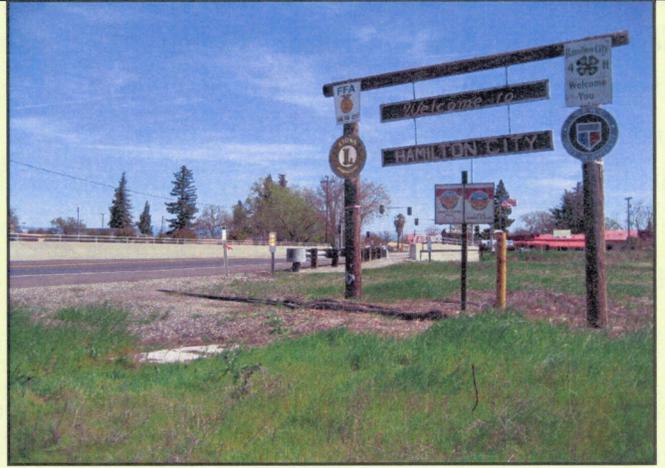


# TRANSPORTATION CORRIDOR CONCEPT REPORT & CORRIDOR SYSTEM MANAGEMENT PLAN for STATE ROUTE 32



The Transportation Corridor Concept Report (TCCR) is Caltrans' long range (20-year) planning document for each State Highway Route. The purpose and need of each TCCR are to identify existing route conditions and future needs, including existing and forecasted travel data, a concept level of service (LOS) standard, and the facility needed to maintain the concept LOS and address mobility needs over the next 20 years. Corridor System Management Plan (CSMP) development recognizes the importance of multi-jurisdictional collaboration, to best support and manage multi-modal transportation services and facilities for the traveling public.

**Approvals:**

*Jeff Pulverman*

Jeff Pulverman  
District 3 Deputy Director  
Planning and Local Assistance

Date

*Jody Jones*

Jody Jones  
District 3 Director

4/25/11

Date

## State Route 32 Summary

State Route (SR) 32, is a transitional, non Interregional Road System (IRRS) route, meaning that it does not primarily serve people or goods movement outside the immediate region. The route is primarily a two-lane conventional highway connecting Interstate 5 (I-5) at Orland in Glenn County with SR 36 between Chester and Mill Creek in Tehama County. As an east/west highway, the route serves the City of Orland and the community of Hamilton City in Glenn County, the City of Chico and the communities of Forest Ranch and Butte Meadows in Butte County. SR 32 is 48.6 miles in length and ranges in elevation from 150' at its lowest point in Hamilton City to approximately 3800' at the Tehama County line. SR 32 provides for the only transit connection operating between Glenn and Butte Counties via Glenn Transit Service and Butte Regional Transit.

SR 32 is also classified as a bike accessible route. Bicycling has become an increasingly popular method of travel throughout the region. Many individuals are attracted to the energy savings, environmental benefits, and health advantages, while others who are not able to drive due to age or finances use bicycles as a primary means of transportation. The valley areas of Glenn and Butte counties, including the SR 32 corridor, are particularly attractive to bicyclists and pedestrians due to the flat terrain. Bike Plans are in place in both Glenn and Butte Counties and identify the future enhancement of bike paths and trails within the SR 32 corridor.

In the past, SR 32 carried primarily local, farm-to-market and to a lesser degree, regional commute traffic volumes. Today, SR 32 between I-5 in Orland and SR 99 in Chico has experienced a substantial increase in commute traffic as a result of growth in commercial and residential development. The increase in commute traffic, while slowed by the recent downturn in economic activity, is expected to resume and continue throughout the 20-year planning period. Truck traffic represents 7 to 9% of the daily traffic on SR 32 due to its role as an east/west connector between the two major highways, I-5 and SR 99. Agricultural lands surround the communities along the route. Relatively low volumes of seasonal farm-to-market traffic share the highway, transporting crops such as walnuts, peaches, corn, wheat, and rice.

Growth in housing, population, and employment has risen significantly along this corridor. The City of Chico has transitioned from a college town to a vital regional center. As such, the City of Chico is a central employment hub, however; most affordable housing is in the outlying communities of Orland, Willows, Gridley, and Oroville. High demand for mobility services, especially during peak commute periods, is creating significant traffic congestion and impairing mobility in the corridor. Much of the congestion can be attributed to population growth, residential and commercial development, jobs/housing imbalances, work schedules that require commute trips during peak travel times, recreational trip generators, and truck traffic. The City of Chico also serves as the region's government and medical services center and has an expanding university located in the heart of the city.

