



BUTTE COUNTY REGIONAL TRAVEL SURVEY

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Prepared For

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EXECUTIVE SUMMARY

Over the last five years, Butte County has been reshaped by the 2018 Camp Fire, the 2020 North Complex Fire, and the COVID-19 Pandemic. This report, prepared under the direction of the Butte County Association of Governments (BCAG), documents demographic trends over this period, summarizes current travel insights and preferences from community members and employers, considers travel patterns and changes for automobiles and bikes, and examines transit ridership. By identifying these patterns and preferences, this report will characterize needs and opportunities specific to Butte County and inform improvements to the transportation system, including those that will support reductions in travel-related greenhouse gas emissions, as required in BCAG's State-mandated Sustainable Communities Strategy.

The county population has declined each year since 2018, though population changes have fluctuated at the jurisdictional level, sharply declining in the Camp Fire burn scar area but increasing in other jurisdictions in the fire's immediate aftermath and subsequently fluctuating between jurisdictions year to year thereafter. These population changes have impacted the composition of residents, who are now slightly younger, becoming more racially diverse, and increasingly speaking Spanish and other non-English languages.

Workforce size has increased in the county while unemployment rates have decreased, and most employees continue to commute to work by driving alone. While remote working has also increased, most employed residents work outside of the home. The share of commuters using public transportation is relatively low in the county and declined between 2018 and 2019, though ridership has since been trending back upward. Respondents to the 2023 survey that informed this report cited limited transit options, safety concerns, and preference for travel by personal vehicle as the largest barriers to alternate modes of transportation. However, in the survey of regional employers, many companies expressed interest in providing transit benefits if incentives were available and there was workforce demand.

Travel patterns derived from anonymized cellular location data gathered by the platform StreetLight indicate that most travel in the county is local, beginning and ending in the same jurisdiction or a nearby area. Since 2018, a substantial amount of this travel has shifted from the morning to midday. Northwest Chico is the top destination for longer-distance trips, many of which originate in Glenn County or Colusa County, where many individuals employed in northwest Chico reside. Many regional trips also end at Butte College, with many trips coming from Chico. The Chico Walmart is one of the largest destinations on weekends, and the Gold Country Casino is one of the region's largest nighttime weekend destinations. Northeast Oroville and southeast Butte County are also high-volume regional destinations, and southeast Butte County is especially popular on weekends.

1. DEMOGRAPHICS AND TRAVEL CHARACTERISTICS

This section presents key findings in the areas of demographics and travel characteristics of residents based on annual data from the Department of Finance (DOF) and 2016 and 2021 five-year survey data from the U.S. Census Bureau's American Community Survey (ACS). Though the ACS data tend to have a higher margin of error than some other sources, this travel analysis is particularly interested in existing conditions and changes since the 2018 Camp Fire, and the ACS currently offers the best available comparison data to gather general trends.

- » Butte County has seen an overall decline in population since 2018 (11 percent reduction countywide), but this shift has been unevenly distributed among jurisdictions. Populations in the fire-impacted communities of Paradise and the unincorporated county experienced sharp overall declines, and others, notably the city of Chico, experienced an increase in population.
- » The largest age group in the county (approximately 30 percent of the population) is 20- to 39-year-olds.
- » Most Butte County residents speak only English, but the number of non-English speakers, especially Spanish speakers, is growing (up 5 percent between survey periods).
- » The majority of Butte County's population (more than 70 percent) identifies as White, not Hispanic or Latino, though the population is becoming more racially diverse.

- » The share of Butte County residents living with disabilities has remained consistent between survey years (between 16 and 17 percent of residents countywide). Chico consistently housed the lowest proportion of residents with a disability (12 percent of residents in 2016 and 13 percent in 2021), and Paradise has maintained the largest proportion (25 percent of residents in 2016 and 20 percent in 2021), though the unincorporated county is home to the highest *number* of residents with a disability (15,546 in 2016 and 14,295 in 2021), followed by Chico (11,069 in 2016 and 13,762 in 2021).
- » Participation in the labor market is on the rise and unemployment levels have decreased, meaning more people need to travel to work.
- » Commuting by private vehicle remains the most common mode of travel to work.

Detailed data tables for each data set considered are included in Appendix A of this report.

POPULATION

The information about population came from the DOF’s 2022 “County/State Population and Housing Estimates,” Table E-5, as accessed March 9, 2023, using DOF.ca.gov. As shown in Table 1, **Butte County has seen an overall decline in population since 2018, though this shift has been unevenly distributed among jurisdictions.** At the start of 2018, approximately 226,100 residents lived in Butte County. By 2022, the population had decreased by 24,500 (11 percent) to 201,600 residents. **The reduction was largely the result of sharp declines in the town of Paradise (71 percent) and the unincorporated county (22 percent). Over the same period, the Chico population increased by 12 percent, and the populations of both Gridley and Oroville increased by 4 percent.**

Between 2018 and 2019 (immediately following the Camp Fire), populations in Paradise and the unincorporated county declined significantly, and other jurisdictions saw small to moderate population increases as fire-impacted residents relocated. **The largest population increase was in Chico, where the population grew by 20 percent.** Since 2019, population changes have fluctuated year to year among jurisdictions. The largest single-year countywide population decline was between 2019 and 2020 (5 percent), with populations declining in most jurisdictions except for Paradise (5 percent population increase) and Gridley (2 percent increase). **Population in Paradise increased most significantly in 2021** (up 30 percent from 2020) and 2022 (up 26 percent from 2021), likely as rebuilding efforts progressed. In both 2019 and 2021, Chico and Oroville annexed significant amounts of populated land, further contributing to population shifts between jurisdictions in those two years.

Table 1. Butte County Population, 2018-2022

JURISDICTION	2018	2019	CHANG E 2018- 2019	2020	CHANG E 2019- 2020	2021	CHANG E 2020- 2021	2022	CHANG E 2021- 2022	CHANG E 2018- 2022
Biggs	1,966	2,057	5%	1,852	-10%	1,974	7%	1,939	-2%	-1%
Chico	92,040	110,126	20%	110,364	0%	102,359	-7%	102,892	1%	12%
Gridley	6,918	7,205	4%	6,515	-10%	7,413	14%	7,205	-3%	4%
Oroville	18,075	20,794	15%	18,888	-9%	20,119	7%	18,863	-6%	4%
Paradise	26,581	4,474	-83%	4,608	3%	6,137	33%	7,705	26%	-71%
Unincorporated County	80,518	76,199	-5%	66,724	-12%	68,638	3%	63,004	-8%	-22%
County Total	226,098	220,855	-2%	208,951	-5%	206,640	-1%	201,608	-2%	-11%

Source: California Department of Finance, Table E-5, 2010-2020; 2021-2022.

RESIDENT AGE

The information on resident age came from the ACS Five-Year Estimates for 2016 and 2021, Table S0101. The most populous age group in Butte County is residents between 20 and 39 years old, who made up about 30 percent of the population in both 2016 and 2021. Chico is the jurisdiction with the largest group of residents between 20 and 39 years old, with approximately 38 percent of Chico residents in this age group across both time periods. This age group forms a smaller share of residents in Paradise and in the unincorporated county, consistently making up about 20 percent of the population in each area in both the 2016 and 2021 survey periods. In Paradise, residents between 60 and 79 years old made up 35 percent of the population in 2021, making it the largest age group in that jurisdiction.

Countywide, the population distribution by age was relatively stable between survey years. The largest shift was among 40 to 59 year olds, which composed 24 percent of the county's population in 2016 and 22 percent in 2021. For all other age groups, the share of the county's population varied by 1 percent or less between survey years. At the local level, there were more pronounced shifts among those aged 40 to 59 in both Paradise and Biggs. In the 2016 survey, the distribution of Paradise residents aged 40 to 59 and 60 to 79 was equal, with each group making up 27 percent of the town's population. In the 2021 survey, these groups comprised 21 percent and 35 percent of the town's population, respectively. During this period, the 40- to 59-year-old population decreased by 77 percent and the 60- to 79-year-old population decreased by 62 percent, while the overall town population decreased by 71 percent, meaning that **40 to 59 year olds made up a disproportionately large share of residents leaving Paradise and 60 to 79 year olds made up a disproportionately small share of residents leaving Paradise**. Meanwhile, the share of the population in all other age groups in Paradise was relatively stable between the 2016 and 2021 survey periods. In Biggs, the share of 40 to 59 year olds declined significantly, from 25 percent to 16 percent of the population between survey periods, reflecting a similar drop as in Paradise among the same age group.

Children are a growing segment of the population in Biggs and Gridley, where the share of 5 to 9 year olds increased from 24 percent to 33 percent in Biggs and 20 percent to 29 percent in Gridley between 2018 and 2021. These jurisdictions both saw modest increases of 707 (Biggs) and 952 (Gridley) residents, with the 5-to-9 age group comprising 57 percent of the 707 new residents in Biggs and a remarkable 90 percent of 952 new residents in Gridley.

GENDER

The information on gender came from the ACS Five-Year Estimates for 2016 and 2021, Table S0101. **The countywide distribution of male- and female-identifying residents is 50 percent each across both survey periods**. This pattern holds within almost all jurisdictions, where the share of male- and female-identifying residents is commonly 50/50, or varies between 48 to 52 percent. **However, the City of Biggs reported a decline in the share of females**, from a 50/50 distribution in 2016 to a split of 57 percent males to 43 percent females in 2021.

LANGUAGES SPOKEN

The information for languages spoken came from the ACS Five-Year Estimates for 2016 and 2021, Table S1601.

English

Most Butte County residents speak only English, though the number of non-English speakers is growing. Countywide, the majority share of the population speaking only English has decreased from 86 percent to 84 percent. Biggs, Gridley, and the unincorporated county are slight outliers, where the share of the population speaking only English increased slightly between 2016 and 2021.

Spanish

A growing number of Butte County residents speak Spanish. The 2021 five-year ACS survey reported more than 21,000 Spanish speakers living in Butte County, an increase of 14 percent over the 18,659 Spanish speakers reported in the 2016 survey. The share of the countywide population speaking Spanish has increased from 9 percent to 10 percent. By jurisdiction, the number of Spanish speakers increased in Biggs, Chico, and the unincorporated county, but decreased in Gridley, Oroville, and Paradise (though the decrease in Paradise was not as large as the overall population decrease).

Asian and the Pacific Islander Languages (including Hmong)

Relatively few Butte County residents speak languages from Asia and the Pacific Islands, but this linguistic population is growing in Chico. More than 5,000 Butte County residents spoke languages from Asia and the Pacific Islands in 2021, a 4 percent decrease from 2016. This decrease was consistent in all communities except for Chico, where residents speaking Asian and Pacific Island languages increased by 50 percent (+1,204 residents from 2,414 in 2016).

Other Languages

Fewer than 1,000 residents countywide speak other languages, but that number is growing. Over the two survey periods, the number of residents speaking other languages increased by 3 percent, while the total countywide population decreased by 3 percent during the same period.

RACE

The information on race came from the ACS Five-Year Estimates for 2016 and 2021, Table DP05. **The majority of Butte County's population identifies as White, not Hispanic or Latino—73 percent in 2016 and 70 percent in 2021. The county's population is gradually becoming more racially diverse** due to a decline in the number of White (not Hispanic or Latino) residents and an increase in the number of non-White residents. **Groups seeing the largest increases in population between survey years were Hispanic or Latino (15 percent in 2016, 17 percent in 2021 [+3,479 residents]), Asian (4 percent in 16, 5 percent in 2021 [+1,120 residents]), and Black/African American (1 percent in 2016, 1 percent in 2021 [+618 residents]). The population of White, non-Hispanic or Latino, residents decreased by 2 percent (11,245) between survey periods.** However, this group still comprises the majority of the County's population and the majority within each jurisdiction. Paradise is the county's least diverse jurisdiction, with 86 percent of Paradise residents identifying as White, non-Hispanic or Latino, in 2021, down slightly from 87 percent in 2016.

Hispanic or Latino residents make up the second-largest demographic in Butte County, at 15 percent of the county's population in 2016 and 17 percent in 2021. The jurisdiction with the largest Hispanic/Latino population numerically is Chico (20,167), reflecting its status as the largest of the jurisdictions. However, Biggs and Gridley have the highest shares of Hispanic or Latino residents, 48 percent each in the 2016 survey period, down to 36 and 38 percent, respectively, in the 2021 survey period. Both jurisdictions have seen modest increases in their overall populations and in the number of Hispanic/Latino residents as well as substantial growth in their White non-Hispanic/Latino populations.

DISABILITY

The information for disability came from the ACS Five-Year Estimates for 2016 and 2021, Table S1810. **The share of Butte County residents living with disabilities has remained consistent between survey years.** Though there have been slight shifts in the share of residents with a disability between jurisdictions, Chico consistently housed the lowest share of residents with a disability (while having the second highest number of residents with a disability overall) and the unincorporated County has maintained the largest share and overall number of residents living with a disability. Countywide, 16 percent of the population identified as living with a disability in the 2021 survey year, down slightly from 17 percent in 2016. Jurisdictions with the largest proportions of residents living with disabilities are the unincorporated County (47 percent of residents in both survey years), Paradise (25 percent in 2016, 20 percent in 2021), and Oroville (20 percent in 2016, 19 percent in 2021). Chico has the lowest share (12 percent in 2016 and 13 percent in 2021). While the countywide number of residents living with disabilities decreased by about 2,700 between survey years, this decrease was concentrated in Paradise and the unincorporated county; all other jurisdictions saw increases in the number of residents living with disabilities, particularly Chico (+2,693) and Gridley (+514).

EMPLOYMENT STATUS

Rates of unemployment in Butte County decreased between 2016 and 2021. Countywide, 58 percent of the working-age population participated in the labor force in 2021, up from 55 percent in 2016. Unemployment rates decreased in all jurisdictions and countywide (7 percent in 2021 compared to 11 percent in 2016). **Residents have the highest levels of participation in the labor force in Chico (66 percent), Gridley (60 percent), and Biggs (59 percent).** Communities with the lowest levels of labor force participation include Paradise (39 percent), Oroville (48 percent), and the unincorporated county (51 percent). **Residents in Biggs experienced the highest rate of unemployment in both survey years**, though the rate declined significantly between 2016 and 2021 (from 18 percent to 10 percent). Commensurate with population size, **Chico and the unincorporated county have the largest labor forces by number**, with 52,588 working residents in Chico, and 30,127 in unincorporated Butte County. Chico represents 55 percent of the county's workforce, and these two areas together represent 86 percent of the county's workforce. Residents in Biggs, Gridley, Oroville, and Paradise together comprise 14 percent of the county's workforce.

COMMUTE TO WORK

The information on commuting came from the ACS Five-Year Estimates for 2016 and 2021, Table S0802.

Private Vehicle

Most workers in the county commute by driving a private vehicle, and most drive alone. This trend remained relatively consistent, with a very slight downward trend between 2016 and 2021. In 2016, 86 percent of Butte County workers 16 years old and over drove to work (and 88 percent of those drivers drove alone) compared to 84 percent of workers driving to work in 2021 (88 percent of drivers continue to drive alone). **The number of Butte County commuters who carpool to work decreased between 2016 and 2021 in all communities except Chico, where the number of workers carpooling increased by 14 percent.** However, the overall working population, as well the number of single-occupancy vehicle commuters, also grew during this time. As a result, the proportion of the total working population carpooling to work in Chico held steady at 9 percent. Countywide, increases in driving (alone or in a carpool) are generally consistent with the overall changes in population. However, increases in the share of workers driving alone outpaced the overall changes in population in Biggs and Gridley.

Public Transit and Bike

The share of commuters using public transportation or biking to work is relatively low in Butte County across survey periods. Bicycling trends and transit ridership are explored in detail in sections 4 and 5 of this report.

Remote Work

While still a relatively small proportion of the overall working population, **the number of people working remotely on a full- or part-time basis has grown**, increasing by 63 percent countywide and rising in all jurisdictions and unincorporated areas except for Gridley and Paradise. However, due to changes in population during this period, the share of workers working remotely increased in Paradise as well. Overall, about 7 percent of Butte County workers were remote in 2016, and over 10 percent worked remotely in 2021.

2. COMMUNITY AND EMPLOYER SURVEYS

In January 2023, BCAG released two web-based surveys: a Community Survey and a Regional Employer Survey. The Community Survey targeted county residents, employees, and visitors to learn about preferences, barriers, and opportunities related to mobility and the ability to easily move around to meet daily needs. The Regional Employer Survey aimed to identify existing or potential opportunities to promote the use of alternate modes of travel to access employment.

Survey results suggest that **mobility is a challenge for some community members and that community members generally prefer to commute by private vehicle** due to: convenience; barriers to using transit, particularly frequencies, distances to bus stops, and safety concerns; and barriers to walking and biking, particularly long distances to destinations and safety concerns. Community Survey respondents expressed interest in transit apps, scooter and bike shares, and intercounty passenger rail service. Employer Survey respondents reported low levels of offering transit- and active transportation-supportive amenities (e.g., bus passes or workplace showers), though several indicated a willingness to consider offering benefits if there was a perceived need or demand.

A comprehensive report of results for each survey is included as Appendix A of this report. The following section summarizes the results and key findings for the two surveys.

COMMUNITY SURVEY

The Community Survey was available in English, Hmong, and Spanish and was promoted through social media and B-Line bus advertisements. A total of 38 community members, local employees, and visitors participated in the survey, the majority of whom live, work, and/or attend school in Chico. Other respondents had connections to Oroville, the unincorporated county, and areas outside of Butte County. Three responses were submitted to the Spanish survey; all other responses were to the English survey. Respondents provided insights around three key topics: ease of mobility and primary modes of travel, barriers and preferences, and desired incentives and improvements.¹ Because the response rate is not statistically significant and there were varied numbers of responses per question, survey results are presented below with the numeric outcome rather than as percentages.

Ease of Mobility and Primary Modes of Travel

Regarding ease of mobility, 13 respondents indicated it is somewhat difficult or very difficult to get around in their community. For primary modes of travel, 16 respondents rely on a personal vehicle to reach shopping, social, or recreational destinations, and 13 walk frequently. Fewer respondents reported travel by bus (6 respondents), bike (5 respondents), or taking ride shares (4 respondents).

Barriers and Preferences

Bus

In this category of questions, 8 respondents ride the bus daily or weekly, and 10 never ride the bus. The most cited barriers to riding the bus are headways (12 respondents), preference for driving own vehicle and travel by bus taking too long (11 respondents), distance to bus stops from origin and/or destination points (10 respondents), and safety/cleanliness concerns (10 respondents).

¹ Note that not all survey participants responded to each question. Because of this and the relatively low response levels overall compared to the county's population, this report discusses responses to the Community Survey in terms of numeric response levels, rather than percentages.

A total of 9 respondents indicated that no type of improvement would get them to use the bus. The 14 respondents who suggested that improvements to the transit network would encourage them to use the bus more regularly identified the following improvements most commonly, summarized here from various write-in responses.

- » Increased headways and extended service hours and days
- » Availability of an easy-to-use app
- » Stop locations closer to preferred origin/destination points
- » Coordination between B-Line bus schedules and Butte College bus schedules
- » On-time bus service
- » Safety concerns addressed at bus stops

Walking and Biking

Three-quarters of respondents walk or bike to access at least some of their destinations. Top destinations respondents currently access on foot or bike are dining, entertainment, or recreation (14 respondents); the bus (11 respondents); the grocery store or errands (10 respondents); and school or work (8 respondents).

The most frequently identified barriers to walking were distance to destinations (15 respondents), missing or inadequate sidewalks (11 respondents), and safety concerns (8 respondents). Respondents suggested filling sidewalk gaps, improving lighting on paths, and slowing traffic to improve walkability.

Similar to walking, the most frequently identified barriers identified to biking are safety (9 respondents), missing or inadequate bike lanes (8 respondents), and distance to destinations (7 respondents).

Respondents were asked what improvements to the pedestrian, bicycle, and/or transit networks would make them more likely to use alternate modes to get around rather than driving a single-occupant vehicle. **One quarter of respondents (6) had no interest or physical ability to shift modes. Among those with a willingness to consider switching modes, the most-supported option was free bus passes (7 respondents).**

Desired Improvements to the Transit and Active Transportation Networks

The most popular choices for new technologies or amenities that respondents would like access to were transit apps, scooter shares, and bike shares, selected by 14, 10, and 9 respondents, respectively. More than 75 percent of respondents (19 individuals) reported that they would be very likely or somewhat likely to use future passenger rail service between Chico, Gridley, Marysville/ Yuba City, and Sacramento. Respondents were also supportive of the potential introduction of micro-transit (a reservation-based service). Nearly one-quarter of respondents to the question (5) indicated that they would use the service daily, an additional 5 said they would use the service weekly, and 2 indicated they would use the service monthly. In the comments, a respondent noted that they have limited mobility and that micro-transit would enable them to use transit service.

REGIONAL EMPLOYER SURVEY

The Regional Employer Survey was promoted through local chambers of commerce and targeted outreach to large employers in Butte County. A total of 49 employers completed the survey, with 45 percent of respondents based in Chico and 18 percent based in Oroville. Organizations with fewer than 30 employees made up 71 percent of respondents, organizations with between 30 and 50 employees made up 10 percent of respondents, and another 10 percent of respondents are organizations with more than 200 employees.

Remote Working

Remote work is available to Butte County workers on a limited basis. When asked about remote work, 57 percent of employers indicated that they allow some work to be conducted remotely; 20 percent said they allow remote working full-time. Employers that do not allow remote working typically require labor that is not conducive to remote working.

Incentives for Alternatives to Driving to Work

Relatively few employers provide benefits or incentives to employees for using alternate modes of transportation. Nearly all (90 percent) of respondents indicated that they do not offer any incentives; 5 percent (2 employers) indicated that they offer transit fare reimbursements. Transit passes are offered by one employer, and pre-tax transit pass deductions are offered by one employer.

Many respondents indicated they would be open to providing transit benefits under different circumstances. About 40 percent of respondents indicated that they would offer transit benefits if an incentive, tax break, and/or discount were available, and 37 percent of employers indicate they would offer benefits if there was a perceived need. However, 30 percent of employers indicated that nothing would spur them to offer transit benefits. Using write-in survey responses, employers indicated that improvements to the transportation system, bike lane improvements, and transit connection improvements could increase the use of alternate modes of travel to work by employees.

Transit- and Active Transportation-Supportive Amenities

Most respondents do not currently offer any transit or active transportation amenities, such as bike racks or employee showers. Employers with secure bike racks at their workplaces made up 34 percent of respondents, and lockers and shower facilities are each offered by 12 percent of employers. About 25 percent of employers are interested in offering secure bike racks, and nearly half of employer respondents do not have any plans to offer additional amenities. One employer reported purchasing a van to transport construction employees to and from job sites.

While few employers offer amenities to support the use transit or active transportation, most offer parking. Parking in a dedicated lot or garage at no cost was offered by 75 percent of employer respondents, and 10 percent of respondents indicated that their employees pay fees for parking. In the Community Survey, one respondent provided a comment citing the wide availability of free parking as a primary reason for choosing to commute by car over other modes.

3. AUTO AND BIKE TRAVEL

INTRODUCTION AND TECHNICAL ORIENTATION

StreetLight Data is a platform that provides anonymized cellular location data for analysis of large-scale travel patterns. StreetLight data is useful for identifying specific location-based trends at specific periods within a year and even at specific times of the day. This report evaluates three analysis periods: 2018 (pre-Camp Fire), 2019 (post-Camp Fire/pre-North Complex Fire and COVID), and 2022 (post-North Complex Fire and “post-COVID”) to identify changes associated with these major events and any constants. This analysis revealed several notable changes and trends.

- » Between the 2018 and 2019 analysis periods, there was a sharp decline in vehicular travel across the county. Between 2019 and 2022, there was a less severe decline in travel.
- » The analysis periods coincide with a shift in the time of day that most Butte County travel occurs; previously, the mornings saw the largest volume of travel, but in 2022, more travel in the county occurred in the middle of the day.
- » In general, most travel in Butte County is local, with car trips ending relatively close to where they start.
- » The northwest Chico area is the destination for the most longer-distance trips, and there is a large volume of travel between this area and Glenn/Colusa County; the data suggests that many residents of Glenn/Colusa County work in northwest Chico.
- » A large volume of regional travel also goes to Butte College, with many trips coming from Chico, suggesting a pattern of student and worker commuting. Since 2018, a substantial amount of this travel has shifted from the morning to midday.
- » Northeast Oroville and southeast Butte County are high-volume regional destinations, the latter particularly on the weekends.
- » The Chico Walmart is one of the largest destinations on weekends, and the Gold Country Casino is one of the region’s largest nighttime weekend destinations.
- » A large number of weekend trips leave the county, but in general, the data indicate that weekend travel flowing into and out of the county is generally even.
- » Travel by bike is primarily for leisure purposes, rather than commuting, and declined in the 2022 analysis period from 2018 analysis period levels.

These patterns and specific travel-pattern relationships between different parts of the county are described in greater detail in this section (3) of the report. StreetLight data in tabular format is provided as a reference in Data Sets B through J.

Technical Orientation

The basic unit of analysis described in this report is a “trip,” which refers to an associated pair of coordinates—an “origin” and a “destination.” Together, these two coordinates constitute a trip. Individual trips represent one-way travel; a returning trip would constitute a new, inverted pair of “origin” and “destination” coordinates. Trips are organized by the time of day that the origination or termination of the trip occurs. Trips are also organized into three distinct samples or “analysis periods”:

1. **2018 (Pre-Camp Fire):** January to May 2018 + September and October 2018. This sample excludes June through August because lower travel during the summer months pulls daily averages downward, and we are most interested in the peak travel patterns. This sample also excludes November and December 2018 to exclude the Camp Fire in November 2018 and the month immediately succeeding it.
2. **2019 (Post-Camp Fire/ Pre-North Complex Fire and COVID):** January to May 2019 + September to December 2019. This sample excludes June through August because lower travel during the summer months pulls daily averages downward, and we are most interested in the peak travel patterns.
3. **2022 (Post-North Complex Fire and “Post-COVID”):** January to May 2022 + September to December 2022.

Trips during each of these analysis periods are reported as averages during particular windows of time during the day, or “dayparts.” The five dayparts are:

1. Weekday AM Peak: 6AM–10AM, Monday–Thursday
2. Weekday Midday: 10AM–3PM, Monday–Thursday
3. Weekday PM Peak: 3PM–7PM, Monday–Thursday
4. Weekend Day: 6AM–3PM, Saturday–Sunday
5. Weekend Night: 3PM–12AM, Saturday–Sunday

For the purposes of StreetLight data analysis, a “zone” refers to a geographic area with a distinct boundary. Different levels of analysis discussed in this report consider zones at various geographic scales, including points of interest (POI), areas within incorporated jurisdictions (cities/town), whole jurisdictions, developed unincorporated communities, Butte County as a whole, and groupings of counties that are adjacent to Butte.

Origin-Destination analyses were performed on three sets of zones, referred to as “disaggregated zones,” “aggregated zones,” and “inter-county zones.” The disaggregated zone set includes zones of the smallest geographic scale, while the inter-county zone set includes zones of the largest geographic scale. The three zone sets include many of the same individual zones. For example, the zones of groups of counties adjacent to Butte County are included in all three zone sets. Other zones are different between the three sets of zones. For example, in the disaggregated zone set, Chico, Oroville, and Paradise are broken out into multiple zones, but in the aggregated zone set, these three jurisdictions are each a single zone representing the entire jurisdiction. Note that, in all three zone sets, none of the zones overlap, meaning smaller zones located in larger zones, such as POIs, are excluded from the larger zone. Figures 1, 2, and 3 illustrate the aggregated zone set, disaggregated zone set, and inter-county zone set, respectively. The individual zones in each zone set are itemized in Appendix B.

