Local Road Safety Plan (2021)

City of Chico, CA

Prepared for:

CITY OF CHICO
INC. 1872

Prepared by:

HEADWAY
TRANSPORTATION

July 6, 2021

LOCAL ROAD SAFETY PLAN
CITY OF CHICO

Prepared for:

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

Prepared by:

Headway Transportation, LLC
2240 St. George Lane, Suite 1
Chico, CA 95926

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 holistic LRSP. Headway Transportation would like to express their appreciation for the staff and project stakeholders who contributed to this plan.

Stakeholders

Cheri Chastain – California State University, Chico

Ivan Garcia – Butte County Association of Governments

Julia Kistle – Chico Unified School District

Todd Lefkowitz – City of Chico Police Department

Marvin Pratt – California State University, Chico

Christopher Zinko – City of Chico Fire & Rescue

City of Chico – Public Works

David Giongco

Bikramjit Kahlon

Brendan Ottoboni

Wyatt West

Headway Transportation

Dylan Axtell

Loren Chilson

Cole Peiffer

Lauren Picou

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.

Table of Contents

List of Figures

List of Tables

List of Appendices

EXECUTIVE SUMMARY

The City of Chico Local Roadway Safety Plan (LRSP) establishes the framework and processes for identifying, evaluating, and prioritizing transportation safety improvements on local streets within the City of Chico. The City LRSP will support on-going safety related efforts such as the Citywide Systemic Safety Project (CSSP) as well as location specific roadway reconstruction projects currently underway.

This document includes a summary of public outreach results, in-depth analysis of the past six years of crash data (2014 – 2019), identified safety focus areas, and recommended countermeasures and strategies across the four E's of traffic safety:

- Engineering
- Enforcement
- Education
- Emergency Services

Chico LRSP Focus Areas

- **Intersection Safety**
- **Distracted Driving**
- **Bicycle Safety**
- **Pedestrian Safety**
- **Impaired Driving**
- **Roadway & Intersection Lighting**
- **Lane Departures**

Identified focus areas represent the greatest opportunity for reducing fatal and serious injury crashes through the City of Chico based on public outreach results (**page 5**) and crash data analysis (**page 8**). Each identified focus area and the reason for it's inclusion in the LRSP is highlighted in the Focus Area section of this document (**page 27**). Countermeasures and strategies across the four 'E's' of traffic safety are summarized in **Appendix C** and may be applied systemically or at specific locations. The Countermeasure Toolbox will help supplement current and future safety initiatives throughout the City. The implementation of LRSP recommendations may be guided by the detailed Focus Area Strategy Tables (**page 34**) and Implementation Plan (**page 43**). The implementation plan identified the first steps for implementing engineering and non-engineering countermeasures including identifying potential funding sources in addition to the Highway Safety Improvement Program (HSIP). This document also includes potential project packages for the top priority intersections and roadway segments in addition to identifying the top signalized and non-signalized intersections for systemic safety improvements (see **Appendix E**).

This plan was developed through 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 HSIP funding. This document includes the necessary data and analysis to support future grant funding applications for recommended systemic and location specific projects. The Chico LRSP is intended to be a living document, which will be updated every five years using the most up to date crash data in order to evaluate the performance of implemented countermeasures and re-evaluate focus area selection.

INTRODUCTION

Crashes on US roadways accounted for 36,096 fatalities in 2019 alone and represent one of the leading causes of death across the US[1]. In order to improve roadway safety, agencies across the US are using historical crash data and input from the general public to identify and address the safety issues unique to their local roadways. The Local Road Safety Plan (LRSP) process is a standard format for local agencies to evaluate crash data, identify safety focus areas, and select appropriate countermeasures. This process is applied across the US by local agencies and counties alike. The simple six-step LRSP process includes evaluating and updating the plan at regular intervals, typically every four years. An LRSP provides the framework for identifying systemic safety issues along local roads based on historical crash data. By evaluating crash data systemically, the LRSP identifies specific focus areas which represent the largest opportunities to improve safety such as pedestrian safety or impaired driving. 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.

Exhibit 1. LRSP Development Process (FHWA)

4 E's of Traffic Safety

Engineering
Education
Enforcement
Emergency Services

Following the crash analysis, countermeasures are identified based on the types, frequency, and contributing elements of crashes, with a focus on reducing fatal and serious injury crashes. 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.

Implementation of identified countermeasures typically requires additional grant funding for many agencies. As of 2020, the LRSP will be 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

[1] https://www.cdc.gov/injury/features/global-road-safety/index.html

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) will require any agency applying for HSIP funding to first complete an LRSP for funding Cycle 11 and beyond.

Connection with the SHSP

This LRSP builds off the current 2020 – 2024 Statewide Highway Safety Plan "California Safe Roads" (SHSP) developed by Caltrans to provide technical assistance in prioritization and deployment of safety countermeasures across the state. The SHSP identifies countermeasures and strategies to address specific safety issues which allows local agencies to leverage road safety planning process to identify and address local needs based on the SHSP countermeasures. Caltrans identified five "high priority" challenge areas which represent the greatest opportunity for reducing fatal and serious injury crashes across the state:

- Pedestrians & Bicyclists
- Intersections
- Impaired Driving
- Lane Departures
- Speed Management / Aggressive Driving

The City of Chico LRSP identifies four of these five high priority challenge areas as focus areas based on the crash data analysis. These focus areas represent the greatest opportunity for improving safety in the City of Chico. Of these, pedestrian safety represents the greatest opportunity for reducing fatal crashes. As shown in **Exhibit 2**, pedestrian crashes were more than twice as frequent in the City of Chico between 2014 - 2018[2] compared to Caltrans District 3 and the state of California based on the Caltrans SHSP Crash Data Dashboard. Compared to similarly sized cities, the City of Chico pedestrian percentage of fatal crashes is nearly twice as high, on average.

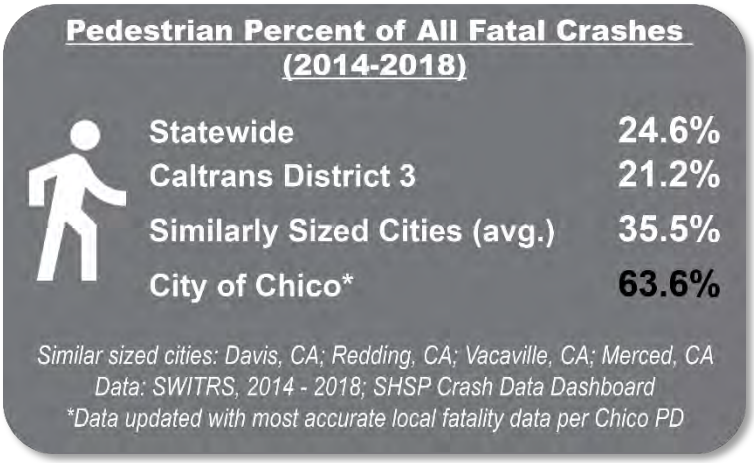


Exhibit 2. Pedestrian Percent of Fatal Crashes (2014 - 2018)

[2] SHSP Crash Data Dashboard does not currently include 2019 data (4/29/2021)

Existing Efforts

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 Department is continually working to enhance transportation safety for all users. The City of Chico currently has multiple projects underway across the City in either planning, design, or construction phases. The current major projects which will have a substantial safety benefit to the focus areas and public comment hot spots identified later in this plan include:

- Eaton / SR 99 Interchange Roundabout Project (Construction to begin 2021)
- SR 32 (Walnut Ave / Nord Ave / 8th St / 9th St) Reconstruction Project
- Esplanade Safety and Accessibility Improvements
- Citywide Systemic Safety Improvement Project (CSSP)[3]
- Cohasset Road Widening Project
- Bruce Road Widening Project

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 DUI and distracted driving laws. This includes patrolling on high-crash corridors in order to address areas with the highest need. The Division had more extensive safety outreach and targeted enforcement efforts in years prior but have reduced this capacity due to budgetary considerations. The Division promotes traffic safety initiatives whenever possible and works closely with traffic safety advocacy groups.

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*"

[3] All 60 CSSP locations and their relation to LRSP recommendations are shown in **Figure 7** of this report.

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 representatives from numerous City departments and local agencies including:

- Chico Unified School District
- California State University – Chico
- City of Chico – Public Works
- City of Chico – Police Department
- City of Chico – Fire Department
- Butte County Association of Governments
- California Department of Transportation (Caltrans) District 3 Office

The first stakeholder working group meeting was held on September 29th, 2020 to identify initial issues, concerns and the LRSP focus areas based on local knowledge and analysis of the most recent five years of crash data including the primary crash factors, crash types, crash severity, times of day, days of the week, and lighting conditions, and alcohol/drug involvement. The following focus areas were preliminarily identified by the Stakeholder Working Group:

- Bicycle Safety
- Pedestrian Safety
- Intersection Safety
- Lighting
- Distracted Driving
- Young Drivers[4]
- Lane Departures
- Impaired Drivers

The stakeholder working group convened three additional times during the course of this project to evaluate the results of the crash data analysis, provide feedback on identified countermeasures, and collaborate on implementation strategies and timeframes. A list of stakeholder working group members is included in **Appendix A**.

[4] *Following further consideration by the Stakeholder Working Group, Young Driver safety will be addressed through the Impaired Drivers and Distracted Driving focus areas.*

PUBLIC OUTREACH

Public Outreach Methods

Typical in-person outreach methods were not possible for public outreach due to the COVID-19 pandemic. Therefore, all public outreach was exclusively online. The project team developed a virtual survey through ArcGIS Survey123 and an interactive public comment map through ArcGIS Online. The survey and map were made open to the public from October 20th through November 25th, 2020. The survey contained a total of seven questions including demographics, travel habits, focus area prioritization, and an option to include an email address for future updates. The questions focused on identifying the highest priority safety concerns of residents as well as gauging the impact of COVID-19 on local travel habits.

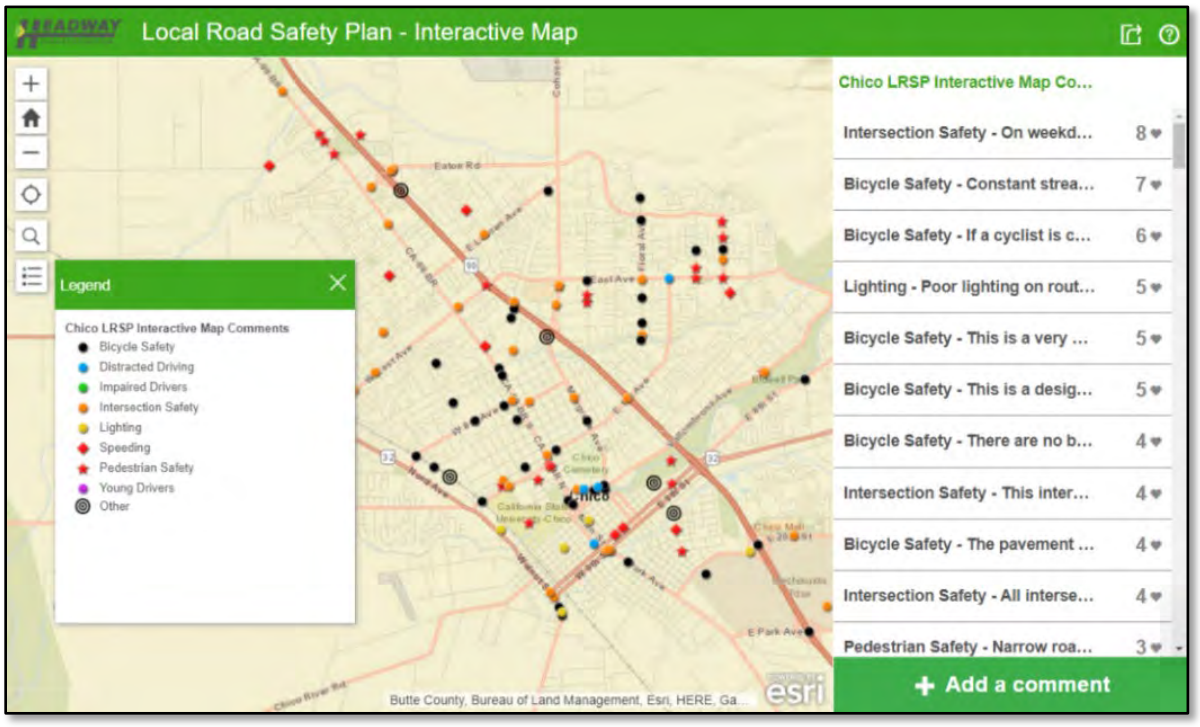


Exhibit 3. Chico LRSP interactive map (Headway Transportation, 2020)

Survey respondents were provided a link to an interactive map following completion of the survey. The interactive map provided local residents with an opportunity to identify specific locations in the City of Chico with transportation safety concerns using a georeferenced dot. Respondents could categorize their comments on the map as one of the eight identified focus areas or select the "Other" category if the comment did not fall under one of the focus areas. Respondents were also able to vote in support of comments from other respondents.

A weblink to the survey was distributed to the public through the following methods:

- Official City of Chico and Chico Unified School District Facebook and Twitter accounts
- Via email to the students, faculty, and staff at Chico State University
- Posted on the City of Chico Public Works and Chico Unified School District websites
- Included in regular updates to the staff and parents[5] of the Chico Unified School District
- An article in the Enterprise-Record, a local newspaper, highlighting the Local Road Safety Plan and the survey including a link to the City of Chico Public Works website[6].

The outreach effort produced a total of:

- 678 completed surveys
- 362 individual georeferenced comments through the interactive map
- 1,075 votes cast in support of comments from other respondents

A record of all public comments submitted for this project are available in **Appendix A**.

Public Outreach Results

The public input received was critical in the development of LRSP goals and verification of project focus areas. Conducting a public outreach effort during COVID-19 restrictions required nimble methods to bring the tradition public meetings to the public. The combination of an online survey and interactive map generated a significant level of public input in spite of in-person meeting restrictions and helped to pinpoint specific safety issues and prioritize their safety concerns. The public survey helped prioritize focus areas in the following order (in descending order of priority):

1. Intersection Safety*
2. Distracted Driving
3. Bicycle Safety*
4. Pedestrian Safety*
5. Impaired Driving
6. Lighting
7. Lane Departures[+]
8. Young Drivers[+]

**Top Three Focus Areas from interactive map*

[+]Received zero comments on interactive map comments

For a more detailed analysis of responses to survey questions and interactive map results, refer to **Appendix A.**

[5] *Included in the regular "Peach Jar" update sent to parents.*
[6] *https://www.chicoer.com/2020/11/01/chico-wants-resident-business-feedback-on-roads/*

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 as highlighted in **Figure 1** and the associated focus area identified through the interactive map are:

- Hot Spot 1: Eaton Road at Highway 99 and Hicks Lane - Intersection Safety and Distracted Drivers
- Hot Spot 2: Floral Avenue- East Ave to Manzanita Ave (Bicycle Safety) and at Manzanita Ave (Intersection Safety)
- Hot Spot 3: Almond St from Pomona Ave to Hickory St (Pedestrian Safety) and Dayton Rd / Walnut St (Bicycle Safety)
- Hot Spot 4: E. 1st Ave at Esplanade (Intersection Safety) and Oleander Ave (Bicycle Safety)
- Hot Spot 5: Vallombrosa Ave at Camella Way / Memorial Way and at Mangrove Ave (Bicycle 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 A**.

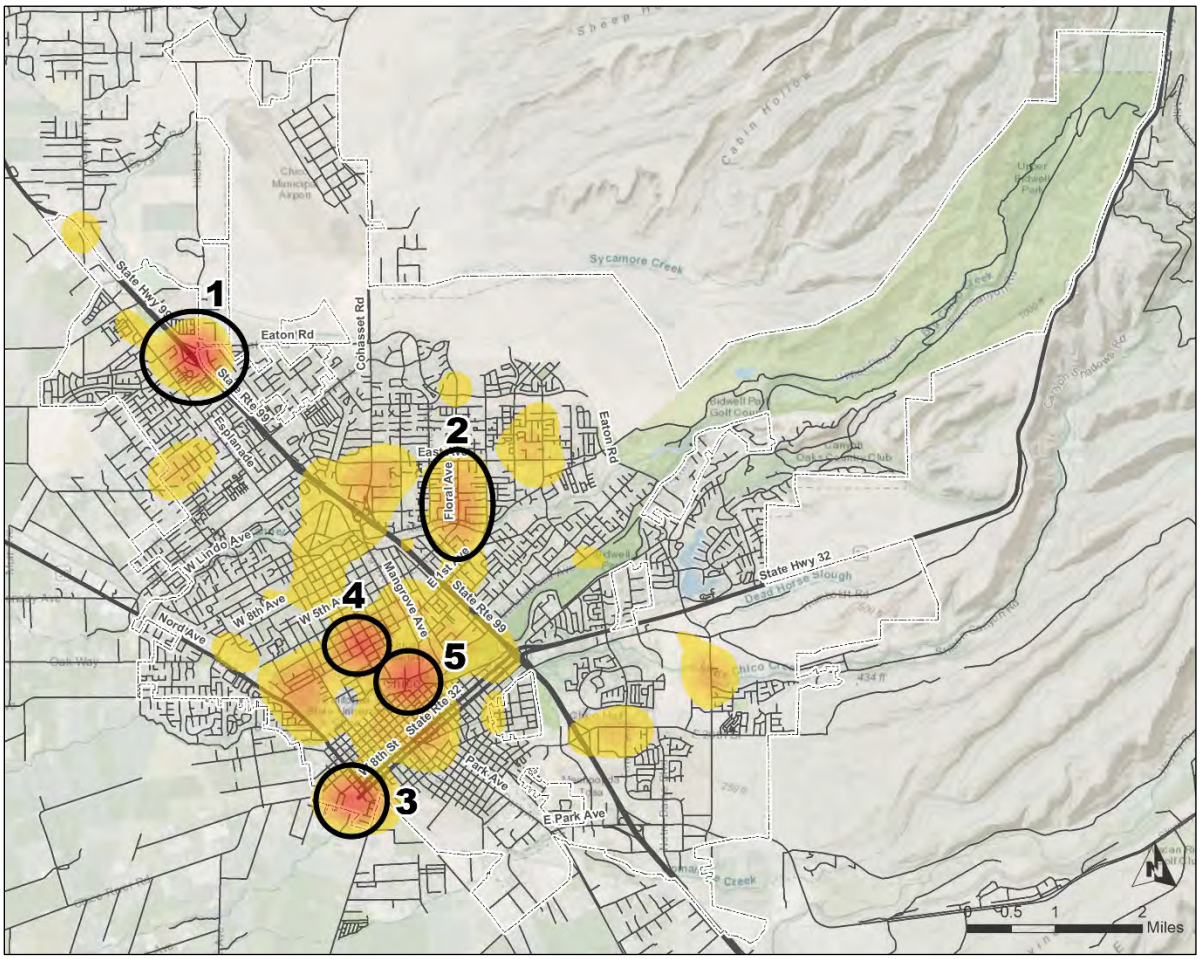


Figure 1. Interactive Map Public Comment Hotspots

CRASH DATA ANALYSIS

Crash data records contain detailed information regarding each crash including the type of crash, time of day, lighting conditions, alcohol involvement, and other contributing factors. Analyzing all crashes which 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

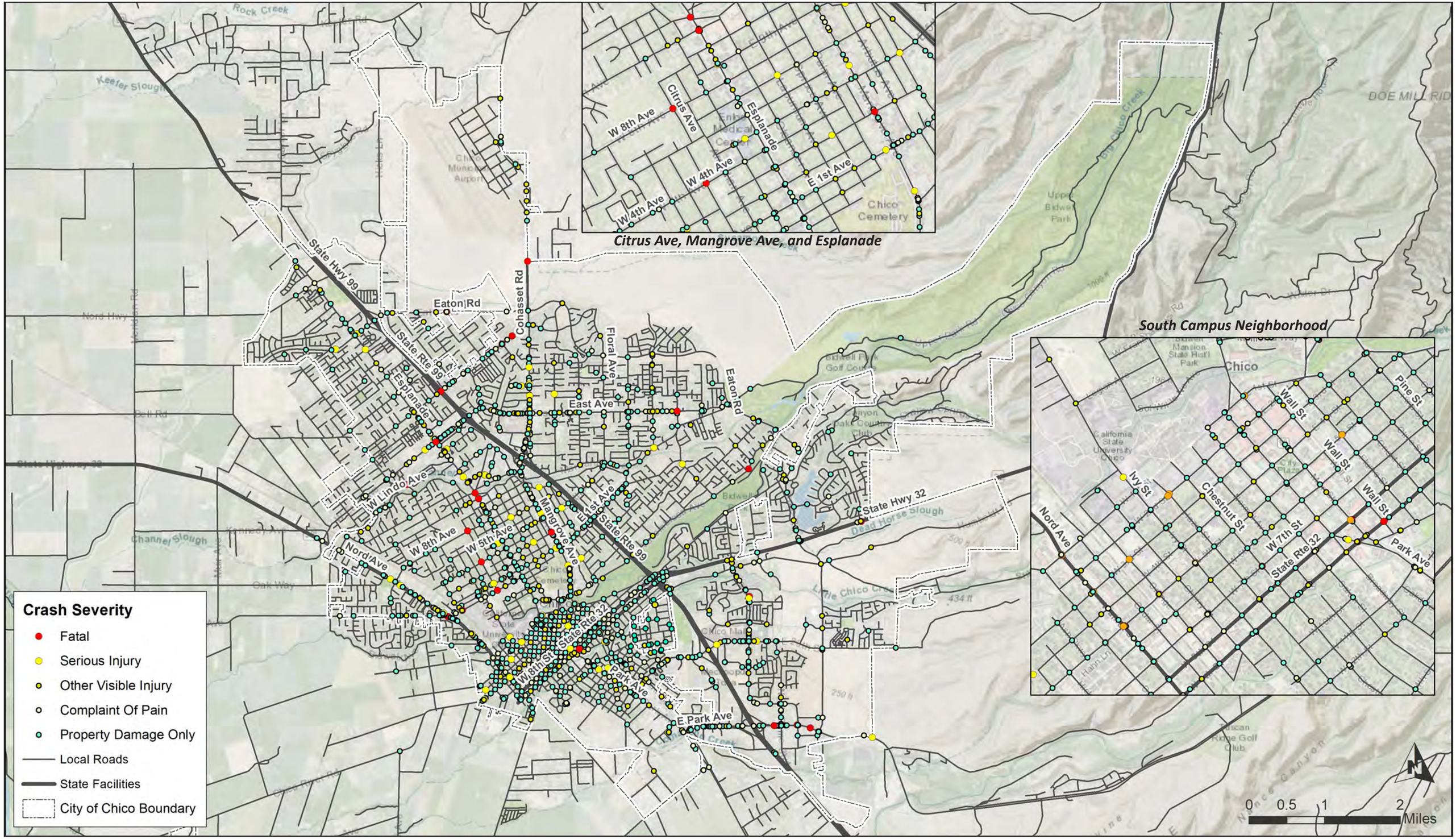
Crash data for the most recent six years (2014-2019) was obtained from the City of Chico Traffic Guru database and utilized to identify crash trends and high frequency crash intersections and roadway segments. Crash data records were initially evaluated for the location (intersection / road segment), facility ownership (State / Local), and crash type (Head-on, Vehicle-Pedestrian, Overturned, etc.). Further analysis evaluated the contributing and additional crash factors including 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 specific safety issues and crash trends across the City. **Figure 2** shows the location of all crashes and **Figure 3** shows highlights the fatal and serious injury crashes in the City. Additional data analysis maps included in **Appendix B** highlight locations of roadway crash frequency, high frequency crash & fatal intersections, and the top intersections & roadway segments for total crashes and fatalities.

