

## **FACILITY COMMITTEE AGENDA**

Michael McGinnis and Dave Donnan

Wednesday, November 13, 2024 – 3:00 P.M.

*If you need an accommodation to participate in this meeting, please call (530) 895-4711*

*Posted Prior to 3:00 PM Friday, November 8, 2024*

### **AGENDA**

#### **1. Call to Order**

#### **2. Public Comments**

*Members of the public may address the Committee at this time on any matter not already listed on the Agenda, with comments being limited to three minutes. The Committee cannot take any action at this meeting on requests made under this section of the agenda.*

#### **3. Community Park Traffic Study (Staff Report FA-24-021)**

District staff will provide an update on the findings regarding the Community Park Traffic Study.

#### **4. Henshaw Property Update (Staff Report FA-24-022)**

District staff will provide updates on the development of the Henshaw Neighborhood Park.

#### **5. Baroni Neighborhood Park Playground (Staff Report FA-24-023)**

District staff will present playground equipment options for the Committee.

#### **6. Veteran's Memorial Community Park (Staff Report FA-24-024)**

District staff will provide updates on parking, traffic and signage at Veteran's Memorial Community Park, formerly known as Wildwood Community Park. Staff will also discuss the retirement of synthetic American flags.

#### **7. Capital Improvement Projects (Staff Report FA-24-025)**

District staff will provide updates on current capital improvement projects.

#### **8. Directors' Comments**

Opportunity for the Committee to comment on items not listed on the agenda.

#### **9. Adjournment**

Adjourn to the next scheduled Facilities Committee Meeting.



## BOARD OF DIRECTORS

### Facility Committee

# STAFF REPORT

**DATE:** November 13, 2024  
**TO:** Board of Directors  
**FROM:** Annabel Grimm, General Manager  
**SUBJECT:** Community Park Traffic Study

---

### BACKGROUND

Parking and traffic conditions at Community Park are widely recognized by park users as challenging, with limited parking availability, frequent congestion, and extended wait times when exiting onto MLK Parkway. To address these issues, the Committee directed staff to conduct a traffic study to assess the feasibility of extending the existing road and adding parking in the park's northwest corner, thereby creating an additional access point onto Ohio Street.

### DISCUSSION

The traffic study was completed and is attached. A summary of recommendations includes the following:

- The proposed connection to Ohio Street would offer a secondary access point for vehicles, enhancing emergency response capabilities and supporting efficient evacuation if needed.
- The parking occupancy rate reached between 94% and 97% from 10:30 to 11:30 a.m. on a Saturday, exceeding the desirable level. This high usage suggests a clear need for additional on-site parking.
- The intersections at East 20th Street/MLK Parkway and Ohio Street/Guill Street are expected to maintain their current Levels of Service with the proposed street connection. Minor reductions in delay are anticipated at East 20th Street/MLK Parkway, while slight increases in delay may occur at Ohio Street/Guill Street.
- Relocating the stop signs from Ohio Street to Guill Street would improve traffic flow for the project and provide a more standard traffic control scheme.
- Including a sidewalk in the design for the Ohio Street connection is recommended.

### RECOMMENDATION

1. Discuss and accept the findings and recommendations of the traffic study.
2. District staff continue discussions on traffic impacts at Ohio/Guill with the City of Chico.
3. Host a community session in the impacted neighborhood to ensure a proactive, informed approach with stakeholders to further define the project.



November 7, 2024

Mr. Scott Schumann  
Chico Area Recreation & Park District  
545 Vallombrosa Avenue  
Chico, CA 95926

## **DRAFT Transportation Study for the Community Park Ohio Street Connection Project**

Dear Mr. Schumann;

As requested, W-Trans has prepared a transportation study for the proposed Community Park Ohio Street Connection Project in the City of Chico. The purpose of this letter is to address the impacts on traffic operation within the surrounding neighborhood associated with the proposed extension of Ohio Street.

### **Project Description**

The proposed project would extend the existing drive aisle that currently terminates on the east side of the park to the northwest where it would connect to Ohio Street, resulting in a new full-access connection to the park from the neighborhood to the west. The second phase of the project would construct a new parking lot on the north side of the street connection. Currently, the park is only accessible to motorists from Martin Luther King Jr. (MLK) Parkway. We understand that the key issues to be addressed by the street connection include the following.

- Drivers can be delayed up to 15 minutes when exiting the park during peak periods due to the single access point serving the park and heavy congestion at the intersection of East 20<sup>th</sup> Street/MLK Parkway.
- The single access point presents safety concerns should an evacuation be needed.
- Park users looking to avoid the congestion at the access point on MLK Parkway often choose to park in the neighborhood to the west. Thus, congestion occurs in the neighborhood even though spaces are available in the lot.

A concept plan for the proposed street connection improvements is enclosed for reference.

### **Study Area and Periods**

The study area consists of the park itself, Ohio Street, and Guill Street as well as the following study intersections. Operating conditions during the weekday p.m. and Saturday peak periods were documented as it was determined that these periods are the most critical for park activities and traffic volumes on the local roadway network. The weekday evening peak period occurs between 4:00 and 6:00 p.m. and reflects conditions during the homeward bound commute and the Saturday peak period occurs between 10:00 a.m. and 12:00 p.m. and reflects peak soccer activities at the park.

1. East 20<sup>th</sup> Street/MLK Parkway
2. Ohio Street/Guill Street

### **Study Roadways**

**Ohio Street** is a local residential street with a *prima facie* speed limit of 25 miles per hour (mph). The street is bound by Bruce Street on the west and terminates at the park boundary to the east of the intersection with Guill Street. The proposed extension of the park drive aisle would connect to the eastern terminus of Ohio Street, essentially extending Ohio Street into the park. Based on data collected in September 2024 specifically for this study, Ohio Street has an average daily traffic (ADT) volume of approximately 330 vehicles on weekdays and 510

vehicles on Saturdays. The fact that the volume on a residential street is higher on a weekend day than a weekday is an indication that it is being used by park traffic.

**Guill Street** is a local residential street running north-south with a posted speed limit of 25 mph. The street is bound by Cleveland Avenue on the south and terminates to the north of the intersection with Ohio Street. Based on data collected in September 2024, Guill Street has an ADT volume of approximately 240 vehicles on weekdays and 400 vehicles on Saturdays.

The only vehicular access to the park and its parking lots is via a drive aisle that connects to the west side of MLK Parkway near its terminus approximately 750 feet north of East 20<sup>th</sup> Street. The park drive aisle serves approximately 1,150 vehicles on weekdays and 2,700 vehicles on Saturdays.

The ADT counts for all three locations are enclosed.

## Study Intersections

**East 20<sup>th</sup> Street/Martin Luther King Jr. (MLK) Parkway** is a four-legged signalized intersection with protected left-turn phases in the eastbound and westbound directions, split phasing for the northbound and southbound approaches, and an overlap phase for the northbound right-turn movement. East 20<sup>th</sup> Street is identified as a Principal Arterial roadway while MLK Parkway is a Major Collector according to the City's General Plan. Marked crosswalks and curb ramps are provided on all intersection legs. Class II bike lanes exist on the east, south, and west legs, and a bus stop is located on the south side of the western leg of East 20<sup>th</sup> Street.

**Ohio Street/Guill Street** is a four-legged intersection consisting of two local streets. Stop controls are provided on the Ohio Street approaches, while Guill Street is uncontrolled.

## Capacity Analysis

### Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections were analyzed using methodologies published in the *Highway Capacity Manual (HCM) Sixth Edition*, Transportation Research Board, 2018. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The Levels of Service for Ohio Street/Guill Street were analyzed using the "Two-Way Stop-Controlled" intersection capacity method from the HCM. This methodology determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for each stop-controlled approach together with the weighted overall average delay for the intersection.

The study intersection of East 20<sup>th</sup> Street/MLK Parkway was evaluated using the signalized methodology from the HCM. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether the signals are coordinated or not, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. Delays were calculated using actual signal timing parameters obtained from the City of Chico.

### Existing Operating Conditions

Under Existing Conditions, the intersection of Ohio Street/Guill Street operates at LOS A overall and on the stop-controlled approaches during both peak hours and East 20<sup>th</sup> Street/MLK Parkway operates at LOS D during both peak hours. The City’s threshold for acceptable operations is LOS D. Field observations conducted during the Saturday peak period revealed that while queues exiting the park on the southbound approach of East 20<sup>th</sup> Street/MLK Parkway regularly reached several hundred feet, the queue generally cleared within one cycle. A summary of the intersection Level of Service calculations is contained in Table 1, and copies of the calculations for all evaluated scenarios are enclosed for reference.

**Table 1 – Existing Peak Hour Intersection Levels of Service**

Study Intersection <i>Approach</i>	Weekday PM Peak		Saturday Peak	
	Delay	LOS	Delay	LOS
1. East 20 <sup>th</sup> St/MLK Pkwy	44.8	D	44.8	D
2. Ohio St/Guill St	7.4	A	6.4	A
<i>Eastbound (Ohio St) Approach</i>	<i>9.1</i>	<i>A</i>	<i>8.9</i>	<i>A</i>
<i>Westbound (Ohio St) Approach</i>	<i>9.1</i>	<i>A</i>	<i>9.4</i>	<i>A</i>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

### Trip Redistribution

The proposed connection to Ohio Street would provide a second means of vehicular access to the park and would be a more direct route for visitors that live in neighborhoods to the northwest of the park. Therefore, under Existing plus Project conditions, a portion of the existing trips at the park drive aisle on MLK Parkway were assumed to be redistributed to the proposed Ohio Street connection. To model this shift in travel patterns, the existing turning movement counts at the intersection of East 20<sup>th</sup> Street/MLK Parkway were reviewed and it was assumed that 50 percent of trips originating from the west of MLK Parkway (eastbound left and southbound right turns) would instead use the new access point and enter via the Ohio Street extension. Likewise, it was assumed that 10 percent of existing trips originating from the east of MLK Parkway (westbound right and southbound left turns) would be redistributed to the new access point given that the orientation of SR 99 bends to the west to the north of the park so some visitors currently accessing the park via SR 99 to the east of the park would likely prefer to approach the park from the west if this option were available.

In total, based on these assumptions 63 weekday p.m. peak hour trips and 82 Saturday peak hour trips are estimated to be redirected from East 20<sup>th</sup> Street/MLK Parkway to Ohio Street/Guill Street under Existing plus Project Conditions. Of these trips, 80 percent were assumed to route via Ohio Street and 20 percent were assumed to use Guill Street given the more direct route of Ohio Street to nearby collectors and arterials such as Humboldt Avenue and Highway 32.

These same assumptions were applied to estimate the change in ADT volumes that would be expected for the park drive aisle, Ohio Street, and Guill Street with the proposed connection to Ohio Street. Overall, the Ohio Street connection would be expected to redistribute approximately 20 percent of the existing trips at the MLK Parkway drive aisle to the Ohio Street connection resulting in a reduction in ADT for the MLK Parkway drive aisle and increased ADTs for both Ohio Street and Guill Street. These results are summarized in Table 2. Even with the increased traffic volumes expected for Ohio Street and Guill Street, both streets would remain well under 2,000 vehicles per day, which is typically considered the threshold for residential streets.

**Table 2 – Existing and Existing plus Project ADT Volumes**

Roadway	Existing		Existing plus Project	
	Weekday	Saturday	Weekday	Saturday
Park Drive Aisle at MLK Parkway	1,150	2,700	914	2,173
Ohio Street	330	510	519	932
Guill Street	240	400	287	505

Notes: ADT = Average Daily Traffic

### Existing plus Project Operating Conditions

With the anticipated redistribution of trips associated with the proposed park connection to Ohio Street, both study intersections would continue to operate at the same Levels of Service as under Existing Conditions with minor decreases in average delay at East 20<sup>th</sup> Street/MLK Parkway and minor increases in delay at Ohio Street/Guill Street. These results are summarized in Table 3.

**Table 3 – Existing and Existing plus Project Peak Hour Intersection Levels of Service**

Study Intersection <i>Approach</i>	Existing Conditions				Existing plus Project			
	Weekday PM		Saturday Peak		Weekday PM		Saturday Peak	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. East 20 <sup>th</sup> Street/MLK Parkway	44.8	D	44.8	D	42.5	D	40.8	D
2. Ohio St/Guill St	7.4	A	6.4	A	7.9	A	7.6	A
<i>Eastbound (Ohio St) Approach</i>	<i>9.1</i>	<i>A</i>	<i>8.9</i>	<i>A</i>	<i>9.4</i>	<i>A</i>	<i>9.3</i>	<i>A</i>
<i>Westbound (Ohio St) Approach</i>	<i>9.1</i>	<i>A</i>	<i>9.4</i>	<i>A</i>	<i>9.3</i>	<i>A</i>	<i>9.8</i>	<i>A</i>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

The proposed Ohio Street connection would be expected to reduce the average delay per vehicle at East 20<sup>th</sup> Street/MLK Parkway by 2.3 and 4.0 seconds during the weekday p.m. and Saturday peak hours, respectively, translating to a total reduction of 6,854 and 11,276 seconds of delay after accounting for the number of vehicles that pass through the intersection during each peak hour. Similarly, the proposed connection would be expected to increase the average delay per vehicle at Ohio Street/Guill Street by 0.5 and 1.2 seconds during the weekday p.m. and Saturday peak hours, respectively, translating to a total increase of 61 and 245 seconds of delay after accounting for the number of vehicles that travel through the intersection. Because so many more vehicles use the East 20<sup>th</sup> Street/MLK Parkway intersection compared to Ohio Street/Guill Street, the reduced delay far outweighs the increased delay when considering the two intersections as a network. These results are summarized in Table 4.

