



To:	BCAG Interagency Consultation Partners
From:	Laura Yoon ICF Senior Manager, Air Quality and Climate Change
Cc:	Tracy Bettencourt and Jesse Hudson, City of Chico Claire Bromund, ICF
Date:	February 6, 2020
Subject:	Consultation on PM2.5 Hot-Spot Conformity Assessment for the Esplanade Corridor Safety and Accessibility Improvement Project in the City of Chico

Introduction

The City of Chico (City) is providing the following PM2.5 Hot-Spot Conformity Assessment for the Esplanade Corridor Safety and Accessibility Improvement Project (proposed project) for Interagency Consultation. As part of the environmental review, it is requested that the Interagency Consultation Partners concur that this project is not a “Project of Air Quality Concern” (POAQC). Any comments on the assessment should be sent as a reply to all partners. An interagency conference call can be held upon request.

Project Description

The proposed project includes various non-motorized “complete streets” improvements along the Esplanade corridor and on Oleander Avenue from 11th Avenue to Memorial Avenue in the City (see attached figures). The purpose of the project is to enhance mobility, connectivity, safety, and accessibility for roadway users of all ages and abilities, including automobiles, trucks, buses, and other large vehicles, bicyclists, and pedestrians, on the Esplanade from Memorial Way to 11th Avenue in Chico. The City’s primary goal is to incorporate “complete streets” features and provide safer connectivity for all users between the downtown and destinations along the corridor.

The project is needed due to multi-modal operational deficiencies and lack of sufficient facilities for pedestrian and bicycle travel modes on the Esplanade, and the parallel roadway, Oleander Avenue. Currently, no facilities, signage, or pavement markings are provided for bicycle riders on the complex Esplanade boulevard or frontage roads. Car/bicycle collision rates are extremely high. Pedestrians have no pedestrian signal crossings indicators, compounded by a signal system which does not provide the minimum crossing time needed. Curb ramps are installed at marked crosswalk

locations with sidewalks, but the ramp designs do not meet current Americans with Disabilities Act (ADA) design requirements. There are substantial gaps in the sidewalk on the east side frontage road of the Esplanade between 8th and 11th Avenues, and in various locations on Oleander Avenue, as well as East 10th Avenue.

The following “complete streets” elements are included in the proposed project. The attached project footprint map shows the improvements along the corridor. Refer to Attachment A for further description of each element.

- Pedestrian improvements
- ADA improvements
- Bicycle facility improvements
- Junior High School Area traffic flow improvements
- General vehicle guidance improvements
- 11th Avenue connection improvements
- Bidwell Mansion State Park Access Improvements
- Landscaping and lighting improvements

The proposed project is listed in the Butte County Council of Governments’ (BCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2019 Federal Transportation Improvement Program (FTIP) as part of the Congestion Mitigation and Air Quality Program (CMAQ). The 2016 RTP/SCS identifies the “complete streets” elements of the project as exempt from all transportation conformity requirements (regional and project-level) per 40 Code of Federal Regulations (CFR) 93.126, “Bicycle and Pedestrian Facilities”, “Pavement Markings”, and “Direction and Informational Signs”, and 40 CFR 93.128, “Traffic Signal Synchronization Projects”. The roundabout and new intersection signal are only exempt from regional transportation conformity per 40 CFR 93.127, “Intersection Signalization Projects” and “Intersection Channelization Projects”, respectively.

PM2.5 Hot-Spot Conformity Assessment

While the new single-lane roundabout at Memorial Way/Oleander Avenue near Chico Junior High School and new traffic signal at Oleander Avenue/1st Avenue are exempt from regional transportation conformity, the local effects of the improvements with respect to particulate matter emissions are subject to project-level transportation conformity requirements (per 40 CFR 93.127).

This project is in an area that is designated a maintenance for PM2.5, thus a project-level analysis for PM2.5 is required under 40 CFR 93.109. The United States Environmental Protection Agency (USEPA) *Transportation Conformity Guidance for Quantitative Hot-Spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas* requires hot-spot modeling for a POAQC. The final rule in 40 CFR 93.123(b)(1) defines a POAQC as:

- New highway projects that have a significant number of diesel vehicles and expanded highway projects that have a significant increase in the number of diesel vehicles.
- Projects affecting intersections that are at level of service (LOS) D, E, or F with a significant number of diesel vehicles, or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
- New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
- Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
- Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5 or PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project is not considered a POAQC for PM2.5 and does not require hot-spot modeling because it does not meet the requirements, as described below.

- **New or expanded highway projects that have a significant number of or significant increase in diesel vehicles.** The proposed project is not a new or expanded highway project. Average daily traffic (ADT) along the Esplanade in the project area is projected to be 23,924 under opening year (2022) conditions and 25,397 under design year (2030) conditions (West pers. comm.). Heavy-duty diesel volumes represent 2% of total ADT and would be 478 and 508 under opening (2022) and design (2030) year conditions, respectively (Gilpin pers. comm.). Implementation of the project would not change ADT or truck volumes, relative to the No Build Alternative.
- **Projects affecting intersections that are at Level of Service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.** Tables 1 and 2 summarize the intersection operations analysis, including peak-hour volumes, delay, and LOS. All intersections except Esplanade and 1st Avenue, Esplanade and 7th Avenue, and Esplanade and 11th Avenue would operate at LOS C or better during peak-hours. While 1st, 7th, and 11th Avenues would operate at LOS D or E for one or more peak-hour, implementation of the project would not increase vehicle volumes or significantly affect traffic operations such that the LOS or vehicle delay would be degraded, relative to No Build conditions. Moreover, as noted above, heavy-duty diesel volumes represent only 2% of total traffic. Accordingly, the project would not negatively affect intersections that serve a significant number of diesel vehicles.
- **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.** The proposed project has no bus or rail terminal component, and it will not alter travel patterns to or from any existing bus or rail terminal.
- **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.** The proposed project will not expand any bus terminal, rail terminal, or related transfer point that will increase the number of diesel vehicles congregating at any single location.

Table 1. Opening Year (2022) Intersection Operations Analysis

Cross-street with Esplanade	AM Peak Hour (Build and No Build)			PM Peak Hour (Build and No Build)		
	Volume (veh/hr) ^a	Delay (sec/veh)	LOS	Volume (veh/hr) ^a	Delay (sec/veh)	LOS
Memorial Ave	1,815	14.6	B	2,166	12.2	B
Lincoln Ave	1,956	18.3	B	2,411	20.9	C
1st Avenue	2,850	46.7	D	3,247	35.9	D
3rd Avenue	2,195	27.9	C	2,315	20.1	C
5th Avenue	2,352	18.6	B	2,535	16.6	B
7th Avenue	2,250	31.0	C	2,432	18.5	B
9th Avenue	2,250	11.5	B	2,433	9.9	A
11th Avenue	2,319	39.4	D	2,501	15.1	B

Sources: Alta Planning + Design 2019; Gilpin pers. comm., West pers. comm.

Notes:

^a Heavy-duty diesel vehicles represent 2% of the total traffic volume.

Table 2. Design Year (2030) Intersection Operations Analysis

Cross-street with Esplanade	AM Peak Hour (Build and No Build)			PM Peak Hour (Build and No Build)		
	Volume (veh/hr) ^a	Delay (sec/veh)	LOS	Volume (veh/hr) ^a	Delay (sec/veh)	LOS
Memorial Ave	1,926	18.5	B	2,299	12.6	B
Lincoln Ave	2,076	18.2	B	2,560	26.5	C
1st Avenue	3,027	63.7	E	3,448	38.4	D
3rd Avenue	2,329	31.4	C	2,458	20.6	C
5th Avenue	2,497	20.9	C	2,690	17.5	B
7th Avenue	2,390	43.3	D	2,582	24.9	C
9th Avenue	2,389	12.5	B	2,581	11.2	B
11th Avenue	2,461	52.9	D	2,655	15.9	B

Sources: Alta Planning + Design 2019; Gilpin pers. comm., West pers. comm.

Notes:

^a Heavy-duty diesel vehicles represent 2% of the total traffic volume.

- Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.** The project site is not in or affecting an area or location identified in any PM2.5 implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

Based on the above analysis, the City has determined that the proposed project is not a POAQC. Therefore, no further analysis is required.

Public Involvement Process

Because the NEPA document for the proposed project is to be approved as a CE, no additional public involvement is required for this assessment.

If you have questions or need additional information, please contact Laura Yoon, Senior Air Quality and Climate Change Manager at ICF by email laura.yoon@icf.com or by phone at (916) 231-9774. The City is also available for questions on the project and can be reached by contacting Tracy Bettencourt at tracy.bettencourt@Chicoca.gov or Jesse Hudson at jesse.hudson@Chicoca.gov.

References Cited

- Alta Planning + Design. 2019. Updated Traffic Analysis of Esplanade Corridor with Class 1 Path. Memorandum to the City of Chico. September 10.
- Gilpin, Joe. Vice-President. Alta Planning + Design, Inc. September 26 and 27, 2019—email messages to ICF regarding Esplanade Traffic Data for Air Quality Analysis.
- U.S. Environmental Protection Agency. 2020. Nonattainment Areas for Criteria Pollutants. Available: Last Revised: January 31, 2020. <https://www.epa.gov/green-book>. Accessed: February 6, 2020.
- West, Wyatt. City of Chico, CA. October 3, 2019—email message to ICF regarding Esplanade Traffic Data for Air Quality Analysis.

Attachment A

Complete Streets Improvements and Figures

The proposed non-motorized “complete streets” improvements along the Esplanade corridor and on Oleander Avenue are listed in more detail in the sections below and are shown on the project footprint map.

Pedestrian Improvements

- Install new pedestrian countdown crossing signal heads and pedestrian push button activation at all existing traffic signals on the Esplanade with sufficient crossing timing that meets Federal guidelines.
- Add vehicle detection as necessary replacing timed signalization with an on-demand detection system.
- Provide adequate pedestrian crossing refuge islands at unsignalized intersections on the Esplanade.
- Consistently mark pedestrian crosswalks at all crossing locations.
- Prepare enhanced signal timing plan to respond to vehicles, bikes and pedestrian needs.
- Maintain signal progression on the Esplanade during off-peak hours

ADA Improvements

- Improve connection to the 11th Avenue Airport Class I multi-use path with adequate walkway and ramps, on the southwest, southeast and northeast corner of the intersection.
- Install ADA accessible curb ramps at all crosswalk locations.
- Install missing sidewalks at identified gap closure locations (see project footprint map)

Bicycle Facility Improvements

- Install paved Class I multi-use bicycle/pedestrian path on old rail right-of-way (east side) with appropriate safety crossing measures.
- Discourage wrong-way riders on the west side frontage road by adding a shared space pavement design to slow vehicle and bicycle traffic through conflict zones.
- Add marked bicycle route on Oleander Avenue which favors minimal stopping except at 1st Avenue and 5th Avenue.
- Install traffic signals at West Sacramento Avenue/Esplanade and Oleander Avenue/1st Avenue with bike crossing emphasis.

Junior High School Area Improvements

- Change intersection design at Memorial Way/Oleander Avenue (near Chico Junior High School) to a single-lane roundabout.

General Vehicle Guidance Improvements

- Provide clear and consistent pavement markings at frontage road intersection areas.
- Create the shared space area at crossings of the east-west streets and frontage roads.
- Install traffic signal indications guiding cross traffic to stop “outside” of the frontage road where appropriate.

11th Avenue Connection Improvements

- Enhance connections between the 11th Avenue and the Airport Class I Multi-use path.

Other Amenities

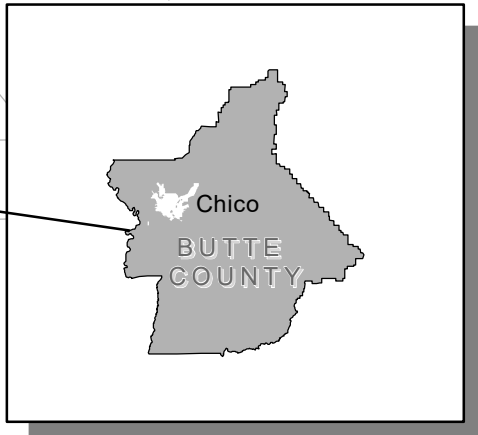
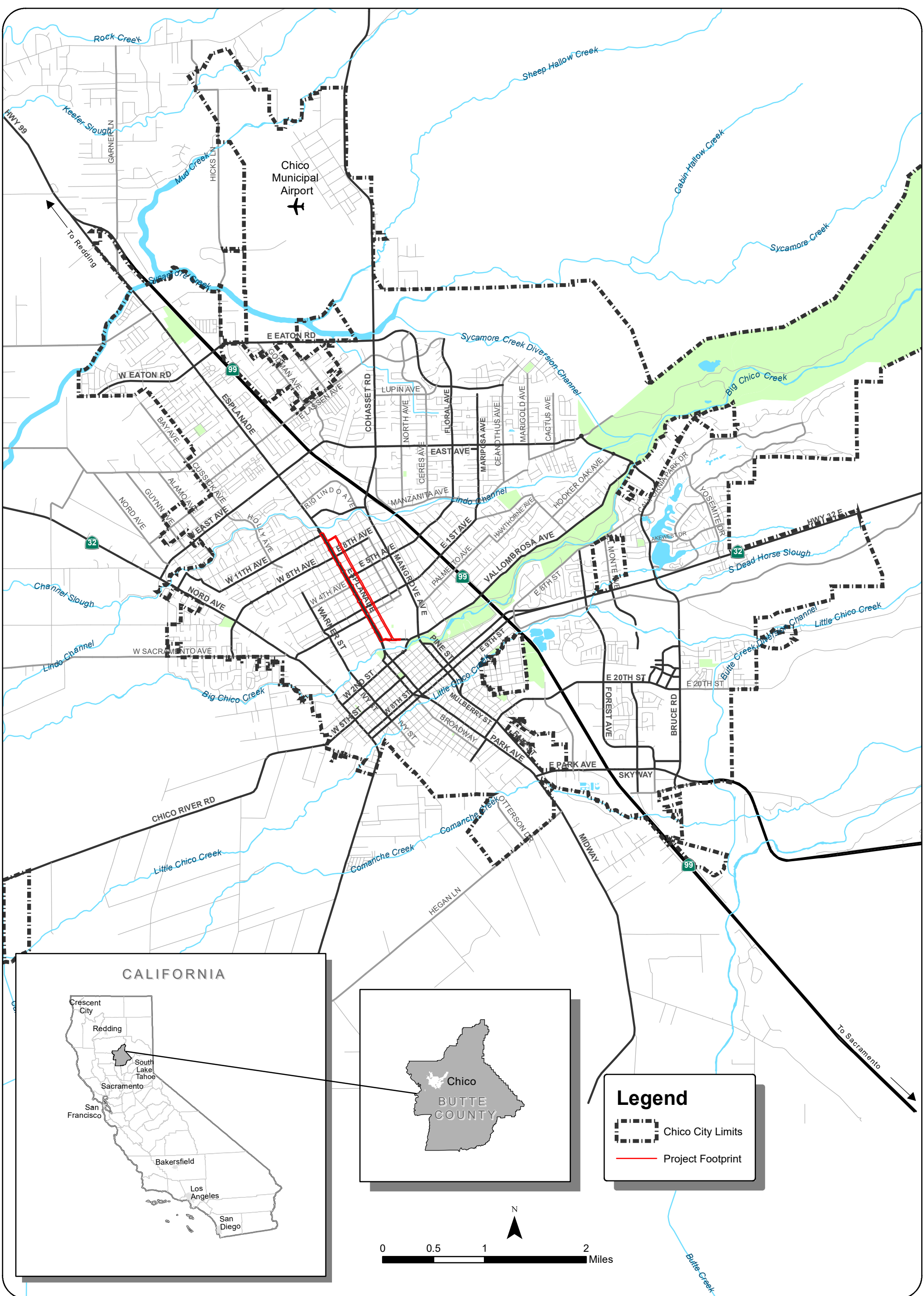
- Install pedestrian-scale lighting in the form of full cutoff, energy-efficient LED fixtures restricted to illuminate pathways in order to minimize light “spill over” to adjacent properties.
- Install replacement landscaping within the project footprint.

Typical Signalized Intersection

- Provide a Class I multi-use path in the eastern median.
- Provide textured “mixing zone” at the intersection of southbound frontage and east-west cross streets.
- Eliminate northbound right-turn pocket, where applicable.
- Provide pedestrian refuge islands on medians.
- Update signal timing with adequate crossing time in the east-west directions.
- Refresh striping and add crosswalks, where applicable.

