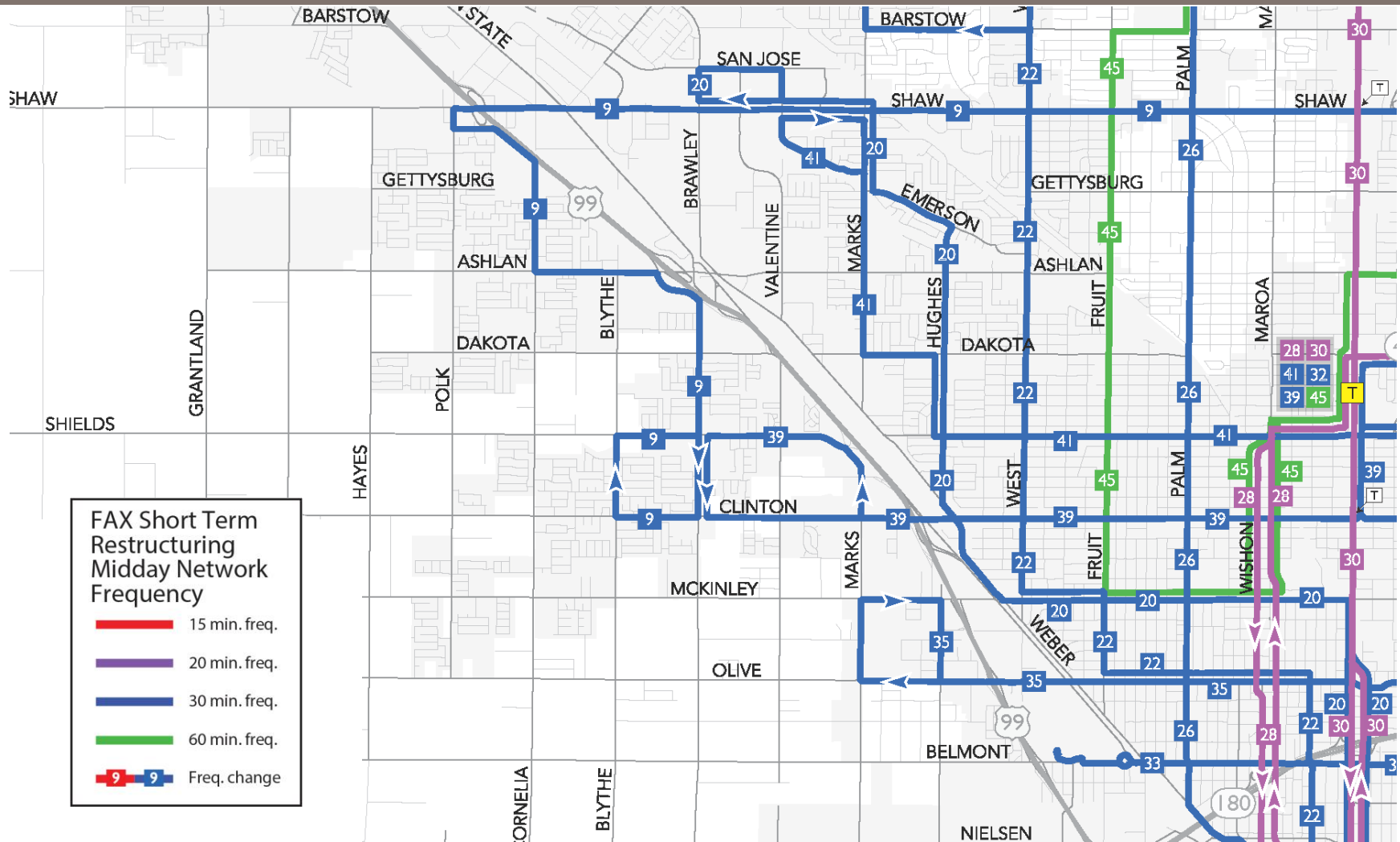
- 15 min. freq.
- 20 min. freq.
- 30 min. freq.
- 60 min. freq.
- Freq. change

