ESPLANADE CORRIDOR STUDY

Workshop #3
City Council Meeting
April 5, 2016

CITY OF CHICO
INC. 1872

W-Trans

ESPLANADE CORRIDOR TIMELINE

Esplanade Timeline

1849	John Bidwell purchases "Rancho del Arroyo Chico."
1860	The City of Chico founded by John Bidwell.
1870	Arrival of the California and Oregon Railroad.
1872	City of Chico became incorporated .
1887	Establishment of the State Normal School, which later became California State University, Chico.
1898	**John Bidwell planted six rows of trees creating the public travel lanes for buggies, wagons, bicycles, and pedestrians.**
1904	**Northern Electric Railway (NERY) runs rail service along the east side of the Esplanade.**
1913	Dr. Newton Thomas Enloe opened the original Enloe Hospital on Hume Street in Chico.
1918	NERY goes out of business and reorganized as the Sacramento Northern Railroad (SNRR).
1920	**The Esplanade was still unpaved and was designated as US Highway 99E.**
1937	Dr. Enloe purchases parcel of land at 1531 The Esplanade where the hospital moved and still stands.
1947	SNRR ends passenger streetcar service.
Late 1950s	**Fred Davis and Earl Talken redesign The Esplanade, reconfigured from a two lane street bordered by side-streets, to a multiple-roadway boulevard.**
1960s	**The center two rows of trees were removed, the center roadway was widened, and traffic signals were installed and timed at 28 miles per hour.**
1965	**The Highway 99E freeway was completed. Traffic volumes on the Esplanade decrease.**
Mid 1970s	**The railroad tracks, which ran along the Esplanade, through downtown and along Park Avenue, were removed.**
1980	Enloe Hospital four-story addition was built with the main entrance moved to Magnolia Avenue.
1995	**The Esplanade was repaved with right-turn lanes installed where the rail bed had once been.**
2002	**The Esplanade was featured along with other great Boulevards from around the world in '*The Boulevard Book: History, Evolution, Design of Multiway Boulevards*' by Allan B. Jacobs, Professor emeritus from the University of California, Berkeley.**
2005	**Octavia Boulevard which stands on the right-of-way of the former Central Freeway, was completed in San Francisco and was modeled using the design of The Esplanade.**
2007-2010	The Enloe Hospital is expanded including a new expanded emergency department and a 742-space parking structure.
2015	**The *Esplanade Corridor Improvement Study* is initiated to identify strategies to improve the safety and operations of vehicles, bicycles, pedestrians, and transit along the corridor between Memorial Way and 11th Avenue.**


1898


1910


1920


1940


1947


1950


1960


1995

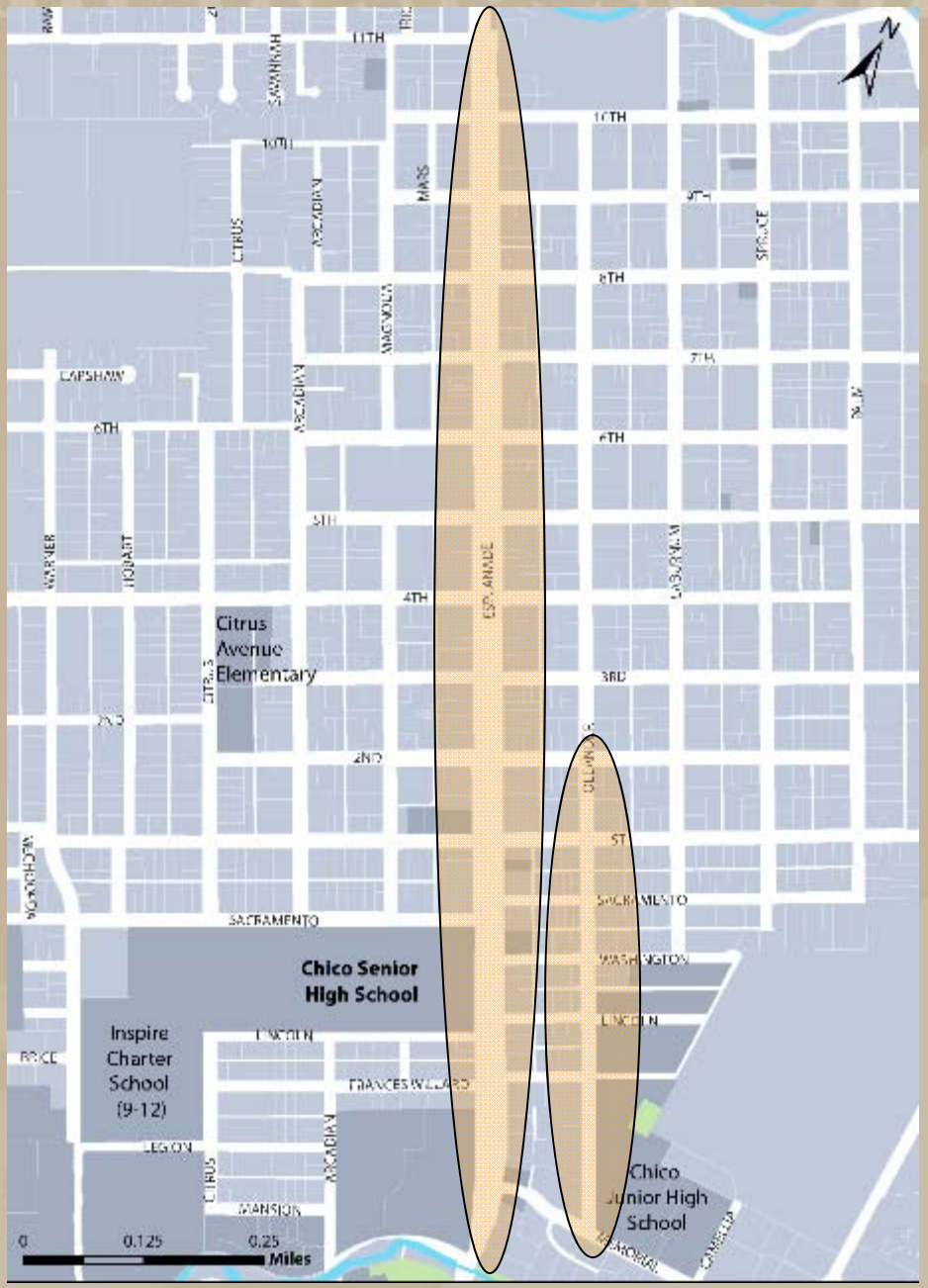

2002


2005


2015

Existing Deficiencies

ESPLANADE CORRIDOR IMPROVEMENT STUDY



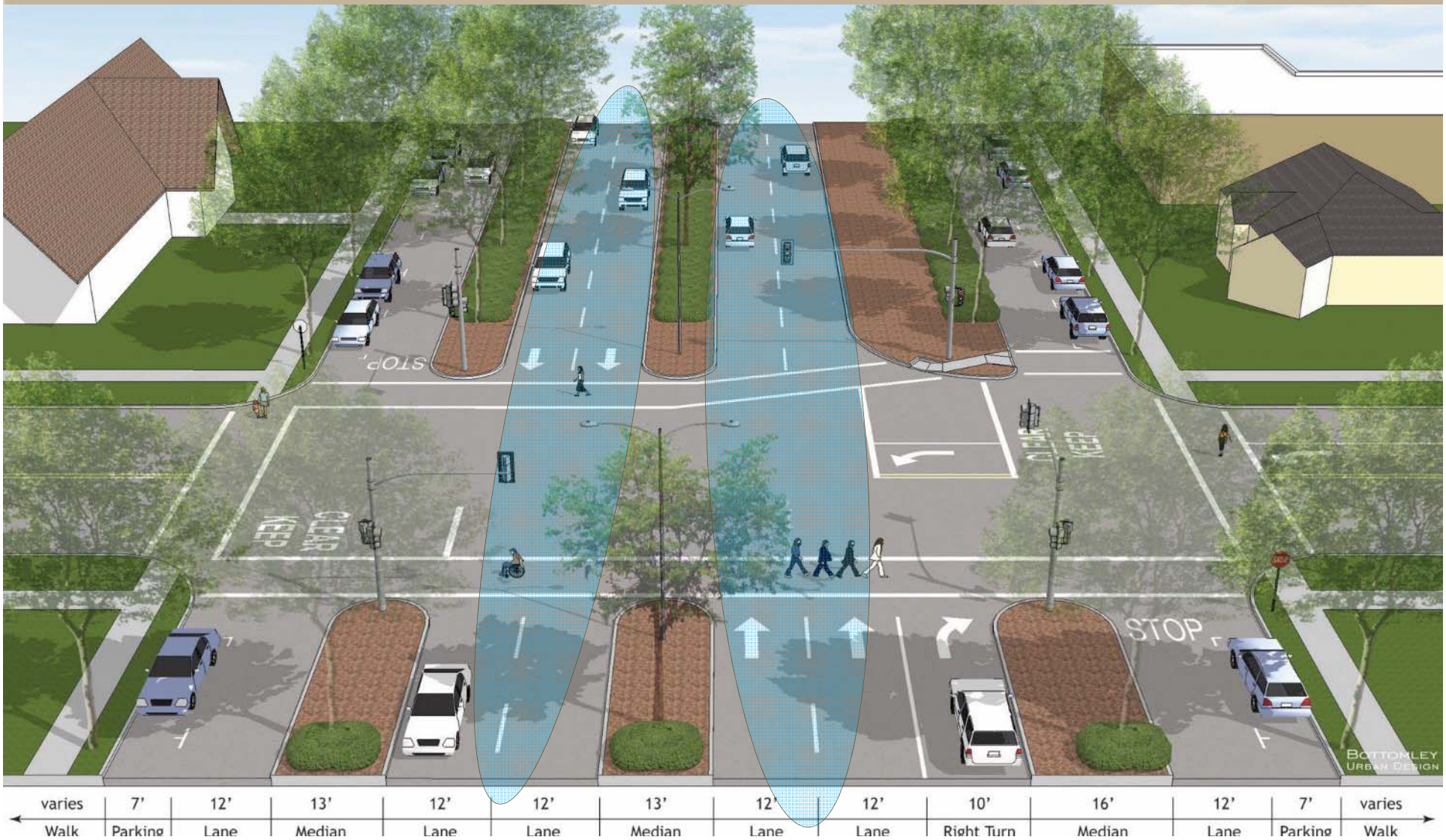
STAFF REPORT
ATTACHMENT B

Street Cross Section – Signalized Intersection

varies	7'	12'	13'	12'	12'	13'	12'	12'	10'	16'	12'	7'	varies
Walk	Parking	Lane	Median	Lane	Lane	Median	Lane	Lane	Right Turn	Median	Lane	Parking	Walk

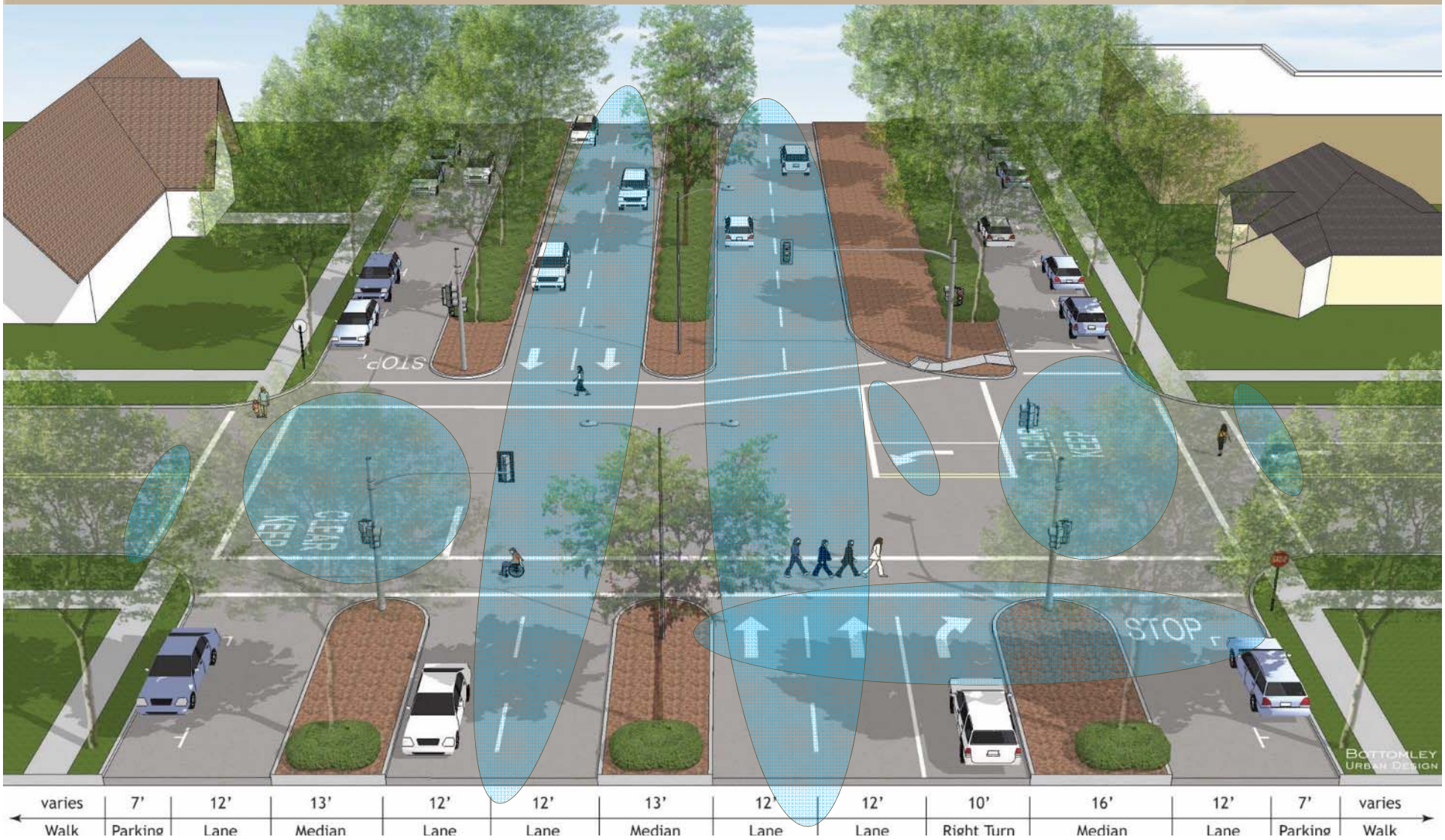
ESPLANADE CORRIDOR IMPROVEMENT STUDY

Street Cross Section – Signalized Intersection



ESPLANADE CORRIDOR IMPROVEMENT STUDY

Street Cross Section – Signalized Intersection



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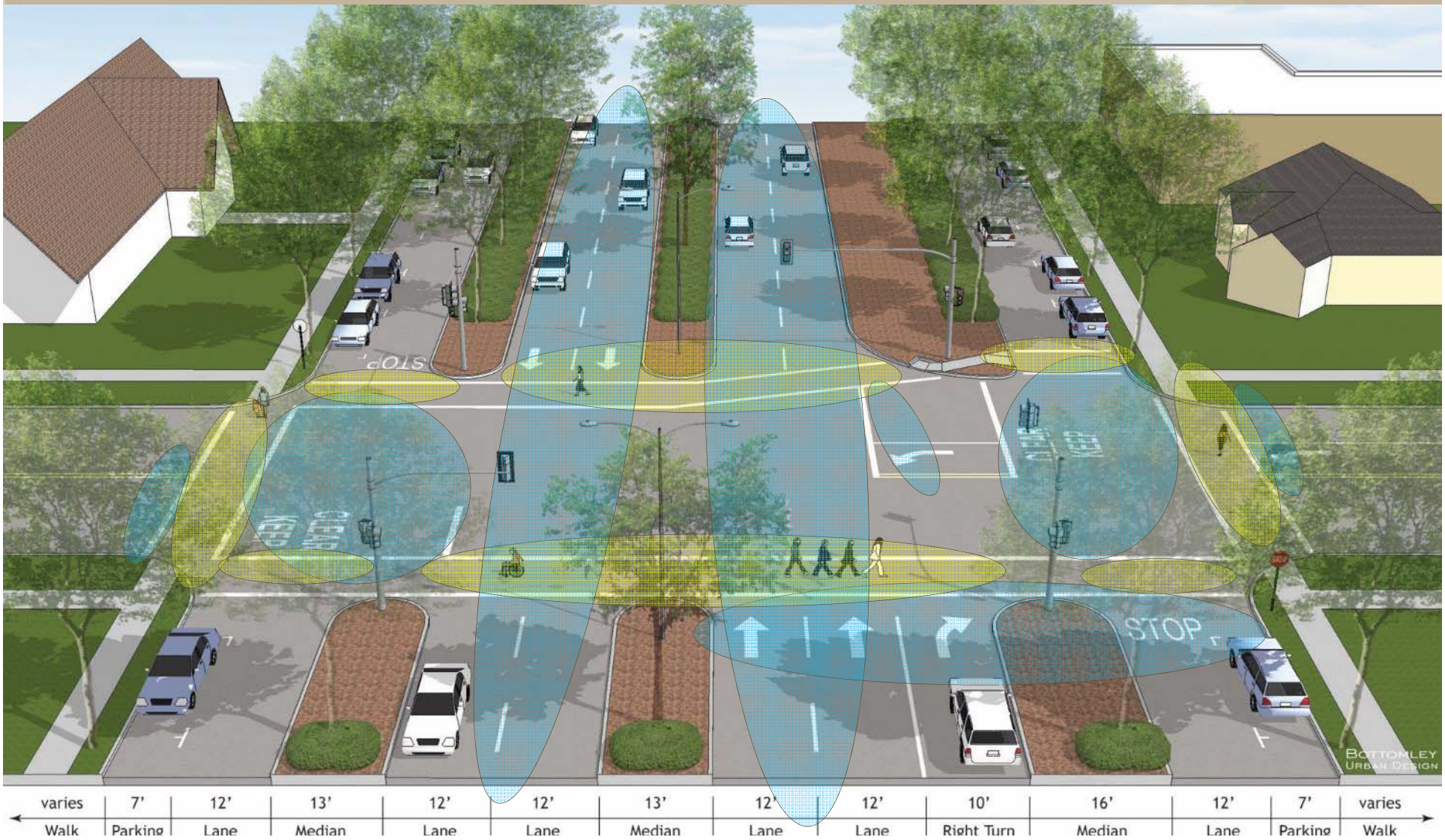

