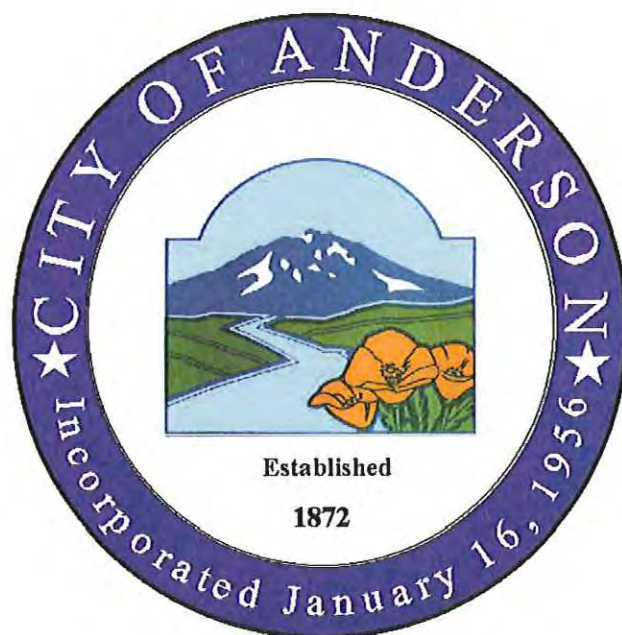


CITY OF ANDERSON

2007

BICYCLE TRANSPORTATION PLAN



RESOLUTION NO. 07-79

**A RESOLUTION OF THE
CITY COUNCIL OF THE CITY OF ANDERSON
ADOPTING THE CITY OF ANDERSON
2007 BIKEWAY PLAN**

WHEREAS, in accordance with the provisions of the California Streets and Highways Code, cities and counties are required by both the state and federal government to adopt a local Bikeway Plan, at four-year intervals, in order to remain eligible for Federal Bicycle Lane Account (BLA) Funds; and

WHEREAS, the City Council of the City of Anderson adopted the 2003 Anderson Bikeway Plan on October 21, 2003, and

WHEREAS, the four year interval has passed, and the City Council now desires to adopt the 2007 Anderson Bikeway Plan to update the local plan for land use planning changes since 2003 and to continue to remain eligible for state and federal bikeway grant funding.

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Anderson that the City Council hereby adopts the 2007 City of Anderson Bikeway Plan attached hereto as "Exhibit A" and made a part hereof.

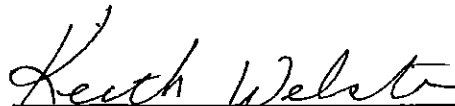
PASSED AND ADOPTED by the City Council of the City of Anderson this 2nd day of October 2007 by the following vote:

AYES: Butch Schaefer, Melissa Hunt, Norma Connick, and Keith Webster

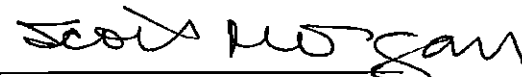
NOES:

ABSENT: Phil Burnett

ABSTAIN:


Keith Webster, Mayor

ATTEST:


Scott Morgan, City Clerk

**CITY OF ANDERSON BICYCLE TRANSPORTATION PLAN
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EXECUTIVE SUMMARY

The City of Anderson, Public Works Department, prepared this Bicycle Transportation Plan in compliance with the California Bicycle Transportation Act (*California Streets and Highway Code, Chapter 8, Article 3, Section 891.2*). This plan is required for the City of Anderson to be eligible to submit grant applications for Bicycle Transportation Account funding.

INTRODUCTION

The City of Anderson General Plan, and the Shasta County Regional Transportation Plan (RTP) recognize the need to reduce congestion and to improve air quality, by promoting the use of the bicycle as an alternate means of transportation.

The City of Anderson's 2007 Bicycle Transportation Plan addresses bicycle facilities specifically for the incorporated area of the City of Anderson. However, reference to the Shasta County Regional Bikeway Plan has been incorporated into this plan in order to make use of the direct benefit of coordination between all local agencies. The Shasta County Regional Transportation Planning Agency updated their Regional Bikeway Plan in 2003. The plan was updated in association with the Cities of Anderson, Shasta Lake and Redding and contains information on proposed bikeway corridor evaluations and selection, descriptions, support facilities and programs, and plan implementation. The plan also addressed anticipated needs of utilitarian, recreational, and touring bicyclists, and stated the primary goal to is to make conditions safer for bicycle use.

The overall goal of the City of Anderson's Bicycle Transportation Plan is to improve air quality and to create a safe, efficient, and coordinated transportation environment that encourages bicycling at a reasonable cost. The plan is intended to serve the needs of Anderson area residents and support the City's General Plan.

LOCATION AND POPULATION

The City of Anderson is located in the south-central portion of Shasta County, at the northern end of the Sacramento Valley. The City is situated on the west bank of the Sacramento River and is surrounded by mountains to the west, north and east. The City of Redding is located ten miles to the north and Sacramento approximately 155 miles south of Anderson. The City covers 7.48 square miles, and is relatively flat with the exception of a few foothills in west Anderson. The mean elevation is 430 feet above sea level.

The California Department of Finance (DOF) publishes annual projections on population based on historical growth as seen in previous State Census data. The 2007 population, according to DOF, is 10,594.

BICYCLE TRANSPORTATION PLAN

Estimated Number of Bicycle Commuters

California Streets and Highway Code, Chapter 8, Article 3, Section 891.2. A city or county may prepare a bicycle transportation plan, which shall include, but not be limited to, the following elements:

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

The City of Anderson General Plan recognizes the need to reduce congestion and improve air quality. One way to achieve this goal is to encourage bicycling for reasons of traffic congestion reduction, energy conservation, air quality, health, economy, enjoyment, and as an alternate means of reaching a destination.

According to the Shasta County Bikeway Plan only 0.38 percent of county residents commute to work by riding a bicycle. The national average for bicycle commuters is 0.38 percent. It is estimated that there are approximately 40 bicycle commuters in the Anderson area.

