

BIGGS AREA

BICYCLE TRANSPORTATION PLAN



PREPARED FOR:

THE CITY OF BIGGS
465 C STREET
BIGGS, CA 95917



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BIGGS AREA BICYCLE TRANSPORTATION PLAN

Executive Summary

VISION

The guiding vision for this plan is to support the efforts of the City of Biggs into a “bicycle-friendly community where residents will have the opportunity to integrate cycling into their daily lives.”

PLAN COMPONENTS

This plan includes a network of existing and planned bicycle routes that will help support the vision. It also includes developing and improving other aspects of Biggs’ bicycling infrastructure, such as bicycle parking and other end of trip facilities. It also supports the integration of bicycling and transit as a way to increase convenience for cyclists and lowering demand for automobile transportation. It also discusses methods that can be used to increase safety and invite new users to Biggs’ bicycle transportation system.



GUIDING PRINCIPLES

The following goals and principles guide the vision of the Biggs Area Bicycle Transportation Plan:

IMPROVING SAFETY

Providing safety and educational programs, assigning dedicated road space to cyclists and alerting motorists of their presence will help improve safety and convenience for all users of Biggs’ streets and sidewalks. Bicycling can also serve as a mobility need for all ranges of citizens. By providing safe and comfortable routes to schools and parks, the City will be able to promote life long habits of active living and independence for children, seniors and other adults.





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CONNECTING LOCAL AND REGIONAL DESTINATIONS

Providing safe and convenient connections to destinations in Biggs and neighboring communities will increase bicycle use and reduce motor vehicle trips. Connecting to regional trails will expand the number of potential destinations available to Biggs residents and potentially increase the number of individuals coming to Biggs, which in return, this may help to improve economic conditions for local businesses.

CYCLING TO PROMOTE COMMUNITY HEALTH

A safe and appealing bicycle transportation network will help improve community health by increasing opportunities for active living for all of Biggs' citizens.

CYCLING AS AN ALTERNATIVE TRANSPORTATION OPTION

A high quality and well-connected bicycle network will make it easier and more convenient for citizens of Biggs to choose cycling as a way to meet at least some of their transportation and mobility needs. A network of safe, convenient and easily accessible routes will expand the use of cycling and reduce the impact and usage of automobile.



BENCHMARK

Success for this Plan will be measured by increases in the number of completed proposed bicycle facilities and by the number of people who cycle in Biggs as a means of fulfilling at least some of their daily transportation and mobility needs.



BIGGS AREA BICYCLE TRANSPORTATION PLAN

Chapter One Introduction

This chapter discusses the overall purpose of the plan, as well as background information regarding the types of bike path classifications proposed and previous planning efforts used.

IN THIS SECTION:

- 1.1 PURPOSE
- 1.2 BACKGROUND
- 1.3 PREVIOUS PLANNING EFFORTS
- 1.4 DEFINITIONS
- 1.5 PUBLIC PARTICIPATION PROCESS
- 1.6 INTERAGENCY PLANNING



BIGGS AREA BICYCLE TRANSPORTATION PLAN

Introduction

1.1 PURPOSE

The Biggs Area Bicycle Transportation Plan provides the long-term framework to improve and encourage bicycle transportation throughout the city. This document is an update to the 2005 Biggs Area Bicycle Transportation Plan. In order to receive Bicycle Transportation Account (BTA) funding, the City is required to adopt a Bicycle Transportation Plan and have it approved by the local agency's Regional Transportation Planning Agency. The 2011 Biggs Area Bicycle Transportation Plan is prepared in compliance with the California Bicycle Transportation Act (California Streets and Highway Code, Chapter 8, Article 2, Section 891.2).

1.2 BACKGROUND

Bicycling has become an increasingly popular method of travel. Now more than ever, many are attracted to the known cost and energy savings, environmental benefits, and health advantages. Others simply may not be able to drive due to youth, finances, or otherwise, and use bicycles as their primary means of transportation.

Biggs is perfectly suited for bicyclists due to the flat terrain, shade trees, low traffic volumes, and favorable climate. The city's numerous low volume streets and flat terrain provides a strong basis for the establishment of a bikeway system. One physical obstacle facing bicycle circulation in the City of Biggs is the railroad tracks, which create a barrier to east-west travel within the city. But careful and coordinated planning efforts are underway, and intend to provide the best and safest access throughout the City and plan area.

Depending on the location, overall development of bikeways may be a responsibility of city, county, state, or federal government. The City of Biggs plans bikeways within its sphere of influence. The City is responsible for the development of bikeways within its incorporated limits, while the county is responsible for the unincorporated area.





