ESPLANADE CORRIDOR STUDY

Community Workshop #1 –
Existing Conditions and Public Input
September 9, 2015
City of Chico

- 6:30-6:45 Open House
- 6:45-7:45 Presentation by Project Team
- 7:45-8:00 Input Exercise
- 8:00-8:15 Presentation Wrap-up
- 8:15-8:30 Q&A

Esplanade Corridor Improvement Study

- City Staff
  - Brendan Ottoboni
  - Wyatt West
- W-Trans
  - Steve Weinberger
  - Lauren Davini
- Gallaway Enterprises
  - Tracy Bettencourt

Introduction and Study Objecives

Purpose of the Meeting

- **Workshop #1 – Existing Conditions/Public Input**
  - To introduce the project
  - Share consultant's initial views and findings
  - Public to provide input on key issues
  - Identify study area opportunities and issues
  - Discuss community priorities/preferences
- **Workshop #2 – November 19, 2015**
  - Present corridor alternatives
- **Workshop #3 – February 2016**
  - Present and refine the preferred plan

ESPLANADE CORRIDOR IMPROVEMENT STUDY

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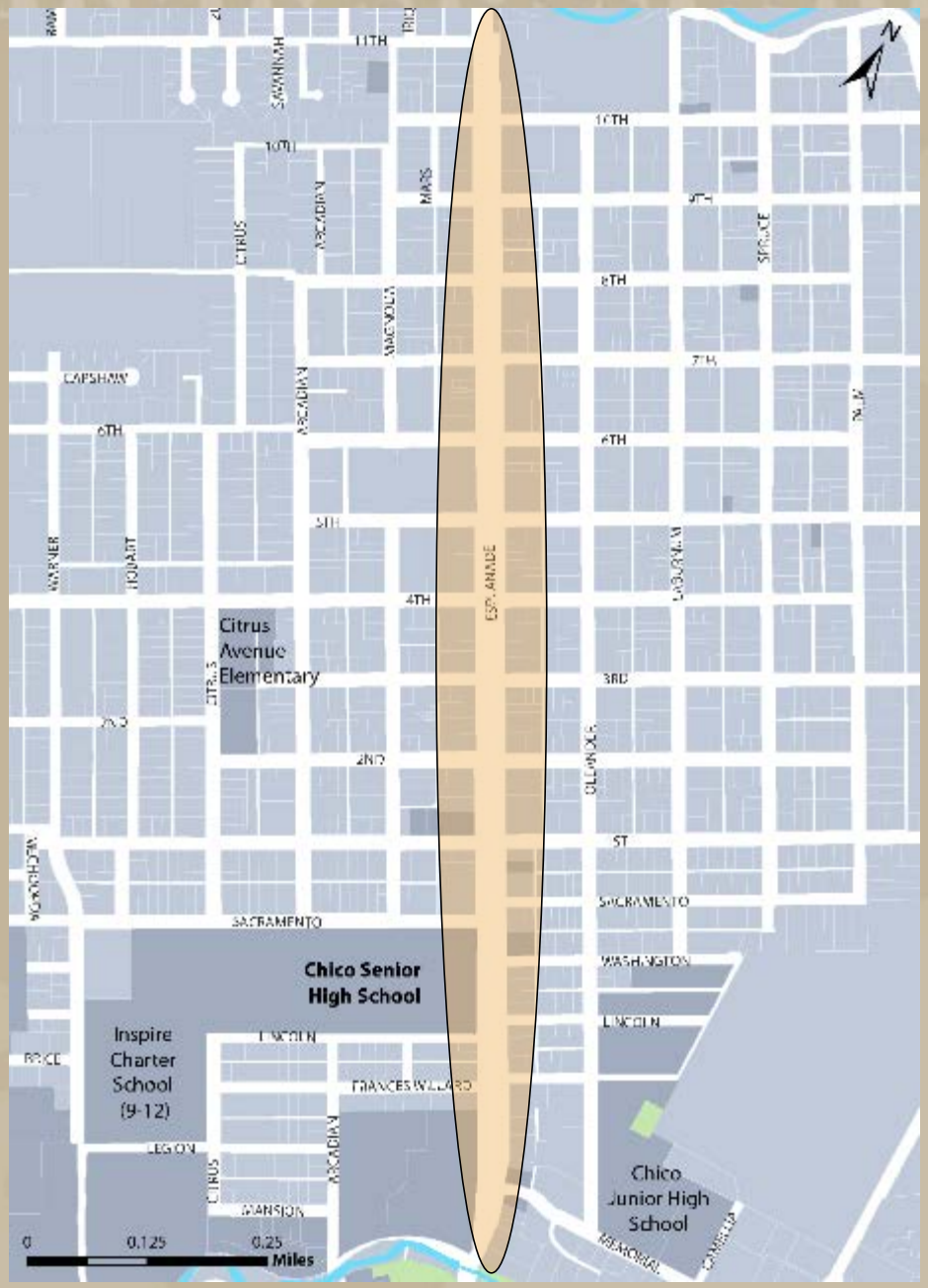
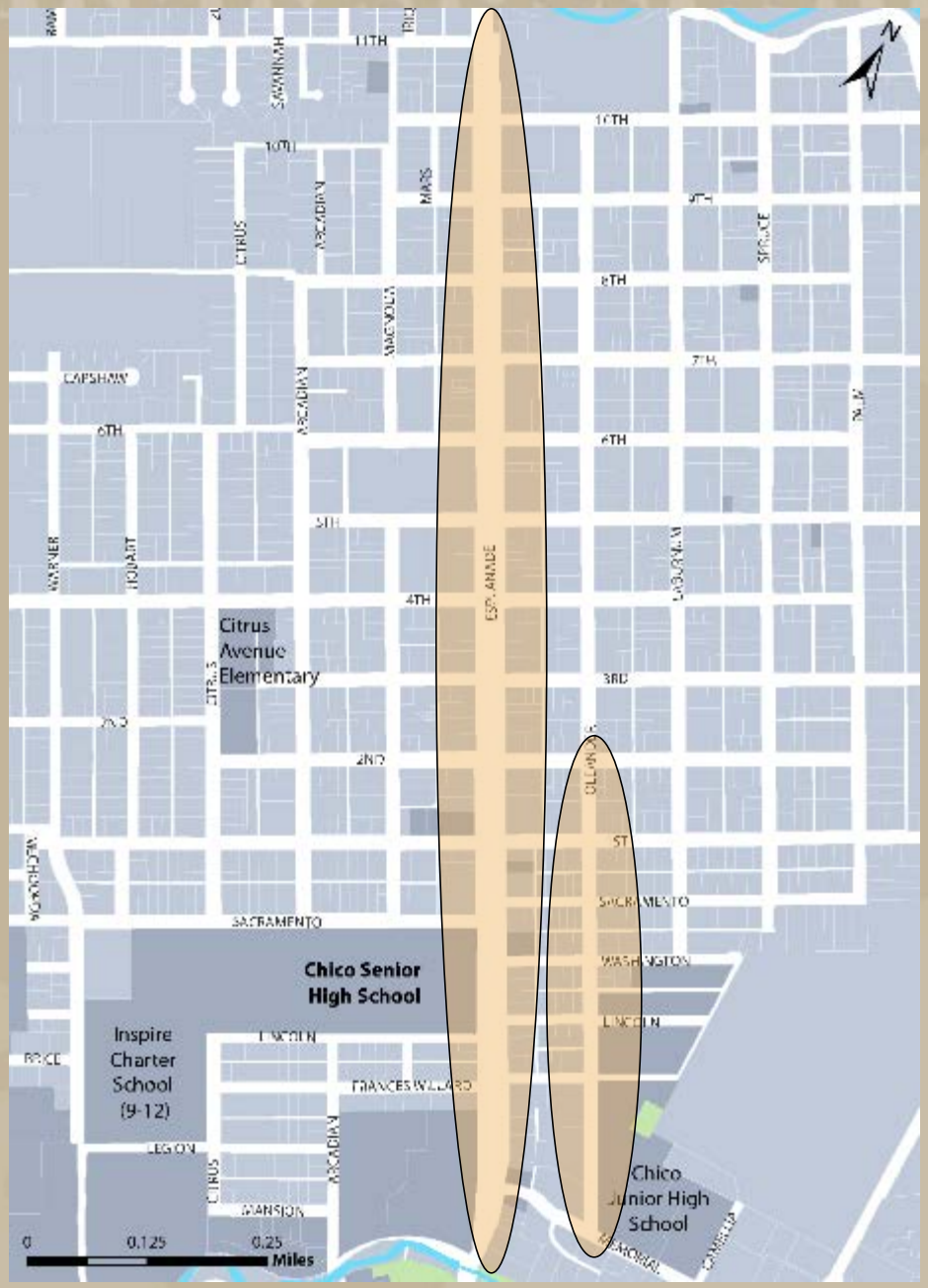


ESPLANADE CORRIDOR IMPROVEMENT STUDY



STUDY OBJECTIVES

- To provide safe connectivity for all users between the downtown and destinations along the corridor.
- ADA Access Enhancements
- Maintain acceptable vehicle traffic operations
- Improve transportation safety around High School
- Engage the community in envisioning the future and providing input on preferences/priorities
- Present a preferred street design for the corridor
- Assist City in packaging the preferred plan into a future grant application (Active Transportation Planning grant program or Highway Safety Improvement Program)

Complete Streets

Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation

PROJECT TIMELINE

- Kickoff Meeting – May 2015
- Data Collection – May
- Discussions with Stakeholders – June
- Existing Conditions Analysis – June-Aug
- Workshop #1 – September 9
- Development of Alternatives - October
- Workshop #2 – November 19, 2015
- Development of Preferred Plan - November
- Workshop #3 – February 2016
- Presentation of Preferred Plan – March/April

Esplanade Corridor Improvement Study

- Chico Chamber of Commerce Business Walk
  - Katie Simmons

Esplanade Corridor Improvement Study

- Meeting with corridor stakeholders
- Important destinations and land uses in the corridor

Public Input

- Workshop #1 – September 9
- Workshop #2 – November 19, 2015
- Workshop #3 – February 2016
- Council Public Hearing (end of process)
- Project website

  http://www.chico.ca.us/capital_project_services/EsplanadeCorridorImprovementStudy.asp
- Online Survey (TBD)
- Comment Cards (at each workshop)
- Please add your contact info to the Sign-up Sheets
- Email sweinberger@w-trans.com

Esplanade Corridor Timeline

Esplanade Timeline

1849	John Bidwell purchases "Rancho del Arroyo Chico."
1860	The City of Chico founded by John Bidwell.
1870	Arrival of the California and Oregon Railroad.
1872	City of Chico became incorporated .
1887	Establishment of the State Normal School, which later became California State University, Chico.
1898	**John Bidwell planted six rows of trees creating the public travel lanes for buggies, wagons, bicycles, and pedestrians.**
1904	**Northern Electric Railway (NERY) runs rail service along the east side of the Esplanade.**
1913	Dr. Newton Thomas Enloe opened the original Enloe Hospital on Flume Street in Chico.
1918	NERY goes out of business and reorganized as the Sacramento Northern Railroad (SNRR).
1920	**The Esplanade was still unpaved and was designated as US Highway 99E.**
1937	Dr. Enloe purchases parcel of land at 1531 The Esplanade where the hospital moved and still stands.
1947	SNRR ends passenger streetcar service.
Late 1950s	**Fred Davis and Earl Talken redesign The Esplanade, reconfigured from a two lane street bordered by side-streets, to a multiple-roadway boulevard.**
1960s	**The center two rows of trees were removed, the center roadway was widened, and traffic signals were installed and timed at 28 miles per hour.**
1965	**The Highway 99E freeway was completed. Traffic volumes on the Esplanade decrease.**
Mid 1970s	**The railroad tracks, which ran along the Esplanade, through downtown and along Park Avenue, were removed.**
1980	Enloe Hospital four-story addition was built with the main entrance moved to Magnolia Avenue.
1995	**The Esplanade was repaved with right-turn lanes installed where the rail bed had once been.**
2002	**The Esplanade was featured along with other great Boulevards from around the world in *'The Boulevard Book: History, Evolution, Design of Multiway Boulevards'* by Allan B. Jacobs, Professor emeritus from the University of California, Berkeley.**
2005	**Octavia Boulevard which stands on the right-of-way of the former Central Freeway, was completed in San Francisco and was modeled using the design of The Esplanade.**
2007-2010	The Enloe Hospital is expanded including a new expanded emergency department and a 742-space parking structure.
2015	**The *Esplanade Corridor Improvement Study* is initiated to identify strategies to improve the safety and operations of vehicles, bicycles, pedestrians, and transit along the corridor between Memorial Way and 11th Avenue.**

