

CITY OF CHICO
Scenic Street
Design Guidelines
for
East 8th Street

Adopted by the
City Council
September 7, 1999

SUMMARY

The Community Development and Engineering Departments have developed design guidelines for East 8th Street between SHR 32 and Bruce Road. This section of East 8th Street has been designated as a scenic roadway in the City General Plan, because of its proximity to Bidwell Park. At the May 11, 1999 Internal Affairs Committee meeting area residents voiced concerns about several aspects of the guidelines then proposed. Since that meeting, Councilmember Kirk and City staff have met with neighborhood residents on two occasions to develop a neighborhood position regarding the guidelines. The following design guidelines represent a neighborhood consensus in accordance with the May 11th meeting. These guidelines were approved by the City Council on September 7, 1999 and incorporate revisions, understandings, caveats, recommendations, and directions as made by the Internal Affairs Committee at its August 10, 1999 meeting and by the Council. These guidelines shall govern future design of improvement projects for this portion of East 8th Street.

BACKGROUND

At the May 11th meeting, several area residents raised a number of concerns about the design guidelines initially proposed by staff. The issues of concern were:

- that the street plan reduced the street's rural character by including curbs and gutter;
- that the design accommodated speeds beyond the posted 25 mile per hour speed limit;
- that proposed cobra head street lighting was out of character with the scenic goals;
- that transitions between different roadway segments needed to be improved;
- that greater traffic calming measures were needed; and
- that a separated bike-pedestrian path should be used to provide connection to Parkview Elementary School.

Councilmember Kirk and city staff members from planning, engineering and police met with neighbors on May 24 and again on July 21 to develop a neighborhood position regarding the design guidelines. Both meetings were well attended, and Councilmember Kirk facilitated both meetings. At the May 24 meeting consensus of the neighbors was reached on the above issues. Staff prepared a new set of guidelines based on the neighborhood consensus and, with only minor changes, participants concurred with the guidelines.

The guidelines representing the "neighborhood position" were presented to the Internal Affairs Committee at its August 10, 1999 meeting. The Internal Affairs Committee

approved the guidelines that the residents preferred. The Committee's approval was made with the following caveats.

- Revisions
 - ◆ That the bicycle lane on the north side of Section 4 be widened to six feet, and
 - ◆ That a one-foot wide, flush, concrete strip be installed on the south side of the street in Section 4 in order to combat road erosion.
- Understandings
 - ◆ That all trees would be preserved,
 - ◆ That the street lighting in Section 4 be limited to the intersection, and
 - ◆ That no curb and gutter be installed in Section 1.

The Committee also referred the guidelines to the Bicycle Advisory Committee.

On August 18, 1999 the Bicycle Advisory Committee reviewed the Guidelines. This Committee recommended that the Council incorporate the following criteria in the Guidelines.

- In Sections 1 and 4 design measures should be incorporated to alert drivers backing into East 8th Street to the presence of bicyclist and pedestrians.
- Roundabout design shall ensure the safety of pedestrians, cyclist, and equestrians.
- The transition from the Section 5 cross-section to the intersection at Bruce Road must provide for the easy and safe movement of bicyclists and pedestrians.

On September 7, 1999 the Council added one last change to the Guidelines. The Council deleted the word "eastbound" from the portions of the Guidelines relating to South Park Drive. The Council approved the Guidelines and requested that the Park Commission review bicycle traffic on South Park Drive.

THE GUIDELINES

The following guidelines apply generally to future road improvements throughout the corridor defined as East 8th Street from State Route 99 to Bruce Road. These Guidelines represent the collective effort of the neighborhood, City staff, and the City Council.

Landscaping

The primary goal is to preserve existing trees. Use flexible design where it allows preservation of existing trees without compromising the safe movement of people and vehicles within the East 8th Street corridor.

Use native trees found in Bidwell Park for planting within the East 8th Street right of way. This is particularly important along those portions of Section 3 and 4 that abut the Park. In areas not bordering the Park other tree species may be preferable. Other large deciduous tree species which emulate the character and stature of the park's native trees may be considered. Use native trees in median through Section 5.

Street Lighting

Restrict street lighting to the non-park side of the road, primarily at intersections, and employ minimum height, downward-focused, minimum wattage light sources. Do not use cobra head standards.

Traffic Calming

In order to promote a safer environment for non-motorized travel traffic-calming features shall be employed. A street design speed of 25 miles-per-hour shall be used. Use narrow travel lanes and street width to induce slower speeds. Additional traffic-calming measures should be designed into Section 1. These include but are not limited to:

- Throttling or bulbing entrance to corridor at SHR 32,
- Use of scenic roadway signs, and
- Reduce visual appearance of street through use of alternating parking bays and planter extensions, and using a curvilinear alignment within existing Right-of-way.

The use of 25 m.p.h. speed limit signs may be included in the design, but shall not be the sole tool used in the attempt to manage vehicle speed.

Roadway Design

- Provide smooth transitions between sections where improvements, cross-sections, and alignments change.
- Where curb and gutter improvements do not exist provide a design feature which physically separates landscaped and parking areas.
- Provide a separated bike and pedestrian path wherever full urban improvements do not already exist. This guideline applies specifically to Section I (north side), the east

- portion of Section 3 (north side) and all of Section 4 (south side).
- To the extent feasible within the existing right-of-way provide a curvilinear alignment and avoid long straight segments of the roadway.
 - Consider South Park Drive for bike traffic through Section 4 as a design alternative.
 - Eliminate eastbound bike lane through Section 5, adding width to median planter and directing bike traffic to use frontage road. See Exhibit B sheet 5 of 7.
 - Attempt to provide on-street parking in front of the two easternmost houses on the south side of the street within Section 4.
 - Minimize the use of curb-and-gutter pavement edges, instead utilizing edge treatments that are more consistent with the rural character of the street, and that allow more even dispersion of stormwater run-off along the whole length of the road.
 - Clearly define the 'gateways,' or entries to the corridor, giving motorists visual cues that let them know they are entering a unique and protected space.
 - Underground existing overhead utility lines, whenever fiscally feasible.