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Although there have been no joint bikeway projects constructed in the Biggs Urban Area, the County of Butte and the Butte County Association of Governments (BCAG) have traditionally cooperated with other cities on local bikeway projects. CalTrans is responsible for the development and maintenance of bikeways along state highways or where established bikeways are interrupted by highway construction. The federal government would be responsible for funding bikeways on federal lands, such as national forests, or along interstate highways if their provision will enhance safety.

Planning and implementation of bikeways is not a mandated process, but one undertaken by communities at their discretion. Funding programs have become increasingly flexible about how the transportation monies may be spent, expanding project eligibility to include bicycle and pedestrian paths. However, many discretionary funding sources require that bikeway projects must be part of a bicycle transportation plan in order to be eligible for funding. It is up to the individual jurisdictions to either propose bikeway projects for these funding sources, or decide to use transportation allocations on bikeways.

1.3 PREVIOUS PLANNING EFFORTS

This plan updates and revises the BIGGS AREA BICYCLE TRANSPORTATION PLAN from October of 2005. The Butte County Association of Governments (BCAG) established the framework to 2005 Bicycle Transportation Plan in 1998.

Some projects were identified in the draft *Countywide Master Plan*, September 1998. Bikeway and pedestrian facilities are discussed in the Circulation Element of the *City of Biggs General Plan*, which is currently being updated. These goals and policies form the core on which the policy element of this bicycle transportation plan is based.



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1.4 DEFINITIONS

The City of Biggs uses Caltrans' design standards, as described in Chapter 1000 of the Caltrans Highway Design Manual, dated July 1993 (Appendix A illustrates each bikeway classification). It also follows standards based off of American Association of State Highway and Transportation Officials (AASHTO). There may be cases where the city's design standards may vary from those used by Caltrans based upon local conditions, resources and constraints. Conditions for a specific bikeway may justify an easing of some requirement, or necessitate a more stringent requirement, as the case may be.

CLASS I BIKE PATH

Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. Caltrans Standards call for Class I bikeways to have 8 feet (2.4 meters) of pavement with 2 foot (0.6 meters) graded shoulders on either side, for a total right-of-way of 12 feet (3.6 meters). These bikeways must also be at least 5 feet (1.5 meters) from the edge of a paved roadway.

CLASS II BIKE PATH

Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles within through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted. Caltrans standards generally require a 4-foot (1.2 meters) bike lane with a 6-inch (150mm) white stripe separating the roadway from the bike lane.

CLASS III BIKE PATH

Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street sign, there are no special markings required for a Class III bike route.



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1.5 PUBLIC PARTICIPATION PROCESS

The Butte County Association of Governments developed the City's original Bicycle Transportation Plan in 1998 and the City of Biggs prepared and adopted a revised Plan, the *2005 Biggs Urban Area Bicycle Transportation Plan* for the City of Biggs in 2005. A cornerstone of this plan's contents was the city's General Plan, which contains significant outreach and extensive citizen participation. The 2011 update was proposed and undertaken by the City of Biggs, utilizing resources including the *City of Biggs General Plan*, *County of Butte General Plan*, the *City of Biggs/BCAG 2005 Biggs Urban Area Bicycle Transportation Plan*, and current City of Biggs project and budget information. Additional citizen input will be obtained through the hearing process prior to the adaptation of a bikeway plan. Public hearings will be held by the City as part of the consideration of this document.

1.6 INTERAGENCY PLANNING

The 2011 Biggs Area Bicycle Transportation Plan will be incorporated into BCAG's 2012 Regional Transportation Plan (RTP), which is currently being worked on. The City of Biggs has also made this plan available to the BCAG Transportation Advisory Committee, which includes representation from each of the cities in the County of Butte, the Butte County Air Quality Management District, citizen representation, Native American tribes within Butte County, and Caltrans District 3.



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Chapter Two Setting

This chapter provides an overview of Biggs, regarding the demographics and context of the City.

IN THIS SECTION:

2.1 LOCATION

2.2 CLIMATE

2.3 CHARACTER

2.4 REGIONAL CONTEXT

2.5 URBAN FORM AND

DEVELOPMENT

PATTERNS

2.6 COMMUTE PATTERNS



BIGGS AREA BICYCLE TRANSPORTATION PLAN

Setting

2.1 LOCATION

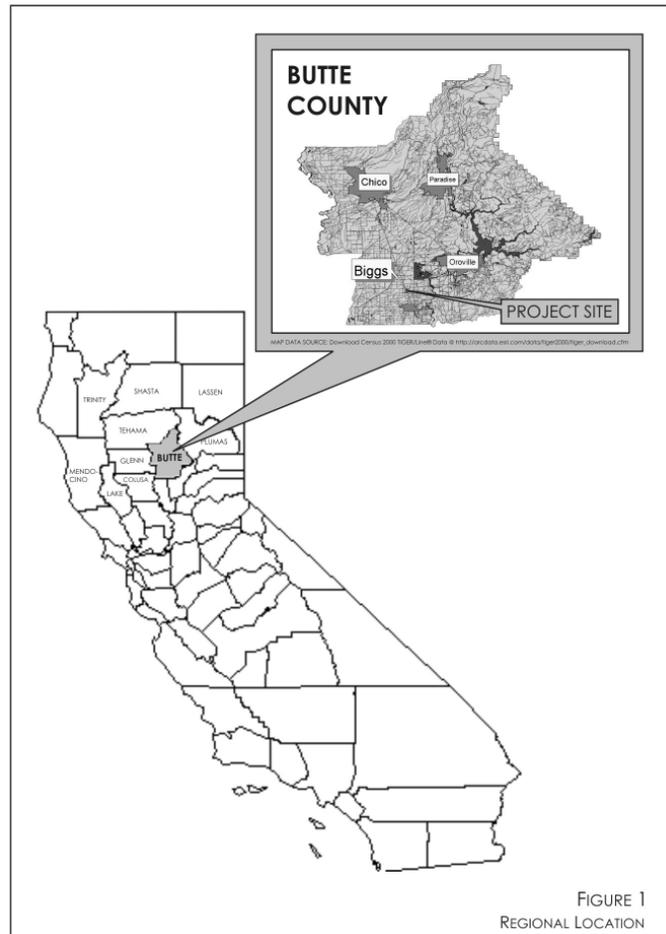
The Biggs Urban Area is located in the southwestern portion of Butte County, in the northern Sacramento Valley (Figure 1). Biggs is the county's smallest incorporated city, with an estimated 2004 population of approximately 1,707 (Source: U.S. Census Bureau, Census 2010). The city currently encompasses 338 acres. The Biggs Urban Area is characterized by very flat terrain, averaging less than 100 feet above sea level, with an average slope of only 3 or 4 feet per mile. See figure at right.

2.2 CLIMATE

Biggs' climate, like that of the rest of the northern Sacramento Valley, is generally categorized as Mediterranean, with hot, dry summers and cool, wet winters. Average winter rainfall is approximately 20 inches annually.

2.3 CHARACTER

Biggs is primarily an agricultural community. It's rich, productive soils and commitment to agriculture are the characteristics that sets Biggs apart from other Butte County communities. Typified by an image of small town America, one of Biggs' most attractive qualities is a quiet, safe environment. The city's downtown area supplies necessary goods and services to local residents, with a grocery store, post office, and a number of small stores located along B Street.





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2.4 REGIONAL CONTEXT

An important consideration in planning bikeways in the Biggs area is the linkage to regional facilities. These linkages are critical to the development of a comprehensive bicycle transportation system for Biggs and Butte County. Planned regional bikeways linking with the Biggs Urban Area are as follows:

- Class II bike lanes on Biggs East Highway/B Street from Larkin Road to W. Biggs Gridley Road

Status: Not currently scheduled. Included as low priority in draft Countywide Bicycle Transportation Plan.

- Class I bike lane on Hamilton Slough from W. Biggs Gridley Road to B Street

Status: Not currently scheduled. Included as low priority in draft Countywide Bicycle Transportation Plan.

- Class III bike lanes on Bannock Street from Second Street to Sixth Street

Status: Not currently scheduled. Included as low priority in draft Countywide Bicycle Transportation Plan.

- Class III bike lanes on Second Street/Trent Street from B Street to Sixth Street

Status: Not currently scheduled. Included as low priority in draft Countywide Bicycle Transportation Plan.

- Class I bike path between the cities of Biggs and Gridley

Status: Not currently scheduled. Feasibility study planning grants being sought to study project potential and feasibility.



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2.5 URBAN FORM AND DEVELOPMENT PATTERNS

Present Land Use Patterns

The City of Biggs was first given the name Biggs Station after Marion Biggs, who first shipped grain by rail from the city. Upon changing its name to Biggs in 1884, the City was incorporated in 1903 and its citizens still use agriculture as a primary source of income. Like many other cities that grew and developed after World War II, the landscape and mobility infrastructure of Biggs is oriented to automobile transportation. This poses several constraints to easy and efficient use of cycling throughout the city.



Residential Areas

Large or concentrated residential areas are both the origin and destinations of large numbers of bicycle trips. Residential areas comprise most of the city. These residential areas consist of low-density, large lot single-family homes.



Schools

Bicycling is a primary form of transportation for many school children. Safe routes between schools and the adjacent residential areas are important not only for the students' safety, but can provide an easy means of reducing of reducing vehicular trips by reducing the need for parents to drop off and pick up the kids at school. Biggs Elementary, Middle and High Schools are located adjacent to each other along B and C Streets at First Street.



Shopping Areas

Shopping areas provide a destination for bicyclists. The downtown area, B Street between Fourth and Seventh Streets, is the shopping area of the city.



