

TOWN OF PARADISE

MASTER BICYCLE AND PEDESTRIAN PLAN



October, 2006

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INTRODUCTION

Bicycling has become an increasingly popular method of travel throughout the local region. Many residents are attracted to its energy savings, environmental benefits, and health advantages, while others who are not able to drive due to age or finances use bicycles as a primary means of transportation. The Paradise Urban Area is attractive to bicyclists due to its beautiful landscape and favorable climate.

Local transportation planning within the region has been sensitive to the attributes necessary to promote and encourage bicycling and walking. The adopted 1994 Paradise General Plan includes discussion of bicycling and walking as a component of its Circulation and the Open Space Elements. The centerpiece of Paradise's bicycle system is the Paradise Memorial Trailway, which runs in a northeast-southwest direction through the center of the community. The General Plan describes the Trailway as "one of the town's greatest amenities. It provides open space and recreation opportunities for walkers, bicyclists, runners, bird watchers, equestrians, etc. It is occasionally referred to as 'the lifeblood' of Paradise."

Expanding and upgrading the bicycle circulation system is, nevertheless, a challenging proposal. The town's rolling terrain coupled with busy and sometimes narrow roadways can inhibit bicyclists from making direct connections to their destinations. As a result, overcoming these barriers is one of the chief issues facing bicycle circulation in the Paradise area.

Depending on the location, overall development of non-motorized facilities may be a responsibility of local, state, or federal government. The Town of Paradise plans bikeways within the environs of its assigned "Sphere of Influence" land area. The town is responsible for development of bikeways within its corporate limits, while Butte County is responsible for the remainder of the unincorporated urban area. The town and county have traditionally cooperated on bikeway projects in the Paradise Urban Area. Caltrans is responsible for the development and maintenance of bikeways along state highways or where established bikeways are interrupted by state highway construction. The federal government would be 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 activity, but one undertaken by communities at their discretion. Funding programs have become increasingly flexible about how the transportation monies may be spent, expanding project eligibility to include bicycle and pedestrian paths. However, many discretionary funding sources require that bikeway projects must be part of a bicycle transportation plan in order to be eligible for funding. It is the responsibility of the individual jurisdiction to either propose bikeway projects for these funding sources, or decide to use transportation allocations for bikeways.

PREVIOUS PLANNING EFFORTS

The Town of Paradise adopted a Bicycle Master Plan in 1982 and again in 1999. The central purpose of this plan was the designation and design of the Paradise Memorial Trailway. The Trailway was intended to serve bicyclists and pedestrians and eventually, equestrian use on a parallel trail. The Town applied for and received funding from the State Bicycle Lane Account in 1982/83 to construct the first phase of the Memorial Trailway. Subsequent funding from

various federal, state and local sources has resulted in the completion of several phased-improvements to this Class I bike path.

This Master Bicycle Plan addresses only the bicycle use and facilities within the Town of Paradise. The Town's commitment to the completion of the Trailway is expressed through the 1994 Paradise General Plan. The General Plan, which was adopted after extensive public input, provides a number of specific goals and policies related to bicycle and pedestrian paths. These goals and policies form the core of the policy element of this new and updated bicycle plan.

DEFINITIONS

The Town of Paradise uses the most recent Caltrans' and the Manual on Uniform Traffic Control Devices (MUTCD) design standards. There may be cases where the Town's design standards may vary from those used by Caltrans or specified within the MUTCD. A careful evaluation of conditions for a specific bikeway may justify an easing of some design requirement, or necessitate a more stringent requirement, as appropriate. For purposes of implementation of this bicycle plan, a list of defined bikeway classification standards is noted as follows:

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

Class II Bike Lane: A restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles within which through travel by motor vehicles or pedestrians is prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted. Caltrans standards generally require a 4-foot bike lane with a 6-inch white stripe separating the roadway from the bike lane.

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

NOTE: Appendix "A" illustrates each defined bikeway classification.

PUBLIC PARTICIPATION PROCESS

The Town of Paradise Master Bicycle Plan was initially drafted by the Butte County Association of Governments for the Town of Paradise. A cornerstone to the plan's ingredients is the Paradise General Plan, which was adopted after extensive citizen participation.

The draft Paradise Urban Area Bicycle Transportation Plan prepared by the Butte County Association of Governments (BCAG) in 1995 was made available for public review and forwarded to interested agencies such as the Paradise Recreation and Park District for review and

comment. Corrections, revisions and additions were made to the draft document after completion of this review process.

Additional citizen input will be obtained through the public hearing process prior to the adoption of this bikeway plan. Public hearings will be held by the Town as part of the consideration of this document.

SETTING

LOCATION

The Paradise Urban Area is located in the northeastern portion of Butte County, in the foothills of the Cascade-Sierra Nevada mountain range (Figure 1). Paradise is the county's second largest urban area; the town has an estimated 2006 population of approximately 26,516 (California Department of Finance estimate). The Paradise Urban Area is characterized by rolling terrain, with elevations ranging from 1200 feet at the southernmost planning boundary to about 2200 feet near Magalia. The town, however, gently slopes to the southwest with averages slopes of about four to six percent. While steeper areas are found in peripheral areas, such as in canyons and stream incisements, the town is generally situated on slopes less than thirty percent.

CLIMATE

Paradise'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. Due to its foothill location, annual precipitation that is predominately rainfall, is higher than that of

