

EXHIBIT A

CONVENIENCE SURVEY 2018 REPORT:

**UPPER BIDWELL PARK SURVEY:
NEEDS ASSESSMENT
2018**

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For
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EXECUTIVE SUMMARY

The City of Chico conducted a brief convenience survey regarding use of Upper Bidwell Park amenities and physical resources. In particular, the survey was designed to ascertain how park visitors use park resources, the frequency of visits, preferences for improvement, and interest in adopting parking fees to support Upper Bidwell Park improvements. The City staff engaged outreach activities to acquire a cross-section of stakeholder groups who regularly use the park, as well as people who use the park yearly or for special occasions.

The goals for creating the survey include:

- Documenting self-reported Upper Park usage data including frequency and purpose of park visits, and use of park resources for locating information about park features.
- Determining public support for improvements
- Identifying the support for expanding access.
- Ascertaining approximate public support for park maintenance supplemental funding including daily fees and/or annual passes.

In general, the survey results suggest that the predominate use for the park includes activities that use the trails, and activities that require vehicle access for expanding use or for improving the respondent park experience. In addition, there is substantial support for improved amenities such as permanent restrooms. Signage is the most important information resource for park visitors according to the data results, and park visitors are ready and willing to pay nominal fees for parking. More specifically the results show:

- Survey respondents are predominately younger than 44 years old, affluent, employed, and do not have children.
- Over 80 percent of the respondents visit the park either weekly or monthly, and those respondents tend to be educated and employed.
- The overwhelming favorite park activity is hiking or walking, followed by viewing wildlife and swimming.
- Most respondents use park signage for accessing park information and many use the City website.
- The most identified park changes identified are trail improvement, permanent bathrooms, and vehicle access to remote parts of the park. More water fountains and a bridge were the most commonly mentioned changes outside of the list in the survey.
- The respondents overwhelmingly support, regardless of the frequency of their visits, modest fees for paid parking either as a daily rate or annual passes. It is reasonable that both daily and annual rates would be supported. Some concerns were noted for supporting low income and senior citizens fee waivers.

In summary, the survey demonstrates the veracity and diversity of park usage and visitation. There is substantial support for improving trails, adding permanent bathrooms, and creating more vehicle access to remote parts of the park. These three changes alone could possibly encourage more park visitors, and expand access for families and/or people with disabilities who are not now able to enjoy park resources due to inaccessible trails, inaccessible bathroom facilities, and inaccessible roadways to the remote natural areas of the park. Parking fees collected and invested in these improvements would likely be supported by park visitors.

INTRODUCTION

The City of Chico Park Division staff conducted a needs assessment, entitled, *Upper Bidwell Park Survey*, administered as a convenience survey to Chico residents online, mail, and face-to-face from mid-February to March 31, 2018. The total number of completed surveys collected over all formats is 2925 respondents. The survey is a convenience survey, which is not controlled for accidental bias. Some respondent groups were solicited by targeted outreach to stakeholder groups or associations, while other respondents were solicited through press releases.

The purpose of this community survey was to acquire public feedback regarding their usage of Upper Bidwell Park's features, perspectives regarding improvements, and future development of the unpaved portion of the Upper Park Road beyond Horseshoe Lake. A copy of the survey questions is located in Appendix A.

The survey questions focused on meeting four main goals:

- Documenting self-reported Upper Park usage data including frequency and purpose of park visits, and use of park resources for locating information about park features.
- Determining public support for improvements
- Identifying the support for expanding access.
- Ascertaining approximate public support for park maintenance supplemental funding including daily fees and/or annual passes.

The City staff collected demographic data regarding zip code, education level, employment status, age, gender, and number of children under the age of 18 years old. Together with data regarding park usage, the demographic data provide the opportunity for reviewing the responses by conspicuous stakeholder groups important for shaping current and future development Upper Bidwell Park. These stakeholders include, hikers, walkers, joggers, runners, mountain bikers, swimmers, sightseers, wildlife enthusiasts, and senior citizens.

BACKGROUND

The purpose of the Upper Bidwell Park Survey was to implement a systematic process for determining the needs or gaps between the current park features and desired improvements or expansion of the park features to meet the needs or fill the gaps in park services. The objectives of the needs assessment were to investigate, using a questionnaire administered as a convenience survey:

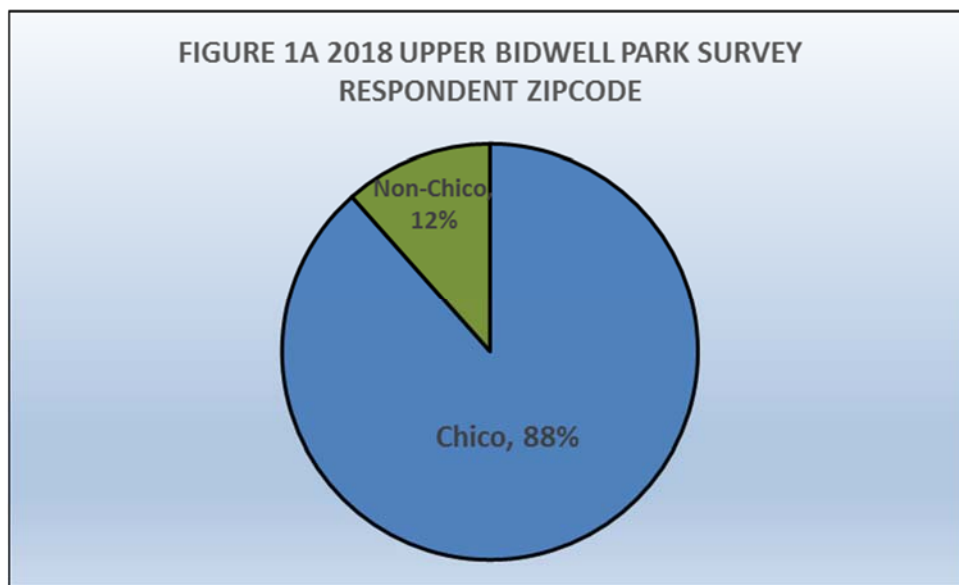
- Respondent usage of park resources.
- Stakeholder preferences for improvements or expansion of park features.
- Anticipated support for park user fees or passes.

More specifically, the survey includes questions for determining the current distribution of relative park usage by respondents who frequent the park regularly, those who visit the park infrequently, and park users who utilize park information resources. Based on demographic questions, the distribution of relative park use can be examined by stakeholders identified through age, income, employment, gender, and education when necessary. Further, the survey includes questions about how respondents' park experience could be improved by expanding and/or investing in more of the same features or improving features. Finally, the survey includes questions regarding how much money, if anything, respondents would be willing to pay for improving the park.

In the past, Upper Bidwell Park was open to vehicles from the main entrance at Wildwood Avenue to the end of the road (Parking Lot U), Tuesday through Saturday except during wet conditions. This provided public access to some of the most remote areas of the park. After heavy rain events in 2012, most of the undeveloped or unpaved sections of the Upper Park Road suffered major erosion damage and was closed to vehicles. After some repairs were made, the Horseshoe Lake (Lot E) gate resumed regular opening days and hours, but the steeper and more remote area east of the Diversion Dam gate has remained closed to vehicles due to the lack of funding to repair and improve the road to make it safe for vehicle access.

Snapshot of Respondents

Although the survey is designed for gathering information about Chico residents, people from other communities visiting Chico also submitted survey response as seen in Figure 1A.

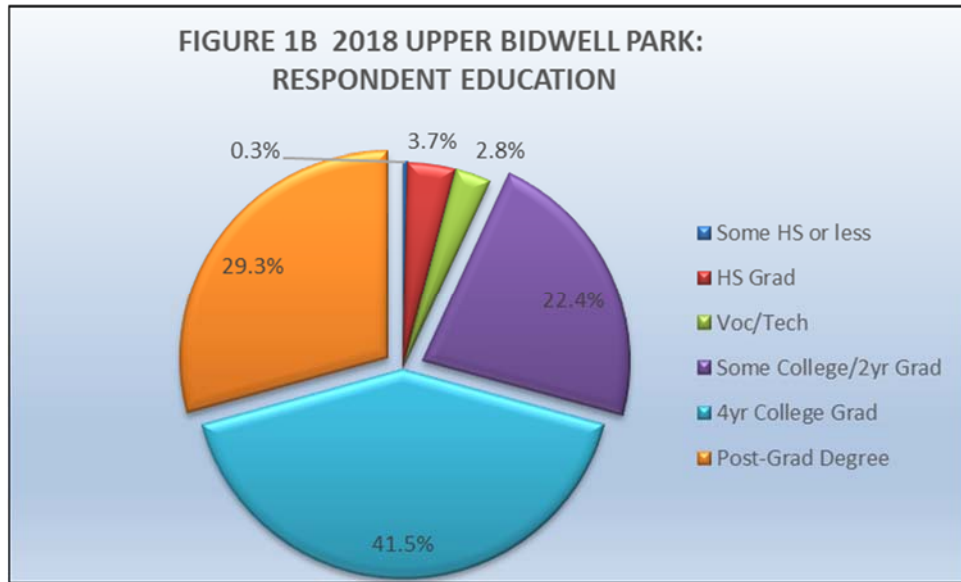


Nonetheless, most of the respondents in the survey are Chico residents.

Cross-Section of Residents

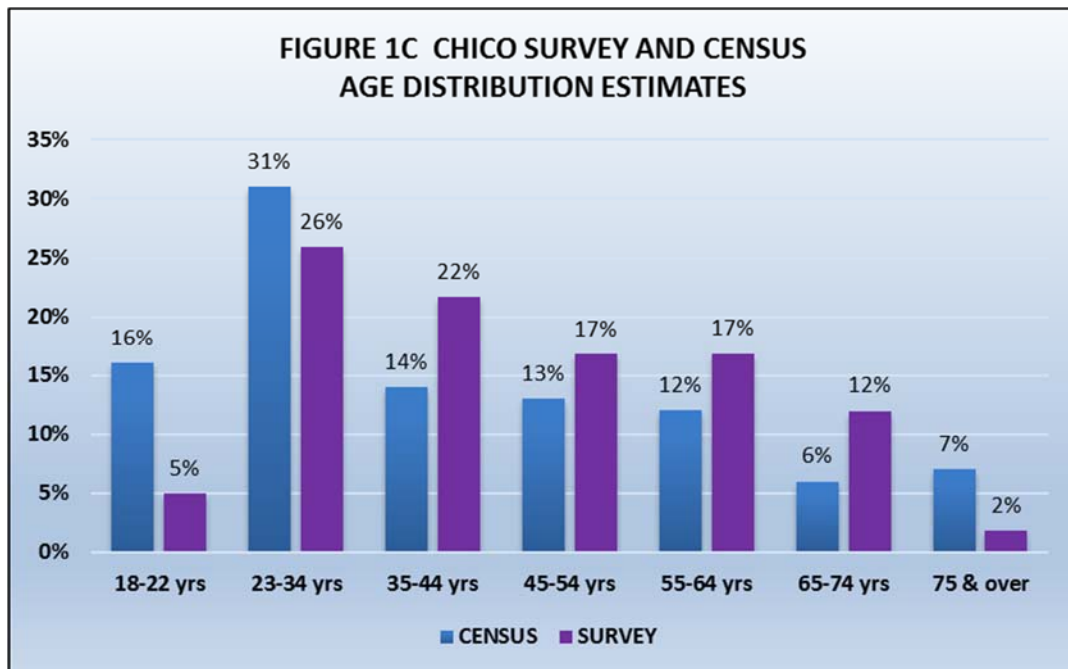
The respondents included a non-representative cross-section of the population as recorded through various demographic survey questions.

Education and age variations in respondents. The education and age distributions of respondents generally reflect those demographics in Chico. As seen in Figure 1B, over 70 percent of the respondents reported having college or graduate degrees.



The City of Chico hosts California State University, Chico (CSUC) as a prominent part of its community and Butte College serves the community as well, the data results show that educated respondents are over-represented. Census data for Chico suggest that approximately 34 percent of the population have a bachelor’s degree or higher, while 28 percent have some college and 17 percent have a high school diploma¹.

Likewise, the age distribution of the respondents is somewhat close to those of the Chico population for most age categories. Figure 1C shows the age distribution in the survey compared to the estimated Census distribution for Chico².

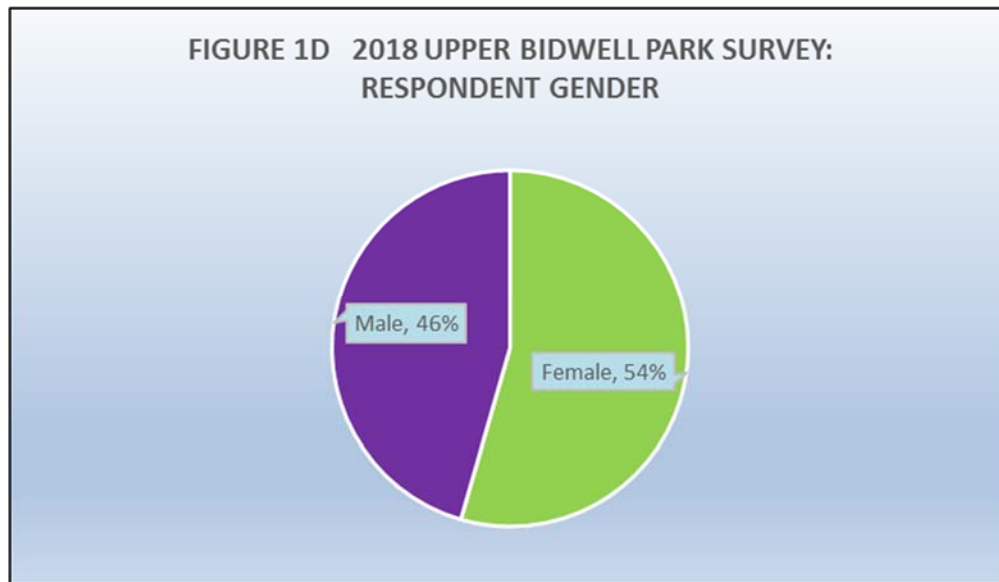


¹ See Infoplease.com <http://www.infoplease.com/us/census/data/california/chico/social.html>.

² See Suburban Stats.org <https://suburbanstats.org/population/california/how-many-people-live-in-chico>.

The data show that the percentage of 18-22 year olds and 75 and over categories are largely underrepresented in the survey, and the remaining categories are mostly only slightly overrepresented in the survey. This distribution is reasonable considering that it is a convenience survey and the respondents are self-selected participants. In addition, it is likely that the distribution reflects interest in the subject matter, where college age residents were busy with school and the most senior residents may not have seen this as relevant for reasons known only to them. The survey did not include questions about reasons for taking the survey, or reasons for not visiting Upper Bidwell Park.

Gender. The results show that the distribution of men and women, as shown in Figure 1D, is 54 percent female.

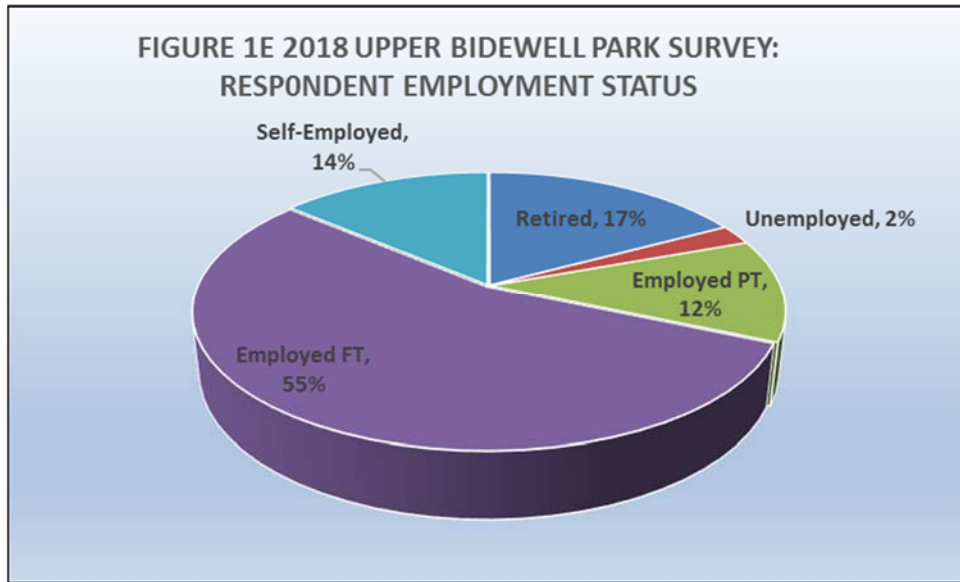


The distribution of men and women in the Chico census is approximately 50/50³. Given these numbers are reasonable estimates of the gender distribution in Chico, the convenience survey only slightly oversampled female respondents.

Employment. The survey results in Figure 1E show that over half of the respondents were employed full time, and only 2 percent were unemployed, whereas the unemployment rate in February 2018 5.7 percent.⁴

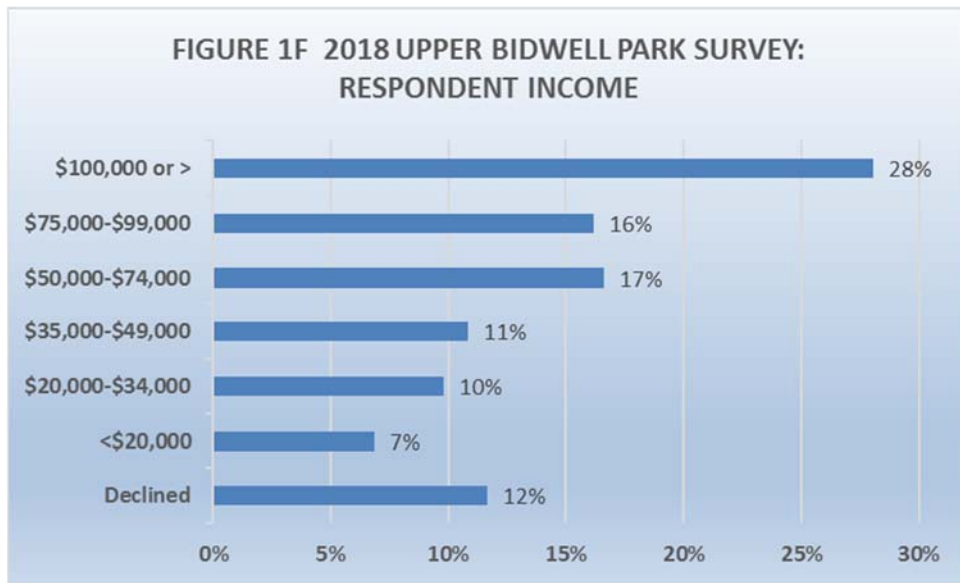
³ See Suburban Stats.org <https://suburbanstats.org/population/california/how-many-people-live-in-chico>.

⁴ See Bureau of Labor Statistics. https://www.bls.gov/eag/eag.ca_chico_msa.htm.



Again, this distribution difference is reasonable considering the survey is a convenience sample.

Income. The survey results demonstrate that the study significantly oversampled high income residents. Figure 1F shows that 44 percent of the survey respondents report income of \$75,000 or more.

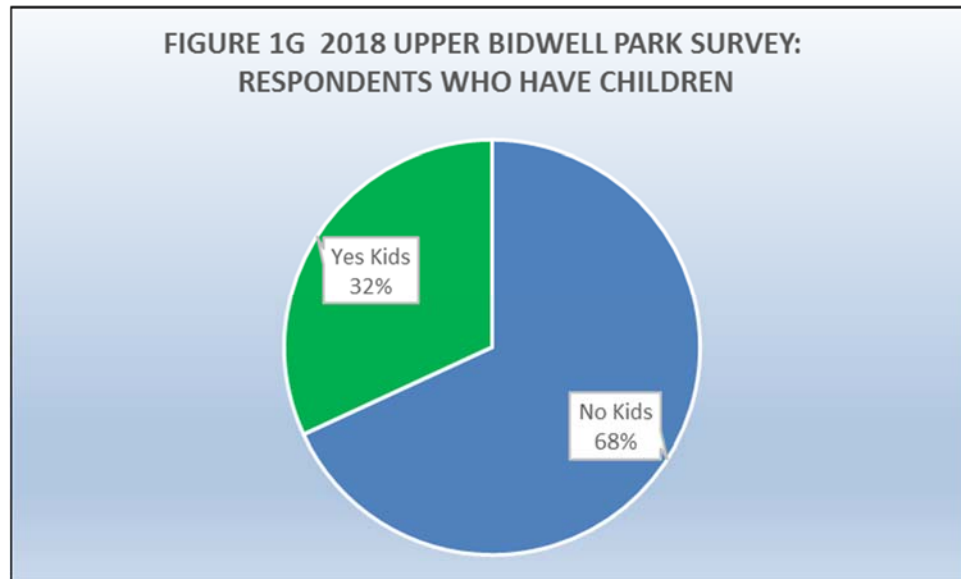


In a community where the median income is approximately \$43, 400, and the residents with \$75-100,000 income comprise 11 percent of the community, it is clear the income distribution does not reflect that of Chico based on the Census⁵. This should not be a problem, however, for the validity of this particular study. Research on socioeconomic status and park usage demonstrate that park programming is the most important influence on park use and park activity. Income was not

⁵ See Statistical Atlas.com <https://statisticalatlas.com/place/California/Chico/Household-Income>.

associated with park usage or activities, nor does it determine for distinguishing between choices of leisure time activities.⁶

Residents with Children. One of the demographic questions asks respondents if they have children under 18 years old. The results in Figure 1G show that less than a third of the respondents reported having children.



It is clear from the survey that most of the respondents did not report having children. Those that did so, identified a range from 0 to 17 years old, some with many children, and some with only 1 child.

Summary

The Upper Bidwell Park Survey results are reasonably distributed considering that it is a convenience study where the data were collected from three different formats and the participants were self-selected. With the exception of the income distribution results, most of the results are reflective of the distribution estimates established for Chico by the Census. The income distribution is heavily weighted toward upper income residents, however, other demographic characteristics of respondents are reflective of those associated with the Chico community. While a convenience study results may not be generalized to the general population, having respondent characteristics similar to those of the Chico community enhances confidence that the study results can and will be an instructive needs assessment for decision-making regarding Upper Bidwell Park resources and amenities.

⁶ See Cohen, Deborah, et.al. 2013. Use of Neighborhood Parks: Does Socioeconomic Status Matter? A Four City Study. *Public Health* 127 (4): 324-332. <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3667219/>.

USAGE OF PARK RESOURCES AND PURPOSE OF PARK VISITS

The introduction to the survey informed respondents that the ... “*City of Chico Park Division is asking for the public's feedback on Upper Bidwell Park and the future use of the **unpaved** portion of Upper Park Road beyond Horseshoe Lake.*” One important goal of the study included documenting self-reported Upper Park usage. To ascertain how respondents were using park resources, the survey included questions asking respondents to identify the frequency and purpose of their park visits, as well as use of park resources for locating information about park features.

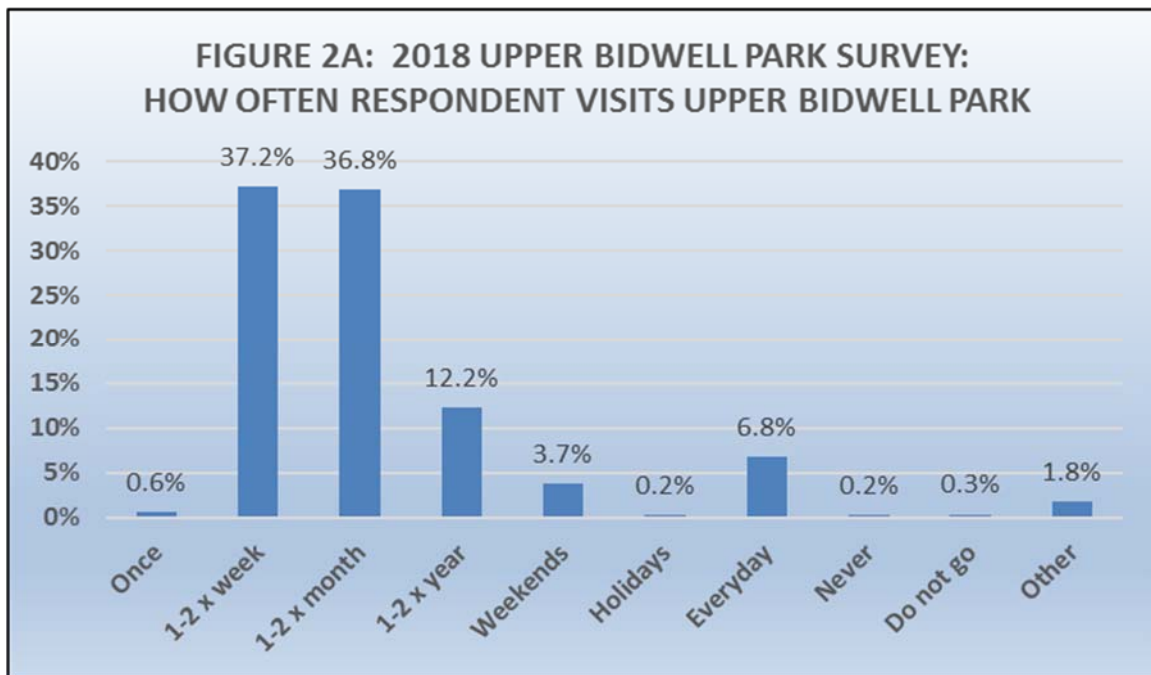
Frequency of Respondent Visits

The survey included a question that asked respondents how often they visited the park as a screening question about park usage. Respondents were asked to choose from a list of responses or fill in a different schedule.

Question 1: *Approximately how often do you visit Upper Bidwell Park? (Select only one)*

- Everyday
- 1-2 times a week
- 1-2 times a month
- Only on holidays
- Never been
- Do not go
- 1-2 times per year
- Only been once
- Only on weekends
- Other (please specify) _____

Most respondents chose one of the response categories, however, 238 respondents provided alternative answers that could have been included in one of the answers from the list. Figure 2A shows the distribution of respondent answers regarding the frequency of their visits to Upper Bidwell Park.

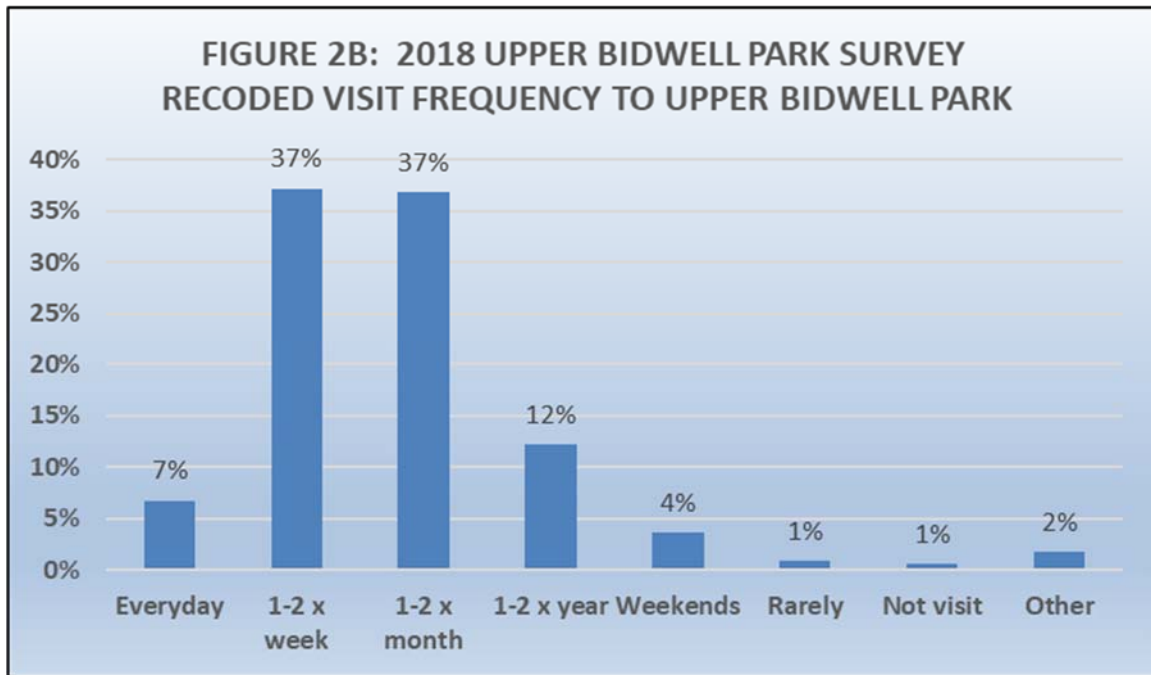


Of those respondents answering the question, 238 chose to answer *Other*, and wrote explanations as well. Some wrote they visit more often than 1-2 times per week, month or year. The list of *Other*

responses can be seen in Appendix B. For coherence and clarity, the data were recoded using a content analysis so that only 53 of the responses remaining were *Other*. Respondent answers in the *Other* category were placed in closely associated categories.

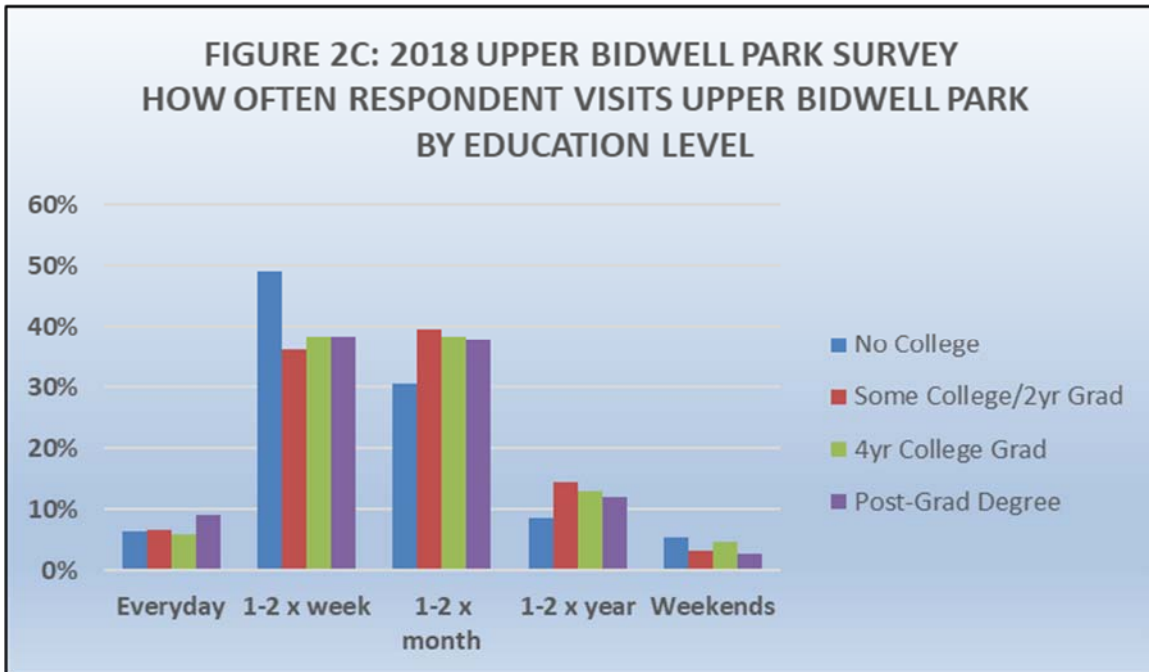
- Everyday
- 1-2 times a week
- 1-2 times a month
- Not visit
- 1-2 times per year
- Weekends
- Rarely
- Other (please specify) _____

Figure 2B shows the distribution from of the recoded *Other* category, consolidation of *Once* and *Holidays* as *Rarely*, and consolidation of *Never been* and *Do not go* as *Not visit*.



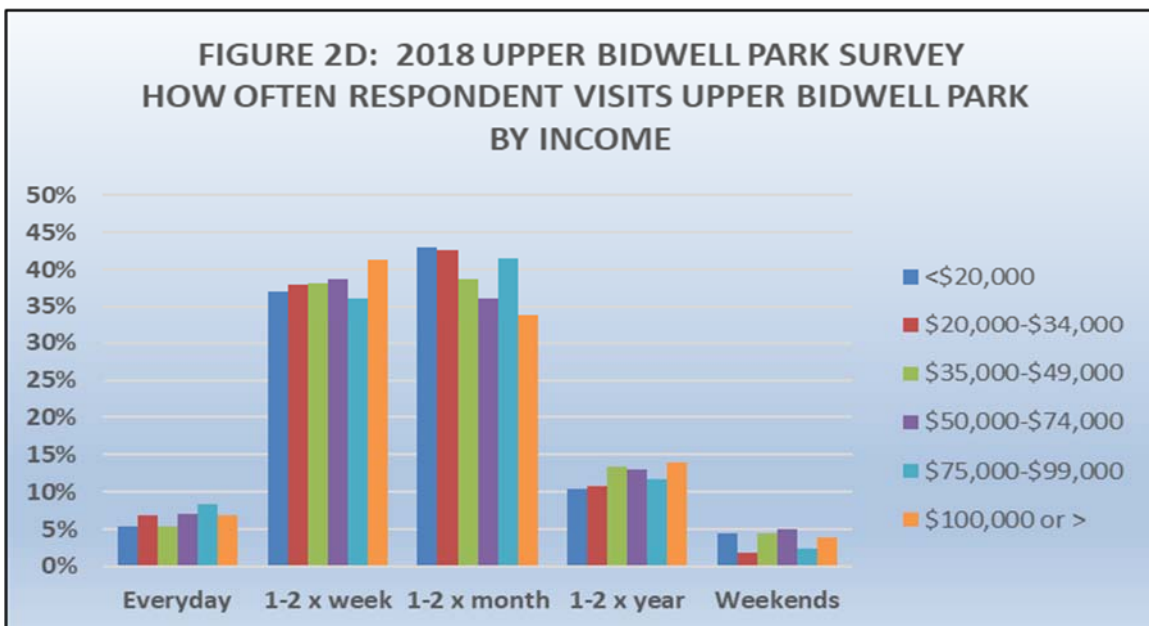
Based on Figures 2A and 2B, it is clear that over three-quarters of the survey respondents use the park frequently from every day to at least 1 to 2 times a month. The percentage of respondents who rarely visit, do not visit, or have other visitation patterns are a very small (less than 5 percent) portion of the respondents. For the rest of the analysis of the characteristics of respondents and the frequency of their visits, those respondents will be excluded from the figures.

Frequency of Visits and Education. Education does not seem related to the frequency of visits, with the exception respondents with no college. Figure 2C shows the distribution of respondents by educational attainment and frequency of visits to Upper Bidwell Park.



