
INTERNAL AFFAIRS COMMITTEE AGENDA

A Committee of the Chico City Council: Vice-Mayor Bennett, Councilmember Winslow, and Chair O'Brien

Meeting of November 3, 2025 – 1:00 p.m.

Council Chamber Building, 421 Main Street, Conference Room 1

A. CHICO MUNICIPAL CODE TITLE 18R AMENDMENTS

The Public Works – Engineering is proposing updates to several titles of the Chico Municipal Code (CMC) to align with current engineering standards and best practices. City Council has referred four specific items to the IAC for additional discussion of potential development cost impacts, as requested by the Chico Builders Association (CBA). ***(Report – Brendan Ottoboni, Director of Public Works-Engineering)***

RECOMMENDATION:

The Director of Public Works – Engineering recommends that the Internal Affairs Committee review the information provided and offer recommendations to the City Council.

B. PARKLET ANALYSIS AND DISCUSSION

Public Works – Engineering staff have completed a report highlighting past discussions and decisions surrounding parklets in downtown Chico. This information is intended to clarify the status of parklets and allow the Committee to provide further direction. ***(Report – Brendan Ottoboni, Public Works Director-Engineering)***

RECOMMENDATION:

The Director of Public Works – Engineering recommends that the Committee review the information provided and offer recommendations to the City Council.

C. SPEED SURVEYS – VARIOUS LOCATIONS

California Vehicle Code Sections 40802 and 40803 sets the frequency and criteria for conducting speed surveys. Speed limits for certain streets within the City have been established over the years by engineering traffic and radar speed studies. To ensure that enforcement by radar on certain streets remains valid in a court of law, the City must conduct radar speed surveys every seven years. ***(Report – Brendan Ottoboni, Director of Public Works – Engineering)***

RECOMMENDATION:

The Director of Public Works - Engineering recommends the Committee approve and forward a recommendation to the City Council to adopt a Traffic Regulation Amendment (TRA 875) for speed limits resulting from speed surveys for various locations.

D. PUBLIC COMMENT

Members of the public may address the Committee at this time on any matter not already listed on the agenda and within the jurisdiction's authority. Comments will be limited to three minutes or as determined by the Chair based on the number of speakers. The Committee cannot take any action at this meeting on requests made under this section of the agenda.

E. ADJOURNMENT AND NEXT MEETING

The meeting will adjourn to the next regular Internal Affairs Committee meeting scheduled for Monday, December 1, 2025, at 1:00 p.m.

Posted: 10-30-25 prior to 5:00 p.m. on the digital kiosk at 411 Main St. Chico, CA 95928 and www.chicoca.gov. Copies of the agenda packet are available for review at: City Clerk's Office, 411 Main St. Chico, CA 95928



Please contact the City Clerk at 530-896-7250 should you require an agenda in an alternative format or if you need to request a disability-related modification or accommodation in order to participate in a meeting. This request should be received at least three working days prior to the meeting in order to accommodate your request.



Internal Affairs Committee Report

Meeting Date: 11/03/25

TO: **Internal Affairs Committee**

FROM: Brendan Ottoboni, Director of Public Works – Engineering

RE: CMC Engineering Updates – Four Items for discussion with Chico Builders Association

REPORT IN BRIEF:

The Public Works – Engineering Department is proposing updates to several titles of the Chico Municipal Code (CMC) to align with current engineering standards and best practices. At the September 16, 2025, meeting, City Council referred four specific items to the Internal Affairs Committee for additional discussion of potential development cost impacts, as requested by the Chico Builders Association (CBA). The remaining proposed amendments were unaffected and will return to Council for adoption. This report further describes the reasoning, importance and value of the four (4) items referred back to the Internal Affairs Committee by the City Council.

RECOMMENDATION:

The Director of Public Works - Engineering - recommends the Internal Affairs Committee review the information provided and offer recommendations to the City Council.

FISCAL IMPACT: Budgeted: N/A

Supplemental Required: No

DISCUSSION:

Background

At its 08-19-25 meeting the City Council referred the proposed Chico Municipal Code engineering updates to the Internal Affairs Committee for further discussion of potential development cost impacts.

At its meeting of September 16, 2025, the City Council voted to approve the 09-08-25 Internal Affairs Committee recommendations which included directing staff to proceed with the staff recommended updates to the CMC with the exception of the following four items from Title 18R which were to return to the Internal Affairs Committee for further discussion after staff re-evaluated these four proposed changes and considered options with less fiscal impact on developers.

1. Streetlight standards
2. Minimum pavement structural section
3. Traffic impact analysis (TIA) threshold
4. Rainfall intensity calculation

Following Council direction, the updates to Title 10 – Vehicles & Traffic, Title 14 Streets & Sidewalks, Title 16 Buildings & Construction, and Title 16R Building Standards were introduced for adoption at the October 21, 2025, City Council meeting.

Meeting with Chico Builders Association

Public Works - Engineering staff met with CBA representatives on September 29, 2025, to review the four issues. The following summarizes outcomes and staff recommendations.

1. Street Light Standards

- CBA Input

The CBA noted that 34-foot-wide residential streets were not included in the draft table of standard street light configurations. They also requested that the height of decorative light poles be increased to reduce the total number of fixtures required for new developments. Additionally, the CBA expressed interest in reviewing the structural design of concrete foundations for street lights.

- Staff Response

Staff agreed that local residential streets up to 34 feet in width should be included in the City's lighting standards. Staff also concurred with increasing decorative pole height to improve efficiency while maintaining safety and illumination standards, as well as consistent with previous applications in other subdivisions. Regarding foundation design, staff explained that the City follows Caltrans and American Society of Civil Engineers (ASCE) standards to ensure compliance with current statewide safety practices. The design standards include loading and design criteria per State requirements to account for wind and seismic loading. This ensures that, to the best of our abilities, light standards will remain standing when subjected to these types of loading conditions. If not designed to account for these types of conditions, when these conditions are experienced, failure of the light standards would result in falling into the public right-of-way during an emergency or evacuation type of scenario. If failure occurs during these types of incidents, it could result in significant injury and potential loss of life.

- Action

- Update Standard Drawing SL-1 to expand the "Local-Residential" range from 20'–32' to 20'–34'.
- Update Standard Drawing SL-3 to increase decorative pole height from 16 feet to 18 feet and spacing from 100 feet to 130 feet.
- Staff will continue to apply Caltrans and American Society of Civil Engineers (ASCE) standards for foundation design. The CBA may provide independent structural calculations for review and comment.

2. Minimum Pavement Structural Section

- CBA Input

The CBA provided examples of pavement designs with thinner sections than the proposed minimum of 3 inches asphalt concrete (AC) over 8 inches aggregate base (AB). While acknowledging that the Caltrans Highway Design Manual (HDM) does not allow less than 3 inches of AC based on the minimum Traffic Index (TI), the CBA suggested that stronger native soils (higher R-values) could allow for a reduced base thickness.

- Staff Response

Staff agreed that in cases where existing native soils have higher R-values, the base thickness could be reduced without compromising performance, provided pavement sections continue to be designed in accordance with the HDM.

- Action

The minimum pavement structural section will be revised to 3 inches AC over 6 inches AB. Staff will update Title 18R and the Standard Drawings to reflect this change.

3. Traffic Impact Analysis (TIA) Threshold

- CBA Input

The CBA expressed concern that the proposed TIA threshold could result in every project being required to prepare a Traffic Impact Analysis, potentially adding unnecessary cost and delay.

- Staff Response

Staff clarified that the TIA threshold functions as a screening tool to determine when a detailed analysis is warranted. Staff also emphasized that a TIA Worksheet will be used to guide determinations and increase transparency in decision-making.

- Action

- Maintain the proposed threshold of 50 or more new peak-hour trips.
- Provide the Draft TIA Worksheet to the CBA for review and comment (provided on October 2, 2025).
- Incorporate the Worksheet as an administrative tool to ensure consistent and transparent application of the threshold.

4. Rainfall Intensity Curves

- CBA Input
The CBA did not dispute the updated rainfall intensity data or methodology but raised concerns that the proposed changes could increase development costs.
- Staff Response
Staff reaffirmed that the new rainfall intensity-duration-frequency (IDF) curves are based on current, nationally recognized data from NOAA Atlas 14 and the City's Storm Water Master Plan. Continuing to rely on outdated 1976 data would introduce public safety risks and inconsistencies with federal and state standards.
- Action
Proceed with implementation of the updated rainfall intensity curves as proposed in the CMC Engineering Updates.

CONCLUSION:

Following collaboration with the CBA, staff incorporated cost-mitigating revisions to the street light standards and pavement section without compromising safety or performance.

Staff continues to recommend:

- Maintaining the TIA threshold at 50 new peak-hour trips, with an accompanying worksheet for transparent application.
- Proceeding with updated rainfall intensity curves and Caltrans/ASCE structural foundation standards to ensure consistency with national engineering practices.

These recommendations preserve safety, align with current data and standards, and address developer cost concerns in a balanced way.

ATTACHMENTS:

None



TO: Internal Affairs Committee

FROM: Brendan Ottoboni, Director of Public Works – Engineering

RE: Parklet Analysis and Discussion

REPORT IN BRIEF:

At the May 20, 2025, City Council meeting, the City Council directed staff to compile a report highlighting past discussions and decisions surrounding parklets in downtown Chico. This report provides a timeline of past council directions, current ABC regulations, potential parking impacts, and current City of Chico Municipal Code (CMC) language. This information is intended to clarify the status of parklets and allow the Committee to provide further direction as needed.

RECOMMENDATION:

The Director of Public Works - Engineering - recommends the Committee review the information provided and offer recommendations to the City Council.

FISCAL IMPACT: Budgeted: No

Supplemental Required: No

DISCUSSION:

Background

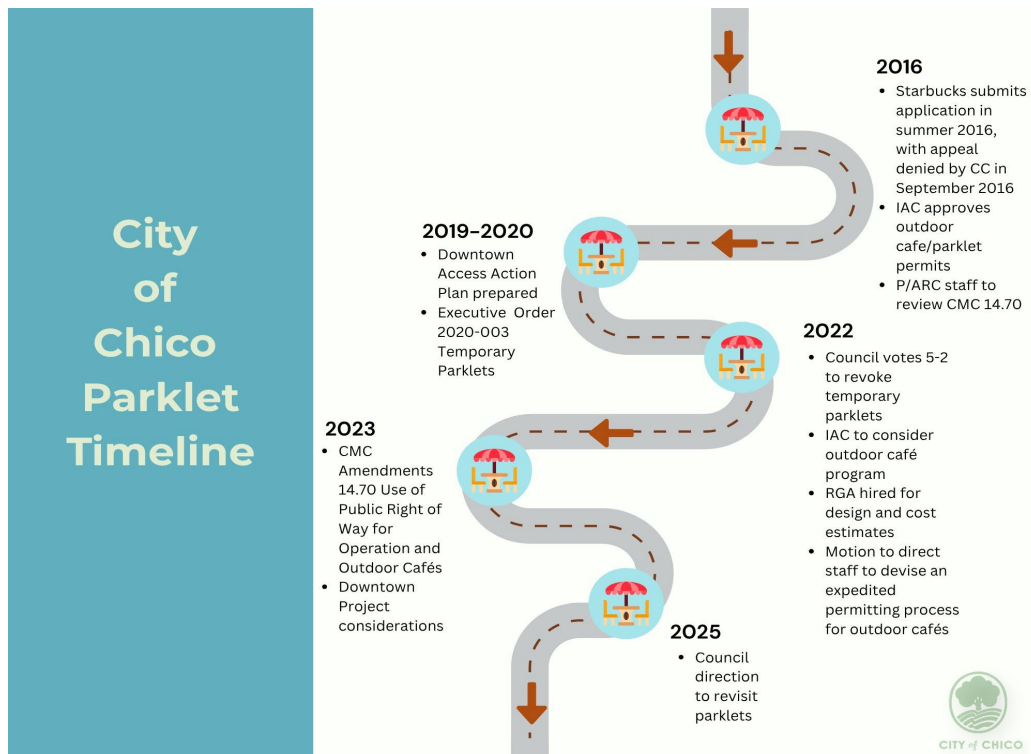


FIGURE 1: TIMELINE OF PAST PARKLET EFFORTS & CONSIDERATION

Conversations surrounding parklets and outdoor dining have taken place with City Council and the Internal Affairs Committee (IAC) dating back to 2016 when the former Parking/Access Resource Committee (P/ARC) group was directed to come up with concepts and ideas for amendments to the municipal code. Concerns expressed by the group included

1. Lack of public vetting.
2. Approval/denial of applications conducted solely by the public works director due to variability of aesthetics, materials, and drainage impacts.
3. Lack of guidelines in the CMC regarding parklets. In the summer of 2016, Starbucks submitted a proposal for construction of a parklet on Broadway Street, however, it was denied by staff based on non-compliance with the adopted outdoor dining café requirements. This decision was appealed and ultimately the City Council denied the appeal in September 2016, directing staff to further consider opportunities to allow for parklets.

In 2019, the Downtown Access Action Plan was prepared by Dixon Resources and accepted by Council at the May 21st meeting. Chapter 14 of the plan is dedicated to Outdoor Cafés and makes recommendations to reassess permit fees, design guidelines, the review process, and more. A year later, the COVID-19 pandemic began. The City Manager issued Executive Order No. 2020-003 - Temporary Parklets, which provided for the temporary expansion of outside dining at existing restaurants in the public right-of-way. Nine downtown restaurants were issued temporary outdoor permits during the pandemic. Notable challenges with the temporary application of parklets during the pandemic included reduction in parking, consistency in the material and aesthetics used for parklets, safety implications of major vehicular routes of Main Street and Broadway Street directly adjacent to parklets, ADA compliance of the facilities in the public right-of-way, changing ABC license requirements and municipal code language and process to be efficient while attempting to prevent unsafe conditions.

At the October 2022 council meeting, Council voted 5-2 to revoke temporary parklets with an end date of December 1, 2022, the same day the City's local emergency order was to be rescinded. A continuing discussion of parklets was also referred to the IAC, with the discussion to include how parklets would be funded, with the idea that costs for installation be fully borne by the business, and for the City to be reimbursed for the loss of revenue of parking spaces. The IAC discussed this matter on November 7, 2022, and recommended Council approve the use of a modified Grant of License process to allow the current businesses that wish to apply for permanent parklets to continue to operate while staff collect sufficient parking data.

At the December 20, 2022, City Council meeting the following actions were directed to staff:

- Update the Chico Municipal Code (CMC) to allow for outdoor bars, and to determine if the City can actually authorize alcohol consumption outside.
- Staff to use its "best efforts to devise an expedited permitting process for outdoor cafes".
- Staff to bring back an ordinance that will allow the Council to consider outdoor cafes in diagonal parking areas.

Staff returned to City Council on March 21, 2023, to introduce an ordinance amending Chapter 14.70 of the CMC to regulate the Use of Public Right-of-Way for Operation of Outdoor Cafés. The motion to introduce the ordinance carried 7-0, and the CMC was updated shortly after to reflect these changes.

Proposed Changes to Chapter 14.70 of the Chico Municipal Code:

Council Direction:

- Chapter 14.70 - Modifies "restaurant" to "eating and/or drinking establishment".
- Section 14.70.115(A) – Deletes this section requiring the sale of alcoholic beverages be an accessory use to food.
- Section 14.70.060 – Modifies section to allow for outdoor cafés adjacent to diagonal parking spaces and includes requirement that not more than three diagonal parking spaces be converted.

Additional Modifications:

- Section 14.70.060(B) – When widening the sidewalk for an Outdoor Café, the license is to be issued to property owner.
- Section 14.70.130 – Adds language stating that license held by property owner remains in effect until property is sold, and then with proper documentation can be transferred to new owner.
- Section 14.70.170 – Adds language related to enforcement of violations.

Most recently, the topic of parklets has been brought up due to the Downtown Revitalization Project where there has been discussion of widening sidewalks in downtown to allow for more outdoor dining, as well as discussions brought by Councilmember Goldstein.

Current CMC Requirements in Section 14.70: Downtown businesses have two options to apply for an outdoor café permit. The following is not a complete list of all the requirements that must be met prior to issuance of a permit and does not include design, construction, and potential ABC permitting costs.

- Application for Permit to Use the Public Right-of-Way for Operation of Outdoor Café in the Central Business District (Permanent Improvements/Alcohol Service)
 - Initial fee \$825.50
 - Annual fee \$293.50
 - If parking spaces are converted to sidewalk, annual parking fee of \$1,129.50 per space must be paid
 - Total: \$1,119.00, plus parking revenue loss payment
- Application for Permit to Use the Public Right-of-Way for Operation of Outdoor Café (Temporary Improvements)
 - Initial fee \$282.50
 - Annual Fee \$188.00
 - If parking spaces are converted, annual parking fee of \$1,129.50 per space must be paid
 - Total: \$470.50, plus parking revenue loss payment

A timeline for the permitting process for both the City and Alcoholic Beverage Control (ABC) is included below. The timeline provided assumes a complete application that requires minimal staff comments. In addition, it assumes that a business can obtain a liquor license within approximately 60 days, which is outside of city staff control.

