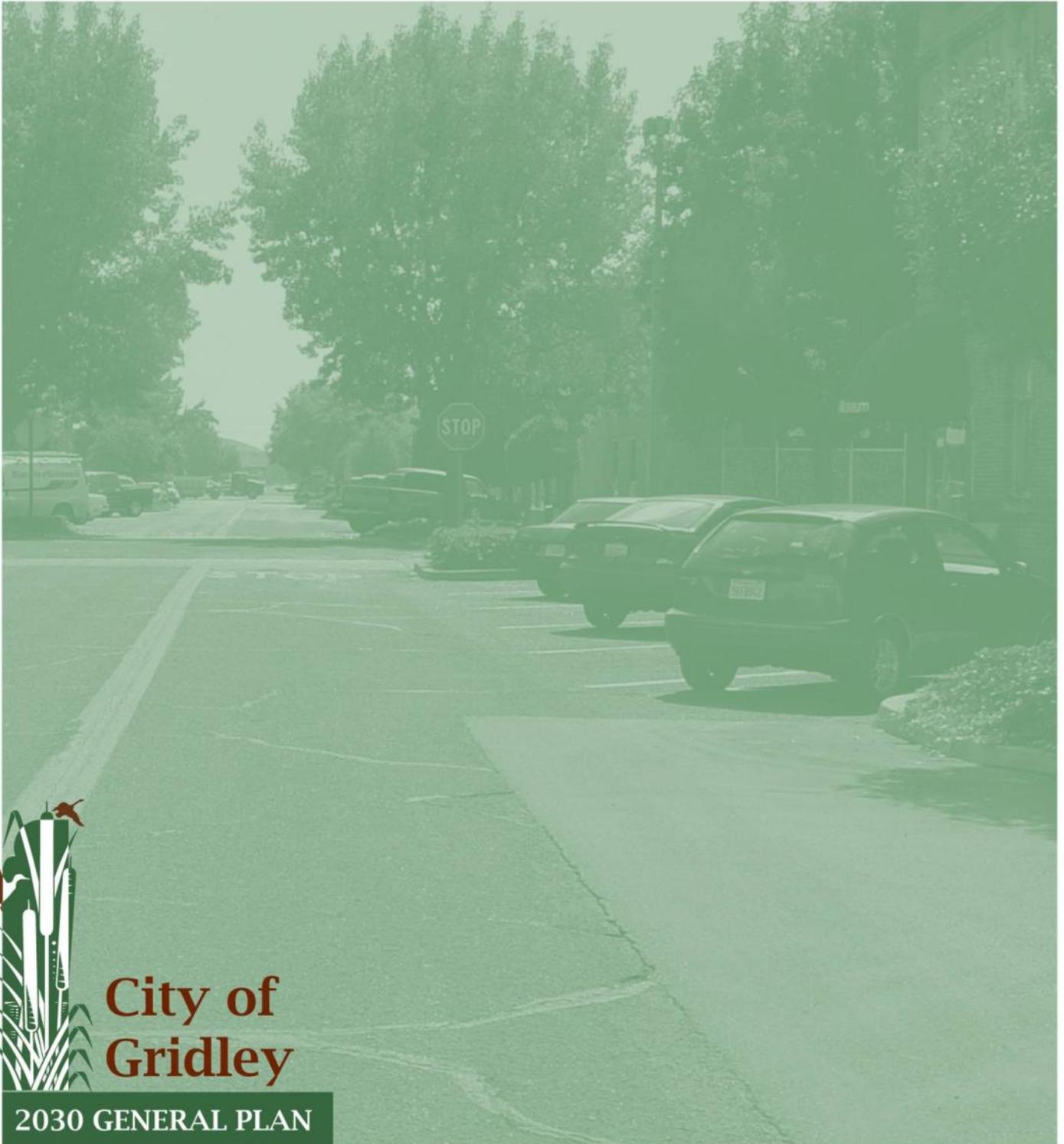


# Circulation



**City of  
Gridley**

**2030 GENERAL PLAN**



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# INTRODUCTION

This Circulation Element addresses the movement of people, goods, resources, and services in the Gridley Planning Area. In this Element, the words “circulation” and “transportation” are used to refer to both the infrastructure of travel (streets, sidewalks, pathways, bridges, rails, etc.) and the means by which movement occurs (car, truck, train, bus, bicycle, on foot, etc.). This Element establishes the location, type, and basic character of the City’s transportation network, as well as the stretch of Highway 99 that passes through the Gridley area. This Element establishes the City’s service standards for transportation, discusses the degree to which the transportation network should be connected, and establishes policy for parking.

This Element supports goals and policies in other elements of the General Plan related to land use, public health and safety, community character and design, and local economy by reducing the reliance on cars for better air quality and reduced household transportation costs; assuring that essential goods and services are provided to Gridley residents; and supporting a growing local economy.

The City’s ability to meet transportation-related goals depends on development patterns that support a variety of ways to travel. Goals and policies for pedestrian, bicycle, and transit-friendliness will not produce the desired results without a supportive mix, density, and arrangement of land uses. The City’s growth strategy requires the policies of the Land Use and Circulation elements to work in tandem.

Much of the implementation of the Circulation Element will occur through compliance with the City’s Public Works Construction Standards (referred to in this Element as “City Standards”).

## STREET STANDARDS

Streets in Gridley will be constructed and improved according to the guidance presented in this Element. The types of streets are listed below, followed by an explanation of the function of each street.

- ✓ **Arterials** are the largest type of City street in Gridley. Arterials provide for through traffic movement between nearby cities and through the city, with limited direct access to abutting property. Arterials may be two or four lanes.
- ✓ **Collectors** provide for through traffic movement within and between neighborhoods, as well as access to abutting property. Major collectors emphasize through traffic between neighborhoods more than minor collectors, which allow more direct access to abutting properties and may serve a single neighborhood.
- ✓ **Local Streets** provide direct access to abutting land and provide for traffic movement within a single-neighborhood or part of a neighborhood. Local Streets are designed for low traffic volumes and speeds.
- ✓ **Industrial Streets** are Local Streets that serve industrial areas. These streets have wider travel lanes and wider allowances for on-street parking compared to other streets in Gridley due to the need to accommodate trucks.

City streets will be designed and improved consistent with the standards presented in Table Circulation-1. The City will allow flexibility for infill projects, where existing development and property boundaries may make it infeasible to meet City standards.

Arterial, Major Collector, and Minor Collector streets and generalized locations of these streets are shown in Exhibit Circulation-1, Circulation Diagram. This diagram also shows the location of Highway 99 and the planned location of a future north/south regional travel route through the Gridley area. Local Streets are not shown on the General Plan Circulation Diagram, although policies and standards in this Circulation Element provide general guidance for the development of both Local Streets and larger streets (such as Arterial and Collectors). Internal streets, in general, will be constructed by project applicants while streets serving areawide needs could be constructed by adjacent developing properties and/or a combination of project construction and application of City traffic impact fees and capital improvements planning.

**Table Circulation-1  
Gridley Street Standards**

Street Classification	# Lanes	Lane width	Turn Lanes	Direct Access	Sidewalk*	Bike Lane	Planter Strip	Design Speed (mph)	On-Street Parking	ROW
Arterial	2-4	12	As directed by City	Limited	5-12', both sides	No**	6', both sides	25-45	No	60-84'
Major Collector	2	11'	As directed by City	Moderate	5-12', both sides	5', both sides**	6', both sides	20-30	No	50-60
Minor Collector	2	10'	No	Frequent	5-12', both sides	5', both sides**	6', both sides	20-25	8', both sides	66-74'
Local Street	2	10'	No	Frequent	5-6', both sides	No	6', both sides	15-20	8', both sides	56-64'
Industrial Streets***	2	14'	As directed by City	Frequent	4-6', one side	No	5', one side	20-30	10', both sides	84' minimum

Notes:

- \* Sidewalks should be at least 5' except in areas with existing physical constraints and areas anticipated to have very low pedestrian volumes. Streets Downtown and other areas with high pedestrian volumes, such as along Highway 99, should have wider sidewalks—at least 6'—regardless of the type of street. Sidewalks in commercial areas require sidewalks of between 9.5 and 11.5 feet on both sides with irrigated tree wells (see City Public Works Construction Standards, section on Street Design Criteria for more details).
- \*\* See Bicycle Facilities Diagram for the collectors that require bike lanes.
- \*\*\* Industrial streets internal to proposed developments with the Industrial and Agricultural Industrial land use designations (see Land Use Diagram in the Land Use Element that are proposed for industrial development. The Industrial Street standards do not apply to commercial development proposed within the Industrial designation. Industrial Streets are more specifically described in the City's Public Works Construction Standards. See Drawing No. 8 in particular. The Industrial Street standards do not apply to collector or arterial roads in industrial areas, although it is possible the curb radii on these streets may need to be slightly larger to accommodate large trucks.

## HIGHWAY 99

A major transportation facility in the Gridley area is State Route 99 (Highway 99), which is under the jurisdiction of the California Department of Transportation (Caltrans). The following discussion describes the City's general guidelines for Highway 99 in the existing City, as well as the Planned Growth Area.

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## BACKGROUND

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Highway 99 brings thousands of travelers through Gridley every day. Travelers along this route represent an important market for local businesses. Over time, the corridor within the Gridley area has been developed with mostly larger-scale retail and commercial services. Large surface parking lots and commercial signage for these businesses are very noticeable along the corridor.

Many properties along Highway 99 have limited connections to and from the neighborhoods that abut the highway corridor. In fact, some properties have access only via Highway 99. Better access and more connections throughout the corridor, including more north-south and east-west routes, will benefit Gridley residents and businesses. Most of the City's current traffic congestion problems are in the Highway 99 corridor. Alternative north-south travel routes will help relieve some of this congestion, especially for local traffic.