Through the continued implementation of the bicycle transportation plan and construction of the indicated improvements the City expects to more than double the number of bicycle commuters in the Anderson area.

According to the Federal Highway Administration, incentives motivating bicycle usage are exercise, enjoyment and environmental concerns. Personal reasons people give for choosing not to bicycle include: distance, safety, convenience, time physical condition, family circumstances, habits, attitudes or lack of access and linkage, and transportation alternatives.

The City of Anderson has established the following goals and objectives to address the needs of the bicycle commuter:

- I. **GOAL** - Encourage bicycling for reasons of traffic congestion reduction, energy conservation, air quality, health, economy and enjoyment.
 - A. **Objective:** Provide access to major employment centers in and near the City.
 - 1. **Policy** - Promote bike routes that lead to major employment centers in and near the City.
 - B. **Objective:** Encourage major employers to promote commuting by bicycle and to provide adequate bicycle facilities.
 - 1. **Policy-** Encourage major employers to initiate incentives for employees who bicycle to work.

2. **Policy** - Encourage new employment centers in the City to include plans for bicycle parking, showers and lockers.
3. **Policy** - Emphasize bicycle usage to promote cleaner air and ease traffic congestion.

C. Objective: Provide bicycling facilities that are convenient, efficient and easy to use.

1. **Policy** - Encourage facilities for transporting bicycles on local public transit.
2. **Policy** - Support the placement of bicycle lockers at Park-and-Ride sites.
3. **Policy** - Support the placement of bicycle lockers and racks at commercial developments.
4. **Policy** - Support the placement of bicycle lockers or racks at/or near public transit.

Land Use

California Streets and Highway Code, Chapter 8, Article 3, Section 891.2.

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

The City of Anderson contains a mix of land uses including residential, industrial, commercial, and agricultural. Interstate 5, Southern Pacific Railroad, and Highway 273 pass through the middle of Anderson in a north/south direction. The industrial zones are concentrated near the railroad tracks. The commercial zones are primarily located between Highway 273 and McMurry Drive, along North Street and Balls Ferry Road, and at the junction of Interstate 5 and Highway 273. Some agricultural land is situated on the outlying areas of the City. The remainder of the City is low to high density residential. See **Exhibit A** in the Appendix for Zoning and **Exhibit B** for the General Plan.

Existing and Proposed Bikeways

California Streets and Highway Code, Chapter 8, Article 3, Section 891.2.

(c) A map and description of existing and proposed bikeways.

The City of Anderson currently has 0.3 miles of existing Class 1 Bikeways, 3.5 miles of Class 2 Bikeways and 1.0 mile of Class 3 Bikeways in the City limits.

In addition, the City of Anderson has 2.5 miles of bike path (Class I) in the Anderson River Park. There are also several miles of trails for off-road cyclists in and adjacent to the park near the Sacramento River. There are numerous unimproved trails and

roads that lead to quiet, secluded spots nestled underneath the shade of giant Cottonwood Trees and Valley Oaks. Several shallow ponds bordering the trail sport a variety of vibrant plants, and provides excellent habitat for egrets, ducks, geese, and other waterfowl.

The surrounding County offers bicyclists numerous options for enjoyable picturesque bike rides for on or off-road riding. Many of the County's remote country roads offer beautiful rides through oak or pine forests, often with views of distant snow covered mountains. This plan recognizes the importance of providing links to the other bikeways so as to provide access to recreational riding.

Exhibit C in the Appendix shows the existing and proposed bikeways in the City of Anderson and the proposed connections to Shasta County Bikeway Corridors.

The City of Anderson has established the following goals and objectives to encourage recreational bicycling:

- I. **GOAL** - Encourage recreational bicycling.
 - A. **Objective**: Provide access to parks and recreational points of interest within the City and outlying areas.
 1. **Policy** - Promote bike routes that link developed areas with recreation facilities.
 2. **Policy** - Encourage extension of the Anderson River Park Trail.
 3. **Policy** - Encourage the expansion of South Volonte Park to include Bike Paths.
 - B. **Objective**: Introduce City residents to the fun and benefits of bicycling by promoting bicycling events within the City.
 1. **Policy** - Promote "fun rides", "family rides" as well as serious bicycle racing events in the City of Anderson.

End of Trip Bicycle Parking Facilities

California Streets and Highway Code, Chapter 8, Article 3, Section 891.2.

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

Bike racks are located at all public buildings, schools, parks, and large employers throughout the Anderson area. Employers are also actively encouraged to install bicycle parking facilities to encourage use of the bicycle as alternate transportation. **Exhibit D** in the Appendix identifies the known locations of businesses with bike parking facilities and proposed future bike parking facilities.

Bicycle Transport and Parking Facilities for Connection With Other Transportation Modes

California Streets and Highway Code, Chapter 8, Article 3, Section 891.2.

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

The Redding Area Bus Authority (RABA) provides transit service for the City of Anderson and the busses are equipped with bike racks. **Exhibit E** in the Appendix identifies the existing and possible future bus stop locations in the City of Anderson.

There are currently no Park and Ride lots, ferry docks, or rail and transit terminals in the City of Anderson where a bicyclist could connect to another mode of transportation.

Facilities for Changing and Storing Clothes and Equipment

California Streets and Highway Code, Chapter 8, Article 3, Section 891.2.

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

Employers are actively encouraged to install bicycle parking facilities with lockers and shower facilities nearby to encourage use of the bicycle as alternate transportation. **Exhibit F** in the Appendix identifies the known locations of businesses with shower or locker facilities and identifies possible future locations for shower and locker facilities.

Bicycle Safety and Education

California Streets and Highway Code, Chapter 8, Article 3, Section 891.2.

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

There were twenty-seven (27) bicycle accidents reported in the City of Anderson between 1997 and 2004. Twenty-three (23) involved injury, and there were no fatalities during this time frame. The following table shows the accident distribution by year. The statistics show a decline in accidents since the Bicycle Transportation Plan was first adopted in 1997 and support the need for the City of Anderson to continue to promote bicycling safety and support projects that will minimize cyclist/motorist conflicts.