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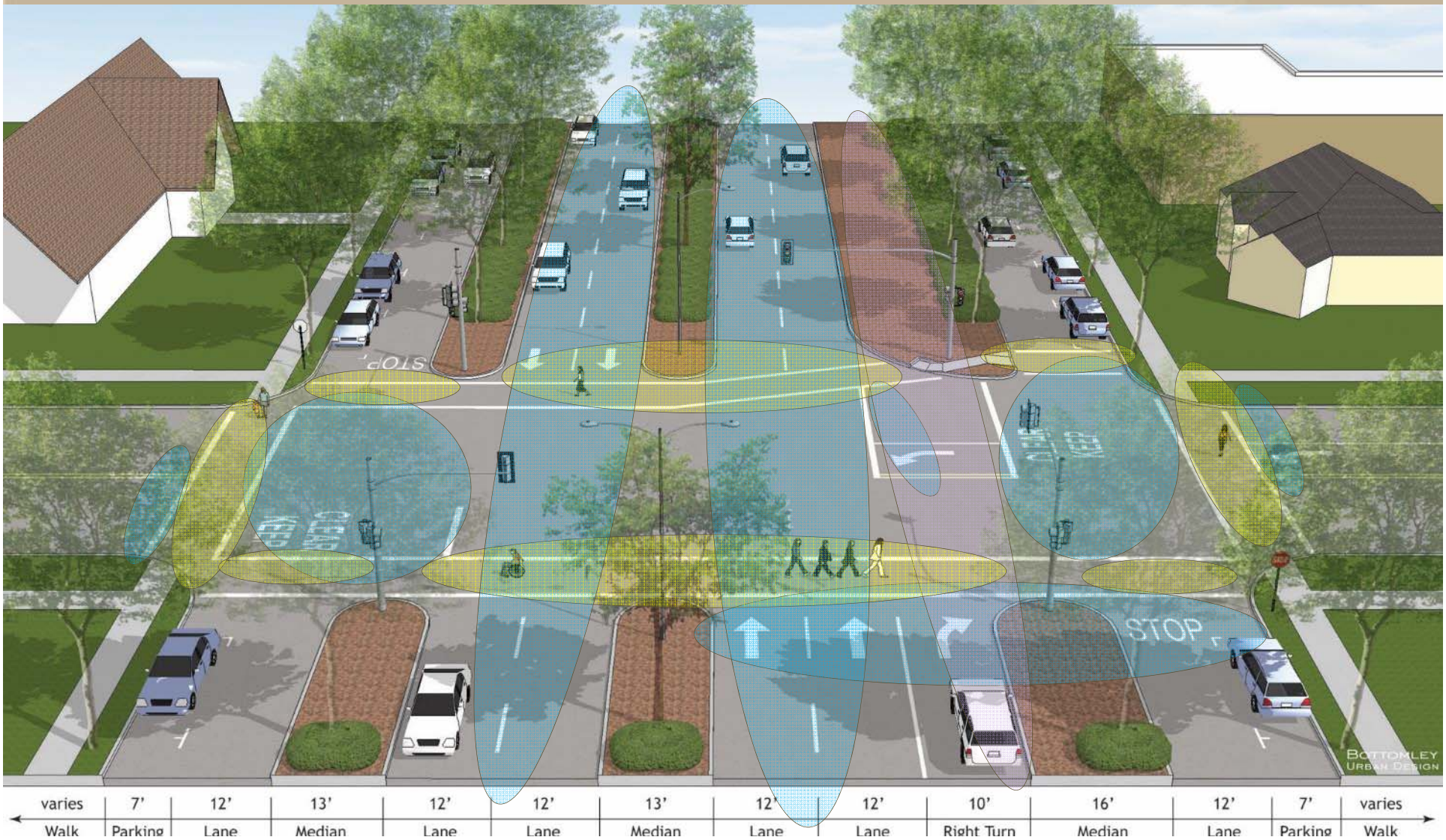

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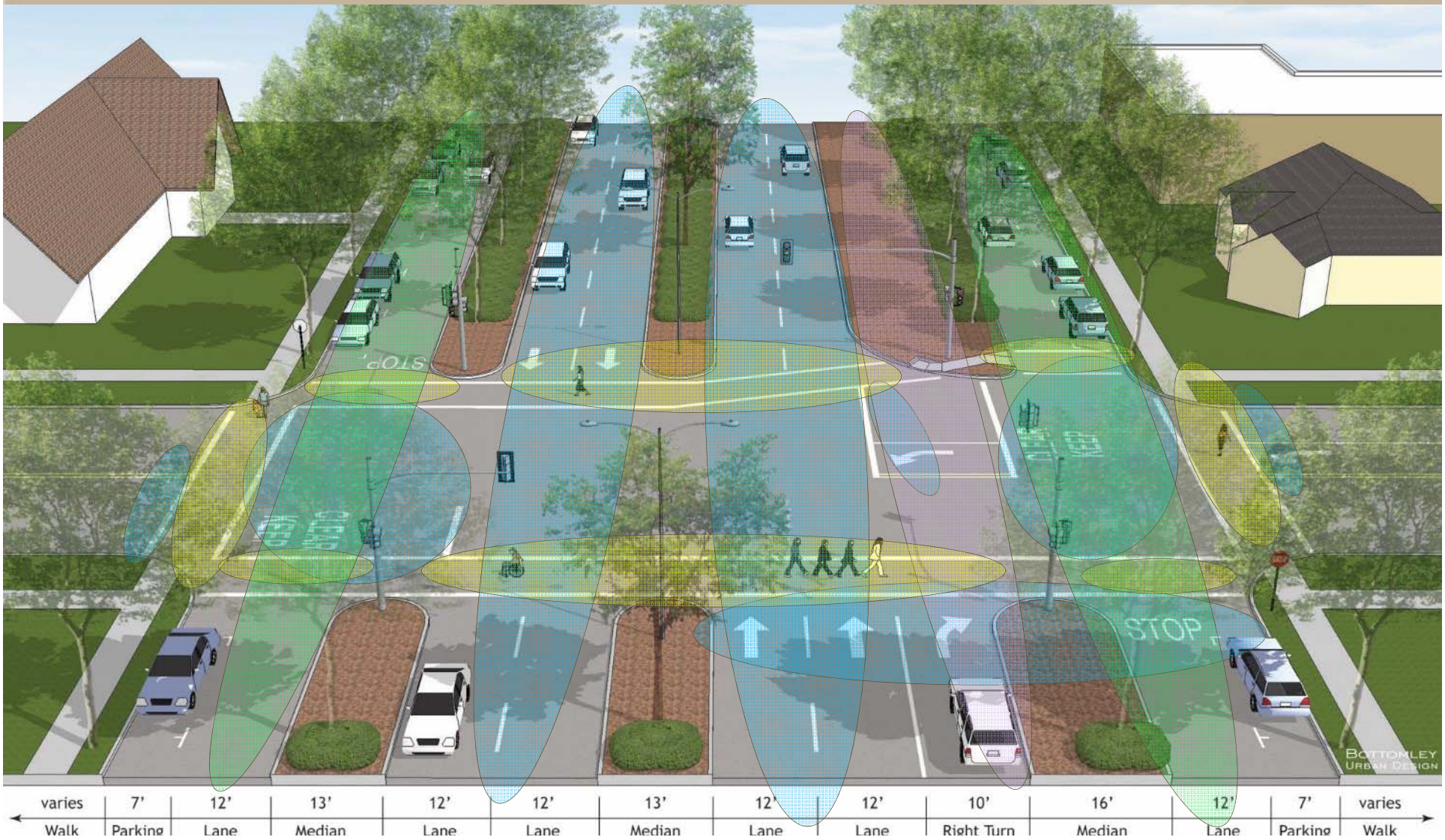

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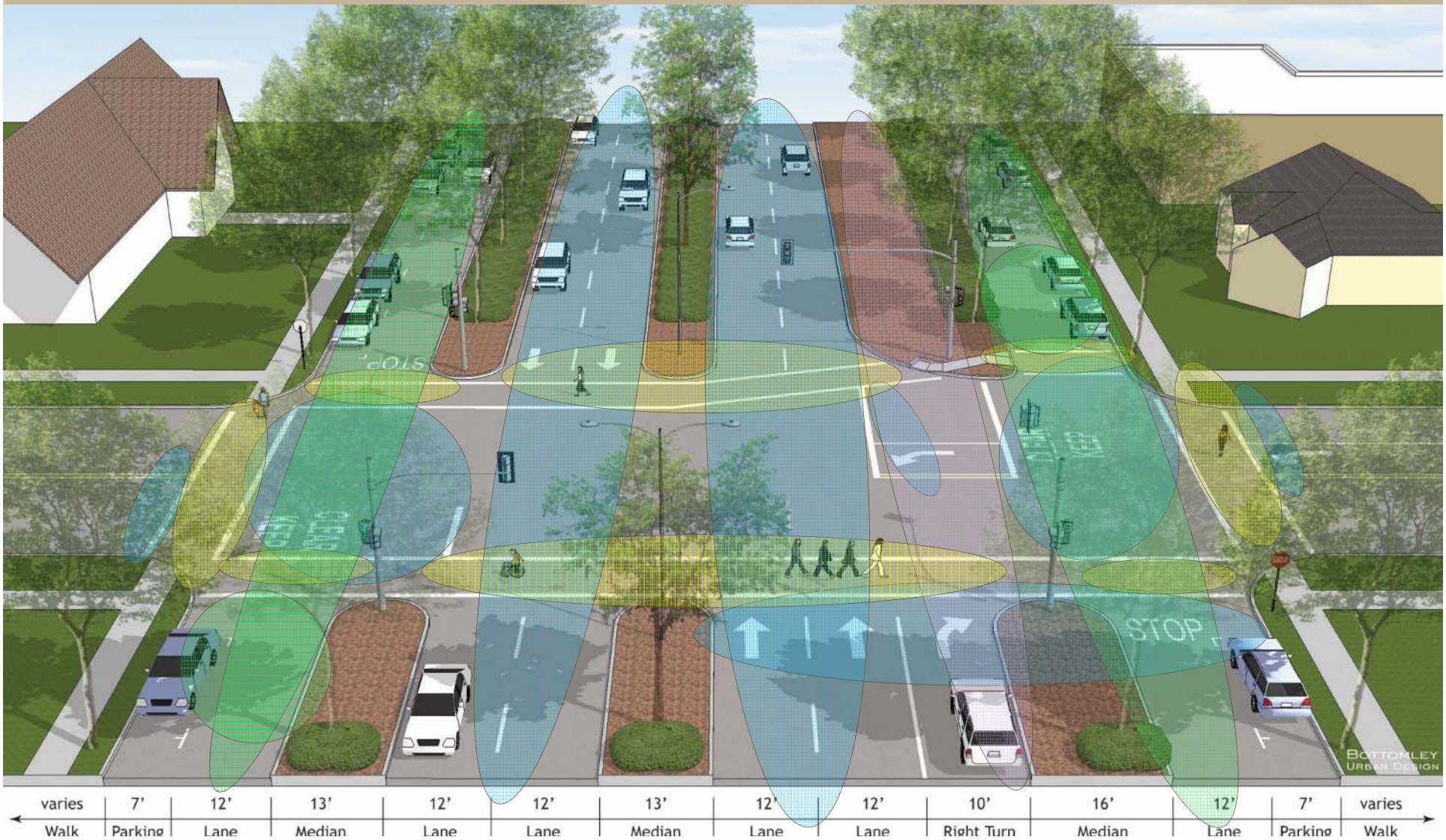
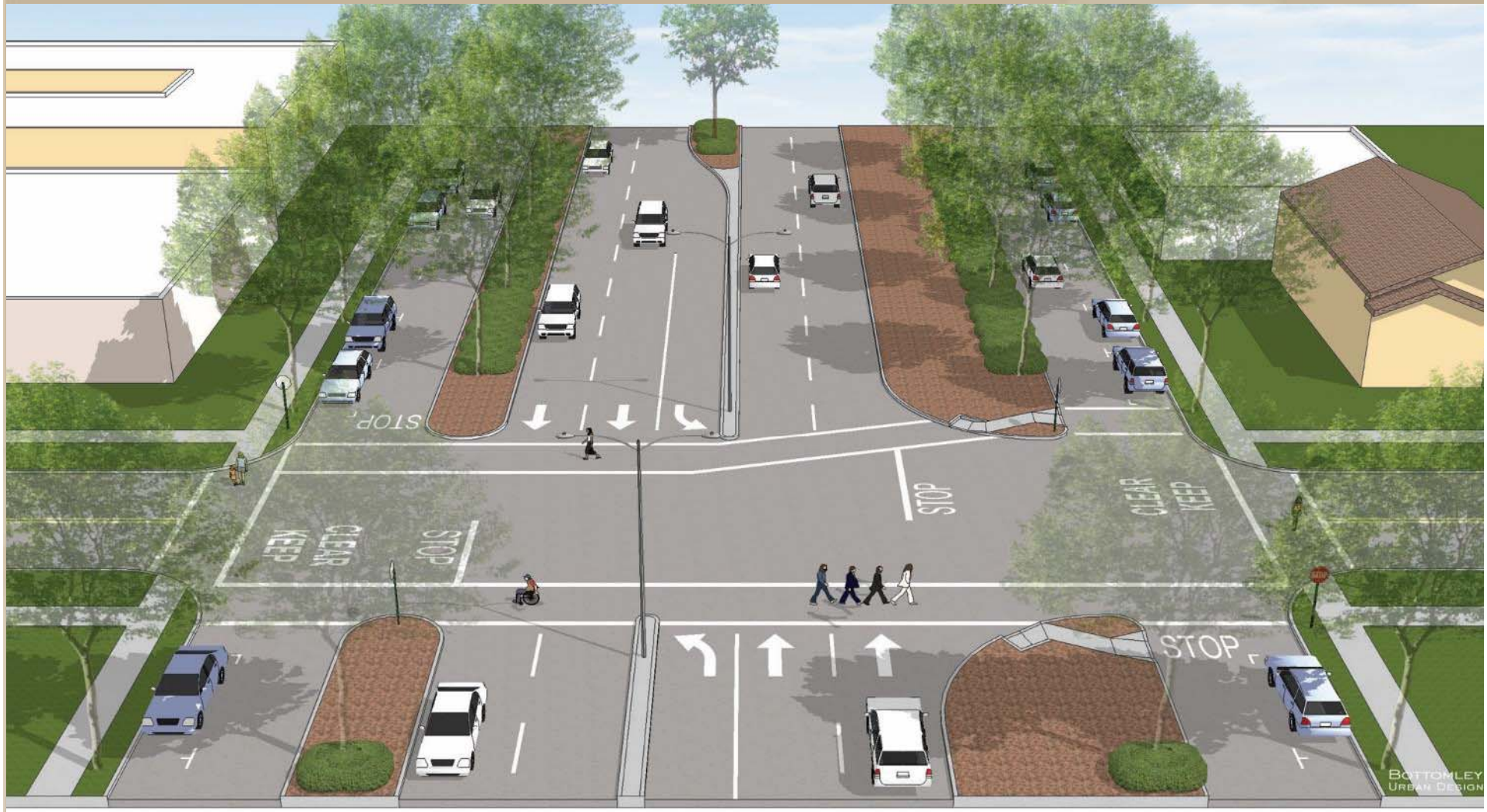
Street Cross Section – Signalized Intersection



STAFF REPORT
ATTACHMENT B

Street Cross Section – Unsignalized Intersection



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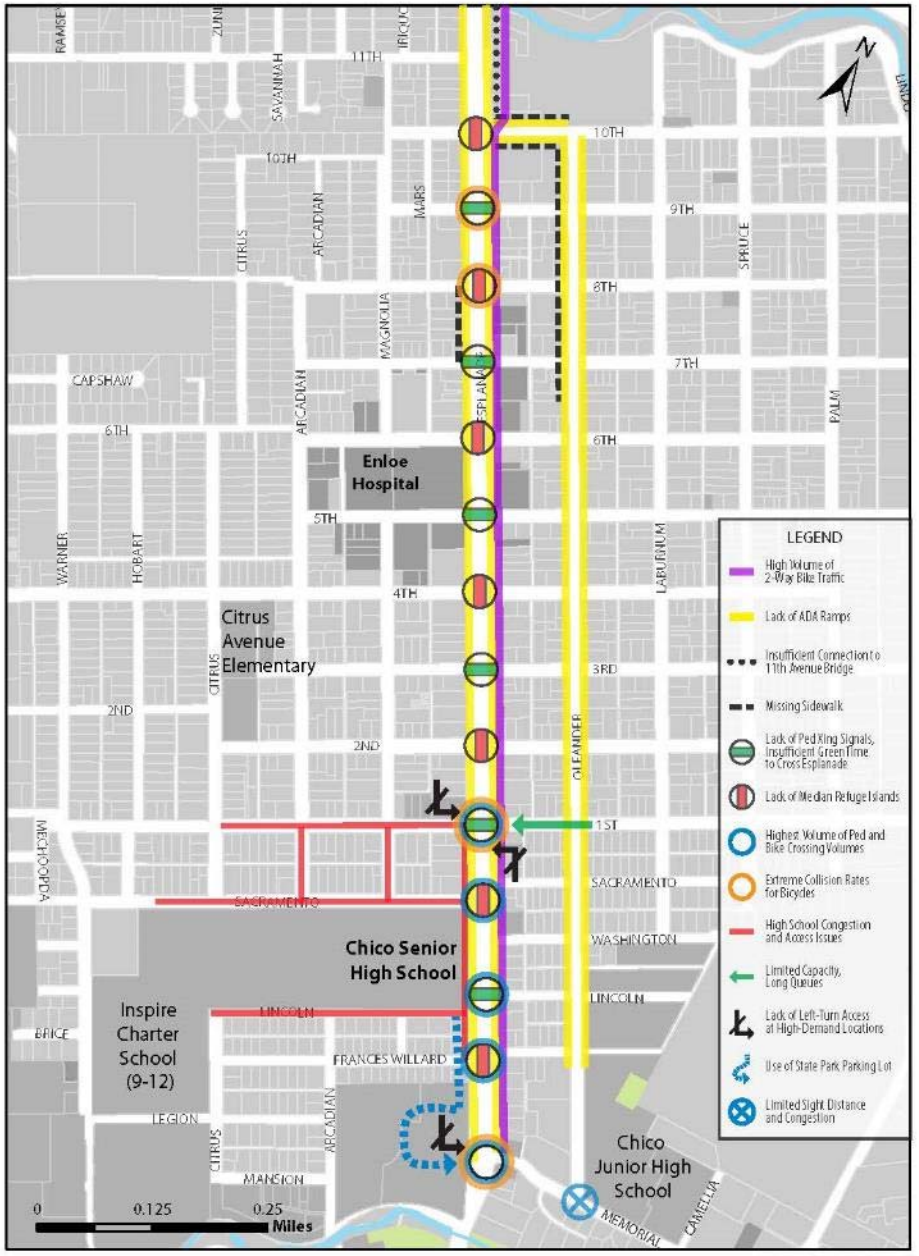
Walk	Parking	Lane	Median	Lane	Lane		Left Turn	Lane	Lane	Median	Lane	Parking	Walk

STAFF REPORT ATTACHMENT C



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Esplanade Corridor Study
Existing Deficiencies