**Table 4 – Change in Total Delay at Study Intersections**

Intersection	Weekday PM			Saturday Peak		
	Delta Delay/ Veh	Num of Veh	Total Delta Delay	Delta Delay/ Veh	Num of Veh	Total Delta Delay
1. East 20 <sup>th</sup> Street/MLK Parkway	-2.3	2,980	-6,854	-4.0	2,819	-11,276
2. Ohio St/Guill St	+0.5	121	+61	+1.2	204	+245
<b>Change in Network Delay</b>			<b>-6,793</b>			<b>-11,031</b>

Notes: All delay is reported in seconds; negative numbers represent a reduction in delay; positive numbers represent an increase in delay

**Finding** – With the anticipated redistribution of trips from the MLK Parkway driveway to the Ohio Street connection, both study intersections would continue to operate acceptably at the same Levels of Service as under existing conditions with minor decreases in average delay at East 20<sup>th</sup> Street/MLK Parkway and minor increases in delay at Ohio Street/Guill Street.

### Traffic Controls

Consideration was given to the potential need to modify traffic controls at the intersection of Ohio Street/Guill Street to accommodate the change in circulation. Based on ADT and turning movement volumes collected in September 2024, the minimum volume required to warrant all-way stop control is not met, nor would it be satisfied with the redistribution of park trips from the MLK Parkway driveway to the Ohio Street connection. However, the traffic count data shows that the Ohio Street approaches already have higher volumes than the Guill Street approaches, which is the opposite of what would be expected considering that Ohio Street is stop-controlled and Guill Street is uncontrolled. The proposed connection to Ohio Street at the park boundary would be expected to add more trips to Ohio Street than Guill Street, further increasing the disparity between volumes on Ohio Street and those on Guill Street. Therefore, it is recommended that the proposed project includes the reversal of stop signs at the intersection so that the Guill Street approaches are stop-controlled, and the Ohio Street approaches are uncontrolled. Reversing the stop controls would allow traffic on Ohio Street to enter and exit the project site without stopping and would be a more traditional control scheme where the approaches with lower volumes have stop controls.

Given that the intersection currently operates at LOS A overall and on the stop-controlled approaches even though they have higher volumes, the reversal of stop controls to the approaches that have lower volumes would be expected to have a beneficial impact on operations. Sight distances were field measured at the intersection and were determined to extend more than 200 feet in each direction from each approach, which is adequate for the 25-mph speed limit and would continue to be adequate with the recommended reversal in stop controls. This change in controls should be communicated to the community through outreach before installation and may warrant additional enforcement during the initial opening period along with temporary flags and signs that alert motorists to the changed conditions.

**Recommendation** – As part of the proposed park drive aisle connection to Ohio Street, it is recommended that the stop controls at the intersection of Ohio Street/Guill Street be relocated from the Ohio Street approaches to the Guill Street approaches.

## Design Standards

The proposed cross section for the street extension includes a single 10-foot travel lane and a one-foot shoulder in both directions for a total width of 22 feet. No sidewalks or pedestrian facilities are identified. The proposed design generally satisfies City design standards for private streets which require 10-foot travel lanes; however, City Standard Plan S-18F also requires a five-foot sidewalk separated from the travel way by a seven-foot parkway strip. The standard plan notes that the sidewalk may be omitted if an approved comprehensive on-site pedestrian system is provided. Given that the proposed extension would provide access to a new parking area that visitors would need to be able to walk from to various areas of the park, it is recommended that the design include a sidewalk or pathway on at least one side. The addition of a pedestrian facility to the preliminary design would also provide connectivity for pedestrians between the park and Ohio Street. A parkway strip, as identified in the City's standard plans, would not provide substantial value for the expected traffic volumes and travel speeds and would reduce the space available for recreation, so may not be needed. However, it is recommended that the specific design details for the connection be coordinated with City of Chico Public Works staff.

**Finding** – The proposed preliminary design generally complies with City of Chico design standards for private streets, but does not include a sidewalk, and therefore does not reflect the City's designated typical cross-section.

**Recommendation** – It is recommended that a sidewalk or pathway be included in the design and specific design details be coordinated with City of Chico Public Works staff to ensure compliance with appropriate design standards.

## Bicycle and Pedestrian Connectivity

The proposed extension of the drive aisle to Ohio Street would bisect an existing pathway running along the western park boundary at the existing terminus of Ohio Street. The concept design plan is unclear whether the pathway would terminate at the drive aisle extension or continue on the north side of the drive aisle as several parking stalls are proposed on the existing alignment. The concept design plan should be updated to clarify the proposed design for the pathway. If the pathway is to remain in its current position and would be bisected by the drive aisle extension, it is recommended that the pathway crossing be delineated with a marked crosswalk and associated bicycle and pedestrian crossing signs to alert motorists to the presence of the crossing. Limit lines and stop controls would be appropriate on the pathway approaches as are used elsewhere in the park.

**Finding** – The proposed alignment of the drive aisle extension has the potential to bisect the existing pathway along the western boundary of the park near Ohio Street.

**Recommendation** – The concept design plan should be updated to clarify the proposed design for the pathway. If the pathway is to remain in its current position, a marked crossing should be provided with use of appropriate crossing signage on the drive aisle approaches and stop controls on the pathway approaches as are used elsewhere in the park.

## Emergency Access

The project would include a 20-foot-wide emergency access route into the Community Park via the Ohio Street Connection. Assuming implementation of applicable design standards, site access and circulation is expected to function acceptably for emergency response vehicles. This route would allow for emergency vehicles to access the northern area of the park more quickly and efficiently, and the addition of a parking lot on the north side of Ohio Street extension in Phase II of the project would provide a turnaround area for improved fire truck access. In addition to providing improved access for emergency responders, a second means of exiting the park would also be beneficial during an evacuation event.



**Finding** – The proposed connection to Ohio Street would provide a second vehicular access point to the park, which would be beneficial for emergency responders as well as in an evacuation event.

## Parking

Parking occupancy counts were collected at the park in half-hour increments for two hours during the Saturday peak period to gauge the current usage of the existing on-site parking supply. The park currently has a total of approximately 355 marked parking spaces across four parking areas as follows: 52 spaces near the Field House, 78 spaces near the baseball and softball fields, 125 spaces near the tennis and pickleball courts, and 100 spaces at the north end of the lot near Heffren Field. As summarized in Table 5, the park has a parking occupancy rate above 94 percent between 10:30 and 11:30 a.m. and then dips sharply approaching 12:00 p.m. presumably as the morning soccer games conclude. Generally, a parking occupancy rate of no more than 85 percent is considered desirable as it represents a level that reflects substantial utilization with some availability without requiring visitors to circulate the lot for an extended period trying to find an open space. Parking occupancies above 85 percent can mean that not enough parking is available, while occupancies below 85 percent can represent an underutilization of available parking stalls and oversupply over parking.

**Table 5 – Parking Counts and Occupancy Rates During the Saturday Peak Period**

Time	Field House	Baseball/ Softball Fields	Tennis/ Pickleball Courts	Heffren Field	Total Parked Veh	Avail. Supply	Parking Occ. Rate
10:30 AM	52	78	123	93	346	355	97%
11:00 AM	52	76	120	96	344	355	96%
11:30 AM	52	74	119	90	335	355	94%
12:00 PM	35	42	75	40	192	355	54%

It should be noted that while not officially marked parking spaces, more than 20 vehicles were parked in the dirt and gravel on the east side of the parking lot near Heffren Field between the park and SR 99. The presence of these vehicles confirms that the parking lot is nearly or completely full during the peak Saturday period. Several visitors were observed parking on Guill Street and walking into the park from the nearby neighborhood. Street parking on MLK Parkway was also observed to be fully occupied during the Saturday peak period.

Phase 2 of the proposed project includes construction of 45 parking spaces on the north side of the drive aisle extension. The parking occupancy rates calculated for the park during the Saturday peak period and observations of motorists parking in unpaved dirt and gravel portions of the park as well as in nearby neighborhoods confirm the need for additional on-site parking.

**Finding** – The park had a parking occupancy rate between 94 and 97 percent between 10:30 and 11:30 a.m. on a Saturday, which is well above what is considered a desirable parking occupancy level, indicating need for additional on-site parking.

## Conclusions and Recommendations

- The study intersections of East 20<sup>th</sup> Street/MLK Parkway and Ohio Street/Guill Street would continue to operate at the same Levels of Service with the proposed street connection as they do under Existing Conditions with minor decreases in delay at East 20<sup>th</sup> Street/MLK Parkway and minor increases in delay at Ohio Street/Guill Street.

- The installation of all-way stop controls at Ohio Street/Guill Street are not warranted, but a reversal of the existing stop controls from Ohio Street to Guill Street would be beneficial for all traffic and would be a more standard control scheme where the stop controls are provided on the lower volume approaches.
- It is recommended that a sidewalk or pathway be included in the design for the Ohio Street Connection; the preliminary design is otherwise generally consistent with the City's Standard Plans. Specific design details for the connection should be coordinated with City of Chico Public Works staff to ensure compliance with appropriate design standards.
- The proposed alignment of the drive aisle extension has the potential to bisect the existing pathway along the western boundary of the park near Ohio Street, but the concept design plan is unclear. The concept design plan should be updated to clarify the proposed design for the pathway. If the pathway is to remain in its current position, a marked crossing should be provided with use of appropriate crossing signage on the drive aisle approaches and stop controls on the pathway approaches, as are used elsewhere in the park.
- The proposed connection to Ohio Street would provide a second vehicular access point to the park, which would be beneficial for emergency responders as well as in an evacuation event.
- The park had a parking occupancy rate of 94 to 97 percent between 10:30 and 11:30 a.m. on a Saturday, which is well above what is considered a desirable parking occupancy level, indicating need for the additional on-site parking planned as Phase 2 of the project.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

Joseph Faria-Poynter, EIT  
Assistant Engineer

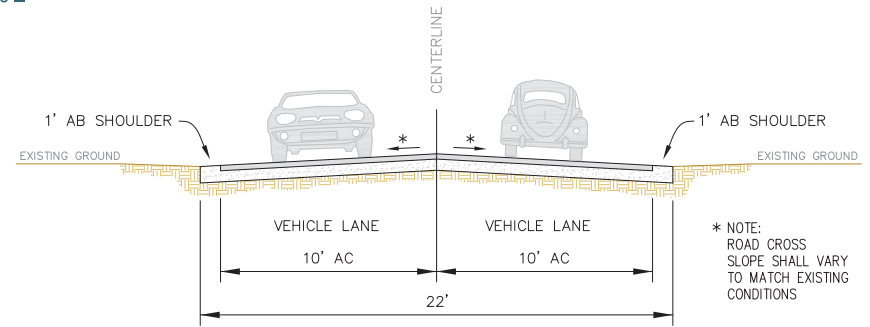
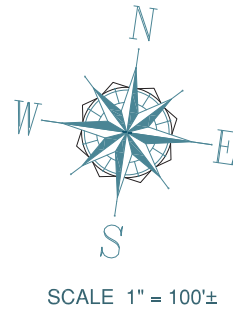
Cameron Nye, PE (Traffic)  
Traffic Engineer

Dalene J. Whitlock, PE (Civil, Traffic), PTOE  
Senior Principal

DJW/jfp-cjn/CHI067.L1

Enclosures: Concept Plan, ADT Count Data, Level of Service Calculations

S:\DWL\_3D\_2016 PROJECTS\17146 Comm. Park Feasibility\17146 Comm. Park - Ohio St.dwg 12/01/17 6:47:40 AM



