

Section 4.4 **Roadways**

4.4 ROADWAYS

4.4.1 Existing Roadway Network and Levels of Service

Figure 2-2 shows major roadway segments in the SOI. The City of Chico General Plan provides the following definitions of major and minor arterials, collectors and local streets:

Major and Minor Arterials. The primary function of major arterials is to move large volumes of traffic between freeways and other arterials within Chico and to adjacent jurisdictions. Major arterials should provide four travel lanes, a raised or painted median, and bike lanes. On-street parking should not be provided. Minor arterials should provide two travel lanes and bike lanes, and on-street parking could be provided. Driveway access should be minimized, consistent with the primary function of arterials to move through traffic. Bike lanes, landscaped parkstrips, sidewalks, and transit facilities are also accommodated within the right-of-way.

Collectors. Collector streets provide a link between local streets and arterials. Collectors provide two travel lanes in addition to any bike lanes where called for in the bikeway plan. In fact, all collectors should be designed to include bicycle lanes. On-street parking may be provided if sufficient width is available. Collectors also provide access to adjacent properties, so driveway access should be discouraged but need not be restricted (subject to accepted engineering practice). Collector streets are shown on the General Plan Diagram. Bike lanes, landscaped parkstrips, sidewalks, and transit facilities are also accommodated within the right-of-way.

Local Streets. The primary function of local streets is to provide direct access to adjacent properties. Local streets should provide two travel lanes, landscaped parkstrips, sidewalks, and on-street parking. On-street parking may be restricted. Bike lanes may not be needed because local streets carry low traffic volumes and all local streets are considered to be bicycle friendly. Local streets are not shown on the General Plan Diagram.

State Route 99 (“Highway 99”) is a four-lane freeway and is the primary highway that serves the City of Chico. Through the City, Highway 99 is a divided, grade-separated, limited access highway, but becomes an undivided surface road just south of the Garner Lane intersection. The Esplanade is a major arterial that begins as the combination of Main Street and Broadway Street just north of downtown Chico, narrows to two lanes at Eaton Road, and terminates at Highway 99 north of the City. It is generally parallel to Highway 99. The Esplanade and Highway 99 are both designated truck routes, and the Esplanade is also designated as an emergency evacuation route.

■ Levels of Service – Major Roadways

Highway 32 provides access between I-5 and Chester/Lake Almanor in Plumas County. Through the City of Chico, Highway 32 consists of a two-lane highway from Mud Creek westerly to West 1st Street, four lanes from 1st Street to 8th and 9th Streets, one-way two-lane westbound on 8th Street and eastbound on 9th Street, returning to a two-lane highway east of the Highway 99 freeway. At the Highway 32/Yosemite Drive intersection the current LOS is A.

Bruce Road is a major arterial that provides access between northeastern and southeastern Chico. There is a signalized intersection at Bruce Road and Highway 32 which currently operates at LOS C. Under future conditions the LOS at this intersection would reduce to LOS D.

Humboldt Road is a collector street that runs parallel to Highway 32 east of Highway 99. Humboldt Road is two-lane roadway. There is a signalized intersection at Bruce Road and Humboldt Road

which currently operates at LOS A. Future conditions at buildout of the City's General Plan indicate that the LOS at this intersection would be reduced to B.

Eaton Road is a two-lane arterial that runs east to west and provides a connection to the Chico Municipal Airport and Highway 99. The segment of Eaton Road east of the Esplanade currently operates at LOS D, while the segment west of Silverbell operates at LOS C. At the unsignalized northbound Highway 99 ramps at Eaton Road the LOS is F under both a.m. and p.m. conditions. At the southbound ramps the LOS is D under a.m. conditions and F under p.m. conditions.

The Esplanade north of Shasta Avenue is a two-lane undivided arterial roadway that runs parallel to Highway 99. The LOS of the Esplanade between Eaton and Lassen currently operates at LOS D. At the unsignalized Highway 99/Esplanade intersection the LOS is D under both a.m. and p.m. conditions. At the intersection with Garner Lane and Nord Highway the LOS is B under both a.m. and p.m. conditions.

East and West 1st Avenue are designated as a two-lane minor arterial. East 1st Avenue begins at Madrone Avenue and ends at the Esplanade. West of the Esplanade it becomes West 1st Avenue and ends at North Cedar Street. East 1st Avenue provides regional access to Highway 99. At the signalized East 1st Avenue and southbound Highway 99 ramps under a.m. and p.m. conditions the LOS is C. At the signalized East 1st Avenue and northbound Highway 99 ramps the LOS drops to D under both a.m. and p.m. conditions.

East and West Eighth Avenue are designated as a two-lane minor arterial. On the west it begins at Highway 32 and ends on the east at Palm Avenue. It has an at-grade crossing of the Union Pacific Railroad tracks, and provides access from Highway 32. The signalized West Eighth Avenue/Highway 32 intersection the LOS under both a.m. and p.m. conditions is C.

Determination 4.4-1

The level of service for multiple roads and intersections is at or approaching unacceptable levels of service. As growth continues, the number of roads and intersections operating at unacceptable levels will increase. Implementation of the City's Capital Improvement Program will reduce or delay the decline in service, but not totally eliminate roads and intersections with unacceptable levels of service.

