VISION

In the year 2030, Chico is a model community for its ease of mobility through the use of multiple transportation modes. Implementation of an innovative circulation system has improved access and mobility for all modes of transportation to ensure safe and easy travel within the City. The circulation system reflects Chico's values, including preservation of the local environment, providing a sense of place and connectivity, and remaining mindful of the City's fiscal constraints.

INTRODUCTION

The Circulation Element describes transportation systems in Chico. The goals, policies, and actions established herein will guide development of the City's circulation system, including roadways, and transit, bicycle, and pedestrian facilities and services.

The General Plan recognizes that an efficient multimodal circulation system, along with good land use planning, is essential to supporting the goals of economic vitality, a high quality of life, reduced greenhouse gas emissions, and a sustainable Chico. The Circulation Element establishes a multimodal transportation network that accommodates vehicles, transit, bicycles, and pedestrians. This network is intended to enhance mobility for the entire community.

Multimodal means the movement of people and goods using more than one mode of transportation. The Circulation Element focuses on meeting the needs of all users of the streets for safe and convenient travel through four modes of transportation: vehicles, transit, bicycles, and pedestrians.

ISSUES AND CONSIDERATIONS

This section of the element identifies and addresses primary circulation issues raised during the outreach efforts for the General Plan Update. Policy guidance is found in the goals, policies, and actions section of this element. An explanation of specialized terms can be found in the General Plan Glossary (**Appendix A**).

SUSTAINABLE CIRCULATION PLAN

The City's greenhouse gas emissions inventory found that the major source of the community's greenhouse gas emissions are transportation related, and increases in vehicle miles travelled result in increased air pollution. This element, therefore, seeks to establish an efficient, connected, multi-modal circulation system that reduces vehicle miles traveled citywide. As outlined in the Sustainability and Land Use Elements, the 2030 General Plan calls

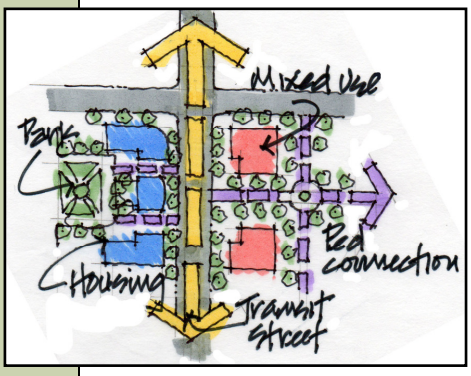
for a compact land use pattern and seeks to balance environmental protection, a strong local economy, and social equity. From a circulation perspective, this translates to transportation planning that supports build-out of the Land Use Diagram. Policies in this element focus on the development of an integrated, well-connected, multimodal transportation network to increase travel choice, improve goods movement, reduce vehicle miles traveled, and manage capital infrastructure costs associated with roadway and circulation system improvements.

COMPLETE STREETS

The creation of a multimodal transportation network is a top priority of the City. One of the most effective ways to achieve this goal is to require streets, where appropriate, to be designed as "Complete Streets". State law requires consideration of Complete Streets in California general plans. Roadways developed using the principles of Complete Streets can accommodate vehicles, transit, bicycles, and pedestrians using design that may include sidewalks or paths, on or off-street bicycle facilities, vehicle parking and travel lanes, and transit facilities. The Complete Streets concept seeks to ensure that all residents, regardless of mode of travel, are provided an opportunity to use the City's circulation network. The concept does not, however, dictate a specific street design or mandate that all streets accommodate all modes of travel in the same manner.

Complete Streets are roadways designed and operated to enable all users safe and convenient travel through all modes of transportation.

This element introduces policies requiring that new streets be designed as Complete Streets, and it outlines objectives for retrofitting existing streets to better accommodate all modes of travel. To support the Complete Streets concept, this element introduces a new method, to be adopted in the future, for evaluating street performance that accounts for all modes of travel.



CONNECTIVITY

Connectivity between neighborhoods, employment centers, Downtown, schools, and shopping areas is critical to good land use planning. Connecting the City reduces automobile dependence and overall vehicle miles traveled, which is a key component of a sustainable community. During the General Plan Update process, the community identified the importance of improved connectivity in the circulation network. Goals, policies, and actions in this element focus on maintaining and enhancing a grid or modified-grid system of streets and improving connectivity between neighborhoods and destinations, such as shopping and employment centers, schools, and recreation areas.

CENTRAL CITY TRANSIT ROUTE

The 1994 General Plan introduced the idea of an Inner Ring Transit Corridor in the central area of the City with policies regarding special transit and pedestrian corridor design treatments along with mixed-use development to support transit. The 2030 General Plan establishes a land use plan targeting housing and job growth in a number of Opportunity Sites in the central area of the City and along corridors that generally follow the route of the Inner Ring.

Rather than incorporate the Inner Ring Transit Corridor loop identified in the 1994 General Plan, this element focuses on supporting the increase in frequency of transit (headways) to connect the central City and surrounding frequently visited locations. Examples of key destinations within this area include Downtown, CSU Chico, Chico High School, Enloe Medical Center, North Valley Plaza, and the higher density and intensity corridors such as Park Avenue, the Esplanade and Mangrove Avenue. It is important to note that the enhanced transit service within the City's central area can only be successful if adequate ridership and revenue exist to support the service. While the Butte County Association of Governments (BCAG) operates the transit service, the City of Chico encourages the development of this future route by making complementary land use decisions and increasing public awareness of the benefits of transit on traffic congestion and air quality. It is envisioned that a central city route will serve as a pilot project to demonstrate that frequent transit service results in increased ridership and reduced reliance on the automobile.

TRANSPORTATION PLANNING CONTEXT

Local transportation planning is a complex and coordinated effort involving multiple agencies. This section of the element identifies several documents and transportation planning agencies that are important to understanding the context of the Circulation Element.

HIGHWAY CAPACITY MANUAL

Published by the Transportation Research Board of the National Academies, the Highway Capacity Manual contains concepts, guidelines, and methodologies for computing the capacity and quality of service of various facilities including freeways, arterial roads, roundabouts, and intersections, as well as the effects of transit, pedestrians, and bicycles on the performance of these facilities.

