Bicycle Plan

and Complete Streets Facilities
for Caltrans District 6

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fresno · Madera · Tulare · Kings · Kern

Caltrans

California Department of Transportation
District 6
North Planning Branch

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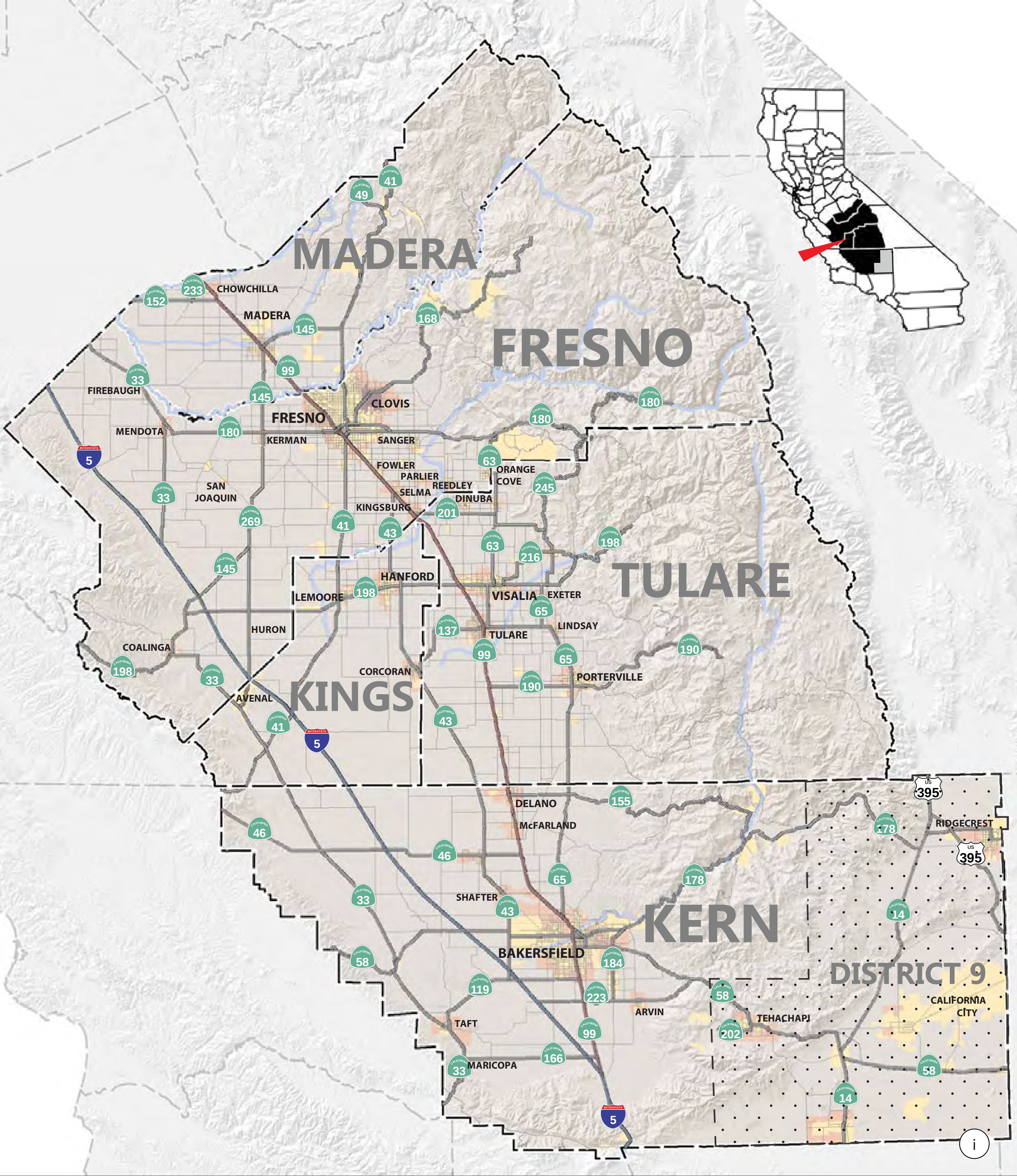
District 6 Bicycle/Complete Streets

September 2019

Cover conceptual rendering, info njbikeped.org

District 6



MADERA
FRESNO
TULARE
KINGS
KERN
DISTRICT 9
CHOWCHILLA
MADERA
FIREBAUGH
CLOVIS
FRESNO
MENDOTA
KERMAN
SANGER
FOWLER
PARLIER
REEDLEY
SELMA
ORANGE COVE
DINUBA
SAN JOAQUIN
KINGSBURG
HANFORD
LEMOORE
VISALIA
EXETER
HURON
LINDSAY
TULARE
COALINGA
CORCORAN
PORTERVILLE
AVENAL
DELANO
McFARLAND
RIDGECREST
SHAFTER
BAKERSFIELD
CALIFORNIA CITY
ARVIN
TEHACHAPI
TAFT
MARICOPA
N

State Route 63 in Visalia at Lincoln Oval Park featuring bicycle lanes and a pedestrian-actuated rectangular rapid-flashing beacon. Photo by Pedro Ramirez

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Purpose

Caltrans' Mission is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Enhancing bicycle access along with pedestrian and transit is instrumental and vital to accomplishing this mission. These essential modes serve as critical connections to the many options for travel within the state. Most trips we make are short. 50 percent are three miles or less, 40 percent are two miles or less, and about 30 percent one mile or less.

"40 percent of trips we make are two miles or less"

So why choose these options? They help us be more active. The low cost saves us money. These are energy-efficient ways of getting around. It helps make the air we breathe cleaner. Communities are revitalized as the quality of life, the economy and livability are improved. In addressing social equity, safer and healthier facilities for all users would be provided. The State of California has provided direction and guidance for implementing multimodal connectivity.

Vision

Triple bicycle, double pedestrian and double transit modes by the year 2020 is the target for Caltrans, to create a network of state and local and regional bicycle routes for a sustainable modal future. Trends that are most likely to influence a shift to using efficient alternative modes are continually being explored.

"triple bicycle, double pedestrian, double transit by 2020"

CenCalVia bicycle event near downtown Fresno
fresnobee.com

Younger generations, particularly millennials, are more open to other modes of transportation and have a higher rate of walking, biking and transit use in comparison to previous generations. Caltrans' vision is to provide "a performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork."

Goals

Promoting an active transportation system is consistent with the following **Caltrans goals**.

- Safety and Health
  Provide a safe transportation system for workers and users, and promote health through active transportation and reduced pollution in communities.

- Stewardship and Efficiency
  Money counts. Responsibly manage California's transportation-related assets.

- Sustainability, Livability and Economy
  Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy, and build communities, not sprawl.

- System Performance
  Utilize leadership, collaboration and strategic partnerships to develop an integrated transportation system that provides reliable and accessible mobility for travelers.

- Organizational Excellence
  Be a national leader in delivering quality service through excellent employee performance, public communication, and accountability.

Plans

"Towards an Active California" State Bicycle and Pedestrian Plan is a bike and pedestrian plan that will guide the planning and development of non-motorized transportation facilities and maximize the use of future investments on the State Highway System and other state facilities. The plan will also lead to improved connections between the State's bicycle and pedestrian facilities and the network of local and regional roads, public transit, and intercity and passenger rail. The plan will not replace existing policies and implementation plans at the regional and local levels.

City of Visalia - State Route 216
Photo by Pedro Ramirez

The **Active Transportation Program (ATP)** consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. A number of cities and counties statewide have developed ATP Plans to update bicycle and pedestrian plans. These plans promote active transportation options and allow the local agencies to prioritize multi-modal projects for implementation.

The **California Transportation Plan 2040** (CTP) is a statewide, long-range transportation policy plan designed to meet California's future mobility needs and reduce greenhouse gas (GHG) emissions. The plan envisions a fully integrated, multimodal, sustainable transportation system that supports economic vitality, protects natural resources, promotes the health and well-being of all Californians, and meets people's needs equitably. Caltrans is required to update the CTP every five years while showing Greenhouse Gas (GHG) reductions to meet the goals of Assembly Bill 32 and Senate Bill 391.

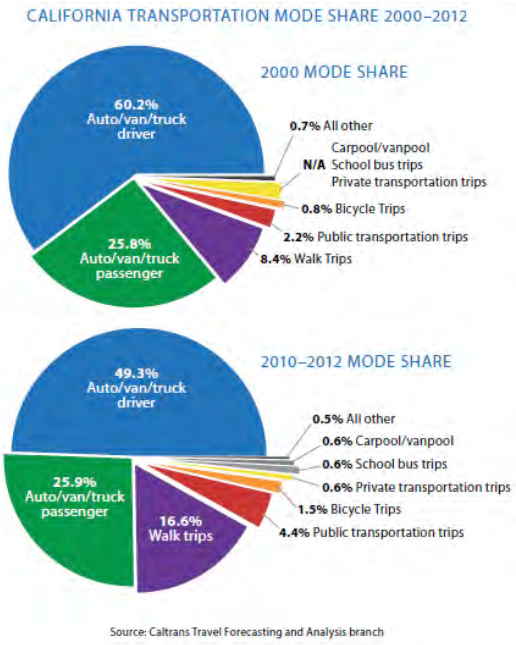
Bike path near Cal State Bakersfield
capturekerncounty.com

Biking and pedestrian facilities are integral components of the statewide transportation system. Analysis of data from the 2013 California Household Travel Survey found nearly 23 percent of household trips involved walking, biking or taking public transportation. In 2000, the share was only 11 percent.

CALIFORNIA TRANSPORTATION MODE SHARE 2000–2012

MODE	2000 MODE SHARE	2010-2012 MODE SHARE
Auto/van/truck driver	60.2%	49.3%
Auto/van/truck passenger	25.8%	25.9%
Walk trips	8.4%	16.6%
Public transportation trips	2.2%	4.4%
Bicycle trips	0.8%	1.5%
Private transportation trips	N/A	0.6%
School bus trips	N/A	0.6%
Carpool/vanpool	N/A	0.6%
All other	0.7%	0.5%
Total	100.0%	100.0%

Source: Caltrans Travel Forecasting and Analysis branch



The **Strategic Management Plan** is a roadmap of Caltrans' role, expectations, and operations as we meet the challenges of modernizing Caltrans into a world-class Department of Transportation. The tools we will use to implement this plan are performance management, transparency, accountability, sustainability, and innovation. Implementation of Smart Mobility and Complete Streets multimodal transportation initiatives will

also improve livability and revitalize communities.

Policy

Deputy Directive DD-64-R2 states "The California Department of Transportation provides for the needs of travelers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities and products on the State highway system. The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."

Senate Bill (SB) 743 is changing the way transportation impacts are analyzed under CEQA by restricting the use of Level of Service (LOS) and requiring different metrics to measure impacts particularly in areas that are served by transit. The alternative criteria must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." One suggested criterion is person throughput as a measurement, which could be compared to vehicle throughput. Person throughput is a potential alternative to using LOS because it can include all modes in the analysis—bicycles, pedestrians, transit, carpool, vanpool, and single-occupancy vehicles (SOV).

In an effort to support the construction of more multimodal local streets and roads, and include **Caltrans design flexibility** in multimodal design, Caltrans endorses the National Association of City Transportation Officials' (NACTO) guidelines that include innovations such as buffered bicycle lanes and improved pedestrian walkways.

Chukchansi Park home of the Fresno Grizzlies
kingsriverlife.com

"California's transportation system must be multimodal and support bicycles and pedestrians as well as automobiles," said previous Caltrans Director Malcolm Dougherty. "Caltrans' endorsement of these innovative street design options is an important part of modernizing our approach to improving transportation for all Californians."

The intent of the **Complete Streets Implementation Action Plan** (CSIAP 2.0) is to describe the current Caltrans complete streets policy framework and provide an overview of Caltrans' continued complete streets efforts

through action items. Each update of the plan lays out the structure for monitoring, reporting, and overcoming barriers to further integrate complete streets into all Caltrans functions and processes. The action items listed for every district show the progress that has been made toward completing each actions item.

Riding on State Route 269 in Huron

The Class IV Bikeway, also referred to as separated bikeways or cycle tracks, is the newest bicycle class added to the Highway Design Manual. Class IV Bikeways provide an alternative to other bikeways that may minimize interactions with other modes of travel. **Design Information Bulletin (DIB) 89** provides design criteria and other general guidance on best practices related to separated bikeways to establish uniform guidance for the use of owners of these facilities. A Class IV Bikeway (separated bikeway) is a bikeway for exclusive use of bicycles and includes a separation required between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, a grade separation, flexible posts, inflexible physical barriers, or on-street parking. The benefit of the Class IV bikeway is getting more people riding bikes on a facility that feels more comfortable and separates them from car traffic. Families with children, for example, are more likely to ride on these bikeways.

Caltrans created the **Americans with Disabilities Act (ADA) Infrastructure Program** with the objective to make Caltrans infrastructure equally accessible to persons with disabilities. Caltrans does not discriminate on the basis of disability and believes in providing equal access to all of its infrastructure, programs, services, and activities. Caltrans is committed to working with its partners to identify and address access barriers to its infrastructure. In accordance with Title II of the Americans with Disabilities Act of 1990, Caltrans has designated a Statewide ADA Coordinator who is responsible for coordinating ADA compliance across the State.

The Sustainable Communities and Climate Protection Act of 2008 **(Senate Bill 375)** outlines California's goals for reducing greenhouse gas emissions through integrated land use and a transportation planning network that consists of walkways, bikeways, transit and roads. The Metropolitan Planning Organizations are required to prepare a "Sustainable Communities Strategy" to help meet greenhouse gases (GHG) reduction targets for cars and light trucks for the years 2020 and 2035.

Senate Bill 391 2009 directs Caltrans to consider "the use of bicycling, walking, the expanse of public transit, commuter rail, intercity rail, new vehicle technology, tailpipe emissions reduction and use of fuels." Caltrans is required to update the California Transportation Plan (CTP) every five years while showing GHG reductions to meet goals of Assembly Bill 32 and identify the statewide, integrated multimodal transportation system needed to achieve these results.

Caltrans Guides

The **District 6 Bicycle Guide and Complete Streets Elements** is a comprehensive multimodal document showing existing bicycle, pedestrian and transit information on state routes in District 6. Included are state route maps showing where bicycle and pedestrian access is allowed or prohibited, elevation charts, route facility descriptions, park and ride lot locations, transit service maps, and cyclist's safety language. Other District bicycle guides and maps are located on the District 6 Bicycle and Complete Streets Program **website.**

Main Streets, California gives information on how a well-conceived main street can function efficiently along with enhancing livability and sustainability. Multimodal transportation facilities contribute to important civic spaces that support vibrant community life and promote economic vitality. Caltrans is committed to working with local communities to improve connections to mass transit, and to increase the appeal of walking and bicycling on main streets. Bicycle parking is another important element to encouraging another mode by biking to and parking at nearby main street businesses, shopping and local services.

The **Smart Mobility Framework** promotes location efficiency and the fit between a specific physical environment and its transportation system and services. This framework helps move people and freight while enhancing California's economic, environmental, and human resource sectors by emphasizing convenient and safe multi-modal travel, speed suitability, accessibility, management of the circulation network, and efficient use of land.

Downtown Commuter in Visalia
visaliatimesdelta.com

The **Caltrans Highway Design Manual** was prepared for the California Department of Transportation by the Division of Design for use on the California State highway system. This manual establishes uniform policies and procedures to carry out the State highway design functions of the Department. It is neither intended as nor

does it establish a legal standard for these functions. The standards, procedures, and requirements established and discussed in the manual are for the information and guidance of the officers and employees of Caltrans.

With limited resources Transportation **Asset Management** is an important strategic approach to managing our transportation infrastructure. The goal with asset management is to maximize the performance of the system with the limited resources available. Repairing existing infrastructure that encourages non-motorized travel, such as well-maintained sidewalks and bike lanes, is essential for those unable to drive or those who chose not to drive.

Tulare County Association of Governments staff and the CA Highway Patrol demonstrate bike safety rules. (funded by the Caltrans Bike and Stride grant)

The Mile Marker is a Caltrans user-friendly performance report card that gives accountability of the California Department of Transportation activities. It raises the bar on transparency and accountability, providing in one place a clear way to communicate our performance. The report is written for anyone who wants to know how well the Department of Transportation does its job. The Mile Marker is filled with charts, bar/line graphs, goal check lists and photos that include bicycle, pedestrian and complete streets information.

The Smart Mobility and Active Transportation Branch recently introduced the **Complete Streets Elements Toolbox.** The Complete Streets Elements Toolbox was developed by staff in coordination with a diverse group of Caltrans stakeholders and Caltrans staff from Headquarters Divisions. The Toolbox is a focus on the specific roadway elements that can be designed and constructed to provide multi-modal mobility and access. For each of these elements, the Toolbox provides definitions and benefits, links to design guidance, project examples, and SHOPP Tool quantification methods.

The California Department of Transportation (Caltrans) in District 6 offers miles of bicycle travel on long stretches of level terrain in the Central Valley and along rolling or mountainous terrain in the national and state parks. The abundant sunny weather in this part of California is ideal for biking most of the year.

District 6 Description

District 6 encompasses a span of roadway miles in five counties - Madera, Fresno, Kings, Tulare and Kern counties. A portion of eastern Kern County is within the Caltrans District 9 boundary as shown on the maps. District 6 consists of approximately 476 miles of freeway and 1,554 miles of rural and urban highway. With 2,030 miles of roadway, District 6 has the largest portion of road miles to maintain in the state highway system. Most freeway miles are not open to bicycles. In fact, all of State Route 99 in District 6 prohibits bicycle access. Other freeway corridors in a number of larger urban areas also prohibit bicycle access. But, elsewhere, bicycle access is enjoyed from the flatlands to the foothills and beyond.

Biking opportunities can take you past prime farmland. Agriculture is a leading economic activity and use of land in the Central Valley. Small agricultural communities and towns are scattered all along the state routes.

Regional ATPs

Regional and Local Active Transportation Plan information was used when composing the regional bicycle maps, main street maps and interchange maps. These local ATP documents give existing and proposed bicycle and pedestrian facility information which became an important tool in composing the District 6 Bicycle Plan and Complete Streets Facilities. The Kern Regional Active Transportation Plan includes additional ATP information within District 9 in eastern Kern County. The ATPs give Caltrans District 6 staff vital information in the "planning, programming, design, construction, operations, and maintenance on the State Highway System."

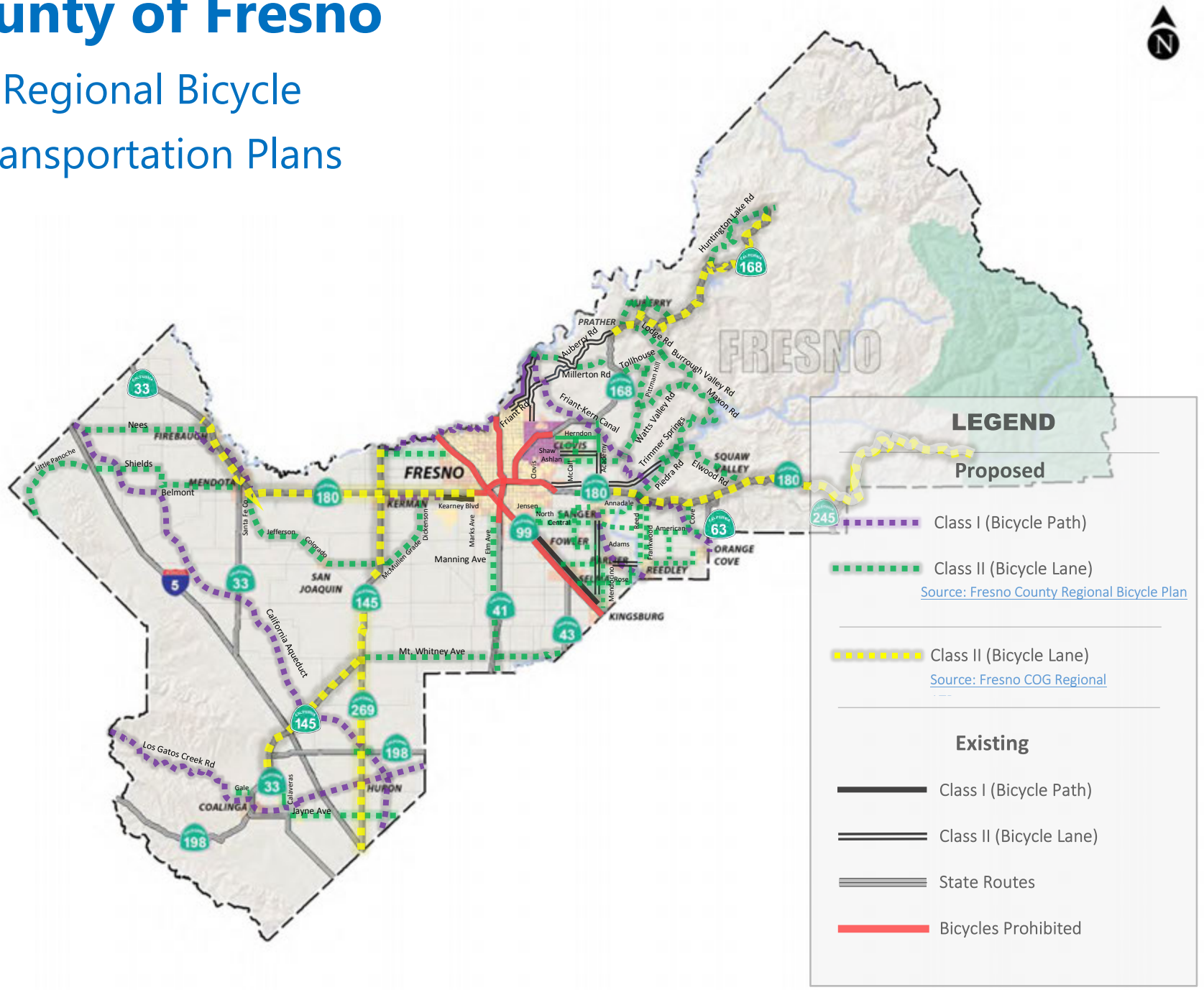
Campbell Mountain near State Route 180
https://www.pinterest.com/ridesunnyside/the-beautiful-central-valley/

For our local partners, existing Caltrans facilities information concerning pedestrian, bicycle and transit facilities can show potential connectivity opportunities within cities and counties when facility improvement needs are identified on state routes. Developing a vision for interconnected corridors of regional bicycle systems, main street corridors and interchange facilities is very important for planning and developing multimodal improvements in the future.

State Route 43 between Selma and Hanford. Photo by John Cinatl.

