

Appendix B: Stakeholder Engagement Documentation

Stakeholder Engagement Documentation

This appendix contains additional details and documentation of engagement efforts described in the *Stakeholder Engagement Chapter*.

Community Workshops

AUGUST 31, 2022

The first Community Workshop, held at Chico City Hall, provided an opportunity to comment on existing conditions and active transportation needs. Six outreach boards formed the primary basis of the engagement; four boards included maps each covering a subset of Chico, and two of the boards displayed images of different types of bicycle or pedestrian facilities. The boards and images captured at the workshop are displayed below. Sign in sheets are also provided.

Figure 1: Bicycle facilities board at Community Workshop #1

What Facilities Do You Prefer? / ¿Qué instalaciones prefieres?

Bicycle Facilities

Class I (Separated Path)
Clase I (Camino Separado)

Provides a travel area for bicyclists, pedestrians, and other users separated from motor vehicles.
Proporciona un área de viaje para ciclistas, peatones y otros usuarios que es separado de los vehículos motorizados.

Class II (Bike Lane)
Clase II (Carril Bici)

Provides a dedicated travel lane for bicyclists adjacent to motor vehicles.
Proporciona un carril de circulación exclusivo para ciclistas junto a los vehículos motorizados.

Buffered Class II (Buffered Lane)
Clase II con Buffer (Carril Buffer)

Provides a dedicated travel lane for bicyclists adjacent to motor vehicles, separated by a visual buffer.
Proporciona un carril de circulación exclusivo para ciclistas, separado de los vehículos motorizados por un buffer visual.

Class IV (Protected Bikeway)
Clase IV (Carril Bici Protegido)

Provides a dedicated travel lane for bicyclists, separated from motor vehicles by a vertical buffer.
Proporciona un carril de circulación exclusivo para ciclistas, separado de los vehículos motorizados por un buffer vertical.

Intersection Treatment

Bike Boxes
Cajas de Bicicletas

Provides a dedicated place for bicyclists to stage at intersections in front of motor vehicles to improve bicyclist visibility.
Proporciona un lugar dedicado para que los ciclistas suban en las intersecciones frente a los vehículos motorizados para mejorar la visibilidad de los ciclistas.

Conflict Markings
Marcas de Conflicto

These markings alert road users of potential conflict areas and/or crossing paths.
Estos señales alertan a los usuarios de la vía de posibles áreas de conflicto y / o cruces de caminos.

Green Painted Bike Lanes
Carriles Bici Pintados de Verde

Painted bike lanes provide additional visibility and comfort for bicyclists.
Los carriles bici pintados proporciona visibilidad y comodidad adicionales para los ciclistas.

Bicycle Detection
Detección de Bicicletas

Technology installed at intersections to detect the presence of bicycles waiting at a red light and initiate a green light.
Tecnología instalada en las intersecciones para detectar la presencia de bicicletas esperando en un semáforo en rojo e iniciar un semáforo en verde.

City of Chico - Active Transportation Plan

Figure 2: Pedestrian facilities board at Community Workshop #1

What Facilities Do You Prefer? / ¿Qué instalaciones prefieres?



Crossings
Curb Extensions
Extensiones de Acera



This traffic calming measure reduces the crossing distance and helps pedestrians and drivers to see each other better.
 Esta medida para calmar el tráfico reduce la distancia de cruce y permite que los peatones y los conductores mejor se vean.

Median Refuge Island
Isla Mediana de Refugio



Allows pedestrians and bicyclists to cross only one direction of travel at a time. This makes the crossing more comfortable and safe.
 Permite a los peatones y ciclistas cruzar solo una dirección de viaje a la vez. Esto hace que la travesía sea más cómoda y segura.

High Visibility Crosswalk
Paso de Peatones de Alto



Provides a safer crossing for pedestrians by increasing the distance from which the markings can be observed.
 Proporciona un cruce más seguro para los peatones al aumentar la distancia desde la cual se pueden observar las marcas.

Pedestrian Hybrid Beacon
Baliza Híbrida Para Peatones



This traffic control device provides a red light when only pedestrians are present and press the button to cross.
 Este dispositivo de control de tráfico proporciona una luz roja cuando solo hay peatones presentes y presione el botón para cruzar.

Yield to Pedestrians Sign
Ceder el Paso a Peatones Signo



High-visibility signage placed at the centerline or curb to increase motorists yielding to pedestrians at crosswalks.
 Señalización de alta visibilidad colocada en la línea central o en la acera para aumentar el paso de los automovilistas a los peatones en los cruces peatonales.

Leading Pedestrian Interval
Semáforos de intervalo peatonal adelantado



Gives pedestrians the opportunity to enter the crosswalk at an intersection 3-7 seconds before vehicles are given a green indication.
 Brinda a los peatones la oportunidad de ingresar al cruce peatonal en una intersección de 3 a 7 segundos antes de que los vehículos reciban una indicación verde.

Advanced Stop Bar
Barra de Parada Avanzada



These markings encourage motorists to stop behind the crosswalk and leave it clear for crosswalk users.
 Estas marcas orientan a los automovilistas a detenerse detrás del paso de peatones y dejarlo despejado para los usuarios del paso de peatones.

Rectangular Rapid Flashing Beacon
Baliza Rectangular de Destellos Rápidos



A button activates warning lights to notify motorists of crosswalk users.
 Un botón activa las luces de advertencia para notificar a los automovilistas de los usuarios del paso de peatones.

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Photo credit: High Visibility Crosswalks from Milwaukee, GHD; Biking in Peoria, Illinois; New York City Streetscape; Pedestrian Highway; Advertisement, City of Chandler, Arizona.

Figure 4: Northeast Chico comment board at Community Workshop #1

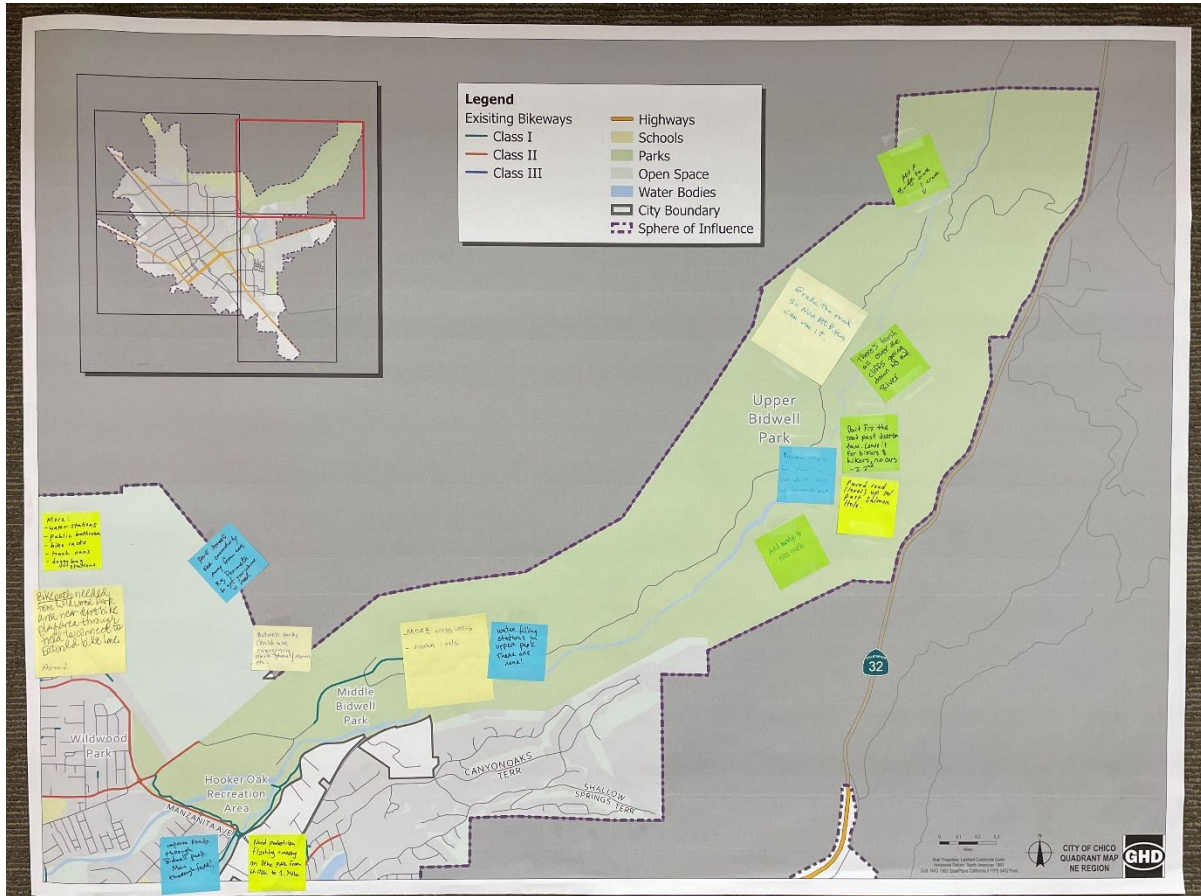


Figure 5: Central Chico comment board at Community Workshop #1



Figure 6: Southern Chico comment board at Community Workshop #1



Figure 7: Participants engaging with workshop materials at Community Workshop #1



Figure 8: Participants marking a board depicting pedestrian facilities at Community Workshop #1



Figure 9: Participants marking a board depicting a map of central Chico at Community Workshop #1



**Welcome to the City of Chico Active Transportation Plan Workshop
Bienvenidos al Taller del Plan de Transporte Activo de la Ciudad de Chico**

**Please Sign In
Por favor, registrese**

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	kenplan67@gmail.com		✓

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DECEMBER 7, 2022

The second community workshop was held on December 7, 2022, at Chico City Hall from 5:00 to 7:00 PM. The purpose of this workshop was to garner feedback from the community on the draft proposed bicycle and pedestrian facility recommendations. At the workshop, four quadrant maps representing four parts of the City of Chico were provided on tables, each with a detailed map of a different area of Chico with the following focus areas:

- ◆ Downtown Chico and Western Chico
- ◆ Southern Chico
- ◆ Northern Chico
- ◆ Eastern Chico and Upper Bidwell Park

Workshop attendees were able to provide input on the proposed recommendations with “sticky notes,” pens, and markers. Additional boards were placed around the room to describe the types of improvements that could be seen on the quadrant maps. These boards were consistent with the boards shared at the first workshop. Workshop attendees were geographically and age diverse. People came from all four quadrants of the City and comments were provided on every map placed throughout the room. Images from the workshop are below, and are followed by event sign-in sheets.

Figure 10: Types of Facilities informational board



Figure 11: North East Quadrant Map



Figure 13: South West Quadrant with Downtown



Figure 12: South East Quadrant Map



Figure 14: Downtown Inset

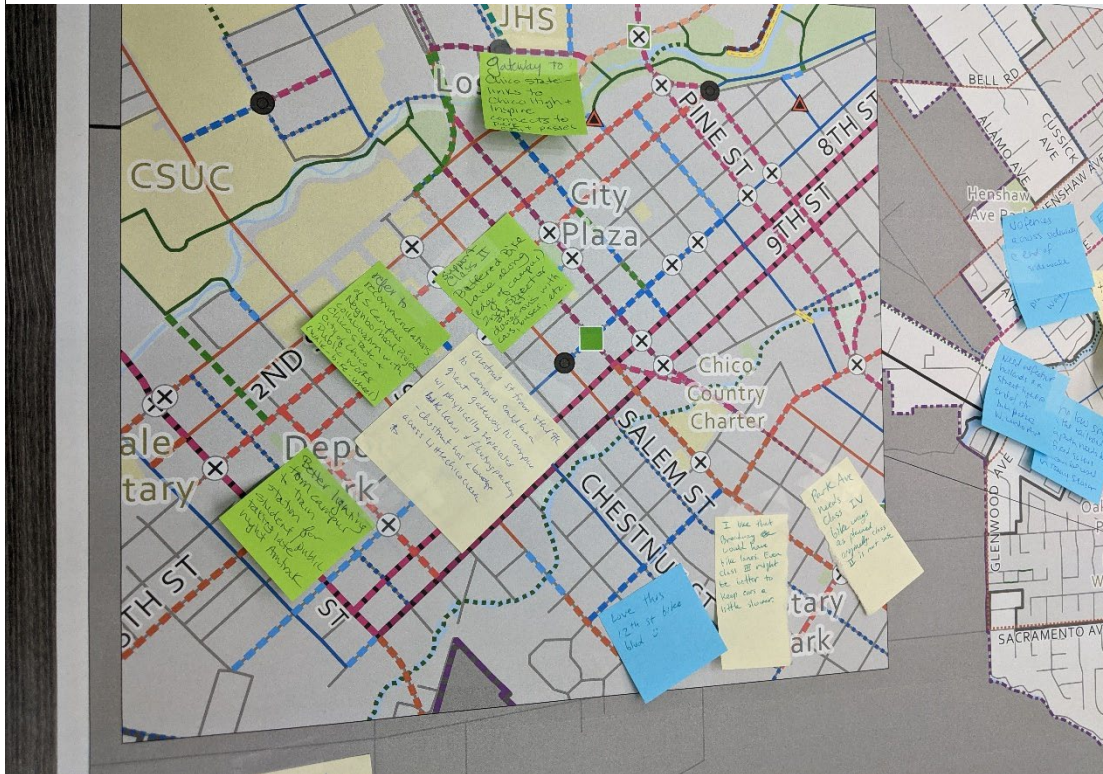


Figure 15: North West Quadrant



Figure 16: Participants in discussion at Community Workshop #2



Figure 17: Types of Pedestrian Facilities board at Community Workshop #2



Figure 18: Small board showing alternative bikeway Option #2 for Eaton Rd across SR 99



Figure 19: Small board showing alternative bikeway Option #3 for Eaton Rd across SR 99



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December 7, 2022 | City Hall Council Conf. Room 1 | 5-7PM

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December 7, 2022 | City Hall Council Conf. Room 1 | 5-7PM

OCTOBER 19, 2023

The third and final workshop was held at City Hall from 5:00 to 7:00 PM. This workshop provided two printed copies of the Plan in addition to the final recommendation maps placed around the room. Over 40 people attended this workshop. Comments were generally in support of the Plan, and some were recommending projects that were outside the scope of this Plan or could be paired with other projects in future grant applications. These were noted to City staff after the workshop.

After the workshop, comments were digitized and submitted via the comment box on the project website. These and other comments provided during the Public Draft Plan phase can be found later in Appendix B.

Workshop comments included the following:

- Generally I like the recommendations of the ATP but I am very skeptical of accomplishing much on implementing the goals and projects because we have no money. Page of funding will only handle the backlog of street repairs. Opportunities for outside funding will compete with other worthy projects.
- The bike lane gets too many cars where they cover all the bike path. So, if you push the bike path further to the gutter it will be harder to bike in. Need the City to clean streets.
- Bike lane on Ivy Street. Bike lane feels safe, leaves pile up during fall and winter, if changed to class 4 bike lane the bikers would be pushed farther into the leaves and gutters.
- Avenues potholed, difficult to ride bikes. City will not spend rehabilitation \$ until 2030. E Sacramento Ave, Palm and Spruce.
- I see that there are planned class II and III bike lanes or routes near Chico High, but seeing how many students choose not to bike to school out of fear for safety, could there be a bike path to Chico High. Biking to and from school is greatly slowed down by motor traffic and this could decrease commuting time as well.
- No tunnel at Filbert! because don't want through traffic.
- Class IV bike path connecting Vallombrosa, past Chico Jr to Esplanade on Memorial.
- Propose Class IV bikeway along Floral/5th Ave. Better access to Neal Dow. and the new Chico Girl Scouts center at Floral/East Ave. Also improved access to East Ave Safeway.
- Class IV bikeway on Mangrove to connect propose Cohasset.
- Support for Mangrove and Floral Ave projects. Memorial Ave feasibility study --> any improvements needed. More dedicated bike parking downtown is needed.
- One Mile shouldn't have cars or Sat/Sunday only for recreation purpose and connectivity. Supports maintenance recommendations along One Mile. Close to cars certain streets. Support for demo projects downtown (with potential permanent).
- Could emergency beacons be added onto Vallombrosa, or along the path going through the park as a substitute to heavy lighting installations.
- After the railroad tracks going towards the corners of West Sac Ave and Nord, put paved path for bikes that continue from W Sac Ave. Nord corner to where Nord HWY 32 meets Muir Ave. Many College and high school pedestrians/cyclists are hit on that corner because of all the new drivers pouring out of CHS.
- I am concerned about the walking path on West Sac and N Cedar St. (the cross way right in front of the train tracks). People speed well over 30 mph in those areas, often getting close to hitting

pedestrians. No car in that area seems to recognize that there is a crosswalk/bike path there. I wish there is a safer way to cross the street there.

- Class IV bike paths are preferred for Main and Broadway streets. Bike lanes are badly need for both streets.
- One Mile! No cars! Please close to cars for safety and better AT routes for Chico citizens. its a major route. Or! only allow cars certain dates (example: sat and sun only) Thank you.
- I really appreciate an implementation to a new transportation plan! There is a lot of roads in Chico that don't have any bike lanes, which cause pedestrian collisions. I like that there is an identification (on page 37) a legend of collisions because where this plan is presented, there is an acknowledgment of people getting injured from this situation. Another concern of mine is that I am aware there is a priority of IV sidewalks, but is there room to make the space?
- A common concern that I often see happen throughout these routes would be they need more priority on those routes who are pedestrians and focus more on their safety. Having bike lanes that make people feel safer and more comfortable should be key to our town. Creating class four lanes would be a great solution.
- Concerned about unhoused individuals living on or occupying bicycle or pedestrian facilities. Would like to keep them cleared, if possible. I support the plan and appreciate the considerations of traffic safety as part of the recommendations.
- Have a bicycle detection on W Sac and Warner. it would be safe for students and riders in general.
- A lot of students don't feel safe biking on Warner. They would rather use the bike path near the tracks or the campus bike path.
- Going from the barber areas to in motion fitness needs an improved way to get to the other side.
- North Cedar from West Sac to W 4th Ave (REAP Grant)

Figure 20: Workshop 3



Figure 21: Workshop 3 - Viewing Recommendations



Figure 22: Workshop 3 - Viewing Recommendations



Stakeholder Meetings

Throughout development of the ATP, meetings were held with a variety of stakeholder groups to gather feedback specific to that group. Discussion at each meeting and comments received are listed below.

CHICO ACTIVE TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (CATTAC) – FEBRUARY 21, 2023

- Educational campaigns regarding enforcement and bicycle may use full lane signage were discussed. Demonstration projects were discussed as a means of community engagement and education.
- Safe Routes to School and Safe Routes for Seniors and how it relates to destinations and amenities was discussed.
- Evaluation and planning were discussed, especially safe systems approach, solutions for bicycle parking, parking requirements, and design.
- Transit and the connection between mobility and activity generators was discussed as part of inclusion into the prioritization methodology. Food deserts and access to groceries were discussed for their inclusion into the prioritization methodology.
- Bikeshare was discussed for its feasibility and inclusion into existing programs like “Healthy Here”. Bikeshare and its connection to first last mile connections and recreation were both discussed.

CITY OF CHICO STAFF – MARCH 8, 2023

- Bikeshare was discussed as it relates to e-bikes and e-scooters. Concerns around the potential safety issues with electric bicycles and scooters was discussed.
- Transit and BCAG Studies were discussed.

ENLOE MEDICAL CENTER – MARCH 21, 2023

- Employee and community mobility was discussed and connections to downtown and Chico State
- Enloe shared that they've implemented various types of non-infrastructure education and encouragement in addition to the various programs that Public Health has implemented with the City.
- Food deserts and their connection to transportation and mobility was discussed. The Plan's incorporation of food services as an indicator for the prioritization methodology was shared.
- Bikeshare and its feasibility and incorporation into the Plan was discussed.

BUTTE COUNTY ASSOCIATION OF GOVERNMENTS – MARCH 27, 2023

- Transit and how it would be incorporated into the Plan was a topic of concern. There's a routing study occurring from B Line that discusses recommended improvements within the routes' existing network and resources. This study will include short term, mid-term and long-term improvements. Micro-transit is being considered in the North and South ends of Chico.
- Another topic of discussion included bikeshare and its feasibility and incorporation into the Plan.

CHICO UNIFIED SCHOOL DISTRICT – MAY 18, 2023

- Safety is a number one concern.
- Add to a policy that there should be signage to indicate that parking is not allowed in bicycle lanes.



Chico Active Transportation Plan Updates

Project Prioritization Process

Step 1

Prioritize projects based on this Prioritization Methodology. Its purpose is to help the team discover which projects score highest based on these criteria. All of these criteria come from grant language or requirements and will help the City write narratives in grant applications that meet the rigorous criteria required in most programs. It also helps the City to be more competitive in receiving funding by having a methodological approach to project selection.

Criteria	Description	Points Possible
Activity Generator	Projects located within ½ mile of an activity generator such as parks, civic facilities (library, community center, City Hall), or medical services	4
Safe Routes to School	Projects located within ¼ mile of a K-12 school or higher education	5
Gap Closure	Projects that close a gap between existing bicycle or pedestrian facilities	5
Transit Mobility	Projects located within ¼ mile of bus stops	1
Community Input	Projects that address a challenge or include an improvement identified by the community during public engagement activities for this Plan	2
Safety	Projects located within 500 feet of a location with a history of recurring bicycle or pedestrian collisions	3
Equity	Projects located in an area identified as vulnerable by Median Household Income, Free or Reduced Meal Program (projects within a ¼ mile of schools), Healthy Places Index, or CalEnviroScreen	3
Low Stress Network	Bicycle projects that result in LTS 1 or 2, and sidewalk projects	2
Total		25

Project Priority	HIGHER	<p>SHORT-TERM Projects that score high on prioritization and are not very complex should be pursued for implementation within the first five years. These "quick wins" may be able to be implemented as part of the City's Capital Improvement Program or may be grouped together to pursue funding through competitive sources.</p>	<p>LONG-TERM Projects that score high on prioritization but are more complex may require further analysis or funding from additional sources for construction. These projects will likely take more time to construct but grant applications or studies should be undertaken in the first five to ten years.</p>
	LOWER	<p>OPPORTUNITIES Projects that score lower on prioritization and are not very complex can be implemented as opportunities arise. These opportunities might include nearby development or capital projects with similar types of work.</p>	<p>FUTURE PROJECTS Projects that score high on prioritization but are more complex may require further analysis or funding from additional sources for construction. These projects will likely take more time to construct but grant applications or studies should be undertaken in the first five to ten years.</p>
		LOWER	HIGHER
Project Complexity			

Step 2

Once projects are scoped and a project list is pulled based on the Prioritization Methodology, projects are sorted based on complexity. This allows projects to be sorted based on a consideration of short-term or long-term implementation and projects that are more opportune (not as complex to implement), or future projects, which are more complex or need further analysis



Chico Active Transportation Plan Updates

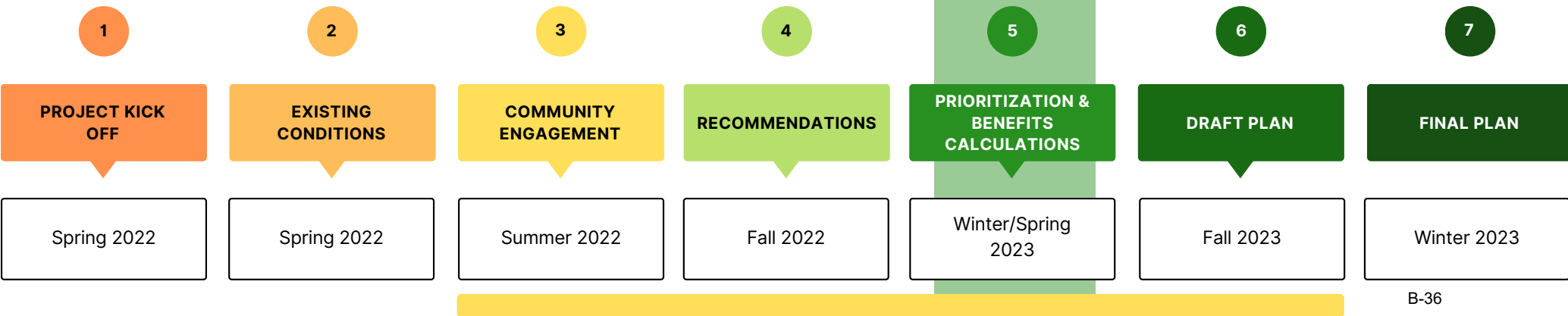
Benefits Analysis

- **Safety Benefits:** Projects that results in collision reduction, particularly at locations with a history of fatal and severe collisions
- **Induced Demand/Mode Shift Benefits:** Projects that result in mobility, health and recreation benefits associated with implementation of new bicycle facilities
- **Air Quality Benefits:** Projects that result in reduction in vehicle miles travelled
- **Multimodal Connectivity Benefits:** Projects that result in improvements in the connectivity of the active transportation network



Photo: Workshop #1 August 31, 2022

Project Timeline



Project Benefits & Implementation Plan

Project Benefits



Investing in Chico's active transportation network with new bicycle and pedestrian projects, programs, and policies recommended in the ATP should provide both qualitative and quantitative benefits for residents and visitors alike.

Safety Benefits

- Reduced collisions, injuries, and fatalities

Induced Demand & Mode Shift Benefits

- Mobility
- Health
- Recreation
- Decreased auto use

Multimodal Connectivity Benefits

- Increased comfort
- reduced stress

Cost-Benefit Analysis

The process to determine which decisions to make and which to forgo based on the potential expected rewards minus the total costs associated with those decisions.

Communities of Concern

Per federal requirements to address past inequities, Butte County Association of Governments (BCAG) defines communities of concern as:

- **Minority** (>40% AAPI/African American/Hispanic/Native American/other Non-White ethnic group)
- **Low-Income** (>45% of Census block group at 200% or less of federal poverty level)
- **Disadvantaged** (81-100% CalEnviroScreen score)

70% of bicycle and pedestrian improvement projects within this Plan are located adjacent to, within, or through communities of concern, improving connectivity and furthering federal equitable transportation access goals.

Project Priority

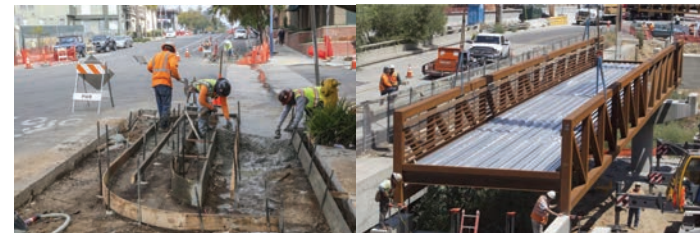
Criteria	Description	Points Possible
Activity Generator	Projects located within ½ mile of an activity generator such as parks, civic facilities (library, community center, City Hall), access to groceries, or medical services	4
Safe Routes to School	Projects located within ¼ mile of a K-12 school or higher education	5
Gap Closure	Projects that close a gap between existing bicycle or pedestrian facilities	5
Transit Mobility	Projects located within ¼ mile of transit stops	1
Community Input	Projects that address a challenge or include and improvement identified by the community during public engagement activities for this Plan	2
Safety	Projects located within 500 feet of a location with a history of recurring bicycle or pedestrian collisions	3
Equity	Projects located in an area identified as vulnerable by Median Household Income, Free or Reduced Meal Program (projects within a ¼ mile of schools), Healthy Places Index, or CalEnviroScreen	3
Low Stress Network	Bicycle projects that reduce LTS score to LTS 1 or 2, and sidewalk projects	2
Total		25

Project Complexity



Lower Complexity

Crosswalk markings, Class II and Class III bicycle facilities, and other projects that consist primarily of signs and pavement markings.



Higher Complexity

Class I and Class IV bicycle facilities, sidewalks, grade-separated crossings, and other projects that include paving, hardscaping, or acquisition of additional right of way.

Project Benefits & Implementation Plan

PROJECT PRIORITY	HIGHER	SHORT-TERM Projects that score high on prioritization and are not very complex should be pursued for implementation within the first five years. These "quick wins" may be able to be implemented as part of the City's Capital Improvement Program or may be grouped together to pursue funding through competitive sources.	LONG-TERM Projects that score high on prioritization but are more complex may require further analysis or funding from additional sources for construction. These projects will likely take more time to construct, but grant applications or studies should be undertaken in the first five to ten years.
	LOWER	OPPORTUNITIES Projects that score lower on prioritization and are not very complex can be implemented as opportunities arise. These opportunities might include nearby development or capital projects with similar types of work.	FUTURE PROJECTS Projects that score lower on prioritization and are more complex are part of the long-term vision for active transportation in Chico, but the challenges to implement these projects likely outweigh the benefit they would currently offer. These projects would likely not be undertaken for at least 10 years.
		LOWER	HIGHER
		PROJECT COMPLEXITY	

Priority Recommendations - All Projects

ID	Facility	Location	Start	End
L109	Class II Buffered Bike Lane	W 4 th St	Orange St	Main St
L110	Class II Buffered Bike Lane	W 3 rd St	Main St	Walnut St
L111	Class II Buffered Bike Lane	E 3 rd St	Pine St	Main St
L113	Class II Buffered Bike Lane	E 4 th St	Main St	Cypress St
L120	Class IV Bikeway	Vallombrosa Ave	Manzanita Ave	Camelia Way
L139	Class II Bike Lane	W 5 th St	Chico River Rd	Broadway St
L184	Class I Shared-Use Path	Lindo Channel	Nord Ave	SR 99
L230	Class I Shared-Use Path	Little Chico Creek	Pomona Ave	SR 99
L292	Class I Shared-Use Path	Esplanade	E 11 th Ave	Memorial Way
L326	Class I Shared-Use Path	SR 99	Vallombrosa Ave	Manzanita Ave

Priority Recommendations - High Complexity

ID	Facility	Location	Start	End
L120	Class IV Bikeway	Vallombrosa Ave	Manzanita Ave	Camelia Way
L184	Class I Shared-Use Path	Lindo Channel	Nord Ave	SR 99
L230	Class I Shared-Use Path	Little Chico Creek	Pomona Ave	SR 99
L292	Class I Shared-Use Path	Esplanade	E 11 th Ave	Memorial Way
L326	Class I Shared-Use Path	SR 99	Vallombrosa Ave	Manzanita Ave
L61	Class IV Parking Buffered Bikeway	Main St	E 9 th St	E 1 st St
L151	Class IV Bikeway	Main St	E 1 st St	Main St end
L164	Class IV Bikeway	Cohasset Rd	Manzanita Ct	Eaton Rd
L173	Class I Shared-Use Path	Annie's Glen Bike Path Access Point Connector	South of Vallombrosa Ave	Mangrove Ave/Annie's Glen Bike Path
L114	Class IV Bikeway	Nord Ave	W Sacramento Ave	W 8 th Ave

Priority Recommendations - Low Complexity

ID	Type	Location	Start	End
L109	Class II Buffered Bike Lane	W 4 th St	Orange St	Main St
L110	Class II Buffered Bike Lane	W 3 rd St	Main St	Walnut St
L111	Class II Buffered Bike Lane	E 3 rd St	Pine St	Main St
L113	Class II Buffered Bike Lane	E 4 th St	Main St	Cypress St
L139	Class II Bike Lane	W 5 th St	Chico River Rd	Broadway St
L45	Class II Buffered Bike Lane	Mangrove Ave	Pine Street/Cypress St	Cohasset Rd
L48	Class II Buffered Bike Lane with Green Paint	E 1 st Ave - Longfellow Ave - East Ave	Esplanade	Manzanita Ave
L44	Class III Bike Boulevard	Neal Dow Ave	Hillview Way	E Lindo Ave
L12	Class II Buffered Bike Lane with Green Paint	W Sacramento Ave	Warner St	Esplanade
L146	Class III Bike Boulevard	Wall St	E 8 th St	E 7 th St

Website

A project website was developed, containing information about the planning process, active transportation topics, and engagement opportunities. Screenshots of the website are displayed below.

City of Chico

Get Involved Contact Us

City of Chico Active Transportation Plan

This Plan presents an opportunity to establish a long-term vision to improve resident quality of life through providing a safe and connected pedestrian and bicycle network within Chico.

Get Involved

Thank you for your interest in the City of Chico Active Transportation Plan. Your input is very important throughout the planning process.

Project Background

The Chico Active Transportation Plan seeks to establish a vision for improving walking and bicycling within Chico and identify a short- and long-term action plan of implementable projects, programs, and policies.

The ATP provides a strategy to develop citywide walking, bicycling, and transit connections that provide access between residential neighborhoods, schools, transit, and jobs. These network improvements are combined with a menu of options for recommended education, encouragement, and evaluation programs to provide a holistic approach to improving active transportation in Chico. Improvement recommendations for Chico will be developed in partnership with the community to create a plan that works for residents, business owners, and visitors to Chico (see options to [Get Involved](#)).

Click the questions below to read more about the planning process:

- Why are we here?
- Why Active Transportation?
- How can you help?

Draft Recommendation Review Map

Click the "Navigate to Map" button below to review and comment on the draft recommendations.

Static documents of the draft recommendations are linked below.

Navigate to Map

[View and download draft recommendation documents here](#)

Examples of Potential Improvements

Pedestrian crossing with Rectangular Rapid Flashing Beacons (RRFBs)

Upcoming Public Events

In-person outreach events will include two Community Workshops as well as multiple online opportunities to provide feedback and review project recommendations. Dates for these events will be posted on this website as they are scheduled.

7
DECEMBER
2022

Community Workshop #2: Network Recommendations

This meeting will provide an opportunity to show the public the recommended bicycle and pedestrian improvements and describe how they respond to the needs identified in the data collection and existing conditions phase. The public will be invited to provide comment at the workshop on the recommendations.

Details:
 Chgo City...
[READ MORE](#)

31
AUGUST
2022

Community Workshop #1: Project Inception

This meeting will introduce the project and collect feedback from the general public on challenges, barriers, and needs related to the transportation network. This workshop will also provide project background and objectives, and an overview of what findings, modeling to existing conditions analysis, and education around transportation planning concepts.

Details:
 READ MORE

Project Timeline

- v

Project Initiation

The project was initiated in April of 2022.
- v

Data Collection & Analysis

Data collection and development of the existing conditions report will establish a baseline for analyzing improvement options for the City of Chgo Active Transportation Plan.
- +

Current Phase

Community Engagement

In-person outreach events will include two Community Workshops as well as multiple online opportunities to provide feedback and review project recommendations. Dates for these events will be posted on this website as they are scheduled. The public is also encouraged to provide ongoing feedback online. When proposed improvements are developed, the Draft ATP document will be made available for public review and comment.
- +

Current Phase

Recommendations Development & Analysis

Active transportation improvement options for will be developed based on an extensive evaluation of existing transportation conditions, public feedback, and analysis of collision and other data. Improvements will be prioritized to help the City plan for future implementation, including securing outside funding.
- v

Plan Development

A Draft ATP will be developed and brought back to the public for review and comment opportunities.
- v

Plan Adoption

Once the ATP is complete, the City Council will consider for adoption. Once adopted, the City can then seek outside funding to assist with implementation, and pursue projects as external and local funds allow.

Project Documents

Check this section for details on findings as project documents are completed. Fact sheets describing potential infrastructure improvement projects and amenities can be found below. These fact sheets are informational only and give an idea of what types of improvements are being considered through this Plan.

[Existing Conditions Update \(11/22\) View & Download](#)

[Engagement Update \(11/22\) View & Download](#)

[Bicycle Improvement Projects View & Download](#)

[Pedestrian Improvement Projects View & Download](#)

[Trail Improvements Projects View & Download](#)

[Transit Amenities & Potential Improvements View & Download](#)

Examples of Existing Active Transportation Infrastructure



Signage at Syracuse Pool



Please contact us using the form below.

First Name *

Last Name *

Email *

Message *

[Agree to terms and conditions](#) *

Submit

Online Survey Results

To gather community feedback for the Chico Active Transportation Plan, an online survey was launched to understand the community's perspective about the current state of walking and bicycling in the City of Chico. The City circulated information about the survey on its website and via social media, and the project team sent information on the survey to identified stakeholders on the project contact list via email. The survey was available on the project website, www.ChicoATP.com, from August 5 to September 9, 2022. A total of 152 responses were received. Results of the survey are summarized in the following sections.

Respondents Value Chico Amenities

Respondents were asked "What is your favorite thing about living in Chico." The top five most frequently occurring words or phrases were Bidwell (24.1%), downtown (16.5%), trees (15.8%), parks (15%), community (14.3%).



Bicycling Feedback

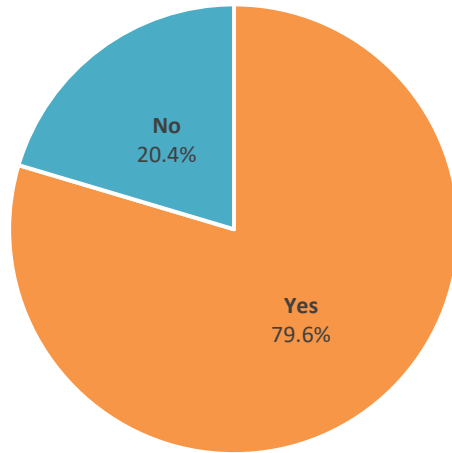
Bicycle ridership: When asked, "Do you currently ride a bicycle in Chico," 121 (79.6%) of respondents answered Yes, 31 (20.4%) of respondents answered No.

Feeling of comfort while bicycling (for bicyclists): For respondents who currently bicycle, responses to the question, "How do you feel about the statement 'I feel comfortable while riding a bicycle in Chico,'" were dispersed between Agree (32.3%), Neutral (30.6%), Disagree (23.9%), Strongly Disagree (10.7%), Strongly Agree (2.5%).

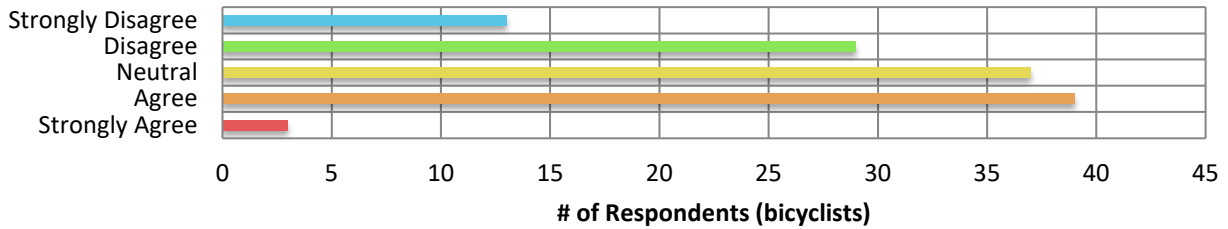
Reasons for not bicycling (for non-bicyclists, marking all that apply): For respondents who do not currently ride a bicycle, responses to the question, "I do not ride a bicycle in Chico because," were dispersed between Motorists drive too fast (51.6%), Lack of dedicated bicycle lanes (51.6%), Challenging crossings/intersections (35.5%), I'm responsible for transporting others (22.6%), I'm not interested in riding a bicycle (19.4%), I'm not able to ride a bicycle (9.7%), Not sufficient bike racks or options to secure the bike (9.7%), I don't know how to ride/don't own a bicycle (6.5%), My trips are too long to bicycle (3.2%), Clothing restrictions (3.2%).

This bicycling feedback is visualized in the charts below.

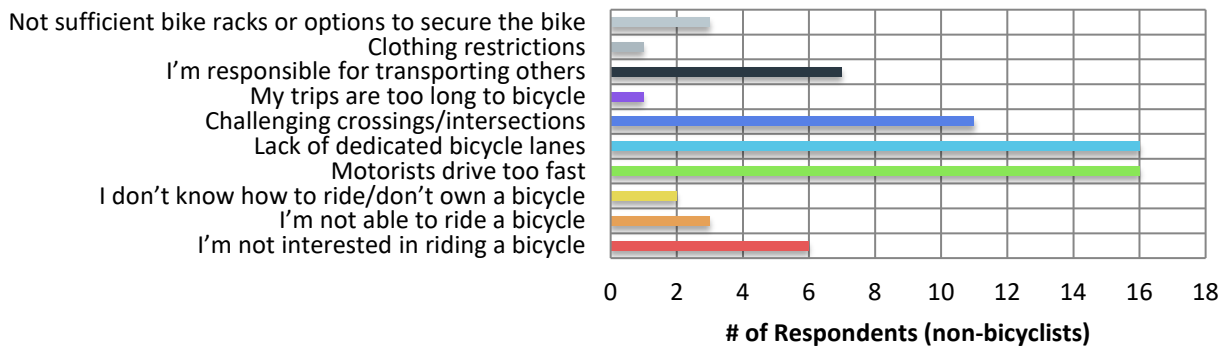
Do you currently ride a bicycle in Chico?



How do you feel about the statement “I feel comfortable while riding a bicycle in Chico?”

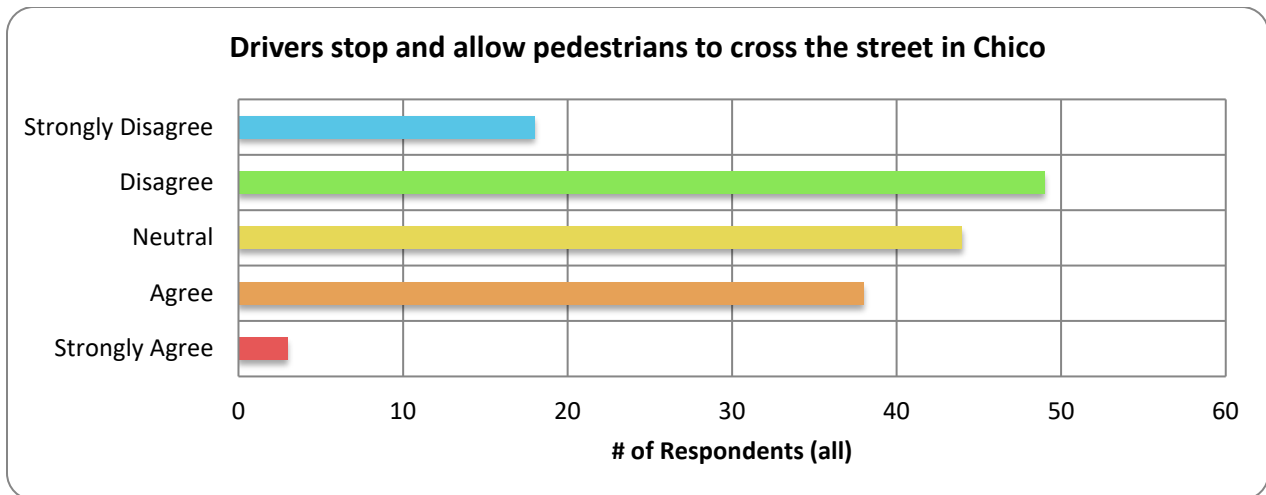


I do not ride a bicycle in Chico because:



Walking Feedback

Drivers stopping for pedestrians: Survey respondents were asked if “Drivers stop and allow pedestrians to cross the street in Chico.” Disagree received the highest response (32.24%) followed by Neutral (28.95%), Agree (25%), Strongly Disagree (11.84%), Strongly Agree (1.97%). This feedback is visualized in the chart below.



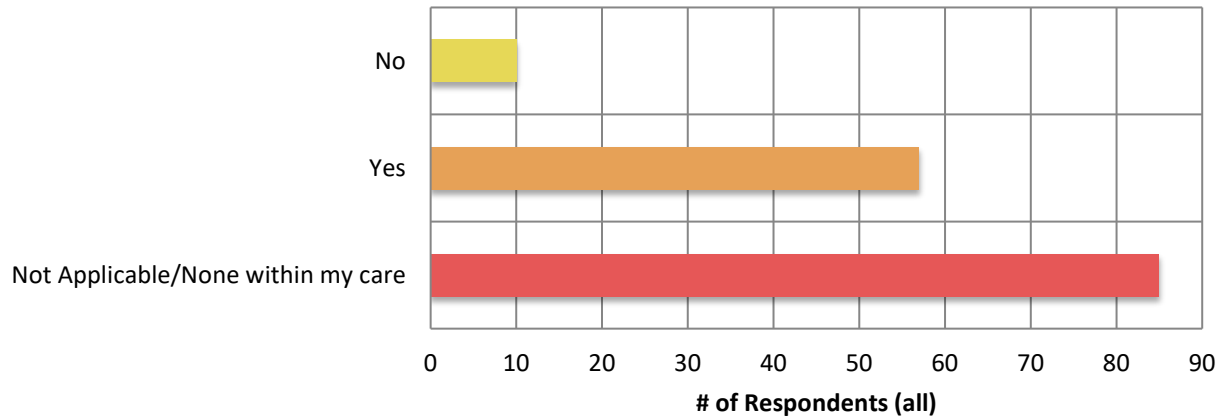
Bicycling with Children

Children riding bicycles: Respondents were asked “Do minor children for whom you provide care ride a bicycle in Chico (either with you or on their own and either now or in the past)?” Not Applicable/None within my care received the highest response (55.9%), Yes received the second highest response (37.5%), and No received the third highest response (6.6%).

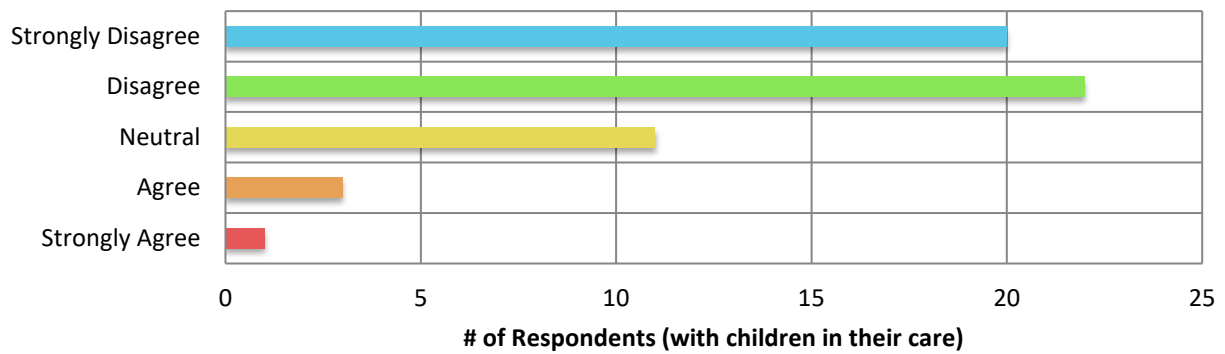
Comfort with children riding bicycles: Respondents with children in their care were asked “How do you feel about the statement ‘I feel comfortable when children are in my care riding a bicycle in Chico.’” Disagree received the highest response (38.6%), Strongly Disagree received the second highest response (35.1), Neutral received the third highest response (19.3%), with Agree (5.3%) and Strongly Agree (1.8%) rounding out the top five.

Reasons for not bicycling with children: The small number of respondents whose children do not ride bicycles in Chico (10) were asked “If children in my care do not ride bicycles in Chico, the reasons include:” and indicated the following reasons: The child(ren) is not interested in riding a bicycle (20%), Motorists drive too fast (20%), Lack of dedicated bicycle lanes (20%), Carrying backpacks or other required items is too difficult (10%), The child(ren) is not able to ride a bicycle/does not know how (10%). Two respondents (20%) selected No children in my care. While no respondents chose Trips are too long to bicycle, Challenging crossings/intersections, Not sufficient bike racks or options to secure the bike, that does not mean that these are not also concerns for the larger community represented by this small sample. These trends for walking- and bicycling-with-children are visualized in the charts below.

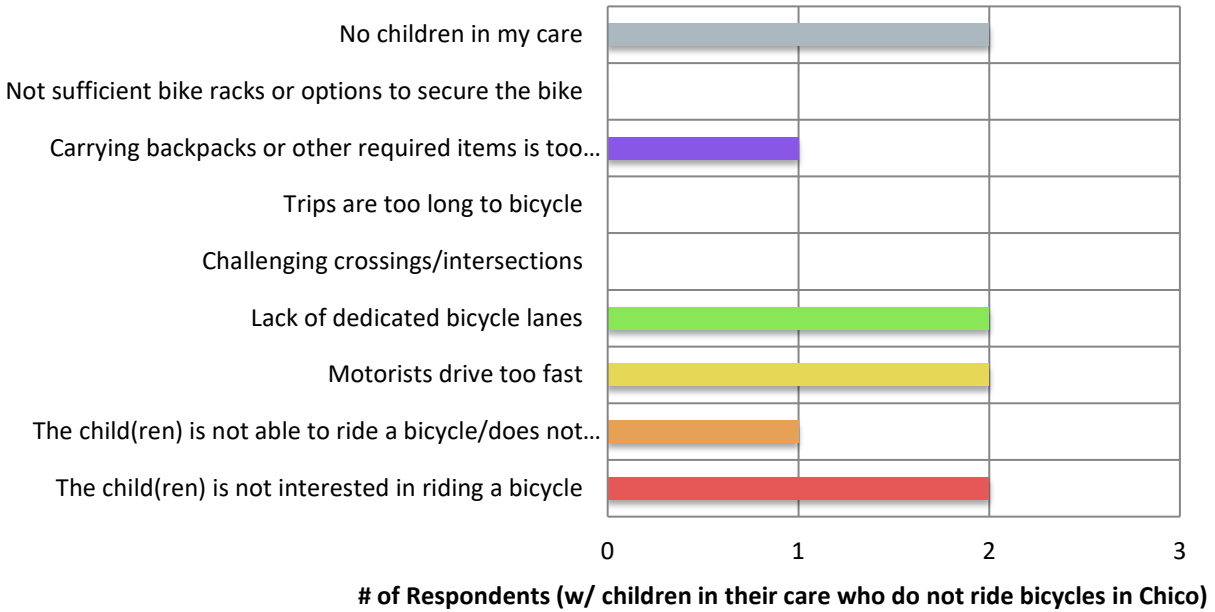
**Do minor children for whom you provide care ride a bicycle in Chico
(either with you or on their own and either now or in the past)?**



**How do you feel about the statement "I feel comfortable when children
are in my care riding a bicycle in Chico"?**



If children in my care do not ride bicycles in Chico, the reasons include:



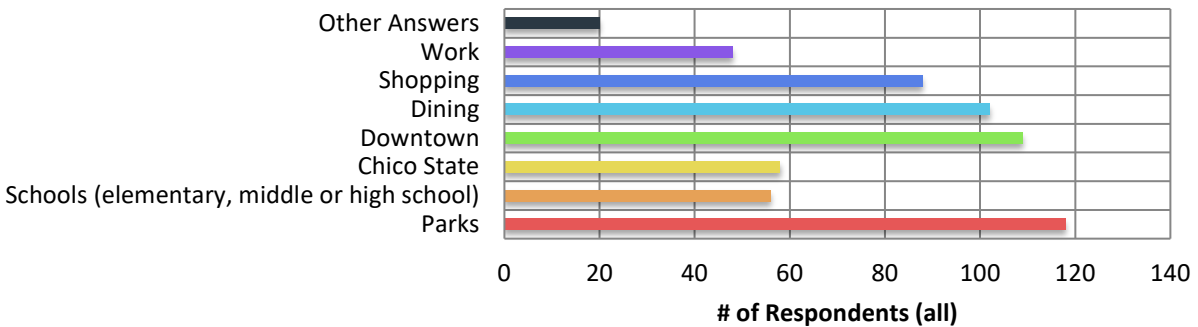
Latent Demand

Walking Destinations: Respondents were asked “What destination(s) would you WALK TO (or jog, push a stroller, ride your wheelchair, walk your dog, etc.) if you felt more comfortable walking or crossing the street along your route in Chico.” They were able to select multiple responses. The highest response was for Parks (77.63%), followed by Downtown (71.71%), Dining (67.11%), Shopping (57.89%), Chico State (38.16%), Schools (36.84%), and Work (31.58%). Survey respondents were also allowed to respond with other qualitative answers (13.16%); responses included friends’ homes, daycare, and medical appointments. Other answers also included commentary about gaps in and state of repair of the pedestrian/sidewalk network, better lighting for nighttime walking, and concerns about those experiencing homelessness and mental illness.

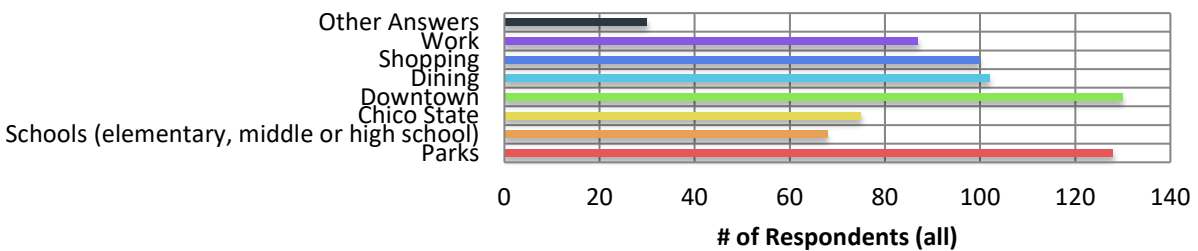
Bicycling Destinations: Respondents were asked “What destination(s) would you BICYCLE TO if you felt more comfortable riding your bicycle in Chico.” They were able to select multiple responses. The highest response was for Downtown (85.53%), followed by Parks (84.21%), Dining (67.11%), Shopping (65.79%), Work (57.24%), Chico State (49.34%), and Schools (44.74%). Survey respondents were also allowed to respond with other qualitative answers (19.74%); responses included East 20th Area, friends’ homes, medical appointments, recreation, the library, and Paradise.

Destinations respondents desire to reach via walking and bicycling are visualized in the charts below.

What destination(s) would you WALK TO (or jog, push a stroller, ride your wheelchair, walk your dog, etc.) if you felt more comfortable walking or crossing the street along your route in Chico?



What destination(s) would you BICYCLE TO if you felt more comfortable riding your bicycle in Chico?



Improvement Priorities

Walking priorities: Respondents were asked “As improvements to the pedestrian network are implemented, I would focus on _____ first.” Addressing challenging crossings by implementing enhanced crosswalks received the highest response (28.95%), Addressing existing sidewalks with challenging conditions (cracked, crumbling, uneven, and tall and sharp curbs) throughout downtown received the second highest response (26.32%), Closing sidewalk gaps near schools and on key routes to schools received the third highest response (19.74%), Closing sidewalk gaps along key routes that connect to downtown received the fourth highest response (14.47%), Closing sidewalk gaps along residential streets received the fifth highest response (9.87%). Providing safer crossings over the railroad tracks received only one vote (0.66%).