STATE TRANSPORTATION PLANNING

The California Department of Transportation (Caltrans) establishes minimum design standards for several types of transportation facilities, including roadways, trails, and bicycle paths. Local governments are generally required to meet or exceed relevant Caltrans standards with locally adopted plans. Caltrans also prepares Transportation Concept Reports (TCR) as a first step in the planning process to determine how a highway will deliver the

targeted level of service (LOS) and quality of operations over a 20-year period. Certain segments of State Route (SR) 32 and SR 99 in the Planning Area are forecasted to operate at LOS E; therefore, their TCRs identify plans for widening sections of those routes.

REGIONAL TRANSPORTATION PLANNING

The Butte County Association of Governments (BCAG) is the agency that manages local and regional public transit as well as prepares and implements regional transportation plans within Butte County. The BCAG 2035 Regional Transportation Plan (RTP) is the long-range regional planning document that identifies and programs roadway improvements throughout Butte County. The RTP does not focus on local transportation needs. There are several RTP improvement projects planned and programmed within the Planning Area that are reflected in the Roadway System Map (**Figure CIRC-1**). BCAG is also responsible for implementing Senate Bill 375, which requires development of a Sustainable Community Strategy that links the RTP with state greenhouse gas reduction goals. The Butte County General Plan also includes transportation plans and policies for roadways, transit, bike, and pedestrian improvements in areas surrounding Chico.

LOCAL TRANSPORTATION PLANNING

This element is supported through various implementing documents including local street design and improvement standards in the Municipal Code and the Chico Urban Area Bicycle Plan. The City has also adopted neighborhood plans that include transportation improvements primarily associated with traffic calming measures. The City is committed to working collaboratively with federal, state, and regional agencies and jurisdictions to implement all transportation laws and regulations, and to provide an efficient circulation system for all modes of transportation.

MULTIMODAL CIRCULATION SYSTEM

This section of the Circulation Element describes how Chico's 2030 circulation system will accommodate all modes of travel and improve connectivity and mobility within and outside of the community.

ROADWAYS

The Roadway System Map (**Figure CIRC-1**) depicts roadways that support the Land Use Diagram, complete the street system, and reduce circuitous trips and vehicle miles traveled. Where appropriate, new connections that have been thoroughly studied will be located and designed as multimodal links between neighborhoods, employment centers, schools, and shopping areas. Goals and policies address system connectivity and complete streets, as well as flexibility in street design.

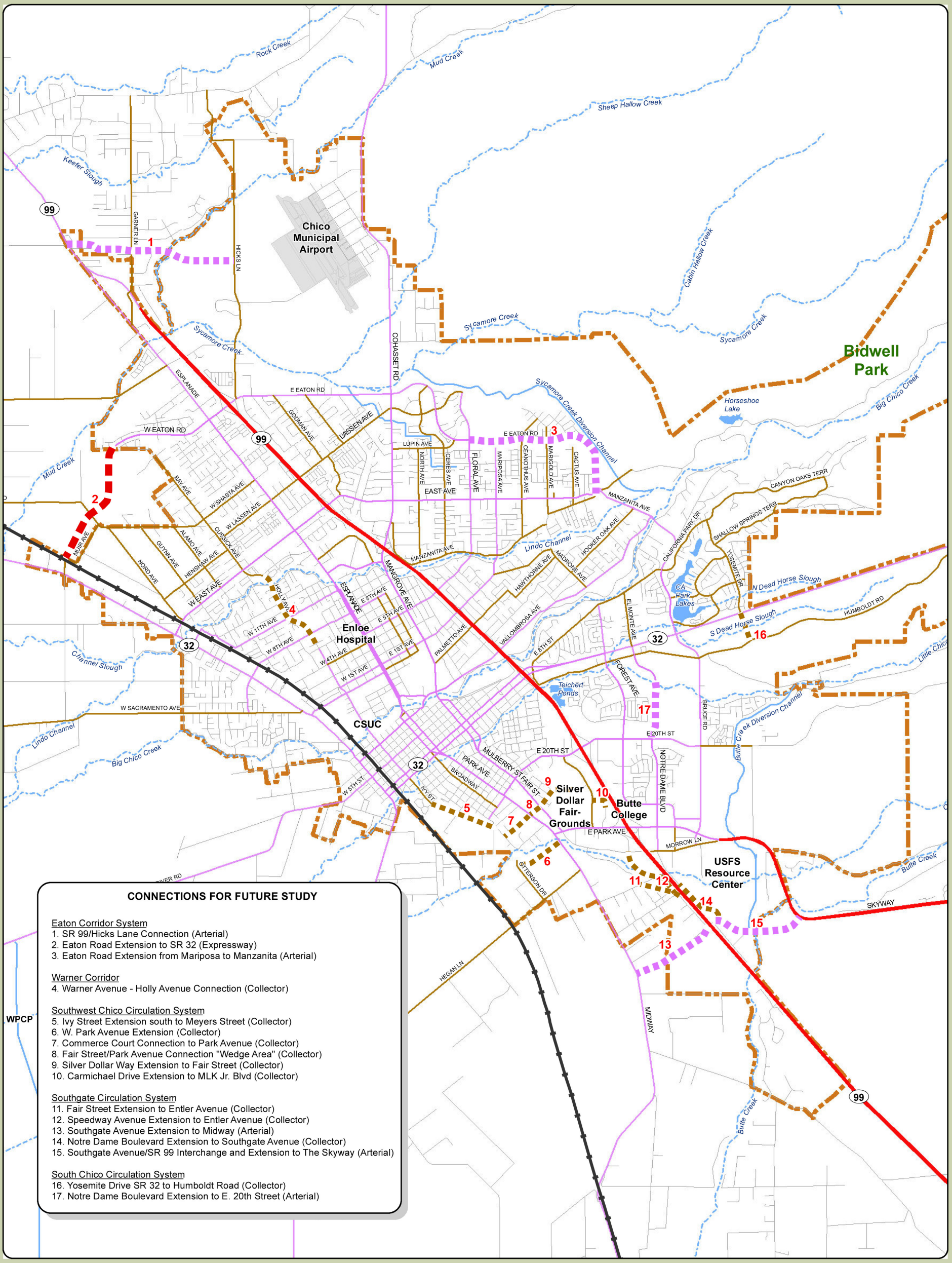
Table CIRC-1 describes the different classes of streets, and **Table CIRC-2** lists connections for future study, as shown on the Roadway System Map, **Figure CIRC-1.** The figure is not intended to show exact alignments of future roadways, but rather to show general connections that would be refined through future study and environmental review.