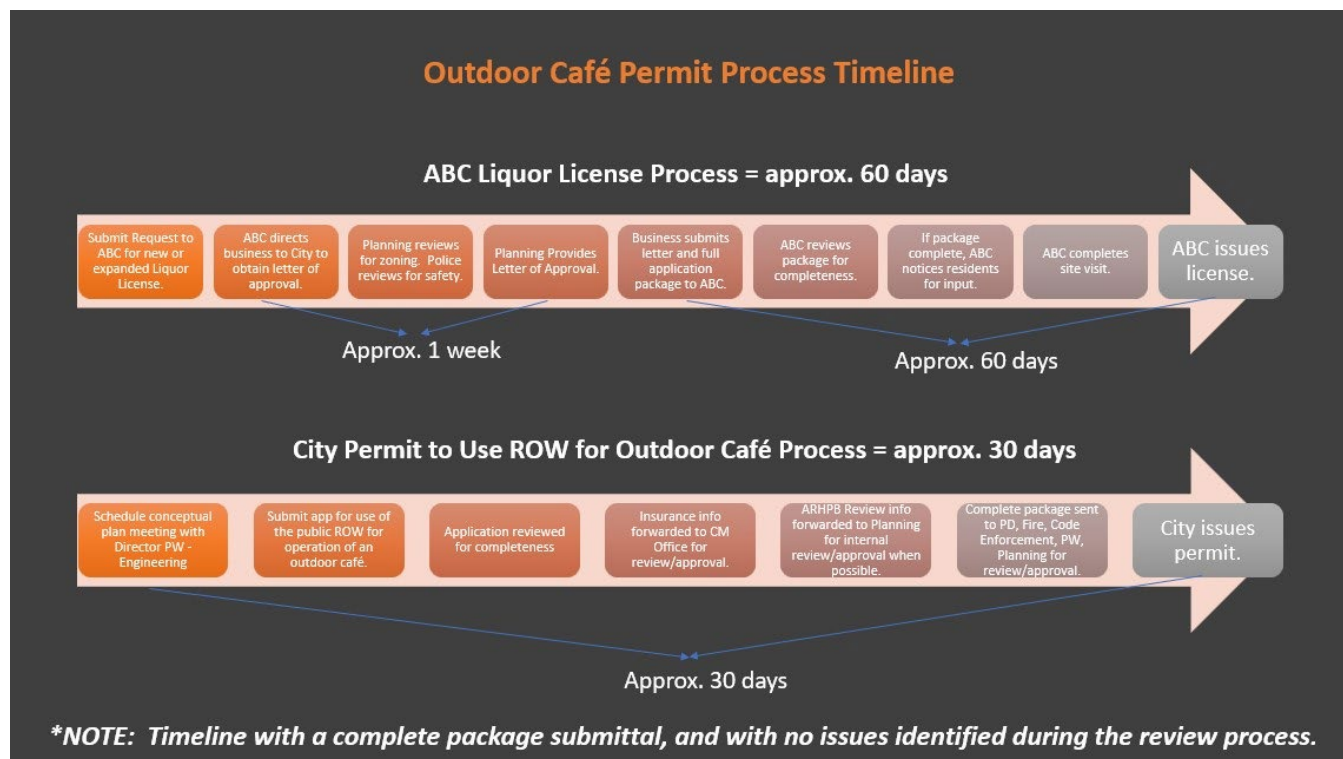


FIGURE 2: ESTIMATED OUTDOOR CAFÉ PERMIT TIMELINE

Currently, the Engineering Department has nine processed “permanent improvements” outdoor café permits and four “temporary” outdoor face permits. No new or established businesses have submitted an application for an outdoor café since December 2022.

The CMC currently defines outdoor cafés as “outdoor spaces located either within the sidewalk area of the public right-of-way that are associated with adjacent eating and/or drinking establishments, and/or located in a street space formerly dedicated to parking spaces that serves as an extension of an eating and/or drinking establishment.” While parklets fall under this definition, there is currently no City standard for their design or installation.

Alcoholic Beverage Control (ABC) Requirements: The Alcoholic Beverage Control's current State regulations permit licensing of non-contiguous areas within 25 feet of the main premises, as long as they are not separated by active roadways and remain under the licensee's full control. These areas must be actively monitored, clearly marked, and posted with signs prohibiting alcohol consumption in unlicensed spaces. Patrons may carry, but not consume, open containers when traversing between licensed areas. The rules ensure accountability, safety, and compliance while allowing businesses limited flexibility to expand service areas.

AB413 Impacts: Approximately 30 curb locations in Downtown Chico were painted red in compliance with recent legislature of AB413, commonly known as the Daylighting Law. Of those 30 curbs, 8 were adjacent to an eating and/or drinking establishment (Grana, Celestino's, Madison Bear Garden, Sicilian Café, Momona, Oshio, Jack in the Box, and Big Hot Crab). Three of the establishments have outdoor dining, five do not. The other twenty-two (22) curb locations were either repainted (already red) or near an establishment that does not serve food or alcohol. The application of AB413 has resulted in a loss of approximately 3% of total parking in Downtown Chico.

CONCLUSION:

There is an existing process business owners can take to obtain a permit for an outdoor café (permanent or temporary). While there are some challenges to ensure parklets are accessible, safe, and maintained properly, putting language into the CMC to achieve the intended outcome is critical to meeting those objectives. Staff seek input and direction from the Internal Affairs Committee to be recommended to the City Council on any desired next steps.

ATTACHMENTS: N/A



TO: Internal Affairs Committee

FROM: Brendan Ottoboni, Director of Public Works - Engineering

RE: TRA 875 – Speed Survey Recommendations

REPORT IN BRIEF:

To maintain valid radar enforcement on City streets, the City of Chico conducts engineering and traffic speed surveys to remain compliant with the California Vehicle Code. This report recommends the adoption of updated speed limits at various locations throughout the City based on recent surveys to ensure continued enforceability, improve traffic safety, and comply with state requirements.

RECOMMENDATION:

The Director of Public Works – Engineering recommends that the Internal Affairs Committee approve and forward a recommendation to the City Council to adopt Traffic Regulation Amendment (TRA 875), updating posted speed limits as shown in Exhibits 18a, 19c, and 19d.

FISCAL IMPACT: Budgeted: Yes

Supplemental Required: No

The costs associated with conducting speed surveys and updating signage are included in the current fiscal year budget. No additional funding is needed.

DISCUSSION:

Under California Vehicle Code Sections 40802 and 40803, cities must conduct Engineering and Traffic Surveys every seven years to justify the use of radar for speed enforcement. If there are no significant changes in the roadway or traffic conditions at the end of that seven-year period, the survey may be extended for another 7 years. This requirement helps ensure speed limits reflect current driving behavior and roadway conditions. If a survey is not current or valid, radar enforcement may be considered a “speed trap,” which is not enforceable in court.

The City of Chico's recent radar speed surveys were conducted in accordance with state law and the California Manual on Uniform Traffic Control Devices (MUTCD). These surveys analyze the "critical speed," which is the speed that 85% of drivers travel at or below, to determine appropriate speed limits. The MUTCD allows for a reduction of up to 5 mph from this benchmark when justified by non-obvious safety concerns, such as nearby schools, pedestrian activity, or roadway geometry.

Failure to adopt updated speed limits could prevent the Police Department from using radar on certain streets, limiting their ability to enforce speed laws and respond to community concerns about traffic safety.

TRA 875 proposes adjustments to speed limits on several segments of city streets where surveys have been completed by a mix of GCW Engineering and City of Chico Traffic Engineering staff:

Study Segment	Proposed Speed Limit	Existing Posted Speed Limit
Pine St from Vallombrosa Ave to E. 12th St	30 mph	30 mph
Cypress St from E. 12th St to E. 4th St	30 mph	30 mph
Mulberry St from E. 12th St to E. 20th St	30 mph	30 mph
Notre Dame Blvd from Skyway Rd to Forest Avenue	35 mph	35 mph
Notre Dame Blvd from Forest Ave to E. 20th St	35 mph	35 mph
Manzanita Ave from Madrone Ave to East Ave	30 mph	30 mph
Manzanita Ave from Moreland Dr to Madrone Ave	30 mph	30 mph
Manzanita Ave from Pillsbury Rd to Moreland Dr	30 mph	30 mph
Mangrove Ave from E. 1 st Ave to Cohasset Rd	35 mph	35 mph
Mangrove Ave from E. 1 st Ave to Cohasset Rd	35 mph	35 mph
Vallombrosa Ave from Bryant Ave to Manzanita Ave	35 mph	35 mph
Vallombrosa Ave from Mangrove Ave to Bryant Ave	35 mph	35 mph
Forest Ave from Notre Dame Blvd to HWY 32	35 mph	35 mph
Forest Ave from HWY 32 to E 8 th St	35 mph	35 mph
Skyway Rd from Potter Rd to Bruce Rd (WB)	50 mph	45 mph
Skyway Rd from Potter Rd to Bruce Rd (EB)	50 mph	50 mph
Skyway Rd from Bruce Rd to HWY 99	40 mph	40/45 mph
Skyway Rd/E. Park Ave from HWY 99 to Park Ave	40 mph	40 mph
Madrone Ave from Vallombrosa Ave to E. 1st Ave	25 mph	25 mph
Palmetto Ave from Mangrove Ave to Moss Ave	30 mph	25 mph
Hooker Oak Ave from Juniper St to Madrone Avenue	30 mph	30 mph
Nord HWY from Esplanade to W. City Limits	35 mph	35 mph

These changes are shown in Exhibits 18a, 19c, and 19d.

Staff recommends that the Committee and Council adopt these changes to maintain legal enforcement capabilities and support public safety.

ATTACHMENTS:

Attachment A – Legend Sheet to Accompany Traffic Regulation Amendment No. 875

Attachment B – Resolution Adopting TRA 875

Attachment C – Headway Transportation Engineering & Traffic Survey Report #1: Multiple Locations

Attachment D – Headway Transportation Engineering & Traffic Survey Report #2: Multiple Locations

Attachment E – City of Chico Engineering & Traffic Survey Packet: Multiple Locations



ATTACHMENT "A"
LEGEND SHEET TO ACCOMPANY
TRAFFIC REGULATION AMENDMENT NO. 875

ADDITION TO:

EXHIBITS: 18a (Speed Zones 30 MPH), 19c (Speed Zones 40 MPH), 19d (Speed Zones 50 MPH)

AUTHORITY: CHICO MUNICIPAL CODE 10.05.030, CVC 22357

Street Name	From	To	Exhibit
Palmetto Ave	Mangrove Avenue	Moss Avenue	18a (30 MPH)

Street Name	From	To	Exhibit
Skyway Rd	Bruce Rd	HWY 99	19c (40 MPH)

Street Name	From	To	Exhibit
Skyway Rd (WB)	Potter Rd	Bruce Rd	19d (50 MPH)

**ATTACHMENT “A” - Legend Sheet to Accompany
Traffic Regulation Amendment No. 848
Describing Additions to Exhibit No. 18a, 19c, & 19d Speed Surveys**

ADDITION TO:

EXHIBITS: 18a (Speed Zones 30 MPH), 19c (Speed Zones 40 MPH), 19d (Speed Zones 50 MPH)

AUTHORITY: CHICO MUNICIPAL CODE 10.05.030, CVC 22357

Street Name	From	To	Exhibit
Palmetto Ave	Mangrove Avenue	Moss Avenue	18a (30 MPH)

Street Name	From	To	Exhibit
Skyway Rd	Bruce Rd	HWY 99	19c (40 MPH)

Street Name	From	To	Exhibit
Skyway Rd (WB)	Potter Rd	Bruce Rd	19d (50 MPH)

**ATTACHMENT “A” - Legend Sheet to Accompany
Traffic Regulation Amendment No. 848
Describing Additions to Exhibit No. 18a, 19c, & 19d Speed Surveys**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHICO ADOPTING TRAFFIC REGULATION AMENDMENT NO. 875

WHEREAS, upon the basis of further engineering and traffic investigation, this Council finds and determines that the convenience and public safety require that the Resolution and any previously adopted amendments thereto, be amended by creating additional controls or zones Pursuant to Section 10.05.30 of the Chico Municipal Code.

1. (X) That Exhibit(s) 18 (a), 19 (c), and 19 (d) to “RESOLUTION CREATING AND PUBLISHING TRAFFIC CONTROLS OR ZONE AND PROVIDING FOR THE REGULATION, ESTABLISHMENT OR INSTALLATION OF TRAFFIC CONTROL SIGNALS, MARKERS OR DEVICES IN ACCORDANCE THEREWITH” adopted February 17, 2014, and as subsequently amended, are hereby amended by creating certain additional controls or zones and/or rescinding and deleting certain controls or zones, and as set forth in “Attachment

3. Except as otherwise provided herein, all provisions set forth in the referenced resolution adopted February 17, 1959, and all subsequent amendments thereto, shall remain in full force and effect.

1 The foregoing resolution was adopted by the Council of the City of Chico at its meeting
2 held on _____, by following vote:

3
4 AYES:

5 NOES:

6 ABSENT:

7 ABSTAIN:

8 ATTEST:

9

10

11

APPROVED AS TO FORM:

12

13

John W. Lam
John W. Lam (Oct 27, 2025 16:27:55 PDT)

14 DEBORAH R. PRESSON, City Clerk

JOHN LAM, City Attorney

15

16

17

Pursuant to The Charter of

18

The City of Chico, Section 906 (E)

19

20 Resolution adopting TRA No. 875

21

22

23

24

25

DPW Traffic Engineering

I:\ENG\Files\STAFF REPORTS\Internal Affairs Draft Reports\2025\2025-11-03 E&TS

Adoption - Multiple Locations\City Council\Council _TRA875.docx

Resolution Adopting TRA No. 875

Final Audit Report

2025-10-27

Created:	2025-10-24
By:	Robyn Ryan (robyn.ryan@chicoca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAvgCiFtpk_jjOtSOYf6O5rBgVCPoCsxeI

"Resolution Adopting TRA No. 875" History

-  Document created by Robyn Ryan (robyn.ryan@chicoca.gov)
2025-10-24 - 8:35:13 PM GMT
-  Document emailed to jlam@agclawfirm.com for signature
2025-10-24 - 8:35:16 PM GMT
-  Email viewed by jlam@agclawfirm.com
2025-10-27 - 11:27:15 PM GMT
-  Signer jlam@agclawfirm.com entered name at signing as John W. Lam
2025-10-27 - 11:27:53 PM GMT
-  Document e-signed by John W. Lam (jlam@agclawfirm.com)
Signature Date: 2025-10-27 - 11:27:55 PM GMT - Time Source: server
-  Agreement completed.
2025-10-27 - 11:27:55 PM GMT

Engineering & Traffic Survey

City of Chico

(Pine, Cypress, Mulberry, Notre Dame)

October 3, 2025

PREPARED FOR:

City of Chico

PREPARED BY:



GCW, Inc.
5482 Longley Lane, Suite B, Reno, Nevada 89511
775.322.4300
www.GCWengineering.com

EXECUTIVE SUMMARY

This Engineering & Traffic Survey conducted for the City of Chico, as documented in this report, fully complies with the methodology presented in the CA MUTCD. The purpose of this study is to recommend speed limits for the study roadways based on criteria in the State of California Vehicle Code (CVC). The State of California Vehicle Code (CVC) contains laws applicable to speed limits and their enforcement within the State of California.

Methodology contained in Section 2B.13 of the CA MUTCD as required by CVC §627 was used for the five study roadway segments. This document allows the City of Chico to modify or install new speed limit signage and have these speed limits enforced by law enforcement using electronic devices.

The following are the study segments, the speed limit recommendations, and the existing posted speed limits:

- Pine Street (Vallombrosa Avenue to E. 12th Street) – 30 mph (same as posted)
- Cypress Street (E. 12th Street to E. 4th Street) – 30 mph (same as posted)
- Mulberry Street (E. 12th Street to E. 20th Street) – 30 mph (same as posted)
- Notre Dame Boulevard (Skyway to Forest Avenue) – 35 mph (same as posted)
- Notre Dame Boulevard (Forest Avenue to E. 20th Street) – 35 mph (same as posted)

LIST OF FIGURES

1. Study Roadway Segments

LIST OF ATTACHMENTS

- A. Crash Data Summary
- B. Pine Street (Vallombrosa Avenue to E. 12th Street) – Data Sheets
- C. Cypress Street (E. 12th Street to E. 4th Street) – Data Sheets
- D. Mulberry Street (E. 12th Street to E. 20th Street) – Data Sheets
- E. Notre Dame Boulevard (Skyway to Forest Avenue) – Data Sheets
- F. Notre Dame Boulevard (Forest Avenue to E. 20th Street) – Data Sheets

INTRODUCTION & METHODOLOGY

The State of California Vehicle Code (CVC), Division 11. Rules of the Road, Chapter 7. Speed Laws, establishes the laws applicable to setting speed limits and their enforcement within the State of California.

Statutory Prima Facie Speed Limits

Most highways have a prima facie speed limit of 65 miles per hour (mph) (CVC §22349).

A maximum prima facie speed limit of 55 mph is established for two-lane undivided highways unless posted for a higher speed (CVC §22349).

The CVC defines the prima facie speed limits for residence¹ and business² district streets to be 25 mph (CVC §22352). A 25-mph prima facie speed limit also applies when approaching or passing a school when posted with a “SCHOOL” warning sign and when children are present. A 25-mph prima facie speed limit also applies when passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard “SENIOR” warning sign (CVC §22352).

A 15-mph prima facie speed limit applies when traversing a railway grade crossing with limited sight lines, when traversing any uncontrolled intersection with limited sight lines, and when travelling on any alley (CVC §22352).

¹ CVC §515 - A “residence district” is defined when within ¼ mile there are 13 or more separate dwellings or business structures upon one side of a highway or 16 or more separate dwellings or business structures upon both sides of a highway. A residence district may be longer than ¼ mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists. CVC §240 provides the following limitations: 1) the entrance of any building included must face the highway, and the front of the building must be within 75 feet of the roadway; 2) all churches, apartments, hotels, multiple dwelling units, clubs, and public buildings other than schools, shall be deemed business structures; 3) buildings considered must have rights of access to the highway.

² CVC §235 - A “business district” is defined when 50% or more of a highway is fronted by buildings in use for business within 600 feet on one side of a highway, or 300 feet on both sides of a highway. CVC §240 provides the following limitations: 1) the entrance of any building included must face the highway, and the front of the building must be within 75 feet of the roadway; 2) all churches, apartments, hotels, multiple dwelling units, clubs, and public buildings other than schools, shall be deemed business structures; 3) buildings considered must have rights of access to the highway.

Setting of Alternate Speed Limits

The statutory prima facie speed limits can be overridden, and a revised prima facie speed limit may, by ordinance or resolution, be declared by a local agency and a roadway posted at a higher or lower speed limit when justified by an Engineering & Traffic Survey (CVC §22357, CVC §22357.1, CVC §22358, CVC §22358 subsections 3 through 9, CVC §22360, CVC §22413, and portions of other CVC sections).

The City of Chico Municipal Code designates the right to set and adjust speed limits to the city council. Section 10.05.030 states “...the city council shall have the sole and exclusive authority to adopt vehicle and traffic regulations which control or restrict use of the public streets, sidewalks, parking lots and other public ways and places within the city by the operators of vehicles, bicyclists, roller skaters, pedestrians and persons using other means of transport or travel; to cause the installation of traffic control devices necessary to implement such regulations; and to cause the preparation of the studies or performance of such other duties required to adopt such regulations or to install such devices.” Under the City of Chico Municipal Code, section 10.05.030, “The city council’s authority to adopt vehicle and traffic regulations shall include, but not be limited to, regulations which alter prima facie speed limits from those established in the California Vehicle Code in the manner provided in such code”.

The CVC (§22357 and §22358) further defines the rationale in declaring speed limits other than the statutory prima facie speed limits. When an Engineering & Traffic Survey is conducted, a local agency may determine either: 1) “that a speed greater than 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe ...”; or 2) “that the limit of 65 miles per hour is more than is reasonable or safe ...”. When this occurs, the CVC (§22357 and §22358) allows a local agency, by ordinance, to determine and declare a prima facie speed limit of 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, or 65 mph, “whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.” The CVC (§22358.3) also allows a local agency, by ordinance or resolution, on the basis of an Engineering & Traffic Survey, to determine and declare a prima facie speed limit of 20 or 15 mph in business or residence districts, or in a public park, on roadways not exceeding 25 feet in width.