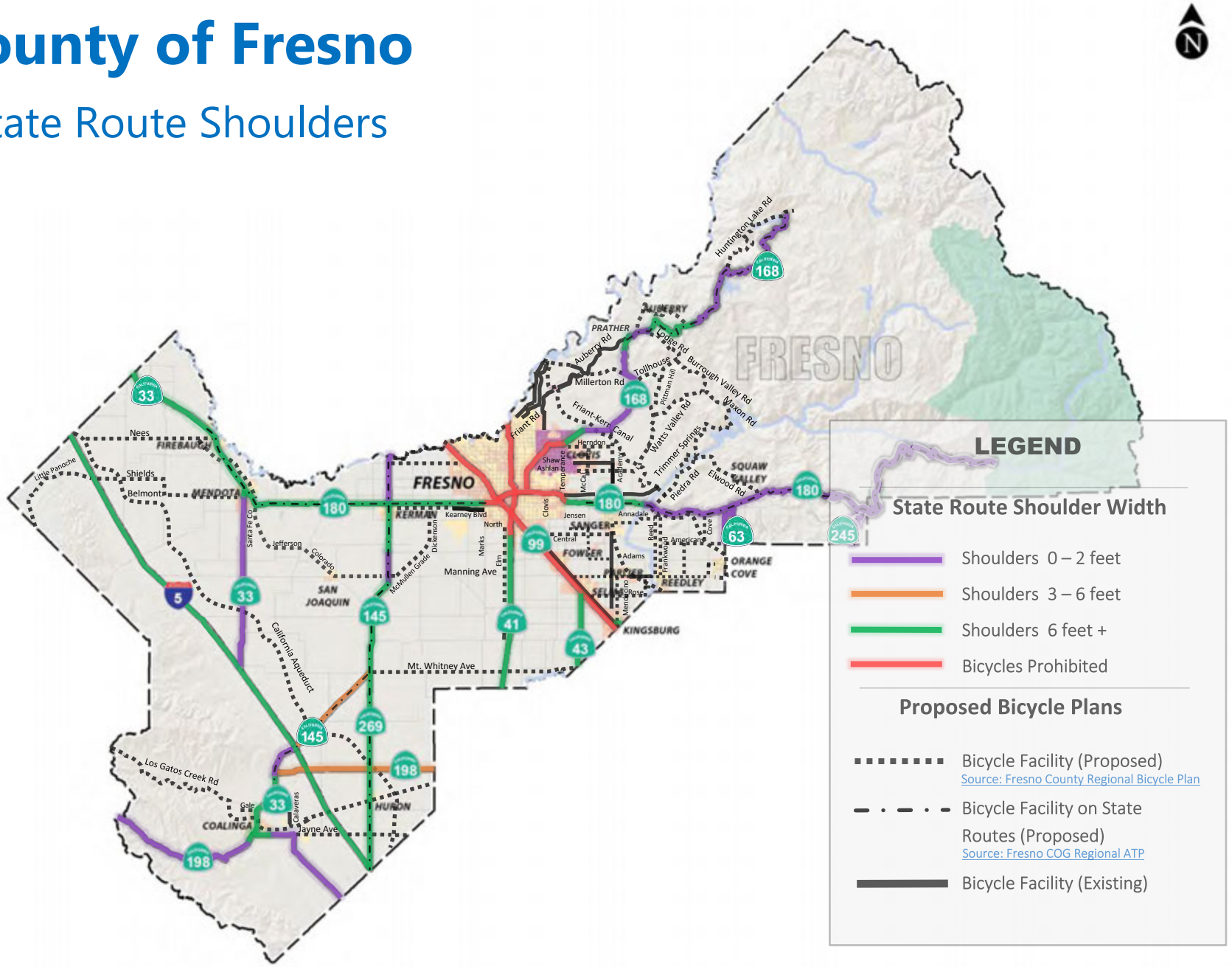
County of Fresno

Regional Bicycle Transportation Plans



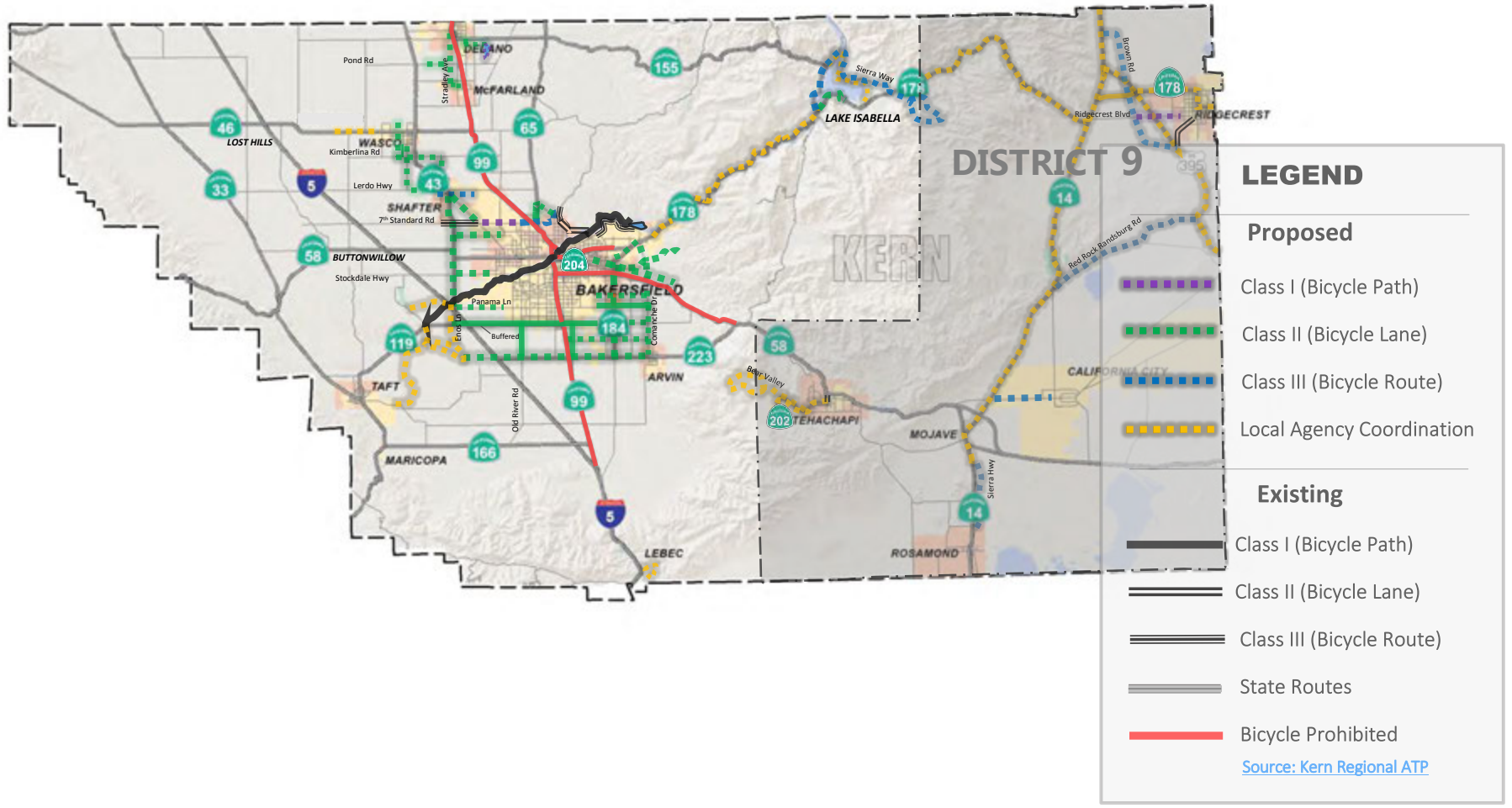
County of Fresno

State Route Shoulders



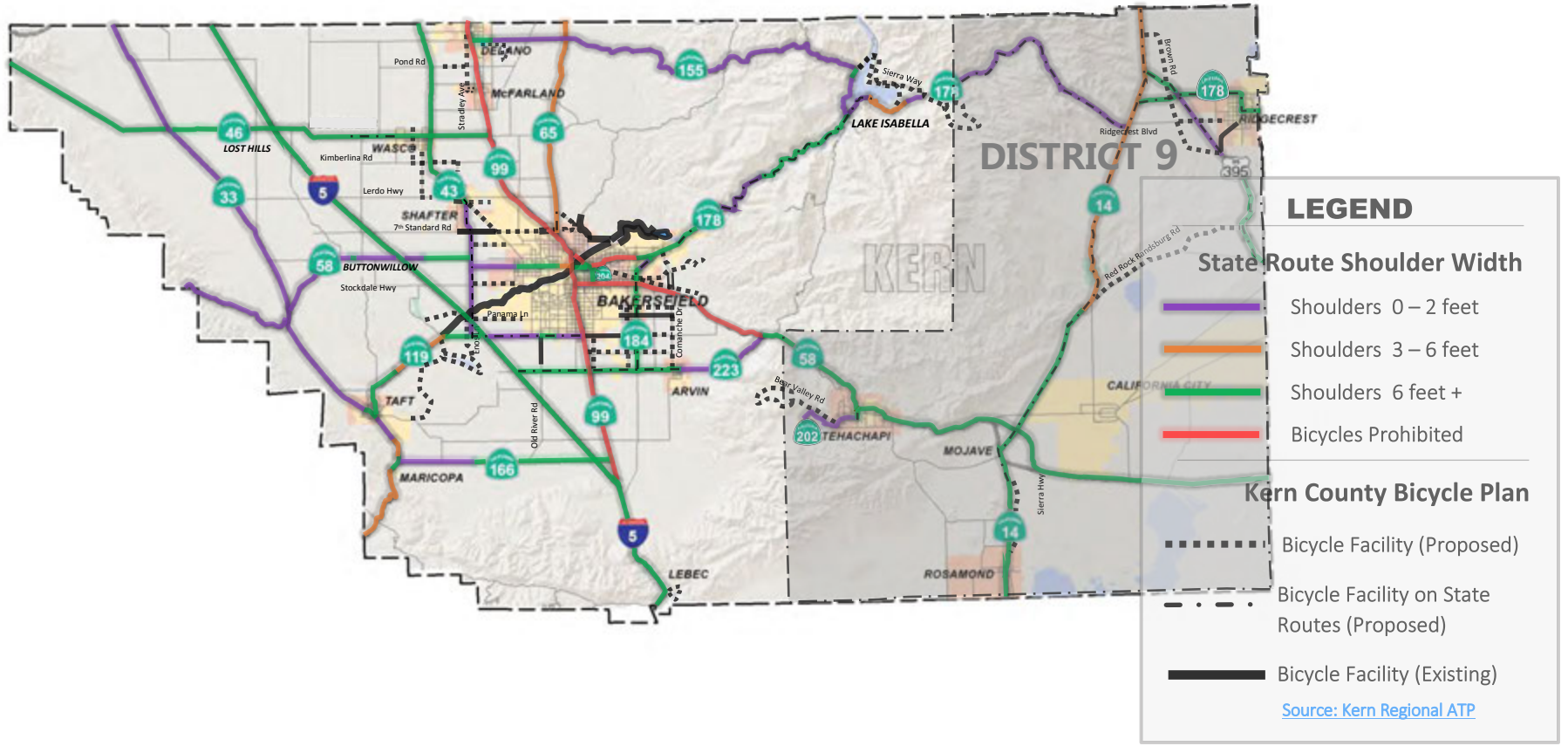
County of Kern

Regional Bicycle Transportation Plan



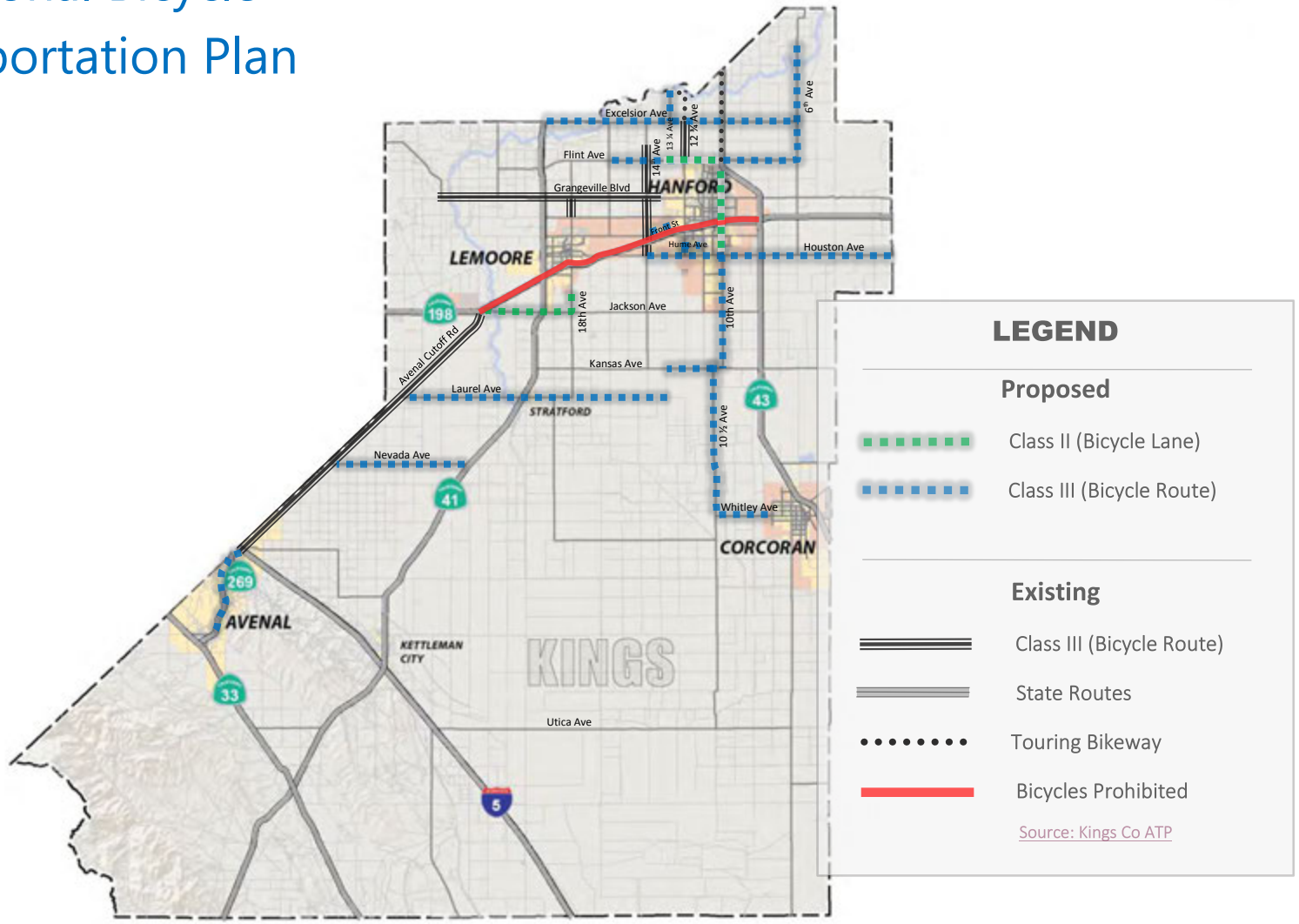
County of Kern

State Route Shoulders



County of Kings

Regional Bicycle Transportation Plan

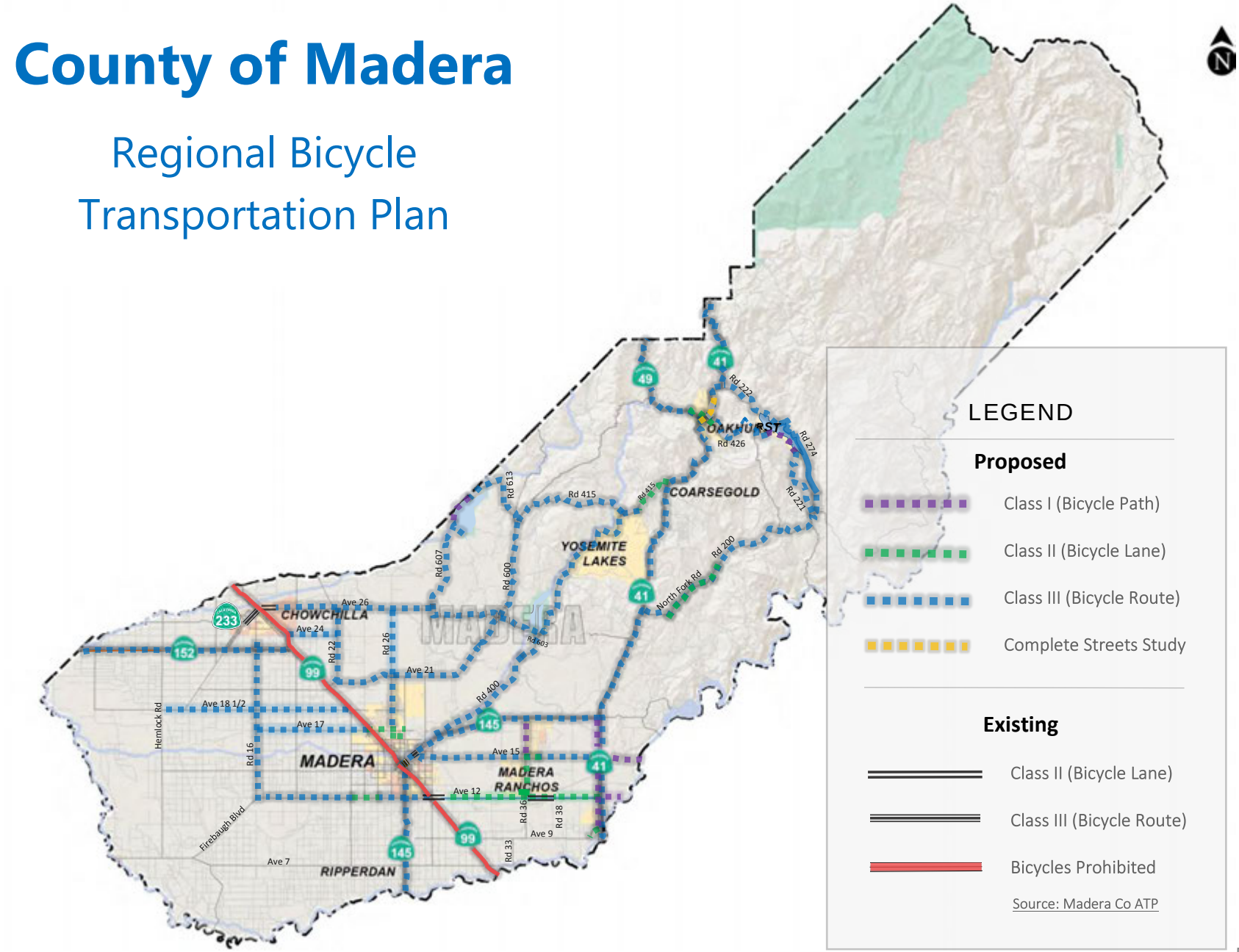


County of Kings

State Route Shoulders

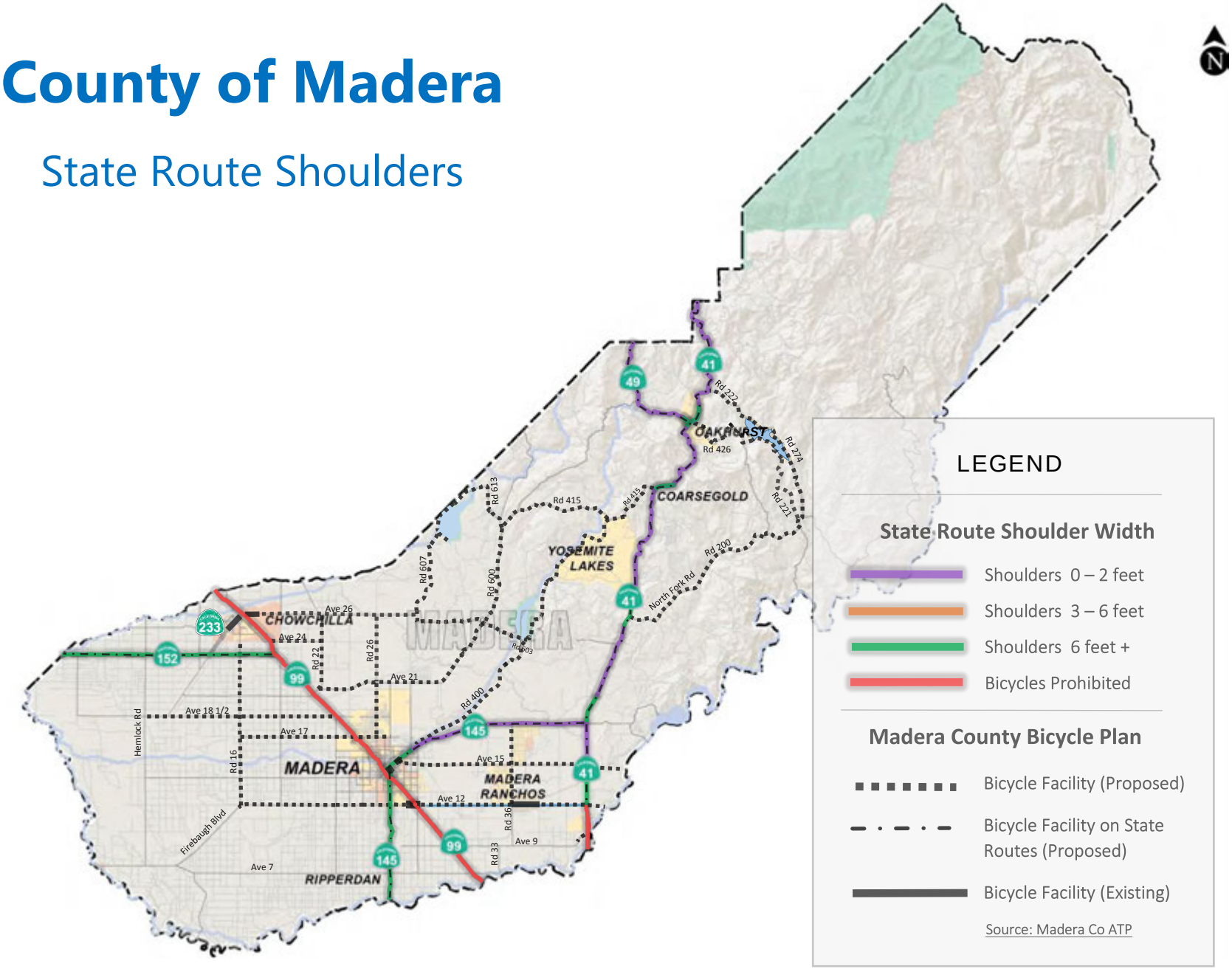
County of Madera

Regional Bicycle Transportation Plan



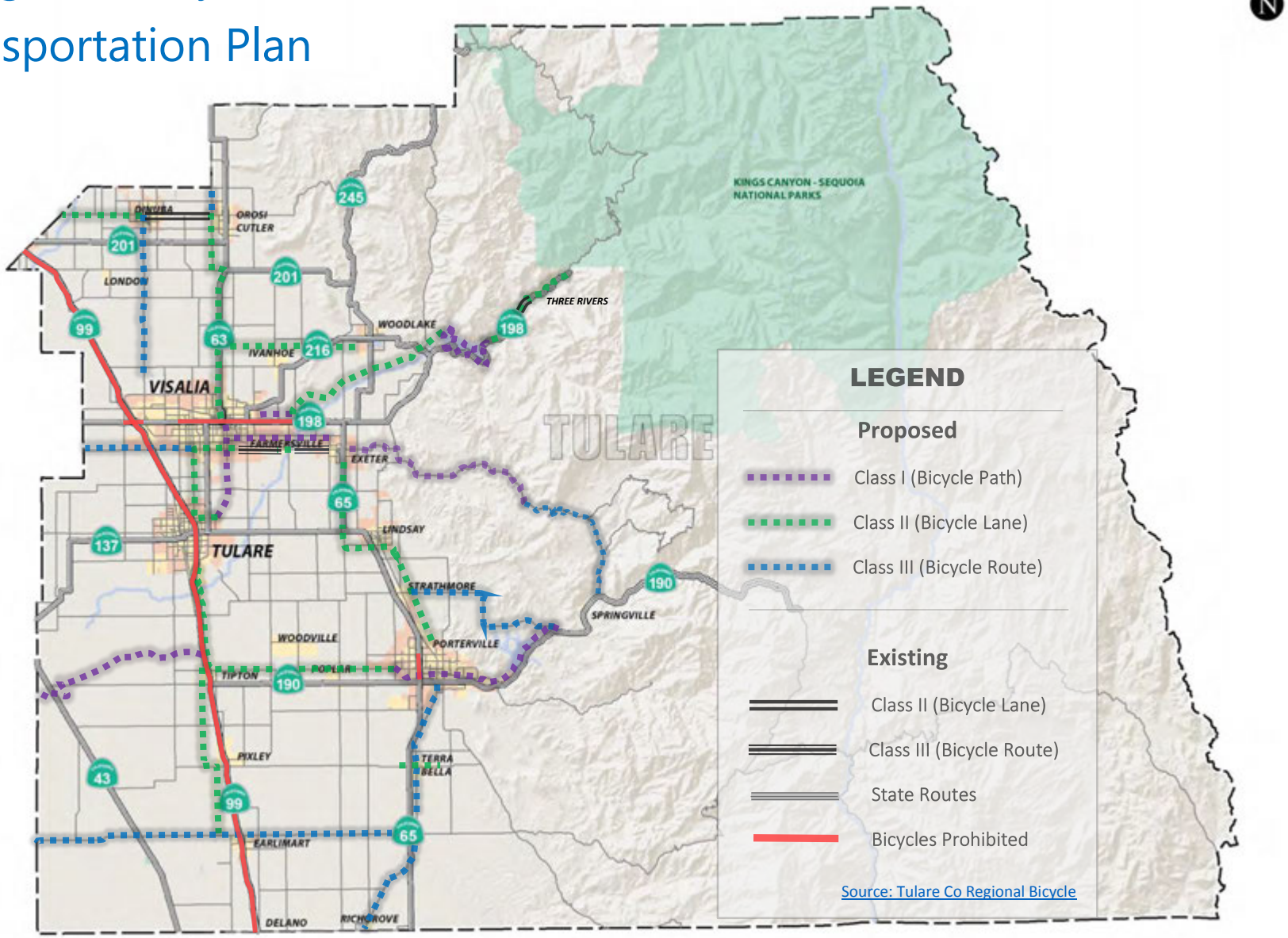
County of Madera

State Route Shoulders



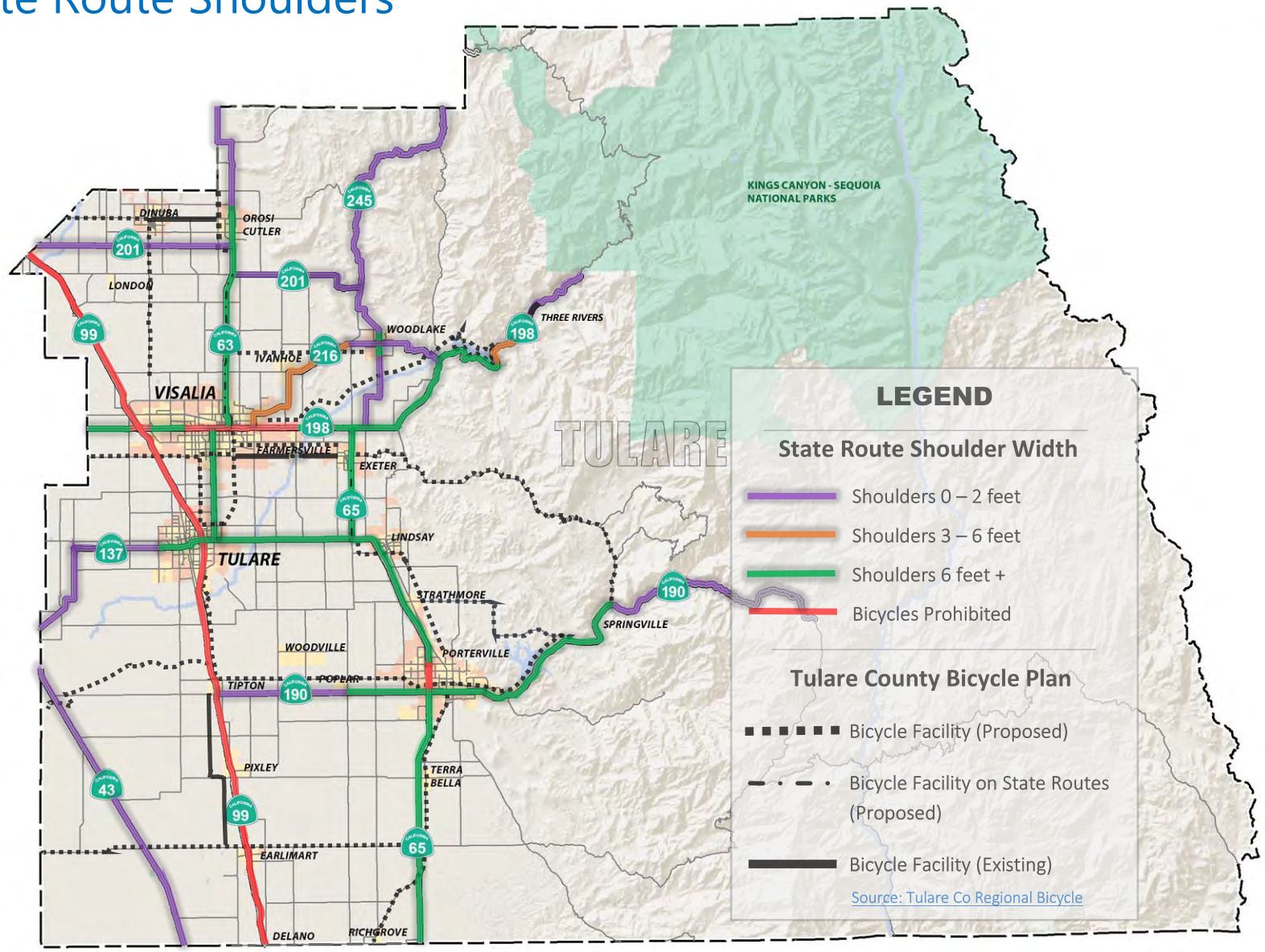
County of Tulare

Regional Bicycle Transportation Plan



County of Tulare

State Route Shoulders



City of Woodlake “Main Street” on State Route 245. Photo by Pedro Ramirez

Main Streets

The heart of a city or community often is the town's Main Street. It provides important access for shopping, gives a sense of place, hosts celebrations and parades, and contributes to community identity and authenticity. Operationally, it gives connectivity to local streets and access to regional roadway travel. District 6 contains over thirty main streets in cities and communities.

While it is important to provide traffic operations for vehicles on the roadway, it's also very important to balance those operational needs with the community's vision and economy. "Caltrans develops integrated multimodal projects in balance with community goals, plans and values." (Deputy Directive DD-64-R2) Bicycle, pedestrian and transit travel on state roadways is facilitated early in the planning process for all projects. After planning, safety is the main goal in the design, operation and maintenance of the facility.

Enhancing multimodal options often makes a main street more comfortable and attractive for all travelers, which would then draw locals to the main business sector. These main street improvements enhance the local economy of a community and help build prosperity. Adding sustainable landscaping and materials along with street furniture can create an inviting atmosphere. Property value tends to increase with the added enhancements.

People with disabilities appreciate road-calming features and ADA improvements.

Health improvements often come when given better accessibility on the main street. People get out more and exercise. They are given an avenue where they can move, spend time outdoors, and enjoy their community whether that be a fun bicycle ride to the ice cream shop or a casual stroll browsing downtown businesses.

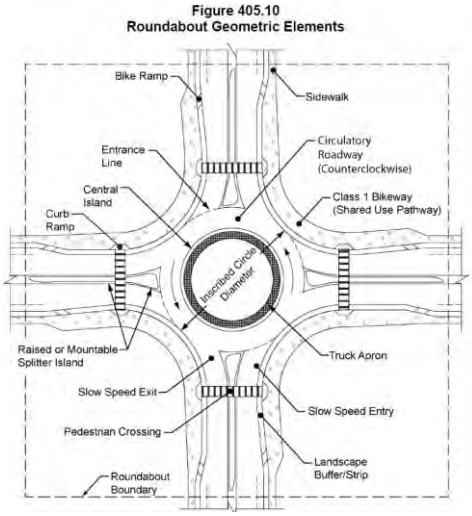
City of Coalinga Main Street on State Route 33 in District 6

Working with our partners and local agencies, such as the MPOs, cities and counties, on long-range main street projects is important in making positive changes along these corridors. It helps in collaborating on mutual future goals and visions by addressing future projects in local planning documents.

Roundabouts

Roundabouts can be an excellent road-calming strategy for main street traffic and can provide landscaping and aesthetic benefits as well. A roundabout consists of a circular intersection with no

stop signs or signals. Traffic flow is counter-clockwise around a central island, and the intersections are controlled by yield signs.



Caltrans Highway Design Manual

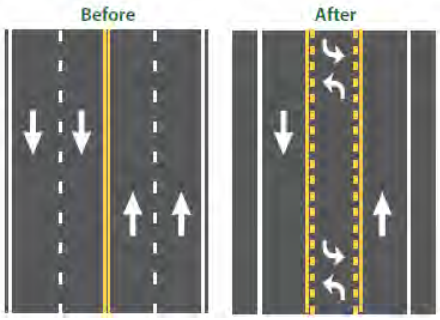
Roundabouts have shown to reduce the amount and severity of traffic accidents due to the reduced speeds and number of conflict points for all travel modes.

Roundabout at the State Route 245/SR 216 intersection in District 6

Pedestrians cross the intersections at marked crosswalks where the crossing distance is shortened. Bicyclists enter the roundabout as a vehicle or use the crosswalks to navigate through.

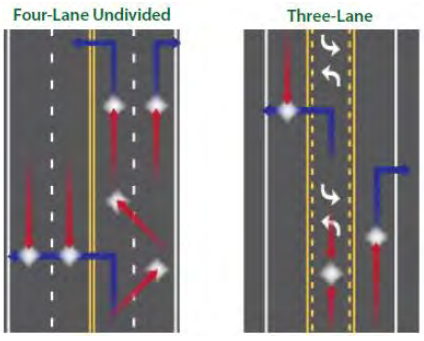
Roadway Reallocation

Roadway reallocation or a "road diet" is composed of converting at least one automobile traffic lane into an alternative use. The reduction of lanes is to provide for other uses on the roadway or within the right-of-way. The change can enhance complete streets by including bike lanes, cycle tracks, pedestrian refuge islands, wider sidewalks, landscaping and improved transit stops.



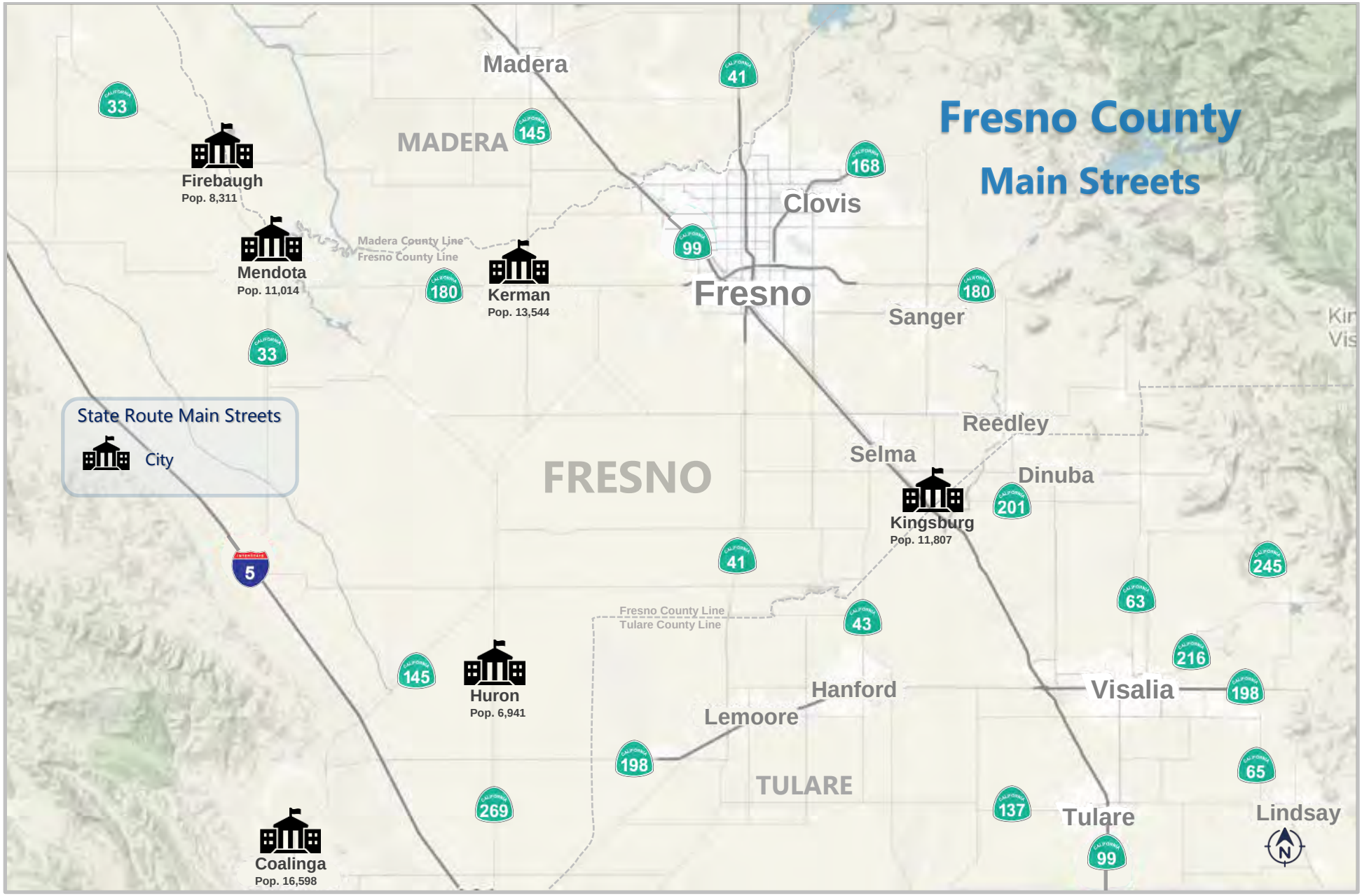
FHWA Road Diets

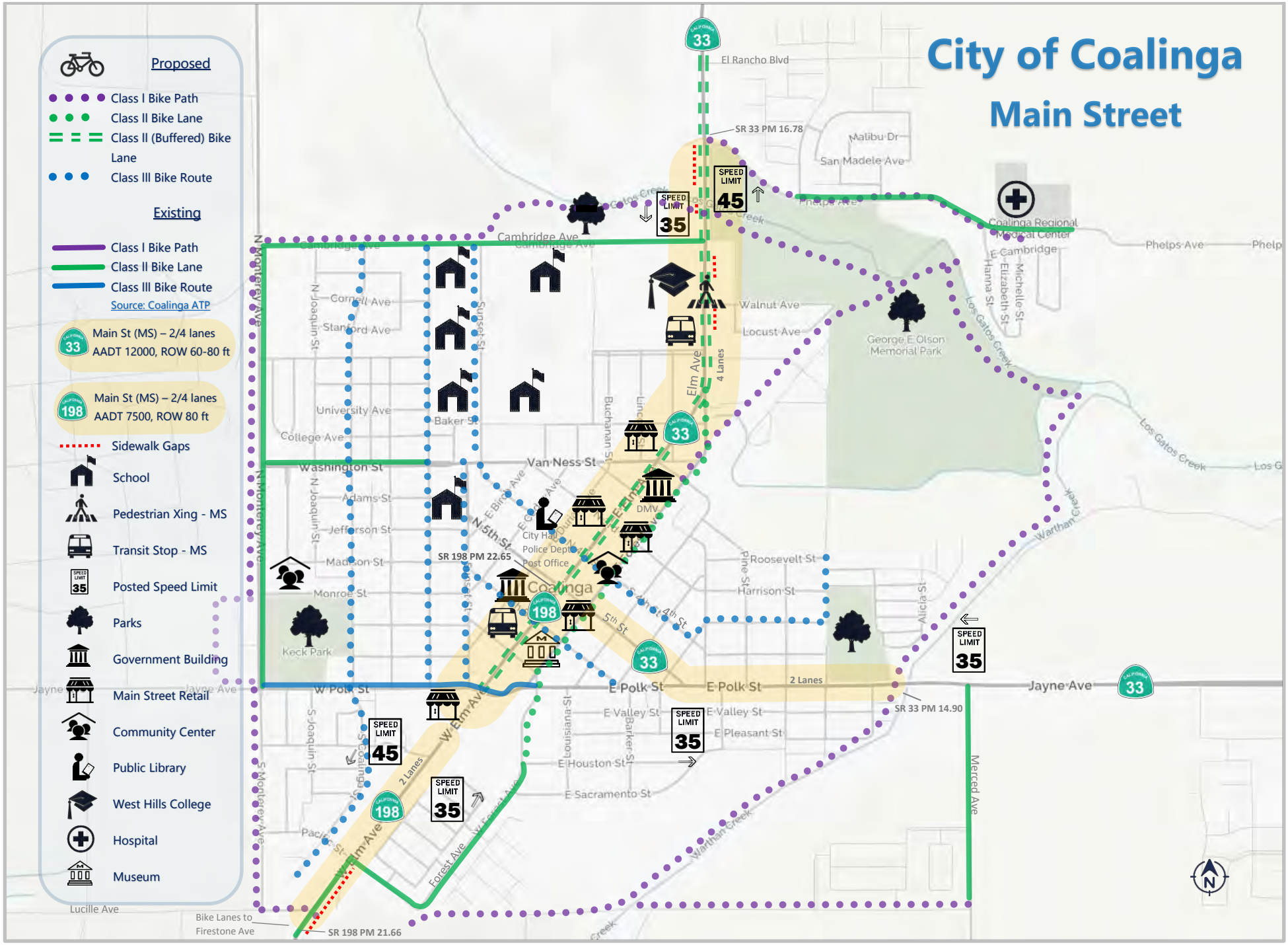
Vehicle speed reduction, improved mobility, reduction in conflict points, reduction in collisions (19% to 47%), and improved livability can result from a roadway reallocation implementation.

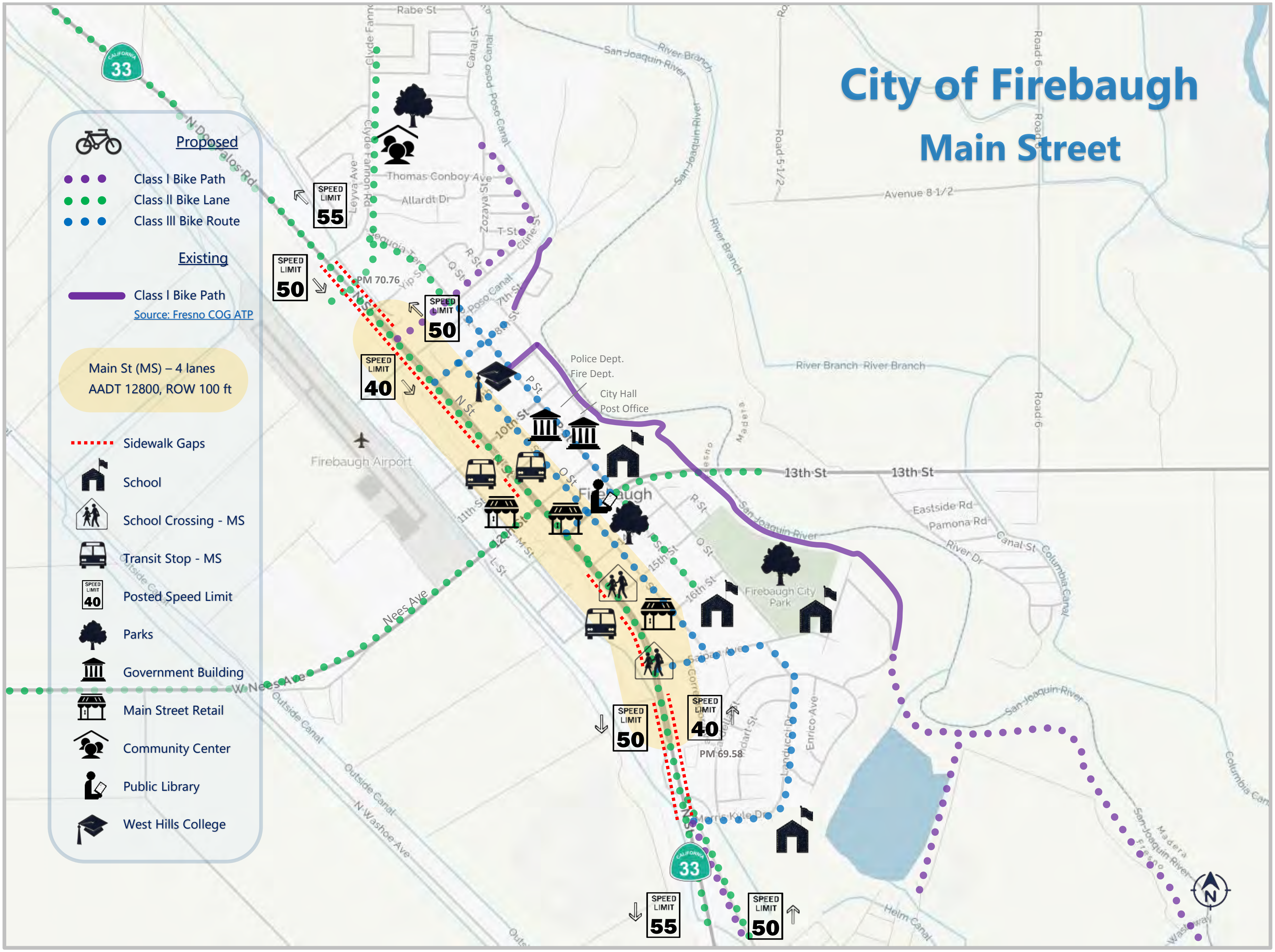


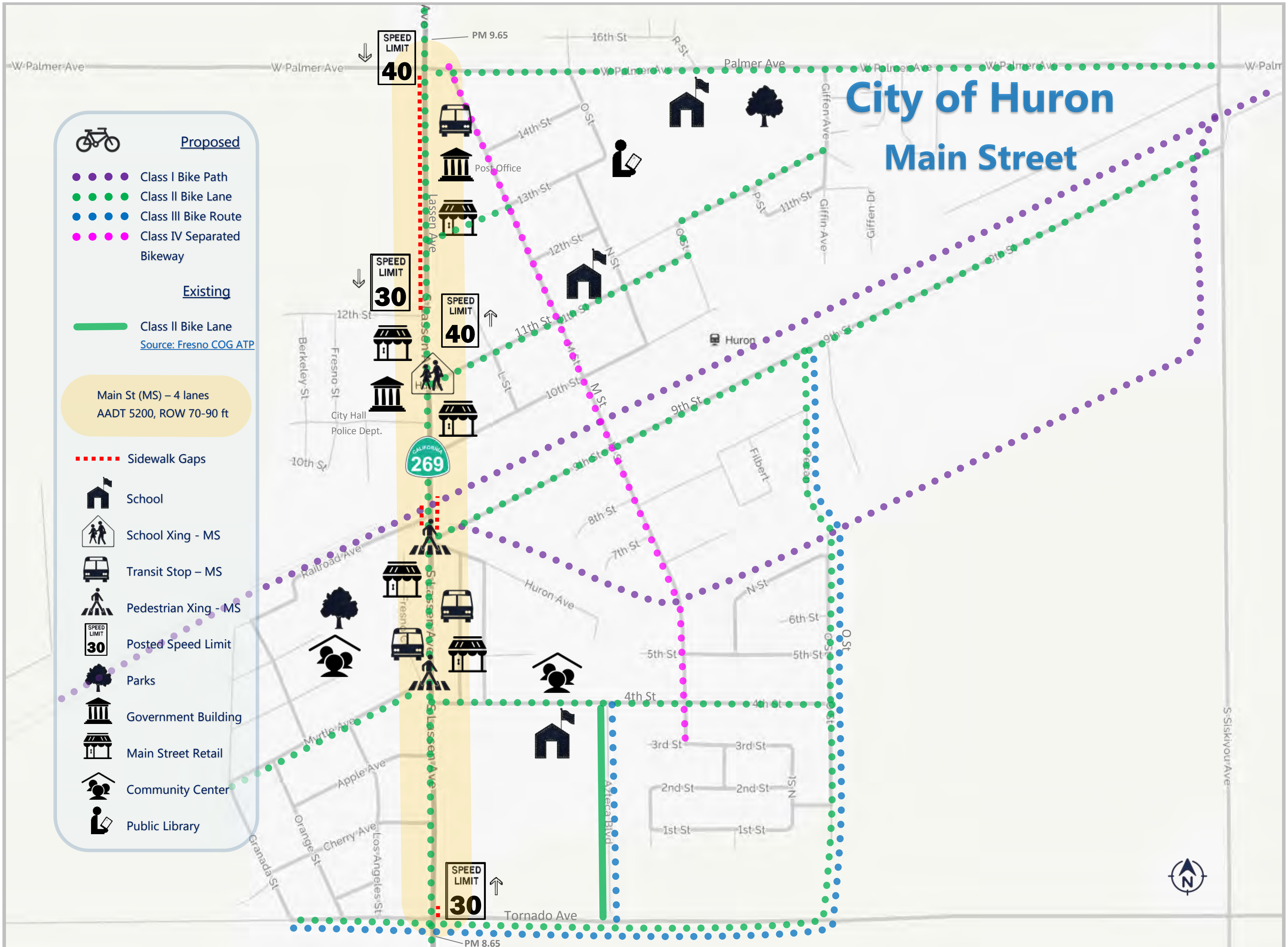
FHWA Road Diets

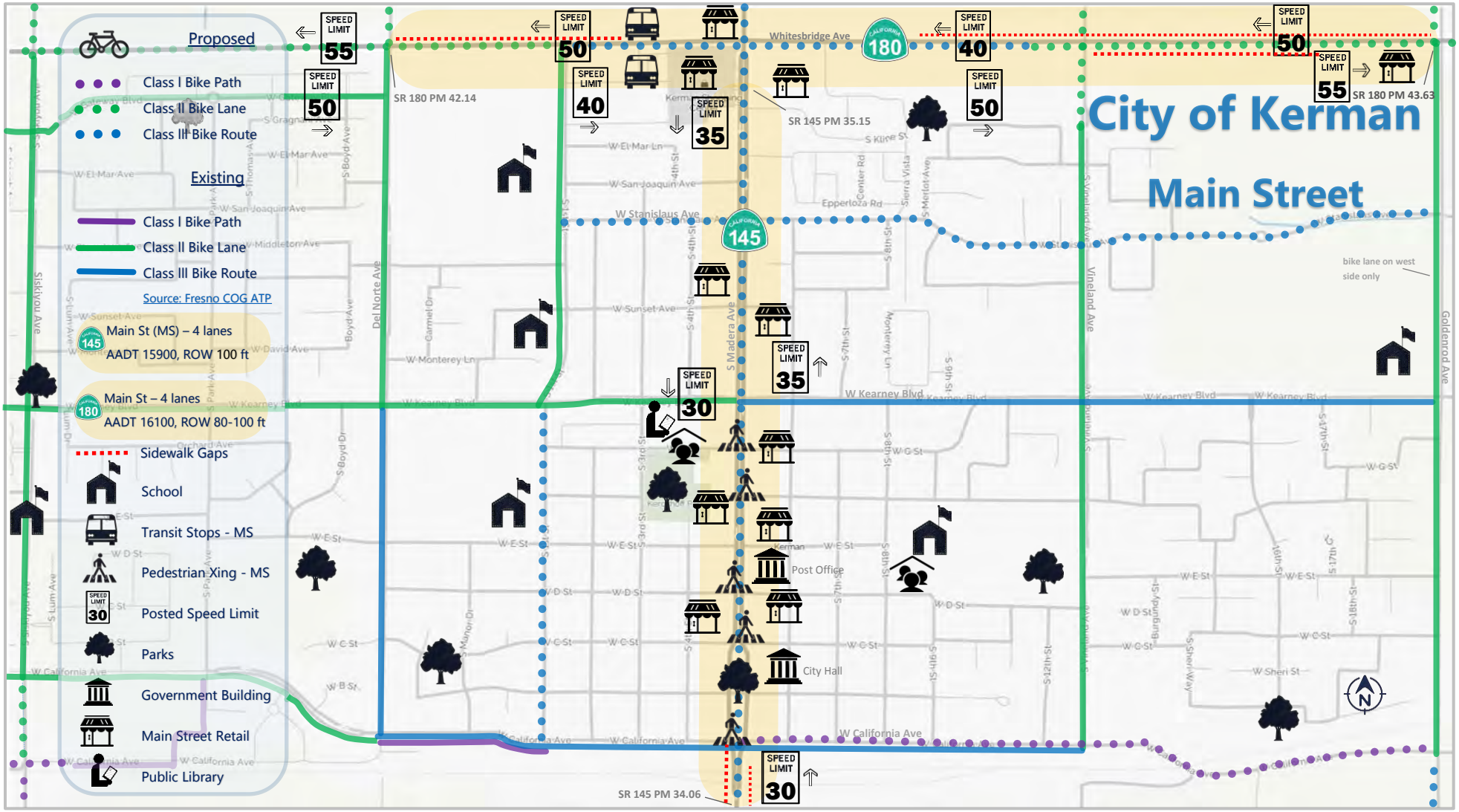
The FHWA "advises that roadways with ADT of 20,000 vehicles or less may be good candidates for a Road Diet and should be evaluated for feasibility."