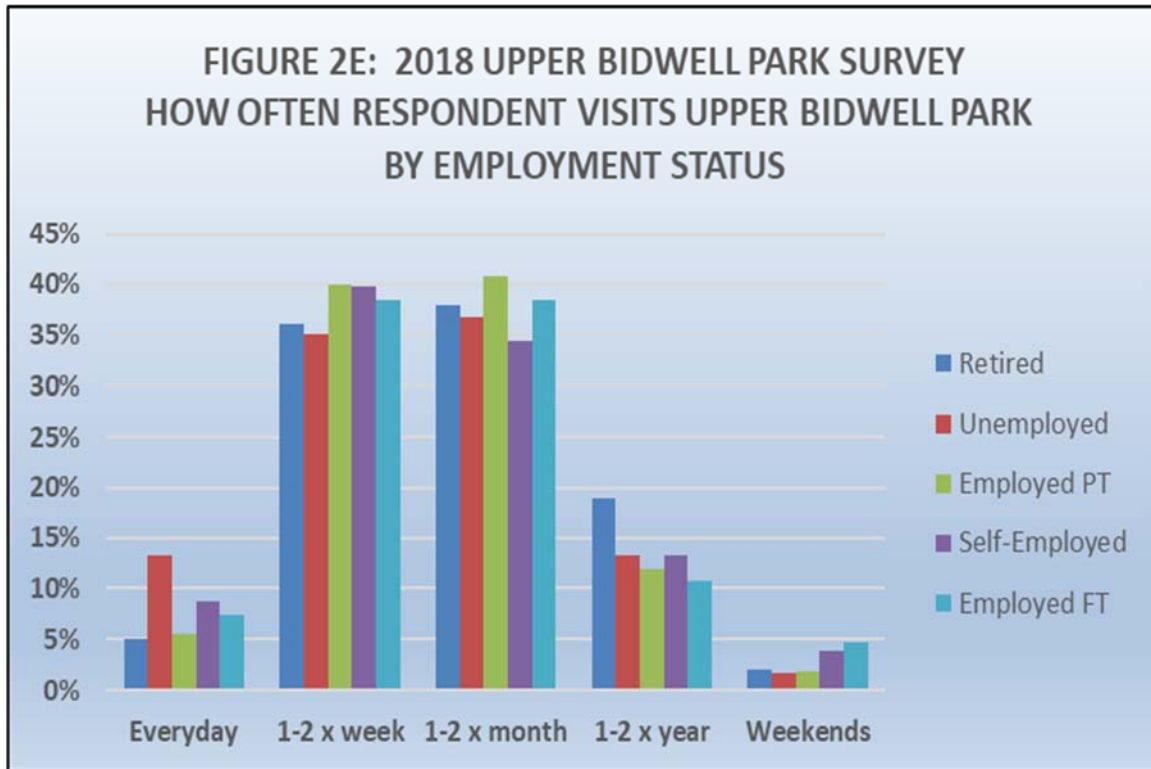
Using consolidated categories for education, where *Some high school or less*, *High school grad*, and *Vocational/technical training* are collapsed into *No College*, at least 50 percent of respondents who visit the park at least one time a week, are respondents with no college education. Interestingly, those with at least some college education have visitation patterns that are quite similar for those who visit weekly, monthly, and yearly. The same holds true for those who rarely visit or do not visit. This suggests that educational attainment has little or no relationship to the frequency of visits.

Frequency of Visits and Income. Recall that just under half of the respondents have incomes of \$75,000 or more, yet, the distribution of respondents based on their visits and income reflect very little variation by income. Figure 2D shows the distribution of income by how often the respondent reports visiting the park.



As the data show, the highest percentage of respondents who visit the park monthly is 43 percent each of the lower income groups. Yet, of those respondents with \$75,000 to \$99,000 in income, 42 percent of them also visit the park monthly. Of those with \$100,000 or more in income, 41 percent of them visit the park weekly. As the data suggest, income does not seem to influence frequency of park visitation.

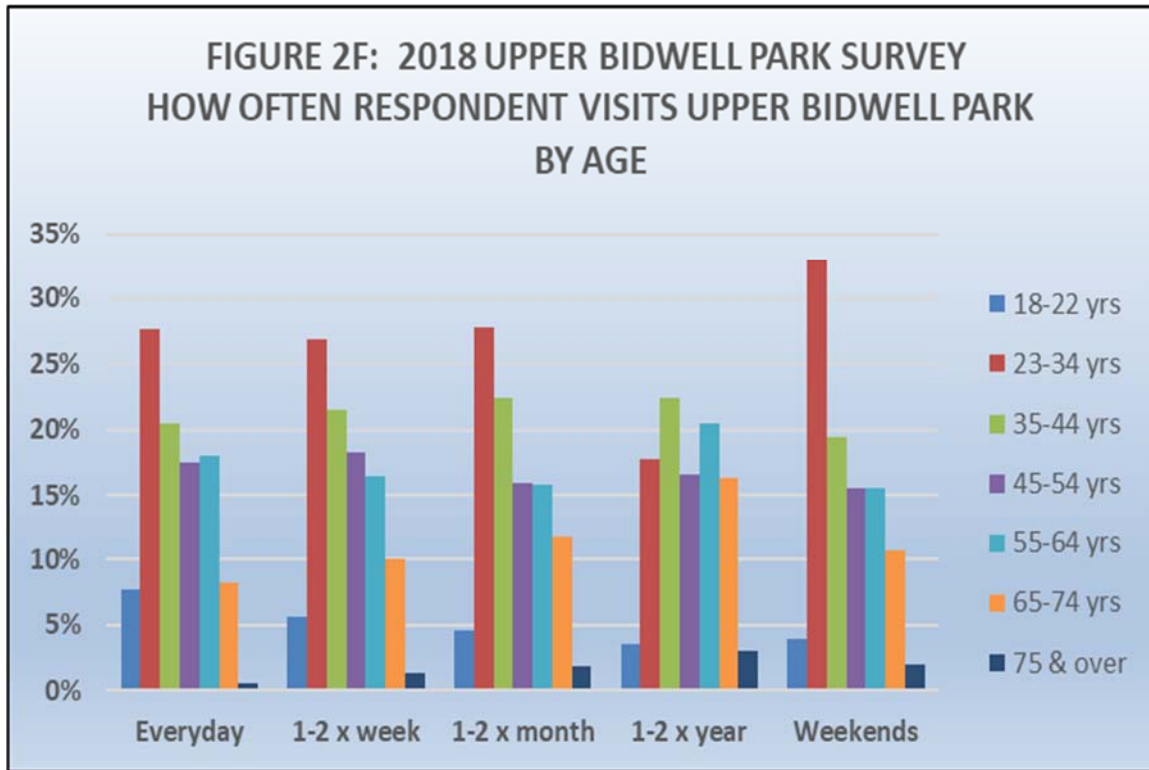
Frequency of Visits and Employment Status. While it may be perceived that those with more time will also visit the park more frequently that is not the case with these survey respondents. Figure 2E shows that while the highest percentage of those who visit the park everyday are those respondents reporting that they are unemployed (13 percent).



Further, retired respondents comprise the highest percentage of respondents of those who visit the park yearly (19 percent). Otherwise, it appears 38 to 40 percent of those who visit weekly employed at least part time. Likewise, 38 to 41 percent of those who visit the park monthly are employed part time or full time. Employment seems to have little influence on respondents’ frequency of park visits.

Frequency of Visits and Age. Frequency of visits to parks vary by age for parks in general, and visits to Upper Bidwell Park visitation patterns are no different⁷. Figure 2F shows that the frequency of visits to the park varies and declines as the age of the respondent increases.

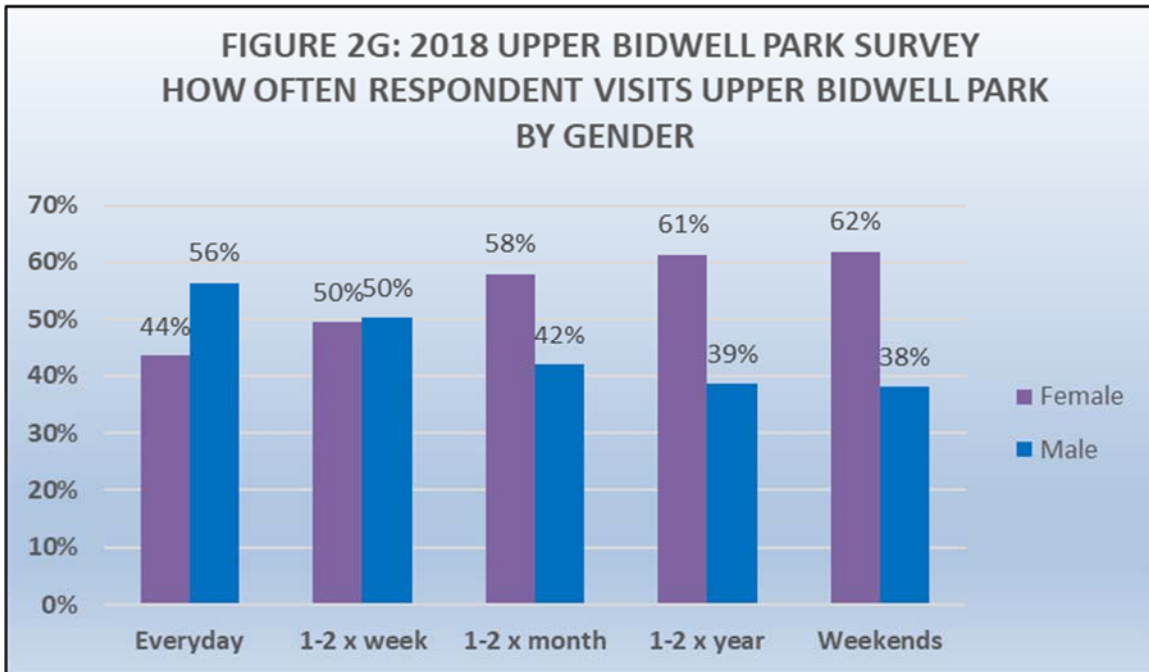
⁷ Cohen, Deborah A. and Kristin Leuschner. 2017. “How Can Neighborhood Parks Attract More Users?” *Parks and Recreation* (July 1). <https://www.nrpa.org/parks-recreation-magazine/2017/july/how-can-neighborhood-parks-attract-more-users/>.



The data results show that clearly, the 23-34 year old category has the highest use in every category except the yearly category. Otherwise, with the exception of 18-22 year olds and annual visits, usage generally declines as the age of the respondent increases.

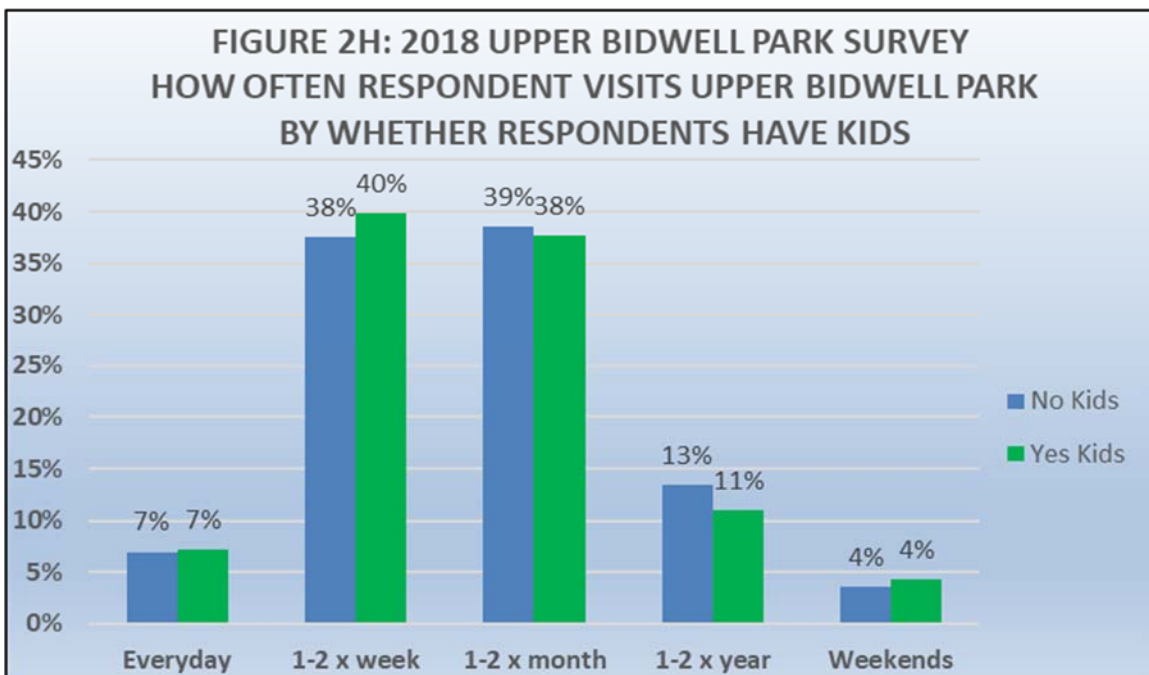
Frequency of Visits and Gender. While there is no particular reason to expect gender differences in frequency of visits to Upper Bidwell Park, this study shows that there is difference⁸. Figure 2G shows gender differences in how often respondents report visiting the park.

⁸ Jonathan Casper and Michelle Gracio Harrolle, and Katharine Kelly. 2012. "Gender Differences in Physical Activity and Park and Recreation Facility Use Among Latinos," *Active Living Research* (March). <https://activelivingresearch.org/gender-differences-physical-activity-and-park-and-recreation-facility-use-among-latinos/>; Rand Corporation. 2016. First National Survey of Neighborhood Parks Shows Low Use by Adults, Seniors, and Females, May 18. <https://www.rand.org/news/press/2016/05/18.html>; Gavin R. McCormack, Melanie Rock, Ann M. Toohey, and Danica Hignell. 2010. "Characteristics of Urban Parks Associated with Park Use and Physical Activity: A Review of Qualitative Research." *Health and Place* 16: 712-726.



As the data demonstrate, 56 percent of respondents who use the park every day are male, whereas, 58 to 62 percent those who use the park monthly, yearly, or on weekends are female. Interestingly, 50 percent of respondents who use the park at least once a week are male, and the other 50 percent is female.

Frequency of Visits and Children. Intuitively, it may seem that it is likely that respondents with children would visit the park more often than those respondents who do not report having children. Figure 2H shows there seems to be little difference in frequency of park visits.



As the data show, those respondents with children visit park with nearly the same frequency as those respondents who do not report having children. The data show that nearly 50 percent of both sets of respondents visit the park either at least once a month or at least once a week.

Summary. In sum, the survey results demonstrate that frequency of visits to Upper Bidwell Park is not directly related to a particular socio-economic status, gender, or age. In general, distribution of visits does not seem to be related to education, employment, income, gender, or having children. Frequency of visits seems to diverge between those who visit frequently, i.e., every day, at least once a week, or at least once a month. Frequent visitors comprise approximately 81 percent of the survey respondents. The data show that there is an overrepresentation of 23-34 year olds as frequent visitors, a declining use associated with age, and gender differences in everyday use. In particular, a much lower percentage of senior respondents visit the park than younger respondents. Further, other than a much greater percentage of respondents with no college experience, and a larger percentage of unemployed who visit every day, characteristics of respondents seems unrelated to frequency of park visit.

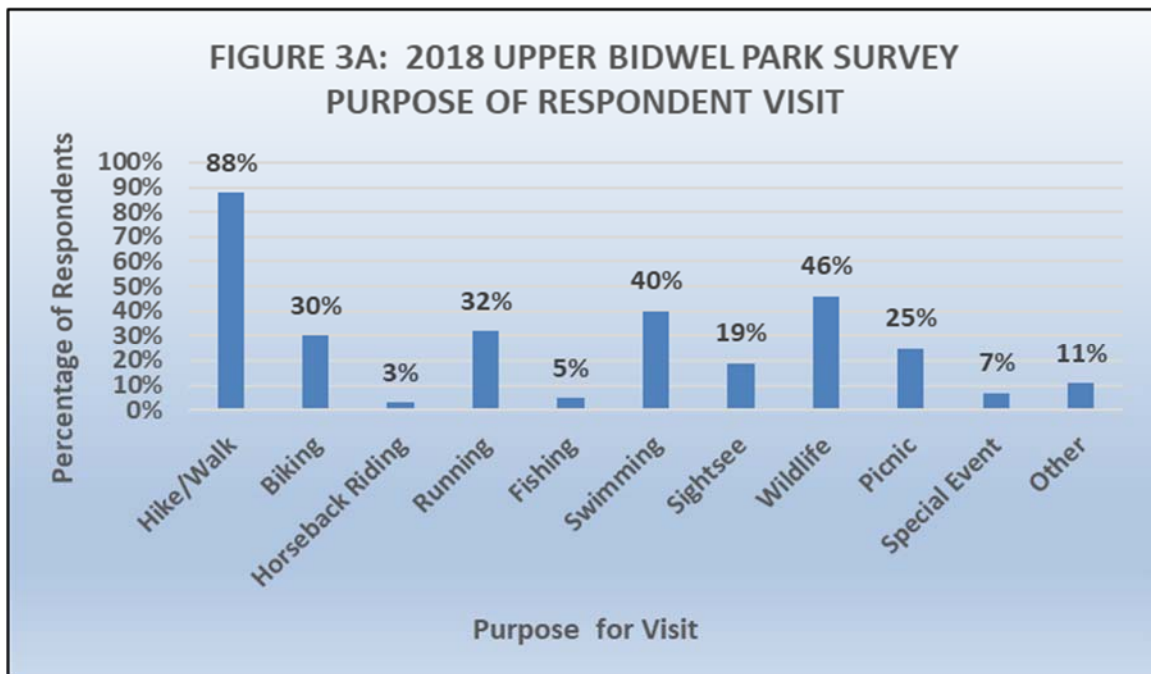
Purpose for Visiting Upper Bidwell Park

The survey included a question that asked respondents to identify the purpose for their visit to Upper Bidwell Park. The respondents were given a list of activities to choose from where they could choose more than one activity and/or suggest other activities.

Question 2: *What is your purpose for visiting? (Check all that apply)*

- Hiking/Walking
- Mountain Biking
- Horseback Riding
- Running/Jogging
- Fishing
- Other (please specify) _____
- Swimming
- Driving/Sightseeing
- View wildlife/plants
- Picnicking
- Special Events

The data show that overall most of the respondents come to the park for hiking or walking. Figure 3A shows the distribution of activities identified by the respondents.



As the data show, 88 percent of the respondents hike or walk in the park. Interestingly, 46 percent of the respondents come to the park to see wildlife and plants, 32 percent come to run or jog, and 30 percent come for mountain bike riding. This suggests that the dominant use for the park involves activities that utilize trails as their primary access to the park’s resources. Further, the activities listed by respondents who marked *Other* include dog walking, biking (as distinct from mountain biking), climbing, disc golf, field trips, golf, rifle/gun club, observatory, photography, volunteering, and/or communing with nature.

In addition, the data suggest that many respondents use the park for multiple purposes. Figure 3B shows that over 60 percent use the park for 1-3 purposes that also involved hiking or walking.

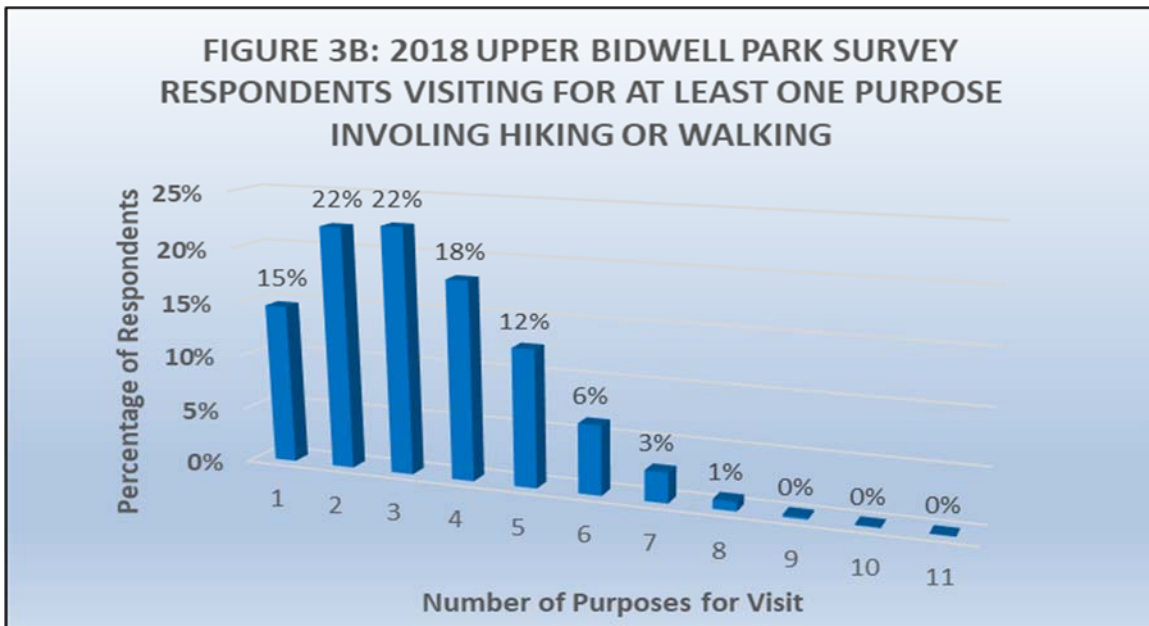
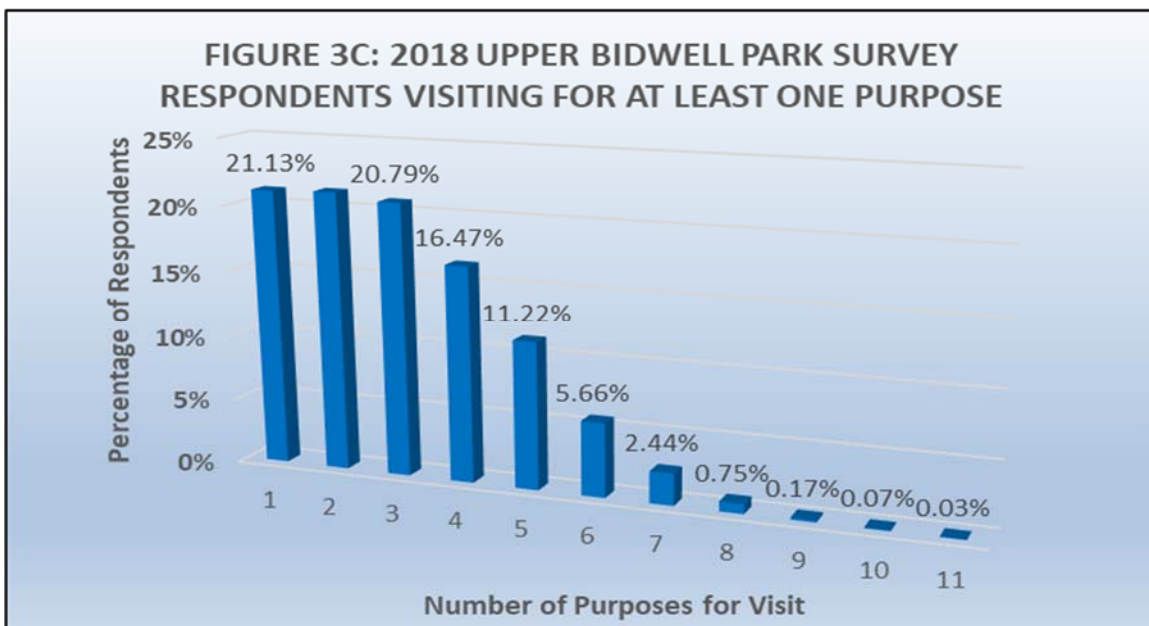


Figure 3C shows that 21 percent or more of the respondents chose 1, 2, and 3 purposes each. This suggests that the park provides multiple resources for respondents to use in the park.



Another view of respondents' multiple purposes for using the park is shown in Figure 3D.

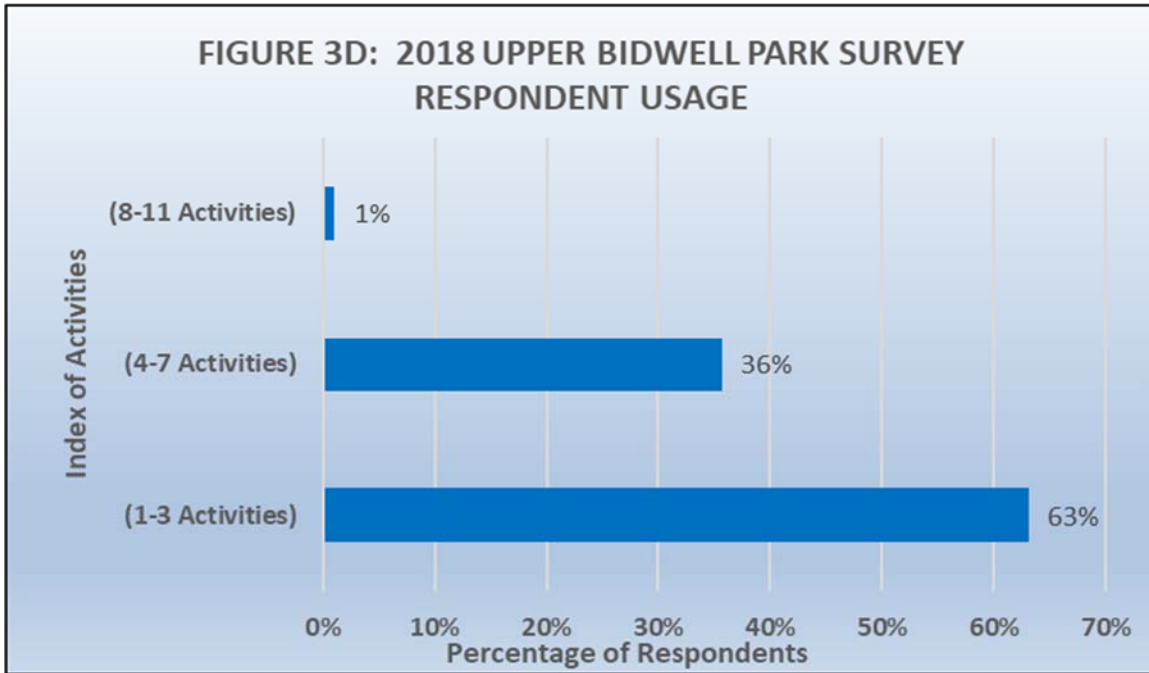
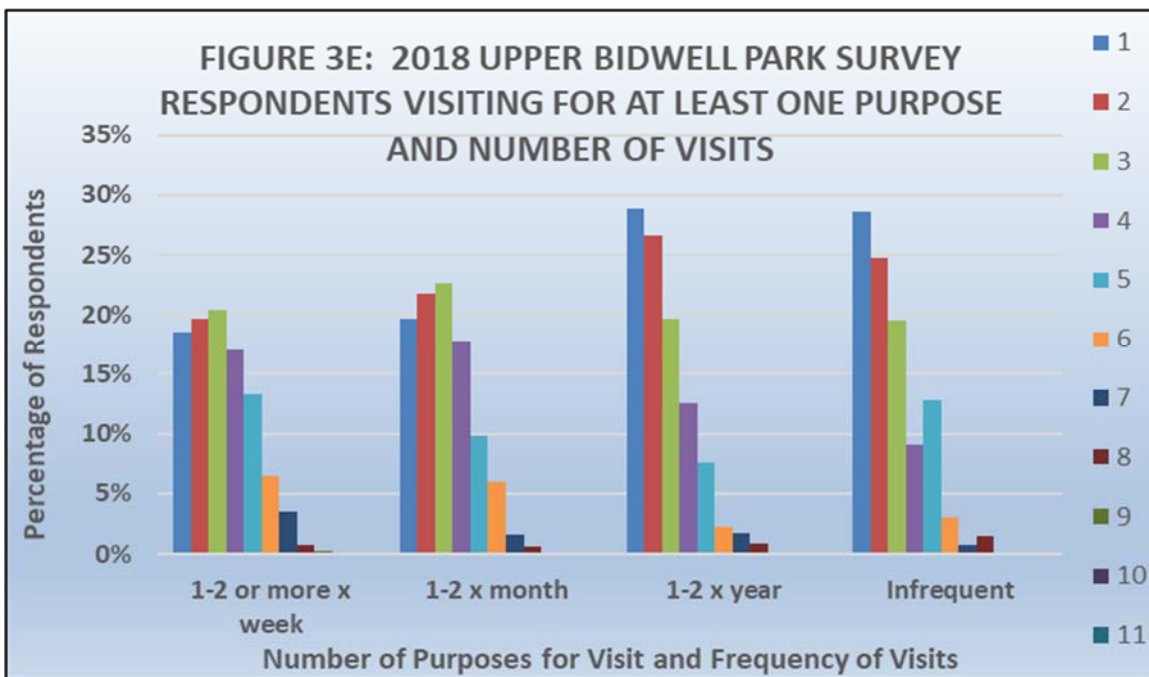


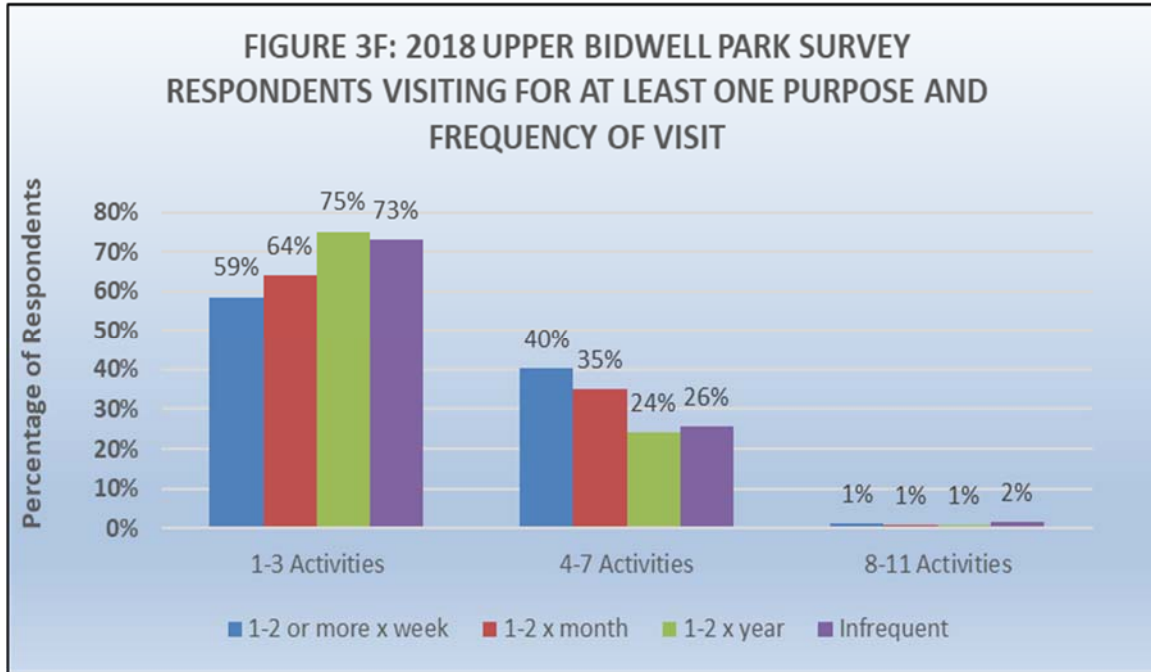
Figure 3D shows that 63 percent of the respondents use the park for 1-3 activities, whereas 36 percent use the park for 4-7 activities.

Purpose and Frequency of Visit. Respondents differ by the reasons and purpose for visiting the park. Figure 3E shows how the number of purposes relates to the frequency of visits to the park.



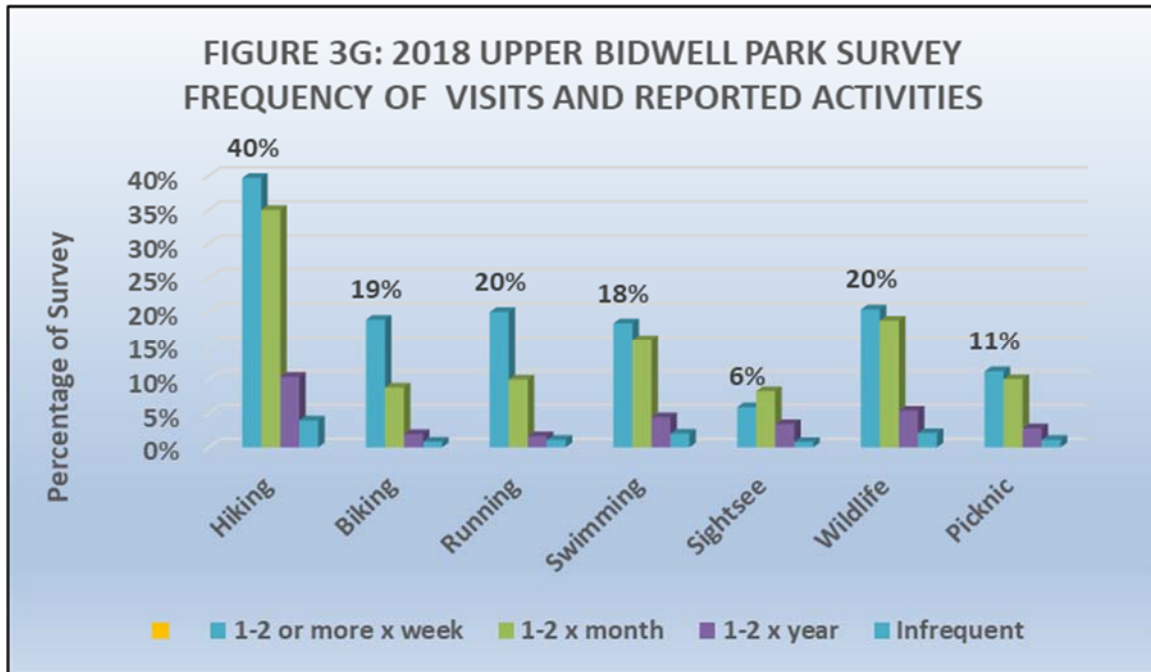
The data show that the nearly 28 percent of respondents who visit the park at least once a year or infrequently use it for a single purpose. Likewise, 25-26 percent of the respondents who use the park at least once a year or infrequently do so for two purposes. Close to 20 percent and more of those who use the park at least once a week do so for 2 or more purposes. Finally, of those respondents who use the park at least once a month, 23 percent use the park for 3 purposes. This suggests that frequent park visitors do so for more than one purpose, while infrequent visitors use park for 2 or fewer purposes.

Figure 3F shows an alternative consolidated view of the frequency of visits and purpose.



As Figure 3F shows, while 59 percent of respondents who visit the park at least once a week engage in at least 1 to 3 activities, 75 percent of the respondents who visit at least once a year also engage in 1 to 3 activities. Notably, those respondents who reported that they visit infrequently (once, holidays, or weekends) is similar to the results for those who visit 1 or 2 times a year.

Selected Reported Activities and Frequency of Visits. It is clear the purpose of the visits and number of respondent activities are connected. Figure 3G shows the relationship between the activities chosen by about 20 percent of the respondents and frequency of visits.



Based on the responses, 40 percent of the respondents who visit the park at least once a week do so to hike or walk in the park. Likewise, 35 percent of respondents who hike or walk in the park do so at least once a month. Between 18 and 20 percent of the respondents who visit the park at least once a week do so for biking, running, swimming, or wildlife viewing. The response to swimming is a bit odd, considering swimming is seasonal, however, respondents may be interpreting the question broadly to imply when seasonally available. Nevertheless, it is clear that those who frequent the park weekly, use the park resources in proximity to park trails. Likewise, those respondents reporting monthly visits to the park, with the exception comprise 10 to 19 percent of the respondents visiting the park for biking, running, swimming, and wildlife viewing. This suggests that the dominant park use for weekly or monthly visitors is for hiking/walking, and secondarily for swimming, and wildlife viewing.

Summary. In sum, the most visible purpose among respondents’ answers to the question about the purpose for their visit is for hiking/walking. Frequent visitors to Upper Bidwell Park do so to hike or walk the trails in the park. But several of the park resources, namely running/jogging, mountain biking, wildlife/plant viewing, and swimming are also popular reasons for visiting the park. Furthermore, half or more of the respondents visit the park for multiple reasons, and many visit it at least once a week or at least once a month. This suggests a stable, committed set of park visitors who are actively and regularly using park for multiple reasons, but predominately for activities dependent on trail access.