Roadway Maintenance

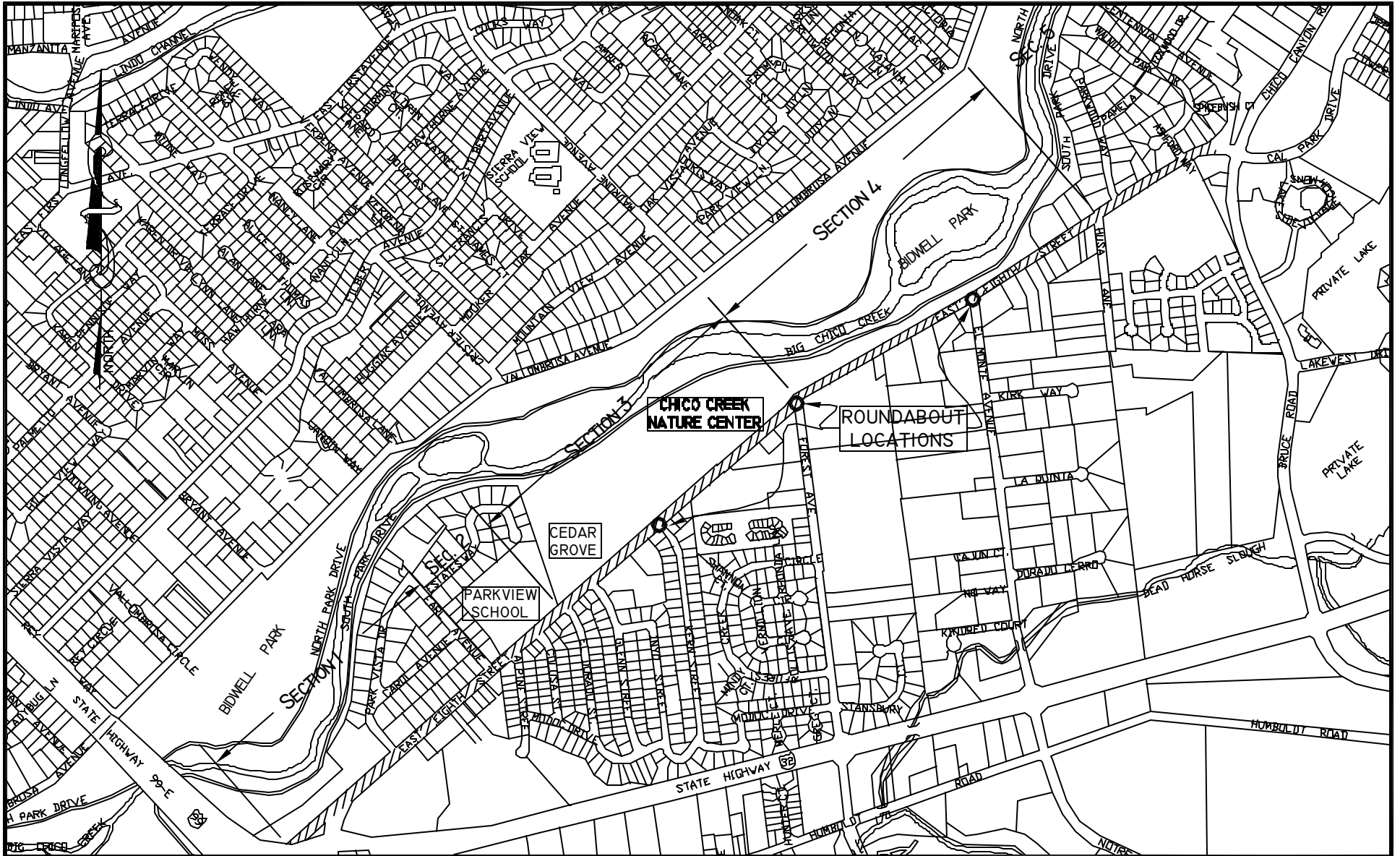
Explore establishing a maintenance district to maintain scenic features within right-of-way.

Plats

Plats depicting street cross-sections for the five road segments comprising the corridor are attached.

