

# CITY COUNCIL HEARING

City of  
**FRESNO** 

March 4, 2021



# PROJECT DESCRIPTION

- » Plan Amendment No. P20-03758 requests approval to re-classify 16.6 lineal miles of bikeways and correspondingly amend several plans in order to qualify for grant funds to improve those segments. Plans that will be amended:
- Active Transportation Plan
  - Downtown Neighborhood Community Plan
  - Fulton Corridor Specific Plan
  - Tower District Specific Plan



# BICYCLE NETWORK

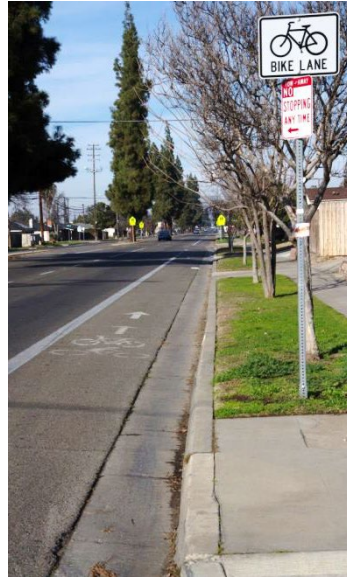


# BICYCLE FACILITIES

Class III



Class II



Class IV



Class I

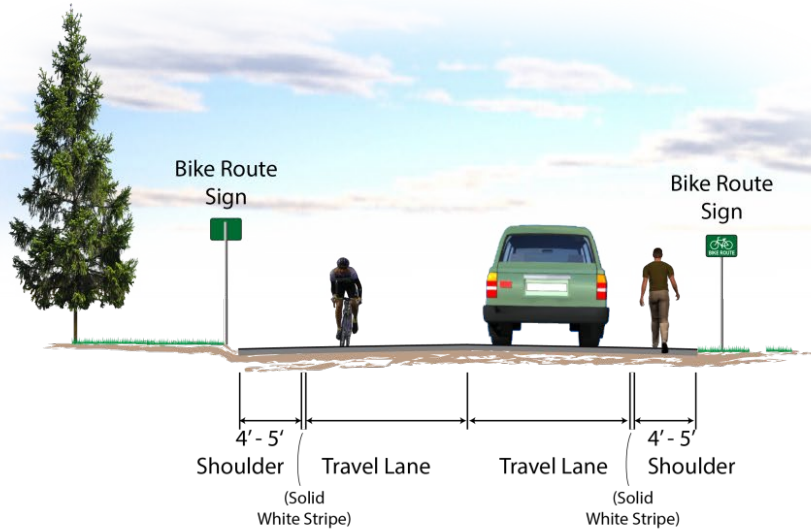


Least Separation —————> Most Separation



# BICYCLE FACILITIES

## class III bike routes



### CLASS III - Bike Route

Provides a shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways.



MUTCD D11-1

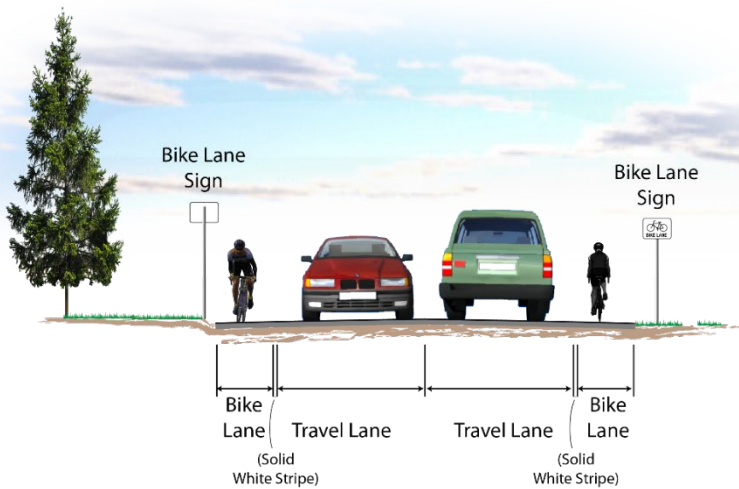


MUTCD R4-11



# BICYCLE FACILITIES

## class II bike lanes

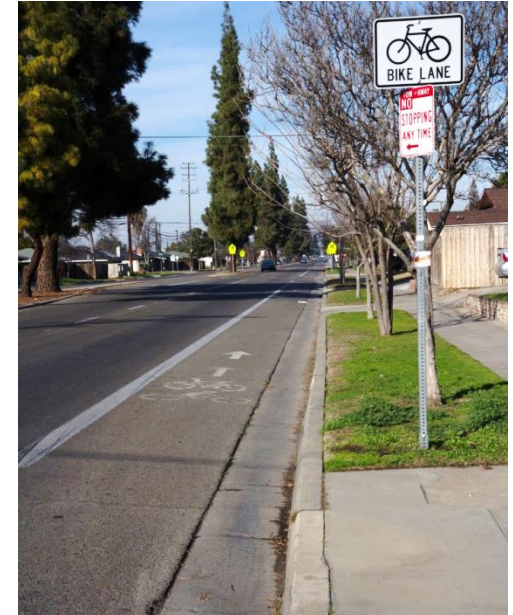


### CLASS II - Bike Lane

Provides a striped lane for one-way bike travel on a street or highway.



