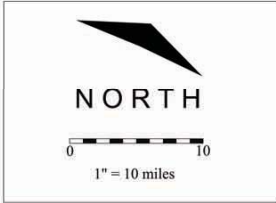
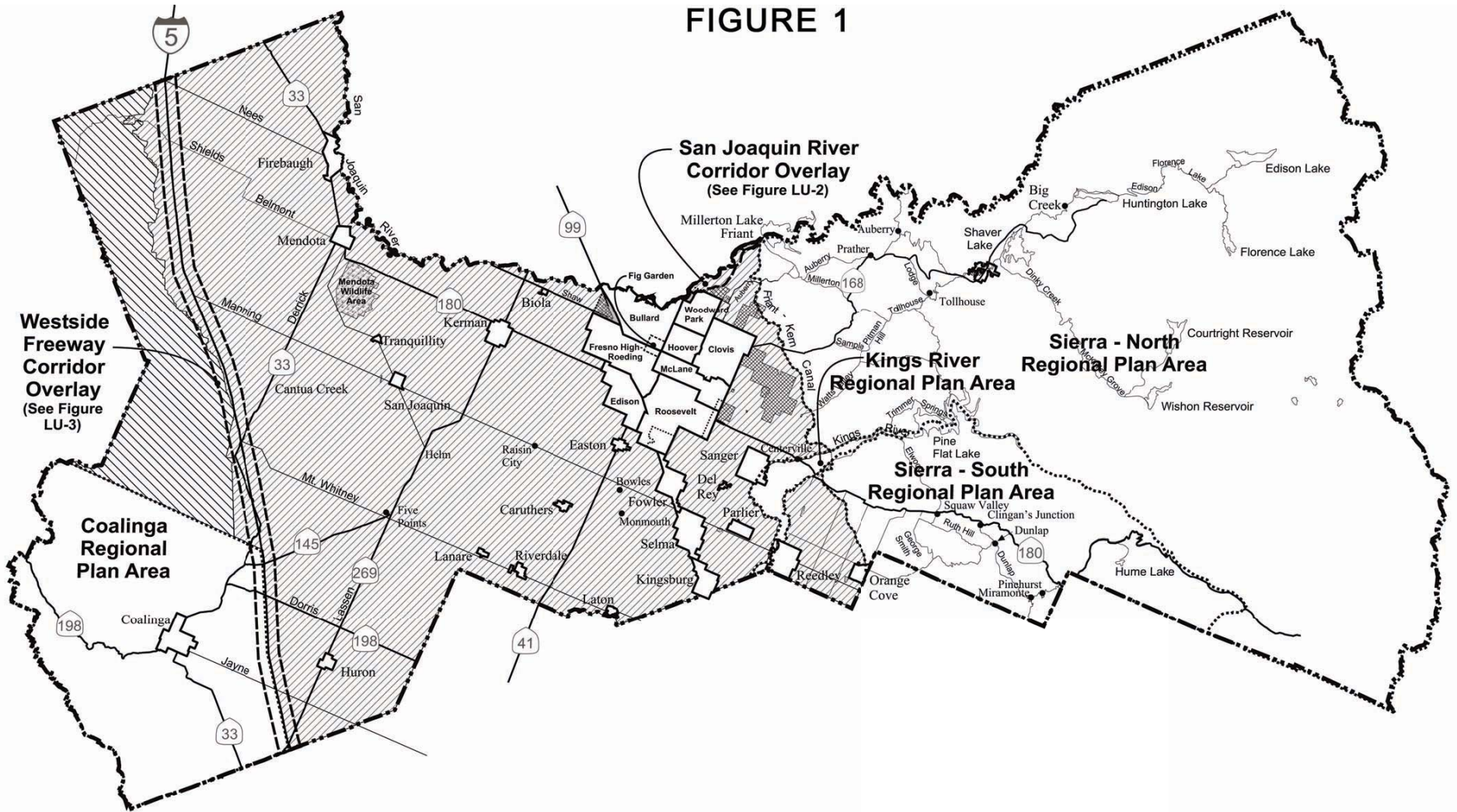


