

ACTION ELEMENT – NON-MOTORIZED TRANSPORTATION

Background

The two primary types of non-motorized transportation used in Butte County are bicycling and pedestrian travel.

Bicycling has become an increasingly popular method of travel throughout the region. Many individuals are attracted to the energy savings, environmental benefits, and health advantages, while others who are not able to drive due to age or finances use bicycles as a primary means of transportation. The valley areas of the county are particularly attractive to bicyclists and pedestrians due to the flat terrain.

Pedestrian travel is commonly used for very short trips and for students traveling to school. In addition, the health benefits of walking have made this a popular form of exercise for all ages. In urban areas, pedestrian facilities most often consist of sidewalks and shared bicycle/pedestrian paths.

Another aspect of the pedestrian system in rural areas is hiking. Butte County has much to offer in scenery, diversity of climatic zones, and wildlife. Large portions of land are not accessible by car or off-road vehicles due to the rugged terrain. However, a networks of trails and pathways have provided access to the abundant natural resources. These trails have added to the quality of life within the region by providing recreational, physical, and educational opportunities.

Local land use and transportation planning within the region has been sensitive to the attributes necessary to promote and encourage bicycling and walking. Each urban area within the region boasts at least one non-motorized transportation facility. Mixed land use developments, which include commercial, office, school, and residential areas, have also been used to make bicycling and walking more attractive as a method of travel. Jurisdictions generally require sidewalks be installed for new developments. In addition, jurisdictions have required developers to construct, or contribute toward, the construction of bicycle and pedestrian paths.

Purpose and Need

The purpose of identifying non-motorized transportation is to identify early in the planning process potential new routes. Bikeway and pedestrian paths are used for recreation and leisure. In addition, bikeways and pedestrian paths are a valuable tool in the quest to improve air quality and relieve traffic congestion. The greater the use of bicycling and walking as an alternative to single occupant vehicles, the fewer vehicle emissions produced and cars on the road.

BIKEWAYS

Depending on the location, overall planning and development of non-motorized facilities may be the responsibility of local, state, or federal government. Local governments are responsible for the planning and development of bikeways within their incorporated limits. Caltrans is responsible for the development and maintenance of bikeways along state highways or where established bikeways are interrupted by highway construction. The federal government is responsible for funding bikeways on federal lands, such as national forests, or along interstate highways if their provision will enhance safety.

Bikeways are categorized by three different designations:

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

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

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

Biggs

In June of 2011, the City of Biggs updated their Bicycle Transportation Plan. The City of Biggs plans bikeways within its sphere of influence. The City is responsible for the development of bikeways within its incorporated limits, while the county is responsible for the remainder of the urban area. The city recently completed one Transportation Enhancement (TE) funded bicycle and pedestrian project. This project represented a significant achievement in terms of non-motorized transportation projects for Biggs.

Chico

The City of Chico has the most extensive bikeway system within Butte County. The Chico City Council has maintained a strong commitment to bicycle transportation. The City Council's goal of becoming the most Bicycle Friendly City, as determined by Bicycling Magazine, was achieved and has been maintained since 1997. Since then,

the City of Chico has been designated a Bicycle Friendly Community at the Bronze level, first in 2005 and consecutively again in 2007 and upgraded to Silver in October 2012, by the League of American Bicyclists. In addition, local land use and transportation planning within the region have been sensitive to the attributes necessary to promote and encourage bicycling and walking. In 2008, the City of Chico Council readopted their plan to remain eligible for Caltrans' Bicycle Transportation Account funds. As part of the 2007/08 fiscal year, BCAG secured a grant from the Butte County Air Quality Management District to develop a comprehensive Chico Area Bicycle Map identifying the City on the front side, with Bidwell Park (Lower and Upper) on the back side. The map has been distributed to the University, each bike shop, and posted online at BCAG's website: <http://www.bcag.org/Transit/Bicycle-Resources/Bike-Maps/index.html>

In the 2008/09 fiscal year, the City of Chico began the SR 99 Corridor Bikeway Project funded in part with local and CMAQ funds approved by BCAG. The project is a combination Class 1 and 2 facilities, generally along SR 99 frontage routes and drainage easements from Eaton Rd on the north to Southgate Ave on the south. The City of Chico will also pursue Caltrans BTA funding for construction costs. In addition, BCAG is scheduled to update the Chico Bike Map in the Spring of 2013.

Oroville

In 2008, the City of Oroville began a comprehensive update to their Bicycle Transportation Plan. The anticipated completion date is December 2008 in order to be eligible for Caltrans' Bicycle Transportation Account (BTA) funding. The City of Oroville has also included an extensive system of bikeways and trails in the Oroville General Plan. Currently, there are two Class I bike paths and one Class II bike lane within the City of Oroville, with the Bikeway Master Plan identifying several bikeways for future construction. In addition, a 41-mile bicycle trail loops around the Feather River.

Paradise

In 2007 the Town of Paradise adopted their Master Bicycle Plan to serve as the planning guide for future bikeway and pedestrian facility development. In this plan, the Town established a bikeway system to serve the entire community. The backbone of the Paradise bikeway system is the Paradise Memorial Trailway, an abandoned railroad right-of-way through town converted to pedestrian and bikeway usage.

Gridley

The City of Gridley adopted their Bicycle Plan in 2008. The City received a Community Based Transportation Grant from Caltrans to develop their bicycle plan. The completion of the plan enabled the City to pursue State funding for projects identified in the plan. The City of Gridley intends to make minor updates to the existing plan and re-adopt it to remain eligible for BTA funding.

Butte County

Butte County adopted their Bicycle Transportation Plan in 2012. The Bicycle Plan Update for the unincorporated areas is the County vision for making bicycling an integral part of the transportation system in Butte County unincorporated areas. The plan recommends projects, programs, and policies to encourage use of this practical, non-polluting, healthy and affordable mode of transportation.

