



LOCAL ROAD SAFETY PLAN

(a Safety Action Plan)



July 2026

GCW
ENGINEERS & SURVEYORS



CITY of CHICO
LOCAL ROAD
SAFETY PLAN
(a Safety Action Plan)



Vallombrosa Avenue/Bryant Avenue
Chico, CA



Oleander Avenue/E 1st Avenue
Chico, CA

JULY 2026

PREPARED FOR:



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Chico, CA 95928

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ACKNOWLEDGEMENTS

The City of Chico staff and project stakeholders were instrumental in the creation of this Local Road Safety Plan. The local knowledge and collaborative attitude of all stakeholders involved helped create a comprehensive LRSP. GCW assisted the City of Chico in preparing the plan and greatly appreciated the staff and project stakeholders who contributed to this plan.

Stakeholders

Advocacy Groups
Butte College
Butte County Association of Governments
California Department of Transportation (Caltrans – District 3)
California State University, Chico
California State University, Chico Police Department
Chico Active Transportation Technical Advisory Committee
Chico Unified School District
City of Chico Fire Department
City of Chico Police Department
City of Chico Public Works
Downtown Business Associations
Tribal Governments

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STATUTORY NOTICE

23 U.S.C. 409: US Code – Section 409:

Discovery and admission as evidence of certain reports and surveys

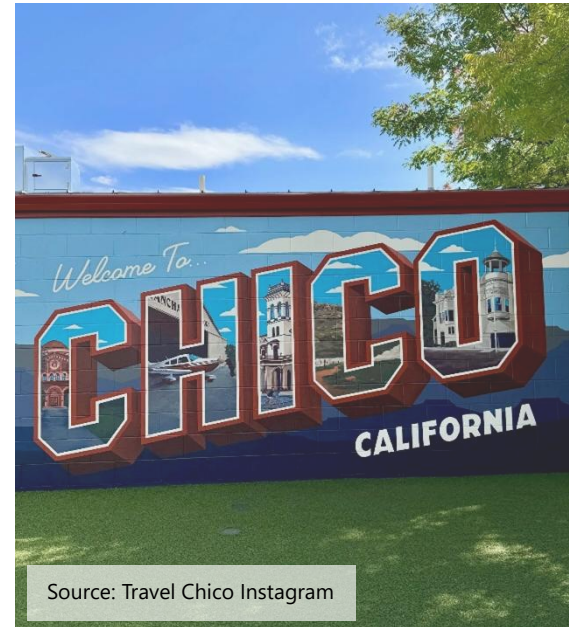
Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.





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Source: Travel Chico Instagram





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EXECUTIVE SUMMARY

The City of Chico Local Roadway Safety Plan (LRSP) is a comprehensive safety action plan which establishes the framework and processes for identifying, evaluating, and prioritizing transportation safety improvements for all modes of travel on local streets within the City of Chico. This LRSP aims to support ongoing transportation safety related efforts as well as identify new opportunities.

The development of this plan was guided by the [Safe Systems Approach](#) and aligns with the *California State Highway Safety Plan*. The LRSP includes a summary of public outreach results, in-depth analysis of the past five years of available crash data (2019-2023), identified safety focus areas, and recommended countermeasures and strategies across the four E's of traffic safety: Engineering, Enforcement, Education, and Emergency Services.

Identified focus areas represent the greatest opportunity for reducing fatal and serious injury crashes throughout the City of Chico based on the [Public Outreach](#) results and [Crash Data Analysis](#). The roadways and intersections with the highest crash frequencies are identified in **Table 11**, **Table 12**, and **Figure 4**.

Each identified emphasis area and the reason for its inclusion in the LRSP is highlighted in the [Focus Area](#) section of this plan. Countermeasures and strategies across the four 'E's' of traffic safety may be applied systemically or at specific locations.

An implementation plan for the LRSP recommendations is detailed in the [Focus Area Strategy Tables](#) and [Implementation Plan](#) sections of this report. The implementation plan provides the first steps for applying engineering and non-engineering countermeasures and includes potential funding sources in addition to the Highway Safety Improvement Program (HSIP).

This plan also includes potential project packages that identify the top priority systemic safety improvements for signalized and non-signalized intersections, roadways, and pedestrian and bicycle improvements (**[Appendix E](#)**).

This plan was developed in close coordination with the City of Chico Public Works staff, local stakeholders, and the public in compliance with the State and Federal guidelines for eligibility to apply for Highway Safety Improvement Program (HSIP) and Safe Streets and Roads for All (SS4A) funding. This LRSP includes the necessary data and analysis to support future grant funding applications for potential projects. Potential HSIP projects for high crash intersections and segments are included in **[Appendix E](#)**, and an SS4A self-certification checklist is provided in **[Appendix F](#)**. The Chico LRSP is intended to be a living document, which will be updated every five years using the most current crash data in order to evaluate the performance of implemented countermeasures and re-evaluate focus area selection.

CITY of CHICO LRSP FOCUS AREAS

Distracted and Aggressive
Driving

Intersection Safety

Bicycle Safety

Pedestrian Safety

Impaired Driving

Intersection & Roadway Lighting

Lane Departures



INTRODUCTION

The City of Chico works with local agencies and partners to improve roadway safety every single day. This Local Road Safety Plan establishes the framework and processes for identifying, evaluating, and prioritizing transportation safety improvements on local streets in Chico, CA.

Chico Velo 2025 Wildflower Ride & Festival
Source: www.wildflowercentury.org



INTRODUCTION

This Local Road Safety Plan (LRSP) provides the City of Chico with a comprehensive safety action plan to help improve roadway safety and reduce roadway fatalities and serious injuries. Action plans, such as this LRSP, aim to identify roadway safety problems through data analysis and provide implementable strategies and programmatic initiatives to reduce a community's most significant transportation-related safety risks.

The LRSP process is a standard format for local agencies to evaluate crash data, identify safety focus areas, and select appropriate countermeasures. An LRSP provides the framework for identifying systemic safety issues along local roads based on historical crash data.



Exhibit 1. The LRSP Process – Identify Stakeholders, Use Safety Data, Choose Proven Solutions, and Implement Solutions.

Source: FHWA

Focus Areas

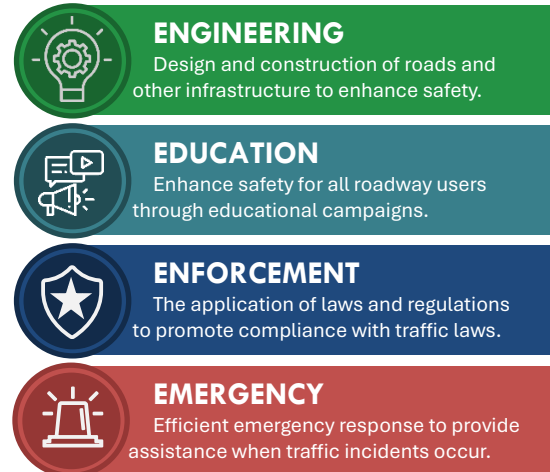
In 2023, crashes on United States (U.S.) roadways accounted for 40,901 fatalities and represent one of the leading causes of death across the U.S.¹ By evaluating crash data systemically, the LRSP identifies specific focus areas which represent the largest opportunities to improve safety. The LRSP process also identifies hot spot locations with a high number of crashes historically as well as locations which have similar roadway characteristics but may lack a history of crashes.

¹ [FARS Encyclopedia](#)



Identified countermeasures fall under one of the four “E’s” of traffic safety which include Engineering, Enforcement, Education, and Emergency Services. Countermeasures and strategies in all four “E’s” are included in the applicable Focus Area and are divided based on the “E” which they address.

Education and Enforcement strategies are often best implemented following buy-in from community partners and stakeholders. Developing countermeasures across these four areas of traffic safety ensures a plan which improves traffic safety through a variety of approaches.



Grant Funding

Implementation of identified countermeasures typically requires additional grant funding for many agencies. In 2020, the LRSP was established as a required document for any agencies applying for Highway Safety Improvement Program (HSIP) funding. The HSIP is a federal aid program which requires states to develop comprehensive Statewide Highway Safety Plans (SHSPs) focused on reducing fatal and serious injury crashes. The HSIP Grant Program is one of the primary funding mechanisms for roadway safety enhancements across the United States. Each state department of transportation is able to allocate HSIP funding to local entities for traffic safety projects focused on reducing fatal and serious injury crashes. The California Department of Transportation (Caltrans) has required any agency applying for HSIP funding to first complete an LRSP (or equivalent) for funding Cycle 11 and beyond.



Additionally, the U.S. Department of Transportation’s (U.S. DOT) National Roadway Safety Strategy is supported by the Safe Streets and Roads for All (SS4A) program, which is a “competitive grant program that funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries.”² An SS4A compliant “Action Plan” includes key components, which are addressed in this plan.

The Safe System Approach

The U.S. DOT utilizes a Safe System Approach as its guiding methodology for significantly reducing serious injuries and deaths on the nation’s roads. This approach is a key step in working toward a “Vision Zero” goal or reaching zero deaths for all roadway users in the future. The National Roadway Safety Strategy (NRSS) states: “The Safe System Approach works by building and reinforcing multiple layers of protection to prevent

² [Safe Streets and Roads for All \(SS4A\) Grant Program | US Department of Transportation](#)



crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur.”³ This approach is graphically represented in **Exhibit 2**.

This approach acknowledges that humans make mistakes and that the design and management of transportation infrastructure can help reduce safety risks and minimize crash severity by anticipating these human vulnerabilities. In a safe system, it is acknowledged that responsibility is shared among roadway users and those who design, operate, and manage the transportation system.⁴ Safety is proactive and redundancy is crucial.

This LRSP incorporates principles of the Safe System Approach through the use of Focus Areas which incorporate both the roadway network and human behavior, and through the 4 E’s, which incorporate solutions involving engineering, education, enforcement and emergency services.

Connection with the SHSP

This LRSP aligns with the 2025-2029 “California Safe Roads” Strategic Highway Safety Plan (SHSP) developed by Caltrans to provide technical assistance in prioritization and deployment of safety countermeasures across the state. The statewide SHSP provides the overall framework, while the LRSP is a specific plan tailored to the unique safety challenges of a local jurisdiction. The SHSP identifies countermeasures and strategies to address specific safety issues which allows local agencies to leverage road safety planning processes to identify and address local needs based on the SHSP countermeasures. The 2025-2029 SHSP identifies the following “High Priority Challenge Areas” which represent the greatest opportunity for reducing fatal and serious injury crashes across the state:⁵

- Active Transportation: Bicyclists
- Active Transportation: Pedestrians
- Impaired Driving
- Intersections
- Lane Departures
- Speed Management/Aggressive Driving

The City of Chico LRSP identifies these high-priority challenges as focus areas based on the crash data analysis. These focus areas represent the greatest opportunity for improving safety in the city.



Exhibit 2. The Safe System Approach has five key objectives: Safer People, Safer Roads, Safer Vehicles, Safer Speeds, and Post-Crash Care.

Source: U.S. Department of Transportation



³ [What Is a Safe System Approach? | US Department of Transportation](#)

⁴ [Safe System—An Approach Toward Zero Traffic Deaths | FHWA](#)

⁵ [2025-2029 California Strategic Highway Safety Plan](#)



California Safe System Elements

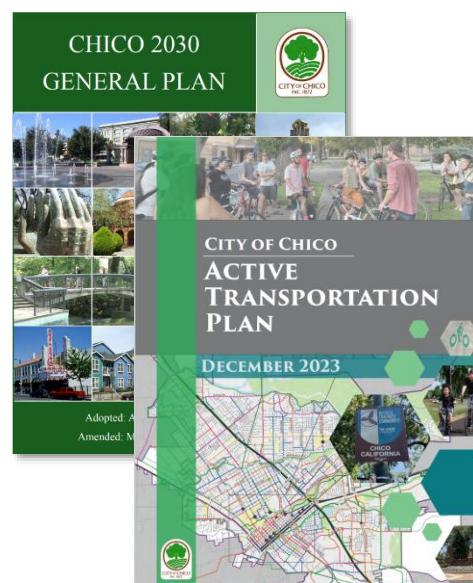
Additionally, the SHSP provides an overview of “California Safe System Elements,” which are strategies intended to bolster the state’s Safe System Approach. These elements include safe roads, safe speeds, safe road users, safe vehicles, post-crash care, and safer land use. It is noted that California recently added land use as a core element to acknowledge the connection between land use decisions and development patterns and the roadway system.⁶ Land use and roadway safety are closely tied, and this element recognizes the impact of zoning code, subdivision regulation, and engineering public works standards on roadway safety. New policies or changes to policies related to land use should consider the impacts on roadway safety in decision-making.

Existing Efforts

This LRSP is intended to complement and strengthen the City’s broader transportation safety efforts by aligning with planned roadway improvement projects and other existing safety initiatives. The following plans and capital improvement projects were considered during the LRSP development process to ensure that recommended countermeasures complement and enhance ongoing transportation investments in the City.

Chico 2030 General Plan – “The Chico 2030 General Plan is a statement of community priorities to guide public decision-making. It provides a comprehensive, long-range, and internally consistent policy framework for the growth and preservation of Chico.”⁷

Chico Active Transportation Plan (December 2023) – “This Active Transportation Plan (ATP) is a critical tool for City staff and the broader Chico community for developing a balanced transportation system for Chico. The ATP provides a baseline understanding of the status and long-term vision for the active transportation network, as well as supporting policies and programs in Chico. The ATP presents a focused, achievable action plan for improvements to bicycling and walking facilities, providing both short-term priority projects and longer-term improvements.”⁸



In addition to the adoption of these planning documents, the City of Chico works closely with local partners and agencies to improve safety on our roadways every single day. Through a variety of day-to-day and project specific activities, the City of Chico Public Works Engineering Department is continually working to enhance transportation safety for all users.

⁶ [2025-2029 California Strategic Highway Safety Plan](#) – Pages 32-33

⁷ [City of Chico - Chico 2030 General Plan](#)

⁸ [City of Chico - Active Transportation Plan](#)



The City of Chico currently has multiple projects underway across the City in either planning, design, or construction phases. Provided below is a list of the City of Chico's 10-year capital improvement projects list⁹ including those of which are set to be constructed in 2026. These projects will have a substantial safety benefit to the focus areas and public comment hot spots, which are identified later in this plan.

2024 PROJECTS	
Bruce Road Widening Road Rehabilitation	Upper Park Road Pavement Preservation
Rio Lindo Avenue Road Rehabilitation	Stilson Canyon Road Pavement Preservation
Notre Dame Boulevard Road Rehabilitation	Parkhurst Neighborhood Pavement Preservation
2025 PROJECTS	
North Bruce Road Rehabilitation	Chico Canyon Road Rehabilitation
California Park Drive Road Rehabilitation	Petersen Memorial Way Road Rehabilitation
Amber Grove Neighborhood Pavement Preservation	California Park Neighborhood Pavement Preservation
2026 PROJECTS	
Ceanothus Avenue Road Rehabilitation	N. Cedar Street Improvements
E. 20 Street Road Rehabilitation	Park Avenue Beautification
Forest Avenue Pavement Preservation	Pomona Avenue Bridge Replacement
Eaton Road & Floral Avenue Roundabout	South Park Drive Rehabilitation
Fair Street Rehabilitation	SR 32 and Bruce Road Signal Enhancements
2027 PROJECTS	
Floral, North, and Mariposa Road Rehabilitation	Eaton Road Corridor Improvements
Eaton/State Route 99 Roundabout (Southbound)	
2028 PROJECTS	
Guyann Avenue Bridge Replacement	Hegan Lane Congestion Relief
North Esplanade Reconstruction	Vallombrosa Avenue Road Rehabilitation
16 th Street Improvements	SR 32 Widening – Phase 3
Upper Park Road Circulation	
2029 PROJECTS	
Downtown Chico Revitalization	Road Rehabilitation (Airport)
FUTURE CONSTRUCTION	
Southgate Avenue Interchange	Ivy Street Bridge Replacement
Bridge Preventative Maintenance Program	West Sacramento Avenue Railroad Crossing

⁹ [City of Chico - Capital Projects](#)



Caltrans also lists the following projects in/near Chico¹⁰:

- State Route 32 Pavement Rehabilitation Project
- State Route 99 Chico–Vina Capital Preventive Maintenance

This LRSP considers these projects and strives to identify potential projects which supplement these existing efforts.

The City of Chico Police Department Traffic Division works to promote safety driving habits through enforcement of Driving Under the Influence (DUI) and distracted driving laws. This includes patrolling high-crash corridors in order to address areas with the highest need. The Division promotes traffic safety initiatives whenever possible and works closely with traffic safety advocacy groups.

Policies and Standards

The City of Chico has established several transportation safety-related policies that are documented across several planning documents, including the following:

- The City of Chico *General Plan* also includes a wealth of policy information, several of which pertain to roadway safety. The *General Plan* contains the Circulation Element which details policy related to roadway maintenance, operation, and safety. It also includes guidance on complete streets, pedestrian and bicycle accommodations, school zones and traffic calming.
- The *Chico Active Transportation Plan* includes guidance on policy, including a goal of the City adopting a vision zero policy. It includes policy updates related to roadway safety including lowering speed limits and vegetation maintenance. It also includes a list of policies, including those for complete streets and other pedestrian/bicycle accommodations.

Additionally, California's AB 413 (Daylighting Law), effective January 1, 2025, improves pedestrian safety by prohibiting parking within 20 feet of the approach side of any marked or unmarked crosswalk. It also restricts parking within 15 feet of crosswalks featuring curb extensions.

These policies and standards collectively support the goal of creating a safer roadway network in Chico.



¹⁰ <https://dot.ca.gov/caltrans-near-me/district-3/d3-projects>



VISION & MISSION STATEMENTS

The City of Chico envisions a roadway system free of major injuries and fatalities and one that promotes safe and efficient mobility via multiple transportation modes. With a mission to reduce fatalities and serious injuries occurring on the roadway system, the City aims to facilitate safe movement for all transportation modes while promoting walking and bicycling and supporting an integrated transit system.

Memorial Way / Vallombrosa Avenue
Chico, CA



VISION AND MISSION STATEMENTS

Commitment to Zero Statement

'Commitment to Zero' statements are formal declarations of an agency's commitment to eliminating traffic fatalities and serious injuries on the transportation system by prioritizing safety in planning, design, operations, maintenance, and investment decisions through a data-driven and collaborative approach. These commitments demonstrate an agency's leadership, accountability, and long-term dedication to improving transportation safety, and are critical elements of many federal and state safety grant funding programs. The City of Chico's Commitment to Zero statement declares:

The City of Chico is committed to a future where no one loses their life or suffers serious injury on our roadways. The City hereby adopts a Vision Zero goal to eliminate traffic fatalities and serious injuries, with an interim goal of reducing such incidents by 50 percent by the year 2035. The City will continue to utilize a data-driven approach to identify high-risk locations, prioritize safety improvements, and track progress over time.

Vision and Mission Statements

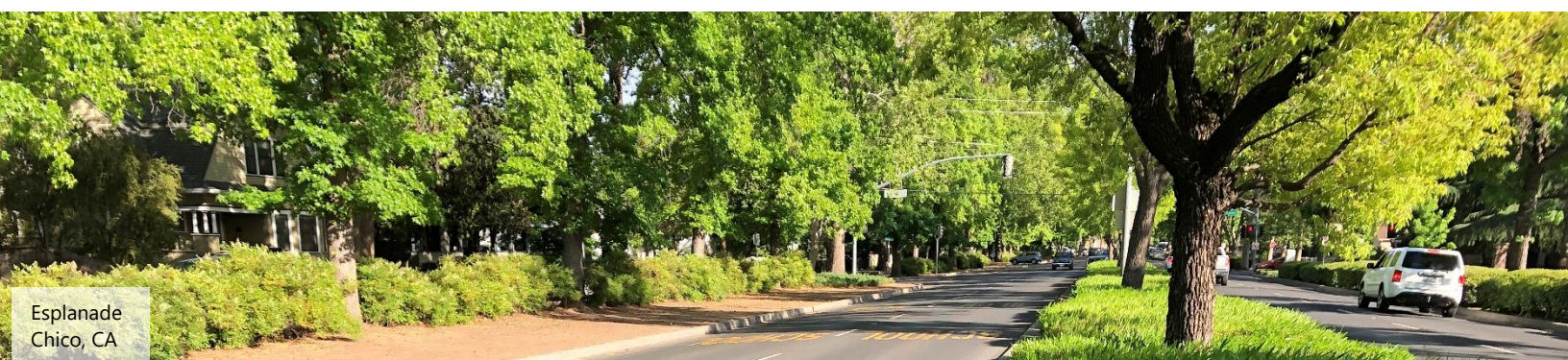
The vision and mission statements were developed to guide the LRSP and ensure that the final recommendations improve safety on local roadways while furthering the vision and mission of the City of Chico. Therefore, both the vision and mission statements draw from the *City of Chico General Plan – Circulation Element* and are intended to build upon existing safety efforts.

VISION STATEMENT

"The City of Chico roadway system is free of major injuries and fatalities and promotes safe and easy mobility through the use of multiple transportation modes."

MISSION STATEMENT

"To reduce the number of fatalities and serious injuries occurring on the City of Chico roadway system for all modes of travel to facilitate the safe and efficient movement of people and goods while promoting walking, encouraging bicycling, and supporting a comprehensive and integrated transit system."



Esplanade
Chico, CA



STAKEHOLDER ENGAGEMENT

A stakeholder working group comprised of representatives from various City departments, local public agencies and organizations provided valuable insight and guidance throughout the development of the Local Road Safety Plan.

Travel Chico – Downtown Art and Wine Walk
Source: www.travelchico.com



STAKEHOLDER ENGAGEMENT

The stakeholder working group was developed to provide important input and guidance throughout the project including assisting in the development of the project vision and mission statements, identifying focus areas, and considering safety strategies and countermeasures.

The stakeholder working group included over 35 representatives from numerous City departments and local agencies including (not limited to):

STAKEHOLDER GROUP MEMBERS

- Advocacy Groups
- Butte College
- Butte County Association of Governments
- California Department of Transportation (Caltrans) – District 3 Office
- California State University – Chico
- California State University – Police
- Chico Active Transportation Technical Advisory Committee
- Chico Unified School District
- City of Chico – Fire Department
- City of Chico – Police Department
- City of Chico – Public Works
- Downtown Business Associations
- Tribal Governments (Mechoopda)

Advocacy groups included Chico Velo and other non-profit organizations. Stakeholders were invited to participate by attending meetings, sharing the public outreach and voicing concerns and potential solutions. All participation was optional. The stakeholder group convened twice throughout the process to collaborate and provide feedback on the crash data analysis, public outreach, identified countermeasures, and implementation strategies and timeframes. Stakeholder agencies and meeting data are included in **Appendix A**.

Stakeholder Meeting #1: October 2025

The first stakeholder working group meeting was held on October 15, 2025 (online meeting) to introduce the project, discuss the process, outline the public outreach methods, and to identify initial issues and areas of concern.

Stakeholder Meeting #2: January 2026

The second stakeholder working group meeting was held on January 26, 2026 (online meeting) to review the findings of the public outreach survey and to provide feedback on potential projects and countermeasures.



PUBLIC OUTREACH

The LRSP process was supported by robust public outreach, ensuring members of the community were able to provide input regarding their transportation safety concerns. The public outreach survey was distributed in three languages and included an interactive map which resulted in 386 georeferenced comments and 321 endorsed comments regarding the LRSP Focus Areas.

Downtown Chico – Thursday Night Market
Source: www.downtownchico.com



PUBLIC OUTREACH

Public Outreach Methods

Public outreach was conducted through an online survey via ArcGIS Survey123 and an interactive public comment map through ArcGIS Online. The survey was open for public response from November 4 to December 15, 2025, and was available in three languages: English, Spanish and Hmong. Six survey questions were developed in consultation with City staff with an objective to identify demographics, travel habits, transportation-related safety concerns, and focus area prioritization.

In addition to the survey questions, respondents were directed to an interactive map which provided an opportunity to identify transportation safety concerns at specific locations in the City of Chico using a georeferenced dot. Respondents could categorize their comments on the map as one of the nine identified emphasis areas or select 'Other' if their comment did not fall under one of the focus areas. In addition, respondents were able to vote in support of or endorse other user comments.

The published survey was distributed via QR code and direct web address through a mix of in-person and digital outreach methods, including the Stakeholders working group, local websites, social media accounts, a bilingual informational flyer, and email distribution lists. The informational flyer was shared electronically and posted at physical locations throughout the City of Chico, and is provided in **Appendix B**. The flyer included a QR code for immediate access to the survey using a smartphone and provided accessibility instructions for submitting paper copies at the City of Chico Public Works office.

EQUITY IN OUTREACH



Available in three languages: English, Spanish, Hmong



Distributed through flyers in public areas as well as various websites, social media, and email distribution channels



Non-electronic (paper copies) available

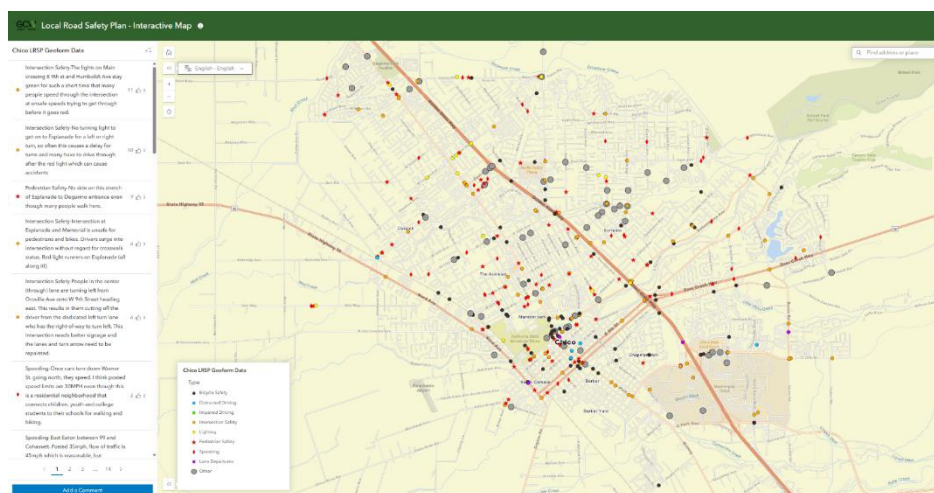


Exhibit 3. The public outreach survey was advertised through a mix of methods, including an informational flyer (shown right). Survey respondents were directed to an interactive map to identify georeferenced transportation safety concerns (shown left).



The public outreach effort produced a total of 986 completed survey responses, 386 individual georeferenced comments submitted through the interactive map, and 321 votes or endorsements of interactive map comments submitted by other users.

986 SURVEY RESPONSES

386 INTERACTIVE MAP COMMENTS

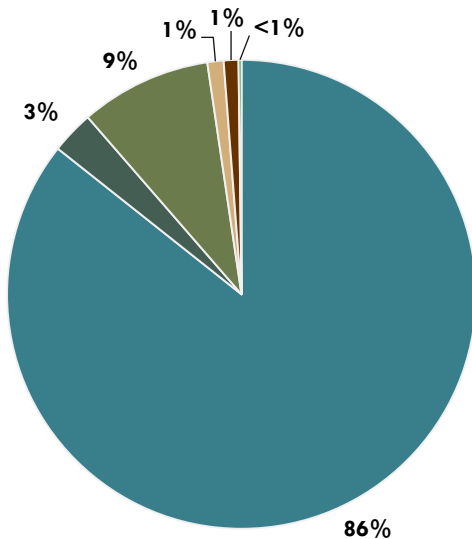
321 MAP COMMENT VOTES

Public Outreach Results

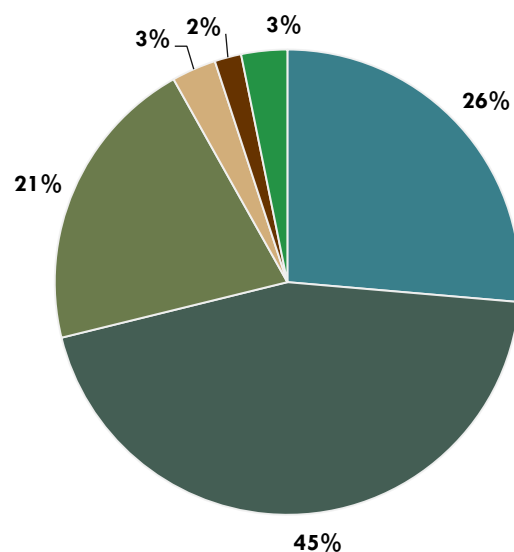
The public outreach survey was structured to gain insight into basic travel habits and age demographics, and to uncover respondents' areas of concern in relation to the LRSP focus areas and their priorities related to potential transportation safety improvements. The input received was critical in the development of the LRSP goals and verification of project focus areas, helping to pinpoint specific safety issues and prioritize the community's safety concerns.

The survey results are summarized below. **Appendix B** includes a more detailed analysis of survey responses and the interactive map results that include public comments, focus area type, and number of user votes per comment.

Question 1: What is your primary mode of transportation?



Question 2: What is your secondary mode of transportation?

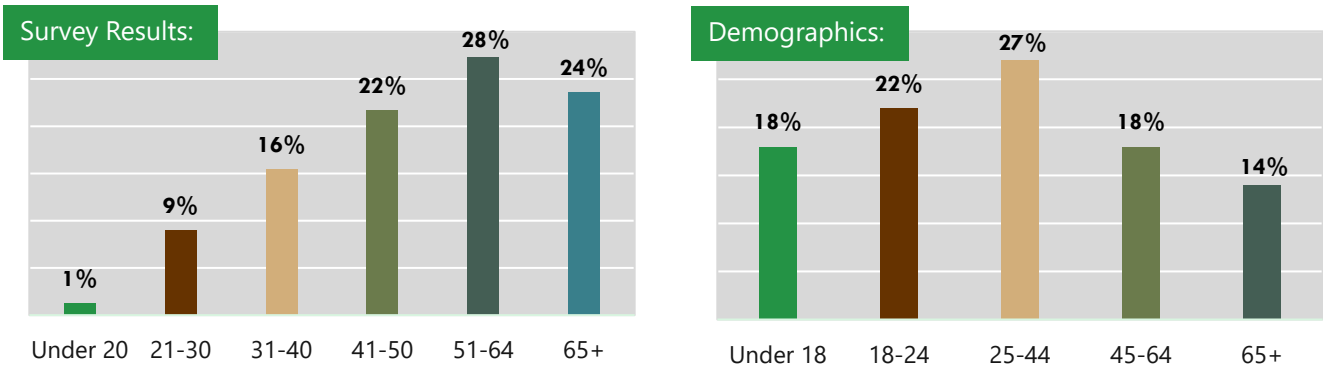


■ Personal Vehicle ■ Walking ■ Bicycle ■ Transit ■ Electric/Motorized Micromobility ■ Other

Question 1 and 2 Summaries: Most respondents use a personal vehicle as their primary mode of transportation (86%), with the second most common primary mode noted to be bicycling (9%). The majority of respondents noted walking as their secondary mode of transportation (45%).



Question 3: What is your age?



Question 3 Summary: The survey results shown on the left roughly align with the City of Chico population age distribution (provided in the graph to the right) with the exception of the under 20 category which may be less likely to complete the survey.¹¹

Question 4: Please rank the following categories based on your personal level of concern.

Focus Areas	Rank/Priority
Distracted Driving	1
Intersection Safety	2
Bicycle Safety	3
Pedestrian Safety	4
Impaired Driving	5
Speeding	6
Other (Fill In)	7

Question 4 Summary: ‘Distracted Driving’ was ranked as the highest priority, followed by ‘Intersection Safety’. The rankings for all focus areas closely matched rankings from the 2021 LRSP. ‘Other’ results varied, and included topics such as road maintenance, red light running, congestion, etc.

Question 5: Which types of transportation safety improvements would be the most beneficial? Rank your top priorities in order.

Focus Areas	Rank/Priority
Enforcement (ex: speeding, distracted driving, etc.)	1
Intersection Improvements	2
Better Street Lighting	3
Expanded Sidewalk Network	4
More or Improved Pedestrian Crosswalks	5
Protected Bike Lanes	6
Other (Fill In)	7

¹¹ Nielsberg, Chico, CA Population by Age (U.S. Census Bureau, American Community Survey (ACS) 2019-2023)



Question 5 Summary: ‘Enforcement’ and ‘Intersection Improvements’ were the highest priorities. ‘Other’ results varied, and included topics such as enforcement methods, roadway striping, congestion mitigation, etc.

Question 6: Please provide any comments relating to transportation safety in the City of Chico below.

Open-ended comments from this question of the public outreach survey are provided in **Appendix B**. The results covered a wide range, including (but not limited to) driver behavior, enforcement specific locations of concern, traffic congestion and active transportation (bicycle, walking, e-scooters, etc.).

Summary of Key Areas

Furthermore, the results of the interactive map helped to pinpoint specific locations with safety concerns while assessing their relative priority through the voting function. The top hot spot locations are highlighted in **Figure 1** along with the primary safety concerns at each:

- Hot Spot 1: 1st Street and Broadway Street – Intersection Safety and Pedestrian Safety
- Hot Spot 2: East Ave between Esplanade and SR 99 – Speeding and intersection safety
- Hot Spot 3: Esplanade and 1st Avenue – Intersection and Pedestrian Safety
- Hot Spot 4: Main Street and 9th Street – Pedestrian and Bicycle Safety
- Hot Spot 5: Ivy Street and 2nd Street – Pedestrian and Intersection Safety

For a more detailed analysis of each hot spot as well as a review of comments under each focus area and a map of their location, refer to **Appendix B**, which includes:

- Interactive Map Comment Hot Spots (**Figure B-1**)
- Top Voted Interactive Map Bicycle Safety Comments and Heatmap (**Figure B-2**)
- Top Voted Interactive Map Intersection Safety Comments and Heatmap (**Figure B-3**)
- Top Voted Interactive Map Pedestrian Safety Comments and Heatmap (**Figure B-4**)
- Top Voted Interactive Map Lighting Comments and Heatmap (**Figure B-5**)
- Top Voted Interactive Map Speeding Comments and Heatmap (**Figure B-6**)
- Top Voted Interactive Map Distracted Driving Comments and Heatmap (**Figure B-7**)
- Top Voted Interactive Map Lane Departures Comments and Heatmap (**Figure B-8**)
- Top Voted Interactive Map Other Comments and Heatmap (**Figure B-9**)



CRASH DATA ANALYSIS

An in-depth analysis of the most recent five years (2019-2023) of certified SWITRS crash data for local roads in the City of Chico was conducted to identify overall crash trends and help to identify the highest priority safety needs.

Oleander Avenue / E 1st Avenue
Chico, CA



CRASH DATA ANALYSIS

Crash data records contain detailed information including the type of crash, time of day, lighting conditions, alcohol involvement, and other contributing factors. Analyzing crashes that have occurred over a number of years helps to identify crash patterns and specific areas which may have safety issues. With the wealth of data available for crash data, analysis typically begins at a high level (how many crashes per year) followed by more detailed analysis of crash factors and characteristics and finally, review of specific locations.

Methodology

Crash data for the most recent five years (2019-2023) was obtained from California Highway Patrol (CHP) Statewide Integrated Traffic Records Systems (SWITRS) database and utilized to identify crash trends and high frequency crash intersections and roadway segments. Crash data records were initially evaluated for the location (intersection / road segment), facility ownership (State / Local), and crash type (Head-on, Vehicle-Pedestrian, Overturned, etc.). Further analysis evaluated the contributing factors such as the lighting conditions, pedestrian actions, primary collision factors, and alcohol involvement. Analyzing crash data based on these multiple contributing factors helps to gain a more thorough understanding of systemic safety issues and crash trends across the City.

Note Regarding Property Damage Only Crashes

- The CHP database contains PDO crashes, but it is understood that not all PDO crashes are reported to this site and the actual number of PDO crashes is higher.
- The focus of the LRSP is on reducing serious injury and fatal crashes, however all crashes in the database are evaluated for a thorough investigation.





Overall

Reviewing the total number of crashes year by year helps to identify overarching crash trends and evaluate whether crashes are becoming more frequent. **Table 1** shows the total number of crashes by year and their severity (fatal, serious injury, etc.) across the City of Chico between 2019 and 2023.

Table 1. City of Chico Crashes by Severity (2019-2023)

Year	Fatal		Serious Injury		Other Visible Injury		Complaint of Pain		Property Damage Only		Total
	Total	Percent of Annual Crashes	Total	Percent of Annual Crashes	Total	Percent of Annual Crashes	Total	Percent of Annual Crashes	Total	Percent of Annual Crashes	
2019	6	1.2%	36	6.9%	108	20.7%	142	27.3%	229	43.9%	521
2020	6	1.7%	30	8.5%	91	25.8%	76	21.5%	150	42.5%	353
2021	7	1.5%	27	5.7%	121	25.7%	107	22.8%	208	44.3%	470
2022	8	1.6%	31	6.2%	131	26.0%	115	22.8%	219	43.4%	504
2023	6	1.8%	21	6.3%	85	25.7%	65	19.6%	154	46.5%	331
Total:	33	1.5%	145	6.7%	536	24.6%	505	23.2%	960	44.0%	2,179

Source: CHP SWITRS

The total number of crashes on local roads within the City of Chico reported to CHP between 2019-2023 was 2,179. A total of 960 crashes were 'Property Damage Only', 1,186 resulted in an injury (Complaint of Pain, Other Visible Injury, Serious Injury), and 33 crashes (1.5% of all crashes) resulted in fatality. Crash trends varied year to year, showing both increases and decreases over time. The highest concentration of total crashes and serious injury crashes was in 2019. The combined fatal and serious injury crashes decreased each year since 2019, except for the year 2022.

Compared to the previous *2021 LRSP*:

- Fatal crashes have increased by approximately 47 percent from approximately 4.5 per year in the *2021 LRSP* to 6.6 per year.
- Serious injury crashes have increased by approximately 72% from approximately 16.8 per year in the *2021 LRSP* to 29.0 per year.
- Overall crashes have decreased by approximately 16% per year.

Figure 2 shows all crashes by severity, and **Figure 3** shows serious injury and fatal crashes.

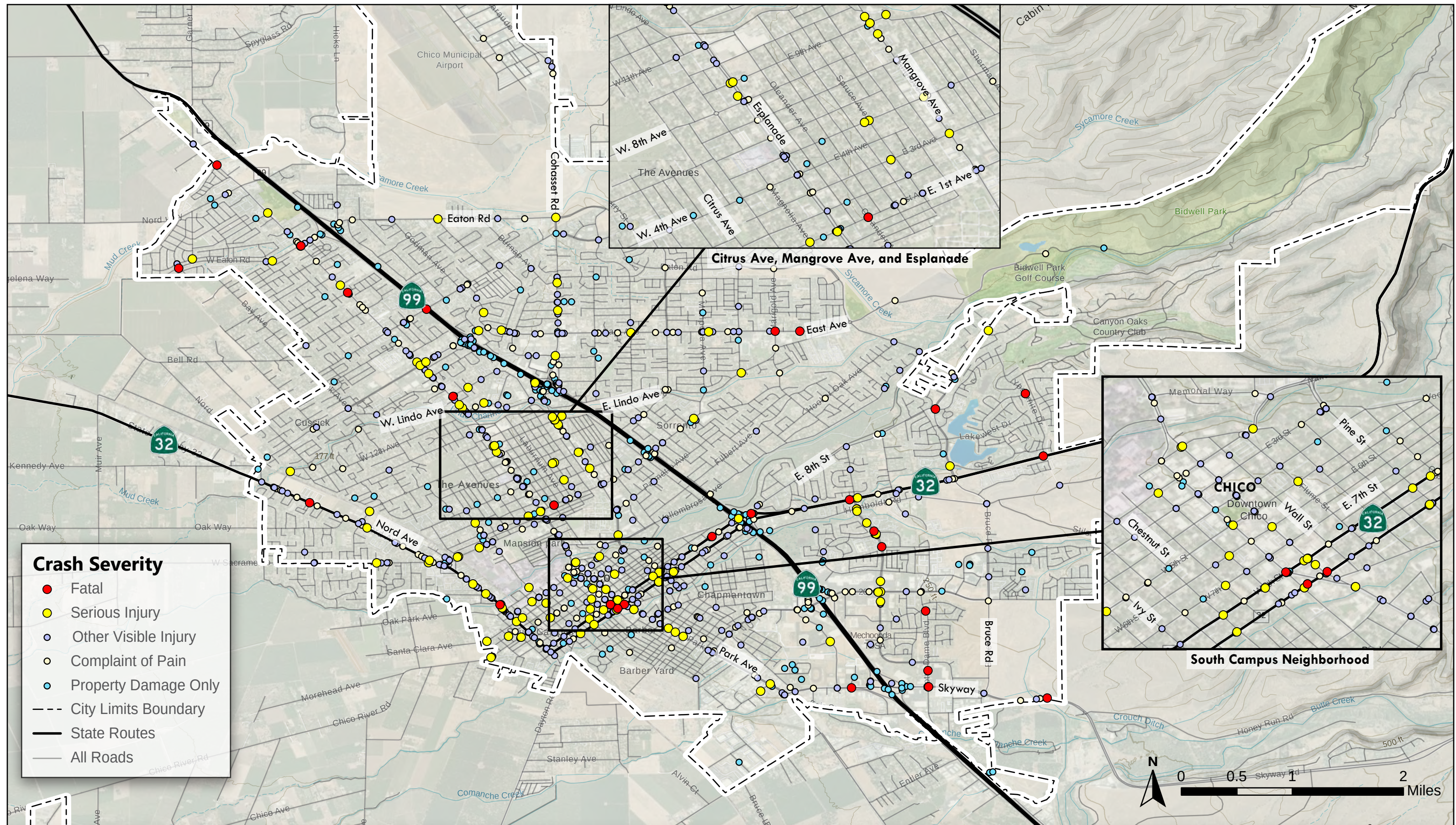


Figure 2

City of Chico

Local Road Safety Plan (2025)

All Crashes (2019-2023)

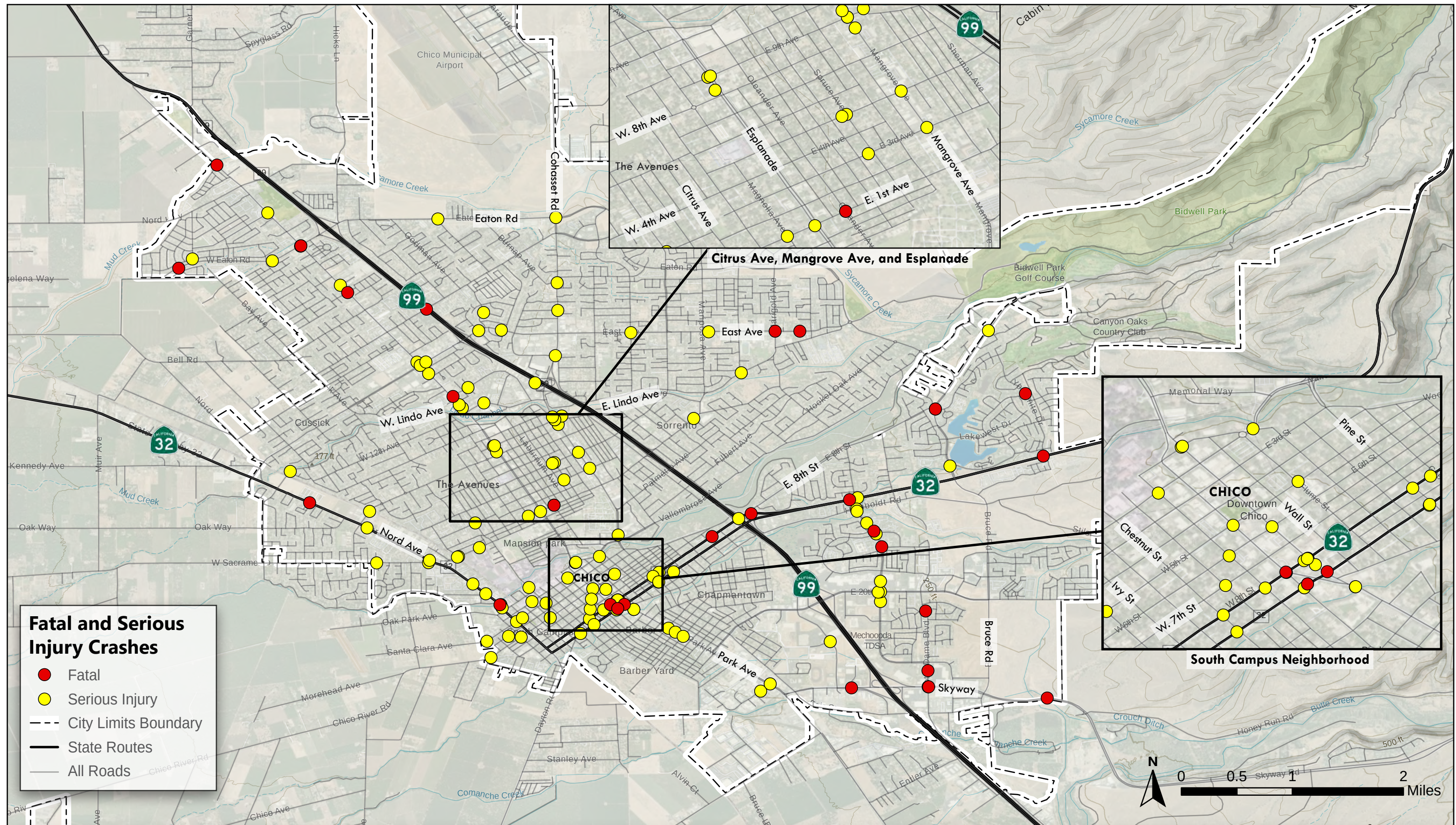


Figure 3

City of Chico

Local Road Safety Plan (2025)

Fatal and Serious Injury Crashes (2019-2023)



Crash Types

Understanding the most common types of crashes across a city can help identify systemic safety issues and crash trends. **Table 2** highlights the total number of crashes by crash type and the percentage of all crashes.

Table 2. City of Chico Crashes by Crash Type (2019-2023)

Crash Type	Total Crashes	Percent of all crashes	Percent of Serious Injury and Fatal
Rear-End	555	25.5%	10.7%
Broadside	550	25.2%	33.7%
Hit Object	387	17.8%	11.8%
Sideswipe	276	12.7%	3.9%
Head-on	150	6.9%	10.1%
Vehicle - Pedestrian	131	6.0%	24.7%
Not Stated	48	2.2%	1.1%
Other	41	1.9%	1.7%
Overturned	41	1.9%	2.2%

Source: CHP SWITRS

The most common crash type for all crashes between 2019 and 2023 was 'Rear-End', which represents 25.5 percent of all crashes and 10.7 percent of all fatal & serious injury crashes. A rear-end crash occurs when the front of one vehicle strikes the rear of another. In the *2021 LRSP* report, 'Broadside' was the most reported crash type by a margin of 10 percent. 'Broadside' was the second most common crash type at 25.2 percent, but represented 33.7 percent of all fatal and serious injury crashes. This type of crash is also commonly referred to as an 'Angle' type crash and typically occurs at intersections.

The top two crash types, 'Broadside' and 'Rear-End', represent common intersection crashes and comprise just over half of all crashes. The third most common type of crash was 'Hit Object'. These crashes are also typically associated with roadway segments and occur when a vehicle collides with a fixed object such as trees, guardrails, and traffic signs. It is noted that 'Vehicle-Pedestrian' crashes represent just 6% of the total crashes, but almost 25% of serious injury and fatal crashes, the second highest crash type after 'Broadside'.

Collision Factors

Crash records typically include a 'Primary Collision Factor' (PCF) which can help to identify systemic and location specific crash trends. A PCF represents the leading factor that contributed to the crash, but can often provide little detail into the cause of the crash. The most common PCF across crashes was listed as 'Code Violation'. Code violations can refer to one of twenty-four subcategories. Because code violation was listed on 95 percent of all crashes, the top five categories were used to identify trends, shown in **Table 3**.



Table 3. City of Chico Crash Severity by Primary Collision Factor (2019-2023)

Primary Collision Factor	Fatal		Serious Injury		Other Visible Injury		Complaint of Pain		Property Damage Only		Total (2019-2023)	Percent of Crashes with PCF	Percent of All Crashes
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total			
Driving Under Influence of Alcohol or Drugs	5	15%	24	17%	74	14%	45	9%	305	32%	453	28%	21%
Unsafe Speed	3	9%	15	10%	77	14%	121	24%	245	26%	461	29%	21%
Improper Turning	4	12%	12	8%	51	10%	51	10%	116	12%	234	15%	11%
Auto R/W	1	3%	21	14%	103	19%	96	19%	34	4%	255	16%	12%
Traffic Signals and Signs	5	15%	14	10%	66	12%	80	16%	28	3%	193	12%	9%
Sub-Total:	18	55%	86	59%	371	69%	393	78%	728	76%	1596		
Total (All Crashes):	33	100%	145	100%	536	100%	505	100%	960	100%	2179		

Source: CHP SWITRS

For the City of Chico, the top PCFs are: Driving or bicycling under the influence of alcohol or drugs (DUI), unsafe speed, automobile right-of-way (Auto R/W), improper turning, and traffic signals and signs respectively.

TOP PRIMARY COLLISION FACTORS (2019-2023)

- DUI – Listed on 21 percent of all crashes
- Unsafe Speed – Listed on 21 percent of all crashes
- Auto R/W – Listed on 12 percent of all crashes (This can be associated with a number of maneuvers including passing, lane changes, turns or failure to yield)
- Improper Turning – Listed on 11 percent of all crashes
- Traffic Signals and Signs – Listed on 9 percent of all crashes (This can be associated with a number of maneuvers including running a control device or sign, failure to yield, or improper turns.



Facility

The crashes by severity based on roadway ownership is presented in **Table 4**, and the percent of crash severity by intersection versus roadway is provided in **Table 5**.

Table 4. Crash Severity by Roadway Ownership (2019-2023)

Ownership	Fatal		Serious Injury		Other Visible Injury		Complaint of Pain		Property Damage Only	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%	Crashes	%
State Roads	15	45.5	41	28.3	138	25.7	152	30	448	47
Local Roads	18	54.5	104	71.7	398	74.3	353	70	511	53
Total:	33		145		536		505		959	

Source: CHP SWITRS

Local roads account for approximately 90 percent of the roadway mileage within Chico, with 10 percent of the mileage as state roadways. As shown in **Table 4**, most crashes within the City of Chico for all severity designations occur along local roads, but at a lower percentage than the roadway mileage. These percentages were generally aligned with the *2021 LRSP*.

Tables 1-4 represent a high-level view of the crash data statistics in the City of Chico, including all crashes in the provided data set. Subsequent analyses reflect a deeper-dive of the crash trends. It is noted that minor discrepancies may be a result of filtering for local roads only (as noted), crashes attributed to the City of Chico but mapped outside of the boundaries, and crash data fields left blank.

Table 5. Percent of Crash Severity at Intersections and Roadway Segments (2019-2023)

Crash Severity	Intersections		Segments	
	Crashes	Percentage	Crashes	Percentage
Fatal	9	36.0%	16	64.0%
Serious Injury	62	53.0%	54	47%
Minor Injury (Complaint of Pain, Other Visible Injury)	511	62.0%	309	38.0%
Property Damage Only	54	21.0%	204	79.0%
Total:	636	52%	583	48%

Note: The data in this table only includes crashes on local roads per the GIS mapped crashes.

Source: CHP SWITRS

Table 5 indicates that most fatal crashes occur on roadway segments. However, crashes that result in an injury in the City are significantly more frequent at intersections. The crash frequency at intersections within the City of Chico eclipses the statewide averages at intersections, with the California statewide averages for fatal and



serious injury crashes at intersections at 24 percent.¹² This did not align with the 2021 LRSP, which indicated approximately 80 percent of crashes at intersections, and 20 percent on roadway segments. Differences in how the crash report is filled out may partially account for the discrepancy.

The crash types and collision factors contributing to fatal and serious injury crashes were further analyzed and separated by intersections and roadways to determine trends, as shown in **Tables 6-10**. The trends in these tables were generally similar to the 2021 LRSP.

Table 6 shows the fatal and serious injury crashes by type at intersections.

Table 6. Fatal & Serious Injury Intersection Crashes by Type (2019-2023)

Crash Severity	Broadside	Vehicle - Pedestrian	Head-on	Rear End	Hit Object	Sideswipe	Other	Overturned	Total
Fatal	5	3	0	1	0	0	0	0	9
Serious Injury	34	11	8	4	3	1	1	0	62
Total	39	14	8	5	3	1	1	0	71
Percent	55.0%	19.7%	11.3%	7.0%	4.2%	1.4%	1.4%	0.0%	100%

Source: CHP SWITRS

Table 6 above shows the two leading causes of fatal and serious injuries at intersections are broadside and vehicle-pedestrian. This indicates that red-light running, pedestrian visibility and compliance, as well as unsafe speeds through the intersection may be safety issues in the City of Chico. **Table 7** demonstrates the total number of fatal and serious injury crashes based on traffic control type at intersections.

Table 7. Intersection Crash Severity by Traffic Control Type

Crash Type	Signalized	Unsignalized	Total
Fatal	7	2	9
Serious Injury	38	24	62

Source: CHP SWITRS

Fatal and serious injury crashes along roadway segments are summarized in **Table 8**.

¹² Caltrans, 2025-2029 Strategy Highway Safety Plan, Page 61 (<https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/shsp/2025-2029-ca-shsp-plan-a11y.pdf>)



Table 8. Roadway Segment Fatal & Serious Injury Crashes (2019-2023)

Crash Severity	Vehicle - Pedestrian	Broadside	Head-on	Rear End	Sideswipe	Hit Object	Other	Overtaken	Total
Fatal	7	1	1	1	0	5	0	1	16
Serious Injury	18	14	7	5	3	2	3	1	53
Total	25	15	8	6	3	7	3	2	69
Percent	36.2%	21.7%	11.6%	8.7%	4.3%	10.1%	4.3%	2.9%	100%

Includes data with stated type of collision only.

Source: CHP SWITRS

Similar to the crash data at intersections, the two leading types of crashes for fatal and serious injuries on roadway segments are broadside and vehicle-pedestrian crashes. Additionally, lane departure (head-on, hit object, sideswipe, and overturned) type crashes accounted for approximately 37.1 percent of all fatal and serious injury crashes along roadway segments.

The top five most frequent PCFs for intersections and roadway segments crashes are shown in **Tables 9-10**.

Table 9. Top Intersection Primary Crash Factors by Crash Severity (2019-2023)

Primary Collision Factor	Fatal		Serious Injury		Other Visible Injury		Complaint of Pain		Property Damage Only		Total (2019-2023)	Percent of Crashes with PCF	Percent of All Crashes
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total			
Driving Under Influence of Alcohol or Drugs	1	11%	11	18%	29	11%	17	7%	27	50%	85	18%	13%
Unsafe Speed	0	0%	3	5%	21	8%	25	10%	4	7%	53	11%	8%
Improper Turning	0	0.0%	2	3%	16	6%	19	8%	2	4%	39	8%	6%
Auto R/W	1	11%	13	21%	73	27%	65	27%	4	7%	156	33%	25%
Traffic Signals and Signs	3	33%	13	21%	56	21%	65	27%	5	9%	142	30%	22%
Sub-Total:	5	56%	42	68%	195	72%	191	79%	42	78%	475		

Source: CHP SWITRS

Automobile right-of-way violations were the most common PCF for crashes at intersections accounting for 25 percent of all intersection crashes. The second most common PCF was traffic signals and signs which accounted for 22 percent of all crashes. For fatal crashes at intersections, traffic signals and signs were listed to describe the PCF of 30 percent of crashes resulting in a fatality.



Table 10. Top Roadway Segment Primary Crash Factors by Crash Severity (2019-2023)

Primary Collision Factor	Fatal		Serious Injury		Other Visible Injury		Complaint of Pain		Property Damage Only		Total (2019-2023)	Percent of Crashes with PCF	Percent of All Crashes
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total			
Driving Under Influence of Alcohol or Drugs	2	13%	8	15%	31	19%	23	16%	32	16%	96	24%	16%
Unsafe Speed	3	19%	3	6%	21	13%	34	23%	74	36%	135	34%	23%
Unsafe Lane Changes	0	0.0%	1	2%	4	3%	4	3%	11	5%	20	5%	3%
Improper Turning	2	13%	5	9%	20	12%	13	9%	48	24%	88	22%	15%
Auto R/W	0	0%	7	13%	21	13%	27	18%	6	3%	61	15%	10%
Sub-Total:	8	50%	24	44%	97	60%	101	69%	171	84%	400		
Total (All Segment Crashes):	16	100%	54	100%	162	100%	147	100%	204	100%	583		

Source: CHP SWITRS

As shown in **Table 10**, the most common PCF for crashes along roadway segments was unsafe speed. This PCF was listed in 23 percent of all crashes on roadway segments. Unsafe speed was also used to describe the PCF of 19 percent of crashes that resulted in a fatality along roadway segments.

Specific Locations

The crash data was reviewed in combination with the public outreach to determine specific locations that may warrant safety improvements. These were identified as segments with high crash frequencies per mile, fatal crashes, or endorsed in the public outreach. The top roadway segments, over one quarter mile long, with the highest per mile crash frequency are listed in **Table 11** along with any roadway segments with a fatal crash. **Table 11** also includes the public outreach data for each listed location. A map highlighting the top segments with high crash frequency, high public comments, and any segment that included a fatality is included in **Figure 4**.



Table 11. High Crash Frequency and Fatal Roadway Segments (2019-2023)

Reason for Inclusion	Primary Street	Extent	Corridor Length	Fatal	Serious Injury	Other Crashes	Total	Crashes Per Mile	Total Interactive Map Votes
CF, PC	Park Ave	Humboldt Ave to E 20 th St	0.7	0	5	21	26	37.14	8
CF, PC	E 20 th St	MLK Parkway to Forest Ave	0.8	0	2	20	22	27.5	10
F	Esplanade	Cohasset Ln to Panama Ave	0.7	1	4	15	19	27.1	4
CF, PC	Warner St / Ivy St	W 2 nd Ave to W 1 st St	0.7	0	1	14	15	21.42	11
F, CF	Nord Ave	1 st St to Glenwood	1.9	2	4	32	38	20	4
F	W 9 th St	Main St to Ivy St	0.4	2	1	4	7	17.5	5
CF	Walnut St	W 5 th St to W 1 st St	0.3	0	0	7	7	14	4
F	East Ave	Cactus Ave to Mariposa Ave	0.7	1	1	6	8	11.4	1
F	Notre Dame Blvd	20 th St to Skyway	0.9	3	0	7	10	10	5
PC	W East Ave	Nord Ave to Cussick Ave	0.8	0	0	7	7	8.75	10
F	SR 32	Fir St to Forest Ave	0.7	2	0	4	6	8.6	2
F	Forest Ave	State Route 32 to Notre Dame Blvd	1.9	2	4	9	15	7.9	6
F	Skyway	Bruce Rd to Potter Rd	0.6	1	0	3	4	6.7	0
F	East Lassen Ave	Mefford Way to Joshua Tree Rd	0.3	1	0	0	1	3.33	4
F	W Eaton Rd	Rogue River Dr to Penzance Ave	0.3	1	0	0	0	3.3	1
F	Esplanade	Camas Ct to Valley Ct	0.4	1	0	0	1	2.5	0
F = Fatality, CF = Crash Frequency, PC = Public Comments									

Source: CHP SWITRS

Note: The total number of crashes at each intersection was identified through geospatial analysis and depends on the accuracy of crash data locations. All crashes within 75 feet of an intersection were counted in order to identify the intersections with the highest average number of crashes per year.

As shown in **Table 11**, there are 16 roadway segments that were identified as the most likely to warrant improvements. These segments are further analyzed in the [countermeasure section](#) to determine potential improvements.

The intersections with the greatest number of crashes, with a fatal crash, or with the highest number of public comments are listed in **Table 12** and shown in **Figure 4**.