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Public Buildings

Public buildings include city, county, and federal buildings and offices. City of Biggs offices are located on Sixth Street, between B and C Streets. The County library branch is located near the corner of B Street and Sixth Street in the downtown area, and the Post Office is located across the street. The fire station is also located on B Street near the City offices.

Major Employment Centers

The largest employment segments for Biggs residents are agriculture, retail sales, construction, and education. The city's largest employer is the Biggs Unified School District. Another major employer is SunWest Rice Milling, located in the southwest corner of the City.

Recreational Areas

Biggs Family Park is a centrally located park in Biggs on Eight Street between B and C Streets. It includes a multi-sport court, a children's play area, open turn and picnic facilities, and a skate plaza.

The city's main recreational facility is Biggs City Park located on West Rio Bonito Road. In addition, Grey Lodge Wildlife Area and the Feather River are each located within a few miles of Biggs.

Future Land Use Patterns

The City of Biggs is currently updating their General Plan. Upon adoption of the General Plan, the Plan will direct any future changes to the current land uses and take into consideration the impact they will have upon bicycle transportation.





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Implications for this Plan

- Providing bicycle network connections to and from the City for Biggs residents and visitors should be emphasized;
- Developing and improving the bicycle routes in Biggs will help address issues of connectivity between different portions of the City and to adjacent neighborhoods;
- Suitable connections to future redevelopments should also be provided.

2.6 COMMUTE PATTERNS

According to the 2010 Census, the population of Biggs is 1,710. The 2010 U.S. census has not realized the new data regarding commute patterns; therefore, the City of Biggs is using data found in the 2000 U.S. Census to convey the data regarding commute patterns.

Based on the 2000 U.S. Census, the data shows that existing commute patterns for travel within the Biggs area heavily favors automobiles. The data shows that only 18% of the city's workers 16 and older were actually employed in Biggs; about 58% worked elsewhere in the county, and nearly 24% worked outside of the county. Approximately 37% of the workforce travels less than 15 minutes to work, while another 37% travel more than 30 minutes to work.

Still, for those who work in or near the city, the health benefits of bicycling, the wide, shady streets, the short distances between home and work, and mild temperatures for all but midsummer afternoons provide inducements to bicycle commuting.

The U.S. Census provides some indication of the numbers of people using the bicycle as a means of travel. In Biggs Urban Area, no employed persons bike to work as according to the 2000 Census. However, the census figures specifically exclude bicycle to school trips as part of its reporting.



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Estimates of numbers of bicycle to school commuters are more difficult to calculate, as there are no official sources of this type of data. All types of schools, serving all grade levels, generate bicycle traffic. Caltrans' 1991 Statewide Travel Survey estimates that 8.5% of Butte County students bicycle their way to school on a regular basis. Based on total public school enrollment of 850, it is estimated that this adds an additional 72 bicycle commuters. Combined with bicycle to work figures, the current total of bicycle commuters in the Biggs Urban Area is estimated at about 75, or about 4.4% of it's total population.

According to the City of Biggs General Plan, the population of the city is expected to increase at a rate of 2% annually. This equates to a city population of approximately 2,400 by the year 2015. With the implementation of the policies in this document, as well as those contained in the General Plan, it can be expected that the bicycle commuting will increase at the same rate as the population. Bicycle to school commuting can be expected to increase as well. The Biggs Unified School District does not calculate long-term projections from school enrollment. However, using the overall city population projections of a 2% annual growth as a guide, total public school enrollment is expected to grow to 1,200 in 2015, thus adding another 30 bicyclists. Combined with existing numbers, the total amount of bicycle commuters is expected to reach approximately 105, or 4.4% of the population, at build out.



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Chapter Three Issues

This chapter examines issues that pose a threat to the current condition of bicycle paths, as well as future developments.

IN THIS SECTION:

3.1 BICYCLE/RAILROAD
CONFLICTS

3.2 PAVEMENT CONDITIONS



BIGGS AREA BICYCLE TRANSPORTATION PLAN

Issues

3.1 BICYCLE/RAILROAD CONFLICTS

The Union Pacific Railroad tracks bisect the center of Biggs on a north-south alignment between Seventh and Eighth Streets. There are three at-grade crossings, one at B Street, E Street, and F Street. The numerous daily trains that use this line can create traffic delays for bicycles as well as automobiles.

There has been speculation in 2011 about the future of the existing crossings, and even some speculation about relocation of one crossing or possibly even a new crossing. The current regulatory environment prevents this plan from specific consideration of those options, but any future crossing is anticipated to be planned in coordination with this and all corresponding traffic, transportation, and safety plans.

3.2 PAVEMENT CONDITIONS

Many of the city's streets are not paved from curb to curb or lack full street improvements, such as curbs, gutters and sidewalks. The irregular pavement width can create challenges for bicycle riders using the shoulder areas.