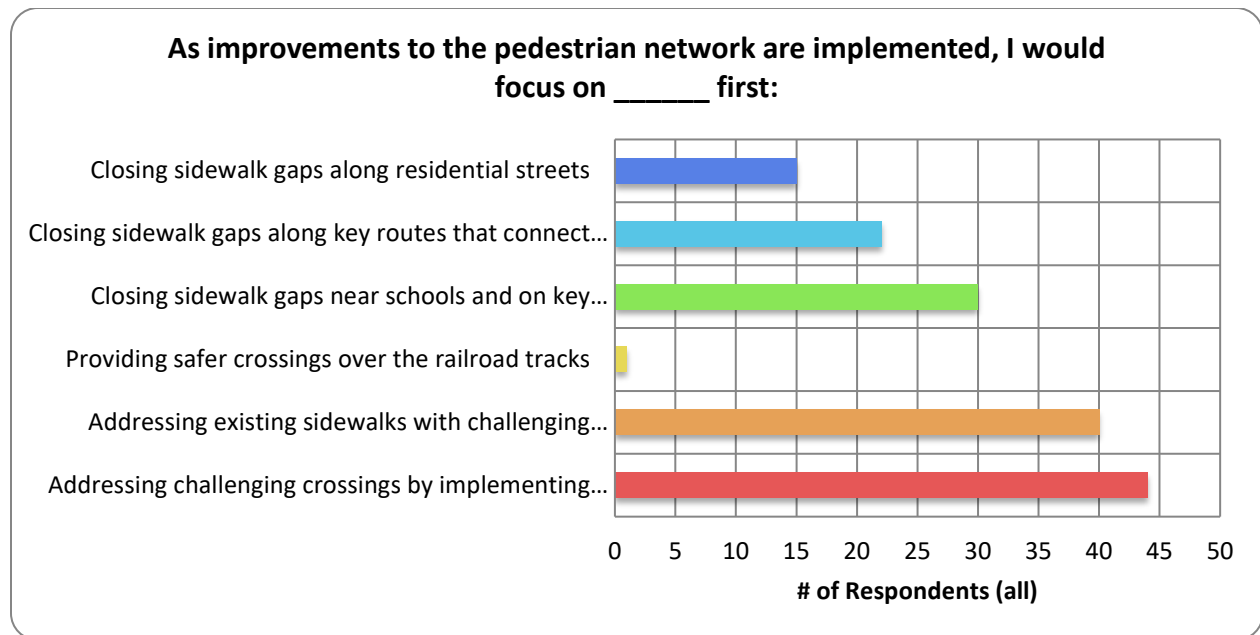
Bicycling priorities: Respondents were asked “As improvements to the bicycle network are implemented, I would focus on _____ first.” Improving and/or adding bicycle facilities on roads that are stressful to bicyclists received the highest response (32.89%), Installing bicycle facilities that connect to schools and parks received the second highest (15.79%), while Repairing pavement on existing frequently used bicycle facilities and Implementing measures to calm traffic and reduce speeding tied for third highest (14.47%). Addressing challenging crossing locations or intersections received 9.21%, Installing bicycle facilities that connect to downtown received 5.26%, and Installing bicycle facilities that connect to shopping received 1.32%. The open-ended Other answers option was selected by 6.5% of respondents, and included

responses that mostly focused on addressing existing bikeway network safety, cleanliness/roadway debris, and bicyclist and motorist behavior.

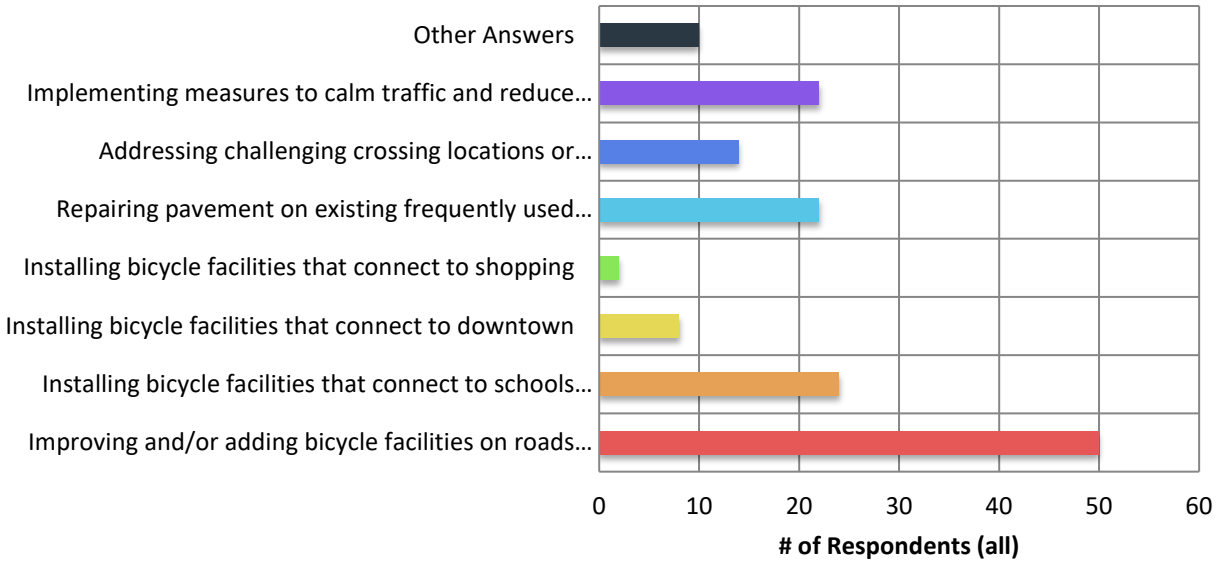
Bikeway 99 priorities: Respondents were asked “I would like to see Bikeway 99 _____,” inquiring how they would like to see Bikeway 99 improved. Improved from Vallombrosa Avenue to Manzanita Avenue received the highest response (34.21%), followed by None of the above (28.95%). Respondents were also able to identify and describe their own answer for Improved facilities in a specific area (17.11%), Add connecting facilities in a specific area (7.89%), or Improved wayfinding in a specific area (2.63%). Respondents with these three responses then shared 42 unique responses. Some of these qualitative responses cited difficulty crossing East Avenue and pointed out safety concerns related to a lack of bicycle lanes on East Avenue, particularly between Cohasset Road and Hooker Oak Park. There were also many who responded with quality-of-life concerns related to unhoused residents along the Bikeway 99 route. Pavement condition, lighting, and trash, as well as difficulty finding and staying on Bikeway 99 were also cited. Lastly, the response Improved from Panama Avenue to Plaza Way was selected by 9.21% of respondents.

Impact of overgrown vegetation: Respondents were asked “Overgrown vegetation creates challenges for people walking and/or bicycling in Chico.” Over 53% of respondents selected either Agree or Strongly Agree while more than 25% either selected Disagree or Strongly Disagree. Neutral was selected by 19.74% of respondents and Not Applicable was selected by 1.32% of respondents.

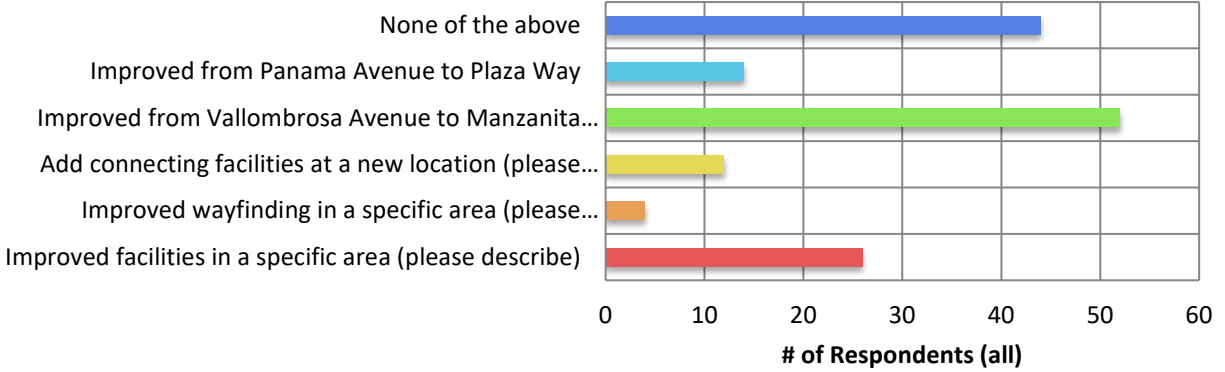
These improvement priorities are visualized in the charts below.



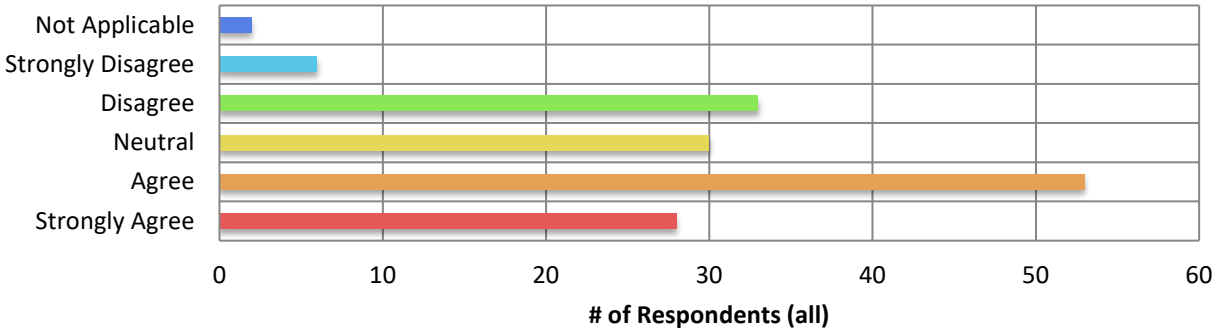
**As improvements to the bicycle network are implemented, I would focus
on _____ first:**



I would like to see Bikeway 99



Overgrown vegetation creates challenges for people walking and/or bicycling in Chico



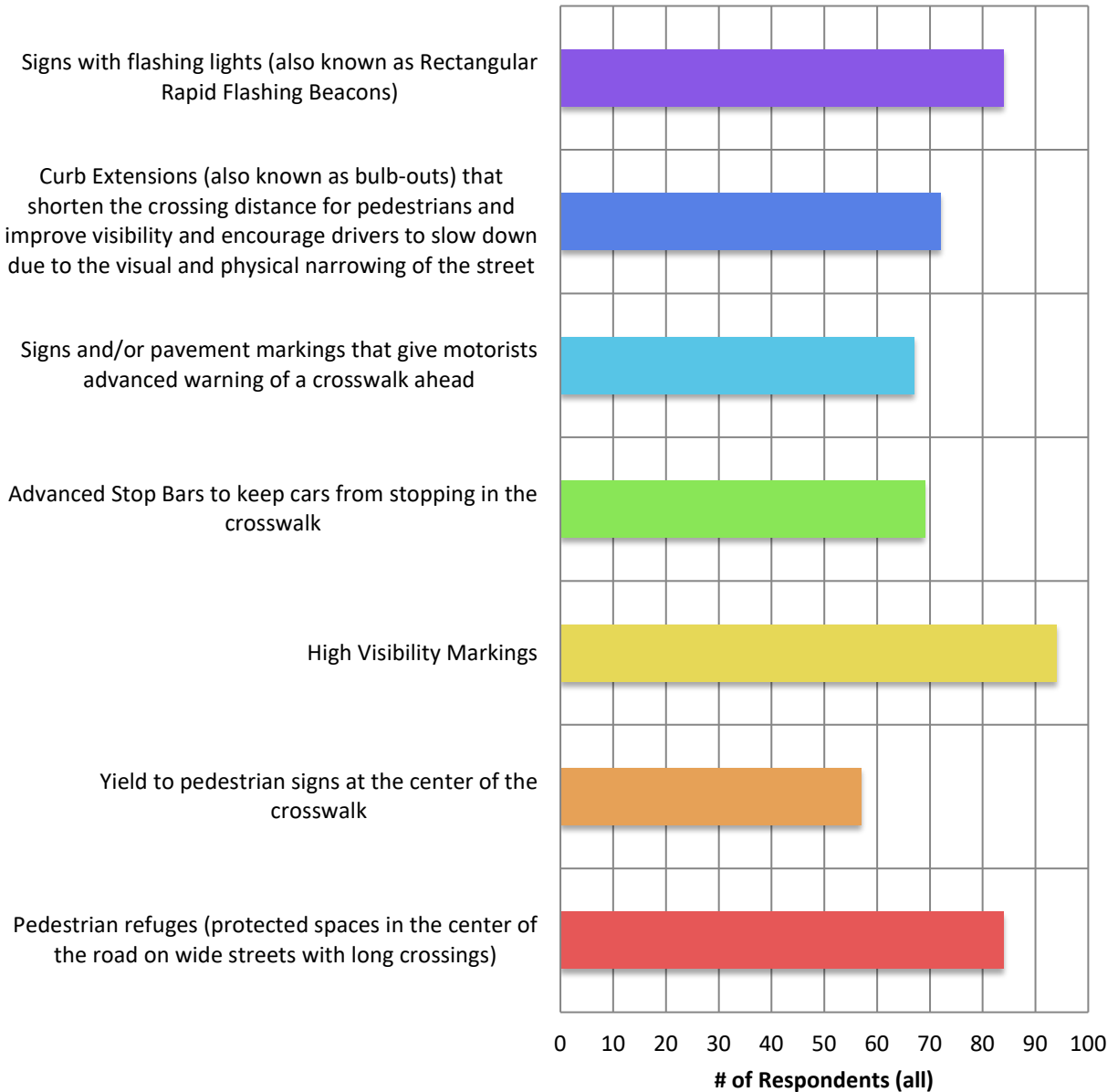
Improving Level of Comfort

Crossing the Street on Foot: Respondents were asked "I would be more comfortable crossing the street if challenging intersections (high traffic, higher speeds, popular crossing locations, etc.) had _____," allowing each the opportunity to select which roadway features or enhancements would make them feel more comfortable crossing the street at challenging intersections; photo examples of each were provided. They were able to select multiple responses. Of all roadway features included, High Visibility Markings received the highest response (61.84%), Signs with flashing lights (also known as Rectangular Rapid Flashing Beacons) and Pedestrian Refuges were tied for second highest (55.26%), with Curb Extensions (also known as bulb-outs) that shorten the crossing distance for pedestrians and improve visibility and encourage drivers to slow down due to the physical narrowing of the street at third highest (47.37%). Advanced Stop Bars to keep cars from stopping in the cross walk and Yield to pedestrians at the center of the crosswalk came in a fourth (45.39%) and fifth (37.50%), respectively.

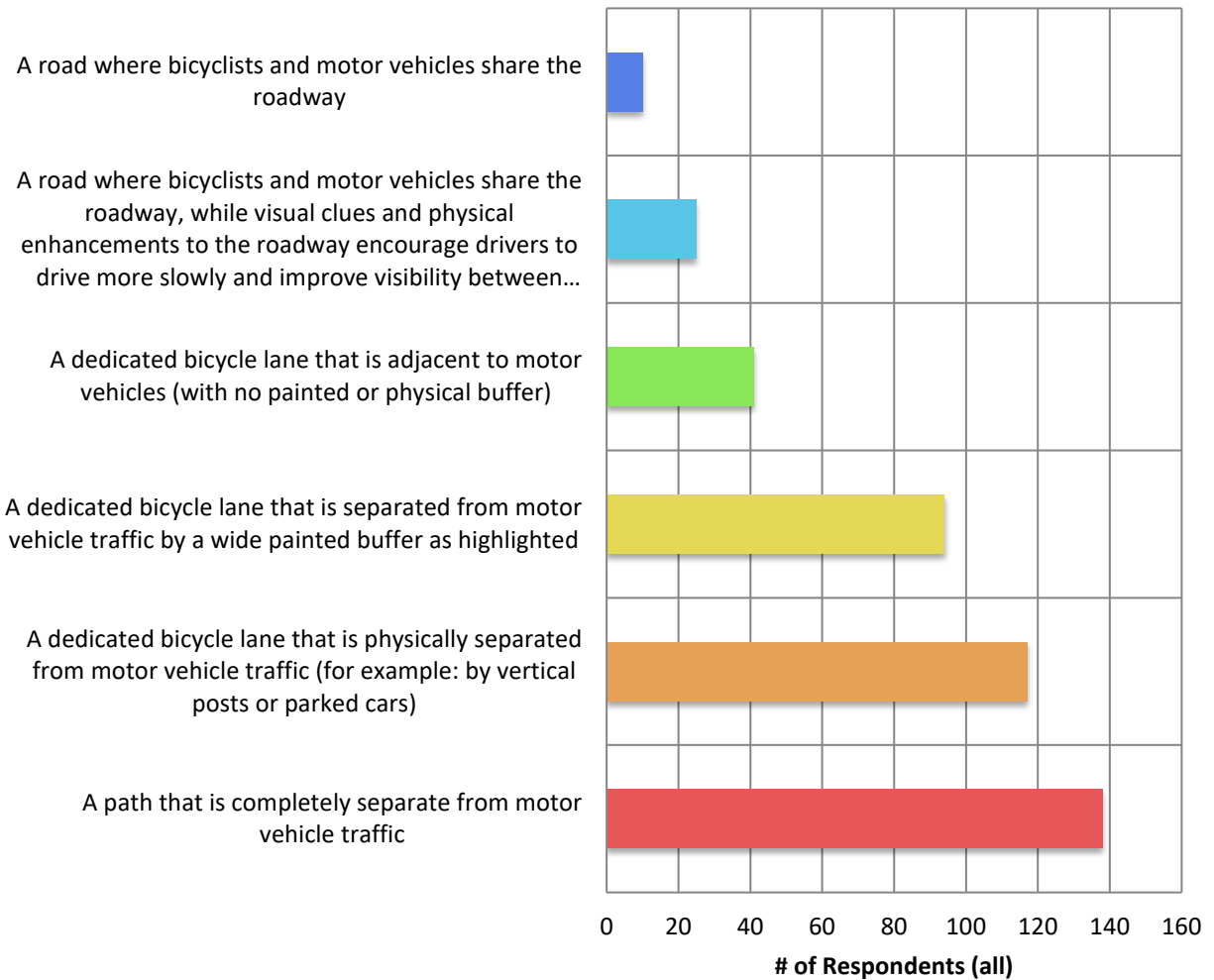
Riding a Bicycle: Respondents were also asked "When riding a bicycle, I would be comfortable riding on _____," allowing each the opportunity to select which bikeway features or enhancements would make them feel more comfortable when riding a bicycle; photo examples of each were provided. They were able to select multiple responses. Of all bikeway features or enhancements included, A path that is completely separate from motor vehicle traffic received the highest response (90.79%), A dedicated bicycle lane that is physically separated from motor vehicle traffic (for example: by vertical posts or parked cars) received the second highest (76.97%), Aa dedicated bicycle lane that is separated from motor vehicle traffic by a wide painted buffer received the third highest (61.84%), A dedicated bicycle lane that is adjacent to motor vehicles (with no painted or physical buffer) received the fourth highest (26.97%), A road where bicyclists and motor vehicles share the roadway, while visual clues and physical enhancements to the roadway encourage drivers to drive more slowly and improve visibility between bicyclists and drivers received the fifth highest (16.45%), and A road where bicyclists and motor vehicles share the roadway received the sixth highest (6.58%).

Features or enhancements of the roadway that would make pedestrians and bicyclists more comfortable are visualized below:

I would be more comfortable crossing the street if challenging intersections (high traffic, higher speeds, popular crossing locations, etc.) had:



When riding a bicycle, I would be comfortable riding on:

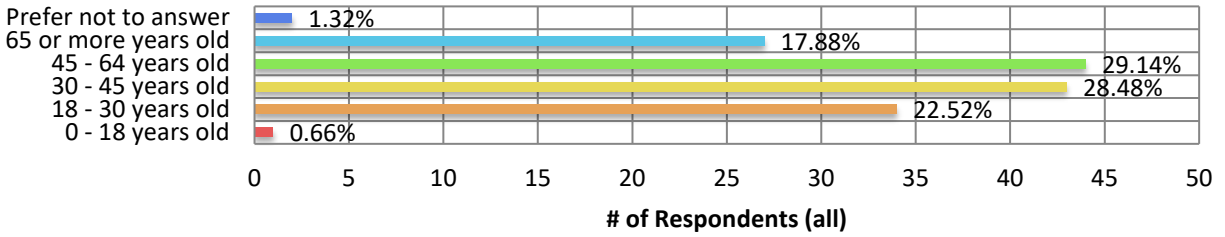


Demographics

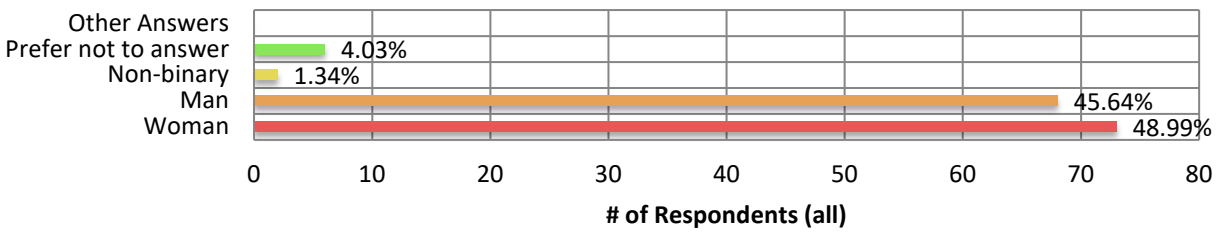
Demographic questions were also collected to provide detail on who may have been reached by the survey and who chose to respond; the results can also indicate where gaps may exist in outreach and/or willingness to respond. Nearly 60 percent of respondents were between 30 and 64 years old with the largest group of respondents identifying as women and nearly 87 percent of respondents identifying as white. Just over nine percent selected 'prefer not to answer' while eight percent identified as Latino or Hispanic. Nearly 43 percent of respondents have lived in Chico for longer than 25 years, with almost 73 percent of respondents living in Chico ten years or more. About 62 percent of respondents have no children living at home while 77 percent have no older adults (over 65 years old) living at their home.

Responses to demographic questions are visualized below:

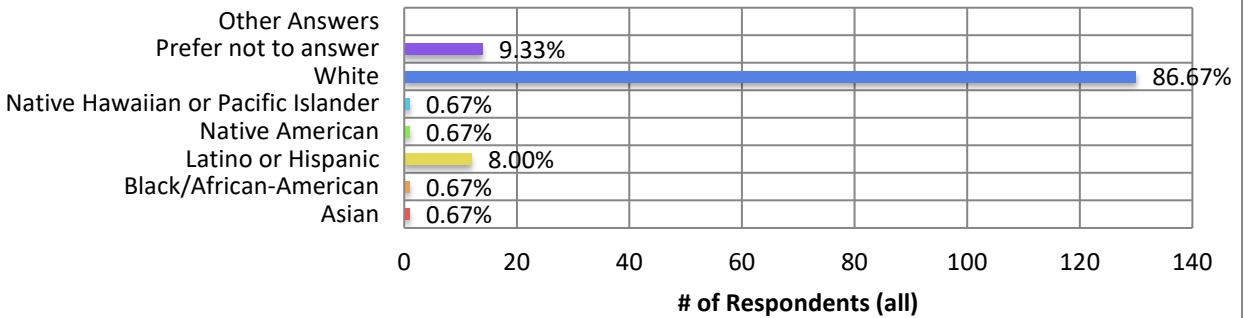
What is your age?



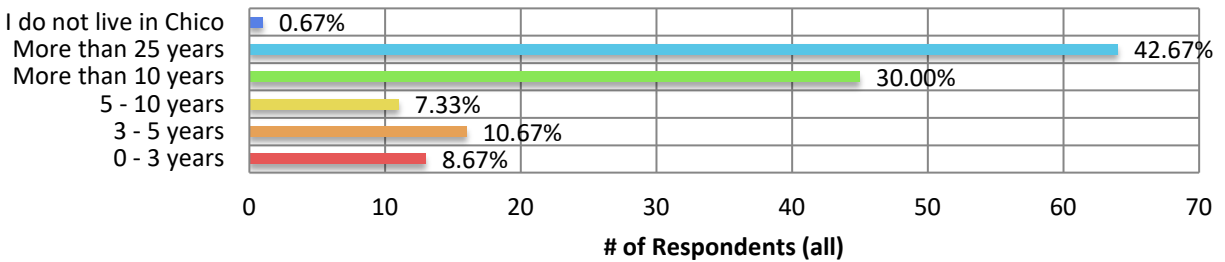
As what gender do you identify?



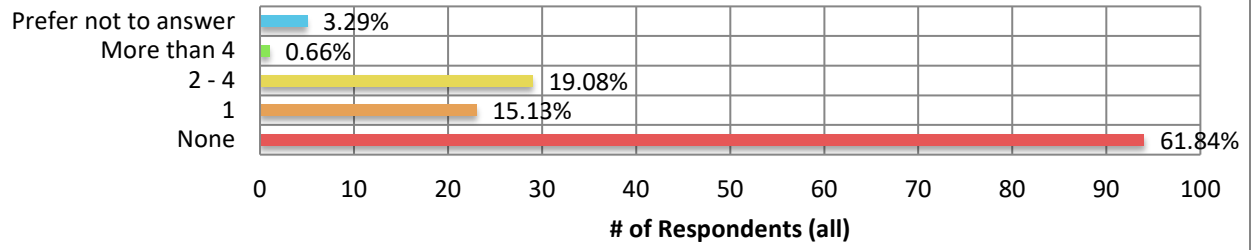
Please select the race/ethnicity with which you identify



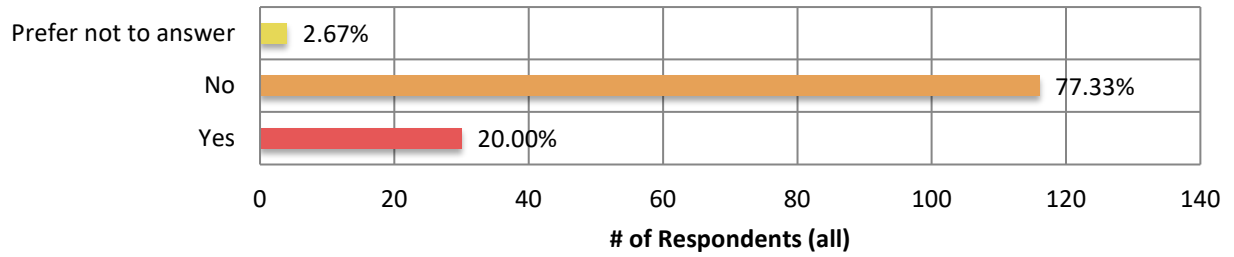
How long have you lived in Chico?



How many children live in your household?



Do any older adults (65 or over) live in your household?



Survey Questions (as they appeared to participants)

Get Involved

Thank you for your interest in the City of Chico Active Transportation Plan. Your input is very important throughout the planning process. Find ways to get involved with the project by clicking the links below.

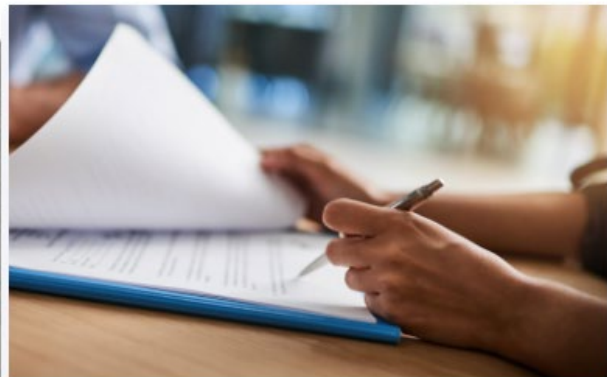
Project Map and Survey feedback will be accepted through September 9, 2022.



Interactive Project Map

Add your location-specific ideas and comments on the project map.

See Project Map



Project Survey

Share your feedback on the current state of walking and bicycling in Chico.

Take The Survey

and policies.

Project Survey

Submit your feedback in the Public Survey.



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Close

1. I would be more comfortable crossing the street if challenging intersections (high traffic, higher speeds, popular crossing locations, etc.) had: *

(Select all that apply)



Pedestrian refuges
(protected spaces in the center of the road on wide streets with long crossings)



Yield to pedestrian signs
at the center of the crosswalk



Close



High Visibility Markings



Advanced Stop Bars to keep cars from stopping in the crosswalk



Signs and/or pavement markings that give motorists advanced warning of a crosswalk ahead



Curb Extensions (also known as bulb-outs) that shorten the crossing distance for pedestrians and improve visibility and encourage drivers to slow down due to the visual and physical narrowing of

Close

encourage drivers to slow down due to the visual and physical narrowing of the street



Signs with flashing lights
(also known as
Rectangular Rapid
Flashing Beacons)

2. When riding a bicycle, I would be comfortable riding on: *

(Select all that apply)



A path that is completely separate from motor vehicle traffic



A dedicated bicycle lane that is physically separated from motor vehicle traffic (for example: by vertical posts or parked cars)



Close

Project Survey



A dedicated bicycle lane that is separated from motor vehicle traffic by a wide painted buffer as highlighted



A dedicated bicycle lane that is adjacent to motor vehicles (with no painted or physical buffer)



A road where bicyclists and motor vehicles share the roadway, while visual clues and physical enhancements to the roadway encourage drivers to drive more



A road where bicyclists and motor vehicles share the roadway

Close

3. What destination(s) would you BICYCLE TO if you felt more comfortable riding your bicycle in Chico? *

(Select all that apply)

Parks

Schools (elementary, middle or high school)

Chico State

Downtown

Dining

Shopping

Work

Other destination (please indicate):

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4. What destination(s) would you WALK TO (or jog, push a stroller, ride your wheelchair, walk your dog, etc.) if you felt more comfortable walking or crossing the street along your route in Chico? *

(Select all that apply)

Parks

Schools (elementary, middle or high school)

Chico State

Downtown

Dining

Shopping

Work

Other destination (please indicate):

5. As improvements to the pedestrian network are implemented, I would focus on ____ first: *

- Addressing challenging crossings by implementing enhanced crosswalks
- Addressing existing sidewalks with challenging conditions (cracked, crumbling, uneven, and tall and sharp curbs) throughout downtown
- Providing safer crossings over the railroad tracks
- Closing sidewalk gaps near schools and on key routes to schools
- Closing sidewalk gaps along key routes that connect to downtown
- Closing sidewalk gaps along residential streets



Close

6. As improvements to the bicycle network are implemented, I would focus on _____ first:

*

- Improving and/or adding bicycle facilities on roads that are stressful to bicyclists
- Installing bicycle facilities that connect to schools and parks
- Installing bicycle facilities that connect to downtown
- Installing bicycle facilities that connect to shopping
- Repairing pavement on existing frequently used bicycle facilities
- Addressing challenging crossing locations or intersections
- Implementing measures to calm traffic and reduce speeding
- Other (please indicate)

Close

7. I would like to see Bikeway 99 *

- Improved facilities in a specific area (please describe)
- Improved wayfinding in a specific area (please describe)
- Add connecting facilities at a new location (please describe)
- Improved from Vallombrosa Avenue to Manzanita Avenue
- Improved from Panama Avenue to Plaza Way
- None of the above

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Close

8. Drivers stop and allow pedestrians to cross the street in Chico *

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

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Close

9. Do you currently ride a bicycle in Chico? *

Yes

No

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I do not ride a bicycle in Chico because:

*

(Select all that apply)

- I'm not interested in riding a bicycle
- I'm not able to ride a bicycle
- I don't know how to ride/don't own a bicycle
- Motorists drive too fast
- Lack of dedicated bicycle lanes
- Challenging crossings/intersections
- My trips are too long to bicycle
- I'm responsible for transporting others
- Clothing restrictions
- Not sufficient bike racks or options to secure the bike

Close

How do you feel about the statement "I feel comfortable while riding a bicycle in Chico?" *

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree



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Close

10. Do minor children for whom you provide care ride a bicycle in Chico (either with you or on their own and either now or in the past)? *

Not Applicable/None within my care

Yes

No



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How do you feel about the statement "I feel comfortable when children are in my care riding a bicycle in Chico"? *

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

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Close

If children in my care do not ride bicycles in Chico, the reasons include: *

(Select all that apply)

- The child(ren) is not interested in riding a bicycle
- The child(ren) is not able to ride a bicycle/does not know how
- Motorists drive too fast
- Lack of dedicated bicycle lanes
- Challenging crossings/intersections
- Trips are too long to bicycle
- Carrying backpacks or other required items is too difficult
- Not sufficient bike racks or options to secure the bike
- No children in my care

Close

11. Overgrown vegetation creates challenges for people walking and/or bicycling in Chico *

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree
- Not Applicable

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Close

12. What is your favorite thing about living in Chico?



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Supplemental Questions

The following questions are optional but help us understand additional demographic information and who is responding.

13. What is your age?

- 0 - 18 years old
- 18 - 30 years old
- 30 - 45 years old
- 45 - 64 years old
- 65 or more years old
- Prefer not to answer

14. As what gender do you identify?

- Woman
- Man
- Non-binary
- Prefer not to answer
- Other identification (please fill in)



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15. Please select the race/ethnicity with which you identify

(Select all that apply)

Asian

Black/African-American

Latino or Hispanic

Native American

Native Hawaiian or Pacific Islander

White

Prefer not to answer

Other (please fill in)

16. How long have you lived in Chico?

- 0 - 3 years
- 3 - 5 years
- 5 - 10 years
- More than 10 years
- More than 25 years
- I do not live in Chico



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Close

17. How many children live in your household?

- None
- 1
- 2 - 4
- More than 4
- Prefer not to answer

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18. Do any older adults (65 or over) live in your household?

Yes

No

Prefer not to answer

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Agree to [terms and conditions](#) *

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Submit

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Media Coverage

Several media outlets covered the progress of the ATP during development. The following pages include the coverage.

NEWS > HEALTH

Chico looking for input on active transport plan



A cyclist crosses East Eighth Street as a Butte Regional Transit bus drives Tuesday, Aug. 23, 2022 in Chico, California. (Michael Weber/Enterprise-Record)

By **MICHAEL WEBER** | mweber@chicoer.com |

August 24, 2022 at 4:30 a.m.



CHICO – If Chico’s walkability or bikeability isn’t quite up to one’s taste, the city is accepting public input on pathway improvements citywide for its new active transport plan.

Chico Public Works Engineering Director Leigh Ann Sutton said Chico is creating an active transportation plan because grant programs are now requiring them for city projects.

“Moving forward, if we’re going to be applying for any active transportation grants or safe route to school grants, we need to have this active transportation plan completed,” Sutton said.

Sutton said anybody that lives or works in Chico who has any kind of pedestrian or bicycle issues can contribute to the plan by submitting input about their daily route.

“If you’re trying to ride your bike to work and there’s a non-contiguous bike path, or you’re trying to walk from A to B and there’s a sidewalk gap – that’s the kind of input we’re looking for,” Sutton said.

As part of the plan’s research phase, the city’s Public Works Department created a website that allows Chicoans to pinpoint the exact location of their walkway or bikeway issues on a map of Chico that may be found at <https://bit.ly/3AICTXJ>.

For example, one comment posted Aug. 16 suggests that a sidewalk may be useful where Mangrove Avenue crosses Big Chico Creek to allow access to S&S Produce from Cohasset Road.

“A sidewalk here would be very welcome. For Mangrove being such a major thoroughfare it’s bonkers that we have to walk in the dirt for this section and the section in front of S&S,” the comment said.

The active transportation plan, Sutton said, will take information from Chico’s Bike Plan completed in 2019, its ADA accessibility plan and from data collected by public input.

According to the plan’s website, the plan aims to improve resident quality of life by providing a safe and connected pedestrian and bicycle network, improving access to area amenities and designations, reduce greenhouse gas emissions and promoting healthy lifestyles

The plan will also be used to recommend improvements to the Chico City Council

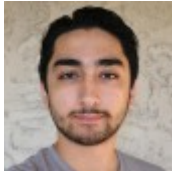
In addition to the map, the city is also collecting data through an survey available on the active transport plan website.

The city is holding its first of two community workshops on Aug. 31 from 5 to 7 p.m. at 421 Main St. in council conference room 1.

Sutton said the workshop Aug. 31 will allow people to walk in and see informational boards, vision boards for the plan and can provide input about spec

“Anybody that’s interesting in walking or bicycling in the city of Chico, we’d love to see them there and be able to talk with them as we’re developing this plan,” Sutton said.

Tags: [Newsletter](#)



Michael Weber

Heart Surgeon Begg Americans: “Stop Doing This To Your Blueberries”

The top 3 common foods that you would have never guessed were the cause of your fatigue.

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GOVERNMENT

Active Transportation Plan ready for fresh input



The latest draft of Chico’s Active Transportation Plan will receive public reviews Oct. 12 and Oct. 19 in Chico. CITY OF CHICO – CONTRIBUTED

BY EVAN TUCHINSKY

ETUCHINSKY@CHICOER.COM

CHICO >> On-the-move Chicoans will have two opportunities in the next eight days to weigh in on getting around the city. The latest draft of the Active Transportation Plan, or ATP, is scheduled to receive public review at the Climate Action Commission meeting Thursday and at a community workshop Thursday, Oct. 19. This input continues a process that started in April 2022; the plan ultimately will go to the Chico City Council for adoption.

“The ATP seeks to establish a vision for improving walking and bicycling in Chico and identify short- and long-term action plans of implementable projects, programs and policies,” the city’s Public Works Engineering Department explained Tuesday in announcing the Oct. 19 session. At the workshop — the final of three planned — the city will eschew formal presentations and instead invite the public to review exhibits, ask questions and offer feedback over the course of two hours.

Plan elements include proposed improvements for walking, biking, trails and public transit.

The plan, with information about it, is online at ChicoATP.com. Those unable to attend can submit comments through the website by Nov. 3.

Jesse Hudson, associate planner with Public Works Engineering, explained that the plan “is not a new policy, nor is it mandated by the state.” It’s an effort “to create a citywide active transportation plan designed to provide safe and comfortable walking, bicycling and transit infrastructure in the community.” Additionally, it assures the city remains eligible for funding “to achieve these goals.”

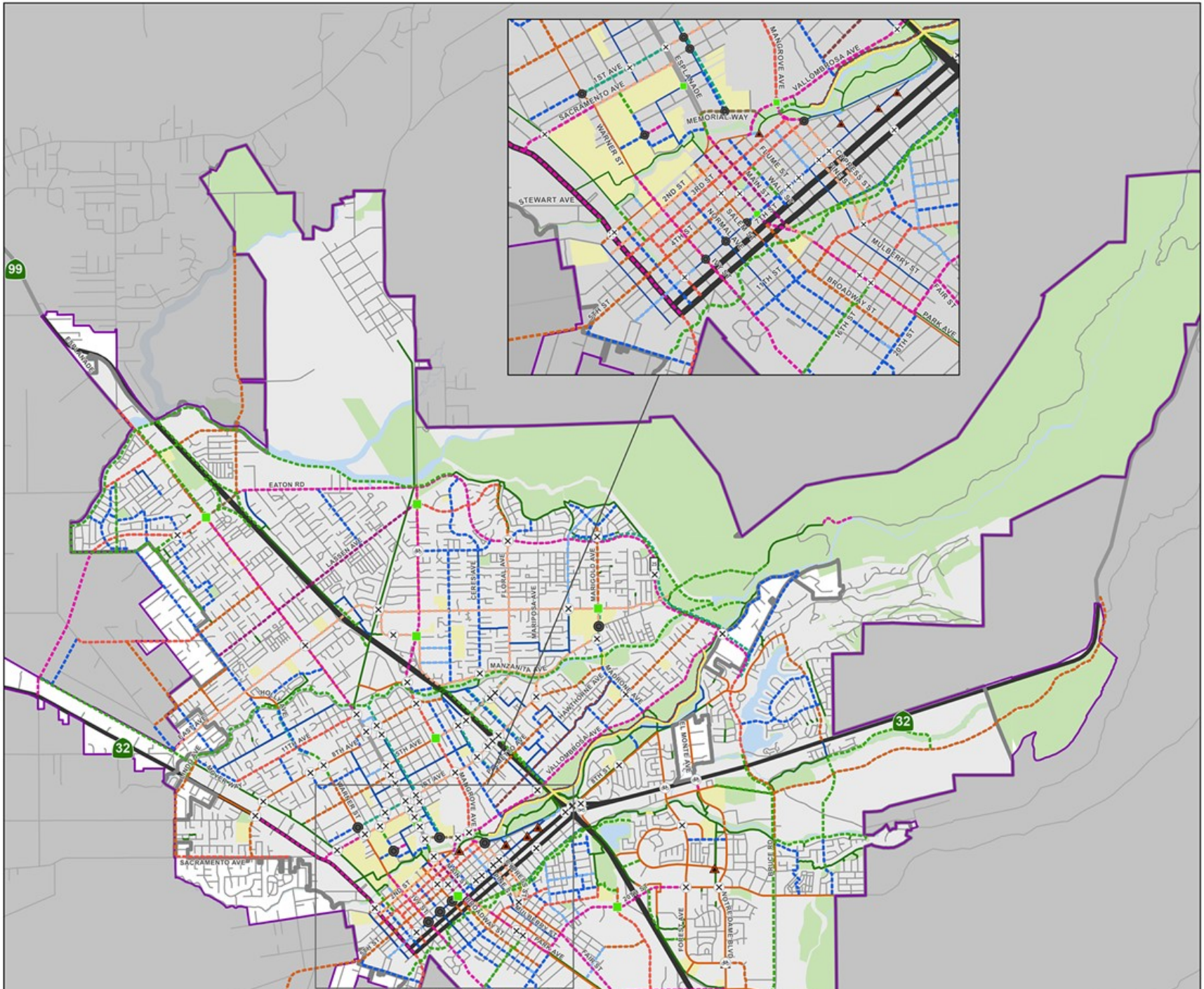
The overlap with the Climate Action Commission, particularly in reducing greenhouse gas emissions, prompted Thursday’s review, Hudson added.

Chico utilized federal coronavirus response funding from 2021 for the plan. With the majority of residents commuting less than 15 minutes, the city says, Chico “offers untapped potential to shift commuting patterns to alternative modes.”

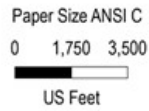
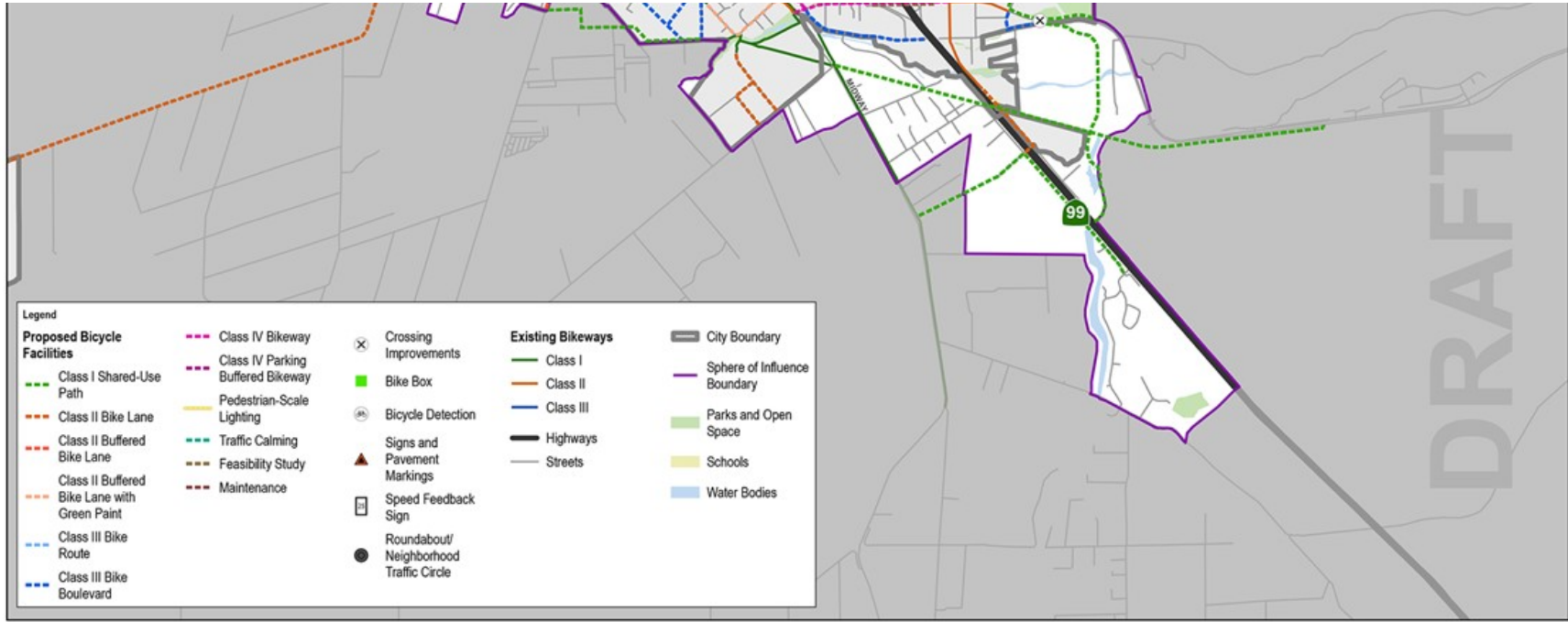
The Climate Action Commission meets at 6 p.m. Thursday at Chico City Council Chambers — also the site of the workshop, which will run 5-7 p.m. Oct. 19.

TRANSPORTATION

Chico roads under review



B-89



**CITY OF CHICO
ACTIVE TRANSPORTATION
PLAN
BIKEWAY NETWORK
INFRASTRUCTURE
PROJECTS**

Project No. 12575135
Revision No. -
Date 9/15/2023

FIGURE 33

g:\hd\g\h4\US\Sacramento - 2020 21st\Projects\041-12575135\GIS\Map\Deliverables\Recommendations\Recommendations_E1.aprx
Print date: 15 Sep 2023 - 09:51

Data source: Boundaries, Streets, Chico, 2021. Created by gpi

Note: all recommended projects may be upgraded or changed based on future studies or safety/operational needs.

Chico's draft Active Transportation Plan maps out recommended projects. CITY OF CHICO – CONTRIBUTED



Traffic flows Wednesday on Main Street in downtown Chico. EVAN TUCHINSKY — ENTERPRISE-RECORD

BY EVAN TUCHINSKY

ETUCHINSKY@CHICOER.COM

CHICO >> Addison Winslow has a bike's-eye view of navigating the streets of Chico. His primary mode of transportation sometimes collides with that of vehicle drivers — once literally, two years ago, before he joined the Chico City Council, when a car turned into him at a stop sign. So he takes a holistic view of roadways.

As such, Winslow has taken particular interest in the Active Transportation Plan under development by engineers in the city's Public Works department and currently open for public comment. (See ChicoATP.com for details.) The Climate Action Commission examined the draft plan earlier in the month, followed by a public workshop; the city is accepting input through Nov. 3 with the aim of bringing the ATP to the council Dec. 5.

Winslow supports the plan in concept, though when discussing it Wednesday morning, he repeatedly said the set of proposals “lacks ambition.” He also reiterated a message he conveyed at Oct. 17's council meeting about aligning the 10-year road repair plan with other documents such as the general plan's circulation element and the ATP.

Colleagues haven't taken as deep a dive into the details as Winslow, who attended each public workshop. Tom van Overbeek, chair of the council's Internal Affairs Committee that often reviews plans like this, said he hasn't read the 161-page draft yet, but added, “I will support almost anything that makes it safer and easier to bike and walk in Chico. There are big positive changes coming in this regard,” such as a comprehensive redesign of downtown arterials Main Street and Broadway that he has championed.

“Something like the Active Transportation Plan gives us the opportunity to have a paradigm shift with what we consider acceptable infrastructure,” Winslow said. “I think it's really comprehensive in listing a lot of tools we can use to make our streets safer — but it lacks an ambition, generally. Chico has in the past seen itself as a forward-thinking city in regards to active transportation infrastructure.”

Priorities

The draft ATP incorporates a lengthy list of recommendations, most notably improvements for pedestrians and cyclists. As with the repaving plan approved by the council, the ATP proposes phased sites and projects.

Protected bike lanes represent a significant component. As opposed to painted lines, these employ physical barriers to safeguard against collisions. The ATP calls for these, just not as widespread as Winslow would prefer — and, again, phased over years.

Chico Police Chief Billy Aldridge said he hasn't looked at the ATP or researched bike lane safety but noted that communities with protected lanes "see much fewer accidents involving bicyclists in certain instances." His department and Public Works will continue to "collaborate on on roadway safety and will explore bicycle protective lanes as a part of the Active Transportation Plan."

Winslow raised the idea of temporary, trial-run measures known as "quick build infrastructure." That would have the city make lower-cost improvements on selected streets to gauge their impact. Brendan Ottoboni, director of Public Works' Engineering division, noted merits of quick build along with challenges.

"This can be an effective tool to essentially do a 'trial and error' run to work out kinks of new operations," Ottoboni said. "The down side of doing a trial and error approach is that it can lead to unsafe situations within the public right-of-way. The cost implications are a major consideration — spending money on a 'throw away' section is not necessarily well-spent.

"The time and place for this type of application is likely when the cost implications of a temporary situation are outweighed by the operational benefits for a longer-term permanent improvement."

Ultimately, that decision will come down to council priorities. Meanwhile, Ottoboni's staff continues to collate public opinions. Public Works planner Jesse Hudson said staff will revise the draft based on feedback, with "an attachment identifying all proposed changes that have developed from the final public outreach phase, including comments from the recent workshop. We had a lot of attendees providing feedback regarding areas of concern around Chico and asking about how the Active Transportation Plan (Plan), once adopted, will have an impact on project delivery."

Winslow welcomes the discussion ahead of the council revisiting the paving plan in March.

"When we're talking about over \$100 million we're putting into these (pavement) projects in this (10-year) span, I think it's worth developing a strategic approach to it," he said. "It might take a little more time, it's a little more difficult than throwing darts at a map, but it will lead to a more equitable outcome and more strategic in terms of our goals of having a multimodal transportation system, encouraging infill and redevelopment in the city and approaching financial sustainability so the property tax and sales tax we get out of these areas actually pays for the infrastructure broadly."