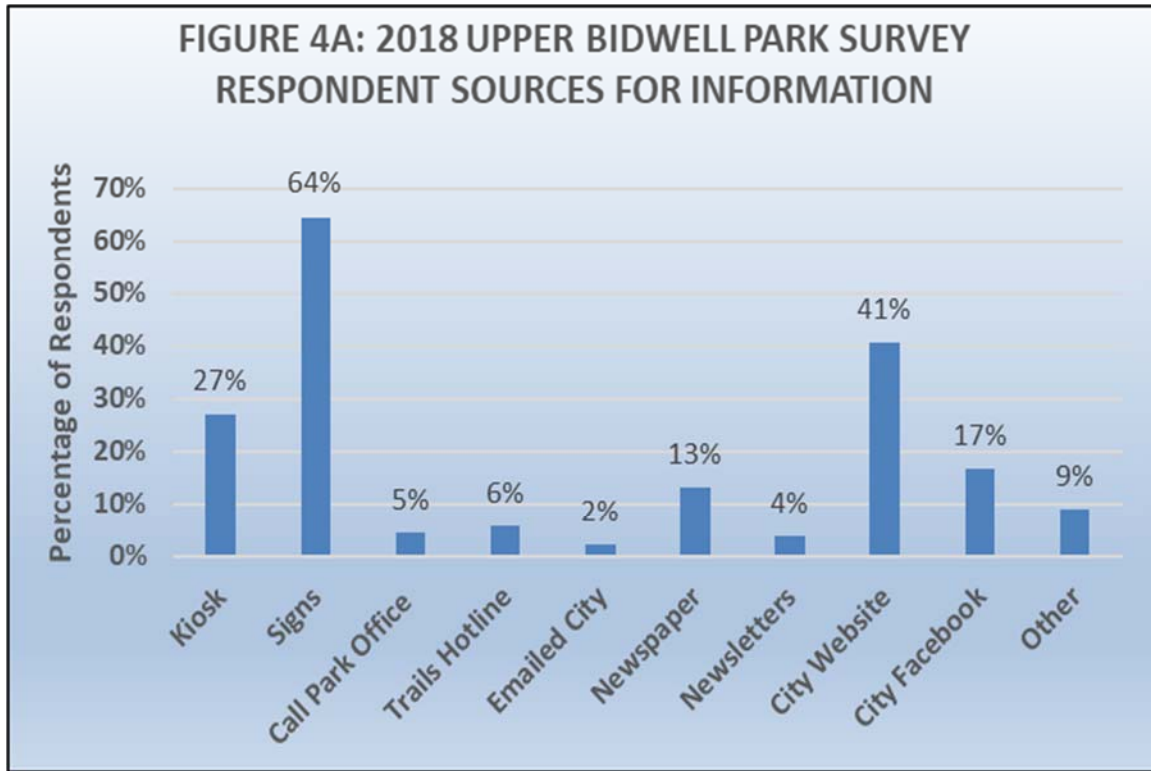
Accessing Park Information Resources

The survey included a question asking respondents which park information resources about Upper Bidwell Park that they access or use.

Question 7: The Park Division is interested in improving access to public information about Upper Bidwell Park. Have you used any of the following to get information about Upper Bidwell Park hours of operation, trail openings, road access, or other such park information? (Select all that apply).

- Information Kiosk in Upper Bidwell Park
- Signs in Upper Bidwell Park
- Called City of Chico Park Division Office
- Called City of Chico Park Division Trails Hotline
- Emailed City of Chico Park Division
- Other (Please specify)
- Newspapers
- Newsletters
- City of Chico website (www.chico.ca.us)
- City of Chico Facebook (www.facebook.com/cityofchicopublicworks)

Most of the respondents (nearly two-thirds) identified the park signs as their source of information, as seen in Figure 4A.



While 64 percent of respondents identified park signs, 41 percent identified the city website as a source of information. Twenty-seven percent identified getting information from Kiosks. The rest of the sources have incidental support.

An alternate way to look at access to park information resources is to examine how many sources respondents use. Figure 4B shows what percentage of respondents use more than one source.

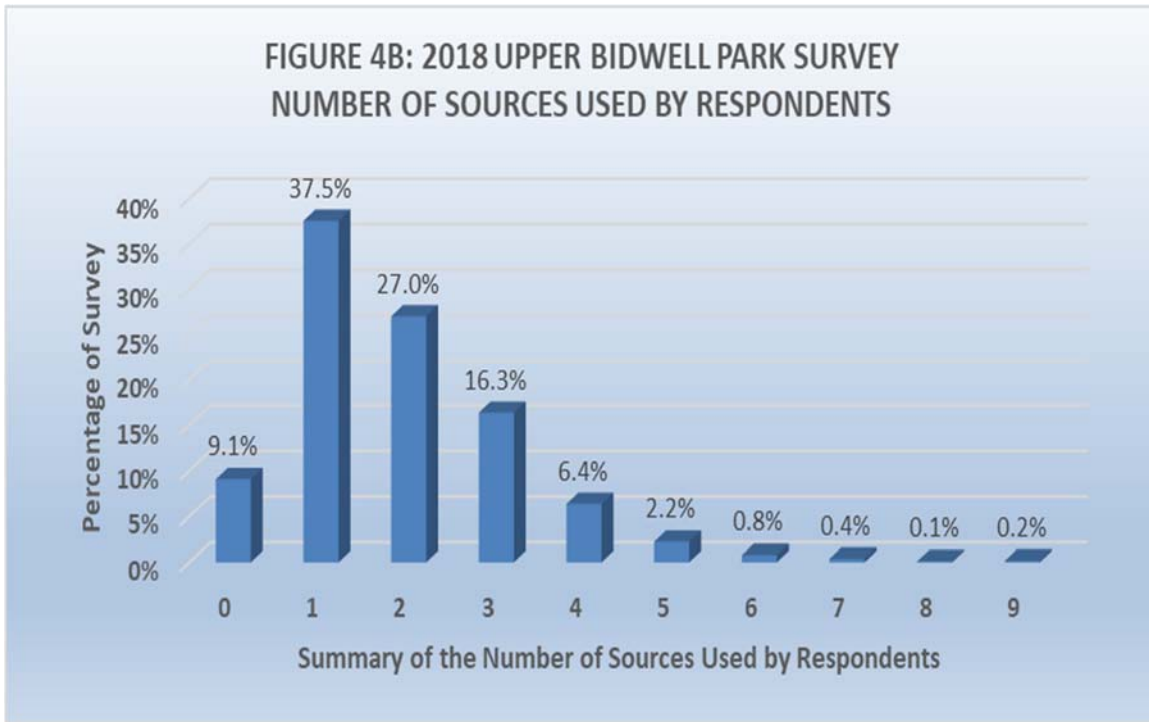
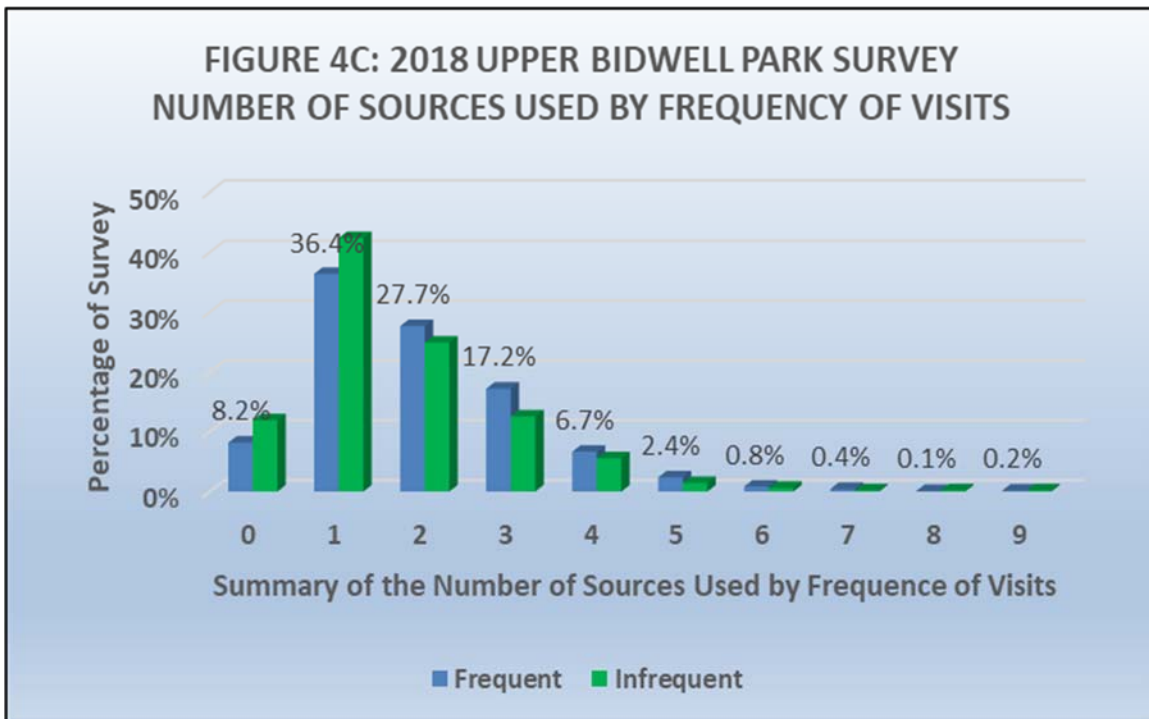


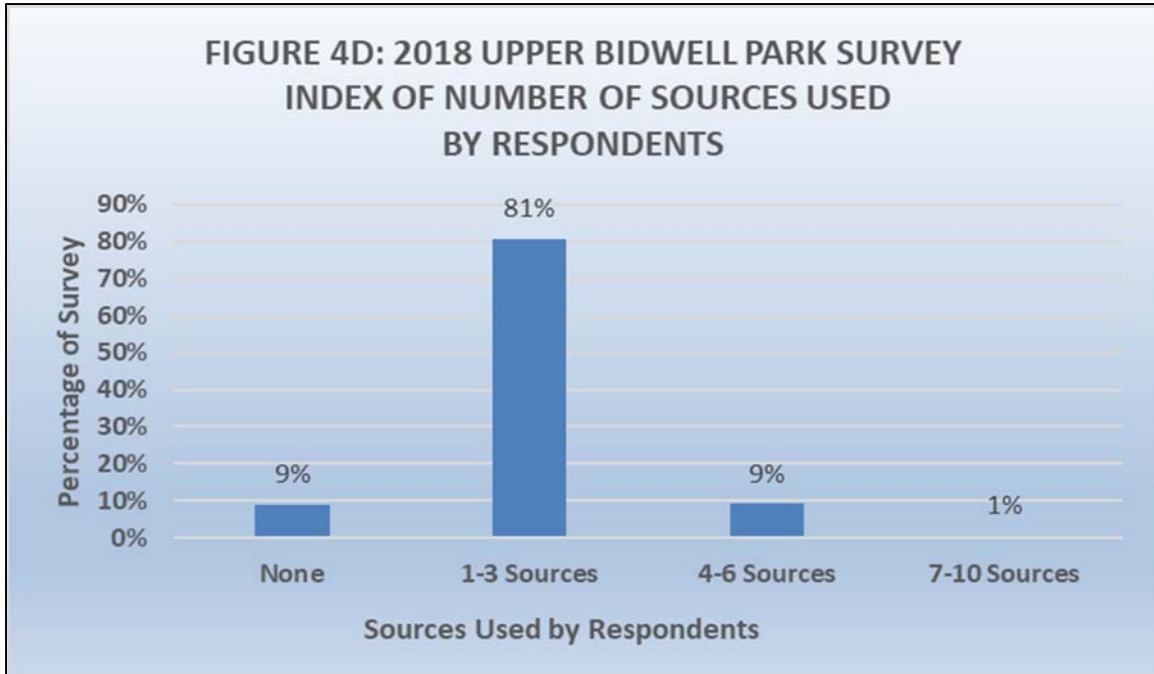
Figure 4B shows that 37.5 percent of the respondents use only one source, 27 percent use two sources, and 16 percent use at three sources. Figure 4C shows that there is little difference between those respondents who are frequent visitors and infrequent visitors in number of sources used.



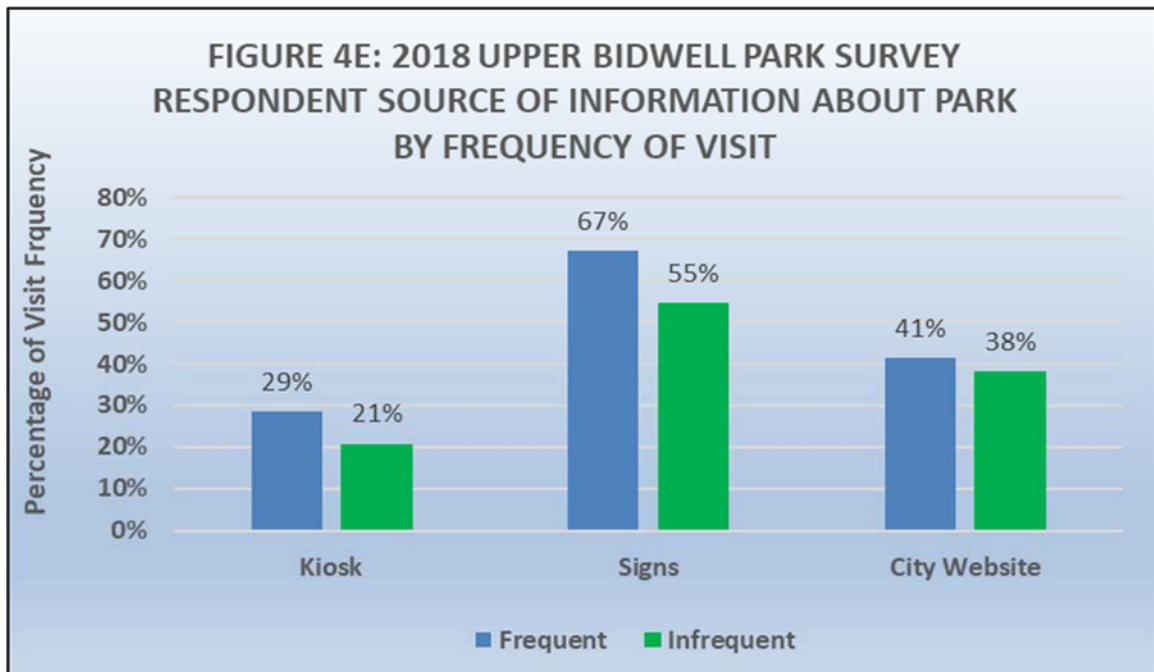
According to the data, 42.4 percent of infrequent park visitors use only one source whereas 36.4 percent of frequent visitors use one source. Approximately 12 percent of infrequent visitors do not

access any park sources. Otherwise, the number of sources used is almost the same for 2 or more sources.

The following Figure 4D confirms that most park users access at least 1 source and as many as 3 sources.



The data show that 81 percent of the respondents use 1-3 sources. Figure 4E shows that among the park information resources that Park Signs, Park Kiosks, and the City Website are most accessed by respondents reporting that they visit the park frequently.



The data show that 67 percent of respondents who visit the park weekly or monthly, use the park signs, whereas 55 percent of infrequent visitors use the signs. Likewise, 29 percent of the frequent visitors use the Kiosks for information whereas 21 percent of infrequent visitors reported they do so. Usage of the city website for information is similar by both groups.

Summary. The data suggest that park information resources are important both frequent and infrequent visitors to the park. Park signage is clearly important to visitors to the park so much so that close to two-thirds of the respondents identified using park signage for information. About half as many park visitors use the Kiosks for park information, whereas over forty percent of the respondents report using the city website for accessing park information. It is also clear from the comparative between frequent and infrequent park visitors that signage and the city website are important tools for citizen engagement with park information, with supportive Kiosk information also used by respondents who visited the park.

SUPPORT FOR IMPROVEMENT

Another important goal for the study included determining respondent support for Upper Bidwell Park improvements. To ascertain what respondents would like to see improved, the survey included a question asking respondents what would improve their park experiences. The survey provided a list of park improvements to choose from, as well as allowed respondents to add additional items.

Improving Experiences

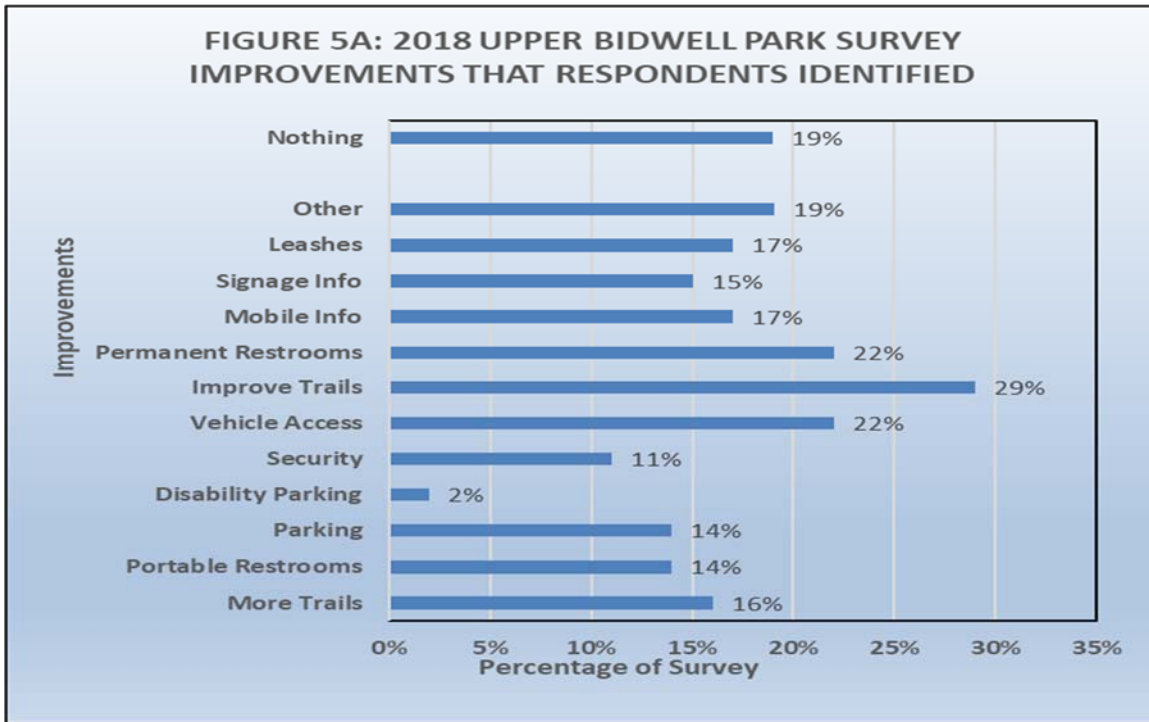
The survey included the following question:

Question 3: What would improve your experience in Upper Park? (Check all that apply)

- | | |
|--|---|
| <input type="checkbox"/> More signage | <input type="checkbox"/> Improved trail maintenance |
| <input type="checkbox"/> More trails | <input type="checkbox"/> Permanent restrooms |
| <input type="checkbox"/> More portable restrooms | <input type="checkbox"/> Park information available through mobile applications |
| <input type="checkbox"/> More parking | <input type="checkbox"/> More informative signage |
| <input type="checkbox"/> More disability parking | <input type="checkbox"/> Require leashes on dogs at all times |
| <input type="checkbox"/> More security | <input type="checkbox"/> Nothing, I like Upper Park how it is |
| <input type="checkbox"/> Vehicle access to areas beyond Diversion Dam gate | |
| <input type="checkbox"/> Other (Please specify) | |

Appendix C provides a list of 557 suggestions provided by respondents regarding improvements they would like to see made in Upper Bidwell Park. Most are elaborations on the items listed in the question. The alternative improvements include amenities such as water fountains/filtered water, a bridge across the creek, yoga platform, bike safe rentals, road maintenance, donation box, trash removal, shuttle bus, camping, concrete trails, disc golf course, animal waste removal, more mobility accessibility, greater enforcement of existing rules (speeding, off-leash animals), more trash cans, and eradication of poison oak.

Distribution of improvement opinions. Figure 5A shows the distribution of response to Question 3, where approximately a quarter of the respondents identified improvements to trails, restrooms, and vehicle access as their preferred improvements.



According to the data, only 19 percent chose to change “nothing”, whereas 29 percent chose improve trails, 16 percent asked for more trails, 22 percent asked for more vehicle access, 14 percent asked for parking, 22 percent marked permanent restrooms, and 14 percent asked for portable restrooms. The data clearly identifies improvements for trails, restrooms, and vehicles.

It is also clear that over 80 percent would like to see some kind of change. Figure 5B shows that over half of the respondents would like to see at least 1 or 2 changes.

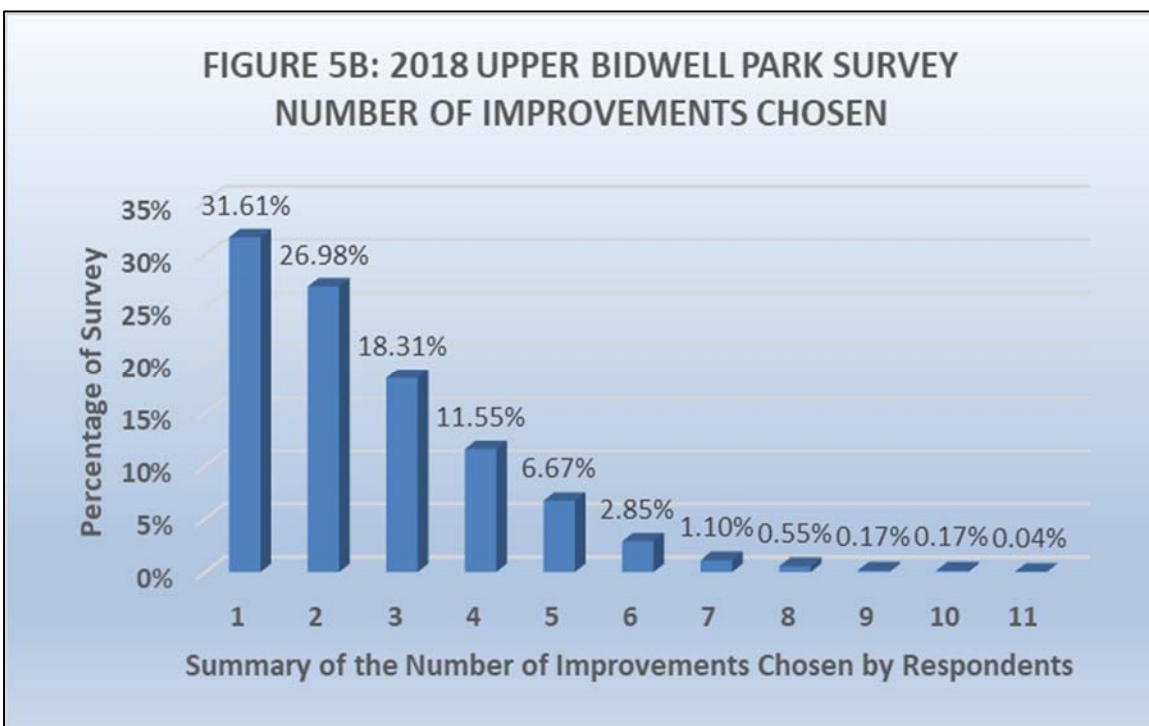
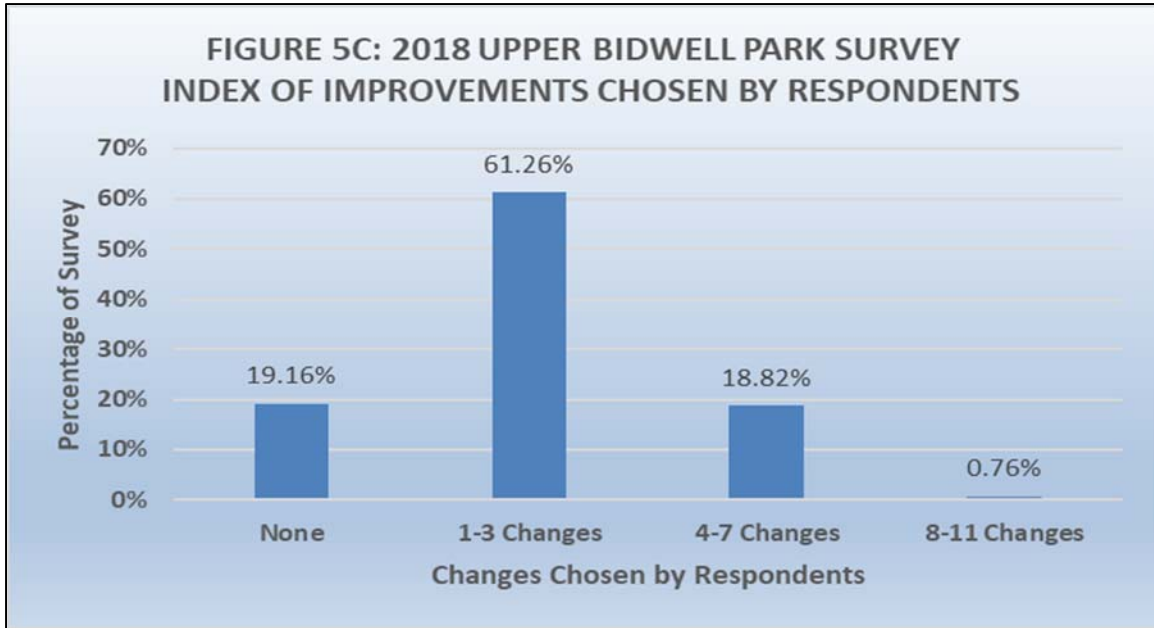
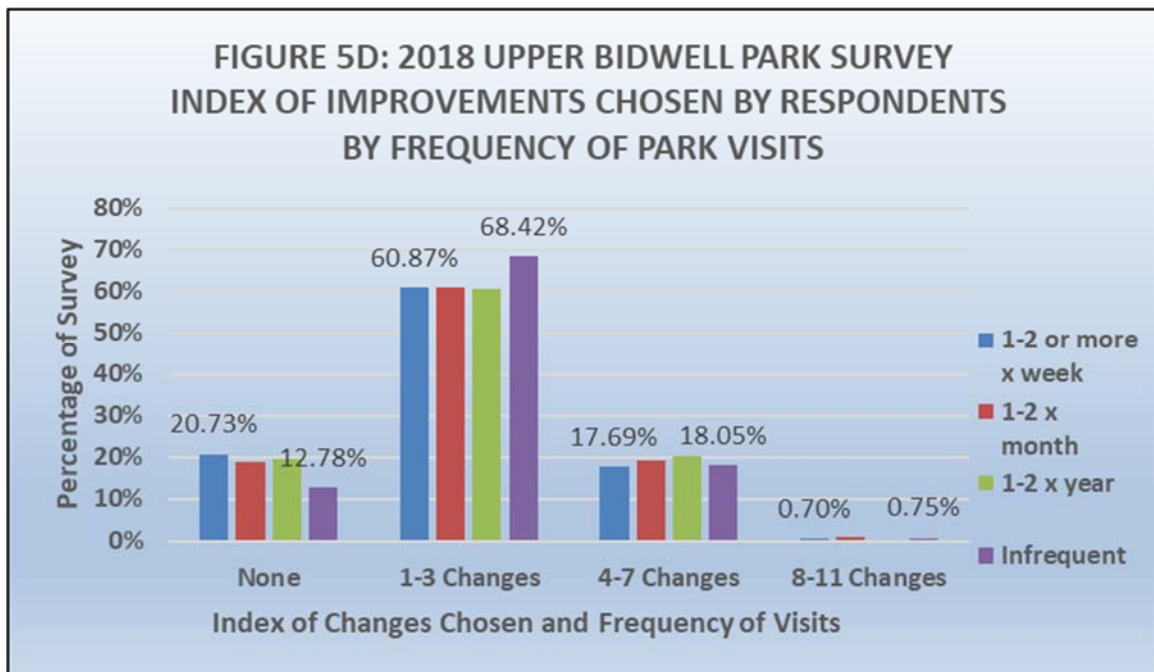


Figure 5B shows that approximately 32 percent (almost a third) identified one change they would like to see in Upper Bidwell Park, and over 26 percent would like to see two changes. Figure 5C shows an alternative view of the number of changes respondents marked in the survey.

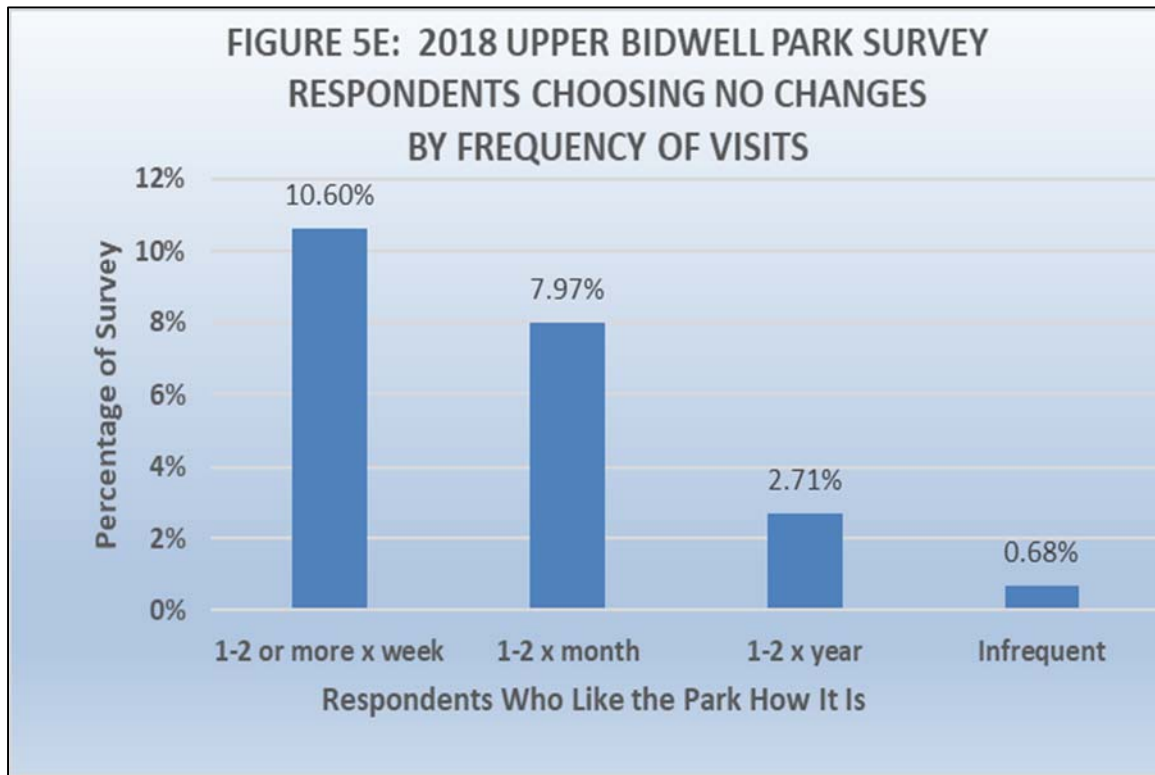


As the data show, approximately 61 percent of the survey respondents identified 1 to 3 changes they would like to see made in the park. Approximately 20 percent would like to see 4 or more changes in park resources.

Figure 5D shows the distribution of opinion about how many changes respondents would like to see make in park resources.

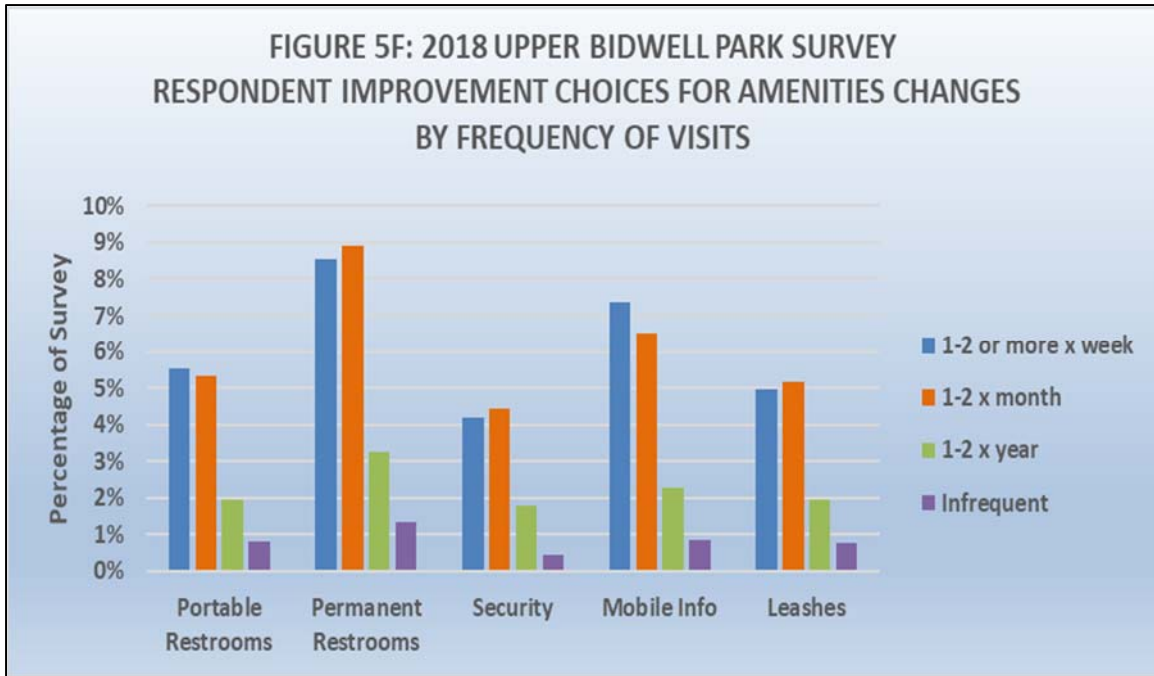


The data show that over 68 percent of respondents who say they visit infrequently (less than once a year) would like to see at least 1 change to the park resources. While the percentage of those respondents reporting regular park usage is almost identical in the number of changes they would like to see made in the park, it is clear that infrequent visitors are a smaller percentage of those who would not change anything. Although the survey did not ask respondents the reason for not visiting the park frequently, these data suggest that it might be related to park resources that are insufficient in some way. Figure 5E shows additional support for this perspective.



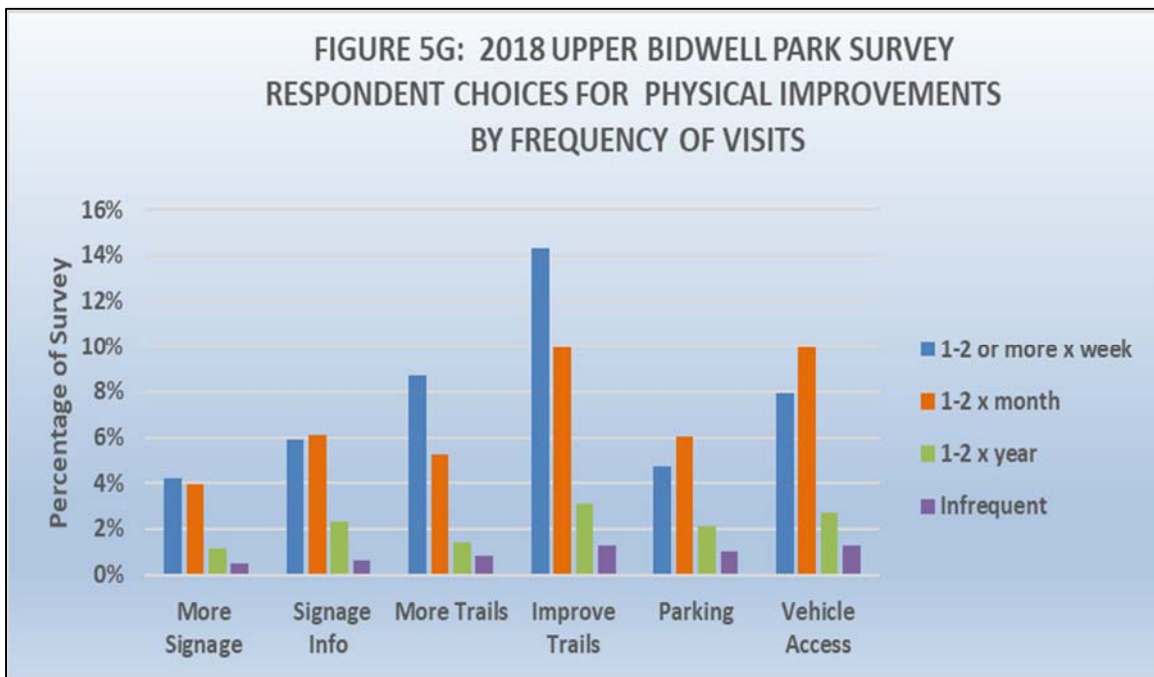
This shows that less than one percent of respondents who like the park the way it is are infrequent park users. The data distribution suggests that the respondents who use the park more often like the park the way it is, and as the respondents report using the park less often, the percentage of those who like the park the way it is declines as well.