FIGURE 1

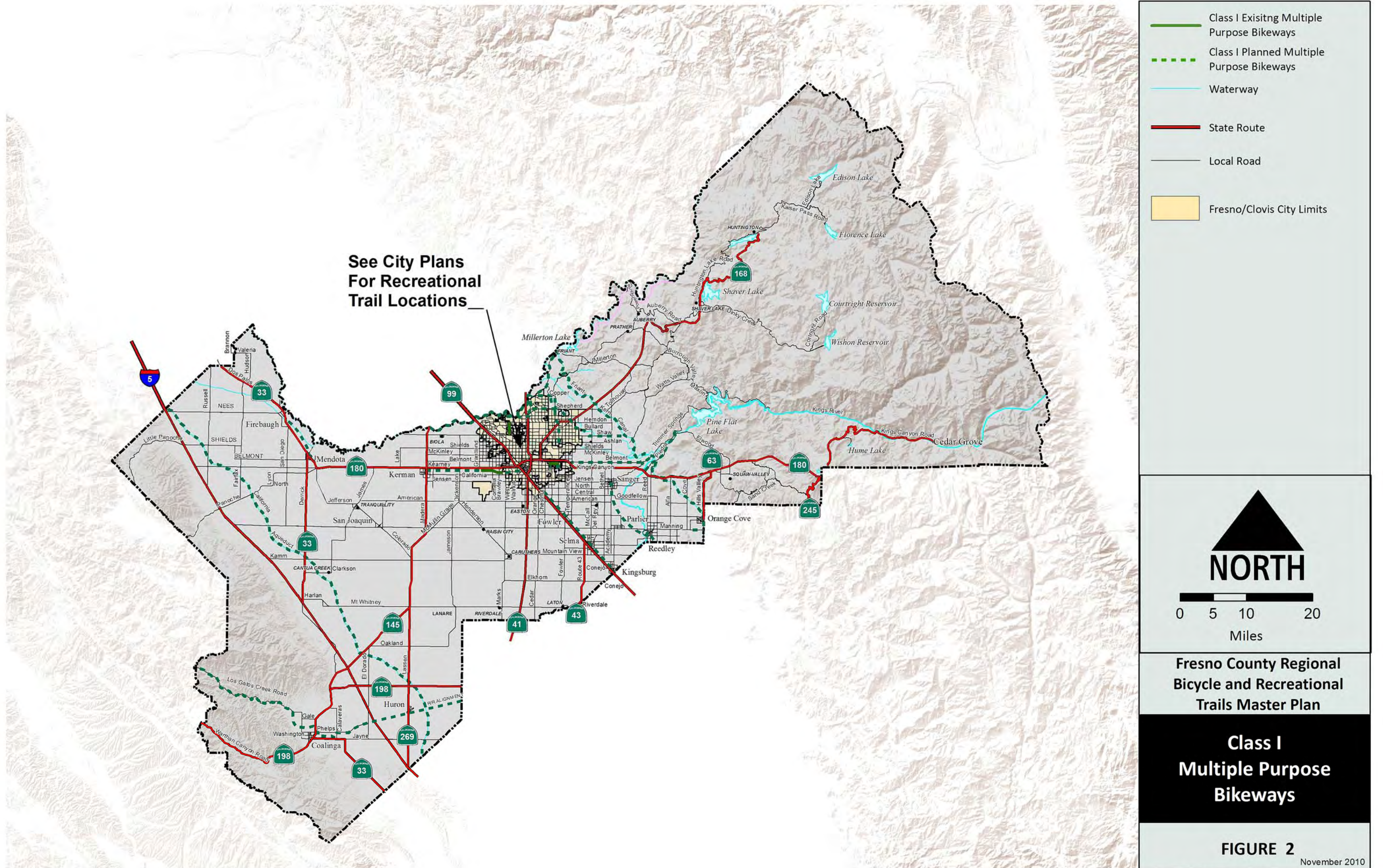


	<b>Regional Plan Area*</b>		<b>Agriculture</b>
	<b>Community Plan Area*</b>		<b>Westside Rangeland</b>
	<b>Fresno/Clovis Sphere of Influence</b>		<b>Open Space</b> (See Figure LU-1b)
			See Figures LU-1c and LU-1d