YEAR	ACCIDENTS	DEATHS	INJURY
2003	2	0	2
2002	2	0	2

2001	4	0	4
2000	7	0	5
1999	4	0	5
1998	8	0	5
TOTALS	27	0	23

The Anderson Parks and Recreation Department promotes bicycle safety and currently sponsors two bicycle safety awareness events per year. The Department in conjunction with the Shasta County Injury Prevention Consortium gives away more than fifty bicycle helmets a year to cyclists between the ages of 10 and 14 years of age, upon request. Bicyclist awareness and safety is the main focus of these programs and events. The City of Anderson has established the following goals and objectives to focus on improving safety and education issues:

I. Goals – Make conditions safer for bicycle use.

A. Objective: Develop a City wide bikeway system that will minimize cyclist/motorist conflicts.

1. **Policy** – Assign high priority to projects that are designed to minimize cyclist/motorist conflict without respect to bikeway corridors.
2. **Policy** - Provide bicycle facilities on both sides of two-way streets.
3. **Policy** - Provide literature and up-to-date bicycle route maps for public use.
4. **Policy** - Identify and, where possible, eliminate barriers along existing routes used by bicyclists, with special attention to bridges, shoulders and railroad crossings.

B. Objective: Enhance the safety of bicycling for school children.

1. **Policy** - Coordinate with schools to develop an active Safe Routes to School Program that identifies the safest and most direct bicycling routes to each school.
2. **Policy** - Promote a Citywide school safety helmet program to educate bicyclists about State bicycling helmet requirements.
3. **Policy** - Support programs that provide helmets at no cost to school children.
4. **Policy** - Support residential projects that include bicycle routes to local schools.
5. **Policy** - Provide bicycle facilities in areas where a high conflict potential has been identified, such as school routes, and in the vicinity of schools.

C. Objective: Increase motorist awareness of the bicyclist rights.

1. Policy - The City of Anderson shall advocate adult awareness programs through the high school system.

2. Policy - The City of Anderson should promote the education of all motorists in safely sharing the road with bicyclists.

D. Objective: Increase bicyclist's awareness of their rights and responsibilities on the highway.

1. Policy - Develop a program to increase public awareness such as bicycle safety education in the school system and adult awareness programs.

These goals and objectives should help create a more bicycle-friendly climate and would likely increase the number of recreational bicyclists also. With more routes and bicycle corridors in Anderson and the County, recreational bicyclists would be more likely to ride their bicycles from their homes to a recreational destination rather than driving their automobiles.

Citizen and Community Involvement

California Streets and Highway Code, Chapter 8, Article 3, Section 891.2.

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

The City of Anderson has completed two planning projects in support of updating the bicycle transportation plan. The City in partnership with the Shasta County Public Health Department surveyed nonmotorized facilities in Anderson, mapped those facilities and prepared an Anderson Walks Guide to promote walking and biking. Public meetings were held to identify the routes and important designations including work, schools, shopping and recreation sites. Community volunteers were organized to physically review the routes in the field and record condition and connectivity.

The second project is the public meeting process for the 2007 General Plan update. The City held four public neighborhood meetings in four different locations around the City. These meetings included discussions about the Circulation Element of the General Plan. This element includes mapping, discussions and policies regarding bicycle facilities. The discussion included questions regarding improvements needed and routing for bicycle riders. This information was integrated into the adopted General Plan.

Consistency and Coordination with Other Plans

California Streets and Highway Code, Chapter 8, Article 3, Section 891.2.

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

Consistency and coordination are provided through the integration of nonmotorized transportation throughout the elements of the General Plan. There are discussions regarding encouraging nonmotorized modes of transportation including bicycling through neighborhood design in the Land Use, Health and Safety, Air Quality and Circulation Elements. The City General Plan is consistent with the surrounding Shasta County General Plan. The bicycle routes are also consistent with the Caltrans designated bicycle routes.

The Anderson Bicycle Transportation Plan is consistent with the following plans:

THE CITY OF ANDERSON GENERAL PLAN: Is consistent with all aspects of the City General Plan that deal with reducing vehicle miles driven, improving air quality, and conserving energy. These issues are contained in the City General Plan Circulation Element and Air Quality Element.

THE SHASTA COUNTY REGIONAL TRANSPORTATION PLAN: The Shasta County Regional Transportation Plan deals with bicycles in its non-motorized section. Encouraging bicycling education and reducing bicycle/auto conflicts are consistent goals of the Transportation Plan and the City of Anderson Bicycle Transportation Plan. Both documents promote planning for bicycle facilities during road construction and improvement project.

Description of Proposed Bikeway Projects and Priorities

California Streets and Highway Code, Chapter 8, Article 3, Section 891.2.

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

The City of Anderson Bicycle Transportation Plan proposes 23 segments at various locations throughout the City. See **Exhibit C** in the Appendix for proposed bikeway locations. Bikeways are listed by Class 1, 2 or 3 and are defined as follows:

“Bikeway” means all facilities that provide primarily for bicycle travel.

Class 1 Bikeway (Bike Path). Provides completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross-flow minimized.

Class 2 Bikeway (Bike Lane). Provides a striped lane for one-way bike travel on a street or highway.

Class 3 Bikeway (Bike Route). Provides shared use with pedestrians or motor vehicle traffic.

This Plan proposes to construct 0.9 miles of Class 1 bikeway, 8.0 miles of Class 2 bikeway and 1.0 mile of Class 3 bikeway in the City of Anderson.

PRIORITIES

Class 1:

1. Hwy 273

Class 2:

1. Hwy 273
2. South Street
3. Ferry Street (2 locations)
4. North Street from Wendy Lane to Ravenwood Road
5. Marx Way

For the following Class 2 bikeway projects, an order of priority has not yet been established:

- Balls Ferry Road from Red Bud Lane to City Limit
- Balls Ferry Road from Ventura Street to McMurry Drive
- Dodson Lane
- Stingy Lane
- North Street from Hwy 273 to McMurry Drive
- North Street from Riverside Ave to the Sacramento River Bridge
- Riverside Avenue
- McMurry Drive
- Ventura Street
- East Street
- Freeman Street
- Fairgrounds Drive
- 3rd Street
- Pinon Avenue

Class 3:

1. Barney Road
2. 1st Street and Briggs Street
3. Alexander Avenue and Little Street

Past Expenditures and Future Financial Needs

California Streets and Highway Code, Chapter 8, Article 3, Section 891.2.