Engineering & Traffic Survey Requirements

The requirements for an Engineering & Traffic Survey are defined in CVC §627. Three elements are required for consideration in an Engineering & Traffic Survey: 1) prevailing speeds as determined by traffic engineering measurements; 2) accident records; and 3) highway, traffic, and roadside conditions not readily apparent to the driver. When local authorities conduct an Engineering & Traffic Survey, residential density and pedestrian and bicycle safety, with increased consideration for vulnerable users, may also be considered.

In order for the speed data sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.

The methodology used in conducting an Engineering & Traffic Survey must be consistent with the methods determined by the State Department of Transportation (Caltrans), which are contained in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.13. The following requirements are set forth per CVC §22358.6 through CVC §22358.9, CVC §22413, and the CA MUTCD:

- When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, except as described in the two options below:
 1. In cases where rounding down is appropriate, the speed limit should be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, and a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed (CVC §22358.6), if the reasons for the lower speed limit are documented in the Engineering & Traffic Survey. Stated in simpler terms, the posted speed may be reduced by 5 mph from the rounded down 5 mph increment of the 85th percentile speed.
 2. For cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction from Option 1 is used.
- If the speed limit to be posted has had the 5-mph reduction applied, then the Engineering & Traffic Survey must be approved by a registered Civil or Traffic Engineer, and it shall document, in writing, the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC §627 and §22358.5, meaning that the justification must be based primarily on conditions that are not readily apparent to the driver in addition to residential density and pedestrian and bicyclist safety.
- Other factors that may be considered in the Engineering & Traffic Survey include:
 1. Road characteristics, shoulder condition, grade, alignment, and sight distance
 2. The pace
 3. Roadside development and environment
 4. Parking practices and pedestrian activity; and
 5. Reported crash experience for at least a 12-month period.

Generally, the most decisive evidence of conditions not readily apparent to the driver is collision history.

- A local authority may additionally lower the speed limit as provided in Section 22358.7, which states “If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons: 1) The portion of highway has been designated as a “safety corridor” or 2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.”
- The total reduction in the speed limit shall not exceed 12.4 miles per hour from the 85th percentile speed.
- A local authority may, by ordinance, retain the currently adopted speed limit as provided in CVC §22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in CVC §22358.8 without further reduction. In order to retain the current or prior speed limit, the agency must 1) make the determination through an engineering and traffic survey, 2) the prior speed limit must have been established by an engineering and traffic survey, and 3) a registered engineer must evaluate the section of roadway and determine that no additional general purpose lanes have been added to the roadway since completion of the prior traffic survey that established that speed limit.
- A local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district. All of the conditions stated in CVC §22358.9 must be met.
- A local authority may determine that a prima facie limit of 25 miles per hour is more than is reasonable and safe on a portion of a street with a grade in excess of 10 percent and may by ordinance determine and declare a maximum limit of 20 or 15 miles per hour. The conditions of CVC §22413 must be met.

Update Requirements & Enforcement

The preparation and periodic update of Engineering & Traffic Surveys are needed to set and enforce prima facie speed limits that are legally enforceable with electronic enforcement tools such as radar. When justified by an Engineering & Traffic Survey, a local agency may, by ordinance or resolution, declare and enforce the prima facie speed limit. However, there are limitations to such enforcement.

CVC §40801 prohibits the use of a “speed trap” in the enforcement of speed limits. CVC §40802 defines “speed trap” as the enforcement, through the use of any electronic device such as radar, of any prima

facie speed limit that is not justified by an Engineering & Traffic Survey prepared within five years prior to the speed violation. Two extensions to the five year period are permitted by CVC §40802: 1) to seven years when the citing officer has completed applicable training courses and the electronic device meets operational standards and has been calibrated within three years prior; and 2) to fourteen years when the above conditions are satisfied and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume.

According to CVC §40802, the requirement for an Engineering & Traffic Survey within the five, seven, or fourteen-year time period does not apply to a “local” street or road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

A local street or road is one that is functionally classified as “local” on the “California Road System Maps” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:

- (A) Roadway width of not more than 40 feet.
- (B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
- (C) Not more than one traffic lane in each direction.

As such, there is no requirement to periodically update the Engineering & Traffic Survey for “local” roadways to enable the continued use of radar or other electronic means of enforcement.

Further, no Engineering & Traffic Survey is required for a local street, road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8; the standard prima facie 25-mph speed limit on such roads may be posted and enforced through the use of radar or other electronic means without the preparation of an Engineering & Traffic Survey.

DATA COLLECTION

Prevailing Speed Surveys

Radar speed surveys were conducted at each study location. All data collection and procedures were overseen by a licensed Civil or Traffic Engineer registered in the State of California. Speed measurements were obtained using a radar gun calibrated for each use using the manufacturer supplied tuning fork. Care was taken to only survey cars that were traveling in free flow conditions during non-peak hour time periods. Only lead vehicles in a group of cars were measured, or those traveling alone. Both directions of

travel were measured when collecting the speed data and were used to create composite travel speed data. At least 100 vehicles were recorded at each study location.

Each radar travel speed sample was recorded and logged in the field for subsequent computer software analysis. Based on this data, we determined the following regarding prevailing vehicle speeds at each study location:

- a. **The 85th Percentile Speed (Critical Speed).** This is the speed at or below which 85 percent of the recorded vehicles were traveling.
- b. **The Average Speed.** This is the mean speed of the sample, or the total of all the vehicle speeds divided by the number of vehicles in the sample.
- c. **The 10 mph Pace Speed.** This is the 10 mile per hour range that contains the greatest number of observed vehicle speeds. Also provided is the percentage of vehicles traveling at or below the lower limit of the pace, the percentage of vehicles traveling within the pace, and the percentage of vehicles traveling above the upper limit of the pace. The number of vehicles within the pace is an indication of the uniformity of vehicular speeds for vehicles traveling on the given roadway.

Accident Records

Crash data was obtained from the City of Chico's Online Crash Analytics Module³ for the most recent five-year period available (2019-2023⁴) and is provided in **Attachment A**. The data was reviewed to identify the number of accidents that occurred within each study segment and to compare the crash rate for the segment to average statewide rates. The crash rate comparison is provided on the data sheet for each roadway segment.

Roadside Conditions

GCW staff visited each study roadway segment to determine if any highway, traffic, or roadside conditions that are not readily apparent to the driver exist in the study segments.

Additional data collected for each study segment included:

- a. Date and time of speed survey
- b. Existing posted speed limit, if any
- c. Direction of travel for surveyed vehicles
- d. Number of travel lanes

³ <https://trafficguru.us/crash/cityofchicocrash/summary>

⁴ Partial data is available for 2023

- e. Weather condition at time of speed survey
- f. Type of area: Residence or Business District, school zone, senior center, public park, high pedestrian activity, if applicable
- g. Roadway classification – Determine if the roadway is classified as a “local” roadway on the *California Road System – Functional Classification Map* that are maintained by Caltrans
- h. Approximate roadway width
- i. Presence of railroad crossings
- j. Number of traffic signals in the segment
- k. Presence of on-street parking
- l. Average Daily Traffic Volume

STUDY ROADWAYS

Five roadway segments were selected by the City of Chico for inclusion in this Engineering & Traffic Survey. The study segments are listed below in **Table 1** and shown in **Figure 1**.

Table 1. Engineering & Traffic Survey Roadway Segments

No.	Survey Street	Segment Start	Segment End	Length (ft)
1	Pine St	Vallombrosa Ave	E. 12 th St	3,800
2	Cypress St	E. 12 th St	E. 4 th St	3,200
3	Mulberry St	E. 12 th St	E. 20 th St	2,300
4	Notre Dame Blvd	Skyway	Forest Ave	1,100
5	Notre Dame Blvd	Forest Ave	E. 20 th St	3,300

Source: GCW, 2025.

Mulberry Street (E. 12th Street to E. 20th Street) and Notre Dame Boulevard (Forest Avenue to E. 20th Street) meet the criteria for a “residential district” (having at least 13 fronting residences on one side, or 16 fronting residences including both sides, per ¼ mile). However, the prevailing travel speeds and existing traffic volumes are not consistent with the recommended residential district. Therefore, the “residential district” speed limit of 25 mph is not recommended on either Mulberry Street or Notre Dame Boulevard.

All five study segments require consideration of the three elements of an Engineering & Traffic Survey (prevailing travel speeds, accident records, and roadway conditions not readily apparent) to develop speed limit recommendations.

SPEED LIMIT RECOMMENDATIONS

Each roadway segment was evaluated using the methodology and parameters described in the Introduction & Methodology section of this report and a speed limit is recommended for each segment.

The speed survey and data summary sheets for each road segment are provided in **Attachments B** through **F**. The summary sheets satisfy the requirements of CVC §627 and include prevailing speeds, accident records, and highway / traffic / roadway conditions not readily apparent to the driver. Speed limit recommendations for two of the study segments were based on rounding down to the nearest 5 mph increment from the observed 85th percentile speed (per CVC 22358.6, section C). This method was used for the following study segments:

- Pine Street (Vallombrosa Avenue to E. 12th Street)
- Cypress Street (E. 12th Street to E. 4th Street)

The other three study segments have unique conditions that required further consideration before making speed limit recommendations. Speed limit recommendations for these study segments are based on the following:

- Mulberry Street (E. 12th Street to E. 20th Street) - nearest 5 mph increment when rounded down from 85th percentile speed and reduced another 5-mph based on the residential nature of the street and the presence of on-street bicycle facilities.
- Notre Dame Boulevard (Forest Avenue to E. 20th Street) – nearest 5 mph increment when rounded down from the 85th percentile speed and reduced another 5-mph due to the residential nature of the street and crash history (1 fatality).
- Notre Dame Boulevard (Skyway Road to Forest Avenue) – nearest 5 mph increment when rounded up from 85th percentile speed based on the short block length between two traffic signals which resulted in low speed anomalies on Notre Dame Boulevard.

Speed limit recommendations for each roadway segment are presented in **Table 3**.

Table 3. Recommended Speed Limits

Segment #	Study Segment	Existing Posted Speed Limit (MPH)	Survey Date	85 th Percentile Speed	Unique Conditions	Recommended Speed Limit (MPH)
1	Pine Street (Vallombrosa Avenue to E. 12th Street)	30	5/20/2025	35	Crash history, presence of on-street bicycle facilities	30
2	Cypress Street (E. 12th Street to E. 4th Street)	30	5/20/2025	35	Presence of on-street bicycle facilities	30
3	Mulberry Street (E. 12th Street to E. 20th Street)	30	5/20/2025	37	Residential nature of the street, presence of on-street bicycle facilities	30
4	Notre Dame Boulevard (Skyway Road to Forest Avenue)	35	5/20/2025	31	Short segment between two traffic signals resulting in low speed anomalies	35
5	Notre Dame Boulevard (Forest Avenue to E. 20th Street)	35	9/4/2024	43	Residential nature of the street, crash history (1 fatality)	35

Source: GCW, 2025.



Crash Data Summary by Roadway Segment

Location	Crash Severity	# of Crashes
Pine Street from Vallombrosa Ave to E. 12th St	Other Visible Injury	7
	Complaint of Pain	8
	Property Damage Only	18
	Severe Injury	3
	Fatal	0
	Total	36
Cypress Street from E. 12th St to E. 4th St	Other Visible Injury	3
	Complaint of Pain	6
	Property Damage Only	8
	Severe Injury	0
	Fatal	0
	Total	17
Mulberry Street from E. 12th St to E. 20th St	Other Visible Injury	3
	Complaint of Pain	3
	Property Damage Only	1
	Severe Injury	0
	Fatal	0
	Total	7
Notre Dame Boulevard from Skyway Rd to Forest Ave	Other Visible Injury	3
	Complaint of Pain	8
	Property Damage Only	11
	Severe Injury	1
	Fatal	2
	Total	25
Notre Dame Boulevard from Forest Ave to E. 20th St	Other Visible Injury	0
	Complaint of Pain	2
	Property Damage Only	1
	Severe Injury	0
	Fatal	1
	Total	4

LOCATION: #1 -- Pine Street from Vallombrosa Avenue to E. 12th Street. Length=3821 ft.

DATE: May 20, 2025	WEATHER: Sunny	BEGIN TIME: 1:55 PM	END TIME: 2:28 PM
EXISTING POSTED SPEED LIMIT: 30 MPH		RES DISTRICT? No	
DIRECTION: SOUTH	# LANES: 2	LOCAL ROAD? No	OBSERVER: Samuel McCoy



SUMMARY OF RESULTS

Recommended:	30	mph
--------------	----	-----

85th Percentile: 35

Avg. Speed: 31

10 MPH PACE SPEED CALC

Pace (mph): 25 to 35

% IN Pace: 87.5%

% BELOW Pace: 2.9%

% ABOVE Pace: 9.6%

Speed	SOUTH DIRECTION										Frequency		Cumulative		Speed
MPH											Total	%	Total	%	Total
≥76	0										0	0%	104	100%	0
75	0										0	0%	104	100%	0
73	0										0	0%	104	100%	0
71	0										0	0%	104	100%	0
69	0										0	0%	104	100%	0
67	0										0	0%	104	100%	0
65	0										0	0%	104	100%	0
63	0										0	0%	104	100%	0
61	0										0	0%	104	100%	0
59	0										0	0%	104	100%	0
57	0										0	0%	104	100%	0
55	0										0	0%	104	100%	0
53	0										0	0%	104	100%	0
51	0										0	0%	104	100%	0
49	0										0	0%	104	100%	0
47	0										0	0%	104	100%	0
45	0										0	0%	104	100%	0
43	0										0	0%	104	100%	0
41	0										0	0%	104	100%	0
39	3										3	3%	104	100%	117
37	7										7	7%	101	97%	259
35	9										9	9%	94	90%	315
33	12										12	12%	85	82%	396
31	29										29	28%	73	70%	899
29	20										20	19%	44	42%	580
27	14										14	13%	24	23%	378
25	7										7	7%	10	10%	175
23	3										3	3%	3	3%	69
21	0										0	0%	0	0%	0
19	0										0	0%	0	0%	0
17	0										0	0%	0	0%	0
15	0										0	0%	0	0%	0
13	0										0	0%	0	0%	0
11	0										0	0%	0	0%	0
≤10	0										0	0%	0	0%	0
104											104	100%	104	100%	3188

Precise Survey Location: 39.73109° N, 121.83301° W (511 Pine St)

Conditions Not Readily Apparent: None

Collision History: A total of 36 collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Of the collisions, three (3) resulted in severe injury , seven (7) resulted in visible injury, eight (8) resulted in complaint of pain, and 18 resulted in property damage only. No collisions involved pedestrians. Primary violations include ignoring traffic signals and signs, DUI, and unsafe speeds.

Comments: This roadway segment is functionally classified as an Arterial.

Crash Data

Crash Rate (per million vehicle miles)	3.93	(higher than average)
Statewide Avg. (Urban)	1.08	
Total Crashes (2019-partial 2023)*	36	
Total Severe Injury and Fatal Crashes	3	
Primary Collision Factors	Failure to Obey Traffic Signals and Signs	

Segment Characteristics

Number of Lanes/ Total Roadway Width	2 Lanes / Varies ~ 28-38'
Apparent On-Street Parking	Allowed
Land Uses	Residential
Major traffic generators	None
Railroad Crossings	NA
ADT (2023)	8,310
Number of traffic signals in study segment	3
Roadway divided/ undivided	Undivided

*Partial data was available for 2023; crash rates calculated based on 4.2 years.

LOCATION: #2 -- Cypress Street from E. 12th Street to E. 4th Street. Length=3194 ft.

DATE: May 20, 2025 WEATHER: Sunny BEGIN TIME: 2:36 PM END TIME: 3:00 PM
 EXISTING POSTED SPEED LIMIT: 30 mph RES DISTRICT? No
 DIRECTION: NORTH # LANES: 2 LOCAL ROAD? No OBSERVER: Samuel McCoy



SUMMARY OF RESULTS

Recommended: 30 mph

85th Percentile: 35

Avg. Speed: 31

10 MPH PACE SPEED CALC

Pace (mph): 27 to 37

% IN Pace: 93%

% BELOW Pace: 6%

% ABOVE Pace: 1%

Speed

NORTH DIRECTION									
MPH	0	1	2	3	Frequency	%	Total	Cumulative	%
≥76	0	0	0	0	0	0%	105	100%	0
75	0	0	0	0	0	0%	105	100%	0
73	0	0	0	0	0	0%	105	100%	0
71	0	0	0	0	0	0%	105	100%	0
69	0	0	0	0	0	0%	105	100%	0
67	0	0	0	0	0	0%	105	100%	0
65	0	0	0	0	0	0%	105	100%	0
63	0	0	0	0	0	0%	105	100%	0
61	0	0	0	0	0	0%	105	100%	0
59	0	0	0	0	0	0%	105	100%	0
57	0	0	0	0	0	0%	105	100%	0
55	0	0	0	0	0	0%	105	100%	0
53	0	0	0	0	0	0%	105	100%	0
51	0	0	0	0	0	0%	105	100%	0
49	0	0	0	0	0	0%	105	100%	0
47	0	0	0	0	0	0%	105	100%	0
45	0	0	0	0	0	0%	105	100%	0
43	0	0	0	0	0	0%	105	100%	0
41	0	0	0	0	0	0%	105	100%	0
39	1	0	0	0	1	1%	105	100%	39
37	6	0	0	0	6	6%	104	99%	222
35	14	0	0	0	14	13%	98	93%	490
33	23	0	0	0	23	22%	84	80%	759
31	21	0	0	0	21	20%	61	58%	651
29	22	0	0	0	22	21%	40	38%	638
27	12	0	0	0	12	11%	18	17%	324
25	5	0	0	0	5	5%	6	6%	125
23	1	0	0	0	1	1%	1	1%	23
21	0	0	0	0	0	0%	0	0%	0
19	0	0	0	0	0	0%	0	0%	0
17	0	0	0	0	0	0%	0	0%	0
15	0	0	0	0	0	0%	0	0%	0
13	0	0	0	0	0	0%	0	0%	0
11	0	0	0	0	0	0%	0	0%	0
≤10	0	0	0	0	0	0%	0	0%	0
	105	3			105	100%	105	100%	3271

Precise Survey Location: 39.73119° N, 121.83150° W (607 Cypress St)

Conditions Not Readily Apparent: None

Collision History: A total of 17 collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Of the collisions, three (3) resulted in visible injury, five (5) resulted in complaint of pain, and nine (9) resulted in property damage only. No collisions involved pedestrians. Primary violations include failure to unsafe speeds, ignoring traffic signals and sign, and improper turning.

Comments: This roadway segment is functionally classified as an Arterial.