Figure 1: Disaggregated Zones

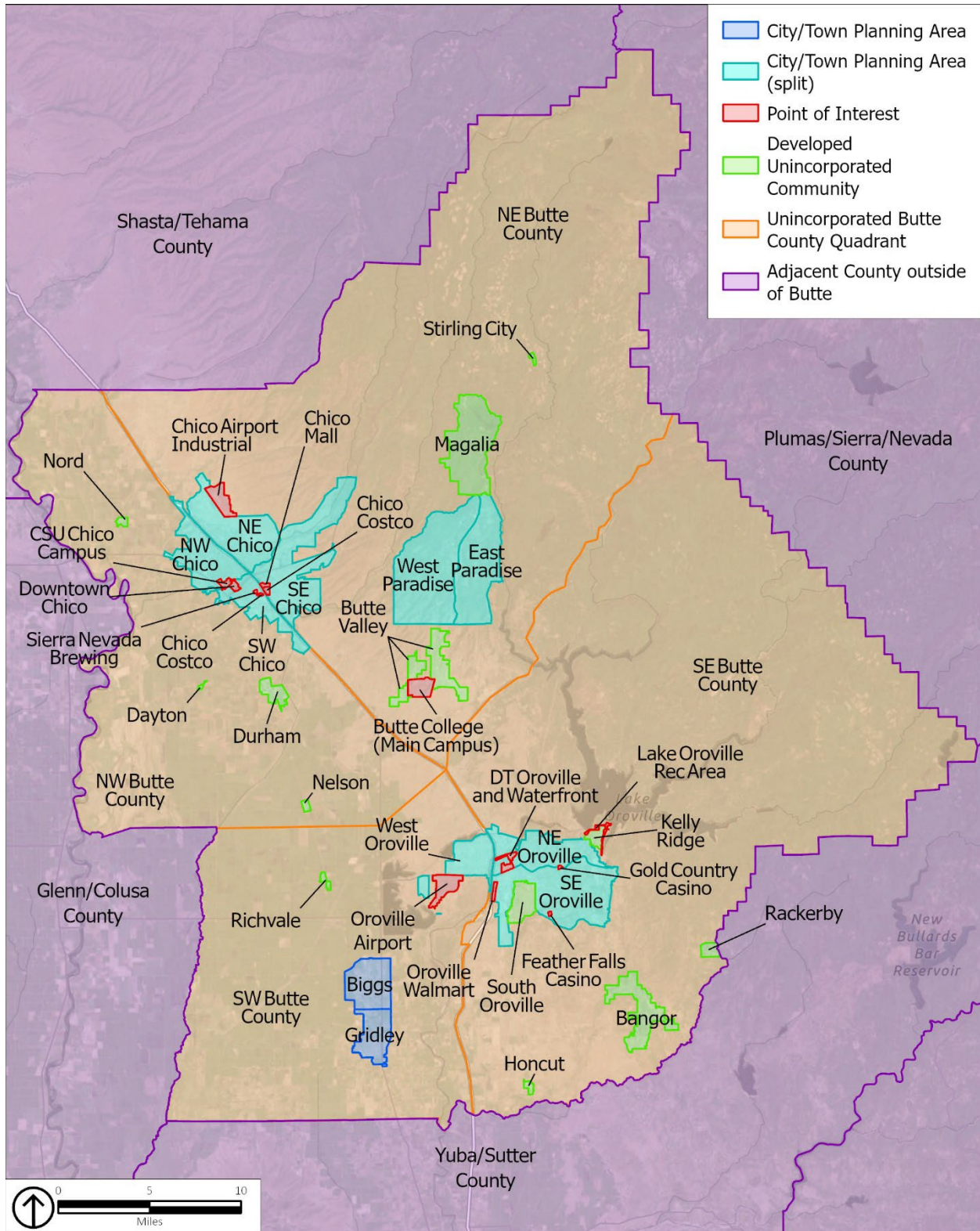


Figure 2: Aggregated Zones

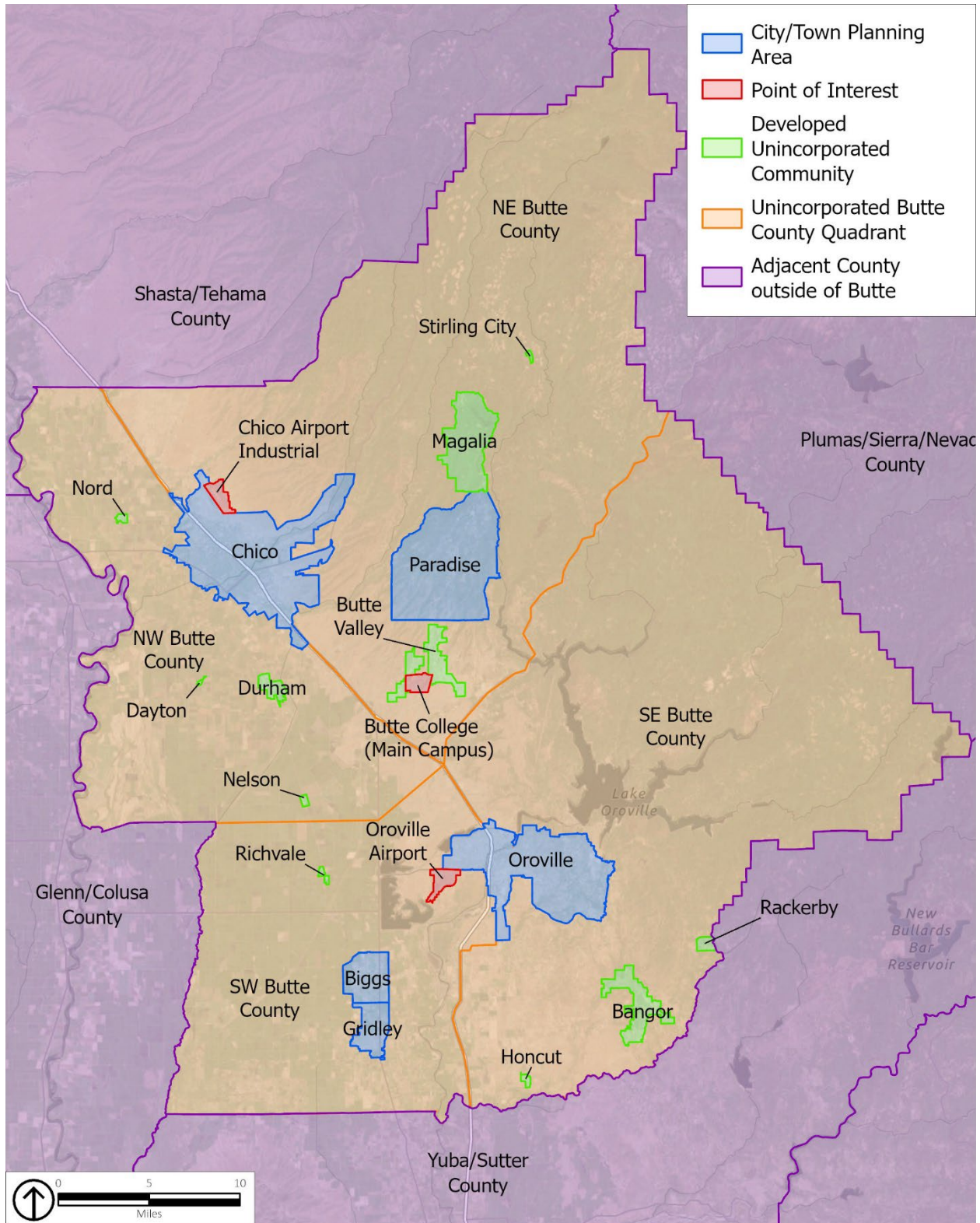
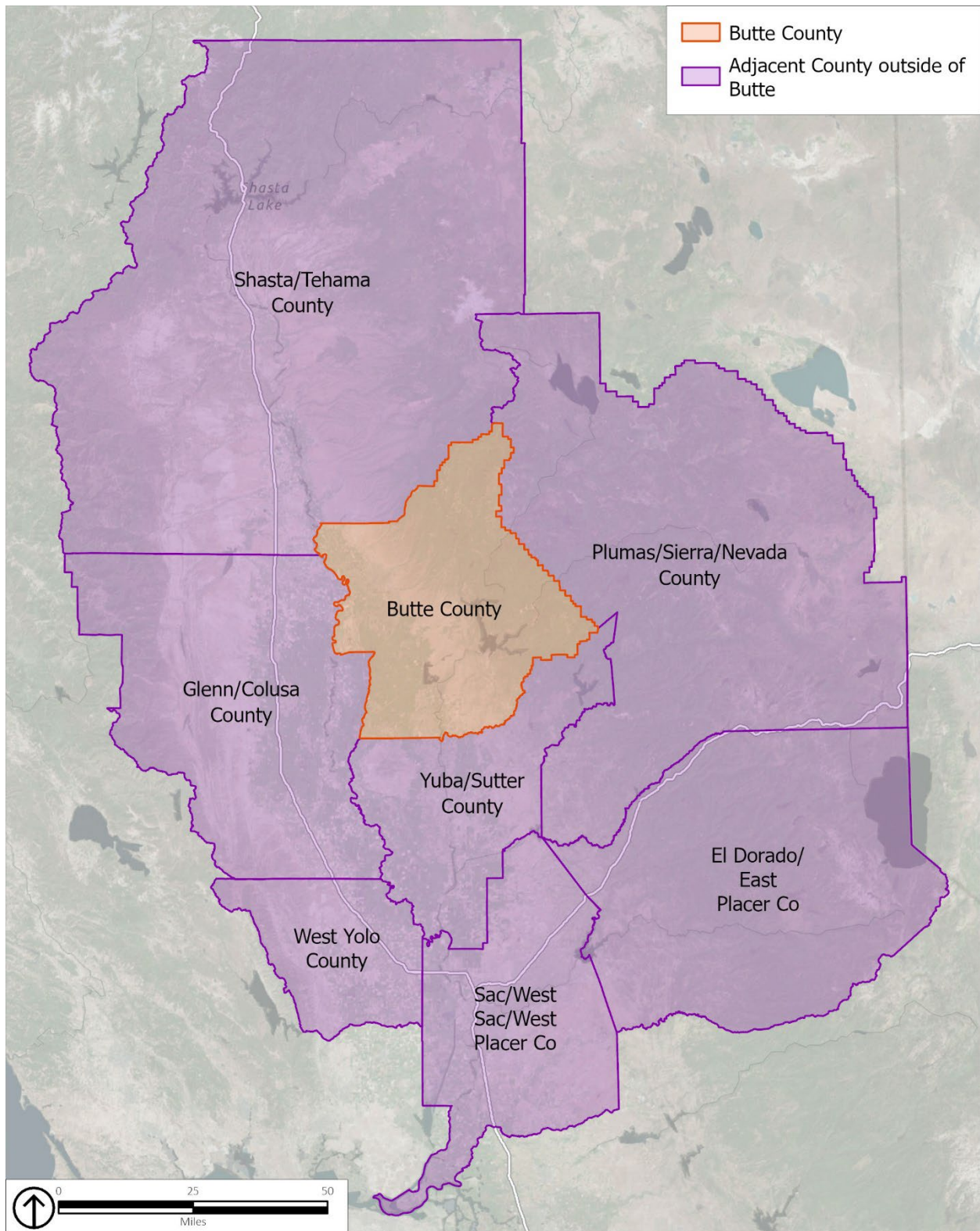


Figure 3: Inter-county Zones



VEHICLE TRAVEL FINDINGS FOR LOCAL AND REGIONAL TRIPS

Local versus Regional Travel

“Local” trips begin and end in the same zone and “regional” trips begin in one zone and end in a different zone. Data Sets C1 through C16 summarize the percentage of local trips across all five dayparts and across the three analysis periods for incorporated jurisdictions, developed unincorporated communities, unincorporated county quadrants, and major POIs. These data indicate that **most travel in Butte County is local**. Local trips for the Chico, Oroville, and Paradise aggregated zones constitute over 50 percent of all trips originating in each jurisdiction across all dayparts and all analysis periods. The destinations for most travel coming from Biggs is split evenly between Biggs and Gridley across all dayparts and analysis periods. For trips originating in Gridley, about 45 percent are local trips, and another 25 percent to 30 percent of trips terminate in SW Butte County (See Data Set D) across all dayparts and analysis periods.

Trips that do not originate and end within the same zone typically originate and end in adjacent zone. Data Sets D1 through D15 indicate that over 50 percent of trips originating in the NE and NW Butte County quadrants end in Chico across all dayparts and analysis periods, and over 50 percent of trips originating in SE Butte County end in Oroville across all dayparts and analysis periods. For SW Butte County, most trips end in Gridley or Oroville across all dayparts and analysis periods.

Peak Travel Periods

Table 2a shows that, for all trips originating in Butte County (including trips terminating within and outside of the county), average weekday midday trip volumes are higher than average weekday morning peak trip volumes across all three analysis periods. **Trip volumes have decreased across all analysis periods and dayparts in comparison with the 2018 baseline. Though the weekday AM peak and weekday PM peak dayparts have seen a continued downward trend between 2019 and 2022, data for the weekday midday, weekend day, and weekend PM dayparts show that 2022 trip volumes are higher than 2019 volumes, indicating a small rebound in vehicular travel during these dayparts.** For all dayparts, the magnitude of reduction in vehicle trips is proportionally larger than the decrease in the county’s population, shown in Table 2b.

Table 2a. All Trip Volume Comparison: Originating within Butte County Only

	2018	2019	2022
Weekday AM Peak	244,685	120,625	105,582
Pct. Change from 2018	-	-50.7%	-56.8%
Weekday Midday	342,085	176,893	182,207
Pct. Change from 2018	-	-48.3%	-46.7%
Weekday PM Peak	266,299	211,135	162,264
Pct. Change from 2018	-	-20.7%	-39.1%
Weekend Day	457,586	225,218	228,506
Pct. Change from 2018	-	-50.8%	-50.1%
Weekend PM	302,008	169,427	179,914
Pct. Change from 2018	-	-43.9%	-40.4%
TOTAL	1,612,663	903,298	858,473
Pct. Change from 2018	-	-43.99%	-46.77%

Table 2b. Butte County Population, 2018-2022

	2018	2019	2022
Butte County Population	230,330	218,726	209,958
Pct. Change from 2018	-	-5.04%	-8.84%

Comparatively, filtering for regional (inter-zone) trips, between all zones, in 2018, weekday AM peak trip volume exceeded weekday midday trip volume (see Data Sets E1 through E5). However, in the 2019 and 2022 analysis periods, the inverse was the case, and weekday midday regional trip volume exceeded weekday AM volume.

In summary, on an average weekday:

- » For all trips (local and regional): midday volume exceeds AM peak trip volume on average across all three periods.
- » For regional trips (inter-zone only): the 2018 period had relatively higher AM peak volumes, and the 2019 and 2022 periods shift to relatively higher midday volumes.

This is the case on average across all zones, but there are several exceptions to this trend for regional travel to or from particular zones. First, in the 2018 period, **for trips terminating at Butte College, trip volumes during the weekday AM peak vastly exceeded weekday midday volumes.** During the 2019 and 2022 analysis periods, weekday AM peak trips to Butte College, though lower than 2018 volumes, still exceed weekday midday trips but by a smaller margin. Trip volumes terminating at Butte College have declined most significantly in the AM Peak daytime, though the total decline in trip volumes generally corresponds with reduced enrollment levels. Tables 3a and 3b summarize these findings.

Table 3a. Butte College Trip Volume Comparison: Weekday AM Peak and Midday

ALL TRIPS TERMINATING AT BUTTE COLLEGE	2018	2019	2022
Weekday AM Peak	3,250	2,655	1,483 (46% of 2018 volume)
Weekday Midday	1,434	1,285	1,033 (72% of 2018 volume)
TOTAL	4,684	3,940	2,516 (74% of 2018 volume)

Table 3b. Butte College Enrollment

SCHOOL YEAR	STUDENT ENROLLMENT
2017-2018	16,204
2018-2019	15,826 (2.3% below 2017-2018 school year)
2019-2020	14,998 (7.7% below 2017-2018 school year)
2020-2021	12,591 (22.3% below 2017-2018 school year)

Source: California Community College Chancellor's Office

Another notable exception for midday trip volumes exceeding AM peak volumes is for trips ending in Paradise. The 2019 data indicate a substantial decline in trips to Paradise, but the 2022 analysis period shows that trips subsequently increased beyond the 2018 baseline. Data Sets B1 and B2 show that for the 2022 analysis period, 27,073 trips ended in Paradise during the average daily weekday AM peak, up from 17,357 trips in 2018 during the same daypart. This trend has only affected weekday AM trips, with weekday midday trip volume consistent with the regional pattern (in 2018 an average of 19,991 weekday midday trips ended in Paradise, dropping to 11,876 trips during the weekday midday in 2022). This trend may be directly related to postfire cleanup, so it may not indicate an increased need for regular, alternate modes of travel in and out of the town.

Other notable exceptions to the high midday trip volumes trend are as follows.

- » For the unincorporated community of Durham, weekday AM peak and weekday midday trip volumes are nearly even, though AM peak trips are slightly higher. Trips from Durham during both periods primarily end in Chico.
- » For the unincorporated community of Richvale, weekday AM peak volumes are more than twice as high as midday trip volumes across all three analysis periods, with most trips during the weekday AM peak period leaving Richvale and arriving in SW Butte County. Trips from SW Butte County to Richvale during the weekday PM peak display a similar volume, suggesting a “9 to 5” commuting pattern.
- » Weekday AM peak trips going to and from the NW Butte County zone are slightly higher than weekday midday volumes across all three analysis periods. The same pattern is true for the SW Butte County zone.
- » For trips to and from the Oroville Airport, weekday AM volumes are about twice as high as weekday midday volumes across all analysis periods.

Other Findings

Across all dayparts and analysis periods, NW Chico is a major trip attractor and trip generator. During the weekday midday (when the highest trip volumes occur), NW Chico attracted 45,767 trips in 2018 (18,208 of which also originated in NW Chico), 34,735 trips in 2019 (14,230 originated in NW Chico), and 34,887 trips in 2022 (14,518 originated in NW Chico). Similarly, for the same weekday midday period, NW Chico generated 46,026 trips in 2018, 34,701 trips in 2019, and 35,291 trips in 2022. While most trips to NW Chico come from within Chico, **a substantial portion of trips across all dayparts and analysis periods occur between NW Chico and either NE or NW Butte County and between NW Chico and Glenn/Colusa County.** The high trip volume associated with the NW Chico zone corresponds with the zone’s concentration of trip-generating uses. As shown in Table 4, for all disaggregated Chico zones (NW, NE, SW, and SE Chico), each zone’s share of citywide trips attracted corresponds to its share of citywide commercial/office and residential parcels. However, as expected, the table suggests commercial/office parcels influence trip volumes more than residential parcels.

Table 4. Chico Land Uses and 2022 Trip Attraction Rates by Disaggregated Zone

	NW CHICO	NE CHICO	SW CHICO	SE CHICO
Share of Citywide Residential Parcels	35%	32%	14%	18%
Share of Citywide Commercial/Office Parcels	49%	19%	15%	16%
Share of Citywide Residential and Commercial/Office Parcels Combined	36%	31%	14%	18%
Share of Average Weekday Midday Vehicle Trips Arriving in Chico	42%	26%	15%	17%

Data Sets B1 to B5 indicate that **trips to the Oroville Airport, primarily originating in Oroville, have risen across all three time periods.** During the weekday AM peak, trips to the Oroville Airport rose from 577 (2018) to 647 (2019) to 706 (2022). During the weekday midday, daily trips to the Oroville Airport rose from 195 (2018) to 451 (2019) to 570 (2022). For the weekday PM peak and weekend PM dayparts, trips to the Oroville Airport stayed roughly the same between 2018 and 2019, then jumped significantly in 2022.

VEHICLE TRAVEL FINDINGS FOR REGIONAL TRIPS ONLY

Between the 2018 and 2019 analysis periods, regional trips during the weekday AM peak decreased from 75,702 to 59,286. In the 2022 analysis period, regional trips during the weekday AM peak had partially rebounded to 64,501 trips (still 15 percent below 2018; see Data Sets E1 through E5). Table 5 summarizes the zones with the largest changes in weekday AM peak trips.

Table 5. Trip Volume Comparison: Regional Trips, Weekday AM (Disaggregated Zones)

2018 TO 2019: LARGEST REDUCTIONS IN TRIP DESTINATIONS		CHANGE
1	SW Chico	-2,070 (-40%)
2	NE Oroville	-1,709 (-29%)
3	SW Butte County	-1,462 (-47%)
2018 TO 2019: LARGEST REDUCTIONS IN TRIPS ORIGINATIONS		CHANGE
1	West Paradise	-2,470 (-66%)
2	East Paradise	-2,398 (-72%)
3	Magalia	-2,151 (-46%)
2019 TO 2022: LARGEST INCREASES IN TRIPS DESTINATIONS		CHANGE
1	West Yolo County	+1,568 (+152%)
2	Yuba/Sutter County	+1,259 (+37%)
3	Glenn/Colusa County	+786 (+38%)
2019 TO 2022: LARGEST INCREASES IN TRIPS ORIGINATIONS		CHANGE
1	Yuba/Sutter County	+1,847 (+47%)
2	West Yolo County	+811 (+126%)
3	Sac/West Sac/West Placer Co	+747 (+39%)

Regional Trends by Daypart

In the 2018 analysis period, regional trip volumes during the weekday AM peak exceeded weekday midday volumes. After 2018, weekday midday regional trip volumes exceed weekday AM peak regional trip volumes in both the 2019 and 2022 analysis periods. Table 6a summarizes overall trip volumes during the weekday AM peak and weekday midday, and Table 6b summarizes the zones with the largest changes.

Table 6a. Total Trip Volume Comparison: Regional Trips, Weekday AM and Midday

TOTAL TRIP VOLUME	WEEKDAY AM	WEEKDAY MIDDAY
2018	75,702	72,302
2019	59,286 (-16,416 trips from previous)	62,397 (-9,905 from previous)
2022	64,501 (+5,215 trips from previous)	69,132 (+6,735 from previous)

Table 6b. Trip Volume Change Comparison, Weekday AM and Midday

PERIOD COMPARISON	WEEKDAY AM LARGEST DESTINATION INCREASE	WEEKDAY AM LARGEST DESTINATION DECREASE	WEEKDAY MIDDAY LARGEST DESTINATION INCREASE	WEEKDAY MIDDAY LARGEST DESTINATION DECREASE
2018-2019	South Oroville CDP (+186)	SW Chico (-2,070)	Sac/West Sac/West Placer Co (+355)	West Paradise (-1,699)
2019-2022	West Yolo County (+1,568)	Butte College (-1,049)	Yuba/Sutter County (+1,535)	NE Butte County (-255)

Regional Trip Origins and Destinations

Data Sets E1 through E5 show that the **NW Chico zone attracts the most regional trips** (trips that do not originate in the City of Chico) during all three analysis periods. Data Sets F1 through F15 and Appendix C show that **regional trips to NW Chico primarily come from the Glenn/Colusa and Shasta/Tehama County zones as well as from NW and NE unincorporated Butte County**. This is true for all three weekday dayparts and across all three analysis periods.

The highest regional travel volume to or from NW Chico is to or from Glenn/Colusa County. The Glenn/Colusa County zone is the primary origin for regional trips going into Chico during the weekday AM peak period and is the primary destination for regional trips coming from Chico during the weekday PM peak period, suggesting that residents of Glenn/Colusa County work in NW Chico and go home to Glenn or Colusa County at the end of the workday. **The Glenn/Colusa County zone is also the primary generator of trips to the Chico Costco or Chico Walmart that do not originate within Chico.** This pattern remains across all three analysis periods.

Data Sets F1 through F15 also indicate that a large proportion of trips to the Butte College main campus come from Chico during the weekday AM peak and head back to Chico from Butte College midday. This is true across all three analysis periods.

REGIONAL VEHICLE TRAVEL ORIGIN-DESTINATION SUMMARY

The following subsections summarize the main findings in Appendix C, which shows the highest-volume regional destinations and origins across the five dayparts and three analysis periods. This analysis uses disaggregated zones (where Chico, Oroville, and Paradise are divided into smaller quadrants or halves). For that reason, this analysis includes trips between zones within these three larger jurisdictions (e.g., trips from NW Chico to SW Chico).

Weekday AM Peak (6AM–10AM)

NW Chico is the top regional trip destination during the weekday AM peak across all three analysis periods. Trips to this area dipped between 2018 and 2019, but partially rebounded by the 2022 analysis period.

Glenn/Colusa County, unincorporated NE Butte County, and unincorporated NW Butte County are the primary generators of regional trips to NW Chico during the weekday AM peak daypart across all analysis periods. Trips to NW Chico dropped after the Camp Fire but had almost returned to pre-Camp Fire volumes by 2022.

In 2018, SE Butte County, NW Butte County, and Magalia generated the most regional trips during the weekday AM peak daypart. Trips from SE Butte County primarily went to Oroville, trips from NW Butte County primarily went to Chico (particularly NW Chico), and trips from Magalia primarily went to Paradise followed by Chico. In the 2019 and 2022 analysis periods, Shasta/Tehama County, NW Chico, and Yuba Sutter County were the top generators of regional trips during the weekday AM peak period. NE Butte County, SE Butte County, and Glenn/Colusa County also generated high regional trip volumes during the AM peak period in the 2019 and 2022 analysis periods. A substantial number of trips also travel between Gridley and Yuba/Sutter County in both directions (with more trips going to Gridley from Yuba/Sutter) across all three analysis periods.

Butte College is the primary POI destination during the weekday AM peak for regional trips, attracting 2,857 regional trips in the 2018 analysis period, 2,366 regional trips in the 2019 analysis period, and 1,317 regional trips in the 2022 analysis period. Regional trips to Butte College during this period primarily originate from Chico and secondarily from West Oroville (13 percent from NW Chico, 9 percent from SW Chico, and 7 percent from West Oroville).

Weekday Midday (10AM–3PM)

In the 2018 analysis period, the highest regional trip volumes occurred during the weekday AM peak daypart followed closely by the weekday midday. This switched during the 2019 and 2022 periods, where regional trip volumes are highest during the weekday midday part, followed by weekday AM daypart. NW Chico is the top regional trip attractor as well as the top regional trip generator during the weekday midday period (and the top trip attractor during the weekday AM peak period) across all three analysis periods, attracting over 5,000 regional trips during the weekday midday in the 2018 and 2019 analysis periods and dipping to just below 5,000 trips in 2022, to 4,915 trips.

Regional trips going to NW Chico during the weekday midday are primarily generated from: NW Butte County (894 trips in the 2018 period) followed by Glenn/Colusa County (794 trips in the 2018 period). There are also 867 trips during the weekday midday (on average daily) originating in NW Chico and going to NW Butte County, so there are substantial trips in both directions between NW Butte County and NW Chico during the weekday midday. **NE Oroville and SE Butte County are also major regional destinations/trip attractors during weekday midday across all three analysis periods**, with trips primarily going between these two zones.

Butte College is the primary POI origin during weekday midday, with trips from Butte College primarily ending in Chico (20 percent of trips ending in NW Chico, 9 percent in SW Chico, and 8 percent in SE Chico from Butte College during the weekday midday in the 2018 analysis period), **suggesting that students commute from Chico to Butte College in the morning and return during the midday period**. Butte College operates a bus system that connects various locations throughout the county and beyond to campus.

Weekday PM Peak (3PM–7PM)

SE Butte County is the primary regional destination for trips during the weekday PM peak across all three analysis periods, with Oroville as the primary origin for trips during this period. This is followed by Gridley during the 2018 analysis period, then NW Butte County. In the 2019 analysis period, Gridley is no longer in the top three destinations during the weekday PM peak but remains in the top five. Magalia and Paradise were also a major regional trip attractors during the weekday PM peak in the 2018 analysis period, with trips coming predominantly from Chico. **The top POI destination for regional trips during the weekday PM peak was Gold Country Casino during the 2018 analysis period (913 trips) and Chico Walmart during the 2019 period (736 trips) and the 2022 period (615 trips).** In the 2018 analysis period, regional weekday PM peak trips to Gold Country Casino primarily originated from SE Oroville (274 trips) and NE Oroville (233 trips). During the 2019 analysis period, the two zones generating the most regional trips arriving at the Chico Walmart were Glenn/Colusa County (95 trips) and NE Butte County (75 trips). During the 2022 analysis period, the zones generating the most regional trips arriving at the Chico Walmart were also Glenn/Colusa County (87 trips), followed by Shasta/Tehama County (68 trips) and West Paradise (67 trips).

Weekend Daytime (6AM–3PM)

During weekend daytime in the 2018 analysis period, SE Butte County is the top regional destination/trip attractor (4,802 trips), with the largest number of trips coming from NE Oroville (1,150 trips) and SE Oroville (1,075 trips). **Following SE Butte County, the top regional destinations/trip attractors are NW Chico, Gridley, and Yuba/Sutter County.** Regional trips to these destinations remain high during the 2019 and 2022 analysis periods, but trips to Yuba/Sutter County and Shasta/Tehama County increase, moving these two zones to the top three regional destinations post-2018 and pushing Gridley and NW Chico out of the top three destinations.

The Chico Walmart is the top POI regional trip attractor and generator during the weekend daytime period. In the 2018 analysis period, the zones generating the highest volumes of regional trips terminating at the Chico Walmart (1,124 trips) were Glenn/Colusa County (170 trips), Shasta/Tehama County, and West Paradise (143 trips each). Regional trips to the Chico Walmart increased slightly during the 2019 analysis period (from 1,124 to 1,456 trips), potentially due to its utility post Camp Fire to support fire-impacted communities, with the largest number of trips originating from Glenn/Colusa County (229 trips), Shasta/Tehama County (203 trips), and NE Butte County (151 trips). In the 2022 analysis period, trips to the Chico Walmart (1,087 trips) returned to similar volumes as 2018; similarly, the zones generating the largest numbers of these trips were Glenn/Colusa County (198 trips), Shasta/Tehama County (151 trips), and West Paradise (90) trips.

Weekend Nighttime (3PM–12AM)

SE Butte County and NW Chico were top regional trip attractors during the weekend nighttime in the 2018 analysis period. Since 2018, **trips to Glenn/Colusa County, Shasta/Tehama County, and Yuba/Sutter County have increased substantially, making these three zones top trip attractors in 2022**, although regional trips to SE Butte and NW Chico remain high.

Regional trips to the Gold Country Casino were highest during the 2018 analysis period and declined in the 2019 and 2022 analysis periods, although this location remains a primary regional POI during the weekday nighttime period. Regional trips that go to the Gold Country Casino also appear to leave from the Gold Country Casino during the same window, indicating that regional travelers to the Gold Country Casino stay for only a few hours. **The primary origin/destination for trips to/from the Gold Country Casino during weekend nights is Oroville.**

OVERALL VEHICLE TRAVEL FINDINGS FOR INTERCOUNTY TRIPS

Data Sets G1 through G5 show that **during the weekday AM period, intercounty trips fell each period, declining most between the 2018 and 2019 analysis periods.** The trend is the same for intercounty trips during the weekday midday period and the weekend day period. Intercounty trips during the weekday PM period rose between 2018 and 2019 analysis periods, from 17,109 to 25,614 total intercounty trips, and fell in 2022 to 19,665 total intercounty trips. Intercounty trips during the weekend nighttime increased across all periods, from 23,868 in 2018 to 25,462 in 2019 and 27,673 in 2022.

Data Sets H1 through H15 show that the **top destinations outside of Butte County for trips originating from Butte County are to Glenn/Colusa County and Yuba/Sutter County, followed by Shasta/Tehama County.** This is true across all three analysis periods and for all parts of the day. Notably, **trips to Yuba/Sutter County from Butte County increase substantially on weekends**, nearly double compared to all weekday periods.

There are generally an equal number of intercounty trips flowing in both directions between the Butte County and Yuba/Sutter County zones within any single daypart. This could mean that most trips between these counties are round-trips of a relatively short duration, with the inflow and outflow trips in the same daypart (e.g., driving to Butte County after 6am and back before 10am) or it could mean that roughly the same number of travelers head in either direction at any given time of the day. **The Glenn/Colusa County zone and Yuba/Sutter County zone are also the primary origins for trips into Butte County during all three analysis periods and across all dayparts.**

Table 7 summarizes trips entering Butte County (inflow), trips leaving Butte County (outflow), and trips within Butte County by daypart and by analysis period.