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 crash severity (fatal, serious injury, etc.) across the City of Chico between 2014 and 2019.

Table 1. City of Chico Crashes by Severity (2014-2019)

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	
2014	1	0.2%	5	1.1%	115	24.6%	76	16.2%	271	57.9%	468
2015	5	0.9%	8	1.5%	96	17.9%	98	18.3%	329	61.4%	536
2016	7	1.2%	6	1.0%	152	26.2%	83	14.3%	333	57.3%	581
2017	5	1.0%	22	4.2%	112	21.4%	93	17.7%	292	55.7%	524
2018	4	0.8%	30	5.9%	87	17.2%	103	20.3%	283	55.8%	507
2019	5	1.0%	30	6.1%	78	15.8%	105	21.2%	277	56.0%	495
Total:	27	0.9%	101	3.2%	640	20.6%	558	17.9%	1785	57.4%	3111

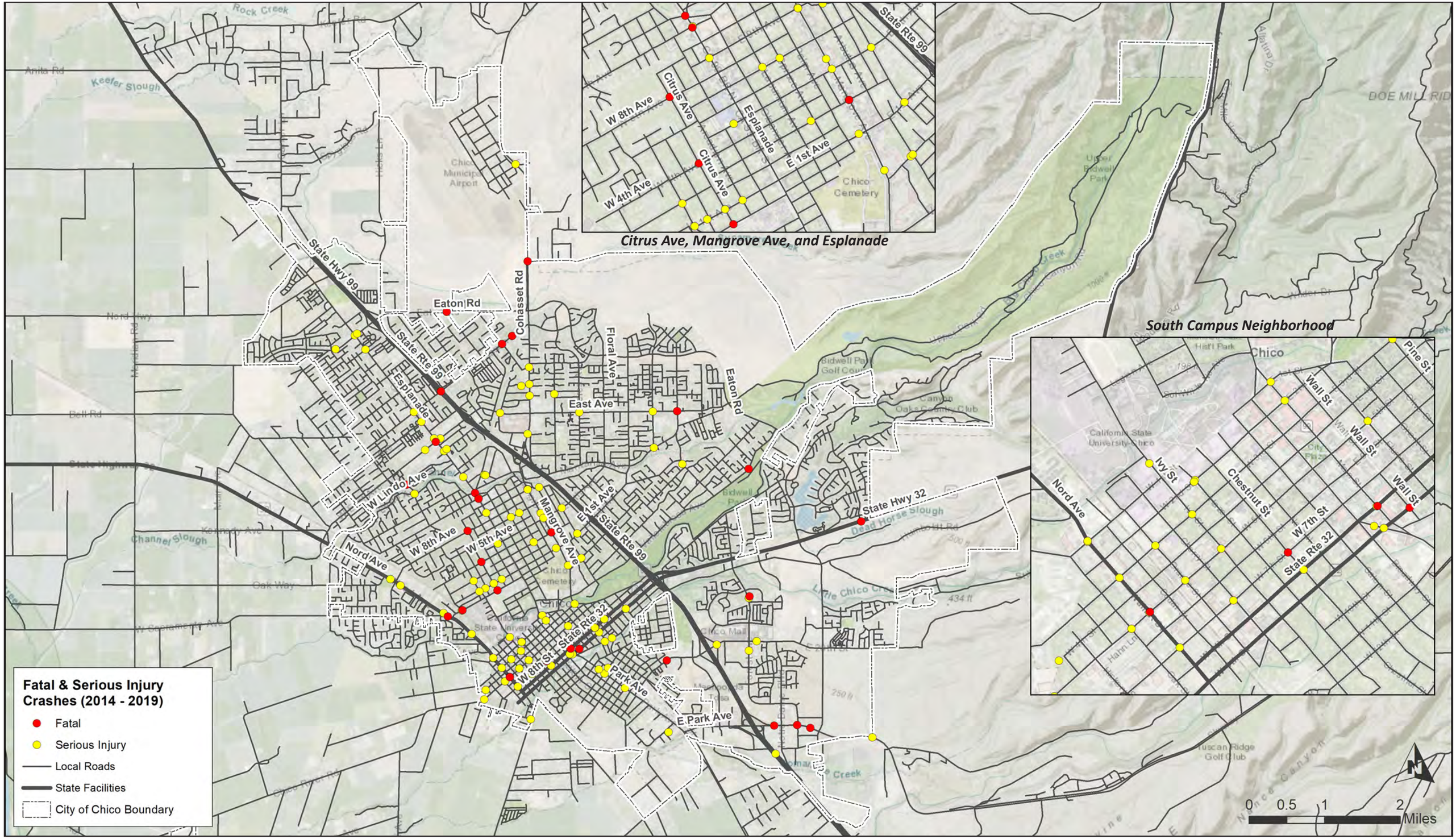


HEADWAY TRANSPORTATION

NO SCALE

Figure 2

City of Chico
Local Road Safety Plan (2021)
All Crashes - City of Chico (2014 - 2019)



HEADWAY TRANSPORTATION

NO SCALE

Figure 3

City of Chico
Local Road Safety Plan (2021)
Fatal & Serious Injury Crashes - City of Chico (2014 - 2019)

The total number of crashes on local roads within the City of Chico between 2014-2019 was 3,111. A total of 1,785 crashes were 'Property Damage Only', 1,299 resulted in an injury (Complaint of Pain, Other Visible Injury, Serious Injury), and 27 crashes (.9% of all crashes) resulted in a fatality (**Figure 2**). Year to year, crash trends have remained relatively consistent with 2016 representing a small peak in total crashes (580). While the total number of crashes has declined slightly since 2016, the number of fatal and serious injuries have increased over this same period.

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 percent of all crashes.

Table 2. City of Chico Crashes by Crash Type (2014 – 2019)

Crash Type	Total Crashes	Percent of all crashes	Percent of Serious Injury and Fatal
Broadside	1244	39.7%	32.0%
Rear-End	745	23.8%	5.5%
Sideswipe	361	11.5%	5.5%
Hit Object	261	8.3%	6.3%
Head-On	223	7.1%	10.9%
Vehicle - Pedestrian	145	4.6%	35.2%
Other	89	2.8%	3.1%
Overturned	42	1.3%	1.6%
Not Stated	22	0.7%	0.0%

The most common crash type for all crashes between 2014-2019 was 'Broadside', which represents 39.7% of all crashes and 32% of all fatal & serious injury crashes. A Broadside crash occurs when the front of one vehicle strikes the side of another, sometimes referred to as a 'Side' or 'Angled' crash. This crash type typically occurs at intersections and may be attributed to red-light running, unsafe speeds, high frequency of driveways on arterials and collector type streets, and Right-Of-Way violations. Based on FHWA guidance, the two most common crash types for red light running crashes are 'Angle' and 'Turning' which are synonymous with the 'Broadside' crash type designation[7]. The top two crash types, Broadside and Rear-End, represent common intersection crashes and comprise 63.5% of all crashes. The third most common crash types, 'Sideswipe', occurs when two vehicles are traveling in the same direction and one

[7] *FHWA: Making Intersections Safer: A Toolbox of Engineering Countermeasures to Reduce Red-Light Running, 2014 (Page 9)*

crashes into the side of the other. This type of crash often occurs along roadway segments and may be attributed to lane confusion, auto Right-Of-Way violations, distracted driving, and impaired driving.

Table 3 details each crash severity designation and corresponding percentage of crash types.

Table 3. City of Chico Crash Severity by Type (2014-2019)

Crash Type	Fatal		Serious Injury		Other Visible Injury		Complaint of Pain		Property Damage Only		Total	Percent of Total Crashes
	Count	% of Severity	Count	% of Severity	Count	% of Severity	Count	% of Severity	Count	% of Severity		
Broadside	**4**	14.8%	**37**	36.6%	**303**	47.2%	**245**	43.9%	**655**	36.3%	1244	39.7%
Head-On	**0**	0.0%	**14**	13.9%	**61**	9.5%	**42**	7.5%	**106**	5.9%	223	7.1%
Hit Object	**4**	14.8%	**4**	4.0%	**43**	6.7%	**34**	6.1%	**176**	9.8%	261	8.3%
Other	**1**	3.7%	**3**	3.0%	**21**	3.3%	**9**	1.6%	**55**	3.0%	89	2.8%
Over-turned	**0**	0.0%	**2**	2.0%	**19**	3.0%	**6**	1.1%	**15**	0.8%	42	1.3%
Rear-End	**1**	3.7%	**6**	5.9%	**80**	12.5%	**138**	24.7%	**520**	28.8%	745	23.8%
Sideswipe	**0**	0.0%	**7**	6.9%	**47**	7.3%	**51**	9.1%	**256**	14.2%	361	11.5%
Vehicle/Pedestrian	**17**	63.0%	**28**	27.7%	**66**	10.3%	**29**	5.2%	**5**	0.3%	145	4.6%
Not Stated	**0**	0.0%	**0**	0.0%	**2**	0.3%	**4**	0.7%	**16**	0.9%	22	0.7%
Total (2014 - 2019):	**27**	100.0%	**101**	100.0%	**642**	100.0%	**558**	100.0%	**1804**	100.0%	**3132**	100.0%

Highest Frequency Crash Type *Lowest Frequency Crash Type*

Comparing the crash types by severity highlights the overrepresentation of Vehicle-Pedestrian crashes which result in fatal and serious injuries. The total number of Vehicle-Pedestrian crashes (145) represents 4.6% of all crashes however, this is the most frequent crash type for fatal crashes, 63% of all fatal crashes in the City of Chico were Vehicle-Pedestrian, and the second most frequent crash type for serious injury crashes (27%). Statewide, pedestrians represented approximately 23% of all fatal crashes and 15% of all serious injury crashes from 2008 – 2017. The most frequent overall crash type, 'Broadside', accounted for approximately 36% of all serious injury crashes, and 15% of all fatal crashes. A review of the crash type data indicates that broadside and vehicle/pedestrian types are contributing to a high percentage of serious and fatal injuries, and broadside contributes to a high percentage of overall crashes.

Collision Factors

Crash records typically include a 'Primary Collision Factor' (PCF) which can help to identify systemic and location specific crash trends. A 'Primary Collision Factor' represents the leading factor that contributed to the crash. This data attribute helps identify major issues but may overshadow secondary factors such as distracted driving, unsafe speeds, or lighting conditions. PCF data is not complete for all records with a total of 42.6% of crash records including a PCF other than 'Not Stated', 'Unknown', or 'Other'. Additionally, Primary Crash Factors such as 'Vehicle Code violation' and 'Other Than Driver or Ped' provide little detail into the cause of the crash. The top five PCFs which may indicate a crash trend are shown in **Table 4**.

Table 4. City of Chico Crash Severity by Primary Collision Factor (2014-2019)

Primary Collision Factor	Fatal		Serious Injury		Other Visible Injury		Complaint of Pain		Property Damage Only		Total (2014 - 2019)	Percent of Crashes with PCF	Percent of All Crashes
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total			
Other Improper Driving	**0**	0.0%	**2**	2.0%	**5**	0.8%	**2**	0.4%	**426**	23.6%	**73**	27.9%	14.6%
Driving Under Influence	**1**	3.7%	**7**	6.9%	**26**	4.1%	**17**	3.0%	**130**	7.2%	**34**	8.3%	6.8%
Auto R/W Violation	**1**	3.7%	**11**	10.9%	**69**	10.8%	**59**	10.6%	**8**	0.4%	**34**	8.8%	6.8%
Unsafe Speed	**1**	3.7%	**4**	4.0%	**25**	3.9%	**40**	7.2%	**33**	1.8%	**34**	5.9%	6.8%
Traffic Signals and Signs	**0**	0.0%	**7**	6.9%	**31**	4.8%	**43**	7.7%	**15**	0.8%	**15**	1.4%	3.0%
Sub-Total:	3	11.1%	31	30.7%	156	24.3%	161	28.8%	612	33.9%	190		
Total (All Crashes):	27	100%	101	100%	641	100%	559	100%	1803	100%	3131		
		Highest Frequency Crash Type								*Lowest Frequency Crash Type*			

'Other Improper Driving' encompasses many types of improper driving including cell phone usage and distracted driving generally. This crash factor is the most frequent however these crashes typically result in property damage only. Driving Under the Influence was the second most common crash factor. Auto R/W violations which may include improper lane changes and failure to yield at intersections, was the most common PCF for all injury crashes. Unsafe speed was the primary factor in 6.8% of crashes, however, this may be a contributing or underlying factor in more crashes. 'Traffic Signals and Signs' was a frequent PCF for all crashes, accounting for 7.1% of reported PCFs.

The most common PCFs across the City indicate that speeding vehicles, lane confusion / lane departures, and failure to yield at intersections are potential safety issues leading to fatal and serious injury crashes.

Facility

The crashes by severity based on roadway ownership is highlighted in **Table 5,** and by intersection versus roadway is shown in **Table 6**.

Table 5. Crash Severity by Roadway Ownership (2014 – 2019)

Ownership	Fatal		Serious Injuries		Other Visible Injury		Complaint of Pain		Property Damage Only	
	Crashes	%	Crashes	%	Crashes	%	Crashes	%	Crashes	%
State Roads	6	22%	18	18%	129	20%	109	19%	390	22%
Local Roads	21	78%	83	82%	512	80%	450	81%	1413	78%
Total:	27		101		641		559		1803	

Table 6. Percent of Crash Severity at Intersections and Roadway Segments (2014 – 2019)

	Percent of crash severity	
Crash Severity	**Intersections**	**Segments**
Fatal	74%	26%
Serious Injury	73%	27%
Minor Injury (Complaint of Pain, Other Visible Injury,	80%	20%
Property Damage Only	86%	14%

As shown in **Table 5**, most crashes within the City of Chico for all severity designations occur along local roads. **Table 6** indicates that most crashes for all severity designations occur at intersections. Crashes are significantly more frequent at intersections within the City of Chico than statewide averages at intersections, which account for 20% of fatal and 24% of serious injury crashes[8].

The crash types and collision factors contributing to fatal and serious injury crashes was further analyzed and separated by intersections and roadways to determine trends, as shown in **Tables 7-10**.

Table 7 shows the fatal and serious injury crashes by type at intersections.

Table 7. Fatal & Serious Injury Intersection Crashes by Type (2014 – 2019)

Crash Severity	Vehicle - Pedestrian	Broadside	Head-On	Rear End	Sideswipe	Hit Object	Other	Overturned	Total
Fatal	13	4	0	1	0	1	1	0	20
Serious Injury	23	26	8	5	5	3	3	1	74
Total:	36	30	8	6	5	4	4	1	94
Percent:	38%	32%	9%	6%	5%	4%	4%	1%	100%

This table highlights the two leading causes type of fatal & serious injuries at intersections, Vehicle-Pedestrian and Broadside. 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.

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

[8] *Caltrans, 2020-2024 Strategy Highway Safety Plan, Page 61 (https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/shsp/2020-2024-shsp-report.pdf)*

Table 8. Roadway Segment Fatal & Serious Injury Crashes (2014 – 2019)

Crash Severity	Broadside	Vehicle - Pedestrian	Head-on	Hit Object	Sideswipe	Overturned	Rear-End	Total
Fatal	0	4	0	3	0	0	0	7
Serious Injury	11	5	6	1	2	1	1	27
Total:	11	9	6	4	2	1	1	34
Percent:	32%	26%	18%	12%	6%	3%	3%	100%

Similar to 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 39% 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 **Table 9** and **Table 10**, respectively.

Table 9. Top Intersection Primary Crash Factors by Crash Severity (2014 – 2019)

Primary Collision Factor	Fatal		Serious Injury		Other Visible Injury		Complaint of Pain		Property Damage Only		Grand Total	Percent of Crashes with PCF	Percent of All Crashes
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total			
Other Improper Driving	0	0%	1	2%	2	0%	1	0%	358	23%	362	35.8%	14.2%
Driving Under Influence	1	7%	6	9%	22	4%	14	3%	99	6%	142	21.8%	5.6%
Auto R/W Violation	1	7%	8	13%	52	10%	46	11%	6	0%	113	7.5%	4.4%
Traffic Signals and Signs	0	0%	6	9%	31	6%	41	9%	12	1%	90	3.2%	3.5%
Unsafe Speed	1	7%	2	3%	15	3%	25	6%	24	2%	67	1.3%	2.6%
Sub-Total:	3	21%	23	36%	122	24%	127	29%	499	33%	774		
Total (All Intersection Crashes):	14	100%	64	100%	508	100%	432	100%	1532	100%	2550		
		Highest Frequency Crash Type								*Lowest Frequency Crash Type*			

Table 10. Top Roadway Segment Primary Crash Factors by Crash Severity (2014 – 2019)

Primary Collision Factor	Fatal		Serious Injury		Other Visible Injury		Complaint of Pain		Property Damage Only		Grand Total	Percent of Crashes with PCF	Percent of All Crashes
	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total	Count	% of Total			
Other Improper Driving	0	0%	1	5%	3	3%	1	1%	68	28%	73	27.9%	14.6%
Auto R/W Violation	0	0%	3	14%	17	14%	13	12%	1	0%	34	8.3%	6.8%
Driving Under Influence	0	0%	0	0%	4	3%	3	3%	27	11%	34	8.8%	6.8%
Unsafe Speed	0	0%	2	10%	10	8%	15	13%	7	3%	34	5.9%	6.8%
Improper Turning	0	0%	0	0%	5	4%	5	4%	5	2%	15	1.4%	3.0%
Sub-Total:	0	0%	6	29%	39	33%	37	33%	108	44%	190		
Total (All Segment Crashes):	5	100%	21	100%	119	100%	112	100%	243	100%	500		
		Highest Frequency Crash Type								*Lowest Frequency Crash Type*			

As shown in **Table 10**, 'Other Improper Driving' was the most frequent collision factor at intersections but largely resulted in property damage only crashes. 'Traffic Signs and Signals' was a top collision factor at intersections which indicates confusion about intersections signs and signals or difficulty seeing the intersection signs and controls due to poor illumination, sign placement, or other factor. Unsafe speed, driving under the influence, and other improper driving were top collision factors on at intersections and along roadway segments.

Specific Locations

The crash data was reviewed to determine specific locations with high crash frequencies. The total crash frequency per mile for each roadway segment was analyzed to identify the segments with the highest number of crashes. The top ten roadway segments, over ¼ mile long, with the highest per mile crash frequency are listed in **Table 11,** a full version of **Table 11** is included in **Appendix C**. Any roadway segments with a fatal crash were also included and evaluated. This analysis does not develop crash rates based on daily traffic volumes due to data constraints. The Annual Societal Impacts included in the table represent the average societal cost by crash severity used by FHWA to assess potential safety benefits during HSIP grant application review. This metric may help the City of Chico prioritize locations for future grant funding applications and/or application of safety countermeasures. **Table 11** also includes the public outreach data for each listed location. A map highlighting the total crash frequency for all roadway segments is included in **Appendix B**.

Table 11. High Crash Frequency and Fatal Roadway Segments (2014 – 2019)

Reason for Inclusion	Roadway Segment	Extent	Corridor Length (Miles)	Crash Severity				Crashes Per Mile	Annual Societal Impacts / mile (2014 - 2019)	Total Interactive Map Votes
				Fatal	Serious Injury	Other Crashes	Total			
CF, F	Skyway Rd	SR 99 Off Ramps to Bruce Rd	0.6	2	0	5	7	12.2	$6,866,444	**4**
F	E. Lassen Ave	Burnap Ave to Cohasset Rd	0.3	1	0	1	2	5.9	$5,825,587	**0**
F	Vallombrosa Ave	Manzanita Ave to Larch Ave	0.7	1	0	2	3	4.1	$2,695,803	**4**
CF, F	20th Street*	Franklin St to Huntington Dr	1.1	1	1	18	20	18.1	$2,094,063	**20**
CF, F	Nord Ave / Walnut Street*	Lindo Ave to 8th Street	2.5	1	2	33	36	14.5	$1,061,352	**6**
CF	Cohasset Rd	Cohasset Ln to Esplanade	0.3	0	2	2	4	12.3	$ 903,175	**7**
CF	East Ave	SR 99 to Cussick Ave	1.0	0	2	35	37	37.3	$ 720,909	**2**
CF	Eaton Rd	Eaton Village Dr to SR 99 SB Ramps	0.5	0	2	1	3	6.4	$ 483,994	**19**
CF	Esplanade	Panama Ave to Cohasset Rd	0.7	0	2	3	5	7.6	$ 411,855	**1**
CF	Pillsbury Rd	Cohasset Rd to East Ave	0.5	0	1	6	7	13.8	$ 322,566	**0**
CF	E 1st Ave*	Esplanade to Sherman Ave	0.7	0	1	6	7	9.8	$ 318,032	**24**
CF	Mangrove Ave / Cohasset Rd*	Vallombrosa Ave to Eaton Rd	3.1	0	2	47	49	15.9	$ 294,098	**69**
CF	East Ave*	SR 99 to Manzanita Ave	2.7	0	1	36	37	13.5	$ 290,488	**39**
CF	E. Park Ave	Park Ave to Carmichael Dr	0.5	0	0	10	10	21.3	$ 247,155	**1**
CF, PC	Walnut St / Dayton Rd	9th Street to Pomona Ave	0.4	0	0	4	4	10.6	$ 158,185	**32**
CF	Cohasset Rd	Eaton Rd to Ryan Ave	2.3	0	0	12	12	5.3	$ 126,790	**11**
CF	Floral Avenue	East Ave to Manzanita Ave	0.7	0	0	2	2	3.1	$ 55,449	**33**
PC	W. 1st Ave*	Warner St to Esplanade	0.5	0	0	4	4	8.5	$ 17,056	**14**
PC	Almond Street	Pomona Ave to Hickory St	0.1	0	0	0	0	0.0	$ -	**41**
		Total:		6	16	227	249			

**Within 1,000 Feet of Chico Unified School District*
Reason for Inclusion Key: ***CF - Crash Frequency, F - Fatal Crash, PC - Public Comment Hot Spot***

As shown in **Table 11**, the roadway segments with the highest number of crashes per mile total fatal and serious injury crashes largely do not align with the locations which received the greatest number of votes through the interactive public comment map.

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. This analysis does not incorporate traffic volumes due to data constraints. All intersections with a fatal crash and intersections identified as public comment hot spots were included in the evaluation. The intersections with the greatest number of crashes and intersections with a fatal crash are listed in **Table 12** and shown in **Appendix B**. A full version of **Table 12** is included in **Appendix C**.