The unincorporated areas of Butte County are included with emphasis on regional connectivity to the communities of Biggs, Chico, Gridley, Oroville and the Town of Paradise, as well as gap closures.

PEDESTRIAN FACILITIES

As part of their development policies, each jurisdiction has criteria and requirements for sidewalks. In general, sidewalks are required for new developments in urbanized areas. However, many existing urbanized areas do not have sidewalks.

Separate Class I bikeways are considered as joint use facilities for the use of pedestrians and bicyclists, and are thereby included in the inventory of pedestrian facilities. Hiking is an important recreational transportation method. Butte County has a significant number of hiking trails, mostly located in the Sierra Foothills in the eastern portion of the county. Some of these trails include:

- Bille Park Trail - Located on the West Side of the Paradise Urban Area along the rim of Little Butte Creek Canyon, operated and managed by the Paradise Recreation and Park District. The trail starts at Bille Park, heading north along the rim of the canyon for approximately ½ mile. At the end of the trail is Promontory Point, which provides a view of the canyon and the Sacramento Valley.
- Paradise Lake Trail - Located off Coutolenc Road north of Paradise, a beautiful 4½ mile well-groomed trail paralleling the north shore of Paradise Lake. Maintained by the Paradise Irrigation District, markers tick off every half-mile of the trail.
- Pacific Gas and Electric Company Flume Trails - Located along the large network of flumes maintained by the utility company throughout the foothill region surrounding Paradise. One of the most popular flume trails is along the west branch of the Feather River, beginning at the head dam just off Coutolenc Road north of Magalia and extending south for more than 10 miles to the Kunkle Reservoir south of Paradise.
- DeSabra/Butte Creek Trail - Managed by the U.S. Bureau of Land Management (BLM) and the Butte Creek Trail Council, a non-profit organization established to promote and maintain the Butte Creek Trail. The DeSabra/Butte Creek Trail is bisected by Butte Creek. The northern portion of the trail starts at the California

Conservation Corps (CCC) bridge on Butte Creek off of Doe Mill Road and follows the north bank of the creek about 4 miles south. The southern portion of the trail starts at DeSabra Powerhouse Road and follows the south side of the creek about 1.5 miles north. A bridge project over Butte Creek has been proposed to connect the trails.

- Paradise Pines Nature Trails - Two self-guided nature trails developed by the U.S. Bureau of Land Management (BLM) adjacent to the Pines Elementary School. Each trail is approximately ½ mile long and meanders through a cedar and ponderosa pine forest.
- Bidwell Park Trails – Includes many hiking trails, pedestrian paths, and bikeways that lace the 3,700 acres of this, the second largest municipal park in the United States. Numerous dirt trails provide access to all parts of the park. In the lower section of the park, near downtown, several paved bikeways have been developed, providing access to baseball parks, swimming facilities, and picnic areas.
- Pacific Crest Trail - One of the most significant trails in the United States. It connects Mexico and Canada, crossing 19 major canyons, ascending 57 mountain passes and reaching 1,000 lakes in its 2,560-mile span. Approximately 10 miles of the trail is in Butte County. The trail enters Butte County near Poison Spring on the Butte/Plumas Counties until it passes Humboldt Peak and continues into Tehama County. It is maintained by the U.S. Forest Service and can be accessed by car on the south end, off of SR 70 near Belden in the Feather River Canyon and at the north end off SR 36, ½ mile east of the Lost Creek Work Center. It can also be accessed via Humboldt and Humbug Summit roads near Butte Meadows.
- Big Bald Rock Trail - A short (1/2 mile) nature trail located at the Bald Rock Picnic Area. The trail starts at the picnic area, which is located on Bald Rock Road northeast of Oroville, and extends to near the top of Little Bald Rock, a unique granite formation that provides excellent views of the valley and sierra foothill areas.
- Feather Falls Trail - Also located northeast of Oroville near the community of Feather Falls. The trail, located off of Bryant Ravine Road, runs approximately 3.5 miles through Feather Falls Scenic Area to the waterfall known as Feather Falls. Outstanding features of the 15,000-acre scenic area include granite domes and picturesque waterfalls. Feather Falls, on the Fall River, is the sixth highest waterfall in the continental United States, plunging 640 feet over a sheer granite cliff in its rush to meet the Middle Fork of the Feather River.
- Oroville Dam State Recreation Area - Has three interconnected trails that provide access to the entire recreation area. Because of the close proximity of this area to the Oroville Urban Area, these trails are very accessible to a large population.
- Thermalito Forebay/Afterbay Trails - A series of trails extending from the Feather River along the Thermalito Power Canal, connecting the north and south Forebays

with the Thermalito Afterbay southwest of the Oroville Urban Area. These wide trails were developed to provide maintenance access, but now also provide hiking and bicycling access to these recreation areas.

- Bidwell River State Recreation Area - Located near the Sacramento River west of Chico. This state recreation area includes 1.5 miles of trails through the river's riparian forest and several picnic areas.

NON-MOTORIZED TRANSPORTATION NEEDS ASSESSMENT

In order for non-motorized transportation to be viable as a transportation control measure, it must be safe, convenient and easy to use. Generally, this includes use of pathway design techniques that promote safety and eliminate barriers, and the placement of paths in sufficient location and numbers to connect with important traffic generators, such as schools, parks, shopping centers, and residential areas.

The bikeway and pedestrian facility improvements for each of the jurisdictions are based on their bikeway master plans. These plans are available at the BCAG office and posted on the internet.

NON MOTORIZED BIKE ACTION PLAN – EXISTING FACILITIES AND PLANNED IMPROVEMENTS

The following tables identify the existing and planned bike routes for each of the jurisdictions. The tables are organized by route classification (Class 1, Class 2 and Class 3) and by agency.

