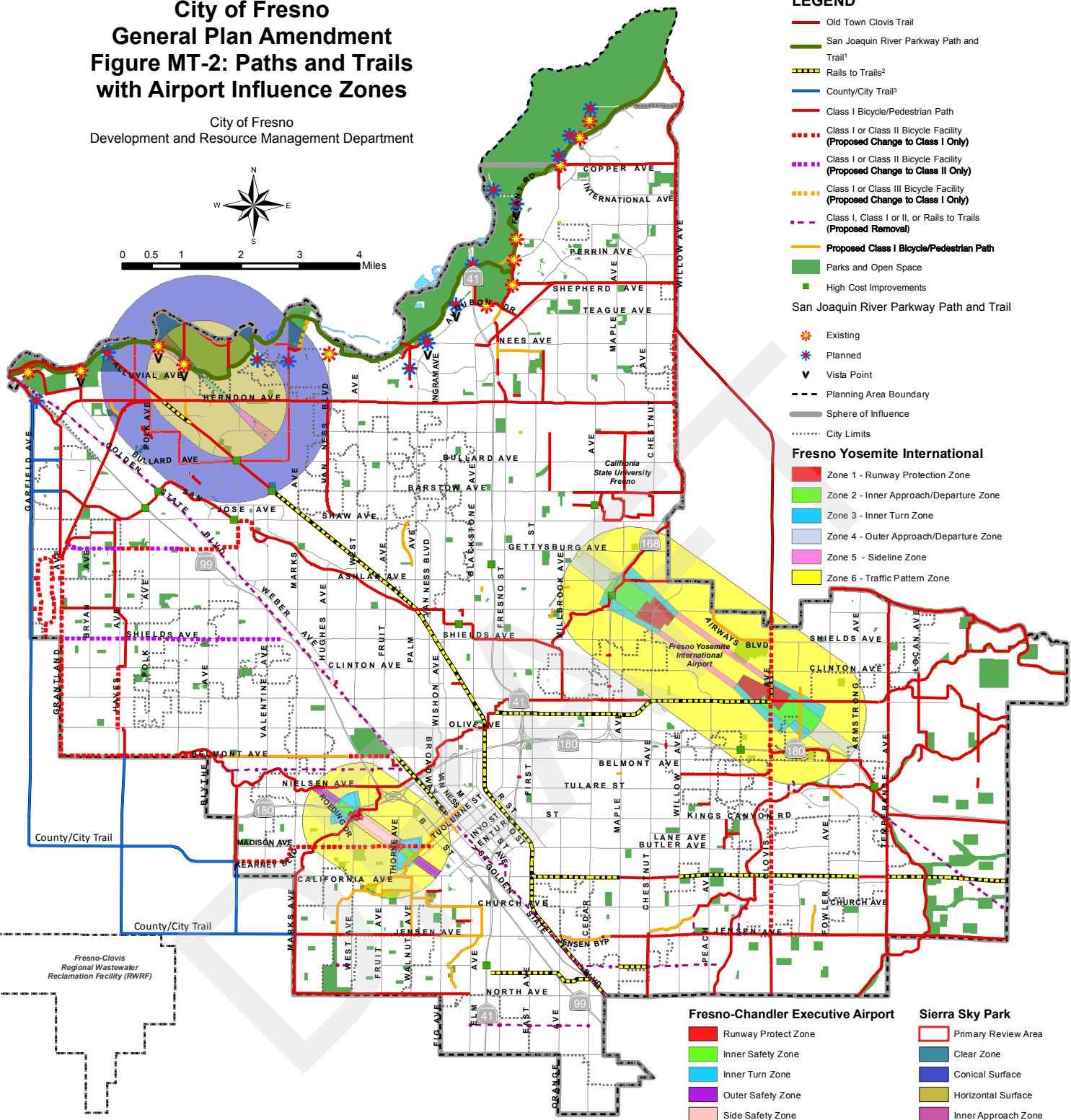
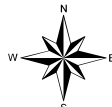


# City of Fresno General Plan Amendment Figure MT-2: Paths and Trails with Airport Influence Zones

City of Fresno  
Development and Resource Management Department



- ### LEGEND
- Old Town Clovis Trail
  - San Joaquin River Parkway Path and Trail<sup>1</sup>
  - 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 II or III, 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
- ★ Existing
  - ★ Planned
  - ▼ Vista Point
  - Planning Area Boundary
  - Sphere of Influence
  - ..... City Limits

- ### Fresno Yosemite International
- Zone 1 - Runway Protection Zone
  - Zone 2 - Inner Approach/Departure Zone
  - Zone 3 - Inner Turn Zone
  - Zone 4 - Outer Approach/Departure Zone
  - Zone 5 - Sideline Zone
  - Zone 6 - Traffic Pattern Zone

- ### Fresno-Chandler Executive Airport
- Runway Protect Zone
  - Inner Safety Zone
  - Inner Turn Zone
  - Outer Safety Zone
  - Side Safety Zone
  - Traffic Pattern

- ### Sierra Sky Park
- Primary Review Area
  - Clear Zone
  - Conical Surface
  - Horizontal Surface
  - Inner Approach Zone
  - Outer Approach Zone
  - Primary Surface

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 bikeway 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)