Implementation Plan

This ATP provides updated recommendations for projects, programs, and policy changes intended to make Chico a more walkable and bikeable community. Implementation of this Plan will require community support, political leadership, and significant funding.

This chapter provides a strategy for implementation of the infrastructure projects, including analysis of the cost of the projects proposed in this Plan, an evaluation framework to help prioritize investment of limited resources, and a summary of funding programs for bicycle and pedestrian projects.

Cost Estimates

Unit Cost Assumptions

Table 13 presents planning level unit cost assumptions used to develop project construction cost estimates. The unit cost is multiplied, as appropriate, for each improvement to develop a planning-level project cost estimate.

Estimates are based on recent, similar projects and include assumed costs for mobilization, traffic control, earthwork, signs, pavement delineation and markings, utility coordination, grading, and erosion control. In addition, estimates include 30 percent soft costs including engineering design (15 percent), administration (3 percent), and construction management (12 percent). There is also a 20 percent contingency.

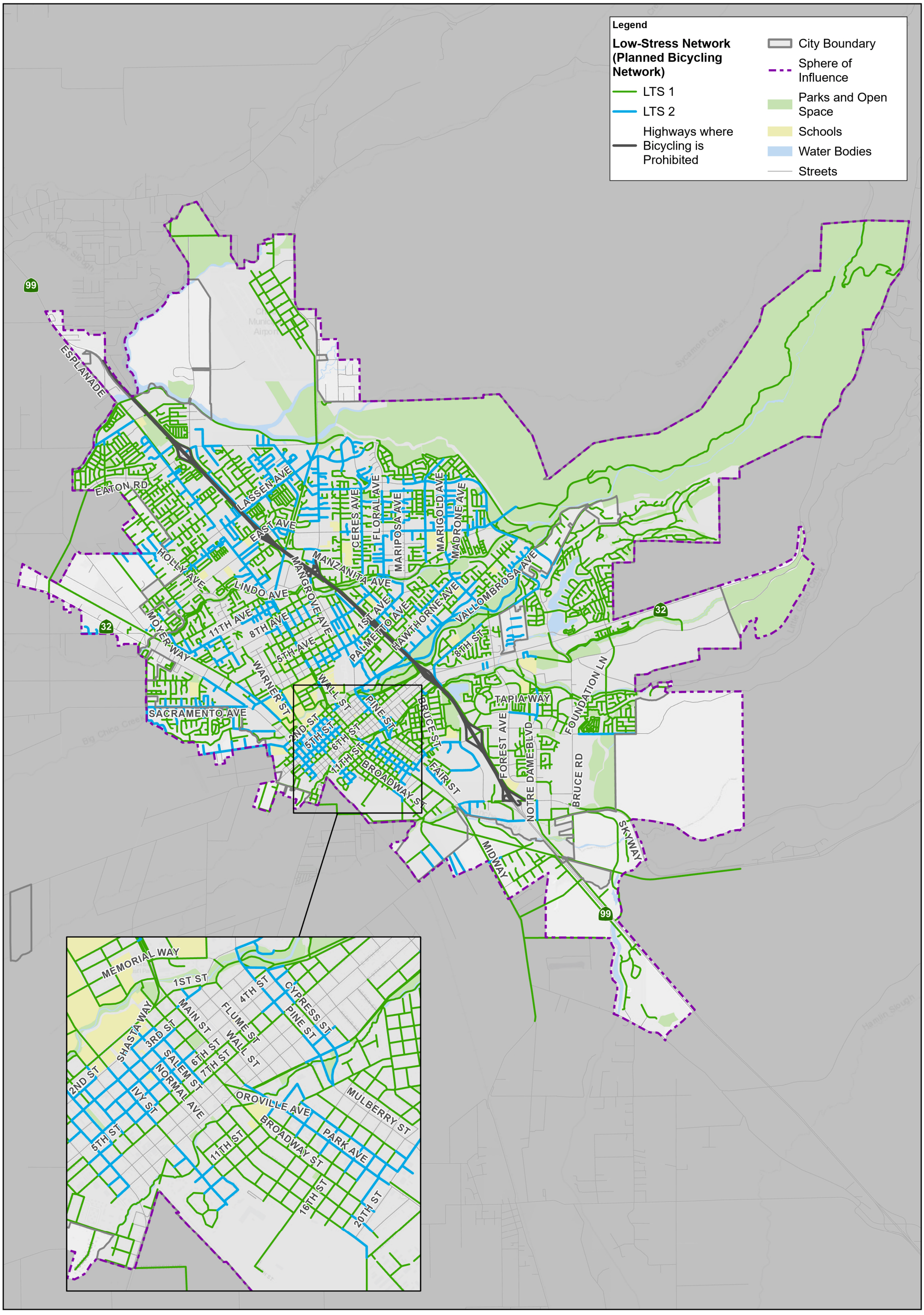
At the planning level, cost assumptions do not consider project-specific or location-specific factors that may affect actual costs, including acquisition of right-of-way or road widening, additional infrastructure, or equipment.

Planning level cost estimates were developed for list of selected prioritized projects, which can be found in Appendix E.