Southwest Fresno

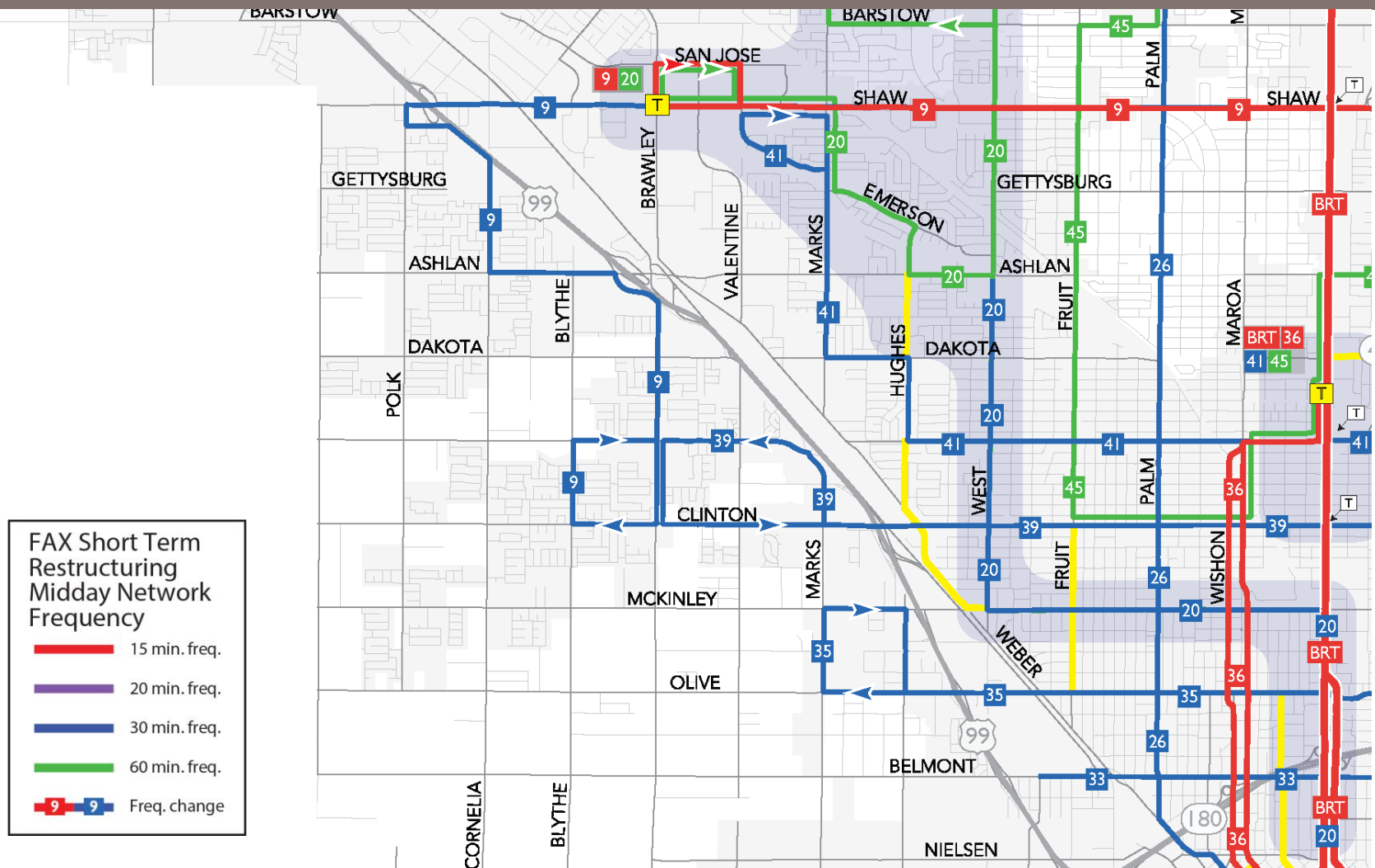
A series of streamlining changes designed to maintain access while increasing directness and usefulness, including a new high-frequency line

- **Elm:** 38 Cedar replaces 34 along Elm.
- **C and F Streets:** Streamlining close to downtown, with 2-way service via Ventura and F. Current 1-way segment on C discontinued. Service must be available in both directions to be useful in either direction.
- **Kearney Loop:** New 31 replaces Route 30 here when the rest of 30 is replaced by Blackstone BRT. Route 31 is stand-alone route at 30-minute frequency, serving Edison High School.
- **Fig/MLK, Walnut:** New *Frequent* Line 29, with half-hourly loops to North and Elm, Church and Walnut, connecting to Route 38 at Elm.