1898

1910

1920

1940

1947

1950

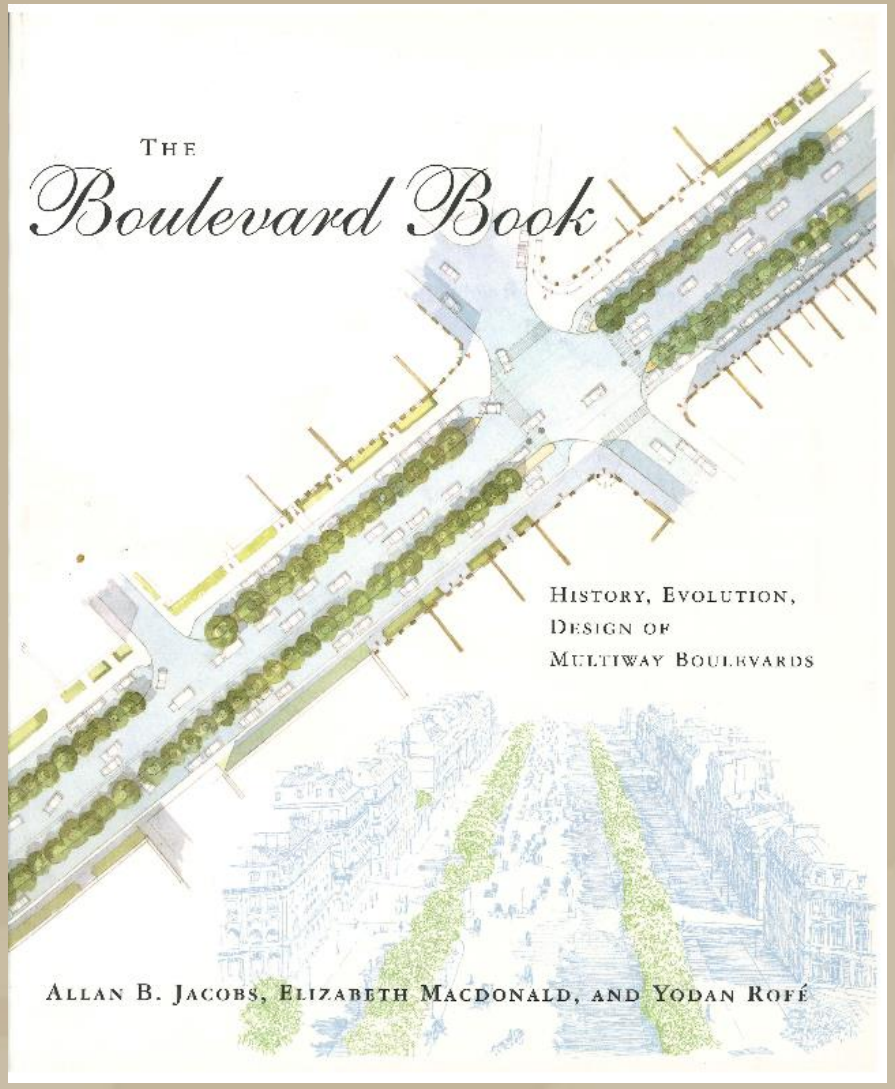
1960

1995

2002

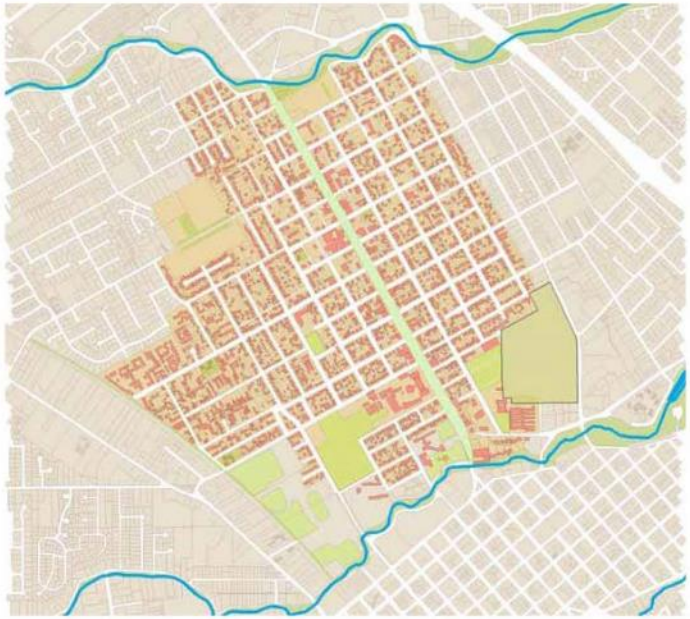
2005

2015


THE
Boulevard Book
HISTORY, EVOLUTION,
DESIGN OF
MULTIWAY BOULEVARDS
ALLAN B. JACOBS, ELIZABETH MACDONALD, AND YODAN ROFÉ

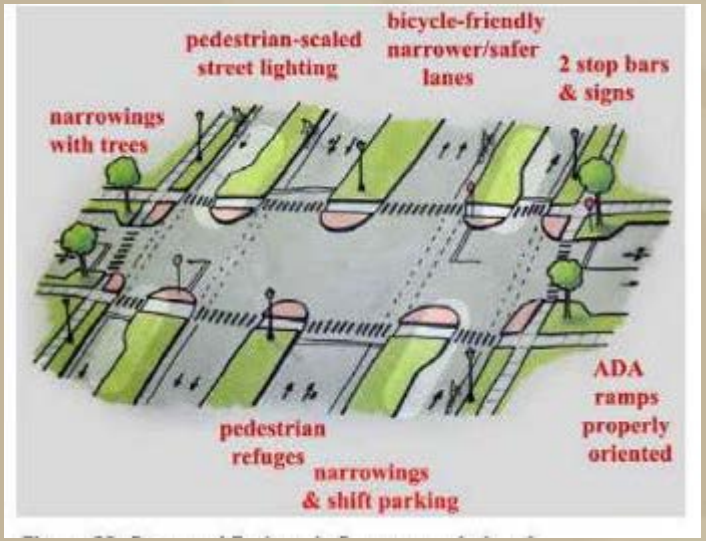
The Avenues Neighborhood Improvement Plan, 2008

The Avenues
Neighborhood Improvement Plan



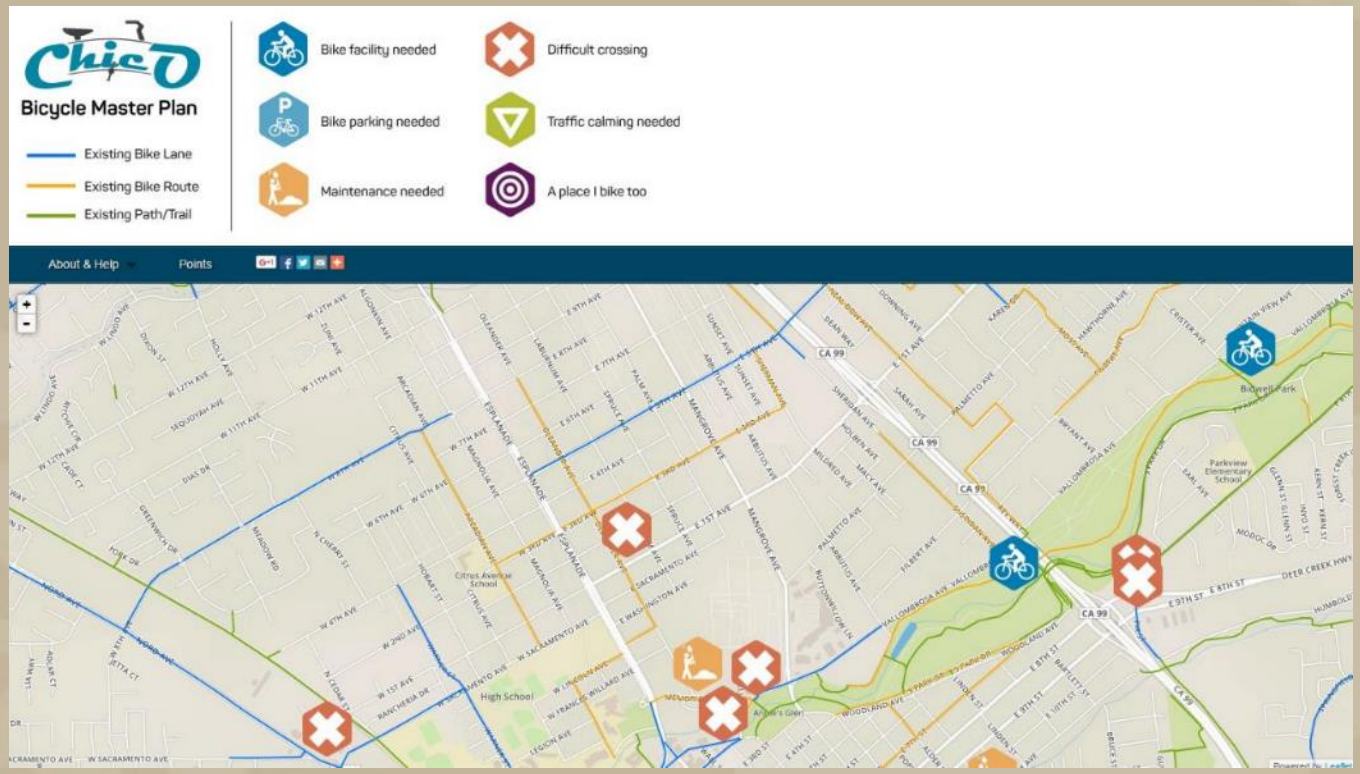
Created by
The City of Chico and the
Avenues Community

Adopted April 15, 2008 by City Council Resolution # 30-08



CHICO BIKE MASTER PLAN

- Goal: Develop a safe and comfortable network of bikeways that will appeal to people of all ages and abilities, build a stronger community, and demonstrate that bicycling means business.
- Currently examining existing bicycling conditions in the City and will be developing recommendations for infrastructure, education, and encouragement programs over the coming months.



CHICO BIKE MASTER PLAN

- Esplanade Ave is a **major north-south connector** for people that bicycle in Chico
- It **does not currently cater to people of all ages and abilities** to comfortably ride on the frontage roads adjacent to the main roadway, though many bicyclists ride on them
- The qualitative bicycle level of traffic stress (BLTS) analysis shows Esplanade to be one of the ***least comfortable*** **bike routes in the city**
- A **high number of intersection conflict points exist**, creating dangerous conditions for people bicycling and unpredictable riding behavior that can lead to collisions with motor vehicles—collision data demonstrates repeated occurrence of crashes involving bicyclists on this corridor
- Innovative strategies to improve conditions for people that bicycle on Esplanade will be explored as part of the Chico BMP Update, including **bicycle-only signals, intersection pavement markings**, and other treatments that can **separate motorists and bicyclists in space and/or time.**

Caltrans Strategic Management Plan

Goal #3: Sustainability, Livability and Economy

Target – By 2020, increase trips by non-auto modes:

- Triple bicycle
- Double pedestrian
- Double transit

Findings and Observations

Existing Data

- Traffic volume counts
- Pedestrian and bicycle counts
- Collision history
- Corridor travel time
- Intersection level of service (vehicle delay)
- Queuing
- Pedestrian facilities and crosswalk locations
- Available bicycle facilities
- Transit usage
- On-street parking

