

CITY OF OROVILLE BICYCLE TRANSPORTATION PLAN



**ADOPTED
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INTRODUCTION

Bicycling has become an increasingly popular method of travel throughout the region. Many people are attracted to the energy savings, environmental benefits, health advantages and gaining access to the recreation opportunities that abound in the Oroville area. Others who are not able to drive due to youth or finances, use bicycles as their primary means of transportation. The Oroville Urban Area is particularly attractive to bicyclists because of the relatively flat terrain, favorable climate, and natural beauty.

Local transportation planning within the region has been sensitive to the benefits associated with the promotion of walking and bicycling. The City of Oroville *General Plan* includes bicycling and walking as a component of its Circulation Element, recognizing that, “a bicycle system is important to the development of a well-rounded circulation system.” Additionally, the City has made a commitment to sustainability, which is reflected in the General Plan and other City practices.

Depending on the location, overall development of non-motorized facilities may be the responsibility of local, state, or federal government. The City of Oroville plans bikeways within its planning area. 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 and County have traditionally cooperated on bikeway projects in the Oroville Urban Area. The California Department of Transportation (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.

It should be noted that the planning and implementation of bikeways is not a mandated process, and is undertaken by communities at their own discretion. Funding programs have become increasingly flexible with many allowing transportation monies to be spent on bicycle and pedestrian facilities. Many funding sources, however, require that bikeway projects be part of a BTP (BTP) to be eligible for funding. It is the decision of the individual jurisdiction to either propose bikeway projects for these funding sources or to use transportation allocations on bikeways.

Previous Planning Efforts

The City’s first BTP was adopted on May 21, 1996 and was later updated in 1998. This document serves as an update to the 1998 BTP, which was prepared by the Butte County Association of Governments (BCAG) and was adopted by the Oroville City Council in December 1998 (Resolution #5384).

The City of Oroville 2030 General Plan designates planned bikeways, and provides a number of specific goals and policies related to bicycle and pedestrian paths. These goals and policies form the foundation for this BTP update.

Purpose and Background of Update

This BTP is being updated to enable the City to formalize the location and class of future bikeways and provide a supporting document for the pursuit of bicycle and transportation funding opportunities. The plan also establishes implementation priorities for the continued development of bikeways in the Oroville area. Proposed bikeway descriptions have been updated for accuracy, and several previously proposed bikeways have been changed in the interest of minimizing traffic conflicts and maximizing accessibility. The proposed bikeways will significantly increase the number of bicycle facilities in Oroville. Improvements will be constructed as funding becomes available and will focus on connecting existing facilities and enhancing existing bicycle routes. All other information has been verified and updated for consistency with the City's 2030 General Plan and is consistent with the requirements of Section 891.2 of the California Streets and Highways Code.

In updating this plan, the City looked into the possibility of using Pacific Gas and Electric (PG&E) transmission line easements or abandoned railroad corridors as possible locations for bikeways. The one active railway through the City is still used by Union Pacific. Two PG&E transmission corridors run through the City of Oroville from north to south, and have the potential to serve as bicycle routes. One is just east of the City core and the other runs along the City's eastern-most boundary. Both corridors would provide a good connection between existing bikeways and the local trail network.

Community Involvement and Public Participation

The 1998 Oroville BTP was developed by BCAG on behalf of the City of Oroville. The development of that plan was guided largely by the input and effort of the Oroville Bicycle Advisory Committee. The City held a public hearing to allow for more community involvement, and the information obtained through the public hearing process was incorporated into the 1998 BTP.

This update included the participation of bicycle interest groups with citizen input obtained through four public meetings held between October 2008 and April 2009. Public outreach included personal invitations to all known bicycle interest groups and recreation providers; in addition to the posting of meeting flyers at known gathering areas for cyclist and other outdoor enthusiasts. Public hearings included policy discussions with the City of Oroville General Plan 2030 Steering Committee, City of Oroville Parks Commission, Planning Commission and proposed adoption by the Oroville City Council. In an effort to gather as much public input as possible, all workshops were open to the public and included other government agencies that have jurisdiction in the Planning Area. On April 13, 2009, the Planning Commission recommended that the City Council adopt the BTP as drafted.

For bicycle-related items, the City has established a mailing list of approximately 50 names including government agencies, local bicycling groups and interested individuals. The mailing list continues to evolve and grow as additional community members express interest. Notifications were circulated addressing the plan progress, workshops and public hearings. The City received many comments and suggestions during the preparation of the plan, many of which have been incorporated into the document.

Definitions and Standards

The City of Oroville uses the Caltrans bikeway design standards, as described in Chapter 1000 of the Caltrans Highway Design Manual. Definitions specified by the manual are as follows:

Bikeway The Streets and Highway Code Section 890.4 defines a “Bikeway” as a facility that is provided primarily for bicycle travel.

Class I Bike path. Provides a completely separated right of way for the exclusive use of bicycles and pedestrians with cross flow by motorists minimized.



Generally, bike paths should be used to serve corridors not served by streets and highways or where wide right of way exists, permitting such facilities to be constructed away from the influence of parallel streets. Bike paths should offer opportunities not

provided by the road system. They can either provide a recreational opportunity, or in some instances, can serve as direct high-speed commute routes if cross flow by motor vehicles and pedestrian conflicts can be minimized. The most common applications are along rivers, ocean fronts, canals, utility right of way, abandoned railroad right of way, within college campuses, or within and between parks. There may also be situations where such facilities can be provided as part of planned developments. Another common application of Class I facilities is to close gaps to bicycle travel caused by construction of freeways or because of the existence of natural barriers (rivers, mountains, etc.).

Class II Bikeway Bike lane. Provides a striped lane for one-way bike travel on a street or highway.



Bike lanes are established along streets in corridors where there is significant bicycle demand, and where there are distinct needs that can be served by them. The purpose should be to improve conditions for bicyclists in the corridors. Bike lanes are intended to delineate the right of way assigned to bicyclists and motorists and to provide for more predictable movements by each. A more important reason for constructing bike lanes is to better accommodate bicyclists through corridors where insufficient room exists for safe bicycling on existing streets. This can be accomplished by reducing the number of lanes, reducing lane width, or prohibiting parking in order to delineate bike lanes.

In addition, considerations to improve the environment for bicyclists include improvements to the surface, augmented sweeping programs and special signal facilities. Generally, pavement markings alone will not measurably enhance bicycling. If bicycle travel is to be controlled by delineation, special efforts should be made to assure that high levels of service are provided with these lanes. In selecting appropriate streets for bike lanes, location criteria discussed in the next section should be considered.

Class III Bikeway Bike route. Provides for shared use with pedestrian or motor vehicle traffic.



Bike routes are shared facilities which serve either to:

- (a) Provide continuity to other bicycle facilities (usually Class II bikeways); or
- (b) Designate preferred routes through high demand corridors.