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

The City of Anderson has leveraged grants and land development construction to construct the following bicycle facilities:

EXISTING FACILITIES

<u>Location</u>	<u>Approximate Year 2007 Cost</u>
South Street Bike Lanes	\$250,000
North Street Bike Lanes (2 locations)	\$200,000
Church Street Bike Route	\$ 5,000
Silver Street Bike Route	\$ 10,000
Ferry Street Bike Route	\$ 5,000
Balls Ferry Road Bike Lanes	\$500,000
East Street Bike Lanes	\$250,000
Barney Street Bike Path	\$100,000
Rupert Street Bike Lanes	\$250,000
State Route 273 Bike Path	\$100,000

The City of Anderson will continue to require appropriate land development construction to complete portions of the plan. In addition, the City will leverage Bicycle Transportation Account and Safe Routes to School grant funds with local funding to secure funding for the following proposed bicycle facilities:

PROPOSED FACILITIES

<u>Location</u>	<u>Approximate Year 2007 Cost</u>
Hwy 273 Bike Path	\$ 500,000
Ferry Street Bike Lanes (2 locations)	\$ 40,000
Balls Ferry Road Bike Lanes (2 locations)	\$ 600,000
Dodson Lane Bike Lanes	\$ 200,000
Stingy Lane Bike Lanes	\$1,500,000
North Street Bike Lanes (3 locations)	\$ 750,000
Riverside Avenue Bike Lanes	\$ 400,000
McMurry Drive Bike Lanes	\$ 30,000
Ventura Street Bike Lanes	\$ 100,000
East Street Bike Lanes	\$ 50,000
Freeman Street Bike Lanes	\$ 20,000
South Street Bike Lanes	\$ 10,000
Fairgrounds Drive Bike Lanes	\$ 200,000
3 rd Street Bike Lanes	\$ 100,000
Marx Way Bike Lanes	\$ 20,000
Hwy 273 Bike Lanes	\$ 10,000
Pinon Avenue Bike Lanes	\$ 10,000
Barney Road Bike Route	\$ 5,000
Alexander Avenue and Little Street Bike Route	\$ 10,000
1 st Street and Briggs Street Bike Route	\$ 5,000

FULL TEXT OF STREETS AND HIGHWAYS CODE, SECTION 890-894.2

890. It is the intent of the Legislature, in enacting this article, to establish a bicycle transportation system. It is the further intent of the Legislature that this transportation system shall be designed and developed to achieve the functional commuting needs of the employee, student, business person, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills.

890.2. As used in this chapter, "bicycle" means a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having either two or three wheels in a tandem or tricycle arrangement.

890.3. As used in this article, "bicycle commuter" means a person making a trip by bicycle primarily for transportation purposes, including, but not limited to, travel to work, school, shopping, or other destination that is a center of activity, and does not include a trip by bicycle primarily for physical exercise or recreation without such a destination.

890.4. As used in this article, "bikeway" means all facilities that provide primarily for bicycle travel. For purposes of this article, bikeways shall be categorized as follows:

(a) Class I bikeways, such as a "bike path," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

(b) Class II bikeways, such as a "bike lane," which provide a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Class III bikeways, such as an onstreet or offstreet "bike route," which provide a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

890.6. The department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. The criteria shall include, but not be limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic traffic control devices, drainage, and general safety. The criteria shall be updated biennially, or more often, as needed.

890.8. The department shall establish uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted.

891. All city, county, regional, and other local agencies

responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Sections 890.6 and 890.8.

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

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

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

(c) A map and description of existing and proposed bikeways.

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

(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.

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

(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.

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

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

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

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

891.4. (a) A city or county that has prepared a bicycle transportation plan pursuant to Section 891.2 may submit the plan to the county transportation commission or transportation planning agency for approval. The city or county may submit an approved plan to the department in connection with an application for funds for bikeways and related facilities which will implement the plan. If the bicycle transportation plan is prepared, and the facilities are proposed to be constructed, by a local agency other than a city or

county, the city or county may submit the plan for approval and apply for funds on behalf of that local agency.

(b) The department may grant funds applied for pursuant to subdivision (a) on a matching basis which provides for the applicant's furnishing of funding for 10 percent of the total cost of constructing the proposed bikeways and related facilities. The funds may be used, where feasible, to apply for and match federal grants or loans.

891.5. The Sacramento Area Council of Governments, pursuant to subdivision (d) of Section 2551, may purchase, operate, and maintain callboxes on class 1 bikeways.

891.8. The governing body of a city, county, or local agency may do all of the following:

(a) Establish bikeways.

(b) Acquire, by gift, purchase, or condemnation, land, real property, easements, or rights-of-way to establish bikeways.

(c) Establish bikeways pursuant to Section 21207 of the Vehicle Code.

892. (a) Rights-of-way established for other purposes by cities, counties, or local agencies shall not be abandoned unless the governing body determines that the rights-of-way or parts thereof are not useful as a nonmotorized transportation facility.

(b) No state highway right-of-way shall be abandoned until the department first consults with the local agencies having jurisdiction over the areas concerned to determine whether the right-of-way or part thereof could be developed as a nonmotorized transportation facility. If an affirmative determination is made, before abandoning the right-of-way, the department shall first make the property available to local agencies for development as nonmotorized transportation facilities in accordance with Sections 104.15 and 887.6 of this code and Section 14012 of the Government Code.

892.2. (a) The Bicycle Transportation Account is continued in existence in the State Transportation Fund, and, notwithstanding Section 13340 of the Government Code, the money in the account is continuously appropriated to the department for expenditure for the purposes specified in Section 892.4. Unexpended moneys shall be retained in the account for use in subsequent fiscal years.

