

DOWNTOWN

Urban Alignment Characteristics

The historic Downtown Fresno section represents patterns of the original settlement – a tightly spaced grid of streets and blocks, perpendicular to the rail corridor, a dense mix of uses with a mature pedestrian environment. The proposed HSR Station buildings and related parking facilities occupy a central location between Fresno and Inyo streets, fronting on H Street. There are major commercial, civic, retail, entertainment and sports venues within easy walking distance of station. Additionally there are major pedestrian-only corridors on Mariposa Street and Fulton Street Mall.

Today there are approximately eight crossings of the rail corridor, mostly at-grade with one overcrossing and one undercrossing. For HSR, there are under-crossings proposed for Fresno, Tulare and Ventura streets as well as an overcrossing proposed for Stanislaus Street. Two separate pedestrian bridges are proposed: one mid-block between Stanislaus and Tuolumne streets and one directly adjacent to the Ventura undercrossing. It is critical that pedestrian, bicycle and local traffic connections are frequent and convenient across HSR and UPRR rail alignments to meet the objectives of Fresno's long range plans for an intensified, mixed use, pedestrian-friendly city center. That means each of the planned crossing carries a responsibility to encourage and invite pedestrian and bicycle access.

Recommendations:

- **Each crossing section should be closely evaluated to accommodate all pedestrian and bicycle movements. It is important at under-crossing approach blocks that there is viable commercial frontage and pedestrian space at street level as well as an inviting pedestrian underpass. The crossing portions of these corridors should feel like a natural extension of the streetscape of downtown as envisioned in recent downtown plans.**
- **Most of the local street crossings over and under the HST corridor are high volume streets. Where possible, bike and pedestrian facilities on high-volume streets should be separated vertically and horizontally from auto lanes.**
- **At-grade sidewalks flanking the undercrossing approach should be 12' minimum on both sides to accommodate normal pedestrian circulation and street furnishings. For the underpass sidewalk, 14' minimum (16' preferred) should be provide as a shared facility. This profile can have grade that meets ADA criteria and be set higher than roadway profile at the bottom of underpass since its clearance requirements are considerably less than that for the vehicular travel lanes.**
- **All engineering profiles for proposed over-crossings and undercrossings, should be refined to minimize the length of sloped transition so that no more commercial frontage is affected by the dropping/rising grades than necessary**