Table 12. Top Intersections for Crash Frequency, Fatalities, and Public Comments (2014 – 2019)

	Reason for Inclusion	Primary Street	Secondary Street	Fatals	Serious Injury	Other Crashes	Total	Annual Societal Impacts (2014 - 2019)	Total Interactive Map Votes
Signalized Intersections	CF, F	Esplanade	East Ave	1	0	34	35	$ 2,662,387	1
	CF, F	E. 3rd Ave*	Mangrove Ave	1	1	18	20	$ 2,477,531	0
	CF, F	Walnut St	W 5th St	1	2	17	20	$ 2,432,328	0
	CF, F	State Rte 32	8th St	1	1	12	14	$ 2,357,922	0
	CF, F	Skyway Rd	Forest Ave	1	0	19	20	$ 2,284,567	0
	F	East Ave*	Marigold Ave	1	0	7	8	$ 2,097,327	5
	F	Esplanade	11th Ave	1	0	0	1	$ 1,941,676	5
	CF	Nord Ave / SR 32	W. Sacramento Ave	0	1	38	39	$ 891,623	0
	CF	Mangrove Ave	E. 9th Ave	0	3	24	27	$ 878,855	0
	CF	E. 5th Ave	Mangrove Ave	0	1	37	38	$ 814,246	1
	CF	Esplanade	1st Ave	0	0	31	31	$ 762,870	25
	CF	Cohasset Rd	SR 99 NB Ramps	0	0	30	30	$ 589,068	2
	CF	Forest Ave	E. 20th Street	0	0	25	25	$ 552,048	8
	CF	Skyway Road	Notre Dame Blvd	0	0	24	24	$ 451,506	0
	CF	Nord Ave*	W. 1st Ave	0	2	8	10	$ 399,013	0
	PC	Eaton Rd	Hwy 99 / Hicks Rd	0	0	14	14	$ 255,777	42
	PC	Vallombrosa Ave	Camella Way / Memorial Way	0	0	9	9	$ 218,758	30
	PC	Vallombrosa Ave	Mangrove Ave	0	0	12	12	$ 92,264	17
		Signalized Intersection Sub-Total:		7	11	324	342		

	Reason for Inclusion	Primary Street	Secondary Street	Fatals	Serious Injury	Other Crashes	Total	Annual Societal Impacts (2014 - 2019)	Total Interactive Map Votes
Unsignalized Intersections	F	W. Sacramento Ave	Cedar St	1	1	6	8	$ 2,213,266	23
	F	E. Lassen Ave	Burnap Ave	1	0	9	10	$ 2,122,863	1
	F	State Highway 32	Yosemite Drive	1	0	3	4	$ 2,015,778	0
	F	7th Street	Chestnut St	1	0	3	4	$ 1,981,754	0
	F	W. 4th Ave*	Citrus Ave	1	0	2	3	$ 1,979,736	0
	F	W. Sacramento Ave	Citrus Ave	1	0	2	3	$ 1,979,736	0
	F	Cohasset Rd	Thorntree Dr	1	0	2	3	$ 1,967,212	2
	F	E. 9th St	Wall St	1	0	3	4	$ 1,947,730	0
	F	Eaton Rd	Morseman Ave	1	0	1	2	$ 1,943,694	0
	F	Holly Ave	Mission Ranch Blvd	1	0	1	2	$ 1,943,694	0
	F	E. Lassen Ave	SR 99 (Bike Path)	1	0	0	1	$ 1,941,676	4
	F	W. 8th Ave	Citrus Ave	1	0	0	1	$ 1,941,676	0
	PC	E. 1st Ave	Oleander Ave	0	0	18	9	$ 347,759	21
	PC	Floral Ave	Manzanita Ave	0	0	3	9	$ 61,162	14
		Unsignalized Intersection Sub-Total:		12	2	40	54		
			Total:	19	13	364	396		

**Within 1,000 Feet of Chico Unified School District*
Reason for Inclusion Key: ***CF - Crash Frequency, F - Fatal Crash, PC - Public Comment Hot Spot***

Tables 11 and **12** highlight that the locations with significant public comment votes generally do not align with the locations with the highest number of crashes. The Sacramento Ave / Cedar St intersection is important to highlight due to the large number of public comment votes and the crash history at this location which also includes a pedestrian fatality. More crashes occurred at signalized intersections compared to unsignalized intersections, this is likely due to the larger volumes of total traffic which passes through signalized intersections compared to unsignalized. Additionally, **Tables 11** & **12** highlight the high frequency crash and fatal crash intersections and roadway segments within 1,000 feet of elementary and middle schools in the City of Chico. Safety concerns related to school traffic and spikes in congestion around schools during pick-up and drop-off periods were identified through the public survey.

Pedestrian & Bicycle

Pedestrian Crashes

In order 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 13** includes the report 'Pedestrian Actions' for all crashes.

Table 13. City of Chico Crashes by Pedestrian Action and Crash Severity (2014 – 2019)

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	6	14	26	17	1	64	50.0%
Crossing In Crosswalk Not At Intersection	1	1	0	0	1	3	2.3%
Crossing Not In Crosswalk	1	7	20	7	0	35	27.3%
In Road	2	3	7	4	0	16	12.5%
Not In Road	2	1	2	3	2	10	7.8%
Total:	12	26	55	31	4	128	
**Includes data with stated Pedestrian Action only*							

As shown in **Table 13**, over 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 and their intersection control are included in **Table 14** with the most frequent intersections for pedestrian crashes shown in **Appendix B**. *It is important to note that five of the fatal crashes involving a pedestrian did not include information about the pedestrian action at the time of the crash.*

Table 14. Intersection with a Pedestrian Fatality in the City of Chico (2014-2019)

Intersection	Intersection Control Type
W. 4th Ave & Citrus Avenue	Four-Way Stop Control
Sacramento Ave & Citrus Ave	Minor Street Stop (T-Intersection) & Multi-Use trail crossing
W. 8th St & Main St	Signal
Esplanade & 11th Ave	Signal
Walnut St & 5th St	Signal
Esplanade & 11th Ave	Signal
E. 3rd Ave & Mangrove Ave	Signal
Esplanade & W. East Ave	Signal
7th St & Chestnut St	Two-Way Stop Control
Lassen Ave & Burnap Ave	Two-Way Stop Control
8th Ave & Citrus Ave	Two-Way Stop Control
E. 9th St. & Wall St	Two-Way Stop Control
E. Lassen Ave & Rte 99 Bike Path	Unsignalized Crossing

Of the twelve intersections with a pedestrian fatality, seven are unsignalized or stop-controlled intersections including two multi-use path crossings. The Esplanade & W. East Ave, E. 3rd & Mangrove Ave, Walnut St & 5th St, and W. 8th St & Main St intersections were also identified as high crash frequency intersections (**Table 12**) in addition to having a pedestrian fatality.

Bicycle Crashes

Based on available data, a total of 139 crashes involved a bicyclist. The bicyclists involved crashes by type and severity is shown in **Table 15**.

Table 15. Bicycle Involved Crashes by Crash Severity and Type (2014-2019)

Crash Type	Fatal		Serious Injury		Other Visible Injury		Complaint of Pain		Property Damage Only		Total
	Count	Percent of Total	Count	Percent of Total	Count	Percent of Total	Count	Percent of Total	Count	Percent of Total	
Broadside	1	100.0%	7	58.3%	56	77.8%	32	80.0%	9	64.3%	105
Sideswipe	0	0.0%	3	25.0%	8	11.1%	4	10.0%	4	28.6%	19
Head-On	0	0.0%	1	8.3%	3	4.2%	2	5.0%	0	0.0%	6
Rear-End	0	0.0%	0	0.0%	3	4.2%	1	2.5%	1	7.1%	5
Other	0	0.0%	1	8.3%	2	2.8%	1	2.5%	0	0.0%	4
Total:	1	100%	12	100%	72	100%	40	100%	14	100%	139

Between 2014-2019, a total of 109 bicycle-involved crashes (83.2%) resulted in an injury (Serious Injury, Other Visible Injury, or Complaint of Pain). Broadside crashes were the leading type of crash involving a bicyclist, and the only fatality. A map showing all bicyclist-involved crashes in available in **Appendix B.** This indicates that a 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 16**, below, compares the total number of bicycle crashes to the total number of crashes by severity type.

Table 16. Bicycle Involved Crashes Percent of Crash Severity (2014 – 2019)

Crash Severity	Bicycle Involved Crashes	All Crashes	Bicycle Involved Percent of All Crashes
Fatal	1	27	4%
Serious Injury	12	101	12%
Other Visible Injury	72	640	11%
Complaint of Pain	40	558	7%
Property Damage Only	14	1,785	1%
Total:	139	3,111	4%

Bicycle involved crashes represent approximately 12% of all 'Serious injury' crashes, 11% of 'Other Visible Injury' crashes, and 7% of 'Complain of Pain' crashes while comprising only 4% of all crashes which highlights how vulnerable users such as bicyclists and pedestrians are overrepresented in serious injury, and typically, fatal crashes.

Bicyclist involved crashes are not included as a distinct Crash Type in the crash data records and therefore require a varied analysis process compared to pedestrian involved crashes. Additional data regarding bicyclist actions, presence of bicycle facility, and other bicycle specific attributes would provide greater insight into the causes of bicyclist involved crashes and may help with countermeasure identification.

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 17**.

Table 17. City of Chico Crash Severity by Lighting Condition (2014-2019)

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	1	6.3%	6	37.5%	2	12.5%	4	25.0%	3	18.8%	16	0.8%
Serious Injury	0	0.0%	30	34.5%	0	0.0%	55	63.2%	2	2.3%	87	4.4%
Complaint Of Pain	3	0.6%	102	21.0%	3	0.6%	351	72.2%	27	5.6%	486	24.4%
Other Visible Injury	16	3.3%	91	18.5%	4	0.8%	358	72.9%	22	4.5%	491	24.7%
Property Damage Only	37	4.0%	258	27.8%	5	0.5%	582	62.8%	45	4.9%	927	45.7%
Grand Total	57	2.8%	487	24.3%	14	0.7%	1350	67.3%	99	4.9%	2007	

Approximately 2/3 of all crashes in the City of Chico occurred during daylight hours. This lighting condition was the most frequent for all crash severities except for fatal crashes. The most frequent lighting condition for fatal crashes, based on the available data, was 'Dark – Street Lights'. A total of 6 fatal crashes occurred during this lighting condition, including 4 pedestrian fatalities. Furthermore, 75% of fatal crashes occurred outside of normal 'Daylight' lighting conditions.

Impaired driving, or 'Driving Under the Influence' (DUI), was the second most common Primary Crash Factor with over 13% of all crashes, 9% of serious injury crashes, and 12% of fatal crashes (based on crashes with a stated PCF). This level of impaired driving related crashes is below the statewide averages (40% of fatal crashes, 25% of serious injury crashes), however, based on historical knowledge from local law enforcement and public input, this safety issue may be even more prominent on roadways in the City of Chico than is reflected in the available data. The total number of DUI arrests in the City of Chico (**Figure 4**) have increased since 2018. Additionally, during the COVID-19 pandemic (beginning March, 2020) the Chico City Police Department discontinued proactive DUI patrols, a typical enforcement method during normal conditions. Despite discontinuing this specific enforcement, the Chico Police Department made nearly the same number of DUI arrests as in the previous year, 2019, driven by DUI crashes or drunk-driving tips from residents. This indicates that impaired driver behavior increased in frequency during 2020. It will be important to monitor whether this trend continues as the COVID-19 pandemic subsides and conditions return to normal.

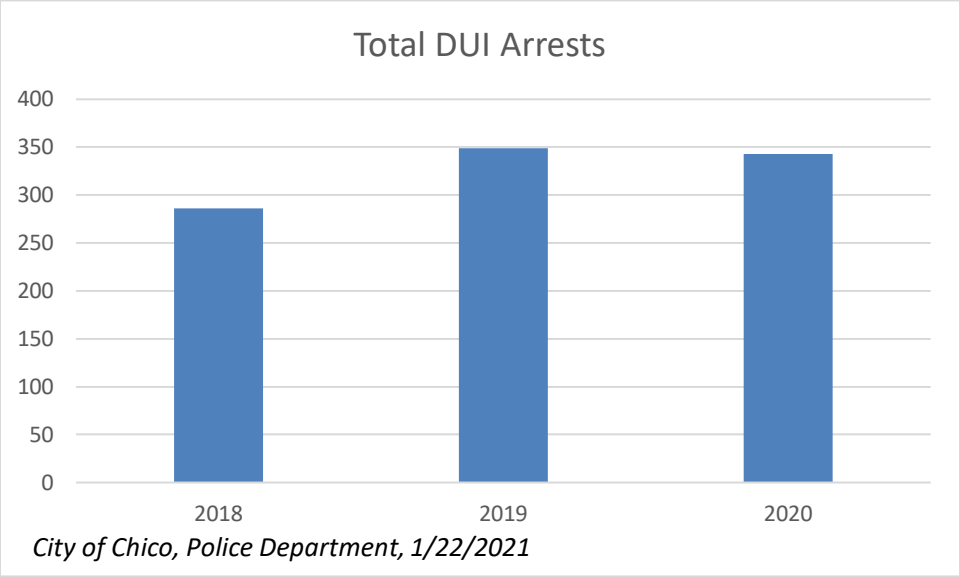


Figure 4. Total DUI Arrests (City of Chico Police Department 2018-2020)

With a large university student population within the City of Chico, young drivers represented a significant portion of crashes resulting in an injury, as shown in **Figure 5**.

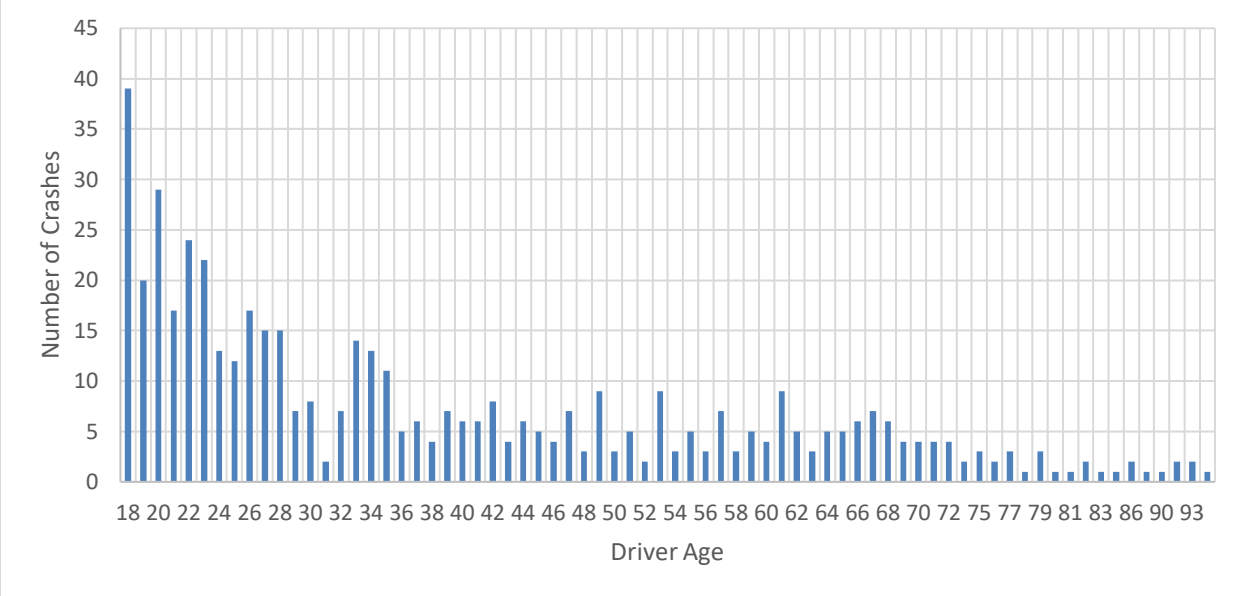


Figure 5. Driver Age in Fatal, Serious Injury, Other Visible Injury, or Complaint of Pain Crashes City of Chico (2014 – 2019)

Based on the data, 40% of fatal and serious injury crashes involved a driver 20 years old or younger. Young drivers were also involved in a significant portion of alcohol-involved crashes. **Figure 6** highlights the

overrepresentation of young drivers in alcohol-involved crashes. Drivers 23 years of age and below accounted for 41% of all alcohol-involved crashes in the City of Chico.

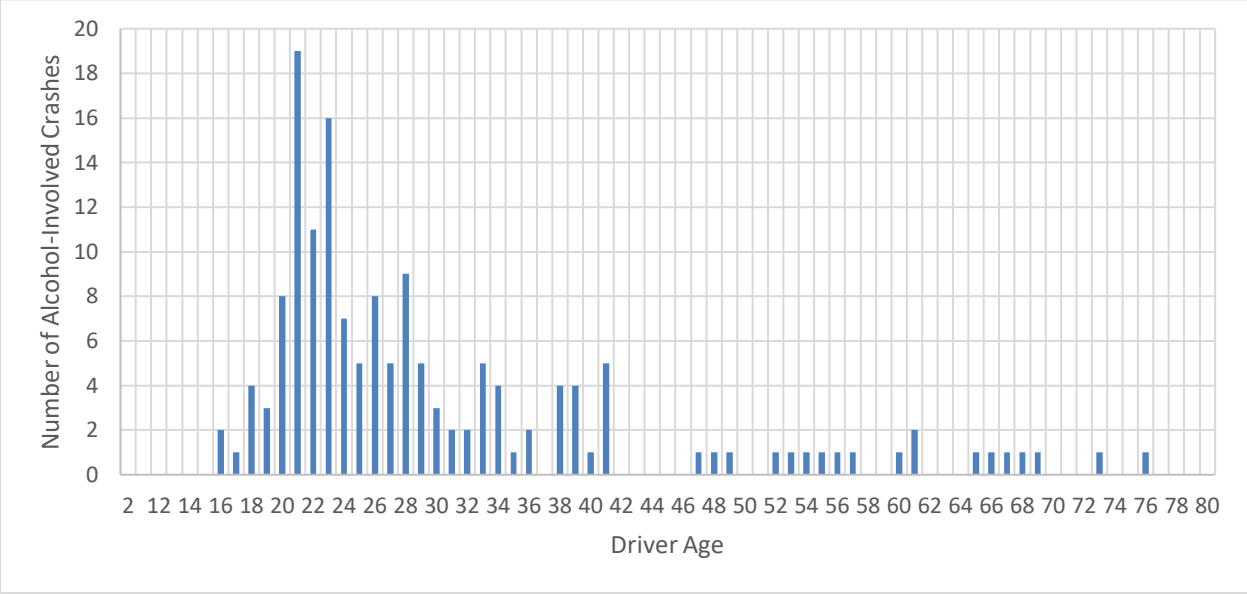


Figure 6. Driver Age in Alcohol-Involved Crashes (2014 – 2019)

Crash Data Summary

The main takeaways from the analysis of available crash data for local roads in the City of Chico between 2014-2019 are:

- The most common crash types are Broadside and Rear-End which account for over 64% of all crashes in the City of Chico
- The crash type most likely to result in fatal or serious injury are Pedestrian-Vehicle crashes which represent 63% of fatal crashes (35.2% of fatal & serious injury crashes)
- Broadside type crashes were the second most common type of serious injury and fatal crashes with 32%
- The most common Primary Collision Factors across the City of Chico are:
  - Other Improper Driving
  - Driving Under the Influence
  - Auto Right of Way (R/W) Violation
  - Unsafe Speed
  - Traffic Signs and Signals
- Intersections accounted for the majority of overall crashes (83%) and the majority of fatal and serious injury crashes (nearly 75%)
- Most pedestrian fatalities occurred within a crosswalk at an intersection (53%)
- 75% of all bicycle involved crashes were Broadside type crashes
- Driving Under the Influence crashes are likely underrepresented in the data based on the number of DUI arrests and local law enforcement knowledge
- 40% of fatal and serious injury crashes involved a driver 20 years old or younger

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 to identify the highest priority needs areas. However, data fields for variables such as lighting, weather, alcohol influence, pedestrian/bicycle information, often have a higher percent 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. In reviewing data from the City of Chico, it is clear that between 2014 and 2019 crash record completion increased and is trending in the right direction. 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, to bolster future safety analyses would be highly beneficial for the City of Chico.

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, which are proven to mitigate the specific crash type. 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 and stakeholder engagement. Public input gathered through the interactive map was used to identify specific safety concerns throughout the City of Chico and verify the preliminary Focus Areas. Young Drivers received a minimal number of comments both through the interactive map and public survey. Safety concerns related to young drivers are typically behavioral and will be addressed by the Impaired Driving and Distracted Driving Focus Areas, therefore the Young Driver Focus Area was removed.

It is important to note that five of the seven identified focus areas (shown below in ***bold italics***) align with the Caltrans statewide High Priority Challenge Areas, which are to be included in the forthcoming update to the State Highway Safety Plan (SHSP). These five focus areas represent a significant opportunity to reduce fatal and serious injury crashes across California and within the City of Chico.

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

The following section highlights the public input and 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 all of the 4 E's (Engineering, Enforcement, Education, and Emergency Services) are included in the subsequent 'Countermeasures Development' section.

1. Intersection Safety

Intersection Safety is a primary focus area for improving safety in the City of Chico with a significant majority, nearly 75%, of all fatal and serious injury crashes occurring at an intersection. The leading type of crash for fatal and serious injuries at intersections was 'Vehicle – Pedestrian' with 38% of these crashes. Broadside crashes were the second most common crash type which indicates a potential issue with red light running or improper yielding at a STOP sign. Intersection safety received the highest ranking as a priority for local residents based on the public outreach survey and received the second highest number of comments through the interactive map. The majority of crashes typically occur at signalized intersections due to these controls being located on the highest traffic roadways. While signalized

intersections represent the most common intersection type for a crash to occur, non-signalized intersections also experience high number of fatalities (see **Table 15**) and require different safety countermeasures and strategies in order to reduce crashes.

Exhibit 4. Unsignalized intersection example (Mangrove Ave & 3rd St / Woodland Ave – looking south) (Headway Transportation, 2021)

The proposed countermeasures and strategies under this focus area are divided based on the intersection type they address (signalized vs non-signalized). Countermeasures under this focus area can be applied systemically and at spot locations. The intersections included in **Table 15** 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.

2. Distracted Driving

This focus area was identified as the second highest safety priority for Chico residents through the public outreach survey. Crash data typically does not show 'distracted driving' as a Primary Collision Factor; however, the 'Other Improper Driving' PCF can include distracted driving and is one of the leading factors for collisions in the City of Chico. Over the past decade, the number of potential distractions for drivers has increased dramatically from cellphone usage 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.

Exhibit 5. Cellphone usage while driving makes our roadways less safe

The newest crash records include an attribute for cellphone usage but there is an insufficient amount of data to draw insights from. This data attribute should be utilized to evaluate distracted driving in future versions of this LRSP. Distracted driving also refers to other forms of distractions for drivers beyond cellphones including driver fatigue and falling asleep at the wheel, eating, drinking, grooming, reading a

map or using a navigation system, adjusting the radio, and even talking to passengers. Strategies in this focus area are intended to address this unwanted driver behavior of being distracted while driving largely through non-engineering strategies including increased enforcement and educational campaigns. Additionally, emerging technologies aimed at addressing distracted driving are being incorporated into vehicles (lane assist, hands-free communication, land departure assist) and into phones (app-based solutions) which may help to address distracted driving from the consumer product side.

3. Bicycle Safety

Through the interactive map, bicycle safety received the second highest number of public comments and was identified through the survey as the third highest safety priority for Chico residents. Between 2014 and 2019, bicycle involved crashes represent approximately 12% of all 'Serious injury' crashes while comprising only 4% of all crashes. Two of the highest rated public comments highlighted the lack of bicycle facilities on Floral Avenue, and Mangrove Avenue; overall bicycle safety comments focused on the need for more dedicated space for bicyclists on roadways, especially on higher speed roadways. The Little Chico Creek bridge on Bruce Road was also highlighted as a safety hazard for bicyclists because of the narrow width, which causes vehicles to pass bicyclists closely while on the bridge. Bicycle safety public comments also frequently sited pavement condition as well as driver behavior (such as not passing bicyclists with enough space) as general safety concerns.