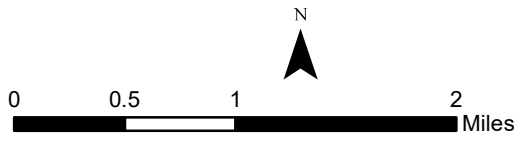
Typical Unsignalized Intersection

- Provide a Class I multi-use path in the eastern median.
- Provide textured “mixing zone” at the intersection of southbound frontage and east-west cross streets.
- Provide pedestrian refuge islands on medians.
- Refresh striping and add crosswalks, where applicable.



Legend

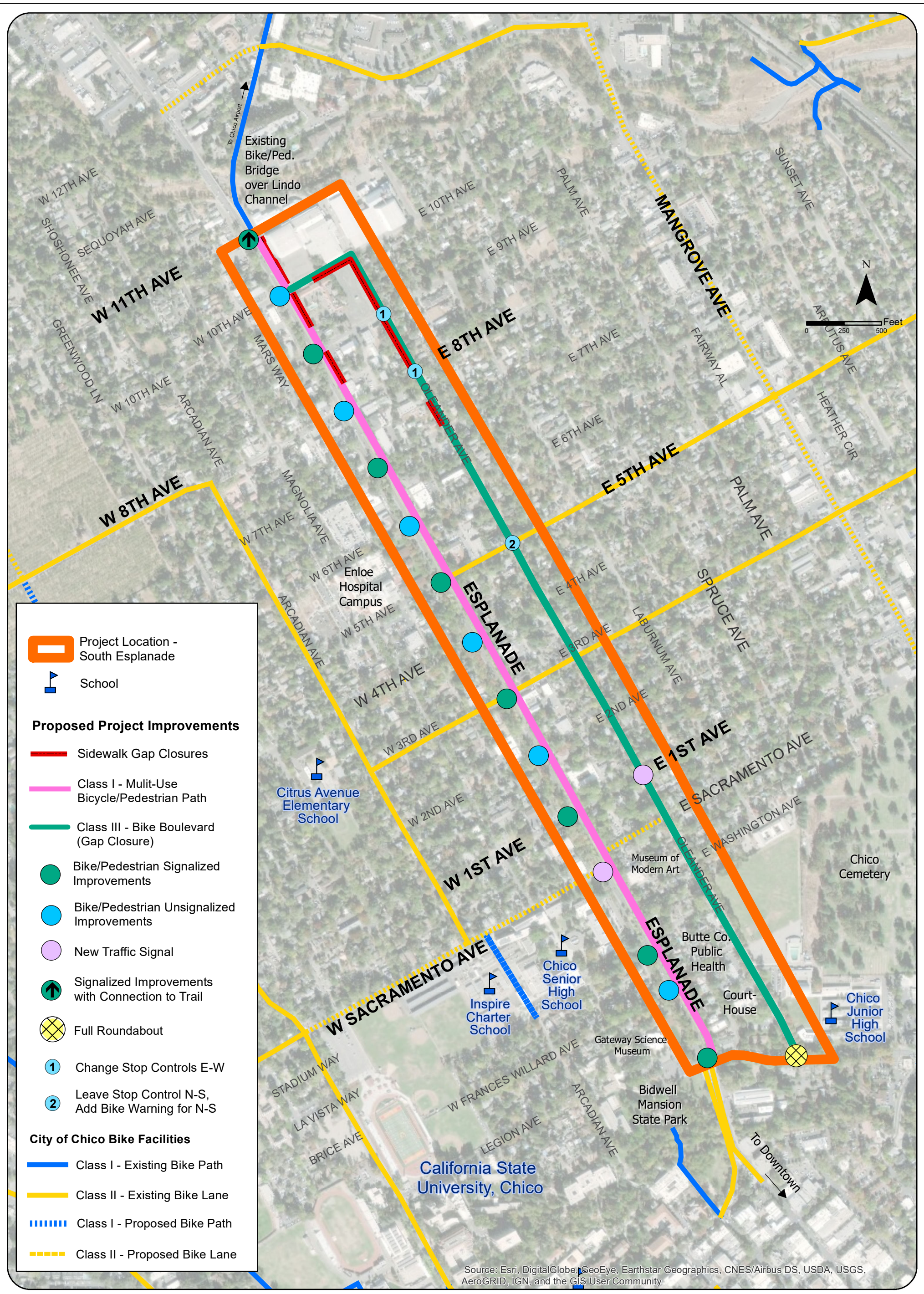
- Chico City Limits
- Project Footprint



CITY OF CHICO
 PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION
 411 Main Street
 Chico, California 95926

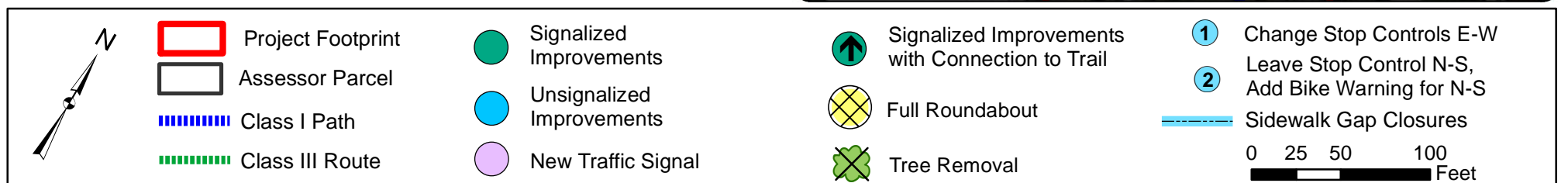
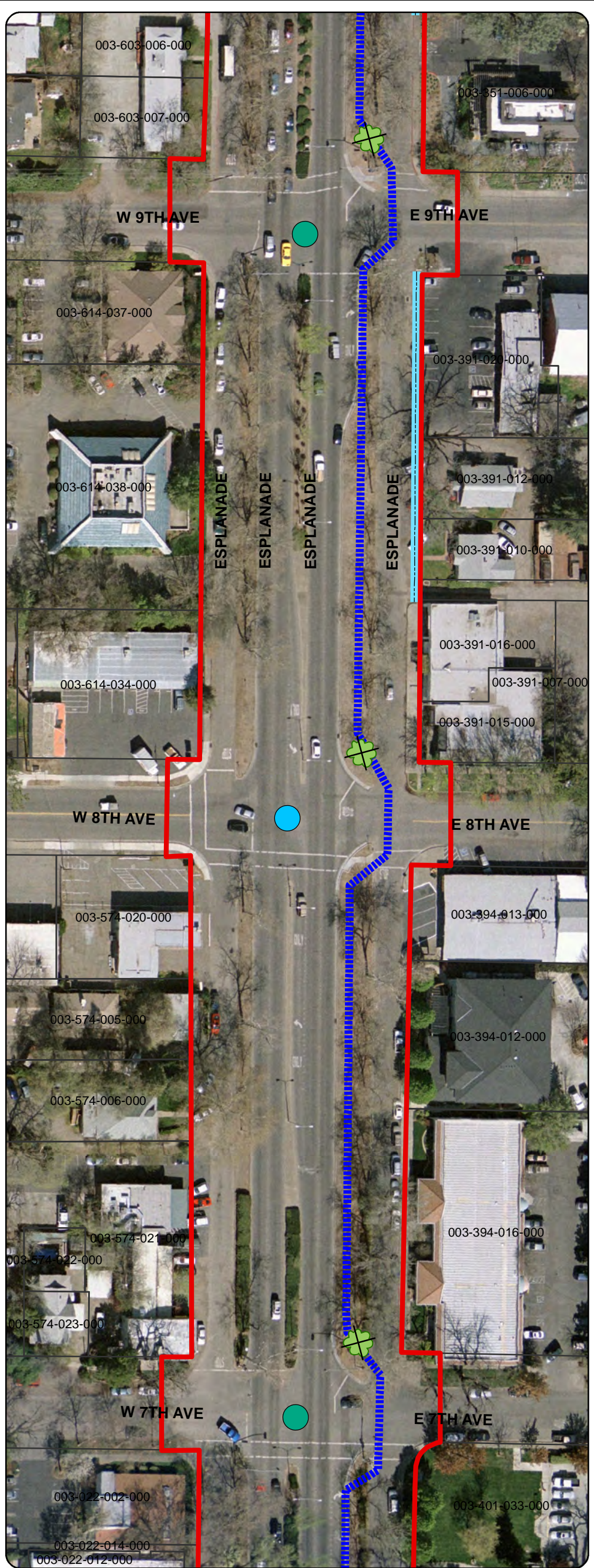
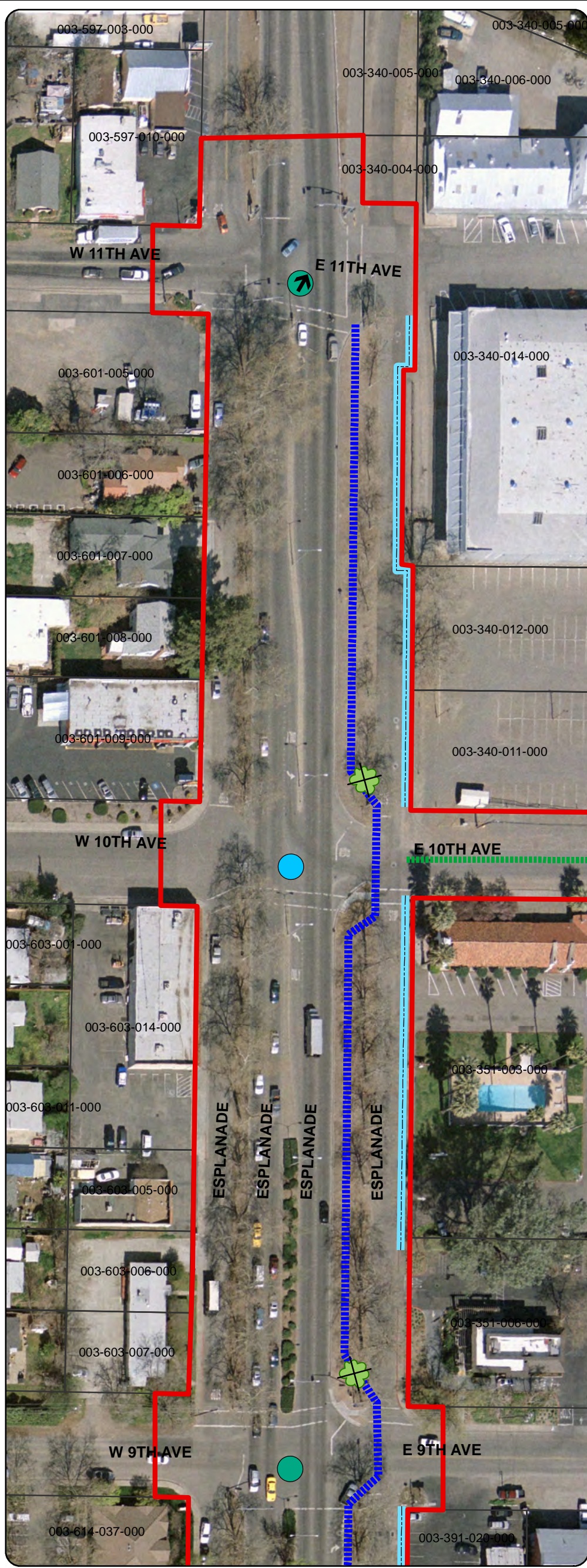
**ESPLANADE CORRIDOR SAFETY AND
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 CIP NO. 50355

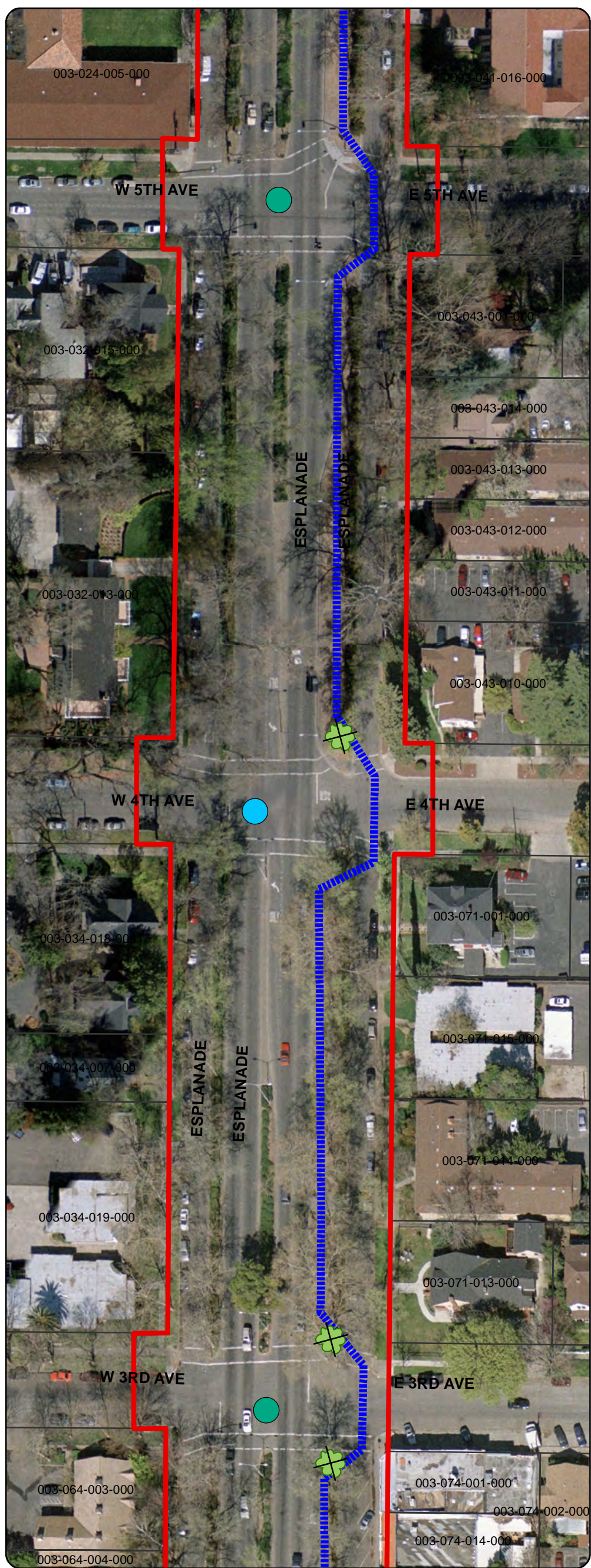
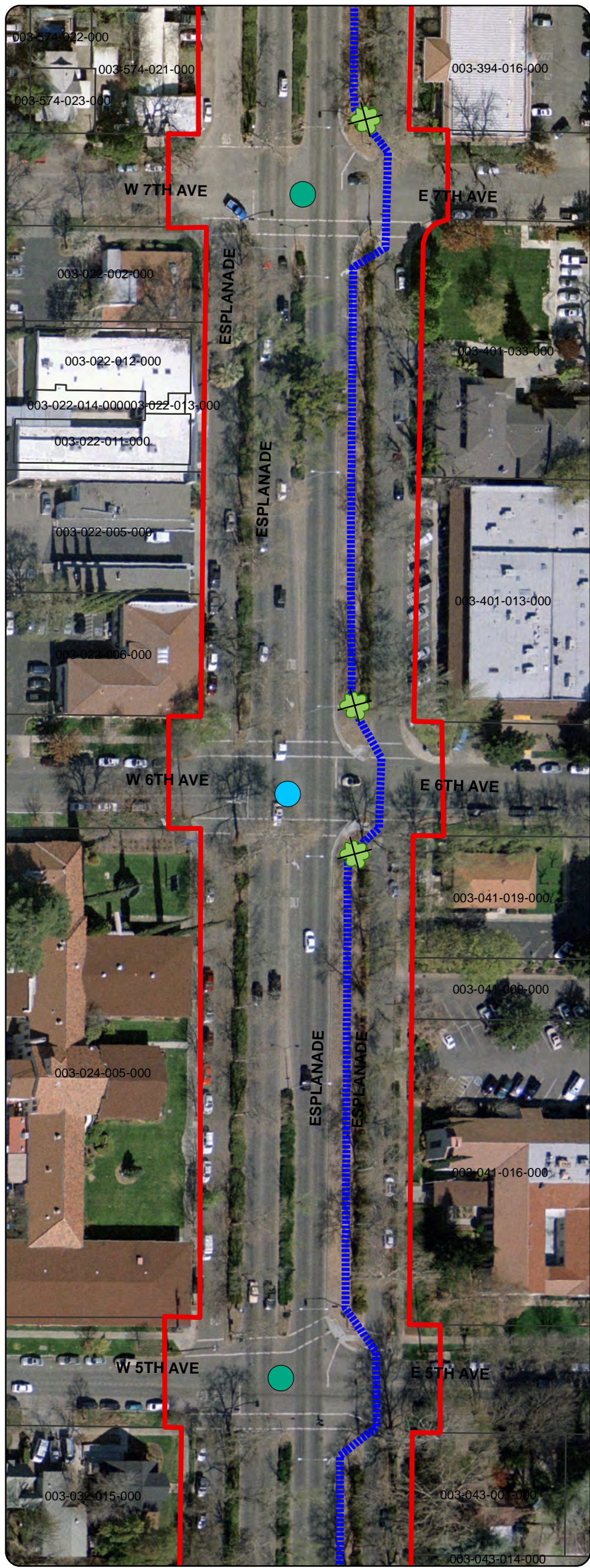
**PROJECT VICINITY
 MAP**
 J ERDAHL
 AUGUST 2019