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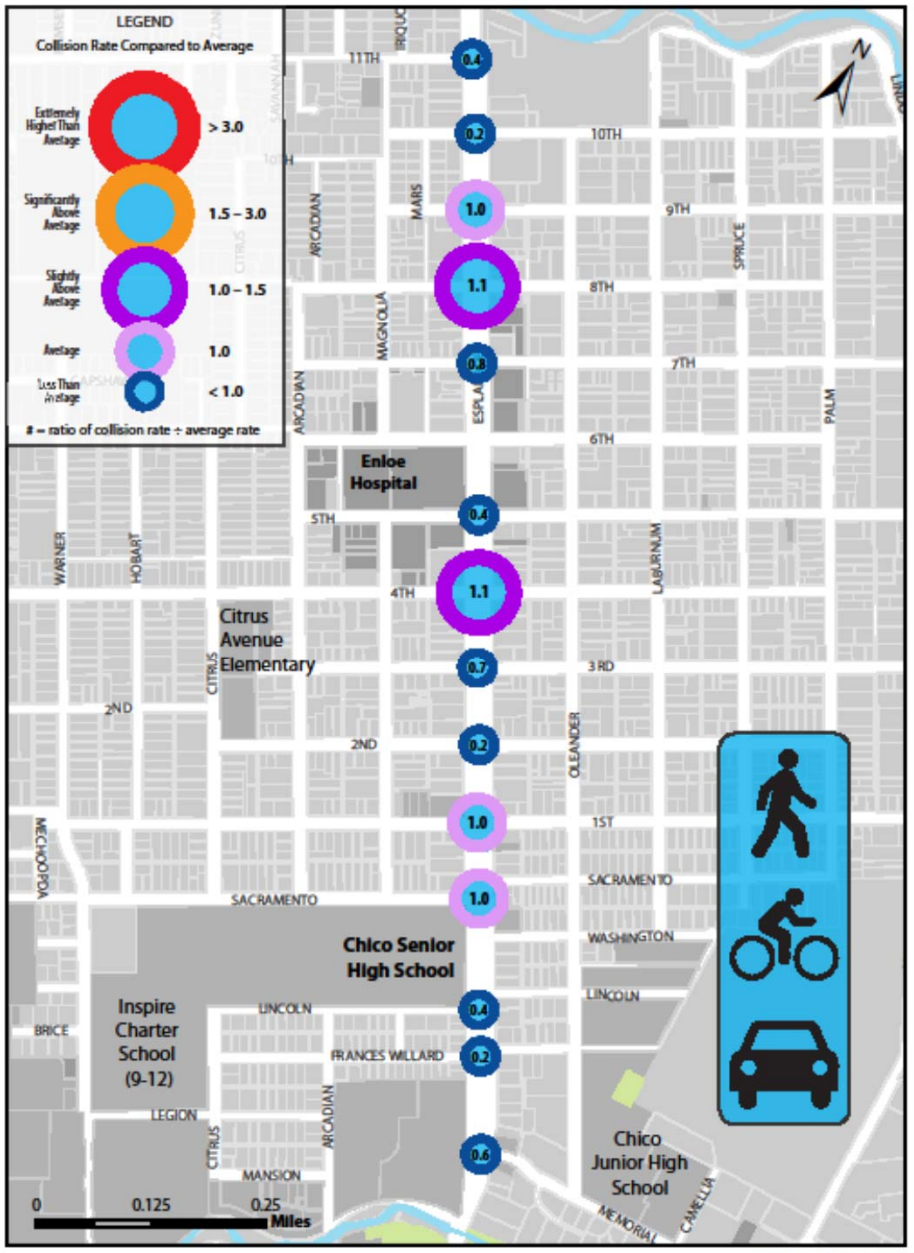
STAFF REPORT ATTACHMENT D



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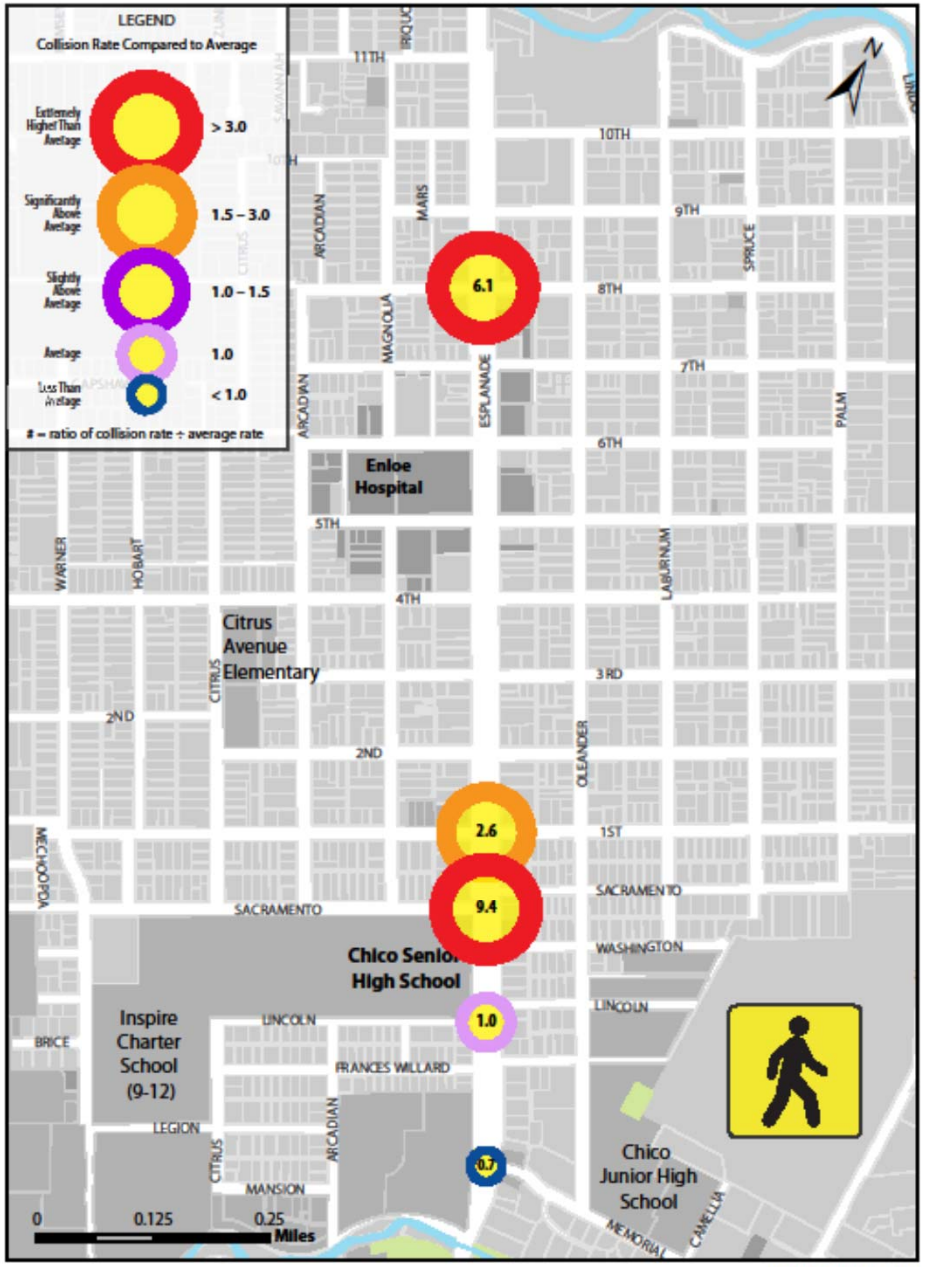
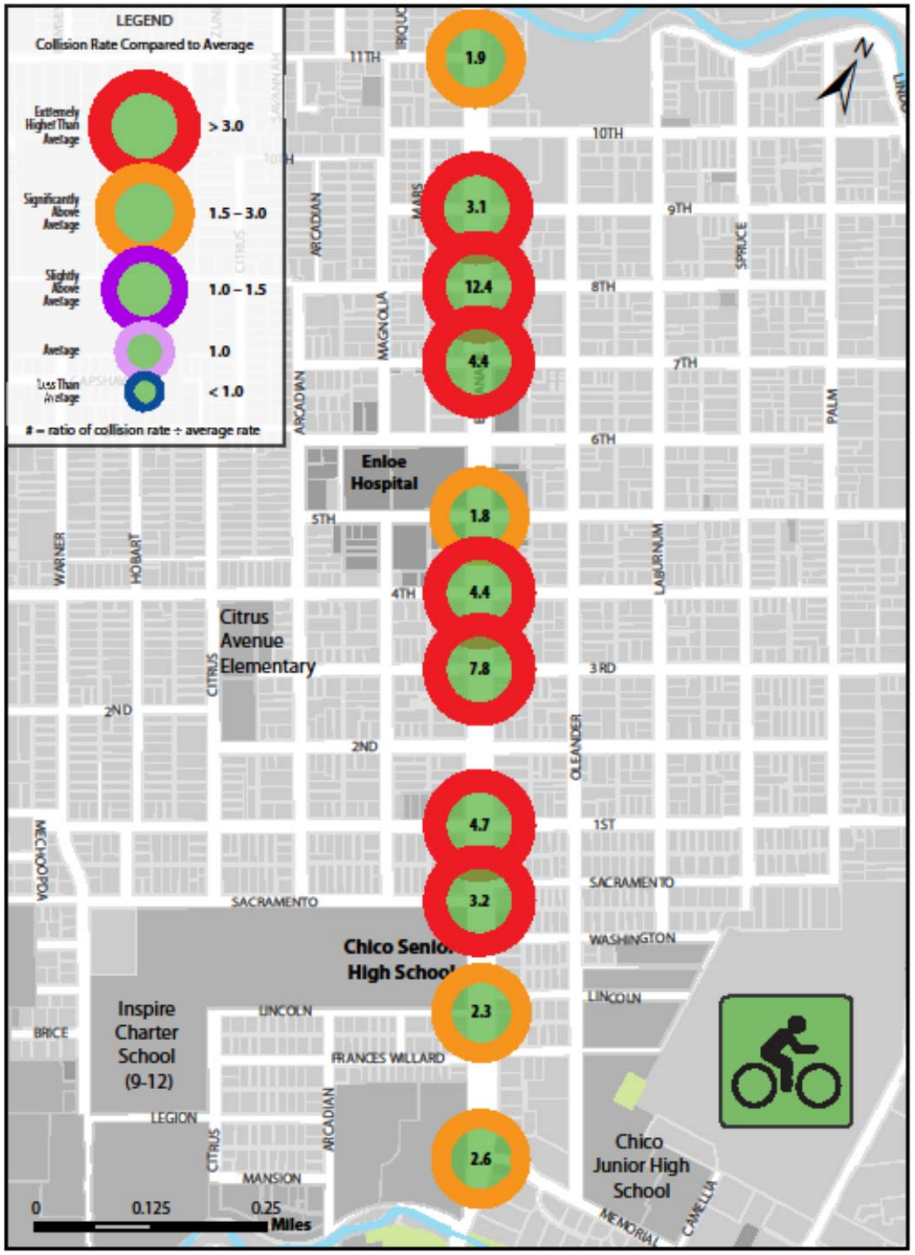


Esplanade Corridor Study
Pedestrian Collision Rates

STAFF REPORT ATTACHMENT D



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Esplanade Corridor Study
Bicycle Collision Rates

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- Vehicle Collision rate is very close to the expected rate for similar facilities.

- Better than expected pedestrian safety record even without adequate crossing timing. Pedestrian Collision hot spot at Esplanade/Sacramento Avenue.

- Approximately 5 times more likely to be in an accident if you are a bicyclist than if you are travelling in a vehicle.

Trips vs. Collisions

Mode	Daily Trip Volume		Collisions per Year	
	Trips	%	Collisions	%
Vehicle	21,343	94.3%	16	81.6%
Bicycle	812	**3.6%**	3	**15.3%**
Pedestrian	477	2.1%	0.6	3.1%
Total	22,632	100.0%	20	100%

Pedestrian Safety Concerns

- Existing traffic signals along corridor do not meet regulations in accordance with the Manual for Uniform Traffic Control Devices (MUTCD) for amount of time provided for pedestrians to cross the roadway. This is a significant safety issue that creates additional liability for the City.
- High volume of pedestrian crossings near the High School and moderate volume near the hospital.
- Absence of pedestrian crossing signals at signalized intersections.
- Highest concentration of reported accidents involving pedestrians near the High School.
- Absence of refuge medians at unsignalized intersections.
- Confusion as to vehicle-pedestrian right-of-way at intersections of E-W streets with frontage roads.

ADA Accessibility Issues

- 2006 FHWA letter recommending an update to ADA Transition Plan in accordance with Federal Regulations as outlined in 28 CFR Part 353.150.(d).
- The 2006 FHWA letter outlines Accessible pedestrian signal controls, referencing Section 4E.06 of the MUTCD that states if 'a particular signalized intersection presents difficulties for pedestrians who have visual disabilities to cross safely and effectively, an engineering study should be conducted that considers the safety and effectiveness for pedestrians in general, as well as the information needs of pedestrians with visual disabilities.'
- Lack of ADA accessible ramps and routes.
- Missing sidewalk sections on the Esplanade, on the west side between 7th Avenue and 8th Avenue, as well as along the west side of Oleander from 10th Avenue to 7th Avenue.
- Insufficient ramp and sidewalk connections to the 11th Street trail bridge.
- Sidewalk surface inconsistencies.

Lack of Bicycle Facilities and Safety Concerns

- Relatively high volume of bicycle use on the Esplanade frontage roads.
- High volume of two-way bicycle traffic on one-way frontage roads, especially on the east side.
- High rate of bicycle collisions on the Esplanade corridor with extremely high rates which are more than twice the average at 9 intersections (Memorial Way, Lincoln Avenue, Sacramento Avenue, 1st Avenue, 3rd Avenue, 4th Avenue, 7th Avenue, 8th Avenue, and 9th Avenue).
- Non-existent bicycle lanes, markings and bicycle circulation signage guidance.
- Non-existent and unclear bicycle connection between Esplanade and the 11th Avenue trail bridge.
- Recent bicycle fatality at Oleander Avenue/First Avenue.
- Driver confusion and vehicle-bicycle conflicts at intersections with frontage roads at east-west streets.

High School Area Congestion and Safety

- Very high volume of pedestrian crossings at Lincoln Avenue and Sacramento Avenue near the High School. Existing usage of the City of Chico Right-of-Way is occurring at high frequencies, without identified routes of travel. This creates significant liability for the City relating to Safety of the Public.
- Severe congestion and shortage of pick-up/drop-off facilities around Chico High School.
- No signalized intersection to assist left-turns from the High School onto the Esplanade.
- Poor vehicle circulation and access around Chico High School causing traffic infiltration around the neighborhood.

Esplanade to Memorial Avenue Accessibility

- Lack of left-turn access at Memorial Avenue causes traffic to seek other neighborhood routes to access Chico Jr. High School from southbound Esplanade.
- Lack of left-turn access at Memorial Avenue causes traffic to travel along the west side frontage road and into the State Park parking lot traffic circle to access eastbound Memorial Way.

State Parks Access and Use by the Public

- State Parks has officially requested to both the City Attorney's office, as well as Public Works Director, that the City modify the intersection of Esplanade/Memorial Way which would discourage vehicles from using their parking lot to access eastbound Memorial Way.

First Avenue Traffic Capacity

- Green time given to First Avenue traffic is the same as all other cross streets while the traffic volume is at least four time higher.
- Limited ‘green time’ at First Avenue results in restricted capacity and excessive queuing which generates driver frustration and tendency to access less than optimal signal gaps.
- Lack of left-turn access causes traffic to access First Avenue via other neighborhood streets including left-turn movements at less than optimal uncontrolled locations.
- Prevailing conditions have generated the highest traffic collisions on the corridor which exceed the expected accident experience.

Junior High School Area Access and Congestion

- Congestion and restricted driver sight distance at Memorial Way/Oleander Avenue intersection.
- Expanded student population will cause additional capacity pressure on the Memorial Way/Oleander Avenue intersection during school hours.

General Vehicle Guidance and Confusion

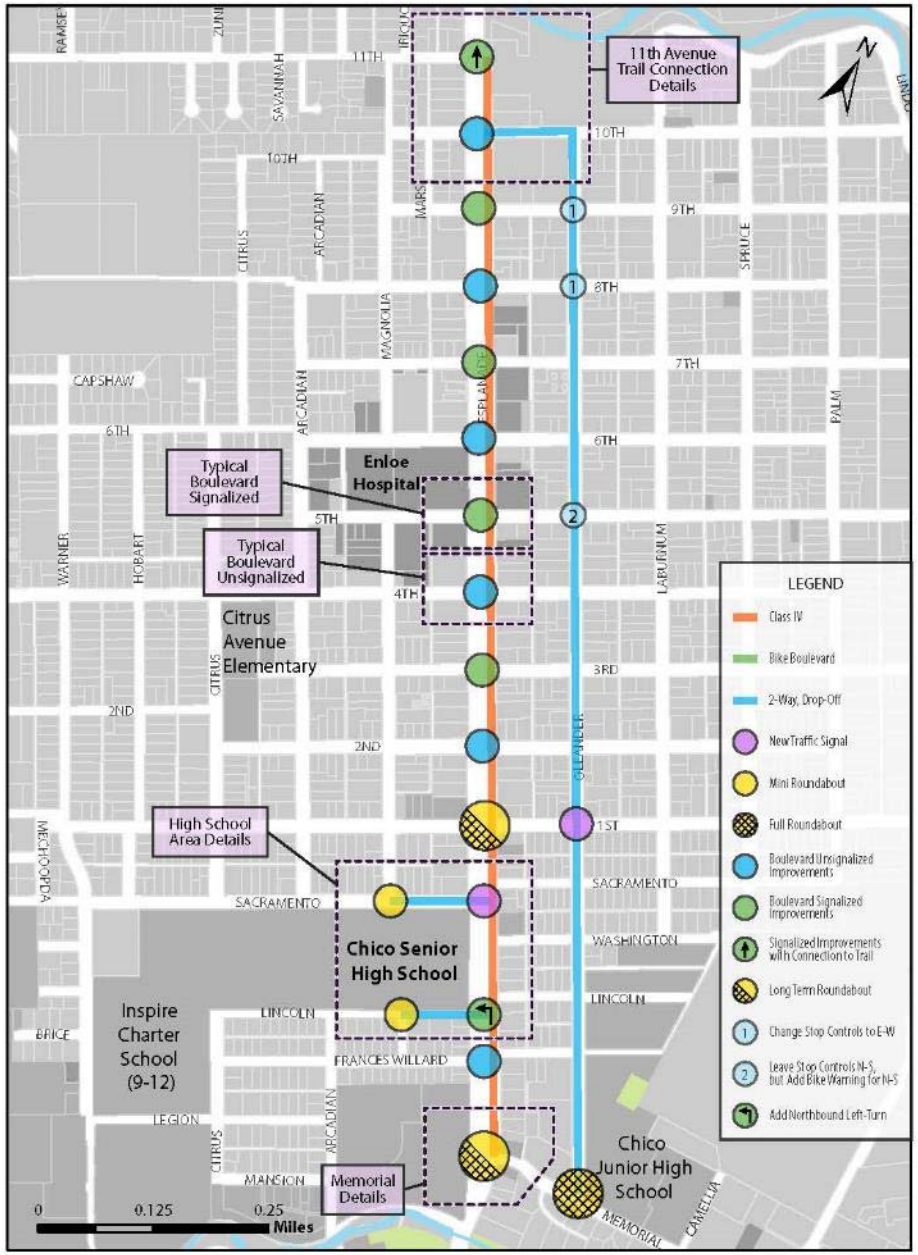
- Lack of pavement markings and signage results in confusion between drivers, pedestrians and bicycles on right-of-way priority at frontage road intersections with east-west streets.
- Low hedge landscaping along the corridor restricts driver sight distance at frontage road intersections.