\* See Regional, Community & Specific Plans for land use detail

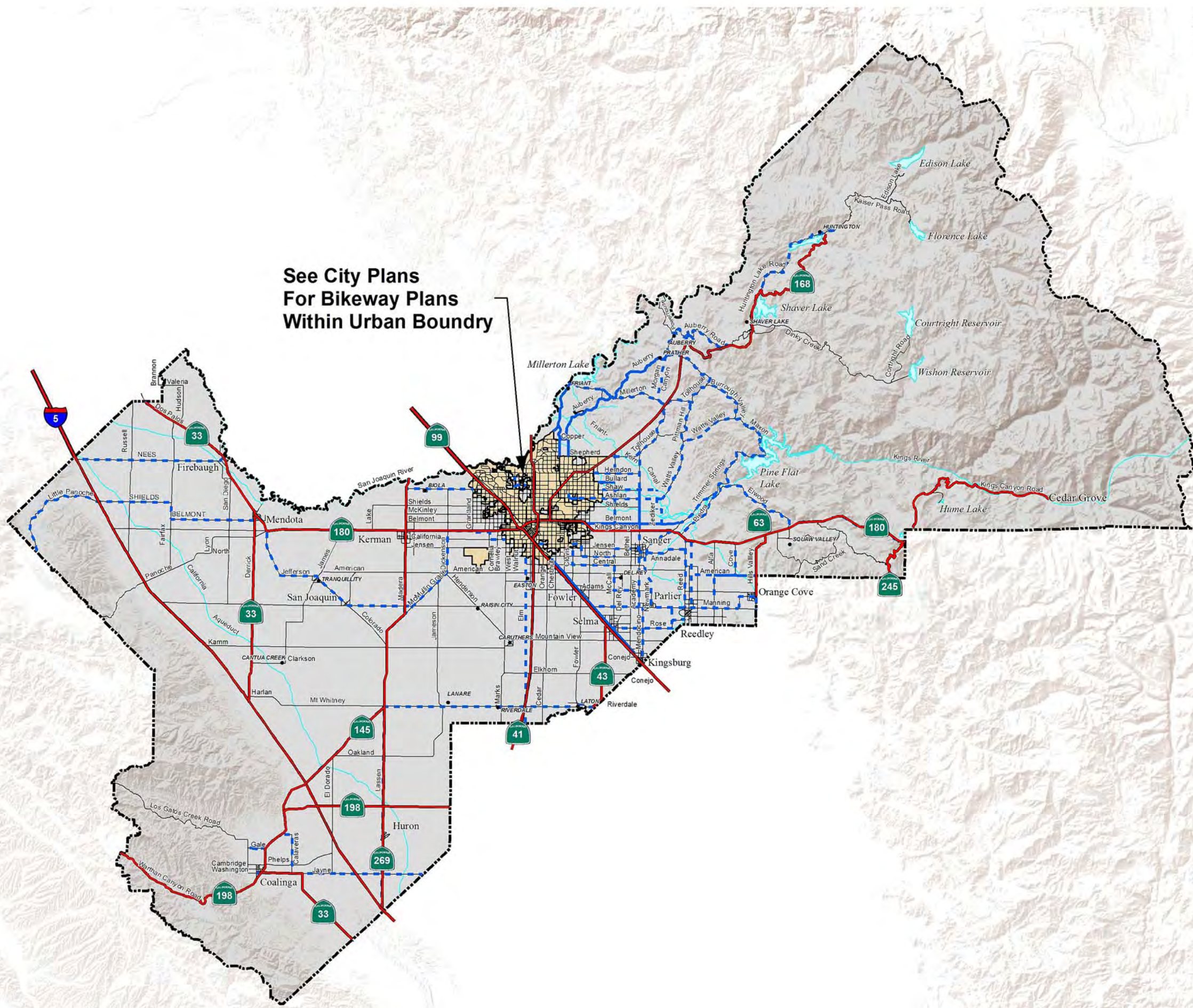
Fresno County General Plan  
**Countywide Land Use Diagram**  
 Figure LU-1a



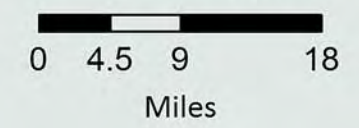




See City Plans  
For Bikeway Plans  
Within Urban Boundry



- Class II Existing Rural Bikeways
- - - Class II Planned Rural Bikeways
- Waterway
- State Route
- Local Road
- Fresno/Clovis City Limits