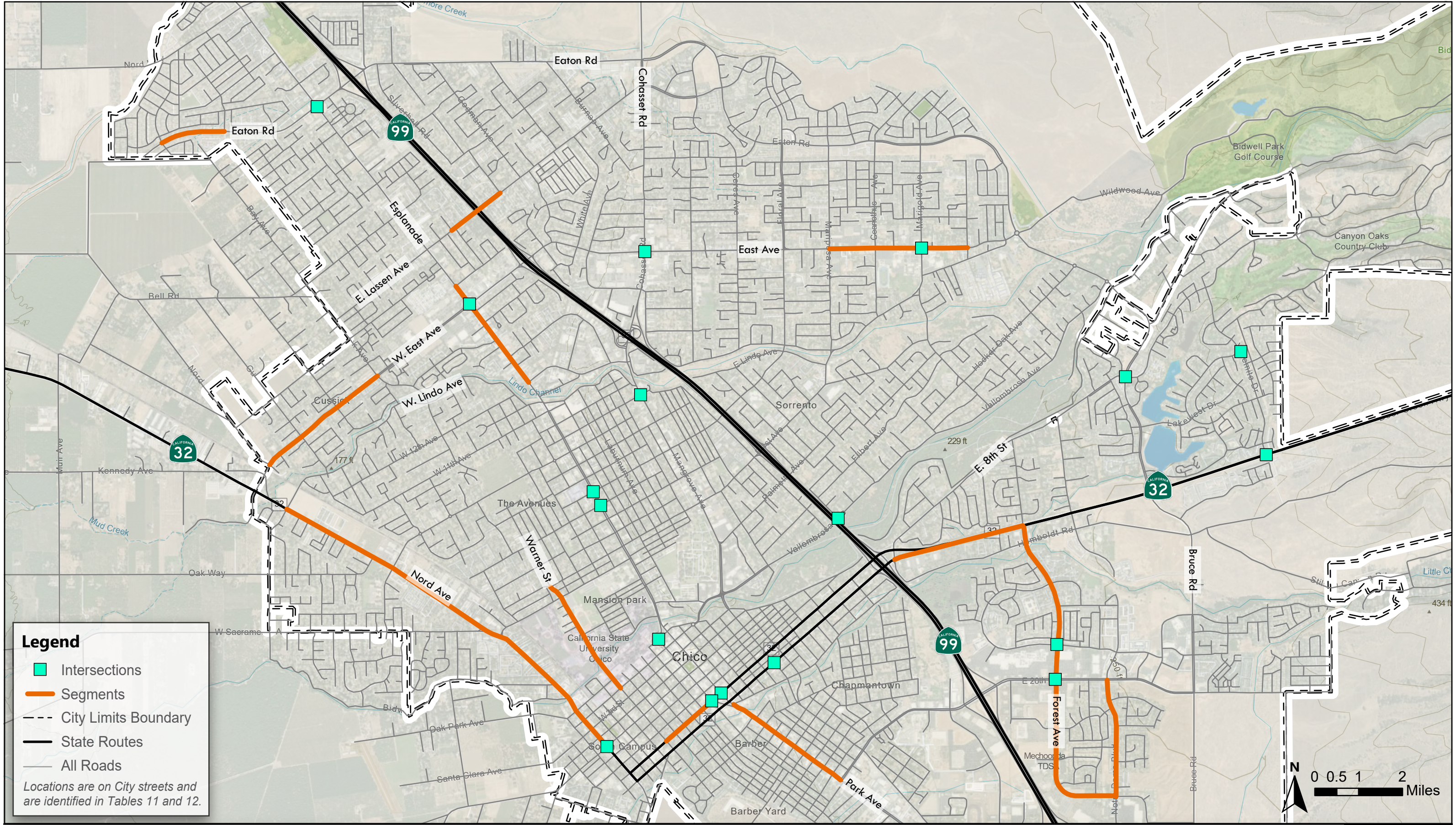


Table 12. Top Intersections for Crash Frequency, Fatalities, and Public Comments (2019 – 2023)

	Reason for Inclusion	Primary Street	Secondary Street	Fatal	Serious Injury	Other Crashes	Total	Total Interactive Map Votes
Signalized	F, CF	SR 32/E 8th St	Main Street	1	4	4	9	1
	F	SR 32/E 8th St	Broadway St	1	1	4	6	1
	F	E Park Ave	Carmichael Dr	1	0	1	2	0
	F	SR 32	Yosemite Dr	1	0	0	1	0
	F	Bruce Rd	California Park Dr	1	0	2	3	0
	F	East Ave	Marigold Ave	1	0	3	4	0
	F	Esplanade	Eaton Rd	1	0	2	3	2
	CF	E 9th St	Pine St	0	2	8	10	0
	CF	E 9th Ave	Mangrove Ave	0	2	9	12	0
	CF	Forest Ave	Springfield Dr	0	1	13	14	1
	CF	East Ave	Cohasset Rd	0	0	8	8	2
	CF	Esplanade	5th St	0	0	10	10	1
	CF	Skyway	Notre Dame Blvd	0	1	7	8	3
	CF	East Ave	Esplanade	0	1	15	16	3
	CF	Walnut St	5th St	0	0	8	8	3
	CF	20th St	Forest Ave	0	2	6	8	2
	PC	1st St	Broadway St	0	0	3	3	7
Unsignalized	F	Yosemite Dr	Idyllwild Cir	1	0	0	1	0
	F	Oleander Ave	1st St	1	1	0	2	3
	F	Amber Grove Dr	Esplanade	1	0	0	1	0
	CF	Esplanade	4th St	0	0	8	8	0
	PC	Vallombrosa Ave	Rey Way	0	0	1	1	4
F = Fatality, CF = Crash Frequency, PC = Public Comments								

Source: CHP SWITRS

Tables 11 and 12 represent the locations that may benefit the most from safety improvements. [Potential countermeasures](#) are evaluated in subsequent sections.





High Injury Network

A High Injury Network analysis is a map-based analysis that identifies the specific roads and intersections in a community where traffic fatalities and serious injuries are heavily concentrated. This was determined by identifying spatial concentrations of serious injury or fatal crashes at intersections or along roadway segments.

Figure 5 and **Tables 13** and **14** shows the High Injury Network Analysis locations.

Table 13. High Injury Network Analysis – Roadway Segments

Primary Street	Extent	Fatal	Serious Injury	Crash Types	Ped	Bicycle
Forest Ave	SR 32 to 20th St	3	4	3-Head-On, 1-Hit Object, 3-Vehicle/Pedestrian	3	0
Notre Dame Blvd	Carson St to Skyway	3	0	1-Broadside, 1-Hit Object, 1-Vehicle/Pedestrian	1	0
Nord Ave	La Linda Ln to 1st St	2	5	1-Head-On, 2-Broadside, 2-Hit object, 2-Vehicle/Pedestrian	2	1
9th St	Ivy St to Main St	2	1	3-Vehicle/Pedestrian	3	0
Esplanade	East Ave to Cohasset Rd	1	5	1-Head-On, 3-Broadside, 1-Hit Object, 1-Vehicle/Pedestrian	2	1
Esplanade	Valley Ct to Degarmo Dr	1	1	1-Head-On, 1-Rear End	0	0
Cohasset Rd	Eaton Rd to Pillsbury Rd	0	3	1-Overtaken, 2-Vehicle/Pedestrian	2	0
Eaton Rd	Rogue River Dr to Esplanade	0	3	2-Broadside, 1-Hit Object	0	1

Source: CHP SWITRS

Table 14. High Injury Network Analysis - Intersections

Primary Street	Secondary Street	Fatal	Serious Injury	Crash Types	Ped	Bicycle
Oleander Ave	1st St	1	1	1-Rear End, 1-Broadside	0	1
Broadway St	8th St	1	1	1-Broadside, 1-Vehicle/Pedestrian	1	0
Esplanade	Eaton Rd	1	1	1-Rear End, 1-Broadside	0	0
Bruce Rd	California Park Dr	1	1	1-Head-On, 1-Vehicle/Pedestrian	1	0
Main St	8th St	0	3	2-Broadside, 1-Vehicle/Pedestrian	1	0
Forest Ave	20th St	0	2	1-Broadside, 1-Vehicle/Pedestrian	2	0
Esplanade	9th Ave	0	2	2-Broadside	0	0
8th St	Pine St	0	2	2-Broadside	0	0

Source: CHP SWITRS

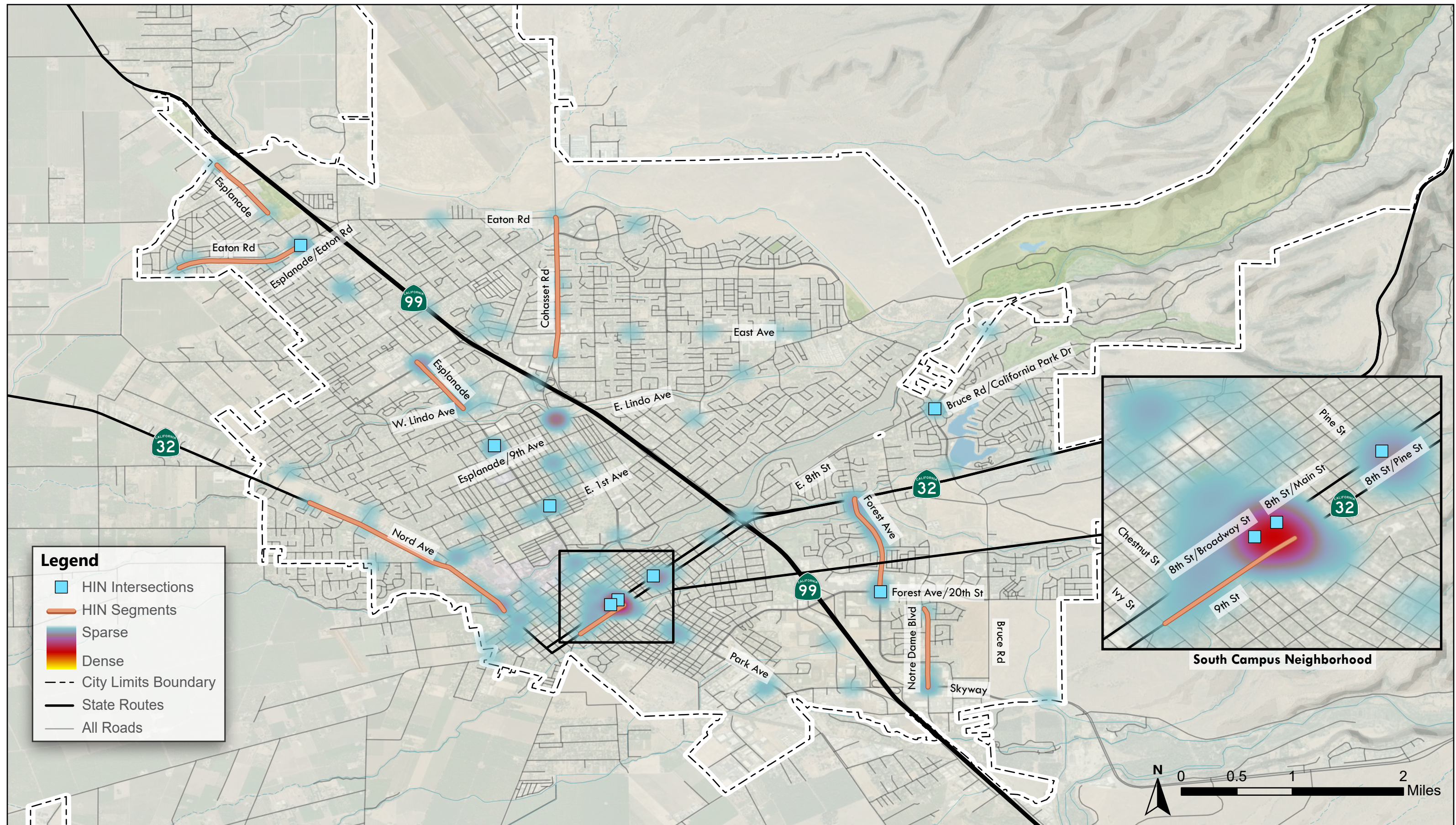


Figure 5

City of Chico

Local Road Safety Plan

High Injury Network (HIN) Intersections and Roadway Segments



Pedestrian & Bicycle

Pedestrian Crashes

The previous City of Chico LRSP (2021) indicated that pedestrian crashes accounted for 64 percent of all fatal crashes between 2014 and 2019. The current data from 2019-2023 indicates pedestrian crashes accounted for 30 percent of all fatal crashes. **Figure 6** shows the pedestrian crash locations and **Figure 7** shows the fatal pedestrian crash locations.

To better understand the factors contributing to pedestrian and bicycle involved crashes and what strategies could be used to prevent similar crashes in the future, it is important to know the factors that contributed to these types of crashes.

Table 15 includes the report 'Pedestrian Actions' for all crashes.

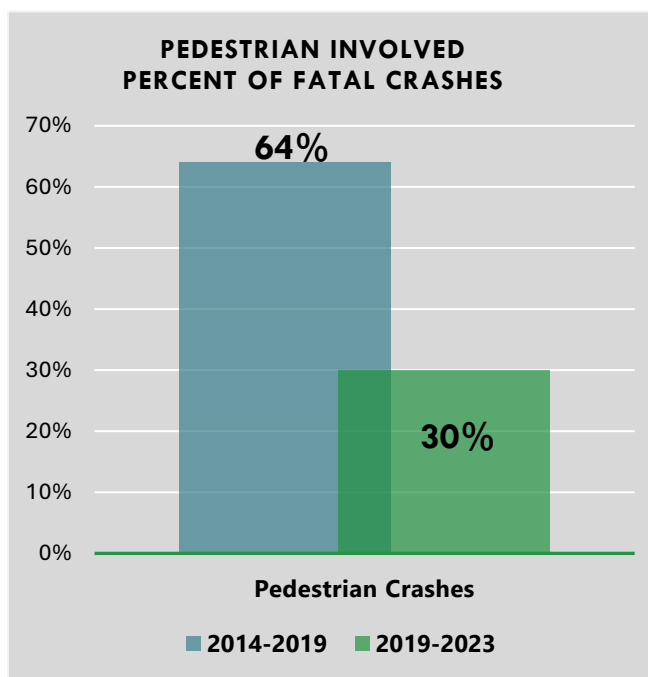


Table 15. City of Chico Crashes by Pedestrian Action and Crash Severity (2019-2023)

Pedestrian Action*	Crash Severity						Percent of Crashes Involving a Pedestrian
	Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Total	
Crossing in Crosswalk at Intersection	2	15	26	17	1	61	44.2%
Crossing in Crosswalk Not at Intersection	1	0	2	0	0	3	2.2%
Crossing Not in Crosswalk	5	15	16	8	1	45	32.6%
In Road	2	5	10	0	1	18	13%
Not in Road	0	2	6	2	1	11	8%
Total:	10	37	60	27	4	138	

**Includes data with stated Pedestrian action only*

Source: CHP SWITRS

As shown in **Table 15**, nearly half of all crashes, and fatal and serious injury crashes, which involved a pedestrian occurred while the pedestrian was crossing within a marked crosswalk. All intersections with a fatal pedestrian crash along with the associated intersection control are included in **Table 16**.



Table 16. Intersection with a Pedestrian Fatality in the City of Chico (2019-2023)

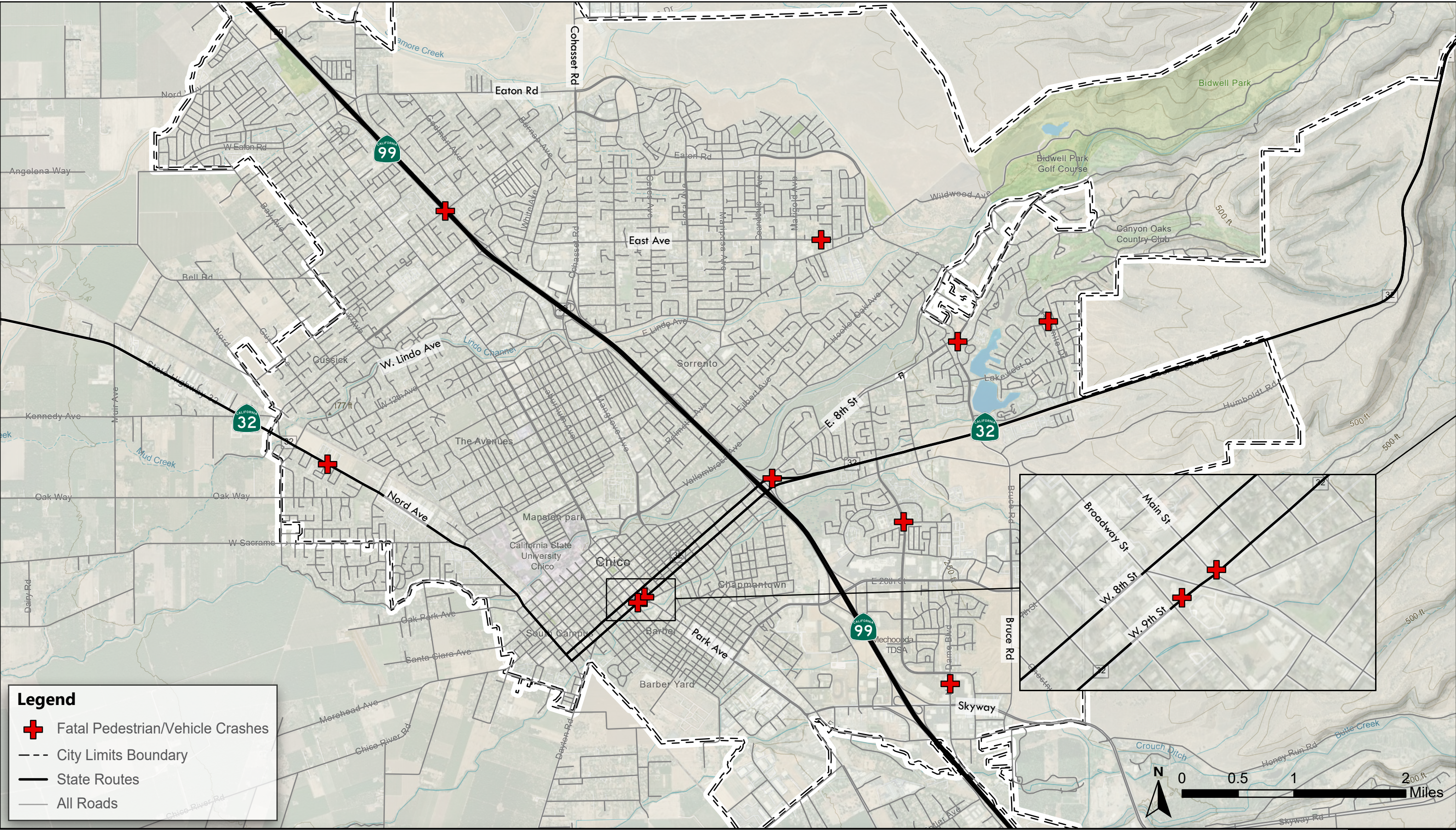
Intersection	Intersection Control Type
East Lassen Ave & State Route 99 Bike Path	Unsignalized Crossing
State Route 32 & Main St	Signal
Oroville Ave & West 9th St	Signal
State Route 32 & Fir St	Signal
East Ave & Cactus Ave	Signal*
Forest Ave & Hartford Dr	Minor Street Stop (T-Intersection)
Notre Dame Blvd & Forest Ave	Signal
Yosemite Dr & Idyllwild Circle	Minor Street Stop (T-Intersection) & 2-Way Stop Control
Nord Ave & La Linda Ln	Minor Street Stop (T-Intersection)
Bruce Rd & California Park Dr	Signal

**Note: This intersection was modified from stop control to signalized in approximately 2022. The crash occurred in 2023 after the signal construction was complete.*

Source: CHP SWITRS

Of the 10 intersections with a pedestrian fatality, four intersections are unsignalized or stop-controlled including one multi-use path crossings. In addition, the State Route 32 and Main Street intersection was identified as a high crash frequency intersection (**Table 12**) and had one pedestrian fatality.







Bicycle Crashes

Between 2019 and 2023, 145 bicycle-related crashes occurred in the City of Chico. Of that, a total of 140 bicycle-involved crashes (96.6 percent) resulted in an injury (Serious Injury, Other Visible Injury, or Complaint of Pain). Broadside crashes were the leading type of crash involving a cyclist, but the only fatality was caused by a rear-end crash. This indicates that the majority of bicycle-related crashes occur at intersections and that bicyclist visibility, especially for turning vehicles, may be an issue at intersections in the City of Chico. **Table 17** compares the total number of bicycle crashes to the total number of crashes by severity type.

Table 17. Bicycle Involved Crashes Percent of Crash Severity (2019-2023)

Crash Severity	Bicycle Involved Crashes	All Crashes	Bicycle Involved Percent of all Crashes
Fatal	1	33	3%
Serious Injury	21	145	14.5%
Other visible Injury	76	536	14.2%
Complaint of Pain	43	505	8.5%
Property Damage Only	4	960	0.4%
Total:	145	2,179	6.7%

Bicycle involved crashes represent approximately 14.5 percent of all 'Serious Injury' crashes, 14.2 percent of 'Other Visible Injury' crashes, and 8.5 percent of 'Complaint of Pain' crashes while comprising only 6.7 percent of all crashes. This highlights how vulnerable users such as bicyclists and pedestrians are overrepresented in injury crashes. **Figure 8** and **Table 18** show serious injury and fatal bicycle crashes by facility. The facilities are described as:

Bike Paths (Class I) Paths are separated facilities designed exclusively for the use of bicycles and pedestrians. May have minimal cross flow from motorists.

Bike Lanes (Class II) Lanes are restricted rights-of-way designed exclusively for the use of bicycles with vehicle parking and cross flows by pedestrians and motorists permitted.

Bike Routes (Class III) Routes are rights-of-way designed to provide shared use for bicycles, pedestrians, and motorists. Routes may be simply designated by a sign.

Connectors provide links between paths, routes, and lanes. Connectors are unmarked and may not provide adequate space for bicycles, pedestrians, and motorists.



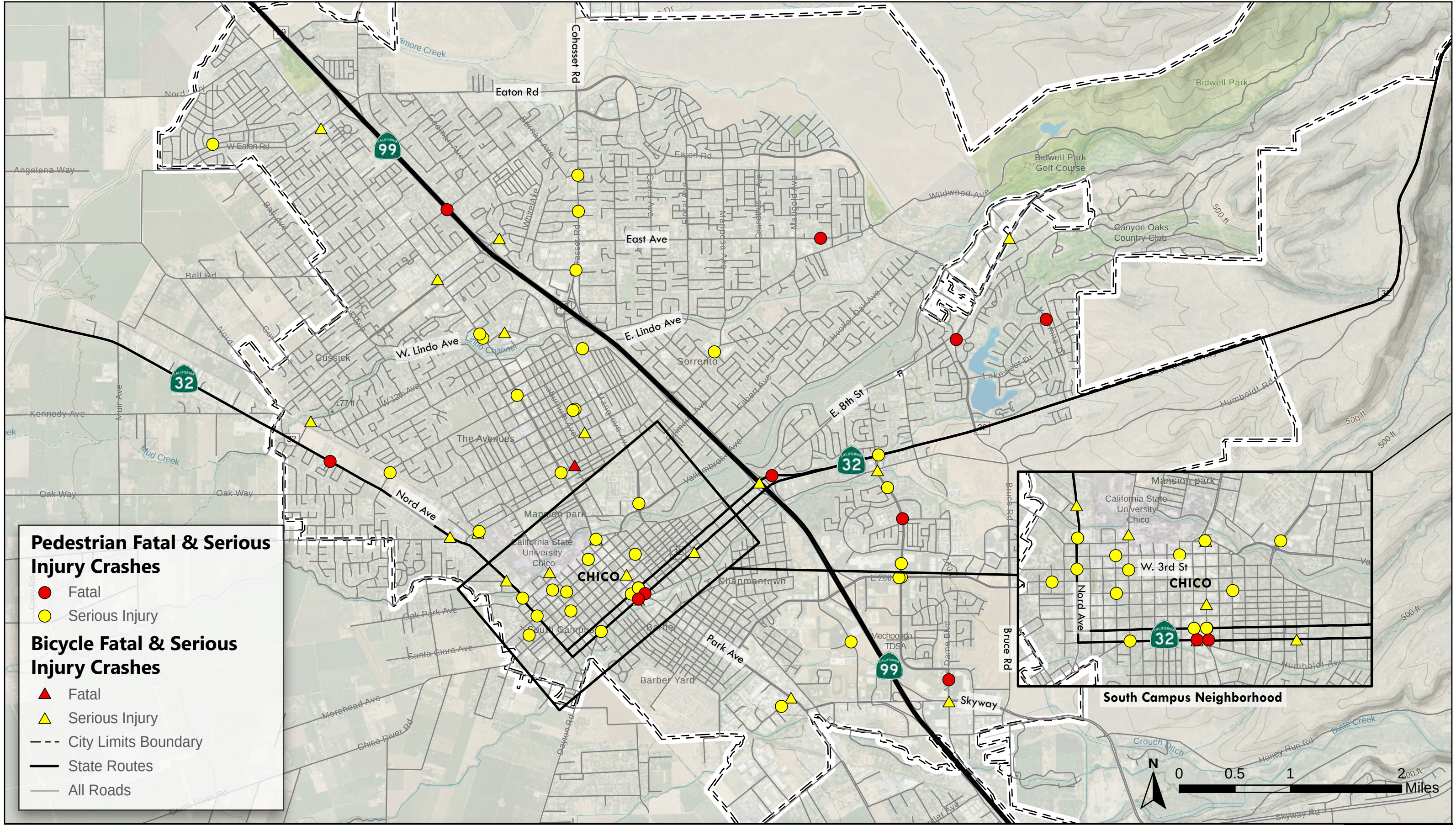
Table 18. Bicycle Crashes by Facility Type

Facility Type	Serious Injury Bicycle Crashes	Fatal Bicycle Crashes
Bike Paths (Class I)		1
Bike Lanes (Class II)	14	4
Bike Routes (Class III)	2	
Connectors		
No Facilities	14	3
Intersection Class I & Class II	2	
Intersection Class I & Class III	1	1
Intersection Class II & Class III		

Source: [Bikeway 99 Map](#)

Table 18 indicates that the majority of serious injury or fatal crashes involving a bicyclist occur on Class II facilities and roadways with no facilities. **Figure 8** shows the location of all bicycle-related crashes.







Equity

In addition to the principles of the Safe Systems Approach, the LRSP also incorporates equity considerations with data from the California Transportation Equity Index (EQI) to ensure a layered approach for identifying potential safety risk factors and to provide a comparative analysis. “The *California Transportation EQI* is a screening tool that identifies transportation-based priority population areas by census block level. The EQI incorporates transportation and socioeconomic indicators through three screening categories, all of which reflect low-income status or Tribal Land status demographics.”¹³

The three screens include the following: 1 – Transportation-Based Priority Populations, 2 – Traffic Exposure, and 3 – Access to Destinations. These categories identify communities most burdened by the transportation system that receive the least benefit, communities most affected by high traffic and crash exposure, and communities that have the biggest gaps in multimodal access to destinations.

Utilizing the EQI, **Table 19** and **Figure 9** summarize crashes within these three areas and provides a comparison to the overall crashes within the City of Chico.

Table 19. Crashes within the Equity Index Identified Areas¹⁴

Crash Severity or Type	Crashes in Identified Areas	All Crashes	Percent of all Crashes
Fatal	20	33	61%
Serious Injury	100	145	69%
Bicycle- Related	101	145	70%
Pedestrian-Related	97	138	70%

Crashes that occur within the areas identified in the EQI represent approximately 60% of the fatal crashes, and approximately 70% of the serious injury, bicycle, and pedestrian-related crashes.

¹³ [Caltrans Equity Index \(EQI\) | Caltrans](#)

¹⁴ The data includes the three EQI screening areas identified as transportation-based priority populations, traffic exposure, and access to destinations.

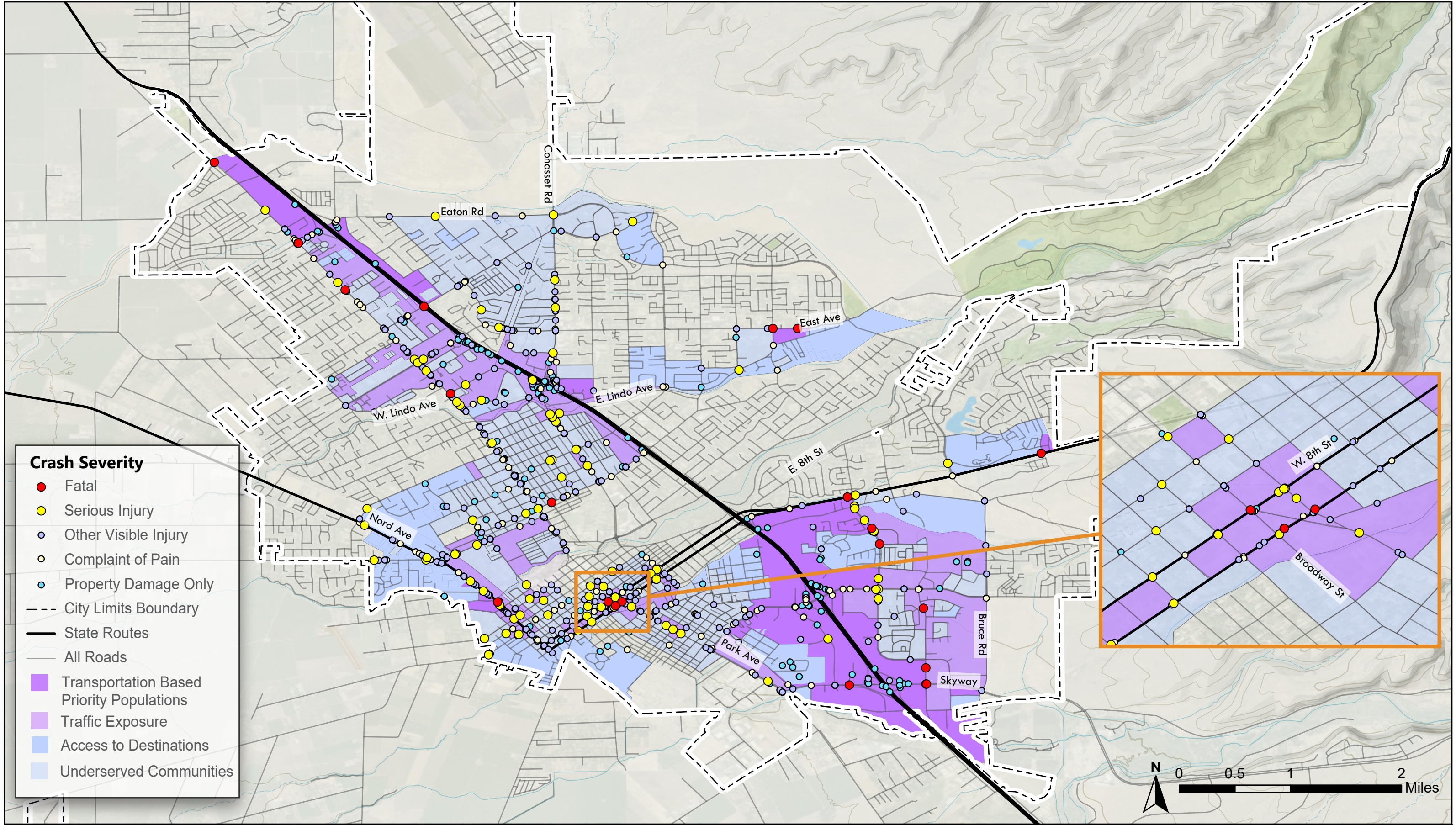


Figure 9

City of Chico
Local Road Safety Plan
Disadvantaged Areas



Other Factors

Additional factors contributing to crashes such as lighting, alcohol impairment, and age were analyzed.

High levels of street lighting, especially at intersections, help to illuminate objects and hazards in the roadway thus reducing crashes. All crashes in the City of Chico are summarized based on the lighting condition and crash severity of the crash in **Table 20**.

Table 20. City of Chico Crash Severity by Lighting Condition (2019-2023)

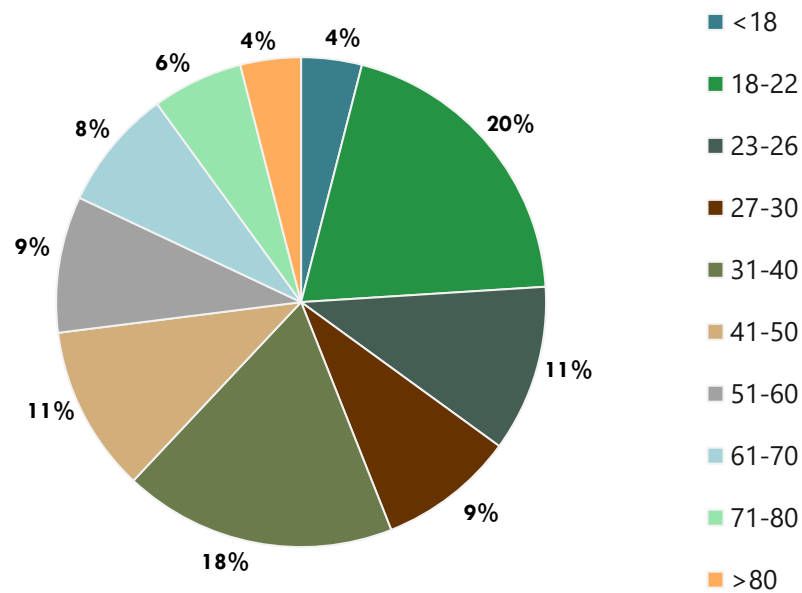
Crash Severity	*Lighting Condition										Total	Percent of All Crashes
	Dark - No Street Lights		Dark - Street Lights		Dark - Street Lights Not Functioning		Daylight		Dusk - Dawn			
	Count	Percent of Crash Severity	Count	Percent of Crash Severity	Count	Percent of Crash Severity	Count	Percent of Crash Severity	Count	Percent of Crash Severity		
Fatal	5	15.2%	8	24.2%	0	0%	16	48.5%	4	12.1%	33	1.5%
Serious Injury	14	9.7%	50	34.5%	0	0%	74	50%	7	4.8%	145	6.7%
Other visible Injury	31	5.8%	101	18.9%	4	0.8%	369	69.2%	28	5.3%	533	24.6%
Complaint of Pain	15	3%	121	24.1%	4	0.8%	342	68.1%	20	4%	502	23.1%
Property Damage Only	85	8.9%	303	31.6%	2	0.2%	534	55.7%	34	3.5%	958	44.1%
Grand Total:	150	6.9%	583	26.9%	10	0.5%	1335	61.5%	93	4.3%	2171	
*Includes data with stated Lighting Condition only												

Approximately two thirds of all crashes in the City of Chico occurred during daylight hours. This lighting condition was the most frequent for all crash severities. Conditions of 'Dark-No Street Lights' and 'Dark- Street Lights not Functioning' would indicate potential need for lighting improvements. These conditions accounted for approximately 15 percent of the fatal crashes, 10 percent of serious injury crashes, and 7 percent of total crashes.

Given the large university student population within the City of Chico, it is important to note that young drivers represented a significant portion of crashes resulting in injuries. This data is presented in **Figure 10**.



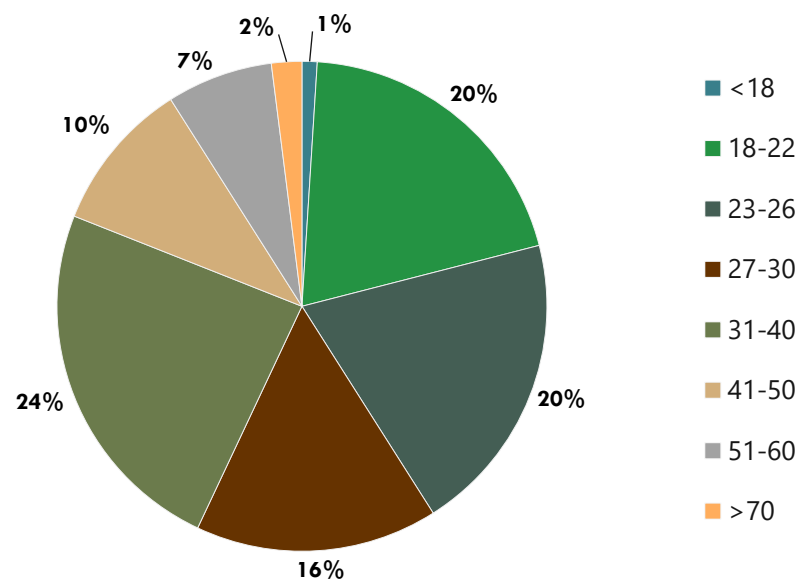
**Figure 10. Driver Age in Fatal, Serious Injury, Other Visible Injury, or Complaint of Pain Crashes
City of Chico (2019-2023)**



Based on the data, 35 percent of fatal and serious injury crashes involved a driver 26-years-old or younger. Young drivers were also involved in a significant portion of alcohol-involved crashes.

Figure 11 highlights the overrepresentation of young drivers in alcohol-involved crashes. Drivers 26-years-old and below accounted for 42 percent of all alcohol-involved crashes in the City of Chico. Only crashes with a listed driver age were considered in these tables and calculations.

Figure 11. Driver Age in Alcohol-Involved Crashes (2019-2023)





Crash Data Summary

The main takeaways from the analysis of available crash data for local roads in the City of Chico between 2019-2023 are:

- The most common crash types are Broadside and Rear-End, which account for over half of all crashes in the City of Chico.
- The crash type most likely to result in fatal or serious injury are Broadside crashes which represent 21 percent of fatal crashes (34 percent of fatal and serious injury crashes).
- Vehicle-Pedestrian crashes accounted for 30 percent of all fatal crashes – the highest of all crash types. It was the second most common crash type resulting in fatality or serious injury (25 percent).
- The most common Primary Collision Factors across the City of Chico are:
 - » Driving Under Influence of Alcohol or Drugs
 - » Unsafe Speed
 - » Unsafe Lane Changes
 - » Improper Turning
 - » Traffic Signs and Signals
- Fatal crashes were more likely to occur on a roadway segment than at an intersection, but injury crashes occurred more frequently at intersections. Roadway segments and intersections had approximately equal percentage (50%) of overall crashes.
- About half of pedestrian-related crashes occurred within a marked pedestrian crosswalk, with half occurring outside of a crosswalk. Most fatal pedestrian crashes occurred outside of a crosswalk.
- Most bicycle-involved crashes occurred on Class II facilities or on roadways with no bicycle facilities.
- Young drivers (26-years and younger) accounted for 36 percent of fatal and serious injury crashes and 42 percent of alcohol-involved crashes.

Crash Data Considerations

The Local Road Safety Plan process is largely dependent on the quality of existing crash data records. The data available in the City of Chico allows for the identification of overall crash trends and the highest priority needs areas. However, data fields for variables such as lighting, weather, alcohol influence, pedestrian/bicycle information, often have a higher percentage of 'Not Stated', 'Unknown', or blank records. This is a typical condition for crash data across the country and is not unique to the City of Chico. As crash records become more complete, more direct insights into crash trends may be identified.

Furthermore, utilizing additional datasets, such as Average Daily Traffic for all roadways and intersections, to bolster future safety analyses would be highly beneficial for the City of Chico. This would allow for crash rate calculations and comparisons to determine locations with the highest crash rates.



FOCUS AREAS

Safety strategies and countermeasures are proven to mitigate specific crash types and contributing factors. This section identifies focus areas with the highest potential for reducing crashes and presents opportunities to improve roadway safety across the City of Chico.

Esplanade
Chico, CA



FOCUS AREAS

Focus areas establish the priorities of a roadway safety plan and typically relate to crash types that represent the greatest opportunity for reducing fatal and serious injury crashes through safety strategies and countermeasures. The following focus areas represent opportunities to improve roadway safety across the City of Chico.

Each focus area was identified through a combination of crash data analysis, stakeholder engagement and public input.

It is important to note that six of the seven identified focus areas (highlighted in **bold**) align with the Caltrans Statewide High Priority Challenge Areas. These six focus areas represent a significant opportunity to reduce fatal and serious injury crashes across California and within the City of Chico.

FOCUS AREAS

1. **Distracted and Aggressive Driving**
2. **Intersection Safety**
3. **Bicycle Safety**
4. **Pedestrian Safety**
5. **Impaired Driving**
6. Intersection & Roadway Lighting
7. **Lane Departures**

The following section provides an overview of the public input and crash data analysis which support the inclusion of each focus area in this plan and the application of Focus Area countermeasures (i.e. systemic, spot specific, programmatic). Countermeasures which address each focus area across the 4 E's of Traffic Safety (Engineering, Enforcement, Education, and Emergency Services) are included in the subsequent [Countermeasures Development](#) section.

1

Distracted and Aggressive Driving

This focus area was the highest ranked safety concern among public outreach survey respondents.

This focus area incorporates distracted driving and aggressive driving behaviors such as speeding. Distracted driving was ranked as the highest safety priority among Chico residents through the public outreach survey and is a factor in nearly 36 percent of serious injury and fatal crashes in Chico. Similarly, unsafe speeds was a primary collision factor in 10 percent of fatal and serious injury crashes, and 21

percent of all crashes. Enforcement (such as those for speeding and distracted driving) was ranked as the highest priority for improvements.

The number of potential distractions for drivers has increased dramatically in recent years due to hands-free and handheld cellphone usage, texting, social media and other accessible applications on smartphones, to on-board touch screen displays within vehicles. This is the most common type of distraction and has resulted in an increase in distracted driving across the nation, including in the City of Chico. As young drivers typically are more connected through smartphones and other communication technology, distracted driving may be a contributing factor related to the overrepresentation of young drivers involved in fatal and serious injury



crashes. In addition, distracted driving also refers to other forms of distractions for drivers beyond cellphones including driver fatigue, falling asleep at the wheel, eating, drinking, personal grooming, reading a map or using a navigation system, adjusting the radio, talking to passengers, and/or interacting with pets.

The newest crash records include an attribute for cellphone usage; this was denoted in approximately 36% of fatal and serious injury crashes.

Strategies in this emphasis area are intended to address this unwanted driver behavior primarily through non-engineering strategies including increased enforcement and educational campaigns. These strategies are generally applicable towards speeding, aggressive driving and other driver behavior-based safety concerns. Additionally, emerging technologies aimed at addressing distracted driving are being incorporated into vehicles (lane assist, hands-free communication, lane departure assist) and into phones (app-based solutions) which may help to address distracted driving from the consumer product side. Other focus area projects aimed at increasing visibility of an intersection, roadway, or pedestrian/bicycle accommodations may help to improve distracted driving.



Cell phone use while driving is the number one distraction.
Source: California Highway Patrol Distracted Driving Program

2

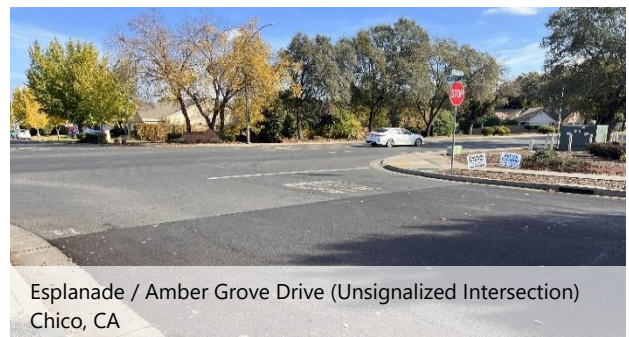
Intersection Safety

Identified as the second highest ranked safety concern, with 97 georeferenced interactive map comments received pertaining to this emphasis area.

Intersection Safety is among the high-priority challenge areas identified in the California SHSP, and it was ranked as the second priority safety concern for Chico residents. In addition, intersection safety was indicated as the second highest preferred transportation improvement through the public outreach survey. This focus area received the largest number of comments through the interactive map, with 97 total georeferenced comments. In fact, the top two voted

interactive map comments were related to intersection safety at Main Street / Humboldt Avenue (signal timing and unsafe speeds) and W. 1st Avenue / Esplanade (no turn signal resulting in red-light running).

Intersection safety is a factor in about 40 percent of serious injury and fatal crashes in the City. The two leading causes of fatal and serious injuries at intersections are broadside with 55 percent and vehicle-pedestrian with nearly 20 percent of crashes at intersections, respectively. Broadside crashes were the second most common crash type which indicates a potential safety issue with red-light running, improper yielding at a stop sign, pedestrian visibility and compliance, or unsafe



Esplanade / Amber Grove Drive (Unsignalized Intersection)
Chico, CA



speeds through an intersection. The majority of crashes typically occur at signalized intersections, likely since signals are located on the highest traffic roadways. While signalized intersections represent the most common intersection type for a crash to occur, unsignalized intersections also experience a high number of fatalities (see **Table 12**) and require different safety countermeasures and strategies in order to reduce crashes.

The proposed countermeasures and strategies under this focus area are divided based on the intersection type in which they address – signalized and unsignalized. Countermeasures under this focus area can be applied systemically and at spot locations. The intersections included in **Table 12** represent the greatest intersection safety needs based on the historical crash data and may be addressed first in order to have the greatest safety benefit.

3

Bicycle Safety

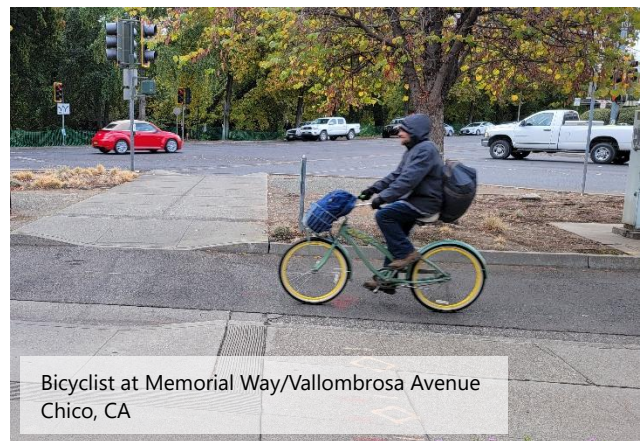
Identified as the third ranked priority safety concern, with 82 georeferenced interactive map comments received pertaining to this focus area.

Through the interactive map, bicycle safety received the second highest number of georeferenced public comments (82) and was identified through the survey as the third highest safety priority for Chico residents. Between 2019 and 2023, bicycle involved crashes represented approximately 18 percent of all serious injury and fatal crashes while comprising only 7 percent of all crashes. The highest rated bicycle comment, which was among the top ten interactive

map comments, highlighted challenges at the Vallombrosa Avenue and Memorial Way intersection: “There is no way to negotiate this intersection on a bicycle without going on the sidewalk.” Overall bicycle safety comments focused on the need for more dedicated space for bicyclists on roadways, specifically noting limited bike paths on higher speed roadways such as the connection between Bidwell Park and the SR 99 bikeway and an inability to traverse certain roadway segments safely without being redirected onto a sidewalk.

Bicycle safety countermeasures are intended to provide additional space on the roadway for these vulnerable road users, make bicyclists more visible at night, and improve bicyclist and driver behaviors through safety training.

It is noted that an updated *Safe Routes to School* study initiated during the development of this LRSP. That effort combined with the LRSP will be used to identify projects geared toward bicyclists and pedestrians to and from local schools.





4

Pedestrian Safety

Identified as the fourth ranked priority safety concern, with 74 georeferenced interactive map comments received pertaining to this focus area.

Pedestrian-vehicle crashes represent 6 percent of all crashes in the City of Chico, with this crash type accounting for 25% of serious injury and fatal crashes. Of the 138 crashes which involved a pedestrian between 2019-2023, 44 percent occurred at a crosswalk in an intersection and over half occurred outside of a marked crosswalk. Current data indicates that pedestrian-vehicle crashes account for 30 percent of all fatal crashes, while this crash type accounted

for 64 percent of all fatal crashes between 2014 and 2019 – a reduction of 34 percent.

Pedestrian safety throughout the City of Chico was ranked as the fourth priority focus area by survey respondents and received the third highest amount of interactive map comments (74). Fatal pedestrian crashes and all pedestrian crashes maps are provided in **Figure 6-7**.

Strategies and countermeasures under this focus area are targeted toward locations where a pedestrian fatality or serious injury has occurred with potential projects identified at both signalized and unsignalized intersections.

Beyond engineering countermeasures, education and enforcement strategies are included that focus on making pedestrians more aware of the rules of the road, providing targeted enforcement, and pedestrian safety for some of the most vulnerable roadway users: school-aged students.

It is noted that an updated *Safe Routes to School* study initiated during the development of this LRSP. That effort combined with the LRSP will be used to identify projects geared toward bicyclists and pedestrians to and from local schools.



Continental crosswalk striped at Broadway Street / 8th Street to improve pedestrian crossing visibility.

5

Impaired Driving

A factor in 19 percent of all fatal and serious injury crashes in Chico, and a high priority challenge area in the California SHSP.

Impaired driving, or 'Driving Under the Influence', was the second most common Primary Crash Factor for crashes with over 28 percent of all crashes, 17 percent of serious injury crashes, and 15 percent of fatal crashes (based on crashes with a stated PCF). Impairment was frequently mentioned as an issue in the public outreach survey.

Additionally, as a city with a large population of college aged residents attending Chico State University, it is important to stay vigilant against impaired driving and maintain strong messaging, especially geared towards current and incoming Chico State University students and young drivers between the ages of 15- and 23-years-old. As presented in Figure 11. Driver Age in Alcohol-Involved Crashes (2019-2023), young drivers are overrepresented in DUI crashes with drivers aged 26 and below accounting for 42 percent of all alcohol-involved crashes in Chico. Strategies in this focus area are largely



focused on improving behaviors through education and increased enforcement while providing alternatives to driving for intoxicated individuals.

6

Roadway & Intersection Lighting

Identified as a potential factor in many of the focus areas in the California SHSP, and a factor in 42 percent of serious injury and fatal crashes in Chico.

Roadway and intersection lighting was identified by project stakeholders as a safety issue across the City of Chico which is supported by historical crash data. Approximately 15 percent of the fatal crashes, 10 percent of serious injury crashes, and 7 percent of total crashes occurred in 'Dark-No Street Lights' conditions. Additionally, with nearly 52 percent of fatal crashes occurring outside of normal daylight conditions and during either dusk or dark lighting conditions,

the existing lighting equipment on Chico roadways may not be adequate, especially at intersections. The high frequency of broadside crashes throughout the City of Chico may also be impacted by low lighting levels at intersections as pedestrians, bicyclists, and other roadway users are harder to see in low light conditions. Countermeasures for this focus area are intended to improve nighttime visibility on roadways or intersections identified as having insufficient lighting.

7

Lane Departures

A factor in 31 percent of overall crashes and identified as a high priority challenge area in the California SHSP.

This focus area includes head-on, sideswipe, hit object, and overturned type crashes, including when a vehicle runs off the road or crosses into the opposing lane prior to the crash. These crash types accounted for nearly 29 percent of all fatal and serious injury crashes on roadway segments as shown in **Table 8**.

Based on public comments, a primary concern is the current conditions of pavement markings which may result in lane confusion, potential unsafe lane changes, or other unsafe driving. This systemic safety issue not only impacts current drivers but may hinder the use of current vehicle safety technology (lane departure assist) and future autonomous vehicles which rely on clearly visible pavement markings, signs, and signals.

Other comments indicated concerns regarding lane capacity and unsafe lane changes. Systemic safety improvements may be implemented to reduce lane confusion and the number of total lane departure crashes in the future.



Lane striping assists drivers and will help autonomous vehicles navigate the road more safely.



COUNTERMEASURE DEVELOPMENT

To address each focus area, potential countermeasures across the four categories of safety planning – Engineering, Enforcement, Education, and Emergency Services, were compiled to help inform ongoing safety efforts in the City of Chico and to present strategies to help address primary safety concerns identified through the crash data analysis.

Chico Velo 2025 Wildflower Ride & Festival
Source: www.wildflowercentury.org



COUNTERMEASURE DEVELOPMENT

The Four “E’s” of Traffic Safety

Developing a program of countermeasures and strategies across the four “E’s” of safety planning (Engineering, Education, Enforcement, and Emergency Services) is critical to ensure that the complex issue of local road safety is being addressed in a holistic way. Countermeasures and strategies in all four “E’s” are included in the applicable Focus Area and are divided based on the “E” in which they address. Education and Enforcement strategies are often best implemented following buy-in from community partners and stakeholders. It will be critical to work closely with stakeholders and community partners in order to ensure that resources and efforts are shared whenever possible.

Systemic Approach

A systemic approach to roadway safety groups countermeasures across multiple locations with and without high levels of historical crash data. This enables agencies to move beyond relying solely on high-crash hot spots, by proactively identifying other locations with similar risk factors – even if they have not yet experienced a significant crash history. This system supports more equitable and preventive safety investments, reducing the likelihood of severe crashes before they occur. Additionally, the HSIP program provides a list of countermeasures (included in **Appendix C**) and identifies the opportunity for systemic implementation for each.

Spot Locations

The identified top crash segments and intersections (**Table 11 and Table 12**) represent the highest priority applications of the safety countermeasures based on crash data and public outreach.

Countermeasures

Potential countermeasures across the four E’s of safety planning (Engineering, Enforcement, Education, and Emergency Services), were compiled into a Countermeasure Toolbox. The Toolbox is provided in **Appendix C** and summarizes measures found in the California Local Roadway Safety Manual (CA-LRSM), which is intended to provide roadway safety information in a single document. The CA-LRSM represents industry best practices and pulls information from the Crash Modification Factor (CMF) Clearinghouse and three other FHWA published safety manuals (Roadway Departure Safety, Intersection Safety, and Roadways Safety Information Analysis.)

The toolbox includes both HSIP countermeasures and non-HSIP countermeasures. Included along with HSIP eligible countermeasures are the applicable crash type(s), crash reduction factors (CRFs), federal funding eligibility, and opportunity for systemic implementation. Engineering recommendations are divided into three groups related to the countermeasure type (Signalized Intersection, Unsignalized Intersection, Roadway Segment).



Information included for HSIP-eligible countermeasures include:

1. Crash Type – “All”, “P&B” (Pedestrian & Bicycle), “Night”, “Emergency Vehicle”, or “Animal”
2. CRF – Crash Reduction Factor used for HSIP calls-for-projects and HSIP Benefit/Cost Ratio calculation
3. Expected Life – 10 years or 20 years
4. Federal Funding Eligibility – The maximum federal reimbursement ratio
5. Systemic Approach Opportunity – Highlights the opportunity to implement the selected countermeasure with a systemic approach: “Very High”, “High”, “Medium”, or “Low”

The Countermeasure Toolbox is intended to help inform ongoing safety efforts in the City of Chico and presents a list of select strategies to address the primary safety issues in the City of Chico. Potential countermeasures and strategies to address each focus area are included in the Focus Area Strategy Tables in the subsequent section.

Emergency Services Considerations

Priority should be considered for countermeasures and projects which provide benefit for emergency services in addition to everyday safety benefits. Improvements such as widened shoulders, adequate clear zones, and ongoing vegetation maintenance not only reduce crash risk under normal conditions but also enhance access and maneuverability for emergency response vehicles, while helping to limit fire spread in hazard-prone areas.

Policies and Standards Countermeasures

The City of Chico has established several transportation safety-related policies that are documented across several planning documents and are discussed in the [Existing Efforts](#) section. These policies and standards collectively support the goal of creating a safer roadway network in Clearlake. Future iterations should consider updates to or expanding upon these policies to account for evolving technologies and lifestyles among roadway users. Potential policy updates for consideration include:

1. **Review of ADA Standards** to ensure they are up-to-date and are aligned with best practices.
2. **Micromobility Usage** – This may include modes such as e-scooters, e-bikes, etc. Provide a formal definition and identify permissible operating areas (streets, sidewalks, and/or shared-use paths), speed limits, helmet requirements, and parking requirements.
3. **Distracted Driving and In-Vehicle Technology** – Define policy and laws addressing distracted driving that go beyond texting and utilize crash reports to accurately capture and document distracted driving related incidents.
4. **Rideshare and Delivery Trends** – As delivery services and ride-sharing become more prevalent, implement policies and design standards that designate pickup, drop-off, or loading zones; restrict parking on designated corridors or intersections and/or explore time-of-day curb use policies; regulate designated rideshare areas for major event venues.
5. **Speed Management Policies** – Include specific traffic calming and speed management policies, including targeted speed frameworks by context (urban core, neighborhood, rural); authority to set speed limits below the traditional 85th percentile; and the use of traffic calming as standard practice.



STRATEGY TABLES

Addressing Focus Areas can involve the implementation of simultaneous strategies by a variety of stakeholders including City departments and community partners. This section presents planning level strategies, responsible parties, completion goals, and performance measures for all recommendations.

Cherry Street / 2nd Street
Chico, CA



STRATEGY TABLES

Addressing focus areas can involve the implementation of numerous simultaneous strategies by a variety of stakeholders including City departments and community partners. The following Focus Area Strategy Tables were developed to clearly define planning level strategies, responsible parties, completion goals, and performance measures for all strategies addressing a focus area.

Each Focus Area Strategy Table includes potential engineering countermeasures which are intended to be applied systemically and prioritized at the high crash and fatal crash intersections and roadway segments, as applicable. Each Focus Area Strategy Table also includes Education programs designed to address driver behaviors, Enforcement efforts to increase visibility and curb unwanted driver behavior, and recommendations for improving data collection through Emergency Services, primarily the Chico Police Department. Not all categories had recommendations for each focus area. The Strategy Tables include:

STRATEGY TABLES

- Strategic Linkage
- Objectives and Success Indicators
- Actions and Target Outputs
- Responsible Parties
- Date of Completion (Short-, Medium-, or Long-Term)
- Monitoring and Evaluation Parameters
- Potential Funding Opportunities

These Strategy Tables are created to foster collaboration and generate buy-in from stakeholders. A summary of the Strategy Tables is presented in **Table 21-27**, following the order of priority identified in the public outreach. The full tables are provided in **Appendix D**.