Typically, new bicycle projects are developed by the local agency using local funds or with funding provided by the state and federal Safe Routes to Schools Program and the Bicycle Transportation Account (BTA) program. Also, bicycle projects may be built as development occurs or as part of a bigger road improvement project. In some instances, CMAQ funds may be used if the project can demonstrate a reduction in emissions for the non-attainment pollutants. As part of the 2009 FTIP, BCAG programmed the City of Chico's SR 99 Corridor Bikeway Project which will serve as a "backbone" for north south travel providing significant connectivity to the rest of the bikeway system. BTA funds will also be pursued for this project.

Short and Long Range Improvements

1. Assist local jurisdictions to seek funding through Caltrans funding programs for new Safe Routes to Schools and Bicycle Transportation Account funds.
2. Support CMAQ projects applications which demonstrate a reduction in emissions.

3. Support local community efforts in promoting non motorized transportation.
4. Encourage Butte County Air Quality Management District to continue funding non motorized projects which further air quality goals using DMV funding.
5. Continue to monitor bicycle funding programs and opportunities for local projects.

2012 Existing Bike Routes by Route Classification

Table 8-1
Class 1 Routes –Existing Facilities

1	Agency	Route	From	To
	County	Midway - Abandoned Railroad Tracks	Jones Ave	Hegan Lane
	County	Palermo Rd	Lincoln Blvd	Palermo Honcut Hwy.
	Chico	SR 99 Corridor	South of Eaton at Silverbell Rd	Just north of East along drainage
	Chico	SR 99 Corridor	Near Khols	Little Chico Creek
	Chico	Annie's Glen Path at Big Chico Creek	Memorial/Vallombrosa Intersection	E 1 st @ Orient & to Woodland Ave /Southpark Dr @ Lower Park
	Chico	Potter Rd (Steve Harrison Path)	E. 20 th Street	Honey Run
	Chico	Abandoned Sacramento Northern Railroad Tracks	W. 11 th Ave. at the Esplanade	Chico Municipal Airport
	Chico	South Park Drive	Through Bidwell Park at Cypress Street	Centennial Ave
	Chico	North Park Drive	Thru Bidwell Park @ Vallombrosa	One Mile Recreation Area
	Chico	Big Chico Creek – North of	Thru Bidwell Park @ One Mile	Manzanita Ave
	Chico	Big Chico Creek – South of	Thru Bidwell Park @ One Mile	E. 8 th Street
	Chico	Upper Park Rd	5 Mile Turnout	Horseshoe Lake
	Chico	Connecting	California Park	Chico Canyon Rd
	Chico	Little Chico Creek	West Side of SR 99	Forest Ave
	Chico	Southern Pacific Railroad	W.1 st & Cherry	West Lindo Ave
	Chico	Thru Chico High School	W. Sacramento Ave	W. Lincoln Ave
	Chico	Big Chico Creek - Over	So-Wil-Len-No	W. 1 st Street
	Chico	Bidwell Park - Thru	Vallombrosa Ave. Opposite Rey Way	Woodland Ave
	Chico	SR 99 – West Side of	Manzanita Court	Manzanita Ave East Side of SR 99
	Chico	Lindo Channel – Low Water Crossing on East Side of SR 99	Manzanita Ave	E. Lindo Ave.
	Chico	Sycamore Creek Diversion Channel	Near Eaton Rd	Floral & Lassen
	Chico	Lindo Channel – Over and along Madrone Ave Alignment	Forest Thru Bidwell Park	
	Chico	SR 99 Bike path – North & South of East Lassen Ave	North & South of East Lassen Ave	Eaton to Emilio Way (near East Ave)

Table 8-1
Class 1 Routes –Existing Facilities - Continued

	Agency	Route	From	To
	Chico	Chico Area Rec Area (CARD) – Behind building	Vallombrosa Ave	Vallombrosa Way
	Chico	Railroad Tracks - Abandoned	E. 20 th St	East Park Ave.
	Chico	Sycamore Creek Diversion Channel	Lindo Channel	Near Middletown Ave.
	Chico	Little Chico Creek	Forest Ave	Bruce Rd.
	Chico	Ceres Ave	Manzanita Ave	E. Lindo Ave.
	Chico	Little Chico Creek Path	South to E.20th St.	Behind Little Chico Creek School
	Chico	Little Chico Creek Path	North to Humboldt Rd.	By Marsh Jr. High
	Chico	Railroad Tracks - Abandoned	East Park Ave.	South City Limits Near Hegan Lane
	Oroville	Feather River	Table Mountain Blvd	River Bend Park
	Oroville	Table Mountain Bridge	Along Pedestrian Bridge	
	Paradise	Paradise Memorial Trailway	Neal Rd To Foster Rd	Fir Ave to Pentz
	Biggs	In North Biggs Estates Project		
	Biggs	Rio Bonito Rd on Biggs H.S. property		

Table 8-2
Class 2 Routes – Existing Facilities

2	Agency	Route	From	To
	County	Durham Dayton Rd.	Midway	Durham Park
	Biggs	E Street	2 nd Street	6 th Street
	Biggs	E Street/W Rio Bonito Rd	2 nd Street	Biggs City Park
	Biggs	2 nd Street	E Street	C Street
	Biggs	8 th Street	E Street	B Street
	Biggs	E Street	2 nd Street	7 th Street
	Biggs	6 th Street	E Street	B Street
	Chico	E. 20 th Street	Park Avenue	SR 99
	Chico	SR 32 (Nord Ave)	W. 8 th Ave.	Stewart Ave
	Chico	California Park Drive	Bruce Rd	Yosemite Dr.
	Chico	Warner St.	W. 2 nd Street	W. 4 th Ave
	Chico	W. Sacramento Ave	Oak Lawn Ave	Warner St
	Chico	Notre Dame Blvd.	E. 20 th Street	Forest Ave.
	Chico	Springfield Drive	Forest Ave	Forest Ave
	Chico	Salem St	W. 2 nd Street	W. 8 th Street
	Chico	Locust St	Little Chico Creek	E. 20 th Street
	Chico	Village Lane	E. 1 st Ave	Karen Drive
	Chico	Eaton Rd	E. Lassen Ave	Cohasset Rd

