

**CITY OF CHICO SUSTAINABILITY TASK FORCE
MINUTES OF THE MEETING OF
March 10, 2016**

Municipal Center
421 Main Street
Council Chambers, Conference Rm. 1

STF Members Present: Mark Stemen, Chair (arrived late)
Mike Rubio, Vice Chair
Cheri Chastain
Dave Donnan
Ryne Johnson
William Loker
Lucas RossMerz (arrived late)

STF Members Absent: None

Staff Members Present: Brendan Vieg, Principal Planner
Wyatt West, Assistant Civil Engineer, Traffic Division

Guests Present: Pete Hollingsworth, Butte Bicycle Coalition
Janine Rood, Chico Velo

1. CALL TO ORDER

Vice-Chair Rubio called the meeting to order at 6:35 pm. STF members, City staff, and guest were present as noted.

2. APPROVE JANUARY 28, 2016 MEETING MINUTES

The 01/28/16 minutes were approved (4-0-1; Stemen and RossMerz absent; Johnson abstained).

3. STATUS REGARDING THE CITY'S BICYCLE MASTER PLAN UPDATE PROCESS, AND DISCUSSION WITH BCAG, CHICO VELO, AND BUTTE BIKE COALITION REGARDING ALTERNATIVE TRANSPORTATION EFFORTS AND IMPLEMENTATION OF CAP ACTIONS

Wyatt West from the City's Traffic Division provided an overview of the City's effort to update its Bicycle Master Plan. The presentation closely followed the information provided on **Attachment 1**. Special emphasis was given to a figure that showed current bike routes and traffic stress, the public input process, the identification of new tools in bike lane design for improving safety, and the draft priority bike network.

There were a number of group discussions, including, but not limited to:

- Posting a link of the Bike Plan Update website on the City's Sustainability website, and other ideas to promote this important planning process.
- Opportunities to share with Council and the community the increased value to homes and overall benefits to the community of a comprehensive, high quality bike circulation system.
- Inquiries into how the traffic stress map was developed, and how it was used to develop the draft bike network. A suggestion to show on the final bike circulation network which routes are Class A, B, and C.
- Significant discussion regarding recent, underway, and future bike infrastructure capital project (identified on the last page of **Attachment 1**), including how they're identified, funded (e.g., grants), and maintained. The discussion expanded to how new projects identified in the Bike Master Plan Update would be prioritized and funded in the future.
- A suggestion was made that the Bike Plan show existing vehicle traffic volumes as an overlay on the bike network to help bicyclist choose safer routes.
- There was a general discussion of whether an enhanced bike network will really get people out of their vehicles, or is it simply improving infrastructure that will be used by existing riders. There were suggestions that information be provided to the community highlighting the convenience and benefits of using a bike over a car --- for instance, a travel time analysis showing that riding your bike can be as efficient as driving your car.
- There was a discussion regarding the current lack of bike circulation infrastructure through the CSU, Chico campus, but acknowledgment that may change in the future. It was also highlighted that the City, CSU, Chico, and bicycle stakeholders are starting to meet in a new format with a focus on improving bike/ped safety and movement, and that they will be seeking a "Gold" level designation for the City from the League of American Bicyclists. This is major undertaking.
- There was a discussion with representatives from Chico Velo and the Butte Bicycle Coalition about the upcoming BIKE CHICO efforts that take place throughout the month of May, which includes outreach, challenges, and rewards for participants. Ideas were shared for how to make this effort more successful in order to get people permanently out of their vehicles.
- Janine Rood from Chico Velo provided an update on the efforts of her organization, highlighted that they want to be involved in the outreach and promotion of new facilities the City and others are constructing, and shared that there is an effort to have ciclavia --- or an event where a street or streets are temporarily closed to car traffic and made open for use as a public park.
- Pete Hollingsworth from Butte Bicycle Coalition provided an update on the efforts of his organization, stressed the need to reach out to businesses, and shared that the Coalition had received a grant to purchase and install bike racks, which they were installing at CUSD facilities and select businesses.

4. **STATUS OF CHANGES TO THE 2016 SUSTAINABILITY BUSINESS SERIES FORMAT/SCHEDULE**

STF member Chastain provided an update on planning efforts for the 2016 Sustainability Business Series. There is going to be a single event (August 11th) that covers all of the topics, it is going to be a “happy hour” event, and the outreach is to a larger geographic audience. The Chamber and Chico 350 have been extremely helpful in coordinating and promoting the event.