Main Street / 8th Street
Chico, CA



Table 21. Distracted Driving Focus Area Strategy Table

DISTRACTED and AGGRESSIVE DRIVING			
	Actions	Target Output	Funding Opportunities
Education	Distracted Driving Public Outreach Campaign	Local distracted driving messaging campaign, targeted at Young Drivers using a variety of media outlets	NHTSA 402, NHTSA 405(e)
	Social Media Outreach Campaign	This highly targeted outreach effort includes providing educational materials to target populations (drivers between ages 15 - 23) regarding the dangers and penalties associated with distracted driving exclusively through social media platforms.	NHTSA 402, NHTSA 405(e)
Enforcement	High Visibility Enforcement	Conduct high visibility enforcement program, contingent on staff resources, to increase awareness of enforcement efforts and to provide citations as needed. <i>May be combined with High Visibility Enforcement programs from other Focus Areas.</i>	CTFGP, NHTSA 402, NHTSA 405(e)
	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico	NHTSA 402



Table 22. Intersection Safety Focus Area Strategy Table

INTERSECTION SAFETY				
	Actions	Target Output		Funding Opportunities
Education	None identified			
Enforcement	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico		NHTSA 402
	High Visibility Enforcement	Conduct high visibility enforcement program, contingent on staff resources, to increase awareness of enforcement efforts and to provide citations as needed. <i>May be combined with High Visibility Enforcement programs from other Focus Areas.</i>		NHTSA 402, NHTSA 405(e)
Engineering	Short-Term: Develop HSIP location specific and systemic grant application(s)	Potential Signalized Intersection Safety	Add intersection lighting	HSIP, ATP, CMAQ, SS4A
			Improve signal timing (coordination, phases, red, yellow, or operation)	
			Install raised pavement markers and striping (through intersection)	
			Install flashing beacons as advance warning	
			Improve pavement friction (High Friction Surface Treatments)	
	 Develop grant application(s) for other funding sources Long-Term: Obtain grant funding Construct safety countermeasures	Potential Unsignalized Intersection Safety Countermeasures	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	HSIP, ATP, CMAQ, SS4A
			Upgrade intersection pavement markings	
			Install Flashing Beacons at Stop-Controlled Intersections	
			Install flashing beacons as advance warning	
			Install transverse rumble strips on approaches	
			Improve sight distance to intersection (Clear Sight Triangles)	
			Improve pavement friction (High Friction Surface Treatments)	
EMS	Evaluate emergency vehicle detection along priority emergency routes	Increase emergency vehicle detection and response times along priority routes		HSIP, Other



Table 23. Bicycle Safety Focus Area Strategy Table

BICYCLE SAFETY				
	Actions	Target Output		Funding Opportunities
Education	Bike Safety Education for Children	Bike safety instruction for Chico children through school or City program		ATP, NHTSA 402
	Bike Safety Education for Adults	Bike safety instruction for Chico adults through a City program		NHTSA 402
	Active Lighting / Rider Conspicuity	Make Chico bicyclists more visible at night to avoid collisions		NHTSA 402, NHTSA 405(h)
	Driver Training	Incorporate bicycle safety and sharing the road information into local driver training (Drivers Education) courses		Existing Budget
	Share the Road Awareness Program	Increase driver awareness of bicyclist rights and needs on the roadway		NHTSA 402
Enforcement	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico		NHTSA 402
	High Visibility Enforcement	Conduct high visibility enforcement program, contingent on staff resources, to increase awareness of enforcement efforts and to provide citations as needed. <i>May be combined with High Visibility Enforcement programs from other Focus Areas.</i>		NHTSA 402, NHTSA 405(e)
Engineering	Safe Routes to School Planning	Comprehensive plan to improve walking and biking safety for students to / from school		ATP, LTF, SS4A
	Short-Term: Develop HSIP location specific and systemic grant application(s) Develop grant application(s) for other funding sources Long-Term: Obtain grant funding Construct safety countermeasures	Potential Bicycle Safety Countermeasures	Install bike lanes	HSIP, ATP, LTF CMAQ, NHTSA 405(h), SS4A
			Install protected bike lanes	
			Install pedestrian crossing at uncontrolled locations (new signs and markings only)	
			Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	
			Install Rectangular Rapid Flashing Beacon (RRFB)	



Table 24. Pedestrian Safety Focus Area Strategy Table

PEDESTRIAN SAFETY				
	Actions	Target Output		Funding Opportunities
Education	Elementary -Age Child Pedestrian Training	Established program to equip school aged children with knowledge of how to be a safe pedestrian. <i>Similar to NHTSA Child Pedestrian Safety Curriculum.</i>		NHTSA 402 NHTSA 405(h)
	Conspicuity Enhancement	Increased visibility of pedestrians at night through greater use of retroreflective, bright colored, and fluorescent clothing while walking		NHTSA 402 NHTSA 405(h)
Enforcement	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico		NHTSA 402
	Reduction in unsafe pedestrian crossings	Work with agencies addressing transient, homeless and impaired persons to keep these populations safe from unsafe pedestrian crossing behaviors.		TBD
Engineering	Safe Routes to School Planning	Comprehensive plan to improve walking and biking safety for students to / from school		ATP, SS4A
	Pedestrian Safety Zone	Select resources focused on high pedestrian traffic and high pedestrian crash area (South Campus, downtown) to apply targeted approach, may build upon South Campus Neighborhood Plan.		HSIP, ATP, CMAQ, NHTSA 405(h), LTF, SS4A
	Short-term: Develop HSIP location specific and systemic grant application(s) Develop grant application(s) for other funding sources Long-Term: Obtain grant funding Construct safety countermeasures	Potential Pedestrian Safety	Install raised medians / refuge islands	HSIP, ATP, CMAQ, LTF, SS4A
			Install pedestrian crossing at uncontrolled locations (new signs and markings only)	
			Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	
			Install Rectangular Rapid Flashing Beacon (RRFB)	
			Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	



Table 25. Impaired Driving Focus Area Strategy Table

IMPAIRED DRIVING			
	Actions	Target Output	Funding Opportunities
Education	Responsible Beverage Service	Local server training programs for serving alcohol are intensive, high quality, and face-to-face programs	Existing Budget (Required as of June 1, 2022)
	Coordinate with Transportation Network Companies (Uber, Lyft, etc.) for Sober Ride Home program	Established program to provide Sober Rides Home to Chico residents	NHTSA 402
Enforcement	High Visibility Enforcement Program	Conduct high visibility enforcement program, contingent on staff resources, to increase awareness of enforcement efforts and to provide citations as needed. <i>May be combined with High Visibility Enforcement programs from other Focus Areas.</i>	CTFGP, NHTSA 402, NHTSA 405(d)
	Publicized DUI Checkpoints	Publicly noticed DUI checkpoints conducted during high alcohol-involved periods, contingent on staff resources	CTFGP, NHTSA 402, NHTSA 405(d)
	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico	NHTSA 402



Table 26. Roadway & Intersection Lighting Focus Area Strategy Table

ROADWAY & INTERSECTION LIGHTING			
	Actions	Target Output	Funding Opportunities
Education	None identified		
Enforcement	Pedestrian & Bicycle Conspicuity Enhancement	Provide lighting elements and retroreflective materials to local pedestrians and bicyclists in order to improve nighttime visibility of vulnerable roadway users.	NHTSA 402, NHTSA 405(h)
	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico	NHTSA 402
Engineering	Short-term: Conduct Lighting Analysis at high nighttime crash intersections, roadway segments, and intersections with a pedestrian fatality Medium-term: Conduct systemic lighting analysis at signalized and unsignalized intersections Long-term: Increase lighting at identified locations.	Comply with lighting standards	Existing Budget, HSIP, SS4A



Table 27. Lane Departures Focus Area Strategy Table

LANE DEPARTURES				
	Actions	Target Output		Funding Opportunities
Enforcement	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico		NHTSA 402
Engineering	Short-term: Develop HSIP location specific and systemic grant application(s) Develop grant application(s) for other funding sources Long-Term: Obtain grant funding Construct safety countermeasures	Potential Systemic Lane Departure HSIP Countermeasures	Remove or relocate fixed objects outside of Clear Recovery Zone Improve Pavement Friction (High Friction Surface Treatments) Install chevron signs on horizontal curves Install curve advance warning signs Install delineators, reflectors, and/or object markers Install edge-lines and centerlines	HSIP, CMAQ, SS4A



POTENTIAL PROJECTS

Addressing risk factors across the City of Chico on a systemic basis will help address historical crashes as well as potential future crashes. In consultation with the City and key stakeholders, six potential projects were developed for systemic applications.

Springfield Drive
Chico, CA



POTENTIAL PROJECTS

The top intersections and roadway segments identified in this LRSP (**Table 11-12**) represent the locations with the highest crash frequency, number of serious or fatal crashes, or public comments across the City of Chico.

FHWA Risk Factors

The Federal Highway Administration Systemic Safety Project Selection Tool includes risk factors for intersections and roadway segments to be used during systemic safety review and project identification. Risk factors identify common roadway or intersection characteristics which may contribute to past crashes or increase the risk of future crashes. The nature of crashes in the City of Chico indicates that the following subset of risk factors should be considered when identifying locations for systemic safety projects.

RISK FACTORS

- Pavement condition and friction
- Driveway presence, design, and density
- Presence of shoulder or centerline rumble strips
- Presence of lighting
- Number of signal heads vs. number of lanes
- Presence of backplates
- Presence of advanced warning signs
- Pedestrian crosswalk presence, crossing distance, signal head type

Locations and roadway segments with similar characteristics but no history of crashes may still be eligible for systemic safety projects addressing these risk factors because of the increased potential for future crashes. Addressing risk factors across the City of Chico on a systemic basis will help address historical crashes as well as potential future crashes.

Potential Projects

In consultation with the City and the Stakeholders Working Group, seven potential projects were developed. These potential projects are mapped on **Figure 12** and are summarized in **Appendix E**. It is noted that several identified top priority locations have recently been improved, are under construction or are planned to be improved in the near future. The list of potential locations and countermeasures should be refined and tailored considering recent or planned projects. For systemic applications, locations throughout the network with characteristics similar to the top crash intersections and segments (control type, equipment, striping, etc.) should be identified using available roadway condition/equipment datasets, field visit, or local knowledge. Each potential project describes:

- Project Description and Need (crash data and other criteria for project selection)
- Public Outreach Endorsement
- Potential locations, reasons for inclusion and associated risk factors



- Potential Countermeasures
- Anticipated Benefit/Cost Ratio Potential

Projects were developed for:

1. Systemic Signalized Intersections
2. Systemic Unsignalized Intersections
3. Systemic Roadway
4. Systemic Pedestrian (locations without crosswalks)
5. Systemic Pedestrian (locations with crosswalks)
6. Systemic Bicycle
7. Site Specific: Warner Street/ W. Sacramento Avenue

All potential locations should be verified by a field review, using the Countermeasure Toolbox in **Appendix C** and FHWA Risk Factors as a checklist.

Signalized Intersections

Due to fatal crashes, the intersections below should be prioritized for future field reviews and systemic safety applications (see **Figure 12**).

- E. Park Avenue / Carmichael Drive
- Bruce Road / California Park Drive
- East Avenue / Marigold Avenue

Unsignalized Intersections

The unsignalized intersections identified as potential locations for systemic improvements included two intersections with fatal crashes. Upon initial virtual field review, it was noted that potential improvements may include enhanced visibility due to potential site distance issues caused by vegetation. Additionally, potential improvements at these intersections include the installation of sidewalks, crosswalks, and more signage.

The full list of countermeasures to be considered are in the Countermeasure Toolbox. All intersection conditions should be verified by a field review, using the toolbox and FHWA Risk Factors as a checklist. The





first two intersections listed below are intersections with a pedestrian fatality and should be prioritized for future field review and systemic safety applications (see **Figure 12**).

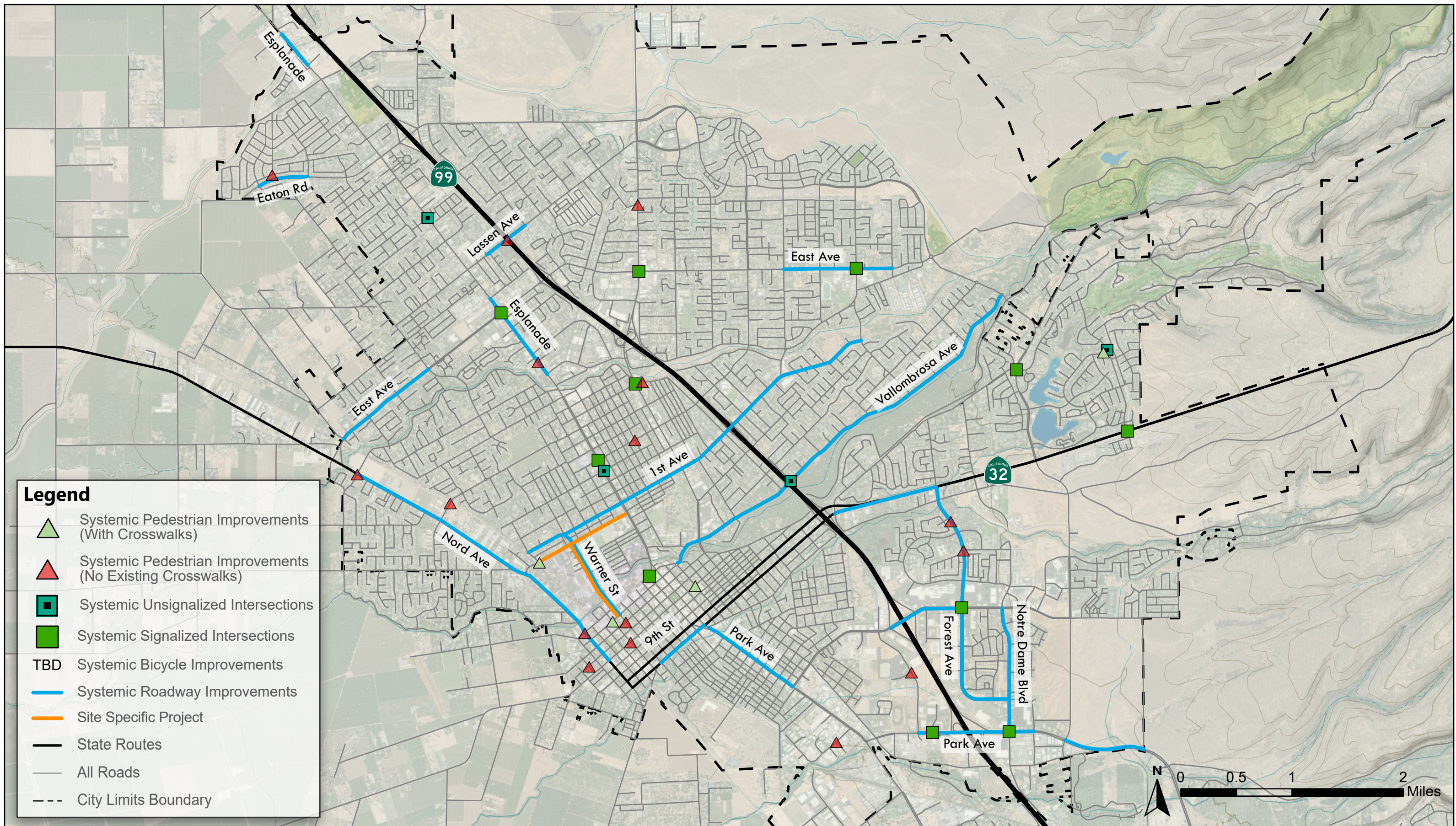
- Yosemite Drive / Idyllwild Circle
- Amber Grove Drive / Esplanade
- Esplanade / 4th Avenue
- Vallombrosa / Rey Way

Roadways

The top crash segments identified in **Table 11** are best addressed through systemic applications due to the high systemic opportunity for roadway segment countermeasures. Countermeasures identified for the project segments may be applied to other locations with similar characteristics and risk factors. The prioritized roadways for field reviews and future systemic applications are highlighted on **Figure 12** and listed below.

- Forest Avenue – SR 32 to Notre Dame Boulevard
- Nord Avenue – First Street to Glenwood
- Notre Dame Boulevard – 20th Street to Skyway
- W. Eaton Road – Rogue River to Penzance Avenue
- East Avenue – Cactus to Mariposa
- W. 9th Street – Main Street to Ivy Street
- SR 32 – Fir Street to Forest Avenue
- Esplanade – Cohasset Lane to Panama Avenue
- Esplanade – Camas Court to Valley Court
- East Lassen Avenue – Mefford Way to Joshua Tree Road
- Skyway – Bruce Road to Potter Road
- Walnut Street – 5th Street to 1st Street
- Park Avenue – Humboldt to E. 20th Street
- Warner Street – W. 2nd Avenue to W. 1st Avenue
- W. East Avenue – Nord Avenue to Cussick Avenue
- E. 20th Street – MLK Parkway to Forest Avenue
- First Avenue – N. Cedar Street to Madrone
- Vallombrosa – E. 1st Street to Manzanita Avenue







IMPLEMENTATION PLAN

This section summarizes the plan for successful LRSP implementation, highlights key considerations, and identifies next steps. The plan focuses on addressing high priority safety issues first, and also identifies systemic safety improvements to be incorporated into safety programs and future grant applications.

Main Street / E. 3rd Street
Chico, CA



IMPLEMENTATION PLAN

The implementation plan was developed as a guide to facilitate the implementation of the countermeasures and strategies identified under each focus area. This implementation plan focuses on addressing the high priority or “low-hanging fruit” safety issues first. The plan also focuses on identifying systemic safety improvements to be incorporated into ongoing maintenance and safety programs as well as future grant applications. The following sections summarize the plan, highlight key considerations, and identify the next steps. Additional detail for each countermeasure including tentative date of completion, performance measures, and responsible parties, are provided in the [Focus Area Strategy Tables](#).

Key Steps for Successful LRSP Implementation

In July 2020, the Federal Highway Administration (FHWA) released guidance (Implementing a Local Road Safety Plan) based on best practices and lessons learned by agencies around the country for implementing LRSPs.¹⁵ This guidance identified six key steps:



1. Maintain Buy-In and Support: Maintaining and expanding the stakeholder and public support fostered during the development of this LRSP will require ongoing communication and coordination through educational materials, news releases, and meetings. Implementation of many non-engineering countermeasures will require partnerships with stakeholders to achieve a successful outcome. The City should identify the specific outreach methods and level of detail that is achievable for continued communications with stakeholders, the general public, and decision makers. Education and Enforcement strategies are often best implemented following buy-in from community partners and stakeholders, and it will be important to collaborate closely with these groups to ensure shared resources.

2. Identify Funding Mechanisms: LRSPs are required for future HSIP funding, however, other funding mechanisms can also be used to improve local safety. Potential funding mechanisms for all countermeasures and strategies are included in the Focus Area Strategy Tables.

3. Identify and Prioritize Projects: Projects, programs, and initiatives should be prioritized based on potential safety improvement and ease of obtaining funding and implementation. Potential systemic project packages were developed for signalized and unsignalized intersections, roadway segments, pedestrian improvements at locations with and without crosswalks, and bicycle improvements. These project packages are provided in **Appendix E**. Applying these countermeasures to other

¹⁵ [Implementing a Local Road Safety Plan | FHWA](#)



intersections with similar characteristics will help the City proactively address potential safety issues. **Figure 12** identifies top intersections and segments which are strong candidates for future systemic safety grant applications.

4. Determine project delivery methods:

Projects identified through this LRSP will be primarily delivered through grant funded projects and initiatives due to existing funding constraints. When possible, countermeasures should be included in ongoing maintenance programs and incorporated into other projects.

5. Evaluate effectiveness: Performance measures and evaluation metrics are included in the Focus

Area Strategy Tables (**Appendix D**) for each countermeasure to assist the City in monitoring progress towards implementation and impacts on specific crash types and factors. This living document is intended to be updated every four years. However, the City would benefit from tracking safety metrics annually to gauge implementation outcomes on a more frequent basis.

6. Continue communication and coordination:

It is important to maintain close communication with stakeholders in order to coordinate efforts whenever possible and provide the public with updates regarding implementation progress and outcomes.



Oak Street / W. 5th
Street Chico, CA



Key Components of Non-Engineering Implementation

The most critical steps for implementation of the non-engineering LRSP countermeasures are building strong public outreach messaging; expanding and leveraging partnerships and collaborations with stakeholders and local agencies; and obtaining grant funding for expanded initiatives and outreach. While all countermeasures identified in the plan are important for improving safety in the City of Chico, the following countermeasures and general strategies are most feasible for early implementation and provide the greatest safety benefit from non-engineering countermeasures.

Social Media Campaign and Continued Outreach

Providing the public with important safety information and messaging through a variety of platforms including social media, online advertisements, TV, and radio is an important strategy for increasing awareness around safety and reducing crashes. The specific type of media used for each campaign depends on the audience, the message, and available resources. Some outreach campaigns may focus exclusively on social media, and some may require more holistic approaches including more traditional media like TV, newspaper, and radio. However, these larger outreach campaigns may require long timeframes for implementation and higher budget considerations. A targeted social media campaign can be implemented quickly with very little budget by utilizing existing messaging, such as those provided by the Caltrans Office of Traffic Safety through the [Go Safely, California](#) program.¹⁶



[Go Safely, California](#) is a resource for public outreach and education materials covering a variety of safety topics, including focus areas included in this LRSP, such as impaired driving, distracted driving, and bicycle and pedestrian safety. This program provides free and compelling outreach materials to local agencies for educational campaigns as well as pre-made toolkits available to supplement existing outreach efforts.

Targeted social media messaging campaigns can focus outreach efforts to a particular demographic, such as young drivers between 15- and 23-years-old regarding the potential risks of distracted driving and impaired driving. This age range was involved in a significant number of fatal and serious injury crashes, and crashes involving alcohol impairment and distracted driving.

Targeted messaging campaigns through social media will help the City of Chico to ensure their message is received by those in the target group with minimal budget impacts. Additionally, the reach of social media messages and campaigns may be amplified many times if stakeholders share the safety campaign messages through their own social media accounts. This strategy was utilized during the public outreach process, which resulted in a high rate of responses.

¹⁶ [Go Safely CA – Traffic Safety](#)



Partnerships & Collaborations

Roadway safety is a shared responsibility and so too is the implementation of roadway safety plans. The City of Chico must work collaboratively with numerous stakeholders and form interdepartmental and interagency partnerships to successfully implement many of the identified strategies. The following strategies will require direct partnerships and close collaboration to be successful:

Safe Routes to School

Bicycle and pedestrian safety was identified as a safety concern through the interactive outreach map and the public outreach survey with many respondents noting safety issues near schools. For example, some comments indicated speeding and distracted driving in residential areas and school zones, and others discussed red-light running and the desire for Rectangular Rapid Flashing Beacons (RRFB) at crosswalks near schools. During the development of this LRSP, a Safe Routes to School Study was initiated, and will incorporate findings from this report.

Sober Ride Home

Transportation Network Companies such as Uber and Lyft as well as traditional taxi companies may work with the City of Chico to provide discounted or free rides home to intoxicated individuals within the City of Chico to avoid driving while under the influence of drugs or alcohol. This program may first be focused on specific time periods such as Saint Patrick's Day, New Year's Eve, or Halloween and expanded, based on funding and need later on.

Responsible Beverage Service (RBS)

Responsible Beverage Service (RBS) is an intervention program designed to teach servers to responsibly serve alcoholic beverages. With the passage of Assembly Bill 1221 and Assembly Bill 82, every alcohol server and their manager is required to have a valid Responsible RBS certification from an ABC accredited RBS training provider and pass an online ABC administered RBS exam within 60 calendar days from the first date of employment as of July 1, 2022.¹⁷ The City of Chico may work with the local chamber of commerce and local alcohol server training providers to promote face-to-face training programs as the standard for local businesses as these programs have been shown to be more effective.



Safe Routes to School plans make walking and biking safer for students and the greater community.



¹⁷ [California's Mandatory Alcohol Server Training Deadline Draws Near | Alcoholic Beverage Control](#)



Crash Data Update Process

To ensure that local data represents the most accurate information, the City Public Works department has begun efforts to convene regularly with all associated agencies – Caltrans, CHPS and Chico Police Depart - to conduct a data reconciliation process among various sources, and to re-evaluate how data is collected and reported to best support future safety analysis.

Engineering Countermeasures

The majority of countermeasures identified through this LRSP are Engineering countermeasures. These countermeasures were identified to address the specific crash trends identified throughout the City of Chico and are included in the Countermeasure Toolbox in **Appendix C**.

Engineering countermeasures can be applied at specific locations or systemically across a network. This plan includes potential projects to be implemented at specific high crash locations as well as systemically across Chico. Additionally, the City of Chico has multiple projects in planning, design, or construction which may address safety issues and locations identified in this LRSP. Incorporating safety elements into planned projects will achieve project efficiencies and reduce the overall cost for improving roadway safety.





IMPLEMENTATION FUNDING & TIMEFRAMES

To implement many of the identified countermeasures and strategies detailed in this LRSP, the City of Chico may pursue grant opportunities. This section highlights key considerations for each potential funding opportunity.

Main Street / W. 3rd Street
Chico, CA



IMPLEMENTATION FUNDING & TIMEFRAMES

Grant Funding

The City and local stakeholders will likely pursue grant opportunities to implement many of the identified countermeasures and strategies. Additionally, the timeframes for implementation will be contingent on obtaining grant funding as well as maintaining existing maintenance and construction funding levels. The following section highlights key considerations for each potential grant funding opportunity. Funding opportunities for each countermeasure and strategy have also been identified in the Focus Area Strategy Tables.

Highway Safety Improvement Program (HSIP)

This federal program is managed by Caltrans and focused on infrastructure projects with nationally recognized crash reduction factors. This is one of the major funding mechanisms for safety projects across California and is closely tied to the Local Road Safety Plan. To be eligible for HSIP grant funding, agencies must have a completed LRSP or equivalent plan. Calls for projects under this funding program are typically announced every other year, with the last round of HSIP funding closing in September 2024. The next round has not been announced. Based on the available data and identified countermeasures, potential HSIP projects for high crash intersections and segments were developed and included in **Appendix E**.

Safe Streets and Roads for All (SS4A)

The U.S. Department of Transportation's (U.S. DOT) National Roadway Safety Strategy is supported by the Safe Streets and Roads for All (SS4A) program, which is a "competitive grant program that funds regional, local, and Tribal initiatives through grants to prevent roadway fatalities and serious injuries."

¹⁸ An SS4A compliant "Action Plan" includes the

following seven key components, which are addressed in this plan as noted.

1. Leadership commitment and goal setting: This LRSP was developed in close coordination with a [Stakeholders Working Group](#), which helped to establish the [Vision and Mission Statements](#) with the primary aim of preventing fatalities and serious injuries on the local roadway system. In addition, per the crash data analysis, the plan identifies progress made in the [percentage reduction of fatalities](#) since the development of the *2021 City of Chico Local Road Safety Plan*.
2. Planning structure: The City of Chico, Public Works [engineering/traffic staff](#) oversaw the development of this plan in close collaboration with the consultant staff and project stakeholders.
3. Safety analysis: An in-depth [Crash Data Analysis](#) of the past five years of crash data for local roads in the City of Chico was conducted to identify overall crash trends and help to identify the highest priority safety needs.
4. Engagement and collaboration: The LRSP process was supported by stakeholder meetings, review of existing efforts, and robust

¹⁸ [Safe Streets and Roads for All \(SS4A\) Grant Program](#)
[US Department of Transportation](#)



[Public Outreach](#). A public feedback survey and interactive map was distributed in three languages to garner transportation safety related insight from the City of Chico community.

5. Policy and process changes: This LRSP draws upon current “Vision Zero” methodology through the implementation of the [Safe Systems Approach](#), and provides a review and/or assessment of ongoing programs, policy frameworks in Chico, and other [existing efforts](#) in the city. In addition, the [Implementation](#) plan provides a framework for prioritizing countermeasures and strategies.
6. Strategy and project selections: A comprehensive set of [Engineering Countermeasures](#) and potential projects was developed through a layered approach, drawing upon crash data results and input from the City, key stakeholders, and the Chico community. The potential projects package is provided in **Appendix E**.
7. Progress and transparency: This LRSP is an update to the *2021 City of Chico LRSP*. The LRSP should continue to be a living, and publicly accessible document, updated every four to five years to assess current crash trends, the performance of implemented countermeasures, and the focus areas. This study documents progress since the 2021 LRSP as well as methods to track future progress.

An SS4A self-certification checklist is provided in **Appendix F**, intended as an example for subsequent SS4A cycles. It is noted that the LRSP does not meet the cutoff date for the May 2026 cycle, and that the criteria may evolve overtime.

Active Transportation Program (ATP)

This competitive statewide program consolidates federal and state funding from several sources including the State Senate Bill 1 (SB1), Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SRTS). This program is focused on increasing the use of walking and biking by increasing safety and mobility for non-motorized users, advancing regional active transportation efforts, and providing a broad spectrum of projects to benefit many types of active transportation users. Eligible grant applicants include public schools and school districts and local, regional, or state agencies. For a project to qualify as a Safe Routes to School project, it must be within two miles of a public school or within the vicinity of a public-school bus stop with the students intended as the primary beneficiaries of the project. This program typically releases calls for projects every other year, with the 2027 ATP (Cycle 8) in progress.

Congestion Mitigation and Air-Quality Improvement Program (CMAQ)

This flexible federal funding program managed by Caltrans may be used for a variety of projects which further the goals of the Clean Air Act and its amendments on a reimbursable basis. Projects must be included in the Transportation Improvement Program (TIP) in order to be eligible for this funding stream. This funding may be used for bicycle and pedestrian outreach programs, constructing bicycle and pedestrian facilities which are not exclusively recreational and reduce vehicle trips, and public education and outreach activities.



National Highway and Traffic Safety Administration (NHTSA)

The NHTSA provides traffic safety grants through the California Office of Traffic Safety (OTS). Based on the most recent guidance, OTS accepts applications for this funding program on an annual basis with an grant application deadline of January 31. The following grant opportunities were identified as the most applicable to the City of Chico's needs.

Section 402: State & Community Highway Safety Grant Program – This versatile funding program can be used for a variety of initiatives focused on reducing deaths and serious injuries on our roadways including enhancing pedestrian and bicycle safety, increasing enforcement of traffic safety laws, improving traffic records, or reducing speeding.

Section 405: National Priority Safety Program – This program authorizes funding to address high priority safety issues across the nation including impaired driving, distracted driving, and non-motorized safety. Funding for each issue is authorized as a separate tier under the Section 405 program.

» **Section 405(d): Impaired Driving Countermeasures** – This tier represents 52.5 percent of the total annual funding for the full Section 405 program. These funds are intended for programs which reduce the risk of driving under the influence of alcohol or drugs. A matching share

of 20 percent must be provided by the local agency.

» **Section 405(e): Distracted Driving** – A total of 8.5 percent of Section 405 funds are allocated for distracted driving incentive grants. Funds are intended for programs which reduce the risk of distracted driving.

» **Section 405(h): Non-Motorized Safety** – Five percent of Section 405 is available under this tier for states where the combined bicycle and pedestrian fatalities represent more than 15 percent of all roadway fatalities in that state based on the most recent FARS data from NHTSA. Funding under this tier requires a 20 percent match and is only eligible for training law enforcement on state laws applicable to pedestrian and bicycle safety, enforcement mobilizations and campaigns designed to enforce those state laws, or public education and awareness programs designed to inform motorists, pedestrians, and bicyclists.

California Highway Patrol (CHP) Cannabis Tax Fund Grant Program (CTFGP) – Funding for this program comes from the passage of Proposition 64, The Control, Regulate, and Tax Adult Use Marijuana Act (AUMA) in 2016. The intent of this program is to reduce the number of crashes by impaired drivers, increase public awareness related to the dangers of impaired driving, and improve highway safety. The purpose of the funds is to supplement and not supplant funding for current activities and programs. The grant application period for FY 2026/2027 is about to be concluded.



Implementation Timeframes

The approximate timeframe for completion of each countermeasure is identified in each Focus Area Strategy Table, provided in **Appendix D**. The approximate timeframe for completion was broken into three possible timeframes:

TIMEFRAMES

- Short-Term: 1-2 years
- Medium-Term: 3-5 years
- Long-Term: 6-10 years

Countermeasures and strategies with Medium- and Long-term implementation timeframes may be revisited during future LRSP update cycles.

Key Findings and Next Steps

This LRSP used a methodical process and input from stakeholders and the public to identify focus areas, analyze crash trends, and develop countermeasures across the four E's of safety planning (Engineering, Education, Enforcement, and Emergency Services). The plan includes strategy tables identifying responsible parties, completion goals, and performance measures.

The implementation plan and key considerations identified in this plan will help the City successfully implement the LRSP. The most critical next steps for the City of Chico following the completion of the LRSP will be to:

1. Conduct field reviews of top intersections and roadway segments for location specific HSIP grant application(s).
2. Verify the package of systemic countermeasures for signalized and unsignalized intersections and identify locations for systemic safety grant application(s) including intersections and road segments.
3. Launch social media campaigns targeted at young drivers related to impaired driving and distracted driving using available resources (gosafelyca.org).
4. Coordinate with the Chico Unified School District to develop a comprehensive Safe Routes to School Plan, utilizing already awarded grant funding.
5. Collaborate with stakeholders on new and ongoing safety initiatives and outreach programs

In summary, the key findings and recommendations included in this LRSP include the following:

- The plan draws from previous studies and existing efforts within the City of Chico, with several transportation safety improvements currently planned or underway.
- The top priority safety concerns indicated through the public outreach survey and interactive map were Distracted Driving, Intersection Safety, Bicycle Safety, and Pedestrian Safety.
- A total of 2,179 crashes occurred between 2019 and 2023, and a total of 178 crashes (8 percent) resulted in serious injury or fatality.



- For the City of Chico, the top PCFs are: Driving or bicycling under the influence of alcohol or drugs (DUI), unsafe speed, automobile right-of-way (Auto R/W), improper turning, and traffic signals and signs respectively.
- The two leading causes of fatal and serious injuries at intersections are broadside and vehicle-pedestrian, indicating that red-light running, pedestrian visibility and compliance, as well as unsafe speeds through the intersection may be safety issues.
- Similar to intersections, two leading types of crashes for fatal and serious injuries on roadway segments are broadside and vehicle-pedestrian crashes.
- The crash data was reviewed in combination with the public outreach to determine specific locations that may warrant safety improvements, and 16 roadway segments were identified as the most likely to warrant improvements.
- Pedestrian crashes accounted for 30 percent of all fatal crashes between 2019 and 2023, a reduction from 64 percent between 2014 and 2019. Pedestrian-involved crashes were a factor in 25 percent of serious injury and fatal crashes.
- Bicycle-involved crashes were a factor in 18 percent of serious injury and fatal crashes, and the majority of crashes involving a bicyclist occurred on Class II facilities and roadways with no facilities.
- With a large population of university students, there is strong correlation between impaired driving and alcohol-involved crashes. Thirty-five (35) percent of fatal and serious injury crashes involved a driver aged 26-years-old or younger. This same age demographic was involved in 42 percent of all alcohol-involved crashes in the City of Chico.
- The top priorities for developing systemic countermeasure applications projects included intersection, roadway, pedestrian, and bicycle safety.

CRASH DATA FACTS

- » Pedestrian crashes down 34 percent since 2014-2019.
- » Pedestrian-involved crashes were a factor in 25 percent of serious injury and fatal crashes.
- » Bicycle-involved crashes were a factor in 18 percent of serious injury and fatal crashes.
- » Thirty-five (35) percent of fatal and serious injury crashes involved a driver aged 26-years-old or younger.

The LRSP is a living document and should be updated every four to five years using the most up-to-date crash data to evaluate the performance of implemented countermeasures and re-evaluate focus areas.



APPENDICES

Appendix A

Stakeholder Collaboration

Appendix B

Public Outreach Results & Analysis

Appendix C

Countermeasures and Toolbox

Appendix D

Focus Area Strategy Tables

Appendix E

Potential Project Packages

Appendix F

SS4A Self-Certification Checklist





APPENDIX A

Stakeholder Collaboration

STAKEHOLDER COLLABORATION

Chico LRSP Stakeholder Agencies Contacted
ARC of Butte County
Butte College Chico
Butte County
Butte County - BCAG
Butte County Public Health
Butte County Regional Transit
Butte-Glenn Community College District
Caltrans (District 3)
Chico Active Transportation Technical Advisory Committee
Chico DMV
Chico Rotary Club
Chico State University
Chico Sunrise Rotary Club
Chico Unified School District
Chico Velo
City of Chico
City of Chico Fire & Rescue
City of Chico Police Department
CSU Chief of Police
Downtown Chico Business Association
Enloe Hospital
Jesus Center
Mechoopda Tribal Government
Passages Chico

CITY OF CHICO LOCAL ROAD SAFETY PLAN

STAKEHOLDERS WORKING GROUP MEETING #1

OCTOBER 15, 2025, 9:00 AM
Teams Meeting



WELCOME & INTRODUCTIONS



CITY OF CHICO LOCAL ROAD SAFETY PLAN

STAKEHOLDERS WORKING GROUP MEETING #2

JANUARY 26, 10:00 AM
Teams Meeting



AGENDA

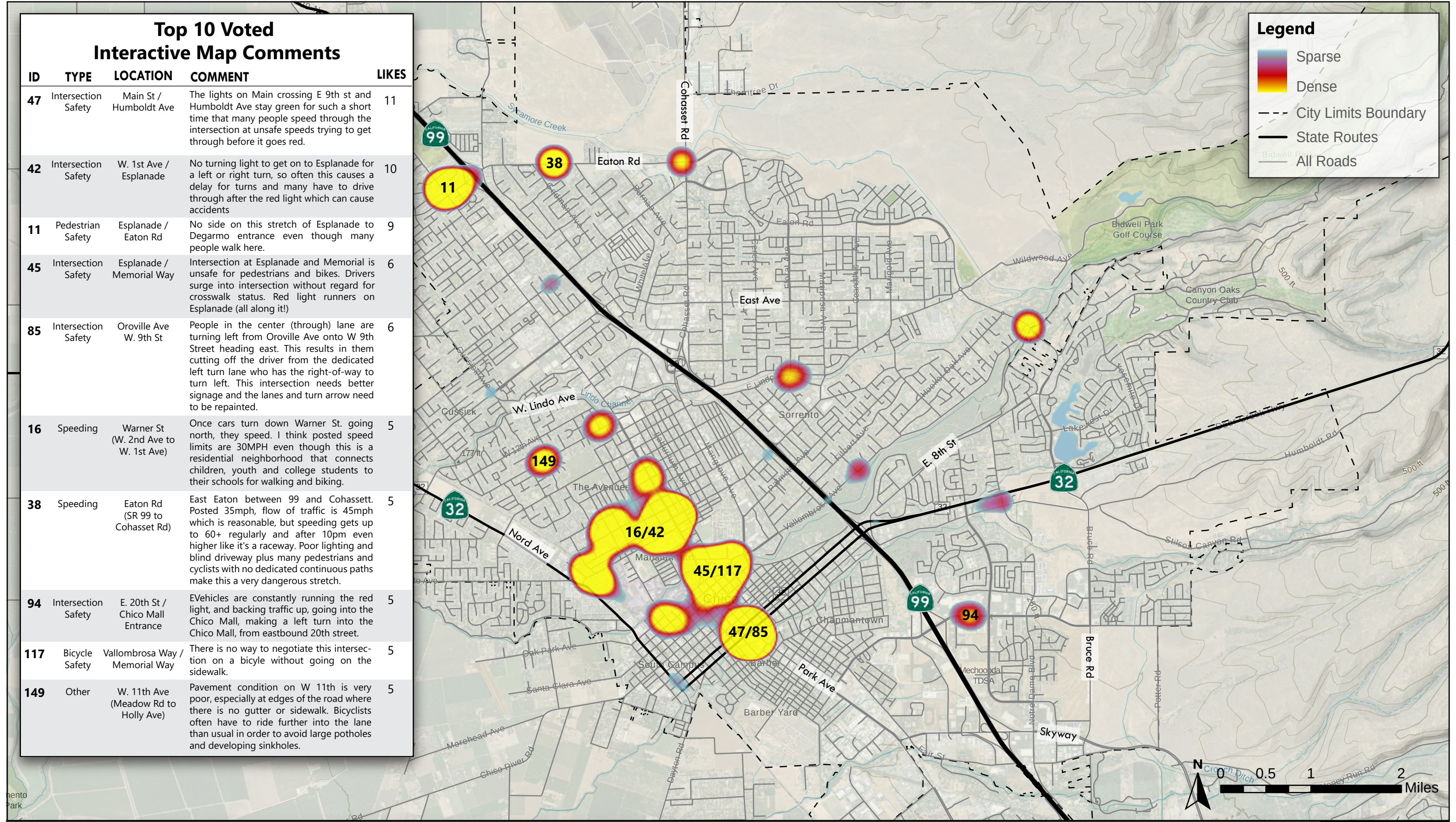
- **Review of LRSP, Stakeholders Group, Actions to Date**
- **Public Outreach Findings**
- **Potential Projects and Countermeasures**
- **Next Steps**





APPENDIX B

Public Outreach Results & Analysis



Use the comment ID above to identify the comment location on the corresponding hot spot map.

Figure B-1

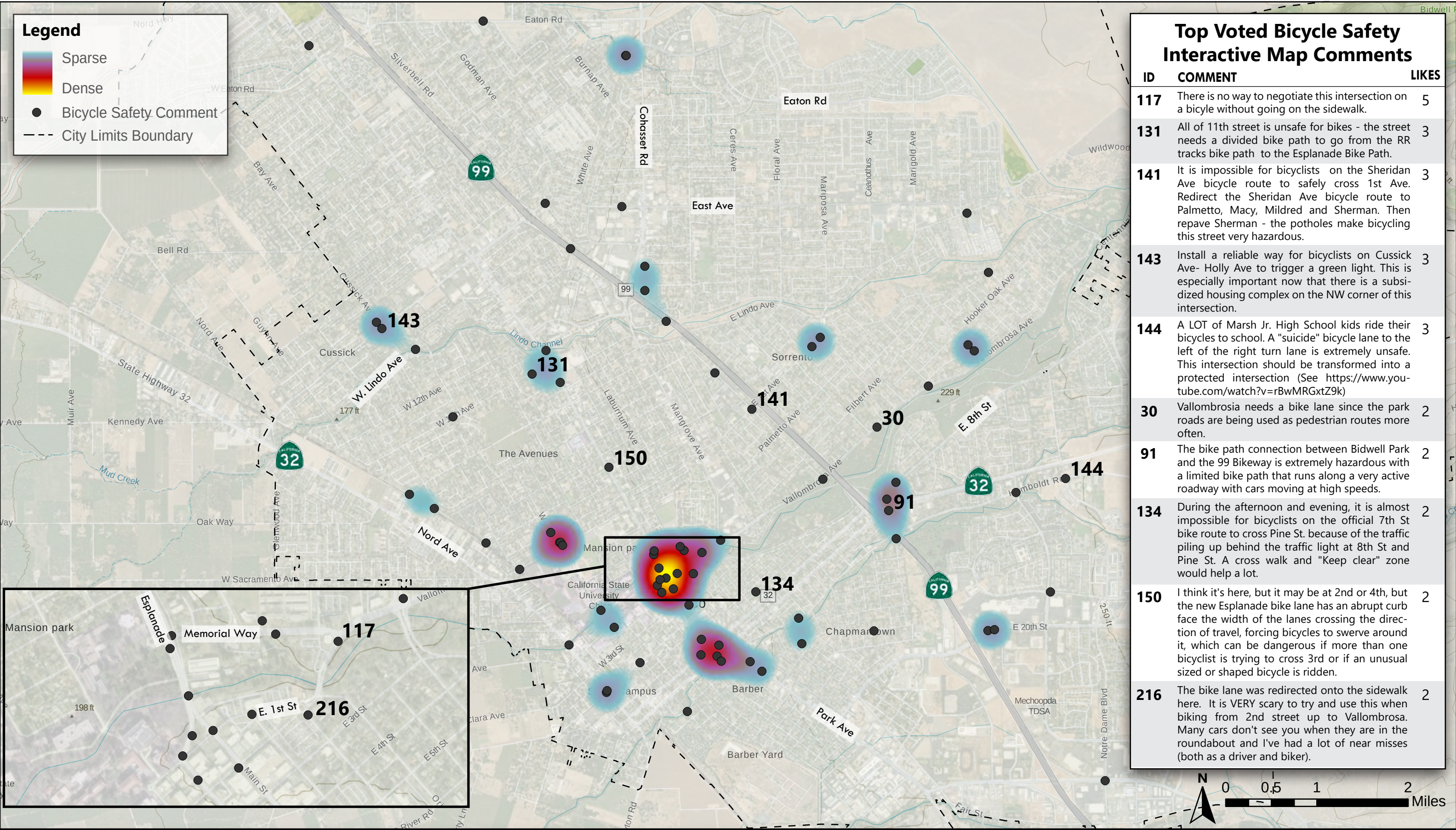
City of Chico

Local Road Safety Plan (Appendix B)

Interactive Map Comment Hot Spots

GCV

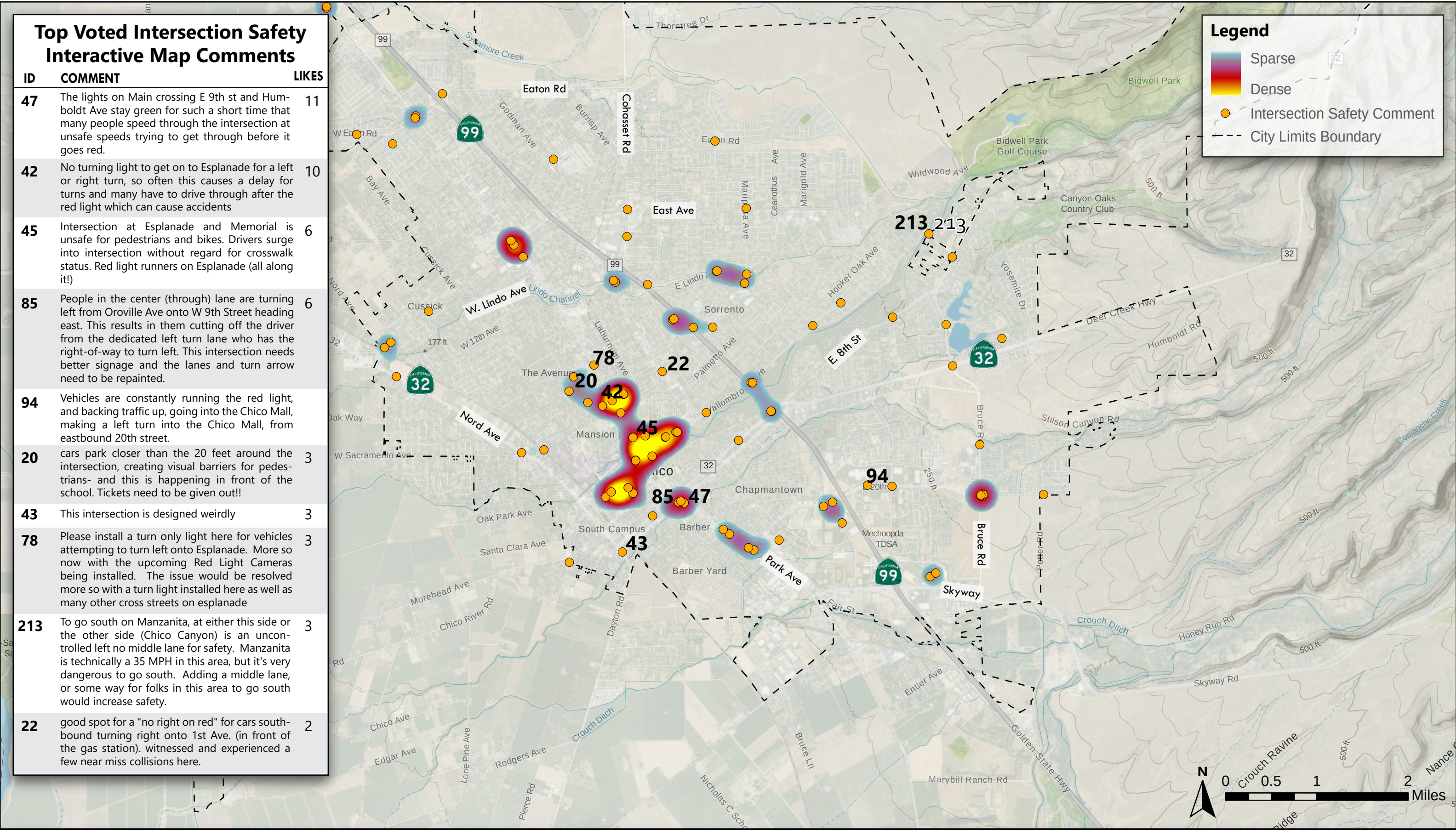
ENGINEERS SURVEYORS



Top Voted Bicycle Safety Interactive Map Comments		
ID	COMMENT	LIKES
117	There is no way to negotiate this intersection on a bicle without going on the sidewalk.	5
131	All of 11th street is unsafe for bikes - the street needs a divided bike path to go from the RR tracks bike path to the Esplanade Bike Path.	3
141	It is impossible for bicyclists on the Sheridan Ave bicycle route to safely cross 1st Ave. Redirect the Sheridan Ave bicycle route to Palmetto, Macy, Mildred and Sherman. Then repave Sherman - the potholes make bicycling this street very hazardous.	3
143	Install a reliable way for bicyclists on Cussick Ave- Holly Ave to trigger a green light. This is especially important now that there is a subsidized housing complex on the NW corner of this intersection.	3
144	A LOT of Marsh Jr. High School kids ride their bicycles to school. A "suicide" bicycle lane to the left of the right turn lane is extremely unsafe. This intersection should be transformed into a protected intersection (See https://www.youtube.com/watch?v=rBwMRGxtZ9k)	3
30	Vallombrosia needs a bike lane since the park roads are being used as pedestrian routes more often.	2
91	The bike path connection between Bidwell Park and the 99 Bikeway is extremely hazardous with a limited bike path that runs along a very active roadway with cars moving at high speeds.	2
134	During the afternoon and evening, it is almost impossible for bicyclists on the official 7th St bike route to cross Pine St. because of the traffic piling up behind the traffic light at 8th St and Pine St. A cross walk and "Keep clear" zone would help a lot.	2
150	I think it's here, but it may be at 2nd or 4th, but the new Esplanade bike lane has an abrupt curb face the width of the lanes crossing the direction of travel, forcing bicycles to swerve around it, which can be dangerous if more than one bicyclist is trying to cross 3rd or if an unusual sized or shaped bicycle is ridden.	2
216	The bike lane was redirected onto the sidewalk here. It is VERY scary to try and use this when biking from 2nd street up to Vallombrosia. Many cars don't see you when they are in the roundabout and I've had a lot of near misses (both as a driver and biker).	2

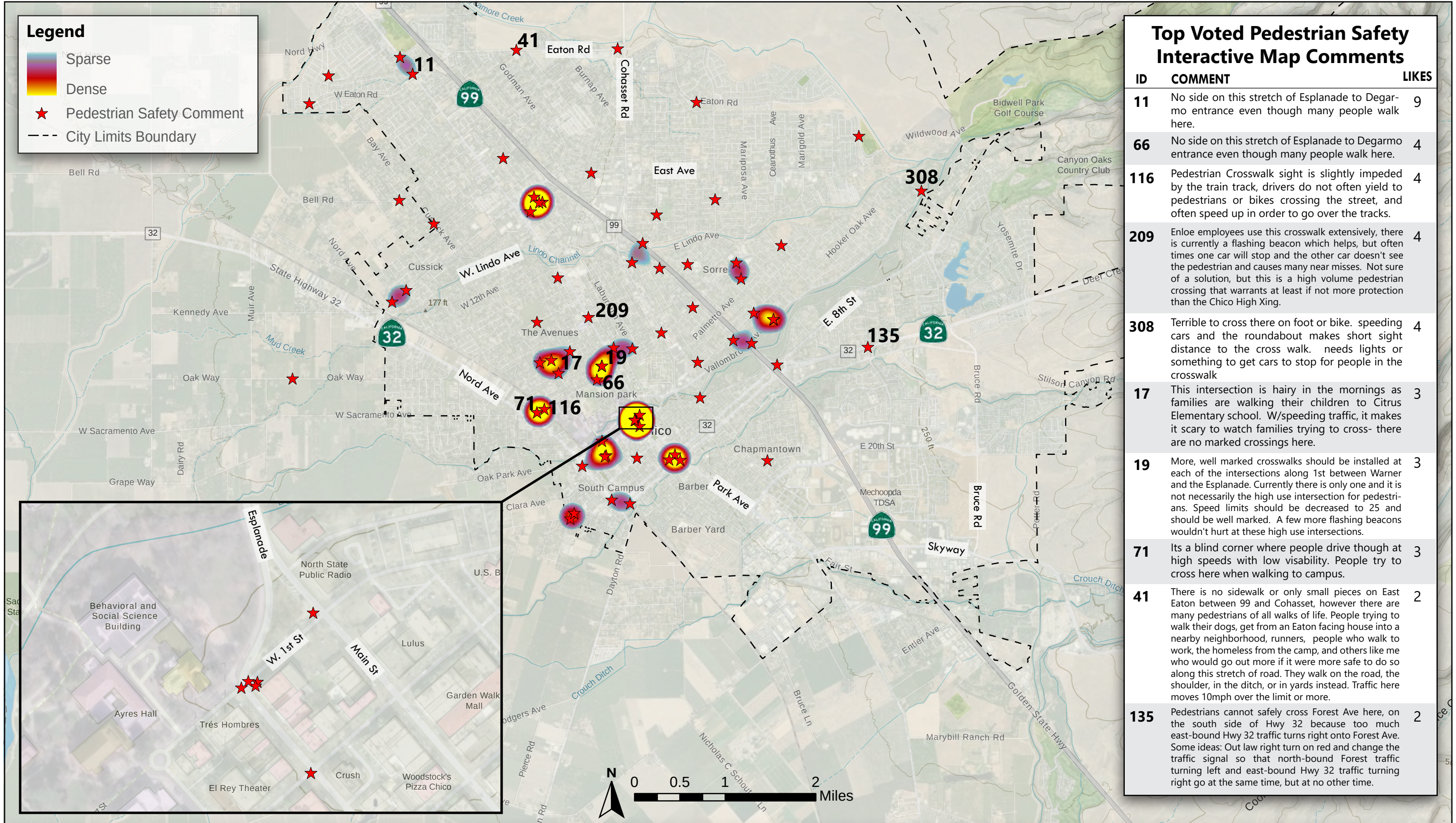
Use the comment ID in the table to identify the comment location on the corresponding map.

Figure B-2
City of Chico



Use the comment ID in the table to identify the comment location on the corresponding map.

Figure B-3
City of Chico
Local Road Safety Plan (Appendix B)

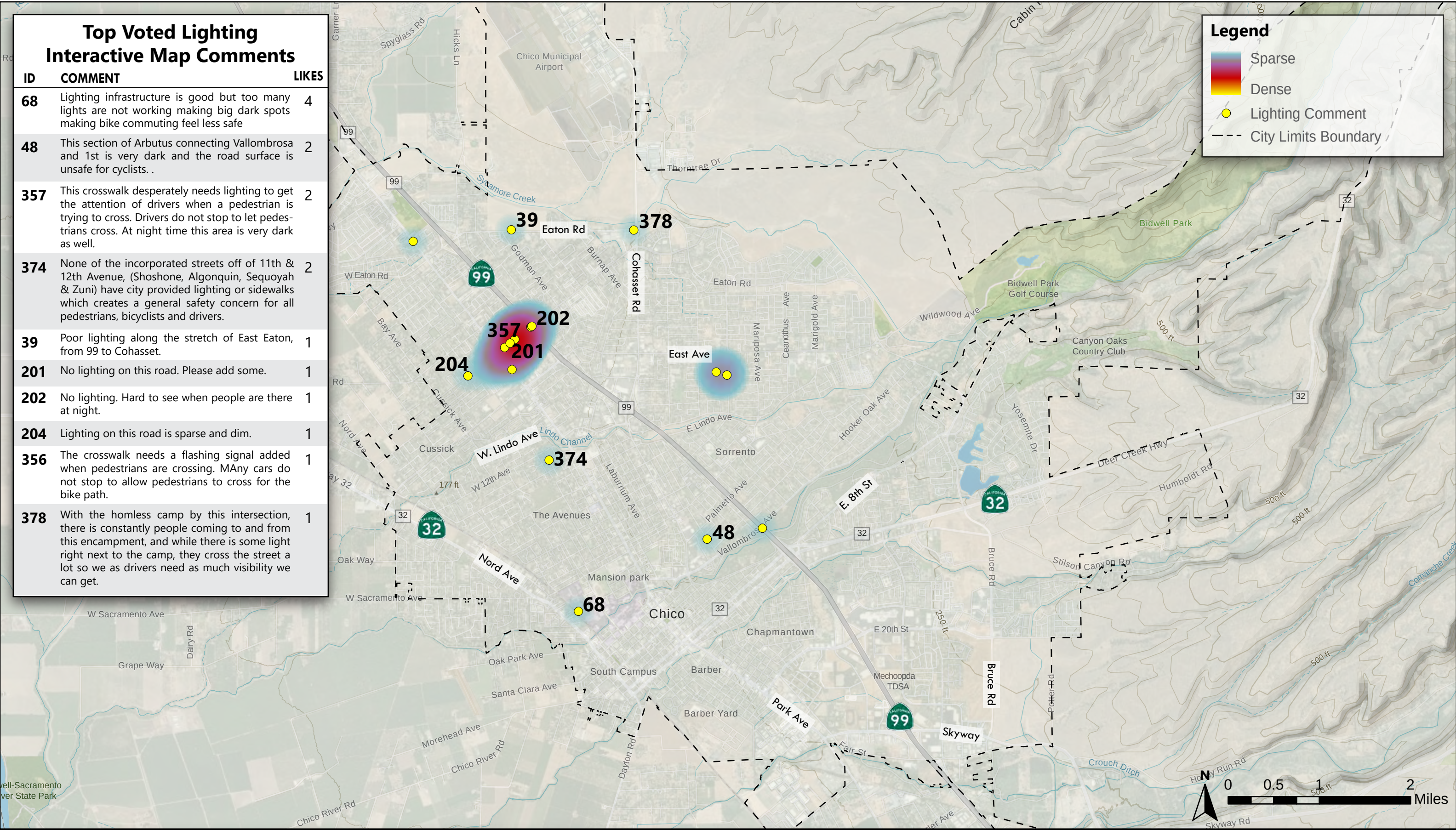


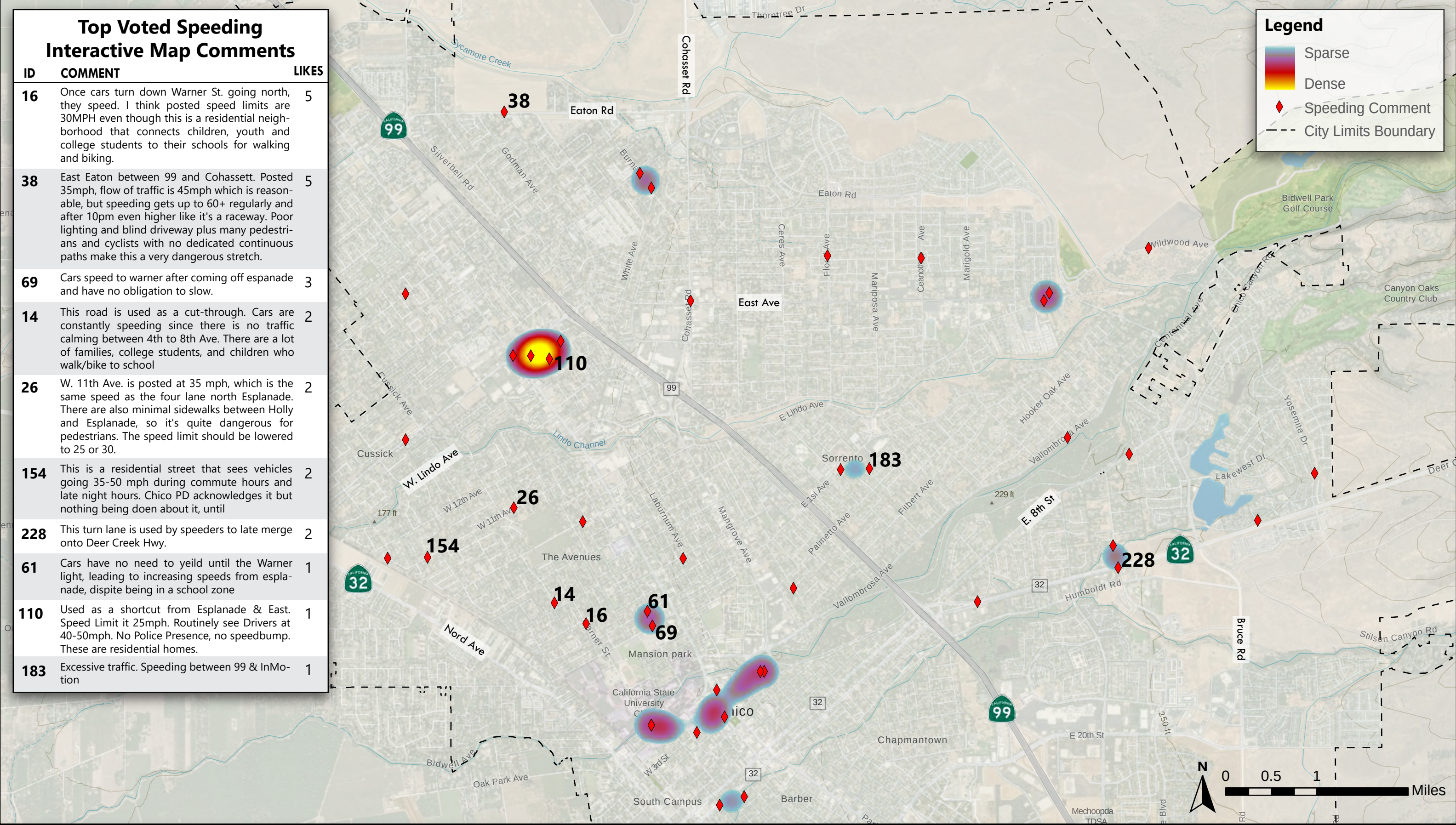
Use the comment ID in the table to identify the comment location on the corresponding map.