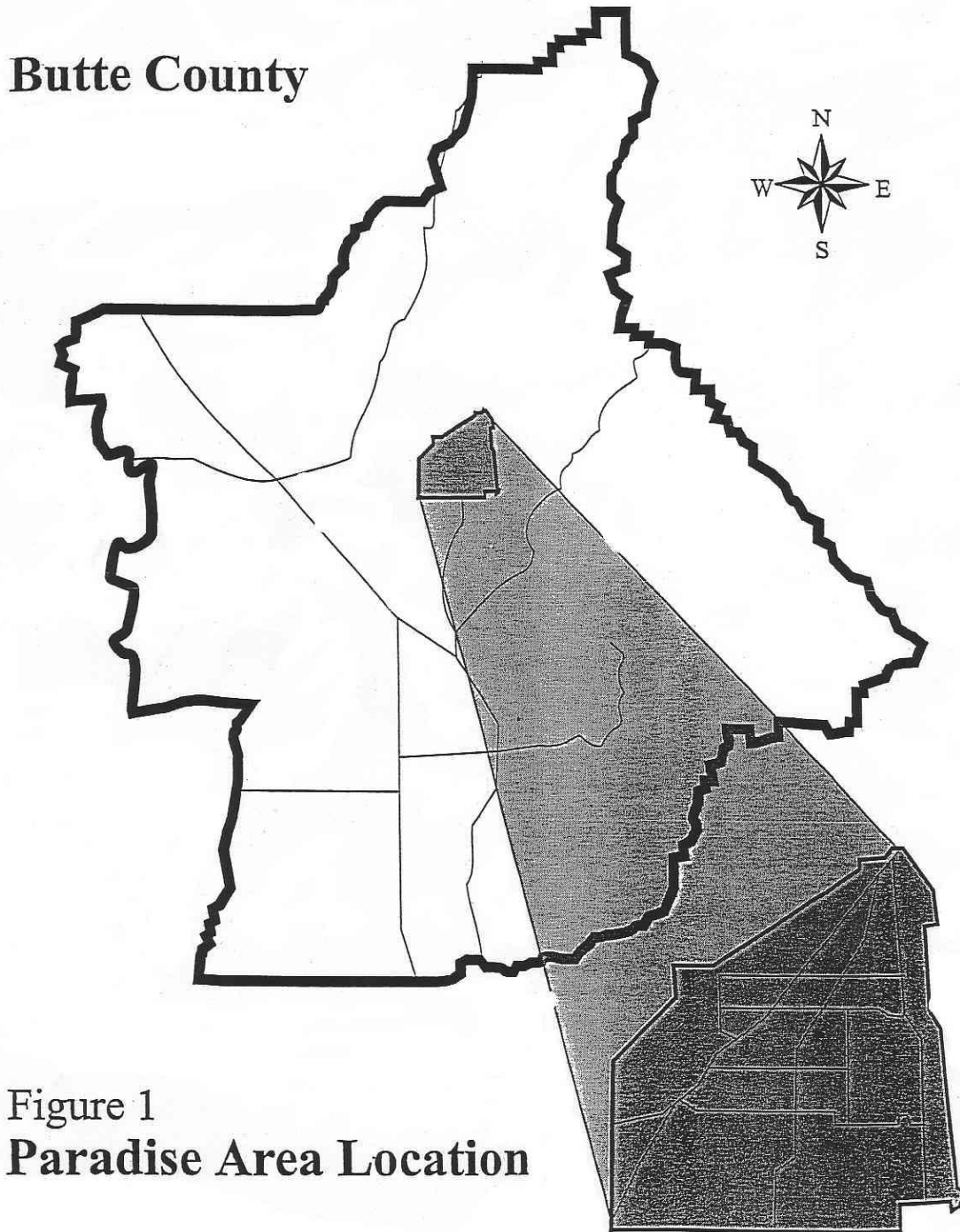


Figure 1
Paradise Area Location

the valley floor, with averages about 52 inches per year. Annualized average temperatures are 59.5°F, with recorded minimums of 10.8°F and maximum of 110°F. In addition, due to its elevation, snowfall often occurs during the winter months.

CHARACTER

Paradise boasts a diversity of land uses and attributes. One of the characteristics that sets Paradise apart from other Butte County communities is its location on an elevated ridge. Beautiful vistas and thick stands of pine trees contribute to its scenic and rural character. Paradise also serves as a minor shopping area, particularly for residents of the Upper Ridge, with major grocery chains, restaurants, and services located along Clark Road and the Skyway.

LAND USE PATTERNS

Land use defines trip origins and destinations, thereby providing the traffic generation patterns which delineate the need for bikeways and footpaths. Specific examples of the land use patterns that warrant bikeways in particular are as follows:

RESIDENTIAL AREAS

Large or concentrated residential areas are both the origin and destinations of large numbers of bicycle trips. Major residential areas are dispersed throughout the Town of Paradise.

SCHOOLS

Bicycling is a primary form of transportation for many schoolchildren. Safe routes between schools and the adjacent residential areas are important not only for the student's safety, but can reduce overall vehicular trips by decreasing the need for parents to drive children to and from school. These issues apply to all grade schools K-12, including charter schools.

SHOPPING AREAS AND RESTAURANTS

Shopping areas and restaurants provide destinations for bicyclists. The Clark Road and Skyway corridors between Pearson and Wagstaff Roads encompasses the major shopping and dining areas of the town, including our two major shopping centers. Pearson Road between Skyway and Clark Road is another major corridor, as well as the Downtown Revitalization Area.

PUBLIC BUILDINGS

Public buildings include city, county, and state offices. The town's administrative offices are located on the Skyway. The police station is located on Black Olive Drive. There are three fire stations, located on Birch Street, Pearson Road, and Wagstaff Road, respectively. The county library branch is located on Clark Road. A few state offices are also located in the Paradise area, including the Department of Motor Vehicles and two California Department of Forestry and Fire Protection stations in Magalia and Paradise.

MAJOR EMPLOYMENT CENTERS

In addition to retail sales and education that comprise the largest employment segments in Paradise, hospital services, newspaper/magazine publishing , light manufacturing, motel/hotel business, and collectively a number of retail and service outlets are major local employers. These land uses comprise most of the major employers.

RECREATIONAL AREAS

The Town of Paradise enjoys many recreational facilities. Hiking trails are emphasized to take advantage of the natural beauty and tourism potential of the area. The largest and/or most notable recreational attractions include the Terry Ashe Recreation Center, Bille Park, Aquatic Park, the Moore Road Park and Baseball Fields and the Paradise Memorial Trailway. Within our Spheres of Influence, Lake Oroville's Lime Saddle Marina lies just south of the town off of Pentz Road. On each side of Paradise's ridge are canyons with streams and flumes. Farther up Skyway, past Magalia, Stirling City, and Inskip, each aesthetic and historic destinations, are high lakes and many beautiful trails that are also popular routes for hikers and bicyclists.

NOTE: A map of land use patterns within the Town of Paradise is provided as Figure 2.

COMMUTE PATTERNS

The existing commute patterns for travel within the Paradise area favors automobiles. A major reason for this phenomenon can be found in the 2000 U.S. census, which indicates 46% of the town's workers sixteen years of age and older were employed in Paradise; nearly 54% worked elsewhere in the county. This is correlated by the mean work commute time of 22.6 minutes.

Aside from distances, the lack of safe routes to destinations and rolling terrain can make bicycle travel a challenge for the commuter. On the other hand, the health benefits of bicycling, the beautiful natural settings of many local roads, and mild temperatures for all but midsummer afternoons also provide inducements to bicycle commuting.