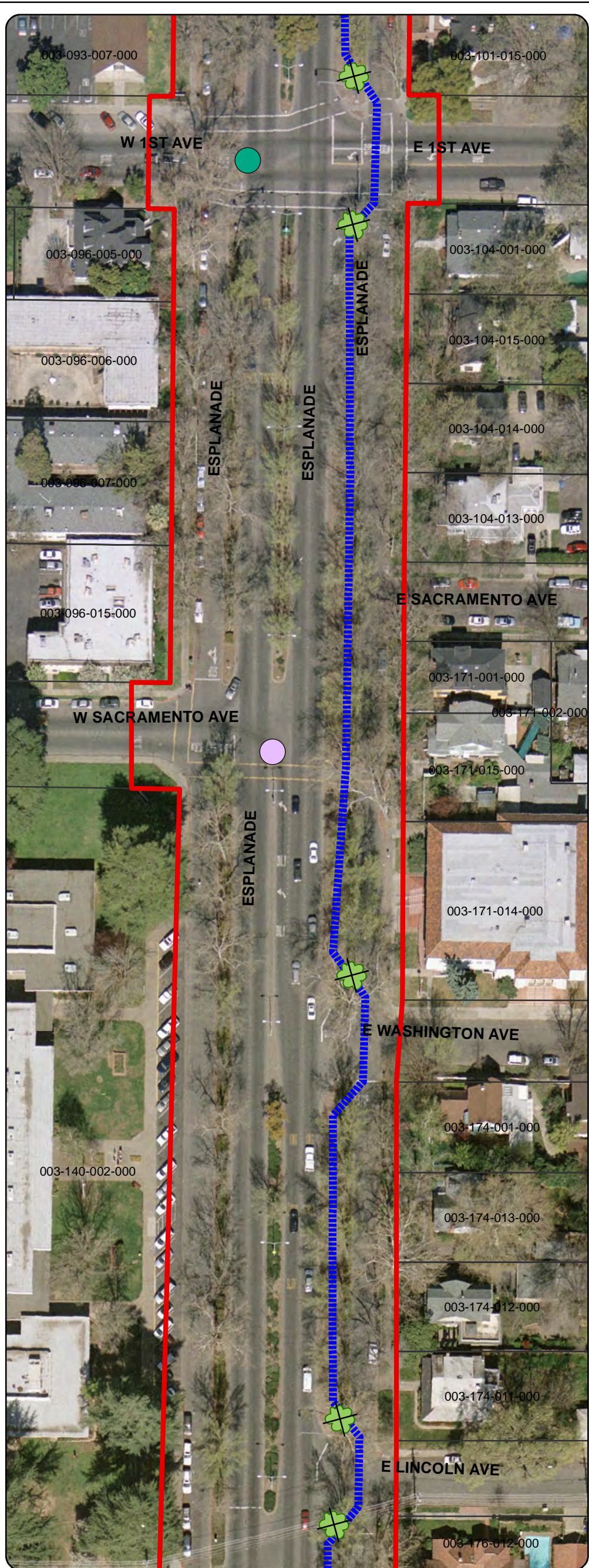
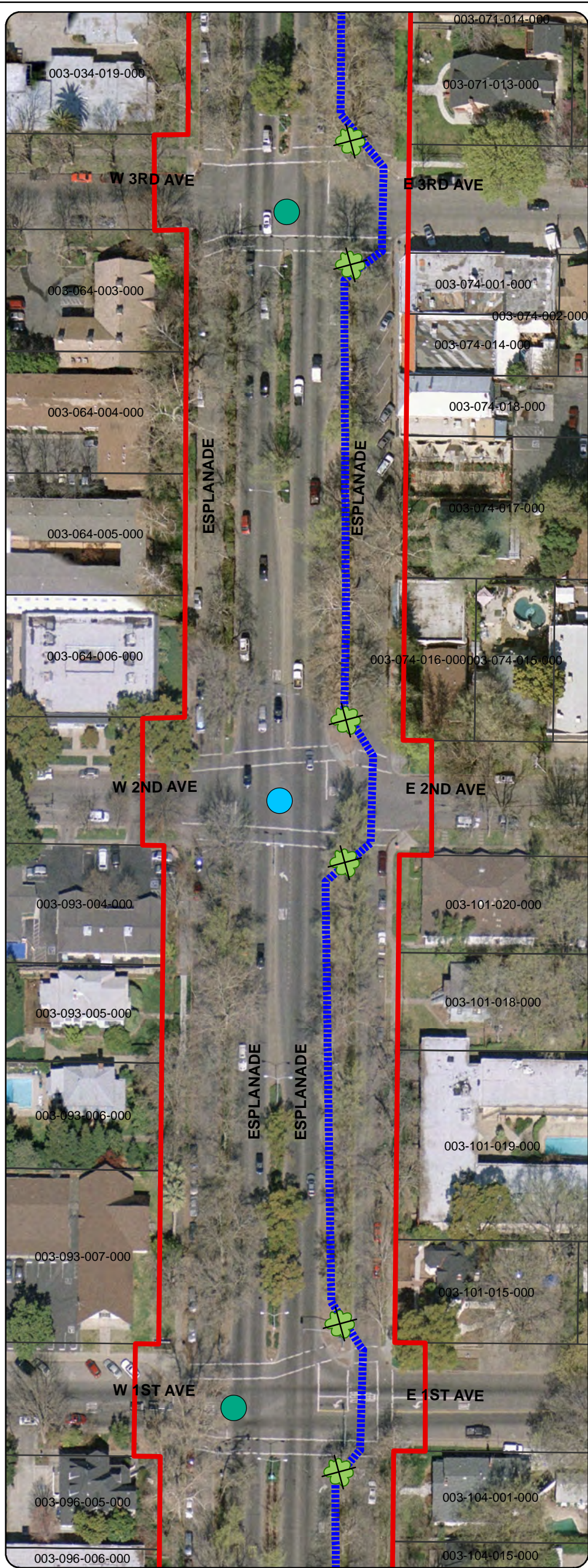
- Project Location - South Esplanade
- School
- Proposed Project Improvements**
- Sidewalk Gap Closures
- Class I - Multi-Use Bicycle/Pedestrian Path
- Class III - Bike Boulevard (Gap Closure)
- Bike/Pedestrian Signalized Improvements
- Bike/Pedestrian Unsignalized Improvements
- New Traffic Signal
- Signalized Improvements with Connection to Trail
- Full Roundabout
- Change Stop Controls E-W
- Leave Stop Control N-S, Add Bike Warning for N-S
- City of Chico Bike Facilities**
- Class I - Existing Bike Path
- Class II - Existing Bike Lane
- Class I - Proposed Bike Path
- Class II - Proposed Bike Lane

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

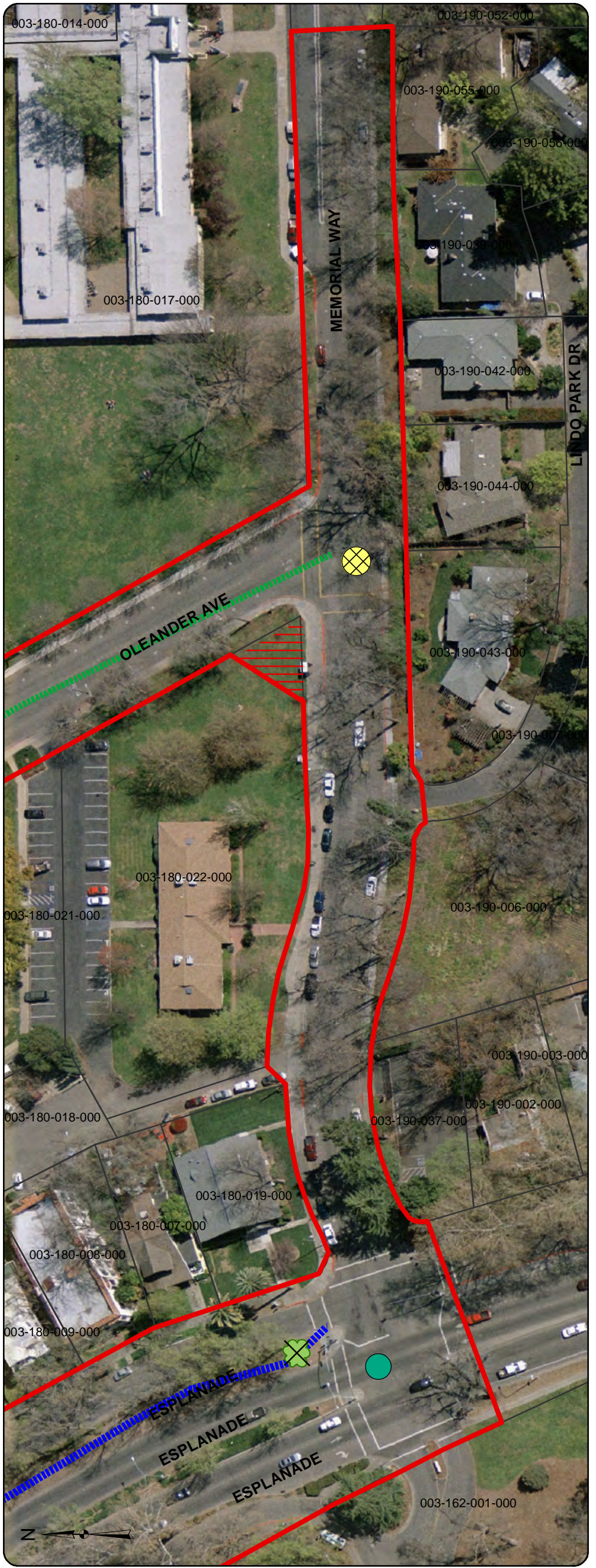
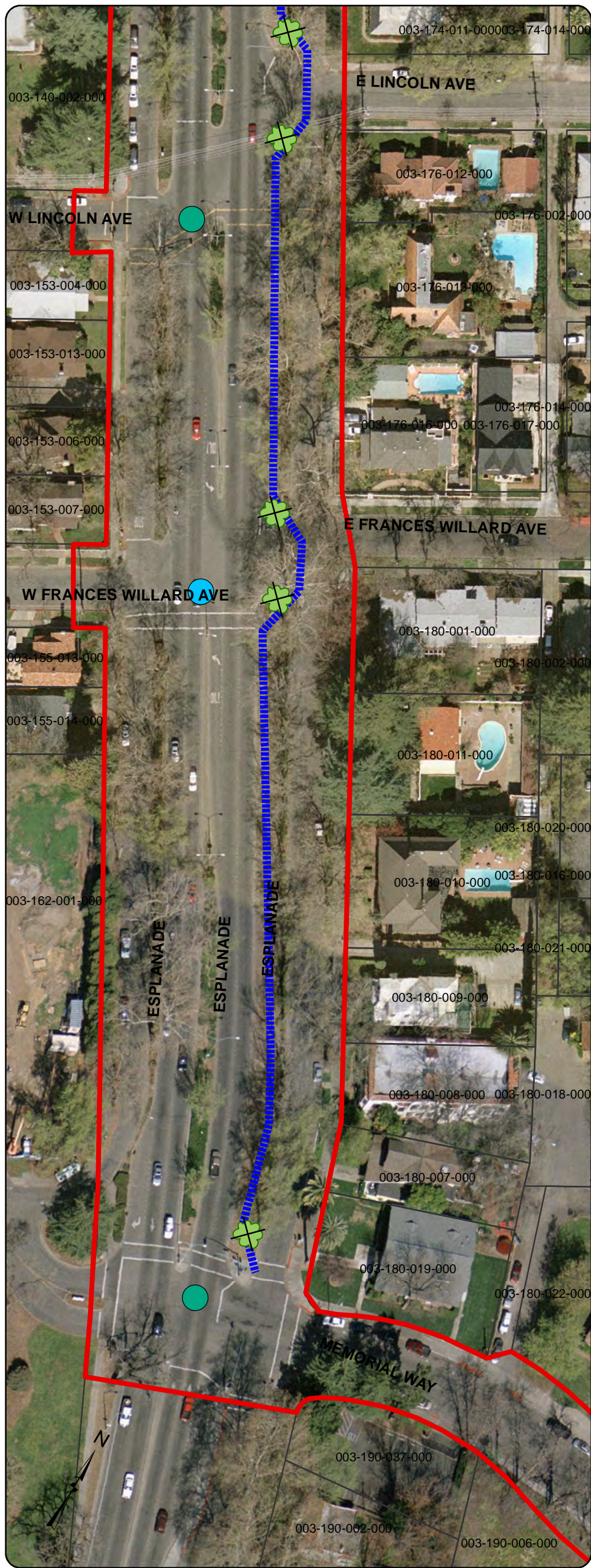




