

# Figure MT-2 Path and Trails

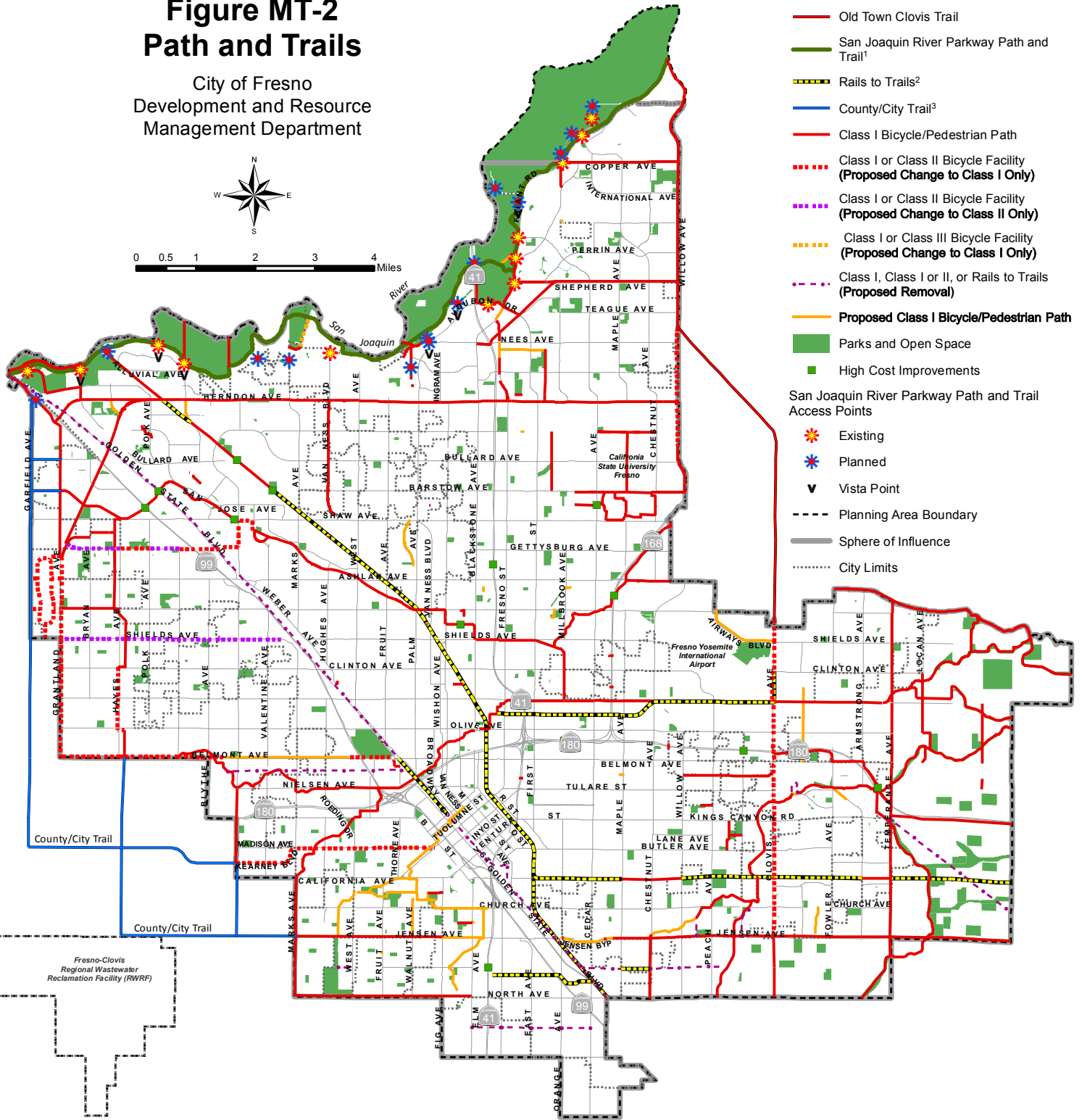
City of Fresno  
Development and Resource  
Management Department



0 0.5 1 2 3 4 Miles

## LEGEND

- Old Town Clovis Trail
  - San Joaquin River Parkway Path and Trail<sup>1</sup>
  - - - Rails to Trails<sup>2</sup>
  - County/City Trail<sup>3</sup>
  - - - Class I Bicycle/Pedestrian Path
  - · - · - Class I or Class II Bicycle Facility (Proposed Change to Class I Only)
  - · - · - Class I or Class II Bicycle Facility (Proposed Change to Class II Only)
  - · - · - Class I or Class III Bicycle Facility (Proposed Change to Class I Only)
  - - - Class I, Class I or II, or Rails to Trails (Proposed Removal)
  - Proposed Class I Bicycle/Pedestrian Path
  - Parks and Open Space
  - High Cost Improvements
- San Joaquin River Parkway Path and Trail Access Points
- ✱ Existing
  - ✱ Planned
  - ▼ Vista Point
  - Planning Area Boundary
  - Sphere of Influence
  - City Limits



1. Conceptual alignment of existing and proposed path and trail. All planned Parkway access and projects, their features, uses, and locations, are subject to the acquisition of lands and/ or easements from willing sellers, and project-specific, site-specific environmental review.