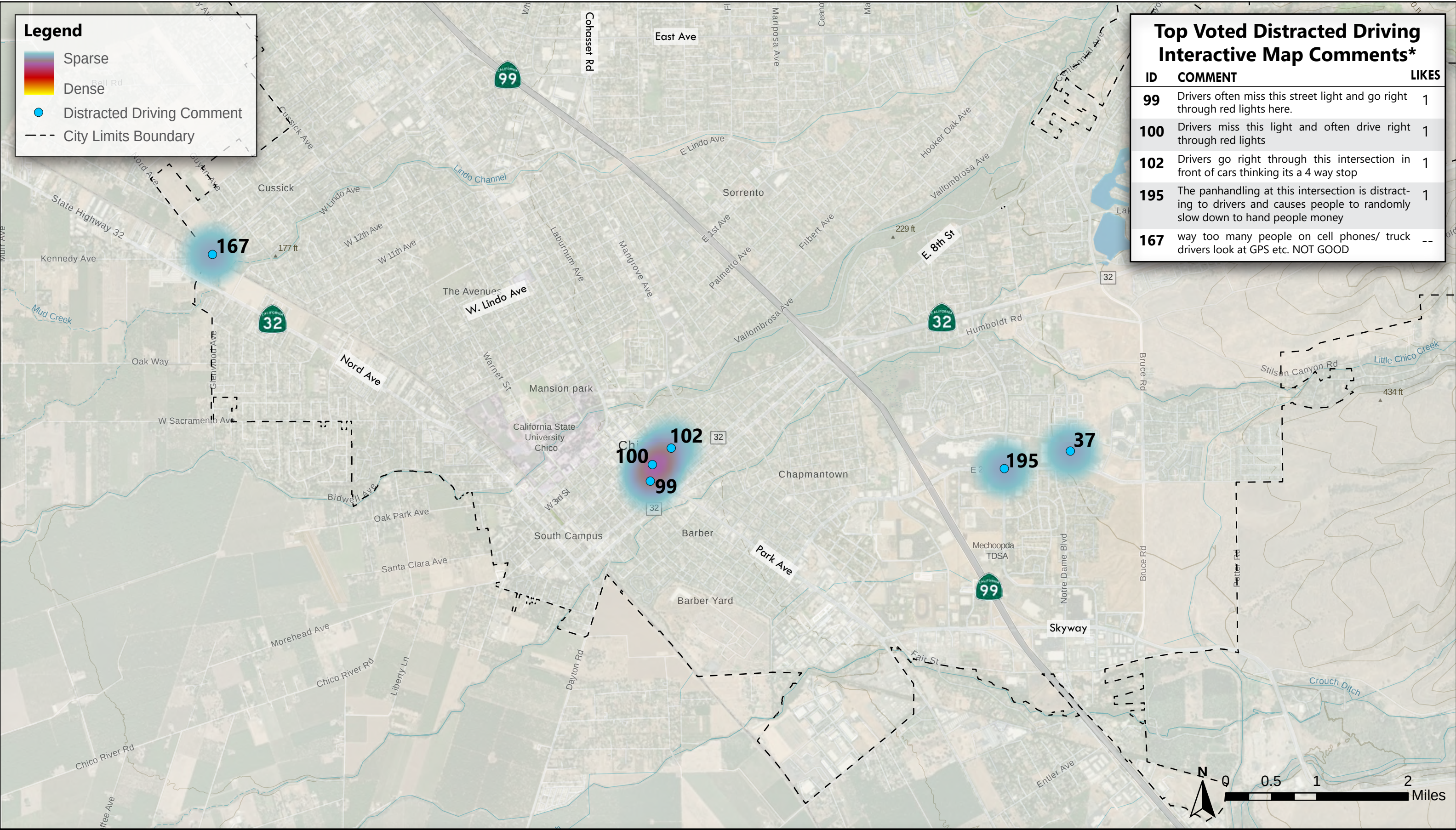
Figure B-4

City of Chico

Local Road Safety Plan (Appendix B)

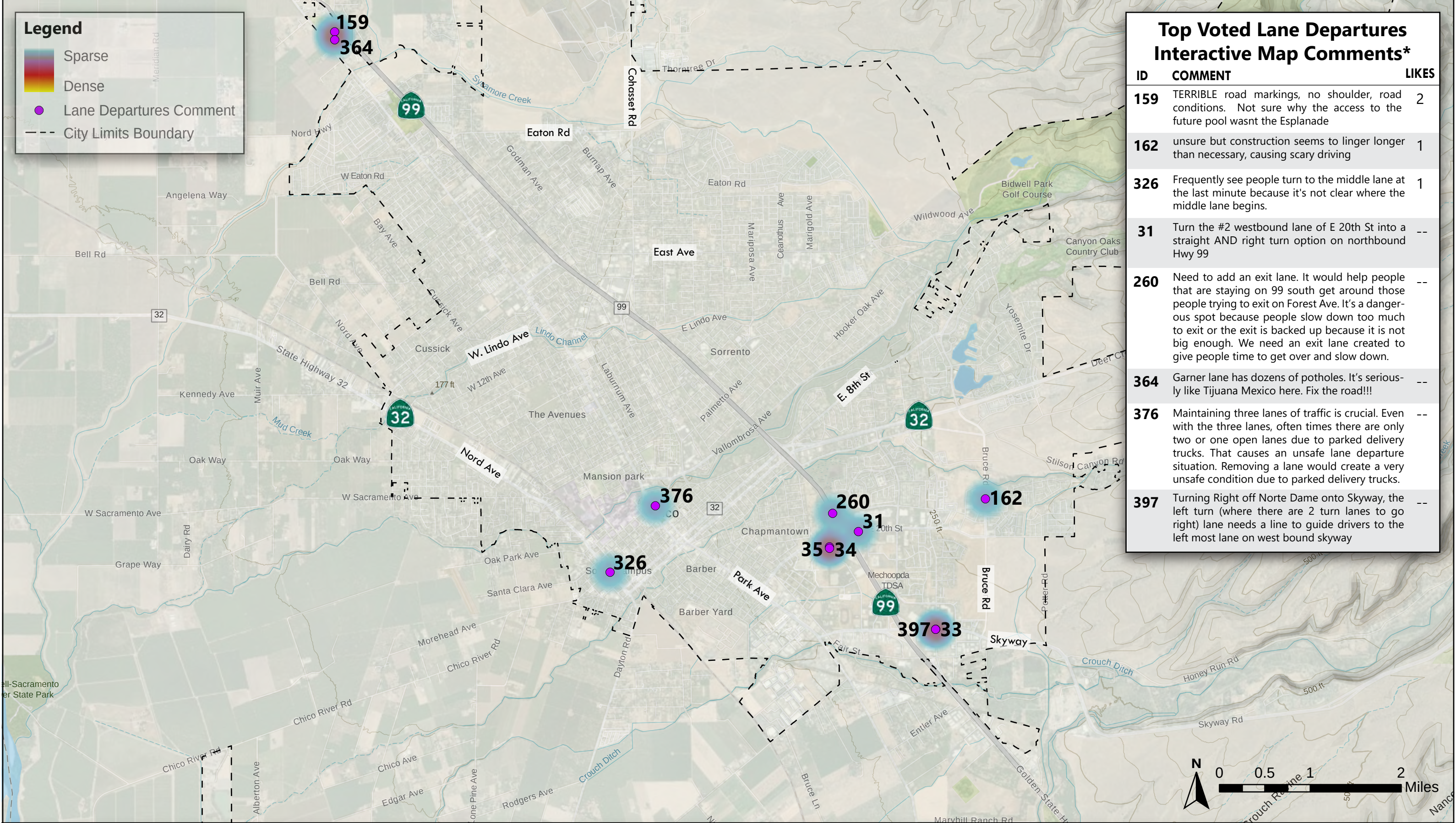






Use the comment ID in the table to identify the comment location on the corresponding map.
*There were a total of six "Distracted Driving" location pins. All pins are shown on the map even if they did not include a comment and/or were not endorsed with a like.

Figure B-7
City of Chico



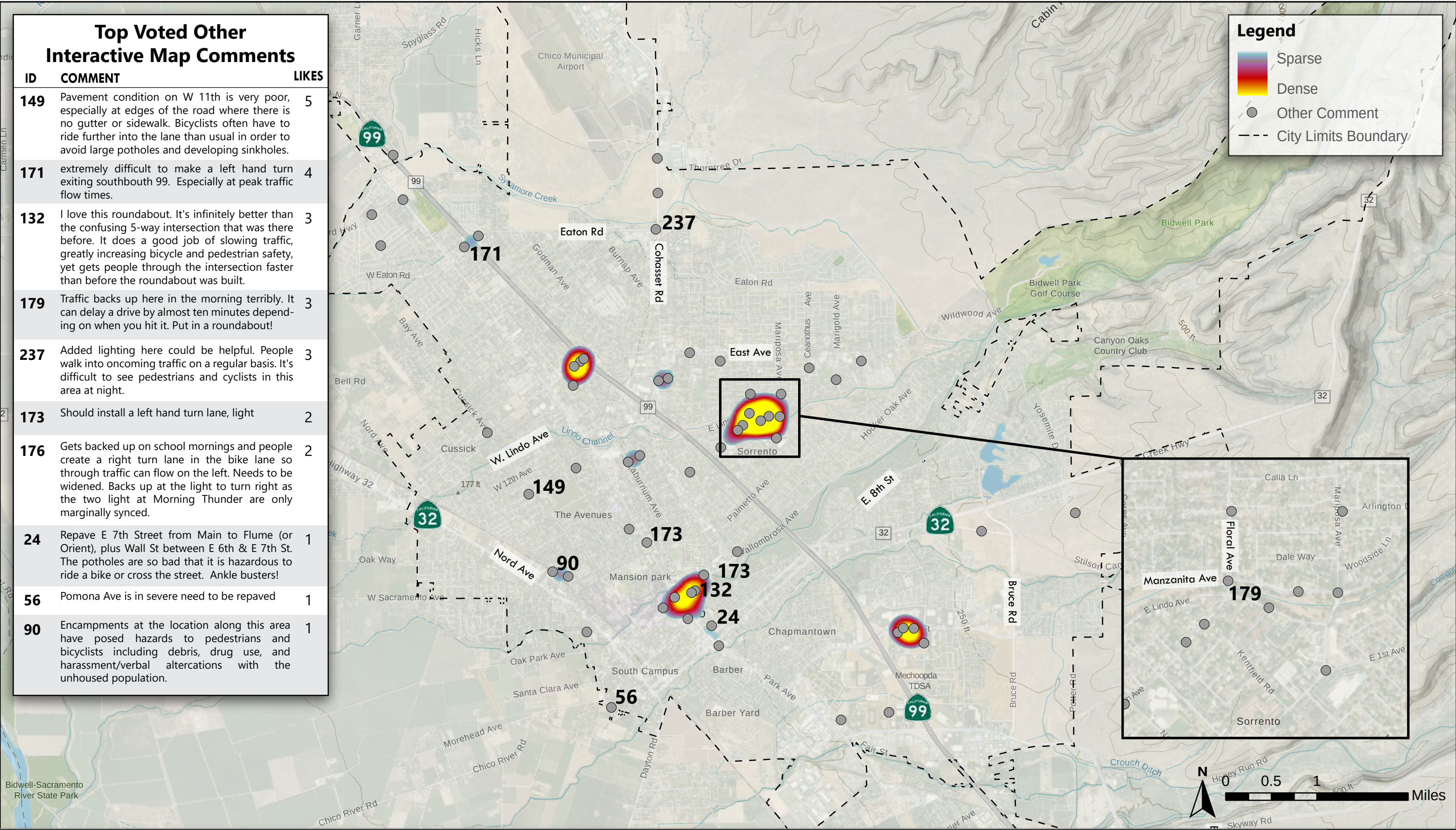
Use the comment ID in the table to identify the comment location on the corresponding map.

*There were a total of 11 "Lane Departures" location pins. All pins are shown on the map even if they did not include a comment and/or were not endorsed with a like.

Figure B-8

City of Chico

Local Road Safety Plan (Appendix B)



PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
11	Pedestrian Safety	No side on this stretch of Esplanade to Degarmo entrance even though many people walk here.	9
12	Lighting		
13	Bicycle Safety		
14	Speeding	This road is used as a cut-through. Cars are constantly speeding since there is no traffic calming between 4th to 8th Ave. There are a lot of families, college students, and children who walk/bike to school	2
15	Pedestrian Safety	between 4th-8th Ave. the sidewalks are disjointed- some sections are on the right, some are on the left, and some are missing altogether.	
16	Speeding	Once cars turn down Warner St. going north, they speed. I think posted speed limits are 30MPH even though this is a residential neighborhood that connects children, youth and college students to their schools for walking and biking.	5
17	Pedestrian Safety	This intersection is hairy in the mornings as families are walking their children to Citrus Elementary school. W/speeding traffic, it makes it scary to watch families trying to cross- there are no marked crossings here.	3
18	Pedestrian Safety	From around N. Cedar St. to Citrus Elementary (along 4th Ave) and then north, south and west of Citrus Elementary, there should be more brightly colored, well marked crosswalks- not just w/in the two blocks around Citrus Elementary. ALOT of families are primarily walking to Citrus from the west side where all of the affordable housing apt. are located (1st, 2nd, and 4th Ave.).	1
19	Pedestrian Safety	More, well marked crosswalks should be installed at each of the intersections along 1st between Warner and the Esplanade. Currently there is only one and it is not necessarily the high use intersection for pedestrians. Speed limits should be decreased to 25 and should be well marked. A few more flashing beacons wouldn't hurt at these high use intersections.	3
20	Intersection Safety	cars park closer than the 20 feet around the intersection, creating visual barriers for pedestrians- and this is happening in front of the school. Tickets need to be given out!!	3
21	Intersection Safety	work with Caltrans to make this a "no right on red" light. Morons coming off of hwy 99 (1) don't stop behind the crosswalk and (2) have terrible depth perception and pull out in front of cars going straight (from Deer creek hwy to 8th St.) who have the right-of-way	
22	Intersection Safety	good spot for a "no right on red" for cars southbound turning right onto 1st Ave. (in front of the gas station). witnessed and experienced a few near miss collisions here.	2
23	Intersection Safety	Red-light runners coming off of 99 southbound end up blocking the intersection for Hwy 32 (9th St) drivers headed east (towards Forest) who have the green. Those drivers must wait for the two lights past the overpass to turn green and clear the blocked traffic to proceed. All when they have the green light!	
24	Other	Repave E 7th Street from Main to Flume (or Orient), plus Wall St between E 6th & E 7th St. The potholes are so bad that it is hazardous to ride a bike or cross the street. Ankle busters!	1
25	Other	Road, curb, gutter, parking designations would improve safety for drivers, bikes, peds.	
26	Speeding	W. 11th Ave. is posted at 35 mph, which is the same speed as the four lane north Esplanade. There are also minimal sidewalks between Holly and Esplanade, so it's quite dangerous for pedestrians. The speed limit should be lowered to 25 or 30.	2
27	Speeding	aggressive Automobiles exceed speed limits on Wildwood Ave and use the road and parking areas to spin "doughnuts". Ave	
28	Bicycle Safety	Students and residents that ride this section are forced into the line of trafficking by parked cars and yard waste.	1
29	Speeding	Autos drive too fast on this residential/school section. The speed limit should be reduced/enforced to 25 MPH	

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
30	Bicycle Safety	Vallombrosia needs a bike lane since the park roads are being used as pedestrian routes more often.	2
31	Lane Departures	Turn the #2 westbound lane of E 20th St into a straight AND right turn option on northbound Hwy 99	
32	Intersection Safety	Autos that turn off of Fair Street can appear too rapidly at this intersection endangering bikes and pedestrians crossing 21st Street on Mulberry.	
33	Lane Departures		
34	Lane Departures		
35	Lane Departures		
36	Pedestrian Safety	A 40mph speed limit on Eaton Rd is too high for a residential neighborhood. Side streets have limited sight distance when crossing.	
37	Distracted Driving		
38	Speeding	East Eaton between 99 and Cohasset. Posted 35mph, flow of traffic is 45mph which is reasonable, but speeding gets up to 60+ regularly and after 10pm even higher like it's a raceway. Poor lighting and blind driveway plus many pedestrians and cyclists with no dedicated continuous paths make this a very dangerous stretch.	5
39	Lighting	Poor lighting along the stretch of East Eaton, from 99 to Cohasset.	1
40	Bicycle Safety	Cyclists are often seen riding this stretch of East Eaton from Cohasset to 99 and must be with the flow of traffic which does 45mph in a 35mph, or more. Or they ride the tiny shoulder where it exists or in the ditch. Traffic is passing right next to them at high speeds.	
41	Pedestrian Safety	There is no sidewalk or only small pieces on East Eaton between 99 and Cohasset, however there are many pedestrians of all walks of life. People trying to walk their dogs, get from an Eaton facing house into a nearby neighborhood, runners, people who walk to work, the homeless from the camp, and others like me who would go out more if it were more safe to do so along this stretch of road. They walk on the road, the shoulder, in the ditch, or in yards instead. Traffic here moves 10mph over the limit or more.	2
42	Intersection Safety	No turning light to get on to Esplanade for a left or right turn, so often this causes a delay for turns and many have to drive through after the red light which can cause accidents	10
43	Intersection Safety	This intersection is designed weirdly	3
44	Intersection Safety	Bus stop at the corner of E 20th and Park blocks the turn from 20th onto Park, some people try to squeeze around the bus and it seems dangerous	
45	Intersection Safety	Intersection at Esplanade and Memorial is unsafe for pedestrians and bikes. Drivers surge into intersection without regard for crosswalk status. Red light runners on Esplanade (all along it!)	6
46	Pedestrian Safety	There are not sidewalks on 16th Street consistently from Park Avenue to Chapman Elementary School, this means children walking to school and persons in wheelchairs or using walkers are walking on 16th Street where drivers are going too fast. This is exacerbated during rainy periods because large pools are formed, again forcing children and people with disabilities into 16th Street where the cars are speeding.	1
47	Intersection Safety	The lights on Main crossing E 9th st and Humboldt Ave stay green for such a short time that many people speed through the intersection at unsafe speeds trying to get through before it goes red.	11
48	Lighting	This section of Arbutus connecting Vallombrosa and 1st is very dark and the road surface is unsafe for cyclists. .	2
49	Intersection Safety	This intersection has no sidewalks or bike lanes that go all the way to the intersection itself and allow safe crossing. I hope this will be addressed in the overall Bruce reconstruction project, which has made significant improvements for pedestrians and cyclists along Bruce--except this intersection.	1

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
50	Bicycle Safety	W 7th St between Broadway and Salem is so narrow that someone on a Bicycle has no room and has to completely impede traffic. Also, anyone parking on the side of the road don't even have room to open their doors at all if there is any traffic.	
51	Pedestrian Safety	The entire north street corner at W 5th st and Chestnut is completely underwater whenever it rains causing a hazard for pedestrians.	1
52	Intersection Safety	The intersection at 16th St. and Park Ave. can be especially dangerous with people running red lights.	
53	Intersection Safety	Moving from Pomona to Miller has limited visibility	1
54	Speeding	This road is used as a cut through to get to the freeway. It is narrow and residential and cars speed through here.	
55	Pedestrian Safety	There are no sidewalks connecting Pomona to Chico River Rd. Students walk this frequently.	1
56	Other	Pomona Ave is in severe need to be repaved	1
57	Intersection Safety	The City needs to invest in a bike/pedestrian bridge over the Esplanade to ensure the safety of high school students crossing the Esplanade.	
58	Intersection Safety	Cars parked along street make visibility difficult	
59	Pedestrian Safety	No light or signal for oncoming traffic to yield for pedestrians	0
60	Bicycle Safety	Students and residents that ride this section are forced into the line of traffic by parked cars and yard waste.	1
61	Speeding	Cars have no need to yield until the Warner light, leading to increasing speeds from esplanade, despite being in a school zone	1
62	Bicycle Safety	no bike or ped space, small infrequent lights make peds walk in the road (with pets) becoming dangerous obstacles for cars/bikes	
63	Intersection Safety	Cars speed don't have a left lane turn lane and get into accidents in this area. Could benefit from a round about.	1
64	Bicycle Safety	trash, bike thieves, stolen goods, drug use along the bike path	1
65	Bicycle Safety	trash, bike thieves, stolen goods, drug use along the bike path	1
66	Pedestrian Safety	No light or crossing for pedestrians. High school/ college students cross often after being dropped off.	4
67	Bicycle Safety	The potholes are so bad that it is hazardous to ride a bike	
68	Lighting	Lighting infrastructure is good but too many lights are not working making big dark spots making bike commuting feel less safe	4
69	Speeding	Cars speed to Warner after coming off esplanade and have no obligation to slow.	3
70	Intersection Safety	Cars in turning lanes often end up turning on red during high traffic times. This paired with cars running reds at the end of a light cycle results in accidents and scary conditions for the high volume of pedestrians and bikes.	1
71	Pedestrian Safety	It's a blind corner where people drive through at high speeds with low visibility. People try to cross here when walking to campus.	3
72	Intersection Safety	Need more enforcement, this signal has consistent red-light runners	1
73	Speeding	this 30 mph residential road is frequently traveled at 45+	
74	Speeding	This street has turned into a speedway. It is dangerous to try to get into a vehicle that is parked in front of a residence. Some traffic calming efforts could be made along this street. Between Eaton and East.	
75	Intersection Safety	People frequently turn left from the inside left turn lane on Memorial into the outside lane on Vallombrosa.	
76	Intersection Safety	People frequently turn left from the inside left turn lane on Vallombrosa into the outside lane on Mangrove.	
77	Pedestrian Safety	This section of Sheridan has no sidewalks, which is dangerous for pedestrians.	
78	Intersection Safety	Please install a turn only light here for vehicles attempting to turn left onto Esplanade. More so now with the upcoming Red Light Cameras being installed. The issue would be resolved more so with a turn light installed here as well as many other cross streets on esplanade	3

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
79	Intersection Safety	The pedestrian signals for crossing Esplanade now only count down if someone has pushed the button. It used to always count down, which was very helpful for drivers to know as they approached the intersection if they could make it through before the light changed, and therefore if they needed to slow down earlier if they couldn't.	
80	Bicycle Safety	Even though there is a pedestrian/bicyclist safety light here, many pedestrian/bicyclists do not use it, and will just walk/bicycle out into the street, when there is a car right there, leaving almost no time to stop.	
81	Bicycle Safety	Bicyclists and E-bike riders traveling down the Esplanade (between 11th Ave and downtown) are not using the frontage (side) roads or the new bike/pedestrian path. This causes an issue trying to pass them because there isn't enough room. There is no bike lane -- they should be using the frontage roads or the new bike/pedestrian lane.	
82	Speeding	Cars often speed on this section of Burnap Ave. It is scary when trying to make a left turn onto Burnap, out of the Burnap Gardens apartment complex. I have seen people drive down this road going between 45MPH and 60MPH. There was an accident recently in this area, where cars destroyed part of a house's fence, and narrowly missed hitting the power pole.	
83	Other	The timing of the light at the intersection of East Avenue turning left onto the SB 99 onramp needs to be adjusted. Sometimes you sit that light for a long time even when there are not eastbound cars coming. The left turn lane is short, so many cars end up blocking the two westbound lanes going straight, and it backs up the traffic under the overpass. You could also consider making it one of those flashing yellow lights, so that cars can make the left hand turn if there's no oncoming eastbound traffic.	
84	Speeding	There is speeding/street racing on Lassen Ave every few days. Especially on Thursday and Saturday nights. Starts around 10:00pm, goes sometimes until 2:00am. The reason we have observed this is because we live in the area.	
85	Intersection Safety	People in the center (through) lane are turning left from Oroville Ave onto W 9th Street heading east. This results in them cutting off the driver from the dedicated left turn lane who has the right-of-way to turn left. This intersection needs better signage and the lanes and turn arrow need to be repainted.	6
86	Intersection Safety	This uphill on-ramp needs to be about 2x longer. The average car can't get up to highway speed before merging. Once you get up to where you see the traffic you're merging into, the lane ends with a guardrail forcing a dangerous merge	
87	Intersection Safety	Drivers are constantly not stopping at the three way stop, and not honoring right of way law.	1
88	Bicycle Safety	Traffic backs up here as people drop off kids at the school. This creates terrible blind spots for traffic coming the other way and bicyclists have almost been hit here because there is no signage or signal of any kind.	
89	Pedestrian Safety	There are issues with pedestrian safety at this intersection. Drivers do not want to wait for pedestrians to cross the crosswalk. There was one time a family was crossing with young children, and I waited for them to cross, before turning right in my car. The car behind me was losing it, honking aggressively and tailgating me, trying to get me to move out of the way.	
90	Other	Encampments at the location along this area have posed hazards to pedestrians and bicyclists including debris, drug use, and harassment/verbal altercations with the unhoused population.	1
91	Bicycle Safety	The bike path connection between Bidwell Park and the 99 Bikeway is extremely hazardous with a limited bike path that runs along a very active roadway with cars moving at high speeds.	2
92	Intersection Safety	Difficult to turn right or left out onto the road, out of this business complex, as there are hedges that completely block view of oncoming traffic.	
93	Intersection Safety	This intersection has seen many accidents recently and for good reason. People traveling along 32 are going too fast and people trying to leave Glenwood Ave are often faced with a nearly impossible left hand turn onto Nord.	

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
94	Intersection Safety	Vehicles are constantly running the red light, and backing traffic up, going into the Chico Mall, making a left turn into the Chico Mall, from eastbound 20th street.	5
95	Intersection Safety	Drivers coming out of Costco at light, making a left turn from Costco onto Dr. Martin Luther King Jr. Drive, do not follow right of way laws, for traffic moving straight (Food Max parking lot to Costco parking lot) or turning right from FoodMax parking lot onto Dr. MLK Jr. Drive. Dangerous, many people are aggressive coming out of Costco, and I have been cut off many times trying to turn right or go straight into Costco.	1
96	Other	I chose this location as it is near where I live, but this applies to all of Chico. Many drivers are driving after dark, with no lights at all.	
97	Pedestrian Safety	Hard to see pedestrians here at night / during busy times	
98	Pedestrian Safety	Drivers turning left off main street do not see pedestrians and I see near misses weekly	1
99	Distracted Driving	Drivers often miss this street light and go right through red lights here.	1
100	Distracted Driving	Drivers miss this light and often drive right through red lights	1
101	Intersection Safety	Hard to see oncoming cars when crossing e. 2nd street. Lots of parked cars close to intersection create blind spots	1
102	Distracted Driving	Drivers go right through this intersection in front of cars thinking its a 4 way stop	1
103	Pedestrian Safety	Drivers cannot see pedestrians well enough at any time of the day. The timing of the green light is allowed too early and I have seen 100's of potentially harmful collisions. There needs to be more time allow for pedestrians to cross before traffic is allowed to go around this corner.	
104	Intersection Safety	The parked cars hide oncoming traffic from those stopped on Chestnut. Plus with Notre Dame school it is a high traffic area in the morning. This needs to be a 4 way stop.	1
105	Intersection Safety	This intersction is high traffic with only a two way top sign. Pedestrians, bicyclists, buses and cars congest this intersection. It needs to be a 4 way stop sign.	1
106	Intersection Safety	Cars often fail to come to a complete stop at this location, and several people have nearly been hit. Many people use this crosswalk daily to access the park, walk their dogs, and travel to and from school or work. There used to be a highly visible, person-shaped delineator in the middle of the crosswalk; although the painted space remains, it has never been replaced. This is especially important for eastbound traffic coming out from under the overpass into the sunlight, where visibility can be reduced.	2
107	Bicycle Safety	Cars park in the "no parking" area here, impeding the bike lane.	
108	Bicycle Safety	Cars parked in the "no parking" area blocking the bike lane.	1
109	Bicycle Safety	Trash cans and leaf piles blocking the bike lane.	
110	Speeding	Used as a shortcut from Esplanade & East. Speed Limit it 25mph. Routinely see Drivers at 40-50mph. No Police Presence, no speedbump. These are residential homes.	1
111	Speeding	Entire Area is dangerous because of Speeding Traffic.	
112	Bicycle Safety	There is no clear way for bikes to get off the Esplanade bike lane and on to the bridge, or vice versa.	
113	Pedestrian Safety	Unsafe because of speeding traffic.	
114	Pedestrian Safety	Unsafe because of speeding traffic.	1
115	Pedestrian Safety	The button to signal for pedestrian crossing at this corner (near the coffee shop) does not work.	
116	Pedestrian Safety	Pedestrian Crosswalk sight is slightly impeded by the train track, drivers do not often yield to pedestrians or bikes crossing the street, and often speed up in order to go over the tracks.	4
117	Bicycle Safety	There is no way to negotiate this intersection on a bicycle without going on the sidewalk.	5
118	Intersection Safety	Frequent red light violations. Especially, from N Mangrove onto W Vallombrosa.	
119	Pedestrian Safety	Pedestrians need to have a dedicated light cycle to cross Broadway from the South side of 1st and to cross W 1st on the West side of Broadway. Current time is too short and pedestrians ignore crosswalk signal timing. This holds up traffic can causes unsafe driving and pedestrian safety.	

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
120	Pedestrian Safety	Around the campus, both students and employees pedestrians fail to understand how to cross a street safely. They cross against crosswalk symbols, fail to yield to traffic when the indicators change, and will cross against red lights in front of traffic.	1
121	Pedestrian Safety	In general downtown, pedestrians not yielding to crosswalk signs. They will continue to cross the street until the light turns red with them still in the intersection. Now backing up traffic.	1
122	Intersection Safety	Car turning left onto Cohasset from Cohasset to get on S99 will run the red light for fail to recognize the traffic is backed up. They now block both southbound and northbound traffic on Mangrove/Cohasset.	1
123	Speeding	Speeding up and down Vallombrosa. Need more deer signs, too	
124	Bicycle Safety	Bike path north of 20th street park and continuing under HWY 99 is constantly overrun by tents/encampments making passage very SCARY for all involved.	
125	Speeding	The "calming speed humps" seem to have been reduced in scope, which now allows cars to go through this area way above the speed limit. Make the speed bumps effective again (raise them up!!).	
126	Pedestrian Safety	I have seen on multiple occasions drivers drive through the intersection without stopping as if the stop sign were not present. I've seen this happen on school days when children are arriving at school. This happens despite a crossing guard present and portable cross walk signage in place.	
127	Other	I love the continuous sidewalk - raised intersection here. Install more of these!	1
128	Pedestrian Safety	Pedestrians get a walk signal here at the same time that southbound Esplanade traffic has a green light. Southbound Esplanade traffic "feels" like it is going straight when it turns right onto W. 1st St, causing them not to expect pedestrians crossing 1st St.	1
129	Bicycle Safety	The Esplanade bike path ends abruptly here, forcing bicyclists to make an extremely sharp turn. A left turn is especially difficult because it forces a bicycle to turn onto the wrong side of Memorial Way, directly into west-bound Memorial Way traffic.	
130	Speeding	Cars regularly speed on this part of Main St as they anticipate leaving the pedestrian-heavy downtown area. This greatly endangers pedestrians crossing at the Main St/1st St intersection.	
131	Bicycle Safety	All of 11th street is unsafe for bikes - the street needs a divided bike path to go from the RR tracks bike path to the Esplanade Bike Path.	3
132	Other	I love this roundabout. It's infinitely better than the confusing 5-way intersection that was there before. It does a good job of slowing traffic, greatly increasing bicycle and pedestrian safety, yet gets people through the intersection faster than before the roundabout was built.	3
133	Bicycle Safety	When I ride my bike on this path - I always run into the wood fence blocking the path. Not sue why this path goes to nowhere ? Eminent Domain a path to Alamo Ave	
134	Bicycle Safety	During the afternoon and evening, it is almost impossible for bicyclists on the official 7th St bike route to cross Pine St. because of the traffic piling up behind the traffic light at 8th St and Pine St. A cross walk and "Keep clear" zone would help a lot.	2
135	Pedestrian Safety	Pedestrians cannot safely cross Forest Ave here, on the south side of Hwy 32 because too much east-bound Hwy 32 traffic turns right onto Forest Ave. Some ideas: Out law right turn on red and change the traffic signal so that north-bound Forest traffic turning left and east-bound Hwy 32 traffic turning right go at the same time, but at no other time.	2
136	Bicycle Safety	Bicycle and pedestrian traffic connecting between Sheridan Ave and the bicycle path in Bidwell Park have a difficult time crossing here because it's hard to see NE-bound Vallambrosa Ave traffic coming around the corner. Install a 4-way stop sign or pedestrian flashing signal.	1
137	Bicycle Safety	The pavement on this stretch of Memorial Way is disintegrating, making it very difficult for bicyclists to navigate both traffic and potholes at the same time. This is an especially major problem during school drop-off and pick-up times.	1

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
138	Other	This is a very well-designed roundabout that takes up little space yet allows large trucks to navigate it.	
139	Bicycle Safety	The bridge is separating from the pavement, creating large and dangerous bumps on both sides of the bridge. Someone (the homeless folks?) has put some gravel in the cracks, which helps, but a better solution is needed.	1
140	Bicycle Safety	Users of the Sheridan Ave bicycle route cannot safely cross 5th Ave here because it's hard to see traffic coming around the curve. Either install a light here, or redirect bicycle traffic onto Sherman Ave.	
141	Bicycle Safety	It is impossible for bicyclists on the Sheridan Ave bicycle route to safely cross 1st Ave. Redirect the Sheridan Ave bicycle route to Palmetto, Macy, Mildred and Sherman. Then repave Sherman - the potholes make bicycling this street very hazardous.	3
142	Bicycle Safety	The quality of the pavement here is extremely poor, forcing bicyclists to ride in the middle of the road. Repave this short stretch of extremely road. This is a major bicycle route - the only viable N-S route west of Hwy 99.	1
143	Bicycle Safety	Install a reliable way for bicyclists on Cussick Ave- Holly Ave to trigger a green light. This is especially important now that there is a subsidized housing complex on the NW corner of this intersection.	3
144	Bicycle Safety	A LOT of Marsh Jr. High School kids ride their bicycles to school. A "suicide" bicycle lane to the left of the right turn lane is extremely unsafe. This intersection should be transformed into a protected intersection (See https://www.youtube.com/watch?v=rBwMRGxtZ9k)	3
145	Bicycle Safety	Gutter on the right turn from W 8th to N/B Salem is very far off grade from the rest of the street, creating a hazard for a bicyclist trying to navigate into the Salem bike lane.	1
146	Bicycle Safety	There is a grade difference in the gutterpan along the curb that can cause a bicyclist to fall, which is particularly dangerous given the other characteristics of the intersection.	1
147	Bicycle Safety	Lack of a bike lane to allow southbound bicycle traffic from 9th to 11th.	1
148	Intersection Safety	Drivers may easily stop on the railroad tracks if they are behind a car unexpectedly turning left from eastbound W Sacramento onto N Cedar or in a long line of cars waiting for the light at Nord during high-traffic periods. Drivers also fail to yield reliably to bicyclists, or traffic one way may yield but the other not, causing confusion and frustration that can exacerbate other issues with this intersection.	2
149	Other	Pavement condition on W 11th is very poor, especially at edges of the road where there is no gutter or sidewalk. Bicyclists often have to ride further into the lane than usual in order to avoid large potholes and developing sinkholes.	5
150	Bicycle Safety	I think it's here, but it may be at 2nd or 4th, but the new Esplanade bike lane has an abrupt curb face the width of the lanes crossing the direction of travel, forcing bicycles to swerve around it, which can be dangerous if more than one bicyclist is trying to cross 3rd or if an unusual sized or shaped bicycle is ridden.	2
151	Intersection Safety	Orientation of the travel lanes do not align with the sight lines, lane markings through the intersection are poor, and signage is inadequate	
152	Bicycle Safety	The bike lane narrows suddenly to about one foot wide. This is unconscionable and against any viable engineering and design guidelines for bicycle facilities.	1
153	Intersection Safety	The shrubbery all along the Esplanade should be cut shorter to provide better sight at intersections, especially for compact cars.	
154	Speeding	This is a residential street that sees vehicles going 35-50 mph during commute hours and late night hours. Chico PD acknowledges it but nothing being doen about it, until	2
155	Intersection Safety	Traffic signals are out of sync. Traffic on Bruce rd must wait on red for NO traffic coming on Lakewest	1
156	Intersection Safety	New concrete has an excessive hump in the intersection that could cause a vehicle to bottom out and lose control. Signals are also stopping Bruce traffic for NO vehicles coming from Picholine.	1

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
157	Pedestrian Safety	Lack of good sight line clearance, and roadway condition, and pavement markings	
158	Intersection Safety	BAD sight line. Access to pool should have been on ESPLANADE NOT GARNER	1
159	Lane Departures	TERRIBLE road markings, no shoulder, road conditions. Not sure why the access to the future pool wasn't the Esplanade	2
160	Pedestrian Safety	No sidewalk, no shoulder, unsafe to walk.....UGH	
161	Pedestrian Safety	people walk from transient camp directly onto roadway.. not safe for anyone.	2
162	Lane Departures	unsure but construction seems to linger longer than necessary, causing scary driving	1
163	Intersection Safety	sight line clearance, speed issue. UNSAFE area	
164	Intersection Safety	poor sightline/vision/clearance/railroad track issues. UNSAFE	
165	Pedestrian Safety	unable to safely cross street in any direction	
166	Speeding	irresponsible drivers drive WAY over speed limit	
167	Distracted Driving	way too many people on cell phones/ truck drivers look at GPS etc. NOT GOOD	
168	Speeding	area seems to be a "drift" course for illegal car driving	
169	Other	When roadway is wet, and its sunny- difficult to see line markings on the road (third Runway)	
170	Other	VERY NARROW travel lanes, folks not paying attention, roadway markings bad condition. Unsafe	
171	Other	extremely difficult to make a left hand turn exiting southbough 99. Especially at peak traffic flow times.	4
172	Bicycle Safety	The bike trail at Cohasset Road is a death trap - I've seen people hit here and even caused an accident when someone was rear-ended because they stopped for me!	
173	Other	Should install a left hand turn lane, light	2
174	Speeding	Add a speed bump. E. 3rd Street between Pine and Orient has become a major thoroughfare for people going downtown. Drivers don't understand that this is a residential neighborhood and routinely speed.	
175	Speeding	Traffic calming is needed on this residential street. Far too many people come speeding through here off Mangrove. Olive and 3rd would be a great place for one	
176	Other	Gets backed up on school mornings and people create a right turn lane in the bike lane so through traffic can flow on the left. Needs to be widened. Backs up at the light to turn right as the two light at Morning Thunder are only marginally synced.	2
177	Lighting	So dark down this stretch of Floral! Cannot see pedestrians at all at night!	
178	Pedestrian Safety	Needs sidewalks for all times of day. Kids walking to school, runners, dog-walkers. Cannot see them at night either due to low lighting!	1
179	Other	Traffic backs up here in the morning terribly. It can delay a drive by almost ten minutes depending on when you hit it. Put in a roundabout!	3
180	Other	Needs repaving badly!	1
181	Bicycle Safety	should be one of the safest places to cross Walnut Street, but feels dangerous for bicyclists and pedestrians (especially at night)	1
182	Intersection Safety	The timing of this signal and the signal just east should have better timing. Too many cars turning E from MLK Jr onto 20th trying to squeeze into the intersection blocking it.	1
183	Speeding	Excessive traffic. Speeding between 99 & InMotion	1
184	Speeding	On 3rd ave oleander to Spruce speeding, maybe add a speed bump there	
185	Other	Pavement so bad people routinely swerve around potholes	1
186	Intersection Safety	Crossing this intersection is easier said than done, because not only is the traffic too busy from both directions, making it take too long to cross, but it feels dangerous crossing the road because the cars won't slow down when they are getting near the intersection. I feel like there should either be added traffic lights in the intersection or pedestrian lights to warn the drivers.	2
187	Lighting	Needs more lighting	

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
188	Pedestrian Safety	W East Avenue comes to a slight curve making it difficult to see as a pedestrian, cyclist, even a car. Speed limit here is 45 mph and can be a guessing game if you're trying to cross over	1
189	Pedestrian Safety	Little shoulder or room for pedestrians and cars often "cut in" the existing shoulder when turning with the road.	
190	Pedestrian Safety	Only a small portion of sidewalk on the east side, forcing pedestrians and cyclists into the road between W Shasta and Henshaw	
191	Speeding	Current speed limit is 45 mph, however, with an increase in houses coming into the area, as well as existing homes and apartment complexes directly facing W East Ave, suggest a reduced speed limit for pedestrian, cyclist, and driver safety.	
192	Intersection Safety	Bottlenecks from offramp, through MLK left turn lane going south, which backs up cars on off ramp, E 20th coming down the overpass, and E20th southbound left turn lanes.	
193	Pedestrian Safety	Suggest some infrastructure put in to aide in slowing traffic around Neal Dow Elementary. There is currently a speed monitoring sign, but that does little to control higher speeds through this zone. While this is a direct path for the emergency vehicles, perhaps curb bump outs or improved cross walk areas near the school.	1
194	Other	Repave	1
195	Distracted Driving	The panhandling at this intersection is distracting to drivers and causes people to randomly slow down to hand people money	1
196	Speeding	People will be running red lights turning left from esplanade to east ave.	
197	Intersection Safety	Hard to see incoming traffic when all the parking spots are taken. There should be one of those circular mirrors across the street to see incoming traffic.	
198	Speeding	Speeding when there are pedestrians. They don't care.	
199	Lighting	No lighting so it gets pretty dark.	
200	Pedestrian Safety	There's no sidewalk and with people speeding it's not safe.	
201	Lighting	No lighting on this road. Please add some.	1
202	Lighting	No lighting. Hard to see when people are there at night.	1
203	Pedestrian Safety	No sidewalk for pedestrians.	1
204	Lighting	Lighting on this road is sparse and dim.	1
205	Other	Road needs repair, along this entire section of 20th St. Starts at Forest Ave and goes all the way to Fair St.	
206	Speeding	Drivers exit the highway, which is a 65 mph zone, to enter a 25 mph zone, and speed through this stretch which has bike lanes and pedestrians.	
207	Intersection Safety	Make McDonald's take down the metal fence which totally obstructs the view to the left of oncoming traffic on Notre Dame.	
208	Speeding	The speed bumps that were installed have openings in the middle, so drivers swerve into the middle of the road and are able to drive through the speed bumps without hitting them. Drivers speed through this area, which is an age-restricted housing, and senior living area..	
209	Pedestrian Safety	Enloe employees use this crosswalk extensively, there is currently a flashing beacon which helps, but often times one car will stop and the other car doesn't see the pedestrian and causes many near misses. Not sure of a solution, but this is a high volume pedestrian crossing that warrants at least if not more protection than the Chico High Xing.	4
210	Intersection Safety	This stop sign is ran constantly, maybe remove it, or get folks to somehow adhere to it.	
211	Bicycle Safety	This stretch of Madrone needs a dedicated bike lane for PV and Sierra View students, who have to contend with distracted parents dropping off kids at Sierra View. It is unsafe.	1
212	Other	There has been a few occasions people would turn right to the one way street.	
213	Intersection Safety	To go south on Manzanita, at either this side or the other side (Chico Canyon) is an uncontrolled left no middle lane for safety. Manzanita is technically a 35 MPH in this area, but it's very dangerous to go south. Adding a middle lane, or some way for folks in this area to go south would increase safety.	3
214	Pedestrian Safety		0

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
215	Intersection Safety	The lights for cars turn green while pedestrians still have the right of way to walk. There have been a number of near misses here and as the intersection is busy, it causes a lot of stress for drivers too.	
216	Bicycle Safety	The bike lane was redirected onto the sidewalk here. It is VERY scary to try and use this when biking from 2nd street up to Vallombrosa. Many cars don't see you when they are in the roundabout and I've had a lot of near misses (both as a driver and biker).	2
217	Bicycle Safety	There are grates in the middle of the street/bike lane here. If a bike has thin tires, they typically swerve around the grate so as to not get stuck. The swerving needed can cause drivers to be confused if the biker is turning at the intersection or concern as they swerve a little into the driving lane.	1
218	Intersection Safety	Need a right turn lane only, onto 20th from Bruce	2
219	Intersection Safety	I think there should be a traffic light here. There are so many drivers trying to get into the parking structure, and it is difficult to make a left turn into 2nd street. There are also a lot of pedestrians, which makes it even more dangerous for all parties.	1
220	Intersection Safety	Add no parking signs or clear spaces for parking. When people are parked on both sides it creates a dangerous driving situation as cars do not fit driving in both directions when cars are parked on the road.	1
221	Speeding	Cohasset Road, especially north of East Ave	
222	Other	Better lighting and Road Repairs badly needed all along 9th Ave between Esplanade and Mangrove. With the lack of sidewalk and narrow street, doesn't feel safe.	1
223	Intersection Safety	So far, it appears the intention is to have 2 dedicated Left Turn lanes onto Bruce, then 2 straight. this is a missed opportunity to have a dedicated Right turn lane into Bruce...that would help alleviate traffic backup at that signal. Why they thought 2 left turn lanes is necessary is beyond me, its like no one looked at the traffic patterns of where people are going from that end of 20th.	
224	Bicycle Safety	Bike path starting at East Lassen to Esplanade is often occupied with homeless encampments, drug users, and verbal assaults are common. The path is hidden from view providing a perfect place for undesirable activities.	
225	Other	MLKJ Pkwy is torn up, this road needs repair.	
226	Intersection Safety	ChatGPT said: Working in Sierra Hall, on the corner of West 3rd and Chestnut Street, I often see drivers speeding through the area at over 40 MPH. Pedestrians frequently have close calls, and cars, cyclists, and e-scooter riders regularly ignore the stop signs. These behaviors put everyone at risk. I'm genuinely concerned that someone could get seriously injured if this intersection isn't updated with a four-way stop or other speed-reducing measures.	1
227	Speeding	Drivers speed up and down West 3rd Street throughout the day, creating serious safety concerns for students and local residents walking to and from campus.	
228	Speeding	This turn lane is used by speeders to late merge onto Deer Creek Hwy.	2
229	Intersection Safety	The turn situation here is not great, have witnessed multiple accidents and have almost been hit several times.	
230	Pedestrian Safety	A pedestrian safety light would be good here, there is a lot of pedestrian traffic here. Adding a full traffic light would cause congestion, especially with the railroad tracks so near, but a short timed pedestrian safety light like what is on Esplanade would be a good alternative.	1
231	Bicycle Safety	This stretch of Madrone needs a dedicated bike lane for PV, Marsh and Sierra View students.	
232	Intersection Safety	This double turn lane is dangerous, some better lines on the road or signage would help. I have almost been hit several times here because people do not stay in their lane.	
233	Pedestrian Safety	There is a "YIELD" intersection here that has a crosswalk with medians. The yield sign is extremely small and there is no light signal, but drivers very rarely abide by this and as a pedestrian/biker it feels unsafe and frustrating when waiting to cross	1
234	Pedestrian Safety	This intersection is very difficult to navigate for a pedestrian, while it is heavily used to cross Walnut following 1st street.	

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
235	Bicycle Safety	Given the number of kids riding their bikes to Chico Jr, a protected bike lane should be number one priority in that stretch on Memorial Way. It should also connect the very poorly designed intersection with Vallombrosa, where the bridge to and from Annie's Glenn emerges.	1
236	Intersection Safety	Multiple red light violations at this intersection. Enforcement is needed.	1
237	Other	Added lighting here could be helpful. People walk into oncoming traffic on a regular basis. It's difficult to see pedestrians and cyclists in this area at night.	3
238	Speeding	Well marked bike lanes and perhaps speed bumps are desperately needed to protect children commuting to/ from Marsh Elementary. El Monte has become a short cut speed zone for commuters and children are at risk. This risk extends to others that use this corridor to access the park from Mariam Park. This situation will get worse when the new bike park opens.	
239	Other	Repave the terrible roads in town before making other improvements!!!!!!!!	1
240	Other	Repave the roads before making other improvements	
241	Other	Repave the roads before making other improvements	
242	Other	Repave the roads before making other improvements	
243	Other	Repave the roads before making other improvements	
244	Other	Repave the roads before making other improvements	
245	Other	Repave the roads before making other improvements	1
247	Other	Repave the roads before making other improvements	1
248	Other	Repave the roads before making other improvements	
249	Pedestrian Safety	This section in the park does not have to be open to the cars (they can go on Woodland and then enter the park at the entry between Alder and Sycamore). I frequently see drivers going 20-25 miles an hour in this 15 miles an hour zone, while many bikers, pedestrians are taking a stroll in the park.	
250	Intersection Safety	This intersection is so much easier to navigate now for pedestrians and bikers, thanks to that light!	1
251	Bicycle Safety	This comment holds for all intersections with a bike lane or route, but the button to request the light has been removed after construction, and now it is impossible to activate the button. Cyclists should be able to access the button for more protected crossing (especially in such a busy intersection) everywhere.	1
252	Speeding	Floral, from East to Eaton, frequent high speed drivers	1
253	Pedestrian Safety	Extremely dangerous to cross 1st as a pedestrian. Hundreds in multi family housing on Sheridan are cut off from park access.	1
254	Speeding	High speeds coming around this curve towards a common cycling intersection and bus stop/pedestrian area	1
255	Bicycle Safety	Dangerous crossing with high speed traffic coming from the East. Confusing light pattern with 1-way/2-way Fir St. signal.	1
256	Bicycle Safety	Inconsistent light triggering from bicycle on road, causing cyclists to have to use pedestrian button	2
257	Bicycle Safety	Unclear options for cyclists to continue north towards large, dangerous intersection at 9th	
258	Intersection Safety	Dangerous blind curve with drivers at high speeds, no lights, and unclear markings for bikes/peds	1
259	Speeding	High speeds coming eastbound into roundabout on a common cycling route towards Upper Park from Manzanita	
260	Lane Departures	Need to add an exit lane. It would help people that are staying on 99 south get around those people trying to exit on Forest Ave. It's a dangerous spot because people slow down too much to exit or the exit is backed up because it is not big enough. We need an exit lane created to give people time to get over and slow down.	
261	Intersection Safety	Need a larger turn lane for people turning left on Eaton to get to the Hwy. it is very congested after and before school.	1

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
262	Other	Roadway needs repaving. With all of the traffic from the school, sports at DeGarmo and the apartments, the road has many holes and is terrible.	1
263	Intersection Safety	Cars parked too close to the intersection block visibility of fast, oncoming traffic	1
264	Intersection Safety	Bend in 5th Ave blocks visibility of oncoming traffic from the west	
265	Pedestrian Safety	I've been nearly hit 3 times while in the crosswalk - cars close enough to touch! No one stops at the stop sign	1
266	Pedestrian Safety	Nearly hit in crosswalk - cars don't stop at sign and possibly can't see people in crosswalk due to shadow from freeway overpass in late afternoon	1
267	Other	Bad planning! One has to drive through a parking lots from the frontage road businesses to turn left onto E. 20th	
268	Intersection Safety	Too difficult to make a left-hand turn onto Notre Dame from any of the businesses in this area	
272	Intersection Safety	Peple turning left out of Safeway parking lot often fail to yield to folks turning right from West Sacramento onto Nord.	
273	Intersection Safety	Could use a crosswalk with flashing lights when in use	
274	Intersection Safety	Could use a crosswalk with flashing lights when in use	
275	Other	There are many large pot holes on Fair St making cycling hazzardous this road is used by many to access the Midway bike path.	1
276	Speeding	After the roundabouts, many cars pump on their gas, and small children are playing around this area	
277	Bicycle Safety	there is no really safe way to make a left turn on 2nd street if cycling on the bike lane	
278	Bicycle Safety	traffic light does not respond to cyclists waiting on the road/bike lanes	
279	Bicycle Safety	right turn feels a bit precarious for cyclists	
280	Bicycle Safety	hard to make a left turn bicycle when during farmers market; four-way stop may be a better option here	1
281	Bicycle Safety	5th street generally feel scary on bicycle; no bike lanes and speeding cars	
282	Other	Traffic at this intersection has become a nightmare and is too much for this residential designed junction. A roundabout is really needed to increase the flow of traffic during busy times when schools start/end and business commute hours.	1
283	Pedestrian Safety	Cars fly down Eaton and rarely slow to see kids crossing the street. A stoplight or speed bumps are essential to keeping pedestrian safe here.	
284	Intersection Safety	Need to add a turn lane on Eaton for drivers needing to turn right onto Esplanade. Drivers tend to use the left lane to avoid sitting in a long line of cars in the right lane waiting to go straight through the intersection to eventually enter the onramp to SB 99. If there was a right turn lane, cars turning right could use the turn lane instead of causing a pile up of cars waiting to go straight through the intersection. There is not a lot of room between the intersection and the onramp, I witness near accidents here every day.	
285	Other	Nearly impossible to see lane markings. Not enough contrast between white paint and the concrete.	
286	Other	Drivers often use the right lane to attempt to pass cars in the left lane as both cars navigate the roundabout. Merging in the middle of the roundabout is dangerous, the roundabout is too small to allow cars to attempt to pass while already in the roundabout. Maybe signage is needed?	1
287	Other	Very narrow roadway when cars are parked on both sides of the street. Maybe street parking should only be allowed on one side?	
288	Other	There is inadequate facilities for bikes/peds. Very dangerous	1
289	Intersection Safety	The combination of short sightlines and high speeds coming up the hill on southboug Manzanita makes this intersection very dangerous. there is a lot of open space and it would be a perfect location for a roundabout to calm and slow traffic	1
290	Bicycle Safety	A cyclist westbound on Springfield has no way to make the light change. The visual sensor is capable of recognizing a cyclist, and has in the past, but, for the last several months, it does not. Adjusting the sensor so it will recongize a cyclist should not be that hard to do.	1

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
291	Bicycle Safety	Bad visisbility over the bridge. Road narrows so there isn't enough room for a bike and car to share the lane. Drivers often speed on Ivy which makes the problem worse.	2
292	Speeding	Drivers consistently speed to make the light.	
293	Pedestrian Safety	Drivers consistently fail to yield to pedestrians.	2
294	Speeding	Roads are too wide and allow drivers to speed through the university.	1
295	Bicycle Safety	There is no safe way to get to this island on a bike. All options require using the left lane which is very unsafe on these fast roads. Best option is to ride on the sidewalk.	1
296	Bicycle Safety	Humboldt has numerous dangerous potholes.	1
297	Speeding	Road is very wide an allows cars to speed.	
298	Intersection Safety	Eaton Village and W. Eaton Rd is difficult to turn onto. Speeding, unsafe passing, traffic is just far enough apart to be difficult to merge, unknown right of way amongst drivers.	
299	Bicycle Safety	Deadly intersection with very fast traffic.	
300	Bicycle Safety	Buses often stick out of the bus parking cutout and obstruct the bike lane. Going around the busses requires cyclists to merge which can be very dangerous.	
301	Bicycle Safety	South going cyclist cannot continue onto Broadway without flipping a coin on whether a car will turn onto 1st.	
302	Bicycle Safety	Road narrows on the bridge. Safest way by is getting on the sidewalk.	1
303	Bicycle Safety	Cyclists must press the pedestrian crossing button to make the light change.	1
304	Bicycle Safety	Cars backing out of driveways on the north side of E 8th St have to back over the bike lane between their property and the road. As a driver it's hard to see if there are cyclists on the bike path. As a cyclist it's hard to see if a car is backing out. Something to improve visibility for drivers backing out their driveways and cyclists on this section of bike path would improve safety.	1
305	Intersection Safety	Traffic lights needed. Intersection becomes very busy certain times morning and afternoon.	1
306	Pedestrian Safety	Speeding. Lots of Children playing	1
307	Pedestrian Safety	Speeds of 40 mph at times. Needs bumps bad.	1
308	Pedestrian Safety	Terrible to cross there on foot or bike. speeding cars and the roundabout makes short sight distance to the cross walk. needs lights or something to get cars to stop for people in the crosswalk	4
309	Pedestrian Safety	Speeding cars and short sight distance make it risky to cross from the park side of Vallombrosa.	2
310	Intersection Safety	speeding, running lights, ignoring crossing lights, trying to turn left off 1st Ave to Neal Dow when headed east. Dangerous in a car, very bad on foot or bike	
311	Intersection Safety	Cars run the stop sign, very wonky stop sign, sidewalk access when crossing E 8th. Hard to explain, you have to see it, then go see it in the dark. Busy area for foot and bike traffic	1
312	Intersection Safety	Like to second what the other comments said.	
313	Intersection Safety	Should be No Left Turn off Sheridan at E 5th Ave when headed north. Cars use this to bypass 1st Ave and it clogs things up.	
314	Intersection Safety	This should be a light, the 4-way stop spreads out cars headed south on 5th Ave so you can't get out of your driveway or make cross traffic tuns off side streets. Makes a mess at Neal Dow School as well.	
315	Other	Love Humboldt being gated!! Not so much a fan of the riff raff that loiter there drinking and doing drugs, you know, the ones that used to be parked up off Humboldt	
316	Speeding	All of Ivy and Warner by the college needs to be upgraded for speeding, ignoring pedestrian crossing, and running the stop sign at the bridge. Add speed bumps? Close the street during certain hours? Not sure of the solution, but it is very dangerous and a matter of time before someone is seriously hurt.	1

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
317	Pedestrian Safety	11th Ave is widely used by vehicles, bikes, and pedestrians. Safety issues include lack of sidewalks, overgrown vegetation, potholes, speeding, and no biking space.	1
318	Intersection Safety	No ability for bicyclists traveling SB on North Ave to activate the traffic light. The only button to push is on the NE corner. The light does not "see" bicyclists to give a green light.	
319	Bicycle Safety	Please add signage & paint stripes along the sidewalk near Bidwell Mansion, Children's Playground, and Bidwell Presbyterian as a shared pedestrian/bike passageway.	1
320	Intersection Safety	Well done for putting in a roundabout here. Forces cars to slow down, keeps traffic flowing, and doesn't cost as much as a traffic light in the long term!	
321	Intersection Safety	Why wasn't a roundabout installed here? Traffic lights disrupt traffic flow, encourage people to speed through yellow/red lights, create dangerous crash angles (T bones), and cost more long term than roundabouts. A roundabout here would have kept traffic flowing at slower speed. It makes no sense to create such an expensive long term liability when this intersection is busy for only 25 minutes per day.	1
322	Pedestrian Safety	There are no sidewalks on either side of the street here; it leads to much housing.	
323	Bicycle Safety	Drivers frequently block the bike lane here to drop off/pick people up	
324	Bicycle Safety	While the westbound direction has a bike lane of sorts, the eastbound direction does not, just a 1-foot-wide margin. Students use this route to get to the university farm.	
325	Pedestrian Safety	No sidewalks or great way for a pedestrian to cross the tracks here besides going 2 blocks north. Would be impossible for someone in a wheelchair to cross without going in traffic lanes.	1
326	Lane Departures	Frequently see people turn to the middle lane at the last minute because it's not clear where the middle lane begins.	1
327	Pedestrian Safety	No marked crosswalk for pedestrians, just very fast cars. You have to hope for a break in traffic and then run.	
328	Bicycle Safety	Eastbound bike lane abruptly ends here; would be nice if it extended to the intersection at W 1st so bicyclists could transfer to residential streets.	
329	Intersection Safety	The Esplanade and Toney Way is a very dangerous intersection. The Esplanade needs to be widened to 4 lanes with a middle lane as soon as possible as we haven't been allowed to have a stop light. It's impossible to get out of Toney during the morning and evening commute and when Shasta School lets out in the afternoon. PLEASE HELP US.	1
330	Pedestrian Safety	The stretch of road between 1st Ave and Vallombrosa is unsafe for pedestrians. There are no sidewalks, cars are often parked on the side of the road in front of houses and people tend to ignore the posted digital speed sign.	
331	Intersection Safety	Dangerous intersection with many people not stopping completely and looking for pedestrians and bikers.	
332	Speeding	Main thoroughfare with few following the posted speed limit of 25 mph. Calming measures needed like the stretch between 1st and Palmetto on Arbutus.	
333	Pedestrian Safety	Stretch between Vallombrosa and 1st Avenue not safe for pedestrians. No sidewalks, lots of through traffic.	
334	Other	Road needs repaving	
335	Pedestrian Safety	No pedestrian crossing signal and no street lighting makes this intersection very dangerous at night.	
339	Pedestrian Safety	Terrible intersection to cross as a pedestrian. There is no pedestrian crossing signal and there are three different one way directions of traffic. The lack of lighting makes this intersection even more dangerous at night.	
340	Lighting	Due to the lack of day time lighting in the dark shadows and lack of side lines it is extremely hard to see the bike path.	
341	Pedestrian Safety	Park entrances along Vallombrosa need to have painted crosswalk markings. People do not slow down or allow pedestrians to cross. I tried and one guy yelled at me that he didn't have to stop for pedestrians because there was no cross walks there.	1

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
342	Bicycle Safety	The lack of indications to traffic along Vallombrosa of the Park access points is hazardous for bicyclist and walkers. The lack of transition from the dirt path onto the street is dangerous. Bikes have to ride up a short steep grade and negotiate a 4-6 inch rise where the pavement starts from the dirt path.	
343	Bicycle Safety	Your map doesn't show it but there is a bike path across from Tilden Lane that goes to Chico Canyon Road. The access point turn is about a 30 degree right hand turn that is hard to navigate because the curb cut is not at 90 degrees to California Park Drive. It is also unmarked so cyclists can easily miss it. Totally inadequate turning radius.	
344	Other	This intersection needs to be a roundabout. No one stops at the stop signs, especially the high school kids. It would make it a lot safer if it was a roundabout.	1
345	Bicycle Safety	The traffic and narrow street at this intersection make it exceptionally hazardous for cyclists. This intersection needs to be a roundabout	
346	Other	This should be Chico's next roundabout. The intersection lights back traffic down First Ave for a few blocks on either side of the intersection	
347	Pedestrian Safety	This intersection is crazy for pedestrians even though there are crosswalks and signals people get hit when cars ignore the lights. I've been involved in a number of near misses here because people don't pay attention.	
348	Bicycle Safety	This intersection is a huge problem for bicyclists. There is barely enough room for cars and a bike lane (which there really isn't). There is also a bus stop here and bicyclists have to go around the bus out into the street to get by the bus when it stops to pick up passengers.	1
349	Speeding	One would think a 90 degree turn would slow people down but the cars speed through this turn in both directions. I have had one car totaled and three trees taken out by speeding drivers in this corner. Other neighbors have had the same problem and a number of cars have been totaled here.	1
350	Pedestrian Safety	People pull their cars up on the sidewalk on Karen Drive from First to Palmetto to get out of the way of the speeding drivers but they block pedestrians access to the sidewalk. One has to either walk on the lawn (and if they are being watered) you have to walk in the street to get by the cars on the sidewalk. I've watched police cars drive by cars parked up on the sidewalk and not stop and cite them.	1
351	Pedestrian Safety	There is no crosswalk along 8th at the on ramp to Hwy 99. It is a very dangerous pedestrian area because to the speeding cars and failure to stop for pets.	
352	Other	The East Ave corridor needs better signal progression. Right now, the timing creates an inverted progression: when a light turns green, driving the speed limit causes drivers to reach the next signal just as it turns red. This setup unintentionally incentivizes speeding in order to catch the next green. If East Ave were coordinated like Esplanade—where the progression speed matches the speed limit—it would incentivize drivers to move as a platoon, reducing stops and preventing congestion at each intersection.	1
353	Intersection Safety	Well now that the lights have ben installed, I guess we cannot rip it out. Yall need to synchronize this light with 1st and Esplanade to allow platoons to move smoothly from/to esplanade. The two lights are too close together (less than a quarter mile) which makes it technically eligible for synchronization. Hitting red just after esplanade causes excessive breaking, wastes fuel, breaks platoon, cause (will cause) rear-ends and is just not good for the city traffic division.	
354	Intersection Safety	Great candidate for a roundabout. Slow sleep all round, school traffic jamming up intersection during pickup and drop off times	1
355	Intersection Safety	Another great candidate for roundabout. School traffic causing a lot of issues here during both pickup and drop off hours.	1
356	Lighting	The crosswalk needs a flashing signal added when pedestrians are crossing. MANY cars do not stop to allow pedestrians to cross for the bike path.	1
357	Lighting	This crosswalk desperately needs lighting to get the attention of drivers when a pedestrian is trying to cross. Drivers do not stop to let pedestrians cross. At night time this area is very dark as well.	2
358	Pedestrian Safety	Crosswalk needs to be addressed. Drivers do not stop for pedestrians!	1
359	Lighting	Ther is no street lighting along this section of East Lassen.	

