

4 TRANSPORTATION ELEMENT

Chico strives to create a balanced transportation system that serves bicyclists and pedestrians as well as motor vehicles. The original grid layout provided street connections linking neighborhoods with work places. As the community has grown, connections between neighborhoods, shopping areas, and business locations have not always served residents' transportation needs, so the General Plan provides for new routes in partially developed portions of the Planning Area, and expansion of capacity and efficiency of the existing system. The Plan also provides ways to reduce auto-dependence by facilitating use of alternate modes of travel.

Chico's transportation network is characterized by two state highways, one each running north-south and east-west, and a number of arterial streets providing regional and local access. Sixty percent of Chico residents work and reside in the Chico City limits (see Table 4-1). Mobility within the City is generally good with an average commute time to work of 14 minutes (see Table 4-2). This is in part a result of the City's compact form and the availability of amenities (e.g., commercial centers, educational institutions, medical facilities, recreational sites) within the City limits. This combination of compact urban form and arrangement of land uses minimizes the need for long trips to work or other destinations.

**TABLE 4-1
WORKERS' COMMUTING PATTERNS, 1990**

Place of Work	Percent of Workers	
	Chico City	Butte County
Chico City	66.1	40.9
Other Butte County	26.7	50.8
Outside Butte County	7.0	8.2
Out of State	0.2	0.2
Total	100.0	100.0

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Total Workers	18,085	69,561
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Note: For total civilian and military workers 16 years and over. Excludes those with jobs but not working (for example ill or on vacation).

Source: U.S. Census, 1990.

RELATIONSHIP TO STATE LAW

The Transportation Element responds directly to the Government Code, which requires "a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Land Use Element includes policies related to the physical framework for development that the circulation system is designed to serve, and includes policies for the Airport environs. The Community Design Element addresses landscaping along major streets and planning for new neighborhoods to ensure street connectivity. It also addresses how to create pedestrian-friendly environments and design for alternate modes. The Noise Element includes policies to alleviate noise generated by traffic.

RELATIONSHIP TO MASTER ENVIRONMENTAL ASSESSMENT

Detailed information related to existing transportation conditions is in Chapter 5 of the *Master Environmental Assessment*.

**TABLE 4-2
COMPARISON OF COMMUTE TRIP LENGTH IN NORTHERN CALIFORNIA, 1990**

Area	Average Commute Trip Duration (in minutes)	Total Workers (16 years and over)
Chico City ^a	14.0	18,085
Greater Chico Area ^a	15.0	34,961
Butte County ^a	23.4	69,561
El Dorado County ^b	24.6	57,547
Placer County ^b	22.9	81,522
Sacramento County ^b	21.1	482,321
Stockton City ^a	20.0	77,487
Sutter County ^b	16.7	26,137
Yolo County ^b	17.5	64,555
Yuba County ^b	19.6	20,689

^a 1990 Census of Population and Housing, Population:
Transportation to and Place of Work, State
Census Data Center.

^b *Household Travel Survey Report #1*, Sacramento Area Council of
Governments, December 1992.

Chico is truly a multi-modal city. The 1990 census shows that while the preferred method of transportation to work is the single-occupant-vehicle, with 74 percent of the Chico Urban Area work force driving alone, nine percent car pool or van pool, one percent take public transportation, seven percent bike, one percent motorcycle, four percent walk, and four percent either do something other than the above or work at home. These percentages reflect the high degree of bicycle use and walking to work by students of the California State University, Chico (CSUC) and Butte College.

Within City limits, the number of people commuting to work in something other than single-occupant-vehicles increases in comparison to commuting patterns in the Chico Urban Area. In fact, the 1990 census shows that 69 percent of the City's work force are driving alone, and seven percent car pool or van pool, two percent take public transportation, ten percent bike, one percent motorcycle, four percent walk, and five percent either do something other than the above or work at home.

The Transportation Element establishes policies to provide a multi-modal transportation system meeting the needs of pedestrians, and bicyclists, as well as automobiles and trucks. A comprehensive system of streets and bicycle routes for the Planning Area is proposed, as well as level of service standards for automobiles and bicycles.

The Transportation Element is closely correlated with the Land Use Element to ensure that:

- ▶ **Alternatives to automobile trips are encouraged** by promoting a compact urban form and providing neighborhood amenities closer to where residents live.
- ▶ **Trip-lengths are kept to a minimum** by promoting mixed-use development, Downtown and neighborhood cores, transit-served corridors and office areas, and clustering higher density residential development closer to job centers.
- ▶ **The intensity and location of development that makes transit feasible is maintained.** A minimum residential density in new neighborhoods is established.
- ▶ **A street network that promotes flexibility of routes and more direct connections between and within neighborhoods is provided.**

This Element addresses transportation issues from a citywide to a neighborhood scale and the relationship between the local and the regional system and agencies. It

also contains policies to ensure that existing uses and neighborhoods are not unduly impacted as the City grows. Appendix B includes an analysis of the traffic impacts of the General Plan and a list of major improvements to the street and bicycle system that would be necessary to accommodate planned growth.

RELATIONSHIP TO REGIONAL PROGRAMS

The Transportation Element and Appendix B identify future circulation needs for long-range planning horizon. These projects will be studied later in greater detail, and funding and implementation sources will be identified. Many of the projects, in order to be funded, must be part of local and regional programs, including the City's Capital Improvement Program, the Butte County Congestion Management Program (CMP), and the Regional Transportation Improvement Program (RTIP). Once a project is in the RTIP, it is available for consideration in the State Transportation Improvement Program (STIP).

The CMP ensures that an integrated approach to transportation programming decision making is followed. The CMP is intended to maintain transportation mobility in Butte County by establishing standards that encourage a balance of transportation modes, and by incorporating the transportation implications of land-use decisions in planning efforts.

The state-mandated CMP is implemented by the Butte County Association of Governments, which is responsible for overseeing local agency compliance with state law. Cities within the County are responsible for conformance with the adopted service level standards on the principal arterial system defined by the CMP, and for transit standards. They are also responsible for the adoption and implementation of a trip-reduction and travel-demand ordinance and for developing a program to analyze the impacts of land use decisions. Where deficiencies in the system exist, deficiency plans must be adopted and methods of correcting the deficiencies identified. If deficiencies go unmitigated, the City could lose a portion of its gas tax

revenues. Projects on the CMP are eligible for the RTIP and STIP.

Additional funding sources are available through the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, which revamped the nation's surface transportation programs (e.g., highway, transit, pedestrian, and bicycle facilities) to give state and local agencies increased funding, greater flexibility, and greater responsibility to select the mix of projects best suited to meet local needs. The ISTEA legislation allows the City of Chico greater flexibility in determining federal funding for various surface transportation modes. This flexibility will help provide a more balanced transportation system and could impact the current funding structure if funds are shifted from street projects to transit projects or vice versa. No additional funds are available initially to the Planning Area, but this could change in the future.