Recommendations

FACTORS IN DETERMINING RECOMMENDATIONS

- Comments from the Council
- Input from key stakeholders in the corridor
- The public through the public process
- On-line surveys
- Need to meet traffic engineering standard practices and state guidelines
- Traffic Engineering analysis
- Collision history review
- Input from City staff
- Experience of the consulting team

STAFF REPORT ATTACHMENT A



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Esplanade Corridor Study
Overall Recommendations

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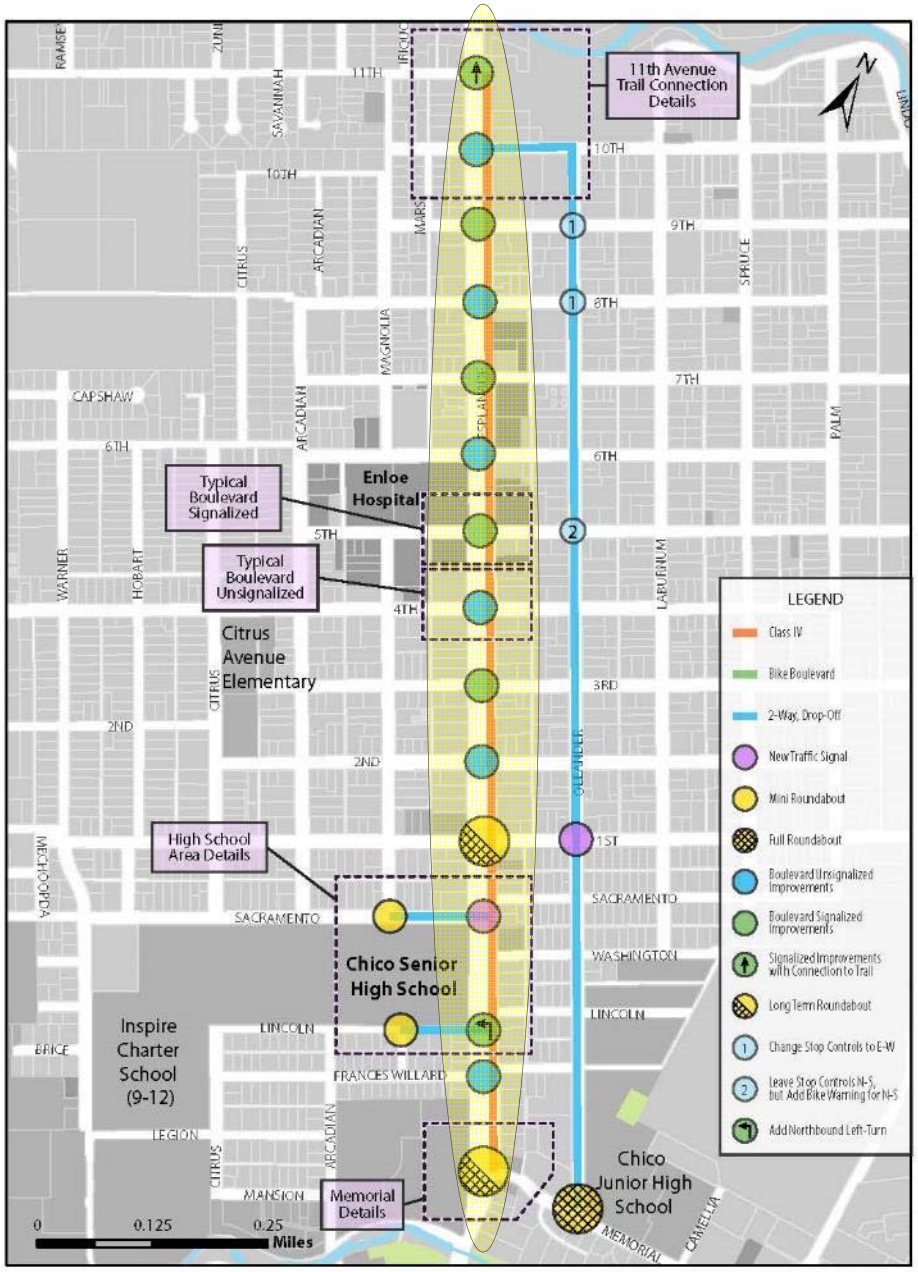
1. Pedestrian Crossing Recommendations



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Esplanade Corridor Study
Overall Recommendations

W-Trans


W. Lincoln

STAFF REPORT ATTACHMENT A

Pedestrian Recommendations

a) New pedestrian countdown crossing signal heads and pedestrian push button activation at all existing traffic signals on the Esplande with sufficient crossing timing which meets Federal guidelines.

b) Vehicle detection on all approaches replacing timed signalization with an on-demand detection system.

c) Adequate pedestrian crossing refuge islands at unsignalized intersections on the Esplanade.

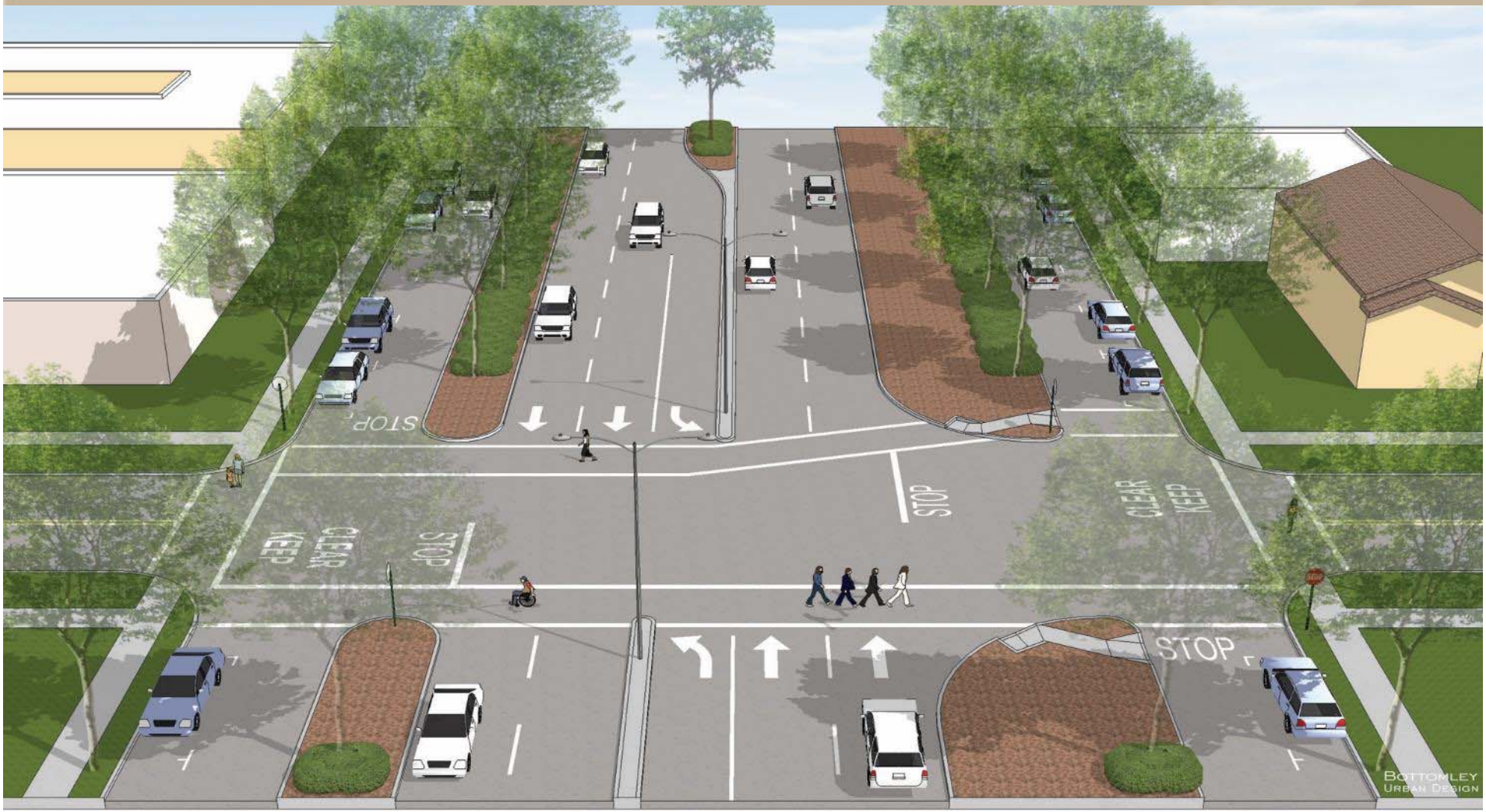
d) Consistently marked pedestrian crosswalks at all crossing locations.

e) Enhanced signal timing plan to respond to vehicles, bikes and pedestrian needs.

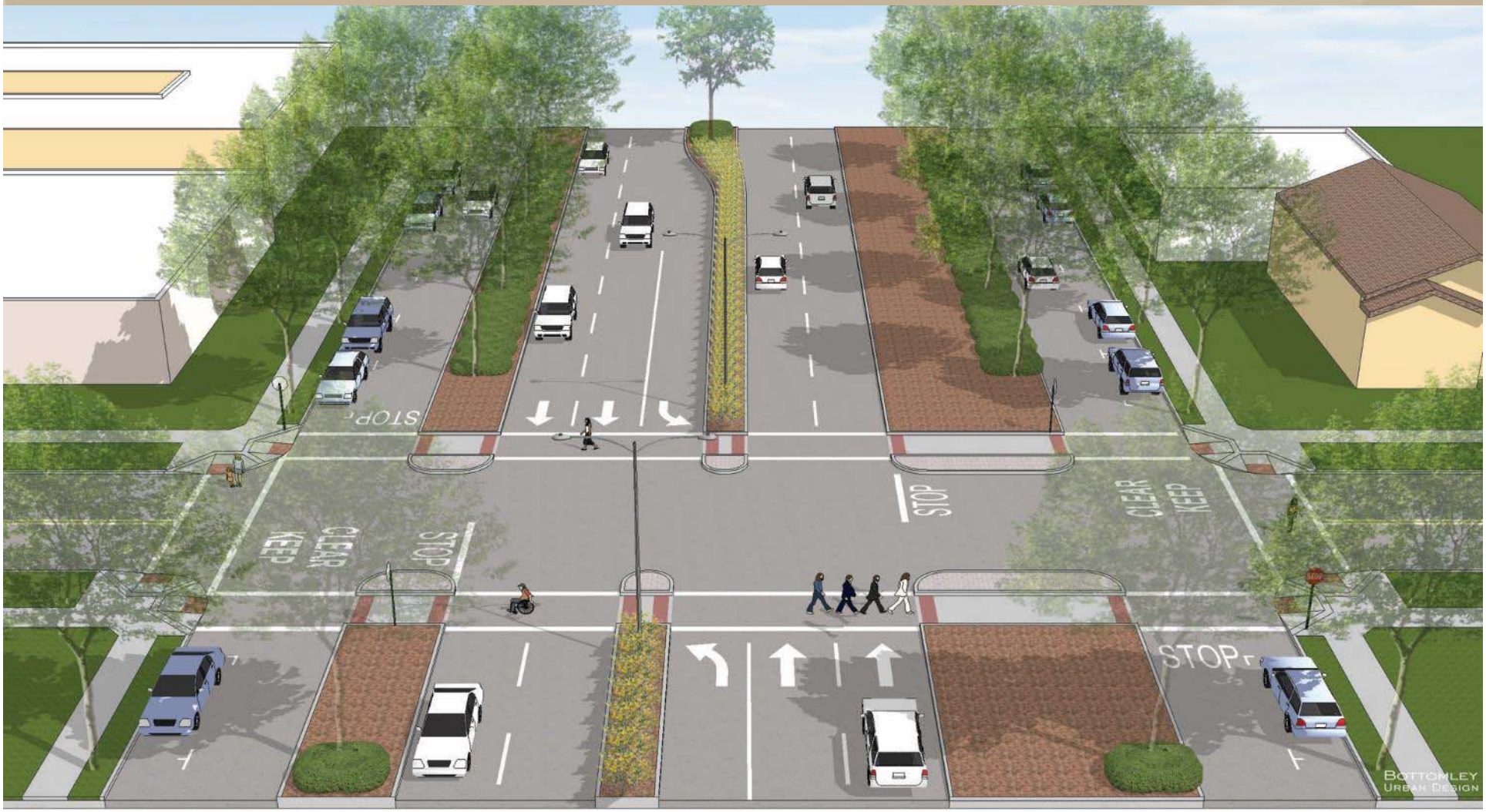
f) Off-Peak signal timing plan to simulate existing 28-mph free flow.

varies	7’	12’	13’	12’	12’	13’	12’	12’	10’	16’	12’	7’	varies
Walk	Parking	Lane	Median	Lane	Lane	Median	Lane	Lane	Right Turn	Median	Lane	Parking	Walk

varies	7’	12’	13’	12’	12’	13’	12’	12’	10’	16’	12’	7’	varies
Walk	Parking	Lane	Median	Lane	Lane	Median	Lane	Lane	Right Turn	Median	Lane	Parking	Walk



varies	7’	12’	13’	12’	12’	3’	10’	12’	12’	28’	12’	7’	varies
Walk	Parking	Lane	Median	Lane	Lane		Left Turn	Lane	Lane	Median	Lane	Parking	Walk



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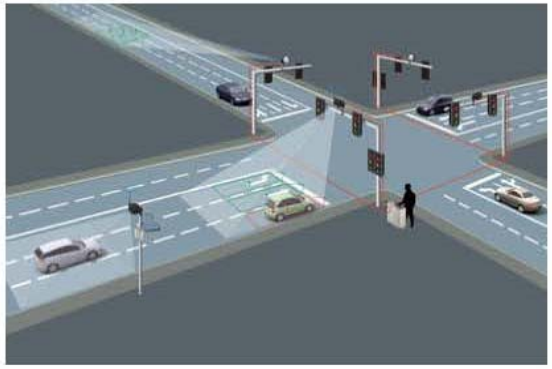
Walk	Parking	Lane	Median	Lane	Lane		Left Turn	Lane	Lane	Median	Lane	Parking	Walk

STAFF REPORT
ATTACHMENT E

ADA Curb Ramp

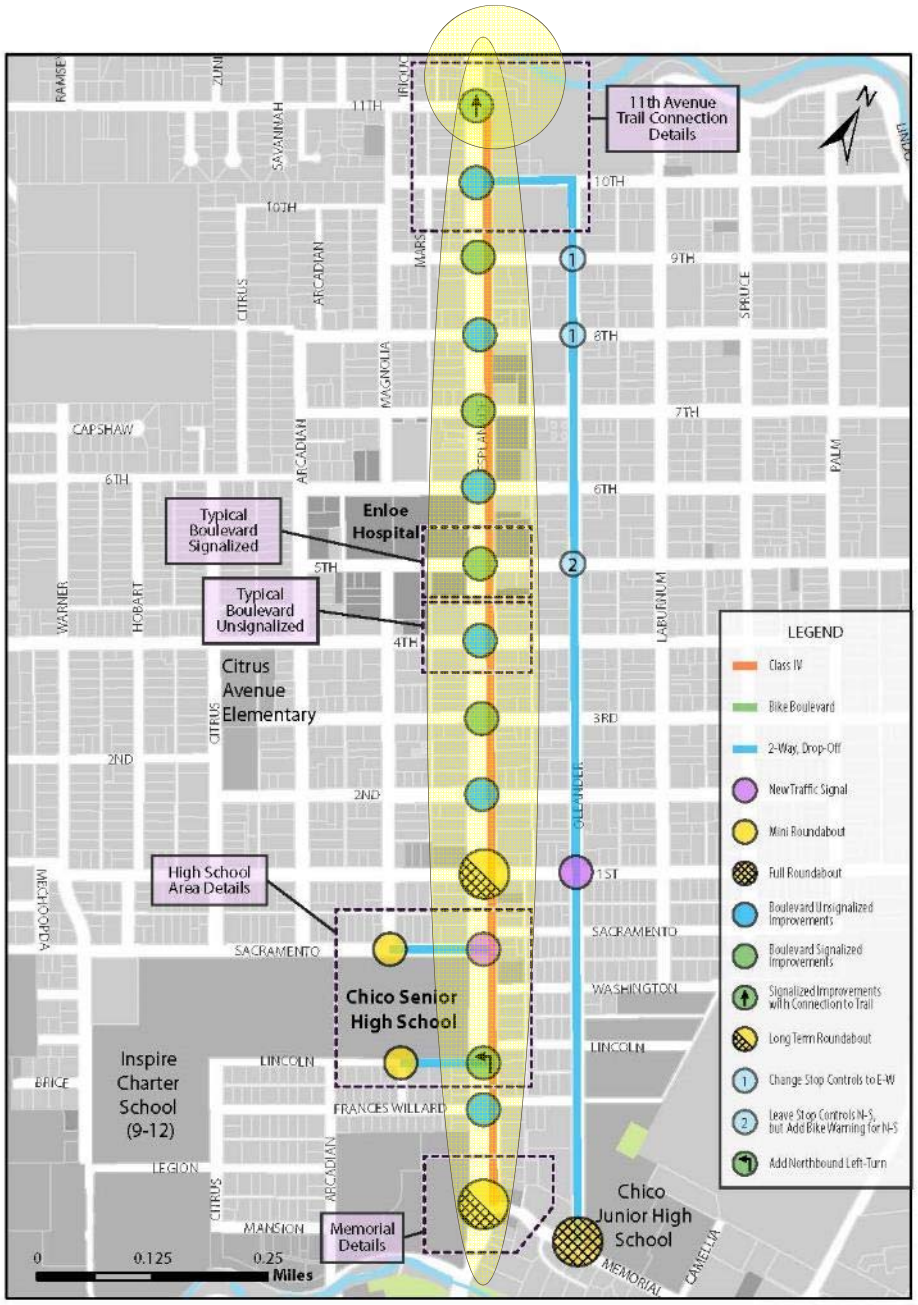
Pedestrian
Signal Heads

Pedestrian
Push Buttons



Vehicle Detection

2. ADA Accessibility Recommendations



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Esplanade Corridor Study
Overall Recommendations

W-Trans

STAFF REPORT
ATTACHMENT A

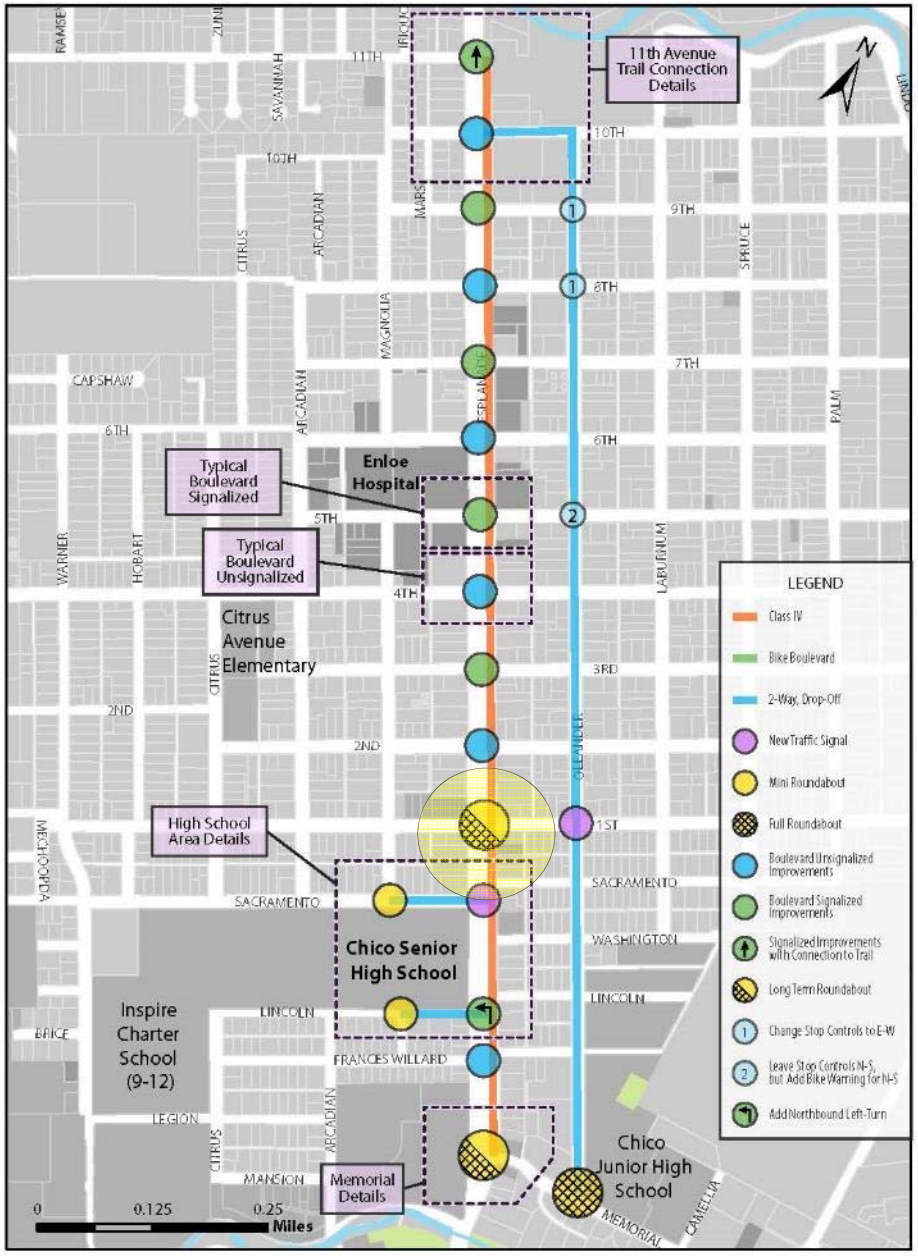
ADA Recommendations

a) Improved trail connection to the 11th Avenue trail bridge with adequate walkway and ramps, as well as accessibility off of the Lindo Channel bridge on both the West and East sides.

b) ADA acceptable curb ramps at all crosswalk locations.

c) Sidewalk plan to provide missing sidewalks and reconstruct uneven sidewalk surfaces.