Exhibit 6. Bicyclists riding during the annual Wildflower Rider (Chico Velo)

The location of high crash roadway segments (**Table 11**) and intersections (**Table 12**) within 1,000 feet of Chico elementary and middle schools highlight the potential barriers for children biking to school. Addressing bicycle safety at these locations would provide safety benefits directly to students while also benefiting the greater cycling community. Schools with a high percentage of students who are eligible for Free & Reduced-Price Meals are given priority for Safe Routes to School funding due to the higher proportion of students who typically walk and bike to these schools and for racial and social justice considerations. Refer to **Appendix B** for a map highlighting schools with more than 75% of the student body eligible for Free & Reduced-Price Lunches based on statewide data.

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.

4. Pedestrian Safety

Exhibit 7. High-visibility or "Continental" Crosswalk markings improve pedestrian crossing visibility

Pedestrians are overrepresented in fatal and serious injury crashes across the City of Chico. Pedestrian-vehicle crashes represent 4.4% of all crashes between 2014-2019, however, this crash type accounts for 63% of all fatal crashes and 27% of serious injury crashes. Of the 145 crashes which involved a pedestrian between 2014-2019 in the City of Chico, 50% occurred at a crosswalk at an intersection; 53% of the fatal and serious injury crashes involving a pedestrian occurred in crosswalks at intersections. Furthermore, pedestrian safety throughout the City of Chico was ranked as the third highest focus area for comments through the interactive map. Refer to **Appendix B** for a map highlighting intersections with the highest number of pedestrian crashes. Strategies and countermeasures under this Focus Area are targeted toward locations where a pedestrian fatality have occurred, and locations with similar characteristics, with a specific emphasis on unsignalized intersections which comprise more than half of the intersections with a pedestrian fatality. Beyond engineering countermeasures, education and enforcement strategies are included which focus on making pedestrians more aware of the rules of the road, providing targeted enforcement, and focusing on pedestrian safety for some of the most vulnerable roadway users: school-aged students. The presence of high crash corridors and intersections near City of Chico schools presents an opportunity for the City to proactively plan strategies to prevent crashes involving students while improving pedestrian safety for the community at large.

5. Impaired Driving

Impaired driving, or 'Driving Under the Influence', was the second most common Primary Crash Factor for crashes with over 13% of all crashes, 9% of serious injury crashes, and 12% of fatal crashes (based on crashes with a stated PCF). This level of impaired driving related crashes is below the statewide averages (40% of fatal crashes, 25% of serious injury crashes), however, based on historical knowledge from local law enforcement and public input, this safety issue is even more prominent on roadways in the City of Chico than is reflected in the available data. Impaired driving levels may have increased in 2020 based on DUI arrests remaining the same despite fewer vehicles on the roadways and reduced DUI enforcement.

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 15 and 23 years of age. As shown in **Figure 5**, 41% of all alcohol involved crashes involved a driver between the ages of 15 and 23. 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

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. With nearly 75% of fatal crashes occurring during '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 during in low light conditions. Countermeasures for this focus area is intended to improve nighttime visibility to roadways or intersections identified as having insufficient lighting.

7. Lane Departures

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 38% of all fatal and serious injury crashes on roadway segments (see **Table 7**).

Based on public comments, the current conditions of pavement markings result in lane confusion and concerns about potential unsafe lane changes or other unsafe driving, especially during nighttime and when the pavement is wet. 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. Systemic safety improvements may be implemented to reduce lane confusion and the number of total lane departure crashes in the future.

Exhibit 8. Lane striping assists human drivers and will help autonomous vehicles navigate the road more safely

COUNTERMEASURE DEVELOPMENT

Countermeasure Toolbox

To address each focus area, potential countermeasures across the four E's of safety planning (Engineering, Enforcement, Education, and Emergency Services), were compiled into a Countermeasure Toolbox. The Toolbox (**Appendix D**) which 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 Highway Safety Improvement Program (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, Non-Signalized 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"

   "N/A" is placed in the above fields for countermeasures which are not currently HSIP-eligible.

The Countermeasure toolbox is intended to help inform on-going 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.

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" 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

Based on public comments and crash data, the existing roadway infrastructure across the City of Chico including lane markings, pavement conditions, and traffic signals and signs may be in need to upgrading and improvement. This systemic safety issue also reduces the potential effectiveness of in-vehicle safety features like lane assist and can prevent autonomous vehicles and autonomous vehicle features (i.e. Tesla's AutoPilot feature) from working properly. The Countermeasure toolbox includes numerous countermeasures with a "High" or "Very High" opportunity for systemic implementation which may be incorporated into regular maintenance activities as budgets or HSIP funds allow. Additionally, this toolbox may inform on-going systemic safety projects such as the Citywide System Safety Project which is currently addressing systemic safety issues at over 60 locations throughout the City. The toolbox is not intended to be an exhaustive list of all potential countermeasures and should be amended with future iterations of this Local Road Safety Plan.

Spot Locations

The identified top crash segments and intersections (**Tables 11 & 12**) represent the highest priority applications of the safety countermeasures included in the toolbox. These tables include the total number and severity of crashes in addition to the annual societal cost of crashes at each intersection and per mile along each segment. The annual societal cost was calculated using associated costs by crash severity from the *FHWA BCA Systemic Project Selection Tool*. The same societal costs are utilized to quantify potential safety benefits from countermeasures during grant application review and benefit/cost calculations. This may assist the City while prioritizing potential location specific and systemic projects for future grant applications.

Public Comment Hot Spots

Locations identified as hot spots through the public outreach process were analyzed using the available crash data (**Table 11 & 12**). These locations did not represent the highest crash frequency locations but represent important safety concerns for Chico residents. These hot spots should be considered through systemic application of countermeasures and through on-going efforts by the City of Chico, and further analyzed to determine safety needs.

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.

City of Chico Local Road Safety Plan
Intersection Safety - *Focus Area Strategy Table*

Strategic Linkage

Identified as one of sixteen Challenge Areas in the California Strategic Highway Safety Plan (SHSP) and a High Priority Challenge Area in the forthcoming update to Caltrans SHSP (based on Caltrans materials).

Nearly 75% of all fatal and serious injury crashes in the City of Chico occurred within 75 feet of an intersection between 2014-2019

Objectives	Success Indicators
Crashes, injuries, and fatalites at signalized and non-signalzied 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 *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
	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 ***Signalized*** Intersection Safety Countermeasures included in Countermeasure Toolbox	Add intersection lighting	City of Chico - Public Works *BCAG, Caltrans*	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 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
			Improve signal timing (coordination, phases, red, yellow, or operation)					
			Install Emergency Pre-emption systems					
			Install raised pavement markers and striping (through intersection)					
			Install pedestrian countdown signal heads					
			Install pedestrian crossing (S.I)					
			Modify signal phasing to implement a Leading Pedestrian Interval (LPI)					
		Potential ***Unsignalized*** Intersection Safety Countermeasures included in	Upgrade intersection pavement markings (NS.I.)					HSIP, ATP, CMAQ
			Install pedestrian crossing at uncontrolled locations (new signs and marking only)					
			Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)					
			Install Rectangular Rapid Flashing Beacon (RRFB)					
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

**If Emergency Vehicle involved crashes have occurred at the project location. If not, other funding necessary.*

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

Strategic Linkage

Identified as one of 16 Challenge Areas in the California Strategic Highway Safety Plan (SHSP).
Identified as second highest priority safety concern of Chico residents on public outreach survey.

Objectives	Success Indicators
Increased awareness of safety impacts of distracted driving. Implement successful public outreach and driver engagement efforts to increase awareness.	Reduction in annual citations for cellphone usage or other distracted driving 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)
Education	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. *May be combined with High Visibility Enforcement programs from other Focus Areas.*	City of Chico - Police Department *Local law enforcement partners*	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)
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	None identified						
EMS	None identified						

City of Chico Local Road Safety Plan

Bicycle Safety - *Focus Area Strategy Table*

Strategic Linkage

Identified as one of sixteen Challenge Areas in the California Strategic Highway Safety Plan (SHSP) and a High Priority Challenge Area in the forthcoming update to Caltrans SHSP (based on Caltrans materials).

Between 2014-2019, bicycle involved crashes represented 7.5% of all crashes but 18% of all severe injury crashes.

Objectives	Success Indicators
Bicyclist involved crashes, injuries, and fatalites are reduced. Bicyclist involved crashes result in fewer injuries due to reduced vehicle-bicycle conflicts	Reduction in frequency of crashes, injuries, and fatalities of bicyclists. Achieve higher Bicycle Friendly City designation from League of American 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 *Local Bike Advocacy Groups*	Long-term	**Short-term:** Pilot bicycle safety program initiated at at least one Chico Unified School District affilliated 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
Education	Bike Safety Education for Adults	Bike safety instruction for Chico adults through a City program	City of Chico - Public Works & Police Department *Local Bike Advocacy Groups/ non-profits*	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
Education	Active Lighting / Rider Conspicuity	Make Chico bicyclists more visible at night to avoid collisions	City of Chico - Public Works & Police Department *Local Bike Advocacy Groups/ non-profits*	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)
Education	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 *Chico Unified School District*	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
Education	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 *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

Bicycle Safety continued

	Actions	Target Output	Responsible Parties (*Secondary Parties*)	Implementation Timeframe	Performance Measures	Monitoring and Evaluation	Funding Opportunities
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
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 Bicycle Safety Countermeasures included in Countermeasure Toolbox: Install bike lanes Install protected bike lanes Install Advance stop bar before crosswalk (Bicycle Box) Install pedestrian crossing at uncontrolled locations (new signs and marking only) 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 *BCAG, Caltrans*	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)	Bicyclist-Involved crashes percent of all fatal crashes Bicyclist-Involved crashes percent of all serious injury crashes Bicyclist-Involved crashes percent of all crashes	HSIP, ATP, CMAQ, NHTSA 405(h)
EMS	None identified						

City of Chico Local Road Safety Plan
Pedestrian Safety - *Focus Area Strategy Table*

Strategic Linkage

Identified as one of sixteen Challenge Areas in the California Strategic Highway Safety Plan (SHSP) and a High Priority Challenge Area in the forthcoming update to Caltrans SHSP (based on Caltrans materials).
Pedestrian/Vehicle crashes represent 63% of fatal crashes and are just 4.7% of all crashes in the City of Chico.

Objectives	Success Indicators
Pedestrian crashes, injuries, and fatalites are reduced. Pedestrian crashes, injuries, and fatalities in marked crosswalks are eliminated.	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. *Similar to NHTSA Child Pedestrian Safety Curriculum.*	Chico Unified School District & City of Chico - Public Works	Long-term	**Short-term**: Pilot pedestrian safety program initiated at at least one Chico Unified School District affilliated 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)
Education	Conspicuity Enhancement	Increased visibility of pedestrians at night through greater use of retroreflective, bright colored, and flurorscent clothing while walking	City of Chico - Police Department & Public Works *Chico Unified School District* *Chico State University*	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 *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	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	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
Engineering	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, South Campus Neighborhood Project	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)
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 Pedestrian Safety Countermeasures included in Countermeasure Toolbox: Install sidewalk / pathway (to avoid walking along roadway) Convert standard crosswalks to continental crosswalk style Install pedestrian crossing (S.I) Modify signal phasing to implement a Leading Pedestrian Interval (LPI) Install pedestrian crossing at uncontrolled locations (new signs and marking only) 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 *BCAG, Caltrans*	Short-term / 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)	**Short-term:** Number of safety focuses grant applications submitted **Long-term:** Pedestrian / Vehicle percent of all fatal crashes Pedestrian / Vehicle percent of all serious injury crashes	HSIP, ATP, CMAQ
EMS	None identified						

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

Strategic Linkage

Identified as one of sixteen Challenge Areas in the California Strategic Highway Safety Plan (SHSP) and a High Priority Challenge Area in the forthcoming update to Caltrans SHSP (based on Caltrans materials).

Identified as second most common Primary Crash Factor. Targeted towards drivers 23 years and younger who accounted for 41% of alcohol-involved crashes between 2014 - 2019

Objectives	Success Indicators
Alcohol/drug involved crashes, injuries, and fatalites 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 (This will be a statewide requirement as of June 1, 2022)
Education	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. *May be combined with High Visibility Enforcement programs from other Focus Areas.*	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)
Enforcement	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)
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	None identified						
EMS	None identified						

City of Chico Local Road Safety Plan

Roadway & Intersection Lighting - *Focus Area Strategy Table*

Strategic Linkage

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

75% of all fatal and serious injury crashes occurred in 'Dark' or 'Dusk' lighting conditions

Objectives	Success Indicators
Crashes, injuries, and fatalites during 'Dark' or 'Dusk' lighting conditions are reduced. Higher roadway and intersection illumination	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)
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:** Conduct Lighting Analysis at high nighttime crash intersections and Intersections with Pedestrian Fatality **Long-term:** Conduct systemic lighting analysis at signalized and unsignalized intersections	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 **Long-term:** Systemic lighting analysis conducted	Annual nighttime fatal and serious injury crashes	Existing Budget, HSIP
EMS	None identified						

City of Chico Local Road Safety Plan
Lane Departures - *Focus Area Strategy Table*

Strategic Linkage

Identified as one of sixteen Challenge Areas in the California Strategic Highway Safety Plan (SHSP) and a High Priority Challenge Area in the forthcoming update to Caltrans SHSP (based on Caltrans materials).

Objectives	Success Indicators
Lane Departure type crashes (Head-on, sideswipe, hit object, and overturned) resulting in injuries, and fatalites are reduced.	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
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 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	Implement a SafetyEdge for rural roads 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 *BCAG, Caltrans*	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
EMS	None identified							

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 while identifying systemic safety improvements to be incorporated into on-going 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. This guidance identified six key steps. This implementation plan addresses each key step.

1. **Maintain Buy-In and Support** – Maintaining and expanding the stakeholder and public support fostered during the development of this LRSP will require on-going 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.

2. **Identify funding mechanisms** – Local Road Safety Plans 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.

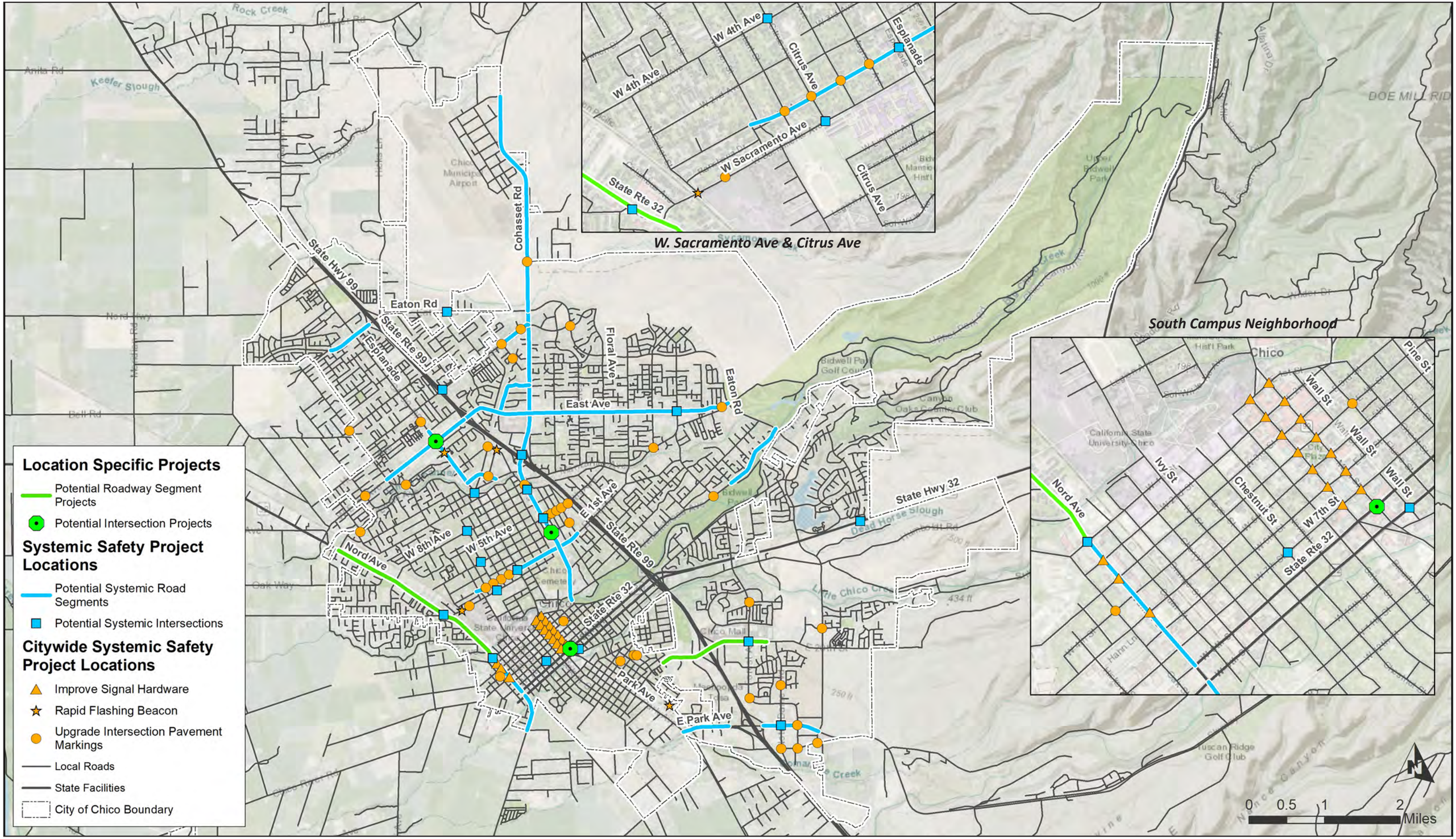
3. **Identify and prioritize projects** – The identified countermeasures were prioritized based on the total societal cost of the historical crashes at that location. Locations which were identified as high crash intersections which are addressed under the CSSP were noted and removed from further consideration in this LRSP. Potential packages of countermeasures for the top three intersections and two roadway segments were developed and are included in **Appendix E**. Additionally, potential systemic countermeasures for signalized and unsignalized intersections and road segments are also included as potential project packages in this plan. Applying these countermeasures to other intersections with similar characteristics will help the City proactively address potential safety issues. **Figure 7** 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 & initiatives due to existing funding constraints. When

possible, countermeasures will be included in on-going maintenance programs and incorporated into other projects.

5. **Evaluate effectiveness** – Performance measures and evaluation metrics are included in the *Focus Area Strategy Tables* for each countermeasure to assist the City of Chico 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 in order to gauge implementation outcomes on a more frequent basis.

6. **Continue communication and coordination** – Similar to #1, 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.



NO SCALE

Figure 7

City of Chico
Local Road Safety Plan (2021)
Spot Locations & Systemic Project Locations vs CSSP Locations

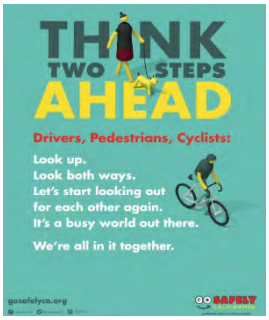
Key Components of Non-Engineering Implementation

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 time frames 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, highlighted below.

"Go Safely, California" – Public outreach and education materials covering a variety of safety topics including impaired driving, distracted driving, and bicycle and pedestrian safety are available through the "Go Safely, California" website. These resources provide local agencies with free and compelling materials to educate the public on the dangers of distracted driving, impaired driving, pedestrian & bicyclist safety, and speeding. Pre-made toolkits are available for the City of Chico to supplement existing outreach efforts.



Source: www.gosafelyca.org

Targeted social media messaging campaigns can focus outreach efforts to a particular demographic, such as young drivers between 15 – 23 years of age regarding the potential risks of distracted driving and impaired driving. This age range was involved in a significant portion 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 significantly higher rate of responses than anticipated by the project team.

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 in order to be successful:

Safe Routes to School

Bicycle and pedestrian safety surrounding Chico Schools was identified as a safety concern through the interactive outreach map and the public outreach survey and through the data analysis process, as multiple schools are within 1,000 feet of high crash frequency intersections and roadway segments. The City should work collaboratively with the Chico Unified School District (CUSD) to pursue funding for either a citywide Safe Routes to School Plan or school specific plans focused on the schools with the greatest need.

Exhibit 9. Safe Routes to School make walking and biking safer for students and the greater community

Pedestrian Safety Zone

The South Campus Neighborhood Plan focuses on a six by seven square-block area in Chico between 2nd Street, 9th Street, Orange Street, and Salem Street. This project has been developed through a highly collaborative process between the Resilient Cities Initiative, the City of Chico Public Works Department, and local residents. This award-winning planning project generated community led concepts for enhancing public health and safety, quality of life, sense of place, and environmental sustainability. This project includes pedestrian safety and bicycle safety complete street design concepts focused on bicycle and pedestrian safety. The City may work closely with this group to refine, implement, and monitor pedestrian and bicycle safety concepts in this neighborhood. Implementing pedestrian and bicycle safety countermeasures in a specific area of the City will allow the public works department to track the realized safety benefit over time compared to the rest of the City.

Bicycle & Pedestrian Trainings

Incorporating pedestrian and bicycle training into the CUSD physical education curriculum for elementary school students will require close collaboration between the City, CUSD, parents, teachers, and students. The CUSD should lead this effort.

The City may work collaboratively to support and enhance existing bicycle safety courses offered by various entities throughout the City including Chico Velo. This may include providing course materials, sponsoring American League of Bicyclists

Certified Instructors to train the course, or providing bicycle safety materials to support these on-going trainings. The City should collaborate with these organizations to identify the greatest need.

The City may work with the Department of Motor Vehicles and other driver instruction providers to include information about bicyclist safety and bicyclist's rights into driver training materials. Changing existing driver training materials is anticipated to be a long process which may require convening driver instruction providers to address the issue holistically at a local level.

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, at a later date.

Responsible Beverage Service (RBS)

Following the passage of Assembly Bill 82, any alcohol server and their manager will be required to have a valid 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[9]. 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 (taking COVID-19 protocols into consideration) as the standard for local businesses as these programs have been shown to be more effective.

Crash Data

To ensure that local data represents the most accurate information, the City Public Works department should update the crash data received from Caltrans with the most up to date local data. A lag in reporting periods may result in a crash victim passing away from their injuries which requires the crash data record to be updated to a fatality. Caltrans currently does have a process for updating crash data records; however, the City of Chico has continued to experience acute data inaccuracies. To reduce inaccuracies, the City Public Works department and Police departments should convene to conduct a data reconciliation process between the data received from Caltrans and the crash data records collected by the Chico Police department annually. This process will also provide opportunities to re-evaluate how data is collected and reported to best support future safety analysis and include outside agencies (Caltrans, CHP, etc.) in the overall discussion about improving local crash data records and the record keeping process, as appropriate.

[9] https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa09028/resources/countermeasures.pdf

Engineering Countermeasures

The majority of countermeasures identified through this LRSP are Engineering countermeasures. These countermeasures were identified in order to address the specific crash trends throughout the City of Chico and are included in the Countermeasure Toolbox. 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. The top intersections and roadway segments identified in this LRSP represent the locations with the highest crash frequency, number of serious or fatal crashes, or public comments across the City of Chico. The City has already taken proactive measures to address safety issues at over 60 locations across the City through the Citywide Systemic Safety Project (CSSP), including some locations identified through this plan. The CSSP will address signal hardware, intersection striping and also constructing pedestrian activated flashers at across Chico. CSSP project locations and the overlap with LRSP identified location specific projects and systemic projects are mapped in **Figure 7**. High crash frequency locations and locations with a fatal crash which were not addressed by the CSSP were evaluated to identify applicable safety countermeasures. **Tables 11** & **12** which highlight the top crash intersections and segments are included in **Appendix C** to identify how each location will be addressed either through a location specific project, a systemic safety project, or the CSSP. Additionally, the City of Chico has multiple projects in planning, design, or construction which may address safety issues and locations identified in this Plan. Incorporating safety elements into planned projects will achieve project efficiencies and reduce the overall cost for improving roadway safety.

