

# Policy and Planning Context

The City of Chico has been making strides to incorporate policies and programs that support active transportation as a viable alternative to motor vehicle travel. Directed by regional and local goals, like policy priorities found in the Butte County Association of Governments Sustainable Communities Strategy, complete streets policies in the City's General Plan Circulation Element, and strategies in the City's Climate Action Plan, the City has, over time, adopted policies and ordinances that position it for success in support of active transportation. Policies already empowering the City to support active transportation include:

## Complete Streets

General Plan 2030, Circulation Element

- ◆ **Goal CIRC-2:** Enhance and maintain mobility with a complete streets network for all modes of travel.
- ◆ **Policy CIRC-2.1** (Complete Streets) – This policy encourages the development of a street network that provides space for all roadway users (bicycles, pedestrians, motor vehicles, etc.), with particular attention to combating air pollution and greenhouse gas emissions. It also highlights city streets as public spaces uniting Chico.
- ◆ **Action CIRC-2.1.1** (Complete Street Standards) – This action tells the City to design new streets to provide space for all travel modes, including bicyclists and pedestrians.
- ◆ **Action CIRC-2.1.2** (Retrofitting Existing Streets) – This action tells the City to

update already-built roadways to streets designed to provide space for all travel modes, particularly to improve pedestrian and bicyclist safety and enhance active transportation connectivity, as funding allows and when feasible.

- ◆ **Action CIRC-2.1.3** (Multimodal Connections) – This action tells the City to make it easier for bicyclists, pedestrians, and motor vehicles to travel between and within new and existing neighborhoods.

## Policy to ensure that trails, parks, and open spaces have secure bicycle parking facilities

Design Guidelines Manual, Chapter 5,  
Community Facility Project Types

- ◆ **DG 5.1.23** - Cover bicycle parking with architecturally compatible design features and locate them close to main entrances.

## Pedestrian-scale lighting

Design Guidelines Manual, Chapter 1  
Community Design

- ◆ **DG 1.3.55** - Construct new street lighting to be pedestrian-oriented without harsh glare, operate on a low wattage system, and be consistent with existing traditional styles.
- ◆ **DG 1.5.16** – Use pedestrian scale lighting along pedestrian walkways to avoid glare.

## Street fronting entrances to commercial businesses



Design Guidelines Manual, Chapter 1  
Community Design

- ◆ DG 1.1.15 - Place buildings close to streets to reinforce a pedestrian-friendly environment depending on the size and traffic capacity of the adjacent streets. For instance, the quieter the street, the closer the buildings may come to the street and public sidewalk. Conversely, buildings may be placed further away from busier streets.
- ◆ DG 1.3.13 - Maintain and enhance a strong pedestrian scale and orientation.

To build on this progress, this chapter describes additional recommendations of supportive policies at the local level across the five E's: Equity, Diversity, & Inclusion (EDI); Engineering; Education; Encouragement; and Evaluation & Planning, which are consistent with General Plan policies and advance active transportation facilities.

## Equity, Diversity, & Inclusion (EDI)

### *Bicycle Licenses and Registration*

With the passage of AB 1909, California amended Section 39002 of the State Vehicle Code, prohibiting a jurisdiction from requiring any bicycle operated within its jurisdiction to be licensed<sup>20</sup>. This Plan recommends that the City consider repealing its bicycle license and registration ordinances (10.40.010 – 10.40.80), in compliance with this State law, removing a barrier to bicycling in the community by eliminating an opportunity for harassment of bicyclists, particularly bicyclists of color and of lower socioeconomic status. This Plan also recommends the City consider recommending bicyclists register with a free national online database, like [www.bikeindex.org](http://www.bikeindex.org), to continue the original purpose of tracking and returning

lost or stolen bicycles while freeing up City resources from the management of the bicycle license and registration program.



*Bike Index logo*

### *Law Enforcement Training*

Ensuring fairness and safety for people riding bicycles for transportation in Chico begins with ensuring that those charged with enforcing existing laws are fully up to speed with bicycle operation and legal nuance. Regular training for law enforcement ensures that the officers of the Chico Police Department are trained on safe bicycling practices and are updated on bicycle-related laws. This Plan recommends that the City work with law enforcement, where applicable and when feasible, to administer existing trainings for law enforcement. Law enforcement should stay abreast of current bicycle and pedestrian related laws and best practices.

## Engineering

### *Slower Speeds in School Zones*

Slower traffic speeds near neighborhood schools empowers more children to walk and bike to school safely. AB 321 took effect in 2008 and allows local government to lower the speed limit at schools located in residential districts on two-lane roads with existing speed limits of 30 mph or less to 15 mph and extend the school

<sup>20</sup> [https://leginfo.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=VEH&sectionNum=39002](https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=VEH&sectionNum=39002).



zone to 1,000 feet from the school property. This Plan recommends the City study the feasibility of lowering speed limits in appropriate school zones. The survey may result in the City establishing 15 mph speed limits in the area up to 500 feet from applicable Chico schools, when children are present. The survey could also investigate the feasibility of setting the speed limit to 25 mph in the 1,000 feet extended school zone. Surveys may result in designating speed limits of 15-25 mph, as appropriate, near school zones.

### *Implement Traffic Calming Measures Near and Within Parks*

Slower traffic speeds near and within parks and other nature-focused destinations encourage safer access to these destinations for all, but especially for vulnerable road users like pedestrians and bicyclists. This Plan encourages the City to take any available opportunities to calm traffic along streets adjacent to, at access points for, and within parks and other park-like facilities. Slowing motor vehicle speeds through traffic calming techniques, like speed humps or lane narrowing, reduces the risk of severe injury for vulnerable road users. Visitors often choose to travel to and through these spaces and facilities without the use of motor vehicles. And, when residents and visitors choose to visit such spaces, they may be seeking an opportunity to spend quiet time in nature as a departure from the hurried pace of more urbanized areas of the City. Slowing motor vehicles to reduce serious injuries for active transportation users and improving the enjoyment of the City's beautiful, natural spaces is recommended.