■ Physical Roadway Conditions

The City recently completed an evaluation of pavement conditions on most of the City's current 245.1 miles of streets. Streets to be annexed were not included in the assessment. Street conditions have been classified as follows:

- Excellent (generally new or reconstructed within past 3 to 5 years) – 27.5 miles
- Very good (minor routine maintenance) – 66.5 miles
- Good (routine maintenance required) – 32.7 miles
- Poor (repair beyond routine maintenance required) – 57.5 miles

In general, the streets in “poor” condition are local streets concentrated in older neighborhoods north and south of the downtown area and include those in the Chapman and Mulberry neighborhoods. Most streets in the developing areas on the periphery of the community fit the “very good” or “excellent” categories, although some of the original streets existing from the time when these were rural areas may be in a lesser state of repair. Streets in the “good” category are generally local and collector streets in areas developed in the early 1960s through the mid-1980s. Regardless of geographic area, most collector and arterial routes throughout the City are in very good or excellent condition, or are programmed for reconstruction to this standard.

There are 60.9 miles, most of which are minor local streets that remain to be evaluated. It is expected they will be distributed proportionately over the four categories.

Determination 4.4-2

The City has completed an evaluation of pavement conditions on most of the City’s current 245.1 miles of streets. Approximately one quarter of the City’s streets are classified as “poor,” 11 percent as “excellent,” and just over 27 percent as “very good.” Streets requiring routine maintenance (“good”) accounted for approximately 13 percent of the total.

■ **Public Transit**

The Butte Regional Transit System (B-Line) provides bus service throughout the City of Chico and inter-City service in Butte County. The B-Line also offers a special needs paratransit system for disabled and senior citizens in Chico.

4.4.2 Plans and Regulatory Requirements

■ **City of Chico General Plan Policies**

The City of Chico General Plan Transportation Element contains Guiding Policies and Implementing Policies related to transportation and circulation. The Transportation Element addresses bicycle and pedestrian circulation, transportation systems management, standards for traffic level of service, street network and classification and automobile circulation, neighborhood streets, parking, truck routes, and transit. Key policies that are relevant to the provision of roadway infrastructure to serve existing and new development are listed below.

Guiding Policies: Standards for Traffic Level of Service

T-G-11 Strive to maintain traffic LOS C on residential streets and LOS D or better on arterial and collector streets, at all intersections, and on principal arterials in the CMP during peak hours.

T-G-12 Accept LOS E for built-out areas served by transit after finding that:

There is no practical and feasible way to mitigate the lower level of service; and the uses resulting in the lower level of service are of clear, overall public benefit.

Implementing Policies: Standards for Traffic Level of Service

T-I-28 Design roadway improvements and evaluate development proposals based on LOS standards.

T-I-30 Improve intersections as needed to maintain LOS standards and safety on major arterials.

T-I-31 In order to ensure that adequate traffic capacity is provided for the buildout of the General Plan and that new developments do not preclude the construction of adequate circulation facilities, require all new developments to provide right-of-way and improvements consistent with street designations on Figure 4-3 and City street section standards.

Guiding Policies: Circulation and Street System

T-G-14 Promote safe and efficient vehicle circulation.

T-G-16 Make efficient use of existing transportation facilities, and, through the arrangement of land uses, improved alternate modes, and provision of more direct route for pedestrians and bicyclists, strive to reduce the total vehicle-miles traveled.

T-G-20 Reinforce the role of the street as a public space which organizes the city and provides corridors for the movement of transit, bicycles, and pedestrian as well as autos.

This may apply to the design improvements for both existing and new streets, looking closely not only at the required traffic functions, but also at the desired character relative to surrounding neighborhoods and districts, and the opportunity to encourage increased bicycle and pedestrian movement. Streets may change in character as they traverse different districts, but they should have a sense of continuity along their lengths. Changes to the design standards of individual streets need to be preceded by traffic studies, as appropriate.

Design guidelines may require the following:

- Streets that provide linkage
- Streets that have continuity, with appropriate streetscape treatments (sidewalks and landscaping)
- Block sizes that are pedestrian in scale (e.g. generally no more than 500 feet in length) and encourage walking.

Implementing Policies: Circulation and Street System

T-I-35 Continue to require that new development pays a fair share of the costs of street and other traffic and transportation improvements based on traffic generated and impacts on service levels.

T-I-42 Facilitate the safe movement of pedestrians, bicyclists, and vehicles. Actions that could enhance safety for pedestrians, bicyclists, and vehicles include:

- Provide for bike and pedestrian crossings of arterials.
- Provide traffic enforcement to deter traffic violations and ensure mobility, particularly in congested areas during commute and peak recreational hours.
- Analyze pedestrian, bicycle, and vehicle accident reports to determine common locations and causes so as to plan for selective enforcement and engineering solutions (i.e., signing, speed bumps, traffic circles, medians) in problem areas and to improve bicycle routing and traffic circulation.
- Continue and enhance parking control enforcement efforts and abandoned vehicle enforcement and removal.

