

***Fresno-Clovis Metropolitan  
Area Class IV Bikeway  
Feasibility Study***

# *Class I Bikeway or Shared-use Path*

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# ***Class II Bikeway or Bike Lane***

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# *Class III Bikeway or Shared Route*



# *Class III Bike Route - Sharrow*



# ***Class IV or Separated Bikeway***

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- ◉ ***Vertical barrier between bikeway and vehicle traffic***
  - ***Flexible posts***
  - ***Curbing***
  - ***On-street parking***
  - ***Planter boxes***
  - ***Sidewalk level***
- ◉ ***Exclusive use of bicycles***



# *Flexible Posts*



# *Curbing*





# *On-street parking*



# *Planter Boxes*





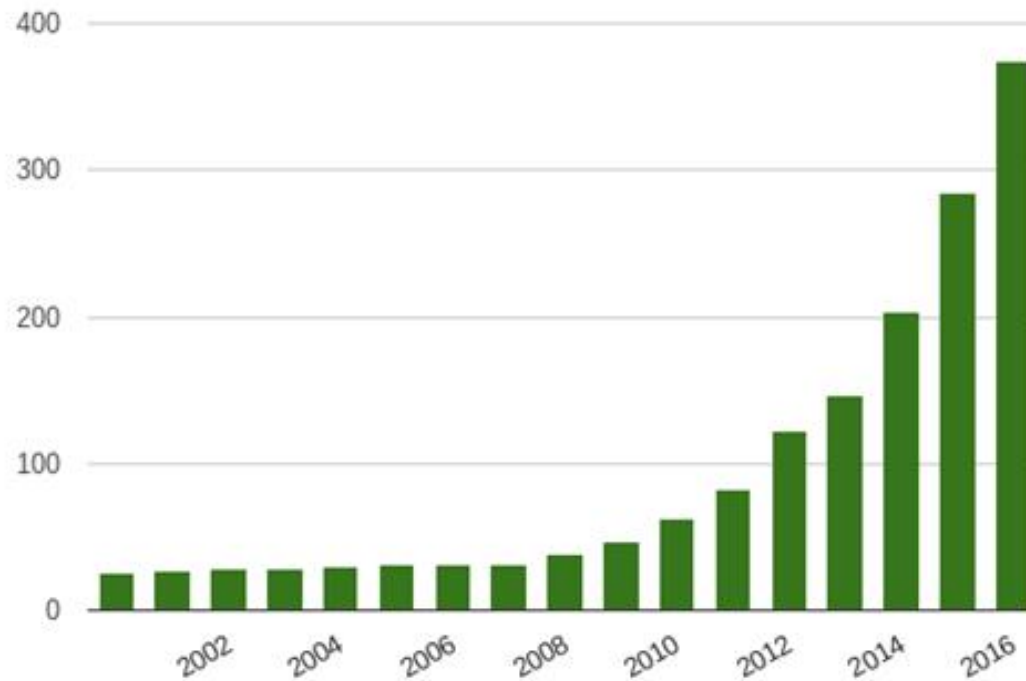
# *Sidewalk Level*





# *Class IV across the US*

**Protected bike lanes in the United States (running total)**



Source: Green Lane Project [inventory](#).



**34**  
**STATES**



**82**  
**CITIES**

# *Class IV Bikeways in CA*



## *College Avenue – Modesto, CA*





# *Class IV Bikeways in CA*



## *College Avenue – Modesto, CA*



# ***Class IV or Separated Bikeway***

- ***Higher level of separation***
- ***Encourages riders***
  - ***All ages***
  - ***Safety***
  - ***Comfort***
- ***Improves health***
- ***Creates connected bike network***
- ***Link to desired destinations***