Respondents favoring amenity improvement. The different types of improvement can be separated into amenities and physical improvements. Figure 5F shows the distribution of respondent choices by frequency of visits and type of amenity improvements.



Those respondents who visit Upper Bidwell Park at least once a week or month have similar responses to restrooms, security and leashes on dogs. Only slight more respondents want mobile information who visit at least once a week compared to those who report visiting at least once a month. A far few percentage of respondents who visit at least once a year want to see these changes. The data clearly support that permanent restrooms are a change that all types of visitors would like to see, as well as improved mobile information.

Respondents favoring physical improvement. Similar to the results for amenities improvement, respondents overwhelmingly show support for physical improvements related to trails and vehicle access in Figure 5G.



The data show in Figure 5G that those who use the park more frequently (at least once a week or month) support changes involving improving trails, or more trails. Also, those who are frequent users also support more vehicle access to park resources. Likewise, these type of respondents also support more parking and signage.

Changes and Activities

Figure 5E data results suggested that respondents who did not choose change may also be those respondents who visit more often. The following Figure 6A provides some additional refinement to that perception.

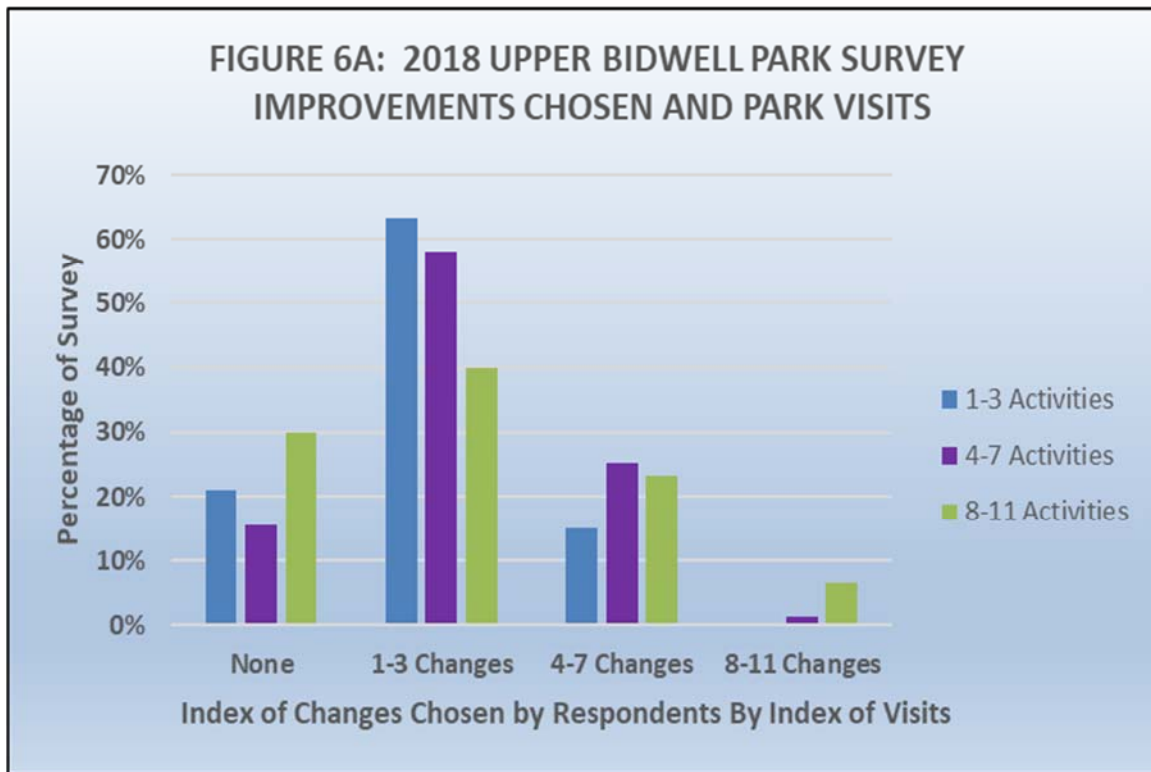
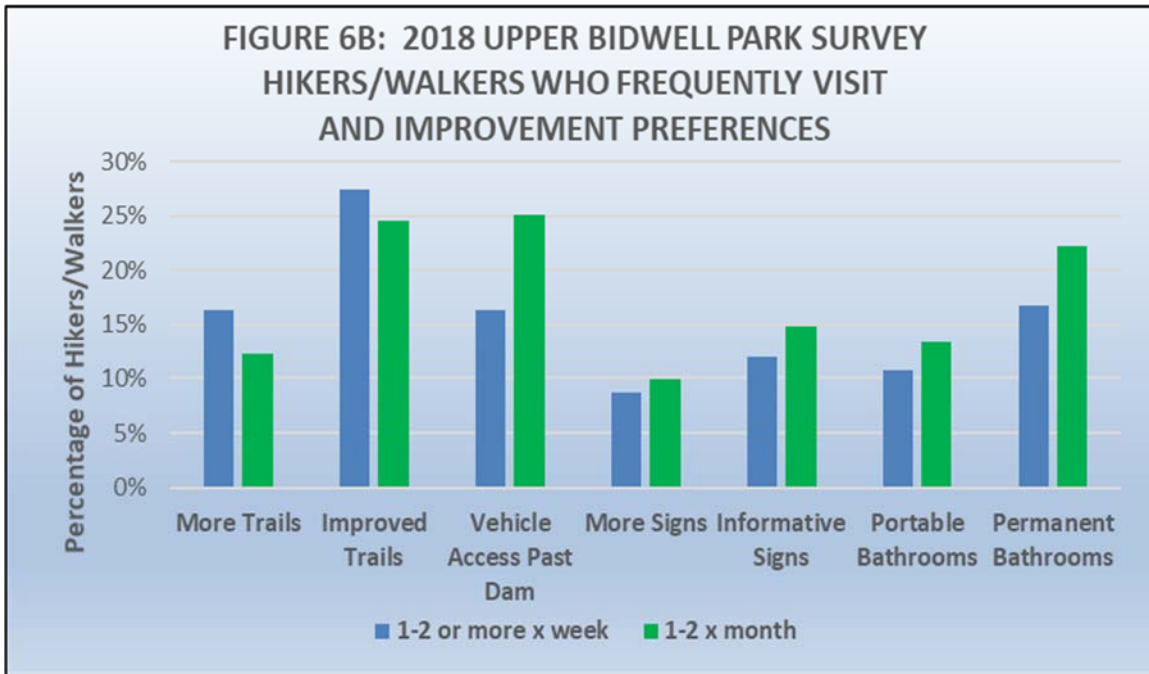


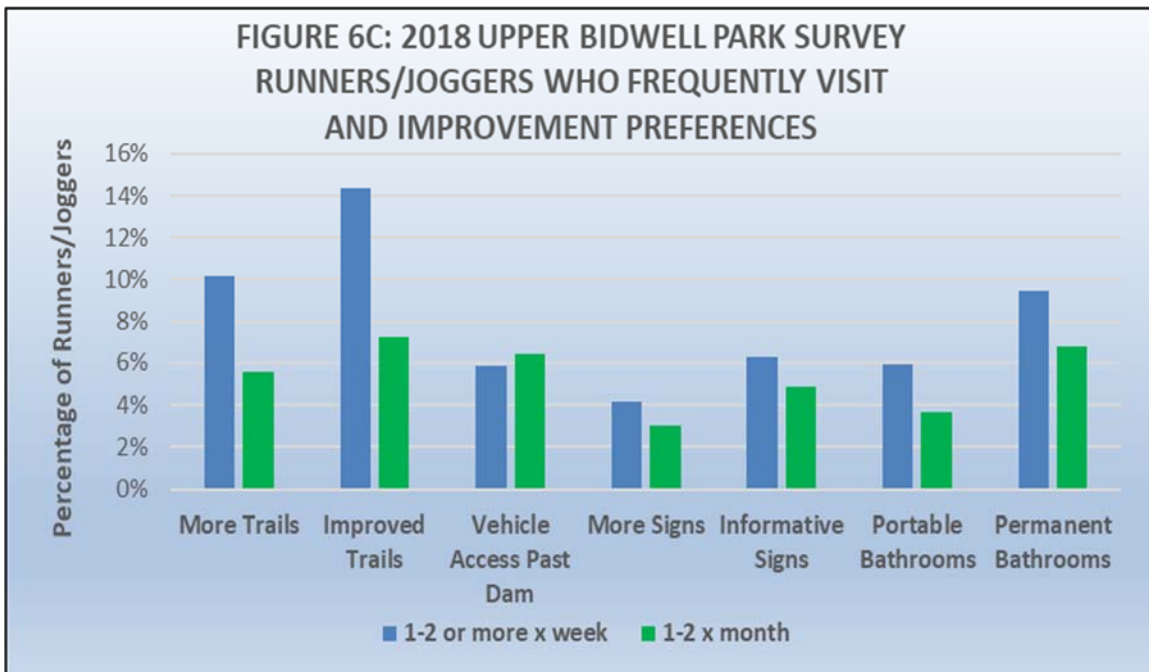
Figure 6A shows that indeed, those who identify engaging in eight or more activities comprise the highest percentage of those who chose to change “Nothing...”. Respondents who reported engaging in at least one activity in the park also identified one or more changes they would like to see for park resources. Recall, among the activities respondents reported most are hiking, running, biking, swimming, viewing wildlife, and taking scenic drives. The data show that those respondents who identify four or more changes also comprise the most of the respondents who also engage in four or more activities.

Hikers/walkers, frequent visits, and Change. Figure 6B shows a breakdown of respondents who frequent Upper Bidwell Park at least once a week or month, hike/walk in the park, and who identified changes.



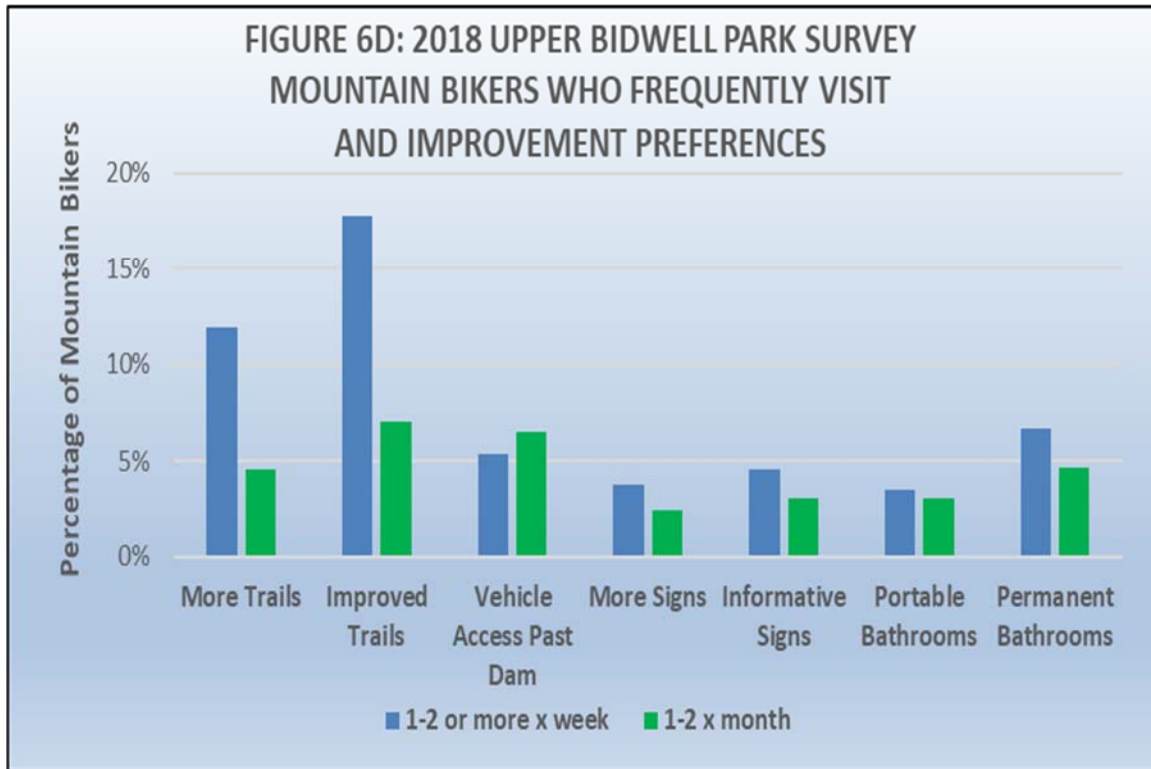
The data show that hiker/walker respondents who visit weekly identified more trails and improved trails more than those who visit monthly. Those hiker/walkers who visit monthly, identified more vehicle access past the dam, more signs, and more bathrooms. Again, while it cannot be known for sure that problems with signage, access, and bathrooms are depressing park usage, these results are suggestive that those who visit less may do so because of dissatisfaction with the current level of amenities and access.

Runners/Joggers, frequent visits, and Change. Figure 6C shows a breakdown of respondents who frequent Upper Bidwell Park at least once a week or month, run or jog in the park, and who identified changes.



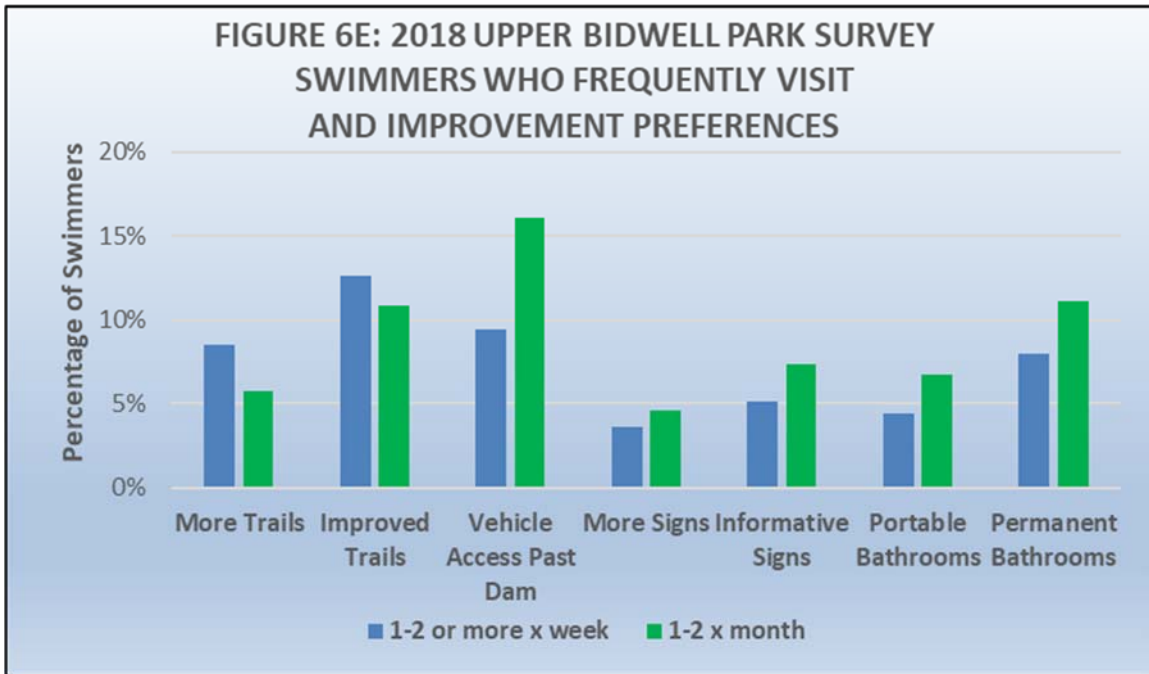
The data show that like those who hike/walk in the park, respondents who run or jog in the park at least once a week are interested in improved and more trails as well as permanent bathrooms. A higher percentage of respondents who run or jog want more and better signs and bathrooms. There is just a slight difference between those who visit the park at least once a week and those who visit at least once a month regarding vehicle access past the dam.

Mountain Bikers, frequent visits, and Change. Figure 6C shows a breakdown of respondents who frequent Upper Bidwell Park at least once a week or month, mountain bike in the park, and who identified changes.



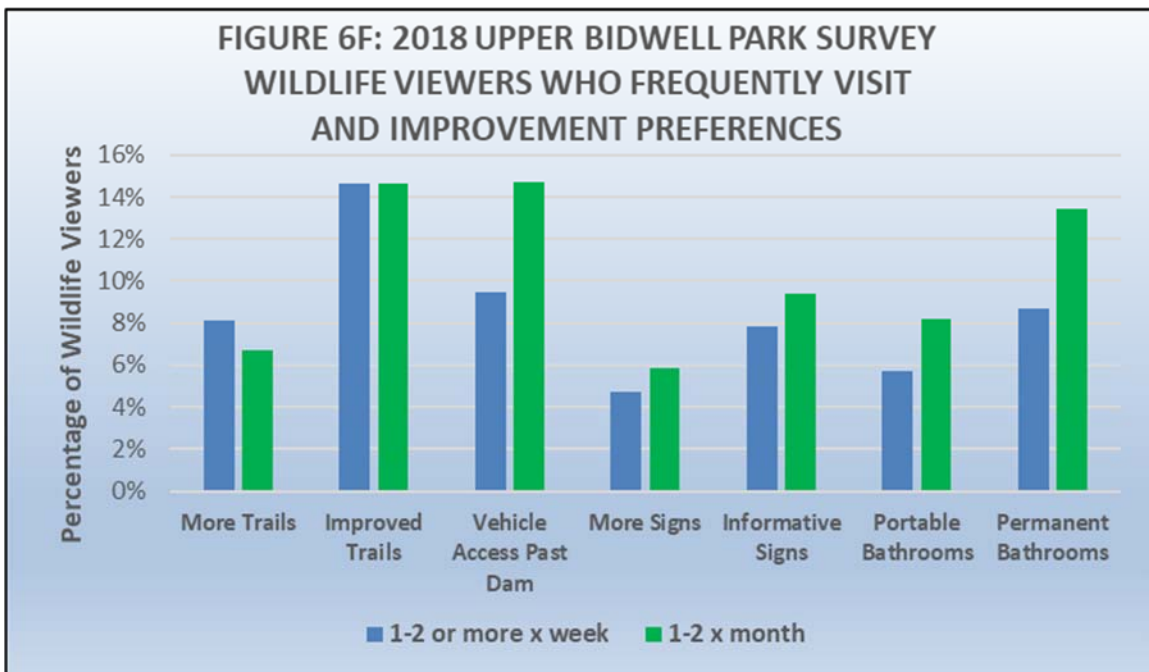
As the data show, mountain bikers, like hikers, walkers, runners, and joggers, want more and better trails. This is especially true for mountain bikers who visit the park at least once a week. While few seem concerned about signage and portable bathrooms, a larger percentage of mountain bike respondents are supportive of permanent bathrooms. Interestingly, those who visit at least once a month comprise a larger percentage of those who want vehicle access passed the dam.

Swimmers, frequent visits, and Change. Figure 6E shows a breakdown of respondents who frequent Upper Bidwell Park at least once a week or month, swim in the park, and who identified changes.



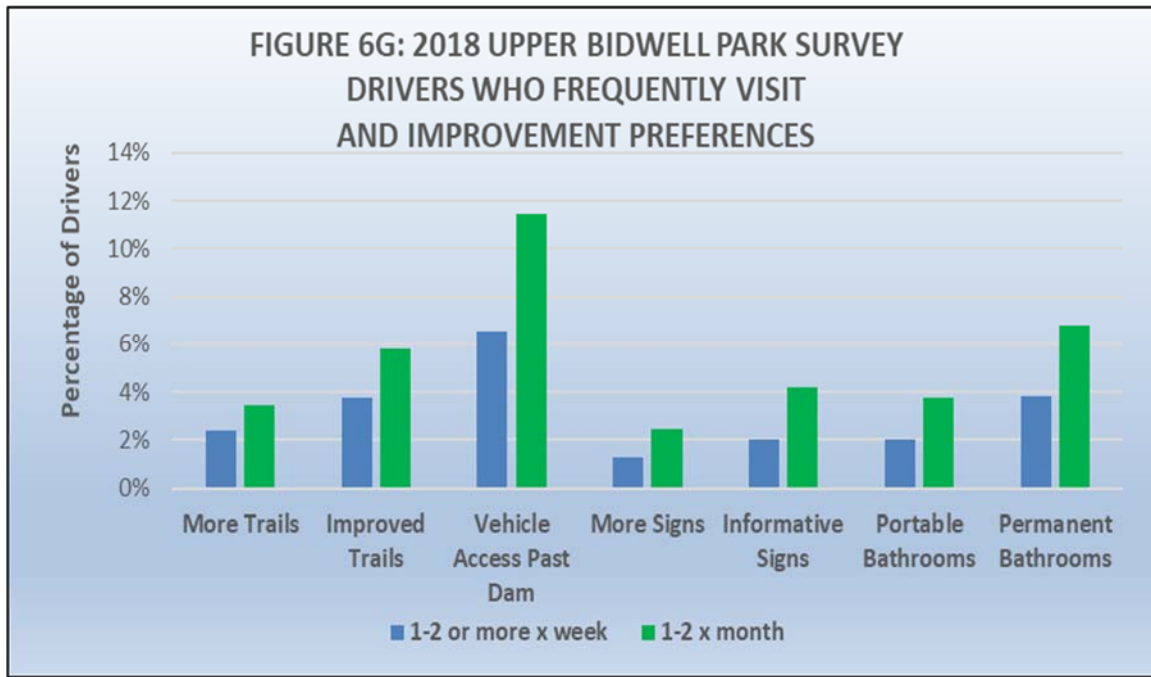
The data show that swimmers who visit at least once a week seem to support more and improved trails, however, it is clear that swimmers who visit at least once a month are comparatively very strongly supportive of vehicle access past the dam and permanent bathrooms. These types of respondents also favor more portable bathrooms and informative signs compared to those respondents who visit at least once a week.

Wildlife viewers, frequent visits, and Change. Figure 6F shows a breakdown of respondents who frequent Upper Bidwell Park at least once a week or month, engage in wildlife viewing in the park, and who identified changes.



The data show that wildlife viewers who visit at least once a week view changes differently than those who view wildlife at least once a month. While there is little difference on their support of trail improvement and expansion, it is clear that both support changes for the trails. It is the vehicle access that sets these two types of respondents apart. While both support more access, the percentage of respondents reporting visiting at least once a month and want more access is almost double that of the weekly visitors. Likewise, the percentage of monthly respondents who would like to have permanent bathrooms is also much higher than the weekly visitors.

Drivers, frequent visits, and Change. Figure 6G shows a breakdown of respondents who frequent Upper Bidwell Park at least once a week or month, drive in the park, and who identified changes.



The data show that respondents who take scenic drives in the park are mostly interested in gaining vehicle access past the dam. This is especially true for those respondents who visit the park at least once a month; the percentage of those respondents is higher and highest for vehicle access. Likewise, the percentage of respondents who visit the park monthly is higher for each of the specified changes, especially including improved trails and permanent bathrooms.

Summary

There are three clear suggestions from the analysis of park usage, visit frequency, and changes preferred by respondents. In each set of data, it is clear that respondents who visit the park either at least once a week or once a month desire to see changes in improved trails, vehicle access past the dam, and permanent bathrooms. This is relatively true more or less or those who visit at least weekly, however, it is clear from the data results that those who visit at least monthly are especially supportive of these changes. Depending on the activities they engage in and with the exception of weekly drivers, respondents who visit weekly or monthly support trail improvement and permanent bathrooms. With the exception of runners/joggers and mountain bikers, respondents who visit at least weekly or monthly seem to exhibit strong support for vehicle access past the dam. For scenic view drivers, vehicle access is most important for those who visit at least once a month.

Respondents who mountain bike exhibited the least support for permanent bathrooms and highest support for improved trails.

SUPPORT FOR MORE VEHICLE ACCESS

It is clear that respondents reporting that they were frequent visitors also support expanding access to park resources past the dam gate. One clarification the study was designed to explore is how much further access these respondents preferred park officials to create. Question 4 included questions for respondents regarding opening different parts of the park from the Dam gate to the end of the paved road. The question had a map included as a reference point.

Question 4: The following questions are about changes to motor vehicle access to parts of Upper Bidwell Park. Upper Bidwell Park has an unpaved road for approximately 4.5 miles from Horseshoe Lake to the road's end. Currently, no motor vehicles are allowed past the Diversion Dam gate due to poor road conditions. Do you agree or disagree with the following potential changes to motor vehicle access to Upper Bidwell Park (see map below as a reference)

Agree Disagree No opinion

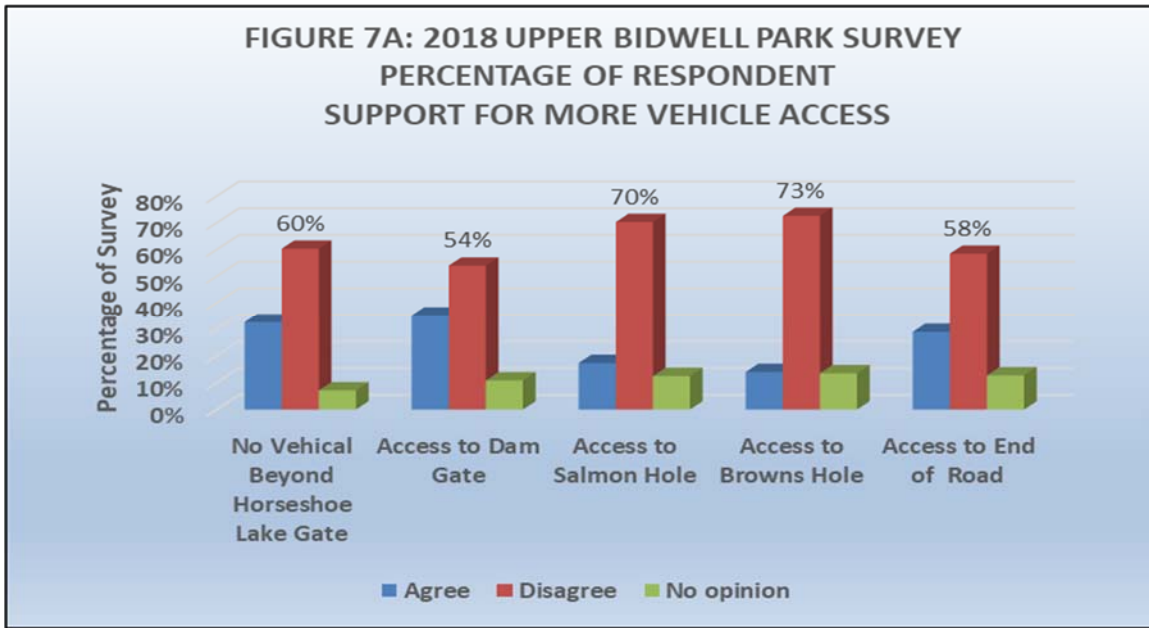
- No vehicle access beyond Horseshoe Lake gate.
- Vehicle access only to the gate at Diversion Dam (#4 on map).
- Vehicle access ending at Salmon Hole by moving the Diversion Dam gate (#5 on map).
- Vehicle access ending at Brown's Hole by moving the Diversion Dam gate (#6 on map).
- Vehicle access to the end of the unpaved road.

The respondents were to refer to the map as directed and either *agree*, *disagree*, or mark *no opinion* concerning how much vehicle access they prefer.⁹

Overview of Support for Expanding Access

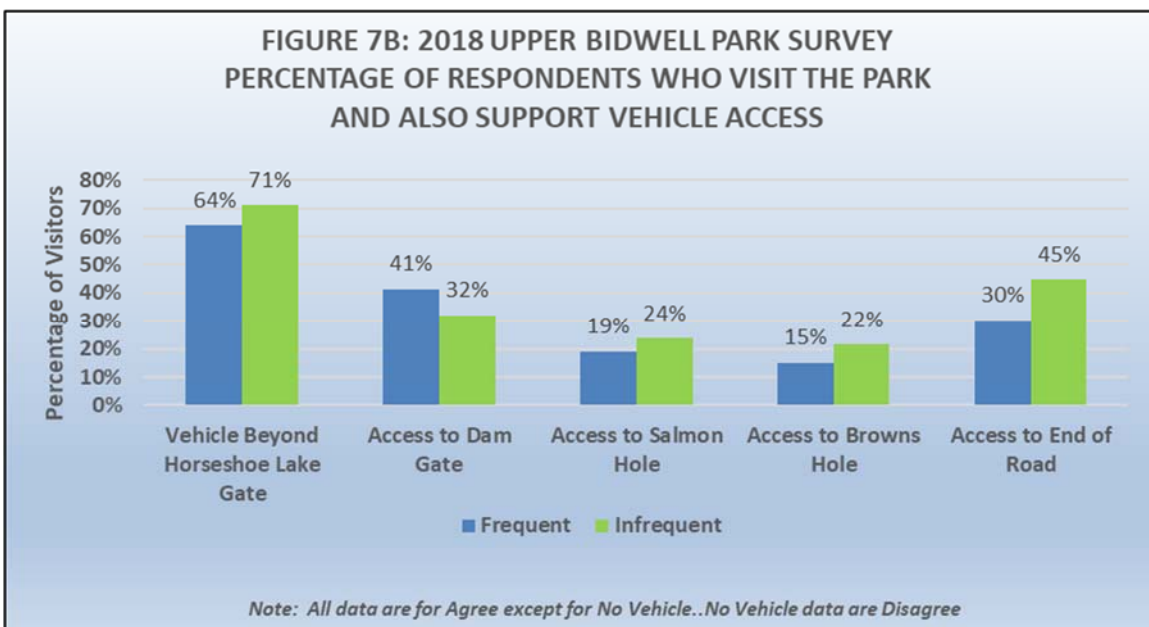
At first glance the data in Figure 7A show a confusing pattern that appears to be against access, which is contrary to the findings in Figures 6B-6G.

⁹ There were some unanticipated problems with the question wording. There was a discrepancy between the question related to the *end of the unpaved road* and the map label where it says *End of Road*. Also, respondents who did not want access expanded to beyond Horseshoe Lake Gate would have to choose the option of *agree*, which may have been a bit confusing for respondents to agree to restrict access. Further, the question wording changed to asking respondents to incrementally open access where respondents can, and did mark agree to all or many of the options. This questions should have been coded to restrict respondents from answering all the questions. As coded, if respondents agreed to the first question "No vehicle access..." then they should not have marked agree on any other question. All responses where both the first question was answered and any other were answered agreed were deleted as missing. There is no way to tell what the respondents preferences are because they cannot be both against any new vehicle access and for expanded access.



As shown in Figure 7A, 60 percent of the respondents disagreed with “No access...” which is supposed to mean that **60 percent of the respondents want access beyond Horseshoe Lake gate**. Yet, 54 percent to 73 percent of the respondents disagree with access to other parts of the park all the way to the end of the paved road. This data is incoherent. How can 60 percent of respondents support access beyond Horseshoe Lake but 54 percent do not want access to the Dam Gate and 58 percent do not want access to the end of the road? It appears that the question was too involved and complicated for respondents to express a logical, coherent opinion about access. It is possible the respondents were confused about what exactly they were disagreeing or agreeing to in the question.

Another way to see whether these access data can provide some coherent information is to examine the response differences between those who are frequent visitors and those who are infrequent visitors. Figure 7B shows support for access by frequency of visits (Question 1) and support for access (Question 4).

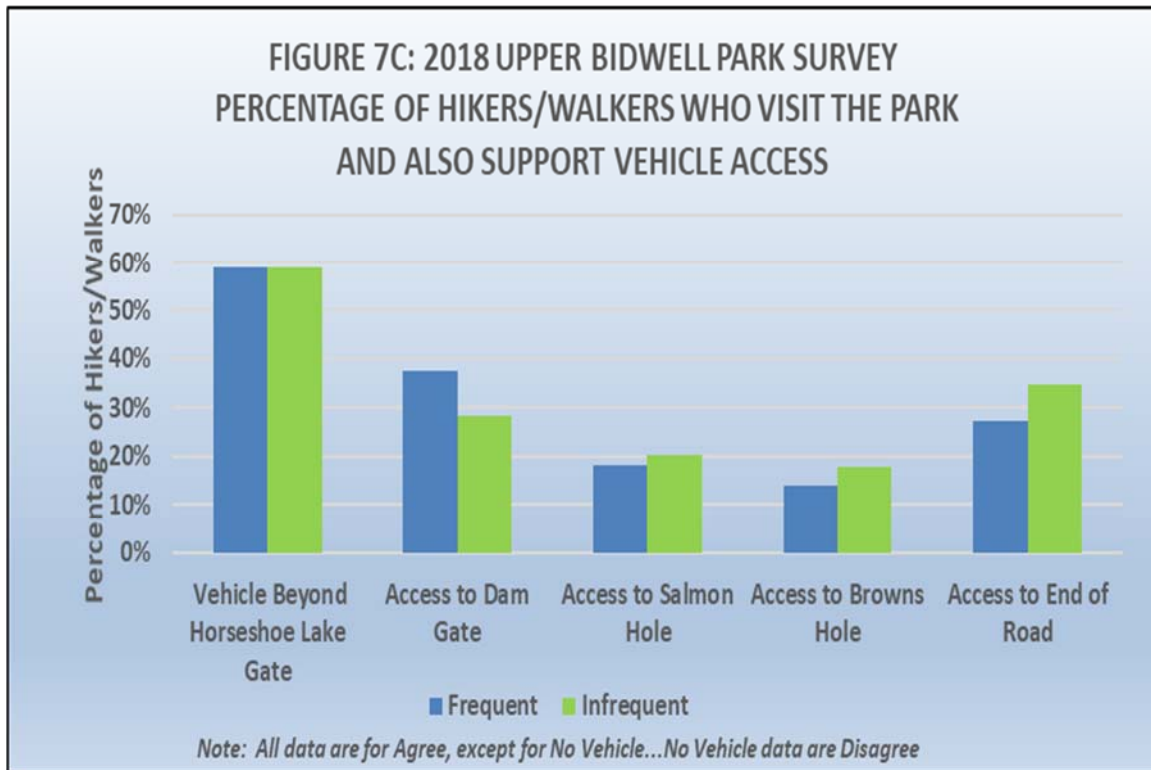


The data in Figure 7B show the distribution of support for access beyond Horseshoe Lake gate. As before, 64 percent of respondents who are frequent visitors and 71 percent of infrequent visitors support access beyond Horseshoe Lake gate. After that, the data is incoherent. A higher percentage of respondents support access to the Dam gate and the end of the road than support access to Salmon Hole and Browns Hole. One interesting result from these data representations is that it further supports that those respondents who visit the park infrequently are more supportive of changes to park access than those who are frequent visitors.