	Chico	Vallombrosa Ave	Arbutus Ave	Memorial Way
	Chico	Marigold Ave	Sycamore Creek Diversion Channel	Across Lindo Channel to Madrone
	Chico	Salem Street	W 2 nd Street	W. 8 th Street
	Chico	Manzanita Ave	Madrone	SR 99
	Oroville	Orange Ave	Montgomery Street	Oro Dam Blvd.
	Oroville	Grand Ave	2 nd Street	Table Mountain Blvd
	Oroville	Nelson Ave	County Ctr. Drive	Table Mountain Blvd
	Oroville	Foothill Blvd	Olive Hwy	City Limits/Pinedale
	Paradise	Black Olive Drive	Foster Rd	Fir Ave

Table 8-3
Class 3 Routes –Existing Facilities

3	Agency	Route	From	To
	Chico	South Park Drive Thru Bidwell Park	Cypress	Centennial Ave
	Chico	North Park Drive Thru Bidwell Park	Vallombrosa Ave	One Mile Rec Area
	Chico	Oleander Ave	Memorial Way	E. 10 th Ave.
	Chico	E. 10 th Ave.	Oleander Ave	Esplanade
	Chico	Esplanade (East Side Drive)	E. 10 th Ave	Lindo Channel Class 1 @ Bridge
	Chico	Salem Street	W. 2 nd Street	W. 19 th Street
	Chico	Olive Street	E. 7 th Street	12 th Street
	Chico	E. 12 th Street	Olive Street	Locust Street
	Chico	Hemlock Street	E. 12 th Street	E. 20 th Street
	Chico	Sheridan Ave	E. 5 th Avenue	Vallombrosa Ave
	Chico	Oak Street	Rosedale Elementary School	E. 9 th Street
	Chico	Cherry Street	W. 2 nd Street	W. 7 th Street
	Chico	W. 7 th Street	Cherry Street	Bidwell Park
	Chico	Poplar Street	E. 7 th Street	Bidwell Park
	Chico	Chestnut Street	W. 3 rd Street	W. 13 th Street
	Chico	3 rd Ave	Arcadian Ave	Sherman Ave
	Chico	Sherman Ave	E. 5 th Ave	E. 3 rd Ave
	Chico	E. 5 th Ave.	Sherman Ave.	E. Lindo Ave.
	Chico	Arcadian Ave.	W. 8 th Ave.	W. Sacramento Ave.
	Chico	Arcadian Ave.	W. Lincoln Ave.	So-Wil-Len-No
	Chico	Filbert Ave.	Rey Way	Madrone Ave.
	Chico	Rey Way	Filbert Ave.	Vallombrosa Ave
	Chico	Manchester Ave.	East 5 th Ave.	Kentfield Drive
	Chico	Kentfield Dr.	Manchester Ave.	E. 1 st Ave.
	Chico	Karen Drive	Village lane	Moss Ave
	Chico	Moss Ave	Karen Drive	Filbert Ave.
	Chico	Ceanothus Ave.	Kimberlee Lane	Arlington Drive
	Chico	Arlington Drive	Ceanothus Ave	Mariposa Ave.
	Chico	Mariposa Ave.	Arlington Drive	Calla Lane
	Chico	Calla Lane	Mariposa Ave.	Floral Ave.
	Chico	Floral Ave.	Calla Lane	Patricia Drive
	Chico	Patricia Drive	Floral Ave	Ceres Ave
	Chico	Ceres Ave	Patricia Drive	Manzanita Ave.
	Chico	Tracy lane	Ceres Ave	Bidwell Jr. High

	Chico	Manzanita Ave	Ceres Ave	Marigold Ave
	Chico	W. 1 st Street	Ivy Street	Walnut Street

No class 3 routes for Biggs, Gridley, Oroville, Paradise or the County.

Planned Bike Routes within Butte County by Classification

Table 8- 4
Class 1 Routes – Proposed Facilities

1	Agency	Route	From	To
	County	Humboldt Rd. – Southside of Old Rd	Bruce Rd.	SR 32
	County	Rail Alignment – Rails with Trails	Durham	Gridley
	County	Feather River – Along	Feather River Parkway	E. Gridley Rd
	County	Rail Alignment – Rails with Trails	Mill Street	South Villa Rd.
	Biggs	Hamilton Slough	W. Biggs Gridley	B Street
	Biggs	Between Biggs and Gridley	Biggs	Gridley
	Chico	SR 99 Corridor Bikeway Project (combination Class 1, 2,3 – Remaining Segments)	Hicks	Southgate
	Chico	Railroad R/W - Abandoned	Near End of W. 20 th St.	East Across SR 99 to Skyway
	Chico	Eaton Rd	SR 32	Manzanita Ave
	Chico	Warner St.	W. 6 th Ave	W. 8 th Ave.
	Chico	Little Chico Creek	Bruce Rd.	Butte Creek Diversion Channel
	Chico	Butte Creek Diversion Channel (Picholine)	Little Chico Creek	South to Butte Creek
	Chico	Sycamore Creek Diversion Channel (levee path along creek)	Wildwood Ave.	W. Sacramento Ave.
	Chico	Connect Existing Path	Northside of SR 99 at Little Chico Creek	20 th St. Park Facility
	Chico	Bike Parking at Downtown Transit Center		
	Chico	Eaton Rd – Adjacent to Proposed Alignment (as development occurs)	Esplanade	SR 32
	Chico	Cohasset Rd. – Adjacent to	Chico Municipal Airport	Keefer Rd.
	Chico	Wildwood Ave – (to connect to existing class 1 near golf course and park entrance)	In Bidwell Park	Connecting to existing path at the golf course
	Chico	Humboldt Rd – Adjacent to or on route	Bruce Rd	SR 32
	Chico	SR 99 – Adjacent to East Side	Along Drainage Easement from Garner Lane	Panama Ave.
	Oroville	Feather River – South Side	SR 162 Bridge	Over Feather River to Lake Oroville Rec Area
	Oroville	Oroville Wildlife Refuge – Thru	SR 162	Larkin Rd
	Oroville	Table Mountain Blvd – West Side	North of Garden Drive	Feather River
	Oroville	Bicycle Bridge over Feather River	At Lincoln Blvd Alignment	
	Oroville	Loafer Creek – Loop Around	Feather River Parkway	
	Oroville	Potter’s Ravine – Loop Around	Lake Oroville Rec Area	