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
7/29/2022 11:42	Bicycling Comment	These (Lassen, Eaton, East) crossings of 99 are incredibly inhospitable for active transportation and represent the only east-west connectors across this barrier in North Chico	8	0	39.764334	-121.860609	NEGATIVE
7/29/2022 11:43	Bicycling Comment	Poor connectivity of the bike lanes at the 99 undercrossing on East Ave. Have been yelled at by drivers for being in the road because they don't realize bikes are allowed (and intended) to be in the right of way here.	9	0	39.760158	-121.855459	NEGATIVE
7/29/2022 14:44	General Comment	Dangerous, high stress bicycle/pedestrian crossing. Although recently added crosswalks help, a push-button crossing signal would make it much safer. Corner West Sacramento and North Cedar.	12	0	39.731822	-121.856647	MIXED
7/29/2022 14:49	Walking/Pedestrian Comment	One of the most hazardous residential neighborhood intersections in Chico. Recently added yellow crosswalks are an improvement. Yellow yield to crosswalk road paintings would help tremendously in calming the traffic and gaining compliance for pedestrians and bikes in the crosswalk.	2	0	39.736435	-121.849021	MIXED
7/29/2022 22:08	Bicycling Comment	Add class 1 path to all levees. Designate these as paths, no need to pave them right away. Also, make this interactive map not limited to the city of Chico - share feedback with the county - work together towards a regional vision.	8	1	39.780189	-121.840122	NEUTRAL
7/29/2022 22:10	Bicycling Comment	Hopefully, there will be good crosswalks and bike routes to cross Cohasset Road to the other side. Before construction, at least one person was killed crossing this street.	0	0	39.790745	-121.843198	NEGATIVE
7/29/2022 22:13	Bicycling Comment	Add class 1 path to levee - connect Bidwell park to Sacramento river.	7	2	39.778585	-121.86292	NEUTRAL
7/29/2022 22:15	Bicycling Comment	Continue bike bath from CSUC to Hegan Lane Business Park.	9	0	39.71939	-121.841922	NEUTRAL
7/29/2022 22:18	Bicycling Comment	Add Path to this levee - connecting to the existing bike path to Southgate lane business park	6	1	39.713501	-121.781899	NEUTRAL
7/31/2022 12:23	Bicycling Comment	Manzanita from Myrtle to Cohasset is shown on map as having a bike lane. It is a bike route with sharrow for this stretch. Connectivity enhancements for this section of Bikeway 99 would be appreciated	6	0	39.756332	-121.843303	NEUTRAL
7/31/2022 12:25	Bicycling Comment	Protected 2-way bike lanes on either side of Lindo Channel (Manzanita and Lindo Ave/9th) could create a highly functional east-west corridor for cyclists. Due to being alongside a natural feature, there would be very few conflicts with driveways making this an opportune location compared with many other roads.	7	0	39.75224	-121.835761	NEUTRAL
7/31/2022 12:27	Walking/Pedestrian Comment	Manage Lindo Channel as a linear parkway for walking and running. This kind of management would add valuable park acres in the northern half of Chico, provide safe off-street walking access to commercial areas along mangrove, and could help with creating defensible space against vegetation fires.	9	0	39.752521	-121.825526	NEUTRAL
7/31/2022 12:28	Bicycling Comment	Accessing Upper Park as a cyclist is terrifying. More signage indicating the presence of bikes in lanes, or indicating off-street routes non-cars can use to access Wildwood Ave would make this area much safer for all road users	8	0	39.76231	-121.805457	NEGATIVE
7/31/2022 12:30	General Comment	More wayfinding signage for bike routes would be incredible. It is needed all throughout Chico, but especially in the northern and more newly developed parts of town where road connectivity is much worse than in the historic grids.	2	0	39.763715	-121.824989	MIXED
7/31/2022 12:30	Bicycling Comment	These (Lassen, Eaton, East) crossings of 99 are incredibly inhospitable for active transportation and represent the only east-west connectors across this barrier in North Chico	14	0	39.774743	-121.873527	NEGATIVE
7/31/2022 12:32	Bicycling Comment	Accessing Safeway (the closest grocery store for much of this inner-Chico neighborhood) by bike is unsafe due to the surrounding roads all being relatively to very high volume with high speed limits and poor to no bike infrastructure	11	0	39.736563	-121.835418	NEGATIVE
7/31/2022 12:33	General Comment	Would be nice if this was a signalled crossing (even the yellow blinkies), it is very difficult to connect this path to west bound travel lanes on a bike	7	0	39.734424	-121.834157	NEGATIVE
7/31/2022 12:35	General Comment	Cars are unconditioned to seeing cross-traffic at this intersection and often blow through the light even when red. Maybe a raised crossing for path users could help? Also, extending the light time as it is difficult to make it across in one green cycle	11	0	39.761085	-121.849853	NEGATIVE
7/31/2022 12:42	Bicycling Comment	Signal cycles are long and there is not bike sensor on Lupin at this intersection leading to long wait times unprotected near fast-moving traffic	3	0	39.768193	-121.843545	NEGATIVE
7/31/2022 12:43	General Comment	Without massive road dieting and reductions to vehicle speed, East Ave. is not a good place to have an east-west bike or pedestrian corridor. Due to the number of lanes and average speeds, left turns from East are death-defying	6	0	39.761121	-121.828508	MIXED
7/31/2022 12:46	Bicycling Comment	Glenshire Ln/Wanderer way should receive treatment as at least a bike route as it presents one of the few options for traversing between Ceres and Ceanothous through Floral without having to enter traffic on Floral	3	0	39.766039	-121.827221	NEUTRAL
8/1/2022 10:21	Bicycling Comment	When coming out of Annie's Glenn on a bike, crossing over to Memorial way in order to head toward Esplanade is super confusing and very unsafe as there is not a way to get to the correct side of the street. Riders typically end up on the sidewalk on the wrong side until the light by the bank in order to cross. Or have to dart through traffic on a street with a bend.	21	0	39.733175	-121.837317	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/1/2022 10:28	Bicycling Comment	I love this multi-use path and use it regularly. For future multi-use paths, however, please include curb cuts so people entering the path from side streets like Kern, Glenn, El Dorado, etc. have a save way to get onto the path.	7	0	39.743494	-121.809819	MIXED
8/1/2022 10:30	Bicycling Comment	It's not updated on maps but please make sure the Chico State bike path from so-wil-en-no to Warner is included in ATP mapping as it's an important connection.	3	0	39.730213	-121.845943	NEUTRAL
8/1/2022 13:42	General Comment	Would be great to see Main and Broadway go on road diets to allow for striped bike lanes in either direction. Riding down either street now is only for those confident enough to ride with traffic.	19	1	39.728134	-121.838765	POSITIVE
8/1/2022 13:44	General Comment	There was a TON of work done in partnership with Chico State to improve the bike and pedestrian safety of the South Campus neighborhood. Please utilize those reports and planning already completed to make a safer neighborhood for everyone. https://scnpchico.com/ Specifically - make 3rd and 4th streets one-way travel, on a road diet with striped bike lanes from Salem to RR tracks.	0	0	39.727572	-121.841458	NEUTRAL
8/1/2022 15:01	General Comment	We need way more speed reduction mechanisms on 8th and 9th streets. Everyone speeds down these streets going well over 35mph, most closer to 50+. Whether it be speed bumps, well-lit/ painted cross walks, larger MPH signs, or a combination -- something needs to be added. Ideally these changes should be made from where HWY 99 off and on ramps are, all the way to Nord.	4	0	39.7322	-121.826698	NEUTRAL
8/2/2022 7:42	General Comment	The east-west crossings of Hwy 99 for both bikes and peds is very unsafe. There has been a lot of work into creating a north-south network, but the east-west connections over a divider like the highway are just as necessary.	10	0	39.720068	-121.805034	MIXED
8/2/2022 13:18	Bicycling Comment	This is a great idea- Bruce road is super dangerous for cyclists	2	0	39.713501	-121.781899	MIXED
8/2/2022 13:21	General Comment	I agree, people race down this road like it's a drag strip. Accidents occur frequently and after the sidewalks went in there us more pedestrian traffic. A traffic light a linden and 8th/9th would be useful to slow traffic	2	0	39.7322	-121.826698	NEUTRAL
8/4/2022 12:02	Bicycling Comment	difficult to access levee for biking because of gates that you have to awkwardly slid bike under or lift bike over. Suggest adding bike path that you can use to get around gate without dismounting.	7	1	39.77595	-121.851103	MIXED
8/4/2022 12:04	Bicycling Comment	I used to use this path but don't anymore after hearing about shootings and stabbings along it. Need support (housing! addiction treatment) for unhoused people	3	0	39.766266	-121.847788	MIXED
8/4/2022 12:06	Bicycling Comment	Would be nice to have trail from Manzanita Ave to Verbena Fields	4	0	39.759326	-121.804283	NEGATIVE
8/4/2022 12:07	Bicycling Comment	Need northbound bike lane on Eaton. There's a stretch here that feels unsafe from the pump track to the corner where the new portion of the road (with bike lane) starts.	6	0	39.765642	-121.806219	NEGATIVE
8/7/2022 20:45	General Comment	This stretch of Oleander and 11th is the connection between the bike route on Oleander and the Class 1 path which runs to the airport. The roadway here is nearly always full of gravel, and I have been maliciously run off the road by cars on several occasions as there are no lanes painted on 11th to guide traffic in any way.	10	0	39.749048	-121.851822	NEGATIVE
8/8/2022 10:56	General Comment	Despite being a major thoroughfare, Mangrove is wildly unsafe for both pedestrians and bicyclists. Creating a slower street with bike lanes and safer pedestrian facilities would be a wonderful priority.	11	0	39.744276	-121.840138	MIXED
8/8/2022 10:58	General Comment	Very excited to be seeing the bridge going in to connect 20th St park with the Humboldt trail! Will be a welcome addition for both bicyclists and pedestrians.	7	0	39.734109	-121.817071	POSITIVE
8/10/2022 0:10	Bicycling Comment	Low spot with poor drainage that floods bike path in rain. Walking and biking hazard.	2	0	39.740202	-121.875415	NEGATIVE
8/10/2022 0:11	Walking/Pedestrian Comment	Sidewalk ends and has a fence across path continuing south.	2	0	39.742811	-121.876386	NEUTRAL
8/10/2022 0:12	Walking/Pedestrian Comment	Sidewalk ends at fence.	2	0	39.74071	-121.870919	NEUTRAL
8/10/2022 0:13	Bicycling Comment	icon is too far to south - should be on bike path on northerly side of railroad.	1	0	39.740202	-121.875415	NEGATIVE
8/10/2022 0:16	General Comment	This section of Sacramento from the railroad tracks to Warner Street has nothing to slow down traffic which is very fast. There are lots of bikes and pedestrians on this street and crossing this street.	3	0	39.73259	-121.854236	POSITIVE
8/11/2022 15:30	Bicycling Comment	Ceres should be designated as a bicycle route, and contain reduced automobile speed limits, as it is the only North-South street that connects to a bicycle route (over Lindo Channel) in the Northeastern corner of Chico.	5	0	39.766049	-121.83398	NEUTRAL
8/11/2022 15:33	Bicycling Comment	More bicycle route signage/designation is needed in the Northeastern portion of Chico. Currently, it is difficult to connect to Lower Bidwell Park and Downtown from this area due to a general lack of designated bikeways and bike lanes.	4	0	39.764553	-121.819496	NEGATIVE
8/11/2022 17:30	Bicycling Comment	Pavement on this section of trail is very difficult to navigate due to roots from trees creating an uneven surface	5	0	39.736567	-121.80571	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/11/2022 17:31	Bicycling Comment	Some kind of intersection treatments in this area would be nice as all roads are very wide with faster traffic speeds making navigation by bike unpleasant and unsafe	7	0	39.727299	-121.801499	NEGATIVE
8/11/2022 17:33	Bicycling Comment	I would strongly encourage the development of alternatives to meager bike lanes on overpasses in general due to visibility impairments for drivers cresting and the lower average speeds for cyclists going uphill. Consider widened, grade separated spaces for pedestrians and cyclists	13	0	39.714864	-121.800538	NEUTRAL
8/11/2022 17:34	Bicycling Comment	Paint has worn off in many parts of this bike lane, traffic speeds are fast, and the edge of the road is often full of debris	4	0	39.755496	-121.863635	MIXED
8/16/2022 9:59	General Comment	include roundabout connectivity with new separated path for people to connect to jobs via Hegan to Midway Path. Hegan borders city and county, therefore suggest path on north side of hegan. Hegan provides a great access to jobs and those who work at industrial park to access the midway for recreation/fitness, general access. This would promote active transportation to those who normally drive to industrial park on a daily basis. having a safe path visible would strongly encourage new ATP users.	11	0	39.705862	-121.814282	NEUTRAL
8/16/2022 10:02	General Comment	would suggest removing one lane of travel. no need to have fair street 4 lanes. Change to one lane per direction with center turn lane and amplified multi use path on both sides , like an 8' sidewalk. More separated paths away from vehicles is needed vs. a stripe on the road for a class 2 bike path. On Fair from E. Park Ave to 20th Street.	8	0	39.716883	-121.815441	NEUTRAL
8/16/2022 10:04	General Comment	Agreed. A southern separated multi-use path connection over Hwy 99 is needed.	0	0	39.720068	-121.805034	POSITIVE
8/16/2022 10:06	General Comment	A multi use path is needed from Hwy 32 to the Skyway, separated from vehicles.	9	0	39.733433	-121.787438	NEUTRAL
8/16/2022 10:10	General Comment	The City and Caltrans should work to provide a major east/west multi-use path in Caltrans right-of-way on Hwy 32 to Hwy 99. A multi-use path, away from hwy 32 would provide those looking to access Chico's largest park and ride and B-Line's major transit hub via a direct path... and connection to the SR 99 Bikeway system. This would appeal to all users by being visible to the public (students) and those who may be weary of paths in somewhat secluded areas.	5	0	39.743849	-121.784306	NEUTRAL
8/16/2022 10:11	General Comment	A multi use path along hwy 32 is needed to connect to park and ride and SR 99 Bikeway system.....as far away from the highway, but within Caltrans right of way since Caltrans. Caltrans should financially contribute as well.	1	0	39.738398	-121.80984	NEUTRAL
8/16/2022 10:13	General Comment	Agreed, Mangrove is a major north/south route with many destinations for the public. A raised wider sidewalk/multi-use path would be ideal.	2	1	39.744276	-121.840138	POSITIVE
8/16/2022 10:14	General Comment	SR 99 Bikeway should punch thru to East Ave at the signals for more direct connection and to enable people to use the signals there.	4	0	39.761107	-121.855706	NEUTRAL
8/16/2022 10:15	General Comment	Bikeway 99 should follow this frontage if able to for a more direct connection along highway 99.	2	0	39.757345	-121.850266	NEUTRAL
8/16/2022 10:16	General Comment	Can Bikeway 99 continue along this frontage for a more direct route and utilize the signals at on/off ramps?	3	0	39.742651	-121.827446	NEUTRAL
8/16/2022 10:18	Bicycling Comment	Strongly agree. Need to connect people to jobs.	2	0	39.71939	-121.841922	POSITIVE
8/16/2022 10:41	General Comment	This section of roadway provides no safe bike or pedestrian travel for middle school kids to Bidwell Jr High which has an enrollment of over 900 students.	7	0	39.755419	-121.838497	NEGATIVE
8/16/2022 10:45	General Comment	With over 2500+ homes planned for the North Chico specific plan - a connection to the local school (Shasta) and community park (Degarmo) would be needed to reduce congestion and car travel over the eaton rd bridge. Possibly a ped/bike bridge over Hwy 99 or expanded existing Eaton bridge with dedicated bike path?	10	0	39.779232	-121.878848	NEUTRAL
8/16/2022 10:46	General Comment	I work at Hagan Lane business park. There is currently no bus service to this area even though there are several mid- to large-sized businesses there and their associated employees and customers. Nearest stops are 2 - 4 miles away. A closer bus stop would be nice. This would also be nice for the people that park and live on the streets in this area since many of them seem to walk or ride bicycles to actually go places.	5	0	39.708057	-121.817608	NEUTRAL
8/16/2022 10:48	Bicycling Comment	Vehicle traffic has increased over the past 10+/- years on Bay/Henshaw. This is an alternative bike route for the 1500+ homes north of 11th Ave. Faded bike lines, lack of lighting and narrow roads make this more and more dangerous.	4	0	39.757155	-121.876402	NEGATIVE
8/16/2022 10:53	General Comment	A safe bike path is crucial for the children who attend Bidwell. The road is narrow, congested and the sidewalks are crumbling.	1	0	39.755419	-121.838497	MIXED
8/16/2022 10:54	General Comment	Needs bike and pedestrian improvements along Esplanade and additional safe crossings between Nord and Eaton. There are 2,000+ homes on the west side of Esplanade between Nord Hwy and Esplanade with no safe mid-block crossings to DeGarmo Park and Shasta Elementary (enrollment 600+ students).	10	0	39.776267	-121.880755	NEUTRAL
8/16/2022 11:00	General Comment	Unsafe crossing for bike and pedestrians used by many to cross from Amber Grove into adjacent neighborhood. High speed traffic and poor sight line due to curved roadway.	4	0	39.770189	-121.881413	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/16/2022 11:01	Bicycling Comment	A protected bike lane on Lindo Channel (Manzanita) would help ease the heavy traffic congestion during school hours. With this corridor connecting 3 schools, many parents will not let their children ride to school because it is not a protected bike path, and it is heavily used by new drivers. A protected bike path would allow many neighborhood kid the opportunity to ride bikes rather than have to get a ride, therefor easing traffic.	5	0	39.752421	-121.830311	NEUTRAL
8/16/2022 12:32	Walking/Pedestrian Comment	I think cars should be removed from downtown, or at least removed to just one lane of traffic	11	5	39.729407	-121.83957	NEGATIVE
8/16/2022 12:34	Bicycling Comment	The bike path the goes diagonally to mangrove and Lassen should not end at the edge of esplanade but instead go all the way downtown and then up to bidwell park	4	0	39.734799	-121.844172	NEUTRAL
8/16/2022 12:36	General Comment	A multi use path on the south side of Vallombrosa would provide a major east west route.....besides curb, gutter, sidewalk just outside of the park. Not all feel safe going thru the park, especially at night. A path like the E. 8th Street near Parkview elementary would be beneficial.	12	0	39.738068	-121.826234	NEGATIVE
8/16/2022 12:39	General Comment	A north/south and east/west bike/ped path is needed for the Chapman community and Chapman elementary school. This neighborhood checks all the focused areas for ATP funding. There is a lack of basic sidewalks or bike paths for this community	6	0	39.726339	-121.815097	NEUTRAL
8/16/2022 12:44	General Comment	Sycamore creek/diversion channel should be paved to provide a perimeter for people accessing recreation and other needs from the Esplanade area to Upper Park.	1	1	39.776867	-121.817479	NEUTRAL
8/16/2022 12:46	Bicycling Comment	Humboldt road should be repaved for bike/ped recreation.....not to withstand vehicles. City should encourage the County to do the same. Humboldt is a great training and recreation facility.	6	1	39.742312	-121.772118	NEUTRAL
8/16/2022 12:50	General Comment	A bike/ped bridge is needed from end of park road on the north side of the creek to connect and cross to the south side to Ten mile house trail. This would be great for active transportation...running, hiking, biking etc.	4	4	39.803882	-121.728655	NEUTRAL
8/16/2022 12:54	Bicycling Comment	Would suggest expanding sidewalk on the southside of west Sacramento Ave and create a multi-use path (both directions) for kids getting to school. W. Sacramento connects students to Chico High, CSUC and connection towards Chico Jr. High.	10	0	39.735151	-121.848748	NEUTRAL
8/16/2022 13:05	Walking/Pedestrian Comment	All of W. 1st Ave could do with a speed limit reduction. So many accidents at this intersection alone.	2	0	39.736435	-121.849021	NEGATIVE
8/16/2022 13:46	Bicycling Comment	I bike by this intersection of Sol-Wil-Le-No and Esplanade every day, and I regularly see cars just blow through the stop sign (which is set back from Esplanade), putting cyclists and pedestrians in harm's way. I would like to see Sol-Wil-Le-No closed to motor vehicle traffic, or a flashing stop sign, or some other safety measure to reduce the danger.	5	0	39.73224	-121.842257	NEUTRAL
8/16/2022 14:04	Bicycling Comment	This is the only section of Esplanade with no bike lane, forcing bikes to merge into fast traffic on a road with no streetlights.	6	0	39.749265	-121.853973	NEUTRAL
8/16/2022 14:12	Bicycling Comment	This section of Esplanade is difficult to bike at night. You can either take: - The main road, which has streetlights but fast traffic or - The side roads, which have no traffic but are unlit and force you to play chicken with traffic in the intersections.	5	0	39.73888	-121.846447	NEGATIVE
8/16/2022 14:23	Bicycling Comment	This intersection is confusing for bicycles, as it feels strange to go onto the (narrow) sidewalk to use the roundabout. A dedicated slip lane for bicycles going from E 2nd to Vallombrosa/E 1st would be appreciated.	7	0	39.7315	-121.838482	NEGATIVE
8/16/2022 14:27	Bicycling Comment	This road is a dead-end for bikers. They either have to merge into highspeed traffic or just turn around. A dedicated bike lane on Esplanade or a way to cross onto a bike path following the creek would be a big improvement.	7	0	39.732257	-121.842337	NEGATIVE
8/16/2022 14:27	Walking/Pedestrian Comment	Humboldt from Alder to Pine needs safe sidewalks	4	0	39.728864	-121.825709	NEUTRAL
8/16/2022 14:31	Walking/Pedestrian Comment	On Cypress between 8th St and 5 St sidewalks need to be even because there are areas where people could possibly fall and be very injured.	2	0	39.729774	-121.829941	NEGATIVE
8/16/2022 14:34	General Comment	Humboldt needs better lighting past Flume to create a safer area for those who walk and bike after dark.	3	0	39.728924	-121.825569	NEGATIVE
8/16/2022 14:45	Bicycling Comment	Bike lane markings here between the tracks and Nord are faded/non-existent.	5	0	39.731663	-121.856924	NEGATIVE
8/16/2022 15:11	Walking/Pedestrian Comment	Agreed, it seems most cars on the main roads downtown are merely passing through, as opposed to stopping downtown. Rerouting the traffic to make it easier for pedestrians to move around.	2	1	39.729407	-121.83957	NEUTRAL
8/16/2022 15:48	General Comment	I use Arbutus Street (parallel to Mangrove 1 street to the northeast) There are a few stop signs, but its 100x better than using Mangrove to bike	2	0	39.744276	-121.840138	POSITIVE
8/16/2022 16:36	Bicycling Comment	I agree with the other comment Repaved and kept as Bike/pedestrian/longboarding A shaded bench halfway down would be awesome, allow mountain bike riders to build a few small jumps alongside where offroad dirt tracks exist alongside the road	2	1	39.742312	-121.772118	POSITIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/16/2022 17:01	Bicycling Comment	A bike/hiking trail connecting the Disc Golf course (from the NE side) to the South Rim Trail below Ideally done with 2+ switchbacks (like 10 mile trail) utilizing trees for shade and at average 5% slope (not so steep its grueling to hike up)	5	0	39.783781	-121.733837	NEUTRAL
8/16/2022 17:21	Bicycling Comment	A bike/hiking path connecting El Monte road (following Dead Horse Slough) just north of Ever Veterinary Clinic to the bike path southwest of Sterling Oak Apartments The southside of the creek is best (no backyards nearby) and would require a small footbridge (can be small, people can walk their bike if its narrow) This would connect most of NE Chico to south Chico and the 99 without a sun-exposed noisy bikepath along the 32 Image attached	4	0	39.742246	-121.797476	NEUTRAL
8/16/2022 17:28	Bicycling Comment	Bike/Hike trail (dirt is fine (no pavement please) that runs on the south side of Little Chico Creek from Bruce Road to the cull-de-sac on the east side of Picholine Way A path somewhat exists near Picholine Way, but it got overgrown and is now a fire hazard... but can easily be a cool nature trail along the river with a weedwhacker and telling the locals to use the path so it stays a path and doesn't overgrow	3	0	39.733148	-121.779663	MIXED
8/16/2022 17:31	General Comment	use the bikepath from 99-Forest Ave The section that really needs a bike/hike trail is from El Monte to Bruce along 32 or Dead Horse Slough (creek just north of the 32)	0	0	39.738398	-121.80984	NEUTRAL
8/16/2022 18:28	Bicycling Comment	For an intersection on a bike route it is very difficult to cross here during busy times. Even when it looked relatively clear there was barely enough time to get my kids across with me. A protected crossing for bicycles would be amazing, especially with it being so close to CJHS.	10	0	39.738496	-121.843915	MIXED
8/16/2022 18:32	Walking/Pedestrian Comment	A sidewalk here would be very welcome. For Mangrove being such a major thoroughfare it's bonkers that we have to walk in the dirt for this section and the section in front of S&S.	12	0	39.751582	-121.844851	POSITIVE
8/16/2022 18:44	Bicycling Comment	We've felt safe enough along it during the day, at night is a different story though. There are a fair amount of street lights but most have the bulbs burnt out.	1	0	39.766266	-121.847788	MIXED
8/16/2022 18:45	Bicycling Comment	I agree! And the timing of the light on esplanade and then mangrove means that cars are almost always crossing this intersection. In addition we had a fatality here several years ago.	0	0	39.738496	-121.843915	MIXED
8/16/2022 19:16	Bicycling Comment	East Eighth street is wide enough for a protected bike lane, it would reduce car traffic and make biking much more accessible in Chico. Please add bike lanes on East Eight street, it is already used quite often by cyclists but is unprotected and often dangerous to ride on at all times of day.	4	3	39.730913	-121.828701	MIXED
8/16/2022 20:31	Walking/Pedestrian Comment	This intersection feels very unsafe for pedestrians and bikers both--the crosswalk is at the corner before the side street, but cars only stop after it, at the edge of Esplanade proper. Cars frequently blast through the pedestrian crosswalk, which is very dangerous, not really recognizing it as a place to stop, in order to wait for the light at the Esplanade.	5	0	39.733333	-121.842218	NEGATIVE
8/16/2022 20:36	Bicycling Comment	This intersection is theoretically where one would ride through, coming from esplanade through downtown and on to Park Ave (which has a dedicated bike lane now) however it has almost no accommodations for bikes and I've almost been hit there several times as it has through traffic (towards the Barber) and traffic that drives along Oroville Ave to Park Ave. The Barber bound lane is very dangerous to Park Ave-bound cyclists and causes an issue joining up the cycle path.	3	0	39.725579	-121.836543	MIXED
8/16/2022 20:38	Bicycling Comment	Along this part of Oroville Ave, headed to Park Ave to join the dedicated bike lane, there are no provisions at all for cyclists, and traffic becomes very fast after the light. The safest option here for a biker is to go up on the sidewalk, which reduces its use for pedestrians. Another impediment in connecting the Park Ave bike lane to the rest of the city.	5	0	39.72515	-121.834789	NEUTRAL
8/16/2022 20:39	Bicycling Comment	Humboldt Road should be closed to large motor vehicles. Install bollards at either end of the road, and connect it to the city's cycle path network properly. This historic road runs alongside ruts dug out by the iron wheels of freight wagons during Chico's early days, and should serve as an important mainstay in the city's preserved landscapes for people to enjoy. This area should be accessible to people, not cars.	5	1	39.742312	-121.772118	NEUTRAL
8/16/2022 20:42	Bicycling Comment	The bike lane is rendered completely useless when people park in it, which they do often along here.	9	0	39.720347	-121.825245	NEGATIVE
8/16/2022 20:45	General Comment	This gap between two road ends should be connected by a wide pedestrian and cycle bridge with enough room for foot and cycle traffic going both ways.	6	1	39.734878	-121.795565	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/16/2022 20:54	Bicycling Comment	The city should take maintenance of cycling and pedestrian pathways seriously, even more so than maintenance of motor vehicle roadways in my opinion, because increasing vehicle weight wears roads exponentially quicker than smaller lighter modes of transportation. The automobile and road are fundamentally self destructive, and they pose as an unnecessary sink of time, effort, and funding. Tree roots are an exception, and the city should seek ways of mitigating this kind of wear as well.	1	0	39.736567	-121.80571	NEGATIVE
8/16/2022 20:56	Bicycling Comment	This is important for accessibility, whether someone has a disability or not.	0	0	39.743494	-121.809819	NEUTRAL
8/16/2022 21:02	Bicycling Comment	Morrow Lane to Potter Road would be a good connection as well, since Potter is a decent bike path disconnected to the west. Skyway is a bit of an obstacle, but I think this is important.	0	0	39.713501	-121.781899	MIXED
8/16/2022 21:08	General Comment	A connection between Fair Street and Morrow Lane here should be made for pedestrians and cyclists. The four lane section of 99 from North Chico to the highway interchange south of Chico has been an unnecessary barrier between these two sides of Chico for people outside of cars since it was built. Also, these connections over 99 should be accessible to people with disabilities, not using stairways.	13	0	39.711444	-121.79733	NEUTRAL
8/16/2022 21:13	Bicycling Comment	The City of Chico should build protected intersections from the Dutch CROW Design Manual for Bicycle Traffic. This design manual would bring Chico into the 21st Century as a shining example to other cities in the US.	1	0	39.727299	-121.801499	NEUTRAL
8/16/2022 21:16	General Comment	Chapman is a highly neglected part of this city and should get the pedestrian and cycling attention it needs.	3	0	39.726339	-121.815097	NEGATIVE
8/16/2022 21:22	General Comment	On top of this, crossing islands should be built in the center turn lane with marked crosswalks and solid bollards able to stop a runaway truck dead in its tracks to protect people crossing the street, both on the crossing island and the ends of the crosswalks. The island allows people to cross one lane of traffic at a time, and these should be used more throughout the city.	1	0	39.716883	-121.815441	NEUTRAL
8/16/2022 21:24	General Comment	Paths for pedestrian and cyclist use are important inside and outside of a city. A Dutch style network of pathways and cycle tracks should equitably serve everyone.	2	0	39.705862	-121.814282	NEUTRAL
8/16/2022 21:33	General Comment	Lane narrowing, crossing islands between road lanes, and Dutch style protected intersections should be built here. Wider sidewalks and elevated cycle lanes should be paved as well, much like the pathways on E 8th next to Parkview Elementary. Sidewalks and bike lanes should be safe enough for children, people with disabilities, and the elderly to use.	0	0	39.73259	-121.854236	NEUTRAL
8/16/2022 21:37	Walking/Pedestrian Comment	I wasn't sure what this was referring to at first, but it really does end at a fence. This is a blunder.	0	0	39.74071	-121.870919	NEGATIVE
8/16/2022 21:40	Bicycling Comment	These bike lanes should be repaved at sidewalk level as a properly separated bike lane, using smooth asphalt. The car turn lanes should not cross the bike lanes. This intersection should be rebuilt as a Dutch style protected intersection, using the CROW Design Manual for Bicycle Traffic.	0	0	39.755496	-121.863635	NEUTRAL
8/16/2022 21:48	General Comment	This intersection is horrendous, as are the stroads that intersect here. The abundant driveways leading up to this intersection, and the five feeder lanes on the intersection itself combine to create dozens and dozens of motor vehicle conflict points. This kind of traffic design is hostile to everyone, including people in cars. This area desperately needs a complete redesign to serve people over cars. Protected intersections, driveway removals, separated bike lanes, car lane narrowing, etc.	5	0	39.756717	-121.861363	NEGATIVE
8/16/2022 21:52	Bicycling Comment	This underpass dedicates nearly all of its space to car traffic, with a tiny ribbon of sidewalk on only one side. This combined with the highway ramps designed to ease cars onto and off of the street as quickly as possible makes for a completely hostile area to people outside of cars. The ramps should be straightened out into more of an intersection, and the street should be narrowed for the paving of wider sidewalks and for the addition of safe separated bike lanes.	1	0	39.760158	-121.855459	NEUTRAL
8/16/2022 21:59	General Comment	The driveway between Alba and Pillsbury is a fairly awkward solution. A proper bikeway along this corridor would speed up cycling transit times and provide a safer alternative to dodging through driveways and detouring through wide roads like Pillsbury. Though, Pillsbury should also get safer separated pedestrian and cycling treatments as well.	0	0	39.757345	-121.850266	MIXED
8/16/2022 22:00	General Comment	Use Arbutus Connects you from One Mile Pool to Lindo/9th ave	1	2	39.744276	-121.840138	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/16/2022 22:07	General Comment	A raised crosswalk with yield shark teeth here, and a protective crossing island between the car traffic directions with reinforced bollards should be built. The westbound lanes especially are way too wide, and all of these car lanes should be narrowed. The raised crosswalk would be paved like a plateaued speed bump at sidewalk level. The island in between would protect people in the middle of crossing, giving them a break and allowing them to pay attention to one direction of cars at a time.	3	0	39.761085	-121.849853	NEUTRAL
8/16/2022 22:12	Bicycling Comment	99's freeway style segment has been a huge division between two sides of Chico since its construction. This underpass should be repaved with raised sidewalk level asphalt bike lanes with the curb coming out to the car lane's edge line, narrowing the road surface and widening a safer separated sidewalk and bike path. Lassen is less inhospitable than some other crossings, but that doesn't mean it shouldn't also be built better.	0	0	39.764334	-121.860609	NEUTRAL
8/16/2022 22:16	Bicycling Comment	This should be fixed using separated bike lanes/shared paths paved at sidewalk level, with short street lights designed for pedestrian and cycle use. This part of Chico looks to lack a lot of sidewalks as well, so that will become an increasingly important issue to tackle.	0	0	39.757155	-121.876402	MIXED
8/16/2022 22:21	General Comment	This intersection and intersections like it should be rebuilt into Dutch style protected intersections, as found in the CROW Design Manual for Bicycle Traffic. I suspect this section of Eaton is provisioned for widening in the future with the wide shoulder on the south side, which would be a mistake. A separated bikeway next to the road would be more beneficial, and a road widening would be more harmful.	1	0	39.770189	-121.881413	NEGATIVE
8/16/2022 22:25	General Comment	Higher density multifamily and mixed use development should be utilized as well. The sprawling exclusive land use suburbanization many American cities are plagued with directly contributes to high car use, congestion, traffic deaths, and more. This should be an important factor in Chico's future.	5	0	39.779232	-121.878848	NEUTRAL
8/16/2022 22:30	Bicycling Comment	This would be a very nice parkland use. In addition, small facilities for active recreation such as park benches, public restrooms, bicycle tire replacement and maintenance stations, bike parking racks, and some basic outdoor gym equipment like in Lower Bidwell, would all be very beneficial for recreation out here.	0	0	39.778585	-121.86292	POSITIVE
8/16/2022 22:33	Bicycling Comment	These gates could also be replaced with bollards that can be temporarily removed for city maintenance vehicles to access the path area. Preferably bollards that don't interfere with or pose a danger to a bike, but still prevents cars from entering.	0	0	39.77595	-121.851103	NEUTRAL
8/16/2022 22:35	Bicycling Comment	This is important. Keeping all active transportation efforts and infrastructure upgrades within the city's boundaries limits our potential. The county should be included in these efforts, as it will be important to everyone living here.	0	0	39.780189	-121.840122	NEUTRAL
8/16/2022 22:39	General Comment	I agree.... but that means cutting a lane of traffic from 3 to 2, or losing the parking along that side of the road Honestly if im going N-S around down I take Salem, Normal, Wall or Flume.... Flume has the smoothest concrete, wide road almost no traffic.... my favorite longboarding road in chico	0	0	39.728134	-121.838765	MIXED
8/16/2022 22:41	General Comment	If this is referring to paving the creek bed, I don't think this will be beneficial. Cities in Southern California have paved their rivers and creeks, and their environments have suffered for that decision. The LA River needs to be unpaved and revitalized to a more natural state. Riparian habitat is important to the health and stability of our environment and living conditions.	1	0	39.776867	-121.817479	NEGATIVE
8/16/2022 22:46	Bicycling Comment	Connectivity and concise route designation is very important for a serious transportation cycling network. Chico should consult the traffic design of the Netherlands, notably using the CROW Design Manual for Bicycle Traffic.	0	0	39.764553	-121.819496	NEUTRAL
8/16/2022 22:52	General Comment	This area of Chico is especially poorly designed. American style postwar suburbanization is very conducive to sprawl, disjointed navigation, high amounts of car use, and isolation. Higher connectivity can be achieved by paving paths between culs de sac and nearby streets, but it is still poorly designed.	0	0	39.763715	-121.824989	NEGATIVE
8/16/2022 22:58	Bicycling Comment	Ceres is also wide enough to accommodate on-street parking. This should be removed in favor of separated bike lanes on either side of the street. Intersections along Ceres, especially more busy ones like Ceres and East Avenue, should be redesigned into Dutch style protected intersections. Bicycle and pedestrian transportation should be safe enough for children, people with disabilities, and the elderly. If it isn't safe for a child to ride a bike, it isn't good active transportation.	0	0	39.766049	-121.83398	MIXED