3. 1st Avenue Capacity Recommendations



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Esplanade Corridor Study
Overall Recommendations

W-Trans

First Avenue Recommendations

a) New roundabout at Esplanade/1st Avenue with full four-way access as a long term mitigation.

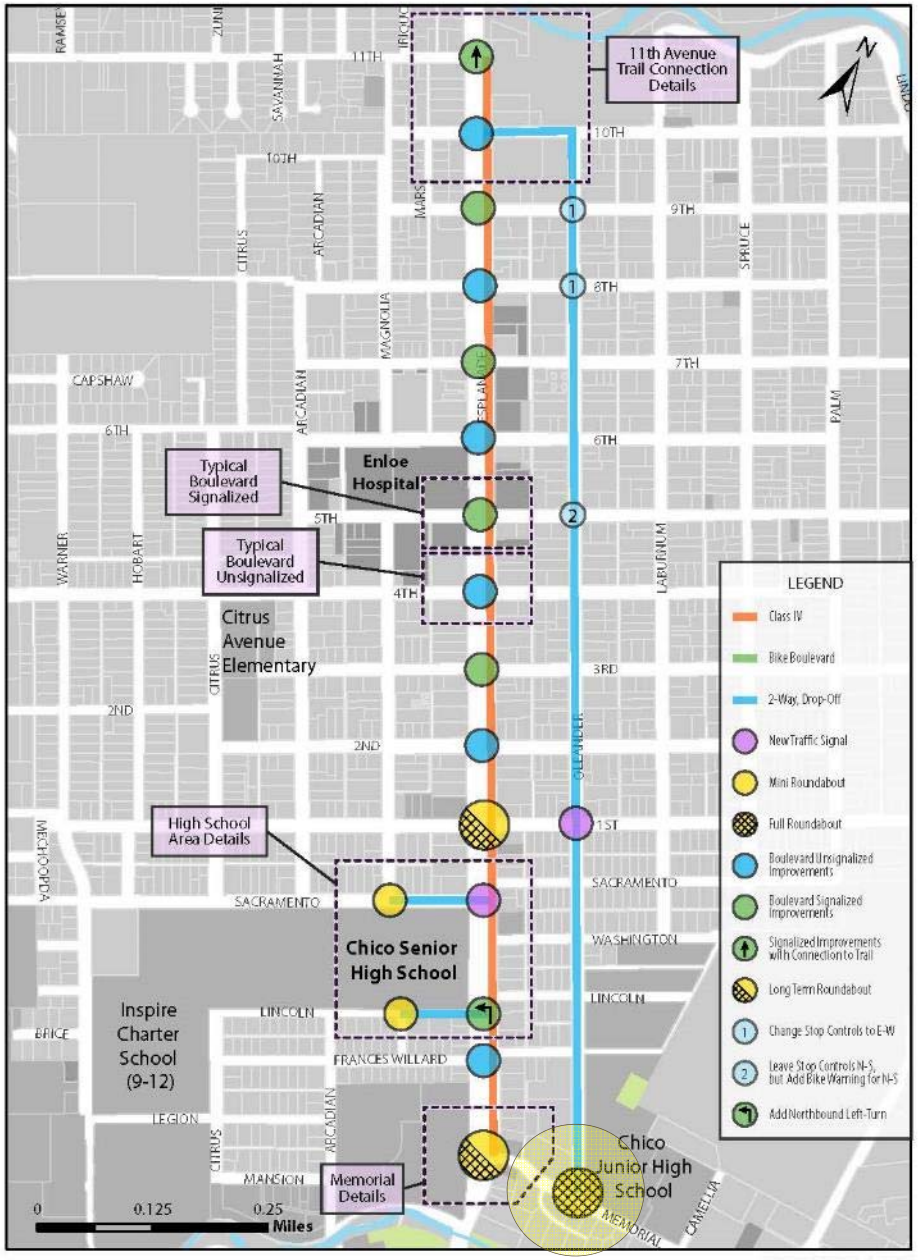
b) Updated signal timing plan to accommodate higher volumes on First Avenue.


Esplanade
First Avenue

STAFF REPORT
ATTACHMENT I

varies	13’	14’	13’	14’	13’	varies
Walk / Bike	Lane	Lane	Median	Lane	Lane	Walk / Bike

4. Junior High School Area Access Recommendations



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Esplanade Corridor Study
Overall Recommendations

W-Trans

- Memorial/Oleander

STAFF REPORT
ATTACHMENT A

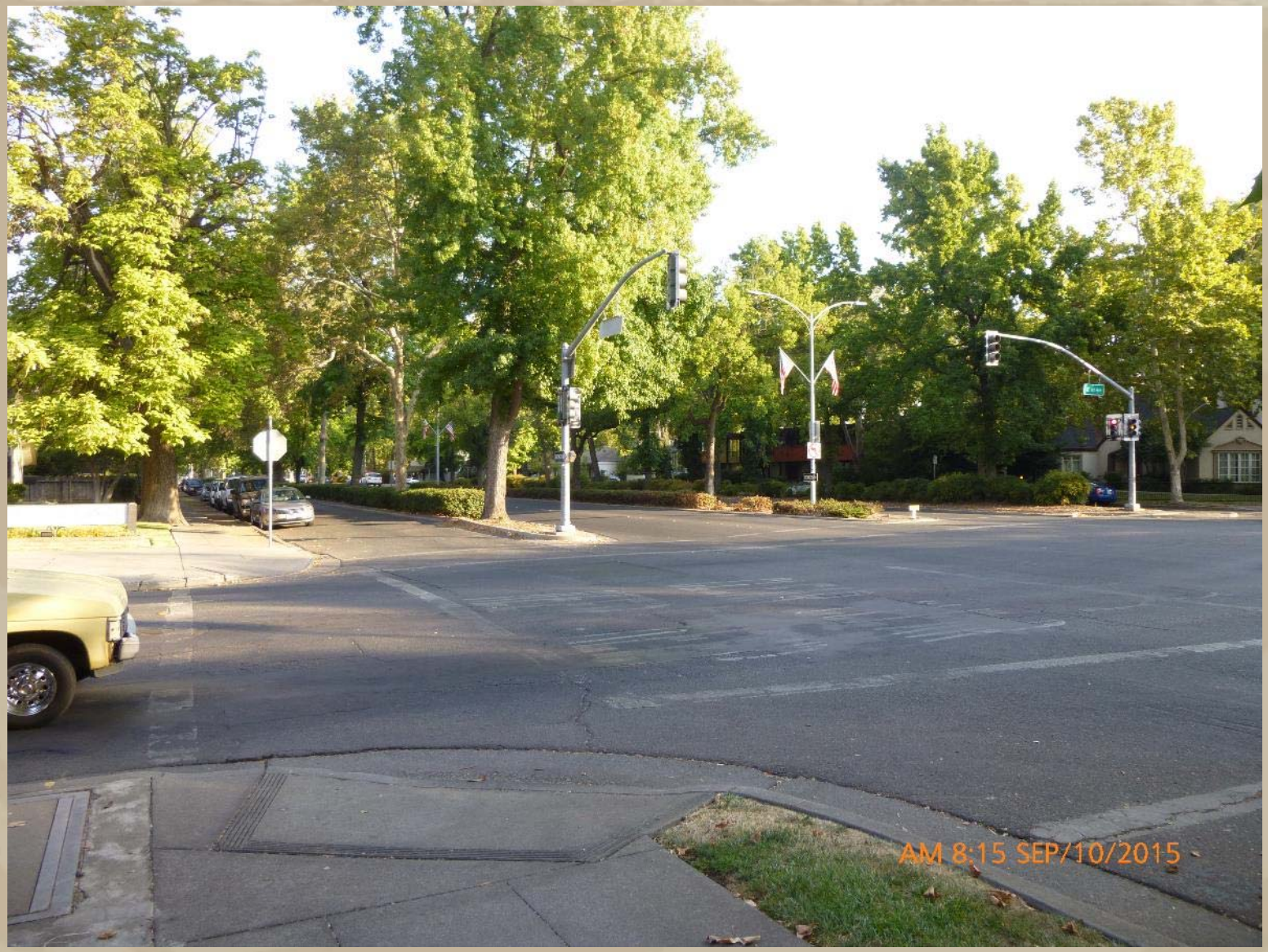
Junior High School Recommendations

a) New single-lane roundabout at Memorial Way/Oleander Avenue near Chico Jr. High School.

b) Suggested future Safe Routes to School assessment to evaluate the campus safety more fully.


W Kennewick Ave

5. General Vehicle Guidance and Convenience
6. Other Amenities Recommendations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STAFF REPORT
ATTACHMENT A

General Vehicle Guidance Recommendations

a) Clear and consistent pavement markings at frontage road intersection areas.

b) Creation of the shared space area at crossings of the E-W streets and frontage roads.

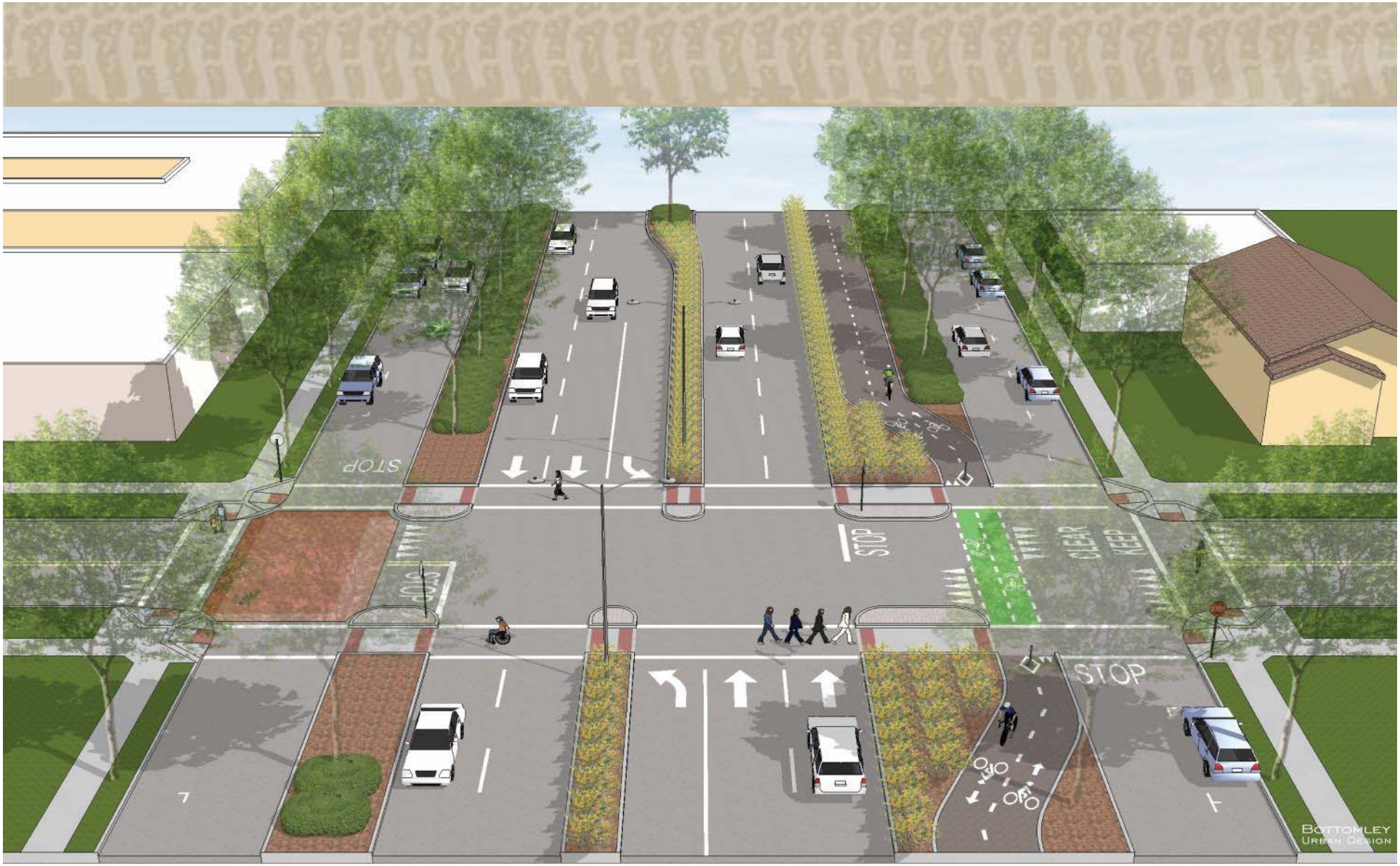
c) Vehicle detection at all approaches of signalized intersections.

d) Traffic signal indications guiding cross traffic to stop "outside" of the frontage road.

Other Amenities Recommendations

a) Recommendation for a future Landscaping Plan to eliminate visual obstructions and upgrade all landscaping as appropriate.

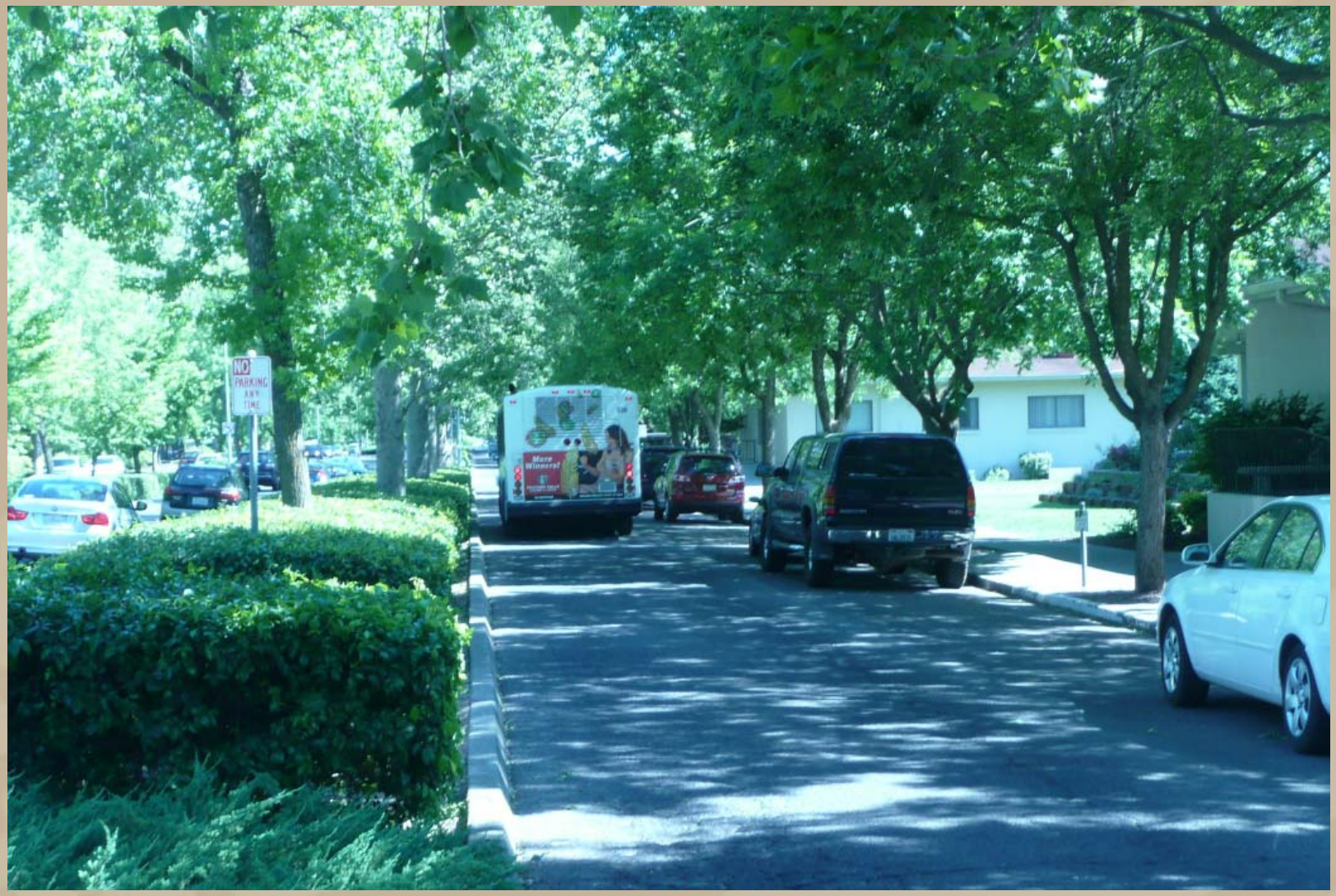
b) Recommendation for a future Lighting Plan to upgrade efficiency, function and aesthetics of lighting equipment.



varies	7’	12’	13’	11’	11’	7’	10’	11’	11’	5’	12’-8’-12’	11’	12’	7’	varies
Walk	Parking	Lane	Median	Lane	Lane	Median	Left Turn	Lane	Lane		Cycle Track	Median	Lane	Parking	Walk

varies	7’	12’	13’	12’	12’	13’	12’	12’	5’	12’-8’-12’	11’	12’	7’	varies
Walk	Parking	Lane	Median	Lane	Lane	Median	Lane	Lane		Cycle Track	Median	Lane	Parking	Walk