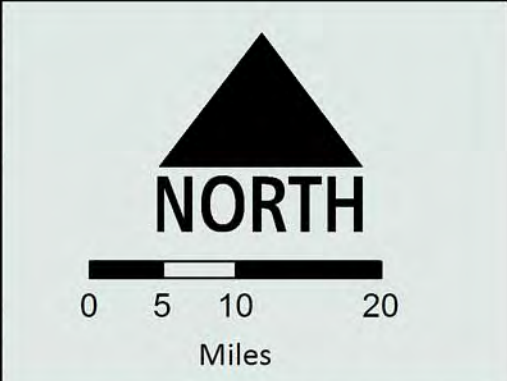
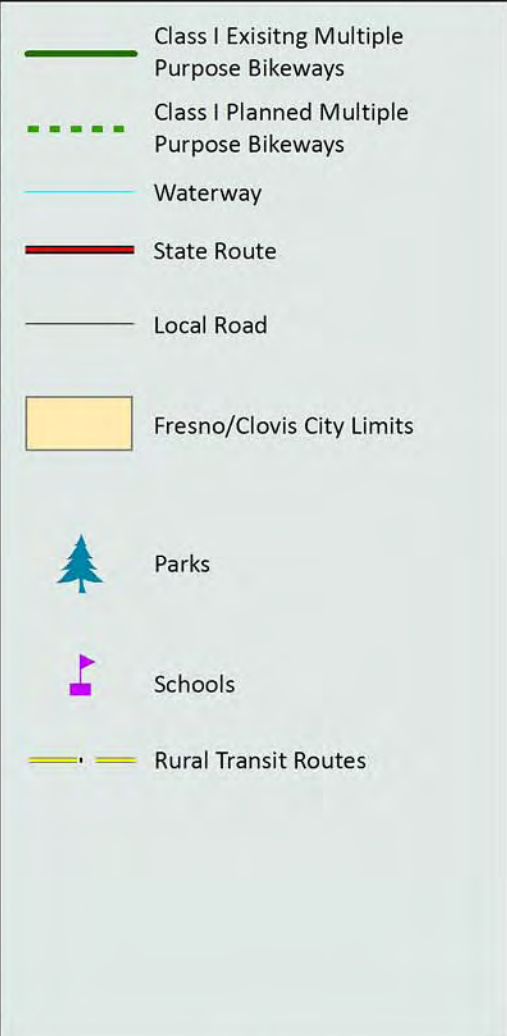
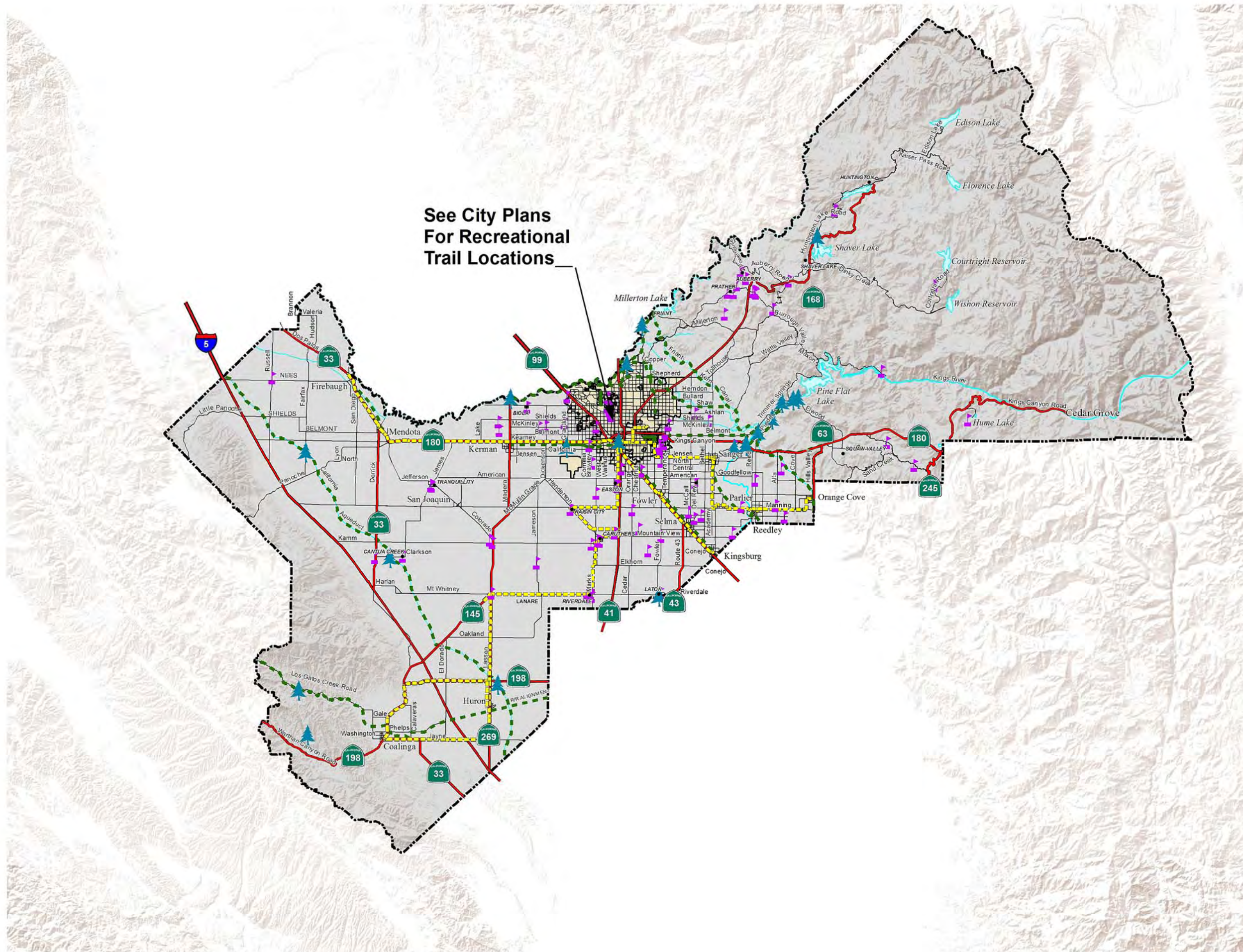
**Fresno County Regional  
Bicycle and Recreational  
Trails Master Plan**