Northwest Fresno (Existing)



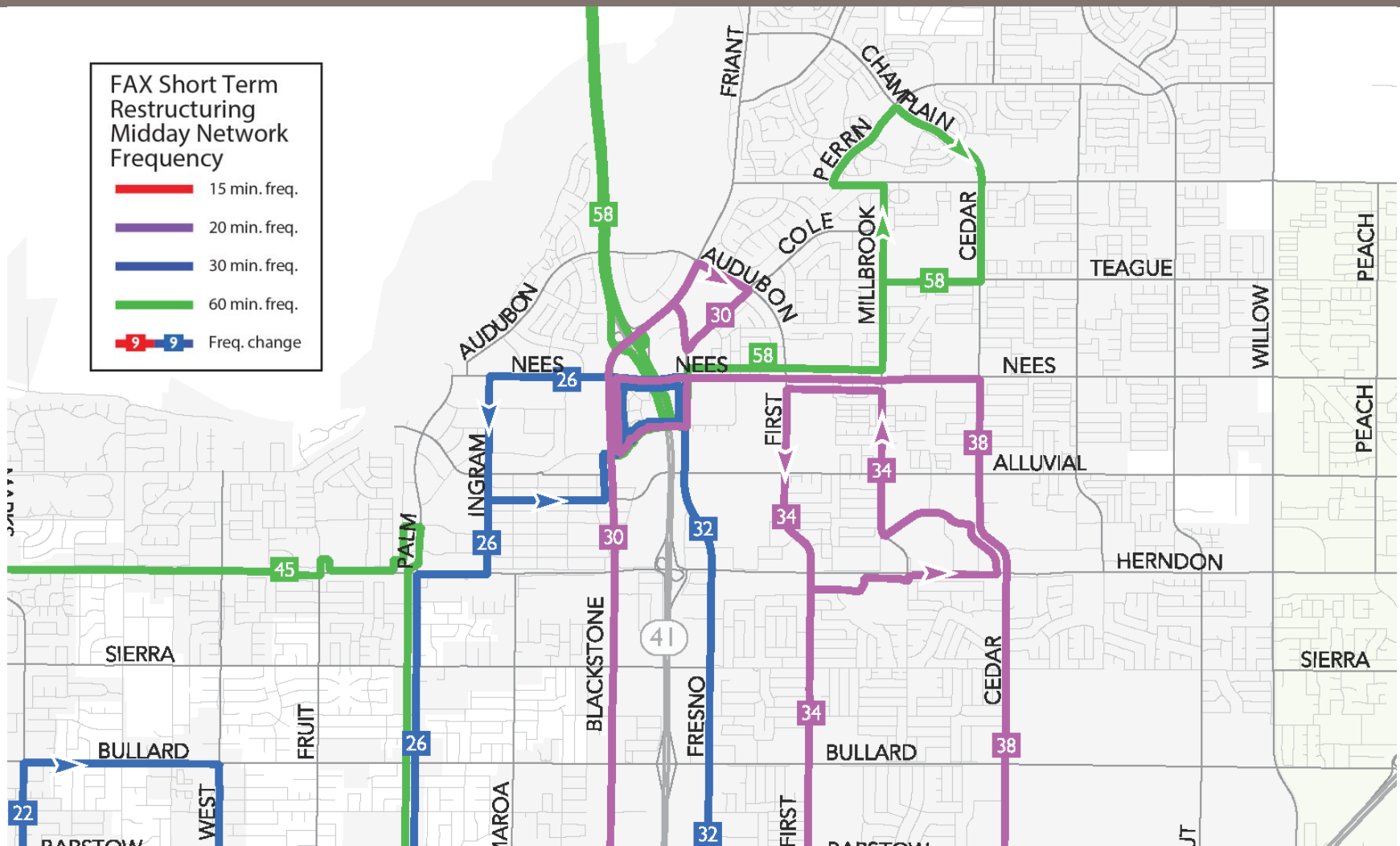
Northwest Fresno (Proposed)