Table 7. Intercounty Inflow/Outflow and Travel Within Butte County

PERIOD	DIRECTION	WEEKDAY AM PEAK	WEEKDAY MIDDAY	WEEKDAY PM PEAK	WEEKEND DAY	WEEKEND NIGHT	DAILY TOTAL
2018	Outflow	11,118	10,950	9,027	19,850	12,202	63,147
	Inflow	13,379	10,433	8,082	20,555	11,666	64,115
	Within Butte	233,567	331,135	257,272	437,736	289,806	1,549,516
2019	Outflow	8,782	9,691	14,536	18,271	13,215	64,495
	Inflow	12,136	10,015	11,078	19,017	12,247	64,493
	Within Butte	111,843	167,202	196,599	206,947	156,212	838,803
2022	Outflow	6,655	10,113	10,710	19,024	14,127	60,629
	Inflow	8,501	9,632	8,955	19,608	13,546	60,242
	Within Butte	98,927	172,094	151,554	209,482	165,787	797,844

Table 7 shows that **trips entering Butte County (inflow) are slightly higher than trips leaving Butte County (outflow) during the weekday AM peak**. This relationship is true across all three analysis periods, although the difference increased significantly only for the 2019 analysis period. **During the weekday midday period, trips leaving Butte County slightly exceed trips entering Butte County**, also across all three analysis periods but with the disparity increasing across analysis periods. During weekday PM peaks, trips leaving Butte County exceed trips entering Butte County across all three analysis periods. Trip volumes entering Butte County are roughly even with trip volumes leaving Butte County during weekend days, with more fluctuation across the three analysis periods. Trips leaving Butte County exceed trips entering Butte County during weekend nights across all three analysis periods.

BIKE TRAVEL

Table 8 summarizes daily bike trip volumes averaged across all weekdays and dayparts for each incorporated jurisdiction (where Chico, Oroville, and Paradise are aggregated), unincorporated County quadrant, and developed unincorporated community and POI in the unincorporated County with 50 or more average daily bike trips. Green cells denote zones with bike trip increases in 2022 compared to 2019, and red cells denote zones with bike trip decreases between the two periods.

Table 8. Average Daily Bike Trips by Analysis Period for Selected Zones

Zone	2019 ORIGINS		2019 DESTINATIONS		2022 ORIGINS			2022 DESTINATIONS		
	TRIPS	SHARE OF TRIPS	TRIPS	SHARE OF TRIPS	TRIPS	SHARE OF TRIPS	% CHANGE FROM 2019	TRIPS	SHARE OF TRIPS	% CHANGE FROM 2019
Biggs	180	0.2%	186	0.2%	182	0.4%	+1%	184	0.4%	-1.1%
Butte College	255	0.3%	252	0.3%	90	0.2%	-65%	93	0.2%	-63.1%
Butte Valley	38	0.0%	51	0.1%	75	0.2%	+97%	65	0.2%	+27.5%
Chico	70,294	84.7%	70,260	84.7%	31,216	74.5%	-56%	31,209	74.5%	-55.6%
Chico Airport	300	0.4%	297	0.4%	203	0.5%	-32%	187	0.4%	-37.0%
Durham	1,015	1.2%	1,047	1.3%	634	1.5%	-38%	652	1.6%	-37.7%
Gridley	960	1.2%	951	1.1%	1,058	2.5%	+10%	1,080	2.6%	+13.6%
Kelly Ridge	48	0.1%	53	0.1%	38	0.1%	-21%	42	0.1%	-20.8%
Magalia	363	0.4%	390	0.5%	391	0.9%	+8%	397	0.9%	+1.8%
NE Butte Co	653	0.8%	632	0.8%	765	1.8%	+17%	786	1.9%	+24.4%
NW Butte Co	621	0.7%	632	0.8%	419	1.0%	-33%	403	1.0%	-36.2%
Oroville	6,200	7.5%	6,158	7.4%	4,298	10.3%	-31%	4,307	10.3%	-30.1%
Paradise	1,642	2.0%	1,616	1.9%	2,027	4.8%	+23%	2,020	4.8%	+25.0%
SE Butte Co	240	0.3%	259	0.3%	393	0.9%	+64%	379	0.9%	+46.3%
SW Butte Co	138	0.2%	163	0.2%	131	0.3%	-5%	113	0.3%	-30.7%
TOTAL TRIPS AND PERCENT CHANGE	82,947				41,920 (-49.5%)					

Table 8 and Data Sets I1 through I5 indicate that that **bicycle trip volumes decreased by approximately 50% in the 2022 analysis period compared to the 2019 period and most bike travel in the region occurs in Chico, and Chico accounts for most of the decrease between the two analysis periods.**² Overall average daily trips arriving to Chico dropped from 70,294 in 2019 to 31,216 trips in 2022. Datasets I1 through I5 indicate that, in the 2019 analysis period, the highest volumes of bike trips occurred during the weekday midday (36,749 total), followed by weekend day (31,764 total trips), and weekday PM (28,312 trips). Similarly, in 2022, the highest volume of bicycle trips occurred during the weekday midday (18,834 trips), followed by weekend day (17,746 trips), and weekend PM (14,979 trips).

Data sets J1 through J15 indicate that **nearly all bike trips that occur in Butte County are local** (beginning and ending in the same zone), and the disaggregated **NW Chico zone has the highest share of trips** in both analysis periods across weekdays and daytimes. In 2022, during the weekday midday (the daypart with the highest volume of bike trips), NW Chico attracted 5,195 trips, 4,178 of which also originated in NW Chico, while 425 originated in the CSU Chico Campus zone. This is followed by NE Chico, which attracted 3,485 weekday midday trips, 2,819 of which also originated in NE Chico while 386 originated in NW Chico. SE and SW Chico attracted 1,872 trips and 1,714 trips, respectively, during the weekday midday in 2022. For trips to SE Chico, 1,176 trips also originated in SE Chico, but for SW Chico, origins are more spread out among SW Chico (676 trips), CSU Chico Campus (402 trips), and NW Chico (358 trips). Of all POIs, CSU Chico Campus attracted the largest volume of bike trips: 795 during the weekday AM peak in 2022 (562 of which came from NW Chico), 764 during the weekday midday (385 of which came from NW Chico). Chico Walmart also attracted significant bike trips, particularly during the weekend day (747 trips), followed by the weekend night (648 trips), and weekday midday (503 trips). These patterns are similar for the 2019 analysis period, though trip volumes were higher in 2019.

For regional bike trips (trips that begin in one zone and end in another), the highest volumes during the 2019 analysis period occurred during weekend day (212 total trips), followed by weekend evening (185 total trips), and weekday midday (147 trips). Volumes for regional bike trips account for a relatively small share of all bicycle trip volumes, as most bicycle travel is local. Across all three analysis periods and across most dayparts, NW Butte County generates the highest volume of regional bike trips, followed by NE Butte County.

² Note: StreetLight bicycle travel data is unavailable prior to the year 2019, so only the 2019 and 2022 analysis periods were analyzed.

4. TRANSIT TRAVEL

Table 9 compares total annual ridership for the years 2019 through 2022.

Table 9. B-Line Ridership 2019-2022

YEAR	TOTAL B-LINE RIDERSHIP	% CHANGE FROM PREVIOUS YEAR	% CHANGE FROM 2019 BASELINE
2019	951,842	-	-
2020	406,907	-57%	-57%
2021	402,139	-1%	-58%
2022	541,949	+35%	-43%

Source: B-Line 2022.

Ridership fell significantly between 2019 and 2020, from more than 951,000 total riders in 2019 to just over 406,000 riders in 2020. Ridership in 2022 increased somewhat to over 541,000 riders, but has not reached pre-pandemic ridership levels. B-Line routes are depicted in Appendix D of this report.

B-Line currently operates 21 fixed routes, consisting of 12 local Chico routes (including an airport route), 4 Oroville area routes, and 5 regional routes that serve as both intercity routes and local routes for smaller communities:

- » 20 - between Chico and Oroville
- » 30 - between Biggs, Gridley, and Oroville
- » 32 - between Biggs, Gridley, and Oroville
- » 40 - between Chico and Paradise
- » 41 - between Chico, Magalia, and Paradise

According to B-Line annual stop boardings data, **Route 20 between Chico and Oroville, which has the highest ridership of any route**, has the most annual boardings at the Chico Transit Center (18,804 in 2022) followed by the Oroville Transit Center (17,437 boardings in 2022). Other stops along Route 20 with significant boardings include those near the Butte County administration offices in north Oroville, with the largest number of boardings at the Butte County Public Works Office (4,406 in 2022), the County Administration Office (2,488 boardings in 2022), and Butte County Juvenile Hall (1,436).

Chico Transit Center is unsurprisingly the stop with the highest annual boardings. The route with the highest boardings at Chico Transit Center is Route 14 serving South Chico and Downtown, with 22,338 boardings in 2022.

Currently, B-Line Routes 15 and 16 directly serve the major destination, Enloe Hospital (discussed in more detail in section 3). These two routes also serve stops along the Esplanade corridor between the CSU Chico campus and the northern Chico city limit. Route 15 serves additional stops along East Lassen Avenue to Eaton Road. In 2022, 2,004 riders boarded Route 15 at the Enloe Hospital stop along Esplanade, and 1,548 riders boarded Route 16 at this stop, together constituting 3,552 boardings.

BCAG is currently preparing the B-Line Routing Study to provide recommendations that improve ridership, identify alternative routing opportunity, and develop innovative solutions that utilize B-Line’s resources. The Study will be complete mid-2023 and will modify some routes, stops, and other information in the above sections of this report.

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Appendix

Appendix A: Survey Results

- A1. Community Survey Results
- A2. Employer Survey Results

Appendix B: StreetLight Analysis Zone Sets

- B1. Disaggregated Zones
- B2. Aggregated Zones
- B3. Inter-County Zones

Appendix C: Regional Trips Summaries

- C1. Origin-Destination Summary: 2018
- C2. Origin-Destination Summary: 2019
- C3. Origin-Destination Summary: 2022

Appendix D: B-Line Schedule and System Maps Handout

Data Sets – Excel Files Available from BCAG Upon Request

Data Set A: Demographic and Travel Characteristic Data

- A1. Population
- A2. Age
- A3. Gender
- A4. Language
- A5. Race
- A6. Disability
- A7. Employment Status
- A8. Commute to Work

Data Set B: StreetLight Vehicle O-D Period Comparison Tables: All Trips, Jurisdictions Aggregated

- B1. Weekday AM Peak
- B2. Weekday Midday
- B3. Weekday PM Peak
- B4. Weekend Day
- B5. Weekend Night

Data Set C: Percent Local Trips in Butte County Jurisdictions, Developed Unincorporated Communities, and Major POIs

- C1. Summary Table: Percent of Local Trips by Weekday Day/Times by Analysis Period
- C2: Percent Local Trips: Pre-Camp Fire, Weekday AM Peak
- C3: Percent Local Trips: Pre-Camp Fire, Weekday Midday
- C4: Percent Local Trips: Pre-Camp Fire, Weekday PM Peak
- C5: Percent Local Trips: Pre-Camp Fire, Weekend Day
- C6: Percent Local Trips: Pre-Camp Fire, Weekday Night
- C7: Percent Local Trips: Post-Fire Pre-COVID, Weekday AM Peak
- C8: Percent Local Trips: Post-Fire Pre-COVID, Weekday Midday
- C9: Percent Local Trips: Post-Fire Pre-COVID, Weekday PM Peak
- C10: Percent Local Trips: Post-Fire Pre-COVID, Weekend Day
- C11: Percent Local Trips: Post-Fire Pre-COVID, Weekend Night

C12: Percent Local Trips: 2022, Weekday AM Peak
C13: Percent Local Trips: 2022, Weekday Midday
C14: Percent Local Trips: 2022, Weekday PM Peak
C15: Percent Local Trips: 2022, Weekend Day
C16: Percent Local Trips: 2022, Weekend Night

Data Set D: StreetLight Vehicle O-D Pair Summaries: All Trips, Jurisdictions Aggregated

D1. Pre-Camp Fire Weekday AM Peak
D2. Pre-Camp Fire Weekday Midday
D3. Pre-Camp Fire Weekday PM Peak
D4. Pre-Camp Fire Weekend Day
D5. Pre-Camp Fire Weekend Night
D6. Post-Fire Pre-COVID Weekday AM Peak
D7. Post-Fire Pre-COVID Weekday Midday
D8. Post-Fire Pre-COVID Weekday PM Peak
D9. Post-Fire Pre-COVID Weekend Day
D10. Post-Fire Pre-COVID Weekend Night
D11. Weekday AM Peak
D12. 2022 Weekday Midday
D13. 2022 Weekday PM Peak
D14. 2022 Weekend Day
D15. 2022 Weekend Night

Data Set E: StreetLight Vehicle O-D Period Comparison Tables: Regional Trips Only, Jurisdictions Disaggregated

E1. Weekday AM Peak
E2. Weekday Midday
E3. Weekday PM Peak
E4. Weekend Day
E5. Weekend Night

Data Set F: StreetLight Vehicle O-D Pair Summaries: Regional Trips Only, Jurisdictions Disaggregated

F1. Pre-Camp Fire Weekday AM Peak
F2. Pre-Camp Fire Weekday Midday
F3. Pre-Camp Fire Weekday PM Peak
F4. Pre-Camp Fire Weekend Day
F5. Pre-Camp Fire Weekend Night
F6. Post-Fire Pre-COVID Weekday AM Peak
F7. Post-Fire Pre-COVID Weekday Midday
F8. Post-Fire Pre-COVID Weekday PM Peak
F9. Post-Fire Pre-COVID Weekend Day
F10. Post-Fire Pre-COVID Weekend Night
F11. 2022 Weekday AM Peak
F12. 2022 Weekday Midday
F13. 2022 Weekday PM Peak
F14. 2022 Weekend Day
F15. 2022 Weekend Night

Data Set G: Intercountry Trips Period Comparison Tables

G1. Weekday AM Peak
G2. Weekday Midday
G3. Weekday PM Peak
G4. Weekend Day
G5. Weekend Night

Data Set H: StreetLight Vehicle O-D Pair Summaries: Intercounty Trips

- H1. Pre-Camp Fire Weekday AM Peak
- H2. Pre-Camp Fire Weekday Midday
- H3. Pre-Camp Fire Weekday PM Peak
- H4. Pre-Camp Fire Weekend Day
- H5. Pre-Camp Fire Weekend Night
- H6. Post-Fire Pre-COVID Weekday AM Peak
- H7. Post-Fire Pre-COVID Weekday Midday
- H8. Post-Fire Pre-COVID Weekday PM Peak
- H9. Post-Fire Pre-COVID Weekend Day
- H10. Post-Fire Pre-COVID Weekend Night
- H11. 2022 Weekday AM Peak
- H12. 2022 Weekday Midday
- H13. 2022 Weekday PM Peak
- H14. 2022 Weekend Day
- H15. 2022 Weekend Night

Data Set I: Bicycle Trips Period Comparison Tables

- I1. Weekday AM Peak
- I2. Weekday Midday
- I3. Weekday PM Peak
- I4. Weekend Day
- I5. Weekend Night

Data Set J: StreetLight Bicycle O-D Pair Summaries: All Trips, Zones Disaggregated

- J1. Pre-Camp Fire Weekday AM Peak
- J2. Pre-Camp Fire Weekday Midday
- J3. Pre-Camp Fire Weekday PM Peak
- J4. Pre-Camp Fire Weekend Day
- J5. Pre-Camp Fire Weekend Night
- J6. Post-Fire Pre-COVID Weekday AM Peak
- J7. Post-Fire Pre-COVID Weekday Midday
- J8. Post-Fire Pre-COVID Weekday PM Peak
- J9. Post-Fire Pre-COVID Weekend Day
- J10. Post-Fire Pre-COVID Weekend Night
- J11. 2022 Weekday AM Peak
- J12. 2022 Weekday Midday
- J13. 2022 Weekday PM Peak
- J14. 2022 Weekend Day
- J15. 2022 Weekend Night

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Appendix A: Survey Results

A1. Community Survey Results

Question 1. Please select your language ¹

Answer Choices	Responses	
English	88.00%	24
Español	11.11%	3
Hmong	0.00%	0
Total Respondents	100%	27

Question 2. What is your connection to Butte County?

Answer Choices	Responses	
Resident	88.00%	22
Student	28.00%	7
Employee	32.00%	8
Other (please specify)	4.00%	1
Total Respondents	100%	25

Write-In Responses to “Other”

Responses
Visitor

Question 3. What is your current living situation?

Answer Choices	Responses	
Renter	36.00%	9
Owner	48.00%	12
Other (e.g., live with parents or friends, unhoused)	16.00%	3
Total Respondents	100%	25

Write-In Responses to “Other”

Responses
Roommate
Parents
Live with parents and two younger siblings.
Currently living with my parents.

¹ Question numbers correspond to the online survey.

Question 4. What community do you call home?

Answer Choices	Responses	
Biggs	0.00%	0
Chico	72.00%	18
Gridley	0.00%	0
Oroville	16.00%	4
Paradise	0.00%	0
Outside of Butte County	8.00%	2
Unincorporated Butte County. Please specify which unincorporated community you live in:	4.00%	1
Total Respondents	100%	25

Question 5. What is your home zip code?

Zip Codes	General Location	Response Count	
95926	Chico	20.00 %	5
95822	Sacramento County	4.00%	1
95965	Oroville	4.00%	1
95966	Oroville	12.00%	3
95616	Davis	4.00%	1
95928	Chico	32.00%	8
95954	Magalia	4.00%	1
95973	Chico	20.00%	5
Total Respondents	N/A	100%	25

Question 6. What is your work or school zip code, if applicable?

Zip Codes	General Location	Response Count	
95926	Chico	22.22%	4
95929	Chico	16.67%	3
95954	Magalia	5.56%	1
95965	Oroville	22.22%	4
95928	Chico	22.22%	4
95927	Chico	5.56%	1
95652	Sacramento County	5.56%	1
Total Respondents	N/A	100%	18

Question 7. What is your annual household income?

Answer Choices	Responses	
Less than \$25,000	20.83%	5
\$25,000-\$49,999	12.50%	3
\$50,000-\$75,000	20.83%	5
\$75,000-\$150,000	16.67%	4
\$150,000 or higher	29.17%	7
Total Respondents	100%	24

Question 8. What is your age?

Answer Choices	Responses	
Under 18 years old	0.00%	0
18 to 29 years old	35.71%	5
30 to 49 years old	50.00%	7
50 to 69 years old	0.00%	0
70+ years old	14.29%	2
Total Respondents	100%	14

Question 9. Do you have any physical disabilities that limit your mobility?

Answer Choices	Responses	
Yes	20.00%	5
No	80.00%	20
Total Respondents	100%	25

Question 10. How do you identify your race/ethnicity? Select all that apply.

Answer Choices	Responses	
Non-Hispanic White	76.00%	19
Hispanic or Latino	16.00%	4
Black or African American	0.00%	0
American Indian or Alaska Native	0.00%	0
Native Hawaiian or other Pacific Islander	0.00%	0
Other (please specify)	8.00%	2
Total Respondents	100%	25

Questions 11. If you If you would like to receive updates from BCAG about related transportation projects, please provide your email address.

Emails not included for privacy.

Question 12. In general, how easy or difficult is it for you to get around in your community?

Answer Choices	Responses	
Very Easy	34.78%	8
Somewhat Easy	21.74%	5
Neutral	17.39%	4
Somewhat Difficult	21.74%	5
Very Difficult	4.35%	1
Total Respondents	100%	23

Question 13. On a typical day, how do you travel around your community to shop, run errands, eat, or for social or recreational purposes?

Answer Choices	Responses	
Walk	56.52%	13
Skateboard/scooter	0.00%	0
Bike	21.74%	5
Bus	26.09%	6
Drive personally owned vehicle	69.57%	16
Drive shared vehicle (e.g., work vehicle, short-term rental, etc.)	0.00%	0
Taxi or Rideshare (e.g., Lyft, Uber, Carpool or other rideshare services)	17.39%	4
Paratransit or Dial-A-Ride	0.00%	0
Other (please specify)	13.04%	3
Total Respondents	100%	23

Write-In Responses to “Other”

Responses
R 4th
Family member drives me around.
Ride Butte College’s Buses

Question 14. How often do you ride the bus?

Answer Choices	Responses	
Daily	21.74%	5
Weekly	13.04%	3
Bi-weekly	0.00%	0
Monthly	0.00%	0
Rarely (less than monthly)	21.74%	5
Never	43.48%	10
Total Respondents	100%	23

Question 15. What, if any barriers, prevent you from riding the bus when you are not walking or biking to get around?

Answer Choices	Responses	
I prefer to drive my own vehicle	47.83%	11
I am not sure how to read the bus schedule and don't know when the next bus will arrive	17.39%	4
I feel that I might get lost	17.39%	4
Difficulty connecting from home/work/school/other destination to transit stop	30.43%	7
There is no bus stop close to where I live and/or need to travel to	43.48%	10
It is too expensive	0.00%	0
Bus does not come as frequently as I would like	52.17%	12
Travel by bus takes longer than I would like	47.83%	11
Bus does not run on-time	17.39%	4
Bus services do not run on the days/times that I need	30.43%	7
Concerned the bus stop or bus isn't safe and/or clean	43.48%	10
Lack of bus infrastructure (e.g., benches, bus shelter, signage, etc.)	21.74%	5
Not applicable, I use the bus for many of my trips	0.00%	0
Other (please specify)	21.74%	5
Total Respondents	100%	23

Write-In Responses to "Other"

Responses
The stop is across the street on Oro Dam Blvd. W. THE Road I s unsafe to cross.
Not enough times that the bus comes
Double map is not accurate or functioning at all.
Get to the bus stop on time. I used to be a regular rider.
Parking is free and it's easy to get around Chico. Using your car is the most reasonable mode of tranportation.

Question 16. If bus service was improved in some way, would you be more likely to use the bus to get around?

Answer Choices	Responses	
No	39.13%	9
Yes. Please list any enhancements that would make you more likely to use the bus to get around.	60.87%	14
Total Respondents	100%	23

Write-In Responses to “list any enhancements that would make you more likely to use the bus to get around”

Responses
Teach the bus drivers how to properly drive the bus. There has been multiple incidents were bus drivers have almost hit other cars.
Higher frequency. Prioritization over cars in heavily trafficked areas. Longer hours of operation More comfortable seats with charger for cell phone.
Inter-city busses to Sacramento!!!
More frequent route 14/17. Allot more time for the 17. Buy electric buses.
More bus times, weekend busses
Bus stop locations dispersed in larger neighborhoods/communities such as Doe Mill estates would help.
Safety measures, Ease of access, Timeliness
Later bus schedules and making sure double map works. Also having the buses come on time when it runs later in the day. Along with having more buses run on Sunday or by Nord avenue where the student community lives.
Provide more stops and routes that are closer to my home.
I feel like more frequency on some routes would be nice, but it's not strictly necessary. If you are going to continue to not run buses to the Butte College Main Campus, then it would be nice if B-Line buses timed up more nicely with Butte buses in many locations during specific portions of the day where they currently don't do so at all or don't do so very well. It would be pretty cool if you ran local services earlier and later on Saturdays and ran them during Sundays, and I think I speak for more people than just myself here when I say that. While I currently don't mind the fact that it takes a while to get from one side of town to the other, it would be nice if the local/local and local/regional transfers at the CTC were as nice in the 2/3/4pm hour range as they are throughout the rest of the day, especially if the Route 7 is going to be eliminated as proposed in current drafts of the routing study plan. Trust me, as someone who rode B-Line nearly daily before COVID, navigating that mess was sometimes not fun at all, especially if one or more of the buses were running late. Speak of which, I noticed some buses are starting to begin to run chronologically late sometimes again, and some of them are seeming to run as late as often as they did Pre-COVID, so that's something to consider, especially as you continue to do your routing study.
Small trips I might use the bus for are not facilitated by current routes.
make bus stops safer
Easy to use app.

Question 17. What trips do you make on foot (walking) or bike to get around your community?

Answer Choices	Responses	
To and/or from work or school	36.36%	8
To and/or from the bus	50.00%	11
To and/or from the grocery store or other errands	45.45%	10
To and/or from dining, entertainment, or recreation	63.64%	14
None	22.73%	5
Other (please specify)	9.09%	2
Total Respondents	100%	22

Write-In Responses to “Other”

Responses
Oroville is not a safe and walkable city
For a couple years now, I’ve taken walks throughout my local area of town every 1-3 days (weather and homework permitting) to just get out of the house and get some fresh air, and also just because it’s something that I enjoy doing and it helps me clear my mind up a little bit.

Question 18. What are the biggest barriers you face to commuting on foot?

Answer Choices	Responses	
No/inadequate sidewalks	50.00%	11
Do not feel safe walking in my community	36.36%	8
Destinations are too far to walk to	68.18%	15
Physical disability or prefer not to walk	27.27%	6
In the space provided, please provide any additional details on barriers to commuting on foot	18.18%	4
Total Respondents	100%	22

Write-In Responses to “, please provide any additional details on barriers to commuting on foot”

Responses
More speed bumps are necessary as people use our neighborhoods as racetracks.
The walking route from my home to the bus stop doesn't have much lights and could get dark at night.
There are no major barriers.
While there are sidewalks on most streets in my area of the city, there are still some local roads and some arterials that have a stretch of the street contain sidewalk only on one side of the or don’t contain any at all. Also, while I generally feel safe walking on all roads and streets in my area of Chico, I would feel safer walking across certain higher speed arterials at moderate and major intersections if they had more pedestrian infrastructure than they currently do.

Question 19. What are the biggest barriers you face to commuting on bike?

Answer Choices	Responses	
No/inadequate bike paths, lanes, etc.	38.10%	8
Do not feel safe to bike in my community due to environmental factors	42.86%	9
Do not feel safe to bike in my community due to lack of experience/knowledge of bike safety	19.05%	4
Destinations are too far to bike to	33.33%	7
Do not own a bike	28.57%	6
Physical disability or prefer not to bike	19.05%	4
In the space provided, please provide any additional details on barriers to commuting on bike	19.05%	4
Total Respondents	100%	21

Write-In Responses to “please provide any additional details on barriers to commuting on bike”

Responses
Bike routes have too many stop signs. Can't get momentum. Streets are too bumpy and it hurts to ride.
There are no major barriers.
There aren't many, but it would be nice if there was a continuation of bike lanes being added to Chico, especially on some major arterials where their currently aren't any bike lanes (which makes them unsafe and sometimes unusable for biking on). Also, it would be nice not having to go to the central and east ends of town if you wanted to get to the other side of town not crossing through the currently unsafe intersections with Hwy 32 east of Hwy 99.I also think that the city adding some additional pedestrian/biking infrastructure at some interchanges and bike path crossings with some major streets wouldn't go amiss, although I feel pretty safe traveling through most of the current ones that exist.
weather, drivers unaware of buffers for bikes

Question 20. If you lived or worked closer to any of the following destinations, are there any you would be more likely to access by walking, biking, or taking the bus?

Answer Choices	Responses	
School	38.10%	8
Parks / Open Space	38.10%	8
Grocery Store	66.67%	14
Hospitals and Medical Centers	33.33%	7
Transit Stops and Stations	42.86%	9
None of the above	28.57%	6
Total Respondents	100%	21

Question 21. What incentives or amenities at your place of work would encourage you to consider walking, biking, or busing to work, if any?

Answer Choices	Responses	
Free bus pass	31.82%	7
Subsidized bus pass	18.18%	4
Bike lockers	4.55%	1
Showers	0.00%	0
A monetary incentive in exchange for opting out of an employer-paid parking option	9.09%	2
A flexible work schedule that could accommodate longer commuting times and/or different arrival/departure times	18.18%	4
None, I am not able to or prefer not to walk, bike, or bus	27.27%	6
I already walk, bike, and/or take the bus to work	31.82%	7
Other (please specify)	18.18%	4
Total Respondents	100%	22

Write-In Responses to “Other”

Responses
Physically protected bike lanes. Wider sidewalks with safer street crossings. I don't want to be killed or injured simply because I chose not to drive in a car
Hard to walk or bike to chico
Willing to bus if stops were closer to my neighborhood. Unable to walk significant distance or bike due to disability.
I commute to an office that is 90 miles away every other week - not possible on a bus route...

Question 22. What transportation technologies would you like new or more access to?

Answer Choices	Responses	
Ridesharing (e.g., Uber, Lyft, etc.)	27.27%	6
Bikesharing (e.g., Lime, Jump, etc.)	40.91%	9
Scooter sharing (e.g., Lime, Bird, Lyft, etc.)	45.45%	10
Mobile transit apps (e.g., Token Transit pass services, apps detailing scheduling and arrival times, etc.)	63.64%	14
None of the above	18.18%	4
Other (please specify)	4.55%	1
Total Respondents	100%	22

Write-In Responses to “Other”

Responses
More regional bus service as far as Sacramento.

Question 23. If passenger rail service was provided between Chico, Gridley, Marysville/Yuba City, and Sacramento, how likely would you be to use this service?

Answer Choices	Responses	
Very likely	47.83%	11
Somewhat Likely	34.78%	8
Not likely	8.70%	2
Unlikely	4.35%	1
Very unlikely	4.35%	1
Total Respondents	100%	23

Question 24. BCAG is exploring adding micro-transit to certain areas in Butte County, (micro-transit is a reservation-based service that would pick you up at home and drop you off at your destination for a small fee) if micro-transit was made available in your area, how often would you utilize this service?

Answer Choices	Responses	
Daily	22.73%	5
Weekly	22.73%	5
Monthly	9.09%	2
Rarely (less than monthly)	45.45%	10
Never	4.55%	1
Total Respondents	100%	22

Question 25. Please share ideas for any transportation or mobility-related infrastructure improvements or programs you would most like to see implemented in Butte County.