Table 13: Unit Cost Assumptions

Improvement	Unit	Estimated Unit Cost	Notes
Class I Shared Use Path	MI	$2,000,000	Assumes 10' wide path and minor grading
Class II Bicycle Lanes	MI	$50,000	Both sides of street
Class II Buffered Bicycle Lanes	MI	$75,000	Both sides of street
Green Painted Class II Bicycle Lane	MI	$150,000	Assume 6' wide
Class III Bicycle Route	MI	$10,000	Includes signage and pavement markings
Class III Bicycle Boulevard	MI	$100,000	Assumes speed tables, sharrows, and curb extensions in addition to signing
Class IV Separated Bikeway	MI	$400,000	Includes signing and striping for a one- or two-way facility with small curb separation, no roadway widening
Class IV Parking Buffered Bikeway	MI	$200,000	Includes signing and striping for a one- or two-way facility with delineators, no roadway widening
Sidewalk	LF	$100	Assumes 6' wide sidewalk with curb and gutter
Transverse Marked Crosswalk	EA	$500	White or yellow
High Visibility Marked Crosswalk	EA	$1,000	White or yellow
Advance Stop or Yield Line	EA	$750	Includes sign and pavement marking
Curb Ramp	EA	$15,000	
Curb Extension	EA	$5,000	Includes each side of crosswalk
Pedestrian Refuge Island	EA	$5,000	Assume two 6' by 4' islands
Rectangular Rapid Flashing Beacon (RRFB)	EA	$50,000	Solar assembly, two units
Pedestrian Hybrid Beacon	EA	$250,000	Solar assembly, two units
Pedestrian-Scale Lighting	EA	$15,000	Includes one light
Pedestrian Countdown Signal heads (single crossing location)	EA	$50,000	Includes countdown signal head hardware at one crossing location
Pedestrian Countdown Signal heads (entire intersection location)	EA	$150,000	Includes countdown signal head hardware all crossings at intersection location
Signs and Pavement Markings	EA	$600	
Green Conflict Markings	EA	$3,000	Assume 6' by 50', including a white edge line
Traffic Signal	EA	$500,000	
Leading Pedestrian Interval	EA	$50,000	Per intersection
Bicycle Detection	EA	$20,000	Per intersection approach
Bike Box	EA	$1,500	Assume 10' deep by 11' wide
Speed Feedback Signs	EA	$20,000	Solar assembly
Roundabout	EA	Varies	Dependent on complexity of approaches and number of lanes

Key – EA: Each; MI: Mile; LF: Lineal Foot



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CITY OF CHICO
ACTIVE TRANSPORTATION PLAN

LOW STRESS NETWORK (PLANNED BICYCLING NETWORK)

Project No. 12575135
Revision No. A
Date Dec 2023

FIGURE 35

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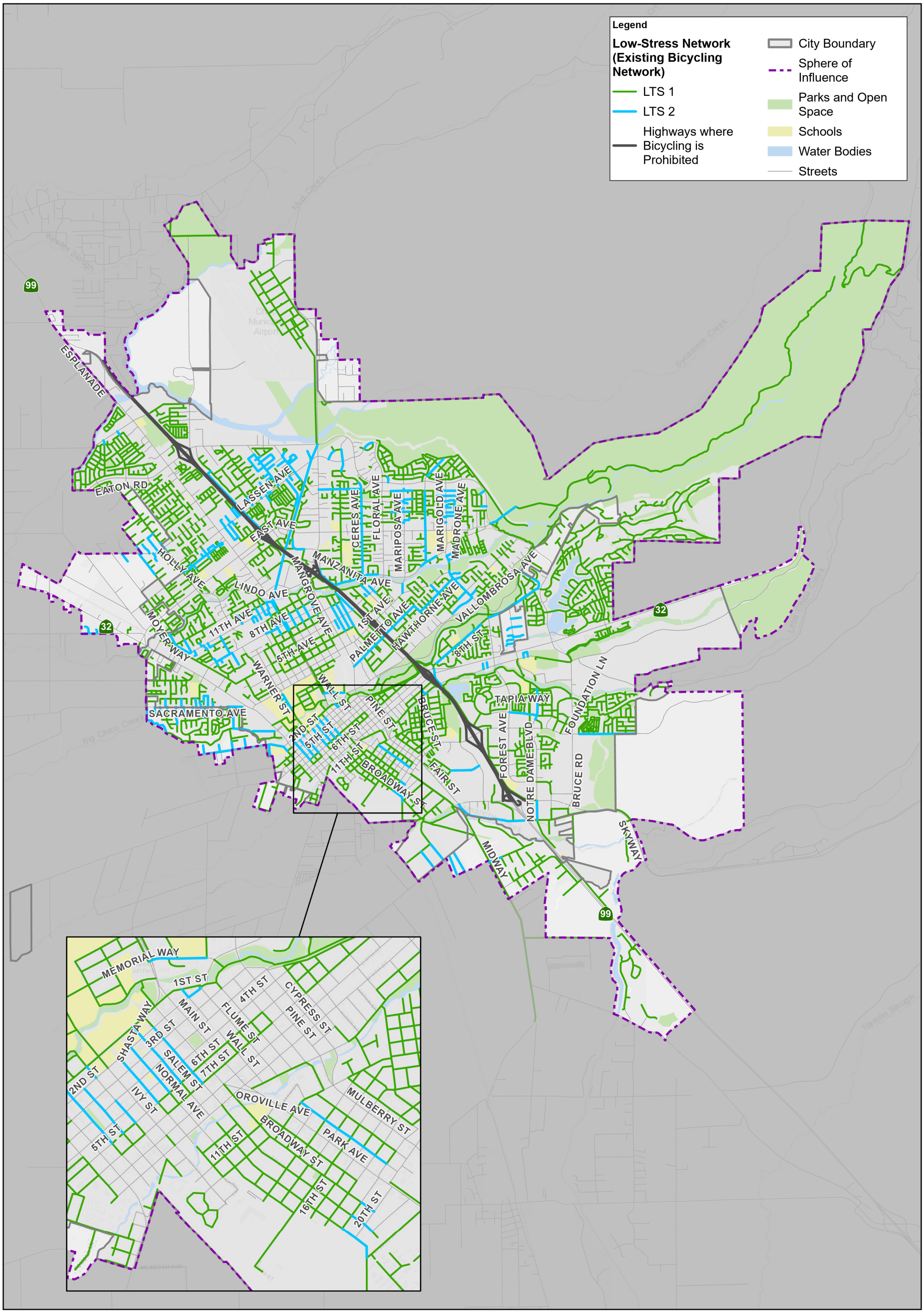
Data source: World Light Gray Canvas Base: Butte County, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA; World Light Gray Canvas Base: Butte County, Bureau of Land Management, Esri, HERE, Garmin, USGS, EPA, NPS; Boundaries, Streets: City of Chico 2021. Created by: ethompson3