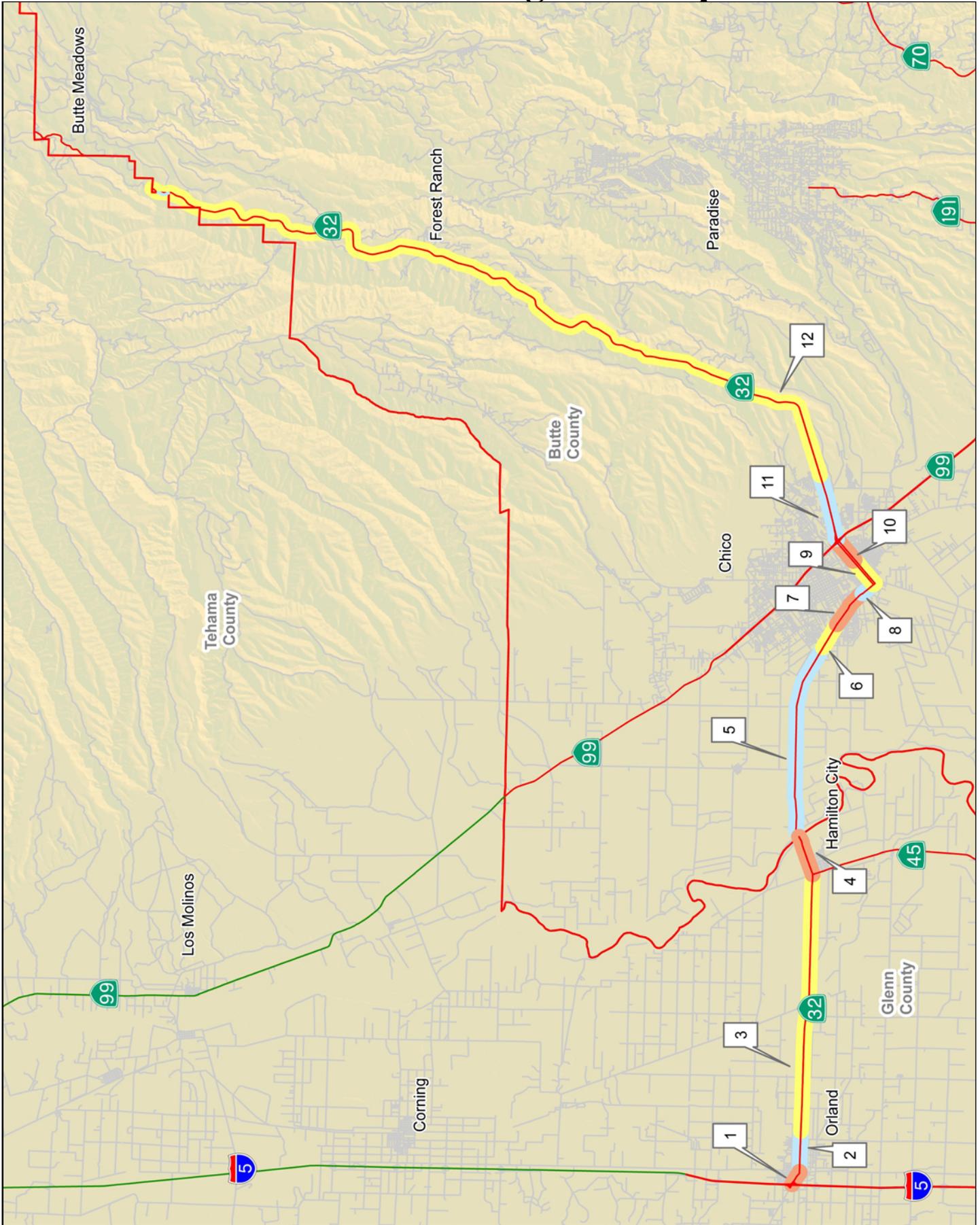
# State Route 32

The City and surrounding communities have plans for new development including over 9,300 residential units and approximately 1,630,000 square feet of commercial development in various stages of development. The anticipated increase in development will ultimately result in cumulative traffic impacts (congestion and extended delays) to SR 32. However, demand should not exceed capacity on most segments of the route within the 20-year planning period.

“Concept LOS” and “Concept Facility” have traditionally been used in Caltrans TCCRs to reflect the minimum level or quality of operations acceptable for each route segment within the 20-year planning period and the highway facility needed in the next 20-years to maintain the Concept LOS.

Typical Concept LOS standards in Caltrans District 3 are LOS “D” in rural areas and LOS “E” in urban areas. Segments 4, 5, 6, and 10 do not meet the concept level of service. Double striping and slow moving agricultural vehicles cause segments 4, 5, and 6 to fall below concept, while in segment 10, this is due primarily to the highway functioning as a local arterial. Opportunities for capacity improvements to segment 10 are constrained due to on-street parking and the lack of available right of way, and therefore, are not considered as viable options.

# State Route 32 Segment Map



# Segment Summaries

The following pages provide summaries of SR 32. These summaries provide a segment overview, traffic analysis data, and a list of future projects. Reference maps are also provided. Needed improvement projects appear in one of three categories—Planned, Programmed, or Conceptual

A **Planned** Improvement or Action is a project in a long-term financially constrained plan such as an approved Regional Transportation Plan (RTP or MTP) or Capital Improvement Plan.

A **Programmed** Improvement or Action is a project in a near-term Programming Document identifying funding amounts by year, such as the State Transportation Improvement Program or the State Highway Operations and Protection Program.

A **Conceptual** Improvement or Action is a project that is needed to maintain mobility or serve multimodal users, but is not currently included in a financially constrained plan and is not currently programmed.

## Project Data Glossary

### Highway Improvement Project Terms, Acronyms and Definitions

Information in the following Segment Summaries may contain the following acronyms, defined here for your reference:

**COMPLETE STREETS** Complete streets are designed and operated to enable safe and efficient access for all legal users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities should be able to move safely along and across corridors. This applies in rural, suburban, and urban areas. The Department's policy in regard to Complete Streets is expressed in its document, Deputy Directive 64 R1 "The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."

**STIP** Refers to the State Transportation Improvement Program, which is a biennial document adopted no later than April 1 of each even numbered year. Each STIP includes a five year period and adds two new years of programming capacity. Each new STIP includes projects carried forward from the previous STIP plus new projects and reserves from among those proposed by regional agencies in their regional transportation improvement programs (RTIPs) and by Caltrans in its Interregional Transportation Improvement Program (ITIP).

**SHOPP** Refers to either the 4-year "State Highway Operations and Protection Program" of Highway Maintenance or Improvement projects or to the associated 10-Year SHOPP Plan.

**RTP** Regional Transportation Plan is the title given by the Butte County Association of Governments (BCAG) and the Glenn County Transportation Commission (GCTC) to their Long-Range Transportation Plans, produced according to guidelines adopted by the California Transportation Commission based on Federal and State requirements.

**RTIP** Regional Transportation Improvement Program is the title given by BCAG and the GCTC to their programming documents, which are produced according to guidelines adopted by the California Transportation Commission.