TYPICAL ROAD SECTION

**COMMUNITY PARK**

**CONCEPTUAL OHIO STREET CONNECTION**

DECEMBER 1, 2017      17146      SHEET 1 OF 1

### VOLUME

### Park Drive Aisle W/O Dr Martin Luther King Jr Pkwy

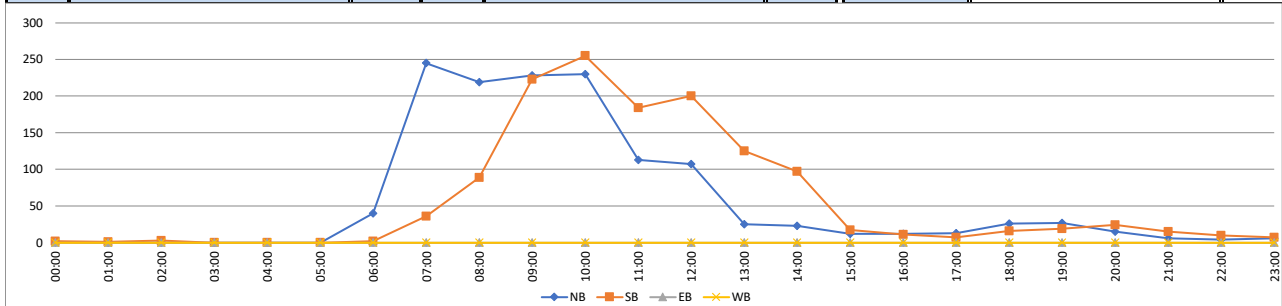
Day: Saturday  
Date: 9/14/2024

City: Chico  
Project #: CA24\_100020\_001

DAILY TOTALS	NB	SB	EB	WB	Total	DAILY TOTALS
	1,352	1,343	0	0	2,695	

15-Minutes Interval						Hourly Intervals					
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	1			2	12:00	20	66			86
0:15	0	0			0	12:15	27	85			112
0:30	0	1			1	12:30	37	22			59
0:45	0	0			0	12:45	23	27			50
1:00	0	0			0	13:00	10	42			52
1:15	0	0			0	13:15	5	19			24
1:30	0	0			0	13:30	4	17			21
1:45	0	1			1	13:45	6	47			53
2:00	0	3			3	14:00	7	27			34
2:15	0	0			0	14:15	7	49			56
2:30	0	0			0	14:30	5	18			23
2:45	0	0			0	14:45	4	3			7
3:00	0	0			0	15:00	1	8			9
3:15	0	0			0	15:15	2	3			5
3:30	0	0			0	15:30	5	2			7
3:45	0	0			0	15:45	4	4			8
4:00	0	0			0	16:00	7	2			9
4:15	0	0			0	16:15	1	4			5
4:30	0	0			0	16:30	1	3			4
4:45	0	0			0	16:45	3	2			5
5:00	0	0			0	17:00	3	3			6
5:15	0	0			0	17:15	2	0			2
5:30	0	0			0	17:30	2	2			4
5:45	0	0			0	17:45	6	2			8
6:00	1	0			1	18:00	8	4			12
6:15	9	1			10	18:15	7	3			10
6:30	13	0			13	18:30	5	4			9
6:45	17	1			18	18:45	6	5			11
7:00	24	1			25	19:00	5	4			9
7:15	44	4			48	19:15	7	6			13
7:30	88	14			102	19:30	10	3			13
7:45	89	17			106	19:45	5	6			11
8:00	47	13			60	20:00	5	5			10
8:15	43	14			57	20:15	6	3			9
8:30	54	24			78	20:30	0	10			10
8:45	75	38			113	20:45	4	6			10
9:00	72	87			159	21:00	3	8			11
9:15	59	91			150	21:15	0	1			1
9:30	53	20			73	21:30	1	3			4
9:45	44	25			69	21:45	2	3			5
10:00	47	87			134	22:00	0	4			4
10:15	61	66			127	22:15	2	1			3
10:30	65	35			100	22:30	2	0			2
10:45	57	67			124	22:45	0	5			5
11:00	29	96			125	23:00	2	1			3
11:15	40	28			68	23:15	2	1			3
11:30	22	27			49	23:30	2	5			7
11:45	22	33			55	23:45	0	0			0
<b>TOTALS</b>	<b>1076</b>	<b>795</b>	<b>0</b>	<b>0</b>	<b>1871</b>	<b>TOTALS</b>	<b>276</b>	<b>548</b>	<b>0</b>	<b>0</b>	<b>824</b>
<b>SPLIT %</b>	<b>58%</b>	<b>42%</b>	<b>0%</b>	<b>0%</b>	<b>69%</b>	<b>SPLIT %</b>	<b>33%</b>	<b>67%</b>	<b>0%</b>	<b>0%</b>	<b>31%</b>

STATISTICS					
	NB	SB	EB	WB	TOTAL
Peak Period	00:00 to 12:00				
Volume	1076	795	1871		
Peak Hour	7:15 10:15		8:30		
Peak Volume	268	264	500		
Peak Hour Factor	0.753	0.688	0.786		
Peak Period	12:00 to 00:00				
Volume	276	548	824		
Peak Hour	12:00 12:00		12:00		
Peak Volume	107	200	307		
Peak Hour Factor	0.723	0.588	0.685		
Peak Period	07:00 to 09:00				
Volume	464	125	589		
Peak Hour	7:15 8:00		7:30		
Peak Volume	268	89	325		
Peak Hour Factor	0.753	0.586	0.767		
Peak Period	16:00 to 18:00				
Volume	25	18	43		
Peak Hour	17:00 16:15		16:00		
Peak Volume	13	12	23		
Peak Hour Factor	0.542	0.750	0.639		



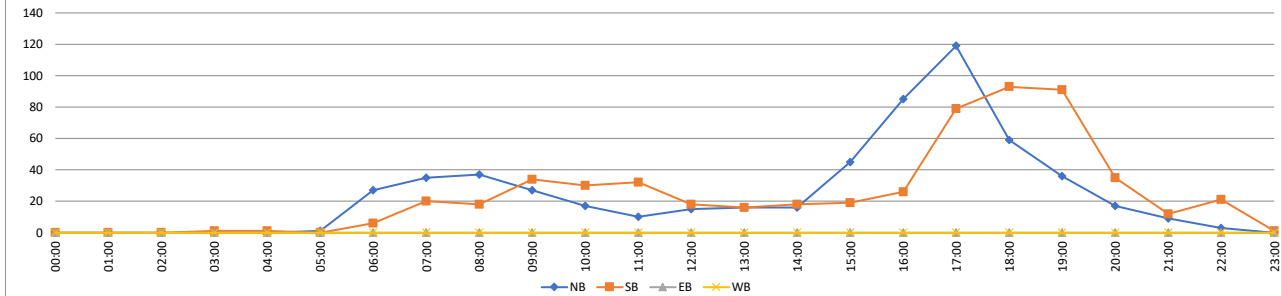
### VOLUME

#### Park Drive Aisle W/O Dr Martin Luther King Jr Pkwy

Day: Wednesday  
Date: 9/18/2024

City: Chico  
Project #: CA24\_100020\_001

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS							
						574	571	0	0	1,145								
15-Minutes Interval											Hourly Intervals							
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	
0:00	0	0			0	12:00	7	4			11	00:00	01:00	0	0			0
0:15	0	0			0	12:15	0	7			7	01:00	02:00	0	0			0
0:30	0	0			0	12:30	2	3			5	02:00	03:00	0	0			0
0:45	0	0			0	12:45	6	4			10	03:00	04:00	0	1			1
1:00	0	0			0	13:00	3	2			5	04:00	05:00	0	1			1
1:15	0	0			0	13:15	6	5			11	05:00	06:00	1	0			1
1:30	0	0			0	13:30	2	3			5	06:00	07:00	27	6			33
1:45	0	0			0	13:45	5	6			11	07:00	08:00	35	20			55
2:00	0	0			0	14:00	8	4			12	08:00	09:00	37	18			55
2:15	0	0			0	14:15	4	5			9	09:00	10:00	27	34			61
2:30	0	0			0	14:30	3	6			9	10:00	11:00	17	30			47
2:45	0	0			0	14:45	1	3			4	11:00	12:00	10	32			42
3:00	0	1			1	15:00	6	0			6	12:00	13:00	15	18			33
3:15	0	0			0	15:15	4	3			7	13:00	14:00	16	16			32
3:30	0	0			0	15:30	12	6			18	14:00	15:00	16	18			34
3:45	0	0			0	15:45	23	10			33	15:00	16:00	45	19			64
4:00	0	0			0	16:00	16	8			24	16:00	17:00	85	26			111
4:15	0	0			0	16:15	16	5			21	17:00	18:00	119	79			198
4:30	0	0			0	16:30	21	5			26	18:00	19:00	59	93			152
4:45	0	1			1	16:45	32	8			40	19:00	20:00	36	91			127
5:00	1	0			1	17:00	32	25			57	20:00	21:00	17	35			52
5:15	0	0			0	17:15	50	12			62	21:00	22:00	9	12			21
5:30	0	0			0	17:30	21	33			54	22:00	23:00	3	21			24
5:45	0	0			0	17:45	16	9			25	23:00	00:00	0	1			1
6:00	0	0			0	18:00	13	25			38	STATISTICS						
6:15	7	0			7	18:15	9	29			38						Peak Period	00:00
6:30	8	3			11	18:30	17	28			45	Volume	154	142			296	
6:45	12	3			15	18:45	20	11			31	Peak Hour	7:30	9:45			9:30	
7:00	8	1			9	19:00	9	38			47	Peak Volume	37	39			64	
7:15	8	4			12	19:15	8	17			25	Peak Hour Factor	0.841	0.750			0.727	
7:30	8	5			13	19:30	13	23			36	Peak Period	12:00	to	00:00			
7:45	11	10			21	19:45	6	13			19	Volume	420	429			849	
8:00	9	4			13	20:00	6	19			25	Peak Hour	16:30	18:15			16:45	
8:15	9	3			12	20:15	7	5			12	Peak Volume	135	106			213	
8:30	8	7			15	20:30	2	7			9	Peak Hour Factor	0.675	0.697			0.859	
8:45	11	4			15	20:45	2	4			6	Peak Period	07:00	to	09:00			
9:00	9	9			18	21:00	2	6			8	Volume	72	38			110	
9:15	5	4			9	21:15	5	2			7	Peak Hour	7:30	7:45			7:45	
9:30	4	8			12	21:30	0	3			3	Peak Volume	37	24			61	
9:45	9	13			22	21:45	2	1			3	Peak Hour Factor	0.841	0.600			0.726	
10:00	7	10			17	22:00	0	1			1	Peak Period	16:00	to	18:00			
10:15	6	7			13	22:15	1	7			8	Volume	204	105			309	
10:30	2	9			11	22:30	1	1			2	Peak Hour	16:30	17:00			16:45	
10:45	2	4			6	22:45	1	12			13	Peak Volume	135	79			213	
11:00	1	8			9	23:00	0	1			1	Peak Hour Factor	0.675	0.598			0.859	
11:15	3	11			14	23:15	0	0			0							
11:30	3	10			13	23:30	0	0			0							
11:45	3	3			6	23:45	0	0			0							
<b>TOTALS</b>	<b>154</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>296</b>	<b>TOTALS</b>	<b>420</b>	<b>429</b>	<b>0</b>	<b>0</b>	<b>849</b>							
<b>SPLIT %</b>	<b>52%</b>	<b>48%</b>	<b>0%</b>	<b>0%</b>	<b>26%</b>	<b>SPLIT %</b>	<b>49%</b>	<b>51%</b>	<b>0%</b>	<b>0%</b>	<b>74%</b>							