4.1 BICYCLE AND PEDESTRIAN CIRCULATION

Bicycling and walking are important alternative modes of transportation. Both modes are inexpensive, energy conserving, and non-polluting. Chico's flat topography, climate, and compact urban form make choosing to walk or bicycle a more attractive transportation option.

Within the City limits, the number of people commuting to work by bicycle or walking is 10 percent and 4 percent, respectively. Additionally, the presence of California State University, Chico provides a large resident student population whose primary mode of transportation is often bicycling or walking. Provision of bicycle and pedestrian facilities to encourage the use of these modes is an integral part of the General Plan strategy to reduce traffic congestion.

The City's 1991 *Chico Urban Area Bicycle Plan*, identifies issues, needs, and deficiencies, recommends policies, and provides an action plan for the recommended bikeway system. The *Bicycle Plan* also addresses issues related to bicycle safety.

According to the *Bicycle Plan*, accidents tend to occur where major vehicular conflicts exist in the central business district and along major arterials. Bikeway programs and projects are funded through a combination of assured and discretionary funding. The City collects a transportation facility fee prior to the issuance of a building permit. A portion of this fee is for bicycles. Other sources include the state Bicycle Lane Account, Bicycle License fees, proceeds from the sale of unclaimed bikes, local transportation funds, ISTEA funds, the National Recreational and Trails Program, and the Environmental Enhancement and Mitigation Grant programs. Pedestrian facilities are programmed through the construction of roads and streets.

BIKEWAYS CLASSIFICATION

Figure 4-1: Bicycle System, designates two types of bikeways, which are defined in Table 4.1-1. Bicycles would also be permitted on all local streets. The City follows Caltrans standards for the design of bicycle facilities.¹

LEVEL OF SERVICE STANDARDS

According to the *Fundamentals of Traffic Engineering, 13th Edition*², bicycle flow patterns for Class I and Class II facilities are governed by the relationship between the bicyclists' flow rate, density, and speed. In areas of dense bicycle use, the more bicyclists there are, the slower they will go. Based on research in Davis, California, a statistical relationship between the volume of bicyclists, the density, and speed and service level was formulated (see Table 4.1-2). These service levels can be used as guides for planning improvements to Chico's bikeway system.

¹ California Department of Transportation, *Bikeway Planning and Design*, reproduced from the California Department of Transportation *Highway Design Manual, Fourth Edition, Chapter 1000*, July 1990.

² Institute of Transportation Studies, *Fundamentals of Traffic Engineering*, 13th Edition, University of California, Berkeley. UCB-ITS-CN-92-1.

On streets without dedicated provisions for bicycle traffic, the bicycle flow rate depends largely on traffic stream characteristics. Methods for analyzing the impact of bicycles on these facilities or at intersections are still being perfected. For the General Plan, all streets not designated as Class II facilities should be designed to permit safe bicycle travel as they will serve in effect as Class III facilities (i.e., facilities shared with automobiles or pedestrians).

Areas where standards may prove helpful in monitoring bicycle use are delineated on Figure 4-1 and include:

- ▶ Downtown and routes feeding into Downtown where higher bicycle volumes might at some point require improvements (e.g., wider bike lanes);
- ▶ The California State University, Chico campus, and routes feeding into the campus including Warner Street; and
- ▶ Other areas such as Bidwell Park, Chico Mall, North Valley Plaza, Chico High School, and Pleasant Valley High School.

Future increases in bicycle flow in major corridors where bicycling is promoted also could warrant monitoring to ensure safety and adequate capacity. Because establishment of service level standards for bicycles would depend on the results of the monitoring and further studies, the General Plan outlines a process for adoption of standards when demand in certain corridors is high, or safety issues due to system demand arise. Major bikeway improvements are included in Appendix B. Priorities for projects will be set in the City's Capital Improvement Program.

PEDESTRIAN CIRCULATION

Pedestrian flow patterns show similarities to vehicular traffic stream characteristics. Speed, flow rate, and density are interrelated. Capacity and density for pedestrians are dependent on width of the walking facility and the type of

walking facility (e.g., walkways, crosswalks, and street corners). For crosswalks, pedestrian capacity and waiting time is affected by turning vehicles, signal timing, pedestrian/vehicle right-of-way laws, and pedestrian platoons meeting in the middle of the street. Street corners at signalized intersections are holding areas as well, and can be a critical location in the sidewalk network.

While in Chico sidewalk capacity is not an issue, in general, all areas should be designed to a scale that accommodates pedestrians and bicyclists. Areas within the City that currently have undersized or no pedestrian facilities, particularly any that exist Downtown, near the California State University, Chico campus, and any school site, should be made a priority so that the pedestrian system will be better connected. The new neighborhood centers should also be designed to be "pedestrian friendly." In these areas, wider sidewalks should be considered to accommodate increased flows and to give preferential treatment to pedestrians. Pedestrian-friendly facilities should also be provided near transit stops and adjacent to medium and higher density residential areas.