# State Route 32 TCCR Data

Location					Forecasted Level of Service <sup>1</sup> (LOS) and Facility Type						
Segment	Description	County	From Post-Mile	To Post-Mile	Current LOS <sup>1</sup>	20-Yr No Build LOS <sup>1,2</sup>	20-Yr Concept LOS <sup>1,3</sup>	Existing Facility <sup>4</sup>	Concept Facility <sup>4,5,6</sup>	Ultimate Facility <sup>4,5,7</sup>	
1	Interstate 5 to 6th Street	GLE	0.00	L0.46	A	A	A	4C to 8th St., 2C to 6th & Walker Sts	4C to 8th St., 2C to 6th & Walker Sts	4C to 8th St., 2C to 6th & Walker Sts	
2	6th/Swift Street to County Road M	GLE	0.46	1.30	D	D	D	2C	2C,	4C	
3	County Road M to SR 45	GLE	1.30	9.63	D	D	D	2C	3C to County Road N; 2C passing lanes to SR 45	4C	
4	SR 45 to GLE/BUT County Line	GLE	9.63	10.91	D	E	E	2C	4C Hamilton City	4C	
5	GLE/BUT County Line to East Avenue	BUT	0.00	6.24	E	E	E	2C	4C	4C	
6	East Avenue to W. 8th Avenue	BUT	6.24	7.11	E	E	E	2C	2C	2C	
7	W. 8th Avenue to W. 1st Street	BUT	7.11	8.37	E	E	E	2C	2C	2C	
8	W. 1st Street to W. 9th Street	BUT	8.37	8.87 (8.91)	C	C	C	4C	4C	4C	
9	W. 9th Street at Walnut Avenue to Pine Street (Eastbound)	BUT	8.91	9.41	C	D	D	2 Lane Couplet	2 Lane Couplet	2 Lane Couplet	
9	W. 9th Street at Walnut Avenue to Pine Street (Westbound)	BUT	8.87	9.41	C	D	D	2 Lane Couplet	2 Lane Couplet	2 Lane Couplet	
10	Pine Street to Fir Street (Eastbound)	BUT	9.41	10.28	D	F	F	2 Lane Couplet	2 Lane Couplet	2 Lane Couplet	
10	Pine Street to Fir Street (Westbound)	BUT	9.41	10.28	D	D	D	2 Lane Couplet	2 Lane Couplet	2 Lane Couplet	
11	Fir Street to Yosemite Drive	BUT	10.28	12.40	D	E	C	2E	4E	4E	
12	Yosemite Drive to BUT/TEH County Line	BUT	12.40	37.75	D	D	D	2C	2C	2C	

### Notes/Definitions

- Level of Service (LOS)-A measure of traffic density conditions, with "A" representing the least amount of density and "F" the most congested conditions. For the above peak hour LOS, A and B are not needed to provide good conditions.



**LOS A** - Free Flowing Conditions.

**LOS B** - Speeds at or near free-flow speed, but presence of other users begins to be noticeable.

**LOS C** - Speeds at or near free-flow speed, but freedom to maneuver is noticeably restricted.

**LOS D** - Speeds begin to decline slightly with increasing flow; freedom to maneuver is more restricted.

**LOS E** - Operating conditions at or near roadway capacity. Even minor disruptions to the traffic stream can cause delay.

**LOS F** - Breakdown in vehicle flow. Queues form quickly behind point in the roadway where the arrival flow rate temporarily exceeds the departure rate.

Segment	Current Traffic Data – 2010					Prior 3 Years	Future Traffic Data – 2030					
	Percentage of Trucks	Peak Directional Split <sup>8</sup>	Peak Hour Traffic	Average Annual Daily Traffic <sup>9</sup>	Volume over Capacity <sup>10</sup>	Reported Collision Rate Comparison (% Compared to State Average) <sup>11</sup>	Peak Hour Traffic (No-Build)	Ave. Annual Daily Traffic (No-Build) <sup>9</sup>	Volume over Capacity <sup>10</sup> (No-Build)	Peak Hour Traffic (Build)	Ave. Annual Daily Traffic (Build) <sup>9</sup>	Volume over Capacity <sup>10</sup> (Build)
1	11%	60%	450	5,600	0.9	-100%	545	6,776	.11	545	6,776	.11
2	11%	60%	980	10,800	N/A	24.41%	1,083	11,934	N/A	1,083	11,934	N/A
3	10.0%	60%	880	8,700	N/A	-15.48%	1,111	10,984	N/A	1,111	10,984	N/A
4	9%	59%	1,150	11,400	N/A	1.20%	1,512	14,991	N/A	1,512	14,991	N/A
5	9%	51%	1,450	13,000	N/A	-13.25%	1,983	17,778	N/A	1,983	17,778	N/A
6	9%	51%	1,650	15,500	N/A	-62.50%	2,343	22,010	N/A	2,343	22,010	N/A
7	10%	51%	1,900	21,200	N/A	-62.55%	2,499	27,878	N/A	2,499	27,878	N/A
8	7%	55%	2,150	22,900	.72	-69.71%	2,376	25,305	.80	2,376	25,305	.80
9	7%	55%	1,600	16,900	.68	-30.87%	2,272	23,998	.97	2,272	23,998	.97
9	7%	55%	1,400	16,900	.68		1,988	23,998	.97	1,988	23,998	.97
10	7%	55%	2,100	21,900	.84	-82.40%	2,762	28,799	1.10	2,762	28,799	1.10
10	7%	55%	1,150	11,100	.41		1,512	14,597	.56	1,512	14,597	.56
11	7%	55%	1,800	18,900	N/A	38.00%	2,273	23,861	N/A	2,273	28,823	N/A
12	4%	65%	870	8,100	N/A	-24.47%	1,509	14,054	N/A	1,509	14,054	N/A