As with bike lanes, designation of bike routes should indicate to bicyclists that there are particular advantages to using these routes as compared with alternative routes. This means that responsible agencies have taken actions to assure that these routes are suitable as shared routes and will be maintained in a manner consistent with the needs of bicyclists. Normally, bike routes are shared with motor vehicles. The use of sidewalks as Class III bikeways is strongly discouraged. It is emphasized that the designation of bikeways as Class I, II and III should not be construed as a hierarchy of bikeways; that one is better than the other.

Each class of bikeway has its appropriate application. In selecting the proper facility, an overriding concern is to assure that the proposed facility will not encourage or require bicyclists or motorists to operate in a manner that is inconsistent with the rules of the

road. An important consideration in selecting the type of facility is continuity. Alternating segments of Class I and Class II (or Class III) bikeways along a route are generally incompatible, as street crossings by bicyclists are required when the route changes character. Also, wrong-way bicycle travel will occur on the street beyond the ends of bike paths because of the inconvenience of having to cross the street.

Regional Setting

Oroville covers approximately 13 square miles in the southeastern portion of Butte County, which is located in the northern Sacramento Valley. Oroville is the County Seat, and is the County's third largest city with approximately 14,400 residents in the city limits. The Oroville Urban Area is the second largest in the county and is generally flat, with elevations averaging less than 200 feet in the valley with rolling hills to the east extending up to 900 feet at Lake Oroville.

Oroville's climate, like that of the rest of the northern Sacramento Valley, is generally categorized as Mediterranean with hot, dry summers and cool, wet winters. Annual rainfall averages just over 27 inches per year. Fog, sometimes very dense, is a possibility in the winter months (generally November through January).

Oroville's most notable features are the Lake Oroville State Recreation Area, the Feather River, the Thermalito Afterbay and the Thermalito Forebay. Lake Oroville attracts boaters, water-skiers, picnickers, and tourists from the surrounding area. As the county seat, Oroville is home to many County services including courts, welfare, health, administration and jail facilities, most of which are located at the county center in the northern most portion of the City. The City also has a minor regional shopping area with large retailers, major grocery chains, restaurants, and other services located along State Route 162 (Oro Dam Blvd.).

CONSTRAINTS

Circulation and Funding

The BTP recognizes several issues that may interfere with the planning and implementation of an ideal bikeway system. Barriers and traffic make bikeway connectivity and safety difficult, while a lack of funding prevents implementation of bikeway plans. The Oroville area is impacted by the following constraints.

Barriers One of the issues facing the planning and implementation of bikeways in the Oroville Urban Area are barriers that prevent direct connections. These barriers are of a fixed physical nature. The major barriers that currently exist in the Oroville Urban Area include the Feather River, State Route 70, and the active Union Pacific Railroad line.

The Feather River extends from Lake Oroville along the north side of the downtown area, and turns south near State Route 70 at Montgomery Street. Within the planning

area there are three river crossings; State Route 70, Table Mountain Boulevard and Oro Dam Boulevard (State Route 162). The Table Mountain Boulevard and Oro Dam Boulevard crossings are open to bicyclists and pedestrians and are separate from the roadways.

State Route 70 is a four-lane freeway running generally north to south through the Oroville Urban Area. This heavily traveled thoroughfare is elevated in part, from Oro Dam Blvd. (SR 162) past Montgomery Street. The California Streets and Highways Code allows for bicycle travel on highways such as SR 162 (Oro Dam Blvd), but prohibits bicycle travel on freeways.

The Union Pacific Railroad line runs north to south through the center of the Oroville Urban Area. There is frequent freight traffic operating on this line. While most of the railroad crossings are grade separated from the roadways, some of the railroad crossings are at-grade. At-grade railroad tracks have the potential to act as barriers to all transportation modes, including bicycling.

Congested Streets and Intersections There are a number of areas throughout the Oroville Urban Area that may present particular challenges for bicyclists. Congested roadways and intersections may generate conflicts between bicycle and automotive traffic and threaten bicyclist safety.

Oro Dam Boulevard and Olive Highway may be a concern for bicyclists. While there is sufficient roadway width for automobiles and bicyclists, bicycle lanes are not designated or clearly marked, and the heavy traffic and higher traffic speeds may create hazardous situations. Other hazards include driveways along the highway and inconsistencies in shoulder paving.

Funding Insufficient funding is the primary problem for bikeway planning and implementation. For many state and federal funding programs, bikeways must compete with other transportation modes which have strong funding needs as well. Funding sources more specifically aimed at bikeways are very competitive, due to increasing popularity and demand for these facilities on both a state and national level. Additionally, most funding sources are aimed at capital construction, overlooking the need for facility maintenance as a major component of a functional, user-friendly bicycle system. Due to the constraints on federal and state bikeway funding, jurisdictions must also look at local sources to fund bikeway projects, which are often limited.

Existing and Future Land Use Patterns

Understanding land use patterns in Oroville allows for the identification of trip origins and destinations where bikeways and footpaths may be necessary or beneficial. These land use patterns must be taken into account when developing a plan for bicycle transportation. Specific examples of land use patterns that particularly warrant bikeways are as follows:

Residential Areas Large or concentrated residential areas are origins and destinations for many bicyclists. Major residential areas are located throughout the City, and several residential areas are in development. Areas designated for future residential development have been incorporated into the plan to allow for the future development of bicycle connections between residential areas and nearby schools, parks, trails and other public areas.

Schools Bicycling is a primary form of transportation for many children and teenagers. Safe routes between schools and the adjacent residential areas are important for student safety, and can provide an easy means of reducing vehicular trips for parents who drive their children to and from school.

Retail Business and Services Shopping centers are often a destination for bicyclists. The Oro Dam Boulevard corridor between SR 70 and Olive Highway is the major shopping area in Oroville. Other shopping areas include downtown Oroville and the Olive Highway corridor. Careful planning is required in these areas to allow bicycle access that is safe and compatible with the higher traffic volumes in these areas.

Public Facilities and Services Public buildings in the area include City, County, State, and Federal offices. Most City offices are located in the downtown area. Oroville is the seat of County government, with the majority of County offices located in the northern part of the City and along Table Mountain Blvd. Other county offices are located in the downtown area. Several State and Federal offices are located in the Oroville area, including the Department of Motor Vehicles, the California Highway Patrol, the Social Security Administration, and the USDA Forest Service.

Parks and Recreational Areas The major recreational attraction in Oroville is the Oroville State Recreation Area, which draws visitors from all over the region. Other recreational attractions in the area include the Feather River, Centennial Plaza, Riverbend Park, the Oroville Wildlife Refuge, the Oroville Greenline Tour, and several other parks and museums.

The BTP focuses on the maximization of connectivity between the land uses listed above. Figures included in this BTP illustrate the centralization of route improvements around existing settlement patterns and proposed developments.

Figure 1 illustrates the proposed bicycle facilities, including construction priority for projects both in the City and County that are proposed for development in the near future. Figure 1 also illustrates existing and proposed parks within the planning area for the BTP. Potential trip destinations are also illustrated on the map and include schools, bus transfer stations, park and ride facilities, government offices, hospitals, and primary shopping areas.