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/16/2022 23:07	General Comment	Dutch style protected intersections on East would be important for safe turns, especially left turns. Separated bike lanes paved at sidewalk level would keep bikes out of car lanes and vice versa. The intersection of East and Floral is especially dangerous with slip lanes. Slip lanes are dangerous for everyone, and they should be removed. Crosswalks should have protection across the four lanes of East, using a crossing island in the median, so people can focus on one side of traffic at a time.	0	0	39.761121	-121.828508	MIXED
8/16/2022 23:12	Bicycling Comment	Chico needs to build higher density housing. The massive parking lots and empty grass lots inside the city are great candidates for this. Downtown's open public parking lots are an absolute waste of space as well. House the homeless. Also, the paths could probably do with street lamps specifically designed for pedestrian/cycle paths, as well as more connections to the adjacent neighborhood streets.	0	0	39.766266	-121.847788	MIXED
8/16/2022 23:15	Walking/Pedestrian Comment	Chico's sidewalk and path network is disjointed and narrow, while the car road network is comprehensive and wide. This dynamic needs to be turned on its head.	2	0	39.751582	-121.844851	MIXED
8/16/2022 23:21	Bicycling Comment	The car lanes on this bridge are too wide, and the sidewalk too narrow. Bike lanes on either side should be paved at sidewalk level, with a proper barrier protecting both bikes and pedestrians from cars. The bike lanes should be clearly marked with pavement symbols and signage.	1	0	39.749265	-121.853973	NEGATIVE
8/16/2022 23:27	General Comment	Pedestrians and cyclists should have safe access to busy economic areas. They should not have to detour through neighborhood streets, although that option should still be available. Separated and elevated bike lanes paved to sidewalk level should be built. Pedestrians and cyclists should be able to pass one another and each other safely and comfortably.	1	1	39.744276	-121.840138	NEUTRAL
8/16/2022 23:31	General Comment	Schools are especially important for connecting to the surrounding the neighborhood. Connector paths should be built, particularly on the south and east sides of the school to connect to those neighborhoods. This would give students and others quicker and more direct paths to and from school, and through the area.	0	0	39.755419	-121.838497	NEUTRAL
8/16/2022 23:37	Bicycling Comment	This is a good idea, and I think it should also be considered to use part of the streets to do this. Lindo Channel's woodland area should be protected and preserved, as it is an important part of Chico's healthy riparian habitats. Lindo and Manzanita Avenues should be narrowed in order to make room for the cycle ways.	1	0	39.75224	-121.835761	POSITIVE
8/16/2022 23:39	Bicycling Comment	Safe pedestrian and cycling infrastructure is important for an accessible neighborhood. People of all ages and abilities should feel safe and comfortable using this infrastructure, and it should be more convenient than cars.	0	0	39.752421	-121.830311	POSITIVE
8/16/2022 23:44	General Comment	These mobile home neighborhoods should have more pedestrian and cycling connectivity, especially on the south side. Paths and bridges alongside and across Lindo Channel would allow residents easier access to the city surrounding them, and Lindo Channel would serve these neighborhoods adjacent to it well.	0	0	39.758446	-121.808928	NEUTRAL
8/16/2022 23:55	General Comment	Street lamps designed for pedestrian and cycle paths, that is shorter poles with smaller lights, would help as well. Both on paved paths inside and outside of the park. More activity in the park at night would help make it feel safer, with maybe small spots for food vending, like the vendor who sells hot dogs outside of Meriam Library on the intersection of Ivy and 1st Streets. Food vendors go a long way in making places much safer at night.	1	0	39.738068	-121.826234	POSITIVE
8/17/2022 0:01	General Comment	This crossing should eliminate on-street parking spots here. The end of the path should come out into the bike lane with reinforced bollards for visibility. The crosswalk should then be marked with yield shark teeth for the cars to yield to people crossing. An island should be built in the median to protect people crossing, and allow them both a break in between crossing both sides of traffic, and the ability to focus on one direction of cars at a time.	0	0	39.734424	-121.834157	MIXED
8/17/2022 0:07	Bicycling Comment	This intersection should have Dutch style protection, and crossings on both sides of Memorial. On-street parking should be eliminated on Vallombrosa as well, as opening car doors pose a danger to cyclists riding in the bike lanes.	0	0	39.733175	-121.837317	NEUTRAL
8/17/2022 0:12	General Comment	This intersection between Vallombrosa and Mangrove is an abomination, especially thanks to the slip lanes on all sides. This is dangerous and uncomfortable for people walking/rolling or riding a bike. These slip lanes need to be removed, and the intersection should be redesigned using Dutch style protection. Dutch protected intersection design is the safest for pedestrians and cyclists. Other aspects of Dutch traffic design would be beneficial as well, see: CROW Design Manual for Bicycle Traffic	12	0	39.73398	-121.835577	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/17/2022 0:18	Bicycling Comment	This roundabout contains some of Chico's better cycling infrastructure design, with dedicated sidewalk level bike paths. It is held back by the similarity these bike paths have to the regular sidewalks, along with the horrible driveways on the north side of the roundabout, and lack of complete bike lane connections. This roundabout should be redesigned using guidance from the CROW Design Manual for Bicycle Traffic from the Netherlands. Dutch traffic design is very effective and understandable.	3	0	39.7315	-121.838482	MIXED
8/17/2022 0:24	Walking/Pedestrian Comment	This intersection needs a redesign. The frontage street in combination with Esplanade itself is cluttered. The wide shared path on the west side of Esplanade going south from here is good design, but it is held back by the intersections in this area. These intersections should be shrunk down to reduce open surface area, and to reduce crossing distances. It would help to use Dutch traffic design.	0	0	39.733333	-121.842218	MIXED
8/17/2022 0:37	Walking/Pedestrian Comment	This intersection should be redesigned with protected crossings for pedestrians and cyclists. All four sides should have a crossing, and the crossings should be as short as possible from sidewalk to sidewalk. The corners are designed to on-street parking widths, but parking should not be allowed on a crosswalk, so each corner should stick out like a bulb into the intersection.	1	0	39.736435	-121.849021	NEGATIVE
8/17/2022 0:42	General Comment	This slip lane on the intersection of Nord and Sacramento should be removed for safety. The intersection should be redesigned with Dutch style protection as well. The west intersection of Nord and Sacramento should receive the same treatment, removing the slip lane and adding protection.	2	0	39.730691	-121.858018	NEUTRAL
8/17/2022 0:59	Walking/Pedestrian Comment	Downtown's abundance of on-street parking and surface parking lots needs to be eliminated. This would free up space for infill development. Chico needs more housing especially. Mixed use development, with street level shops, and upper floors of housing. This can be 2 to 8 stories, considering Whitney and Sutter Hall at CSUC. Turning some parking lots into public squares is a good idea too. Esplanade can go down to 2 lanes on Main, 32 can go 2 lanes on 8th or 9th. A car-lite/car-free downtown.	2	2	39.729407	-121.83957	NEUTRAL
8/17/2022 1:08	General Comment	This area is cluttered with intersections and slip lanes going every which way. It's quite messy, and could particularly do with simplifying and reduction. Oroville Avenue, along with the fork of Esplanade that feeds into Broadway, could do with being pedestrianized. This would make Main Street two way, and reduce Esplanade/Park Avenue down to two lanes. Hwy 32 should get the same treatment. It would be a huge change. It would reduce car traffic downtown and increase active transportation.	5	2	39.725542	-121.835316	NEGATIVE
8/17/2022 1:18	Bicycling Comment	I think E 8th should reduce through traffic, making E 9th and Hwy 32 two lanes two way for its entire span. Similarly, it makes no sense for Hwy 99 to be four lanes from North Chico to the interchange south of Chico. It only serves to induce car traffic and congestion.	0	2	39.730913	-121.828701	NEGATIVE
8/17/2022 2:02	General Comment	Hwy 99 corridor roughly from Sacramento to Red Bluff would serve well as a high speed rail corridor for a line going north to Eugene, Portland, Seattle, Vancouver. In the future, one side of the 99 viaduct thru Chico can be used for two tracks, with the hwy reduced to two separated lanes or removed. A HSR station between E 8th and E 9th would have four tracks, two express and two platform. The station would connect to B-Line and have indoor bike parking garages and bike sharing. Image attached.	0	1	39.736456	-121.819606	NEUTRAL
8/17/2022 2:19	General Comment	Chico Cemetery has the potential to be well integrated in the city's active transportation. Particularly in relation to Camellia Way at the south end, but also to the west with E Washington Avenue, and to the east at the main entrance. Walking and riding a bike in a cemetery is a natural part of living in a city, as natural as walking through a park. It's a shame this cemetery is closed off to Camellia Way. This connection would enhance this area's walkability/cycleability.	14	0	39.734879	-121.838014	POSITIVE
8/17/2022 2:37	General Comment	This gap in Potter Road between two neighborhoods could be bridged by a wide shared pedestrian/bicycle bridge. This would encourage active transportation within the area, and provide better connectivity.	5	0	39.729985	-121.779671	NEUTRAL
8/17/2022 2:52	Bicycling Comment	Mangrove and Vallombrosa should definitely be taken down to two lanes. The way it is with four lanes, an empty median, and a little bit of sidewalk with no bike lanes doesn't give a good environment for safe walking and cycling. The slip lanes at intersections on Mangrove are atrocious as well.	2	1	39.736563	-121.835418	NEGATIVE
8/17/2022 11:27	Bicycling Comment	Especially as a senior citizen, having tried to bike anywhere on East Ave, it is too dangerous. Even the few areas that have marked bike lanes are not safe from cars, and most bike lanes just disappear.	3	0	39.76055	-121.82717	NEGATIVE
8/17/2022 13:46	Bicycling Comment	This section of bikeway is essentially unusable due to the homeless occupation, making it unsafe for the general public.	13	2	39.763102	-121.858641	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/17/2022 19:46	Bicycling Comment	Ramps are needed at this intersection for bicyclists and wheelchairs to enter and exit the bicycle path. This is especially important for children bicycling on Kern Street to and from Parkview elementary school. I have watched young children on bicycles struggle to simultaneously navigate the curb and watch for traffic as they cross 8th St. This is a dangerous spot on what is otherwise a very safe route to school.	1	0	39.743841	-121.809506	NEUTRAL
8/17/2022 19:50	Bicycling Comment	Ramps are needed at this intersection of 8th St. and Glenn St. for bicyclists and wheelchairs to enter and exit the bicycle path. This is especially important for young children bicycling to and from Parkview Elementary School. It is very difficult for them to simultaneously navigate the curb and watch for traffic on 8th St.	1	0	39.742614	-121.811365	NEUTRAL
8/17/2022 19:51	Bicycling Comment	Ramps are needed at this intersection of 8th St. and Colusa St. for bicyclists and wheelchairs to enter and exit the bicycle path. This is especially important for young children bicycling to and from Parkview Elementary School. It is very difficult for them to simultaneously navigate the curb and watch for traffic on 8th St.	3	0	39.741681	-121.812796	NEUTRAL
8/17/2022 19:57	Bicycling Comment	A button-operated flashing yellow light like the one at the intersection of the bicycle path and Cohasset near Chico Sports Club would help a lot.	1	0	39.738496	-121.843915	NEUTRAL
8/17/2022 20:02	General Comment	I agree that there should be crossings on both sides of Memorial Way. An alternative to eliminating on-street parking would be to install a parking-protected bicycle lane. This would, however, require eliminating one traffic lane.	3	0	39.733398	-121.835577	MIXED
8/17/2022 20:05	Bicycling Comment	I agree. There is no need for vehicle traffic on Sol-Wil-Le-No.	0	3	39.73224	-121.842257	NEUTRAL
8/17/2022 20:10	Bicycling Comment	This bridge over SR 99 is VERY dangerous for bicyclists and pedestrians, especially because of the on/off ramps for the freeway. Yet there is no other way to get across the highway in this area. A bicycle/pedestrian bridge is needed nearby (between the mall and 20th St Park?)	3	0	39.725481	-121.808724	NEGATIVE
8/17/2022 20:13	Bicycling Comment	Bicycle lanes disappear at this intersection, leaving bicyclists stranded in a very dangerous location on an otherwise safe major N-S route. Create a protected intersection here.	7	0	39.726577	-121.795678	NEUTRAL
8/17/2022 20:15	General Comment	Yes! It can be done now, but only when the creek is dry and it is a very steep rugged route that requires me to walk my bicycle.	0	0	39.729985	-121.779671	NEGATIVE
8/17/2022 20:20	General Comment	A slower street with bike lanes would also benefit the many locally owned businesses on Mangrove.	4	1	39.744276	-121.840138	NEUTRAL
8/17/2022 21:45	Bicycling Comment	A protected bike lane along Ceanothus from Eaton to East Ave. would provide good access from this large residential area to both PV High and the busy shopping center there.	4	0	39.766581	-121.819453	POSITIVE
8/17/2022 21:51	Bicycling Comment	While much of Lassen has a good bike lane, there is a short section here where the bike lane disappears into parked cars with insufficient width for a car and bike to safely pass the parked cars. Needs some form of bike facility here, or a ban on parking.	5	0	39.771825	-121.846593	MIXED
8/17/2022 21:54	Bicycling Comment	The overhead visual trigger for the light here (westbound Springfield) only occasionally will recognize a bike. Many others in town do, so it's clearly possible.	4	0	39.729658	-121.801	NEUTRAL
8/17/2022 21:57	Bicycling Comment	With not just one, but two right turn lanes, and a visual sensor that does not recognize a bike, there is literally no way for a cyclist to continue east on Forest Ave. at this intersection - no way to operate the light.	7	0	39.718017	-121.795543	NEGATIVE
8/17/2022 21:59	Bicycling Comment	Bravo! The light trigger for a cyclist westbound on Humboldt is so effective that I almost never have to come to a full stop there - it sees me coming and changes the light when I am still approaching. If this one works that well and that consistently, it should be possible to make all the visual sensors "see" a cyclist.	3	0	39.738828	-121.799159	POSITIVE
8/17/2022 22:08	General Comment	For those of us sophisticated enough to use them well, one of the biggest issues with intersections is that both in-pavement sensors and overhead visual sensors work unevenly. I've ridden in other places (Oregon) where some of the intersections have a visible light that comes on by a sign that says "bicycle recognized". Adding that would reassure cyclists that the system has "seen" us. And having a clear and well publicized way to alert city staff when a sensor is not working for bikes.	2	0	39.741619	-121.791112	MIXED
8/17/2022 22:16	Bicycling Comment	Not sure what the solution is, but this crossing is the one that is truly unusable for a cyclist. I'm an exceptionally skilled and confident traffic cyclist and can manage all the other freeway crossings, but this is the one even I won't touch. The volume of traffic combined with the merging/diverging lanes makes it unusable for anyone on a bike.	2	0	39.753945	-121.844915	NEGATIVE
8/17/2022 22:20	Bicycling Comment	On both sides of the freeway and in both directions, a marked bike lane between the right turn lane and the rightmost lane that goes straight would at least provide some improvement here. There's no way to make it really good, but it could be a lot better.	4	0	39.714537	-121.798296	MIXED
8/18/2022 5:23	General Comment	This is such a dangerous intersection for bikes and pedestrians.	4	0	39.739415	-121.804836	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/18/2022 5:27	Walking/Pedestrian Comment	It would be helpful to have one of those high-visibility crosswalks here for students.	3	0	39.738	-121.80462	POSITIVE
8/18/2022 5:32	General Comment	A replacement location for children to ride bmx bikes would be good (since the track is now gone).	1	0	39.718679	-121.809834	MIXED
8/18/2022 5:37	General Comment	This traffic light is hard to see in the morning. Kids always seem to be on bikes going to school. Maybe this should be a high-visibility crosswalk or the light color should be adjusted.	3	0	39.727216	-121.796215	NEGATIVE
8/18/2022 8:48	Walking/Pedestrian Comment	I love this idea. The Lindo Channel certainly needs more love, however I would not want to see any paved pathways directly in the green area like in bidwell park, but more establishing, extending and landscaping of the dirt paths would be very welcome.	3	0	39.752521	-121.825526	POSITIVE
8/18/2022 9:15	General Comment	I believe some of that will be accomplished with Meriam Park build out but I agree that this should be a priority. Important thoroughfare to get to neighborhood services like the grocery store	0	0	39.733433	-121.787438	NEUTRAL
8/18/2022 9:18	General Comment	Not sure how this connects to Active Transportation??	1	0	39.736456	-121.819606	NEGATIVE
8/18/2022 9:23	General Comment	I get that Arbutus is a safer route, until you need to reach one of the businesses on Mangrove. Making Mangrove safe for pedestrians and bicyclists should be a priority - not just redirecting those users to another street...	2	1	39.744276	-121.840138	MIXED
8/18/2022 18:30	General Comment	This is an ideal spot for a Pedestrian Suspension Bridge Bikes can cross quickly and use a green light instead of crosswalk..... But walking takes too long..... The view would be amazing and there isn't much traffic Let schools add unique charm to the bridge	3	0	39.739415	-121.804836	POSITIVE
8/18/2022 18:40	General Comment	There is a 12' wide bridge 800 feet downcreek. A small cute little bridge would be cool, maybe 4' wide next best thing is a dirt path connecting the road to the existing 12' wide bridge.	1	0	39.734878	-121.795565	POSITIVE
8/18/2022 18:46	General Comment	Definitely a bikepath here Connects Paradise to South Chico without a loud noisy dangerous skyway crossing	2	0	39.711444	-121.79733	POSITIVE
8/18/2022 19:07	Bicycling Comment	A bikepath from the east end of Morrow Lane, connecting to Steve G Harrison Memorial Arch..... attached image with proposed path in red this is exactly what is needed to connect Paradise to South Chico for bikers/walkers	7	0	39.712895	-121.784112	NEUTRAL
8/18/2022 19:24	Walking/Pedestrian Comment	For pedestrians who are slow because of age or disability the green lights are not on long enough for a safe crossing.	2	0	39.755846	-121.861038	MIXED
8/18/2022 19:35	Walking/Pedestrian Comment	When one is traveling south on Arbutus, it is necessary to pull into the Arbutus-Palmetto intersection to look for traffic coming from the east.	0	0	39.739475	-121.833578	NEUTRAL
8/18/2022 21:01	General Comment	nah who cares about the pedestrians, up the speed limit to 55 and we good	0	1	39.756717	-121.861363	POSITIVE
8/18/2022 23:14	Bicycling Comment	This roundabout works fine If you can meld with car traffic use the road. If you want, use the sidewalk..... cross when there are no cars-simple	1	0	39.7315	-121.838482	MIXED
8/19/2022 15:38	Bicycling Comment	Look a few hundred feet south A better place for a bikepath would be connecting Fair Street to Morrow Lane over the 99 Less noise, less traffic (no car lanes vs biking next to 4 carlanes on skyway 99 overpass	3	0	39.714864	-121.800538	NEUTRAL
8/19/2022 16:00	Bicycling Comment	Widen the sidewalk to become a wider pedestrian/bike pathway..... Right now its dangerous and doesn't make sense; a narrow sidewalk and a narrow bike lane..... better off combined and a small barrier to protect people from cars	3	0	39.726157	-121.809304	NEGATIVE
8/19/2022 16:05	Walking/Pedestrian Comment	Some permanent lighting right here.... there is so much tree shade that even moonlight and starlight is blocked..... its pitch black at night.....	3	0	39.736424	-121.807083	POSITIVE
8/19/2022 16:07	Walking/Pedestrian Comment	Just to add..... small light, something nice and cute not industrial..... nothing that would scare off wildlife	0	0	39.736424	-121.807083	POSITIVE
8/19/2022 16:11	Bicycling Comment	I agree too, closed to cars traffic Mostly because cars can easily exit via Lincoln and Sol-Wil-Le-No is in front of BIDWELL'S MANSION..... the legend himself and it would be nice to keep that small stretch of ground car-free	0	3	39.73224	-121.842257	MIXED
8/19/2022 19:20	General Comment	Light for the Humboldt-99 Bike Underpass..... Almost pitch black at night..... Could really use a beautiful mural too..... Make it a community/school project and paint maybe a nature scene with animals along the river	6	0	39.734428	-121.816994	POSITIVE
8/19/2022 20:24	Walking/Pedestrian Comment	Repave/smooth Humboldt Ave from the hwy 99 bike underpass to Alder Street..... that is the most chewed up section, south of Alder is ok..... Check photo (facing south on Humboldt/Alder intersection)	6	0	39.732833	-121.820377	NEUTRAL
8/19/2022 21:13	Walking/Pedestrian Comment	perhaps to keep costs low, micro-surface the 100 ft chewed up section immediately south of the bike underpass, then a couple sections where it has the most potholes..... repaving a large section might be too expensive, rather that \$ go towards a bike bridge/path in a good location	0	0	39.732833	-121.820377	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/19/2022 22:20	Walking/Pedestrian Comment	High Visibility Crosswalk on west side of Arbutus Ave crossing Palmetto (left of the walking man logo) with YIELD TO PEDESTRIANS or SCHOOL CROSSING sign..... high visibility catches your eye and prevents an accident	0	0	39.739475	-121.833578	NEUTRAL
8/19/2022 22:26	Walking/Pedestrian Comment	High Visibility Crosswalk where Arbutus crosses 1st Ave, with YIELD TO PEDESTRIANS or SCHOOL CROSSING sign..... high visibility catches your eye and prevents an accident.....1st Ave is a major Freeway on/off point for Chico an gets a lot of traffic	1	0	39.742153	-121.835638	NEUTRAL
8/20/2022 0:07	General Comment	This intersection has too much traffic..... should be a roundabout, would be both safer and ease the traffic I made a rough sketch of what it would look like (attached)	6	0	39.730652	-121.858141	MIXED
8/20/2022 17:36	Walking/Pedestrian Comment	This road needs a sidewalk. Where the low-water bikeway comes out there is no sidewalk on Manzanita for a while along the freeway.	4	0	39.751974	-121.840739	NEGATIVE
8/20/2022 17:40	Bicycling Comment	There is a pedestrian island on Laburnum and East 1st. one block to the right.	0	0	39.738496	-121.843915	NEUTRAL
8/20/2022 18:18	Walking/Pedestrian Comment	Dirt paths NOT PAVED, we have enough paved paths, as much as I love longboarding its nice to have some dirt, its better for your dogs' feet, your feet and your back	3	0	39.752521	-121.825526	POSITIVE
8/20/2022 18:23	Bicycling Comment	A 2-3 ft wide dirt bike trail would be perfect..... I can see trails on this satellite map.... you should be able to hike or bike from Mangrove to Manzanita via the Lindo Channel.....trails might just need some TLC..... but if it could be extended all the way to Esplanade even better	1	0	39.75224	-121.835761	MIXED
8/21/2022 16:37	Bicycling Comment	I don't see where you mean. I would ride on Manzanita or the dedicated bike path to the west.	0	0	39.753945	-121.844915	NEUTRAL
8/21/2022 16:41	Bicycling Comment	This stretch of Manzanita is narrow with parked cars and fast moving cars. I always feel nervous riding here near parked cars on one side and fast traffic on the other.	1	0	39.756332	-121.843303	POSITIVE
8/21/2022 16:47	Bicycling Comment	I would love a cut in the curb opposite where the bike path goes through the apartment complex. It would allow easy access to the mall area parking lot because visibility is good to see both directions before crossing the street.	3	0	39.758136	-121.848963	POSITIVE
8/22/2022 11:55	General Comment	Arbutus is not a great alternative. Going south, crossing E 1st Ave there is a slight bend in the road making it hard to see fast coming cars. You also have to jog onto 1st Ave, which has heavy, fast traffic.	0	1	39.744276	-121.840138	NEGATIVE
8/22/2022 12:24	Bicycling Comment	Filbert is a great, safe route (I take it every day to go to work on campus) but the quality of the road is terrible - potholes and cracks everywhere. Filbert needs repaving.	3	0	39.747989	-121.81735	MIXED
8/22/2022 13:02	Bicycling Comment	Could the raised bike lane here be painted green like the lane at street level? Pedestrians walk in it because the indicators that its a bike path are not obvious enough.	6	0	39.731371	-121.838803	NEGATIVE
8/22/2022 14:56	General Comment	This is not about paving the creek bed. This is about paving the top of the levee which is now served with a gravel "road" but could be paved to allow safer bike access from Sycamore Creek and Hancock Park to Wildwood and Upper Park.	0	0	39.776867	-121.817479	NEUTRAL
8/22/2022 14:56	General Comment	I forgot to add that this is a Army Corp emergency drainage bypass not a natural creek.	0	0	39.776867	-121.817479	NEUTRAL
8/22/2022 15:00	Bicycling Comment	Yes what a great idea. An easement allowing pedestrians and bikers would connect all these neighborhoods to the Junior High and on to Miriam Park. Huge integration opportunity.	1	0	39.742246	-121.797476	POSITIVE
8/22/2022 15:09	Bicycling Comment	This whole section should be converted from a Class I Multi-use Path to at least a Class II Bike Lane that is paved. Unpaved road is dangerous, especially for children and older people trying to ride over a gravel road. Paving this would greatly increase access for Northeast neighborhoods to Wildwood Park, Upper Park, 5-Mile, and Lower Park.	2	1	39.771768	-121.810162	NEUTRAL
8/22/2022 16:29	Walking/Pedestrian Comment	EDIT---- NEW IDEA----- Pave the section of East 10th Street that runs from the Humboldt bike underpass to 10th Street-----most of 10th street is super smooth and a great continuation of the little chico creek bikepath	2	0	39.732833	-121.820377	POSITIVE
8/22/2022 16:30	Bicycling Comment	Repave (microsurface, whatever makes most sense) 10th street (the part that runs parallel to the 99 connecting the little chico creek bikepath to 10th street (which is super smooth, safe, no traffic))	6	0	39.734849	-121.818205	POSITIVE
8/22/2022 16:32	Bicycling Comment	Sometimes with the amount of bikers, walkers and cars its hard to find a perfect solution..... but this roundabout is almost perfect in design, let it be and try and flow with traffic, you need to cross traffic, just slow down or stop and wait until it is safe	0	0	39.7315	-121.838482	MIXED
8/23/2022 12:26	Bicycling Comment	This intersection has been rebuilt, with some slight improvement. However, there are a couple issues: 1. The left turn lane from Nord onto westbound Sacramento does not "sense" bicycles, so no left turn signal for bikes. 2. The new bike "path" from W. Sac (eastbound) onto Nord is narrow, and pushes a turning bicycle closer to traffic.	3	0	39.731125	-121.860065	MIXED
8/23/2022 12:38	Bicycling Comment	Thank you!!!! The new connection bridge and paved path and lighting are so wonderful!!!! It is very helpful having this connection from Chapman area to the Humboldt bikeway.	6	0	39.73371	-121.816878	POSITIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/23/2022 12:43	Bicycling Comment	This section of Bruce Road is horrifying for bicyclists and also an important section connecting to Upper Bidwell bikeways. There needs to be road widening and a bike pathway that is separated by speed bumps from the cars.	2	0	39.739798	-121.789842	NEGATIVE
8/23/2022 12:52	Bicycling Comment	If Chico is truly serious about bicycle friendly roads then major thoroughfares such as Esplanade need one lane specifically denoted for cycling only. See Eugene Oregon for examples. The cars get one lane and the other is strictly for bicycles with a yellow painted divider for cycling in opposite directions. Lights have bicycle friendly positioning. The bicycle and car lanes are separated by speed bumps.	3	0	39.733743	-121.843057	NEUTRAL
8/23/2022 13:16	General Comment	Kids who attend Bidwell regularly use this intersection to access the back of the campus. I can't tell you how many times I've seen people run this stop sign. The area needs to be more clearly marked and Ceres should have sidewalks.	4	0	39.753063	-121.833572	NEGATIVE
8/23/2022 13:18	Bicycling Comment	This area would benefit from a re-paving, as the existing bike path is very rough and dangerous.	10	0	39.751013	-121.838808	NEGATIVE
8/23/2022 13:31	Bicycling Comment	Bicycle access on Bruce Road is currently very dangerous in the areas where there are still only 2 lanes. The road is narrow and there is no shoulder, especially across Little Chico Cr.	5	0	39.737092	-121.786966	NEGATIVE
8/23/2022 13:33	General Comment	It would be helpful if there were signs identifying the streets at exits from the bike path around Lower Park. My kids were constantly getting lost riding into town.	6	0	39.739138	-121.81735	NEGATIVE
8/23/2022 14:40	General Comment	Everyday of the week, hundreds of students travel between campus and the University Farm on Hegan Lane mostly by automobile. It's less than a half hour bike ride. Yet, currently, Hegan Lane is a dangerous roadway with a narrow shoulder for students and staff bicycling from downtown to the University Farm. A bike lane along Hegan would facilitate and encourage more bicycling.	3	0	39.705862	-121.814282	NEUTRAL
8/23/2022 16:34	Bicycling Comment	Multiple tree roots are coming through the pavement on this stretch of bike path making for dangerous conditions. Some have been marked with paint to provide additional warning to cyclists. I have seen multiple people nearly crash after hitting these pavement bulges. We all know paving is expensive but grinding these hidden obstacles in the asphalt down should not cost much to make the bike safe again.	3	0	39.737715	-121.802793	NEGATIVE
8/23/2022 16:42	Bicycling Comment	The road shoulder is in really bad shape for cyclists in this stretch with wide cracks, potholes and other obstacles that are the right size to catch a bicycle wheel and cause a flat tire, broken wheel or crash. (Hopefully repair of the road shoulder here is already part of the sidewalk repairs going on now.)	1	0	39.726625	-121.827692	NEGATIVE
8/23/2022 16:57	Bicycling Comment	The blinking lights that were recently added don't seem to affect traffic much - MANY times I've had cars whiz by while I'm IN the CROSSWALK.	1	0	39.751833	-121.852992	NEUTRAL
8/23/2022 17:01	Bicycling Comment	worst freeway crossing for bikes! Heading East, bike lane leaves a cyclist right where people are accelerating to merge south on 99. Heading West, no bike lane and low guard rail. I just "take the lane," but I get honked at.	7	0	39.773272	-121.874884	NEGATIVE
8/23/2022 17:07	Bicycling Comment	Sheridan is such a great street to bicycle - if only there was a cut-through in the barrier at E 1st. Would need some signage or a light... or wouldn't a bike overpass be delightful? I know, I'm dreaming.	1	0	39.744713	-121.832344	POSITIVE
8/23/2022 17:08	Bicycling Comment	My sentiments exactly! The freeway underpass is also great	0	0	39.73371	-121.816878	POSITIVE
8/23/2022 17:13	Bicycling Comment	I go WAY out of my way to avoid this crossing, as well as the 20th St one. There is just no safe way to cross 99 on these overpasses.	0	0	39.714864	-121.800538	NEGATIVE
8/23/2022 21:33	Bicycling Comment	If there were a bridge across the canal here cyclists could easily connect to Bay Rd via the gravel connector which is a much better way to get south towards town from this area than to wind through Amber Grove.	1	0	39.768143	-121.894751	NEGATIVE
8/23/2022 21:35	Bicycling Comment	sad to see this path was never completed	2	0	39.749517	-121.867636	NEGATIVE
8/23/2022 21:38	Bicycling Comment	A big ask, but crossing through downtown to get to the park is always a bit sketchy. would love to see a path along the creek that would go under the esplanade and Vallombrosa	7	0	39.731912	-121.841603	MIXED
8/23/2022 21:42	Bicycling Comment	Much of this primary Bidwell Park road, Peterson Memorial Way, surface is in poor condition and dangerous for cycling. Re-surfacing should be a city priority.	13	0	39.746026	-121.810759	NEGATIVE
8/23/2022 21:50	General Comment	Roundabout intersections are much more effective than traditional signal intersections because traffic flows easily. They are great improvements where installed. All future development should require roundabouts, and conversions should be considered.	5	0	39.761221	-121.804605	POSITIVE
8/23/2022 22:01	General Comment	Upper Bidwell Park is a wonderful open space where wildlife, the environment and visitors should be allowed to enjoy nature. Auto traffic should be restricted, so more parking is needed close to trailheads, probably near Wildwood Park. If the access schedule for vehicle vs hiking/cycling access were shifted so vehicles were limited to 2 days per week (or eliminated completely) more visitors would be encouraged to enjoy the area naturally.	4	1	39.771373	-121.777885	POSITIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/24/2022 6:22	Bicycling Comment	Esplanade is a poor choice to make a bike friendly road. Oleander is a nice wide road with lower traffic count, just needs better ways to cross 1st ave and 5th ave	3	2	39.738496	-121.84399	MIXED
8/24/2022 6:23	General Comment	Riding from my house to the park I am mostly on a Bike Way, the cars going to and from the Church will mow you down, they speed in the neighborhood and give you no space speeding by me when I'm on foot or bike.	1	0	39.743401	-121.82294	NEUTRAL
8/24/2022 6:27	Bicycling Comment	Getting over hwy 99 at 20th and also Skyway are dangerous. A bridge over 99 makes way more sense to me than one over 20th. The bike paths to get to this area are sketchy due to the homeless problem, so I never ride to this end of town.	0	0	39.726127	-121.808832	NEGATIVE
8/24/2022 6:30	Bicycling Comment	Riding Downtown is scary, this roundabout is not bike or pedestrian friendly, the cross walks around it are not working. The law in Chico as I understand it is no bikes on sidewalks, so then the city goes and puts bike paths on the sidewalks, so now you have walkers in them and pissed that bikes are on the sidewalks.	0	0	39.731637	-121.838607	NEGATIVE
8/24/2022 6:31	Bicycling Comment	Biking Downtown only works if you are passing through and not trying to get to a specific location. Limited bike racks, bike theft and vide of downtown in general keep me away. Used to go downtown very often, now very rarely.	3	0	39.730354	-121.840391	NEGATIVE
8/24/2022 6:35	Bicycling Comment	This area needs a control light for crossing the road. Traffic is very fast and if you are trying to cross you are obscured from traffic coming from the North by the Round-a-bout landscaping. Going under the bridge on the path is flooded often in winter and gets some sketchy people hanging out down there in the summer shade. Also blind turns going on the path, seen a few bike head-on collisions there.	2	1	39.758346	-121.796043	NEGATIVE
8/24/2022 6:46	General Comment	By foot or bike, this area is a non deal. No easy solution, but no good way across, no good feeder streets to go around. When on foot or bike it is an area to avoid.	5	0	39.75403	-121.845117	NEGATIVE
8/24/2022 6:48	Bicycling Comment	Eaton is a common bike road, Ceres, Eaton, Hicks is very popular, really could use bike lanes from Lindo Channel up Ceres, Eaton (both ways) and the start of Hicks.	5	0	39.774527	-121.87151	NEUTRAL
8/24/2022 6:50	General Comment	Was sad to see this long term construction and no optional route for bike or foot traffic. Going around on Hicks, Keefer, is not a viable option for most users of this popular path.	2	0	39.784805	-121.844001	NEGATIVE
8/24/2022 6:52	General Comment	These paths on the edge of the housing are great, this path feeds into the neighborhoods and also gets you close to Bidwell park. Well done!	3	0	39.776273	-121.830568	POSITIVE
8/24/2022 6:59	General Comment	Upper Bidwell park should remain a place to get away from the city and traffic. Keep the park wild and rugged the way nature likes it. There are a ton of urban parks in Chico from Wildwood, Hooker Oak, Lower Park, Keep upper park to limited traffic on Upper Park road, more parking down low if needed. When cars were allowed up past the Diversion Dam years ago, it was bad for car break-ins and speeding.	0	0	39.771918	-121.778619	NEUTRAL
8/24/2022 7:01	General Comment	This area is a mess, never see a ranger here, just cars of people partying and spinning doughnuts in the parking lots spraying other cars with gravel. Cars speed in and out of this road to upper park road.	1	0	39.763241	-121.792953	NEGATIVE
8/24/2022 7:04	General Comment	The sign says non motorized vehicles only on trails. There are now a lot of E-Bikes on the trails and paths, speeding with no regard for other park users. E Bike are getting faster and more powerful, fix the problem now.	6	1	39.766516	-121.788801	NEUTRAL
8/24/2022 7:20	General Comment	Happy that Humboldt is now gated. Come on Chico, you failed on the gate, it is awkward to ride around, dangerous really. Try to save a buck and cost you more in the long run having to pave around it. I hear the County offered to give you the same plan they used on the upper gate.	0	0	39.741306	-121.776677	NEGATIVE
8/24/2022 7:23	General Comment	East Avenue is too narrow for bikes and cars, inride the sidewalks and it is still uncomfortable with the seed and closeness of cars< 2ft. Unamagimable that this is a route to an elementary school. There is a need for traffic calming and ways to make East Avenue more of a complete street.	2	0	39.761085	-121.849853	MIXED
8/24/2022 7:24	General Comment	The pump track seems to be a popular addition to the park. Other cities like Truckee are adding larger bike parks with different features. Would be nice to have more of a bike park in Chico.	2	0	39.765593	-121.805602	NEUTRAL
8/24/2022 7:31	General Comment	Bike Path crossing here needs more reinforcement, flashing lights, warnings. Cars routinely blast through intersection on red light. Have seen this many times.	7	0	39.760923	-121.849884	NEGATIVE
8/24/2022 7:34	General Comment	Keep Upper Park rugged	1	0	39.803882	-121.728655	NEUTRAL
8/24/2022 7:39	Bicycling Comment	Why pave it?	0	0	39.778585	-121.86292	NEUTRAL
8/24/2022 7:40	Bicycling Comment	I agree that the Sharrow is inadequate, especially with the parking taking place on each side of manzanita. Its unsafe for bikes, cars rarely unerstand that you are allowed to share their lane. Usually you will be sanwiched btwn a speeding car or truck and the cars parked on the road. This leads to bike/motorist disputes. I often ride the sidewalk. Remove the on street parking and develop Manzanita as a complete street.	1	0	39.756332	-121.843303	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/24/2022 8:09	Bicycling Comment	As a long time resident, teacher, and bike rider I have enjoyed the tremendous bike trails and access throughout Chico fo over 30 years. I applaud the efforts of so many throughout that time. While we continue to improve, I think the BIG issue is ridership. We need to be aggressive in promoting ridership by offering incentives to young riders, large employers like Enloeas well as all government and public employers. I would be willing to donate time to developing youth driven bike fairs/ safety	7	0	39.757088	-121.784477	POSITIVE
8/24/2022 8:12	Bicycling Comment	East Ave bike lanes are faded and narrow. My bike trailer carrying my children BARELY fits. The bumps in the surface (connection of sidewalk to road) makes it hard to navigate with bike tires, and therefore hard to keep bike within the lanes.	2	0	39.751611	-121.870052	NEGATIVE
8/24/2022 8:14	General Comment	There should be a stop sign/light and crosswalk for children and parents to access Blue Oak School and Little Discoveries Daycare by foot & bike. It is very scary to try and access this area by foot or bike. Other school areas have signs and road safety infrastructure.	1	0	39.752668	-121.86831	NEGATIVE
8/24/2022 8:14	Walking/Pedestrian Comment	La Linda Lane residents and other persons living on nord Ave have no safe way to walk to Oak Way Park. Nord is a fast moving highway and there is a lack of sidewalks at all on the west side of the road. I frequently see mothers walking with small children in the ditch 5 feet away from cars traveling at speeds of 45 mph. Late at night, my roommate and I walk to Oak Way park for exercise, and feel deeply unsafe the traveling between La Linda Ln and Oak Way Park	2	0	39.738401	-121.874799	NEGATIVE
8/24/2022 8:16	Walking/Pedestrian Comment	sidewalks are not continuous throughout Barber. Many are overgrown and inaccessible.	0	0	39.717973	-121.830724	NEGATIVE
8/24/2022 8:16	Walking/Pedestrian Comment	Tree roots have torn up sidewalk/inaccessible	0	0	39.720321	-121.829469	NEGATIVE
8/24/2022 8:18	Bicycling Comment	People CONSTANTLY park in front of La Pinolera Taqueria. While I understand the need for a good burrito, it renders the bike lane useless since bikes cannot know in advance if this area will be open. Parking enforcement and bike safety (bollards) would reduce this concern and make the lane actually usable.	6	0	39.721614	-121.827682	NEGATIVE
8/24/2022 8:19	Bicycling Comment	Cherry is in really bad shape - the roads are torn up and very difficult to bike	0	0	39.738255	-121.857712	NEGATIVE
8/24/2022 8:21	Bicycling Comment	The bike easement is not very wide - can be difficult for trailers (child bike transport). The irrigation pipes often block the route (the tiny little boards to go over are unusable for bigger bikes and/or trailers	2	0	39.741517	-121.858141	NEGATIVE
8/24/2022 8:22	Bicycling Comment	"Bike lane" and roads are torn up, difficult to navigate on bikes	2	0	39.743826	-121.863656	NEGATIVE
8/24/2022 8:24	General Comment	Separated bike lanes would help provide bike and pedestrian access to the schools on East/Creative Lane.	0	0	39.756717	-121.861363	NEUTRAL
8/24/2022 8:26	Bicycling Comment	The curve in the road means that distracted drivers often run this area. Bikes and pedestrians have a flashing signal that drivers either do not see or ignore since they are going so fast. It is difficult to cross safely. Recommend a full stop or reducing the speed limit.	4	0	39.755907	-121.851693	MIXED
8/24/2022 8:27	Walking/Pedestrian Comment	This short stretch of E 9th Ave (across from Lindo Channel needs a sidewalk. Walking to S&S Produce and/or Mangrove is dicey on this stretch as cars tend to drive fast around this curve.	2	0	39.749787	-121.842239	NEGATIVE
8/24/2022 8:28	Bicycling Comment	This area is awkward for bikes - coming from the bike lane, they then have to cross esplanade AND W 11th, where drivers rarely stop with enough space for bikes to get into the esplanade "bike lane". Cars should not be allowed on the bike lanes separate from Esplanade, they do not fit and are hostile to bikes with little room next to the parking stops.	2	0	39.748173	-121.853346	NEGATIVE
8/24/2022 8:30	General Comment	MAKE DOWNTOWN CAR-FREE. Cars make walking in downtown more dangerous. Pedestrians should be prioritized in downtown as they are the ones shopping and supporting businesses. Parking on the edges of downtown would be helpful, and eliminating cars (such as occurs during the Thursday Night Market) would allow more pedestrians and children to enjoy downtown.	8	3	39.731571	-121.841824	NEUTRAL
8/24/2022 8:30	Walking/Pedestrian Comment	Would love a sidewalk on this stretch of Arbutus. It's my morning walk.	1	0	39.737446	-121.831877	POSITIVE
8/24/2022 8:33	General Comment	NO cars in Bidwell Park! It is unnecessary and adds danger for pedestrians and bikes.	2	0	39.750365	-121.800828	NEGATIVE
8/24/2022 8:45	Walking/Pedestrian Comment	Agree. High traffic does not benefit downtown and makes it dangerous for pedestrians/bikes. Eliminating cars would increase foot traffic and support local business. It would be so much more pleasant! Parklets and pedestrian-only space would be beneficial to everyone.	1	4	39.729407	-121.83957	NEGATIVE
8/24/2022 8:48	General Comment	Wildflower Charter School uses this Cohasset access driveway road to travel behind the commercial buildings in the morning and afternoon. Children are dropped off and picked up at the school by vehicles. The only way to get to the school is the little driveway in this extremely high traffic area. I would like to see better traffic safety measures in place for this Chico public school, for the children and the drivers on Cohasset.	1	0	39.758593	-121.843443	MIXED

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/24/2022 8:49	Bicycling Comment	Dedicated "drop off" areas for the market that do not interfere with the bike lanes. Cars routinely use bike lanes to park and drop off people/things. They nearly hit bikes and block the lane. A special area that allows people to drop off limited mobility persons would be helpful - in an area that does not obstruct other bikes and pedestrian road crossings.	3	0	39.729818	-121.837352	NEGATIVE
8/24/2022 8:53	General Comment	All of these "Class III Bike Routes" should be upgraded to Class I. Chico State is famously a bike and pedestrian-oriented university, but accessing it seems limited to a few roads. Increasing bike- and pedestrian-only access routes would improve the area	5	0	39.727693	-121.844387	NEUTRAL
8/24/2022 8:56	Bicycling Comment	There should be a Class I path from CSUC and downtown to the new Barber development. Silos of bike and pedestrian paths do not do much to increase active transportation.	3	0	39.717654	-121.836147	NEUTRAL
8/24/2022 8:57	General Comment	There should be a stop sign (at least) here or one street before at Normal. Cars routinely speed, 40+ mph, down this wide road. There is need for a stop sign currently, and that need will only grow with the additional Barber development.	5	1	39.71764	-121.830965	NEUTRAL
8/24/2022 8:59	General Comment	Many years ago there was a proposal to improve Vallombrosa with a bike lane and sidewalk, similar to E. 8th St. That is still a good idea. Bikes can't always access the park, with limited entrances and one-way rules, and biking at night is especially spooky. Vallombrosa is very narrow for biking and has even more and faster traffic now than it did when the improvements were first proposed. Walking along the street is also a big problem, with rough gravel, potholes and mud in the winter.	2	0	39.738068	-121.826234	MIXED
8/24/2022 9:15	Walking/Pedestrian Comment	No sidewalks connecting the new apartment complex to Hartley Park/Shasta Schcool.	2	0	39.776997	-121.890339	NEUTRAL
8/24/2022 9:19	General Comment	Along with northern multi-use path connection over the 99.	0	0	39.720068	-121.805034	NEUTRAL
8/24/2022 9:24	Walking/Pedestrian Comment	The width of Mechoopda Ave is not adequate to safely support both pedestrian & vehicle traffic. The city buses use Mechoopda Ave during their routes to avoid the turn on Warner to Sacramento. Needs a dedicated curb/gutte/sidewalk	1	0	39.733805	-121.853051	NEGATIVE
8/24/2022 9:26	Walking/Pedestrian Comment	There is a need for 4 way stop or traffic signals at the Eaton / Mariposa intersection. Eaton cross traffic travels at a high rate of speed and Mariposa traffic crossing the intersection appear to think it is a four way stop sign and assume that they have the right of way.	0	0	39.768928	-121.824624	NEUTRAL
8/24/2022 11:30	Bicycling Comment	The crossing when returning from the park puts you up on the side walk as mentioned next to Morning Thunder. Perhaps a crossing that leads to the north side of Memorial would be an improvement	2	0	39.733175	-121.837317	NEUTRAL
8/24/2022 11:33	Bicycling Comment	Possible to pave or gravel these paths? If they are running a sprinkler or it's winter these are unusable	2	0	39.743447	-121.860496	NEGATIVE
8/24/2022 11:34	Bicycling Comment	Possible to pave or gravel these paths? If they are running a sprinkler or it's winter these are unusable	3	0	39.741733	-121.858603	NEGATIVE
8/24/2022 11:35	Bicycling Comment	Traffic is busy and moves fast here. A crosswalk at minimum would be beneficial	5	0	39.741817	-121.85917	NEUTRAL
8/24/2022 11:42	Bicycling Comment	Berkeley uses Bollards which let bicycles through and closes various streets to through traffic. Oleander is good biking street but would be better with less cross traffic and I'm sure the residents would like it as well. It would also be an improvement to have cross traffic have a stop sign especially at 5th.	2	0	39.743104	-121.847413	MIXED
8/24/2022 11:43	Bicycling Comment	West Sac is difficult to cross on a bicycle, fast moving traffic makes it difficult.	3	0	39.731238	-121.856017	NEGATIVE
8/24/2022 11:49	Bicycling Comment	This stretch is used a lot by student commuters and adult commuters. But there are low hanging trees, ground cover overgrowth, garbage day, people dumping leaves in the bike lanes, etc. that turns the street into an obstacle course, especially during the fall/winter months when it's often dark out when the kids are biking.	1	0	39.742574	-121.805248	MIXED
8/24/2022 11:56	Bicycling Comment	Creating a special crossing zone for bike/walk traffic during the hour before school lets in and the hour after school lets out for the middle school might decrease the amount of car traffic as parents would feel safer letting their kids bike/walk to school across this intersection.	1	0	39.739497	-121.804859	NEUTRAL
8/24/2022 11:56	Bicycling Comment	This is an incredibly dangerous intersection that has children commuting to and from Marsh Junior High School DAILY on foot, by bicycle, scooter and skateboard. It needs to be addressed IMMEDIATELY.	6	0	39.740153	-121.799937	NEGATIVE
8/24/2022 11:56	Bicycling Comment	Creating a special crossing zone for bike/walk traffic during the hour before school lets in and the hour after school lets out for the middle school might decrease the amount of car traffic as parents would feel safer letting their kids bike/walk to school across this intersection.	1	0	39.738067	-121.804529	NEUTRAL
8/24/2022 11:57	Bicycling Comment	Creating a special crossing zone for bike/walk traffic during the hour before school lets in and the hour after school lets out for the middle school might decrease the amount of car traffic as parents would feel safer letting their kids bike/walk to school across this intersection.	6	0	39.740321	-121.799884	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/24/2022 11:59	Bicycling Comment	Creating a special crossing zone for bike/walk traffic during the hour before school lets in and the hour after school lets out for the middle school might decrease the amount of car traffic as parents would feel safer letting their kids bike/walk to school across this intersection.	0	0	39.734779	-121.802073	NEUTRAL
8/24/2022 12:00	Bicycling Comment	Creating a special crossing zone for bike/walk traffic during the hour before school lets in and the hour after school lets out for school might decrease the amount of car traffic as parents would feel safer letting their kids bike/walk to school across this intersection.	2	0	39.727216	-121.796274	NEUTRAL
8/24/2022 12:03	Bicycling Comment	Closing so-wil-no to traffic will be inconvenient to residents as Lincoln and west Frances Willard are highly congested during high school drop off and pickup times, leaving this the preferred route to enter and exit the neighborhood at those times.	4	0	39.73224	-121.842257	NEGATIVE
8/24/2022 12:13	Walking/Pedestrian Comment	Speed bumps or other speed reduction improvements on legion ave would be welcome as driver's frequently disregard the speed limit and pull up to the intersection of legion and Arcadian at a high speed and often fail to fully stop prior to the crosswalk.	2	0	39.732596	-121.845492	MIXED
8/24/2022 12:19	Bicycling Comment	Remove parking and add a dedicated bike lane to memorial way. This street is a major bike thoroughfare to the high school, jr. high, and university but it is hazardous with the traffic, parked cars, and confusing junction with the bike path into Annie's Glenn.	8	1	39.73338	-121.840535	NEUTRAL
8/24/2022 12:23	General Comment	It would be great if safer bike parking could be more readily available at local businesses since bike theft is an issue. There are often a couple safe spots by an entrance with the larger lock up areas away from foot traffic, not well lit, and not monitored by cameras to assist in theft reports. Perhaps a place closer to entrances, well lit, and has camera monitoring. Maybe even a bike valet service. This could contribute to more bike users in the long run.	8	0	39.727559	-121.802888	MIXED
8/24/2022 12:25	Walking/Pedestrian Comment	There is no direct route from the west side of park ave to Humboldt ave. Pedestrians from Chico country day area have to cross 9th street, Oroville ave, park, and 9th again to or cross at 12th street to get to this section.	1	0	39.725203	-121.834221	NEUTRAL
8/24/2022 12:35	Walking/Pedestrian Comment	There needs to be better visibility for pedestrians and cyclist when exiting this bridge onto so wil no. The area gets overgrown and it is difficult to see traffic and vice versa creating low visibility to of pedestrians to vehicles.	2	0	39.732024	-121.843255	NEGATIVE
8/24/2022 13:50	Walking/Pedestrian Comment	With the Veterans Clinic, there is an increase in traffic of vehicles turning left (west) from Bruce into the clinic. There is not a street light for pedestrians crossing along Bruce (through Via Mission) nor on the other side. This would be helpful.	0	0	39.730882	-121.787267	NEUTRAL
8/24/2022 13:51	Walking/Pedestrian Comment	With cross traffic from Meriam Park, this intersection causes vehicles from Remington and Beacon to wait quite some time to turn left onto Bruce. A sensor stop light would be great here.	0	0	39.729123	-121.787294	NEUTRAL
8/24/2022 14:45	Walking/Pedestrian Comment	W Lindo does not have good sidewalks. It makes it dangerous to walk along the road since it is very curvy and cars drive fast along it.	2	0	39.74899	-121.866944	NEGATIVE
8/24/2022 14:48	Bicycling Comment	9th Ave between Esplanade and Cohasset is a pretty significant E-W artery and it is narrow and dark with no sidewalks (save one little section in front of 3 newer homes built a few years ago). It is unsafe for biking and walking.	2	0	39.746149	-121.851601	NEGATIVE
8/24/2022 15:19	General Comment	Please Dump this Dumpster..... Its been overflowing for over a month..... People and homeless alike are helping clean Humboldt Park but its on the City Trash Management to now to dump that dumpster. Thanks. Blessings.	2	0	39.730971	-121.823134	NEGATIVE
8/24/2022 15:26	Walking/Pedestrian Comment	Sidewalks are technically bad on your feet, knees and back..... most of Chico has sidewalks I'd say this section is fine as it is..... But definitely a HIGH VISIBILITY pedestrian crosswalk at Arbutus/1st Ave (marked on map already)	0	0	39.737446	-121.831877	MIXED
8/24/2022 15:27	Walking/Pedestrian Comment	Definitely a good idea..... Arbutus is a better biking alternative to mangrove period. All it needs is a crosswalk at 1st Ave maybe 5th Ave why not..... some paint costs less than restructuring mangrove..... waste of time just let that be a car road..... who wants to ride a bike along cars anyways?	1	0	39.742153	-121.835638	MIXED
8/24/2022 15:31	General Comment	Arbutus is a FANTASTIC alternative.....all it needs is a HIGH VISIBILITY crosswalk where it crosses 1st & 5th Ave.....Mangrove is noisy, car dominated and honestly one of the most boring/noisy/sunny streets to bike in Chico.....ARBUTUS is clean, shaded, quiet, no cars, SAFE and ALL IT NEEDS IS A PAINTED CROSSWALK AT 1ST AVE.....If you think a bikepath/restructuring of mangrove is a good use of money you are insane..... I wouldn't bike down that street if someone paid me to	1	1	39.744276	-121.840138	POSITIVE
8/24/2022 15:37	General Comment	Not sure why this is a concern.....whatsoever.....I bike down through bidwell park every day, sometimes twice a day and I see maybe 1 car per week. I'm not opposed to it, but some elderly people may enjoy the drive and I say let them.	3	0	39.750365	-121.800828	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/24/2022 15:40	General Comment	Sorry but no. Awful Idea. Remove car lanes from the 99? Are you nuts? Leave the 99 alone, it works great as is. If you want a high speed rail corridor.... ever heard of Amtrak? Chico doesn't have the budget to do a major cross-state.... I am 100% for more bike paths, another highspeed railtrack outside of chico but not running through it	1	0	39.736456	-121.819606	NEGATIVE
8/24/2022 15:45	General Comment	16th street is the best place to make a HIGH VISIBILITY bike lane..... It has sidewalks but missing sections.....That covers E-W.....For N-S the Community Park bikepaths are sufficient	1	0	39.726339	-121.815097	POSITIVE
8/24/2022 15:50	General Comment	Sorry but you must be an incompetent bike rider.....I navigated through there easily..... I like how it is, just needs to be repaved and a shaded bench halfway up	3	0	39.741306	-121.776677	MIXED
8/24/2022 15:55	General Comment	Although 96% of people park in the gravel lot below monkey face..... I do agree it would be cool to keep it bikes/hikers.....cars scare away the cool animals, I normally go around dusk to see the deer..... so yeah I agree car-free is probably best, but its not too big of an issue as it stands, mostly because the road is so choppy most people choose not to drive it (which is awesome)	2	0	39.771373	-121.777885	MIXED
8/24/2022 15:56	General Comment	Really? I have not seen that, but I will be patrolling and criminals we be punished, donuts there are not cool, scares away the wildlife, burns gas, scars the land.... not cool and these idiots will regret it when their cars are impounded! <3	2	0	39.763241	-121.792953	NEGATIVE
8/24/2022 15:58	General Comment	I haven't experience e-bikers being rude, but if they are acting like they own the place and biking with no respect they will be dealt with. Thank you for notifying us.	2	0	39.766516	-121.788801	MIXED
8/24/2022 15:59	Bicycling Comment	For smart people, the high price of gas and insurance is a good enough incentive.... but I can't disagree with any effort to make Chico more bike-friendly	0	0	39.757088	-121.784477	MIXED
8/24/2022 16:03	Bicycling Comment	bike overpass here.....pedestrian overpass works too (narrow, but inexpensive, effective) it would keep people safe, ease the traffic and HOLY CHRIST THE VIEWS OF FOREST RANCH WOULD BE BEAUTIFUL 10 FT OFF THE GROUND	4	0	39.740366	-121.799691	MIXED
8/24/2022 16:05	General Comment	Huge oversized bridge just downriver..... unless the bridge is a small inexpensive wooden bridge..... building another bridge like the wide one downriver is a HUGE WASTE OF MONEY	1	0	39.734878	-121.795565	MIXED
8/24/2022 16:08	General Comment	Construction is going on now (checked yesterday) I think they are making a fullsize 2 car-lane street over it (makes more sense than another fullsized bike bridge) like the one downcreek	2	0	39.734878	-121.795565	NEGATIVE
8/24/2022 16:10	Walking/Pedestrian Comment	This is a beautiful stretch of road for biking, should have a bike lane WELL MARKED along it..... This should be a primarily biking street, cars can 12th Ave or DRIVE SLOW AND CAREFUL	2	0	39.74899	-121.866944	MIXED
8/24/2022 16:11	Bicycling Comment	Well marked bikepath/lane on the creek-side of Lindo Avenue.....Cars should use 12th ave, bikers should dominate Lindo Ave.	2	0	39.746827	-121.870927	NEUTRAL
8/24/2022 16:13	Bicycling Comment	This intersection feels very exposed for cyclists heading east, requiring a right turn onto a high traffic street with no bike lane. Attempting to get to El Paso during busy hours is nearly impossible without walking the bike on the sidewalk.	6	0	39.761235	-121.853688	NEGATIVE
8/24/2022 16:13	Bicycling Comment	This area gets lots of sunshine..... the bikepath should be paved a light gray/white color to reflect sun/heat	0	0	39.771768	-121.810162	POSITIVE
8/24/2022 16:17	Bicycling Comment	I helped pick up trash at the Humboldt Park with great success, crime and trash are down there, I will head down this bikeway and do the same thing..... violent homeless will be arrested, those needed medial help will be helped, all homeless will be told to keep their areas clean and that will be enforced with carrot and stick	2	0	39.763102	-121.858641	POSITIVE
8/24/2022 16:21	Bicycling Comment	by "crime and trash are down" I meant there is less crime and less trash after the humboldt park cleanup, next is this bikeway..... the key is not to demonize the homeless, just pick up some trash, be friendly and many will say thanks, some will be inspired to pick up trash and those who do get rewards like chewie bars etc (of course any homeless that NEED food will not be turned away.... but don't give them money because it will likely go in the pocket of a Fentanyl dealer	2	0	39.763102	-121.858641	NEGATIVE
8/24/2022 17:18	Bicycling Comment	Cars drive 55 miles per hour on 32 and the congestion is too much for bikes to have to enter into traffic when crossing	3	0	39.74058	-121.799913	NEGATIVE
8/24/2022 17:21	General Comment	To make a right hand turn here when cars are driving 55 miles per hour east is very dangerous. At dusk it make their speed deceiving. Many pull out in front of these cars speeding and it is dangerous	0	0	39.741853	-121.791387	NEGATIVE
8/24/2022 17:25	Bicycling Comment	Is there a nice paved sidewalk on this road for school bicycling? This road needs to be replaced and a sidewalk provided	2	0	39.7392	-121.793253	NEGATIVE
8/24/2022 17:30	Bicycling Comment	The crosswalk signal is too faraway to reach for a bike. The north side of this intersection does not allow crossing, thus bikes are forced to this side to cross. Also the crosswalk signal appears to be malfunctioning it does not change resulting in long waits.	1	0	39.752168	-121.845102	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/24/2022 18:53	General Comment	Speed bumps along this segment of Neal Dow, which is a school zone, are inadequate to slow traffic. Because they have indentations drivers are encouraged to drive down the middle of the street so they dont have to slow down. The bumps intended to slow traffic actually encourages dangerous behavior and do not slow traffic.	4	0	39.748144	-121.832081	NEGATIVE
8/24/2022 18:58	General Comment	Agreee. While the bridge over 99 encourages pedestrians and bikes they are left in a no mans land once you cross over the bridge. The north side of the bridge is not designed for anyone except cars. You are left in a very vulnerable and unsafe area.	0	0	39.75403	-121.845117	MIXED
8/24/2022 20:32	Bicycling Comment	Please, Repave bidwell park path from Madrone Ave to Hwy 99 overpass. Unable to ride a road bike easily. Too many pot holes or bad blacktop.	12	0	39.747553	-121.808734	NEGATIVE
8/24/2022 20:36	Bicycling Comment	Unsafe bike riding. Cars are too close, fast, and turn in front of bicyclist.	6	0	39.735134	-121.835579	NEGATIVE
8/24/2022 20:40	Bicycling Comment	2 items. In winter time, there is not enough lighting to ride a bike. Leaf piles in bike path sneak up on you and bicyclist is forced to ride closer to road.	1	0	39.740755	-121.832049	NEGATIVE
8/24/2022 20:46	Bicycling Comment	Cars pull into bike path. Bicyclists (students) are forced to ride on sidewalks or pull into road traffic. Overall dangerous unless you are an aggressive bike rider. Students are not. When I am at this location I will dodge cars as needed. Maybe signs to share the road since bike path is needed for drop off zone? Overall Chico people are courteous.	0	0	39.759224	-121.815323	NEGATIVE
8/24/2022 20:55	Bicycling Comment	Palmetto is too dark in winter from mangeove to karen drive. Street lighting is poor. Leaf piles are in bike path for long periods of time. Dangerous in that you have to ride in road or run into leaf piles.	0	0	39.745408	-121.826089	NEGATIVE
8/24/2022 21:32	Bicycling Comment	There are no bike lanes leading to Chico High School. None. How can this be? West Sac is very busy and a major bike route to school, but there are no bike lanes and plenty of room for them.	2	0	39.734543	-121.850116	POSITIVE
8/24/2022 22:30	General Comment	How come these apartments were permitted without widening the road in from of Marsh or having another way out? Why wasn't Norte Dame expanded? There's a traffic problem at Humboldt/32/Norte Dame already.	0	0	39.738264	-121.79629	NEGATIVE
8/24/2022 23:54	Bicycling Comment	They should extend the width of the sidewalk to double wide (3ft -- > 6 ft) make it a bike/walk lane.....having a sidewalk and bikelane is an outdated concept.....They should be conjoined	1	0	39.734543	-121.850116	NEGATIVE
8/24/2022 23:56	Bicycling Comment	Wow I kid you not, I just commented this exact idea on the other bicycle icon..... literally having a bikelane and sidewalk is an outdated trash concept..... multiuse paths are where its at	1	0	39.735151	-121.848748	NEGATIVE
8/25/2022 0:05	General Comment	Speed Bump here to slow cars before they hit the tracks driving from the east.....Many people cross at the traintracks all day long and cars speed from esplanade to the tracks..... Well marked Speed Bump so it doesn't cause an accident it was intending to prevent	1	0	39.731928	-121.856191	POSITIVE
8/25/2022 0:21	General Comment	4 way Stop Sign or a Light on Manzanita Ave.....I used to love seeing horses in Bidwell Park but many stopped going along this trail because this intersection is hard to cross on a horse	4	0	39.75812	-121.795731	NEGATIVE
8/25/2022 0:26	Walking/Pedestrian Comment	Traffic signal would world best here..... so not everyone cruising down eaton has to stop every single time, 4 way stopsigns are best for smaller intersections & slower speeds	0	0	39.768928	-121.824624	NEUTRAL
8/25/2022 0:44	General Comment	To be honest 2 lanes for Main, 2 for Broadway is enough; a wide bike path is ideal.....I enjoy the thrill of biking alongside fast cars and interweaving with them.... but that s just me and I know most people would prefer a safe wide bikepath	1	0	39.728134	-121.838765	POSITIVE
8/25/2022 0:49	Bicycling Comment	8th and 9th street are perfect as is..... there is no room for a bike path other than the shoulder.....Use 7th Street it has ZERO CARS (compared to about 100 on 8th and 9th)..... literally I will bike down 7th street and forget I'm on a street; it feels like a GIANT BIKE PATH	2	0	39.730913	-121.828701	POSITIVE
8/25/2022 0:53	Bicycling Comment	Friendly reminder that 7th street is perhaps Chico's most underrated gem of a street you can use as a bike path..... there are NO CARS, I think I've biked across downtown to One Mile 40 times on 7th street and not once remembered seeing a car its that perfect for biking (tree shade too all day).....LITERALLY A GIANT BIKEPATH	8	0	39.724128	-121.840429	POSITIVE
8/25/2022 1:14	Bicycling Comment	Yes a cutthrough with a painted crosswalk.... no stopsign or lights required, just a YIELD TO PEDESTRIANS sign..... However inside the cutout, there must be a "WAIT" sign so bikers/walkers know to only cross half the street at a time, the WAIT sign can be blinking..... no need for lights and stopsigns so close to the freeway	2	0	39.744713	-121.832344	MIXED