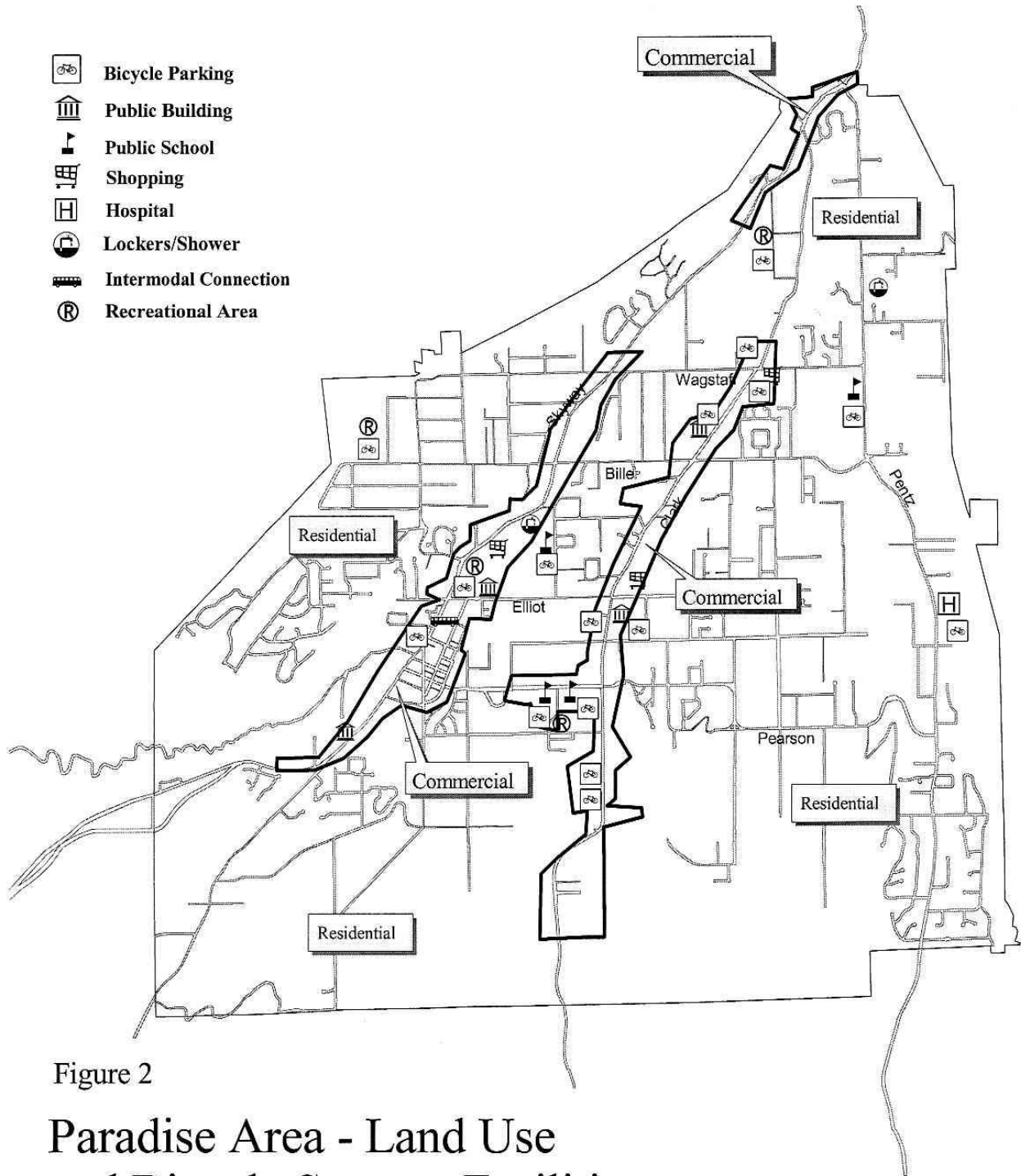


Figure 2

Paradise Area - Land Use and Bicycle Support Facilities

1 0 1 Mile



The U.S. Census provides some indication of the numbers of people using the bicycle as a means of travel. In the Paradise Urban Area, about 32 people, or only about 0.3% of the workforce bike to work as of the 2000 Census. However, the census figures specifically exclude bicycle to school trips as part of its reporting.

Estimates of numbers of bicycle to school commuters are more difficult to calculate, as there are no official sources of this type of data. Elementary, junior high and high schools all generate bicycle traffic. Caltrans' 1991 Statewide Travel Survey estimates that 8.5% of Butte County students bicycle to school on a regular basis. Bicycle racks at local schools have a cumulative storage capacity for approximately 173 bicycles. However, it appears that very few Paradise students bicycle to school on a regular basis. Field surveys of bicycle racks at Paradise schools in September 2006 revealed a cumulative total of fewer than thirty bicycles on school grounds during school hours. Based on total Paradise public school enrollment of 3,873, thirty students represents less than 0.7% of the local student body.

In recent years it is clearly evident that a higher percentage of parents drive their children to school than ever before. It also seems likely that, due to topographical considerations in Paradise and safety concerns due to the general lack of adequate shoulder width on Paradise streets, students attending schools in Sacramento Valley locations within Butte County would be more inclined to bicycle to school than students attending Paradise schools. Combined with bicycle to work figures, the current total of bicycle commuters in the Paradise Urban Area is estimated at about 62, or about 0.5% of all commute trips.

According to the 1994 Paradise General Plan, the population of the town is expected to increase to approximately 31,114 people by the year 2008. Using these estimates, the overall urban area, including Magalia, will grow to approximately 45,000 people. With the implementation of the policies of the General Plan, as well as those contained in this document, it can be expected that bicycle commuting will increase at the same rate as the population. Bicycle to school commuting can be expected to increase as well. Total public school enrollment is expected to grow to 4,431 in FY 2008-09, thus adding another 4 or 5 bicyclists. Combined with existing numbers, the total amount of bicycle commuters is expected to reach approximately 73 by 2008.

REGIONAL CONTEXT

An important consideration in planning bikeways in the Paradise area is their possible linkage to regional bikeway facilities. These linkages are critical to the development of a comprehensive bicycle transportation system for Paradise and Butte County. Linear measurements and cost estimates for these regional bikeways are contained in the "Countywide Bikeway Master Plan for Butte County." Planned regional bikeways linking with the Paradise Urban Area are as follows:

- Class I bike lanes on Skyway from the Paradise Memorial Trailway to Potter Road in Chico; includes 5' lane width due to grade. It should be noted the Paradise Memorial Trailway is located on the former Southern Pacific railroad easement. Much of the original Southern Pacific Railroad grade between Paradise and Chico still exists and, while in disrepair, may well present an alternative or additional opportunity for linkage between the two communities. In coordination with intergovernmental

agencies, the town, the county and the City of Chico should pursue right-of-way as property is developed adjacent to the old rail lines thereby extending the Class I bike path westerly to Chico (or be used for alternative forms of transportation in the future).

Status: Not currently scheduled. Included as high priority in Countywide Bicycle Transportation Plan.

- Class II bike lanes on Neal Road from Paradise Memorial Trailway to SR 99. Class II bike lane on future overpass, with the Class II bike lane continuing to the Oroville Chico Highway and along Oroville Chico Highway to Midway.

Status: Not currently scheduled. Included as high priority in Countywide Bicycle Transportation Plan.

- Class I bikeway along 230KV power line easement from Neal Road to Durham Pentz Road

Status: Not currently scheduled. Included as medium priority in Countywide Bicycle Transportation Plan.

- Class II bike lanes on Old Magalia Road from Coutolenc Road to Paradise Memorial Trailway

Status: Not currently scheduled. Included as medium priority in Countywide Bicycle Transportation Plan.

- Class I bike lane along the former Southern Pacific Railroad easement from Coutolenc Road and Skyway to Paradise Reservoir and, if feasible, to Stirling City.