Write-In Responses

Responses
Work with other counties to help connect the cities by bus. (If I'm able to take the bus from Chico to Orville I should be able to go from Orville to Yuba City). Train the bus drivers how to drive, when they break its almost to where they almost hit another car.
Physically protected bike lanes, off-street bike trails, safer sidewalks and crosswalks, higher frequency transit. Extend regional rail up to Redding and down to Sacramento
We need shelters so we hen it rains, and be able to sit. I am disabled so I really need to sit down .
As someone who commutes to Chico from the Sacramento area, I'd love to see more inter-city public transportation options (outside of Amtrak).
More public awareness campaigns are necessary to present the appeal of riding the bus. Night buses for drunk people would be good. More housing on bus routes.
Micro-transit to certain areas in Butte County would be a great addition and I'd be willing to pay the extra fee as my physical limitations preclude me from walking/biking even to area bus stops in order to ride existing B Line bus.
Rail/transporation from Butte County to Sacramento
Transportation to Sacramento would be extremely popular with college students as it would be a way to travel home or just in general to outside area
Provide more transportation opportunities for areas that don't have much transportation.
Scooters would be a fun option.
Besides more frequent local and intercity service on weekdays and more frequent and span of service on weekends, I feel like if some intercity routes were streamlined they could provide service every hour from a community or every hour or two on an individual route, improving transfer opportunity and increase ridership. Also, while I think the passenger rail thing to and from the county is an interesting concept, I think that, realistically, bus service to/from those same areas would be implemented first, and it would be just as amazing of a thing to have happen as the rail service. I am also kind of on board with the micro transit idea, and I think I like the proposed Chico zones approximately as proposed. One idea would be to extend the proposed Northwest zone to include the entirety of the Airport Industrial Area to cement the entire surface area of the current Route 52 into it, since there is some ridership out to that area of town.
Improvements to bike infrastructure in the City of Chico - bikes paths, lanes, parking, etc.

A2. Employer Survey Results

Question 1. Does the organization have more than one location in Butte County?²

Answer Choices	Responses	
Yes	26.53%	13
No	73.47%	36
Total Respondents	100%	49

Question 2. What In which community/communities is your organization located?

Answer Choices	Responses	
Biggs	0.00%	0
Chico	44.90%	22
Gridley	0.00%	0
Oroville	6.12%	3
Paradise	36.73%	18
Other (e.g., live with parents or friends, unhoused)	12.24%	6
Total Respondents	100%	49

Write-In Responses to “Other”

Responses
San Diego
Solano County
Chico Oroville and Paradise
Paradise & Oroville
Yuba City
Paradise and Chico

² Question numbers correspond to the online survey.

Question 3. How many employees work on-site at your Butte County location(s)?

Answer Choices	Responses	
0 to 30	71.43%	35
30 to 50	10.20%	5
50 to 70	4.08%	2
70 to 90	2.04%	1
90 to 200	2.04%	1
200 or more	10.20%	5
Other (please specify)	2.04%	1
Total Respondents	100%	49

Write-In Responses to “Other”

Responses
150

Question 4. How is your organization classified?

Answer Choices	Responses	
Private, for-profit	83.67%	41
Non-profit	10.20%	5
Government	6.12%	3
Other (please specify)	0.00%	0
Private, for-profit	83.67%	41
Non-profit	10.20%	5
Total Respondents	100%	49

Question 5. Which of the following best describes the work environment of employees working in Butte County in your organization?

Answer Choices	Responses	
Office	26.53%	13
Construction/outdoor, fixed location	0.00%	0
Construction/outdoor, varied locations	16.33%	8
Warehousing/manufacturing/storage facilities	4.08%	2
Retail/commercial	18.37%	9
Other (please specify)	34.69%	17
Total Respondents	100%	49

Write-In Responses to “Other”

Responses
Mostly manufacturing environment but also a significant number of administrative/office employees as well as nearly 100 restaurant employees.
Municipality; office, construction, public safety
Nail Salon
Environmental & Engineering Consulting
Cleaning/Indoor, various locations in the county
Service
Parks and Facilities
Property management
Office, outdoor construction/varied locations landscape maintenance varied locations
restaurant
Museum
Cleaning vacant housing units & homes indoors.
K
Office and field work at various locations.
Plus office
Fitness
Funeral Services

Question 6. If you are willing, please provide your contact information.
Contact information not included for privacy.

Question 7. Does your organization allow remote work options?

Answer Choices	Responses	
Yes	42.50%	17
No	57.50%	23
Total Respondents	100%	40

Question 8. How often are employees permitted to work remotely?

Answer Choices	Responses	
<20% of the time	27.03%	10
20%-50% of the time	5.41%	2
50%-80% of the time	2.70%	1
Up to 100% of the time	13.51%	5
Working remotely is not currently permitted	43.24%	16
Please briefly explain any details of your remote work policy?	32.43%	12
Total Respondents	100%	37

Write-In Responses to “Please briefly explain any details of your remote work policy?”

Responses
Following COVID, we now have several administrative positions that have transitioned to fully remote as well as many that are now hybrid with 2-3 days per week working from home. Every position across the company was evaluated and re-designated as "remote", "hybrid", or "onsite". All manufacturing roles
Most employees are allowed up to 1 day a week of remote work.
Remote work is assessed by position. Generally it is allowed on a case by case basis. Most commonly it is utilized as a one-off for higher level staff who may need to stay close to home for the day, rather than an approved formalized policy. Council has directed we bring employees back to the workplace, so telework has been greatly limited.
Remote work is considered on a case by case basis as work requirements and situations change
Employees can choose if they want to work remotely or not. 75% of employees are in office 5 days/week. about 15% in office 3-4 days/week. About 10% are infrequently in the office or 100% remote.
At a admin level for the whole company, there is some remote working available. However, at the store level, everybody is working in person.
Only a couple office workers are permitted to work from home.
it is primarily used by staff for when they are sick or don't want to come into the office because of personal appointments. We do not hire anyone to work entirely remote.
It's a restaurant
Our office staff may work remotely, however, 95% of our work needs to be done on site.
Certain positions can work remotely.
We provide in person fitness coaching on our in club equipment

Question 9. What changes are likely for your organization’s remote work policy in the next 1-2 years?

Answer Choices	Responses	
No significant changes anticipated	90.00%	36
Likely to increase the amount of remote work	2.50%	1
Likely to decrease the amount of remote work	5.00%	2
Likely to discontinue remote work and return to in-person work full-time	2.50%	1
Total Respondents	100%	40

Question 10. Does your organization provide any benefits or incentives to employees for using transit or active transportation (walking, biking, etc.) to get to work.

Answer Choices	Responses	
Transit Passes	2.44%	1
Transit Subsidies	0.00%	0
Transit fare reimbursements	4.88%	2
Pre-tax deductions for transit passes	2.44%	1
Vanpool fare subsidies	0.00%	0
Parking discounts for carpooling or vanpooling	0.00%	0
Employee discount on rideshare services (Lyft, Uber, other)	0.00%	0
None	90.24%	37
Other (please specify)	4.88%	2
Total Respondents	100%	41

Write-In Responses to “Other”

Responses
Alternative transportation program that rewards employees that bike, walk, carpool, or take public transit to work.
Employees and students can ride B-Line for free. Chico State is billed for actual rides by B-Line

Question 11. If you have any information about this, what might encourage your organization to offer new or additional transit benefits (e.g. discounted or free bus passes, etc.) to its employees?

Answer Choices	Responses	
Reduced costs/discounts	20.00%	8
If there was need/demand	37.50%	15
Bus system improves/more routes and hours	32.50%	13
Tax break or other employer incentive	20.00%	8
More information	5.00%	2
Nothing	30.00%	12
Other (please specify)	10.00%	4
Total Respondents	100%	40

Write-In Responses to “Other”

Responses
Already provide
A functioning public transit system. The B-Line does not function as a reliable means of public transit. The schedule is far too limiting and exclusive. No one can live on the ridge, for example, and function as a productive member of society without a motor vehicle. If the B-line or another competent organization were to expand resources to establish a functioning transit system, I would purchase regular passes for my entire family and offer to my employees as well.
Depending on what is available & when, we could consider offering incentives to staff to use public transit
The bus route on Pentz Rd. is non existent anymore. We need the bus to come down Pentz near the hospital property.

Question 12. What, if any, amenities are available for employee use at your work site to support using active forms of transportation to get to work? Select all that apply.

Answer Choices	Responses	
Secure bike racks	34.15%	14
Cages to store bikes	0.00%	0
Lockers for employees	12.20%	5
Showers for employees	12.20%	5
None	56.10%	23
Other (please specify)	7.32%	3
Total Respondents	100%	41

Write-In Responses to “Other”

Responses
Our facility is behind secure gates which allows for safe and convenient bike parking.
Some locations have showers and lockers; others have bike racks. The amenities depend on the assigned work location.
Secure location to store bikes, not a bike rack or cage.

Question 13. To your knowledge, are there any amenities not currently available at the work site that your organization may be interested in providing or allowing an outside organization to implement if assistance and/or subsidies were available to encourage employees to take alternative modes of transportation?

Answer Choices	Responses	
Secure bike racks	26.32%	10
Cages to store bikes	18.42%	7
Lockers for employees	13.16%	5
Showers for employees	7.89%	3
All of the above	13.16%	5
None	47.37%	18
Other (please specify)	2.63%	1
Total Respondents	100%	38

Write-In Responses to “Other”

Responses
I rent so it's not possible to offer anything.

Question 14. If your organization offers any transportation-related benefits, are these available to all employees or full-time employees only?

Answer Choices	Responses	
All employees	31.43%	11
Full-time employees only	0.00%	0
Some benefits offered to full-time employees, some are offered to everyone	2.86%	1
Transportation-related benefits are not offered	60.00%	21
Don't know	5.71%	2
Total Respondents	100%	35

Question 15. Are there any other transportation-related incentives or benefits that your organization is considering offering to employees in the next 12 months? (If yes, please describe what transportation-related incentives or benefits does your organization plan to offer)

Answer Choices	Responses	
No	60.00%	24
Don't know	35.00%	14
Yes	5.00%	2
Total Respondents	100%	40

Write-In Responses to “please describe what transportation-related incentives or benefits does your organization plan to offer”

Responses
We bought a van to transport our construction employees to & from the jobs.
I hope to investigate the pretax transportation vouchers.

Question 16. Which of the following best describes the parking situation for employees who drive to your work site?

Answer Choices	Responses	
Employees can park in a dedicated lot or garage at no cost to them	75.00%	30
Employees can park in a dedicated lot or garage for a daily or monthly fee	5.00%	2
Employees can park on the street or in a non-dedicated lot or garage for a fee	5.00%	2
Employees can park on the street at no cost	30.00%	12
Don't know	2.50%	1
Other (please specify)	5.00%	2
Total Respondents	100%	40

Write-In Responses to “Other”

Responses
We do have 4 spots in a lot that are rented
Our Paradise store has parking behind it. Our Chico store has free parking within walking distance.

Question 17. Please share ideas for any other transportation or mobility-related projects or programs you would like to see implemented in Butte County.

Write-In Responses

Responses
Continued efforts to improve and connect current bicycle path/lane infrastructure especially in commercial/retail areas. Would like to promote public transit more but I think we still struggle with the optics, perceived lack of safety, and aesthetics of taking public transit. Bus stops within Chico aren't inviting places to be currently. Would really like to see the return of a regular shuttle to and from SMF for both personal and business needs. We have a lot of employees that travel regularly and we'd be very interested in a shuttle to reduce cost of rental cars and airport parking fees while also reducing emissions.
Transportation to Sacramento for our students.
A project plan is desperately needed to identify and fix pot holes and resurface major roadways. One that is shared with the community to improve accountability. If there is such a plan already, find a way to share it with the the community.
Clean and dedicated bike lanes. Reliable bus routes.
Steps-to-Work competition. A lot of people count steps, maybe hold a community-wide competition for some period of time and offer prizes for most steps. Although the tracking and monitoring could be a challenge, after-all we walk a lot more than just going to work, but would that really matter. Maybe "Steps around the Community"
better hours so employees could take the bus. Right now they can't get a bus early enough to get to work on time from either Chico, Oroville
More dedicated bike lanes that aren't an enclosed trap like the one that currently runs between E. Lassen and Esplanade. That alley is perfect for someone to attack a cyclist. No one can see in or would hear cries for help. Also better maintenance of bike lanes...they are usually full of dangerous debris causing the cyclist to ride outside the white lane. Motorist don't realize this and then drive aggressively toward the cyclist because they aren't in the bike path.
Would love to see faster times on current bus routes. Instead of taking 1hr+ to get across town, it would be amazing to reduce that to even 30-45 minutes.
More bike lanes, & more bike racks would be great. Especially convenient paths to/from bus station in Paradise (TBA).
We need a bus stop in the Hegan Lane Business Park, it can even be at the BCAG facility
If bus service routes included stops near our facility and operated at hours so that employees could use to get to work in a timely manner, we would support that including allowing some flexible time starts and ends. We are open 7:30 a.m. to 4:30 p.m.
The routes from Chico to Paradise and back home during business hours needs to be improved to encourage more employees to use the system. One of our employees has to get on a bus, transfer, and wait for a bus going to Paradise.
Paradise needs usable side walks through all main streets that are cleared, clean, even and usable for all to use. Kids are not safe on the roads in Paradise getting to and from school on these sidewalks.

Appendix B: StreetLight Analysis Zone Sets

StreetLight Analysis Zone Sets

Disaggregated Zone Set

In this zone set, Chico, Oroville, and Paradise are each divided into smaller zones, and POIs in incorporated jurisdictions are included as individual zones. The disaggregated zone set includes the following zones:

» **Incorporated Jurisdictions in Butte County:**

- Biggs
- Gridley
- NE Chico
- NW Chico
- SE Chico
- SW Chico
- NE Oroville
- NW Oroville
- SE Oroville
- SW Oroville
- East Paradise
- West Paradise

» **Developed Unincorporated Communities (note: South Oroville and Kelly Ridge are added as unique zones)**

- Bangor
- Butte Valley
- Dayton
- Durham
- Honcut
- Kelly Ridge
- Magalia
- Nelson
- Nord
- Rackerby
- Richvale
- Stirling City
- South Oroville

» **Unincorporated Butte County Quadrants (note: these are the same as in the 'aggregated' zone set)**

- NE Butte County
- NW Butte County
- SE Butte County
- SW Butte County

» **Points of Interest (note: this includes POIs in incorporated jurisdictions)**

- Butte College (main campus)
- Chico Airport and Industrial Area
- Chico Costco
- Chico Mall
- California State University Chico Campus
- Chico Walmart
- Downtown Chico
- Downtown Oroville and Waterfront
- Feather Falls Casino
- Gold Country Casino
- Lake Oroville Recreation Center
- Oroville Airport

- Oroville Walmart
- Sierra Nevada Brewing Company
- » **Adjacent Counties and Groupings of Counties Surrounding Butte County**
 - El Dorado/East Placer County
 - Glenn/Colusa County
 - Plumas/Sierra/Nevada County
 - Sacramento/West Placer County
 - Shasta/Tehama County
 - West Yolo County
 - Yuba/Sutter County

Aggregated Zone Set

In this zone set, incorporated jurisdictions are each a single zone and only POIs within the unincorporated County are included. The aggregated zone set includes the following zones:

- » **Incorporated Jurisdictions in Butte County:**
 - Biggs
 - Gridley
 - Chico
 - Oroville (note: this includes the unincorporated communities of South Oroville and Kelly Ridge)
 - Paradise
- » **Developed Unincorporated Communities**
 - Bangor
 - Butte Valley
 - Dayton
 - Durham
 - Honcut
 - Magalia
 - Nelson
 - Nord
 - Rackerby
 - Richvale
 - Stirling City
- » **Unincorporated Butte County Quadrants**
 - NE Butte County
 - NW Butte County
 - SE Butte County
 - SW Butte County
- » **Points of Interest**
 - Butte College (main campus)
 - Chico Airport and Industrial Area
 - Oroville Airport
- » **Adjacent Groupings of Counties Surrounding Butte County**
 - El Dorado/East Placer County
 - Glenn/Colusa County
 - Plumas/Sierra/Nevada County
 - Sacramento/West Placer County
 - Shasta/Tehama County
 - West Yolo County
 - Yuba/Sutter County

Inter-County Zone Set

In this zone set, all of Butte County is a single zone.

» **Butte County Boundary:**

» **Adjacent Counties and Groupings of Counties Surrounding Butte County**

- El Dorado/East Placer County
- Glenn/Colusa County
- Plumas/Sierra/Nevada County
- Sacramento/West Placer County
- Shasta/Tehama County
- West Yolo County
- Yuba/Sutter County

Appendix C: Regional Trip Summaries

C1. Regional Vehicle Travel Summary

2018

The following summarizes trips that originate in one zone or jurisdiction and end in a different zone or jurisdiction. This includes all non-pass-through polygon zones but does not include any gateway zones. In addition to intra-jurisdictional trips, this summary also excludes trips between surrounding counties that would not pass through Butte County (e.g., trips between the Plumas/Sierra/Nevada county zone and the El Dorado/East Placer County Zone).

Weekday AM Peak Top 5 Destinations by Top 3 Origins - 75,702 total regional trips

1. NW Chico (7,275 total trips end in NW Chico during AM Peak)
 - o Top Origin is Glenn/Colusa County (constitutes 16% of regional trips to NW Chico)
 - o NW Butte County and NE Butte County (each constituting 15% of regional trips to NW Chico)
 - o Shasta/Tehama County (10% of regional trips to NW Chico)
2. NE Oroville (5,815), very spread out with many origins heading here during AM peak
 - o Top origin is SE Butte County (25% of regional trips to NE Oroville)
 - o SW Butte Co (9% of regional trips to NE Oroville)
 - o Yuba/Sutter and NW Chico (each are 7% of regional trips to NE Oroville)
3. SW Chico (5,167)
 - o Top origin is NW Butte Co (18% of trips to SW Chico)
 - o Glenn/Colusa County (11% of trips to SW Chico)
 - o West Paradise and Shasta/Tehama County (each constitute 10% of regional trips to SW Chico)
4. SE Chico (4,191)
 - o Top origins are West Paradise, Shasta/Tehama County, and NE Butte County, each constituting 10% of regional trips to SE Chico
 - o Glenn/Colusa County (9% of regional trips to SE Chico)
 - o East Paradise (7% of regional trips to SE Chico)
5. Gridley (3,310)
 - o Top origin is SW Butte County (34% of regional trips to Gridley)
 - o Yuba/Sutter County (24% of regional trips to Gridley)
 - o Biggs (12% of regional trips to Gridley)

Weekday AM Peak Top 3 Origins by Top 3 Destinations

1. Magalia (4,656)
 - o Top destination is paradise (60%) and the majority of the remaining trips originating in Magalia end in Chico.
2. SE Butte Co generates 4,835 trips in AM peak that do not end in SE Butte Co, almost all end in Oroville or South Oroville
 - o 32% end in NE Oroville
 - o 18% trips end in SE Oroville
 - o 6% in Downtown Oroville and waterfront, 263 in South Oroville
3. NW Butte Co generates 4,720 trips during AM peak that do not end in NW Butte Co.
 - o Primarily to NW Chico (27%)
 - o SW Chico (22%)

Weekday AM Peak Top POI Destinations (over 500 trips) by Top 3 Origins

1. Butte College (2,857)
 - a. NW Chico (13%)
 - b. SW Chico (9%)
 - c. West Oroville (7%)
2. DT Oroville and Waterfront (1,028)

- a. SE Butte County (29%)
 - b. Yuba/Sutter County (12%)
 - c. SE Chico (8%)
- 3. Chico State (902)
 - a. NW Butte County (15%)
 - b. Glenn/Colusa County (13%)
 - c. Shasta/Tehama County (13%)
- 4. Chico Airport and Industrial Area (801)
 - a. East Paradise (16%)
 - b. NW Butte County (14%)
 - c. SE Oroville (9%)
- 5. Downtown Chico (738)
 - a. NW Butte County (25%)
 - b. NE Butte County (14%)
 - c. West Paradise (12%)
- 6. Gold Country Casino (536)
 - a. NE Oroville (34%)
 - b. SE Oroville (31%)
 - c. SE Butte County (7%)

Weekday AM Peak Top POI Origins (over 500 trips) by Top 3 Destinations

- 1. Gold Country Casino (558)
 - a. SE Oroville (30%)
 - b. NE Oroville (29%)
 - c. West Oroville (9%)

Weekday Midday Top 5 Destinations by Top 3 Origins

- 1. NW Chico (5,219)
 - a. Top origin is NW Butte Co (18%)
 - b. Glenn County/Colusa County (16%)
 - c. NE Butte County (15%)
- 2. NE Oroville (4,131 trips)
 - a. Top origin is SE Butte County by a substantial margin (30% trips)
 - b. SW Butte County (10% trips)
 - c. Kelly Ridge (7%)
- 3. NW Butte County (3,742 trips)
 - a. NW Chico (24%)
 - b. SW Chico (18%)
 - c. SE Chico (10%)
- 4. SE Butte County (3,878 trips)
 - a. NE Oroville (30%)
 - b. SE Oroville (24%)
 - c. Downtown Oroville and waterfront (8%)
- 5. SW Butte County (3,735)
 - a. Gridley (36%)
 - b. Yuba/Sutter County (12%)
 - c. NE Oroville (12%)

Weekday Midday Top 3 Origins by Top 3 Destinations

- 1. NW Chico (5,104)

- a. NW Butte Co (19%)
- b. NE Butte County (16%)
- c. Glenn/Colusa County (15%)
- 2. SE Butte County (4,243)
 - a. NE Oroville (28%)
 - b. SE Oroville (21%)
 - c. DE Oroville and Waterfront (7%)
- 3. Gridley (3,970)
 - a. SW Butte County (33%)
 - b. Yuba/Sutter County (28%)
 - c. Biggs (11%)

Weekday Midday Top POI Destinations (over 500 trips) by Top Origins

- 1. Butte College Main Campus (962)
 - a. NW Chico (20%)
 - b. SW Chico (9%)
 - c. SE Chico (8%)
- 2. DT Oroville and Waterfront (799)
 - a. SE Butte County (35%)
 - b. SW Butte County (14%)
 - c. Kelly Ridge (12%)
- 3. Chico Walmart (687)
 - a. NW Butte County (14%)
 - b. Glenn/Colusa County (13%)
 - c. NE Butte County (10%)
- 4. Downtown Chico (553)
 - a. NW Butte County (22%)
 - b. Glenn/Colusa County (13%)
 - c. Shasta/Tehama County (9%)
- 5. Oroville Walmart (561)
 - a. SE Butte County (32%)
 - b. SW Butte County (18%)
 - c. Gridley (8%)
- 6. Gold Country Casino (559)
 - a. NE Oroville (33%)
 - b. SE Oroville (28%)
 - c. West Oroville (5%)

Weekday Midday Top POI Origins (over 500 trips) by Top 3 Destinations

- 1. Butte College (1,678)
 - a. NW Chico (14%)
 - b. NE Oroville (10%)
 - c. SW Chico (9%)
- 2. DT Oroville and Waterfront (795)
 - a. SE Butte County (35%)
 - b. SW Butte County (15%)
 - c. Yuba/Sutter County (8%)
- 3. Chico Walmart (658)
 - a. Glenn/Colusa County (14%)
 - b. NW Butte County (12%)
 - c. Shasta/Tehama County (11%)
 - d. West Paradise (11%)

4. Oroville Walmart (532)
 - a. SE Butte County (40%)
 - b. SW Butte County (17%)
 - c. Yuba/Sutter County (7%)
5. Chico Costco (535)
 - a. Glenn/Colusa County (12%)
 - b. NW Butte County (11%)
 - c. NE Butte County (10%)
6. Gold Country Casino (488)
 - a. NE Oroville (33%)
 - b. SE Oroville (29%)
 - c. SE Butte County (6%)
7. DT Chico (517)
 - a. NW Butte County (22%)
 - b. West Paradise (14%)
 - c. Shasta/Tehama County (9%)

Weekday PM Peak Top 5 Destinations by Top 3 Origins

Top 5 Destinations (the most trips) during evening PM peak that start somewhere other than the destination zone, and excluding trips between surrounding counties that do not pass through Butte Co (for example trips between Sac and El Dorado Counties)

1. SE Butte County (5,457)
 - a. SE Oroville (26%)
 - b. NE Oroville (25%)
 - c. Downtown Oroville and Waterfront (7%)
2. Gridley (4,979,110)
 - a. SW Butte County (32%)
 - b. Yuba/Sutter County (28%)
 - c. Biggs (13%)
3. NW Chico (4,566)
 - a. NW Butte County (19%)
 - b. Glenn/Colusa County (15%)
 - c. NE Butte County (15%)
4. Magalia (4682)
 - a. West Paradise (42%)
 - b. East Paradise (28%)
 - c. SE Chico (5%)
5. SW Butte Co. (4,260)
 - a. Gridley (40%)
 - b. Yuba/Sutter County (14%)
 - c. NE Oroville (10%)

Weekday PM Peak Top 3 Origins by Top 3 Destinations

1. NW Chico (6,450)
 - a. NW Butte County (17%)
 - b. NE Butte County (17%)
 - c. Glenn/Colusa County (16%)
2. NE Oroville (5,023)
 - a. SE Butte County (25%)
 - b. SW Butte County (8%)
 - c. NW Chico (7%)
3. Gridley (4,655)

- a. SW Butte County (36%)
- b. Yuba/Sutter County (26%)
- c. Biggs (17%)

Weekday PM Peak Top POI Destinations (over 500 trips) by Top 3 Origins

- 1. Gold Country Casino (913)
 - a. SE Oroville (30%)
 - b. NE Oroville (25%)
 - c. West Oroville (6%)
- 2. Feather Falls Casino (857)
 - a. SE Oroville (19%)
 - b. NE Oroville (18%)
 - c. SE Butte County (16%)
- 3. Chico Walmart (652)
 - a. Glenn/Colusa Co (13%)
 - b. West Paradise (12%)
 - c. NW Butte County (12%)

Weekday PM Peak Top POI Origins (over 500 trips) by Top 3 Destinations

- 1. Butte College (1,479)
 - a. NW Chico (16%)
 - b. SW Chico (7%)
 - c. SE Chico (7%)
- 2. DT Oroville and Waterfront (1,020)
 - a. SE Butte County (34%)
 - b. SW Butte County (11%)
 - c. Kelly Ridge (8%)
- 3. Chico Walmart (1,039)
 - a. Shasta/Tehama County (13%)
 - b. Glenn/Colusa County (12%)
 - c. NW Butte County (11%) and West Paradise (11%)
- 4. Feather Falls Casino (932)
 - a. SE Oroville (21%)
 - b. NE Oroville (16%)
 - c. SE Butte County (15%)
- 5. Gold Country Casino (895)
 - a. SE Oroville (28%)
 - b. NE Oroville (26%)
 - c. SE Butte Co (10%)
- 6. Downtown Chico (832)
 - a. NW Butte Co (24%)
 - b. NE Butte Co (13%)
 - c. Glenn/Colusa County (9%)
- 7. Oroville Walmart (768)
 - a. SE Butte County (42%)
 - b. SW Butte County (17%)
 - c. Kelly Ridge (8%)
- 8. Chico Mall (581)
 - a. Glenn/Colusa County (15%)
 - b. Shasta/Tehama County (12%)
 - c. NE Butte County (12%)
- 9. CSU Chico Campus (656)

- a. NW Butte County (19%)
 - b. Shasta/Tehama County (14%)
 - c. Glenn/Colusa County (10%)
10. Chico Costco (564)
- a. Glenn/Colusa County (14%)
 - b. Shasta/Tehama County (11%)
 - c. East Paradise (11%)

Weekend Day Top 5 Destinations by Top 3 Origins

- 1. SE Butte County (4,802)
 - a. NE Oroville (26%)
 - b. SE Oroville (24%)
 - c. Yuba/Sutter County (6%)
- 2. NW Chico (4,680)
 - a. NW Butte County (19%)
 - b. NE Butte County (16%)
 - c. Glenn/Colusa County (16%)
- 3. Gridley (4,436)
 - a. SW butte County (34%)
 - b. Yuba/Sutter County (28%)
 - c. Biggs (13%)
- 4. Yuba/Sutter County (4,086)
 - a. Gridley (35%)
 - b. SW Butte County (12%)
 - c. SE Butte County (7%)
- 5. NW Butte County (3,799)
 - a. NW Chico (25%)
 - b. SW Chico (15%)
 - c. NE Chico (12%)

Weekend Day Top 3 Origins by Top 3 Destinations

- 1. SE Butte County (4,724)
 - a. NE Oroville (23%)
 - b. SE Oroville (23%)
 - c. Yuba/Sutter County (6%)
- 2. Gridley (4,693)
 - a. SW Butte County (31%)
 - b. Yuba/Sutter County (30%)
 - c. Biggs (14%)
- 3. NW Chico (4,452)
 - a. NW Butte County (22%)
 - b. Butte County (19%)
 - c. Glenn/Colusa County (14%)
- 4. Yuba/Sutter County (3,968)
 - a. Gridley (31%)
 - b. SW Butte County (12%)
 - c. SE Butte County (7%)
- 5. SW Butte County (3,969)
 - a. Gridley (38%)
 - b. Yuba/Sutter County (13%)
 - c. NE Oroville (8%)

Weekend Day Top POI Destinations (Over 500 Trips) by Top Origins

1. Chico Walmart (1,124)
 - a. Shasta/Tehama County (14%)
 - b. Glenn/Colusa County (14%)
 - c. West Paradise (11%)
2. Chico Mall (859)
 - a. Shasta/Tehama County (18%)
 - b. Glenn/Colusa County (12%)
 - c. NE Butte County (9%)
3. Oroville Walmart (846)
 - a. SE Butte County (39%)
 - b. SW Butte County (15%)
 - c. Yuba/Sutter County (10%)
4. Chico Costco (803)
 - a. Glenn/Colusa County (14%)
 - b. Shasta/Tehama County (11%)
 - c. West Paradise (11%)
5. DT Oroville and Waterfront (776)
 - a. SE Butte County (36%)
 - b. SW Butte County (15%)
 - c. Kelly Ridge (8%)
6. Gold Country Casino (659)
 - a. NE Oroville (29%)
 - b. SE Oroville (28%)
 - c. SE Butte County (11%)
7. Downtown Chico (690)
 - a. NW Butte County (21%)
 - b. NE Butte County (16%)
 - c. Glenn/Colusa County (13%)
8. Feather Falls Casino (661)
 - a. NE Oroville (17%)
 - b. SE Oroville (16%)
 - c. SE Butte County (15%)

Weekend Day Top POI Origins (Over 500 Trips) by Top Destinations

1. Chico Walmart (891)
 - a. West Paradise (13%)
 - b. Glenn/Colusa County (13%)
 - c. NW Butte County (11%)
 - d. Shasta/Tehama County (11%)
2. Chico Costco (733)
 - a. Glenn/Colusa County (13%)
 - b. NW Butte County (12%)
 - c. West Paradise (12%)
3. Oroville Walmart (714)
 - a. SE Butte County (40%)
 - b. SW Butte County (16%)
 - c. Gridley (7%)
4. DT Oroville and Waterfront (660)
 - a. SE Butte County (40%)
 - b. SW Butte County (12%)
 - c. NE Oroville (11%)