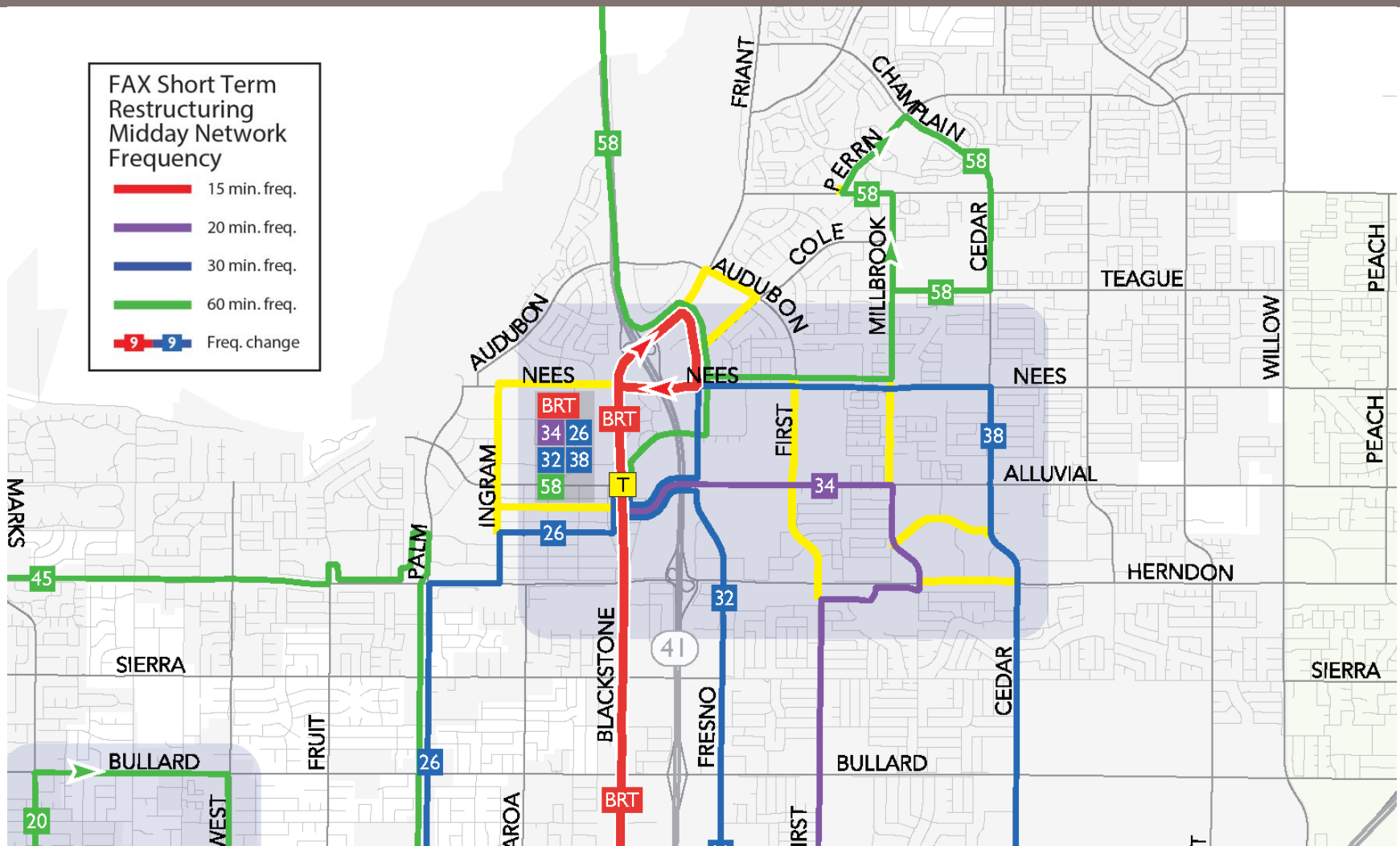
Northwest Fresno

- **West, Emerson:** Simplify service north of Ashlan (existing 22)
 - **Route 22** – entire route deleted; deleted unique segments are within 1/4-mile walk of service on nearby routes.
 - **Route 20-McKinley/West** – rerouted north from McKinley via West, with two 60-minute branches at Ashlan. The first branch serves the northern segment of the 20 along West, including the Bullard Loop; the second proceeds west via Ashlan.
- **Shaw:** Route 9 increased from 30 to 15-minute frequency east of Brawley (to Fresno State). Terminate westbound at Brawley.
- **Shields/Marks:** No changes to route 41 from existing.
- **Clinton and Olive:** Terminate before 99.