T-I-43 Identify streets and highways, such as Vallombrosa Avenue and east Highway 32, that have scenic value and/or provide view corridors and deserve development of specific standards for improvements and adjacent development.

Guiding Policies: Pedestrian and Bicycle Circulation

T-G-1 Develop a system of sidewalks and bikeways that promote safe walking and bicycle riding for transportation and recreation.

T-G-2 Provide safe and direct pedestrian routes and bikeways between and through residential neighborhoods and other places within the Planning Area, particularly where no or undersized facilities are provided.

T-G-3 Provide adequate bicycle parking facilities.

T-G-4 Improve safety conditions, efficient, and comfort for bicyclists and pedestrians through traffic engineering and law enforcement efforts and provide for shaded through-routes, where possible.

T-G-5 Provide and plan for bicycle and pedestrian access to new development including on-site access for new residential development.

T-G-6 Plan and design pedestrian facilities to meet the needs of disable persons.

Implementing Policies: Pedestrian and Bicycle Circulation

T-I-4 Implement the bikeway plan shown in Figure 4-1 by:

- Adding bike lanes wherever possible in conjunction with road reconstruction or re-striping projects and subdivision development and related off-site improvements;
- Improving existing crossings and provided for future crossings of creeks, railroads, and roadways;
- Seeking funding sources to implement the bikeway plan in locations where more than re-striping is required; and
- Working with Butte County and other agencies to implement a regional bikeway system.

T-I-6 Require provision of secure covered bicycle parking at all existing and future multiple-family residential, commercial, industrial, and office/institutional uses. Secure parking means areas where bicycles can be secured to a non-movable rack to prevent theft.

T-I-8 Provide incentives for new or expanding multi-tenant commercial and industrial project and large employers to provide secure bicycle parking, lockers, and showers for employees, where feasible. Incentives may include reduced fees or reduced parking requirements.

T-I-9 Require pedestrian access and bikeway connections to the citywide system every 500 feet, where feasible, as part of subdivision review.

T-I-12 Increase bicycle safety by:

- Providing bicycle paths and lanes that promote bicycle commuting;
- Sweeping and repairing bicycle lanes and paths on a regular basis;
- Ensuring that bikeways are delineated and signed in accordance with Caltrans' standards, and lighting is provided, where needed;
- Providing bicycle paths and lanes on bridges and overpasses;
- Ensuring that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel; and

- Provide adequate signage and markings warning vehicular traffic of the existence of merging or crossing bicycle traffic where bike routes and paths make transitions into or across roadways.

T-I-13 Give bikes equal treatment in terms of provisions for safety and comfort on arterials and collectors as motor vehicles.

T-I-19 Provide for pedestrian-friendly zones in conjunction with the development, redevelopment, and design of mixed-use neighborhood core areas, the Downtown area, schools, parks, and other high use areas by:

- Constructing wide sidewalks where feasible to accommodate increased pedestrian use;
- Providing intersection “bulbing” to reduce walking distances across streets in the Downtown and other high use areas;
- Continuing with the City’s current policy of providing pedestrian facilities at all signalized intersections;
- Providing landscaping that encourages pedestrian use; and
- Constructing adequately lighted and safe access through subdivision sties.

T-I-21 Require new local streets to connect with existing local streets and arterials, and permit cul-de-sac streets in urban residential areas only where bicycle and pedestrian access between cul-de-sacs, adjacent streets, and/or open space areas is integrated with an areawide pedestrian/bicycle system.

■ Department of Public Works Strategic Plan

The City of Chico has prepared a Strategic Plan 2005/06 to 2009/10 for the Division of Engineering (DOE). The DOE is responsible for providing facilities and infrastructure to meet community needs. It is also DOE’s responsibility to maintain that infrastructure in a manner that complies with standards established by City Council policy, state and federal regulations, the Chico Municipal Code, General Plan, various master plans, and industry guidelines. Within the DOE, the Traffic Engineering section serves the community by enhancing traffic safety through traffic engineering and providing a well-functioning transportation system.

The following major areas of responsibility related to traffic volumes and roadway operating conditions are the responsibility of the Traffic Engineering section, as identified in the DOE Strategic Plan:

- Review of all capital projects for transportation system impacts;
- Evaluate the effectiveness of the City’s 93 signalized intersections to control traffic flow; and
- Conduct traffic volume counts and speed surveys to determine roadway levels of service

The DOE Strategic Plan also identifies major projects anticipated in the next year and major projects anticipated in the next five years, which are reflected in the City’s Capital Improvement Plan.

■ Capital Improvement Plan

The City of Chico Capital Improvement Plan (CIP)¹ identifies funding sources for transportation-related improvements. Specific funding sources and activities are described in greater detail in “Funding and Fees” in Section 4.4.3, below.

■ Nexus Study

Under AB1600 (“Fees for Development Projects”) and as required by Chapters 3.85 and 15.36 of the Chico Municipal Code, the City has established a fee structure for development impact fees. These fees are set forth in the City of Chico 2004-05 Update of Development Impact Fees Analysis and Recommendations (“Nexus Study”). The Nexus Study was adopted by the City Council in November 2005. Transportation facility fees are summarized in “Funding and Fees” in Section 4.4.3, below.