2. Required unless there is an existing railroad. Should existing railroad lines be vacated, they shall be converted to a greenbelt.

3. Conceptual alignment, subject to City/County cooperative planning adoption, and implementation. City preferred location depicted.

~~4. Alignments depicted as Class I or Class II facilities should always include Class II improvements with Class I improvements provided where possible as determined by the City, for an enhanced pedestrian/ bicycle experience. (Proposed Removal)~~

Note: Paths and Trails adjacent to neighboring jurisdictions may be developed jointly with that jurisdiction.

Note: Complete detail of the proposed bikenetwork can be found in the Active Transportation Plan.

Note: Trails shall be developed on side of road represented in the Active Transportation Plan, to do otherwise would require Active Transportation Plan Amendment and minimum length of 2 miles. (Proposed Addition)

*Below are the specific General Plan text changes proposed for A-16-015 and the proposed changes to Figure MT-2 Paths and Trails. In general changes consist of removing references to the Bicycle, Pedestrian and Trails Master Plan and inserting references to the Active Transportation Plan where appropriate, updating the text to include Class IV Separated Bikeways/Cycle Tracks, and updating references to our current total miles of existing bicycle facilities.*

#### **4. Mobility and Transportation Element**

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##### **4.4 Bikes and Pedestrians**

Fresno has made a strong commitment to improving non-motorized travel. The City established a Bicycle-Pedestrian Advisory Committee in 2002 and subsequently completed the Bicycle, Pedestrian and Trails Master Plan (BMP), which was ~~presented to~~ adopted by the City Council in 2010. In 2016, the City adopted the Active Transportation Plan (ATP) which replaces the BMP. Although the ~~BMP~~ ATP is a separate document and not part of this Plan, the General Plan supports the ~~BMP's~~ ATP's aspirations for a comprehensive bicycle and pedestrian facilities network consisting of sidewalks, lanes, paths and trails while recognizing that the ~~BMP~~ ATP identifies more facilities and programs than discussed in the General Plan. The ~~BMP~~ ATP also identifies more detailed implementation strategies with cost estimates and prospective funding sources, evaluates priorities of prospective improvements, and identifies a complete inventory of both short-and long-range bicycle improvements.

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##### **Bicycle Facilities**

Bicycle facilities consist of three types of classification, as follows:

- Class I: Bicycle or multi-use (bicycle-pedestrian) path which is completely separated from vehicle traffic and typically a 10- to 12-foot wide concrete/asphalt-concrete paved surface with two-foot wide shoulders;
- Class II: Designated on-street bicycle lane which is identified with painted pavement striping and signing and is typically at least five feet in width; and
- Class III: On-street bicycle route which is designated by signs and markings and utilizes the paved surface shared with a low volume of motorized vehicles.
- Class IV: Separated on-street bicycle lane, commonly known as "cycle track," which is physically separated from motor vehicle traffic by a minimum three foot buffer and vertical element, distinct from the sidewalk, designed exclusively for bicyclists, and seven feet in width.

~~Fresno now has approximately 167 miles of on-street striped bike lanes, and 17 miles of trails or paths, built over an approximately 35-year period generally beginning with the adoption of the 1974 Fresno General Plan and the City's first Bicycle Master Plan. As of 2016, Fresno has approximately 38 miles of~~

Class I trails or paths, 426 miles of Class II bike lanes, and 21 miles of Class III bicycle routes, built over an approximately 40-year period generally beginning with adoption of the 1974 Fresno General Plan.

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## Bicycle

The City's planned bikeway network will support significant increases in bicycle use. It strives to ensure that major destinations are well-served by Class II bike lanes, well-marked Class III bike routes are extended into nearly all neighborhoods, ~~and~~ an attractive system of Class I bike paths is provided in new growth areas and along key corridors where right-of-way exists, and Class IV separated bikeways are located along key streets to encourage the casual rider to bike to destinations outside their neighborhood. These ~~three~~ four bicycle transportation components are described more below.

### SEPARATE MULTI-USE PATHS (CLASS I)

Bike or multi-use (bicycle-pedestrian) paths are completely separated from vehicle traffic (Class I bikeways) and may be considered the most desirable type in terms of comfort, particularly by the casual bicyclist. New Class I bikeways will be investigated for all new growth areas, and will be developed in existing parts of the city where opportunities to obtain right-of-way may exist which would provide meaningful pathway connections.