Attachments

1. Proposed Street Sections (Exhibits A and B)

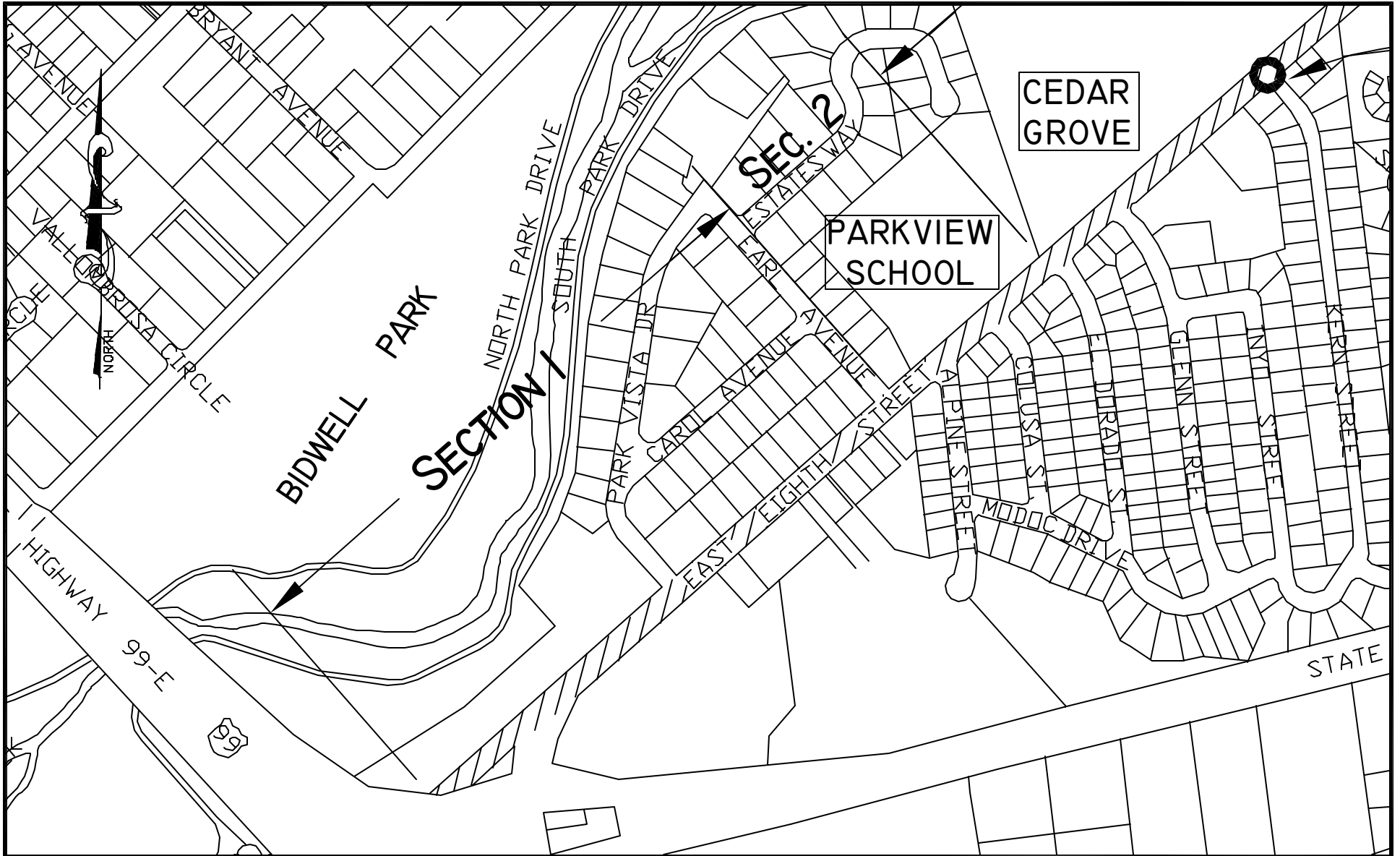


CITY OF CHICO DEPARTMENT OF PUBLIC WORKS

DRAWN BY: GL DATE: 09/16/02
 CHECKED BY: MT SCALE: 1"=1000'
 APPROVED: _____
 DIRECTOR OF PUBLIC WORKS

EAST EIGHTH STREET RECONSTRUCTION SECTION LOCATION MAP

EXHIBIT A
 SHEET 1 OF 5



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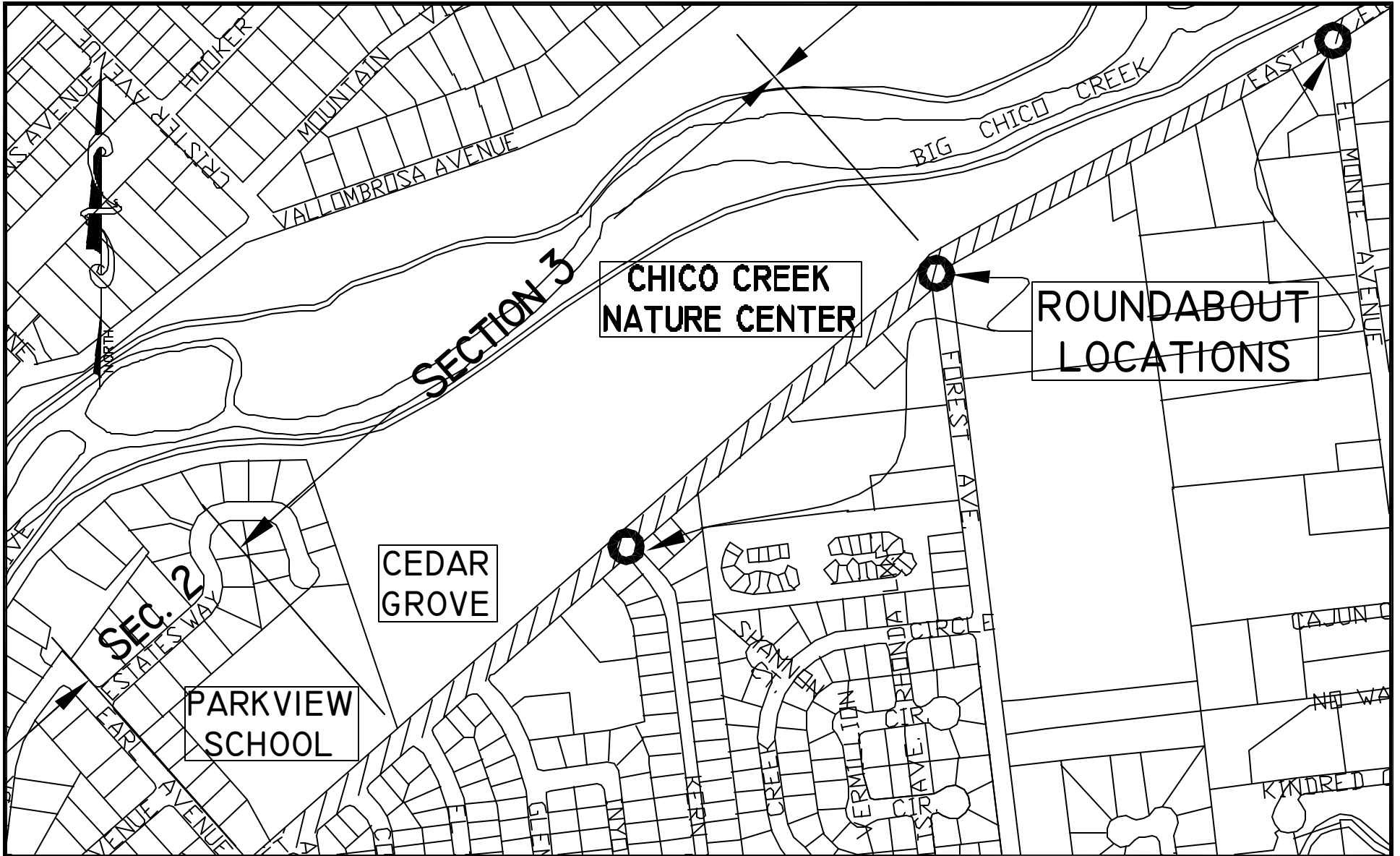
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EAST EIGHTH STREET RECONSTRUCTION SECTION 1 & 2 - LOCATION MAP