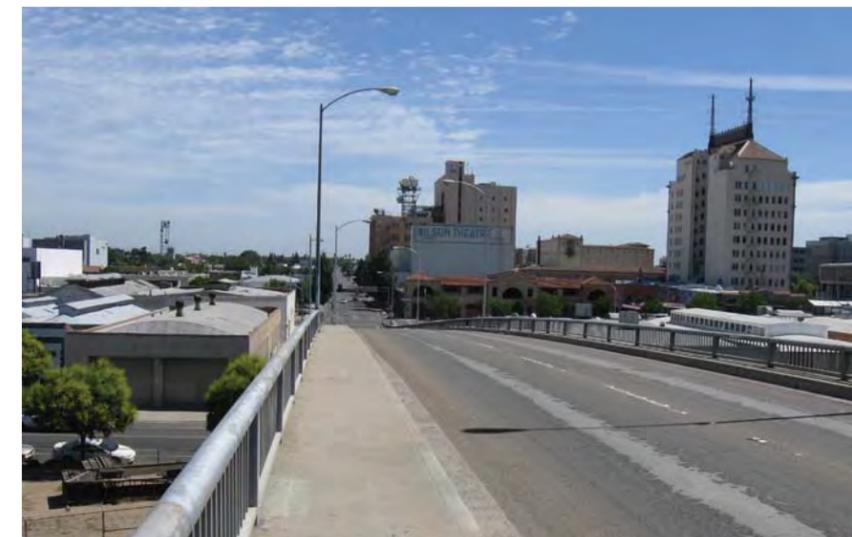
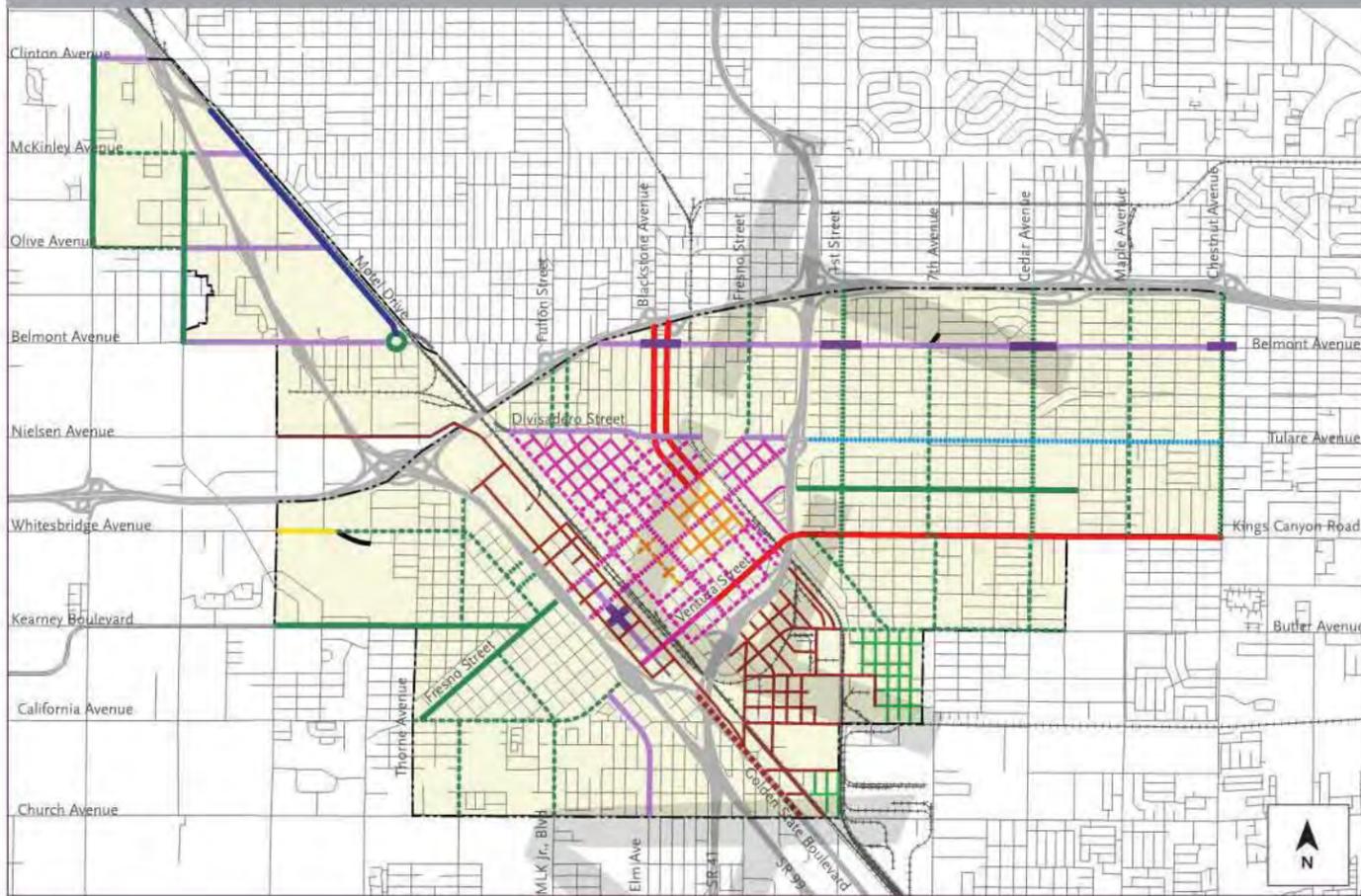


FIGURE 3-3 - STREET TYPOLOGIES



- Key**
- Transit Boulevard
 - - - - Downtown Main
 - - - - Downtown Mixed
 - - - - Retail Mall
 - - - - Civic Mall
 - Civic
 - - - - Commercial Arterial
 - Neighborhood Commercial
 - Neighborhood Commercial Core
 - Highway Service
 - Downtown Neighborhood
 - Residential Greenway
 - - - - Residential Arterial
 - - - - Residential Collector
 - Residential Lane
 - Rural Residential Street
 - - - - Industrial Arterial
 - Industrial Street
 - Street Vacation

Figure 9.7A - Railroad Crossing Improvements (subject to confirmation of final HST alignment, whether it be at-grade, below-grade, or elevated).



- Key**
- Reconfigure Fresno Street railroad underpass so a standard, four-way vehicular intersection occurs at H Street in addition to Broadway Street
 - Introduce sidewalk and bicycle improvements across at-grade crossing
 - Introduce bicycle improvements