2. **20-Year LOS (No Build)**-The LOS that would be expected at 20 years with no improvements.
3. **20-Year Concept LOS**-The minimum acceptable LOS over the next 20 years.
4. **Facility Type Codes**-C = Conventional Highway; E = Expressway; F = Freeway; HOV = High Occupancy Vehicle lanes; Aux = Auxiliary lanes.
5. **Operational Improvements** are included in future facilities for all segments. Examples of operational improvements include Traffic Operations Systems improvements and Auxiliary Lanes.
6. **Concept Facility**-The future roadway with improvements needed in the next 20 years. If LOS "F", no further degradation of service from existing "F" is acceptable, as indicated by delay performance measurement
7. **Ultimate Facility**-The future roadway with improvements needed beyond a 20 year timeframe.
8. **Peak Directional Split**-The percentage of total traffic in the heaviest traveled direction during the peak hour.
9. **Average Annual Daily Traffic (AADT)**-The average number of vehicles per day in both directions.
10. **Volume over Capacity (V/C)**-The volume of traffic in the Peak Hour compared to the capacity of the roadway.
11. **Reported Collision Rate Comparison (% Compared to State Average)**- The percentage by which each segment's reported collisions rate (fatal, injury, and property-damage-only) is above or below the statewide average reported collisions rate on comparable facilities. Source: 3-Year Caltrans Traffic Accident Surveillance and Analysis System data.

# State Route 32 Segment 1 & 2 Summary



 **Segment 1– Interstate 5 to 6th and Walker Streets in Orland (0.00/0.46)**

 **Segment 2 - Sixth and Walker Streets to County Road M (0.46/1.30)**

Segment 1 begins as a two-lane conventional highway from I-5 to 6<sup>th</sup> Street. From 8<sup>th</sup> Street to the junction of 6<sup>th</sup> and Walker Streets SR 32 consists of two lanes, turn pockets, a signal at 8th Street and a traffic signal at 6th and Walker Streets. This realigned portion of SR 32 now provides a sufficient turn radius for larger trucks.

This segment of SR 32 is currently operating at peak period LOS **A**, with a daily volume of **5,600** vehicles. By the year 2030, the daily traffic volumes will increase to approximately **6,800** vehicles. The concept LOS for this segment will be maintained and there are no planned capacity improvements.

Segment 2 is a two-lane conventional highway. This segment passes through the City of Orland, traditionally a slow growth, agriculturally based area, which is now experiencing a significant increase in development. Between 1,000 and 1,500 housing units are in various stages of development. A portion of this segment passes through downtown Orland, where on-street parking supports local business. The desire for on-street parking inhibits widening in the downtown area.

Currently operating at LOS **D**, this portion of SR 32 is not expected to decline beyond the current LOS in spite of the approved and planned development. Demand is not estimated to exceed capacity before 2030.

Due to existing right of way restrictions west of Papst Avenue, the expansion to four lanes will be limited to the portion of SR 32 between Papst Avenue and County Road N. Complete Streets are encouraged in the design of the main street portion of future capacity improvements.

## Highway Improvement Projects

With Construction Cost in Thousands; Construction Completion Year

### Segment 1

#### Planned:

- ♦ Realign and widen to 4/5 lanes Orland to Butte County Line; (2009 Glenn County RTP, unfunded)

#### Programmed

- ♦ No Programmed Projects

#### Conceptual:

- ♦ Expansion of east/west parallel facilities, to be integrated in planned development (cost to be identified)
- ♦ Implement Complete Street strategies where appropriate.

### Segment 2

#### Planned:

- ♦ Realign and widen to 4/5 lanes Orland to Butte County Line; (2009 Glenn County RTP, unfunded)

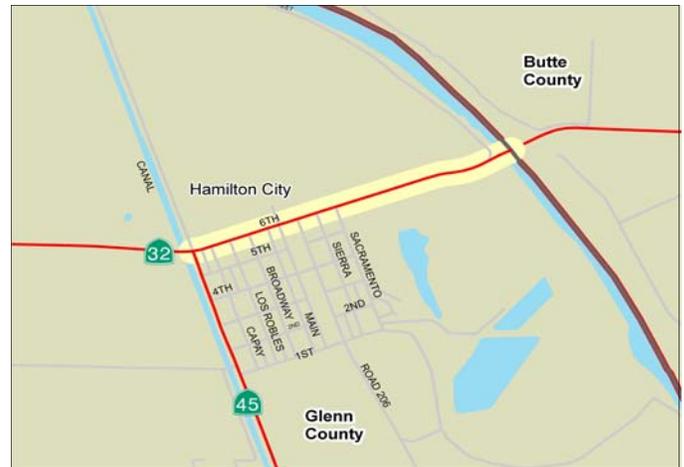
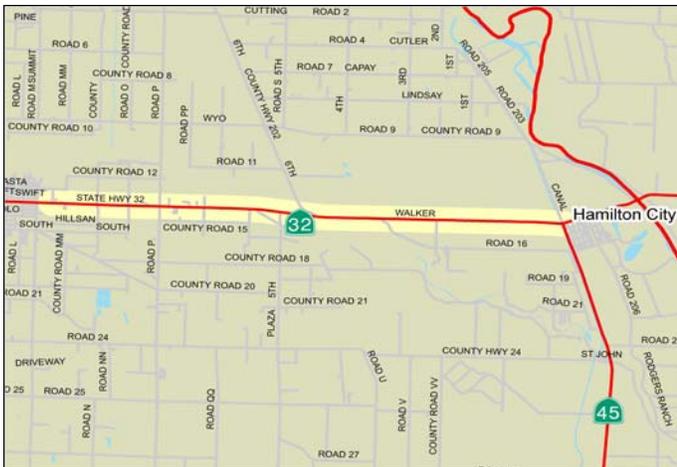
#### Programmed

- ♦ No Programmed Projects

#### Conceptual:

- ♦ Traffic signals SR 32 at Papst, Hambright Road, Orland Park, and County Road N, with intersection improvements when warranted (Locally funded—\$1000;2007/2010)
- ♦ Implement Complete Street strategies where appropriate.