Crash Data

Crash Rate (per million vehicle miles) NA- ADT not available
 Crashes per Mile 28.1
 Total Crashes (2019-partial 2023)* 17
 Total Severe Injury and Fatal Crashes 0
 Primary Collision Factors Failure to Obey Traffic Signals and Signs

Segment Characteristics

Number of Lanes/ Total Roadway Width 2 Lanes / Varies ~ 28-38'
 Apparent On-Street Parking Allowed
 Land Uses Residential
 Major traffic generators none
 Railroad Crossings NA
 Number of traffic signals in study segment 2
 Roadway divided/ undivided Undivided

*Partial data was available for 2023; crash rates calculated based on 4.2 years.

LOCATION: #3 -- Mulberry Street from E. 12th Street to E. 20th Street. Length=2302 ft.

DATE: May 20, 2025

WEATHER:

BEGIN TIME: 3:50 PM

END TIME: 4:33 PM

POSTED SPEED LIMIT: 30 MPH

RES DISTRICT? Yes

LOCAL ROAD? No

OBSERVER: Samuel McCoy

DIRECTION: NORTH and SOUTH

LANES: 2



SUMMARY OF RESULTS

Recommended: 30 mph

85th Percentile: 37

Avg. Speed: 32

10 MPH PACE SPEED CALC

Pace (mph): 27 to 37

% IN Pace: 88%

% BELOW Pace: 4%

% ABOVE Pace: 8%

Speed

MPH	NORTH DIRECTION											SOUTH DIRECTION											Total	%	Total	%	Total	
	0	1	2	3	4	5	6	7	8	9	10	0	1	2	3	4	5	6	7	8	9	10						
≥76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	265	100%	0
49	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0%	265	100%	49		
47	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0%	264	100%	47		
45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	263	99%	0		
43	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	1%	263	99%	86		
41	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	8	3%	261	98%	328		
39	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	8	3%	253	95%	312		
37	7	0	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0	23	9%	245	92%	851		
35	12	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	0	0	0	40	15%	222	84%	1400		
33	28	0	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	0	0	0	0	54	20%	182	69%	1782		
31	22	0	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	0	0	0	0	49	18%	128	48%	1519		
29	17	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	0	0	0	0	39	15%	79	30%	1131		
27	15	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	0	27	10%	40	15%	729		
25	4	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	9	3%	13	5%	225		
23	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	1%	4	2%	46		
21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1%	2	1%	42		
19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0		
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0		
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0		
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0		
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0		
≤10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0	0%	0		
111											154											265	100%	265	100%	8547		

Precise Study Location: 39.72311° N, 121.82372° W (395 E 17th St)

Conditions Not Readily Apparent: None

Collision History: A total of seven (7) collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Of the collisions, three (3) resulted in visible injury, three (3) resulted in complaint of pain, and one (1) resulted in property damage only. No collisions involved pedestrians. Primary violations include ignoring traffic signals and sign, following too closely, and right of way.

Comments: Police vehicles were not present during count. This roadway segment is functionally classified as an Arterial.

Crash Data

Crash Rate (per million vehicle miles)	1.35	(higher than average)
Statewide Avg. (Urban)	1.08	
Total Crashes (2019-partial 2023)*	7	
Total Severe Injury and Fatal Crashes	0	
Primary Collision Factors	Improper Driving	

Segment Characteristics

Number of Lanes/ Total Roadway Width	2 Lanes / 48'
Apparent On-Street Parking	Allowed
Land Uses	Residential
Major traffic generators	None
Railroad Crossings	NA
ADT (2023)	7,774
Number of traffic signals in study segment	1
Roadway divided/ undivided	Undivided

*Partial data was available for 2023; crash rates calculated based on 4.2 years.

LOCATION: #4 -- Notre Dame Boulevard from Skyway Road to Forest Avenue. Length=1163 ft.

DATE: May 20, 2025

WEATHER: Sunny

BEGIN TIME: 12:55 PM

END TIME: 1:25 PM

EXISTING POSTED SPEED LIMIT: 35 MPH

RES DISTRICT? No

LOCAL ROAD? No

DIRECTION: WEST and EAST

LANES: 4

OBSERVER: Samuel McCoy



SUMMARY OF RESULTS

Recommended:	35	mph
--------------	----	-----

85th Percentile:	31
------------------	----

Avg. Speed: 27

10 MPH PACE SPEED CALC

Pace (mph): 21 to 31

% IN Pace: 89%

% BELOW Pace: 1%

% ABOVE Pace: 10%

Speed

MPH	WEST DIRECTION	
276	0	
270	0	
265	0	
260	0	
255	0	
250	0	
245	0	
240	0	
235	0	
230	0	
225	0	
220	0	
215	0	
210	0	
205	0	
200	0	
195	0	
190	0	
185	0	
180	0	
175	0	
170	0	
165	0	
160	0	
155	0	
150	0	
145	0	
140	0	
135	0	
130	0	
125	0	
120	0	
115	0	
110	0	
105	0	
100	0	
95	0	
90	0	
85	0	
80	0	
75	0	
70	0	
65	0	
60	0	
55	0	
50	0	
45	0	
40	0	
35	3	
33	6	
31	4	
29	12	
27	7	
25	15	
23	6	
21	6	
19	0	
17	0	
15	0	
13	0	
11	0	
<10	0	

EAST DIRECTION

A 20x20 grid with a black silhouette of a person in the bottom-left corner. The silhouette is composed of black cells, with a head and torso shape on the left and a horizontal bar extending to the right. The rest of the grid is empty.

[illegible]

59	65	124	100%	124	100%	3313
----	----	-----	------	-----	------	------

Precise Study Location: 39.43007° N 121.47428° W

Conditions Not Readily Apparent: None

Collision History: A total of (25) collisions occurred within the study segment during the five (5) year period from 2019 to 2023. Of the collisions, two (2) resulted in fatalities, one (1) resulted in severe injury, three (3) resulted in visible injury, seven (7) resulted in complaint of pain, and nine (9) resulted in property damage only. One collision involved pedestrians, resulting in one fatality. Primary violations include DUI, unsafe speeds and other improper driving.

Comments: This roadway segment consists of several driveways to businesses, which causes an inconsistent flow of traffic. Furthermore, with this roadway segment being roughly 1200 feet and having traffic signals on both ends, traffic tends to not accelerate up to the posted speed limit (35 MPH) depending on the signal phase. This roadway segment is functionally classified as an Arterial.

Crash Data

Crash Rate (per million vehicle miles)	4.88	(higher than average)
Statewide Avg. (Urban)	1.27	
Total Crashes (2019-partial 2023)*	25	
Total Severe Injury and Fatal Crashes	3	
Primary Collision Factors	Improper Driving	

Segment Characteristics

Number of Lanes/ Total Roadway Width	4 Lanes / 74'
Apparent On-Street Parking	Not Allowed
Land Uses	Commercial
Major traffic generators	Big box retailers and commercial centers
Railroad Crossings	NA
ADT (2023)	16,037
Number of traffic signals in study segment	2
Roadway divided/ undivided	Undivided (TWLTL)

*Partial data was available for 2023; crash rates calculated based on 4.2 years.

Engineering & Traffic Survey

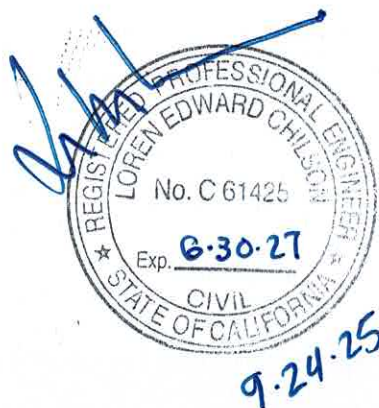
City of Chico

September 24, 2025

PREPARED FOR:

City of Chico

PREPARED BY:



GCW, Inc.
5482 Longley Lane, Suite B, Reno, Nevada 89511
775.322.4300
www.GCWengineering.com

EXECUTIVE SUMMARY

This Engineering & Traffic Survey conducted for the City of Chico, as documented in this report, fully complies with the methodology presented in the CA MUTCD. The purpose of this study is to recommend speed limits for the study roadways based on criteria in the State of California Vehicle Code (CVC). The State of California Vehicle Code (CVC) contains laws applicable to speed limits and their enforcement within the State of California.

Methodology contained in Section 2B.13 of the CA MUTCD as required by CVC §627 was used for the thirteen (13) study roadway segments. This document allows the City of Chico to modify or install new speed limit signage and have these speed limits enforced by law enforcement using electronic devices.

The following are the study segments, the speed limit recommendations, and the existing posted speed limits:

1. Manzanita Avenue (Madrone Avenue to East Avenue) – 30 mph (same as posted)
2. Manzanita Avenue (Moreland Drive to Madrone Avenue) – 30 mph (same as posted)
3. Manzanita Avenue (Pillsbury to Moreland Drive) – 30 mph (same as posted)
4. Mangrove Avenue (E. 1st Avenue to Cohasset Road) – 35 mph (same as posted)
5. Mangrove Avenue (Vallombrosa Avenue to E. 1st Avenue) – 35 mph (same as posted)
6. Vallombrosa Avenue (Bryant Avenue to Manzanita Avenue) – 35 mph (same as posted)
7. Vallombrosa Avenue (Mangrove Avenue to Bryant Avenue) – 35 mph (same as posted)
8. Forest Avenue (Notre Dame Boulevard to Highway 32) – 35 mph (same as posted)
9. Skyway Road (Potter Road to Bruce Road) – 50 mph (5 mph higher than posted speed of 45 mph)
10. Skyway Road (Bruce Road to Highway 99) – 40 mph (various posted speed limits: 40 and 45 mph)
11. E. Park Avenue (Highway 99 to Midway) – 40 mph (same as posted)
12. Parmac Avenue (Cohasset Road to Rio Lindo Avenue) – 25 mph (same as posted)
13. Rio Lindo Avenue (Esplanade to Cohasset Road) – 25 mph (same as posted)

LIST OF FIGURES

1. Study Segment Locations

LIST OF ATTACHMENTS

- A. Crash Data Summary
- B. Manzanita Avenue (Madrone Avenue to East Avenue) – Data Sheets
- C. Manzanita Avenue (Moreland Drive to Madrone Avenue) - Data Sheets
- D. Manzanita Avenue (Pillsbury to Moreland Drive) – Data Sheets
- E. Mangrove Avenue (E. 1st Avenue to Cohasset Road) – Data Sheets
- F. Mangrove Avenue (Vallombrosa Avenue to E. 1st Avenue) – Data Sheets
- G. Vallombrosa Avenue (Bryant Avenue to Manzanita Avenue) – Data Sheets
- H. Vallombrosa Avenue (Mangrove Avenue to Bryant Avenue) – Data Sheets
- I. Forest Avenue (Notre Dame Boulevard to Highway 32) – Data Sheets
- J. Skyway Road (Potter Road to Bruce Road) – Data Sheets
- K. Skyway Road (Bruce Road to Highway 99) – Data Sheets
- L. E. Park Avenue (Highway 99 to Midway) – Data Sheets

INTRODUCTION & METHODOLOGY

The State of California Vehicle Code (CVC), Division 11. Rules of the Road, Chapter 7. Speed Laws, establishes the laws applicable to setting speed limits and their enforcement within the State of California.

Statutory Prima Facie Speed Limits

Most highways have a prima facie speed limit of 65 miles per hour (mph) (CVC §22349).

A maximum prima facie speed limit of 55 mph is established for two-lane undivided highways unless posted for a higher speed (CVC §22349).

The CVC defines the prima facie speed limits for residence¹ and business² district streets to be 25 mph (CVC §22352). A 25-mph prima facie speed limit also applies when approaching or passing a school when posted with a “SCHOOL” warning sign and when children are present. A 25-mph prima facie speed limit also applies when passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard “SENIOR” warning sign (CVC §22352).

A 15-mph prima facie speed limit applies when traversing a railway grade crossing with limited sight lines, when traversing any uncontrolled intersection with limited sight lines, and when travelling on any alley (CVC §22352).

¹ CVC §515 - A “residence district” is defined when within ¼ mile there are 13 or more separate dwellings or business structures upon one side of a highway or 16 or more separate dwellings or business structures upon both sides of a highway. A residence district may be longer than ¼ mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists. CVC §240 provides the following limitations: 1) the entrance of any building included must face the highway, and the front of the building must be within 75 feet of the roadway; 2) all churches, apartments, hotels, multiple dwelling units, clubs, and public buildings other than schools, shall be deemed business structures; 3) buildings considered must have rights of access to the highway.

² CVC §235 - A “business district” is defined when 50% or more of a highway is fronted by buildings in use for business within 600 feet on one side of a highway, or 300 feet on both sides of a highway. CVC §240 provides the following limitations: 1) the entrance of any building included must face the highway, and the front of the building must be within 75 feet of the roadway; 2) all churches, apartments, hotels, multiple dwelling units, clubs, and public buildings other than schools, shall be deemed business structures; 3) buildings considered must have rights of access to the highway.

Setting of Alternate Speed Limits

The statutory prima facie speed limits can be overridden, and a revised prima facie speed limit may, by ordinance or resolution, be declared by a local agency and a roadway posted at a higher or lower speed limit when justified by an Engineering & Traffic Survey (CVC §22357, CVC §22357.1, CVC §22358, CVC §22358 subsections 3 through 9, CVC §22360, CVC §22413, and portions of other CVC sections).

The City of Chico Municipal Code designates the right to set and adjust speed limits to the city council. Section 10.05.030 states “...the city council shall have the sole and exclusive authority to adopt vehicle and traffic regulations which control or restrict use of the public streets, sidewalks, parking lots and other public ways and places within the city by the operators of vehicles, bicyclists, roller skaters, pedestrians and persons using other means of transport or travel; to cause the installation of traffic control devices necessary to implement such regulations; and to cause the preparation of the studies or performance of such other duties required to adopt such regulations or to install such devices.” Under the City of Chico Municipal Code, section 10.05.030, “The city council’s authority to adopt vehicle and traffic regulations shall include, but not be limited to, regulations which alter prima facie speed limits from those established in the California Vehicle Code in the manner provided in such code”.

The CVC (§22357 and §22358) further defines the rationale in declaring speed limits other than the statutory prima facie speed limits. When an Engineering & Traffic Survey is conducted, a local agency may determine either: 1) “that a speed greater than 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe ...”; or 2) “that the limit of 65 miles per hour is more than is reasonable or safe ...”. When this occurs, the CVC (§22357 and §22358) allows a local agency, by ordinance, to determine and declare a prima facie speed limit of 15, 20, 25, 30, 35, 40, 45, 50, 55, 60, or 65 mph, “whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe.” The CVC (§22358.3) also allows a local agency, by ordinance or resolution, on the basis of an Engineering & Traffic Survey, to determine and declare a prima facie speed limit of 20 or 15 mph in business or residence districts, or in a public park, on roadways not exceeding 25 feet in width.

Engineering & Traffic Survey Requirements

The requirements for an Engineering & Traffic Survey are defined in CVC §627. Three elements are required for consideration in an Engineering & Traffic Survey: 1) prevailing speeds as determined by traffic engineering measurements; 2) accident records; and 3) highway, traffic, and roadside conditions not readily apparent to the driver. When local authorities conduct an Engineering & Traffic Survey, residential density and pedestrian and bicycle safety, with increased consideration for vulnerable users, may also be considered.

In order for the speed data sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.

The methodology used in conducting an Engineering & Traffic Survey must be consistent with the methods determined by the State Department of Transportation (Caltrans), which are contained in the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.13. The following requirements are set forth per CVC §22358.6 through CVC §22358.9, CVC §22413, and the CA MUTCD:

- When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, except as described in the two options below:
 1. In cases where rounding down is appropriate, the speed limit should be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, and a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed (CVC §22358.6), if the reasons for the lower speed limit are documented in the Engineering & Traffic Survey. Stated in simpler terms, the posted speed may be reduced by 5 mph from the rounded down 5 mph increment of the 85th percentile speed.
 2. For cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction from Option 1 is used.
- If the speed limit to be posted has had the 5-mph reduction applied, then the Engineering & Traffic Survey must be approved by a registered Civil or Traffic Engineer, and it shall document, in writing, the conditions and justification for the lower speed limit. The reasons for the lower speed limit shall be in compliance with CVC §627 and §22358.5, meaning that the justification must be based primarily on conditions that are not readily apparent to the driver in addition to residential density and pedestrian and bicyclist safety.
- Other factors that may be considered in the Engineering & Traffic Survey include:
 1. Road characteristics, shoulder condition, grade, alignment, and sight distance
 2. The pace
 3. Roadside development and environment
 4. Parking practices and pedestrian activity; and
 5. Reported crash experience for at least a 12-month period.

Generally, the most decisive evidence of conditions not readily apparent to the driver is collision history.

- A local authority may additionally lower the speed limit as provided in Section 22358.7, which states “If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either

of the following reasons: 1) The portion of highway has been designated as a “safety corridor” or 2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.”

- The total reduction in the speed limit shall not exceed 12.4 miles per hour from the 85th percentile speed.
- A local authority may, by ordinance, retain the currently adopted speed limit as provided in CVC §22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in CVC §22358.8 without further reduction. In order to retain the current or prior speed limit, the agency must 1) make the determination through an engineering and traffic survey, 2) the prior speed limit must have been established by an engineering and traffic survey, and 3) a registered engineer must evaluate the section of roadway and determine that no additional general purpose lanes have been added to the roadway since completion of the prior traffic survey that established that speed limit.
- A local authority may, by ordinance, determine and declare a 25 or 20 miles per hour prima facie speed limit on a highway contiguous to a business activity district. All of the conditions stated in CVC §22358.9 must be met.
- A local authority may determine that a prima facie limit of 25 miles per hour is more than is reasonable and safe on a portion of a street with a grade in excess of 10 percent and may by ordinance determine and declare a maximum limit of 20 or 15 miles per hour. The conditions of CVC §22413 must be met.

Update Requirements & Enforcement

The preparation and periodic update of Engineering & Traffic Surveys are needed to set and enforce prima facie speed limits that are legally enforceable with electronic enforcement tools such as radar. When justified by an Engineering & Traffic Survey, a local agency may, by ordinance or resolution, declare and enforce the prima facie speed limit. However, there are limitations to such enforcement.

CVC §40801 prohibits the use of a “speed trap” in the enforcement of speed limits. CVC §40802 defines “speed trap” as the enforcement, through the use of any electronic device such as radar, of any prima facie speed limit that is not justified by an Engineering & Traffic Survey prepared within five years prior to the speed violation. Two extensions to the five year period are permitted by CVC §40802: 1) to seven years when the citing officer has completed applicable training courses and the electronic device meets operational standards and has been calibrated within three years prior; and 2) to fourteen years when the above conditions are satisfied and a registered engineer evaluates the section of the highway and

determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume.