5. **STATUS REGARDING THE STF AND CAP BEING PLACED ON CITY COUNCIL AGENDA**

Chair Stemen provided an overview of his discussion with Council at its March 1st meeting regarding the STF’s Work Plan. He shared that there was general support, and that the Mayor shared the need to coordinate specifically with the Building Industry and the City’s Building Official regarding the Work Plan item related to voluntary Green Building Code.

The update led to a discussion about what to prioritize for the STF’s upcoming agenda. It was decided that the voluntary Green Building Code should be on the STF’s next agenda, and that the following groups should be invited to participate in the discussion: Chamber of Commerce, the local Building Group, North Valley Property Association, Chico Association of Realtors, North Valley Contractors Exchange, and the City’s Building Official. It was also agreed that the STF would agendize an initial discussion of a gas tax for an upcoming meeting.

6. **BUSINESS FROM THE FLOOR**

None.

7. **REPORTS & COMMUNICATIONS**

None.

8. **ADJOURNMENT**

There being no further business from the STF, the meeting adjourned at 7:25pm to the meeting of **Thursday, May 12, 2016.**

Date Approved

Brendan Vieg, Principal Planner

OUR VISION

The goal of the Chico Bicycle Master Plan Update is to develop a plan to build a network of bikeways that appeal to people of all ages and abilities, create a stronger community, and help businesses thrive.



CULTURE



Chico's cultural identity is closely associated with bicycling and small tributes to bicycling are sprinkled throughout the city. Public street art, murals, and uniquely decorative bike parking racks all celebrate bicycling as a way of life. College students biking between CUSC campus and popular city destinations are a frequent sight. On the weekend, families traveling between home and a local farmers' market are equally common. The network of urban trails provide recreational bicycling opportunities for visitors and residents alike.

INFRASTRUCTURE



A significant network of off-street paths and trails provides recreational and utilitarian bicyclists a comfortable place to ride away from motorized traffic. The on-street bike network is less well connected, with existing gaps between individual facilities and missing, or sporadic wayfinding. Bike lanes are the dominant bikeway facility on major roadway with signed bike routes being present on routes that take advantage of quieter local streets.

BY THE NUMBERS



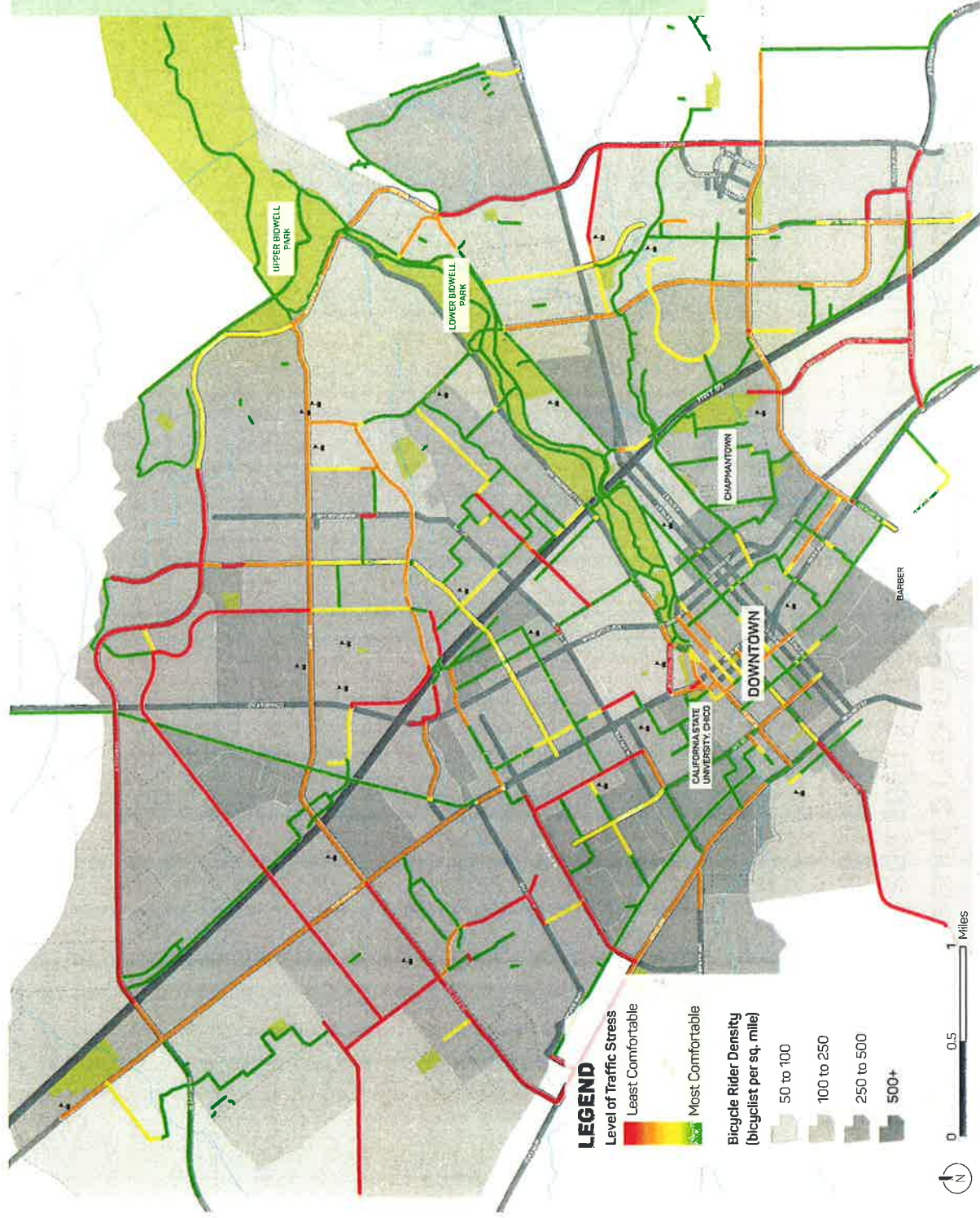
8% of the population uses a bicycle daily