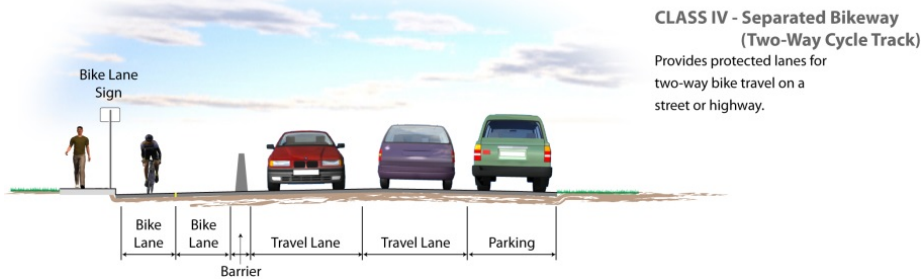
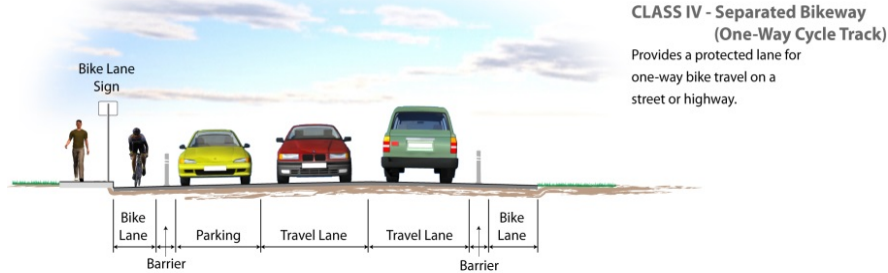
MUTCD R81 (CA)



Steven Vance

# BICYCLE FACILITIES

## class IV separated bikeways





# BICYCLE FACILITIES

## class I bike paths



### CLASS I - Multi-Use Path

Provides a completely separated right-of-way for exclusive use of bicycles and pedestrians with crossflow minimized.



MUTCD R44A (CA)







# UPDATED PLAN EXHIBITS

Table 1 – Exhibits

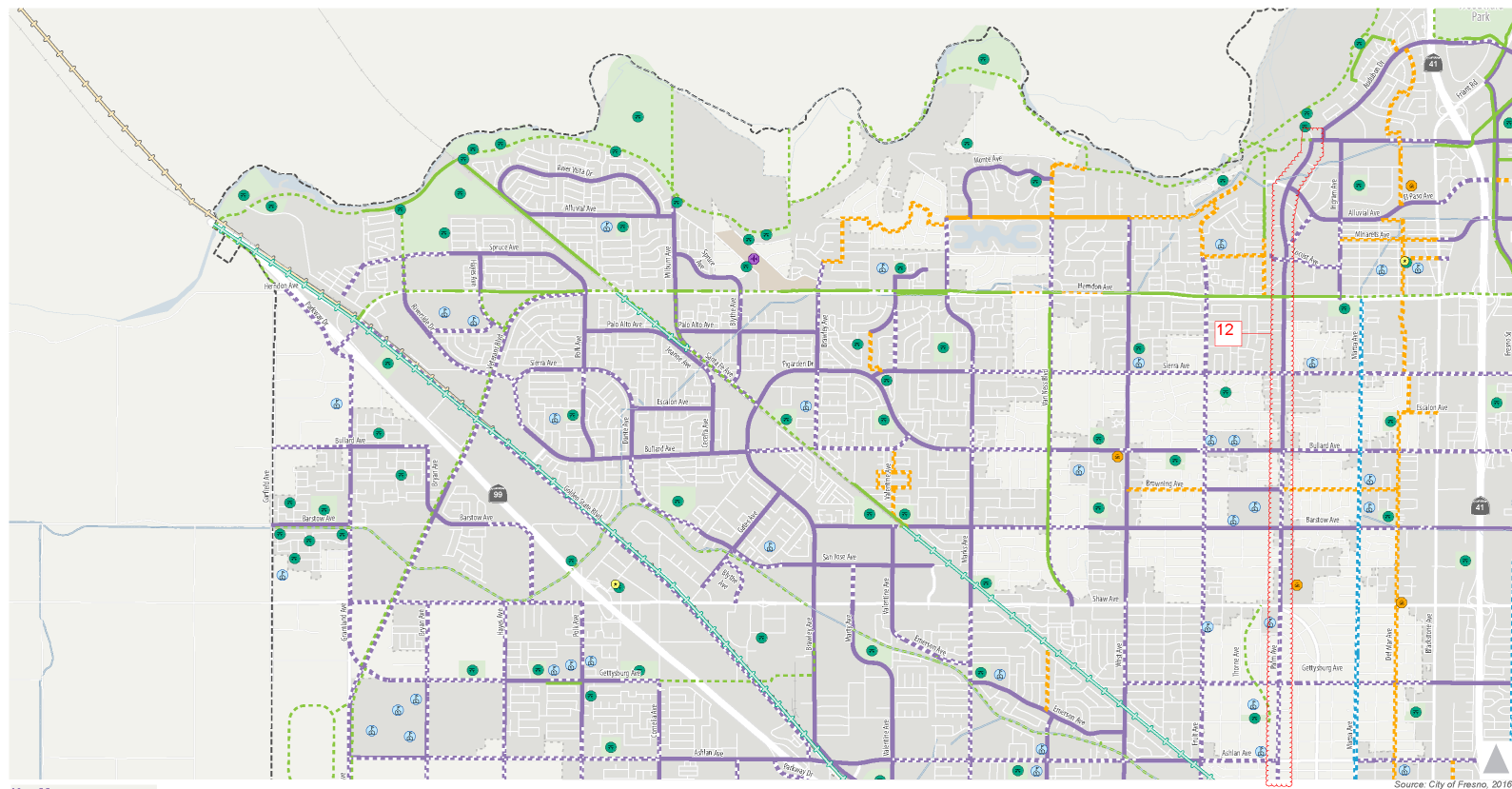
<b>Exhibit A</b>	Active Transportation Plan	Figure 48 Build-Out Bikeways – Inset 2
<b>Exhibit B</b>	Active Transportation Plan	Figure 48 Build-Out Bikeways – Inset 3
<b>Exhibit C</b>	Active Transportation Plan	Figure 48 Build-Out Bikeways – Inset 4
<b>Exhibit D</b>	Downtown Neighborhood Community Plan (DNCP)	Figure 3-1 Proposed Bicycle Facilities
<b>Exhibit E</b>	Downtown Neighborhood Community Plan	Figure 3-4B – Downtown Street Network
<b>Exhibit F</b>	Fulton Corridor Specific Plan (FCSP)	Figure 9-6A – Proposed Bicycle Facilities per Bicycle, Pedestrian, and Trails Master Plan (BMP) / Active Transportation Plan (ATP)
<b>Exhibit G</b>	Fulton Corridor Specific Plan	Figure 9.3B – Downtown Street Network Figure
<b>Exhibit H</b>	B6 Boulevard with Protected Bike Lanes and Parking	DNCP Table 3-2B and FCSP Table 9.3B
<b>Exhibit I</b>	Tower District Specific Plan	Figure 6-3 – Existing and Proposed Bikeways