ESPLANADE CORRIDOR IMPROVEMENT STUDY

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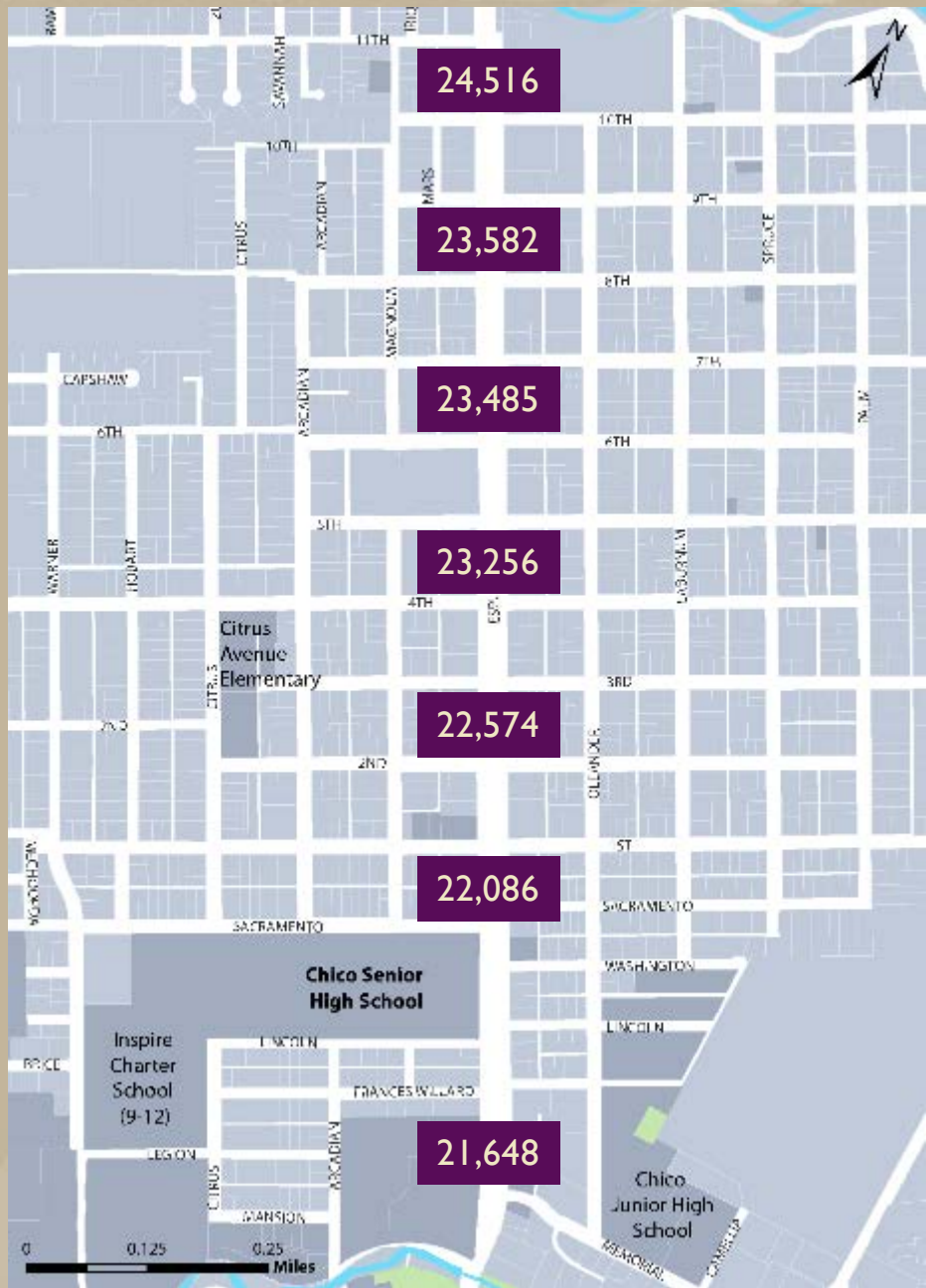
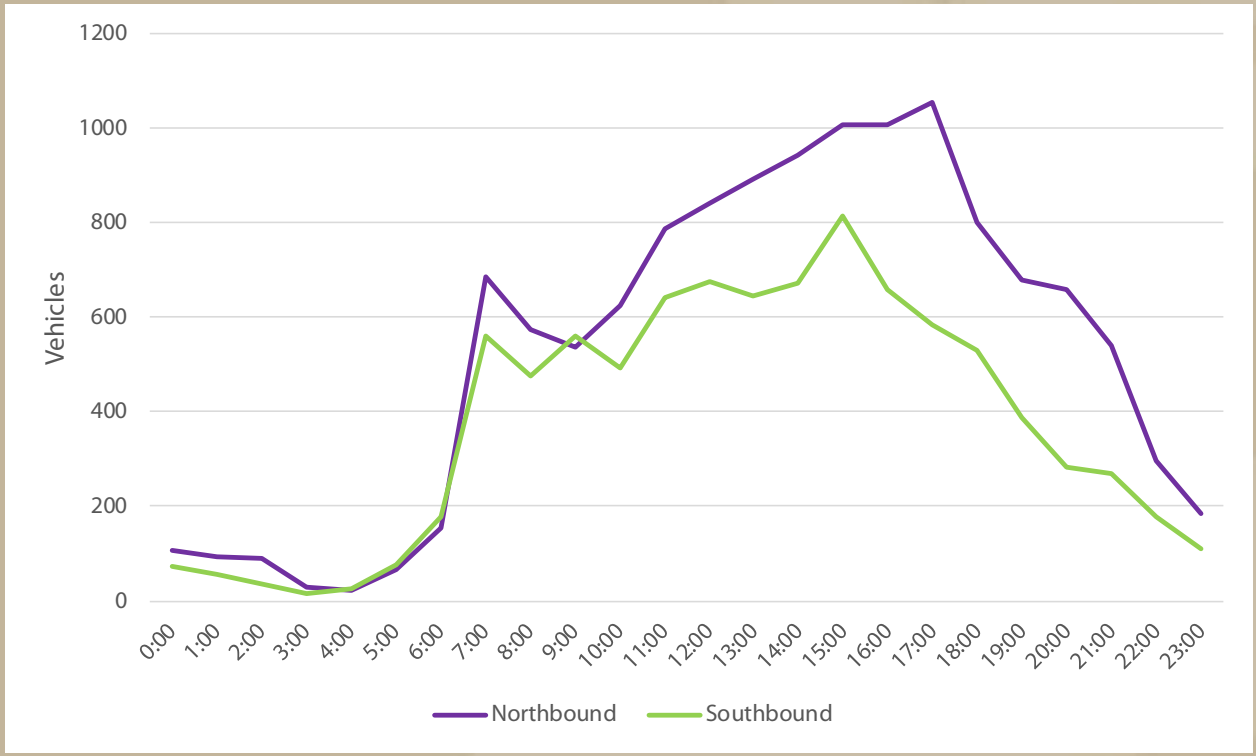
Vehicles per Day



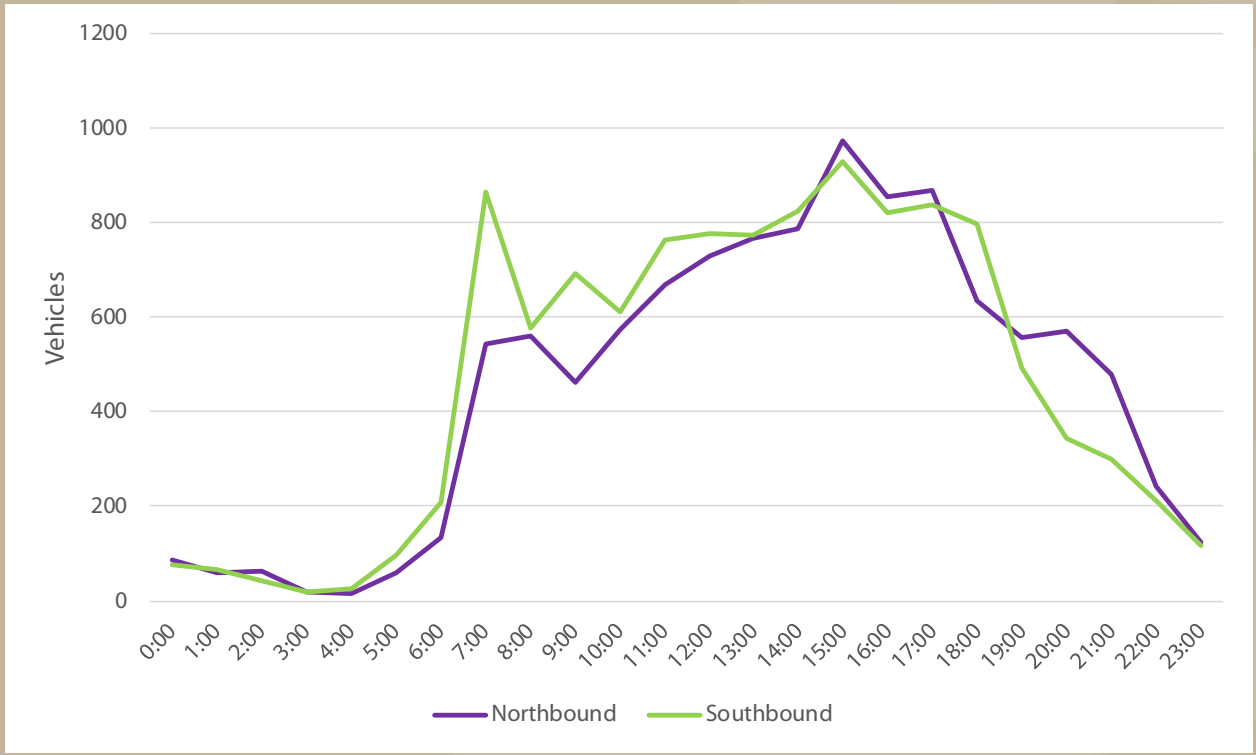
ESPLANADE CORRIDOR IMPROVEMENT STUDY

- **Current Conditions**
  - Hourly Traffic Trends between Memorial Way and Francis Willard Avenue



ESPLANADE CORRIDOR IMPROVEMENT STUDY

- **Current Conditions**
  - Hourly Traffic Trends between Sacramento Avenue and 1st Avenue

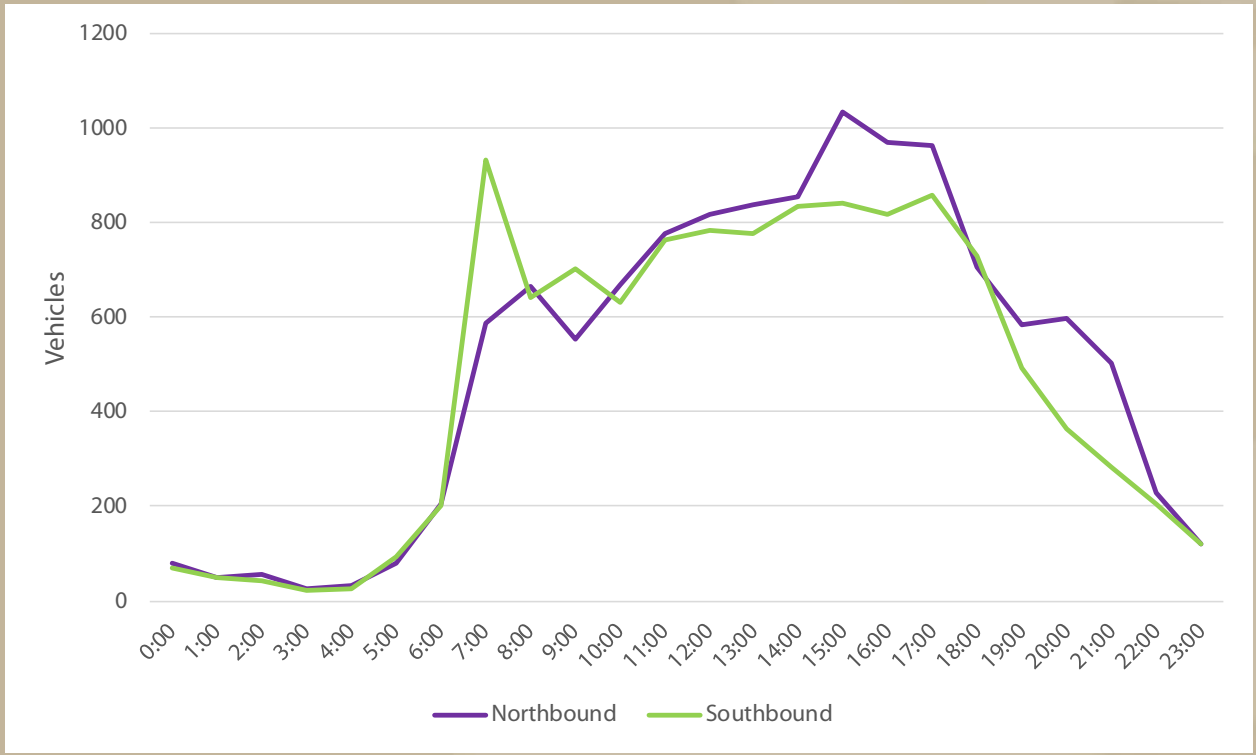


ESPLANADE CORRIDOR IMPROVEMENT STUDY

- **Current Conditions**
  - Hourly Traffic Trends between 2nd Avenue and 3rd Avenue