# State Route 32 Segment 3 & 4 Summary



**Segment 3— County Road M to State Route (SR) 45 (1.30/9.630)**

**Segment 4 - SR 45 to Glenn/Butte County Line (9.630/10.910)**

Segment 3 is a two lane conventional highway. Traffic along this segment of SR 32 is currently operating at LOS **D** and carries **8,700** vehicles per day. ADT is expected to increase to **10,100** but the traffic projections for the 20-year period do not indicate the LOS will fall below the concept LOS **D**.

The Stony Creek Bridge has been replaced because of scour (erosion) problems that threatened the stability of the original bridge. Gravel extraction activities surround the new Stony Creek bridge and creek area to the north and south of SR 32.

Rock, sand, and gravel are carried by truck via County Road S where the trucks access SR 32. The frequency of the turning movements on and off SR 32 and County Road S create disruptions for through traffic. Glenn County’s Long-Range Unfunded Project List calls for widening and adding capacity for SR 32 from Orland City limits to the Butte County line. The planned widening project will include improvements to the Colusa Canal, Stony Creek and the Glenn-Colusa Canal bridges.

Segment 4 is a two lane conventional highway. Traffic along this segment is expected to increase by approximately 24% over the 20-year period from the existing **11,400** vehicles per day to **15,000** vehicles per day. This will result in a decline of LOS from **D** to **E** by 2030. Impacts from commute traffic between Chico and I-5, as well as children crossing the highway to access area schools continue to be concerns for this portion of SR 32. Widening to four lanes will be needed to maintain the concept

The Hamilton City community has long been at risk of flooding from the Sacramento River. Portions of Hamilton City and the surrounding area, outside of the 100 year floodplain, were flooded in 1974 and flood control efforts were needed five times within the last 25-years. SR 32 has been closed on three separate occasions due to flooding.

## Highway Improvement Projects

With Construction Cost in Thousands and Year of Funding or Completion

### Segment 3

Planned:

- ♦ Realign and widen to 4/5 lanes Orland to Butte County Line; (2009 Glenn County RTP, unfunded)

Programmed:

- ♦ No Projects Programmed

Conceptual:

- ♦ Traffic signalization at County Roads P & S when warranted (\$500 each; 2010)
- ♦ Passing lanes between County Road P to County Road S (\$2,500; 2015)
- ♦ Implement Complete Street strategies where appropriate

### Segment 4

Planned:

- ♦ Realign and widen to 4/5 lanes Orland to Butte County Line; (2009 Glenn County RTP, unfunded)

Programmed:

- ♦ No Projects Programmed

Conceptual:

- ♦ Preserve existing facility and secure additional right of way for the widening to four lanes through Hamilton City
- ♦ Implement Complete Street strategies where appropriate

# State Route 32 Segment 5 & 6 Summary



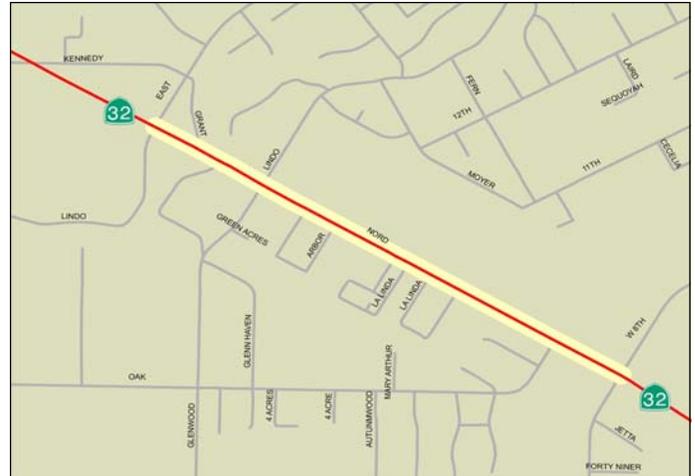
**Segment 5– Glenn Butte County Line to East Avenue (0.000/6.24)**

Segment 5 is a two-lane conventional highway. This segment is immediately adjacent to the Sacramento River and located in a 100 year floodplain. As in Segment 4, the Butte County portion adjoining the Sacramento River is part of an ongoing flood mitigation study.

Segment 5 currently operates at peak period LOS **E** and carries **13,000** vehicles per day. Travel forecasts indicate that the traffic demand for the facility will increase by 27% over the next 20 years, to over **17,700** vehicles per day.

The City of Chico intends to use development impact fees to fund an extension of Eaton Road from its existing terminus to intersect with SR 32 at approximately Muir Road. The proposed project will create a second connection with SR 99.

Caltrans will continue to work with Butte County Association of Governments (BCAG) and Butte County to develop possible spot improvements along this portion of SR 32. The concept for segment 5 will be to maintain the LOS and there are no planned capacity improvements.



**Segment 6 - East Avenue to W 8th Street (6.24/7.11)**

Segment 6 is a two-lane conventional highway with continuous left-turn channelization except for the portion over the Lindo Channel Bridge. This portion of SR 32, between East Avenue and W. 1st Street, also known as Nord Avenue, is heavily congested with pedestrians, students, bicyclists, commuters, commercial truck traffic as well as regional/residential traffic. Currently operating at LOS **E**, this segment, as well as segments of SR 32 through downtown Chico, functions as a community based arterial, rather than as a state highway. Due to congestion and the high demand of out-of-direction travel, drivers are selecting alternative routes to SR 32, such as East Avenue to avoid the congestion on the downtown SR 32 segments.

The Butte County Association of Governments released the Draft Nord Avenue Community Plan in 2006. The draft identifies proposed improvements to Nord Avenue, including sidewalks, transit shelters, cross walks, and expansion of the surrounding street network.