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
360	Pedestrian Safety	Side walk and Bike Lanes are needed from Eaton Road to Degarmo Park.	1
361	Bicycle Safety	There isn't a way to safely cross traffic that is turning right onto the highway when bicyclists need to go straight	
362	Speeding	Main & Broadway function like urban freeways—3 wide lanes, one-way, minimal friction. This design prioritizes speed over safety and kills the downtown experience. When streets feel dangerous, people don't walk, shop, or linger. That means less economic activity per acre. These streets should be converted to two-way traffic, which naturally slows speeds and improves business access from both directions. We need one lane each direction with protected bike lanes in the reclaimed space. Narrowing lanes from 12 feet to 10 feet would further reduce speeding without impacting actual traffic capacity. Where feasible, replace signals with stop signs or roundabouts to add friction and calm traffic. Wide, fast streets are a fiscal drain. Walkable streets generate more tax revenue per acre and make Chico more livable. Let's design for people, not just throughput.	1
363	Intersection Safety	It is difficult to go from Garner lane to Esplanade due to the speed of traffic and the angle of approach from Garner. Needs a traffic light.	1
364	Lane Departures	Garner lane has dozens of potholes. It's seriously like Tijuana Mexico here. Fix the road!!!	
365	Speeding	I live next to the levy and bridge here. People regularly do 50-80 MPH over this bridge. This is insane because there are apartments and homes here and people turn into Nord here from the apartments driveway or Chamberlian Run and it's hard to tell if a car is doing 50 or 100 MPH. There is a turn and lower elevation behind the bridge which conceals cars until they are right up on you. Also there is a bump in the road where the road transitions from the bridge cause trucks with trailers and nut haulers to make a very loud boom sound with disturbs this of us who live near this bridge.	
366	Intersection Safety	I live close by. I've never seen anyone leaving Eaton Village Apartments ever make a full stop before turning right onto Eaton. They fly out of the apartments and don't stop. Needs photo enforcement. Needs Chico PD squad car to sit here and issue tickets. Cars slow and then jam the gas without stopping and I've had to break 5-6 times a week for 4 years. This is part of my everyday commute.	
367	Other	Both Signals (Humboldt & Park, Main St & E 9th St) are synced together and EXTREMELY SHORT in the morning and afternoon during busy commute times. Its literally a 6-second green light and is barely enough time for 2 cars to get through the signal. It causes traffic to back-up along Park, adding to drivers making unsafe decisions.	1
368	Intersection Safety	This intersection is not good for bicycles and this is a busy cycling intersection	
369	Bicycle Safety	This intersection is absolutely horrible for bicycles. If you have to turn left onto Mangrove to get to Safeway as a bicyclist you have to use the crosswalks and go through multiple light cycles. This should be a roundabout	1
370	Intersection Safety	The cueing area here is so small. Perhaps a sign that encourages drivers to pull forward to the white line would enable more vehicles to make it through on a light cycle.	
371	Speeding	Lots of drag racing around the Chico Airport streets	
372	Intersection Safety	Homeless crossing area. Too much cross traffic. Gas station right turn only, West parking lot, enter only.	
373	Other	The narrowing of hwy 99 to Garner is a massive safety hazard!! The traffic backs up and people don't understand the merging process. There seems to be at least one accident per week in this area.	
374	Lighting	None of the incorporated streets off of 11th & 12th Avenue, (Shoshone, Algonquin, Sequoyah & Zuni) have city provided lighting or sidewalks which creates a general safety concern for all pedestrians, bicyclists and drivers.	2
375	Other	Large hedges and a lack of city enforced maintenance on corner parcels causing unsafe and reduced visibility for drivers & pedestrians attempting to turn onto w.11th ave off of Shoshone	1

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
376	Lane Departures	Maintaining three lanes of traffic is crucial. Even with the three lanes, often times there are only two or one open lanes due to parked delivery trucks. That causes an unsafe lane departure situation. Removing a lane would create a very unsafe condition due to parked delivery trucks.	
377	Other	W 2nd, W 3rd and Magnolia need to be repaved. These roads are horribly torn up from all of Enloe, Citrus, and Chico High traffic - yet we are just outside of bounds for any "required" improvements". Many of these homes do not have driveways and street parking in the muddy/flooded side of the road (gravel) is not safe in the Winter.	
378	Lighting	With the homeless camp by this intersection, there is constantly people coming to and from this encampment, and while there is some light right next to the camp, they cross the street a lot so we as drivers need as much visibility we can get.	1
379	Other	Vehicles run this red light frequently.	
380	Other	Vehicles will cut you off trying to get on the freeway.	
381	Pedestrian Safety	There should be flashing signals for Pedestrians as many cars don't stop when people are crossing the street.	
382	Lighting	No street lights on Sandra Circle and Irving Way. It is too dark. Patricia Drive needs another street light.	
383	Other	Area is in need of a sidewalk	1
384	Intersection Safety	The Linden dogleg here is ridiculous. It's bad enough that vehicles try to cross both lanes from north side of 8th to catch Linden, but every day, countless vehicles do the same coming from the south, driving against the one-way as they shoot across. Of course, this is also a heavily trafficked pedestrian and bike crossing for people going to Bidwell Park, and vehicles are frequently speeding through this areas as well. A light here would solve most problems.	1
385	Intersection Safety	Turning left or right onto Arcadian Ave from W 5th Ave is difficult due to the visibility and speed of cars on Arcadian Ave. Would benefit from a three-way stop sign at the intersection.	1
386	Other	The parking lot of Target has an abrupt slope when turning into it from Forest Ave, many a car has bottom out here, as seen from Google Maps: https://maps.app.goo.gl/ZqrBfXZRTmFnWEHA	1
387	Intersection Safety	No stop sign at a three-way intersection.	
388	Intersection Safety	No stop sign at a three-way intersection.	
389	Bicycle Safety	This 'Bike Path' has no bike lane. It is shared with motor vehicle lane, which often has speeding or distracted drivers on it.	
390	Pedestrian Safety	This section of road has no sidewalks on either side of it even though there is a major path that exits out onto it.	
391	Pedestrian Safety	Large sections of North Ave have no sidewalk or the sidewalk is falling apart. There also also several corners without curb ramps.	
392	Pedestrian Safety	This street is narrow, has limited sidewalks, and the road surface is falling apart.	
393	Other	Drivers constantly use this road for U-turns and the road surface is falling apart.	
394	Intersection Safety	This intersection has a keep clear sign but drivers ignore it constantly.	
395	Other	The bus stop here has no carve out for the bus to get out of the traffic lane. When a bus stops here traffic backs up.	
396	Intersection Safety	Yield sign needed on the south side of Cohasset overpass right lane for traffic feeding into Westbound Cohasset. That traffic often does not realize when Northbound Mangrove Left Turn lane has a Green light to use those two Westbound Cohasset Lanes.	
397	Lane Departures	Turning Right off Norte Dame onto Skyway, the left turn (where there are 2 turn lanes to go right) lane needs a line to guide drivers to the left most lane on west bound skyway	
398	Bicycle Safety	The bike path ends here, then if you need to cross Skyway good luck. No cross walk. Bike lane it across 2 lanes of turning traffic and then in the middle of traffic. Scary spot on a good day, normal day, luck to make it without getting hit and making drivers angry	

PUBLIC COMMENTS – INTERACTIVE MAP

ID	Type	Comment	Likes
399	Bicycle Safety	The new bridge is nice..but it puts you in the worst part of town for bike safety, no safe way over 99 at 20th or Skyway, traffic in this end of town is terrible	
400	Pedestrian Safety	traffic going to and from the church is bad, lots of cars, speeding, not giving any room to pass bikes or foot traffic. 9 out of 10 cars that race past you then pull into the church. This is a normally quiet neighborhood except on days church is in session	
401	Other	Fix the road and quit allowing more housing out this direction, the traffic impact has been huge. Road is falling apart, we get chunks of roadway in our yards and hitting cars. Traffic is fast and the city then raised the speed limit. Fix it ro return our property taxes for the last 10+ years.	
402	Other	Sad the city is crumbling and the city wants to do another round of improvements down town. Fix the roads and other areas first! Quit cowering to the DBA	
403	Intersection Safety	A roundabout would have been more practical than traffic lights. Traffic flow will be much worse with lights.	1
404	Bicycle Safety	E bikes are running rampant in Chico. People ride too fast through parks and on sidewalks. They ride the wrong way on streets. These bikes should be treated like motor vehicles following the same laws	1
405	Pedestrian Safety	The crosswalk duration is too short and needs to be lengthened by 2 seconds.	
406	Bicycle Safety	Homeless tend to camp here blocking the bike path and dropping garbage.	
407	Bicycle Safety	Narrow bike lanes, blind curve for drivers, drivers take this curve pretty fast. Maybe speed bumps/lower speed limit?	
408	Bicycle Safety	Often unusable bike path due to homeless	
409	Bicycle Safety	Poor choice for bike path. move it to emilio way and have the bike path connect behind the national guard center.	
410	Speeding	Continual Excess Speeding. Only going to get worse once the Guynn Bridge and new housing development on Nord Ave. & W. Lindo Ave. gets built.	1
411	Pedestrian Safety	Need speed bumps or humps. Very dangerous to pedestrians, pets killed, bicycles are not safe. Used as a shortcut where drivers speed up quickly	
412	Intersection Safety	No cross walks, they were not replaced when road was repaved. Very dangerous to pedestrians	
413	Other	Potholes in road are deep and dangerous	
414	Pedestrian Safety	There's no sidewalk even though lots of people walk! Cars also speed badly on this street and the potholes are awful!	

PUBLIC COMMENTS – SURVEY QUESTION 6

ID	6. Please provide any comments relating to transportation safety in the City of Chico below.
18	I believe we have reached a point where education for pedestrians or cyclists is not as effective as the need to focus on the other factors- non-human factors such as changing the infrastructure w/traffic calming, using more cameras. Enforcement AND real consequences is critical to make behavior change. Many drivers are found to be "not at fault" in crashes. However, many drivers involved in crashes did do something wrong if they hit someone walking or biking. I am not sure how often speed is checked in a crash in neighborhoods- unless it is obvious that they were going really fast. But, 5 or 15 miles over the speed limit is the difference between life and death. We have a serious traffic violence problem!
19	I understand the bicycle and environmental community wanting to make changes. However, the VAST majority of people utilize personal vehicles and will continue to use personal vehicles. We need to improve the efficiency and safety of the primary mode of transportation more than we need to make fundamental changes for a small minority of cyclists.
23	Better control of people running lights and painting of the lines on the roads would be great.
24	Few people park on E 8th Street between Pine/Cypress and downtown specifically because cars get hit by impaired/distracted drivers who cannot navigate the change in # of lanes. Extending the fog line as noted above, and improved street lighting in that section would also help. Since folks don't park on these streets, they end up heavily impacting parking on side streets, compounding parking issues caused by the increased number of new ADU's without off-street parking.
25	Hwy 32 is a collision and speeding trap. The city needs more enforcement on those roads. We need more traffic calming measures throughout the entire city— slow cars down! Education campaigns will be helpful but the proper infrastructure also needs to be in place.
28	Enforcement or existing traffic laws (including bicycles and scooters on sidewalks) is critical. I live on Esplanade and the number of cyclists failing to stop on the new path is alarming!
30	You can make all the improvements you want....if the person driving has no license, and or has little to no education as to the understanding of traffic rules and regs apply...you are not solving the problem at its core. In the last 4 months I have been hit twice....both drivers did not understand or know the rules of the road....one had a CA ID but no license....educate....improve....enforce....thanks Dino Corbin
31	I can see many of the improvements - good job. Thanks for repaving the Oak Lawn intersection at W. Sac.! I would ask that landscaping or street crews help provide more visibility along intersections. Example: 1st and Esplanade (the bush on the NW corner) and along Oak Lawn Ave (the Oleanders) . The narrow corridor and congested parking on Stewart Ave is in need of improvements - thank you.
33	Overall too much speeding, especially in residential and pedestrian heavy areas (near schools, parks, shopping).
36	The west side bike lane, next to the tracks, dumps bike traffic onto W. Lindo Ave, which is a dangerous street for bike riders and pedestrians. I live on W. Lindo Ave. and would love to see the eastbound lane turned into a one-way lane, with the westbound lane used for bikes and pedestrians.
41	Speeding in residential areas used as connectors or shortcuts to avoid traffic or signals, I.e. Downing Ave between Palmetto and E. 1st Ave.
42	Pot holes. Road conditions are bad all over town.
43	Mariposa Ave (at Jackie Drive) has too many speeding vehicles. Speed bumps and/or lower speed limit is needed otherwise additional accidents will continue to happen.
44	Please turn the #2 lane of westbound E. 20th Street traffic at the intersection of northbound Hwy 99 on-ramp into a straight AND right turn option at the light. This would help with traffic backup and aggressive drivers by providing more than one lane the option to turn right onto Hwy 99. ***life long Chico resident and parent*** please do this for safety, holiday mall traffic, and those who live on the south end of town. -Crystal T.
46	We need a stop light at the intersection of 8th and walnut & 9th and walnut.
49	Need better street signs at intersections. Many have no signs at all.
50	The unhouesd do not pay attention to traffic laws. They push shopping carts across the street while j-walking. Please encourage them to be unhouesd in another town
51	There seems to be a complete lack of education when it comes to 'how someone should be driving or bicycling on the road.' Bicyclist seem to drive against traffic constantly specifically at night when this town is already riddled with blind corners that make it dangerous to drive during the day. Drivers seem to also not understand how to use roundabouts which causes a lot of backups and completely counters the point of having a roundabout. There also seems to be a limited understanding of how to drive with the speed of traffic. More often than not people are either driving way too fast or way too slow. In addition, there are multiple areas of the town that do not have adequate street lighting.

PUBLIC COMMENTS – SURVEY QUESTION 6

52	We have several vehicular accidents annually at e 5th and pine, several cars end up damaging our property. The speed limit from downtown on numbered streets is too high. The lack of visibility of stop signs and painted markings. Please redo! Large trees prevent drivers on numbered streets from seeing cars driving too fast on Pine St.
53	Cops need to actually pull people over for speeding and running stops. It is happening because of a lack of enforcement. People are driving 55 in a 35 regularly. Also, street lighting needs a massive upgrade all around Chico.
54	Bicyclist in our town do not obey the rules of the road. Not even on the brand new path along the Esplanade. Enforcement needs to happen to tackle this. It's frustrating that grants have been used to implement safety measures for bicyclist when they don't follow the laws set forth all while our city streets continue to crumble. So many streets in our city are in dire need of improvements.
55	Traffic lights on major thoroughfares should be timed allowing drivers to catch all green lights to cross through the city efficiently.
56	I was told when we first moved here 35 years ago that the city was going to construct a bypass for hwy 32. The bypass would start in west Chico on hwy 32 between Meridian Road and Muir Avenue and semi -circle around west, north, and east Chico to hwy 32 east of Bruce Road. We were told this by several real estate agents including Dennis Deramedi.
57	My specific recommendation is to lower the speed limit on Eaton Rd. from Floral Ave to Cohasset Rd from 40mph to 30mph. This is a residential street, has to be crossed by students, and has limited visibility at some side streets when pulling out.
58	Chico drivers all are on their phones, never signal, speed excessively and consistently run through red lights. Chico needs traffic enforcement in the worst way
59	North Esplanade has had much development of housing and services without adequate road expansion and freeway access. This makes entering and exiting the Esplanade very difficult and dangerous.
61	Pot holes and rough roads
62	Tonea Way and Esplanade, this is the most dangerous intersection in Chico. In the past this was a peaceful street with very few residents. There is now a day care center on the corner and the "Genius" Housing Authority has forced an extra 200 people into a homeless hotel on Tonea Way. The developers lie about the type of tenants at the Housing Authority property's. They are at least 30 percent homeless people. This housing authority believes it is the most valuable and important department in the USA. They claim they can create their own police force and are more powerful than any other agency, claiming manifest destiny. This has caused Very Dangerous conditions at Esplanade, horrible delays and unsafe conditions for the baby children at the daycare and those from Shasta school and all of the original residents of Tonea Way. There must be a light put in here and the widening needs to happen now. Thank you, the housing authority should be investigated, they are not on the right side. WTF
63	it's a hard job accomadating an entire city and it's request- I think you are doing a good job and it's nice of you to ask for input.
65	East 1st intersection please!
67	Too many potholes! Running red lights! Not enough traffic patrol. Dysfunctional freeway system on/off ramps.
68	Running red lights, distracted driving, and the lack of following traffic laws by bicyclists, e-bike and e-scooters
69	Where's traffics enforcement? Just a police officers presence changes drivers habits. Seems like all your efforts are chasing crimes that already occurred.
72	Roundabouts at Longfellow and Manzanita and at Floral and Eaton would be welcomed. Thank you for the 99 bike bridge at 20th!
73	Transportation safety in Chico gets worse every year. Speeding and aggressive driving are main culprits. I have lived next to a 4-way-stop intersection for 33 years, 25 mph residential area. Each year, more drivers ignore the stop signs. Each year, drivers go faster, well over 25 mph. It used to be rare to see anyone, hear anyone run the stop signs. Now it's nearly rare to see anyone actually stop at the signs (the B-line busses do!). Secondly, avoiding the plethora of potholes is dangerous, yet not avoiding them is costly. It often feels like warfare driving around town. Maybe it's too many people on a poorly designed infrastructure. In any event, driving in Chico is quite awful.
74	ALL the schools in our city should have flashing lights on the crosswalks!!!
75	
76	Fix the streets and sidewalks they are falling apart, that would improve safety more than anything. Ensure roads and sidewalks are completely repaired after construction.
77	4 way lights need turn lanes where there isn't! So many accidents.. people are running red lights and speeding all the time..speeding through residential areas, near schools and hitting children out not paying attention! People are always on their phones. It's not being unforced at all the law. None of the traffic laws are being enforced for that matter. I think police have other things to take care of and people do not follow the rules anymore. In the school zone people are getting pulled over and while that person is pulled over all the other parents still do a u turn over a double lane as an example. People run red lights with no care in the world that someone's family member will go since the light is green. So unsafe. I drive in Sacramento for work 3 days a week and Chico is by far the worst town to drive in
78	
79	I drive for a living, and normally Chico is a quite pleasant place to drive. However, when some kind of an event is going on in town that draws people from outlying communities and even from further distances such as Sacramento or the Bay Area or Southern California, then the driving gets crazy. CRAAAAZY! Finding creative ways to crack down on crazy driving during such events would certainly help with quality of life for Chico people.

PUBLIC COMMENTS – SURVEY QUESTION 6

80	
81	Need more speed monitoring and enforcement throughout the city.
82	I was unable to categorize the one to nines but it is my belief that good roadway striping is one of the most overlooked safety measures that is overlooked in Chico. Bike lanes, crosswalks, limit lines all are worn out or missing throughout the city.
83	I believe that people, especially children, riding electric bike and scooters are the number 1 hazards on the roadway. Both to the riders and drivers who try to avoid them.
84	Potholes after it rains are a reoccurring issue. More driver education on how to properly use a roundabout is needed. I protested last month at one and watched drivers for over an hour, many dont seem to know who has the right of way.
85	Please address the horrible condition of the streets in Chico. There have been a few repairs made, but the City of Chico has failed dreadfully to uphold their responsibility to the citizens of Chico to maintain the streets. Huge fail on the part of Eric Gustaffason and the City Council. Also, please address the horrible parking requirements downtown. I know you recently made some changes to the kiosks, making it easier to park, but in general, downtown parking should be much, much, much easier than Van Overbeek and his ilk have made it. Please address this issue promptly.
91	I feel like too much money is being spent on new road construction when it should be spent on our current roads.
96	City owned area of Hicks Lane and Garner Lane just to name a couple areas that need paving!
98	Please consider large vehicles if creating traffic calming measures. Bulbed corners can be hard to navigate for large vehicles and place other drivers in the way.
100	Please keep up with general road maintenance before starting new projects
101	There have been 6 accidents in the last 6 months on W 1st Ave and Arcadian to Magnolia. The speed limit of 35 is too high for a 100% percent residential street.
102	Chico streets are very dark at night making it a challenge for drivers, cyclists, & pedestrians. W 1st Ave is especially tricky to drive on. As a homeowner on W 1st Ave, it's a challenge to get in/out of the driveway w people speeding by all the time. The speed limit on W 1st Ave, a residential street surrounded by schools, is 35 mph (which people go over all the time) whereas the speed limit on Esplanade, a busier street w street lights, is 30 mph I don't understand this. Another issue with Chico's streets, is the quality of the pavement. As a cyclist esp at night the streets are very janky/dangerous, too many potholes, weird soft shoulders, and rounded grades. In fact, I had a really bad fall on 8th St attempting to cross it ~ 8 mos ago. The grade of the street was so unusual that my feet tripped up on it, and I fell crossing the street w oncoming traffic. Luckily, the oncoming traffic stopped for me, but I hit the pavement w my face and was badly bruised up for an entire month.
103	Get the homeless off our city streets!!!
106	I live on Hobart St. and walk to work and downtown frequently. With the amount of foot traffic in the area between students of Chico High, Chico State, and residents my largest concerns are for better lighting and pedestrian safety. The lighting in this area is so poor that when it is dark cannot even see the sidewalk. -increased lighting - crosswalks with actual stoplights or walkable overpasses for students/pedestrians/Enloe employees crossing the esplanade This will increase pedestrian/driver safety and reduce crime and other dangers in the area.
107	A full committed pedestrian street should be considered. Many communities have benefited from such a design including Boise, Ventura, and others where the community is able to enjoy outdoor seating and walking. This could be accomplished by closing off 1st street to cars completely. Or consider another option on a less utilized east/west road. Look at Woodstocks outdoor dining as an example of the frequency of use it would experience. The rationale for delivery trucks to take priority over public enjoyment of open space is shortsighted and Chico can do so much better than designing a downtown to satisfy deliver trucks over the provision of public space. I believe it would be huge missed opportunity to not expand existing sidewalk space to push outdoor seating into the existing street scape. The parklettes were very popular at the Banshee and other locations during COVID. This is a great opportunity to do something as unique and exciting as Chico deserves.
112	More bike lanes and infrastructure!
117	This town has gone crazy for bike safety but forgot that most people do drive.
125	People are on their phones all the time and you can see them next to you while you're driving. You can see them on their phones racing through the tail end of a yellow or a red light while your light turns green. I'm not filming my drives, so I can't prove it, but I swear since COVID times it's become reliable that I'll see 1 or more red light runners in my short commute through town every day.
127	Very bad dangerous intersection lights and crosswalks at W. Sacramento Ave and NORD. I tired to report it but was told that CAL TRANS controlled that intersection. I have seen accidents there that I predicted could happen. Maybe you can get Cal Trans to

PUBLIC COMMENTS – SURVEY QUESTION 6

	look at it. I couldn't. I guess Cal Trans thinks it's ok BUT BOTH Pedestrians and Cars must watch out for each other and they DON'T They just rely on what they THINK is ok but IS NOT because of how it is set up and marked.
133	People not in cars need to pay attention, use lights and reflectors, and follow basic rules of the road, like not riding the wrong way on streets or just being reckless. Combined with dark streets, it can make for scary driving!
135	This comment is limited primarily to my experience on campus. Ebikes, scooters, one wheels etc are a menace. They are too fast, students ignore designated lanes and use them anywhere. I have impaired mobility so I have a hard time getting out of their way and I am very concerned about getting injured. I work in the BSS building and I think we get a lot of CSU Chico and Chico high students cutting through between Ayres and the church then over the bridge by BSS. It's a problem.
137	The road conditions in Chico is terrible and create a hazard. Avoiding pot holes is a full-time job and the city should prioritize road condition before all of these questions!
138	add light on warner and west 1 ave intersection. make w 1 ave wider with more light
139	I think if we see more traffic violation enforcement, we'll see reduced traffic accidents - especially involving pedestrians. Just because you install new cameras here and there doesn't mean folks are adhering to the law. I still see a TON of distracted driving, careless driving, lane cut-offs, and tail ends being closely followed. It's not just something that's happening personally. I'm witnessing it happen to countless others. So again, please more responsible traffic enforcement, but please don't unnecessarily hassle and profile our Black and Brown, and unhoused communities when doing so.
140	Some traffic intersection lights/sensors are great in terms of traffic flow and making sure drivers are not getting frustrated waiting for a light to change or cycle when there are no other cars around (20th and Forest). Some are not (Bruce and I think it's Lakewest maybe...by Bellacino's).
141	Please add lighting and fix potholes. There are so many holes in the roads that drivers try to avoid by making dangerous turns or swerving quickly in the road.
143	A roundabout at E. 1st Ave. and Manzanita would be hugely beneficial, as would a roundabout at E. 1st Ave. and Longfellow. Improving the traffic flow at these intersections would help mitigate the backing up of traffic at the offramp all the way down where the freeway intersects E 1st. Ave. Also, the new bike/pedestrian lane down Esplanade needs lighting. You can't see anyone approaching on the path if you pull out to make a turn onto Esplanade. Also, E. 1st Ave. at Esplanade needs a roundabout or something like a dedicated turn lane with a solid green arrow for people turning left. I think this will cut down on people running the red light so aggressively at this intersection. As a whole, Chico needs street lighting pretty much everywhere. The streets are very dark during the winter months.
145	Crosswalks with flashing lights on the roadway to alert for pedestrian crossing are a great way to remind drivers that they should be yielding to pedestrians. Pedestrian crossings directly around or through roundabouts (such as near Hooker Oak Park) feel quite unsafe. The flow of traffic is meant to be continuous, so it can be difficult to determine your right-of-way among many drivers in a roundabout, while also monitoring for pedestrians at different points of the roundabout.
146	I find a big problem downtown is people on bicycles going the wrong direction down one-way streets.
148	Since there has been no visible traffic patrol, cameras are imperative to stop vehicles running through intersections.
150	the bike paths inherently become unsafe and a location for unhoused people to take over. all the bike paths and bridges to promote biking are a great idea in theory but if you cannot guarantee safety, they just become reminders how how much money we spent on nothing (the original bike path from 20th to the airport - they are unsafe and the average Chicoan does not use them b/c of that). We wasted 3M and the citizens do not use this!
151	Clearing of sidewalks and bike lanes of leaves and debris to allow clear path. Fixing potholes in roads and uneven sidewalks to prevent crashes of scooters and skateboards
152	I have lived in several CA cities (including large metro areas) and find Chico to be a very tense driving experience, mostly at intersections where people run red lights frequently. As a person who walks a lot as well, I have nearly been hit by a car many times. Large aggressively driven vehicles, too many complex intersections, and terrible road conditions contribute to the safety issues. The area around Chico High is especially bad, really the entire length of Esplanade feels like a gauntlet. Very happy to see the bike lane on Esplanade and the resurfacing of 32. New round about at Chico Junior is good, but people still drive way too fast through it. Good luck!
153	I think it's important to create both bike lanes and proper sidewalks/crosswalks that can be utilized by people with mobility concerns. I also think it's important to educate both parties how to properly utilize these spaces. People shouldn't be walking in bike lanes and bicyclists shouldn't be biking on sidewalks.
156	Cyclists are often faulted for incidents due to drivers having no idea about laws relating to sharing the road. They rarely wait to pass til it's safe and give the proper distance, which has been my biggest concern and has caused the most threat to my safety (on several occasions). Additionally: those bright green painted bike lanes are SLICK AND SLIPPERY, and create a visual barrier to cars that encourage them to NOT give more space to cyclists because they perceive a barrier of safety. I'd love REAL genuine barriers, or at the least, education for drivers so they know they HAVE TO share the road with me since the bike lanes are so insufficient. Lastly: bike lanes are sooooo often filled with leaf piles, sticks etc that are cleared from the main road, forcing me to either go through the pile and get a flat or crash on debris, or have to bike out into the main road.

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157	Thank you for the work already done to improve the Esplanade and make a safer walking and biking route along that corridor. Though it doesn't as directly tie in with transportation safety, I would especially like to see road improvements (potholes, sidewalks, crossing, etc.) on the smaller roads around our hospital and schools.
160	The number one concern I have as someone who commutes by bicycle is protected bike lanes. I would be much safer biking to work if the bike lanes were protected and didn't intersect with traffic lanes as frequently. I've had a few close calls with distracted drivers not paying attention to bike lanes that intersect with turning lanes for cars. Also, when I bike through residential areas after work it's extremely dark- this combined with poor road surfaces has made biking home in the evening unsafe and stressful. Better lighting on residential streets and improved road surfaces would make my commute safer.
163	The conditions of the roads play a factor (swerving to avoid pots holes) as well as, for example, parking on 6th Ave by the hospital creates a LOT of bad blind spots due to cars parking literally on the corner and over so when you pull onto Arcadian to go towards 7th Ave (from Warner direction) it is a guess when you pull out if anyone is coming or not. Lots of drs and patients walk in that area, so little things like that matter. The road conditions are the one thing I feel is most dire since there are not many places to walk and the conditions of the roads themselves are abysmal. But everyone in Chico knows that. To be honest, Chico is not currently a safe place for pedestrian traffic but it feels less about the roads and more about the safety of the streets themselves (crime, etc) but that is common everywhere
165	Traffic safety success is based on drivers and users following the rules. In a busy hub of downtown and campus area, there is a mentality of urgency, exemption, and the rules don't apply to me. Alternative transportation is necessary. However, it is the bikes, scooters, skateboards that are the main problem. You can make a beautiful corridor of transportation, and it will still be ignored by those with a certain mentality. On a daily basis, bicycles vs pedestrians are a primary danger point. Parking and travel for bikes and vehicles should be far away from pedestrian and sidewalk areas.
166	The new protected pathways on Esplanade are wonderful--thank you. I'm hoping the reconstruction of Bruce between Skyway and Manzanita will include sidewalks/ramps/something at the Bruce/Hwy 32 intersection to allow pedestrians and cyclists who are traveling on Bruce to cross safely between the new (and greatly appreciated!) pathways. Right now, there is nothing and it's the scariest part of my trip.
168	The leaf pick up on Vallombrosa in the fall would also help with bike safety. The businesses leave the leaves in large piles for weeks at a time and bikes have to move into the car lane to avoid them and drivers (especially trucks) get somewhat aggressive if they have to slow down to wait for bikes to move in and out of the bike lane.
170	There needs to be more police presence. I have personally yelled for a student to "watch out" as she was in the cross walk on a green light and a big truck ran that light and almost hit her. He didn't even brake, he just kept going. She was not paying attention as she was looking at her phone as she walked. That's another issue all together.
172	More cops is NOT the answer. Try improving the low income areas (where many students and staff live), not just the middle and upper class areas that get road improvements far more often and frankly unnecessarily.
174	I live on Floral Avenue, and I'm increasingly concerned about the lack of sidewalks and bike lanes between Manzanita and East avenues. When families and kids need or want to walk or bike along this stretch, we are forced to share the road with speeding vehicles and distracted drivers. I've spoken to neighbors whose children attend Neal Dow, and they don't want to walk or bike because it is unsafe. Parked vehicles further reduce visibility and space, creating even more hazardous conditions. Installing sidewalks and bike lanes along this corridor would make it significantly safer and encourage more walking and biking. I also want to express my appreciation for the recent improvement project on the Esplanade. I sometimes bike to work, and having that dedicated bike lane and pedestrian walkway has made a tremendous difference in safety and accessibility. It's wonderful to see those kinds of improvements taking shape in Chico, and I hope similar attention can be given to Floral Avenue.
175	I see an incredible usage of phones while driving while I am driving and walking to and from campus. I see many people blow through red lights while on their phones. Lots of speeding. I've lived in Chico for a long time so I know to be on the lookout for bicyclists while driving downtown, but I feel like it is a pretty dangerous place for them to be riding since it's so compacted. Maybe there needs to be clearer/bigger bike lanes?
176	Enforcement of illegal parking
177	I really only put "other" and education as my choices above. Not sure the others will actually help much.
178	Where bike lanes are on roads, put "botts dots" reflective markers or other physical markers of bike lanes. Put bike lanes next to curbs with parking that protects bikers from traffic" curb:bike lane: parking:car lane. More dedicated bike lanes like new lanes on Esplanade. Nice work! If we could get children safe paths to bike to school we could cut down on alot of morning traffic -- parents driving kids to school. That's polluting and dangerous. We need a solution to the intersection of First St/Broadway and Esplanade near old Colliers hardware building and Tres Hombres. Very dangerous intersection for pedestrians!!
179	One of my main concerns is intersection safety. I have almost been struck by a car on many occasions while crossing in a crosswalk on foot or on my electric scooter (especially near Notre Dame School at morning drop-off). Another area that needs a better solution is Chico High School. The school needs either a bike/pedestrian bridge over the Esplanade or a tunnel under it, like was done at certain road crossings at Bidwell Park. The safety of children and pedestrians should be at a higher level in the City of Chico.
180	Incomplete road work all over town has felt unsafe. I live off of Nord and it feels like some progress will be made in that area, then the construction will move from place to place without anything feeling completed. This creates unsafe areas for pedestrians where sidewalks are restricted, incomplete, cross walk signs don't work but the lines are there. It also creates heavy traffic, and

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	just when you think they are done making updates they will come back and cause more backup. The road where I live by has been incomplete for months, and I see the potential that the repairs have, but for now it feels more unsafe than before while it is under work. I wish one area would be completely done before they moved on.
181	I ride a bike allot, and I feel safe in Chico. The city has invested in accommodating bicycles, and drivers are accustomed to sharing the road with them, mostly.
183	Please do not bring Bird or other scooter companies to town. They create a mess on the streets and sidewalks and a dangerous situation for pedestrians, regular bicyclists, and cars.
184	Given that there is a middle school on Memorial Way and the high school on Esplanade, more effort should be made to make the area safe for bicyclists. The walk button by the Morning Thunder Cafe at the intersection on Memorial Way at the intersection with Vallombrosa is not positioned for bicyclists. If a bicyclist waits for a green light (which usually requires a car to show up) rather than push the button, the length of the green light is too short for the slower bicyclists to cross the road to travel northeast on Vallombrosa. There isn't enough time for walkers to cross Esplanade at Memorial Way during one light cycle without running part of the way. There isn't a good bike lane along Memorial Way from the Oleander roundabout to Esplanade, headed west.
185	The data you have on traffic incidents between pedestrians/cyclists and motorists is very under reported. There is nowhere to report non-injury accidents. The police don't care when you call them and the online form they have doesn't have an option for collisions not between a car and another car. Also teaching drivers is not going to help. People see driving as a right not as a privilege.
188	too many drivers racing through or ignoring stop signs and stoplights too many drivers failing to signal--constant problem too many bicyclists failing to follow the rules of the road need to repaint many road stripes that have faded would help immeasurably to have numerical indicators at all major intersections enabling drivers to know when the lights are going to change--allows drivers to slow down, accordingly
191	bicycle security is a major obstacle to not use a car. More should be done to reduce bike theft, and increase recovery, and prosecution. Commuters WILL use their personal cars if there is no way to protect their bike. Conversely, more commuters WILL use their bikes if they feel safe locking it up.
192	Too many dark streets and
193	There is heavy pedestrian traffic near Chico High, with many crosswalks lacking lights or signals. At W. 1st Ave and Arcadian, a roundabout would slow traffic and improve safety. The four-way stop at Warner and W. 1st Ave should also be replaced with a roundabout to keep traffic flowing safely. The intersection of W. Sacramento and Arcadian is especially dangerous, students often get into accidents turning left due to poor visibility from parked cars and sun glare at sunset. A stoplight is needed here to protect drivers and pedestrians. Alternatively, making W. Sacramento and W. 1st one-way streets could reduce congestion, create space for bike lanes, and add safer crosswalks. These changes would greatly improve safety for students and residents in this busy area. If this is the case W Sac should be East bound, while W 1st should be W bound. More roundabouts less speed humps! People just bomb through speed humps. I would add more but we have a character limit. Thank you!
195	It seems like traffic laws are not really enforced lately. It doesn't seem to be isolated to Chico. It would be nice if there were consequences for unsafe driving which should also include excessive noise.
198	Many bike lanes already exist. The proposed bike lanes in downtown are not needed. The City overestimates how many people use bikes as a primary source of transportation. Even the majority of college students drive or walk to campus - bike racks are mostly empty. You cannot make all the connecting streets around town safe enough with the amount of traffic and the speed at which cars travel. Even when I am in a bike lane, I don't feel comfortable riding my bike around town anymore. The bike paths on the old railroad tracks were a great idea, but most people I know are afraid to use them because of the homeless activity on them. I am glad the City put in the red light cameras. Another safety issue is having to dodge unhoused people on bikes and walking who suddenly decide to cross the street at any point - not at crosswalks. Instead of spending millions on more bike paths and expanding sidewalks, use the money on more police personnel to enforce the safety measures already in place.
202	The intersection of 2nd & Ivy at the Student Services Center of Chico State is a very dangerous intersection. I have been almost hit in the crosswalk several times in the years I have worked at Chico State. I recommend dedicated turn lanes with dedicated lights or changing the pedestrian right of way to not have to compete with drivers trying to turn left or right waiting for oncoming traffic to clear.
205	Distracted drivers are a big safety concern for me. I witness someone run a red light most days. I think the red light cameras are a great idea.
207	The large curbs at intersections are dangerous to cyclists
213	Better lighting to see pedestrians is needed. There needs to be a better way to report out street lights. Reporting it to the right of way email is inefficient and there's no way to see if the ticket or work order was addressed. There needs to be better transparency. I've also personally reported areas where you can barely see the crosswalk that have yet to be repainted, especially around campus. What's the point of reporting it and caring about safety if nothing is done to address it.
214	Striping on some roadways is worn off and lane divider reflectors are gone.
216	need more enforcement for young people (middle or high school age) riding their electric scooters, electric bikes or mini-bike on the roads or sidewalks. I have been mowed down at least twice on my sidewalk just going to get my mail, and have had several encounters where the bike or scooter just pulls out in front of a moving vehicle. Most often it is the electric bikes/scooters

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	violating the rules of the road. Most are not travelling with lights or safety gear. Also need more enforcement for speeders and light-runners on East Ave between Mariposa and Marigold. Ceanothus Ave and Marigold have both turned into speedways.
217	The most important area of improvement is traffic law enforcement. I have not seen police enforcing traffic laws in Chico in about 6 years. Without enforcement, drivers continue to get more and more inattentive and less respectful. One big issue for me is being tailgated even in the fast lane on the highway when going speed limit or above. The safe following distance needs to be enforced again to get people actively thinking about it.
218	With the new Henshaw park slated to open next year, please do consider adding traffic calming devices on Henshaw Ave closer to the park. Either speed humps or those artificial curves and narrower road parts that force drivers to slow down naturally. Those are my preference to speed humps.
219	Please improve bike lanes and bike safety, pedestrian safety, and public transportation. There are a lot of complaints about road conditions but we wouldn't have to repair the roads as much if there were SAFER ways for all of us to get around. Also, more clarification and options for e-bikes and e-scooters. I've seen some of these folks go really fast in spaces where people are walking or riding conventional bikes. If they accidentally collided with someone they could really do some damage. Can they just be on roads and not bike lanes and sidewalks? They go too fast and are too heavy to be considered a regular bike or scooter.
224	Whether it is improving infrastructure or enforcing laws, the main objective should be creating safe streets. Wanting safe streets is not a conservative or liberal issue, people want their kids to be able to walk or bike to school safely. Safety not just from criminals on foot, but safety from careless drivers who are rushing. Chico is a small town, there is nothing so important that it's worth harming someone just to shave 30 seconds off your commute.
225	High speed EVs need to have drivers education.
229	Esplanade has been greatly improved by added or changed intersection features. The intersection of Esplanade and West Sacramento Avenue is still dangerous to cross, as people turning right and left onto West Sacramento go fast and do not look for pedestrians. The bike lane has been a great improvement and has encouraged me to bike more. I still would love to see separated bike lanes in downtown Chico and a reduction of lanes downtown. Three lanes each way is stressful to walk next to or be around, especially with how people drive here. I know truck deliveries can be an issue, but there are many towns with larger downtowns and less lanes going through their downtowns that don't have this problem, so it can't be an impassable problem.
230	Some roads are too narrow to accommodate cars and bicyclists. These roads need to be widened to support sharing the road.
231	More roundabouts to replace busy stop sign intersections. Installing turn lane only signal lights on many roads that cross esplanade to eliminate the risky "shooting the gap" way of crossing on coming traffic to turn left onto esplanade
232	2 specific issues I see in my commute: 1. There seem to be more people running red lights on Esplanade. This is probably partly due to the change in how the lights work. I don't know if this happened on other intersections, but at Memorial, the pedestrian signal no longer counts down unless someone has pressed the button. The countdown was really helpful to know if you had time to get across the intersection. 2. I go through two intersections (Memorial and Vallombrosa, Vallombrosa and Mangrove) where there are two left turn lanes. People frequently turn from the inside left turn lane into the outside lane on the next street. It's very dangerous! As someone always turning from the outside lane to the outside lane, I've learned to watch for it and be careful.
233	1. Bicycles and E-bikes traveling through the Esplanade (from 11th Ave south to downtown) are not using the side (frontage) roads or the new bike/pedestrian path. This is a safety issue when trying to drive past them -- there is no room! 2. The left turn from Oroville Ave. heading east onto W. 9th St. -- drivers in the middle lane are constantly turning left and cutting off the drivers from the dedicated left turn lane. 3. Widespread red-light runs across town.
235	I am very concerned, as traffic seems to be getting progressively more dangerous in Chico, with speeding, running of red lights, no concern for pedestrians/bicyclists, and distracted driving (many people on cell phones while driving, and smoking marijuana while driving). I have also noticed lately, many bicyclists and pedestrians not using safety precautions (such as wearing all black and using no lights while bicycling/walking at night), and pedestrians and bicyclists not using bicycle lanes/crosswalks, up to dangerously being in the middle of the road or going the wrong way in traffic. Thank you for your efforts, in working on traffic safety and improvements!
236	please fix the north cedar street road its full of potholes and its very dangerous
241	There are some intersections that are very unsafe and really need a left turn arrow. I am particularly thinking of Esplanade and W 1st, near Chico High. It is impossible to turn left there without running a red light and I truly do not understand why a left turn light has not been installed. In addition, there are bikes and pedestrians using that intersection. I hear that a red light camera is being installed there and while I believe enforcement is important, it is the city's job to first and foremost provide stoplights that allow for safe traffic patterns.
242	There needs to be much more of a police presence on the roads. This is why traffic laws are ignored by hundreds each day.

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243	The Nord Bike Path needs some serious improvements. I think it is only a matter of time before a serious accident occurs. The main issues are the intersections where bicyclists have to cross roads, especially at West 8th Avenue where traffic routinely backs up to the bike path crossing as people do school drop off. When traffic backs up that far it is difficult to see oncoming traffic and I've witnessed many near misses where a car almost hits a bicyclist. There needs to be more dedicated or better protected bicycle lanes to encourage more alternative transportation options to help ease the overuse and traffic on roads.
244	Virtually EVERY DAY someone runs a red light in front of me at various intersections! I am also concerned about the number of drivers who do not stop for pedestrians in crosswalks and/or continue through the crosswalk before the pedestrian has finished crossing the street.
245	The city needs to fix the bottle holes and do something about all the people driving while texting
249	Potholes need to be fixed, and some roads need repaving, there's a lot of bumpy roads that need work.
250	Many of our roads are in need of repair and striping. I see cars veering to avoid pot holes which can cause car accidents.
253	Speeding is a main concern
254	The way the traffic signals are programmed can lead to accidents/ drivers trying to get through the lights. I suggest longer yellow lights to try to reduce red light running and also where you have decided to put stoplights on highways, like HWY 32 and Yosemite near the California Park housing subdivision, the light favors the neighborhoods as opposed to the traffic that is going 65 mph. Constantly we have to stop at that light for nothing. Small improvements like these into the programming of the lights will allow traffic to move more smoothly and efficiently.
256	Please keep in mind that while biking and other modes of transportation can be encouraged to a certain extent, driving is the only option for many people, including people who work multiple jobs and have school aged children who need to be picked up and dropped off. Time constraints, money constraints, disabilities, ability to live close to the center of town are all major factors preventing people from using other transportation. Thank you for providing this survey :)
258	Speed bumps and roundabouts for traffic calming are ineffective and cause other issues like confusion based collisions, blind spots, swerving to avoid bumps, and car damage.
259	Road Improvements for neighborhoods. Not just large thoroughfares. Speed Bumps or other Traffic calming tech. for neighborhoods being used as thoroughfares. Support the people who are paying their property taxes.
260	My biggest concern is the area between Salem to Walnut and 2nd to 8th Street. It is a high traffic college area with pedestrians, bicyclists, and drivers. The area has bad lighting at night and the roads need to be repainted...traffic lines are faded or missing. I would rather have 4 way stop signs at all intersections than the current yields...or in some areas 2 way stop signs. I worry everytime I come to an intersection without a 4 way stop, that the cars parked on the side of the road hinder my view from oncoming traffic or bicyclists. I've had a couple of close calls because of people speeding and not paying attention.
263	The poor condition of many streets is also a safety issues--huge potholes are a danger to pedestrians, bikers and drivers, especially when it rains.
267	Biking in Chico can be dangerous at times. There are often obstacles in the bicycle lanes: illegally parked cars, trash cans, leaf piles, etc. I see the same parked cars in the bicycle lane day after day -- more enforcement is required! I also see drivers who do not know how to share the road safely with bicycles. Many cars (1) do not follow the 3 foot minimum passing distance, (2) do not signal turns that cross bike lanes, and (3) fail to follow the rules of the road (e.g., stop sign right-of-way) when a bicycle is involved.
270	Repave Vallombrosa and possibly add a bike lane and or sidewalk along with better lighting. Repave the other side of Bidwell park. Police the Bike path and remove people camping or loitering on the bike paths.
271	I'll mention it again here, but the paint on some of the roads in Chico are super faded and the lines on the roads can be harder to see especially at night. I also think addressing the several potholes throughout the streets, would be beneficial. I don't want to worry about trying to avoid a massive pothole for fear of messing up my car on top of everything else I need to pay attention to while driving.
273	Please expand the section of 32 between Bruce and El Monte to 2 lanes each way. It is currently a choke point that creates delays and increased risk of fender benders, particularly during school drop off / pick up hours. There is plenty of space for an extra lane.
277	We need street lights at 20th and Bruce NOW. What is the delay with the lights all along Bruce Rd?
280	Some bike lanes need to be repainted - particularly at the intersection of West Sacramento and Nord (Hwy 32). Also, the giant leaf piles in the bike lanes is a big problem in the fall. It feels very unsafe to have to ride around them into traffic.
281	Too many drivers are texting while driving on residential streets and the highway. They also stop multiple car lengths back at intersections to get on their phones, which causes more traffic congestion.
282	The intersections that I find problematic as a cyclist Memorial and Camelia / Vallombrosa by Chico Junior, Vallombrosa and Mangrove, and West First and Esplanade, where the traffic light is a little ambiguous to drivers. I love the Oleander roundabout and the Esplanade bike lane. Thanks for looking out for us cyclists.
283	The lack of situational awareness, courtesy on the road, distracted drivers, drivers and pedestrians who are selfish with respect to others causes a lot of frustration and road hazards.
284	Overall, more and clearer designation of right-of-ways, street signs, and speed limits.

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288	* improve sidewalk safety and expand in areas, especially near schools * fix potholes * Better lighting in downtown areas and in/on alley ways
291	The speed of folks on motorized scooters and bicycles near pedestrians on campus and downtown is also increasingly alarming.
292	The city needs to work on their roads. The City increased taxes and still there are so many pot holes. I don't see roads being fixed. Just a few. The roads in Chico are not safe. Pot holes ruin cars and tires. We had our first rain and the bandaid fixed holes are opened up again. The city is spending too much money filling pot holes when new roads need to be put in. Example... Hicks Lane.
293	PLEASE ADD A STOP SIGN TO W. 3RD STREET at the W. 3RD/ CHESTNUT INTERSECTION!! We watch multiple cars, bikes and pedestrians run the stop signs DAILY and recently watched a collision between two vehicles driven by students because of this. There are NEAR COLLISIONS on a daily basis. People assume that there is a stop sign on W 3rd. and there is not.
295	sidewalks would be nice, better street lighting.
297	Poor road conditions are an issue
298	Protected bike lanes are the number one priority, similar to the ones on Esplanade. Not sharing the road with cars is the safest option. Biking behind parked cars downtown is dangerous because drivers pulling out of parking spaces often do not see cyclists behind them. Crossing 8th and 9th Streets by bike is always very dangerous. I suggest building a bike overpass similar to the one over 20th Street.
299	Need a stronger traffic police presence. Fix the roads!
301	All streets inside the university's perimeter require upgrades. This includes repaving, re-striping, installing new speed bumps and speed limit signs, and improving signage and markings for pedestrian and biking access. Additionally, cameras should be added to enhance campus security. The intersection of Warner Street and 2nd Street should be redesigned as a roundabout due to frequent speeding there.
302	Even though I prioritize education, in most cases people create dangerous situations because they are in a hurry and only thinking about themselves. That is why automated accountability might make sense so that people are told what is safe and pay fines if they choose unsafe practices. To me it is not criminal, but it is unkind to your community. We need to keep each other safe by watching out for others and driving safely.
304	Please conduct a review of street light timers/sensors. Warner and West Sac is ridiculous- the turn signals stay green forever when cars are not even in the turn lane. It would be great if a specific turn lane could be added from the off-ramp of Cohasset to right turn on Pillsbury. This street leads to Bidwell Jr and the traffic is crazy in the mornings.
306	There is no safe way for bikes to exit Bidwell Park at Annie's Glen and get on a bikelane on the right side of Memorial way (intersection of memorial way and Vallambrosia/Camellia). Here is the pin for location: https://maps.app.goo.gl/LXNvdqGsPZmya9aXA You need to go across two crosswalks, but many bikers just bike across one crosswalk and then bike on the sidewalk or wrong side of the road until it is safe to cross to the other side of Memorial Way. There is no obvious way to continue from the park onto Memorial way (a key commuter route to campus). The safest but slowest way is to dismount and then walk across two separate crosswalks...but nobody does this as it is too slow, leading to dangerous biking practices. Maybe a diagonal bike lane with its own light for crossing would solve it? Or a separate cross walk allowing you to get to the other side of memorial way from the park?
307	#1 Safety concern I have on my bike is when I'm riding on a narrow bike path that has homeless encampments on either/both sides. Commonly experienced north of 20th street park, under the Highway 99 overpass north of 20th street park, through Annie's Glenn and other parts of town. #2 is enforcement of BOTH bike / e-bike disregard of rules of the road and drivers running red lights, speeding, tailgating, etc. If enforcement was increased, those bad behaviors go away. Revenue NEUTRAL (or even positive!). When you give tickets you make streets SAFER and you pay for the enforcement personnel. E-bikes are incredibly dangerous and becoming a lot more common. Please get these motorcycles out of bike lanes and bike paths. They are NOT the same as a bike. #3 I love the network of bike paths and always love more (bridge over 20th street is AMAZINGLY positive), but we need to manage/take care of existing paths as well. Too many places with nature growing over parts of the path. Clean them
308	You don't have any listing here but it is also difficult for people with disabilities to get a drop off at the Behavioral Sciences building. You need to provide access for cars to drop off campus members at each building, including those in the interior buildings. The walkways need to be big enough to drive a car there, and for that matter, to get an emergency vehicle to the building...
309	Nearly every afternoon/evening cars are illegally parked in the bike lane on the north side of West Sacramento between N. Cedar Street and Mechoopda Street, forcing cyclists to ride out into traffic to pass by. This is the most dangerous part of my bicycle commute each day.
310	Chico High parents using Bidwell Mansion area for temporary parking and student pickup and they take up paid parking in front of Gateway museum
316	A consistent problem is drivers who run red lights and pedestrians/bicyclists who are caught in the crosswalk when the light changes that are then threatened by on coming traffic. Other cities have what is called "clearance intervals" that is, an allotted period of time for all lights to be red (e.g. 3 seconds), which accounts for motor vehicles that run red lights, and for pedestrians to be able to cross the street. It is a relatively easy engineering change that should be next to nothing in terms of cost.

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317	The intersection of 3rd and Chestnut is very dangerous. It's a heavy pedestrian intersection, and drivers are consistently running the stop signs or are unable to see around parked cars for oncoming traffic and pedestrians, causing car accidents or near car accidents often. Suggest this to be a 4-way stop, and include crosswalks on 3rd, not only Chestnut.
319	Lane departures around campus due to road conditions.
324	The roads are terrible down town. Many side roads have huge potholes that hurt our vehicles and make it dangerous to drive on.
327	It's great to have so many dedicated bike lanes - and frustrating when they are dysfunctional due to not actually being safely connected to each other, or transportation corridors are multipurpose, which exacerbates already dangerous road conditions for bicycles. In terms of pedestrians - when are former annex neighborhoods going to actually get sidewalks and street drains - Pedestrians walk down the middle of the street on my street, avoiding busy nearby streets, but vulnerable to errant drivers due to no pedestrian zone.
331	I'd like to see better lighting in several areas of Chico, such as the neighborhoods surrounding the Chico State and Citrus Avenue Elementary campuses.
335	The crosswalks on Esplanade that are not at an intersection are extremely dangerous for both the pedestrians and drivers. Please eliminate all crosswalks not at intersections with street lights.
337	The intersection of Oroville Avenue and 9th street needs better signage and striping. 1) there needs to be a clear restriction on cars in the middle lane turning left. 2) there should be signage to move forward in the small que on 9th and main street so more than 2.1 cars can fit into the lane.
340	I am concerned about bicycle and pedestrian safety on Esplanade
341	The City of Chico needs protected intersections. Most bike lanes in Chico end just before the intersection - in the most dangerous location for bicyclists. How protected intersections work: https://www.youtube.com/watch?v=rBwMRGxtZ9k NACTO recommendations for intersections: https://nacto.org/publication/urban-bikeway-design-guide/designing-safe-intersections/design-strategies-for-signalized-intersections/ Change the standard layout for all intersections: Decrease the turning radius and stop putting in just one wheelchair ramp at the apex of the turn, forcing ramp users to enter a highly dangerous zone. Instead, put in two ramps at each corner - one squarely facing each direction. Install more roundabouts, including small ones. Install raised intersections in high toot traffic areas as was done just east of the 1st St - Flume roundabout, near the 1st St entrance to Annie's Glen. Dutch-style bicycle infrastructure in a Canadian city: https://www.youtube.com/watch?v=pN5muvQ0-tM
342	Pave the roads. 20th Street is the busiest street in Chico and it's a mess. Paving where the tires go instead of the whole lanes is a total waste of taxpayer money. Just do the job right the first time and pave the whole road. There are so many other roads in Chico that also need to be replaced. You've allowed all this development and the roads haven't kept up. Add a dedicated lane to 99 north to exit east on Garner Lane that would help traffic flow better instead of getting all backed up after 4pm.
343	Please install the flashing yellow crosswalk lights along Ivy Street up to the Warner Street bridge! The stop sign at the Warner Street bridge with the red blinking light was a great improvement, thank you for installing that!
344	Please please please re-paint the lines on the roads, as a driver it's utterly horrendous driving in chico because there are no lines, I can't even say they're faded they're just gone. Also a lot of the crosswalks are pretty unsafe for pedestrians because they're on the same timer as turning cars, the cars that are trying to turn are super impatient because its a pretty short light so they will pull up close on you and it's pretty scary as a pedestrian trying to cross.
346	Make biking and walking enjoyable - especially for families (mom, dad, stroller, dog). Nobody likes to walk single file down a narrow sidewalk. Make the default sidewalk 5 feet wide at a minimum. If you have to put it on only one side of the street, that would be better than two narrow sidewalks. Who doesn't want to walk with your sweetheart holding hands vs walking single file down a 3-foot-wide sidewalk?
347	Street calming and bike and pedestrian infrastructure designed from 1st Avenue downtown all the way down to Park and the Skyway to include green spaces, missing middle housing and commercial businesses.
349	Crosswalks north of Chico High school
350	Bike paths begin at blind corners or curves. This needs to be fixed.
351	The intersection of W. Sacramento, the railroad tracks, and N. Cedar is a confusing and dangerous mess for all users. There needs to be better controls to provide a safe, protected crossing for bicyclists and pedestrians and better lane markings and controls to keep drivers off of the railroad tracks.