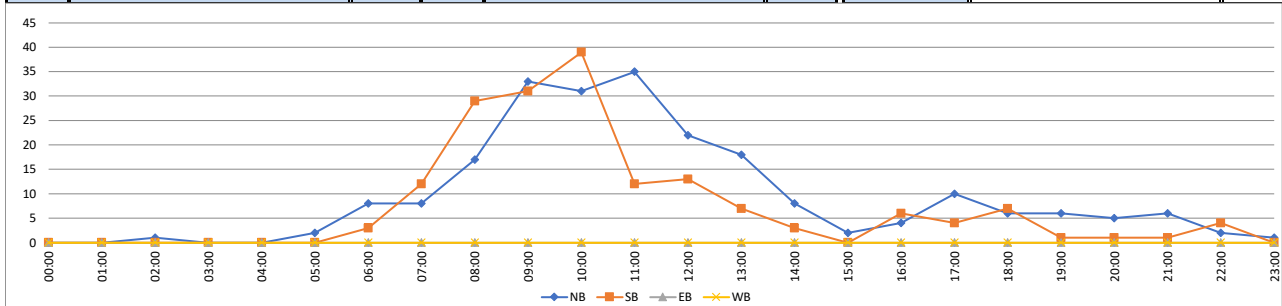
## VOLUME

### Guill St Bet Madison St & Ohio St

Day: Saturday  
Date: 9/14/2024

City: Chico  
Project #: CA24\_100020\_003

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						225	173	0	0	398							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	0	0			0	12:00	9	7			16	00:00 01:00	0	0			0
0:15	0	0			0	12:15	8	2			10	01:00 02:00	0	0			0
0:30	0	0			0	12:30	2	2			4	02:00 03:00	1	0			1
0:45	0	0			0	12:45	3	2			5	03:00 04:00	0	0			0
1:00	0	0			0	13:00	7	6			13	04:00 05:00	0	0			0
1:15	0	0			0	13:15	7	1			8	05:00 06:00	2	0			2
1:30	0	0			0	13:30	0	0			0	06:00 07:00	8	3			11
1:45	0	0			0	13:45	4	0			4	07:00 08:00	8	12			20
2:00	1	0			1	14:00	1	0			1	08:00 09:00	17	29			46
2:15	0	0			0	14:15	2	1			3	09:00 10:00	33	31			64
2:30	0	0			0	14:30	3	2			5	10:00 11:00	31	39			70
2:45	0	0			0	14:45	2	0			2	11:00 12:00	35	12			47
3:00	0	0			0	15:00	0	0			0	12:00 13:00	22	13			35
3:15	0	0			0	15:15	0	0			0	13:00 14:00	18	7			25
3:30	0	0			0	15:30	0	0			0	14:00 15:00	8	3			11
3:45	0	0			0	15:45	2	0			2	15:00 16:00	2	0			2
4:00	0	0			0	16:00	1	0			1	16:00 17:00	4	6			10
4:15	0	0			0	16:15	1	2			3	17:00 18:00	10	4			14
4:30	0	0			0	16:30	0	2			2	18:00 19:00	6	7			13
4:45	0	0			0	16:45	2	2			4	19:00 20:00	6	1			7
5:00	0	0			0	17:00	4	1			5	20:00 21:00	5	1			6
5:15	0	0			0	17:15	2	1			3	21:00 22:00	6	1			7
5:30	0	0			0	17:30	2	1			3	22:00 23:00	2	4			6
5:45	2	0			2	17:45	2	1			3	23:00 00:00	1	0			1
6:00	3	0			3	18:00	2	3			5	STATISTICS					
6:15	1	1			2	18:15	1	1			2						
6:30	0	0			0	18:30	2	3			5	Peak Period	00:00 to 12:00				
6:45	4	2			6	18:45	1	0			1	Volume	135 126				
7:00	0	1			1	19:00	2	0			2	Peak Hour	9:30 10:15				
7:15	3	2			5	19:15	0	0			0	Peak Volume	43 40				
7:30	3	5			8	19:30	3	1			4	Peak Hour Factor	0.717 0.667				
7:45	2	4			6	19:45	1	0			1	Peak Period					
8:00	3	3			6	20:00	1	1			2						
8:15	1	7			8	20:15	2	0			2	Volume	90 47				
8:30	4	7			11	20:30	1	0			1	Peak Hour	12:00 12:00				
8:45	9	12			21	20:45	1	0			1	Peak Volume	22 13				
9:00	7	4			11	21:00	2	0			2	Peak Hour Factor	0.611 0.464				
9:15	3	8			11	21:15	1	0			1	Peak Period					
9:30	12	14			26	21:30	1	1			2						
9:45	11	5			16	21:45	2	0			2	Volume	25 41				
10:00	15	5			20	22:00	0	1			1	Peak Hour	8:00 8:00				
10:15	5	9			14	22:15	0	2			2	Peak Volume	17 29				
10:30	0	15			15	22:30	0	1			1	Peak Hour Factor	0.472 0.604				
10:45	11	10			21	22:45	2	0			2	Peak Period					
11:00	20	6			26	23:00	1	0			1						
11:15	6	2			8	23:15	0	0			0	Volume	14 10				
11:30	6	4			10	23:30	0	0			0	Peak Hour	16:45 16:15				
11:45	3	0			3	23:45	0	0			0	Peak Volume	10 7				
<b>TOTALS</b>	<b>135</b>	<b>126</b>	<b>0</b>	<b>0</b>	<b>261</b>	<b>TOTALS</b>	<b>90</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>137</b>	Peak Hour Factor	0.625 0.875				
<b>SPLIT %</b>	<b>52%</b>	<b>48%</b>	<b>0%</b>	<b>0%</b>	<b>66%</b>	<b>SPLIT %</b>	<b>66%</b>	<b>34%</b>	<b>0%</b>	<b>0%</b>	<b>34%</b>						



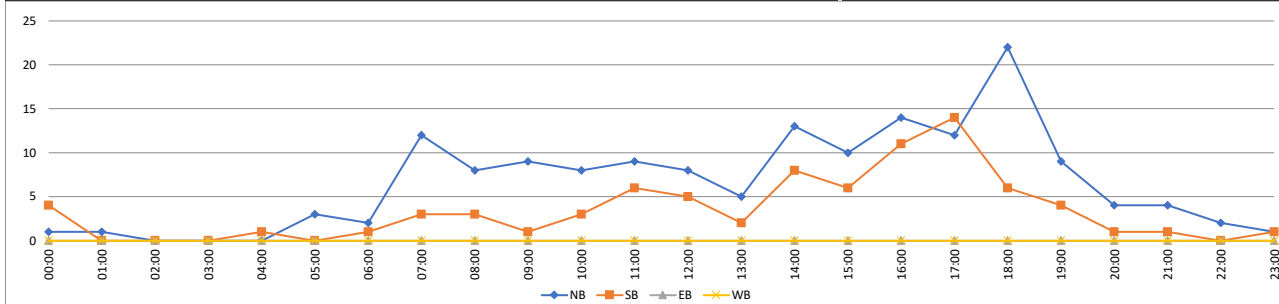
# VOLUME

## Guill St Bet Madison St & Ohio St

Day: Wednesday  
Date: 9/18/2024

City: Chico  
Project #: CA24\_100020\_003

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						157	81	0	0	238							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	1	3			4	12:00	4	1			5	00:00 01:00	1	4			5
0:15	0	1			1	12:15	1	2			3	01:00 02:00	1	0			1
0:30	0	0			0	12:30	1	1			2	02:00 03:00	0	0			0
0:45	0	0			0	12:45	2	1			3	03:00 04:00	0	0			0
1:00	1	0			1	13:00	0	0			0	04:00 05:00	0	1			1
1:15	0	0			0	13:15	0	0			0	05:00 06:00	3	0			3
1:30	0	0			0	13:30	3	2			5	06:00 07:00	2	1			3
1:45	0	0			0	13:45	2	0			2	07:00 08:00	12	3			15
2:00	0	0			0	14:00	2	2			4	08:00 09:00	8	3			11
2:15	0	0			0	14:15	3	1			4	09:00 10:00	9	1			10
2:30	0	0			0	14:30	5	1			6	10:00 11:00	8	3			11
2:45	0	0			0	14:45	3	4			7	11:00 12:00	9	6			15
3:00	0	0			0	15:00	2	3			5	12:00 13:00	8	5			13
3:15	0	0			0	15:15	0	1			1	13:00 14:00	5	2			7
3:30	0	0			0	15:30	4	1			5	14:00 15:00	13	8			21
3:45	0	0			0	15:45	4	1			5	15:00 16:00	10	6			16
4:00	0	0			0	16:00	5	2			7	16:00 17:00	14	11			25
4:15	0	0			0	16:15	2	5			7	17:00 18:00	12	14			26
4:30	0	0			0	16:30	6	0			6	18:00 19:00	22	6			28
4:45	0	1			1	16:45	1	4			5	19:00 20:00	9	4			13
5:00	0	0			0	17:00	3	2			5	20:00 21:00	4	1			5
5:15	0	0			0	17:15	6	5			11	21:00 22:00	4	1			5
5:30	1	0			1	17:30	3	4			7	22:00 23:00	2	0			2
5:45	2	0			2	17:45	0	3			3	23:00 00:00	1	1			2
6:00	0	0			0	18:00	4	2			6	<b>STATISTICS</b>					
6:15	1	1			2	18:15	5	0			5		NB	SB	EB	WB	TOTAL
6:30	0	0			0	18:30	3	2			5	Peak Period	00:00 to 12:00				
6:45	1	0			1	18:45	10	2			12	Volume	53	22			75
7:00	3	0			3	19:00	3	1			4	Peak Hour	7:30	11:00			7:30
7:15	0	2			2	19:15	2	2			4	Peak Volume	15	6			17
7:30	2	0			2	19:30	2	1			3	Peak Hour Factor	0.536	0.500			0.531
7:45	7	1			8	19:45	2	0			2	Peak Period	12:00 to 00:00				
8:00	1	0			1	20:00	2	0			2	Volume	104	59			163
8:15	5	1			6	20:15	0	1			1	Peak Hour	18:00	16:45			16:45
8:30	1	1			2	20:30	0	0			0	Peak Volume	22	15			28
8:45	1	1			2	20:45	2	0			2	Peak Hour Factor	0.550	0.750			0.636
9:00	0	0			0	21:00	4	0			4	Peak Period	07:00 to 09:00				
9:15	2	0			2	21:15	0	0			0	Volume	20	6			26
9:30	3	0			3	21:30	0	1			1	Peak Hour	7:30	7:00			7:30
9:45	4	1			5	21:45	0	0			0	Peak Volume	15	3			17
10:00	3	2			5	22:00	0	0			0	Peak Hour Factor	0.536	0.375			0.531
10:15	1	0			1	22:15	0	0			0	Peak Period	16:00 to 18:00				
10:30	0	1			1	22:30	0	0			0	Volume	26	25			51
10:45	4	0			4	22:45	2	0			2	Peak Hour	16:30	16:45			16:45
11:00	2	2			4	23:00	0	0			0	Peak Volume	16	15			28
11:15	3	0			3	23:15	1	0			1	Peak Hour Factor	0.667	0.750			0.636
11:30	2	3			5	23:30	0	1			1						
11:45	2	1			3	23:45	0	0			0						
<b>TOTALS</b>	<b>53</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>TOTALS</b>	<b>104</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>163</b>						
<b>SPLIT %</b>	<b>71%</b>	<b>29%</b>	<b>0%</b>	<b>0%</b>	<b>32%</b>	<b>SPLIT %</b>	<b>64%</b>	<b>36%</b>	<b>0%</b>	<b>0%</b>	<b>68%</b>						



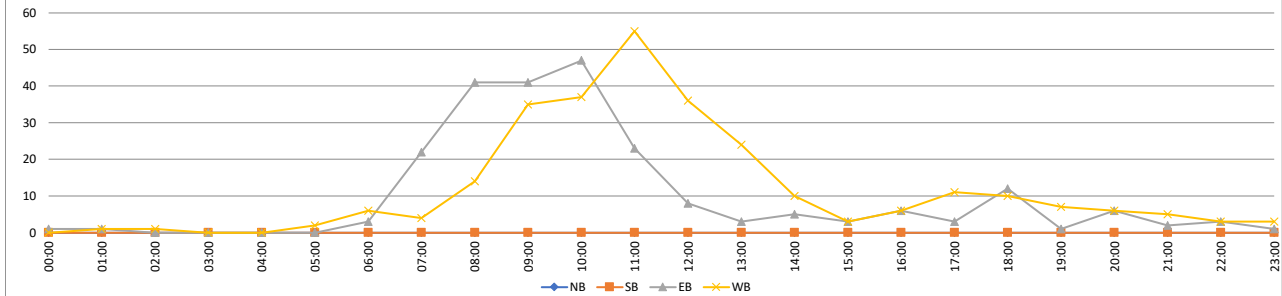
# VOLUME

## Ohio St W/O Guill St

Day: Saturday  
Date: 9/14/2024

City: Chico  
Project #: CA24\_100020\_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	232	279	511							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			0	0	0	12:00			6	18	24	00:00 01:00			1	0	1
0:15			0	0	0	12:15			1	11	12	01:00 02:00			1	1	2
0:30			0	0	0	12:30			1	3	4	02:00 03:00			0	1	1
0:45			1	0	1	12:45			0	4	4	03:00 04:00			0	0	0
1:00			0	1	1	13:00			1	12	13	04:00 05:00			0	0	0
1:15			0	0	0	13:15			1	9	10	05:00 06:00			0	2	2
1:30			0	0	0	13:30			1	0	1	06:00 07:00			3	6	9
1:45			1	0	1	13:45			0	3	3	07:00 08:00			22	4	26
2:00			0	1	1	14:00			1	1	2	08:00 09:00			41	14	55
2:15			0	0	0	14:15			1	4	5	09:00 10:00			41	35	76
2:30			0	0	0	14:30			2	3	5	10:00 11:00			47	37	84
2:45			0	0	0	14:45			1	2	3	11:00 12:00			23	55	78
3:00			0	0	0	15:00			0	0	0	12:00 13:00			8	36	44
3:15			0	0	0	15:15			1	1	2	13:00 14:00			3	24	27
3:30			0	0	0	15:30			1	0	1	14:00 15:00			5	10	15
3:45			0	0	0	15:45			1	2	3	15:00 16:00			3	3	6
4:00			0	0	0	16:00			0	1	1	16:00 17:00			6	6	12
4:15			0	0	0	16:15			2	2	4	17:00 18:00			3	11	14
4:30			0	0	0	16:30			3	0	3	18:00 19:00			12	10	22
4:45			0	0	0	16:45			1	3	4	19:00 20:00			1	7	8
5:00			0	0	0	17:00			0	3	3	20:00 21:00			6	6	12
5:15			0	0	0	17:15			1	2	3	21:00 22:00			2	5	7
5:30			0	0	0	17:30			1	4	5	22:00 23:00			3	3	6
5:45			0	2	2	17:45			1	2	3	23:00 00:00			1	3	4
6:00			0	3	3	18:00			5	2	7	STATISTICS					
6:15			1	1	2	18:15			2	2	4		NB	SB	EB	WB	TOTAL
6:30			0	0	0	18:30			3	5	8	Peak Period	00:00 to 12:00				
6:45			2	2	4	18:45			2	1	3	Volume			179	155	334
7:00			2	0	2	19:00			0	2	2	Peak Hour	10:15 10:45		10:15		
7:15			2	3	5	19:15			0	0	0	Peak Volume			51	60	102
7:30			8	0	8	19:30			1	3	4	Peak Hour Factor			0.607	0.385	0.554
7:45			10	1	11	19:45			0	2	2	Peak Period	12:00 to 00:00				
8:00			5	4	9	20:00			4	2	6	Volume			53	124	177
8:15			9	1	10	20:15			1	2	3	Peak Hour	18:00 12:00		12:00		
8:30			13	1	14	20:30			1	1	2	Peak Volume			12	36	44
8:45			14	8	22	20:45			0	1	1	Peak Hour Factor			0.600	0.500	0.458
9:00			7	12	19	21:00			0	2	2	Peak Period	07:00 to 09:00				
9:15			9	4	13	21:15			0	1	1	Volume			63	18	81
9:30			15	4	19	21:30			1	1	2	Peak Hour	8:00 8:00		8:00		
9:45			10	15	25	21:45			1	1	2	Peak Volume			41	14	55
10:00			3	25	28	22:00			0	0	0	Peak Hour Factor			0.732	0.438	0.625
10:15			11	3	14	22:15			2	1	3	Peak Period	16:00 to 18:00				
10:30			21	2	23	22:30			1	0	1	Volume			9	17	26
10:45			12	7	19	22:45			0	2	2	Peak Hour	16:00 16:45		16:45		
11:00			7	39	46	23:00			0	2	2	Peak Volume			6	12	15
11:15			4	8	12	23:15			0	0	0	Peak Hour Factor			0.500	0.750	0.750
11:30			8	6	14	23:30			1	1	2						
11:45			4	2	6	23:45			0	0	0						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>179</b>	<b>155</b>	<b>334</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>124</b>	<b>177</b>						
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>54%</b>	<b>46%</b>	<b>65%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>30%</b>	<b>70%</b>	<b>35%</b>						