TABLE CIRC-1
STREET CLASSIFICATIONS

Street Classifications	
	**Freeways.** Freeways serve regional, 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 link the City with other nearby urban areas. Access is limited, crossings are generally signalized at grade, parking is prohibited, and a continuous median separates lanes in opposite directions.
	**Arterials.** The primary function of an arterial is to move large volumes of traffic between freeways and other arterials. Arterials generally provide four travel lanes, but may have fewer lanes. On street parking may be provided. Driveway access should be minimized, consistent with the primary function of arterials to move through traffic. Bike lanes, medians, park strips, 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. On-street parking is generally permitted. Driveway access is allowed, but should be minimized. Bike lanes, park strips, sidewalks, and transit facilities are also typically accommodated within the right-of-way.
	**Local Streets.** The primary function of local streets is to provide direct access to adjacent properties. Local streets normally provide two travel lanes, landscaped park strips, sidewalks, and on-street parking. Bike lanes are not included because local streets have narrow street widths, carry low traffic volumes, and are considered to be bicycle-friendly.

TABLE CIRC-2
ROADWAY CONNECTIONS FOR FUTURE STUDY

System/Roadway	Classification
Eaton Corridor System	
1. SR 99/Hicks Lane Connection	Arterial
2. Eaton Road Extension to SR 32	Expressway
3. Eaton Road Extension from Floral Avenue to Manzanita	Arterial
Warner Corridor	
4. Warner Street - Holly Avenue Connection	Collector
Southwest Chico Circulation System	
5. Ivy Street Extension south to Meyers Street	Collector
6. W. Park Avenue Extension	Collector
7. Commerce Court connection to Park Avenue	Collector
8. Fair Street/Park Avenue connection through The Wedge	Collector
9. Silver Dollar Way Extension to Fair Street	Collector
10. Carmichael Drive Extension to MLK Jr. Blvd	Collector
Southgate Circulation System	
11. Fair Street Extension to Entler Avenue	Collector
12. Speedway Avenue Extension to Entler Avenue	Collector
13. Southgate Avenue Extension to Midway	Arterial
14. Notre Dame Boulevard Extension to Southgate Avenue	Collector
15. Southgate Avenue/SR 99 interchange and Extension to The Skyway	Arterial
Southeast Chico Circulation System	
16. Yosemite Drive - SR 32 to Humboldt Road	Collector
17. Notre Dame Boulevard Extension to E. 20th Street	Arterial



CONNECTIONS FOR FUTURE STUDY

Eaton Corridor System
1. SR 99/Hicks Lane Connection (Arterial)
2. Eaton Road Extension to SR 32 (Expressway)
3. Eaton Road Extension from Mariposa to Manzanita (Arterial)

Warner Corridor
4. Warner Avenue - Holly Avenue Connection (Collector)

Southwest Chico Circulation System
5. Ivy Street Extension south to Meyers Street (Collector)
6. W. Park Avenue Extension (Collector)
7. Commerce Court Connection to Park Avenue (Collector)
8. Fair Street/Park Avenue Connection "Wedge Area" (Collector)
9. Silver Dollar Way Extension to Fair Street (Collector)
10. Carmichael Drive Extension to MLK Jr. Blvd (Collector)

Southgate Circulation System
11. Fair Street Extension to Entler Avenue (Collector)
12. Speedway Avenue Extension to Entler Avenue (Collector)
13. Southgate Avenue Extension to Midway (Arterial)
14. Notre Dame Boulevard Extension to Southgate Avenue (Collector)
15. Southgate Avenue/SR 99 Interchange and Extension to The Skyway (Arterial)

South Chico Circulation System
16. Yosemite Drive SR 32 to Humboldt Road (Collector)
17. Notre Dame Boulevard Extension to E. 20th Street (Arterial)

STREET CLASSIFICATION

Existing Roadways

- Freeway/Expressway (4-6 lanes)
- Arterial (4-2 lanes)
- Collector (2 lanes)
- Local Street

Roadway Connections for Future Study*

- Freeway/Expressway (6-4 lanes)
- Arterial (4-2 lanes)
- Collector (2 lanes)

Proposed 2030 Sphere of Limit Boundary

* Future roadways include new construction and widenings.

0 1 2 Miles

N

Data Source: Fehr & Peers, City of Chico

CITY OF CHICO INC 1872

Figure CIRC-1 Roadway System

CHICO 2030 GENERAL PLAN

BIKEWAYS

Chico prides itself as being a premier bicycle-friendly city. The Chico Urban Area Bicycle Plan (Bike Plan), a comprehensive bicycle system plan for the City, was originally created in 1991 and is updated regularly. The existing and planned Bikeway/Pedestrian System Maps from the Bike Plan are shown in **Figure CIRC-2.** Future updates to the Bike Plan will include bicycle facilities in addition to those shown in **Figure CIRC-2**.