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352	I would love to see more speed limit enforcement, particularly on East Ave. Lots of schools, businesses, and driveways, but I regularly see cars going 50+. Either way, I feel road and traffic safety as a whole is generally under appreciated in our society, so thank you for your time and considerations!
355	People speed on E Eaton at Pendant Place. Additional safety measures are needed.
357	Traffic signal analysis should be ongoing as Chico grows, to minimize wait time which inspires running red lights as well as pollution from idling vehicles.
361	Potholes are a major safety issue.
362	Repave Vallombrosa
363	It would be nice to have a free electric bus running along Main and Broadway, from First to Ninth, during the day. This would encourage more shopping and over all use downtown. Moreover, shoppers would spend more time in stores and eateries rather than walking to various places. Safer.
364	Continued progress on improving roadway conditions.
366	Thanks. Please use tax payers dollars for realistic and effective projects.
368	Some of the neighborhood streets have blind intersections. The area from Chico high to the hospital is an example of trying to creep out to see past all the on street parked cars before crossing is hazardous. Additionally those streets are used as an alternative to using the Esplanade but not all have East to West stop signs. Designated left hand turning lanes might help when trying to enter Esplanade.
369	I love the new bike trail down Esplanade but people making right turns don't look for bikes and pedestrians.
370	More enforcement of red light runners and speeders
371	Condition of roads is part of the challenge. Faded pavement markings, bumpiness, potholes. Leaf piles are really dangerous for bicycles. I would ride my bike more but I'm afraid of being hit by a car. Thanks for asking
372	Roundabout education/ courteous driving education could go a very long way in Chico. Perhaps partnering with local tv and radio for short tips.
375	Intersections need to be repainted. An especially dangerous one is Broadway at 9th. The road is completely unmarked and I can't count the number of times I've seen drivers in the wrong lane, because if you don't know, it's not obvious. Very dangerous
376	More street like Holly and 12th Ave need speed humps.
378	The road lanes need to be clearly marked. There needs to be speed enforcement and all stop lights should have cameras to catch and penalize offenders.
379	Speed bumps would be greatly appreciated on Eaton road in front of Wildwood Park and subdivision. It is extremely dangerous to cross the street.
381	educate people how to use on ramps for the freeway and not enter highway traffic at 35 mph. Don't leave 2 car lengths of space between cars stopped at a red light, move up.
382	The overpass at Cohasset and 99 needs significant improvement. It's hazardous at times
383	The building of all the bike lanes has gotten out of control, they are rarely used and when they are the people on them completely ignore the rules. That's a fact.
384	Please add a speed bump on E. 3rd Street between Pine and Orient. It's become a major thoroughfare for people getting to downtown and people don't understand that it's a residential neighborhood.
387	Traffic calming on downtown roads that drivers are using as a cut through to get downtown (I.e. 3rd Street)
389	The single biggest issue affecting safety for all road users is excessive speed. Enforcement efforts are valuable but the primary focus should be on road design that discourages excessive speed with narrower lanes and traffic calming measure, especially on the streets that double as residential streets and thoroughfares, such as 5th Avenue and 1st Avenue
391	Sherman ave needs work. It's so bad
394	Talk to CalTrans and. have them address the Cohasset/99 SB on ramp. The SB Cohasset #2 lane should be 99-only for starters. That will keep traffic from being backed up until Pillsbury and sometimes to East Ave. And CA should eminent domain the buildings and make an 99SB on-ramp from NB Cohasset that is a *right* turn.
395	need to address e=bike safety and electric scooter rules
396	Fix the pot holes! Make ceanothus and east Ave a controlled turn intersection along with marigold and east Ave.
397	w. Sacramento , Nord and the driveway to Safeway, there are pedestrians crossing Nord, vehicles turning right from W. Sacramento to Nord that do not wait for the pedestrians, vehicles turning left on exit from Safeway that do not wait for the pedestrians or vehicles turning right. There has to be a better way to manage this intersection.
398	When new light poles are installed they need to be shorter, so they stay under the tree canopy for safety and to reduce light pollution.
399	Please, no more round abouts.
400	Drivers would stay in their lanes if they weren't dodging all the potholes and torn up roads. More roundabouts please!!
401	IN particular finish the intersestion of Bruce Road and highway 32. The Bruce to 32 west right turn lane does not exist. As usual when the city, county and state "intersect" spending timing (or commitment) is almost always not proper and this sort of problem

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	exists. Also a round a bout Or traffic light at the intersection of Chico Canyon Road and Bruce/Manazanita is needed to avoid higher speed collisions that will be T-Bone in nature. This intersection is a safety hazard. Especially when PV high traffic is at peak. Also Bruce,Manazanita in general is seeing more traffic, so fix it before people get severely injured or die.
404	I really would like to see the pot holes filled and streets paved that are too far gone.
406	This is a county issue not city but we pay taxes in rural areas and enforcement is ignored.
407	While the yellow lines are good, the white lines through town are mostly gone. As I bike through town 99% of cars fail to move to the other lane like they are supposed to. Sadly, most cars still fail to give 3ft. Having proper white lines showing where the bike lane/shoulder is might help?
409	Sometimes I wonder if any city officials actually drive our streets to commute between main thoroughfares. Many of Chico's streets are in decades of disrepair.
412	Please continue improvements on the Esplanade. It looks great but making a SB turn onto Esplanade from WB E 1st Ave fir example, is dangerous and difficult. Perhaps the timing could be altered as a simple start?
414	Most of the issues I have encountered are people running yellow/red lights. I live very close to campus off Esplanade and traffic at peak times is chaotic. I appreciate the new light on First and Oleander and I support the idea of camera enforcement. I live on E. Lincoln Ave. and a speed bump on that street between Esplanade and Oleander would be very appreciated as drivers tend to race down that road on their way to and from dropping off/picking up kids from Chico Junior. I also ride my bike to campus and people using the entrance into Bidwell Manion as a turn-around poses a lot of risk during peak hours.
415	Love the new Esplanade bike lane! It looks so pretty. Excited about the red light cameras! Need more PSAs for bikes to learn to ride on the right side of the road!
416	Intersection of yosemite and hw 32 should be left turn/straight/right turn — currently more cars going right get stuck waiting for the few drivers going straight .
417	Would love to see a 4-way stop sign at Eaton Road and Eaton Village Road. People Fly down Eaton Road going towards the Esplanade with the development of all the new houses and apartments in the area.
418	Safer crosswalks in roundabouts and crosswalks
419	E-bikes and motorized scooters are a hazard to themselves and others when ridden in traffic like a car. Erratic and dangerous maneuvers by riders cause unnecessary disruption to otherwise calm traffic flow/conditions. Speeding and reckless maneuvering by drivers of All modes of transportation need to be addressed and cited by LE. Missing painted lines on our streets as well as potholes due to poor maintenance contribute to unsafe streets. Cyclists riding the wrong direction in bike lanes needs to be addressed.
420	E bikes, e scooters, e boards increase need to be addressed., might as well be vehicles
421	Red light cameras will morph into every invasion of privacy over time. Facial recognition tags out of date other unforeseen event, so the state can collect more money. Digital ids next and can invade every privacy imaginable.
422	we need speed bumps and white stripes going down Sheridan Ave to first ave.; we also need surveillance cameras installed on Sheridan Ave and Palmetto. Please note that I have been to City Council meetings numerous times indicating this; also note that last December a driver ran a stop sign on Palmetto and then made a right turn on Sheridan while on their cell phone and collided into my car on side of the street which totaled my car; and then the driver left the scene; but fortunately my neighbors on the other side of the street caught all of this on their "blue ring bell" camera.
426	Please help fix roads. The street conditions in the avenues are atrocious.
428	Thank you.
429	Many city streets are in such poor repair it is unsafe to drive on them and they need to be improved as well as updating stripping
430	Too many people run red lights
432	Traffic calming on East 8th and East 9th streets from freeway to downtown is needed. Excessive speed is rampant there. I'd like the city to consider diagonal pedestrian/bicycle crossing where appropriate. In particular, at the intersection of Memorial Way and Vallombrosa, where bikes cross from the bridge/pathway to go west toward Chico Junior, Chico High, and CSU Chico. The current configuration encourages bikers to go against traffic on Memorial Way.
434	As a woman, I do not feel safe on the bike paths in this city. Between the unhoused people and off leash dogs, I'll be taking my car.
435	Safety hazard trying to drive along Manzanita between the Elks Lodge and LomaVista because of all the rough patches and potholes that everyone tries to avoid. This stretch needs immediate attention ... and not just slabs of tar. Roads around schools should take priority for the safety of everyone.
436	Stop wasting our tax dollars on your pet projects, lije that ugly bike bridge that no one uses. Fix our roads like you promised. Police need to enforce out of date registration and illegal windows tints.
437	Educating drivers on what shared lanes with bikes means. Speed on East Ave is out of control. Keeping buke lanes functional, free from debris, leaf piles, parking. Enforcent at bike lane crossing on East Ave, many drivers speed through red and flashing lights.
438	Every day I see 100 plus violations by chico people whether in cars,bikes,scooters,ebikes you name it, I think have a group of citizens traffic police with dashcams is needed. I drive for Doordash an from 4am til 230pm I travel all around the streets on chico an see dangerous actions happening an no police around in time. Chico pd needs more traffic patrols around school time.

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	Parkview the stop sign I watch people running the sign daily only a matter of time before a child gets hurt. Jeremy lasher 530 636 5114 if need any pics of shenanigans.
439	Protected bike lanes will make Chico a more bike friendly town. Although it is ok now. It does need to improve.
441	The new concrete version of Bruce Rd makes it very difficult to see lane lines at different times of the day. The concrete is uneven--both in the laying of it and the color--which also makes it difficult to see. Lane lines need to be a darker/different color. Vallombrosa is a mess and desperately needs to be repaved/repared as it is fairly widely traveled.
442	The potholes in the streets are a major problem. Also, if we want to reduce traffic while helping people be more physically active, we absolutely need to make it safe and accessible for people to ride their bikes and/or walk around
443	More pedestrian zebra crosswalks are needed at more intersections across campus, between Holt and Modoc, and the crosswalk on the corner by Holt leading to the bridge to BSS. The number of cars running red lights at Esplanade and Memorial is disturbing, including an ambulance the other day without its lights on.
444	It would be very welcome to see a set of complete streets, especially in the downtown area that would be benefited greatly by increased foot traffic. More bump outs for pedestrians, and a comprehensive future plan for more than just more driving lanes to deal with the increase in traffic - buses, and biking/walking options to and from areas that are now mainly car centric - the large businesses around East 20th especially
445	We live on 3rd st east of downtown and people speed fast heading into downtown. We would love a speed hump
446	Excessive speed racing by cars and motorcycles starting at 20th street and Notre Dame Blvd light, especially on Friday and Saturday night's
448	enforcement doesn't protect bicyclists as much as changing the urban environment
450	Its not too bad when I'm driving in my car, but when I cross roads while walking I feel a bit scared. I feel like cars can't see me when I'm walking because of the road parking of other cars. I feel like frogger sometimes.
452	Road condition in Chico is poor. Pot holes and their poor repair makes driving a task of maneuvering around those obstacles.
454	FIX THE DANGEROUS POTHOLES THAT ARE EVERYWHERE.
458	Traffic on E. 1st Ave between Hwy 99 and Manzanita/Mariposa has gotten out of control. This street was made for residential use, but now is a major thoroughfare. When it's busy, it is constantly backed up from 99 to InMotion. When not so busy, people use it as a raceway between 99 and InMotion. The middle portion doesn't even have visible lane lines. I wish something could be thought of to redirect traffic leaving 99 to exit at Cohasset Rd and then onto East Ave. Cohasset/East were designed for high traffic. Otherwise, make E. 1st ia true major thoroughfare by installing sound/safety walls on both sides between 99 and InMotion, and include a dedicated, safe bike lane.
459	Bicycles are obnoxious and we give them to much space and do not put enough responsibility on them to be safe riders. All the electric bicycles, motorized unicycles, scooters and the riders who do not pay attention need to be required to follow more safety measures, lights, helmets etc... All the responsibility is placed on the car and not on the ones weaving through traffic.
461	Speed bumps or more residential stop signs
463	Traffic lights is a big issue in Chico. Specifically the light on Esplanade and 1st. The only way to make a left turn most of the time is when the lighting is red because there is always so much traffic. The best improvement would be to make it a protected left turn light to ensure no traffic collisions.
464	nothing about road composition/layout/etc.? Nothing about LPR, red light cameras, or traffic signal coordination/signage/etc.?
465	First Ave & Neal Dow desperately needs turn signals at the stoplight. Seen so many close calls. Other lights have been updated or even completely added (1st & Oleander). It's such a busy and narrow intersection, please update it before there's an accident involving one of the many kids walking to school, people walking dogs, on bikes, etc. Drivers get impatient (waiting up to 4-5 stoplight cycles in morning rush hour) and end up doing something stupid. Or they cut and speed through the parking lot at Christian & Johnson - talk to them, I bet they have some insight into that intersection.
468	For lighting improvements could you make the led lights more of a mellow yellow color instead of the overly bright light. The yellow is not only more appealing to look at but there is also studies stating that it can have calming benefits both with nature and mental health.
470	Fix the Esplanade and West/East crossing streets. Everyone says this already, we need green turn arrows on intersecting streets. Not cameras
472	I have contacted the city before regarding the crosswalk at Guyann and East Ave. The speed limit in this area is 45mph. I cross East daily, as do many of my neighbors. I've seen children crossing, but have never seen a vehicle stop, or even slow for a person in the crosswalk. Vehicles pass well above the posted speed limit. I've seen vehicles pass through in excess of 75mph. I've heard vehicles throttle down while approaching, as my dog and I cross. This crosswalk is useless and dangerous and will result in tragedy if not improved. I'm confident that anybody observing this area would reach the same conclusion. Thank you for your consideration.
473	More traffic enforcement during heavy commute times. I believe in the AM, Chico PD are in briefing. CPD needs to adopt a CHP approach to traffic stops.
477	West Shasta Avenue is a speeding hazard. Every day I see drivers exceeding the speed limit by 20 mph and more. People use it to bypass the traffic on East Ave. There are children at risk daily. Stop signing, speed bumps, striping... PLEASE do something.

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479	We need more enforcement. People just dont follow that laws of the road.
480	Speed needs to be addressed, enforcing speed limit laws and write tickets. I would be interested how many total speeding tickets are completed the last year inside the city limits. Give the PD more officers for traffic enforcement and hold them accountable for enforcement of traffic laws.
482	Please PLEASE give more attention to people who ignore yellow lights, drive thru red lights and stop signs. I can't count the amount of times I've been narrowly missed by people who challenge these measures.
483	When developing new housing areas, please study traffic flow impacts and needs prior to developing and require developers to share the cost of road improvements. East 1st and 5th Ave are disasters in unsafe volumes of traffic, speeds too high for neighborhood safety ever since Eaton Rd added so many houses and apartments and the developers trucks damaged the roads.
484	The speeding on west Shasta ave is out of control. Many requests for speed control have been ignored
485	Schools need to have crossing guards during after school pick up. The mornings can get bad to, but the after school pick ups are incredibly unsafe with how people drive. And cars making left turns right near the schools during pick up time are extremely unsafe. Have crossing guards to help, police giving tickets to unsafe drivers consistently, and possibly ban left turns next to the schools during pick up times if there isn't a crossing guard at the crosswalks to help maintain safety.
486	cell phone use while driving happens constantly
487	To Whom It May Concern, The traffic lights at Bruce and E. 20th need to be activated. Daily travel through the intersection is intolerable. Additionally, I do NOT support red light cameras. I do not support using technology for government surveillance of the public. Roundabouts and improved traffic light timing makes our streets safer for years to come. Red light cameras do not.
488	The bicycle triggers for stop lights don't work very well - these are the ones imbedded in the roadway.
491	Fix all the roads in the city wear and tear on our vehicles is very costly and infrastructure needs to be further addressed.
492	A dedicated turn light at 1st and esplanade would work better than a camera and save lives. It has been needed for years and that area is too busy to not have it at that intersection. I also think a 3 second delay on all the lights would be a whole lot safer. It's not that difficult to reset the timing of the lights and coordinate them with the flow of traffic. Our drivers that are under 25 in our area are not the safest on the roads. We need to do something more to slow them down. I think a sign at all intersections that have a red light camera needs to be visible so the drivers know they're being recorded. That will slow down those impatient drivers from running through those intersections. Getting a ticket in the mail could take weeks and a sign on the red light cameras will be an immediate reminder to stop. lighting, sidewalks and or a bike lane is desperately needed on East 9th avenue. It's very, very dark and narrow. there is no room to walk or ride a bike. Day or night.
495	The last year has been rough. I'd really like to know who thought of the plan and timeline for the Bruce Road and Hwy 32 construction to be done at the same time. Because 'blunder' is an understatement for the situation and traffic problems they caused. At the same time, is Bruce Road ever going to get finished?
498	Scooters and motorized bikes drive fast and don't obey any traffic laws
499	Every day, I see red light infractions. The light goes red, and one, two, or even three drivers rush through. It's COMMON, and needs to be addressed. East Avenue, and Hwy. 32 (the Orland Expressway) is a racetrack during commute hours. The speed limit is a reasonable 45 mph, and I witness 60mph and higher EVERY day. I have a business on Hwy.32, and it's INSANITY at times. Please enforce that stretch. The Orland crowd needs their wings clipped!!!!!!
502	More law enforcement at red lights
504	Fix the potholes
506	Sidewalks in incorporated parts of city that don't have sidewalks
507	Between East and Eaton on Floral street cars go over the speed limit There are NO CROSSINGS between those 2 streets on Floral. Lots of foot traffic trying to cross that area. Would like to see either speed bumps or at least a stop near Glenshire along with a cross walk
512	Good work putting in red light cameras! Sometimes going through stops and red lights are accidental, but I've observed too many drivers not obeying the stop. As far as law enforcement, I'd like to see more slow moving drivers pulled over for impeding traffic and not being in the right lane. Cyclists and pedestrians also need to follow the traffic laws.
513	Drivers in Chico (and the north state in general) do not take driving seriously. Many drivers speed, tailgate, run red lights, cross lanes and ignore basic safety rules. They drive like children in bumper cars. Irresponsible and without consequence. How ridiculous it is to become upset with the car ahead of you when that driver is obeying the law or going slow because the driver ahead is going slow or because of an unsafe condition? These are childish behaviors...
514	Too many unmaintained streets. Pavement markings are blurred out
515	Rank of concerns 1-speeding, 2-intersection safety, 3-pedestrian safety, 4-bicycle safety, 5-impaired driving, 6-lighting, 7-distracted driving, 8-lane departures, 9-other Improvements

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	1-enforcement, 2-intersection improvements, 3-traffic calming, 4-better lighting, 5-more/improved crosswalks, 6-protected bike lanes, 7-expanded sidewalk network, 8-education MORE ENFORCEMENT NEEDED
517	This survey link doesn't work! Can only prioritize 1 item. Very poor effort & citizen service!
518	This doesn't work!!!! Please fix your survey. No hold and drag responses.
519	Need a stop light at 2nd and Hazel Streets. Cars speed down the road to try and hit all stop light so pedestrians can't safely cross. Intersection also very dark during winter months.
522	Hold drag doesn't work
528	My observation is that e-bikes drive too fast and often on the wrong side of the road. Riders often are not wearing helmets. Seems like e-bikes should be better regulated on public streets AND in Bidwell Park. In Bidwell, signs for bicyclists should suggest "calling out" that they are passing on the left -- too often, bicyclists come up fast from behind and almost clip pedestrians and/or dogs on a leash.
529	Pedestrians are the last population that Chico thinks about. Far more people use "bike paths" for walking than for biking...but the biggest "bike path" problem is the fact that "bike paths" are just for the use of the homeless.
531	Chico needs more traffic enforcement.
532	Traffic in Chico and in the U.S. is in a "Wild West" state. There aren't enough traffic officers to control the amount of drivers behaving irresponsibly or severe enough penalties for breaking established laws. Defying traffic laws has seemingly become "in vogue" in the U.S. Disregard for human life of selves and others is displayed on news channels every day. A human being is no contest for a several thousand pound vehicle. A significant number of vehicle operators seemingly have lost touch with the responsibility that comes with driving. There is complete disregard for safety and law. STREETS ARE OUT OF CONTROL. BEING ON THEM IS NOW A RISK.
533	Over the years I've noticed how brazen drivers have become about running red lights after the light has changed from yellow to red. To me, it feels normalizing when drivers are not held accountable. I know there are cameras going up around congested intersections, which is great news. I'd like to see more. Second, I've always been concerned about the left turn from Humboldt Ave going across Main St to Oroville Ave. I've almost been hit there turning left, and also driving down Oroville Ave to Park Ave. There is no Yield sign, stop sign, or even signage suggesting lane merging. It would be an easy fix.
534	clear, reflective lane markings pot hole repairs
535	The amount of traffic On Esplanade and First AVE cause the intersection to be confusing/dangerous. The bike paths to get to chico state from East ave are filled with homeless and trash.
539	If we're going to focus on education, then pedestrians need to learn the rules of the road. The increase is people who walk where they want when they want is what is making things unsafe. Cyclists are increasingly getting worse. No one stops to look when they are crossing the street (signal or stop sign or jaywalking). Speed bumps and roundabouts with more and more signals is not the answer, and its a waste of tax-payer dollars. If more people adhered to the basic rules of the road (including pedestrians) then it would naturally be safer and you can use that money to FIX THE ROADS!!!!!!
540	1. At the end of Sheridan Avenue and Vallombrosa where you can enter Bidwell park would be much safer if there was at least a crosswalk and even better a lighted crosswalk. 2. At the end of East 4th St where Woodland Avenue turns, Mangrove Ave and Cypress Street all converge can use a crosswalk from East 4th into Bidwell park. That way you are entering into the park on the side of the walking path. On the other side of the road where there is a crosswalk the sidewalk on the Woodland Ave side is not ADA or even stroller friendly to get off the sidewalk and enter into the crosswalk. 3. The sidewalk that is across from the Chico Women's Club crossing East 3rd St. is not ADA to enter the street to proceed across Pine Street onto East 3rd St. There is a large dip and this could definitely use a sloped curve, as well as a lighted crosswalk. 4. Speed bumps on Filbert Ave to in between Sheridan Ave would be greatly appreciated as well as on Arbutus between Vallombrosa and Palmetto Ave.
542	Anything that can discourage single use of personal automobiles and incentives for using alternative transportation would be welcome.
546	We need more red light cameras and higher fines. Also speeding is a major problem in Chico. On East Ave. and Mariposa Ave. everyone runs the red light on every light change. Also unregistered cars need to be cited.
547	Since the Camp Fire, there are simply more cars on the road in Chico. The amount of aggressive driving, distracted driving and speeding is obviously increased. I would like to see Chico PD cracking down on all three more often.
548	The section of Madrone between Bidwell Park and the Lindo thoroughway to PV desperately needs a dedicated bike lane and full sidewalks. It is a major thoroughfare for young bicyclists who deserve a protected bike lane, particularly with parents dropping off and picking up kids at Sierra View. This should be the top priority.
549	Speeding in 25 MPH zones is a constant issue. Having enforcement in those lower speed areas would be helpful.
553	More streetlights in neighborhoods could help.
555	I have lived in several high-density metropolitan cities, and spent a lot time in an extremely dense Asian city; I have found Chico drivers to be the most unpredictable and, frankly, the worst drivers. Chico drivers routinely run red lights at intersections (2nd and

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	Salem; 9th and Salem). Chico drivers are reliably inconsistent at signaling their intention (i.e. many just don't use their turn signal). Chico drivers drive too fast in parking lots. And it is not infrequent that I observe erratic driving, and find the cause to be the driver looking down at their phone while driving.
558	Get the homeless out of the streets and sidewalks so taxpayers can use them and have not have to walk in the street
559	no more homeless in the streets and out of downtown so it can be like it used to be
560	The new stop lights with cameras close to the high school next to Chico State go to yellow and change to red much too quickly. I got to the light, it turned yellow, I went safely through it, then it turned red so quickly, I couldn't even get through. This can't be normal. The other lights don't change this quickly. I am going to be livid if I get ticketed for that light turning red too fast. Thanks for looking into it to delay the light change, if possible. It's also a longer stretch of road to go through than some of the other lights and feels like yellow goes to red at twice the speed. Not cool. Thank you!
562	increases in bike lanes have created much more dangerous intersections (re: esplanade). i'm also VERY concerned about the discussion of decreasing Broadway and main from 3 lanes to two. this decreases access for everyone, increases traffic concentration, will negatively effect already struggling downtown businesses. bikers are able bodied individuals who can easily park their bike on adjacent roads and make a very short walk to main/broadway.
564	DeGarmo park needs a flashing crosswalk for exiting the park, traffic is much too heavy and fast in order for anyone to cross the street. Widening Esplanade past Eaton is a serious need, so many accidents in front of Basque Norte and with the new housing and apartments the amount of traffic going through there is much too heavy for single lane. At least a middle turn lane would help.
568	The absolute worst intersection that I've seen many accidents on it the Stop sign and freeway on and off ramp on Eaton Rd overpass. You put a roundabout on one side but not the other. The other is almost worst. Second is the horrible homeless camp at Eaton and Cohasset. People walk like zombies in the street or dart out with dogs off leash, instead of using the walk way at the light. This is really hard when the sun is shining in your eyes heading East on Eaton.
569	Powered bicycles need better regs and enforcement. They present a very real safety issue as riders seem to be able to ride wherever and however they feel like. And, general repair of city roads is very much needed, and progress needs to pick up speed.
571	Despite the renovation of some major streets, the general bad state of roads and streets (dangerous potholes) is to be addressed ASAP!
572	The intersection at W. 1st and Esplanade NEEDS a dedicated/protected turn signal. It is an absolute miracle no one has been killed there. Based on school traffic in the am and pm, this seems grossly negligent to NOT have a dedicated/protected turn signal. Please DO BETTER for our community!
573	Please prioritize fixing roads that are riddled with potholes.
574	On Hawthorne Ave, between madrone and Verbena stop sign, many drivers floor it bewteen the short span. This is a school zone for small children, a bike and walking route used by many every day. No school zoning is marked, and no patrol has ever noticed the issue. Many very small children walk to school past my house on the corner of Hawthorne and Borman Way. Accidents have happened right beside my house.
575	E-bikes and scooters need to follow the law. I NEVER see any of these riders wearing a helmet or observing traffic laws. Have had many close calls, sooner or later it's going to be fatal.
576	Fixing the terrible roads avoids people swerving into your lane to avoid pot holes. Pot holes are a safety hazard.
579	I love the new bike path on the Esplanade, the new traffic light at 1st Ave & Oleander, and the ongoing improvements to Nord Ave. Making biking and walking safer and easier is great for our town and great for connecting neighborhoods. Thank you for working on these projects. Living in a culture where folks use their phone while driving has been an issue since cell phones have been widely used, but it seems like this is worsening as a society. Please hold people accountable for using their phones (mostly texting). No one should have their phone in their hands while driving a vehicle.
580	There are too many red-light runners. Pedestrians are hard to see at night wearing dark clothes (educate them to wear light colors or reflective clothes). Painted street lines are faded and hard to see (these should be painted immediately). City of Chico wastes money when deciding to improve roads. Concreting Bruce Road was a waste of money and was poorly constructed (asphalt would have been cheaper and better quality). And the rusting bridge over 20th street -- every pothole could have been filled in Chico for the cost of that ugly bridge!
582	Chico needs more police out there. Drivers speeding with no regard for anyone.
588	Need more enforcement of double the posted speed limit violations; whereas, where I live, the posted speed is 25 mph, but traffic routinely exceeds 60+ mph !!!! Furthermore, there needs to be a revaluation of residential speed limits; whereas, on my street raising the posted speed from 25 to 35 would be more inline with the average speed, and in my opinion, would actually make the street much safer.
592	Get a handle on the speeding through downtown Chico. Its like a race track.
594	I noticed that the last two questions didn't include anything related to the bus system. I think a key way to provide accessible and affordable transportation is to expand the bus service in town. If the city can subsidize the bus system until it becomes more of the 'norm', it would really increase opportunities for everyone, especially the disabled. It would also improve the financial

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	situation and once it gained traction, the bus wouldn't be something to fear. Other benefits include less wear on the roads and more financial stability for lower-income folks, which in turn would help support the local economy.
600	Please improve the road markings on Warner Street through campus.
605	NACTO recommendations for intersections: https://nacto.org/publication/urban-bikeway-design-guide/designing-safe-intersections/design-strategies-for-signalized-intersections/ Change the standard layout for all intersections: Decrease the turning radius and stop putting in just one wheelchair ramp at the apex of the turn, forcing ramp users to enter a highly dangerous zone. Instead, put in two ramps at each corner - one squarely facing each direction. Install more roundabouts, including small ones. Install raised intersections in high foot traffic areas as was done just east of the 1st St - Flume roundabout, near the 1st St entrance to Annie's Glen. Dutch-style bicycle infrastructure in a Canadian city: https://www.youtube.com/watch?v=pN5muvQ0-tM
606	At busy intersections, have a red light for drivers in all directions so pedestrians can safely walk.
607	Some intersections need turn lights that do not already have them for example or be made into no turn lights. 1st /5th ave and esplanade as well as 5th and mangrove both have people trying to turn, usually as the light turns red making traffic back up and causing accident risks. You should redo more stop sign intersections with yield right hand turn lanes (like longfellow/mariposa and manzanita) to avoid backups and keep traffic flowing. Nobody in this town understands roundabouts even though they should be helpful to keep traffic flowing, but more in some 4 way stops may be helpful as a secondary to yield right hand turns (most useful for flow).
609	We really need a significant amount of enforcement! Daily I witness drivers running red lights, unsafe lane changes, pedestrians NOT using crosswalks. We have become a community of very inconsiderate and rude drivers.
610	The town needs to slow development until infrastructure can meet demand of existing residents/traffic. Staggered schedules at schools to decrease traffic conflicts and congestion near schools. Overall speed limits need to be reduced and "demand signalization" needs to have better software and controllers to increase the flow of vehicles on arterial streets. I would also suggest that the traffic signals be controlled to allow increased North and South movement at going to work and going home from work traffic. Chico has limited north south corridors due to creek side green-ways and Bidwell Park. Improved controllers could modify the signal timing to improve north south movement, an educational component might be needed to suggest better routes for motorists to maximize "right turn" routes to move more traffic.
611	I'm requesting safety improvements in several areas around Chico that really need attention. The crosswalks at 2nd & Hazel and 2nd & Orange should have push-button flashing lights like the ones on Esplanade near the high school so drivers can clearly see when people are crossing. Floral Avenue needs sidewalks between Manzanita and East Avenue, and East Eaton Road—from the Wildwood Park Pump Track to Lance Terrace—needs a protected bike lane. A sidewalk is also needed where Lupin Avenue meets Cohasset Road, since people, including wheelchair users, are having to travel in the street. All of these spots are especially unsafe at night. These improvements would make a big difference for everyone's safety and are reasonable investments for our community.
614	Bad idea to bring more electric scooters downtown. Electric bikes and scooters are a major safety issue now. Accommodating more bicycles in downtown will hurt local business downtown. The parking kiosks have also been a factor in fewer people going downtown to shop. Leave it alone, fix the infrastructure, water, sewer, etc. and try and realize what the citizens of this town actually want.
616	I bike commute to work and there are some traffic light intersections that I can't trigger with my bike. I either need to get off my bike and press the pedestrian button, wait for a car to trigger it, or run the red light. There used to be a painted line at traffic light intersections that showed where a bike should be to trigger the light. I think most have worn off.
617	The areas bicycles enter flow of traffic are super dangerous and using gates is not helpful. The safest solution is cyclists pedestrians should get full right of way
618	Double left turn lane needed at Forest and 20th. Controlled left turns on the Esplanade especially by Chico High.
620	30 and 40 MPH zones are confusing. Speed limits should be uniform. 35 MPH and 45 MPH are standard.
622	Confused, distracted, and poor decision-making seem to be the greatest concerns while walking and driving around Chico. Would love to see more enforcements, public safety/signage, and sidewalk/crosswalk improvements to address this.
623	ENFORCEMENT
624	Get more traffic enforcement officers at bad intersections
625	Esplanade is one of the most concerning places as most accidents occur there and the way the street is set up makes it only easy to drive one end to the other from main/Broadway to the bridge by Sushi Burrito. Turns onto the Esplanade are dangerous and any traffic will increase the likelihood of someone getting hurt.
626	I think we need more camera at major intersections, like 20th and the mall, 20th and Forest, Notre Dame and Skyway

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629	The intersection on 1st and Cherry by the parking garage has almost no lines for crosswalks. They have worn away and this is a heavy pedestrian area. People go right through the intersection without stopping. Also, bikes and motorized scooters need to realize that they have laws to abide too. With all the motorized bikes and scooters, there have been a lot of pedestrians hit or almost hit by them.
630	Homeless in the streets need to be dealt with. Not just moved along because they can't afford a ticket.
632	Photo enforcement is a great deterrent to many traffic violations at intersections. I myself have had several near misses when other drivers ran red lights,
633	Additional sidewalks and enhancements are needed to help pedestrian safety at all hours.
634	Get more homes off septic systems
635	Please make it safer for people to walk their dogs and ride bikes with children, especially in the east 9th avenue area. NO ONE seems to adhere to the 35mph speed limit. Many are going 50mph. We need more obvious speed limit signs on E9th Avenue or maybe speed lights or bumps
637	We have seen so many drivers run yellow and red lights. Also, speeding, police speed just as bad as any other person.
638	Area parking lots in the larger malls are a hazard. People drive too fast & unsafely. They aren't laid out well. Traffic jams up off fwy at 20th to Costco. Too many won't use inside lane.
639	Hazards along pedestrian bikeways. Annie's Glenn is a disaster trap made by the city. Also closing bikeways at the drop of a cyclone fence, forcing people into heavy traffic. Boulders placed right along edge of path, flapping hazard fences, steel posts, bollards that are invisible if you are riding behind someone (replace with a streetlight or something else that is tall). Stop blocking bike/pedestrian paths and bridges. Get rid of the maze gates. Bike and pedestrian bike paths should be widened so two bikes with trailers can comfortably pass by oncoming traffic of the same.
640	As individual that bikes primarily I tend to stick to areas of town that feel safe. This is mostly infrastructure dependent. Protected bike lanes, things that slow traffic, better intersections.
643	Enforcement of bike riding such as bicycle riders running stop signs and failing to use arms to signal direction of turns.
645	Some way to reduce the amount of cars speeding up through downtown, especially where crosswalks without lights are. Many people don't bother to slow down and look around before going through intersections.
646	I wish that traffic control would enforce speed limits in our city!
647	Clean up street leaves more regularly so that cyclists can actually use bike lanes. Fix potholes so that drivers don't swerve around them.
650	Resurface Godman (pot holes recurring) and improve East Eaton and Lassen intersections with round about for better traffic flow
653	Please prioritize bike paths that go underneath underpasses these areas need to be kept clear and well lighted for the people who routinely and daily commute by bicycle they often become crime scenes and are not safe for children or daily commuters and can take weeks before they are cleared and safe again this needs to be addressed Would also recommend that the E. 8th St. stretch between Hwy 99 and downtown have additional lights or is made single lane with a bike lane as it often becomes a race track for drivers between Highway 99 in downtown. This is technically a residential part of the city would like the speed limit lowered to 25 mph.
654	Existing bike paths and pedestrian thru ways need to be safe and cleared of encampment's. Multiple locations on the 99 bikeway are many times almost always impassable. The underpass on 99 coming from Chapman town is continually clogged by campers and dogs. The 32 from the 99 to downtown needs speed limit lowered and crosswalks with flashing lights installed.
655	If they repaired the street and repainted all the lines it would be a big help. Also, coordinating the lights at places like 20th street would help.
656	There should be more points of entrance in and out of parking lots, like the one at target and the 20th street mall
658	Obviously, road quality is job 1, which I find curious because it's not part of the question set. lol. Nothing like the endless potholes of Chico roads to gather the attention of pedestrians and cyclists. Next up is how the homeless congregate at underpasses and bridges, therefore creating dangerous (or perceived dangerous) choke points. Third, anything along a water corridor is not safe for person nor beast after dark in Chico. Whomever put this questionnaire together surely knows these three things, which is why we play question-not-there.
660	Bike path crosswalk on W Sacramento and north cedar by the train tracks is very dangerous and NEEDS lights for the crosswalk alerting drivers of pedestrians needing to cross. Traffic is fast and vehicles often don't stop when people need to cross. As a CSUC employee who uses this often to travel to and from University village and main campus I see how much this is needed every day.
662	1. Working in Sierra Hall, on the corner of West 3rd and Chestnut Street, I often see drivers speeding through the area at over 40 MPH. Pedestrians frequently have close calls, and cars, cyclists, and e-scooter riders regularly ignore the stop signs. These behaviors put everyone at risk. I'm genuinely concerned that someone could get seriously injured if this intersection isn't updated with a four-way stop or other speed-reducing measures. 2. Lighting downtown could really use improvement. When walking along West 3rd from Normal Street to Chestnut Street, it's often so dark that I find myself questioning each step. Adding more lighting in this area would improve safety for drivers and pedestrians, while also helping to deter potential crime.
665	Esplanades upgraded bike/walking path is wonderful and a great example of safer sidewalks. Some timers for crossing the street are way too short. Some streets like W 1st Ave where new stoplights were added have very narrow roads that have made it

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	less safe for cyclists and add more danger should people choose to speed. It's very dark on many streets, especially within the college area, which is odd since there is so much bike/foot traffic with the students - they should have more lighting for safety.
668	Please add some deterrent (cones) to prevent late merging at Deer Creek Hwy/El monte. Also very unsafe for pedestrians/cyclists to get from lower park to PV HS via Madrone due to lack of sidewalks and bike path.
669	Many of the intersections in Chico are either not well designed, or not properly utilized by drivers that are not either paying attention or don't know how to drive. While driving, I routinely have people in double turn lanes almost run into me because they try to cross into my lane while turning. Crossing the streets downtown can also be a hazard as i've almost been hit on foot several times when the light was in my favor, so i'm always on the defense.
672	I'd love to have traffic signals' sensor loops detect bicycles. I think they don't, and so I sometimes use the pedestrian button.
673	No enforcement on the CSU, Chico campus of electric scooters, bikes., electric bikes weaving around people quickly on campus walk areas. Signs and rules are fully disregarded because violators face no consequences. I live at Chico Garden Apartment's. A fence was installed so now apartment residents must walk around streets having no sidewalks, bad lighting. Before the fence, handicapped residents would use it to catch the bus on only yards away from Chico Garden Apartments and children could walk to Rosedale School. Instead of walking, many drive their cars instead. Message: City of Chico can acquire some private property to acquire some right of way routes for walkers and bikers to travel shorter, safer, and more efficient routes. You can use the City of Chico GIS software to assess developing shorter walking and biking route links to various housing and traffic generation sites.
676	We live on a street that was originally designed for 15 mph and low traffic volume. It has now become a "shortcut" for vehicles, including box trucks. The traffic calming devices and pedestrian crossings were never completed as designed. The street/sidewalk serves as pedestrian/bike access to two schools -- Parkview and Marsh. Eventually someone is going to be hurt.
680	Bicycles using traffic lane when bike lanes are available. Also bicycles not following traffic rules when taking up a traffic lane. Specifically along E 8th St from Cedar Grove to Bruce.
682	Businesses should provide loading zones that don't block traffic lanes downtown
683	The adding of the new stoplight in Chico has made driving in Chico more dangerous Has caused traffic flow to come to more of a standstill and widen roads, cause some of the street parking makes it impossible to see at four-way intersections
684	I wish there was more enforcement of people using their phones while driving. I would like more enforcement of speeding, red light running, and bikes running stop signs. I drive up and down The Esplanade to work and these are constant issues. TY!
685	The greenbelts need to be improved for safety and lighting. Also, roads that are designated bike ways should have camera upgrades to the stoplights so that they can see bicyclists who want to turn left, as opposed to just pressure switches that don't sense bikes
686	Enforcement of red light running is almost non-existent yet most red lines are run throughout the day.
688	The public transportation in Chico feels very safe to me and violations can be reduced with more police or cameras
689	Too many people running red lights, speeding, texting and on phones.
690	Roads need to be fixed the pot holes are ridiculous. Stop making roundabouts and leave/install stop lights. Enforcement, enforcement, enforcement, way to much aggressive tailgating, speeding, stop sign/light running it's just insane. Make it cost money and it'll stop.
692	I know many people struggle with roundabouts, but they're a great way to move traffic through an intersection when everyone knows what they're doing. We need more roundabouts and more educating the public on how to use them.
693	local street divider lines and street paint really need to be refreshed. Info signs about not blocking bike lanes with leaf piles, trash cans, temporary double parking. It would be great if there was a weekly trivia or fact in Campus Announcements, or the CNR to educate community on better awareness for bikes.
694	Cross 1st Ave at Neal Dow often, it is risky even with crosswalks and lights. That is a place that needs a red light camera and general enforcement. Now in the dark it is much worse.
695	None
696	Motorized Bicycles are being abused on the streets and sidewalks. Two Teenagers going down the Esplanade doing wheelies for blocks at or above the speed limit in the outside lane. This is one example.
697	Myself, along with many other Chico citizens, would MORE THAN LIKELY walk/bike as commuting or for enjoyment if there were safer streets. Safety needs to be looked at from all perspectives, not just from a "driving" point of view. Please consider that this town is small and lovely, and many love to enjoy it on foot or by bike, but it can be very daunting when there are not safe intersections and when drivers speed and are careless. Consider this in lower Bidwell Park as well. I would love to see all this feedback received and implemented to produce a functioning, safe town with infrastructure that is just as friendly to non-drivers as it is to drivers.
701	Please widen 32 from Bruce to El Monte asap!
702	I really like when street lights flow with a certain sleep limit, like the esplanade and avenues. Continuing road improvements, Expansion of heavily congested areas like 20th st x MLK, Cohasset x hwy99
703	Lighting is very an issue, especially in the older neighbourhoods around downtown and Bidwell Park.

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704	Recently a man was killed at the intersection of Glenwood Ave/Lindo Ave/Highway 32, where CalTrans was supposed to install traffic signals. He would probably still be alive if lights and crosswalks had been installed. There are accidents there often. I had read there was supposed to be a roundabout installed at the intersection of Walnut St & 8th St or 9th St. Now that the protected lane has been removed from merging onto Walnut from 8th, I think it is much more dangerous. A traffic signal at one of the those intersections would improve safety. I think a roundabout at the intersection of Walnut and W. 1st St is necessary because it is so dangerous where the lanes merge.
706	I think it really comes down to lighting, better enforcement of traffic rules and generally making driving a smoother and safer experience. Best of luck to the city in trying to improve the road situation for all of us. Y'all have my prayers.
707	East Ave at Ceres needs to have a left turn on yellow arrow or Left turn when safe installed. We have long waits for the left turn green arrow to Ceres, with absolutely NO traffic going East or West on East. Personally, I run the light when no traffic is approaching.
708	It would be great if construction on major traffic roads could be done outside of rush-hour traffic as it just creates a bunch of road rage and drivers driving like crazy people.
710	Large parts of my neighborhood in North Chico don't even have sidewalks - it's really dangerous to walk, even though our supermarket is very close, people drive there because it feels unsafe to walk. Also, bike routes across town are confusingly routed, don't attach to each other and are not protected in any way. A bike lane where people are allowed to park cars in or put out garbage cans is not really a bike lane, especially when drivers are exceeding the speed limit. I don't mind that the bike routes go through the park, but there are some dangerous chokepoints with narrow pedestrian bridges crossing the creek. It's also hard to understand if you can ride an e-bike through the park bike routes as they prohibit motorized bikes but then some of the routes allow cars(?) One more thing - drivers routinely run red lights downtown, which is really dangerous for pedestrians. It was great that during Treat Street this year, the streets were blocked off - more of this please!
712	Need better daylighting at the intersection of mechoopda st and w sac. Got hit as a pedestrian there because cars need to pull out over the crosswalk in order to see oncoming traffic. Also fix the light cycle on the intersection of w 1st ave and oleander ave. The protected left turn lasts too long with barely anyone using it. Causing traffic on w 1st to back up into the esplanade intersection. Especially during school around 2-3pm
713	We need better lighting and for sidewalks to be redone in a lot of areas around town! I've tripped countless times walking on the sidewalks due to it being dark and having bumps/cracks in the sidewalk.
714	Roundabouts do nothing to slow down drivers in Chico. I have concerns about the new two right turn lanes onto walnut from 8th. There are many drivers, myself included, that turn right and need to get over to take a left on 5th. I think it will cause a lot of unnecessary lane changing in a short few blocks. The lights on 9th going through Salem to Main are also at a very odd timing. For example the light at Oroville turns yellow causing speeding thru that intersection. It often takes a very long time to get thru that intersection if you hit a red light at Salem. Sometimes you can't make it thru all 4 lights after it turns green.
715	I live on Sheridan Ave between E 1st Ave and Palmetto. This block is busy with people trying to get to the freeway and they drive very fast. Any improvements would help including speed bumps, electronic signs of speed limit, etc.
716	Humboldt ave is in extreme disrepair. There are deep potholes making biking unsafe, there is insufficient lighting, no sidewalks for safe pedestrian passage, and cars speed excessively. Please slow traffic, there are no stops for many blocks, making it a speedway. Please make it safer to walk by adding sidewalks.
717	Fix the painted lines and the potholes.
719	I'm confused why a dedicated right hand turn lane at Bruce Rd and 32 when heading south on Bruce was not part of the plan.
720	Maybe more traffic police.....
721	Cyclists and Pedestrians need to be encouraged to watch out for their own safety, many of them are more dangerous than drivers. Also, in addition to impaired driving, there is an issue of pedestrians and cyclists being under the influence, I have witnessed many pedestrians nearly cause accidents for walking into the street in the path of oncoming vehicles.....enforcement and better lighting are the only things I can think of to address that problem.
723	9th street west of the freeway is a literal race track eastbound between Cypress and hwy99. Late night and early mornings cars can reach speeds over 65mph! I understand that this is Caltrans responsibility, but the lack of traffic lights coupled with the new pavement only encourages excessive and dangerous speeds and this needs to be addressed.
726	Traffic calming speed humps are needed in high bike traffic areas in residential zones where schools are present ie El Monte, and other zones where children ride their bikes in high concentrations. Also, regulation regarding the use of electric bikes is desperately needed. Consistent bike path markings throughout the city would be very helpful (green, for example).
727	Repave the roads before making any other improvements!!!!!!!!!!!!
728	Bruce Road Reconstruction has been somewhat disappointing with vehicle safety. Lanes are narrow and lack of a smooth ride is annoying
730	More traffic enforcement needed. Constant speeding and erratic driving on Eaton Road

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731	educate drivers of e-bikes and scooters, especially children under 16.
732	Ensure the trees are cleared from the viewpath of traffic signals. Many signals in town are obscured from a distance where one should consider preparing to stop. 1st Ave at Esplanade, crossing towards the hospital for example.
737	I believe the most effective way to help prevent accidents in Chico is to expand pedestrian infrastructure and to improve intersections.
739	People no longer stop at stop signs. In fact, sometimes they barely slow down. I have witnessed many cars blow right through stop signs in my neighborhood with no regard for any pedestrians or other cars. I'm tired of there being no repercussions for not following common laws.
740	Noticing some degrading to Woodland Avenue near Bidwell Park, Seems like Palmetto Avenue could use speed upgrade. Am not sure about the red light cameras
741	Fortest and Soringfield has so many crashes. It's almost daily. And rarely any enforcement seen or consequences for running that light..
745	1st and Sheridan needs a crosswalk desperately
746	Fix light pole that was knocked down on Eaton/pendant by wildwood park
747	Basic improvement needed to major intersections. Figure out an alternative layout for the target parking lot / having to go through it to turn left to get back to the freeway is insane. Adding additional right turn lanes where everyone just seems to behave as if there is one.
748	Safety on Hwy 99, specifically at the Forest Ave Exir on 99 south. An exit lane should be added to help people get out of the way similar to what was created for the Hwy 32 exit.
749	Roundabouts are not friendly to pedestrians and cyclists at all. Drivers can't see pedestrians until they're right on top of them and take the roundabouts at high speeds. It doesn't do anything to calm traffic. In neighborhoods with large amounts of traffic, real stop lights are needed to actually stop traffic to allow pedestrians to cross. I live in Eaton and the proposed roundabout for the large and busy road is going to be much more dangerous for this very pedestrian heavy neighborhood. I'm already afraid to cross the road with the stop sign, drivers don't see me, but I know they really won't see me with a large roundabout and I won't be able to see them. This is just going to cause bad accidents and injuries
750	The residential road, Sheridan Ave (between E First Ave and Palmetto), is a thoroughfare of drivers heading toward the SB99 highway onramp... while the speed is posted at 25mph, it is not uncommon for drivers to well-exceed this, creating a dangerous situation for this neighborhood (two vehicle side-swipe accidents have already occurred!!). Additionally, there are no sidewalks as a safety buffer. Our family would like to engage in recreational cycling or even family walks more, however, the street is in such disrepair (due to high volume of non-resident traffic) that it makes this unenjoyable (speeding traffic makes this dangerous)! Please place some intentional focus on this street. Solution Suggestions: speedbumps would slow drivers down; sidewalks would create a safety buffer; road repair would enhance bicycle and pedestrian traveling; and blocking access at Sheridan and E. First (creating a dead-end) would eliminate non-resident drivers from using Sheridan as their 99 access road.
751	The pedestrian bridge on 20th St. is the worst idea ever. It looks unfinished and there are so many potholes leading up to the bridge on both sides of 20th St. it is ridiculous to have to see that bridge with its ugly lights and rusty color, while feeling all those potholes especially going eastbound on 20th.
753	1. Too many intersections have very poor visibility for cross traffic, especially in the older parts of town - especially 8th & 9th Sts, E. 5th Ave. 2. I've been nearly hit 3 times while in crosswalks in the last year (cars were close enough for me to touch). 3. Potholes and worn out/missing lane paint.
754	Bicycles are not following traffic rules. Not stopping or signaling. Wrong way and wrong side riding
756	Traffic congestion and road quality is a nightmare. Drivers, bicyclists, and pedestrians are all in danger when people get angry due to the current state of Chico streets.
757	Improvements for biking on Mangrove. Added bike route along Mangrove connecting to downtown Chico. Beautification project for Mangrove.
758	Electronic bicyclists generally do not follow rules and should be treated more like a motorized vehicle rather than a bicycle.
759	Need; [Ped./Bike]crosswalk advancement signal before the [Auto] green light goes on, and have a bike cross button at every ped. crossing intersection where the bike can push without getting off bike, especially around multiple blocks in any school/shopping area!
760	Speeding on residential streets. Cars swerving while speeding to avoid potholes. Cars running stop signs.
761	Pave every road around the Chico airport.
762	Love the new crosswalk in front of Chico High and the roundabout at Memorial Way! Thank you! Why is Mariposa speed limit 30? Seems far too fast for a school and residential area. My child was hit by a motorcycle at the badly marked crosswalk on Mariposa near Jean and Arlington. The bottleneck at the bridge on Manzanita/Longfellow - Mariposa - First in front of In Motion is unfortunate. Roundabout? The shrubs and bus shelter at the intersection of East First and Village Lane reduce line of sight significantly, making it difficult to turn right from Village Lane onto East First.