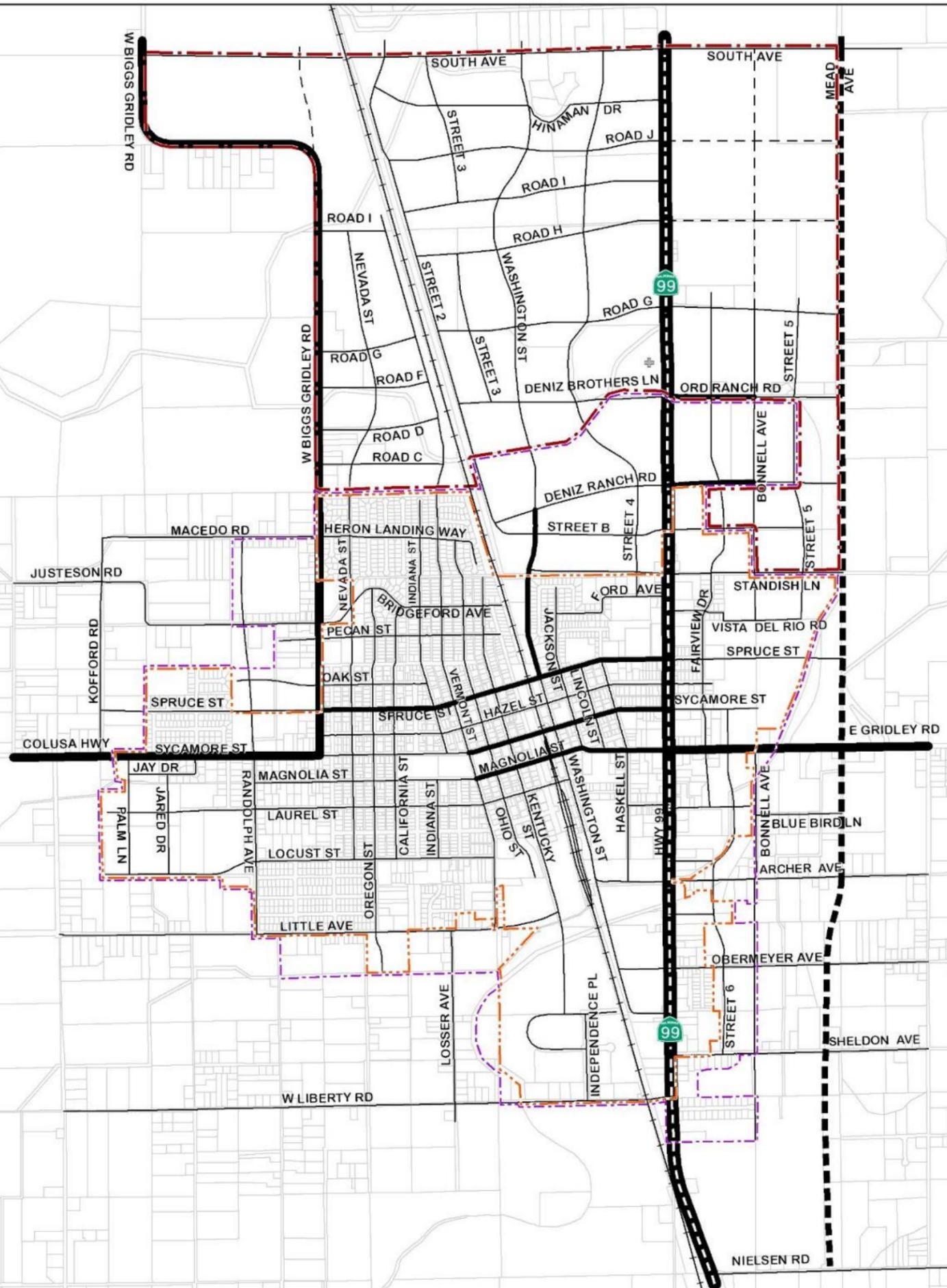
Some of Gridley's schools are located east of Highway 99, whereas most residents live west of the Highway. Therefore, it is important to consider the needs of schoolchildren, as well as other pedestrians, in the context of improvements along the highway corridor.

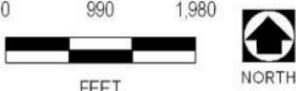
Since the early 1960s, Caltrans has been considering bypass routes for Highway 99 in the Gridley area. In the 1970s, Caltrans acquired properties east of Gridley in an alignment that would roughly correspond to a southward extension of Mead Avenue. The Highway 99 bypass was to be part of the interstate highway system east of the Sacramento River. However, State funding problems and environmental concerns delayed construction. In the 1980s, the bypass route was evaluated by the California Transportation Commission (CTC) for possible rescission. After studying different options for freeway connections between Sacramento and Chico, Caltrans determined that the preferred route was Highway 70, rather than Highway 99.

# Exhibit Circulation-1 Circulation Diagram

## LEGEND

-  Planned Growth Area
-  Sphere of Influence
-  City Boundary
-  Railroad
-  Parcels
- Roads**
-  State Highway 99
-  Arterial
-  Major Collector
-  Minor Collector
-  Future Minor Collector
-  Future Regional North-South Route



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 Base layer: City of Gridley 2007  
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In 1990, the CTC again reviewed the proposed Highway 99 bypass to determine the viability of this transportation corridor. Caltrans concluded at that time that the bypass properties were critical to preserve due to projected traffic demand. However, since Highway 70 was selected as the preferred route in this area, and because Highway 70 improvements have been delayed substantially, this has in turn delayed construction of Highway 99 bypass improvements.

More recently, CTC again considered rescission of the Highway 99 bypass properties. The City requested that the California Transportation Commission hold lands in the eastern portion of the City to be used for a regional transportation alternative to Highway 99.

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## HIGHWAY 99 IN THE EXISTING CITY

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Within existing developed areas, the City will continue to consult with Caltrans on projects to improve safety and reduce congestion along Highway 99. A variety of changes can be made along the corridor to improve pedestrian safety and aesthetics. The following guidelines are recommended:<sup>1</sup>

- ✓ **Pedestrian crossings.** The Cherry Street intersection should be more visible through the addition of pedestrian crossing signs, different paving material or other techniques. At Spruce Street, the signalization should be changed to favor pedestrians just before school and right after school lets out, while also facilitating traffic movement.<sup>2</sup>
- ✓ **Sidewalks.** Along the Highway, sidewalks should be widened and off-set from the travel lanes to create horizontal separation between the pedestrian and the curb line.
- ✓ **Access.** Existing access points along Highway 99 would continue to exist, but new direct driveway access should be discouraged where properties can be accessed from local streets instead. New driveway access will be discouraged also where new development can share an existing access point to Highway 99.
- ✓ **Aesthetics.** Landscaping should be added – specifically, street trees that provide shade for pedestrians and enhance the visual character (see the Community

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<sup>1</sup> Some of the recommendations in this Circulation Element are from the City’s 2002 Streetscape Design Plan for Highway 99, which was developed through substantial public outreach and coordination with emergency service providers.

<sup>2</sup> For more details, please refer to City of Gridley: A Traffic Safety Evaluation by John Turner and Ed Ruzak, P.E. This study was prepared in coordination with the Gridley Public Works and Police Departments by the UC Berkeley Institute of Transportation Studies.

Character and Design Element). Overhead utility lines along the Highway 99 corridor should be undergrounded, as funding allows.

To complement the Highway 99 improvements, the City will provide as many alternative north-south routes as possible for local residents to use in times when the Highway is congested.

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## HIGHWAY 99 IN THE PLANNED GROWTH AREA

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Within the Planned Growth Area, the Highway 99 corridor will provide a more rural aesthetic environment. This will include both the preservation of orchard trees and other existing vegetation along Highway 99, as well as new landscaping.

Planned Growth Area development will contribute toward Highway 99 corridor improvements designed to ensure safety, access, connectivity, positive aesthetics, and also ensure adequate roadway capacity. Although contemplated mostly for the Planned Growth Area, the concepts discussed in this section can also apply to the existing Sphere of Influence along Highway 99 as properties annex to the City.

Speed limit signs are one way to slow traffic. However, motorists often travel at speeds they perceive to be safe based on street design and traffic conditions. The speed at which motorists feel safe is sometimes called the “design speed.” The design speed can be reduced using several simple techniques, described below:

- ✓ **Narrower lanes** cause drivers to slow down. For example, lane widths can be reduced from 12 to 11 feet.
- ✓ **Planted medians** are another way to slow traffic speeds.<sup>3</sup> Medians also provide a physical separation between oncoming traffic and a refuge for crossing pedestrians who cannot make it safely across the entire roadway at one time. Medians with turn pockets at key intersections dramatically reduce the number of conflict points and therefore increase traffic safety. Medians not only slow traffic and improve safety, but also can increase the effective roadway capacity.<sup>4</sup>

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<sup>3</sup> Studies on city streets show reduced speeds with the addition of raised medians. Raised medians combined with curb extensions (bulbed intersections) reduce speeds even further. Although raised, landscaped medians have a higher initial cost and require maintenance, long-term costs are roughly equivalent to paving.

<sup>4</sup> Continuous medians with turning pockets can increase the street capacity by 25 percent or more, compared to a five-lane section with a center two-way-left-turn lane.

- ✓ **Highly visible pedestrian crossing improvements**, such as different paving materials, slightly raised paving materials, and pedestrian warning lights embedded in the pavement can provide important warnings to drivers to be alert for pedestrians.

The roadway capacity of Highway 99 is important because the highway is one of the major north-south routes in California. The City will continue to seek construction of a Highway 99 bypass east of Gridley to serve regional needs. But using the current roadway system and future growth estimates, at General Plan buildout, the Highway could have more than 30,000 cars per day.<sup>5</sup> The corridor design should ensure adequate capacity to convey regional through traffic, while also providing a safe environment and meet local transportation needs.