**Class II  
Rural Bikeways**

**FIGURE 3**

November 2010





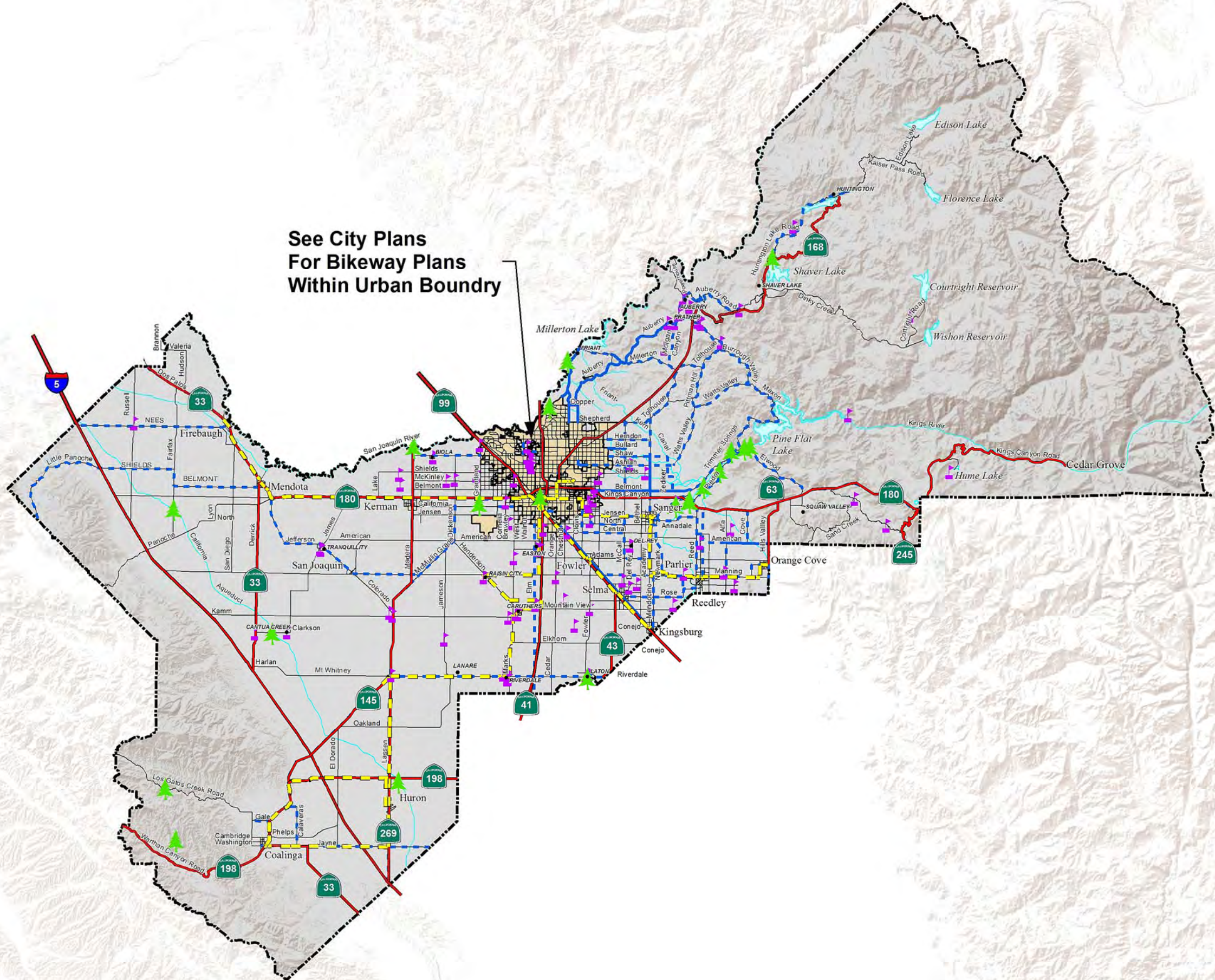
**Fresno County Regional  
Bicycle and Recreational  
Trails Master Plan**