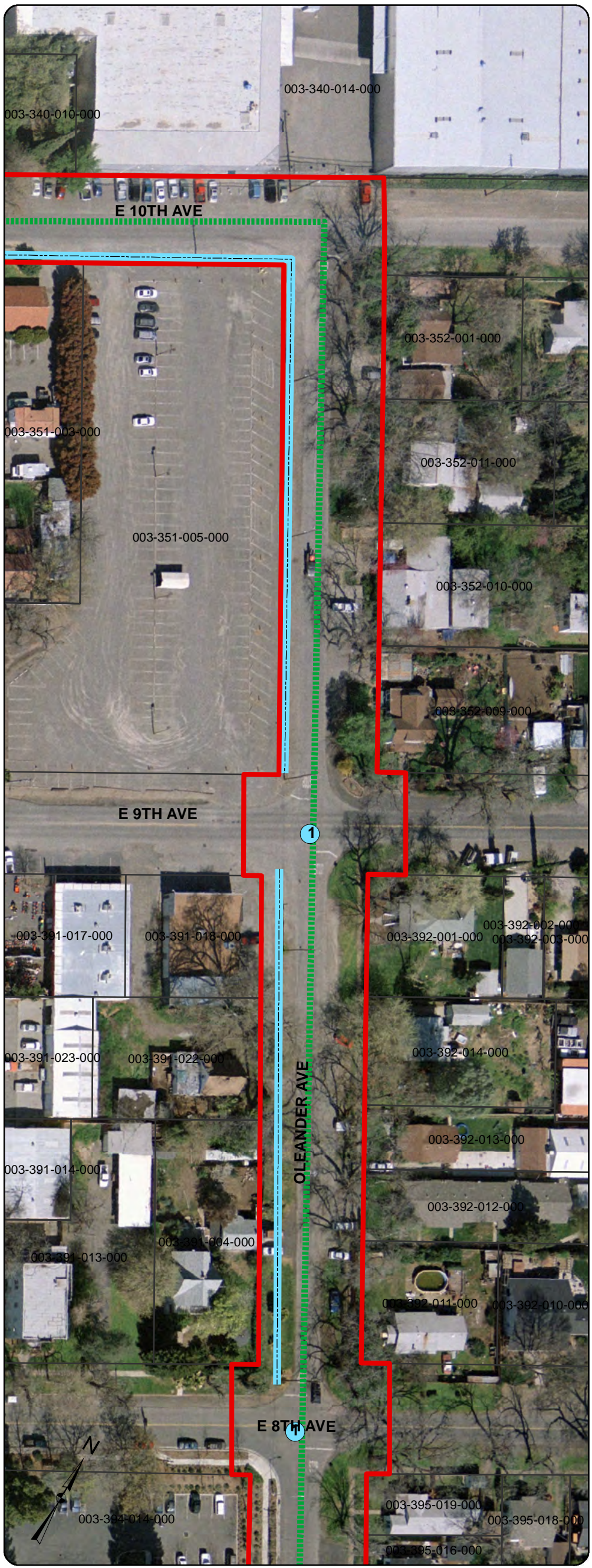
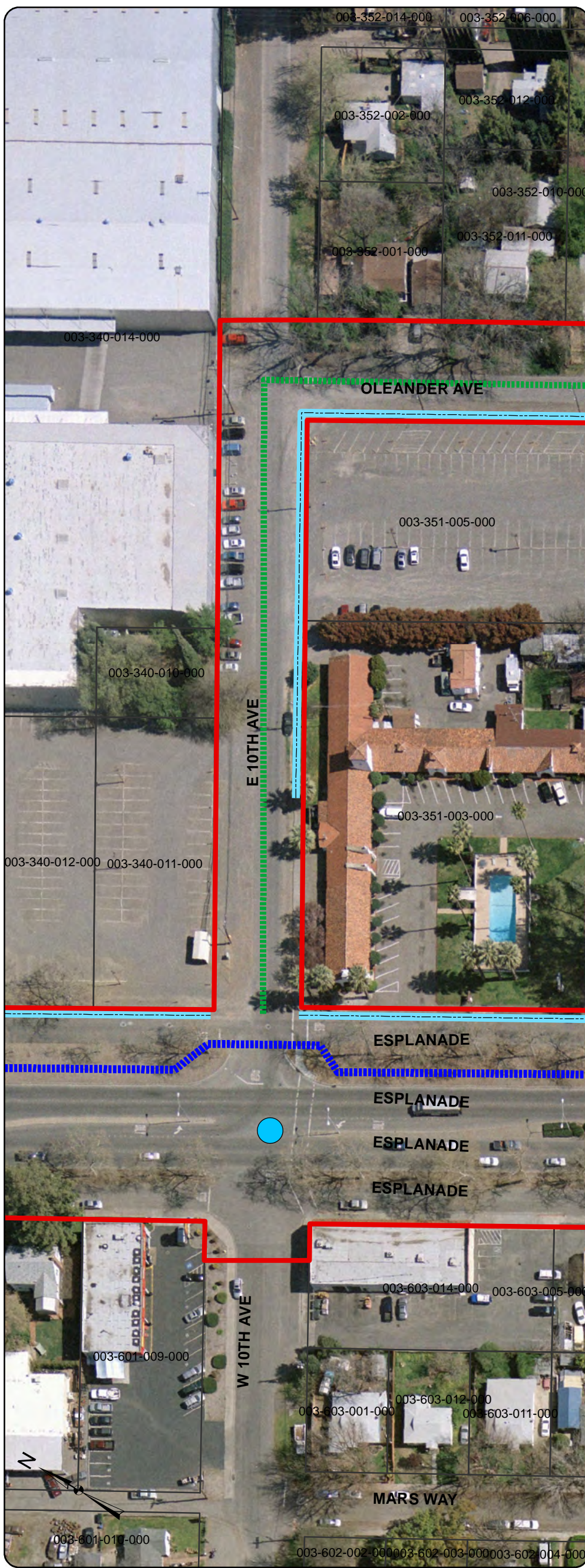
	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	1 Change Stop Controls E-W
	Assessor Parcel	Unsignalized Improvements	Full Roundabout	2 Leave Stop Control N-S, Add Bike Warning for N-S
	Class I Path	New Traffic Signal	Tree Removal	Sidewalk Gap Closures
	Class III Route			



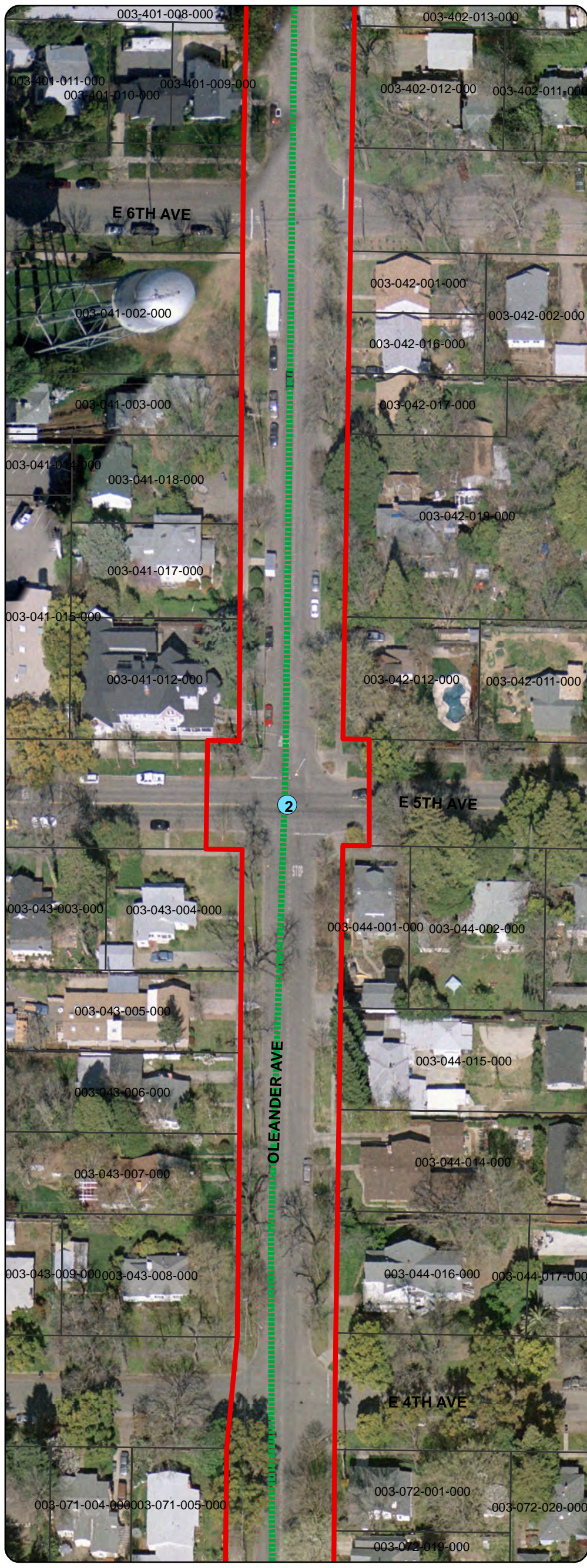
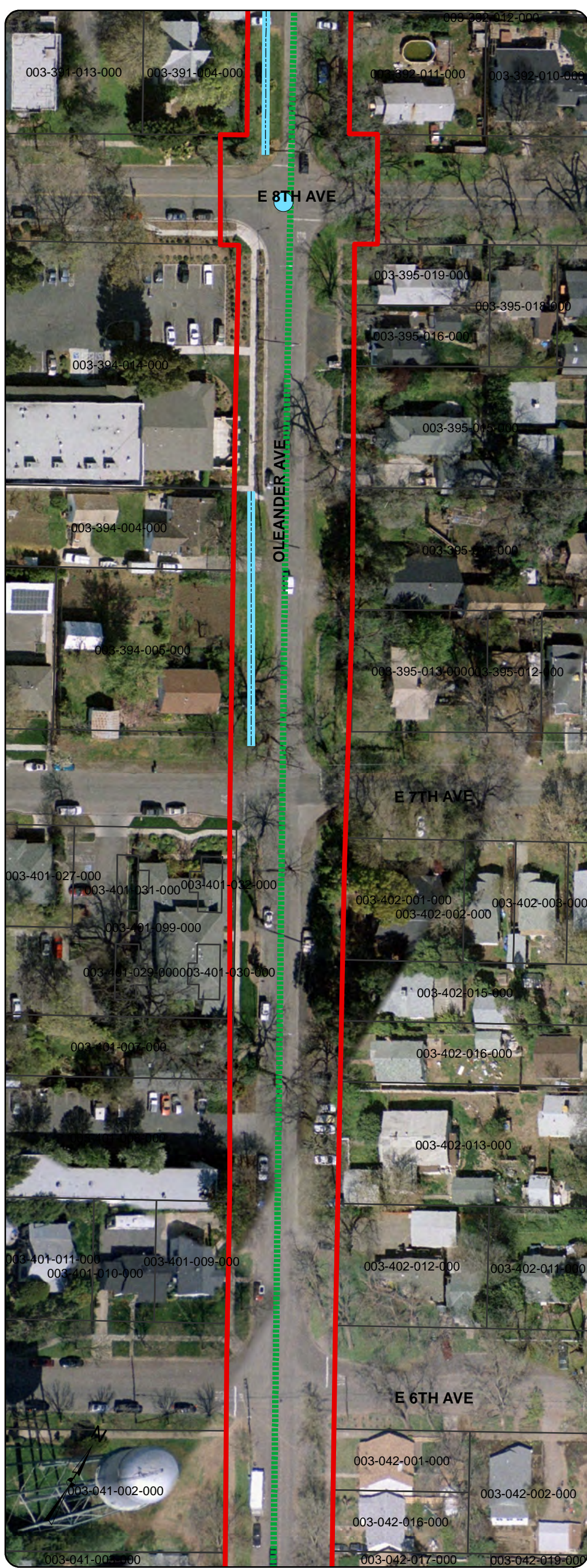
	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	1 Change Stop Controls E-W
	Assessor Parcel	Unsignalized Improvements	Full Roundabout	2 Leave Stop Control N-S, Add Bike Warning for N-S
	Class I Path	New Traffic Signal	Tree Removal	Sidewalk Gap Closures
	Class III Route			0 25 50 100 Feet



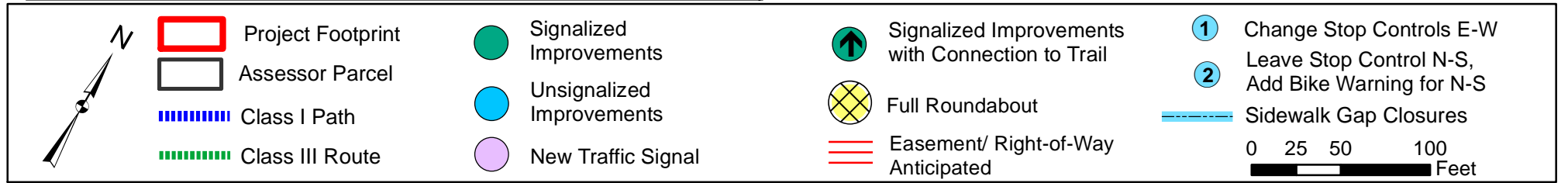
Easement/ Right-of-Way Anticipated	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	1 Change Stop Controls E-W
Assessor Parcel	Class I Path	Unsignalized Improvements	Full Roundabout	2 Leave Stop Control N-S, Add Bike Warning for N-S
Class III Route	New Traffic Signal	Tree Removal	Sidewalk Gap Closures	0 25 50 100 Feet

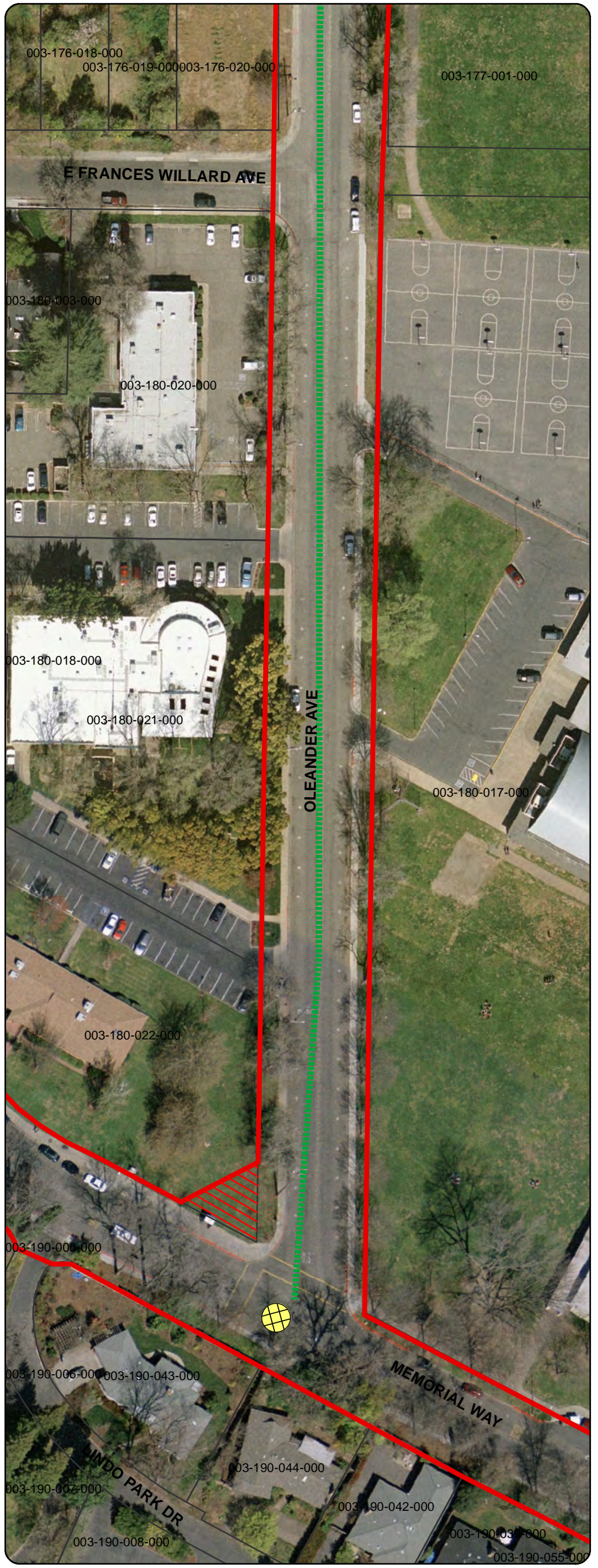
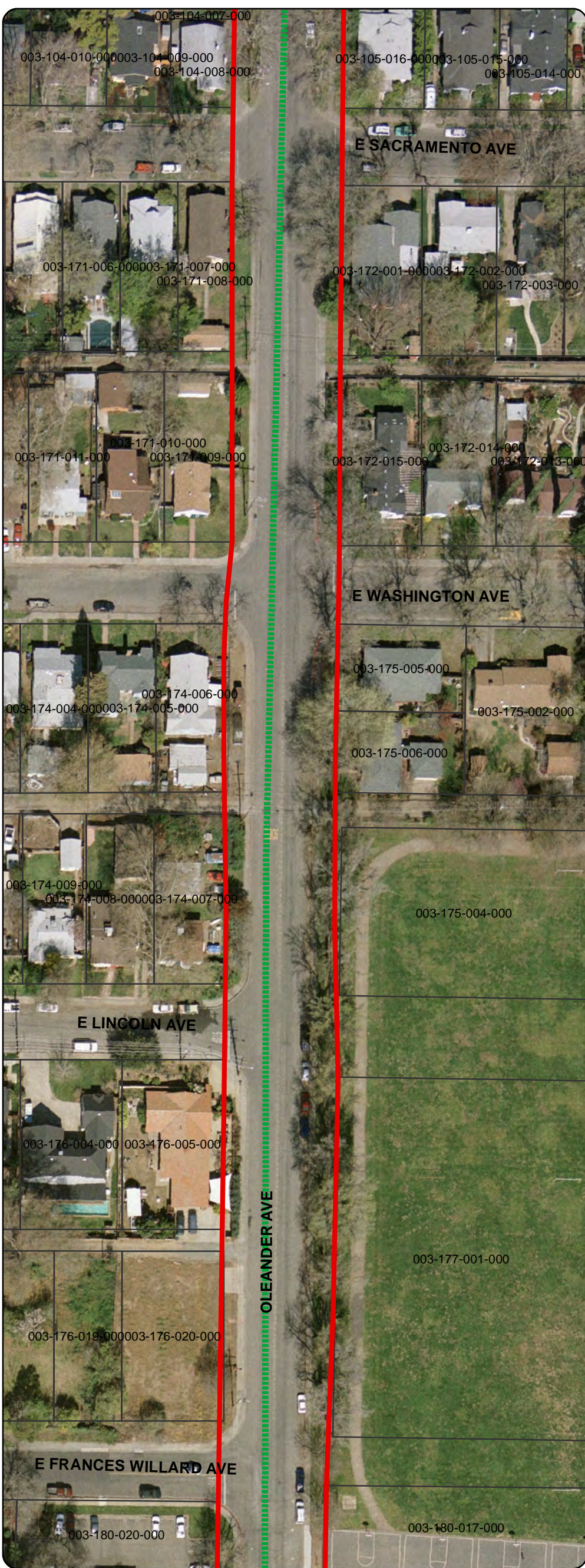


Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	Change Stop Controls E-W
Assessor Parcel	Unsignalized Improvements	Full Roundabout	Leave Stop Control N-S, Add Bike Warning for N-S
Class I Path	New Traffic Signal	Easement/ Right-of-Way Anticipated	Sidewalk Gap Closures
Class III Route			0 25 50 100 Feet



	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	Change Stop Controls E-W
	Assessor Parcel	Unsignalized Improvements	Full Roundabout	Leave Stop Control N-S, Add Bike Warning for N-S
	Class I Path	New Traffic Signal	Easement/ Right-of-Way Anticipated	Sidewalk Gap Closures
	Class III Route			





	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	1 Change Stop Controls E-W
	Assessor Parcel	Unsignalized Improvements	Full Roundabout	2 Leave Stop Control N-S, Add Bike Warning for N-S
	Class I Path	New Traffic Signal	Easement/ Right-of-Way Anticipated	Sidewalk Gap Closures
	Class III Route			0 25 50 100 Feet

CTIPS ID# <i>(required)</i> 202-0000-0194									
ICR Consideration Date <i>(requested timeframe)</i> February 2020									
Project Description <i>(clearly describe project)</i> <p>The Esplanade Corridor Safety and Accessibility Improvement Project (proposed project) includes various non-motorized “complete streets” improvements along the Esplanade corridor and on Oleander Avenue from 11th Avenue to Memorial Avenue in the City (see attached figures). The project also includes a new single-lane roundabout at Memorial Way/Oleander Avenue near Chico Junior High School and new traffic signal at Oleander Avenue/1st Avenue. The purpose of the project is to enhance mobility, connectivity, safety, and accessibility for roadway users of all ages and abilities, including automobiles, trucks, buses, and other large vehicles, bicyclists, and pedestrians, on the Esplanade from Memorial Way to 11th Avenue in Chico. The City’s primary goal is to incorporate “complete streets” features and provide safer connectivity for all users between the downtown and destinations along the corridor.</p> <p>The proposed project is listed in the Butte County Council of Governments’ (BCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and 2019 Federal Transportation Improvement Program (FTIP) as part of the Congestion Mitigation and Air Quality Program (CMAQ). The 2016 RTP/SCS identifies the “complete streets” elements of the project as exempt from all transportation conformity requirements (regional and project-level) per 40 Code of Federal Regulations (CFR) 93.126, “Bicycle and Pedestrian Facilities”, “Pavement Markings”, and “Direction and Informational Signs”, and 40 CFR 93.128, “Traffic Signal Synchronization Projects”. The roundabout and new intersection signal are only exempt from regional transportation conformity per 40 CFR 93.127, “Intersection Signalization Projects” and “Intersection Channelization Projects”, respectively.</p>									
Type of Project <i>(use Table 1 on page 2)</i> Intersection channelization, intersection signalization									
County Butte	Narrative Location/Route & Postmiles The Esplanade and Oleander Avenue from 11 th Avenue to Memorial Avenue Caltrans Projects – EA# ATPCML-5037(037)								
Lead Agency: City of Chico, in cooperation with Caltrans									
Contact Person Tracy Bettencourt	Phone# 530-879-6903	Fax#	Email tracy.bettencourt@chicoca.gov						
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>									
<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	<input type="checkbox"/>	EA or Draft EIS	<input type="checkbox"/>	FONSI or Final EIS	<input type="checkbox"/>	PS&E or Construction	<input type="checkbox"/>	Other
Scheduled Date of Federal Action: 2020									
NEPA Delegation – Project Type <i>(check appropriate box)</i>									
<input type="checkbox"/>		<input checked="" type="checkbox"/>	Section 6004 – Categorical Exemption		<input type="checkbox"/>		Section 6005 – Non-Categorical Exemption		
Current Programming Dates <i>(as appropriate)</i>									
	PE/Environmental	ENG	ROW	CON					
Start	2019	2020	2020	2021					
End	2020	2021	2021	2022					

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The project is needed due to multi-modal operational deficiencies and lack of sufficient facilities for pedestrian and bicycle travel modes on the Esplanade, and the parallel roadway, Oleander Avenue. Currently, no facilities, signage, or pavement markings are provided for bicycle riders on the complex Esplanade boulevard or frontage roads. Car/bicycle collision rates are extremely high. Pedestrians have no pedestrian signal crossings indicators, compounded by a signal system which does not provide the minimum crossing time needed. Curb ramps are installed at marked crosswalk locations with sidewalks, but the ramp designs do not meet current Americans with Disabilities Act (ADA) design requirements. There are substantial gaps in the sidewalk on the east side frontage road of the Esplanade between 8th and 11th Avenues, and in various locations on Oleander Avenue, as well as East 10th Avenue.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project site is surrounded by the following land uses:

- Medium and low density residential
- Airport Bike Path at the north end of the study area
- Enloe Hospital between 5th and 6th Avenues
- State Route 99 to the east via 1st Avenue
- Chico High School between Sacramento and Lincoln Avenues
- Museum of Northern California Art at East Washington Avenue
- Bidwell Mansion Historic Park at Memorial Way
- Gateway Science Museum at Memorial Way
- Chico Junior High School at Oleander Avenue/Memorial Way
- Chico State University at the southwest end of the corridor
- Bidwell Park at the southeast end of the corridor
- Chico downtown at the south end of the corridor

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The proposed project is not a new or expanded highway project. Average daily traffic (ADT) along the Esplanade in the project area is projected to be 23,924 under opening year (2022) conditions (West pers. comm.). Heavy-duty diesel volumes represent 2% of total ADT and would be 478 (Gilpin pers. comm.). Implementation of the project would not change ADT or truck volumes, relative to the No Build Alternative.

Table 1 summarizes the intersection operations analysis, including peak-hour volumes, delay, and level of service (LOS). All intersections except Esplanade and 1st Avenue and Esplanade and 11th Avenue would operate at LOS C or better during peak-hours. While 1st and 11th Avenues would operate at LOS D for one or more peak-hour, implementation of the project would not increase vehicle volumes or significantly affect traffic operations such that the LOS or vehicle delay would be degraded, relative to No Build conditions. Moreover, as noted above, heavy-duty diesel volumes represent only 2% of total traffic. Accordingly, the project would not negatively affect intersections that serve a significant number of diesel vehicles.

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Sources: Alta Planning + Design 2019; Gilpin pers. comm., West pers. comm.

Notes:

^a Heavy-duty diesel vehicles represent 2% of the total traffic volume.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

ADT along the Esplanade in the project area is projected to be 25,397 under design year (2030) conditions (West pers. comm.). Heavy-duty diesel volumes represent 2% of total ADT and would be 508 (Gilpin pers. comm.). Implementation of the project would not change ADT or truck volumes, relative to the No Build Alternative.

Table 2 summarizes the intersection operations analysis, including peak-hour volumes, delay, and LOS. All intersections except Esplanade and 1st Avenue, Esplanade and 7th Avenue, and Esplanade and 11th Avenue would operate at LOS C or better during peak-hours. While 1st, 7th, and 11th Avenues would operate at LOS E or D for one or more peak-hour, implementation of the project would not increase vehicle volumes or significantly affect traffic operations such that the LOS or vehicle delay would be degraded, relative to No Build conditions. Moreover, as noted above, heavy-duty diesel volumes represent only 2% of total traffic. Accordingly, the project would not negatively affect intersections that serve a significant number of diesel vehicles.

Table 2. Design Year (2030) Intersection Operations Analysis

Cross-street with Esplanade	AM Peak Hour (Build and No Build)			PM Peak Hour (Build and No Build)		
	Volume (veh/hr) ^a	Delay (sec/veh)	LOS	Volume (veh/hr) ^a	Delay (sec/veh)	LOS
Memorial Ave	1,926	18.5	B	2,299	12.6	B
Lincoln Ave	2,076	18.2	B	2,560	26.5	C
1st Avenue	3,027	63.7	E	3,448	38.4	D
3rd Avenue	2,329	31.4	C	2,458	20.6	C
5th Avenue	2,497	20.9	C	2,690	17.5	B
7th Avenue	2,390	43.3	D	2,582	24.9	C
9th Avenue	2,389	12.5	B	2,581	11.2	B
11th Avenue	2,461	52.9	D	2,655	15.9	B

Sources: Alta Planning + Design 2019; Gilpin pers. comm., West pers. comm.

Notes:

^a Heavy-duty diesel vehicles represent 2% of the total traffic volume.

Describe potential traffic redistribution effects of congestion relief (impact on other facilities)

The proposed project would not materially change traffic volume, fleet mix, speed, or any other factor that would cause an increase in emissions relative to the no build alternative. Therefore, proposed project would not result in an increase in operational emissions, and there would be no long-term air quality effects.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The project is not considered a POAQC for PM2.5 and does not require hot-spot modeling because it does not meet the requirements, as described below.

- **New or expanded highway projects that have a significant number of or significant increase in diesel vehicles.** The proposed project is not a new or expanded highway project.
- **Projects affecting intersections that are at Level of Service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.** Refer to Tables 1 and 2. The project would not negatively affect intersections that serve a significant number of diesel vehicles.
- **New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.** The proposed project has no bus or rail terminal component, and it will not alter travel patterns to or from any existing bus or rail terminal.
- **Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.** The proposed project will not expand any bus terminal, rail terminal, or related transfer point that will increase the number of diesel vehicles congregating at any single location.
- **Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.** The project site is not in or affecting an area or location identified in any PM2.5 implementation plan. The immediate project area is not considered to be a site of violation or possible violation

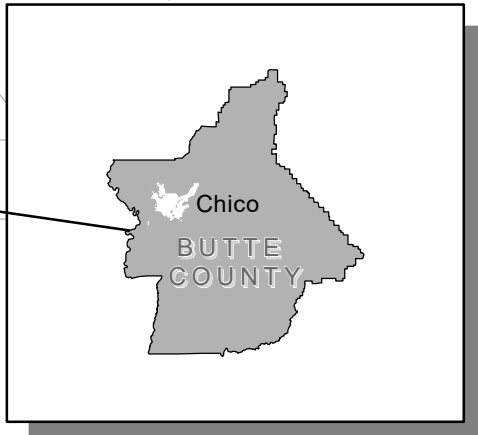
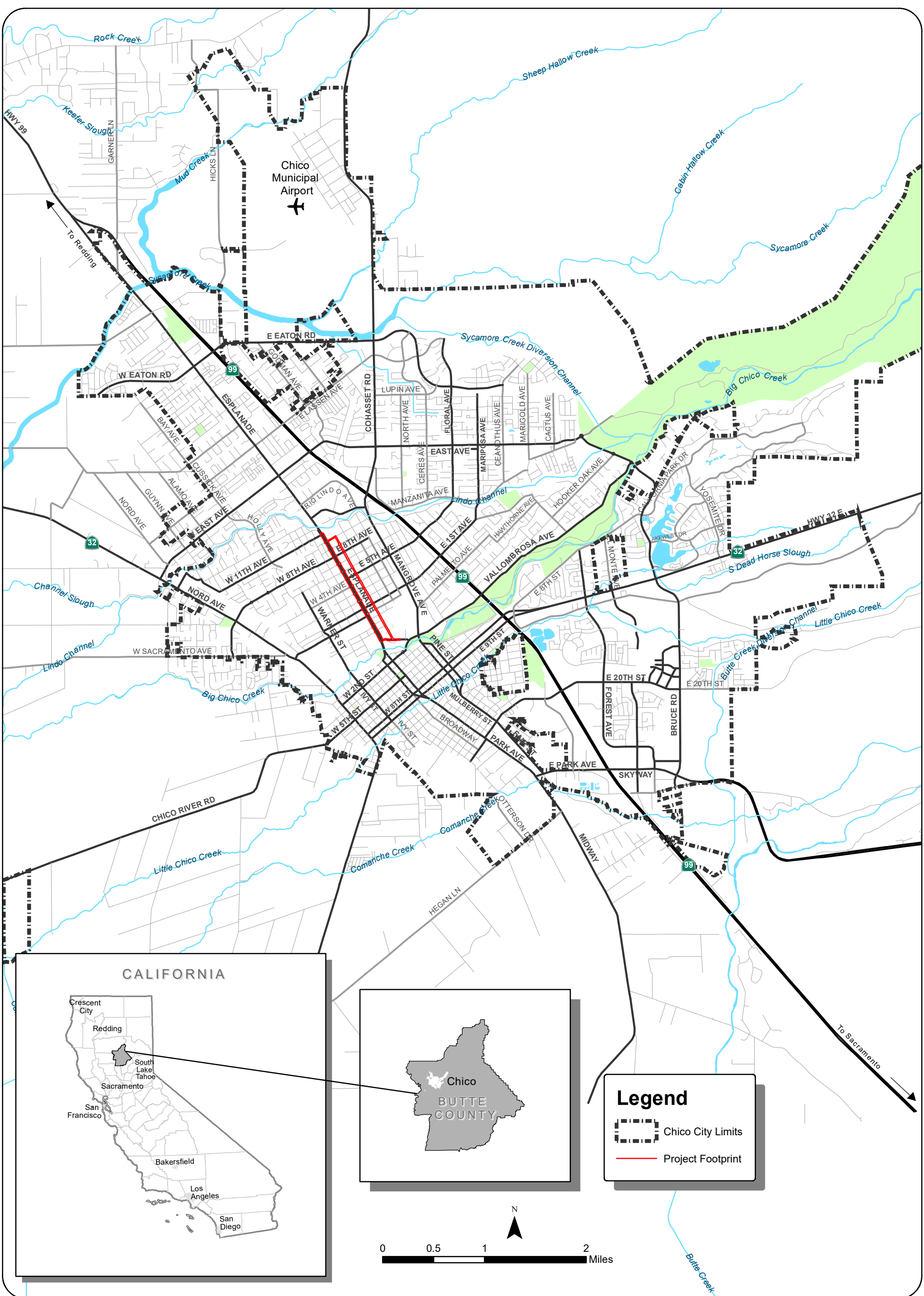
Citations

Alta Planning + Design. 2019. Updated Traffic Analysis of Esplanade Corridor with Class 1 Path. Memorandum to the City of Chico. September 10.

Butte County Council of Governments. 2016. 2016 Regional Transportation Plan/Sustainable Communities Strategy. December 8.

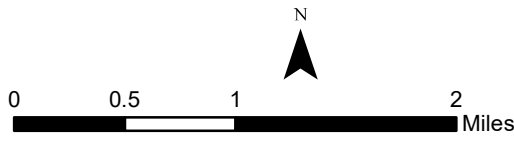
Gilpin, Joe. Vice-President. Alta Planning + Design, Inc. September 26 and 27, 2019—email messages to ICF regarding Esplanade Traffic Data for Air Quality Analysis.

West, Wyatt. City of Chico, CA. October 3, 2019—email message to ICF regarding Esplanade Traffic Data for Air Quality Analysis.