(b) Any reference in law or regulation to the Bicycle Lane Account is a reference to the Bicycle Transportation Account.

892.4. The department shall allocate and disburse moneys from the Bicycle Transportation Account according to the following priorities:

(a) To the department, the amounts necessary to administer this article, not to exceed 1 percent of the funds expended per year.

(b) To counties and cities, for bikeways and related facilities, planning, safety and education, in accordance with Section 891.4.

892.5. The Bikeway Account, created in the State Transportation Fund by Chapter 1235 of the Statutes of 1975, is continued in effect, and, notwithstanding Section 13340 of the Government Code, money in the account is hereby continuously appropriated to the department for expenditure for the purposes specified in this chapter. Unexpended money shall be retained in the account for use in subsequent fiscal years.

892.6. The Legislature finds and declares that the construction of bikeways pursuant to this article constitutes a highway purpose under Article XIX of the California Constitution and justifies the expenditure of highway funds therefor.

893. The department shall disburse the money from the Bicycle Transportation Account pursuant to Section 891.4 for projects that improve the safety and convenience of bicycle commuters, including, but not limited to, any of the following:

- (a) New bikeways serving major transportation corridors.
- (b) New bikeways removing travel barriers to potential bicycle commuters.
- (c) Secure bicycle parking at employment centers, park-and-ride lots, rail and transit terminals, and ferry docks and landings.
- (d) Bicycle-carrying facilities on public transit vehicles.
- (e) Installation of traffic control devices to improve the safety and efficiency of bicycle travel.
- (f) Elimination of hazardous conditions on existing bikeways.
- (g) Planning.
- (h) Improvement and maintenance of bikeways.

In recommending projects to be funded, due consideration shall be given to the relative cost effectiveness of proposed projects.

893.2. The department shall not finance projects with the money in accounts continued in existence pursuant to this article which could be financed appropriately pursuant to Article 2 (commencing with Section 887), or fully financed with federal financial assistance.

893.4. If available funds are insufficient to finance completely any project whose eligibility is established pursuant to Section 893, the project shall retain its priority for allocations in subsequent fiscal years.

893.6. The department shall make a reasonable effort to disburse funds in general proportion to population. However, no applicant shall receive more than 25 percent of the total amounts transferred to the Bicycle Transportation Account in a single fiscal year.

894. The department may enter into an agreement with any city or county concerning the handling and accounting of the money disbursed pursuant to this article, including, but not limited to, procedures to permit prompt payment for the work accomplished.

894.2. The department, in cooperation with county and city governments, shall adopt the necessary guidelines for implementing this article.