Figure 2 illustrates each of the existing and planned bikeway sections, area parks, trails, existing pathways and possible trip destinations. Figure 3 illustrates the City's land use designations based on the current 2030 General Plan.

Existing and Future Commuter Patterns

The primary mode of transportation in Oroville is the automobile. According to the 2000 Census, 88.5% of Oroville's workers commute to work in a car, truck, or van. 5% of the population walk to work, and 0.5% used other means. The 2000 census did not include bicycling as a transportation option, as was done in 1990.

The 2000 percentages are consistent with the 1990 census, and are likely to remain consistent in the coming years. As the population increases, however, the actual number of bicycle riders in the City will increase also.

The City's bicycle transportation statistics are assumed to be comparable to regional and statewide statistics. According to Caltrans' 2000-01 *Statewide Travel Survey*, one percent of commuters in the State use a bicycle as their primary mode of transportation. In Butte County, two percent of all weekday trips are made on a bicycle. It is estimated that between 1% and 2% of the BTP area population are bicycle commuters. Assuming 1.5% of the City's population use bicycles for weekday trips, the current number of bicycle commuters is estimated at about 200. A significant increase in bicycle commuters could result with a full implementation of the BTP and construction of the identified facilities. Full build out of the plan would place a designated bicycle route within 1 mile of more than 70% of the homes within the city limits. The best estimate of for the number of future bicycle commuters is that the increased bikeway may increase the number of commuters from the hundreds to the low thousands. In early 2008 increases in ridership were noticed even though there have been no new bicycle facilities constructed since 1996. Caltrans acknowledges that trips of shorter durations are underreported, so it is likely that the number of weekday bicycle trips may be higher.

Estimates of the number of commuters riding a bicycle to school are difficult to calculate as there are no official sources of this type of data. The City's previous BTP cited Caltrans' 1991 *Statewide Travel Survey* for estimating that 8.5 percent of Butte County students bicycle to school on a regular basis. This information cannot be verified as student bicycle commuter data was not included in the 1991 *Statewide Travel Survey*.

According to City of Oroville's 2030 General Plan, the population of the urban area is expected to increase to approximately 60,000 people within the next fifteen to twenty-five years. It can be expected that bicycle commuting will increase at the same rate as the population.

BIKEWAY PLANS AND PROJECTS

Since the 1998 BTP, approximately 2 miles of new Class II bicycle lanes have been completed in the Oroville Urban Area. These improvements were completed using American Recovery and Reinvestment Act (ARRA) funding that was utilized for the resurfacing of a number of City roadways. These new Class II bike lanes were installed along Nelson and Grand Avenues between Hwy 70 and Table Mountain Boulevard.

Existing Bikeways

The City of Oroville has constructed or designated a number of bikeways within the urban area. Current planning efforts emphasize the use of bicycle lanes to increase safety and lessen conflicts between bicyclists and motorists. Additionally, the City of Oroville General Plan includes a map illustrating the long-term bikeway needs for the Oroville Urban Area. The existing bikeways are:

- Class I bike path along the south side of the Feather River from the base of the Oroville Dam Blvd bridge through Riverbend Park (Feather River Parkway) to a turn around just west of the Table Mountain Boulevard bridge. This portion of bike path is part of the larger 41-mile Freeman Bicycle Trail.
- Class I bike path on Table Mountain Boulevard on the Feather River bridge (Green Bridge).
- 40 miles unpaved multi-use recreational trail (Freeman Trail) along the Thermalito Power Canal, North Thermalito Forebay, South Thermalito Forebay, and the Thermalito Afterbay.
- Class II bike lane on Orange Avenue from Montgomery Street to Oro Dam Blvd.
- Class II bike lane on Foothill Blvd. from Pinedale Avenue to Olive Highway.
- Class II bike lane on Grand Avenue from 2nd Street to Table Mountain Blvd.
- Class II bike lane on Nelson Avenue from County Center Drive to Table Mountain Boulevard.

Planned Bikeways

Planned bikeways are listed in two groups, with the first group having the highest priority, and the second group having lower priority. Paths listed as first priority are considered necessary to facilitate bicycle transportation in the City limits. Second priority bikeways will be added to create connectivity in the regional area. All proposed bikeways are Class I or Class II, unless noted otherwise. Cost estimates for each project are based on 2008 construction costs.

Project List

First Priority Bikeways

1. Oro Dam Blvd. from Highway 70 to Orange Avenue.
2. Lincoln Street from Oro Dam Blvd. to Ophir Road.
3. Wyandotte Avenue from Lincoln Street to Lower Wyandotte Avenue.
4. Olive Highway from Oro Dam Blvd. to Foothill Blvd.
5. Lower Wyandotte Avenue from Olive Highway to Wyandotte Avenue.

6. Montgomery Street from Table Mountain Blvd. through Veterans Memorial Park to Feather River Bike Path.
7. Montgomery Street from River Bend Park to 5th Avenue.
8. 5th Avenue from Feather River Blvd. to Ophir Road.
9. Veatch Street from Oro Dam Blvd. to Robinson Street.
10. Robinson Street from Feather River Blvd. to Oliver Street.
11. Bird Street from Feather River Blvd. to Washington Avenue.
12. Oliver Street from Robinson Street to Feather River Bike Path.
13. Gilmore Lane from Oro Dam Blvd. to Executive Drive.
14. Executive Parkway from Olive Highway to Foothill Blvd.
15. Bridge Street from Montgomery to Oro Dam Blvd.
16. Orange Avenue from Washington Avenue to Montgomery Street.
17. Norton Street from Bridge Street to Montgomery Street.
18. Washington Avenue from Montgomery Street to Bridge Street.
19. The Feather River from Oro Dam Blvd to Pacific Heights
20. Wildlife Refuge from Pacific Heights to ATV Park
21. Wildlife Refuge from middle of Refuge to Afterbay outflow
22. Rail Corridor from Palermo to Hewitt Park
23. The Feather River from Riverbend Park entrance along berm to Oro Dam
24. North Bank Of Feather River from Highway 70 Bridge to Fish Hatchery
25. Under Bridge River Crossing from south bank to north bank of Feather River.
26. Thermalito Bluff Connector from Highway 70 (north bank) to Oro Dam (via Middlehoff).

Second Priority Bikeways

27. Garden Drive from Table Mountain Blvd. to the Forebay Aquatic Center.
28. Table Mountain Blvd from Montgomery Street to Garden Drive.
29. Foothill Blvd. from Oroville Quincy Highway to Oroville Bangor.
30. Lower Wyandotte Road from Wyandotte Avenue to Ophir Road.
31. Ophir Road from Highway 70 to Lower Wyandotte Road.
32. Monte Vista Avenue from Lincoln Blvd. to Lower Wyandotte Avenue.
33. Las Plumas Avenue from Walmer Road to Lower Wyandotte Avenue.
34. Autrey Lane from Las Plumas Avenue to Monte Vista Avenue.
35. Mitchell Avenue from Feather River Blvd. to Myers Street.
36. Spencer Avenue from Wyandotte Avenue to Oroville-Bangor Highway.
37. 20th Street from Oro Dam Blvd. to Nelson Avenue.
38. Larkin Road from Oro Dam Blvd. to E. Hamilton Road.
39. Nelson Avenue from Wilbur Road to County Center Drive.
40. Wilbur Road from Oro Dam Blvd. to Nelson Avenue.
41. Oro Dam Blvd from Highway 70 to Wilbur Road.
42. Feather River Blvd from Montgomery Street to Cal Oak Rd.
43. Pacific Heights Road from Highway 70 to Oroville Wildlife Refuge entrance.
44. Cal Oak Road from Feather River Blvd. to 5th Avenue.
45. Road V-6 from Lower Wyandotte Road to Lincoln Street.
46. Connection between Las Plumas Ave and Lincoln Street.