5. Downtown Chico (585)
 - a. NW Butte County (18%)
 - b. NE Butte County (13%)
 - c. Shasta/Tehama County (10%)
6. Gold Country Casino (524)
 - a. SE Oroville (27%)
 - b. NE Oroville (25%)
 - c. SE Butte County (10%)
7. Chico Mall (522)
 - a. Shasta/Tehama County (17%)
 - b. NW Butte County (11%)
 - c. Glenn/Colusa County (10%)

Weekend Night Peak Top 5 Destinations by Top 3 Origins

1. SE Butte County (4,929)
 - a. SE Oroville (32%)
 - b. NE Oroville (21%)
 - c. South Oroville (6%)
2. Gridley (4,247)
 - a. Yuba/Sutter County (35%)
 - b. SW Butte County (30%)
 - c. Biggs (13%)
3. NW Chico (4,114)
 - a. NW Butte County (21%)
 - b. Glenn/Colusa County (16%)
 - c. NE Butte County (15%)
4. Yuba/Sutter County (3,889)
 - a. Gridley (35%)
 - b. SW Butte County (12%)
 - c. SE Butte County (7%)
5. SW Butte County (3,638)
 - a. Gridley (41%)
 - b. Yuba/Sutter County (14%)
 - c. NE Oroville (9%)

Weekend Night Peak Top 3 Origins by Top 3 Destinations

1. SE Butte County (4,258)
 - a. SE Oroville (24%)
 - b. NE Oroville (20%)
 - c. South Oroville (6%)
2. NW Chico (4,542)
 - a. NW Butte County (21%)
 - b. Glenn/Colusa County (17%)
 - c. NE Butte County (16%)
3. Gridley (4,199)
 - a. SW Butte County (34%)
 - b. Yuba/Sutter County (30%)
 - c. Biggs (14%)
4. Yuba/Sutter County (4,331)
 - a. Gridley (33%)
 - b. SW Butte County (12%)
 - c. SE Butte County (6%)

5. NE Oroville (3,477)
 - a. SE Butte County (26%)
 - b. Kelly Ridge (10%)
 - c. Gold Country Casino (9%)

Weekend Night Peak Top POI Destinations (Over 500 Trips) by Top Origins

1. Gold Country Casino (1,414)
 - a. SE Oroville (29%)
 - b. NE Oroville (24%)
 - c. Yuba/Sutter County (8%)
2. Feather Falls Casino (1,287)
 - a. SE Oroville (20%)
 - b. NE Oroville (16%)
 - c. SE Butte County (15%)
3. Chico Walmart (753)
 - a. NW Butte County (15%)
 - b. Glenn/Colusa County (12%)
 - c. NE Butte County (12%)
4. Oroville Walmart (765)
 - a. SE Butte County (34%)
 - b. SW Butte County (17%)
 - c. Yuba/Sutter County (7%)
5. DT Oroville and Waterfront (589)
 - a. SE Butte County (37%)
 - b. SW Butte County (11%)
 - c. Gold Country Casino (8%)
6. Downtown Chico (550)
 - a. NW Butte County (20%)
 - b. Glenn/Colusa County (11%)
 - c. NE Butte County (10%)

Weekend Night Peak Top POI Origins (Over 500 Trips) by Top Destinations

1. Gold Country Casino (1,348)
 - a. SE Oroville (28%)
 - b. NE Oroville (26%)
 - c. West Oroville (8%)
2. Feather Falls Casino (1,337)
 - a. SE Oroville (19%)
 - b. SE Butte County (16%)
 - c. NE Oroville (12%)
3. Chico Walmart (1,272)
 - a. Shasta/Tehama County (16%)
 - b. Glenn/Colusa County (12%)
 - c. NW Butte County (10%)
4. Chico Mall (755)
 - a. Shasta/Tehama County (18%)
 - b. Glenn/Colusa County (15%)
 - c. NE Butte County (10%)
5. Oroville Walmart (752)
 - a. SE Butte County (41%)
 - b. SW Butte County (18%)
 - c. Kelly Ridge (5%)

6. Downtown Oroville and Waterfront (693)
 - a. SE Butte County (35%)
 - b. SW Butte County (12%)
 - c. SE Chico (8%)
7. Downtown Chico (626)
 - a. NW Butte County (23%)
 - b. NE Butte County (12%)
 - c. Shasta/Tehama County (11%)

C2. Regional Vehicle Travel Summary

2019

The following summarizes trips that originate in one zone or jurisdiction and end in a different zone or jurisdiction. This includes all non-pass-through polygon zones but does not include any gateway zones. In addition to intra-jurisdictional trips, this summary also excludes trips between surrounding counties that would not pass through Butte County (e.g., trips between the Plumas/Sierra/Nevada county zone and the El Dorado/East Placer County Zone).

Weekday AM Peak Top 5 Destinations by Top 3 Origins

1. NW Chico (6,095)
 - a. Glenn/Colusa County (17%)
 - b. NE Butte County (16%)
 - c. Shasta/Tehama County (16%)
2. NE Oroville (4,106)
 - a. SE Butte County (23%)
 - b. Yuba/Sutter County (11%)
 - c. NW Chico (9%)
3. SE Chico (3,661)
 - a. Glenn/Colusa County (14%)
 - b. NE Butte County (13%)
 - c. Shasta/Tehama County (13%)
4. Yuba/Sutter County (3,403)
 - a. Gridley (22%)
 - b. SW Butte County (15%)
 - c. NE Oroville (8%)
5. SW Chico (3,097)
 - a. Glenn/Colusa County (13%)
 - b. NW Butte County (13%)
 - c. Shasta/Tehama County (12%)

Weekday AM Peak Top 3 Origins by Top 3 Destinations

1. Shasta/Tehama County (4,487)
 - a. NW Chico (22%)
 - b. Sac/West Sac/Placer, passes through Butte (16%)
 - c. SE Chico (10%)
2. NW Chico (4,040)
 - a. Glenn/Colusa County (14%)
 - b. Shasta/Tehama County (12%)
 - c. NW Butte County (10%)
3. Yuba/Sutter County (3,922)
 - a. Gridley (17%)
 - b. NE Oroville (11%)
 - c. SW Butte County (10%)
4. SE Butte County (3,708)
 - a. NE Oroville (25%)
 - b. SE Oroville (16%)
 - c. South Oroville (10%)
5. NE Butte County (3,507)
 - a. NW Chico (28%)
 - b. NE Chico (19%)
 - c. SE Chico (14%)

Weekday AM Peak Top POI Destinations (over 500 trips) by Top 3 Origins

1. DT Oroville and Waterfront (735)
 - a. SE Butte County (21%)
 - b. Yuba/Sutter County (13%)
 - c. SE Chico (8%)
2. Downtown Chico (701)
 - a. Shasta/Tehama County (14%)
 - b. NW Butte County (11%)
 - c. NE Oroville (6%)
3. Chico Airport Industrial (559)
 - a. Shasta/Tehama County (16%)
 - b. NE Oroville (16%)
 - c. Yuba/Sutter County (10%)
4. Chico State (517)
 - a. Shasta/Tehama County (15%)
 - b. NW Butte County (13%)
 - c. Yuba/Sutter County (9%)

Weekday AM Peak Top POI Origins (over 500 trips) by Top 3 Destinations

1. N/A

Weekday Midday Top 5 Destinations by Top 3 Origins

1. NW Chico (5,078)
 - a. Glenn/Colusa County (17%)
 - b. NE Butte County (14%)
 - c. NW Butte County (12%)
 - d. Shasta/Tehama County (12%)
2. SE Butte County (3,464)
 - a. NE Oroville (24%)
 - b. SE Oroville (24%)
 - c. South Oroville (7%)
3. NE Oroville (3,418)
 - a. SE Butte County (25%)
 - b. Yuba/Sutter County (8%)
 - c. Kelly Ridge (6%)
4. Yuba/Sutter County (3,499)
 - a. Gridley (25%)
 - b. SW Butte County (12%)
 - c. SE Oroville (8%)
 - d. NE Oroville (8%)
5. Shasta/Tehama County (3,369)
 - a. NW Chico (18%)
 - b. Sac/West Sac/West Placer Counties (16%)
 - c. West Yolo County (13%)

Weekday Midday Top 3 Origins by Top 3 Destinations

1. NW Chico (4,670)
 - a. Glenn/Colusa County (16%)
 - b. NE Butte County (16%)
 - c. NW Butte County (14%)
2. SE Butte County (3,539)

- a. SE Oroville (25%)
 - b. NE Oroville (24%)
 - c. Yuba/Sutter County (6%)
 - d. DT Oroville and Waterfront (6%)
 - e. South Oroville (212)
3. NE Oroville (3,399)
 - a. SE Butte County (24%)
 - b. NW Chico (8%)
 - c. Yuba/Sutter County (8%)
 4. Yuba/Sutter County (3,429)
 - a. Gridley (25%)
 - b. SW Butte County (11%)
 - c. SE Oroville (9%)
 - d. NE Oroville (266)
 5. SE Chico (3,240)
 - a. NE Butte County (14%)
 - b. Glenn/Colusa County (10%)
 - c. NW Butte County (10%)

Weekday Midday Top POI Destinations (over 500 trips) by Top 3 Origins

1. Butte College (826)
 - a. NW Chico (23%)
 - b. SW Chico (13%)
 - c. SE Chico (12%)
2. Chico Walmart (690)
 - a. Glenn/Colusa County (13%)
 - b. NE Butte County (10%)
 - c. Shasta/Tehama County (9%)
3. DT Oroville and Waterfront (686)
 - a. SE Butte County (32%)
 - b. Yuba/Sutter County (11%)
 - c. SW Butte County (7%)
4. Downtown Chico (576)
 - a. NW Butte County (15%)
 - b. NE Butte County (12%)
 - c. Glenn/Colusa County (11%)

Weekday Midday Peak Top POI Origins (over 500 trips) by Top 3 Destinations

1. Butte College (1,647)
 - a. NW Chico (20%)
 - b. SE Chico (11%)
 - c. SW Chico (11%)
2. Chico Walmart (688)
 - a. Glenn/Colusa County (14%)
 - b. Shasta/Tehama County (12%)
 - c. NE Butte County (11%)
3. DT Oroville and Waterfront (654)
 - a. SE Butte County (29%)
 - b. Yuba/Sutter County (10%)
 - c. SW Butte County (7%)
4. Chico Costco (506)
 - a. Glenn/Colusa County (18%)

- b. NW Butte County (10%)
- c. Shasta/Tehama County (10%)

Weekday PM Peak Top 5 Destinations by Top 3 Origins

1. SE Butte County (5,314)
 - a. SE Oroville (24%)
 - b. NE Oroville (21%)
 - c. South Oroville (8%)
2. NW Chico (5,279)
 - a. Glenn/Colusa County (16%)
 - b. NE Butte County (13%)
 - c. NW Butte County (13%)
3. Yuba/Sutter County (4,896)
 - a. Gridley (25%)
 - b. SW Butte County (12%)
 - c. NE Oroville (8%)
4. Shasta/Tehama County (4,726)
 - a. NW Chico (23%)
 - b. NE Chico (11%)
 - c. Sac/West Sac/West Placer Co (11%)
5. Glenn/Colusa County (4,426)
 - a. NW Chico (32%)
 - b. SE Chico (13%)
 - c. NE Chico (12%)

Weekday PM Peak Top 3 Origins by Top 3 Destinations

1. NW Chico (7,401)
 - a. Glenn/Colusa County (19%)
 - b. NE Butte County (17%)
 - c. Shasta/Tehama County (14%)
2. NE Oroville (4,944)
 - a. SE Butte County (23%)
 - b. Yuba/Sutter County (8%)
 - c. Kelly Ridge (8%)
3. SE Chico (4,399)
 - a. Glenn/Colusa County (13%)
 - b. NE Butte County (14%)
 - c. NW Butte County (10%)
4. Yuba/Sutter County (4,516)
 - a. Gridley (29%)
 - b. SW Butte County (15%)
 - c. NE Oroville (7%)
5. Gridley (4,145)
 - a. SW Butte County (31%)
 - b. Yuba/Sutter County (30%)
 - c. Biggs (12%)

Weekday PM Peak Top POI Destinations (over 500 trips) by Top 3 Origins

1. Chico Walmart (600)
 - a. Glenn/Colusa County (13%)
 - b. NE Oroville (10%)

- c. NE Butte County (9%)

Weekday PM Peak Top POI Origins (over 500 trips) by Top 3 Destinations

1. Butte College (1,451)
 - a. NW Chico (19%)
 - b. NE Chico (11%)
 - c. SE Chico (10%)
 - d. SW Chico (10%)
2. Chico Walmart (1,259)
 - a. Glenn/Colusa County (16%)
 - b. Shasta/Tehama County (14%)
 - c. NE Butte County (10%)
3. DT Oroville and Waterfront (983)
 - a. SE Butte County (32%)
 - b. Yuba/Sutter County (9%)
 - c. Kelly Ridge (9%)
4. Downtown Chico (905)
 - a. NW Butte County (16%)
 - b. NE Butte County (15%)
 - c. Glenn/Colusa County (12%)
5. Chico Mall (652)
 - a. Glenn/Colusa County (17%)
 - b. Shasta/Tehama County (15%)
 - c. Magalia (8%)
 - d. NE Butte County (8%)
6. Oroville Walmart (640)
7. Chico Costco (631)
8. Chico State (587)
9. Gold Country Casino (584)
10. Feather Falls Casino (562)

Weekend Day Top 5 Destinations by Top 3 Origins

1. NW Chico (6,610)
 - a. Glenn/Colusa County (19%)
 - b. Shasta/Tehama County (15%)
 - c. NE Butte County (14%)
2. Yuba/Sutter County (6,055)
 - a. Gridley (27%)
 - b. SW Butte County (14%)
 - c. NE Oroville (7%)
3. SE Butte County (5,237)
 - a. NE Oroville (23%)
 - b. SE Oroville (23%)
 - c. Yuba/Sutter County (8%)
4. Shasta/Tehama County (5,430)
 - a. Sac/West Sac/West Placer Co (20%)
 - b. NW Chico (15%)
 - c. West Yolo County (13%)
5. Gridley (4,645)
 - a. Yuba/Sutter County (33%)
 - b. SW Butte County (25%)
 - c. Biggs (10%)

Weekend Day Top 3 Origins by Top 3 Destinations

1. Shasta/Tehama County (6,228)
 - a. Sac/West Sac/West Placer Co (22%)
 - b. NW Chico (15%)
 - c. West Yolo County (10%)
2. NW Chico (6,138)
 - a. Glenn/Colusa County (17%)
 - b. NE Butte County (15%)
 - c. NW Butte County (14%)
3. SE Butte County (5,615)
 - a. NE Oroville (23%)
 - b. SE Oroville (22%)
 - c. Yuba/Sutter County (7%)

Weekend Day Top POI Destinations (Over 500 Trips) by Top Origins

1. Chico Walmart (1,456)
 - a. Glenn/Colusa County (16%)
 - b. Shasta/Tehama County (14%)
 - c. NE Butte County (10%)
2. Downtown Chico (1,144)
 - a. NW Butte County (16%)
 - b. NE Butte County (16%)
 - c. Shasta/Tehama County (13%)
3. Chico Mall (955)
 - a. Shasta/Tehama County (18%)
 - b. Glenn/Colusa County (17%)
 - c. NE Oroville (8%)
4. Chico Costco (890)
 - a. Shasta/Tehama County (16%)
 - b. Glenn/Colusa County (14%)
 - c. NE Butte County (9%)
5. Oroville Walmart (853)
 - a. SE Butte County (36%)
 - b. SW Butte County (11%)
 - c. Yuba/Sutter County (10%)
6. DT Oroville and Waterfront (810)

Weekend Day Top POI Origins (Over 500 Trips) by Top Destinations

1. Chico Walmart (1,054)
 - a. Glenn/Colusa County (14%)
 - b. Shasta/Tehama County (13%)
 - c. NE Butte County (11%)
2. Chico Costco (762)
 - a. Glenn/Colusa County (15%)
 - b. NW Butte County (12%)
 - c. Shasta/Tehama County (12%)
3. Downtown Chico (722)
 - a. NW Butte County (18%)
 - b. NE Butte County (13%)
 - c. Sac/West Sac/West Placer Co (11%)
4. Oroville Walmart (669)

- a. SE Butte County (42%)
- b. SW Butte County (12%)
- c. Yuba/Sutter County (8%)
- 5. DT Oroville and Waterfront (591)
 - a. SE Butte County (33%)
 - b. Kelly Ridge (9%)
 - c. Yuba/Sutter County (9%)
- 6. Chico Mall (544)

Weekend Night Top 5 Destinations by Top 3 Origins

- 1. NW Chico (4,807)
 - a. Glenn/Colusa County (16%)
 - b. NE Butte County (16%)
 - c. NW Butte County (13%)
- 2. Shasta/Tehama County (4,530)
 - a. NW Chico (16%)
 - b. Sac/West Sac/West Placer Co (16%)
 - c. West Yolo County (14%)
- 3. SE Butte County (4,225)
 - a. SE Oroville (25%)
 - b. NE Oroville (21%)
 - c. Yuba/Sutter County (7%)
- 4. Glenn/Colusa County (3,813)
 - a. NW Chico (28%)
 - b. NE Chico (15%)
 - c. SE Chico (12%)
- 5. Gridley (3,641)
 - a. Yuba/Sutter County (33%)
 - b. SW Butte County (24%)
 - c. Biggs (9%)

Weekend Night Top 3 Origins by Top 3 Destinations

- 1. NW Chico (5,142)
 - a. Glenn/Colusa County (21%)
 - b. NE Butte County (16%)
 - c. Shasta/Tehama County (14%)
- 2. Yuba/Sutter County (4,562)
 - a. Gridley (26%)
 - b. SW Butte County (12%)
 - c. NE Oroville (7%)
- 3. SE Butte County (3,795)
 - a. SE Oroville (23%)
 - b. NE Oroville (21%)
 - c. Yuba/Sutter County (8%)

Weekend Night Top POI Destinations (Over 500 Trips) by Top Origins

- 1. Feather Falls Casino (908)
 - a. SE Oroville (17%)
 - b. NE Oroville (15%)
 - c. SE Butte County (14%)
- 2. Chico Walmart (889)

- a. Glenn/Colusa County (15%)
 - b. NE Butte County (13%)
 - c. Shasta/Tehama County (11%)
- 3. Gold County Casino (822)
 - a. NE Oroville (24%)
 - b. SE Oroville (20%)
 - c. SE Butte County (9%)
- 4. Downtown Chico (570)
 - a. NW Butte County (16%)
 - b. Glenn/Colusa County (15%)
 - c. NE Butte County (15%)
- 5. Oroville Walmart (543)
 - a. SE Butte County (34%)
 - b. SW Butte County (11%)
 - c. Yuba/Sutter County (8%)

Weekend Night Top POI Origins (Over 500 Trips) by Top Destinations

- 1. Chico Walmart (1,503)
 - a. Glenn/Colusa County (17%)
 - b. Shasta/Tehama County (15%)
 - c. NE Butte County (9%)
- 2. Chico Mall (892)
 - a. Shasta/Tehama County (20%)
 - b. Glenn/Colusa County (16%)
 - c. Yuba/Sutter County (7%)
- 3. Feather Falls Casino (807)
 - a. NE Oroville (17%)
 - b. SE Oroville (17%)
 - c. Yuba/Sutter County (11%)
- 4. Gold Country Casino (797)
 - a. NE Oroville (23%)
 - b. SE Oroville (21%)
 - c. SE Butte County (10%)
- 5. Downtown Chico (777)
 - a. NE Butte County (15%)
 - b. NW Butte County (15%)
 - c. Glenn/Colusa County (14%)
- 6. Oroville Walmart (689)
- 7. DT Oroville and Waterfront (626)
- 8. Chico Costco (618)

C3. Regional Vehicle Travel Summary

2022

The following summarizes trips that originate in one zone or jurisdiction and end in a different zone or jurisdiction. This includes all non-pass-through polygon zones but does not include any gateway zones. In addition to intra-jurisdictional trips, this summary also excludes trips between surrounding counties that would not pass through Butte County (e.g., trips between the Plumas/Sierra/Nevada county zone and the El Dorado/East Placer County Zone).

Weekday AM Peak Top 5 Destinations by Top 3 Origins

1. NW Chico (6,254 trips terminated here)
 - a. NE Butte (1,054 of these trips originated here)
 - b. Glenn/Colusa (1,022 of these trips originated here)
 - c. Shasta/Tehama (930 of these trips originated here)
2. Yuba/Sutter County (4,662 trips)
 - a. Gridley (871 trips)
 - b. West Yolo County (734 trips)
 - c. SW Butte County (405 trips)
3. NE Oroville (3,873 trips)
 - a. SE Butte County (907 trips)
 - b. Yuba/Sutter County (418 trips)
 - c. NW Chico (262 trips) and Gridley (258 trips)
4. SE Chico (3,332 trips)
 - a. NE Butte County (471 trips)
 - b. Glenn/Colusa County (426 trips)
 - c. Shasta/Tehama County (386 trips)
5. Shasta/Tehama County (3,003 trips)
 - a. Sac/West Sac/ West Placer County (686 trips)
 - b. West Yolo County (381 trips)
 - c. NW Chico (328 trips)

Weekday AM Peak Top 3 Origins by Top 3 Destinations

1. Yuba/Sutter County (5,769)
 - a. West Yolo (1,564)
 - b. Gridley (744)
 - c. El Dorado/East Placer (525)
2. Shasta/Tehama County (4,788)
 - a. NW Chico (930)
 - b. Sac/West Sac/West Placer (691)
 - c. SW Chico (424)
3. SE Butte County (4,263)
 - a. NE Oroville (907)
 - b. SE Oroville (722)
 - c. South Oroville CDP (592)

Weekday AM Peak Top POI Destinations (over 500 trips) by Top 3 Origins

1. Butte College Main Campus (1,317)
 - a. NW Chico (286)
 - b. NE Chico (217)
 - c. SW Chico (96)
2. DT Oroville and Waterfront (656)

- a. SE Butte (238)
- b. Kelly Ridge (121)
- c. Yuba/Sutter (83)
- 3. Chico Airport Industrial (622)
 - a. NE Oroville (102)
 - b. Glenn/Colusa County (101)
 - c. Magalia (88)
- 4. Downtown Chico (582)
 - a. NW Butte (89)
 - b. Glenn/Colusa (68)
 - c. West Paradise (58)

Weekday AM Peak Top POI Origins (over 500 trips) with Top 3 Destinations

- 1. No POI origins generate over 500 trips during this period.

Weekday Midday Top 5 Destinations with Top 3 Origins

- 1. Yuba/Sutter County (5,034)
 - a. West Yolo (1037)
 - b. Gridley (951)
 - c. El Dorado/East Placer (361)
- 2. NW Chico (4,915)
 - a. Glenn/Colusa County (802)
 - b. NE Butte County (650)
 - c. Shasta/Tehama County (636)
- 3. SE Butte County (4183)
 - a. SE Oroville (1051)
 - b. NE Oroville (907)
 - c. South Oroville CDP (368)
- 4. Shasta/Tehama County (3840)
 - a. NW Chico (677)
 - b. Sac/West Sac/West Placer (513)
 - c. West Yolo (499)
- 5. NE Oroville (3,787)
 - a. SE Butte County (988)
 - b. Yuba/Sutter County (299)
 - c. SW Butte (245), NW Chico (242), SE Chico (237)

Weekday Midday Top 3 Origins with Top 3 Destinations

- 1. NW Chico (4,706 trips)
 - a. Glenn/Colusa (823)
 - b. Shasta/Tehama County (677)
 - c. NE Butte (664)
- 2. Yuba/Sutter County (4,703 trips)
 - a. Gridley (950)
 - b. West Yolo (771)
 - c. SW Butte (382)
- 3. SE Butte County (4,452 trips)
 - a. SE Oroville (1,120)
 - b. NE Oroville (988)
 - c. South Oroville CDP (455)

Weekday Midday Top POI Destinations (over 500 trips) with Top 3 Origins

1. Butte College Main Campus (777)
 - a. NE Chico (111), SW Chico (111)
 - b. SE Chico (104)
 - c. NW Chico (99)
2. DT Oroville and Waterfront (690)
 - a. SE Butte County (233)
 - b. Yuba/Sutter (54)
 - c. SW Butte (50)
3. Chico Walmart (611)
 - a. West Paradise (76)
 - b. Glenn/Colusa (64)
 - c. Shasta/Tehama (59)
4. Downtown Chico (557)
 - a. NW Butte (80)
 - b. Glenn/Colusa (77)
 - c. NE Butte (65)

Weekday Midday Peak Top POI Origins (over 500 trips) with Top 3 Destinations

1. Butte College Main Campus (1,032)
 - a. NW Chico (180)
 - b. SE Chico (118)
 - c. SW Chico (113)
2. DT Oroville and Waterfront (624)
 - a. SE Butte County (207)
 - b. SW Butte County (45)
 - c. NW Chico (33)
3. Chico Walmart (620)
 - a. Glenn/Colusa (88)
 - b. Shasta/Tehama (78)
 - c. NE Butte (50)
 - d. NE Oroville (50)
4. Chico Costco (542)
 - a. Glenn/Colusa (70)
 - b. Shasta/Tehama (49),
 - c. West Paradise (48), NW Butte County (48), NE Oroville (47), NE Butte County (45)

Weekday PM Peak Top 5 Destinations by Top 3 Origins

1. Yuba/Sutter County (5,439 trips)
 - a. West Yolo (1,304)
 - b. Gridley (1,163)
 - c. El Dorado/East Placer (408), SW Butte County (406)
2. SE Butte County (4,606 trips)
 - a. SE Oroville (1,055)
 - b. NE Oroville (1,017)
 - c. South Oroville CDP (580)
3. NW Chico (4,234 trips)
 - a. Glenn/Colusa (835)
 - b. NW Butte (587)
 - c. NE Butte (449)
4. Gridley (3,918 trips)

- a. Yuba/Sutter County (1,283)
- b. SW Butte County (885)
- c. NE Oroville (238)
- 5. Glenn/Colusa County (3,791 trips)
 - a. NW Chico (1,083)
 - b. SW Chico (443)
 - c. Sac/West Sac/West Placer (432)

Weekday PM Peak Top 3 Origins by Top 3 Destinations

- 1. NW Chico (5,756 trips)
 - a. Glenn/Colusa (1083)
 - b. NE Butte (963)
 - c. NW Butte (891)
- 2. Yuba/Sutter County (4,654 trips)
 - a. Gridley (1283)
 - b. West Yolo (656)
 - c. SW Butte (429)
- 3. NE Oroville (4,024 trips)
 - a. SE Butte (1017)
 - b. Yuba/Sutter (339)
 - c. NE Chico (237)

Weekday PM Peak Top POI Destinations (over 500 trips) by Top 3 Origins

- 2. Chico Walmart (615)
 - a. Glenn/Colusa (87)
 - b. Shasta/Tehama (68), West Paradise (67)
 - c. NE Oroville, (50) NW Butte (50)
- 3. DT Oroville and Waterfront (570)
 - a. SE Butte (198)
 - b. Yuba/Sutter (54)
 - c. Kelly Ridge (39)

Weekday PM Peak Top POI Origins (over 500 trips) by Top 3 Destinations

- 1. Chico Walmart (1,289)
 - a. Glenn/Colusa (196)
 - b. Shasta/Tehama (169)
 - c. NE Butte (120), NW Butte (118)
- 2. DT Oroville and Waterfront (1,035)
 - a. SE Butte (409)
 - b. Kelly Ridge (160)
 - c. Yuba/Sutter (80)
- 3. Butte College Main Campus (965)
 - a. NW Chico 173
 - b. NE Chico (157)
 - c. SE Chico (90)
- 4. Downtown Chico (915)
 - a. NW Butte (168)
 - b. NE Butte (140)
 - c. Glenn/Colusa (97)
- 5. Chico Mall (836)
 - a. Glenn/Colusa (149)

- b. Shasta/Tehama (126)
 - c. NE Butte (73)
- 6. Chico Costco (622)
 - a. Glenn/Colusa (101)
 - b. NE Butte (68)
 - c. NE Oroville (49)
- 7. Feather Falls Casino (546)
 - a. SE Oroville (142)
 - b. NE Oroville (112)
 - c. SE Butte County (85)
- 8. Oroville Walmart (502)
 - a. SE Butte (217)
 - b. SW Butte (56)
 - c. Gridley (36)

Weekend Day 5 Destinations by Top 3 Origins

- 1. Yuba/Sutter County (6,489)
 - a. Gridley (1512)
 - b. West Yolo County (993)
 - c. SW Butte (620)
- 2. SE Butte County (4,797)
 - a. SE Oroville (1,233)
 - b. NE Oroville (1,110)
 - c. Yuba/Sutter County (418)
- 3. NW Chico (4,663)
 - a. Glenn/Colusa County (1,027)
 - b. Shasta/Tehama County (705)
 - c. NE Butte County (599)
- 4. Sac/West Sac/West Placer Co (4,306)
 - a. Glenn/Colusa County (1,260)
 - b. Shasta/Tehama County (806)
 - c. NE Oroville (258), NW Chico (257)
- 5. Glenn/Colusa County (4,203)
 - a. Sac/West Sac/West Placer Co (986)
 - b. NW Chico (915)
 - c. NE Chico (414)

Weekend Day Top 3 Origins by Top 3 Destinations

- 1. Yuba/Sutter County (6,466)
 - a. Gridley (1,368)
 - b. West Yolo County (1,020)
 - c. SW Butte (600)
- 2. Glenn/Colusa County (5,072)
 - a. Sac/West Sac/West Place (1,260)
 - b. NW Chico (1,027)
 - c. NE Chico (518)
- 3. SE Butte (4,743)
 - a. SE Oroville (1,144)
 - b. NE Oroville (1,107)
 - c. Yuba/Sutter County (403)
- 4. NW Chico (4,732)
 - a. Glenn/Colusa (915)

- b. Shasta/Tehama (688)
- c. NE Butte (658)