Status: Not currently scheduled. Include as high priority in Countywide Bicycle Transportation Plan.

- Class II bike lanes on Humboldt Road (at Lomo) from SR 32 to the Skyway

Status: Not currently scheduled. Included as low priority in Countywide Bicycle Transportation Plan.

- Class II bike lanes on the Skyway from Humboldt Road (at Butte Meadows) to Coutolenc Road (at Lovelock)

Status: Not currently scheduled. Included as low priority in Countywide Bicycle Transportation Plan.

- Class II bike lanes on Coutolenc Road .

Status: Not currently scheduled. Included as low priority in Countywide Bicycle Transportation Plan.

- Class II bike lanes on Honey Run Road from Skyway to approximately one mile past the Honey Run Covered Bridge.

Status: Not currently scheduled. Included as low priority in Countywide Bicycle Transportation Plan.

- From one mile east of Honey Run Bridge, convert Honey Run Road to one-way (for bikes and motor vehicles). Add a single Class II bike route up to Honeyview Terrace. From Honeyview Terrace to Skyway, preserve two-way traffic and install a Class II bike route.

Status: Not currently scheduled. Included as low priority in Countywide Bicycle Transportation Plan.

- Class III bike route along Pentz Road from the south town limit to Lime Saddle Marina.

Status: Not currently scheduled. Included as low priority in Countywide Bicycle Transportation Plan.

ISSUES

BICYCLE/AUTOMOTIVE CONFLICTS

The roadway system of Paradise presents the primary challenge facing area bicyclists. Most roadways, including many arterials, do not have infrastructure conditions that encourage bicycle use. The combined effect of these conditions, particularly on roadways with heavier traffic, may intimidate many bicyclists. There are several specific aspects to this problem.

Substandard Street Width

Many of the town's roads, including some arterials, have substandard pavement widths, with little or no shoulders. When shoulders are available, they often include obstructions, including overgrown vegetation and mailboxes. These situations leave little or no room for bicyclists to ride safely alongside fast moving traffic.

Drainage

Many streets do not have curbs and gutters, using roadside ditches for drainage. This presents two problems. First, the ditches are obstacles, sharply reducing any shoulder width and creating the potential of an abrupt fall for the bicyclist. Second, the ditches are sometimes filled with leaves and debris, and cause on-street flooding during heavier rains.

Conflicting Movements

Many roads have numerous driveways and private roads that create conflicts with bicyclists. Motorists from these side streets and driveways may not see bicyclists and pull out abruptly in front of them, particularly where there are shoulder obstructions to block their views.

Terrain

Another issue facing the planning and implementation of bikeways in the Paradise area is the terrain. Although slopes are fairly moderate, rarely exceeding four to six percent in much of the planning area, such terrain may still present a challenge for many bicyclists.

As a result of previous planning efforts, the Town of Paradise has already constructed or designated a number of bikeways within the urban area. Current planning efforts center on the completion of the Paradise Memorial Trailway and in providing bicycle paths and lanes that will increase safety and ease conflicts between bicyclists and motorists.

NOTE: Existing and planned bikeways are shown in Figure 3.

EXISTING FACILITIES

The Paradise Urban Area features a number of hiking trails suitable for use by mountain bikes. These trails are, however, primarily hiking trails and are not considered bikeways. Existing bicycle paths/lanes within Paradise are listed below:

- Class I bike path situated within an abandoned railroad right-of-way (Paradise Memorial Trailway) from Neal Road to Pentz Road
- Class II bike lane along Pearson Road from Recreation Drive to just west of Clark Road.

PLANNED FACILITIES

Listed below are planned bike path/lane improvements with location, description of bike class, linear feet (LF) of path/lanes and estimated cost.

- Class I bike path (with portions Class II route if necessary) situated within the Paradise Memorial Trailway from Neal Road westerly to the Town limits and the Skyway crossroad
Status: Pending funding, but not currently scheduled. Partially funded, Phase I tentatively scheduled for Summer 2007.
Length: 5500 LF (Class I) 260 LF (Class II)
Estimated cost: \$397,863
- Class I and/or II bike path/lane(s) from Paradise Community Village east along Village Parkway to Clark Road.
Status: Not currently scheduled.
Length: 950 LF Estimated cost: \$27,901 to \$52,804
- Class I and/or II bike path/lane(s) from Village Parkway north along Clark Road to Nunneley Road.
Status: Not currently scheduled.
Length: 3,550 LF Estimated cost: \$104,262 to \$197,320

- Class I and/or II bike path/lane(s) from Paloma Avenue east along Buschmann Road to Clark Road.

Status: Not currently scheduled.

Length: 1,550 LF

Estimated cost: \$45,523 to \$86,154

- Class I bike path(s) from Paradise Memorial Trailway behind Paradise High School to Maxwell, incorporating a Class II Bike lane where the road currently exists, in coordination with the Paradise Unified School District.

Status: Establish prior to fiscal year 2010-2011.

Length: 1,590 LF

Estimated cost: \$88,378

- Class II bike lanes and an extension of Class I bike path on Forest Service Road from Clark Road to the Paradise Memorial Trailway

Status: Not currently scheduled.

Length: 1500 LF (Class I) 750 LF (Class II)