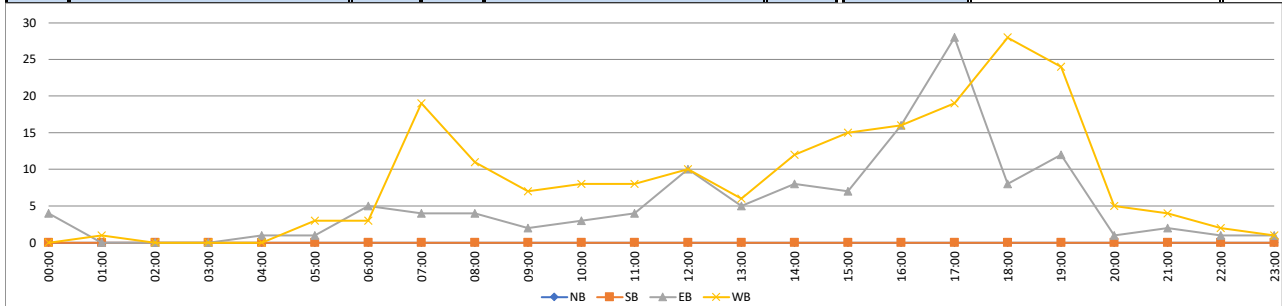
## VOLUME

### Ohio St W/O Guill St

Day: Wednesday  
Date: 9/18/2024

City: Chico  
Project #: CA24\_100020\_002

DAILY TOTALS						NB	SB	EB	WB	Total	DAILY TOTALS						
						0	0	127	202	329							
15-Minutes Interval											Hourly Intervals						
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			3	0	3	12:00			4	3	7	00:00 01:00			4	0	4
0:15			1	0	1	12:15			3	1	4	01:00 02:00			0	1	1
0:30			0	0	0	12:30			1	2	3	02:00 03:00			0	0	0
0:45			0	0	0	12:45			2	4	6	03:00 04:00			0	0	0
1:00			0	1	1	13:00			0	0	0	04:00 05:00			1	0	1
1:15			0	0	0	13:15			2	0	2	05:00 06:00			1	3	4
1:30			0	0	0	13:30			2	2	4	06:00 07:00			5	3	8
1:45			0	0	0	13:45			1	4	5	07:00 08:00			4	19	23
2:00			0	0	0	14:00			2	2	4	08:00 09:00			4	11	15
2:15			0	0	0	14:15			2	2	4	09:00 10:00			2	7	9
2:30			0	0	0	14:30			0	5	5	10:00 11:00			3	8	11
2:45			0	0	0	14:45			4	3	7	11:00 12:00			4	8	12
3:00			0	0	0	15:00			2	1	3	12:00 13:00			10	10	20
3:15			0	0	0	15:15			3	3	6	13:00 14:00			5	6	11
3:30			0	0	0	15:30			1	6	7	14:00 15:00			8	12	20
3:45			0	0	0	15:45			1	5	6	15:00 16:00			7	15	22
4:00			0	0	0	16:00			5	7	12	16:00 17:00			16	16	32
4:15			0	0	0	16:15			5	2	7	17:00 18:00			28	19	47
4:30			0	0	0	16:30			0	6	6	18:00 19:00			8	28	36
4:45			1	0	1	16:45			6	1	7	19:00 20:00			12	24	36
5:00			0	0	0	17:00			3	2	5	20:00 21:00			1	5	6
5:15			0	0	0	17:15			9	9	18	21:00 22:00			2	4	6
5:30			1	1	2	17:30			10	5	15	22:00 23:00			1	2	3
5:45			0	2	2	17:45			6	3	9	23:00 00:00			1	1	2
6:00			1	0	1	18:00			4	5	9	STATISTICS					
6:15			2	1	3	18:15			1	5	6		NB	SB	EB	WB	TOTAL
6:30			0	1	1	18:30			2	9	11	Peak Period	00:00 to 12:00				
6:45			2	1	3	18:45			1	9	10	Volume			28	60	88
7:00			0	3	3	19:00			1	4	5	Peak Hour	6:00 7:30		7:00		
7:15			3	3	6	19:15			8	5	13	Peak Volume			5	21	23
7:30			0	4	4	19:30			3	13	16	Peak Hour Factor			0.625	0.583	0.575
7:45			1	9	10	19:45			0	2	2	Peak Period	12:00 to 00:00				
8:00			0	1	1	20:00			0	2	2	Volume			99	142	241
8:15			1	7	8	20:15			1	0	1	Peak Hour	17:15 18:45		17:15		
8:30			2	1	3	20:30			0	1	1	Peak Volume			29	31	51
8:45			1	2	3	20:45			0	2	2	Peak Hour Factor			0.725	0.596	0.708
9:00			0	0	0	21:00			0	4	4	Peak Period	07:00 to 09:00				
9:15			0	2	2	21:15			0	0	0	Volume			8	30	38
9:30			0	3	3	21:30			1	0	1	Peak Hour	7:00 7:30		7:00		
9:45			2	2	4	21:45			1	0	1	Peak Volume			4	21	23
10:00			2	4	6	22:00			0	0	0	Peak Hour Factor			0.333	0.583	0.575
10:15			0	1	1	22:15			0	0	0	Peak Period	16:00 to 18:00				
10:30			1	0	1	22:30			0	0	0	Volume			44	35	79
10:45			0	3	3	22:45			1	2	3	Peak Hour	16:45 17:00		17:00		
11:00			1	3	4	23:00			0	0	0	Peak Volume			28	19	47
11:15			0	2	2	23:15			0	1	1	Peak Hour Factor			0.700	0.528	0.653
11:30			2	1	3	23:30			1	0	1						
11:45			1	2	3	23:45			0	0	0						
<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>88</b>	<b>TOTALS</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>142</b>	<b>241</b>						
<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>32%</b>	<b>68%</b>	<b>27%</b>	<b>SPLIT %</b>	<b>0%</b>	<b>0%</b>	<b>41%</b>	<b>59%</b>	<b>73%</b>						



# HCM 6th Signalized Intersection Summary

1: Dr Martin Luther King Jr Pkwy & E 20th St

10/08/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	647	228	424	693	145	223	14	507	67	13	34
Future Volume (veh/h)	48	647	228	424	693	145	223	14	507	67	13	34
Initial Q (Qb), veh	0	5	0	0	0	0	4	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	681	161	446	729	142	246	0	494	46	49	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	680	795	355	1610	913	178	346	0	911	134	118	19
Arrive On Green	0.40	0.22	0.22	0.48	0.31	0.31	0.09	0.00	0.09	0.08	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	3456	2966	577	3563	0	1585	1781	1568	256
Grip Volume(v), veh/h	51	681	161	446	437	434	246	0	494	46	49	57
Grip Sat Flow(s), veh/h/ln	1781	1777	1585	1728	1777	1766	1781	0	1585	1781	0	1824
Q Serve(g_s), s	2.3	23.9	11.4	10.0	29.3	29.3	8.7	0.0	0.0	3.2	0.0	3.9
Cycle Q Clear(g_c), s	2.3	23.9	11.4	10.0	29.3	29.3	8.7	0.0	0.0	3.2	0.0	3.9
Prop In Lane	1.00	1.00	1.00	1.00	0.33	1.00	1.00	1.00	1.00	1.00	1.00	0.14
Lane Grip Cap(c), veh/h	680	795	355	1610	547	544	346	0	911	134	134	0
V/C Ratio(X)	0.07	0.86	0.45	0.28	0.80	0.80	0.71	0.00	0.54	0.34	0.00	0.42
Avail Cap(c_a), veh/h	709	795	355	1665	547	544	904	0	1166	452	0	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.7	48.8	43.6	21.5	41.3	41.3	57.2	0.0	17.1	57.1	0.0	57.4
Incr Delay (d2), s/veh	0.0	11.4	4.1	0.0	11.6	11.7	1.0	0.0	0.2	0.6	0.0	0.8
Initial Q Delay(d3),s/veh	0.0	2.0	0.0	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	12.4	4.9	4.2	14.4	14.4	4.4	0.0	8.8	1.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrip Delay(d),s/veh	25.7	62.2	47.7	21.5	52.9	53.0	61.5	0.0	17.2	57.6	0.0	58.2
LnGrip LOS	C	E	D	C	D	D	E	A	B	E	A	E
Approach Vol, veh/h		893			1317			740			103	
Approach Delay, s/veh		57.5			42.3			32.0			57.9	
Approach LOS		E			D			C			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	66.6	33.3		13.9	55.7	44.2		16.2				
Change Period (Y+Rc), s	* 4	4.2		4.1	* 4	4.2		4.1				
Max Green Setting (Gmax), s	* 19	29.1		33.0	* 7.6	40.0		33.0				
Max Q Clear Time (g_c+1), s	12.0	25.9		5.9	4.3	31.3		10.7				
Green Ext Time (p_c), s	0.5	2.1		0.2	0.0	5.3		1.4				

## Intersection Summary

HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

## Notes

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

HCM 6th TW/SC  
2: Guill St & Ohio St

10/08/2024

Intersection													
Int Delay, s/veh		7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Vol, veh/h	2	18	8	4	8	1	8	1	3	0	1	4	
Future Vol, veh/h	2	18	8	4	8	1	8	1	3	0	1	4	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	2	21	9	5	9	1	9	1	4	0	1	5	

Major/Minor	Minor2	Minor1			Major1	Major2		
Conflicting Flow All	30	27	4	40	27	3	6	0
Stage 1	4	4	-	21	21	-	-	-
Stage 2	26	23	-	19	6	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	4.12
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	979	866	1080	964	866	1081	1615	-
Stage 1	1018	892	-	998	878	-	-	-
Stage 2	992	876	-	1000	891	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	965	861	1080	933	861	1081	1615	-
Mov Cap-2 Maneuver	965	861	-	933	861	-	-	1616
Stage 1	1012	892	-	992	873	-	-	-
Stage 2	974	871	-	968	891	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.1	9.1	4.8	0
HCM LOS	A	A		
Minor Lane/Major Mvmt				
	NBL	NBT	NBR	EBLn1/WBLn1
Capacity (veh/h)	1615	-	921	896
HCM Lane V/C Ratio	0.006	-	0.036	0.017
HCM Control Delay (s)	7.2	0	9.1	9.1
HCM Lane LOS	A	A	A	A
HCM 95th %ile Q(veh)	0	-	0.1	0.1

# HCM 6th Signalized Intersection Summary

1: Dr Martin Luther King Jr Pkwy & E 20th St

10/08/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	509	239	522	447	120	198	17	549	139	51	77
Future Volume (veh/h)	33	509	239	522	447	120	198	17	549	139	51	77
Initial Q (Qb), veh	0	3	0	0	0	0	0	2	0	1	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	525	165	538	461	111	217	0	542	130	72	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	107	1177	478	505	1162	278	702	0	577	204	152	136
Arrive On Green	0.06	0.33	0.33	0.18	0.45	0.45	0.19	0.00	0.19	0.11	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	3456	2845	680	3563	0	1585	1781	913	811
Grp Volume(v), veh/h	34	525	165	538	287	285	217	0	542	130	0	136
Grp Sat Flow(s), veh/h/ln	1781	1777	1585	1728	1777	1748	1781	0	1585	1781	0	1724
Q Serve(g_s), s	1.6	10.2	6.8	13.4	9.3	9.4	4.7	0.0	13.3	6.2	0.0	6.7
Cycle Q Clear(g_c), s	1.6	10.2	6.8	13.4	9.3	9.4	4.7	0.0	13.3	6.2	0.0	6.7
Prop In Lane	1.00	1.00	1.00	1.00	0.39	1.00	1.00	1.00	1.00	1.00	0.47	0.47
Lane Grp Cap(c), veh/h	107	1177	478	505	726	714	702	0	577	204	0	288
V/C Ratio(X)	0.32	0.45	0.35	1.07	0.39	0.40	0.31	0.00	0.94	0.64	0.00	0.47
Avail Cap(c_a), veh/h	151	1189	530	703	805	792	1329	0	874	664	0	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.3	23.9	28.1	52.6	21.9	22.0	34.4	0.0	31.0	37.6	0.0	37.1
Incr Delay (d2), s/veh	0.6	1.2	2.0	49.1	1.6	1.7	0.1	0.0	10.5	1.2	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.6	3.3	11.2	5.0	5.0	2.2	0.0	6.5	2.8	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	25.2	30.1	101.7	23.5	23.6	34.5	0.0	41.4	39.3	0.0	37.6
LnGrp LOS	D	C	C	F	C	C	C	A	D	D	A	D
Approach Vol, veh/h		724			1110			759			266	
Approach Delay, s/veh		27.3			61.4			39.4			38.4	
Approach LOS		C			E			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.8	33.8		14.1	9.3	44.3		20.8				
Change Period (Y+Rc), s	* 4	4.2		4.1	* 4	4.2		4.1				
Max Green Setting (Gmax), s	* 18	29.6		33.0	* 7.5	40.1		33.0				
Max Q Clear Time (g_c+1), s	15.4	12.2		8.7	3.6	11.4		15.3				
Green Ext Time (p_c), s	0.4	6.6		0.6	0.0	7.1		1.4				