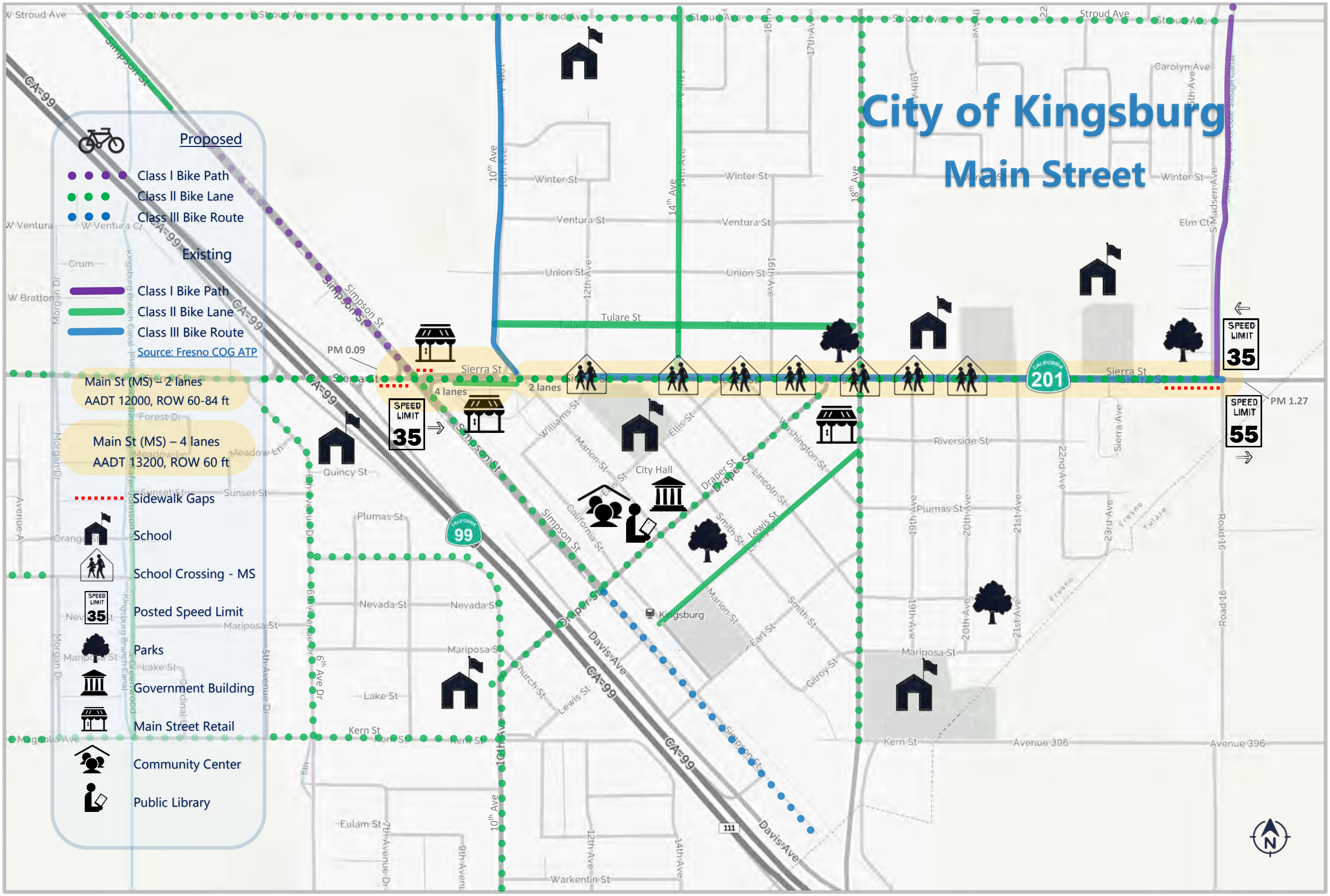

Fresno County
Main Streets
Madera
MADERA
Firebaugh
Pop. 8,311
Mendota
Pop. 11,014
Madera County Line
Fresno County Line
Kerman
Pop. 13,544
Clovis
Fresno
Sanger
Reedley
Selma
Dinuba
Kingsburg
Pop. 11,807
FRESNO
State Route Main Streets
City
Fresno County Line
Tulare County Line
Huron
Pop. 6,941
Hanford
Lemoore
Visalia
TULARE
Tulare
Lindsay
Coalinga
Pop. 16,598
N

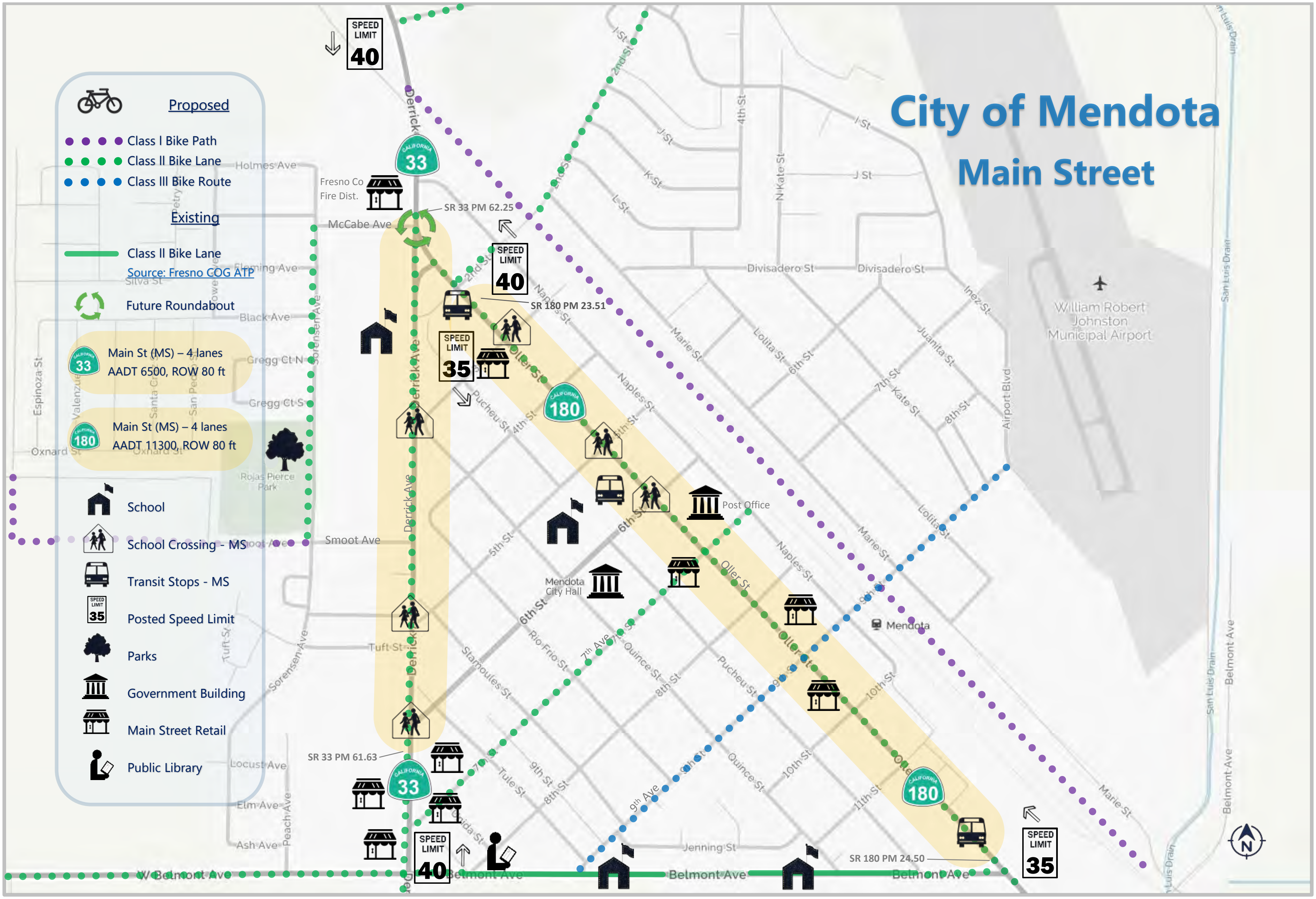

City of Coalinga
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class II (Buffered) Bike Lane
Class III Bike Route
Existing
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Source: Coalinga ATP
Main St (MS) – 2/4 lanes
AADT 12000, ROW 60-80 ft
Main St (MS) – 2/4 lanes
AADT 7500, ROW 80 ft
Sidewalk Gaps
School
Pedestrian Xing - MS
Transit Stop - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
West Hills College
Hospital
Museum
El Rancho Blvd
SR 33 PM 16.78
Malibu Dr
San Madele Ave
Coalinga Regional Medical Center
Cambridge Ave
Phelps Ave
Walnut Ave
Locust Ave
George E Olson Memorial Park
Los Gatos Creek
Elm Ave
4 Lanes
Cornell Ave
Stanford Ave
University Ave
College Ave
Baker St
Sunset St
N Joaquin St
N Monterey Ave
Washington St
Van Ness St
Adams St
Jefferson St
Madison St
Monroe St
Keck Park
SR 198 PM 22.65
N 5th St
City Hall
Police Dept
Post Office
DMV
Coalinga
5th St
4th St
Roosevelt St
Harrison St
Alicia St
W Polk St
E Polk St
2 Lanes
Jayne Ave
SR 33 PM 14.90
E Valley St
E Pleasant St
E Houston St
E Sacramento St
Louisiana St
Barker St
S Joaquin St
S Coalinga St
W Elm Ave
Forest Ave
Pacific St
Merced Ave
Warthan Creek
Lucille Ave
Bike Lanes to Firestone Ave
SR 198 PM 21.66
SPEED LIMIT 45
SPEED LIMIT 35

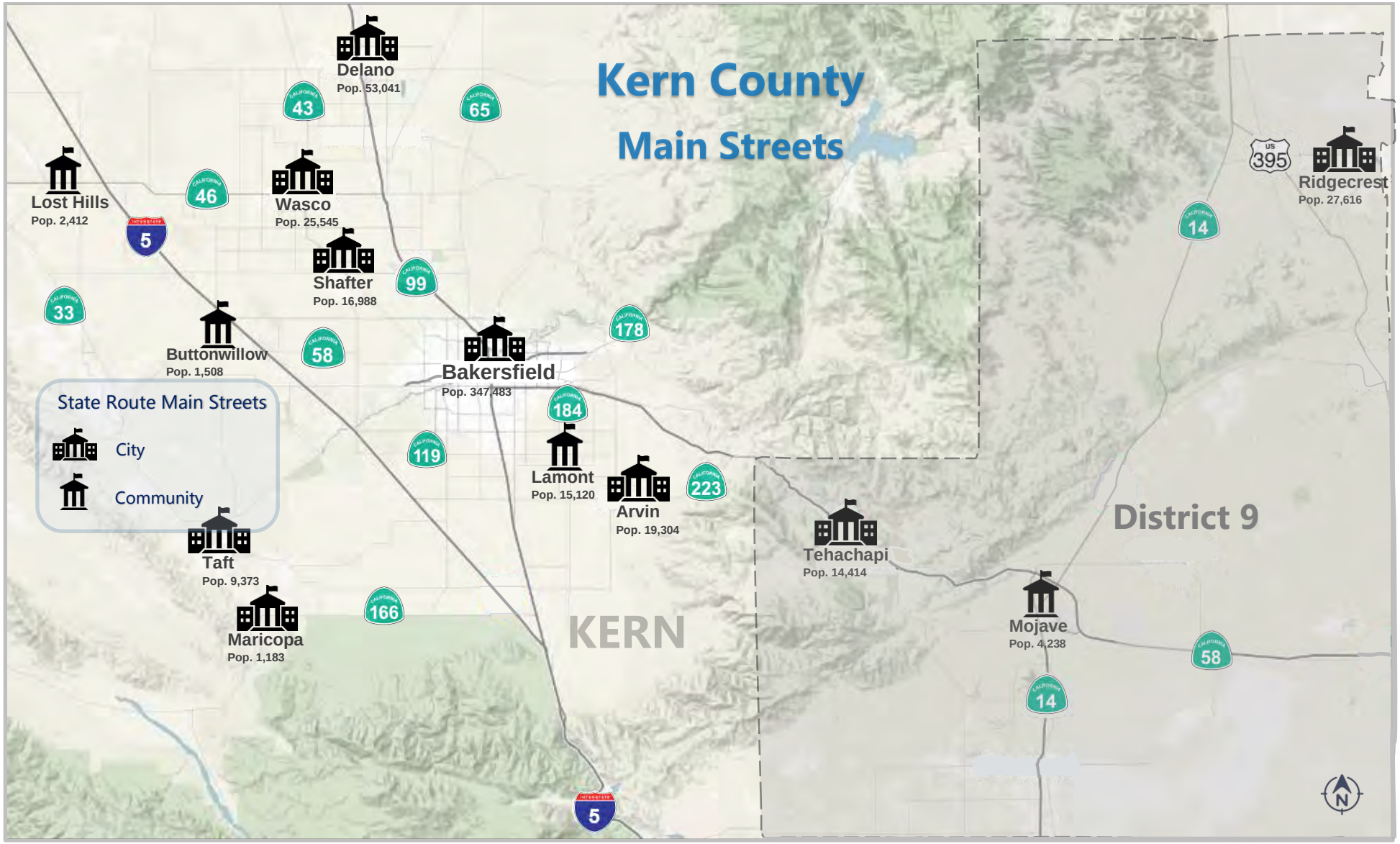

City of Firebaugh
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Existing
Class I Bike Path
Source: Fresno COG ATP
Main St (MS) – 4 lanes
AADT 12800, ROW 100 ft
Sidewalk Gaps
School
School Crossing - MS
Transit Stop - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
West Hills College
Police Dept.
Fire Dept.
City Hall
Post Office
PM 70.76
PM 69.58
Firebaugh Airport
Firebaugh City Park
13th St
Thomas Conboy Ave
Allardt Dr
Avenue 8-1/2
River Branch
San Joaquin River
Nees Ave
W Nees Ave
Eastside Rd
Pamona Rd
River Dr
Canal St
Outside Canal
N Washoe Ave
Helm Canal
SPEED LIMIT 55
SPEED LIMIT 50
SPEED LIMIT 40
33

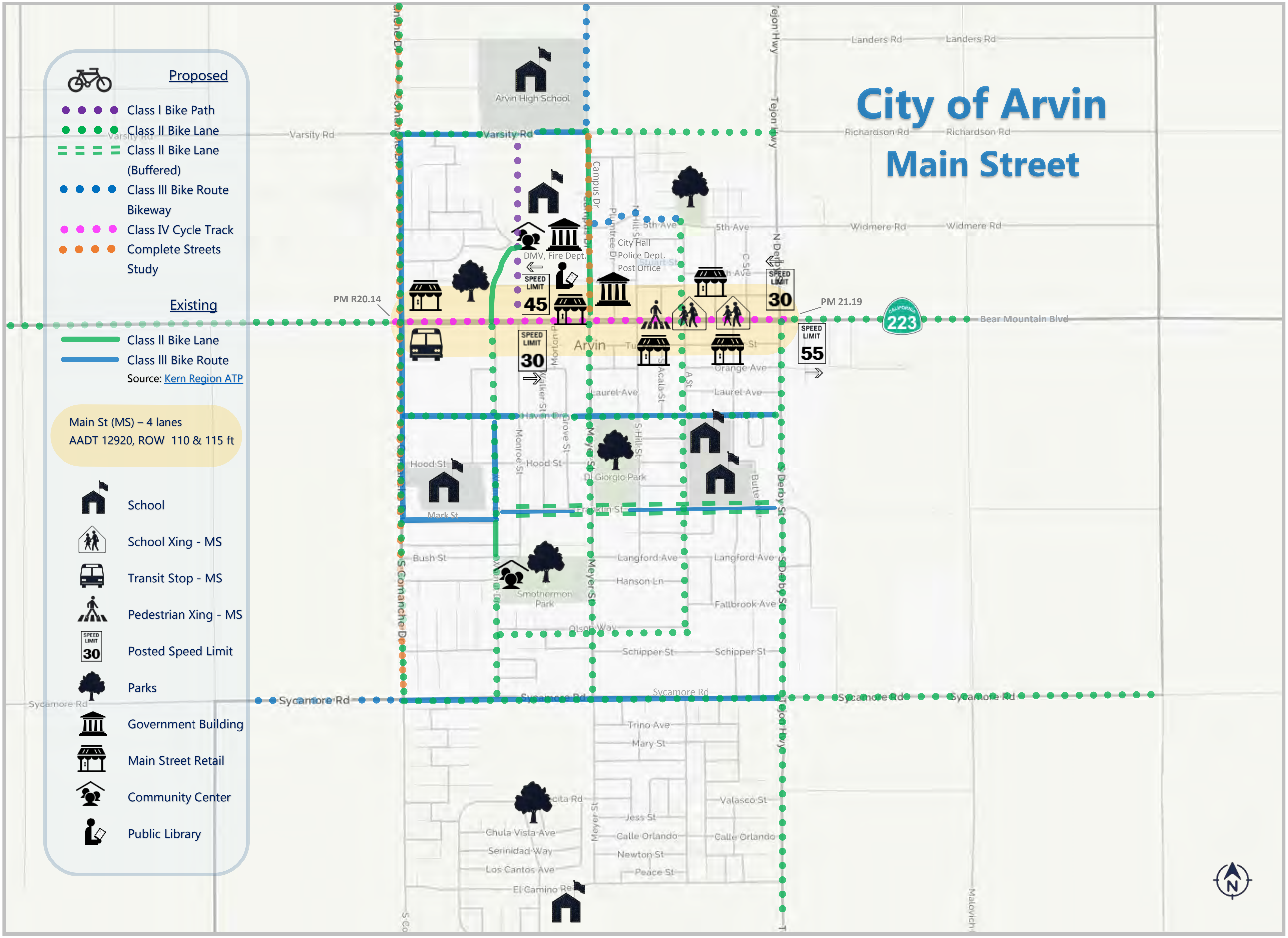

City of Huron
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Class IV Separated Bikeway
Existing
Class II Bike Lane
Source: Fresno COG ATP
Main St (MS) – 4 lanes
AADT 5200, ROW 70-90 ft
Sidewalk Gaps
School
School Xing - MS
Transit Stop – MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
SPEED LIMIT 40
SPEED LIMIT 30
SPEED LIMIT 40
SPEED LIMIT 30
PM 9.65
PM 8.65
Post Office
City Hall
Police Dept.
Huron
269
W Palmer Ave
Palmer Ave
16th St
14th St
13th St
12th St
11th St
10th St
9th St
8th St
7th St
6th St
5th St
4th St
3rd St
2nd St
1st St
Lassen Ave
Railroad Ave
Huron Ave
Myrtle Ave
Apple Ave
Cherry Ave
Tornado Ave
Berkeley St
Fresno St
Orange St
Granada St
Los Angeles St
Giffin Ave
Giffen Dr
Filbert
Azteca Blvd
S Siskiyou Ave
O St
N St
M St
L St
P St
R St

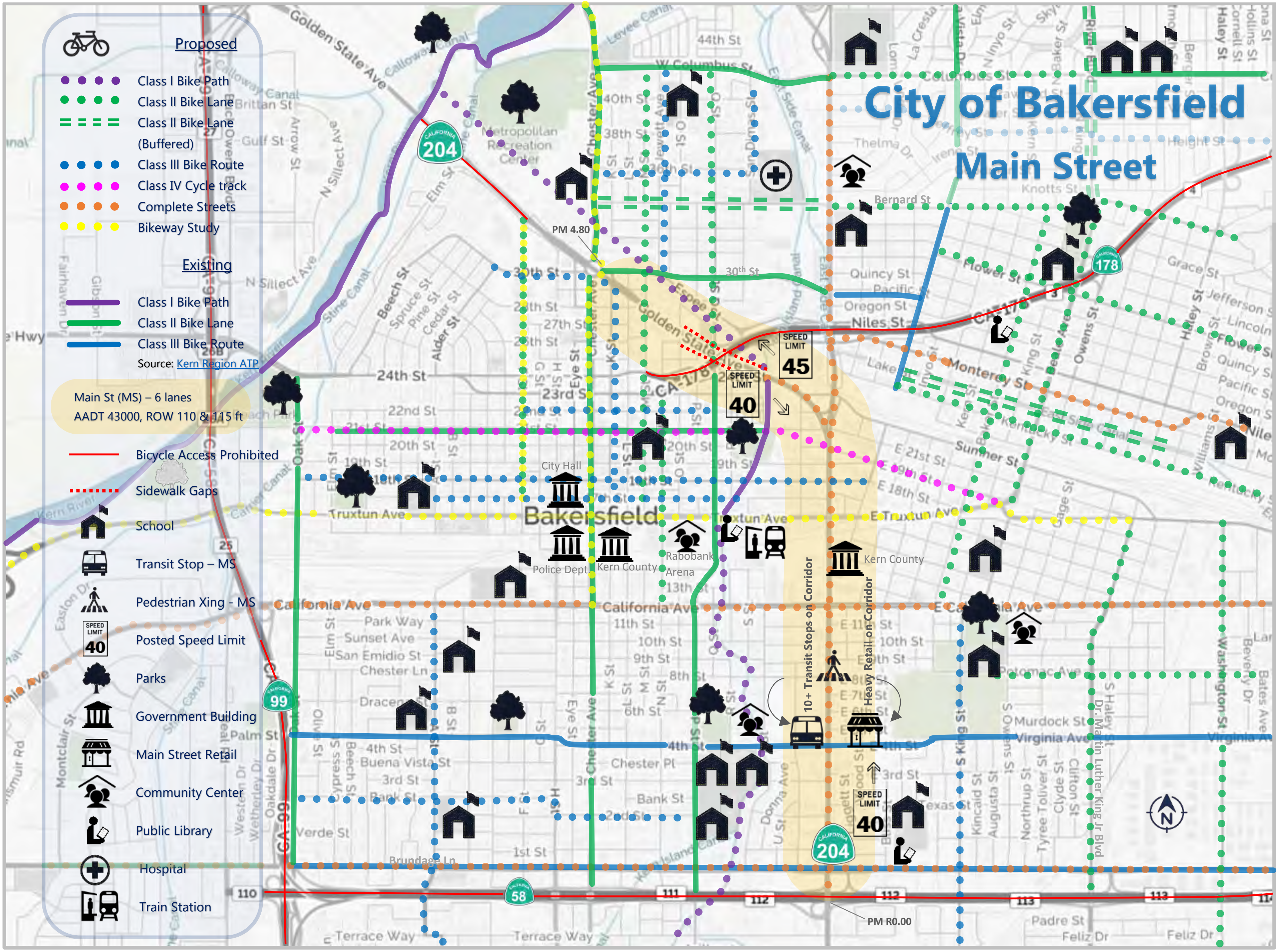

City of Kerman
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Existing
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Source: Fresno COG ATP
Main St (MS) – 4 lanes
AADT 15900, ROW 100 ft
Main St – 4 lanes
AADT 16100, ROW 80-100 ft
Sidewalk Gaps
School
Transit Stops - MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Public Library
SPEED LIMIT 55
SPEED LIMIT 50
SPEED LIMIT 40
SPEED LIMIT 35
SPEED LIMIT 30
SR 180 PM 42.14
SR 145 PM 35.15
SR 180 PM 43.63
SR 145 PM 34.06
Whitesbridge Ave
W Stanislaus Ave
W Kearney Blvd
W California Ave
W Sunset Ave
W El Mar Ave
W San Joaquin Ave
W Monterey Ln
Epperloza Rd
S Madera Ave
Del Norte Ave
Vineland Ave
Goldenrod Ave
bike lane on west side only
Post Office
City Hall
Kerman


City of Kingsburg
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Existing
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Source: Fresno COG ATP
Main St (MS) – 2 lanes
AADT 12000, ROW 60-84 ft
Main St (MS) – 4 lanes
AADT 13200, ROW 60 ft
Sidewalk Gaps
School
School Crossing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
PM 0.09
PM 1.27
4 lanes
2 lanes
SPEED LIMIT 35
SPEED LIMIT 55
City Hall
Kingsburg
201
99
Sierra St
Stroud Ave
Tulare St
Winter St
Ventura St
Union St
Riverside St
Plumas St
Mariposa St
Kern St
Nevada St
Lake St
Quincy St
Simpson St
Draper St
Davis Ave
CA-99
10th Ave
14th Ave
18th Ave
Avenue 396
Warkentin St
Eulam St

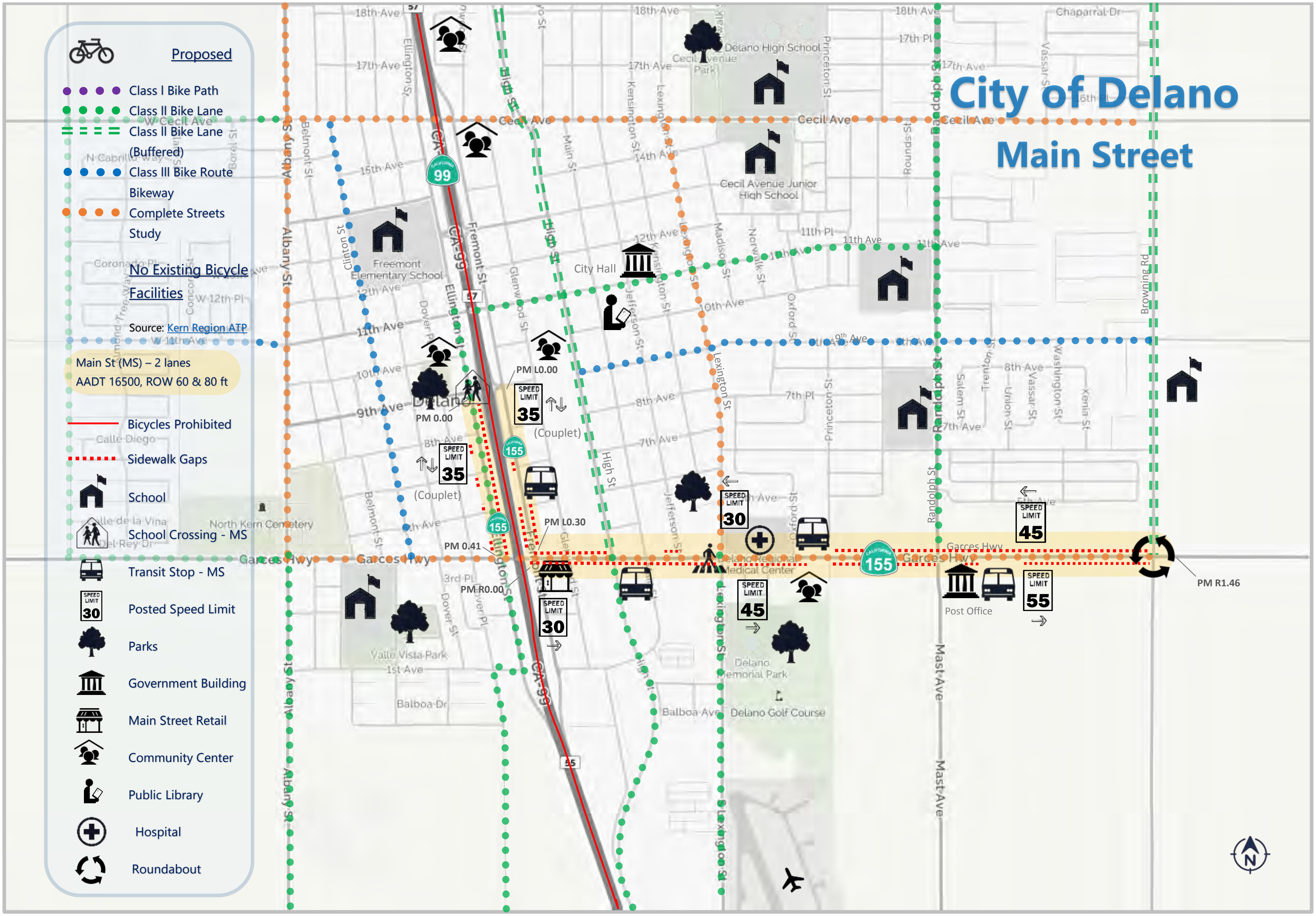

City of Mendota
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Existing
Class II Bike Lane
Source: Fresno COG ATP
Future Roundabout
Main St (MS) – 4 lanes
AADT 6500, ROW 80 ft
Main St (MS) – 4 lanes
AADT 11300, ROW 80 ft
School
School Crossing - MS
Transit Stops - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Public Library
SPEED LIMIT 40
SPEED LIMIT 35
SR 33 PM 62.25
SR 180 PM 23.51
SR 33 PM 61.63
SR 180 PM 24.50
Fresno Co
Fire Dist.
Post Office
Mendota
City Hall
Rojas Pierce
Park
William Robert
Johnston
Municipal Airport
Mendota
McCabe Ave
Smoot Ave
Belmont Ave
W Belmont Ave
Derrick Ave
Oller St
Divisadero St

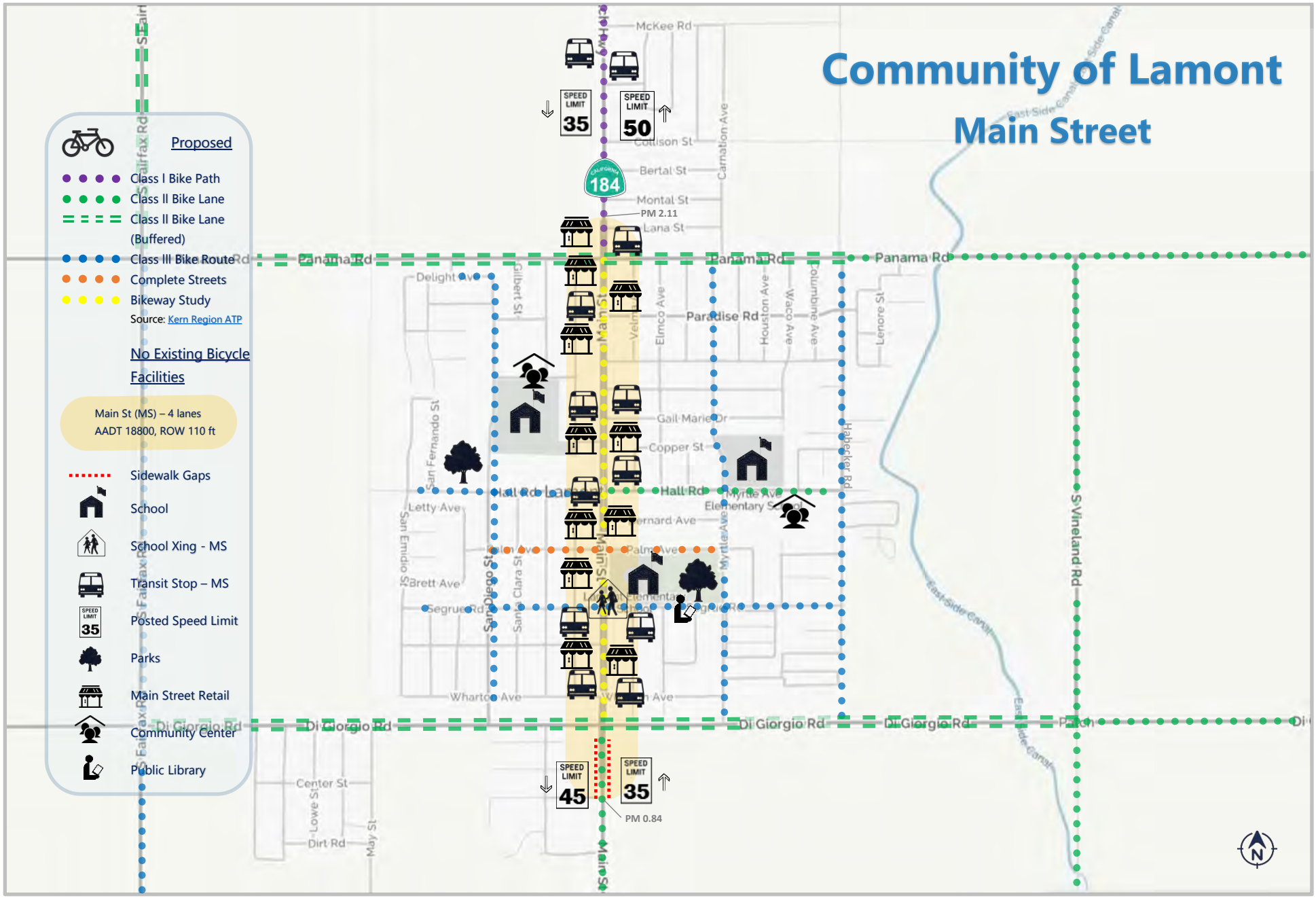

Kern County
Main Streets
Delano
Pop. 53,041
Lost Hills
Pop. 2,412
Wasco
Pop. 25,545
Shafter
Pop. 16,988
Buttonwillow
Pop. 1,508
Bakersfield
Pop. 347,483
Lamont
Pop. 15,120
Arvin
Pop. 19,304
Taft
Pop. 9,373
Maricopa
Pop. 1,183
Tehachapi
Pop. 14,414
Mojave
Pop. 4,238
Ridgecrest
Pop. 27,616
State Route Main Streets
City
Community
KERN
District 9
43
65
46
5
99
33
58
178
184
119
223
166
14
395