Legend

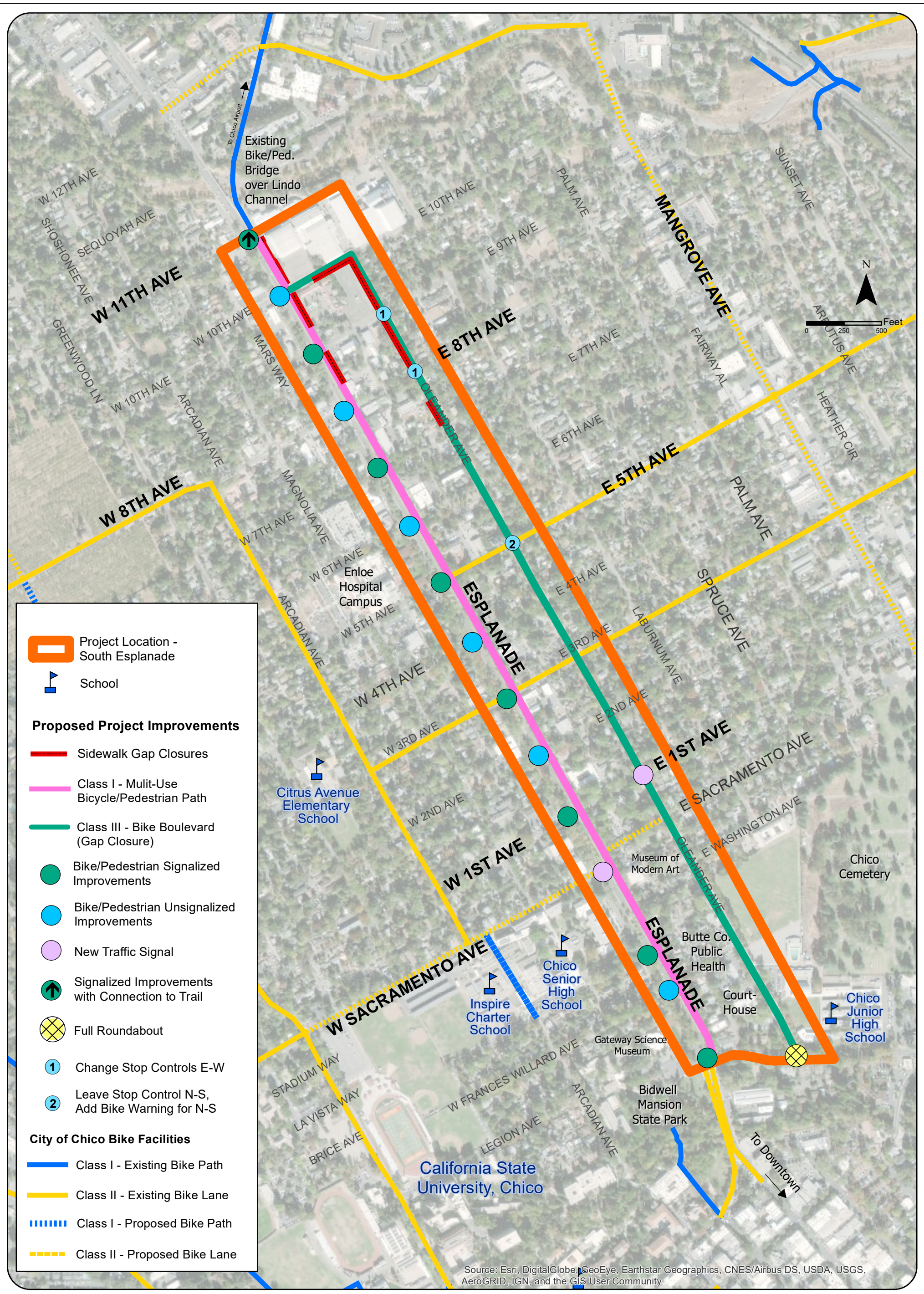
- Chico City Limits
- Project Footprint



CITY OF CHICO
 PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION
 411 Main Street
 Chico, California 95926

**ESPLANADE CORRIDOR SAFETY AND
 ACCESSIBILITY IMPROVEMENT PROJECT**
 CIP NO. 50355

**PROJECT VICINITY
 MAP**
 J ERDAHL
 AUGUST 2019



Project Location - South Esplanade

School

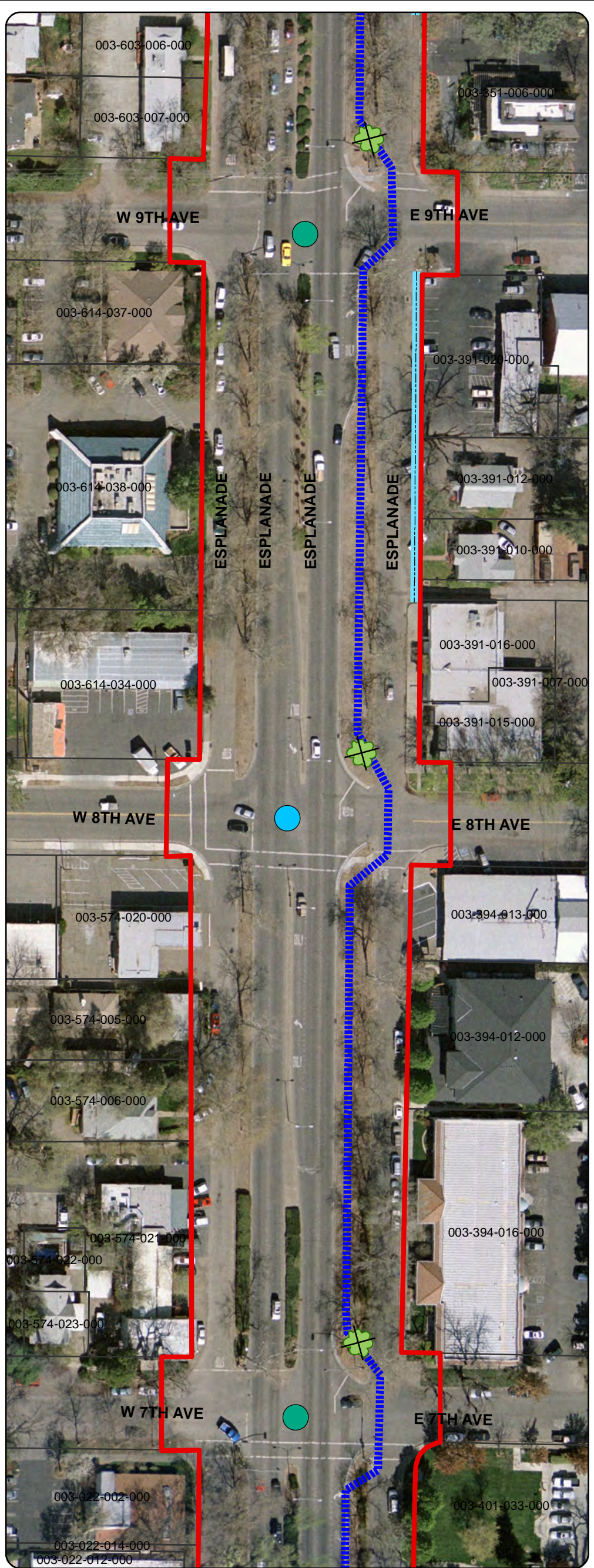
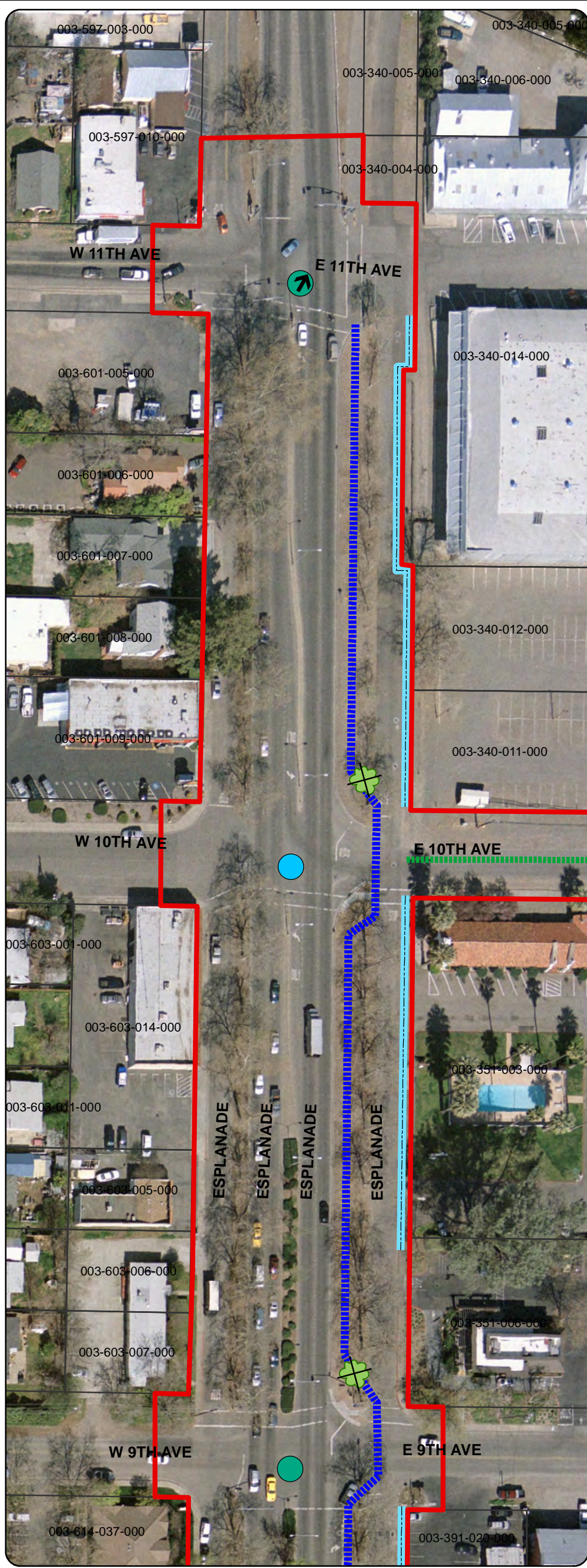
Proposed Project Improvements

- Sidewalk Gap Closures
- Class I - Multi-Use Bicycle/Pedestrian Path
- Class III - Bike Boulevard (Gap Closure)
- Bike/Pedestrian Signalized Improvements
- Bike/Pedestrian Unsignalized Improvements
- New Traffic Signal
- Signalized Improvements with Connection to Trail
- Full Roundabout
- Change Stop Controls E-W
- Leave Stop Control N-S, Add Bike Warning for N-S

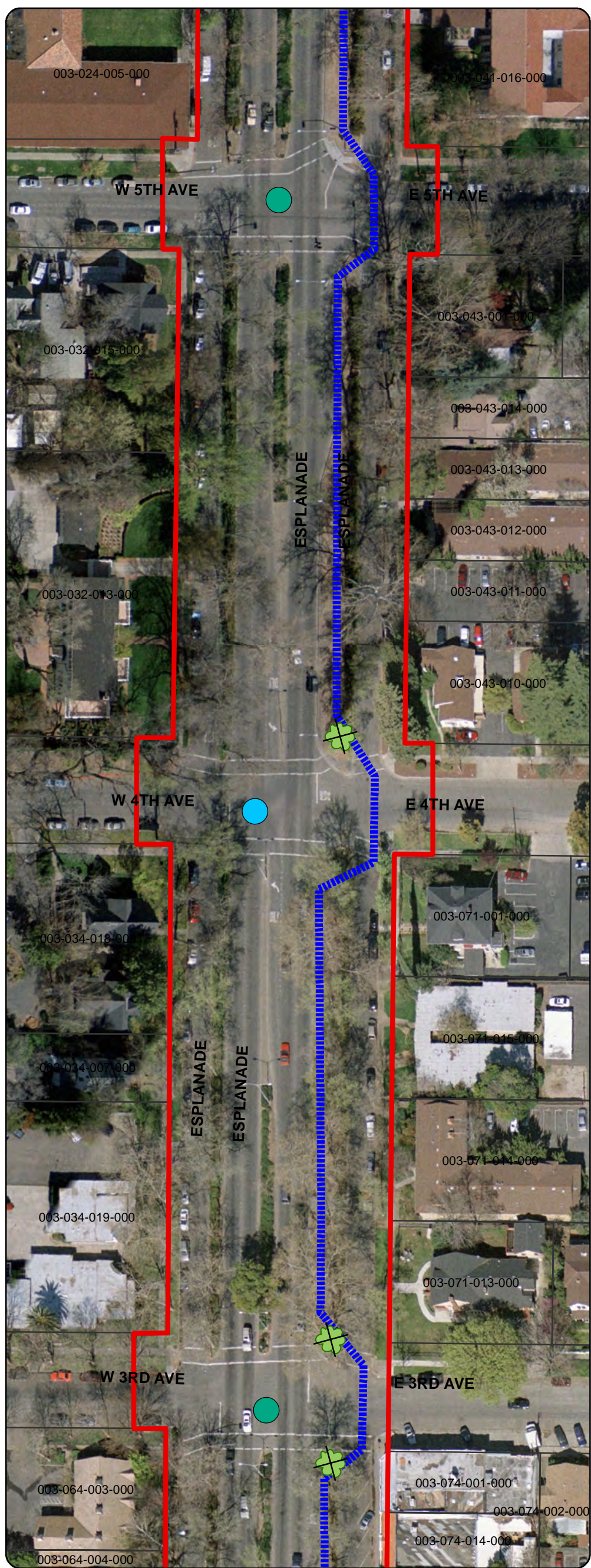
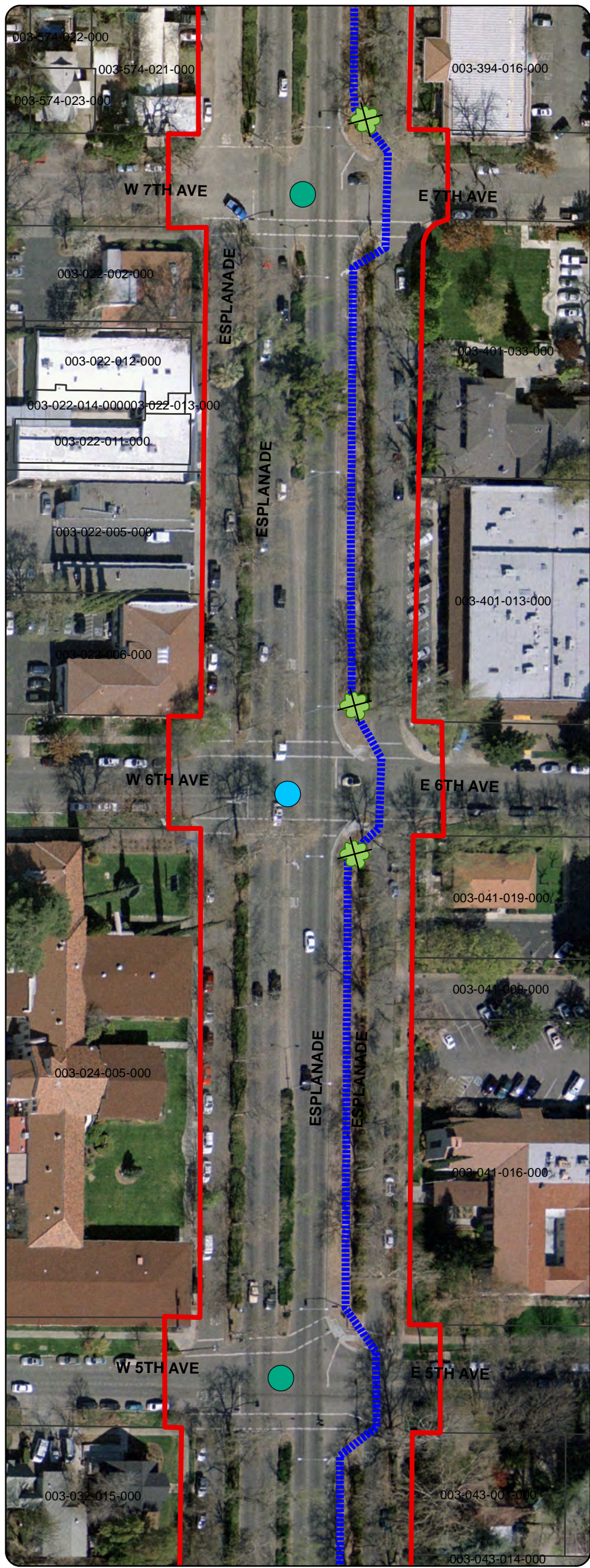
City of Chico Bike Facilities

- Class I - Existing Bike Path
- Class II - Existing Bike Lane
- Class I - Proposed Bike Path
- Class II - Proposed Bike Lane