Table 8-5
Class 2 Routes –Proposed Facilities

2	Agency	Route	From	To
	County	Skyway – 5' Trail	Paradise Memorial Trailway	Potter Rd
	County	Neal Rd.	Paradise Memorial Trailway	SR 99
	County	River Rd.	Chico River Rd	SR 32
	County	River Rd.	Ord Ferry Rd.	Chico River Rd.
	County	Chico River Rd.	City Limits	River Rd.
	County	Durham Dayton Rd.	McNarlin	Midway
	County	Oro Chico Hwy.	Midway	SR 99
	County	SR 191	Durham Pentz Rd.	SR 70
	County	SR 70	SR 191	Table Mountain Blvd.
	County	Table Mountain Blvd.	SR 70	Cherokee Rd.
	County	Old Magalia Rd.	Coutolenc Rd.	Paradise Memorial Trailway
	County	Ord Ferry Rd.	River Rd.	Glenn County Line
	County	SR 32	River Rd.	Glenn County Line
	County	Midway	Durham Dayton Hwy.	Richvale Hwy
	County	Lott Rd.	Oro Chico Hwy	Durham Dayton Hwy
	County	Lincoln Boulevard	Ophir Rd.	Palermo Rd.
	County	Palermo Honcut Hwy	Palermo Rd.	South Villa Ave.
	County	South Villa Ave	Palermo Honcut Hwy	Grubbs Ave.
	County	Grubbs Ave	South Villa Ave.	Dunstone Drive
	County	Dunstone Dr.	Grubbs Ave.	Foothill Blvd.
	County	Foothill Blvd.	Dunstone Drive	Lower Wyandotte Rd.
	County	Lower Wyandotte Rd	Foothill Blvd.	Olive Hwy
	County	LaPorte Rd.	Lower Honcut Hwy	Oro Bangor Hwy
	County	E. Gridley Rd.	Feather River	SR 99
	County	SR 32	Old Humboldt Rd	Humboldt Rd.
	County	Humboldt Rd.	SR 32	Skyway

Table 8-5
Class 2 Routes – Proposed Facilities - Continued

2	Agency	Route	From	To
	County	Skyway	Humboldt Rd.	Coutolenc Rd
	County	Coutolenc Rd.	Loop along the Skyway	
	County	SR 99	Garner lane	Tehama County Line
	County	Larkin Rd	SR 162	E. Gridley Rd.
	County	Biggs East. Hwy/ B Street	Larkin Rd.	West Biggs Gridley Rd.
	County	Colusa Hwy	SR 99	Pennington Rd
	County	Pennington Rd	Colusa Hwy	County Line
	County	Cherokee Rd	Table Mountain Blvd.	SR 70
	County	Palermo Honcut Hwy	South Villa Ave.	Lower Honcut Rd
	County	Lower Honcut Rd.	Palermo Honcut Hwy	LaPorte Rd
	County	Oro Bangor Hwy	LaPorte Rd	Foothill Dr.
	County	South Villa Avenue	UP Line	Palermo Honcut Hwy
	County	Honey Run Rd	Skyway	Paradise
	Biggs	E. St./ West Rio Bonito Rd.	2 nd Street	6 th Street
	Biggs	B Street	6 th Street	2 nd Street
	Biggs	B Street	6 th Street	8 th Street
	Biggs	6 th Street	B Street	Southern Edge of Planning Area
	Chico	W. Sacramento Ave.	Oak Lawn Ave.	River Rd. (Sac River)
	Chico	Madrone Ave.	Lindo Channel	Bidwell Park
	Chico	Eaton Rd	SR 32	Manzanita Ave.
	Chico	Manzanita / Chico Canyon / Bruce		Skyway
	Chico	Warner Street	W. 4 th Ave.	W. 6 th Ave.
	Chico	Holly Ave.	W. 8 th Ave.	East Ave.
	Chico	E. 8 th Street	SR 32	Centennial Ave
	Chico	East Avenue	Ceanothus Ave.	Marigold School
	Chico	Bicycle Racks – Community		As Requested
	Chico	Bicycle Parking		Transit Ctr.
	Chico	North Ave.	Manzanita Ave.	Lupin Ave.
	Chico	SR 32	Meridian Ave.	8 th Ave.
	Chico	5 th Ave / Chico River Rd		River Rd
	Chico	Notre Dame Ave	Humboldt Rd	Morrow Ln & Connecting to adjacent SR 99 Frontage Rd
	Chico	Floral Ave	Calla Lane	New street north of Sycamore Creek