According to CVC §40802, the requirement for an Engineering & Traffic Survey within the five, seven, or fourteen-year time period does not apply to a “local” street or road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

A local street or road is one that is functionally classified as “local” on the “California Road System Maps” that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also be defined as a “local street or road” if it primarily provides access to abutting residential property and meets the following three conditions:

- (A) Roadway width of not more than 40 feet.
- (B) Not more than one-half of a mile of uninterrupted length. Interruptions shall include official traffic control signals as defined in Section 445.
- (C) Not more than one traffic lane in each direction.

As such, there is no requirement to periodically update the Engineering & Traffic Survey for “local” roadways to enable the continued use of radar or other electronic means of enforcement.

Further, no Engineering & Traffic Survey is required for a local street, road, school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8; the standard prima facie 25-mph speed limit on such roads may be posted and enforced through the use of radar or other electronic means without the preparation of an Engineering & Traffic Survey.

DATA COLLECTION

Prevailing Speed Surveys

Radar speed surveys were conducted at study locations as needed. All data collection and procedures were overseen by a licensed Civil or Traffic Engineer registered in the State of California. Speed measurements were obtained using a radar gun calibrated for each use using the manufacturer supplied tuning fork. Care was taken to only survey cars that were traveling in free flow conditions during non-peak hour time periods. Only lead vehicles in a group of cars were measured, or those traveling alone. Both directions of travel were measured when collecting the speed data and were used to create composite travel speed data. At least 100 vehicles were recorded at each study location.

Each radar travel speed sample was recorded and logged in the field for subsequent computer software analysis. Based on this data, we determined the following regarding prevailing vehicle speeds at each study location:

- a. **The 85th Percentile Speed (Critical Speed).** This is the speed at or below which 85 percent of the recorded vehicles were traveling.
- b. **The Average Speed.** This is the mean speed of the sample, or the total of all the vehicle speeds divided by the number of vehicles in the sample.
- c. **The 10 mph Pace Speed.** This is the 10 mile per hour range that contains the greatest number of observed vehicle speeds. Also provided is the percentage of vehicles traveling at or below the lower limit of the pace, the percentage of vehicles traveling within the pace, and the percentage of vehicles traveling above the upper limit of the pace. The number of vehicles within the pace is an indication of the uniformity of vehicular speeds for vehicles traveling on the given roadway.

Accident Records

Crash data was obtained from the City of Chico's Online Crash Analytics Module³ for the most recent five-year period available (2019-2023⁴) and is provided in **Attachment A**. The data was reviewed to identify the number of accidents that occurred within each study segment and to compare the crash rate for the segment to average statewide rates. The crash rate comparison is provided on the data sheet for each roadway segment.

Roadside Conditions

GCW staff visited each study roadway segment to determine if any highway, traffic, or roadside conditions that are not readily apparent to the driver exist in the study segments.

Additional data collected for each study segment included:

- a. Date and time of speed survey
- b. Existing posted speed limit, if any
- c. Direction of travel for surveyed vehicles
- d. Number of travel lanes
- e. Weather condition at time of speed survey
- f. Type of area: Residence or Business District, school zone, senior center, public park, high pedestrian activity, if applicable
- g. Roadway classification – Determine if the roadway is classified as a "Local" roadway on

³ <https://trafficguru.us/crash/cityofchicocrash/summary>

⁴ Partial data is available for 2023

the *California Road System – Functional Classification Map* that are maintained by Caltrans

- h. Approximate roadway width
- i. Presence of railroad crossings
- j. Number of traffic signals in the segment
- k. Presence of on-street parking
- l. Average Daily Traffic Volume

STUDY ROADWAYS

Thirteen (13) roadway segments were selected by the City of Chico for inclusion in this Engineering & Traffic Survey. The study segments are listed below in **Table 1** and shown in **Figure 1**.

Table 1. Engineering & Traffic Survey Roadway Segments

No.	Survey Street	Segment Start	Segment End	Length (ft)
1	Manzanita Avenue	Madrone Avenue	East Avenue	2,650
2	Manzanita Avenue	Moreland Drive	Madrone Avenue	8,395
3	Manzanita Avenue	Pillsbury	Moreland Drive	2,650
4	Mangrove Avenue	E. 1st Avenue	Cohasset Road	4,508
5	Mangrove Avenue	Vallombrosa Avenue	E. 1st Avenue	2,745
6	Vallombrosa Avenue	Bryant Avenue	Manzanita Avenue	9,029
7	Vallombrosa Avenue	Mangrove Avenue	Bryant Avenue	5,491
8	Forest Avenue	Notre Dame Boulevard	Highway 32	9,525
9	Skyway Road	Potter Road	Bruce Road	2,917
10	Skyway Road	Bruce Road	Highway 99	3,525
11	E. Park Avenue	Highway 99	Midway	3,620
12	Parmac Avenue	Cohasset Road	Rio Lindo Avenue	1,495
13	Rio Lindo Avenue	Esplanade	Cohasset Road	4,035

Source: GCW, 2025.

The following roadway segments are classified as “local roads” on the *California Road System – Functional Classification Map*, therefore no Engineering & Traffic Survey is required. The standard prima facie 25-mph speed limit for local streets may be posted and enforced without the preparation of an Engineering & Traffic Survey. These segments are recommended to remain at 25 mph as currently posted:

- Parmac Avenue (Cohasset Road to Rio Lindo Avenue) - Segment 12
- Rio Lindo Avenue (Esplanade to Cohasset Road) - Segment 13

Segments 1 through 11 require consideration of the three primary elements of an Engineering & Traffic Survey (prevailing travel speeds, accident records, and roadway conditions not readily apparent) to develop speed limit recommendations.

The following roadway segments generally or nearly meet the criteria for a “Residential District” - having at least 13 fronting residences on one side of the roadway, or 16 fronting residences including both sides, per ¼ mile.

- Segment 2 - Manzanita Avenue (Moreland Drive to Madrone Avenue)
- Segment 6 - Vallombrosa Avenue (Bryant Avenue to Manzanita Avenue)
- Segment 7 - Vallombrosa Avenue (Mangrove Avenue to Bryant Avenue)

However, the existing prevailing travel speeds (all over 35 mph) are not consistent with, and these streets are not functioning as, residential districts. Therefore, the “residential district” speed limit of 25 mph is not recommended on Segments 2, 6, or 7 and further evaluation is appropriate.

TRAFFIC & ENGINEERING SURVEY

The following analysis is documented for each studied roadway segment in **Attachments B** through **L**:

- The date, time and weather conditions of the speed study
- The roadway characteristics – posted speed limit, number of lanes, surroundings land use, roadway widths, number of lanes, traffic signals, ADTs⁵, and any conditions not readily apparent.
- Crash data including the number of crashes, the number of severe injury and fatal crashes, the crash rate (per million vehicle miles), and comparisons to statewide averages⁶.

SPEED LIMIT RECOMMENDATIONS

Each roadway segment was evaluated using the methodology and parameters described in the Introduction & Methodology section of this report and a speed limit is recommended for each segment.

The speed survey and data summary sheets for each road segment are provided in **Attachments B** through **L**. The summary sheets satisfy the requirements of CVC §627 and include prevailing speeds, accident records, and highway / traffic / roadway conditions not readily apparent to the driver.

Speed limit recommendations for the following study segments were based on rounding up to the nearest 5 mph increment from the observed 85th percentile speed:

⁵ Source: Butte County Association of Governments (BCAG) Traffic Counts 2022/2023 Average Daily Traffic

⁶ Source: Caltrans 2023 Crash Data on California State Highways

- Skyway Road (Bruce Road to Highway 99) – Segment 10
- E. Park Avenue (Highway 99 to Midway) – Segment 11

Speed limit recommendations for the following study segments were based on rounding down to the nearest 5 mph increment from the observed 85th percentile speed (per CVC 22358.6, section B & C):

- Manzanita Avenue (Madrone Avenue to East Avenue) – Segment 1
- Manzanita Avenue (Pillsbury to Moreland Drive) – Segment 3
- Mangrove Avenue (E. 1st Avenue to Cohasset Road) – Segment 4
- Mangrove Avenue (Vallombrosa Avenue to E. 1st Avenue) – Segment 5
- Vallombrosa Avenue (Bryant Avenue to Manzanita Avenue) – Segment 6
- Vallombrosa Avenue (Mangrove Avenue to Bryant Avenue) – Segment 7

The following study segments have unique conditions whereby the speed limit recommendations were set based on rounding down to the nearest 5 mph increment from 85th percentile speed and reduced an additional 5 mph:

- Manzanita Avenue (Moreland Drive to Madrone Avenue) – Segment 2 – based on the residential nature of the street (sub segments meet the Residential District criteria), presence of on-street parking and pedestrians, presence of a school zone, sidewalks adjacent to the roadway and crash history (1 severe injury collision)
- Forest Avenue (Notre Dame Boulevard to Highway 32) – Segment 8 – based on bicycle lanes and presence of cyclists, roadway curvature which appears to have a design speed less than 40 mph, medians with vegetation, and notable crash history (7 fatal or severe injury collisions)
- Skyway Road (Potter Road to Bruce Road) – Segment 9 – this is a speed transition zone and applying this method (rounding down and reducing an additional 5 mph) still results in a recommendation of raising the speed limit by 5 mph

The remaining segment recommendations were based on their local road classification (CVC §40802):

- Parmac Avenue (Cohasset Road to Rio Lindo Avenue) – Segment 12 – based classification as a Local Road, on-street parking, sidewalks adjacent to the roadway and transit stops.
- Rio Lindo Avenue (Esplanade to Cohasset Road) – Segment 13 - based classification as a Local Road, on-street parking, residential nature, sidewalks adjacent to the roadway and transit stops, and a mid-block pedestrian crossing with an RRFB.

Speed limit recommendations for each roadway segment are presented in **Table 3**.

Table 3. Recommended Speed Limits

Segment #	Study Segment	Length (ft)	Posted Speed Limit (MPH)	Survey Date	85 th Percentile Speed	Unique Conditions	Recommended Speed Limit (MPH)
1	Manzanita Avenue (Madrone Avenue to East Avenue)	2,650	30	8/6/2025	33	Residential nature, presence of a school zone, on street parking	30
2	Manzanita Avenue (Moreland Drive to Madrone Avenue)	8,395	30	8/6/2025	39	Residential nature (meets residential district criteria), on-street parking, bicycle lanes, presence of cyclists	30
3	Manzanita Avenue (Pillsbury to Moreland Drive)	2,650	30	8/6/2025	35	Residential nature, sidewalks, bicycle lanes and roadway curves	30
4	Mangrove Avenue (E. 1st Avenue to Cohasset Road)	4,508	35	8/6/2025	39	Business area, sidewalks, driveways, TWLTLs, crash history (68 collisions with 4 severe injury, higher than average crash rate)	35
5	Mangrove Avenue (Vallombrosa Avenue to E. 1st Avenue)	2,745	35	8/6/2025	37	Business area, with sidewalks, driveways, TWLTLs	35
6	Vallombrosa Avenue (Bryant Avenue to Manzanita Avenue)	9,029	35	8/6/2025	37	Residential area (meets residential district criteria) with sidewalks and pedestrian crossing signage	35
7	Vallombrosa Avenue (Mangrove Avenue to Bryant Avenue)	5,491	35	8/6/2025	37	Residential area (meets residential district criteria) with sidewalks and pedestrian crossing signage	35
8	Forest Avenue (Notre Dame Boulevard to Highway 32)	9,525	35	8/6/2025	41	Crash history (7 fatal/ severe injury crashes, higher than average crash rates), road curvature, bicycle lanes, sidewalks medians with vegetation	35
9	Skyway Road (Potter Road to Bruce Road)	2,917	45	8/5/2025	57	Transition segment between 50 mph / 40 mph entering urban area	50
10	Skyway Road (Bruce Road to Highway 99)	3,525	40 and 45	8/5/2025	39	Congested business area with signals and driveways	40
11	E. Park Avenue (Highway 99 to Midway)	3,620	40	8/5/2025	37	Congested business area with signals and driveways	40
12	Parmac Avenue (Cohasset Road to Rio Lindo Avenue)	1,495	25	Local Road, survey not required		Local Road classification, residential/ business nature, sidewalks, on-street parking, transit stop	25
13	Rio Lindo Avenue (Esplanade to Cohasset Road)	4,035	25	Local Road, survey not required		Local Road classification, residential area, on-street parking, mid-block pedestrian crossing with RRFB, sidewalks	25

Change from posted speed limit

Source: GCW, 2025.

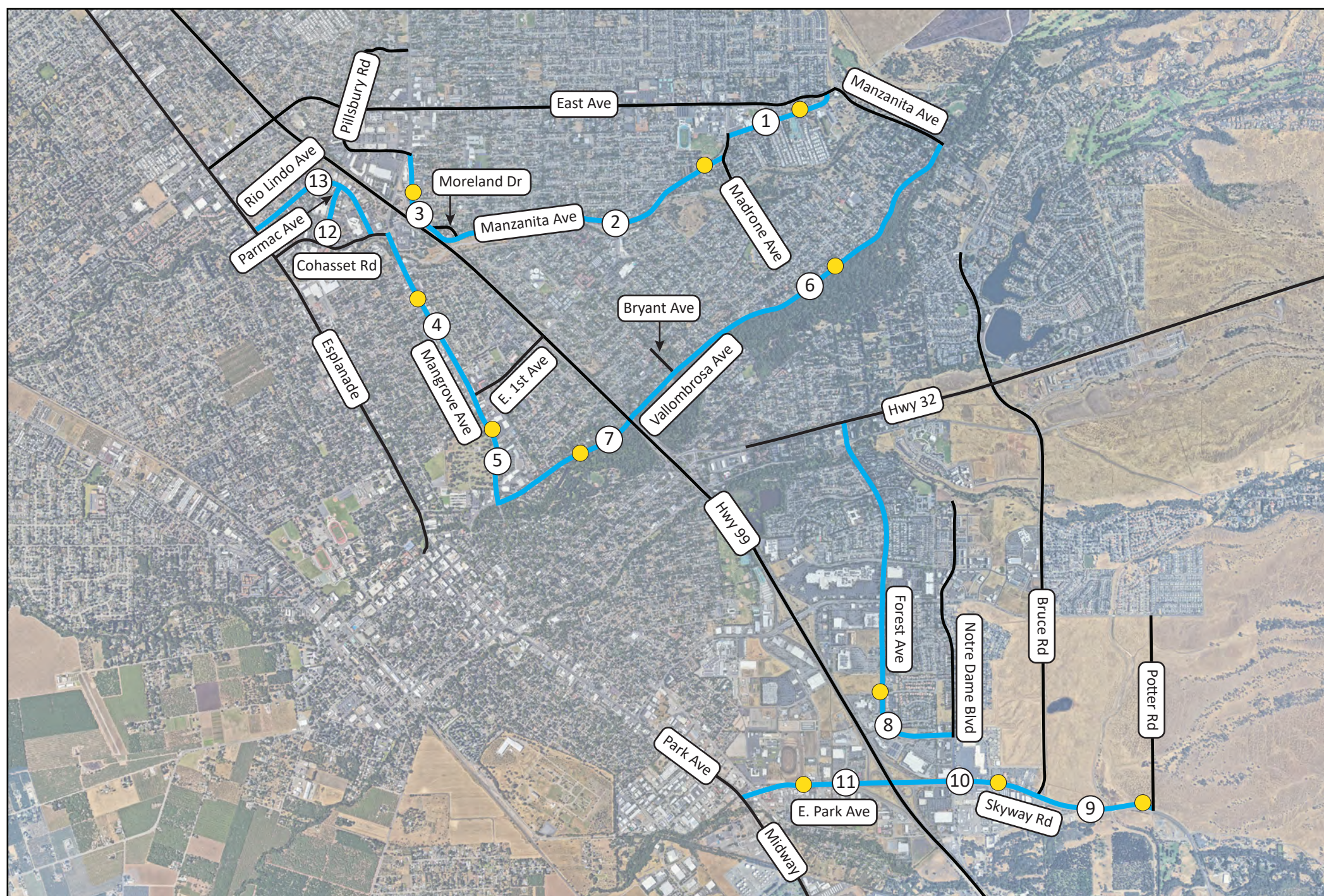


Figure 1

Engineering & Traffic Survey
City of Chico
Study Segment Locations

Attachment D

Attachment A

Location	Crash Severity	# of Crashes
Manzanita Avenue from Madrone Avenue to East Avenue	Other Visible Injury	0
	Complaint of Pain	1
	Porperty Damage Only	1
	Severe Injury	0
	Fatal	0
	Total	2
Manzanita Avenue from Moreland Drive to Madrone Avenue	Other Visible Injury	0
	Complaint of Pain	2
	Porperty Damage Only	2
	Severe Injury	1
	Fatal	0
	Total	5
Manzanita Avenue from Pillsbury to Moreland Drive	Other Visible Injury	1
	Complaint of Pain	1
	Porperty Damage Only	0
	Severe Injury	0
	Fatal	0
	Total	2
Mangrove Avenue from E. 1st Avenue to Cohasset Road	Other Visible Injury	13
	Complaint of Pain	21
	Porperty Damage Only	32
	Severe Injury	4
	Fatal	0
	Total	70
Mangrove Avenue from Vallombrosa Avenue to E. 1st Avenue	Other Visible Injury	0
	Complaint of Pain	1
	Porperty Damage Only	6
	Severe Injury	1
	Fatal	0
	Total	8
Skyway Road from Potter Road to Bruce Road	Other Visible Injury	0
	Complaint of Pain	2
	Porperty Damage Only	4
	Severe Injury	0
	Fatal	1
	Total	7

Location	Crash Severity	# of Crashes
Skyway Road from Bruce Road to Highway 99	Other Visible Injury	3
	Complaint of Pain	8
	Porperty Damage Only	16
	Severe Injury	1
	Fatal	1
	Total	29
Skyway Road from Highway 99 to Fair Street	Other Visible Injury	3
	Complaint of Pain	4
	Porperty Damage Only	11
	Severe Injury	0
	Fatal	1
	Total	19
Vallombrosa Avenue from Mangrove Avenue to Bryant Avenue	Other Visible Injury	0
	Complaint of Pain	0
	Porperty Damage Only	2
	Severe Injury	0
	Fatal	0
	Total	2
Vallombrosa Avenue from Bryant Avenue to Manzanita Avenue	Other Visible Injury	3
	Complaint of Pain	0
	Porperty Damage Only	1
	Severe Injury	0
	Fatal	0
	Total	4
Forest Avenue from Notre Dame Boulevard to HWY 32	Other Visible Injury	13
	Complaint of Pain	9
	Porperty Damage Only	25
	Severe Injury	5
	Fatal	2
	Total	54
Rio Lindo Avenue from Esplanade to Cohasset Road	Other Visible Injury	2
	Complaint of Pain	0
	Porperty Damage Only	2
	Severe Injury	1
	Fatal	0
	Total	5
Parmac Avenue from Cohasset Road to Rio Lindo Avenue	Other Visible Injury	0
	Complaint of Pain	0
	Porperty Damage Only	0
	Severe Injury	0
	Fatal	0
	Total	0

LOCATION: #1 -- Manzanita Avenue from Madrone Avenue to East Avenue. Length=2650 ft.