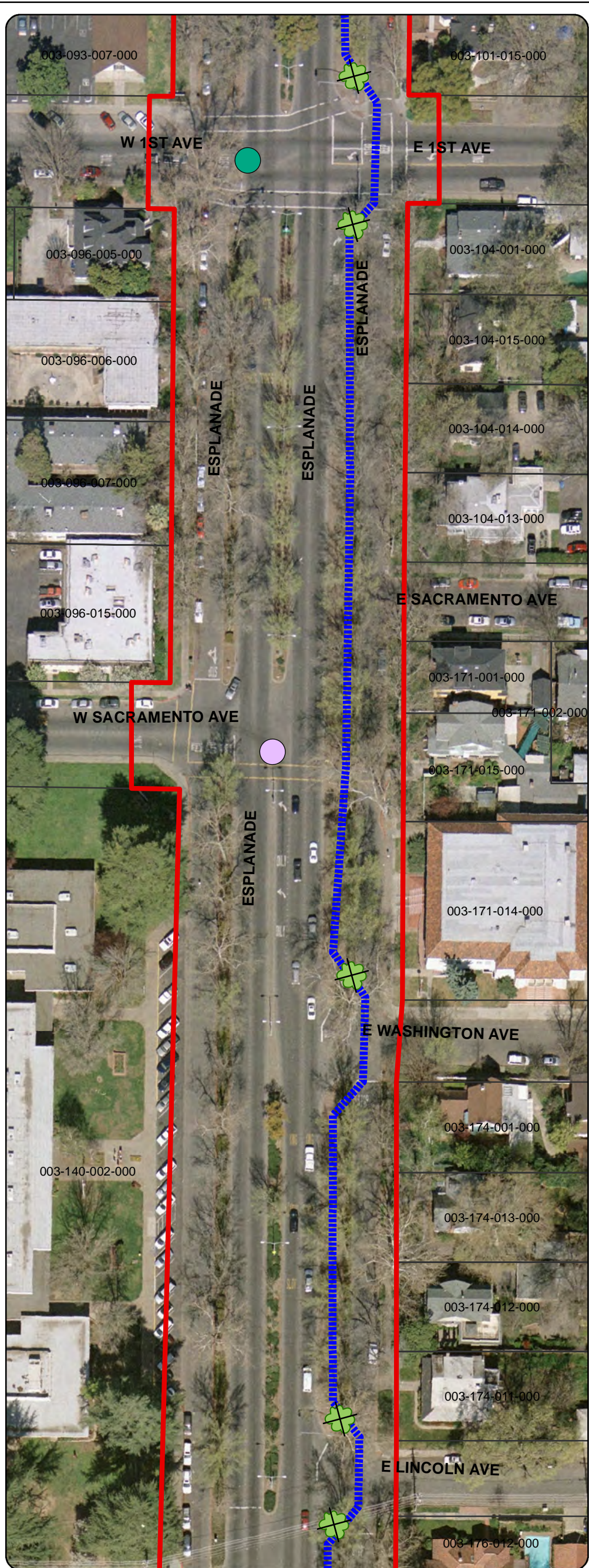
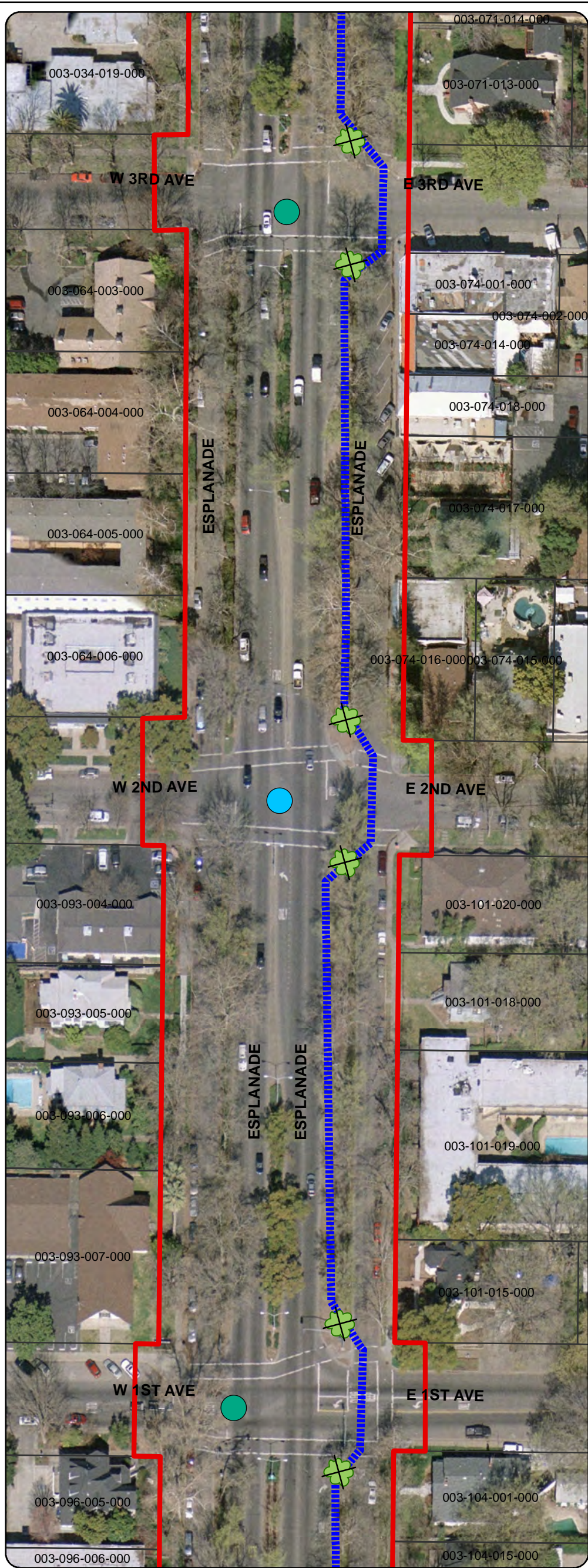
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community



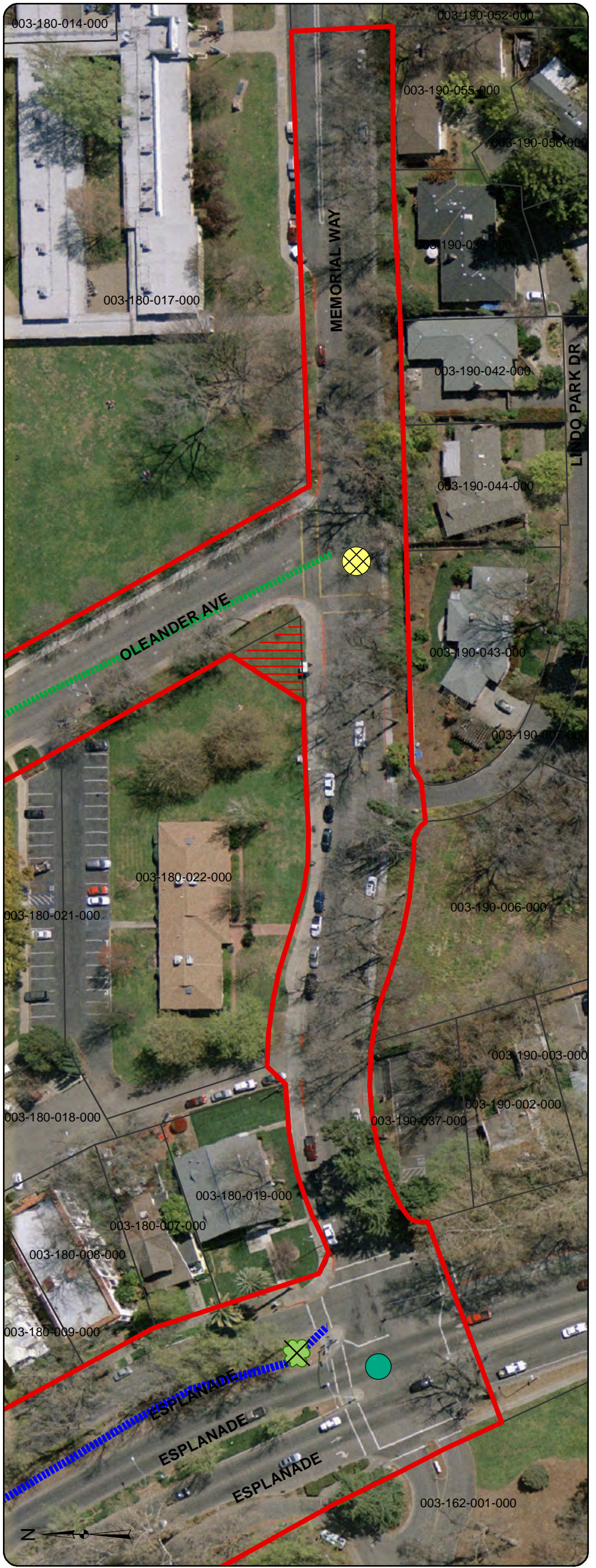
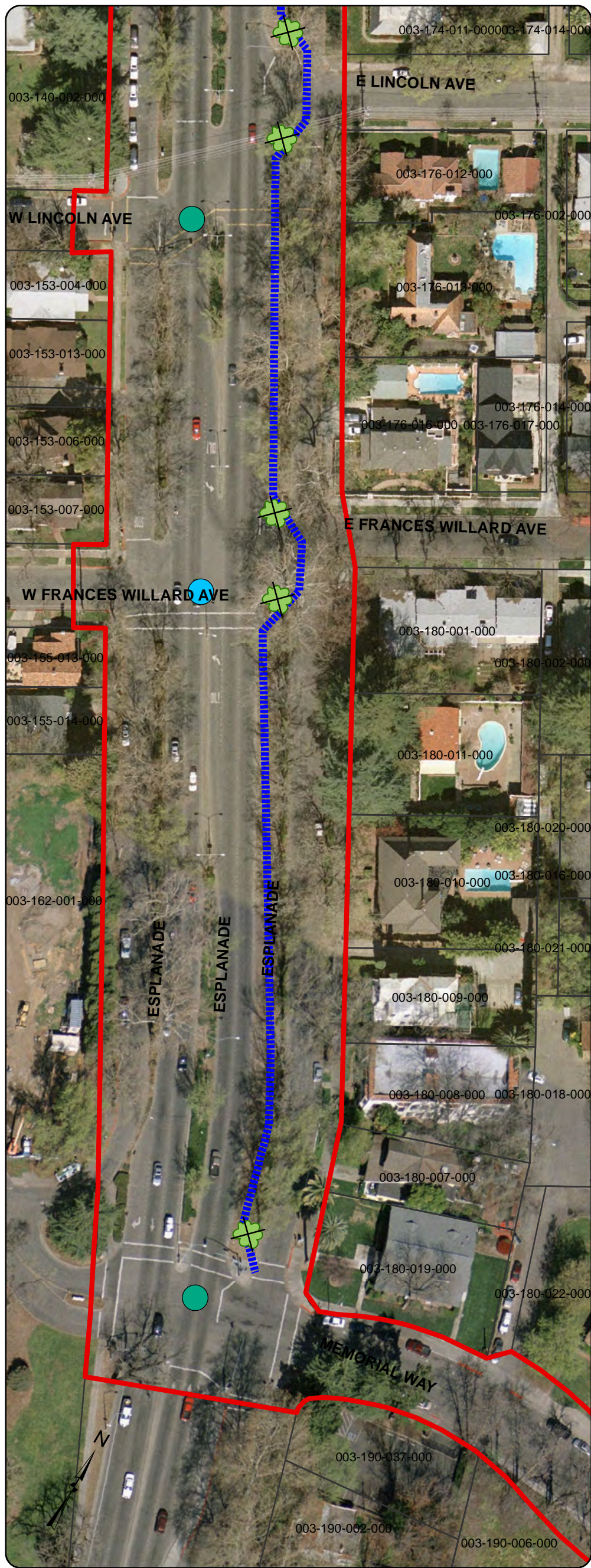
	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	Unsignalized Improvements	Tree Removal	Change Stop Controls E-W
	Assessor Parcel	Class I Path	New Traffic Signal	Full Roundabout	Sidewalk Gap Closures	Leave Stop Control N-S, Add Bike Warning for N-S
	Class III Route					



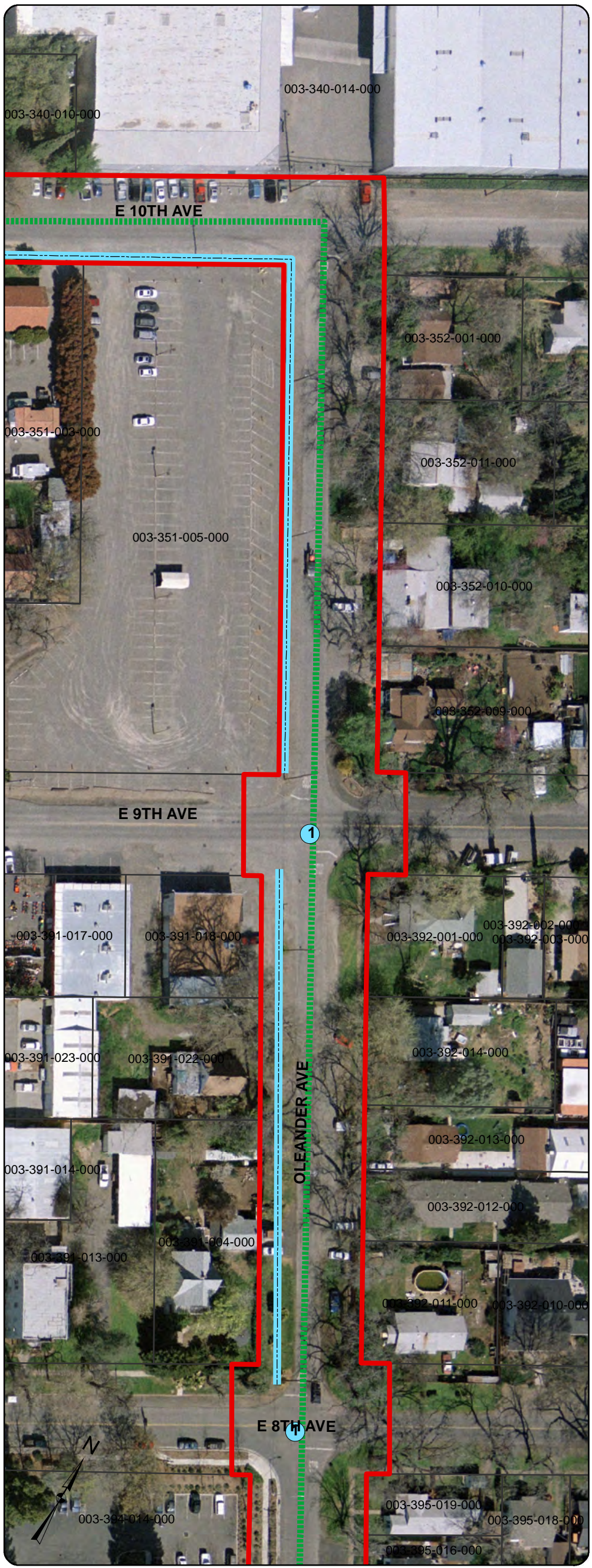
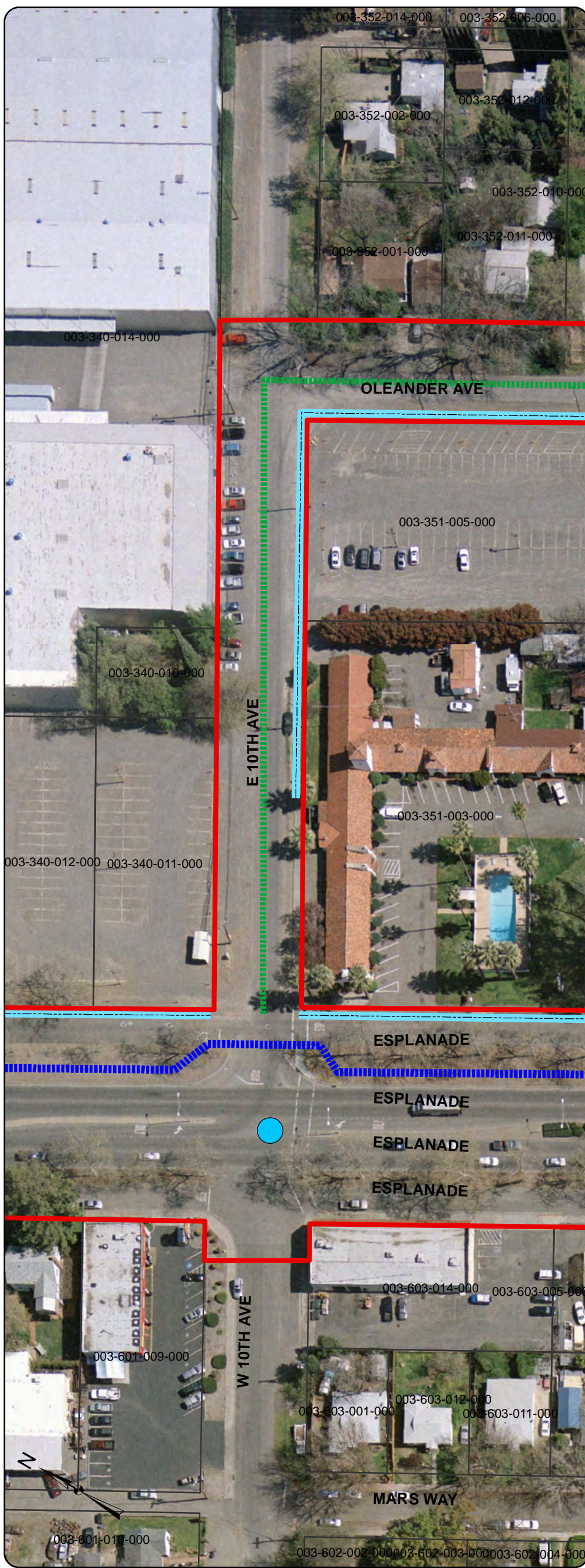
	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	1 Change Stop Controls E-W
	Assessor Parcel	Unsignalized Improvements	Full Roundabout	2 Leave Stop Control N-S, Add Bike Warning for N-S
	Class I Path	New Traffic Signal	Tree Removal	Sidewalk Gap Closures
	Class III Route			