River Park (Existing)



River Park (Proposed)

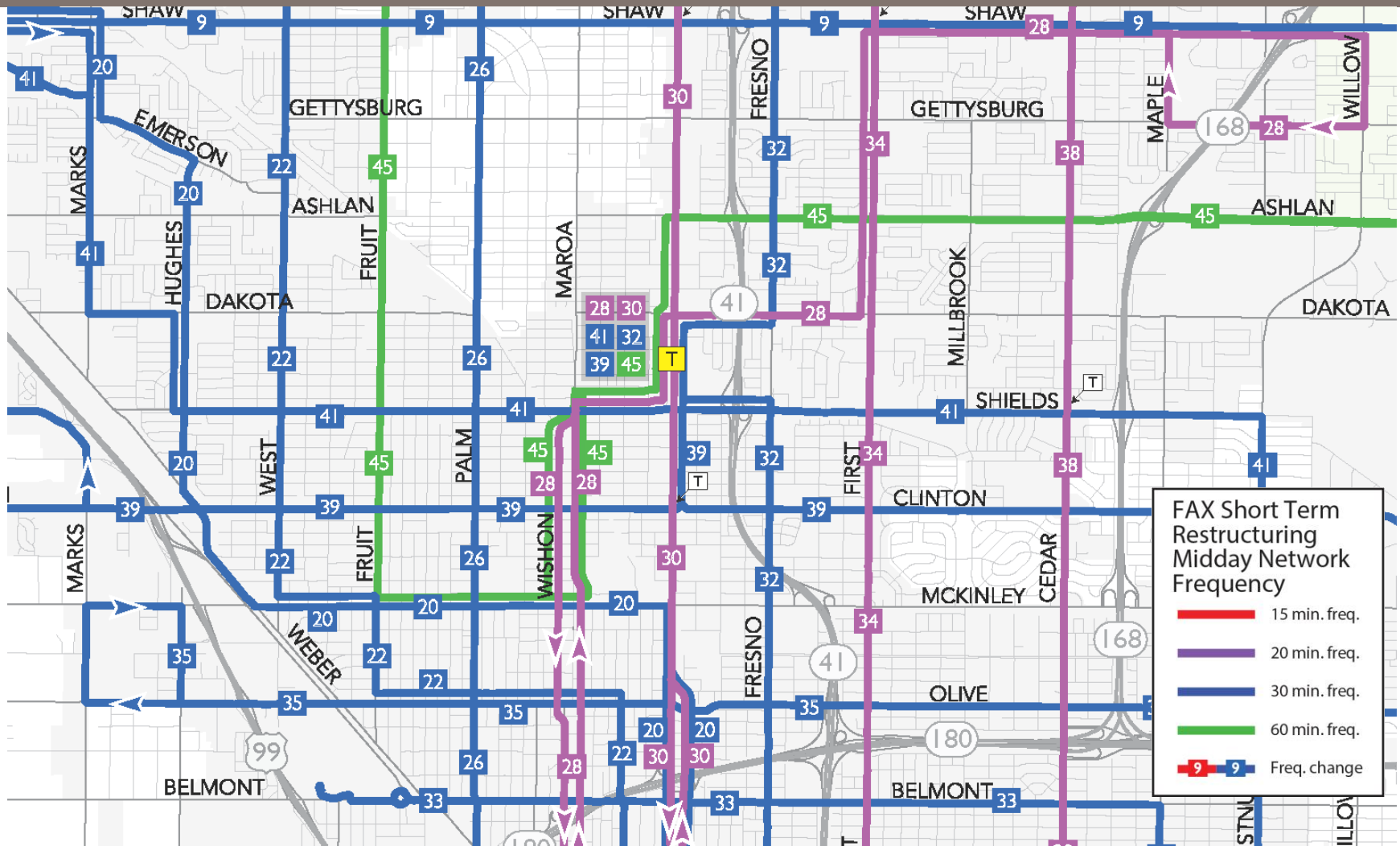


River Park

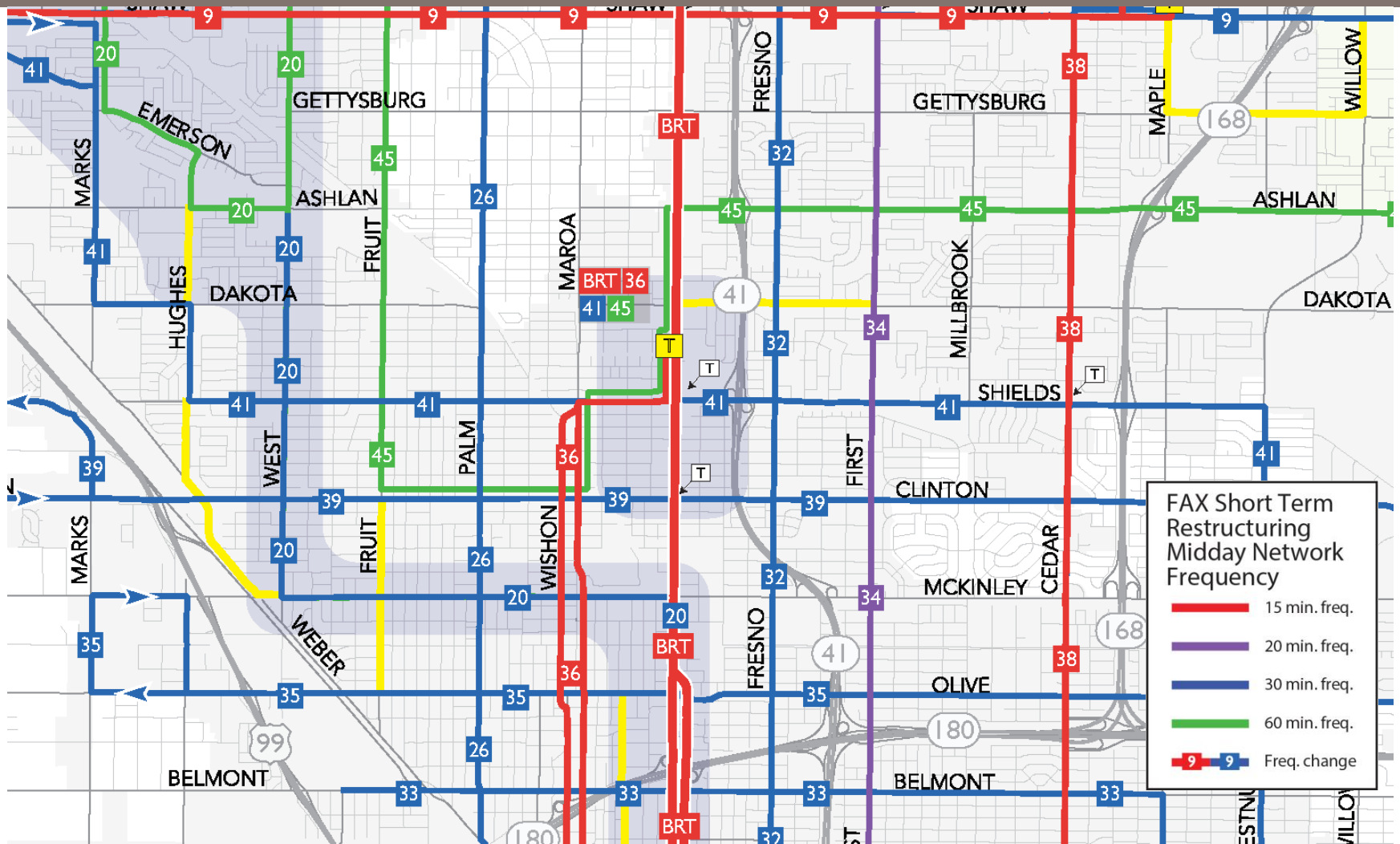
With BRT, River Park becomes a major connection point. All lines need to converge there for access to BRT. Current one-way loops also make two-way travel difficult.

- **Fresno Street:** Delete turnaround loop of 32. Reroute 2-way via Alluvial to terminate at River Park Transit Center
- **Hospital Area (Herndon - Alluvial near Millbrook):** Delete turnaround loop of 34, and reroute 34 2-way through hospital area north of Herndon via Herndon, Millbrook, and Alluvial to terminate at River Park Transit Center.
- **Cedar:** Delete turnaround loop of 38. Reroute to River Park via Nees, Fresno, and Alluvial.
- **Ingram/Nees:** Delete turnaround loop of 26. Reroute to River Park via Spruce and Blackstone.