The City will consult with BCAG and Caltrans on improvements within and adjacent to the Highway 99 right-of-way according to the following guidelines:

- ✓ **Lower design speeds for safety.** The design speed of Highway 99 in the Planned Growth Area should be lower, in order to communicate to drivers to slow down when entering the City.
- ✓ **Lower design speeds to increase capacity.** While it may seem counterintuitive, roadway capacity can actually be higher at slower speeds, since vehicles do not need as much spacing.
- ✓ **Access.** There should be safe pedestrian, bicycle, and vehicle crossings of Highway 99 at 1/4<sup>th</sup>-mile intervals and right in/right out access every 1/8<sup>th</sup> mile. This spacing limits access enough to ensure adequate traffic movement, while also allowing for safe connectivity between planned growth areas of Gridley. Intersections are shown on the Circulation Diagram at South Avenue, Road J, Road H, Road G, and Ord Ranch Road in the Planned Growth Area. Right in, right out access points are shown at Hinamin Drive and Road I. Direct access for properties to Highway 99 in the Planned Growth Area will not be allowed, and medians should be used to control access and limit conflict points.
- ✓ **Aesthetics.** Existing orchard trees and other vegetation should be preserved on each side of the Highway. Landscaped, earthen berms west of Highway 99 will provide pleasant, rural aesthetics for travelers entering from the north, as well as noise reduction and air pollution buffering for homes in the Planned Growth Area. Overhead utility lines along the Highway 99 corridor should be undergrounded, as funding is available. Please refer to the Open Space and Community Character Elements for more details on the design approach along Highway 99 in the Planned Growth Area.

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<sup>5</sup> Based on the latest Butte County Association of Governments (BCAG) estimates. BCAG is updating its traffic model as of the writing of this General Plan.

- ✓ **Bicycle/Pedestrian Path and Drainage.** West of the Caltrans right-of-way, and behind the landscaped earthen berms will be a naturalized drainage corridor and a pedestrian/bicycle pathway. See the Open Space Element for more details.

## BICYCLE AND PEDESTRIAN STANDARDS

Bicycling is not only a popular form of recreation, but also an increasingly popular method of travel throughout the region. With a flat topography, mild climate, and compact development footprint, Gridley is well-suited for biking and walking. Compact development patterns, mixing of land uses, and street design that make biking and walking safe and enjoyable are prerequisites for pedestrian and bicycle access and use. While other elements of this General Plan address land use patterns and community design to support bicycle and pedestrian travel, this Element focuses on, and describes bicycle and pedestrian improvements that support bicycling and walking.

The City will provide the opportunity for pedestrians and bicyclists to reach destinations around town along city streets, as well as bicycle and pedestrian paths that are separated from the street network. Selected bicycle routes will also connect Gridley with other communities.

Exhibit Circulation-2 illustrates general locations of the City's bicycle and pedestrian system.<sup>6</sup> This network will connect Gridley's residential areas with important destinations, such as schools, parks, jobs, and Downtown.

Most streets in Gridley can serve as Class III bicycle routes—streets that are shared by bicyclists and vehicles with bicycle signage to make drivers aware. These routes are not shown in Exhibit Circulation-2, which focuses on existing and future bike lanes and bike paths. Bike lanes are also called Class II bike routes, whereas bike paths are also called Class I bike routes.

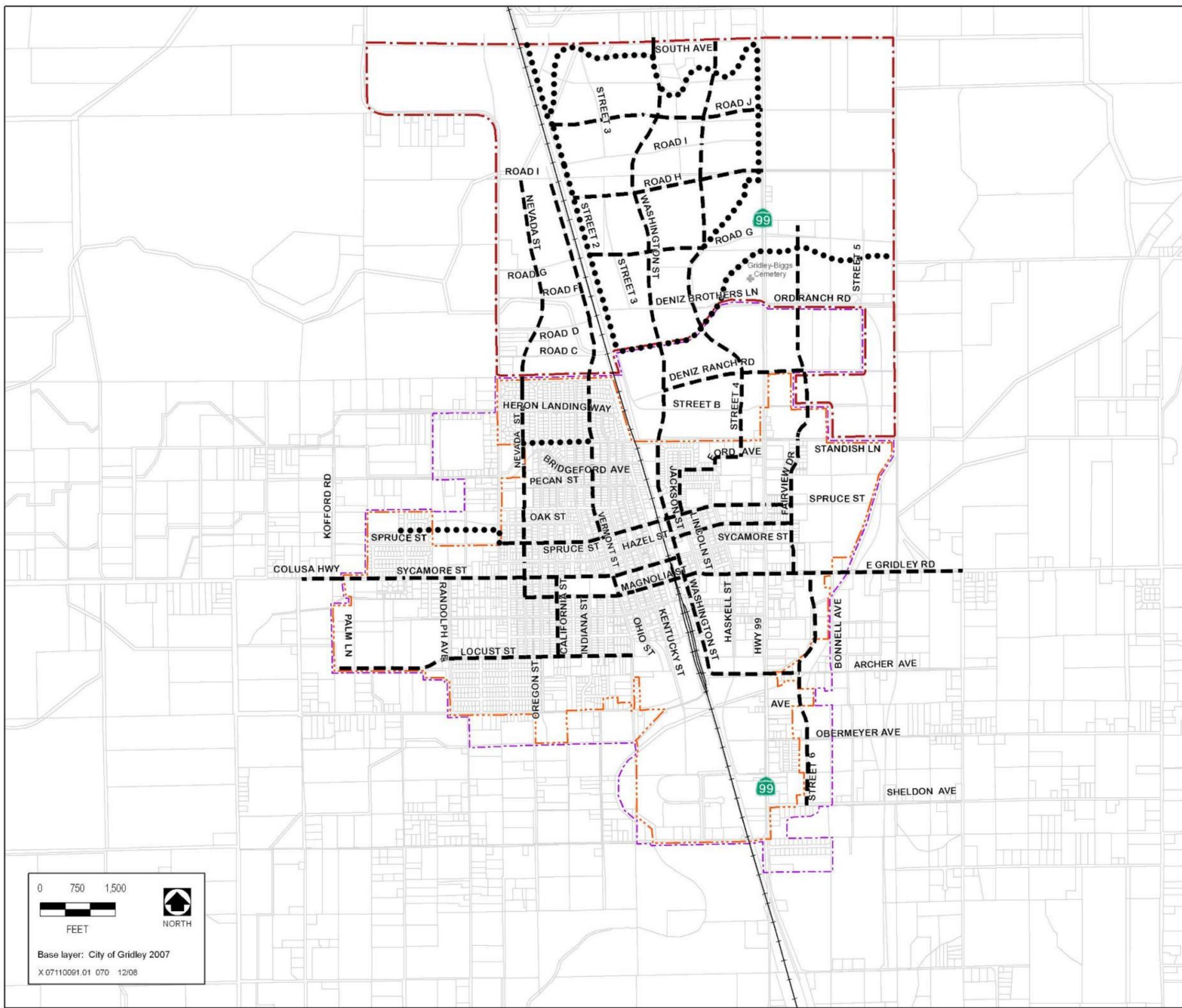
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<sup>6</sup> The Bicycle and Pedestrian Diagram and the bicycle standards presented in this section incorporate information from the City's 2003 Bicycle Plan.

# Exhibit Circulation-2 Bicycle Circulation Diagram

## LEGEND

-  Planned Growth Area
-  Sphere of Influence
-  City Boundary
-  Railroad
-  Parcels
-  Bike Lane
-  Bike/Pedestrian Path
-  Roads



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Base layer: City of Gridley 2007  
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## TYPES OF BICYCLE ROUTES

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- ✓ **Class I Bicycle Path:** Provides a separated right-of-way for the exclusive use of bicycles and pedestrians with minimal cross flow. Bike and pedestrian paths provide both transportation and recreational benefits.



Source: EDAW, 2007.

A Class I Bicycle Lane provides a separated right-of-way for the exclusive use of bicycles and pedestrians.

- ✓ **Class II Bicycle Lane:** Provides a striped lane for one-way bicycle travel on a street or highway. Bike lanes are usually five feet wide and are recommended on streets that connect to popular destinations. Bike lanes provide higher levels of riding comfort for cyclists compared to Class III routes. They also have the additional benefits of calming traffic, increasing vehicle sight distances, and increasing the distance between cars and pedestrians.



Source: City of Gridley. 2003 Bicycle Plan.

A Class II Bicycle Lane provides a striped lane for bicycle travel along a

- ✓ **Class III Bicycle Route:** Provides for shared use among pedestrian and motorists. Class III routes are used where street volume or design does not allow bike lanes. Marked routes serve as connectors between other bike facilities or provide direction to destinations. Route signage heightens drivers' awareness of bicycles.



Source: City of Gridley. 2003 Bicycle Plan.

A Class III Bicycle Route provides for shared use among pedestrians motorists.

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## REGIONAL BICYCLE CONNECTIONS

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The City anticipates connections with surrounding cities and nearby recreation areas. In the future, bicycle routes should connect Gridley to Biggs, Oroville, and Colusa. To the west, routes will connect with the Sacramento River, Gray Lodge and other recreation areas. To the east, routes will connect with the Thermalito Afterbay, the Feather River, and other recreational areas. Completing these regional bikeway connections will require coordination with the County, BCAG, and nearby jurisdictions.

Potential connections to Biggs could occur along the Union Pacific Railroad right-of-way and the extension of Washington Street northward into the Biggs Planning Area. Bike lanes could also be extended northward into the Biggs Planning Area. Despite previous plans that have called for bicycle facilities along Highway 99 and West Biggs-Gridley Road, this Element does not identify these alignments, due to safety considerations.

Potential connections to Oroville could occur east of Gridley along Larkin Road and the Feather River, where future bike lanes have been anticipated.<sup>7</sup> Oroville plans non-paved multi-use recreational trails along Larkin Road and Highway 99 in the southeastern extremity of the City's Study Area.<sup>8</sup>

Obermeyer Avenue and Ord Ranch Road could provide good connections to Larkin Road, which has been planned as a bicycle route. However, these street profiles are likely too narrow to accommodate bike lanes. The only other option presently for bike lanes is East Gridley Road.

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<sup>7</sup> Caltrans District 3 Office of Regional and Transit Planning. December 2003. Butte County Association of Governments. Countywide Bikeway Master Plan for Butte County. 1998.

<sup>8</sup> City of Oroville. 2030 General Plan.

## LEVEL OF SERVICE

The following is a description of the City’s level of service (LOS) standards and context to help the reader understand these standards. LOS is a measure of congestion and will be used for traffic impact analysis, and the planning, scheduling, funding, and implementation of street improvements.