Table 2 – Proposed Bikeway Classification Amendments

Reference Number	Street	From	To	Distance (miles)	Current Planned	Proposed Planned	Community or Specific Plan*
1	Maple Avenue	Shaw Avenue	Gettysburg Avenue	0.5	Class II	Class IV	N/A
2	Wishon Avenue	Weldon Avenue	Belmont Avenue	1.26	Class II	Class IV	Tower
3	Van Ness Boulevard	Weldon Avenue	Elizabeth Avenue	0.93	Class II	Class IV	Tower
4	Van Ness Boulevard	Tulare Street	Mono Street	0.27	Class IV	Class II	DNCP/FCSP
5	Blackstone Avenue	Shields Avenue	Divisadero Street	2.5	-	Class IV	DNCP/Tower
6	Abby Avenue	Hedges Avenue	Divisadero Street	1.2	-	Class IV	DNCP
7	First Street	Tulare Street	Ventura Street	0.5	Class II	Class IV	DNCP
8	P Street	Fresno Street	Divisadero Street	0.36	Class III	Class IV	DNCP
9	P Street	Tulare Street	Ventura Street	0.28	Class III	Class IV	DNCP
10	R Street	Tulare Street	Ventura Street	0.35	Class III	Class IV	DNCP
11	R Street	Tulare Street	Fresno Street	0.18	-	Class II	DNCP
12	Palm Avenue	Nees Avenue	H Street	7.3	Class II	Class IV	Tower
13	Belmont Avenue	Blackstone Avenue	Palm Avenue	1.0	Class II	Class IV	Tower/DNCP

\*All of the segments proposed for re-classification are located within the Active Transportation Plan and the community or specific plans listed