Support for Expanded Access and Visit Frequency

Another way to view support, given the confusing array of responses to Question 4, is to look at how specific user groups responded to questions about expanding access. This can be done using a cross-tabulation of the data from Question 1 (frequency of visits), Question 2 (purpose of visit), and Question 4 (vehicle access). Using cross-tabulations of these three responses sets provides a view or perspective into which type of respondent supports more access based on their self-identified usage patterns and purposes for visiting the park.

Hiker/Walker support. Figure 7C shows responses by respondents who use the park for hiking or walking.



The data in Figure 7C show while there is no difference between frequent and infrequent visitors for expanding access where 59 percent support expanded access beyond Horseshoe Lake gate. Nonetheless, there is a difference between respondents on access to the end of the road where a larger percentage of infrequent visitors support expansion than do frequent visitors.

Runner/Jogger support. Figure 7D shows responses by respondents who use the park for running or jogging.

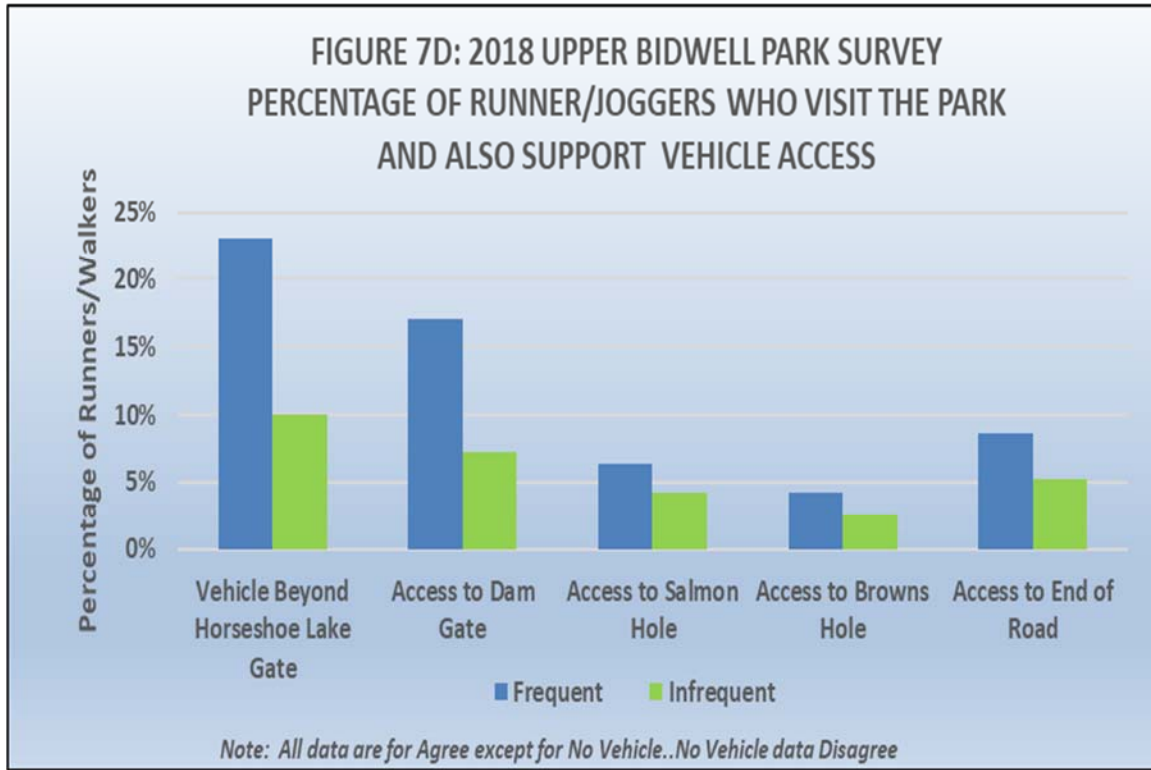
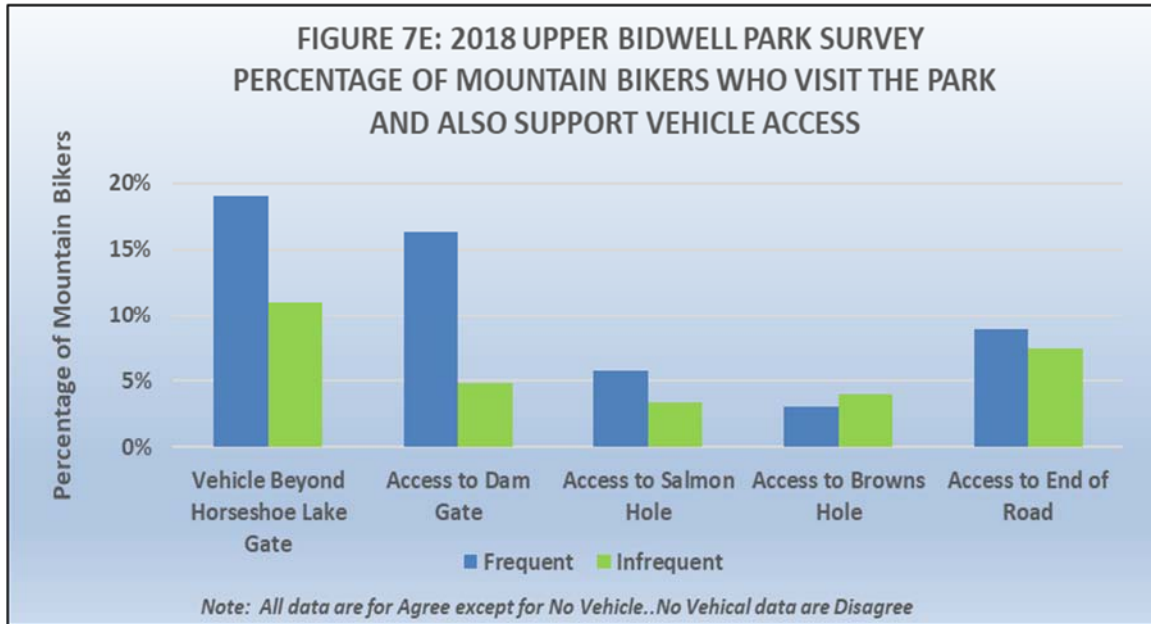


Figure 7D shows an interesting contrast to Figure 7C. The data results in Figure 7D show more than twice as many frequent visitors support expanded access than do infrequent visitors who use the park for running or jogging. While there was no difference between different frequent and infrequent visitors who hike or walk the park who disagree with the *No access ...* question, the response difference is fairly dramatic among runners and joggers. More than twice as many hikers/walkers support more access than do runners/joggers. It is reasonable to conclude, that while it may appear that hikers, walkers, runners, and joggers have similar interests, it is clear from these data that their opinions about park access are dramatically different between levels of support for access, and based on frequency of park use.

Mountain biker support. Figure 7E shows responses by respondents who use the park for mountain biking



Like runners and joggers, respondents who use the park for mountain biking express a sharply different support for expanding access. Frequent users who mountain bike show twice as much support for expanding access (*Disagree No Access...*), and it is even more dramatic for respondents who support access to the Dam gate, where four times as many respondents who frequently visit the park support access than do infrequent visitors who mountain bike.

Swimmer support. Figure 7F shows responses by respondents who use the park for swimming.

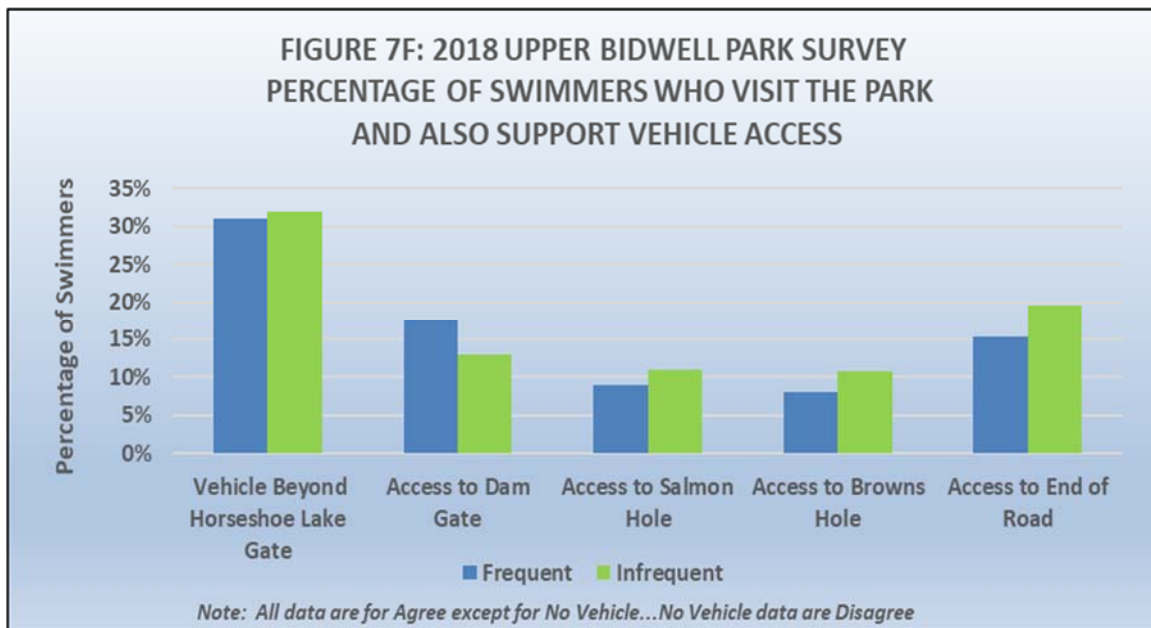


Figure 7F shows simple patterns of support to those of hikers and walkers where there is little difference in support for access to between frequent and infrequent visitors who swim in the park.

There is a slight difference between respondents supporting access to the end of the road where there is a higher percentage of respondents who infrequently visit the park who also support opening access to the end of the road.

Wildlife viewer support. Figure 7G shows responses by respondents who use the park for wildlife viewing.

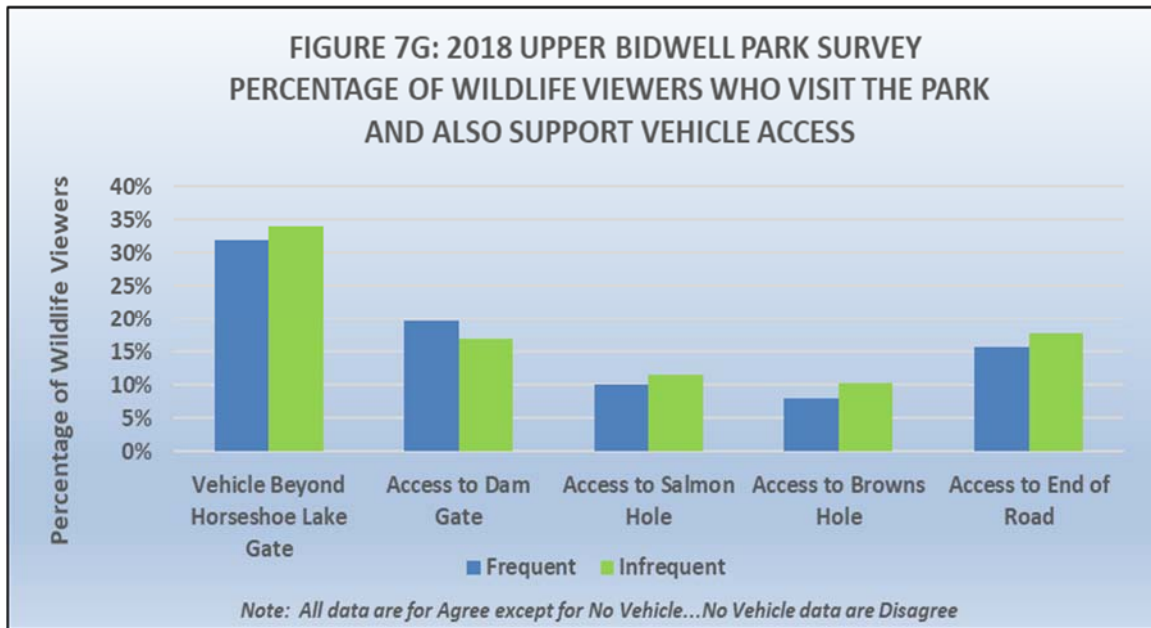


Figure 7G shows, again, that there is little difference between those who infrequently and those who frequently use the park for viewing wildlife on expanding access. A little over 30 percent of each support expanding access.

Scenic driver support. Figure 7H shows responses by respondents who use the park for scenic drives.

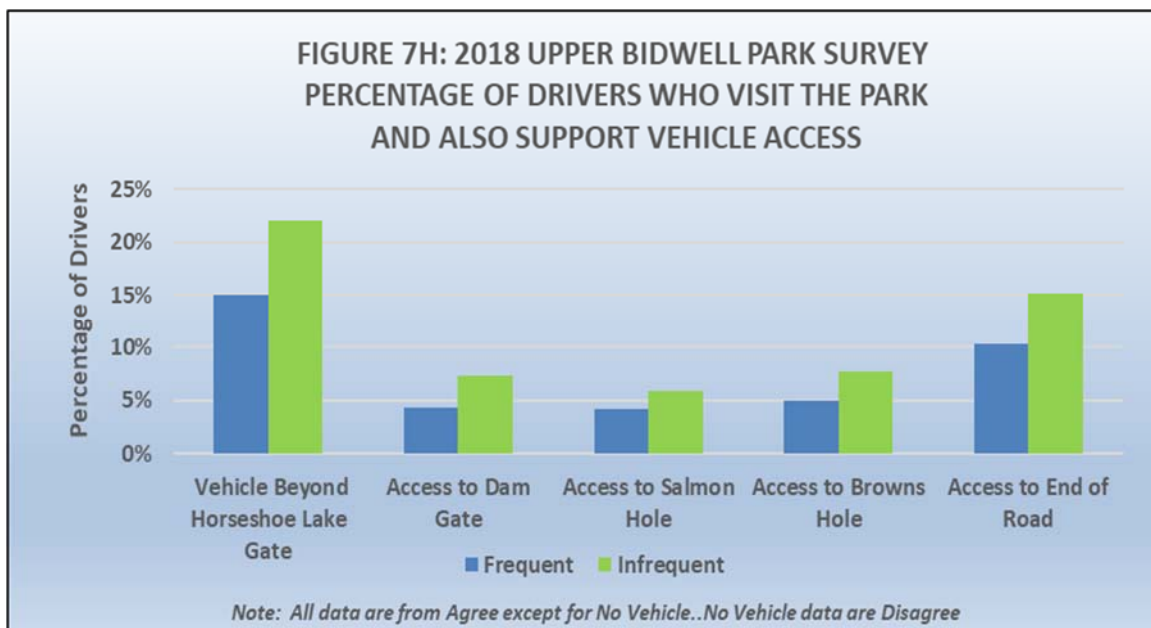
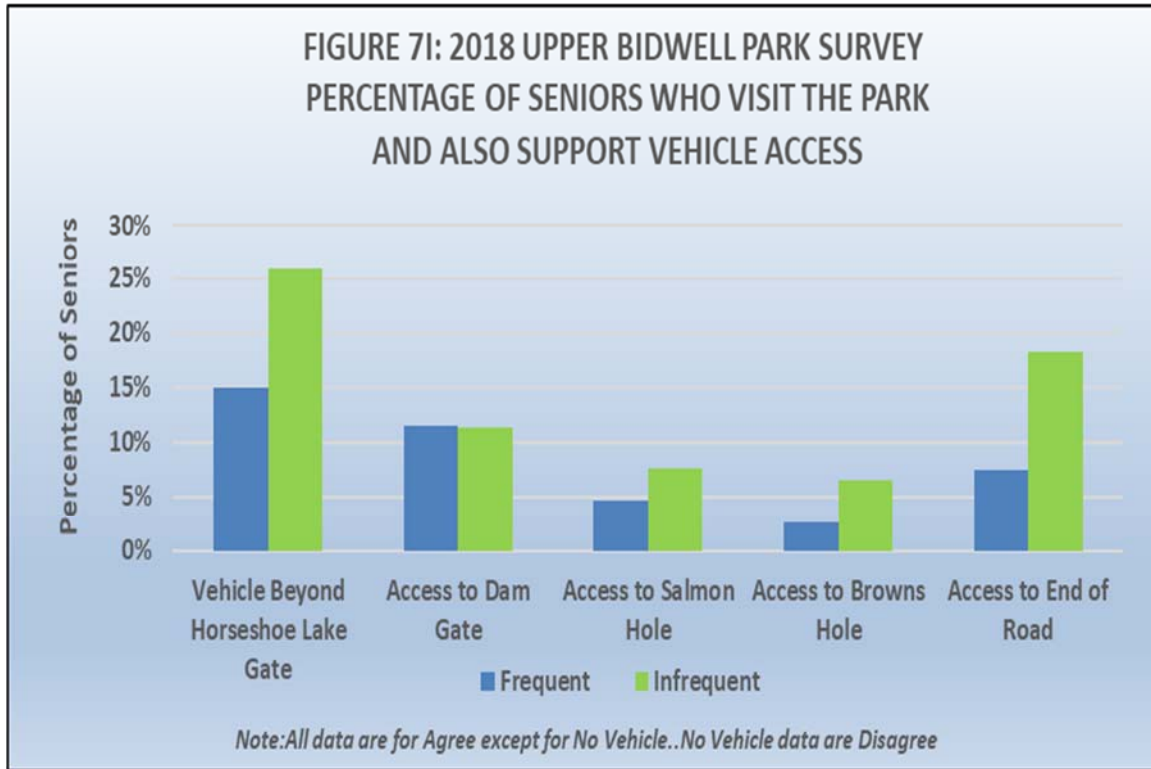


Figure 7H shows a differentiation between those who infrequently use the park for scenic drives and those who frequently do so. Infrequent users who use the park for scenic drives comprise a larger percentage of those who are frequent users. In addition, a higher percentage of infrequent visitors want access to the end of the road than do frequent users.

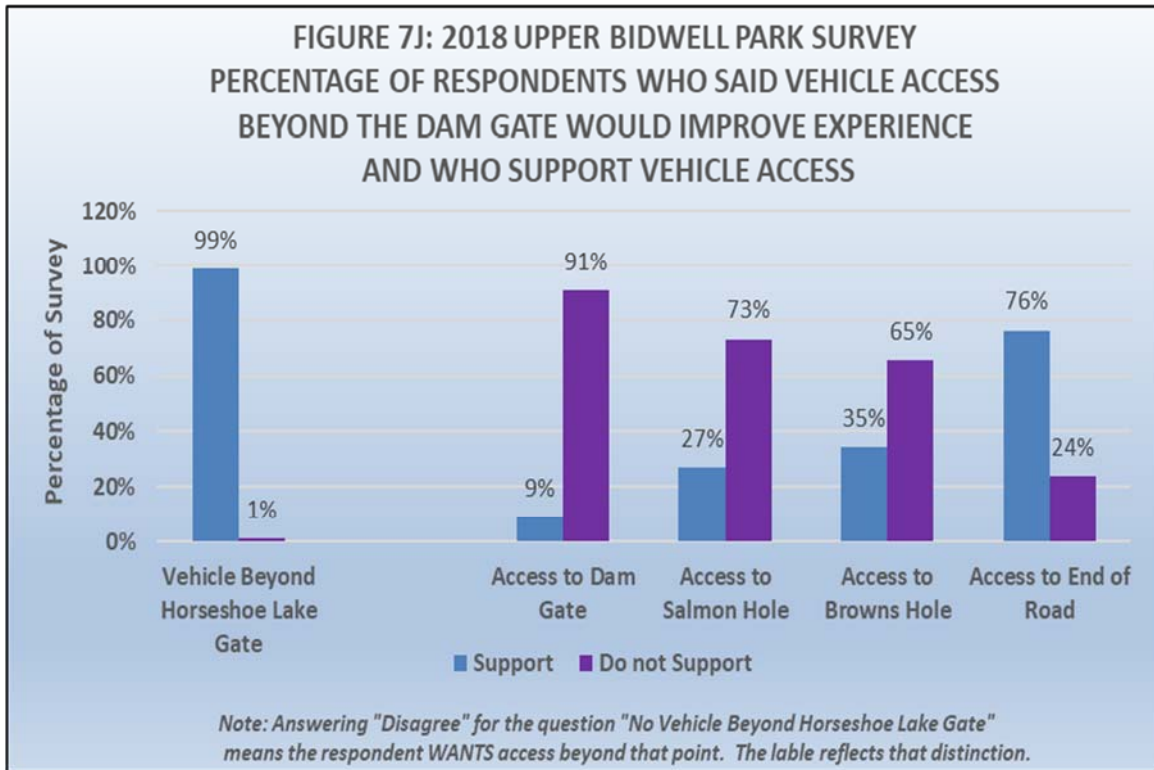
Senior support. Figure 7I shows responses by senior respondents.



The data in Figure 7I show that approximately twice as many seniors who are infrequent visitors would like access beyond Horseshoe Lake gate than do frequent visitors. Almost three times as many senior infrequent visitors want access opened all the way to the end of the road.

Support for Expanded Access: Comparison of Question 3 and Question 4

Another way to view support, given the confusing array of responses to Question 4, is to look at how respondents answered a question about expanding access in Question 3. This can be done using a cross-tabulation of the data from Question 3 (improvements) and Question 4 (vehicle access). Using cross-tabulations of these two responses sets provides a view or perspective what the respondents might be thinking when answering Question 4 *No vehicle access...* with *Disagree* by comparing it with respondent answers for Question 3 *Vehicle access to areas beyond Diversion Dam gate*. Figure 7J shows the relationship between



As suggested, it appears from Figure 7J that 99 percent of respondents who checked *Question 3: Vehicle access to areas beyond Diversion Dam gate* (22 percent of the survey) as an improvement they would like to see ALSO answered *Disagree* to *Question 4: No Vehicle Access Beyond Horseshoe Lake Gate* (60 percent of the survey). This means that the nearly all of those who answered expanding access would improve their experiences, are also supportive of vehicle access beyond the Horseshoe Lake gate. Likewise, the data show that 76 percent of those who supported expanded access in Question 3, also supported access to the end of the road (33 percent of the survey). It appears that some respondents marked *Disagree* for the *Dam Gate*, *Salmon Hole*, *Brown’s Hole* in deference to *End of the road* access, because only 24 percent disagreed for the end of the road access, whereas the other responses vary in support from 9 percent to 35 percent.

Support for access, support for access as improvement, and purpose of the visit. As seen in previous data results, it is very clear that there is differential support for access among different park user groups. Figure 7K shows the results of a cross-tabulation between Question 2 (reason for visiting), Question 3 (access provides improvement), and Question 4 (*Disagree, No Vehicle...*)¹⁰.

¹⁰ Remember, the answer *Disagree* means that the respondent disagrees that there should be no vehicle access, which means they want vehicle access.

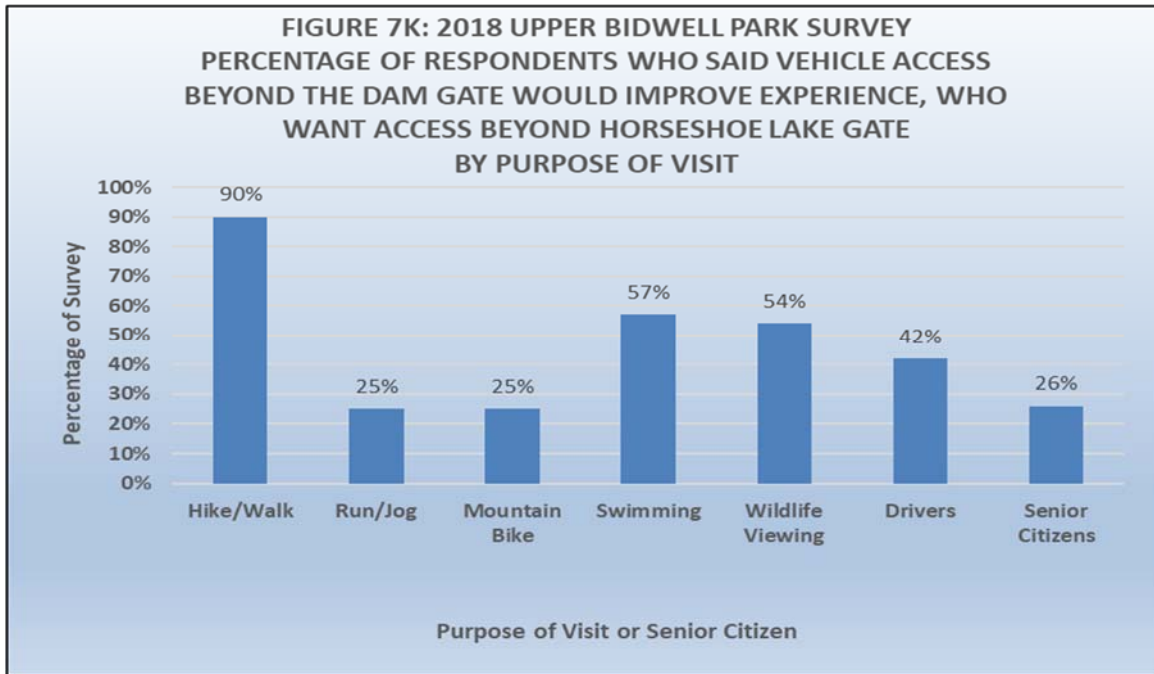
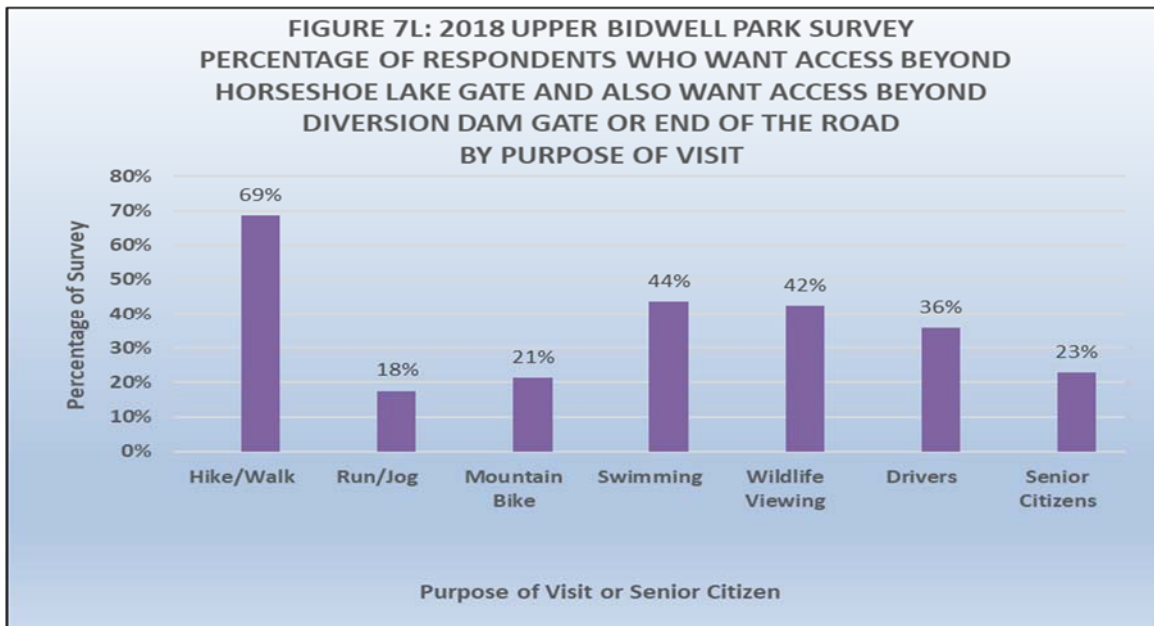


Figure 7K confirms that there is quite a variation in opinion between different types of park users and support for more access. Hikers/walkers, at 90 percent of those respondents with all three characteristics, almost double any other type of park user in support for more access. Swimmers and Wildlife Viewers comprise over half the respondents who support access generally, support access beyond Horseshoe Lake gate, and who hike or walk in the park.

Support for access to the end, support for access as improvement, and purpose of the visit.

A final view of the data results in Figure 7L shows the percentage of the survey who want access to the park beyond the Diversion Dam, who want access pass Horseshoe Lake gate, and the purpose of the respondent’s visit.



As seen before, support for access by hikers/walkers is nearly one and a half times that of respondents who use the park for other purposes. Just short of half of swimmers and wildlife viewers also largely support improving access. These data results make sense because hikers/walkers, swimmers, and wildlife viewing have similar needs for access to multiple points in the park.

Summary

In sum, the data results for survey Question 4 for investing how much access to parts of Upper Bidwell Park that are currently have limited or inaccessible access is preferred by respondents is a bit mixed. The data results show that while 60 percent of respondents disagree with allowing no vehicles past Horseshoe Lake Gate which means they support more access, 58 percent also disagree with access to the end of the road, and up to 73 percent do not support access to Brown's Hole. Those results are incoherent because the respondents cannot be both for and against access to the same parts of the park. This suggests that the question wording was misunderstood.

Upon further investigations, it is clear that different types of park users have different opinions about opening up access to remote parts of the parks. Hikers/walkers, swimmers, wildlife viewers, and drivers are much more supportive than other types of users for expanded access. This is especially true for those who are infrequent users of the park. These results are consistent with earlier results that suggest infrequent park visitors seem to have more preferences for improvements and changes than frequent park users. This may indicate that should improvements and changes occur, infrequent visitors may visit more frequently.

Finally, to explore more park usage and support for more access, it appears that those respondents who supported access as an improvement are also those who supported access beyond Horseshoe Lake Gate. This is true for each user group of respondents, but especially true for those who hike/walk, swim, and view wildlife. It is clear there is support for expanding access, just not universal support for doing so.

SUPPORT FOR FUNDING IMPROVEMENTS

While there is strong support for various improvements, especially trails and access to park resources, one of the final goals of the survey was to ascertain if or whether respondents were willing to support fees to attain those kinds of improvements. The survey included two sets of questions to identify whether and how much respondents were willing to pay for a daily parking fee and whether or how much respondents were willing to pay for an annual unlimited parking pass. The questions made it clear that any fees collected would be used to maintain Upper Bidwell Park.

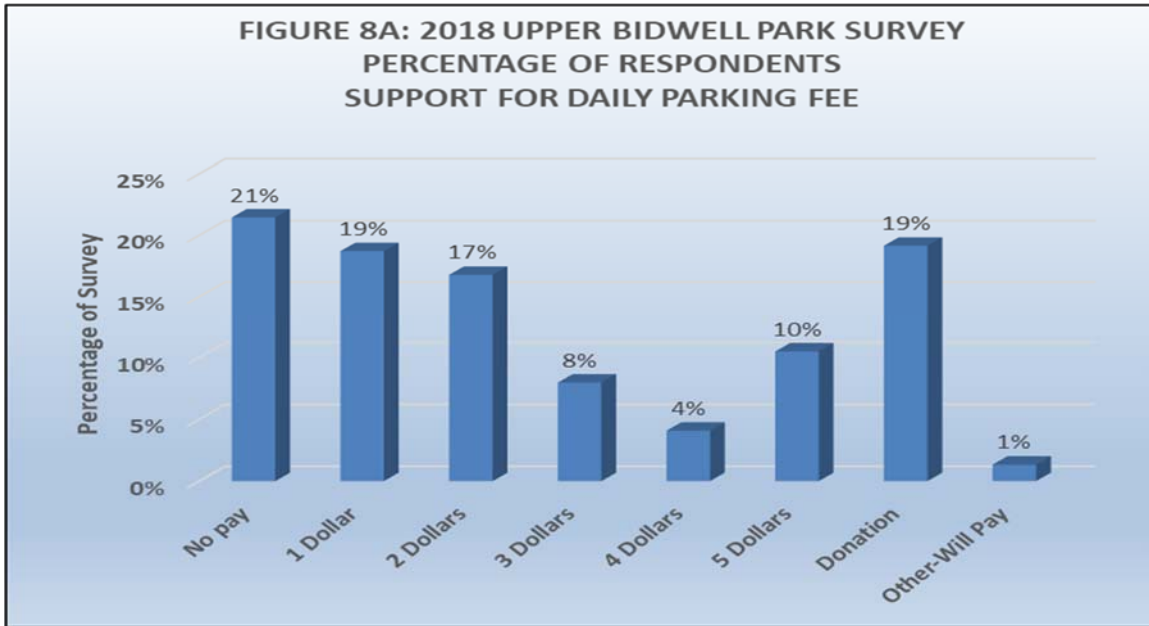
Support for Daily Parking Fee

The respondents were asked about their willingness to support a variety of pay schemes in Question 5.

Question 5: Improving access to Upper Bidwell Park, and maintaining Upper Park Road and other facilities will require additional funding. What is the maximum daily parking fee per vehicle you would pay to help improve and maintain the Upper Bidwell Park road, trails, and facilities?

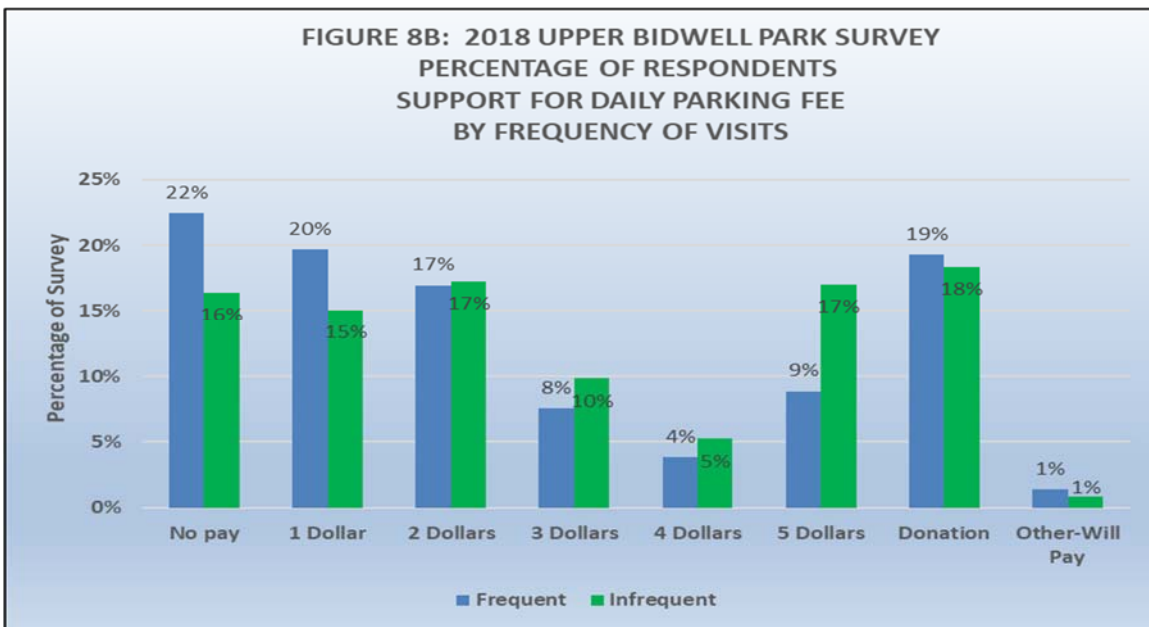
- | | |
|--|--|
| <input type="checkbox"/> \$5 per day | <input type="checkbox"/> \$3 per day |
| <input type="checkbox"/> \$4 per day | <input type="checkbox"/> \$2 per day |
| <input type="checkbox"/> \$1 per day | <input type="checkbox"/> I would not pay for parking |
| <input type="checkbox"/> Donation only | <input type="checkbox"/> Other (please specify) |

Of the 247 respondents who chose *Other*, 211 of them contrived various other schemes that included some kind of fee for some but not other users depending on what part they were using, whether they were Chico residents, whether they were senior/low income, or special occasions. Appendix D has a list of the *Other* responses. Figure 8A shows the distribution of respondents regarding whether and how much they are willing to pay a daily parking fee.