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. A full list of FHWA Risk Factors is included in **Appendix F**.

- 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.

Location Specific Projects

Potential countermeasures were developed for three prioritized intersections and two roadway segments as location specific projects. The intersections not included in the CSSP project with high annual societal costs from crashes, as identified in **Table 12**, were carried forward for more in-depth review to identify risk factors and potential countermeasures.

Location Specific Intersection Projects

- Esplanade / East Avenue
- E. 3rd Avenue / Mangrove Avenue
- 8th St / Main Street

The top 3 roadway segments, as identified in **Table 11**, with the highest annual societal costs per mile are:

- Skyway SR 99 Off Ramps to Bruce Road (0.6 miles)
- E. Lassen Ave. Burnap Ave. to Cohasset Road (0.3 miles)
- Vallombrosa Ave. Manzanita Ave to Larch Avenue (0.7 miles)

However, these were ranked highest due to fatal crashes on short roadway segments, but all had relatively few total crashes (seven or fewer crashes from 2014 – 2019). The fatal and serious injury crashes should be reviewed to determine if specific countermeasures are needed in to address those crashes. The next two segments had higher total number of crashes and were identified in public comments as having safety concerns.

Location Specific Road Segment Projects

- 20th Street – E. Franklin Street to Huntington Drive
- Nord Avenue – W. Lindo Ave to W. 1st Street

Nord Avenue (between W. Lindo St and W. 1st St) and 20th Street (Franklin St to Huntington Dr) both were ranked in the top five highest annual societal costs per mile based on the crash data analysis, include one fatality along each segment, are within 1,000 feet of an elementary or middle school, and were supported by public comments. These roadway segments were evaluated through a virtual field review to assess risk factors and identify applicable countermeasures. Initial field review findings, identified risk factors, and potential countermeasures are included in **Appendix E**.

The Caltrans led SR 32 Reconstruction project, which encompasses Nord Avenue within the City of Chico, will provide approximately $22.6 million in upgrades including sidewalks, Class II & III bike facilities, ADA improvements, removing trees in the clear-zone, and restriping the roadway. Additionally, this project will provide intersection signals and safety enhancements at the following intersections:

- W. Lindo Ave / Nord Ave
- 8th St & Walnut St (SR32)
- 9th St & Walnut St (SR32)

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 for systemic projects. Intersections and roadway segments were identified for future systemic safety applications based on their crash history. Priority countermeasures identified below were selected because of their crash reduction factors, HSIP eligibility, opportunity for systemic projects. The full list of countermeasures to be considered are included in the Countermeasure Toolbox.

Intersections

The project team reviewed the top ten intersections not addressed by the CSSP through a virtual field review to identify applicable countermeasures based on intersection characteristics and crash history. Through this process, many of the countermeasures identified for intersections had a potential for systemic implementation between 'Medium' and 'Very High', as shown in **Table 18**.

Table 18. Systemic Intersection Countermeasures

Control Type	HSIP No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity
Signalized Intersections	S01	Lighting	Add intersection lighting	Night	40%	20	100%	Medium
	S03	Signal Modification	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
	S05	Signal Modification	Install Emergency Pre-emption systems	Emergency Vehicle	70%	10	100%	High
	S09	Operation / Warning	Install raised pavement markers and striping (through intersection)	All	10%	10	100%	Very High
	S17PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	100%	Very High
	S18PB	Ped and Bike	Install pedestrian crossing (S.I)	P & B	25%	20	100%	High
	S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	100%	Very High
Unsignalized Intersections	NS07	Operation / Warning	Upgrade intersection pavement markings (NS.I.)	All	25%	10	100%	Very High
	NS20PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and marking only)	P & B	25%	10	100%	High
	NS21PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	P & B	35%	20	100%	Medium
	NS22PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	100%	Medium

The City can combine any of the countermeasures identified in the Countermeasure Toolbox into a systemic project; however, these countermeasures were identified as the best candidates due to their strong potential for systemic implementation and their impact on crashes in the City of Chico. These countermeasures may be applied systemically to signalized and unsignalized intersections throughout the City of Chico which have similar characteristics in order to proactively address potential safety issues. The intersections identified below represent the high crash frequency intersections which are not currently being addressed by the CSSP or a location specific project discussed above. A full breakdown of how each identified intersection may be addressed through location specific, systemic, and other projects is located in **Appendix E**.

Signalized Intersections

All intersection conditions should be verified by a field review, using the Countermeasure Toolbox and FHWA Risk Factors as a checklist. It is noted that intersections addressed in the *Citywide Systemic Safety Project* are not included in the project list below; however, these locations should be reviewed to determine if systemic improvements would be beneficial. The intersections below

are not addressed by the CSSP and due their crash frequencies and fatal crashes should be prioritized for future field reviews and systemic safety applications (see **Figure 7**).

- East Ave / Marigold Ave
- Mangrove Ave / E. 9th Ave
- Mangrove Ave / E. 5th Ave
- Cohasset Rd / SR 99 NB Ramps
- Skyway Rd / Notre Dame Blvd
- Vallombrosa Ave / Mangrove Ave

Unsignalized Intersections

Most of the top unsignalized intersections were identified due to a pedestrian crash, not high numbers of crashes. Upon initial virtual field review, it was noted that many unsignalized intersections had no crosswalks, or crosswalks that could be enhanced. It was also noted that parked cars and foliage was contributing to potential site distance issues.

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 Countermeasure Toolbox and FHWA Risk Factors as a checklist. It is noted that intersections addressed in the *Citywide Systemic Safety Project* are not included in the project list; however, these locations should be reviewed to determine if systemic improvements would be beneficial. The intersections below are largely intersections with a pedestrian fatality which are not addressed by the CSSP and should be prioritized for future field review and systemic safety applications (see **Figure 7**).

- State Highway 32 / Yosemite Drive
- 7th St /Chestnut St
- Citrus Ave / W. 4th Ave
- Citrus Ave / W. Sacramento Ave
- 9th St / Wall St
- Eaton Rd / Morseman Ave
- E. Lassen Ave / SR 99 Bike Path
- Citrus Ave / W. 8th Ave
- E. 1st Ave / Oleander Ave
- Floral Ave / Manzanita Ave

Roadways

Beyond the two roadway segments identified for location specific projects, the top crash segments identified in **Table 11** are best addressed through systemic applications due to the high systemic opportunity for roadway segment countermeasures and the small portion of all crashes (28%) which occur along roadway segments. Countermeasures identified for the project segments may be applied to these segments, following a field review, in addition to those included in the Countermeasure Toolbox. The

prioritized roadways for field reviews and future systemic applications are highlighted on **Figure 7** and listed below.

- Skyway – SR 99 Off Ramps to Bruce Road
- E. Lassen Ave – Burnap Ave. to Cohasset Road
- Vallombrosa Ave – Manzanita Ave to Larch Avenue
- Mangrove Ave / Cohasset Rd – Vallombrosa Ave to Eaton Rd
- East Ave – SR 99 to Manzanita Ave
- East Ave – SR 99 Cussick Ave
- 20th Street – Franklin St to Huntington Dr
- Cohasset Rd – Eaton Rd to Ryan Ave
- E. Park Ave – Park Ave to Carmichael Dr
- E. 1st Ave – Esplanade to Sherman Ave
- Pillsbury Rd – Cohasset Rd to East Ave
- Skyway Rd – SR 99 Off Ramps to Bruce Rd
- Esplanade – Panama Ave to Cohasset Rd
- Cohasset Rd – Cohasset Ln to Esplanade
- Vallombrosa Ave – Manzanita Ave to Larch Ave
- E. Lassen Ave – Burnap Ave to Cohasset Rd
- W. 1st Ave – Warner St to Esplanade

As shown in **Figure 7**, top roadway segments may include an intersection or spot location that is currently being addressed by the CSSP. These segments should be prioritized for future systemic grant applications and safety projects.

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. Agencies must have completed LRSP plans prior to submitting future HSIP applications. Calls for projects under this funding program are typically announced every other year. The next round of HSIP funding is anticipated to open in April, 2022. Based on the available data and identified countermeasures, potential HSIP projects for high crash intersections and segments were developed and included in **Appendix E**.

Active Transportation Program (ATP) – This competitive statewide program, managed by Caltrans, 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 as well as local, regional, or state agencies. For a project to qualify as a Safe Routes to School project, it must be within 2 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 annually, however, this may be impacted due to COVID-19 and should be monitored closely.

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 & 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 & Traffic Safety Administration (NHTSA) – The NHTSA provides traffic safety grants through the California Office of Traffic Safety. Based on the most recent guidance, Caltrans OTS accepts applications for this funding program on a regular annual basis with an annual deadline of January 30th.

This timeline may have changed based on impacts from COVID-19. 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 national 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% of the total annual funding for 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% must be provided by the local agency.

Section 405(e): Distracted Driving – A total of 8.5% 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 – 5% of Section 405 is available under this tier for states where the combined bicycle and pedestrian fatalities represent more than 15% of all roadway fatalities in that state based on the most recent FARS data from NHTSA. Funding under this tier requires a 20% 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 next application window is anticipated to open in February 2022.

Implementation Timeframes

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

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

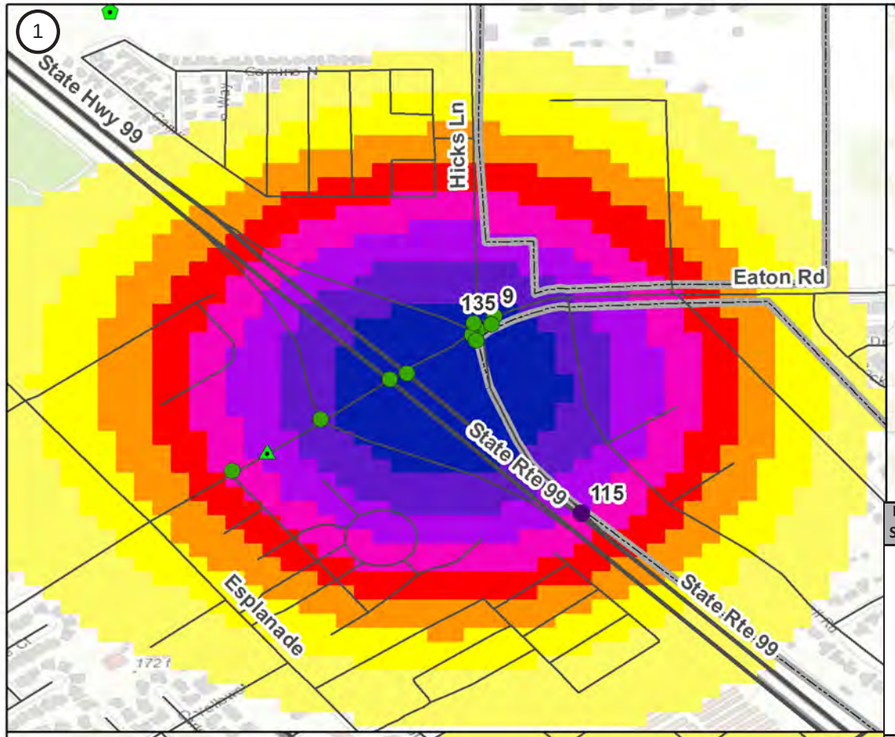
Countermeasures and strategies with Medium- and Long-term implementation timeframes may be revisited during future LRSP update cycles.

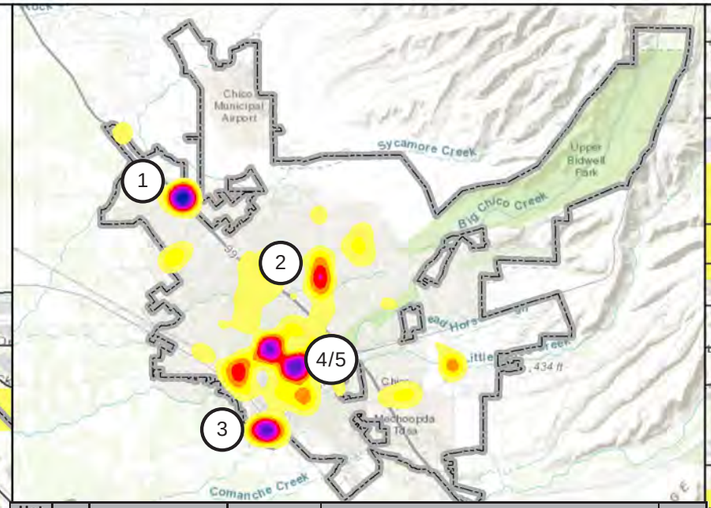
Critical Next Steps for Implementation

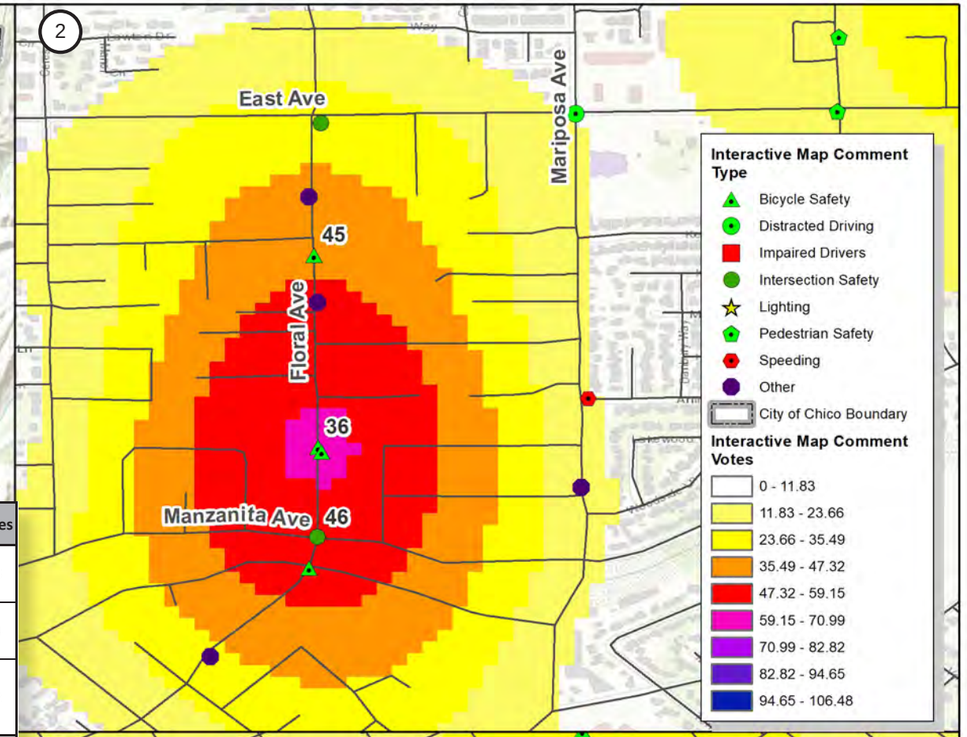
The implementation plan and key considerations identified above will help the City successfully implement the LRSP. The most critical next steps for the City of Chico following the completion of the LRSP will be to:

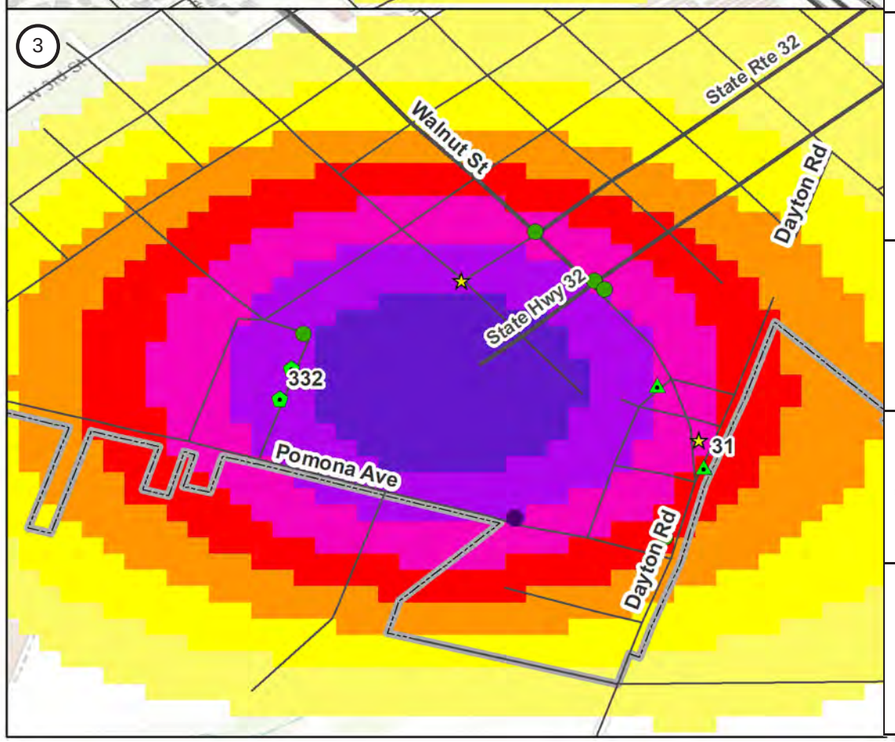
1. Conduct field reviews of top intersections and roadway segments for location specific HSIP grant application(s).
2. Verify the package of systemic countermeasures for signalized & unsignalized intersections and identify locations for systemic safety grant application(s) including intersections & segments.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

Appendix A
Public Outreach Results & Analysis

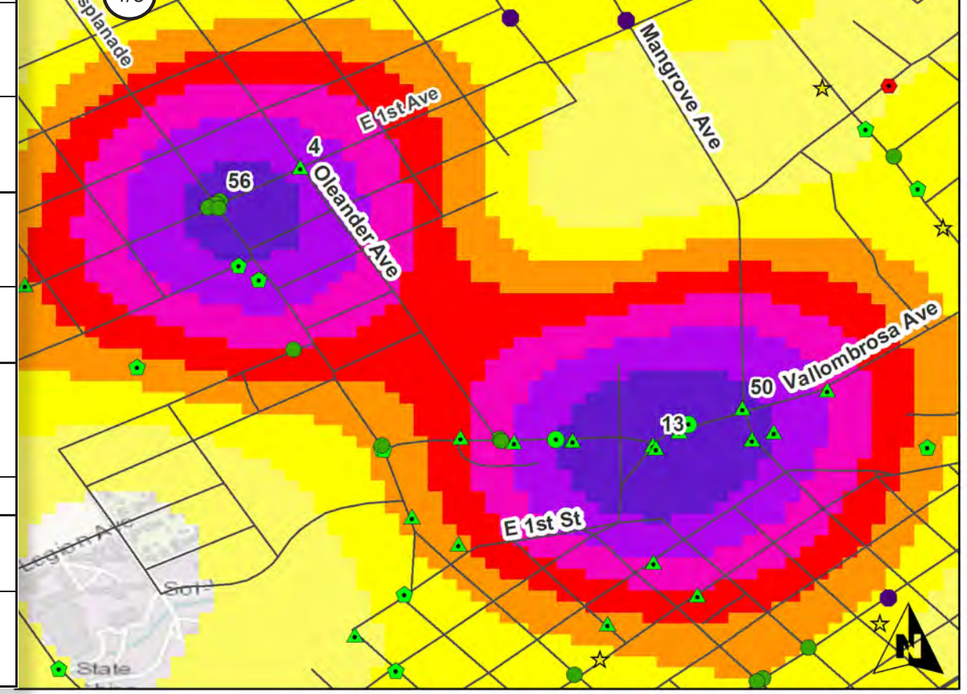








Hot Spot	ID	Location	Focus Area	Comment	Votes
1	115	Highway 99 Northbound Off-ramp / Eaton Rd	Other	Between 4:30 and 5:30 PM, this location backs up into the highway. I'm concerned a distracted driver is going to plow into the line of cars.	16
	135	Eaton Rd / Hicks Ln / Highway 99 Northbound Ramps	Intersection Safety	Isn't there supposed to be a giant roundabout going here? Needs to be a priority!	14
	9	Eaton Rd / Hicks Ln	Intersection Safety	Left turn onto hicks heading east backs up when traffic is present. Distance between onramp for Hwy99 and hicks doesn't allow proper spacing for safe left turn	12
2	45	Floral Ave (East Ave to Manzanita Ave)	Bicycle Safety	This is a designated bike route but the asphalt is so poorly maintained it is dangerous to bike.	16
	46	Floral Ave / Manzanita Ave	Intersection Safety	On weekday mornings and evenings this intersection stacks cars ~20 or more deep along Floral to the north causing vehicles to idle in this residential neighborhood and frustrating drivers to the point where they behave recklessly	14
	36	Floral Ave (East Ave to Manzanita Ave)	Bicycle Safety	The pavement on this designated is badly alligatored and farther north there is not adequate bike lane space due to people parking on the side of the road and the asphalt transitioning to dirt.	13
3	332	Almond Street (Pomona Ave to Hickory St)	Pedestrian Safety	This road is very dangerous and has been reported many times, there no street lights, sidewalks, or drainage systems. The road has been in disrepair for many years, I am very very concerned for public safety on this road.	29
	31	Dayton Rd / Walnut St	Bicycle Safety	Lack of bike lane (and sidewalk, and lighting) and road lines (white line/shoulder line) makes this area very unsafe for bikers, pedestrians, and drivers	11
4	56	Esplanade / E. 1st Ave	Intersection Safety	All intersections turning onto the Esplanade are dangerous, but especially East 1st Ave where drivers lack signaling when turning, drivers try to beat out the light when it is yellow, and pedestrian/bicycle safety is a huge concern. 3-way light?	22
	4	Oleander Ave / E. 1st Ave	Bicycle Safety	Constant stream of vehicles along first Ave make crossing hazardous	21
5	13	Vallombrosa Ave / Camella Way / Memorial Way	Bicycle Safety	If a cyclist is coming out of Annie's Glen and headed toward Bidwell Mansion, there is no clear path to get to the correct side of the street	21
	50	Vallombrosa Ave / Mangrove Ave	Bicycle Safety	Bike lane @ Vallombrosa and Mangrove (heading West in front of T-Mobile, Japanese Blossom and Immediate Care) is blocked by car traffic. During Chico Jr. pickup/drop-off, bike riding kids are forced into traffic because cars block bike lane.	17