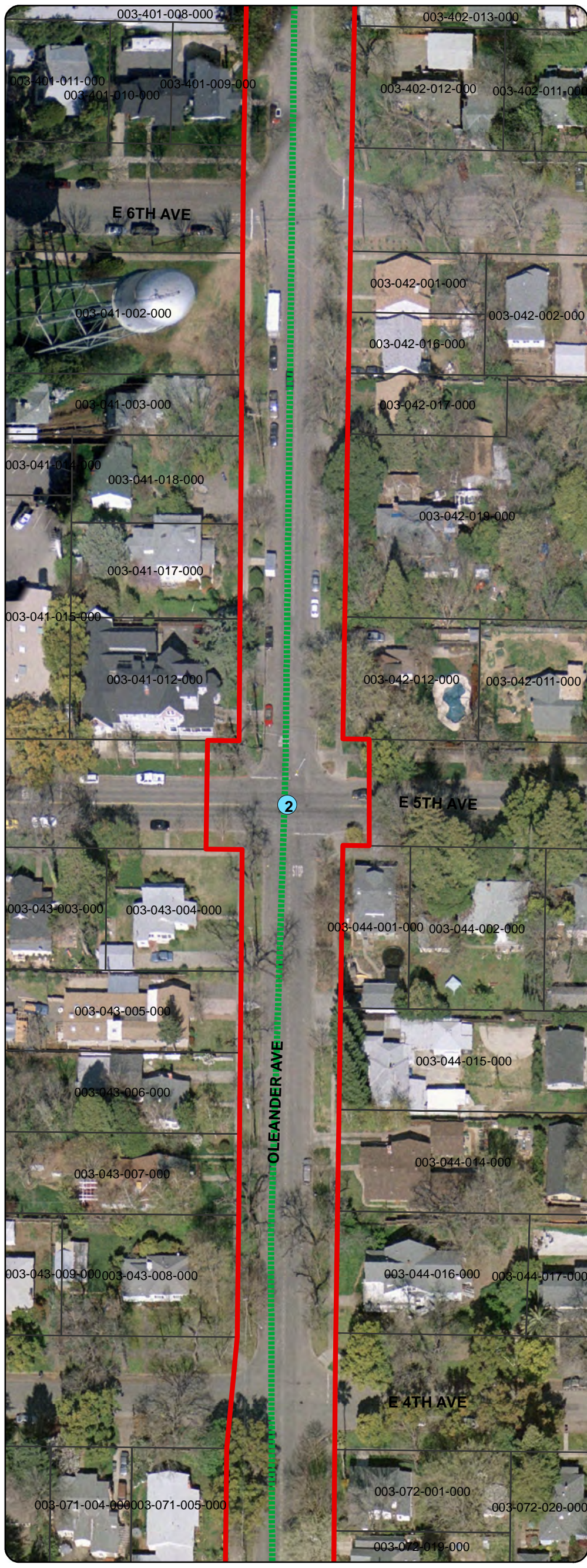
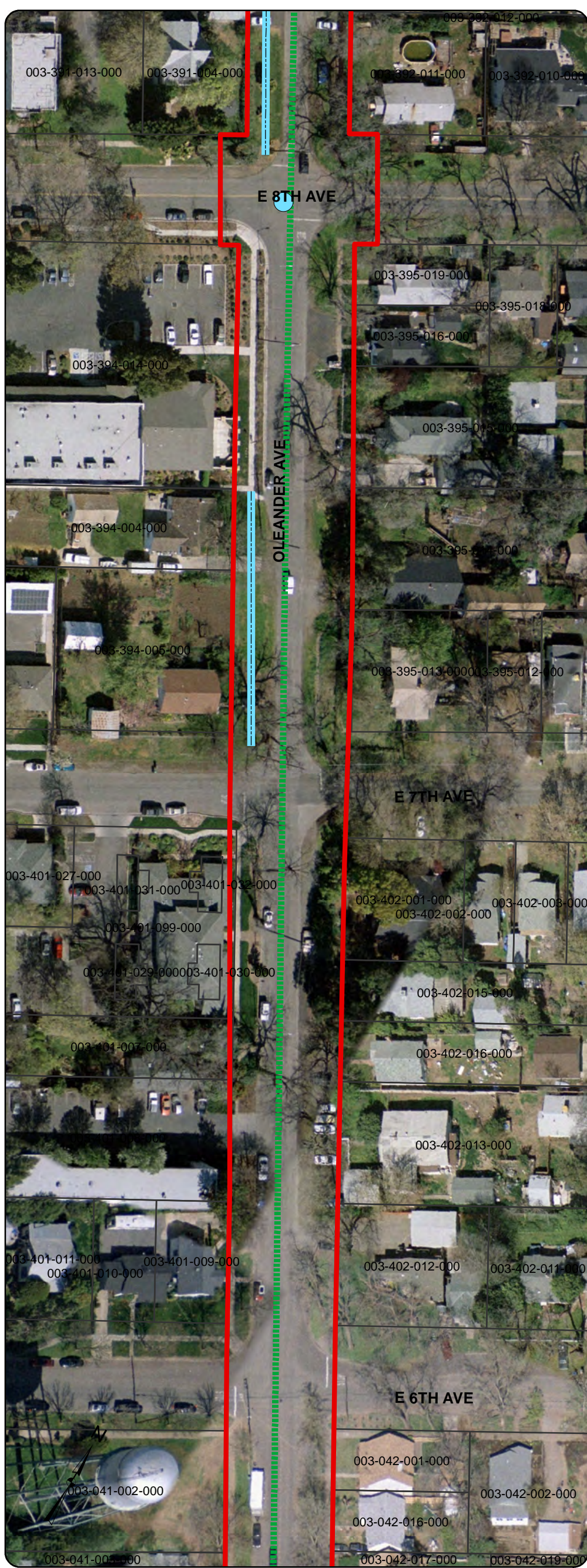
	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	1 Change Stop Controls E-W
	Assessor Parcel	Unsignalized Improvements	Full Roundabout	2 Leave Stop Control N-S, Add Bike Warning for N-S
	Class I Path	New Traffic Signal	Tree Removal	Sidewalk Gap Closures
	Class III Route			



Easement/ Right-of-Way Anticipated	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	1 Change Stop Controls E-W
Assessor Parcel	Class I Path	Unsignalized Improvements	Full Roundabout	2 Leave Stop Control N-S, Add Bike Warning for N-S
Class III Route	New Traffic Signal	Tree Removal	Sidewalk Gap Closures	0 25 50 100 Feet



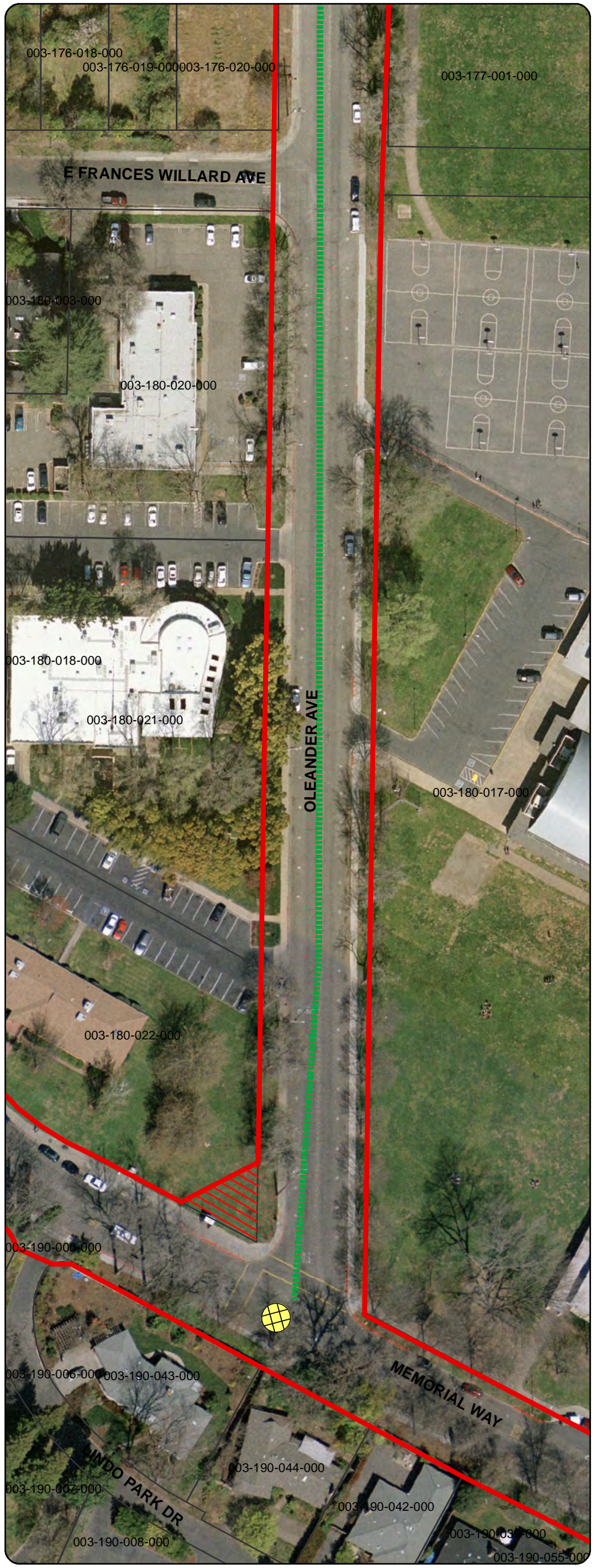
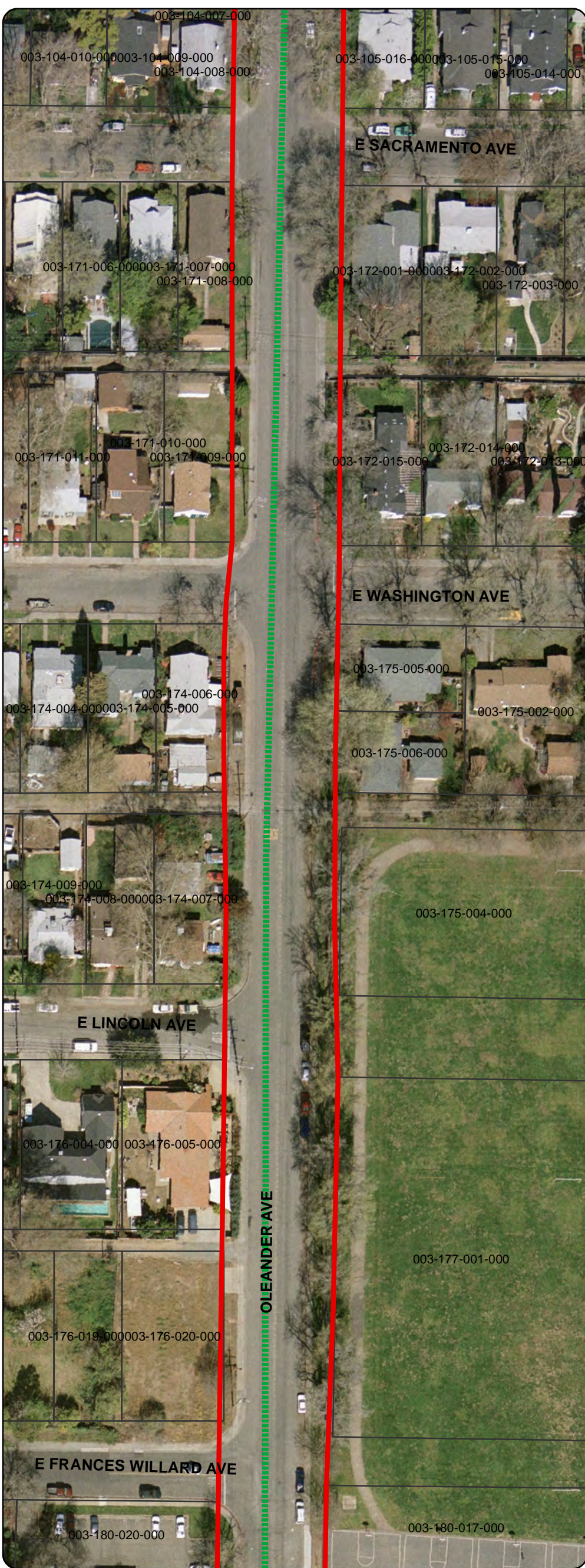
Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	Change Stop Controls E-W
Assessor Parcel	Unsignalized Improvements	Full Roundabout	Leave Stop Control N-S, Add Bike Warning for N-S
Class I Path	New Traffic Signal	Easement/ Right-of-Way Anticipated	Sidewalk Gap Closures
Class III Route			0 25 50 100 Feet



	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	Change Stop Controls E-W
	Assessor Parcel	Unsignalized Improvements	Full Roundabout	Leave Stop Control N-S, Add Bike Warning for N-S
	Class I Path	New Traffic Signal	Easement/ Right-of-Way Anticipated	Sidewalk Gap Closures
	Class III Route			



	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	Change Stop Controls E-W
	Assessor Parcel	Unsignalized Improvements	Full Roundabout	Leave Stop Control N-S, Add Bike Warning for N-S
	Class I Path	New Traffic Signal	Easement/ Right-of-Way Anticipated	Sidewalk Gap Closures
	Class III Route			
				0 25 50 100 Feet



	Project Footprint	Signalized Improvements	Signalized Improvements with Connection to Trail	1 Change Stop Controls E-W
	Assessor Parcel	Unsignalized Improvements	Full Roundabout	2 Leave Stop Control N-S, Add Bike Warning for N-S
	Class I Path	New Traffic Signal	Easement/ Right-of-Way Anticipated	Sidewalk Gap Closures
	Class III Route			0 25 50 100 Feet

Brian Lasagna

From: Brian Lasagna
Sent: Monday, February 24, 2020 10:25 AM
To: Bromund, Claire; Yoon, Laura; Tracy Bettencourt
Cc: Brian Lasagna; Cari Anderson; Carson, Scott (FHWA); Chris Carroll; Chris Devine; Fong, Alexander Y@DOT; Ivan Garcia; Jason Mandly; Jeffrey Buss; jerome.wiggins@fla.dot.gov; jim.m.elder@dot.ca.gov; Joseph.Vaughn@dot.gov; Karina Oconnor; Lee, Jason@DOT; Lo.Doris@epa.gov; marilee.mortenson@dot.ca.gov; Matt Lakin (Lakin.Matthew@epa.gov); nesamani.kalandiyur@arb.ca.gov; Nima Kabirinassab; rodney.tavitas@dot.ca.gov; shaila.chowdhury@dot.ca.gov; Shannon Culbertson; Ungvarsky, John
Subject: Review Completed - ICR Consultation on Project Level PM2.5 Hot-Spot Conformity Assessment for the City of Chico Esplanade Corridor Safety and Accessibility Improvement Project (CTIPS ID# 202-000-0194)
Attachments: EPA_concur_CTIPS_2020000194.pdf; Caltrans_concur_CTIPS_2020000194.pdf

E - MEMORANDUM

DATE: February 22, 2020

TO: Project Sponsor – City of Chico

FROM: Brian Lasagna, BCAG Regional Analyst

COPY: Interagency Consultation Review (ICR) Group

SUBJECT: Review Completed - ICR Consultation on Project Level PM2.5 Hot-Spot Conformity Assessment for the City of Chico's ATP, CMAQ, and locally funded Esplanade Corridor Safety and Accessibility Improvement Project (CTIPS ID# 202-000-0194) – NEPA Section 6004 Categorical Exclusion

The purpose of this memo is to inform the project sponsor (City of Chico) that the Interagency Consultation Review (ICR) Group has completed its review of the Project Level PM2.5 Conformity Assessment of the City of Chico's ATP, CMAQ, and locally funded Esplanade Corridor Safety and Accessibility Improvement Project (CTIPS ID# 202-000-0194) and concurs with the project sponsors recommendation that the project is not a "Project of Air Quality Concern".

Please see the attached emails provided by Caltrans and EPA stating concurrence with the project sponsors recommendation.

If you have any questions regarding the ICRs review, please feel free to contact me.

Thank you,

Brian Lasagna
Regional Analyst
Butte County Association of Governments
326 Huss Dr, Suite 150
Chico, CA 95928
Ph 530.809.4616
Fax 530.879.2444
Email blasagna@bcag.org