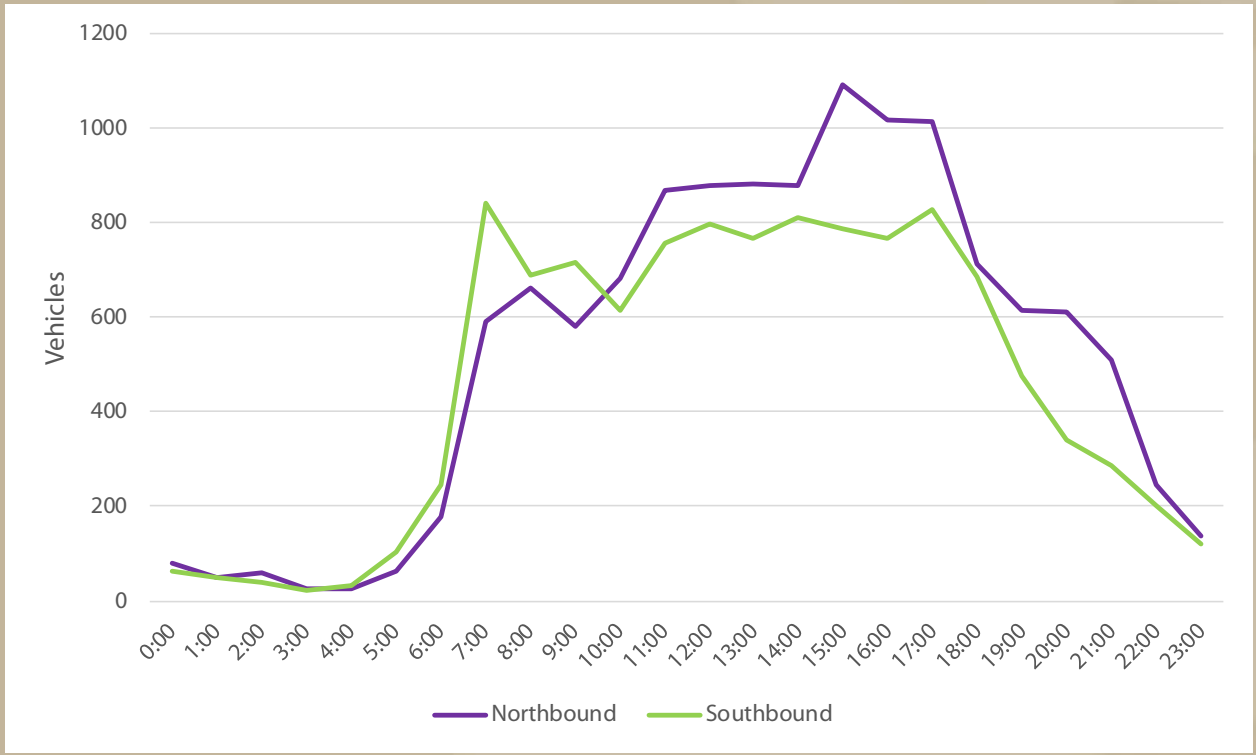
ESPLANADE CORRIDOR IMPROVEMENT STUDY

- **Current Conditions**
  - Hourly Traffic Trends between 4th Avenue and 5th Avenue



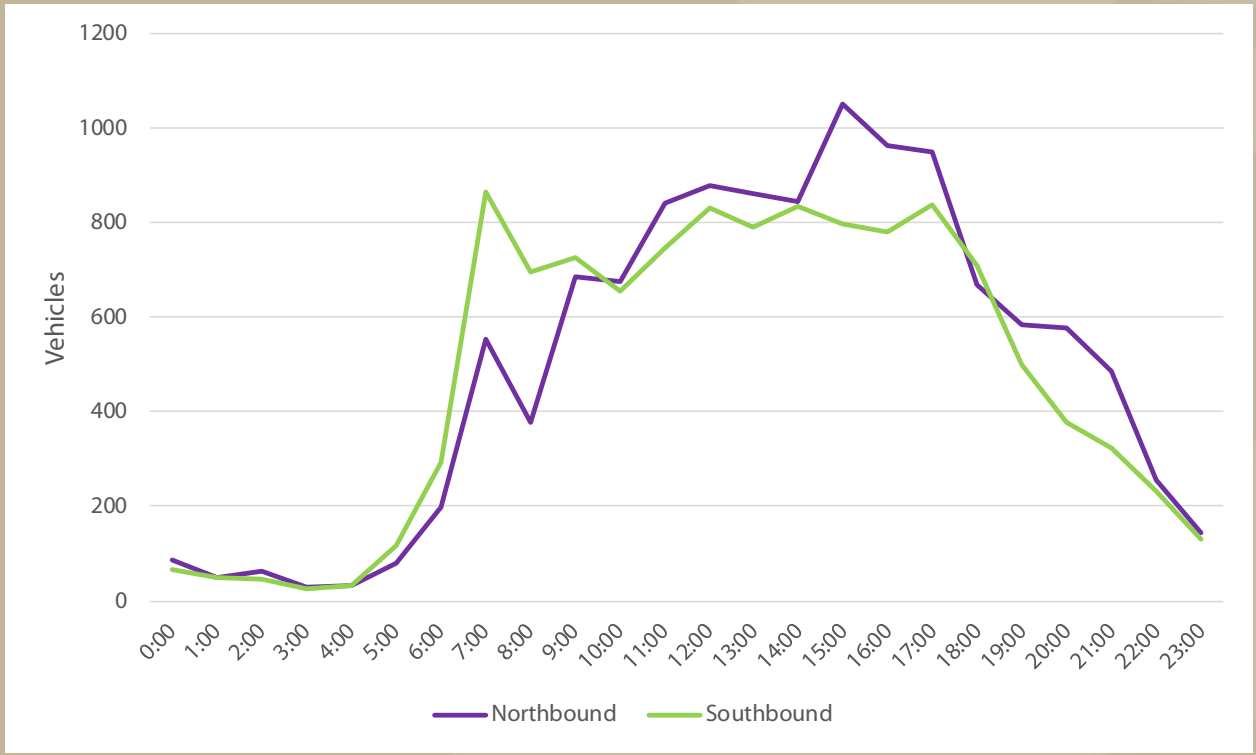
ESPLANADE CORRIDOR IMPROVEMENT STUDY

- **Current Conditions**
  - Hourly Traffic Trends between 6th Avenue and 7th Avenue



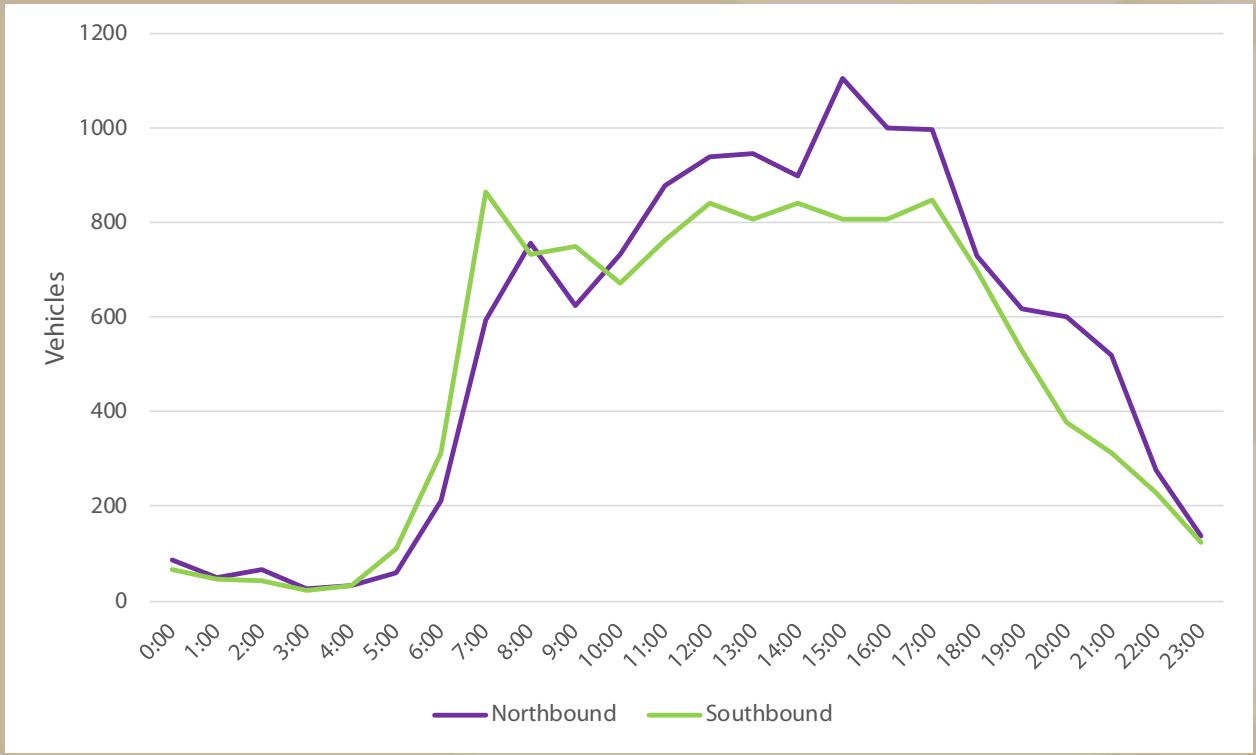
ESPLANADE CORRIDOR IMPROVEMENT STUDY

- **Current Conditions**
  - Hourly Traffic Trends between 8th Avenue and 9th Avenue



ESPLANADE CORRIDOR IMPROVEMENT STUDY

- **Current Conditions**
  - Hourly Traffic Trends between 10th Avenue and 11th Avenue



Existing Vehicle Travel Time

Direction of Travel	PM Peak Period		Off-Peak	
	Average Travel Time	Average Speed	Average Travel Time	Average Speed
NB Esplanade	2:51	25.1	2:40	26.8
SB Esplanade	2:55	24.5	2:32	28.3

Travel Time is measured in minutes: seconds
Speed is measured in miles per hour (mph)

ESPLANADE CORRIDOR IMPROVEMENT STUDY

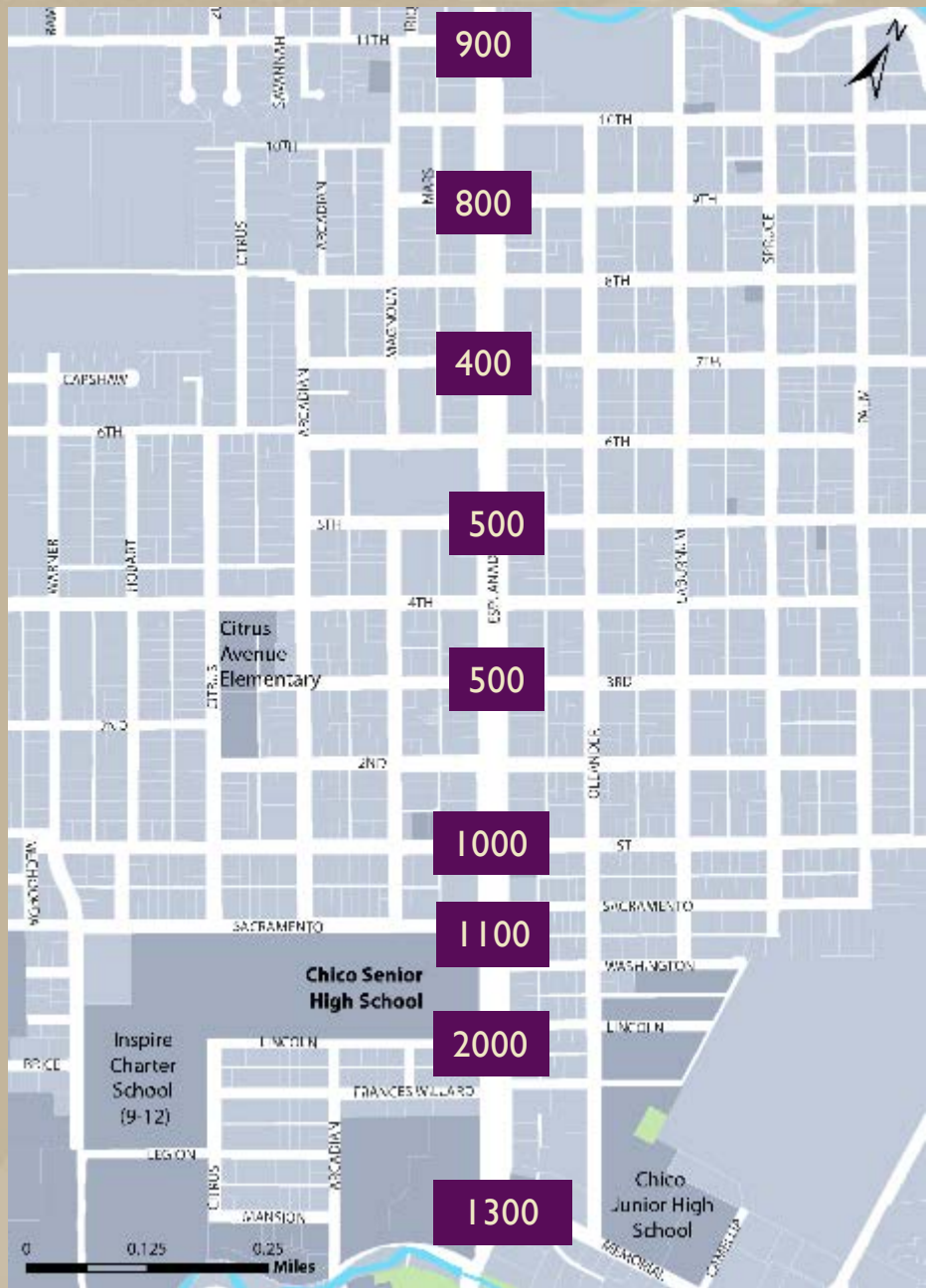
Intersection Level of Service

LOS	Vehicle Delay
A	0 to 10 seconds.
B	10 to 15 seconds.
C	15 to 25 seconds.
D	25 to 35 seconds.
E	35 to 50 seconds.
F	> 50 seconds.