Vehicle detection (loop, microwave or camera TBD) to be added on all vehicle lanes.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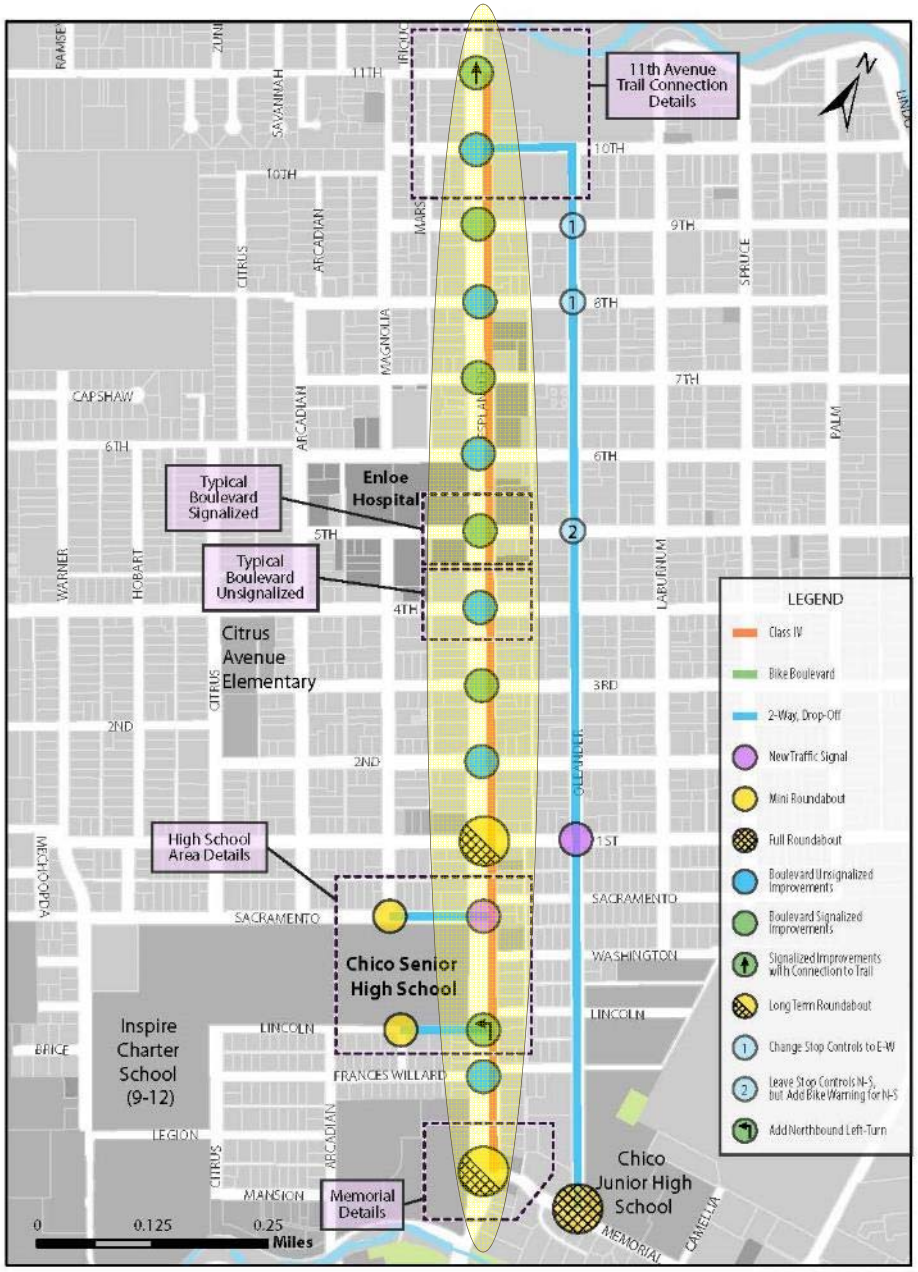
PARKING
ANY
TIME

7. Bicycle Facilities/Crossing Recommendations



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Esplanade Corridor Study
Overall Recommendations

W-Trans


W. Lincoln
ONE WAY


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ONE WAY
AM 8:17 SEP/10/2015

Bicycle Facility Recommendations

a) Two-way bike trail on old rail right-of-way (east side) with appropriate safety crossing measures.

b) Discouragement, but acknowledgement of wrong-way riders on the west side frontage road with a shared space pavement design to slow vehicle and bicycle traffic through these conflict zones.

c) Three (3) Options – Bike Facility and Crossings.

d) Marked bicycle route on Oleander Avenue which favors minimal stopping except at First Avenue and Fifth Avenue.

e) New traffic signal at Oleander Avenue/First Avenue with bike crossing emphasis.

STAFF REPORT
ATTACHMENT J

DISCUSSION:
SEPARATED BIKE CROSSING DESIGN OPTIONS

Original Concept
Flush with Esplanade

New Preferred
Set Back Crossing

Pushed Out
with More Set Back

Pushed Out
to Outer Flank

Reoriented
Frontage Road

STAFF REPORT
ATTACHMENT J

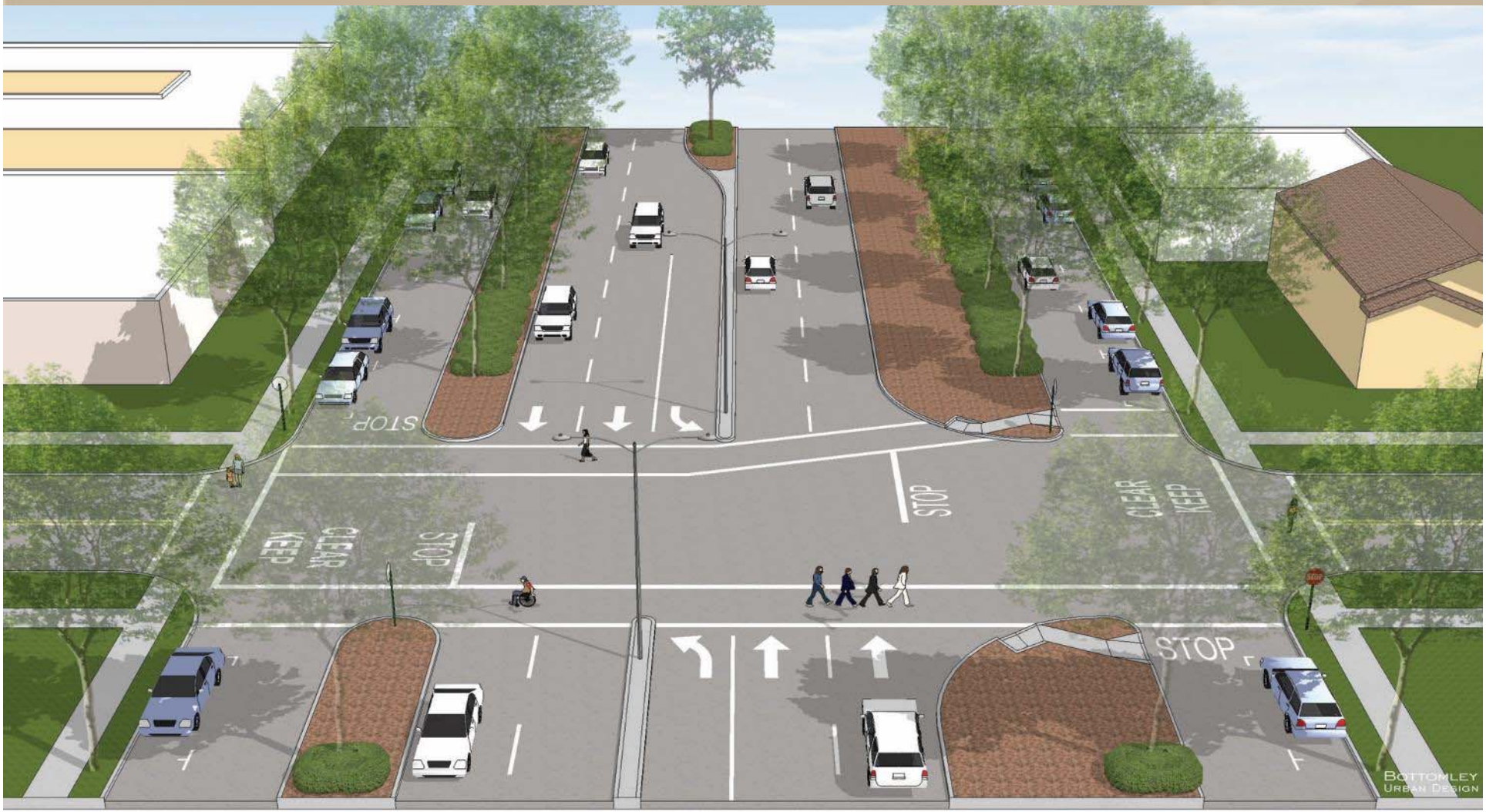
DISUCUSSION:
FRONTAGE ROAD CROSSING OPTIONS

STAFF REPORT
ATTACHMENT F

OPTION 1 PREFERRED CROSSINGS DESIGNS

Option 1 – Preferred Unsignalized Intersection

Option 1 – Preferred Signalized Intersection



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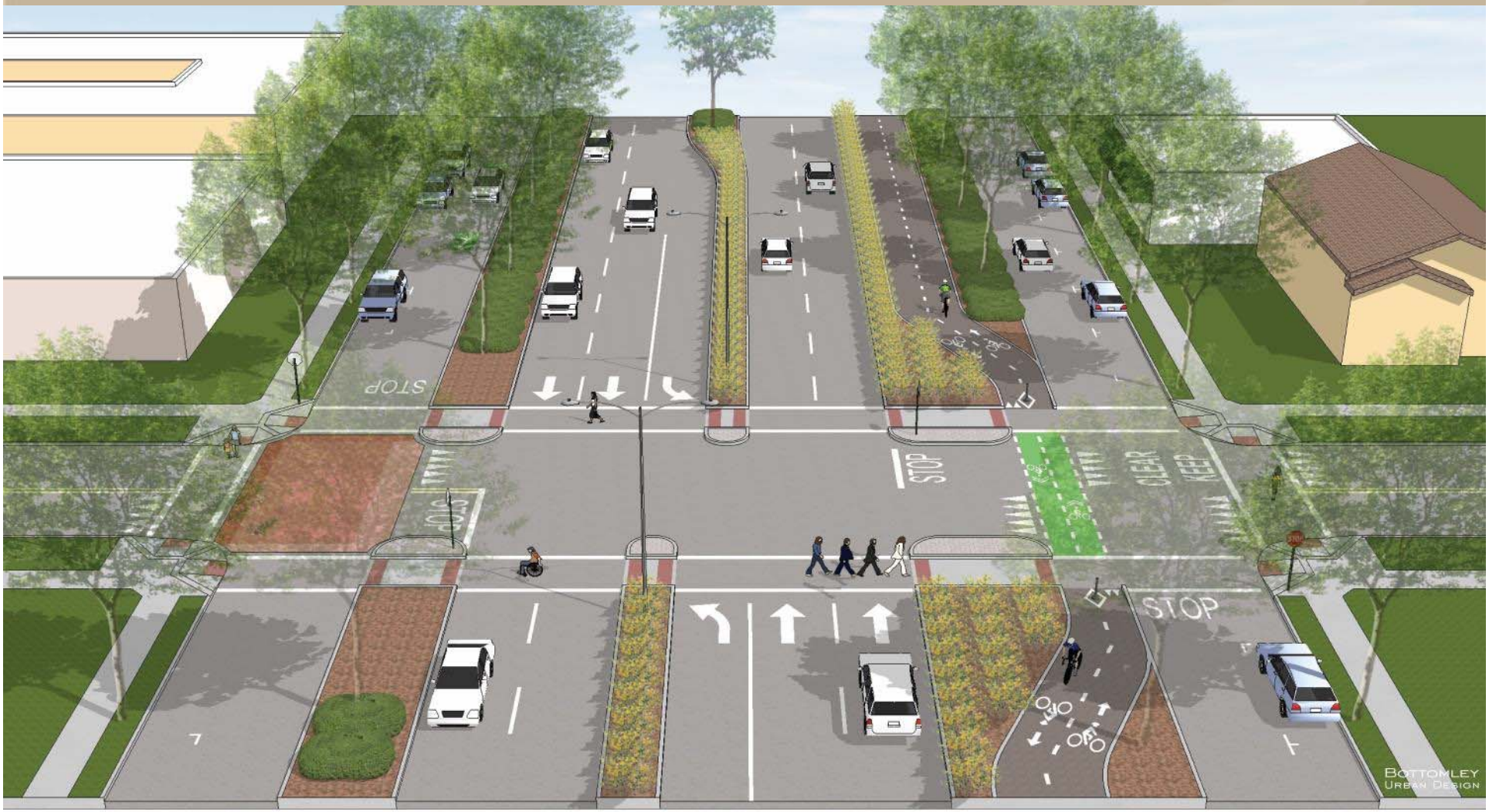

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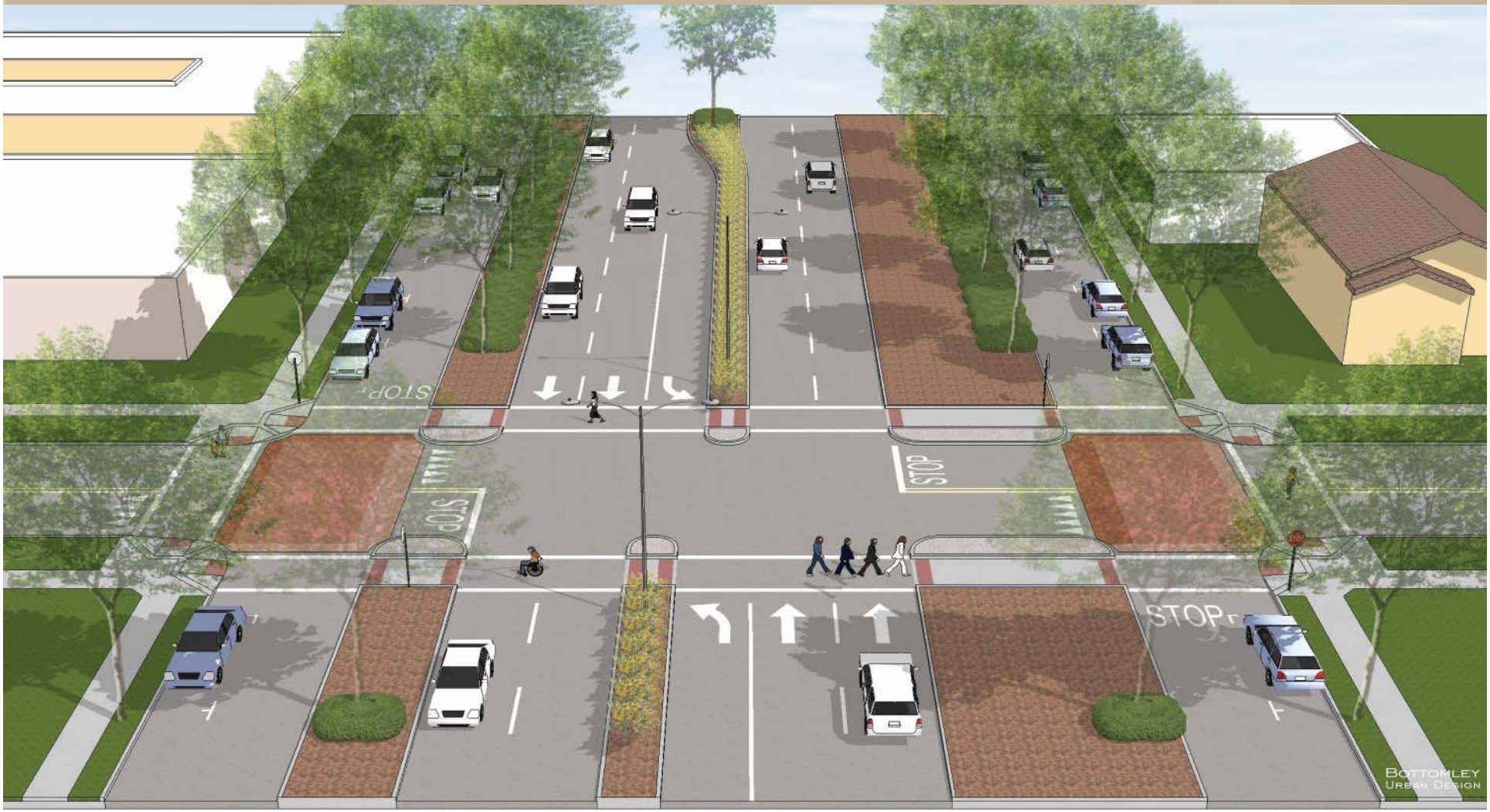
Walk	Parking	Lane	Median	Lane	Lane	Median	Lane	Lane	Right Turn	Median	Lane	Parking	Walk

varies	7’	12’	13’	12’	12’	13’	12’	12’	5’	12’-8’-12’	11’	12’	7’	varies
Walk	Parking	Lane	Median	Lane	Lane	Median	Lane	Lane		Cycle Track	Median	Lane	Parking	Walk

Vehicle detection (loop, microwave or camera TBD) to be added on all vehicle lanes.

STAFF REPORT
ATTACHMENT F

OPTION 2
SHARED SPACE ONLY



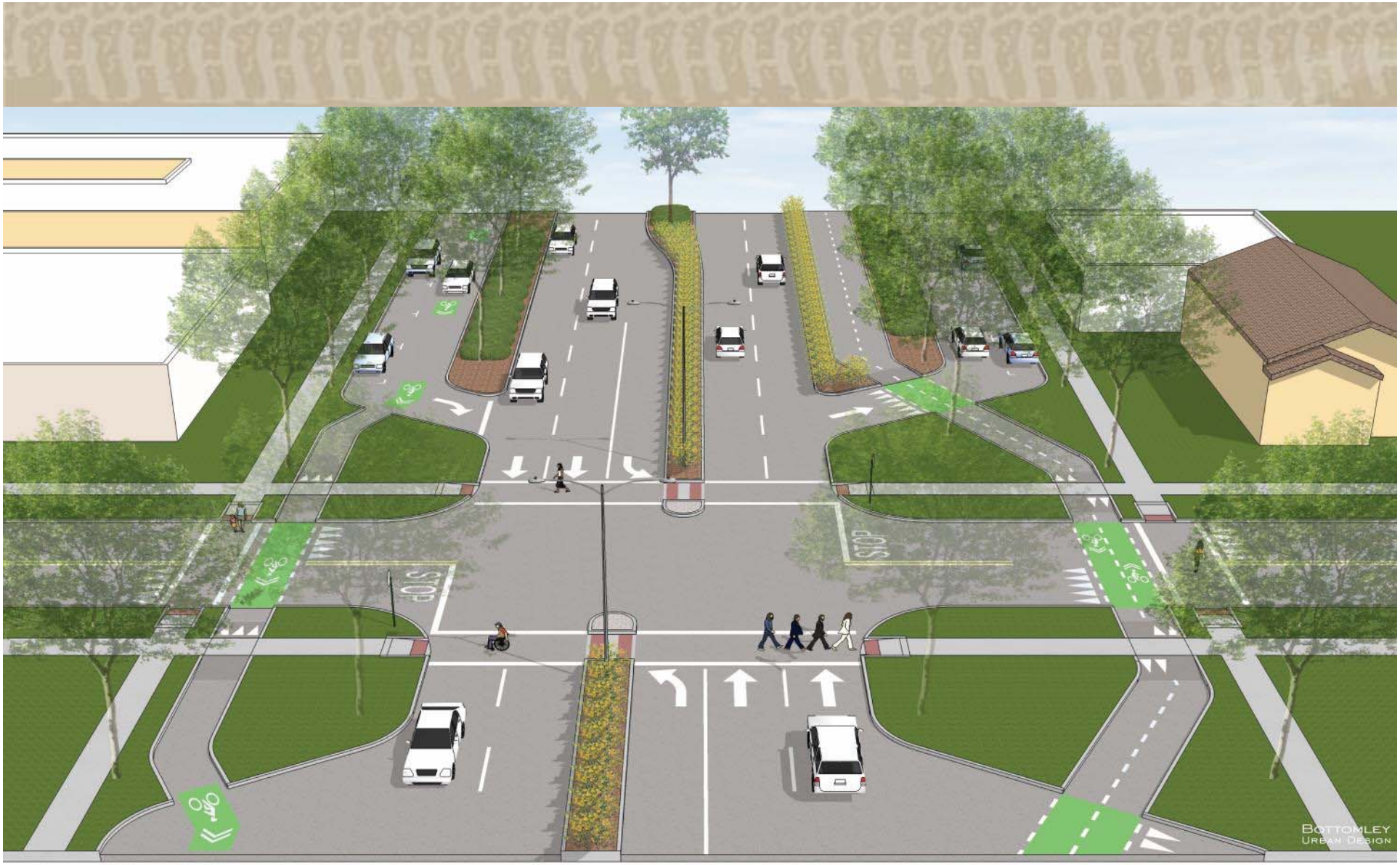
varies	7’	12’	13’	11’	11’	7’	10’	11’	11’	28’	12’	7’	varies
Walk	Parking	Lane	Median	Lane	Lane	Median	Left Turn	Lane	Lane	Median	Lane	Parking	Walk