Table 8-5
Class 2 Routes – Proposed Facilities - Continued

2	Agency	Route	From	To
	Chico	Hicks Lane	Eaton Rd	Keefer Rd
	Chico	Cussick Ave	East Ave.	Mud Creek
	Chico	SR 99 - Proposed Frontage Roads Adjacent to	Skyway Interchange	Southgate Ave.
	Chico	Fair Street	Park Ave.	SR 99 – Proposed Frontage Roads Adj.
	Chico	Ivy St, Myers, Park Ave – Proposed Extensions	16 th Street	Fair Street
	Chico	Oleander Ave.	Memorial Way	11 th Ave.
	Chico	W. 11 th Ave	Oleander Ave.	Lindo Channel Bike Bridge
	Chico	5 th Ave.	Esplanade	Lindo Avenue
	Chico	Sacramento Ave	Warner Street	Oleander Ave.
	Chico	Humboldt Rd.	Park Avenue	Bruce Rd.
	Chico	Alamo Ave	Lindo Channel	Henshaw Ave.
	Chico	Keefer Rd.	Cohasset Rd	SR 99
	Chico	Glenwood Ave	SR 32	Sacramento Ave.
	Chico	East Avenue – Future Streets North of	Connecting North	Future Extension of Eaton Rd
	Chico	Muir Ave.	SR 32	W. Sacramento Ave.
	Gridley	Spruce Ave	West Biggs Gridley Rd	Fairview Drive
	Gridley	Sycamore Ave	Randolf Ave.	Washington Street
	Gridley	Magnolia Ave.	West Biggs Gridley Rd	Jackson Street
	Gridley	East Gridley Rd	Jackson Street	Bonnell Ave
	Gridley	Laurel Street	Randolf Ave	Oregon Street
	Gridley	Locust Street	Randolf Ave	Vermont Street
	Gridley	Oregon Street	Little Ave	End
	Gridley	Randolph Ave.	Locust Street	Sycamore St.
	Gridley	Vermont Street	Locust Street	Boeger Property
	Gridley	Washington Street	Vierra Park	Spruce Ave
	Gridley	Indiana Street	Little Ave.	Magnolia Ave.
	Gridley	Fairview Drive	E. Gridley Rd	Standish Lane
	Gridley	Obermeyer Ave.	SR 99	Bonnell Rd. Extension
	Gridley	Bonnell Rd	Obermeyer Ave.	E. Gridley Rd.
	Oroville	SR 162 – Oro Dam West	Wilbur Rd	Feather River
	Oroville	SR 162 - Oro Dam West	Feather River	Orange Ave
	Oroville	Table Mountain Blvd.	North of Garden Drive	Feather River
	Oroville	Washington Street	Feather River	Oro Dam East
	Oroville	Montgomery Street	Washington Street	Oro Dam East
	Oroville	Oro Quincy Hwy	Orange Ave	SR 162
	Oroville	Oakvale Avenue	SR 162	Mount Ida Rd

Table 8-5
Class 2 Routes – Proposed Facilities - Continued

2	Agency	Route	From	To
	Oroville	Stanford Ave	Oro Dam Blvd – East	Argonaut Ave
	Oroville	Argonaut Ave	Stanford Ave	Canyon Highlands Dr.
	Oroville	Canyon Highlands Drive	Argonaut Ave	Roble Ave
	Oroville	Roble Avenue	Canyon Highlands Dr	Foothill Blvd.
	Oroville	Foothill Blvd	Oro Chico Hwy	Lower Wyandotte Rd
	Oroville	SR 162 / Olive Hwy	Oro Dam Blvd. – East	Kelly Ridge Rd
	Oroville	Canyon Drive	SR 162	Royal Oaks Drive
	Oroville	Royal Oaks Drive	Canyon Drive	Kelley Ridge Rd
	Oroville	Kelly Ridge Rd	Lake Oroville Visitor's Ctr.	SR 162
	Oroville	Wyandotte Minors Ranch Rd	SR 162	Lower Wyandotte Rd
	Oroville	Mt. Ida Rd.	Oakvale Avenue	Foothill Blvd.
	Oroville	Lower Wyandotte Rd	Oro Bangor Hwy	Wyandotte Minors Ranch Rd
	Oroville	Ophir Rd	SR 70	Lower Wyandotte Rd
	Oroville	Feather River Blvd.	Feather River	SR 70
	Oroville	Pacific Heights Rd	SR 70	Southern Planning Area Boundary
	Oroville	Georgia Pacific Way	SR 70	Baggett-Marysville Rd
	Oroville	Baggett-Marysville Rd	Georgia Pacific Way	Ophir Rd
	Oroville	Monte Vista Ave	Lincoln Blvd.	Lower Wyandotte Rd
	Oroville	Las Plumas Ave.	Walmer Rd	Lower Wyandotte Rd
	Oroville	Walmer Rd.	Lincoln Blvd.	Las Plumas Ave
	Oroville	Autry Lane	Las Plumas Ave.	End
	Oroville	Lincoln Blvd	Arlin Rhine Drive	Southern Planning Area Boundary
	Oroville	5 th Avenue	Feather River Blvd	Georgia Pacific Way
	Oroville	Mitchell Ave.	Feather River Blvd.	Georgia Pacific Way
	Oroville	Bird Ave.	Feather River Blvd.	Myers Street
	Oroville	Robinson Street	Feather River Blvd.	Myers Street
	Oroville	Myers Street	Bird Ave.	Lincoln Blvd.
	Oroville	Wyandotte Ave.	Lincoln Blvd.	Lower Wyandotte Rd
	Oroville	Lower Wyandotte Rd	Wyandotte Ave	SR 162
	Oroville	Spencer Ave.	Wyandotte Ave.	Oro Bangor Hwy
	Oroville	Burlington Ave.	Wyandotte Ave.	Oro Bangor Hwy
	Oroville	20 th Street	Nelson Ave.	Oro Dam Blvd. West
	Oroville	Larkin Rd	SR 162	Past Afterbay to Southern Planning Area
	Oroville	Nelson Ave	Wilbur Rd.	Table Mountain Blvd.