Based on the data results, only 21 percent of the respondents are unwilling to pay a daily parking fee. Respondents who are willing to pay only one or two dollars together comprise about 36 percent of the survey. Nineteen percent of the respondents say they would pay a donation. Nonetheless, 79 percent of the survey respondents are willing to pay at least \$1 or more for maintenance.

Further, Figure 8B shows that infrequent visitors are more willing to pay a daily fee than frequent visitors.



The results from Figure 8B show that 22 percent of frequent visitors are unwilling to pay a daily fee compared to 16 percent of infrequent visitors. Alternatively, an almost equal percent of frequent visitors are willing to pay one dollar compared to 15 percent of infrequent visitors. A nearly equal percentage of respondents (17 percent) are willing to pay two dollars, whereas another nearly equal percentage (18 and 19 percent) are willing to pay something as a donation. Based on these results it is reasonable to conclude that infrequent visitors are more willing to pay a daily pass (84 percent) compared to 78 percent of respondents who are frequent visitors. Nevertheless, the data show that respondents are overwhelmingly willing to pay at least a one or two dollars daily parking fee.

Support for Annual Pass

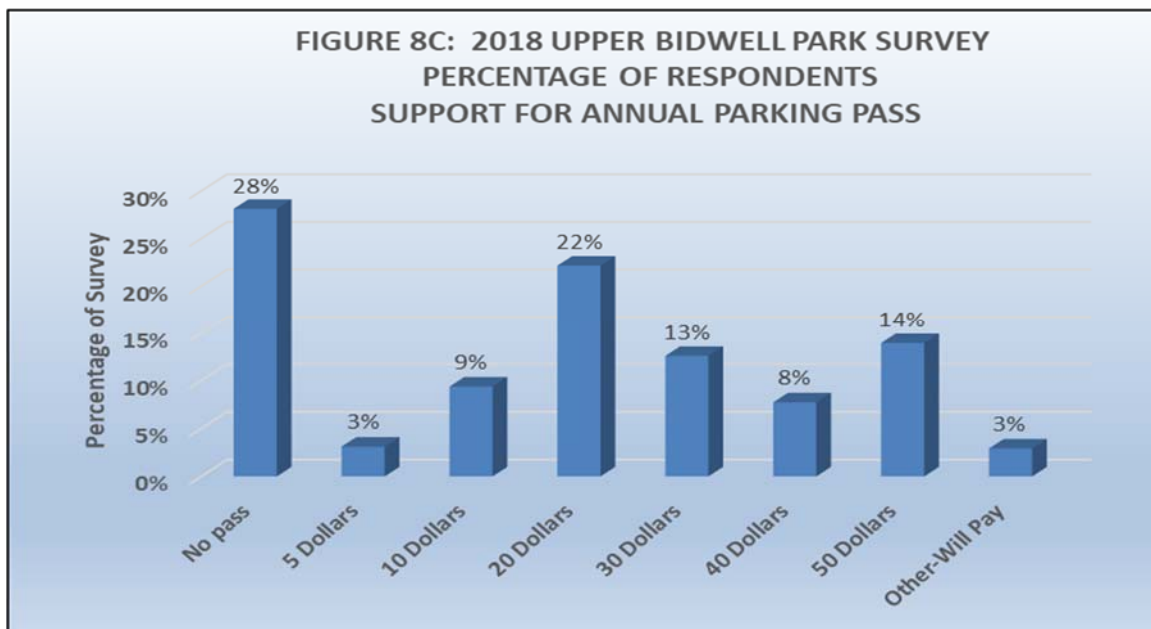
The respondents were asked about their willingness to support a variety of annual pass schemes in Question 6.

Question 6: What is the maximum you would pay for an **annual unlimited** parking pass to help maintain the Upper Bidwell Park road, trails, and facilities?

- \$50 per year
- \$40 per year
- \$10 per year
- \$ 5 per year
- \$30 per year
- \$20 per year
- would not buy an annual pass
- Other (please specify)

Of the 177 respondents who chose *Other*, 82 of them are willing to pay something for an annual pass. Some of the suggestions include alternative amounts (i.e. \$15, \$150, etc.), fundraisers, donations only, and means testing (low income/senior waiver or discount). Appendix E has a list of *Other* suggestions by respondents.

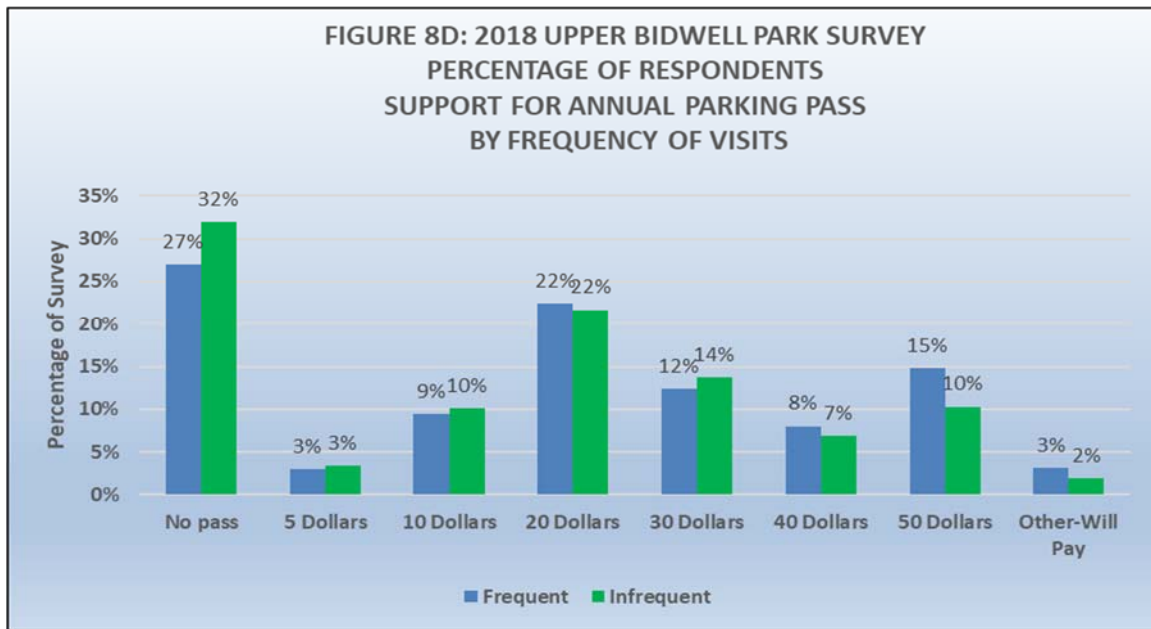
Figure 8C shows the distribution of respondent support for no pass as well as paying for an annual pass.



The results from these data representations supporting an annual pass are similar to the results for a daily parking fee for those respondents who are not willing to pay for a pass. As shown in the

results, 28 percent of the respondents are unwilling to pay for an annual pass, whereas only 22 percent were unwilling to pay for a daily parking fee. Interestingly, 22 percent of the respondents are willing to pay \$20 for an annual pass. Alternatively, it is clear that at least 60 percent of the respondents are willing to pay \$20 or more for an annual parking pass. Likewise, almost three-quarters ((72 percent) are willing to pay at least \$5 or more for an annual parking pass. Clearly there is support for issuing annual parking passes among the respondents.

Figure 8D shows the difference between frequent and infrequent park visitor support for an annual parking pass.



As the data suggest, infrequent visitors to the park are more resistant to annual parking passes than are frequent visitors. While 32 percent of infrequent visitors said they would not pay for an annual parking pass, only 27 percent of frequent visitors refuse to pay for an annual pass. Interestingly with the exception of those respondents willing to pay \$50, there is very little difference between frequent and infrequent visitors on how much they are willing to pay. Fifteen (15) percent of frequent visitors support a \$50 annual pass, however, only 10 percent of infrequent visitors do so. Alternatively, while 73 percent of frequent visitors support an annual pass for at least \$5, slightly fewer, 68 percent, of infrequent visitors will pay at least \$5 for an annual pass. It is clear, and reasonable to conclude that infrequent visitors are not as supportive of paying for an annual pass, however, there is overwhelming support from both types of visitors for paying at least \$10-20 for an annual pass.

Summary

In sum, it is reasonable to conclude from the data results in Figures 8A-8D that there is overwhelming support from the respondents for fees or annual passes for parking to help maintain the Upper Bidwell Park roads, trails, and facilities. There is a consistent 22-28 percent of the respondents who say they will not pay parking fees or parking passes. Alternatively, it appears that a one to two dollar daily fee is acceptable to most respondents regardless of the frequency of their park use while it is reasonable to establish a \$10 to \$20 fee for an annual pass which is supported by over two-thirds of the respondents. Most of the concerns expressed by respondents were focused on ability to pay and logistics of paying.

CONCLUSION

The purpose of the survey was to ascertain how respondents use Upper Bidwell Park, respondent preferences for park improvements including expansion of access to remote areas of the park, and tolerance for park user fees for parking. The survey results provided some interesting insights into the preferences of park users for improvements, access, and fees. There is a clear difference in how different types of park users view the need for improvement and access, and between frequent park visitors and infrequent visitors.

Who Are Park Visitors Who Answered the Survey?

Park visitors tend to be college educated, and over 50 percent are under 44 years old. While slight more of the respondents are female, over half of the respondents are employed full time. It is clear from the data that most of the respondents are affluent, making over \$50,000 or more which is much higher than the median income for Chico. Over two-thirds of the respondents did not have children. This suggests that the demographic characteristics of the survey respondents are similar to the population of Chico, with the exception of the over-representation of higher income citizens. This is important because, when asked about willingness to pay fees for parking, there was overwhelming support for paying fees, which may be a reflection of preferences from affluent respondents. While it is clear there is support for some kind of parking fee, it may be advisable to temper any decision to institute such fees with opportunities for a fee waiver for low income and senior citizen on fixed incomes.

Frequency of Visits

The data show that the respondents are mostly frequent visitors to the park, where they visit at least once a week or once a month, comprising over 81 percent of the respondents. Frequency of visits does not seem to be related to education, income, or employment with the exception of higher use by high income or employed full time for weekly visits and low income or those who either do not work or work part time for monthly visits. Frequency of visits is higher for those in the 23-34 age range, especially on weekends. Interestingly, there is a gender difference between frequent and less frequent visitors to the park. Female respondents report visiting at least once a month, once a year, or on weekends, whereas a higher percentage of male respondents reported that they visited every day, yet there is no difference between those respondents with children and without children.

Purpose for Visiting

Overwhelmingly the main purpose of respondents visited the park was to hike or walk. Hikers/walkers comprised almost twice the percentage of respondents compared to any other purpose for visiting. Following hikers/walkers, the next most frequent use for the park was wildlife viewing and swimming. Further, over 60 percent of respondents used the park for one to three purposes. Those who use the park most often do so for one to three purposes, whereas less frequent users tend to use the park for a single purpose. Finally, hikers/walkers tend to use the park at least once a week or once a month, whereas most of the other respondents use the park about once a week for their particular activities. Clearly, hikers/walkers are the most numerous stakeholder interests for the park.

Accessing Park Information Resources

The resources that provide the most information for respondents are the park signs; almost two-thirds of the respondents identified signage as the source. Following that, the City website is also an important for slightly less than half of the respondents. Over a third of respondents use only one source, and over a quarter of the respondents use two sources. This suggests that over half of the respondents use only a couple sources for park information. For respondents who report that they visit the park less yearly or episodically, slightly less than half use a single source, and over a third of respondents who visit weekly or monthly use a single source. Respondents who are frequent park visitors overwhelmingly identify the signage as their source of information about the park, and over half of respondents who report visiting infrequently use the park signs for information. Both types of visitors use the City website.

What Would Improve Park Experiences?

The data analysis shows that amenities and access dominate the changes that respondents identified as improving their park experiences. Improving trails had the highest percentage of support, followed by permanent restrooms, and vehicle access beyond the Dam gate. Slightly less than a third of the respondents identified only one park improvement, and over half identified at least one or two improvements. Respondents reporting infrequent visits identified one to three changes that would improve their park experience, whereas there is little difference between respondents who report being regular park visitors. Interestingly, less than one percent of those respondents said that no changes would improve their experience are respondents who visit the park episodically. This suggests that infrequent visitors may be induced to visit more frequently if improvements were made to amenities and access to park resources. Alternatively, those who frequent the park weekly or monthly, clearly support improvements in restroom facilities and mobile information. Likewise, frequent park visitors also support improvements in trails and vehicle access.

Among the different types of frequent park users, it appears that respondents who use the trails for various activities strongly support trail improvement and permanent bathrooms. Hikers/walkers, runners/joggers, mountain bikers, swimmers, and wildlife viewers strongly support improved trails. Hikers/walkers, swimmers, wildlife viewers, and scenic drivers all strongly support expanding vehicle access past the dam gate. Permanent bathrooms are more important for hikers/walkers, runners/joggers, swimmers, and wildlife viewers; this is especially true for respondents who are infrequent visitors to the park.

Further Examination of Support for Vehicle Access to Remote Areas

While problematic question specification created a bit of confusion for understanding respondent preferences, it is clear that there is support for expanding vehicle access beyond Horseshoe Lake Gate. Nearly two-thirds of the respondents support expanding vehicle access, and infrequent visitors comprise a higher percentage of supporters than frequent visitors. Further, respondents who report being hikers/walkers, swimmers, or wildlife viewers strongly support vehicle access beyond Horseshoe Lake gate, irrespective of how often they use the park. Alternatively, runners/joggers or who are mountain bikers who visit the park frequently demonstrate almost twice the support for vehicle access than infrequent visitors. Yet, for respondents who identified themselves as scenic drivers or seniors, a higher percentage of infrequent visitors support more access than those who are frequent visitors. This suggests that usage and visit frequency influence how supportive the respondents were for increased access to remote parts of the park.

Frequent visitors who may need vehicles for reaching these remote parts are more supportive of expanding vehicle access. This may be especially true for respondents who report they are hikers/walkers.

Support for Paid Parking

With the understanding that many survey respondents report being affluent, the data show that there is overwhelming support for either modest daily parking fees or low cost annual parking passes. The concerns raised in the comments focused on the need for fee waivers for low income and senior citizens. The optimal daily fee is \$1 to \$2 and the optimal annual parking pass appears to be \$10 to \$20. Respondents who were infrequent visitors appeared to be less supportive of paying for annual passes while frequent visitors are more supportive of them. Donations was also supported by almost 20 percent of the respondents regarding daily parking fees. While donations may have the least administrative burden attached to collection, it does not afford the stability needed to plan and fund promised improvements. There is enough support for both low cost daily fees and annual passes so that planning for improvements may be more stable than it would be with donations.

Final Thoughts

The Upper Bidwell Park survey results demonstrate that the park is valued for its multiple uses for trail users, swimmers, and sightseers. The data suggest an active frequent base of supporters for the park that engage in single and multiple use of the varied park resources. Among the most valued information source is the park signage. Among the most needed park amenities is permanent restrooms, and perhaps water fountains. The most needed and desired physical park changes is trail improvement and vehicle access to remote areas of the park. In addition to these changes, a numerous respondents commented that they would like a small bridge. Trail improvement is highly desired by those who use the trails, while vehicle access is highly desired by those who use the roadways to explore more areas of the park through their chosen activities. Finally, the respondents are willing to pay for parking to support the improved amenities and physical changes needed to utilize a variety of park resources. While respondents who visit the park infrequently were not asked for a reason, the data results suggest that making the improvements will increase park visitations by among those who currently visit yearly or episodically.

APPENDIX A: SURVEY



Upper Bidwell Park Survey

City of Chico Park Division
P.O. Box 3420
Chico CA 95927
(530) 896-7800
parkinfo@chicoca.gov

Thank you for agreeing to take part in this important community survey. The City of Chico Park Division is asking for the public's feedback on Upper Bidwell Park and the future use of the unpaved portion of Upper Park Road beyond Horseshoe Lake. This survey should only take 5-7 minutes to complete. All answers you provide will be kept confidential. If you have any questions or concerns, please contact the Park Division at the phone number and email listed above.

1. The following questions are about your experiences in Upper Bidwell Park.

Approximately how often do you visit Upper Bidwell Park? **(Select only one)**

- Every day
- 1-2 times a week
- 1-2 times a month
- Only on holidays
- Never been
- Do not go
- Other (please specify)
- 1-2 times per year
- Only been once
- Only on weekends

2. What is your purpose for visiting? **(Check all that apply)**

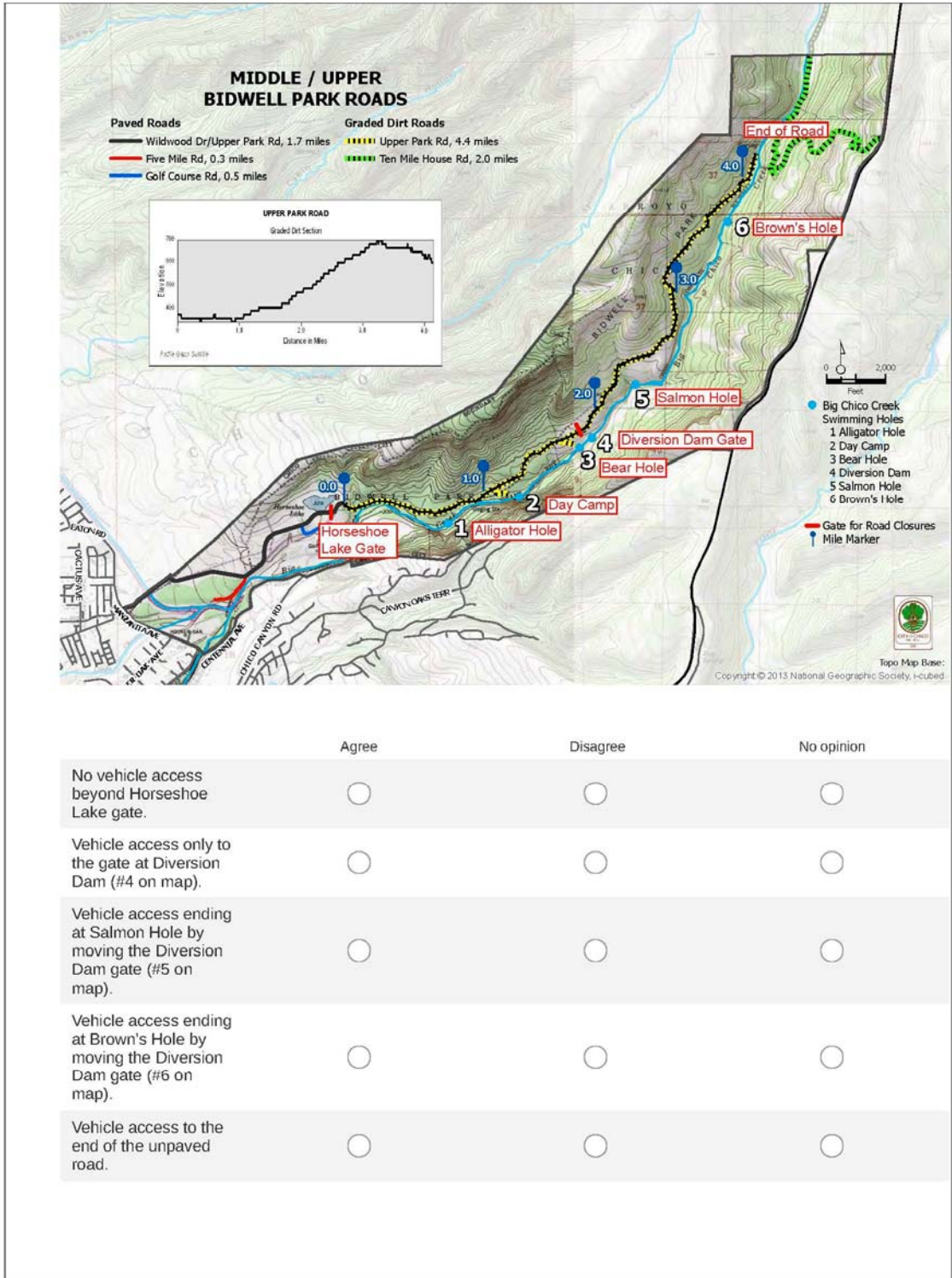
- | | |
|---|---|
| <input type="checkbox"/> Hiking/Walking | <input type="checkbox"/> Swimming |
| <input type="checkbox"/> Mountain Biking | <input type="checkbox"/> Driving/Sightseeing |
| <input type="checkbox"/> Horseback Riding | <input type="checkbox"/> View wildlife/plants |
| <input type="checkbox"/> Running/Jogging | <input type="checkbox"/> Picnicking |
| <input type="checkbox"/> Fishing | <input type="checkbox"/> Special events |
| <input type="checkbox"/> Other (please specify) | |

3. What would improve your experience in Upper Park? **(Check all that apply)**

- | | |
|--|---|
| <input type="checkbox"/> More signage | <input type="checkbox"/> Improved trail maintenance |
| <input type="checkbox"/> More trails | <input type="checkbox"/> Permanent restrooms |
| <input type="checkbox"/> More portable restrooms | <input type="checkbox"/> Park information available through mobile applications |
| <input type="checkbox"/> More parking | <input type="checkbox"/> More informative signage |
| <input type="checkbox"/> More disability parking | <input type="checkbox"/> Require leashes on dogs at all times |
| <input type="checkbox"/> More security | <input type="checkbox"/> Nothing, I like Upper Park how it is |
| <input type="checkbox"/> Vehicle access to areas beyond Diversion Dam gate | |
| <input type="checkbox"/> Other (Please specify) | |

4. The following questions are about changes to motor vehicle access to parts of Upper Bidwell Park.

Upper Bidwell Park has an unpaved road for approximately 4.5 miles from Horseshoe Lake to the road's end. Currently, no motor vehicles are allowed past the Diversion Dam gate due to poor road conditions. Do you agree or disagree with the following potential changes to motor vehicle access to Upper Bidwell Park **(see map below as a reference)**:



5. Improving access to Upper Bidwell Park, and maintaining Upper Park Road and other facilities will require additional funding.

What is the maximum **daily** parking fee per vehicle you would pay to help improve and maintain the Upper Bidwell Park road, trails, and facilities?

- \$5 per day
- \$4 per day
- \$3 per day
- \$2 per day
- \$1 per day
- I would not pay for parking
- Donation only
- Other (please specify)

6. What is the maximum you would pay for an **annual unlimited** parking pass to help maintain the Upper Bidwell Park road, trails, and facilities?

- \$50 per year
- \$30 per year
- \$40 per year
- \$20 per year
- \$10 per year
- I would not buy an annual pass
- \$ 5 per year
- Other (please specify)

7. The Park Division is interested in improving access to public information about Upper Bidwell Park.

Have you used any of the following to get information about Upper Bidwell Park hours of operation, trail openings, road access, or other such park information? **(Select all that apply)**

- | | |
|--|---|
| <input type="checkbox"/> Information Kiosk in Upper Bidwell Park | <input type="checkbox"/> Newspapers |
| <input type="checkbox"/> Signs in Upper Bidwell Park | <input type="checkbox"/> Newsletters |
| <input type="checkbox"/> Called City of Chico Park Division Office | <input type="checkbox"/> City of Chico website (www.chico.ca.us) |
| <input type="checkbox"/> Called City of Chico Park Division Trails Hotline | <input type="checkbox"/> City of Chico Facebook (www.facebook.com/cityofchicopublicworks) |
| <input type="checkbox"/> Emailed City of Chico Park Division | |
| <input type="checkbox"/> Other (Please specify) | |

*** 8. To help the Park Division better serve the community, it is helpful to know a little bit about you. All the following information will remain confidential.**

What is your zip code?

9. What is your education level? (Choose one)

- | | |
|--|--|
| <input type="radio"/> Some high school or less | <input type="radio"/> Vocational/technical training |
| <input type="radio"/> High school grad | <input type="radio"/> Some college/2-year college grad |
| <input type="radio"/> 4-year college grad | |
| <input type="radio"/> Post-graduate degree | |

10. What is your household annual income? (Choose one)

- | | |
|--|---|
| <input type="radio"/> less than \$20,000 | <input type="radio"/> \$35,000-\$49,000 |
| <input type="radio"/> 20,000-\$34,000 | <input type="radio"/> \$50,000-\$74,000 |
| <input type="radio"/> \$75,000-\$99,000 | <input type="radio"/> Decline to state |
| <input type="radio"/> \$100,000 or more | |

11. What best describes your employment status? **(Choose one)**

- Retired
- Unemployed
- Self-employed
- Decline to state
- Employed part-time
- Employed full-time

12. What is your age? **(Please specify)**

13. What is your gender?

- Female
- Male
- Other (please specify)

14. Do you have children under 18 years old?

- No
- Yes

If yes, please specify ages of each

15. If you would like the Park Division to contact you regarding the results of this survey, or for any other reason, please provide the following contact information. The City of Chico does not sell citizen information and does not share confidential citizen information with any other public or private organization. (Providing this information is optional).

Name	<input type="text"/>
Address	<input type="text"/>
City/Town	<input type="text"/>
State/Province	<input type="text"/>
Email Address	<input type="text"/>
Phone Number	<input type="text"/>

APPENDIX B: QUESTION 1- HOW OFTEN DO YOU VISIT?-OTHER REPOSES

- 1 - 2 times a week, sadly I use to go much more but the bikes have made hiking/running not as peaceful as it used to be, so I don't go as much.
- 1 - 2 times a year, I avoid the Upper Park because of the intrusions (power lines and encroaching residential development; and poor quality of trails (mountain bikes)
- 1 to 6 x / wk, weather permitting
- 10-15 times per year
- 1-2 times a month from around April to October; less in winter
- 1-2 times a month with exception of winter months
- 1-2 times a week during dry periods.
- 1-2 times a week in summer, less in winter and fall
- 1-3 days
- 1-4 per week
- 1-6 times a year
- 2 or more times a month in the spring/summer/fall but rarely in the winter
- 2 times a quarter
- 2 to 3 days a week
- 2 to 3 times weekly
- 2 to 4 times per week
- 2-3 times a week
- 2-3 times per week but only Spring thru Fall
- 2-4 times a week
- 2-4 times a week, year-round
- 2-4 times per week
- 3 - 4 times a week
- 3 - 4 times a wk, every day work schedule allows time
- 3 - 4 times per week
- 3 times a week
- 3 times a year
- 3 times per week
- 3 times per week
- 3 times weekly
- 3 to 4 days a week
- 3 to 4 times a week
- 3 to 4 times per week
- 3 to 4 times, rarely on a weekend.
- 3 to 5 times a year
- 3 to 6 times a year
- 3 x a week
- 3-20 times a year depending on my health
- 3-4 days a week
- 3-4 days a week.
- 3-4 times / week
- 3-4 times a month
- 3-4 times a week
- 3-4 times a week, I park at wildwood or 5 mile picnic area
- 3-4 times a year and need to go more!!
- 3-4 times during summer months
- 3-4 times per month
- 3-4 times per week
- 3-4 times per year
- 3-4 times/week
- 3-5 days a week
- 3-5 per year
- 3-5 times a month
- 3-5 times a week
- 3-5 times per week
- 3-5 x wk
- 4 -5 x week
- 4 days a week
- 4 or 5 times a year
- 4 or 5 times a year, may be more often soon
- 4 to 5 days per week
- 4-5 days a week
- 4-5 times a month
- 4-5 times a week

- 4-5 times per week
- 4-5 times per year
- 4-5 times weekly
- 4-6 times a month, sometimes more, sometimes less
- 4-6 times a year
- 4-6 times per week
- 4-6 times per year
- 4x / year
- 5 days a week
- 5 days per week
- 5 days/week
- 5 or so times a year
- 5 times a year maybe or more give or take
- 5 times in 25 years
- 5 times per week
- 5 times per year
- 5 to 8 times per year.
- 5-10x per yr
- 5-6 days a week
- 5-6 times per year
- 5-7 times a year
- 5-8 times per year and starting to go more now
- 6 -7 times per year
- 6 times a year play golf
- 6 times per year
- 6 to 8 times a year
- 6-10 times a year
- 6-12 times a year
- 6-8 times a year
- 8-10 times per year
- a couple a times a month
- a few times a year
- A few times a year, I used to go more when I live in Chico growing up.
- A few times a year, sometimes more.
- A few times a year.
- A few times per year
- about 10 times a year
- About 2 - 5 times a month to hike & trail walk with my dog.
- About 5 days a week
- about 6 times a year
- About once a month
- All summer not so much in winter
- as a young person I was there daily, don't have time much now - several times a year though
- As much as I can during summer
- As we can, depending on weather
- at least 4 or 5 times a week
- At least once a month when the weather is warm.
- Average, year-round: 5 days a week
- Blue Moon
- Did when I was younger, but haven't been in years.
- Disc golf
- Every chance I get..... varies.
- Every day during summer
- every few months, more in the summer. plus nature center twice a month
- Every few months.
- Every Monday/Weds/Friday morning with my dog.
- every now and there
- Every other day or so
- Every other month
- Every Saturday and Sunday and occasionally one other day per week
- every week
- Every weekend in the spring and summer, twice a month otherwise
- few times a month
- For years I visited the park almost daily, however I have become disabled and have great difficulty walking. This

- means I am now only able to visit areas I can access by auto.
- From time to time.
 - Gave up years ago because of the road conditions.
 - Haven't since road closed
 - Haven't visited in years but did often growing up.
 - hoping to go soon!
 - I cannot walk past the gate very far.
 - I have not been to the upper park since it was closed to vehicles due to being disabled and unable to walk any distance
 - I haven't been there since the road was closed.
 - I try to go up there when there aren't a lot of people, weekdays mostly. Would like to see dogs leashed up there too.
 - I use to use it at least 4 days a week until I moved to Texas, now I use it every time I return 1-2 times a year.
 - I used to go all the time, but eventually did much less when I could no longer drive in. My family and I began going back up there as often as we could once we found out the gate had been reopened, sometimes 2x/week
 - I used to go regularly, but the condition of the road has kept me out
 - I'm an artist and before it was closed at the diversion dam I worked in upper park often.
 - In the summer time quite often.
 - It varies, sometimes very infrequently, then more frequently but several times a year
 - Mainly during the late Spring time into summertime.
 - many times/mo. in the past - few times a year now
 - Member of Chico Community Observatory.
 - More than 2x a year but not every month depends on season
 - Multiple times a week
 - Multiple times weekly for golf
 - My schedule varies. It's more than 1-2 times monthly and sometimes 1-2 times every other week. It just depends.
 - No fees
 - normally its 1-2 times a week, but lately it has been less
 - Not for years
 - Not nearly as often as I would if the dang road was open
 - Not since being denied access a few years ago.
 - Occasional weekends, seasonally
 - often more than 1-2x a week.
 - Often, more than four times a month
 - once a month
 - Once a week
 - once a week in Winter Spring, Fall and Summer 5 times a week
 - Once every two months
 - Only on weekends at this time, but plan to go during the week once I retire later this year.
 - Only when I'm in town
 - Previously: every other week
 - Probably 6-10 times per year
 - Probably more like 6 x month
 - randomly
 - Randomly when I come to visit Chico, maybe 4-8 times per year. 2-3 times per week when I lived in Chico
 - Rarely
 - Rarely because of the BS gate!

- Rarely at this point mostly due to lack of accessible trails
 - Retired now, and moved to a condo, but did go to the park to walk my dogs daily.
 - Roads are not for vehicles other than 4 wheel drive and being disabled I can't hike or bike so I can only go if someone with a 4WD takes me.
 - seasonally - 10 times per year
 - seasonally, regularly in fall and sometimes in winter
 - Seasonally, there are times I go weekly and other times I do not go for a few months
 - Several (10-12) times per year
 - several times a year
 - Several Times a Year but depends on access
 - Several times a year, 5-6
 - Several times in the Spring and Fall
 - Several times per week when the weather is nice
 - Since road has been closed for years, I cannot see upper park. Went in the past.
 - Since the road has been closed, I haven't gone.
 - ten days per year
 - The last time I was there was in 1992.
 - Three or four times a year, it is a favorite aspect of my visits to Chico
 - Use to hike there years ago!
Was born & raised in Chico!
 - Used to go a few times a year but now can't walk way up.
- Still enjoy Horseshoe Lake area.
- Used to go a few times a year, now don't feel safe alone there.
 - Used to go a lot but can't now since the road's closed
 - Used to go a lot but not lately.
 - Used to hike and run up there for years; but am older now and do not. Used to swim in my youth
 - Used to ride daily in my youth in the 60s and 70s, now not even once a year
 - Usually every third week in the summer
 - Varies, sometimes several times a week, sometimes every other month
 - Various times during the year.
 - Visit times vary to a number of variables...weather-gate closures- season etc. 0-5 a month
 - Visits vary pending time of year. 0/month-10/month. most frequent in spring/summer
 - Was there all the time when I was growing up in Chico. Now less since I've moved away.
 - weekly
 - Went frequently while attend CSU Chico
 - When I lived in Chico twice a week to hike along the trails above the cross
 - When I lived in Chico, 5 times a week
 - Whenever I get a chance

APPENDIX C: QUESTION 3 -WHAT WOULD IMPROVE EXPERIENCE? -OTHER REPOSSES

- Erosion control on trails. Better control of invasive plants, Especially star thistle.
- Water fountain at Bear Hole, 2. Better trail signage, 3. Better drainage on gravel road, 4. Some concrete steps on and/or rails on trails (B Trail, South Rim, etc.), 5. Adequately naming trails (e.g., what's the name of the trail between the Golf Course and Chico Canyon Road?), 6. Printed maps
- 24/7 vehicle access to the swimming holes.
- 3-4 days only access past Div Dam gate
- a better map, one that matches UP trails, maybe shows how steep
- A bridge across the creek at the end of the park road for pedestrians and cyclists
- A bridge over Chico creek at salmon hole
- A cool platform to do yoga, remove barriers to fish passage, publicized restoration projects that the community can participate in.
- A donation box
- A drinking fountain turned on during the weekend days please. And no cars on road past Horseshoe Lake. Cars have plenty of roads to drive on. As a runner being pursued by someone in a car is very dangerous. Any policeman will tell you if someone gets you in a car your chance of survival is low. Please keep cars out of upper park.
- A footbridge across the creek near lot J.
- A pedestrian/bike bridge that crosses the creek at the end of the park road, creating access to south side trails and Green Gate.
- A reduction in bureaucratic meddling and the "fix it until it breaks" approach underlying much of the commission's decisions
- A reduction of the speed bumps from being so frequent.
- Ability to check trail openings and closures online, mobile or otherwise.
- Access to upper park by vehicle at all times
- access to browns hole and beyond
- Actually, I am fine with the dog rules, but they are seldom followed. Dogs off leash on Yahi trail, and dogs are supposed to be under control when off leash, but I've never seen one in the Park that actually is.
- Adequate bike safes that can be rented and regular bike parking as well
- all weather bike specific trails!!!!!!!
- All weather mountain biking opportunities beyond just the park road. For example the North Rim/B trail/Middle trail loop.
- allow dogs, under voice command off leash on stream side up to certain hours
- Allowing dogs off leash in entire park
- An officer citing park offenders. Off trail hikers, bikers on closed trails, dogs off lease. I see numerous violations every time I've gone for the past 30 years and never see a ranger endorsing.
- Animal waste receptacles throughout the trail.