### Intersection Summary

HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

### Notes

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

HCM 6th TW/SC  
2: Guill St & Ohio St

10/08/2024

Intersection															
Int Delay, s/veh	6.4														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations		↔			↔			↔			↔			↔	
Traffic Vol, veh/h	9	7	35	1	11	4	24	6	6	0	4	15			
Future Vol, veh/h	9	7	35	1	11	4	24	6	6	0	4	15			
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0			
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free			
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None			
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-			
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-			
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-			
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85			
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2			
Mvmt Flow	11	8	41	1	13	5	28	7	7	0	5	18			

Major/Minor	Minor2	Minor1			Major1	Major2					
Conflicting Flow All	90	84	14	106	90	11	23	0	14	0	0
Stage 1	14	14	-	67	67	-	-	-	-	-	-
Stage 2	76	70	-	39	23	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	2.218	-	-
Pot Cap-1 Maneuver	895	806	1066	873	800	1070	1592	-	1604	-	-
Stage 1	1006	884	-	943	839	-	-	-	-	-	-
Stage 2	933	837	-	976	876	-	-	-	-	-	-
Platoon blocked, %											
Mov Cap-1 Maneuver	868	791	1066	821	786	1070	1592	-	1604	-	-
Mov Cap-2 Maneuver	868	791	-	821	786	-	-	-	-	-	-
Stage 1	988	884	-	926	824	-	-	-	-	-	-
Stage 2	898	822	-	930	876	-	-	-	-	-	-

Approach	EB	WB	NB	SB			
HCM Control Delay, s	8.9	9.4	4.9	0			
HCM LOS	A	A					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1/WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1592	-	-	980	844	1604	-
HCM Lane V/C Ratio	0.018	-	-	0.061	0.022	-	-
HCM Control Delay (s)	7.3	0	-	8.9	9.4	0	-
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %ile Q(veh)	0.1	-	-	0.2	0.1	0	-

# HCM 6th Signalized Intersection Summary

## 1: Dr Martin Luther King Jr Pkwy & E 20th St

10/31/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	647	228	424	693	130	223	14	507	60	13	17
Future Volume (veh/h)	24	647	228	424	693	130	223	14	507	60	13	17
Initial Q (Qb), veh	0	5	0	0	0	0	4	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	647	153	424	693	120	233	0	469	60	0	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	705	795	355	1658	932	161	331	0	922	243	127	0
Arrive On Green	0.41	0.22	0.22	0.49	0.31	0.31	0.09	0.00	0.09	0.07	0.00	0.00
Sat Flow, veh/h	1781	3554	1585	3456	3029	524	3563	0	1585	3563	1870	0
Grp Volume(v), veh/h	24	647	153	424	406	407	233	0	469	60	0	0
Grp Sat Flow(s), veh/h	1781	1777	1585	1728	1777	1776	1781	0	1585	1781	1870	0
Q Serve(g_s), s	1.0	22.5	10.8	9.2	26.7	26.7	8.3	0.0	0.0	2.1	0.0	0.0
Cycle Q Clear(g_c), s	1.0	22.5	10.8	9.2	26.7	26.7	8.3	0.0	0.0	2.1	0.0	0.0
Prop In Lane	1.00	1.00	1.00	1.00	0.30	1.00	1.00	1.00	1.00	1.00	0.00	0.00
Lane Grp Cap(c), veh/h	705	795	355	1658	547	546	331	0	922	243	127	0
V/C Ratio(X)	0.03	0.81	0.43	0.26	0.74	0.74	0.70	0.00	0.51	0.25	0.00	0.00
Avail Cap(c_a), veh/h	728	795	355	1703	547	546	904	0	1183	904	475	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.2	48.2	43.3	20.2	40.4	40.4	57.5	0.0	16.1	57.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.9	3.8	0.0	8.9	8.9	1.0	0.0	0.2	0.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	1.5	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/h	0.5	11.4	4.6	3.8	12.9	12.9	4.2	0.0	8.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	58.7	47.1	20.2	49.2	49.3	62.1	0.0	16.3	57.6	0.0	0.0
LnGrp LOS	C	E	D	C	D	D	E	A	B	E	A	A
Approach Vol, veh/h		824			1237			702			60	
Approach Delay, s/veh		55.5			39.3			31.5			57.6	
Approach LOS		E			D			C			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	68.1	33.3		13.0	57.2	44.2		15.7				
Change Period (Y+Rc), s	* 4	4.2		4.1	* 4	4.2		4.1				
Max Green Setting (Gmax), s	* 19	29.1		33.0	* 7.6	40.0		33.0				
Max Q Clear Time (g_c+1), s	11.2	24.5		4.1	3.0	28.7		10.3				
Green Ext Time (p_c), s	0.5	2.8		0.1	0.0	6.1		1.3				

### Intersection Summary

HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

### Notes

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.

HCM 6th TW/SC  
2: Guill St & Ohio St

10/31/2024

Intersection													
Int Delay, s/veh	7.9												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔			↔			↔				↔	
Traffic Vol, veh/h	2	49	8	9	27	1	8	1	11	0	1	4	
Future Vol, veh/h	2	49	8	9	27	1	8	1	11	0	1	4	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	2	49	8	9	27	1	8	1	11	0	1	4	

Major/Minor	Minor2	Minor1			Major1	Major2					
Conflicting Flow All	40	31	3	55	28	7	5	0	12	0	0
Stage 1	3	3	-	23	23	-	-	-	-	-	-
Stage 2	37	28	-	32	5	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	2.218	-	-
Pot Cap-1 Maneuver	964	862	1081	943	865	1075	1616	-	1607	-	-
Stage 1	1020	893	-	995	876	-	-	-	-	-	-
Stage 2	978	872	-	984	892	-	-	-	-	-	-
Platoon blocked, %											
Mov Cap-1 Maneuver	936	858	1081	892	861	1075	1616	-	1607	-	-
Mov Cap-2 Maneuver	936	858	-	892	861	-	-	-	-	-	-
Stage 1	1015	893	-	990	872	-	-	-	-	-	-
Stage 2	942	868	-	923	892	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.4	9.3	2.9	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1/WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1616	-	-	885	873	1607	-
HCM Lane V/C Ratio	0.005	-	-	0.067	0.042	-	-
HCM Control Delay (s)	7.2	0	-	9.4	9.3	0	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th %ile Q(veh)	0	-	-	0.2	0.1	0	-

# HCM 6th Signalized Intersection Summary

## 1: Dr Martin Luther King Jr Pkwy & E 20th St

10/31/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	509	239	522	447	108	198	17	549	125	51	38
Future Volume (veh/h)	16	509	239	522	447	108	198	17	549	125	51	38
Initial Q (Qb), veh	0	3	0	0	0	0	0	2	0	1	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	509	160	522	447	95	210	0	526	100	87	23
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	1197	486	512	1212	256	674	0	562	206	241	64
Arrive On Green	0.05	0.34	0.34	0.17	0.46	0.46	0.18	0.00	0.18	0.11	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	3456	2920	616	3563	0	1585	1781	1426	377
Grp Volume(v), veh/h	16	509	160	522	271	271	210	0	526	100	0	110
Grp Sat Flow(s), veh/h	1781	1777	1585	1728	1777	1759	1781	0	1585	1781	0	1803
Q Serve(g_s), s	0.7	9.6	6.5	12.8	8.4	8.6	4.5	0.0	12.6	4.6	0.0	5.0
Cycle Q Clear(g_c), s	0.7	9.6	6.5	12.8	8.4	8.6	4.5	0.0	12.6	4.6	0.0	5.0
Prop In Lane	1.00	1.00	1.00	1.00	0.35	1.00	1.00	1.00	1.00	1.00	0.21	0.21
Lane Grp Cap(c), veh/h	101	1197	486	512	738	731	674	0	562	206	0	305
V/C Ratio(X)	0.16	0.43	0.33	1.02	0.37	0.37	0.31	0.00	0.94	0.48	0.00	0.36
Avail Cap(c_a), veh/h	153	1208	539	714	818	810	1350	0	877	675	0	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(f)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.4	22.9	27.2	51.7	20.9	21.0	34.5	0.0	30.9	36.3	0.0	35.7
Incr Delay (d2), s/veh	0.3	1.1	1.8	33.0	1.4	1.4	0.1	0.0	9.3	0.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
%ile BackOfQ(50%),veh/h	0.4	4.3	3.1	10.1	4.5	4.5	2.1	0.0	5.9	2.1	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	24.1	29.0	84.7	22.3	22.4	34.6	0.0	40.2	37.3	0.0	35.9
LnGrp LOS	D	C	C	F	C	C	C	A	D	D	A	D
Approach Vol, veh/h		685		1064			736				210	
Approach Delay, s/veh		25.7		53.0			38.6				36.6	
Approach LOS		C		D			D				D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.2	33.8		14.0	8.7	44.3		20.0				
Change Period (Y+Rc), s	* 4	4.2		4.1	* 4	4.2		4.1				
Max Green Setting (Gmax), s	* 18	29.6		33.0	* 7.5	40.1		33.0				
Max Q Clear Time (g_c+1), s	14.8	11.6		7.0	2.7	10.6		14.6				
Green Ext Time (p_c), s	0.4	6.5		0.5	0.0	6.7		1.4				

### Intersection Summary

HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D

### Notes

User approved volume balancing among the lanes for turning movement.

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

User approved changes to right turn type.



HCM 6th TW/SC  
2: Guill St & Ohio St

10/31/2024

Intersection															
Int Delay, s/veh	7.6														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations		↔			↔			↔			↔				
Traffic Vol, veh/h	9	30	35	12	53	4	24	6	12	0	4	15			
Future Vol, veh/h	9	30	35	12	53	4	24	6	12	0	4	15			
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0			
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free			
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None			
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-			
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-			
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-			
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100			
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2			
Mvmt Flow	9	30	35	12	53	4	24	6	12	0	4	15			

Major/Minor	Minor2	Minor1			Major1	Major2		
Conflicting Flow All	101	78	12	104	79	12	19	0
Stage 1	12	12	-	60	60	-	-	-
Stage 2	89	66	-	44	19	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	4.12
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	880	812	1069	876	811	1069	1597	-
Stage 1	1009	886	-	951	845	-	-	-
Stage 2	918	840	-	970	880	-	-	-
Platoon blocked, %								
Mov Cap-1 Maneuver	823	800	1069	814	799	1069	1597	-
Mov Cap-2 Maneuver	823	800	-	814	799	-	-	1599
Stage 1	994	886	-	937	832	-	-	-
Stage 2	843	827	-	906	880	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	9.8	4.2	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1/WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1597	-	-	912	814	1599	-
HCM Lane V/C Ratio	0.015	-	-	0.081	0.085	-	-
HCM Control Delay (s)	7.3	0	-	9.3	9.8	0	-
HCM Lane LOS	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.3	0	-



## BOARD OF DIRECTORS

### Facility Committee

# STAFF REPORT

**DATE:** November 13, 2024  
**TO:** Board of Directors  
**FROM:** Annabel Grimm, General Manager  
**SUBJECT:** Henshaw Property Update

---

### BACKGROUND

Through the 2024-25 budget process, funds were appropriated for the design and construction of Henshaw Park. The 6.39-acre property was accepted from the City of Chico on February 2, 2010, with the stipulation that it be operated and maintained as a neighborhood park.

Immediately adjacent to the park property is a 13-acre parcel belonging to Chico Unified School District (CUSD) and is the site of a future elementary school. Currently, the property is used and managed by the local Future Farmers of American chapter and overseen by Pleasant Valley High School.

### DISCUSSION

As suggested by the Committee, District staff have been in communication with CUSD leadership to discuss the development of the school, timeline, and the shared use of greenspace.

CUSD reports that plans to design and construct the school are conservatively 15 to 20 years out and could be longer depending on the population growth in that area. Because fencing around CUSD properties is standard, staff continue discussions on how to best secure the future school site while maximizing greenspace between the school yard and the park.

Since the development of the school is decades into the future, the school district has expressed interest in allowing the District to include additional acreage from their property into the park design and allow the District to operate and maintain it until CUSD is ready to design and develop the school.

This opportunity provides several benefits CUSD, the District, and the community. By expanding the park with additional CUSD acreage, the District could provide a more comprehensive recreational experience for the community. This additional space allows for more amenities, such as larger sports fields, walking paths, or even facilities that currently do not fit within the existing park design. Additional programming opportunities can provide an offset to the cost incurred of maintaining and operating the additional space.