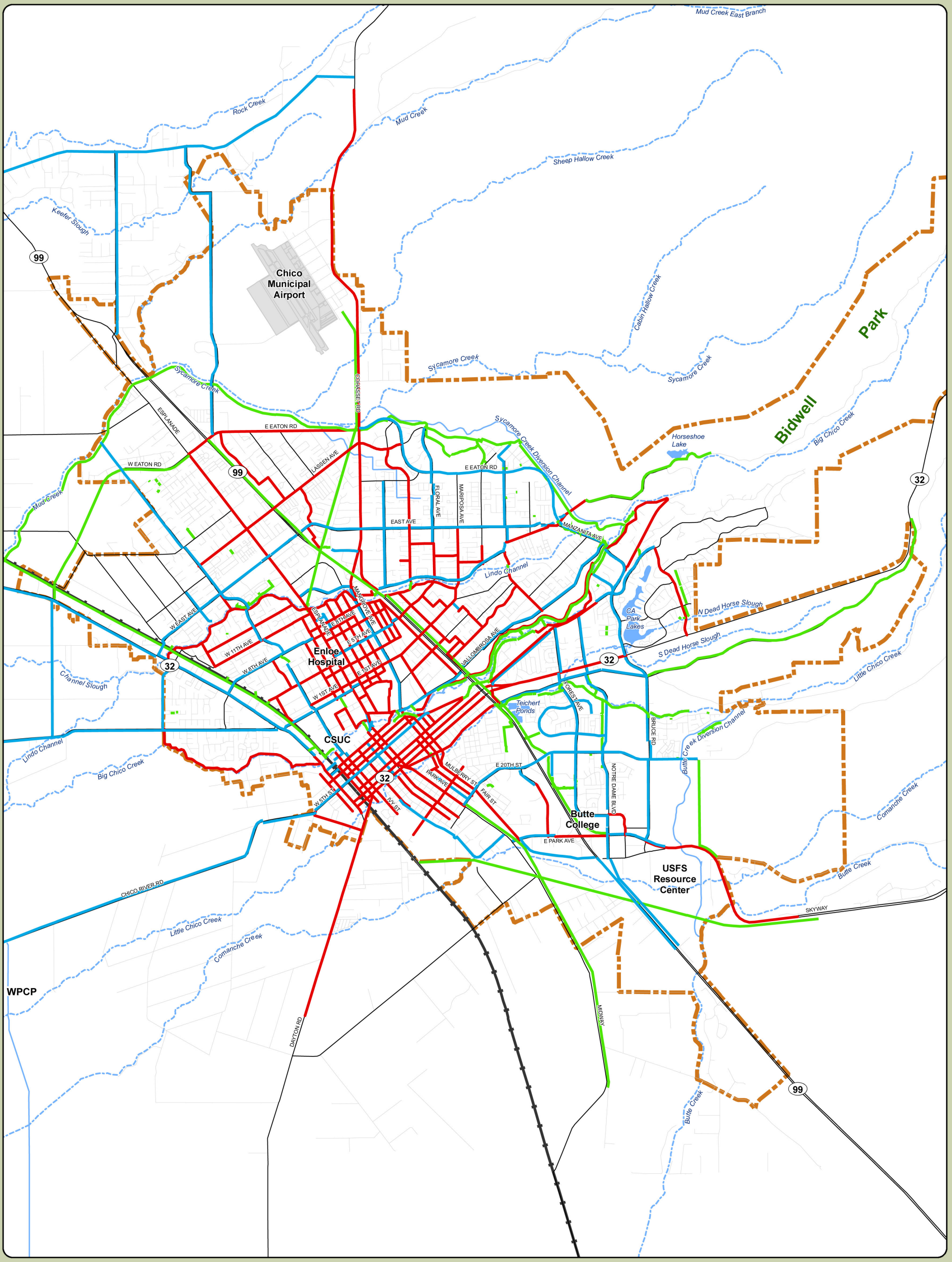
Bicycle facilities within the City consist of the following:

- **Class I Bicycle Paths** provide a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal interruption by motorists. Class I bikeways typically have a minimum of 8 feet of pavement with 2-foot graded shoulders on either side.

- **Class II Bicycle Lanes** provide a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted. Class II bicycle lanes are typically a five-foot striped and signed lane.

- **Class III Bicycle Routes** provide designated areas where bicycles share the road with other modes of travel (such as vehicles). Class III routes are typically signed as such.

The Circulation Element seeks to enhance bicycle travel by providing bicycle facilities on new roadways, enhancing connectivity within the existing bicycle system, and establishing policies to promote bicycle transportation in a multimodal environment.



CITY BICYCLE/PEDESTRIAN FACILITIES

Existing and Proposed from
2008 Chico Urban Area Bicycle Plan

Bicycle/Pedestrian Facilities

- Paths (Class I)
- Lanes (Class II)
- Routes (Class III)

City of Chico Sphere of Influence Boundary

0 0.5 1 Miles

N

Data Source: City of Chico

Figure CIRC-2 Bicycle/Pedestrian System Map

CHICO 2030 GENERAL PLAN

PEDESTRIAN WAYS

The City of Chico's geographic location on the valley floor and its numerous creeks and drainage corridors provide opportunities for the continued development of a comprehensive pedestrian circulation system. The presence of Bidwell Park extending from Downtown Chico to the foothills serves as a well used east-west pedestrian corridor.

Pedestrian facilities in the City are comprised primarily of pathways, sidewalks, trails, bridges, and pedestrian crossings. Most areas of the City have pathways or sidewalks, except for some older areas which developed under Butte County's jurisdiction. Most signalized intersections accommodate pedestrians with striped crosswalks and pedestrian signal heads. The City has made significant progress in its efforts to link the pedestrian circulation system and is exploring additional opportunities to develop shared bicycle and pedestrian facilities. Policies and actions in this element direct further efforts toward connecting pedestrian facilities Citywide.

TRANSIT

Public transportation services in Chico are provided by the regional B-Line system, managed and operated by the Butte County Association of Governments (BCAG). The B-Line provides a range of services from commuter routes throughout the County to local service routes in and around the community. Park-and-ride locations, such as the Caltrans facility located at SR 99 and Highway 32, promote and support the B-Line system. The Downtown transit hub advances the City's goal of convenient bus transit service for all residents. Comprehensive transit services are critical to the success of Chico's transportation system, as they serve the needs of various segments of the population, including students, workers, shoppers, the elderly, youth, and the disabled community.

Public transit consists of the following services and facilities:

- **Public Bus.** The B-Line offers both fixed-route and demand-responsive services to City residents through local, commuter, and rural bus routes. There are currently 13 local fixed-routes within Chico. The following link identifies current B-Line routes and the Downtown transit center - http://www.blinetransit.com/documents/routes/ChicoStops.pdf. In addition, CSU Chico and Butte College offer select routes to serve the specific needs of their students.

- **Paratransit.** B-Line Paratransit (Dial-A-Ride) is a complimentary paratransit service. Passengers with disabilities that prevent them from using the B-Line's fixed route bus system may apply to receive priority service on Dial-A-Ride.