APPENDIX

EXHIBIT A – CITY OF ANDERSON ZONING MAP

EXHIBIT B – CITY OF ANDERSON GENERAL PLAN MAP

EXHIBIT C – EXISTING AND PROPOSED BIKEWAYS

EXHIBIT D – END-OF TRIP BICYCLE PARKING FACILITIES

**EXHIBIT E – BICYCLE TRANSPORT AND PARKING FACILITIES FOR
CONNECTION WITH OTHER TRANSPORTATION MODES**

EXHIBIT F – FACILITIES FOR CHANGING / STORING CLOTHES & EQUIPMENT

City Of Anderson Zoning Map

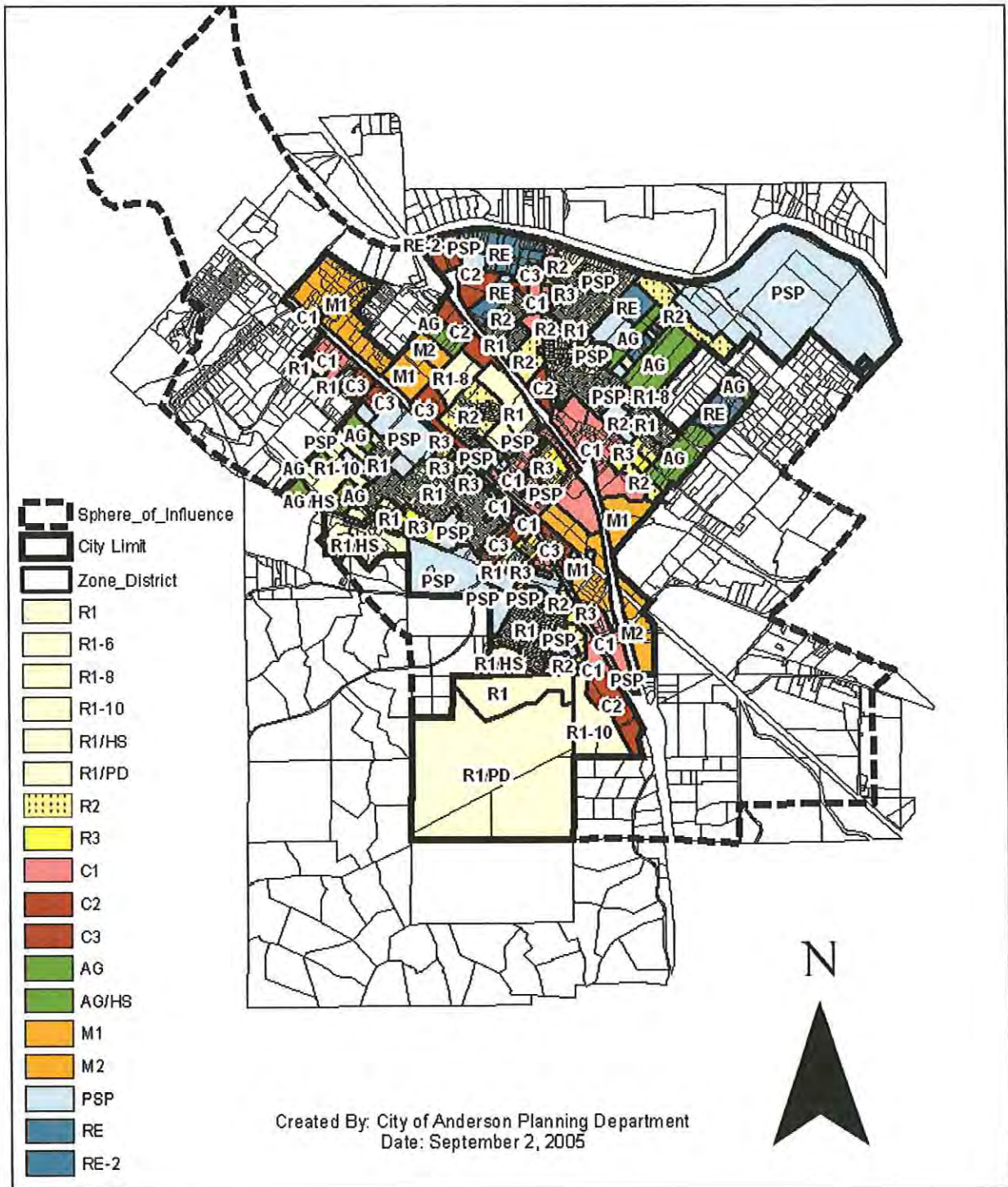
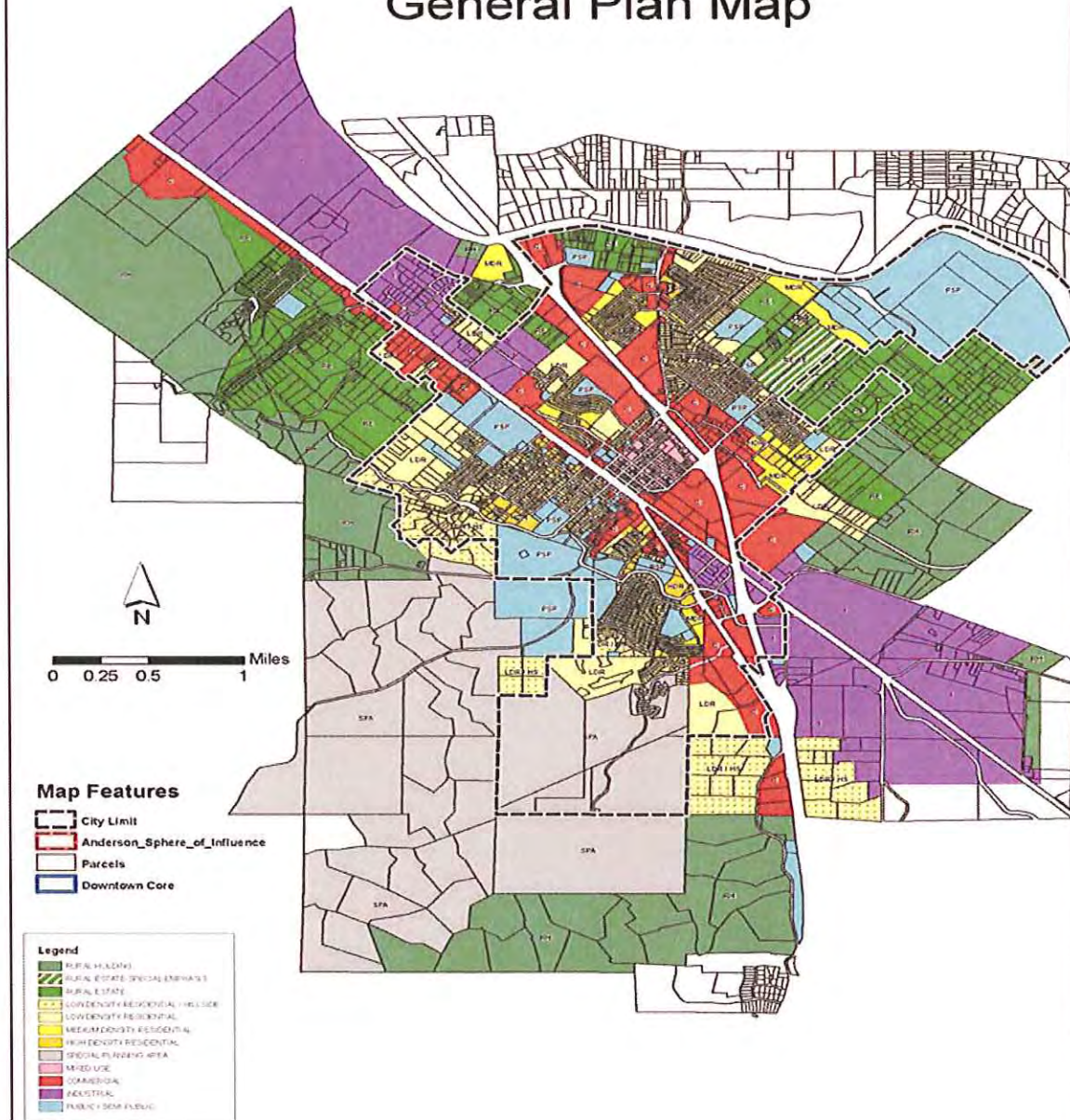