HEADWAY TRANSPORTATION

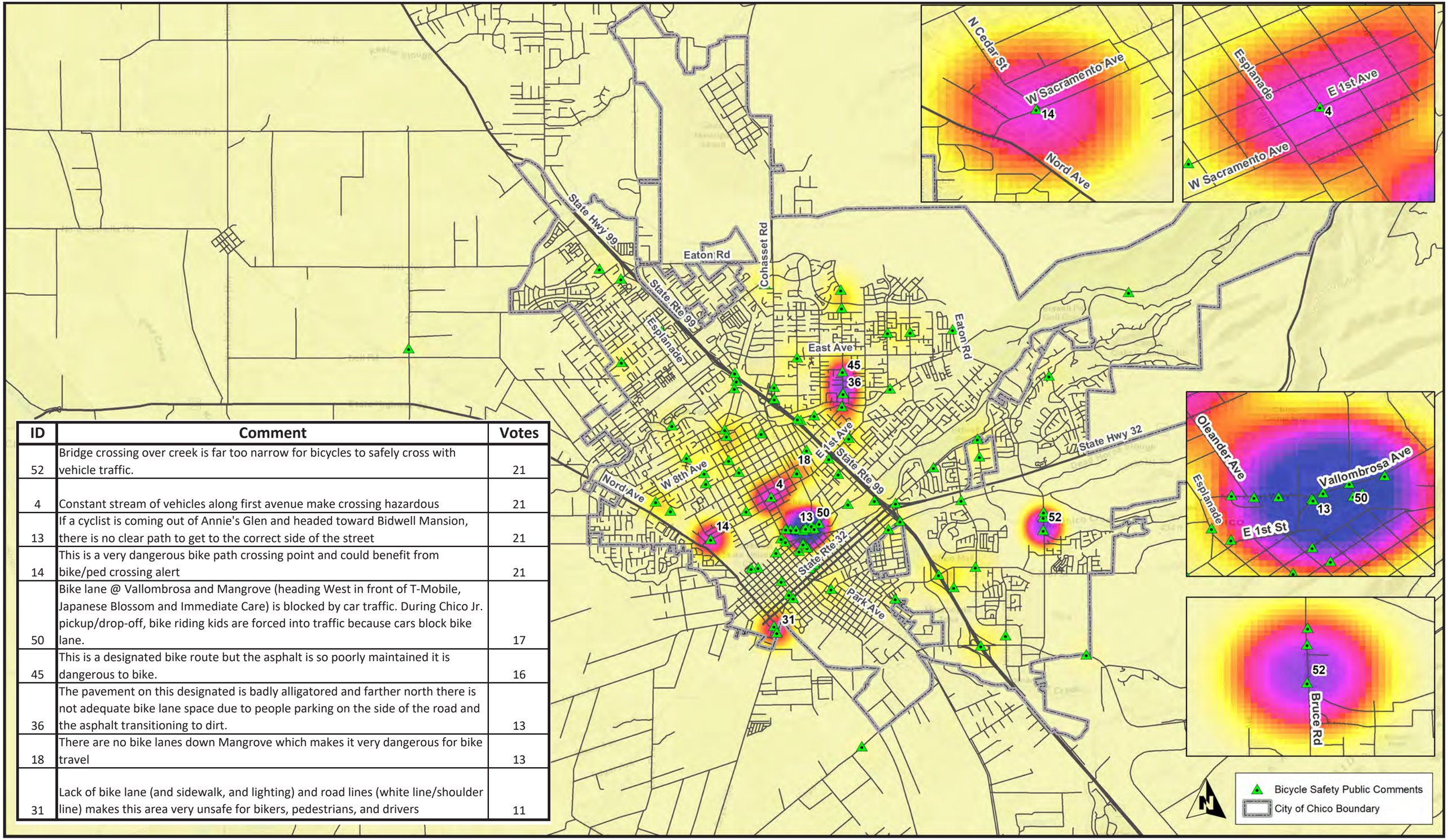
NO SCALE

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

Figure A-1

City of Chico - Local Road Safety Plan (2021)
Appendix A
Interactive Map Comment Hot Spots

ID	Comment	Votes
52	Bridge crossing over creek is far too narrow for bicycles to safely cross with vehicle traffic.	21
4	Constant stream of vehicles along first avenue make crossing hazardous	21
13	If a cyclist is coming out of Annie's Glen and headed toward Bidwell Mansion, there is no clear path to get to the correct side of the street	21
14	This is a very dangerous bike path crossing point and could benefit from bike/ped crossing alert	21
50	Bike lane @ Vallombrosa and Mangrove (heading West in front of T-Mobile, Japanese Blossom and Immediate Care) is blocked by car traffic. During Chico Jr. pickup/drop-off, bike riding kids are forced into traffic because cars block bike lane.	17
45	This is a designated bike route but the asphalt is so poorly maintained it is dangerous to bike.	16
36	The pavement on this designated is badly alligatored and farther north there is not adequate bike lane space due to people parking on the side of the road and the asphalt transitioning to dirt.	13
18	There are no bike lanes down Mangrove which makes it very dangerous for bike travel	13
31	Lack of bike lane (and sidewalk, and lighting) and road lines (white line/shoulder line) makes this area very unsafe for bikers, pedestrians, and drivers	11



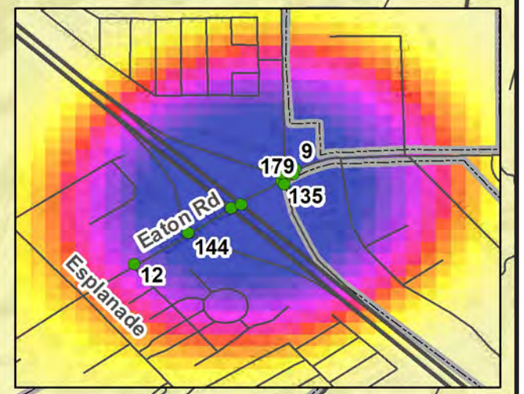
HEADWAY TRANSPORTATION

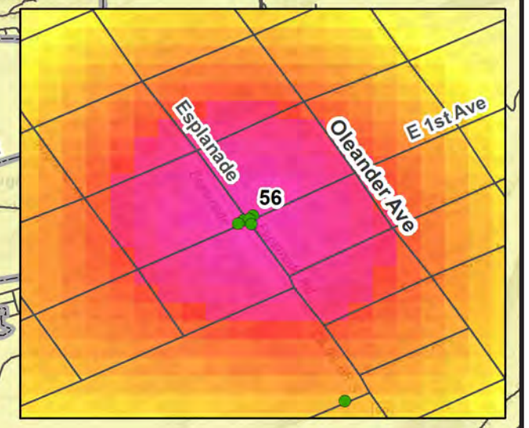
NO SCALE

Appendix A-2

City of Chico - Local Road Safety Plan (2021)
Appendix A
Top Voted Interactive Map Bicycle Safety Comments & Heatmap

ID	Comment	Votes
56	All intersections turning onto the Esplanade are dangerous, but especially East 1st Avenue where drivers lack signaling when turning, drivers try to beat out the light when it is yellow, and pedestrian/bicycle safety is a huge concern. 3-way light?	22
135	Isn't there supposed to be a giant roundabout going here? Needs to be a priority!	14
46	On weekday mornings and evenings this intersection stacks cars ~20 or more deep along Floral to the north causing vehicles to idle in this residential neighborhood and frustrating drivers to the point where they behave recklessly	14
96	Traffic should be restricted from turning left into Dutch Bros. It causes traffic to back up because they missed the light. Install reflective delineators to restrict this issue.	13
9	Left turn onto hicks heading east backs up when traffic is present. Distance between onramp for Hwy99 and hicks doesn't allow proper spacing for safe left turn	12
19	This intersection is unsafe for bikes, pedestrians, and vehicles	10
12	Cars going west and turning into Tri Counties for employment from freeway create bottleneck on Eaton. No Turn lane in this area	9
65	Garner Ln/CA99 intersection is a big problem. Trying to turn left to go S on 99 is like playing ""Chicken"" with the oncoming cars from the other side. So dangerous! Needs turn arrows. More traffic coming with new homes and BHS.	9
144	Cars coming from Esplanade towards 99 often do not yield before merging onto freeway or actually stop at stop sign to cross over 99. Perhaps more signage that cars from East do not have a stop?	8
179	Traffic backs up on to Highway 99 creating a safety hazard	8

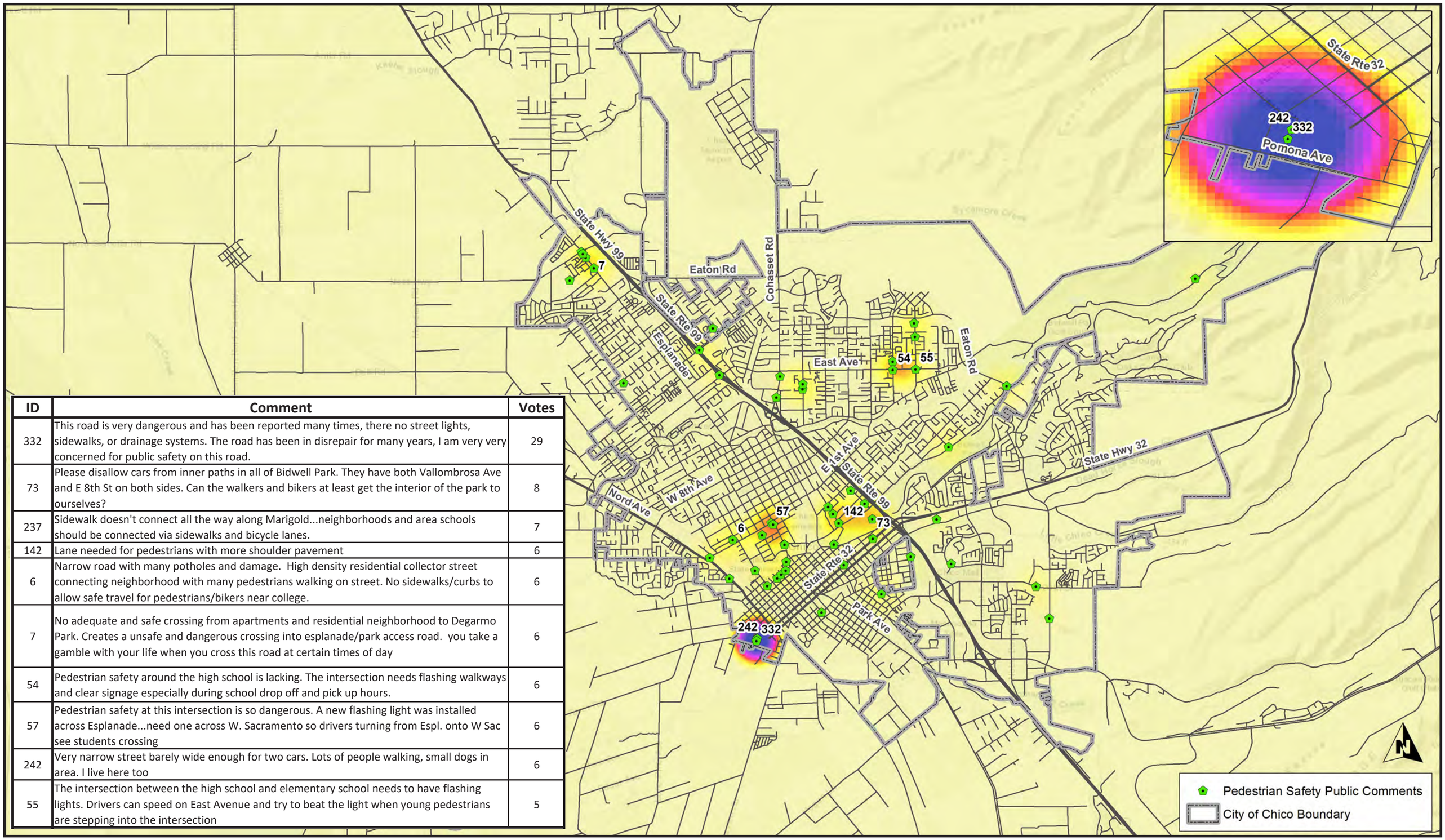




HEADWAY TRANSPORTATION

NO SCALE

ID	Comment	Votes
332	This road is very dangerous and has been reported many times, there no street lights, sidewalks, or drainage systems. The road has been in disrepair for many years, I am very very concerned for public safety on this road.	29
73	Please disallow cars from inner paths in all of Bidwell Park. They have both Vallombrosa Ave and E 8th St on both sides. Can the walkers and bikers at least get the interior of the park to ourselves?	8
237	Sidewalk doesn't connect all the way along Marigold...neighborhoods and area schools should be connected via sidewalks and bicycle lanes.	7
142	Lane needed for pedestrians with more shoulder pavement	6
6	Narrow road with many potholes and damage. High density residential collector street connecting neighborhood with many pedestrians walking on street. No sidewalks/curbs to allow safe travel for pedestrians/bikers near college.	6
7	No adequate and safe crossing from apartments and residential neighborhood to Degarmo Park. Creates a unsafe and dangerous crossing into esplanade/park access road. you take a gamble with your life when you cross this road at certain times of day	6
54	Pedestrian safety around the high school is lacking. The intersection needs flashing walkways and clear signage especially during school drop off and pick up hours.	6
57	Pedestrian safety at this intersection is so dangerous. A new flashing light was installed across Esplanade...need one across W. Sacramento so drivers turning from Espl. onto W Sac see students crossing	6
242	Very narrow street barely wide enough for two cars. Lots of people walking, small dogs in area. I live here too	6
55	The intersection between the high school and elementary school needs to have flashing lights. Drivers can speed on East Avenue and try to beat the light when young pedestrians are stepping into the intersection	5

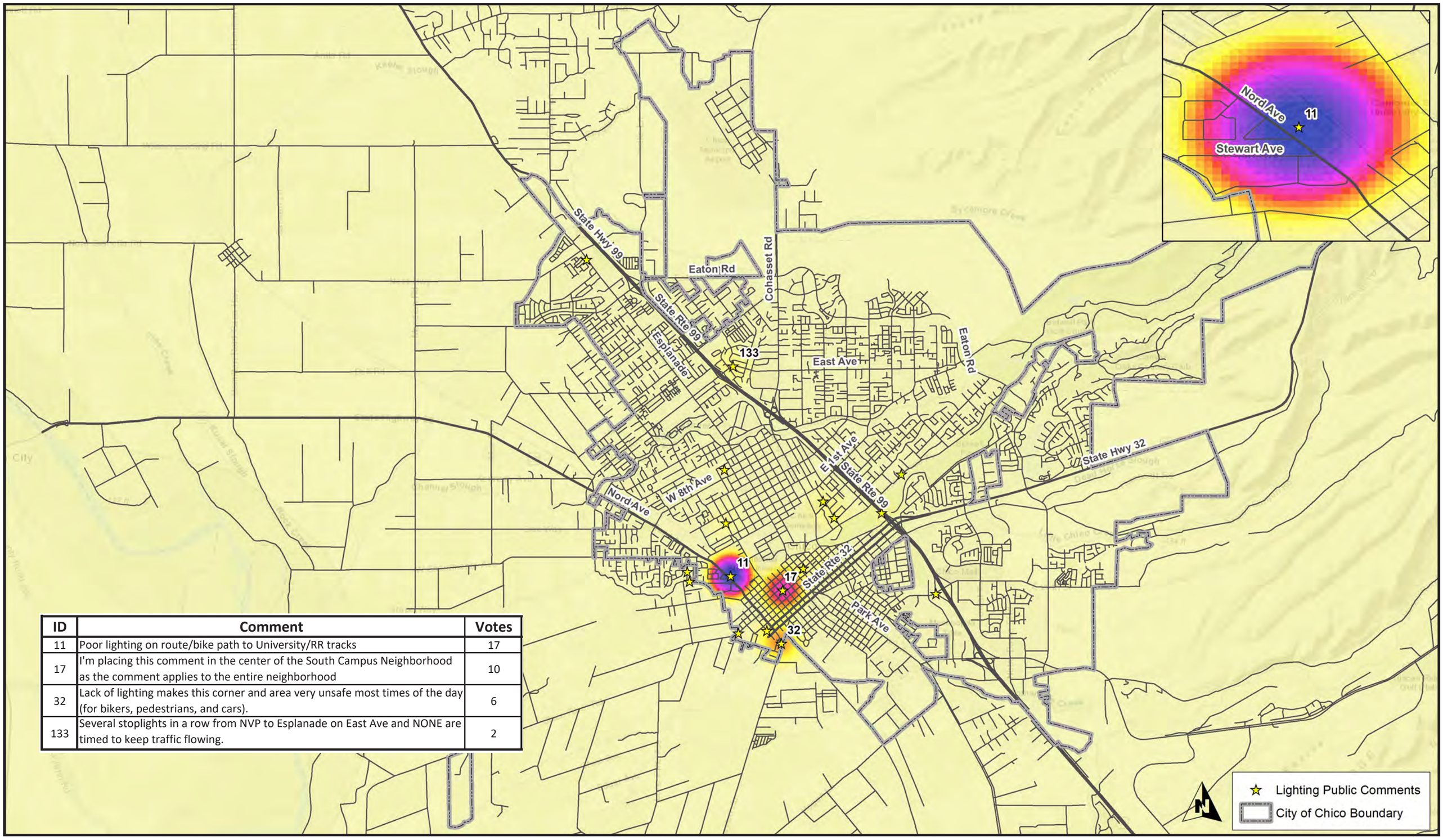


HEADWAY TRANSPORTATION

NO SCALE

Appendix A-4

City of Chico - Local Road Safety Plan (2021)
Appendix A
Top Voted Interactive Map Pedestrian Safety Comments & Heatmap



ID	Comment	Votes
11	Poor lighting on route/bike path to University/RR tracks	17
17	I'm placing this comment in the center of the South Campus Neighborhood as the comment applies to the entire neighborhood	10
32	Lack of lighting makes this corner and area very unsafe most times of the day (for bikers, pedestrians, and cars).	6
133	Several stoplights in a row from NVP to Esplanade on East Ave and NONE are timed to keep traffic flowing.	2

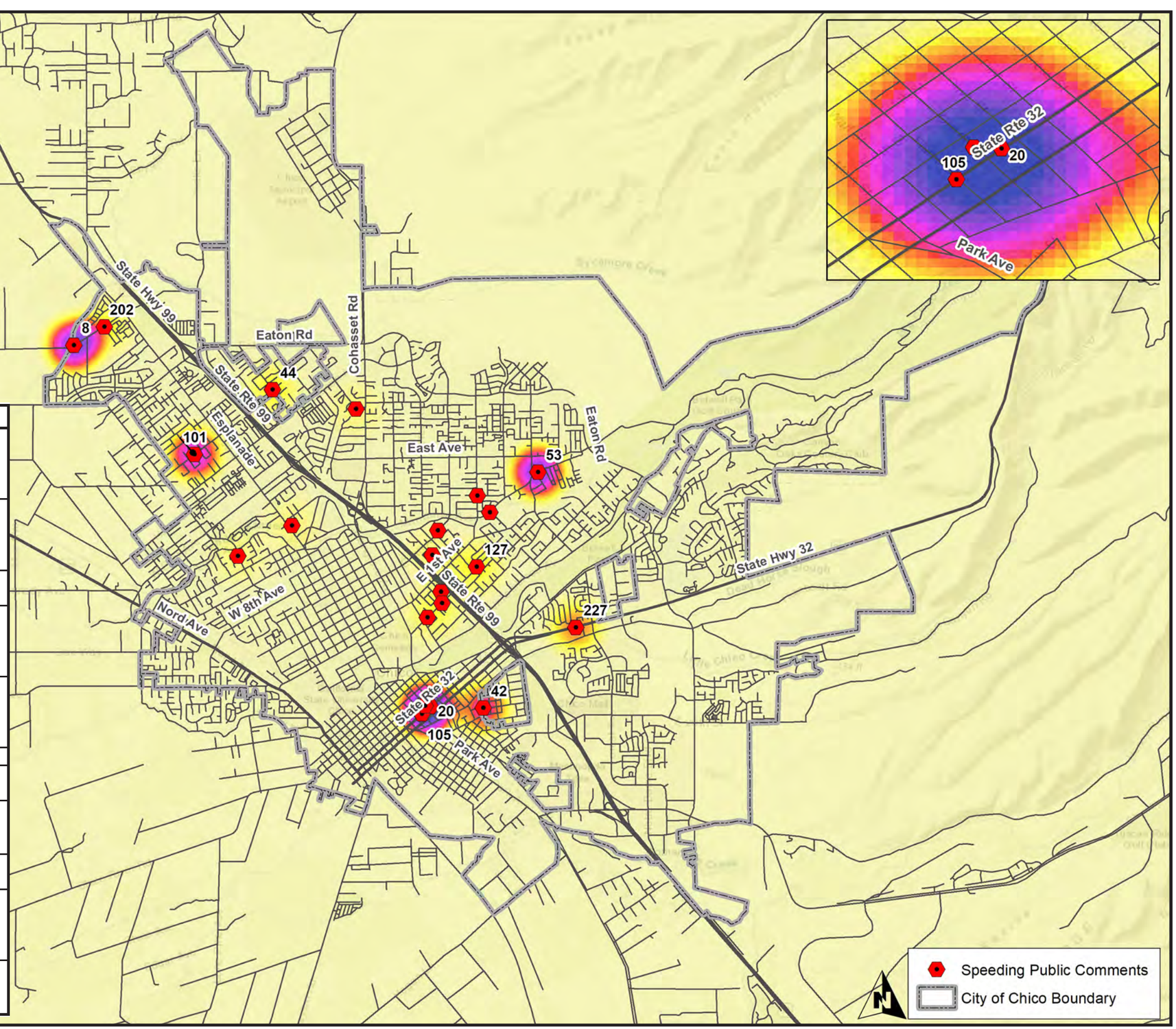
HEADWAY TRANSPORTATION

NO SCALE

Appendix A-5

City of Chico - Local Road Safety Plan (2021)
Appendix A
Top Voted Interactive Map Lighting Comments & Heatmap

ID	Comment	Votes
53	Manzanita between the Elks Club and Marigold is frequently driven at 40mph by young driver's and many others in front of Marigold and Loma Vista schools. This section needs well-marked bike lanes, a rumble strip and speed bumps like Neil Dow.	6
8	Truck route and main northern access road from north/western areas of county into the city. speed limit is 35 mph in this area. Large apartment complex being built will increase pedestrian/car traffic and intensify the unsafe sight lights/speed	6
101	Speed reduction design measures need to be applied to West Shasta Ave. before someone gets killed.	5
20	The speed limit is 35 mph but the average speed of traffic is 45-50. There are so many t-bone accidents for folks trying to cross these streets. Visibillity poor to detect oncoming traffic due to parked cars and large trees lining the streets.	5
42	There are no sidewalks on Boucher for pedestrians and vehicles drive too fast between 16th Street and Humboldt endangering children who attend the Head Start on Boucher and shoppers who utilize the Boucher Street Market.	4
105	Constant speeding	3
227	Drivers are going 5-10 MPH over the speed limit every time I use this route	3
127	Cars consistently travel well above the 25 mph speed limit. I believe some drivers assume it has a higher limit like E 1st Ave. This road could benefit from additional speed limit signs.	2
715	Speed bumps from Sheridan to Arbutus could help mitigate cars speeding down Palmetto would improve bicycle and pedestrian safety as well.	2
44	The speed limit on Godman is 25 mph but most drivers go faster making this an unsafe road for kids, bikes and pets. There are signs, but they are somewhat hidden. As a local resident, I would support a police presence to cite speeders.	2
202	Theres been multiple accidents in front of my house on Nord Hwy. Speeding is always involved. Commercial trucks are going faster than the limit and there are drivers who treat this street like its a drag racing track.	2