## Education

### *"Bicycles May Use Full Lane" Signs*

In a scientific study<sup>21</sup>, "Bicycles May Use Full Lane" (R4-11) signs were more consistently comprehended for communicating the message that bicyclists may occupy the travel lane than "Share the Road" signage and increased perceptions of safety. This Plan recommends that the City consider replacing any "Share the Road" signage with "Bicycles May Use Full Lane", both for permanent signs and temporary construction signs.

### *Bicycle Detection Areas*

Bicycle detection is not always intuitive or well known to bicyclists. Implementing bicycle detector pavement markings (MUTCD 9C-7<sup>22</sup>) will help inform bicyclists about proper positioning of bicycles to trigger green lights at signalized intersections. This Plan recommends that the City consider applying pavement



markings to indicate bicycle detection areas at traffic signals along designated bikeways.

*Example of bicycle detection markings in Portland, Oregon from NACTO*

<sup>21</sup> <https://pubmed.ncbi.nlm.nih.gov/26317355/>

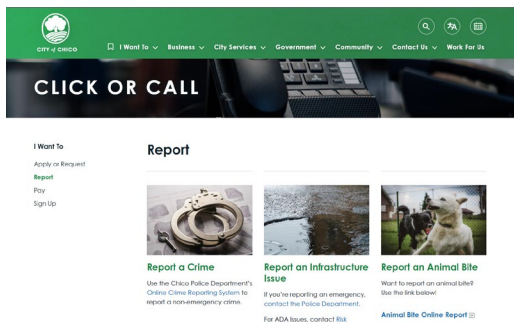
<sup>22</sup> Chapter 9C - MUTCD 2009 Edition - FHWA (dot.gov)



## Encouragement

### *Online Bicycle Hazard Reporting*

This Plan recommends that the City consider making it easier for bicyclists and pedestrians to report hazards, potholes, or other active transportation issues, including bicycle parking needs, online through the City's existing Report Portal<sup>23</sup>, and ensuring requests are addressed in a timely manner. The City could consider updating the Report Portal to include reporting pathways and dropdown menus specific to reporting bicycle issues and concerns. This Plan also recommends that the City consider publicizing the Report Portal tool with media releases, encouraging its use as a powerful feedback tool for the state of Chico's growing active transportation network.



Existing City of Chico Report Portal

## Evaluation & Planning

### *Bicycle Collision Reporting*

Accurate collision data is important for decision makers seeking to reduce injuries and fatalities, as it helps to inform prioritization of impactful projects and programs. This Plan recommends that the City work with the Chico Police Department to improve reporting and analysis of bicycle collisions in order to collect and maintain the most accurate data possible.

### *Bicycle Parking*

#### **INDOOR BICYCLE PARKING**

This Plan recommends the City consider incentivizing indoor bicycle parking in commercial buildings as part of new developments to encourage bicycle commuting in return for reduction in vehicle parking requirements. Available long-term bicycle parking that is safe and secure indoors allows employees to ride to work with a significantly reduced risk of theft.

#### **END OF TRIP FACILITIES**

Like secure long-term bicycle parking, convenient end of trip facilities, such as showers and changing rooms, encourage people to commute to their destinations by bicycle. This Plan recommends that the City consider incentivizing the provision of safe and secure end of trip facilities at key destinations, particularly places of employment.

#### **BICYCLE PARKING MINIMUMS**

This Plan recommends that the City consider updating bicycle parking requirements, as part of the City's Parking and Loading Standards (Table 5-4 of Section 19.70.040 of the Chico Municipal Code). Bicycle parking considerations should be based on expected need and use, not just as a proportion of the number of required vehicle parking spaces. The City should model its update based on regional leaders, like the City of Sacramento, where parking space minimums are based on land use and location within specific parking district types (e.g., Central Business and Arts and Entertainment, Urban, Traditional, and Suburban).

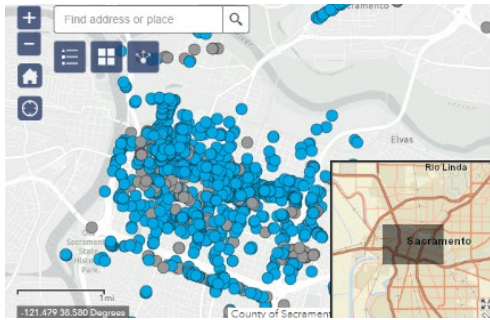
#### **BICYCLE PARKING NEEDS ASSESSMENT**

Paired with the consideration of the policy to update bicycle parking minimums based on expected need and use, this Plan recommends that the City consider regularly surveying and

<sup>23</sup> <https://chico.ca.us/report>



assessing bicycle parking needs at key destinations. The City should work with those destinations and install additional bicycle parking based on identified need. From libraries and civic buildings to retail stores and restaurants, ensuring there is accurate data on the adequacy of parking based upon new bicycle parking minimums will ensure the City accurately maps the locations of existing bicycle parking and informs bicyclists of their availability, ultimately encouraging additional bicycle ridership.



Example of a bicycle parking map, created by the City of Sacramento, located on the city website

**BICYCLE PARKING MAP**

This Plan recommends that the City consider mapping public bicycle parking locations in the City, beginning with Downtown, key destinations, and public parks. This data will help inform the City’s plans to install additional bicycle parking where it is most needed and can be made available to the public, through digital and print formats, to provide the most accurate accounting of the availability of short- and long-term bicycle parking.

