



Planning for Transit & Active Transportation in  
Butte County

# Virtual Community Meeting

FEBRUARY 25, 2021

## Meeting **Agenda**

- ✓ Introduce **project background** and objectives
- ✓ Present **recommended improvements** from the Transit and Non-Motorized Plan
- ✓ Q&A
- ✓ Review schedule



# Recent Community Engagement Activities

- November 2020 – Virtual Community Workshop
  - Existing transit and non-motorized conditions
  - Planning framework
- November/December 2020 – Online Survey
  - Solicited input regarding preferred transit/non-motorized improvements
  - 175 respondents
- February 2021 – Virtual Community Workshop
  - Proposed transit and non-motorized improvements

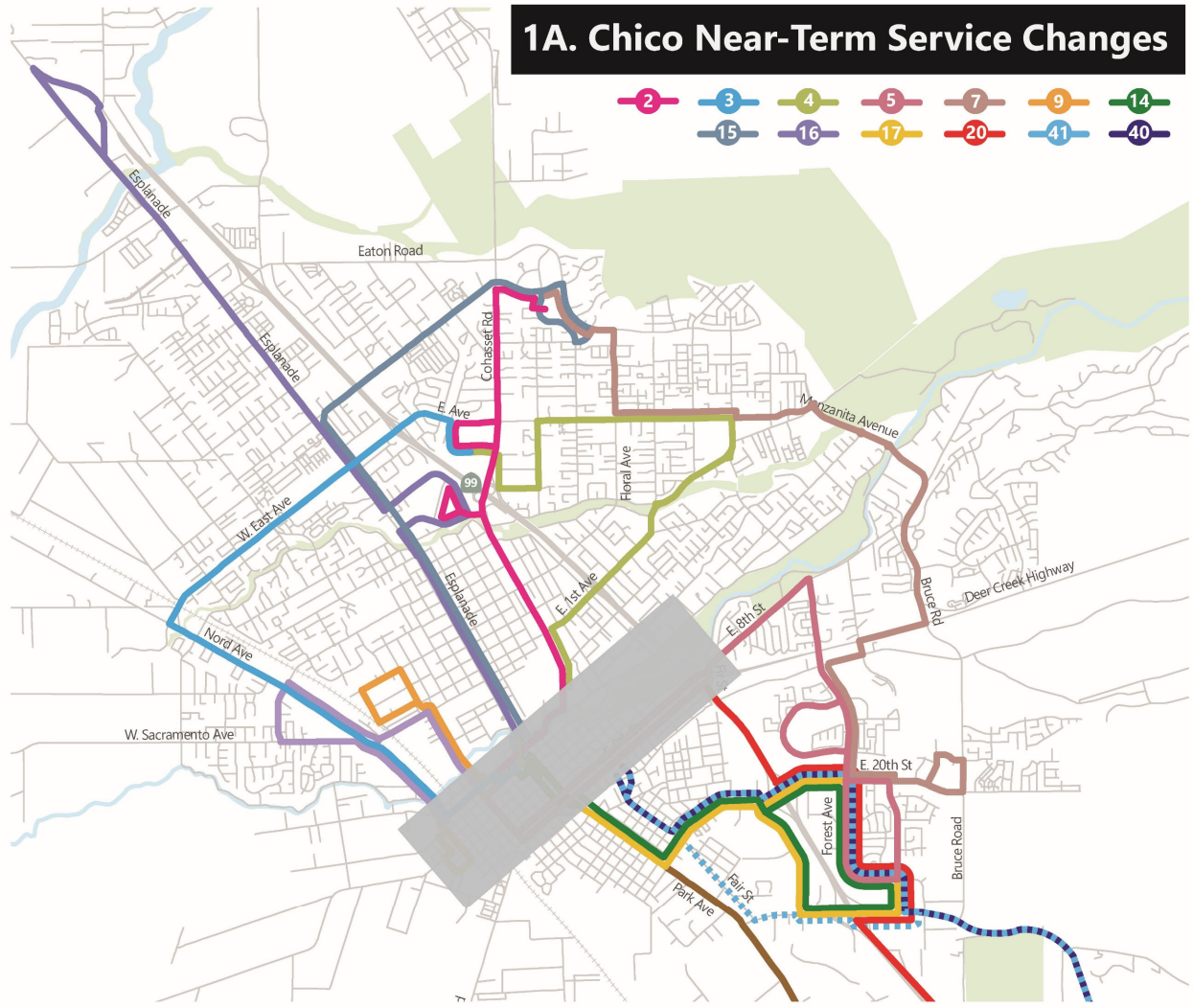
# Transit and Non-Motorized Plan Transit System Improvements