EXHIBIT A

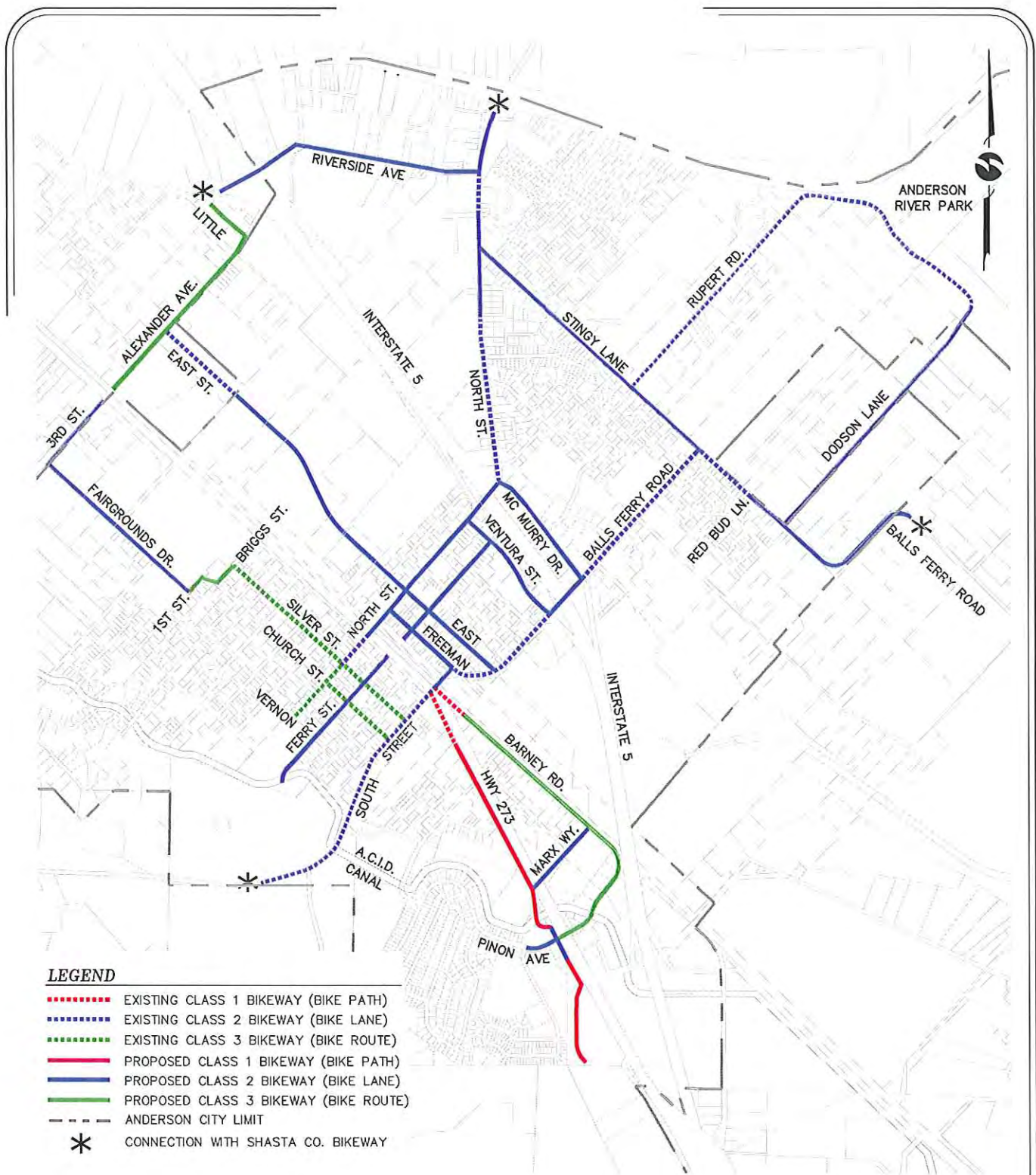
City of Anderson

General Plan Map



Source: City of Anderson. Feature location represented are approximate.

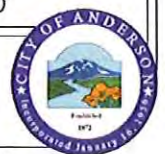
EXHIBIT B



CITY OF ANDERSON

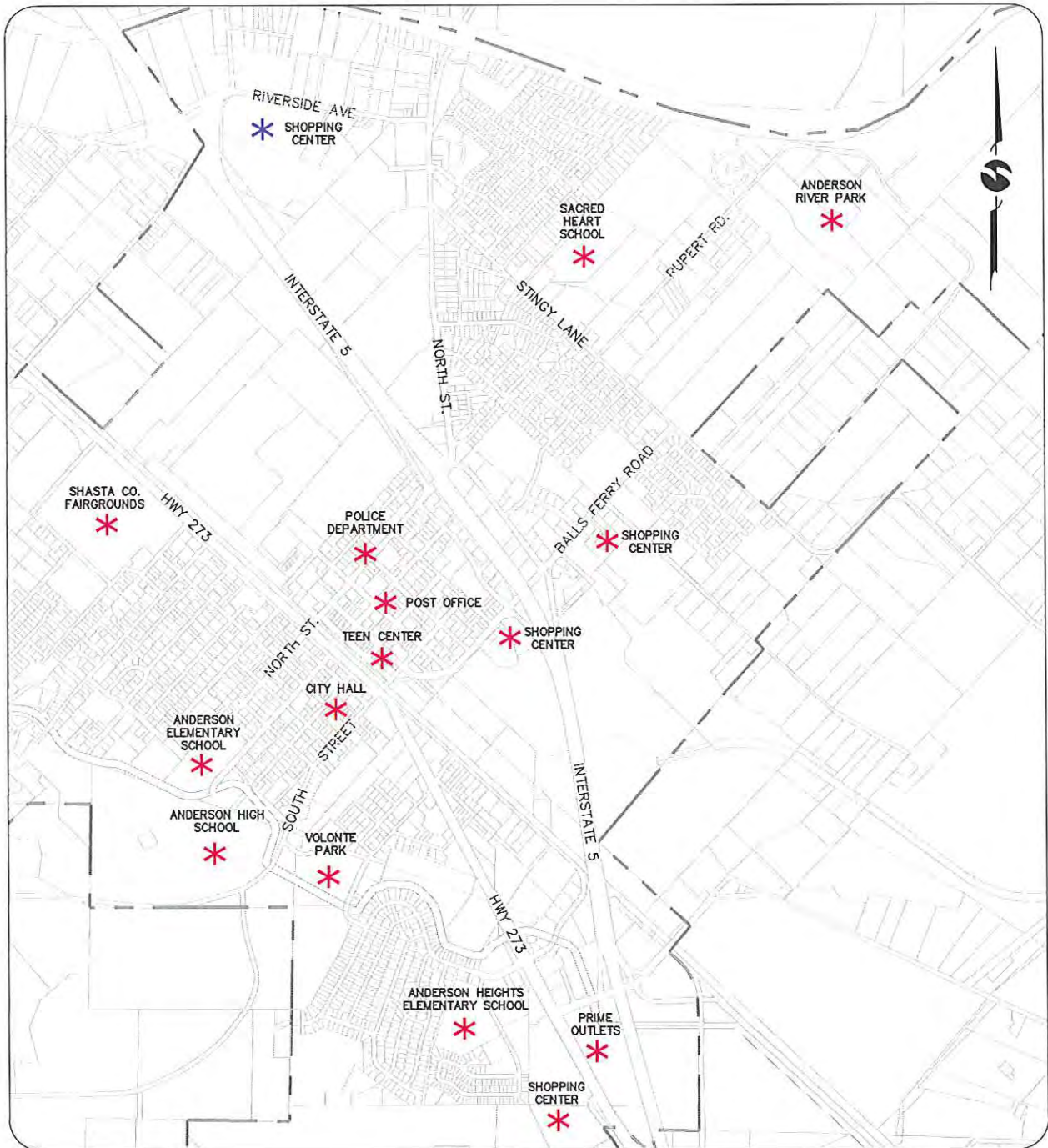
SCALE: 1"=2000'