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CITY OF CHICO
ACTIVE TRANSPORTATION PLAN

LOW STRESS NETWORK (EXISTING BICYCLING NETWORK)

Project No. 12575135
Revision No. A
Date Dec 2023

FIGURE 36

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Data source: World Light Gray Canvas Base: Butte County, Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA, Boundaries, Streets: City of Chico 2021. Created by: ethompson3

Environmental Justice and Social Equity

California's Global Warming Solution Act of 2006 established the Greenhouse Gas Reduction Fund to support projects and programs that reduce greenhouse gas emissions throughout the State. SB 535 and AB 1550 attempt to ensure that the benefits of California's climate change policies are distributed to areas designated as disadvantaged and/or low-income communities. Underserved and disadvantaged community designations are identified as part of the Categories of Interest chapter. All the improvements identified in this ATP address citywide active transportation network needs. Given that the prioritized project list serves a significant number of disadvantaged populations – identified as categories of interest or communities of concern – the proposed improvements promote a social equity perspective.

CONNECTIONS TO COMMUNITIES OF CONCERN

Access to transportation helps people get to key destinations, like workplaces, schools, shopping, healthcare facilities, and more. Historically, not all communities have had equal access to affordable transportation options. Communities of color, people with disabilities, older adults, people with lower socioeconomic status, and people with limited English language proficiency have all had greater difficulty accessing affordable transportation than non-disadvantaged peer groups. These communities also spend a greater percentage of their overall income on transportation, and they experience greater environmental harms due to past inequitable transportation and land use planning decisions (e.g., urban freeway routes and industrial manufacturing facilities in lower income communities of color).

To begin to counteract the environmental injustices of the past, government regulations have been put into place to provide additional attention to these communities of concern as part of the planning process. Metropolitan Planning Organizations (MPOs) must create a plan to identify communities of concern using guidance found in Title VI of the 1964 Civil Rights Act and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." Chico's MPO, Butte County Association of Governments (BCAG), defines and identifies[42] Title VI and Environmental Justice Communities as follows:

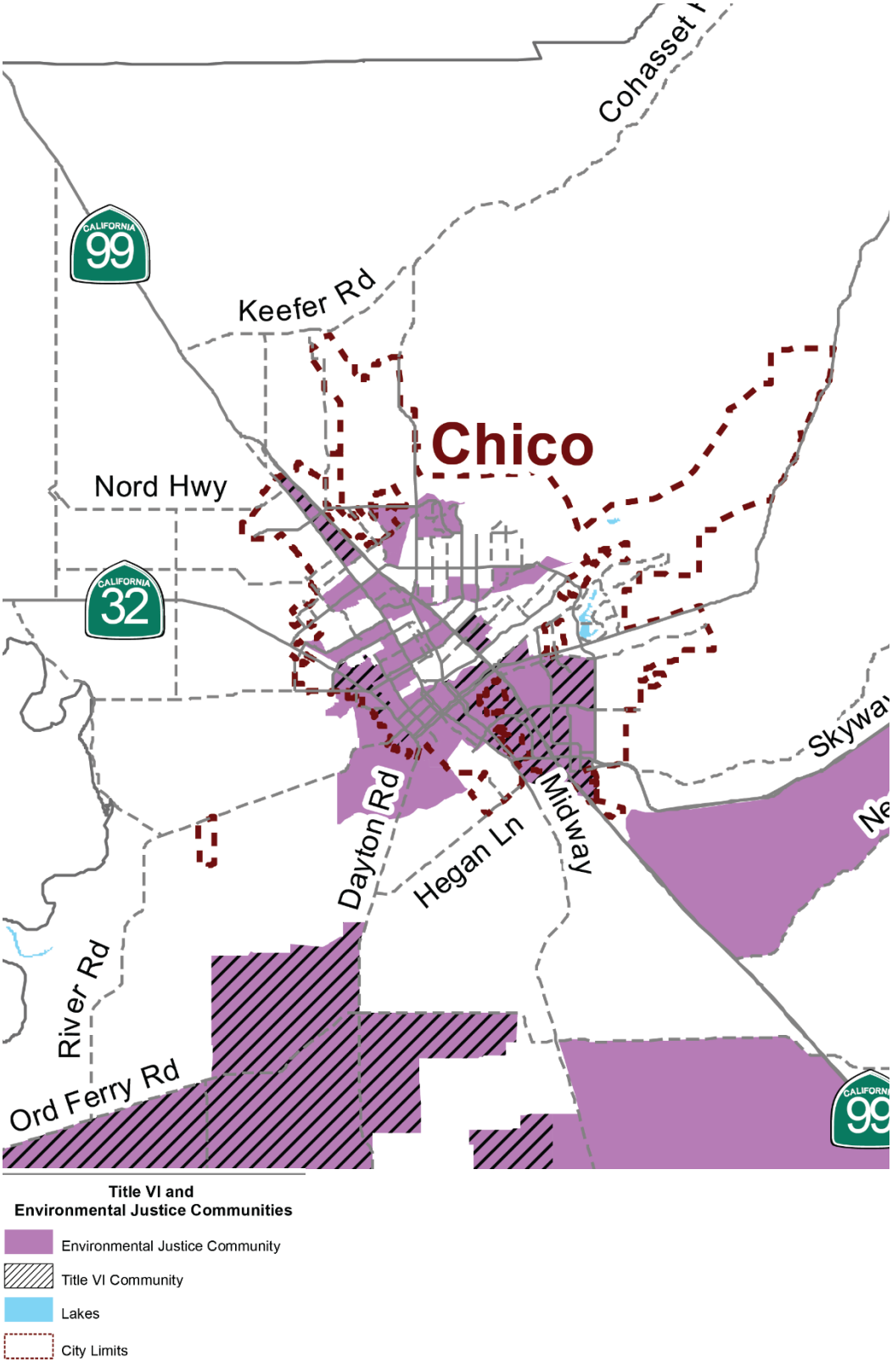
- **Minority**: Census Block Groups where 40 percent or more of the population is Asian Pacific Islander, African American, Hispanic, Native American, or other Non-White ethnic group, based on 2012-2017 ACS data.
- **Low-Income**: Census Block Groups where 45 percent or more of the population lives at 200 percent or less of the federal poverty level, based on 2012-2017 ACS data.
- **Disadvantaged**: Census Tracts identified using CalEnviroScreen 3.0 with a score of 81-100 percent.