# Near-Term Service Plan (by 2025)

- Remain within existing B-Line funding levels
- Chico
  - Increase service levels on Chico State student shuttles (Routes 8 and 9) to serve high passenger demand during peak periods
  - Extend weekday service span on all local routes from 6 AM to 8 PM to provide more flexibility to passengers
  - Minor route realignments to serve key destinations (Route 4)

# 1A. Chico Near-Term Service Changes

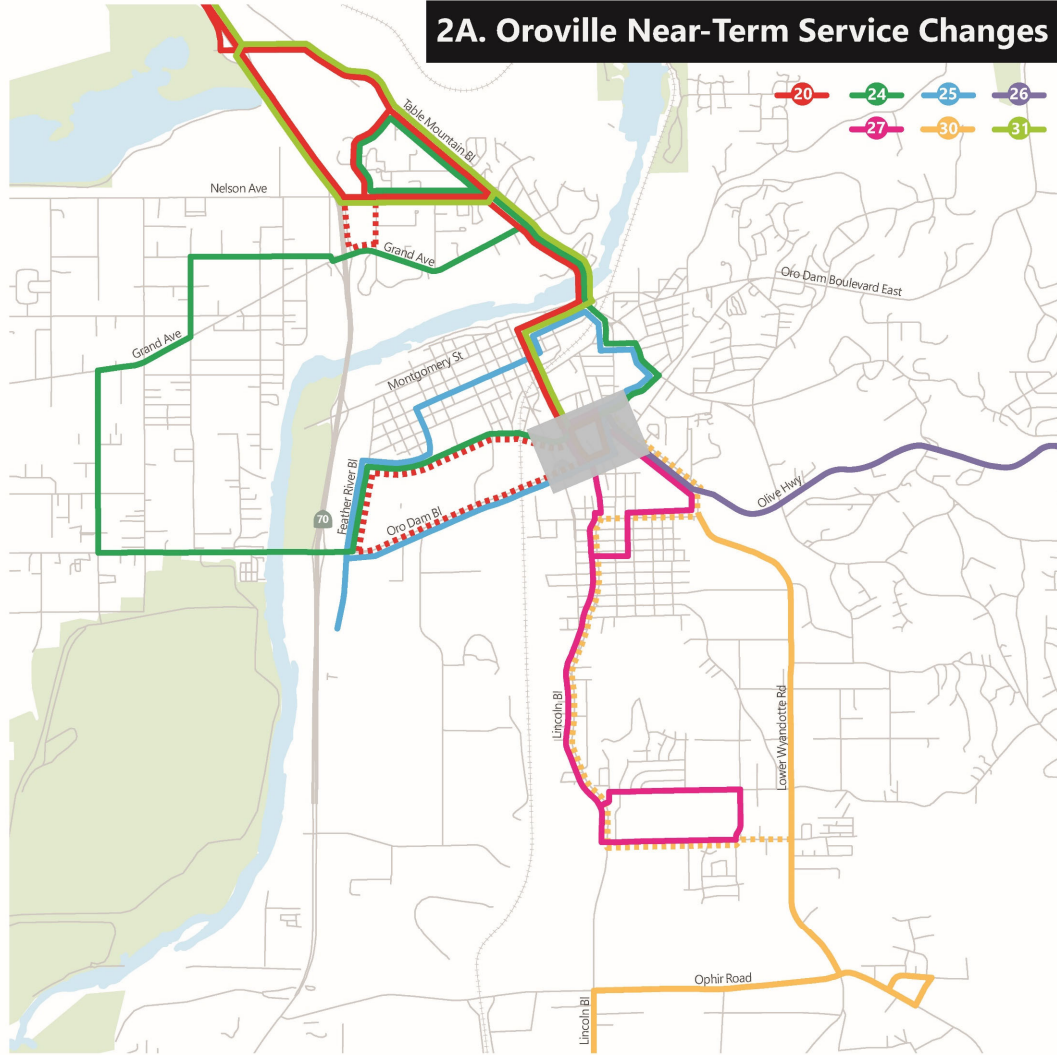
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# Near-Term Service Plan (by 2025)