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763	People who get speeding tickets and run red lights should be charged a fee based on their income. That's what they do in Finland and other successful countries. That way the ultra rich are not getting away with violations they can easily afford. Someone who makes over 6 figures would pay more than just a couple hundred for their mistake. It will deter people from paying their way through inconvenience.
764	I am happy to see the red light cameras. I hope there will be more of them in the future. And, I hope the city can hire more law enforcement. Thank you
765	Intersections in and around the University are dark. It is hard to see pedestrians even when you are looking for them. Unfortunately, many aren't even looking.
767	I'd like to see raised pedestrian crossings whenever a bike path crosses an auxiliary roadway. This should help with speeding on those side streets as it becomes clear that its a different area. Since Chico sprawls, its best to focus on changes that improve bicycling as walking quickly becomes impractical. Also, why build an unprotected bike lane (bicycle gutter) and have a nice protected path (I'm thinking Bruce here). If its not tied to funding, ditch the bike gutter and stick to the dedicated paths. Here is some references for raised crossings (https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/techSheet_RaisedCW2018.pdf) (http://guide.saferoutesinfo.org/engineering/raised_pedestrian_crosswalks.cfm). Transportation is an important element of designing urban places and shouldn't be ignored. Thanks for what you do!
768	I would like to see Park Avenue become a safer place to walk and bike, perhaps adding a physical barrier between the bike lane would make both the bike lane and the sidewalk feel safer. I would also like to see more crosswalks along Park Avenue, for example 19th St. has no crosswalk. 15th St. needs a cross walk (ideally with flashing lights when crossing).
769	Solicitors on street corners, powered bicycles, painting of street lines and signage are primary areas in need of City attention.
770	The congestion on Cohasset at the 99 on-ramps is increasing, and can take multiple light cycles to get from the intersection at Cohasset and East to beyond the on-ramp.
771	I think lighting in certain areas of town are practically non existent. This makes it hard to see for drivers and dangerous for pedestrians.
773	I feel that more signage is needed on Esplanade that states more clearly where you're not supposed to turn, people will be waiting to turn at a light on Esplanade where you're not supposed to or will stop on Esplanade to turn over a double-yellow line (neither of which is legal).
774	Fix the potholes
775	Chico is a bike town, priority for pedestrians and bicycles please
776	Please fill pot holes and repaint lane lines.
777	Road maintenance is also very important. Great improvement has been made in the city of Chico but there are a lot more roads that need some love..
778	Neal Rd intersection is the absolute worst
779	Lower speed limits on in-town but in residential area streets that are relatively major (e.g. w 8th ave, e 5th ave, warner st, w sacramento, etc) would help.
780	De-prioritize parking, prioritize as many non-auto alternatives as possible (which will make drivers safer and parking easier for them). Bike lanes (esp. protected) will make bikes safer and helps drivers to know what (not) to do.
781	Chico lacks a good cycling route across highway 99 on the south end of town. We need a safe alternative to 20th Street and Skyway. Or big improvements at both of these crossings.
782	Biking would be my secondary mode of transportation if it were safer in Chico. I and others would be glad to reduce vehicle traffic, wear and tear to roads, and emissions if there was a network of protected bike lanes throughout Chico, and if drivers were more accustomed to and mindful of bicycle traffic. Similarly, the city would be made more walkable if our streets were safer and more appealing for pedestrians. Major routes like Esplanade north of Lindo Channel, Mangrove, and Cohasset could be made both safer and more appealing for bikers and pedestrians with the addition of large street trees. Traffic is too fast on these routes, and the addition of protected bike lanes would also visually prompt vehicles to slow down. Fair Street needs improved sidewalks.
783	The city needs to restrict solicitors from asking for money at street corners. It's a huge safety hazard. The city needs better regulations and restrictions for powered bicycles. They should adhere to motorized vehicle regs. Rental of mopeds in the city is a bad idea. People will go fast and leave the equipment on sidewalks, which will be a hazard. Bike paths should not be on main thoroughfare, but should be constructed on subsidiary streets that can still provide a positive impact for businesses.
785	I think it is important that residential roads have appropriate speed limits, not least to protect pedestrians and cyclists. Also for the residents, so they can exit their driveways safely. West 11th Ave is a residential road with intermittent sidewalk on one side, and a complete lack of sidewalk on the other, particularly in the stretch of road running from Esplanade to Holly. In addition, there are no cycle paths. The speed limit for this road is 35mph, which is dangerously high.
789	Ever since the Camp Fire and following increased housing development north of east end of Eaton Rd. traffic down Mariposa/E. 1st Ave. is a nightmare as all those new residents access downtown and the Hwy 99 on/off ramps. In combination with all the

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	local school traffic times, residents that live along E. 1st and Mariposa are in traffic congestion now many times during the day. There was no- or poor planning with regard to traffic patterns and flow when those developments went in, and long-time residents along that route are paying the price. I really think there needs to be roundabouts put in instead of the lights and stop signs that currently meter traffic during commute times of day
790	I find that the biggest issue currently is the condition of the roads and the issue of how long the roads construction is taking and how they keep switching the cone zones.
792	Please do not promulgate moped rentals in the city. Such programs have proven to be unsuccessful in other cities and can become a nuisance when equipment is left abandoned. Consider more delayed timing (2-3 seconds) of traffic signals at intersections. And please activate the traffic signals at 20th and Bruce (it's unbelievable how long that construction process has taken, and the intersection is dangerous with drivers who don't understand -- or care to -- how to navigate 4-way stops).
793	Not a huge fan of engineering-level solutions to human problems - address the behavioral issues with behavioral modifications.
796	There are some notably disastrous intersections for cars (eg lack of protected left turn lane from E 1st to Esplanade) or the intersection on E 1st and library where TWO of the three houses on the corners have been ran into with cars. These must be addressed before someone dies. Lack of traffic and parking enforcement around our local schools is a huge issue, as is the terrifying bike experiences on E1st and E5th, both major arteries for walking or biking to schools but are almost unnavigable by foot or bike. We need forward looking planning that takes into account foot and bike traffic, but also to implement basic fixes on known problematic streets. Also, start ticketing because if people don't feel like there's a consequence for driving while on their phones, enough of them aren't intrinsically motivated enough to stop.
797	Where pedestrians exit lower park on the valambroaa side to walk home please at least have pedestrian cross walks and signage. At most, more robust infrastructure like pedestrian cross lights. A lot of people cross valambrosa there and it's unmarked and feels scary with children
799	The crosswalk by the Wildwood pump track is incredibly dangerous. Cars fly down that road, and rarely slow down enough to see kids crossing the street from the neighborhoods over to the pump track parking lot. A stoplight or speed bumps along that road are essential additions needed to improve child safety.
800	I work in an office on the corner of 3rd & chestnut and drivers really speed down 3rd street. I've witnessed several accidents or near accidents at this intersection and I imagine it's no different on 4th or 5th streets. I don't love stop signs, but in order to calm traffic on these streets they may be necessary in more locations.
801	Delayed signaling at traffic lights could help avoid collisions at intersections. Panhandling is a huge distraction and safety issue. Bicycle lanes should be considered for alternate routes, not congested streets (e.g. not on Main and Broadway, but streets one block west/east). Bicyclists would be safer and still have convenient access to businesses, but would avoid vehicle traffic and likely would be safer for all. Paint on streets for lanes and signage cannot be seen (particularly at night or in the rain) as they have worn off over years of traffic and exposure. Lane striping needs to be redone in all parts of the city. Suggest not introducing rented mopeds in the city. They are a nuisance when equipment is discarded after use, and they would create more safety issues for non-riders.
803	Pot hole repairs should be a priority early rather than later. The longer they are left unrepaired, the worse they get, and the cost to repair increases. Do better
805	Designated turn signals on streets of Chico such as E 1st and Esplanade that do not "share" a green signal -- and need to yield to turn. Green turns for left and or right would allow for vehicles turning and not having to creep into middle lanes in order to turn -- causing "red light" runners at each changing of the signals (because there's not enough time for more than one mere driver per light change sometimes -- which is absolutely not effective or safe or efficient).
808	Hwy 99 is a major barrier for anyone who is not in a car. My former roommate only had a bike for transportation and needed to cross under 99 at East Ave multiple times a day. It was a very unsafe. He was struck by a car coming off of 99, but did not report the incident. The accommodations for bicyclists and pedestrians are wholly inadequate at each of the intersections/interchanges with 99. Work with Caltrans to find better solutions to these locations. Please keep in mind when designing infrastructure that members of this community rely in thier feet and bikes for more than recreation. For many it is their primary means of transportation and they need to access the same places that those of us in cars need to access. Any location wher a four lane meets a four lane could use better pedestrain facilities/ Two recs for roundabouts: 1) 1st Ave at Longfellow Ave and 2) Longfellow Ave at Manzanita/Mariposa Aves. That corridor sees a lot of traffic for its size during commuting hours. THX

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809	ROAD CONDITIONS, ROAD CONDITIONS, ROAD CONDITIONS. ACTUALLY TAKE THE INFRASTRUCTURE ALL OVER TOWN, INCLUDING THE NORTH SIDE SERIOUSLY. PERIOD.
810	People need to be more accountable for reckless driving! Steeper fines! Loss of license!....
812	Too many pot holes guys.... In front of Shasta school / villa risa apartments... so bad.
813	I live on Beacham Loop in Hancock Park. My family and I frequently bike to Veterans Memorisl park/Wildwood park/Bidwell Park. The sidewalks between Hancock and Wildwood Park are INCOMPLETE with high curb sidewalks that abruptly end. We have had to cross the street at that curve in the road (E. Eaton road and Lance Terr) which is extremely dangerous for children to navigate. With a 5 year old, taking the gravel bike trails is not always ideal. And that trail also only has a makeshift narrow trail that connects with the bike hills at Wildwood Park - unless you ride all the way along the gravel trail to Wildwood Ave. This is a huge safety frustration for so many in the area. Thank you for your time.
816	Esplanade needs to be widened to 4 lanes north of Eaton rd.
819	West Eaton from Esplanade is terrible and needs attention to slow drivers and allow neighborhoods and exit without risk of collision
821	Complete the Esplanade renewal clear out to at least Shasta School. Four lanes and sidewalks. Pedestrian crossings.
822	I know that I've said it twice in my answers above, but some of the lanes in town are extremely hard to see on rainy nights. Refreshing the lines and reflectors would be a great starting point to improve safety. Road rehab/pot holes would be another great option. I appreciate all the work that's been happening around town, but there's still so much more to do. Southbound lane of Eaton Rd @ Degarmo Dr. is atrocious.
823	Can't wait for Bruce road to be complete, a lot of confusion.
824	Impossible to rerank your items. The Eaton Road roundabout needs immediate speed controls. 55 MPH entry results in rearenders, turnovers, and near misses. Signs for Several freeway off ramps are not visible soon enough to make exit safe due to trees and tree limbs obstructions; Mangrove/ Cohasset 99 south. The new Esplanade pedestrian crossings are very confusing as to where to stop; too many lines and then stop lights. And intersections at neither. This confusion needs to be better aligned.
826	Stop the weekend street racing on Esplanade between East Ave and Eaton. 23:00 to 03:00 usually. The new bike path on the Esplanade is great however e-scooters and e-skaters speed through intersections with no regard for traffic lights or traffic cars or pedestrians. Pedestrians crossing mid block esplanade between East and Panama, especially at night. 5 Ave and Sheridan. house on south west corner has privet hedge along fence blocks view for driving. Creating a dangerous situation. Sheridan pavement extremely rough east 1st to channel. Landscapers blowing leaves into street in fall. Not into piles of leaves at curb.
827	Much more enforcement for speed, especially on Burnap Ave
828	More traffic cameras! East Ave is notoriously dangerous for speeding and cars running red lights.
829	More bicycle lanes please! Especially around high schools, the university, and downtown. My top priority is improving bicycling safety for my kid, myself, and all the other kids riding bikes around.
830	Please work on the visibility at the intersection by Timber creek, after the light . When crossing at the stop signs of this intersection you have basically no visibility of cars coming either way from the main road of it (to/from the light) , and cars have to be halfway into the intersection to properly see . More areas with yield buttons for pedestrians would also be beneficial , specifically on the road between the mall and target , at the cross between kfc/canes and target . It's not designed for pedestrians so you have to go farther than cars have to drive to cross and through seedy areas if you actually use the cross walks, which is ridiculous. A simple crosswalk with a yield button for pedestrians to press, or even just a sign saying to yield if pedestrians are present would address this .
832	Education for e-bike, e-skateboard, etc. drivers. How important it is to wear a helmet, have lights, wear reflective clothing, etc.
833	Most of the neighbors in Chico are very dangerous. The roads are narrow and the speeding is ridiculous. No speed humps No flashing signs No current mph readers ZERO ENFORCEMENT
836	Motorized cycles and scooters have become a safety hazard for both walkers and drivers. The city needs to restripe many streets. The street corner panhandlers need to be removed. Also, many of the homeless walk/bicycle without any concern of traffic
837	The mud is concerning, slippery, and dangerous. It floods between Hobart and Citrus ave on W 2nd ave. It's dangerous for children and the elderly walkers. Please clean and repave this area.
838	Reduce speed on 8th & 9th st by using traffic calming & enforcement. More protective bike lanes. Cohasset & east ave is a nightmare for cyclists-

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839	There is a significant amount of congestion at high usage intersections where drivers run red lights and then impede the next cycle of traffic. which then just upsets the whole flow of traffic but with no enforcement, it will just continue. Additionally, bicyclists need some accountability and remember that they are also “vehicles” on the road and not pedestrians.
840	Crossing out of Lower Bidwell Part at Bryant needs help, blind to see very far to the left and cars speed along there. Also at Neal Dow and 1st Ave, even with stop light and crossing lights, cars run the light, speed and car less about non vehicle traffic
842	I live on Guill in Chapmantown , street safety is lacking and since we've been annexed should be improved. We have very few street lights and no sidewalks. There are also a lot of people who speed up and down our street bc of how straight it is.
843	Clearance of overgrown vegetation over sidewalks would increase pedestrian safety allowing them to actually use the sidewalk. Provide alternatives to keep clear bike lanes from parked vehicles, leaf piles, garbage bins, and encampments so that bicyclists can safely use bike lanes. Fill in potholes or resurface residential roads would reduce lane departures.
844	Pot holes are also a big concern as it either can create damage to vehicles or have people driving into other lanes to avoid them. Additionally, many neighborhoods in the core of Chico do not have sidewalks and adequate drainage when it rains causing big puddles and road hazards.
845	Intersections with traffic lights need to have ways for bicyclists to activate the signal without having to leave the roadway. The new intersection at 1st and Oleander seems to have sensors/cameras that see bicyclists, which is good, but it would have been nice to have buttons to push that are on the street instead of the sidewalk. Also, the new red light cameras are such a terrible idea. All the data around them shows that the implementation of those, while leading to steady income increase for the companies that administer the lights, comes with a similar increase in accidents as people make bad decisions to try to run the lights at an even higher speed or slam their brakes on when it would have been safe for them to proceed through the intersection without running a red light.
847	Too many drivers running red lights at E 20th & Forest in all 4 directions.
848	Right now all the leaves in the bike lanes (on Vallombrosa!) block the bike lanes- help the landscapers (and businesses along city streets who hire them) understand this is not OK! Please also make sure the city workers/contractors know the same (see giant leaf piles on Vallombrosa across from Morning Thunder- those are the worst- and in an already very busy area). Thanks for helping make Memorial (in front of Chico Jr HS) safer by not letting distracted parent drivers drop kids off there- it used to be a death trap!
849	Lots of lawlessness Surprised at the lack of enforcement.
850	I think the education of drivers and pedestrians could solve alot of issues, especially in regards to right of way. Examples are pedestrians yielding their right of way to vehicles and drivers not yielding to pedestrians. Maybe signs at crosswalks stating that it is a state law for drivers to yield to pedestrians might help. Also drivers merging onto the freeway don't understand that it is their responsibility to to merge and expect freeway traffic to get out of the way. It would also be nice to have more green right turn arrows at traffic lights. Please fix and preserve the timed traffic signals throughout downtown and the esplanade! This allows smooth flow of traffic and saves fule. The timed lights also feel like a historic part of Chico. Thank you for taking input from the public.!
851	We need more speed bumps on residential areas people need to stop speeding we need to have more security around the area of Sheridan Avenue to catch the Speeders because this is not the Indy 500 we have kids that run around on bikes they play they walk there's no respect when the drivers are speeding for Public Safety
852	As a pedestrian, I've almost been hit by e-bikes that don't follow the rules of traffic: e-bikes on sidewalks, e-bikes on park hiking trails, e-bikes riding 3 or 4 abreast through Chico State campus, and children on e-bikes without helmets. The e-bikes travel too fast for a pedestrian to jump out of the way. Additionally I live on 8th ST and there's significant street racing occurring from 99 to Pine many nights of the week - every week.
853	How will you handle delivery drivers double parking in downtown Chico when they're only two lanes instead of three, when bike lane is added?
854	I have worked as an Uber driver in Chico for the last 2 and 1/2 years and Driving in this town is downright dangerous at times. It is confusing along the esplanade and places where there are lots of pedestrians like around the college, schools, and hospital are all areas I try to avoid. The area around Chico High is very confusing and dangerous with all the one-way streets and pedestrians and the esplanade frontage road. Also, there are very limited areas to pick up and drop off pedestrians downtown and at the hospital which makes no sense at all. This is a town that should be very bicycle friendly but it is not. As a cyclist myself, I no longer try to ride in Chico because the bike path is always covered with dangerous Street people living in tents and I don't want to be anywhere near traffic on my bicycle because I see drivers run lights and drive way too fast every single day. Thank you for the opportunity to express my concerns with this survey. I hope it helps things improve.
855	Manzanita between Loma Vista and Elks Lodge is a pothole mess. Little fixes from time to time are not enough. I voted for measure H a few years ago in hopes of being able to stop dodging the potholes with my car. You've fixed a lot of roads but not the ones I drive on.
856	The roundabouts that have been installed have improved traffic flow greatly. Roundabouts at the corner of Longfellow/Mariposa and Manzanita, as well one at Manzanita and Fifth/Floral would be good additions.

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	The recent test of red light cameras confirms that Chico has a problem. I am 100% in favor of using more of them and imposing fines on offending drivers. I have commuted to work on my bike every day for over 20 years. I work downtown at Chico State. Please mark the sidewalk along Bidwell Mansion, Children's playground, and Bidwell Presbyterian as a shared pedestrian/bike corridor with stripes for lanes. The completion of the new bike & pedestrian lane on the Esplanade is GREAT. Also the traffic light at First Ave & Oleander. Thank you for those projects & please continue to make bike traffic safe and convenient for more folks.
858	I am hoping to see a dramatic improvement in bike and ped NETWORK, particularly around campus, in downtown and in the core of Chico so that bicycle commuters and pedestrians can have a safe path to enjoy our beautiful city. I think it will help to revitalize downtown businesses.
859	So many roads in spaces that should be focused on pedestrians are designed for cars to go fast. Main and Broadway are 3 lanes one way. They are essentially highway thoroughfares. Reduce lanes. Narrow lanes (make them 11 or 12 feet instead of 14). Make one way roads 2 way. Stop installing traffic lights and install roundabouts instead (over 40 years a roundabout costs 1/4 of a traffic light). These things reduce car speeds and thereby reduce injuries, deaths, and property damage. They also create an environment where more people feel safe walking and riding bikes. Please stop designing unsafe roads that encourage people to speed by design. Speed limits don't matter if the road is designed so that people can easily go 15+ mph over the speed limit.
860	The streets need to be repainted. Broadway between 8th and 9th is especially dangerous
861	I am concerned about the areas by 20th Street. The Bruce Rd area has expanded so much and created so much commute in the 20th street area. Hwy32 has a school area that creates so much traffic for a major commute road. The on-ramps for 99 are often dangerous because of poor merging skills from everyone all around. The monitoring stop lights on the 20th Street on ramp were a good addition though! 99 seems like it needs to be larger for how massive Chico is planning to become with so many new low income housing developments coming in. Chico is huge. Time to catch the infrastructure up to that!
862	Speeds on West East Avenue are DANGEROUS! A speed limit of 45 for a non-divided highway is too fast. I can almost guarantee that you can find a driver going 60+ any time day or night. It is frightening as a pedestrian or cyclist to cross safely. Several accidents in the past few years have resulted in cars going through fences or even into a house. Reduce the speed limit! And start enforcing it. Chico is also way way too dark, particularly in south campus and the avenues. Sidewalks are very inconsistent across Chico.
865	Esplanade and Toney Way have become VERY dangerous, and the Esplanade needs to be widened to 4 lanes and possibly a middle lane "as soon as possible" since we haven't been allowed to have a stop light. It's impossible to get out in the morning when Shasta School's parents are delivering children and with all the people going to work as this area has been built out with thousands of new homes and apartments. Please help us.
866	It was hard to rank the list of beneficial improvements as I believe attending and improving all of them would be beneficial. I ranked them, but the discrepancy between 1 and 8 is very small in terms of how important I think they are. I think focused attention needs to be paid to the intersection at Vallombrosa and Arbutus. the majority of people who come to that intersection do not come to a complete stop (especially those traveling on Vallombrosa) and many are on their phones and do not look both ways. It is a very busy intersection with cars, pedestrians and cyclists heading into and out of the park and also toward and away from downtown. I also think sidewalk and bike lane improvements on Arbutus between 1st Ave and Vallombrosa would substantially increase safety for all. Additionally adding speed bumps on Arbutus between Palmetto and Vallombrosa would calm the traffic as well. The digital speed sign that is posted is rarely followed on that stretch of road
867	Bicyclists should be required to call out when approaching pedestrians from the rear (signage about this in Bidwell Park would be useful). Better traffic signal delays at intersections may reduce collisions. Eliminating vendors on medians may reduce fender-benders. Regarding the claim that an upcoming ordinance will impact protests -- look at Chico State (and other colleges) who have policies requiring permits for assembly, which helps plan for logistics of such events. Do not agree to have moped rentals in the City. They become a safety issue for many. And, consider placing bike path thoroughfares on adjacent but less congested streets in the city. That will still provide a quick and safer transportation route for bicyclists without having to compete with vehicles.
871	The city's transportation engineers prioritize vehicle throughput over safety and fiscal responsibility. Wide, high-speed roads might move cars fast, but they're expensive to build and maintain while generating crashes and dividing neighborhoods. Please adopt a different approach: narrow lanes, eliminate one-ways, replace signals with roundabouts, add median trees and friction elements that naturally slow traffic. Design streets as wealth-generating platforms, not just car sewers. This isn't anti-car, it's pro-

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	freedom of movement and pro-prosperity. Give residents safe, affordable transportation options while building a fiscally resilient city that can actually maintain its infrastructure.
875	I live on Sycamore St. near Humboldt St. and walk to lower park a few times a week. When crossing 8th and 9th, I often observe unsafe situations that could end in catastrophe. Having a way for people to safely get out of their driveways would be great, for example. There are also some hedges which block the view of drivers entering from side streets. Removing these would help. And putting crosswalks in more logical places would help. Having them at intersections can create dangerous situations. In particular, I'm thinking of the intersection on 8th near the CUSD office. If there's a car at the stop sign and an unseen pedestrian behind a shrub at the crosswalk, it can create a situation where both enter the street at the same time and possibly "get stuck" which could create a nasty accident if there is fast-moving traffic approaching on 8th. Moving the crosswalk upstream of that intersection would help avoid these kind of logistical traps.
876	Parking lots are a huge problem. There are only a couple places in Chico where pedestrians can walk out of the way of cars trying to back up or pull into parking spaces. The City required CostCo to make a pedestrian land so people wouldn't have to dodge cars but they did it to only one row of parking. Hundreds of people are hit in parking lots every year. The improvements at the Highway 32 and 99 intersections do not function well for pedestrians or bicyclists. I bicyclist has to dismount to get to the Walk button to get the signal to change. It is totally inconvenient for cyclists. Speed bumps are worthless. More traffic calming applications. Adequate intersection lighting everywhere in town especially in high foot traffic areas. The crosswalks should be fully illuminated so the drivers can see pedestrians easily.
877	I'd like to see the north and south bound lanes of East Ave at Ceres have the left turn lights removed and "Left Turn on Green Arrow" signs installed. We set many times for long minutes with no north or south bound traffic on East Ave. Many locals just run the red left turn arrow when there is no opposing traffic.
879	Parking spots and bike lanes near Chico State campus and Chico High are in need of updating. It's hard to tell where the parking spots start and stop they are so faded. Also, please god help the intersection near Chico Jr by the Wells Fargo, parents continue to drive in the bike lane, pushing children on bikes to the sidewalk and it is terribly unsafe thank you
880	Need to refresh painted lane and directional signs on all streets. Reroute bikes to secondary, less densely traveled streets. Eliminate street peddlers from medians and sidewalks (require permits for protests). No moped rentals (they get abandoned and create pedestrian hazards). Trim trees well in advance of traffic signals (e.g. westbound 20th at Huntington).
881	Vallombrosia Ave. along Lower Bidwell Park has so many potholes it is challenging to dodge the holes while watching for pedestrians, bicycles, animals, etc. Many other streets are similar, but Vallombrosia has alot of traffic to and from the library, Post Office, and Mangrove Ave.
882	PV High School needs safer bike routes for their students
883	As someone who solely walks to and from campus at Chico State, I find it pivotal to find the safest yet quickest route to and from said locations. I often am unable to find that route without sacrificing my safety or the length of the walk it feels like. I believe that making the area surrounding Chico State would make it better for the students and staff that find themselves commuting via walking.
885	More roundabouts. W sacramento and Arcadian/warner etc. More roundabouts at Manzanita and forgot the name (coming from 1st and coming from 5th) going to Loma Vista. More traffic detection cameras instead of pressure loops. Better dashboard to visualize all local intersections. Audio cues when pedestrians are actively in intersection. More bus stops so buses can pull out completely instead of slowing and causing propagating waves of jams.
886	As an avid cyclist I have loss count of the number of near misses I have had with vehicals, And now with Ebike riders and scooters the issue of safety for cyclists has become more complicated. If feel the lack of driver/rider etiquette needs to be be better addressed.
888	Many drivers do not respect the frontage road on Esplanade. Many drivers do not stop at the crosswalk, and roll through to Esplanade. I see this a lot on East 1st Avenue. It can be troublesome when walking or biking and the additional need to access the frontage road sidewalk to reach a destination. For the street such as Lincoln, Washington and Sacramento, etc., would it benefit peds and bike safety to have a stop sign at the frontage road sidewalk? Additionally, drivers turning north on to Esplanade from Memorial Way could benefit from a mechanism to slow them down. When crossing Esplanade from Gateway Science Museum, I've gone into self-protection mode a number of times. Thanks for asking!
889	I think there is a big need for better street lighting and to add street lighting in areas that don't have it. Our crosswalks could use more with the flashing lights installed.
890	I think the biggest improvement would be something to prevent people that are on drugs or otherwise not mentally well from wandering into the road and causing hazards. Safer ways to get into the city from the outskirts through protected bikeways (and with better lighting) would make me more interested in bike riding into town rather than driving. More often than not the best way to get to downtown on bike is through the park but that's been feeling less safe than previously and isn't an option. Plus some of the streets in chico are small and I worry about distracted drivers crashing into me while I'm on my bike.

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891	It's the most dangerous city for bike riding I have lived in, and I have lived all over the states, in Mexico, etc. The bike lanes desperately need repaved. Drivers are not cautious. The bike lane on East 20th (heading from Target to downtown) merges across traffic that is trying to get on the highway, with no signage for drivers or bicyclists and cars going at full speed. I literally have to bike in front of vehicles and hope it's not the day I get hit.
893	The intersection of Arbutus and Vallombrosa is hazardous. Vehicles often just roll through the intersection. Of course, there are many pedestrians, bicyclists, skateboards, etc. that come and go through that intersection due to 1-mile, Bidwell park. This is a major corridor. Having no sidewalks and bicycle lanes on both sides of Arbutus from Vallombrosa down to Palmetto needs to be addressed due to the hazardous conditions. It's a serious problem. Sheridan from Vallombrosa to 1st Ave is also a busy park corridor back into town. That road ALSO needs sidewalks and bicycle lanes. Lastly, road conditions in those areas are very bad (crumbling) having not been paved for decades. Thank you for attention to these matters.
894	People on medians and street corners asking for things is a huge distraction. I observed an incident yesterday that was an averted collision when a person in a vehicle stopped abruptly to engage with an individual on a median. Bicyclists could get separated transportation access if routes were created on streets adjacent to but not directly on high-density traffic streets (e.g. Springfield rather than 20th streets). No moped rentals should be established because mopeds are often laid down on streets and become pedestrian obstacles. Instead of "red light" cameras, consider longer transitional delays on traffic signals at intersections to allow cars to progress through yellow lights before cross-traffic initiates. Lane restriping and road resurfacing is needed citywide. Consider permits for assembly on sidewalks (this will allow police to plan for numbers of participants and help coordinate safety of those attending and passersby). Trees obstructing lights, signs and traffic signals.
895	I bike commute to work and I am a physician at enloe. I frequently use the oleander route and the intersections along there feel very unsafe, especially at oleander and 3rd ave I believe. I also would like to hike my son to his daycare but the Hugh density of unhoused individuals along the bike route near the cancer center makes it feel unsafe. I would love a safe bike route. I would love to feel like I'm not going to get hit by a car biking in broad daylight(or at night). And I also would love it if the city invested in ADA compliant sidewalks (for example over by woodland side of one mile). Hard enough to get around with a stroller I have no idea how someone in a wheelchair would do this. We moved to this community with the intention to stay and raise our family but it is hard to envision that when it does not seem like the city cares about investing in public safety (or it's public library!)
896	Too many potholes still on Chico roads. Many drivers swerve to miss potholes and it causes tire wear and damage.
899	I think the City of Chico is way to dark at night. Either there's needs to be added street lights or the light bulbs need to be replaced with brighter lights. I notice a lot of the street lights are blocked by trees. Maintenance on the trees in Chico is needed badly. If its a residents tree, the owner of the home needs to remove the branches from blocking the street lights. I think on 8th and 9th street, at the road crossing near the Chico Unified School District office, there should be flashers added here for pedestrians to cross safely. A lot of foot traffic, bikes, skaters, etc. use these because it is close to the one mile park. Humboldt Road, should be repaved and added street lights, and the cross walks should be repainted and another flashing cross walk added where the Skaters cross to go to the park. Its hard to see due to the amount of vehicles parked on Humboldt Road.
901	In general cars are able to go too fast and streets aren't built to accommodate cyclists and people walking. I rarely am able to ride my bicycle without feeling unsafe.
905	For safety bike lanes should NOT be on Broadway and Main Streets. They should be on Salem and Wall and every other cross street should have a one direction bike lane.
906	Improve lighting, eliminate peddlers from medians and street corners, establish stronger rules for motorized bicycles, repaint and repave all streets. No moped rentals. Route bicycles in less congested traffic areas.
908	Besides the general improvement of the deteriorating roads, Chico was known for being a bicycle friendly city. It is overall unsafe to bike on main city streets today. Perhaps improved and widened bike lanes could help reduce the amount of cars in the daily traffic patterns.
909	I do not believe offering free bike or e-bike usage is of benefit to the greater community. Education and enforcement of rules would take away from other necessary concerns.
910	Bikes are very bad at following any traffic rules causing a lot of their own problems. Making new lanes doesn't seem to improve their bad riding habits. Less lanes in downtown will cause more problems and make more parking problems getting to where one shops or eats. The esplanade is a good example of how people on alternative transportation devices disobey ANY traffic signs or laws causing many problems for all!!
911	The airport streets become a place for drag racing. It seems like a few speed bumps or surveillance cameras here and there would make this area safer and quieter.
913	More traffic cameras and enforcement and education of traffic rules.

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914	Street and bridge repairs and safety! Painting lines you can see. General up keep before spending on specialty items.
915	Again, please enforce right turns from far right lane INTO far right lane only! Drivers act like this is not even a traffic law.
916	I live near Esplanade and East ave. The housing challenged are crossing in the middle of Esplanade everyday, all day. Very unsafe for everyone. It's already an unsafe intersection. Too many driveways into Esplanade combined with the turn lanes to East Avenue. Advise- close the driveway to 'enter only' off the Esplanade into the Harbor Freight lot. Force traffic to exit at the light on East Avenue. Also, exiting from the gas station to Esplanade should be right turn only.
917	I am very against any plan that removes the 3rd lane in the downtown area. Too often trucks are double parked creating 2 lanes. I can not even imagine the horrors of going down to 1 lane of traffic in this common situation. Thank you
918	The idea of eliminating traffic lanes in order to accommodate larger sidewalks and bike lanes downtown is ill conceived and will only contribute to more gridlock. While promoting a more European approach (more access to pedestrians and bicycles) the fact remains that most Chico residents drive their personal vehicles to access businesses downtown. Choices made by the city in this planning/project should reflect that fact. Businesses downtown will suffer if this "bicycle-centric" approach to traffic safety is implemented. Change doesn't always mean better. Case in point, City Park downtown.
919	Delay traffic signal synchronization to allow more time for light change at intersections. And establish bike routes on separate thoroughfares from streets occupied by vehicles (e.g. have bicycles use Salem instead of Main St.) E-bike drivers go too fast and should have to use streets, not sidewalks; and should have to comply with motor vehicle rules. Street lighting isn't bright enough. People get distracted by individuals on medians/sidewalks. There are too many electric charging stations. Personal observation: fewer than 10 bicyclists have used the very expensive bridge over 20th Street (perhaps the grant could have better served the many other traffic issues in the City).
920	The narrowing of hwy 99 to Garner is a massive safety hazard!! The traffic backs up and people don't understand the merging process. There seems to be at least one accident per week in this area.
924	Please put red no parking on all corners and 25 feet from intersection. There is no reason to park on a corner blocking visibility of all. Also stop allowing more division of houses and adu's without adding a driveway or increase parking off the street!!
926	The biggest issue is the poor pavement conditions on many of our streets. Drivers are swerving to avoid potholes trying to prevent damage to their automobiles tires or suspension. The next big issues is running red lights, especially on Esplanade, we need more enforcement.
928	Utmost importance is keeping the three lanes of traffic in downtown Chico. Even with the three lanes, often times there are only two or one lane open due to deliveries. Even with three lanes, the parked delivery vehicles cause an unsafe condition. Reducing the lanes would be a detriment.
930	Chico would be fine if money was spent on getting the homeless out -
931	Need to address the homeless issue that cause distractions while driving
932	On Manzanita from east Ave to Matigold the road is horrible. The road bottoms out all the vehicles hit bottom on this lil race track the noise is horific all might long. Then the traffic for the high school to Longfellow backs up for miles. Help
933	The flow of traffic sucks. The lights need to be timed better. More roundabouts to improve traffic flow. Make electric vehicles pay road taxes. Remove the homeless hazards or put them in one spot so they can be avoided. Remove left turn lights or allow left turns like east fifth ave. Make more right turn lanes at intersections. Enforce traffic laws.
935	99North @ 1st Ave. needs something different. Traffic backs up onto 99 at this exit, and it's nervewracking sitting in the lane to turn Right as other drivers are flying past at mach 1. 1st Ave to Mariposa (the entire section by InMotion) is a bottleneck.
937	Do not add any more bike lanes. We are not a biking and will not be a biking town.
938	More enforcement
940	Keep at least two traffic lanes but provide space for delivery trucks and more parking options
941	There is no need to remove one of the lanes of travel through downtown. Think of all the congestion as one lane has to completely stop for someone to park or turn while waiting on a pedestrian. It's bad enough to wait on those things with 3 lanes. It will be worse with 2 lanes
946	We need more parking and less cost to go downtown. Everyone I've talked to says Chico is already plenty bike friendly. Stop scaring people from going downtown You are destroying downtown People don't want to worry about a \$500 right hand turn stop light ticket Impossible application to use for parking Homelessness all over the sidewalks Bring back cash metering or eliminate metering and make it all time limit parking If there was a way to destroy a downtown I can tell you how to do it (you guys have done almost all of these) -reduce the amount of parking -raise the cost of business licenses -put in cameras to catch simple traffic mistakes and charge residents insane fees for simple mistakes.

PUBLIC COMMENTS – SURVEY QUESTION 6

	-have homeless in tents screaming at themselves on drugs downtown. -have high taxes on fuel to discourage travel to and from town from suburban residents. -allow homeless to set up camps in the park with dogs that have actually bit me on my bike. People on bikes don't shop downtown.
950	Need speed bumps on Mission Ranch Road
951	Would like to see speed bumps on Mission Ranch Blvd. This street is used for a go around to avoid driving on East ave to avoid traffic lights. Drivers drive at high rate of speed and roll through the one stop sign
952	Poor parking options and the kiosks keep me away from shopping downtown. Don't take away lanes or put in any roundabouts. Also put the parking meters back if you really need the income.
953	I am a senior who lives in Hancock Park in North Chico. The bike path that I use to travel from my home to medical visits, local businesses, and downtown is overrun with drug users who block the path with their hoarded, mostly stolen property. The path goes from north Chico County to downtown should be patrolled by Chico PD (bike cops?) daily to prevent the infestation of drug users and illegal encampments so that all the citizens of Chico can safely bike or walk to schools or shopping without fear.
954	More enforcement at red lights. More enforcement of drivers that cut you off in traffic.
956	Need tougher enforcement on peds and cyclists who constantly ignore the rules of the road. Crack down on the double parking of the lazy food delivery drivers downtown. If I can easily get a parking spot to get my takeout, they can find one too. It isn't hard. Nail the motorcyclists who pass traffic on Nord using the bike lane, the center turn lane, and by just plain crossing the double yellow. There is also an epidemic of morons crossing the double yellow lines into opposing traffic or using the opposing turn lane to make a left turn, thats illegal. It happens all thr time when turning left from East Ave to go south on 32/Nord. There is just entirely too much stupidity, and lazy entitlement with drivers, peds and cyclists in this city. Thats why we have all these accidents.
957	Stop wasting money on bike lanes. This city is too spread out, and the druggies make them unsafe.
962	Repave Garner Lane!
965	Buses need more space to be able to stop to pick up passengers without being in the way of traffic
967	Chico is a wonderful town for  walking  and  bicycling. We need to protect our folks. ❤️💙💜
968	Would love to see significant measures implemented to slow down traffic on Hwy 32 through Chico.
969	Private transportation is necessary especially for families, the elderly and disabled . Taking the already very limited parking and driving lanes to fit in more pedestrians and bikers is asking for more accidents and deaths. There are other areas in CA (ex. Sonoma county) where this kind of agenda is being pushed and it's increased the injuries and accidents because there are bikers and pedestrians sharing the road with cars. The two just don't mix. To improve bike safety it would make more sense to utilize the already wonderful walking trails throughout town to connect everyone and expand bike lanes. They have more space for their own pace and gives cars, delivery trucks and buses the space they need on the main roads. It will lessen the traffic congestion as well keeping them separate. Please be present and smart about this, don't give into the pressures of grant money or state funding and allow this kind of general plan to be implemented across town, it's outs more people at risk.
971	For the love of god fix the cohasset overpass!!!!
972	I love the Chico vibe, which means the warm lighting we currently have. Improved bike lanes, more parking, and pedestrian-friendly feature will inherently slow traffic down.
973	Bushes and trees blocking STOP signs and posted speed limits. Motorized electric bikes in the park!!!! Speeding on dirt paths. No regulation. I'm in the park daily and I have never seen any park employee on the dirt path citing anybody. So many close calls and a few times bloodied by tree and shrub branches, and poison oak, getting out of way of speeding bike. Also hurt shoulder quickly moving children and dogs on leash and stroller as bike not slowing. I'm not comfortable using many/most bike paths due to trash and people hanging out or living on. Especially with toddlers, young children riding bikes or in trailers. Pot holes safety issues as cars swerve to miss and get close to us on roads with no sidewalk.
975	Think creatively! Try to make the City of Chico better and different than any regular metropolitan area. It deserves a unique approach. (But NOT moped rentals! That's ridiculous, and a proven nuisance in other cities).
976	I honestly love Chico exactly as it is but I want people to stop driving the wrong way down one-way streets. We need better signage wherever people can turn onto a street.
978	In front if DeGarmo park Esplanade area in desperate need of road repair
980	The very poorly designed center median that blocks traffic from turning left coming out of the east exit near jiffy lube in the raleys shopping center off skyway. Its soo stupid, people just drive behind rayleys to the nearest driveway on Forest Ave... its seems more dangerous to have the median divider there.. just delete it.
981	Need another stop for Chico High kids on 1st Ave etc near school. They're dodging cars. East 9th Ave, between Esplanade and Mangrove, needs repaving and sidewalks (very unsafe for bikers). Thanks!
982	Serious congestion issues at The Rio Lindo Ave/Cohasset intersection and subsequent feed into the Cohasset/Mangrove intersection; particularly 3:30pm to 5:30 pm. Many people running the red and blocking intersection.
983	Leave 3 lanes. Improve parking. Stop trying to ruin downtown by making " bike friendly" no one is biking downtown to shop. The students bike on the outskirts to get to campus.

PUBLIC COMMENTS – SURVEY QUESTION 6

	The sidewalks in this town are awful. Many are completely non-existent or are in such disrepair that you can barely call them sidewalks. ADA compliance is also terrible. They shouldn't be the responsibility of the homeowner to maintain. They are a part of the public right of way and should be maintained by the city. It is embarrassing to have people from out of town visit and see the state of this city's infrastructure.
984	Bike lanes are also not good. Bikers should not have to cross traffic turning right to go straight (like where E. 20th crosses Hwy 99). The bike lane should hug the curb and be next to the cross walk when it crosses the street. 'Bike paths' should also not share lanes with streets. Like the portion of Manzanita in front of the Nissan dealership. That is a deathtrap. You also need to get ride of yield signs. Just make it a stop sign. There are also intersections with no signs at all. Like Mountain View Ave. and Madrone Ave. They are right next to a school too.
985	Work on your light coordination. It's terrible. Quit adding lights every 200'. Hold your contractors accountable to their specifications to meet MUTCD mins for traffic control. Quit over designing everything to cost so damn much.
986	Don't take away traffic lanes in downtown for bike lanes. There isn't enough bike traffic to justify the congestion it will create.
987	It's dangerous at Cohasset rd on ramps. 20th and mlk intersections and manzanita at 1st and 5th need roundabouts
988	The bike lane on the Esplanade was a great improvement. I see drivers run stop signs every single day. The light at W Sacramento and Nord at the Safeway entrance/exit needs a flashing yellow on the green light as drivers turning left out of the Safeway lot do not seem to be able to read the sign telling them to yield to oncoming traffic and turn into the path of cars turning right onto Nord. There are close calls every day. Please do NOT decrease lanes through downtown.
989	Scary to walk or ride on chico streets. Roads are in very poor shape. Traffic has no regard for traffic laws or others on the roads. When riding I try to use back streets or bike paths, but then you have the homeless issues to contend with.
990	Potholes cause more grief than anything, with folks trying to avoid them.
992	I see that the city is trying but we really need to put all of our effort into public safety from all the people choosing to live on the street and all the crime it brings. There are those homeless that really seek help and then quite a few that need to have help sought for them as they are unable to do it. This winter has been the worse ever
993	Electric bicycles run throughout Chico as if no laws exist. Roundabouts should replace most traffic lights in Chico especially at Bruce rd and 20th st.
995	The light duration at the intersection of main st and 9th is too short for people to get across (when crossing 9th). It needs to be just two seconds longer.
997	Mostly we need to make a concerted effort to get the majority of our streets repaired so drivers can keep their eyes on their surroundings rather than on dodging long stretches of broken and missing pavement. Better lighting would be good, too. It's become obvious over the last two years that the automobile, gas or electric, is not going away anytime soon so we should try and keep things flowing safely and efficiently through town and the various neighborhoods. Educating cyclists on basic physics might save a few lives too.
998	The avenues in Chico are in severe need of sidewalks for pedestrian safety. To put the burden on the property owner to install sidewalk in hopes their neighbor would do the same is not feasible.
999	If you have safe protected bike lanes around schools, parents are more likely to have their kids bike to school. If kids are biking to school this saves congestion and when they grow up are more likely to bike to work. Our bike paths need to have faster enforcement of no camping rules. The homeless make it unpleasant to bike on some of the pathways, their dogs make it unsafe, and their stuff blocks the paths.
1004	I've lived in Chico 42 years. The single most concerning change I've seen in regards to traffic is people speeding and running red lights. Recently, twice in the same week at the intersection of Hwy 32 and Forest adjacent to the CVS, drivers failed to stop on a right turn/red light as I was about to step off the curb on a green "walk" light into the crosswalk. Driving the speed limit, being tailgated is common, often aggressively, everywhere in town. I live near Parkview school and see this happen even when school is in session. I am pleased with the efforts to improve bicycle safety, however there are riders who ignore traffic curtesy and rules, running red lights etc, riding on the wrong side of the street. An education campaign would be beneficial. My last word is in regards to e-bikes. Although most riders are courteous, many are not. Especially the younger riders-kids who haven't had drivers training. Require a safety course for this demographic & E-bike registration perhaps.
1005	Our transportation network needs to focus on pedestrians and bikes.
1009	East ave needs to add another lane so it's 3 lanes on each side. Same with highway 99. Chico is growing so fast and these roads could really use widening to calm traffic.
1011	More police enforcement
1012	

PUBLIC COMMENTS – SURVEY QUESTION 6

1014	Making sure bike lanes are clear and sidewalks are actually usable, not broken or blocked would help As would making sure street lights are working and not blocked by trees
1015	The intersection cameras need to go or be set to reflect more realistic driving behavior that accounts for people who can see its safe to turn right on red without coming to a full stop. Also some of our traffic lights dont work for motorcycles (i.e. cohasset off ramp and East & cussick)
1017	Get rid of the Homeless Zombies



APPENDIX C

Countermeasures and Toolbox

Non-Signalized Intersections	No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?	Potential Applications
	NS01NT	Lighting	Add intersection lighting (NS.I.)	Night	40%	20	90%	Medium	Apply as needed to areas with insufficient lighting as identified through crash analysis and/or intersection audits.
	NS02	Control	Convert to all-way STOP control (from 2-way or Yield control)	All	50%	10	90%	High	As need is identified and confirmed through engineering study.
	NS03	Control	Install signals	All	30%	20	90%	Low	
	NS04RA -	Control	Convert intersection to roundabout	All	Varies	20	90%	Low - Medium	
	NS08	Operation/ Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	90%	Very High	As need is identified.
	NS09	Operation/ Warning	Upgrade intersection pavement markings (NS.I.)	All	25%	10	90%	Very High	Perform an audit, starting with the top crash corridors to identify system-wide need and implement as resources available.
	NS10	Operation/ Warning	Install Flashing Beacons at Stop-Controlled Intersections	All	15%	10	90%	High	As need is identified.
	NS11	Operation/ Warning	Install flashing beacons as advance warning (NS.I.)	All	30%	10	90%	High	As need is identified.
	NS12	Operation/ Warning	Install transverse rumble strips on approaches	All	20%	10	90%	High	As need is identified.
	NS13	Operation/ Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High	As need is identified and confirmed through engineering study.
	NS14	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium	As need is identified.
	NS15	Geometric Mod.	Install splitter-islands on the minor road approaches	All	40%	20	90%	Medium	As need is identified.
	NS16	Geometric Mod.	Install raised median on approaches (NS.I.)	All	25%	20	90%	Medium	As need is identified.
	NS17	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)	All	50%	20	90%	Medium	As need is identified and confirmed through engineering study.
	NS18	Geometric Mod.	Reduced Left-Turn Conflict Intersections (NS.I.)	All	50%	20	90%	Medium	
	NS19	Geometric Mod.	Install right-turn lane (NS.I.)	All	20%	20	90%	Low	As need is identified.
	NS20	Geometric Mod.	Install left-turn lane (where no left-turn lane exists)	All	35%	20	90%	Low	As need is identified.
	NS21PB	Ped and Bike	Install raised medians / refuge islands (NS.I.)	P & B	45%	20	90%	Medium	Apply as need identified through crash analysis and intersection audit, starting with intersections identified as having a vehiclepedestrian crash.
	NS22PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	P & B	25%	10	90%	High	
	NS23PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	P & B	35%	20	90%	Medium	
	NS24PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium	
	NS25PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	P & B	55%	20	90%	Low	

Signalized Intersections	No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity	Potential Applications
	-	Ped and Bike	Convert standard crosswalks to continental crosswalk style	P & B	-	-	-	-	Apply this strategy to upgrade existing crosswalks from the traditional to the continental crosswalk style according to the CA-MUTCD.
	SI01	Lighting	Add intersection lighting	Night	40%	20	90%	Medium	Apply as needed to areas with insufficient lighting as identified through crash analysis and/or intersection audits.
	SI02	Signal Modification	Improve signal hardware: lenses, back plates with retroreflective borders, mounting, size, and number	All	15%	10	90%	Very High	Apply as needed through inventory audit, starting with the top twenty highest crash intersections
	SI03	Signal Modification	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High	Review signal timing parameters to determine if modifications are needed.
		Signal Modification	Provide Advanced Dilemma Zone Detection for High Speed Approaches	All	40%	10	100%	High	Review signalized intersections with high broadside crashes to determine applicability
	SI04EV	Signal Modification	Install Emergency Vehicle Pre-emption systems	Emergency Vehicle	70%	10	90%	High	Apply as needed to signalized intersections on major arterials and primary emergency response routes.
	SI05	Signal Modification	Install Left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low	As need is identified.
	SI06	Signal Modification	Provide protected left-turn phase (left turn lane already exists)	All	30%	20	90%	High	
	SI07	Signal Modification	Convert signal to mast-arm (from pedestal-mounted)	All	30%	20	90%	Medium	
	-	-	Install Flashing Yellow Arrow	-	-	-	-	-	
	SI10	Operation / Warning	Install flashing beacons as advance warning (S.I)	All	30%	10	90%	Medium	As need is identified.
	SI11	Operation / Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium	
	SI19PB	Ped and Bike	Install pedestrian crossing (S.I)	P & B	25%	20	90%	High	As need is identified.
	SI20PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	90%	High	As need is identified.
	SI21PB	Ped and Bike	Install Advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	90%	Very High	As need is identified.
	SI22PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	90%	Very High	

Roadways	HSIP No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity	Potential Applications
	R01	Lighting	Add Segment Lighting	Night	35%	20	90%	Medium	Apply as needed to areas with insufficient lighting as identified through crash analysis and/or roadway audits.
	R22	Operation / Warning	Install / Upgrade signs with new fluorescent sheeting (regulatory or warning)	All	15%	10	90%	Very High	As need is identified.
	R23	Operation / Warning	Install chevron signs on horizontal curves	All	40%	10	90%	Very High	Apply as needed to roadway curves with identified safety concerns.
	R24	Operation / Warning	Install curve advance warning signs	All	25%	10	90%	Very High	
	R26	Operation / Warning	Install dynamic/variable speed warning signs	All	30%	10	90%	High	Apply as needed to areas identified to have speed issues.
	R27	Operation / Warning	Install delineators, reflectors, and/or object markers	All	15%	10	90%	Very High	Perform an audit, starting with the top ten crash corridors to identify system-wide need and implement as resources available.
	R28	Operation / Warning	Install edge-lines and centerlines	All	25%	10	90%	Very High	Perform an audit, starting with the top ten crash corridors, to identify system-wide need and implement as resources available.
	R33PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High	Apply this strategy along local roadways which are identified in the ATP as candidates for bicycle facilities, in order to construct new bike lanes in
	R34PB	Ped and Bike	Install separated bike lanes	P & B	45%	20	90%	High	
	R35PB	Ped and Bike	Install sidewalk / pathway (to avoid walking along roadway)	All	80%	20	90%	Medium	
	R31	Operation / Warning	Install edgeline rumble strips / stripes	All	15%	10	90%	High	As need is identified.
		Geometric Modification	Implement a SafetyEdge for rural roads	Fatal & Injury	11%**	-	-	-	As need is identified.

**https://safety.fhwa.dot.gov/provencountermeasures/safety_edge/

Non-HSIP Eligible Countermeasures (Policy / Program related)

Safety E Category	Focus Area	Countermeasure Name	Description
Education	Speeding	Increased Public Outreach & Communication	Leverage available state-wide messaging campaigns to target drivers to reduce speeding. Messaging campaigns should provide information about the program, including expected safety benefits and to persuade motorists that detection and punishment for violations is likely.
Education	Distracted Driving	Increased Public Outreach & Communication	Developing distracted driving messaging campaigns and outreach to the general public in order to reduce the frequency of distracted driving. Messaging may be targeted to a specific group or for all motorists.
Education	Pedestrian Safety	Elementary-Age Child Pedestrian Training	Program designed to equip school-age children with knowledge and practice to enable them to walk safely in environments with traffic and other safety hazards. Similar to WalkSafe in Miami-Dade County or NHTSA Child Pedestrian Safety Curriculum. Work with School Districts to incorporate into Physical Education curriculum.
Education	Pedestrian Safety	Conspicuity Enhancement	Provide retroreflective, bright colored, and fluorescent clothing to residents and students in order to increase the visibility of pedestrians in the City.
Education	Bike Safety	Bike Safety Education For Children	Teach children the basics of using a bicycling including handing skills, traffic signs and signals, how to ride on streets with traffic present, proper helmet use, bicycle safety checks, and bicycle maintenance. Regular school curriculum can reach all students but opportunities outside of school (community centers, City parks and recreation departments, etc.) may be more feasible and more flexible. Work with School District to incorporate into Physical Education curriculum.
Education	Bike Safety	Bike Safety Education for Adults	The goal of bicycle safety education for adult bicyclists is to improve knowledge of laws, risks, and cycling best practices, and to lead to safer cycling behaviors, including riding predictably and the use of safety materials such as reflective clothing and helmets. May include educational materials, tip sheets, and a pledge program for local agencies to adopt and disseminate. <i>Contingent upon available staff and funding for classroom / handout materials.</i>
Education	Bike Safety	Active Lighting / Rider Conspicuity	The goal of this strategy is to make bicyclists more visible to motorists and to allow motorists more opportunity to see and avoid collisions with bicyclists. This strategy focuses on providing materials to bicyclists including active lighting, retroreflective clothing/materials, bright clothing, etc.
Education	Bike Safety	Driver Training	Consideration should be given to working with local driver education programs to enhance existing driver training and incorporate new driver training about sharing the road with bicyclists. The purpose of addressing bicycle safety as part of driver education is to increase the sensitivity of drivers to the presence and characteristics of bicyclists and how to safely share the road with them. The direct effectiveness of this countermeasure is unknown at this time.
Education	Bike Safety	Share the Road Awareness Program	Increase driver awareness of bicyclists' rights and the need for mutual respect of bicyclists on the roadway. Campaign education efforts are intended to improve the safety of all road users, including bicyclists and enhance the understanding and compliance with relevant traffic laws.
Education	Impaired Driving	Responsible Beverage Service	Consider reviewing existing Server Training programs which are required to serve alcohol and ensure that they are intensive, high quality, face-to-face programs.
Engineering, Education, Enforcement	Pedestrian & Bicycle Safety	Safe Routes to School Planning	The goal of Safe Routes to School Planning is to increase the amount of walking and bicycle trips to and from school while simultaneously improving safety for children walking or bicycling to school. Agencies may partner to pursue grant funding to conduct a comprehensive Safe Routes to School Program for all schools .
Engineering, Enforcement	Pedestrian Safety	Pedestrian Safety Zones	Focus resources on select areas where a significant number of pedestrian crashes have occurred in order to apply a targeted approach and create a greater overall reduction in crashes.

(Source: NHTSA Countermeasures That Work 9th Edition)

Enforcement Contingent Upon Adequate Police Staffing Levels			
Safety E Category	Focus Area	Countermeasure Name	Description
Enforcement	Distracted Driving	High Visibility Cellphone Enforcement	High visibility patrols for distracted driving / cellphone use by drivers involve law enforcement concentrating a large amount of resources in a particular geographic area in order to look for drivers who are potentially distracted or using a cellphone. <i>This recommendation is contingent on adequate staffing and budget.</i>
Enforcement	Impaired Driving	High-Visibility Saturation Patrols	A saturation patrol (also called a blanket patrol) consists of a large number of law enforcement officers patrolling a specific area looking for impaired drivers. These patrols usually take place at times and locations where impaired-driving crashes commonly occur. <i>This recommendation is contingent on adequate staffing and budget .</i>
Enforcement	Pedestrian Safety	High Visibility Pedestrian Enforcement Program	Highly visible crosswalk sting programs draw attention to the importance of drivers yielding to pedestrians, especially in critical locations for pedestrian crashes. <i>This recommendation is contingent on adequate staffing and budget.</i>

Table 1. Countermeasures for Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
SI01NT	Lighting	Add intersection lighting (S.I.)	Night	40%	20	90%	Medium
SI02	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	90%	Very High
SI03	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
SI04EV	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	90%	High
SI05	Signal Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
SI06	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	90%	High
SI07	Signal Mod.	Convert signal to mast arm (from pedestal-mounted)	All	30%	20	90%	Medium
SI08	Operation/ Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	90%	Very High
SI09	Operation/ Warning	Install flashing beacons as advance warning (S.I.)	All	30%	10	90%	Medium
SI10	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
SI11	Geometric Mod.	Install raised median on approaches (S.I.)	All	25%	20	90%	Medium
SI12PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
SI13	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (S.I.)	All	50%	20	90%	Medium
SI14	Geometric Mod.	Install right - turn lane (S.I.)	All	15%	20	90%	Medium
SI15	Geometric Mod.	Reduced Left-Turn Conflict Intersections (S.I.)	All	50%	20	90%	Medium
SI16RA	Geometric Mod.	Convert intersection to roundabout (from signal)	All	Varies	20	90%	Low
SI17RA	Geometric Mod.	Convert intersection to compact roundabout (from signal)	All	Varies	20	90%	Low
SI18PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	90%	Very High
SI19PB	Ped and Bike	Install pedestrian crossing (S.I.)	P & B	25%	20	90%	High
SI20PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	90%	High
SI21PB	Ped and Bike	Install advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	90%	Very High
SI22PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	90%	Very High

Table 2. Countermeasures for Non-Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
NS01NT	Lighting	Add intersection lighting (NS.I.)	Night	40%	20	90%	Medium
NS02	Control	Convert to all-way STOP control (from 2-way or Yield control)	All	50%	10	90%	High
NS03	Control	Install signals	All	30%	20	90%	Low
NS04RA	Control	Convert intersection to roundabout (from all way stop)	All	Varies	20	90%	Low
NS05RA	Control	Convert intersection to roundabout (from stop or yield control on minor road)	All	Varies	20	90%	Low
NS06RA	Control	Convert intersection to compact roundabout (from all way stop)	All	Varies	20	90%	Medium
NS07RA	Control	Convert intersection to compact roundabout (from stop or yield control on minor road)	All	Varies	20	90%	Medium
NS08	Operation/ Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	90%	Very High
NS09	Operation/ Warning	Upgrade intersection pavement markings (NS.I.)	All	25%	10	90%	Very High
NS10	Operation/ Warning	Install Flashing Beacons at Stop-Controlled Intersections	All	15%	10	90%	High
NS11	Operation/ Warning	Install flashing beacons as advance warning (NS.I.)	All	30%	10	90%	High
NS12	Operation/ Warning	Install transverse rumble strips on approaches	All	20%	10	90%	High
NS13	Operation/ Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High
NS14	Operation/ Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
NS15	Geometric Mod.	Install splitter-islands on the minor road approaches	All	40%	20	90%	Medium
NS16	Geometric Mod.	Install raised median on approaches (NS.I.)	All	25%	20	90%	Medium
NS17	Geometric Mod.	Create directional median openings to allow (and restrict) left-turns and u-turns (NS.I.)	All	50%	20	90%	Medium
NS18	Geometric Mod.	Reduced Left-Turn Conflict Intersections (NS.I.)	All	50%	20	90%	Medium
NS19	Geometric Mod.	Install right-turn lane (NS.I.)	All	20%	20	90%	Low
NS20	Geometric Mod.	Install left-turn lane (where no left-turn lane exists)	All	35%	20	90%	Low
NS21PB	Ped and Bike	Install raised medians / refuge islands (NS.I.)	P & B	45%	20	90%	Medium
NS22PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	P & B	25%	10	90%	High
NS23PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	P & B	35%	20	90%	Medium
NS24PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
NS25PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	P & B	55%	20	90%	Low

Table 3. Countermeasures for Roadways

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R01NT	Lighting	Add segment lighting	Night	35%	20	90%	Medium
R02	Remove/ Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R03	Remove/ Shield Obstacles	Install Median Barrier	All	25%	20	90%	Medium
R04	Remove/ Shield Obstacles	Install Guardrail	All	25%	20	90%	High
R05	Remove/ Shield Obstacles	Install impact attenuators	All	25%	10	90%	High
R06	Remove/ Shield Obstacles	Flatten side slopes	All	30%	20	90%	Medium
R07	Remove/ Shield Obstacles	Flatten side slopes and remove guardrail	All	40%	20	90%	Medium
R08	Geometric Mod.	Install raised median	All	25%	20	90%	Medium
R09	Geometric Mod.	Install median (flush)	All	15%	20	90%	Medium
R10PB	Geometric Mod.	Install pedestrian median fencing on approaches	P & B	35%	20	90%	Low
R11	Geometric Mod.	Install acceleration/ deceleration lanes	All	25%	20	90%	Low
R12	Geometric Mod.	Widen lane (initially less than 10 ft)	All	25%	20	90%	Medium
R13	Geometric Mod.	Add two-way left-turn lane	All	30%	20	90%	Medium
R14	Geometric Mod.	Road Diet (Reduce travel lanes and add a two way left-turn and bike lanes)	All	35%	20	90%	Medium
R15	Geometric Mod.	Widen shoulder	All	30%	20	90%	Medium
R16	Geometric Mod.	Curve Shoulder widening (Outside Only)	All	45%	20	90%	Medium
R17	Geometric Mod.	Improve horizontal alignment (flatten curves)	All	50%	20	90%	Low
R18	Geometric Mod.	Flatten crest vertical curve	All	25%	20	90%	Low
R19	Geometric Mod.	Improve curve superelevation	All	45%	20	90%	Medium
R20	Geometric Mod.	Convert from two-way to one-way traffic	All	35%	20	90%	Medium
R21	Geometric Mod.	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	High

Table 3. Countermeasures for Roadways (Continued)

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R22	Operation/ Warning	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	All	15%	10	90%	Very High
R23	Operation/ Warning	Install chevron signs on horizontal curves	All	40%	10	90%	Very High
R24	Operation/ Warning	Install curve advance warning signs	All	25%	10	90%	Very High
R25	Operation/ Warning	Install curve advance warning signs (flashing beacon)	All	30%	10	90%	High
R26	Operation/ Warning	Install dynamic/variable speed warning signs	All	30%	10	90%	High
R27	Operation/ Warning	Install delineators, reflectors and/or object markers	All	15%	10	90%	Very High
R28	Operation/ Warning	Install edge-lines and centerlines	All	25%	10	90%	Very High
R29	Operation/ Warning	Install no-passing line	All	45%	10	90%	Very High
R30	Operation/ Warning	Install centerline rumble strips/stripes	All	20%	10	90%	High
R31	Operation/ Warning	Install edgeline rumble strips/stripes	All	15%	10	90%	High
R32	Operation/ Warning	Speed Safety Cameras	All	20%	10	90%	High
R33PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High
R34PB	Ped and Bike	Install Separated Bike Lanes	P & B	45%	20	90%	High
R35PB	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R36PB	Ped and Bike	Install/upgrade pedestrian crossing (with enhanced safety features)	P & B	35%	20	90%	Medium
R37PB	Ped and Bike	Install raised pedestrian crossing	P & B	35%	20	90%	Medium
R38PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
R39AL	Animal	Install animal fencing	Animal	80%	20	90%	Medium



APPENDIX D

Focus Area Strategy Tables

City of Chico Local Road Safety Plan

Distracted and Aggressive Driving - Focus Area Strategy Table

Strategic Linkage

Identified as one of 16 Challenge Areas as a Focus Area in the California Strategic Highway Safety Plan (SHSP).

Distracted Driving A factor in 35.9 % of Serious Injury and Fatal Crashes*
Distracted Driving A factor in 2.9% of Overall Crashes*
Unsafe Speed a factor in 10% of Fatal and Serious Injury, and 21% of Overall Crashes

Public Survey:
Highest Rank Safety Concern in the Survey
6 individual georeferenced map comments (1.5%)

Objectives				Success Indicators			
Increased awareness of safety impacts of distracted driving.				Reduction crashes attributed to distracted driving			
Implement successful public outreach and driver engagement efforts to increase awareness.				Reduction in Young Driver (Ages 15-20) involved crashes			
	Actions	Target Output	Responsible Parties (Secondary Parties)	Implementation Timeframe	Performance Measures	Monitoring and Evaluation	Funding Opportunities
Education	Distracted Driving Public Outreach Campaign	Local distracted driving messaging campaign, targeted at Young Drivers using a variety of media outlets	City of Chico - Public Works & Police BCAG CSU Other Local Partners	Medium-term	1. Grant funding obtained for specific Distracted Driving outreach campaign 2. Implemented outreach campaign for full quarter (3 months)	Total fatal & serious injury crashes Total fatal & serious injury crashes involving distracted driving (cellphone usage, or other distraction)	NHTSA 402, NHTSA 405(e)
	Social Media Outreach Campaign	This highly targeted outreach effort includes providing educational materials to target populations (drivers between ages 15 - 23) regarding the dangers and penalties associated with distracted driving exclusively through social media platforms.	City of Chico - Public Works & Police BCAG CSU Other Local Partners	Short-term / Medium-term	Monthly social media blast providing educational materials from City of Chico - Public Works (Secondary parties may be used to amplify and extend the reach of the campaign through coordination with the City of Chico - Public Works)	Percent of fatal & serious injury crashes involving distracted driving (cellphone usage, or other distraction) Percent of fatal & serious injury crashes involving a driver ages 15-23 Number of distracted driving or distracted driving related violations issued annually	NHTSA 402, NHTSA 405(e)
Enforcement	High Visibility Enforcement	Conduct high visibility enforcement program, contingent on staff resources, to increase awareness of enforcement efforts and to provide citations as needed. <i>May be combined with High Visibility Enforcement programs from other Focus Areas.</i>	City of Chico - Police Department <i>Local law enforcement partners</i>	Medium - Term	Short-term: Grant funding obtained for increased High Visibility Enforcement Program Medium-term: High Visibility Enforcement Program established & implemented quarterly	Total fatal & serious injury crashes Total fatal & serious injury crashes involving distracted driving (cellphone usage, or other distraction) Number of distracted driving or distracted driving related violations issued during High Visibility program and annually	CTFGP, NHTSA 402, NHTSA 405(e)
	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico	Chico Police Department, Butte County Sheriff, City of Chico Public Works California Highway Patrol	Long-term	Crash Data Working Group: 1. Establishes annual data reconciliation process between Chico City Police & Chico Public Works 2. Tracks data record completion rates annually 3. Identifies beneficial data attributes, as needed	Data record completion rates	NHTSA 402
Engineering	None identified. Other Focus Area projects aimed at increased visibility of an intersection, roadway or pedestrian/bicycle accommodations may contribute to improving distracted driving.						