EXISTING & PROPOSED BIKEWAYS



P4192EX002/9-24-07/P4192

EXHIBIT C



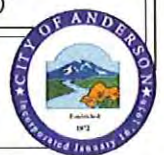
LEGEND

- ANDERSON CITY LIMIT
- * EXISTING BICYCLE PARKING FACILITY
- * PROPOSED BICYCLE PARKING FACILITY

CITY OF ANDERSON

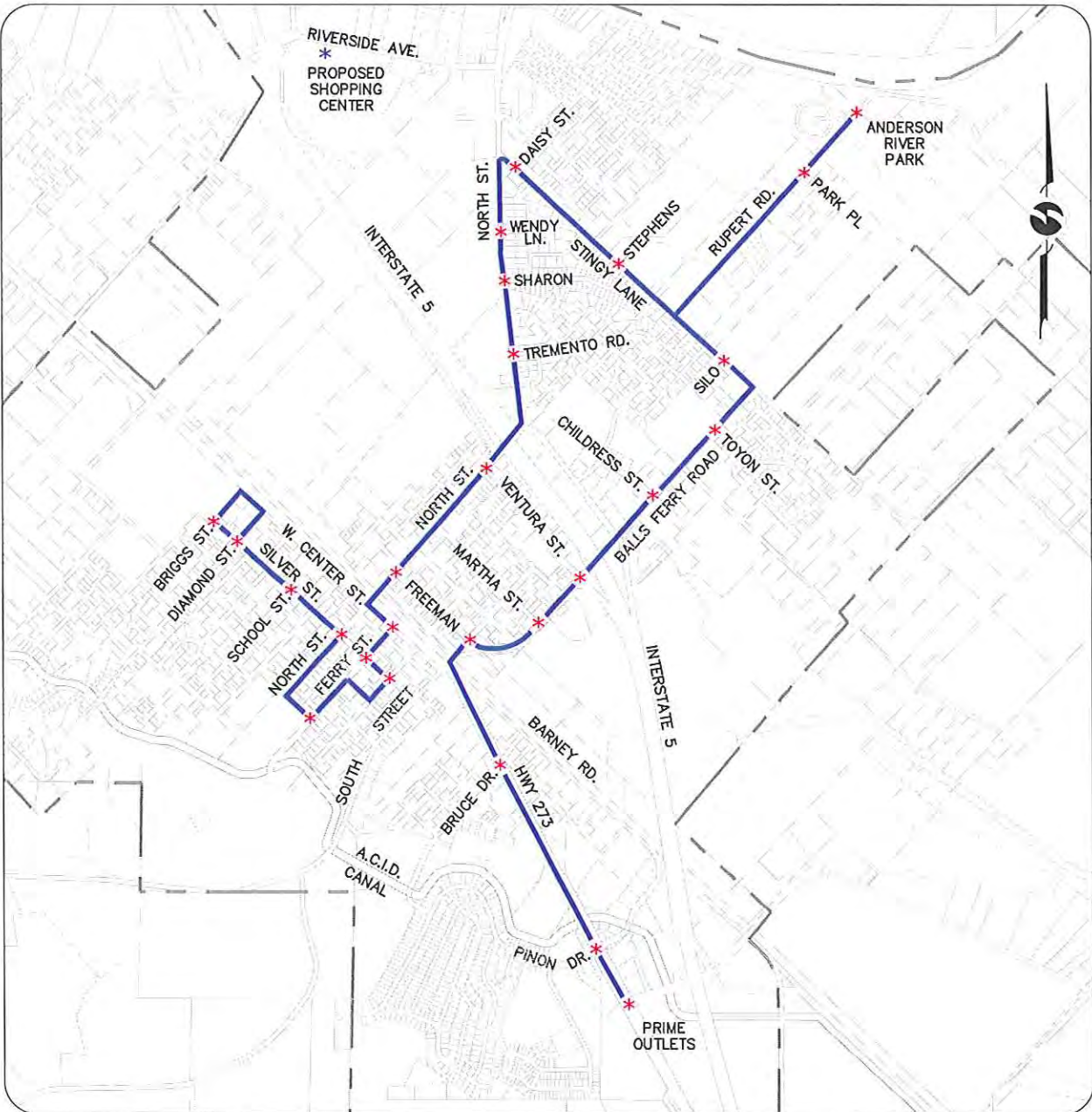
SCALE: 1"=2000'

END-OF-TRIP BICYCLE PARKING FACILITIES



P4192EX004/9-24-07/P4192

EXHIBIT D



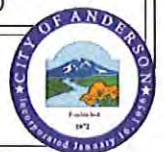
LEGEND

- TRANSIT ROUTES VIA REDDING AREA BUS AUTHORITY (RABA)
- ANDERSON CITY LIMIT
- * EXISTING TRANSIT (RABA) STOPS
- * PROPOSED TRANSIT (RABA) STOPS

CITY OF ANDERSON

SCALE: 1"=2000'

BICYCLE TRANSPORT AND PARKING FACILITIES FOR CONNECTION WITH OTHER TRANSPORTATION MODES



P4192EX003/9-24-07/P4192

EXHIBIT E