DATE: August 6, 2025

WEATHER: Sunny

BEGIN TIME: 11:28 AM

END TIME: 12:28 PM

EXISTING POSTED SPEED LIMIT: 30 MPH

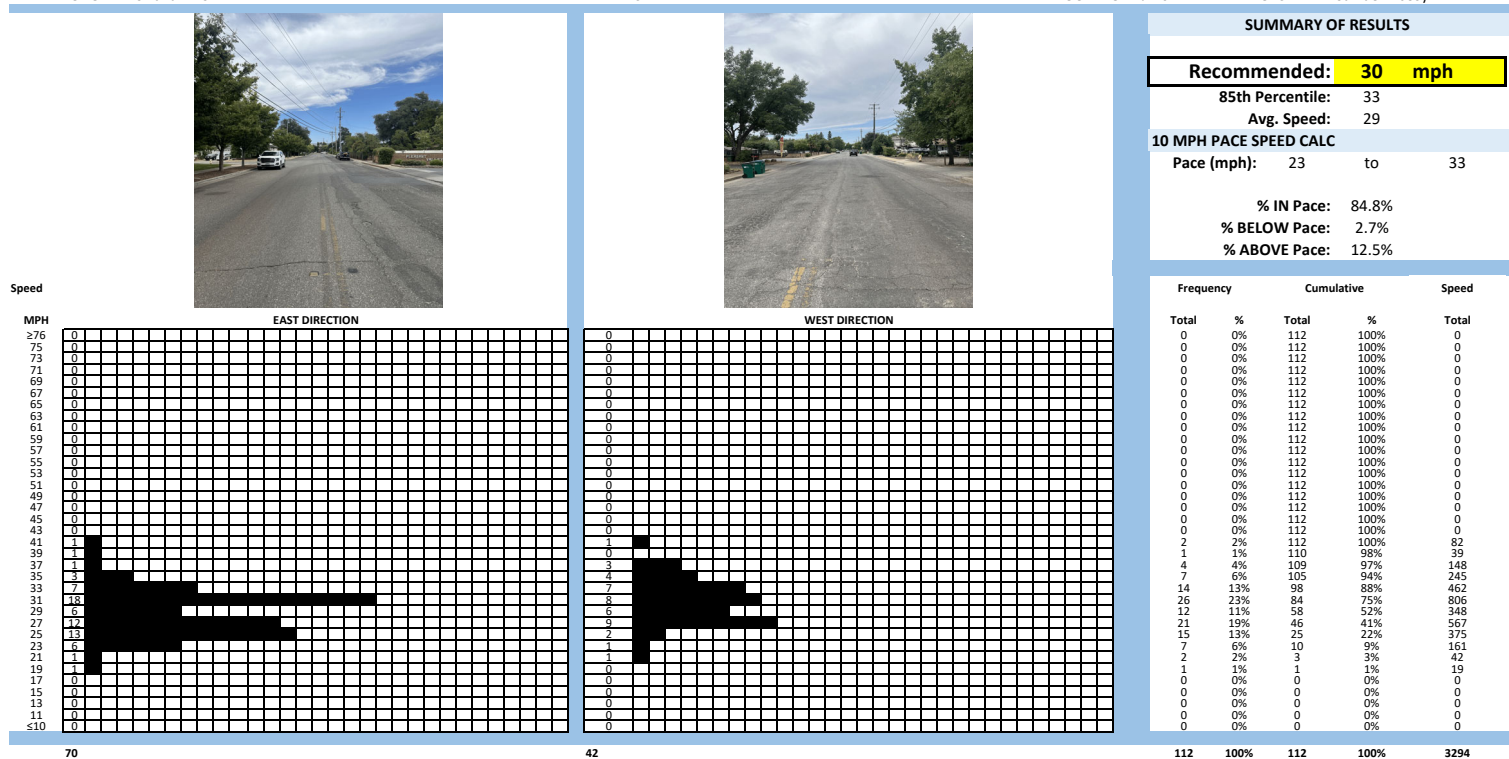
DIRECTION: EAST and WEST

LANES: 2

RES DISTRICT? No

LOCAL ROAD? No

OBSERVER: Samuel McCoy



Precise Study Location: 39.76077° N, 121.80894° W (1656 Manzanita Avenue)

Conditions Not Readily Apparent: None

Collision History: A total of two (2) collisions occurred within the study segment during the period from 2019 to 2023*. Of the collisions, one (1) resulted in property damage and one (1) resulted in complaint of pain.

Comments: This roadway segment is functionally classified as a Major Collector.

Crash Data

Crash Rate (per million vehicle miles)	0.77	Lower than average
Statewide Avg. (Urban)	1.08	
Total Crashes (2019-partial 2023)*	2	
Total Severe Injury and Fatal Crashes	0	
Primary Collision Factors	Failure to Obey Traffic Signals and Signs	

Segment Characteristics

Number of Lanes/ Total Roadway Width	2 Lanes / 36'
Apparent On-Street Parking	Allowed
Land Uses	Primarily residential; also commercial and school
Major traffic generators	School
Railroad Crossings	None
ADT (2023)	3,391
Number of traffic signals in study segment	None
Roadway divided/ undivided	Undivided

*Partial data was available for 2023; crash rates calculated based on 4.2 years.

LOCATION: #3 -- Manzanita Avenue from Pillsbury Road to Moreland Drive. Length=2650 ft.

DATE: August 6, 2025

WEATHER: Sunny

BEGIN TIME: 2:04 PM

END TIME: 3:04 PM

EXISTING POSTED SPEED LIMIT: 30 MPH

DIRECTION: NORTH and SOUTH

LANES: 2

RES DISTRICT? No

LOCAL ROAD? No

OBSERVER: Samuel McCoy



SUMMARY OF RESULTS

Recommended:	30	mph
--------------	----	-----

85th Percentile: 35

Avg. Speed: 31

10 MPH PACE SPEED CALC

Pace (mph):	25	to	35
-------------	----	----	----

% IN Pace: 85.6%

% BELOW Pace: 6.3%

% ABOVE Pace: 8.1%

[illegible]

160	100%	160	100%	4896
-----	------	-----	------	------

Precise Survey Location: 39.75514° N, 121.84332° W (580 Manzanita Avenue)

Conditions Not Readily Apparent:

Collision History: A total of two (2) collisions occurred within the study segment during the period from 2019 to 2023*. Of the collisions, one (1) resulted in complaint of pain and one (1) resulted in other visible injury.

Comments: Primary violations include wrong side of road and pedestrian violation. This roadway segment is functionally classified as a Major Collector.

Crash Data

Crash Rate (per million vehicle miles)	0.77	<i>Lower than average</i>
--	------	---------------------------

Statewide Avg. (Urban)	1.08
------------------------	------

Total Crashes (2019-partial 2023)*	2
------------------------------------	---

Total Severe Injury and Fatal Crashes	0
---------------------------------------	---

[illegible]

Segment Characteristics

Number of Lanes/ Total Roadway Width	2 Lanes / 40'
--------------------------------------	---------------

Apparent On-Street Parking	Allowed
----------------------------	---------

Land Uses Residential and commercial

Major traffic generators	Car Dealership
--------------------------	----------------

Railroad Crossings	None
--------------------	------

ADT (2023)	3,391
------------	-------

Number of traffic signals in study segment	None
--	------

Roadway divided/ undivided Undivided

**Partial data was available for 2023; crash rates calculated based on 4.2 years.*

LOCATION: #4 -- Mangrove Avenue from E. 1st Avenue to Cohasset Road. Length=4508 ft

DATE: August 6, 2025

WEATHER: Sunny

BEGIN TIME: 3:10 PM

END TIME: 3:51 PM

EXISTING POSTED SPEED LIMIT: 35 MPH

LANES: 4

RES DISTRICT? No

LOCAL ROAD? No

OBSERVER: Samuel McCoy



SUMMARY OF RESULTS

Recommended:	35	mph
--------------	----	-----

85th Percentile:	39
------------------	----

Avg. Speed: 35

10 MPH PACE SPEED CALC

Pace (mph): 29 to 39

% IN Pace: 87%

% BELOW Pace: 2%

% ABOVE Pace: 11%

[illegible]

106

122

228

100%

228

100%

7936

Precise Survey Location: 39.74778° N, 121.84276° W (1717 Mangrove Avenue)

Conditions Not Readily Apparent:

Collision History: A total of 70 collisions occurred within the study segment during the period from 2019 to 2023*. Of the collisions, four (4) resulted in severe injury, 13 resulted in visible injury, 21 resulted in complaint of pain, and 32 resulted in property damage only.

Comments: Primary violations include traffic signals and signs, DUI, unsafe speeds. This roadway segment is functionally classified as an Other Principal Arterial .

Crash Data

Crash Rate (per million vehicle miles)	2.64	Higher than average
Statewide Avg.	1.27	
Statewide Avg. (Urban)	1.20	
District 3 Avg.	0.70	
Total Crashes (2019-partial 2023)*	68	
Total Severe Injury and Fatal Crashes	4	
Primary Collision Factors	Failure to Obey Traffic Signals and Signs	

Segment Characteristics

Number of Lanes/ Total Roadway Width	4 Lanes + TWLTL / 64'
Apparent On-Street Parking	Not Allowed
Land Uses	Commercial
Major traffic generators	Various commercial centers
Railroad Crossings	NA
ADT (2023)	19,666
Number of traffic signals in study segment	5
Roadway divided/ undivided	TWLTL

**Partial data was available for 2023; crash rates calculated based on 4.2 years.*

LOCATION: #5 -- Mangrove Avenue from Vallombrosa Avenue to E. 1st Avenue. Length=2745 ft.

DATE: August 6, 2025

WEATHER: Sunny

BEGIN TIME: 3:58 PM

END TIME: 4:46 PM

EXISTING POSTED SPEED LIMIT: 35 MPH

DIRECTION: NORTH and SOUTH

LANES: 4

RES DISTRICT? No

LOCAL ROAD? No

OBSERVER: Samuel McCoy



Speed

MPH

NORTH DIRECTION

SOUTH DIRECTION

Figure 1 displays two 100x100 grids representing the distribution of the number of children per family for the years 2000 (left) and 2005 (right). The vertical axis represents the number of children, ranging from 0 to 76 in 2000 and 0 to 15 in 2005. The horizontal axis represents the number of families, ranging from 0 to 100. The grids show a high concentration of families with 0 children, with a slight increase in families with 1 child in 2005 compared to 2000.

SUMMARY OF RESULTS		
Recommended:	35	mph
85th Percentile:	37	
Avg. Speed:	32	
10 MPH PACE SPEED CALC		
Pace (mph):	27	to 37
% IN Pace:	82.2%	
% BELOW Pace:	8.7%	
% ABOVE Pace:	9.1%	

Frequency		Cumulative		
Total	%	Total	%	Total
0	0%	230	100%	0
0	0%	230	100%	0
0	0%	230	100%	0
0	0%	230	100%	0
0	0%	230	100%	0
0	0%	230	100%	0
0	0%	230	100%	0
0	0%	230	100%	0
0	0%	230	100%	0
0	0%	230	100%	0
0	0%	230	100%	0
0	0%	230	100%	0
0	0%	230	100%	0
1	0%	230	100%	47
1	0%	229	100%	45
1	0%	228	99%	43
6	2%	227	99%	246
12	5%	221	96%	468
22	10%	209	91%	814
22	10%	187	81%	770
35	15%	165	72%	1155
49	21%	130	57%	1519
40	17%	81	35%	1160
21	9%	41	18%	567
9	4%	20	9%	225
8	3%	11	5%	184
2	1%	3	1%	42
1	0%	1	0%	19
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
0	0%	0	0%	0
230	100%	230	100%	7304

Precise Survey Location: 39.73888° N, 121.83629° W (980 Mangrove Avenue)

Conditions Not Readily Apparent:

Collision History: A total of eight (8) collisions occurred within the study segment during the period from 2019 to 2023*. Of the collisions, one (1) resulted in severe injury, one (1) resulted in complaint of pain, and six (6) resulted in property damage only.

Comments: This roadway segment is functionally classified as an Other Principal Arterial.

Crash Data

Crash Rate (per million vehicle miles)	0.47	<i>Lower than average</i>
Statewide Avg. (Urban)	1.27	
Total Crashes (2019-partial 2023)*	8	
Total Severe Injury and Fatal Crashes	1	
Primary Collision Factors	Varies	

Segment Characteristics

Number of Lanes/ Total Roadway Width	4 Lanes + TWLTL / 60'
Apparent On-Street Parking	Not Allowed
Land Uses	Commercial
Major traffic generators	Various commercial centers
Railroad Crossings	NA
ADT (2023)	21,255
Number of traffic signals in study segment	3
Roadway divided/ undivided	TWLTL

**Partial data was available for 2023; crash rates calculated based on 4.2 years.*

LOCATION: #6 -- Vallombrosa Avenue from Bryant Avenue to Manzanita Avenue. Length=9029 ft.

DATE: August 6, 2025

WEATHER: Sunny

BEGIN TIME: 10:00 AM

END TIME: 11:00 AM

EXISTING POSTED SPEED LIMIT: 35 MPH

DIRECTION: EAST and WEST

LANES: 2

RES DISTRICT? Yes

LOCAL ROAD? No

OBSERVER: Samuel McCoy



SUMMARY OF RESULTS

Recommended:	35	mph
--------------	----	-----

85th Percentile: 37

Avg. Speed: 33

10 MPH PACE SPEED CALC

Pace (mph): 27 to 37

% IN Pace: 87.5%

% BELOW Pace: 3.6%

% ABOVE Pace: 8.9%

Speed	EAST DIRECTION		WEST DIRECTION		Frequency		Cumulative		
MPH					Total	%	Total	%	Total
≥76	0		0		0	0%	168	100%	0
75	0		0		0	0%	168	100%	0
73	0		0		0	0%	168	100%	0
71	0		0		0	0%	168	100%	0
69	0		0		0	0%	168	100%	0
67	0		0		0	0%	168	100%	0
65	0		0		0	0%	168	100%	0
63	0		0		0	0%	168	100%	0
61	0		0		0	0%	168	100%	0
59	0		0		0	0%	168	100%	0
57	0		0		0	0%	168	100%	0
55	0		0		0	0%	168	100%	0
53	0		0		0	0%	168	100%	0
51	0		0		0	0%	168	100%	0
49	0		0		0	0%	168	100%	0
47	0		0		0	0%	168	100%	0
45	1		0		1	1%	168	100%	45
43	3		0		4	4%	167	99%	258
41	6		2		2	1%	161	96%	82
39	2		4		6	4%	159	95%	234
37	13		8		21	13%	153	91%	777
35	14		16		30	18%	132	79%	1050
33	15		17		32	19%	102	61%	1056
31	19		15		34	20%	70	42%	1054
29	15		5		20	12%	36	21%	580
27	4		6		10	6%	16	10%	270
25	1		4		5	3%	6	4%	125
23	0		1		1	1%	1	1%	23
21	0		0		0	0%	0	0%	0
19	0		0		0	0%	0	0%	0
17	0		0		0	0%	0	0%	0
15	0		0		0	0%	0	0%	0
13	0		0		0	0%	0	0%	0
11	0		0		0	0%	0	0%	0
≤10	0		0		0	0%	0	0%	0
	89		79		168	100%	168	100%	5554

Precise Survey Location: 39.750022° N, 121.805851° W (1690 Vallombrosa Avenue)

Conditions Not Readily Apparent:

Collision History: A total of four (4) collisions occurred within the study segment during the period from 2019 to 2023*. Of the collisions, three (3) resulted in other visible injury, and one (1) resulted in property damage only.

Comments: Primary violation is DUI. This roadway segment is functionally classified as a Minor Arterial.

Crash Data

Crash Rate (per million vehicle miles)	0.47	<i>Lower than average</i>
Statewide Avg. (Urban)	1.08	
Total Crashes (2019-partial 2023)*	4	
Total Severe Injury and Fatal Crashes	0	
Primary Collision Factors	DUI	

Segment Characteristics

Number of Lanes/ Total Roadway Width	2 Lanes / Length Varies ~ 24' to 36'
Apparent On-Street Parking	Allowed
Land Uses	Residential
Major traffic generators	NA
Railroad Crossings	NA
ADT (2023)	3,213
Number of traffic signals in study segment	None
Roadway divided/ undivided	Undivided

*Partial data was available for 2023; crash rates calculated based on 4.2 years.

LOCATION: #8 -- Forest Avenue from Notre Dame Boulevard to Highway 32. Length=9525 ft.

DATE: August 6, 2025

WEATHER: Sunny

BEGIN TIME: 5:30 PM

END TIME: 6:07 PM

EXISTING POSTED SPEED LIMIT: 35 MPH

DIRECTION: NORTH and SOUTH

LANES: 4

RES DISTRICT? No

LOCAL ROAD? No

OBSERVER: Samuel McCoy



SUMMARY OF RESULTS

Recommended:	35	mph
--------------	----	-----

85th Percentile: 41

Avg. Speed: 36

10 MPH PACE SPEED CALC

Pace (mph):	31	to	41
-------------	----	----	----

% IN Pace: 82.5%

% BELOW Pace: 9.4%

% ABOVE Pace: 8.1%

Speed	NORTH DIRECTION		SOUTH DIRECTION		Frequency		Cumulative		Total
	Total	%	Total	%	Total	%	Total	%	
MPH									
≥76	0	0%	0	0%	0	0%	223	100%	0
75	0	0%	0	0%	0	0%	223	100%	0
73	0	0%	0	0%	0	0%	223	100%	0
71	0	0%	0	0%	0	0%	223	100%	0
69	0	0%	0	0%	0	0%	223	100%	0
67	0	0%	0	0%	0	0%	223	100%	0
65	0	0%	0	0%	0	0%	223	100%	0
63	0	0%	0	0%	0	0%	223	100%	0
61	0	0%	0	0%	0	0%	223	100%	0
59	0	0%	0	0%	0	0%	223	100%	0
57	0	0%	0	0%	0	0%	223	100%	0
55	0	0%	0	0%	0	0%	223	100%	0
53	0	0%	0	0%	0	0%	223	100%	0
51	0	0%	0	0%	0	0%	223	100%	0
49	0	0%	0	0%	0	0%	223	100%	0
47	1	0%	0	0%	1	0%	223	100%	47
45	3	1%	3	1%	6	3%	222	100%	270
43	3	1%	8	4%	11	5%	216	97%	473
41	7	3%	13	6%	20	9%	205	92%	820
39	14	6%	12	5%	26	12%	185	83%	1014
37	13	6%	17	8%	30	13%	159	71%	1110
35	26	12%	23	10%	49	22%	129	58%	1715
33	19	9%	14	6%	33	15%	80	36%	1089
31	14	6%	12	5%	26	12%	47	21%	806
29	6	3%	7	3%	13	6%	21	9%	377
27	3	1%	2	1%	5	2%	8	4%	135
25	1	0%	1	0%	2	1%	3	1%	50
23	0	0%	0	0%	0	0%	1	0%	0
21	0	0%	1	0%	1	0%	1	0%	21
19	0	0%	0	0%	0	0%	0	0%	0
17	0	0%	0	0%	0	0%	0	0%	0
15	0	0%	0	0%	0	0%	0	0%	0
13	0	0%	0	0%	0	0%	0	0%	0
11	0	0%	0	0%	0	0%	0	0%	0
≤10	0	0%	0	0%	0	0%	0	0%	0
110			113		223	100%	223	100%	7927

Precise Survey Location: 39.720977° N, 121.801780° W (2292 Forest Avenue)

Conditions Not Readily Apparent:

Collision History: A total of 54 collisions occurred within the study segment during the period from 2019 to 2023*. Of the collisions, five (5) resulted in severe injury, nine (9) resulted in complaint of pain, 13 resulted in other visible injury, 25 resulted in property damage only, and two (2) fatalities

Comments: Primary violations include improper driving, right of way, and unsafe speeds. This roadway segment is functionally classified as a Minor Arterial.