EXHIBIT A

SHEET 2 OF 5

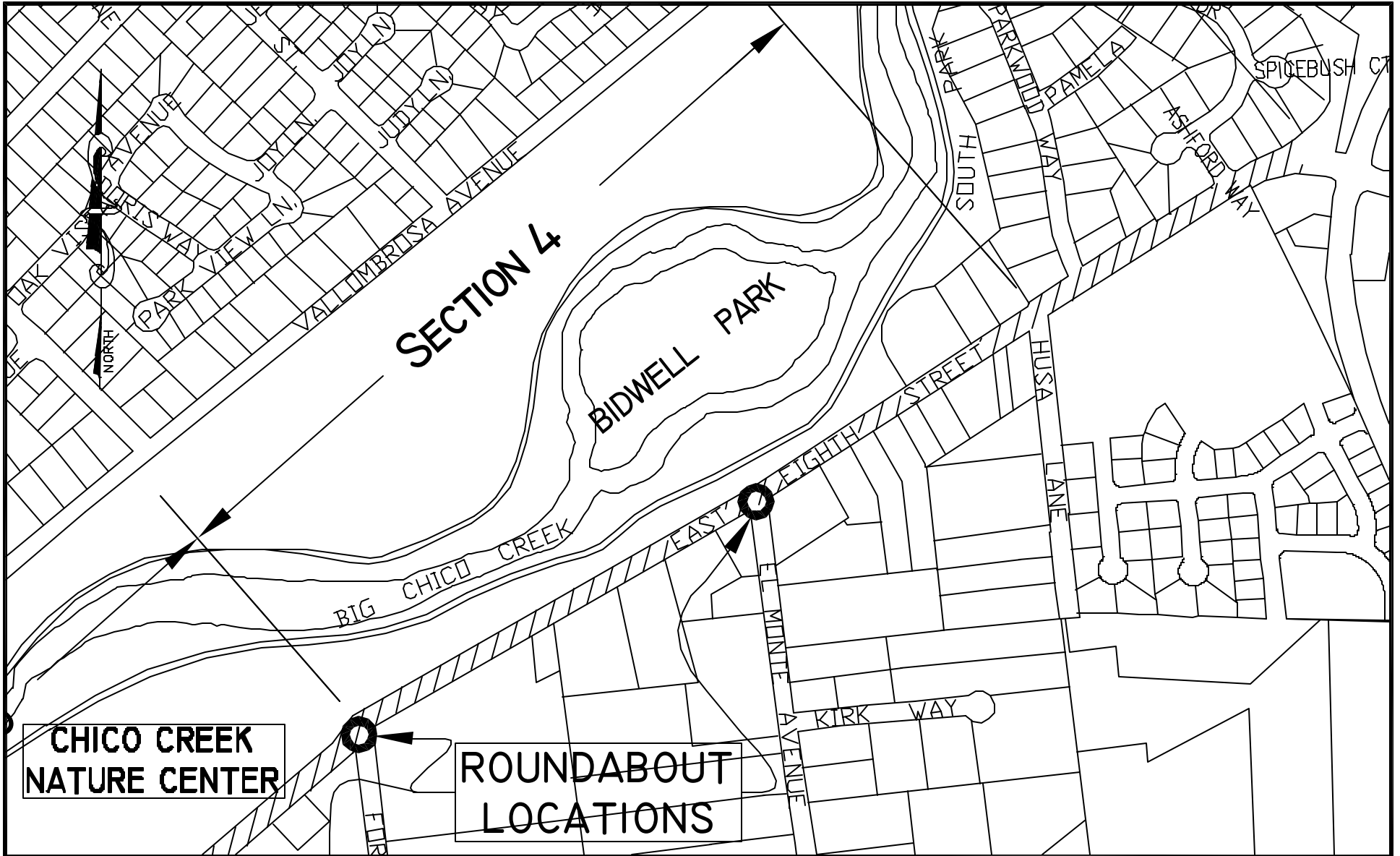


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**EAST EIGHTH STREET RECONSTRUCTION
 SECTION 2 & 3 - LOCATION MAP**

EXHIBIT A
 SHEET 3 OF 5



**CHICO CREEK
NATURE CENTER**

**ROUNDAABOUT
LOCATIONS**

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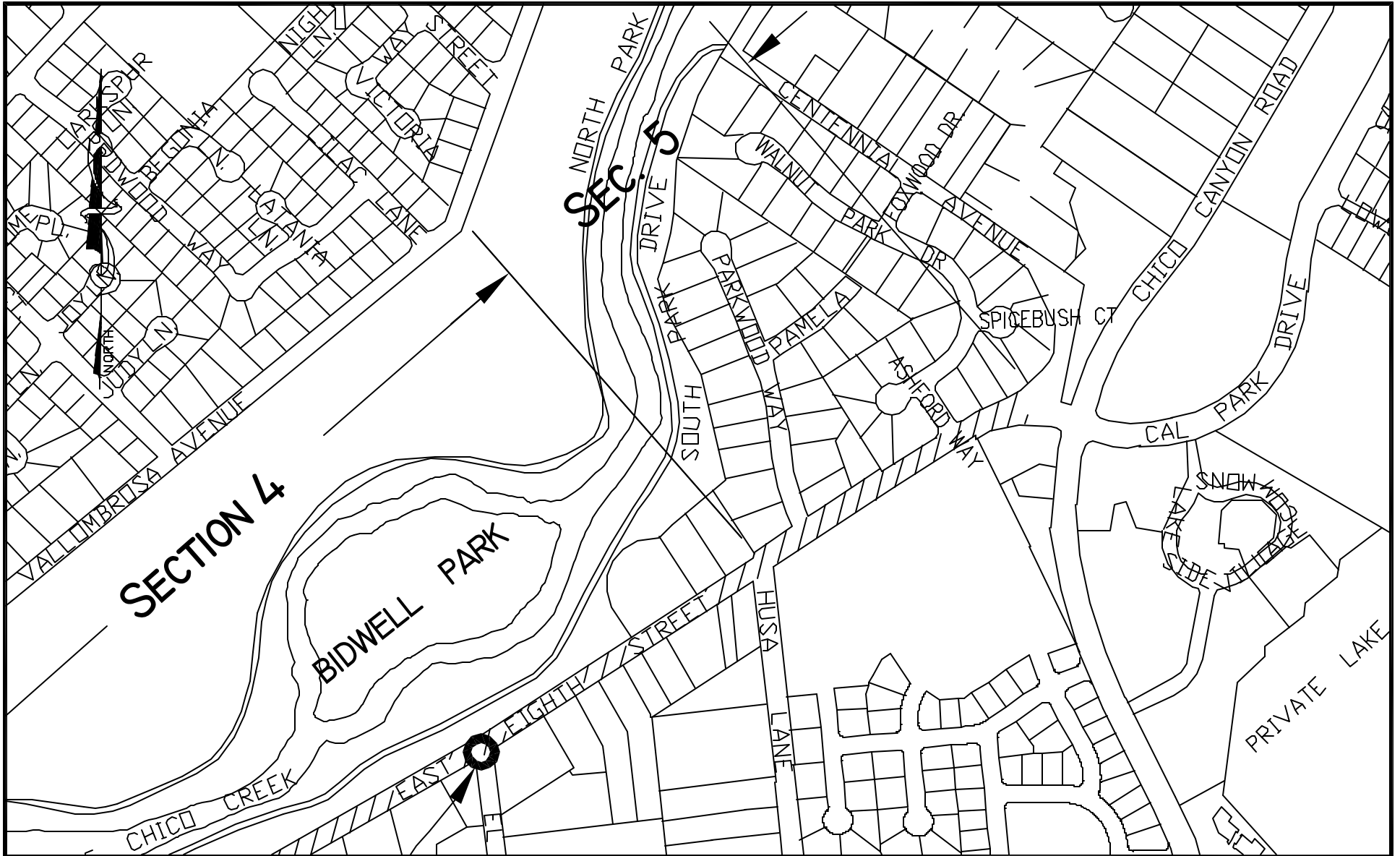
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**EAST EIGHTH STREET RECONSTRUCTION
SECTION 4 - LOCATION MAP**