The City also undertook a project in 2009 regarding replacing water pipes. When these pipes were removed and placed back in, portions of street pavement were removed. The streets were later replaced with new pavement; however, only in the areas that were forced to be ripped out due to the new water pipes. This has left some streets in the City with only one side of new pavement. The inconsistency in pavement causes issues for cyclists.



BIGGS AREA BICYCLE TRANSPORTATION PLAN

Chapter Four Bicycle Facility Inventory

IN THIS SECTION:

This chapter discusses all of the existing bicycle facilities in Biggs, as well as any future planned facilities.

- 4.1 BIGGS EXISTING FACILITIES
- 4.2 BIGGS PLANNED FACILITIES



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Bicycle Facility Inventory

4.1 BIGGS EXISTING FACILITIES

Class I bike path in North Biggs Estates Project

Class I bike path along Rio Bonito Road on Biggs High School Property

Class II bike lanes on E Street from Second Street to Sixth Street

Class II bike lanes on E Street/West Rio Bonito Road from Second Street to Biggs City Park

Class II bike lanes on Second Street from E Street to C Street

Class II bike lanes on Eighth Street from E Street to B Street

Class II bike lanes on E Street from Second Street to Seventh Street

Class II bike lanes on Sixth Street from E Street to B Street



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4.2 BIGGS PLANNED FACILITIES

- A. Class I bike path along Hamilton Slough from W. Biggs/Gridley Road to B Street

Status: Not currently scheduled

- B. Class I bike path between the cities of Biggs and Gridley

Status: Feasibility Study funding currently being pursued

- C. Class II bike lanes on B Street from Sixth Street to Second Street

Status: Not currently scheduled

- D. Class II bike lanes on B Street from Sixth to Eighth Street

Status: Not currently scheduled

- E. Class II bike lanes on Sixth Street from B Street to southern edge of planning area

Status: Not currently scheduled

- F. Class III bike route on Bannock Street from Second Street to Sixth Street

Status: Scheduled Summer/Fall 2011

- G. Class III bike route on Second Street/Trent Street from B Street to Sixth Street

Status: Scheduled Summer/Fall 2011

- H. Class III bike route on C Street from First Street to Sixth Street

Status: Scheduled Summer/Fall 2011

- I. Class III bike route on Fifth Street from E Street to Trent Street

Status: Scheduled Summer/Fall 2011



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Chapter Five Bicycle Support Facilities

This chapter examines all of the present end of trip facilities available to bicyclists in the City of Biggs.

IN THIS SECTION:

- 5.1 BICYCLE PARKING
- 5.2 INTERMODAL
CONNECTIONS
- 5.3 SHOWER AND LOCKER
FACILITIES



BIGGS AREA BICYCLE TRANSPORTATION PLAN

Bicycle Support Facilities

5.1 BICYCLE PARKING

A good bicycle can be expensive. So, bicyclists may leave their bicycles safe at home unless there is a secure spot to park their bicycle at their destination. Therefore, bicycle parking is a key component of an effective bikeway program.

There are a number of different types of bicycling parking. Most common are bicycle racks. These racks may be freestanding, or bolted to the ground or to a structure. Bicycles are secured to the racks with the rider's bicycle lock. Bicycle racks come in a large variety of configurations, with different designs and numbers of parking spaces. Another common, but more expensive, form of bicycle parking are bicycle lockers. These are enclosures that contain the entire bicycle behind a locked door. Bicycles lockers are used for longer-term storage and security of bicycles, such as at park and ride lots.

Bicycle parking requirements vary by jurisdiction. The City of Biggs does not have bicycle-parking requirements for existing or new development.

A field survey of bicycle parking available at identified land use designations was conducted in March 2011. In general, bicycle parking is somewhat limited. The specific findings of the field survey are listed in **Table 1**.

5.2 INTERMODAL CONNECTIONS

The ability of bicyclists to connect to other transportation modes can be of great importance to overall mobility. The primary method in which this is accommodated is the transit connection. The City's B-line connection location / bus stop is located in-front of the City Council Chambers. Butte Regional Transit (B-Line) provides bicycle racks on all of their large fixed route buses, Butte College buses do not have bicycle racks. No bicycle parking accommodations currently exist at the location.



Bicycle Parking Inventory for Biggs	
Location	Number of Spaces
Biggs High School	14
Biggs Elementary	28
Biggs Family Park	0
Rio Bonito Park	0
Downtown Area	0
Butte County Library	0
City of Biggs Offices	0
U.S. Post Office	0
Schor's Pool	18



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The B-Line provides two routes that go through Biggs, Route 30 and 32. Route 30 connects Biggs with Oroville and Gridley, and Route 32 connects Biggs with Gridley, Durham, and Chico. And, as part of its advocacy for alternative transportation, BCAG encourages provides educational outreach efforts that instruct the proper method of securing bicycles to the racks on the transit system.