BCAG's communities of concern are shown in Figure 37.

As part of this Plan's attention to communities of concern within Chico city limits, 70 percent of bicycle and pedestrian improvement projects are located adjacent to, within, or through neighborhoods and communities identified as communities of concern, improving connectivity between those communities and the active transportation network, furthering the equitable transportation access goals of Title VI and Executive Order 12898.

[42] 2020 RTP/SCS – Appendix 9: Title VI and Environmental Justice Communities

Figure 37: Title VI and Environmental Justice Communities (BCAG)



Source: BCAG 2020 RTP/SCS – Appendix 9

Implementation Strategy

This section presents a strategy to implement the improvement concept and recommended projects outlined in the Proposed Pedestrian and Bicycle Facilities chapter. It includes a discussion of implementation methods, potential challenges, a description of the evaluation criteria and scoring process, as well as the federal, state, regional, and local programs that may fund implementation efforts.

The goal of evaluating projects is to build flexibility into the improvement implementation guide as compatible opportunities arise. Over time, as projects are developed or funding sources issue calls for projects, the flexible matrix included in this chapter can be used to evaluate remaining improvement projects and continue to pursue full buildout of Chico's active transportation network.

Implementation Methods

Not all active transportation infrastructure is implemented in the same way. This section covers usual methods and techniques that the City can use to build out the active transportation network in Chico. While recommendations in this Plan were developed based on local roadway features, the specific details for how each bicycle and pedestrian project will be implemented is determined by the City and relevant partners. Additional analysis (e.g., community engagement, traffic studies) may be necessary before implementation of any project recommended in this Plan and recommendations may be subject to change.

RESURFACING AND RESTRIPING

Implementing new on-street bikeway projects as part of planned roadway resurfacing is a common way that cities and jurisdictions grow their active transportation networks. Once a roadway is resurfaced – an existing street section is paved, either completely or partially – new bicycle facilities can be added through striping or restriping. To clarify, restriping removes and replaces existing striping to reconfigure the roadway to accommodate new or upgraded bicycle facilities. Upgrading would entail replacing an existing Class II bicycle lane with a facility type that improves Bicycle LTS for that segment, either a Class II buffered bicycle lane or Class IV bikeway. Common roadway reconfiguration tactics to allow for new or upgraded on-street bicycle facilities include:

- Narrowing travel lanes
- Reallocating travel lanes
- Reallocating parking lanes
- Reallocating turn lanes

RECONSTRUCTION

Pertaining to much more substantial maintenance issues at a greater roadway depth than resurfacing, reconstruction projects are also frequently paired with active transportation facility implementation. During roadway reconstruction, in addition to the reconfiguration tactics listed above, more significant changes to allow for new bikeways or traffic calming treatments can take place, including:

- Adding/moving curbs
- Curb extensions
- Tighter curb radii
- Speed humps/cushions
- Raised crosswalks

Many on-street active transportation projects recommended in this Plan do not require the acquisition of additional right-of-way, but where it is required would be considered reconstruction, instead of resurfacing and restriping.

CONSTRUCTION

Construction refers to individual projects outside of the roadway, including new Class I Multi-Use Paths, bridges, and underpasses. New construction, if minor, may also include roadway widening to allow for bicycle lanes or shoulders, either along the full length of the bicycle facility

or at select locations to better support safe travel for non-motorized users.

Methods for Certain Facility Types

CLASS III BICYCLE BOULEVARDS

Class III Bicycle Boulevards are streets with low motor vehicle traffic volumes and speeds that are designed to prioritize bicycle travel. Bicycle boulevards recommended in this Plan are intended to be comfortable places for people of all ages and abilities to ride a bicycle, scooter, or other mobility device.

Class III Bicycle Boulevard in Berkeley, California

Class III Bicycle Boulevards should incorporate specific design elements to make the roadways safe and comfortable for non-motorized users. Routes should be well planned, ideally with direct access to key destinations. Signs and pavement markings should be installed to make each bicycle boulevard easy to find and follow. To make the roadway comfortable for all, motor vehicle travel should be slowed (reduced speed limits, speed humps, curb extensions) and reduced in volume (motorized traffic diverters). Minor street crossings should prioritize bicyclists using the bicycle boulevard to minimize their delay. Major street crossings should be designed to be safe and convenient. Offset crossings should have clear and safe navigation. Green infrastructure, like landscaped neighborhood traffic circles or curb extensions with bioswale treatments, should be included, where feasible.

Implementation of Class III Bicycle Boulevards should focus initially on unsignalized intersections/crossings of major roadways. Difficult crossings may dissuade all but a small percentage of strong and fearless bicyclists from utilizing the bicycle boulevard, maintaining a barrier to safe and comfortable active transportation. Adding crossing improvements, like those recommended in this Plan, to major roadway crossings will help encourage greater usage of the bicycle boulevard. Crossing improvements can include advance warning signs, RRFBs, hybrid beacons, curb extensions, or median refuge islands.

UPGRADING EXISTING CLASS II BICYCLE LANES

There are many existing bicycle lanes in Chico that this Plan recommends be upgraded with treatments that better consider active transportation safety and comfort concerns. When streets that contain existing bicycle lanes are resurfaced, the City should consider incorporating treatments that include appropriate placement of bicycle lanes with respect to turn lanes, adding green paint to mark conflict areas, and extending bicycle lanes through intersections to clearly indicate the path of travel for bicyclists.