LOS is a way of describing perceived traffic flow, measured primarily at the intersection of two or more streets where there are traffic controls (stop signs, signal lights, etc.). The most common way to express LOS is by assigning a letter from “A” to “F.” LOS “A” represents free flow conditions, while LOS “F” represents the most congested traffic conditions (long lines at intersections to total gridlock). Please refer to Table Circulation-2 for Level of Service definitions used in Gridley.

The City will use LOS D as the goal for street segments, as measured on a daily basis (average daily trips).<sup>9</sup> The City’s goal for intersections during the peak-hour level is also LOS D.<sup>10</sup> The application of this LOS standard will balance the need to provide convenient vehicular travelways during peak hours of demand with the desire to accommodate pedestrian and bicycle access. The City may elect to exceed this LOS standard, considering trade-offs with other community planning and environmental goals and policies.

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<sup>9</sup> Street “segments” are the parts of streets between intersections.

<sup>10</sup> Level of service for roadway segments is measured according to the number of average daily trips (ADT), whereas the level of service at intersections depends on the amount of traffic during the peak periods of demand.

**Table Circulation-2  
Level of Service Definition**

Level of Service	Signalized Intersection		Unsignalized Intersection		
	Description	Avg. Delay / Vehicle (seconds)	Description	Avg. Delay / Vehicle (seconds)	Roadway (Daily)
"A"	Uncongested operations, all queues clear in a single-signal cycle.	≤ 10.0	Little or no delay.	≤ 10	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle.	10.0 - 20.0	Short traffic delays. Delay	10-15	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches.	20.0 - 35.0	Average traffic delays. Delay	15 - 25	Ability to maneuver and select operating speed affected.
"D"	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed.	35.0 - 55.0	Long traffic delays. Delay	25 - 35	Unstable flow, speeds, and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es).	55.0 - 80.0	Very long traffic delays, failure, extreme congestion. Delay	35- 50	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation.	> 80.0	Intersection blocked by external causes.	> 50	Forced flow, breakdown.

Source: 2000 Highway Capacity Manual

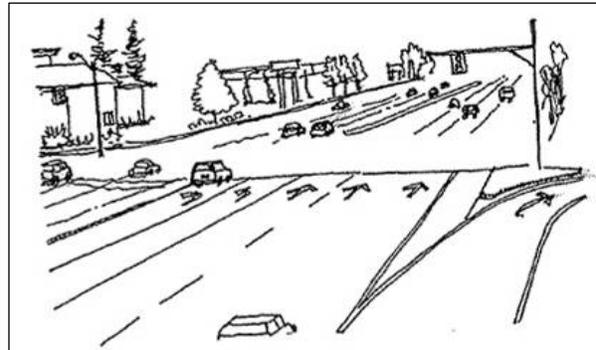
LOS E is considered acceptable by the City for Highway 99 and intersections with Highway 99. The City will consult with Caltrans to achieve LOS E along the State Highway, considering physical constraints and traffic-calming objectives.

Some communities use LOS “C” as their objective to which streets are designed. LOS “C” represents light congestion at intersections during the peak hour, with occasional line-up of cars that is usually cleared at each signal cycle.

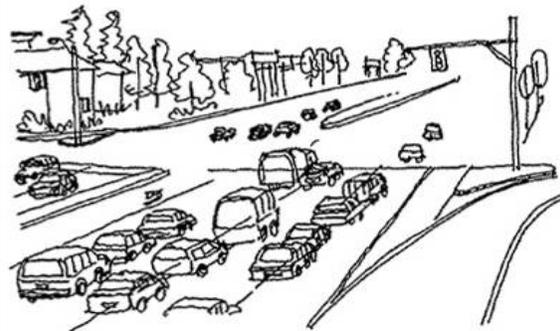
Some communities use peak traffic volume and LOS as the primary basis for designing their streets. When peak-hour LOS is used as a primary basis for designing streets and related improvements, this can create and perpetuate a system that focuses on expanding street capacity to address growing peak-hour traffic congestion as a community grows. Although adding street capacity is sometimes the simplest reaction to traffic congestion, larger streets can create problems for pedestrians and bicyclists and encourage even more automobile use. Large streets bring noise and air pollution, divide communities, and make other means of travel more difficult.

To accommodate LOS C with buildout of the General Plan would require wider streets than exist throughout much of the City. These wider streets would create longer crossing distances for pedestrians and bicyclists. Developing a street system to accommodate LOS C during the two most congested hours of the day would be expensive – not only to develop, but also to maintain.

For these reasons and those discussed previously, the City will use a LOS D standard.



**Level of Service A/B**



**Level of Service C/D**



**Level of Service E/F**

Source: EDAW, 2008.

# GOALS, POLICIES, AND IMPLEMENTATION STRATEGIES

Following are Gridley’s goals, policies, and implementation strategies related to circulation. These are organized according to key circulation issues: complete streets; transit service; connectivity; mobility for all ages; parking; and, local economy.

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## COMPLETE STREETS

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Complete streets are those designed to accommodate multiple travel modes. This means that streets would have not only travel lanes for vehicles, but also room for bicycles, sidewalks, street trees, and bus stops and pull-out lanes (along bus routes).

Streets with wide travel lanes and long pedestrian crossing distances favor automobile movements at the expense of walking and bicycling. Intersections with a large turning radius enable higher speeds around corners, presenting safety challenges for pedestrians. In areas near apartments, schools, and shops, where pedestrian and bicycle activity is anticipated, safety and convenience can be improved by using narrower travel lanes, wider sidewalks, and smaller turning radii.

## GUIDING PRINCIPLES

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Statements from Gridley’s General Plan Guiding Principles relevant to complete streets include:

- ✓ Our streets, neighborhoods, and civic spaces should provide many gathering places where we meet up with our friends and neighbors.
- ✓ Trees shade us, clean our air, and are pleasing to the eye. A complete urban tree canopy that provides a pleasant and attractive streetscape is essential to our community’s character and quality of life.
- ✓ The community should continue to invest in streetscape, infrastructure improvements, and other programs downtown that will encourage property owners to invest and re-invest in the area.
- ✓ All of our neighborhoods should be connected to downtown Gridley with safe and convenient pedestrian and bicycle routes.

- ✓ We should invest in, and support improvements along Highway 99 that draw visitors downtown.
- ✓ We will design our community so that people can walk, bicycle, or use public transit if they cannot, or choose not to drive.
- ✓ Many of our seniors cannot drive, or simply prefer not driving. We will design our community so that our seniors can access shopping and health care without reliance on cars.
- ✓ Children in Gridley should be able to safely and conveniently walk to school.
- ✓ For safe and convenient travel, we need short blocks, connectivity, frequent through streets, extension of the historic grid, and ample on- and off-street pedestrian and bicycle pathways.
- ✓ Streetscapes can be inviting, pleasant places to spend time, and these places should be designed with people in mind, not strictly to accommodate vehicles.
- ✓ We believe that the entire community will benefit from improving the Highway 99 corridor to create an active, pedestrian-friendly area where trees, well-designed buildings, and street furniture are the dominant visual features.
- ✓ We need adequate parkland, additional trails, enhanced recreational programs, and recreational facilities to promote the public health and livability of Gridley.
- ✓ It is important to recognize the high quality of farmland that surrounds the community by developing in a land-efficient manner that does not unnecessarily or prematurely convert agricultural lands to urban use.

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**CIRCULATION GOAL 1:** To ensure that new development accommodates safe and pleasant routes for pedestrians, bicyclists, and drivers.

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**CIRCULATION POLICY 1.1** The City’s bicycle network will be safe, accessible, attractive, and convenient.

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**CIRCULATION POLICY 1.2** In areas where high pedestrian traffic is anticipated, such as Neighborhood Centers and commercial areas, new developments should have relatively lower curb radii at street intersections to slow traffic, per City standards.

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**CIRCULATION POLICY 1.3** In areas with high pedestrian traffic, new developments will install and dedicate streets with lane widths that encourage slower traffic speeds to increase pedestrian safety, per City standards.

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**CIRCULATION POLICY 1.4** In areas with high pedestrian traffic, new developments will install and dedicate relatively wide sidewalks that encourage pedestrian use, per City standards.

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<b>CIRCULATION POLICY 1.5</b>	New development shall construct and dedicate, and/or participate in fair-share funding of, an integrated system of streets, sidewalks, and on- and off-street bicycle/pedestrian facilities, in compliance with City standards.
<b>CIRCULATION POLICY 1.6</b>	Off-street bicycle and pedestrian pathways will be designed to promote visibility and a feeling of security for users.
<b>CIRCULATION POLICY 1.7</b>	New development shall provide secure bicycle storage facilities in appropriate locations.
<b>CIRCULATION POLICY 1.8</b>	New developments will fund their fair-share of area-wide and City-wide transportation facilities.
<b>CIRCULATION POLICY 1.9</b>	A City-approved transportation impact study is required for proposed multi-family residential developments of more than 150 dwelling units, proposed single-family residential developments of more than 100 dwelling units, and nonresidential developments proposing to add more than 10,000 square feet of building space. The City may, as appropriate, exclude infill and affordable housing projects from this requirement.
<b>CIRCULATION POLICY 1.10</b>	Traffic studies prepared for Gridley projects will be sensitive to the trip-reducing characteristics of higher-density housing development, affordable housing, and mixed-use development.
Circulation Implementation Strategy 1.1	The City will revise its Public Works Construction Standards to distinguish between Major Collector, Minor Collector, and Local Streets. Street Design Criteria will be revised for consistency with this Circulation Element. The City will consider reducing the minimum curb return radius, while also considering also the needs of service and emergency vehicles, as follows: 15 to 20 feet for Local Streets, 20 or 25 feet for Minor Collectors, and 25 to 30 feet for Major Collectors. The City will also revise its standards for minimum lane widths for Local Streets to 10 feet and for Minor Collectors to 11 feet.
Circulation Implementation Strategy 1.2	<p>The City will prepare a Nexus Study and update the Impact Fee Schedule to address transportation funding needs, consistent with this General Plan. The City will ensure that developments contribute their fair share to transportation improvements, including the Highway 99 bypass; improvements to the West Liberty Road/Highway 99 intersection; traffic circles, landscaped medians, and/or parallel parking on wider existing City streets; and other needs identified in the 2030 General Plan update, as appropriate.</p> <p>Transportation impact fees should be structured to best represent that actual level of impact of new development. Residential development impact fees will consider density, the size, and number of bedrooms of residential units in establishing equitable per unit fees. Fees per residential unit will be lower for higher-</p>