- **Other Commercial Transit.** Other commercial transit service in Chico is provided by Greyhound and Amtrak which share a station near Downtown. Amtrak and Greyhound provide connecting service to Sacramento and other areas, depending on the carrier and the season.

The Circulation Element advances the City's efforts to promote transit by requiring transit facilities on new roadways, implementing land use policies that support increased densities and intensities along transit corridors, and encouraging BCAG to implement a Central City Transit Route with frequent headways.

VEHICLES MILES TRAVELLED REGULATIONS

On September 27, 2013, Governor Brown signed Senate Bill (SB) 743, which created a process to change the way that transportation impacts are analyzed under the California Environmental Quality Act (CEQA). Currently, environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments. That delay is measured using a metric known as "level of service," or LOS. Mitigation for increased delay generally involves increasing capacity (i.e., the width of a roadway or size of an intersection), which may increase auto use and emissions and discourage alternative forms of transportation. Under SB 743, the focus of transportation analysis has shifted from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks, and promotion of a mix of land uses.

LOS has been the standard by which local jurisdictions measure the transportation impacts of major developments and changes to roads. LOS is basically a measurement of how many cars can be pushed through an intersection in a given time. If a project reduced a road's LOS it was considered bad — no matter how many other benefits the project may have created.

When measuring transportation impacts of a project based solely on car delay, communities were often fighting against their own environmental goals. Using LOS, it is easier and cheaper to build projects in outlying areas where individual intersections show less delay resulting from new development. At the same time it is harder and more expensive to build in dense areas where there is already existing traffic, and where measured LOS impacts may require expensive mitigations or reduced project size — but also where higher density can make transit, walking, and bicycling more viable transportation choices.

Under the new regulations, projects that are shown to decrease vehicle miles traveled — for example, bike lanes or a grocery store that allows local residents to travel shorter distances to shop — may be automatically considered to have a "less than significant" impact under CEQA.

Another change will come in how developments mitigate their transportation impacts. In many urban areas, under LOS analysis, the only way a development can lessen its impact is to widen a roadway. This can be particularly frustrating along major bus routes or anywhere bicyclists want to travel safely. Under the new rules, a development may instead mitigate transportation impacts by funding better transit, creating better access to transit, building better pedestrian facilities, or a host of other improvements that may improve travel choices.

The new regulations are to be phased in over 2 years starting in 2017. The change in law does not require local governments to change the way they analyze traffic impacts for other purposes. The City will continue to use its LOS standards consistent with General Plan provisions, to promote safety and reduce congestion, and to support the impact fee program.

OTHER TRANSPORTATION FACILITIES

AIRPORTS

Chico has two general aviation airports: the Chico Municipal Airport (CMA), owned and operated by the City, and Ranchaero Airport, which is privately-owned but available for public use.

The CMA is a modern, integrated air facility capable of accommodating air carriers as well as both general and commercial aviation planes. In December 2014, daily commercial service to San Francisco International Airport was discontinued. The City is actively working to secure commercial flight service. The CMA also serves as a primary regional base for fire-suppression aircraft.

The Circulation Element and other elements of the General Plan seek to support the continued growth and successful operation of the airport by incorporating policies that address airport and land use compatibility, encourage the City's effort to attract additional passenger service options, and support the City's efforts to promote the airport as a major employment center.

RAIL

The City of Chico is served by the Union Pacific Railroad and Amtrak. The Circulation Element contains policies and actions which support the development of additional rail spur facilities to provide for enhanced goods movement opportunities and to minimize the impacts of passenger and rail freight operations on City residents and the City's circulation system.

GOALS, POLICIES, AND ACTIONS

Goal CIRC-1: Provide a comprehensive multimodal circulation system that serves the build-out of the Land Use Diagram and provides for the safe and effective movement of people and goods.

Goal CIRC-2: Enhance and maintain mobility with a complete streets network for all modes of travel.

Goal CIRC-3: Expand and maintain a comprehensive, safe, and integrated bicycle system throughout the City that encourages bicycling.

Goal CIRC-4: Design a safe, convenient, and integrated pedestrian system that promotes walking.

Goal CIRC-5: Support a comprehensive and integrated transit system as an essential component of a multimodal circulation system.

Goal CIRC-6 Plan for and promote a full range of aviation services and facilities that meet the present and future needs of residents and the business community.

Goal CIRC-7 Increase rail services and improve rail freight movement facilities.

Goal CIRC-8 Provide parking that supports the Citywide goals for economic development, livable neighborhoods, sustainability, and public safety.

Goal CIRC-9 Reduce the use of single-occupant motor vehicles.

Cross reference OS-4.1.6

Goal CIRC-1: Provide a comprehensive multimodal circulation system that serves the build-out of the Land Use Diagram and provides for the safe and effective movement of people and goods.

- **Policy CIRC-1.1 (Transportation Improvements) – Safely and efficiently accommodate traffic generated by development and redevelopment associated with build-out of the General Plan Land Use Diagram.**

Cross reference DT-5.1

  - **Action CIRC-1.1.1 (Road Network) –** Enhance existing roadways and intersections and develop the roadway system shown in **Figure CIRC-1** over the life of the General Plan as needed to accommodate development.

Cross reference N-1.5

- **Policy CIRC-1.2 (Project-level Circulation Improvements) – Require new development to finance and construct internal and adjacent roadway circulation improvements as necessary to mitigate project impacts, including roadway, transit, pedestrian, and bicycle facilities.**

- **Policy CIRC-1.3 (Citywide Circulation Improvements) – Collect the fair share cost of circulation improvements necessary to address cumulative transportation impacts, including those to state highways, local roadways, and transit, pedestrian and bicycle facilities, through the City's development impact fee program.**

Cross reference OS-4.1.1

- **Policy CIRC-1.4 (Level of Service Standards) – Maintain LOS D or better for roadways and intersections at the peak PM period, except as specified below:**

  - LOS E is acceptable for City streets and intersections under the following circumstances:
    - Downtown streets within the boundaries identified in **Figure DT-1** of the Downtown Element.
    - Arterials served by scheduled transit.
    - Arterials not served by scheduled transit, if bicycle and pedestrian facilities are provided within or adjacent to the roadway.
  - Utilize Caltrans LOS standards for Caltrans' facilities.
  - There are no LOS standards for private roads.