47. Oroville Bangor from Lower Wyandotte Avenue to Foothill Blvd.
48. Oroville Quincy Highway from Oro Dam Blvd to Power Lines.
49. Oro Bay Connector from Oro Bay to Larkin Rd.
50. Huntoon St. from Montgomery Street to Feather River Bike Path.
51. Downtown River Crossing from Centennial Plaza to Fish Hatchery.

Planned Projects

- Riverfront Parkway Phase II multi-use path extending along the levee from Centennial Plaza.
- Trails Feasibility Study.
- Parks, Trails and Open Space Master Plan.
- Creation of the Oroville Bike Map (similar to the Chico Bike Map)

Regional Projects

- Highway 70 through Pacific Heights connecting to River Bend Park

Potential Projects

- Power Corridors. Obtain bike/pedestrian easements where possible.
- Signal upgrades for nine traffic signals that include video or other detection devices for bicyclists.

BICYCLE SUPPORT FACILITIES

Bicycle support facilities are an important factor in designing an effective bikeway system. Such facilities as bicycle parking, intermodal connections, and shower and locker facilities add convenience and security to bicycle travel. Additionally, such facilities provide incentive for bicycle transportation.

Bicycle Parking

A good bicycle is expensive, and it is not likely that people will use their bicycles if their destinations do not provide secure bicycle parking. The most common type of bicycle parking is bicycle racks, to which bicycles are secured with locks. Another common but more expensive form of bicycle parking is bicycle lockers. Bicycle lockers are ideal for long-term storage and extra security.

Bicycle parking requirements vary by jurisdiction. City Code Section 23-201 states that:

- A. Whenever a subdivider is required to dedicate roadways to the public, a dedication of land may be required to provide bikeways and pedestrian paths for the use and safety of the residents of the subdivision; or to provide bikeways and pedestrian paths as shown in the Circulation Element of the General Plan, a bikeway or

pedestrian plan adopted pursuant to the General Plan, or an applicable specific plan.

B. Bikeways and pedestrian paths may be required:

1. To connect a cul-de-sac with another street.
2. To provide access to parks, schools or similar facilities, in which case the path shall be dedicated to and maintained by the agency served.

C. For all Class I bikeways, the following requirements shall apply:

1. Class I bikeways shall have a minimum right-of-way of 20 feet and a minimum usable width of 10 feet. Paths shall be constructed and surfaced in accordance with the City Engineering Design Standards.
2. A landscaping area with a minimum width of 5 feet shall be provided on each side of a Class I bikeway, and this area shall be subject to the tree planting and landscaping requirements of Section 23-192 of this chapter. In addition, any unpaved areas within a Class I bikeway's right-of-way shall be landscaped.

In addition, City Code Section 26-13.070 M. requires that:

- A. All non-residential uses and multiple-family residential uses shall provide at least 2 bicycle parking spaces, or 1 bicycle parking space for every 20 required motor vehicle parking spaces, whichever is greater.
- B. In addition to any requirements in the City Engineering Design Standards, each bicycle parking space shall provide a securely-anchored, stationary parking device that is adequate to lock and secure a 6 foot long bicycle.
- C. All bicycle parking spaces shall be conveniently located in relation to the buildings that they serve, and pedestrian walkways shall be provided between the bicycle parking spaces and the nearest building entrance.
- D. For residential uses that are required to provide bicycle parking, all required bicycle parking spaces shall be located in permanently covered areas, either inside or outdoors, that are designed to protect the bicycle from rainfall.

A field survey of available bicycle parking was conducted in 1997, and again in August 2007 prior to this update. In general, bicycle parking is available at most destinations in the City. The following locations serve as a sample of the available bicycle parking in the City.

<u>Location</u>	<u>Number of Spaces</u>
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Schools

Sierra Del Oro	5 -10
Central Middle School	30+
Las Plumas High School	20-30
Nelson Avenue Middle School	30+

Parks

Riverbend Park	20 -30
Hewitt Park	10-20
Bedrock Skate Park	1-5

Shopping Centers

Wal-Mart	30+
Food Maxx	1 - 5
All the Best Video	5 -10
CashAdvance	1 - 5
Walgreens	5 - 10
Rite Aid	5 - 10
Raley's	5 - 10

Community Services

Oroville Hospital	1 - 5
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Government Offices

Butte County Center	5 -10
Butte County Jail	5 -10
Butte County Office of Education	1 - 5
Butte County Library	30+

Other

Oroville Sports Club	5 -10
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Intermodal Connections

Bicyclists' ability to connect to other transportation modes is important for overall mobility. The primary method by which this is accommodated is the transit connection. Butte Regional Transit (B-Line) provides bicycle racks on all of their fixed-route buses, and makes stops throughout the City and near many trail access points. The Amtrak bus connection accommodates bicycles as well.

Greyhound Bus Lines do not have provisions for bicycle transport, other than as luggage. There is no bicycle parking available at Butte College bus stops, nor are there bike racks on the Butte College buses.

Shower and Locker Facilities

Shower and locker facilities are not yet available for bicyclists in the Oroville area on a widespread basis. Those that are available are private. Each of the junior and senior high schools has shower, locker, and restroom facilities for students, faculty, and staff to use. Health clubs and other athletic facilities may also provide a potential source of bicyclist support facilities. Public restrooms are available for bicyclists in the downtown area, at government offices, and in shopping areas. Ridership does not currently warrant the construction of clothing locker and shower facilities.

BICYCLE SAFETY AND EDUCATION

The Oroville Police Department is the law enforcement agency with the primary enforcement responsibility for bicycle safety in Oroville. The Oroville Police Department has established programs to promote bicycle safety, with an emphasis on education and enforcement of rules. Some examples of the department's efforts include:

- Speaking to elementary school students about bicycle safety, pedestrian safety, and the importance of wearing bicycle helmets.
- Enforcing bicycle laws as part of police patrols. Officers routinely issue warnings and/or citations to violators.
- Providing pamphlets on bicycle safety for distribution.
- Sponsoring the Bicycle Rodeo, which educates children about bicycle safety and provides an interactive course to help develop safe riding skills.

The California Highway Patrol (CHP), which has jurisdiction over bicycle safety in the county area, has published several educational pamphlets promoting bicycle safety for children and adults. The CHP also issues press releases and other media information to spotlight bicycle safety issues.