	density projects (on a per-unit basis) and projects with fewer bedrooms, since these types of projects generate fewer trips (per unit). Fair-share commercial traffic impact fees will take into account whether the commercial project is located and designed to attract drivers, or whether it is oriented toward pedestrians. For example, large-scale retail projects adjacent to Highway 99 would have higher traffic generation rates and relatively higher impact fees (per square foot). Smaller-scale retail and service establishments Downtown and integrated into neighborhoods that are designed to promote pedestrian, transit, and bicycle access will have relatively lower impact fees (per square foot).
Circulation Implementation Strategy 1.3	The City will update the Bicycle Plan to incorporate the Planned Growth Area and implement policies of the updated 2030 General Plan. The City will incorporate connections to existing and planned regional pedestrian/bicycle routes shown on plans adopted by Butte County. The City will provide potential connections with the City of Biggs and will incorporate planned connections shown on plans adopted by the City of Biggs. The City will consult with BCAG, the County, Butte County Air Quality Management District, and other agencies to obtain funding for improvements described in the Bicycle Plan.
Circulation Implementation Strategy 1.4	Traffic impact reports for Gridley projects will conform to the policies in this Circulation Element. When calculating traffic impacts of development projects, traffic analyses will use models that are sensitive to lower trip-generating characteristics of higher residential densities, mixing homes and destinations in proximity to each other, projects with reduced parking, and other applicable land use planning and site design techniques that reduce travel demand.

<b>CIRCULATION GOAL 2:</b>	<b>To retrofit existing development for increased pedestrian, bicycle, and transit access.</b>
<b>CIRCULATION POLICY 2.1</b>	The City will explore opportunities to install traffic circles, landscaped medians, and extended curbs (bulb-outs) on wider existing City streets within the existing City to calm traffic and provide a more pleasant pedestrian environment. Streets wider than 45 feet, curb-to-curb, could accommodate these improvements.
<b>CIRCULATION POLICY 2.2</b>	As funding is available, the City will invest in pedestrian, bicycle, and transit facilities Downtown, such as bus stops, shade trees, textured crosswalks, street furniture, pedestrian lighting, water features, and pedestrian-oriented signage.
<b>CIRCULATION POLICY 2.3</b>	The City will enhance pedestrian and bicycle access to and from Downtown, as feasible.

**CIRCULATION POLICY 2.4** The City will seek funding for pedestrian and bicycle improvement projects in developed areas within current City limits and will incorporate these projects into the City’s Capital Improvements Programming.

**CIRCULATION POLICY 2.5** Development adjacent to Highway 99 between West Liberty Road and Ord Ranch Road shall include wide, separated sidewalks, and shade trees, per City standards.

Circulation Implementation Strategy 2.1	The City will prepare a plan for pedestrian improvements along Highway 99, with a focus on the area north of West Liberty Road and south of Ord Ranch Road. This plan will describe improvements, including sidewalks, landscaping, street trees, street furniture, and other amenities, as appropriate. Sidewalks should be relatively wide along this stretch of Highway 99 – between 6 and 10 feet in width. If appropriate, this improvement plan may become a part of the City’s Public Works Construction Standards and/or Capital Improvements Programming.
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Circulation Implementation Strategy 2.2	Following the General Plan update, the City will consult with BCAG and Caltrans, as necessary, to synchronize traffic signals within the City, as funding allows. The City will consider signalization as a way to improve traffic flow on congested routes without adding vehicle lanes, as well as a way to avoid congestion on City streets during General Plan buildout.
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## TRANSIT SERVICE

Butte County Association of Governments’ (BCAG) B-Line provides bus service to the Gridley area. The Gridley Golden Feather Flyer, which is operated by the City, provides on-call service to seniors (62 and over) and persons with disabilities. Gridley has limited transit service to other communities at present. However, BCAG routinely updates its long-range transit plan. The 2030 Gridley General Plan can provide an opportunity for BCAG to re-evaluate its long-range transit planning as it relates to the Gridley area.

BCAG is currently focused on increasing transit service, particularly between Butte County communities. Future opportunities may exist to provide access to communities outside the County. BCAG bus lines could link with other transit providers to allow transfer service outside the County. Connections to the Yuba City Transit Center would link Butte County communities with those in the Sacramento area.

With appropriate land use and transportation planning, and effective communication between the City and BCAG, future residents could greatly benefit from more convenient transit access to other Butte County communities and beyond. The City’s approach to

land use planning presented in this General Plan provides substantial support for expanded transit service. Neighborhood Centers serve as nodes of density and development intensity in the Planned Growth Area that can provide support for transit service. The City’s focus on infill and redevelopment Downtown and along Highway 99 also promotes a compact development pattern that can support transit.

## GUIDING PRINCIPLES

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Statements from Gridley’s General Plan Guiding Principles relevant to transit service include:

- ✓ We will design our community so that people can walk, bicycle, or use public transit if they cannot, or choose not to drive.
- ✓ Many of our seniors cannot drive, or simply prefer not driving. We will design our community so that our seniors can access shopping and health care without reliance on cars.
- ✓ Our community should grow without having traffic, air quality, and noise problems that would sacrifice our small-town character. In the long run, this requires pedestrian, bicycle, and public transit to be considered in land use and transportation planning on an equal footing with vehicular travel.

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**CIRCULATION GOAL 3:** To provide Gridley residents and employees with convenient and predictable transit access.

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**CIRCULATION POLICY 3.1** The City will consult with BCAG and other local transit operators to provide more convenient and predictable service throughout Gridley, including the design and location of transit stops and other facilities along transit routes.

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**CIRCULATION POLICY 3.2** The City will consult with BCAG to prioritize transit access serving retail, service, and employment centers along Highway 99, Downtown destinations, and Neighborhood Centers in the Planned Growth Area.

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**CIRCULATION POLICY 3.3** The City will support transit access to and from locations within Gridley and better connections for Gridley residents and workers to destinations elsewhere in the County and beyond.

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**CIRCULATION POLICY 3.4** New development shall construct and dedicate or otherwise accommodate transit facilities consistent with transit agency planning and standards.

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**CIRCULATION POLICY 3.5** The City will encourage and provide incentives to encourage local businesses to support transit and create their own travel demand management programs.

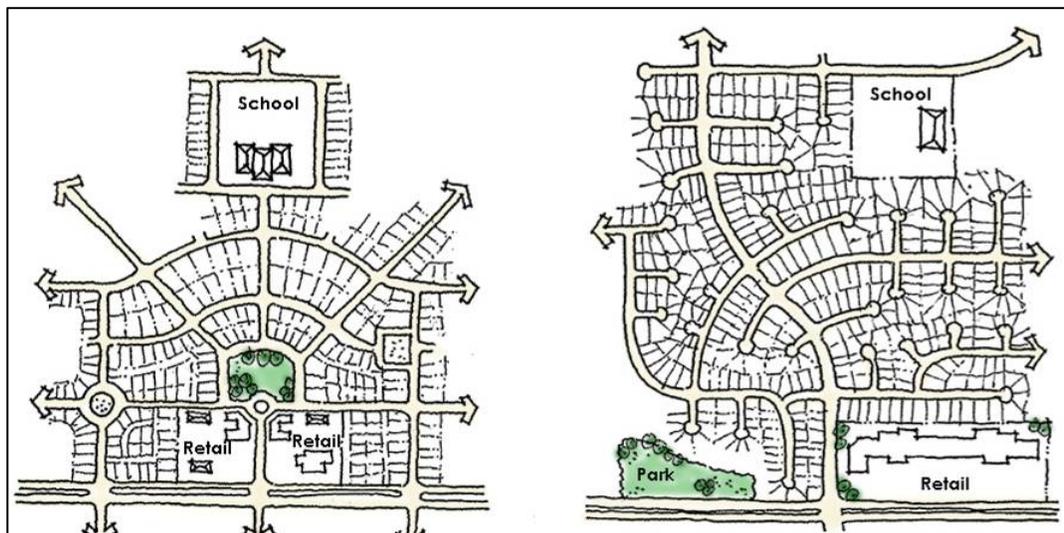
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**CIRCULATION POLICY 3.6** The City will consult with BCAG regarding possible sponsorship of bus routes for future large employers.

## CONNECTIVITY

“Connectivity” describes the degree to which there are multiple routes to serve the same origins and destinations. The traditional grid street pattern is one approach for ensuring a highly-connected neighborhood. Gridley was originally organized around a grid street system. Such a street layout is an ideal design to allow for many ways to travel throughout a community. However, modifications to the grid pattern could also provide a highly-connected transportation network (Exhibit Circulation-3). In general, a highly connected street pattern would have:

- ✓ A dense system of parallel routes, both east-west and north-south, with many streets providing through connections;
- ✓ Few cul-de-sacs, dead-ends, and looped streets;
- ✓ Frequent intersections; and,
- ✓ Frequent points of access.



Connected Street Network (Allowed).

Circuitous Street Network (Not Allowed).

Exhibit Circulation-3

Connected versus Circuitous Street Networks

The General Plan is designed to improve and ensure transportation connectivity. Highly connected streets are convenient for pedestrians, bicyclists, and drivers; they reduce travel times for emergency responders; and, they increase service efficiencies, such as for trash collection.

Because the street network is among the most extensive and expensive of the City’s public infrastructure, Gridley will place special focus on efficiencies and best practices in construction and maintenance of city streets. The City will attempt to minimize both the construction and operational costs of streets to promote efficiency of public infrastructure and service delivery. With a highly-connected street network, traffic is dispersed and it is less likely that any single street will have high traffic volumes. With lower traffic volumes, Gridley’s streets can be smaller, more pedestrian-friendly, more pleasant public spaces. With a relatively narrow profile, streets can be less expensive to construct and maintain.