  Exceptions to the LOS standards above may be considered by the City Council where reducing the level of service would result in a clear public benefit. Such circumstances include, but are not limited to, the following:

  - If improvements necessary to achieve the LOS standard results in impacts to a unique historical resource, a highly sensitive environmental area, requires infeasible right-of-way acquisition, or some other unusual physical constraint exists.
  - If the intersection is located within a corridor that utilizes coordinated signal timing, in which case, the operation of the corridor as a whole should be considered.

- **Policy CIRC-1.5 (Vehicle Miles Travelled Analysis) – Consistent with State law, implement Vehicle Miles Travelled (VMT) assessments as part of the environmental review process under CEQA.**

  - **Action CIRC-1.5.1 (VMT CEQA Analysis)** – For projects that require a full traffic analysis as part of the CEQA review process, perform a VMT analysis consistent with the California Office of Planning and Research CEQA Guidelines.

- **Policy CIRC-1.7 (Goods Movement) – Provide clear routes for goods delivery.**

Cross reference ED-1.2.7

- **Action CIRC-1.7.1 (Truck Routes) –** In consultation with Butte County, the Butte County Association of Governments, and Caltrans, continue to designate and provide signed truck routes through the City, and ensure that City roadways are maintained.

- **Policy CIRC-1.8 (Regional Transportation Planning) – Continue to participate in Butte County Association of Government's (BCAG) efforts to coordinate regional transportation planning with other jurisdictions, and continue to consult with Caltrans on transportation planning, operations, and funding to develop the City's circulation system.**

  - **Action CIRC-1.8.1 (BCAG Collaboration) –** Consult with BCAG on the development of the Regional Transportation Plan, and provide all information necessary for the Countywide traffic model to accurately reflect City development.

  - **Action CIRC-1.8.2 (Sustainable Communities Strategy) –** Participate in BCAG's effort to prepare the regional Sustainable Communities Strategy.

  - **Action CIRC-1.8.3 (Caltrans Highway Improvements) –** Consult with BCAG and Caltrans regarding the prioritization and timely construction of programmed freeway and interchange improvements on the state highway system.

- **Policy CIRC-1.9 (Dedicated Funding Sources) – Identify outside sources of funding and maximize the use of federal and other matching funding sources to provide ongoing maintenance, operation, and management of the City's circulation network.**

Cross reference SUS-1.5

Cross reference OS-4.1.6

Goal CIRC-2: Enhance and maintain mobility with a complete streets network for all modes of travel.

- **Policy CIRC-2.1 (Complete Streets) – Develop an integrated, multimodal circulation system that accommodates transit, bicycles, pedestrians, and vehicles; provides opportunities to reduce air pollution and greenhouse gas emissions; and reinforces the role of the street as a public space that unites the City.**

  - **Action CIRC-2.1.1 (Complete Street Standards) –** With consideration of street classification and function, design new streets to accommodate all modes of travel, including transit, bicycles, pedestrians, vehicles and parking.

  - **Action CIRC-2.1.2 (Retrofitting Existing Streets) –** Retrofit and upgrade existing streets, as funding allows, to include complete street amenities where appropriate, prioritizing improvements in locations that will improve the overall

connectivity of the City's network of bicycle and pedestrian facilities or result in increased safety.

- **Action CIRC-2.1.3 (Multimodal Connections) –** Provide connections between and within existing and new neighborhoods for bicycles, pedestrians, and automobiles.

- **Policy CIRC-2.2 (Circulation Connectivity and Efficiency) – Provide greater street connectivity and efficiency for all transportation modes.**

  - **Action CIRC-2.2.1 (Connectivity in Project Review) –** New development shall include the following internal circulation features:

    Cross reference SUS-1.6, CD-2.1.1, and DT-6.1

    - A grid or modified grid-based primary street system. Cul-de-sacs are discouraged, but may be approved in situations where difficult site planning issues, such as odd lot size, topography, or physical constraints exist or where their use results in a more efficient use of land, however in all cases the overall grid pattern of streets should be maintained;
    - Traffic-calming measures, where appropriate;
    - Roundabouts as alternative intersection controls, where appropriate;
    - Bicycle and pedestrian connections to adjacent streets, trails, public-spaces, and bicycle paths; and
    - Short block lengths consistent with City design standards.

  - **Action CIRC 2.2.2 (Traffic Management) –** Perform routine, ongoing evaluation of the street traffic control system, with emphasis on traffic management, such as signal timing and coordination or the use of roundabouts, to optimize traffic flow along arterial corridors and reduce vehicle emissions.

  - **Action CIRC-2.2.3 (Traffic-Calming Measures) –** Install appropriate traffic-calming devices, such as bulbing and reduced street widths, to discourage speeding and "cut-through" traffic on existing local streets.

  - **Action CIRC-2.2.4 (Safe Routes to Schools) –** Work with the Chico Unified School District to identify, promote, and improve safe routes to schools.

    Cross reference PPFS-3.1.1

- **Policy CIRC-2.3 (Street Design Exceptions) – Allow exceptions to the City's street design standards where circumstances warrant modifications.**

  - **Action CIRC-2.3.1 (Flexibility in Street Design) –** Update the Municipal Code to allow innovative and unique modifications to roadway standards under the following circumstances:

Cross reference CD-2.3.2

- Extraordinary construction requirements due to terrain, roadside development, or unusual right-of-way needs.
- Significant environmental constraints.
- As specified by Community Design policies regarding Chico's scenic roadways and foothill locations.

Cross reference OS-4.1.6

- **Goal CIRC-3: Expand and maintain a comprehensive, safe, and integrated bicycle system throughout the City that encourages bicycling.**

  - **Policy CIRC-3.1 (Bikeway Master Plan) – Implement Chico's Bicycle Master Plan.**

    - **Action CIRC-3.1.1 (Add Bicycle Facilities) –** Incorporate bicycle facilities identified in the Bicycle Master Plan into public road construction projects and private development projects.

    - **Action CIRC-3.1.2 (Bikeway Connections) –** Increase connectivity of existing bike facilities to enhance bikeway network completeness.