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/25/2022 2:25	General Comment	This is normally were kids play by the river, normally clean, trashfree and safe for toddlers..... its QUICKLY becoming a Fentanyl dealing haven.....I help feed and supervise the cleaning of homeless encampments around Chico more than probably any other individual.....This specific bend in the river needs to be HOMELESS FREE and that will be enforced because of their overt drug use...that was my favorite river spot I refuse to let it be taken over, naps are ok, drugs are not. Period.	7	0	39.736905	-121.827129	POSITIVE
8/25/2022 2:28	Bicycling Comment	Note to Public: I cleared this bike trail out, so it is now more visible and you won't hit your face on a branch while biking. Locals hold the power to make Chico amazing. Do not rely on city leaders and politicians they will fail your miserably. Enact the change you want to see, your life will transform and so will your city. Already I can tell south Chico is more safe and clean, the Humboldt Park homeless encampment is almost trash-free.....Just waiting on the City to DUMP THE DUMPSTER.	2	0	39.73372	-121.830708	MIXED
8/25/2022 6:09	Bicycling Comment	Many school kids Ride across this busy road every day to get to school. It is a major concern of parents.	2	0	39.740291	-121.800017	NEUTRAL
8/25/2022 6:11	General Comment	I believe with all the new housing being built a full sized bridge for cars, foot traffic and bycycles needs to be built there. It is all ready conjested enough with the school down the street. I don't think a bridge for foot traffic and bikes are enough. There is already one downstream. What if there is an emergency? People need multiple ways to leave quickly if necessary.	0	0	39.734878	-121.795565	MIXED
8/25/2022 6:16	General Comment	I believe Bruce rd to Skyway needs to widened to 2 lanes each side with a nice wide bike/ pedestrian path. It super dangerous right now to ride your bicycle in the area in times of busy traffic. That should be a priority.	0	0	39.733433	-121.787438	NEGATIVE
8/25/2022 6:20	General Comment	There needs to be a bridge for cars, bikes, and pedestrians built over the creek to Merim Park to relieve all the traffic congestion. Once those apartments are built it'll be even worse and even dangerous when people move in.	0	0	39.738264	-121.79629	NEGATIVE
8/25/2022 7:04	Walking/Pedestrian Comment	Sidewalks and bike paths as this is a thorough fare to/from school and entrance to the park.	3	0	39.751688	-121.81242	POSITIVE
8/25/2022 8:45	Walking/Pedestrian Comment	Many people cross here, but there are no marked cross walks. It would be visually helpful for drivers and the protection of the pedestraains if there were.	0	0	39.727659	-121.84064	POSITIVE
8/25/2022 8:49	Walking/Pedestrian Comment	Crosswalks are no longer painted. Have faded so much, and many students and employees cross here.	0	0	39.727656	-121.842453	NEGATIVE
8/25/2022 9:04	Walking/Pedestrian Comment	W. Lindo Avenue in this area is very dangerous to walk on. At times, it's dangerous to drive on due to the width of the roadway combined with vehicles parked along side the road and bicycle and pedestrian traffic. The corner where the marker is dropped is completely blind traveling east and west bound.	5	0	39.746267	-121.872914	NEGATIVE
8/25/2022 9:12	General Comment	This is a fantastic idea. I've been visiting the park for decades and know my exits but if I'm navigating somewhere out of my routine it's difficult without a navigation app.	0	0	39.739138	-121.81735	POSITIVE
8/25/2022 9:57	General Comment	Need to complete sidewalk on east side of Ceanothus Ave. Would be good to add a separated bike path as well. Almost 2,000 kids attend PV High School and this would provide a safe form of bike/ped travel.	3	0	39.758743	-121.819711	NEUTRAL
8/25/2022 10:07	General Comment	Roundabout at this location would provide a much safer environment for students walking or biking to school.	1	0	39.757497	-121.815484	POSITIVE
8/25/2022 11:22	Walking/Pedestrian Comment	Ceres is a busy road and one with many cars exceeding the speed limit. It is also one of the most used roads to access schools in the area. There are many children walking and riding bikes on both sides of the road sometimes trying to get around parked cars without adequate sight distance of oncoming traffic. There is neither a bike lane or continuous sidewalk. There should be either or both between Manzanita and East Ave. To allow parking on only one side would allow space for a sidewalk.	2	0	39.754647	-121.833143	NEUTRAL
8/25/2022 12:06	Bicycling Comment	This intersection is very dangerous for bikes/ pedestrians. I pass it every day sometimes more than once. The two signals close together w/poor visibility of the signals, causes confusion with drivers. They seem to see the further light but not he one they are closest to. I see near misses here far too often. Even when the light is clearly green for crossing. I have also been at that signal with green for me to go on my bike through the intersection. AND have had to halt abruptly for a car.	6	0	39.761004	-121.849869	NEGATIVE
8/25/2022 13:02	Walking/Pedestrian Comment	On Cohasset Rd between Cyndi Cir and Lupin Ave the there is no sidewalk. The bike lane helps but it would be much safer if a sidewalk was in place. Not enough room for a bike, a person walking or a wheelchair to share. Someone ends up in taffic.	3	0	39.766573	-121.843443	MIXED
8/25/2022 13:23	Walking/Pedestrian Comment	There's no sidewalk on the stretch of Manzanita Ave from 1st St to Ellene Ave. I am forced to the bike lane or shoulder when I run in this area.	2	0	39.753702	-121.830504	NEGATIVE
8/25/2022 13:27	Bicycling Comment	I second this. It needs to be fixed for safety.	2	0	39.751013	-121.838808	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/25/2022 14:04	Walking/Pedestrian Comment	Concern/request to add sidewalk on E. 1st Ave on the south side between Neal Dow and Downing Ave, on a major arterial. Seems like a home run gap closure. Connects a school (Neal Dow) to the entire South East Neighborhood south of 1st Ave. Pedestrians have no protected place to cross other than Neal Dow at E 1st Ave and can't get there without walking in to the roadway on the south side.	0	0	39.746884	-121.829361	NEGATIVE
8/25/2022 15:42	Walking/Pedestrian Comment	Rio Lindo is one of the worst roads in Chico. It also needs more street lights and side walks on the stretch closer to esplanade. I have a mobility scooter and it is difficult to drive it over the road with all the potholes and not sidewalks. The crown of the road is all very extreme and when driving my scooter it feels like I'm going to tip over. I've lived on this road for 11 years and once a year or 2 they fill the worst of the potholes but they only remain "fix" for a 2 months. Terrible.	1	0	39.752953	-121.856572	NEGATIVE
8/25/2022 17:57	Bicycling Comment	When will bike path connecting north Chico bike path from E. Lassen Ave.to the airport area be complete? I have attempted to ride this route and see very little progress. Cohasset Rd has no shoulder because of construction barriers and thus is very dangerous for cyclists. There is no other direct route from downtown.	4	0	39.781102	-121.843786	NEGATIVE
8/25/2022 19:33	Bicycling Comment	Shasta needs repairs! I realize it's not all under Chico's jurisdiction, but part of it is.	0	0	39.758853	-121.876037	NEGATIVE
8/26/2022 7:44	Walking/Pedestrian Comment	Arbutus is a main thoroughfare between Vallombrosa/downdown/schools/the park and Palmetto. Cars go too fast for the residential nature of the street. Recommend making this a bike/pedestrian boulevard open only to local residents by car. Add sidewalks, curbs and gutters.	2	0	39.738973	-121.833444	POSITIVE
8/26/2022 7:46	Bicycling Comment	Arbutus is a main thoroughfare for bikes, cars and pedestrians between Vallombrosa/park/schools/downtown. Cars go too fast on this residential road. Make this a bike/pedestrian only thoroughfare with only local residents able to access by car. Add curbs, gutters and sidewalks.	2	0	39.736696	-121.831298	MIXED
8/26/2022 7:47	Bicycling Comment	Peterson drive needs repaving for bicycle and pedestrian safety	6	0	39.739732	-121.818745	NEGATIVE
8/26/2022 7:59	General Comment	Please read the book, Walkable City by Jeff Speck, or contact him for consulting before implementing any of the ideas or suggestions. He has worked with countless cities to create more walkable and rideable cities for residents and commuters.	1	0	39.739402	-121.834259	NEUTRAL
8/26/2022 8:02	General Comment	One of the most dangerous interactions in town for cyclists and pedestrians. The cars are often in a hurry and do not fully stop or look both ways. would love to have a traffic study here so the city would know how many people roll through this 4 way stop (especially those traveling east to west). A roundabout here might calm traffic.	2	0	39.735838	-121.831212	NEUTRAL
8/26/2022 8:03	General Comment	Downtown is an extremely unsafe place to ride a bike. Please read Jeff Speck's book Walkable City to get ideas on how to transform downtown into a more bike friendly destination.	4	0	39.72663	-121.837521	NEUTRAL
8/26/2022 8:56	Walking/Pedestrian Comment	There is no way to get across this intersection in the amount of time the light is green. It's very very dangerous and I have e-mailed the city multiple times about the danger. They just say improvements are in the future. I'm worried it will take the death or severe injury of a Chico High student or other pedestrian before the City actually fixes this issue. IT NEEDS TO HAPPEN NOW.	3	0	39.73516	-121.843956	NEGATIVE
8/26/2022 8:58	Bicycling Comment	East Sacramento needs to be repaved. It has such rough pavement it makes it almost unusable for bikers. This is a great quiet traffic street and if pavement was improved would be a great bike route.	0	0	39.739456	-121.839322	MIXED
8/26/2022 10:00	Bicycling Comment	Lindo is too narrow for a bike lane now, and you can't keep cars off of it as people live along it. Be nice if the bike path on the north side continued along the creek and connected to the rail trail after going under the esplanade bridge	0	0	39.746827	-121.870927	NEGATIVE
8/26/2022 10:01	Bicycling Comment	continue bike bath along creek and go under the esplanade car bridge and hook into the rail trail	3	0	39.75061	-121.857669	NEUTRAL
8/26/2022 13:46	General Comment	Years ago it was suggested that a pedestrian/bike tunnel could be built under the freeway at Filbert. There was neighborhood resistance, but maybe the proposal could be made again to enhance connectivity.	1	0	39.741341	-121.825762	NEUTRAL
8/26/2022 21:34	General Comment	Strong towns headed by Charles Marohn does really great work as well by looking at the financial side of city planning, they have many great materials for cities that are sensible and free of partisanship.	0	0	39.739402	-121.834259	POSITIVE
8/26/2022 21:39	Walking/Pedestrian Comment	I think having access to better more bike-friendly and walkable streets could benefit downtown as more foot traffic in the downtown area could lead to more customers for the businesses there. I have certainly stopped by a local business I wouldn't have otherwise because it was easily accessible to me on my bike.	0	1	39.729407	-121.83957	NEGATIVE
8/26/2022 21:43	Walking/Pedestrian Comment	Reducing the amount of car traffic near main street and the greater downtown area would alleviate so much noise and make for a better downtown experience. It would feel calmer without trucks and giant SUVs creating so much noise pollution. Cities aren't loud cars are.	2	0	39.729454	-121.840256	POSITIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/26/2022 21:59	Walking/Pedestrian Comment	This intersection is dangerous for pedestrians as the crosswalks across Forest cross five lanes of traffic + bike lane without a pedestrian refuge in the middle of lanes. Very unsafe feel for pedestrians or those in wheelchairs or using other mobility aids or baby stroller or shopping car.	0	0	39.738	-121.80462	NEGATIVE
8/26/2022 22:05	General Comment	This intersection has a large number of pedestrians and bike traffic with people heading between Chico State campus and high density and university housing, and retail businesses on the southwestern side of Nord. With a road diet to reduce automobile lanes and add better bike and pedestrian spaces, this area (Nord Avenue and West Sacramento and Sacramento) could be a vibrant, pedestrian-friendly commercial-living space.	1	0	39.730652	-121.858141	NEUTRAL
8/26/2022 23:46	Bicycling Comment	Finally someone understands.....I've been saying exactly that.... people are like "DERRR We need a bikepath along the most busy car infested roads!!"..... People please use common sense..... Oleander & Esplanade and Arbutus & Mangrove.....If the city caves in to these idiots we will have a crappy bike lane SMUSHED up against lanes of DENSE traffic.....F that I'll use Oleander or Arbutus and yeah they need a crosswalk with maybe a "Yield to Pedestrians" sign	4	0	39.738496	-121.84399	NEGATIVE
8/26/2022 23:48	Bicycling Comment	At the very least a super visible crosswalk with YIELD TO PEDESTRIANS sign... if that isn't good enough then 4 way stop sign or blinking cross light	0	0	39.738496	-121.843915	NEGATIVE
8/27/2022 0:01	General Comment	its not ideal, but you can easily blend with cars... I cruise through downtown all the time and sometimes I have to ride on the sidewalk but its not a big deal and as long as you respect people (cars, bikes, walkers etc) then all is good.....Main Street could use a bike lane and reduce the car lanes 3 to 2, but leave Broadway as 3 lanes because it helps relieve traffic since its basically the one-way exit of DT... if that is reduced to 2 lanes....DT will be CONGESTED trust me.	0	0	39.72663	-121.837521	MIXED
8/27/2022 0:05	Bicycling Comment	I honestly ride my roadbike on dirt paths sometimes, often they are smoother than the rough road hah	1	0	39.747553	-121.808734	NEUTRAL
8/27/2022 0:15	Bicycling Comment	Terrifying? Slightly inconvenient maybe but not terrifying..... either bike in the street (try to match speed and direction of cars, pull over to let them pass..... or use the sidewalk which have crosswalks crossing over the roundabout at East/Manzanita to Wildwood Ave..... I honestly don't see what is so hard?	1	0	39.76231	-121.805457	NEGATIVE
8/27/2022 0:22	Bicycling Comment	If there are cars in the way, just bike in the street or on sidewalks.... not every street needs a bike path	0	0	39.720347	-121.825245	MIXED
8/27/2022 4:24	Walking/Pedestrian Comment	There is no sidewalk on this part of East first Avenue Dangerous	0	0	39.747021	-121.829326	NEGATIVE
8/28/2022 11:10	Bicycling Comment	This path, Madrone through to Forest Ave, is used many elementary, middle and high school students as well as general public. I live a block from the park and often times, more in winter when it is darker earlier, I've seen students fall/crash on the pot holes/bumps here. This path should also be opened up for more safety in the evening. There is NO safe place to cross the park in the evening. This could be one of them.	2	0	39.747953	-121.80645	NEGATIVE
8/28/2022 11:11	Walking/Pedestrian Comment	This is the same as the other, but it's for any person, either walking or on a bike: This path, Madrone through to Forest Ave, is used many elementary, middle and high school students as well as general public. I live a block from the park and often times, more in winter when it is darker earlier, I've seen students fall/crash on the pot holes/bumps here. This path should also be opened up for more safety in the evening. There is NO safe place to cross the park in the evening. This could be one	0	0	39.748201	-121.806986	NEGATIVE
8/28/2022 11:20	Walking/Pedestrian Comment	Manzanita/Centennial intersection is dangerous for walkers, runners, people pushing baby strollers, cyclist and even cars attempting to leave Centennial to Manzanita as cars here are FLYING up to the roundabout or past the roundabout on Vallombrosa. Perhaps REDUCE speed to 10 mph (says 35mph just yards from this intersection!!) put speed bumps, flashing lights, or put a roundabout on this side as well. Wouldn't need if people were safe. Would love a study here to see needs.	3	0	39.758024	-121.795833	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/28/2022 11:24	Walking/Pedestrian Comment	Cars fly through this roundabout on Manzanita/Vallombrosa. Perhaps a Social Media video could be created (ask the high schools, middle schools for help??) and pushed out to show how TO and how NOT TO go through a roundabout for safety and efficiency! Should not shame, just teach as many have no clue how they are driving through creates hazards and makes these inefficient and more exhaust is created by those waiting for minutes while car after cars speeds through, not letting anyone in!	0	0	39.758307	-121.796158	NEGATIVE
8/28/2022 11:34	Walking/Pedestrian Comment	Dangerous crossing for children (anyone!) going to school or the park getting from Fir Street to the Park Entrance on E 8th Street. There is NO designated crossing; you just cross when traffic is slow...	0	0	39.737763	-121.818045	NEGATIVE
8/28/2022 11:40	Bicycling Comment	This seems to be a direct route to the park, but there is NO way to get across E 8th Street to the bike path for children, or others, on bikes. I saw a man pulling a bike trailer with 2 kids, crossing this and a speeding car didn't even slow as they just crossed and got on the path. The man was furious, as was I, waiting for my light at E. 8th/Fir. On my bike, I often wondered how kids crossed this and thought it would take a horrific accident- last week I thought I was going to witness it :(2	0	39.737295	-121.817822	NEGATIVE
8/28/2022 11:43	General Comment	Perhaps another entrance to the park here at Woodland close to ball fields? Many people drive through the first entrance where many cyclist/ped are and don't need to as they are just going to picnic areas, ball field, caper acers. Less driving, easier to get into/ out of park??	0	0	39.734875	-121.825796	NEUTRAL
8/28/2022 12:32	Bicycling Comment	Agreed. The road shoulder on this stretch is also always riddled with rock from the pump track entrance, creating a potential hazard for cyclists and pushing cyclists further out into the roadway.	0	0	39.765642	-121.806219	NEGATIVE
8/28/2022 12:36	General Comment	Absolutely agree. This was also a route for many to bike commute to work for the several businesses near the airport. This long term construction without additional temporary access for bike and foot traffic leaves no safe option for travel outside of a car or bus along this stretch.	1	0	39.784805	-121.844001	POSITIVE
8/28/2022 12:51	Bicycling Comment	Likewise, much of the shoulder on Lassen is not designated as a bike lane, but as parking for cars. This causes cyclists to weave in and out of traffic around parked cars. This space should be converted into a bike lane as there is not much of a need for vehicle parking along this stretch of road.	0	0	39.771825	-121.846593	NEGATIVE
8/28/2022 13:49	Walking/Pedestrian Comment	This sidewalk is a dead-end and is only there for access to vehicle parking. Crossings should be in place across the Esplanade here. However, the sidewalk along the west side of Esplanade is fenced in and not friendly to pedestrians or bikes.	0	0	39.731439	-121.841758	MIXED
8/28/2022 13:59	Bicycling Comment	Better connectivity between bike paths needed. The railway bike path and the path along Midway should be better connected with the rest of Chico's bike infrastructure. Also, the north end of the railway bike path along Park Ave. drops users out onto an area with no bike lane.	6	0	39.719464	-121.823152	NEGATIVE
8/28/2022 14:02	General Comment	Agreed. There is not enough car traffic on this road to warrant 4 lanes. Adding multi use paths and better crossing along this road would be beneficial and allow safer access to the Fairgrounds and other businesses.	1	0	39.716883	-121.815441	NEGATIVE
8/28/2022 14:14	Bicycling Comment	Asphalt on both sides of the road is at uneven levels, some of which go half way into the bike lane. This is unsafe and creates potential hazards for bikes. The bike lane along Bruce Road/Chico Canyon Road is also often littered with gravel, glass, and road debris.	1	0	39.753436	-121.792846	NEGATIVE
8/28/2022 14:18	Walking/Pedestrian Comment	Sidewalk ends here with no safe area to walk on this side of the road. Crossing should be in place here or at the apartment complex so there is safer and better access to the bikeway, nearby businesses, and ensuring a better connection between sidewalks and bike paths. A proper crossing here would also help slow down vehicle traffic along this curve.	1	0	39.758567	-121.849416	MIXED
8/28/2022 14:21	Walking/Pedestrian Comment	There should be more crossings along Cohasset Road. I see several people trying to cross Cohasset to access bus stops or businesses, which is dangerous with wide lanes and high speed vehicle traffic. Please add traffic calming measures and better infrastructure for pedestrians and bikes!	0	0	39.765016	-121.843529	NEGATIVE
8/28/2022 15:14	Bicycling Comment	This bike lane needs to be extended and painted green, it is heavily used by Chico State and Chico High students and is dangerous in it's current state.	1	0	39.731045	-121.863635	NEGATIVE
8/28/2022 15:17	Bicycling Comment	I agree, the bike lane should be painted green as well.	0	0	39.741817	-121.85917	MIXED
8/28/2022 15:20	Bicycling Comment	Puncture vine is also an issue.	0	0	39.741733	-121.858603	NEGATIVE
8/28/2022 15:23	Bicycling Comment	This section of West Sac has plenty of room for a dashed line divider between cars and bikes and or painting the bike path green. This is one of the most heavily use bike paths in Chico. It accesses Chico State, Chico High and CJHS.	0	0	39.732488	-121.854858	POSITIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/28/2022 15:27	Bicycling Comment	The bike lane needs to extend all the way to Chico High School. Currently it stops at Warner St on W. Sacramento. So dangerous for all the students and staff, those on bikes and those in cars.	3	0	39.733891	-121.85179	NEGATIVE
8/28/2022 15:59	General Comment	This is a scary crossing! It can be so busy with car traffic that you don't have enough time between cars to get across safely. Bikers and pedestrians have to race across W. Sacramento to continue on the bike path. I haven't seen any cars stop at the new crosswalk. If drivers were trained to stop at crosswalks they can work, but in Chico most drivers either don't notice or don't care.	0	0	39.731822	-121.856647	NEGATIVE
8/28/2022 16:11	Walking/Pedestrian Comment	Completely agree! Car speed should not be more than 20mph since no one can see what's around the corners. There is no shoulder for bikers and pedestrians. As it is now, the road is not compatible for mixed transportation.	1	0	39.746267	-121.872914	NEGATIVE
8/28/2022 16:21	Bicycling Comment	combine the bikelane and sidewalk into one big sidewalk/path.....for bikers and pedestrians, separate from cars.....We don't need a sidewalk and bikelane and street..... just a street and big multilane path	1	0	39.732488	-121.854858	NEUTRAL
8/28/2022 16:28	Bicycling Comment	Mildly inconvenient sure. But has crosswalks for easy crossing. The only feasible upgrade would be a bike overpass which is much needed in other places like crossing the 99. Who finds this terrifying? Crossing a roundabout with crosswalks? Just wait 10 seconds and you will have a easy window, you only need to cross 2 lanes at a time.	1	0	39.76231	-121.805457	MIXED
8/28/2022 16:39	Walking/Pedestrian Comment	Make an opening/gate so people can walk from the Salvation Army parkinglot to the bikepath easier. Would help decongest the park/skyway/midway intersection making a convenient shortcut to Fair Street for bikers/walkers.	7	0	39.71359	-121.812722	NEUTRAL
8/28/2022 16:40	General Comment	Replace private vehicular access to upper park with a shuttle system. This will minimize damage from vehicles, reduce dust, noise, emissions, litter and vandalism. Parking at wild wood park or nearby would need to be expanded and a fee system would need to be in place. Look to Sabina Canyon, Tucson, AZ for inspiration.	4	0	39.771768	-121.778861	NEUTRAL
8/28/2022 17:01	General Comment	We are the stewards of this amazing place and are responsible for maintaining it for future generations. The degradation of trail and swimming holes over the past decade is shocking and can be reduced with common sense adjustments such as a shuttle system up to swimming holes, education of best cycling practices for trails, increased trail maintenance and delineation to prevent ever-widening trails.	1	0	39.771373	-121.777885	POSITIVE
8/28/2022 17:02	Walking/Pedestrian Comment	This is so dangerous for pedestrians (and bikes). How are the to get from one side of East Avenue to the next? How are the to get under the Hwy 99 bridge.	2	0	39.759977	-121.855792	NEGATIVE
8/28/2022 17:03	Bicycling Comment	There needs to be some wayfinding signage in this area. The bike path just kind of disappears and it is confusing where to cross East Avenue.	3	0	39.760876	-121.853582	MIXED
8/28/2022 17:05	General Comment	This would be a good place for a cross-walk across East Avenue as Alamo extends along the north side of West Lindo Channel and is used frequently by bicyclist.	1	0	39.748504	-121.874846	POSITIVE
8/28/2022 17:07	General Comment	There should be a pedestrian/bike pathway between these two developments so that pedestrians and bicyclists can cut through here and access Enloe and Blue Oak School. You are forced to use Cussick and East Avenue and the bike lane on East Avenue is dangerous and insufficient in width for the speed of the traffic on East Avenue. This could be a pleasant place to walk and bike.	0	0	39.752217	-121.866285	NEUTRAL
8/28/2022 17:10	Bicycling Comment	The bike lane on East Avenue is not wide enough for bikes - there needs to be additional bike lane width (don't count the cement curb gutter as part of bike lane - we cannot drive on that). There needs to be a buffered bike lane the length of East Avenue. The traffic is too fast for this narrow lane. It is so dangerous. I usually take the sidewalk if I have to ride on East Avenue.	1	0	39.747613	-121.876466	NEGATIVE
8/28/2022 17:11	Bicycling Comment	Too-tall shrubs in the parkway make it difficult to see south bound cars when crossing Esplanade from the west.	0	0	39.740876	-121.848008	NEGATIVE
8/28/2022 17:13	Walking/Pedestrian Comment	Absolutely agree that West 1st Ave speed limit should be reduced.	1	0	39.736435	-121.849021	NEGATIVE
8/28/2022 17:13	Walking/Pedestrian Comment	Sidewalk for newer development ends at a fence across the sidewalk. The sidewalk network needs to be completed on this street.	1	0	39.743482	-121.874245	NEUTRAL
8/28/2022 17:20	General Comment	Agree. I've stopped walking on the south side of lower park due to too many cars.	0	2	39.750365	-121.800828	NEGATIVE
8/28/2022 17:22	General Comment	It's not a matter of "acting like they own the place," its the mixing of unequal speeds. The ebikes are fast and quiet. A bad mix with pedestrians and kids.	2	0	39.766516	-121.788801	MIXED
8/28/2022 17:28	Walking/Pedestrian Comment	Erosion on the North Rim trail is awful. In many places, the trail has widened from several feet to upwards of 25'. The soil is very thin and is easily eroded by bikes, hikers, and rain runoff rushing down the exposed stone layer. Trail maintenance and delineation to prevent erosion should be a top priority.	0	0	39.776061	-121.772783	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/28/2022 17:29	Walking/Pedestrian Comment	Erosion on the North Rim trail is awful. In many places, the trail has widened from several feet to upwards of 25'. The soil is very thin and is easily eroded by bikes, hikers, and rain runoff rushing down the exposed stone layer. Trail maintenance and delineation to prevent an repair erosion should be a top priority.	1	0	39.770583	-121.789412	NEGATIVE
8/28/2022 17:34	Bicycling Comment	Pedestrians and cyclists are supposed to walk west to cross at the crosswalk near the on/off ramp which is an inconvenience that few take. It would be much safer and convenient to improve the crossing directly to Tom Polk.	0	1	39.761235	-121.853688	MIXED
8/28/2022 17:39	General Comment	Yes! Currently, pedestrians and cyclists must use Mangrove which is unsafe and hot.	2	0	39.734879	-121.838014	NEGATIVE
8/28/2022 17:42	Walking/Pedestrian Comment	Allowing pedestrians and cyclists to cross through the cemetery would be much safer and more pleasant than using Mangrove.	4	0	39.737869	-121.840192	POSITIVE
8/28/2022 18:47	General Comment	This corner of the skatepark needs a quarterpipe to get more speed for the pyramid..... seems it was designed as a manual pad... but you can't manual it and its too low to sit on.... so it became the trashcan spot.... lame..... I vote 6ft quarterpipe drop-in (facing the pyramid) and maybe flatten/remove the 4 inch curb its useless (no offense to the designers)	2	0	39.725624	-121.83196	NEGATIVE
8/28/2022 18:55	General Comment	Can anyone elaborate why they don't feel safe at night in the park? I mean it could use lights but I doubt there are any robbers/attackers, maybe a few homeless sleepingbut if I'm wrong let me know, we have a group that does loops around the park from downtown to 5 mile to remove trash and criminals..... as of right now it feels safe to me but if anyone disagrees please tell me I'd like to know and try to remedy the situation.....	1	0	39.738068	-121.826234	MIXED
8/28/2022 19:00	Bicycling Comment	The sidewalk should be widened and converted into a bike/walk path.... way better then having bikes smushed up against cars, bikes and walkers can easily maneuver around eachother and have a gutter to divide them from cars	0	0	39.747613	-121.876466	NEGATIVE
8/28/2022 19:17	Bicycling Comment	Bike Tunnel under the 99 connecting/continuing Panama Ave where it was cut off by the freeway..... MUCH better option than removing a car-lane from the East/99 Underpass to create a crappy bikelane people will still complain about because of the car noise.....also removing a carlane to make said bikelane = more traffic	1	0	39.761165	-121.857469	NEGATIVE
8/28/2022 19:22	Bicycling Comment	Connect the 99 corridor bikelane to Panama ave with Bike Tunnel under the 99.....my only concern would be homeless taking it over, so maybe enforce that no one camps there (of course standing in tunnel to avoid heavy rain is ok)	1	0	39.761464	-121.856951	MIXED
8/28/2022 19:31	General Comment	Stop Lights are best for an intersection like this..... there isn't much more that can be done.....A roundabout might make more sense, but look at all the people complaining about the roundabout at East/Manzanita (entrance to upper park).....This isn't a good street for bicycles period..... a nearby parallel street would do best like lassen	0	0	39.756717	-121.861363	MIXED
8/28/2022 21:07	Walking/Pedestrian Comment	Shasta Ave is breaking apart and has created hazardous conditions for cyclists trying to ride from Esplanade over to Cussick in order to ride into downtown Chico and the University. It is particularly hazardous from the trail that enters the south end of Amber Grove neighborhood, (the trail that runs along the drainage channel), to the intersection at Shasta and Bell/Cusick. The road is broken up and narrow with few places to safely get out of the way of cars.	1	0	39.759048	-121.875029	NEGATIVE
8/28/2022 21:21	Walking/Pedestrian Comment	Cussick Ave, between Bell Ave and East Ave has been deteriorating, especially over the past 2-3 years, creating increasingly hazardous conditions for cyclists trying to commute from North Chico to downtown and the University. The shoulder is crumbling away so that in many places it is non existent, leaving little room for cars and bikes, bike lane lines have worn away, and potholes are getting deeper and more prevalent. Please resurface to include shoulders and clearly marked bike lanes.	3	0	39.754919	-121.874557	NEGATIVE
8/28/2022 21:34	General Comment	I don't feel safe by myself in the park in the early morning or at night because of an unsavory population that hangs out there. I like to ride my bike or walk at either end of the day but it's uncomfortable when a suspicious character appears from the side of the trail/road and walks or rides behind you, shadowing you. A multi use path along Vallombrosa would help a lot, especially since the condition of Peterson Memorial PKWY is uncomfortable for cycling now. It needs to be resurfaced.	0	0	39.738068	-121.826234	MIXED
8/28/2022 21:43	Bicycling Comment	Signage or street painting that allows bikes to take the lane while riding thru this round-about would help remind cars that the bikes need space too. Many cars try to race just ahead of cyclists in order to enter round-about before cyclist, setting up a hazardous situation where the road narrows before and thru the round-about.	1	0	39.740026	-121.863205	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/28/2022 21:48	Bicycling Comment	Agreed! Shoulder has crumbled away so nowhere for cyclists to get out of way of vehicles. This is part of a main route for cyclists commuting from North Chico to downtown and University. Would be nice to see it repaved, widened, and white lines painted for clearly marked shoulder or bike path.	0	0	39.743826	-121.863656	POSITIVE
8/28/2022 21:54	Bicycling Comment	The south end of Holly has deteriorated, leaving little room for vehicles and bicycles. Shoulder is crumbling away and white lines have disappeared. It would be nice to have this whole stretch rolling north from from 11th Ave repaved and clearly marked for shoulder/bike path. This is part of a route for North Chico residents commuting to and from downtown and University area.	1	0	39.745587	-121.863586	NEGATIVE
8/29/2022 9:04	Bicycling Comment	Build a bike/walk connector path along Big Chico Creek from the existing path at the CSUC water tower to the Bidwell Ave cul-de-sac behind Thai Express restaurant. This would involve two undercrossings of existing bridges, one the SPRR and the other Nord Ave (SR 32). The project would likely be high-water impacted like the undercrossings in Bidwell Park. The project could also address beneficial issues associated with riparian habitat restoration.	0	0	39.726845	-121.850184	NEUTRAL
8/29/2022 11:10	Bicycling Comment	Just a note: you can bike on the sidewalk to stay out of the way of cars..... not saying you should or have to.... but you have so much freedom on a bike, if you utilize it, its like a free pass to bike on curbs, gutters, sidewalks, streets, parkinglots, dirt paths etc..... In reality bikes are king of the road, just avoid getting hit my a car.... meaning either match their speed/direction or let them pass	1	1	39.740026	-121.863205	MIXED
8/29/2022 11:13	General Comment	I got excited..... 3-4 foot quarterpipe and smooth/remove the 4 inch curb (6 ft is too much)	0	0	39.725624	-121.83196	MIXED
8/29/2022 12:01	General Comment	It's also next to impossible to cross 8th or 9th at certain times of the day the traffic is so thick.	1	0	39.7322	-121.826698	NEGATIVE
8/29/2022 13:46	General Comment	I see many more cars on the north side of the park than I do on the south side. There are people with disabilities and elderly who may need vehicle access to enjoy the park but this can be managed with driving/parking passes of some sort. Fully agree with closing the park to vehicles - will help asphalt a great deal! - but need to make sure to accommodate those who need special access.	0	1	39.750365	-121.800828	MIXED
8/29/2022 13:48	Walking/Pedestrian Comment	This is why there is an underpass for bicyclists and pedestrians...	0	1	39.758024	-121.795833	NEUTRAL
8/29/2022 13:48	General Comment	4-way stop negates the purpose of the roundabout...	0	0	39.75812	-121.795731	NEGATIVE
8/29/2022 14:54	Bicycling Comment	They should add some type of barrier along the bike lane on El Monte between Deer Creek Hwy and Humboldt Rd. During the morning drop off to Marsh cars will end up backing up to Deer Creek Hwy and some cars end up in the bike lane making it unsafe for the student bicyclists.	1	0	39.739306	-121.79953	NEUTRAL
8/29/2022 18:27	Walking/Pedestrian Comment	Continue sidewalk on Mariposa to East Ave	0	0	39.757767	-121.824674	NEUTRAL
8/29/2022 18:28	Walking/Pedestrian Comment	Continue sidewalk all the way on Floral Ave. Many of us walk kids and dogs here.	2	0	39.75623	-121.829178	NEUTRAL
8/29/2022 19:38	Walking/Pedestrian Comment	Raised Pedestrian Crosswalk here (raised like a speedbump), painted to stand out with a sign that says "YIELD TO PEDESTRIANS"This location is perfect to see both directions down the street..... will benefit drivers and pedestrians	0	0	39.738046	-121.817974	POSITIVE
8/29/2022 19:45	Bicycling Comment	These lights have Pedestrian Push-button Crosswalk Timer that should provide plenty of time to cross, biking or walking.....Its not ideal but unless the city builds an expensive unnecessary bike overpass, there isn't really anything better than Push-button Crosswalk Timers	0	0	39.737295	-121.817822	MIXED
8/29/2022 20:07	General Comment	There's a nice area under the freeway here that would be perfect for a small Skatepark. Skaters are willing to pay and build it themselves, many just want permission..... It would be the only skatepark in Northern California (excluding SF) thats Rain-Proof. Bidwell Park needs lights anyways so the lights could serve 2 purposes. The presence of skaters would make the Park safer too, much like skaters at the Chico Skatepark make that area safer (most skaters are good, more eyes to spot crime)	5	0	39.738411	-121.822182	POSITIVE
8/29/2022 20:07	Walking/Pedestrian Comment	This bike/ped path crossing of W Sac Avenue needs to be redesigned so that pedestrians are not neglected and forced to breathe in pollution for extended periods of time while cars zoom past. Pedestrians often have to wait for the grace of a car driver to stop to let them cross and then HOPE the car coming the other way stops--It is unacceptable.	3	0	39.731874	-121.856629	NEGATIVE
8/29/2022 20:10	Bicycling Comment	Cyclists deserve a buffered bike lane here. Cars drive very fast and cyclists are vulnerable on this major thoroughfare. Maybe the City could make a bike line on the adjoining land to the SouthE of W Sac where there appears to be a gravel path on the other side of the fence.	1	0	39.731967	-121.855961	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/29/2022 20:11	General Comment	This is a good opportunity for Chico-Charm Landmarks (instead of a basic sign, have a big recognizable object like a wood-carved bear, 1800s tractor or art installation) Big hard-to-miss objects/landmarks > signs and would add charm to Chico to make it stand out as a unique city	2	0	39.739138	-121.81735	POSITIVE
8/29/2022 20:13	Bicycling Comment	This intersection neglects cyclists safety and expediency. Waiting at this intersection sometimes adds several minutes to my commute slowing me down substantially. The sensors that are supposed to turn the light green for cyclists are poorly defined on the street and still causes cyclists to wait relatively long to cross W Sac here.	5	0	39.733761	-121.852061	MIXED
8/29/2022 20:15	Bicycling Comment	This gate into cemetery needs to be opened for cyclists. It is the safest passage to Mangrove; children and elderly cyclists should not be expected to ride bustling 1st Avenue to get to Mangrove as passing through the cemetery is much faster and safer.	1	0	39.737992	-121.84031	POSITIVE
8/29/2022 20:17	Bicycling Comment	There is a gate here that should be unlocked for the sake of the cyclists and pedestrians. If on bike or foot in the cemetery trying to reach Palmetto, pedestrians and cyclists are forced to go far out of their way.	4	0	39.737823	-121.835945	NEGATIVE
8/29/2022 20:20	Walking/Pedestrian Comment	Pedestrians should be allowed to walk through Chico High (public property) to get to the other side. AT LEAST after school hours and on weekends, but preferably this should be open to pedestrians all the time.	3	0	39.731193	-121.848727	NEUTRAL
8/29/2022 20:22	Walking/Pedestrian Comment	Pedestrians walking along Arcadian should not be forced to go all the way around Chico high. A pedestrian path should connect both sections of Arcadian.	4	0	39.734115	-121.84653	NEUTRAL
8/29/2022 20:22	Walking/Pedestrian Comment	Pedestrians walking along Arcadian should not be forced to go all the way around Chico high. A pedestrian path should connect both sections of Arcadian.	4	0	39.735469	-121.847649	NEUTRAL
8/29/2022 20:25	General Comment	I fully agree! Opening up the cemetery to allow for bike/ped through travel would do wonders for Chico's Active Transportation Plan by significantly enhancing safety and efficiency for people using active transport in this area.	0	0	39.734879	-121.838014	POSITIVE
8/29/2022 20:28	Bicycling Comment	Main St is not safe to bike on. There is no bike lane and when I take up a whole lane to ride down Main St (which is the only legal way to ride here) I often get cars honking at me, yelling at me to get out of the road, or some other form of harassment.	3	0	39.729012	-121.838872	NEGATIVE
8/29/2022 20:29	Bicycling Comment	IMPLEMENT BUFFERED BIKE LANE THAT WAS ALREADY TRIALED HERE! 3rd and 4th streets need this buffered bike lane to take people from W of downtown to the park and back safely.	2	0	39.728488	-121.841319	NEGATIVE
8/29/2022 20:29	Bicycling Comment	IMPLEMENT BUFFERED BIKE LANE THAT WAS ALREADY TRIALED HERE! 3rd and 4th streets need this buffered bike lane to take people from W of downtown to the park and back safely.	2	0	39.727816	-121.840332	NEGATIVE
8/29/2022 21:28	Bicycling Comment	This area is a hangout for drug use and is frequently blocked by transients and littered w broken glass. Its a non starter for most riders.	3	0	39.751339	-121.840025	NEGATIVE
8/29/2022 21:32	Bicycling Comment	Dangerous curve here along the north side bike lane. Cars can easily not see you as they speed down manzanita. Need traffic calming and warnings.	1	0	39.752018	-121.840478	NEGATIVE
8/29/2022 21:34	Bicycling Comment	Dutch Bros que backs up onto Pillsbery here creating hazard for bikes, peds.	2	0	39.757883	-121.844501	NEUTRAL
8/29/2022 21:41	General Comment	Poorly maintained bike path, full of garbage, burned material that is never cleaned up. Transients blocking the path, this path is only for the brave. Many people I know wont travel here.	2	0	39.760156	-121.850131	NEGATIVE
8/30/2022 8:13	General Comment	As neighborhood residents, my family routinely walk or cycle downtown and to CHS. Crossing E 1st Ave on foot or by bike is dangerous particularly at this intersection, especially during the school year, with cars constantly speeding across The Esplanade at E 1st Ave.	8	0	39.738509	-121.844061	NEGATIVE
8/30/2022 8:40	Bicycling Comment	due to the homeless this part of the bike path is totally unusable and is dangerous.	2	0	39.764241	-121.85989	NEGATIVE
8/30/2022 8:43	Bicycling Comment	The supposed crosswalk at the on/off ramp is awful. It is dangerous because drivers are not paying attention getting on and off the freeway and they are going fast. Plus if you are going south to north to get to it you then have to go against traffic.	0	0	39.761235	-121.853688	NEGATIVE
8/30/2022 8:45	Bicycling Comment	Lassen has bike lanes, but cars are allowed to park also. The bike lanes are not wide enough to accommodate parked cars and bikes, making it dangerous to ride. Please protect the bike lane and don't allow parking on Lassen.	1	0	39.765794	-121.857503	NEGATIVE
8/30/2022 8:47	Bicycling Comment	When cross East/West on Lassen across Cohasset when you press the crosswalk button, the green crossing guy flashes for 1-3 seconds, then the countdown starts at 11 or 12. This is a WIDE street. Please extend the crosswalk countdown to 15-20 seconds.	0	0	39.773777	-121.843706	NEUTRAL
8/30/2022 8:48	Bicycling Comment	I can see an easy way to solve this, and to add revenue to the city. Fine Dutch Bros when there are cars backed up in line. It is dangerous, and if Dutch Bros is getting fined, they'll sort out the problem.	0	1	39.757883	-121.844501	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/30/2022 8:51	Bicycling Comment	This is easily the most dangerous part of the 99 bike path and it is another example that the city of Chico took the money for the bikepath and shamelessly used it to resurface streets instead of actually making a functional bike path. I mean really, you had the bike path drive by an auto dealership? Where cars can park on both sides of the road? And there are auto hauling trucks blocking 2/3 of the street on a regular basis to load and unload cars??	1	0	39.756332	-121.843303	NEGATIVE
8/30/2022 8:52	Bicycling Comment	Might be nice to have a mini bridge here for small amounts of water to flow under the bike path.	1	0	39.751013	-121.838808	POSITIVE
8/30/2022 8:53	Bicycling Comment	Road here is sorry disrepair. It is barely functional for cars let alone bikes. There is a school and a library right here, both fixtures where better roads for bikes would be most useful.	2	0	39.743446	-121.834774	NEGATIVE
8/30/2022 8:55	Bicycling Comment	The street signal here on the first avenue direction only has signals on the sides of the street, not directly overhead. I have had people run red lights multiple times while I patiently wait during my green, because I can see that they can't see that there is a signal at all.	2	0	39.742943	-121.83427	NEGATIVE
8/30/2022 8:58	Bicycling Comment	Right about here there is a part of the sidewalk that bumps out into the bike lane, taking the bike lane from a normal size to about 18 inches. Much too small. Please make the street/bike lane and sidewalk so that they are all a standard width.	1	0	39.742185	-121.830177	NEGATIVE
8/30/2022 8:59	Bicycling Comment	Too many cars and campers and trailers park here. Similar to Lassen avenue. The bike lane is not wide enough to accommodate parking on the street and biking safely.	0	0	39.742527	-121.829852	NEGATIVE
8/30/2022 9:00	Bicycling Comment	This section of the 99 bike path is confusing and un-necessary. Send the bike lane under the 99, then up Sheridan instead.	0	0	39.744232	-121.826792	NEGATIVE
8/30/2022 10:14	Bicycling Comment	I was able to clear the homeless out of the humboldt-99 bike underpass near 10th street..... The trick is ask them nicely to clean up their trash, if they get mad or violent..... SCREAM in their face that they don't own this spot and if they are to USE it they must keep it clean. I support homeless that pick up their trash.... unless they are mentally ill, they better clean up their trash or the STICK will be bigger than the Carrot. Carrot & Stick.	0	0	39.751339	-121.840025	NEGATIVE
8/30/2022 10:46	General Comment	The bridge over Little Chico creek on Bruce Road needs to be updated to include room for bike/ped use. Fencing needs to be included to limit access to the creek from the street.	0	0	39.733433	-121.787438	NEUTRAL
8/30/2022 11:19	Bicycling Comment	The light for traffic on 4th street is ONLY activated if a car is waiting or if a pedestrian press on the button. The pedestrian button is out of the way of a biker; one has to either get off their bike, or to go on curb for pressing the button.	0	0	39.731878	-121.833873	NEGATIVE
8/30/2022 11:26	Bicycling Comment	There should be a stop sign here as traffic coming from the West is difficult to see given the slight curve on Vallombrosa, especially when one is standing on the North side of the street, waiting to cross to enter the park.	1	0	39.739048	-121.824678	NEGATIVE
8/30/2022 11:29	Bicycling Comment	I think the same should be done on the other side of the roundabout as well, as pedestrians also use the bike lane to walk on.	0	0	39.731371	-121.838803	NEUTRAL
8/30/2022 11:34	General Comment	Most cars don't fully stop at the stop signs and vegetation prevents them from seeing pedestrians and cyclists coming from Lower Park, so flashing signage should be add to make drivers more aware of crossings.	0	0	39.757497	-121.815484	NEUTRAL
8/30/2022 11:34	Walking/Pedestrian Comment	And the stop light to cross Esplanade is way too short for pedestrians. I am young and in good shape and walk fast and barely cross in time. (Moot point if there is a redesign of the intersection.)	0	0	39.733333	-121.842218	MIXED
8/30/2022 11:37	Walking/Pedestrian Comment	This intersection is a nightmare for both pedestrians and bikers. It is the shortest way from the Rosedale area to Chico State, but it feels as if one needs to take the detour to 2nd street to cross. Even blinking lights would make a huge difference.	3	0	39.724773	-121.850395	NEGATIVE
8/30/2022 11:53	Walking/Pedestrian Comment	This section of Park Dr. should be closed to cars. There are no valid reasons to have this open since cars that take this section can access the parking lot from the entrance near Alder st. Then you create a nice bike and pedestrian lane that is safe for everyone, including small children.	0	0	39.733165	-121.831437	NEUTRAL
8/30/2022 12:59	Walking/Pedestrian Comment	I think it works well as intended, its a one way street.... the bicycle lane is just too narrow.... should be ~2 feet wider.....people use this road pretty infrequently, if the road were congested with cars I'd agree with you, however I rarely see cars on this road, wider bike lane is needed though	2	0	39.733165	-121.831437	MIXED
8/30/2022 13:05	Walking/Pedestrian Comment	Seems like a good place for a Roundabout (4 way traffic under 35 mph).....its too busy for stopsigns, a stoplight would be redundant with the 2nd/nord stoplight 1 block away.....Roundabout would be ideal----- walkers/bikers need to use their brain and cross at good times, if too many bikers/walkers complain about every single intersection we will have stoplights, stopsigns and crosswalks at every single intersection making Chico a nightmare to navigate.	2	0	39.724773	-121.850395	MIXED