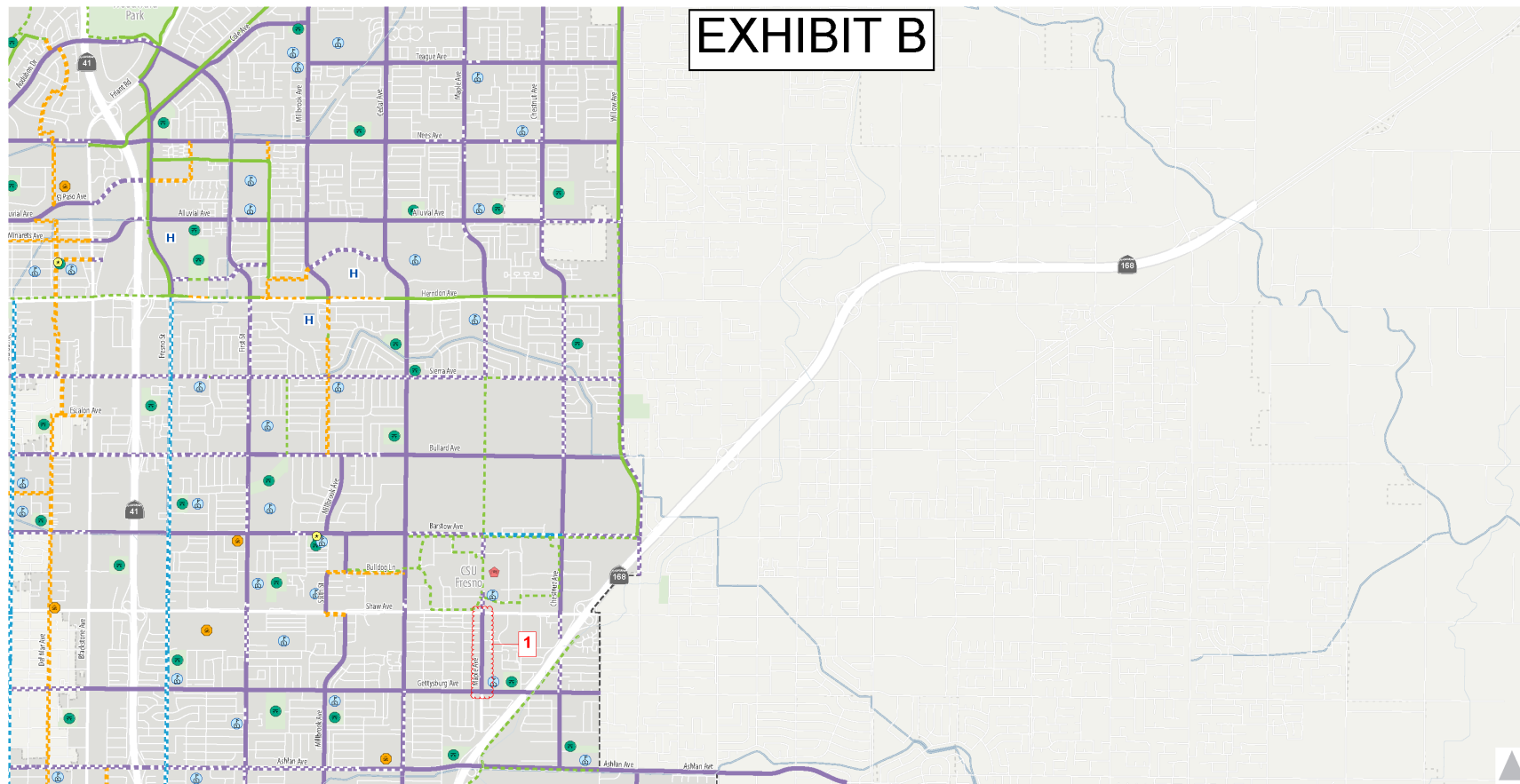


Source: City of Fresno, 2016

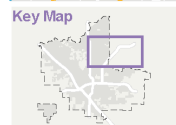


- |                                    |                                   |                         |                                  |                           |              |                                 |
|------------------------------------|-----------------------------------|-------------------------|----------------------------------|---------------------------|--------------|---------------------------------|
| <b>Existing Bicycle Facilities</b> | <b>Planned Bicycle Facilities</b> | <b>Key Destinations</b> | <b>Manchester Transit Center</b> | <b>School</b>             | <b>Canal</b> | <b>City Sphere of Influence</b> |
| Class I Bike Path                  | Class I Bike Path                 | Higher Education        | City Hall                        | Park                      |              | Cities                          |
| Class II Bike Lane                 | Class II Bike Lane                | Airport                 | Neighborhood/Community Center    | Rail                      | Airports     |                                 |
| Class III Bike Route               | Class III Bike Route              | Shopping                | Amtrak Station                   | Rails-to-Trails           | Water        |                                 |
| Class IV Separated Bikeways        |                                   | Hospital                | Park-and-Ride                    | High Speed Rail Alignment |              |                                 |