## GUIDING PRINCIPLES

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Statements from Gridley’s General Plan Guiding Principles relevant to connectivity include:

- ✓ Great small towns promote a feeling of connection among residents. New development should enhance this sense of connectivity. We should remove physical, economic, and social barriers that prevent us from being connected, whenever possible.
- ✓ All of our neighborhoods should be connected to downtown Gridley with safe and convenient pedestrian and bicycle routes.
- ✓ For safe and convenient travel, we need short blocks, connectivity, frequent through streets, extension of the historic grid, and ample on- and off-street pedestrian and bicycle pathways.

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**CIRCULATION GOAL 4:** To improve connectivity in existing developed parts of Gridley.

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**CIRCULATION POLICY 4.1** The City will seek ways to better connect existing neighborhoods with Downtown.

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**CIRCULATION POLICY 4.2** The City will increase connectivity in the Highway 99 corridor by requiring new east-west and north-south connections in new developments, to the maximum extent feasible.

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**CIRCULATION POLICY 4.3** To reduce congestion and increase safety, new development adjacent to Highway 99 should have multiple access to local streets rather than direct access to the Highway.

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**CIRCULATION POLICY 4.4** Infill and redevelopment projects should accommodate safe and convenient transit, pedestrian, and bicycle connections to existing employment areas, such as Downtown and the Gridley Industrial Park, to the maximum extent feasible.<sup>11</sup>

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Circulation  
Implementation  
Strategy 4.1

The City will explore options to improve transportation connectivity and infrastructure availability in the southeastern portion of the City’s Sphere of Influence (SOI). The City will follow the 2030 General Plan update with a long-range planning process to address the lack of connectivity and access. The City may use a specific plan process (as provided by Sections 65450-65457 of the State Government Code), a street system master plan, or some other planning measure(s). In this portion of Gridley’s Sphere of Influence, there are parcels with split zoning and General Plan designations, parcels with inadequate transportation access, and areas without adequate drainage and wastewater infrastructure (see Exhibit Circulation-4). Pedestrian connectivity to destinations throughout the rest of the City is lacking in much of this area. Access improvements for the City’s Industrial Park may require changes in road alignments in this southeastern portion of Gridley. Any road re-alignment should be accompanied by access improvements in this part of the City. At this time, the City does not anticipate that this special planning effort in the southeastern portion of the SOI will involve land use designation changes. If future planning efforts change allowable land use, or if specific projects are proposed, this would be subject to the California Environmental Quality Act (CEQA).

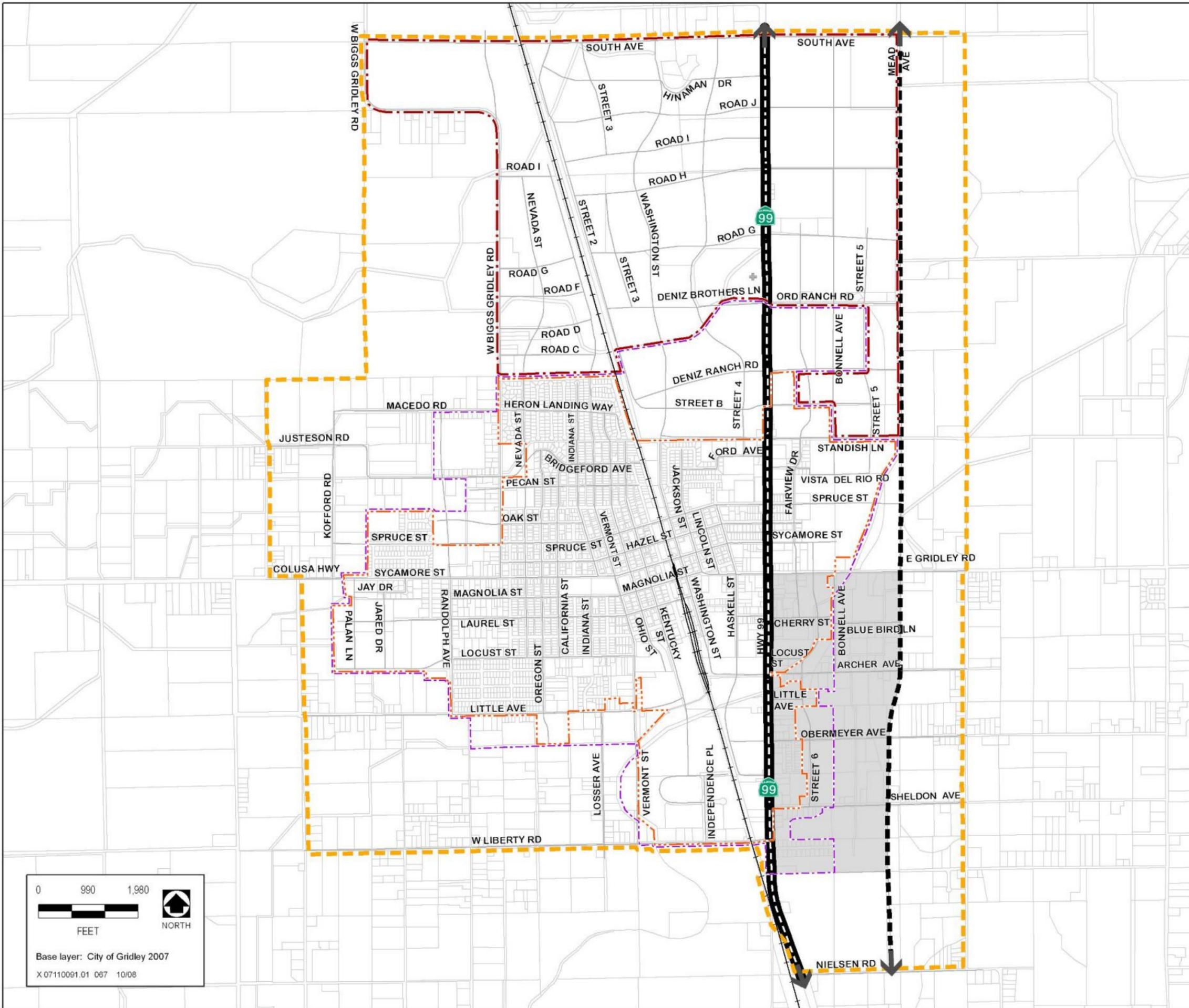
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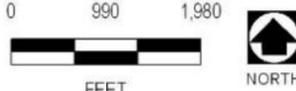
<sup>11</sup> The Gridley Industrial Park includes properties east and west of the railroad designated for Industrial development in the southern portion of the City. Generally, the Gridley Industrial Park includes properties south of Little Avenue and south of Archer Avenue, west of Highway 99, and east of Losser Avenue.

# Exhibit Circulation-4 Southeast Plan Area

## LEGEND

-  Study Area
-  Planned Growth Area
-  Sphere of Influence
-  City Boundary
-  Railroad
-  Parcels
- Roads
  -  State Highway 99
  -  Future Regional North-South Route
  -  Future Land Use and Transportation Planning Area



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<b>CIRCULATION GOAL 5:</b>	<b>To provide highly connected new neighborhoods and employment areas.</b>
<b>CIRCULATION POLICY 5.1</b>	New streets shall be arranged in a grid or other highly connected pattern so that pedestrians, bicyclists, and drivers have multiple, direct routes to nearby destinations.
<b>CIRCULATION POLICY 5.2</b>	New neighborhoods shall be highly connected internally, highly connected with adjacent new neighborhoods, and highly connected with adjacent <i>existing</i> neighborhoods.
<b>CIRCULATION POLICY 5.3</b>	New developments shall provide stubbed street connections to adjacent areas planned for development. The minimum interval for connections to adjacent planned development areas is 600 feet. This 600-foot interval standard does not apply to areas adjacent to the railroad, Highway 99, or other barriers to connectivity beyond the control of the applicant.
<b>CIRCULATION POLICY 5.4</b>	The maximum <i>average</i> block length for City streets in new developments is 450 feet, unless unusual existing physical conditions warrant an exemption. The <i>maximum</i> block length in new developments is 660 feet. “Block length,” for the purpose of this policy, is the distance between four-way intersection centerlines. Block length can also be measured along the one leg of a three-way intersection that terminates into a cross street. Areas designated for Industrial and Agricultural Industrial development are exempt from this policy.
<b>CIRCULATION POLICY 5.5</b>	New commercial developments should divide larger blocks in half with small private streets with vehicular lanes, sidewalks, and street trees, where feasible (see Exhibit Circulation-5).
<b>CIRCULATION POLICY 5.6</b>	In the instances where the City allows new cul-de-sacs, pedestrian and bicycle access through cul-de-sacs is required, with appropriate facilities and lighting installed to ensure safety and security.
<b>CIRCULATION POLICY 5.7</b>	New developments shall accommodate safe and convenient transit, pedestrian, and bicycle connections to and from new employment areas, such as Agricultural Industrial designated lands in the Planned Growth Area
<b>CIRCULATION POLICY 5.8</b>	The City will explore the feasibility of expanding culverts under the railroad in the Planned Growth Area to provide safe pedestrian under crossings.
<b>CIRCULATION POLICY 5.9</b>	The City will proactively communicate with BCAG and the City of Biggs in planning and funding of an overcrossing of the Union Pacific railroad line between the two cities, if feasible.
<b>CIRCULATION POLICY 5.10</b>	Gridley will consult with BCAG, nearby cities, Butte County, and Caltrans to develop alternative north-south routes in southern Butte County to address existing and anticipated future congestion along Highway 99.

Internal private streets – sometimes called “paseos” – should be used to break up larger block sizes in areas designated for commercial development.



**Exhibit Circulation-5 Commercial Block Size and Paseos**

**CIRCULATION POLICY 5.11** The City supports regional planning and funding of a Highway 99 bypass in the Mead Avenue corridor. The City will not allow urban development or installation of infrastructure in this area that would preclude construction of the bypass.

**CIRCULATION POLICY 5.12** The City will communicate with BCAG and Caltrans to ensure that the design of Highway 99 north of Standish Lane is consistent with the guidelines presented in this Circulation Element.

**CIRCULATION POLICY 5.13** The City will consult with the Butte County Association of Governments and the California Department of Transportation to ensure continued consistency between transportation plans and programs and the 2030 General Plan.