    - **Action CIRC-3.1.3 (Bicycle Crossings) –** Identify and pursue funding to construct crossings at creeks, railroads, and roadways consistent with the Bicycle Master Plan to improve bicycle and pedestrian connectivity.

    - **Action CIRC-3.1.4 (Regional Bicycle Trail Coordination) –** Consult with Butte County, Butte County Association of Governments, and other agencies regarding implementation of a regional bikeway system.

    - **Action CIRC-3.1.5 (Bikeway Map) –** Promote bicycle use by providing an updated map of Chico's bikeways, as necessary, to bicycle stores, CSU Chico, and other key meeting places for bicyclists.

  - **Policy CIRC-3.2 (CSU Chico Bicycle Access) – Continue to encourage CSU Chico to reintroduce opportunities for safe bicycle access into, around and through the main campus area.**

Cross reference CD-2.1.2

  - **Policy CIRC-3.3 (New Development and Bikeway Connections) – Ensure that new residential and non-residential development projects provide connections to the nearest bikeways.**

    - **Action CIRC-3.3.1 (Bikeway Requirements) –** Require pedestrian and bicycle connections to the Citywide bikeway system every 500 feet, where feasible, as part of project approval and as identified in the Bicycle Master Plan.

- **Policy CIRC-3.4 (Bicycle Safety) – Improve safety conditions, efficiency, and comfort for bicyclists through traffic engineering, maintenance and law enforcement.**

  - **Action CIRC-3.4.1 (Construction and Maintenance) –** Continue to ensure that all new and improved streets have bicycle-safe drainage grates and are free of hazards such as uneven pavement and gravel. Maintain a program for the sweeping and repair of bikeways.

  - **Action CIRC-3.4.2 (Signage, Markings, and Lighting) –** Continue to provide signage and markings to warn vehicular traffic of the existence of merging or crossing bicycle traffic where bikeways make transitions into or across roadways. Delineate and sign bikeways in accordance with Caltrans' standards and install, where feasible, lighting for safety and comfort.

  - **Action CIRC-3.4.3 (Bike Safety in Schools) –** Consult with the Chico Unified School District, CSU Chico, and Butte College regarding development of an educational campaign promoting bicycle safety and Safe Routes to School programs.

  - **Action CIRC-3.4.4 (Bicycle Detection at Traffic Signals) –** Continue to install bicycle detectors at high volume bicycle/automobile intersections that have actuated signals.

- **Policy CIRC-3.5 (Funding Bicycle Improvements) - Consider bikeway improvements when establishing funding priorities for the City and adopting the Capital Improvement Program.**

  - **Action CIRC-3.5.1 (Other Funding Sources) –** Continue to pursue funding sources, including state and federal grants, for new bicycle facilities.

- **Policy CIRC-3.6 (Bicycle Parking) – Provide safe and secure bicycle parking and support facilities.**

  - **Action CIRC-3.6.1 (Bicycle Parking and Facilities) –** Maintain standards in the Municipal Code for bicycle parking and bicycle-support facilities.

■ **Goal CIRC-4: Design a safe, convenient, and integrated pedestrian system that promotes walking.**

Cross reference OS-4.1.6

- **Policy CIRC-4.1 (Pedestrian Master Planning) – Continue to integrate and highlight pedestrian access and dual use bicycle and pedestrian pathways in the** Bicycle Master Plan**.**

Cross reference LU-3.3.1, LU-5.1.4, and CD-2.1

- **Policy CIRC-4.2 (Continuous Network) – Provide a pedestrian network in existing and new neighborhoods that facilitates convenient and continuous pedestrian travel free from major impediments and obstacles.**

  - **Action CIRC-4.2.1 (Housing or Destination Connections) –** Amend the Municipal Code to require new subdivisions and large-scale developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as transit stops, schools, parks, shopping centers, and jobs.

Cross reference LU-3.3.1 and LU-5.1.4

  - **Action CIRC-4.2.2 (Neighborhood Planning of Street Improvements) –** Use neighborhood plans to identify neighborhood priorities for the improvement of existing streets, including pedestrian facilities.

Cross reference CD 3.2 and DT-3.1

- **Policy CIRC-4.3 (Pedestrian-Friendly Streets) – Ensure that streets in areas with high levels of pedestrian activity, such as near schools, employment centers, residential areas, and mixed-use areas, support safe pedestrian travel by providing elements such as detached sidewalks, bulb-outs, on-street parking, enhanced pedestrian crossings, and medians.**

Cross references DT-3.5.1

  - **Action CIRC-4.3.1 (Safe Pedestrian Crossings) –** As funding allows, improve pedestrian safety at intersections and other crossing locations by providing safe, well-marked pedestrian crossings, bulb-outs, on-street parking, audible warnings, or median refuges that reduce crossing widths.

  - **Action CIRC-4.3.2 (Expand Sidewalk Infrastructure) –** As funding allows, continue installation of sidewalk and pedestrian-related infrastructure in areas not currently served.

Cross reference OS-4.1.6

■ **Goal CIRC-5: Support a comprehensive and integrated transit system as an essential component of a multimodal circulation system.**

- **Policy CIRC-5.1 (Transit Planning) – Consult with and encourage the Butte County Association of Governments (BCAG) to implement a comprehensive transit system that serves Chico's current and future needs.**

  - **Action CIRC-5.1.1 (Transit Master Plan) –** Participate in BCAG's transit master planning efforts to help ensure that transit routes coincide with Chico's major destinations for employment and shopping, concentrations of housing, key institutions, and other land uses likely to supply riders for public transit.

  - **Action CIRC-5.1.2 (Intercity Bus Service) –** In consultation with BCAG, Greyhound, and Amtrak, monitor demand for intercity bus transit service.

- **Action CIRC-5.1.3 (Transit Center) –** Maintain the Downtown Transit Center as the key hub for intra-city public transportation.

- **Action CIRC-5.1.4 (Enhanced B-Line) –** In consultation with BCAG, pursue funding sources and partnerships to support an enhanced B-Line with more frequent headways.

Cross reference DT-5.1.1

- **Policy CIRC-5.2 (Central City Transit Route) – Encourage the maintenance and expansion of a central city transit route that is frequently served by easily-recognizable transit vehicles connecting heavily visited City locations, such as CSU Chico, Enloe Medical Center, shopping, entertainment areas, employment centers and Downtown.**

  - **Action CIRC-5.2.1 (Transit Oriented Development) –** Support new development and redevelopment within the Central City and Corridor Opportunity Sites to support ridership.