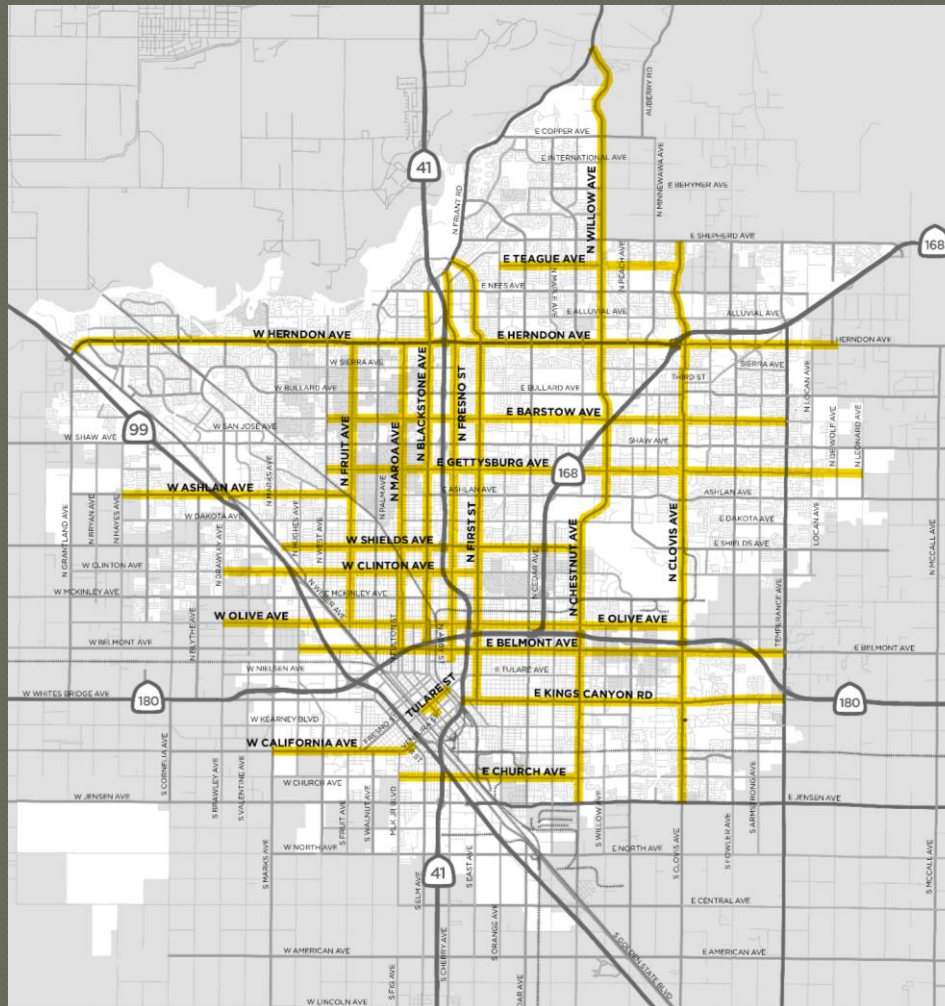
# ***Purpose of the Study***

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- ***Help decision-makers determine where installation will have greatest impact***
- ***Provide staff with:***
  - ***Prioritization of Possible Corridors***
  - ***Design Guidance***
  - ***Cost estimates***
    - ***Construction***
    - ***Maintenance***



# FCMA Potential Class IV Corridors



# *Field Review & Open House*



# *Feasibility Scoring*

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- *Safety – Number of Bicycle Collisions*
  - *Green: 11 or more collisions*
  - *Yellow: 3 – 10 collisions*
  - *Red: 2 or less collisions*
  
- *Connections – Direct to Activity Centers, Schools or Shared-Use Paths*
  - *Green: 3 or more*
  - *Yellow: 1 - 2*
  - *Red: No major connections*



# *Feasibility Scoring*

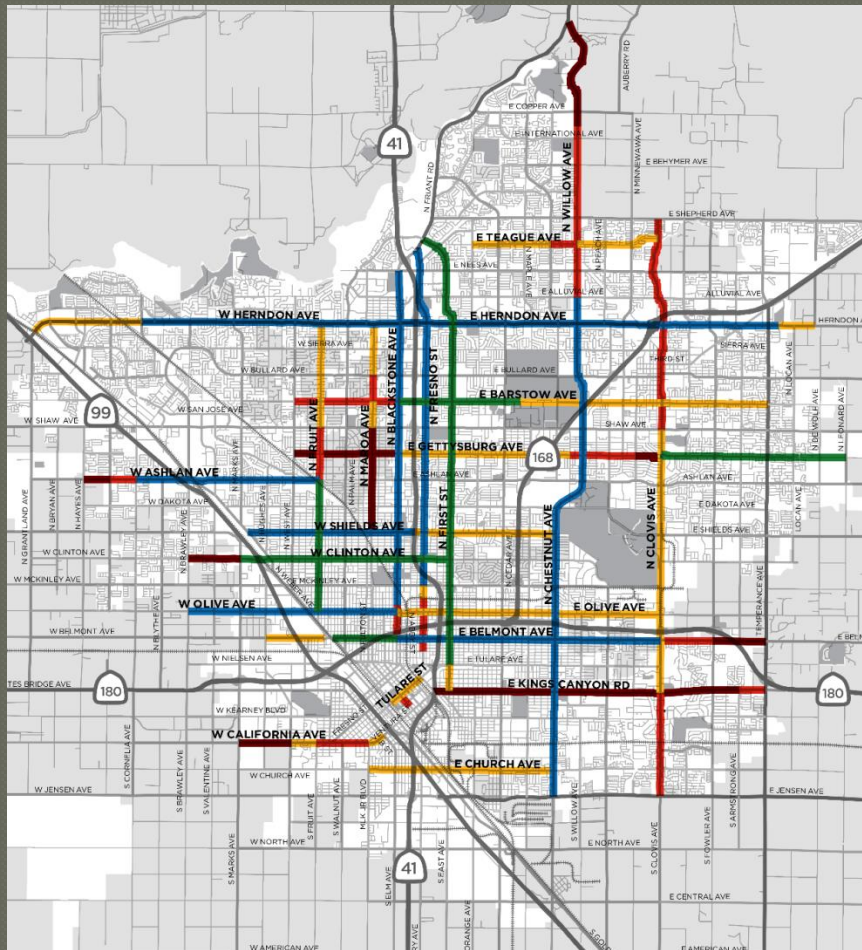
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- *Mobility – Ability to expand low stress bicycle networks*
  - *Green: 15 or more connections*
  - *Yellow: 6 – 14 connections*
  - *Red: 5 or fewer connections*
  
