



Sustainability Task Force Ad-hoc Committee

A sub-committee of the Sustainability Task Force
Mayor Ann Schwab, Chair

Meeting of January 26, 2009 – 3:00 p.m. to 5:00 p.m.

Chico Municipal Center, 411 Main Street, Conference Room 1

AGENDA

1. **CONTINUED DISCUSSIONS REGARDING ESTABLISHING SUSTAINABILITY GOALS AND INDICATORS FOR THE CITY'S 2030 GENERAL PLAN UPDATE.**

The Ad-Hoc Committee will continue its discussion and review of potential sustainability indicators for each of the 2030 General Plan guiding principles and elements. A copy of a matrix with the information developed from the Committee's 12/15/08 meeting, and a transportation proposal submitted by Donna Cook is being provided to the Committee with this agenda.

2. **Business from the Floor** – 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.

ATTACHMENTS:

Draft Matrix of General Plan Indicators
Donna Cook's Transportation Proposal

Distribution available in the office of the City Clerk:

Prepared: 1/20/09
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Members:

Jason Bougie
Ken Grossman
Ann Schwab, Chair

Lindsay Buckley
Jon Luvaas
Jim Stevens

Tom DiGiovanni
Dr. Scott G. McNall
Scott Wolf

Tim Dobbs
Jim Pushnik
Julian Zener

Chris Giampaoli
Tami Ritter

MATRIX OF SUSTAINABILITY INDICATORS FOR CHICO 2030 GENERAL PLAN

		GENERAL PLAN ELEMENTS									
General Plan Guiding Principles and Sustainability Indicators	Target	Land Use	Community Design	Transportation	Sustainability	Economic Development	Noise	Parks Public Facilities and Services	Open Space and Environmental Conservation	Safety and Safety Services	Downtown
		1. Planned and Balanced Growth and Conservation.									
a.											
b.											
c.											
d.											
e.											
2. Healthy Environment with a Reduced Ecological Footprint.											
Air Quality											
Greenhouse Gas Emissions											

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		3. Strong Local Economy with Diversified Employment Base and Reliance on Local Business									
a. Grow locally owned businesses											
b. Increase the number of jobs available											
c. Grow businesses that compliment or use local resources (i.e. Smuckers)											
d. Recruit and promote locally owned banks and reinvestments											
e. Encourage businesses and banks to offer/accept "scripts" or local debit cards											
f. Promote cooperative or shared services											
g. Reduce the cost of doing business in Chico											
h. Encourage or incentivize outside contractors to use local labor and materials											
i. Conserve productive or prime soil ag land											
j. Develop and train skilled work force											
k. Develop affordable or "work force" housing											
l. Develop wages based on a cost of living index (Santa Monica example)											
m. Promote "green" businesses and institutions											
n. Increase economic diversity in both numbers and types of jobs											
o. Reduce unemployment rate											

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		p. Research capturing on-line service taxex/revenues									
4. Resource Protection and Enhancement.											
Water											
Solid Waste/Recycling											
Energy											
5. Enhance Chico's Character and Identity.											
6. Livable Neighborhoods as Community Foundation.											

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7. Development Patterns that Offer Alternatives to Automobile Use.											
a. Promote cooperative and shared services (i.e. child care facilities)											
b. Decrease per capita vehicle miles traveled											
c. Increase number of bike lanes, paths and routes (priority on Class I)	% increase in miles										
d. Increase safe routes to schools/destinations											
e. Reduce travel time											
f. Promote higher housing densities along transit corridors											
g. Use more efficient transit routes and vehicles											
h. Increase in peripheral parking lots (i.e. park and rides) that connect to transit											
i. Provide incentives to employees/students to use alternative transportation (i.e. require busing for Form 10 students)											
j. Improve connectivity between neighborhoods and development											
k. Increase number of neighborhood parks											
l. Develop a clear and reinforced urban boundary											

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General Plan Guiding Principles and Sustainability Indicators	Target	Land Use	Community Design	Transportation	Sustainability	Economic Development	Noise	Parks Public Facilities and Services	Open Space and Environmental Conservation	Safety and Safety Services	Downtown
		m. Develep more neighborhood cores									
n. Install more bike racks and diversify the styles and locations											
o. Install more public water fountains to encourage biking and pedestrians.											
p. Install more bus shelters											
q. Increase the urban forest											
r. Provide safer sidewalks and more pedestrian and bike friendly street lighting (i.e. reduce glare)											
s. Use ground level solar lighting on sidewalks and pedestrian corridors											
t. Develop incentives or disinecentive to increase the use of alternative trasnportation											
u. Encourage businesses to provide delivery services or incentives to not drive to their stores/locations.											
8. Performance Based Service Standards and Resource Allocation for Sustainability.											
9. Social Services and Systems for All Chico Residents.											