Figure 48  
Build-Out Bikeways -  
Inset 2



Source: City of Fresno, 2016

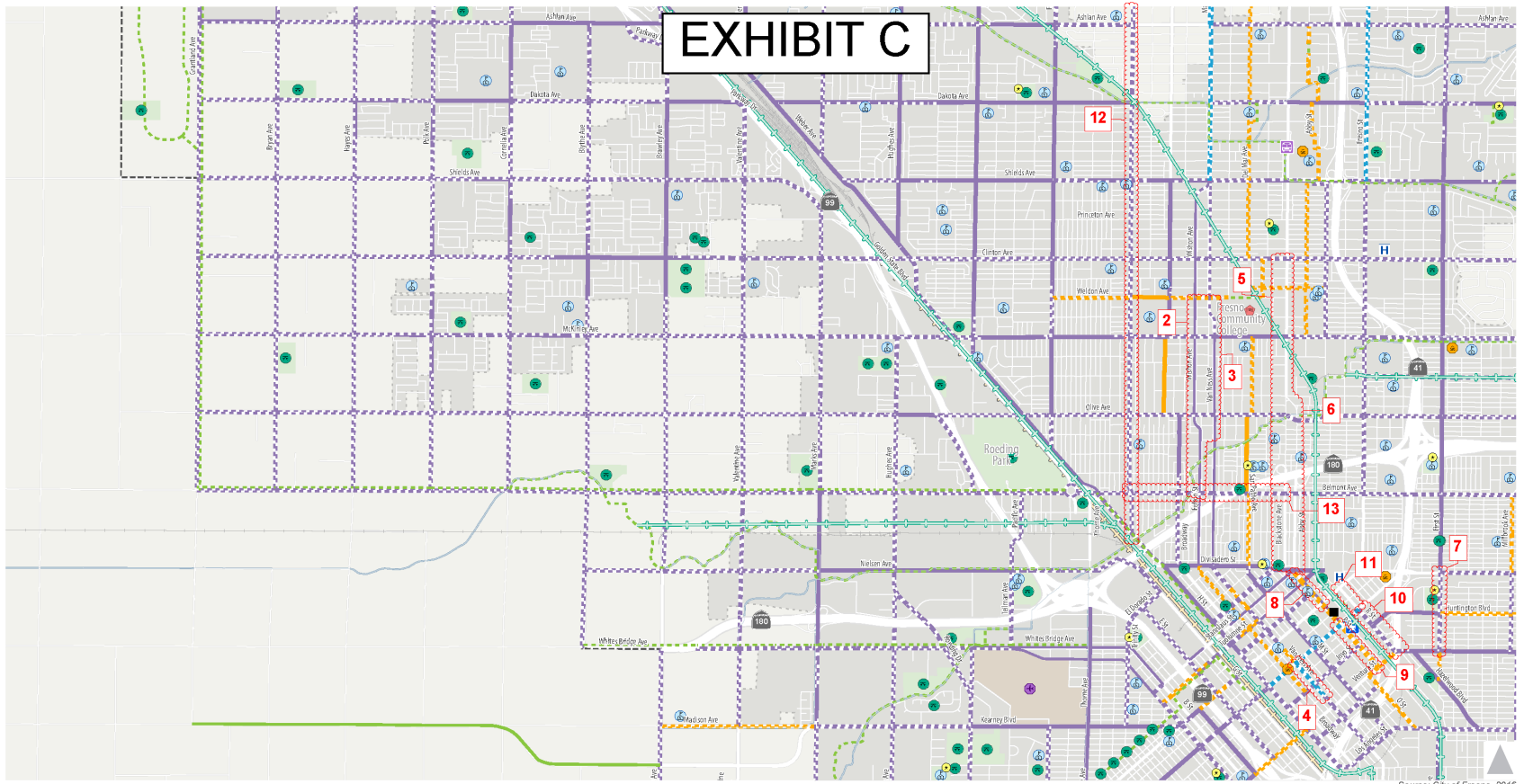


- |                                    |                                   |                         |                                  |                           |              |                                 |
|------------------------------------|-----------------------------------|-------------------------|----------------------------------|---------------------------|--------------|---------------------------------|
| <b>Existing Bicycle Facilities</b> | <b>Planned Bicycle Facilities</b> | <b>Key Destinations</b> | <b>Manchester Transit Center</b> | <b>School</b>             | <b>Canal</b> | <b>City Sphere of Influence</b> |
| Class I Bike Path                  | Class I Bike Path                 | Higher Education        | City Hall                        | Park                      | Parks        | Cities                          |
| Class II Bike Lane                 | Class II Bike Lane                | Airport                 | Neighborhood/Community Center    | Rail                      | Airports     |                                 |
| Class III Bike Route               | Class III Bike Route              | Shopping                | Amtrak Station                   | Rails-to-Trails           | Water        |                                 |
| Class IV Separated Bikeways        |                                   | Hospital                | Park-and-Ride                    | High Speed Rail Alignment |              |                                 |

Figure 48  
Build-Out Bikeways -  
Inset 3

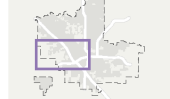


# EXHIBIT C



Source: City of Fresno, 2016

## Key Map



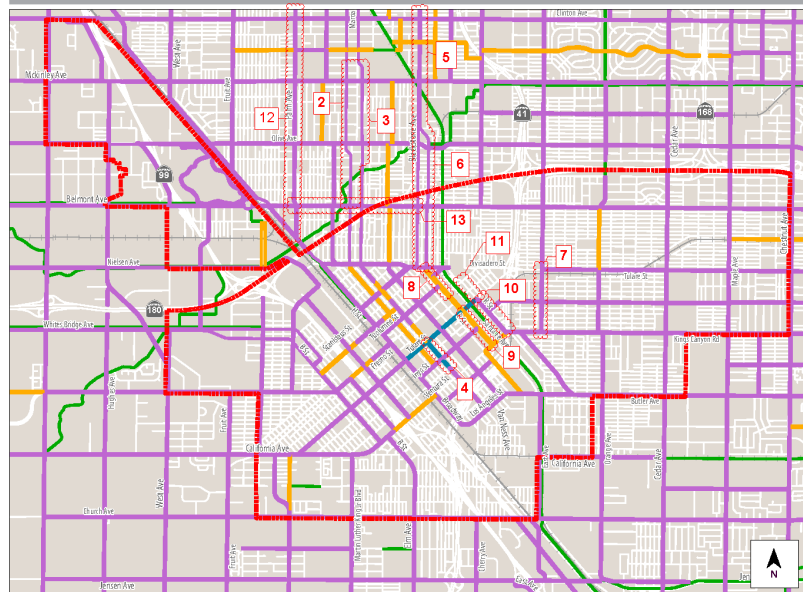
<b>Existing Bicycle Facilities</b>	<b>Planned Bicycle Facilities</b>	<b>Key Destinations</b>	<b>Manchester Transit Center</b>	<b>School</b>	<b>Canal</b>	<b>City Sphere of Influence</b>
Class I Bike Path	Class I Bike Path	Higher Education	City Hall	Park	Parks	Cities
Class II Bike Lane	Class II Bike Lane	Airport	Neighborhood/Community Center	Rail	Airports	Water
Class III Bike Route	Class III Bike Route	Shopping	Amtrak Station	Rails-to-Trails	High Speed Rail Alignment	
Class IV Separated Bikeways		Hospital	Park-and-Ride			