No other public transportation modes, including passenger rail service, are currently available in Biggs.

5.3 SHOWER AND LOCKER FACILITIES

Because the Biggs Urban Area is compact in nature, consisting of less than one square mile in a grid style pattern, shower and locker facilities are not pivotal to encouraging bicycle commuting. As a result, shower and locker facilities are not available for bicyclists on a widespread basis. Biggs High School has a shower, locker, and restroom facilities for students, faculty, and staff to use.

No public restrooms are available for bicyclists at Biggs Family Park. However, restrooms are available at Rio Bonito Park.



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Chapter Six Bicycle Safety and Education

This chapter promotes various safety and education programs that can be implemented to promote a safe community for all users.

IN THIS SECTION:

6.1 FOR CHILDREN AND
TEENS

6.2 FOR ADULT CYCLISTS

6.3 FOR MOTORISTS

6.4 POLICE FORCE



BIGGS AREA BICYCLE TRANSPORTATION PLAN

Bicycle Safety and Education

Even the best planned bicycle networks will fail to live up to their full potential if riders do not feel safe navigate through their routes. Cyclists and motorist need to be able to safely work together in sharing the road space with each other in order to coexist in the transportation and mobility infrastructure of Biggs.

The following topics will discuss inviting and safe ways to use the bicycle networks provided and proposed by the City. It also explains how various groups can work towards developing a safe and convenient bicycle network.

6.1 FOR CHILDREN AND TEENS

It is important to share information on safe bicycling with children and teens early on. Not only will this help them become safer cyclists, but it will also reinforce the message that cycling is a useful and acceptable means of transportation. It will also promote an active lifestyle for the future. While it is not uncommon for schools in the United States to provide automobile driver education for children 16 or older, it is rare to find similar provision of cycling education, even though most children seven and older are able to ride a bicycle and routinely ride in streets that are also used by automobiles. It is also a given that schools, parks and other gathering areas where children and teens congregate need to provide a physical infrastructure that supports children's cycling by making sure that adequate bike parking and well-marked lanes are available. To reach the most children, it is important to work closely with schools to ensure that school-age children are receiving an age- appropriate bicycle safety message and are learning skills that will help them function safely on the public right-of-way.





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Messages

The following messages should be consistently taught:

- Wear a helmet. Helmets are required for all children under the age of 18 years.
- Obey all traffic laws. Bicyclists have the same rights, and consequently the same responsibilities as motorists.
- Look both ways before crossing streets.
- Be predictable and always signal your intentions.
- Very young children (seven or less) should ride with supervision.

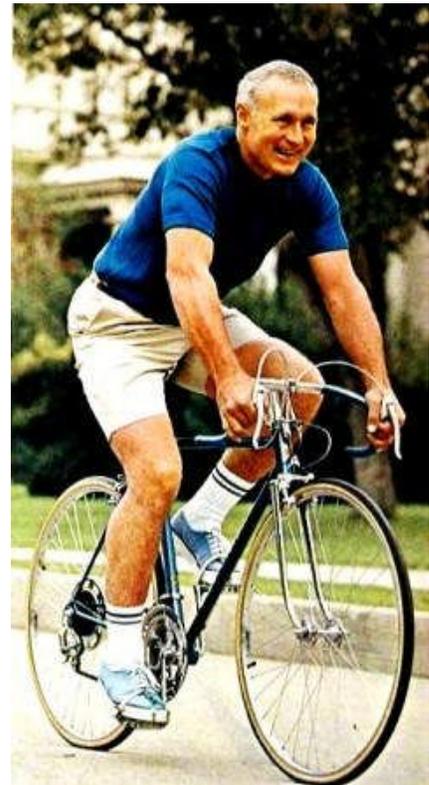
6.2 FOR ADULT CYCLISTS

Adult cyclists range in skills and bicycle use. Each type of cyclist has his or her own concerns and philosophy about how bicycles fit into the transportation system. Education efforts must recognize this and tailor messages to each group. It is also important to reach as wide a range of bicyclists as possible. Since adults do not often group together as a captive audience as school children do, it is important to offer a wide range of opportunities to improve their knowledge and skills related to bicycling.

Messages

The following messages should be consistently taught:

- Wear a helmet. While not required for those over 18, the risk of serious accident and head-trauma injuries is substantially reduced when a helmet is worn.
- Be alert. Watch for other users and sudden behavior changes. Pay careful attention to potential road hazards, such as potholes and gravel. Adjust speed to maintain control of the bicycle.
- Obey all traffic laws; bicyclists have the same rights, and consequently the same responsibilities as motorists. Disobeying traffic laws makes it more difficult for motorists to know what to expect from cyclists and is potentially dangerous.
- Avoid riding on sidewalks. It puts pedestrians at risk. It also makes it more difficult for motorists to see cyclists.
- Signal your turns and do not weave in and out of traffic.