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/30/2022 13:12	General Comment	I agree if the bridge is a narrow suspension bridge intended for hikers only..... I am a mountain biker but I feel bikers should have to carry their bike to respect hikers on the bridge..... I would protest AGAINST at fullscale concrete bridge.....make it COOL, SLEEK, SUSTAINABLE and LOWKEY.....something you'd see in a nature expedition magazine and say "wow thats the coolest little suspension bridge I've ever seen"..... something you'd see on the PCT trail	2	0	39.803882	-121.728655	MIXED
8/30/2022 13:17	Bicycling Comment	Ya wide bike lane here, 3 lanes to enter downtown is excessive.....3 lanes to exit (Broadway St.) is idea.....LEAVE BROADWAY as is, but turn a MainStreet lane into a bikelane definitely	1	0	39.729012	-121.838872	NEUTRAL
8/30/2022 13:29	Walking/Pedestrian Comment	Repaving Humboldt Ave is needed from HWY 99 all the way into downtown. It is a connecting route for cyclists from Little Chico Creek path to 20th Street Park and into/from Cypress/Pine and downtown connections. Current condition is virtually unusable.	0	0	39.732833	-121.820377	NEUTRAL
8/30/2022 13:36	General Comment	Unfortunately this comment page is using an outdated map, for example, these four corners at 8th St. and Main have been "bulbed" and do not show on this old map.	0	0	39.726317	-121.835652	NEGATIVE
8/30/2022 13:36	Walking/Pedestrian Comment	N. Cherry is used as a cut-through for people getting to and from 8th Ave. Cars drive at very high speeds as it is a straight, long road. There are families living in houses and a lot of apartments, kids walking and biking to school (i.e., Citrus, Chico high, and the college. A lot of families and students walk to the grocery store. It is dangerous for those of us who live on the road. I welcome the pot holes to slow people down since the city won't do anything else to slow people down.	0	0	39.737534	-121.857262	POSITIVE
8/30/2022 13:43	Walking/Pedestrian Comment	The City needs to take a safe systems approach vs. band aids here and there. There are evidence-based solutions out there to address roads such as W. 1st Ave....Lighting on W. 1st is terrible- even if a pedestrian is in the crosswalk, it's difficult to see them and with excess speed of vehicles it's scary.	0	0	39.736435	-121.849021	MIXED
8/30/2022 13:48	Walking/Pedestrian Comment	Kids living in the apartments and neighborhoods on this side of 20th cannot and do not walk to school because of the high-speed traffic and the potential vehicle/pedestrian conflicts. The sidewalks and bike lanes are narrow and the crosswalks are not well marked. pedestrian beacons and other ped improvements are needed.	2	0	39.723432	-121.818638	NEGATIVE
8/30/2022 13:50	Bicycling Comment	Please explain the advantage of "bulb-outs" at intersection corners? As a driver (especially commercial trucks) making a turn becomes extremely difficult without hitting curb which now extends into the street. As a cyclist, the lane/curb becomes pinched out into traffic/against parallel vehicles without a safe distance. A pedestrian is vulnerable to vehicles trying to make a turn and running over the bulb edge, while narrowing the crossing only slightly. And, it's expensive. Please stop!	1	0	39.726174	-121.835505	NEGATIVE
8/30/2022 13:52	General Comment	Agree with all of the comments- This area def. needs safety improvements, including a road diet- especially since there are more homes and the expanded shelter planned= more kids and families. Between safety and improving active transportation connectivity--- It's a no-brainer.	0	0	39.716883	-121.815441	POSITIVE
8/30/2022 13:57	General Comment	Where ever the stoplight is planned (at Laburnum or Oleander?) it is a terrible idea. There is evidence-based guidance about avoiding using stop lights because of the high percentage of crashes vs. roundabouts or other traffic calming measures.	1	0	39.738813	-121.842477	NEGATIVE
8/30/2022 14:51	Walking/Pedestrian Comment	This is the current configuration of this intersection.	0	0	39.726117	-121.83577	NEUTRAL
8/30/2022 17:00	General Comment	Primary Concerns: Safety at First Avenue and Esplanade Poor traffic flow during peak hours Pedestrian Accessibility Overall traffic efficiency and safety Please see attached proposal	2	0	39.737807	-121.845619	NEUTRAL
8/30/2022 17:10	General Comment	Curb extension and/or improve the angle of the intersection. Improve visibility to turn from oleander to Memorial.	1	0	39.733298	-121.840173	NEUTRAL
8/30/2022 17:16	General Comment	Modify use of Frontage Road between First Avenue and West Francis as follows: 1) Restrict frontage road to Peds and Cycles ONLY between First Avenue and West Francis 2) Allow cars and Buses at Chico High Frontage to facilitate taxi-zone/drop-off/BusStop. 3) Remove Parking from frontage at Chico High to further facilitate safe taxi zone These changes are designed to: Prioritize pedestrian accessibility near schools Reduce complexity of intersections Improve safety for cars/peds/cycles	0	0	39.734977	-121.843357	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/30/2022 17:19	General Comment	Relocate the Chico High bus stop downstream of the intersection at Chico High. The purpose of this change is to Reduce congestion at intersection entrance. See also Department of Transportation guidance https://safety.fhwa.dot.gov/intersection/signal/fhwasa13027.pdf , section 9.3.1	0	0	39.736365	-121.844932	NEUTRAL
8/30/2022 17:23	Bicycling Comment	Trash cans line the street and block the entire bike path forcing me weave in and out of the bike path into the road	3	0	39.735549	-121.853818	NEGATIVE
8/30/2022 17:23	General Comment	There is a strong need for a protected left turn signal at First Avenue and Esplanade. Poor traffic flow here has an adverse affect on pedestrian traffic in front of Chico High. Cars, bicycles and pedestrians are all at risk during peak hours at this intersection. See attached accident statistics. Purpose Improve traffic flow Manage traffic volume Improve safety for motorists Improve safety for peds/cycles	2	0	39.737828	-121.845428	NEUTRAL
8/30/2022 17:25	Bicycling Comment	no space/ fast traffic to even use	1	0	39.733015	-121.842461	NEGATIVE
8/30/2022 17:27	General Comment	Consider introducing One-Way traffic between Esplanade to Memorial Avenue and between Oleander to First Avenue. Car vs pedestrian traffic flow is very complicated due to the frontage roads, cross traffic, and sheer traffic volume. See attached slide.	0	0	39.736448	-121.844595	NEUTRAL
8/30/2022 17:27	Bicycling Comment	I wish there were more bike turn signal buttons and more Bicycle Detection at Traffic Signals.	2	0	39.730467	-121.842094	MIXED
8/30/2022 17:29	Bicycling Comment	Strong agreement with the need to simplify the car/bike/ped traffic on the esplanade.	0	0	39.738496	-121.84399	POSITIVE
8/30/2022 17:32	Walking/Pedestrian Comment	The crosswalk here is an absolute safety hazard. Poor visibility due to the angle of the crossing. Complicated intersection due to the frontage road, chico high exit, and one way roads. It is impossible for the driver to have visibility of the pedestrian plus all of the various vehicle inputs from esplanade, lincoln, and frontage road.	0	0	39.73516	-121.843956	NEGATIVE
8/30/2022 17:36	Bicycling Comment	I support the idea of removing cars from the esplanade frontage roads. Each . that meets esplanade + crossroad + frontage road is a danger to pedestrians and bicycles. We should prioritize pedestrians and cycles on the frontage road especially between First Avenue and West Francis. There is minimal use for cars on that stretch of frontage except to circumvent traffic on the esplanade. IMHO, we do not need to offer parking spaces or vehicle traffic on the frontage road in that area.	0	0	39.733743	-121.843057	MIXED
8/30/2022 20:06	General Comment	I agree, and you can't run a red if there is no red light Lights basically wear out your breakpads or cause an accident; in some places they are good, where timed lights create a good flow in a city (45 mph 4 way intersections)But under 35 mph is best suited for Roundabouts, because its easy to slow from 30-35 to 20ish mph and speed back up again	2	0	39.738813	-121.842477	MIXED
8/30/2022 20:18	General Comment	Would be great to have sidewalk for walking & maybe bike lanes too on Esplanade between Eaton and DeGarmo Park and Shasta school	1	0	39.772988	-121.877956	POSITIVE
8/30/2022 20:21	General Comment	Need street widened enough to continue sidewalks & allow for biking entire length of Godman Avenue from Eaton to Lassen	0	0	39.772497	-121.866404	NEUTRAL
8/30/2022 20:23	Walking/Pedestrian Comment	https://www.youtube.com/watch?v=3oP-Ndwv1zw "Secret to STOP SPEEDERS in Your Neighborhood Forever" This guy makes a compelling argument; by making drivers feel more "confined" (like making a bike lane, narrowing the car lane) people naturally slow down----- if a road is very wide people subconsciously speed up because they feel safer..... its why people drive slow in a parking garage.....solution? Paint a BikeLane and install a speedbump	0	0	39.737534	-121.857262	NEUTRAL
8/30/2022 20:24	Walking/Pedestrian Comment	youtube search: Secret to STOP SPEEDERS in Your Neighborhood Forever He basically says people drive slower in a narrower confined car lanes..... so bigger streets make people subconsciously drive faster..... solution is make bigger bike lanes and perhaps install speed bumps	0	0	39.737534	-121.857262	NEUTRAL
8/30/2022 20:27	Bicycling Comment	Hicks Lane is popular bike way but is barely wide enough for cars. Especially with planned residential expansion along this route the road needs to be widened and bike lanes added.	4	0	39.779812	-121.872396	MIXED
8/30/2022 20:30	General Comment	Eaton Road really needs to be widened from hwy 99 and Cohasset to allow for bike lanes & sidewalks for pedestrians	4	0	39.775166	-121.86786	NEGATIVE
8/30/2022 21:50	Bicycling Comment	Next to Wildwood Park Eaton goes from four lanes to two lanes making for a very dangerous bicycle situation, especially when traveling northbound. Two lanes merge into one with no shoulder at a low visibility slight turn to the right. I have personally had many unpleasant and dangerous encounters with cars at this spot, a well used bicycle route.	1	0	39.764054	-121.806085	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/31/2022 0:35	Bicycling Comment	There exists a nice paved path here, its pretty smooth goes from the school to Bruce	1	0	39.7392	-121.793253	POSITIVE
8/31/2022 9:08	General Comment	Make the downtown block of including 1st, broadway, 5th, and wall streets a pedestrian zone only. Traffic can pass through downtown on 2nd with lane reductions. A quieter and safer downtown is possible with some simple changes.	3	1	39.728896	-121.839613	NEUTRAL
8/31/2022 11:17	Walking/Pedestrian Comment	Even though a push button flashing light is now available to help pedestrians cross Eaton Rd. to and from Wildwood Park, the SPEEDING TRAFFIC northbound and southbound on Eaton Rd. between Wildwood Roundabout and Marigold Ave. still makes it dangerous to cross here. There are hundreds of homes in the subdivisions across from Wildwood, many with small children, bikes, pets, scurrying to cross. Many elderly in my neighborhood have simply given up going to the park because they are fearful.	3	0	39.765284	-121.806289	MIXED
8/31/2022 11:26	Bicycling Comment	Close or reduce hours of auto access to lower park. Also reduce speed limit. The park road is so uneven and a mess, I don't like riding my bike in there, especially when cars are present. Maybe charge for auto access? I understand access issues with people with disabilities as well. Also, enforce the one way direction to electric scooters and bikes.	3	0	39.745922	-121.81322	NEGATIVE
8/31/2022 11:32	Bicycling Comment	When riding, I always take the lane in whatever direction I am going. This intersection in particular, but the light won't read me. Please make the stop lights in all of Chico more conducive to bike traffic. I have found 1 light that will read me and actually change - El Monte and Humboldt Rd. Best light in town.	0	0	39.739557	-121.804969	POSITIVE
8/31/2022 12:33	Bicycling Comment	There should also be a crossing button on the right side of Memorial when crossing into Annie's Glen on the street so bicycles do not have to ride on the sidewalk to press the current pedestrian button.	1	0	39.733175	-121.837317	NEUTRAL
8/31/2022 13:08	Bicycling Comment	The pavement of roads in the parks are terrible. Would be nice to see those paved and maintained.	1	0	39.736099	-121.826507	NEGATIVE
8/31/2022 13:09	Bicycling Comment	Need protected bike lanes here. Parents park on the shoulder of the road making it dangerous for people on bikes to commute. Students are constantly dodging cars trying to cross. Its a very unsafe area for pedestrians.	1	0	39.735381	-121.848078	NEGATIVE
8/31/2022 13:13	General Comment	Dark and dangerous to ride through here at night. Would be great to have some security lighting in certain areas along this bike path, especially under the bridge and by the restrooms.	1	0	39.738484	-121.821127	NEGATIVE
8/31/2022 13:50	General Comment	most of chapman needs basic curb, gutter and sidewalk...	0	0	39.726339	-121.815097	NEUTRAL
8/31/2022 14:03	General Comment	This area is unsafe for cars, let alone pedestrians. There needs to be flashing pedestrian signals and protected bike lanes.	0	0	39.737799	-121.845685	NEGATIVE
8/31/2022 15:14	General Comment	Howabout a mini skatepark under the freeway- mostly flatground with a quarterpipe on either end for speed/flow. It should have night lights that fade out at 9pm/when it closes. Skateboarders will keep it clean, we want to skate and will make sure people don't trash it..... skateparks can be inexpensive if built right, utilizing existing structures/pillars/etc..... it would make this Park Crossing safe at night too with skaters and lights	0	0	39.738484	-121.821127	POSITIVE
8/31/2022 15:24	General Comment	Humboldt rd got closed to cars, it has a dirt road running next to it (like an extended shoulder) and its great for downhill mtnbiking.... just needs a few jumps, but I hear there are historic wagon trail remnants that should be protected as well.... but that is a good option, I bike down it sometimes and all it needs is a few jumps/rollies. Upper Park has tons of trails extending all the way to highway 32, soon hopefully a trail from Forest Ranch to Upper Park with optional jumps	0	0	39.765593	-121.805602	MIXED
8/31/2022 15:48	Walking/Pedestrian Comment	They should make a Speed-Hump (effectively slows people to &t;20 mph but not as annoying as a Stopsign (which creates more traffic).....Also extend the curb all the way to the car lane (allowing pedestrians to safely approach the road to cross, without having to cross the road Shoulder. A stopsign is unnecessary but a SpeedHump and raised curb with SPEEDHUMP SLOW DOWN sign should do the trick. The hump should be bumpy enough that going at 35 could mess up your axle or suspension	3	0	39.765284	-121.806289	MIXED
8/31/2022 16:31	Bicycling Comment	FULLY AGREE WITH THIS. Two months ago, local neighbors, Hooker Oak families, and other community members who use this light to commute to school, work, the Library, or home wrote a letter to the City Council and the Traffic & Engineering Department addressing these concerns. A few of the people who signed the letter in support have been hit by a vehicle running a red light (in the vehicles, and one was a mother of a on hit on his bicycle while commuting to school).	0	0	39.742943	-121.83427	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/31/2022 16:36	Bicycling Comment	FULLY AGREE WITH THIS COMMENT. In May 2022, a group of neighbors, Hooker Oak Elementary families, and community members sent a letter to the City Council and Traffic & Engineering Department asking for new safety measures to be taken at this intersection (Sherman + 1st Ave). What you described is exactly the experience many of us have had-- with three of us having been hit (in their vehicle) by someone running a red light, and a mother whose son was hit there while commuting on bike to school.	0	0	39.742943	-121.83427	NEUTRAL
8/31/2022 16:36	Bicycling Comment	FULLY AGREE WITH THIS COMMENT. In May 2022, a group of neighbors, Hooker Oak Elementary families, and community members sent a letter to the City Council and Traffic & Engineering Department asking for new safety measures to be taken at this intersection (Sherman + 1st Ave). What you described is exactly the experience many of us have had-- with three of us having been hit (in their vehicle) by someone running a red light, and a mother whose son was hit there while commuting on bike to school.	0	0	39.742943	-121.83427	NEUTRAL
8/31/2022 16:37	Bicycling Comment	FULLY AGREE WITH THIS COMMENT. In May 2022, a group of neighbors, Hooker Oak Elementary families, and community members sent a letter to the City Council and Traffic & Engineering Department asking for new safety measures to be taken at this intersection (Sherman + 1st Ave). What you described is exactly the experience many of us have had-- with three of us having been hit (in their vehicle) by someone running a red light, and a mother whose son was hit there while commuting on bike to school.	0	0	39.742943	-121.83427	NEUTRAL
8/31/2022 16:38	Bicycling Comment	FULLY AGREE WITH THIS COMMENT. In May 2022, a group of neighbors, Hooker Oak Elementary families, and community members sent a letter to the City Council and Traffic & Engineering Department asking for new safety measures to be taken at this intersection (Sherman + 1st Ave). What you described is exactly the experience many of us have had-- with three of us having been hit (in their vehicle) by someone running a red light, and a mother whose son was hit there while commuting on bike to school.	0	0	39.742943	-121.83427	NEUTRAL
8/31/2022 16:39	Bicycling Comment	FULLY AGREE WITH THIS COMMENT. In May 2022, a group of neighbors, Hooker Oak Elementary families, and community members sent a letter to the City Council and Traffic & Engineering Department asking for new safety measures to be taken at this intersection (Sherman + 1st Ave). What you described is exactly the experience many of us have had-- with three of us having been hit (in their vehicle) by someone running a red light, and a mother whose son was hit there while commuting on bike to school.	0	0	39.742943	-121.83427	NEUTRAL
8/31/2022 16:40	Bicycling Comment	FULLY AGREE WITH THE OTHER POST. In May 2022, a group of neighbors, Hooker Oak Elementary families, and community members sent a letter to the City Council and Traffic & Engineering Department asking for new safety measures to be taken at this intersection (Sherman + 1st Ave). What you described is exactly the experience many of us have had-- with three of us having been hit (in their vehicle) by someone running a red light, and a mother whose son was hit there while commuting on bike to school.	0	0	39.742936	-121.834248	NEUTRAL
8/31/2022 16:42	Walking/Pedestrian Comment	Please continue the sidewalk from the corner of the Hooker Oak Elementary School to the corner of the intersection/light to improve pedestrian safety.	0	0	39.743198	-121.834645	NEUTRAL
8/31/2022 16:46	Bicycling Comment	A protected bike lane would increase safety for bike commutes, as this is a Class II Bike Route (per the City of Chico Bike Map). This is also a route used to access Hooker Oak Elementary School, the Butte County Library Chico Branch, and Neal Dow School.	0	0	39.743326	-121.834563	NEUTRAL
8/31/2022 16:58	Walking/Pedestrian Comment	As a resident who frequently uses this crosswalk I have had multiple times where I have pressed the signal lights with my family and waited before crossing only to have several cars speed by, it's like they don't even see or pay attention to the signal here. This is very dangerous and more signage, speed bumps, or enforcement here would be helpful. Please help make this safe and more accessible to the community.	2	0	39.765284	-121.806289	MIXED
8/31/2022 17:01	Walking/Pedestrian Comment	Traffic is often way above the speed limit here and a speed hump and additional crossing with lighting and signage would be great.	1	0	39.767806	-121.80686	POSITIVE
8/31/2022 17:06	Walking/Pedestrian Comment	Downing Street to Rey Way there are no sidewalks	0	0	39.742539	-121.824316	NEUTRAL
8/31/2022 17:07	Walking/Pedestrian Comment	No sidewalk on either side of Bryant between Vallambrosa Filbert.	0	0	39.743599	-121.82099	NEUTRAL
8/31/2022 17:09	Walking/Pedestrian Comment	Crister between Hooker Oak and Vallambrosa intermittent, disconnected sidewalk and this is right near a school. Very important!	0	0	39.747056	-121.814344	NEUTRAL
8/31/2022 17:09	Walking/Pedestrian Comment	Very fast drivers that ignore the pedestrian crosswalk, even with flashing lights. Fender benders frequently witnessed.	2	0	39.765266	-121.806149	POSITIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
8/31/2022 17:09	Walking/Pedestrian Comment	Madrone Ave between Mountain View and Vallambrosa intermittent, disconnected sidewalk and this is right next to a school. Very important!	0	0	39.749283	-121.808978	NEUTRAL
8/31/2022 17:10	Walking/Pedestrian Comment	Mountainview has inconsistent/disconnected sidewalk	0	0	39.748485	-121.811499	NEGATIVE
8/31/2022 17:11	Walking/Pedestrian Comment	two parcels missing sidewalk on south side of the road	0	0	39.749946	-121.817552	NEGATIVE
8/31/2022 17:11	General Comment	Hoping a stop light is planned for this location.	0	0	39.769506	-121.829364	NEUTRAL
8/31/2022 17:12	Walking/Pedestrian Comment	one parcel with no sidewalk on the north side of the road	0	0	39.751147	-121.816069	NEGATIVE
8/31/2022 17:13	Walking/Pedestrian Comment	sidewalk needs maintenance. Wife fell and hurt herself several years ago and the issue is still there!!	0	0	39.732495	-121.835348	NEGATIVE
8/31/2022 17:23	Walking/Pedestrian Comment	Traffic light or pedestrian bridge needed here so students are not at risk crossing to go to school. This is the busiest pedestrian crossway - both across Esplanade and and West Sacramento - and it is the only one without a stop light. That is non-sensical. The blinking yellow light is not highly visible. I see cars going through it and students stepping back and double, triple checking for cars. Please make this safer for students crossing to school.	1	0	39.736629	-121.84493	MIXED
8/31/2022 17:26	Walking/Pedestrian Comment	Traffic needs to slow down here! Speed bumps, traffic light, or a bridge over the road somehow would help. Even with the blinking light, sometimes cars dont stop. It's so stressful to get my kids across the road feeling like we're in the middle of a highway.	2	0	39.765283	-121.806363	NEGATIVE
8/31/2022 17:43	General Comment	The Intersection at East First Ave. and Sherman Ave. needs traffic lights with a yellow frame. Weekly, I see so many close calls, especially driver's heading East. They screech to a stop going past the pedestrian cross walk. Please keep driver's, bicyclists, and pedestrians safe! Thank you!	0	0	39.743058	-121.834338	POSITIVE
8/31/2022 17:57	Walking/Pedestrian Comment	E. 1st Avenue and Oleander is dangerous for pedestrians and cyclists . Also difficult to cross in a car. 3 days ago on a Sunday, a low traffic day there was a terrible accident. the two drivers walked away but one car was totalled. Police don't collect data unless someone goes to the hospital. So accidents are grossly underreported. atleast 2 deaths have occurred over the years.	5	0	39.738515	-121.843888	NEGATIVE
8/31/2022 18:03	Walking/Pedestrian Comment	I am a parent of two young children. I have had multiple incidents where my children have almost been hit. The cars go ver fast and DO NOT STOP when pedestrians are waiting or light is flashing. It is not if but when there is a pedestrian injury at this intersection. This intersection is an area by a park and by schools. Multiple families with children Live in this area and due to the park multiple children and families have to cross this street. PLEASE PUT IN A STOP SIGN and make the cars stop.	2	0	39.765275	-121.806256	NEGATIVE
8/31/2022 18:14	Bicycling Comment	Generally biking in Chico~ When you get to an intersection with a light, as a cyclist you have no idea how to trigger the light. Is there a sensor in the road? Have to push the pedestrian crossing button? Wait for a car to come so the light will be triggered? It's frustrating.	0	0	39.736922	-121.867899	NEGATIVE
8/31/2022 20:03	Bicycling Comment	Good spot for a dirt bikepath, just east of the drainage ditch, connect it to the dirt-bike jump track to the north, and the parkinglot to the south	0	0	39.764054	-121.806085	POSITIVE
8/31/2022 20:15	Walking/Pedestrian Comment	I think a pedestrian bridge would be really cool, would add some charm to Chico..... no bikes, just walking or carry your skateboard..... bikes can just use 1st Ave or Lincoln crossing 1 block away.....Sometimes being 15 feet off the ground gives you a different perspective of your town and can inspire you or even just stretch your legs and give you a nice view	0	0	39.736629	-121.84493	POSITIVE
8/31/2022 20:16	General Comment	ya that is definitely a stoplight intersection	0	0	39.769506	-121.829364	NEGATIVE
8/31/2022 21:33	Bicycling Comment	The Park Ave bike lanes end very abruptly by 11th St. -- they need to connect to downtown to be most useful, in either direction!	3	0	39.724329	-121.832253	NEGATIVE
8/31/2022 21:35	General Comment	The center line desperately needs repainting on Broadway between 8th and 9th! It's essentially gone.	1	0	39.725113	-121.836051	NEGATIVE
8/31/2022 21:37	Bicycling Comment	Please repaint the bike lane stripe on Vallombrosa between the creek bridge (at about Morning Thunder) and Mangrove!	2	0	39.733623	-121.83678	NEUTRAL
8/31/2022 21:38	Walking/Pedestrian Comment	Floral Ave. desperately needs sidewalks between Manzanita and East Ave! It's the only through route, so despite the heavy car traffic people walk (and bike) on Floral.	1	0	39.757885	-121.829066	NEUTRAL
9/1/2022 6:25	Walking/Pedestrian Comment	I live at Arbutus and e1st and see people jay walk here all day long. I believe a high visibility crosswalk would be beneficial but please do not install a traffic light or a stop sign. It's hard enough to get in and out of our homes on this street, please don't make it harder!	1	0	39.742153	-121.835638	NEGATIVE
9/1/2022 8:11	Walking/Pedestrian Comment	Crosswalk/safe pedestrian signage/solar mph signs needed for pedestrians, bicyclists and bus patrons to cross and use Manzanita Ave. at Ceanothus Ave. due to heavy, speeding traffic. B-Line bus stops on both sides of Manzanita, and route is used by students to PV High, Marigold and Loma Vista.	0	0	39.752205	-121.817436	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/1/2022 8:19	General Comment	Finish extension of sidewalk on westside of Ceanothus Ave. between East Ave. and Manzanita Ave. Also, have solar mph sign for school zone. Make entrance from Kimberlee Ln. safer with better visibility (restrict parked cars) and put up sign warning of intersection.	0	0	39.756758	-121.81941	NEUTRAL
9/1/2022 9:00	Bicycling Comment	Dixon should be a marked bike route to help cyclists stay away from busy traffic on Holly	1	0	39.746959	-121.86783	NEUTRAL
9/1/2022 9:03	Bicycling Comment	This roundabout works well for cyclists. The narrow lanes makes drivers slow down. Approaches from the neighborhoods has ok visibility. It should be a model for other residential intersections.	1	0	39.738669	-121.866328	MIXED
9/1/2022 9:05	Bicycling Comment	Compared to the other roundabouts on 8th, this one is terrible for cyclists. Drivers travelling eastbound have a straight shot which promotes faster vehicle travel.	0	0	39.740026	-121.863205	NEGATIVE
9/1/2022 9:07	Bicycling Comment	Intersection should be a roundabout like others on 8th. Busy area, fast vehicle speeds, very dangerous for cyclists and drivers alike.	2	0	39.741235	-121.86048	NEGATIVE
9/1/2022 9:07	Bicycling Comment	Agreed. These bike lanes are useless/dangerous due to the number of trash cans left in the bike lane year round.	0	0	39.735549	-121.853818	NEGATIVE
9/1/2022 9:09	Walking/Pedestrian Comment	Roadway should be narrowed here to reduce zone of pedestrian/cyclist interaction. Narrowed roadway lanes will also encourage drivers to slow down without the need for a speed bump.	0	0	39.731874	-121.856629	NEUTRAL
9/1/2022 9:11	Bicycling Comment	I would love to see the City work with the County to link up a bike path from Nord all the way down W Sacramento Ave and Preferably to River Road, like the one out to Durham. So many group rides happen on this river loop and there are also many college kids driving or biking out to the river to float. It's really unsafe how fast people drive while attempting to share the road. I ride out to the river with my toddler weekly and I know more people would walk or bike to the river if it existed	1	0	39.731102	-121.878548	NEGATIVE
9/1/2022 9:15	Bicycling Comment	If traveling north or south on IVY, the lights at 8th and 9th are timed so quickly it encourages drivers to speed in order to make both green lights without stopping. Timing should be changed for actual times to drive/cycle this block between both lanes of 32.	1	0	39.722413	-121.841227	NEUTRAL
9/1/2022 9:17	General Comment	Highway 32 should not go through neighborhoods, downtown, and Nord. 32 should follow highway 99 to East Ave to the intersection of Nord.	1	0	39.728374	-121.832145	NEUTRAL
9/1/2022 9:22	Bicycling Comment	Very dangerous intersection for cyclists. Limited visibility and many drivers simply do not stop for this stop sign.	0	0	39.746407	-121.864123	NEGATIVE
9/1/2022 9:25	Bicycling Comment	Very dangerous intersection for cyclists and pedestrians. Poor visibility and many drivers do not stop for this stop sign. Holly needs sidewalks and bike lanes to safely accommodate the large number of non-motorized users. Bump outs, bike lanes and crosswalks are needed to shorten the road crossings.	0	0	39.744287	-121.862487	NEGATIVE
9/1/2022 9:27	Bicycling Comment	5th Ave is a lot of the times the way bikers in town get to Upper Park. The bike lane is not wide at all and cars struggle to get around you while also going really fast. This is really in need of a little wider and more obvious bike path. I've seen lots of bikers use this route and I wish it could be a lot more enjoyable to get to Upper Park to utilize Chico's gem.	1	0	39.745719	-121.840074	MIXED
9/1/2022 9:38	Walking/Pedestrian Comment	These wide sidewalks make walking enjoyable. The standard sidewalk in Chico makes it really hard to walk side by side with another person, especially if you have a dog or stroller. Most people don't trim their bushes back far enough making the issue worse. Most of the time, my family walks single-file. SO - please mandate wider sidewalks on all new neighborhoods. A 5 foot sidewalk as the standard would make Chico much more enjoyable even if only on one side of the street.	1	0	39.747832	-121.801375	MIXED
9/1/2022 12:12	Bicycling Comment	I disagree. There is plenty of safe access through the neighborhood streets. We should minimize paving in areas that border wildlands.	0	0	39.771768	-121.810162	MIXED
9/1/2022 12:14	General Comment	There is already a bike path in place just south of the trail that you are referring to. Some trails like this one should be left alone.	0	0	39.776867	-121.817479	NEGATIVE
9/1/2022 12:16	General Comment	install "on-demand" solar-powered crossing lights embedded in the road that flash like a sidewalk.	0	0	39.75812	-121.795731	NEUTRAL
9/1/2022 12:18	Bicycling Comment	Leave it as is. There are other options instead of paving.	0	0	39.778585	-121.86292	NEGATIVE
9/1/2022 12:20	Bicycling Comment	I also have to ride on dirt paths because of how rough the road is in the park. Repave the entire east and west side .	0	0	39.747553	-121.808734	NEGATIVE
9/1/2022 12:23	General Comment	Close the road to cars to preserve the park.	1	0	39.771373	-121.777885	NEUTRAL
9/1/2022 14:52	Bicycling Comment	Adding a bicycle perspective to complement the pedestrian comment to repave almost the entire length of Humboldt Rd from 99 to downtown. Extremely bumpy and uncomfortable to ride and is heavily used by bikes and pedestrians.	1	0	39.733529	-121.819308	NEGATIVE
9/1/2022 14:55	Walking/Pedestrian Comment	Sidewalk turns to dirt just after bus stop on MLK to 20th St. Please finish this section of sidewalk. A LOT of pedestrians and people in wheelchairs use this stretch to get to and from the bus stop.	2	0	39.724161	-121.812219	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/1/2022 14:59	Bicycling Comment	Make it clear here with green paint or a dividing line on the sidewalk that bicycles may ride on the sidewalk from the intersection of Memorial & Esplanade to the green bike lane at the intersection of Esplanade, Broadway, and West 1st St.	0	0	39.733075	-121.842607	NEUTRAL
9/1/2022 15:02	General Comment	Driving lanes/lines need to be repainted along Broadway to Park Ave. People often drift into other lanes because the white lines are very faded and the asphalt repair patches almost look like lines.	0	0	39.727014	-121.838298	NEUTRAL
9/1/2022 15:04	Bicycling Comment	Most of Poplar needs repaving for bicycles. Very bumpy and segmented. More people use Poplar as the bike route rather than Alder.	0	0	39.731707	-121.830595	NEGATIVE
9/1/2022 15:06	General Comment	I think this intersection would benefit with a roundabout! It's very confusing for drivers, bicyclists, and pedestrians. It's shocking how often more than one vehicle/person tries to cross at the same time. It's just awkward.	1	0	39.734585	-121.85308	NEGATIVE
9/1/2022 15:08	Bicycling Comment	The vehicle/bicycle sensor here has been drastically changed. It takes FOREVER to change the light even when there is no cross traffic for several seconds. Used to be more responsive but something has changed in the last couple months.	2	0	39.733309	-121.837506	NEGATIVE
9/1/2022 15:10	General Comment	Strongly agree on a protected bike/ped crossing here with a button and flashing lights like the ones installed to cross Esplanade at W Sac and 8th.	1	0	39.738509	-121.844061	POSITIVE
9/1/2022 18:02	General Comment	I disagree..... 8th and 9th street one-ways work amazingly well getting you across Chico..... they decongest Chico traffic by shuttling cars in/out of South Chico to the 99 or up the 32.....Nord/Walnut is another story altogether..... since its 2-way traffic, all of the left turns and pedestrian crossings make it a nightmare----- The West Sac/Nord intersection should be made a roundabout 100%	0	0	39.728374	-121.832145	NEGATIVE
9/1/2022 18:12	Walking/Pedestrian Comment	The middle lane of this street at this crossing has yellow lines (prohibiting cars).....Why not put a curb island there on either side of the crosswalk so the crossing looks more official and gets people to pay attention.....the stoplight was a quick solution to the crossing issues here, but its not ideal, curb islands would do a lot, and make it so you could cross 1 street, wait, then cross the other but now the stoplight makes the traffic on this road even worse.....	1	0	39.727934	-121.853929	MIXED
9/1/2022 20:26	Walking/Pedestrian Comment	Cars drive well above posted speed limit. The flashing pedestrian crossing is frequently ignored. With so many children in our neighborhood using this as the primary access point to Wildwood Park it has me extremely concerned for their safety. A stop sign is definitely indicated.	2	0	39.765359	-121.806392	MIXED
9/1/2022 22:13	General Comment	There needs to be a gate on this parking lot and close it at night with the park. It's become the new hangout spot with people doing burnouts, drinking, smoking weed, and partying after Humboldt rd was closed off. This is not acceptable near a quiet Neighborhood. Please mitigate this!	1	0	39.765332	-121.806151	NEGATIVE
9/2/2022 0:43	Walking/Pedestrian Comment	Make a walking path on the land-bridge between the ponds.....very scenic +wildlife especially in spring and winter when there is more water..... the homeless camp on the north side is simply frightening.... I went to see for myself and I honestly felt like I was in zombie-land.... no offense but some are either insane, beyond gone from drugs or need psychiatric help.... such a shame they can't be relocated/helped and the pond become a self-guided nature tour with info signs...	4	0	39.734284	-121.81256	MIXED
9/2/2022 1:05	Bicycling Comment	Extend the sidewalk to the Carlane (no shoulder for cars under the bridge) so bikers and walkers have more space for that section..... cars can deal with that no problem, it just makes them drive a little more cautiously and pedestrians get over 2x the space	0	0	39.764334	-121.860609	POSITIVE
9/2/2022 8:25	Bicycling Comment	This intersection needs safety improvement for bike riders. This has become a convenient cut through to Miriam Park and its amenities. Automatic red/green light should be added for bikers on El Monte on either side of Hw 32. Flashing lights or other visible markers could be used to indicate that this is a bike crossing. Many children use this to ride to the junior high already. Hwy 32 is 55 miles per hour coming from the East. As is this is an intimidating/dangerous intersection.	0	0	39.740269	-121.799819	POSITIVE
9/2/2022 8:27	Bicycling Comment	Downtown Chico desperately needs safe and abundant bike parking. There are so few places to safely lock a bike that it prohibits us from wanting to ride our bikes downtown to shop, eat, or go to the farmer's market. Please add secure and abundant bike parking throughout or even a few designated areas that are easy to access.	4	0	39.730079	-121.840181	NEUTRAL
9/2/2022 12:54	Bicycling Comment	Why not a bike overpass or pedestrian overpass? Think outside the box for better solutions....	0	0	39.740269	-121.799819	NEGATIVE
9/2/2022 18:52	Bicycling Comment	Short connection from White Ave. To bike trail to the east would increase connectivity to this neighborhood. Obtain an easement over the Cal-Water parcel. Easy fix with big benefits.	1	0	39.764849	-121.84871	POSITIVE
9/4/2022 11:24	Bicycling Comment	More dig days in the park for bike trails.	1	0	39.778348	-121.743193	POSITIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/4/2022 20:50	Bicycling Comment	close call because paving is good for many users, in this case I prefer gravel as it is; access around Wildwood Park does need to be improved, where there is no true path from the bike park for example	0	0	39.771768	-121.810162	MIXED
9/4/2022 20:57	Walking/Pedestrian Comment	A roundabout/turning circle is preferable to stop signs or traffic signals. Traffic slows, pedestrians can cross safely, cycling is easy, and energy is saved.	0	1	39.765359	-121.806392	NEUTRAL
9/4/2022 21:00	General Comment	Roundabouts/turning circles should be used for any future intersections rather than stop signs or signals.	1	0	39.766516	-121.788801	NEUTRAL
9/4/2022 21:12	General Comment	The speed of E Bikes is a concern, for traditional cyclists too.	1	0	39.758179	-121.795828	NEGATIVE
9/4/2022 21:22	Walking/Pedestrian Comment	Northbound vehicle speed is a major concern here; limit should be reduced at most to 25 mph before the intersection.	0	0	39.752521	-121.825526	POSITIVE
9/4/2022 21:27	Bicycling Comment	Lindo Channel is a great opportunity to improve access across most of Chico! Improved gravel paths ONLY!	0	0	39.755295	-121.813595	POSITIVE
9/5/2022 9:19	Bicycling Comment	Lindo Channel can be another great Chico feature as access is provided for cycling and pedestrian use	1	0	39.801689	-121.7408	NEGATIVE
9/6/2022 9:03	Walking/Pedestrian Comment	End of North-Rim needs to be connected into something else. Right now it just ends, when it should connect into B Trail or Park Road.	0	0	39.7462	-121.836898	NEUTRAL
9/6/2022 9:07	Bicycling Comment	Complete the sidewalk on the west side of Sherman Ave. between East 5th Ave. corner and East 3rd Ave. corner by preschool. Needed for pedestrians and students going to the library, pre-school and Hooker Oak Elementary school. It is already designated as bike route, and needs to be safe for pedestrians.	2	0	39.743703	-121.816578	MIXED
9/6/2022 9:09	Walking/Pedestrian Comment	This entire road could really use some work. Perhaps close it off to vehicles?	4	0	39.719204	-121.818284	NEGATIVE
9/6/2022 9:42	Walking/Pedestrian Comment	We need more crosswalks and sidewalks along Fair St.. It is totally unsafe to walk or ride down this street. There also doesn't need to be 4 lanes for cars.	2	0	39.721921	-121.820848	MIXED
9/6/2022 10:09	Bicycling Comment	There are few safe places for people to cross 20th street. A lot of Chapman Elementary students live in the apt. complexes and walk to school, but have few locations to cross the road. Crosswalks should have beacons and/or a refuge island.	1	0	39.764241	-121.85989	NEUTRAL
9/6/2022 11:49	General Comment	i ride this path and, while perhaps unsightly, the people there never make me feel unsafe.	0	0	39.75516	-121.814518	NEUTRAL
9/6/2022 14:00	Walking/Pedestrian Comment	Install lighting on pedestrian bridge	1	0	39.758024	-121.795833	NEGATIVE
9/6/2022 14:04	General Comment	To the idiot that said "this is why there is an underpass for bicyclists and pedestrians".....IT FLOODS IN WINTER AND SOMETIMES HAS VIOLENT HARD DRUG USERS BLOCKING THE PATH.....There is a reason so many comments are on this intersection.... it needs work	1	0	39.731571	-121.841824	NEGATIVE
9/6/2022 14:13	Bicycling Comment	You are delusional.....its one thing to convert 1 carlane into a bikepath (great solution for Main St.) but cars need to go through downtown.....please stop this stupidity its embarrassing to witness	0	0	39.736099	-121.826507	POSITIVE
9/6/2022 14:15	Bicycling Comment	A section was just paved from on mile to near this icon..... its pretty awesome..... the rest of the park needs work but this is great news	0	0	39.731878	-121.833873	POSITIVE
9/6/2022 15:04	Walking/Pedestrian Comment	Use Poplar or Olive street for biking..... its 10x better no cars, no stoplights..... Flume street is incredibly smooth..... best longboarding street in all of Chico	2	0	39.731193	-121.848727	MIXED
9/6/2022 15:07	Walking/Pedestrian Comment	The high school closed the gate through to Citrus Ave 2 years ago and said it would be re-opened once the covid emergency passed. However, they have still kept the gate locked without giving any timetable on re-opening. You should contact the high school as others have done so they can hopefully reopen this gate.	0	0	39.73516	-121.843956	POSITIVE
9/6/2022 15:09	Walking/Pedestrian Comment	A center island with adequate space for pedestrians to get half way across the esplanade during each green light would be a simple improvement. Getting rid of left turns would also be a simple way to bring some safety without over engineering the intersection.	1	0	39.73493	-121.841469	NEUTRAL
9/6/2022 15:14	General Comment	There are no crosswalks on this street between Memorial way and E. 1st Ave. This is a high volume area for middle and high school pedestrian traffic after school and would create a safe place to cross without having to go out of the way, or to jay walk.	1	0	39.731725	-121.847463	NEUTRAL
9/6/2022 15:53	General Comment	This intersection is constantly used by university students to flip a u turn so they can head west back on Legion. People also drive down legion and flip a U turn and drive west on legion despite it being one way for east bound traffic. Both actions result in hazards to pedestrians. A roundabout to prevent west bound traffic and to provide adequate turning space for uturners would create a safer space for pedestrians.	1	0	39.733169	-121.840181	NEGATIVE
		It is very hard and dangerous to make a left hand turn from Oleander on to Memorial Way. There are way too many cars parked on North side of Memorial Way that blocks the view. I have lived in neighborhood over 22 years and this intersection really is scary when school and CSUS is in session. I would either not allowing parking their or put in a rond about.					

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/6/2022 18:03	Bicycling Comment	The way this path intersects the roadway requires cyclists to make a very wide turn into the bike path. the angle is very oblique and shows no understanding of connectors. The path is only available from the westbound traffic.	0	0	39.756181	-121.789134	NEGATIVE
9/6/2022 18:04	Bicycling Comment	The curb cut/gutter lip is too high here.	0	0	39.757063	-121.789166	NEGATIVE
9/6/2022 18:06	Bicycling Comment	Who designed this intersection? They have no concept of bike riding or usage. The buttons to push to change the light for a light requires one to get off their bike or position it at a weird angle. The 8th and 9th bike path is not user friendly and should be redesigned with bike riders in mind.	2	0	39.737534	-121.818241	NEGATIVE
9/6/2022 18:08	Walking/Pedestrian Comment	This is really dangerous for pedestrians because the westbound traffic accelerates without a stop to get on the freeway. I've stood there for a long time before being able to cross and then one has to be really careful.	1	0	39.737129	-121.819426	NEGATIVE
9/6/2022 18:09	General Comment	This whole intersection complex is not pedestrian or bike friendly and is really dangerous.	0	0	39.73649	-121.819164	NEGATIVE
9/6/2022 18:10	General Comment	There needs to be a connector from Bidwell Park to 8th St to allow easy access to this area.	0	0	39.73663	-121.820934	NEUTRAL
9/6/2022 18:13	General Comment	Better signage and possible blinking lights indicating pedestrians crossing or bikes crossing Vallombrosa. No one stops or slows down for pets at any of the intersections that don't have stop signs on Vallombrosa.	1	0	39.742752	-121.819845	POSITIVE
9/6/2022 18:14	Walking/Pedestrian Comment	No sidewalks along Sheridan so pedestrians have to walk in the roadway, especially in the winter when puddles are alongside the road.	0	0	39.741976	-121.828761	NEUTRAL
9/6/2022 18:16	Bicycling Comment	Mangrove Ave is the least bike friendly street in Chico.	0	0	39.739683	-121.836941	NEGATIVE
9/6/2022 18:19	General Comment	Parking lot design does not keep shoppers safe. After parking your car you have to walk behind cars to get to or from the store. People backing out can't easily see people carrying bags or pushing carts. CostCo has one pedestrian path that allows safe access, but that is it. All the parking lots in Chico need to be redesigned to facilitate pedestrians to allow safe access to and from the stores.	0	0	39.736284	-121.834195	MIXED
9/6/2022 18:20	General Comment	Why isn't this a roundabout, it is practically one and no one stops at the stop signs anyway.	0	0	39.757497	-121.815484	NEGATIVE
9/6/2022 18:20	General Comment	Generally I favor bike lanes, however Main and Broadway need to be three lanes due to all of the trucks that double park while they make deliveries. Often both the right and left lanes are blocked on the same block. If there were only two lanes, traffic would not be able to pass non that case.	1	0	39.728134	-121.838765	NEGATIVE
9/6/2022 18:33	Walking/Pedestrian Comment	Where would you like to reroute the traffic? Salem and Wall? The downtown streets are perfectly walkable now.	1	0	39.729407	-121.83957	POSITIVE
9/6/2022 18:44	Walking/Pedestrian Comment	I used to ride across Chico High on my way to places in the Avenues. Now I am forced to ride through the parking lot along Esplanade, which is extremely dangerous due to cars backing out of the parking spots. They should reopen the short cut.	1	0	39.731193	-121.848727	NEGATIVE
9/6/2022 18:57	Walking/Pedestrian Comment	That flashing yellow light causes congestion that can mess up traffic flow for many blocks. I don't think it should be there, but since apparently high school students are too lazy to walk an extra block, it should be changed to a regular signal that is timed with the rest of the lights on Esplanade.	0	0	39.736629	-121.84493	NEGATIVE
9/6/2022 20:04	Bicycling Comment	Agree, and also find the gates they've put in very frustrating to navigate through (and potentially dangerous for newer riders)	0	0	39.755907	-121.851693	NEGATIVE
9/6/2022 20:06	Bicycling Comment	Any form of bike lane on east avenue would be appreciated, it is the only unprotected part of my 3 mile ride to work	1	0	39.760647	-121.847252	MIXED
9/6/2022 20:10	Bicycling Comment	Second this. Would love a more direct connection between Bidwell Mansion/Campus and the Lower park bike paths	0	0	39.73338	-121.840535	NEGATIVE
9/6/2022 20:14	Bicycling Comment	Warner street market should install a bike rack, I always end up going to Tony's instead because they have one. Could the city do something to encourage businesses outside of downtown to provide places to lock up bikes?	1	0	39.735389	-121.8538	NEUTRAL
9/6/2022 21:02	Bicycling Comment	This is a very dangerous intersection for bikes and walkers to CJHS. A roundabout or something that works on the wait time with two short lights would be a possible solution.	0	0	39.733309	-121.837506	NEGATIVE
9/6/2022 21:04	Bicycling Comment	I have had student groups almost hit by cars when using this cross walk (several times). A lot of cars turning right to go downtown dont look to the crosswalk. Flashing lights or healthy bike lane would help here and keep cars from the crosswalk better.	1	0	39.733175	-121.837317	POSITIVE
9/7/2022 5:00	General Comment	This intersection is heavily used by pedestrians and bicyclists. Many children use it on the way to and from Marsh Jr. High, not to mention the 7-11. It should be a very high priority. 1) We need a detection loop that detects bicycles southbound on Forest. Currently, a bicyclist must hope a car comes up to trigger the light or dismount and walk over the the pedestrian button. There is a detection loop that works for northbound bicyclists :) (I have lots to say; there's not enough room here!)	0	0	39.739415	-121.804836	MIXED