NO
PARKING
ANY
TIME

ESPLANADE CORRIDOR IMPROVEMENT STUDY

Daily Pedestrian and Bicyclist Crossings



Bicycle Travel

- Travel Time (w/stopping) – 7:45
- Travel Time (not stopping) – 6:00
- 23% stopping at cross streets
- 27% wearing helmets

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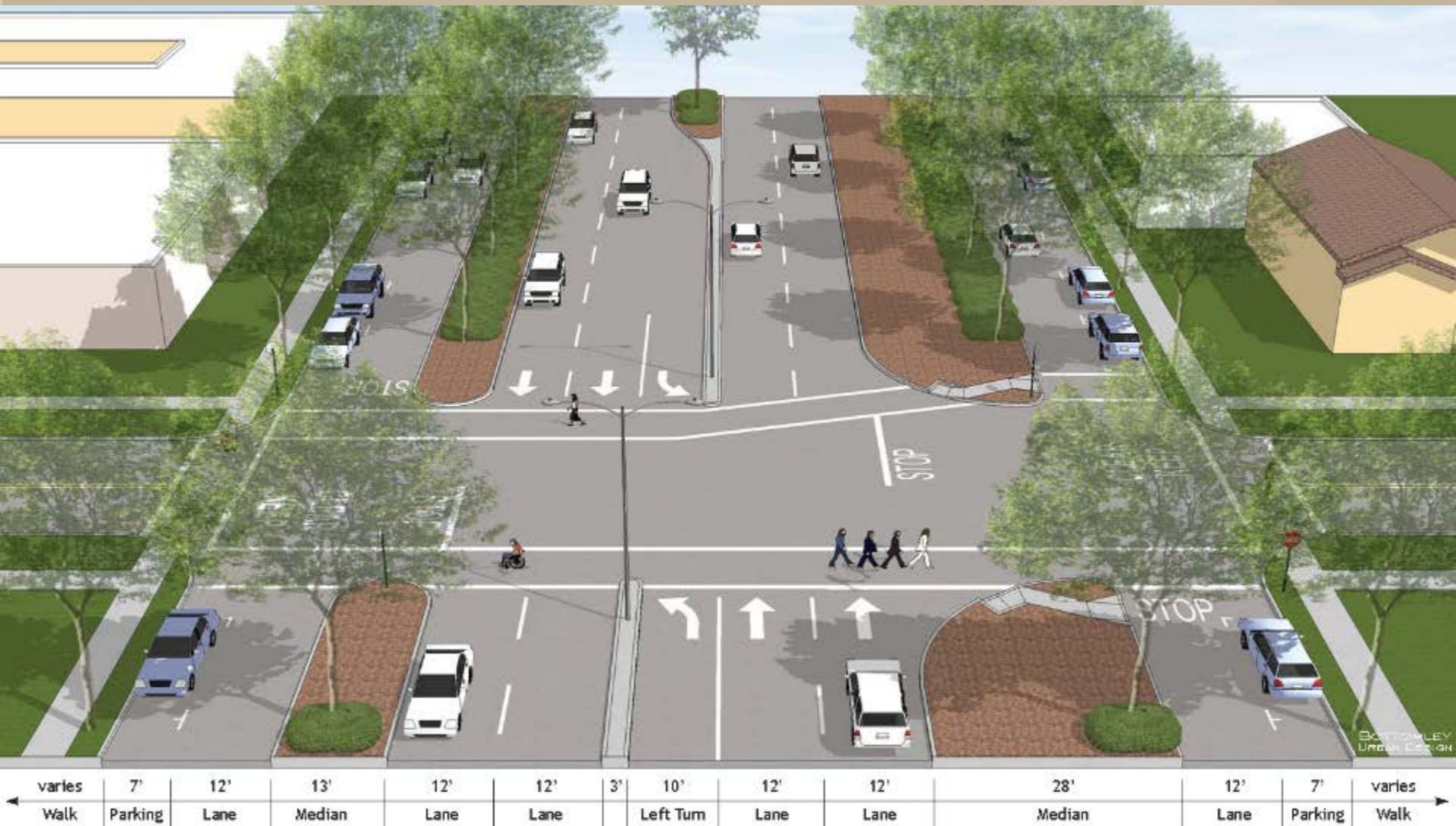
Street Cross Section – Unsignalized Intersection



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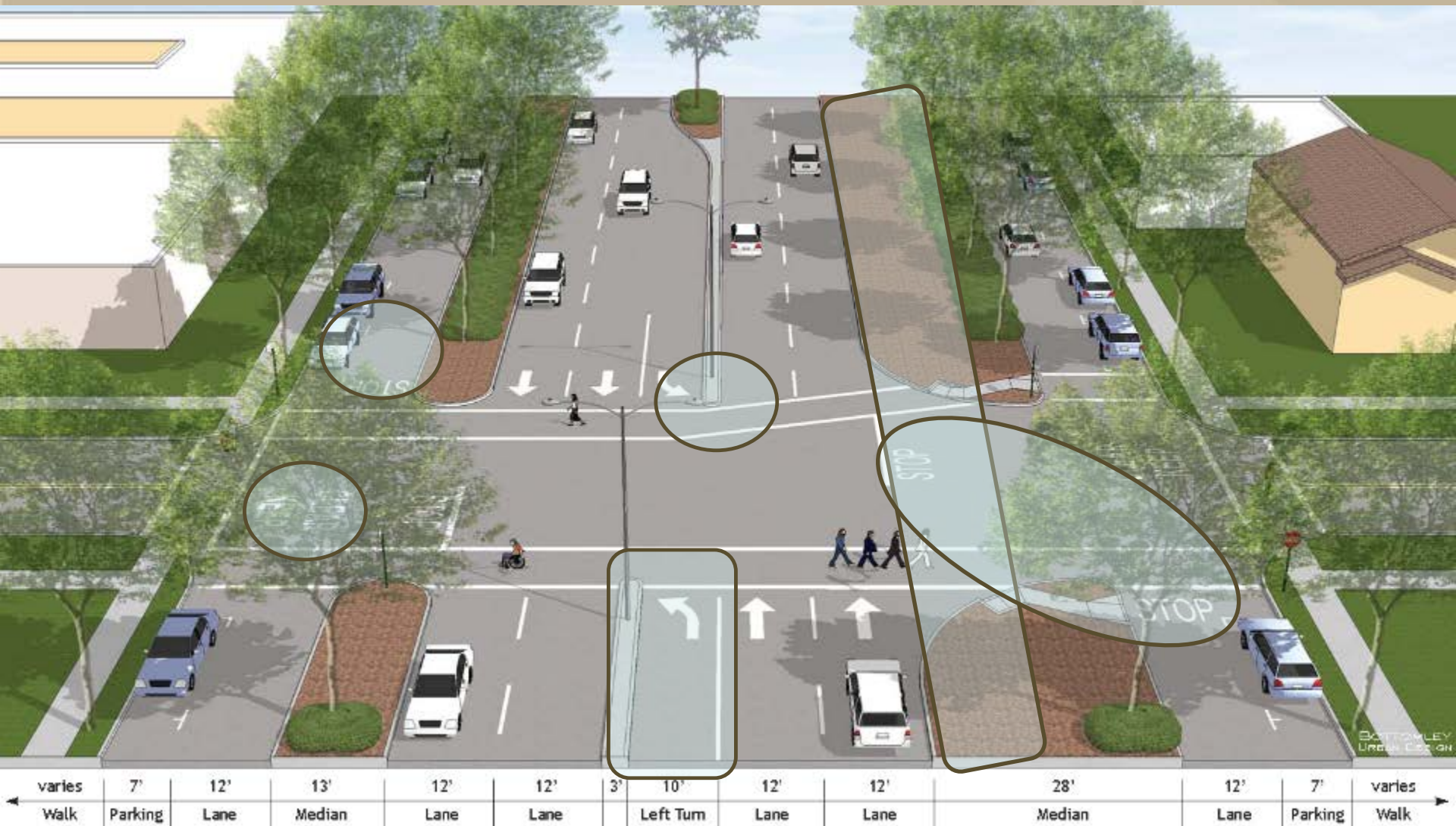


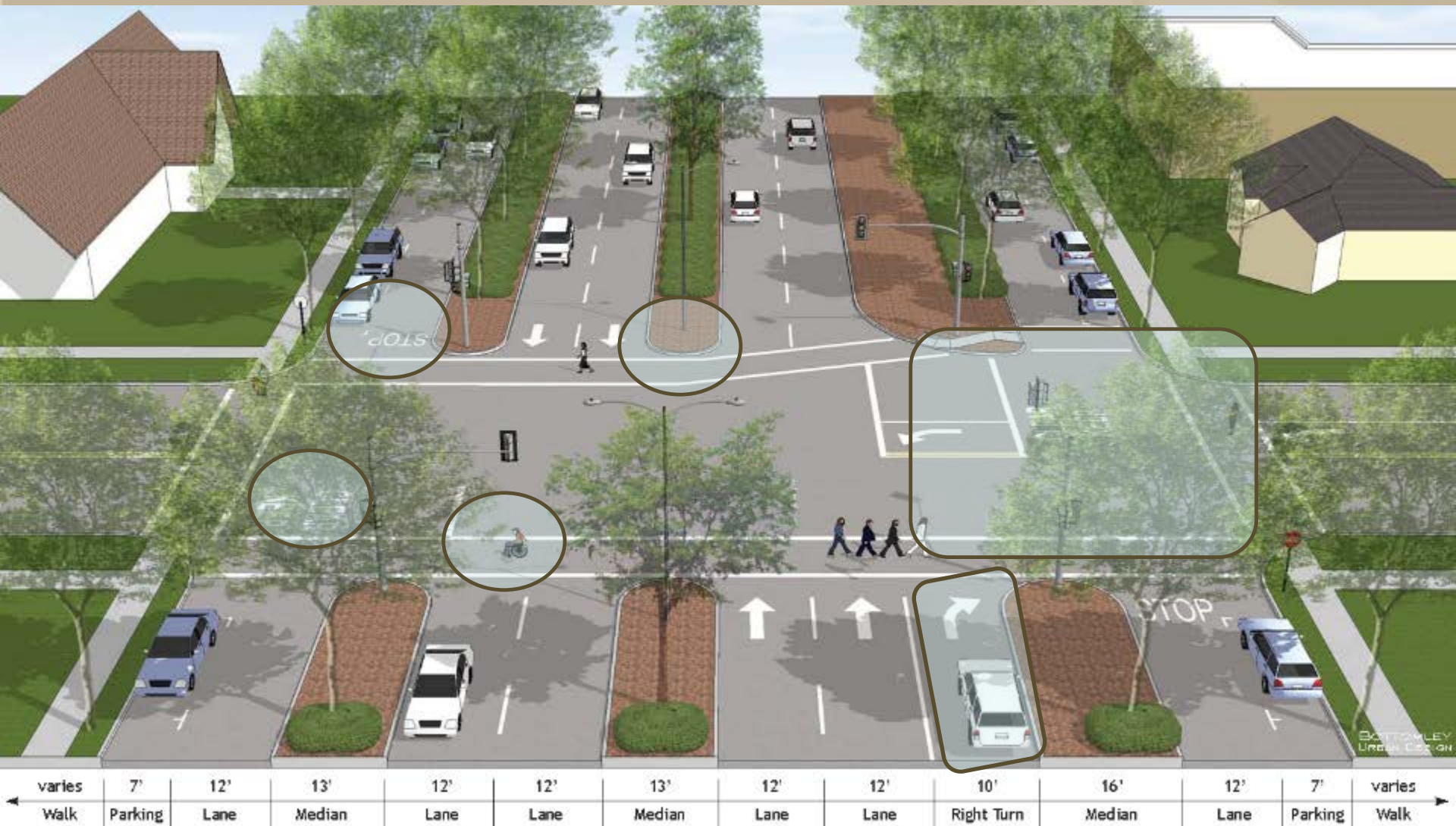
Esplanade Corridor Improvement Study

Street Cross Section – Signalized Intersection

varies	7'	12'	13'	12'	12'	13'	12'	12'	10'	16'	12'	7'	varies
Walk	Parking	Lane	Median	Lane	Lane	Median	Lane	Lane	Right Turn	Median	Lane	Parking	Walk