Table 8-5
Class 2 Routes –Proposed Facilities - Continued

2	Agency	Route	From	To
	Paradise	Pearson Rd	Skyway	Pentz Rd
	Paradise	Pentz Rd	Pearson Rd	Skyway
	Paradise	Bille Rd	Paradise Memorial Trailway	Bille Park
	Paradise	Bille Rd	Pentz Rd	Clark Rd

Table 8-6
Class 3 Routes –Proposed Facilities

3	Agency	Route	From	To
	Biggs	Bannock Street	2 nd Street	6 th Street
	Biggs	2 nd Street / Trent Street	B Street	6 th Street
	Biggs	C Street	1 st Street	6 th Street
	Biggs	5 th Street	E Street	Trent Street
	Gridley	Sycamore Ave.	Randolph Ave.	Washington Street
	Gridley	Magnolia Ave.	W. Biggs Gridley Rd.	Jackson Street
	Gridley	E. Gridley Rd	Jackson Street	Bonnell Av
	Gridley	Laurel Street	Randolph Ave.	Oregon Street
	Gridley	Locust Street	Randolph Ave.	Vermont Street
	Gridley	Oregon Street	Little Ave.	End
	Gridley	Randolph St	Locust Street	Sycamore Ave.
	Gridley	Vermont Street	Locust Street	Boeger Property
	Gridley	Washington Street	Vierra Park	Spruce Ave.
	Gridley	Indiana Street	Little Ave.	Magnolia Ave
	Gridley	Fairview Drive	E. Gridley Rd.	Standish Lane
	Gridley	Obermeyer Ave	Sr 99	Bonnell Rd. Extension
	Gridley	Bonnell Rd	Obermeyer Ave	E. Gridley Rd
	Paradise	Jones Avenue	Midway	Durham Dayton Hwy
	Paradise	Maxwell Drive	Skyway	Elliott Rd
	Paradise	Central Park Drive	Maxwell Drive	Clark Rd
	Paradise	Clark Rd.	Central Park Drie	Elliott Rd
	Paradise	Scottwood Rd	Pearson Rd.	Buschmann Rd.
	Paradise	Buschmann Rd.	Scottwood Rd.	Recreation Drive
	Paradise	Recreation Drive	Buschmann Rd.	Pearson Rd
	Paradise	Academy Drive	Pearson Rd.	Nunneley Rd.
	Paradise	Nunneley Rd	Academy Drive	Sawmill Rd.
	Paradise	Clark Rd.	Nunneley Rd	Wagstaff Rd.
	Paradise	Honey Run Rd.	Skyway	City Limits
	Paradise	Sawmill Rd.	Bille Rd.	Pearson Rd.
	Paradise	Wagstaff Rd.	Pentz Rd.	Clark Rd.

Multi Use Trails and Routes

The following table identifies information collected from the various jurisdictions concerning future potential multi use trails. A multi use route is defined as a route for bicycle, pedestrians, equestrians, etc. so long as it is non-motorized transportation. While bicycle plans do not focus on multi use trails, the following projects are identified to document the intent to pursue future study or consideration. The following projects do not represent a programming commitment. Where a multi use trail traverses through state parks, it is anticipated that the “Recreation Trails Program” would be pursued for funding. Currently the Oroville 40 mile Freeman trail along the Thermalito Power Canal and Thermalito Forebay is unpaved and used as a multi-use trail. Future planned use for this trail would be to pave it for increased users.

Table 8-7
Planned - Multi Use Routes

MU	Agency / Route	From	To
1	Chico Area Recreation District - Various Locations	To Be Determined	
2	Chico – Sycamore Creek Diversion Channel	Wildwood Ave.	W. Sacramento Ave.
3	Oroville – Through the Oroville Wildlife Refuge	SR 162	Larkin Rd
4	Oroville / State Parks – Loop Around Loafer Creek	Lake Oroville Recreation Area	Feather River Parkway
5	Oroville / State Parks – Loop Around Potters Ravine	At the Lake Oroville Recreation Area	
6.	Butte County / State Parks Historic Sawmill Trail*	Skyway/Coutolenc	Paradise Lake

*Historic Sawmill Trail – This project would be a non-paved multi use trail from Skyway at Coutolenc Road to Paradise Lake. In essence, this trail would define the route with signs and ensure access for non motorized transportation such as mountain biking, horseback riding or hiking. This project would require extensive research on land ownership and route alignment consensus on or near the old railroad grade. Portions of this trail are in the Lassen National Forest. The purpose of identifying this trail in the RTP and Countywide Bikeway Plan is to highlight recreation destinations and connectivity to the Paradise Memorial Trail.

BIKEWAY FUNDING SOURCES

Current Funding Sources

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

For a comprehensive report on bicycle funding, please see, "[A Guide to Bicycle Project and Program Funding in California](#)" compiled by Ms. Gail Payne in February 2002 as part of a combined effort of the California Bicycle Coalition, Caltrans Bicycle Facilities Unit and the Planning and Conservation League Foundation. Copies of the guide are available at the California Bicycle Coalition's web site: www.calbike.org.

The following fund sources represent the typical funding associated with bicycle projects:

Federal

Safe, Accountable, Flexible, Efficient Transportation Equity Act : A Legacy for Users (SAFETEA-LU)

SAFETEA-LU TEA-21 is a federal program to fund highways, transit, and safety programs over the five year period between federal fiscal years 2004/05 (FFY05) through 2008/09 (FFY09). Of the many sections that make up SAFETEA-LU, several contain potential funding sources for bicycling and are listed as follows:

Nation Highway System (NHS): May be used to construct bicycle transportation facilities on land adjacent to any highway on the NHS (other than interstate highways).

