
BICYCLE PLAN



CITY OF GRIDLEY

Community Development Department • Adopted November 17, 2003

CITY OF GRIDLEY BICYCLE PLAN

PREPARED FOR

CITY OF GRIDLEY
COMMUNITY DEVELOPMENT DEPARTMENT

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LEGAL REQUIREMENTS

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The City of Gridley Bicycle Transportation Plan has been prepared pursuant to the California Bicycle Transportation Act (BTA) and is directed towards meeting the provisions of the Act and the California Street and Highways Code Chapter 517, Article 3, Sections 890 – 894.2. The City of Gridley Bicycle Transportation Plan addresses these requirements through narrative, tables, and maps.

Streets and Highways Code 891.2:

A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from the implementation of the plan.

See Chapter 2. Existing Conditions

A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.

See Figure 2. Land Use Considerations

A map and description of existing and proposed bikeways.

See Chapter 5. Gridley Areas Bikeways

A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.

See Chapter 2. Existing Conditions and Figure 4. Existing & Proposed Bicycle Parking Facilities.

A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.

See Chapter 2. Existing Conditions (description only)

A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the

The BTA places high importance on the promotion of bicycle commuting.

LEGAL REQUIREMENTS

Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

See Chapter 2. Existing Conditions

A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.

See Chapter 3. Participation

A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.

See Chapter 2. Existing Conditions

A description of the projects proposed in the plan and a listing of their priorities for implementation.

See Chapter 5. Gridley Area Bikeways

A description of past expenditures for bicycle facilities and future needs for projects that improve safety and convenience for bicycle commuters in the plan area.

See Chapter 2. Existing Conditions and Chapter 5. Gridley Area Bikeways

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Background

Bicycles have become a significant mode of transport in towns and cities that have provided facilities, programs, and education for them. The growth and popularity of bicycling can be attributed to an increased recognition that bicycling is a viable alternative mode of transportation, particularly for short trips. Bicycling has the benefit of providing transportation opportunities for segments of the population underserved by existing transportation services; namely children, seniors, and those who can not afford car ownership.

In order to encourage the use of bicycles as a transportation mode, the City of Gridley should consider the four E's of bicycle planning: engineering, education, encouragement, and enforcement. Engineering refers to roadway design, bike parking facilities, and other infrastructure available to better support bicycle use. Education should be provided, especially to children, on the safe use of bicycles in traffic. Encouragement refers to programs, policies or events that can be implemented to encourage the use of bicycles as a transportation choice. Finally, enforcement refers to the responsibility of the police to enforce existing rules of the road, from

automobile speed limits to bicycle helmet laws. Using these techniques, this Plan is intended to provide the framework for the City to improve and encourage bicycle transportation.

City of Gridley Bicycle Plan

The City of Gridley received a Community Based Transportation Grant from the California Department of Transportation (Caltrans) to develop a bicycle plan. This bicycle plan was prepared in accordance to the California Streets and Highways Code 891. 2, which allows the City to pursue State funding for projects identified herein.

Developing the City of Gridley Bicycle Plan consisted of three major tasks: data collection, developing goals and objectives (through a public outreach program), and designing a bikeways network. This Plan specifically proposes infrastructure improvements, namely building bike lanes and trails, and providing more secure bike parking. Several programs and policy improvements have also been identified in Chapter 4. Goals and Objectives. Project implementation and funding will likely be focused on priority projects identified in Chapter 5. However, programmatic and educational improvements (Implementation Measures) should be given equal consideration for project funding and implementation.

EXECUTIVE SUMMARY

Summary of Recommendations

- Build 2.1 miles of Caltrans Class II bike lanes identified as “high priority”.
- Purchase and place bike racks at key public places.
- Promote bicycling and publicize bike safety issues using a variety of methods.
- Work with school districts to train school children on safe use of bicycles.
- Continue to explore the feasibility of creating regional trailways by coordinating with Butte County, Caltrans, Union Pacific Railroad, and officials of the City of Biggs.
- Improve all City projects’ “bicycle friendliness” by training staff on bicycle planning techniques, and suggesting bike parking for some projects.
- Build 4.0 miles of Class II bike lanes identified as “medium priority”.
- Build 3.4 miles of Class I bike paths identified as “medium priority”.
- Build 3.6 miles of Class II bike lanes identified as “low priority”.

INTRODUCTION

CHAPTER 1. INTRODUCTION

1.1 PURPOSE

Background

Bicycles have become a significant mode of transport in towns and cities that have provided facilities, programs, and education for them. The growth and popularity of bicycling can be attributed to an increased recognition that bicycling is a viable alternative mode of transportation, particularly for short trips. Bicycling has the benefit of providing transportation opportunities for segments of the population underserved by existing transportation services; namely children, seniors, and those who can not afford car ownership.

Bicycle touring and recreational riding have shown an increase in popularity due to health benefits and general well being bicycling provides. It is often difficult to distinguish recreational riders from those who bicycle as a means of transportation. Bicycling, for whatever purposes, offers fitness and enjoyment.