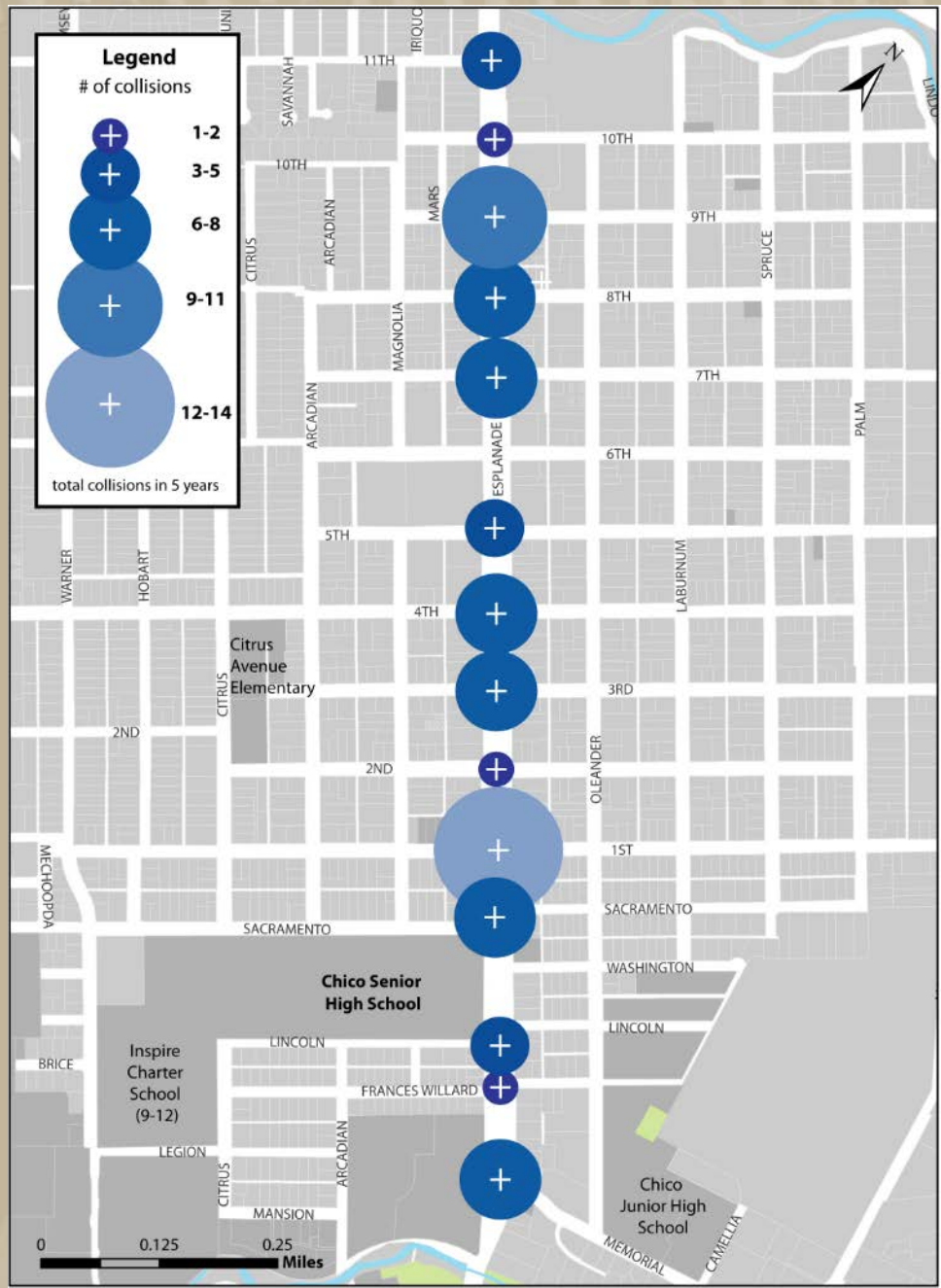
ESPLANADE CORRIDOR IMPROVEMENT STUDY

Street Cross Section – Signalized Intersection



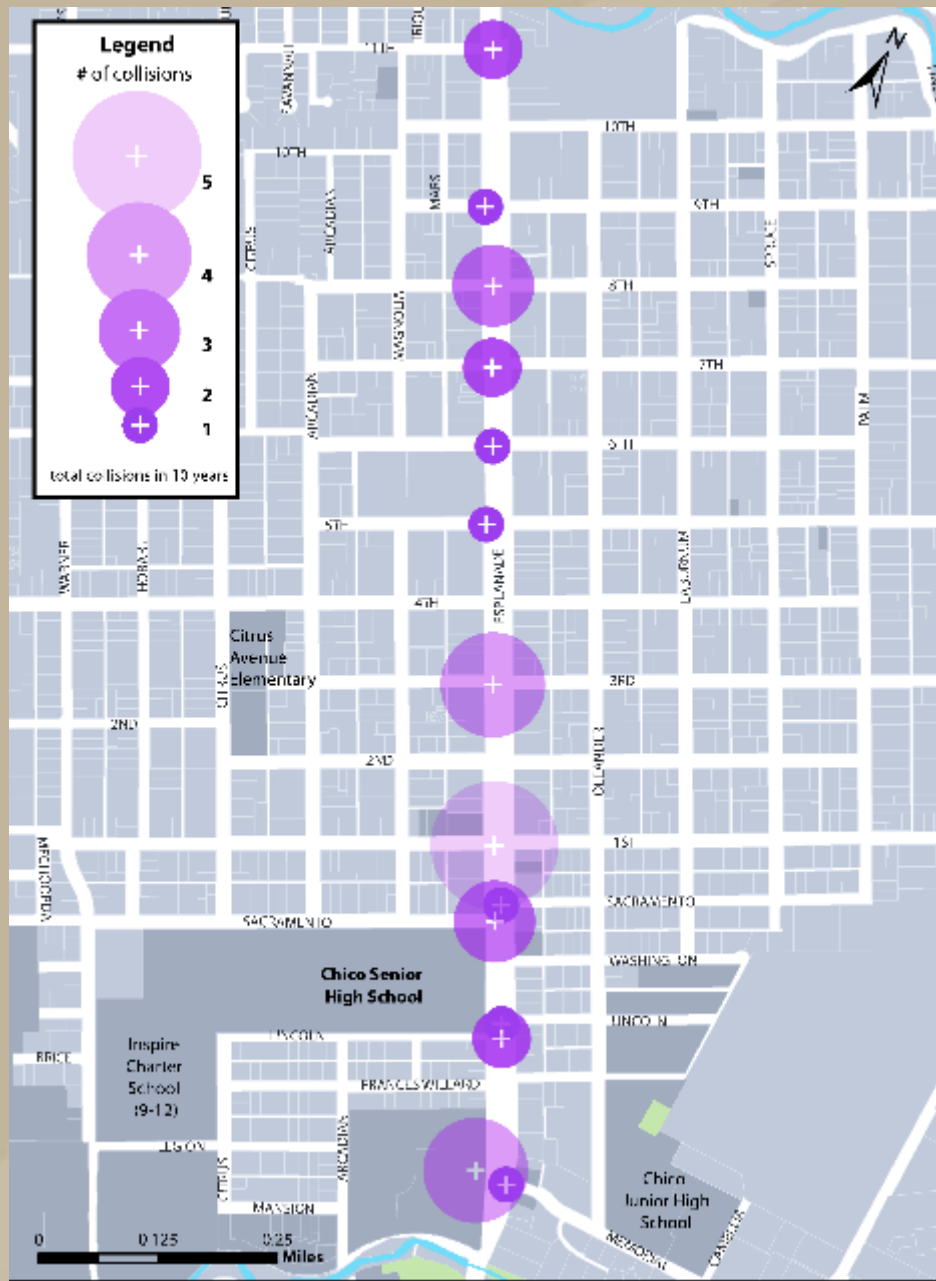
ESPLANADE CORRIDOR IMPROVEMENT STUDY

Total # of Collisions over 5 Years



ESPLANADE CORRIDOR IMPROVEMENT STUDY

Total # of Collisions Involving a Pedestrian and/or Bicyclist over 10 Years



ESPLANADE CORRIDOR IMPROVEMENT STUDY

1st Avenue

Ped/Bike – 1 collision per ***800,000***

Vehicle – 1 collision per ***4,200,000***

Memorial Way

Ped/Bike – 1 collision per ***1,200,000***

Vehicle – 1 collision per ***5,650,000***

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Vehicle Collision rate is very close to the expected rate for similar facilities.

Approximately 5 times more likely to be in an accident if you are a pedestrian or bicyclist than if you are travelling in a vehicle.

Issues to Addess

- Lack of pedestrian crossing facilities.
- Need for bike facility markings.
- Address bike crossing conflicts
- Reduce confusion at frontage road intersections
- Improve High School student safety
- Increase left-turn safety
- Accomodate1st Avenue intersection demand
- Improve accessibility to local schools
- Address landscaping impacts to driver's view
- ADA Access

Input Exercise

- Don't Touch (like the way it is)
- Acceptable (not perfect, but it works)
- Fix-it (critical issue that needs to improve)

Corridor Opportunities

Potential Improvement Considerations

- Intersection Improvements
- Roadway geometry (stay within the exiting Right-of-Way)
- Signal modifications and upgrades
- Traffic Signal timing
- Turn Lanes
- Bike Facilities
- Pedestrian crossing improvements
- Roundabouts ?
- Other traffic controls
- Striping and pavement markings
- Wayfinding signage
- Sidewalk improvements
- On-Street Parking
- School pick-up/drop-off
- Safe Routes to School
- Lighting
- Locations for Public Art ?
- Landscaping changes
- Urban Design
- Street Furniture

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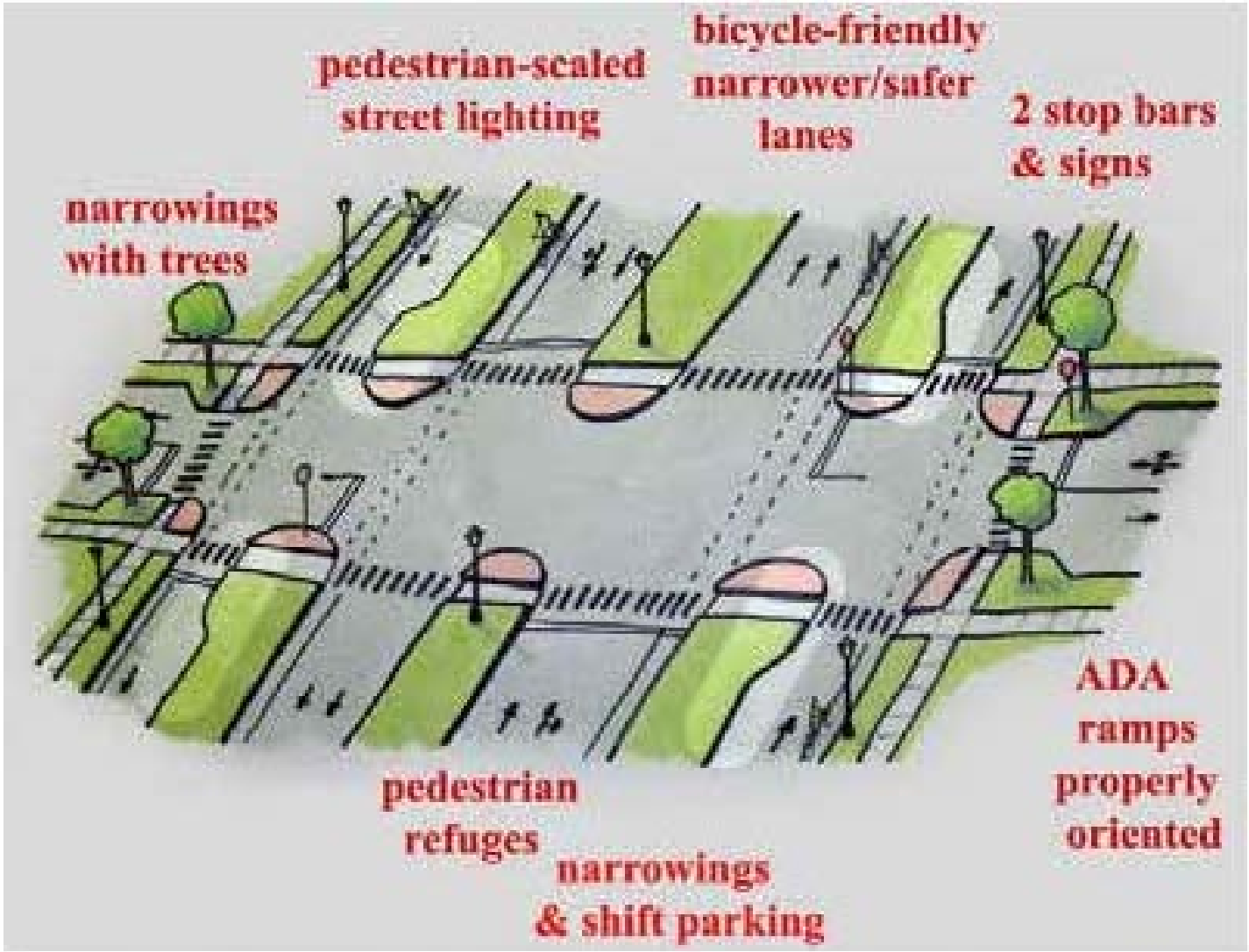

CORRIDOR OPPORTUNITIES

- Classic tree lined boulevard with opportunities for pedestrian and bike space & refuge.
- Old rail right-of-way can be used for a more valuable purpose.
- Available capacity in the North-South direction to accommodate all users.