Estimated cost: \$158,454

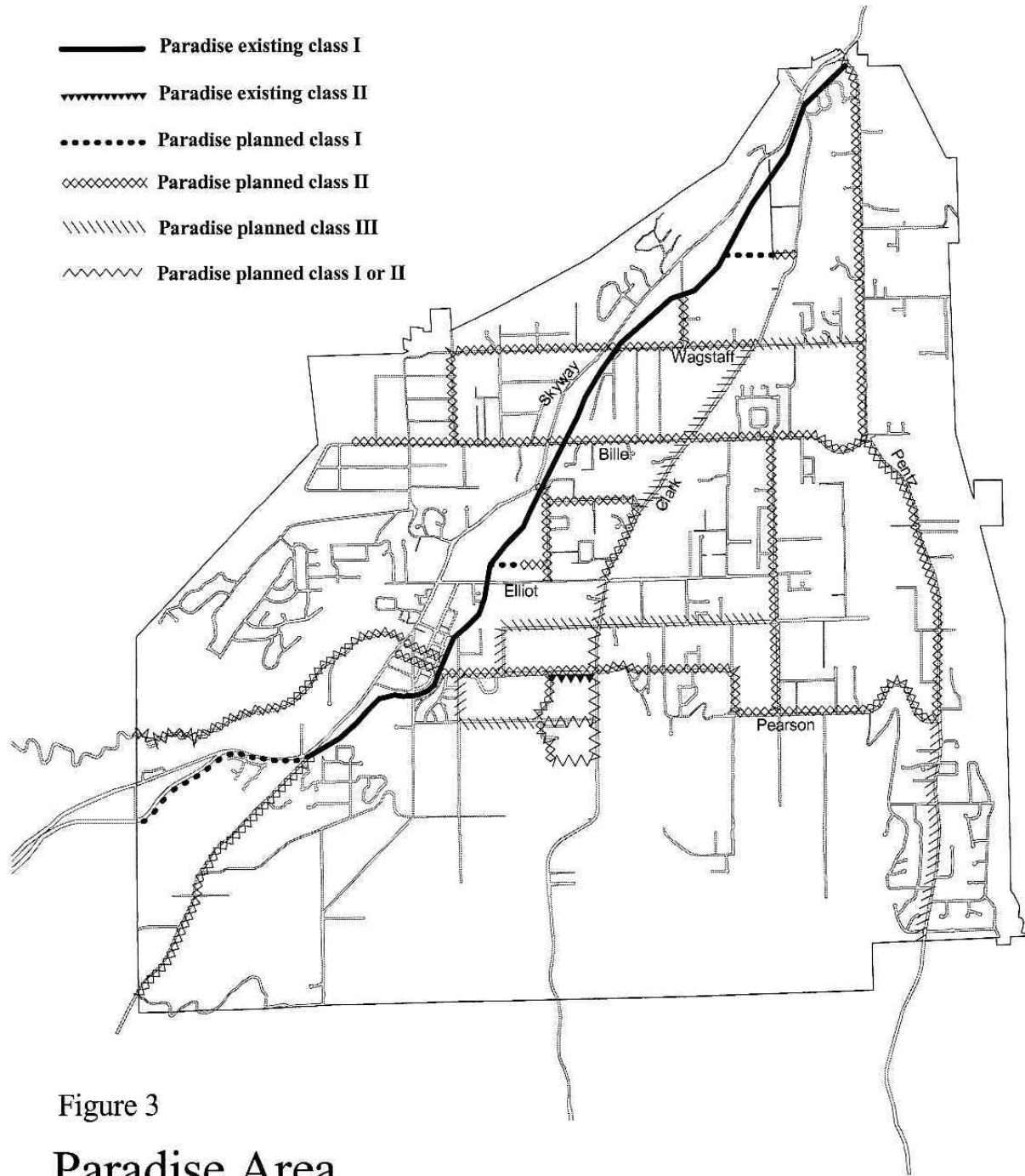
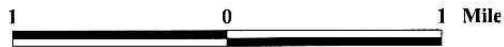


Figure 3

Paradise Area Bikeway Facilities



- Class II bike lanes on Pearson Road from the Skyway to Pentz Road
Status: Not currently scheduled.
Length: 18,500 LF *Estimated cost: \$543,345*

- Class II bike lanes on Pentz Road from Pearson to the Skyway
Status: Not currently scheduled.
Length: 20,450 LF *Estimated cost: \$600,618*

- Class II bike lanes on Bille Road from the Paradise Memorial Trailway to Bille Park.
Status: Design fiscal year 2000-2001; construct FY 2001-2002. Not currently scheduled.
Length: 7100 LF *Estimated cost: \$208,527*
- Class II bike lanes on Bille Road from Clark Road to the Paradise Memorial Trailway.
Status: Not currently scheduled.
Length: 3,250 LF *Estimated cost: \$95,452*

- Class II bike lanes on Bille Road from Pentz Road to Clark Road
Status: Not currently scheduled.
Length: 5500 LF *Estimated cost: \$281,502*

- Class II bike lanes on Neal Road from the Paradise Memorial Trailway to Wayland Road
Status: Not currently scheduled.
Length: 8900 LF *Estimated cost: \$261,393*

- Class II bike lanes on Wagstaff Road from the Paradise Memorial Trailway to Oliver Road and southerly on Oliver Road to Bille Road
Status: Not currently scheduled.
Length: 8900 LF *Estimated cost: \$261,393*

- Class II bike lanes on Sawmill Road from Pearson Road northerly to Bille Road
Status: Not currently scheduled.
Length: 8300 LF *Estimated cost: \$243,771*

- Class II bike lanes on Rocky Lane from the Paradise Memorial Trailway to Wagstaff Road and easterly on Wagstaff Road to Clark Road
Status: Not currently scheduled
Length: 3700 LF *Estimated cost: \$108,669*

- Class II bike lanes on Wagstaff Road from the Paradise Memorial Trailway to Rocky Lane.
Status: Not currently scheduled
Length: 1,800 LF *Estimated cost: \$52,866*

- Class II bike lanes on Recreation Drive from Buschmann Road to Pearson Road
Status: Not currently scheduled.

Length: 1,500 LF

Estimated cost: \$600

- Class II bike lanes on Maxwell Drive from the Skyway to Elliott Road
Status: Establish prior to fiscal year 2010-2011.

Length: 3100 LF

Estimated cost: \$91,047

- Class II bike lanes on Central Park Drive from Maxwell Drive to Clark Road and southerly to Elliott Road.

Status: Establish during fiscal year 2000-2001 Not currently scheduled.

Length: 5900

Estimated cost: \$173,283

- Class II bike route on Honey Run Road from Skyway to the town limit.
Status: Not currently scheduled.

Length: 9300 LF

Estimated cost: \$3,900

- Class II bike route on Birch Street from Skyway to Black Olive Drive.

Status: Not currently scheduled.

Length: 1,100 LF

Estimated cost: \$34,914

- Class II bike route on Paloma Avenue from Buschmann Road to Paradise Community Village.

Status: Establish prior to availability of youth-oriented facilities within Paradise Community Village.

Length: 850 LF

Estimated cost: \$24,225

- Class III bike route on Scottwood Road from Pearson Road to Buschmann Road
Status: Establish during fiscal year 2000-2001. Not currently scheduled.

Length: 1400 LF

Estimated cost: \$600

- Class III bike route on Buschmann Road from Scottwood Road to Paloma Avenue.
Status: Establish during fiscal year 2000-2001. Not currently scheduled.

Length: 2400

Estimated cost: \$900

- Class III bike route on Academy Drive from Pearson Road to Nunneley Road
Status: Establish during fiscal year 2000-2001. Not currently scheduled.

Length: 1450 LF

Estimated cost: \$600

- Class III bike route on Nunneley Road from Academy Drive to Sawmill Road2
Status: Establish during fiscal year 2000-2001. Not currently scheduled.

Length: 8100 LF

Estimated cost: \$3,600

- Class III bike route on Clark Road from Nunneley Road to Wagstaff Road
Status: Not currently scheduled.

Length: 9700 LF

Estimated cost: \$4,800

- Class III bike route on Wagstaff Road from Pentz Road to Clark Road
Status: Not currently scheduled.

Length: 3200 LF

Estimated cost: \$1,500

- Class III Bike Route on Pentz Road from Pearson Road southerly to the town limit.
Status: Not currently scheduled.

Length: 6,400 LF

Estimated cost: \$3,000

BICYCLE PARKING

A good bicycle is expensive. Because of this circumstance, bicyclists tend to leave their bicycles safe at home unless there is a secure spot to park their bicycle at their destination. Therefore, bicycle parking is a key component in an effective overall bikeway system.