STAFF REPORT
ATTACHMENT F

OPTION 3
MIX OF REORIENTED/ PREFERRED

Option 3 – Reoriented Unsignalized Intersections

Option 3 – Preferred Modification at Signalized Intersections

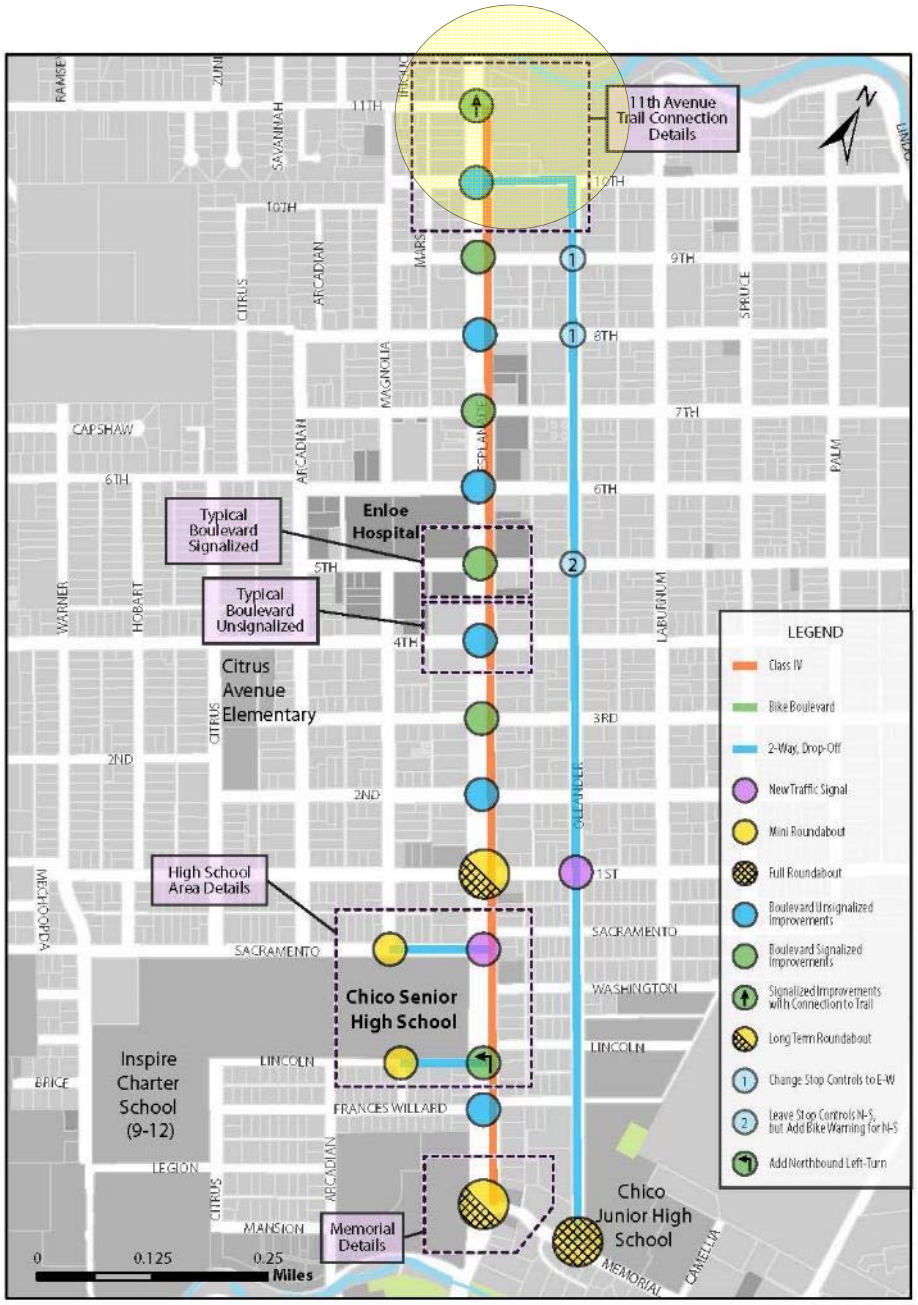


varies	32’	12’	12’	7’	10’	12’	12’	47’	varies
Walk	Bulb-Out & Bike Way	Lane	Lane	Median	Left Turn	Lane	Lane	Bulb-Out & Bike Way	Walk

varies	7’	12’	13’	12’	12’	13’	12’	12’	5’	12’-8’-12’	11’	12’	7’	varies
Walk	Parking	Lane	Median	Lane	Lane	Median	Lane	Lane		Cycle Track	Median	Lane	Parking	Walk

Vehicle detection (loop, microwave or camera TBD) to be added on all vehicle lanes.

8. Bike Crossing Options at 11th Avenue



900-17chi 2016.ai 3/16

Esplanade Corridor Study
Overall Recommendations

W-Trans

11th Avenue Connection Recommendations

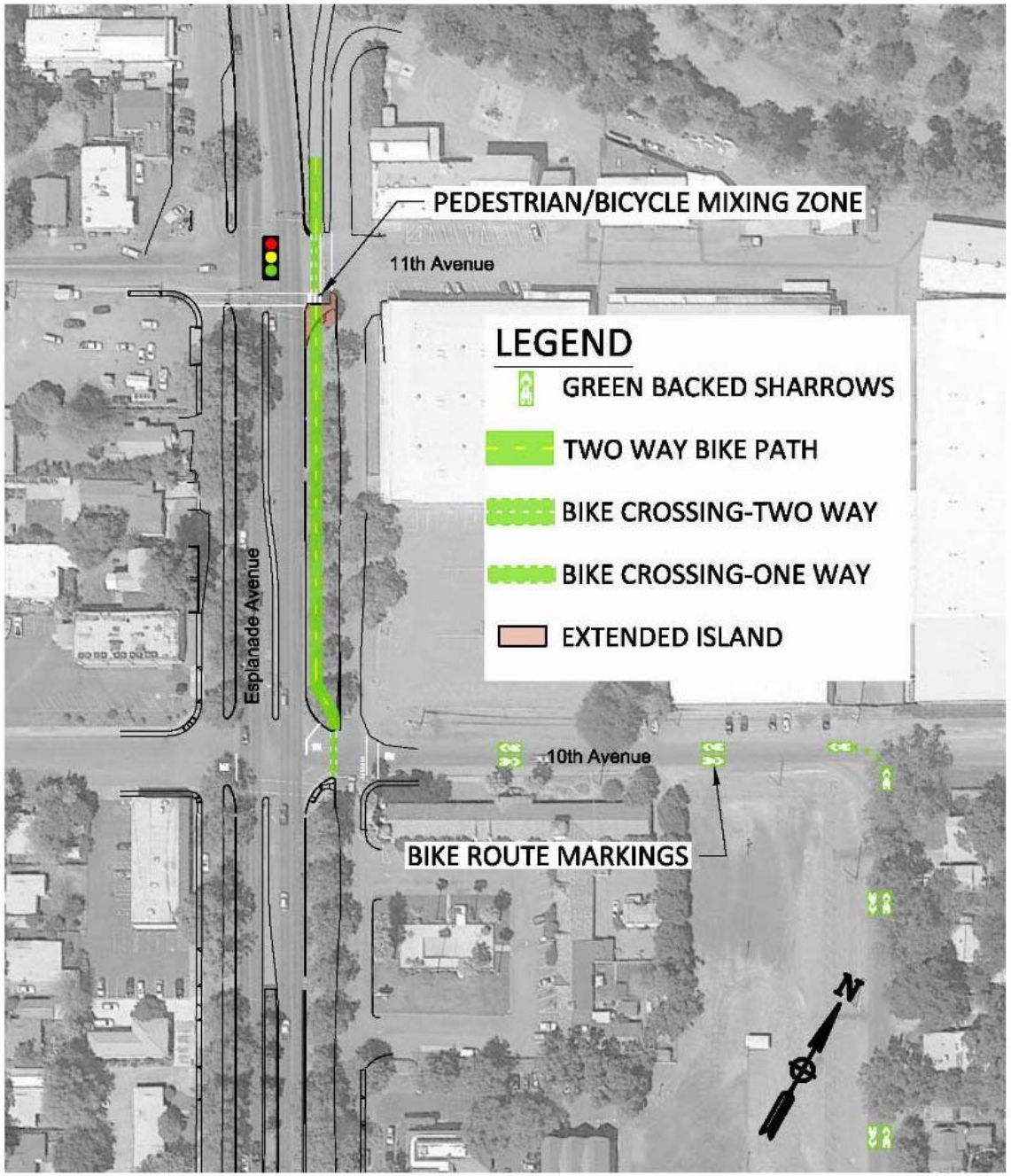
- Three (3) Options – connections to 11th Avenue bridge

STAFF REPORT ATTACHMENT G

OPTION 1 PREFERRED CONNECTION

STAFF REPORT
ATTACHMENT G

OPTION 2

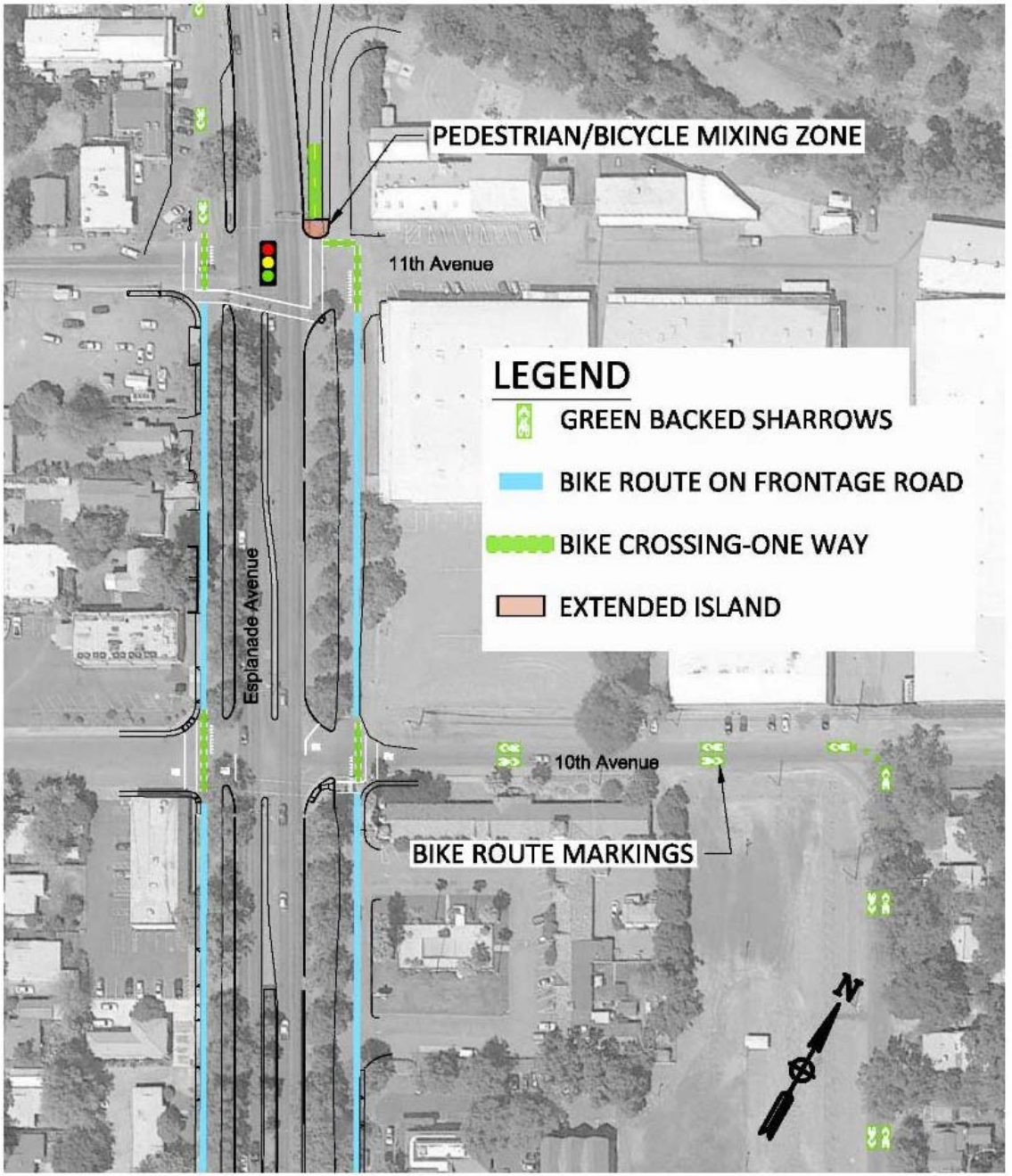


Esplanade Area Complete Street Plan — 11th Avenue Option 2

CHI900-17 — 3/10/2016

STAFF REPORT ATTACHMENT G

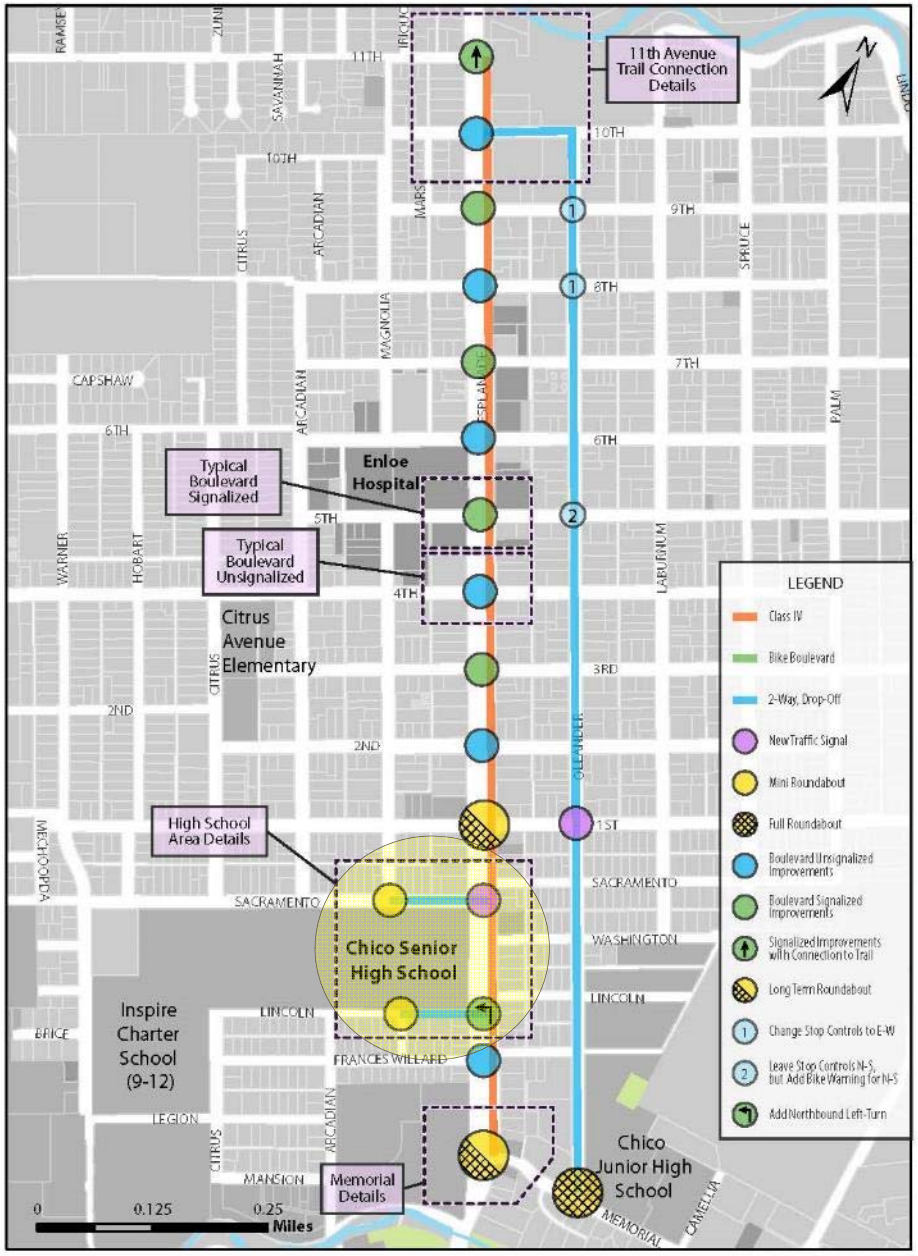
OPTION 3



Esplanade Area Complete Street Plan — 11th Avenue Option 3

CHI900-17 — 3/10/2016

9. High School Area Access and Safety Recommendations



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Esplanade Corridor Study
Overall Recommendations

W-Trans

STAFF REPORT
ATTACHMENT A

<u>High School Area Recommendations</u>

a) Minor widening on the Chico High School side of Lincoln Avenue and West Sacramento Avenue for expansion of pick-up/drop-off frontage.

b) Conversion of Lincoln Avenue to two-way traffic between Esplanade and Arcadian Avenue.

c) Turnaround traffic circles at Lincoln Avenue/Arcadian Avenue and Sacramento Avenue/Magnolia Avenue.

d) New traffic signal at Esplanade/West Sacramento Avenue.