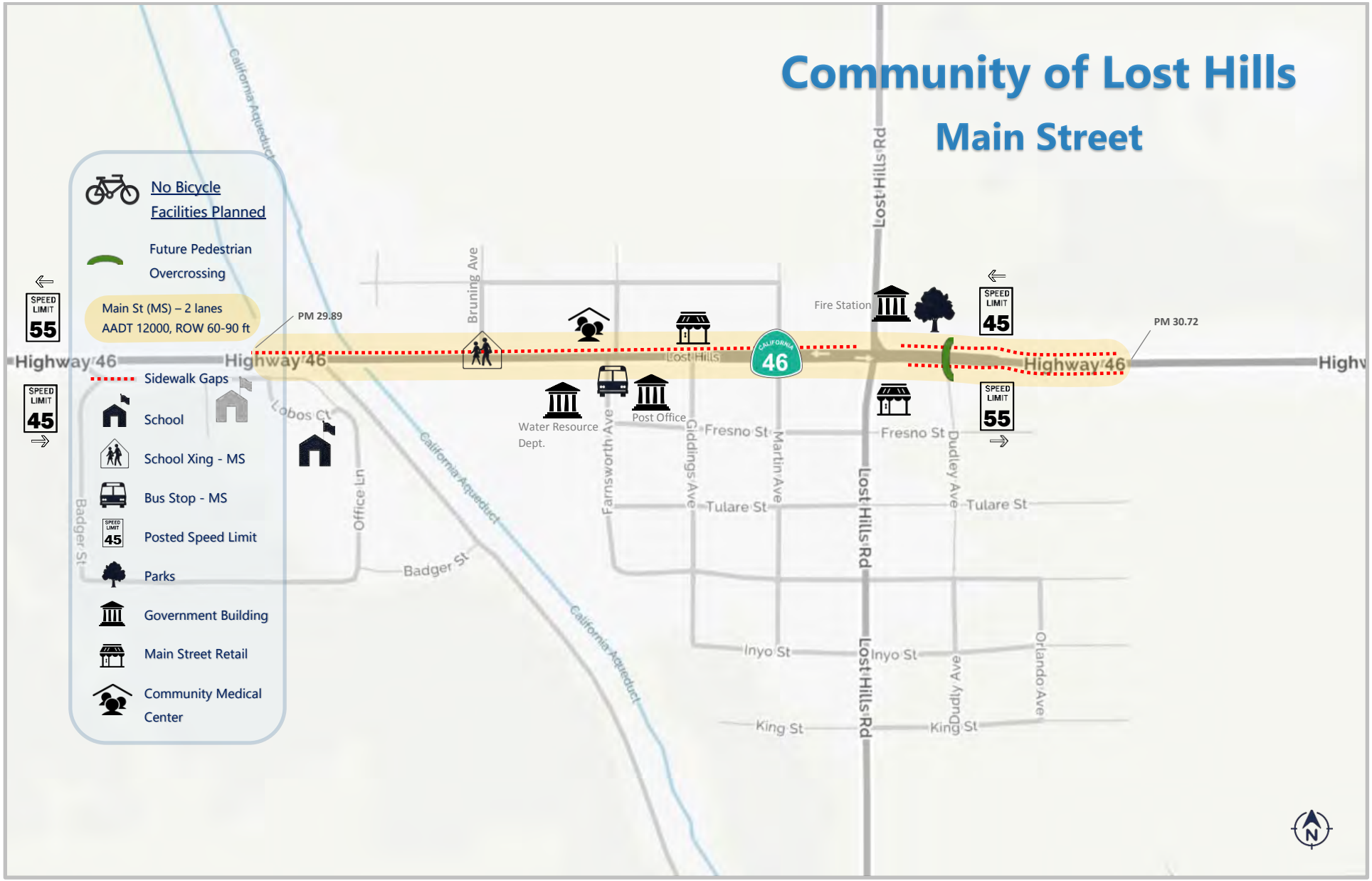

City of Arvin
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class II Bike Lane (Buffered)
Class III Bike Route Bikeway
Class IV Cycle Track
Complete Streets Study
Existing
Class II Bike Lane
Class III Bike Route
Source: Kern Region ATP
Main St (MS) – 4 lanes
AADT 12920, ROW 110 & 115 ft
School
School Xing - MS
Transit Stop - MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
Arvin High School
DMV, Fire Dept.
City Hall
Police Dept.
Post Office
PM R20.14
PM 21.19
223
Bear Mountain Blvd
Varsity Rd
Landers Rd
Richardson Rd
Widmere Rd
Sycamore Rd
Di Giorgio Park
Smothermon Park
Campus Dr
S Comanche Dr
Meyer St
S Derby St
Tejon Hwy
Haven Dr
Hood St
Mark St
Franklin St
Bush St
Langford Ave
Hanson Ln
Fallbrook Ave
Olson Way
Schipper St
Laurel Ave
Orange Ave
5th Ave
Trino Ave
Mary St
Valasco St
Jess St
Calle Orlando
Newton St
Peace St
Chula Vista Ave
Serinidad Way
Los Cantos Ave
El Camino Real
SPEED LIMIT 45
SPEED LIMIT 30
SPEED LIMIT 55
N

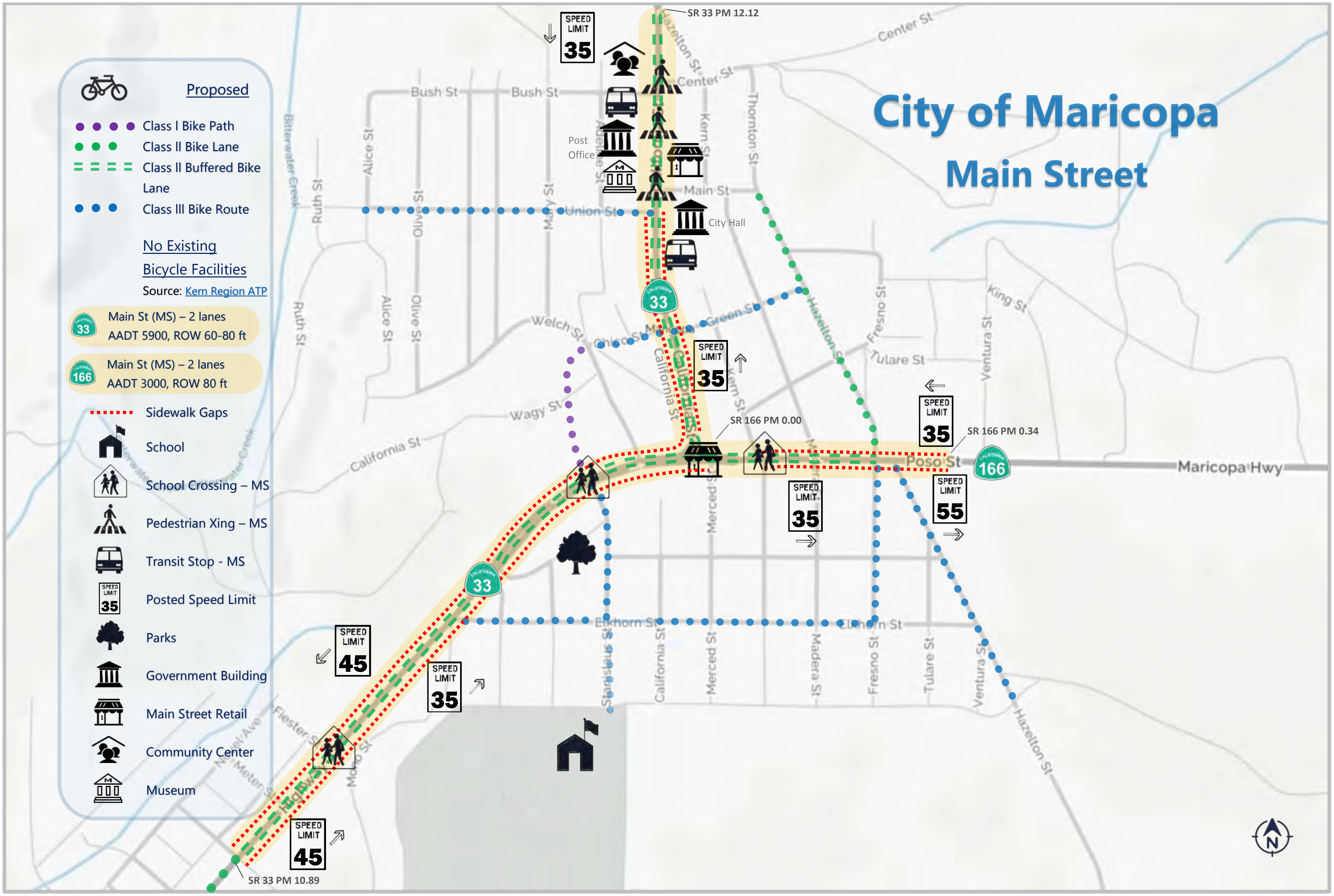

City of Bakersfield
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class II Bike Lane (Buffered)
Class III Bike Route
Class IV Cycle track
Complete Streets
Bikeway Study
Existing
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Source: Kern Region ATP
Main St (MS) – 6 lanes
AADT 43000, ROW 110 & 115 ft
Bicycle Access Prohibited
Sidewalk Gaps
School
Transit Stop – MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
Hospital
Train Station
10+ Transit Stops on Corridor
Heavy Retail on Corridor
PM 4.80
PM R0.00
SPEED LIMIT 45
SPEED LIMIT 40
City Hall
Police Dept
Kern County
Rabobank Arena
Bakersfield
204
178
99
58

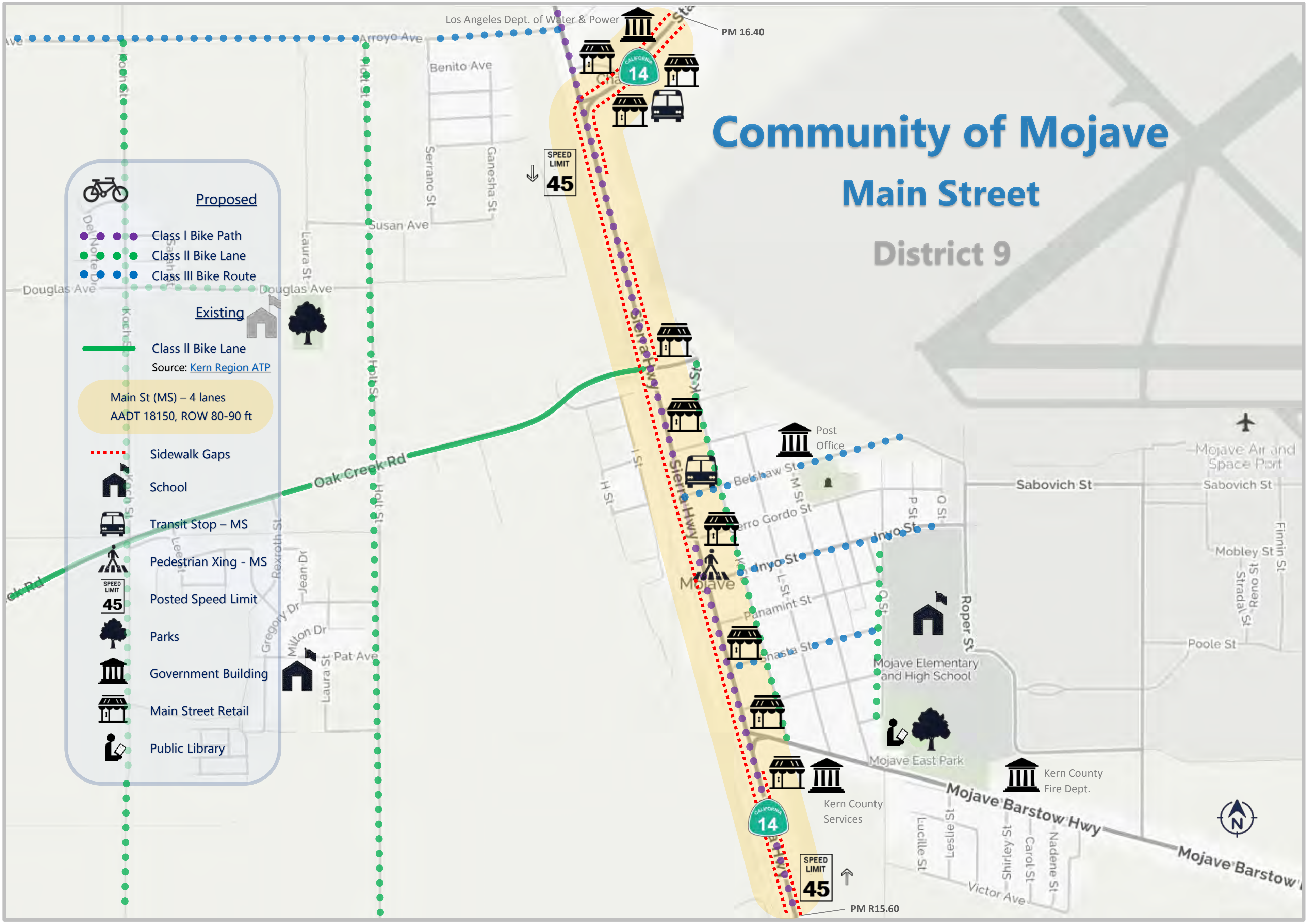

Community of Buttonwillow
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class II Bike Lane (Buffered)
Class III Bike Route
Complete Streets
Existing
Class II Bike Lane
Source: Kern Region ATP
Main St (MS) – 4 lanes
AADT 5600, ROW 60-70 ft
Sidewalk Gaps
School
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
Garden Ditch
Buttonwillow Dr
N Main St
Dunford St
Lux Ave
W 2nd St
E 2nd St
1ST St
Chamber of Commerce
Kern Co Fire Dept.
Sheriff
Post Office
Front St
Crespin Ave
Meadow St
Milo Ave
Cotton Ave
Miller Rd
East Side Canal
Buttonwillow Park
Leslie St
Highway 58
Mirasol Ave
Arizona Ditch
Main Drain
PM 27.28
PM 28.19
SPEED LIMIT 55
SPEED LIMIT 40
SPEED LIMIT 45
SPEED LIMIT 55

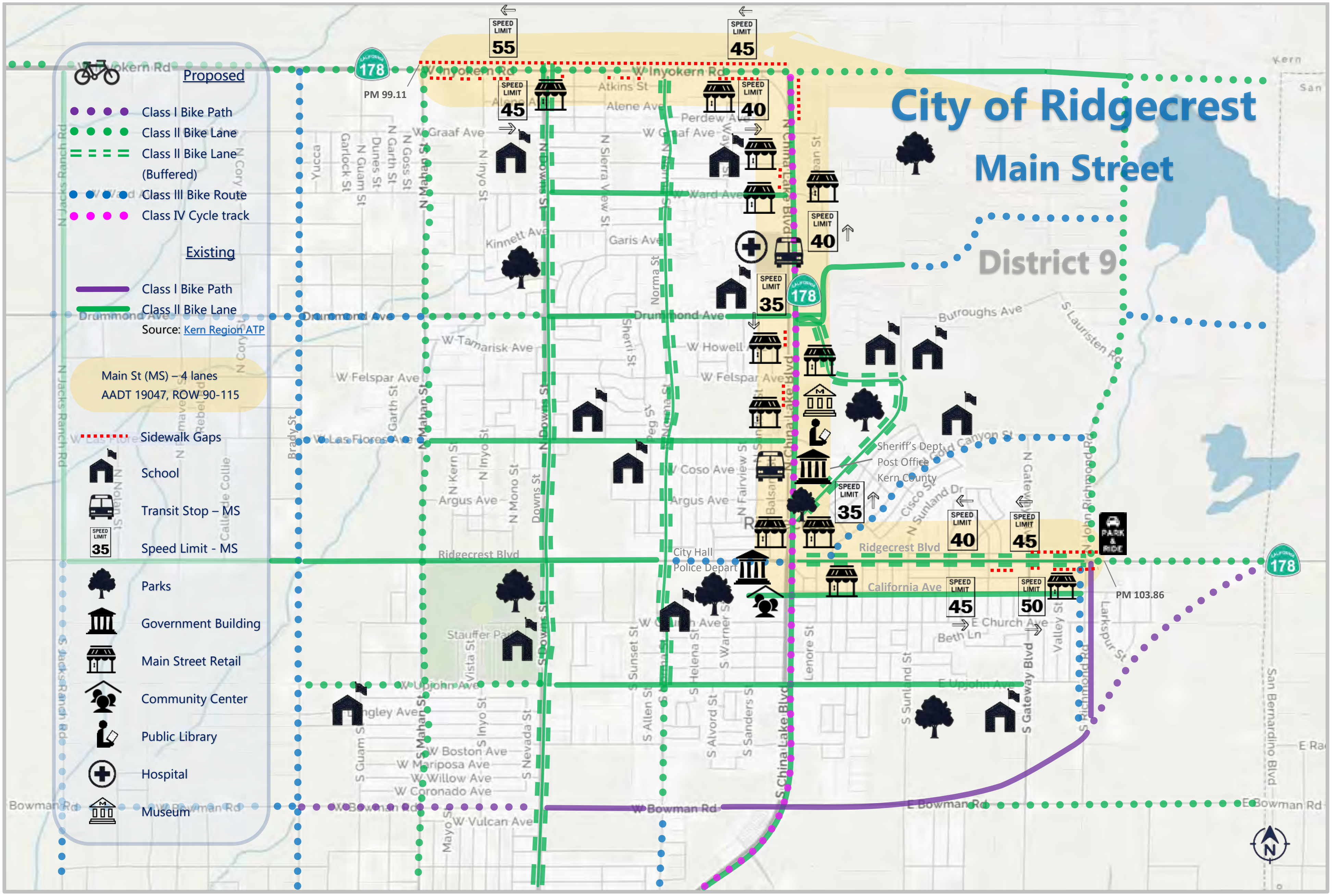

City of Delano
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class II Bike Lane (Buffered)
Class III Bike Route
Bikeway
Complete Streets Study
No Existing Bicycle Facilities
Source: Kern Region ATP
Main St (MS) – 2 lanes
AADT 16500, ROW 60 & 80 ft
Bicycles Prohibited
Sidewalk Gaps
School
School Crossing - MS
Transit Stop - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
Hospital
Roundabout
Delano High School
Cecil Avenue Junior High School
Freemont Elementary School
City Hall
Post Office
Delano Memorial Park
Delano Golf Course
Valle Vista Park
North Kern Cemetery
Cecil Ave
Garces Hwy
Albany St
Fremont St
High St
Lexington St
Randolph St
Mast Ave
CA-99
PM 0.00
PM L0.00
PM L0.30
PM 0.41
PM R0.00
PM R1.46
(Couplet)
SPEED LIMIT 35
SPEED LIMIT 30
SPEED LIMIT 45
SPEED LIMIT 55

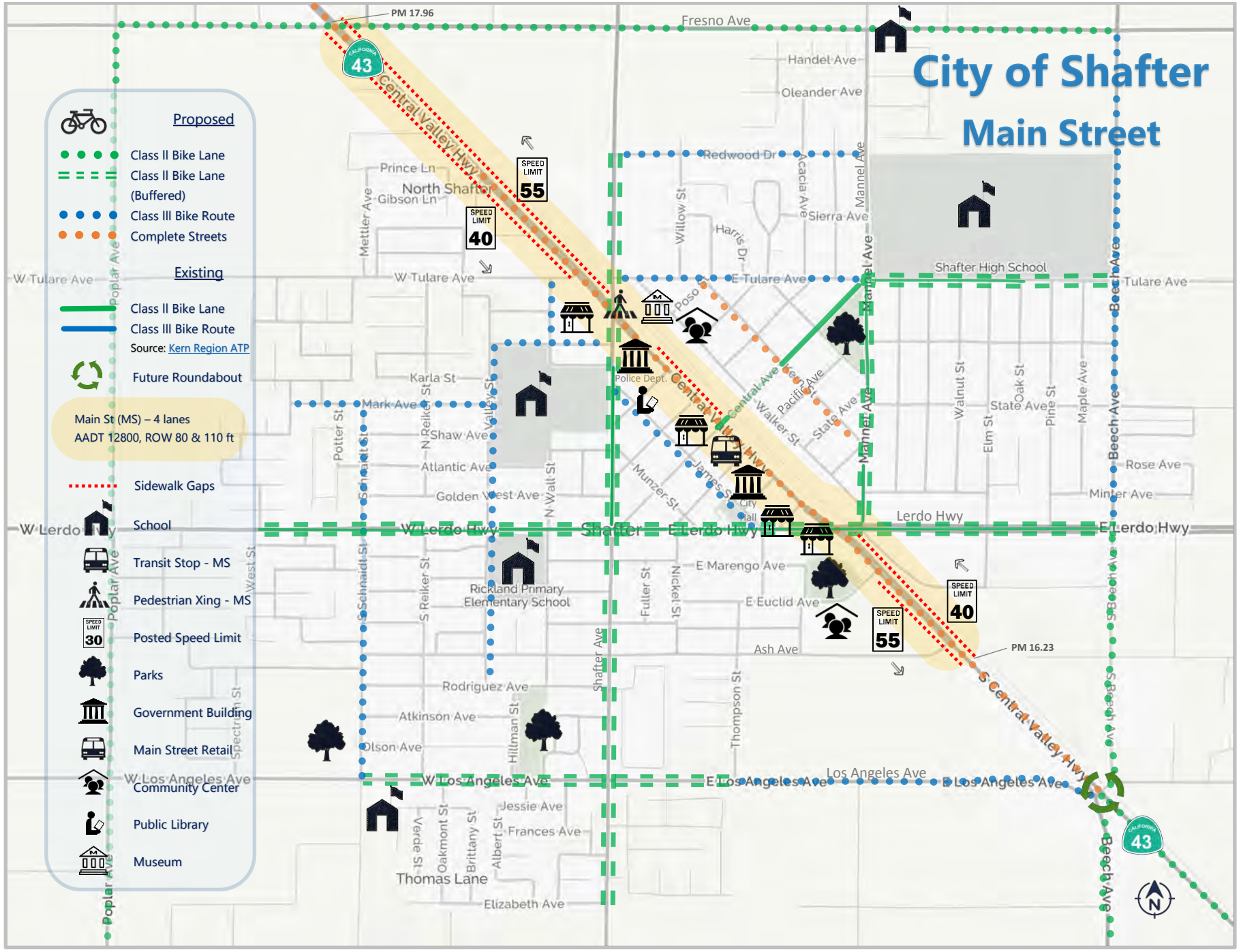

Community of Lamont
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class II Bike Lane (Buffered)
Class III Bike Route
Complete Streets
Bikeway Study
Source: Kern Region ATP
No Existing Bicycle Facilities
Main St (MS) – 4 lanes
AADT 18800, ROW 110 ft
Sidewalk Gaps
School
School Xing - MS
Transit Stop – MS
Posted Speed Limit
Parks
Main Street Retail
Community Center
Public Library
McKee Rd
SPEED LIMIT 35
SPEED LIMIT 50
Bertal St
184
Montal St
PM 2.11
Lana St
Panama Rd
Delight Ave
Paradise Rd
Gail Marie Dr
Copper St
Hall Rd
Letty Ave
Palm Ave
Brett Ave
Segrue Rd
Wharton Ave
Di Giorgio Rd
SPEED LIMIT 45
SPEED LIMIT 35
PM 0.84
Center St
Dirt Rd
Main St
San Fernando St
San Diego St
Sierra Vista Elementary School
Myrtle Ave Elementary School
Carnation Ave
Elmco Ave
Houston Ave
Waco Ave
Columbine Ave
Lenore St
Habecker Rd
S Vineland Rd
East Side Canal
S Fairfax Rd
Lowe St
May St
N

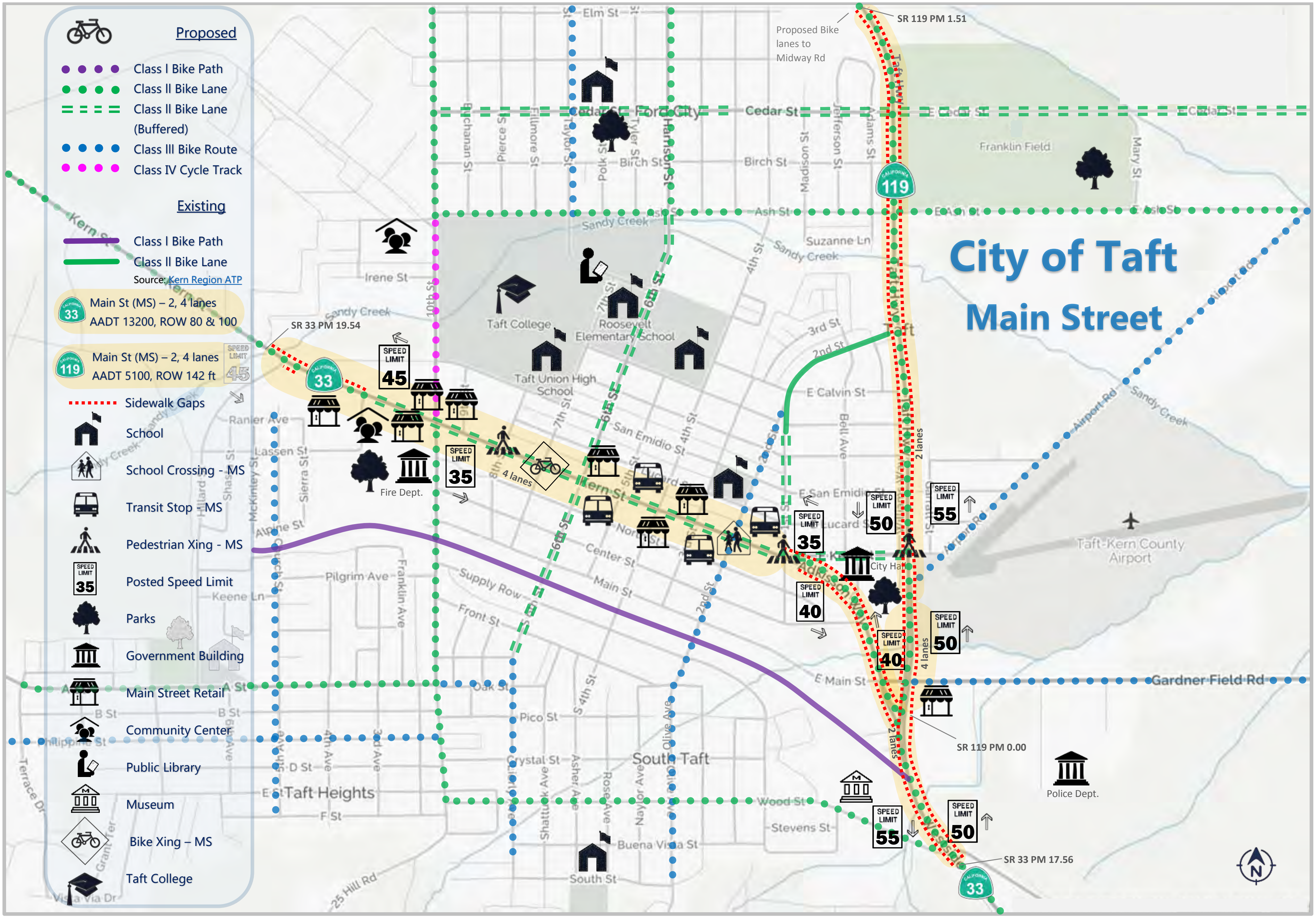

Community of Lost Hills
Main Street
No Bicycle Facilities Planned
Future Pedestrian Overcrossing
Main St (MS) – 2 lanes
AADT 12000, ROW 60-90 ft
Sidewalk Gaps
School
School Xing - MS
Bus Stop - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Medical Center
PM 29.89
PM 30.72
Highway 46
SPEED LIMIT 55
SPEED LIMIT 45
Bruning Ave
Lost Hills
Fire Station
Water Resource Dept.
Post Office
Farnsworth Ave
Giddings Ave
Martin Ave
Lost Hills Rd
Dudley Ave
Orlando Ave
Fresno St
Tulare St
Inyo St
King St
Badger St
Office Ln
Lobos Ct
California Aqueduct

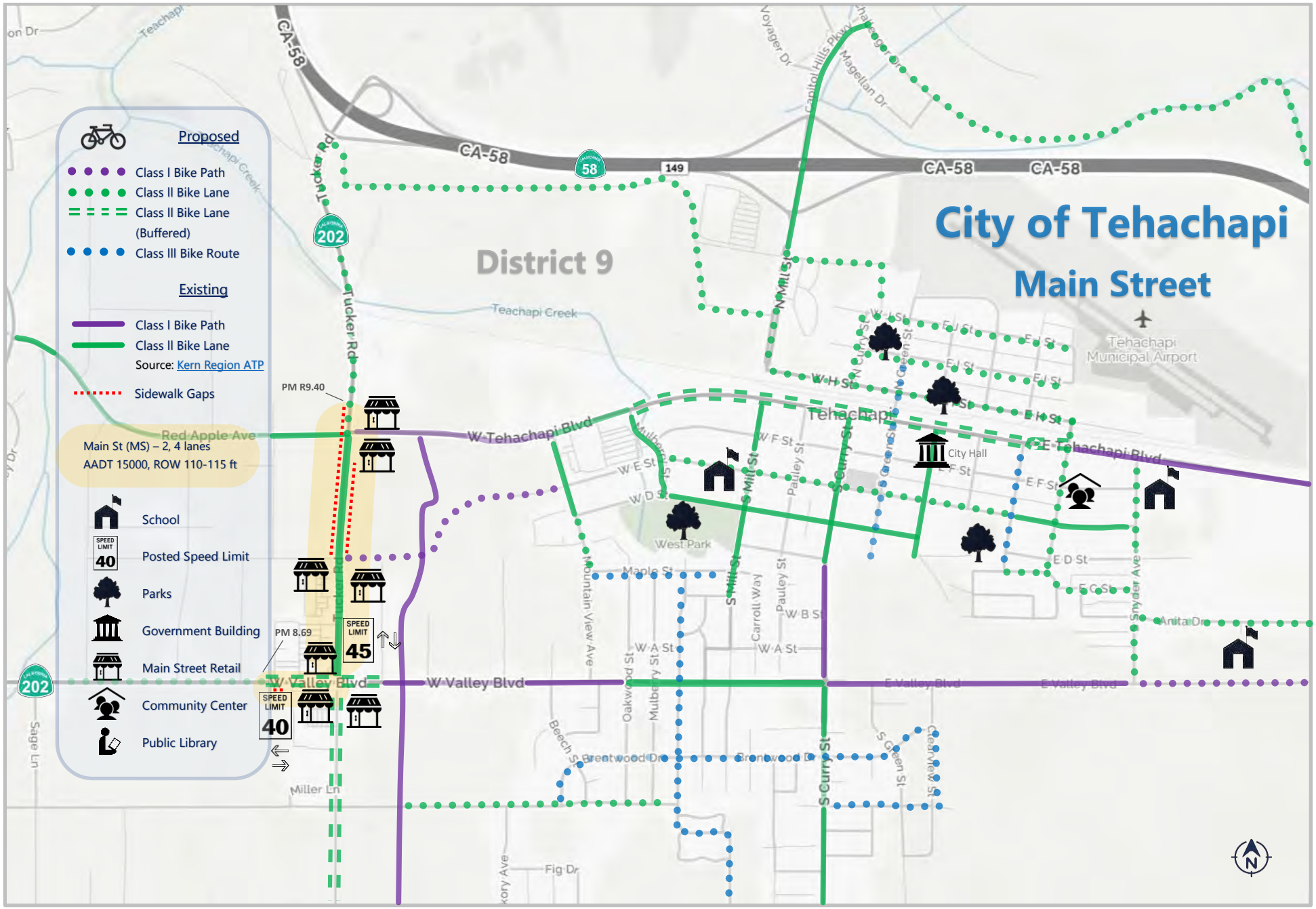

City of Maricopa
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class II Buffered Bike Lane
Class III Bike Route
No Existing Bicycle Facilities
Source: Kern Region ATP
Main St (MS) – 2 lanes
AADT 5900, ROW 60-80 ft
Main St (MS) – 2 lanes
AADT 3000, ROW 80 ft
Sidewalk Gaps
School
School Crossing – MS
Pedestrian Xing – MS
Transit Stop - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Museum
SR 33 PM 12.12
SR 166 PM 0.00
SR 166 PM 0.34
SR 33 PM 10.89
SPEED LIMIT 35
SPEED LIMIT 45
SPEED LIMIT 55
33
166
Post Office
City Hall
Bush St
Center St
Main St
Union St
Welch St
Wagy St
California St
Green St
Chico St
Tulare St
Poso St
Maricopa Hwy
Elkhorn St
Stanislaus St
Merced St
Madera St
Fresno St
Ventura St
Hazelton St
Thornton St
Kern St
King St
Alice St
Olive St
Ruth St
Bitterwater Creek
Fiester St
Mojo St
N

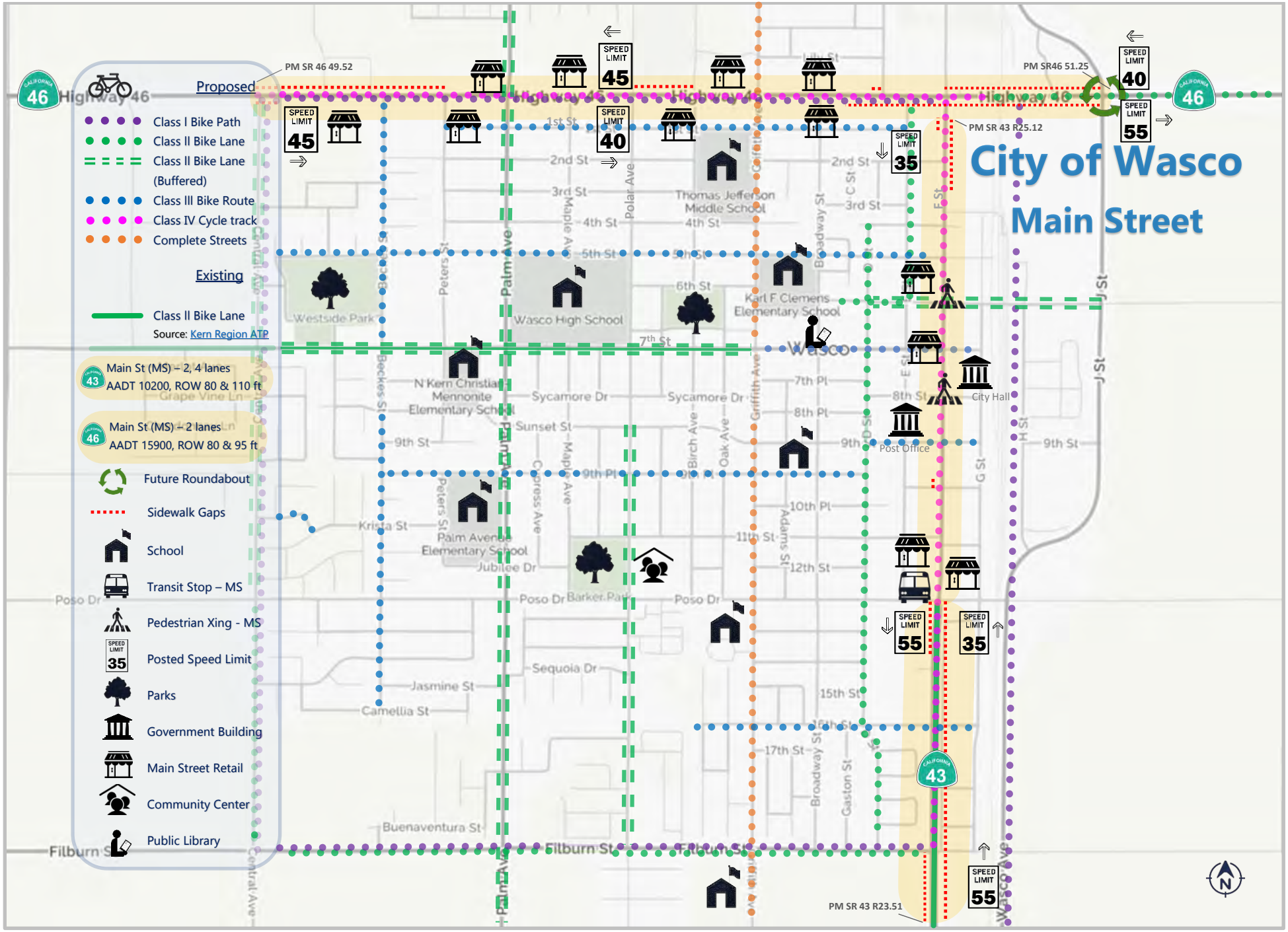

Community of Mojave
Main Street
District 9
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Existing
Class II Bike Lane
Source: Kern Region ATP
Main St (MS) – 4 lanes
AADT 18150, ROW 80-90 ft
Sidewalk Gaps
School
Transit Stop – MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Public Library
Los Angeles Dept. of Water & Power
PM 16.40
PM R15.60
Post Office
Mojave Elementary and High School
Mojave East Park
Kern County Services
Kern County Fire Dept.
Mojave Air and Space Port
Oak Creek Rd
Mojave Barstow Hwy
Sierra Hwy
Arroyo Ave
Benito Ave
Susan Ave
Douglas Ave
Sabovich St
Inyo St
Pat Ave
Victor Ave
Mobley St
Poole St
Roper St
SPEED LIMIT 45
14