**Parks, Schools and  
Transit Routes along  
Class I Bikeways**

**FIGURE 4**  
November 2010

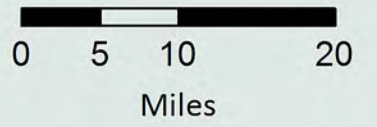
<HEL> Y:\ArcGIS Projects\Bikeways\ Figure 2.mxd





**See City Plans  
For Bikeway Plans  
Within Urban Boundry**

- Class II Existing Rural Bikeways
- - - Class II Planned Rural Bikeways
- Waterway
- State Route
- Local Road
- Fresno/Clovis City Limits
- ▲ Parks
- Schools
- - - Rural Transit Routes



**Fresno County Regional  
Bicycle and Recreational  
Trails Master Plan**

**Parks, Schools and  
Transit Routes along  
Class II Bikeways**

**FIGURE 5**

November 2010



## Revised FIGURE 6

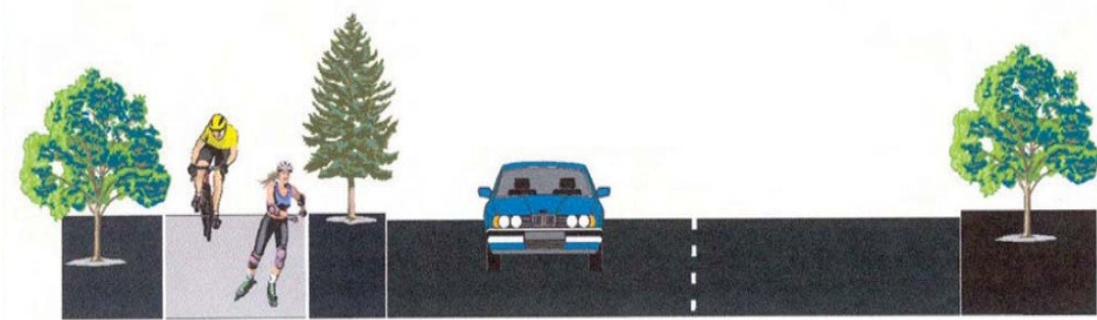
# CLASS I

## Bike Path

- Exclusive right-of-way
- Pathway is completely separated from the roadway
- Typically located along rivers and streams, canal banks, RR corridors, and green belts, et cetera.
- Should be continuous in at least 1/2 mile segments where feasible.
- Where possible, shade trees should be placed to address the afternoon sun in the summer.