Example of Conflict Markings

Potential Challenges

RIGHT-OF-WAY

On-street and off-street active transportation facility projects that cannot be realized without acquisition of additional rights-of-way have greater complexity and longer completion times

than projects entirely within existing rights-of-way.

Acquisition and/or condemnation to acquire the property rights required to construct and maintain the active transportation network may be required prior to the funding and construction (or reconstruction) of specific projects. Right-of-way acquisition, including any financial negotiation or legal proceedings, may be necessary to complete pedestrian or bicycle projects and close active transportation network gaps, however it may also impact the overall project timeline and budget significantly. Most project recommendations in this Plan do not require or recommend acquisition or condemnation.

FUNDING

While many funding opportunities are available at all levels of governance and beyond to improve our connectivity, some typical transportation project funding challenges remain, including:

- Grant funding cycles
- Application writing
- Funding availability and capacity
- Competitiveness of grant applicant pool
- Project eligibility and planning preparation
- Performance tracking and measurement
- Competing local priorities

Specific funding details can be found in the Funding section below.

ACCESS FOR ALL ROADWAY USERS

Another potential challenge the City should carefully consider is the provision of access for all roadway users to the proposed facilities. Prioritizing the quicker implementation of bikeways through cost effective methods (like restriping lane configurations during planned resurfacing) should not come at the expense of ensuring access to or across those new facilities via new ADA accessible curb ramps.

Not all bikeway users are "bicyclists." Providing an active transportation network in Chico that is comfortable and accessible for people of all ages and abilities must ensure that new and upgraded facilities consider the needs of all people using that infrastructure, including those using mobility devices such as:

- Wheelchairs
- Scooters
- Skateboards
- Tricycles
- Hand bikes
- Recumbent bikes
- Cargo bikes
- Electric bikes
- Other mobility devices

ENVIRONMENTAL REQUIREMENTS

The City must consider and prepare for the project approval and environmental document phase (PA&ED) for any active transportation infrastructure project for which state or federal grant funding is desired, including from the Active Transportation Program (ATP). This requirement of environmental clearance of a given project includes completed environmental documents and filed notices by the lead agency, pursuant to the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), if required.

Typical grant funding bodies will not allocate funding for any planning, design, right-of-way acquisition, or construction work for an infrastructure project without prior documentation of environmental clearance through CEQA (and NEPA for federally funded projects).

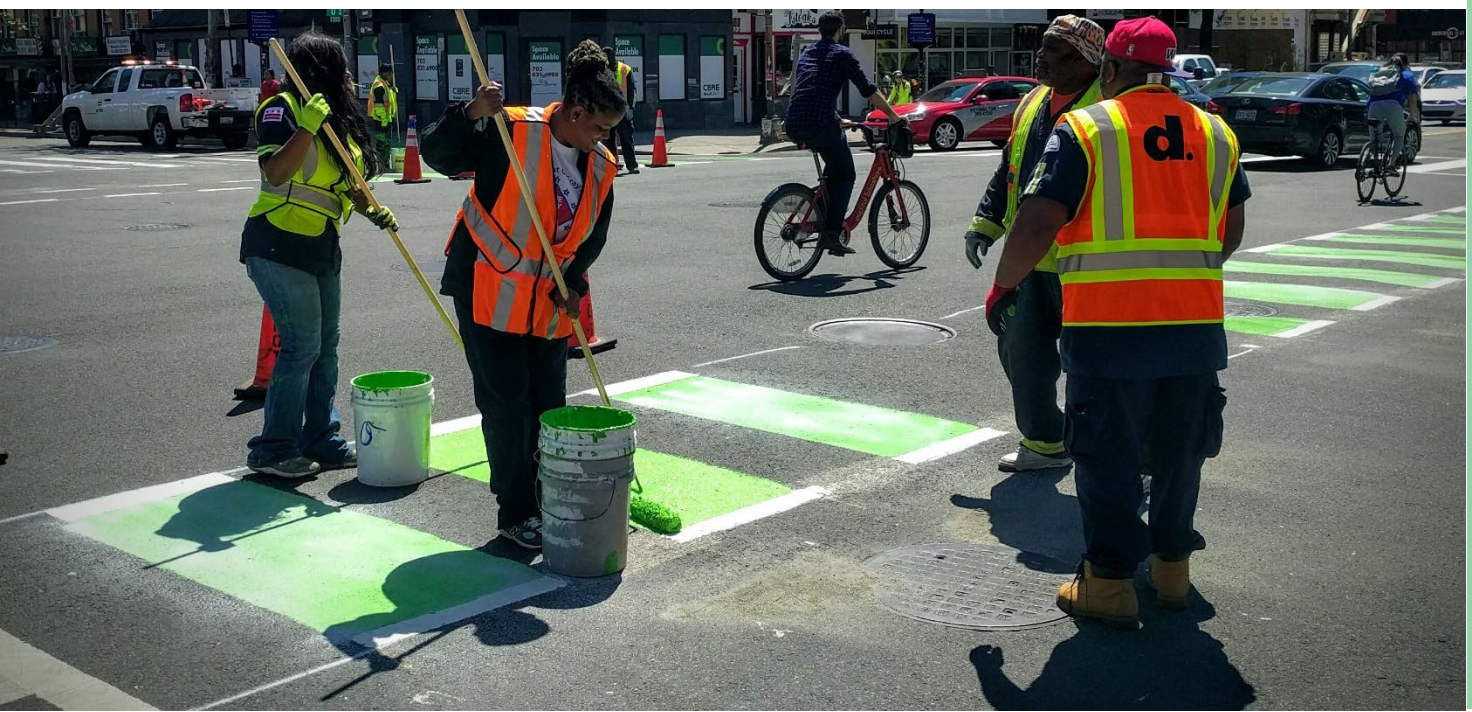
Performance Monitoring and Evaluation Framework

To track implementation success, this Plan provides the following Performance Metrics table

as a framework to illustrate how progress toward project, policy, and program implementation should be monitored and evaluated over time. The symbols ▲ (increase) and ▼ (decrease) represent flexible, directional placeholders for specific performance targets that can be updated regularly, in partnership with relevant stakeholders and community members, with new countable, actionable figures to match each performance goal and performance measure over time.