4.4.3 Planned Improvements

The City uses the “Chico Area Transportation Planning Model” to project traffic impacts and future traffic volumes. The model uses existing and buildout network structure, link speeds, link capacities, and p.m. peak hour projections. The buildout network used in the traffic model anticipates completion of all street facility improvements set forth in the General Plan Street Facilities Improvements Plan.

Roadway, traffic signal, and bicycle projects identified in the five-year CIP are listed in Table 4.4-1. Planned major roadway improvement locations are illustrated on Figure 4.4-1.²

■ Highway 99 (Chico Corridor)

Butte County Association of Governments in cooperation with Caltrans, Butte County and the City of Chico initiated the Chico Corridor Study studying the Route 99 corridor through the urbanized area of Chico in order to develop a list of prioritized projects to address current and future operational deficiencies. A Study Advisory Committee was formed to facilitate preparation of the study and provide input from various stakeholders and a forum for decision-making at key points during the study.

Existing and future traffic volumes and existing and future deficiencies were determined within the study limits. Deficiencies include intersection delay, unbalanced lane use, inadequate capacity at intersections, closely spaced intersections, and limited acceleration/deceleration lengths for merging and diverging traffic at freeway ramps. A preliminary environmental review of the corridor study limits was performed to identify potential environmental issues.

Based on both the operational and environmental information, alternatives were developed for each study interchange and intersection to provide acceptable operations under future traffic (2018) conditions. These alternatives were prioritized using defined criteria including the life of the alternative, operational benefits, cost, right of way impacts, environmental impacts, and anticipated

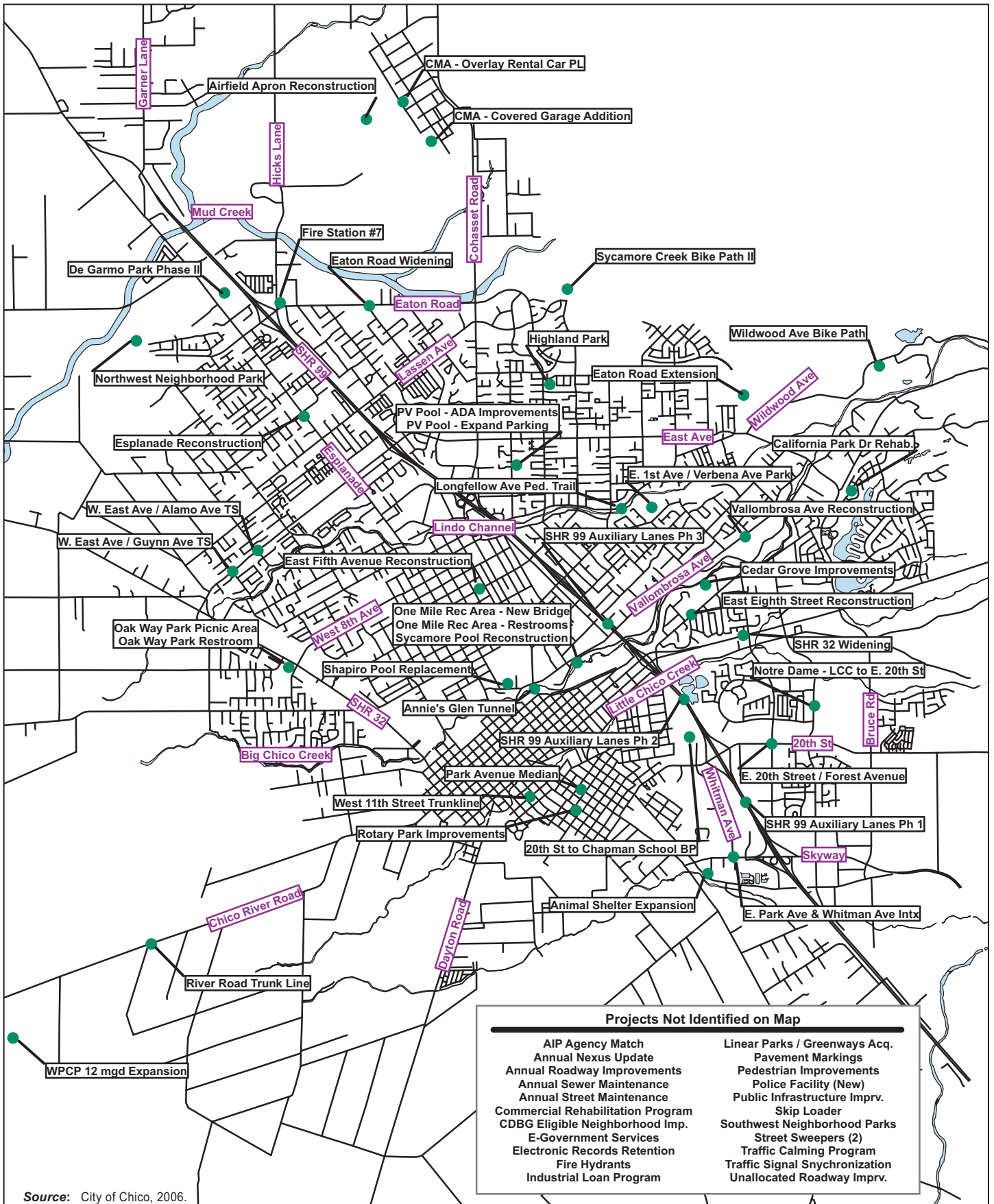
1 City of Chico, Department of Public Works, *Capital Improvement Program 2005-06 through 2009-10*, November 10, 2004, p. 4 through 8.