**Circulation Implementation Strategy 5.1** The City will continue to communicate with Caltrans (and the California Transportation Commission), the Butte County Association Governments (BCAG), Butte County, and nearby cities to plan and fund a bypass for Highway 99 using lands held currently by the Caltrans and intended for this purpose. The City will consult with BCAG to ensure this regional route is a part of future regional transportation plans. The City will consult with Caltrans and BCAG to prepare a Project Study Report or other preliminary documentation that analyzes the best options for the future alignment and design of this facility, as well as the appropriate regional funding sources.

**Circulation Implementation Strategy 5.2** The City will revise its Public Works Construction Standards, as necessary, to ensure connectivity within and between neighborhoods. The City will revise its Public Works Construction Standards consistent with policy in the Circulation Element, such as that related to block size. The City will consider deleting any language that would require or encourage “T” intersections for Local Streets, as opposed to more connected full intersections, which are preferred.

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## MOBILITY FOR ALL AGES

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Transportation planning that places too much emphasis on the private automobile can adversely affect those without access to a car, or those that choose not to drive. In many communities, auto-oriented land use and transportation would especially affect children and seniors. Although access to multiple travel modes is addressed throughout this Circulation Element, specific policies are provided in this section to highlight the City's commitment to safe, healthy, and convenient transportation for all ages.

Land use and transportation planning that encourages non-vehicular travel has important public health benefits. Gridley can provide opportunities for healthy lifestyles if land use patterns and transportation routes provide opportunities for children and adults to walk and bike for daily needs and recreation. Air pollution can cause a variety of health problems, including asthma, heart disease, lung disease, and cancer. In Butte County and throughout California, mobile sources (such as vehicles) are the largest contributor to air quality problems.<sup>12</sup> Gridley can improve local air quality and reduce its contribution to areawide air quality problems by providing land use patterns and travel routes that allow more trips to occur on bike, by walking, or by public transit. Previous sections of this Circulation Element, in tandem with the Land Use and Community Character and Design elements are structured to ensure multiple methods of travel within Gridley.

By reducing barriers to travel and ensuring safe routes to school, parents in Gridley can feel comfortable allowing their children to walk or bike to school. This will not only reduce potential traffic congestion (by reducing school-related vehicle trips) but also provide more opportunity for daily physical activity for Gridley's children. This General Plan identifies potential locations for new schools in the Planned Growth Area that are central to the neighborhoods they could serve. These school sites are in Neighborhood Centers, area that will be well-served by bicycle and pedestrian facilities. Although the City has provided for school sites within the Planned Growth Area, the Gridley Unified School District is charged with developing new school sites. It is important that City land use planning and School District facilities planning is coordinated so that new school sites are central to the neighborhoods they serve and have safe routes to and from the surrounding neighborhood.

Gridley has a substantial senior population. It is important that this General Plan be implemented with the full range of travel needs in mind, including senior travel needs. Although most people have access to a private automobile, seniors, in particular, are in need of other options, such as fixed-route transit service or paratransit service.

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<sup>12</sup> California Air Resources Board. 2008 California Almanac of Emissions and Air Quality.

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## GUIDING PRINCIPLES

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Statements from Gridley’s General Plan Guiding Principles relevant to safe, healthy, and convenient transportation choices for all ages include:

- ✓ A livable community is one with parks, schools, shops, and other destinations that are oriented to our neighborhoods and designed for people, rather than oriented toward busy roadways and designed exclusively for auto access.
- ✓ All of our neighborhoods should be connected to downtown Gridley with safe and convenient pedestrian and bicycle routes.
- ✓ We will design our community so that people can walk, bicycle, or use public transit if they cannot, or choose not to drive.
- ✓ Many of our seniors cannot drive, or simply prefer not driving. We will design our community so that our seniors can access shopping and health care without reliance on cars.
- ✓ Children in Gridley should be able to safely and conveniently walk to school.
- ✓ For safe and convenient travel, we need short blocks, connectivity, frequent through streets, extension of the historic grid, and ample on- and off-street pedestrian and bicycle pathways.
- ✓ For safe and convenient travel, we need destinations, like schools, parks, and shops, to be oriented to, and blended in with our neighborhoods.
- ✓ Our community should grow without having traffic, air quality, and noise problems that would sacrifice our small-town character. In the long run, this requires pedestrian, bicycle, and public transit to be considered in land use and transportation planning on an equal footing with vehicular travel.

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<b>CIRCULATION GOAL 6:</b>	<b>To provide healthy, safe, and convenient transportation choices for our entire population, including our youth and seniors.</b>
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<b>CIRCULATION POLICY 6.1</b>	The City will consult with Caltrans to ensure frequent, safe, and convenient multi-modal crossing of Highway 99 in areas with existing schools.
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<b>CIRCULATION POLICY 6.2</b>	The City will consult with the School District to improve safety and pedestrian/bicycle access to and from existing school sites. This could involve the installation of traffic calming devices, bike lanes, sidewalk improvements, pedestrian crossing improvements at intersections, and other improvements.
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<b>CIRCULATION POLICY 6.3</b>	New developments will be required to accommodate new school sites in the Planned Growth Area, per School District requirements, that ensure safe routes for new school sites to and from the surrounding neighborhood.
<b>CIRCULATION POLICY 6.4</b>	The City will consider the transportation needs of seniors in implementing transportation improvements. Areas of the City with existing or proposed senior housing should be in proximity to, and/or have non-vehicular transportation options to health care and other needed services.
Circulation Implementation Strategy 6.1	The City will continue to proactively identify regional, State, and federal sources of funding to identify, plan, and develop transportation improvements to ensure safe routes to school from Gridley neighborhoods. The City has identified gaps in sidewalks within the City, including areas serving local schools and neighborhoods. As funding is available, the City will address gaps in the pedestrian network between neighborhoods and local schools in the existing City. As funding is available, the City will also improve the safety of intersections with Highway 99 to provide safer routes to schools east of the highway.
Circulation Implementation Strategy 6.2	The City will continue to support the Gridley Golden Feather Flyer and will consider expanding this service to meet future demand, based surveys of Gridley’s local senior population as to specific transportation needs. The City will consider a marketing campaign to increase awareness and use of the Golden Feather Flyer.

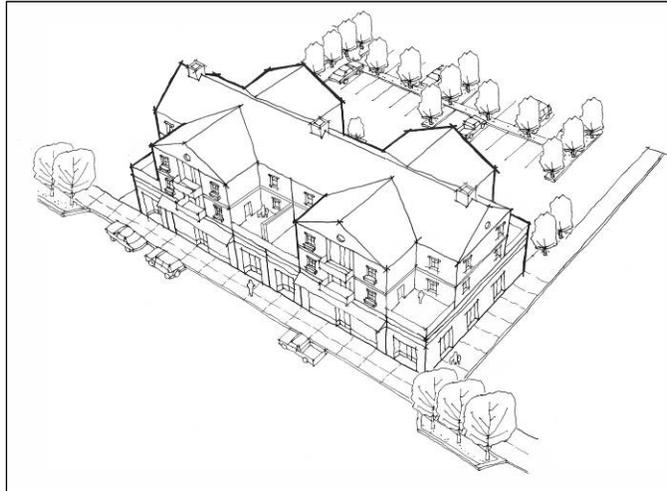
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## PARKING

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Gridley’s goals and policies for transportation will not be achievable without supportive development patterns. Whether people choose to drive, walk, bicycle, or take transit depends as much or more on the overall community design as it does the quality of transportation facilities. For example, where land uses are segregated, densities are low, and the distance between homes and daily destinations is great, people tend to drive more and walk, bike, and use public transit less often. Please refer to the Land Use and Community Character and Design elements of this General Plan for policies addressing Gridley’s land use mix, development density, and design. This section provides polices addressing parking-related aspects of community design.

Parking can add to distances between homes and destinations if too much parking is proposed, or if the parking is not properly designed. Instead of placing large amounts of surface parking in front of stores, for example, buildings can be constructed near the street and sidewalk, with parking located behind or alongside buildings (Exhibit Circulation-6).



Left: Examples of acceptable parking arrangements.

Parking should be provided on the street, behind proposed buildings, or on the side of proposed buildings.

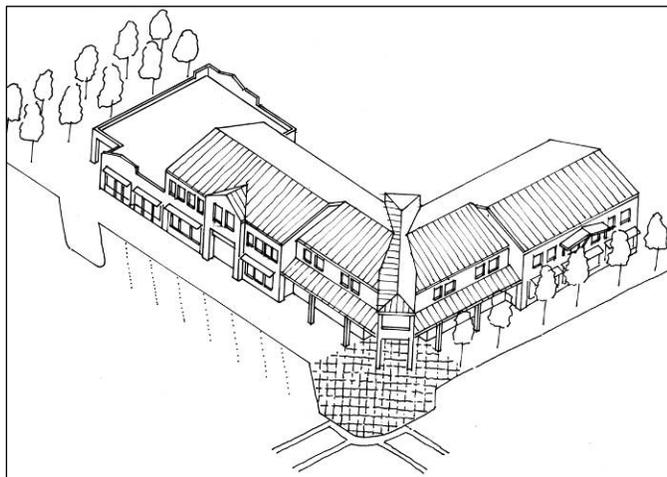


Exhibit Circulation-6

Parking Placement

## GUIDING PRINCIPLES

Statements from Gridley's General Plan Guiding Principles relevant to parking placement include:

- ✓ A livable community is one with parks, schools, shops, and other destinations that are oriented to our neighborhoods and designed for people, rather than oriented toward busy roadways and designed exclusively for auto access.
- ✓ We will design our community so that people can walk, bicycle, or use public transit if they cannot, or choose not to drive.

- ✓ Many of our seniors cannot drive, or simply prefer not driving. We will design our community so that our seniors can access shopping and health care without reliance on cars.
- ✓ For safe and convenient travel, we need destinations, like schools, parks, and shops, to be oriented to, and blended in with our neighborhoods.