33 miles of bike lanes

32 miles of paved off-street paths

21 miles of signed bike routes

BICYCLE LEVEL OF TRAFFIC STRESS AND CURRENT RATE OF BICYCLING



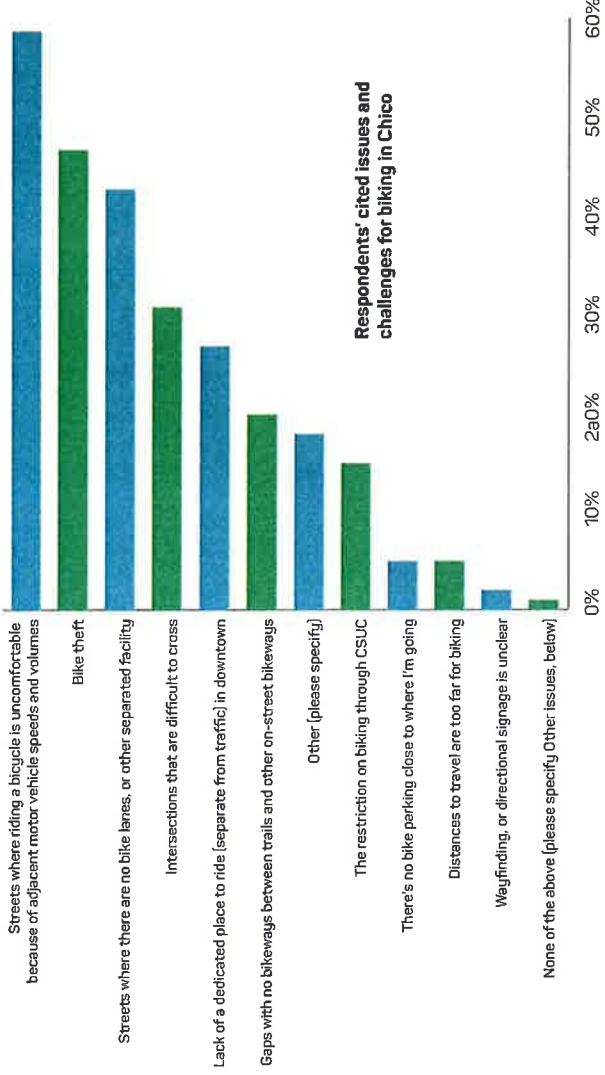
HOW MANY PEOPLE ARE BIKING...AND HOW COMFORTABLE IS IT?

Approximately 8% of the population in Chico bicycle daily. The highest concentration of daily bicyclists is in downtown and the neighborhoods immediately adjacent (dark gray).

The relative comfort, identified in terms of "traffic stress" was modeled for the city's existing and planned bikeway network. Low stress routes show up as green on the map to indicate the higher level of comfort they provide. Red and orange streets typically have higher traffic speeds and/or little physical distance separating bicyclists from motorized traffic. They do not feel as comfortable for the majority of people riding bikes.

*Bike Demand based on NCHRP 552 Guidelines for Analysis of Investments in Bicycle Facilities. The method takes into consideration the population within 1/4-mile, 1/2-mile and 3/4-mile of bicycle facilities, weighting the demand of populations most adjacent to the network higher than populations served further away. Bicycle Level of Traffic Stress based on Mineta Transportation Institute's Low-Stress Bicycle and Network Connectivity model. The model estimates the effect of traffic based stress on people riding bicycles as a function of separation from vehicles and speed along segments, approaching intersections, and at intersections.