The City Public Works and Planning Departments periodically review traffic incident reports maintained by the police department, looking for trends that may indicate safety concerns along certain roadways or intersections. Roadways and intersections that pose a greater safety risk to bicyclists and pedestrians are prioritized above those that do not.

GOALS, OBJECTIVES, AND POLICIES

Goals, objectives, and policies are an integral part of any bikeway plan as they provide clear direction for decision-makers in implementing a comprehensive bikeway system. The City of Oroville has developed this BTP with four primary goals in mind.

GOAL #1

Provide a system of bikeways and multiuse recreational trails throughout the Oroville Urban Area to increase the utility of bicycles for recreation and transportation, and to increase bicycle access to major facilities, shopping areas, schools, work centers, and points of interest.

Objective #1. Use bikeways to link public lands, parks and recreation areas, and to link other public facilities such as schools and parking lots.

Objective #2. Pursue and acquire bikeway funding from all available sources.

Objective #3. Explore options for Class I bike paths using PG&E transmission line easements, abandoned railroads, levees, maintenance roads, etc.

Policy #1. Identify a bikeway coordinator to administer the BTP and to pursue and acquire funding.

Policy #2. Work with the Feather River Recreation and Park District, the State's Department of Parks and Recreation, the Department of Water Resources, and the California Department of Fish and Game in the implementation of the Oroville BTP.

Policy #3. Reduce conflicts between bicycles and other vehicles by designating on-street bike lanes, developing off-street bike paths, providing comprehensive signage and markings for bike routes, monitoring and improving routes, and adhering to proper design and construction criteria.

Policy #4. Include Class II bike lanes in City resurfacing projects where feasible, and encourage Butte County to do the same.

Policy #5. Coordinate the construction and/or improvement of the bicycle system with development projects adjacent to the routes, and require developments located on designated bikeways to provide for bicycle use within and adjacent to project boundaries.

Policy #6. Design cul-de-sac streets in urban residential areas to permit bicycle and pedestrian access between cul-de-sacs, adjacent streets, and/or open space areas.

Policy #7. Coordinate with Butte County and surrounding towns and cities in designating access routes for bikeway connections.

GOAL #2

Improve safety conditions, efficiency, and comfort for bicyclists and pedestrians through traffic engineering and law enforcement efforts.

Objective #1. Minimize potential conflicts between automobiles, bicycles, and pedestrians.

Objective #2. Minimize or eliminate safety hazards.

Policy #1. Require that new bikeways be developed to meet or exceed current Caltrans bikeway design guidelines.

Policy #2. Increase bicycle safety by providing bikeways that promote bicycle use, ensuring that bikeways are designated and signed in accordance with Caltrans standards, provide lighting where needed, provide bicycle paths and lanes on bridges, and ensure that all new or improved streets have bicycle-safe drainage grates and are free of hazards.

Policy #3. Encourage installation of bicycle video detection cameras at all bicycle/automobile intersections that have actuated signals.

Policy #4. Identify and prioritize projects that mitigate or eliminate safety hazards for bicyclists.

Policy #5. Install appropriate signage referencing California Vehicle Code sections for helmet requirements and prohibition of bicycles on State freeways, and support and encourage strong enforcement of the Vehicle Code as it pertains to bicyclists.

Policy #6. Initiate a bicycle-use public awareness program.

Policy #7. Monitor bicycle accidents to identify hazardous locations and causal factors to develop recommendations for traffic engineering improvements and targeted enforcement.

GOAL #3

Provide adequate bicycle support facilities.

Objective #1. Improve availability of bicycle parking at various locations.

Objective #2. Provide adequate support facilities to encourage bicycle riding.

Policy #1. Develop and adopt bicycle parking standards for new commercial development.

Policy #2. Provide incentives for businesses to include bicycle parking as part of a facility expansion. Incentives may include reduced fees or reduced parking requirements.

Policy #3. Provide bicycle parking in the downtown area either on the street or in public parking lots.

Policy #4. Encourage the school districts to provide safe, secure, convenient, covered bicycle parking for students, faculty, and staff.

Policy #5. Provide convenient, safe, well-lit bicycle parking racks or other bicycle parking facilities in public places, and encourage developers to do the same.

Policy #6. Encourage businesses to provide shower and locker facilities for employees.

Policy #7. Provide restroom and water fountain facilities at public buildings and recreational areas.

Policy #8. Encourage commercial bicycle rental and repair facilities.

GOAL #4

Develop a bikeway system that encourages and facilitates recreational use.

Objective #1. Encourage recreational bicycling by providing a bikeway system that responds to the needs of both the avid cyclist and the “weekend” rider.

Policy #1. Publish and maintain a bicycle map for the Oroville Urban Area.

Policy #2. Publish and maintain a separate bicycle map for the Brad Freeman Bicycle Trail.

Policy #3. Provide adequate bicycle parking facilities and signage at recreational areas where needed.

Consistency with Regional Goals, Objectives, and Policies

The objectives, goals, and policies of this BTP remains consistent with those of the City’s 2030 General Plan, Butte County’s General Plan, BCAG’s Butte County Regional Transportation Plan, and Caltrans’ Streets and Highways Code.

The Circulation Element of the City of Oroville’s 2030 General Plan requires a system of Class I and Class II bicycle paths and lanes throughout the planning area to increase

bicycle access around the City, and to establish Oroville as a bicycle center for Butte County.

The Butte County Regional Transportation Plan recognizes the importance of encouraging bicycling and walking in regional transportation planning. Identifying potential new routes early in the planning process will promote bicycling and walking, which in turn improves air quality and helps to relieve traffic congestion.

This BTP also adheres to Section 891.2 of the California Streets and Highways Code. Oroville's BTP is compliant with all bikeway definitions and planning criteria as specified by Caltrans. This ensures consistency with other regional bikeways, and also allows the City to be eligible to use state funds for bikeway planning and projects.

BICYCLE PROJECT FUNDING

Past Expenditures

Existing Class I facilities have been operational for a number of years and were planned and funded jointly by the City of Oroville, Feather River Recreation and Park District and the California Department of Water Resources using agency funds and recreational grant funding. Existing Class II and III facilities have been funded with a combination of City funds and grant funding. The most recent bikeway improvement projects completed by the City of Oroville included approximately 1 mile of Class II facilities along Nelson Avenue and approximately 1 mile of Class II facilities along Grand Avenue. These improvements were part of a larger road resurfacing project and were completed in 2009 and had a total cost of approximately \$2.8 million. Prior to that, the most recent bikeway improvement project was a 1.2 mile section of Class II facilities located on Foothill Boulevard and a 0.5 mile section of Class II facilities on Orange Avenue. These projects were completed in 1996 and were part of a larger scope of work which included road widening, resurfacing and marking of bike facilities. The total improvement costs were approximately \$250,500.00 and \$120,000.00 respectively.