2 Figure 4.4-1 also includes all CIP projects.

Table 4.4-1 Street, Traffic Signal, and Bicycle Projects

Description	Included in Nexus Study?	2005-06 Expenditures	2006-07 Expenditures	2007-08 Expenditures	2008-09 Expenditures	2009-10 Expenditures	TOTAL
California Park Dr. Rehabilitation	No	56,376	525,053	0	0	0	581,429
East 8 th St. Reconstruction	No	139,200	0	5,632,594	0	0	5771,794
East 5 th Ave. Reconstruction	Yes	69,600	0	4,350,000	0	0	4,419,600
East 1 st Ave. Operational Improvements	No	94,540	0	0	0	0	94,540
East Park Ave. and Whitman Ave. Intersection Improvements	No	0	0	1,255,700	0	0	1,255,700
Eaton Rd. Extension	Yes	696,000	0	0	2,906,960	0	3,602,960
Eaton Rd. Widening and Reconstruction	Yes	962,016	0	1,144,816	0	0	2,106,831
Esplanade Reconstruction	Yes	0	0	0	196,968	2,015,500	2,212,468
Forest Ave. and 20 th St. Intersection Improvements	Yes	164,952	888,096	0	0	0	1,053,048
Forest Ave. Reconstruction	Yes	644,960	0	0	0	0	644,960
Forest Ave. Traffic Signal	No	273,167	0	0	0	0	273,167
Mangrove Ave. Reconstruction	Yes	1,355,762	0	0	0	0	1,355,762
North Esplanade Widening	Yes	323,288	0	0	0	0	323,288
Notre Dame Blvd.	Yes	0	0	0	0	139,200	139,200
One Mile Recreation Area – New Bridge	No	0	0	0	0	319,000	319,000
Potter Rd. Bike Path	Yes	341,040	0	0	0	0	341,040
Skyway and Bruce Rd. Intersection Improvements	No	672,104	0	0	0	0	672,104
Skyway Reconstruction	Yes	668,450	0	0	0	0	668,450
SHR 99/Cohasset Rd. Interchange	No	0	678,600	1,618,200	0	0	2,296,800
SHR 99 and Eaton Rd. Traffic Signals	Yes	174,000	957,000	0	0	0	1,131,000
SHR 32 Corridor Study – West 1 st St. to East Ave.	No	116,000	0	0	0	0	116,000
SHR 32 Widening	Yes	0	2,157,600	500,000	0	1,850,076	4,507,676
Sycamore Creek Bike Path II	Yes	41,760	337,713	0	0	0	379,280
Traffic Signal Synchronization	No	52,200	276,080		0	0	328,280
20 th St. Reconstruction	Yes	29,928	275,500	0	0	0	305,428
Vallombrosa Ave. Reconstruction	Yes	0	867,912	0	0	0	867,912
W. East Ave./Alamo Ave. Traffic Signal	Yes	28,536	239,411	0	0	0	267,947
W. East Ave./Guynn Ave. Traffic Signal	Yes	28,536	239,411	0	0	0	267,947
Total		6,932,415	7,442,377	14,501,310	3,103,928	4,323,776	36,303,806

Source: City of Chico, Department of Public Works, Capital Improvement Program 2005-06 through 2009-10, November 10, 2004.



Source: City of Chico, 2006.

Projects Not Identified on Map	
AIP Agency Match	Linear Parks / Greenways Acq.
Annual Nexus Update	Pavement Markings
Annual Roadway Improvements	Pedestrian Improvements
Annual Sewer Maintenance	Police Facility (New)
Annual Street Maintenance	Public Infrastructure Imprv.
Commercial Rehabilitation Program	Skip Loader
CDBG Eligible Neighborhood Imp.	Southwest Neighborhood Parks
E-Government Services	Street Sweepers (2)
Electronic Records Retention	Traffic Calming Program
Fire Hydrants	Traffic Signal Synchronization
Industrial Loan Program	Unallocated Roadway Imprv.

FIGURE 4.4-1
City of Chico Roadways Capital Improvement Program
2006/07 through 2010/11



D51061.00



public support or opposition for the alternative. A project to construct auxiliary lanes between the Highway 32/E 8th/E 9th and East 1st Avenue interchanges is already being developed by Caltrans and, therefore, was not included in the “Top 10 Priorities” list shown in Table 4.4-2.