- As Annie Bidwell stipulated..... *This area is to remain forever natural*!
- As the park has become more heavily used, the dogs off leash are getting to be a serious problem. Please do not allow additional car access further than Horseshoe. The upper park is losing its unique wild character. And, I would strongly urge you to note that all dogs should be on leash. Just this weekend I had to pepper spray two dogs that attempted to bite me. Not good!
- ban all vehicles
- Ban all vehicles beyond pavements end.
- Banning mountain bikes on all trails, permitting them only on the main road.
- Bear hole area on the trail has significantly more ticks present every week compared to all other areas surveyed for ticks in Butte Co.
- Better bike lanes
- Better bike trail maintenance
- Better main road maintenance
- Better maintenance for presently accessible dirt road
- Better maintenance of restrooms/replacement of toilet paper/seat covers/hand sanitizer
- Better quality trails. Bidwell Park has some of the lowest quality trails I've ever experienced, and I ride A LOT of trails on the west coast
- Better road
- Better road conditions. And a nicely paved section for cycling.
- Better road maintenance
- Better road maintenance above the diversion dam.
- Better road.
- Better roads so disabled citizens can enjoy the park also.
- Better signage for hiking trails
- Better signage to help keep people on established trails.
- Better signage where dogs are allowed off leash. Make park maintenance and improvements a higher priority in the city budget. It is a TOP ASSET to our town, treat it as such. Develop a plan for improvements to the park with public input and work on it gradually setting aside funds on a yearly basis. Ask the public for donations. Increase visibility and traction of friends of Bidwell Park.
- better trail maps
- Better trails, eliminate illegal trails, NO OFF LEASH DOGS
- Better trash removal
- Better water fountains
- better-graded road
- Bike access of Yahi Trail - Excellent for beginners
- Biking restrictions, better trail management/maintenance
- Bridge to connect North Rim & South Rim for bikes and people
- Bridge to connect yahi I and South Rim trail
- Bridges
- Bridges over creek
- bring back garbage cans
- build a walking bridge above brown hole connecting the 2 halves of the park creating a loop trail
- Bums need to go!

- bus or shuttle one or 2 days a week to furthest reaches of unpaved road during summer swimming months
- But limit the vehicles beyond the dam, should be closed certain days of the week.
- By more security I mean more patrolling for the people that drive into upper park and litter. I take a lot of trash out of bear hole every time I run up there in the spring/summer. People leave trash, alcohol bottles, and diapers!
- Camping spots near swimming past browns hole
- Cars driving too fast, ticket speeders.
- Certain trails should be open year round. Talk to the mountain bike community. They are expert trail builders. Look what they have done in Redding.
- Cite people cutting sensitive restoration areas and people letting their dogs poop all over the place unattended
- Clean up trash, remove graffiti
- cleanliness
- clear signage indicating where trails ARE, not just where they are NOT. I think much of the off trail hiking is because people aren't sure where the trail actually is and they take a route that looks tread upon, even though it is not the trail, thus furthering the damage. We have good signage saying where not to go, but little direction for hikers telling them where TO go to help them make better choices. I hate to see the damage cause by this on the hillsides.
- Clearing of poison oak.
- Close bootleg trails, improve legitimate trails. "Maintenance" is spelled wrong above.
- Close the road to vehicle use.
- Close the road to vehicles more days than just Sun/Mon
- Close vehicle access to paved road. People are littering, smoking, speeding, almost killing wildlife, possible mountain bikers and runners. They don't respect or take care of our park. More patrol needed. People need to be heavily fined.
- Composting toilets, with the compost being sold to offset the cost of said toilets maintenance. The only additional signage that my family would like to see is one informing people that if they get their vehicle stuck on the unpaved road, that in addition to paying to get towed out, that there will be an additional fine imposed for unsafe use of the road. This sign should include a warning as to the state of the road, perhaps recommending that inexperienced drivers, especially those without 4x4 or AWD should consider this carefully, perhaps walking it once if they've never driven up there, or haven't been up since the last round of major rains (I.e. winter)
- concrete and washout on middle trail
- confidence that the city of Chico is protecting the natural world issues as its #1 priority for the park

- Continue Sun/Mon gate closure at Horseshoe Lake, no vehicular access past Div. Dam or Salmon Hole
- Continue to provide off-leash dog access on north side as it is now
- Continue with the current maintenance
- controlling the homeless
- Correct signage regarding trail use. It would help to correct the sign indicating right of way on trails. The horseback rider has the right of way over all hikers and bicycle riders.
- creek crossings at Bear Hole to connect to Annie Bidwell Trail and 10 mi House Road
- Dates and times gate is open to drive to diversion dam area
- decrease # of illegal trails and shortcuts + erosion
- Dedicated, groomed mountain bike trails! They would bring people to Chico!
- definitely DO NOT require leashes on dogs at all times
- Designated parking, not more 'lots '.
- Disarming the park rangers
- Disc golf
- Disc golf course
- Disc golf driveway
- DO NOT PAVE or OPEN the road. It invites too many who don't appreciate/belong in upper. Thug kids who tag, steal, drive fast...if you want upper park work for it, walk, hike ride. Also - you need to enforce smoking drinking etc. at Bear hole = family nightmare!
- Do not pave that road please! And keep the gate at diversion closed! Irresponsible people driving back there will ruin the beauty!
- DO NOT require leashes on dogs at all times.
- do NOT require leashes on dogs. This is the last place available to run with my dogs.
- Do something about the mountain bikers who ride on closed trail days
- dog owners disposing of their bagged poop
- dogs ALWAYS AND EVERYWHERE allowed to be off leash
- Dogs more welcome
- Dogs to be allowed off leash
- Dogs~~~laws need to be enforced on yahi side. Nobody ever thinks their dog is a problem even when they jump up in someone's face etc. Trust me I've experienced it all. Rangers need to be more present and unpredictable. Parking lots need to be clearly marked mainly for possible CALL INS FOR PROBLEMS. Phone number needs to be posted or 911 stated if that's where to call. Sad but true this is where we are in Chico these days
- Don't u #@\$*& dare require dog leashes!!!!
- Don't charge, they will park in close by parks instead of driving to parking areas
- Drinking fountains, with water!
- Driving BAN BICYCLES when I was a teenage North Rim trail was open to vehicles
- Due to age & disability I can only access upper park by vehicle
- easy to find information about trail close/open conditions

- Easy way to contact emergency services...a land line here and there.
- Eliminate the horse poop!
- Emergency phones throughout
- Encouraging rock climbing
- Enforce dog owners to pick up dog poop!
- enforcing illegal camping/
removing transients
- Enforcing rules at swimming holes-have encountered people drinking out of glass, doing drugs every time up at Bear Hole or Salmon Hole during summer. Also, graffiti on rocks. Need more park ranger presence!!
- Eradication of nonnative species.
- Even just having vehicle access just up to salmon hole would be awesome
- Even more off leash areas for dogs
- expand access to south side of creek/park.
- expand the areas where dogs can be off leash
- Expand the park; reduce or prohibit motor vehicle access beyond end of pavement
- extend bike trail from Hancock park
- Extend the NO leash on dogs time to later in the morning.
- extended hours one days the observatory is open.
- Fewer cars
- Fewer cars in the park, keep the road closed for more days out of the week allowing pedestrian and bicycles to access the road without fear of being hit by a speeding car
- Fewer cars speeding on the dirt road making a dust storm and scaring people.
- Fewer cars.
- fewer dog restrictions by water/river
- Fewer other people
- fewer people on weekends
- fewer speeding cars on the road and less trash.
- Fewer vehicles
- Fewer vehicles or more vehicle free days
- Figuring out a way to not have people with horses trek through the trails when it's muddy. HUGE divets are left where I've twisted my ankle.
- Filtered water fountains/station/bottle refill near dam diversion for hikers, mountain bikers, runners, etc.
- Find a way to stop spider trails in the Horseshoe lake area. Paving upper park would develop spider trails throughout the park. The Horseshoe lake area cannot be maintained or controlled so... there would be no way to maintain the trails from people walking where ever they wanted in the rest of the park also. Bidwell park is not that big. Limited access is a preventative measure that has been used my many areas where they want people to have access but also preserve the natural beauty of the park.
- fine dog owners who don't leash dogs
- First aid Station
- Fix the access road for full public access. Remove the horrible split rail fence by Rod & Gun Club. More basic maintenance, spruce - up

- parking area and make them all available 7 days a week.
- Fix the road going up to diversion dam
 - FOOT BRIDGE NEAR BROWN'S HOLE
 - Foot Bridges at Day Camp and 10 Mile to extend hiking possibilities
 - foot bridges near Day Camp, 10 Mile House Rd
 - Footbridges
 - Footbridges at Day Camp and 10 Mile
 - Footbridges near Day Camp and 10 Mile are needed
 - Footbridges near Day Camp and 10-Mile Road would improve hiking possibilities
 - footbridges over Big Chico Creek near Day Camp and Parking Area U
 - For Q4: I agree with the no access by cars to holes after bear hole
 - For Q4: I disagree strongly to more vehicle access in Upper Park
 - For Q4: I think they should open it
 - For Q4: keep as is please
 - For Q4: please leave the road the way it is
 - For Q4: There should be equal access for those with physical or developmental disabilities and any fees should be waived.
 - For Q4: We strongly agree that auto access should be provided several days a week so mobility impaired individuals can enjoy upper park
 - Freedom to play whenever we want
 - Garbage & recycle cans
 - Gate open more days than it is
 - Gate open on Sunday. Close it another weekday, but leave open on weekends.
 - Gate open Sundays
 - Gate open to the swimming holes every day so that we can go as our schedules allow!
 - Get people to throw away dog poop bags by enforcing a no litter policy,
 - Get rid of homeless and their garbage. Patrol parking lots using stings to root out thieves.
 - Get rid of the golf course and those ugly home on the ridge.
 - Get rid of the speed bumps. Bike path makes them unnecessary.
 - grade the road annually, or as needed, to prevent deep ruts
 - Hand washing/rinse stations
 - handicap accessible trail
 - Harder penalties for littering and cutting trails
 - Having restrooms open every day of the week (One Mile Rec. Area)
 - Hikers walking on actual posted trails
 - Horseshoe Lake gate only open Friday and Saturday
 - I appreciate signage, closures to protect the condition of the park and natural wildlife in the park.
 - I believe fees should be charged only if improvements are made to the road, parking areas, or trails. The current unkempt conditions does not warrant fees.
 - I can only visit upper park by car due to disability
 - I DONT think vehicles should have access beyond Diversion Dam gate. Mountain bikers and walkers should have a portion

of the road that is free from cars.

- I have a mobility disability and would like to be able to access more of the park, which is why I would like more accessible trails as well as being able to take a car further up.
- I have heard security is an issue but in my 41 years of using the park year-round I have never had an issue, but I have seen evidence of issues like broken window glass. One thing I don't like is people taking very aggressive dogs ON leash in the unleashed portion. Now I understand my dog should obey me and does but I have seen others have issues the leashed dog owners are usually truly assholes. There is plenty of room for hiking with leashed dogs and I don't see why they are the way they are. If I am with people not familiar with the park I just tell them if they see a dog on a leash there is probably a reason for it to be on a leash and to make everybody happy just put your dog on a leash until you pass. Dogs are dogs and they want to check each other out.
- I like how the gate is closed twice week, sure maybe a tad bit more maintenance
- I like riding middle trail to the end, cross the creek and down Annie's trail, cross again skipping tennis ball hill. Certain areas really need to be cleared of baby head rocks and certain sections of buried rocks that do nothing but cause crashed and tear up your bike. I rode all these trails in the 80's on a single speed. Being older with eyesight issues, it would be great for folks like me and beginning riders. I have friends that road upper park once, hated it or got hurt and their done. I'm more than happy to talk more and support these ideas with resources.
- I like that there are off leash areas, but more enforcement on the on leash sections would be great.
- I think it would be a good idea to have North Rim B trail loop an all-weather trail.
- I think more vehicle access for disabled not general public. Keeping Upper Park wilder is better for the human experience and for the ecosystem
- I want to feel safe, even if I'm by myself
- I wish instead of paving the trail, to make it more accommodating for everyone they should smooth it out to crush the larger rocks to it is easier to run on and drive on but not paved.
- I wish people would clean up after themselves, especially broken glass.
- I won't let my little girls use an outhouse so bathrooms would be great!
- I would favor paving upper park road to Salmon Hole and North Rim trail to above the power lines for handicapped wheel chair access ONLY. I have lived in Chico for 50 years and took part in the cleanup of upper park back in the late 60s and early 70's. The park had been trashed for years by vehicle parts and accessories, vehicles damaging

the roads, litter, especially glass bottles and cans. North Rim was especially interesting. Once the old road for wagons, one vehicle left a mark for decades on the North Rim Trail with a 300-yard white paint trail resulting from a 10 gallon can of paint in the bed of his pickup. I remember retrieving a huge tractor tire out of the creek. The road should be maintained for access to emergency vehicles ONLY.

- I would like to see all roads remain opened as they are.
- I would like to see LESS vehicle access. Close the road 5 days a week and keep it open for 2, instead of the reverse.
- I would love to see park docents educating the public about the natural area
- I wrote text for new signs for the Yahi trail, the City has those files.
- if dogs not able to be on voice command, must be leashed
- More cars= more trash, more pollution, more vandalism, more dog poop!
- I'm born and raised here, 43 years old, I'd like to see the road left to deteriorate, and the upper gate opened, drive at own risk as it used to be. Less is better I feel, the rest of the people can stay in the lower more "civilized" portion of the park.
- I'm disabled and love the upper park. Vehicle access important above diversion dam/bear hole
- Improve parking area for disc golfers
- improve roads
- Improve the road- not saying pave it, just maintain it better than it is now
- improve the road! my car sits low, I can't drive on the road
- Improve trails to make the more rideable and control erosion. Build flow trail
- improve unpaved road
- improved condition of gravel roads
- Improved parking area at the disc golf course
- Improved road maintenance to Bear Hole
- Improved, paved parking to reduce erosion
- Improved/repair parking lot.
- invasive species removal
- It is important to restrict vehicles so we can enjoy it sometimes without dodging traffic or worrying about speeding vehicles on the roadways.
- It would be cool if the city maintained the parking lot at the disc golf course
- It would be great to have some type of electric transportation to end of road to accommodate people with lesser ability to walk. Maybe some type of wagon that would seat several people. Thus, ensuring a wonderful park experience for all. I understand the expense but maybe security to be a part of transportation.
- Keep all gates locked please
- Keep cars out from Horseshoe Lake parking lot east. Keep gate closed. More star thistle control by those using the park.
- Keep dogs off leash please!

- Keep gate at horseshoe lake closed, keeping cars off the unpaved road
- Keep gate closed daily that goes down to the yahi trail and swimming holes. Encourage walking for families and dogs. Cars racing by with mostly lazy fat people who often have alcohol with them are the opposite of what I believe nature is all about. If the road is closed. People can walk to swimming holes. who cares if they don't go at all anyways? It needs to be a peaceful place. Most people who drive are not locals and/or are young and carefree with no kids and just want to drive fast to bear hole. It's not necessary to have that road open for cars.
- Keep gate closed more than just Sunday and Monday
- keep gate locked. cars go to fast at times
- Keep gates closed to cars
- Keep it natural
- keep it natural, do not create anything that will raise cost
- Keep it wild with minimum human signage, etc.
- Keep maintaining trails in collaboration with Chico Velo trailworks and if the potential for new trails exists, it would not be frowned upon
- Keep road closed to motor vehicles
- Keep road unpaved/ use for emergency car only
- keep the dirt road a dirt road!
- Keep the gate closed all the time. Allow mtn bikers to do more trail maintenance.
- Keep the undeveloped / non-motorized experience
- Keep the vagrants out or make them clean up their trash
- keep up the good work on repairing the 'shortcuts' and damage to the park. Protect this treasure!!!!
- Keep upper park road closed to vehicles. Maintain as multiuse trail and fire road. It is so much better with no cars and makes for a better park experience
- Keeping gate at horseshoe closed 7 days per week.
- Keeping it dog friendly, if not more dog friendly. I love that I can let my dog off leash to really run around. Sometimes DeGarmo isn't big enough.
- Keeping off trail use (bootleg trails) to a minimum. By signage I mean interpretive signs for landforms, plants, history, etc.
- Leave it alone, no maintenance
- Leave the gate open 24/7
- Less automotive access
- Less car access
- Less car access, drivers are too fast on the roads
- Less car access.
- Less car traffic
- less car traffic.
- less cars
- Less cars
- Less cars!
- Less cars beyond Horseshoe Lake
- Less cars, more people riding bikes to the park.
- Less dog poop. Manage and site offenders. Leash laws are fine the way they are.
- Less government intrusion
- Less leashing, dogs allowed to be with families to swim!

- less lights (not brighten the skies at night)
- Less man made improvements
- Less noise and dust on the dirt road. Less smoking
- Less or NO vehicle traffic
- less organized "runs" would be helpful and/or they should pay a lot for usage
- Less oversight open up Boswell ranch to take stress off of upper park
- Less parking.
- less people
- Less people :-)
- Less people. Especially homeless and people doing drugs, smoking pot and drinking.
- Less potholes on the road
- less signage
- Less signage, less temporary barricades
- Less transforming park service members into Chico's Police force
- less trash, basic trail maintenance (brush / poison oak removal), keep the trails as they are
- less vehicles/dust
- less VEHICLE access
- Less vehicle access to areas beyond Diversion Dam gate.
- Less vehicle access, less trash
- Less vehicle access. Only those with disability passes.
- Less vehicles allowed
- Less vehicles on the unpaved road
- Letting more mountain bike groups come up and maintain, plus build mountain bike specific trails
- Like having the gate above Bear Hole locked
- Limit trail use for mountain bikes, either to specific trails or to specific days. As an example, the Tahoe Rim Trail is open to mountain biking on odd days of each month. This would also help the trails recover. Requiring leashes on dogs at all times on all trails would NOT improve my experience; in fact, it would ruin my experience. I would suggest we make Yahi off leash in the early mornings, similar to the Lower Park leash laws
- Limit vehicle access beyond Horseshoe Lake to every other day.
- Limit vehicle access to fewer days per week
- Limit vehicle access to people with disabilities, or with special/paid pass.
- Limit vehicle use beyond Horseshoe Lake due to erosion control
- Long disc golf course between back side of the 5 mile and the upper park road
- Maintain roads more (potholes, etc.)
- Maintain the paths and roads. The park has been there for 150yrs, you should have always been budgeting for this from existing tax dollars. there's no excuse for the condition of the roads. Taxpayers are not bottomless pits of money. If you can't maintain what's already there, certainly don't start adding more pavement.
- Maintained, dedicated mountain bike trails
- MAINTAINING THE @#!\$ ROAD

- Maintenance is spelled incorrectly above.
- maintenance of existing pavement. Do not add pavement beyond diversion gate.
- Make people pay to access it
- Make the signage clear as to where the dogs can be off leash.
- Making sure there are bags available for animal waste. One of the reasons I take my dog to Upper Park is because he does not need to be leashed!
- Making trails safer instead of keeping it “natural”
- maps of trails
- Maybe a little flyer describing the vegetation around like they do at the Tree Farm
- Monitor sports that affect the landscape like Frisbee golf and mtn. Biking
- More accessible trashcans to prevent litter
- More access for those less able.
- More accessible road to upper swimming holes
- more amenities in horseshoe lake are + parking in that area
- More areas for dogs off-leash near the creek
- More areas to dispose of trash (TRASH CANS)
- More bicycle parking and a water source near Salmon Hole
- more bike racks and more drinking fountains
- More biking trails that are not so Rocky
- More closed gates, cars drivers and passengers are not as respectful of the landscape
- More conscientious dog owners
- More days without cars
- More days without vehicles. For walking/cycling only. No vehicle access beyond Diversion Dam.
- More disc golf
- More dog poop bag dispensers so I don't have to carry poop bag entire way
- More drinking fountains-That work.
- More education of leave no trace
- more effort to keep the park safe and clean with greater ranger presence and maintenance staff
- More enforcement by rangers, especially on closed trails and for dogs off leash on the road
- More enforcement of dog poop rules. More signs about keeping on established trails
- More enforcement of glass ban and other rules
- More enforcement on people who litter
- More enforcement presence to support existing rules that protect park and user experience
- More garbage cans
- More hours. Why is access so limited on Sundays? Better online presence (the trails are very hard to decipher on the current maps.
- more interpretive info on trails
- more off leash area
- More off leash areas for dogs
- More off leash dog areas
- More off leash dog trails
- more off leash areas
- More off-leash areas
- More opportunities to play disc golf while enjoying our beautiful lands.

- More options for my dog to be off leash
- more paper in the porta-potties. They're always empty on Monday morning.
- More Park Rangers for Park interpretation, and to enforce the rules, especially the dog leash laws which are almost universally ignored. There should have been an option for Park Rangers that are not law enforcement.
- More parking by horseshoe lake
- More portable or permanent rest rooms at golf course.
- More portable restrooms year round, not just in the summer would be preferred
- More presence of park aids. Not just enforcement but educational staff, PLEASE!
- more Puppy Potty trash cans. People don't pick up after their animals, or when they do, they just throw the poop filled bag on the ground
- More ranger presence
- More rangers in the park (not police).
- More rangers patrolling on foot and issuing citations to people not following the rules.
- More rangers who can ticket people when they are harming the park.
- more recycle bins so no broken glass (even though glass is banned already)
- More regulation on glass and cigarette smoking
- more Riparian habitat maintenance
- more road bike options
- More security in parking areas, I would also be in favor of speed bumps in the roads, people drive way to fast! I like to walk on the road sometimes
- More self-tour/natural resources/nature trails
- More signage to clean up garbage (cans, bottles, etc.)
- More speed bumps to slow drivers on dirt road
- More trash and more controlled speed limit
- More trash can, more erosion control, invasive plant removal
- More trash cans
- more trash cans along trails
- More trash cans along trails.
- more trash cans so people don't leave their poop bags on the trail
- More trash cans, that are serviced regularly
- More trash cans.
- More trash cans. I'm not a big fan of carrying around dog poop bags! :)
- More trash cans/bear proof trash receptacles
- More water drinking fountains for humans and dogs
- More water fountains, but honestly I love it how it is!
- More wheelchair accessible trails
- More signs reminding of the leash rule on the Yahí trail. Cash
- Most importantly further vehicle access. We love to go to the different holes but my husband is an amputee and my son is too little to hike back that far.
- Motor Vehicle access Sunday and Monday only.
- Mountain Bike specific trails

- Mountain bikers on North Rim Trail only. Tired of having to dodge be run over by them on Middle Trail.
- Multi-use path/bike lane along entire length of Upper Park Road from Manzanita to Horseshoe Lake parking lot - safety hazard now; increase budget for maintaining existing Park land & facilities-not only roads.
- Must keep North of park road off-leash for dogs!
- My family enjoys mountain biking and it is really sad to see the shape of the trails in the park when compared to other nearby areas. We travel out of the area to ride on trails that are maintained. Chico has a great opportunity to attract mountain bikers from other areas to enjoy our park and increase revenue for business by out of the area people coming in for days trips at local eateries and bike shops.
- My opinion: Permanent closure of road beyond diversion dam, and road between horseshoe lot and diversion dam open only 2-3 days a week at most. Keep the far reaches of the park remote and wild.
- My son would really love for the observatory to be opened.
- narrowing of the first 1/2 mile of North Rim trail to promote renewed plant growth, poison oak and star thistle control
- Nature is nature. Building something makes it no longer nature.
- Never letting vehicles past diversion dam.
- Never open the gate, no cars past the horseshoe lake parking lot
- No armed security or rangers
- No cars
- NO cars at any time
- no cars on the dirt road
- no cars on unpaved fire road
- No cars on upper park road.
- No cars passed horseshoe lake
- no cars past the shooting range/monkey face parking area.
- no cars(speeding), no alcohol/ no smoking(unenforced)
- No cars.
- No cars. Or at least on scheduled days so I could avoid.
- No changes to dog leash law.
- No drones, more water fountains, some mountain bikers are assholes
- NO E-Bikes on trails, they are motorized
- No fees
- No homeless folks camping illegally
- No leash requirements for dogs at all
- no motor vehicles beyond Diversion Dam gate
- No mountain bikes on trails! They mess with the trails and they dominate when you run into them while hiking. The (mostly) give no warnings (i.e. Bells, heads up...)
- No need to open the gate
- No on cars!
- no parking fee
- no parking fee in upper park
- No private cars.
- No speeding cars on the road/more garbage cans

- no vehicle access to areas beyond diversion dam gate
- No vehicle traffic beyond Horseshoe Lake, because drivers are careless and stir up dust that walkers/cyclists have to breathe in
- Not closing it after rain. Most trails are rock anyway!
- Not for me but infrequent visitors: more prominent trail signage
- Not restricting access at night
- Nowhere else to write this, but I would favor opening the park all the way to the end one day a month; we would love to drive up there occasionally.
- observatory and golf course are a great asset
- On most days, parking is good, but on busy days, it can be a squeeze getting through the 1st part of the lot by Horseshoe Lake; perhaps widen that stretch
- Only close access to vehicles in WINTER
- Only handicap placard vehicles allowed beyond Horseshoe lake.
- Open on Sunday to cars
- open the observatory
- Opening rancho chico
- Opening the gates fully to allow everyone access to a public park we already pay taxes to maintain. This park is not a “cash cow” for the city, it was a gift given to it by Annie Bidwell and should be treated as such.
- Other park users need to respect the park!
- Owners picking up after their dogs and horses
- Park is great like it is - wonderful to have car free area to walk, hike, ride etc. No cars in the area means it is much safer for these activities.
- Parking at Disc Golf Course
- Parking is sometimes a problem; also we have a daughter in a wheelchair and it would be cool if there was a trail that was more wheelchair-friendly. Could part of the Yahi trail be turned into a boardwalk type trail? Or widened? (her chair can make it over compacted dirt and gravel, but the last time we tried a trail she was getting plants in in lap)
- Pave parking lots.
- Pave the road. It is in horrible condition.
- Paved bike path
- Paved parking, drinking water,
- Paved road with bike lane
- paved roads
- people doing better: less litter, respect trails
- People need to stop leaving their dog poop bags along the trail. They say they will pick them up on the way back. That doesn't matter. We still have to look at them. It's trash!
- people not littering
- People respecting and staying on trails
- people taking out their trash
- People who leave trash get a stick in their butt
- permanent closure of vehicle access past Horseshoe Lake
- Permanent closure to auto traffic above Horseshoe Lake, but road maintained for emergency vehicle access. Less

- trail maintenance. No leash laws.
- Permanent restrooms by swimming holes
 - Permanently closing gate beyond horseshoe lake.
 - Picnic tables, trash cans, water fountain, shade structure
 - places to lock bikes near the parking area
 - Please DO NOT require a dog leash. That is BS
 - Please don't make north rim a leashed trail!
 - Please don't require dogs to be on leash. This is why I love the park
 - Please don't take away off leash dog access
 - Please don't require dogs on leash. This is one of the main reasons why I visit. I would also like to see the upper gate remain close to vehicles. I love walking my dog and children on the road. It has shade in the summer and is close to the water. Vehicles drive too fast and don't pay attention. They are also an eye sore when you are in such a beautiful area.
 - Please just focus on maintaining existing trails. No more development.
 - Please keep the leash laws down by the Yahi Trail and leave the rest of the park off leash. Please patrol the Yahi Trail more often and give warning or citations to those who don't follow the leash law's. I like to take my dog there but there are always dogs off leash and it frustrating that people are not following the park rules.
 - Please leave the challenging parts of trails as they are. There is reason why Chico develops some of the best mountain bikers in the State and that is because the trails in Bidwell are challenging.
 - Please limit vehicle access!!!
 - please open the road for cars to go as far as brown's hole again!
 - Policing of speeding vehicles on Upper Park Rd. and rouge mountain bikers on and off trails
 - Porta potty at the end of the road
 - portable bathrooms/North Rim trail, AND Garbage cans allocated for doggie pile bags. There is currently, no exaggeration, about 30 little bags full of dog doo, everywhere along North Rim trail. Some people, most people pick up dog doo and put it in the small bags provided at trails start, but once up on the trail there is no place to throw full used bags, they're everywhere. People will not, nor should be expected to, carry full bags of dog poop on the full distance of their hike, yuk and stinky. Also if ya got a big dog, there is no way in hell the owner of that dog is going to carry a very full bag of poop on the entire distance of their hike, instead, I have seen this 10x or more, they will find a little nook, or in some cases just leave the bag right out in the open, where ever they pick their dogs pile up.
 - prescribed burn of thick brush, removal of poison oak and vinca

- Prevent people from making multiple trails
- prohibit vehicles past wildwood park with exception for disabled with permit
- Punishments for not picking up your dog's waste. Getting really bad out there.
- Putting the trash cans and signs back at the end of the pavement
- R
- Ranger presence
- Really need trail maintenance. The Annie Bidwell trail really needs some maintenance. It would be nice to have trails designated specifically for mountain biking so that hikers are safe. It is really dangerous having bikers and hikers on the same trail.
- Reduce poison oak within accidental touch of major trails
- Relocate the shooting range!
- Remote bathrooms.
- remove homeless from various locations in the Upper Park. As they get moved from the downtown areas, they are starting to occupy space. I've noticed some activity at the entrance by the end of Chico Canyon Road
- Remove the houses on the ridge. I love the park and its nice being in nature.
- remove the star thistle
- REMOVE TRANSIENTS
- Require ALL dog owners to pick up their dog poop! I am a dog owner and like the fact my dog can run off leash. AND I pick up and dispose of her poop ALWAYS. I dislike having to watch out for piles of poop!
- rescue vehicles need to have access to upper park via road. I used to go running and training my Chico State team when I was coaching cross country and track and field. My needing a new knee has kept me until the last few months from doing anything but level and limited walking. But people ought to feel safe to use the full park!
- Restrict vehicle access to upper park
- restrooms at horseshoe lake
- Rewilding and less parking
- Rid of poison oak
- Rid the park of transients shooting dope
- Road closed to cars a few days per week
- Road closed to vehicles Sunday & Monday
- Road maintenance
- road open at second gate 6 days a week
- S
- Sad to see how much glass was at F spot and here cars are being tampered with.
- Safer Trails
- Security in the sense of helping people not destroy the park
- separation of walking/biking trails
- Set back residences, restrict Mtn bikes
- Signage information is always good but what is there is sufficient if the choice is to charge for access.
- Signage that tells people not to blast music while on the trails. Vehicles should not be able to access areas beyond Diversion Dam.
- Signage to inform visitors and tourists that the north side of

- the trail is “off leash”. When dogs off leash interact with dogs ON a leash, sometimes that creates problems with the dog that is leashed.
- signs & enforcement no alcohol regulations & NO amped music
 - signs at bear hole are old and faded
 - signs encouraging packing out trash, worm compost for dog poop "it's your doody" to encourage people to throw away refuse
 - signs including information about park features
 - Signs reminding people to slow down on the road Beyond monkey face.
 - Some more beginning/intermediate mountain biking trails! Enforced speed limits on vehicles or less days of vehicle access weekly
 - Speed bumps
 - Speed limit needs to be enforced on unpaved park road. Dogs need to be on a lease at all times, they chase wildlife, I've seen them chasing deer and rabbits.
 - Speed limits on trails for bikes. Almost been hit a number of times hiking the south rim trail. Been bit by dogs and sprayed them more times than I can count.
 - Star thistle control
 - Star Thistle eradication
 - Stock dog waste bags on regular basis
 - Sturdy bike-rack at the Horseshoe Lake parking area
 - taming of the rock road beyond the locked gate
- The above items are "nice to haves" I genuinely LOVE the park that way it is. The roads/trails could benefit from maintenance, but it's not needed!
 - The appeal is peace and lack of motor vehicles & noise!!!
 - The Diversion Dam gate keeps me from going to the more remote parts of upper park which I love
 - The gates opened and road maintained
 - The road access should still be limited to certain days.
 - The road open on Sundays and Mondays
 - The signage has cut down on cutting the switchbacks but I still see a fair amount of it. Fines need to happen so the word will get out; also for dog poop. The biggest problem in Upper Park is dog poop!! I understand wanting to take your dogs off leash but it is rare that I see anyone clean up after their pets. I have seen several people with their dogs and not picking up the poop. There are lots of dogs in the park which equals to lots of poop not picked up. This doesn't happen in lower park where leashes are required. I would like to see this unsanitary problem resolved. Heft fines or leash law??
 - The trails are in awful shape due in a large part to bikes, dog poop and trail cutting
 - The trails are in horrible shape.
 - The Upper Park Rd could be paved all the way through the Reserve to Hwy 32 for emergency and maintenance

use only. Public vehicle access could be blocked by gates. Cyclists, hikers, wheelchairs, strollers etc. could have year-round access to the road while trail use is still seasonally controlled.