Weekend Day Top POI Destinations (Over 500 Trips) by Top Origins

1. Chico Mall (1,094)
 - a. Glenn/Colusa (203)
 - b. Shasta/Tehama (198)
 - c. NE Oroville (109)
2. Chico Walmart (1,087)
 - a. Glenn/Colusa (198)
 - b. Shasta/Tehama (151)
 - c. West Paradise (90), NE Oroville (88)
3. Downtown Chico (841)
 - a. NE Butte (148)
 - b. Glenn/Colusa (139)
 - c. NW Butte (119)
4. Chico Costco (712)
 - a. Glenn/Colusa (131)
 - b. Shasta/Tehama (84)
 - c. NE Butte (70)
5. DT Oroville and Waterfront (678)
 - a. NE Butte (259)
 - b. Yuba/Sutter (68)
 - c. Kelly Ridge (49)

Weekend Day Top POI Origins (Over 500 Trips) by Top Destinations

1. Chico Walmart (905)
 - a. Glenn/Colusa (129)
 - b. Shasta/Tehama (126)
 - c. NW Butte (73), NE Butte (70)
2. Chico Costco (743)
 - a. Glenn/Colusa (116)
 - b. Shasta/Tehama (78)
 - c. NW Butte (64), NE Butte (63)
3. Downtown Chico (719)
 - a. NW Butte (124)
 - b. Glenn/Colusa (108)
 - c. NE Butte (103)
4. Chico Mall (621)
 - a. Shasta/Tehama (121)
 - b. Glenn/Colusa (85)
 - c. NW Butte (50)
5. DT Oroville and Waterfront (587)
 - a. SE Butte (193)
 - b. SW Butte (47)
 - c. Yuba/Sutter (45), Kelly Ridge (45)

Weekend Night Top 5 Destinations by Top 3 Origins

1. Yuba/Sutter County (7,131)
 - a. Gridley (1,600)
 - b. West Yolo (1,388)

- c. SW Butte (576)
- 2. NW Chico (5,273)
 - a. Glenn/Colusa (909)
 - b. Shasta/Tehama (706)
 - c. NE Butte (694)
- 3. Shasta/Tehama County (5,201)
 - a. NW Chico (908)
 - b. West Yolo (844)
 - c. Sac/West Sac/West Placer (688)
- 4. Glenn/Colusa County (5,033)
 - a. NW Chico (1186)
 - b. Sac/West Sac/ West Placer (1035)
 - c. NE Chico (627)
- 5. SE Butte County (4,930)
 - a. SE Oroville (1,402)
 - b. NE Oroville (974)
 - c. Yuba/Sutter County (394)

Weekend Night Top 3 Origins by Top 3 Destinations

- 1. Yuba/Sutter County (7045)
 - a. Gridley (1,621)
 - b. West Yolo County (1,171)
 - c. SW Butte (580)
- 2. NW Chico (5,480)
 - a. Glenn/Colusa County (1,186)
 - b. Shasta/Tehama (908)
 - c. NW Butte (761)
- 3. SE Butte County (4,625)
 - a. SE Oroville (1243)
 - b. NE Oroville (1000)
 - c. Yuba/Sutter (378)

Weekend Night Top POI Destinations (Over 500 Trips) by Top Origins

- 1. Chico Walmart (1,036)
 - a. Glenn/Colusa (149)
 - b. Shasta/Tehama (145)
 - c. NW Butte (99)
- 2. Feather Falls Casino (1,048)
 - a. NE Oroville (204)
 - b. SE Oroville (194)
 - c. SE Butte (133)
- 3. Gold County Casino (651)
 - a. NE Oroville (163)
 - b. SE Oroville (129)
 - c. SE Butte (56)
- 4. Downtown Chico (620)
 - a. NW Butte (101)
 - b. Glenn/Colusa (79)
 - c. Shasta/Tehama (74)
- 5. Chico Mall (534)
 - a. Shasta/Tehama (87)
 - b. Glenn/Colusa (67)

- c. NE Oroville (54)

Weekend Night Top POI Origins (Over 500 Trips) by Top Destinations

1. Chico Walmart (1,596)
 - a. Glenn/Colusa (298)
 - b. Shasta/Tehama (233)
 - c. NW Butte (111)
 - d. NE Butte (110)
2. Feather Falls Casino (992)
 - a. SE Oroville (248)
 - b. NE Oroville (172)
 - c. SE Butte (121)
3. Chico Mall (954)
 - a. Glenn/Colusa (178), Shasta/Tehama (178)
 - b. NE Oroville (66)
 - c. Yuba/Sutter (63)
4. Downtown Chico (799)
 - a. NW Butte (117)
 - b. Glenn/Colusa (113)
 - c. Shasta/Tehama (107), NE Butte (106)
5. DT Oroville and Waterfront (693)
 - a. SE Butte (271)
 - b. Kelly Ridge (74)
 - c. Yuba/Sutter (50)
 - d. SW Butte (43)
6. Gold County Casino (585)
 - a. NE Oroville (166)
 - b. SE Oroville (118)
 - c. Yuba/Sutter (52)
7. Oroville Walmart (534)
 - a. SE Butte (194)
 - b. Gridley (68)
 - c. SW Butte (57)
8. Chico Costco (531)
 - a. Glenn/Colusa (92)
 - b. Shasta/Tehama (60)
 - c. NW Butte (45), NE Butte (43)

Appendix D: B-Line Routes

Bus Pass Sale Locations

You can purchase B-Line tickets and passes at:

- **Chico Transit Center***, corner of 2nd & Salem, Chico
- **B-Line Admin Office***, 326 Huss Drive, Ste 150, Chico
- **Paradise Town Hall**, 5555 Skyway, Paradise
- **Oroville City Hall**, 1735 Montgomery Street, Oroville
- **Gridley City Hall**, 685 Kentucky Street, Gridley
- **Butte County Public Works**, 7 County Center Drive, Oro.

For **bulk ticket sales**, please contact the B-Line administrative office at 809-4616. Note: All locations accept cash or checks.

*Credit cards accepted at these locations.

B-Line

Butte Regional Transit

Schedules & System Maps



Hours / Days of Operation

B-Line operates seven days a week. Some routes do not operate every day. Check the timetable of the individual route for exact days and hours of operation. Service is not provided on New Year's Day, Memorial Day, Independence Day (July 4), Labor Day, Thanksgiving and Christmas.

B-Line

Butte Regional Transit

326 Huss Drive, Suite 150, Chico, CA 95928

Local and Regional Service for:

Chico **Oroville** • **Paradise** • **Gridley**
Biggs **Thermalito** • **Magalia** **Palermo**

Effective
September 1, 2019

www.blinetransit.com

B-Line: Butte Regional Transit

Welcome to B-Line, Butte County's regional public transit system! You can use B-Line fixed routes to travel locally in Chico, Oroville and Paradise, or to travel between communities throughout Butte County. With a simplified fare and transfer policy, using transit in Butte County is easier than ever, and a great way to save on high gas prices.



How to Read the Schedule

Routes on the maps are color-coded to match the schedule information. Each route schedule shows selected time points listed from left to right. Light times are a.m., while **Bold** times are p.m. Sometimes a bus continues service as another route, which is listed at the right side of the schedule.

Read across the schedule from your boarding time to find the time the bus will arrive at your destination. **Although only a few selected time points are listed for each route, the bus will pick up or drop off passengers at any bus stop along the route (a complete list of stops is available on our web site).** You can estimate the time the bus will be at your stop by looking at the nearest time points. You can use the Map My Bus app to confirm exact arrival time.

Approximate Route Frequencies (in minutes)

Bus Routes	Name	Peak *	Midday**	Saturday	Sunday	Schedule on Page #
2	Mangrove	60	60	60	-	4
3	Nord/East	30	60	60	-	4
4	First/East	30	60	60	-	5
5	East 8th St.	30	60	60	-	5
7	Bruce/Manzanita	60	1 midday trip	-	-	6
8	Nord	30	30	-	-	7
9	Warner/Oak	30	30	-	-	7
14	Park/Forest/MLK	30	60	60	-	8
15	Esplanade/Lassen	20	30	30	-	8
16	Esplanade/SR99	60	60	60	-	9
17	Park/MLK/Forest	30	60	60	-	9
20	Chico - Oroville	60	60	120	120	12
24	Thermalito	60	60	-	-	14
25	Oro Dam	60	60	-	-	14
26	Olive Hwy/Kelly Ridge	60	60	-	-	14
27	South Oroville	60	60	-	-	14
30	Oroville - Biggs	3 trips / day		3 trips / day	-	13
31	Paradise - Oroville	1 morning / 1 evening trip		-	-	13
32	Gridley - Chico	1 morning / 1 evening trip		-	-	13
40	Paradise - Chico	60/120	120	120	120	16
41	Magalia - Chico	120	120	-	-	17
52	Chico Airport Express	60	1 midday trip	-	-	18

* 6:30 AM - 9:30 AM and 3:00 PM - 6:00 PM
 ** 9:30 AM - 3:00 PM

Making Changes to Serve You Better

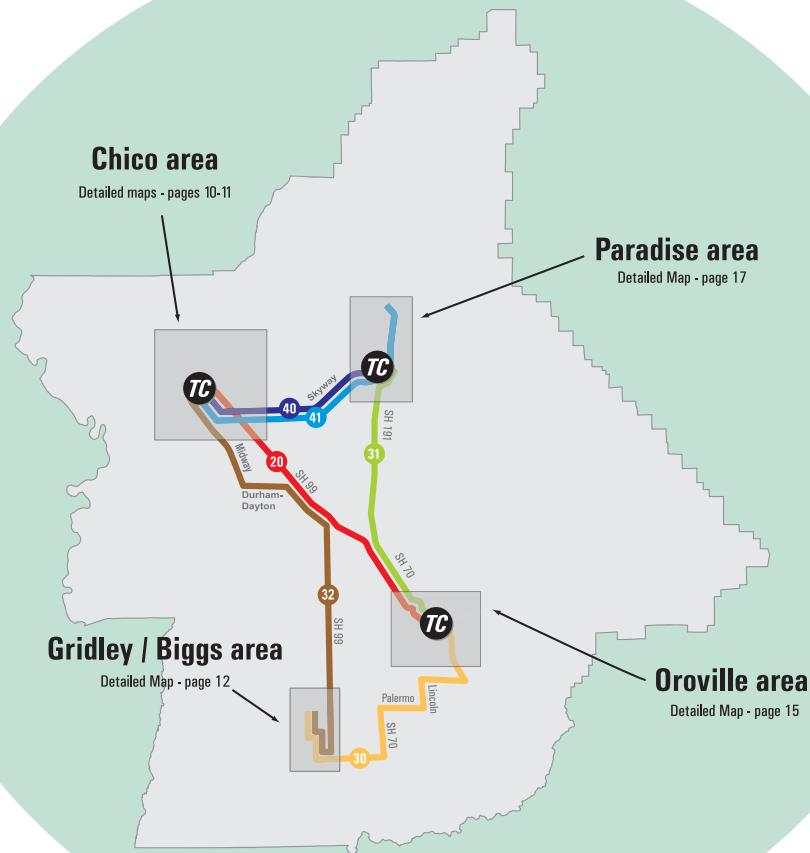
B-Line is always working to bring you better service. To make the B-Line as efficient as possible, we continually monitor our routes and review comments received from passengers, and whenever possible implement changes to improve the service, making it more reliable and convenient for our customers.

The main changes in this brochure are the **modifications to Routes 31, 40 & 41 due to the Camp Fire** (pages 13, 16 & 17).

A new fare table (page 2) has been implemented, and took affect on September 1, 2019

In Oroville, **route 25 has returned back to its original pattern** (heading down and back on Feather River Blvd), and no longer travels via 5th Ave and Cal Oak (page 15).

Finally, a **Mobile Fare App** is coming soon (page 3). You will be able to purchase and use B-Line passes right from your smart phone.



Fares

	Local Service	Regional Service
Cash	L	R
Regular	\$ 1.75	\$ 2.40
Discount *	\$ 0.85	\$ 1.20
Youth (6-18)	\$ 1.25	\$ 1.75
Child (under 6)	2 free **	2 free **
2-Ride Pass		
Regular	\$ 3.50	\$ 4.80
Discount *	\$ 1.70	\$ 2.40
Youth (6-18)	\$ 2.50	\$ 3.50
10-Ride Pass		
Regular	\$ 15.75	\$ 21.60
Discount *	\$ 7.65	\$ 10.80
Youth (6-18)	\$ 11.25	\$ 15.75
30-Day Pass		
Regular	\$ 43.50	\$ 57.50
Discount *	\$ 21.50	\$ 30.00
Youth (6-18)	\$ 31.25	\$ 40.00
All-Day Pass		

For \$5.00 an All Day Pass can be purchased directly from the bus driver for unlimited access to the entire system for the day.

* Discount fares apply to seniors (65 or older with proof of age), disabled and those with a valid medicare card.

** Two children ride free with each paying adult. Children under 6 need an adult to ride.

Contact Us

For questions about schedules, routes or lost & found call:

342-0221 (in Chico/Paradise)
or toll free **1-800-822-8145**

Customer Service phone hours are:

Monday-Friday 6 a.m.-10 p.m. Saturday/Sunday 8 a.m.-6 p.m.

A Customer Service Representative is also available at the Chico Transit Center Monday-Friday 7:30 a.m. - 5:30 p.m.

Lost & Found items will be kept 30 days. Items can be claimed between the hours of 9-5 at the bus yard, 326 Huss Dr, Chico.

You can also visit us on-line for more information, including bus stop locations at: www.blinetransit.com



Keep up-to-date with **Rider Alerts** on Facebook:
www.facebook.com/blinetransit

Rider Rules of Conduct

Rules ensure safety and comfort for all passengers and the driver. We ask that riders observe the **Rules of Conduct** while on the bus. Some examples of the rules include, but are not limited to::

- No eating, drinking or smoking on board.
- No standing in front of the "standee line" while bus is in motion.
- No unnecessary conversation with the driver.
- No abusive, threatening or obscene language or actions.
- No radios or other sound-generating equipment may be used without headphones aboard the vehicles.
- No hazardous materials or weapons of any kind shall be brought on board.
- No animals, except service animals, shall be allowed on board, unless in a secured cage.
- No unnecessary barking or disruptive service animals
- No signs or other materials may be placed on the bus except by transit management.
- No marking, etching, cutting or damaging the bus in any way.
- No obstructions are allowed in the aisle. Strollers must be closed while in transport.
- No illegal activity of any kind will be tolerated while on board the bus.
- Shoes and shirts required to ride the bus.

Depending on the severity of the violation, the following penalties may be enforced for riders who violate any of the Rider Rules of Conduct:

- One (1) violation will result in a verbal warning.
- Two (2) violations will result in a written warning.
- Three (3) or more violations will result in suspension of service for a minimum of 30 days.

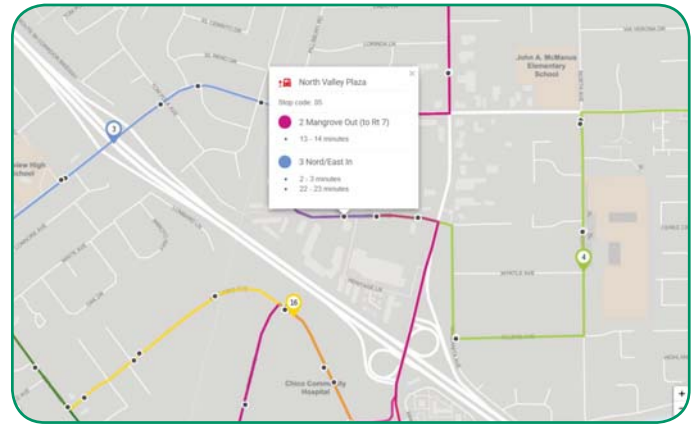
Note: Riders who engage in physical abuse or cause physical injury to another rider or driver may be subject to immediate and permanent suspension and possible criminal prosecution.

An appeals process allows riders the opportunity to appeal warnings or suspensions for violations of the Rider Rules of Conduct. Appeals must be made in writing within 30 days (326 Huss Drive, Suite 150, Chico, CA 95928). For more information, please call (530) 809-4616.

Map My Bus

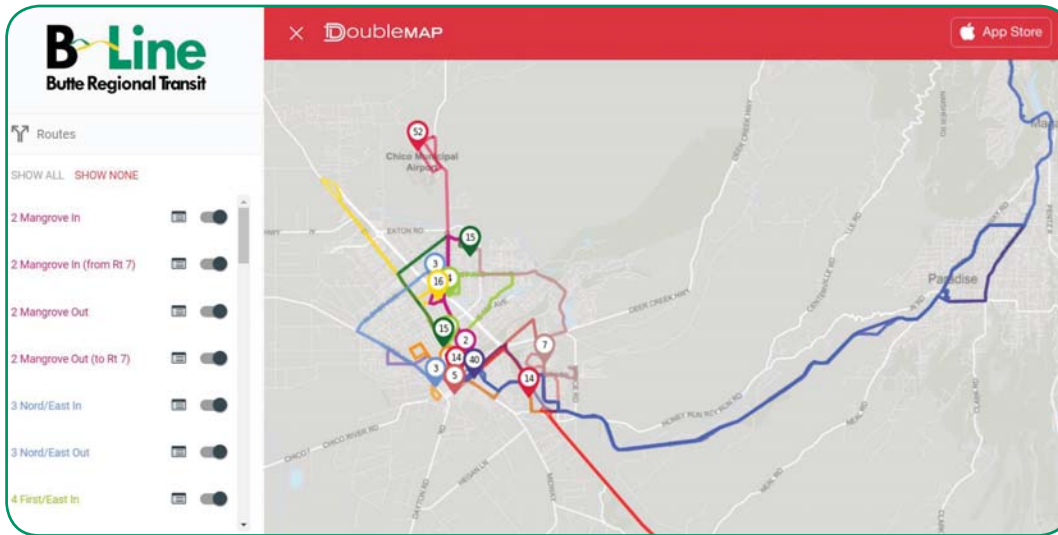
B-Line's new Map My Bus gives you direct access to Real-Time bus information. With this new feature you can now map the location of your bus AND find its actual arrival time at your stop.

You can access this on your browser at our website, blinetransit.com, or on your mobile device by downloading the DoubleMap app from the app store and selecting "Butte Regional Transit" as your system.



Once at the map, you can select all the routes, or just the ones you are interested in. You then click on whatever stop you want information for and the actual arrival time will be displayed. On the app, you can also save your favorite stops for quick reference.

You can also use the text message feature by texting the Bus Stop ID# to **5309245533** and you will receive an immediate reply of the arrival time. *(We know the number is long, but after you have used it once, add it to your contacts, and name it something simple, like "Map My Bus.")*



B-Line Trip Planning with Google Maps



B-Line has partnered with Google Maps to provide Trip Planning on the B-Line using the Transit feature in Google Maps. This feature is available on Google Maps and on the B-Line web site.

With the Trip Planner, a rider can simply enter the origin and destination of a trip and the Trip Planner will provide options to let you easily select the most convenient trip. To make it even easier, if you don't know the address, you can enter a street intersection, or even a business name, and your trip options will be available immediately. Trips can also be filtered by arrival time, departure time, less walking, or fewer transfers.

Mobile Ticketing (Coming Soon)



B-Line is excited to announce that Mobile Ticketing will be coming soon (expected to be ready in Fall 2019). Passengers will be able to purchase, store and use passes right from their smart phone. Check out the B-Line website for more information, blinetransit.com.


Northbound: From Downtown to Ceres/Lassen

Transit Center 2nd & Salem	Mangrove & 5th	Parmac & Rio Lindo	North Valley Plaza	Ceres & Lassen	Continues on to:
6:50	6:57	7:02	7:06	7:14	Route 7S
7:50	7:57	8:02	8:06	8:14	Route 7S
8:20	8:27	8:32	8:36	8:44	-
8:50	8:57	9:02	9:06	9:14	Route 7S 2S
9:50	9:57	10:02	10:06	10:14	Route 2S
10:50	10:57	11:02	11:06	11:14	Route 2S
11:50	11:57	12:02	12:06	12:14	Route 7S 2S
12:50	12:57	1:02	1:06	1:14	Route 2S
1:50	1:57	2:02	2:06	2:14	Route 2S
2:10	2:17	2:22	2:26	2:34	Route 7S
3:10	3:17	3:22	3:26	3:34	Route 7S 2S
4:10	4:17	4:22	4:26	4:34	Route 7S 2S
5:10	5:17	5:22	5:26	5:34	-
6:10	6:17	6:22	6:26	6:34	Route 2S
7:10	7:17	7:22	7:26	7:34	Route 2S
8:10	8:17	8:22	8:26	8:34	-

Southbound: From Ceres/Lassen to Downtown

Ceres & Lassen	North Valley Plaza	Parmac & Rio Lindo	Mangrove & 5th	Transit Center 2nd & Salem	Continues on to:
6:15	6:21	6:26	6:29	6:40	Route 2N
7:15	7:21	7:26	7:29	7:40	Route 2N
7:45	7:51	7:56	7:59	8:10	Route 2N
8:15	8:21	8:26	8:29	8:40	Route 2N
9:15	9:21	9:26	9:29	9:40	Route 2N
10:15	10:21	10:26	10:29	10:40	Route 2N
11:15	11:21	11:26	11:29	11:40	Route 2N
12:15	12:21	12:26	12:29	12:40	Route 2N
1:15	1:21	1:26	1:29	1:40	Route 2N
2:15	2:21	2:26	2:29	2:40	-
3:35	3:41	3:46	3:49	4:00	Route 2N
4:35	4:41	4:46	4:49	5:00	Route 2N
5:35	5:41	5:46	5:49	6:00	Route 2N
6:35	6:41	6:46	6:49	7:00	Route 2N
7:35	7:41	7:46	7:49	8:00	Route 2N

2S On Saturday, this bus continues as Route 2 southbound.

 **ROUTE 2/7 INTERLINE AT CERES/LASSEN:** When Route 2 continues on as Route 7 at Ceres & Lassen, it stays on Lassen and DOES NOT turn onto Ceres. When Route 2 Northbound continues on as Route 2 Southbound, it turns on Ceres and turns around on Diablo Avenue.

Shaded trips do not operate on Saturday.

Chico Local Routes

Northbound (OUT): From Downtown to North Valley Plaza

Transit Center 2nd & Salem	Nord & W 8th Ave	East & Nord	East & Esplanade	North Valley Plaza	Continues on to:
6:50	6:59	7:01	7:06	7:11	Route 4S
7:50	7:59	8:01	8:06	8:11	Route 4S
8:50	8:59	9:01	9:06	9:11	Route 4S
9:50	9:59	10:01	10:06	10:11	Route 4S
10:50	10:59	11:01	11:06	11:11	Route 4S
11:50	11:59	12:01	12:06	12:11	Route 4S
12:50	12:59	1:01	1:06	1:11	Route 4S
1:50	1:59	2:01	2:06	2:11	Route 4S
2:50	2:59	3:01	3:06	3:11	-
3:10	3:19	3:21	3:26	3:31	Route 4S
4:10	4:19	4:21	4:26	4:31	Route 4S
5:10	5:19	5:21	5:26	5:31	Route 4S
6:10	6:19	6:21	6:26	6:31	Route 4S
7:10	7:19	7:21	7:26	7:31	Route 4S
8:10	8:19	8:21	8:26	8:31	Route 4S

Southbound (IN): From North Valley Plaza to Downtown

North Valley Plaza	East & Esplanade	East & Nord	Nord & W 8th Ave	Transit Center 2nd & Salem	Continues on to:
6:18	6:23	6:28	6:31	6:40	Route 4N
7:18	7:23	7:28	7:31	7:40	Route 4N
7:48	7:53	7:58	8:01	8:10	Route 4N
8:18	8:23	8:28	8:31	8:40	Route 4N
8:48	8:53	8:58	9:01	9:10	-
9:18	9:23	9:28	9:31	9:40	Route 4N
10:18	10:23	10:28	10:31	10:40	Route 4N
11:18	11:23	11:28	11:31	11:40	Route 4N
12:18	12:23	12:28	12:31	12:40	Route 4N
1:18	1:23	1:28	1:31	1:40	Route 4N
2:18	2:23	2:28	2:31	2:40	Route 4N
3:18	3:23	3:28	3:31	3:40	-
3:38	3:43	3:48	3:51	4:00	Route 4N
4:38	4:43	4:48	4:51	5:00	Route 4N
5:38	5:43	5:48	5:51	6:00	Route 4N
6:38	6:43	6:48	6:51	7:00	Route 4N
7:38	7:43	7:48	7:51	8:00	Route 4N
8:38	8:43	8:48	8:51	9:00	-

Please keep this brochure for future reference.

It allows us to continue providing it at no cost to our passengers. Thank you.

Northbound (OUT): From Downtown to North Valley Plaza

Transit Center 2nd & Salem	Chico Junior High School	First & Longfellow	Pleasant Valley HS	North Valley Plaza	Continues on to:
6:50	6:54	7:00	7:03	7:15	Route 3S
7:20	7:24	7:30	7:33	7:45	Route 3S
7:50	7:54	8:00	8:03	8:15	Route 3S
8:20	8:24	8:30	8:33	8:45	Route 3S
8:50	8:54	9:00	9:03	9:15	Route 3S
9:50	9:54	10:00	10:03	10:15	Route 3S
10:50	10:54	11:00	11:03	11:15	Route 3S
11:50	11:54	12:00	12:03	12:15	Route 3S
12:50	12:54	1:00	1:03	1:15	Route 3S
1:50	1:54	2:00	2:03	2:15	Route 3S
2:50	2:54	3:00	3:03	3:15	Route 3S
3:10	3:14	3:20	3:23	3:35	Route 3S
4:10	4:14	4:20	4:23	4:35	Route 3S
5:10	5:14	5:20	5:23	5:35	Route 3S
6:10	6:14	6:20	6:23	6:35	Route 3S
7:10	7:14	7:20	7:23	7:35	Route 3S
8:10	8:14	8:20	8:23	8:35	Route 3S

Southbound (IN): From North Valley Plaza to Downtown

North Valley Plaza	Pleasant Valley HS	First & Longfellow	Chico Junior High School	Transit Center 2nd & Salem	Continues on to:
6:15	6:24	6:28	6:34	6:40	Route 3N
6:45	6:54	6:58	7:04	7:10	Route 4N
7:15	7:24	7:28	7:34	7:40	Route 3N
8:15	8:24	8:28	8:34	8:40	Route 3N
9:15	9:24	9:28	9:34	9:40	Route 3N
10:15	10:24	10:28	10:34	10:40	Route 3N
11:15	11:24	11:28	11:34	11:40	Route 3N
12:15	12:24	12:28	12:34	12:40	Route 3N
1:15	1:24	1:28	1:34	1:40	Route 3N
2:15	2:24	2:28	2:34	2:40	Route 3N
2:40	2:49	2:53	2:59	3:05	Route 3N
3:35	3:44	3:48	3:54	4:00	Route 3N
4:35	4:44	4:48	4:54	5:00	Route 3N
5:35	5:44	5:48	5:54	6:00	Route 3N
6:35	6:44	6:48	6:54	7:00	Route 3N
7:35	7:44	7:48	7:54	8:00	Route 3N
8:35	8:44	8:48	8:54	9:00	-

If you have suggestions for future improvements please let us know by filling out one of the comment cards located on every bus, and either mail it in or hand it to any B-Line driver.

Eastbound (OUT): From Downtown to Forest Xfer/Chico Mall

Transit Center 2nd & Salem	9th Street & Pine	Fir Street Park 'n Ride	8th Street & Forest	Forest Xfer (Bank)	Continues on to:
6:50	6:57	7:00	7:03	7:14	Route 5W
7:20	7:27	7:30	7:33	7:44	Route 5W
7:50	7:57	8:00	8:03	8:14	Route 5W
8:20	8:27	8:30	8:33	8:44	Route 5W
8:50	8:57	9:00	9:03	9:14	Route 5W
9:50	9:57	10:00	10:03	10:14	Route 5W
10:50	10:57	11:00	11:03	11:14	Route 5W
11:50	11:57	12:00	12:03	12:14	Route 5W
12:50	12:57	1:00	1:03	1:14	Route 5W
2:10	2:17	2:20	2:23	2:34	Route 5W
3:10	3:17	3:20	3:23	3:34	Route 5W
4:10	4:17	4:20	4:23	4:34	Route 5W
4:40	4:47	4:50	4:53	5:04	Route 5W
5:10	5:17	5:20	5:23	5:34	Route 5W
5:40	5:47	5:50	5:53	6:04	-
6:10	6:17	6:20	6:23	6:34	Route 5W
7:10	7:17	7:20	7:23	7:34	Route 5W
8:10	8:17	8:20	8:23	8:34	-

Westbound (IN): From Forest Xfer/Chico Mall to Downtown

Forest Xfer (Bank)	8th Street & Forest	8th Street & Hwy 32	8th Street & Olive	Transit Center 2nd & Salem	Continues on to:
6:15	6:26	6:30	6:33	6:40	Route 5E
6:45	6:56	7:00	7:03	7:10	Route 5E
7:15	7:26	7:30	7:33	7:40	Route 5E
7:45	7:56	8:00	8:03	8:10	Route 5E
8:15	8:26	8:30	8:33	8:40	Route 5E
8:45	8:56	9:00	9:03	9:10	-
9:15	9:26	9:30	9:33	9:40	Route 5E
10:15	10:26	10:30	10:33	10:40	Route 5E
11:15	11:26	11:30	11:33	11:40	Route 5E
12:15	12:26	12:30	12:33	12:40	Route 5E
1:15	1:26	1:30	1:33	1:40	Route 5E
2:35	2:46	2:50	2:53	3:00	Route 5E
3:35	3:46	3:50	3:53	4:00	Route 5E
4:05	4:16	4:20	4:23	4:30	Route 5E
4:35	4:46	4:50	4:53	5:00	Route 5E
5:05	5:16	5:20	5:23	5:30	Route 5E
5:35	5:46	5:50	5:53	6:00	Route 5E
6:35	6:46	6:50	6:53	7:00	Route 5E
7:35	7:46	7:50	7:53	8:00	Route 5E

Light numbers are AM. Bold are PM.

Shaded trips do not operate on Saturday.