  - **Action CIRC-5.2.2 (Central City Route Marketing) –** Bolster community support, awareness, and ridership of a central city transit route by encouraging BCAG to solicit public input on the naming and exterior design of its transit vehicles.

- **Policy CIRC-5.3 (Transit Connectivity in Projects) – Ensure that new development supports public transit.**

  - **Action CIRC-5.3.1 (Roadway Transit Facilities) –** When planning or retrofitting roadways, consult with BCAG regarding the inclusion of transit stops, shelters, bus turnouts, and other transit improvements.

  - **Action CIRC-5.3.2 (Transit Improvements for New Development) –** During project review, consult with BCAG to determine appropriate requirements for the installation of stops and streetscape improvements, if needed to accommodate transit.

- **Goal CIRC-6: Plan for and promote a full range of aviation services and facilities that meet the present and future needs of residents and the business community.**

  - **Policy CIRC-6.1 (Airport Services) – Improve and maintain Chico Municipal Airport for commercial, general, and special aviation needs.**

    - **Action CIRC-6.1.1 (Land Use in Airport Vicinity) –** Ensure that development in the area adjacent to the airport is compatible with airport operations.

Cross reference ED-1.7

Cross reference S-6.2

- **Policy CIRC-6.2 (Air Transportation) – Increase the availability of passenger air transportation in Chico.**

  - **Action CIRC-6.2.1 (Routing Alternatives) –** Pursue passenger flights to and from Chico with varied origins and destinations.

Goal CIRC-7: Increase rail services and improve rail freight movement facilities.

- **Policy CIRC-7.1 (Rail Services) – Consult with other agencies and private entities to identify ways to maintain, improve, and expand rail services to safely meet existing and future needs of residents and businesses.**

  - **Action CIRC-7.1.1 (Passenger Rail Service) –** Investigate opportunities to partner with other agencies to explore the feasibility of expanding passenger rail service to Chico as part of a statewide system.

  - **Action CIRC-7.1.2 (Existing Railroad Crossings) –** Continue ongoing partnerships to improve the condition and safety of railroad crossings by upgrading surface conditions and providing adequate signs and signals.

Cross reference S-7.1.1 and N-2.2.1

Cross reference S-7.1.3

  - **Action CIRC-7.1.3 (New Grade-Separated Crossings) –** Explore the feasibility of constructing new grade-separated crossings based on state criteria and funding availability at the following locations:

    - State Route 32 at 8th and 9th streets (included in the Regional Transportation Plan);
    - West 8th Avenue;
    - West East Avenue;
    - West Second Street; and
    - State Route 32 at Eaton Rd.

Goal CIRC-8: Provide parking that supports the Citywide goals for economic development, livable neighborhoods, sustainability, and public safety.

- **Policy CIRC-8.1 (Appropriate Parking) – Ensure that parking is provided in appropriate locations and amounts.**

  - **Action CIRC-8.1.1 (Parking Standards) –** Maintain the Municipal Code parking standards that support trip reduction goals by:

Cross reference LU-5.1.3

- Allowing parking reductions for projects that implement trip reduction methods (such as vehicle loan program and transit passes), for mixed-use developments, and for shared parking; and
- Requiring new office projects with more than 25 employees to provide preferential on-site parking for carpools.

▲ **Action CIRC-8.1.2 (Parking Requirements) –** Maintain standards in the Municipal Code that include minimum and maximum parking requirements that reduce surface parking area and ensure areas are not over-parked based on development intensity, proximity to transit stations, and availability of nearby on-street parking and parking facilities.

- **Policy CIRC-8.2 (Parking Improvements) – Ensure that new parking facilities and renovations are designed to be safe, efficient, and pedestrian-friendly.**

Cross reference DT-3.2.2

▲ **Action CIRC-8.2.1 (Parking Facility Design) –** Require that parking facilities are designed with convenient connections to adjoining businesses and the public right-of-way and, where possible, shared access between adjacent development. This may include reducing barriers between existing parking lots to facilitate shared parking and providing pedestrian connections between adjacent developments.

Cross reference DT-3.6 and DT-7.1

▲ **Action CIRC-8.2.2 (Public Parking Facilities)** – When designing new public parking facilities, incorporate preferred parking for renewable energy vehicles and assess the need for electric vehicle charging stations.

- **Policy CIRC-8.3 (Identify Parking Deficiencies and Conflicts) – Monitor parking supply and utilization to identify deficiencies or conflicts as they develop, particularly for public parking areas in Downtown.**

Cross reference DT-2.1.2 and DT-7.1.1

■ **Goal CIRC-9: Reduce the use of single-occupant motor vehicles.**

- **Policy CIRC-9.1 (Reduce Peak-Hour Trips) – Strive to reduce single occupant vehicle trips through the use of travel demand management strategies.**

Cross reference SUS-6.1

▲ **Action CIRC-9.1.1 (City Travel Demand Management) –** Develop and implement a City of Chico Travel Demand Management Plan that provides incentives for City employees to commute in modes other than single-occupant vehicles.

Cross reference SUS-3.4

▲ **Action CIRC-9.1.2 (Existing Employer Trip Reduction Programs) –** Encourage employers to provide transit subsidies, bicycle facilities, alternative

work schedules, ridesharing, telecommuting and work-at-home programs, and preferential parking for carpools/vanpools.

- ▲ **Action CIRC-9.1.3 (New Employer Trip Reduction Programs) –** As a condition of project approval, require new non-residential projects that will employ more than 100 people to submit a Travel Demand Management Plan that identifies strategies, such as those listed in Action CIRC-9.1.2, to reduce single-occupancy vehicle trips.

Cross reference DT-3.7.2

- **Policy CIRC-9.2 (Off-Peak Deliveries) – Encourage business owners to schedule deliveries during off-peak traffic periods.**

Cross reference CD-3.2.1

- **Policy CIRC-9.3 (Emphasize Trip Reduction) – Emphasize automotive trip reduction in the design, review, and approval of public and private development.**