Project Cost Estimates

BIKE FACILITY NAME	LENGTH (MILES)	CLASS	COST	ALT CLASS	COST
1. Oro Dam Blvd.	2.7	2	\$47,947	2	\$47,947
2. Lincoln Street	2.7	1	\$1,385,297	2	\$47,529
3. Wyandotte Avenue	0.6	1	\$403,939	2	\$11,070
4. Olive Highway	0.9	1	\$578,893	2	\$15,864
5. Lower Wyandotte Ave.	0.1	1	\$96,308	2	\$2,639
6. Montgomery Street	0.1	1	\$63,905	1	\$63,905
7. Montgomery Street	0.4	1	\$296,470	2	\$8,125
8. 5 th Avenue	3.3	2	\$58,132	2	\$58,132
9. Veatch Street	0.6	2	\$12,078	2	\$12,078
10. Robinson Street	1.0	2	\$18,140	3	\$1,858
11. Bird Street	1.2	2	\$21,990	3	\$2,232
12. Oliver Street	0.1	2	\$3,287	2	\$3,287

13. Gilmore Lane	0.2	1	\$139,875	2	\$3,833
14. Executive Parkway	0.4	1	\$277,991	2	\$7,618
15. Bridge Street	0.4	2	\$8,593	2	\$8,593
16. Orange Avenue	0.3	2	\$5,415	2	\$5,415
17. Norton Street	0.1	2	\$2,376	2	\$2,376
18. Washington Avenue	0.1	2	\$1,522	2	\$1,522
19. The Feather River	3.3	1	\$2,122,732	1	\$2,122,732
20. Wildlife Refuge	2.3	1	\$1,476,157	1	\$1,476,157
21. Wildlife Refuge	1.6	1	\$1,032,026	1	\$1,032,026
22. Rail Corridor	5.4	1	\$3,490,414	1	\$3,490,414
23. The Feather River	0.6	1	\$425,637	1	\$425,637
24. North Bank - Feather River	1.2	1	\$813,200	1	\$813,200
25. River Crossing	0.1	1	\$57,330	1	\$57,330
26. Thermalito Bluff Connector	1.7	1	\$1,093,247	2	\$29,960
27. Garden Drive	0.4	1	\$294,682	2	\$8,076
28. Table Mountain Blvd	2.0	1	\$1,285,065	2	\$35,216
29. Foothill Blvd.	2.5	1	\$1,619,474	2	\$44,381
30. Lower Wyandotte Road	2.6	2	\$46,674	2	\$46,674
31. Ophir Road	2.8	1	\$1,828,731	2	\$50,115
32. Monte Vista Avenue	0.9	1	\$597,220	2	\$16,366
33. Las Plumas Avenue	0.9	1	\$591,154	2	\$16,200
34. Autrey Lane	0.2	1	\$167,152	2	\$4,581
35. Mitchell Avenue	1.0	2	\$19,207	2	\$19,207
36. Spencer Avenue	0.4	2	\$7,790	2	\$7,790
37. 20 th Street	1.7	1	\$1,152,155	2	\$31,574
38. Larkin Road	4.6	1	\$3,005,909	2	\$82,375
39. Nelson Avenue	4.0	1	\$2,590,339	2	\$70,986
40. Wilbur Road	1.8	1	\$1,194,515	2	\$32,735
41. Oro Dam Blvd	4.0	2	\$71,014	2	\$71,014
42. Feather River Blvd	1.1	1	\$736,882	2	\$20,194
43. Pacific Heights Road	1.2	1	\$782,122	2	\$21,433
44. Cal Oak Road	0.3	2	\$6,746	2	\$6,746
45. Road V-6	1.1	1	\$719,348	2	\$19,713
46. Las Plumas to Lincoln	0.1	1	\$44,463	2	\$1,218
47. Oroville Bangor	1.4	2	\$25,572	2	\$25,572
48. Oroville Quincy Highway	2.3	2	\$41,439	2	\$41,439
TOTALS	68.7	---	\$30.1 Million	---	\$10.4 Million

Future Financial Needs

The City has adopted a multi-pronged approach in order to fund bicycle transportation improvements in the community. The City has limited financial resources and generally funds Class II and III facilities out of the City's road improvement fund. If existing facilities or planned facilities are in close proximity to a planned road improvement project, the City will generally assess the feasibility of upgrading the road section to accommodate the proposed bicycle facilities or improving the existing facilities. Planned improvements that are associated with a new development project are tied to the

development application and a fair share portion is funded by the applicant. For all other Class II and III facilities, the City actively pursues grant funding to help offset the cost of construction. These funds are generally used for projects that provide safe routes to schools and connectivity to parks, neighborhoods, retail opportunities, employment centers and government services. Class I facilities are generally used for recreational purposes, and as a result are funded through recreation grants and the City's park impact fees. Regional connections are planned and funded jointly with surrounding jurisdictions and the Butte County Association of Governments (BCAG).

Funding Sources

There are a variety of sources used to fund transportation projects and programs. Available funding has increased since the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. Available funding is not adequate to finance much of the State's proposed bicycle facilities and programs. The California Bicycle Coalition Planning and Conservation League Foundation has made available the *Guide to Bicycle Project and Program Funding in California*, which identifies federal, state, regional, and local funding sources. Potential funding sources include:

Federal

- TEA-21 sources other than RSTP, CMAQ and TEA
- Federal Demonstration Projects
- Federal Transit Program
- Jobs Access and Reverse Commute Program
- U.S. Environmental Protection Agency Sustainable Development Challenge Grant
- Watershed Protection and Flood Prevention (Small Watershed) Program

State

- Environmental License Plate Fund (ELPF)
- General Fund
- Kapiloff Land Bank Funds
- Non-point Source Implementation Grant Program
- Railroad/Highway Grade Separation Program
- State Coastal Conservancy
- State Highway Operations and Protection Program (SHOPP)

Local/Regional

- Community Development Block Grant (CDBG) Entitlement and States Programs
- Community Rehabilitation District
- Gas Tax Subventions
- Mello-Roos Community Facilities District Act of 1982