Utilizing otherwise unused land promotes positive community engagement and improves neighborhood aesthetics. This approach may also reduce undesirable activities often associated with vacant, unattended properties. District management and maintenance will ensure the land is well-kept, reducing safety hazards such as weeds, debris, and vandalism, which may otherwise go unaddressed.

With a strong existing partnership with CUSD, this is an opportunity to demonstrate a shared commitment to the neighborhood and community at large. It also may provide for future cooperative projects and funding opportunities.

**REQUEST**

Discussion with the Committee regarding the opportunity to develop and utilize CUSD property as additional parkland until the school district is ready to build the new school.





## BOARD OF DIRECTORS

### Facility Committee

# STAFF REPORT

**DATE:** November 13, 2024  
**TO:** Board of Directors  
**FROM:** Annabel Grimm, General Manager  
**SUBJECT:** Baroni Neighborhood Park Playground

---

### BACKGROUND

The 2024-25 budget established an allocation of \$200,000 for the replacement and improvement of the Baroni Park Play Structure. Quotes for design were obtained from approved government procurement program vendors. Ross Recreation was selected as most qualified vendor providing cost effective, aesthetically appropriate, and engaging designs.

An online survey and in-person input sessions were conducted to collect community preferences on four different types of structures.

### DISCUSSION

Community feedback on the play structure design produced the following themes:

- The desire for separate structures for ages 2 – 5 and 5 – 12
- Additional shade where possible
- A variety of stand-alone elements and connected structures
- Retain the existing swings and circle rider play elements
- Accessibility to the structures
- Minimization of high towers to avoid line of sight into neighboring yards

A final design was developed in response to community input, incorporating features such as dual slides, additional shade, stand-alone elements, and separate structures for different age groups. In addition, an accessibility study was conducted to ensure the design is accessible. A final consideration is the fall material. Additional pour-in-place (PIP) fall material would increase the cost of the project beyond the approved budget.

### FINANCIAL IMPACT

- 1) Fabricated bark to meet ADA standards: \$170,460
- 2) 800 feet of PIP pathway to the 2 – 5 structure and swings: \$208,000
- 3) 1650 feet of PIP pathway to all structures: \$242, 678

The Baroni Park Fund balance is \$145,000. Other available funding sources to cover the budget shortfall are the District's General Fund and the City of Chico's Neighborhood Park Impact Fees.

### RECOMMENDATION

## 2215

District staff discuss the various options with the Committee and develop a recommendation for the Board of Directors.

ALL PURCHASE ORDERS, CONTRACTS, AND CHECKS TO BE MADE OUT TO:

LANDSCAPE STRUCTURES, INC.  
601 7TH STREET SOUTH  
DELANO, MN 55328 U.S.A.

763-972-3391 800-328-0035  
Fax: 763-972-3185



010521-LSI

Prepared For:

Contact Name	Scott Schumann	Phone	(530) 895-4711
Bill To Name	Chico Area Rec & Park Dist	Ship To Name	Chico Area Rec & Park Dist
Bill To	545 Vallombrosa Ave. Chico, California 95926 United States	Ship To	545 Vallombrosa Avenue Chico, California 95926 United States
Quote Number	00042207	Quote Date	8/16/2024
Opportunity Name	Baroni Park	Quote Exp Date	9/16/2024
Quote Name	Option A	Est Lead Time	16-20 weeks

Quantity	Product	Product Description	Sales Price	Total Price
1.00	160055A	Stationary Cyler Pedals and Grab Bar, Aluminum Post	\$2,346.00	\$2,346.00
1.00	194704A	Boogie Board (DB Only)	\$3,286.00	\$3,286.00
1.00	295696A	ReviRock Bouncer	\$5,827.00	\$5,827.00
1.00	Bond	Bond - Standard 3% on total project amount including tax and freight.	\$4,964.00	\$4,964.00
1.00	Install - Play Equipment	<p>Installation of Landscape Structures design #1177974-01-03 by a manufacturer certified installer.</p> <p>*Project DIR # needed for state Prevailing Wage projects. Quote does not include any additional labor, union or wage requirements. If project has additional labor requirements, additional costs will be incurred through a change order to the originally quoted labor prices shown on this quote unless otherwise noted.</p> <p>*Installation price quoted for favorable working conditions. If rock, poor soil conditions, a high water table and/or other unforeseen site conditions exist requiring additional materials and labor, additional charges may be incurred.</p> <p>*Installation quoted includes standard manufacturer provided footing details. If different footing details are provided by the owner/specifier, a change order will be required.</p> <p>*Installation quoted includes installing footings through native soil or 95% compacted base rock. If installing through concrete, asphalt or through less compacted or permeable base or drain rock, or in other conditions, please provide additional details and a change order may be required.</p>	\$43,020.00	\$43,020.00
1.00	Rentals	Temp fence rental	\$2,245.00	\$2,245.00
1.00	Smart Play, 2-5	Smart Play Sprig, design #1177974-01-03	\$34,380.00	\$34,380.00
	Smart			

1.00	Play, 5-12	Smart Play Tree Tops, design #1177974-01-04	\$55,065.00	\$55,065.00
1.00	Sourcewell LSI Discount	Sourcewell (formerly NJPA) LSI Discount, Contract # 010521-LSI	-\$3,027.00	-\$3,027.00
1.00	Sourcewell Ross Discount	Sourcewell (formerly NJPA) Ross Discount, Contract # 010521-LSI	-\$5,045.00	-\$5,045.00

Materials Amount	\$92,832.00
Tax Amount	\$7,658.64
Labor Amount	\$50,229.00
Freight Amount	\$19,741.00
<b>Total</b>	<b>\$170,460.64</b>

Notes to Customer

SIGNATURE BELOW ACCEPTING THIS PROPOSAL WILL CONSTITUTE A PURCHASE ORDER ONLY UPON APPROVAL BY LANDSCAPE STRUCTURES, INC. CUSTOMER RECEIPT OF AN ORDER ACKNOWLEDGEMENT CONSTITUTES SUCH APPROVAL.

Signature \_\_\_\_\_

Name \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

Thank you for the opportunity to quote your upcoming project. PLEASE NOTE: Quote does not include installation, offload, payment and performance bonds, engineering calculations, security, storage, permits, inspection or safety surfacing, unless otherwise noted. Unless noted, freight costs are based on semi-truck access and do not include a lift-gate.

Deposits may be required before an order can be placed depending on customer credit terms. Your purchase is subject to the terms and conditions of this quote. Approval of this quote agrees to those terms.

If ordering materials after the quoted expiration date, please contact your sales representative for current pricing. Due to material cost increases and a fluid pricing environment, Ross Recreation cannot hold pricing past the stated Expiration Date on this quote. To secure current pricing, Ross Recreation will require the following:

- PO, signed quote or contract with approval for the order.
- Deposit if required by credit terms.
- Color selections and/or approved submittals.
- Acceptance of delivery when materials or equipment is ready to ship. Products cannot be held nor stored.

If this is a bid, it is the responsibility of the General Contractor to adjust their bid to accommodate for anticipated pricing based on the project timeline.

Sales tax will be based on the current rate at the time of shipping, not the order date. Customer will be expected to cover these, or any changes, to sales taxes.



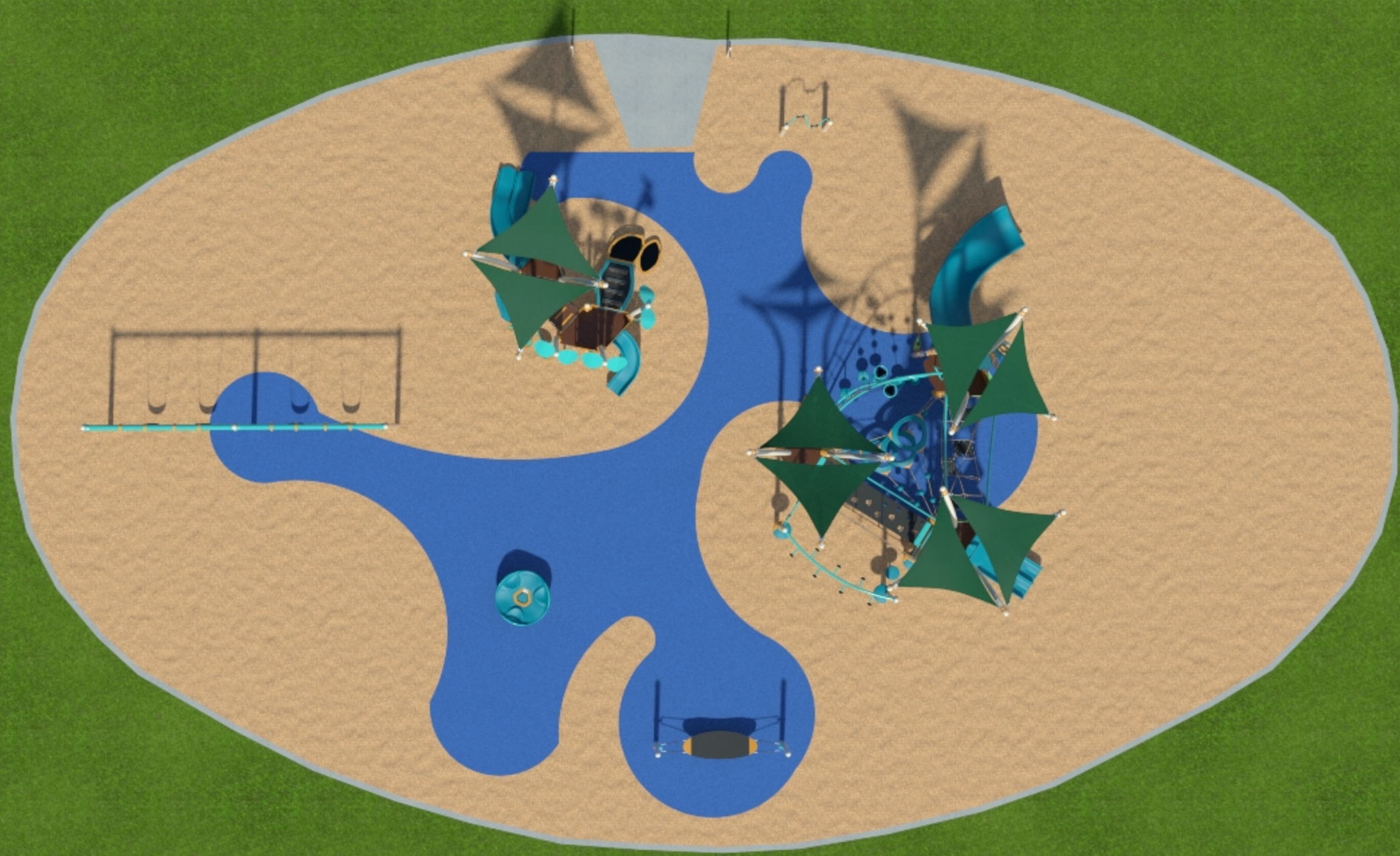
Ross Recreation will provide labor using a subcontractor for all installation and labor quoted. Neither Ross Recreation, nor our subcontractors, are signatory to any unions; however, compliance with prevailing wage rate requirements will occur. If union enrollment is required by our subcontractor for completion of this project, Ross Recreation will require a Change Order to cover the costs of a per project enrollment and additional wage/benefit requirements.