Manchester (Existing)



Manchester (Proposed)

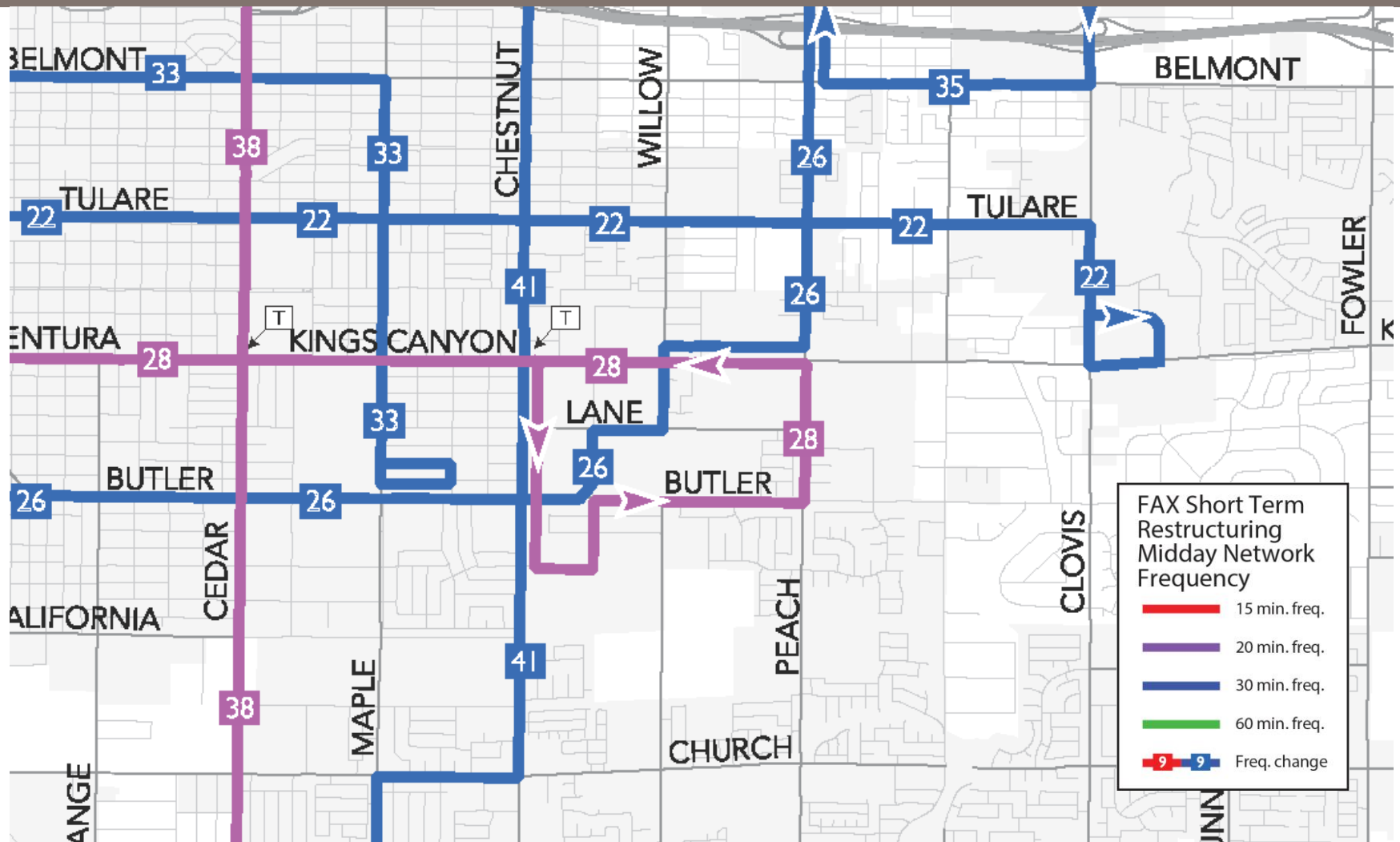


Manchester

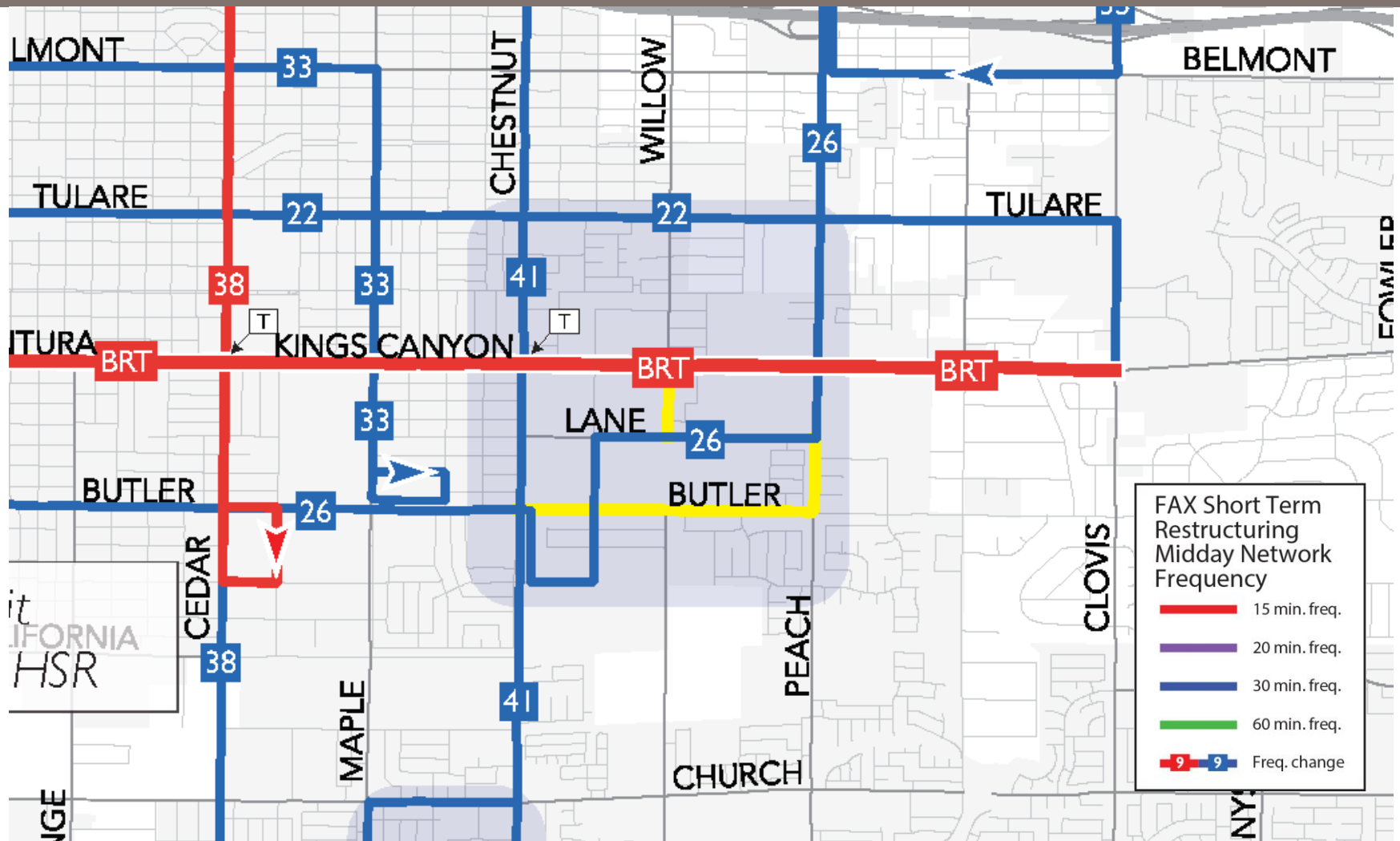
High frequency grid connections make Manchester TC less necessary. Direct service to Cal State replaced by frequency service on Blackstone, Shaw, Cedar. This change is crucial to funding the frequent grid.

- **Fulton/Van Ness:** Still served by new Route 36.
- **Fresno Street:** Eliminate existing 1-mile deviation into Manchester Transit Center.
- **Clinton:** Eliminate deviation into Manchester Transit Center.
- **Shields:** No changes to 41 in Manchester area.
- **Route 45:** Shortened slightly; now only goes as far south as Clinton (existing goes all the way to McKinley). Service on Fruit between Clinton and McKinley discontinued.

SE Fresno



SE Fresno



SE Fresno

To set up the future BRT line, existing one-way loops in this area must be removed.

- **Ventura/Kings Canyon:** 28 turnaround loop removed. Future BRT runs two-way on Kings Canyon to end at Clovis Av.
- **Butler/Peach:** Reroute 26 between Butler and Kings Canyon to cover dense, high-ridership segments currently served 1-way by 28 turnaround loop.