EXHIBIT A

SHEET 4 OF 5



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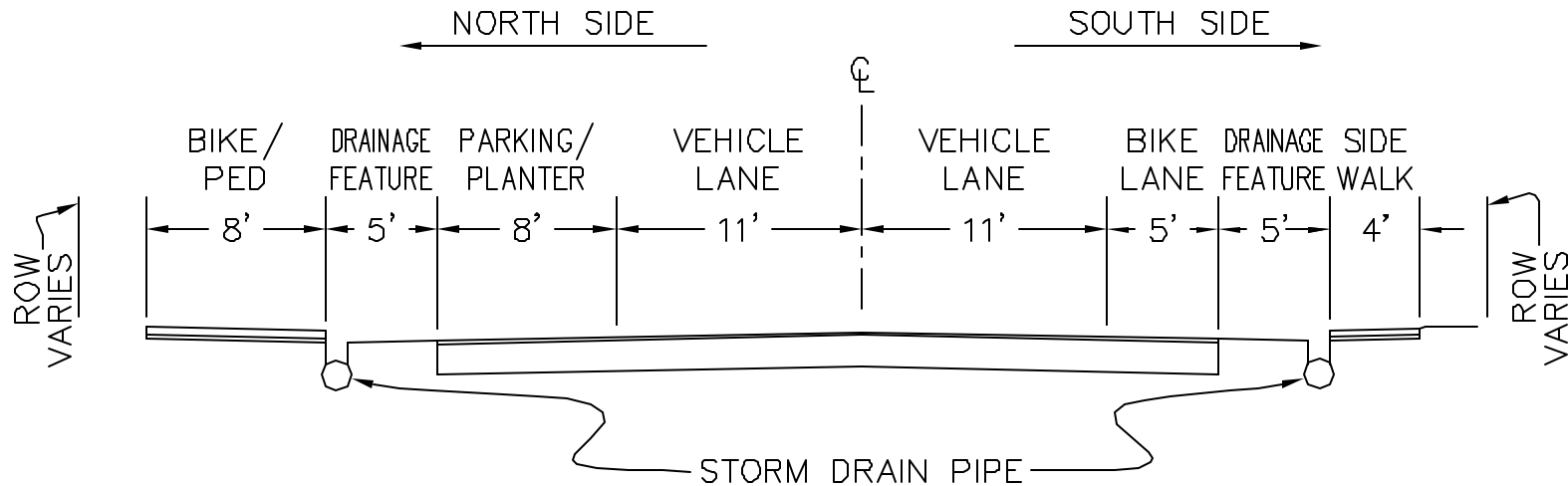
**EAST EIGHTH STREET RECONSTRUCTION
 SECTION 5 - LOCATION MAP**

EXHIBIT A
 SHEET 5 OF 5

NOTE 1:
 FINAL ROAD IMPROVEMENTS
 AND ALIGNMENTS WILL BE
 DETERMINED IN ASSOCIATION
 WITH FUTURE PROJECT AND
 NEIGHBORHOOD MEETINGS.

SECTION I URBAN BOTH SIDES

NOTE 2:
 SIDEWALK AND BIKE/PED TO
 BE DESIGNED TO
 ACCOMMODATE CURB AND
 GUTTER IF CONSTRUCTION IS
 DESIRED IN THE FUTURE.