*As denoted by 'Cell Phone Usage' in report

City of Chico Local Road Safety Plan

Intersection Safety - Focus Area Strategy Table

Strategic Linkage

Identified in the California Strategic Highway Safety Plan (SHSP) as a High Priority Challenge Area.
 A factor in 39.9 % of Serious Injury and Fatal Crashes
 A factor in for 52.2% of Overall Crashes
 Public Survey:
 2nd Highest Rank Safety Concern in the Survey
 2nd Highest Ranked Preferred Improvement in the Survey
 97 individual georeferenced map comments (24.7%)

Objectives				Success Indicators				
Crashes, injuries, and fatalities at signalized and non-signalized intersections are reduced.				Reduction in frequency of crashes, injuries, and fatalities at signalized and non-signalized intersections.				
	Actions	Target Output		Responsible Parties (Secondary Parties)	Implementation Timeframe	Performance Measures	Monitoring and Evaluation	Funding Opportunities
Education	None identified							
Enforcement	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico		Chico Police Department, Butte County Sheriff, City of Chico Public Works <i>California Highway Patrol</i>	Long-term	Crash Data Working Group: 1. Establishes annual data reconciliation process between Chico City Police & Chico Public Works 2. Tracks data record completion rates annually 3. Identifies beneficial data attributes, as needed	Data record completion rates	NHTSA 402
	High Visibility Enforcement	Conduct high visibility enforcement program, contingent on staff resources, to increase awareness of enforcement efforts and to provide citations as needed. <i>May be combined with High Visibility Enforcement programs from other Focus Areas.</i>		City of Chico - Police Department <i>Local law enforcement partners</i>	Medium - Term	Short-term: Grant funding obtained for increased High Visibility Enforcement Program Medium-term: High Visibility Enforcement Program established & implemented quarterly	Total fatal & serious injury crashes related to intersection safety (red light running, stop sign compliance). Number of intersection related violations issued during High Visibility program and annually	NHTSA 402, NHTSA 405(e)
	Short-term: Develop HSIP location specific and systemic grant application(s)	Potential Signalized Intersection Safety Countermeasures	Add intersection lighting	City of Chico - Public Works <i>BCAG, Caltrans</i>	Short-term / Long-term	Short-term: HSIP Grant Application(s) Completed ATP Grant Application(s) Completed (City or CUSD) Long-Term: Constructed safety countermeasures through successful HSIP or other grant(s)	Number of serious injury & fatal crashes which occur at signalized & non-signalized intersections	HSIP, ATP, CMAQ, SS4A
			Improve signal timing (coordination, phases, red, yellow, or operation)					
			Install raised pavement markers and striping (through intersection)					
			Install flashing beacons as advance warning					
	Long-Term: Develop grant application(s) for other funding sources Obtain grant funding Construct safety countermeasures	Potential Unsignalized Intersection Safety Countermeasures	Improve pavement friction (High Friction Surface Treatments)				Number of serious injury & fatal crashes at signalized & non-signalized intersections by crash type Number of crashes at signalized & non-signalized intersections	HSIP, ATP, CMAQ, SS4A
			Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs					
			Upgrade intersection pavement markings					
			Install Flashing Beacons at Stop-Controlled Intersections					
			Install flashing beacons as advance warning					
			Install transverse rumble strips on approaches					
			Improve sight distance to intersection (Clear Sight Triangles)					
			Improve pavement friction (High Friction Surface Treatments)					
EMS	Evaluate emergency vehicle detection along priority emergency routes	Increase emergency vehicle detection and response times along priority routes		City of Chico	Medium-term	Emergency vehicle detection system installed along highest priority emergency routes	Corridors with emergency vehicle detection systems operational	HSIP, Other

City of Chico Local Road Safety Plan

Bicycle Safety - Focus Area Strategy Table

Strategic Linkage

Identified in the California Strategic Highway Safety Plan (SHSP) as a High Priority Challenge Area.
A factor in 18 % of Serious Injury and Fatal Crashes

Public Survey:
3rd Highest Rank Safety Concern in the Survey
6th Highest Ranked Preferred Improvement in the Survey
82 individual georeferenced map comments (20.9%)

Objectives

Bicyclist involved crashes, injuries, and fatalities are reduced.

Success Indicators

Reduction in frequency of crashes, injuries, and fatalities of bicyclists.

	Actions	Target Output	Responsible Parties (Secondary Parties)	Implementation Timeframe	Performance Measures	Monitoring and Evaluation	Funding Opportunities
Education	Bike Safety Education for Children	Bike safety instruction for Chico children through school or City program	Chico Unified School District & City of Chico - Public Works <i>Local Bike Advocacy Groups</i>	Long-term	Short-term: Pilot bicycle safety program initiated at least one Chico Unified School District affiliated school Long-term: Bicycle safety program incorporated into Physical Education curriculum across all Chico Unified elementary schools	Percentage of students biking to school (gathered during safe routes to school plan and through annual evaluation / monitoring)	ATP, NHTSA 402
	Bike Safety Education for Adults	Bike safety instruction for Chico adults through a City program	City of Chico - Public Works & Police Department <i>Local Bike Advocacy Groups/ non-profits</i>	Long-term	City sponsors or supports Bicycle Safety & Basics course for City of Chico residents taught by League of American Bicyclists certified Instructor through local bicycle organizations (Chico Velo)	Bicyclist percent of all fatal & serious injury crashes Bicyclist percent of all crashes	NHTSA 402
	Active Lighting / Rider Conspicuity	Make Chico bicyclists more visible at night to avoid collisions	City of Chico - Public Works & Police Department <i>Local Bike Advocacy Groups/ non-profits</i>	Medium-term	Short-term: Obtain high visibility / retroreflective materials for bicyclists through grant funding or standard procurement Medium-term: Provide high visibility / retroreflective materials for bicyclists at in-person events on a regular and on-going basis (at least semi-annually)	Annual bicyclist-involved nighttime fatal & serious injury crashes Annual bicyclist-involved nighttime crashes	NHTSA 402, NHTSA 405(h)
	Driver Training	Incorporate bicycle safety and sharing the road information into local driver training (Drivers Education) courses	City of Chico - Public Works, Department of Motor Vehicles <i>Chico Unified School District</i>	Long-term	Driver safety training provided in the City of Chico includes specific bicycle safety information regarding bicyclist rights and rules of the road	Bicyclist percent of all fatal & serious injury crashes Bicyclist percent of all crashes	Existing Budget
	Share the Road Awareness Program	Increase driver awareness of bicyclist rights and needs on the roadway	City of Chico - Public Works & Public Information	Short-term	Grant funding obtained for specific Share the Road Awareness outreach campaign Implemented outreach campaign for full quarter (3 months)	Bicyclist-involved crashes percent of all fatal & serious injury crashes Bicyclist-involved crashes percent of all crashes	NHTSA 402
Enforcement	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico	Chico Police Department, Butte County Sheriff, City of Chico Public Works <i>California Highway Patrol</i>	Long-term	Crash Data Working Group: 1. Establishes annual data reconciliation process between Chico City Police & Chico Public Works 2. Tracks data record completion rates annually 3. Identifies beneficial data attributes, as needed	Data record completion rates	NHTSA 402
	High Visibility Enforcement	Conduct high visibility enforcement program, contingent on staff resources, to increase awareness of enforcement efforts and to provide citations as needed. <i>May be combined with High Visibility Enforcement programs from other Focus Areas.</i>	City of Chico - Police Department <i>Local law enforcement partners</i>	Medium - Term	Short-term: Grant funding obtained for increased High Visibility Enforcement Program Medium-term: High Visibility Enforcement Program established & implemented quarterly	Total fatal & serious injury crashes related to bicyclist. Number of violations issued to both motorists and bicyclists during High Visibility program and annually	NHTSA 402, NHTSA 405(e)
Engineering	Safe Routes to School Planning	Comprehensive plan to improve walking and biking safety for students to / from school	Chico Unified School District & City of Chico - Public Works	Short-term / Medium term	Short-term: ATP Application submitted for Safe Routes to School Plan (City of CUSD) Medium-term: Safe Routes to School Plan completed for all CUSD schools	Percentage of students biking to school (gathered during safe routes to school plan and through annual evaluation / monitoring) Total bicyclist-involved crashes Total bicyclists-involved fatal & serious injury crashes	ATP, LTF, SS4A
	Short-term: Develop HSIP location specific and systemic grant application(s)	Potential Bicycle Safety Countermeasures Install bike lanes Install protected bike lanes Install pedestrian crossing at uncontrolled locations (new signs and markings only) Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) Install Rectangular Rapid Flashing Beacon (RRFB)	City of Chico - Public Works <i>BCAG, Coltrans</i>	Long-term	Short-term: HSIP Grant Application(s) Completed	Bicyclist-Involved crashes percent of all fatal crashes	HSIP, ATP, LTF CMAQ, NHTSA 405(h), SS4A
	Develop grant application(s) for other funding sources				ATP Grant Application(s) Completed (City or CUSD)	Bicyclist-Involved crashes percent of all serious injury crashes	
	Long-Term: Obtain grant funding				Long-Term: Constructed safety countermeasures through successful HSIP or other grant(s)	Bicyclist-Involved crashes percent of all crashes	

City of Chico Local Road Safety Plan

Pedestrian Safety - Focus Area Strategy Table

Strategic Linkage

Identified in the California Strategic Highway Safety Plan (SHSP) as a High Priority Challenge Area.

A factor in 25 % of Serious Injury and Fatal Crashes

A factor in 6% of Overall Crashes

Public Survey;

4th Highest Rank Safety Concern in the Survey

‘Expanded Sidewalk Network’ and ‘More or Improved Pedestrian Crosswalks’ ranked 4th and 5th priority for preferred improvements in the survey.

74 individual georeferenced map comments (18.8%)

Objectives

Pedestrian crashes, injuries, and fatalities are reduced.

Pedestrian crashes, injuries, and fatalities in marked crosswalks are eliminated.

Success Indicators

Reduction in frequency of crashes, injuries, and fatalities of pedestrians in the City of Chico.

Reduction in frequency of crashes, injuries, and fatalities of pedestrians in marked crosswalks.

	Actions	Target Output	Responsible Parties (Secondary Parties)	Implementation Timeframe	Performance Measures	Monitoring and Evaluation	Funding Opportunities
Education	Elementary -Age Child Pedestrian Training	Established program to equip school aged children with knowledge of how to be a safe pedestrian. <i>Similar to NHTSA Child Pedestrian Safety Curriculum.</i>	Chico Unified School District & City of Chico - Public Works	Long-term	Short-term: Pilot pedestrian safety program initiated at least one Chico Unified School District affiliated school Long-term: Pedestrian safety program incorporated into Physical Education curriculum across all Chico Unified elementary schools	Percentage of students walking to school (gathered during safe routes to school plan and through annual evaluation / monitoring)	NHTSA 402 NHTSA 405(h)
	Conspicuity Enhancement	Increased visibility of pedestrians at night through greater use of retroreflective, bright colored, and fluorescent clothing while walking	City of Chico - Police Department & Public Works <i>Chico Unified School District</i> <i>Chico State University</i>	Medium-term	Obtain high visibility / retroreflective materials for pedestrians through grant funding or standard procurement Provide high visibility / retroreflective materials for pedestrians at in-person events on a regular and on-going basis (at least semi-annually)	Percent of pedestrian crashes which occur outside of ‘Daylight’ lighting conditions	NHTSA 402 NHTSA 405(h)
Enforcement	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico	Chico Police Department, Butte County Sheriff, City of Chico Public Works <i>California Highway Patrol</i>	Long-term	Crash Data Working Group: 1. Establishes annual data reconciliation process between Chico City Police & Chico Public Works 2. Tracks data record completion rates annually 3. Identifies beneficial data attributes, as needed	Data record completion rates	NHTSA 402
	Reduction in unsafe pedestrian crossings	Work with agencies addressing transient, homeless and impaired persons to keep these populations safe from unsafe pedestrian crossing behaviors.	TBD	Long-term	Less vehicle-pedestrian crashes with pedestrian at fault	Percent of pedestrian crashes with the pedestrian at fault	TBD
Engineering	Safe Routes to School Planning	Comprehensive plan to improve walking and biking safety for students to / from school	Chico Unified School District & City of Chico - Public Works	Short-term / Medium-term	Short-term: ATP Application submitted for Safe Routes to School Plan (City or CUSD) Medium-term: Safe Routes to School Plan completed for all CUSD schools <i>Note: A safe routes to school plan is in progress with this LRSP.</i>	Percentage of students walking to school (gathered during safe routes to school plan and through annual evaluation / monitoring) Total Vehicle / Pedestrian crashes Total Vehicle / Pedestrian fatal & serious injury crashes	ATP, SS4A
	Pedestrian Safety Zone	Select resources focused on high pedestrian traffic and high pedestrian crash area (South Campus, downtown) to apply targeted approach, may build upon South Campus Neighborhood Plan.	City of Chico - Public Works,	Medium-term	Formal pedestrian safety zone established is specific geographic area of Chico	Annual number of pedestrian crashes within Pedestrian Safety Zone	HSIP, ATP, CMAQ, NHTSA 405(h), LTF, SS4A
	Short-term: Develop HSIP location specific and systemic grant application(s) Develop grant application(s) for other funding sources Long-term:	Potential Pedestrian Safety Countermeasures Install raised medians / refuge islands Install pedestrian crossing at uncontrolled locations (new signs and markings only) Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features) Install Rectangular Rapid Flashing Beacon (RRFB) Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	City of Chico - Public Works <i>BCAG, Caltrans</i>	Short-term / Long-term	Short-term: HSIP Grant Application(s) Completed ATP Grant Application(s) Completed (City or other) Long-Term: <i>Constructed safety countermeasures through</i>	Short-term: Number of safety focuses grant applications submitted Long-term: Pedestrian / Vehicle percent of all fatal crashes Pedestrian / Vehicle percent of all	HSIP, ATP, CMAQ, LTF, SS4A

City of Chico Local Road Safety Plan Impaired Driving - Focus Area Strategy Table

Strategic Linkage

Identified in the California Strategic Highway Safety Plan (SHSP) as a High Priority Challenge Area.

A factor in 19.1 % of Serious Injury and Fatal Crashes

A factor in 20.3% of Overall Crashes

Public Survey:

5th Highest Rank Safety Concern in the Survey

Objectives			Success Indicators				
Alcohol/drug involved crashes, injuries, and fatalities are reduced.			Reduction in frequency of crashes, injuries, and fatalities involving alcohol and drugs.				
	Actions	Target Output	Responsible Parties (Secondary Parties)	Implementation Timeframe	Performance Measures	Monitoring and Evaluation	Funding Opportunities
Education	Responsible Beverage Service	Local server training programs for serving alcohol are intensive, high quality, and face-to-face programs	City of Chico - Public Works, Local Chamber of Commerce	Long - Term	Local server training programs include in person instruction	Annual number of alcohol-involved crashes Annual alcohol-involved fatal & serious injury crashes	Existing Budget (Required as of June 1, 2022)
	Coordinate with Transportation Network Companies (Uber, Lyft, etc.) for Sober Ride Home program	Established program to provide Sober Rides Home to Chico residents	City of Chico - Public Works, Transportation Network Company (Uber, Lyft, etc.) Chico State University, Local Chamber of Commerce	Medium - Term	1. Pilot program with Uber / Lyft established to provide discounted sober rides home 2. Long-term Sober Rides home program / partnership established with TNC company	Annual rides through the Sober Rides Home program Annual alcohol/drug involved crashes	NHTSA 402
Enforcement	High Visibility Enforcement Program	Conduct high visibility enforcement program, contingent on staff resources, to increase awareness of enforcement efforts and to provide citations as needed. <i>May be combined with High Visibility Enforcement programs from other Focus Areas.</i>	City of Chico - Police Department Local law enforcement partners	Medium - Term	1. Grant funding obtained for increased High Visibility Enforcement Program 2. High Visibility Enforcement Program established & implemented quarterly	Annual number of alcohol-involved crashes Annual DUI Arrests Annual alcohol-involved fatal & serious injury crashes	CTFGP, NHTSA 402, NHTSA 405(d)
	Publicized DUI Checkpoints	Publicly noticed DUI checkpoints conducted during high alcohol-involved periods, contingent on staff resources	City of Chico - Police Department Local law enforcement partners	Long-Term	1. Grant funding obtained for increased DUI checkpoints 2. DUI Checkpoints publicized and conducted	Annual number of alcohol-involved crashes Annual DUI Arrests Annual alcohol-involved fatal & serious injury crashes	CTFGP, NHTSA 402, NHTSA 405(d)
	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico	Chico Police Department, Butte County Sheriff, City of Chico Public Works California Highway Patrol	Long-term	Crash Data Working Group: 1. Establishes annual data reconciliation process between Chico City Police & Chico Public Works 2. Tracks data record completion rates annually 3. Identifies beneficial data attributes, as needed	Data record completion rates	NHTSA 402

City of Chico Local Road Safety Plan

Roadway & Intersection Lighting - Focus Area Strategy Table

Strategic Linkage

Potentially Contributing Factor to most of the Focus Areas in the California Strategic Highway Safety Plan (SHSP).
42% of all fatal and serious injury crashes occurred in 'Dark No Street Lights' or 'Dusk' lighting conditions

A factor in 42% of Serious Injury and Fatal Crashes
 A factor in 12% of Overall Crashes

Public Survey:
 7th Highest Rank Safety Concern in the Survey
 3rd Highest Ranked Preferred Improvement in the Survey
 17 individual georeferenced map comments (4.3%)

Objectives

Crashes, injuries, and fatalities during 'Dark' or 'Dusk' lighting conditions are reduced.

Higher roadway and intersection illumination

Success Indicators

Reduction in frequency of crashes, injuries, and fatalities during 'Dark' or 'Dusk' conditions.

Achieve higher level of illumination at high crash frequency intersections

	Actions	Target Output	Responsible Parties (Secondary Parties)	Implementation Timeframe	Performance Measures	Monitoring and Evaluation	Funding Opportunities
Education	None identified						
Enforcement	Pedestrian & Bicycle Conspicuity Enhancement	Provide lighting elements and retroreflective materials to local pedestrians and bicyclists in order to improve nighttime visibility of vulnerable roadway users.	City of Chico - Public Works & Police Department Local Bike Advocacy Groups / non-profit	Medium-term	Short-term: Obtain high visibility / retroreflective materials for pedestrians & bicyclists through grant funding or standard procurement Medium-term: Provide high visibility / retroreflective materials for pedestrians & bicyclists at in-person events on a regular and on-going basis (at least semi-annually)	Pedestrian & Bicyclist percent of all annual fatal & serious nighttime injury crashes Annual pedestrian & bicyclists fatal & serious injury crashes Total amount of materials distributed annually	NHTSA 402, NHTSA 405(h)
	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico	Chico Police Department, Butte County Sheriff, City of Chico Public Works California Highway Patrol	Long-term	Crash Data Working Group: 1. Establishes annual data reconciliation process between Chico City Police & Chico Public Works 2. Tracks data record completion rates annually 3. Identifies beneficial data attributes, as needed	Data record completion rates	NHTSA 402
Engineering	Short-term: Conduct Lighting Analysis at high nighttime crash intersections, roadway segments, and intersections with a pedestrian fatality Medium-term: Conduct systemic lighting analysis at signalized and unsignalized intersections Long-term: Increase lighting at identified locations.	Comply with lighting standards	City of Chico - Public Works	Short-term / Long-term	Short-term: Lighting analysis conducted and lighting up to standard at all high crash frequency and pedestrian fatality intersections. Lighting deficiencies to be included with HSIP location specific and systemic grant applications, as applicable Medium-term: Systemic lighting analysis conducted Long-term: Increased lighting at identified locations.	Annual nighttime fatal and serious injury crashes	Existing Budget, HSIP, SS4A

City of Chico Local Road Safety Plan

Lane Departures - Focus Area Strategy Table

Strategic Linkage

Identified in the California Strategic Highway Safety Plan (SHSP) as a High Priority Challenge Area.
 A factor in 16% of Serious Injury and Fatal Crashes
 A factor in 31% of Overall Crashes
 Public Survey:
 8th Highest Rank Safety Concern in the Survey
 11 individual georeferenced map comments (2.8%)

Objectives

Lane Departure type crashes (Head-on, sideswipe, hit object, and overturned) resulting in injuries, and fatalities are reduced.

Success Indicators

Reduction in frequency of lane departure type crashes resulting in injuries, and fatalities.

	Actions	Target Output	Responsible Parties (Secondary Parties)	Implementation Timeframe	Performance Measures	Monitoring and Evaluation	Funding Opportunities
Enforcement	Increased rate of crash data completion	Crash data for all applicable fields are completed for all crashes within the City of Chico	Chico Police Department, Butte County Sheriff, City of Chico Public Works California Highway Patrol	Long-term	Crash Data Working Group: 1. Establishes annual data reconciliation process between Chico City Police & Chico Public Works 2. Tracks data record completion rates annually 3. Identifies beneficial data attributes, as needed	Data record completion rates	NHTSA 402
Engineering	Short-term: Develop HSIP location specific and systemic grant application(s) Develop grant application(s) for other funding sources Long-Term: Obtain grant funding Construct safety countermeasures	Potential Systemic Lane Departure HSIP Countermeasures Remove or relocate fixed objects outside of Clear Recovery Zone Improve Pavement Friction (High Friction Surface Treatments) Install chevron signs on horizontal curves Install curve advance warning signs Install delineators, reflectors, and/or object markers Install edge-lines and centerlines	City of Chico - Public Works <i>BCAG, Caltrans</i>	Long-term	Short-term: HSIP Grant Application(s) Completed ATP Grant Application(s) Completed (City or other) Long-Term: Constructed safety countermeasures through successful HSIP or other grant(s)	Lane departure crashes (head-on, sideswipe, hit object, and overturned) percent of all fatal & serious injury crashes Total lane departure type fatal & serious injury crashes	HSIP, CMAQ, SS4A
EMS	Protect Emergency Responders	Clear vegetation Provide protection ("bumper") trucks to block/buffer emergency response vehicles Implement emergency vehicle notifications - notifications sent to Waze/ Google maps, smart vehicles	City of Chico Public Works, Caltrans, Law Enforcement, Fire, EMS	Short-Term / Long-term	Short-term: HSIP Grant Application(s) Completed Long-Term: Constructed safety countermeasures through successful HSIP or other grant(s), secure protection vehicles, establish emergency vehicle notifications	Lane departure crashes (head-on, sideswipe, hit object, and overturned) percent of all fatal & serious injury crashes Total lane departure type fatal & serious injury crashes	HSIP, SS4A



APPENDIX E

Potential Project Packages

CITY OF CHICO LRSP POTENTIAL PROJECTS

- 1. Systemic Signalized Intersections**
- 2. Systemic Unsignalized Intersections**
- 3. Systemic Roadway**
- 4. Systemic Pedestrian (locations without crosswalks)**
- 5. Systemic Pedestrian (locations with crosswalks)**
- 6. Systemic Bicycle**
- 7. Site Specific: Warner Street – West Sacramento Avenue**

1. Systemic Signalized Intersections

Project Description

The potential project is to enhance and upgrade signalized intersections throughout the City.

Project Need

Signalized intersection locations account for seven fatal crashes (21%), and 38 Serious Injury crashes. While many of these intersections have been recently improved or are scheduled for improvements, many still lack upgrades that are proven safety countermeasures.

Systemic safety projects enable the deployment of proven countermeasures across multiple intersections with similar risk characteristics, rather than focusing on isolated locations. By applying treatments known to improve safety at scale, these projects can achieve meaningful reductions in overall crashes and serious injury crashes across the network. This approach maximizes the safety benefit of available resources while addressing systemic risk factors.

Public Endorsement

'*Intersection Safety*' was ranked as the second highest concern in the public outreach survey with over 950 responses. In the same survey, '*Intersection Improvements*' ranked as the second highest preferred safety improvement. Additionally, there were 97 individual georeferenced map comments regarding intersection safety, the highest of any category. The signalized intersection comments referenced a wide range of concerns, including the need for pedestrian crossings, bicycle lanes/sensors, turn lanes and protected left turns, and striping.

Potential Locations and Risk Factors

Preliminary locations were selected based on several factors such as:

- Crash history (number and severity of crashes)
- Public outreach survey results
- Stakeholder input
- Locations that have not recently been improved or are planned for improvements.
- Locations with similar risk factors and potential for groupings of countermeasures.

This list is preliminary. It may be modified, expanded or reduced in subsequent phases of grant application or planning.

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

Table 1: Systemic Signalized Intersection Improvements Potential Locations

ID	Primary Street	Secondary Street	Fatal Crashes	Fatal Crash Factors	Serious Injury Crashes	Other Crashes	Total Crashes	Total Interactive Map Votes	Survey Results	Potential Improvements
F	E Park Ave	Carmichael Dr	1	Rear Ended	0	1	2	0	NA	New striping, signal back plates
F	RT 32	Yosemite Dr	1	Broad-side	0	0	1	0	NA	Improvements TBD as intersection recently updated
F	Bruce Rd	California Park Dr	1	Ped	0	2	3	0	NA	New striping
F	East Ave	Marigold Ave	1	DUI	0	3	4	0	NA	Signal back plates
CF	E 9th Ave	Mangrove Ave	0	N/A	2	9	12	0	NA	Improved striping, continental crosswalks, signal back plates
CF	East Ave	Cohasset	0	N/A	0	8	8	2	Need sensor for cyclists	New striping
CF	Esplanade	5th	0	N/A	0	10	10	1	Add turn lane/protected lefts	Signal back plates, left turn lanes, pedestrian refuge islands
CF	Skyway Ave	Notre Dame Blvd	0	N/A	1	7	8	3	Continue bike lane/add cattracks	Signal back plates, pedestrian refuge islands
CF	East Ave	Esplanade	0	N/A	1	15	16	3	Add cattracks for turn lanes	Signal back plates, pedestrian refuge islands
CF	20th St	Forest Ave	0	N/A	2	6	8	2	Add red light camera	Signal back plates, pedestrian refuge islands
PC	1st St	Broadway St	0	N/A	0	3	3	7	Peds need more visibility	Realignment/sight distance

ID Reason for Inclusion: F= Fatal Crash, CF = Crash Frequency, PC= Public Comment

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

Potential Countermeasures

Potential countermeasures are provided in **Table 2**, along with corresponding HSIP data as applicable. Systemic improvements should be grouped by intersections with similar characteristics, although with justification it is possible to have countermeasures apply to some but not all locations.

Table 2: Countermeasures for Signalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
SI01NT	Lighting	Add intersection lighting (S.I.)	Night	40%	20	90%	Medium
SI02	Signal Mod.	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	All	15%	10	90%	Very High
SI03	Signal Mod.	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
SI04EV	Signal Mod.	Install emergency vehicle pre-emption systems	Emergency Vehicle	70%	10	90%	High
SI05	Signal Mod.	Install left-turn lane and add turn phase (signal has no left-turn lane or phase before)	All	55%	20	90%	Low
SI06	Signal Mod.	Provide protected left turn phase (left turn lane already exists)	All	30%	20	90%	High
SI08	Operation/Warning	Install raised pavement markers and striping (Through Intersection)	All	10%	10	90%	Very High
SI09	Operation/Warning	Install flashing beacons as advance warning (S.I.)	All	30%	10	90%	Medium
SI10	Operation/Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	Medium
SI11	Geometric Mod.	Install raised median on approaches (S.I.)	All	25%	20	90%	Medium

Source: HSIP

BCR Potential

The Benefit Cost Ratio (BCR) is anticipated to be high given the relatively low cost of improvements and the high number of crashes that have occurred at signalized intersections.

Considerations

- Locations should be selected that have not recently been improved or are planned to be improved.
- Locations should be grouped by similar characteristics and needed countermeasures.

2. Systemic Unsignalized Intersections

Project Description

The project is to enhance and upgrade unsignalized intersections throughout the City of Chico.

Project Need

Unsignalized intersection locations account for 15 percent of the fatal and serious injuries in the City of Chico. A systemic safety project for unsignalized intersections would enable the deployment of proven countermeasures across locations with a significant crash history and proactively include locations with similar risk factors that do not yet have the same crash statistics. This approach maximizes the safety benefit of available resources while addressing systemic risk factors.

Public Endorsement

'*Intersection Safety*' was ranked as the second highest concern in the public outreach survey with over 950 responses. In the same survey, '*Intersection Improvements*' ranked as the second highest preferred safety improvement. Additionally, there were 97 individual georeferenced map comments regarding intersection safety, the highest of any category. The unsignalized intersection comments referenced a wide range of concerns, including the need for pedestrian accommodations and visibility while navigating the intersection.

Potential Locations and Risk Factors

Preliminary locations were selected based on several factors such as:

- Crash history (number and severity of crashes)
- Public outreach survey results
- Other locations should be added as identified by stakeholders as having similar risk factors.

This list is preliminary. It may be modified, expanded or reduced in subsequent phases of grant application or planning.

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

Table 3: Systemic Unsignalized Intersection Improvements Potential Locations

ID	Primary Street	Secondary Street	Fatal Crashes	Fatal Crash Factors	Serious Injury Crashes	Other Crashes	Total Crashes	Total Interactive Map Votes	Survey Results	Potential Improvements
F	Yosemite Dr	Idyllwild Cir	1	Pedestrian	0	0	1	0	N/A	Visibility - trim vegetation
F	Amber Grove Dr	Esplanade	1	Wrong way driver	0	0	1	0	N/A	Visibility - trim vegetation, crosswalks, more signage
CF	Esplanade	4th St	0	N/A	0	8	8	0	NA	Frontage, visibility, ped refuge island, signage, continental crosswalks
PC	Vallombrosa	Rey Way	0	N/A	0	1	1	4	Peds need more visibility	Visibility - trim vegetation, crosswalks
S	Garner Lane	Esplanade	0	N/A	0	2	2	3	Line of sight issues	TBD

ID Reason for Inclusion: F= Fatal Crash, CF = Crash Frequency, PC= Public Comment, Stakeholder identified

Potential countermeasures

Potential countermeasures are provided in **Table 4**, along with corresponding HSIP data as applicable. Systemic improvements should be grouped by intersections with similar characteristics, although with justification it is possible to have countermeasures apply to some but not all locations.

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

Table 4: Countermeasures for Unsignalized Intersections

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
NS08	Operation/Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	90%	Very High
NS09	Operation/Warning	Upgrade intersection pavement markings (NS.I.)	All	25%	10	90%	Very High
NS10	Operation/Warning	Install Flashing Beacons at Stop-Controlled Intersections	All	15%	10	90%	High
NS11	Operation/Warning	Install flashing beacons as advance warning (NS.I.)	All	30%	10	90%	High
NS13	Operation/Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High
NS21PB	Ped and Bike	Install raised medians / refuge islands (NS.I.)	P & B	45%	20	90%	Medium
NS22PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	P & B	25%	10	90%	High
NS23PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	P & B	35%	20	90%	Medium
NS24PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
NS25PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	P & B	55%	20	90%	Low

Source: HSIP

BCR Potential

The Benefit Cost Ratio (BCR) is anticipated to be high given the relatively low cost of improvements and the high number of crashes.

Considerations

- Locations should be grouped by similar characteristics and needed countermeasures.
- Systemic locations should be added as needed while maintaining a competitive BCR.

3. Systemic Roadways

Project Description

The project is to improve roadway segments with features primarily to reduce lane departure crashes – this is often attributed to run-off-the road or side-swipe crash types.

Project Need

Lane departures account for 16 percent of the fatal and serious injury crashes in Chico, and 31 percent of the overall crashes. Additionally, 64 percent of fatal crashes and 47 percent of serious injury crashes occurred along roadway segments, as opposed to intersections. A systemic safety project for roadway segments would enable the deployment of proven countermeasures across locations with a significant crash history and proactively include locations with similar risk factors that do not yet have the same crash statistics. This approach maximizes the safety benefit of available resources while addressing systemic risk factors.

Public Endorsement

In the public survey, there were 11 individual georeferenced map comments regarding roadway segments. The comments generally cited pedestrian and bicycle safety, sight lines, speed and capacity as safety concerns on roadways.

Potential Locations and Risk Factors

Preliminary locations were selected based on several factors such as:

- Crash history (number and severity of crashes)
- Public outreach survey results
- Other locations as identified by stakeholders as having similar risk factors.

This list is preliminary. It may be modified, expanded or reduced in subsequent phases of grant application or planning.

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

Table 5: Systemic Roadway Improvements Potential Locations

ID	Primary Street	Extent	Corridor Length	Fatal	Serious Injury	Other Crashes	Total	Crashes Per Mile	Total Interactive Map Votes	Survey Results	Fatal Reason	Crash
F	Forest Ave	Rte 32 to Notre Dame Blvd	1.9	2	4	9	15	7.9	6	Need sensors for cyclists	1. Ped 2. Head on	
F, CF	Nord Ave	First St to Glenwood	1.9	2	4	32	38	20.0	4	Extend Bike lane	1. Hit fixed object 2. Ped	
F	Notre Dame Blvd	20th to Skyway	0.9	3	0	7	10	10.0	5	Line of sight issues.	1. Ped 2& 3. Speeding	
F	W Eaton Rd	Rogue River to Penzance Ave	0.3	1	0	0	0	3.3	1	Needs enforcement support.	Speeding	
F	East Ave	Cactus to Mariposa	0.7	1	1	6	8	11.4	1	Need Enforcement	Ped	
F	W 9th St	Main St to Ivy St	0.4	2	1	4	7	17.5	5	Signal Timing	Ped for both	
F	RT 32	Fir St to Forest Ave	0.7	2	0	4	6	8.6	2	Speeding	Hit fixed object	
F	Esplanade	Cohasset Ln to Panama Ave	0.7	1	4	15	19	27.1	4	LOS improvements, need enforcement	Wrong way driver	
F	Esplanade	Camas Ct to Valley Ct	0.4	1	0	0	1	2.5	0	NA	DUI Rear end	
F	East Lassen AVE	Mefford Way to Joshua Tree Rd	0.3	1	0	0	1	3.3	4	Crosswalk needs lighting	Ped	
F	Skyway	Bruce Rd to Potter Rd	0.6	1	0	3	4	6.7	0	NA	DUI Overturned vehicle	
CF	Walnut St	5th to 1st St	0.5	0	0	7	7	14.0	4	Intersections need lighting for peds.	N/A	
CF, PC	Park Ave	Humboldt to E 20th	0.7	0	5	21	26	37.1	8	Improve ped and bicycle facilities. Change signal timing.	N/A	
CF, PC	Warner	2nd to W 1st	0.7	0	1	14	15	21.4	11	Keep bike lanes unobstructed	N/A	
PC	W East Ave	Nord to Cussick	0.8	0	0	7	7	8.8	10	Improve LOS.	N/A	
CF, PC	E 20th	MLK Parkway to Forest	0.8	0	2	20	22	27.5	10	Improve road capacity	N/A	
S	First Ave	N Cedar to Madrone	2.8	1	4		57	20.4	21	Most - Ped Safety. Secondary Intersection Safety and Bicycle Safety.	N/A	

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

ID	Primary Street	Extent	Corridor Length	Fatal	Serious Injury	Other Crashes	Total	Crashes Per Mile	Total Interactive Map Votes	Survey Results	Fatal Crash Reason
S	Vallombrosa	Start (1st) to end (Manzanita Ave)	3	0	1		9		20	Bicycle Safety, Intersection Safety, Pedestrian Safety	N/A

ID Reason for Inclusion: F= Fatal Crash, CF = Crash Frequency, PC= Public Comment, S=Stakeholder

Potential countermeasures

Potential countermeasures are provided in **Table 6**, along with corresponding HSIP data as applicable. Systemic improvements should be grouped by intersections with similar characteristics, although with justification it is possible to have countermeasures apply to some but not all locations.

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

Table 6: Countermeasures for Roadways

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R01NT	Lighting	Add segment lighting	Night	35%	20	90%	Medium
R02	Remove/ Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R21	Geometric Mod.	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	90%	High
R22	Operation/ Warning	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	All	15%	10	90%	Very High
R23	Operation/ Warning	Install chevron signs on horizontal curves	All	40%	10	90%	Very High
R24	Operation/ Warning	Install curve advance warning signs	All	25%	10	90%	Very High
R25	Operation/ Warning	Install curve advance warning signs (flashing beacon)	All	30%	10	90%	High
R26	Operation/ Warning	Install dynamic/variable speed warning signs	All	30%	10	90%	High
R27	Operation/ Warning	Install delineators, reflectors and/or object markers	All	15%	10	90%	Very High
R28	Operation/ Warning	Install edge-lines and centerlines	All	25%	10	90%	Very High
R30	Operation/ Warning	Install centerline rumble strips/stripes	All	20%	10	90%	High
R31	Operation/ Warning	Install edgeline rumble strips/stripes	All	15%	10	90%	High

Source: HSIP

BCR Potential

The Benefit Cost Ratio (BCR) is anticipated to be medium given the relatively low cost of improvements, potential length of roadways covered and the number of crashes.

Considerations

- Locations should be grouped by similar characteristics and needed countermeasures.
- Systemic locations should be added as needed while maintaining a competitive BCR.

4. Systemic Pedestrian Improvements (Locations without Crosswalks)

Project Description

The project is to construct crosswalks at select unsignalized intersections or mid-block crossings that lack and need facilities. *Note: This does not include signalized locations which were funded under a previous HSIP cycle.*

Project Need

Pedestrian-involved crashes account for 25 percent of the fatal and serious injury crashes in Chico. In total, 138 crashes involving a pedestrian have occurred in the past five years. Of that, over half (53.6%) of crashes occurred outside of a marked crosswalk. Additionally, the *City of Chico Active Transportation Plan (December 2023)* **Figure 34 Pedestrian Network Projects** identifies proposed additional pedestrian facilities, including new shared-use paths, sidewalk and other facilities.

A systemic safety project with new pedestrian crosswalk could be used to bring pedestrian facilities needed locations based on the crash data, outreach, planned ATP improvements and pedestrian generators.

Public Endorsement

In the public survey, '*Pedestrian Safety*' was the fourth highest ranked safety concern. '*Expanded Sidewalk Network*' and '*More or Improved Pedestrian Crosswalks*' was ranked fourth and fifth priority for preferred improvements in the survey. In addition, there were 74 individual georeferenced map comments (18.8%). The comments generally cited the need for additional and enhanced pedestrian facilities.

Potential Locations and Risk Factors

Preliminary locations were selected because a pedestrian-related crash occurred there. These locations should be coordinated with planned pedestrian projects and major pedestrian generators to prioritize locations where improvements will provide the greatest safety benefit.

This list is preliminary. It may be modified, expanded or reduced in subsequent phases of grant application or planning.

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

**Table 7: Systemic Pedestrian Improvements Potential Locations
(No Existing Crosswalks)**

Primary_Rd	Secondary_Rd	Control	Description	Survey Results
E 5th Ave	Spruce Ave	Side Street Stop	Unsignalized, no crosswalks, ped markings, or signs, residential area, closest crosswalk 0.2 miles at the 5 th / Mangrove signal	NA
E 5th Ave	Spruce Ave	Side Street Stop	Unsignalized, no crosswalks, ped markings, or signs, residential area, closest crosswalk 0.2 miles at the 5 th / Mangrove signal	NA
Ash St	W 4th St	Side Street Stop	Residential area with sidewalks	NA
Chamberlain Run	Windham Wy	Side Street Stop	Residential area with sidewalks, and bulbouts	NA
Cohasset Rd	Burnap Ave	Side Street Stop	5-lane roadway, nearby crosswalk 175' at Lupin / Cohasset Rd signal	NA
E Lindo Ave	E 9th Ave	Side Street Stop	Unsignalized, no crosswalks, ped markings, or signs, residential with no sidewalk or nearby crosswalks	NA
East Lassen Ave	Rt 99	Overpass/Roadway	Overpass with sidewalks, mid-block ped crossing	Add signage/ more lighting
Esplanade	Williamsburg Ln	Side Street Stop	Commercial / 5-lane mainline (Esplanade), sidewalks, ped crossing 500' at Esplanade / Cohasset Rd	NA
Forest Ave	Hartford Dr	Side Street Stop	Crosswalk on side street, sidewalks, 5-lane roadway, nearest crosswalk 600' away	NA
Forest Ave	250 Feet South Of Wildflower Court	Roadway	Not at intersection - closest crosswalk 250' at Springfield / Forest signal	NA
Ivy St	W 3rd St	Side Street Stop	Unsignalized, no crosswalks, ped markings, or signs, residential area, closest crosswalk 300' away at 2nd/ Ivy St signal	NA
Martin Luther King Pkwy	Silver Dollar Wy	Side Street Stop	Commercial area, with sidewalks, nearest crossing 700'	NA
Meyers St	Valine Ln	Side Street Stop	Unsignalized, no crosswalks, ped markings, or signs, appears to be walking area with bars	NA
Nord Ave	La Linda Ln	Side Street Stop	Unsignalized, no crosswalks, closest crosswalk 0.3 miles at W 8th / Nord signal	NA
Nord Ave	W 1st St	Side Street Stop	Unsignalized, no crosswalks, ped markings, or signs, nearest crossing 300' at W 2nd / Walnut	Add crosswalk
Railroad	8th Ave	Roadway	Residential area with sidewalks, bike path near railroad	NA
West 5th St	Cherry St	Side Street Stop	Unsignalized, no crosswalks, ped markings, or signs, appears to be walking area with crosswalks nearby	NA
Yosemite Dr	Idyllwild Cir	All-Way Stop	Residential, all-way stop, no near-by crosswalks	NA

Potential Countermeasures

Potential countermeasures are provided in **Table 8**, along with corresponding HSIP data as applicable.

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

Table 8. Countermeasures for Pedestrians Crosswalks

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
NS22PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and markings only)	P & B	25%	10	90%	High
NS23PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	P & B	35%	20	90%	Medium
NS24PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
NS25PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	P & B	55%	20	90%	Low
R35PB	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R36PB	Ped and Bike	Install/upgrade pedestrian crossing (with enhanced safety features)	P & B	35%	20	90%	Medium
R37PB	Ped and Bike	Install raised pedestrian crossing	P & B	35%	20	90%	Medium
R38PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium

Source: HSIP

BCR Potential

The Benefit Cost Ratio (BCR) is anticipated to be high given the relatively low cost of improvements, and the number of crashes.

Considerations

- Projects should be constructed where they would provide the greatest benefit considering pedestrian generators, existing and planned sidewalks.
- Countermeasures should be applied at or near the locations corresponding to the crash data; however, with justification the countermeasures can be applied to nearby locations that are more practical.
- Systemic locations should be added as needed while maintaining a competitive BCR.

5. Systemic Pedestrian Improvements (Unsignalized Intersections with Crosswalks)

Project Description

The project is to enhance existing pedestrian crosswalks with safety features at select unsignalized intersections with marked crosswalks. *Note: This does not include signalized locations which were funded under a previous HSIP cycle.*

Project Need

Pedestrian-involved crashes account for 25 percent of the fatal and serious injury crashes in Chico. In total, 138 crashes involving a pedestrian have occurred in the past five years. Of that, almost half (46.4%) of crashes occurred in a marked crosswalk. Additionally, the *City of Chico Active Transportation Plan (December 2023)* **Figure 34 Pedestrian Network Projects** identifies proposed additional pedestrian facilities, and locations for crossing improvements.

A systemic safety project for pedestrian crosswalks could enable the deployment of proven countermeasures across locations with a significant crash history and proactively include locations with similar risk factors that do not yet have the same crash statistics. This approach maximizes the safety benefit of available resources while addressing systemic risk factors.

Public Endorsement

In the public survey, '*Pedestrian Safety*' was the fourth highest ranked safety concern. '*Expanded Sidewalk Network*' and '*More or Improved Pedestrian Crosswalks*' was ranked fourth and fifth priority for preferred improvements in the survey. In addition, there were 74 individual georeferenced map comments (18.8%). The comments generally cited the need for more and/or enhanced pedestrian facilities.

Potential Locations and Risk Factors

Preliminary locations were selected because a pedestrian-related crash occurred there. These locations should be coordinated with planned pedestrian projects and major pedestrian generators to prioritize locations where improvements will provide the greatest safety benefit.

This list is preliminary. It may be modified, expanded or reduced in subsequent phases of grant application or planning.

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

Table 9: Systemic Pedestrian Improvements Potential Locations (With Crosswalks)

Primary_Rd	Secondary_Rd	Control	Description	Survey Results
5th St	Flume St	Side Street Stop	Unsignalized, crosswalks all approaches	NA
W 2nd St	Cherry St	Side Street Stop	Continental crosswalks	Add signage/more lighting
W. Sacramento Avenue	N. Cedar Street	Side Street Stop	Unsignalized, continental ped crosswalks at railroad crossing	Add Ped flashers

In addition, W. Sacramento Avenue from N. Cedar Street / railroad tracks to Esplanade, and Warner Street from W. Sacramento Avenue to W 2nd Street are identified by stakeholders, outreach and crash history as high-priority corridors for multimodal improvements.

Potential Countermeasures

Potential countermeasures are provided in **Table 10**, along with corresponding HSIP data as applicable.

Table 10. Countermeasures for Pedestrians Crosswalks

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
NS13	Operation/ Warning	Improve sight distance to intersection (Clear Sight Triangles)	All	20%	10	90%	High
NS23PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	P & B	35%	20	90%	Medium
NS24PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium
NS25PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon (HAWK))	P & B	55%	20	90%	Low

Source: HSIP

BCR Potential

The Benefit Cost Ratio (BCR) is anticipated to be high given the relative low cost of improvements, and the number of crashes.

Considerations

- Locations should be grouped by similar characteristics and needed countermeasures.
- Systemic locations should be added as needed while maintaining a competitive BCR.

6. Systemic Bicycle Improvements

Project Description

The project is to provide additional and enhanced bicycle facilities.

Project Need

Bicyclist-involved crashes account for 18 percent of the fatal and serious injury crashes in Chico. In total, 42 serious or fatal crashes involving a bicyclist have occurred in the past five years. The crashes occurred within the following facilities:

- 1 occurred in Class I Bike Path
- 18 occurred in Class II Bike Lanes
- 17 occurred on roadways with no facilities
- 2 occurred in Class III Bike Routes
- 4 occurred near the intersection of two different facilities

Additionally, the City of Chico Active Transportation Plan (December 2023) **Figure 33 Bikeway Network Infrastructure Projects** identifies proposed additional or improvements for bicycle facilities.

A systemic safety project for bicycle improvements could enable the deployment of proven countermeasures across locations with a significant crash history and proactively include locations with similar risk factors that do not yet have the same crash statistics. This approach maximizes the safety benefit of available resources while addressing systemic risk factors.

Public Endorsement

In the public survey, '*Bicycle Safety*' was the third highest rank safety concern. '*Protected Bicycle Lanes*' was ranked sixth priority for preferred improvements in the survey. In addition, there were 82 individual georeferenced map comments (20.9%). The comments generally cited the need for more and enhanced facilities.

Potential Locations and Risk Factors

Preliminary locations were selected because a bicycle-related crash occurred there. These locations should be coordinated with planned projects and connections to the overall bicycle network to prioritize locations where improvements will provide the greatest safety benefit.

The preliminary locations are overlayed with the bicycle facilities in **Exhibit 1**, all locations are shown in the attachment.

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

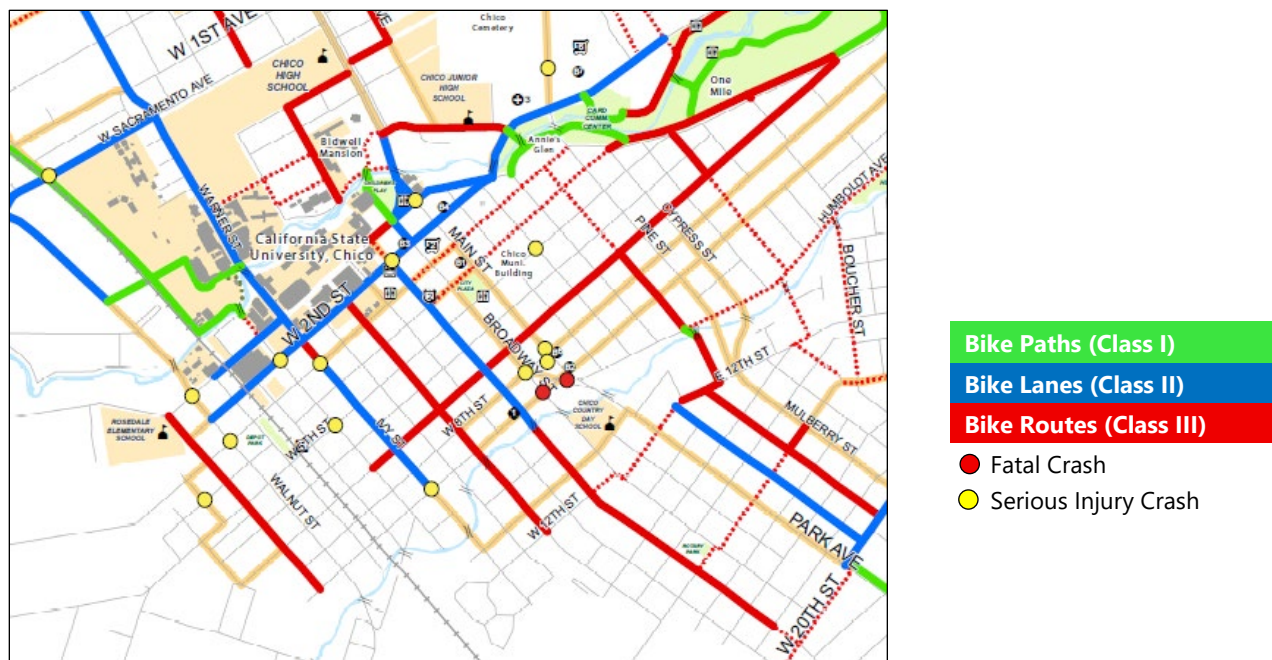


Exhibit 1: Bicycle Crash Locations

In addition, W. Sacramento Avenue from N. Cedar Street / railroad tracks to Esplanade, and Warner Street from W. Sacramento Avenue to W 2nd Street are identified by stakeholders, outreach and crash history as high-priority corridors for multimodal improvements.

Potential Countermeasures

Potential countermeasures are provided in **Table 11**, along with corresponding HSIP data as applicable.

Table 11. Countermeasures for Bicycle Improvements

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R33PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High
R34PB	Ped and Bike	Install Separated Bike Lanes	P & B	45%	20	90%	High
R35PB	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R36PB	Ped and Bike	Install/upgrade pedestrian crossing (with enhanced safety features)	P & B	35%	20	90%	Medium
R38PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium

Source: HSIP

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

BCR Potential

The Benefit Cost Ratio (BCR) is anticipated to be medium given the potential cost of improvements, and the number of crashes.

Considerations

- Projects should be constructed where they would provide the greatest benefit considering pedestrian generators, existing and planned sidewalks.
- Countermeasures should be applied at/near the locations corresponding to the crash data; however, with justification the countermeasures can be applied to nearby locations that are more practical.
- Systemic locations should be added as needed while maintaining a competitive BCR.

7. Site Specific: Warner Street – West Sacramento Avenue

Project Description

The project includes proposed safety improvements such as multi-use paths, protected bicycle lanes, reduced lane widths, pavement rehabilitation, high-visibility crosswalks, and additional lighting along W. Sacramento Avenue from N. Cedar Street / railroad tracks to Esplanade, and Warner Street from W. Sacramento Avenue to W 2nd Street (the street name changes to Ivy Street after Big Chico Creek).

Project Need

The area serves both Chico High School, Inspire School of Arts & Sciences, and California State University, Chico, and functions as a key multimodal corridor for students and other users walking, bicycling, and using alternative modes of transportation.

This project has been identified by stakeholders as a need to proactively address documented safety concerns and improve safety for all users in the project area, with an emphasis on reducing multimodal conflicts. Specifically, the project aims to reduce the overall number of crashes, decrease the likelihood and severity of serious and fatal crashes, and create safer, more comfortable travel conditions for people walking, bicycling, and using other micromobility devices.

Warner Street was identified as the 4th highest crashes per mile corridor. The crash data indicated for the Warner/ Sacramento study area¹:

- 4 severe injury crashes
- 15 minor/ visible injury crashes
- 8 potential injury crashes
- 4 crashes involving a pedestrian
- 7 crashes involving a bicyclist

Public Endorsement

In the public survey, *'Bicycle Safety'* was the third highest rank safety concern. *'Protected Bicycle Lanes'* was ranked sixth priority for preferred improvements in the survey. *'Pedestrian Safety'* was the fourth highest ranked safety concern. *'Expanded Sidewalk Network'* and *'More or Improved Pedestrian Crosswalks'* was ranked fourth and fifth priority for preferred improvements in the survey.

Additionally, there were 13 comments from the public outreach describing safety concerns along these corridors.

Risk Factors

- Three schools result in heavy pedestrian activity along each corridor
- On-street parking along W. Sacramento Avenue creates visibility constraints.

¹ Crash data period: 2019-2023

CITY OF CHICO – POTENTIAL PROJECT PACKAGES

- On Warner Street, high multimodal activity was observed, with bicycles, scooters, and other e-mobility devices, as well as skateboards, frequently utilizing the bike lanes.
- In contrast, because W. Sacramento Avenue does not have bicycle lanes, many multimodal users were observed traveling in the roadway with vehicle traffic or shifting onto the narrow sidewalk, which reduced pedestrian comfort and contributed to perceived safety concerns.
- Parent drop-off activity was also observed at the Arcadian Avenue and W. Sacramento Avenue intersection, with students subsequently using the marked crosswalk. The crosswalks serving Chico High School across W. Sacramento Avenue at Magnolia Avenue and Arcadian Avenue experienced heavy pedestrian and multimodal traffic during the morning, lunch period (given Chico High School's off-campus lunch), and after-school periods; however, drivers at times did not yield properly/completely and several near-miss conflicts were observed.

Potential Countermeasures

Potential countermeasures are provided in **Table 12**, along with corresponding HSIP data as applicable.

Table 12. Countermeasures for Warner / Sacramento

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity?
R01NT	Lighting	Add segment lighting	Night	35%	20	90%	Medium
R27	Operation/Warning	Install delineators, reflectors and/or object markers	All	15%	10	90%	Very High
R28	Operation/Warning	Install edge-lines and centerlines	All	25%	10	90%	Very High
R34PB	Ped and Bike	Install Separated Bike Lanes	P & B	45%	20	90%	High
R35PB	Ped and Bike	Install sidewalk/pathway (to avoid walking along roadway)	P & B	80%	20	90%	Medium
R36PB	Ped and Bike	Install/upgrade pedestrian crossing (with enhanced safety features)	P & B	35%	20	90%	Medium
R38PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	90%	Medium

Source: HSIP

BCR Potential

The Benefit Cost Ratio (BCR) is anticipated to be medium given the potential cost of improvements, and the number of crashes.



APPENDIX F

SS4A Self-Certification Checklist

All applicants should follow the instructions in the NOFO to correctly apply for a grant. See the [SS4A website](#) for more information.

Table 1 of the [SS4A NOFO](#) describes [seven components of an Action Plan](#), which correspond to the questions in this worksheet. Applicants should use this worksheet to determine whether their existing plan(s) contains the required components to be considered an eligible Action Plan for SS4A.

This worksheet is required for all SS4A **Implementation Grant** applications and any **Planning and Demonstration Grant applications to conduct Supplemental Planning/Demonstration Activities only**. Please complete the form in its entirety, do not adjust the formatting or headings of the worksheet, and upload the completed PDF with your application.

Eligibility

An Action Plan is considered eligible for an SS4A application for an Implementation Grant or a Planning and Demonstration Grant to conduct Supplemental Planning/Demonstration Activities if the following two conditions are met:

- You can answer "YES" to Questions **3, 6, and 8** in this worksheet; *and*
- You can answer "YES" to **at least three of the five remaining** Questions, **1, 2, 4, 5, and 7**.

If both conditions are not met, an applicant is still eligible to apply for a Planning and Demonstration Grant to fund the creation of a new Action Plan or updates to an existing Action Plan to meet SS4A requirements.

Applicant Information

Lead Applicant: City of Chico

UEI: SSGHN8JLDLC7

Action Plan Documents

In the table below, list the relevant Action Plan and any additional plans or documents that you reference in this form. **Up to three plans or documents may be included**. Please provide a hyperlink to any documents available online or indicate that the Action Plan or other documents will be uploaded in Valid Eval as part of your application. Note that, to be considered an eligible Action Plan for SS4A, the plan(s) coverage must be broader than just a corridor, neighborhood, or specific location.

Document Title	Link	Date of Most Recent Update
Local Road Safety Plan (LRSP)	https://chicoca.gov/Departments/Public-Works/Traffic-Engineering/Local-Road-Safety-Plan/	07/06/2021
Active Transportation Plan (ATP)	https://chicoca.gov/Departments/Engineering/	10/01/2023
20230 Chico General Plan - Circulation Element	https://chicoca.gov/Departments/Community-Development/Planning-Division/General-Plan--Other-Planning-Documents/	5 Year Review 03/01/2017



Action Plan Components

For each question below, answer "YES" or "NO." If "YES," list the relevant plan(s) or supporting documentation that address the condition and the specific page number(s) in each document that corroborates your response. This form provides space to reference multiple plans, but please list only the most relevant document(s).

1. Leadership Commitment and Goal Setting

Are **BOTH** of the following true?

- A high-ranking official and/or governing body in the jurisdiction publicly committed to an eventual goal of zero roadway fatalities and serious injuries; and
- The commitment includes either setting a target date to reach zero OR setting one or more targets to achieve a reduction in roadway fatalities and serious injuries by a specific date.

☐ YES

☒ NO

Note: This may include a resolution, policy, ordinance, executive order, or other official announcement from a high-ranking official and the official adoption of a plan that includes the commitment by a legislative body.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)

2. Planning Structure

To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan's development, implementation, and monitoring?

☒ YES

☐ NO

Note: This should include a description of the membership of the group and what role they play in the development, implementation, and monitoring of the Action Plan.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Local Road Safety Plan	4
Active Transportation Plan	103



3. Safety Analysis

Does the Action Plan include **ALL** of the following?

- Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region;
- Analysis of the location(s) of crashes, the severity, contributing factors, and crash types;
- Analysis of systemic and specific safety needs, as needed (e.g., high-risk road features, specific safety needs of relevant road users, or post-crash care and emergency response); and,
- A geospatial identification (geographic or locational data using maps) of higher risk locations.

☒ YES

☐ NO

Note: Availability and level of detail of safety data may vary greatly by location. The [Fatality and Injury Reporting System Tool \(FIRST\)](#) provides county- and city-level data. When available, local data should be used to supplement nationally available data sets.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Local Road Safety Plan	Appendix D-4, D-6, D-9, D-11, D-13
Active Transportation Plan	7-45

4. Engagement and Collaboration

Did development of the Action Plan include **ALL** of the following activities?

- Engagement with the public and relevant stakeholders, including the private sector and community groups;
- Incorporation of information received from the engagement and collaboration into the plan; and
- Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate.

☒ YES

☐ NO

Note: This should include a description of public meetings, participation in public and private events, and proactive meetings with stakeholders.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Local Road Safety Plan	5-7
Active Transportation Plan	90-103
Chico General Plan	General Plan 1-5 and 1-6



5. Policy and Process Changes

Are **BOTH** of the following true?

- The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety; and
- The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards.

☒ **YES**

☐ **NO**

Note: This may include existing and/or recommended Complete Streets policy, guidelines for community engagement and collaboration, policy for prioritizing areas of greatest need, local laws (e.g., speed limit), design guidelines, and other policies and processes that prioritize safety.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Local Road Safety Plan	D-4, D-5
Active Transportation Plan	65-72
Chico General Plan - Circulation Element	Circulation Element 4-23

6. Strategy and Project Selections

Does the plan identify a comprehensive set of projects and strategies to address the safety problems in the Action Plan, with information about time ranges when projects and strategies will be deployed, and an explanation of project prioritization criteria?

☒ **YES**

☐ **NO**

Note: This should include one or more lists of community-wide multi-modal and multi-disciplinary projects that respond to safety problems and reflect community input, indication of expected time ranges to complete each project, and a description of how your community will prioritize projects in the future.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Local Road Safety Plan	57, Appendix E pages D-1 – D-14
Active Transportation Plan	80 and Appendix C



7. Progress and Transparency

Does the plan include **BOTH** of the following?

- A description of how progress will be measured over time that includes, at a minimum, outcome data.
- The plan is posted publicly online.

☒ **YES**

☐ **NO**

Note: This should include a progress reporting structure and list of proposed metrics.

If "YES," please list the relevant document(s) and page number(s) that corroborate your response.

Document Title	Page Number(s)
Local Road Safety Plan	32-42
Active Transportation Plan	72, 143, 144

8. Action Plan Date

Was at least one of your plans finalized and/or last updated between 2021 and May 26, 2026?

☒ **YES**

☐ **NO**

Note: Updates may include major revisions, updates to the data used for analysis, status updates, or the addition of supplemental planning documents, including but not limited to an ADA Transition Plan, one or more Road Safety Audits conducted in high-crash locations, or a Vulnerable Road User Plan.

If "YES," please list your most recent document, date of finalization, and page number(s) that corroborate your response.

Document Title	Date of Most Recent Update	Page Number(s)
Active Transportation Plan	December 2023	Cover Page