Figure 48  
Build-Out Bikeways -  
Inset 4

## EXHIBIT D

### Downtown Neighborhoods Community Plan

FIGURE 3-1 - PROPOSED BICYCLE FACILITIES



#### Key

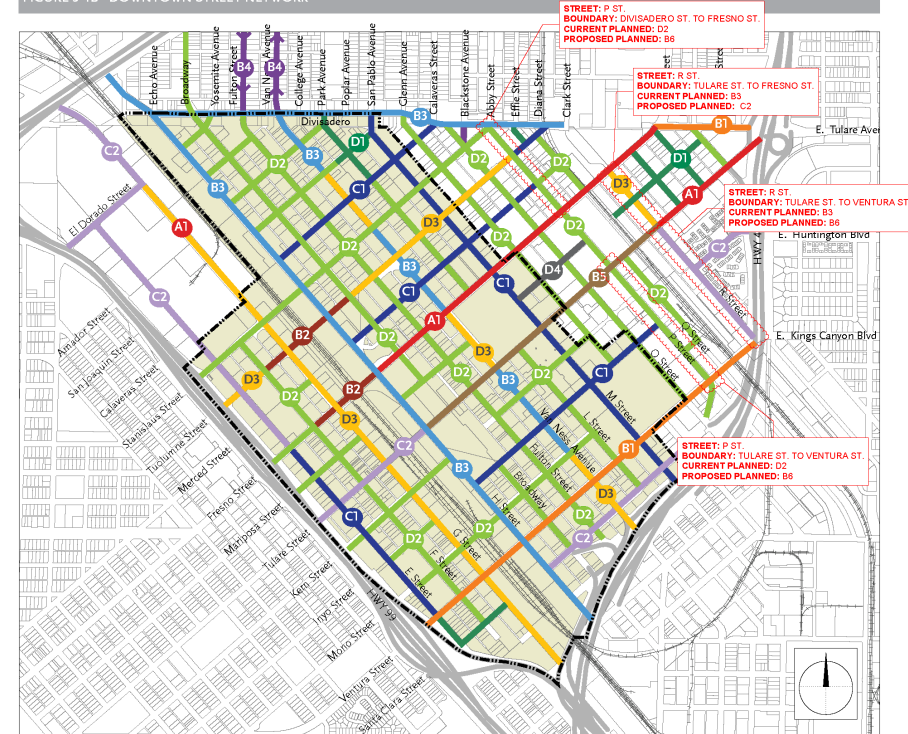
- **Planned Class I Bicycle Path**  
An off-street bike path located in a separate right-of-way for the exclusive use of bicycles and pedestrians\*
- **Planned Class III Bicycle Route**  
An on-street bike route shared by motorists without striped lanes and may include sharrows and bike boulevards
- **DNCP Plan Boundary**
- **Planned Class II Bicycle Lane**  
An on-street lane identified with striping, stencils, and signs
- **Planned Class IV Cycle Track**  
An exclusive bike lane that is physically separated from motor traffic and distinct from the sidewalk

\* Under current regulations, all Class I trails must not encroach into the Fresno Chandler Downtown Airport Clear Zone.

## EXHIBIT E

### Downtown Neighborhoods Community Plan

FIGURE 3-4B - DOWNTOWN STREET NETWORK



#### Key

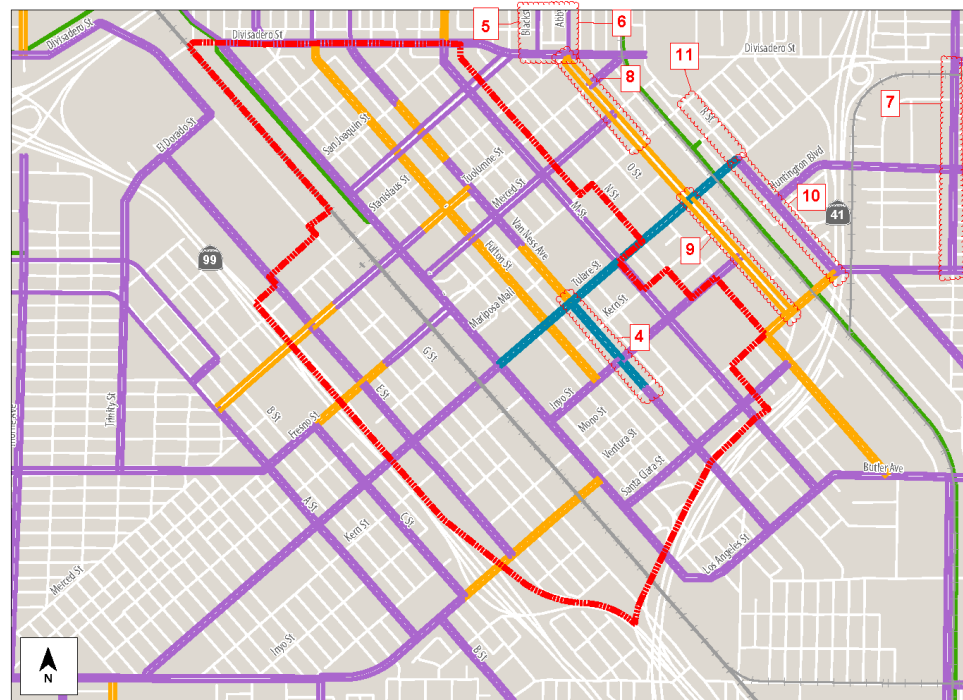
- |                                                                                      |                                                                                                                                 |
|--------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| <b>Arterials</b>                                                                     | <b>Minor Street with Bike Lanes</b>                                                                                             |
| <span style="color: red;">A1</span> Major Boulevard                                  | <span style="color: blue;">C1</span> High Pedestrian Priority, Low Volume                                                       |
| <span style="color: magenta;">A2</span> Boulevard with Bike Lanes                    | <span style="color: purple;">C2</span> Low Pedestrian Priority                                                                  |
| <b>Collectors</b>                                                                    | <b>Minor Streets without Bike Lanes</b>                                                                                         |
| <span style="color: orange;">B1</span> Boulevard                                     | <span style="color: green;">D1</span> Low Volume Residential                                                                    |
| <span style="color: brown;">B2</span> Boulevard with Bike Lanes                      | <span style="color: lightgreen;">D2</span> Low Volume Commercial or Low Volume Diagonal Parking or Low Volume Diagonal/Parallel |
| <span style="color: blue;">B3</span> Urban Collector, High Pedestrian Priority       | <span style="color: yellow;">D3</span> High Volume                                                                              |
| <span style="color: purple;">B4</span> Boulevard with Bike Lane One Side             | <span style="color: grey;">D4</span> Civic Boulevard                                                                            |
| <span style="color: brown;">B5</span> Boulevard with Protected Bike Lanes            |                                                                                                                                 |
| <span style="color: grey;">B6</span> Boulevard with Protected Bike Lanes and Parking |                                                                                                                                 |