ABBREVIATIONS:
 CL CENTERLINE
 PED PEDESTRIAN
 ROW RIGHT OF WAY

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EAST EIGHT STREET RECONSTRUCTION STREET CROSS SECTIONS - SECTION I

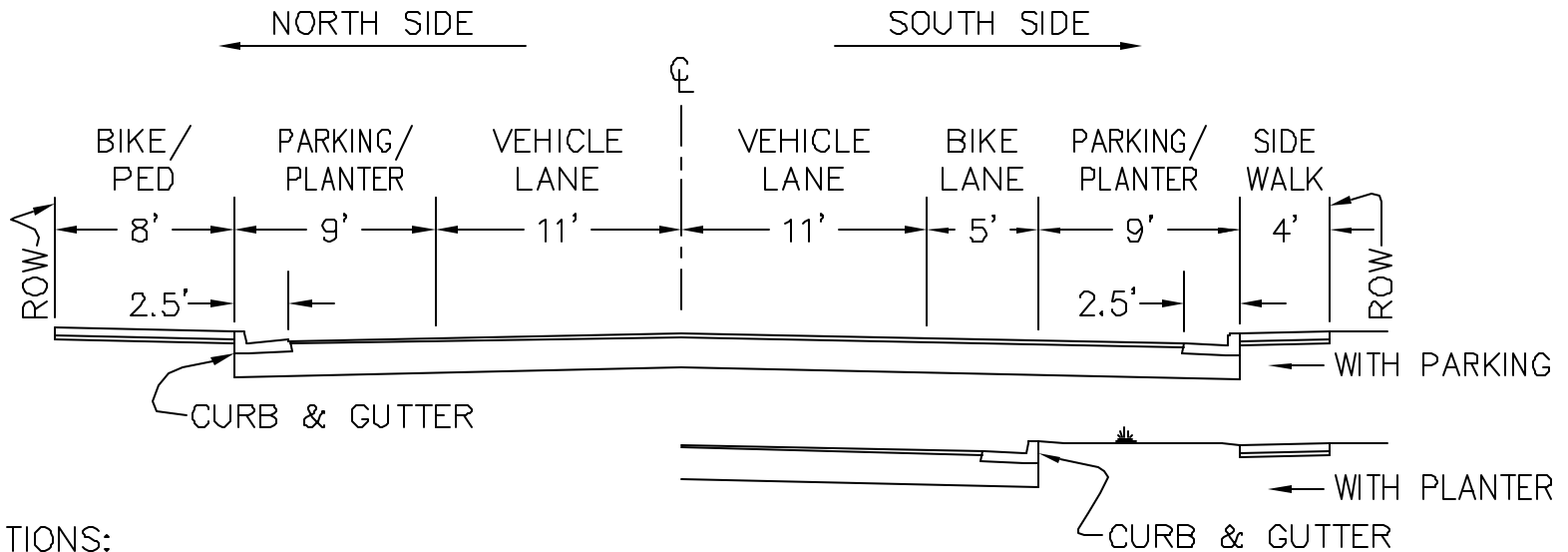
EXHIBIT B

SHEET 1 OF 7

NOTE:

FINAL ROAD IMPROVEMENTS AND ALIGNMENTS WILL BE DETERMINED IN ASSOCIATION WITH FUTURE PROJECT AND NEIGHBORHOOD MEETINGS.

SECTION 2 PARKVIEW ELEMENTARY SCHOOL URBAN BOTH SIDES



ABBREVIATIONS:

- CL CENTERLINE
- PED PEDESTRIAN
- ROW RIGHT OF WAY

NOTE:

PARKING TURNOUTS ON SOUTH SIDE OF STREET.

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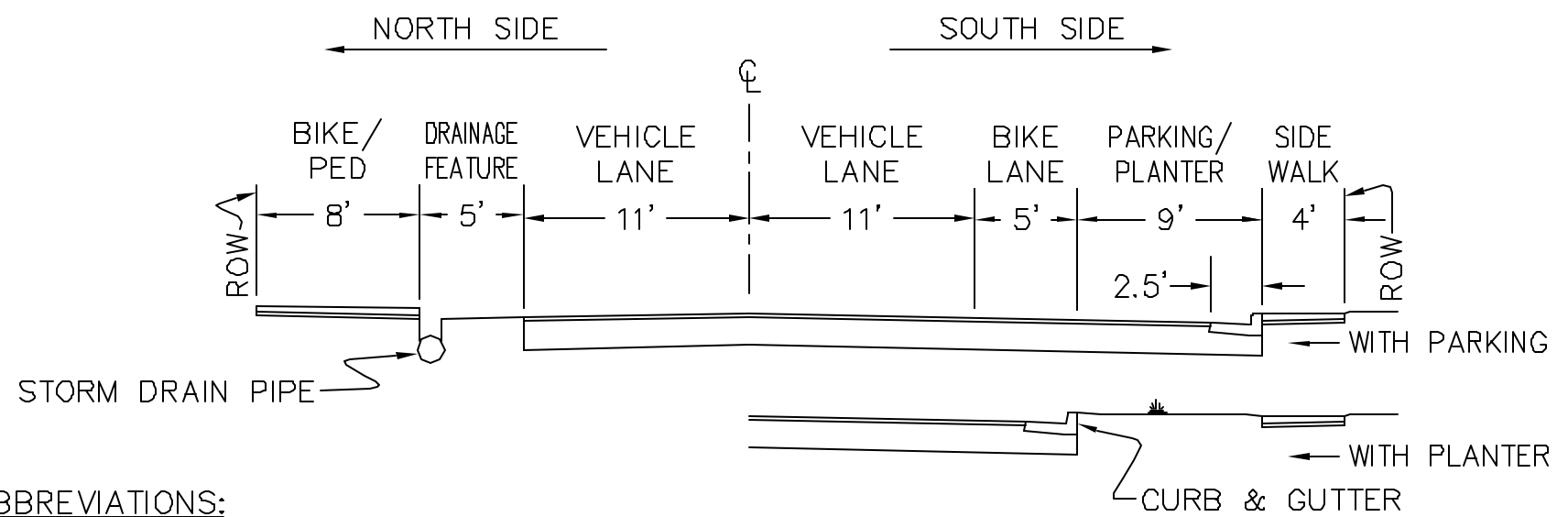
EAST EIGHT STREET RECONSTRUCTION STREET CROSS SECTIONS - SECTION 2

EXHIBIT B

SHEET 2 OF 7

SECTION 3

BIDWELL PARK URBAN SECTION



ABBREVIATIONS:
 CL CENTERLINE
 PED PEDESTRIAN
 ROW RIGHT OF WAY

NOTE:
 PARKING TURNOUTS ON
 SOUTH SIDE OF STREET.

CITY OF CHICO DEPARTMENT OF PUBLIC WORKS

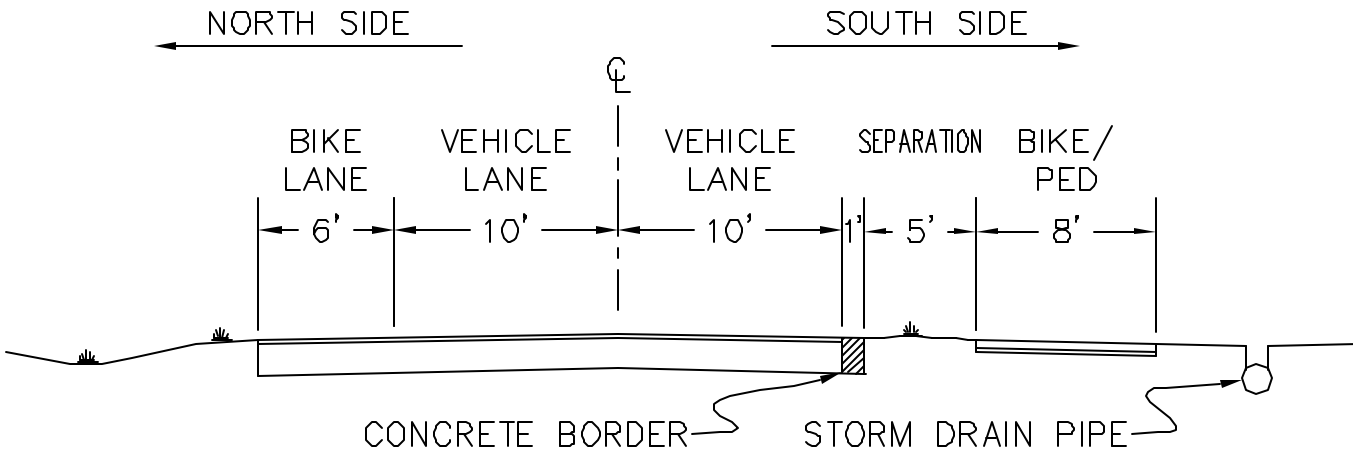
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EAST EIGHT STREET RECONSTRUCTION STREET CROSS SECTIONS - SECTION 3