- *Feasibility – Ease of implementation and estimated cost*
  - *Street width, lane configuration, traffic volume, parking and vehicle capacity needs.*

Table 6-2: Separated Bikeway Route Prioritization Matrix

Corridor	Segment	Safety	Destinations	Schools	Trails	Mobility	Feasibility
Fruit Avenue	Herndon to Shaw	Medium	Low	Medium	Low	High	High
	Shaw to Ashlan	Low	Low	Medium	Low	Medium	Medium
	Ashlan to Olive	Medium	Low	High	Medium	High	High
Blackstone Avenue	Nees to Hedges	High	High	Medium	High	High	Medium
	Hedges to SR 180	Medium	Low	Medium	Low	High	Medium
Fresno Street	Friant to Santa Ana	High	High	Low	High	High	Medium
	Santa Ana to McKinley	High	High	High	Medium	High	Medium
	McKinley to Floradora	Medium	Low	Medium	Low	Low	Medium
	Floradora to McKenzie	High	Low	Medium	Low	Medium	Medium
First Street	Friant to Tulare	High	High	High	High	High	High
	Tulare to Ventura	High	Low	Low	Low	Low	High
Willow Avenue-Chestnut Avenue	Friant to Sports Fields	Medium	Low	Low	Medium	Low	Low
	Sports Fields to Shepherd	Low	Low	Low	Low	Medium	High
	Shepherd to Alluvial	Medium	Low	Low	Medium	Medium	High
	Alluvial to Belmont	High	High	High	High	High	Medium
	Belmont to Jensen	High	Medium	High	Medium	High	Medium
	Shepherd to Alluvial	Medium	Low	Low	Medium	Medium	High
Clovis Avenue	Alluvial to Sierra	Medium	Low	Low	Medium	Medium	Medium
	Sierra to 8 <sup>th</sup> Street	Medium	Low	Medium	Medium	Medium	Medium
	8 <sup>th</sup> Street to Shaw	Medium	Low	Low	Low	Low	Medium
	Shaw to Dakota	High	Medium	Low	Low	Low	High
	Dakota to Kings Canyon	High	High	Medium	High	Medium	High
	Kings Canyon to California	Medium	Medium	Low	Medium	Low	High
	California to Jensen	Low	Low	Low	Medium	Low	High
Teague Avenue	Millbrook to Chestnut	Low	Low	High	Low	High	High

# Segments



## Priority Levels

- High Priority
- Long Term
- Opportunity Projects
- Low Priority
- Infeasible

# *Priority Levels*

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## ● *High Priority*

- *Few barriers*
- *Address 2 or more strategic goals*
- *Do not duplicate*

## ● *Long term*

- *Challenge (removal of parking or travel lane)*
- *Address 2 or more strategic goals*