Table 4.4-2: Highway 99 (Chico Corridor) Top 10 Priorities

Location	Timeframe	Scope	Construction Cost
Cohasset Road Interchange	Mid Term	Construct SB on ramp, restripe OC	\$800,000
Skyway/East Park Interchange	Mid Term	Reconstruct SB ramps, provide 4 land OC	\$1,900,000
East 1 st Avenue	Short Term	Aux. lanes SR 32 to East 1 st Ave., widen East 1 st Ave.	\$13,700,000
Eaton Road Interchange	Short Term	Signalize ramp intersections	\$550,000
Eaton Road Interchange	M-L Term	Replace OC, add loop on ramps, widen ramps	\$7,000,000
East Avenue Interchange	Mid Term	Additional off ramp left turn lanes	\$250,000
East 20 th Avenue Interchange	Mid Term	Add loop off ramps, widen OC, widen off ramps	\$5,400,000
SR 99 Aux. Lanes – East 20 th to SR 32	M-L Term	Provide auxiliary lanes on SR 99	\$5,600,000
Estates Drive	Long Term	Restrict to right in/out and construct frontage road to Southgate	\$4,500,000

Notes: Short Term alternatives would generally be implemented within 5 years.
Mid Term alternatives would generally be implemented within the range of 5 to 15 years.
Long Term alternatives would be implemented in a timeframe beyond 15 years.

Determination 4.4-3

The Butte County Association of Governments in cooperation with Caltrans, Butte County, and the City have identified a list of prioritized projects to address current and future operational deficiencies on the Highway 99 corridor through the City.

Northwest Chico Specific Plan (NCSP)

Circulation in the area within and around the NCSP area is dominated by Highway 99 and the Esplanade, which run parallel to each other in a north-south direction. Other arterial roads in the plan vicinity include Eaton Road, Hicks Lane, and Nord Highway.

There are currently no dedicated bicycle lanes or bicycle facilities in the NCSP area.

A number of studies and reports have been prepared to address potential roadway and intersection improvements. Planned roadway improvements recommended in the Chico Corridor Study (2001) include widening Eaton Road to four lanes at the Eaton Road interchange and installation of signals at the ramp intersections. The 2003 *City of Chico Five Year Capital Improvement Program 1* identifies a project to upgrade and signalize the ramp intersections at the Highway 99/Eaton Road interchange, expected to be completed in 2005/06, but retaining the existing lane configuration. Hicks Lane north of Eaton Road is proposed to be widened to a four-lane roadway to improve access to the airport and as part of the overall Village Core development included as an element of the Butte County-prepared and –adopted North Chico Specific Plan, and reflected in the Chico General Plan. Garner Lane/Highway 99 and Esplanade/Highway 99 intersections are proposed to be upgraded to construct additional turn lanes at the intersections and to install signals and construct other at-grade

improvements. The Highway 32/Eaton Road Bypass Plan Line Study proposes construction of a bypass which would include two segments, a rural segment and an urban segment. The Master Environmental Assessment for the Chico General Plan and Caltrans recommends that the conventional highway segment of Highway 99 north of Mud Creek Bridge to the Butte-Tehama County line be realigned and widened to a four-lane expressway.

The NCSP includes specific roadway and intersection improvements to the Esplanade, Eaton Road, and Nord Highway. Improvements to the Esplanade include widening the road to a four-lane roadway with a median and pedestrian and bicycle improvements and widening the north and southbound approaches to the Esplanade/Eaton Road intersection so that an exclusive left left-turn lane and a shared thru-right lane would be available in each direction; and installing an additional lane at the approaches to the Esplanade/Eaton Road intersection. Under the Specific Plan, the extension of Eaton Road would be constructed following the same design that exists on the new segment of Eaton Road along the south side of the Brentwood subdivision, which includes a 120-foot right-of-way with a 14-foot median, four lanes (two in each direction) and an 8-foot bike lane in either direction, as well as 15-feet on either side to accommodate street trees and a sidewalk. Improvements proposed in the Specific Plan for Nord Highway would include the installation of bike lanes, sidewalks, and street trees which would serve to narrow the perceived street width with the intent of calming traffic speed. The Specific Plan also recommends that transit stops be located at Eaton Road/Esplanade and Nord Highway/Esplanade which are signalized intersections at nodes of community and retail uses along the existing bus route.

The NCSP also requires construction of new roadways including Center Street, a wide collector/boulevard with one 11-foot travel lane and a 6-foot parking lane in each direction separated by an approximately 30-foot wide median/linear park containing a multi-use path and landscaping; and Powerline Drive a 62-foot right-of-way consisting of one 11-foot travel lane in each direction, 8 feet of parking on either side, and 7 feet of trees and landscaping on either side.

Traffic mitigation included in the NCSP EIR included adding an additional lane of travel in each direction to Eaton Road between the Esplanade and the southbound Highway 99 ramps. At the Cohasset Road/East Avenue intersection the westbound right turn lane would be converted to a shared thru-right turn. A traffic signal would be installed at the Meridian Road/Highway 32 intersection, and at the southbound Highway 99 ramp/Cohasset Road intersection the signal phasing at this intersection would be modified to include a southbound overlapping right turn phase. In order to mitigate impacts to the Hicks Lane/Eaton Road/Highway 99 northbound ramp intersection, Hicks Lane would need to be re-aligned with the signalized Northbound Highway 99 ramp to create a single intersection. The reconfiguration of this intersection is included in the BCAG Chico Corridor Study. The westbound approach on Eaton Road would be modified to provide two right turn lanes onto Cohasset Road and the southbound Highway 99 off-ramp would be widened to provide an additional exclusive left-turn lane. The southbound approach on Muir Avenue would need to be widened so that an exclusive left-turn lane and a shared thru-right lane would be available.