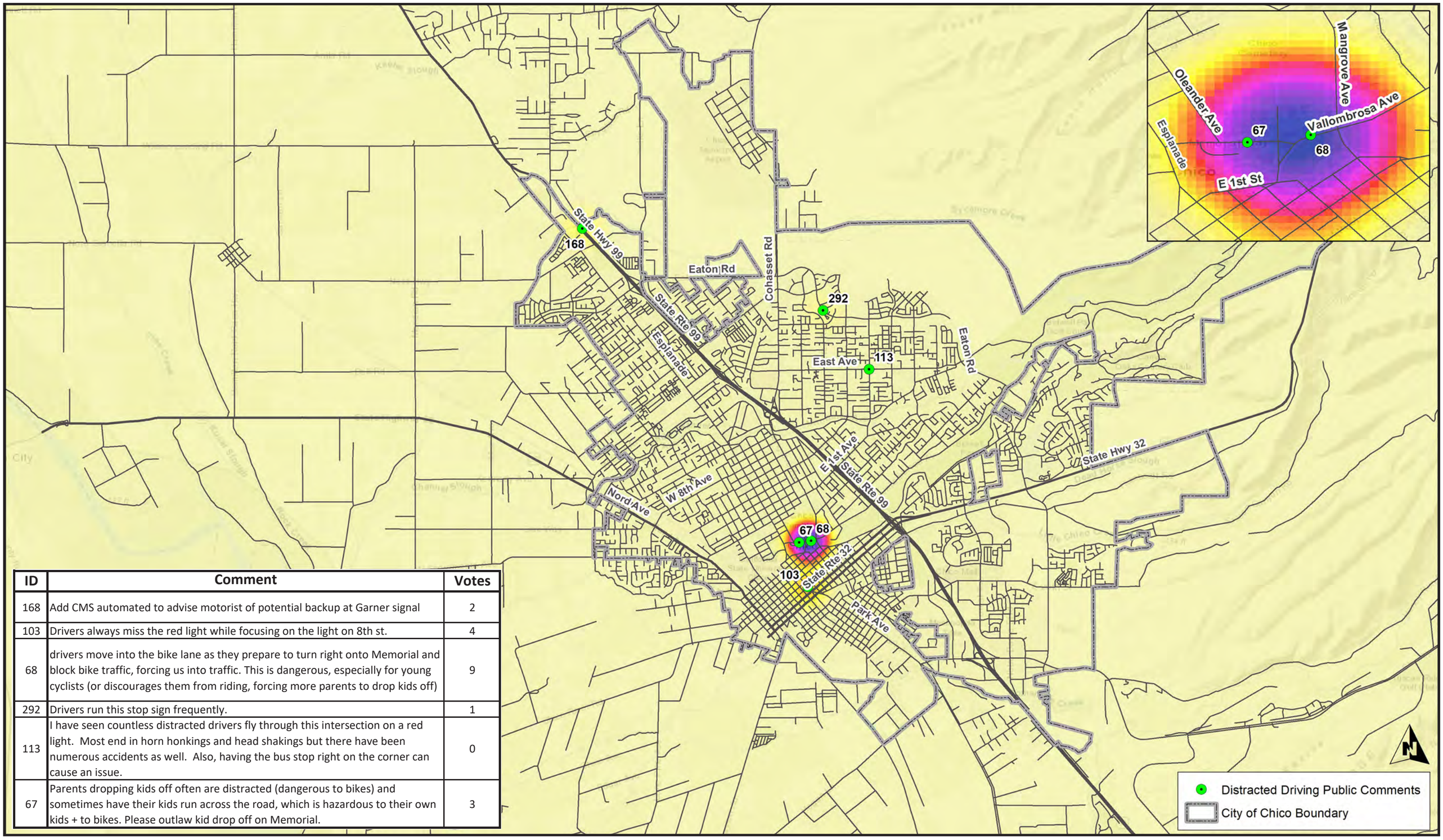


HEADWAY TRANSPORTATION

NO SCALE

Appendix A-6

City of Chico - Local Road Safety Plan (2021)
Appendix A
Top Voted Interactive Map Speeding Comments & Heatmap



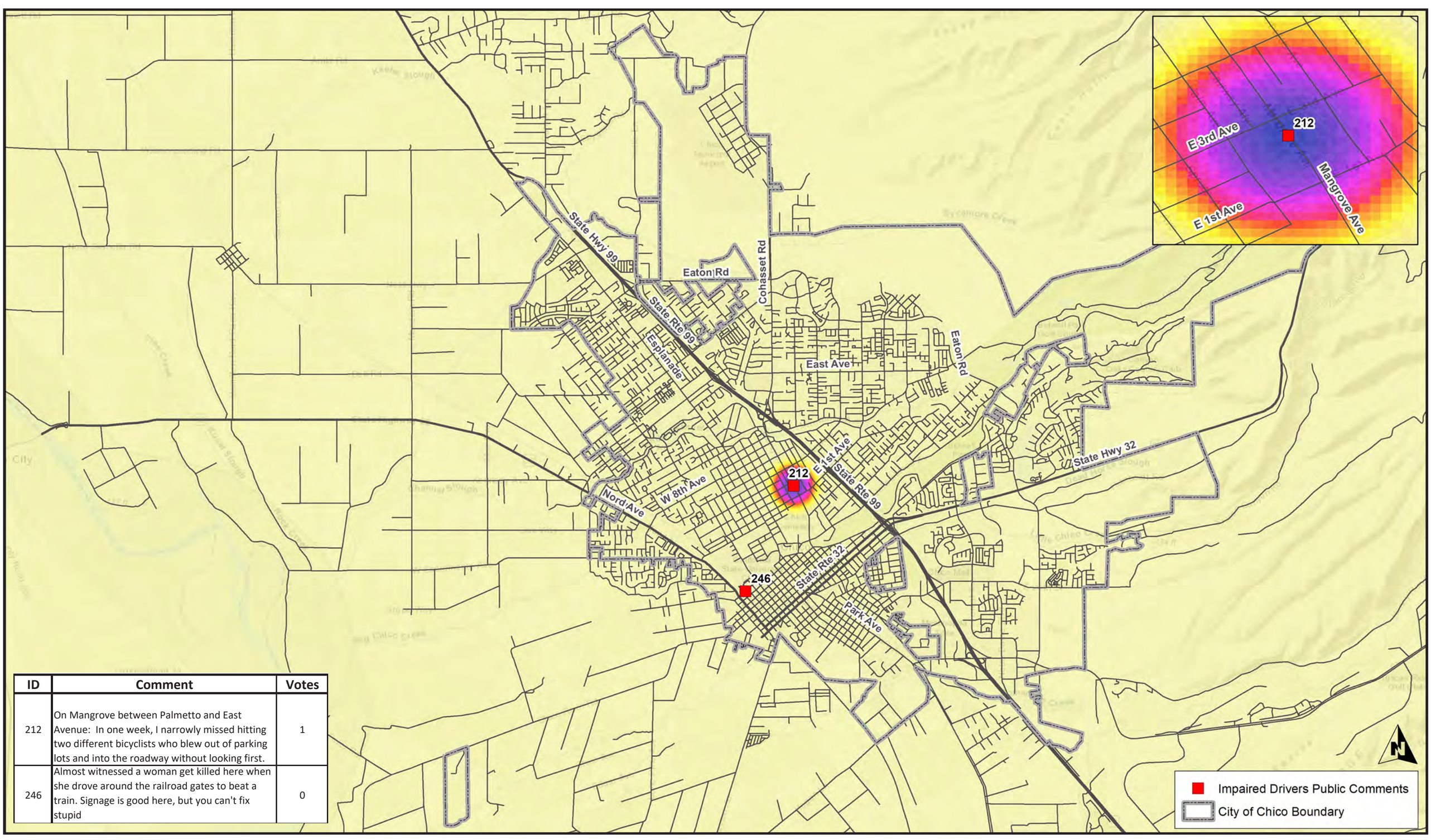
ID	Comment	Votes
168	Add CMS automated to advise motorist of potential backup at Garner signal	2
103	Drivers always miss the red light while focusing on the light on 8th st.	4
68	drivers move into the bike lane as they prepare to turn right onto Memorial and block bike traffic, forcing us into traffic. This is dangerous, especially for young cyclists (or discourages them from riding, forcing more parents to drop kids off)	9
292	Drivers run this stop sign frequently.	1
113	I have seen countless distracted drivers fly through this intersection on a red light. Most end in horn honkings and head shakings but there have been numerous accidents as well. Also, having the bus stop right on the corner can cause an issue.	0
67	Parents dropping kids off often are distracted (dangerous to bikes) and sometimes have their kids run across the road, which is hazardous to their own kids + to bikes. Please outlaw kid drop off on Memorial.	3

HEADWAY TRANSPORTATION

NO SCALE

Appendix A-7

City of Chico - Local Road Safety Plan (2021)
Appendix A
Top Voted Interactive Map Distracted Driving Comments & Heatmap



ID	Comment	Votes
212	On Mangrove between Palmetto and East Avenue: In one week, I narrowly missed hitting two different bicyclists who blew out of parking lots and into the roadway without looking first.	1
246	Almost witnessed a woman get killed here when she drove around the railroad gates to beat a train. Signage is good here, but you can't fix stupid	0

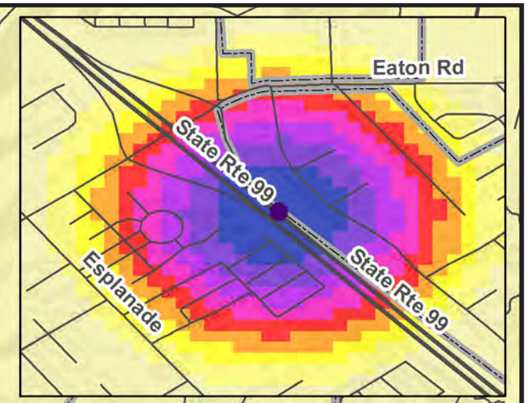
HEADWAY TRANSPORTATION

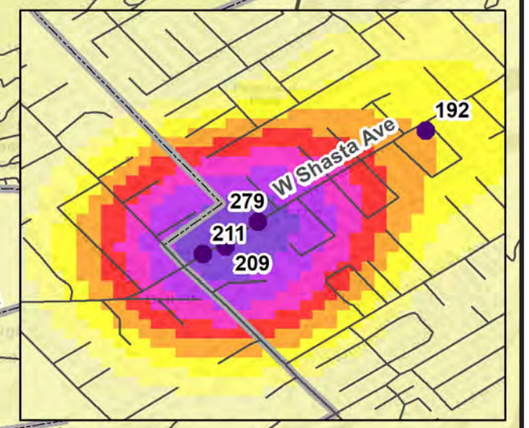
NO SCALE

Appendix A-8

City of Chico - Local Road Safety Plan (2021)
Appendix A
Top Voted Interactive Map Impaired Drivers Comments & Heatmap

ID	Comment	Votes
115	Between 4:30 and 5:30 PM, this location backs up into the highway. I'm concerned a distracted driver is going to plow into the line of cars.	16
211	Chunks of the road surface are missing on West Shasta AVE between Muir Avenue and Esplanade, causing drop offs into holes. This is particularly dangerous for motorcycles.	5
249	Cohasset Rd from Eaton to well past the airport is a tire and suspension killer, riddles with ruts and potholes	5
137	East Ave from Hwy 99 overpass to Cohasset Ave intersection needs serious repair and repaving.	5
192	Horrible potholes on Shasta Avenue! Road needs resurfacing too!	5
69	In future, can bike paths be overlaid on this map to get input on those as well? There are so many needs on current (and not yet finished) bike paths. It's not all about cars!	5
209	Please repair potholes and resurface road	5
154	Road condition is potholes and poor patches	5
158	The condition of Humboldt Rd from Marsh Junior to Bruce Rd is unacceptable. The road is riddled with potholes.	5
95	Have a right turn signal at the offramp SB on Hwy99 at Cohasset when traffic is entering from the west on to the SB Hwy99 entrance.. Will increase flow of traffic and increase safety on the offramp.	4
124	Lane markers can't be seen	4
90	Overgrowth on bridge causes traffic to have to stop one way to let the other proceed over bridge. Need to cut back overgrowth.	4
421	Potholes	4
279	Road in horrible condition and too much speeding	4
41	The Boucher Street Bridge that connects to Humboldt is too narrow and drivers who are not aware of this attempt to cross while another vehicle has already entered the bridge.	4
85	The whole stretch of Hicks north of the levee has become a nightmare. It is a potholey mess. Holes get filled here and there, but overall it's a joke.	4
171	Widen shoulders on Cohasset between Airpark and Two Oak, or perhaps add guard rail	4





HEADWAY TRANSPORTATION

NO SCALE

City of Chico - Local Road Safety Plan (2021)
Appendix A
Top Voted Interactive Map "Other" Comments & Heatmap

ID	Focus Area	Comment	Votes
4	Bicycle Safety	Constant stream of vehicles along first avenue make crossing hazardous	21
13	Bicycle Safety	If a cyclist is coming out of Annie's Glen and headed toward Bidwell Mansion, there is no clear path to get to the correct side of the street	21
14	Bicycle Safety	This is a very dangerous bike path crossing point and could benefit from bike/ped crossing alert	21
52	Bicycle Safety	Bridge crossing over creek is far too narrow for bicycles to safely cross with vehicle traffic.	21
50	Bicycle Safety	Bike lane @ Vallombrosa and Mangrove (heading West in front of T-Mobile, Japanese Blossom and Immediate Care) is blocked by car traffic. During Chico Jr. pickup/drop-off, bike riding kids are forced into traffic because cars block bike lane.	17
45	Bicycle Safety	This is a designated bike route but the asphalt is so poorly maintained it is dangerous to bike.	16
18	Bicycle Safety	There are no bike lanes down Mangrove which makes it very dangerous for bike travel	13
36	Bicycle Safety	The pavement on this designated is badly alligatored and farther north there is not adequate bike lane space due to people parking on the side of the road and the asphalt transitioning to dirt.	13
31	Bicycle Safety	Lack of bike lane (and sidewalk, and lighting) and road lines (white line/shoulder line) makes this area very unsafe for bikers, pedestrians, and drivers	11
48	Bicycle Safety	Bicycle ,pedestrian and driver safety. Many potholes, trash and drivers speeding. Making it unsafe to walk, bicycle or drive on E. Lindo Ave and Floral Ave.	9
125	Bicycle Safety	Hard to keep 3' space for bikes. Cars cross double yellow to do so	9
15	Bicycle Safety	Crossing Hwy 99 on bike via 20th st is incredibly dangerous	8
30	Bicycle Safety	No bicycle lane and this blind corner create a very unsafe situation for cyclists.	8
16	Bicycle Safety	crossing hwy 99 on bike via the Park Ave road crossing is incredibly dangerous, especially with hwy entering/exiting traffic	7
21	Bicycle Safety	The bicycle detector at this light does not work so bicyclists are often trying to cross in between traffic rather than using the pedestrian crosswalk	7
80	Bicycle Safety	We need safe bicycle facilities along Park Ave. This is a major corridor and it doesnt make sense to route cyclists to Salem Street or Olive Street. We just use Park Ave anyway and are at risk due to high vehicle speeds and confusing intersections.	7
163	Bicycle Safety	Widen Bruce between Humboldt and Picholine to provide paved shoulder, bike lanes, and sidewalks.	7
28	Bicycle Safety	Bridge out on bike path	6
37	Bicycle Safety	I was hopeful adequate bike lane space would be put in with the new apartment development on the southeast corner but the new sidewalk infringed on the opportunity. There is not enough room for a vehicle and three feet of safe passing space.	6
38	Bicycle Safety	Northbound, there is not adequate road space for a vehicle and three feet of passing distance for a bike. While there is a walking path on the northbound side of the road, it is for pedestrians and creates safety risks at the intersections	6
63	Bicycle Safety	Bike lane needed along East Avenue. Many students ride along this road from the junior high and high school.	6
72	Bicycle Safety	All of W 11th Ave to Esplanade needs bike paths.	6

ID	Focus Area	Comment	Votes
22	Bicycle Safety	I know there are proposed plans to mitigate the homeless crisis but Annie's Glen is very dangerous for bicyclists and pedestrians from the intersection of Memorial Way and Vallombrosa all the way to where the path intersects at South Park Drive.	5
24	Bicycle Safety	Can be crowded with homeless people and debris scattered on the bike path. Unsafe for both pedestrians and bicyclists	5
78	Bicycle Safety	bike path continuation across 11th Ave and Esplanade. Very dangerous to get onto bike path going east on 11th.	5
121	Bicycle Safety	Please put marked bike lanes along Marigold Ave...neighborhoods and area schools should be connected via bicycle lanes and sidewalks..	5
188	Bicycle Safety	Biking away from Esplanade on W Shasta Ave it's mostly fine, but there is one area where the paved shoulder turns into gravel and bikes need to go into the car area.	5
226	Bicycle Safety	Road is in terrible condition and no extra room for cyclists	5
264	Bicycle Safety	So many drivers use the right turn lane here (turning from Forest onto 20th, in front of the old Outback) that it's impossible to feel safe riding a bike down this road.	5
3	Bicycle Safety	vehicles intrude across the bike lane here at the curve	4
70	Bicycle Safety	pick up trash and better lighting along bike path running by RR tracks from East Ave to W Sac Ave	4
71	Bicycle Safety	bike path disappears as you approach roundabout on W 8th Ave. Forces bikes into traffic or jump up onto sidewalk.	4
74	Bicycle Safety	All of 1st Ave (from Madrone Ave to Cedar St) needs bike lanes if we are going to really try get folks to use alt transport for commuting.	4
77	Bicycle Safety	widen bike lanes along W 8th Ave from Esplanade to Meadow Rd	4
79	Bicycle Safety	connect and continue tiny stretch of bike path near Mission Ranch Blvd to bike paths east along Cohasset Rd and west along Nord. Continuity of bike paths are critical esp on the north side.	4
86	Bicycle Safety	The City took half of 8th St to add a bike/pedestrian lane. It is very rare that bikers actually use the lane and end up impeding traffic, causing drivers to make unsafe moves to go around. Dont know the solution, but it's bad now.	4
120	Bicycle Safety	Please put marked bike lanes along Marigold Ave...neighborhoods and area schools should be connected via bicycle lanes and sidewalks..	4
145	Bicycle Safety	It's dangerous for cyclists trying to enter the bike path under the freeway from the north lane on Manzanita. The entrance is located on a curve on Manzanita, which makes it hard to see fast-moving oncoming car traffic.	4
153	Bicycle Safety	Road is littered with potholes	4
5	Bicycle Safety	Padlock has been placed on gate, blocking pedestrian and cyclist use of bike path.	3
47	Bicycle Safety	Narrow road, parallel parking, and no bike path creates a hazardous situation for bicycles. There is no where for bicycles to travel on this section of W. 6th Ave.	3
136	Bicycle Safety	The bike route to PVHS and Marigold Elementary along Manzanita is extremely dangerous for kids trying to get to school.	3
184	Bicycle Safety	The part of bikeway 99 that goes behind the car dealership is like running the gauntlet. Cars parked on either side, bikes share the road with cars, cars trying to pass bikes with not enough space.	3
185	Bicycle Safety	The pavement is bad in the culdesac at the end of E Lindo Ave. This culdesac is part of bikeway 99.	3
190	Bicycle Safety	The surface of the pedestrian bridge over the creek is very rough for biking and it is part of bikeway 99.	3

ID	Focus Area	Comment	Votes
197	Bicycle Safety	Shoulders are striped and appear to drivers and some bicyclists to be bike lanes, but are not safe for bicycles to ride in with parked cars and other obstructions	3
241	Bicycle Safety	In N Out's Drive Thru lines backs up onto Buinsiness Ln. Requires driving around it towards oncomming traffic (going south) or into bike lane (going north) to avoid the line of cars	3
23	Bicycle Safety	Poor lighting and another spot for homeless encampments on the bike path	2
166	Bicycle Safety	Provide bike lane on north side of Skyway between bridge and bike path	2
265	Bicycle Safety	rough narrow road for bikes and cars	2
270	Bicycle Safety	bike lane has dangerous root intrusion at intersection	2
310	Bicycle Safety	This through bike route is interrupted by the dividers at 1st and Sheridan. Cut? Map won't let me mark it.	2
312	Bicycle Safety	Crossing 99 on Eaton in either direction is like certain death for a bike - and the nearest alternatives are almost a mile in either direction. My vote for worst bike spot in Chico!	2
313	Bicycle Safety	Agree heartily with nearby post about bike/ped route needed here - there is Shasta School and DeGarmo Park on this stretch, this spot needs the decrepit asphalt bike path fixed!	2
318	Bicycle Safety	Bike path is frequently blocked by homeless encampments and/or trash left by transients.	2
321	Bicycle Safety	Cars drive very fast on this road, presenting a hazard to the many Marsh students who bike-commute along El Monte.	2
27	Bicycle Safety	A crossing light for bikes of stop sign at rr tracks	1
88	Bicycle Safety	There is no flashing cross sign when a cyclist crosses here. They do not stop and enter traffic as high speeds sometimes. Public also walks into traffic without looking both ways.	1
152	Bicycle Safety	The bike path through the orchards to the north are unpaved and unsafe, particularly after rains. Also, ample goat-head plants grow there (I have gotten a half-dozen flat tires after going through this path).	1
187	Bicycle Safety	Pavement is very bad for biking in this part of E Shasta Ave.	1
191	Bicycle Safety	Paving is not good on E Lindo Ave when connecting bikeway 99 to the nice pedestrian bridge.	1
194	Bicycle Safety	(west side) Bike lanes running between vehicle lanes makes bicycles hard to see.	1
200	Bicycle Safety	Horrible pavement on west side of street, Some of the worst in Chico for bicyclists. Right next to Hooker Oak School	1
204	Bicycle Safety	Poor Bicycle safety all along 8th Street. Minimal chances to turn down specific streets as well as no dedicated bike lanes.	1
205	Bicycle Safety	Poor Bicycle safety all along 9th Street. Minimal chances to turn down specific streets as well as no dedicated bike lanes.	1
235	Bicycle Safety	This is the entrance to the pump track in Wildwood Park. Lots of families with young kids bike into the park. There's a new cross walk but cars still drive through Eaton pretty quickly. A stop sign may be needed	1
247	Bicycle Safety	Speed limit should be enforced here - getting rocks & dust thrown into your face aint fun when you're on a bike	1
259	Bicycle Safety	Bike lane also frequently infringed upon by overgrown manzanitas.	1
263	Bicycle Safety	Lack of any shoulder at all on farm roads creates a very dangerous cycling environment. Cars passing into oncoming lane, and vehicles passing too close.	1
288	Bicycle Safety	No bike lane, narrow shoulders, and high speed traffic makes Hegan Lane dangerous for bicyclists! Treacherous for students and staff riding between campus and university farm.	1