Crash Data

Crash Rate (per million vehicle miles)	1.84	Higher than average
Statewide Avg. (Urban)	0.93	
Total Crashes (2019-partial 2023)*	54	
Total Severe Injury and Fatal Crashes	7	
Primary Collision Factors	Improper driving	

Segment Characteristics

Number of Lanes/ Total Roadway Width	4 Lanes / 80'
Apparent On-Street Parking	Allowed
Land Uses	Commercial and Residential
Major traffic generators	Several big-box retailers and commercial centers
Railroad Crossings	NA
ADT (2023)	10,610
Number of traffic signals in study segment	8
Roadway divided/ undivided	Divided

*Partial data was available for 2023; crash rates calculated based on 4.2 years.

LOCATION: #9 -- Skyway Road from Potter Road to Bruce Road. Length=2917 ft.

DATE: August 5, 2025

WEATHER: Sunny

BEGIN TIME: 11:20 AM

END TIME: 12:15 PM

EXISTING POSTED SPEED LIMIT: 45 MPH

DIRECTION: EAST and WEST

LANES: 4

RES DISTRICT? No

LOCAL ROAD? No

OBSERVER: Samuel McCoy



SUMMARY OF RESULTS

Recommended:	50	mph
--------------	----	-----

85th Percentile: 57

Avg. Speed: 53

10 MPH PACE SPEED CALC

Pace (mph): 47 to 57

% IN Pace: 83.5%

% BELOW Pace: 6.8%

% ABOVE Pace: 9.7%

Speed	EAST DIRECTION		WEST DIRECTION		Frequency		Cumulative		Total
	Total	%	Total	%	Total	%	Total	%	
75	0	0%	0	0%	0	0%	278	100%	0
73	0	0%	0	0%	0	0%	278	100%	0
71	0	0%	0	0%	0	0%	278	100%	0
69	0	0%	0	0%	0	0%	278	100%	0
67	0	0%	2	1%	2	1%	278	100%	134
65	0	0%	0	0%	1	0%	276	99%	0
63	0	0%	8	4%	10	4%	275	99%	63
61	9	3%	5	2%	14	5%	265	95%	610
59	16	6%	25	9%	41	15%	251	90%	826
57	28	10%	18	7%	46	17%	210	76%	2337
55	31	11%	20	7%	41	15%	164	59%	2530
53	15	5%	29	11%	44	16%	123	44%	2173
51	11	4%	23	9%	34	12%	79	28%	2244
49	9	3%	17	6%	26	9%	45	16%	1666
47	7	3%	7	3%	9	3%	19	7%	1222
45	4	1%	3	1%	3	1%	10	4%	405
43	4	1%	3	1%	7	3%	7	3%	129
41	0	0%	0	0%	0	0%	0	0%	287
39	0	0%	0	0%	0	0%	0	0%	0
37	0	0%	0	0%	0	0%	0	0%	0
35	0	0%	0	0%	0	0%	0	0%	0
33	0	0%	0	0%	0	0%	0	0%	0
31	0	0%	0	0%	0	0%	0	0%	0
29	0	0%	0	0%	0	0%	0	0%	0
27	0	0%	0	0%	0	0%	0	0%	0
25	0	0%	0	0%	0	0%	0	0%	0
23	0	0%	0	0%	0	0%	0	0%	0
21	0	0%	0	0%	0	0%	0	0%	0
19	0	0%	0	0%	0	0%	0	0%	0
17	0	0%	0	0%	0	0%	0	0%	0
15	0	0%	0	0%	0	0%	0	0%	0
13	0	0%	0	0%	0	0%	0	0%	0
11	0	0%	0	0%	0	0%	0	0%	0
≤10	0	0%	0	0%	0	0%	0	0%	0
	118		160		278	100%	278	100%	14626

Precise Survey Location: 39.71338° N, 121.77862° W

Conditions Not Readily Apparent:

Collision History: A total of seven (7) collisions occurred within the study segment during the period from 2019 to 2023*. Of the collisions, two (2) resulted in complaint of pain, four (4) resulted in property damage only, and one (1) resulted in a fatality.

Comments: Primary violations include improper driving and unsafe speeds. This roadway segment is functionally classified as a Minor Arterial.

Crash Data

Crash Rate (per million vehicle miles)	0.51	<i>Lower than average</i>
Statewide Avg. (Urban)	0.93	
Total Crashes (2019-partial 2023)*	7	
Total Severe Injury and Fatal Crashes	1	
Primary Collision Factors	Improper driving	

Segment Characteristics

Number of Lanes/ Total Roadway Width	4 Lanes / 85'
Apparent On-Street Parking	Allowed
Land Uses	Commercial
Major traffic generators	NA
Railroad Crossings	NA
ADT (2023)	16,178
Number of traffic signals in study segment	1
Roadway divided/ undivided	Divided

*Partial data was available for 2023; crash rates calculated based on 4.2 years.

LOCATION: #10 -- Skyway Road from Bruce Road to Highway 99. Length=3525 ft.

DATE: August 5, 2025

WEATHER: Sunny

BEGIN TIME: 12:39 PM

END TIME: 1:30 PM

EXISTING POSTED SPEED LIMIT: Varies - 40 and 45 MPH

DIRECTION: EAST and WEST

LANES: 4

RES DISTRICT? No

LOCAL ROAD? No

OBSERVER: Samuel McCoy



SUMMARY OF RESULTS

Recommended:	40	mph
--------------	----	-----

85th Percentile: 39

Avg. Speed: 34

10 MPH PACE SPEED CALC

Pace (mph): 29 to 39

% IN Pace: 77.6%

% BELOW Pace: 13.8%

% ABOVE Pace: 8.6%

EAST DIRECTION

Speed	Frequency	Cumulative
MPH		
≥76	0	0%
75	0	0%
73	0	0%
71	0	0%
69	0	0%
67	0	0%
65	0	0%
63	0	0%
61	0	0%
59	0	0%
57	0	0%
55	0	0%
53	1	0%
51	1	0%
49	0	0%
47	1	0%
45	3	1%
43	3	1%
41	9	5%
39	20	10%
37	18	12%
35	22	17%
33	13	18%
31	11	20%
29	21	24%
27	8	28%
25	1	29%
23	0	29%
21	0	29%
19	0	29%
17	0	29%
15	0	29%
13	0	29%
11	0	29%
≤10	0	29%

WEST DIRECTION

Speed	Frequency	Cumulative
MPH		
≥76	0	0%
75	0	0%
73	0	0%
71	0	0%
69	0	0%
67	0	0%
65	0	0%
63	0	0%
61	0	0%
59	0	0%
57	0	0%
55	0	0%
53	0	0%
51	0	0%
49	0	0%
47	0	0%
45	0	0%
43	0	0%
41	2	1%
39	3	1%
37	18	13%
35	17	17%
33	18	20%
31	21	24%
29	28	28%
27	9	32%
25	17	44%
23	4	46%
21	0	46%
19	1	47%
17	0	47%
15	0	47%
13	0	47%
11	0	47%
≤10	0	47%

Precise Survey Location: 39.71472° N, 121.79143° W (2505 Zanella Way)

Conditions Not Readily Apparent: Lanes were forced to merge 500' west the Skyway and Bruce Road intersection.



Collision History: A total of 29 collisions occurred within the study segment during the period from 2019 to 2023*. Of the collisions, one (1) resulted in severe injury, eight (8) resulted in complaint of pain, three (3) resulted in other visible injury, 16 resulted in property damage only, and one (1) resulted in a fatality.

Comments: Primary violations include traffic signals and signs, DUI, unsafe speeds, and improper driving. This roadway segment is functionally classified as a Minor Arterial from Bruce Road to Notre Dame Boulevard and an Other Principal Arterial from Notre Dame Boulevard to Highway 99.

Crash Data

Crash Rate (per million vehicle miles)	0.95	Higher than average
Statewide Avg. (Urban)	0.93	
Total Crashes (2019-partial 2023)*	29	
Total Severe Injury and Fatal Crashes	2	
Primary Collision Factors	Improper driving	

Segment Characteristics

Number of Lanes/ Total Roadway Width	4 Lanes / Length Varies ~ 80' to 108'
Apparent On-Street Parking	Not Allowed
Land Uses	Commercial
Major traffic generators	Grocery Store and big-box retailers
Railroad Crossings	NA
ADT (2023)	29,966
Number of traffic signals in study segment	3
Roadway divided/ undivided	Divided

*Partial data was available for 2023; crash rates calculated based on 4.2 years.

LOCATION: #11 -- East Park Avenue from Highway 99 to Midway. Length=3620 ft.

DATE: August 5, 2025

WEATHER: Sunny

BEGIN TIME: 1:45 PM

END TIME: 2:22 PM

EXISTING POSTED SPEED LIMIT: 40 MPH

DIRECTION: EAST and WEST

LANES: 4

RES DISTRICT? No

LOCAL ROAD? No

OBSERVER: Samuel McCoy

[illegible]

Precise Survey Location: 39.714637° N, 121.808642° W (375 E Park Ave)

Conditions Not Readily Apparent:

Collision History: A total of 19 collisions occurred within the study segment during the period from 2019 to 2023*. Of the collisions, four (4) resulted in complaint of pain, three (3) resulted in other visible injury, 11 resulted in property damage only, and one (1) resulted in a fatality.

Comments: Primary violations include traffic signals and signs, unsafe speeds, and improper driving. This roadway segment is functionally classified as an Other Principal Arterial.

Crash Data

Crash Rate (per million vehicle miles)	0.60	<i>Lower than average</i>
Statewide Avg. (Urban)	1.27	
Total Crashes (2019-partial 2023)*	19	
Total Severe Injury and Fatal Crashes	1	
Primary Collision Factors	Improper driving	

Segment Characteristics

Number of Lanes/ Total Roadway Width	4 Lanes + TWLTL / 60'
Apparent On-Street Parking	Not Allowed
Land Uses	Commercial
Major traffic generators	NA
Railroad Crossings	NA
ADT (2023)	29,966
Number of traffic signals in study segment	5
Roadway divided/ undivided	Undivided

**Partial data was available for 2023; crash rates calculated based on 4.2 years.*



ENGINEERING AND TRAFFIC SURVEY

SPEED ZONING

City of Chico

Department of Transportation

STREET : FOREST AVE

BETWEEN : HWY 32

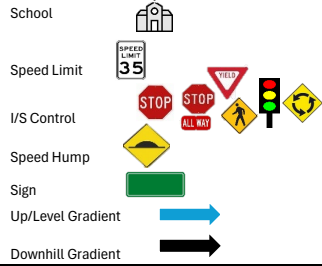
AND : E 8TH ST

Miles: 0.45

Sheet

1 of 1 sheets

Legend



APPROXIMATE GRADIENT (%)

0%

FOREST AVENUE

E 8TH STREET



HWY 32



DISTANCE IN FEET 2,373

CRITICAL SPEED (MPH)

LOWER LIMIT OF PACE (MPH)

ACCIDENT DATA TOTAL

INJURY (cumulative)

1

PD ONLY (cumulative)

-

ACCIDENT HISTORY DURATION

3

1/1/2020 to 12/31/2023

INJURY ACCIDENT RATE

0.58

(ACC/MVM)

ROAD CHARACTERISTICS

DEVELOPMENT

RESIDENTIAL

ROADWAY WIDTH (FEET)

32'

NUMBER OF STRIPED LANES

2

TYPE OF DIVISION STRIP

PARKING REGULATIONS N - E

NOT ALLOWED

PARKING REGULATIONS S - W

NOT ALLOWED

AVERAGE DAILY TRAFFIC

3,522

TRAFFIC SIGNAL DATA

LEGAL DISTRICT

RESIDENTIAL

EXISTING SIGNED ZONE

35 MPH

PROPOSED LIMIT

35 MPH



City of Chico

Department of Transportation

TRAFFIC SURVEY SECTION

Route

FOREST AVE

I/S Loc

HWY 32 TO E 8TH ST

Date

9/9/2025

Time Read

1:05 PM - 2:00 PM

Day

Wednesday

MPH	NB	VEH FREQUENCY	%TOT	SB	VEH FREQUENCY	%TOT
: 64 - 65 :						
: 62 - 63 :						
: 60 - 61 :						
: 58 - 59 :						
: 56 - 57 :	1	X				
: 54 - 55 :						
: 52 - 53 :						
: 50 - 51 :						
: 48 - 49 :						
: 46 - 47 :						
: 44 - 45 :	1	X				
: 42 - 43 :	1	X				
: 40 - 41 :	4	XXXX				
: 38 - 39 :	2	XX		3	XXX	
: 36 - 37 :	7	XXXXXX		3	XXX	
: 34 - 35 :	13	XXXXXXXXXXXX		5	XXXXX	
: 32 - 33 :	8	XXXXXXXXXX		13	XXXXXXXXXXXX	
: 30 - 31 :	6	XXXXXX		11	XXXXXXXXXXXX	
: 28 - 29 :	6	XXXXXX		4	XXXX	
: 26 - 27 :	1	X		10	XXXXXXXXXX	
: 24 - 25 :				1	X	
: 22 - 23 :				1	X	
: 20 - 21 :						
: 18 - 19 :						
: 16 - 17 :						
: 14 - 15 :						
: 12 - 13 :						
: 10 - 11 :						

SUM= 50 VEHICLES
COUNT= 11 SPEED BINS

51 VEHICLES
9 SPEED BINS

STATISTICS:

STATISTICS:			DIRECTION		WB/NB		DIRECTION		EB/SB	
Average:	35	+/-	2	MPH	31	+/-	2	MPH		
85% Tile:	39			MPH	35			MPH		
10-Mi Pace:		MPH THRU		MPH		MPH THRU		MPH		
% Over:	4	(change ># to top bound)		%	0	(change ># to top bound)		%		
% In Pace:	28	(change ># & <#)		%	22	(change ># & <#)		%		
% Under:	68	(change <# to low bound)		%	78	(change <# to low bound)		%		
Range:	26	MPH TO	57	MPH	22	MPH TO	39	MPH		
Veh Code:	Residential		515	CVC	Residential		515	CVC		
Posted Sp:			35	MPH			35	MPH		

Weather: Clear

Checker: SH



ENGINEERING AND TRAFFIC SURVEY

SPEED ZONING

City of Chico

Department of Transportation

STREET : Hooker Oak Avenue

BETWEEN : Madrone Avenue

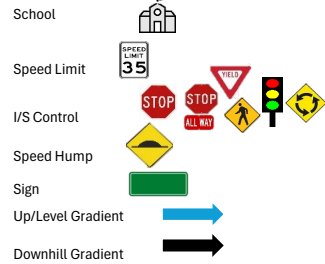
AND : Juniper Street

Miles: 0.5

Sheet

1 of 1 sheets

Legend



APPROXIMATE GRADIENT (%)

0%

HOOKEER OAK AVENUE

MADRONE AVENUE

JUNIPER STREET

DISTANCE IN FEET 2702

CRITICAL SPEED (MPH)

LOWER LIMIT OF PACE (MPH)

ACCIDENT DATA TOTAL

INJURY (cumulative)

1

PD ONLY (cumulative)

-

ACCIDENT HISTORY DURATION

3

1/1/2020 to 12/31/2023

INJURY ACCIDENT RATE

1.17

(ACC/MVM)

ROAD CHARACTERISTICS

DEVELOPMENT

ROADWAY WIDTH (FEET)

NUMBER OF STRIPED LANES

TYPE OF DIVISION STRIP

PARKING REGULATIONS N - E

PARKING REGULATIONS S - W

AVERAGE DAILY TRAFFIC 1,530

TRAFFIC SIGNAL DATA

LEGAL DISTRICT

EXISTING SIGNED ZONE

PROPOSED LIMIT

RESIDENTIAL

38'

2

ALLOWED

ALLOWED

RESIDENTIAL

30 MPH

30 MPH



City of Chico

Department of Transportation

TRAFFIC SURVEY SECTION

Route

Hooker Oak Ave

I/S Loc

Madrone Ave to Juniper St

Date

8/18/2025

Time Read

9:49 to 10:49 AM

Day

Monday

MPH	WB/NB	VEH FREQUENCY	%TOT	EB/SB	VEH FREQUENCY	%TOT
: 64 - 65 :	0		0.0	0		0.0
: 62 - 63 :	0		0.0	0		0.0
: 60 - 61 :	0		0.0	0		0.0
: 58 - 59 :	0		0.0	0		0.0
: 56 - 57 :	0		0.0	0		0.0
: 54 - 55 :	0		0.0	0		0.0
: 52 - 53 :	0		0.0	0		0.0
: 50 - 51 :	0		0.0	0		0.0
: 48 - 49 :	0		0.0	0		0.0
: 46 - 47 :	0		0.0	0		0.0
: 44 - 45 :	0		0.0	0		0.0
: 42 - 43 :	0		0.0	0		0.0
: 40 - 41 :	0		0.0	0		0.0
: 38 - 39 :	0		0.0	1	X	2.2
: 36 - 37 :	1	X	2.2	1	X	2.2
: 34 - 35 :	3	XXX	6.7	3	XXX	6.7
: 32 - 33 :	4	XXXX	8.9	5	XXXXX	11.1
: 30 - 31 :	11	XXXXXXXXXX	24.4	7	XXXXXXX	15.6
: 28 - 29 :	15	XXXXXXXXXXXXXX	33.3	9	XXXXXXXXXX	20.0
: 26 - 27 :	6	XXXXXX	13.3	5	XXXXXX	11.1
: 24 - 25 :	3	XXX	6.7	3	XXX	6.7
: 22 - 23 :	2	XX	4.4	3	XXX	6.7
: 20 - 21 :	0		0.0	0		0.0
: 18 - 19 :	0		0.0	0		0.0
: 16 - 17 :	0		0.0	0		0.0
: 14 - 15 :	0		0.0	0		0.0
: 12 - 13 :	0		0.0	0		0.0
: 10 - 11 :	0		0.0	0		0.0