Determination 4.4-4

The Northwest Chico Specific Plan includes roadway improvements to serve the development as well as improvements to other intersections in the vicinity.

■ Funding and Fees

Funding

The City of Chico CIP³ identifies several funding sources for transportation-related improvements. These programs, which are summarized in Table 4.4-3, are described below.

Description	Fund	2005-06 Expenditures	2006-07 Expenditures	2007-08 Expenditures	2008-09 Expenditures	2009-10 Expenditures	TOTAL
Annual Nexus Study Update	305 Bikeway Improvement	3,619	3,710	3,803	3,898	3,995	19,023
Annual Nexus Study Update	308 Street Facility Improvement	24,426	25,037	25,663	26,305	26,962	128,393
Annual Nexus Study Update	335 Street Maintenance Equipment	1,802	1,847	1,893	1,940	1,989	9,471
Annual Pavement Markings	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users	9,180	9,180	9,180	9,180	9,180	45,900
Annual Pedestrian Improvements	351 Chico Merged RPA	139,200	139,200	139,200	139,200	139,200	696,000
Annual Program to Install Bus Stop Shelters and Benches	859 Transit Operations	137,460	137,460	137,460	137,460	137,460	687,300
Annual Roadway Improvements	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users	83,520	83,520	83,520	83,520	83,520	417,600
Annual Street Maintenance Program	307 Gas Tax	13,363	13,804	14,260	14,730	15,216	71,374
Annual Street Maintenance Program	Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users	137,808	142,356	147,053	151,906	156,919	736,042
Annual Traffic Calming Program	307 Gas Tax	0	0	104,400	104,400	104,400	313,200
Annual Unallocated Roadway Improvements	307 Gas Tax	0	0	183,600	183,600	183,600	550,800

Source: City of Chico, Department of Public Works, *Capital Improvement Program 2005-06 through 2009-10*, November 10, 2004.

3 City of Chico, Department of Public Works, *Capital Improvement Program 2005-06 through 2009-10*, November 10, 2004, p. 4 through 8.

Capital Grants/Reimbursements Fund (Fund 300)

This fund receives its revenues from various grant sources or contributions from other agencies or private sources and is used to fund capital projects.

Bikeway Improvement (Fund 305)

Chico Municipal Code (CMC) Chapter 3.85 establishes Transportation Facility Fees, one component of which is the Bikeway Improvement Fee. As a result of new development occurring on residential and nonresidential property located within the city, the City is required to make substantial improvements to the City's transportation facilities, including bikeway improvements. This fund can be used for right of way acquisition, construction, and improvement of bicycle facilities.

Gas Tax (Fund 307)

This fund is established by state law, Sections 2105, 2106, 2107, and 2107.5 of the Streets and Highways Code, and by City resolution. The funds can be used for right-of-way acquisition, maintenance, construction and improvement of street facilities, and all City street maintenance costs, including personnel costs. Revenues are received from the state and generally remain consistent each year. The City Council has expressed a desire to fund a minimum of \$500,000 in capital projects per year from Gas Tax when possible. Due to recent fiscal constraints, the actual revenue for this fund has been significantly reduced. The City is predicting no funds for the next five years for capital improvement projects; instead, this fund will be used for operations and maintenance.

Street Facility Improvement (Fund 308)

Chapter 3.85 of the CMC establishes Transportation Facility Fees, one component of which is the Street Facility Improvement Fee. The purpose of the Street Facility Improvement Fee is to provide funding for the construction of those improvements to the City's street facilities that are required to augment the City's current street system to accommodate the needs of projected new growth and development in the community. This fund can only be used for right-of-way acquisition, construction and improvement of street facilities related to capacity increasing projects. Projects totaling \$238,137,496 (\$97,260,647 funded by fees after application of credits) are included.

The revenue generated from this fee will be used to assist in funding the projects listed in Table 4.4-1. Construction of these projects will be required to provide a community traffic circulation system to accommodate a population of 134,000 within the Chico Planning Area at buildout.

Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (Fund 311)

These funds are allocated to the City by Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users ("SAFETEA-LU") (formerly referred to as The Federal Transportation Equity Act of the 21st Century) and can be used for City street construction and maintenance costs, including personnel. Due to recent fiscal constraints, the actual revenue for this fund has been significantly reduced. The City is predicting no funds for the next five years for capital improvement projects; instead, this fund will be used for operations and maintenance.

Street Maintenance Equipment (Fund 335)

Chapter 3.85 of the CMC establishes Transportation Facility Fees, one component of which is the Major Equipment Fee. As a result of new development occurring on residential and nonresidential property located within the city, the City is required to make substantial improvements to the City's transportation facilities, including equipment and improvements.