# EXHIBIT F

## Fulton Corridor Specific Plan

Figure 9.6A - Proposed Bicycle Facilities per Bicycle, Pedestrian, and Trails Master Plan (BMP) / Active Transportation Plan (ATP)



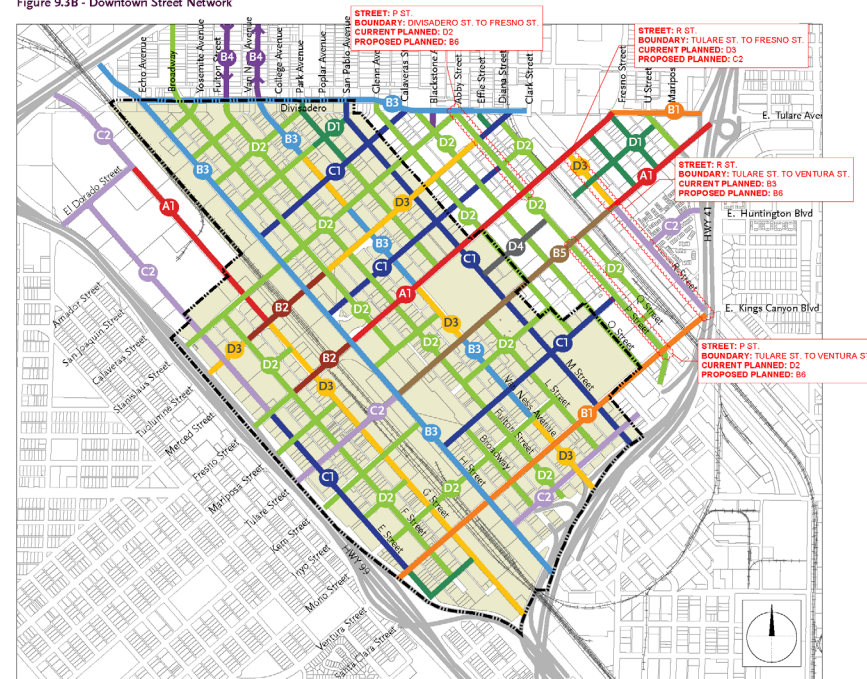
### Key

- **Planned Class I Bicycle Path**  
An off-street bike path located in a separate right-of-way, for the exclusive use of bicycles and pedestrians
- **Planned Class II Bicycle Lane**  
An on-street lane identified with striping, stencils, and signs
- **Planned Class III Bicycle Route**  
An on-street bike route shared by motorists without striped lanes and may include sharrows and bike boulevards
- **Planned Class IV Cycle Track**  
An exclusive bike lane that is physically separated from motor traffic and distinct from the sidewalk.
- **FCSP Plan Boundary**