SUM= 45 VEHICLES
COUNT= 8 SPEED BINS

37 VEHICLES
9 SPEED BINS

STATISTICS:

		DIRECTION		WB/NB		DIRECTION		EB/SB
Average:	29	+/-	2	MPH	29	+/-	2	MPH
85% Tile:	33			MPH	#DIV/0!			MPH
10-Mi Pace:	25	MPH THRU	35	MPH	25	MPH THRU	35	MPH
% Over:	2	(change ># to top bound)		%	5	(change ># to top bound)		%
% In Pace:	87	(change ># & <#)		%	78	(change ># & <#)		%
% Under:	11	(change <# to low bound)		%	16	(change <# to low bound)		%
Range:	22	MPH TO	37	MPH	22	MPH TO	39	MPH
Veh Code:	Residential		515	CVC	Residential		515	CVC
Posted Sp:			30	MPH			30	MPH

Weather: Clear

Checker: AB

Lat 39.753689

Long -121.8071



ENGINEERING AND TRAFFIC SURVEY

SPEED ZONING

City of Chico

Department of Transportation

STREET : Hooker Oak Avenue

BETWEEN : Juniper Street

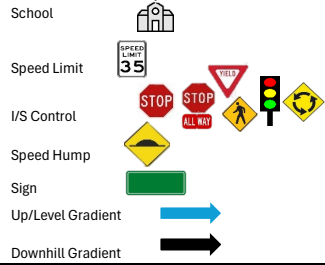
AND : Manzanita Avenue

Miles: 0.3

Sheet

1 of 1 sheets

Legend



APPROXIMATE GRADIENT (%)

0%

HOOKEER OAK AVENUE

JUNIPER STREET



MANZANITA AVENUE

DISTANCE IN FEET 1784

CRITICAL SPEED (MPH)

LOWER LIMIT OF PACE (MPH)

ACCIDENT DATA	TOTAL	Not Available
INJURY (cumulative)	-	
PD ONLY (cumulative)	-	

ACCIDENT HISTORY DURATION	3
1/1/2020	to 12/31/2023
INJURY ACCIDENT RATE	#VALUE!

(ACC/MVM)

ROAD CHARACTERISTICS

DEVELOPMENT
ROADWAY WIDTH (FEET)
NUMBER OF STRIPED LANES
TYPE OF DIVISION STRIP
PARKING REGULATIONS N - E
PARKING REGULATIONS S - W

AVERAGE DAILY TRAFFIC 2,251

TRAFFIC SIGNAL DATA

LEGAL DISTRICT

EXISTING SIGNED ZONE

PROPOSED LIMIT

RESIDENTIAL

38'

2

ALLOWED

ALLOWED

RESIDENTIAL

30 MPH

30 MPH



City of Chico

Department of Transportation

TRAFFIC SURVEY SECTION

Route

Hooker Oak Ave

I/S Loc

Juniper St to Manzanita Ave

Date

8/11/2025

Time Read

9:47 to 10:47 AM

Day

Monday

MPH	WB/NB	VEH FREQUENCY	%TOT	EB/SB	VEH FREQUENCY	%TOT
: 64 - 65 :	0		0.0	0		0.0
: 62 - 63 :	0		0.0	0		0.0
: 60 - 61 :	0		0.0	0		0.0
: 58 - 59 :	0		0.0	0		0.0
: 56 - 57 :	0		0.0	0		0.0
: 54 - 55 :	0		0.0	0		0.0
: 52 - 53 :	0		0.0	0		0.0
: 50 - 51 :	0		0.0	0		0.0
: 48 - 49 :	0		0.0	0		0.0
: 46 - 47 :	0		0.0	0		0.0
: 44 - 45 :	0		0.0	2	XX	4.4
: 42 - 43 :	0		0.0	0		0.0
: 40 - 41 :	0		0.0	1	X	2.2
: 38 - 39 :	0		0.0	2	XX	4.4
: 36 - 37 :	4	XXXX	8.9	4	XXXX	8.9
: 34 - 35 :	4	XXXX	8.9	7	XXXXXXX	15.6
: 32 - 33 :	10	XXXXXXXXXX	22.2	14	XXXXXXXXXXXXXX	31.1
: 30 - 31 :	8	XXXXXXXXXX	17.8	10	XXXXXXXXXX	22.2
: 28 - 29 :	5	XXXXX	11.1	5	XXXXX	11.1
: 26 - 27 :	8	XXXXXXXXXX	17.8	3	XXX	6.7
: 24 - 25 :	5	XXXXX	11.1	1	X	2.2
: 22 - 23 :	1	X	2.2	1	X	2.2
: 20 - 21 :	0		0.0	1	X	2.2
: 18 - 19 :	0		0.0	0		0.0
: 16 - 17 :	0		0.0	0		0.0
: 14 - 15 :	0		0.0	0		0.0
: 12 - 13 :	0		0.0	0		0.0
: 10 - 11 :	0		0.0	0		0.0

SUM= 45 VEHICLES
COUNT= 8 SPEED BINS

51 VEHICLES
12 SPEED BINS

STATISTICS:

		DIRECTION		WB/NB		DIRECTION		EB/SB
Average:	30	+/-	2	MPH	32	+/-	2	MPH
85% Tile:	35			MPH	35			MPH
10-Mi Pace:	25	MPH THRU	35	MPH	27	MPH THRU	37	MPH
% Over:	9	(change ># to top bound)		%	10	(change ># to top bound)		%
% In Pace:	78	(change ># & <#)		%	78	(change ># & <#)		%
% Under:	13	(change <# to low bound)		%	12	(change <# to low bound)		%
Range:	22	MPH TO	37	MPH	20	MPH TO	45	MPH
Veh Code:	Residential		515	CVC	Residential		515	CVC
Posted Sp:			30	MPH			30	MPH

Weather: Clear

Checker: AB

Lat 39.75716

Long -121.8026



City of Chico

Department of Transportation

TRAFFIC SURVEY SECTION

Route

Madrone Ave

I/S Loc

Vallombrosa Ave & E 1st Ave

Date

8/4/2025

Time Read

9:45 to 10:43 AM

Day

Monday

MPH	WB/NB	VEH FREQUENCY	%TOT	EB/SB	VEH FREQUENCY	%TOT
: 64 - 65 :	0		0.0	0		0.0
: 62 - 63 :	0		0.0	0		0.0
: 60 - 61 :	0		0.0	0		0.0
: 58 - 59 :	0		0.0	0		0.0
: 56 - 57 :	0		0.0	0		0.0
: 54 - 55 :	0		0.0	0		0.0
: 52 - 53 :	0		0.0	0		0.0
: 50 - 51 :	0		0.0	0		0.0
: 48 - 49 :	0		0.0	0		0.0
: 46 - 47 :	0		0.0	0		0.0
: 44 - 45 :	0		0.0	0		0.0
: 42 - 43 :	0		0.0	0		0.0
: 40 - 41 :	0		0.0	0		0.0
: 38 - 39 :	0		0.0	0		0.0
: 36 - 37 :	0		0.0	1	X	2.1
: 34 - 35 :	1	X	2.1	1	X	2.1
: 32 - 33 :	2	XX	4.3	7	XXXXXXX	14.9
: 30 - 31 :	5	XXXXX	10.6	7	XXXXXXX	14.9
: 28 - 29 :	5	XXXXX	10.6	8	XXXXXXXXX	17.0
: 26 - 27 :	10	XXXXXXXXXX	21.3	15	XXXXXXXXXXXXXXX	31.9
: 24 - 25 :	8	XXXXXXXXX	17.0	8	XXXXXXXXX	17.0
: 22 - 23 :	9	XXXXXXXXXX	19.1	3	XXX	6.4
: 20 - 21 :	6	XXXXXX	12.8	3	XXX	6.4
: 18 - 19 :	1	X	2.1	0		0.0
: 16 - 17 :	0		0.0	0		0.0
: 14 - 15 :	0		0.0	0		0.0
: 12 - 13 :	0		0.0	0		0.0
: 10 - 11 :	0		0.0	0		0.0

SUM= 47 VEHICLES
COUNT= 9 SPEED BINS

53 VEHICLES
9 SPEED BINS

STATISTICS:

		DIRECTION	WB/NB		DIRECTION	EB/SB	
Average:	26	+/-	2	MPH	28	+/-	2
85% Tile:	31			MPH	31		MPH
10-Mi Pace:	21	MPH THRU	31	MPH	23	MPH THRU	33
% Over:	6	(change ># to top bound)	%	4	(change ># to top bound)	%	
% In Pace:	79	(change ># & <#)	%	85	(change ># & <#)	%	
% Under:	15	(change <# to low bound)	%	11	(change <# to low bound)	%	
Range:	18	MPH TO	35	MPH	20	MPH TO	37
Veh Code:	Residential		515	CVC	Residential		515
Posted Sp:			25	MPH			25

Weather: Clear

Checker: AB

Lat 39.751538

Long -121.8121



ENGINEERING AND TRAFFIC SURVEY

SPEED ZONING

City of Chicago

Department of Transportation

STREET : Nord HWY

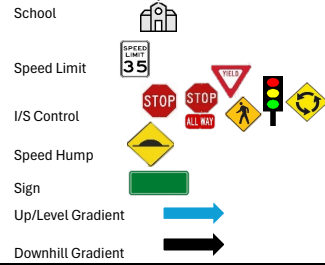
BETWEEN : Esplanade

AND : City Limits

Miles: 0.5

1 of 1 sheets

Legend



APPROXIMATE GRADIENT (%)

0%

NORD HWY

ESPLANADE

DISTANCE IN FEET 2,866

CRITICAL SPEED (MPH)

LOWER LIMIT OF PACE (MPH)

ACCIDENT DATA TOTAL

INJURY (cumulative)

1

PD ONLY (cumulative)

-

ACCIDENT HISTORY DURATION

3

1/1/2020 to 12/31/2023

INJURY ACCIDENT RATE

0.39

(ACC/MVM)

ROAD CHARACTERISTICS

DEVELOPMENT

RESIDENTIAL

ROADWAY WIDTH (FEET)

38'

NUMBER OF STRIPED LANES

2

TYPE OF DIVISION STRIP

PARKING REGULATIONS N - E

ALLOWED

PARKING REGULATIONS S - W

ALLOWED

AVERAGE DAILY TRAFFIC

4,273

TRAFFIC SIGNAL DATA

RESIDENTIAL

LEGAL DISTRICT

35 MPH

EXISTING SIGNED ZONE

PROPOSED LIMIT

35 MPH



City of Chico

Department of Transportation

TRAFFIC SURVEY SECTION

Route

Nord Highway

I/S Loc

Esplanade to City Limits

Date

Time Read

9:47 to 10:31 AM

Day

MPH	WB/NB	VEH FREQUENCY	%TOT	EB/SB	VEH FREQUENCY
: 64 - 65 :	0		0.0	0	
: 62 - 63 :	0		0.0	0	
: 60 - 61 :	0		0.0	0	
: 58 - 59 :	0		0.0	0	
: 56 - 57 :	0		0.0	0	
: 54 - 55 :	0		0.0	1	X
: 52 - 53 :	0		0.0	0	
: 50 - 51 :	0		0.0	0	
: 48 - 49 :	0		0.0	1	X
: 46 - 47 :	1	X	2.0	0	
: 44 - 45 :	0		0.0	0	
: 42 - 43 :	0		0.0	3	XXX
: 40 - 41 :	8	XXXXXXXX	16.0	5	XXXXX
: 38 - 39 :	6	XXXXXX	12.0	4	XXXX
: 36 - 37 :	8	XXXXXXXX	16.0	11	XXXXXXXXXXXX
: 34 - 35 :	9	XXXXXXXXXX	18.0	6	XXXXXX
: 32 - 33 :	6	XXXXXX	12.0	8	XXXXXXXXXX
: 30 - 31 :	7	XXXXXXX	14.0	7	XXXXXXXX
: 28 - 29 :	4	XXXX	8.0	2	XX
: 26 - 27 :	1	X	2.0	1	X
: 24 - 25 :	0		0.0	1	X
: 22 - 23 :	0		0.0	0	
: 20 - 21 :	0		0.0	0	
: 18 - 19 :	0		0.0	0	
: 16 - 17 :	0		0.0	0	
: 14 - 15 :	0		0.0	0	
: 12 - 13 :	0		0.0	0	
: 10 - 11 :	0		0.0	0	

SUM= 50 VEHICLES
COUNT= 9 SPEED BINS

50 VEHICLES
12 SPEED BINS

STATISTICS:

		DIRECTION		WB/NB		DIRECTION	
Average:	35	+/-	2	MPH	36	+/-	2
85% Tile:	41			MPH	41		
10-Mi Pace:	30	MPH THRU	40	MPH	30	MPH THRU	40
% Over:	18	(change ># to top bound)		%	20	(change ># to top bound)	
% In Pace:	72	(change ># & <#)		%	72	(change ># & <#)	
% Under:	10	(change <# to low bound)		%	8	(change <# to low bound)	
Range:	26	MPH TO	47	MPH	24	MPH TO	55
Veh Code:	Residential		515	CVC	Residential		515
Posted Sp:			35	MPH			35

Weather: Clear

Checker: AB

Lat 39.77779

Long -121.889



ENGINEERING AND TRAFFIC SURVEY

SPEED ZONING

City of Chico

Traffic Division

STREET : Palmetto Avenue

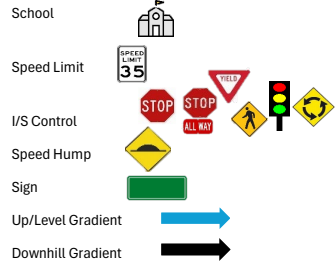
BETWEEN : Mangrove Avenue

AND : Moss Avenue

Miles: 1.0

Sheet 1 of 1 sheets

Legend



APPROXIMATE GRADIENT (%)

0%



MANGROVE AVENUE

PALMETTO AVENUE

MOSS AVENUE

DISTANCE IN FEET 5236

CRITICAL SPEED (MPH)

LOWER LIMIT OF PACE (MPH)

ACCIDENT DATA

TOTAL

INJURY (cumulative)

1

PD ONLY (cumulative)

0

ACCIDENT HISTORY DURATION

3

1/1/2020 to 12/31/2023

INJURY ACCIDENT RATE

0.26

(ACC/MVM)

ROAD CHARACTERISTICS

DEVELOPMENT

RESIDENTIAL / SOME COMMERCIAL

ROADWAY WIDTH (FEET)

40'

NUMBER OF STRIPED LANES

2

TYPE OF DIVISION STRIP

ALLOWED

PARKING REGULATIONS N - E

ALLOWED

PARKING REGULATIONS S - W

AVERAGE DAILY TRAFFIC

3,575

TRAFFIC SIGNAL DATA

RESIDENTIAL

LEGAL DISTRICT

25 MPH

EXISTING SIGNED ZONE

30 MPH

PROPOSED LIMIT



City of Chico

TRAFFIC DIVISION

TRAFFIC SURVEY SECTION

Route

Palmetto Ave

I/S Loc

Mangrove Ave to Moss Ave

Date

8/5/2025

Time Read

9:43 to 10:40 AM

Day

Tuesday

MPH	WB/NB	VEH FREQUENCY	%TOT	EB/SB	VEH FREQUENCY	%TOT
: 64 - 65 :	0		0.0	0		0.0
: 62 - 63 :	0		0.0	0		0.0
: 60 - 61 :	0		0.0	0		0.0
: 58 - 59 :	0		0.0	0		0.0
: 56 - 57 :	0		0.0	0		0.0
: 54 - 55 :	0		0.0	0		0.0
: 52 - 53 :	0		0.0	0		0.0
: 50 - 51 :	0		0.0	0		0.0
: 48 - 49 :	0		0.0	0		0.0
: 46 - 47 :	0		0.0	0		0.0
: 44 - 45 :	0		0.0	0		0.0
: 42 - 43 :	0		0.0	0		0.0
: 40 - 41 :	0		0.0	0		0.0
: 38 - 39 :	0		0.0	0		0.0
: 36 - 37 :	2	XX	4.0	0		0.0
: 34 - 35 :	7	XXXXXXX	14.0	3	XXX	6.0
: 32 - 33 :	6	XXXXXX	12.0	3	XXX	6.0
: 30 - 31 :	16	XXXXXXXXXXXXXXXXXX	32.0	5	XXXXX	10.0
: 28 - 29 :	10	XXXXXXXXXX	20.0	9	XXXXXXXXXX	18.0
: 26 - 27 :	5	XXXXX	10.0	7	XXXXXXX	14.0
: 24 - 25 :	2	XX	4.0	13	XXXXXXXXXXXXXXXXXX	26.0
: 22 - 23 :	2	XX	4.0	5	XXXXX	10.0
: 20 - 21 :	0		0.0	5	XXXXX	10.0
: 18 - 19 :	0		0.0	0		0.0
: 16 - 17 :	0		0.0	0		0.0
: 14 - 15 :	0		0.0	0		0.0
: 12 - 13 :	0		0.0	0		0.0
: 10 - 11 :	0		0.0	0		0.0

SUM= 50 VEHICLES
COUNT= 8 SPEED BINS

50 VEHICLES
8 SPEED BINS

STATISTICS:

STATISTICS:			DIRECTION		WB/NB		DIRECTION		EB/SB	
Average:	30	+/-	2	MPH	27	+/-	2	MPH		
85% Tile:	35			MPH	31			MPH		
10-Mi Pace:	25	MPH THRU	35	MPH	21	MPH THRU	31	MPH		
% Over:	4	(change ># to top bound)		%	12	(change ># to top bound)		%		
% In Pace:	88	(change ># & <#)		%	78	(change ># & <#)		%		
% Under:	8	(change <# to low bound)		%	10	(change <# to low bound)		%		
Range:	22	MPH TO	37	MPH	20	MPH TO	35	MPH		
Veh Code:	Residential		515	CVC	Residential		515	CVC		
Posted Sp:			25	MPH			25	MPH		

Weather: Clear

Checker: AB

Lat 39.745747

Long -121.8258