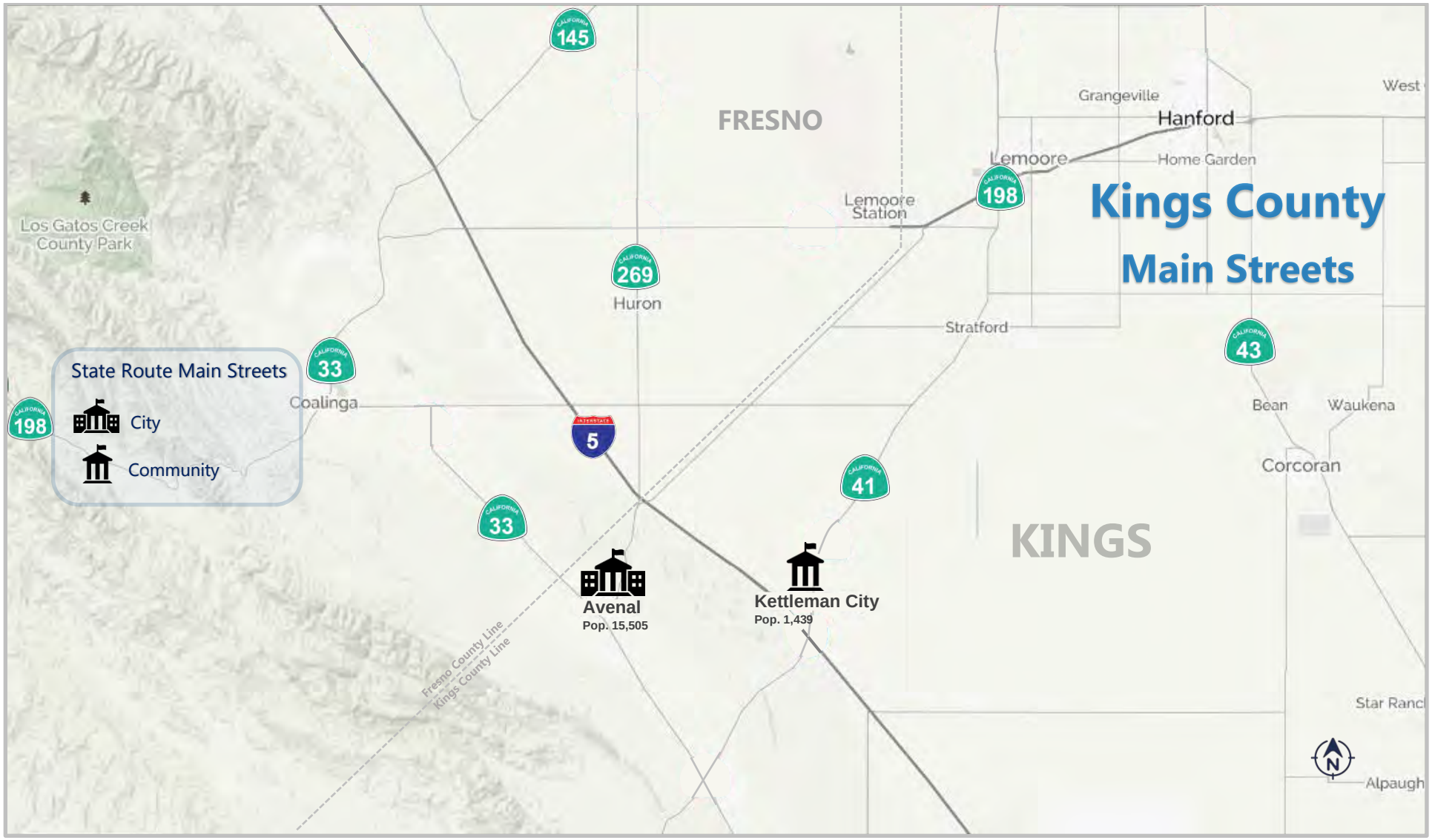

City of Ridgecrest
Main Street
District 9
Proposed
Class I Bike Path
Class II Bike Lane
Class II Bike Lane (Buffered)
Class III Bike Route
Class IV Cycle track
Existing
Class I Bike Path
Class II Bike Lane
Source: Kern Region ATP
Main St (MS) – 4 lanes
AADT 19047, ROW 90-115
Sidewalk Gaps
School
Transit Stop – MS
Speed Limit - MS
Parks
Government Building
Main Street Retail
Community Center
Public Library
Hospital
Museum
PM 99.11
PM 103.86
SPEED LIMIT 55
SPEED LIMIT 45
SPEED LIMIT 40
SPEED LIMIT 35
SPEED LIMIT 50
178
W Inyokern Rd
Drummond Ave
Ridgecrest Blvd
California Ave
W Upjohn Ave
E Upjohn Ave
W Bowman Rd
E Bowman Rd
N China Lake Blvd
S China Lake Blvd
N Norma St
N Mahan St
Burroughs Ave
Sheriff's Dept
Post Office
Kern County
City Hall
Police Depart
PARK & RIDE

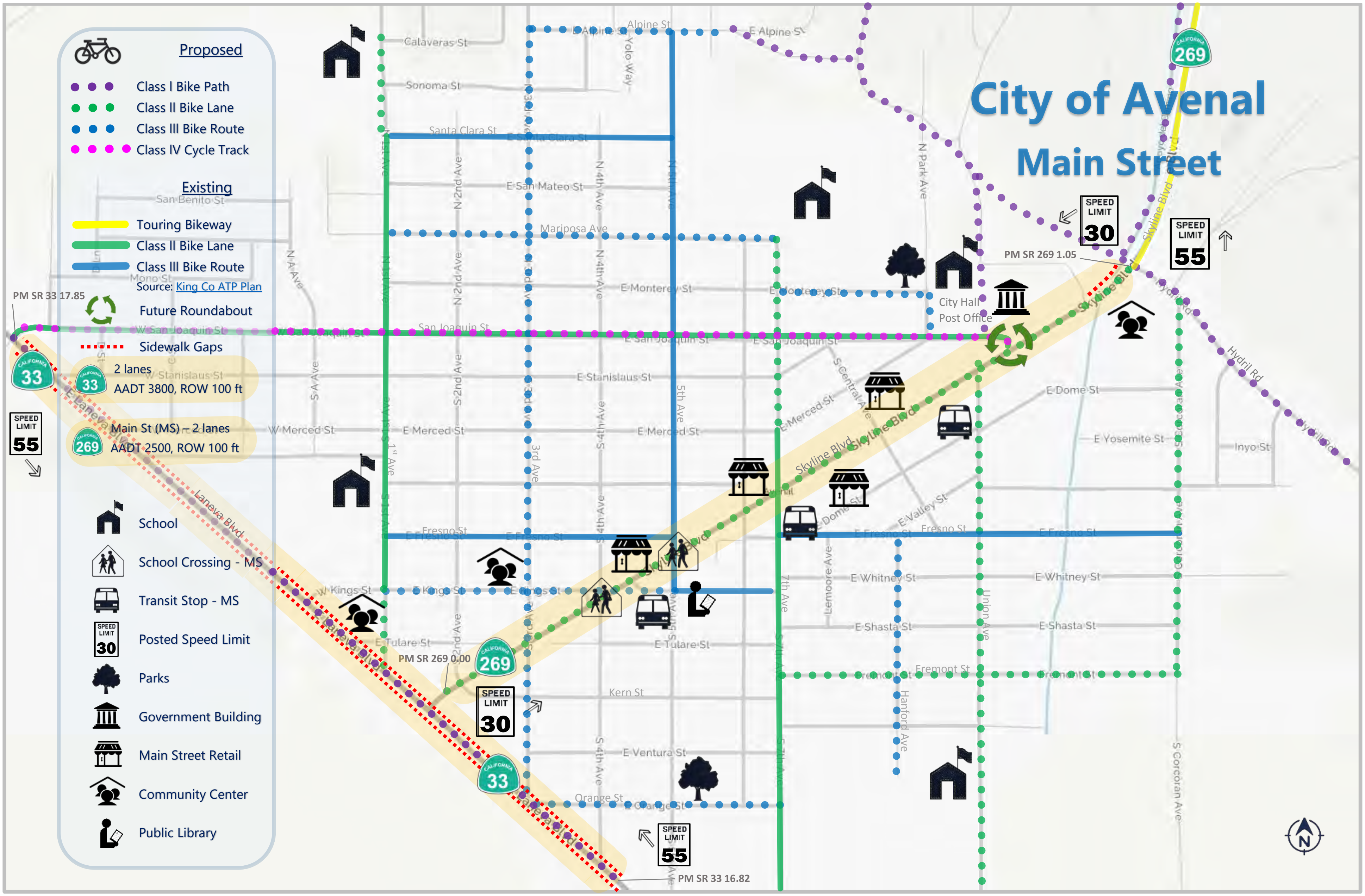

City of Shafter
Main Street
Proposed
Class II Bike Lane
Class II Bike Lane (Buffered)
Class III Bike Route
Complete Streets
Existing
Class II Bike Lane
Class III Bike Route
Source: Kern Region ATP
Future Roundabout
Main St (MS) – 4 lanes
AADT 12800, ROW 80 & 110 ft
Sidewalk Gaps
School
Transit Stop - MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
Museum
PM 17.96
PM 16.23
Central Valley Hwy
S Central Valley Hwy
Fresno Ave
Handel Ave
Oleander Ave
Redwood Dr
Sierra Ave
Prince Ln
Gibson Ln
North Shafter
W Tulare Ave
E Tulare Ave
Tulare Ave
Shafter High School
Police Dept.
City Hall
Karla St
Mark Ave
Shaw Ave
Atlantic Ave
Golden West Ave
W Lerdo Hwy
E Lerdo Hwy
Lerdo Hwy
E Marengo Ave
E Euclid Ave
Ash Ave
Rickland Primary Elementary School
Rodriguez Ave
Atkinson Ave
Olson Ave
W Los Angeles Ave
E Los Angeles Ave
Los Angeles Ave
Jessie Ave
Frances Ave
Thomas Lane
Elizabeth Ave
Rose Ave
Minter Ave
Poplar Ave
Beech Ave
Mannel Ave
Central Ave
Walker St
Pacific Ave
State Ave
Walnut St
Oak St
Pine St
Maple Ave
Elm St
Willow St
Harris Dr
Acacia Ave
Mettler Ave
Potter St
S Schnaidt St
S Reiker St
N Reiker St
Valley St
N Wall St
West St
Munzer St
James St
Fuller St
Nickel St
Shafter Ave
Thompson St
Hillman St
Spectrum St
Verde St
Oakmont St
Brittany St
Albert St
SPEED LIMIT 55
SPEED LIMIT 40
SPEED LIMIT 30
SPEED LIMIT 55
SPEED LIMIT 40
43
43
N

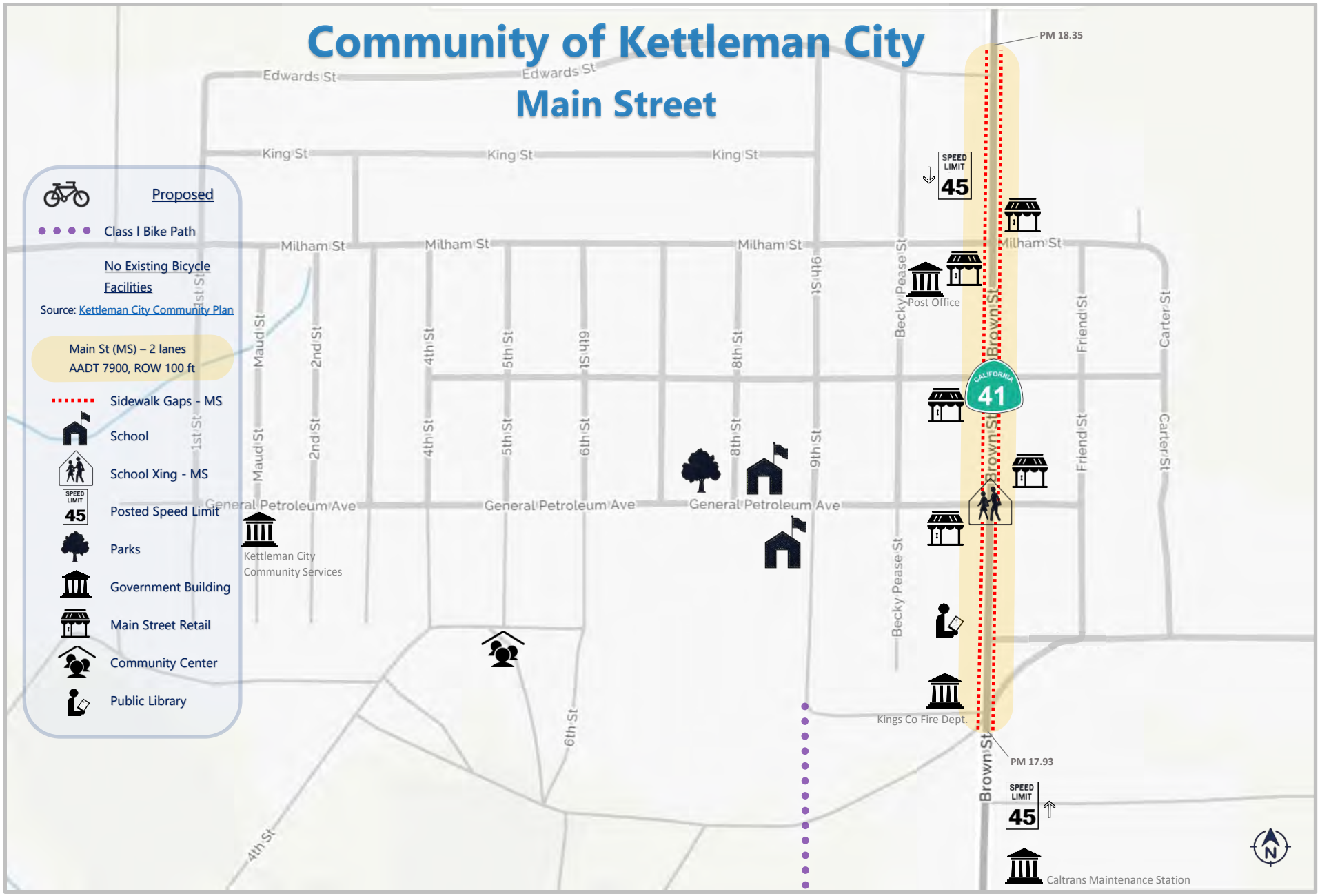

City of Taft
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class II Bike Lane (Buffered)
Class III Bike Route
Class IV Cycle Track
Existing
Class I Bike Path
Class II Bike Lane
Source: Kern Region ATP
Main St (MS) – 2, 4 lanes AADT 13200, ROW 80 & 100
Main St (MS) – 2, 4 lanes AADT 5100, ROW 142 ft
Sidewalk Gaps
School
School Crossing - MS
Transit Stop - MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
Museum
Bike Xing – MS
Taft College
SR 119 PM 1.51
Proposed Bike lanes to Midway Rd
SR 33 PM 19.54
SR 119 PM 0.00
SR 33 PM 17.56
Taft College
Roosevelt Elementary School
Taft Union High School
Fire Dept.
City Hall
Police Dept.
Franklin Field
Taft-Kern County Airport
Taft Heights
South Taft
4 lanes
2 lanes

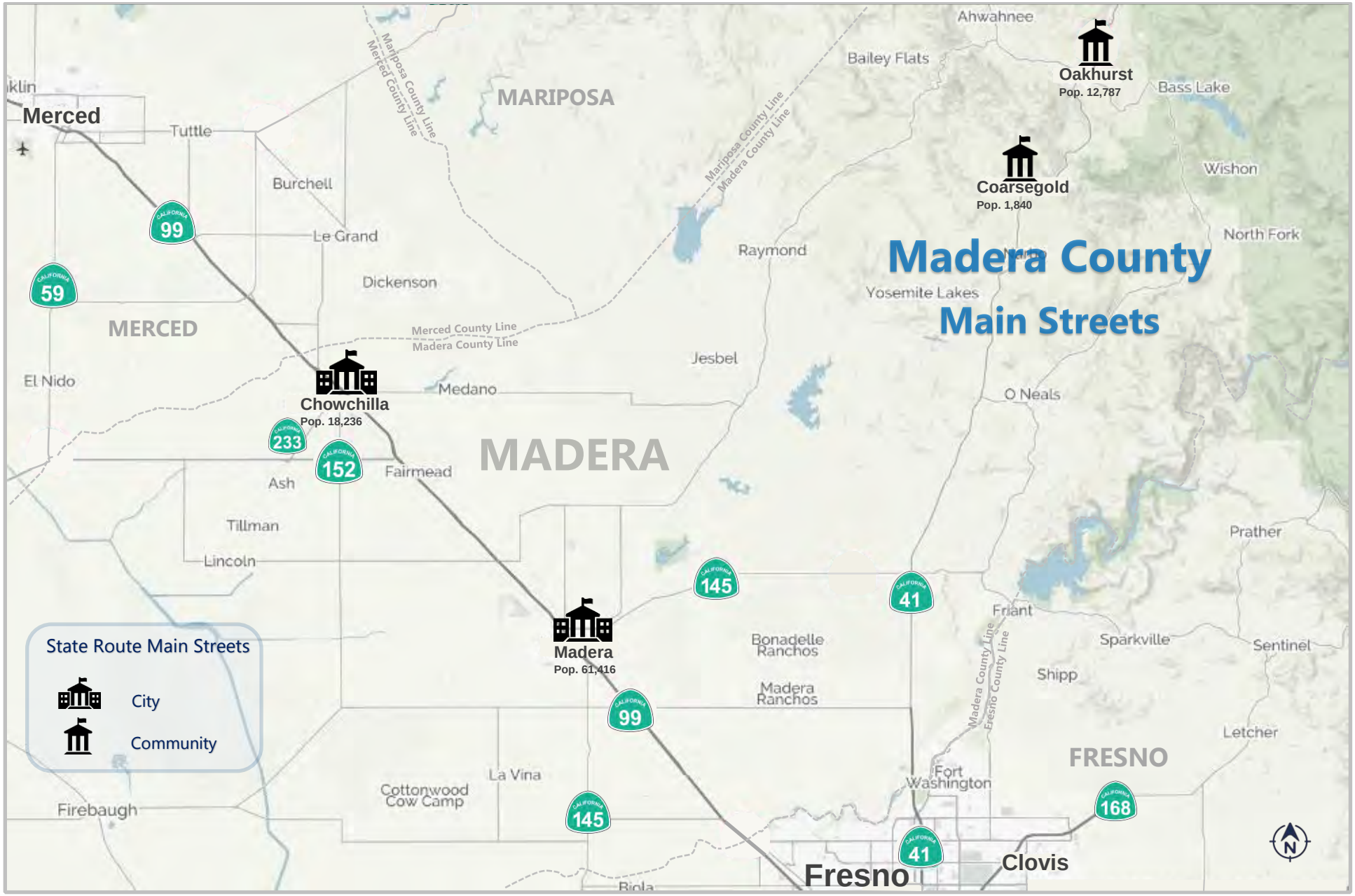

City of Tehachapi
Main Street
District 9
Proposed
Class I Bike Path
Class II Bike Lane
Class II Bike Lane (Buffered)
Class III Bike Route
Existing
Class I Bike Path
Class II Bike Lane
Source: Kern Region ATP
Sidewalk Gaps
Red Apple Ave
Main St (MS) – 2, 4 lanes
AADT 15000, ROW 110-115 ft
School
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
PM R9.40
PM 8.69
SPEED LIMIT 40
SPEED LIMIT 45
SPEED LIMIT 40
CA-58
58
149
202
Tucker Rd
W Tehachapi Blvd
E Tehachapi Blvd
W Valley Blvd
E Valley Blvd
Teachapi Creek
Tehachapi
Tehachapi Municipal Airport
City Hall
West Park
Maple St
Mountain View Ave
S Mill St
Carroll Way
Pauley St
S Curry St
Snyder Ave
Anita Dr
Oakwood St
Mulberry St
Beech St
Brentwood Dr
S Green St
Clearview St
Miller Ln
Fig Dr
Sage Ln
Capitol Hills Pkwy
Magellan Dr
Voyager Dr
N Mill St

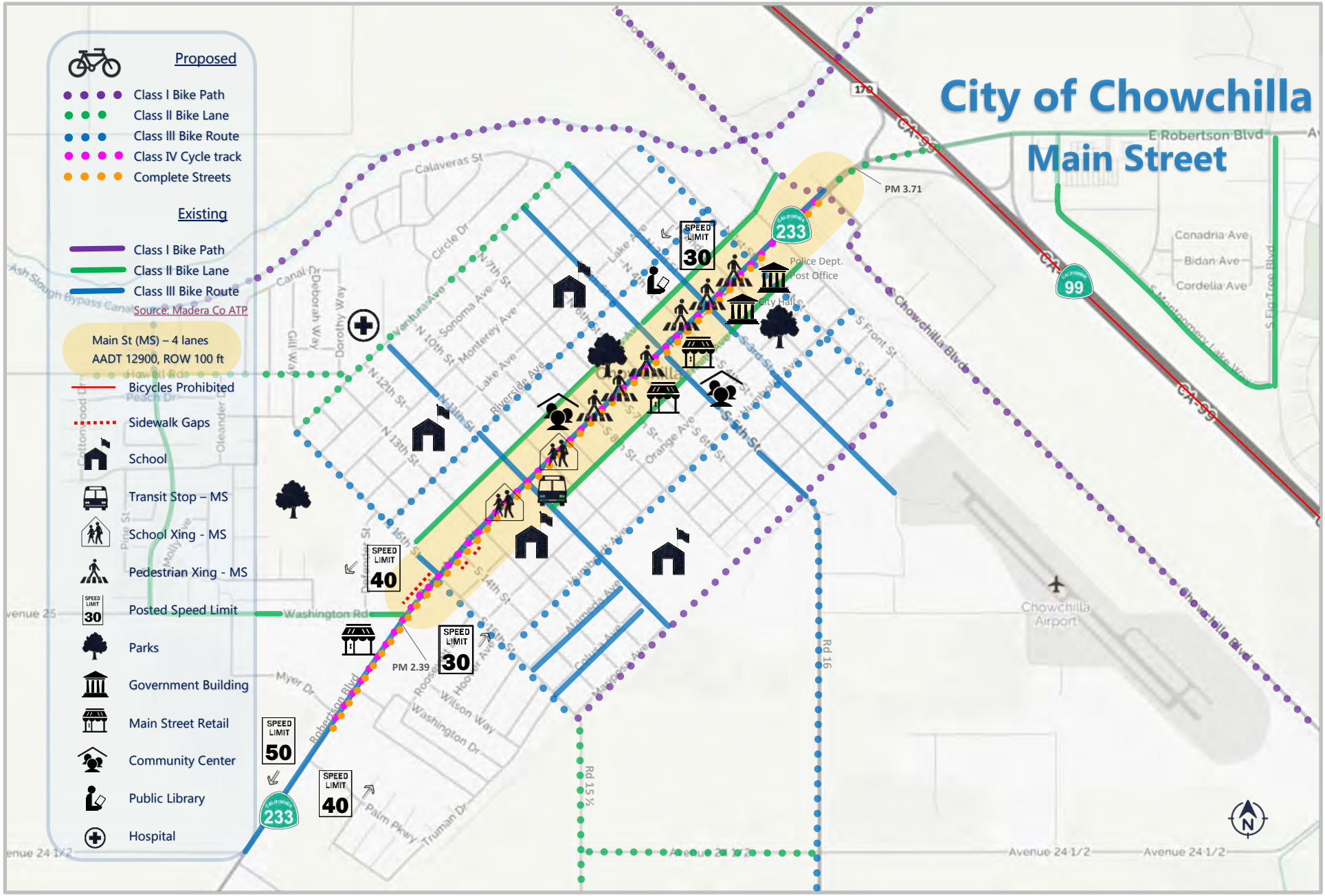

City of Wasco
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class II Bike Lane (Buffered)
Class III Bike Route
Class IV Cycle track
Complete Streets
Existing
Class II Bike Lane
Source: Kern Region ATP
Main St (MS) – 2, 4 lanes
AADT 10200, ROW 80 & 110 ft
Main St (MS) – 2 lanes
AADT 15900, ROW 80 & 95 ft
Future Roundabout
Sidewalk Gaps
School
Transit Stop – MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
PM SR 46 49.52
PM SR46 51.25
PM SR 43 R25.12
PM SR 43 R23.51
Highway 46
1st St
2nd St
3rd St
4th St
5th St
6th St
7th St
7th Pl
8th St
8th Pl
9th St
9th Pl
10th Pl
11th St
12th St
15th St
17th St
Sycamore Dr
Sunset St
Jubilee Dr
Poso Dr
Sequoia Dr
Jasmine St
Camellia St
Buenaventura St
Filburn St
Krista St
Grape Vine Ln
Palm Ave
Maple Ave
Polar Ave
Peters St
Becker St
Cypress Ave
Birch Ave
Oak Ave
Griffith Ave
Broadway St
Gaston St
Adams St
C St
E St
G St
H St
J St
Central Ave
Thomas Jefferson Middle School
Karl F Clemens Elementary School
Wasco High School
Westside Park
N Kern Christian Mennonite Elementary School
Palm Avenue Elementary School
Barker Park
City Hall
Post Office
SPEED LIMIT 45
SPEED LIMIT 40
SPEED LIMIT 35
SPEED LIMIT 55
N

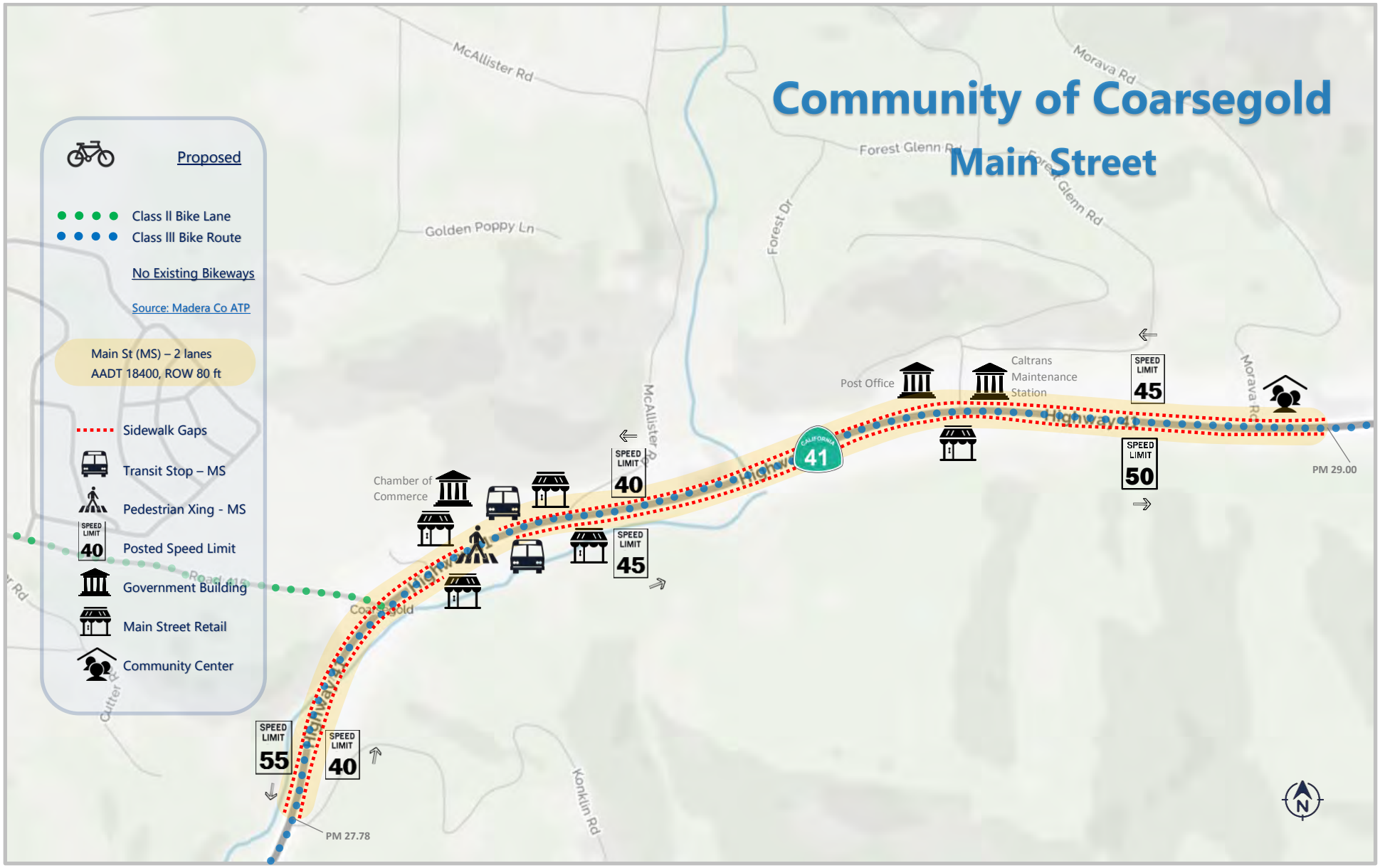

Kings County
Main Streets
State Route Main Streets
City
Community
FRESNO
KINGS
Grangeville
Hanford
West
Lemoore
Home Garden
Lemoore Station
Los Gatos Creek County Park
Huron
Stratford
Coalinga
Bean
Waukena
Corcoran
Avenal
Pop. 15,505
Kettleman City
Pop. 1,439
Fresno County Line
Kings County Line
Star Ranch
Alpaugh
145
198
269
33
5
41
43

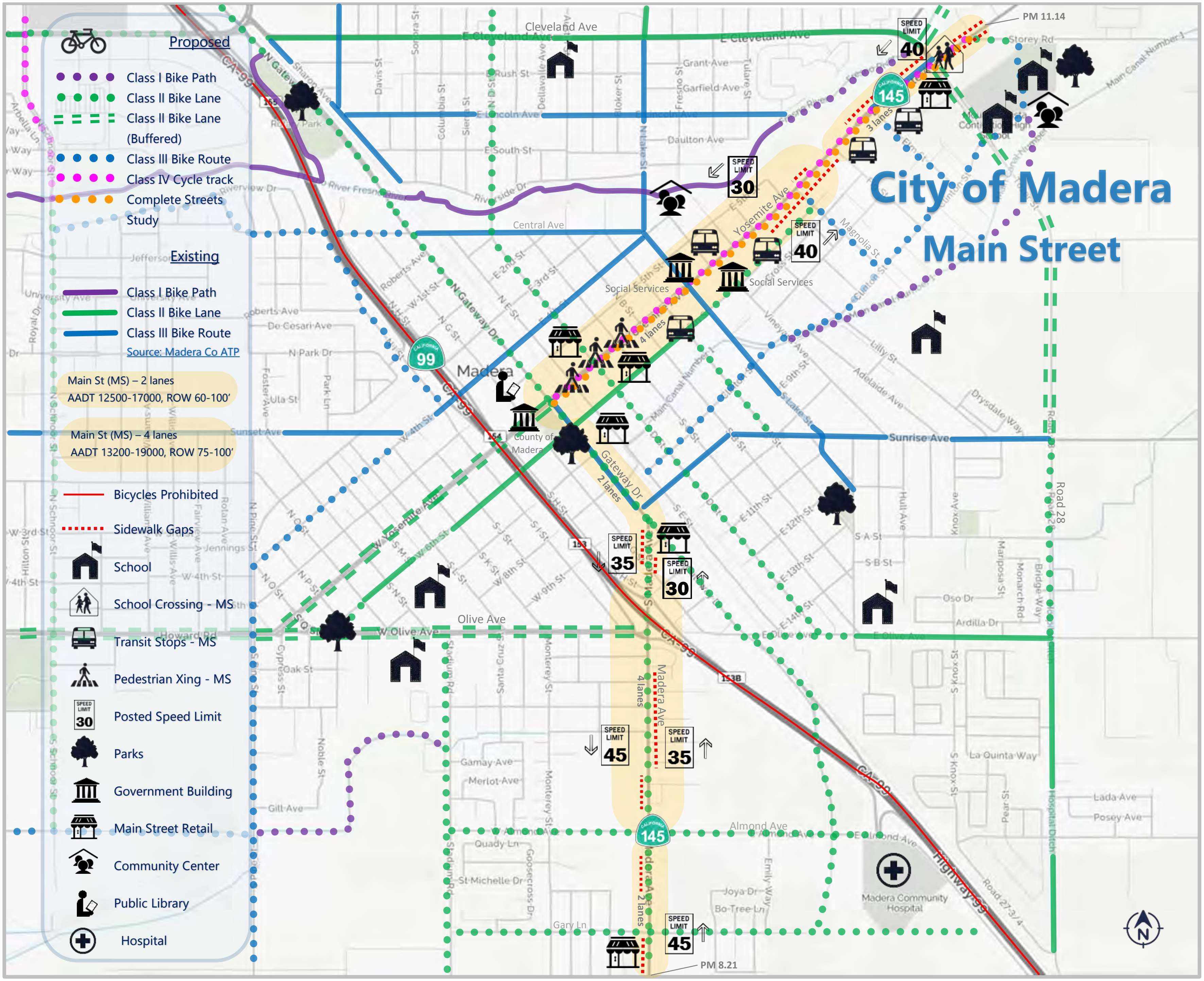

City of Avenal
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Class IV Cycle Track
Existing
Touring Bikeway
Class II Bike Lane
Class III Bike Route
Source: King Co ATP Plan
Future Roundabout
Sidewalk Gaps
2 lanes
AADT 3800, ROW 100 ft
Main St (MS) – 2 lanes
AADT 2500, ROW 100 ft
School
School Crossing - MS
Transit Stop - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
PM SR 33 17.85
PM SR 269 1.05
PM SR 269 0.00
PM SR 33 16.82
City Hall
Post Office
Skyline Blvd
Laneva Blvd
E San Joaquin St
E Fresno St
E Whitney St
E Shasta St
Fremont St
E Tulare St
E Kings St
E Merced St
E Stanislaus St
E Monterey St
Mariposa Ave
E San Mateo St
Santa Clara St
Sonoma St
Calaveras St
Alpine St
E Alpine St
Kern St
E Ventura St
Orange St
E Dome St
E Yosemite St
Inyo St
Hydril Rd
Union Ave
Hanford Ave
Lemoore Ave
S Corcoran Ave
N Park Ave
7th Ave
5th Ave
3rd Ave
1st Ave
N 4th Ave
N 2nd Ave
S 2nd Ave
S 4th Ave
S A Ave
N A Ave
W Merced St
W Kings St
Yolo Way
E Valley St


Community of Kettleman City
Main Street
Proposed
Class I Bike Path
No Existing Bicycle Facilities
Source: Kettleman City Community Plan
Main St (MS) – 2 lanes
AADT 7900, ROW 100 ft
Sidewalk Gaps - MS
School
School Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
Edwards St
King St
Milham St
General Petroleum Ave
1st St
Maud St
2nd St
4th St
5th St
6th St
8th St
9th St
Becky Pease St
Brown St
Friend St
Carter St
PM 18.35
PM 17.93
SPEED LIMIT 45
CALIFORNIA 41
Post Office
Kettleman City Community Services
Kings Co Fire Dept.
Caltrans Maintenance Station
N


Madera County
Main Streets
Merced
Tuttle
Burchell
Le Grand
Dickenson
MERCED
El Nido
Chowchilla
Pop. 18,236
Medano
Fairmead
Ash
Tillman
Lincoln
MADERA
Madera
Pop. 61,416
Firebaugh
Cottonwood
Cow Camp
La Vina
Bonadelle
Ranchos
Madera
Ranchos
Fresno
Clovis
Fort
Washington
FRESNO
Friant
Sparkville
Sentinel
Shipp
Letcher
Prather
O Neals
Jesbel
Raymond
Yosemite Lakes
Wishon
North Fork
Bass Lake
Bailey Flats
Ahwahnee
Oakhurst
Pop. 12,787
Coarsegold
Pop. 1,840
MARIPOSA
Mariposa County Line
Merced County Line
Madera County Line
Fresno County Line
99
59
233
152
145
41
168
State Route Main Streets
City
Community
N