### IMPROVED BIKE LANES (CLASS II)

Providing Class I facilities may not be practical or cost effective in many parts of the developed urban area, and not necessarily preferable in terms of convenience and travel utility. Bike lanes (Class II facilities) are the heart of the bicycle network and will be accommodated along all roadways in new growth areas. They can often also be accommodated within already developed areas with the reconfiguration of travel lanes and on-street motor vehicle parking. Bike lanes will have a minimum width of at least five feet whenever possible. While this is adequate, bike lanes should be wider where space is available. They must be well striped and marked.

### IMPROVED SHARED BIKE ROUTES (CLASS III)

Bike routes or bikeways (Class III facilities), which are identified with signage and lane markings indicating a shared roadway, have been identified as especially appropriate for bicycle use. As "the capillaries of the bikeway system," Class III segments allow the bike system to provide critical links even where roadways are constrained and to extend into all neighborhoods. Class III facilities (routes and bikeways) will be expanded citywide and included in new development.

### IMPROVED SEPARATED BIKEWAYS/CYCLE TRACKS (CLASS IV)

Separated Bikeways or cycle tracks (Class IV facilities) are on-street bicycle facilities that include a vertical physical barrier between the bikeway and moving traffic. These facilities have been identified as appropriate in areas with high motor traffic volume where Class II or Class III facilities would cause many

bicycles to feel high levels of stress. Cycle tracks necessitate wider right-of-way than Class II and III facilities and are best placed in areas with fewer driveways.

*Table 4-3 Bicycle Network, will be updated with the total mileage of the planned system upon adoption of the ATP.*

TABLE 4-3: BICYCLE NETWORK			
Facility Type	Existing System - 2016 (miles)	Planned System (miles)	Change
Class I	44	240	196
Class II	113	616	503
Class III	7	79	72

Source: City of Fresno, 2013,

Implementing Policy MT-4-a, page 4-37

~~Bicycle, Pedestrian and Trails Master Plan. Active Transportation Plan.~~ To the extent consistent with this General Plan, continue to implement and periodically update the ~~Bicycle, Pedestrian, and trails Master Plan-Active Transportation Plan~~ to meet State standards and requirements for recommended improvements and funding proposals as determined appropriate and feasible.

## 10 Building Healthy Communities

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### Bicycling

The City of Fresno has a long-standing policy that biking is an important activity for many reasons including exercise and health. The City Council adopted the ~~Bicycle, Pedestrian, & Trails Master Plan (BMP) Active Transportation Plan (ATP)~~, which serves as an administrative and implementing guide, to increase the miles of bike lane (along roadways) and bike paths (separate rights-of way) available to bike riders. Bicycle safety is a significant concern addressed in the ~~BMP ATP~~, which will be addressed by continuing to build safe bike routes and through education.

## 12 Implementation

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### Section 12.1 Implementation Overview

This Implementation Element provides guidance and policies for the process of implementing the Fresno General Plan. The first section of the element presents elected officials, commissions, and departments of the City that are involved in the implementation process with an overview of their responsibilities. The next section of the element describes the City’s role in the implementation process through the City’s Capital Improvement Program (CIP) and fiscal management strategies. Then, the relationship between the Plan and the regulatory system that guides private sector development is described. It

includes an overview of the Development Code (Code) and other regulations and presents information on streamlining California Environmental Quality Act (CEQA) review and the sequencing of development. Lastly, the element includes a table with detailed actions, responsible parties, and corresponding policies that are needed to implement the Plan.

The CIP will be the primary means of scheduling and funding public infrastructure improvements of citywide benefit, consistent with the General Plan Economic Development and Fiscal Sustainability Element policies. To implement the goals of this Plan revised or new master plans for specific facilities and services may be necessary. The City has completed many studies, master plans, and management plans for City facilities and infrastructure, including the BRT Master Plan (2008), Long Range Transit Master Plan (2002), ~~Bicycle, Pedestrian and Trails Master (2010)~~ [Active Transportation Plan \(2016\)](#), Urban Water Management Plan (2010), Metro Water Plan (2014), Recycled Water Master Plan (2013), and the Wastewater Collection Plan (2006). Additional master plans that could enhance the goals of this Plan will need to be evaluated and may include plans such as a parks, recreation, and open space plan and a bikes and trails implementation plan. As part of the Plan implementation the City will completely reassess fees for levels of service. The public facility development impact fees of the City or other special districts will need to be reviewed and updated as necessary. Special assessment districts or other means of financing improvements benefiting specific areas, such as the South Industrial Area, employment centers adjacent to the Airport, and new neighborhoods, may be needed.

### **Glossary List of Acronyms**

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~~**BMP or BPTMP:** Bicycle, Pedestrian and Trails Master Plan~~

**ATP:** [Active Transportation Plan](#)