EXHIBIT B
 SHEET 3 OF 7

SECTION 4

BIDWELL PARK URBAN SECTION



ABBREVIATIONS:
 CL CENTERLINE
 PED PEDESTRIAN

NOTE 1:
 EASTERN BIKE TRAVEL VIA
 SOUTH PARK DRIVE OR
 CROSS OVER TO BIKE/PED
 PATH ON SOUTH SIDE OF
 EAST 8TH STREET.

NOTE 2:
 DESIGN WILL ATTEMPT TO
 PROVIDE ON STREET
 PARKING IN FRONT OF THE
 TWO EASTERNMOST HOUSES
 IN THIS SECTION.

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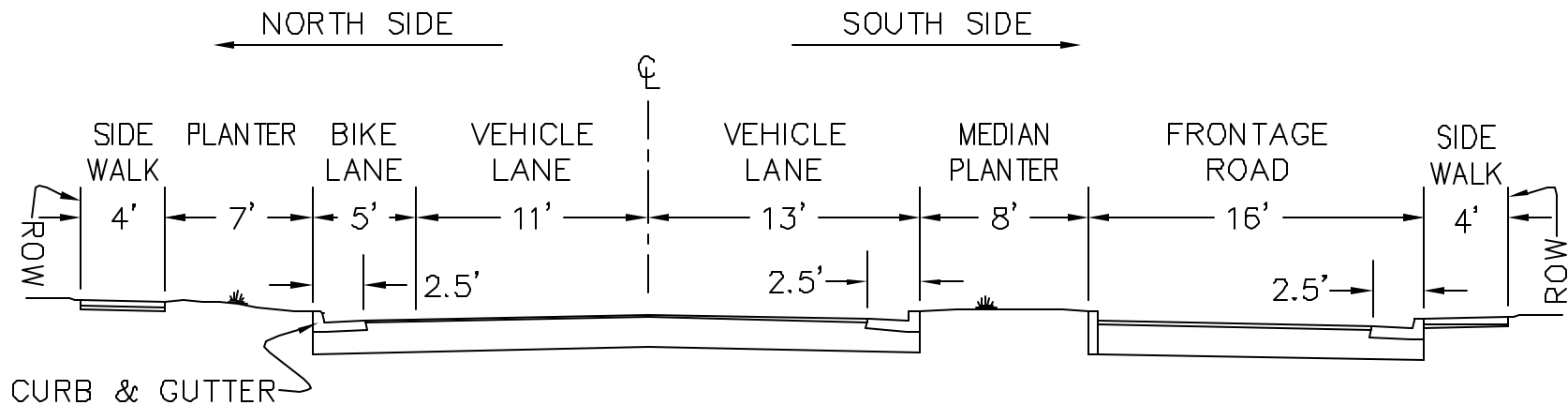
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EAST EIGHT STREET RECONSTRUCTION STREET CROSS SECTIONS - SECTION 4

EXHIBIT B

SHEET 4 OF 7

SECTION 5 URBAN BOTH SIDES



NOTE 1:
NO PARKING IN STREET

NOTE 2:
PARKING ALLOWED ON FRONTAGE ROAD.
EASTBOUND BIKES USE FRONTAGE ROAD.

ABBREVIATIONS:
 ☉ CENTERLINE
 ROW RIGHT OF WAY

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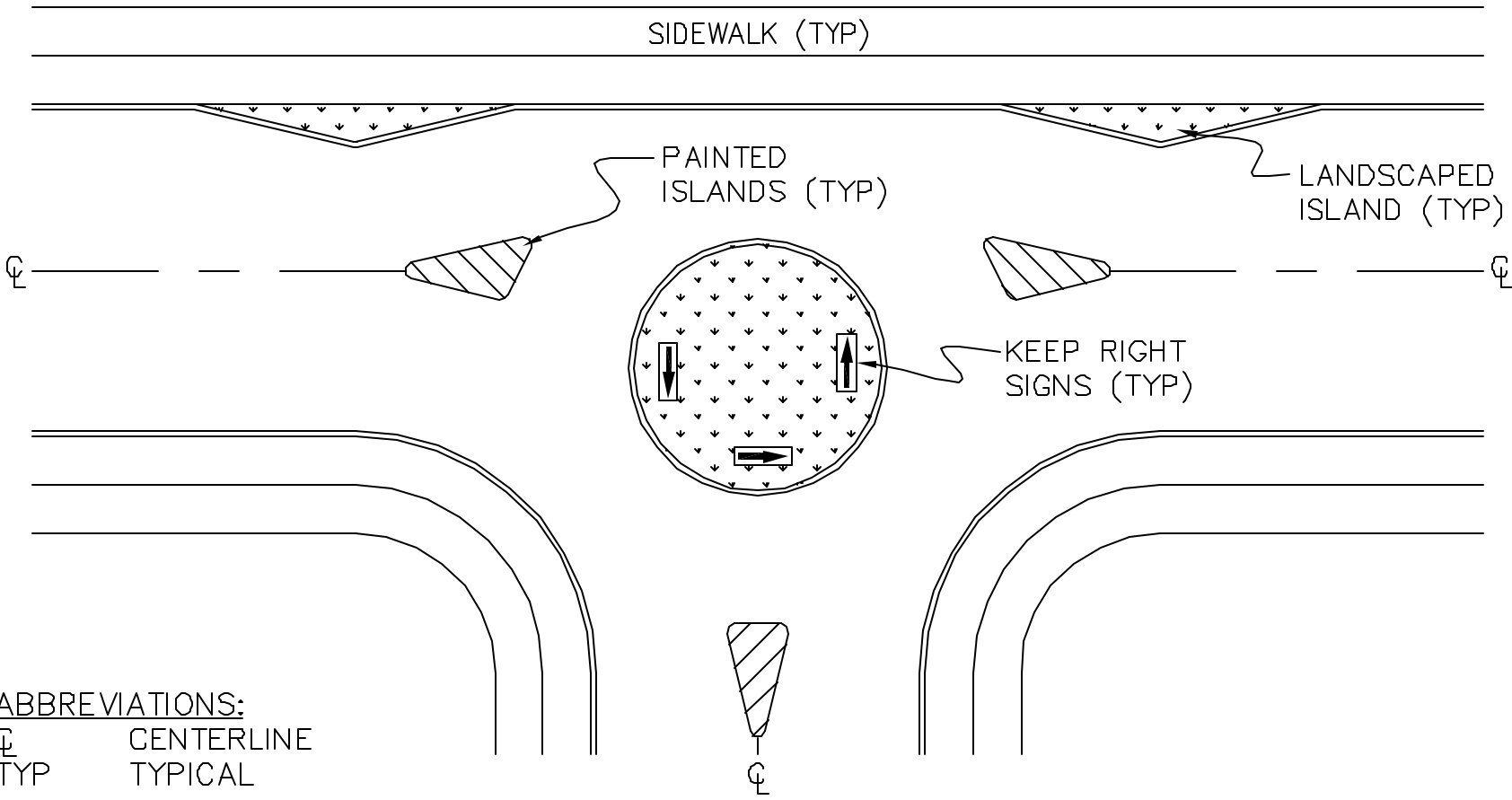
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EAST EIGHT STREET RECONSTRUCTION STREET CROSS SECTIONS - SECTION 5