# EXHIBIT G

## Fulton Corridor Specific Plan

Figure 9.3B - Downtown Street Network

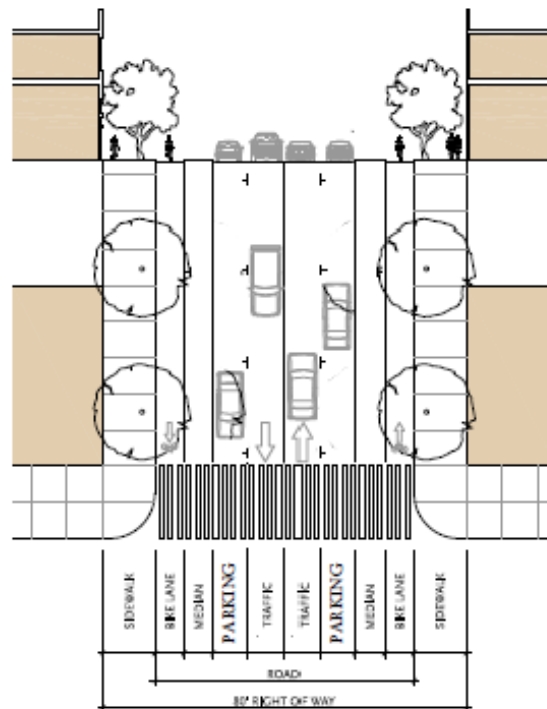


### Key

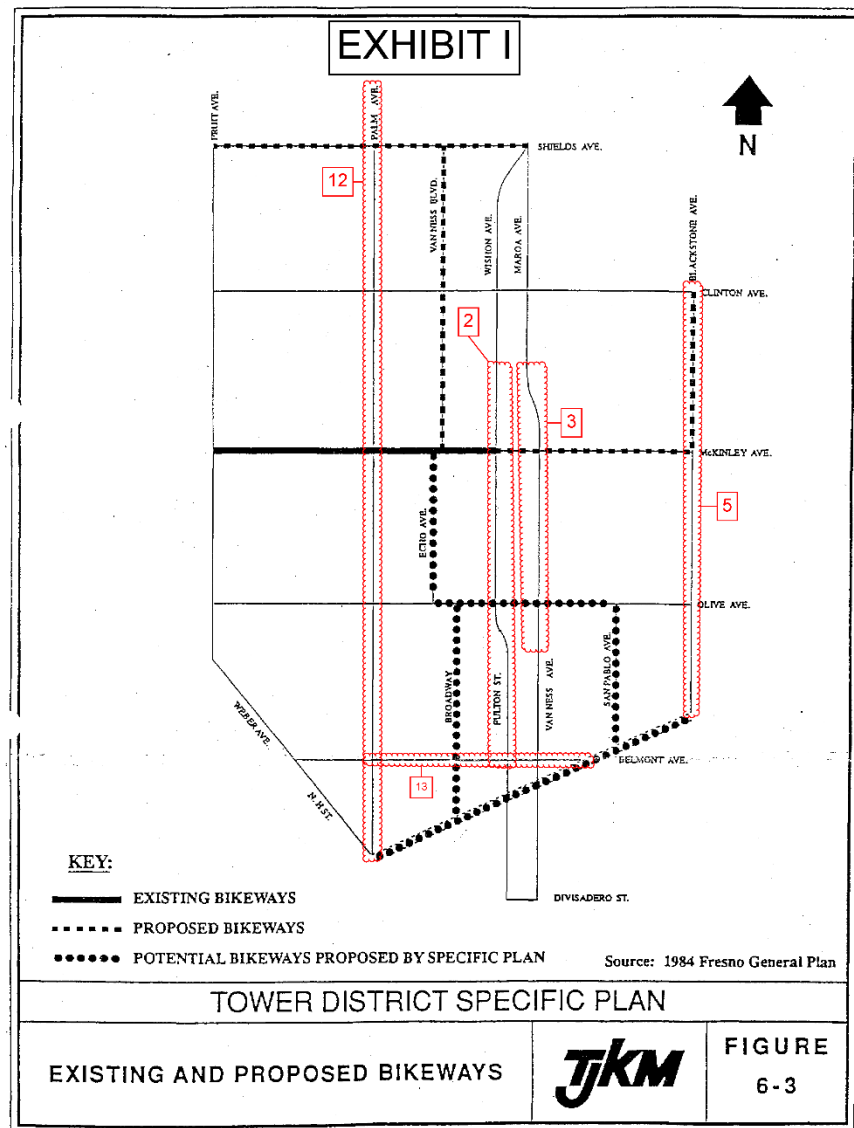
- | Arterials                                                                             | Minor Streets without Bike Lanes                                                                                                 |
|---------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------|
| <span style="color: red;">A1</span> Major Boulevard                                   | <span style="color: green;">D1</span> Low Volume Residential                                                                     |
| <span style="color: orange;">B1</span> Boulevard                                      | <span style="color: green;">D2</span> Low Volume Commercial or<br>Low Volume Diagonal Parking or<br>Low Volume Diagonal/Parallel |
| <span style="color: brown;">B2</span> Boulevard with Bike Lanes                       | <span style="color: yellow;">D3</span> High Volume                                                                               |
| <span style="color: blue;">B3</span> Urban Collector, High Pedestrian Priority        | <span style="color: grey;">D4</span> Civic Boulevard                                                                             |
| <span style="color: purple;">B4</span> Boulevard with Bike Lane One Side              |                                                                                                                                  |
| <span style="color: brown;">B5</span> Boulevard with Protected Bike Lanes             |                                                                                                                                  |
| <span style="color: brown;">B6</span> Boulevard with Protected Bike Lanes and Parking |                                                                                                                                  |
| <span style="color: blue;">C1</span> High Pedestrian Priority, Low Volume             |                                                                                                                                  |
| <span style="color: purple;">C2</span> Low Pedestrian Priority                        |                                                                                                                                  |

## EXHIBIT H

**B6 Boulevard with Protected Bike Lanes and Parking** – Proposed to amend both the Downtown Neighborhood Community Plan Table 3-2B and the Fulton Corridor Specific Plan Table 9.3B.









# Environmental Assessment

- » The Environmental Assessment consist of an addendum to the Mitigated Negative Declaration No. A-16-015 for the Active Transportation Plan, Program Environmental Impact Report SCH No. 2012041009 for the Downtown Plans and Codes, and Environmental Impact Report No. 10108 for the Tower District Specific Plan



# RECOMMENDATION

- » Recommend approval of Plan Amendment No. P20-03758 and related environmental assessment to amend the Active Transportation Plan, the Downtown Neighborhoods Community Plan, the Fulton Corridor Specific Plan and the Tower District Specific Plan in order to re-classify approximately 16.6 lineal miles of bikeways