Table 14: Performance Metrics

Performance Goal	Performance Measure	Performance Target
Access	Number of bicycle and pedestrian projects/programs/policies supporting all ages and abilities	▲
Equity	Number of bicycle and pedestrian projects/programs/policies supporting communities of concern	▲
Health and Safety	Frequency and severity of collisions involving bicyclists and pedestrians	▼
Quality of Life	Count of bicyclists and pedestrians using active transportation facilities over time (daily/monthly/yearly)	▲
Environmental Stewardship	Citywide vehicle miles traveled (VMT)	▼
Collaboration	Community/city/regional partnerships established to enhance active transportation	▲
Invest in Our Values	Amount of funding identified for or invested in active transportation projects/programs/policies	▲



Project Priority

Infrastructure projects were prioritized based on the criteria listed in Table 15 below. The full points listed were assigned if the criterion was met; no partial scores were awarded.

Project recommendations in this Plan are prioritized based on an evaluation methodology to help the City identify which projects should be selected and targeted for implementation first. Project selection methodology is based upon typical grant criteria and modified to fit the context of Chico and has been vetted by City staff, the CATTAC and other stakeholders. Other considerations such as available funding and grant program criteria may result in projects being implemented in a modified order from that suggested by the prioritization. Projects may also shift in priority based on safety or operations and upon future studies, especially if other safety issues are identified.

Table 15: Project Priority Evaluation Criteria

Criteria	Description	Points Possible
Activity Generator	Projects located within ½ mile of an activity generator such as parks, civic facilities (library, community center, City Hall), access to groceries, or medical services	4
Safe Routes to School	Projects located within ¼ mile of a K-12 school or higher education	5
Gap Closure	Projects that close a gap between existing bicycle or pedestrian facilities	5
Transit Mobility	Projects located within ¼ mile of transit stops	1
Community Input	Projects that address a challenge or include an improvement identified by the community during public engagement activities for this Plan	2
Safety	Projects located within 500 feet of a location with a history of recurring bicycle or pedestrian collisions	3
Equity	Projects located in an area identified as vulnerable by Median Household Income, Free or Reduced Meal Program (projects within a ¼ mile of schools), Healthy Places Index, or CalEnviroScreen	3
Low Stress Network	Bicycle projects that reduce LTS score to LTS 1 or 2, and sidewalk projects	2
Total		25

Project Complexity

In addition to assessing priority of projects, this evaluation also considers the complexity of implementing different types of improvements. Projects were initially rated as higher or lower complexity based on the type of improvement or class of bikeway, and then reviewed and reassigned as needed based on location-specific contexts or other considerations related to design, construction, and maintenance of the facility.

LOW COMPLEXITY

In general, lower complexity projects include crosswalk markings, Class II and Class III bicycle facilities, and other projects that consist primarily of signs and pavement markings.

HIGH COMPLEXITY

More complex projects typically include Class I and Class IV bicycle facilities, sidewalks, grade-separated crossings, and other projects that include paving, hardscaping, or acquisition of additional right of way.

Figure 38: Project Prioritization Rubric

PROJECT PRIORITY	LOWER	HIGHER
HIGHER	**SHORT-TERM** Projects that score high on prioritization and are not very complex should be pursued for implementation within the first five years. These "quick wins" may be able to be implemented as part of the City's Capital Improvement Program or may be grouped together to pursue funding through competitive sources.	**LONG-TERM** Projects that score high on prioritization but are more complex may require further analysis or funding from additional sources for construction. These projects will likely take more time to construct, but grant applications or studies should be undertaken in the first five to ten years.
LOWER	**OPPORTUNITIES** Projects that score lower on prioritization and are not very complex can be implemented as opportunities arise. These opportunities might include nearby development or capital projects with similar types of work.	**FUTURE PROJECTS** Projects that score lower on prioritization and are more complex are part of the long-term vision for active transportation in Chico, but the challenges to implement these projects likely outweigh the benefit they would currently offer. These projects would likely not be undertaken for at least 10 years.

PROJECT COMPLEXITY

Priority Recommendations

Given the high volume of recommended improvement projects, this Plan recommends the City focus on a short list of priority recommendations to be implemented first.

A list of 10 priority recommendations were selected using the project evaluation methodology described above. Table 16 shows all projects that scored the highest. Table 17 and Table 18 show top ten priority projects that have been divided into High Complexity and Low Complexity. As noted in each table, projects highlighted in green are Downtown Chico projects that have been grouped together and are considered one project for planning purposes. The full recommendations table may be found in Appendix C, which shows project complexity and priority evaluation scores for every project.

Project recommendations, both *point* (e.g., a stop sign or curb ramp) and *linear* (e.g., a bicycle lane or sidewalk gap closure along a corridor) were evaluated based on the same methodology. Though no point recommendations appear in the Priority Recommendations tables below, that is not reflective of their value or importance, nor does it indicate that they should not also be prioritized. These projects can and should be combined with other projects, where possible, when seeking funding. Point projects may also be combined with each other to create standalone projects.

City staff will use these recommendations when reviewing development applications and updating the City's Capital Improvement Program (CIP). The City also reserves the right to select other projects outside of the priority list and implement them on an as-needed basis.

Recommendations may change over the years as the City begins to implement, especially if other safety needs arise or the City identifies safer options along particular corridors or within certain communities. Given the various funding sources needed to fund these types of projects, CIP staff will also look at how available grant funding aligns with these recommendations. CIP staff will consider lower priority recommendations when they better align with funding sources and grants.