Bicycling can also contribute to quality of life improvements. By encouraging bicycling, communities can help reduce air and noise pollution, traffic congestion, and generally make towns more desirable and livable.

The City of Gridley is committed to improving the quality of daily life as

well as the vitality of local businesses. Economic, environmental, aesthetic, and health benefits are known to reward communities that have the foresight and political will to foster the use of the full range of transportation alternatives.

There are many activities the City of Gridley and private agencies are doing to improve non-motorized transportation and promote “smart growth’ pedestrian-friendly development such as improving sidewalks and installing street furniture in the downtown area. Recently, a major redesign of Highway 99 was approved that is intended to transform the corridor into a human-scaled, walkable, and aesthetically pleasing environment. The Bicycle Plan helps to meet the

This plan is intended to provide the framework to improve and encourage bicycle transportation in Gridley.

City’s planning goals of providing a safe, healthy living environment.

Bicycle facilities is a general term denoting improvements and provisions made to accommodate or encourage bicycling such as bike routes, bike lanes, and bike trails, as well as bicycle parking structures. Bicycle facilities are designed to

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improve access, safety, and convenience for bicyclists. On-road bicycling improvements are essential if bicyclists are to access popular destinations such as schools, the post office, stores, work, parks, and recreational destinations. Typically, bicycling has been one of the least supported modes of transportation. This Plan is intended to provide the framework to improve and encourage bicycle transportation in Gridley.

1.2 GEOGRAPHICAL SETTING

Location and Character

The City of Gridley is located approximately 60 miles north of the

state capital, Sacramento, and 30 miles south of Chico in the North Sacramento Valley. The population of Gridley, about 8,000 people, is steadily growing at about 2 percent a year.

The City is characterized by its compact form, composed primarily of low-to medium density single family residences. A traditional downtown with various services and government uses is located north central in the City. Highway 99, the major auto transportation corridor in Butte County, transects Gridley on its eastern edge. The Union Pacific Railroad bisects the City running adjacent to downtown.



Figure 1 – Regional Location Map

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Gridley is located in the agricultural heart of the Northern Sacramento Valley. Sweeping valleys views are interrupted by the Sierra Nevada foothills to the east and the Sutter Buttes, a geologic oddity, to the southwest. Gridley is a self-contained, contiguous city that is surrounded by a variety of agriculture and open space uses. Gray Lodge Wildlife Area, a premiere wildlife preserve (and tourist destination), is located three miles to the southwest. The small town of Biggs (pop. 2,000) is located just three miles to the north and shares many similar attributes as well as the police force with the City of Gridley (see **Figure 1**. Regional Location Map).

Climate

Warm, dry summers, and cool, wet winters characterize the climate in Gridley. Most precipitation occurs from November through April. During the summer months the average maximum temperature is 95 degrees. Average annual rainfall in Gridley is 19 inches. With its location on the valley floor, near irrigated fields, Gridley typically experiences tule fog during the winter.

1.3 KEY TERMS

Bicycle Facility: A general term denoting improvements and provisions made to accommodate or encourage bicycling including

bikeways, bike parking facilities, lockers, etc.

Bicycle Transportation Account (BTA) Formerly Bicycle Lane Account (BLA):

A statewide (California) program that funds bicycle facility projects including bike paths, bike lanes, bike routes, bike racks on buses, bicyclist-sensitive traffic signals, planning and maintenance of bikeways, and bicycle parking facilities.

Bikeway: Any road, path, or route provided for bicycle travel.

Class I Bicycle Path: A bike facility that, provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross-flow minimized. In addition to the transportation benefits, bike paths often can provide recreational opportunities. Bike paths are excellent options for inexperienced riders.



Class I Bike Path (www.pedbikeimages.com)

Class II Bicycle Lane: A bicycle facility that provides a striped lane for one-way bicycle travel on a street or highway. Bike lanes (usually 5 feet

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wide) are recommended on roads that are popular with cyclists due to their proximity to popular destinations. Bike lanes provide higher levels of riding comfort for cyclists. They also have numerous additional benefits such as calming traffic, increasing sight distance for automobiles, and increasing the distance between cars and pedestrians.



Class II Bike Lane
(www.pedbikeimages.com)

Class III Bicycle Route: A bicycle facility that provides for shared use with pedestrian or motor vehicle traffic. Class III routes are used where roadway volume or design does not allow bike lanes. Marked routes serve as connectors between other bike facilities, or provide direction to destinations. Route signage also has the effect of heightening drivers' awareness of the presence of bicycles.

Commuter cyclist: An individual who repetitively cycles over the same or similar route and uses a bicycle primarily for travel to and from work, school, or shopping.

Destination: Places where commuters travel such as schools, shopping areas, and workplaces.

Multi-use Path: A facility that allows shared use by bicycles, pedestrians, skating, in-line skaters, joggers, and the non-motorized vehicle transportation and is not a sidewalk.

Roadway: The portion of the street, including shoulders, designed for vehicle use.



Class III Bike Route