84% of the respondents support replacing street parking or travel lanes with bicycle facilities.



STATED PRIORITIES

84% of the respondents support replacing street parking or travel lanes with bicycle facilities. This response is an important indicator of the community's willingness to explore trading auto mobility in favor of bicycle mobility safety and comfort where it is needed most.

The top strategies identified to encourage more biking were greater physical separation from traffic, improved and higher visibility crossings along key bike routes and trails, and more paved trails.



61%

COLORED BIKE LANES



35%

PAINTED BIKE LANES



58%

BUFFERED BIKE LANES



21%

BIKE BOULEVARDS



54%

PROTECTED BIKE LANES



17%

SHARED LANE MARKINGS "SHARROWS"

INTERACTIVE MAPPING SURVEY RESULTS



BIKE FACILITY NEEDED

The locations where respondents say bike facilities are needed are evenly distributed across the city. The most frequently mentioned locations are in Bidwell Park, on the CSU campus, near Highway 99 and Manzanita, and on Bruce Rd.



MAINTENANCE NEEDED

Respondents say maintenance is needed in the area between CSU campus and Bidwell Park. The most mentioned places are in Chapmantown, along Memorial Way and Far Street, and on Manzanita Ave at Bidwell Park.



TRAFFIC CALMING NEEDED

The section of Manzanita Ave along Bidwell Park is the most frequently cited location for traffic calming. Two other stretches also show a concentration of responses: Memorial Way between Main and Pine and Arbutus Ave between Palmetto and Vallombrosa. In general places where respondents say traffic calming is needed are along major roads.



BIKE PARKING NEEDED

There are only three locations where respondents say bike parking is needed: downtown, at the intersection of East Ave and Cohasset and near East Ave and Pillsbury.



DIFFICULT CROSSING

The difficult bicycle crossings noted by survey respondents are clustered around the CSU campus, particularly to the northeast, near the entrance to Bidwell Park along Memorial Drive. A smaller cluster is found near Highway 99 between East and 11th Avenues. The two crossings that drew the most responses are at W 1st Ave and Oleander and on Rio Lindo Ave.