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/7/2022 5:06	General Comment	2nd comment in the chain: 2) Because the main flow of motor vehicle traffic is east-bound Hwy 32 to south-bound Forest and vice versa, it is extremely dangerous for a pedestrian or bicyclist to cross Forest Ave on the south side of Hwy 32. When the light is green for Hwy 32 traffic (the only chance for pedestrians and bicyclists to make this crossing), motorists turning right from E-bound Hwy 32 to S-bound Forest Ave speed around that corner, helped by the extremely large turning radius.	0	0	39.739415	-121.804836	NEGATIVE
9/7/2022 5:13	General Comment	3rd comment in my chain: I have almost been killed multiple times at this corner. It is engineered to kill. Some suggestions: (1) Change the traffic light so that, if any pedestrian presses any "begging button" to cross, the light turns red for ALL motor vehicle traffic from all directions for as long as it takes a slow pedestrian to cross Hwy 32, (2) Allow no right turns on red, (3) Reduce the turning radius for right turns, (4) Give pedestrians a long head start before a light turns green.	0	0	39.739415	-121.804836	NEGATIVE
9/7/2022 5:17	Bicycling Comment	During rush hour, it is impossible for a bicyclist on 7th St. to cross Pine Street because of the backup of car traffic waiting for the light to turn at 8th St. and Pine. Some suggestions: (1) Put a yellow flashing begging light there with a button reachable by a bicyclist without dismounting and awkwardly maneuvering to the sidewalk, (2) Paint "Keep clear" on the road, (3) put up "bicycle crossing" signs	1	0	39.729831	-121.831716	MIXED
9/7/2022 5:22	Walking/Pedestrian Comment	Because almost all Forest Ave traffic turns at this intersection, it is extremely dangerous for pedestrians and bicyclists. Some suggestions: (1) Change the traffic light so that, if any pedestrian presses the "begging" button at any of the four corners, the light turns red for ALL motorist traffic in all directions, (2) Allow no right turns on red lights, (3) Give pedestrians a head start	0	2	39.739324	-121.804755	NEGATIVE
9/7/2022 5:24	Bicycling Comment	Allow two-way traffic for bicyclists on this road.	2	0	39.745361	-121.815065	NEUTRAL
9/7/2022 5:24	Bicycling Comment	Allow 2-way traffic for bicyclists on this road and repave it.	1	0	39.745402	-121.810634	POSITIVE
9/7/2022 5:27	Bicycling Comment	Until this road can be repaved, stop allowing motor vehicles on it. Bicyclists need to focus all of their energy on dodging potholes. Cars just tear the road up even more. If you do repave this road, do it right so that it doesn't disintegrate so fast next time.	1	0	39.747553	-121.808734	NEGATIVE
9/7/2022 5:30	Bicycling Comment	This corner needs a treatment similar to the one at Laburnum. A pedestrian refuge island is desperately needed. Also, a yellow flashing light, triggered by a bicyclists or pedestrian would help. First Ave traffic should be made to slow down!	1	0	39.738496	-121.84399	NEGATIVE
9/7/2022 5:32	General Comment	It has become very difficult for bicyclists and pedestrians to cross 5th Ave here. Suggestions: (1) A pedestrian/bicyclist refuge island, (2) A yellow flashing pedestrian light with buttons a bicyclist can reach without dismounting, (3) Painted crosswalks across 5th Ave	3	0	39.742737	-121.847059	NEGATIVE
9/7/2022 5:33	General Comment	It has become very difficult for bicyclists and pedestrians to cross 5th Ave here. Suggestions: (1) A pedestrian/bicyclist refuge island, (2) A yellow flashing pedestrian light with buttons a bicyclist can reach without dismounting, (3) Painted crosswalks across 5th Ave	1	0	39.747536	-121.836088	NEGATIVE
9/7/2022 5:35	General Comment	It has become very difficult for bicyclists and pedestrians to cross 5th Ave here. Suggestions: (1) A pedestrian/bicyclist refuge island, (2) A yellow flashing pedestrian light with buttons a bicyclist can reach without dismounting, (3) Painted crosswalks across 5th Ave	1	0	39.746918	-121.837236	NEGATIVE
9/7/2022 5:35	General Comment	It has become very difficult for bicyclists and pedestrians to cross 5th Ave here. Suggestions: (1) A pedestrian/bicyclist refuge island, (2) A yellow flashing pedestrian light with buttons a bicyclist can reach without dismounting, (3) Painted crosswalks across 5th Ave	2	0	39.746427	-121.838272	NEGATIVE
9/7/2022 5:37	General Comment	I strongly agree. This is almost the only safe place for pedestrians and bicyclists to cross 1st Ave. Motorists need to be made more aware when the light turns red.	1	0	39.743058	-121.834338	MIXED
9/7/2022 5:40	Bicycling Comment	The stretch of Walnut St. that is also Hwy 32 is horrifically dangerous for bicyclists and pedestrians. It is virtually impossible to bicycle on or cross. It desperately needs a road diet.	3	0	39.719896	-121.844999	NEGATIVE
9/7/2022 5:43	Bicycling Comment	This bicycle route would be much more useable if the stop signs were changed so that 7th St. always has the right of way. As it is, a bicyclist has to stop too often. If this causes motorists to use it more, a few strategically placed bicycle-friendly speed bumps would solve the problem.	0	0	39.724128	-121.840429	MIXED
9/7/2022 5:56	Bicycling Comment	Change this stop sign so that Orient traffic has to stop, not 7th St. traffic. Bicycling along 7th St. would be much more viable if you didn't have to stop so often.	0	0	39.728606	-121.833562	NEUTRAL
9/7/2022 5:57	Bicycling Comment	Change the stop sign so that Flume St. traffic has to stop, not 7th St. traffic. This would make the 7th St. bicycle route much more usable.	1	0	39.728001	-121.834463	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/7/2022 6:02	Bicycling Comment	Broadway through Downtown needs bicycle infrastructure. We are not allowed to ride on the sidewalk and it is unsafe to ride in the street. Yet the best way to get to Downtown is by bicycle. People would shop and eat there much more if it were made bicycle-friendly. Broadway doesn't need to be three lanes wide. It is a great place to build parking-protected bicycle lanes.	1	0	39.72815	-121.839656	MIXED
9/7/2022 6:03	Bicycling Comment	Main St. through Downtown needs bicycle infrastructure. We are not allowed to ride on the sidewalk and it is unsafe to ride in the street. Yet the best way to get to Downtown is by bicycle. People would shop and eat there much more if it were made bicycle-friendly. Main St. doesn't need to be three lanes wide. It is a great place to build parking-protected bicycle lanes.	1	1	39.728349	-121.838186	MIXED
9/7/2022 6:05	Bicycling Comment	Broadway St. through Downtown needs bicycle infrastructure. We are not allowed to ride on the sidewalk and it is unsafe to ride in the street. Yet the best way to get to Downtown is by bicycle. People would shop and eat there much more if it were made bicycle-friendly. Broadway St. doesn't need to be three lanes wide. It is a great place to build parking-protected bicycle lanes.	2	0	39.727821	-121.839259	MIXED
9/7/2022 6:07	Bicycling Comment	This intersection is awkward and dangerous for southbound bicyclists riding on the bicycle path between Bidwell Presbyterian Church and Children's Park, wanting to continue southbound on Broadway. There is no safe way to cross 1st St. here.	2	0	39.73035	-121.842169	NEGATIVE
9/7/2022 6:40	Walking/Pedestrian Comment	This corner is extremely hazardous for pedestrians yet is very heavily used by them. It is unclear when it is safe to cross 1st St. between the SW corner and the NW corner because S-bound motorists on Esplanade who turn right onto 1st St. have such a huge turning radius that it feels to them like they are going straight, not turning right, so they don't expect pedestrians in the crosswalk. But that is when pedestrians are supposed to cross 1st St. - a huge tragedy just waiting to happen.	2	0	39.730221	-121.842048	NEGATIVE
9/7/2022 6:42	General Comment	I heartily agree with the previous comment. This corner is very heavily used by bicyclists and pedestrians yet is extremely dangerous for them. A Dutch style protected intersection would be wonderful!	2	0	39.73398	-121.835577	MIXED
9/7/2022 6:44	Bicycling Comment	This path has recently been repaved - yay! However, the edges of it are very dangerous because there is a huge drop-off. This is very dangerous for anything on wheels: bicyclists, strollers, wheelchairs. In the future, please build paths like this so that the pavement is flush with the ground, not several inches above the ground.	0	0	39.736099	-121.826507	MIXED
9/7/2022 6:50	Bicycling Comment	Bicyclists coming out of the park must surmount a very steep uphill and an awkward step up to get onto the pavement and cross Vallambrosa. Doing this from a full stop is very slow and difficult; drivers on Vallambrosa, waiting for us to cross often get impatient. Please fix this.	1	0	39.746469	-121.813595	NEGATIVE
9/7/2022 6:54	Bicycling Comment	The stop sign should make Vallambrosa traffic stop. Also, a yellow flashing light would help. This is a scary place to cross Vallambrosa on an otherwise safe route.	0	0	39.739048	-121.824678	NEGATIVE
9/7/2022 9:14	Bicycling Comment	East Ave is impossible to ride on a bicycle, but there is no good alternative if you want to travel east-west. This is a huge deterrent for anyone wanting to ride a bicycle instead of drive. Either build separated bicycle lanes on East Ave or construct an alternative east-west route that is bicycle-friendly.	2	0	39.760909	-121.83236	MIXED
9/7/2022 10:58	Bicycling Comment	Bicycling EB from Scott Ave to Country Drive is treacherous because the AC is smushed up higher than the gutter and the bike lane straddles the uneven pavement seam.	1	0	39.71472	-121.808373	NEGATIVE
9/7/2022 11:33	General Comment	The cemetery gates used to be open as a short-cut for peds. and bicyclists but parents driving through the cemetery to drop kids off at Chico Jr. Hi would drive too fast and over sprinklers so the Cemetery owners closed the gates off. Bummer! Maybe the ATP could ask for, at least, the E. Washington gate to be re-opened for bikes and peds. only during the day.	1	0	39.736338	-121.837735	NEGATIVE
9/7/2022 11:34	Bicycling Comment	This signal was recently changed so that the Park Avenue traffic is undisturbed until a car pulls up to the line on 16th. If you are trying to cross Park on a bike, the signal will not change for you.	2	0	39.721266	-121.827205	NEUTRAL
9/7/2022 11:36	Bicycling Comment	E. First Ave. is awful for riding a bike. Car drivers speed down the street. It's not safe to cross by bike or walking.	0	0	39.739874	-121.838293	NEGATIVE
9/7/2022 11:39	Bicycling Comment	Biking down Oleander is a hazard when parents are dropping off or picking kids up.	1	0	39.735552	-121.842016	NEGATIVE
9/7/2022 11:46	Bicycling Comment	This light used to be timed, and I could wait on my bike on the bridge and estimate when the light would change in order to get a rolling start on the slope and cross the intersection. Now it doesn't change until a car comes to the intersection or a pedestrian pushes the button on the other side of the street so when I'm on my bike I just wait until there is a break in traffic and cross on the red, hoping there are no cops lurking anywhere. It was better before.	1	0	39.724171	-121.83674	NEGATIVE
9/7/2022 12:56	Bicycling Comment	agreed; i stopped biking after moving to this neighborhood - too un hospitable and car-focused	1	0	39.76055	-121.82717	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/7/2022 12:59	General Comment	I agree; this would be my work commute but it is both unpleasant and dangerous to bike along here	0	0	39.775166	-121.86786	NEGATIVE
9/7/2022 13:03	Bicycling Comment	I agree..... so bike on 2nd Ave.....problem solved	0	0	39.739874	-121.838293	POSITIVE
9/7/2022 13:04	Bicycling Comment	thanks for commenting - i've had the same thought for years!	1	0	39.758136	-121.848963	POSITIVE
9/7/2022 13:11	General Comment	Fire Lookout Tower.....somewhere over here.....60 feet tall should be enough, simple cheap metal-frame, spiral staircase and shaded on top (from sun/rain).....Fires likely start further up from this point, but its a great spot for a tower because it straddles the zone between upper and lower bidwell.....Great Views and will help keep Chico SAFE from encroaching fires.....satellites are AWFUL at spotting smoke, thats which fires keep exploding in size.....	2	0	39.763274	-121.796694	MIXED
9/7/2022 13:14	General Comment	Self Spelling Correction.....A Fire Lookout Tower will help keep Chico SAFE from encroaching fires..... satellites are AWFUL at spotting smoke, thats why fires keep exploding in size.....There is ONE man who patrols the mountains from the "Colby Mountain Fire Lookout" and everyone I've talked to that knows him says THIS ONE MAN HAS SPOTTED OVER 100 FIRES EASILY CAPABLE OF DESTROYING CHICO/COHASSET/PARADISE ETC	2	0	39.763274	-121.796694	NEUTRAL
9/7/2022 13:19	General Comment	this turn is bad news: for cars, turn onto a 35mph road and within seconds are supposed to yield to the bike path; bikes and peds, hazards of said turn; along with poor visibility for anyone coming out of the Enloe complex onto Cohasset, especially to the left	1	0	39.751759	-121.852984	NEGATIVE
9/7/2022 13:25	General Comment	this is a not-insignificant road that could use clearer signage and turn markings, etc. especially from the left	0	0	39.751558	-121.851288	NEGATIVE
9/7/2022 13:30	Bicycling Comment	given that this is the only thoroughfare for cyclists as well as cars, it is unfortunately both dangerous and unpleasant to bike along here. what mitigation measures would be possible?	1	0	39.738988	-121.836611	NEGATIVE
9/7/2022 14:51	General Comment	Consider adding a gravel or paved path here, this is used frequently by walkers/bikers to access unofficial trail along the powerlines.	1	0	39.768467	-121.810677	NEUTRAL
9/7/2022 14:53	Bicycling Comment	This is an excellent idea. Please add some type of protected bike lane with signage, as this is highly traveled rout by students to P.V. High and Marigold Elementary. Similar path along Marigold would be excellent.	0	0	39.766581	-121.819453	POSITIVE
9/7/2022 14:55	Bicycling Comment	This intersection of Arch and Marigold is often travelled by families and school children to and from upper park/wildwood or school and with no marking or signage a crosswalk with lights and signage would be helpful here to increase visibility and safety.	2	0	39.763531	-121.815151	NEUTRAL
9/7/2022 17:57	Walking/Pedestrian Comment	Alder Street is a common thoroughfare to Lower Bidwell Park for pedestrians and bicycles. It lacks sidewalks between Humbolt and E. 8th Street. In the wet season it is full of mud and pools of water not convenient for feet or bikes. Please install sidewalks and gutters to keep pedestrians and cyclists safely off the roads.	1	0	39.730836	-121.828044	NEUTRAL
9/7/2022 20:17	Walking/Pedestrian Comment	I agree with both these points. Walking/Biking here is a nightmare and I think that the roundabout would be a good way to not cause traffic to be crazy while slowing traffic enough to improve the walking and biking conditions.	1	0	39.724773	-121.850395	MIXED
9/7/2022 22:01	Bicycling Comment	A radical solution (not radical to me, but likely to some) would be to make W. Lindo one lane. Convert the channel-side lane for pedestrian and bike use, and the farther lane a single, one-way lane. This would provide a connection between the bike path at 11th Ave. and Esplanade with the bike path along the railroad.	1	0	39.746827	-121.870927	NEUTRAL
9/7/2022 22:08	Walking/Pedestrian Comment	Agreed! This s-curve is also the scene of regular crashes as cars speed west-bound on the straightaway from Lawnwood. There needs to be a sidewalk on the house-side of W. Lindo from Fern to Holly. This seems especially necessary once the Gynn single-lane bridge is replaced with a modern two-lane bridge next year, possibly increasing traffic on W. Lindo.	2	0	39.746267	-121.872914	POSITIVE
9/7/2022 22:31	General Comment	I may be misremembering, but I thought that the speed limit on W. East used to be 35 mph (or maybe 40 mph) several years ago. 45 mph seems way to fast for this stretch. Crossing as a pedestrian from Alamo or Gynn seems like a run for your life.	0	0	39.74945	-121.873333	POSITIVE
9/7/2022 22:46	General Comment	shuttle system is too touristy..... plus the logistics of departure/arrival times, crowded drop-off zones etc..... if anything it should be car-free unless you have a disability pass or elder pass (if those exist, if not they should).....if you can physically ride a bike or walk that should be the standard.....if you are wheelchair-bound, have trouble walking or biking, too old etc..... those people deserve to be able to drive in	3	0	39.771768	-121.778861	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/7/2022 22:51	General Comment	dirt is better on your ankles, knees and back... surfaces that are hard like pathways compress your spine etc..... dirt is really good for your body..... humans walked on dirt, not concrete for over 7 million years, this is why many old homeless people have messed up backs and weak knees (hard drugs and bad diet doesn't help either)	2	0	39.768467	-121.810677	POSITIVE
9/7/2022 22:54	Bicycling Comment	Use Arbutus until they make a multipath which will probably taken 5+ years or might never happen..... Arbutus Street is your bike route salvation	1	0	39.739683	-121.836941	NEUTRAL
9/7/2022 23:02	Bicycling Comment	Bike on the sidewalk or use Arbutus St. That is the best option until they make a wide multipath which could take years. The main problem is that the Road is set up as a 5 Lane road: narrow sidewalks, allowing 2 lanes for each direction, plus 1 for left turns for all of the shops lining Mangrove. Widening a sidewalk into a path might NOT SOLVE ANYTHING since people will complain about all the cars entering and exiting the shopping centers/parkinglots making bikers and cars cut eachother off...	1	0	39.738988	-121.836611	NEGATIVE
9/7/2022 23:05	Walking/Pedestrian Comment	Ya I agree, no stoplight or stopsign, just a crosswalk and YIELD TO PEDESTRIANS sign in all caps to alert people.... pedestrians should not be rude/stupid and cross at dumb times..... but also cars should be respectful and not drive too fast	0	0	39.742153	-121.835638	MIXED
9/7/2022 23:21	Walking/Pedestrian Comment	Ya open the gate, was a great safe shortcut, especially since both sides of the gate are open to the public, so why have a barrier?	1	0	39.731193	-121.848727	POSITIVE
9/7/2022 23:28	Bicycling Comment	I agree its not ideal, but you can easily cross all 4 lanes of Esplanade easily, just look left and right, then cross, glance around again for extra safety.....if this is too scary for you, take a left, walk on the wide path and cross at Memorial Street.	1	0	39.732257	-121.842337	MIXED
9/8/2022 10:47	General Comment	SPEED IN AREA AROUND CHICO JUNIOR IS INSANE AND THE SPEED ON E SACRAMENTO IS ALSO INSANE. ADULTS AND JUNIOR HIGH KIDS WILL DIE!!!! AFTER SCHOOL AT CHICO JUNIOR IS A CHAOTIC MESS!!!!!!!!!!!!	0	0	39.738319	-121.840931	NEGATIVE
9/8/2022 10:51	General Comment	I live on E. Sacramento Avenue between Spruce and Laburnum. Due to the schools nearby we get a lot of car traffic, bicycle traffic and walkers especially during the school year. There are several cross walks that have yield signs but cars often speed through them. We need stop signs, speed bumps and surveillance especially on Oleander between East First and Memorial Way.	0	0	39.73564	-121.843786	NEUTRAL
9/8/2022 12:58	Bicycling Comment	Use the wide walking path that already exists	1	0	39.733015	-121.842461	NEUTRAL
9/8/2022 13:06	General Comment	If there was ONE spot on Esplanade where a Bike Overpass should be..... This is it.....People don't realize that adding more stoplights and stopsigns doesn't solve anything.....Most "solutions" for bikers make things worse for cars and vice versa.....THE KEY IS TO ALLOW BIKERS/CARS TO PASS WITHOUT HAVING TO STOP.....What on Earth could possibly achieve this? A BIKE OVERPASS	6	0	39.733334	-121.842593	NEGATIVE
9/8/2022 13:14	Bicycling Comment	Sorry, but this idea is utter garbage Use 7th street like the other guy said: there are ZERO cars, compared to 8th or 9th which has a stream of cars (which is perfect..... 8th and 9th work perfectly as intended.... to STREAMLINE cars in/out of Chico)	1	0	39.730913	-121.828701	MIXED
9/8/2022 13:19	General Comment	Agreed. Great idea. The views alone would be incredible and anyone that thinks a Fire Lookout Tower is a waste of money should honestly just leave California because they are trash	2	0	39.763274	-121.796694	NEGATIVE
9/8/2022 13:24	Bicycling Comment	I didn't realize this is a Historic Place with Wagon Ruts..... that is actually rare nowadays and should ABSOLUTELY BE PRESERVED.....No Cars Period. Also shaded bench idea is great!	2	0	39.742312	-121.772118	POSITIVE
9/8/2022 14:32	General Comment	I can agree with this. Its clear that more Stop Signs and Stoplights achieve very little. Bikers/cars/walkers will still complain about safety and safe crossings. Build a Bike Overpass and that will actually solve some issues, instead of just making more drivers and bikers complain	1	0	39.733334	-121.842593	MIXED
9/8/2022 17:39	Walking/Pedestrian Comment	The S curve between Fern and Lawnwood has no way to safely walk along the road. There used to be a path through the property on the corner but it is now overgrown. Very dangerous to walk around this corner.	1	0	39.746267	-121.872914	NEGATIVE
9/8/2022 17:45	Walking/Pedestrian Comment	Although people stroll and bike in the traffic lanes all along West Lindo, they have often seem unaware of how fast a car can approach, or that cars cannot cross into the other lane as there are blind corners. I'm glad I don't know of anyone killed along this road, but it scares me that someday that may happen. Not a safe place to walk or bike AT ALL.	0	0	39.746267	-121.872914	NEGATIVE
9/8/2022 17:59	Bicycling Comment	A bike lane between the right-hand turn lanes and the forward lane would improve visibility of cyclists.	0	0	39.741192	-121.837778	NEUTRAL
9/8/2022 18:02	Walking/Pedestrian Comment	Utility boxes block visibility of pedestrians crossing Mangrove Ave, west to east.	0	0	39.741042	-121.837936	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/8/2022 18:04	Walking/Pedestrian Comment	Crepe myrtle blocks visibility of pedestrians crossing Highway 99 crossing the northbound onramp, west to east.	0	0	39.745806	-121.831176	NEUTRAL
9/8/2022 18:08	Walking/Pedestrian Comment	No sidewalks, narrow 2-way street provides little room for walking with vehicle traffic.	0	0	39.744899	-121.832559	POSITIVE
9/8/2022 18:08	Walking/Pedestrian Comment	No sidewalks, narrow 2-way street provides little room for walking with vehicle traffic.	0	0	39.740673	-121.839511	POSITIVE
9/8/2022 18:14	Bicycling Comment	Vehicles routinely travelling at high rates of speed and not abiding by stops signs. No bike lane.	2	0	39.733411	-121.840342	NEUTRAL
9/8/2022 18:15	Bicycling Comment	Vehicles routinely not abiding by stops sign.	0	0	39.735313	-121.841831	NEUTRAL
9/8/2022 18:16	Walking/Pedestrian Comment	A crosswalk should be added here. For the students who live in University Village, it would be quicker and safer to cross the street to the Safeway shopping center. Since there is no crosswalk here, students must cross the street twice, increasing the risk.	0	0	39.731403	-121.860307	NEUTRAL
9/8/2022 18:16	Bicycling Comment	Bike lane currently unprotected and open for vehicle traffic. Vehicles confuse it with a right hand turn lane.	1	0	39.733552	-121.837345	NEGATIVE
9/8/2022 18:19	Bicycling Comment	Vehicles routinely travelling at high rates of speed. No bike lane and difficult to cross W Eaton Rd from south to north.	1	0	39.770162	-121.881455	NEUTRAL
9/8/2022 18:21	Walking/Pedestrian Comment	This part of the block lacks a proper sidewalk. Students walking to school must either walk in the dirt or walk in the street.	0	0	39.724546	-121.849086	NEGATIVE
9/8/2022 18:24	Bicycling Comment	Area difficult to use at night because no street light.	0	0	39.72672	-121.82964	NEGATIVE
9/8/2022 18:25	Bicycling Comment	Put the temporary fences next to the bike paths instead of completely blocking them off from use.	1	0	39.711908	-121.820371	NEUTRAL
9/8/2022 18:31	General Comment	All of these 2 way "yield" intersections feel very risky and they should all be replaced with 4 way stops. Technically no one has to stop at these yield signs, which greatly increases the chance of a collision. A 4 way stop is necessary due to the blind intersections from parked cars.	0	0	39.724477	-121.845242	NEGATIVE
9/8/2022 18:52	Walking/Pedestrian Comment	Many children cross here to get to Chico Jr. and Chico High. Cars drive extremely fast and do not stop at the crosswalk. It is only a matter of time until a child is seriously injured or worse. We need a flashing crosswalk like the ones added on the Esplanade.	2	0	39.739093	-121.842373	POSITIVE
9/8/2022 18:54	General Comment	I like the yield signs but they don't alert you as much as a Stop Sign so I somewhat agree..... but mostly because "California stops" are pretty tolerated in slow quiet suburbs when no pedestrians are nearby..... which is basically a yield slowed down to 3 mph which is ideal safety-wise	0	0	39.724477	-121.845242	MIXED
9/8/2022 18:57	General Comment	Not 4-way stopsigns, thats ridiculous, just 2 (just replace the YIELD itself with stop Signs on both sides of that street), A 4-way stop is wayyyyyy unnecessary	1	0	39.724477	-121.845242	NEGATIVE
9/8/2022 21:16	Walking/Pedestrian Comment	West Lindo Avenue-very unsafe for pedestrians walking due to no sidewalks, dead dry branches hanging from trees along the channel and drivers speeding well over the 25 mph limit.	0	0	39.757352	-121.80748	NEUTRAL
9/8/2022 21:26	Walking/Pedestrian Comment	We live right in front of where the cars speed up heading west on the straightaway. The speeds that cars drive there are unbelievable. Speed bumps could greatly help until another solution is made to add sidewalks or narrow to one lane.	0	0	39.746267	-121.872914	POSITIVE
9/8/2022 21:36	Bicycling Comment	We need safe bike infrastructure downtown on Main and Broadway. Preferably more than an unprotected, painted line. I envision removing one vehicle lane and putting a bike lane in both directions, next to sidewalks protected by the parking. Safe bike parking is needed too. Cars get 3 lanes and parking while we get nothing.	0	1	39.727205	-121.836956	NEUTRAL
9/8/2022 21:41	Bicycling Comment	The bike lanes on Park Ave were a nice thought but made nobody happy. Barely anybody feels comfortable using the bike lane due to people parking in it or big trucks driving down it with just a few inches of paint separating them. I suggest removing a lane or two of traffic and putting the parking back in place, with bikeways protected behind the parking and widening the sidewalks too.	0	0	39.722897	-121.829812	MIXED
9/8/2022 21:42	Walking/Pedestrian Comment	Walnut Street is dangerous to walk across and just plain unpleasant due to lack of shade and fast vehicles. Needs a road diet / complete streets, as Caltrans is mandated to do but is neglecting to do in the rehab project.	0	0	39.721789	-121.847198	NEGATIVE
9/8/2022 21:44	Bicycling Comment	We need safe bike infrastructure across and along all of the Highway 32 corridor in Chico. Caltrans needs to follow the Chico Bike Plan and its own Complete Streets Directive.	0	0	39.723299	-121.838075	NEUTRAL
9/8/2022 21:46	Walking/Pedestrian Comment	The City needs to ensure people aren't dumping trash and couches here or parking in a way that blocks the path.	0	0	39.73256	-121.857621	NEGATIVE
9/8/2022 21:47	Bicycling Comment	Extremely unsafe place to bike across 99 on East, and there is no other option. Cars get on/off the freeway and have no clue they might encounter a bicyclist, so signage would be a start, but really it needs to be redesigned for safety.	1	0	39.759874	-121.855955	NEGATIVE
9/8/2022 21:48	Bicycling Comment	20th Street bike lanes should be buffered. I don't feel safe biking along there even though I'm a very confident bicyclist. Cars go way too fast too.	0	0	39.724223	-121.817425	NEGATIVE
9/8/2022 21:49	Bicycling Comment	E 20th Street near the mall is extremely unpleasant and unsafe for biking.	1	0	39.727227	-121.80424	NEGATIVE
9/8/2022 21:50	Bicycling Comment	We need protected bikeways on 8th, 9th, and the whole 32 corridor west of 99.	0	1	39.730505	-121.827292	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/8/2022 22:26	Walking/Pedestrian Comment	The only crosswalk on E 1st Ave between mangrove and esplanade, and no one stops. Flashing crosswalks or even a crossing guard to bundle stops would be great.	1	0	39.739154	-121.842468	POSITIVE
9/8/2022 22:30	General Comment	3 way stop would be beneficial here. Many kids cross and good access to lower park.	0	1	39.733331	-121.840308	POSITIVE
9/8/2022 23:44	Bicycling Comment	No- 8th and 9th function great as 2 lane one-way streets..... just bike down 7th street or Humboldt..... not every fast car-heavy street needs a bikeway	0	0	39.730505	-121.827292	POSITIVE
9/8/2022 23:47	Walking/Pedestrian Comment	Hah people are still dumping there? same problem as 12 years ago ahahaha that area is like the one sketchy place in Chico.....	0	0	39.73256	-121.857621	NEGATIVE
9/8/2022 23:52	General Comment	Roundabout here..... its ideal (4 way traffick under 35 mph is where roundabouts shine)	1	0	39.73398	-121.835577	POSITIVE
9/9/2022 7:42	Bicycling Comment	Make Main and Broadway a two lane road with a bike lane along the curb and a parking strip on the outside of the bike lane to give some separation between the lane and moving vehicles. Close off 3rd and 4th downtown and make 2nd and 5th the one-ways.	0	1	39.72946	-121.839398	NEUTRAL
9/9/2022 7:45	General Comment	Street lighting downtown is absolutely terrible. This needs to be redesigned so that ALL crosswalks are lit at intersections but done in a way that eliminates glare to drivers (yes there are fixtures that are not glare bombs and you won't get the nasty lighting situation you have on 2nd by the campus and along 5th). Sidewalks need to be illuminated too and that can be done with fixtures attached to buildings above the sidewalk.	0	0	39.730277	-121.840428	NEGATIVE
9/9/2022 8:34	General Comment	I have lived one block away for almost six years and have witnessed at least 20 major car accidents at the intersection of Oleander Ave and E. 1st Avenue. This is a dangerous and fatal corner that NEEDS a roundabout. Thank you!	0	0	39.738527	-121.843967	NEGATIVE
9/9/2022 8:37	Walking/Pedestrian Comment	A cross walk needs to be added at this intersection. This is a high traffic area for both Chico Jr and Chico High students walking to school and the parent drivers and morning commuters are rushed and distracted...not to mention the residents living in this neighborhood need a safe crossing.	0	0	39.737685	-121.843436	NEGATIVE
9/9/2022 8:39	General Comment	In general, cars drive way too fast on Oleander Ave, between Memorial and E. 1st Avenue. I would like to see the street narrowed by adding a center strip down the middle with landscaping, rocks...or even art! This is a safety improvement and artful way to do it.	0	0	39.73733	-121.843146	POSITIVE
9/9/2022 8:41	General Comment	Corner bulb-outs are needed ALL along Oleander Ave. This will reduce the street crossing distance for kids and help to slow traffic. This will also enhance ADA mobility.	0	0	39.737605	-121.843488	NEUTRAL
9/9/2022 8:43	General Comment	During school pick-up and rush-hour traffic, this corner is hard to see from either direction - blind corner. Very unsafe.	1	0	39.735338	-121.841828	NEGATIVE
9/9/2022 8:44	General Comment	Adding a round-about here AND at Oleander/ E. 1st Ave would greatly help to slow and flow the traffic on E. 1st Ave.	0	0	39.739822	-121.840913	NEUTRAL
9/9/2022 9:35	Walking/Pedestrian Comment	E 1st and Oleander. studies have been done and a round about is needed. it's no mystery that there are several accidents per year/per month at this location	1	0	39.738449	-121.843958	NEUTRAL
9/9/2022 9:37	Walking/Pedestrian Comment	Bulb outs needed on just about EVERY corner up and down Oleander as school kids, parent traffic is a safety requirement. speed bumps down Oleander would help.	0	0	39.737658	-121.843416	POSITIVE
9/9/2022 9:40	General Comment	Bulb outs and speed bumps, in addition to an island design down the middle of Oleander to help slow the traffic. Additionally, roundabouts at the end of Oleander and at E 1st to help slow traffic.	0	0	39.73798	-121.843593	NEUTRAL
9/9/2022 9:41	General Comment	cars often reach speeds of 55mph+ down Oleander. Bus traffic to NOT be considered as a thorough fair on E Sacramento, Laburnam, Palm, E Washington...to get onto Oleander. It was not passed before and should not be considered as a route now.	1	0	39.737939	-121.842713	NEGATIVE
9/9/2022 10:01	General Comment	Bulb outs and speed bumps, in addition to an island design down the middle of Oleander to help slow the traffic. Additionally, roundabouts at the end of Oleander and at E 1st to help slow traffic. cars often reach speeds of 55mph+ down Oleander.	1	0	39.73659	-121.842633	NEUTRAL
9/9/2022 10:05	General Comment	broken record comment, but pot holes along memorial way are a problem for bicyclist.	0	0	39.733265	-121.841329	NEGATIVE
9/9/2022 10:10	General Comment	traffic needs to be slowed on this by way. speed bumps at a MINIMUM, but thoughtful islands, bulb outs, possibly sculptures that work as slowing traffic could be nice.	1	0	39.737015	-121.842928	MIXED
9/9/2022 11:01	Walking/Pedestrian Comment	E. 1st Ave & Oleander is dangerous to cross. Have seen or heard about over 150 accidents. Danger is a daily experience.	1	0	39.738534	-121.844034	NEGATIVE
9/9/2022 11:13	Walking/Pedestrian Comment	Oleander's 25 speed limit is not enforced. Traffic up to 45 mph. Need more 25 mph signs & flashing sign stating "You are going 45". Need traffic calming islands with trees to narrow street and slow traffic. Also island can be a part of safe pedestrian crossing. This street lacks defined bicycle path with painted or raised lines. All of Oleander needs the bike path defined.	2	0	39.738261	-121.843806	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/9/2022 11:16	General Comment	Add left turn lane on E First and Oleander for westbound traffic on E First and consider restricting other left turns at that intersection.	1	0	39.738489	-121.843872	NEUTRAL
9/9/2022 11:19	General Comment	My family has lived near E 1st Ave and Esplanade for over 20 years. We are NOT in favor of roundabout at E First and Oleander: 1) not enough space there to put in a proper roundabout; 2) would require removal of much needed old shade trees; 3) would change traffic spacing to the detriment of our preferred biking and pedestrian "safe crossing" at E First and Laburnum - we don't mind a small detour to use that crossing.	2	0	39.738577	-121.844003	NEUTRAL
9/9/2022 11:19	General Comment	Entering Oleander from E. Sacramento Ave is dangerous! One must drive, walk or propel one's bike Slowly in to the center of Oleander to check oncoming traffic. Traffic from E. 1st Ave & entering Oleander is going very fast. Hazardous.	1	0	39.737712	-121.843424	NEGATIVE
9/9/2022 11:24	General Comment	This is our preferred crossing on bike or while walking our neighborhood and we don't usually have to wait long for an opening, however, there is concern that a following vehicle might rear end a car that has stopped for pedestrians. Please consider stop light or bike/pedestrian crossing light at E First and Laburnum.	1	0	39.739203	-121.842401	NEUTRAL
9/9/2022 11:25	General Comment	Need the city promised Roundabout on Memorial & Oleander. Traffic stops when 2 schools start and end. Traffic backed up on Oleander. Residents can't get out. Traffic makes it hazardous for pedestrians, children, bicyclists, vehicles. Roundabout would keep the traffic moving.	1	0	39.733418	-121.840341	NEGATIVE
9/9/2022 11:25	General Comment	Please reduce and enforce speed limit on E First between Mangrove and Esplanade.	0	0	39.737986	-121.844784	NEUTRAL
9/9/2022 11:27	General Comment	Please enforce speed limit on Oleander between E First and Vallombrosa.	1	0	39.736772	-121.842666	NEUTRAL
9/9/2022 11:38	Bicycling Comment	Please eliminate some parking on south side of Memorial Way (across from Jr High) to allow room for safe bike passage edit: instead of between E First and Vallombrosa, between E First and Memorial Way	1	0	39.733358	-121.838845	NEUTRAL
9/9/2022 11:40	General Comment		0	0	39.736772	-121.842666	NEUTRAL
9/9/2022 11:42	General Comment	We need room for bikes to safely travel in both directions.	0	0	39.73733	-121.843146	NEUTRAL
9/9/2022 11:47	General Comment	We have speeding cars trying to take a shortcut down our street so a stop sign at E. Sacramento and Laburnum would be helpful. Young men have no mufflers or illegally put noise devices on their vehicles and go roaring down our street. Very annoying.	0	0	39.738489	-121.84058	NEGATIVE
9/9/2022 11:47	General Comment	E. Sacramento and Laburnum intersection can be hazardous. We are getting an increasing amount of fast traffic going in both directions. It seems if E. Sacramento had a Stop Sign then it would be safer. It might also discourage the increased fast traffic we are now getting from Oleander. And those avoiding the backed up traffic on E. 1st Avenue. Speed bumps would also help tremendously. Also corner houses need to be prohibited from growing bushes on the corner. Unsafe for pedestrians & bikes.	1	0	39.738359	-121.841874	MIXED
9/9/2022 12:03	Walking/Pedestrian Comment	We have 2 places on Memorial & Esplanade where cars may stop to approach the Esplanade. 1st stop is at the corner which also has a pedestrian crossing. the 2nd stop is for cars and is in the intersection. To reach the 2nd stop a car will need to cross the pedestrian path. Parked cars on Memorial prohibit oncoming vehicles view of pedestrians & bikes. Cars stacked at the intersection block vehicle & bus entry to the side Esplanade streets. This is very dangerous.	0	0	39.733241	-121.842202	NEUTRAL
9/9/2022 12:08	Walking/Pedestrian Comment	I only support a roundabout if they cut down ZERO trees If they even try to cut down one tree I will make sure they regret that for the rest of their life....	1	0	39.738449	-121.843958	NEGATIVE
9/9/2022 12:12	General Comment	E. 1st Avenue Fast Speed makes for a dangerous experience for pedestrians, cyclists and cars. Fast speed also cuts the No. and So E. 1st Ave neighbors from having a neighborly relationship. Slower speed would encourage walking. The speed of the street creates a noisy, polluting, unpleasant experience. Slow traffic and increase walkability.	0	0	39.738109	-121.844724	MIXED
9/9/2022 12:14	Bicycling Comment	Cussick Ave from East Ave to Shasta Ave is very hazardous for biking. This is the best route to access the short bike path off Shasta Ave to access Amber Grove and this area of North Chico. The bike lane paint is faded and Cussick gets narrow and the bike lanes disappear as you get closer to Shasta	1	0	39.75446	-121.874117	POSITIVE
9/9/2022 12:21	Walking/Pedestrian Comment	In 2006 Traffic Expert Dan Burden said we need roundabouts along E. 1st. His suggestion was E. Spruce. and E. Oleander. Slow down traffic and keep it moving. Neighbors agree on this. We experience the danger for pedestrians, cyclists, cars on E. 1st Ave. daily.	0	0	39.73975	-121.84083	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/9/2022 12:21	Bicycling Comment	Biking along W Lindo is very hazardous. The road is curvy with minimal sight distance and there is no bike lane or shoulder or sidewalk on either side. Going from Holly to Esplanade you do have a gravel shoulder in some places but it is super dangerous to bike from Esplanade to Holly on a bike. There needs to be a better way to bike from Holly to Chico Nut to access the RR bike path or to continue down to Oleander to access the bike route to downtown.	0	0	39.75059	-121.859751	NEGATIVE
9/9/2022 12:25	Bicycling Comment	Holly is way too narrow to bike without taking up an entire lane. This is one of the main routes Chico HS students take to and from school and it is really dangerous especially on the section closest to W 11th Ave. There is a side dirt path that goes into the orchard but that only works going north and many people don't know about it.	1	0	39.745116	-121.863238	NEGATIVE
9/9/2022 12:27	Bicycling Comment	I appreciate the landowner allowing bikes to access the path to get to Warner. But when they are irrigating it is very muddy, irrigation pipes can block the path. And at certain times of year there are numerous puncture vine weeds that will give you a flat if you veer slightly off the narrow path worn down by bike tires.	0	0	39.74255	-121.859826	MIXED
9/9/2022 12:27	Walking/Pedestrian Comment	E. 1st Avenue and Laburnum is dangerous. We have a small pedestrian island which is an ineffective tool for safety. 4 weeks ago a car stop so I could cross E. 1st at Laburnum. The car behind him slowed down too. But the 3rd car was not paying attention and was travelling too fast. He barely missed hitting the car in front & creating a 3 car crash. E. 1st Avenue fast speed defies our goals for a walkable community.	0	0	39.740162	-121.843175	NEGATIVE
9/9/2022 12:30	Bicycling Comment	There is no good way to access this bike path along the RR tracks from Holly to W Lindo Ave. W Lindo is very narrow and curvy with limited sight distance and a complete hazard to ride a bike on. There needs to be dedicated bike lanes all along W Lindo from the RR bike path to the other RR bike path on the Esplanade by Chico Nut Co.	0	0	39.742431	-121.87866	NEGATIVE
9/9/2022 12:33	General Comment	Somebody had placed signs telling people not to walk or bike through this little connection between the two parts of Dixon Street so I don't know if it is legal to access this cut-through or not.	0	0	39.746463	-121.867231	NEUTRAL
9/9/2022 12:36	Walking/Pedestrian Comment	The sidewalk ends on Holly as you walk from Knotts Glen Ct to W 12th Ave. Additionally cars park along the road so you end up having to walk in the street to get around them. This is very hazardous especially during night or low-light conditions.	0	0	39.746923	-121.864461	NEGATIVE
9/9/2022 12:44	Bicycling Comment	I couldn't agree more that this is an issue that needs to be addressed. I usually ride my bike on the sidewalk to Camellia Way and then shoot across when it is clear to continue on to the "bike route" on Oleander. There needs to be a way to cross Vallombrosa and to stay on the correct side of the road.	0	0	39.733175	-121.837317	NEGATIVE
9/9/2022 12:48	Bicycling Comment	This section of the path between Manzanita Ave and 5-mile is way too narrow for the amount of walking and bike traffic. I have had numerous times where walkers are wearing headphones and don't hear me ringing my bike bell until I am very close to them. There seems to be plenty of room to widen this path.	1	0	39.759858	-121.793098	MIXED
9/9/2022 12:51	General Comment	Esplanade and 1st Ave car speed prevents walkability. Extremely fast traffic makes for a dangerous experience for pedestrians, cyclists, and cars. Esplanade neighbors have warned us to "never drive or walk in this intersection". I have witnessed daily near misses and many accidents. That adds up in the course of a year and years. Help!	1	0	39.737796	-121.845581	MIXED
9/9/2022 12:51	Bicycling Comment	This path along Centennial Ave between the end of South Park Drive to Manzanita Ave should be widened for the amount of walking and biking traffic. I have had numerous instances where walkers are not paying attention and don't have anywhere to go even when I ring by bike bell.	0	0	39.756247	-121.797019	NEUTRAL
9/9/2022 12:52	General Comment	On E. 1st Avenue & Oleander there have been atleast 2 deaths. School children cross here. How can we ignore this dangerous situation?	0	0	39.738524	-121.843984	NEGATIVE
9/9/2022 12:54	General Comment	Community Action Request Form submitted to City Traffic Engineering Dept. 3/23/2022 regarding increased volume and speeding, vehicular accidents and many close calls with pedestrians. Outside agency collected data for just 3 days in May. Findings and supposedly suggestions reported to Dept but citizens submitting form not yet informed after MANY requests.	3	0	39.750753	-121.830783	NEUTRAL
9/9/2022 13:02	General Comment	Dan Burden, Traffic Expert recommended a Roundabout on W. Magnolia & 1st Ave during the the 2006 Avenues Plan. Unfortunately although the neighbors could see the wisdom of 1st Ave. roundabouts the city didn't support them. So the plan does not include them in the final report. I attended all the meetings as did my neighbors. We walked with Mr. Burden along 1st Ave. His recommendations still make sense. 1st Avenue is dangerous. Help!	0	0	39.737059	-121.847329	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/9/2022 13:05	General Comment	Roundabout at Citrus & W. 1st Avenue supports walkability. Dan Burden, Traffic Expert recommended it. Residents wanted them but the city did not support them. This street continues to be dangerous and thwarts the effort for a walkable community.	0	0	39.735721	-121.850407	NEGATIVE
9/9/2022 13:09	General Comment	Dangerous intersection on Warner and w. 1st Ave. Roundabout needed to slow traffic and allow for safe pedestrian and cyclist crossing. Roundabouts can also beautify a neighborhood which clearly needs help. Beauty is a tool to encourage walking and cycling and meeting neighbors. Tree canopy on hot days encourages walkability too.	0	0	39.734575	-121.85303	POSITIVE
9/9/2022 13:18	General Comment	Comment bubble shows Bonaire but it's East 5th Ave/Manchester about which the CAR form was submitted.	2	0	39.750753	-121.830783	NEUTRAL
9/9/2022 13:23	Walking/Pedestrian Comment	Laburnum like many E. Avenues streets lacks curbs, gutters and sidewalks. Clearly this does not support walking for many folks including seniors and people pushing strollers or handicap folks. Bicyclists including kids going to school are forced to ride bikes in the middle of street to avoid winter's flooded streets.	0	0	39.742895	-121.845098	NEGATIVE
9/9/2022 13:28	Walking/Pedestrian Comment	Spruce Ave lacks curbs, gutters and sidewalks. This allows the "able bodied" to walk . It is very difficult for seniors, people pushing strollers and the disabled to walk safely. During winter months these streets flood and force cyclists including children going to school to ride in the middle of the streets. Need clearly defined bike paths.	0	0	39.745632	-121.84503	NEGATIVE
9/9/2022 13:31	Walking/Pedestrian Comment	Laburnum needs curbs, gutters and sidewalks to support a walkable community. Seniors, people pushing strollers and the disabled cannot navigate safely. Cyclists including children riding to school are forced to ride in the middle of the street to avoid winter's floods. This is dangerous.	0	0	39.745935	-121.84734	NEGATIVE
9/9/2022 13:33	Walking/Pedestrian Comment	Much of Palm lacks curbs, gutter and sidewalks. This does not support a walkable community. Half paved streets forces cyclists into the middle of the street. This creates a danger to cyclists.	0	0	39.747989	-121.84486	NEGATIVE
9/9/2022 13:37	General Comment	The fast speed of E. 9th Ave thwarts a walkable community. Most corners lack pedestrian crossings. A stop sign or other traffic slowing tool is needed between E. Oleander and Palm. We need to slow traffic down.	0	0	39.748523	-121.846286	NEUTRAL
9/9/2022 13:41	Walking/Pedestrian Comment	I walk in the E. Avenues several times a week. Traffic coming in both directions on E. 7th Ave is often fast. There are few pedestrian crosswalks. There are also sections of E. 7th Ave. that lack curbs, gutters and sidewalks. I usually choose to not walk down E. 7th because of the above.	0	0	39.746498	-121.844436	NEUTRAL
9/9/2022 13:44	General Comment	Very challenging to see cross traffic at Arbutus and 5th when cars are parked on streets- mostly Sunday during church or other church related gatherings.	0	0	39.745914	-121.839205	NEGATIVE
9/9/2022 13:46	Walking/Pedestrian Comment	E.1st Avenue needs clearly defined pedestrian crosswalks and slower traffic. Until we can get the kind of changes we need on this street the city needs to at least put a traffic speed light that warns "you are going 45mph" in a 35 mph zone. The speed needs to be lowered for walkability and we need the police to enforce it.	0	0	39.740117	-121.839991	NEUTRAL
9/9/2022 13:49	Walking/Pedestrian Comment	Fast traffic turning onto E. Frances Willard is very dangerous. Heaven help you if you are crossing at either corner . Pedestrians and cyclists are in peril. And many of them are school children.	0	0	39.734943	-121.842518	NEGATIVE
9/9/2022 13:58	Walking/Pedestrian Comment	Pedestrian crossing on E. 1st Avenue and Oleander is difficult. In part because cars parked on the corners make it difficult for pedestrians to see oncoming traffic. As careful as I am it is still very difficult to see and often I am surprised that a fast car is too close for me to cross. We need to eliminate atleast 2 parking spaces on each corner of E. 1st Avenue. I know of atleast 6 incidents where parked cars were hit.	2	0	39.738698	-121.843366	NEGATIVE
9/9/2022 14:04	Walking/Pedestrian Comment	Fast traffic from Esplanade is unsafe, especially if you are walking or cycling on the E. Lincoln and Esplanade cross walk. On the corner of E. Lincoln, traffic is fast as they whip around the corner from fast moving Oleander. This too makes it hazardous for pedestrians and cyclists. Very dangerous in a school zone.	0	0	39.735735	-121.843156	NEGATIVE
9/9/2022 14:10	Walking/Pedestrian Comment	Speeding traffic comes so close to the curb that my dog and I are with inches of being hit!	1	0	39.751039	-121.831518	POSITIVE
9/9/2022 14:13	Walking/Pedestrian Comment	Again speeding traffic comes so close to the curb that my dog and I are within inches of being hit!	1	0	39.752883	-121.829533	POSITIVE
9/9/2022 14:20	Walking/Pedestrian Comment	This is an extremely busy street with no crosswalks, stop signs, or lights. People drive fast and do not often stop for people including kids and dogs. Neal Dow school is a block away and there have several accidents. We MUST have crosswalks at least!	0	0	39.751083	-121.831554	POSITIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/9/2022 14:34	General Comment	The E 1st Ave Oleander avenue intersection is incredibly dangerous. I live within a block and on a daily basis see people (often children trying to get to and from school) risk their lives in this intersection. It's frankly embarrassing that with all this schools in this area this is still what Chico allows. Not an engineer so I don't know what specific solution to get behind but it's beyond obvious that this is a dangerous situation.	0	0	39.738557	-121.844007	NEGATIVE
9/9/2022 14:36	General Comment	This is a dangerous spot!! Please provide safer streets for all the kids who live here! People over cars!	1	0	39.750753	-121.830783	MIXED
9/9/2022 14:41	Bicycling Comment	This to my knowledge is supposed to be both a walking and biking path, but so many people who walk take up the entire path, making it difficult for people on bikes to pass. Often times needing to bike in the woodchips. I think that widening the path and marking specific lanes for bikers would make the situation better.	2	0	39.727865	-121.853762	NEUTRAL
9/9/2022 14:45	General Comment	A general comment about the streetlights in downtown chico. Ivy is very well lit with lights, but many of the surrounding streets that are equally popular for partying at night are not well lit. I think that it would be safer for people to walk around downtown at night if there were more streetlights.	0	0	39.726926	-121.841526	MIXED
9/9/2022 14:46	Walking/Pedestrian Comment	East 1st is such a busy street. Super fast cars in a neighborhood. You can barely get out of your parked car with out fear of being hit by a speeding car. There have been several accidents near this intersection	0	0	39.738905	-121.843117	POSITIVE
9/9/2022 14:55	Walking/Pedestrian Comment	School and day care area. High speed traffic with no one slowing or concerned!	1	0	39.75102	-121.831542	POSITIVE
9/9/2022 15:01	General Comment	Bad intersection during school hours for pedestrians and bicycles. Will support a roundabout here.	1	0	39.733395	-121.840439	NEGATIVE
9/9/2022 15:01	General Comment	Way too fast! I live in this area and speeds can reach 50 mph. Several accidents in this location. Reduce speed!	0	0	39.738549	-121.843904	POSITIVE
9/9/2022 15:20	General Comment	Bad intersection 1st Ave and Oleander for pedestrians and bicycles to cross 1st Ave safely. we have seen several accidents on this corner.	0	0	39.73844	-121.843922	NEGATIVE
9/9/2022 15:24	General Comment	Difficult to turn left from E. Sacramento Ave to Oleander because of bushes blocking your view and fast traffic from 1st Ave	0	0	39.737659	-121.843456	NEGATIVE
9/9/2022 15:28	General Comment	You can hardly see the crosswalk paint that children use to cross from Frances Willard Ave to Oleander by the junior high school	0	0	39.735371	-121.842083	NEUTRAL
9/9/2022 15:33	General Comment	The sidewalks are dangerous on the Esplanade and thru out the Avenues. Several neighbors have fallen and hurt themselves. I though the sidewalks were supposed to be fixed awhile back when the city added the flashing lights on the Esplanade so the kids could cross from the high school.	1	0	39.733133	-121.842461	NEGATIVE
9/9/2022 15:41	General Comment	The speed at which people approach this intersection along 5th is unacceptable. It is difficult for westbound drivers to see interference in the intersection particularly coming from the northern side of Manchester. With the streetlamp being on the wrong side of the street as the northernmost section juts out into the road, it is almost worse in the dark. There are no pedestrian crossings lines or signs, and this is a very busy street near a school to not have those in place.	2	0	39.75105	-121.831457	NEGATIVE
9/9/2022 15:45	General Comment	People race down this section of road daily due to the open feel of the roadway after a series of stop signs along Hooker Oak, or after they exit Bruce driving upwards of 45mph. You can literally hear the engines roar open throttle all hours of the day through this area.	0	0	39.75854	-121.800976	NEUTRAL
9/9/2022 15:46	Walking/Pedestrian Comment	Drivers never stop for pedestrians in this roundabout. It's particularly dangerous in dark hours with the lack of lighting along the entirety of Bruce road in park areas.	1	0	39.759842	-121.799842	NEGATIVE
9/9/2022 16:46	General Comment	I suggest making this part of nord ave narrower and create sidewalks with bike lanes on either side by taking out the middle car lane.	0	0	39.727902	-121.854	NEUTRAL
9/9/2022 17:17	General Comment	The issue with this, is how are people supposed to turn left into their apartment complex, house, parkinglot, etc?..... 2 lanes would make this section of nord a 1 lane highway..... That doesn't mix with left turns.....that would cause accidents and traffic jams like you've never seen in your life..... Extend 1 side of the street sidewalk into a bikepath..... but don't remove the middle lane, it simply won't work	2	0	39.727902	-121.854	NEGATIVE
9/9/2022 17:53	General Comment	Smother roads for bicycling	0	0	39.764779	-121.767998	NEUTRAL
9/9/2022 20:50	Bicycling Comment	They should replace this bikelane with ramp for a bike overpass crossing over into annie glen..... then people can walk and bike and their leisure with no fear of cars and no need to stop or even slow down	1	0	39.733552	-121.837345	POSITIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/10/2022 6:24	General Comment	It would be great if they could turn the two confusing side streets that runs down the length of the Esplanade along the avenues into an extra wide and raised bike lane like East Eighth St. This would benefit bicyclists, rollers (including the elderly, people with disabilities who frequent the hospital and doctor offices arriving by bus) and pedestrians. Hopefully keeping the trees for shade, and adding a parking structure with secure spaces for bikes to encourage employees to commute by bike!	0	0	39.733133	-121.842461	POSITIVE
9/10/2022 6:34	General Comment	It would be great if they could turn the two confusing side streets that runs down the length of the Esplanade along the avenues into an extra wide and raised bike lane like East Eighth St. This would benefit bicyclists, rollers (including the elderly, people with disabilities who frequent the hospital and doctor offices arriving by bus) and pedestrians. Hopefully keeping the trees for shade, and adding a parking structure with secure spaces for bikes to encourage employees to commute by bike!	0	0	39.733133	-121.842461	POSITIVE
9/10/2022 11:37	General Comment	I saw the growing crime and homelessness at this encampment and wanted to help..... I pick up trash every time I bike through there (about 1-2 times a week) and sometimes give food to those who CLEAN THEIR AREAS..... Over time I am realizing many of these people don't deserve help..... some do..... but many choose to be drug addicts and sit in their tents like miserable cockroaches with no aspiration or motivation to even pick up the trash they leave everywhere.... Time to kick them out.	4	0	39.731847	-121.821303	NEGATIVE
9/10/2022 11:42	General Comment	Agreed. I've tried to help some too, but many of them are angry violent and simply don't DO ANYTHING to improve their situation... if they don't even pick up the trash around their tents they get ZERO respect from me. Some do keep clean and those people I respect. Btw I think I saw you help a homeowner who was violently approached by a fentanyl addict and you calmed down the situation like a pro- cheers man that was beautiful	1	0	39.731847	-121.821303	NEGATIVE
9/10/2022 11:45	General Comment	I live on this street- Thank you for posting this We've had our houses and yards broken into by addicts and criminals.... the homeless camp should be cleared out and the homeless moved elsewhere..... by the way thanks for picking up the trash... I've seen you clean up Chico more than anyone else.... I wish the homeless would follow your example but thats wishful thinking	1	0	39.731847	-121.821303	NEGATIVE
9/10/2022 11:47	General Comment	My main concern is the trash and crime As you said- some homeless are good honest people that keep clean and deserve to be left alone. But there are criminals and fentanyl dealers in there and that is enough to warrant the park being cleared out. At the very least... those leaving trash should be relocated... its not safe for children to even walk down this stretch of Humboldt at night	1	0	39.731847	-121.821303	NEGATIVE
9/10/2022 12:08	General Comment	Agreed. If the homeless made some effort to keep the park nice looking, I'd support them. Instead there seems to be no effort besides the non-homeless guy that actually picks up trash. Kudos to that guy!	2	0	39.731847	-121.821303	MIXED
9/10/2022 16:22	General Comment	I'm all for keeping Bidwell Park natural, but a small 10 foot tall Fire Lookout Tower with a ladder would be a SMART investment. Ladders are super cheap to produce compared to a staircase. A simple one can be funded and built for about \$1000 or less and it would be another cool spot to hike or bike to. You can see about 15 miles upriver and all the way across the Sacramento Valley.... people will be keeping Chico safe from fires while just enjoying a nice view	2	0	39.792	-121.727979	POSITIVE
9/10/2022 16:37	Bicycling Comment	Continue the Guardian Trail all the way to Forest Ranch, Its about 20 miles from Forest Ranch to Chico with only slight elevation change, biking downhill would be the preferred way but it could be hiked. 20 miles biking downhill can be done in 2 hours pretty casually 1.5 hours if you're fast. I see Town-to-Town hiking/biking trails in other cities around the US and Europe, why not here in Chico?	4	0	39.813731	-121.714739	POSITIVE
9/11/2022 17:39	General Comment	This 99 underpass is one of the only places animals can roam from south of the 99 to north of it..... the only few other places are dry creeks which are often congested with trash..... So this underpass should be revegetated slightly, just some "plant lanes" to provide cover/camouflage for animals that try to cross.....I've seen baby deer here and they get separated from their family because they are scared to cross the 140 feet of dry hard dirt..... you can see the dirt on gmaps	2	0	39.739097	-121.823121	NEGATIVE
9/11/2022 20:58	Bicycling Comment	like other have said, East Ave is nearly impossible to ride a bike on. It is a major vein to schools, stores, markets, as well as Upper Bidwell Park. Manzanita is a decent alternative but it requires a fair amount of backtracking depending on your destination. I would love to see a bike lane protected by parked cars running along East Ave.	0	0	39.761243	-121.822131	MIXED

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/11/2022 21:07	Bicycling Comment	there is also a bus stop headed north, just after the bike lane dissolves into the Sharrow. I rides this path every day and take up the WHOLE lane until I can get to the bike path. during school pickups and drop offs the area gets so congested I ride a mile out of my way to avoid it.	0	0	39.756332	-121.843303	NEGATIVE
9/11/2022 21:11	Bicycling Comment	As the Image shows, this path will be blocked after any decent rain. I know there is a bridge maybe a 1/4 mile down but I feel like there could be any easy fix to make this accessible year round.	0	0	39.751422	-121.839629	NEGATIVE
9/12/2022 22:04	Walking/Pedestrian Comment	I like the dirt there, I saw a frog hump a lizard there once. If it was a sidewalk I'd probably not see that.	0	0	39.724546	-121.849086	POSITIVE
9/13/2022 15:33	General Comment	Bus access being blocked	0	0	39.733321	-121.842335	NEGATIVE
9/13/2022 15:34	Walking/Pedestrian Comment	Cannot see pedestrians when a car is blocking the intersection	0	0	39.733345	-121.842275	NEGATIVE
9/13/2022 15:35	General Comment	Need less ambiguous solutions that are safe for all modes. Current stopping options are too ambiguous	0	0	39.733245	-121.842363	NEGATIVE
9/13/2022 15:37	Bicycling Comment	Crossing currently requires cyclists to ride on the sidewalks, and press crosswalk buttons, multiple times. Requires multiple 90 degree turns.	1	0	39.736701	-121.817946	NEUTRAL
9/13/2022 15:40	Bicycling Comment	Can't use bike path because of safety	0	0	39.712868	-121.813939	NEGATIVE
9/13/2022 15:49	General Comment	Badly needs controlling crossings at 8th and 9th streets	0	0	39.726193	-121.835632	NEGATIVE
9/13/2022 15:52	Bicycling Comment	Bike bridge blocked off	0	0	39.776168	-121.84406	NEGATIVE
9/13/2022 15:53	Bicycling Comment	Bikeway under Hwy 99 at Little Chico Creek was un-necessarily block off for days due to construction	0	0	39.734444	-121.817675	NEGATIVE
9/13/2022 15:56	General Comment	South side of Sacramento Ave by H.S. should be striped.	0	0	39.736	-121.846629	NEGATIVE
9/13/2022 16:04	Bicycling Comment	Lots of issues with bike lane along Nord - maintenance, changing widths, etc.	0	0	39.725286	-121.85073	NEGATIVE
9/14/2022 20:40	General Comment	Motorists are by-passing the traffic that backs up at Floral & Manzanita Avenues and driving across the Lindo Channel here to the other side which creates an unsafe situation for other motorists and pedestrians. I recommend that boulders be placed along the banks that flank the foot bridge on either side.	1	0	39.753089	-121.834042	NEUTRAL
9/14/2022 20:41	Walking/Pedestrian Comment	It is difficult to see on coming traffic from either direction on this side of the foot bridge due to over grown foliage.	0	0	39.751896	-121.834128	NEGATIVE
9/14/2022 20:51	Walking/Pedestrian Comment	Motorists at this intersection frequently pass vehicles that are stopped in front of them by going around the right side. This is not only illegal, but also dangerous. There have been several instances where a car is stopped for pedestrians in the crosswalk and the vehicle behind them doesn't see the pedestrians until it is nearly too late. The curbs at all corners of this intersection need to be "bulbed" out.	1	0	39.750324	-121.832344	NEGATIVE
9/14/2022 20:59	General Comment	The lack of sidewalks and stops signs along this street makes Ceres Avenue (between East and Manzanita Avenues) very dangerous for pedestrians in the morning. Children and families all try to navigate this street while trying to maneuver around parked cars, avoid cars coming off of side streets, children on bicycles, and cars traveling at high rates of speed. Installing at least one stop sign on this street would greatly improve the safety for everyone.	1	0	39.757349	-121.833905	MIXED
9/14/2022 21:05	General Comment	I don't know how other sections of East Avenue are in the evening time, but the section near my home (between Cohasset and Manzanita) sounds like a race track. I suggest that all the traffic lights along this section of East Ave. in the evening time stay red until cars are present.	0	0	39.76094	-121.829255	MIXED
9/14/2022 21:18	Walking/Pedestrian Comment	I would love to see a linear parkway along the Lindo Channel connect from Esplanade all the way to Hooker Oak Park.	0	0	39.752521	-121.825526	POSITIVE
9/14/2022 21:23	General Comment	The amount of illicit drug use in this area is shocking and discourages me from frequenting this part of the park. It really could use some patrolling due to the close proximity to one mile recreation area.	0	0	39.763133	-121.793243	NEGATIVE
9/15/2022 6:43	Walking/Pedestrian Comment	This is essentially a 7-way (3-way for cars and 4-way for bikes) intersection that has no markings and limited signage. There is also a large overgrown shrub at this intersection that makes visibility more difficult for peds/bikes. This is a common route for school children, and speeding is an issue. The road is a feeder road for Merriam Park, The UH call center, and the Holiday Inn.	1	0	39.729712	-121.796834	NEGATIVE
9/15/2022 8:10	Walking/Pedestrian Comment	Crossing Walnut is very unsafe - student almost hit crossing @ 3rd street	0	0	39.72396	-121.8479	NEGATIVE
9/15/2022 8:15	Bicycling Comment	Needs bike buffer lane for safe riding	1	0	39.728489	-121.854783	NEUTRAL
9/15/2022 8:16	General Comment	Lower Bidwell park needs smoother roads	0	0	39.749186	-121.802502	NEUTRAL
9/15/2022 8:23	General Comment	Bathrooms maintenance issues.	0	0	39.746355	-121.808952	NEGATIVE
9/15/2022 8:26	Bicycling Comment	Needs a bike path. Discontinued sidewalk and crossing. Leaves make it worse in winter.	0	0	39.761082	-121.81513	NEGATIVE
9/15/2022 8:28	Bicycling Comment	No bike lane striping	0	0	39.775844	-121.83595	NEUTRAL
9/15/2022 8:31	Walking/Pedestrian Comment	Require new walk/bike path.	0	0	39.761536	-121.809304	NEUTRAL
9/15/2022 8:42	Bicycling Comment	Realistically, those are millions of dollars. Of course I would want an overpass. Who wouldn't? Sure go for it. But if that's not going to happen there are other solutions too.	0	0	39.740269	-121.799819	MIXED

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/15/2022 8:48	Bicycling Comment	Need sidewalks and bike lanes on Fair St, especially from E 20th St to E Park St. Unsafe corridor for pedestrians, wheelchairs, and bikes.	1	0	39.719958	-121.819228	NEUTRAL
9/15/2022 8:50	Bicycling Comment	Repave all of Humboldt bike path or create/improve bike lanes on Humboldt so bikes can use the road and pedestrians can use the path.	1	0	39.736171	-121.811675	NEUTRAL
9/15/2022 8:52	Bicycling Comment	Repave bike path from E 20th St. to Midway. Very bad cracks and root uplift. Super bumpy for bikes and even difficult for wheelchairs and pedestrians.	0	0	39.716665	-121.818295	NEGATIVE
9/15/2022 8:53	Walking/Pedestrian Comment	Challenging crossing E. 1st Avenue just about any time of the day. Cars travel quickly on that road and we've witnessed several car accidents that have resulted from cross traffic pulling out onto the road.	0	0	39.730954	-121.841123	MIXED
9/15/2022 8:53	Walking/Pedestrian Comment	Bump outs, lights, and more signs would all be helpful	0	0	39.739618	-121.841001	NEGATIVE
9/15/2022 12:32	Bicycling Comment	This is a bike path and for bikers, walker, skaters etc.... its not going to be a "walking only" that that is ridiculous. The main issue with this path is how it ends at a CHOPPY awful road right when it pops you out south of the 99..... What really needs to happen is 10th Street needs to be the continuation (since its already paved)... the small section of 10th St. running parallel to the 99 when you take a right after going under the 99 bike-underpass should be repaved	0	0	39.736171	-121.811675	NEGATIVE
9/15/2022 12:39	Bicycling Comment	I bike from near Forest Ave to downtown all the time... over time I found the best route (no traffic, smooth roads)..... it is using the "humboldt bikepath" until you go under the 99 and TAKE A RIGHT instead of going straight (southwest) on humboldt ave..... The first 100 feet of 10th street are awful, but after that its an AMAZING BIKING STREET... way better than humboldt ave.... then it drops you off at Linden st. which is perfect for getting to onemile or 7th st (best route to downtown)	1	0	39.734918	-121.81909	POSITIVE
9/15/2022 18:52	Bicycling Comment	A Bike Overpass (running parallel to the 99) from Bidwell Park at the end of Woodland Ave where it hits the 99, over 8th and 9th street all the way to the north corner of 10th Street-- where it connects to the Humboldt Bike Underpass. There needs to be a bike/walk overpass over hwy 32 and this is the best spot. Would block freeway noise from downtown too. Stopsgns, lights, speedbumps etc don't solve anything.... drivers/bikers/walkers will always complain unless they can flow unobstructed.	2	0	39.736823	-121.821253	POSITIVE
9/15/2022 18:54	Bicycling Comment	A Bike Overpass (parallel to the 99) from Bidwell Park at the end of Woodland Ave, over 8th and 9th, all the way to the north corner of 10th Street-- where it connects to the Humboldt Bike Underpass. There needs to be a bike/walk overpass over hwy 32 and this is the best spot. Stopsgns, lights, speedbumps etc don't solve anything. Drivers/bikers/walkers will always complain unless they can flow safely & unobstructed.	3	0	39.735892	-121.819967	POSITIVE
9/15/2022 23:00	General Comment	hard drugs or just weed? Both shouldn't be done around kids obviously, but hard drugs should be the focus when trying to bust criminals and get fentanyl and other hard drugs off our streets.... 5 years ago pills wouldn't kill you, but now almost anything than comes in pill form likely has fentanyl in it, and that trend is going to increase because cartels have found it most profitable.... we are in the early stages of what will be called the greatest opioid crisis in modern history	0	0	39.763133	-121.793243	NEGATIVE
9/15/2022 23:07	General Comment	is it mary jane or hard drugs? Obviously both shouldn't happen in parks but hard drugs should be a top priority since most pills these days have fentanyl in them and that trend is only going to continue.... highschoolers need a place to hang out, party etc its normal but there should be a strong focus on safety on not being a dumbass that takes pills.... thats how people end up mentally unstable and homeless.... if you don't believe me just poke your head into a homeless encampment	1	0	39.763133	-121.793243	NEGATIVE
9/16/2022 6:32	Walking/Pedestrian Comment	There is no safe sidewalk between residential housing and the park/school. We are unable to access the these public spaces by foot which are just down the street. We'd like to see the original plans developed to create a safe space for this overlooked area.	1	0	39.738401	-121.874799	NEGATIVE
9/16/2022 12:09	General Comment	The Dutch Bros coffee drive thru has created a severely dangerous intersection. Cars clog the road and sidewalk waiting in line, which is dangerous for other cars, pedestrians, cyclists and buses. It makes it dangerous for vehicles on Esplanade, 8th Ave and the frontage road.	0	0	39.74473	-121.851171	NEGATIVE
9/16/2022 13:54	General Comment	Its garbage coffee too, the epitome of junk food that people shouldn't eat for breakfast.... just stick to a chewie bar and bring some water or juice from home.... apple, carrot, broccoli, nuts etc all make great morning foods if you don't have time to make breakfast	0	0	39.74473	-121.851171	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/16/2022 14:02	General Comment	I support it over starbucks any day, since starbucks is corperate garbage to the max that gets political when it should just stick to coffee... but I rather see a trend of more healthy foods rather than people gorging donuts/coffee which has wayyyy too much sugar.... fiber is better for your digestive system in the morning hence why cereal got popular	0	0	39.74473	-121.851171	MIXED
9/16/2022 14:03	Walking/Pedestrian Comment	No.... that will just cause more traffic. There should be a bike overpass here- simple and effective... plus an amazing view	1	0	39.739324	-121.804755	MIXED
9/16/2022 18:04	Walking/Pedestrian Comment	Pedestrian overpass allowing you to ascend a spiral ramp and walk south across Skyway without any possibility of collision/accident. It can be extended across Notre Dame westward allowing you to cross both streets, one or the other all using the same "overpass". Bikes should just learn to use a Green Light like cars or use the pushbutton. A bike overpass would be too big, expensive etc. A walking-only pedestrian overpass is cheap, safe and effective and cars won't have to wait as long at lights	3	0	39.715105	-121.795098	POSITIVE
9/17/2022 8:07	Walking/Pedestrian Comment	I live in the neighborhood on the north side of nord, and I often see parents and children's walking to school. With no sidewalk in this area, they are forced to walk dangerously close the road with high volume and fast traffic. The lack of sidewalk or bike lanes on the both of the road make the road dangerous for all people trying to access the nearby park and school.	0	0	39.738401	-121.874799	NEGATIVE
9/17/2022 11:52	Walking/Pedestrian Comment	Finally someone with a brain. Pedestrian overpasses (walkers only) are common in other parts of the world like Barcelona, South America, Europe and even many places in India and Asia. The US has a lot of great things, but pedestrian (walking only) overpasses are NEEDED in many cities, for many intersections where walkers cause traffic and simultaneously complain its unsafe to cross..... solve 2 problems with 1 solution: Pedestrian Overpass. Build it out of steel grating, not concrete	1	0	39.715105	-121.795098	NEUTRAL
9/17/2022 14:30	Bicycling Comment	I bike on the street (centannial ave) its smoother, better for biking and longboarding	1	0	39.759858	-121.793098	POSITIVE
9/17/2022 14:32	General Comment	Only if cameras are installed.... I have family buried there and if I see any graffiti they may have to dig another grave. I'm not joking. Vandalize the streets and get curbstomped, vandalize a cemetery and you will be the next to be put 6 feet under.	1	0	39.734879	-121.838014	NEGATIVE
9/17/2022 14:39	Bicycling Comment	The solution is simple. Crosswalk with timer on the north/east side of Memorial.... in this intersection	0	0	39.733175	-121.837317	POSITIVE
9/17/2022 23:12	Bicycling Comment	Bicycle 🚲 pavement is super bumpy all the way to sycamore pool!!!	1	0	39.746353	-121.810758	POSITIVE
9/17/2022 23:44	Walking/Pedestrian Comment	That is a great idea! Plus the view would be nice, the structure alone would stand out and add another unique charm to Chico	1	0	39.715105	-121.795098	POSITIVE
9/18/2022 0:27	Bicycling Comment	No one enforces it (shh I didn't say anything *wink) At least not that I've noticed over the past 10 years, never seen a police car even enter there	0	0	39.745361	-121.815065	NEGATIVE
9/18/2022 0:31	Bicycling Comment	The road is like 12 feet wide.... there are barely any cars that even drive on it..... everything you said is just bad news. Charge for car access? F NO. Enforce one-way? Again.... the road is like 12 feet wide and everyone, whether it be cars or bikes are going under 15 mph so what is the concern?	1	0	39.745922	-121.81322	NEGATIVE
9/18/2022 0:33	Bicycling Comment	Definitely a priority.... Unless my memory is failing me, I remember longboarding from downtown to upper park easily and there weren't so many bumps and cracks... then again that was 10 years ago so who knows	0	0	39.746026	-121.810759	MIXED
9/18/2022 0:35	Bicycling Comment	Bicycle traffic direction has never been enforced on this road (thank god) because its unnecessary and a waste of time for police- I've seen people biking both direction on this road for over 12 years, no one EVER has said they were stopped for biking the wrong way and no one has complained from what I've seen.... just give people some space when you pass them, simple	1	0	39.745402	-121.810634	NEGATIVE
9/18/2022 0:56	Bicycling Comment	Also it could double as a Fire Escape Route if by chance the 32 gets blocked/congested. Paradise has 4 evacuation roads; Skyway, Niel, Clark and Pentz yet still was the deadliest wildfire in California history. Let that sink in. 4 evacuation roads, and still ended up the deadliest fire in CALIFORNIA HISTORY. A dirt biking path would be easy to create and could save dozens of lives in the case of a traffic jam with people try to escape while firetrucks trying to enter etc...	2	0	39.813731	-121.714739	NEGATIVE
9/18/2022 11:30	Walking/Pedestrian Comment	There any walking or bike lanes on either side on Nord. Adding them will allow for community members to safely access the nearby park and school.	0	0	39.737469	-121.872293	NEUTRAL
9/18/2022 11:51	Walking/Pedestrian Comment	There is no walking or bike paths on either side of the road here. It's an unsafe road for pedestrians and cyclists, who need to use to access the park and school. I pass use this road on my way to work, and see families walking the road and they don't have access to a sidewalk here. In addition, often I see semi trucks parked here, which creates a large blind spot for pedestrians, cyclists and drivers.	1	0	39.735475	-121.868283	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/18/2022 16:13	General Comment	Another drive thru that is completely dangerous to the intersection and whole area. When the Dutch Bros. vehicle drive thru is full, cars stop all along Pillsbury, in the bike lane & turn lane. They also stop on Cohasset road waiting for the drive thru. How many car accidents, bike accidents and pedestrian issues this has created.	0	0	39.757781	-121.844038	NEGATIVE
9/19/2022 14:28	Bicycling Comment	There should be a sign that reads "DO NOT BLOCK SIDEWALK IF LINE IS LONG" and whoever is the last to get in the car line that blocks the sidewalk/street can be cited. Don't fine Dutch Bros because that is giving money from a citizen-owned business to corrupt officials who use that money to eventually oppress you. If Dutch Bros were fined \$200 for some idiot who blocked traffic, that would only make sense if the 200 were equally split between THE PERSON CUT OFF BY CARS... which is unlausable	1	0	39.757883	-121.844501	NEGATIVE
9/19/2022 14:37	Walking/Pedestrian Comment	The issue is Nord is trying to be a highway (part of hwy 32). At the same time its trying to be a low-traffic road with almost nonstop student crossings. That simply cannot work. Nonstop student crossings across a busy highway simply doesn't work. THE SOLUTION IS A BIKE OVERPASS that allows bikers and walkers to easily ascend a ramp and SAFELY pass over the road altogether without stopping traffic. Its a WIN-WIN.	1	0	39.735475	-121.868283	NEGATIVE
9/19/2022 15:09	Walking/Pedestrian Comment	A walking/skateboarding ramp going up from the traintracks alongside the existing path and over Nord. Once it crosses Nord you would have to walk down stairs or a ramp to ground-level. A bikepath would be too spacious.... a pedestrian path allows walkers/skateboards to cross Nord safely without stopping/making car traffic. The tracks are elevated, so the ramp to Nord would be almost flat. A bike overpass should be a priority near West Sac/Nord intersection	0	0	39.728171	-121.853051	NEUTRAL
9/19/2022 15:11	Bicycling Comment	More bike paths (preferably Class I if possible) to this area of Chico	0	0	39.785149	-121.890388	NEUTRAL
9/19/2022 15:12	Walking/Pedestrian Comment	There is no paved sidewalk	0	0	39.776176	-121.881359	NEGATIVE
9/19/2022 15:14	Bicycling Comment	Old bike lane here could be fixed up	0	0	39.768371	-121.8729	NEUTRAL
9/19/2022 15:16	General Comment	City sponsored sanitation for encampments	0	0	39.760998	-121.865785	NEUTRAL
9/19/2022 15:16	General Comment	Homeless problem here needs to be dealt with	0	0	39.759784	-121.86445	NEGATIVE
9/19/2022 15:17	Bicycling Comment	Students/kids/people unable to safely use bike path due to homeless camps and endless refuse	0	0	39.758073	-121.86282	NEGATIVE
9/19/2022 15:18	Bicycling Comment	Lot of bike traffic on Eaton. Very poor shoulders and narrow road	1	0	39.775714	-121.847949	NEGATIVE
9/19/2022 15:40	General Comment	Trim trees to increase visibility of crossing	0	0	39.761016	-121.849961	NEUTRAL
9/19/2022 15:42	Bicycling Comment	Need bike access to elementary schools, Bidwell JHS, Wildflower Charter all along East Avenue	0	0	39.760929	-121.830971	NEUTRAL
9/19/2022 15:43	General Comment	Needs to be resurfaced	0	0	39.758379	-121.815033	NEGATIVE
9/19/2022 15:44	Bicycling Comment	Please have developers add more bike paths to keep neighborhoods connected and bikes + people off busy main roads	0	0	39.769694	-121.811042	NEUTRAL
9/19/2022 16:20	Bicycling Comment	Establish bike lane on Ivy + 11th Street	0	0	39.719787	-121.838259	NEUTRAL
9/19/2022 17:53	Bicycling Comment	This is what I've been saying ever since they started doing this. Bulb-outs are absolutely horrible, especially for bicyclists.	0	0	39.726174	-121.835505	NEGATIVE
9/19/2022 17:55	Bicycling Comment	You are correct, but there is no easy remedy for this. I always ride on Salem Street.	0	0	39.725579	-121.836543	MIXED
9/19/2022 18:00	Walking/Pedestrian Comment	I live in the Barber neighborhood and I definitely don't want a sidewalk in front of my house!	0	0	39.717973	-121.830724	NEUTRAL
9/19/2022 19:09	Walking/Pedestrian Comment	Needs pedestrian flashing crossing on bike path	0	0	39.758273	-121.795927	NEUTRAL
9/19/2022 19:11	Bicycling Comment	Add water filling stations. There are none!	0	0	39.780724	-121.738815	NEGATIVE
9/19/2022 19:11	Bicycling Comment	Add bridge to cross creek	0	0	39.777038	-121.750025	NEUTRAL
9/19/2022 19:12	Bicycling Comment	Grade the road so non-mountain bikes can use it	0	0	39.794048	-121.738704	POSITIVE
9/19/2022 19:13	General Comment	There's trash all over the cliffs going down to the river	0	0	39.798867	-121.731262	NEGATIVE
9/19/2022 19:14	General Comment	Increase signs for "slow" so cars don't kick up as much dust.	0	0	39.796825	-121.73515	POSITIVE
9/19/2022 19:16	Bicycling Comment	Don't fix the road past diversion dam. Leave it for bikers and hikers, no cars	2	0	39.799159	-121.727262	NEGATIVE
9/19/2022 19:17	General Comment	Paved road (level) up to/past Salmon Hole	0	2	39.790477	-121.738772	NEUTRAL
9/19/2022 19:20	General Comment	Pave levees for connectivity away from cars. Perimeter to get you where you need.	0	0	39.778577	-121.798262	NEUTRAL
9/19/2022 19:48	Walking/Pedestrian Comment	Needs sidewalk	0	0	39.714679	-121.7993	NEUTRAL
9/19/2022 19:48	Bicycling Comment	Add a bike crossing over Hwy 99 between Park and 20th	0	0	39.717496	-121.802774	NEUTRAL
9/19/2022 19:49	Walking/Pedestrian Comment	No paved sidewalk from Burger King to Talbert on Forest	0	0	39.71942	-121.801575	NEUTRAL
9/19/2022 19:50	General Comment	No shoulder; unsafe. Critical access connector	0	0	39.717666	-121.787453	NEGATIVE
9/19/2022 20:06	Bicycling Comment	Make a bike connection here	0	0	39.732968	-121.772581	NEUTRAL
9/19/2022 20:07	Bicycling Comment	Add a bike path along 20th connecting Bruce Rd to path near Little Chico Creek	0	0	39.727136	-121.798757	NEUTRAL
9/19/2022 20:09	General Comment	Bruce Road - all to be a four lane road from Skyway to Manzanita	0	0	39.73594	-121.787477	NEUTRAL
9/19/2022 20:22	Walking/Pedestrian Comment	What about a bridge for kids to walk to school?	0	0	39.743365	-121.812458	NEUTRAL
9/19/2022 20:23	General Comment	Need safer bike/sidewalks leaving Marsh	0	0	39.737863	-121.798912	NEUTRAL
9/19/2022 20:37	Walking/Pedestrian Comment	Walkway not available for pedestrian use	0	0	39.74924	-121.865544	NEGATIVE