Table 16: Priority Recommendations - All Projects

ID	Facility	Location	Start	End
L109*	Class II Buffered Bike Lane	W 4th St	Orange St	Main St
L110*	Class II Buffered Bike Lane	W 3rd St	Main St	Walnut St
L111*	Class II Buffered Bike Lane	E 3rd St	Pine St	Main St
L113*	Class II Buffered Bike Lane	E 4th St	Main St	Cypress St
L120	Class IV Bikeway	Vallombrosa Ave	Manzanita Ave	Camellia Way
L139	Class II Bike Lane	W 5th St	Chico River Rd	Broadway St
L184	Class I Shared-Use Path	Lindo Channel	Nord Ave	SR 99
L230	Class I Shared-Use Path	Little Chico Creek	Pomona Ave	SR 99
L326	Class I Shared-Use Path	SR 99	Vallombrosa Ave	Manzanita Ave
L45	Class II Buffered Bike Lane	Mangrove Ave	Pine Street/Cypress St	Cohasset Rd

L48	Class II Buffered Bike Lane with Green Paint	East 1st Ave - Longfellow Ave - East Ave	Esplanade Ave	Manzanita Ave
L61	Class IV Parking Buffered Bikeway	Main St	E 9th St	E 1st St
L151	Class IV Bikeway	Main St	E 1st St	Main St end
L164	Class IV Bikeway	Cohasset Rd	Manzanita Ct	Eaton Rd

**The City may alternatively consider the Class IV Bikeway facility type for these corridors in the future, pending feasibility review.*
Note: Projects highlighted in green are Downtown Chico projects that have been grouped together and are considered one project for planning purposes. Also note, all recommended projects may be upgraded or changed based on future studies or safety/operational needs.

Table 17: Priority Recommendations - High Complexity

ID	Facility	Location	Start	End
L120	Class IV Bikeway	Vallombrosa Ave	Manzanita Ave	Camellia Way
L184	Class I Shared-Use Path	Lindo Channel	Nord Ave	SR 99
L230	Class I Shared-Use Path	Little Chico Creek	Pomona Ave	SR 99
L326	Class I Shared-Use Path	SR 99	Vallombrosa Ave	Manzanita Ave
L61	Class IV Parking Buffered Bikeway	Main St	E 9th St	E 1st St
L151	Class IV Bikeway	Main St	E 1st St	Main St end
L164	Class IV Bikeway	Cohasset Rd	Manzanita Ct	Eaton Rd
L173	Class I Shared-Use Path	Annie's Glen Bike Path Access Point Connector	South of Vallombrosa Ave	Mangrove Ave/Annie's Glen Bike Path
L114	Class IV Bikeway	Nord Ave	W Sacramento Ave	W 8th Ave
L119	Pedestrian-Scale Lighting	Peterson Memorial Drive	Peterson Memorial Drive end near CARD Community Center	Vallombrosa Ave
L144	Class I Shared-Use Path	Wall St	E 4th St	E 5th St

Note: While higher complexity projects require more time and funding to implement than lower complexity projects, they often represent critical connections for the community. Accordingly, they should be included for implementation focus in the short term, which may include further study and/or application for outside funding. Also note, projects highlighted in green are Downtown Chico projects that have been grouped together and are considered one project for planning purposes. Also note, all recommended projects may be upgraded or changed based on future studies or safety/operational needs. Additionally, all projects may be upgraded or changed based on future studies or safety/operational needs.

Table 18: Priority Recommendations - Low Complexity

ID	Type	Location	Start	End
L109*	Class II Buffered Bike Lane	W 4th St	Orange St	Main St
L110*	Class II Buffered Bike Lane	W 3rd St	Main St	Walnut St
L111*	Class II Buffered Bike Lane	E 3rd St	Pine St	Main St
L113*	Class II Buffered Bike Lane	E 4th St	Main St	Cypress St
L139	Class II Bike Lane	W 5th St	Chico River Rd	Broadway St
L45	Class II Buffered Bike Lane	Mangrove Ave	Pine Street/Cypress St	Cohasset Rd
L48	Class II Buffered Bike Lane with Green Paint	E 1st Ave - Longfellow Ave – Manzanita Ave – Marigold Ave	Esplanade	East Ave
L44	Class III Bike Boulevard	Neal Dow Ave	Hillview Way	E Lindo Ave

L12	Class II Buffered Bike Lane with Green Paint	W Sacramento Ave	Warner St	Esplanade
L146	Class III Bike Boulevard	Wall St	E 8th St	E 7th St
L147	Class III Bike Boulevard	Wall St	E 6th St	E 5th St
L148	Class III Bike Boulevard	Wall St	E 1st St	E 4th St
L214	Class III Bike Boulevard	North Ave	Lupin Ave	Manzanita Ave
L291	Class III Bike Boulevard	Salem St	W 20th St	W 9th St
L4	Class III Bike Route	Ceanothus Ave	East Ave	Connect to existing Class I Facility

**The City may alternatively consider the Class IV Bikeway facility type for these corridors in the future, pending feasibility review.*
Note: Projects highlighted in green are Downtown Chico projects that have been grouped together and are considered one project per grouping for planning purposes. Also note, all recommended projects may be upgraded or changed based on future studies or safety/operational needs.

Funding

A variety of existing transportation funding sources as well as those more specifically aligned with bicycle and pedestrian uses exist. Many are limited to new construction, though some may also offer funds for maintenance of existing facilities. Capital Projects for bicycle and pedestrian facilities are typically funded through a combination of sources and not one single source.

Local and Regional Programs

LOCAL TRANSPORTATION FUNDS – BICYCLES AND PEDESTRIANS

Chico is allocated Local Transportation Funds (LTF) from the County's Local Transportation Fund. The LTF is funded through a one quarter cent portion of the sales taxes collected in Butte County and proceeds are allocated to cities via a population-based formula. Two percent of this allocation is to be used for bicycle and pedestrian improvements, with the remainder to be spent on public transit services.

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

The Community Development Block Grant (CDBG) Program is a flexible federal funding program that provides communities with resources to address a wide range of unique community needs. These funds are provided through the U.S. Department of Housing and Urban Development (HUD). These funds are allocated to the City annually and can be used for capital projects that remove a barrier to accessibility.