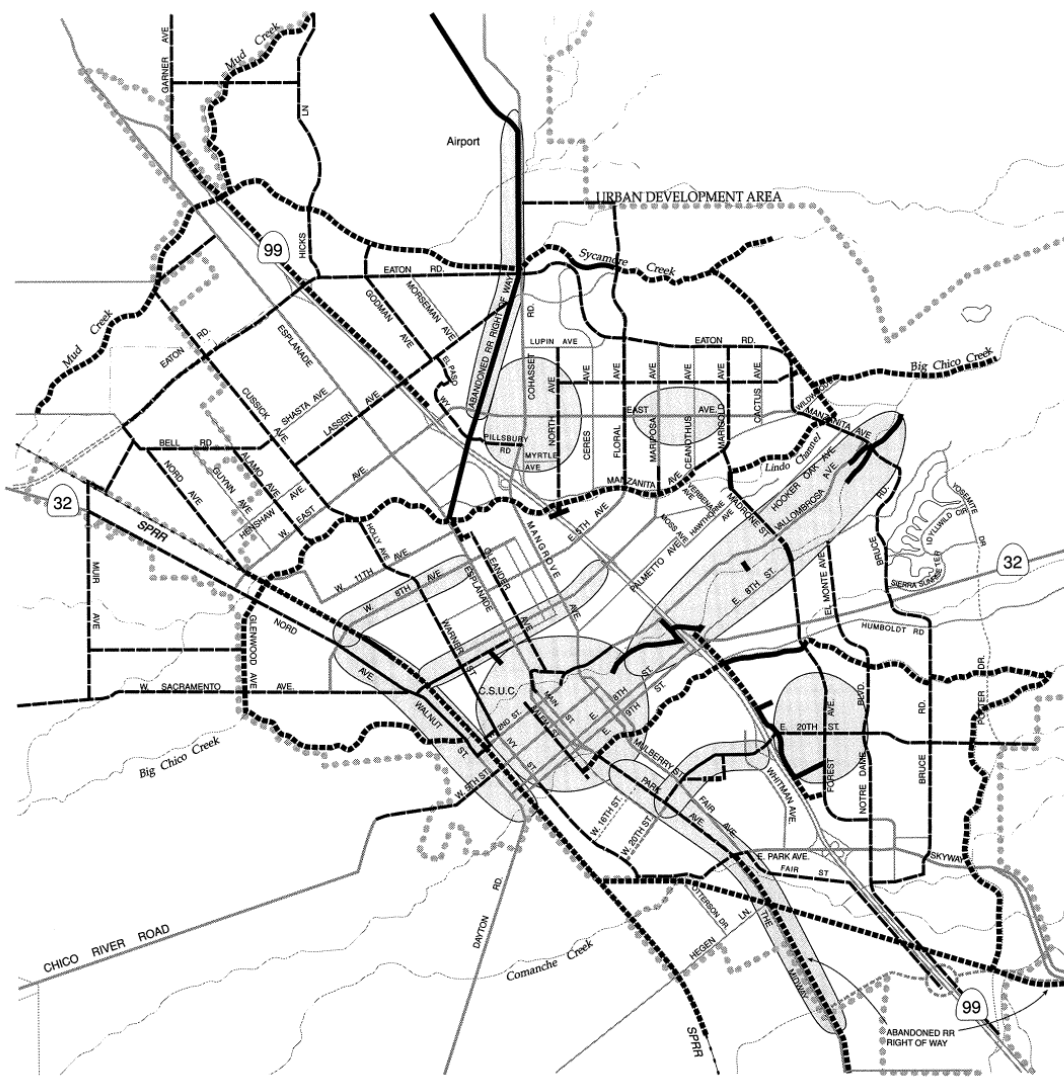
**TABLE 4.1-1
BIKEWAY CLASSIFICATIONS**

	Function	Access Control	Right-of-Way
Class I - Bike Paths	Provide exclusive right-of-way for bicyclists with cross flows by motorists minimized.	Where crossing or access from the bicycle path is required, the crossing should be grade-separated or occur at pedestrian crossings. Mid-block crossings should assign right-of-way through signing or signalization.	Minimum of 8 feet for a two-way facility. The minimum paved width for a one-way bike path is 5 feet. A minimum 2-foot wide graded area shall be provided adjacent to the pavement, but a 3-foot graded area is recommended. Where pedestrian activity is expected, a minimum of 12 feet for a two-way facility should be provided.
Class II - Bike Lanes	To provide preferential use of the paved area of roadway for bicyclists by establishing specific lines of demarcation between areas reserved for bicycles and motorists.	Access is similar to that recommended for roadways. At intersections where there is a bike lane and an actuated signal, it is desirable to install bicycle-sensitive detectors. Push button detectors force the bicyclists to stop and actuate the push button. Because most accidents for bicyclists occur at intersections, clear bikeway design at intersections should be implemented through the use of signing and striping.	Class II bike lanes are one-way facilities. On roadways with parking, the bike lane is located between the parking area and the traffic lane with 5-foot minimums for the bike lane. Where parking is permitted and not marked, minimum width is 12 feet. On roadways where parking is prohibited, a minimum of 5 feet is required, including a 2-foot gutter.

Note: All residential streets are intended to be "bicycle friendly"; see policies T-I-12 and T-I-41.
Source: Korve Engineering, Inc.

Bicycle System

Figure 4-1

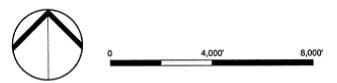


Existing	Proposed	
		Class I
		Class II
		Monitoring Areas

Note: All city streets, unless otherwise designated or excluded for bicycle use by state law, will be maintained as Class III facilities. Where Class I or II facilities appear disconnected or end abruptly, there is connection through the area on City streets designed as bicycle friendly.

Although not depicted as monitoring areas, areas around schools, school/park and neighborhood mixed use areas should be monitored at regular periods to ensure bicycle and pedestrian safety.

Sources: City of Chico Bicycle Plan, 1990; Korve Engineering and Blayne Dyett, 1994.



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**TABLE 4.1-2
BICYCLE FLOW CHARACTERISTICS ON BIKE PATHS AND BIKE LANES**

Characteristics	Level of Service (LOS)					
	A	B	C	D	E	F
Flow Rate ^a (bikes/min /ft)	<4.4	4.4- 6.6	6.6- 10.0	10.0- 11.9	11.9- 13.2	Variable
Density (bikes/sq. ft.)	<.005	.005- .007	.007- .012	.012- .017	.017- .025	>.025
Cycling Speed (mph)	≥11.0	10.5- 11.0	9.5- 10.5	8.0- 9.5	6.0- 8.0	<6.0

^a Minimum bike path or bike lane width for which these figures apply are: LOS A- 8.0 ft; LOS B- 7.5 ft; LOS C- 3.5 ft; and LOS D- 3.2 ft. The greater widths shown for LOS A and B are necessary to allow free overtaking.

Source: Institute of Transportation Studies, University of California, Berkeley. *Fundamentals of Traffic Engineering, 13th Edition*. UCB-ITS-CN-92-1.

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, efficiency, 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 disabled persons.

Implementing Policies: Pedestrian and Bicycle Circulation

Bicycle Circulation

- T-I-1 Institute a mechanism for monitoring bicycle service levels in high commute corridors in the areas depicted on Figure 4-1.
- T-I-2 Examine the need for bicycle service level standards for commute trips based on the results of monitoring bicycle use in the areas shown in Figure 4-1; use standards for bicycle commuting and information on accidents to determine necessary improvements to maintain Level of Service C or better.
- T-I-3 Make bikeway improvements a funding priority by:
- Continuing to consider financing bikeway design and construction as part of the City's annual construction and improvement fund.
 - Incorporating bikeway improvements as part of Capital Improvement Program; and
 - Pursuing ISTEA funding and other sources for new bikeways to the extent possible under federal and state law.
- T-I-4 Implement the bikeway plan shown in Figure 4-1 by:

- Adding bike lanes whenever possible in conjunction with road reconstruction or re-striping projects and subdivision development and related off-site improvements;
- Improving existing crossings and providing 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-5 Establish a target to double commuter bicycle ridership in the City of Chico from 10 percent to 20 percent over a 30-year period and update the *Chico Urban Area Bicycle Plan* as necessary to achieve that target.

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-7 Amend the Zoning Ordinance to be consistent with the TSM Ordinance (see Section 4.2), and establish a program to promote bicycle use by large employment centers with 100 employees or more and by City employees.

T-I-8 Provide incentives for new or expanding multi-tenant commercial and industrial projects 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-10 Retrofit existing cul-de-sacs, where feasible, to provide enhanced bike and pedestrian linkages between neighborhoods.

T-I-11 Continue to encourage California State University, Chico to reintroduce opportunities for safe bicycle access into and through the main campus area.