- Oroville
  - Oroville local routes currently exhibit low ridership and dispersed development patterns make it difficult to achieve typical transit performance targets
  - Realign local routes to maximize service coverage to residential areas and key destinations (Routes 25, 26, and 27)
  - Discontinue local routes in areas with very low ridership (Kelly Ridge and Orange Avenue on Route 26)

## 2A. Oroville Near-Term Service Changes





# Near-Term Service Plan (by 2025)

- Regional Routes

- As rebuilding continues, consider resuming routes to the Ridge (Routes 40 and 41) to pre-Camp Fire service levels
- Consider resuming Route 31 as a vanpool service
- Discontinue Route 52 due to poor performance
- No changes to Routes 20, 30, or 32

# Near-Term Service Plan (by 2025)

- Consider implementation of on-demand rideshare service as an alternative to fixed-route transit services
- Implement changes to improve stop spacing
- Implement improvements to the Paradise Transit Center and the North Valley Plaza transfer center
- Explore partnership opportunities to increase revenue levels
- Explore fare policy and technology changes
  - Low-income fare
  - Family pass
  - Consolidation of transit information and fare payment mobile apps

# Long-Term Service Plan (to 2045)

- Increase service levels on transit priority corridors
- Expand service into new development areas
- Expand weekend service

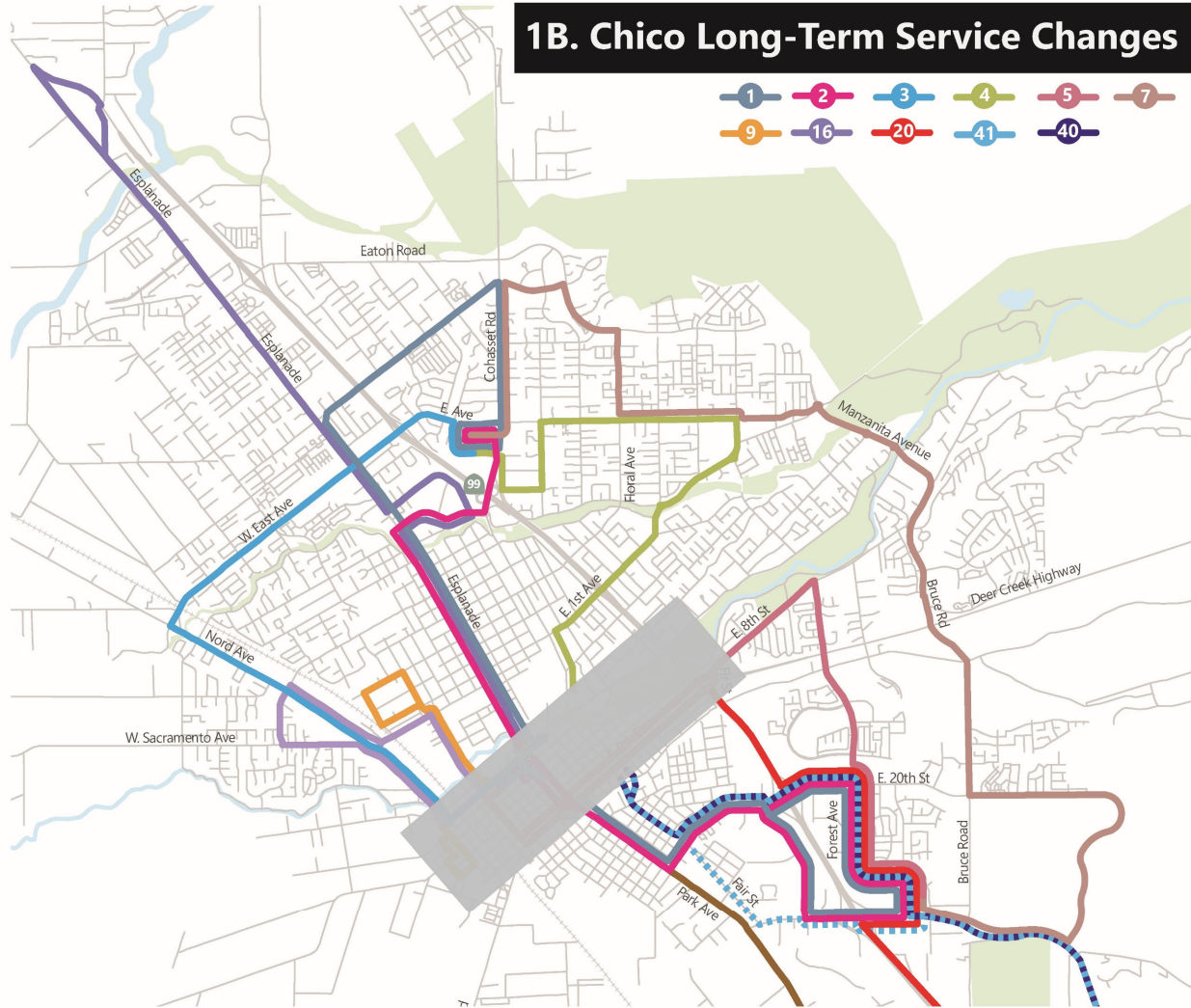
# Long-Term Service Plan (to 2045)