7

Courthouse / East

Monday - Friday

Northbound (OUT): From Chico Mall/Courthouse to Ceres/Lassen

North Butte Co Courthouse	Marsh Junior High	Pleasant Valley HS	Ceres & Lassen	Continues on to:
6:45	6:52	7:04	7:10	Route 2S
7:15	7:22	7:34	7:40	Route 2S
7:45	7:52	8:04	8:10	Route 2S
8:45	8:52	9:04	9:10	Route 2S
11:45	11:52	12:04	12:10	Route 2S
3:10	3:17	3:29	3:35	Route 2S
4:05	4:12	4:24	4:30	Route 2S
5:05	5:12	5:24	5:30	Route 2S

Southbound (IN): From Ceres/Lassen to Chico Mall/Courthouse

Ceres & Lassen	Pleasant Valley HS	Marsh Junior High	North Butte Co Courthouse	Continues on to:
7:15	7:22	7:31	7:40	Route 7N
8:15	8:22	8:31	8:40	Route 7N
9:15	9:22	9:31	9:40	-
12:15	12:22	12:31	12:40	-
2:42	2:49	2:58	3:07	Route 7N
3:35	3:42	3:51	4:00	Route 7N
4:35	4:42	4:51	5:00	Route 7N



B-Line grants all citizens equal access to its transportation services and is committed to ensuring that no person is excluded from participation in, or denied the benefits of its services on the basis of race, color or national origin. B-Line will not discriminate against qualified individuals on the basis of disability in its services, programs, or activities. See our website for full details.

Title VI, Civil Rights Act (1964); Title II, Americans with Disabilities Act (1990)

Rider Tip:

To make boarding the bus quicker, please have your fare or pass ready when you step on the bus.

Chico Local Routes

6

9c

Cedar Loop

Monday - Friday
(See Note for days of operation)

Transit Center 2nd & Salem	4th & Cedar	Transit Center 2nd & Salem
7:50	7:57	8:04
9:50	9:57	10:04
1:50	1:57	2:04
3:50	3:57	4:04
★ 5:10	5:17	5:24
★ 6:30	6:37	6:44
★ 8:10	8:17	8:24

★ Last three runs on 9c operate on Friday year-round.

NOTE: Route 9c (Cedar Loop) ONLY operates when the regular Route 9 (Student Shuttle) is not running, when CSUC classes are not in session. Since regular Route 9 ends service at 4 p.m. on Fridays, the last three runs on 9c operate year-round on Friday.

9c

Cedar Loop

Saturday
(Operates year-round)

Transit Center 2nd & Salem	4th & Cedar	Transit Center 2nd & Salem
8:30	8:37	8:44
10:30	10:37	10:44
1:50	1:57	2:04
3:50	3:57	4:04
6:10	6:17	6:24

NOTE: Route 9c (Cedar Loop) Saturday service operates year-round.



Map My Bus:

To see real-time location of your bus and actual arrival time download the DoubleMap app or text the stop ID to 5309245533.

Student Shuttles

Routes 8 & 9 are the B-Line student shuttles. Service is open to the general public.

Hours of Operation

Monday through Friday only. **Shaded times do not operate on Friday.** No weekend service.

Routes 8 and 9 operate **ONLY** during the CSUC school year when Spring and Fall semester classes are **IN SESSION**. They do not run when there are no classes (Spring Break, Thanksgiving Week, and campus holidays - Labor Day, Veterans Day, Cesar Chavez Day). When the Student Shuttle is not running please refer to the Route 9c schedule.

8

Nord

Monday - Friday

Transit Center 2nd & Normal	W. Sac & Nord	Nord @ Univ Village Apt	Warner & W. Sac	Transit Center 2nd & Normal	Continues on to:
		7:34	7:38	7:44	Route 9
7:50	7:58	8:04	8:08	8:14	Route 9
8:20	8:28	8:34	8:38	8:44	Route 9
8:50	8:58	9:04	9:08	9:14	Route 9
9:20	9:28	9:34	9:38	9:44	Route 9
9:50	9:58	10:04	10:08	10:14	Route 9
10:20	10:28	10:34	10:38	10:44	Route 9
10:50	10:58	11:04	11:08	11:14	Route 9
11:20	11:28	11:34	11:38	11:44	Route 9
11:50	11:58	12:04	12:08	12:14	-
1:10	1:18	1:24	1:28	1:34	Route 9
1:40	1:48	1:54	1:58	2:04	Route 9
2:10	2:18	2:24	2:28	2:34	Route 9
2:40	2:48	2:54	2:58	3:04	Route 9
3:10	3:18	3:24	3:28	3:34	Route 9
3:40	3:48	3:54	3:58	4:04	Route 9
4:10	4:18	4:24	4:28	4:34	Route 9
4:40	4:48	4:54	4:58	5:04	Route 9
5:10	5:18	5:24	5:28	5:34	Route 9
5:40	5:48	5:54	5:58	6:04	Route 9
6:10	6:18	6:24	6:28	6:34	Route 9
7:10	7:18	7:24	7:28	7:34	Route 9
8:10	8:18	8:24	8:28	8:34	Route 9
9:10	9:18	9:24	9:28	9:34	Route 9

Shaded times do not operate on Friday.

Light numbers in the schedule are AM. **Bold are PM.**

9

Oak/Warner/Cedar

Monday - Friday

Southbound			Northbound			Continues on to:
Transit Center 2nd & Normal	7th St & Hickory	Transit Center 2nd & Salem	4th Avenue & Cedar	Transit Center 2nd & Normal		
				7:33	7:41	Route 8
7:44	7:50	7:55	8:03	8:11		Route 8
8:14	8:20	8:25	8:33	8:41		Route 8
8:44	8:50	8:55	9:03	9:11		Route 8
9:14	9:20	9:25	9:33	9:41		Route 8
9:44	9:50	9:55	10:03	10:11		Route 8
10:14	10:20	10:25	10:33	10:41		Route 8
10:44	10:50	10:55	11:03	11:11		Route 8
11:14	11:20	11:25	11:33	11:41		Route 8
11:44	11:50	11:55	12:03	12:11		-
1:04	1:10	1:15	1:23	1:31		Route 8
1:34	1:40	1:45	1:53	2:01		Route 8
2:04	2:10	2:15	2:23	2:31		Route 8
2:34	2:40	2:45	2:53	3:01		Route 8
3:04	3:10	3:15	3:23	3:31		Route 8
3:34	3:40	3:45	3:53	4:01		Route 8
4:04	4:10	4:15	4:23	4:31		Route 8
4:34	4:40	4:45	4:53	5:01		Route 8
5:04	5:10	5:15	5:23	5:31		Route 8
5:34	5:40	5:45	5:53	6:01		Route 8
6:04	6:10	6:15	6:23	6:31		-
6:34	6:40	6:45	6:53	7:01		Route 8
7:34	7:40	7:45	7:53	8:01		Route 8
8:34	8:40	8:45	8:53	9:01		Route 8
9:34	9:40	9:45	9:53	10:01		-

Shaded times do not operate on Friday.



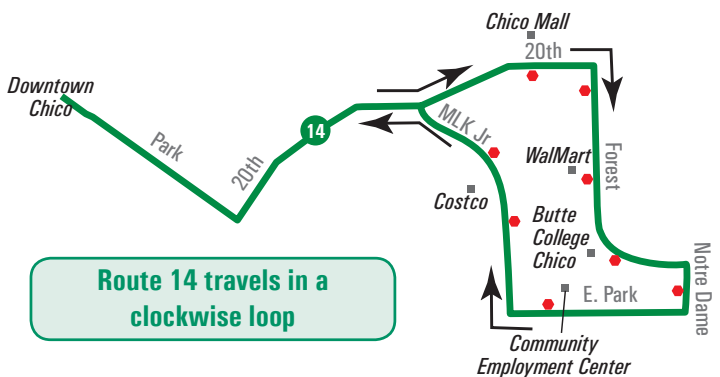
Visit us on-line for schedules, detailed route maps, bus stop locations and more information about B-Line fixed route and paratransit service: www.blinetransit.com
Keep up to date with **Rider Alerts** on Facebook: www.facebook.com/blinetransit

14 Park/Forest/MLK

Monday - Saturday

Loop from Downtown to Forest Ave, then back via MLK

Transit Center 2nd & Salem	20th St & Park	Forest Xfer (WalMart)	E Park & MLK	20th St & Park	Transit Center 2nd & Salem	Continues on to:
		6:24	6:30	6:36	6:45	Route 15N
		6:44	6:50	6:56	7:05	Route 15N
6:50	6:57	7:04	7:10	7:16	7:25	Route 15N
7:10	7:17	7:24	7:30	7:36	7:45	Route 15N
7:50	7:57	8:04	8:10	8:16	8:25	Route 15N
8:10	8:17	8:24	8:30	8:36	8:45	Route 15N
8:50	8:57	9:04	9:10	9:16	9:25	Route 15N
9:10	9:17	9:24	9:30	9:36	9:45	-
9:50	9:57	10:04	10:10	10:16	10:25	Route 15N
10:50	10:57	11:04	11:10	11:16	11:25	Route 15N
11:50	11:57	12:04	12:10	12:16	12:25	Route 15N
12:50	12:57	1:04	1:10	1:16	1:25	Route 15N
1:50	1:57	2:04	2:10	2:16	2:25	Route 15N
2:10	2:17	2:24	2:30	2:36	2:45	Route 15N
2:50	2:57	3:04	3:10	3:16	3:25	Route 15N
3:10	3:17	3:24	3:30	3:36	3:45	Route 15N
3:50	3:57	4:04	4:10	4:16	4:25	Route 15N
4:10	4:17	4:24	4:30	4:36	4:45	Route 15N
4:50	4:57	5:04	5:10	5:16	5:25	Route 15N
5:10	5:17	5:24	5:30	5:36	5:45	Route 15N
5:50	5:57	6:04	6:10	6:16	6:25	-
6:10	6:17	6:24	6:30	6:36	6:45	Route 15N
7:10	7:17	7:24	7:30	7:36	7:45	Route 15N
8:10	8:17	8:24	8:30	8:36	8:45	Route 15N
9:10	9:17	9:24	9:30	9:36	9:45	-

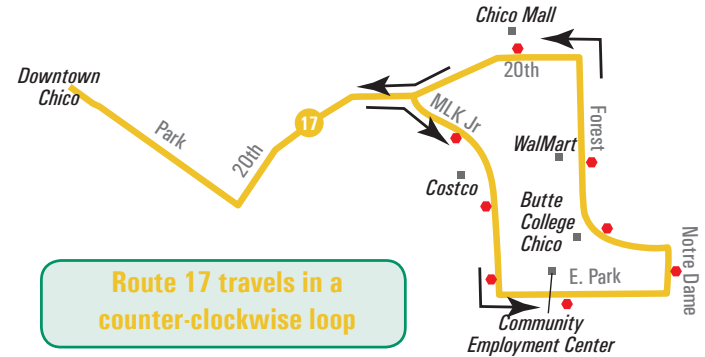


15 Esplanade/Lassen

Monday - Saturday

Northbound (OUT): From Downtown to Ceres/Lassen

Transit Center 2nd & Salem	Esplanade & 5th Ave	Esplanade & East	Lassen & Cohasset	Ceres & Lassen	Continues on to:
6:50	6:57	7:02	7:07	7:14	Route 15S
7:10	7:17	7:22	7:27	7:34	Route 15S
7:50	7:57	8:02	8:07	8:14	Route 15S
8:10	8:17	8:22	8:27	8:34	Route 15S
8:50	8:57	9:02	9:07	9:14	Route 15S
9:10	9:17	9:22	9:27	9:34	Route 15S
9:50	9:57	10:02	10:07	10:14	Route 15S
10:50	10:57	11:02	11:07	11:14	Route 15S
11:50	11:57	12:02	12:07	12:14	Route 15S
12:50	12:57	1:02	1:07	1:14	Route 15S
1:50	1:57	2:02	2:07	2:14	Route 15S
2:10	2:17	2:22	2:27	2:34	Route 15S
2:50	2:57	3:02	3:07	3:14	Route 15S
3:10	3:17	3:22	3:27	3:34	Route 15S
3:50	3:57	4:02	4:07	4:14	Route 15S
4:10	4:17	4:22	4:27	4:34	Route 15S
4:50	4:57	5:02	5:07	5:14	Route 15S
5:10	5:17	5:22	5:27	5:34	Route 15S
5:50	5:57	6:02	6:07	6:14	Route 15S
6:10	6:17	6:22	6:27	6:34	Route 15S
7:10	7:17	7:22	7:27	7:34	Route 15S
8:10	8:17	8:22	8:27	8:34	Route 15S
9:10	9:17	9:22	9:27	9:34	-



EXPLAINING ROUTES 14 & 17: Coming from the Downtown Transit Center Routes 14 & 17 will cover the same area until they reach E. 20th St and MLK. At that point route 14 will continue down E. 20th St and service Forest and MLK in a clockwise loop, while Route 17 will turn right at that intersection and service MLK and then Forest in a counter-clockwise loop. At the Chico Transit Center (CTC), Route 14 will interline with Route 15, while Route 17 will interline with Route 16. The above maps show the direction of travel, and which stops are served by each route. Between the CTC and E. 20th/MLK all stops are served by both routes.

15 Lassen/Esplanade

Monday - Saturday

Southbound (IN): From Ceres/Lassen to Downtown

Ceres & Lassen	Lassen & Cohasset	Esplanade & East	Esplanade & 5th Ave	Transit Center 2nd & Salem	Continues on to:
6:15	6:17	6:22	6:27	6:35	Route 14
6:35	6:37	6:42	6:47	6:55	Route 14
7:15	7:17	7:22	7:27	7:35	Route 14
7:35	7:37	7:42	7:47	7:55	Route 14
8:15	8:17	8:22	8:27	8:35	Route 14
8:35	8:37	8:42	8:47	8:55	Route 14
9:15	9:17	9:22	9:27	9:35	Route 14
9:35	9:37	9:42	9:47	9:55	-
10:15	10:17	10:22	10:27	10:35	Route 14
11:15	11:17	11:22	11:27	11:35	Route 14
12:15	12:17	12:22	12:27	12:35	Route 14
1:15	1:17	1:22	1:27	1:35	Route 14
2:15	2:17	2:22	2:27	2:35	Route 14
2:35	2:37	2:42	2:47	2:55	Route 14
3:15	3:17	3:22	3:27	3:35	Route 14
3:35	3:37	3:42	3:47	3:55	Route 14
4:15	4:17	4:22	4:27	4:35	Route 14
4:35	4:37	4:42	4:47	4:55	Route 14
5:15	5:17	5:22	5:27	5:35	Route 14
5:35	5:37	5:42	5:47	5:55	Route 14
6:15	6:17	6:22	6:27	6:35	-
6:35	6:37	6:42	6:47	6:55	Route 14
7:35	7:37	7:42	7:47	7:55	Route 14
8:35	8:37	8:42	8:47	8:55	Route 14

17 Park/MLK/Forest

Monday - Saturday

Loop from Downtown to MLK, then back via Forest Ave

Transit Center 2nd & Salem	20th St & Park	E Park & MLK	Forest Xfer (Bank)	20th St & Park	Transit Center 2nd & Salem	Continues on to:
7:30	7:37	7:44	7:50	7:56	8:05	Route 16N
8:30	8:37	8:44	8:50	8:56	9:05	Route 16N
9:30	9:37	9:44	9:50	9:56	10:05	Route 16N
10:30	10:37	10:44	10:50	10:56	11:05	Route 16N
11:20	11:27	11:34	11:40	11:46	11:55	Route 16N
12:20	12:27	12:34	12:40	12:46	12:55	Route 16N
1:20	1:27	1:34	1:40	1:46	1:55	Route 16N
2:30	2:37	2:44	2:50	2:56	3:05	Route 16N
3:30	3:37	3:44	3:50	3:56	4:05	Route 16N
4:30	4:37	4:44	4:50	4:56	5:05	Route 16N
5:30	5:37	5:44	5:50	5:56	6:05	Route 16N

16 Esplanade/SR99

Monday - Saturday

Northbound (OUT): From Downtown to Esplanade/Hwy 99

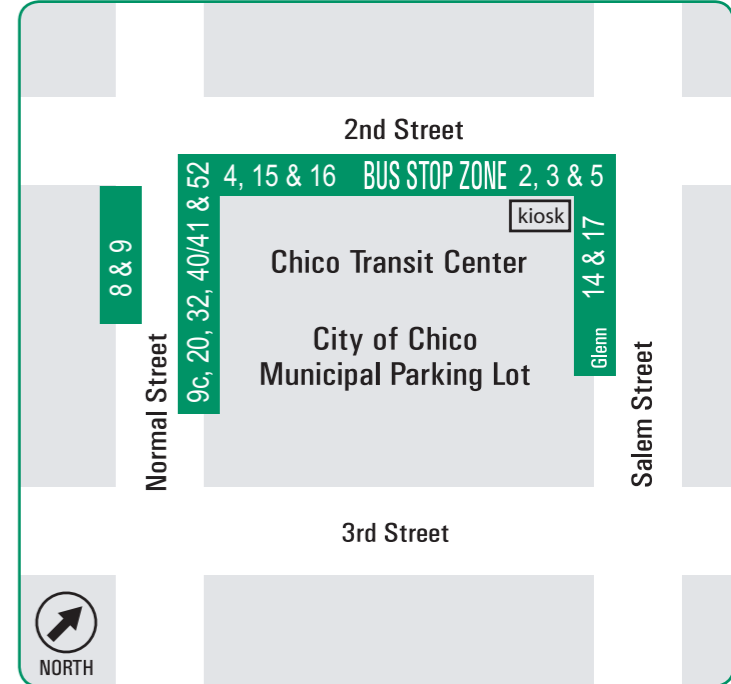
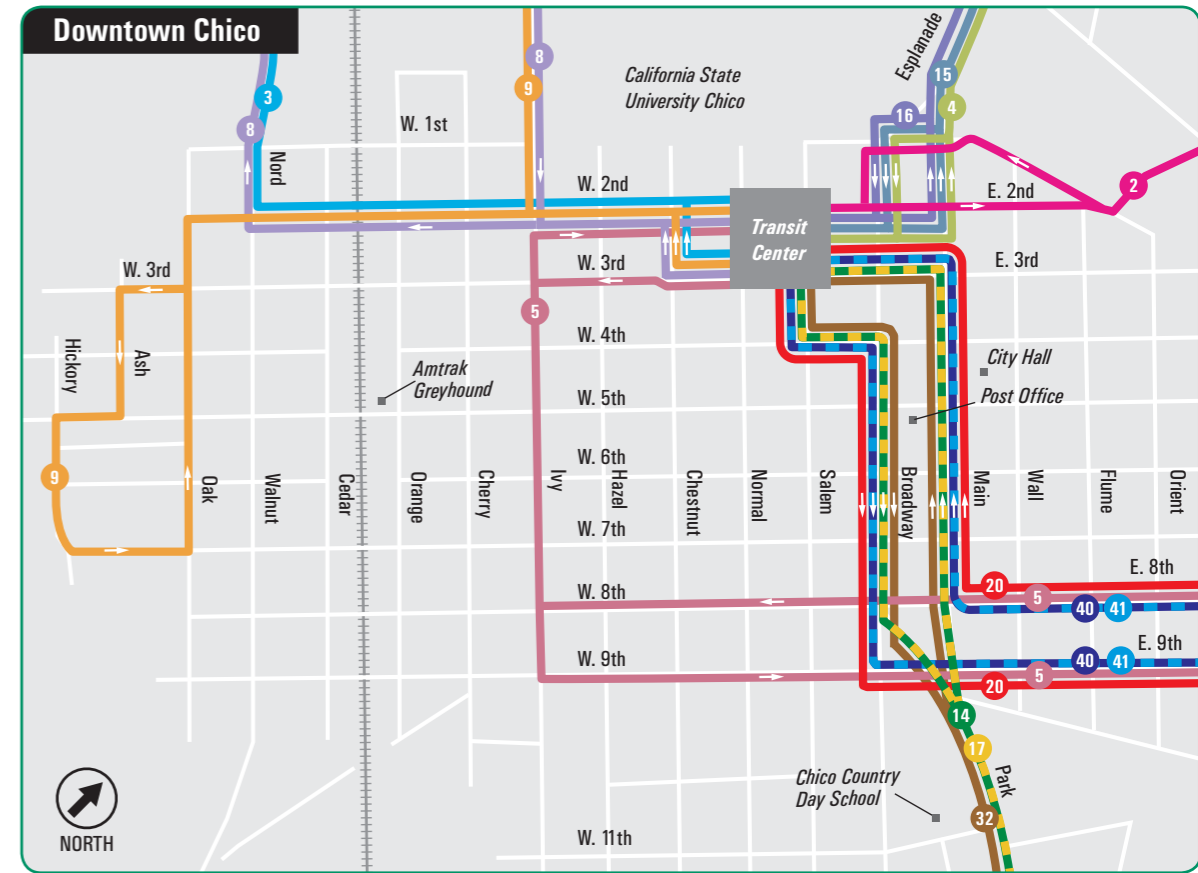
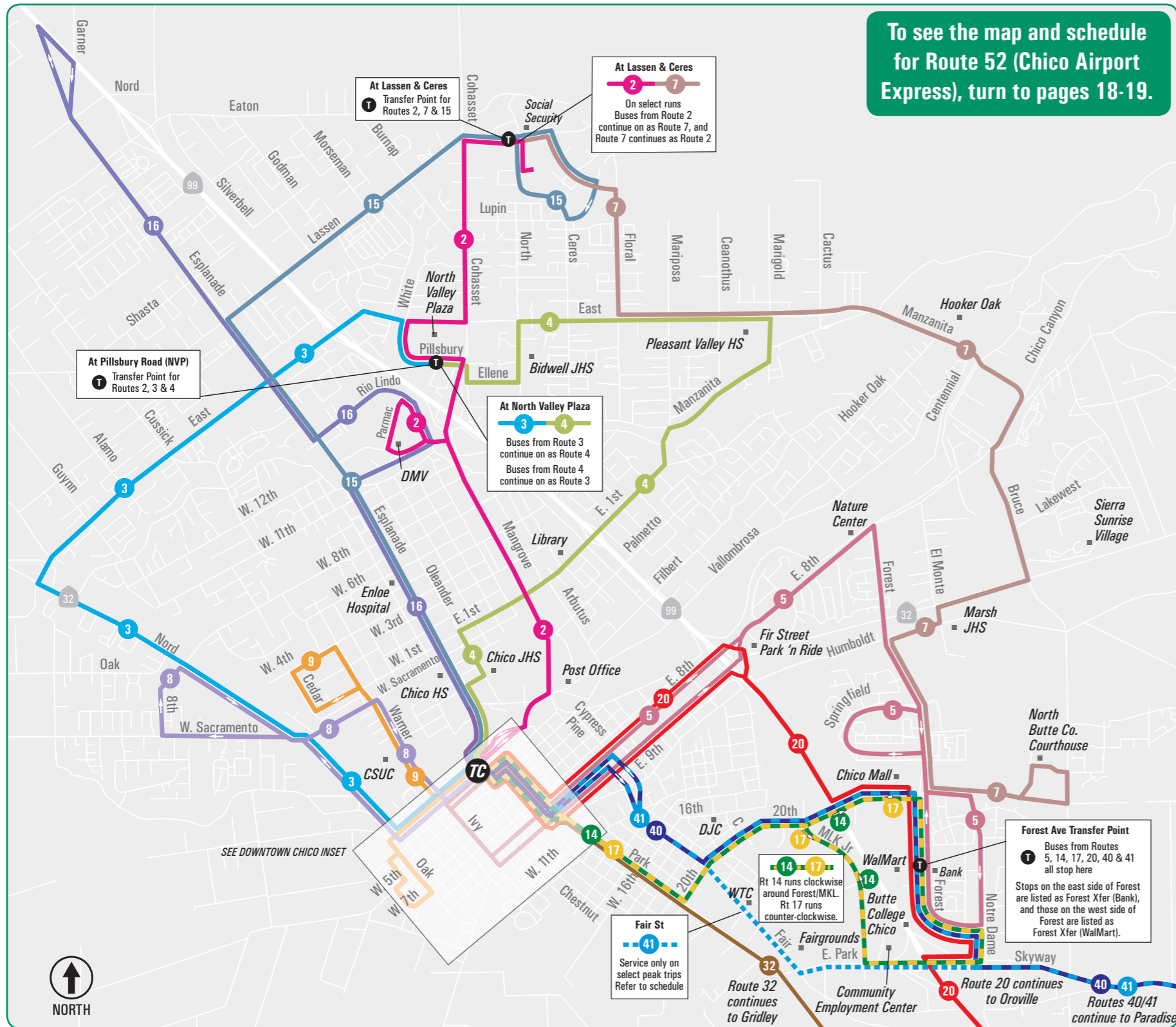
Transit Center 2nd & Salem	Esplanade & 5th	Rio Lindo & Parmac	East & Esplanade	Esplanade & Hwy 99	Continues on to:
7:30	7:37	7:44	7:47	7:55	Route 16S
8:30	8:37	8:44	8:47	8:55	Route 16S
9:30	9:37	9:44	9:47	9:55	Route 16S
10:20	10:27	10:34	10:37	10:45	Route 16S
11:20	11:27	11:34	11:37	11:45	Route 16S
12:20	12:27	12:34	12:37	12:45	Route 16S
1:20	1:27	1:34	1:37	1:45	Route 16S
2:30	2:37	2:44	2:47	2:55	Route 16S
3:30	3:37	3:44	3:47	3:55	Route 16S
4:30	4:37	4:44	4:47	4:55	Route 16S
5:30	5:37	5:44	5:47	5:55	Route 16S
6:30	6:37	6:44	6:47	6:55	-

Southbound (IN): From Esplanade/Hwy 99 to Downtown

Esplanade & Hwy 99	East & Esplanade	Rio Lindo & Parmac	Esplanade & 5th	Transit Center 2nd & Salem	Continues on to:
6:55	7:04	7:09	7:15	7:22	Route 17
7:55	8:04	8:09	8:15	8:22	Route 17
8:55	9:04	9:09	9:15	9:22	Route 17
9:55	10:04	10:09	10:15	10:22	Route 17
10:45	10:54	10:59	11:05	11:12	Route 17
11:45	11:54	11:59	12:05	12:12	Route 17
12:45	12:54	12:59	1:05	1:12	Route 17
1:45	1:54	1:59	2:05	2:12	Route 17
2:55	3:04	3:09	3:15	3:22	Route 17
3:55	4:04	4:09	4:15	4:22	Route 17
4:55	5:04	5:09	5:15	5:22	Route 17
5:55	6:04	6:09	6:15	6:22	-

Shaded trips do not operate on Saturday.





20 Chico - Oroville

Monday - Friday

Southbound (OUT): From Chico Transit Center to Oroville

CHICO			OROVILLE		Continues on to:
Transit Center 2nd & Salem	Fir Street Park 'n Ride	Forest Xfer (WalMart)	Oroville Public Works	Transit Center Mitchell & Spencer	
5:50	6:00	-	6:25	6:40	Route 20N
6:50	7:00	-	7:25	7:40	Route 20N
7:50	8:00	-	8:25	8:40	Route 20N
8:50	8:57	9:03	9:28	9:40	Route 20N
10:50	10:57	11:03	11:28	11:40	Route 20N
12:50	12:57	1:03	1:28	1:40	Route 20N
1:50	1:57	2:03	2:28	2:40	Route 20N
2:50	2:57	3:03	3:28	3:40	Route 20N
3:50	3:57	4:03	4:28	4:40	Route 20N
4:30	4:37	4:43	5:08*	5:20	Route 20N
5:10	5:17	5:23	5:48*	6:00	Route 20N
6:10	6:17	6:23	6:48*	7:00	Route 20N

Northbound (IN): From Oroville Transit Center to Chico

OROVILLE		CHICO			Continues on to:
Transit Center Mitchell & Spencer	Oroville Public Works	Forest Xfer (Bank)	Fir Street Park 'n Ride	Transit Center 2nd & Salem	
5:50	6:01*	6:27	6:32	6:40	Route 20S
6:50	7:01*	7:27	7:32	7:40	Route 20S
7:50	8:01	8:27	8:32	8:40	Route 20S
8:50	9:01	9:27	9:32	9:40	-
9:50	10:01	10:27	10:32	10:40	Route 20S
11:50	12:01	12:27	12:32	12:40	Route 20S
1:50	2:01	2:27	2:32	2:40	Route 20S
2:50	3:01	3:27	3:32	3:40	-
4:00	4:11	4:37	4:42	4:50	Route 20S
5:00	5:11	-	5:37	5:50	Route 20S
5:30	5:41	-	6:07	6:15	-
6:10	6:21	6:47	6:52	7:00	-
7:10	7:21	7:47	7:52	8:00	-

NOTE: Commute runs that have no time listed at the Forest Xfer stop go direct between the Chico Park 'n Ride and Oroville. They DO NOT SERVE the stops on Forest & E 20th.

* The first two runs leaving Oroville and the last three runs entering Oroville serve the Park 'n Ride lot at 3rd and Grand. The Park 'n Ride will be served immediately after the Public Works stop, so although no time is listed, plan on it arriving shortly after the corresponding times listed for Public Works.

When LEAVING Oroville: after leaving Public Works, the bus comes down 2nd St, turns right on Grand, then turns right onto 3rd St, before getting on SR 70.

When ENTERING Oroville: after going through County Center, the bus goes by the Park 'n Ride on 3rd St., then left on Grand, left on 2nd, and right on Nelson to get back on its normal route.