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-14 Promote bicycle use by maintaining a regularly updated map of Chico and regional bikeways.
- T-I-15 Work with the Chico Unified School District to promote classes on bicycle safety in the schools.
- T-I-16 At high volume bicycle/automobile intersections that have actuated signals, install bicycle detector loops and consider the feasibility of providing mid-block, bicycle-activated signals, where appropriate.
- T-I-17 Explore the feasibility of additional bike-routes parallel to Bidwell Park and an east-west couplet in Downtown, using 2nd and 3rd or 4th streets to improve bicycle circulation.

See also Community Design Element policies on continuity and connections (CD-G-20 to CD-G-22).

Pedestrian Circulation

- T-I-18 Implement a program to install handicapped ramps at all intersections as street improvements are being installed.
- 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 sites.

T-I-20 Set City standards for pedestrian facility design to conform to the Americans with Disabilities Act (ADA) requirements.

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.

See also policies in Section 4.4 and in the Community Design Element (CD-G-73, CD-G-74, and CD-G-77) and Land Use Element (LU-I-26).

4.2 TRANSPORTATION SYSTEMS MANAGEMENT

The term "Transportation Systems Management" (TSM) refers to measures designed to reduce peak-period auto traffic, by making more efficient use of existing transportation resources, and emphasizing ridesharing and non-auto alternatives. These include public transit, flexible

working hours, car- and van-pooling, and incentives to increase the use of these alternatives. TSM has become increasingly important in the effort to enhance mobility through efficient use of alternative modes of transportation, and in meeting federal and state air quality standards.

A successful TSM program is an essential and important element in the continuing effort to achieve acceptable levels of traffic service. (See Section 4.3 for LOS standards.) The specific objectives of TSM are to:

- ▶ Reduce peak-hour traffic congestion by reducing the number of single occupant vehicle trips associated with commute trips;
- ▶ Reduce or delay the need for street improvements by making more efficient use of existing facilities;
- ▶ Reduce future air pollution concentrations and strive to meet state and federal ambient air pollution standards by reducing the number of single-occupant vehicle trips associated with commute trips; and
- ▶ Reduce consumption of energy for transportation uses, thereby contributing to the national policy of increasing energy self-sufficiency.

Reducing the number of single-occupant vehicle commute trips will result in an increase in the percentage of pedestrian, bicycle, and transit trips. Average trip length and overall vehicle-miles traveled will also be reduced.

TRANSIT

Chico currently has a fixed route transit service in the urban area. When higher employment and residential densities are reached at full development, public transit should play a larger role in transportation, particularly for commute trips. The City has recently developed a comprehensive plan for the Chico Area Transit Service (CATS) for the next five years (through fiscal year 1997-98). The plan proposes a number of improvements, including:

- ▶ Restructuring and expanding of services to increase both ridership and efficiency;
- ▶ Developing a Downtown transit center;
- ▶ Adopting new policies on vehicles and alternative fuels; and
- ▶ Providing enhanced signage, information, and marketing programs.

These improvements should enable CATS to accommodate future growth as efficiently as possible while maximizing the system's benefits to the community and responding to the regulatory requirements of the Americans with Disabilities Act and the California Clean Air Act.

Guiding Policies: Transportation System Management

T-G-7 Establish a minimum 10 percent trip reduction goal that will result in no more than 59 percent single-occupant-vehicles during peak time periods for new and existing uses in new and existing employment areas.

T-G-8 Develop a TSM program in cooperation with the local business community that will allow the community to meet the 10 percent trip reduction goal and continue a positive and supportive business environment.

- T-G-9 Ensure that major employers, including the City, implement TSM programs to reduce peak-period trip generation.
- T-G-10 Cooperate with public agencies and other entities to promote local and regional public transit serving Chico.

Implementing Policies: Transportation System Management

T-I-22 Adopt a TSM plan or ordinance which creates specific requirements to reduce single-occupant-vehicle peak-hour trips by a minimum of 10 percent from the current ratio, and commit funding for adequate administration to promote and encourage compliance with the TSM ordinance.

Sixty-nine (69) percent of peak-hour trips are in single-occupant vehicles, so with a minimum 10 percent reduction, the target is to have no more than 59 percent of peak-hour trips in single-occupant vehicles.

T-I-23 Encourage major employers (100 or more employees), including the City, to adopt TSM programs to reduce peak-period trip generation by 10 percent or more from the vehicle trip generation currently observed at similar sites without a TSM program.

T-I-24 Favor TSM programs that limit vehicle use over those that extend the commute hour. This policy will require adopting incentives to promote use of other modes of transportation.

T-I-25 Monitor the frequency, routing and coordination of local transit service for consistency with the requirements of the Butte County CMP.

T-I-26 Monitor system performance, percent single-occupant-vehicles, and trip reduction performance annually and adjust targets as appropriate.

- T-I-27 Explore the feasibility of developing a special design treatment along a “ring transportation corridor”, emphasizing public transit and pedestrian improvements.

The ring transportation corridor (connecting the Esplanade, downtown, Mangrove, Park Avenue, Cypress and Pine Street as generally illustrated in Figure 4-2 for discussion purposes only) could be distinguished by bicycle and pedestrian-friendly wide sidewalks and tree canopies, and mixed-use commercial development with a focus on sidewalk activity and higher density housing (along portions of the corridor).



Figure 4-2: Possible "Ring" Transportation Corridor

4.3 STANDARDS FOR TRAFFIC LEVEL OF SERVICE

Traffic service levels for intersections and roadway segments are characterized by examining peak period operations. The standard used for measuring traffic flow is called a level of service (LOS) and volume-to-capacity (or demand-to-capacity). Levels of service are classified by a letter grade that describes the quality of flow, ranging from the best condition (LOS A) through extreme congestion associated with over-capacity conditions (LOS F). (See Table 4.3-1)

Traffic demand modeling assumes that travel demand is a *response* to the patterns of land use activity in a city and surrounding region. The modeling process for the Transportation Element uses existing and forecast land use and demographics as model inputs. These uses, and the people who live, shop, and work in and around Chico, generate the traffic that the model assigns to the circulation system. The land-use intensity also contributes to the magnitude of generated traffic; however, mixed-use environments with convenient pedestrian access generate proportionally fewer additional automobile trips than areas devoted exclusively to a single use. Demographic descriptors such as income, household size, and vehicles per household affect traffic generation at the residential or household end.

These land use and demographic inputs are used in the traffic model to test the impacts of proposed land use and to forecast future levels of service (see Appendix B for details). This ensures that the Transportation and the Land Use elements are consistent and support the transportation goals, policies, and improvements outlined in this Element.