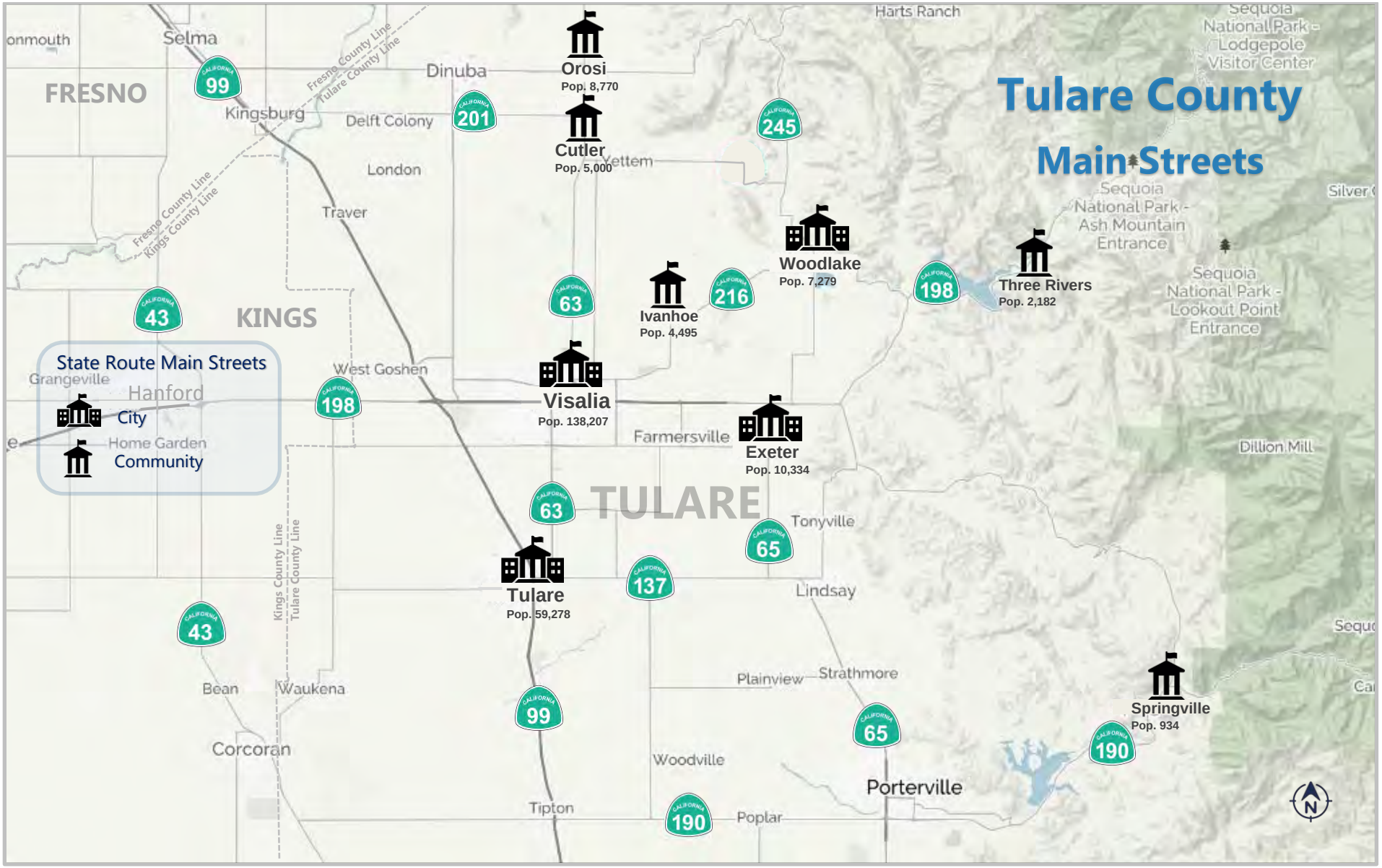

City of Chowchilla
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Class IV Cycle track
Complete Streets
Existing
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Source: Madera Co ATP
Main St (MS) – 4 lanes
AADT 12900, ROW 100 ft
Bicycles Prohibited
Sidewalk Gaps
School
Transit Stop – MS
School Xing - MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
Hospital
PM 3.71
PM 2.39
SPEED LIMIT 30
SPEED LIMIT 40
SPEED LIMIT 50
Police Dept.
Post Office
City Hall
Chowchilla Airport
E Robertson Blvd
Conadria Ave
Bidan Ave
Cordelia Ave
Chowchilla Blvd
Washington Rd
Robertson Blvd
Avenue 24 1/2
Rd 16
Rd 15 1/2
CA-233
CA-99
CA-99

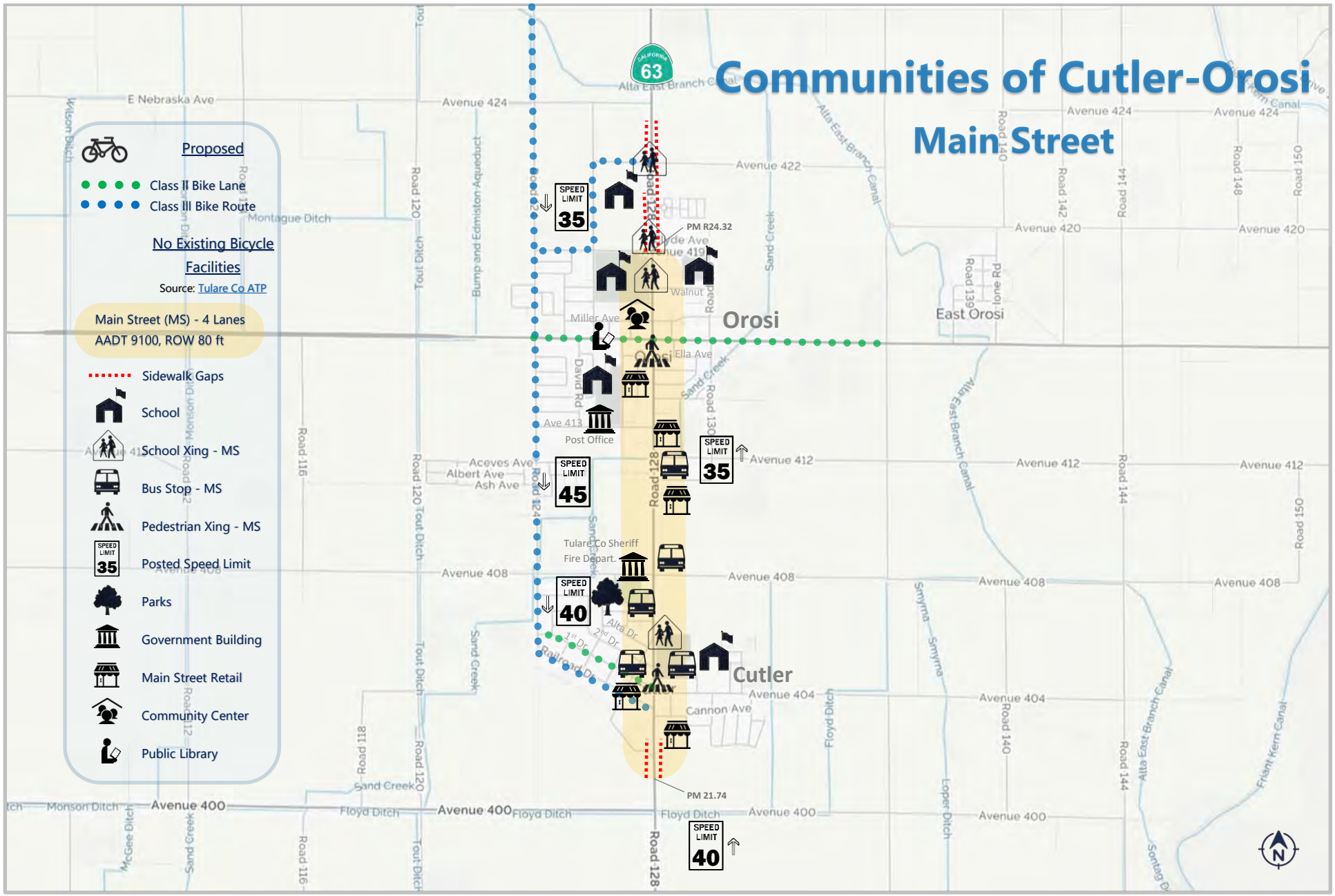

Community of Coarsegold
Main Street
Proposed
Class II Bike Lane
Class III Bike Route
No Existing Bikeways
Source: Madera Co ATP
Main St (MS) – 2 lanes
AADT 18400, ROW 80 ft
Sidewalk Gaps
Transit Stop – MS
Pedestrian Xing - MS
Posted Speed Limit
Government Building
Main Street Retail
Community Center
McAllister Rd
Morava Rd
Forest Glenn Rd
Golden Poppy Ln
Forest Dr
Post Office
Caltrans Maintenance Station
Chamber of Commerce
Coarsegold
Road 415
Konklin Rd
SPEED LIMIT 55
SPEED LIMIT 40
SPEED LIMIT 40
SPEED LIMIT 45
SPEED LIMIT 45
SPEED LIMIT 50
PM 27.78
PM 29.00
CALIFORNIA 41

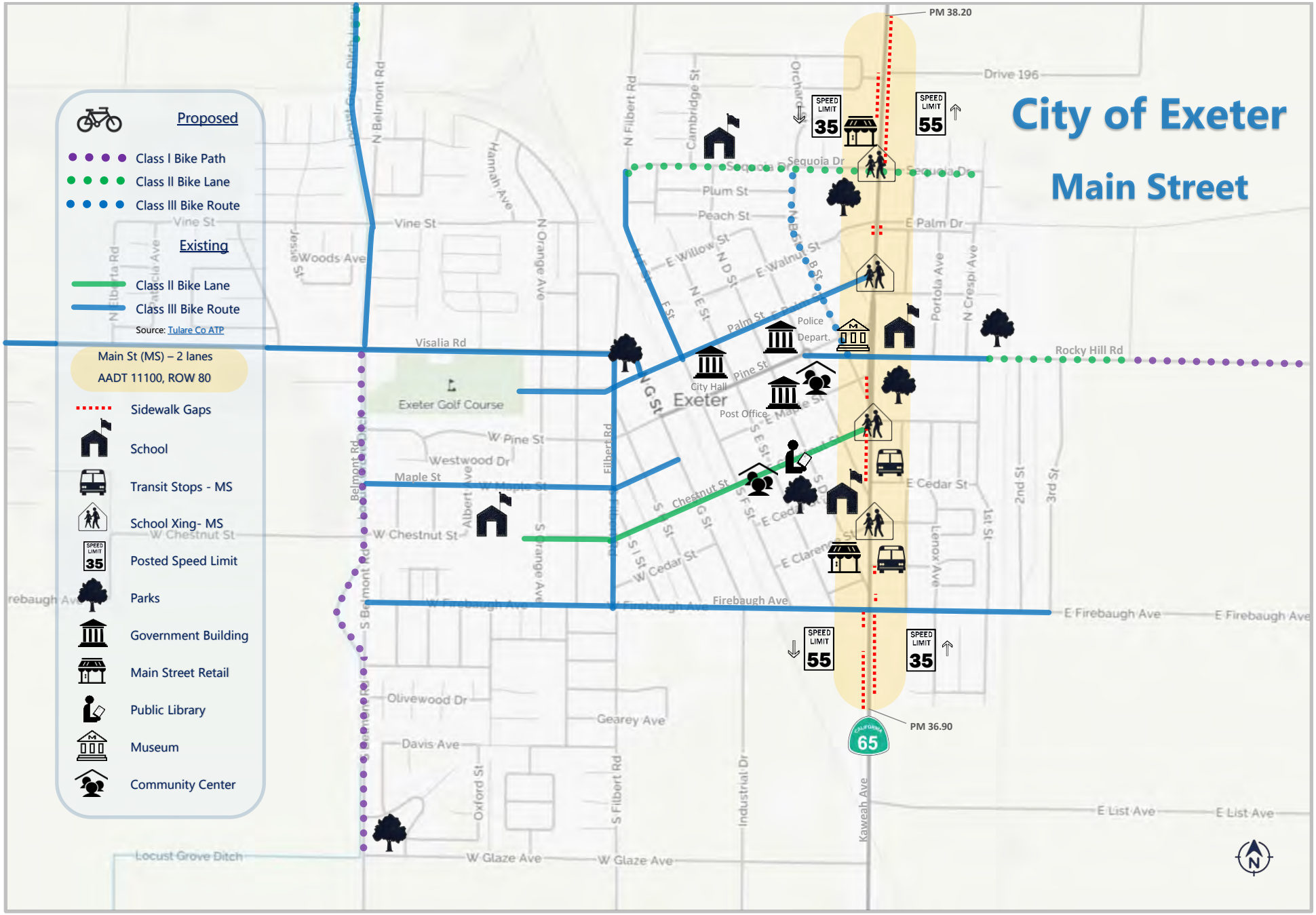


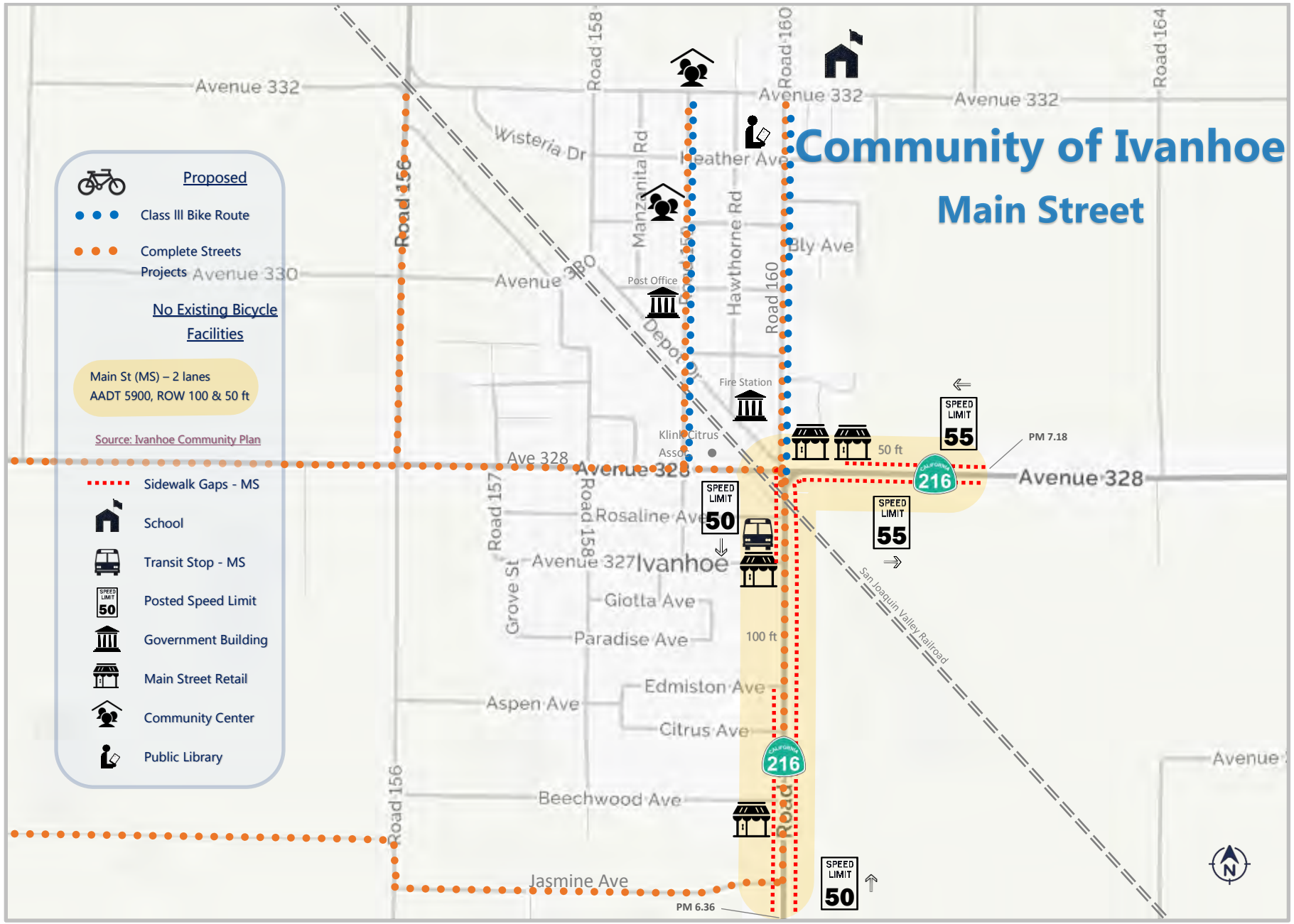
City of Madera
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class II Bike Lane (Buffered)
Class III Bike Route
Class IV Cycle track
Complete Streets Study
Existing
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Source: Madera Co ATP
Main St (MS) – 2 lanes
AADT 12500-17000, ROW 60-100'
Main St (MS) – 4 lanes
AADT 13200-19000, ROW 75-100'
Bicycles Prohibited
Sidewalk Gaps
School
School Crossing - MS
Transit Stops - MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
Hospital
PM 11.14
PM 8.21
Yosemite Ave
Gateway Dr
Madera Ave
Cleveland Ave
E Cleveland Ave
Central Ave
Sunset Ave
Sunrise Ave
Olive Ave
W Olive Ave
E Olive Ave
Almond Ave
Social Services
County of Madera
Madera
Madera Community Hospital
3 lanes
4 lanes
2 lanes
SPEED LIMIT 40
SPEED LIMIT 30
SPEED LIMIT 35
SPEED LIMIT 45
99
145

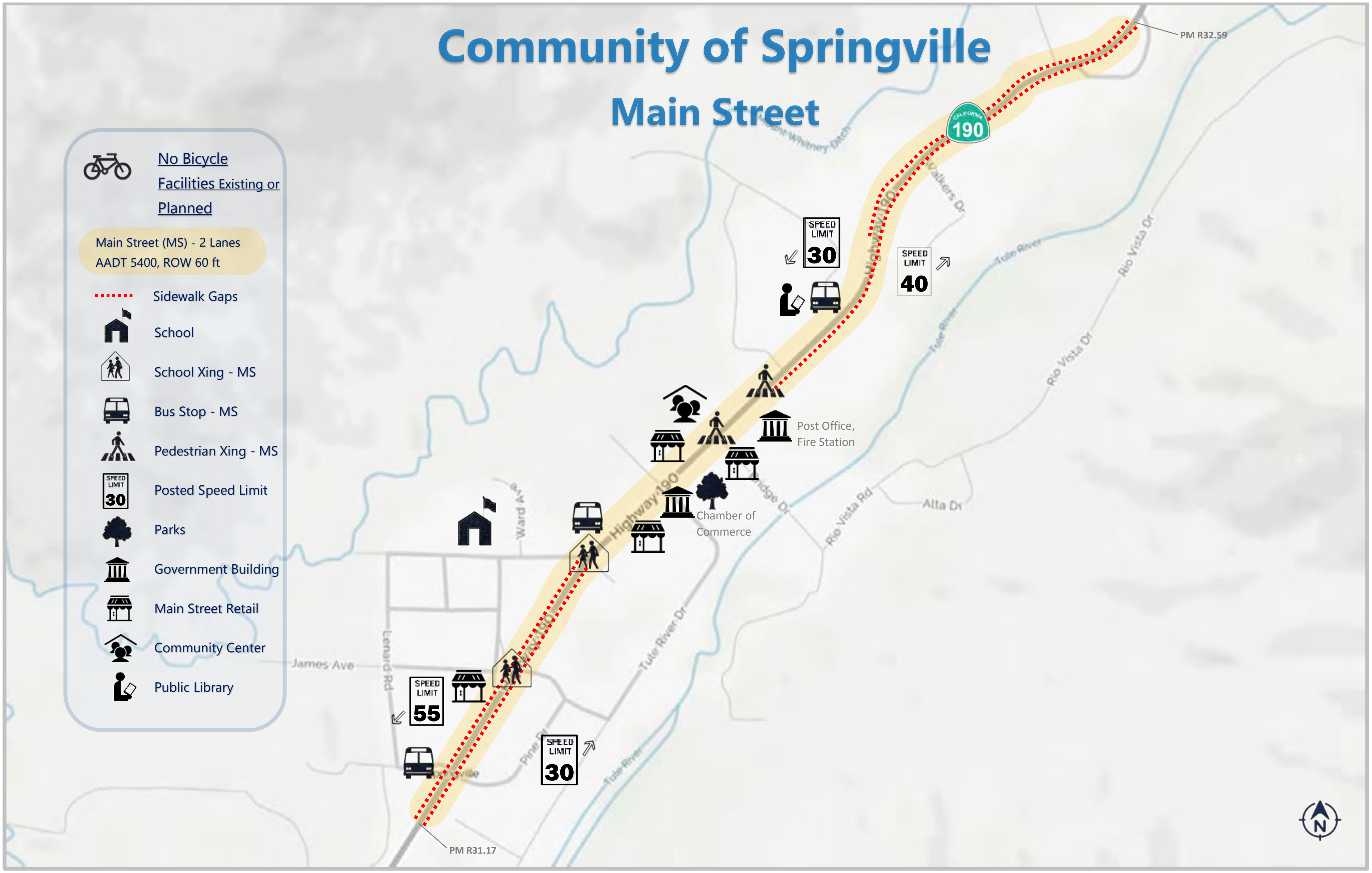

Community of Oakhurst
Main Street
Proposed
Class II Bike Lane
Class III Bike Route
Class II Buffered Bike Lanes
Complete Streets Study
No Existing Bikeways
Source: Madera Co ATP
Main St (MS) – 2 lanes
AADT 23900, ROW 80-100 ft
Main St (MS) – 4 lanes
AADT 23900, ROW 80-100 ft
Main St (MS) – 4 lanes
AADT 12000, ROW 90-93 ft
Sidewalk Gaps
School
Transit Stop – MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
PM SR49 0.45
PM SR49 0.00
PM SR41 35.07
PM SR41 37.029
(To Rocky Cut Rd)
Yosemite National Park
14 mi
Chamber of Commerce
Highway 49
Highway 41
Road 425A
Road 426
Road 427
Road 425B
Golden Oak Loop
Golden Oak Dr
Oakhurst
Live Oak Dr
Quail Dr
Hartwell Rd
River Park Rd
Royal Oaks Dr
Coller Holler Ln
Sierra Way
Elliott Dr
Pierce Dr
Jeffrey Way
Ely Dr
China Creek
Fresno River
Junction Dr
Enterprise Dr
Oak Park Way
Meadowlark Dr
Sprint Dr
Victoria Ln
4 lanes
2 lanes
SPEED LIMIT 35
SPEED LIMIT 45
SPEED LIMIT 40


Tulare County
Main Streets
State Route Main Streets
City
Home Garden
Community
FRESNO
KINGS
TULARE
Selma
Kingsburg
Dinuba
Orosi
Pop. 8,770
Cutler
Pop. 5,000
Delft Colony
London
Traver
Harts Ranch
Sequoia National Park - Lodgepole Visitor Center
Sequoia National Park - Ash Mountain Entrance
Sequoia National Park - Lookout Point Entrance
Woodlake
Pop. 7,279
Three Rivers
Pop. 2,182
Ivanhoe
Pop. 4,495
Visalia
Pop. 138,207
Hanford
Grangeville
West Goshen
Farmersville
Exeter
Pop. 10,334
Tulare
Pop. 59,278
Tonyville
Lindsay
Dillion Mill
Springville
Pop. 934
Porterville
Plainview
Strathmore
Woodville
Tipton
Poplar
Corcoran
Bean
Waukena
Fresno County Line
Tulare County Line
Kings County Line
Kings County Line
Tulare County Line
99
201
245
63
216
198
43
137
65
190

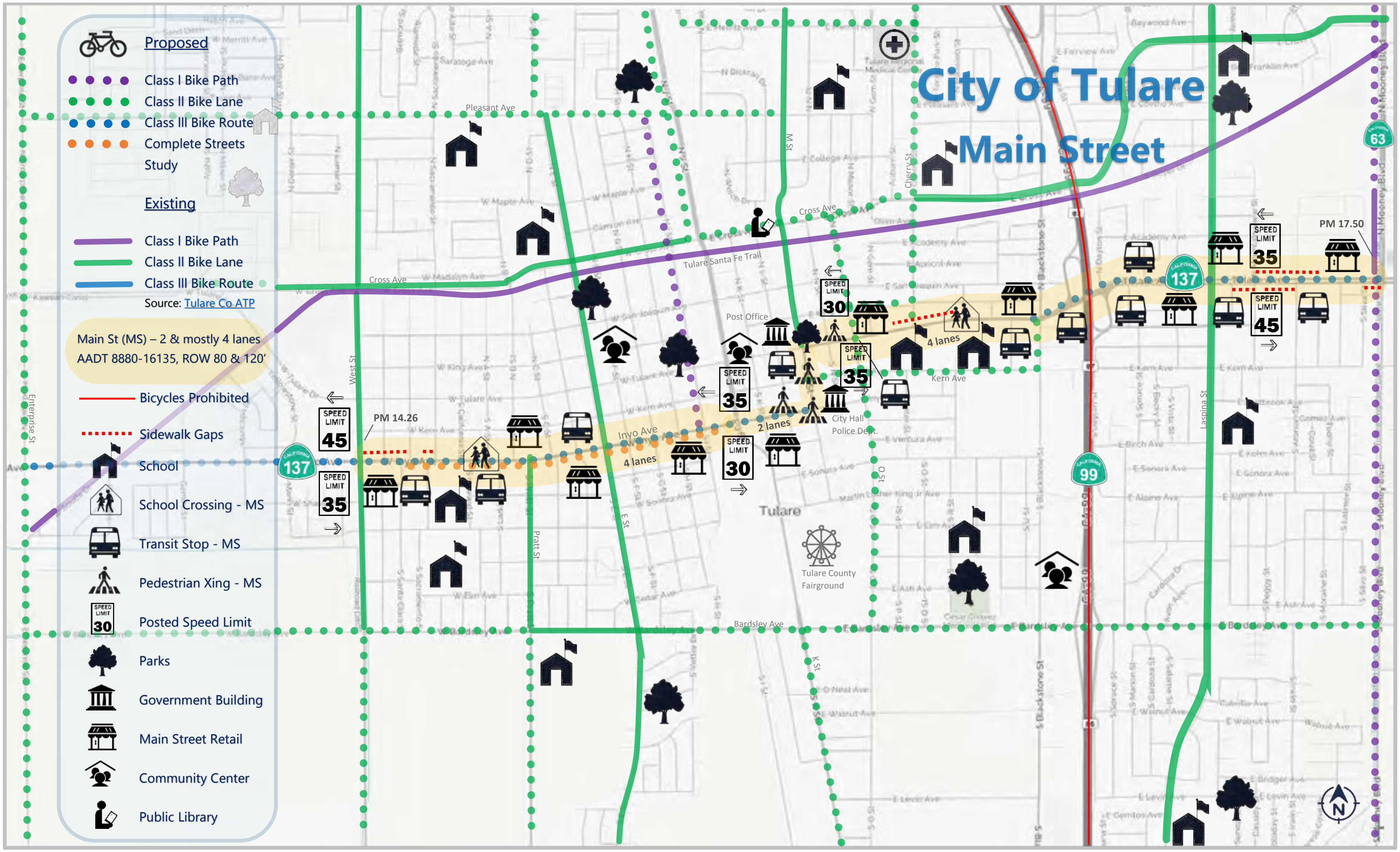

Communities of Cutler-Orosi
Main Street
Proposed
Class II Bike Lane
Class III Bike Route
No Existing Bicycle Facilities
Source: Tulare Co ATP
Main Street (MS) - 4 Lanes
AADT 9100, ROW 80 ft
Sidewalk Gaps
School
School Xing - MS
Bus Stop - MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
Orosi
East Orosi
Cutler
Post Office
Tulare Co Sheriff
Fire Depart.
PM R24.32
PM 21.74
SPEED LIMIT 35
SPEED LIMIT 45
SPEED LIMIT 40
E Nebraska Ave
Avenue 424
Avenue 422
Avenue 420
Avenue 412
Avenue 408
Avenue 404
Avenue 400
Miller Ave
Walnut
Ella Ave
Ave 413
Aceves Ave
Albert Ave
Ash Ave
Alta Dr
1st Dr
2nd Dr
Railroad Dr
Cannon Ave
Road 116
Road 118
Road 120
Road 124
Road 128
Road 130
Road 136
Road 140
Road 142
Road 144
Road 148
Road 150
Sand Creek
Tout Ditch
Floyd Ditch
Monson Ditch
Montague Ditch
Bump and Edmiston Aqueduct
Alta East Branch Canal
Friant Kern Canal
Smyrna
Loper Ditch
McGee Ditch

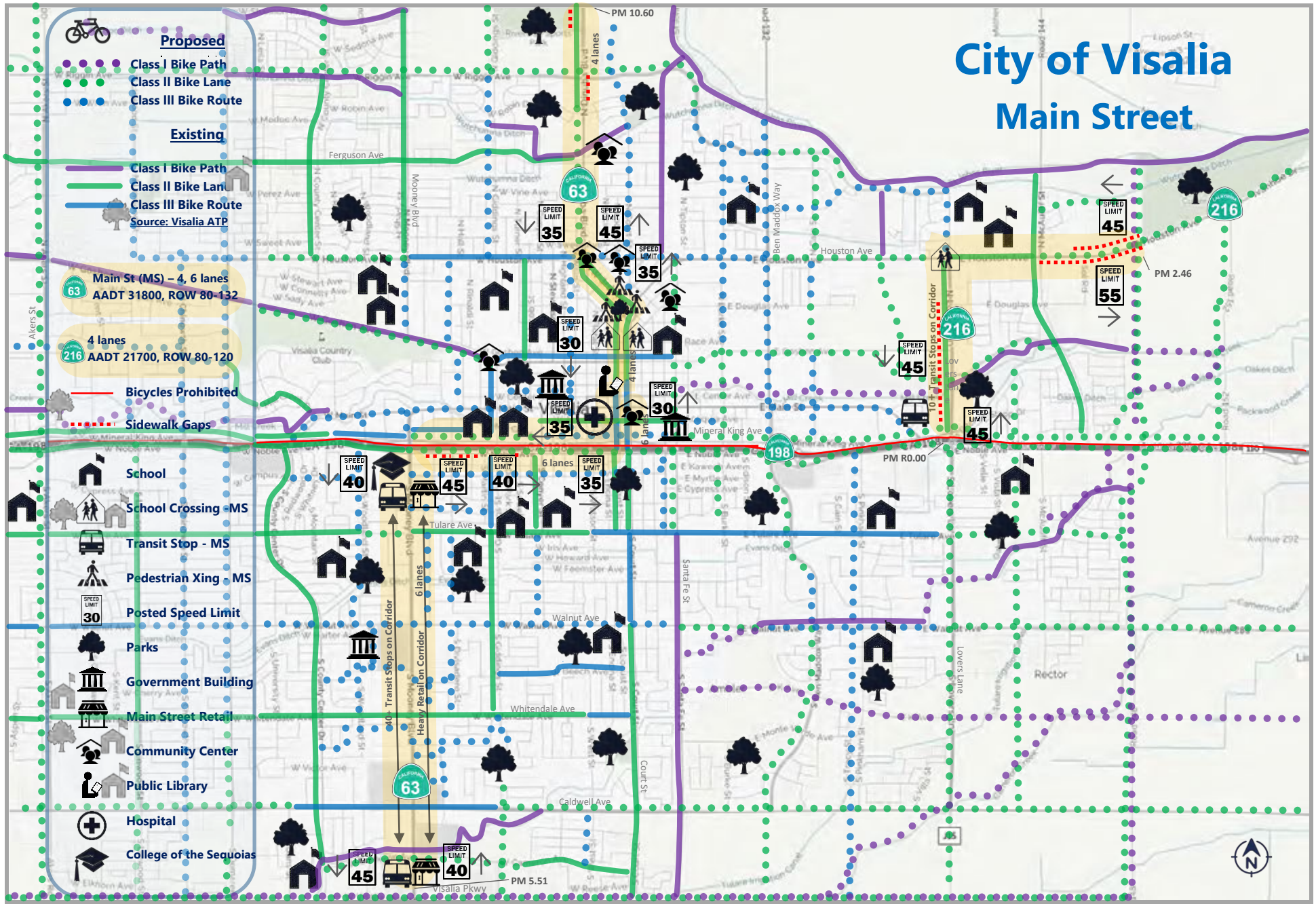

City of Exeter
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Existing
Class II Bike Lane
Class III Bike Route
Source: Tulare Co ATP
Main St (MS) – 2 lanes
AADT 11100, ROW 80
Sidewalk Gaps
School
Transit Stops - MS
School Xing- MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Public Library
Museum
Community Center
PM 38.20
PM 36.90
SPEED LIMIT 35
SPEED LIMIT 55
SPEED LIMIT 55
SPEED LIMIT 35
Sequoia Dr
Plum St
Peach St
E Palm Dr
Vine St
Visalia Rd
Rocky Hill Rd
Police Depart.
City Hall
Exeter
Post Office
Pine St
Exeter Golf Course
W Pine St
Westwood Dr
Maple St
W Chestnut St
E Cedar St
Firebaugh Ave
E Firebaugh Ave
Olivewood Dr
Gearey Ave
Davis Ave
W Glaze Ave
E List Ave
Locust Grove Ditch
N Belmont Rd
S Belmont Rd
N Filbert Rd
S Filbert Rd
N Orange Ave
S Orange Ave
Cambridge St
Hannah Ave
Woods Ave
Albert Ave
Oxford St
Industrial Dr
Kaweah Ave
Portola Ave
N Crespi Ave
Lenox Ave
1st St
2nd St
3rd St
Drive 196
65

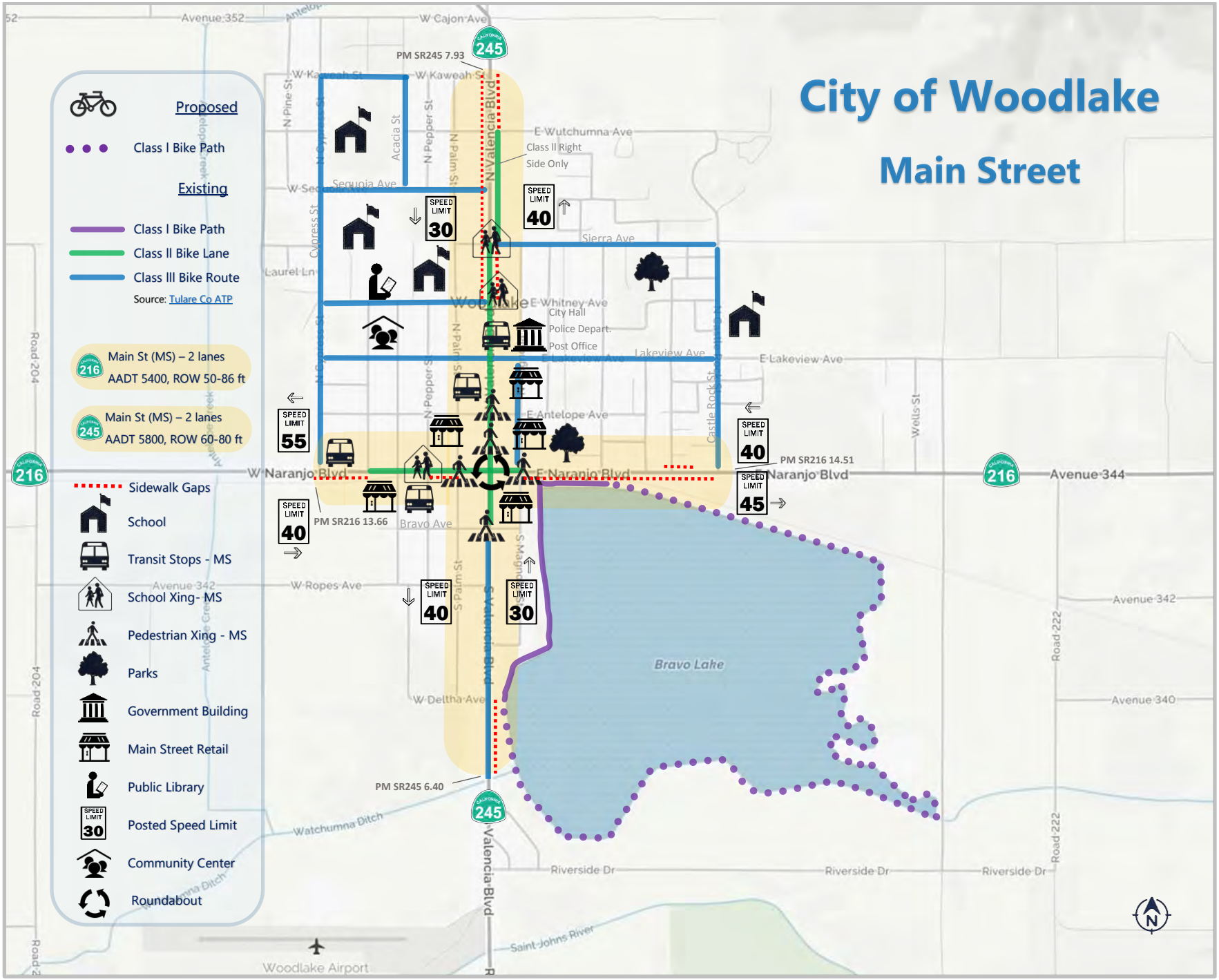

Community of Ivanhoe
Main Street
Proposed
Class III Bike Route
Complete Streets Projects
No Existing Bicycle Facilities
Main St (MS) – 2 lanes
AADT 5900, ROW 100 & 50 ft
Source: Ivanhoe Community Plan
Sidewalk Gaps - MS
School
Transit Stop - MS
Posted Speed Limit
Government Building
Main Street Retail
Community Center
Public Library
Avenue 332
Avenue 330
Ave 328
Avenue 328
Avenue 327
Road 156
Road 157
Road 158
Road 160
Road 164
Wisteria Dr
Manzanita Rd
Heather Ave
Hawthorne Rd
Bly Ave
Post Office
Depot Dr
Fire Station
Klink Citrus Assoc
Rosaline Ave
Ivanhoe
Grove St
Giotta Ave
Paradise Ave
Edmiston Ave
Aspen Ave
Citrus Ave
Beechwood Ave
Jasmine Ave
San Joaquin Valley Railroad
50 ft
100 ft
PM 7.18
PM 6.36
SPEED LIMIT 55
SPEED LIMIT 50
216


Community of Springville
Main Street
No Bicycle Facilities Existing or Planned
Main Street (MS) - 2 Lanes AADT 5400, ROW 60 ft
Sidewalk Gaps
School
School Xing - MS
Bus Stop - MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
PM R32.59
PM R31.17
190
SPEED LIMIT 30
SPEED LIMIT 40
SPEED LIMIT 55
SPEED LIMIT 30
Post Office, Fire Station
Chamber of Commerce
Highway 190
Walkers Dr
Tule River
Rio Vista Dr
Rio Vista Rd
Alta Dr
Tule River Dr
Ward Ave
James Ave
Lenard Rd
Pine


Community of Three Rivers
Main Street
Proposed
Class II Bike Lane
Class III Bike Route
Complete Streets Study
Existing
Class II Bike Lane
Source: Three Rivers Community Plan
Main St (MS) – 2 lanes
AADT 3900, ROW 60-80 ft
Sidewalks None - MS
School
School Xing - MS
Transit Stop - MS
Posted Speed Limit
Recreational Area
Government Building
Main Street Retail
Community Center
Public Library
Museum
PM 44.16
Sequoia National Park - Ash Mountain Entrance
Fork Kaweah River
Sierra Dr
Hammond
SPEED LIMIT 40
Three Rivers
CALIFORNIA 198
N Fork Dr
Salt Creek
SPEED LIMIT 40
Tulare Co Fire Dept.
Post Office
S Fork Dr
Old Three Rivers Rd
SPEED LIMIT 45
PM 36.5
N


City of Tulare
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Complete Streets Study
Existing
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Source: Tulare Co ATP
Main St (MS) – 2 & mostly 4 lanes
AADT 8880-16135, ROW 80 & 120'
Bicycles Prohibited
Sidewalk Gaps
School
School Crossing - MS
Transit Stop - MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
PM 14.26
PM 17.50
4 lanes
2 lanes
Post Office
City Hall
Police Dept.
Tulare County Fairground
Tulare Santa Fe Trail
Inyo Ave
Kern Ave
Cross Ave
Pleasant Ave
Bardsley Ave
Tulare


City of Visalia
Main Street
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Existing
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Source: Visalia ATP
Main St (MS) – 4, 6 lanes
AADT 31800, ROW 80-132
4 lanes
AADT 21700, ROW 80-120
Bicycles Prohibited
Sidewalk Gaps
School
School Crossing - MS
Transit Stop - MS
Pedestrian Xing - MS
Posted Speed Limit
Parks
Government Building
Main Street Retail
Community Center
Public Library
Hospital
College of the Sequoias
PM 10.60
PM 2.46
PM R0.00
PM 5.51
4 lanes
6 lanes
10+ Transit Stops on Corridor
40+ Transit Stops on Corridor
Heavy Retail on Corridor
Ferguson Ave
Houston Ave
Mineral King Ave
Tulare Ave
Walnut Ave
Whitendale Ave
Caldwell Ave
Visalia Pkwy
Mooney Blvd
Ben Maddox Way
Santa Fe St
Court St
Lovers Lane
Rector
Akers St
Avenue 292
63
216
198


City of Woodlake
Main Street
Proposed
Class I Bike Path
Existing
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Source: Tulare Co ATP
Main St (MS) – 2 lanes
AADT 5400, ROW 50-86 ft
Main St (MS) – 2 lanes
AADT 5800, ROW 60-80 ft
Sidewalk Gaps
School
Transit Stops - MS
School Xing- MS
Pedestrian Xing - MS
Parks
Government Building
Main Street Retail
Public Library
Posted Speed Limit
Community Center
Roundabout
PM SR245 7.93
PM SR216 14.51
PM SR216 13.66
PM SR245 6.40
Class II Right
Side Only
City Hall
Police Depart.
Post Office
Bravo Lake
Woodlake Airport
Saint Johns River
Watchumna Ditch
Avenue 352
Avenue 344
Avenue 342
Avenue 340
Road 204
Road 222
W Cajon Ave
E Wutchumna Ave
Sierra Ave
E Whitney Ave
E Lakeview Ave
E Antelope Ave
W Naranjo Blvd
E Naranjo Blvd
W Ropes Ave
W Deltha Ave
Riverside Dr
N Valencia Blvd
S Valencia Blvd
Bravo Ave
Sequoia Ave
Acacia St
N Pine St
N Pepper St
N Palm St
S Palm St
Castle Rock St
Wells St
Laurel Ln
SPEED LIMIT 30
SPEED LIMIT 40
SPEED LIMIT 55
SPEED LIMIT 45

Class II Bicycle Lane striped through the State Route 180 and Fowler Avenue interchange in Fresno.