R44A Bike Path Sign



## Standards

- The minimum paved width for a two-way bike path shall be 8 feet. A minimum 2 foot wide graded area shall be provided adjacent to the pavement.
- The slope of the pathway should be 2% to provide adequate drainage.
- The grade should be at 2% to allow for all types of riders; the maximum grade is 5%.
- A minimum 2 foot horizontal clearance to obstructions shall be provided adjacent to the pavement.
- The vertical clearance to obstruction across the clear width of the path shall be a minimum of 8 feet.
- A dashed 4 inch yellow centerline stripe may be used to separate opposing directions of travel on paved/multi-purpose paths.
- A R44A sign may be used to mark the path.
- The minimum design speed for bike paths shall be 25 mph dependent on the expected use and type of terrain.

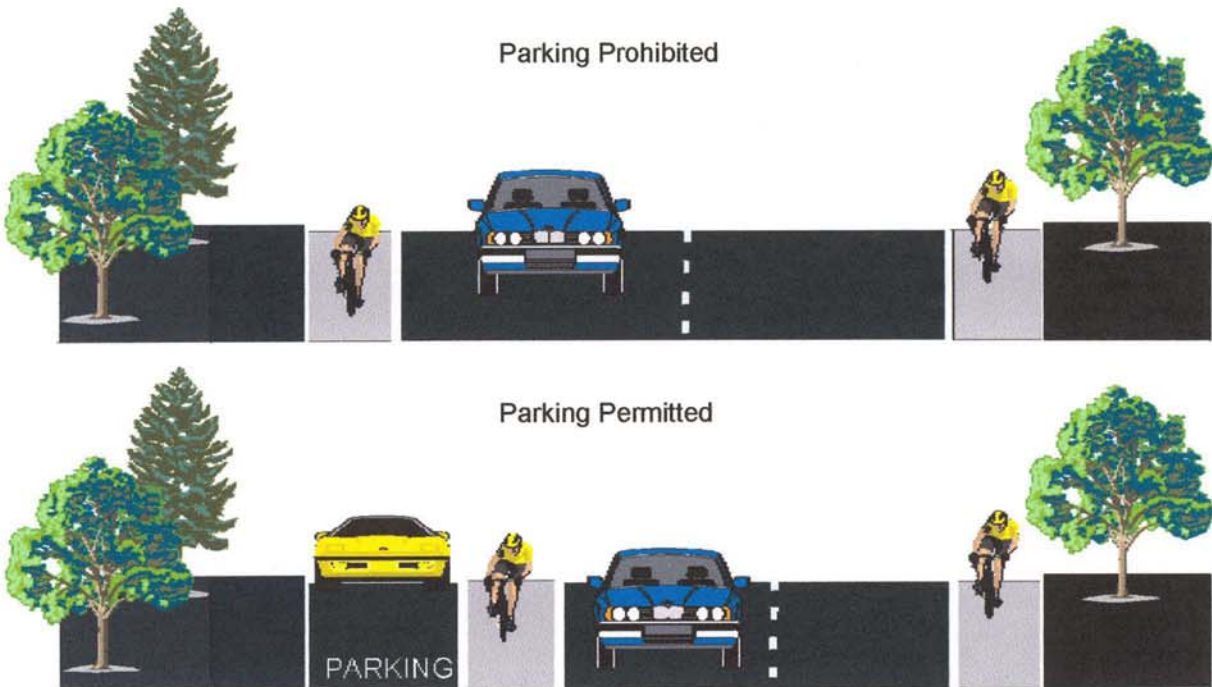
FIGURE 7

## CLASS II Bicycle Lane

- Restricted right-of-way designated for bicycle use
- The bike lane is designated by solid white striping
- Signed as a bike lane
- Motor vehicle may enter the lane to make a turn or to park where not prohibited



R81 Bike Lane Sign



## Standards

- Class II bike lanes shall be one-way facilities.
- If no gutter exists the minimum bike lane width shall be 1.2 meters (4 feet). With a normal 600 mm (2 feet) gutter, the minimum bike lane width shall be 1.5 meters (5 feet)
- Where parking is permitted, 3.3 m (11 ft.) or 3.6 m (12 ft.) (depending on the type of curb) shall be the minimum bike lane width.
- A 150 mm (6 inches) solid white stripe shall mark the designated bike lane.
- Where right turns are permitted the solid stripe shall be replaced by a dashed stripe 30 m (100 ft.) to 60 m (200 ft.) prior to the intersection.
- A R81 bike lane sign shall be placed at the beginning of all bike lanes, at the far side of every arterial street intersection, at all major changes in direction, and at maximum 1 km (3,280 ft.) intervals.
- Bike lane pavement marking shall be placed on the far side of each intersection, and may be placed at other locations as directed.