**TABLE 4.3-1
TRAFFIC LEVEL OF SERVICE DEFINITIONS**

Level of Service (LOS)	Traffic Flow Conditions	Maximum Volume to Capacity Ratio
A	Conditions of free flow; speed is controlled by drivers' desires, stipulated speed limits, or physical roadway conditions.	0.6
B	Conditions of stable flow; operating speeds beginning to be restricted; little or no restrictions on maneuverability from other vehicles.	0.7

C	Conditions of stable flow; speeds and maneuverability more closely restricted; occasional backups behind left-turning vehicles at intersections.	0.8
D	Conditions approach unstable flow; tolerable speeds can be maintained but temporary restrictions may cause extensive delays; little freedom to maneuver; comfort and convenience low; at intersection, some motorists, especially those making left turns, may wait through one or more signal changes.	0.9
E	Conditions approach capacity; unstable flow with stoppages of momentary duration; maneuverability severely limited.	1.0
F	Forced flow conditions; stoppages for long periods; low operating speeds. Delays at intersections average 60 seconds or more.	>1.00

Sources: Blayney Dyett; Korve Engineering.

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.

T-G-13 Establish and implement engineering standards and cross-section specifications for Planning Area roadway networks, consistent with Table 4.4-1 and Caltrans adopted standards for highways and bicycle facilities. Continued coordination between the City and County on transportation standards will be needed.

Implementing Policies: Standards for Traffic Level of Service

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

T-I-29 Implement, to the extent feasible, circulation system improvements illustrated in Figure 4-3 prior to deterioration in levels of service below the stated standard. These circulation system improvements will accommodate traffic generated by new development with Plan buildout. Recommendations in the traffic report in Appendix B include a list of major roadway improvements.

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.

T-I-32 Establish and implement additional programs to maintain adequate levels of service at intersections and along roadway segments as circumstances warrant, including the following actions:

- As part of the monitoring effort set up for TSM and CMP program compliance (Policy T-I-26), collect and analyze traffic volume data on a regular basis and monitor current intersection and roadway segment levels of service on a regular basis. Use this information to update and refine the City's travel forecasting model so that estimates of future conditions are more strongly based upon local travel behavior and trends.
- Consider, on a case by case basis, how to shift travel demand away from the peak period, especially in those situations where peak traffic problems result from a few major generators (e.g. outlying employment locations), and how major roadway capital investments can be deferred and/or reallocated to more pressing needs.
- Perform routine, ongoing evaluation of the efficiency of the urban street traffic control system, with emphasis on traffic signal timing, phasing and coordination to optimize traffic flow along arterial corridors. Use traffic control systems to balance arterial

street utilization (e.g., timing and phasing for turn movements, peak period and off-peak signal timing plans).

4.4 STREET NETWORK AND CLASSIFICATION AND AUTOMOBILE CIRCULATION

The relationship between residential density, land use mix, location and extent of local employment opportunities, street layout, and urban infrastructure defines the nature of traffic and the modal choices available. Expansion of the City grid system and provision of shorter blocks allows for more travel choices. A greater number of street connections available to bicyclists, pedestrians, and motorists means that narrower streets would be able to accommodate peak demand and require fewer wide arterial streets. Transit should be provided on streets that are direct and accessible to pedestrians, and neighborhood centers should be accessible to all modes of transportation via neighborhood collector streets that reflect the scale and community character of the neighborhood.

STREET CLASSIFICATION

The system of state routes, arterials, and collector streets is shown on the Land Use Diagram. These streets should be designed to provide for transit, bicycle, and pedestrian facilities. In some residential neighborhoods, alternate street widths may be appropriate to promote "liveability" and reduce the dominance of the automobile. *This option is addressed further in the Community Design Element (see CD-G-77).*

Freeways. Freeways serve regional and inter-city travel and should not become the optimum route for intra-city trips. Access is controlled, grade crossings are separated, and medians separate lanes moving in opposite directions. Typical free flow speeds exceed 55 miles per hour.

Expressways. Expressways are designed to carry heavy traffic volumes at speeds of 40-55 miles per hour. Expressways should serve longer distance intra-city travel as well as linking the City with other nearby urban areas. Access is limited, crossings are generally signalized at grade, parking is not allowed, and a continuous median separates lanes in opposite directions.

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. 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 or Figure 4-3: Circulation System.

Rural Streets. Within the Planning Areas are streets that are rural in character. These should provide two travel lanes, no parking, and bike lanes where indicated in the bikeway plan. The main distinguishing features between rural streets and local streets is that the rural streets tend to be narrower, and without curbs and gutters. Rural streets are not shown in the General Plan Diagram or Figure 4-3: Circulation System.

MAJOR STREET IMPROVEMENTS

To achieve a balance between land use and the traffic carrying capacity of streets, peak-period traffic conditions were evaluated by comparing projected traffic volumes to roadway and intersection capacities. Service levels at study intersections and roadways were determined using standard traffic analysis methodology for signalized intersections, two-way stop intersections, multi-way stop intersections, and roadway segments.

Where conditions were projected to create severe traffic congestion, an iterative process to reduce traffic by rearranging land uses and increasing traffic capacity through improvements (i.e., construction of new lanes) was undertaken. A listing of major street improvements required to accommodate buildout of the General Plan can be found in Appendix B.

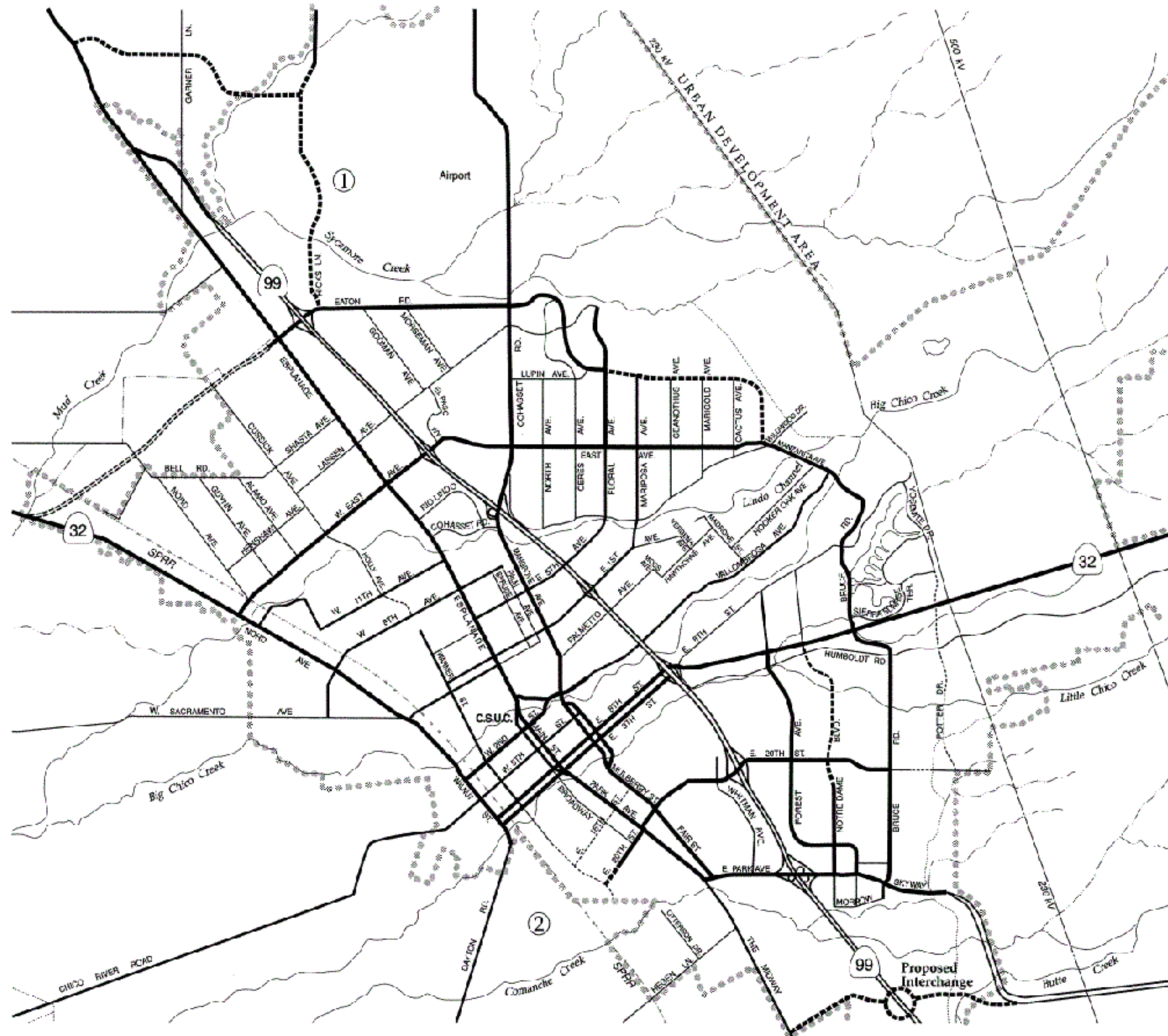
Guiding Policies: Circulation and Street System