There are a number of different types of bicycle parking. Most common are bicycle racks. These racks may be freestanding, or bolted to the ground or to a structure. Bicycles are secured to the racks with the rider's bicycle lock. Bicycle racks come in a large variety of configurations, with different designs and numbers of parking spaces. Another common, but more expensive, form of bicycle parking are bicycle lockers. These are enclosures that contain the entire bicycle behind a locked door. Bicycle lockers are used for longer-term storage and security of bicycles, such as at park and ride lots. A park and ride facility has recently been constructed within the Town of Paradise that includes bicycle parking facilities.

Bicycle parking requirements vary by jurisdiction. However, neither the Town of Paradise nor Butte County currently have formally established bicycle parking requirements for existing or new development.

A field survey of bicycle parking available at identified land use designations was conducted in August 1999. In general, bicycle parking is available at many destinations. The specific findings of a recent field survey are indicated below in Table 1. A map of bicycle parking availability is shown on Figure 2.

Bicycle parking is currently unavailable at most of the town's existing intermodal facilities. However, the Town of Paradise has recently constructed a park-and-ride facility that includes bicycle parking. Likewise, there is no bicycle parking currently available at Butte College bus stops, nor are there bike racks on their buses.

**TABLE 1
BICYCLE PARKING INVENTORY
PARADISE URBAN AREA**

Location	# Spaces	# Locations
Schools:		
Paradise High School	50	1
Paradise Adventist School	0	0
Paradise Intermediate School	7	1
Paradise Elementary School	40	1
Ponderosa Elementary School	48	1
Paradise Pines Elementary School	28	1

St. Thomas More School	0	0
Children’s Community Charter School	0	1
Parks and Recreational Facilities:		
Terry Ashe Recreation Center	12	1
Bille Park	8	1
*Aquatic Park/Rotary Grove Park	8	1
Moore Road Park & Ball Fields	8	1
Tall Pines Entertainment Center	6	1
Paradise Cinema 7	10	2
Shopping Centers:		
Paradise Plaza	8	1
Old Town Plaza	0	0
Community Services:		
Feather River Hospital	8	1
Paradise Post Publishing	5	1
Park and Ride	5	1
Government Offices:		
Butte County Library	6	1
Town of Paradise offices	0	0
U.S. Post Office	3	1

*Bicycle parking is available at the adjacent Paradise Intermediate School

SHOWER AND LOCKER FACILITIES

Shower and locker facilities are not yet available for bicyclists on a widespread basis. Those that are available are private such as those found at the Fit One Athletic Club on Pentz Road and Beyond Fitness on Skyway. The junior and senior high schools have shower, locker, and restroom facilities for students, faculty, and staff to use. However, health club and other athletic facilities may also provide a potential source of bicyclist support facilities. A map of shower and locker facility locations is also shown in Figure 2.

Public restrooms are available for bicyclists at several parks, government offices, and in some shopping areas. Benches are available along the Paradise Memorial Trailway for resting, and fountains are planned.

INTERMODAL CONNECTIONS

The ability of bicyclists to connect to other transportation modes is of great importance to overall mobility. The primary method in which this is accommodated is the bus transit connection. Butte County Transit provides bicycle racks on all of their large fixed route buses, although racks are not available on the smaller buses used on the Magalia/Paradise Pines deviated route service. While charter service is available, there is no regularly scheduled commercial bus service, such as Greyhound, serving Paradise, nor is rail service available.

BICYCLE SAFETY AND EDUCATION

The Paradise Police Department is the law enforcement agency having primary enforcement responsibility for bicycle safety in the Town of Paradise. The police department's only ongoing bicycle safety program is the enforcement of bicycle laws as part of regular police patrols. Officers issue warnings or citations to bicyclists violating traffic laws. In the past, the Paradise Police Department implemented programs to promote bicycle safety, with an emphasis on education. These programs, including bike rodeos and safety talks at local schools, are no longer being implemented due to department personnel shortages and budget constraints.

The California Highway Patrol, which has jurisdiction over bicycle safety in the county area, has published several educational pamphlets to inform bicyclists about how to ride safely, some geared towards children while others more suitable for adults. The CHP also issues press releases and other media information to spotlight bicycle safety issues.

The State of California keeps records of traffic accidents, including bicycle accidents, within the Town of Paradise as a result of the town's participation in the California Statewide Integrated Traffic Records System (SWITRS). In 1999, there were 9 bicycle accidents reported, 1 reported accident in 2000, 7 accidents in 2001, 4 accidents each in 2002 and 2003, 1 accident in 2004 and 3 bicycle accidents in the first quarter of 2005. It is assumed that, due to the general lack of bike routes in Paradise, most of these accidents occurred on streets without bicycle lanes.

GOALS, OBJECTIVES, POLICIES, AND IMPLEMENTATION MEASURES

Goals, objectives, policies, and implementation measures are an integral part of a bikeway plan, as they provide a clear direction for decision makers in developing a comprehensive bikeway system.

GOAL 1: Enhance and improve pedestrian and bicycle safety and use by establishing additional linkages between areas of town.

GOAL 2: Maintain and improve local and regional air quality.

GOAL 3: Reduce reliance on the automobile by careful land use planning, and encourage the use of non-automobile travel modes through a balanced and integrated set of land use and transportation planning policies.

Objective 1: As necessary, revise and update both the Town of Paradise master bicycle and pedestrian transportation plans; and the Paradise Memorial Trailway master plan.

Objective 2: Complete construction of the yet to be established components and planned recreation features for the Paradise Memorial Trailway.

Objective 3: Discourage establishment and continued usage of non-sanctioned improvements encroaching within the Paradise Memorial Trailway right-of-way.

Objective 4: Encourage efforts to significantly reduce reliance on the private automobile.

Objective 5: Explore the feasibility of establishing a trail system in the outlying urban area.

Objective 6: Encourage efforts to improve and enhance transportation services that meet the recreational, medical, and other needs of the local citizens, particularly senior citizens and children.

Policy 1: Provide safe paths for pedestrians, equestrians, and bicyclists , particularly for school children and the elderly. Institute a sidewalk and pathway development program for selected locations and where feasible link with the Paradise Memorial Trailway.

Policy 2: Promote the development of bicycle paths and trailways with access to schools, creeks, commercial and residential areas, parks, along canyons, and possibly extending from Stirling City to Chico.

Policy 3: Reduce automobile dependency within Paradise for local residents and visitors by implementing congestion management and trip reduction plan programs that decrease the number of vehicle miles traveled which, in turn, reduces air pollution and congestion and saves energy.

Implementation Measures

1. Identify locations for sidewalks and pathways along existing major collector and arterial roadways. Establish standards for requiring sidewalks adjacent to new developments.
2. Strive to establish Class II and/or Class III bike lanes where pavement width is sufficient and vehicle parking is non-existent or eliminated.
3. Require new development to provide a pedestrian pathway on at least one side of new public streets and new private roads.
4. Improve shoulders of some roads to make them safer for pedestrians and bicyclists, and relocate mailboxes from sidewalks.
5. Utilize transportation funds for selected alternative transportation facilities or programs and parking facilities.