FIGURE 8

## CLASS III Bicycle Route

- Shared right-of-way for motor vehicles and bicycles
- Signed as a bike route



D11-1 Bike Route Sign



## Standards



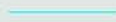

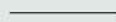


- Class III bikeways are intended to provide continuity to the bikeway system.
- **Class III facilities are established by placing D11-1 bike route signs along roadways.**
- Since bicyclists are permitted on all highways (except prohibited freeways), the decision to sign the route should be based on the advisability of encouraging bicycle travel on the route and other factors listed below. To be of benefit to bicyclists, bike routes should offer a higher degree of service than alternative streets. Routes should be signed only if some of the following apply:
  1. They provide for through and direct travel in bicycle demand corridors.
  2. Connect discontinuous segments of bike lanes.
  3. An effort has been made to adjust traffic control devices to give greater priority to bicyclists.
  4. Street parking has been removed or restricted.
  5. Surface imperfections and irregularities have been corrected.

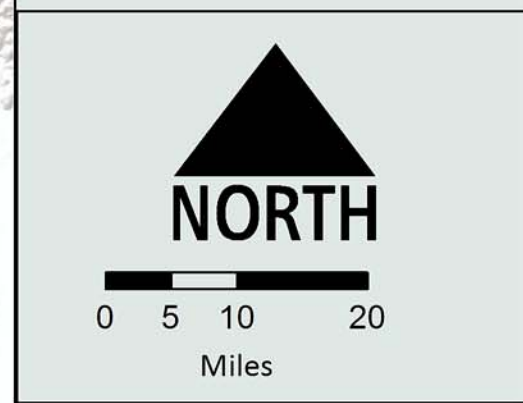


Lost Lake Trail  
See Conceptual  
Layout Figure 9A

See City Plans  
For Recreational  
Trail Locations

Fancher Creek  
Bridle Trail See  
Conceptual Layout  
Figure 9B

-  Class I Existing Multiple Purpose Bikeways
-  Class I Planned Multiple Purpose Bikeways
-  Waterway
-  State Route
-  Local Road
-  Fresno/Clovis City Limits
-  Conceptual Recreational Equestrian and Hiking Trail



Fresno County Regional  
Bicycle and Recreational  
Trails Master Plan

**Conceptual Recreational  
Equestrian and  
Hiking Trail**

**FIGURE 9** March 2013  
November 2010

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 = CONCEPTUAL RECREATIONAL  
EQUESTRIAN AND HIKING TRAIL

**FIGURE 9B**  
FANCHER CREEK BRIDLE TRAIL  
CONCEPTUAL LAYOUT



0 0.15 0.3 Miles





**FIGURE 10**

## **Recreational Trails**

### **Hiking/Pedestrian/Equestrian/Off-Road Cyclists**

- Exclusive right-of-way.
- Trail completely separated from the roadway.
- Typically located along rivers, streams, canal banks, RR corridors, and green belts etc.
- Where possible, shade trees should be placed to address the afternoon sun in the summer.
- Generally unpaved multipurpose facilities suitable for recreational use by hikers, pedestrians, equestrians, and off road bicyclists.
- To help horses not be surprised by an off-road bicyclist, good visibility should be provided at all points on equestrian paths.

### **Standards**

- Depending on the type of recreational trail, (Hiking/Pedestrian/Equestrian/Off-Road Cyclists), the trail width shall vary from 2 to 10 feet with 2 feet clearance on either side.
- The cross slope of the trail should be 2% to provide adequate drainage.
- A minimum 2 foot horizontal clearance to obstructions shall be provided adjacent to the pathway.
- The vertical clearance to obstructions across the clear width of the path shall be a minimum of 10 feet for equestrian uses in urban areas and 8 feet for all other uses or in rural areas.