Photo by Pedro Ramirez.

Interchanges

At interchanges and intersections, approximately a quarter of pedestrian and bicycle fatalities occur. Comfort levels for pedestrians and bicyclists can often be low when crossing at these conflict zones on roadways. There are many ways of making the interchanges more comfortable for people to cross.

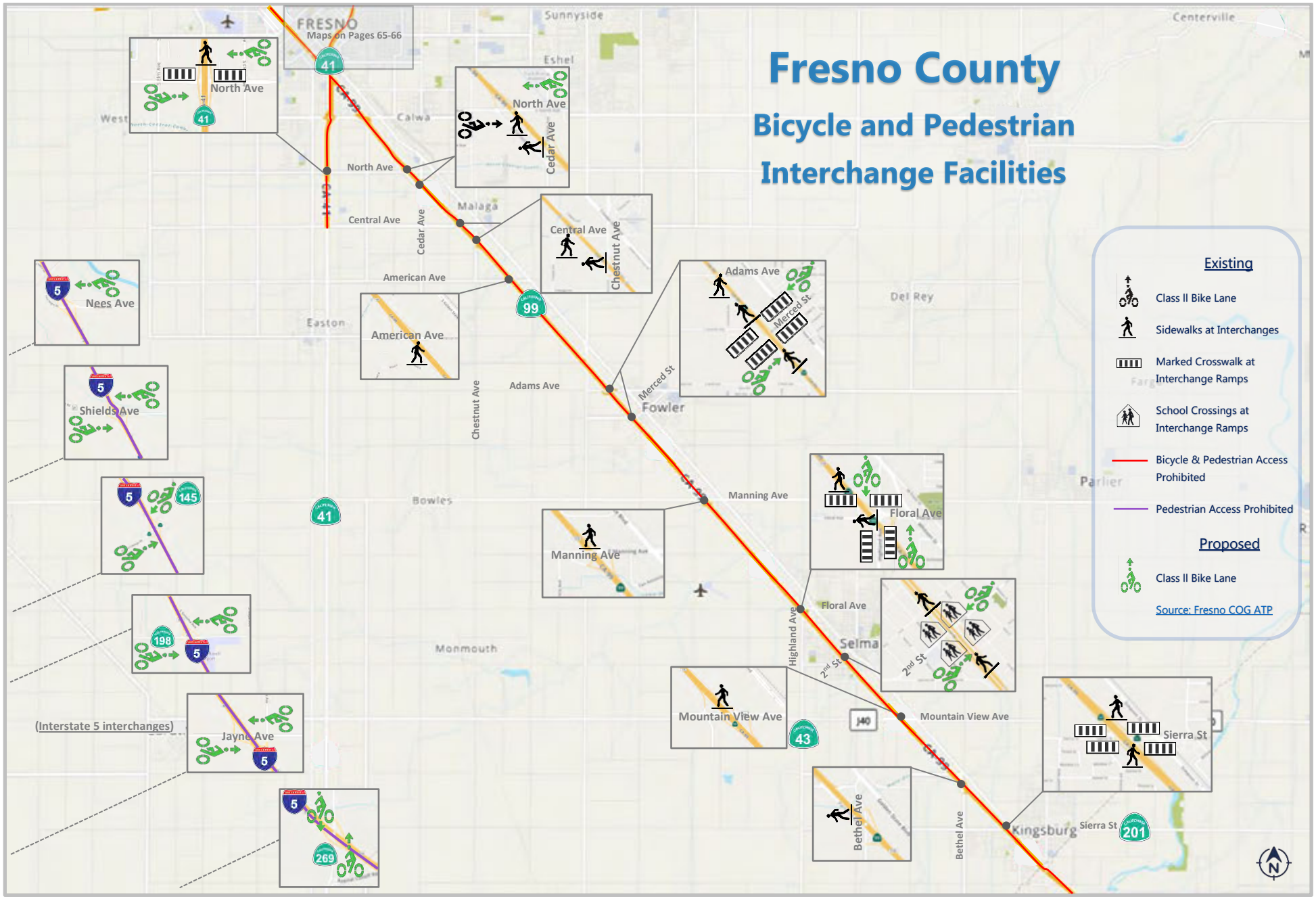
In the Caltrans **Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians**, numerous factors hindering connectivity and ease of travel for users crossing at an interchange. Long crossing distances, high speed on and off ramps, lack of pedestrian/bicycle striping delineation, lack of sidewalks and narrow shoulders are some of the common issues that cause barriers for cyclists and pedestrians.

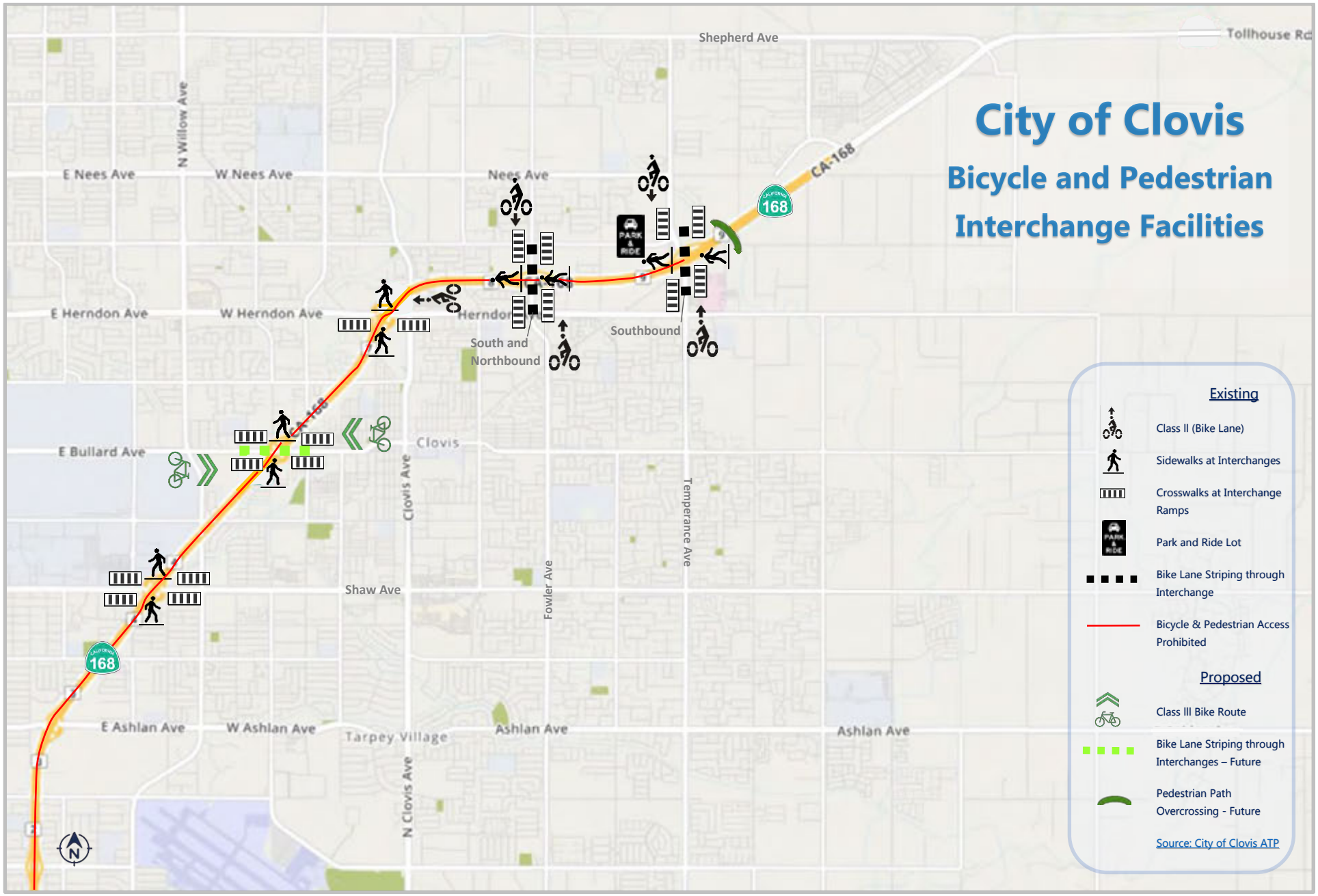
A SR 180 interchange. Photo by Pedro Ramirez.

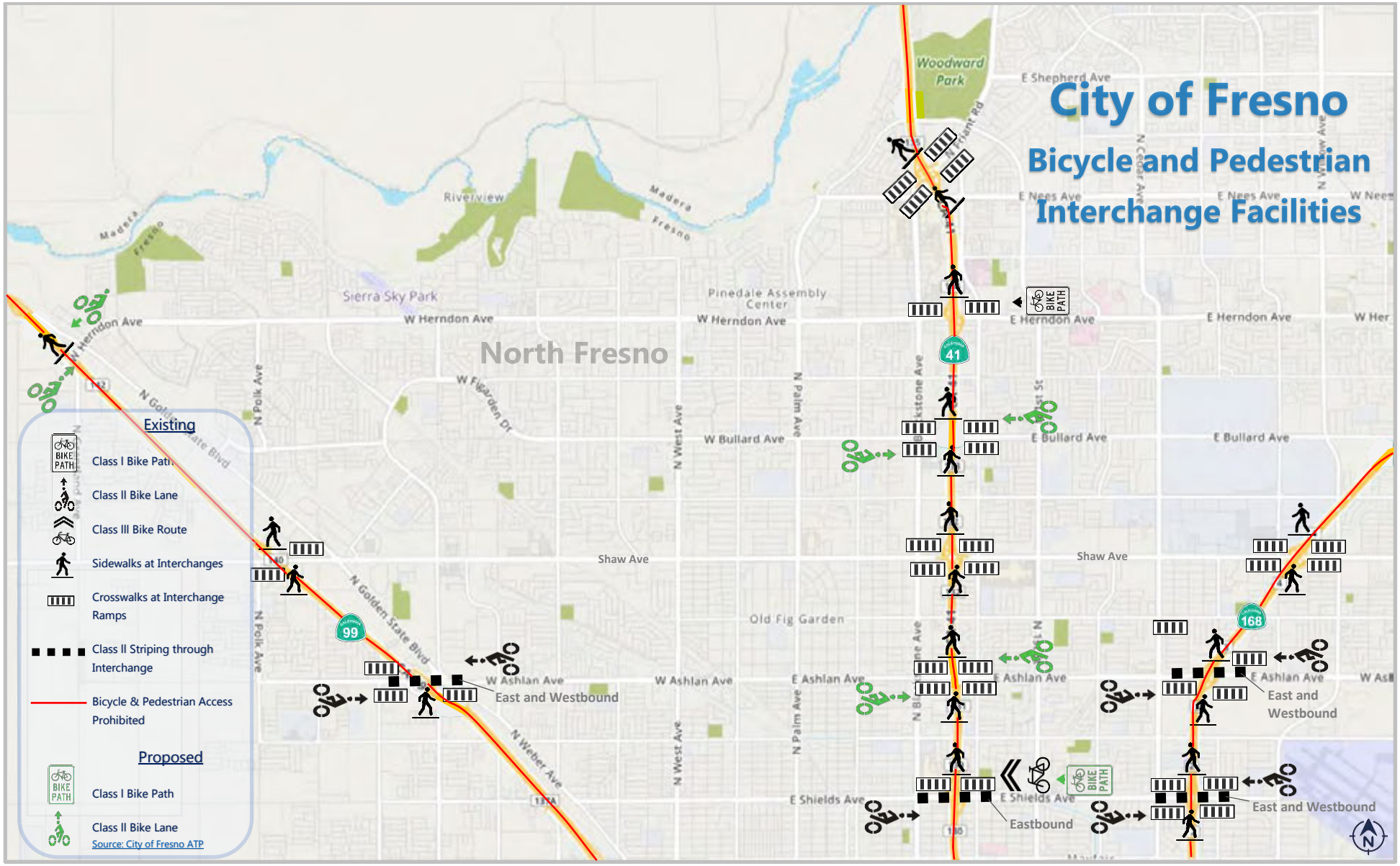
Improvements can be made to increase the comfort level and sense of security for pedestrians and bicyclists at interchanges by applying the following practices:

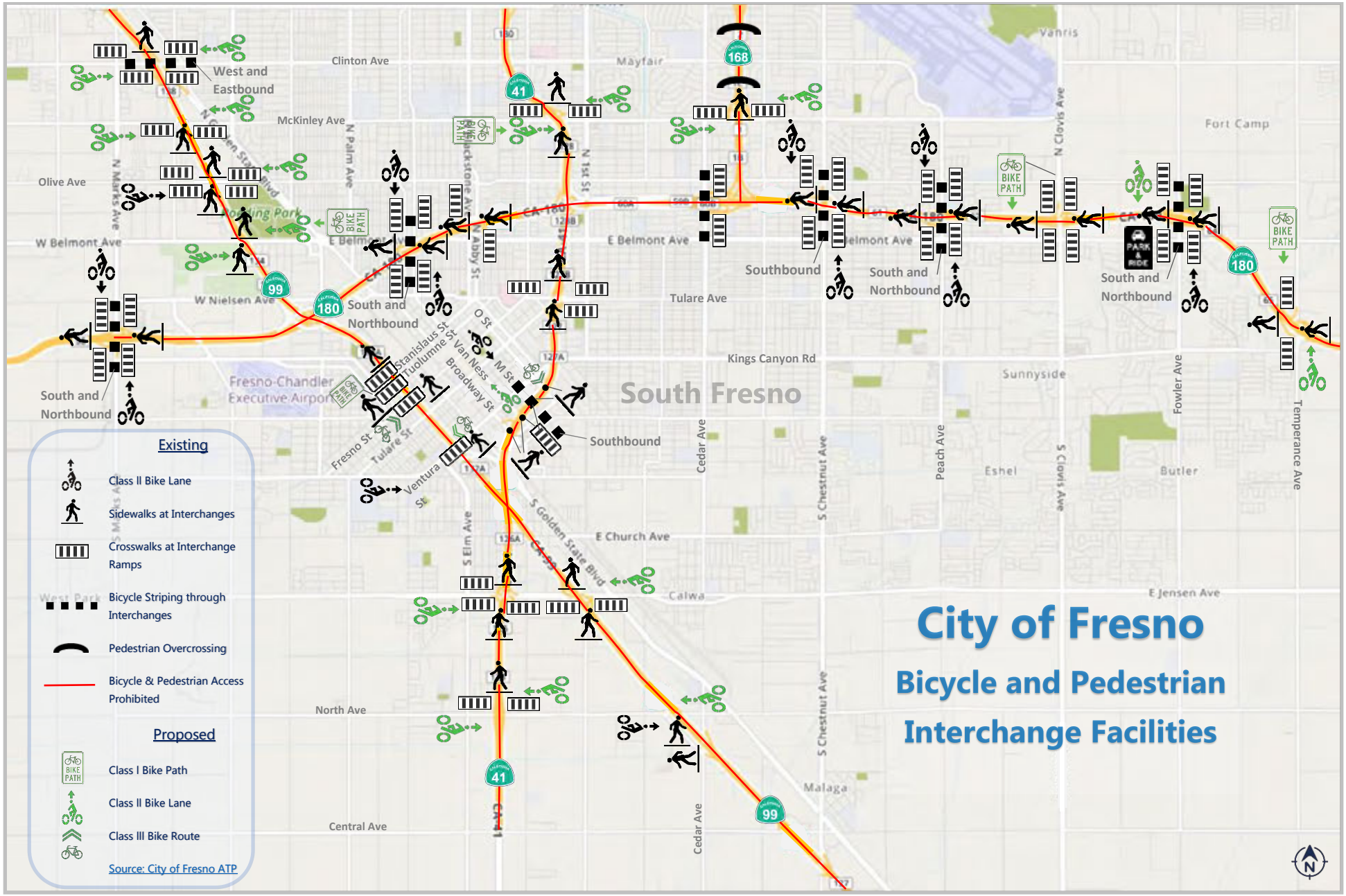
- Tee up the high-speed ramps to 90 degrees.
- Shorten the crossing distances at the ramps.
- Install high visibility crosswalks.
- Clarify the right-of-way on the roadway so that bicycle lanes are marked and visible.
- Pedestrian refuge islands can shorten wide crossings.
- Lighting installation improves security and visibility at night.
- Maintenance and construction projects give an opportunity to improve the existing or non-existing facilities for cyclists and pedestrians.

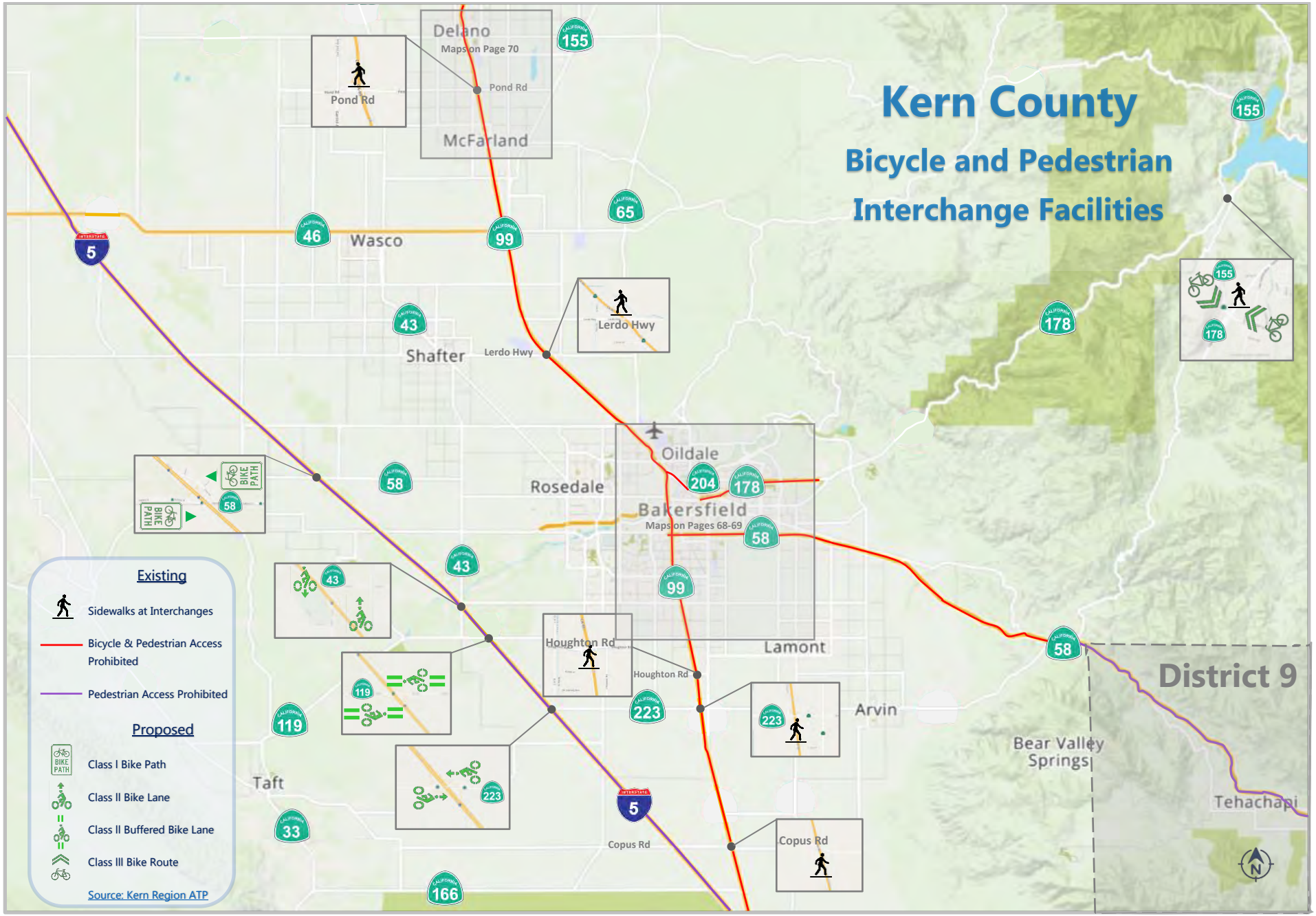
The **California State Bicycle and Pedestrian Plan** addresses the disadvantaged community's need of having a connected and comfortable multimodal network for non-motorized travel through interchanges. This would improve the livability and ease of travel for these communities on either side of freeways at interchanges. Engaging and proactively seeking input on the public's needs can provide important technical guidance for interchange design.

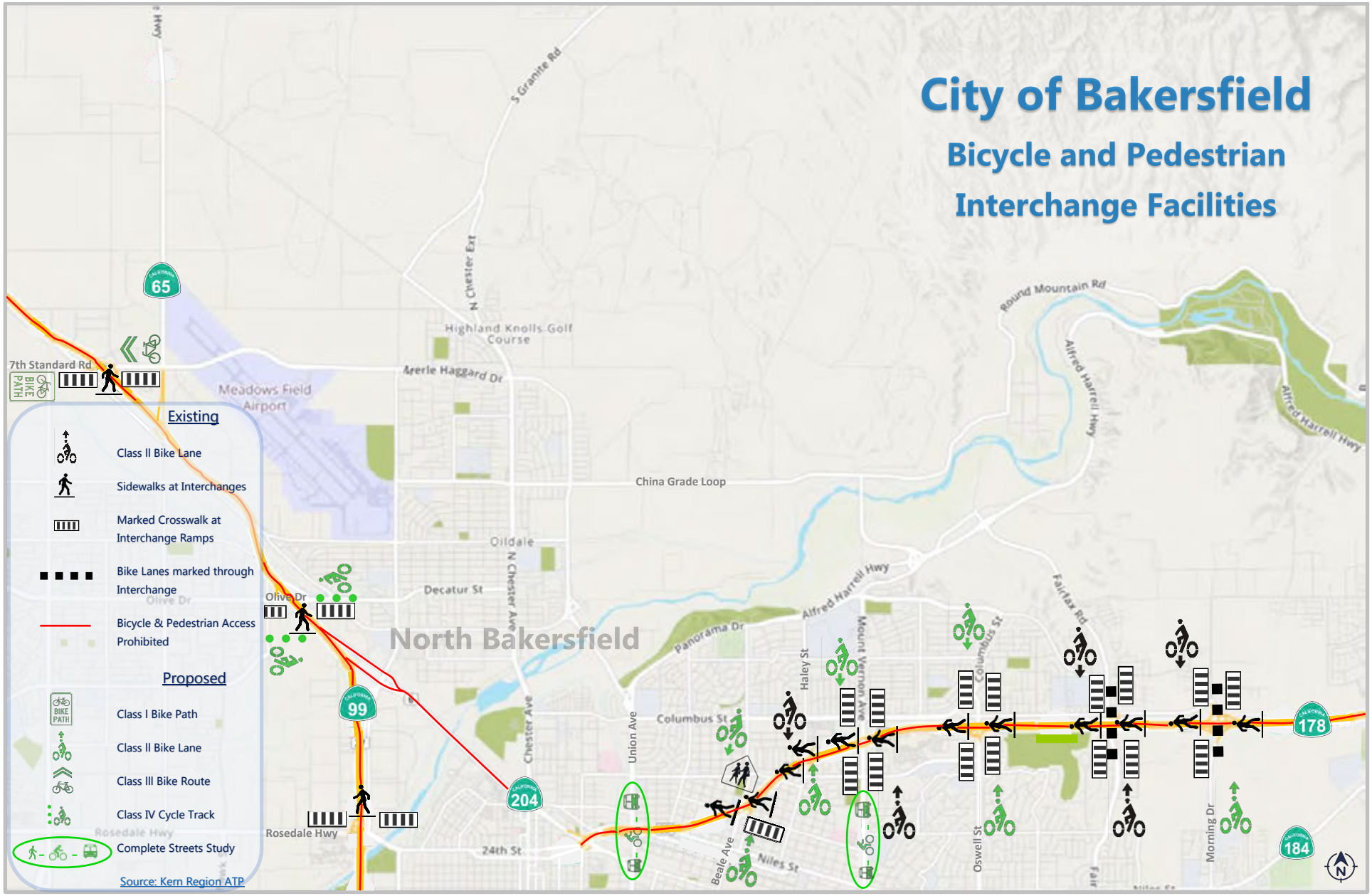

Fresno County
Bicycle and Pedestrian
Interchange Facilities
FRESNO
Maps on Pages 65-66
Sunnyside
Centerville
Eshel
West
Calwa
Malaga
Del Rey
Easton
Fowler
Parlier
Bowles
Monmouth
Selma
Kingsburg
North Ave
Cedar Ave
Central Ave
Chestnut Ave
American Ave
Adams Ave
Merced St
Manning Ave
Floral Ave
Highland Ave
2nd St
Mountain View Ave
Sierra St
Bethel Ave
Nees Ave
Shields Ave
Jayne Ave
(Interstate 5 interchanges)
Existing
Class II Bike Lane
Sidewalks at Interchanges
Marked Crosswalk at Interchange Ramps
School Crossings at Interchange Ramps
Bicycle & Pedestrian Access Prohibited
Pedestrian Access Prohibited
Proposed
Class II Bike Lane
Source: Fresno COG ATP

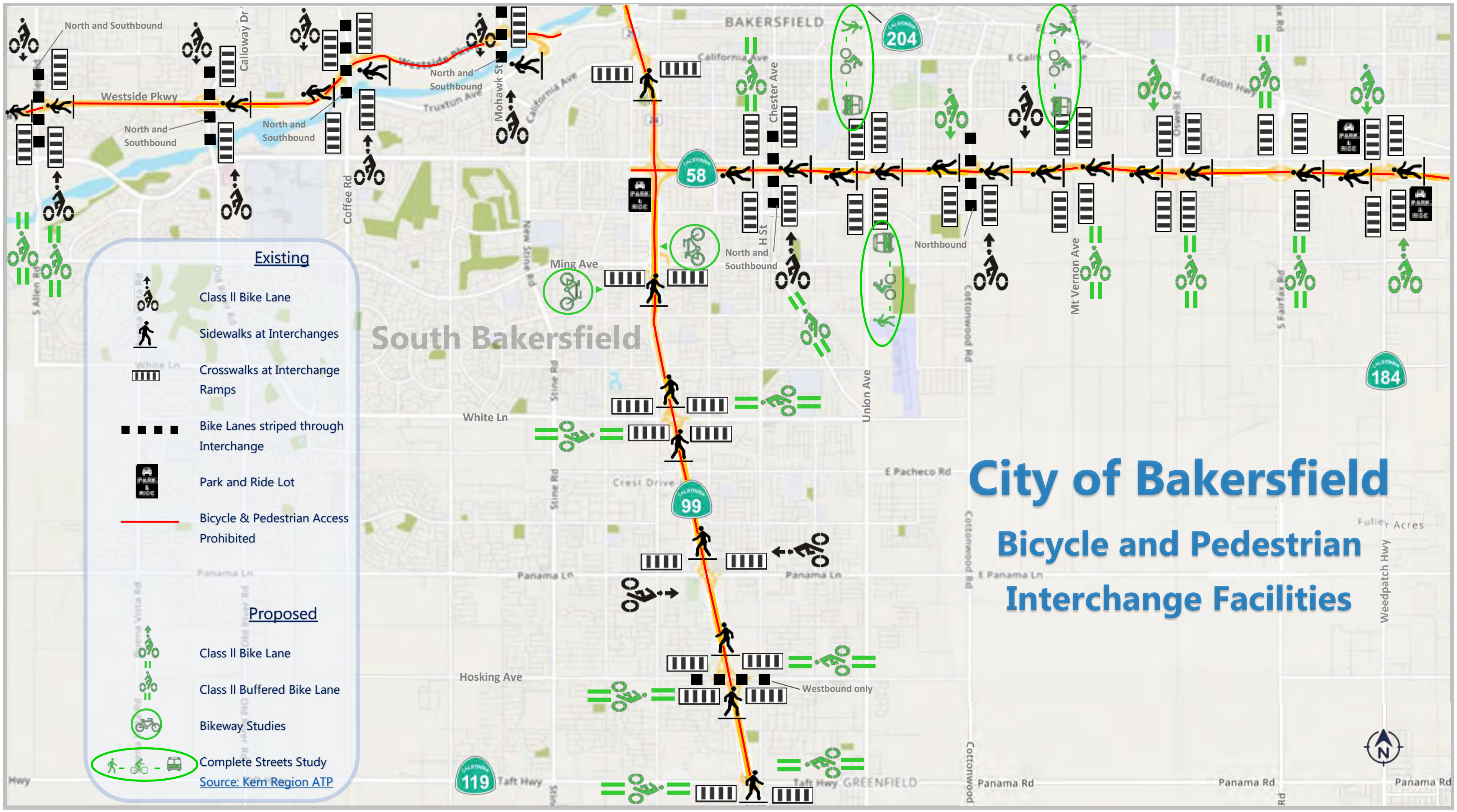

City of Clovis
Bicycle and Pedestrian
Interchange Facilities
Shepherd Ave
Tollhouse Rd
N Willow Ave
E Nees Ave
W Nees Ave
Nees Ave
CA-168
E Herndon Ave
W Herndon Ave
Herndon
South and
Northbound
Southbound
E Bullard Ave
Clovis
Clovis Ave
Temperance Ave
Fowler Ave
Shaw Ave
E Ashlan Ave
W Ashlan Ave
Tarpey Village
Ashlan Ave
N Clovis Ave
Existing
Class II (Bike Lane)
Sidewalks at Interchanges
Crosswalks at Interchange Ramps
Park and Ride Lot
Bike Lane Striping through Interchange
Bicycle & Pedestrian Access Prohibited
Proposed
Class III Bike Route
Bike Lane Striping through Interchanges – Future
Pedestrian Path Overcrossing - Future
Source: City of Clovis ATP

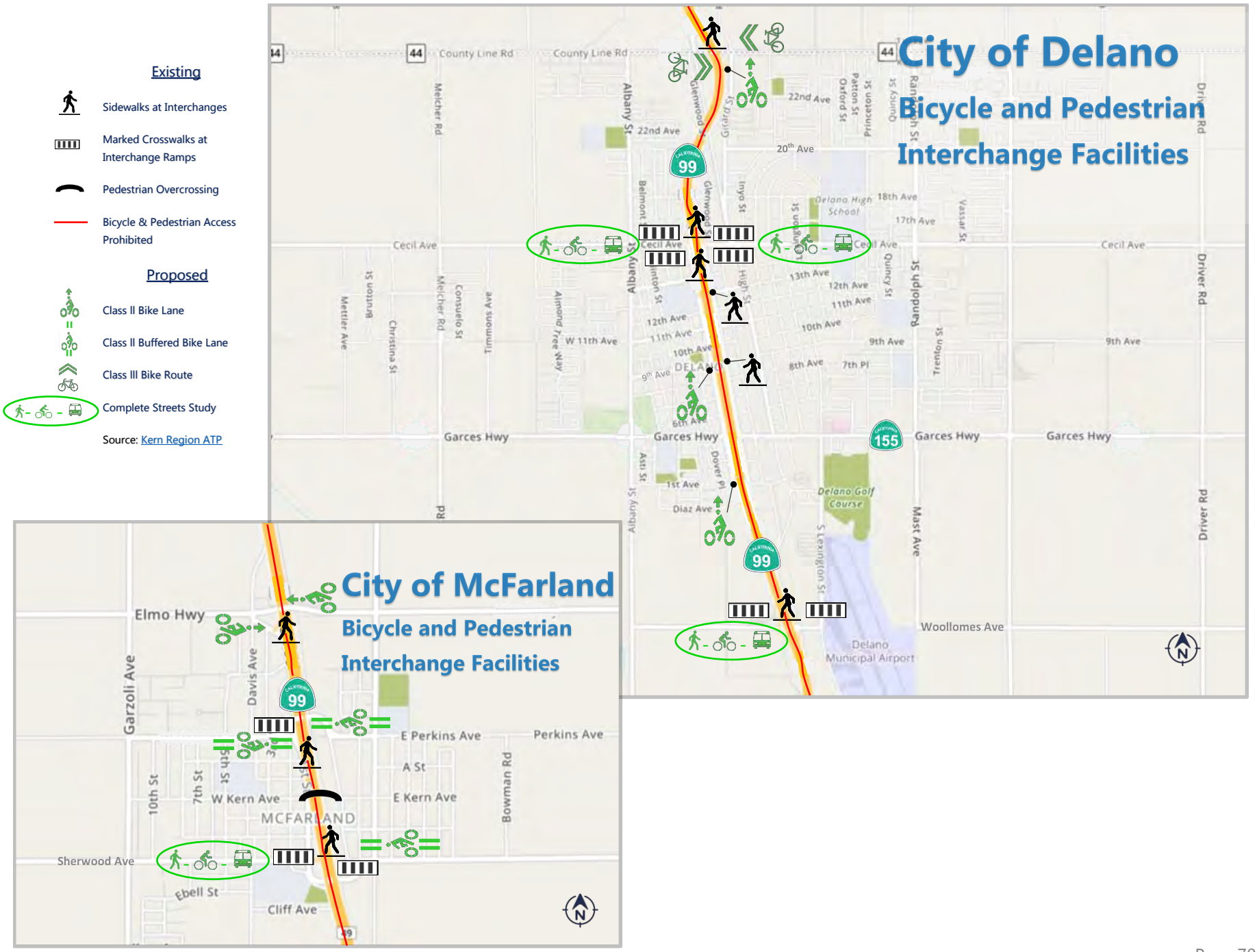

City of Fresno
Bicycle and Pedestrian
Interchange Facilities
North Fresno
Existing
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Sidewalks at Interchanges
Crosswalks at Interchange Ramps
Class II Striping through Interchange
Bicycle & Pedestrian Access Prohibited
Proposed
Class I Bike Path
Class II Bike Lane
Source: City of Fresno ATP
East and Westbound
Eastbound
Woodward Park
Riverview
Sierra Sky Park
Pinedale Assembly Center
W Herndon Ave
E Herndon Ave
W Bullard Ave
E Bullard Ave
Shaw Ave
Old Fig Garden
W Ashlan Ave
E Ashlan Ave
E Shields Ave
N Golden State Blvd
N Weber Ave
N Polk Ave
N West Ave
N Palm Ave
99
41
168