- Chico

- Reconfigure Esplanade/Park routes into high-frequency transit service (15-minute peak frequency) connecting Chico Mall area, Downtown Chico, Chico State, Esplanade, and North Valley Plaza (Routes 1 and 2)
- Extend local service into new development areas in the southeastern portion of Chico (Routes 5 and 7)
- Add Sunday service on Routes 1, 2, 3, and 4
- No change from near-term service plan for other local routes

# 1B. Chico Long-Term Service Changes

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# Long-Term Service Plan (to 2045)

- Oroville
  - No changes from near-term service plan
- Regional Routes
  - Continue to monitor rebuilding on the Ridge and consider resumption of pre-Camp Fire service levels
  - Increase Route 20 frequency from 120 minutes to 60 minutes on Saturdays and Sundays

# Long-Term Service Plan (to 2045)

- Partner with local jurisdictions to implement transit priority measures on key transit corridors (e.g., Esplanade, Park Ave., E 20<sup>th</sup> St.)
- Expand park and ride facilities (e.g., SR 32/SR 99 park and ride)
- Support new transit center in Downtown Chico
- Consider expanding on-demand rideshare and vanpool services
- Explore new intercity transit services (e.g., Chico-Sacramento)
- Transition to all zero-emission bus (ZEB) purchases by 2040

# Transit and Non-Motorized Plan Non-Motorized Improvements



# Non-Motorized Improvements Overview

- Focused on improving walking and bicycling connections to transit
- Prioritizes non-motorized improvements currently identified in relevant local planning documents
- Will require continued coordination with local jurisdictions who own and operate their transportation facilities

# Non-Motorized Improvements

- Bicycle parking
  - Guidelines for short- and long-term bicycle parking at residential, commercial, and educational uses
- Bicycle access to transit
  - Bicycle share (primarily focused on Chico)
  - Bicycle stations
  - Bicycle lockers
  - Covered/uncovered bicycle racks
- Wayfinding signage

# Non-Motorized Improvements

- High priority pedestrian areas
  - Focused on areas with higher levels of pedestrian activity and within ½ mile of major transit stops
  - Areas recommended for improvements to sidewalks, crosswalks, traffic controls, etc. that can improve the safety and comfort of walking