## Highway Improvement Projects

With Construction Cost in Thousands and Year of Funding or Completion

### Segment 5

**Planned:**

- ◆ No Planned Projects

**Programmed:**

- ◆ No Programmed Projects

**Conceptual:**

- ◆ Class II Bike lane River Road to Glenn County Line
- ◆ Class II Bike lane from Meridian Avenue to 8th Avenue
- ◆ Eaton Road extension to SR 32
- ◆ Implement Complete Street strategies where appropriate

### Segment 6

**Planned:**

- ◆ No Planned Projects

**Programmed:**

- ◆ No Programmed Projects

**Conceptual:**

- ◆ Implement the Final Nord Avenue Community Plan.
- ◆ Class II Bike lane from Meridian Avenue to 8th Avenue
- ◆ Implement Complete Street strategies where appropriate

# State Route 32 Segment 7 & 8 Summary



**Segment 7 - W. 8th Avenue to W 1st Street (7.11/8.37)**

Segment 7 is a two-lane conventional highway with continuous left-turn channelization between W. Eighth Avenue and W. First Street. A Class II bike lane begins in this segment. There is a significant amount of multi-family housing units adjacent to SR 32 in this segment which contributes to increased pedestrian activity.

This portion of SR 32 is currently operating at LOS E with an average daily traffic volume of 21,200 vehicles. By the year 2030, the LOS is expected to remain the same with an average daily traffic volume of over 27,800 vehicles. The opportunity for capacity improvements along Segments 7, 8, 9, and 10 are extremely limited and difficult due to on-street parking and the lack of available right of way.

Therefore, the concept LOS is E to "maintain the existing facility", and to coordinate with the City of Chico on potential improvements.



**Segment 8 - W 1st Street to 9th Street (8.37/8.87 (8.91))**

Segment 8 is a primarily commercial four-lane conventional highway, also known as Walnut Street, with continuous left-turn channelization between West First Street and the beginning of the two-way couplet (two-city streets two lanes in each direction) at 8<sup>th</sup> and 9th Streets. Sidewalks are present throughout the segment, but there is no bike lane; cyclists must share the lane with automobile traffic. This segment represents a gap in the bike route that is present in the previous and successive segments.

This portion of SR 32 is currently operating at LOS C with an average daily traffic volume of 22,900 vehicles. By the year 2030, the LOS is expected to remain at C with an average daily traffic volume of over 25,300 vehicles.

This segment, along with Segments 7, 9, and 10 functions as a local arterial rather than a state highway. The concept LOS will be C to "maintain the existing facility", and to coordinate with the City of Chico on potential improvements.

## Highway Improvement Projects

With Construction Cost in Thousands and Year of Funding or Completion

### Segment 7

#### Planned:

- ◆ No Planned Projects

#### Programmed:

- ◆ No Programmed Projects

#### Conceptual:

- ◆ Maintain the existing facility making safety improvements as needed and to support improvements by the City of Chico such as the Eaton Road Bypass
- ◆ Class II Bike lane from Meridian Avenue to 8th Avenue
- ◆ Implement Complete Street strategies where appropriate

### Segment 8

#### Planned:

- ◆ No Planned Projects

#### Programmed:

- ◆ No Programmed Projects

#### Conceptual:

- ◆ Maintain the existing facility making safety improvements as needed and to support improvements by the City of Chico such as the Eaton Road Bypass
- ◆ Close the gap in the Class II bicycle lane system.
- ◆ Implement Complete Street strategies where appropriate

# State Route 32 Segment 9 & 10 Summary



**Segment 9 - Walnut Avenue to Pine Street (8.87 ((8.91))/9.41)**

This segment of SR 32 operates as a couplet (two-city streets two lanes in each direction) running along Eighth and Ninth Streets between Walnut Street and Pine Street. There is on-street parking and a row of trees and sidewalks on both sides of the street that act to separate pedestrians from traffic.

The segment is currently operating at **LOS C** and carries approximately 16,900 vehicles per day in each direction. By the year 2030 the LOS is expected to decline to **LOS D** with 24,000 vehicles per day.

This segment functions as a local arterial rather than a state highway. As such, the concept LOS will be D, to "maintain the existing facility", and to coordinate with the City of Chico on potential improvements.

**Segment 10 - Pine Street to Fir Street (9.41 to 10.28)**

This segment of SR 32 also operates as a couplet passing through the Chico central business district. From Pine Street, the segment continues eastward to the junction with SR 99 and ends one block east at Fir Street. On Ninth Street, east of Alder, curbs, gutters, and sidewalks become intermittent. Pedestrian facilities are constant on Eighth Street

Currently operating at **LOS D**, this segment serves 21,900 vehicles in the eastbound direction and 11,100 in the westbound direction. LOS is expected to decline to **F** in the eastbound direction and remain at **D** in the westbound direction by the year 2030.

This segment, along with Segments 7 and 8, functions as a local arterial rather than a state highway. As such, the concept LOS will be E to "maintain the existing facility", and to coordinate with the City of Chico on potential improvements.

## Highway Improvement Projects

With Construction Cost in Thousands and Year of Funding or Completion

### Segment 9

**Planned:**

- No Planned Projects

**Programmed:**

- No Programmed Projects

**Conceptual:**

- Maintain the existing facility making safety improvements as needed and to support improvements by the City of Chico
- Implement Complete Street strategies where appropriate

### Segment 10

**Planned:**

- No Planned Projects

**Programmed:**

- Widen SR 32 to three lanes from SR 99 interchange to Fir Street (CMIA—Local Funded Project \$9,925 Completion 2015)

**Conceptual:**

- Maintain the existing facility making safety improvements as needed and to support improvements by the City of Chico.
- Implement Complete Street strategies where appropriate

# State Route 32 Corridor System Management Plan

Corridor System Management Plans (CSMPs) support the partnership based, integrated management of all travel modes (transit, cars, trucks, bicycles) to provide corridor mobility in the most efficient and effective manner possible. CSMPs are required and being developed statewide, typically in urban areas, for all corridors receiving project funding from the Corridor Mobility Improvement Account through the Proposition 1B Bond Program. CMIA funds are being used to fund the SR 32 Widening Project (page 14).