- There are pedestrian only trails, there should be biking only trails. Hikers are frequently unaware of bikers either by choice or ignorance. Constantly wearing headphones in both ears that inhibits their ability to enjoy the park safely. I have a bell on my bike, I ride almost daily, and every time I come up to someone who either ignores me, has headphones on, or simply freezes and doesn't do anything to let me pass.
- there are so many homeless now camping it doesn't seem safe any longer to hike or walk alone
- There are too many trails and the trails are getting wider and wider. I don't think this is good. I've been a park user for 30 years and have seen much impact. Somehow this needs to be addressed.
- this will not be popular, but I think parking needs to be paid on weekends. It gets way too crowded.
- Tick prevalence signs based on on-going and updated data collection
- To be able to drive to Brown's Hole
- Toilet paper in all restrooms at all times.
- Trail maintenance
- Trail maintenance, I'm HIGHLY allergic to poison oak and battle it for 4 weeks each

year. I'm extremely cautious and observant however it always gets me, particular trails in need of attendance are the entire yahi trail and maybe south rim and some around monkey face

- trail maps available for iPhone and paper maps; more trail signs at trail intersections further into the park (Annie Bidwell trail area)
- Trail maps throughout the park.
- Trail signs. Permanent restrooms at parking lot only. Keep it wild. Get rid of disc golf.
- Trails open to mountain biking year round!
- Trash can, or sign reminding people to haul out their own trash.
- Trash cans
- upgrade road above horseshoe lake
- Upper Park is meant to be wild. Stop developing it!
- upper park road closed to vehicles permanently above Horseshoe Lake
- Vault restrooms
- vegetation management, monotypic stands of star-thistle and other invasive plants should be embarrassing to the City. Especially when it can and should be managed.
- Vehicle access above diversion dam a couple of days a week
- vehicle access fewer days on unpaved section of road, mountain bike trail maintenance
- Vehicle access only on certain days, for motorbikes or 4wd only

- Vehicle access restricted beyond horseshoe lake parking lot.
- Vehicle access to upper park entire road one or two days a week
- very basic road maintenance, so emergency vehicles, bikes and occasional private auto access is easy
- walking bridge at browns hole connecting north and south rim trails
- Walking bridge near end of road to connect North & South Rim walking bridge over the creek near the upper end of the park near brown hole/ more trash cans out on the trails
- Water fountain always available at horseshoe lake
- we take our dogs and it is bad when come across other dogs that are off leash
- Wet weather trails that stay open for bikes after rain.
- Wherever you end up restricting vehicle access, provide adequate parking there.
- working drinking fountains, more trash cans, signage telling you how long a loop/trail is and if you can run it (a lot of rocks)
- Would like to ride my horse on Yahi trail by creek
- Yahi trail should be completed, and maintained, all the way to the top.
- You didn't ask if you want vehicle access EVERYDAY. I want vehicle access to the end of the road, but not
- EVERYDAY. Keep gate closed 4 days a week or something

APPENDIX D: QUESTION 5 – DAILY PARKING FEE WOULD YOU PAY?-OTHER RESPONSES

- \$1 a day but ONLY for maintenance, no "improvements".
- \$1 only for vehicle access PAST the diversion dam
- \$1 per day or a ~\$20 yearly pass
- \$1 per day or donation
- \$1 per day or donations
- \$1 per day, donation only
- \$1 per day, free for disabled
- \$1 per hour. Quick dog walk or jog should not cost same as day user.
- \$10
- \$10 yearly permit
- \$10.00
- \$1-5 or donation are reasonable
- \$2 daily but would be great to offer annual pass as well
- \$2 daily or donation
- \$2 per day, allow seasonal? Annual pass
- \$20 annual vehicle pass
- \$3 /day use only, and option for seasonal/ yearly pass/ senior/reduced fee
- \$3 only beyond horseshoe lake
- \$5 for Horseshoe Lake parking and further into the park but perhaps keep other parking areas free to encourage bicyclists & hikers beyond Horseshoe Lake. There should definitely be speed bumps put in if cars are allowed access. The fast cars kick up dust & endanger the hikers & bikers.
- \$5 per day per vehicle
- \$5 per day, but please offer monthly/yearly/seasonal bundles also
- \$5 per day/ Exempt for Seniors & Disabled
- \$5, \$4, \$3 per day or donation. I would not charge people to park at 5 mile or wildwood
- .50 per day. \$1 is excessive for daily use.
- 1\$ parking beyond horseshoe lake parking lot gate
- 15.00 yearly pass or 3.00 per day would be a generous and welcome fee that would help considerably to offset costs. The road should remain unpaved and closed to vehicles at Diversion Dam.
- A parking fee or donation is fine, but it's much nicer in upper park with the road closed. Why don't you turn it into a paved trail for people walking with strollers, wheelchairs, etc. That would be a better way to provide access to everyone, and eliminate the hazards of reckless driving on upper park road.
- A pass
- access to upper park should be covered the same way it is for lower park. If fees are implemented in upper park, they should also apply to parking in lower park.....which I do not advocate. Even poor people should be able to go to the park.
- Although I would like improvements to occur, if it were to keep families that could not afford to pay daily parking fees, then I would choose to NOT have improvements happen.
- Annual fee w/option of daily fee (\$50. Per year/\$5.day use)
- ANNUAL FUND RAISER
- Annual pass
- Annual pass \$20-\$30
- annual pass 50\$ or 100\$
- Annual Pass for locals - Decal in the vehicle window - \$25.00 with \$5.00 day use pass for others
- annual pass like Whiskeytown
- Annual pass preferred
- Annual pass would be ideal.
- Annual pass would be more beneficial

- Annual pass, 20-40. Something like that. Daily use fees are a hassle. I ride in, don't park but I'd be willing to pay an annual use fee AND volunteer. Maybe volunteering would be a path to a free use pass.
- Annual.
- Any, as long as the money goes back to upper park and does not go into the general fund
- Anyone taking a car on the dirt road should pay \$5/car/day
- are park should be free. it all ways has been free. look for a grant or have a butte College equipment crew come out. Those college kids can learn how to grade it Road and fix it
- Are there any other funding options available?
- Are you kidding. This is what has made Chico, well Chico. There are generation of families, including Mechoopda families that engage in free recreational use of activities because this is what they can afford due to Butte County's poverty level. This is class discrimination. I will go along with a suggested donation fee, but really, Chico is become a class discrimination culture and Anne Bidwell would not approve.
- As much as possible. Ride your @#!\$ bike!!!
- Ask for \$1 donation, or no fee at all. "User" fees are unfair since everyone in Chico benefits from a major city attraction like Bidwell Park—even non-users.
- Because the city is doing such a great job? I don't think so.
- Before trying to establish what someone would be willing to pay for daily parking, wouldn't the Parks need an idea of how much funding will be required for maintenance and any other facilities?? A self-serve kiosk doubtfully would work.
- Being local I would not pay, but would pay daily for a yearly pass
- Bottom parking lots, near the observatory and the lake remain free, but to drive and park beyond \$5. That way the only people paying for the upkeep of upper roads are the people driving on those roads.
- by having to pay, it cuts out spontaneity
- Charge nonresidents only
- City of Chico residents free with park sticker. Visitors \$3 per day
- Concern that a required payment will drive additional activity to other areas like Chico Canyon Road or Five Mile Area. Cars are already parking up and down Chico Canyon Road on weekends and it is not improved to handle this load. Concerned that paving road will drive up speeding and use beyond the gate. Would not be safe for walking or riding.
- Crowd funding
- Daily seems unreasonable but annually I would pay.
- Depends on much it would cost to PAY an employee to track the payments and make sure each visitor paid. Is it worth collecting only a few dollars per visitor??
- depends on where I parked! No more than \$2, though
- Depends on which option is decided upon in question #4. If I could only park outside the park vs. all the way in... or points in-between... would be a deciding factor. *There was no option for me to add any comments on #4 above, so I am adding it here: Another option not listed for motor vehicle access would be to limit the days that the gate is open to the upper reaches by motor vehicle.
- donation and fundraising, keep open for low income, tax everyone who owns house in Chico

- Donation only because sometimes I spend 30 mins there and sometimes I spend all day. \$5 seems like a lot for 30 mins but not much for all day adventures.
- Donation only with a minimum of \$1
- Donation only, this money needs to come from taxes, not entry kiosks. I would pay more in taxes.
- donation/would not pay for parking
- Envelope asks for \$5 donation maximum and big thank you!
- Fee for those who don't live in Chico
- Find grants or have two lots. People need free places to go.
- Find other funding
- For frequent users, a yearly parking pass would be a great option. I would gladly pay this if it resulted in a greater ranger presence that might cut down on people not picking up after their dogs, leaving trash, and hiking off trail.
- For Q5&6: senior discount please, ONLY if it goes into park fund, none of it goes to general fund
- Free at horseshoe and below 1 or 2 above that gate
- Free at horseshoe lake & \$5/car to enter past the gate
- Free to City of Chico residence and \$1 for others
- GENERAL & SENIOR/HANDICAPPED RATES
- Here's a thought: in Montana, there is a charge for non-state residents
- How about a monthly pass option or \$2/day
- How about the City let a medical marijuana dispensary open up and the tax revenue could take care of all this and the people can enjoy the park for free.
- How is enforcement going to coast less than is collected?
- However much it takes. However, given I don't want vehicle access, it shouldn't be much.
- I already pay taxes and should not be charged twice. This is public land for all. Annie would not want to make money stand in the way of sharing this land with all the people
- I am a senior citizen; I would not want to pay
- I believe that taxes are already too high and that social programs should be targeted away from welfare toward empowerment
- I can afford \$5/day but many others can't. I think paying for parking is fair, and would like to see a fee that would cover the costs and maintenance of collection and generate some money that would be used only to maintain the park.
- I can afford to pay, but I think it is important not to shift too much of the cost to individual users. It creates a barrier for many
- I could only justify paying extra fees if significant improvements are made.
- I disagree with charging for an asset to Chico residents and visitors. People come here to enjoy this. Don't penalize them.
- I do not believe we should limit access to the park to those who can afford it. Parks are a public good and should be funded through a tax structure, not through user fees.
- I do not support improved access for motor vehicles.
- I do not think we should impose parking fees. Having free access to our parks is one of the great things about Chico. The moment we monetize nature, we are losing the essence of what Chico was founded upon.
- I do NOT want a parking fee - I would favor a sales tax increase to pay for maintenance, etc., instead
- I don't drive in upper park. I live very close and run in.

- I don't even want to think about this. Trail maintenance should be second to road maintenance. In the old days the trails maintained themselves pretty well...
- I don't want the road improved
- I don't want to pay for parking if I am taking my daughter to junior rifle club. I would not mind a small fee for a seasonal or annual fee..but I don't want to be rummaging for cash every week when I take her
- I don't drive a car to the park but would be willing to donate to help improve.
- I don't know what new builders pay for parks or what portion of taxes go to the parks but the parks should be taken care of. If you are going to charge for the park start before you enter the golf course! There is no reason for that to be in the park and to be able to drink alcohol there and nowhere else is absurd.
- I don't mind paying to help, but not for the road.
- I don't think vehicles should be allowed so no fee
- I feel I contribute -pay for parking through my annual CEA membership
- I feel like imposing a fee would just mean people would park in in designated areas which would lead to a) increased money spent on enforcement and b) damage to the park
- I feel the donation only would be a good start, and try it out for the first year, people in general want to give back, if that doesn't achieve the funds necessary, then try another route.
- I have lived in Chico my entire life Charge the Mountain Bike people They are the ones tearing up the park. Cut pay for Chico PD and Fire department
- I have lived in Chico since 1970. I have used the Upper Park all my life and have wonderful memories of swimming at various places. We pay taxes and enough of them. The city should find a way to manage their money better so all can access the beautiful park that was donated by The Bidwells to use and enjoy. It is a beautiful gem of the community.
- I hike into the park and I do not drive in.
- I live close by so not relevant, I would pay \$3 per day
- I never drive to the park. I would donate to a special park fund if created.
- I paid park fees during the permit process of home construction.
- I think a parking fee, especially on a per day basis is a bad idea. This creates a complicated situation where increased law enforcement presence will be needed, creating a somewhat adversarial role between some Park users and the LEO's. An annual parking pass, with the option to do daily parking would work better. That, or initiate some kind of funding campaign. Many ideas for this problem, but a blanket per day parking pass fee is a bad idea.
- I think it is okay to keep the road as a 4W drive road, like it once was.
- I think it should have different fees for different days of the week
- I use the park so much that I would require an annual pass.
- I visit the park so frequently I would like an annual pass option and would be willing to pay for that
- I visit too often to consider a daily fee; would be glad to purchase an annual pass though.
- I want the road beyond diversion dam to be an unmaintained rough road like it always was.

- I will not pay for parking. This is what my taxes are supposed to be used for.
- I will pay an annual fee, a daily fee is just too difficult
- I would be open to \$1 per day, but not convinced the money would actually be spent on facilities and road maintenance
- I would be willing to pay a \$100 annual fee for everyday use, if long as new trails are constructed and existing are improved. Road improvements and access to where the road ends would be secondary.
- I would be willing to pay for a yearly parking pass so as not to have to pay each time I enter the park. However, I believe residents should see a direct correlation between revenue generated and where/how it is spent on park maintenance and trail upkeep.
- I would not pay for parking only because it wouldn't be fair to those who couldn't afford to pay.
- I would not pay for parking. The park was donated. We should not be taxed and charged both to take care of the park.
- I would pay \$1 per day, residents of Chico should NOT have to pay for an annual pass
- I would pay \$1/day but would like to see a yearly pass for ~\$50 or something.
- I would pay \$5 a day, but it would not be my preferred method of payment.
- I would pay \$50 per year.
- I would pay 1\$ per day but I would definitely rather pay for an annual pass
- I would pay a monthly or yearly fee for access to parking in support of upper park maintenance.
- I would pay as long as parking fees will ONLY go to the cost of repaving the road in upper park.
- I would pay for disc golf to improve park. \$5
- I would pay if I had to, but would seek alternate parking locations. If there was a monthly or yearly parking pass I could pay for, I would do that in a heartbeat. I just wouldn't want to hassle with traditional park envelopes and drop box when I have my dogs or am in a hurry to fit in a run before or after work.
- I would pay on earth day, holidays, and during eclipses.
- I would pay to drive past the Diversion Dam--if the road is paid all the way to the end. But I think it should be free for those with disabilities.
- I would rather buy a monthly/annual pass or a punch pass (e.g. \$10 for 10 visits)
- I would rather pay a fee that would be good for a month.
- I would rather you re-paved Bidwell park it's a disaster
- I would be up for an annual pass to hang on my front window. \$40.00 seems reasonable. Come and go as you wish.
- I wouldn't drive. Charge a fee to ride a public tram.
- I wouldn't mind a small daily parking fee. I would prefer a monthly fee because I go there almost daily so it could get pricey if I paid daily.
- I wouldn't pay, do fundraisers and volunteer work.
- I'd pay \$1.00/day if money went to road maintenance
- I'd prefer to buy an annual pass for convenience.
- I'd like the option of paying an annual fee for a parking pass

- I'd like to see the park left free. However, the parking lot at Horseshoe is often very crowded. Spend the money there to enlarge the parking area.
- I'd pay \$5/day if that meant the roads were reopened and accessible more frequently. Weekends are my only free time so I'd like to go up further for a swim without having to hike in.
- I'd prefer to pay it in my taxes and not pay for parking.
- I'd rather cars be removed from the park
- I'd rather do an annual pass and not have to mess with bringing cash each time
- I'd rather not pay, but an annual fee would be better than daily rates.
- Ideally, I would like a fee on Marijuana dispensaries/cafes to fund the park. I think a good idea would be a tiered fee. \$1 parking below day camp. \$2 from Day Camp to Diversion Dam. \$3 above Diversion Dam.
- IF I drive I would pay to park or likely donate more than what is due. I mostly ride or run to the park.
- If the City allows cars all the way up the road then the people who drive up there should have to pay \$5.00, exception or disabled. If cars not allowed up the road then \$1.00, disabled excepted.
- If there was a decision to actually maintain the trails in the park I would pay for parking, but not daily, maybe an annual pass since I'm there almost every day. The trails could be maintained to allow for year round mountain biking, and there is a huge community of mountain bikers that would volunteer hours and materials. I firmly believe that if a trail maintenance campaign was launched it would be supported tremendously and parking fees would not be needed for fund trail maintenance.
- If you are going to charge for parking, you need to charge for bikes, hiking and all other uses if you want to be fair to all who are using the park.
- if you cut off vehicle access you are opening the park to transients/illegal camping. We know the money is in the budget - but council spends it on pensions. The taxpayers are not served.
- If you decide that pay-to-park is necessary, a \$5 monthly fee would be reasonable
- If you give government money they will spend it and ask for more. I would not pay for parking
- if you plan on charging for parking, please have a season pass available.
- I'm not convinced that parking fees are the best funding source
- I'm unlikely to park, since I use a bike most of the time.
- Improving car access will lead to degradation of Upper Bidwell Park, money better spent on many other things in Park.
- In Number 4 above, why was there not an option for "Other?" The situation is more complicated than the options listed. This section also doesn't give an option besides parking fees for funding to maintain Bidwell Park.
- is this for cars only? Prefer a fee for all entering by foot, horse, bike or car.
- It needs to be free to be open to everyone. Keep the road closed to cars beyond Horseshoe Lake.
- It's a state park isn't my tax dollars going there
- It's the one place poor, and rich have equal access to in town-- don't discriminate against poor by charging!!

- Just raise taxes! Stop nickel and diming us with a fee here and a fee there (as in the garbage contract).
- Keep it wild! No vehicles! Less traffic, less impact
- Many out of there area places we travel too to ride charge a nominal fee for parking. \$1 to \$5 per day.
- Membership program 25 a year
- MINIMUM \$10 per vehicle ONLY TO EXISTING DIVERSION DAM GATE. The costs of improvement AND impacts from higher usage are significant. Too much traffic, especially any increased vehicle traffic will ruin upper park. Lower park can be managed for vehicles. Upper Park needs to be wild. Keep it that way.
- Monthly or yearly parking pass \$10/\$120
- monthly pass \$10-20
- My city taxes pay for the use of all of Bidwell Park.
- No fee
- No fee for Observatory staff.
- No fees for Upper Park unless there are also fees for Lower Park. \$2.00
- No improvements over existing conditions would not require additional funding.
- No more vehicle and bicycle access in upper park. Bicycles have destroyed the trails over the last 30 years.
- No not at all!!
- None - Leave roads and access as is currently - no change.
- None! I'm a home owner within the city of Chico and I pay my taxes for these services already.
- Not everyone could pay for parking. The park is meant to be family friendly and not all families can pay a fee. It would be discrimination
- Obtain it a different way. Any daily payment will result in too much foot traffic, no one would take their vehicles in. They park at wildwood park and walk or ride bikes in.
- offer a yearly
- Offer monthly passes for \$10-15
- On site payment of \$1 a day. Or ability to get a season/year pass.
- one dollar per visit
- only willing to pay for annual pass
- Parking fees for vehicles is a good idea only if they stay parked and out of the upper park. Upper Bidwell park is being damaged by over use of (primarily) bicycles and vehicles.
- Pay \$5 only for vehicles beyond the gate at Horseshoe Lake
- Pay a yearly pass that is tax deductible
- Pay the cops less.
- paying for parking in our beautiful park, goes against everything I have grown to love about the upper park, as well as it goes against, I believe, Annie Bidwell's wishes in her will, donating the park land to the city, the park to remain exactly as is. Improving existing paved roads would be a plus, however, improving access to anywhere above Bidwell golf course, will bring people in from all over, people without regard to our parks natural beauty and resources. Unless you have personal knowledge of our college student's preferences, places to party, or different college groups getting together, to celebrate anything possible, then you would know of the. City's reputation on partying. I can see this, a fraternity is having a party, to celebrate the fact that its sunny out (could be anything) If the roads are improved above the golf course, access to browns hole (ex.) would make it so easy to get 100's if not 1000's of students up in the upper park. Intoxication, I don't have to tell you, and manipulation of the now improved roads, Will result in the

destruction of our beautiful park, by people who, for lack of a better phrase, just don't give a hoot, they're just here for education, maybe, they don't have the care that us Chico natives have for our park, on top of that, you WILL see a rise in accidents, injuries, and likely deaths. The road as it is today, prohibits people from too much speed, careful navigation required presently drive the road, until the gate. Native Chicoans, know of the conditions, and what that condition can actually prevent, speeding, parties, unruly, non-caring people up in the park doing whatever they please, leads to many problems and the thrashing of our park!

- People use park many days a week
- People who use the road should pay to maintain the road not the hikers or cyclists
- Prefer not to pay, but how about \$1/day with self-service pay station similar to Nat'l Forest campgrounds
- Present the costs and see where spending is necessary and where it needs to be put. Ask for donations but no new taxes or fees, partner with Chico state, Cal fire and the ccc to help with projects in season, or volunteers of course.
- probably I would pay a fee, but I don't think it is the proper funding mechanism
- Property taxes are supposed to cover public road maintenance. Proper allotment of current funds needs to be made to maintain our public roads.
- Raise city sales tax
- Residents of the city OR members pay an annual fee of \$50 to park anywhere beyond the Wildwood Playground entrance on the park road; non-residents/non-members pay a \$5/day parking fee. This would help lower traffic while still generating funds to maintain the park as is.
- Season Pass Preferred to Daily fee
- Seniors \$2
- Sliding scale 1-5
- Some kind of annual permit
- Special Developer Fee for Regional park access
- Stop giving out raises to the overpaid police and fire department
- Take existing money from over paid fire employees.
- tax residents and give a sticker, charge nonresidents
- Taxes
- That depends; would there be oversight to be sure no glass containers, etc. due to ill-informed and careless individuals?
- The city can't afford to pay staff to collect fees for parking, so they should consider a tax increase instead.
- The city should consider cannabis as a form of revenue for public improvement projects
- The city's piss-poor financial planning is not my problem and shouldn't be taken out on the citizens. The City of Chico needs to figure out how to spend money in the appropriate places (such as less on ugly public art and more on police, fire, and parks.)
- The higher the cost, the less students will be able to afford/want to spend money getting outside
- The more \$\$ the better, keep cars out of upper park
- The park is amazing as is. If it's going to start costing a fee, pull back to minimum maintenance, but don't charge. It will stop people who come from poorer background from being able to enjoy one of the most amazing aspects of Chico
- The park was never meant to be used as a tool to build revenue. It was a

gift to the people by the Bidwell's. If people want to make donations that's great. There should absolutely not be a fee to park.

- The road must be open and available in order to justify any parking fees. All parking sites must be available. I would pay \$2
- There needs to be a yearly fee and then you can use it anytime.
- There should be a local price and non-local Price for parking. As a local \$2 is appropriate
- This is a public park, it should ALWAYS be free to access, it is not the responsibility of park visitors to pay for upkeep, it is the responsibility of the city of Chico.
- This question only asks what I would pay, doesn't address what I think others should pay. I would gladly pay \$1 each time I visit (once or twice weekly), but there should be a waiver for low income, out-of-area, people bringing children and field trip groups.
- Use the old method aka City readjusts funds diverted to Police overpay back to important things such as park maintenance.
- Volunteer \$1 donations from hikers/cyclists to keep park vehicle free. ATM type system to publicly track and stream donations live and tally for day, week, month year and total.
- When I came to Chico in 1965 the city was having the road graded to the end every other year. Where are those funds today? Police and fire overtime pay??? Cut it and reallocate to park road maintenance.
- Why isn't this been taken care of by the city or county. I think either the city, county or/and donations
- Will only pay if there is an annual or lifetime license option. Otherwise I'll do donations.
- Would need to know details, do not want to pay for vehicle access
- Would pay an annual fee of \$100 per year. Current gate to Upper Bidwell should become the pay point. If you only make people pay to park in the lots there will be an increase in off road parking which would increase fire risk
- would pay up to 10/15 a day
- Would the fee REALLY be used for improvement and maintenance? Or would it be diverted for other purposes?
- Would want a year pass. Don't want to deal with daily payments.
- yearly park pass
- Yearly parking pass available online
- Yearly pass
- YEARLY PASS
- Yearly pass fee for frequent users
- Yearly permit or day pass
- You did not ask about keeping gate open only on certain days!
- you should be able to purchase a parking pass for daily or perhaps weekly
- Zero dollars, my taxes already cover this even if the funds are being used incorrectly.

APPENDIX E: QUESTION 6 – ANNUAL PASS WOULD YOU PAY?-OTHER RESPONSES

- \$15
- \$25
- \$100
- \$120
- \$125
- \$150
- \$100 per year
- \$10 for locals to have a family pass would be reasonable.
- \$10/year for access past Diversion Dam/free access before diversion dam
- \$100 per year
- \$100 per year
- \$12 per year
- \$15-\$20 to maintain upper park road as a trail. It's already feels safer up there with no cars.
- \$25 per year
- \$25/year only if the funds were earmarked specifically for park maintenance and not to be dispersed into the city's general fund
- \$30 per year, free with handicap sticker
- \$30 per year, I believe that some of the funding should come from the parks and rec budget and in town be funded by local taxes
- \$30. Lassen National Park pass is \$40/annual. Charging more than that is absurd.
- \$40 per year, I like this idea better than a pay per day fee
- \$5 per year, Comment: I was wondering how such a required pass would impact young people and people of modest means? Would this parking requirement limit their access to Bidwell park? And I question the decades old process of paying for new development infrastructure while existing infrastructures deteriorate. Development does not fully pay for required infrastructures including the notable increases in Bidwell park use and care and maintenance issues.
- \$50 so long as it's actually going towards the above stated reasons. No managerial embezzlement: "oh we had extra funds we weren't expecting, let me pocket this because I deserve extra payment." Have a savings account for future needs.
- ?
- 100 per year
- 100\$
- 100.00 a year I think is very fair
- \$15 per year
- \$15 per year is the magic number for me and is consistent with the fee charged at Paradise Lake for similar amenities.
- 25\$
- \$60 a year
- \$80 per year
- a friends of upper park type thing would be cool a sticker or something for \$50 a year
- Absolutely nothing! It would be unfair to charge daily or annual fees. Just because the City of Chico cannot manage their budget and properly allocate funds to the appropriate areas, does not mean that tax paying citizens should take up the responsibility. Do your JOB and don't ask your citizens to bailout our public lands! This is absolutely appalling.
- Access to the park should remain FREE so as to include individuals of all socioeconomic backgrounds. Bidwell Park is one of the few FREE activities that engage individuals and families.
- Again - I pay my taxes
- Again park fees are collected during the permit process of home construction.

- Again, I may buy a pass, but totally disagree that charging is a good idea.
- All monetization will end with only affluent people able to make regular use of the park, and discourage many populations that need the exercise and exposure to nature from even visiting.
- Already paying city taxes
- Annual parking passes on a sliding scale \$30-infinity dollars. If you were going to charge for parking. I don't want a parking fee at Upper Park. This will make visiting cost prohibitive for many people and reduces public access.
- Any amount within reason as long as the money goes into upper park and not the general fund
- As above
- But I have different vehicles so I would want a pass for each
- Cannabis taxes towards parks
- Cars don't belong in Upper Park. Too fragile.
- Chico Outsider members pay \$50. per year to help pay for annual studies and site maintenance the City doesn't provide. This is so kids, visitors and others can have free use.
- City of Chico residents=free with a requested tag mailed to them. Others pay a small parking fee from a kiosk.
- City property owners already pay for parks
- Class discrimination and not what was intended for our park use.
- collect in taxes
- Depends on if each family member needed a pass
- Do park fundraisers, allot more money from general fund- Park is the best part of Chico.
- Don't want changes. People need to know that there are still wild or natural areas in this paved over country. You will have more vandalism if move vehicle access is granted. It's good for people to walk. We're old and disabled, but we still want it wild!
- Donation
- donation only
- Donation only-fees will restrict lower income households to a public benefit site-charge disc players to use park and mitigation measures to safe guard trees and environment.
- Donation raising funds could be tried first. Then if after an experimental time it fails a \$15/year for parking could be tried.
- Don't pull a classic Chico city govt dirty trick and re-direct the funds to other operations. I would pay \$30 per yr
- Existing general funds should be diverted for this purpose
- Free access
- Fundraising like an annual run, golf tournament etc. should pay. Most people will not buy a pass.
- Having paid parking would further increase costs. I do not agree to paid parking
- How much of the funds would actually go to "maintenance"??? I think we have the right to know this before deciding on a figure.
- How would this be managed? And what about people who can't afford to pay for parking? Add a small tax on residents to help pay for maintenance.
- Hunting or fishing license should cover this much like a land pass, liberals have been enjoying the wildlife hunters and fishermen have been paying to sustain!
- I already pay with my taxes, and will not support additional mandatory fees for this public land
- I am a senior citizen; I would not want to pay
- I am already paying to use the golf course

- I cannot see how this would be enforced, so many points of access. Perhaps better as an assessment added to homeowners. Fees might need be adjusted for families, singles, mode of transportation, frequency.
- I could pay up to \$50/year. BUT, I worry about poor families and how any fee would impact their exposure to the wonders of Upper Park. Is there some way to alleviate this problem?
- I do not believe in payment, I am a supporter of FOBP and BEC that help out with our park
- I do not need a pass because I don't drive in.
- I do not support improved access for motor vehicles.
- I don't own a car, I would pay by day
- I don't support fee parking. This causes a financial barrier to access our city's upper park to citizens who don't earn much. While I can afford it, there are many that cannot.
- I don't use the road to gain access I hike/run in. I would consider a donation.
- I have been born and raised in Chico and would be disappointed to see the park service charge a fee to enjoy the outdoors.
- I have lived in Chico for 50+ years, I go to the park every day. If there is any type of parking fee, I will never return to the park again. Lower or upper!
- I like the idea of daily parking fees and an annual pass. That is totally reasonable.
- I love upper park and am glad to contribute financially to help with maintenance
- I pay an annual membership/pass to use CEA arena -parking. I would donate additional for trail maintenance, dog control, more visible patrol - security.
- I ride my bicycle to the park
- I strongly believe that upper park should be accessible to all regardless of ability to pay. I would participate in any volunteer work to maintain upper Bidwell park
- I walk or hike into the park. I do not drive in.
- I will not buy an annual pass. More vehicles will ruin Upper Park.
- I will NOT pay for the road for cars. But I will pay for education and trails \$50 per year
- I would buy a \$50 pass at least, and give more if I'm able. Keep Upper Park wild.
- I would buy a pass no matter what the price because I can afford it, but I would never support paying to visit our park due to lack of personal funds. I want my kids to enjoy the park as I always did as a young person when finances were as easily available.
- I would buy a season pass as I can only enjoy Upper park during the summers. For that I would pay \$30 a season.
- I would buy an annual pass, but, seems like the Nat'l Parks only charge \$80 for unlimited access in the entire US, so, maybe \$20 / yr?
- I would donate specifically to the trail fund as I know they are very well done by volunteers who are so awesome. I would pay zero to improve the roads to encourage more driving. People are too fat, they can walk, bike or jog. That is the point of recreation.
- I would not buy an annual pass. This survey lacks an additional comments section. Reading Facebook comments, it seriously concerns me how many people want the gate closed at horseshoe lake. The # of places in this area where you can go in nature (wide open spaces) without seeing another person for at least 30min are HIGHLY limited. Closing the gate there will significantly increase the amount of

time it takes to get to a location in upper park that allows you to do so. It highly decreases the rate of how many visits this will allow a person to take due to the sheer increase in time it would take to get there. Closing the road @ horseshoe will also HIGHLY increase the # of people/traffic around horseshoe lake and in that general vicinity further creating significant erosion and other damage to the land as closing. This is also unfair as it'll greatly restrict certain groups of the population who may be unfit or otherwise ill. This would be restricting public land to a certain demographic of people. Consider this, you have a 3 hour window 2x/wk with enough daylight to visit your 'happy place'. Option A) You walk/hike to bear hole vicinity ~20-30 min by road if you're fit, 30-45min by yahi trail. Keep in mind you have to hike out so 2x time. This allows you 1-1.5 hrs. twice a week where you're able to receive pure happiness. Option B) If you had a \$1,500-\$15,000 mountain bike that you use twice a week you might be able to enjoy 2 hours/3. FOR OPTIONS A+B YOU WOULD NEED TO DOUBLE IF NOT TRIPLE PARKING AT HORSESHOE LAKE. If you could drive to the vicinity of bear hole (deeper into upper-further from people) you could enjoy 2-2.5 hours/3. Please call me at 530 566 0316 I'd be happy to further discuss/share my opinion on this matter.

- I would not pay any amount to improve traffic, which increases the amount of people in the park when the City can't even manage the park in its current configuration. The trails are a mess, most signs have fallen over, the vegetation is dominated by invasive species, there are no controlled burns,

nothing. Manage what you have before you ask for more.

- I would pay \$100 or even \$150
- I would pay \$20 but there needs to be a fee waiver for low-income, families bringing kids and field trips.
- I would pay \$20 per year under protest, as I don't believe user fees are the answer. The city's priority should be to make it an important part of the budget, like everything else that's truly important to Chico. One-time or recurring grants could help supplement budgeted funding?
- I would pay an annual fee for trail maintenance but not if the fee went towards road improvement.
- I would pay because I love the park but I am NOT okay with charging a fee for a city park!!!!
- I would pay for trail maintenance but not road construction.
- I would pay to play disc golf. \$5
- I would personally pay \$20 a year, but I think people disabled people shouldn't have to pay.
- I would rather not pay and believe funding should come through real estate taxes.
- I wouldn't buy, what about poor people
- I'd pay \$50 per year. But I worry that such a fee would limit access for too many. Please don't create a policy that eliminates use of the park for those with less money.
- I've read that Chico is already taxed for park maintenance. It would seem appropriate for the funds to be used solely for this purpose rather than additional fees for families who may not be able to afford the additional costs.
- I'd pay \$50 if it provided value. Upper park is in very poor condition. Limiting motor vehicle and bicycle access would allow recovery.

- If City makes upper park users pay, then people should pay for lower park too. It's the most used and the most deteriorated areas of the whole park. It's really getting bad around One Mile. Really, it's a mess. We need more park workers and fewer dept. heads.
- If I had to buy a parking pass I would but I am really concerned about low income access to the park.
- If the City of Chico can spend millions on ONE bike bridge surely, they can figure a way to grade that road regularly. Of course it needs to be worked down and prepared for regular use first. Keep it simple. After the bike bridge the city does not have to prove again they have more money than brains.
- If the parking fee was simply a donation for daily parking, there'd be no point in issuing annual parking passes. I really feel that more effort could be made to secure donations and volunteers for the purposes of maintaining upper park
- If there was a cost, I would be less inclined to drive. I'd bike there
- If you start charging I will no longer visit the park.
- It needs to be free to be open to everyone. Keep the park road closed to cars beyond Horseshoe Lake.
- KEEP THE PARK FREE
- Keep this free
- Let's see what happens after my suggestion to #5.
- My finances are extremely limited at this age, I would prefer a fee of \$1. when I have the ability to visit.
- No fee
- No fees for Upper Park unless there are also fees for Lower Park. \$30.00
- No fees should be charged. I would buy one but not agree with charging
- NO fees!
- None - Leave roads and access as is currently - no change.
- None locals should be charged, locals shouldn't.
- None! As stated - I'm a home owner within the city limits and already pay my taxes for this service.
- None. Observatory staff.
- Only if onsite security is provided
- Open the road but don't improve it. Like it used to be
- Other options need to be presented in addition to this one. This survey doesn't seem to be interested in a range of opinions or options.
- Pay the cops less.
- People should not be required to pay a fee to visit the park. Not everyone has employment or income enough to give to a fee. It's discrimination. Everyone should be given equal access to the park for free
- Person checked \$40, \$30, and \$20 per year
- Please see my previous answer.
- Property taxes are supposed to cover the maintenance of our public roads. Proper allotment of current funding needs to be made to maintain our roads, not generating new revenue to cover what should already be covered.
- Question parking fees as a funding source.
- Same answer as above. This is a public park and should be equally accessible to all
- Same response as previous question. This is a local tax issue.
- see #5
- See above
- See above.
- See answer above. Charging for park use limits access to disadvantaged groups
- see previous comment. We need to ensure that parks are available to all, regardless of ability to pay.

- See, above--discriminates against poor, who need access to nature most!!
- Senior discount
- Seniors \$20
- Stop overpaying cops and firefighters and keep parks free as they should be
- Stop wasting my money with raises
- Tax deductible gifting/ donations/sponsors
- That would depend on if factors like family size are included, or if multiple vehicles would need to be registered. Honestly since Chico already goes so distastefully against its residents wishes we shouldn't have to pay for one of the few resources that saves face of what used to be a beautiful town.
- The beauty of upper park is that's its free to everyone. It is one if the reasons we moved here-everyone has free access to nature. Please don't charge for parking.
- The citizens of Chico and CA already pay too much tax
- The maintenance of the upper park road all the way to the turn-around should be paid by the City park funds. The state of access past the diversion dam gate is the result of willful negligence.
- The park belongs to us all and it should be free. By changing that it will limit access for some residents, Keep the park free Lets figure out funding as a community, annual fundraiser maybe.
- The park should be free for everyone
- There shouldn't be a fee at all. Just another way for the city to gain revenue and lie about where it is going and put it in their own pockets.
- This is a public park, it should ALWAYS be free to access, it is not the responsibility of park visitors to pay for upkeep, it is the responsibility of the city of Chico.
- This park needs to be maintained for the public as Annie intended, we are not going to pay extra to park there, this is the absolute #*\$! idea ever!!!!
- This should be included as part of taxes we already pay.
- This would be a bad choice... First Come First Served
- Use the same information from #5 for this question also. Has the Parks checked with other cities for a comparison/recommendation basis, before asking what someone would pay annual, unlimited. I'd possibly suggest \$20-30??
- voluntary sponsorships of \$50 per year for development of light rail/eco access past paved road for free handicap/senior access or paid and regenerative treatment to disturbed lands.
- Whatever the amount needed divided by # of people/cars that use. Would pay \$50.
- Walking in parks is a free, fun, family activity. No matter what a family's annual income, they should be able to enjoy the out of doors together.
- We already pay taxes for maintaining the park.
- While I would buy a pass if need be, I strongly disagree with any requirement to pay. It is exclusionary and is certainly a social justice issue. Even at the lowest price point many of my students and their families would be excluded from the park. Our outdoor opportunities add greatly to the quality of life for folks living in a region where many are underpaid and shut out of so much. The relief of access to outdoor areas for recreation and beauty helps our community remain a relatively peaceful place. Limiting this access will cause our lovely town to become a meaner, coarser place.

- Why do we need to pay to access what we own?
- Why should we buy a pass to use the park when you allow illegal camping?
- \$0
- \$12
- \$135