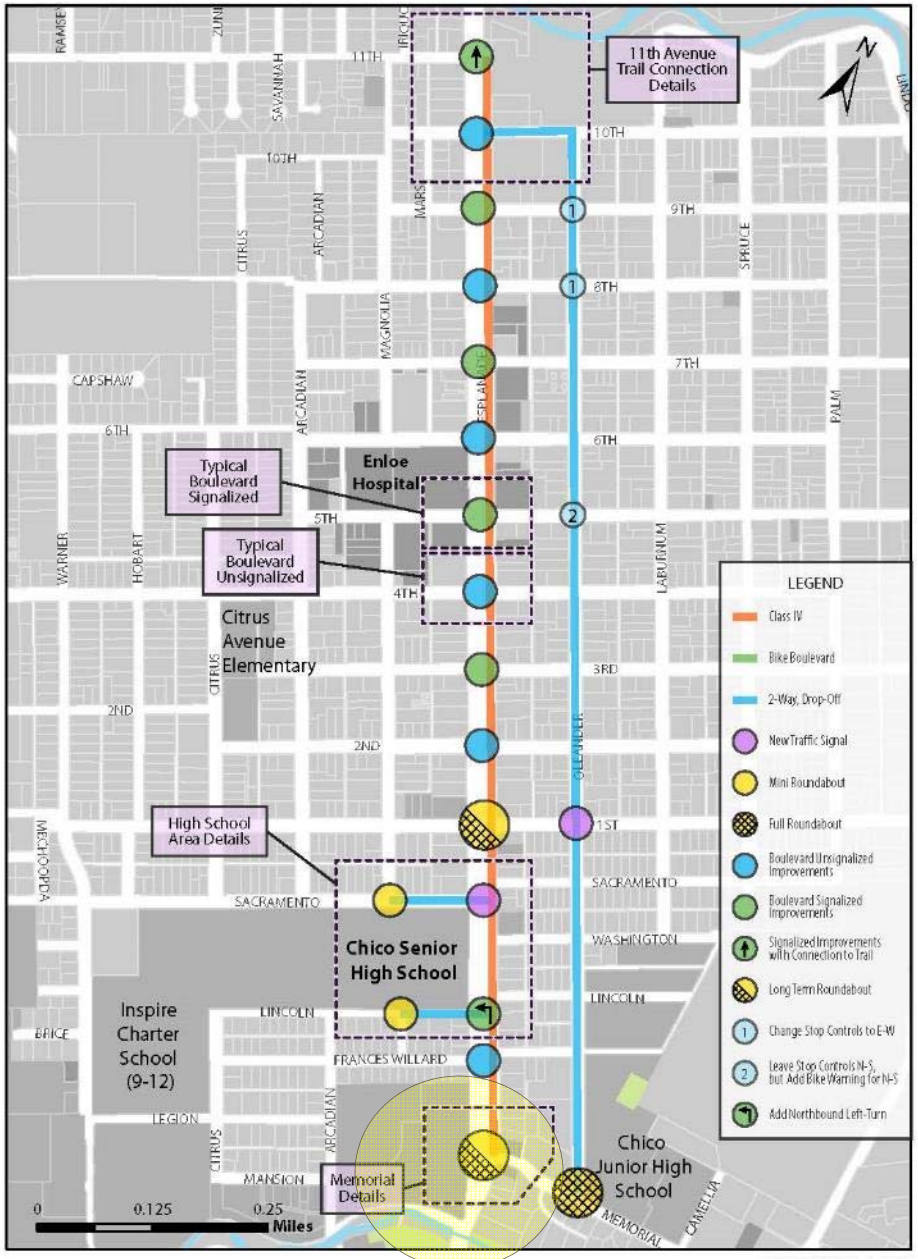
e) New northbound left-turn lane at Esplanade/Lincoln Avenue.

f) Esplanade signal timing plan specific for school hours to favor access to/from Chico High School.

STAFF REPORT
ATTACHMENT H


116th St SE
St SE
6th St SE
58th Ave SE

10. Esplanade to Memorial Avenue Accessibility/ State Parks Access and Use by the Public



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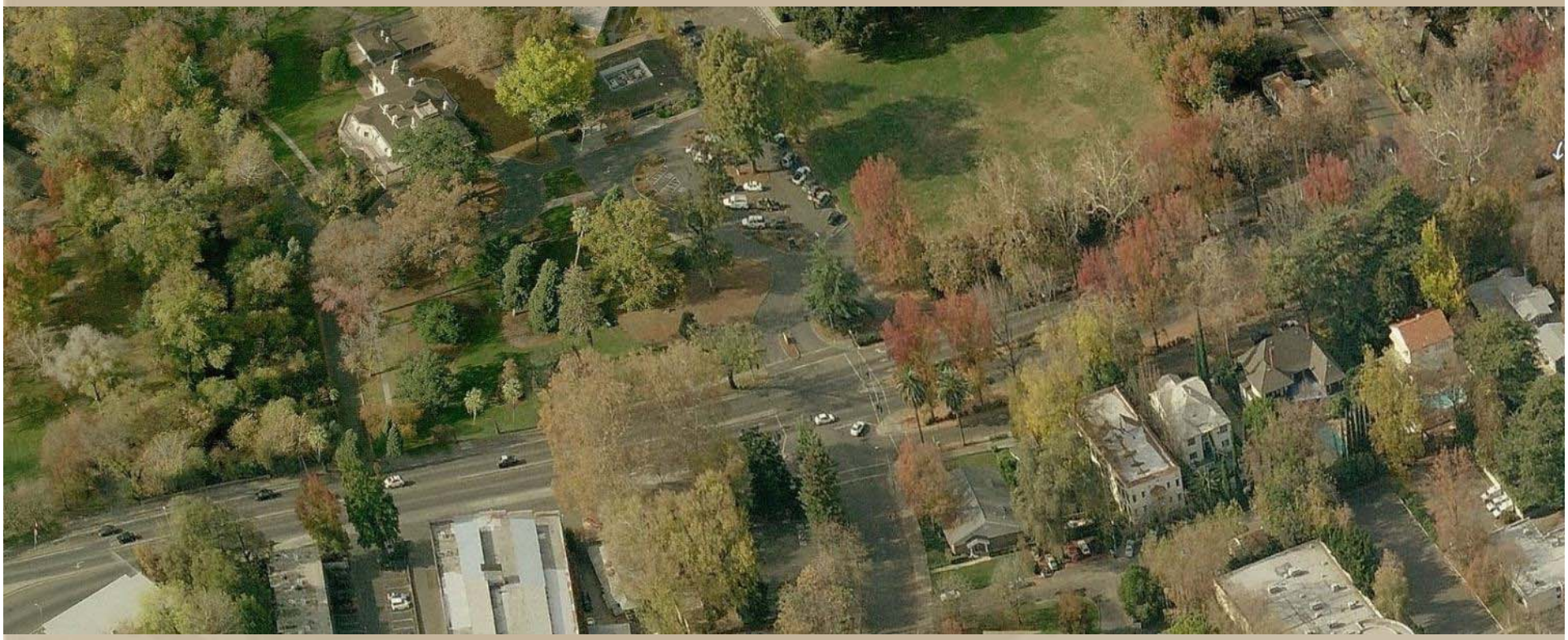
Esplanade Corridor Study
Overall Recommendations

W-Trans



Esplanade to Memorial Recommendations

a) New northbound/southbound left-turn lane on Esplanade at Memorial Way traffic signal as a short term mitigation.

b) New roundabout at Esplanade/Memorial Way with full four-way access as a long term mitigation.

STAFF REPORT
ATTACHMENT A

State Park Access Recommendations

a) Reorientation of the west side frontage road to eliminate the connection to the State Park parking lot.

b) The left-turn access and future roundabout at Esplanade/Memorial Way would preclude the need for traffic to enter the parking lot

STAFF REPORT
ATTACHMENT I

varies	13’	13’	8’	12’	12’	12’	8’	16’	8’	varies
Walk	Lane	Lane	Median	Lane	Lane	Buffer	Median	Lane	Parking	Walk

STAFF REPORT
ATTACHMENT I

varies	13’	13’	8’	12’	12’	12’	8’	16’	8’	varies
Walk	Lane	Lane	Median	Left Turn	Lane	Buffer	Median	Lane	Parking	Walk

varies	13’	14’	13’	14’	13’	varies
Walk / Bike	Lane	Lane	Median	Lane	Lane	Walk / Bike

Roundabout Discussion

U.S. Department of Transportation
Federal Highway Administration

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Safety

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Search Safety

FHWA Home / Safety / Intersection / Intersection Safety

eSubscribe

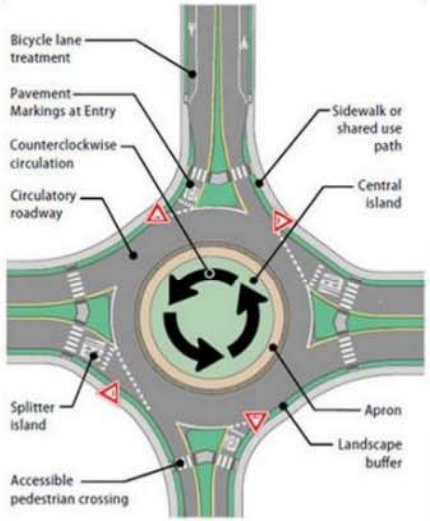
- Intersection Safety
- Crash Facts
- Human Factors
- Pedestrians & Bicycles
- Innovative Intersections
- Conventional Intersections
- Rural & Local
- Other Topics

Program Contact

Jeffrey Shaw
jeffrey.shaw@dot.gov

Roundabouts and Mini Roundabouts

Outreach & Education
Technical Materials
Other Resources
State & Federal Research
National Partners



A roundabout is a type of circular intersection, but is quite unlike a neighborhood traffic circle or large rotary. Roundabouts have been proven safer and more efficient than other types of circular intersections.

Roundabouts have certain distinguishing features and characteristics (as shown in the adjacent diagram). While these noted features are common to many roundabouts, they are not always present, as roundabouts are adapted to the context of the location. In fact, roundabouts don't even need to be perfectly circular! Successful roundabouts come in all shapes and sizes. Some are oval-, teardrop-, peanut- and dogbone- shaped. Some have as few as three legs and others as many as six. There are small, simple mini roundabouts, and larger, more complex multilane roundabouts. However, regardless of size, circular shape, or number of legs, the fundamental and essential characteristics of all roundabouts include:

Counterclockwise Flow. Traffic travels counterclockwise around a center island.

Entry Yield Control. Vehicles entering the roundabout yield to traffic already circulating.

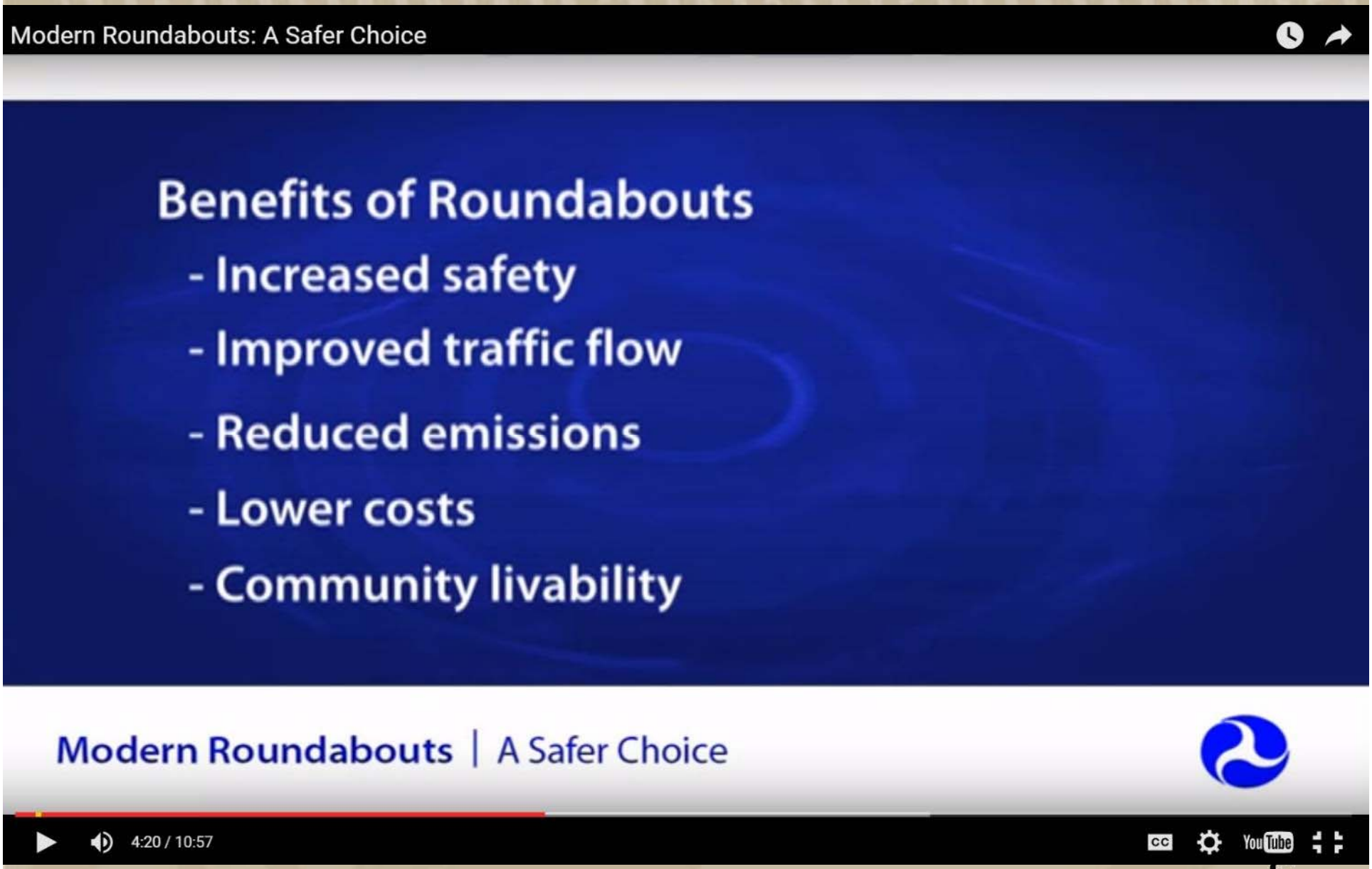
Low Speed. Curvature that results in lower vehicle speeds, generally 15-25 MPH, throughout the roundabout.

Roundabouts can provide lasting benefits and value in many ways. They are often safer, more efficient, less costly and more aesthetically appealing than conventional intersection designs. Furthermore, roundabouts are an excellent choice to complement other transportation objectives – including Complete Streets, multimodal networks, and corridor access management – without compromising the ability to keep people and freight moving through our towns, cities and regions, and across the Nation. The FHWA Office of Safety identified roundabouts as a ***Proven Safety Countermeasure*** because of their ability to substantially reduce the types of crashes that result in injury or loss of life. Roundabouts are designed to improve safety for all users, including pedestrians and bicycles.

Most significantly, roundabouts REDUCE the types of crashes where people are seriously hurt or killed by 78-82% when

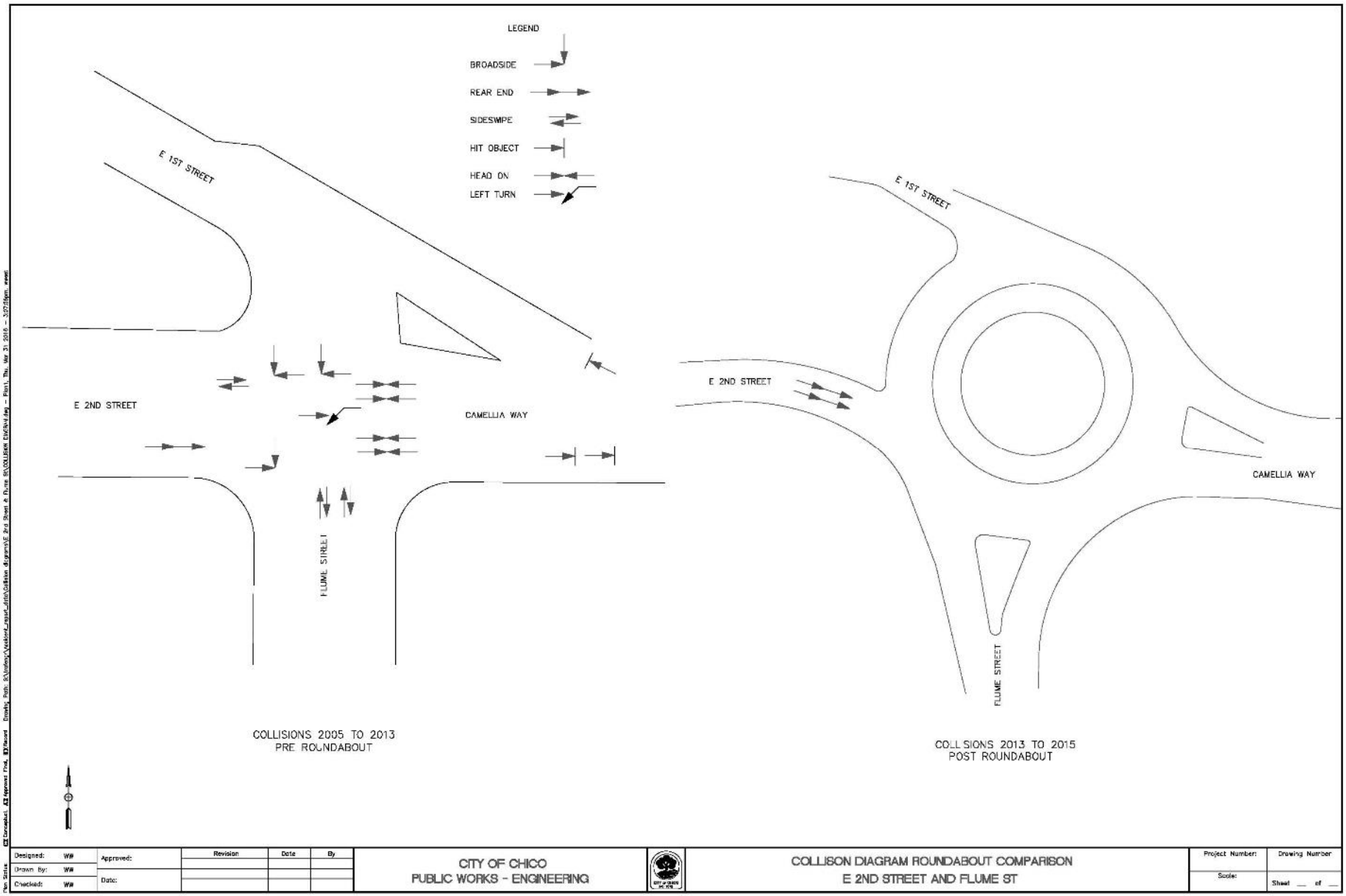
http://safety.fhwa.dot.gov/intersection/innovative/roundabouts/

Modern Roundabouts | A Safer Choice


Modern Roundabouts: A Safer Choice
Benefits of Roundabouts
- Increased safety
- Improved traffic flow
- Reduced emissions
- Lower costs
- Community livability
Modern Roundabouts | A Safer Choice
4:20 / 10:57
CC
YouTube

Manzanita Avenue/East Avenue/Wildwood Avenue

1st Street-2nd Street/Flume Street


LEGEND
BROADSIDE
REAR END
SIDESWIPE
HIT OBJECT
HEAD ON
LEFT TURN
E 1ST STREET
E 2ND STREET
CAMELLIA WAY
FLUME STREET
COLLISIONS 2005 TO 2013
PRE ROUNDABOUT
E 1ST STREET
E 2ND STREET
CAMELLIA WAY
FLUME STREET
COLLISIONS 2013 TO 2015
POST ROUNDABOUT
Designed: WW
Drawn By: WW
Checked: WW
Approved:
Date:
Revision
Date
By
CITY OF CHICO
PUBLIC WORKS - ENGINEERING
COLLISON DIAGRAM ROUNDABOUT COMPARISON
E 2ND STREET AND FLUME ST
Project Number:
Scale:
Drawing Number
Sheet __ of __

West 1st Street/Salem Street

Why Roundabouts for Esplanade

- City has experience with existing roundabouts
- Roundabouts will allow for better corridor traffic flow
- Can address State Parks concerns
- Safer traffic control option
- Environmental benefits
- Opportunity for urban design and gateway treatments
- Lower operating costs ($6,000 savings per int per year)
- May attract potential funding (vs. traffic signal)

NEXT STEPS

- April – Finalize Preferred Concept Plan and Report
- Present at a Hearing for Council Consideration of Plan Adoption
- June 15th – ADTP Grant Application Deadline
- 2017 Awards for ATP Cycle 3 Announced
- 2018 Design Improvements (if awarded) to be reviewed by Council
- 2019/2020 Construction

ACTIVE TRANSPORTATION GRANT

The purpose of ATP is to encourage increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, pursuant to SB 375 (0f 2008) and SB 341 (of 2009),
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Call for Projects – Due June 15th 2016

State Funding = $240 Million

BCAG/Butte County Projects have received - $10 Million through first two cycles. (Chico Bikeway 99 Phase IV $800,000)