# *Priority Levels*

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## ● *Opportunity Projects*

- *Few barriers*
- *One goal*
- *May be adjacent*

## ● *Low Priority*

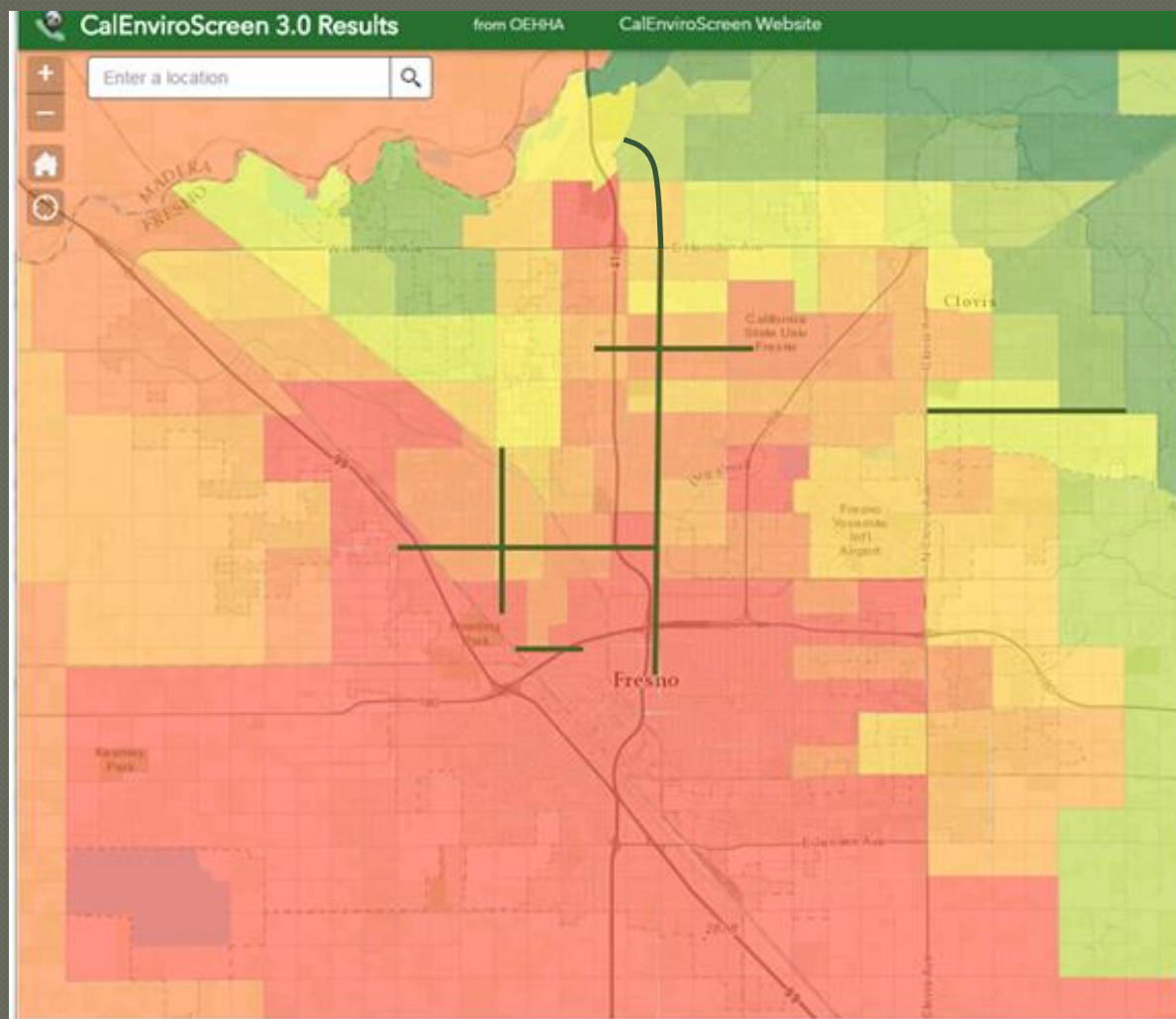
- *Few barriers, but no strategic goals*
- *Barriers and one or no strategic goals*

## ● *Infeasible*

- *Major barriers*



# CalEnviroScreen 3.0



# ***Cost Estimates – per Linear Foot***

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<b><i>Bicycle Facility</i></b>	<b><i>Price/Linear Foot</i></b>
<b><i>Class I - Shared Use Path</i></b>	<b><i>\$120</i></b>
<b><i>Class I - Shared Use Path (Major Barriers)</i></b>	<b><i>\$300</i></b>
<b><i>Class II - Bike Lane (restripe)</i></b>	<b><i>\$65</i></b>
<b><i>Class II - Bike Lane (widening)</i></b>	<b><i>\$640</i></b>
<b><i>Class III - Bike Route</i></b>	<b><i>\$2</i></b>
<b><i>Class IV - Separated Bikeway</i></b>	<b><i>\$75</i></b>



*Questions?*

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