SOURCES

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FIGURES

Figure 1
Bicycle Transportation Plan
Oroville 2010
Proposed Development Areas

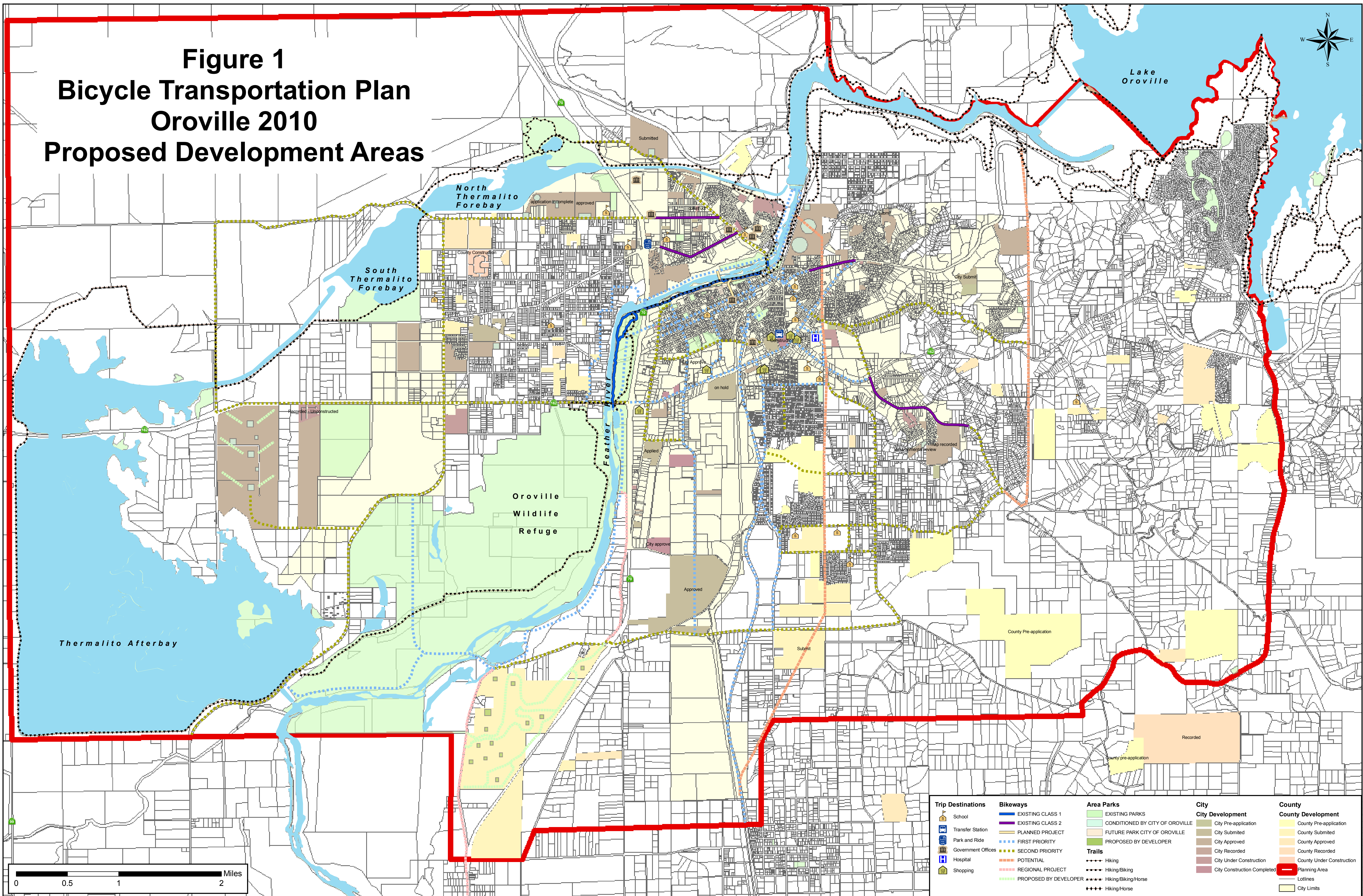
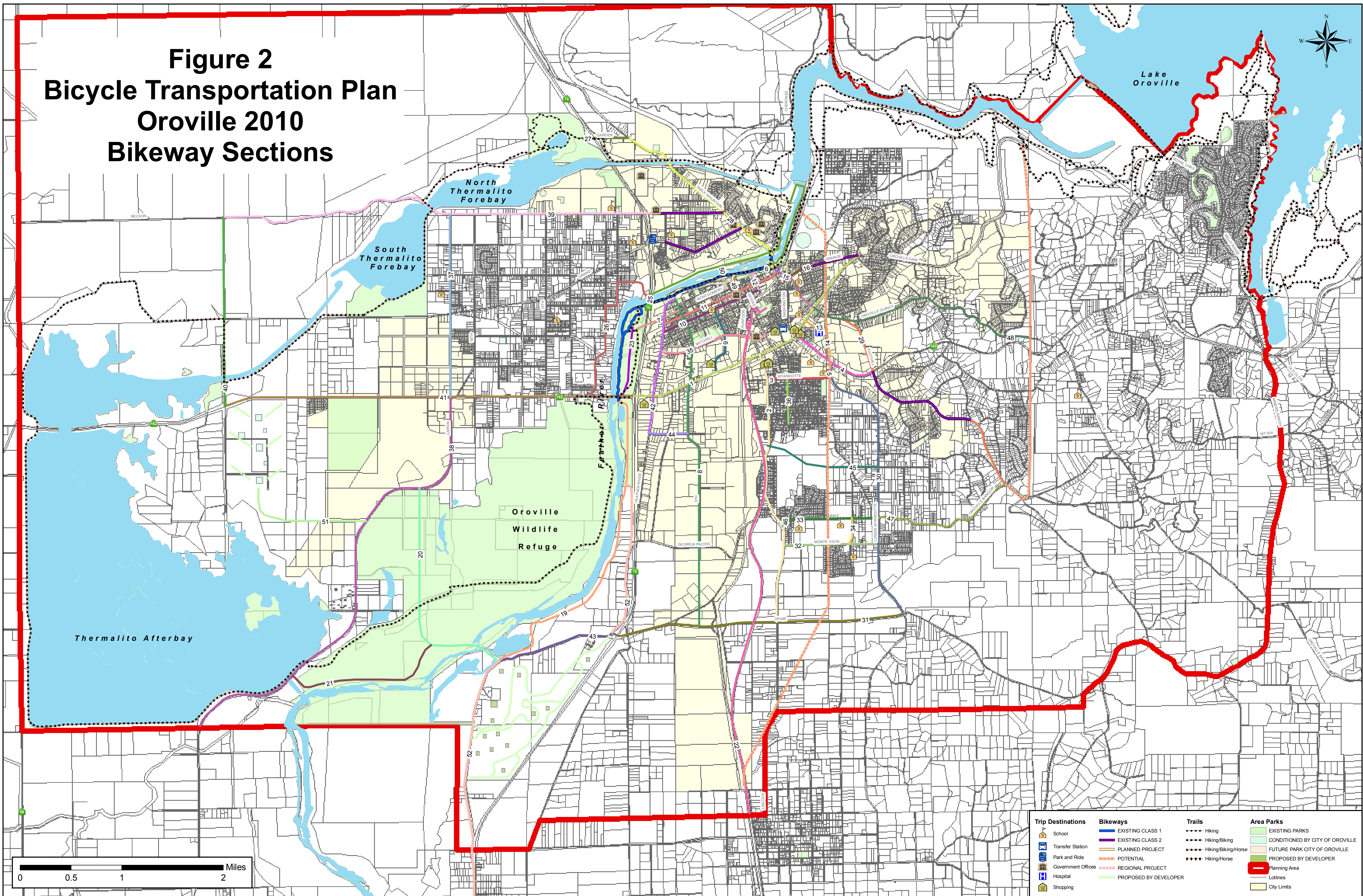
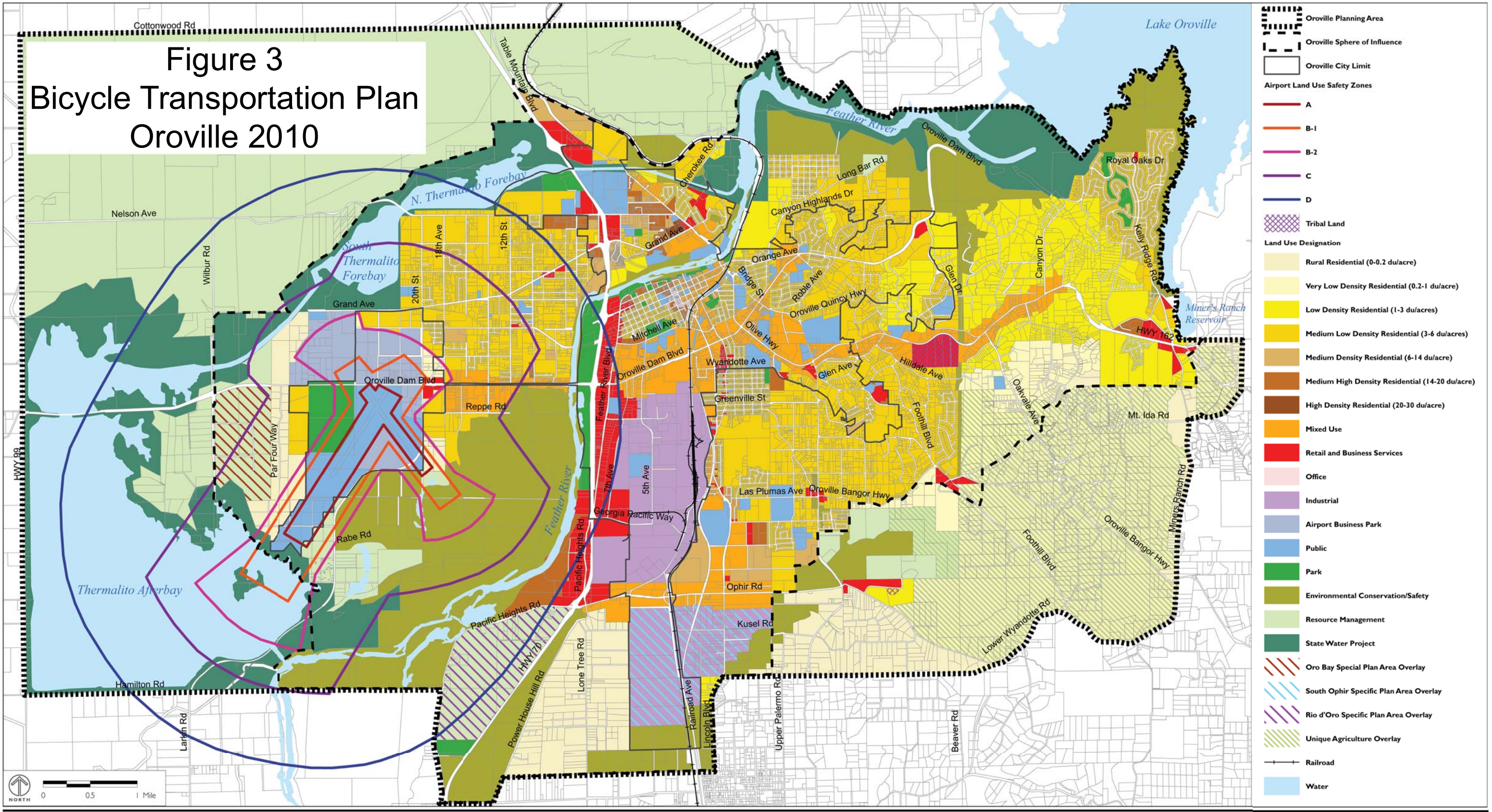