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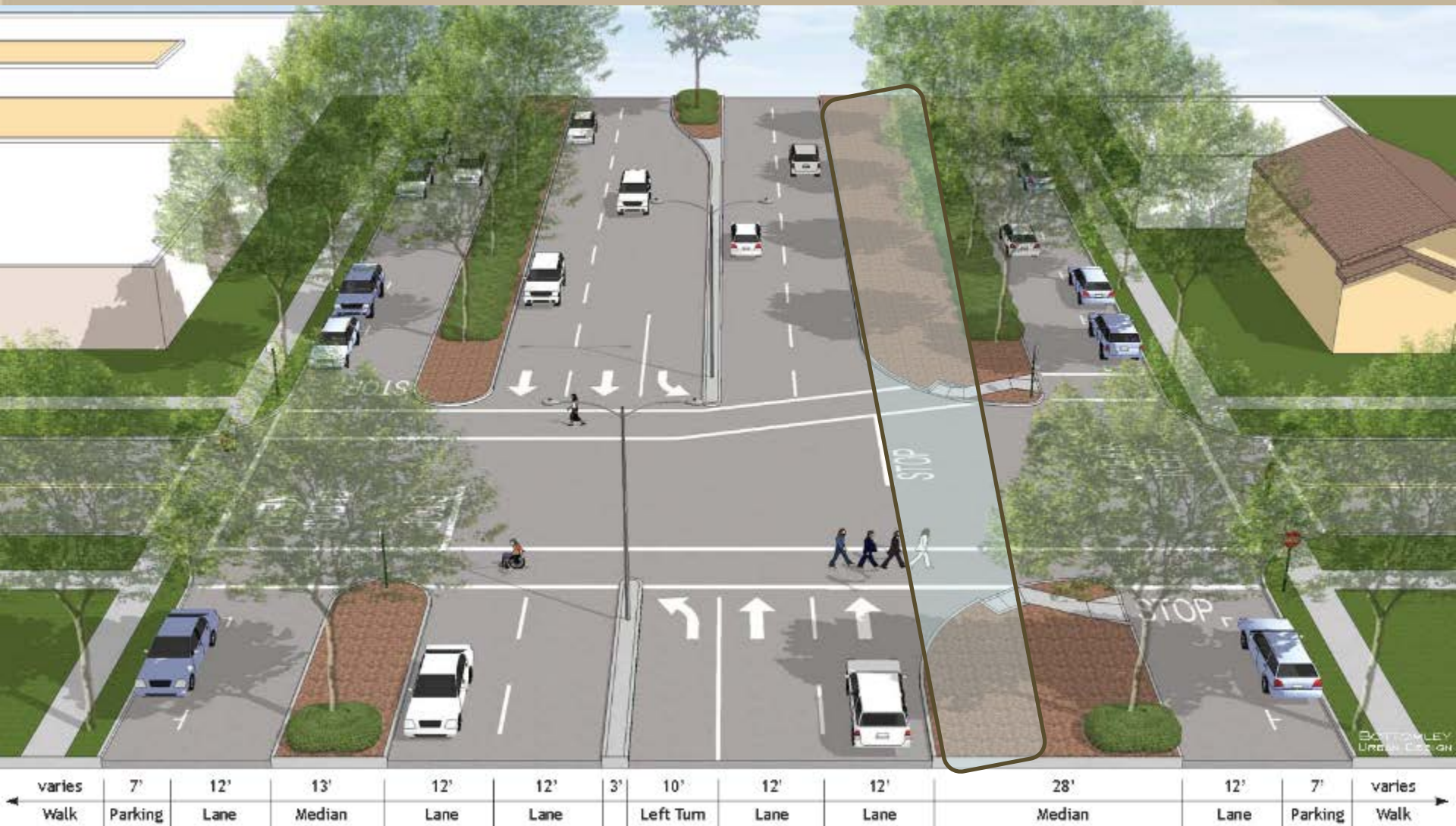
Street Cross Section – Unsignalized Intersection



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NACTO Urban Bikeway Design Guide

The purpose of the NACTO Urban Bikeway Design Guide (part of the Cities for Cycling initiative) is to provide cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists.

Bike Lanes

Cycle Tracks

Intersections

Signals

Signs & Markings

The NACTO Urban Bikeway Design Guide is based on the experience of the best cycling cities in the world. The designs in this document were developed by cities for cities, since

Urban Bikeway Design Guide

- Bike Lanes
- Cycle Tracks
- Intersections
- Signals
- Signing & Marking

- Master Reference Matrix
- City Projects
- Print Guide
- Design Guide Project Teams
- Sponsors
- Design Guide Comments
- Endorse the NACTO Guide

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Esplanade Corridor Improvement Study

Questions to the Public

Would you be interested in seeing alternatives brought forward in the process that include:

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ADA curb ramp improvements?

A. Yes

B. No

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The use of standard pedestrian crossing signal equipment at the existing signalized intersections?

A. Yes

B. No

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Clearly marked bicycle facilities and crossings?

A. Yes

B. No

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More refuge medians for pedestrians crossing the Esplanade?

A. Yes

B. No

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Countdown pedestrian crossing signals?

A. Yes

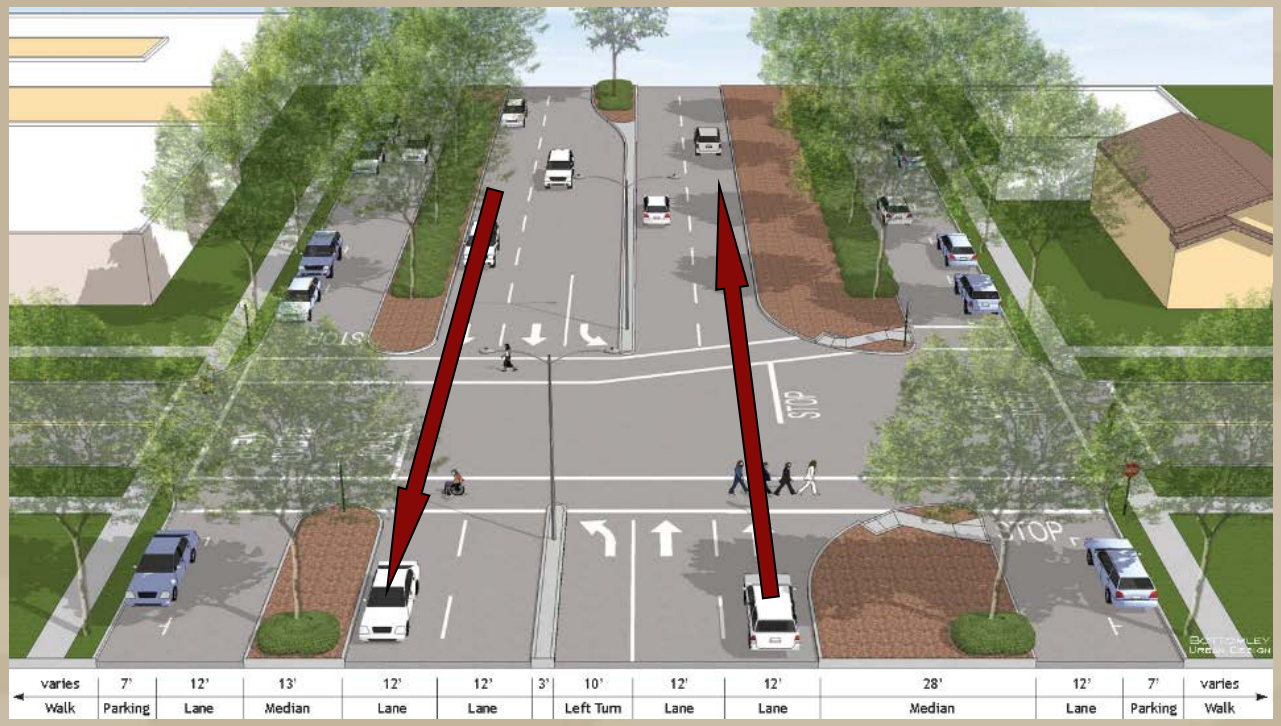
B. No

Esplanade Corridor Improvement Study

Bike lanes within the primary travelway of the Esplanade?

A. Yes

B. No



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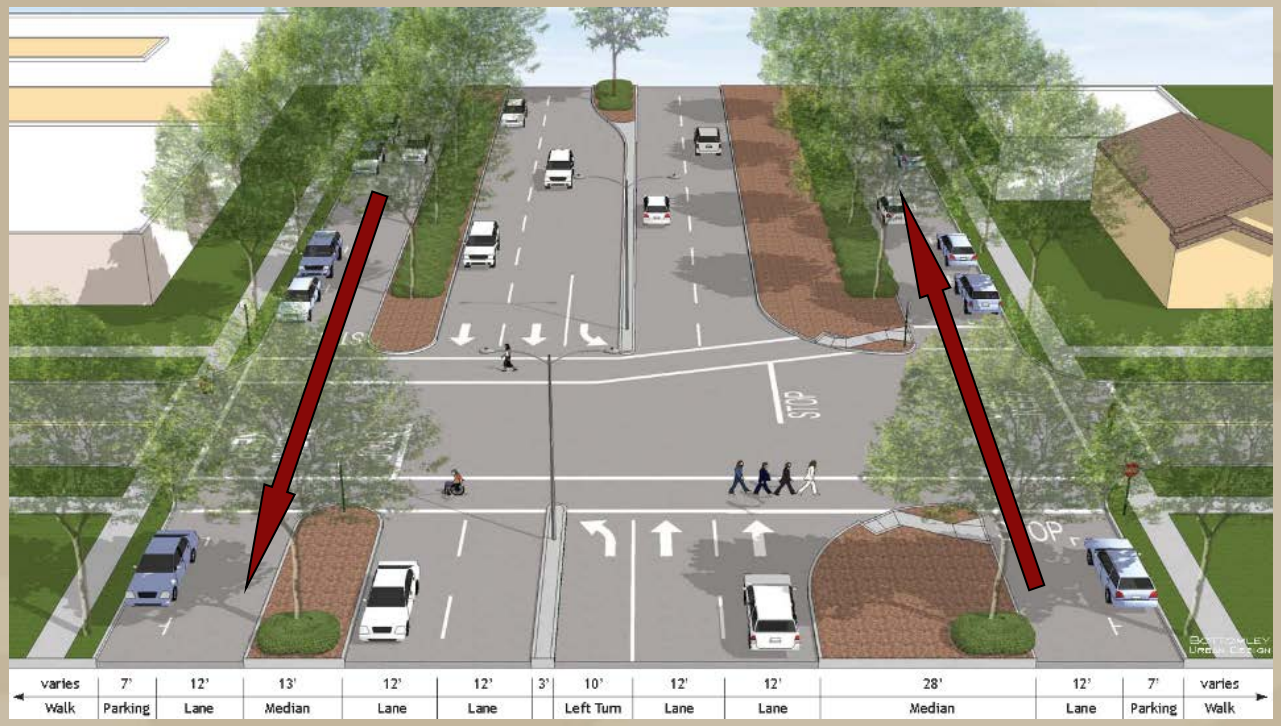
Marked bike facilities within the frontage roads?