# Baroni Park

1177974-01-01-03 · 10.28.2024

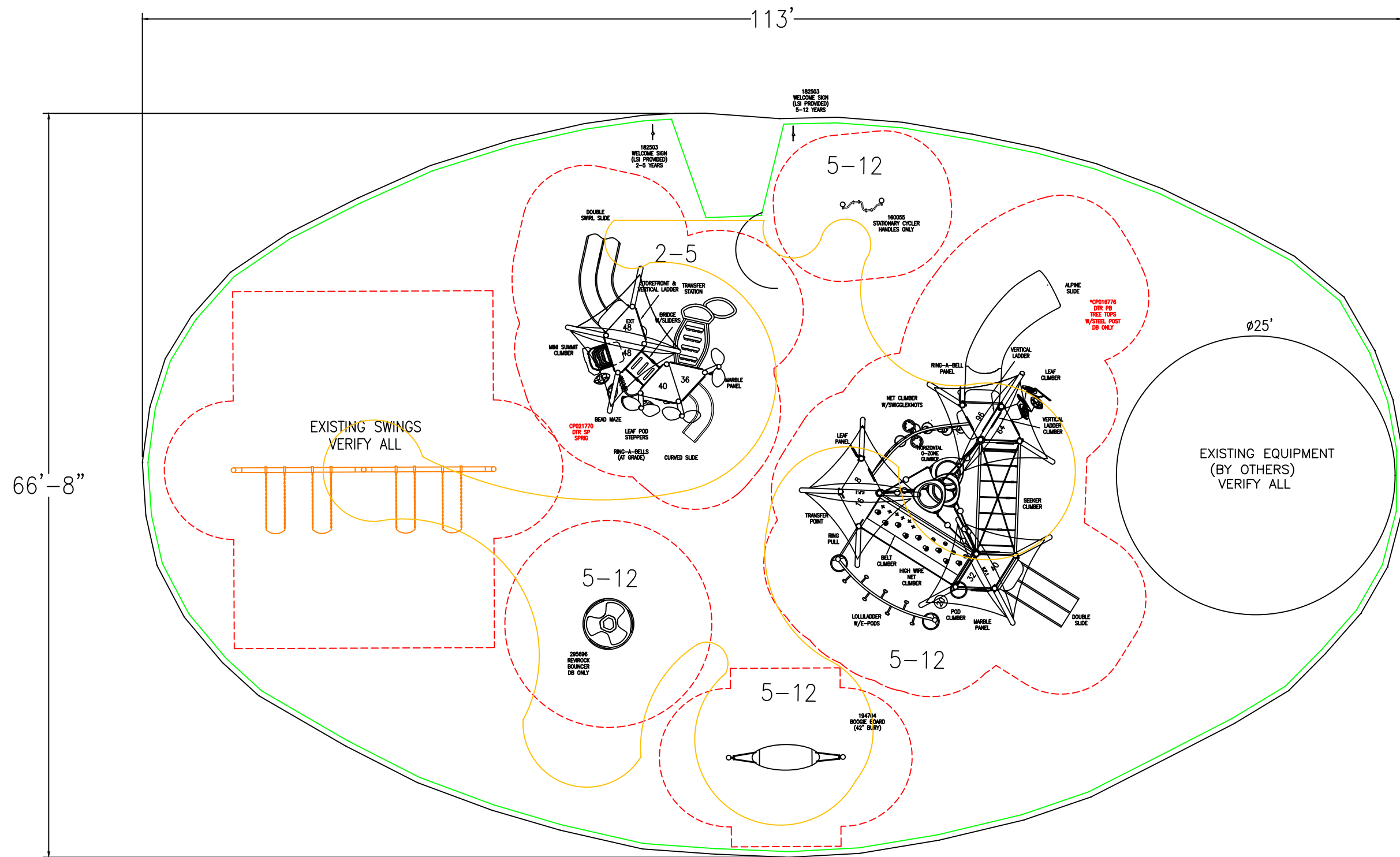




Baroni Park

1177974-01-05-08 · 10.03.2024



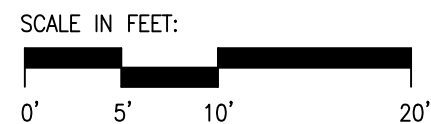


Smart Play  
(2-5 years)  
Max Fall Height: 48 inches  
(ADA DOES NOT INCLUDE EXISTING EQUIPMENT)

Smart Play  
(5-12 years)  
Max Fall Height: 96 inches  
(ADA DOES NOT INCLUDE EXISTING EQUIPMENT)

TOTAL ELEVATED PLAY COMPONENTS	7		
TOTAL ELEVATED COMPONENTS ACCESSIBLE BY RAMP	0	REQUIRED	0
TOTAL ELEVATED COMPONENTS ACCESSIBLE BY TRANSFER	7	REQUIRED	4
TOTAL ACCESSIBLE GROUND LEVEL COMPONENTS SHOWN	3	REQUIRED	2
TOTAL DIFFERENT TYPES OF GROUND LEVEL COMPONENTS	3	REQUIRED	3

TOTAL ELEVATED PLAY COMPONENTS	10		
TOTAL ELEVATED COMPONENTS ACCESSIBLE BY RAMP	0	REQUIRED	0
TOTAL ELEVATED COMPONENTS ACCESSIBLE BY TRANSFER	5	REQUIRED	5
TOTAL ACCESSIBLE GROUND LEVEL COMPONENTS SHOWN	8	REQUIRED	3
TOTAL DIFFERENT TYPES OF GROUND LEVEL COMPONENTS	7	REQUIRED	7



Baroni Park  
Chico, CA

Ross Recreation  
Equipment Co  
Jon Bawden

SYSTEM TYPE:  
Smart Play  
DRAWING #:  
1177974-01-05

landscape structures



The play components identified on this plan are IPEMA certified. (Unless model number is preceded with \*) The use and layout of these components conform to the requirements of ASTM F1487. To verify product certification, visit [www.ipema.org](http://www.ipema.org)

THIS PLAY AREA & PLAY EQUIPMENT IS DESIGNED FOR AGES 2-12 YEARS UNLESS OTHERWISE NOTED ON PLAN.

IT IS THE MANUFACTURERS OPINION THAT THIS PLAY AREA DOES CONFORM TO THE A.D.A. ACCESSIBILITY STANDARDS, ASSUMING AN ACCESSIBLE PROTECTIVE SURFACING IS PROVIDED, AS INDICATED, OR WITHIN THE ENTIRE USE ZONE.

THIS CONCEPTUAL PLAN WAS BASED ON INFORMATION AVAILABLE TO US. PRIOR TO CONSTRUCTION, DETAILED SITE INFORMATION INCLUDING SITE DIMENSIONS, TOPOGRAPHY EXISTING UTILITIES, SOIL CONDITIONS, AND DRAINAGE SOLUTIONS SHOULD BE OBTAINED, EVALUATED, & UTILIZED IN THE FINAL DESIGN. PLEASE VERIFY ALL DIMENSIONS OF PLAY AREA, SIZE, ORIENTATION, AND LOCATION OF ALL EXISTING UTILITIES, EQUIPMENT, AND SITE FURNISHINGS PRIOR TO ORDERING. SLIDES SHOULD NOT FACE THE HOT AFTERNOON SUN.

CHOOSE A PROTECTIVE SURFACING MATERIAL THAT HAS A CRITICAL FALL HEIGHT VALUE TO MEET THE MAXIMUM FALL HEIGHT FOR THE EQUIPMENT (REF. ASTM F1487 STANDARD CONSUMER SAFETY PERFORMANCE SPECIFICATION FOR PLAYGROUND EQUIPMENT FOR PUBLIC USE, SECTION 8 CURRENT REVISION). THE SUBSURFACE MUST BE WELL DRAINED. IF THE SOIL DOES NOT DRAIN NATURALLY IT MUST BE TILED OR SLOPED 1/8" TO 1/4" PER FOOT TO A STORM SEWER OR A "FRENCH DRAIN".

ACCESSIBLE/PROTECTIVE SURFACING TO BE A COMBINATION OF UNITARY AND LOOSE FILL MATERIALS.

DESIGNED BY:

RP  
COPYRIGHT: 10/3/24  
LANDSCAPE STRUCTURES, INC.  
601 7th STREET SOUTH - P.O. BOX 198  
DELANO, MINNESOTA 55328  
PH: 1-800-328-0035 FAX: 1-763-972-6091

Date	Previous Drawing #	Initials





## BOARD OF DIRECTORS

### Facility Committee

# STAFF REPORT

**DATE:** November 13, 2024  
**TO:** Board of Directors  
**FROM:** Annabel Grimm, General Manager  
**SUBJECT:** Veteran's Memorial Community Park

---

### BACKGROUND

At the September Facility Committee meeting, Chico Velo proposed the donation of a shade structure at the Veterans Memorial (then Wildwood) Park Pump Track. The Committee voted to support the donation with consideration for the Eaton Road expansion project and potential impacts to the pump track.

For additional consideration, following the recent renaming of Veteran's Memorial Park, the Veterans of Foreign Wars (VFW) has contacted District staff to discuss using the park as a designated location for retiring synthetic flags.

### DISCUSSION

**Pump track:** District staff have met with the City of Chico to understand the Eaton Road expansion impact to park property. Eaton Road will take up much of the footprint of the current gravel parking area. However, there will be no impact to the pump track or seating area itself. The road construction is scheduled to begin April 2026.

**Parking:** With the elimination of already limited parking, District staff need to assess and plan for additional parking at Veteran's Memorial Park. Central Little League continues to report increasing participation and a desire to potentially add a ballfield in the future.

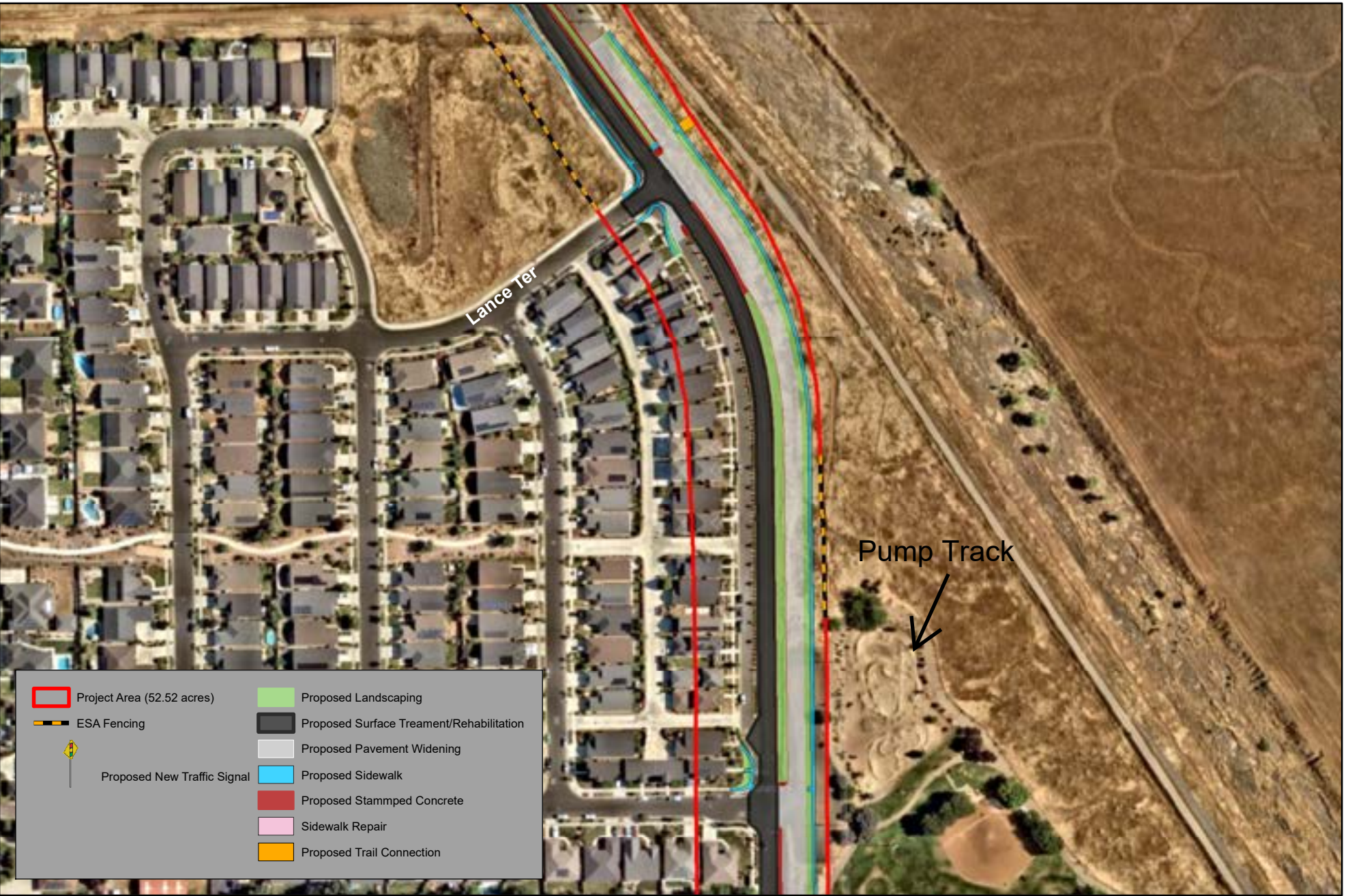
**Retiring Synthetic American Flags:** According to the United States Flag Code, damaged American flags should be burned in a ceremonial retirement. However, many American flags are now made from synthetic materials, such as polyester and nylon, which release toxic fumes and are more fire-resistant than organic materials like cotton, making them unsuitable for burning. For these synthetic flags, a respectful burial is considered the most dignified retirement method.

### RECOMMENDATION

District staff recommend the following actions from the Committee:

1. Request Board approval for the shade structure donation from Chico Velo.
2. Obtain conceptual parking options and cost estimates for expanded parking areas at Veteran's Memorial Park.
3. Work with VFW to identify a synthetic flag retirement location and establish a protocol for future retirements.

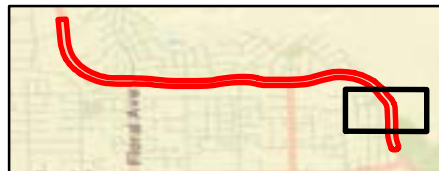
VA3210 Chico East Rd Corridor Improvement\F3 Project Features.mxd



Source: ESRI Maps Online; Dokken Engineering 10/9/2024; Created By: kchen



0 100 200 300 400 500 600 Feet



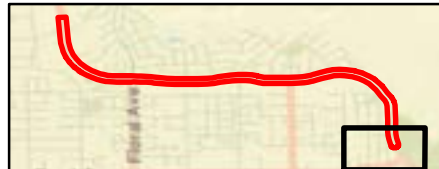
**Figure 3**  
**Project Features**



Source: ESRI Maps Online; Dokken Engineering 10/9/2024; Created By: kchen



0 100 200 300 400 500 600 Feet



**Figure 3**  
**Project Features**



Navarro Dr

Noyo Ct

Noyo Ct

Tuolumne Dr

E Eaton Rd

E Eaton Rd

CARD  
Wildwood  
Park

Wildwood Ave

Wildwood Ave

Wildwood Ave

Wildwood Ave