Surface Transportation Program (STP): May be used for construction of bicycle transportation facilities for carrying out non-construction projects related to safe bicycle use.

Congestion Mitigation and Air Quality (CMAQ): May be used for either construction of bicycle transportation facilities or non-construction projects related to safe bicycle issues.

Scenic Byways Program: May be used to construct bicycle facilities along scenic highways.

National Recreational Trails Fund: May be used for a variety of recreational trails. Projects must be consistent with the Statewide Comprehensive Outdoor Recreation Plan.

High Priority Projects: A congressional earmark may also be applied for at the time legislation is written through the congressperson's office.

Further SAFETEA-LU information can be viewed at:
<http://www.fhwa.dot.gov/safetealu/legis.htm>

State

Bicycle Transportation Account (BTA)

The Bicycle Transportation Account (BTA) provides state funds for city and county projects that improve safety and convenience for bicycle commuters. To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2 and the following:

1. The governing body of a city or county must adopt the BTP by resolution or certify that it is current and complies with Streets and Highways Code Section 891.2.
2. The city or county must submit the BTP to the appropriate Metropolitan Planning Organization (MPO) or Regional Transportation Planning Agency (RTPA) for review and approval for compliance with Streets and Highways Code Section 891.2 and the regional transportation plan (RTP).
3. Following regional approval, the city or county must submit the BTP, the resolution adopting the BTP, and the letter of approval from the MPO/RTPA to the Caltrans Bicycle Facilities Unit (BFU) for review and approval.

Additional information concerning this program can be found at Caltrans' website at:
<http://www.dot.ca.gov/hq/LocalPrograms/bta/btaweb%20page.htm>.

Apportioned from fuel tax revenues, eligible projects under this statewide competitive grant program include bikeway and pedestrian projects included in Bicycle Transportation Plans. Priority is given to commuter bikeway projects.

State Transportation Improvement Program (STIP)

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

Improvement Program. Specific STIP information can be found at the following Caltrans website: <http://www.dot.ca.gov/hq/transprog/stip.htm>.

Regional Improvement Program: Regions are given a county bid target in which to develop the Regional Transportation Improvement Program (RTIP). The BCAG Board of Directors has the discretion to select and program transportation improvement projects for the region including highways, local roads, transit, bike lanes, etc.

Transportation Enhancement Program (TE): A portion of the Regional Improvement Program Funds may be programmed for Transportation Enhancement Activities. Funds are to be used for transportation related projects that enhance quality of life, in or around transportation facilities, including bicycle and pedestrian facilities. Additional information can be found at the Caltrans TE website at: <http://www.dot.ca.gov/hq/TransEnhAct/TransEnact.htm>.

Transportation Development Act (TDA)

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

Local Transportation Fund (LTF): One-quarter of one percent (1.0%) of the 7.25% statewide sales tax is returned to the county in which it was generated for use in local transit. The law also provides that if it can be shown, through an annual process, that all unmet transit needs that are reasonable to meet are being provided for, the remaining LTF funds can be used for streets and roads, including bicycle and pedestrian projects. In addition, 2% of the available funds can be directed toward bikeway and pedestrian facilities.

Local

Air Quality Management District (AQMD)

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

Traffic Mitigation/Impact Fees

Local fees may be assessed on new development projects which, as a result of their construction, are expected to generate additional traffic. Criteria of such fees are set by the local jurisdiction. Most jurisdictions employ some type of traffic mitigation fee. They

may be assessed area-wide, only in target sections on a project-by-project basis, or by a combination of these options.

Potential Funding Sources

Reliable funding is required before a commitment can be made to individual transportation projects. The largest sources of potential funds are state and federal transportation funds and are generally allocated based on population. As a result, rural areas, such as Butte County, are at a funding disadvantage relative to the large urban areas of the state and nation. Butte County and its respective municipalities must look to a variety of funding mechanisms, including innovative funding strategies, for the complete list of needed bikeway improvements to be implemented. Potential methods of enhancing the revenues available for transportation, including bikeways, are discussed below.

Local Sales Tax Increase

The state legislature has given local jurisdictions the ability to increase the retail transaction use tax, or sales tax, up to 1 percent, which can be earmarked for specific purposes. A super-majority (2/3) vote is required on such an increase. A number of California counties, including Sacramento, San Francisco, Contra Costa, Santa Clara, Santa Cruz Counties, and others have voted an increase in the sales tax to finance specific transportation improvements. This is an increasing trend in California.

Bond Measures

Cities and counties may issue general obligation bonds payable through increased property taxes by a 2/3 majority vote of the general electorate. These bonds may be used to fund government services including transportation improvements.

Assessment Districts

Cities and counties may form benefit assessment districts to provide specific services or facilities to groups of people who would benefit from their availability.

New Construction

Future road widening and construction projects are one means of providing bike lanes and pedestrian infrastructure. To ensure that roadway construction projects provide bike lanes where needed, appropriate, and feasible, it is important that an effective review process is in place so that new or improved road infrastructure meets the needs of the community.

Other

Alternative methods such as volunteer programs may substantially reduce the cost of implementing some of the proposed pathways. Use of groups such as the California Conservation Corp, who offer low cost assistance, will be effective at reducing project costs. Local schools or community groups may use the bikeway or pedestrian project as a project for the year, possibly working with a local designer or engineer. Work parties may be formed to help clear the right of way where needed. A local construction company may donate or discount services. A challenge grant program with local businesses may be a good source of local funding, where businesses or corporations “adopt” a bikeway and help construct and maintain the facility.

Financing

Proposed improvements and programs to be developed over the next 20 years in the County will rely heavily on competitive grant funding from federal and state resources. These funding sources are extremely competitive, and require a combination of sound applications, local support, and lobbying on the regional and state level.