EXHIBIT B

SHEET 5 OF 7

TYPICAL ROUNDABOUT



ABBREVIATIONS:
 CL CENTERLINE
 TYP TYPICAL

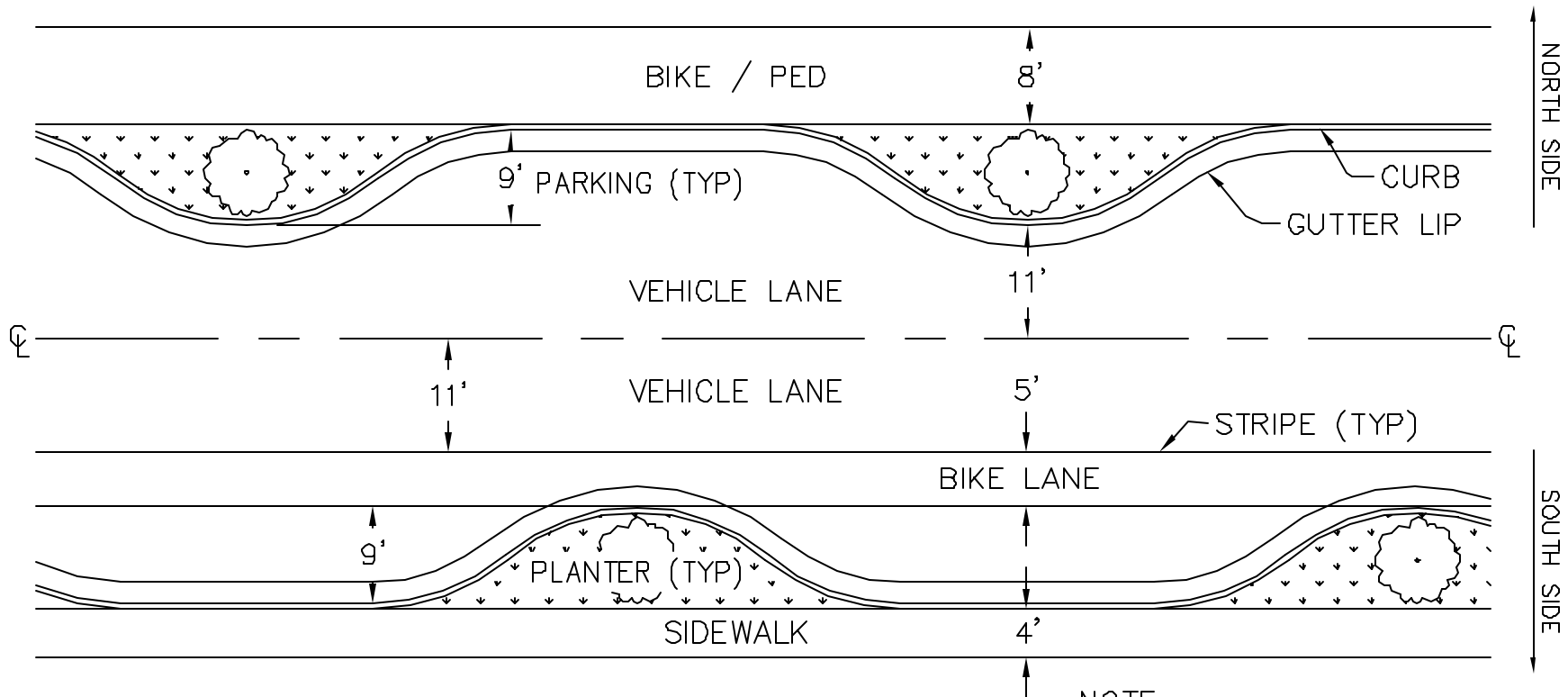
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**EAST EIGHT STREET RECONSTRUCTION
 TYPICAL ROUNDABOUT**

EXHIBIT B
 SHEET 6 OF 7

PARKING TURNOUTS



ABBREVIATIONS:
 CL CENTERLINE
 PED PEDESTRIAN
 TYP TYPICAL

NOTE:
 PROPOSED FOR NORTH SIDE
 IN SECTION 1, NORTH AND
 SOUTH SIDES SECTION 2 AND
 SOUTH SIDE OF SECTION 3.

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EAST EIGHT STREET RECONSTRUCTION PARKING TURNOUTS

EXHIBIT B

SHEET 7 OF 7