West and Eastbound
South and Northbound
South and Northbound
Southbound
Southbound
South and Northbound
South and Northbound
Clinton Ave
McKinley Ave
Olive Ave
W Belmont Ave
W Nielsen Ave
Mayfair
E Belmont Ave
Tulare Ave
Kings Canyon Rd
E Church Ave
Calwa
North Ave
Central Ave
Malaga
Fresno-Chandler Executive Airport
South Fresno
Vanris
Fort Camp
Sunnyside
Eshel
Butler
Fowler Ave
Temperance Ave
Cedar Ave
S Chestnut Ave
Peach Ave
S Clovis Ave
N Clovis Ave
E Jensen Ave
Existing
Class II Bike Lane
Sidewalks at Interchanges
Crosswalks at Interchange Ramps
Bicycle Striping through Interchanges
Pedestrian Overcrossing
Bicycle & Pedestrian Access Prohibited
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Source: City of Fresno ATP
City of Fresno
Bicycle and Pedestrian
Interchange Facilities

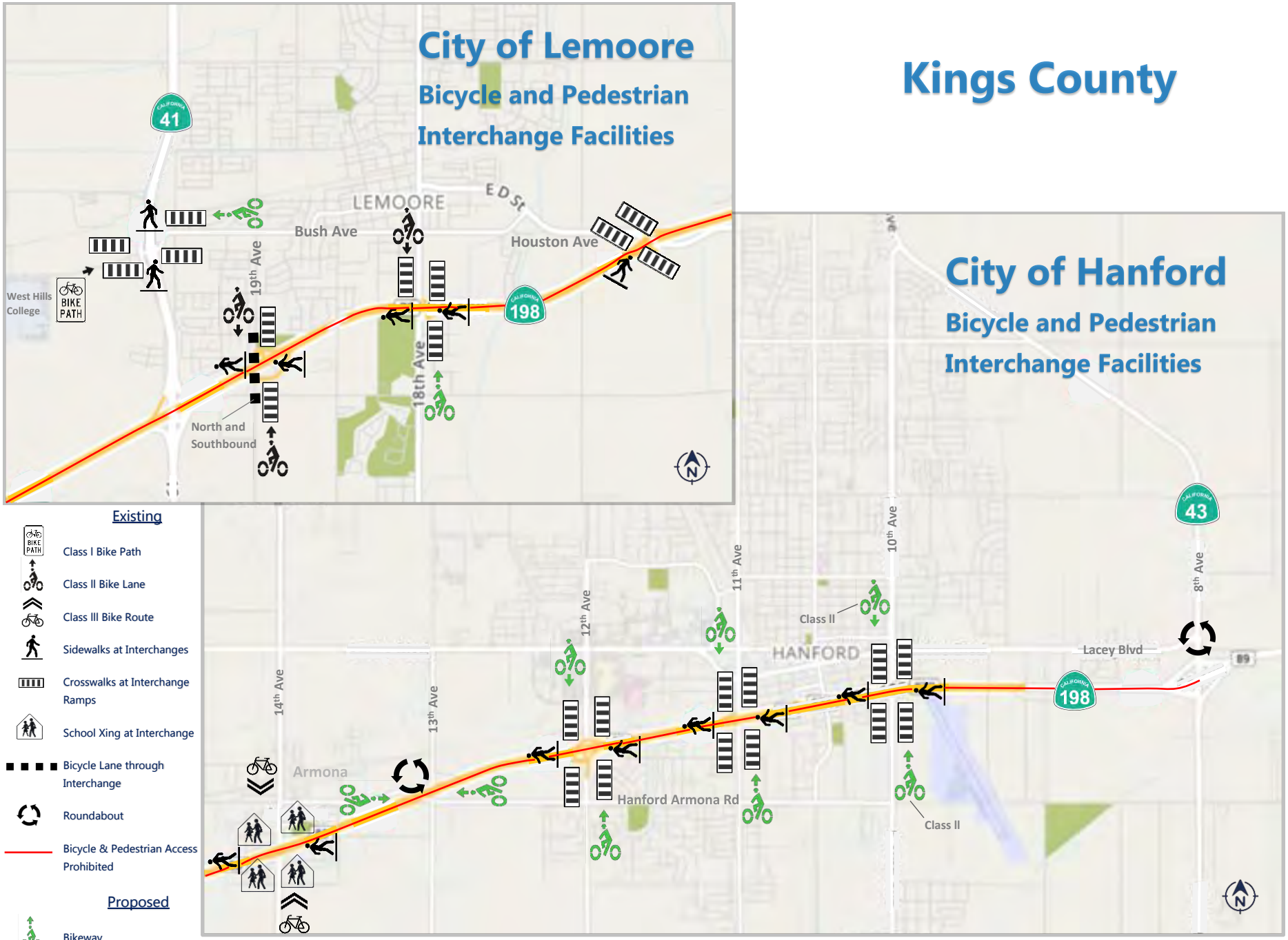

Kern County
Bicycle and Pedestrian
Interchange Facilities
Delano
Maps on Page 70
Pond Rd
McFarland
Wasco
Shafter
Lerdo Hwy
Rosedale
Oildale
Bakersfield
Maps on Pages 68-69
Lamont
Houghton Rd
Arvin
Bear Valley Springs
Tehachapi
Taft
Copus Rd
District 9
Existing
Sidewalks at Interchanges
Bicycle & Pedestrian Access Prohibited
Pedestrian Access Prohibited
Proposed
Class I Bike Path
Class II Bike Lane
Class II Buffered Bike Lane
Class III Bike Route
Source: Kern Region ATP

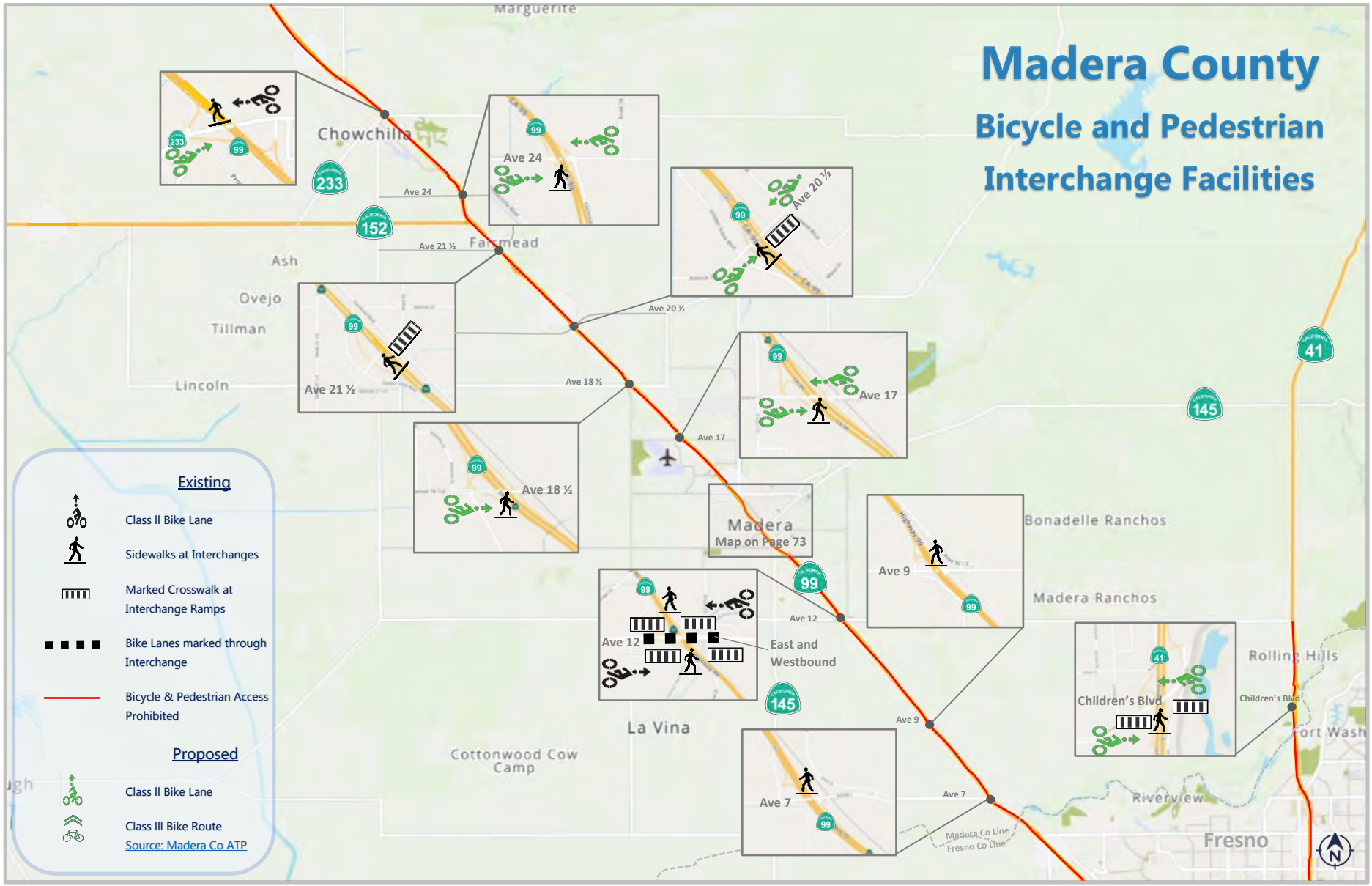

City of Bakersfield
Bicycle and Pedestrian
Interchange Facilities
North Bakersfield
Existing
Class II Bike Lane
Sidewalks at Interchanges
Marked Crosswalk at Interchange Ramps
Bike Lanes marked through Interchange
Bicycle & Pedestrian Access Prohibited
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Class IV Cycle Track
Complete Streets Study
Source: Kern Region ATP
7th Standard Rd
Meadows Field Airport
Highland Knolls Golf Course
Merle Haggard Dr
S Granite Rd
N Chester Ext
China Grade Loop
Round Mountain Rd
Alfred Harrell Hwy
Oildale
Olive Dr
Decatur St
N Chester Ave
Chester Ave
Union Ave
Columbus St
Haley St
Mount Vernon Ave
Fairfax Rd
Panorama Dr
Rosedale Hwy
24th St
Beale Ave
Niles St
Oswell St
Morning Dr
65
99
204
178
184


City of Bakersfield
Bicycle and Pedestrian
Interchange Facilities
Existing
Class II Bike Lane
Sidewalks at Interchanges
Crosswalks at Interchange Ramps
Bike Lanes striped through Interchange
Park and Ride Lot
Bicycle & Pedestrian Access Prohibited
Proposed
Class II Bike Lane
Class II Buffered Bike Lane
Bikeway Studies
Complete Streets Study
Source: Kern Region ATP
South Bakersfield
BAKERSFIELD
North and Southbound
Northbound
Westbound only
Westside Pkwy
Ming Ave
White Ln
Panama Ln
Hosking Ave
Taft Hwy
Panama Rd
E Pacheco Rd
Union Ave
Mt Vernon Ave
Cottonwood Rd
Weedpatch Hwy
Chester Ave
H St
Coffee Rd
Calloway Dr
Mohawk St
Truxtun Ave
California Ave
Stine Rd
New Stine Rd
Crest Drive
Edison Hwy
GREENFIELD
Fuller Acres
58
99
119
184
204

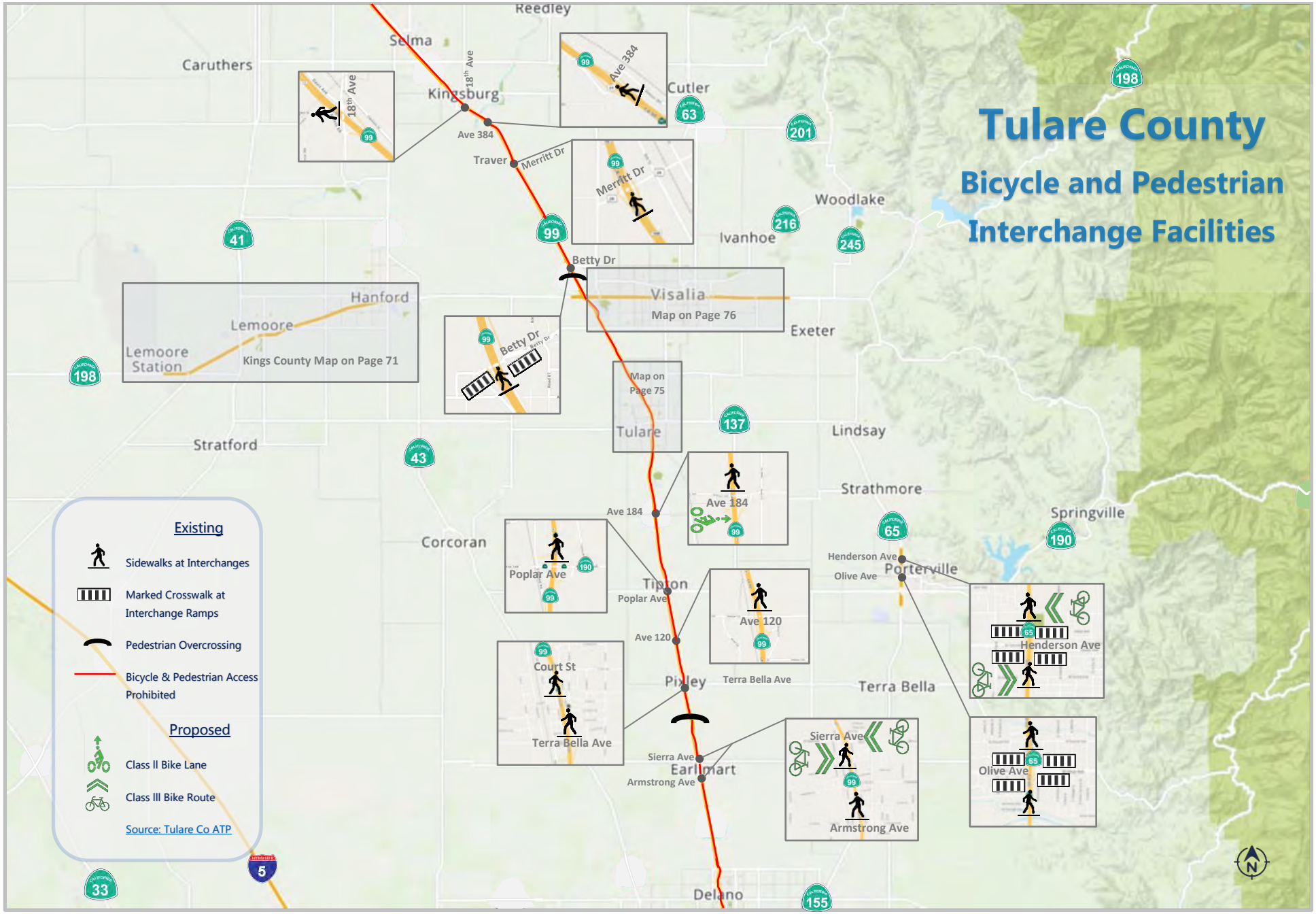

Existing
Sidewalks at Interchanges
Marked Crosswalks at Interchange Ramps
Pedestrian Overcrossing
Bicycle & Pedestrian Access Prohibited
Proposed
Class II Bike Lane
Class II Buffered Bike Lane
Class III Bike Route
Complete Streets Study
Source: Kern Region ATP
City of Delano
Bicycle and Pedestrian Interchange Facilities
City of McFarland
Bicycle and Pedestrian Interchange Facilities

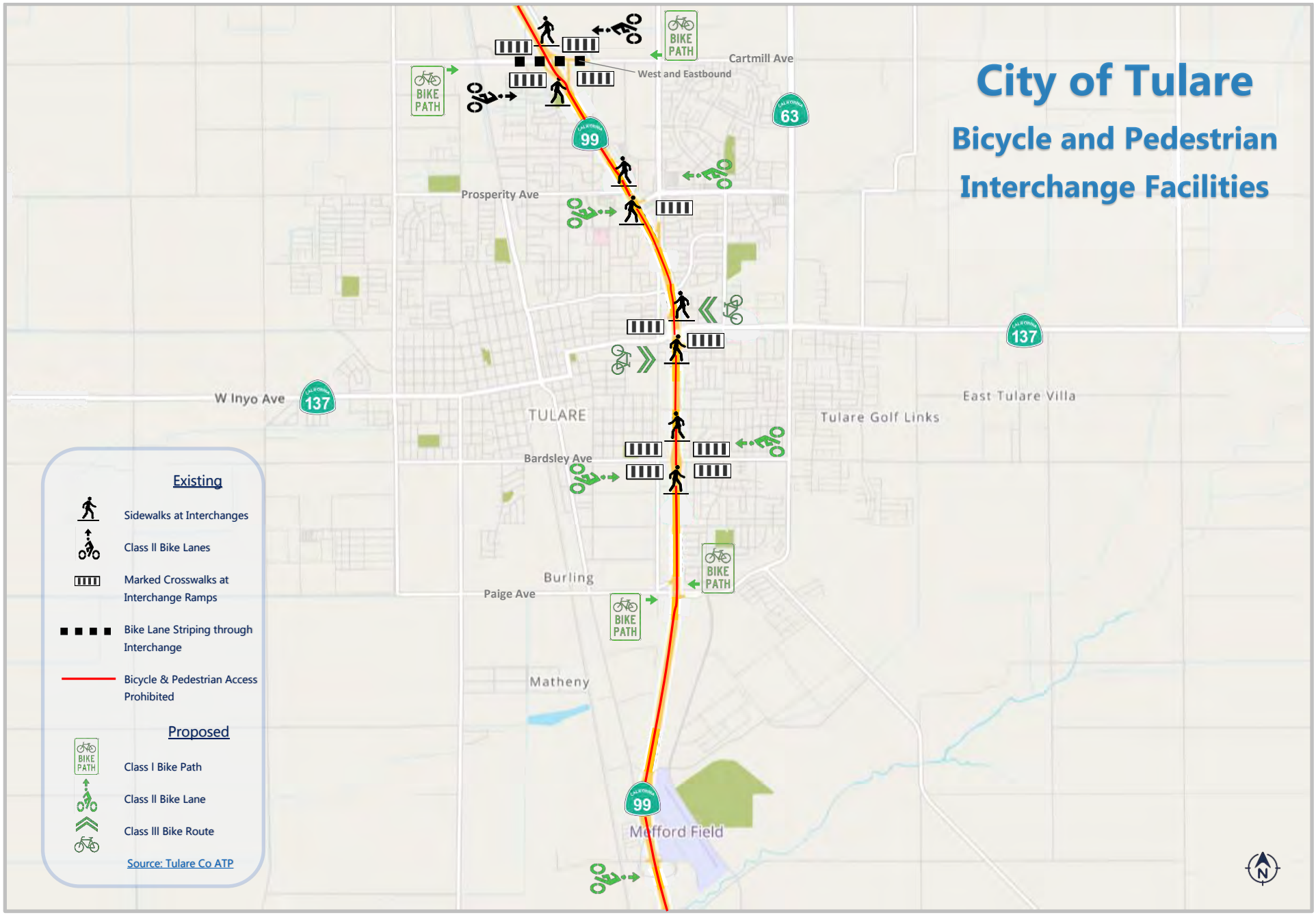
Kings County

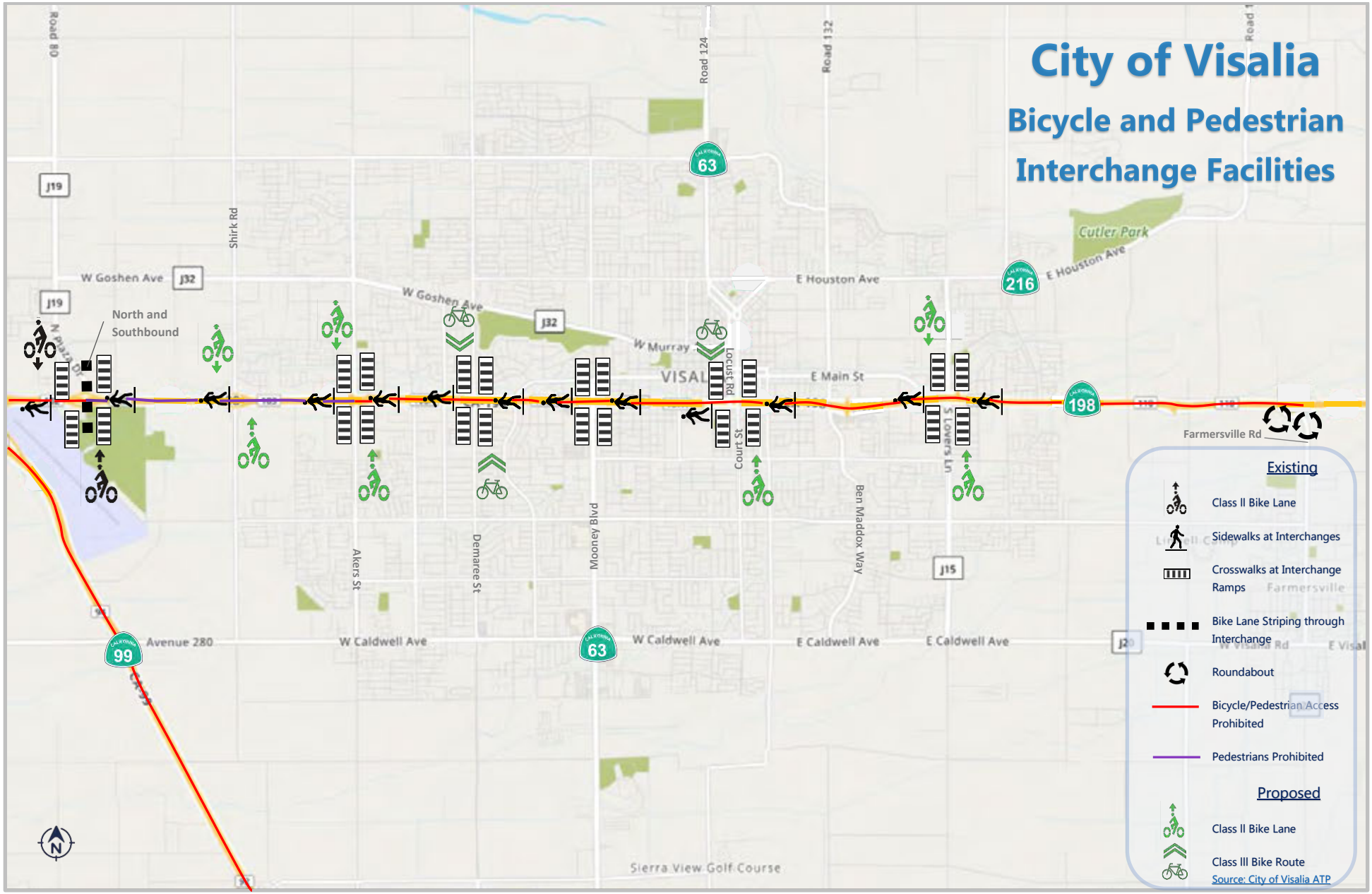



Madera County
Bicycle and Pedestrian
Interchange Facilities
Marguerite
Chowchilla
233
99
Ave 24
152
Ave 21 ½
Fairmead
Ash
Ovejo
Tillman
Lincoln
Ave 21 ½
Ave 20 ½
Ave 18 ½
Ave 17
Madera
Map on Page 73
Bonadelle Ranchos
Ave 9
Madera Ranchos
Ave 12
East and
Westbound
La Vina
145
Cottonwood Cow
Camp
Ave 7
Rolling Hills
Children's Blvd
Riverview
Madera Co Line
Fresno Co Line
Fresno
41
Existing
Class II Bike Lane
Sidewalks at Interchanges
Marked Crosswalk at
Interchange Ramps
Bike Lanes marked through
Interchange
Bicycle & Pedestrian Access
Prohibited
Proposed
Class II Bike Lane
Class III Bike Route
Source: Madera Co ATP


City of Madera
Bicycle and Pedestrian
Interchange Facilities
Existing
Class II Bike Lanes
Class III Bike Route
Sidewalks at Interchanges
Crosswalks at Interchange Ramps
Bicycle & Pedestrian Access Prohibited
Proposed
Class II Bike Lane
Source: Madera Co ATP
Adell St
Country Club Dr
Fairview St
Adanac Way
Avenue 16
Clark St
Raymond Rd
N Westberry Blvd
N Granada Dr
Aspen Ln
W Cleveland Ave
E Cleveland Ave
Avenue 15 1/2
Avenue 15
Road 29 1/2
Green Way
Sonora St
Columbia St
Sierra St
E Rush St
E Lincoln Ave
Tozer St
Elm St
Fig St
Road 28 1/2
Road 29
Glenville Ave
Deborah Ln
Stephanie Ln
N Schnoor St
Sharon Ave
CA-99
4th St
Driftwood Dr
Roberts Ave
N Park Dr
E 6th St
Clinton St
Adelaide Ave
Sunset Ave
Park Ln
Willis Ave
Fairview Ave
Rotan Ave
N Pine St
W 5th St
Howard Rd
W Olive Ave
E 9th St
E 10th St
E 11th St
E 12th St
E 13th St
E 14th St
Sunrise Ave
Avenue 14 1/2
Wallace Ave
Hull Ave
Knox Ave
S A St
Oso Dr
Ardilla Dr
E Olive Ave
Avenue 14
W Yosemite Ave
Stadium Rd
S Madera Ave
E Almond Ave
Avenue 13 1/2
Ward St
PARKSDALE
E Gary Ln
Avenue 13
W Pecan Ave
E Pecan Ave
Saunders Rd
Perkins Rd
Parkwood Ave
San Carlos Ave
Valencia Ave
PARKWOOD
Road 25 1/2
Road 26
Road 26 1/2
Highway 99
99
145
N


Tulare County
Bicycle and Pedestrian
Interchange Facilities
Reedley
Selma
Caruthers
Kingsburg
18th Ave
Ave 384
Cutler
Traver
Merritt Dr
Woodlake
Ivanhoe
Betty Dr
Visalia
Map on Page 76
Exeter
Hanford
Lemoore
Lemoore Station
Kings County Map on Page 71
Map on Page 75
Tulare
Lindsay
Stratford
Ave 184
Strathmore
Springville
Corcoran
Poplar Ave
Tipton
Ave 120
Terra Bella Ave
Court St
Pixley
Terra Bella
Henderson Ave
Olive Ave
Porterville
Sierra Ave
Earlimart
Armstrong Ave
Delano
Existing
Sidewalks at Interchanges
Marked Crosswalk at Interchange Ramps
Pedestrian Overcrossing
Bicycle & Pedestrian Access Prohibited
Proposed
Class II Bike Lane
Class III Bike Route
Source: Tulare Co ATP


City of Tulare
Bicycle and Pedestrian
Interchange Facilities
Cartmill Ave
West and Eastbound
Prosperity Ave
W Inyo Ave
TULARE
Bardsley Ave
Burling
Paige Ave
Matheny
Mefford Field
East Tulare Villa
Tulare Golf Links
BIKE PATH
99
63
137
Existing
Sidewalks at Interchanges
Class II Bike Lanes
Marked Crosswalks at Interchange Ramps
Bike Lane Striping through Interchange
Bicycle & Pedestrian Access Prohibited
Proposed
Class I Bike Path
Class II Bike Lane
Class III Bike Route
Source: Tulare Co ATP


City of Visalia
Bicycle and Pedestrian
Interchange Facilities
North and
Southbound
W Goshen Ave
E Houston Ave
W Murray Ave
E Main St
Farmersville Rd
Avenue 280
W Caldwell Ave
E Caldwell Ave
Shirk Rd
Akers St
Demaree St
Mooney Blvd
Court St
Locust Rd
S Lovers Ln
Ben Maddox Way
Road 80
Road 124
Road 132
Cutler Park
Sierra View Golf Course
J19
J32
J15
J20
63
99
216
198
Existing
Class II Bike Lane
Sidewalks at Interchanges
Crosswalks at Interchange Ramps
Bike Lane Striping through Interchange
Roundabout
Bicycle/Pedestrian Access Prohibited
Pedestrians Prohibited
Proposed
Class II Bike Lane
Class III Bike Route
Source: City of Visalia ATP

Acronyms

2C – Two-lane conventional highway
4C – Four-lane conventional highway
6C – Six-lane conventional highway
ATP – Active Transportation Plan
AADT – Annual Average Daily Traffic
ADA – Americans with Disabilities Act of 1990
ADT – Average Daily Traffic
BRT – Bus rapid transit
CALTRANS – California Department of Transportation
COG – Council of Governments
CSIAP 2.0 – Complete Streets Implementation Action Plan 2.0
CT – Caltrans
CTP – California Transportation Plan
DD-64-R2 – Deputy Directive 64 R2
DIB – Design Information Bulletin
FHWA – Federal highway Administration
GHG – Greenhouse Gas
I - Interstate
MS – Main Street
NA – Not available
NACTO – National Association of City Transportation Officials
PM – Postmile
ROW or R/W – Right-of-Way
SB – Senate Bill
SCS – Sustainable Community Strategies
SR – State Route
SR2S – Safe Routes to School
STIP – State Transportation Improvement Program
TCR – Transportation Concept Report
VMT – Vehicle Miles Traveled

Definitions

Asset Management - A strategic and systematic process of operating, maintaining, upgrading, and expanding physical transportation assets effectively throughout their life cycle.

Bikeway Class I (Bike Path) – A Class I Multi Use Path provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow from motorist minimized.

Bikeway Class II (Bike Lane) – A Class II Bike Lane provides a striped lane for one-way bike travel on a street or highway.

Bikeway Class III (Bike Route) – A Class III Bike Route is a signed shared roadway that provides for shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways. There is nothing different about the roadway, only that it has signs posted identifying it as a bike route.

Bikeway Class IV (Separated Bikeways) – A Class IV Bikeway (separated bikeway) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic.

Buffered Bike Lane – A Buffered Bike Lane provides greater separation from an adjacent traffic lane and/or between the bike lane and on-street parking by using chevron or diagonal markings. Greater separation can be especially useful on streets with higher motor traffic speeds or volumes.

City - An incorporated municipality, usually governed by a mayor and a board of aldermen or councilmen.

Community (Town) - A compactly settled area as distinguished from surrounding rural territory.

Complete Streets - A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs.

Conventional Highway - A highway without control of access which may or may not be divided. Grade separations at intersections or access control may be used when justified at spot locations.

Corridor – A broad geographical transportation band that follows a general directional flow connecting major sources of trips that may contain a number of streets, highways, bicycle, pedestrian, and transit route alignments.

Crosswalk – That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street. Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Districts (Caltrans) – The District feature class is a polygon coverage representing the California Department of Transportation (Caltrans) district boundaries. Caltrans has twelve Districts that consist of counties or a county.

Divided Highway – A highway with separated roadbeds for traffic traveling in opposing directions.

Expressway – An arterial highway with at least partial control of access, which may or may not be divided or have grade separations at intersections.

Facility Type – This describes the State Highway facility type. The facility could be freeway, expressway, conventional highway, or one-way city street.

Freeway – A highway in respect to which the owners of abutting lands have no right or easement of access to or from their abutting lands or in respect to which such owners have only limited or restricted right or easement access. A divided arterial highway with full control of access and with grade separations at intersections.

Frontage Street or Road – A local street or road auxiliary to and located on the side of an arterial highway for service to abutting property and adjacent areas and for control of access.

Grade Separation – A crossing of two highways, highway and local road, or a highway and a railroad at different levels.

Livability – A component of sustainability, livability describes the degree to which the environment improves human quality of life. Transportation facilities improve livability when they support accessible multimodal travel options, economic development, ecological quality, social equity, public health and safety, and vibrant public spaces which encourage positive social interactions.

Livable Communities – These can be as diverse as the individuals and groups discussing the concept. Livable communities have long been associated with other concepts like "walkable communities." Characteristics include: mixed land uses; compact development; range of housing choices; walkable neighborhoods; sense of place; preservation of open space and farmland; rehabilitation and redevelopment in existing communities; and a variety of transportation choices.

Interchange – A combination of ramps and grade separations at the junction of two or more highways for the purpose of reducing or eliminating traffic conflicts, to improve safety, and increase traffic capacity.

Intersection – Planned points of conflict where two or more roadways join or cross. There are two basic types of at-grade intersections: crossing and circular.

Median – The portion of a divided highway separating the traveled ways in opposite directions.

Multi-modal – The availability of transportation options using different modes within a system or corridor, such as automobile, subway, bus, biking, walking, rail, or air.

Non-Motorized Transportation (also known as Active Transportation and Human-Powered Transportation) This includes walking and biking, and variants such as small-wheeled transport (skates, skateboards, and push scooters) and wheelchair travel. These modes provide both recreation (they are an end in themselves) and transportation (they provide access to goods and activities), although users may consider a particular trip to serve both objectives. For example, some people will choose to walk or bicycle rather than drive because they enjoy the activity, although it takes longer.

Park and Ride Lot – Park and Ride lots provide a location for individuals to park their vehicles to join carpools and to access bus and rail services, thereby taking vehicles off local streets and roads and the State Highway System (SHS).

Postmile – A postmile is an identified point on the State Highway System. The milepost values increase from the beginning of a route within a count to the next county line. The

milepost values start over again at each county line. Milepost values usually increase from south to north or west to east depending upon the general direction the route follows within the state. The milepost at a given location will remain the same year after year. When a section of road is relocated, new mileposts (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "milepost equations" are introduced at the end of each relocated portion so that mileposts on the remainder of the route within the county will remain unchanged.

Roadway – That portion of the highway included between the outside lines of the sidewalks, or curbs and gutters, or side ditches including the appertaining structures, and all slopes, ditches, channels, waterways, and other features necessary for proper drainage and protection.

Rural – Fewer than 5,000 in population designates a rural area. Limits are based upon population density as determined by the U.S. Census Bureau.

Shoulder – The portion of the roadway contiguous with the traveled way for the accommodation of stopped vehicles, for emergency use, for errant vehicle recovery, and for lateral support of base and surface courses. The shoulder may accommodate bicyclists and pedestrians.

Sidewalk – A surfaced pedestrian way contiguous to a roadbed used by the public where the need for which is created primarily by the local land use.

Sidewalk Gaps - Sidewalk gaps are sections of roadway that have no sidewalk on either side or are missing sidewalk sections on one side of the street.

Smart Mobility Framework – A planning guide that furthers integration of smart growth concepts into transportation planning in California. Smart Mobility moves people and freight while enhancing California's economic, environmental and human resources by emphasizing: convenient and safe multimodal travel, speed suitability, accessibility, management of the circulation network and efficient use of land.

Sustainability – Preserving and enhancing California's people, environment, and prosperity by meeting current needs and improving quality of life without compromising future generations' abilities to meet their needs.

Vehicle Miles Traveled (VMT) – Is the total number of miles traveled by motor vehicles on a road or highway segments.

Bicycle Facility Types

Class I Bike Path

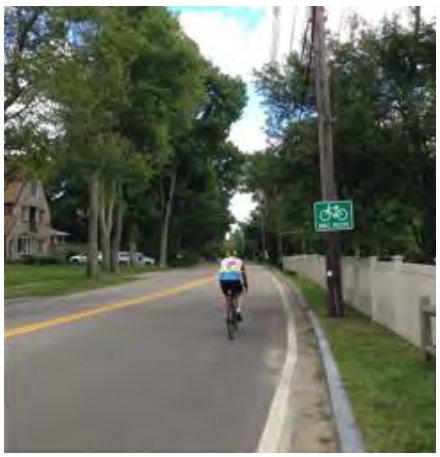
A Class I Multi Use Path provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized.

Class II Bike Lane

A Class II Bike Lane provides a striped lane for one-way bike travel on a street or highway.

Buffered Bike Lane

A Buffered Bike Lane provides greater separation from an adjacent traffic lane and/or between the bike lane and on-street parking by using chevron or diagonal markings.



Class III Bike Route

A Class III Bike Route is a signed shared roadway that provides for shared use with pedestrians or motor vehicle traffic, typically on lower volume roadways. There is nothing different about the roadway, only that it has signs posted identifying it as a bike route.

Class IV Bikeway

A Class IV Bikeway (separated bikeway) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic.

Notes

California Department of Transportation
District 6
1352 W. Olive Avenue
P.O. Box 12616
Fresno, CA 93778-2616
559-445-6792