Regional Routes

20 Chico - Oroville

Saturday & Sunday

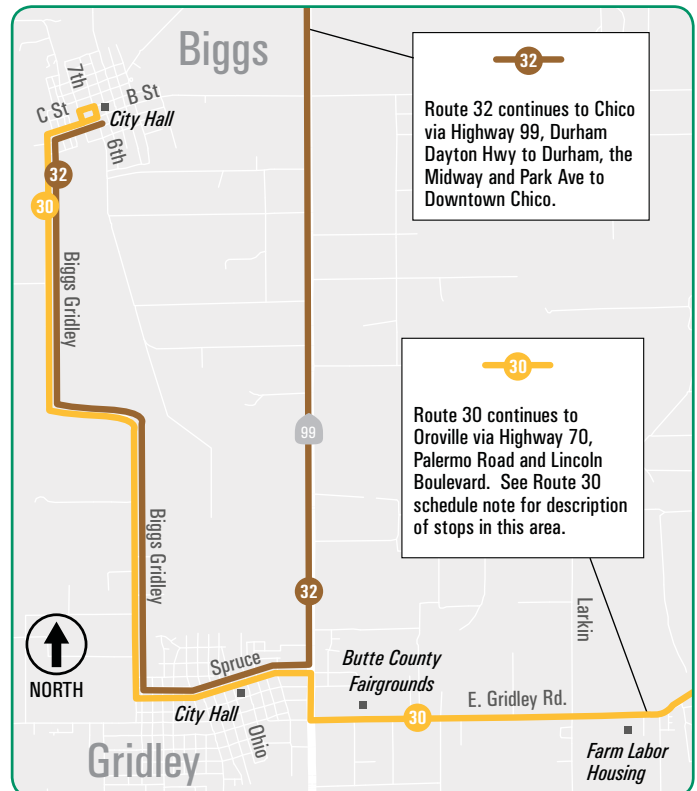
Southbound (OUT): From Chico Transit Center to Oroville

CHICO			OROVILLE			Continues on to:
Transit Center 2nd & Salem	Fir Street Park 'n Ride	Forest Xfer (WalMart)	Public Works	Transit Center Mitchell & Spencer	Feather River & Oro Dam	
7:50	7:56	8:03	8:28	8:38	8:43	Route 20N
9:50	9:56	10:03	10:28	10:38	10:43	Route 20N
11:50	11:56	12:03	12:28	12:38	12:43	Route 20N
2:10	2:16	2:23	2:48	2:58	3:03	Route 20N
4:10	4:16	4:23	4:48	4:58	5:03	Route 20N

Northbound (IN): From Oroville to Chico Transit Center

OROVILLE		CHICO				Continues on to:
Feather River & Oro Dam	Mitchell & Spencer	Public Works	Forest Xfer (Bank)	Fir Street Park 'n Ride	Transit Center 2nd & Salem	
8:43	8:52	9:02	9:28	9:33	9:40	Route 20S
10:43	10:52	11:02	11:28	11:33	11:40	Route 20S
12:43	12:52	1:02	1:28	1:33	1:40	Route 20S
3:03	3:12	3:22	3:48	3:53	4:00	Route 20S
5:03	5:12	5:22	5:48	5:53	6:00	-

Detailed Gridley-Biggs Area Map



30 Oroville - Biggs

Monday - Friday

Southbound (OUT): From Oroville Transit Center to Gridley and Biggs

OROVILLE	PALERMO	GRIDLEY	BIGGS	
Mitchell & Spencer	Lincoln & Palermo	Heritage Oaks Mall	6th & B Street	Continues on to:
7:45	8:06	8:23	8:37	Route 30N
11:45	12:06	12:23	12:37	Route 30N
3:00	3:21	3:38	3:52	Route 30N

Northbound (IN): From Biggs and Gridley to Oroville Transit Center

BIGGS	GRIDLEY	PALERMO	OROVILLE	
6th & B Street	Heritage Oaks Mall	Lincoln & Palermo	Mitchell & Spencer	Continues on to:
8:42	8:54	9:10	9:32	-
12:42	12:54	1:10	1:32	-
4:00	4:12	4:28	4:50	Route 31N

NOTE: In addition to the listed stops for Route 30 it will also serve flag stops on Lincoln Road (between Ophir and Palermo), along with the posted stop on Lincoln at Palermo. Upon request, Route 30 will stop at Feather River Industries on Kusel Road.

30 Oroville - Biggs

Saturday

Southbound (OUT): From Oroville Transit Center to Gridley and Biggs

OROVILLE	PALERMO	GRIDLEY	BIGGS	
Mitchell & Spencer	Lincoln & Palermo	Heritage Oaks Mall	6th & B Street	Continues on to:
8:47	9:11	9:28	9:42	Route 30N
11:47	12:11	12:28	12:42	Route 30N
3:07	3:31	3:48	4:02	Route 30N

Northbound (IN): From Biggs and Gridley to Oroville Transit Center

BIGGS	GRIDLEY	PALERMO	OROVILLE	
6th & B Street	Heritage Oaks Mall	Lincoln & Palermo	Mitchell & Spencer	Continues on to:
9:47	9:59	10:15	10:39	Route 30S
12:47	12:59	1:15	1:40	Route 30S
4:07	4:19	4:35	5:00	-

NOTE: Saturday Route 30 travel through South Oroville is different than weekend service. Please refer to the Oroville Map on page 15 for exact route.

Transfers

If you need more than one bus to get to your destination, transfers allow you to complete a continuous one-way trip without having to pay an additional fare. **If you need a transfer, you must ask for one when you first board the bus and pay your fare.** Transfers will not be issued to deboarding passengers. Local transfers are valid for 1 hour from the time issued. Regional transfers are valid for 2 hours.

31 Paradise - Oroville

Monday - Friday

Southbound (OUT): From Paradise Transit Center to Oroville

PARADISE			OROVILLE		
Almond & Birch	Clark & Wagstaff	Clark & Pearson	Public Works	Mitchell & Spencer	Continues on to:
6:45 a.m.	6:53	6:58	7:23	7:33	Route 30S

Northbound (IN): From Oroville Transit Center to Paradise

OROVILLE		PARADISE			
Mitchell & Spencer	Public Works	Clark & Pearson	Clark & Wagstaff	Almond & Birch	
5:05 p.m.	5:16	5:41	5:47	5:56	

NOTE: Due to the Camp Fire, service on Route 31 has been suspended indefinitely until further notice. This timetable is a placeholder, but the grayed out times are not currently operating.

Shaded trips on the Routes 31, 40 & 41 time tables are not currently operating due to the Camp Fire.

32 Gridley - Chico

Monday - Friday

Northbound (IN): From Biggs/Gridley to Chico

BIGGS	GRIDLEY	DURHAM	CHICO
Biggs City Hall	Spruce & SR 99	Midway Dur/Day Hwy	Transit Center 2nd & Normal
6:40 a.m.	6:51	7:21	7:40

Southbound (OUT): From Chico to Gridley/Biggs

CHICO	DURHAM	GRIDLEY	BIGGS
Transit Center 2nd & Normal	Midway Dur/Day Hwy	Spruce & SR 99	Biggs City Hall
5:20 p.m.	5:36	6:08	6:20



24 Thermalito

Monday - Friday

Transit Center Mitchell & Spencer	14th & Grand	Public Works	Transit Center Mitchell & Spencer	Continues on to:
6:34	6:48	7:01	7:10	Route 27
7:34	7:48	8:01	8:10	Route 27
8:34	8:48	9:01	9:10	Route 27
9:34	9:48	10:01	10:10	-
11:34	11:48	12:01	12:10	Route 27
12:34	12:48	1:01	1:10	Route 27
1:34	1:48	2:01	2:10	Route 27
2:34	2:48	3:01	3:10	Route 27
3:54	4:08	4:21	4:30	Route 27
4:54	5:08	5:21	5:30	Route 27
5:54	6:08	6:21	6:30	Route 27
6:54	7:08	7:21	7:30	-

NOTE: Route 24 is timed to connect with the Northbound Route 20 at Butte County Public Works for transferring to Chico.



26 Olive Highway

Monday - Friday

Transit Center Mitchell & Spencer	D St & Myers	Gold Country Casino	Kelly Ridge & Royal Oaks (A)	Oroville Hospital	Orange & Acacia (B)	Transit Center Mitchell & Spencer	Continues on to:
6:33	6:37	6:45	6:54	7:05	-	7:07	Route 25
7:33	7:37	7:45	-	7:50	7:56	8:01	Route 25
8:33	8:37	8:45	8:54	9:05	-	9:07	Route 25
9:33	9:37	9:45	-	9:50	9:56	10:01	Route 25
10:33	10:37	10:45	10:54	11:05	-	11:07	Route 25
11:33	11:37	11:45	-	11:50	11:56	12:01	Route 25
1:53	1:57	2:05	-	2:10	2:16	2:21	Route 25
2:53	2:57	3:05	3:14	3:25	-	3:27	Route 25
3:53	3:57	4:05	-	4:10	4:16	4:21	Route 25
4:53	4:57	5:05	5:14	5:25	-	5:27	Route 25
5:53	5:57	6:05	-	6:10	6:16	6:21	Route 25

Oroville Local Routes

Light numbers in the schedule are AM. **Bold are PM.**

27 South Oroville

Monday - Friday

Transit Center Mitchell & Spencer	Las Plumas HS	Myers & D St	Transit Center Mitchell & Spencer	Continues on to:
7:10	7:21	7:25	7:30	Route 24
8:10	8:21	8:25	8:30	Route 24
9:10	9:21	9:25	9:30	Route 24
11:10	11:21	11:25	11:30	Route 24
12:10	12:21	12:25	12:30	Route 24
1:10	1:21	1:25	1:30	Route 24
2:10	2:21	2:25	2:30	Route 24
3:10	3:21	3:25	3:30	Route 24
4:30	4:41	4:45	4:50	Route 24
5:30	5:41	5:45	5:50	Route 24
6:30	6:41	6:45	6:50	Route 24

25 Oro Dam

Monday - Friday

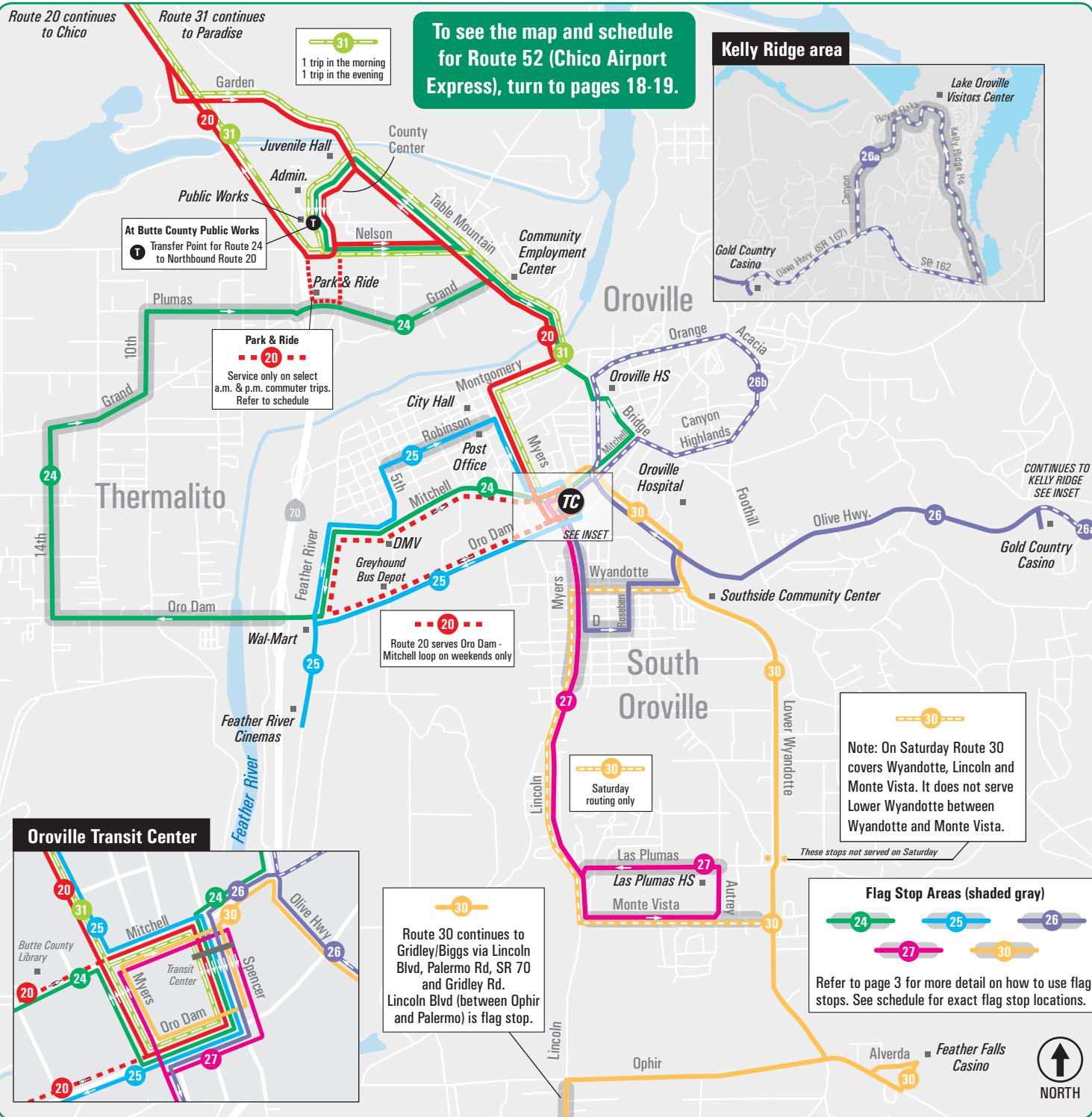
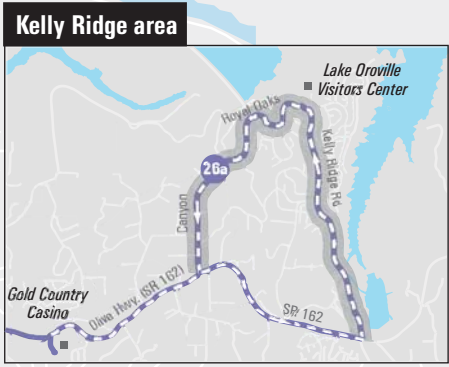
Transit Center Mitchell & Spencer	Oroville Walmart	Transit Center Mitchell & Spencer	Continues on to:
6:12	6:19	6:30	Route 26
7:12	7:19	7:30	Route 26
8:12	8:19	8:30	Route 26
9:12	9:19	9:30	Route 26
10:12	10:19	10:30	Route 26
11:12	11:19	11:30	Route 26
12:12	12:19	12:30	-
2:32	2:39	2:50	Route 26
3:32	3:39	3:50	Route 26
4:32	4:39	4:50	Route 26
5:32	5:39	5:50	Route 26
6:32	6:39	6:50	-

NOTE: **Flag stop areas on Route 24** include Thermalito east of SR 70 and Grand Avenue between SR 70 and Table Mountain Blvd. **Flag stop areas on Route 25** include Robinson between 5th & Lincoln. **Flag stop areas on Routes 26 & 27** in South Oroville include Myers, D St, Roseben, Wyandotte, Monte Vista and Las Plumas. **Flag stop area on Route 26a** includes the entire Kelly Ridge loop north of SR 162. Refer to Oroville map for more details.



Oroville Area Route Map

To see the map and schedule for Route 52 (Chico Airport Express), turn to pages 18-19.



At Butte County Public Works Transfer Point for Route 24 to Northbound Route 20

Park & Ride
 Service only on select a.m. & p.m. commuter trips. Refer to schedule

Route 20 serves Oro Dam - Mitchell loop on weekends only

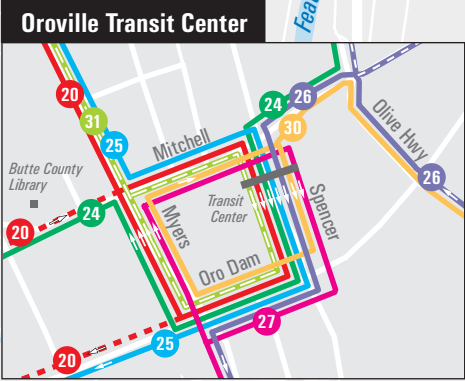
Saturday routing only

Note: On Saturday Route 30 covers Wyandotte, Lincoln and Monte Vista. It does not serve Lower Wyandotte between Wyandotte and Monte Vista.
 These stops not served on Saturday

Route 30 continues to Gridley/Biggs via Lincoln Blvd, Palermo Rd, SR 70 and Gridley Rd. Lincoln Blvd (between Ophir and Palermo) is flag stop.

Flag Stop Areas (shaded gray)

Refer to page 3 for more detail on how to use flag stops. See schedule for exact flag stop locations.



Visit us on-line for schedules, detailed route maps, bus stop locations and more information about B-Line fixed route and paratransit service: www.blinetransit.com
 Keep up to date with Rider Alerts on Facebook: www.facebook.com/blinetransit



40 Paradise - Chico

Monday - Friday

Eastbound (Out): From Chico to Paradise (Clockwise)

CHICO		PARADISE			Continues on to:
Transit Center 2nd & Salem	Forest Xfer (WalMart)	Almond & Birch	<i>up Skyway</i> Skyway & Wagstaff	<i>down Clark</i> Almond & Birch	
6:50	7:02	7:24	7:31	7:43	Route 40W
8:50	9:02	9:24	9:31	9:43	Route 40W
10:50	11:02	11:24	11:31	11:43	Route 40W
12:50	1:02	1:24	1:31	1:43	Route 40W
3:10	3:22	3:44	3:51	4:03	Route 40W
4:10	4:22	4:44	4:51	5:03	Route 40W
5:30	5:42	6:04	6:11	6:23	Route 40W
6:10	6:22	6:44	6:51	7:03	Route 40W

Westbound (In): From Paradise to Chico (Counterclockwise)

PARADISE		CHICO			Continues on to:
Almond & Birch	<i>up Clark</i> Skyway & Wagstaff	<i>down Skyway</i> Almond & Birch	Forest Xfer (Bank)	Transit Center 2nd & Salem	
6:00	6:14	6:21	6:43	6:56	Route 41E
7:44	7:58	8:05	8:27	8:40	Route 40E
9:44	9:58	10:05	10:27	10:40	Route 40E
11:44	11:58	12:05	12:27	12:40	Route 40E
1:44	1:58	2:05	2:27	2:40	Route 40E
4:04	4:18	4:25	4:47	5:00	-
5:24	5:38	5:45	6:07	6:20	-
6:24	6:38	6:45	7:07	7:20	-
-	-	7:04	7:26	-	-

Shaded trips on the Routes 31, 40 & 41 time tables are not currently operating due to the Camp Fire.

Paradise Bus Service Post Camp Fire

The Camp Fire caused several changes to B-Line service in Paradise and Magalia. The main change, because of the reduced population, was the reduction of the number of trips on routes 40 & 41. B-Line is still evaluating the effects of service levels, but for the time being the original schedules are printed in this brochure, with the trips that are not currently running because of the Camp Fire grayed out. Also, the special early morning commuter run, 40X, is no longer being operated. In addition to the modifications to the routes 40 & 41 timetables, route 31 between Paradise and Oroville has been suspended indefinitely until further notice. Also, B-Line Paratransit service in both Paradise and Magalia now require at least a one-day advanced reservation, as no same day service is available.

Paradise Local and Regional Routes

40 Paradise - Chico

Saturday

Eastbound (Out): From Chico to Paradise (Clockwise)

CHICO		PARADISE			Continues on to:
Transit Center 2nd & Salem	Forest Xfer (WalMart)	Almond & Birch	<i>up Skyway</i> Skyway & Wagstaff	<i>down Clark</i> Almond & Birch	
7:50	8:02	8:24	8:31	8:43	Route 40W
9:50	10:02	10:24	10:31	10:43	Route 40W
11:50	12:02	12:24	12:31	\$41	Route 41W
2:10	2:22	2:44	2:51	3:03	Route 40W
4:10	4:22	4:44	4:51	5:03	Route 40W
6:10	6:22	6:44	6:51	7:03	-

Westbound (In): From Paradise to Chico (Counterclockwise)

PARADISE		CHICO			Continues on to:
Almond & Birch	<i>up Clark</i> Skyway & Wagstaff	<i>down Skyway</i> Almond & Birch	Forest Xfer (Bank)	Transit Center 2nd & Salem	
8:44	8:58	9:05	9:27	9:40	Route 40E
10:44	10:58	11:05	11:27	11:40	Route 40E
\$41	\$41	1:25	1:47	2:00	Route 40E
3:04	3:18	3:25	3:47	4:00	Route 40E
5:04	5:18	5:25	5:47	6:00	Route 40E

\$41 On Saturday the Route 40 bus at 12:31 at Skyway & Wagstaff will then service the Route 41 Magalia area. After serving Magalia, it will travel down Clark, reaching the Paradise Transit Center at 1:25, then continuing down the hill to Chico.

40 Paradise - Chico

Sunday

Eastbound (Out): From Chico to Paradise (Clockwise)

CHICO		PARADISE			Continues on to:
Transit Center 2nd & Salem	Forest Xfer (WalMart)	Almond & Birch	<i>up Skyway</i> Skyway & Wagstaff	<i>down Clark</i> Almond & Birch	
9:50	10:02	10:24	10:31	10:43	Route 40W
11:50	12:02	12:24	12:31	12:43	Route 40W
2:10	2:22	2:44	2:51	3:03	Route 40W
4:10	4:22	4:44	4:51	5:03	Route 40W

Westbound (In): From Paradise to Chico (Counterclockwise)

PARADISE		CHICO			Continues on to:
Almond & Birch	<i>up Clark</i> Skyway & Wagstaff	<i>down Skyway</i> Almond & Birch	Forest Xfer (Bank)	Transit Center 2nd & Salem	
10:44	10:58	11:05	11:27	11:40	Route 40E
12:44	12:58	1:05	1:27	1:40	Route 40E
3:04	3:18	3:25	3:47	4:00	Route 40E
5:04	5:18	5:25	5:47	6:00	Route 40E

Northbound (IN): From Oroville Transit Center to Chico

OROVILLE		CHICO	
Oroville Transit Center	Grand Ave Park 'n Ride	Fir Street Park 'n Ride	Chico Transit Center
5:35	5:45	6:10	6:20

Continues on to:

Route 52N

Northbound (OUT): From Downtown Chico to Airport

Chico Transit Center	Mangrove & 5th	North Valley Plaza	Airport Arrive 5th Sun	Airport Exit 5th Sun
6:30	6:38	6:43	6:52	7:00
7:30	7:38	7:43	7:52	8:00
8:30	8:38	8:43	8:52	9:00
11:50	11:58	12:03	12:12	12:20
			3:06	3:16
3:50	3:58	-	4:08	4:16
4:50	4:58	-	5:08	5:16

Continues on to:

Route 52S

Route 52S

-

Route 52S

Route 52S

Route 52S

Route 52S

Southbound (IN): From Airport to Downtown Chico

Airport Exit 5th Sun	North Valley Plaza	Mangrove & 5th	Chico Transit Center
7:00	-	7:08	7:20
8:00	-	8:08	8:20
12:20	12:27	12:32	12:40
3:16	3:23	3:28	3:40
4:16	4:23	4:28	4:40
5:16	5:23	5:28	5:40

Continues on to:

Route 52N

Route 52N

-

Route 52N

Route 52N

Route 52S Oroville

Southbound (OUT): From Chico Transit Center to Oroville

OROVILLE		CHICO	
Chico Transit Center	Fir Street Park 'n Ride	Grand Ave Park 'n Ride	Oroville Transit Center
5:50	5:57	6:22	6:30



Route 52 - Chico Airport Express Bus Stops

Oroville to Chico

	ID#	Northbound	Cross Street	Landmark
Oroville	B52	Mitchell Ave	Spencer Ave	(Oroville Transit Center)
	B46	Oro Dam Blvd	Myers St	(Subway)
	B47	Oro Dam Blvd	E. 5th St	(Las Plumas Plaza)
	B506	Oro Dam Blvd	E. 5th St	(Holiday Inn Express)
	B449	3rd St	Grand Ave	(Park 'n Ride/CHP)
Chico	B190	Fir St	SR 32	(Park 'n Ride lot)
	B395	8th St	Olive St	(99 cent Store)
	B168	Main St	8th St	(Antique Store)
	B398	Normal St	2nd St	(Chico Transit Center)

Chico Airport Loop

	ID#	Northbound	Cross Street	Landmark
	B398	Normal St	2nd St	(Chico Transit Center)
	B233	Mangrove Ave	Vallombrosa	(Safeway)
	B234	Mangrove Ave	5th Ave	(5th & Mangrove Plaza)
	B235	Mangrove Ave	9th Ave	(Premierwest Bank)
	B85	Pillsbury Rd	midblock	(CVS)
	B87	Cohasset Rd	East Ave	(Courtesy Motors)
	B625	Cohasset Rd	Lassen Ave	
Airport	B626	Ryan	Cohasset	(5th Sun)
Airport	B627	Marauder	Lockheed	(Lares)
Airport	B628	Marauder	Convair	(Milestone)
Airport	B629	Boeing	Marauder	
Airport	B630	Fortress	Boeing	(Stott)
Airport	B631	Fortress	Convair	(Tri-Counties Bank)
Airport	B632	Fortress	Lockheed	(across from terminal)
Airport	B633	Fortress	Ryan	
Airport	B634	Ryan	Marauder	
Airport	B635	Ryan	Cohasset	(5th Sun)

Southbound

Airport	B635	Ryan	Cohasset Rd	(5th Sun)
	B636	Cohasset Rd	Lassen Ave	(Self Storage)
	B364	Cohasset Rd	East Ave	(New Earth Market)
	B94	Pillsbury Rd	Cohasset Rd	(Kmart)
	B96	Mangrove Ave	9th Ave	(All Around Sound)
	B97	Mangrove Ave	E. 5th Ave	(Dragon Graphics)
	B242	Mangrove Ave	Vallombrosa	(Chico Cemetery)
	B398	Normal St	2nd St	(Chico Transit Center)

Chico to Oroville

	ID#	Southbound	Cross Street	Landmark
Chico	B398	Normal St	2nd St	(Chico Transit Center)
	B394	Broadway	7th St	(Brusie Funeral Home)
	B322	9th St	Pine St	
Oroville	B190	Fir St	SR 32	(Park 'n Ride lot)
	B448	3rd St	Grand Ave	(Park 'n Ride)
	B52	Mitchell Ave	Spencer Ave	(Oroville Transit Center)

Locations in **Bold** indicate Timepoints listed in the schedule

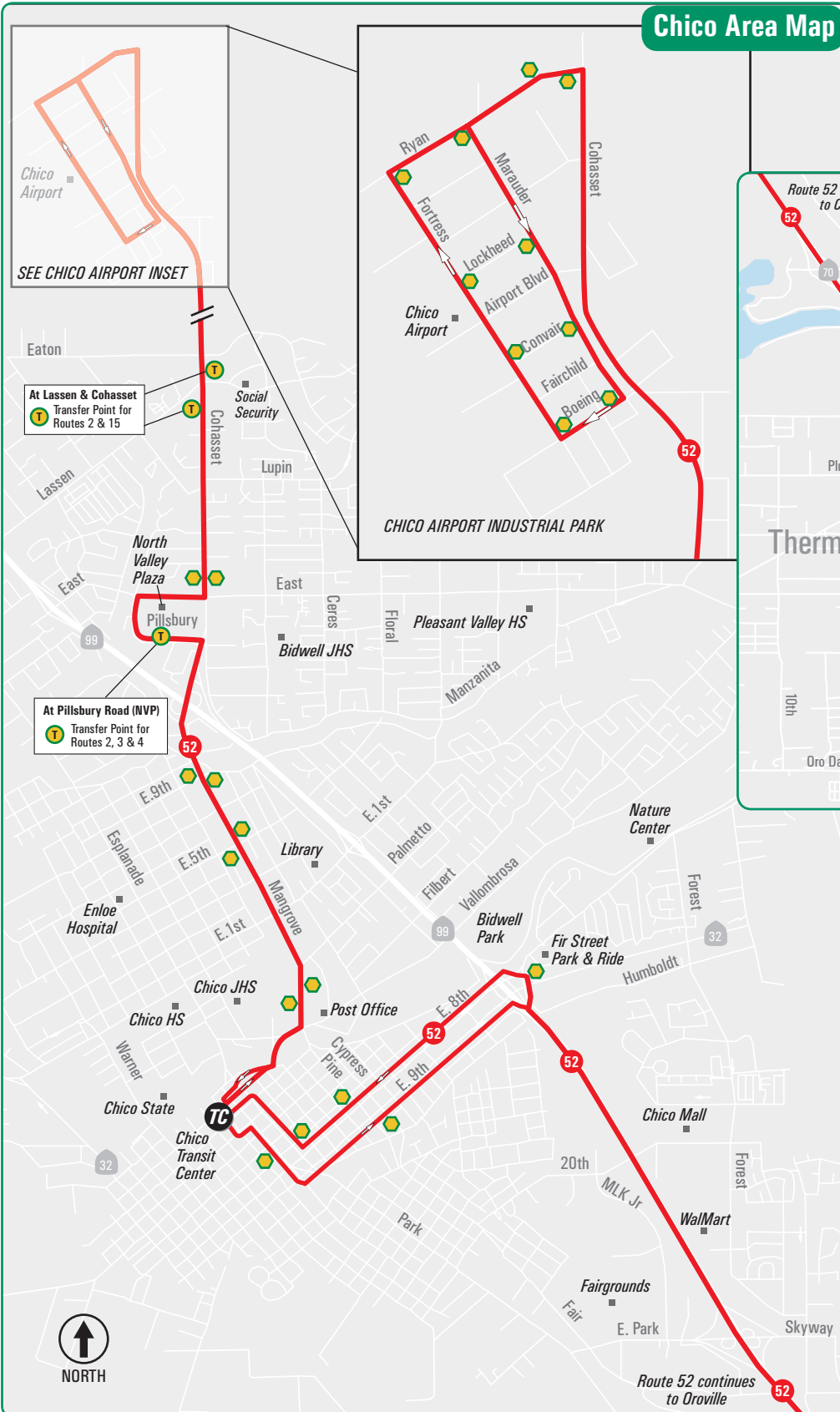
Map My Bus


See the real-time location of your bus AND find its actual arrival time at your stop. Be sure to download the DoubleMap app today, and select "Butte Regional Transit" as your system. Or text the stop ID to 5309245533. Enjoy!

Chico Area Map

**Route 52, Direct Service
from Oroville &
Downtown Chico
to the Chico Airport**

Oroville Area Map



Route 52, the Chico Airport Industrial Park Express service has a limited number of bus stop locations, but they are strategically placed to maximize efficiency and connectivity. The bus will serve all stops shown on these route map. The stops are indicated by this symbol, 

All routes begin or end at either the Transit Centers (TC) or the Chico Airport stop at Ryan and Cohasset. Since this is an Airport Express Service, there are a concentration of ten stops in the Airport Industrial Park.

Trips without a time listed at the North Valley Plaza location continue straight on Cohasset, and do not serve the Pillsbury stop on that trip.