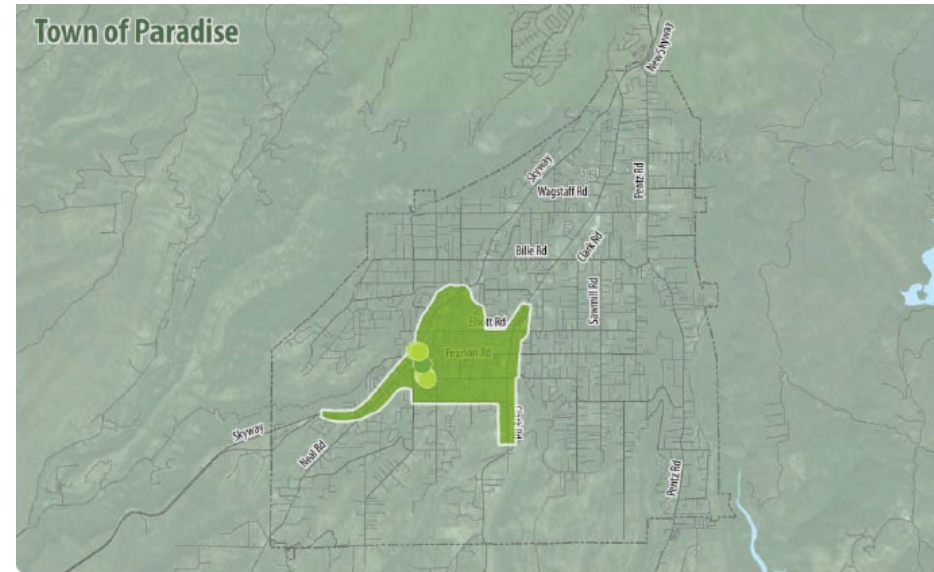


**Transit Stops**

- High Priority
- Very High Priority

**Pedestrian Areas**

- High Priority
- Very High Priority



# Non-Motorized Improvements

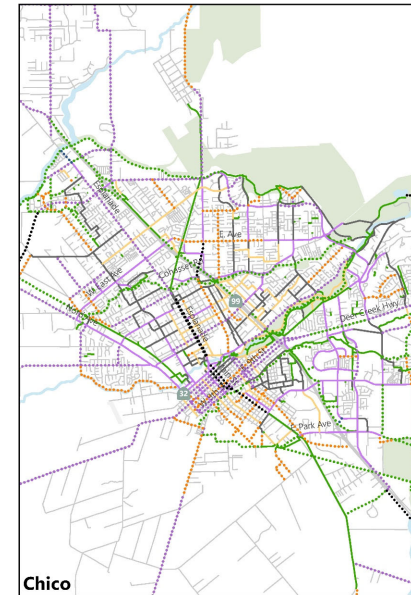
- High priority bicycle improvements
  - Focused on on- and off-street bicycle facility improvements near major transit stops
  - Bicycle improvements include new and extended bike paths, bike lanes, and cycle tracks

## Existing Bicycle Facilities

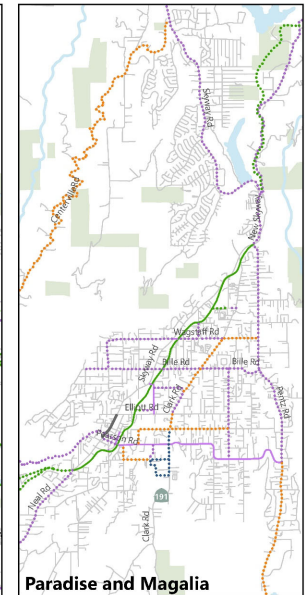
- Class I - Bike Path/Multi-Use Trail
- Class II - Bike Lane
- Class III - Bike Route
- Connector

## Proposed Bicycle Facilities

- Class I - Bike Path/Multi-Use Trail
- Class II - Bike Lane
- Class I - Bike Path/Multi-Use Trail or Class II - Bike Lane
- Class III - Bike Route
- Class IV - Cycle Track



Chico



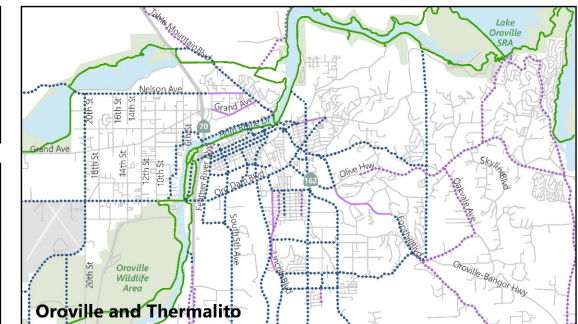
Paradise and Magalia



Biggs



Gridley



Oroville and Thermalito

# Non-Motorized Improvements

- Safe Routes to Transit Plan (SR2T)
  - SR2T Plan will identify, prioritize, and implement walking and bicycling safety improvements near transit stops
- Fir Street and SR 32 Park and Ride Access Improvements
- Regional bikeways - Implement improvements to bicycle facilities that provide regional connectivity
  - Chico-Paradise bike path
  - Biggs-Gridley bike path
  - Oroville-Paradise bike lanes
  - Oroville-Biigs bike lanes
  - Paradise-Magalia bike path

Q&A

# Next Steps & Additional Information

- Project website: [www.postcampfirestudy.com](http://www.postcampfirestudy.com)
- April 2021: Present Post Camp Fire Regional Population & Transportation Study and Butte County Transit and Non-Motorized Plan to BCAG Board
- Questions can be emailed to Sara Cain at [scain@bcag.org](mailto:scain@bcag.org)