EQUITY AND SUSTAINABILITY IN TRANSPORTATION

A Proposal by Donna Cook

These recommendations would improve the travel environment for everyone, including neighborhoods through which streets pass. Ordinarily these suggestions would not be given at once. But these are not the usual times. These are emergency measures for emergency times.

Complete the streets. “Complete” in this case means streets that allow everyone to use the roadways in reasonable safety. Sidewalks, bike lanes, and car lanes provide transportation for all users. If there is not room for two car lanes in the existing structure with the addition of sidewalks and bike lanes, then have sidewalks and a street with a speed set at 20 mph or lower with the warning that bicyclists have the right to share the road. All new or reconfigured streets would be built complete.

Modify existing streets to be complete. If there is a width that allows sidewalks and bike lanes with a car lane, perhaps this should be a one-way street with sidewalks and bike lane or a sidewalk and shared lane where the speed limit is set lower or the street is given a special designation like “Bicycle Avenue” that places a planter or tree in the center of the street at each end. Cars move slowly around the planter to enter the street as they might a parking lot. These “bicycle avenues” could be interspersed to provide safer travel as work progresses to make all the streets safe. The Woonerts of Holland illustrate the use of cozy neighborhood streets as lively amenities, instead of dead car zones.

Narrow street widths from 11 (or greater) to 10 feet, as Sacramento did, to reduce traffic speed and increase livability and space for other street users.

Manage speed at a rate that is safe for all users. If the streets are safer and more pleasant, more people will walk or ride a bicycle or use their wheelchairs. Designing streets for low speed is an effective way to manage speed. Narrow streets create “friction” that tends to slow car traffic.

Educate people about what to expect and why. Include not just a description of what will happen but also the kinds of results that are produced in other communities, the more local the better. Include videos that show cities where this type of program has been begun and show the difference in appeal even at the distance of a video.

Plant more shade trees along currently exposed areas. Shade is essential not only to create comfort but to reduce neighborhood heat, A/C use, and to absorb CO₂ for the sake of our climate. When planted near the curb (in a park curb between curb and sidewalk it also creates visual friction for traffic, slowing it down.

Streets without sidewalks that are too wide need both a standard 7' park strip (on at least one side of the street) with a 5' sidewalk behind it. Where sidewalks exist next to the curb, a park strip should be installed on the street side and planted with trees which both narrows the street for safety and creates more shade. Wide streets cannot be shaded. Wide streets use unnecessarily excessive amounts of oil and are more expensive to build and maintain.

WHY

To speed down a street destroys all the other uses of the street that are not speeding. Engineering studies that only count accidents and speeds is incomplete. Are people out and using this street (and enjoying it) or have they chosen to avoid it because of the danger that they see and feel from speeding cars? Most people will not compete with cars in areas they perceive as unsafe. The fear of speed has a powerful negative effect on many communities.

After a 3-year study of speed management in England, the village achieved a 47% reduction in road casualties, as well as a 10 mph reduction in average speeds on mixed use and residential roads. That was accompanied by a 15% reduction in motor traffic on those roads, as more people switched to cycling, walking and public transport. 60% of people reported that they felt safer on the streets than they had done five years earlier. The Longmont, Colorado Police Department did a similar study with similar results.

Some countries have found that 25 mph is excessive in neighborhoods and have begun implementing “home zones,” where speed is limited to 20 mph. In 20 mph zones the average speeds fall by around 9 mph, while total number of crashes falls by 60% (and by 67% for crashes involving children)

Only 5% of pedestrians die when struck by a vehicle going 20 mph; fatality increases to 45% at 30 mph; 85% of people die when the car is traveling 40 mph.

HOW TO CHANGE

Begin the changes on the routes leading to schools; just starting there, not stopping there. Providing a safe route for youngsters to walk or ride their bikes to school reduces two parent/car trips a day. A Marin County traffic survey showed that parents driving their kids to school was responsible for up to 21% of rush hour traffic.

Another priority would be to modify the most important streets that connect people to very popular areas. These would be like Manzanita Avenue where it is the only road leading to Hooker Oak Park and Playground and also is the most direct route to Wildwood Park for people coming from the southeast subdivisions. The rush hour snarl that is the current early morning experience might actually be smoother if the traffic were officially slowed and more of the people travelling to work and school were on bicycles.

If there are parallel or equally direct streets that are already safe for bicyclists and pedestrians, then some streets could be delayed to the end of the modification list.