

## DISTRICT 3 CYCLING~PEDESTRIAN PROJECTS FOR FY 2020-21

[See 2018 Project Requests]

- **Kearney Boulevard** – Fresno Street to Marks Avenue (TCC funding only to West Avenue) – bike lanes
- **Fresno Street** – B Street to California Avenue – road diet and/or bike lanes, especially on the eastbound side – *supported by Arias*
- **Abby Street** – Divisadero north – road diet and convert 3<sup>rd</sup> lane to cycling facility
- **Weber Street** – Olive to McKinley – pave out shoulder to include bike lane on west side
- begin process of incorporating **Fresno Opportunity Corridor (FOC)**, as proposed by Fresno Metro Ministry, into reality – road diets on four corridors: Blackstone Avenue, Ventura-Kings Canyon Boulevard, Ventura-California, Fruit, Church, and Elm Avenue, and Downtown BRT route
- **HAWKS** – possible HAWK beacons near schools???
- **crosswalks** – where???
- **sidewalks** – where???
- **DOWNTOWN** projects:
  - o existing BLs on M, Tuolumne, Stanislaus, H and Mariposa (but will probably get eliminated with HSR)
  - o need more, or use sharrows and signage to get through town – AND **signs to stay off sidewalks!!!**
  - o **Tulare Street** –
    - west of Hwy 99, BLs are discontinuous;
    - east of Hwy 99, some ‘Share the Road’ signs – might be good bike route but businesses/residents unlikely to agree to lose on-street parking
    - does NOT go under Freeway 99 NOW (maybe open up later)
- \*\*\*need an **ATP coordinator position** in DPW

## OTHER DISTRICTS

- **Barstow Avenue** – Maroa to bike lane near San Pablo – pave out shoulder to include bike lane on north side and sharrows on the eastbound side (D.2)
- **Barstow Avenue** – sharrows on westbound AND eastbound sides from Blackstone to bike lane near San Pablo (D.2)
- **Floradora** – RR median to a Class 1 trail (D.4)
- **Fruit Avenue** – bike lanes and sidewalks, Shaw to Herndon – previously vetoed by Councilman Brandau (D.2)
- **Gettysburg** – road diet on eastbound side from First to Cedar – match the rest of the street and expand bike lanes to be safer (very narrow travel AND bike lanes in spots)
- **complete McKenzie trail** – short spur to Clovis Boulevard (D.5 or D.2???)
- budget set aside yearly specifically for **loop detectors** at intersections, especially for cycles.

## RATIONALE

- need **connectivity!!!**
- **bike lanes** make streets **safer** for everyone, especially for residents, and cyclists!!!
- **road diets** the same!!!
- **more lanes encourages speeding** – the only people who want more lanes, on otherwise underused streets, are those who want to speed, so...
- **calming effect** – bike lanes and cyclists using them slow traffic, a goal of the DPW and the entire City.

## LEGEND

- Class I – trail
- Class II – bike lane
- Class III – bike route – street signage usually through quiet residential streets parallel to major corridors
- Class IV – cycle track – like bike lane – at street grade but separated by buffer and/or some vertical element – DO NOT USE LOW CURBS as danger to cyclists who might inadvertently hit them