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6.3 FOR MOTORISTS

The goal in educating motorists is to promote public awareness and respect for bicycling. Bicycle route signs and markings are also helpful for motorists because they remind them of the presence of cyclists and of the need to share space with other users of the road. Information on the rights of cyclists should be included as part of training for all automobile drivers.

Messages

- Be alert. Watch for cyclists and other users and for sudden behavior changes. Pay attention especially at intersections.
- Obey all traffic laws. Driving the speed limit and coming to a full stop at red lights creates a safer environment for all.
- Be predictable. Signal turns well before an intersection.
- Share the road. Cyclists have the right to travel on all roads and streets except limited access freeways.
- Give room. Follow and pass at a safe distance.
- Be patient and courteous with cyclists and other users.

6.4 POLICE FORCE

The City of Biggs is served by the Gridley-Biggs Police Department, which is staffed by a police Chief, one Assistant Chief, one Sergeant, twelve sworn patrol officers, one detective (planned), five dispatchers, seven reserve officers and one animal control officer.

Support services include Animal Control, a Reserve Force, Gang Task force, Narcotics Task Force participation, Volunteer Senior Corps and a Volunteer Radio Team. The department is also involved with a bicycle rodeo and coordination of Police Services during the Butte County Fair each August





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The California Highway Patrol, which has jurisdiction over bicycle safety in the county area, has published several educational pamphlets to inform bicyclists about how to ride safely, some geared towards children while others more suitable for adults. The CHP also issues press releases and other media information to spotlight bicycle safety issues.

The California Highway Patrol keeps records of traffic accidents, including bicycle accidents. In both 1995 and 1997, there was one bicycle accident reported in the Biggs Urban area, this accidents involved an injury. In 1996 no accidents, injury or otherwise, were reported. The very low number of bicycle accidents is likely due to a combination of low bicycle ridership as well as local bicycle safety education efforts. However, the number of bicycle accidents cited may not be truly representative, as many minor collisions are not reported to the authorities.



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Chapter Seven Goals, Objectives, and Policies

This chapter includes goals, objectives, and policies for addressing the various systems that can help improve conditions for cycling in Biggs and bring the vision guiding this work closer to reality.

IN THIS SECTION:

7.1 GOAL 1

7.2 GOAL 2

7.3 GOAL 3



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Goals, objectives, and policies are an integral part of any bikeway plan, as they provide a clear direction for decision makers in developing a comprehensive bikeway system.

GOAL 1: Provide a system of bikeways throughout the Biggs Urban Area that will increase bicycle access to facilities, shopping, schools, work centers, and points of interest, and will increase the utility of bicycles not only for recreation, but also as a viable mode of transportation.

Objective 1: Use bikeways to link schools, shopping areas, and public facilities.

Objective 2: Establish bicycling as a viable alternative transportation method for short trips around the Biggs area.

Policies:

1. Update the Biggs Bicycle Transportation Plan as needed.
2. Pursue funding from the state's Bicycle Lane Accountant and other funding resources.
3. Reduce conflicts between bicycles and other vehicles by:
 - Designating on-street bike lanes;
 - Providing signage and markings for bike routes
 - Monitoring the success of the routes and devising a system to improve their utility as necessary; and
 - Adhering to proper design and construction criteria and standards.
4. Include Class II bike lanes in resurfacing projects, where feasible. Encourage Butte County to do the same.
5. Coordinate the construction and/or improvement of the bicycle system with development projects adjacent to the routes, park and recreational facilities, schools, and residential subdivisions, and require developments located on designated bikeways to provide for bicycle use within and adjacent to project boundaries.
6. Design cul-de-sac streets in urban residential areas to Permit bicycle



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GOAL 2: Improve safety conditions, efficiency, and comfort for bicyclists and Pedestrians through traffic engineering and law enforcement efforts.

Objective 1: Minimize potential conflicts between autos, bikes, and pedestrians.

Objective 2: Minimize or eliminate safety hazards.

Policies:

1. Require that new bikeways be designed to meet exceed Current Caltrans bikeway design guidelines (Caltrans Highway Design Manual, Fourth Edition, Chapter 1000)
2. Increase bicycle safety by:
 - Providing bicycle paths and lanes that promote bicycle use;
 - Ensuring that bikeways are delineated and signed in accordance with Caltrans standards and lighting is provided, where needed.
 - Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel.
3. Identify and prioritize projects which mitigate and/or eliminate safety hazards for bicyclists.
4. Support strong enforcement of the vehicle code as it pertains to bicyclists.
5. Initiate a bicycle use public awareness program.
6. Monitor bicycle accidents to identify hazardous locations and causal factors to develop recommendations for traffic engineering improvements and/or targeted enforcement.
7. Encourage the provision of bicycle safety education programs for both children and adults, emphasizing traffic law and helmet use.