Chico Merged RPA (Fund 351)

This fund is established pursuant to the State Community Redevelopment Law and is funded through tax increment. Funds may be used for eligible redevelopment purposes, including the administration of the Chico Redevelopment Agency (CMC Chapter 2.43). One-third of the tax increment revenue and bond proceeds from the Chico Merged Redevelopment Project Area would be used for street projects over the 20-year period as reflected in the Nexus Study update as a credit to the Street Facility Improvement Fee. Proposed redevelopment plan amendments that would implement this assumption have been adopted by the City Council. This fund will be merging with the Greater Chico Urban Area RPA Fund (Fund 368). Subsequent Capital Improvement Programs will be updated based on this merger.

Parking Revenue (Fund 853)

This fund is an Enterprise Fund established by City resolution and funded through parking revenues (meters, leases, and permits). Funds may be used for parking facilities operations and improvements. (CMC Chapter 3R.68)

Transit Operations (Fund 859)

This fund is an Enterprise Fund established by City resolution and funded through farebox receipts and state and federal subsidies. Funds are used to operate the B-Line transit system consisting of a bus system, vehicles used to transport the elderly and disabled, and the Student Shuttle System.

Highway 32 and Highway 99

Federal Transportation Equity Act for the 21st Century (TEA 21) – now SAFETEA-LU - funds were previously estimated at \$11 million and were applied as a credit to the total amount required for street construction projects. For the 2004-05 Nexus Study update, the amount has been reduced to \$5.5 million. The remaining \$5.5 million will be used for City roadway maintenance.

Funding Constraints

The City's 2005/06 annual budget (approved in June 2005) includes continued funding for a series of roadway projects. However, the City's ability to maintain a high level of service is greatly affected as additional areas are annexed, and as the State continues to take local revenue. The City uses funds from the SAFETEA-LU (formerly Transportation Equity Act for the 21st Century) and Gas Tax for road projects. Therefore, road projects suffer when it is necessary to divert those funds to public right-of-way maintenance operations.

The City has relied on Transit Development Act – Local Transportation Funds fund balance to support street maintenance two years in a row. However, all excess fund balance has been budgeted, so this transfer source will not be available beyond 2005-06.

Determination 4.4-5

The City's 2005/06 annual budget includes continued funding for a series of roadway projects. Service levels are affected as additional areas are annexed, and as the State continues to take local revenue.

Determination 4.4-6

The City has relied on Transit Development Act – Local Transportation Funds fund balance to support street maintenance two years in a row. However, all excess fund balance has been budgeted, so this transfer source will not be available beyond 2005-06.

Determination 4.4-7

For the most part, the Nexus Study assumes funding for projects involving improvements to or realignments of SR 32 and SR 99 will result as a cooperative effort between the City, Butte County, and the State. To offset costs attributable to existing development, a credit of over \$2.1 million was added to the Street Facilities Fee for receipt of Federal Congestion Management and Air Quality funds programmed through 2004.

Determination 4.4-8

The CIP identifies \$36.3 million in improvements to the City's roadway system over the course of five years from 2005/2006 to 2009/2010 from several funding sources (programs). Most of the improvements have been accounted for in the Nexus Study, which establishes developer funded fair share contributions to the improvements.

4.4.4 Summary of Written Determinations

- 4.4-1 *The level of service for multiple roads and intersections is at or approaching unacceptable levels of service. As growth continues, the number of roads and intersections operating at unacceptable levels will increase. Implementation of the City's Capital Improvement Program will reduce or delay the decline in service, but not totally eliminate roads and intersections with unacceptable levels of service.*
- 4.4-2 *The City has completed an evaluation of pavement conditions on most of the City's current 245.1 miles of streets. Approximately one quarter of the City's streets are classified as "poor," 11 percent as "excellent," and just over 27 percent as "very good." Streets requiring routine maintenance ("good") accounted for approximately 13 percent of the total.*

- 4.4-3 *The Butte County Association of Governments in cooperation with Caltrans, Butte County, and the City have identified a list of prioritized projects to address current and future operational deficiencies on the Highway 99 corridor through the City.*
- 4.4-4 *The Northwest Chico Specific Plan includes roadway improvements to serve the development as well as improvements to other intersections in the vicinity.*
- 4.4-5 *The City's 2005/06 annual budget includes continued funding for a series of roadway projects. Service levels are affected as additional areas are annexed, and as the State continues to take local revenue.*
- 4.4-6 *The City has relied on Transit Development Act – Local Transportation Funds fund balance to support street maintenance two years in a row. However, all excess fund balance has been budgeted, so this transfer source will not be available beyond 2005-06.*
- 4.4-7 *For the most part, the Nexus Study assumes funding for projects involving improvements to or realignments of SR 32 and SR 99 will result as a cooperative effort between the City, Butte County, and the State. To offset costs attributable to existing development, a credit of over \$2.1 million was added to the Street Facilities Fee for receipt of Federal Congestion Management and Air Quality funds programmed through 2004.*
- 4.4-8 *The CIP identifies \$36.3 million in improvements to the City's roadway system over the course of five years from 2005/2006 to 2009/2010 from several funding sources (programs). Most of the improvements have been accounted for in the Nexus Study, which establishes developer funded fair share contributions to the improvements.*