The SR 32 limits for this CSMP are from the intersection of SR 99 and Fir Street in the City of Chico to the intersection of SR 32 and Yosemite at the eastern edge of the city. Typically, CSMPs are developed within urban areas and include a subset of the entire transportation system within the corridor, which is proposed for integrated management as the “managed network”. This network usually includes the State Highway, parallel arterials, transit bus routes, and bicycle routes which provide corridor mobility. While the majority of these components are absent in this corridor (e.g.; there is no transit service), it is expected that these transportation options will be in place in the future.

At this juncture, the objectives of the CSMP are to improve safety on the transportation system, reduce travel times and delay on all modes, reduce traffic congestion, improve connectivity between modes and facilities, improve travel time reliability, and expand mobility options along the corridor in a cost effective manner. Given the unique circumstances of this CSMP corridor and that it does meet or warrant the development and implementation of a conventional CSMP at this juncture, we are not establishing any unique performance measures or operating strategies other than what is included in this TCCR. We will continue to monitor traffic and the mobility challenges along the corridor. Furthermore, we will continue to work with the City of Chico and the Butte County Association of Governments to develop and implement multimodal mobility improvement strategies which protect and ensure the State investment in this corridor through its funding of the CMIA project.

# State Route 32 Widening Project

## Capacity Enhancement

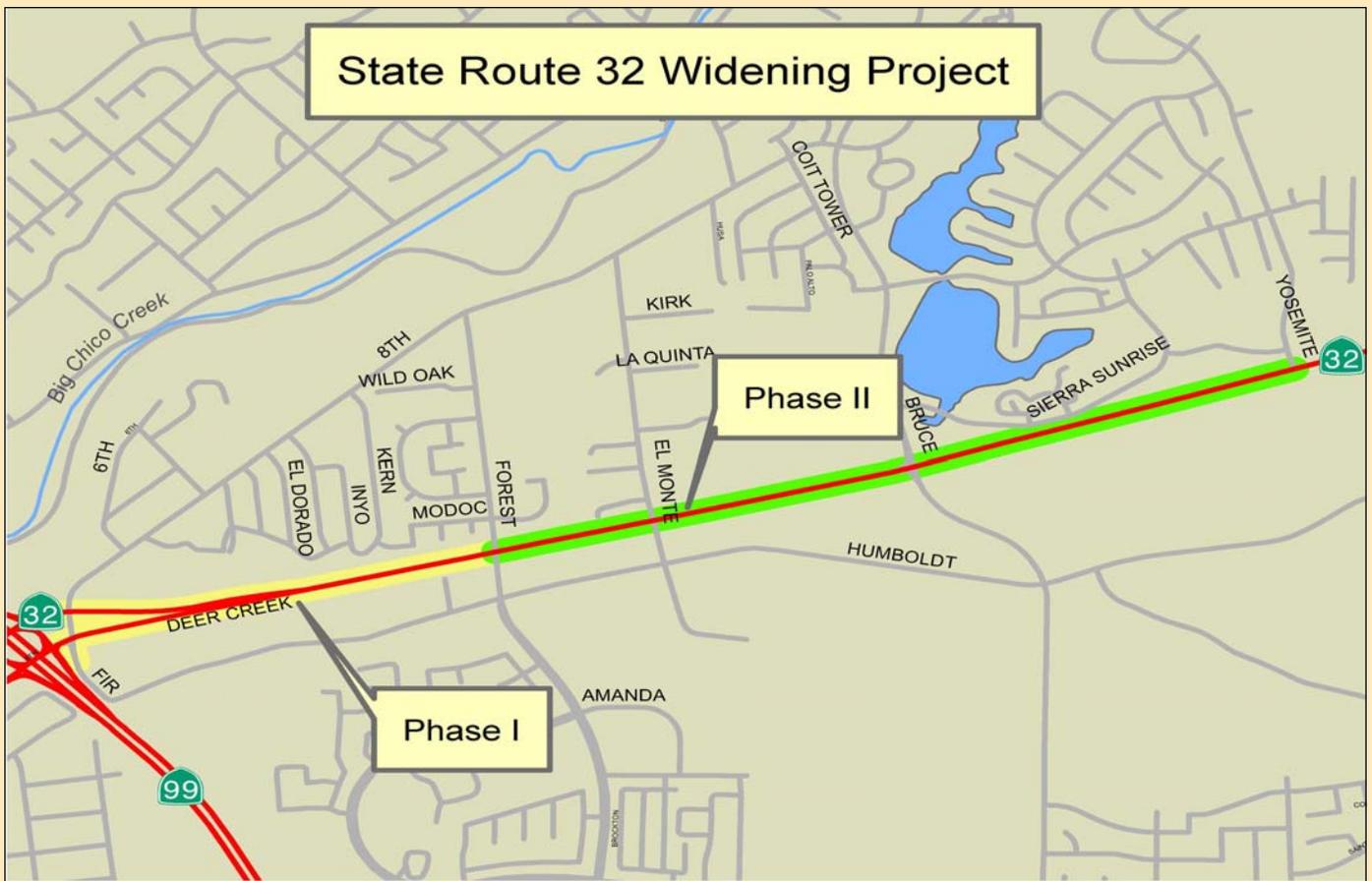
The proposed project would widen and improve approximately 2.6 miles of State Route 32, beginning at the southbound SR 99 ramps at the west end of the project corridor and extending past Yosemite Drive. SR 32 will be widened from two to three lanes in each direction from the east side of the SR 99 interchange to just east of Fir Street. The roadway will then be widened from two to four lanes (two in each direction) from Fir Street to 1000 feet east of Yosemite.