6. Establish procedures for requiring all future public, quasi-public and large commercial development projects to provide a suitable number of onsite bicycle parking facilities.
7. Encourage the Paradise Unified School District and the Butte Community College District as well as local public transit authorities to provide adequate bicycle parking facilities along transit/bus routes and provide bicycle racks on busses.
8. Add Bike lane construction to the town's list of infrastructure improvements eligible for funding under the development impact fee (DIF) program.

CURRENT FUNDING SOURCES

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

Funding sources include:

FEDERAL

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

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

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

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

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

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

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

Additional SAFETEA-LU information can be viewed at:

<http://www.fhwa.dot.gov/safetealu/legis.htm>

STATE

Bicycle Transportation Account (BTA)

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

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

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

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

State Transportation Improvement Program (STIP)

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

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

Regional Improvement Program: Regions are given a county bid target in which to develop the Regional Transportation Improvement Program (RTIP). The BCAG Board of Directors have the discretion to select and program transportation improvement projects for the region including highways, local roads, transit, bike lanes, etc. Additional RTIP information and the identification of BCAG's regional priorities for RIP funds can be found at:
http://www.bcag.org/_planning/2006_RTIP.html.

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

Transportation Development Act (TDA)

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

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

LOCAL

Air Quality Management District (AQMD)

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

Traffic Mitigation/Impact Fees

Local fees may be assessed on new development projects which, as a result of their construction, are expected to generate additional traffic. Criteria of such fees are set by the local jurisdiction. Most jurisdictions employ some type of traffic mitigation fee. They may be assessed area-wide, only in target sections on a project-by-project basis, or by a combination of these options.

POTENTIAL FUNDING SOURCES

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

Potential methods of enhancing the revenues available for transportation, including bikeways, are discussed below.

Sales Tax Increase

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

Bond Measures

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

Assessment Districts

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

APPENDIX “A”

Figure 1003.1A

Two-way Bike Path on Separate Right of Way

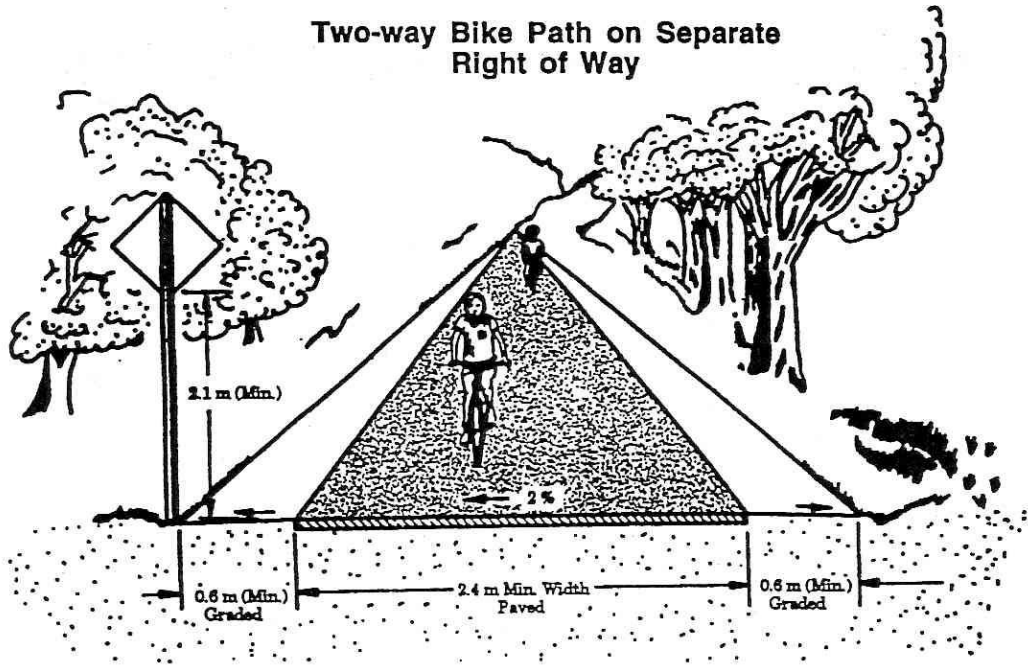
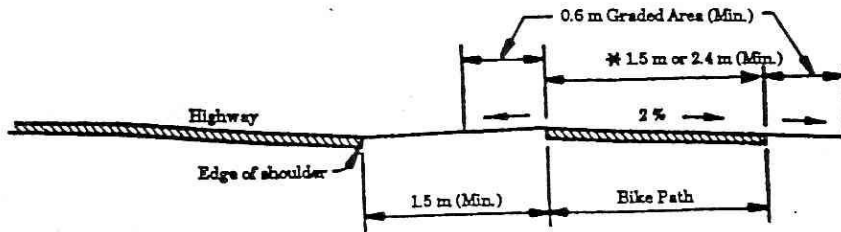


Figure 1003.1B

Typical Cross Section of Bike Path Along Highway



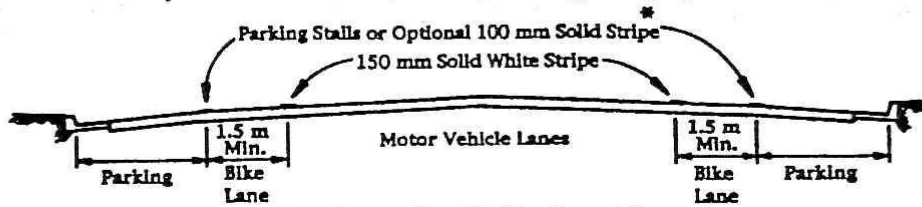
NOTE: See Index 1003.1(5).

* One - Way: 1.5 m Minimum Width
Two - Way: 2.4 m Minimum Width

1000-18
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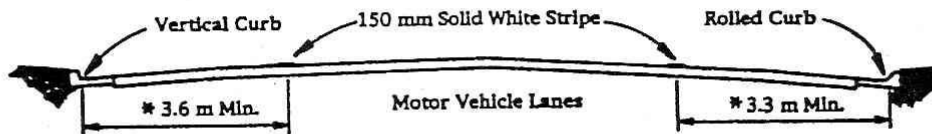
HIGHWAY DESIGN MANUAL

Figure 1003.2A
Typical Bike Lane Cross Sections
(On 2-lane or Multilane Highways)



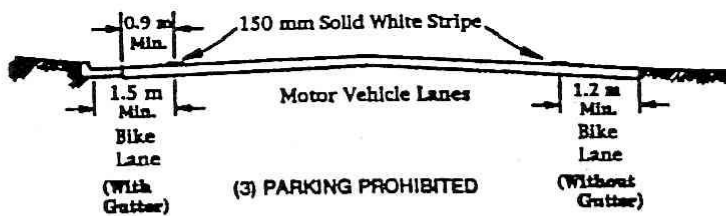
* The optional solid white stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