- T-G-14 Promote safe and efficient vehicle circulation.
- T-G-15 Use Figure 4-3: Circulation System, to identify, schedule, and implement roadway improvements as development occurs.
- 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 routes for pedestrians and bicyclists, strive to reduce the total vehicle-miles traveled.

- T-G-17 Provide fair and equitable means for paying
for future street improvements.
- T-G-18 Coordinate local actions with state and
County agencies to ensure consistency.

Circulation System

Figure 4-3

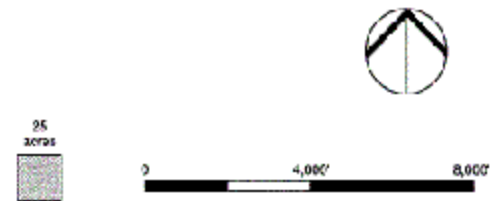


Existing	Future	
—	- - - - -	Collector 2 lanes
—	- - - - -	Minor Arterial 2 lanes
—	- - - - -	Arterial 4 lanes
—	- - - - -	Freeway/ 4-6 lanes Expressway

Notes:

- ① Circulation to serve future development of the area west of the Chico Municipal Airport will be determined in conjunction with the North Chico Specific Plan for CSA 87.
- ② The Southwest Chico Alignment Study is currently evaluating future circulation needs in and through southwest Chico.
- ③ The alignment of the proposed extension of Skyway to Highway 99 is subject to further studies by both the City and the County.

Sources: City of Chico, 1994; Korve Engineering and Elayne Dyeit, 1994.



City of Chico GENERAL PLAN

November 1994

T-G-19 The significant scenic routes and view corridors to the foothills offered by local highways and other major streets should be protected and enhanced through scenic highways designations, appropriate landscaping installation and development standards for adjacent properties.

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-33 Adopt street standards that provide flexibility in design, especially in residential neighborhoods. Revise right-of-way and pavement standards to reflect adjacent land use and/or anticipated traffic, and permit reduced right-of-way dimensions where necessary to maintain neighborhood character.
- T-I-34 Continue using the Capital Improvement Program to implement needed improvements to the street system where Transportation System Management can not ensure mobility and maintenance of service level standards.
- 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-36 Continue to work with Caltrans to achieve timely construction of programmed freeway and interchange improvements and state highway improvements.
- T-I-37 Locate arterials and collectors according to the general alignments shown in Figure 4-3. Minor variation from the depicted alignments will not require a General Plan amendment.
- T-I-38 Require the appropriate action to establish precise alignments based on the General Plan Diagram and Figure 4-3: Circulation System in order to identify future right-of-way needs.
- T-I-39 Review proposed designs for arterial streets and large traffic generating uses with transit service in mind, and require arterial streets to be designed to provide for bus loading and

unloading without disruption of through traffic, as shown in Table 4.4-1.

T-I-40 Work with the Butte County Association of Governments to ensure that General Plan amendments are incorporated in the countywide traffic model and incorporated into analysis required for the biennial updates to the County *Congestion Management Plan*.

T-I-41 Maintain the street network through a regular maintenance program, repave streets on a regular basis, and require that any pavement that has been damaged or dug up be returned to its original condition, with no bumps or ruts. Street maintenance and repaving programs should be based on current technology and accepted practices to maximize available revenues and improvements.

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.
- T-I-44 Explore the feasibility of extending Bruce Road north to the future Highway 99/Skyway interchange.
- T-I-45 To maintain adequate Levels of Service at freeway ramp/cross arterial intersections, the following actions will be implemented in cooperation with Caltrans. These are intended to reflect a combined approach of maximizing operational and low-construction cost alternatives, modifying travel patterns, and evaluating the appropriate level of service requirement for freeway operations.
- Review intersection control systems (signals, signing, marking) and check for adherence to standards, together with review of access control options on arterial street approaches. Closing and/or restricting movements at driveways, providing alternate site access routes, and purchasing access rights should be considered.
 - Evaluate operational control options including peak period turn prohibitions to increase intersection capacity, and approach signal timing along arterial streets.
 - Evaluate interchange locations for opportunities for reconfiguration of lane layouts, possibly requiring design exceptions, to add maneuver lanes to accommodate

especially heavy movements. Reassess right-of-way availability.

- Conduct regular traffic monitoring studies of peak period freeway operations and determine the extent to which local traffic uses SR 99 as an “arterial” roadway for travel between adjacent or second interchanges, instead of using surface arterial streets. Evaluate options for changes in traffic control systems to favor arterial street travel for short, local trips.
- Evaluate each freeway interchange location for operational effectiveness at different levels of service, and consider changing LOS standard for ramp/arterial street intersections.

T-I-46 Pursue public and private sources of funding for the implementation of the landscape improvements along Highway 99 and State Route 32.

This could include state grants for the improvement of streets and highways as well as continued requirements for private developers to make landscape improvements at the time of development.

T-I-47 Extend the Master Landscape Plan for Highway 99 within the Planning Area where adjacent land is urbanized or proposed for urbanization.