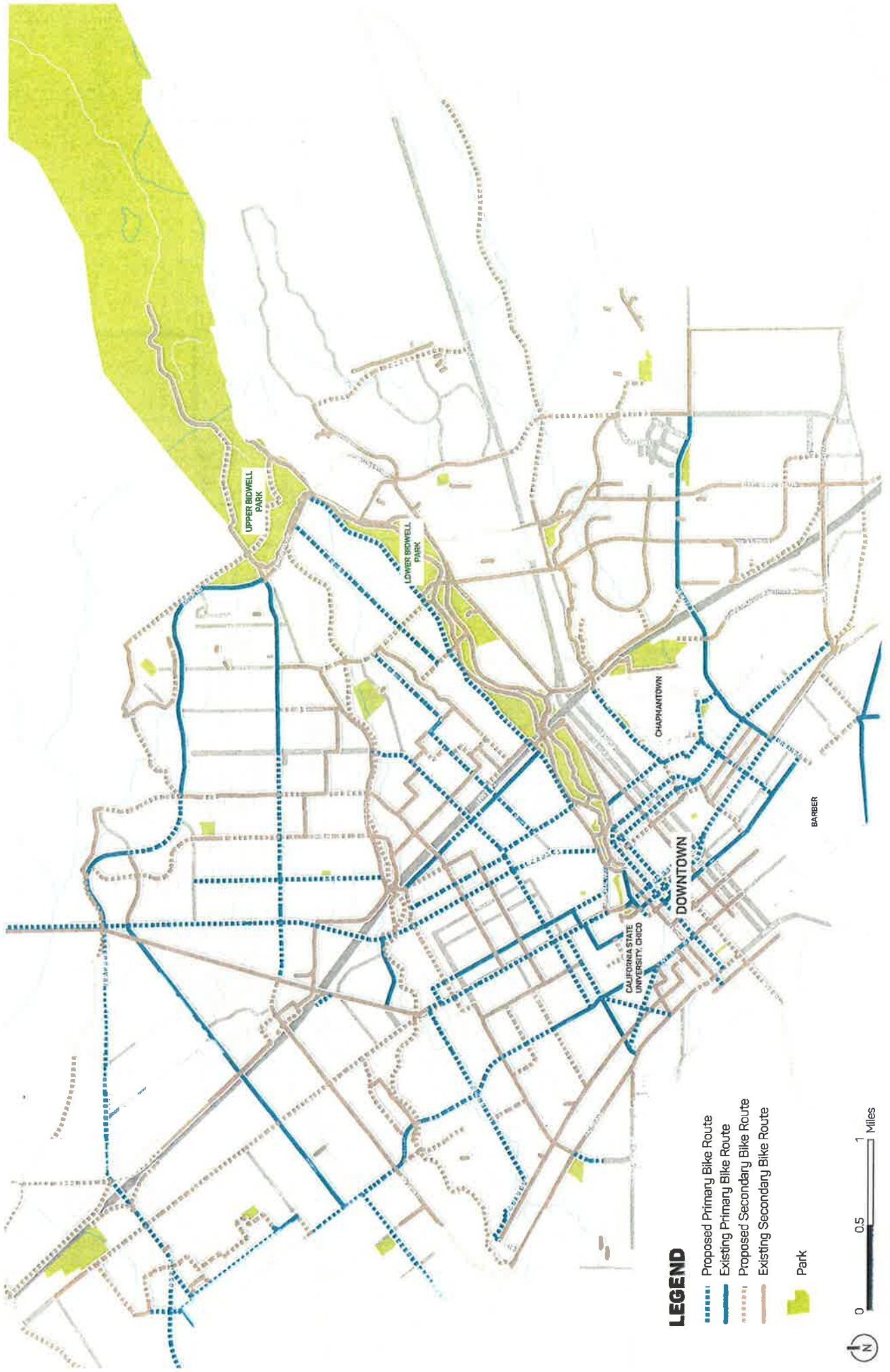


PLACE I BIKE TOO

Survey respondents say that they bike to places in many parts of Chico. The most popular places to bike are clustered around the CSU campus, downtown and lower Bidwell Park. The single most popular destination was along Highway 99 near Chapman Elementary School.



DRAFT PRIORITY BIKE NETWORK



LEGEND

- Proposed Primary Bike Route
- Existing Primary Bike Route
- Proposed Secondary Bike Route
- Existing Secondary Bike Route
- Park



EXISTING BIKE NETWORK

THE BIKE NETWORK TODAY

Chico's existing bikeway network is centered around a robust system of off-street trails that are augmented by on-street bike lanes on major roadways, and signed bike routes on lower traffic streets. This network was developed with the recreational bicyclist in mind and it caters best to this smaller segment of the biking population. On-street connections to some key destinations also serve utilitarian bicycling purposes, but these facilities are generally bike lanes or signed bike routes—facilities that can feel both unsafe and uncomfortable for the larger segment of the population interested in using a bicycle for transportation.



Bike and Pedetrian Related Projects - City of Chico -

Recent Bike/Ped Projects (2010-2015)		
PROJECT #	NAME	TOTAL COST
50064	Annies Glen Bikeway	\$1,600,148
50126	1st & 2nd Street Couplet	\$5,425,894
12058	Bike Path - LCC to 20th St. Park (Design/Acquisition)	\$679,373
50166	SR99 Corridor Bikeway Facility	\$4,783,502
50209	Safe Routes to Schools (Manzanita)	\$392,338
		\$12,881,255

Future Bike/Ped Projects (2015-2017)		
PROJECT #	NAME	Budget Est.
50282	Commanche Creek Greenway Phase 1	\$1,032,350
15010	Hwy 32 Widening Phase II - Park and Ride-Bike Lanes	\$3,850,000
	Caltrans Chico State Bike Path Signal	\$250,000
GRANT FUNDED	Nord Avenue Improvements -Roundabout	\$2,200,000
GRANT FUNDED	Nord Avenue - Road Diet	\$1,600,000
	Caltrans HWY 32 Pedetrian Improvements (99 to Kennedy)	\$1,000,000
15010	Hwy 32 Widening Phase II - Park and Ride-Bike Lanes	\$3,850,000
	Caltrans Ivy St Traffic Signal	\$1,600,000
50166	SR99 Corridor Phase 4	\$1,000,000
		\$16,382,350

Actively Applying For in 2016 (Fed & State Grants)		
PROJECT #	NAME	Budget Est.
13046	Sycamore Bike Path Phase I & II Wilwood to Hicks Ln	\$850,000
12058	Bike Path - LCC to 20th St. Park PHASE 6 SR Bikeway	\$550,000
50282	Comanche Creek Phase 2	\$1,000,000
50067	North Esplanade Improvements	TBD
	S. Esplanade Improvements	TBD