(1) STRIPED PARKING

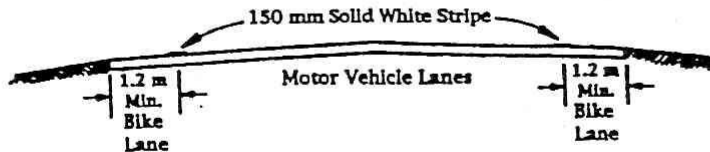


* 3.9 m is recommended where there is substantial parking or turnover of parked cars is high (e.g. commercial areas)

(2) PARKING PERMITTED WITHOUT PARKING STRIPE OR STALL



(3) PARKING PROHIBITED

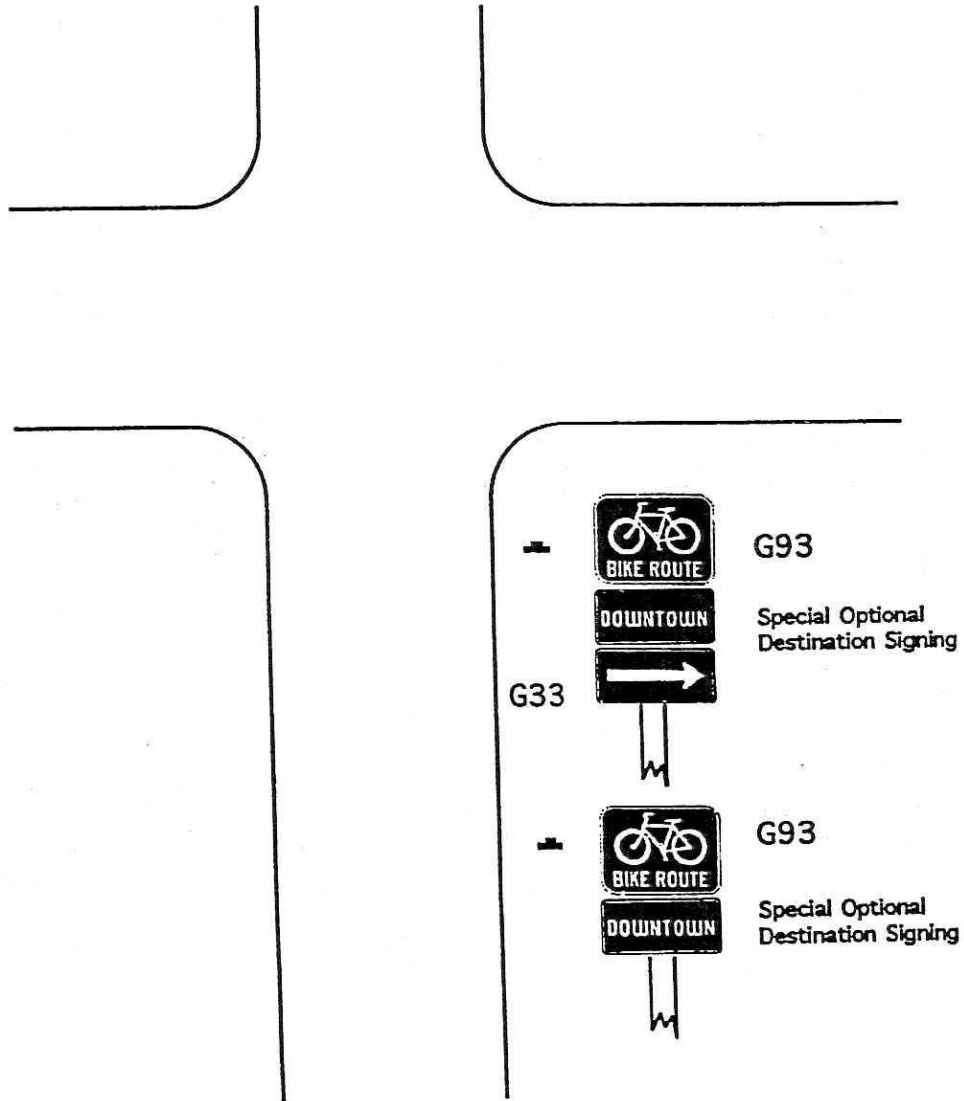


(4) TYPICAL ROADWAY IN OUTLYING AREAS PARKING RESTRICTED

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HIGHWAY DESIGN MANUAL

Figure 1004.4
Bike Route Signing



NOTES: The G93 Bike Route signs shall be placed at all points where the route changes direction and periodically as necessary.

APPENDIX “B”

Bikeway Cost Reference Data

Bikeway Type	Estimated Cost Range Source*	Estimated Cost per Linear Foot
Class I Bike Path	\$57-\$71.25 per linear foot (Town of Paradise Engineer's estimate)*	\$81.90
Class II Bike Lane signage and striping only	\$1.98-\$2.82 per linear foot (Town of Paradise Engineer's estimate)*	\$3.24
Class II Bike Lane Additional pavement only	\$9.00-\$15.00 per linear foot for 4 foot wide pavement strip on one side of street (Town of Paradise Engineer's estimate)*	\$28.50 (two sides of street)
Class III Bike Route signage only	\$0.21-\$0.27 per linear foot (Town of Paradise Engineer's estimate)*	\$0.33

*Based upon estimated construction costs associated with right-of-way acquisition, tree felling and stump removal, inadequate shoulder widths and topographical constraints characteristic of bicycle path construction and establishment in the Town of Paradise.

APPENDIX “C”

Bicycle Transportation Plan Checklist

BTP TITLE: TOWN OF PARADISE BICYCLE AND PEDESTRIAN PLAN

LOCAL AGENCY: TOWN OF PARADISE

ADOPTED Y__ N__ DATE: __/__/__

TRANSPORTATION PLANNING AGENCY: BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

APPROVAL Y__ N__ DATE: __/__/__

BFU REVIEW: APPROVED _____ DISAPPROVED _____ DATE: __/__/__

Yes	No	Requirement	Pages	Comments
X		(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	6, 8	See "Commute Patterns" section
X		(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	7	See "Land Use Patterns" section & Figure 2
X		(c) A map and description of existing and proposed bikeways.	11-16	See "Existing Facilities," "Planned Facilities" sections & Figure 3
X		(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	7, 16-18	See Figure 2 & "Bicycle Parking" section
X		(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	7, 17, 18	See Figure 2 & "Bicycle Parking" section
X		(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	7, 18	See Figure 2 & "Bicycle Parking Section
X		(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	18-19	See "Bicycle Safety and Education" section
X		(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	3	See "Public Participation Process" section
X		(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	1, 2	See "Introduction" & "Previous Planning Efforts" sections
X		(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.	8-10, 12, 14-16	See Figure 2, "Regional Context" & "Planned Facilities" sections
X		(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	12, 14-16	See "Planned Facilities" section