The Master Landscape Plan in effect today primarily addresses properties from the south of East Avenue to the Planning Area boundary. The plan could be extended to the north for a more continuous treatment along the entire length within the urbanized area.

T-I-48 Establish planting programs that extend the sense of the agricultural landscape at the western gateways to the city.

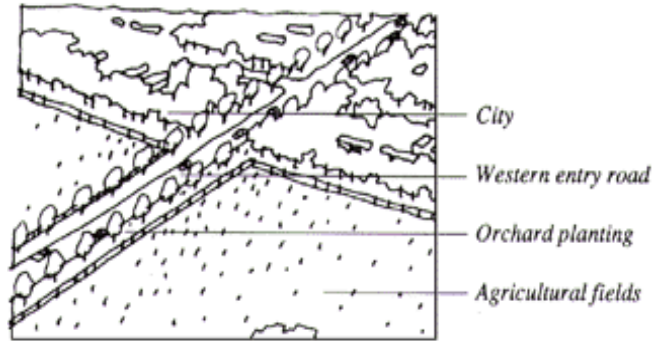


Figure 4-4: Entry to Chico from the West

4.5 NEIGHBORHOOD STREETS

Chico's traditional grid system allows for through movement and good connections between and within neighborhoods. Short blocks offer a choice of routes and enable more direct connections. While Chico's traditional neighborhoods, such as the Avenues and Chapmantown, are based on an orthogonal grid, variations can also allow for diagonal and curvilinear streets as well as larger or smaller blocks for maximum flexibility and improved connectivity.

Many of the new neighborhood development plans (with loops and cul de sacs) provide quieter environments for residents, but at the same time are somewhat isolated from other neighborhoods and can also cause areas within neighborhoods to be poorly connected. These types of designs promote circuitous travel and result in traffic being distributed along fewer streets where heavy traffic walls-in neighborhoods and requires sound walls. More desirable is development that balances sense of proximity and ease of access provided by the grid systems with the quieter, traffic-free interior environments of the newer neighborhoods.

In order to ensure that street layout in new development incorporates the need for neighborhood connectivity and the comfort and safety of pedestrians and bicyclists consistent with the Community Design Element, it is essential that:

- ▶ New development be more "connected" to the surroundings with an increased number of access points and pedestrian and bicycle connections to the neighborhood network;
- ▶ Blocks be short to allow for more direct connections;
- ▶ Pedestrian and bicycle routes be fronted by porches, living areas, and landscaping, instead of garages, parking, storage areas, and sound walls, in order to provide visual interest as well as increased surveillance; and

- ▶ Neighborhood streets remain unimpacted by greater traffic and parking from adjacent commercial developments as a result of "opening-up" to the surroundings.

Guiding Policy: Neighborhood Streets

T-G-21 Provide for increased connections between and within neighborhoods for bicycles, pedestrians and, where appropriate, automobiles.

Implementing Policies: Neighborhood Streets

T-I-49 Review and, as appropriate, revise the Streetscape Master Plan.

The Streetscape Master Plan should be broadened to include consideration for the following:

- Provisions for bike trails and pedestrian routes
- Guidelines for treatment of the street edge
- Encourage parkway strips and innovative treatments which consider water detention (irrigation and drainage)
- Guidelines for parking and buildings adjacent to streets

T-I-50 Provide for greater street connectivity by:

- Limiting the maximum block size in new development to 500 feet on all sides, where feasible;
- Incorporating in subdivision regulations requirements for a minimum number of access points to existing local or collector streets for each development (e.g. at least two access points for every 10 acres of development);
- Encouraging, through incentives, parking to be located behind buildings, not between buildings and streets, and ensuring that street designs incorporate adequate on-street parking;
- Reducing the overall amount of land devoted to parking by encouraging shared parking and examining reduction of parking requirements

that apply to individual uses for mixed-use developments;

- Encourage project proponents to limit the proportion of loop streets and cul de sacs and ensure that bicycle and pedestrian connections are provided from such streets; and
- Providing for future connections to the undeveloped edge and where connection to existing urban development is poor.

T-I-51 Discourage speeding and "cut-through" traffic on local neighborhood streets by installing appropriate traffic control devices, such as bulbining and narrower street widths.

T-I-52 Discourage parking intrusion in residential neighborhoods from commercial areas by adopting parking control strategies such as restrictions, signs, or permit systems, where appropriate.

4.6 PARKING

It is important to balance the need for enough parking to sustain existing activity and attract new development with transit needs and the City's financial ability to meet other public needs. Parking decisions affect land use and development patterns, as well as travel behavior. The placement and type of parking must accommodate the needs of businesses (who view parking as a marketing tool), pedestrians (who can view parking as a barrier when parking blocks walking paths), motorists (who want to park as close to their destination as possible), and residents (who desire both on-street and off-street parking).

Guiding Policies: Parking

T-G-22 Expand public parking programs for the Downtown area to alleviate existing and future shortages.

T-G-23 Require all new development outside of the Downtown area to provide off-street parking, but limit parking consistent with other policies of the General Plan related to transportation, air quality, resource conservation and historical preservation. Off-street parking requirements and needs can offset gains in pedestrian and bicycle amenities and landscaping in constrained locations. These limitations would apply to neighborhood centers, and mixed use developments where parking could be provided on-street and behind buildings off-street.

See also Chapter 2: Community Design policy CD-G-64 and Chapter 3: Land Use policy LU-I-25, on mixed-use neighborhood cores and commercial areas.

T-G-24 Coordinate parking with the roadway and transit systems and pedestrian circulation facilities.

Implementing Policies: Parking

- T-I-53 Establish parking standards to support trip reduction goals by:
- Allowing parking reductions for projects that have agreed to implement trip reduction methods, such as paid parking, and for mixed-use developments; and
 - Requiring projects larger than 25 employees to provide preferential parking for carpools and vanpools.
- T-I-54 Work with local merchants to improve parking conditions in under-served commercial areas.
- T-I-55 Consider establishing parking fee schedules that give priority to parking for businesses, shopping, and other short duration activities over parking for longer duration commute trips.
- T-I-56 Amend the Zoning Ordinance to include minimum parking requirements based on proximity to transit stations and development intensity. These standards should be examined as transit service changes. Parking above a minimum amount should be allowed only if additional amenities for bicyclists, pedestrians, transit and/or landscaping are provided.
- T-I-57 Investigate opportunities for shared parking facilities whenever possible to reduce the number of new parking stalls required.
- T-I-58 Locate parking facilities within acceptable walking distances of the facilities they are expected to serve. Walking distances should

not exceed 500 feet for short-term parking and 1,000 feet for long-term parking.

T-I-59

Encourage the integration of parking with other land uses on the same site.

4.7 GOODS MOVEMENT

Providing adequate circulation for trucks will help achieve the economic development policies of the Plan by facilitating transportation of manufactured goods and agricultural and consumer products. Designated truck routes are depicted on Figure 4-5. These routes are currently signed in the City and are designed to Caltrans' standards. Future truck routes would also include the southerly extension of Walnut Street and the extension of Eaton Road when they are constructed. The routes shown in Figure 4-5 serve as primary commercial truck movements entering and leaving the City. Trucks, however, can use any street to get to and from specific delivery locations.