Figure 2
Bicycle Transportation Plan
Oroville 2010
Bikeway Sections





Source Data: City of Oroville GIS, 2005.

FIGURE LU-5
2030 GENERAL PLAN LAND USE DESIGNATIONS

**CITY OF OROVILLE
RESOLUTION NO. 7574**

**A RESOLUTION OF THE OROVILLE CITY COUNCIL APPROVING AND ADOPTING
THE 2010 CITY OF OROVILLE BICYCLE TRANSPORTATION PLAN**

WHEREAS, on November 19, 2002, by Resolution No. 2002-379, the City Council adopted the 2025 General Plan which included policies related to bicycle transportation for the Oroville Planning Area; and

WHEREAS, the Planning Department of the City of Oroville has prepared a Bicycle Transportation Plan (BTP) which implements the policies of the General Plan and complies with the requirements of the State of California Streets and Highways Code related to the preparation of bicycle transportation plans; and

WHEREAS, the City intends to use the Bicycle Transportation Plan as a source document when applying for funding from the California Department of Transportation's Bicycle Transportation Account (BTA) in order to further develop the City's bikeway network; and

WHEREAS, to be eligible for funding from the BTA, the City Council is required to adopt the BTP and find that it complies with Section 891.2 of the State of California Streets and Highways Code; and

WHEREAS, on April 13, 2009, the Oroville Planning Commission considered the BTP and recommended that the BTP be forwarded to the City Council for adoption; and

WHEREAS, adoption of the BTP is exempt for the California Environmental Quality Act (CEQA) because the BTP is a planning document only and does not authorize the construction of any projects until funding becomes available and a CEQA compliance will be completed before any future projects are approved by the City.

**NOW, THEREFORE, BE IT RESOLVED BY THE OROVILLE CITY COUNCIL
AS FOLLOWS:**

Section 1. Based upon the evidence in the record before it, the following findings are adopted:

- A. The Council finds that there is no substantial evidence in the record that adoption of the BTP may have a significant effect on the environment.
- B. The Council finds that the BTP implements the goals and policies related to the bicycle transportation system that are provided in the 2030 Oroville General Plan and its adoption is, thus, in the best interest of the City of Oroville and that the BTP is in compliance with Section 891.2 of the California Streets and Highways Code.

- C. The Council hereby approves and adopts the City of Oroville 2010 Bicycle Transportation Plan dated July 2010.

Section 2. The City Clerk shall attest to the adoption of this Resolution.

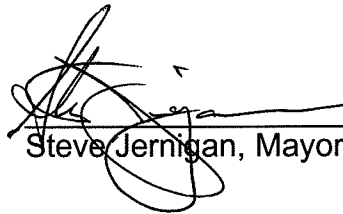
PASSED AND ADOPTED by the Oroville City Council at a regular meeting on August 3, 2010 by the following vote:

AYES: Council Members Corkin, Hatley, Pittman, Simpson, Wilcox, Vice Mayor Johansson, Mayor Jernigan

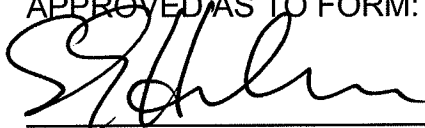
NOES: None

ABSTAIN: None

ABSENT: None


Steve Jernigan, Mayor

APPROVED AS TO FORM:


Scott E. Huber, City Attorney

ATTEST:


Diane MacMillan, Interim City Clerk