State and Federal Programs

ACTIVE TRANSPORTATION PROGRAM (ATP)

The ATP was created by SB 99 to encourage increased use of active modes of transportation, such as walking and biking. ATP consolidated various transportation programs into a single program and was originally funded at about $123 million a year from a combination of state and federal funds. Senate Bill 1 (SB 1) directed an additional $100 million annually to the ATP (see SB 1 – Road Repair and Accountability Act, below). The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. Application cycles occur approximately every two years, typically in late spring or summer. Funding is awarded at both the state level though the Californian Transportation Commission (CTC) and at the regional level through BCAG.

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM (AHSC)

The Affordable Housing Sustainable Communities (AHSC) Program funds land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce GHG emissions. The program assists project areas by providing grants and/or loans, or any combination thereof, that will achieve GHG emissions reductions and benefit Disadvantaged Communities through increasing accessibility of affordable housing, employment centers, and key destinations via low-carbon transportation resulting in fewer vehicle miles traveled through shortened or reduced trip length or mode shift from single occupancy vehicle use to transit, bicycling, or walking. The three Project Area types include:

- Transit Oriented Development Project Areas
- Integrated Connectivity Project Areas
- Rural Innovation Project Areas

SB 1 – ROAD REPAIR AND ACCOUNTABILITY ACT

The "Road Repair and Accountability Act" of 2017 (SB 1) invests $54 billion over a decade to repair roads, improve traffic safety, and expand public transit systems across California, with funds split equally between state and local investments. SB 1 directs $100 million annually to the ATP to fund infrastructure projects, program implementation, and plan development to increase bicycling and walking. SB1 funds come to the City either directly or through one of several competitive programs. SB1 also created the Local Partnership Program (LPP), which continuously appropriates $200 million annually from the Road maintenance and Rehabilitation Account to local and regional transportation agencies that have sought and received voter approval of taxes or that have imposed fees, which taxes or fees are dedicated solely for transportation improvements, to improve active transportation, aging infrastructure, road conditions, and other benefits.

HIGHWAY SAFETY IMPROVEMENT PROGRAM

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

LOCAL HIGHWAY BRIDGE PROGRAM

The Local Highway Bridge Program (HBP) replaces or rehabilitates public highway bridges over waterways, other topographical barriers, other highways, or railroads when the State and the Federal Highway Administration (FHWA) determine that a bridge is significantly important and qualifies under the HBP program guidelines. Reimbursable scopes of work include replacement, rehabilitation, painting, scour countermeasures, and preventative maintenance activities.

SUSTAINABLE TRANSPORTATION PLANNING GRANTS

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or improving pilot projects. Communities are typically required to provide an 11.47 percent local match, with staff time or in-kind donations eligible to be used towards the match.

REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANTS

RAISE Grants are awarded on a competitive basis by the US Department of Transportation (USDOT) for investments in surface transportation infrastructure that will have a significant local or regional impact. RAISE Grant Funds were authorized under the Local and Regional Assistance Program in the Infrastructure Investment and Jobs Act, known as the Bipartisan Infrastructure Law (BIL). Eligible grantees include public or government agencies or authorities, units of local government, special purpose districts, transit agencies, federally recognized Indian Tribes, and multi-state or multijurisdictional groups of entities. The Federal share grant may fund up to 80 percent of the costs of projects located in an urban area and up to 100 percent of the costs of a project located in a rural area, a historically disadvantaged community, or an area of persistent poverty.

CONGESTION MANAGEMENT AND AIR QUALITY IMPROVEMENT PROGRAM

The Congestion Management and Air-Quality Improvement Program (CMAQ), with funding through the BIL, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and

improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

CARBON REDUCTION PROGRAM

The Carbon Reduction Program (CRP), established by the BIL, provides federal funding for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions from on-road highway sources. CRP funds may be used for transportation alternative projects including, but not limited to, the construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. CRP funding is apportioned to regions and local agencies based on population, using the 2020 U.S. Census. California's share of the CRP is $106,704,653.

SAFE STREETS AND ROADS FOR ALL (SS4A) GRANTS

The SS4A funding program was established following passage of BIL in 2021, with the first competitive application cycle commencing in 2022. Local government agencies may directly apply to the program, with funding being provided in three categories: Action Plans, Supplemental Planning, and Implementation Grants. Applications for all three categories must be focused on implementing complete streets which will ultimately reduce serious injuries and fatalities for roadway users. Action Plan grants fund development of a qualifying Plan to support complete streets and reduction of roadway fatalities/serious injuries. Supplemental Planning activities include follow-up efforts to further the existing Action Plans. Implementation Grants, which implement activities from existing action plans, including constructing roadway safety treatments, including systemic safety fixes, constructing complete streets facilities such as walking and bicycling facilities, and non-infrastructure program activities to support the infrastructure investments.

RECONNECTING COMMUNITIES PILOT PROGRAM (RCP) – PLANNING GRANTS AND CAPITAL CONSTRUCTION GRANTS

The BIL established the new Reconnecting Communities Pilot Program (RCP) discretionary grant program, funded with $1 billion over the next five years. This Federal program is dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Funding supports planning grants and capital construction grants, as well as technical assistance, to restore community connectivity through the removal, retrofit, mitigation, or replacement of eligible transportation infrastructure facilities, including active transportation improvements.

PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION (PROTECT) GRANTS

The BIL included $8.7 billion to create the PROTECT discretionary grant program with the purpose of helping local agencies improve the resiliency of their on-system transportation infrastructure. The program provides Federal funding to projects to help communities address vulnerabilities due to weather, natural disasters, and climate change. The program also provides funds to plan transportation improvements and emergency response strategies to address those vulnerabilities. Vulnerabilities the program addresses include, but are not limited to, current and future weather events, increasing frequency and magnitude of natural disasters, and changing climate conditions, including sea level rise. PROTECT grants include resilience improvement grants, community resilience and evacuation route grants, and at-risk coastal infrastructure grants.

The PROTECT program funds are distributed Federally and by formula and competitive grants.