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GOAL 3: Provide adequate bicycle support facilities.

Objective 1: Improve availability of bicycle parking facilities at a variety of land uses.

Objective 2: Provide adequate support facilities to encourage bicycle ridership.

Policies:

1. Develop and adopt bicycle parking standards for new commercial developments.
2. Provide incentives for businesses to include bicycle parking as part of facility expansions. Incentives may include reduced fees or reduced parking requirements.
3. Encourage the school district to provide safe, secure, convenient, covered bicycle parking for students and staff.
4. Provide convenient, safe, well-lighted bicycle parking racks or other parking facilities in public places, and encourage residential, commercial, and industrial developers to do the same.
5. Continue to provide restroom and water fountain facilities at public buildings and recreational areas.



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Chapter Eight Bicycle Funding Sources

This chapter discusses various bicycle funding sources given by the State of California and the local government.

IN THIS SECTION:

- 8.1 STATE OF CALIFORNIA
- 8.2 LOCAL



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Bicycle Funding Sources

There are a variety of sources used to fund transportation projects and programs. Most funding comes from state programs earmarked for specific types of transportation improvements, although some funds may be generated through federal and local programs. There are a few funding sources specifically for bicycle and pedestrian facilities; however, at the discretion of the local jurisdiction, most funding available for local streets and roads may also be spent on bikeway improvements.

Potential bikeway funding sources include (listed by source):

8.1 STATE OF CALIFORNIA

Bicycle Lane Account (BLA)

In late 1997 a substantial increase in funding towards the BLA account was authorized from \$360,000 per year statewide (a figure which it sat at for 25 years) to incremental million dollar annual increases until 2004 when it reaches \$5,000,000 and will stay at that amount annually thereafter. Apportioned out of fuel tax revenues, eligible projects under this statewide competitive grant program include bikeway and pedestrian projects included in Bicycle Transportation Plans. Priority is given to commuter bikeway projects.

Bicycle Transportation Account (BTA)

The Bicycle Transportation Account (BTA) is an annual program that provides state funds for city and county projects that improve safety and convenience for bicycle commuters. Caltrans anticipates an appropriation of \$7.2 million annually for these projects. Funds are allocated to cities and counties on a matching basis that requires the applicant to furnish a minimum of 10 percent of the total project cost. No applicant shall receive more than 25 percent of the total amount transferred to the BTA in a single fiscal year.



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State Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is a biannual process through which the California Transportation Commission allocates the State Highway Account to transportation projects. It is made up of essentially two programs – a local discretionary pot called the Regional Improvement Program and a state discretionary pot called the Interregional Improvement Program.

Regional Improvement Program: Regions have the discretion to select and program transportation improvement projects that they deem necessary – including highways, local roads, transit, bike lanes, etc. Locally a portion of these Regional Improvements Program funds is allocated to jurisdictions using a formula based on population, road mileage maintained, and vehicle miles traveled.

Transportation Enhancement Activities (TEA): A portion of the Regional Improvements Program Funds is required to be programmed for Transportation Enhancement Activities. Funds are to be used for transportation related projects that enhance quality-of-life, in or around transportation facilities, including bicycle pedestrian facilities.

Transportation Development Act (TDA)

Passed in 1971, this legislation provides a regular, guaranteed source of funds for local transit. These are administered by the Regional Transportation Planning Agency (RTPA) and apportioned to jurisdictions on a per-capita basis. While there are two funding programs provided under TDA, only one can be used for bikeways.

Local Transportation Fund (LTF): $\frac{1}{4}$ % of the $7 \frac{1}{4}$ % statewide sales tax is returned to the county in which it was generated for use in local transit. The law provides that if it can be shown, through an annual process, that all unmet transit needs that are reasonable to meet are being provided for, the remaining LTF funds can be used for streets and roads, including bicycle and pedestrian projects.



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8.2 LOCAL

Air Quality Management District (AQMD)

The Butte County Air Quality Management District imposes a motor vehicle registration fee to be used to reduce air pollution from motor vehicles. Although not required to distribute any of these fees to outside agencies, the AQMD annually makes some of these funds available to non-district public agencies, or public agency sponsored programs.

Traffic Mitigation/Impact Fees

Local fees may be assessed on new development projects, which as a result of their construction, are expected to generate additional traffic. Criteria of such fees are set by the local jurisdiction. Although the City of Biggs does not currently have an assessment program, the feasibility and implementation of such a fee program could be explored in the future.



Chapter Nine

Illustrated Bikeway Classifications

IN THIS SECTION:

This chapter illustrates cross sections of streets with updated bikeways.



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