A. Yes

B. No



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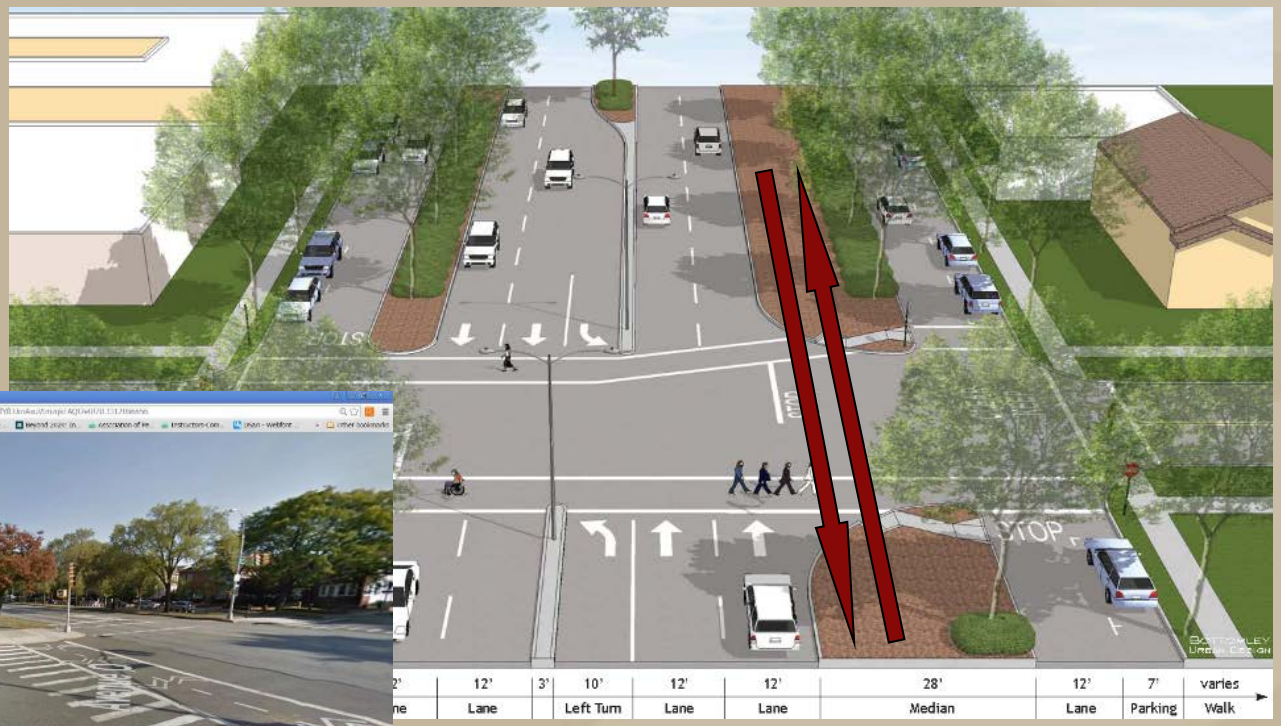
Use of the rail right-of-way as a two-way bike facility?

A. Yes

B. No

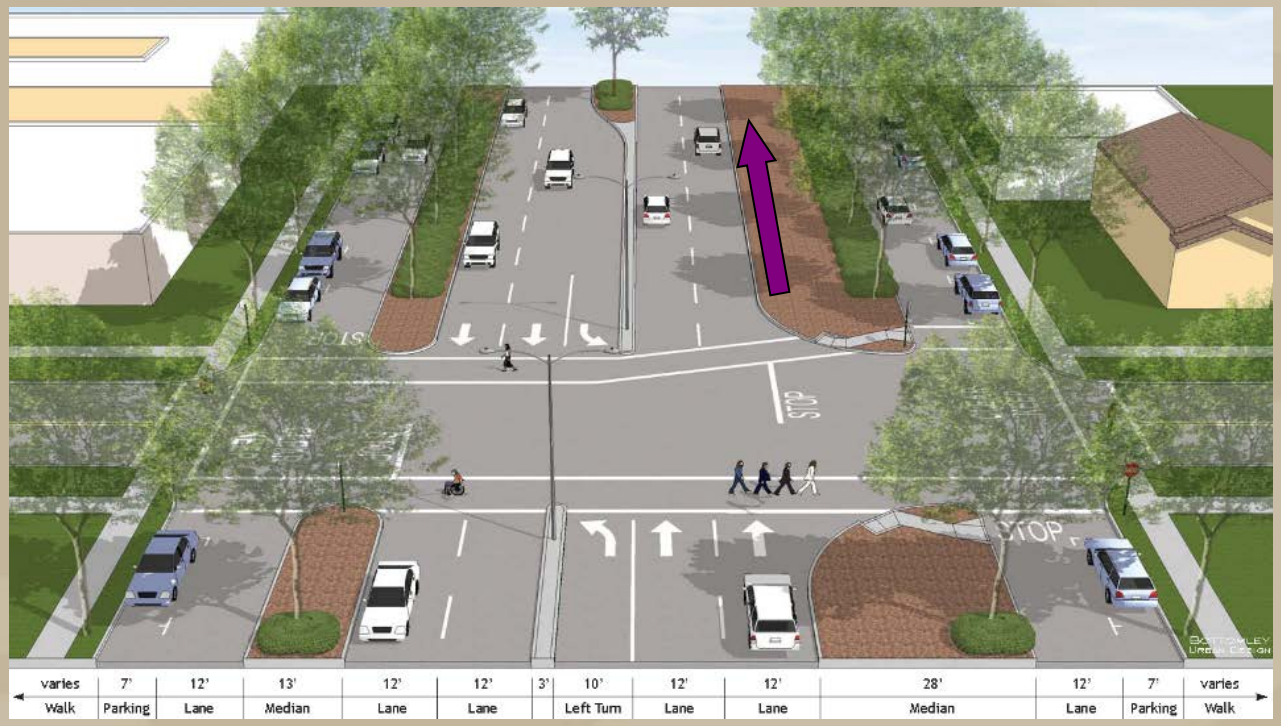


Esplanade Corridor Improvement Study

Use of the rail right-of-way for B-Line bus stops?

A. Yes

B. No



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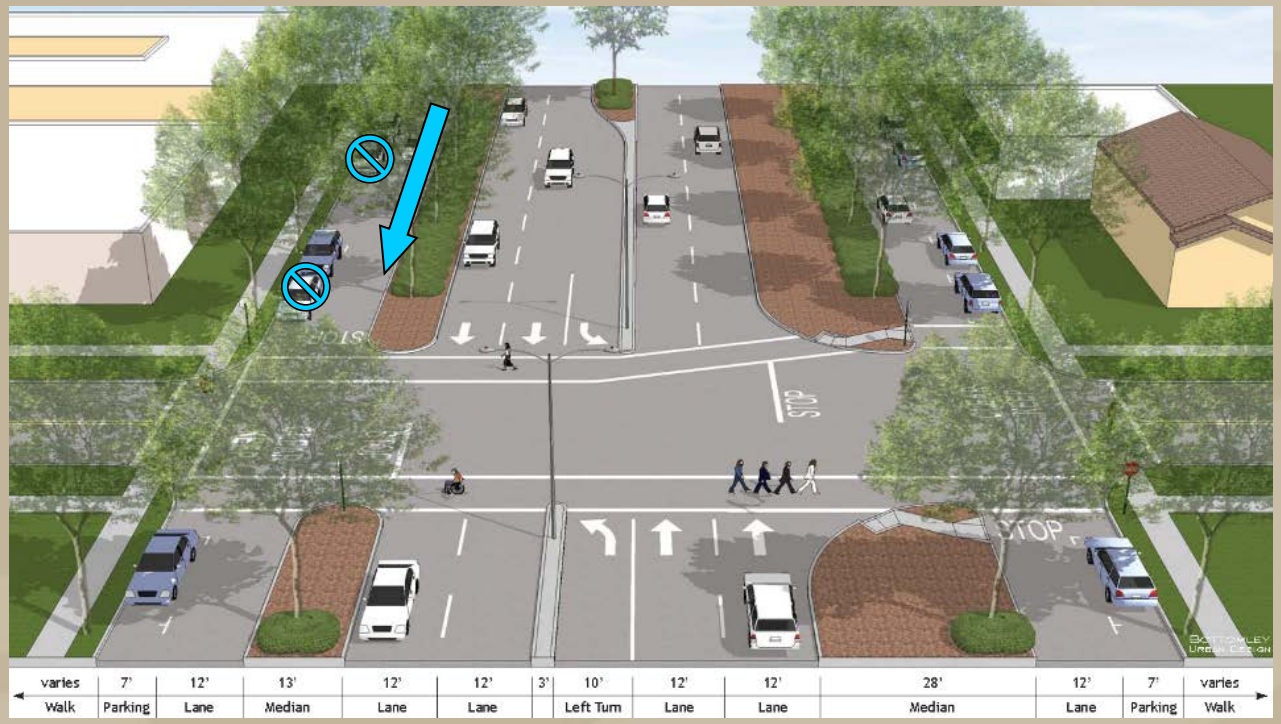
Reorientation of the on-street parking to the inside of the frontage roads?

A. Yes

B. No



Esplanade Corridor Improvement Study

Allow left-turn lanes on the Esplande at existing signalized intersections such as First Avenue and Memorial Way?

A. Yes

B. No

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More vehicle capacity in the east-west direction at 1st Avenue?

A. Yes

B. No

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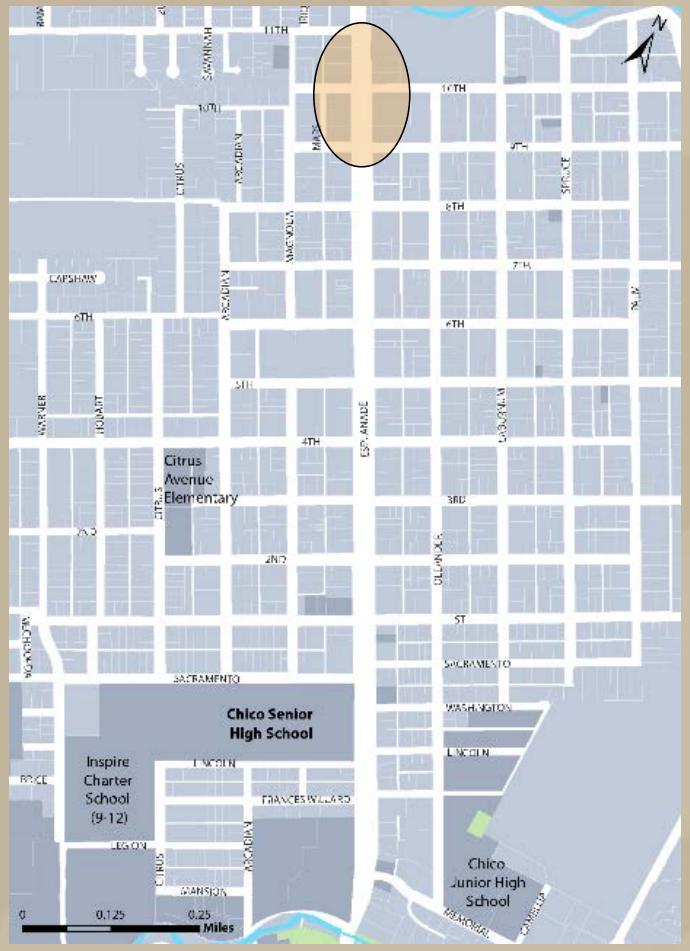
Conversion of the frontage roads north of 9th Avenue to one-way operations?

A. Yes

B. No

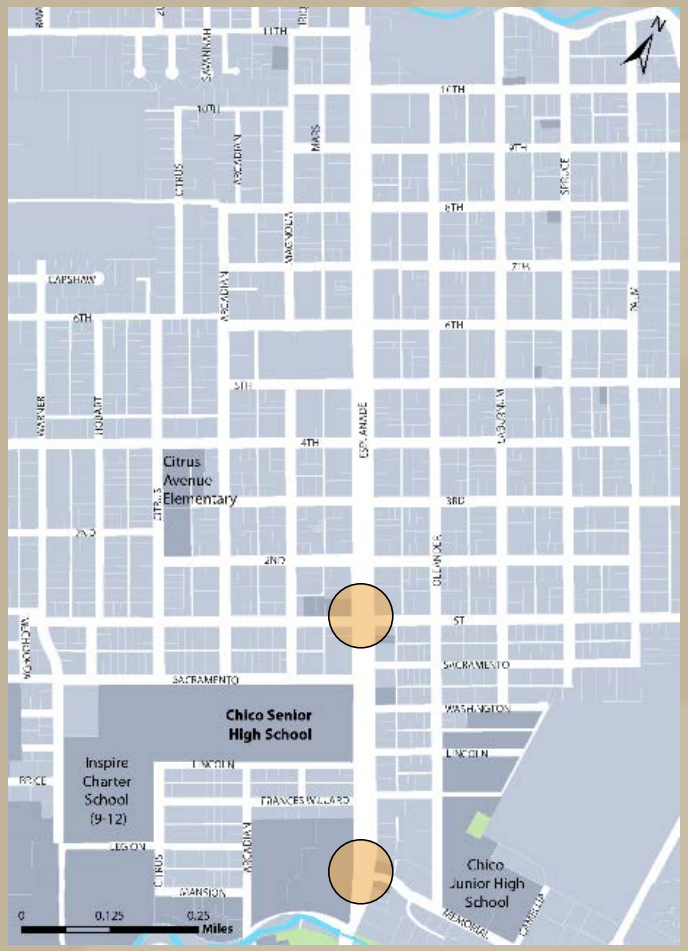


Esplanade Corridor Improvement Study

Use of roundabout intersections at 1st Avenue and Memorial Way as long as the modifications….

1) improve safety
2) help with high school traffic conditions
3) improves vehicle delay
4) helps to maintain signal progression on the corridor

A. Yes
B. No



ESPLANADE CORRIDOR IMPROVEMENT STUDY

Any other ideas ?

NEXT STEPS

- Existing Conditions Analysis – will be posted on website
- Development of Alternatives and Analysis – October
- Public Survey to be posted on website
- Workshop #2 – November 19, 2015

ESPLANADE CORRIDOR STUDY

Community Workshop #1 –
Existing Conditions and Public Input
September 9, 2015
City of Chico

W-Trans

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