SR 32 in the project area serves primarily local traffic associated with development along the project corridor. Land uses along the project corridor vary from urban uses (offices and businesses) near SR 99 to residential uses further east. Land between SR 99 and El Monte Avenue is generally developed, primarily with residential uses on the north and office and commercial on the south.

Land between El Monte Avenue and Yosemite Avenue along the project corridor is generally undeveloped with the exception of a residential development located on the north side of SR 32 between Bruce Road and Yosemite Avenue.

Humboldt Road is a local connector that runs east-west and is located just south of SR 32. The roadway serves residential and office developments and is currently being widened to allow for improved sidewalks and Class II bike lanes.

The City of Chico has planned for bicycles and pedestrians traveling east-west in this area to use new facilities along Humboldt Avenue (paralleling SR 32 to the south) or existing multi-use paths along Big Chico Creek (paralleling SR 32 to the north). Bicycles will be allowed to use the shoulders of SR 32 if desired. Facilities for north-south crossings of SR 32 include sidewalks, crosswalks, and bike lanes on the east side of the Fir Street, Forest Avenue, El Monte Avenue, and Bruce Road intersections.



# State Route 32 Segment 11 & 12 Summary



**Segment 11 - Fir Street to Yosemite Drive (10.28/12.40)**

Segment 11 begins one block east of the SR 99/32 junction at Fir Street where a Caltrans sponsored park and ride facility is located. The segment begins as a four-lane facility and continues for approximately one quarter mile where it transitions to a two-lane conventional facility. The segment continues through three signalized intersections before ending at Yosemite Drive.

Within the next ten years, additional capacity will be needed to accommodate increased traffic from planned local development along the corridor. Currently, this portion of SR 32 is operating at peak hour LOS D, and averages 18,900 vehicles per day.

However, this segment includes the programmed (CMIA) Phase I widening to four-lanes, from Fir Street to Forest Avenue, and the planned Phase II (locally funded) widening to four-lanes, from Forest Avenue to Yosemite Drive (see page 14). With this additional capacity, LOS C is expected.



**Segment 12, Yosemite Drive to Butte/Tehama County Line (12.4/37.75)**

This segment of SR 32 is a two-lane conventional highway that climbs into the Sierra/Cascade foothills connecting the eastern portion of Chico to Forest Ranch. This segment connects to SR 36, which is the primary route to Lassen National Park.

Currently, this segment is operating at LOS D with an average traffic volume of 8,100, which is expected to increase approximately 41% over the planning period to a daily traffic volume of 14,054, but remain at LOS D. Based on travel and population forecasts, no major capacity improvements are required. However, sight distances are significantly restricted along this segment. Passing lanes and additional turnouts should be considered to relieve potential impacts that could arise from vehicles trying to pass. The shoulders along this segment range from two to five feet. Widening the facility to 40' standards, allowing for 8 foot shoulders, should be considered where ever feasible.

## Highway Improvement Projects

With Construction Cost in Thousands and Year of Funding or Completion

### Segment 11

**Planned:**

- ♦ Widen SR 32 to four lanes with intersection modifications from Forest Avenue to Yosemite Drive. (Locally funded, \$16,000; 2018) BCAG RTP

**Programmed:**

- ♦ SR 32 Widening Phase 1: Widen SR 32 to four lanes with intersection modifications from Fir Street to Forest Avenue. (CMIA, \$9,925; 2016)

**Conceptual:**

- ♦ Implement Complete Street strategies where appropriate

### Segment 12

**Planned:**

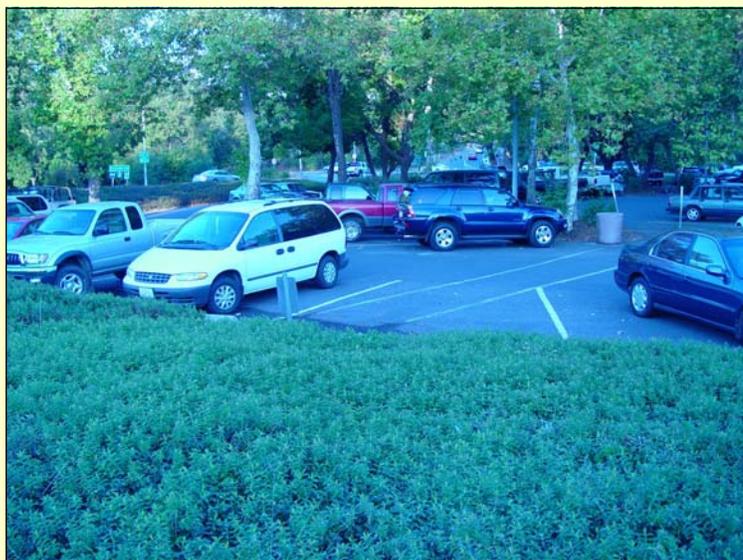
- ♦ No Planned Projects

**Programmed:**

- ♦ No Programmed Projects

**Conceptual:**

- ♦ Reduce sight restrictions by realigning select portions. Work with Butte County to identify possible locations. (\$2,500; 2025)
- ♦ Add passing lanes. Work with Butte County to identify possible locations (\$2,500; 2025)
- ♦ Widen shoulders to eight feet where possible (Cost and year to be determined.)



## State—Local Responsibility

Improvements to the State Highway System are the responsibility of both Caltrans and partner agencies. Developments affecting this State Route and the regional State Highway System may necessitate local jurisdictions to provide nexus-based proportional fair-share funding for future highway improvements and other transportation system improvements.

**Please contact us for questions and concerns about this TCCR:**

Caltrans District 3, Office of Transportation Planning

703 B Street, Marysville, CA, 95901-0911

Telephone: (530) 741-5151

Or visit the TCCR website at: <http://www.dot.ca.gov/dist3/departments/planning/systemplanning.html>