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/19/2022 20:44	Bicycling Comment	It already exists, you can just bike through, unless you mean like a bike bridge (for winter flooding)	0	0	39.732968	-121.772581	NEUTRAL
9/19/2022 20:47	General Comment	No. Most agree we want Bidwell to stay RUGGED. You might even get beat up for suggesting that in person (kidding) but seriously no one wants it paved because we don't want more cars there.	1	0	39.790477	-121.738772	NEGATIVE
9/19/2022 20:50	Bicycling Comment	A cool hiking pedestrian suspension bridge would be cool, but NOT A BULKY CONCRETE BRIDGE.... It should be cool, wooden, cute/small etc	0	0	39.777038	-121.750025	MIXED
9/19/2022 21:27	Bicycling Comment	Need crossing buttons for bicycles	0	0	39.73963	-121.804799	NEUTRAL
9/19/2022 21:33	Walking/Pedestrian Comment	Create mid-street crossing on E + W 1st Avenue with painted walkway and lights in front of Chico High School. "Diagonal Cut" mid-street pedestrian walkway allows pedestrians + bikes to look motorists in the eyes.	0	0	39.736422	-121.848698	NEUTRAL
9/19/2022 23:24	Bicycling Comment	Shoulder needs to be kept free of debris - forces rider onto 32.	0	0	39.737909	-121.813243	NEUTRAL
9/19/2022 23:36	Bicycling Comment	Coming into town from Midway bike path to park into downtown - riders are forced to take lane to avoid door zone and cross 3 busy lanes to make a left turn	0	0	39.711764	-121.812158	NEUTRAL
9/19/2022 23:38	General Comment	Fair/mulberry need road edges fixed desperately	0	0	39.721079	-121.820344	NEGATIVE
9/20/2022 0:25	Bicycling Comment	That was like 2 months ago, old news	0	0	39.734444	-121.817675	NEGATIVE
9/20/2022 1:22	Walking/Pedestrian Comment	Bike overpass from Bidwell park at Woodland Ave, over 8th with an offramp and onramp to go over 9th connecting to 10th & Humboldt path. You could bike/walk from Bidwell park to the mall without having to cross a single lane of car traffic, no chance of car collision..... Attached photo shows a detailed sketch. Photo didn't upload last time, trying again.	4	0	39.735376	-121.819073	NEUTRAL
9/20/2022 1:24	Bicycling Comment	check out the idea of a bike overpass from bidwell park to humboldt bikepath, on this map just south of the 99, 300 feet down the road	0	0	39.737295	-121.817822	NEUTRAL
9/20/2022 1:28	Bicycling Comment	check out the bike overpass idea, from bidwell park to humboldt bikepath (woodland ave to 10th street, with an on/offramp halfway between 8th and 9th)..... the 32 needs a bikeoverpass, its long overdue	1	0	39.736701	-121.817946	NEUTRAL
9/20/2022 23:27	General Comment	People have been clearing trash out of this creek.... it was almost 100% trash-free and a beautiful nature trail where one could see deer, owls etc..... after the homeless encampment clearing upcreek near Marsh Middle School, within 1 day its already being LITTERED with trash, needles, glueguns, knives, and all sorts of pollution with NO REGARD for respecting nature. We've had enough and things are going to change. Homeless cannot camp here period, camp elsewhere... they ruined it with trash	1	0	39.736761	-121.804886	NEGATIVE
9/21/2022 0:06	General Comment	They need to clear this park out. There must be a better place for people to camp/live. There is so much open land away from houses, paths and schools. Why does the City allow their parks to be destroyed? Just designate some land for camping and they can trash it all they want..... just not our parks and creeks.	1	0	39.731847	-121.821303	NEGATIVE
9/21/2022 0:15	Bicycling Comment	Good idea, one where Guardian Trail connect to the discgolf course, right at that trail intersection would be ideal	0	0	39.780724	-121.738815	POSITIVE
9/21/2022 11:19	General Comment	Yes, cars and big trucks parked on the north side of Fifth Ave. block visibility of on coming cars traveling east on Fifth.	0	0	39.742737	-121.847059	NEUTRAL
9/21/2022 16:51	General Comment	Update: The trash is gone, people have moved on and the Little Chico Nature Trail is open again. This is great news, lets keep it trashfree and pristine.	1	0	39.736761	-121.804886	POSITIVE
9/21/2022 17:06	Bicycling Comment	Extend a bikepath from Chico to Butte College. The roads Midway, Oroville-Chico Hwy and Durham-Pentz Hwy are a perfect bike route. All it needs is some barriers, repaving and paint. With VERY little money invested this could be a great bikeroute, can even be continued to Oroville (along Clark). I know most people drive cars, but in 20 years when electric bikes are more common, this bikepath would be a no brainer... might as well get a head start	2	0	39.709256	-121.810726	POSITIVE
9/21/2022 17:36	Bicycling Comment	It would need the most work at the 99 crossing, narrow bridges and where the shoulder is missing. In some places the shoulder dips into a water drainage; makes more sense to put the path up against a fence on the other side of the drainage (away from cars and mud). In many places the bike path can be made with crushed granite, which is both CHEAP and GREAT for rain and drainage, it stays dry and compact even during storms/floods. Views are incredible east of the 99; miniature table mountains	0	0	39.709256	-121.810726	MIXED
9/21/2022 17:55	Bicycling Comment	Build a dirt trail for biking/hiking which starts at the "Butte Creek Ecological Preserve", crosses the creek and follows just below the cliffs that run below Skyway Road. Similar to Guardian Trail in Bidwell Park. The dirt trail would reconnect to Honey Run Road wayyyyy upriver near the southeast end of the Paradise Memorial Trailway (which already exists). You could bike through nature to Paradise in 1 hour. Its about the distance from downtown chico to salmon hole--- incredible views	3	0	39.713279	-121.777854	NEUTRAL

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/21/2022 17:58	Bicycling Comment	To summarize--- A hiking/biking dirt trail from "Butte Creek Ecological Preserve" to Paradise----- Could serve as a backup emergency evacuation route----- hiking/biking = AMAZING views (hike Guardian Trail, South Rim or Annie Bidwell and you will see what I mean)... Its like Yosemite with no crowds, so you can actually spot deer etc..... trust me I used to work in Yosemite and the mass tourism ruined it.... you have to hike 12+ miles to get away from people and see animals	1	0	39.713279	-121.777854	NEUTRAL
9/22/2022 0:39	Bicycling Comment	Well marked bikepath from this point, along West Sac all the way to River Road. Bidwell Ave works great as a bikepath to get you to this point. West Sac its basically unsafe/unfun to bike. If need-be just convert the road shoulder into a bikepath and add a barrier for bridge crossings. Future development could see a continued bikepath to Hamilton City. Connecting cities with paths is SMART looking forward; Paradise-Chico-Oroville-ForestRanch- Hamilton City all connected with biking paths	1	0	39.731133	-121.881857	POSITIVE
9/22/2022 2:52	General Comment	Really? All the way out there?..... Last I saw there was some trash near bear hole, not much but in the nooks and crannies.... but where you marked on the map is pretty deep into upper	0	0	39.798867	-121.731262	NEGATIVE
9/22/2022 3:16	Walking/Pedestrian Comment	Suspension Bridge over river - Search youtube "suspension hiking bridge", they are lightweight, fireproof, ecofriendly, low-cost and resilient. I always look to Europe for inspiration- Czech Republic has the longest pedestrian suspension bridge in the world @ over 2,365 feet long, hidden in the middle of a giant forest. Chico can afford to make a 60-100 foot bridge easy. Upper Park would remain rugged; a suspension bridge is not a concrete bikebridge. Wooden bridges are rugged but not fireproof	3	0	39.810856	-121.723224	POSITIVE
9/22/2022 11:54	Walking/Pedestrian Comment	Agreed. When I go to Europe I can choose almost any direction, and hike or bike across Europe literally. The bike paths in Europe are that good. Many of these bike routes incorporate crushed granite, dirt paths etc.... the USA in comparison has almost zero city-to-city bikepaths (I've only seen bike paths within city limits) We need bike paths between neighboring towns and cities. Start with continuing Guardian Trail to Forest Ranch, then a trail just below the cliff along Skyway to Paradise.	1	0	39.810856	-121.723224	
9/22/2022 11:57	Walking/Pedestrian Comment	Absolutely. I see people complain about "the environment" and yet they don't provide any solutions. One simple solution is to connect nearby cities with bikepaths so people don't have to BURN GASOLINE to get there. People are hypocrites if they complain about environmental degradation and yet choose to drive their car everywhere... This is the difference between the US and Europe.... in Europe people bike around, in the US people drive and get upset at all the money they spend on gas.	0	0	39.810856	-121.723224	
9/22/2022 11:58	Bicycling Comment	Agreed. When I go to Europe I can choose almost any direction, and hike or bike across Europe literally. The bike paths in Europe are that good. Many of these bike routes incorporate crushed granite, dirt paths etc.... the USA in comparison has almost zero city-to-city bikepaths (I've only seen bike paths within city limits) We need bike paths between neighboring towns and cities. Start with continuing Guardian Trail to Forest Ranch, then a trail just below the cliff along Skyway to Paradise.	0	0	39.709256	-121.810726	
9/22/2022 11:59	Bicycling Comment	Absolutely. I see people complain about "the environment" and yet they don't provide any solutions. One simple solution is to connect nearby cities with bikepaths so people don't have to BURN GASOLINE to get there. People are hypocrites if they complain about environmental degradation and yet choose to drive their car everywhere... This is the difference between the US and Europe.... in Europe people bike around, in the US people drive and get upset at all the money they spend on gas.	1	0	39.713279	-121.777854	
9/22/2022 23:01	General Comment	I'm all for having a designated living area for people to camp, just at least leave this little section of river to be pure nature. Its nice having a stretch of creek/trail with zero trash and only soothing nature sounds. I've seen deer here, its quite biodiverse if you walk quietly and don't scare animals, its feels like you are way out in upper park, but its literally 50 feet from a residential neighborhood.	2	0	39.736761	-121.804886	
9/22/2022 23:15	Bicycling Comment	This bikepath is great in theory, but the chain-link fence doesn't block any noise from the 99 freeway.... its so loud and sun exposed that very few people use it..... I suggest growing english ivy on the fence, it will block sunlight and noise.....also there should be a bike overpass crossing 8th and 9th, connecting to woodland ave in bidwell park like others mentioned	2	0	39.731693	-121.813115	

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/24/2022 14:43	Walking/Pedestrian Comment	That idea makes a lot of sense. Walking across 8-9 lines of traffic takes too long, makes cars wait longer for lights etc. Not to mention the obvious danger of pedestrians crossing a highway (which Skyway is). Bikers can easily make the green light, just watch for cars trying to make a right turn.	0	0	39.715105	-121.795098	
9/24/2022 14:50	Bicycling Comment	The concept of having a separate sidewalk and bikelane is a relic of terrible pedestrian infrastructure. Many countries and cities realized that combining them into one wide path is FAR better. For example this 20th street overpass can be a GREAT MULTI-USE PATH by simply extending the sidewalk to cover the "bike lane". Boom, the sidewalk is now a "mult-use path". Most people agree that there are few protected/safe 99 crossings.... but no one has solutions. Here is a solution. Your welcome.	3	0	39.726795	-121.807972	
9/24/2022 14:55	General Comment	Look at the Bike Overpass idea on the south side of the 99. It would go from Bidwell Park at woodland ave, over 8th ramping down for another exit/entrance then ramping up again over 9th, connecting to 10th street next to Humboldt bikepath.	0	0	39.73649	-121.819164	
9/24/2022 15:01	General Comment	Bike Overpass from Woodland Ave (Bidwell Park) over 8th and 9th, connecting to 10th near Community Park Bridge (humboldt bikepath). An on/off ramp between 8th and 9th allowing people to cross 1 road or 2.	0	0	39.73663	-121.820934	
9/24/2022 15:07	General Comment	Make the double-yellow line "island" into a proper elevated-curb island with a path cutting through it. The curb island prevent cars from hitting people on the island (if the curb is built tall enough, can put bushes there too for visibility). The island is most important, the paint lines for the path are also important so cars see the crossing, and people follow it to the island.... crossing 1 lane is easy... you can relax in the raised island until its safe to cross the other	0	0	39.734424	-121.834157	
9/25/2022 20:11	Walking/Pedestrian Comment	Ya suspension bridges are cool, its easy bikers just dismount and walk their bike	0	0	39.810856	-121.723224	
9/26/2022 22:36	General Comment	Its pretty sad this path is constantly littered with trash. We need more trashcans, lights and the homeless should be humanely relocated to another area to prevent environmental degradation. I've smelt burnt plastic, seen clothes and entire bags of trash thrown into the creek; its mind-numbing. Some people are afraid to walk alone, they just won't admit it. I'm sick of people letting important ecosystems like Teichert Ponds get polluted.... If you want Respect, respect Nature or GTFO of Chico.	3	0	39.735527	-121.814059	
9/26/2022 22:48	General Comment	To clarify, I am not implying all homeless people are leaving trash, but there is a correlation. Perhaps the trash is generated by perfectly sane non-homeless douchbags. Perhaps the trash is being generated by individuals who are mentally unstable or insane (in which case mental care should be provided). ---Regardless, there should be a standard of cleanliness for bikepaths and public areas. Portland, Seattle, Sac -- all overflowing with trash & crime..... lets not be that	0	0	39.735527	-121.814059	
9/26/2022 23:09	General Comment	An area for camping should be allowed, where people staying there volunteer 2 hours/week (garden, kitchen, cleaning). The work they put in allows it to be self sustainable; the garden produce + rice, beans and pasta = Food. A dumpster and bathroom should be provided, and keeping it clean would be another volunteer job. Homeless people need incentive and direction. Handouts produce laziness, drug addicts and eventually crime. Opportunities & hard work creates diligence and reason to live- to help	0	0	39.735527	-121.814059	
9/27/2022 12:16	General Comment	100% agreed. The vandalizers and litterers often do it when no one is around like cowards. They think they are above the law.	1	0	39.735527	-121.814059	
9/27/2022 16:10	General Comment	Very smart pedestrian infrastructure. The next smart move would be a bikepath going from here northeast on 10th street, ramping up to an overpass over 9th with an on/offramp then ramping up and over 8th connecting to Bidwell Park at Woodland Ave	1	0	39.734109	-121.817071	
9/27/2022 22:04	Bicycling Comment	Could definitely use some repaving	0	0	39.736171	-121.811675	
9/27/2022 22:14	General Comment	Empty dirt lots like this (overgrown with weeds and abandoned) can be easily turned into a garden. Perhaps the city could donate or designate certain empty lots as "community gardens" so we can make it beautiful and produce some fruit/veggies/herbs. I'm not sure which empty lots are city-owned or privately owned but a garden beats dirt/weeds/trash. If this is unplausable for dirt/abandoned fields then surely somewhere in Chico would allow it. Even mini-gardens around Chico would be cool.	1	0	39.732217	-121.825523	

Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Sentiment
9/27/2022 22:43	General Comment	This is precisely the right criteria for a Roundabout- cars driving under 35 mph that can slow. A crash is exponentially more powerful as the mph rises, for example a 45 mph crash is about 15x as deadly as a 10 mph crash... it might seem obvious looking at the numbers, but when driving its easy to accelerate up to 40 and feel like you are driving slow..... Search "chance of being killed by car mph graph"..... the safety "sweet spot" is 20 mph, which is basically a Roundabout	0	0	39.738524	-121.843984	
9/27/2022 22:44	General Comment	This is precisely the right criteria for a Roundabout- cars driving under 35 mph that can slow. A crash is exponentially more powerful as the mph rises, for example a 45 mph crash is about 15x as deadly as a 10 mph crash... it might seem obvious looking at the numbers, but when driving its easy to accelerate up to 40 and feel like you are driving slow..... Search "chance of being killed by car mph graph"..... the safety "sweet spot" is 20 mph, which is basically a Roundabout	0	0	39.738524	-121.843984	
9/27/2022 22:47	General Comment	This is precisely the right criteria for a Roundabout- cars driving under 35 mph that can slow. A crash is exponentially more powerful as the mph rises; a 45 mph crash is about 15x as deadly as a 10 mph crash... it might seem obvious, but when driving its easy to accelerate up to 40 and feel like you are driving slow..... Search "chance of being killed by car mph graph" on google images..... the safety "sweet spot" is 20 mph, which is basically a Roundabout	0	0	39.738588	-121.844156	
9/27/2022 22:57	General Comment	If this is not an acceptable comment because its not transportation-related, I understand. I got carried away on the concept of clearing trash from bikelanes and it led me to the idea of mini-gardens. Feel free to remove this post, perhaps it belongs in a different discussion board.	0	0	39.732217	-121.825523	
9/27/2022 23:14	Walking/Pedestrian Comment	If some reading the original post think I'm being heartless, its the opposite; I want the people there to be helped but there should be areas for people to camp and other areas designated as camping-prohibited- at least some gaps and sections so its not 1 stretched out encampment along the entire creek and ponds... also the shopping carts in the middle of the path.... seems its scaring away people that would normally walk their dog through there.... I've met many who don't feel safe on that path	1	0	39.734284	-121.81256	
9/27/2022 23:21	Walking/Pedestrian Comment	If this cliff is part of Bidwell Park and belongs to the City of Chico and its residents, then it would be awesome to have a trail going up there. Its like another monkeyface; epic views and would actually draw some traffic and crowding away from that parkinglot in front of Monkey Face.	1	0	39.766131	-121.776962	
9/27/2022 23:27	General Comment	I wouldn't necessarily say its dangerous at night. Its dark sure, perhaps dangerous if you don't have a light and can't see the road but its not dangerous, its not like you are going to get jumped or robbed, but I will admit it is VERY dark at night here and needs a light.	0	0	39.738484	-121.821127	
9/27/2022 23:31	General Comment	Trash blows into the creek here easily. This is because the "fence" or barrier on the side of the freeway is barely a couple feet tall, so it doesn't block trash. I recommend a "trash net" that extends another 2 feet higher than the existing barriers on the edge of the freeway. A light for the underpass is a higher priority though. Doesn't even have to be very bright, just some light.	1	0	39.734383	-121.816583	
9/27/2022 23:36	General Comment	This relates to transportation in the fact that sometimes trash in this underpass can cause a wheel to slip. In general this underpass is find, but occasionally there is a shady character hanging out. A light and a nice simple mural would fix everything. Trash-net for the freeway edges is icing on top. The plants in the creek there are pretty amazing, I've seen hummingbirds, Canadian geese, frogs, etc	0	0	39.734383	-121.816583	

Technical Memorandum

To	Jesse Hudson, City of Chico Tracy Bettencourt, AICP, City of Chico	Project	Chico Active Transportation Plan
From	Kendra Ramsey, AICP	Ref. No.	12575135
Subject	Public Engagement and Marketing Strategy		

This memorandum provides an overview of the public engagement and marketing tasks that will be conducted to spread the word and gather community feedback about the City of Chico Active Transportation Plan. Engagement will be conducted via a hybrid in-person and virtual approach, which will focus on reaching residents and other stakeholders from a variety of geographies, socio-demographic groups, and perspectives. The engagement strategy includes the project website and online engagement tools, community meetings, presentations at existing meetings, and focus groups. Descriptions of the purpose, individual tasks, and deliverables for each method of outreach are provided in the following sections.

Project Website and Online Engagement

The project website will be a one-stop, interactive website where the public will be able to learn about the project, interact with project information, and provide feedback effectively from their home computer. The website will be hosted on the Social Pinpoint platform, which allows multiple interactive tools to be seamlessly integrated into the project website, all visible without leaving the page. The City can link to this stand-alone website from the City website, as desired.

The project website will include the following components:

- Project background and goals
- Project documents and comment feature when comment periods are open
- Project timeline
- Recordings of virtual meetings
- Event notifications for future meetings

The website will also host virtual engagement tools to solicit feedback from the convenience of stakeholder's home or office. These tools will be designed to complement in-person events as well as effectively solicit feedback for those who may not be able to attend events. Virtual engagement tools will include:

- **Interactive Map** to allow the public to provide location-specific comments. This will usually be deployed early in the project to gather feedback on constraints, barriers, gaps, and opportunity areas.
- **Project Survey** to solicit specific feedback for the plan. The survey can include opportunities to provide feedback on: project goals and objectives, facility preferences, and/or project prioritization strategies. GHD will work with the City to identify the best use of the survey to gather feedback. The survey can also be distributed via paper copy at events if desired.

Other tools, such as a participatory budgeting exercise or discussion forum can be developed if desired and helpful during the plan development process.

Deliverables

- Draft content for main page, island landing pages, project timeline (Word)
- Live website with content loaded
- Periodic website updates to add approved project documents, meeting notifications, meeting recordings
- Map-based engagement tool
- Project survey: Draft survey (Word), Survey hosted on website/available via hard copy if needed
- Summary of online engagement to be developed and added to the final plan, to include map input, survey input, other comments received on website

Community Meetings

Community meetings will be held at several key junctures in project development to gather community feedback about the project. Meetings are anticipated to be held in person, preferably outdoors due to health concerns, but can be held virtually if desired.

Community meetings will be held at several key junctures in project development. The meetings can have a formal presentation or be open house format without a presentation, allowing participants to drop in as they are available. The format can be determined as the project progresses. Meeting notices will be provided in English and Spanish, and interpretation will be provided at in-person events as determined during event planning meetings between GHD and the City.

Project Inception

This meeting will introduce the project and collect feedback from the general public on challenges, barriers, and needs related to the transportation network. This workshop will also provide project background and objectives, and an overview of initial findings relating to existing conditions analysis, and education around transportation planning concepts.

Release of Network Recommendations

This meeting will provide an opportunity to show the public the recommended bicycle and pedestrian improvements and describe how they respond to the needs identified in the data collection and existing conditions phase. The public will be invited to provide comment at the workshop on the recommendations. The workshop will include educational content on improvement types to allow the public to understand the options and provide informed comments.

Deliverables

- Community meetings notice/flyer for each workshop series (2 total) in electronic format (PDF); this flyer will be formatted to allow distribution electronically and physical copy
- Outreach language for use on social media and any email lists (Word)
- Press release or other 1-page informational text for use in newsmedia (Word)
- Community meeting presentation (Powerpoint) for each meeting (2 total), if needed
- Summary for each community meeting (2 total), incorporated into final plan (PDF)

Presentations at Existing Meetings

In addition to community meetings, engagement efforts for the Chico ATP will include presentations at existing meetings to notify the public about the plan and collect feedback. Meetings are as follows:

City Council

A presentation will be made to City Council following project inception to discuss and receive feedback on goals and objectives, as well as to present Draft and Final versions of the Plan. These presentations will also serve to notify the public who may be in attendance about the Plan and invite their participation.

Organization Meetings

GHD will work with the City to identify stakeholder groups or organizations that represent key constituencies likely to be interested in the Active Transportation Plan, and coordinate attendance and presentation at existing meetings held by these groups/organizations. We estimate three such presentations will be made. These presentations are likely most fruitful if held during the existing conditions phase of the project to elicit feedback on needs, as well as to engage these constituencies early in the plan development process. Presentations are assumed to be virtual, though could be in-person if scheduling aligns with other site visits.

Deliverables

- Presentation (Powerpoint) for City Council, Organizational Meetings (6 total)
- Summary of feedback received for each presentation event, incorporated into final plan

Focus Groups

A project of this importance and magnitude has a variety of critical stakeholders to be consulted. Accordingly, GHD will work with City staff to identify key stakeholders or categories of stakeholders to be invited to focus groups to discuss components of the project. These focus group meetings will provide an opportunity for a small group to discuss the plan in depth with the project team and provide comments relevant to their organizations/constituencies. Stakeholder types that may be relevant for these meetings include organizations service children and families, older adults, low-income/disadvantaged residents, business owners, bicycle and pedestrian advocacy groups, or faith-based organizations. It is anticipated that approximately five focus groups will be held, scheduled to reduce total amount of travel needed (coordinate with other site visits or meetings).

Participants at each focus group will be oriented to the project website and project survey and map comment tool, and invited to maintain participation throughout the project. Feedback received will be summarized for each event. Spanish translations for materials and interpretation at meetings will be provided as determined by the City and GHD in planning the events.

Deliverables

- Invitation for each meeting (electronic format)
- Presentation/discussion prompt (Powerpoint and/or PDF)
- A summary of the feedback from each focus group will be included in the Outreach Technical Memorandum (PDF)

Public Draft Plan Comments

The following comments were received during the Public Draft Plan phase.

Public Draft Comments

I'm pleased to see the emphasis on biking, walking, and rolling in the plan! Improving road conditions (potholes, uneven pavement,) would make biking safer and more enjoyable.

Please start taking seriously non-automobile traffic and support in new city development. It's the future, save money by beginning now. We cannot road-build our way to less cars.

Please enforce regulations about cars parked in bike lanes. On Cypress and Pine in particular, cars block the lanes all night, regularly.

Please complete Chico's existing bike lanes (and build complete ones in the future). Mulberry/Cypress bike lane dead-ends at 9th St, with no good side-street option. Likewise Park Ave's bike lanes ends abruptly at 12th St., not connected to downtown. As a result, both these bike lanes are underused.

I've read and fully endorse the detailed feedback submitted by the Chico Safe Streets coalition!

Thank you.

Matthew Hoover

I agree with the comments submitted by the Chico Safe Streets Coalition, and as a regular handcyclist and mentor to young cyclists in the local Ability First Adaptive Sports program I support and applaud all of the Coalition's positions and suggestions as those will help facilitate use of adaptive handcycles by ever more members of our adaptive community.

Thank you for this ATP. Having studied urban development on several continents, and consulted for the City on its South Campus neighborhood in particular, I appreciate the emphasis of this report.

I also support the detailed comments submitted by the Chico Safe Streets coalition. These represent current planning consensus in cities the world over that have prioritized 'complete streets' and effective cycling infrastructure.

These priorities lead to healthier, safer, and more pleasant communities with greater economic prosperity and resilience, higher property values, lower construction and maintenance costs, less pollution, and lower emissions of greenhouse gases!

In particular, PLEASE make our bike lanes durably well-built and wherever possible CLASS I OR IV (and NOT CLASS II to the left of parked cars!!), install bike boxes and other protections at key intersections, complete gaps in bike lanes that cross the city (esp east-west, and at Park & 12th and at Mulberry & 9th), calm local traffic in residential areas, reduce or eliminate car parking requirements for downtown, and plan for serious and secure BIKE PARKING on larger scales downtown and in commercial and institutional centers (as they are doing in Redding at the Shasta Bike Depot).

There is a lot of money to be saved and indeed made over time in these ways! and businesses can prosper as they adapt.

THANK YOU FOR ALL YOU DO!

Sincerely, David Eaton, PhD MPH, Professor of Anthropology, Chico State University

I agree with the comments submitted by the Chico Safe Streets Coalition, and recommend that the City expand the gap between the kissing gates on the Class I bike path from Eaton Road to the Esplanade to a minimum of 6 feet apart, preferably more, and add traffic calming measures (such as speed bumps, stop signs, or traffic lights) to all roads intersecting with the Class I Eaton to Esplanade path that currently lack them.

I agree with the comments submitted by the Chico Safe Streets Coalition, and recommend that the City expand the gap between the kissing gates on the Class I bike path from Eaton Road to the Esplanade to a minimum of 6 feet apart, preferably more, and add traffic calming measures (such as speed bumps, stop signs, or traffic lights) to all roads intersecting with the Class I Eaton to Esplanade path that currently lack them.

I fully support the suggestions made by the Chico Safe Streets Coalition. I suggest that the City widen the distance between the kissing gates on the Class I bike path from Eaton Road to the Esplanade to a minimum of 6 feet or more. Additionally, I recommend the incorporation of traffic calming measures, such as speed bumps, stop signs, or traffic lights, at all intersections along the Class I Eaton to Esplanade path that do not currently have them.

I agree with the comments submitted by the Chico Safe Streets Coalition, and recommend that the City expand the gap between the kissing gates on the Class I bike path from Eaton Road to the Esplanade to a minimum of 6 feet apart, preferably more, and add traffic calming measures (such as speed bumps, stop signs, or traffic lights) to all roads intersecting with the Class I Eaton to Esplanade path that currently lack them

I agree with the comments submitted by the Chico Safe Streets Coalition, and recommend that the City expand the gap between the kissing gates on the Class I bike path from Eaton Road to the Esplanade to a minimum of 6 feet apart, preferably more, and add traffic calming measures (such as speed bumps, stop signs, or traffic lights) to all roads intersecting with the Class I Eaton to Esplanade path that currently lack them

I agree with the comments submitted by the Chico Safe Streets Coalition, and suggest we expand the gap between the kissing gates on the Class I bike path from Eaton Road to the Esplanade to a minimum of 6 feet apart, to minimize cycling accidents at the gates, but still prevent unauthorized vehicles from entering the path.

HAPPY WITH THE SAFE STREETS COALITION PLAN

I agree with Ann'e Bedeck Kaufman's comments. And We ought also to pave all the shoulders and forget the streets. Its cheaper and would provide and incentive for people to ride bikes to get a smooth ride. Kirk Monfort

Hello,
I would like to say that I agree with the comments which the Chico Safe Streets Coalition will be submitting.
Thanks,
Matt Brush

Figure 7b of the Active Transportation Plan, shows planned bike paths. Planned Bike paths include "Humboldt Ave" and "Esplanade/Main St./Park Ave". The "Esplanade/Main St./Park Ave" proposed bike path would connect the current "Esplanade/Chico Airport" bike path to the proposed "Humboldt Ave" bike path which would greatly facilitate bike transportation for all residents in the City of Chico while also connecting the Mechoopda Tribe's low-income housing located on the North end of Town such as the "Coral Circle" units & "East Lassen Ave" units as well as the South end of Town "Chapman Town" units to one another and to "Meriam Park" where the Mechoopda Tribal Government Headquarters and Community Center is located. For these reasons The Mechoopda Tribe specifically supports the planned/proposed bike path infrastructure of "Humboldt Ave" as well as "Esplanade/Main St./Park Ave" as labeled in Figure 7b.

Generally I like the recommendations of the ATP but I am very skeptical of accomplishing much on implementing the goals and projects because we have no money. Page of funding will only handle the backlog of street repairs. Opportunities for outside funding will compete with other worthy projects.

The bike lane gets too many cars where they cover all the bike path. So, if you push the bike path further to the gutter it will be harder to bike in. Need the City to clean streets.

Bike lane on Ivy Street. Bike lane feels safe, leaves pile up during fall and winter, if changed to class 4 bike lane the bikers would be pushed farther into the leaves and gutters.

Avenues potholed, difficult to ride bikes. City will not spend rehabilitation \$ until 2030. E Sacramento Ave, Palm and Spruce.

I see that there are planned class II and III bike lanes or routes near Chico High, but seeing how many students choose not to bike to school out of fear for safety, could there be a bike path to Chico High. Biking to and from school is greatly slowed down by motor traffic and this could decrease commuting time as well.

No tunnel at Filbert! because don't want through traffic.

Class IV bike path connecting Vallombrosa, past Chico Jr to Esplanade on Memorial.

Propose Class IV bikeway along Floral/5th Ave. Better access to Neal Dow. and the new Chico Girl Scouts center at Floral/East Ave. Also improved access to East Ave Safeway.

Class IV bikeway on Mangrove to connect propose Cohasset.

Support for Mangrove and Floral Ave projects. Memorial Ave feasibility study --> any improvements needed. More dedicated bike parking downtown is needed.

One Mile shouldn't have cars or Sat/Sunday only for recreation purpose and connectivity. Supports maintenance recommendations along One Mile. Close to cars certain streets. Support for demo projects downtown (with potential permanent).

Could emergency beacons be added onto Vallombrosa, or along the path going through the park as a substitute to heavy lighting installations.

After the railroad tracks going towards the corners of West Sac Ave and Nord, put paved path for bikes that continue from W Sac Ave. Nord corner to where Nord HWY 32 meets Muir Ave. Many College and high school pedestrians/cyclists are hit on that corner because of all the new drivers pouring out of CHS.

I am concerned about the walking path on West Sac and N Cedar St. (the cross way right in front of the train tracks). People speed well over 30 mph in those areas, often getting close to hitting pedestrians. No car in that area seems to recognize that there is a crosswalk/bike path there. I wish there is a safer way to cross the street there.

Class IV bike paths are preferred for Main and Broadway streets. Bike lanes are badly need for both streets.

One Mile! No cars! Please close to cars for safety and better AT routes for Chico citizens. its a major route. Or! only allow cars certain dates (example: sat and sun only) Thank you.

I really appreciate an implementation to a new transportation plan! There is a lot of roads in Chico that don't have any bike lanes, which cause pedestrian collisions. I like that there is an identification (on page 37) a legend of collisions because where this plan is presented, there is an acknowledgment of people getting injured from this situation. Another concern of mine is that I am aware there is a priority of IV sidewalks, but is there room to make the space?

A common concern that I often see happen throughout these routes would be they need more priority on those routes who are pedestrians and focus more on their safety. Having bike lanes that make people feel safer and more comfortable should be key to our town. Creating class four lanes would be a great solution.

Concerned about unhoused individuals living on or occupying bicycle or pedestrian facilities. Would like to keep them cleared, if possible. I support the plan and appreciate the considerations of traffic safety as part of the recommendations.

Have a bicycle detection on W Sac and Warner. it would be safe for students and riders in general.

A lot of students don't feel safe biking on Warner. They would rather use the bike path near the tracks or the campus bike path.

Going from the barber areas to in motion fitness needs an improved way to get to the other side.

North Cedar from West Sac to W 4th Ave (REAP Grant)

One of the current dangers to bicyclists and pedestrians are the extremely large amounts of potholes, deteriorated pavement and incomplete streets and avenues where significant parts of the streets are completely unpaved. This leads to increased vehicle weaving and dodging, thus placing bicyclists and pedestrians in greater and greater danger as deterioration continues without a viable plan for repair.

It appears this Plan primarily focuses on bicycles. I couldn't find any recognition of true inclusion of planning for older adults, a term that doesn't appear in the document. (I saw "elderly" referenced only once.) Expansion of transit that is well engineered to preserve mobility for older adults would make a tremendous difference. For example, the ability to easily ride transit downtown would then enable an older adult to walk and shop there easily, but many older adults don't live close enough to a bus stop to make this feasible. B-Line Paratransit services are not available unless you have disabilities, but many older adults without disabilities don't have the ability to walk a distance in cold or hot weather to a bus stop. Paratransit and bus services are insufficient for older and disabled adults and should be addressed beyond the Unmet Needs Process, which generally always finds that requested improvements aren't "reasonable to meet."

As an avid bike commuter, but also gravel and mountain biker, I use specific bikeways to get to Upper Park, Butte Creek Canyon, and Humboldt road for longer rides. Two key points that would streamline getting around town faster would be a bike path/underpass/overpass going across highway 99 at the 20th street intersection. I have to ride all the way down to Humboldt, then turn at Tiechert Ponds and then ride back up to 20th to comfortably and safely cross the highway on my bike. People in the Barber district who want to frequent Meriam Park would benefit greatly from this.

Secondly, a bike bridge or underpass at 10th ave and Mangrove, on the Lindo Channel. Crossing at 9th ave next to S&S Produce takes times, and is dangerous for pedestrians and cyclists. If I want to get to Upper Park quickly from Esplanade, crossing underneath Mangrove at Lindo Channel and taking the bike path out to Manzanita would be easiest.

Ceres is a main artery between East Avenue and Manzanita. It connects to the pedestrian bridge. It is used by students and parents walking or biking to schools on both sides of the bridge. There are cars parked on both sides to the street that bikes and walkers must navigate around during high traffic times. It was mentioned that low cost trial items could be tried. How about making parking on only one side of the street so walkers and bikers had essentially a bike lane to themselves. It would only require placing no parking signs on one side of the street and educating those who live on Ceres. I see close calls all the time and have almost been hit twice. Thank you

One of the things I have always loved about Chico is how small and accessible everything is (such as walking paths, bike paths, hiking trails, etc). I love the city's goal of creating a safer and more connected network for walkers, cyclists, and rollers of all ages and abilities. I also love the support of local businesses, as that is one of the other great things that I enjoy about Chico!

Hello, the bike path at West Sacramento and North Cedar is a very high foot traffic area by college students and other pedestrians; this crosswalk would highly benefit from a flashing pedestrian beacon. However, despite there being a crosswalk it is very unsafe to cross and vehicle traffic does not stop. In order for vehicle traffic to stop oftentimes it takes the pedestrian stepping into the road. West Sacramento is a very fast road and is oftentimes speed on. Since North Cedar merges with West Sacramento, the road widens making it so the driver must scan a larger area, and make pedestrians more easily missed. The curve to West Sacramento makes the crosswalk blind to the driver, leaving them little time to stop. By making the crosswalk more visible and having a flashing pedestrian beacon at this crosswalk it will help improve the flow of foot traffic, reduce j-walking, and make the bike bath more desirable to use.

Non-prioritized projects: Use of local sales tax for non-prioritized projects. SR 32 not prioritized, and Caltrans does not have capacity to review level of detail that is necessary to spur Caltrans to make the needed changes.

A common concern that I often see happen throughout these routes would be they need more priority on those routes who are pedestrians and focus more on their safety. Having bike lanes that make people feel safer and more comfortable should be key to our town. Creating class four lanes would be a great solution.

The City of Chico's Active Transportation Plan presents several compelling reasons why it should be supported and here are some things that stuck out to me:

Better Life Quality: This plan is all about making life better for people in Chico. It means safer streets for walking and biking, making it easier to get around and enjoy the city. It's not just about exercise but also feeling more connected to where you live.

Helping the Planet: By encouraging walking, biking, and other ways of getting around that don't involve cars, the plan is doing its bit to reduce pollution. This reduction in car usage contributes to lowering greenhouse gas emissions, aligning with sustainability goals and efforts to combat climate change. That's good for our city and our planet.

Safety First: Making sure everyone—whether walking, biking, or using other modes of transport—feels safe on the streets is a big deal. The plan wants to connect pathways and create safer spaces for everyone, no matter how old or skilled they are at getting around.

So, basically, this plan isn't just about fixing roads. It's about making Chico a better, safer, and greener place for all of us, now and in the future.

Active Transportation Plan Comments by Chico Safe Streets Coalition

Thank you for the opportunity to comment on the draft Active Transportation Plan for the City of Chico. We applaud the effort, but we would like to see the following changes:

Fundamental Shift in the Goal of Transportation Infrastructure

The most important change the city should make to encourage active transportation (and make Chico an amazing beautiful people-centered place) is to rethink the purpose of transportation infrastructure. The purpose should be to facilitate human activities that maintain and enhance the quality of life for all the residents of Chico, not merely to move as many motor vehicles as possible at the fastest possible speed. Fundamentally, every project that involves repaving a street in Chico (no matter how it is funded) must make that street safe and comfortable for all forms of active transportation (bicycling, walking, wheelchairs, scooters, adaptive handcycles). To that end, we recommend the following changes to the city transportation policies:

Citizen Involvement

Every transportation project should include well-publicized citizen involvement early enough in the design process that reasonable suggestions by citizens are not ruled out merely because “it’s too late to change the design” without severely delaying the project.

Collector and arterial streets with speed limits above 20 mph

1. Where not already present, each side of the street must include an ADA compatible sidewalk or multi-use path along the entire stretch of the project.
2. Marked crosswalks, complete with pedestrian refuge islands, must be installed with a spacing of ¼ mile or less. Where traffic is especially heavy, these crosswalks should include flashing yellow lights that can be triggered by pushing a button.
3. Class I or Class IV bicycle facilities must be included along the entire length of the project. If the street is not wide enough to accommodate such facilities as is, then the street must be widened or some of the following must be done to make room for Class I or Class IV bicycle facilities:
 - a. Reduce the widths of the traffic lanes
 - b. Reduce the number of traffic lanes
 - c. Remove a parking lane
4. All signalized intersections shall be made safe for bicyclists. This could be accomplished in one or more of the following ways:
 - a. Transform the intersection into a “protected intersection” (<https://nacto.org/publication/dont-give-up-at-the-intersection/protected-intersections/>)

- b. Eliminate right turn lanes for motorists.
 - c. Allow no right turns on red for motorists.
 - d. Paint bicycle lanes across the intersection.
 - e. Install separate bicycle signals.
5. All signaled intersections shall be made safe for pedestrians. This could be accomplished in one or more of the following ways:
 - a. Raise the intersection to the level of the sidewalk.
 - b. Install pedestrian refuge islands.
 - c. Install bulb-outs that extend past the bicycle lane (i.e., pedestrians should be able to cross the bicycle lane and safely wait for the signal to change on a raised sidewalk located between the bicycle lane and the traffic lanes).
 6. Any locations where bicycle facilities cross the collector street shall be configured in such a way that bicyclists can safely cross the collector street with little or no wait time. This could be accomplished in one or more of the following ways:
 - a. Install a roundabout.
 - b. Install Stop or Yield signs that require traffic on the collector street to yield to traffic along the bicycle facility.
 - c. Install a traffic signal that responds to the presence of a bicyclist at the intersection.
 7. Designating, marking and enforcing no-parking zones in all bike paths is critical.

Local streets that serve residences and businesses

1. The speed limit must be reduced to 20 mph
2. Traffic calming must be installed to make speeds above 20 mph extremely uncomfortable for motorists. This could be accomplished in one or more of the following ways:
 - a. Reduce the width of the traffic lanes to 10 ft
 - b. Install bicycle-friendly speed bumps
 - c. Create curves with raised curbs along the center line to prevent motorists from crossing the center line (such as those currently installed on stretches of 8th St east of Hwy 99)
 - d. Install bollards so that the street is a through street for active transportation but not for motorists
3. On local streets that are designated as bicycle routes, all stop signs shall be arranged so that traffic on the bicycle route has the right of way.

Stroads

(<https://en.wikipedia.org/wiki/Stroad#:~:text=A%20stroad%20is%20a%20type,a%20street%20and%20a%20road.>)

1. Each stroad shall be converted into either a street or a road.

- a. Where stroads are converted into streets, speed limits shall be reduced to 20 mph and traffic calming must be installed (see “local streets” above).
 - b. Where stroads are converted into roads, access points shall be spaced at least ½ mile apart so as not to impede traffic flow.
2. Wherever a stroad absolutely must continue to function as both a street and a road, it should be reconstructed as a “road” in the center with “streets” on both sides (like the current design of the Esplanade between downtown and 11th Ave).
- a. In most cases, the “road” need be no wider than one lane in each direction, with turn lanes added only at access points
 - b. Traffic calming must be installed in the “street,” slowing traffic enough that bicyclists can safely and comfortably share the street with motor vehicles.
 - c. The least we could do is what Boulder, Colorado did with their 28th St – not perfect, but much better than Mangrove, East Ave, or 20th Streets in Chico. The City of Boulder...
 - i. Built wide raised pedestrian-bicycle paths on both sides of the street
 - ii. Installed a raised median that limits left turns
 - iii. Installed protected intersections
 - iv. Limited the number of entrances into large parking lots (for example, the Safeway shopping center on Mangrove and Vallambrosa does not need as many entrances as it currently has)

Stop Installing Class II Painted Bicycle Lanes

Class II painted bicycle lanes, even buffered ones, have multiple problems:

1. They do little to encourage bicycling because they are uncomfortable and unsafe for bicyclists (You don’t want your child riding a bicycle within inches of motorists whizzing by at speeds in excess of 35 MPH)
2. Motorists routinely drive and park on them because there is no raised barrier to stop them.
3. They are often placed between a parking lane and the traffic lane, forcing bicyclists into the highly dangerous “door zone.”

Instead of installing Class II painted bicycle lanes, install Class I separated bicycle paths, Class IV separated bikeways (including parking-protected bicycle lanes which cost the same to build as the much inferior Class II bicycle lanes), or enough traffic calming to force motorists to drive at speeds of 20 mph or less so the street can be safely designated as a Class III bicycle boulevard.

Make Intersections Safe for Bicyclists and Pedestrians

The survey included in the Active Transportation Plan showed that unsafe intersections are a major factor preventing people from walking and bicycling in Chico. At most intersections, any existing bicycle infrastructure ends just before the intersection, leaving bicyclists with no safe way to negotiated the intersection. Similarly, pedestrians must too often brave crossing very wide streets with no pedestrian refuge islands, or even painted crosswalks, while dodging turning vehicles. Fixing these problems should be a high priority, not just something that might be done as part of a larger project, as is now written in the draft Active Transportation Plan.

Build Bicycle Infrastructure to Last and Prioritize Maintenance

Too often bicycle-pedestrian infrastructure is poorly constructed (asphalt laid directly on dirt, for example), causing it to deteriorate quickly. At the very least, bicycle paths should be strong enough for City maintenance vehicle usage. Many of Chico's Class I bicycle-pedestrian paths are crumbling and there is no plan to maintain them in the draft Active Transportation Plan.

Design Chicane Gates and Bollards to be Safe for Bicyclists of all Types

Nearly all of the chicane gates at bike path entrances are placed in such a way that they are much tighter than needed and, in most cases, tight enough to make passage difficult and dangerous for many cyclists. This is especially true for older riders, tandems, bicycle trailers, and for the increasing number of long wheelbase cargo bikes, adaptive handcycles, and adult tricycles. Those along the rails-to-trails bike path at Rio Lindo are especially bad examples. Conversely, the one at the south end of the Ceres bike bridge is almost the only one that is easily negotiated by all types of bikes. Placement of the others should be fixed to that standard. In the future, please engage actual cyclists in the design of facilities like this.

Specific Comments on the Priority Lists in Tables 16, 17, and 18 (p. 145-147 in the draft)

- The plan for a Class IV bikeway on Vallambrosa Ave along Lower Bidwell Park is good. The model for this project should be 8th St. east of Hw 99 with the following exceptions: 1) Use curved curbs instead of angular ones so that bicyclists can enter and exit the bicycle path anywhere, 2) Install a road base under the bicycle path so that it doesn't deteriorate quickly (as the 8th St. path has done), 3) Avoid sharp turns of the bicycle path at intersections.
- The plan for a Class II bike lane on W. 5th St should be converted into a Class IV. If that's not feasible, then aggressive traffic calming on that stretch of street should be installed.
- The plan for a Class II painted bicycle lane on W. Sacramento Ave between Warner St. and the Esplanade should be changed to a Class IV parking protected bicycle lane.

- The plan for a Class III bike boulevard along Wall St. between 8th St. and 1st St. is good.
- The plan for a Class III bicycle boulevard along North Ave from Lupin Ave to Manzanita is good. It's one of the few places to safely cross East Ave on a bicycle.
- The plan for a Class III bike route on Salem St. between 20th St. and 9th St is good.
- The plan for a Class II bike route on Ceanothus Ave between East Ave and the east-west bicycle path along the edge of town is good.
- The plans for Class I shared-use paths along the Lindo Channel and Little Chico Creek are good.
- The plan for a Class IV bikeway along Cohasset Rod between Eaton Road and Manzanita Court (where the Doubletree Inn and Motel 6 are) is good.
- The Class III Bike boulevard on Neal Dow Ave is a good idea, especially because there are already traffic signals at 1st and 5th Avenues.
- First Ave is very unsafe for pedestrians and bicyclists, both to use and to cross. This street needs traffic calming, pedestrian refuge islands, and traffic signals at all crossing with current Class III bicycle routes.
- Broadway St downtown needs parking—protected bicycle lanes, not just Main St.
- Add East Lassen Ave to the priority list.
- Add Hwy 32 to the priority list.
- We need safer ways to cross SR 99. Prioritize adding bicycle-pedestrian box culvert undercrossings and bridges. Many current SR 99 crossings also feature on/off ramps for motorists, making them extremely dangerous for bicyclists and pedestrians.



November 14, 2023

City of Chico
Department of Engineering
411 Main Street, 2nd Floor
Chico, CA 95928

RE: Draft Active Transportation Plan

To whom it may concern,

Chico Velo would like to applaud the City of Chico for dedicating resources to creating a comprehensive Active Transportation Plan (ATP) for our community. Chico Velo's mission is to promote bicycling for transportation, recreation, and health through public education, advocacy, and community stewardship. The development of the ATP ties directly to the mission of our organization and we are excited to support the City in the implementation of the ATP.

Chico Velo's existing programming is very well positioned to facilitate achievement of several recommendations within the ATP. Existing programs like Adopt-A-Path, Trailworks, and Bike Valet are effective in increasing the use of active modes of transportation in our community. It is our hope that we can partner with the City to not only maintain, but grow and expand these programs to better meet the needs of Chico residents.

As identified in the ATP, there are many projects within the City of Chico that need to be addressed in order to improve safety and accessibility for those not using a vehicle as a mode of transportation. While we fully support addressing all of the projects identified in the robust appendix, we encourage the City to continue to prioritize projects along major corridors of travel including Esplanade, Mangrove Ave, Main/Broadway, and Humboldt Ave. Chico Velo is working on multiple active transportation projects on both Humboldt Ave and Humboldt Rd that we envision becoming a larger Active Humboldt Corridor. We look forward to adding this as a priority for active transportation investment and partnering to secure funding for redevelopment.

For decades, Chico Velo has been advocating for safe and accessible streets for bicyclists of all ages and skill levels. We look forward to continuing to partner with the City of Chico to make our community safe for all modes of active transportation and implementing the actions outlined in this ATP.

Thank you,

Chico Velo Board of Directors