<b>CIRCULATION GOAL 7:</b>	<b>To plan and design parking for safe and convenient bicycling, walking, transit use, and vehicular access.</b>
<b>CIRCULATION POLICY 7.1</b>	Projects located in Neighborhood Centers and Downtown will have reduced or eliminated off-street parking requirements, as appropriate.
<b>CIRCULATION POLICY 7.2</b>	New development should use shared parking to meet the City’s off-street parking requirements, where appropriate.
<b>CIRCULATION POLICY 7.3</b>	New development will provide on-street parking to meet parking needs, reducing or avoiding the need for off-street parking, where feasible.
<b>CIRCULATION POLICY 7.4</b>	The City will discourage large, single-use surface parking lots, particularly in Neighborhood Centers and Downtown.
<b>CIRCULATION POLICY 7.5</b>	Where surface parking is proposed, it should be broken up and distributed around different sides of the project site. Any surface parking should be behind, or on the side of any proposed buildings.
<b>CIRCULATION POLICY 7.6</b>	Shade trees shall be provided in any proposed surface parking lot that, at maturity, will provide a minimum of 50% canopy coverage. A ratio of at least one tree for every six parking spaces is recommended, although 50% canopy coverage will require more of some tree species and fewer of other species.
<b>Circulation Implementation Strategy 7.1</b>	The City will revise the Off-Street Parking requirements in the Zoning Ordinance consistent with Circulation Element policy. The City will consider implementing maximum off-street parking standards (in addition to minimum requirements, which are already provided). The City will consider increasing flexibility in parking requirements to increase shared use of parking between properties with different parking demand peaking periods, use of on-street parking spaces (instead of off-street) to meet parking requirements, and other methods for reducing the need for construction of surface parking. The City will consider additional parking reductions or eliminating off-street parking requirements for projects located in Neighborhood Centers. Downtown properties are already exempt from parking requirements. Following this General Plan update, the City will examine whether the area of Downtown exempt from off-street parking should be expanded or whether the City should require some amount of off-street parking or in-lieu fee for very large projects Downtown.

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## LOCAL ECONOMY

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A well-designed circulation system that meets all travel needs is important to the local economy. For example, Gridley residents can save on travel costs if the community is designed to provide meaningful pedestrian, bicycle, and public transit options. Another important transportation issue related to the local economy is goods movement. Existing and future local businesses benefit from efficient materials and product delivery. This includes both the receipt of materials and products for processing or sales in Gridley, as well as shipping products from Gridley businesses for sales elsewhere.

The highest priority area for access improvements to facilitate goods movement is the area between the Gridley Industrial Park and Highway 99. The California Public Utilities Commission denied Gridley's request for an additional at-grade crossing of the railroad that would have provided one direct access point to the entire Gridley Industrial Park area. Since the cost of an overcrossing is prohibitive, the City is exploring more feasible alternatives, such as improvements to West Liberty Road and the intersection with Highway 99 that would both improve access to the Gridley Industrial Park and ensure traffic flow along the highway.

Most goods movement for Gridley businesses uses trucks. In the future, the City and local industries might benefit from a rail spur for materials delivery and/or goods shipment. Developing new rail shipping opportunities would require investment in infrastructure and coordination with outside agencies. Local economic benefits should be balanced with infrastructure costs and other factors.

Whether by rail or truck, adequate shipping routes should be provided in Gridley, while avoiding residential areas, schools, and other noise-sensitive land uses.

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## GUIDING PRINCIPLES

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Statements from Gridley's General Plan Guiding Principles related to transportation policy for local economic benefits include:

- ✓ The community should continue to invest in streetscape, infrastructure improvements, and other programs downtown that will encourage property owners to invest and re-invest in the area.
- ✓ We should invest in, and support improvements along Highway 99 that draw visitors downtown.
- ✓ We will design our community so that people can walk, bicycle, or use public transit if they cannot, or choose not to drive.

- ✓ We believe that the entire community will benefit from improving the Highway 99 corridor to create an active, pedestrian-friendly area where trees, well-designed buildings, and street furniture are the dominant visual features.

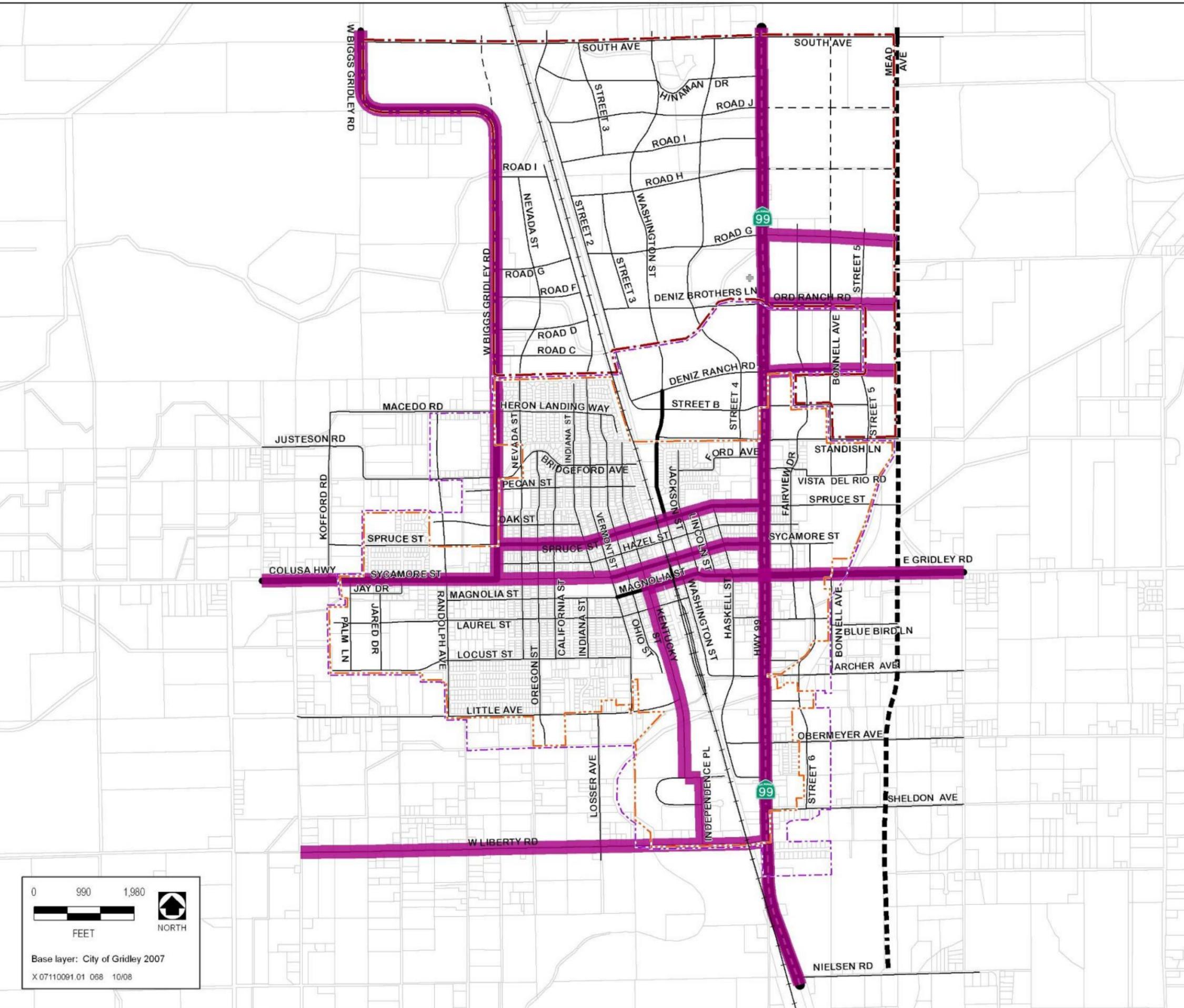
<b>CIRCULATION GOAL 8:</b>	<b>To provide efficient and effective freight systems that serve Gridley’s businesses, while avoiding negative impacts to residents.</b>
<b>CIRCULATION POLICY 8.1</b>	The City will consult with Caltrans, Butte County, the California Highway Patrol, the California Public Utilities Commission, and the Union Pacific Railroad to appropriately regulate the safe movement of truck traffic and hazardous materials throughout the City.
<b>CIRCULATION POLICY 8.2</b>	The City will restrict truck traffic to Highway 99, Magnolia Avenue, West Biggs-Gridley Road, Ord Ranch Road, South Avenue, East Gridley Road, West Liberty Road, and streets in areas designated for Industrial and Agricultural Industrial development (see Exhibit Circulation-7). Trucks may go by direct route to and from restricted streets, where required for the purpose of making pickups and deliveries of goods, but are otherwise restricted to truck routes.
<b>CIRCULATION POLICY 8.3</b>	The City will consult with the Public Utilities Commission and Union Pacific Railroad regarding local rail spurs and the use of rail for materials delivery and/or product shipping for Gridley industries.
<b>CIRCULATION POLICY 8.4</b>	The City will work to improve access between Highway 99 and the Gridley Industrial Park.
Circulation Implementation Strategy 8.1	The City will communicate with Caltrans and Butte County Association Governments (BCAG) on funding and planning of access improvements to and from the Gridley Industrial Park. Signalization, re-alignment of roadways, lane re-configurations, and other improvements may be required. These improvements will focus on the segment of West Liberty Road west of Highway 99 and the intersection of West Liberty Road and Highway 99.  Hollis Lane is currently offset from West Liberty Road, which presents some challenges for intersection improvements. Realignment of West Liberty Road to match Hollis Lane, or providing alternative access to the Hollis Lane properties from Highway 99 are options to be considered. The City will coordinate with Caltrans and BCAG to prepare a Project Study Report or other preliminary documentation that analyzes the best options for access improvements and identifies appropriate funding sources. The City will consider development of impact fees for benefitting parties to offset the cost of access improvements.
Circulation Implementation Strategy 8.2	The City shall consult with UPRR and PUC to monitor existing at grade crossings and identify applicable strategies and funding for improved at-grade crossings. The City shall work with Butte County and the City of Biggs to identify funding for a new grade separation on a South Avenue alignment.

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# Exhibit Circulation-7 Truck Routes

## LEGEND

-  Truck Routes
-  Planned Growth Area
-  Sphere of Influence
-  City Boundary
-  Railroad
-  Parcels



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