Guiding Policy: Goods Movement

T-G-25 Provide adequate circulation and off-street parking and loading facilities for trucks and facilitate intermodal goods delivery.

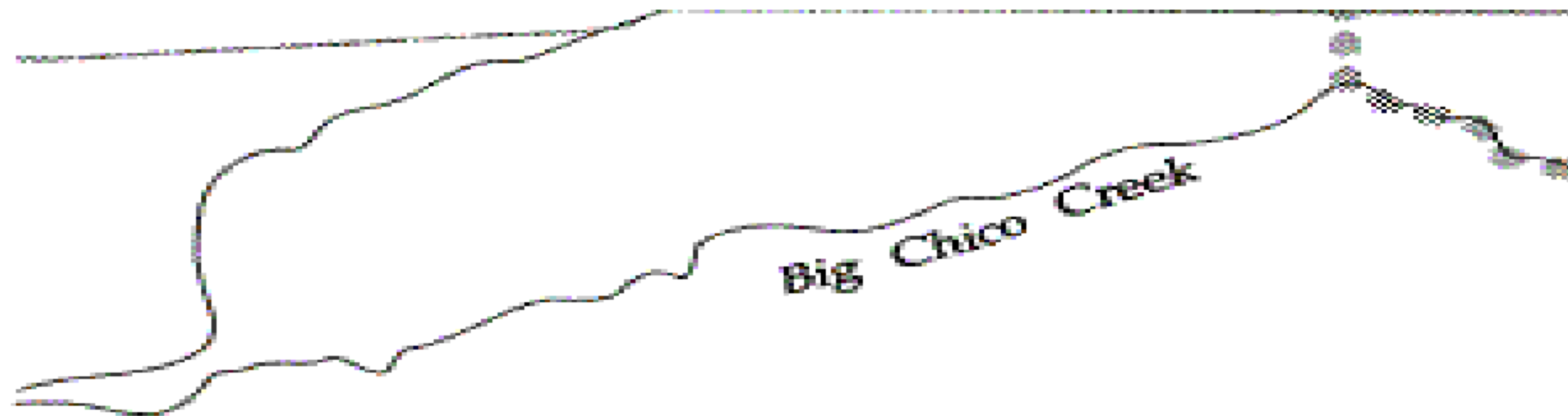
Implementing Policies: Goods Movement

See also Airport signage policy in Section 4.8.

T-I-60 In consultation with Butte County and Caltrans, designate and provide signed truck routes, ensure that adequate pavement depth, lane widths, bridge capacities, loading areas, and turn radii are maintained on the designated truck routes, and prohibit commercial trucks from non-truck routes except for deliveries.

T-I-61 Maintain design standards for industrial streets that incorporate heavier loads associated with truck operations and larger turning radii to facilitate truck movements.

- T-I-62 Continue to ensure adequate truck access to off-street loading areas in commercial areas.
- T-I-63 Consult with freight forwarders and trucking services on specific needs to facilitate intermodal goods movement.



4.8 AIRPORTS

The Chico Municipal Airport is a valuable resource for business and recreational air travel. The Rancho Airport is a private airport used for small, general aviation flights. Land use policies for the Airport environs are in Section 3.8 of the Land Use Element, and noise contours for airports are shown in the Noise Element.

Guiding Policy: Airport

T-G-26 Maintain and improve Chico Municipal Airport for commercial and general aviation and for special aviation needs, including facilities for propeller, turbo, motorcraft and jet aircraft.

Implementing Policies: Airport

T-I-64 Periodically update the Chico Municipal Airport Environs Plan and monitor aviation activity and aviation needs.

T-I-65 Ensure that compatible land use policies are followed in areas adjacent to the airport.

T-I-66 Work with Caltrans to establish signage to direct motorists and truckers to the Municipal Airport from Highway 99.



*Planes line parking apron at
Chico Municipal Airport*

4.9 RAILROADS

The City of Chico is served by the Southern Pacific Transportation Company and Amtrak. Existing track provides the opportunity for expansion and improvement of rail passenger services. These improvements could include increased frequencies to the existing rail station or exploring options for minimizing rail/vehicle/bicycle/pedestrian conflicts. Currently Amtrak serves the City of Chico once a day. The Coast Starlight stops in Chico as part of its Los Angeles to Seattle run. The northbound train arrives in Chico at 1:43 a.m. and the southbound train arrives at 3:01 a.m. daily. It is likely that a grade separation at Second Street and East Avenue will be needed sometime in the near future.

Guiding Policy: Railroads

T-G-27 Explore opportunities to increase rail passenger and inter-city bus transit services whenever possible.

Implementing Policies: Railroad

T-I-67 Continue the ongoing program to improve the condition and safety of existing railroad crossings by upgrading surface conditions and providing adequate signs and signals.

T-I-68 Explore the potential of having grade-separated crossings based on state criteria and funding availability at:

- State Route 32 at 8th/9th streets (this project is included in the Regional Transportation Plan);
- Second Street east of Walnut Street;
- 8th Avenue east of State Route 32; and

- East Avenue.

The California Grade Separation Fund, administered by the Public Utilities Commission, will pay up to 80 percent of project costs, up to \$5 million, unless the project will eliminate the need for another grade separation in the future, in which case the jurisdiction may receive up to \$20 million over a four-year period.

T-I-69 Establish a program to facilitate financing of needed railroad improvements by providing assistance through mechanisms such as assessment districts or redevelopment agency financing.

T-I-70 Cooperate with other agencies which are exploring the feasibility of increasing and expanding rail passenger service connections to Redding and Sacramento.

T-I-71 Explore the feasibility of extending rail service to new industrial areas.

The Community Design Element addresses the need to improve visual and physical connections to the Rail Depot (Policy CD-G-27).

4.10 INTER-CITY BUS TRANSPORTATION

Inter-city bus transportation is provided by Butte County Transit, Greyhound, and Amtrak. Butte County Transit is a fixed route transit service and provides connections from Chico to other destinations in the County. Greyhound offers bus transportation daily to destinations outside of Chico as does Amtrak. Future demand for inter-city services can be expected to increase. Chico should monitor the demand for inter-city service and work to increase it where appropriate and feasible.

Guiding Policies: Inter-city Bus Transportation

T-G-28 Work with providers to maintain and improve inter-city bus connections for passenger service.

T-G-29 Continue to coordinate inter-city transit connections with existing and future Chico Area Transit System services.

Implementing Policies: Inter-city Bus Transportation

T-I-72 In consultation with Butte County Transit, Greyhound, and Amtrak, monitor demand for inter-city bus transit service and increase service as demand warrants.

T-I-73 Maintain centrally located off-street bus facility for inter-city transportation until implementation of the Rail Depot is practical in the future.