ID	Focus Area	Comment	Votes
293	Bicycle Safety	Bicycle sensors for the light do not function for turning left onto Humboldt Rd from Forest Ave	1
311	Bicycle Safety	bike lane comes out by the CARD center onto Vallombrosa with nowhere to cross or turn left	1
317	Bicycle Safety	Major hazard to bicyclists on the bike path going south across Rte 32, as the bike lane is on the right of a right-turn-only vehicle lane. Many drivers look left and hit the gas, not heeding the bicyclists who have the right of way.	1
350	Bicycle Safety	There are no bike accommodations on this primary bike route between downtown and Chico's crown jewel Bidwell park. Parked car pinch and door zone danger.	1
186	Bicycle Safety	The pavement is bad on Alba Ave which is part of bikeway 99.	0
198	Bicycle Safety	Bike lane way too narrow on west side of road	0
199	Bicycle Safety	Slick pavement in roundabout, possibly from drivers doing burnouts. Maybe signage needed.	0
272	Bicycle Safety	I see tons of those concerned about bicycle safety, but if cyclists heed the laws of the road as a motorist, which they are, but don't, perhaps their safety would improve taking matters of driving more seriously.	0
333	Bicycle Safety	improve road surface, potholes make bike riding challenging on this stretch	0
334	Bicycle Safety	Deep rutted pot holes catch bike tires - making it hazardous to ride this section.	0
335	Bicycle Safety	Potholes make biking this bikeway dangerous	0
339	Bicycle Safety	Yields in this neighborhood makes for dangerous biking conditions	0
341	Bicycle Safety	For bikes leaving the neighborhood, there is nowhere to get on the path between the nature center and Parkview so most end up riding the wrong way in the bike lane	0
342	Bicycle Safety	Some of the roughest pavement in Chico and is a connection to a major bike path	0
343	Bicycle Safety	This is the most critical bicycle safety challenge in the City of Chico for bikers. It provides access to Chico jr. high, Chico High, CSU Chico, and so many other branches of the netwo Do the counts at the right time of year when schools in session.	0
344	Bicycle Safety	Memorial Way is a critical hub for biking destinations and is incredibly dangerous for bikers, including many students. Annie's Glen Safe Routes to School project dumps you out into this door zone disaster.	0
345	Bicycle Safety	This intersection functions pretty well for bikers, but look at the volume...it's not complete. Please connect to legit bike facilities on Memorial.	0
348	Bicycle Safety	A class I multi-use path between Annie's Glen bridge dump and Esplanade would be a great solution for Memorial Way. And a roundabout at Oleander.	0
349	Bicycle Safety	It's hard to feel comfortable with all the homeless activity on this valuable asset of the City. Let alone let your kids walk to school.	0
351	Bicycle Safety	There are no bicycle accommodations on E 3rd connecting downtown Chico and Bidwell Park. parked cars with door zone danger and no room for bikes.	0
352	Bicycle Safety	No shoulder or room for bikes.	0
354	Bicycle Safety	In addition to distracted drivers picking up their kids at CJHS, the metal hoop is still in the ground where the ballard was.. It is visible in the daytime if you are aware of what it formerly looked light but at night, it is an accid	0
355	Bicycle Safety	Most if not all designated bike routes are in horrible shape.	0
68	Distracted Driving	drivers move into the bike lane as they prepare to turn right onto Memorial and block bike traffic, forcing us into traffic. This is dangerous, especially for young cyclists (or discourages them from riding, forcing more parents to drop kids off)	9
103	Distracted Driving	Drivers always miss the red light while focusing on the light on 8th st.	4

ID	Focus Area	Comment	Votes
67	Distracted Driving	Parents dropping kids off often are distracted (dangerous to bikes) and sometimes have their kids run across the road, which is hazardous to their own kids + to bikes. Please outlaw kid drop off on Memorial.	3
168	Distracted Driving	Add CMS automated to advise motorist of potential backup at Garner signal	2
292	Distracted Driving	Drivers run this stop sign frequently.	1
113	Distracted Driving	I have seen countless distracted drivers fly through this intersection on a red light. Most end in horn honkings and head shakings but there have been numerous accidents as well. Also, having the bus stop right on the corner can cause an issue.	0
212	Impaired Drivers	On Mangrove between Palmetto and East Avenue: In one week, I narrowly missed hitting two different bicyclists who blew out of parking lots and into the roadway without looking first.	1
246	Impaired Drivers	Almost witnessed a woman get killed here when she drove around the railroad gates to beat a train. Signage is good here, but you can't fix stupid	0
56	Intersection Safety	All intersections turning onto the Esplanade are dangerous, but especially East 1st Avenue where drivers lack signaling when turning, drivers try to beat out the light when it is yellow, and pedestrian/bicycle safety is a huge concern. 3-way light?	22
46	Intersection Safety	On weekday mornings and evenings this intersection stacks cars ~20 or more deep along Floral to the north causing vehicles to idle in this residential neighborhood and frustrating drivers to the point where they behave recklessly	14
135	Intersection Safety	Isn't there supposed to be a giant roundabout going here? Needs to be a priority!	14
96	Intersection Safety	Traffic should be restricted from turning left into Dutch Bros. It causes traffic to back up because they missed the light. Install reflective delineators to restrict this issue.	13
9	Intersection Safety	Left turn onto hicks heading east backs up when traffic is present. Distance between onramp for Hwy99 and hicks doesn't allow proper spacing for safe left turn	12
19	Intersection Safety	This intersection is unsafe for bikes, pedestrians, and vehicles	10
12	Intersection Safety	Cars going west and turning into Tri Counties for employment from freeway create bottleneck on Eaton. No Turn lane in this area	9
65	Intersection Safety	Garner Ln/CA99 intersection is a big problem. Trying to turn left to go S on 99 is like playing ""Chicken"" with the oncoming cars from the other side. So dangerous! Needs turn arrows. More traffic coming with new homes and BHS.	9
144	Intersection Safety	Cars coming from Esplanade towards 99 often do not yield before merging onto freeway or actually stop at stop sign to cross over 99. Perhaps more signage that cars from East do not have a stop?	8
179	Intersection Safety	Traffic backs up on to Highway 99 creating a safety hazard	8
26	Intersection Safety	Can be difficult for both drivers and bicyclists to turn left onto Memorial from Oleander with traffic and parked cars. Maybe a good spot for a roundabout?	7
33	Intersection Safety	Very unsafe intersection with oncoming traffic some turning some not. Pre-covid I would see accidents here regularly. Very unsafe for bikers and pedestrians.	6
40	Intersection Safety	north/southbound drivers are asked to yield to oncoming traffic before turning left. Few do and many make dangerous turns.	6
60	Intersection Safety	This is an awkward intersection with the lights so close together on Humboldt to 9th that drivers miss the traffic light. Lots of close calls especially with popular coffee shops now open	6

ID	Focus Area	Comment	Votes
64	Intersection Safety	Intersection backs up due to Dutch Bros coffee. Impending flow of traffic and people slam on brakes at green light, almost causing accidents often to avoid hitting cars waiting in line for coffee.	6
245	Intersection Safety	Corner at Hickory & Almond st is blind with little visiblity, but drivers go fast around the corner. Amazed that lady's Chihuahuas are still alive	6
87	Intersection Safety	Intersection at Parmac & Cohasset always has people pulling out unsafely due to poor visibility and fast traffic.	5
93	Intersection Safety	Offramp should be 3 lanes. There are two lanes that merge when taking a left NB exit at Eaton. Have exiting traffic use 2 left lanes and merge together as they take a left while the 3rd lane for vehicles taking a right at the stop sign.	5
34	Intersection Safety	Very unsafe intersection for bikers, pedestrians and vehicles. Lack of bike lanes, a stop sign next to a right turn that does not yield or stop, poor lighting and going out into two lane of traffic.	4
43	Intersection Safety	The intersection of Godman and Lassen is very busy and difficult to turn left on Lassen. It has no traffic signs. There is a 3 way stop sign at Lassen & El Paso, and the driveway for the gas station and the mini storage make this a busy spot.	4
75	Intersection Safety	Better sensors for ped and bikes at this intersection. Lights not timed well, cars/bikes/peds usually cross on red b/c of it.	4
83	Intersection Safety	Need another left turn lane from Broadway to E. 9th St.	4
91	Intersection Safety	Need to add an overpass to avoid future accidents. Too much traffic for a signal.	4
107	Intersection Safety	Vallombrosa and madrone. Safety issues due to people not stopping at stop sign. Huge potholes and fast speed of vehicles. Consider speed bumps along vallombrosa to slow down traffic. Repair the road and light the stop signs with flashing signs.	4
123	Intersection Safety	The warning stripes are not big enough to really alert some one that there is a light ahead.	4
126	Intersection Safety	Improve visibility of Yield sign at Hwy 99 S on ramp	4
25	Intersection Safety	The drive-thru line for Dutch Bros is often extending out into 8th Ave which can block traffic both ways. It's already a difficult left turn from Esplanade onto 8th (facing N) and the traffic jam makes it worse for drivers, bicyclists, & pedestrians	3
62	Intersection Safety	The left turn option out of the Target parking lot is unsafe. People pull out in front of oncoming traffic versus using the lights.	3
112	Intersection Safety	Someone mentioned this off ramp should be three lanes, I believe it should be two. Asking people to merge from two lanes to one to make a left here will create a lot of problems, people wont merge £one for one¥	3
117	Intersection Safety	During late fall/early winter there is a commercial leaf drop off zone that obstructs the road for bicyclists and the view for cars that are turning from Arch Way onto Marigold Ave. Please reduce size of drop-off zone, 100 ft away from intersection.	3
130	Intersection Safety	People run this red light ALL the time. Also, turning left onto southbound Esplanade from westbound 5th is extremely difficult at certain times of day. Left turn light?	3
143	Intersection Safety	Pavement on corner of Hill view and Arbutus needs to be patched and new stop sign stripping applied	3
230	Intersection Safety	Traffic turning into Dutch Bros Coffee blocks the right turn lane on Pillsbury Road and causes a back up.	3
29	Intersection Safety	Unsafe intersection for bikes & pedestrians to cross	2
94	Intersection Safety	Clear shrubs to be able to see in both directions at the sign.	2
97	Intersection Safety	Shrubs should be cutback to reduce line of sight for traffic.	2

ID	Focus Area	Comment	Votes
102	Intersection Safety	Red light runners	2
106	Intersection Safety	Drivers driving eractic	2
128	Intersection Safety	Due to higher traffic and overflow street parking generated by the near by church, it can often be hard to safely turn left from Downing onto Filbert. This area may benefit from a 3-way stop.	2
140	Intersection Safety	Needs line painting	2
157	Intersection Safety	The intersection of Humboldt and Monte Vista (Marsh Junior) is very busy at school drop-off and pick-up. A 4-way STOP is inappropriate. A traffic signal is necessary.	2
159	Intersection Safety	I recommend SPEED BUMPS at this cross walk.	2
162	Intersection Safety	People run red lights daily	2
169	Intersection Safety	Traffic light or roundabout would help impact from school related traffic.	2
175	Intersection Safety	Need traffic circle or controls at this intersection before someone dies. Those attempting to turn left from Chico Canyon Rd to Manzanita cannot easily see traffic coming due to curve and slope in road. Traffic on Man. at 40 60MPH	2
208	Intersection Safety	Pavement needs to be widened on NB garner to create a right turn lane.	2
225	Intersection Safety	This intersection is unsafe throughout the day but especially mornings and afternoons. This due to the traffic but also caused by the conditions of the road	2
238	Intersection Safety	Main ST through downtown used to have consistently timed signals, but the 4th St intersection on Main ST seems to violate this. Recommend reverting to the old traffic signal timing	2
244	Intersection Safety	EB W Sac Ave: Cars frequently stop on the tracks here while waiting for a car ahead of them to turn left onto N Cedar St. Not good is a train is coming, recomend signage	2
250	Intersection Safety	8th St & Cypress intersection has frequent red light runners and accidents. Used to live here, wish I had set up a camera to record all the wrecks I saw over the years	2
253	Intersection Safety	Since the addition of the diagonal parking on Flume it's difficult to see oncoming traffic from 6th. 6th and Flume really should be 4 way stop.	2
254	Intersection Safety	Please turn the Eaton rd Highway 99 intersection into a partial cloverleaf like the intersection at Cohasset.	2
273	Intersection Safety	Left turn lane on East 20th to enter Forest Ave quickly fills and cars at the end either poke out into the center lane or block it completely.	2
287	Intersection Safety	For cars going north on Bruce Road approaching this intersection, right lane should be a right turn only onto California Park Dr. Too many people in right lane speed across this intersection trying to pass cars in left lane before road narrows.	2
289	Intersection Safety	Vehicles going east on Manzanita Ave. frequently make illegal left turns into Hooker Oak Park. Drivers ignore sign indicating no left turn.	2
308	Intersection Safety	Need a right turn lane only. Cars have to stop to turn right when the light is green, and that can cause rear end collisions.	2
360	Intersection Safety	This intersection either needs an updated traffic light system with timed lights to ensure safe buffers between red and green lights, as well as turn signals for all turn lanes. With the library, bike traffic, pedestrians, and bus stops its time.	2
2	Intersection Safety	Flashing yellow arrow is not appropriate and is confusing.	1
10	Intersection Safety	During commute times (pre-covid) - access from Amber grove neighborhood is dangerous. To avoid this, many people will travel to the only northern access road in development development(eaton village) to Eaton	1
35	Intersection Safety	Horrible intersection to cross over Nord	1

ID	Focus Area	Comment	Votes
84	Intersection Safety	The shopping center traffic at NE corner of East & Esplanade dumping out onto East Ave is unsafe.	1
98	Intersection Safety	Shrubs should be cutback to reduce line of sight for traffic.	1
134	Intersection Safety	Super dangerous intersection!	1
146	Intersection Safety	Terrified of all the people running red lights. No turn signal.	1
150	Intersection Safety	The one-lane bridge on Guynn Ave where it intersects with W Lindo Ave is extremely dangerous. Drivers speed on W Lindo and are coming around a blind curve where Guynn intersects, causing multiple accidents. The Guynn Bridge should be closed to cars.	1
156	Intersection Safety	In 6 years of working on flume Street I have seen no less than 10 accidents at this intersection	1
182	Intersection Safety	EVERYONE runs the left turn from Forest onto 20th here.	1
193	Intersection Safety	The traffic turning north from Forest Ave. onto 20th St. east becomes so congested that pedestrians crossing are in danger from drivers not wanting to wait but speed through intersection against light.	1
195	Intersection Safety	Huge pothole at the intersection of W 9th Ave and Magnolia Ave	1
201	Intersection Safety	So many people run this stoplight and I never feel safe driving through this intersection.	1
207	Intersection Safety	People don't know how to navigate this intersection. People going straight pass those waiting to turning left in the right turn lane (despite the pavement markings) and create very dangerous situations for everyone. Additional signage and turn arro	1
210	Intersection Safety	On Pillsbury Rd the lane lines are barely visible and need repainted.	1
220	Intersection Safety	The striping is too faded, it's hard to see the left turn lane markings.	1
233	Intersection Safety	Oversized business to small of drive through and parking lots	1
234	Intersection Safety	Very badly designed intersection, with new additional high volume housing long backups with blind corner	1
236	Intersection Safety	Left turn signal from WB Park to NB MLK is very short, doesn't detect cyclists.	1
237	Intersection Safety	The following signals on 9th St are timed badly and turn green in the opposite order they should: Main, Oroville, Broadway and Salem. Too many drivers tryt o beat the 4 lights.	1
240	Intersection Safety	One does not simply turn left from 1st Ave onto Esplanade	1
251	Intersection Safety	The number of red light runners (in both directions) at this intersection has been increasing exponentially	1
277	Intersection Safety	Needs new line paving, drivers go straight in the right only lane. Could cause an accident one day.	1
278	Intersection Safety	Traffic gets congested at certain points of the day causing aggressive driving as they exit the 99. Emphasize the two exits, especially the left and right turn lane onto Cohasset to encourage people from cutting others off to get to Dutch/Wendy's.	1
281	Intersection Safety	Many cars roll through intersection and don't look both ways	1
296	Intersection Safety	There has been a dramatic increase in the number of red light runners. Specifically drivers wanting to turn left and continue to travel thru the intersection even though the light has changed. They put others at risk of a fatal crash.	1
297	Intersection Safety	I would love to see a pedestrian scramble for this intersection. In the first weeks of terms the students are getting to know the area and a scramble would greatly improve walking to and from campus. All the cars would stop and pedestrians walk free	1

ID	Focus Area	Comment	Votes
299	Intersection Safety	I would love to see a pedestrian scramble for this intersection. In the first weeks of terms the students are getting to know the area and a scramble would greatly improve walking to and from campus. All the cars would stop and pedestrians walk free	1
331	Intersection Safety	People turn the wrong way down this street all the time. Provide clearer signage.	1
338	Intersection Safety	This needs to be a 4-way stop rather than a yield. No one yields - they just blow thru the intersection.	1
359	Intersection Safety	Cars speeding down Palmetto Ave make entering the intersection from Macy Ave onto Palmetto a safety hazard for all drivers as well as bicyclists who are harder to see when cars are parked on Palmetto.	1
81	Intersection Safety	People do not stop at the stop sign	0
89	Intersection Safety	Shrubs need to be cut back as it can be difficult to look both ways without have to inch into the intersection.	0
99	Intersection Safety	A traffic signal should be installed to allow for traffic to cross safely.	0
129	Intersection Safety	Drivers taking a left from Dayton onto Pomona Ave (by Sipho's) go way too fast. Sometimes people stand and talk near the road and I'm afraid they'll get plowed down.	0
151	Intersection Safety	Eastbound drivers enter this circle very fast without slowing down to look left (surely because there is no traffic entering the circle on their right). When cars are approaching there's a 25% chance I have to brake for them in the circle!	0
174	Intersection Safety	My family and I often see people drive on the other side of the road to avoid the cracked roads. It looks unsafe.	0
196	Intersection Safety	Overgrown bushes make it super dangerous to turn right onto Nord from W 8th Ave on a red light.	0
206	Intersection Safety	99 should be 2 lanes northbound to the light at garner. There's plenty of room to merge after the light.	0
222	Intersection Safety	Intersection needs repainting. The left hand turn lane and ""stop"" letters from Memorial Way to Vallombrosa Ave. have been faded for many years.	0
224	Intersection Safety	The intersection Stop signs and Yield signs/paint need to be updated	0
229	Intersection Safety	Cars entering and exiting the Post Office parking lot cause dangerous conditions because of the narrow drive area to enter and exit. It is also dangerous because traffic enters and exits in the same narrow area.	0
258	Intersection Safety	Prohibit traffic from turning left out of the k-mart parking lot. Traffic gets too backed up and visibility is too poor to allow drivers to attempt this at many points of the day.	0
261	Intersection Safety	Red light runners!!!!	0
275	Intersection Safety	Traffic light is obscured by trees and a turn until you are a few feet from viewing it leaving you unsure whether to brake or not.	0
286	Intersection Safety	Yield vs. Stop signage. Chico is the oddest town I've ever driven in and I've lived in Europe as well.	0
304	Intersection Safety	Drivers are constantly running the red light on east 20th street at franklin street	0
323	Intersection Safety	No left turn from frontage road	0
325	Intersection Safety	There is no stop sign here. People often don't stop at all, and I saw a wreck happen as a result. Especially concerning since there are small children that live right around here.	0
329	Intersection Safety	Pedestrian crossing and/or light needed here, especially given proximity to schools	0
336	Intersection Safety	Frequent t-bone accidents at this location	0

ID	Focus Area	Comment	Votes
346	Intersection Safety	Both of my Chico High kids have gotten hit on their bikes in this intersection. Fix it now please.	0
347	Intersection Safety	My son got hit by a car in this intersection and got very lucky. It needs a roundabout or some serious safety fixes.	0
353	Intersection Safety	The intersection of Hicks, Eaton is tricky for cyclists heading over to Silverbell as stopping for cars is strange.	0
362	Intersection Safety	The lights are timed too close here-- cars frequently speed through red lights multiple accidents have happened at this intersection.	0
11	Lighting	Poor lighting on route/bike path to University/RR tracks	17
17	Lighting	I'm placing this comment in the center of the South Campus Neighborhood as the comment applies to the entire neighborhood	10
32	Lighting	Lack of lighting makes this corner and area very unsafe most times of the day (for bikers, pedestrians, and cars).	6
133	Lighting	Several stoplights in a row from NVP to Esplanade on East Ave and NONE are timed to keep traffic flowing.	2
1	Lighting	Poor lighting	1
132	Lighting	Inadequate or non-existent street lighting makes driving or walking to a parked car extremely difficult.	1
149	Lighting	Street lights throughout neighborhood, from E 2nd Street to E 9th Street, spanning Wall Street to Bidwell Park, have inadequate lighting.	1
284	Lighting	very dark not safe	1
285	Lighting	very dark at night	1
291	Lighting	All of Oak Street is hardly lighten and I can't walk/skateboard home during the night	1
320	Lighting	Bulbs are often out on the path under Hwy 99 on the south side of the creek.	1
104	Lighting	Light takes way to long to change and causes traffic jams	0
131	Lighting	None of these small side-streets have adequate (or any) street lights. I have to use my brights to drive here at night and know where to park safely. Also could help hinder transient foot traffic coming out of the park.	0
181	Lighting	Poor lighting creates a nightime hazard for pedestrians.	0
203	Lighting	Poor lighting in this area leading into the Pomona Avenue neighborhood.	0
324	Lighting	The intersection of Arcadian & W 9th Ave is bad enough - pavement is destroyed -but after dark it's suicide. Lots of cars come this way from W 8th to get the light at 9th & Esplanade, it deserves some love... and safety.	0
326	Lighting	Very poor lighting in this area	0
328	Lighting	Poor lighting in this area	0
115	Other	Between 4:30 and 5:30 PM, this location backs up into the highway. I'm concerned a distracted driver is going to plow into the line of cars.	16
69	Other	In future, can bike paths be overlaid on this map to get input on those as well? There are so many needs on current (and not yet finished) bike paths. It's not all about cars!	5
137	Other	East Ave from Hwy 99 overpass to Cohasset Ave intersection needs serious repair and repaving.	5
154	Other	Road condition is potholes and poor patches	5
158	Other	The condition of Humboldt Rd from Marsh Junior to Bruce Rd is unacceptable. The road is riddled with potholes.	5
192	Other	Horrible potholes on Shasta Avenue! Road needs resurfacing too!	5
209	Other	Please repair potholes and resurface road	5
211	Other	Chunks of the road surface are missing on West Shasta AVE between Muir Avenue and Esplanade, causing drop offs into holes. This is particularly dangerous for motorcycles.	5

ID	Focus Area	Comment	Votes
249	Other	Cohasset Rd from Eaton to well past the airport is a tire and suspension killer, riddles with ruts and potholes	5
41	Other	The Boucher Street Bridge that connects to Humboldt is too narrow and drivers who are not aware of this attempt to cross while another vehicle has already entered the bridge.	4
85	Other	The whole stretch of Hicks north of the levee has become a nightmare. It is a potholey mess. Holes get filled here and there, but overall it's a joke.	4
90	Other	Overgrowth on bridge causes traffic to have to stop one way to let the other proceed over bridge. Need to cut back overgrowth.	4
95	Other	Have a right turn signal at the offramp SB on Hwy99 at Cohasset when traffic is entering from the west on to the SB Hwy99 entrance.. Will increase flow of traffic and increase safety on the offramp.	4
124	Other	Lane markers can't be seen	4
171	Other	Widen shoulders on Cohasset between Airpark and Two Oak, or perhaps add guard rail	4
279	Other	Road in horrible condition and too much speeding	4
82	Other	Concrete is totally broken; risky and damaging to vehicles.	3
161	Other	Potholes	3
170	Other	The condition oh Humboldt Road is terrible. Resurfacing is desperately needed.	3
228	Other	Pothole in the right turn area near the curb turning from 20th St onto Notre Dame Bl. It has been paved over many times but always opens up again.	3
248	Other	Very low ground clearence turnin from Forest Ave into the target center. The pavement connecting to the sidewalk takes a very steep and aburpt drop, causing low clearence vehicles to bottom out. Recommend signage, or smoothing the gradient out	3
268	Other	very poor road conditions are dangerous for bicyclists and drivers	3
160	Other	Bad road conditions, lots of potholes	2
173	Other	The section of Floral between East Ave and Manzanita has been severely damaged as a result of all the housing development being installed. The patching up at the end of the projects is not sufficient for the road to be safe for cars or bicycles	2
178	Other	The potholes are terrible on this road, theres no sidewalks, the road ends in gravel and is deteriorating	2
215	Other	potholes, cracked pavement	2
221	Other	broken pavement and holes all along East Ave	2
267	Other	very poor road surface is dangerous to bicyclists and drivers	2
269	Other	lane and crosswalk markings are almost invisible	2
108	Other	Roadway dropped off into creek 3 years ago. Has yet to be repaired. It is unsafe. The road has many potholes.	1
138	Other	Vision hazard at 5th and sunset.	1
177	Other	Esplanade between Eaton and Nord Highway has no bike lane and pedestrian sidewalks along with no lighting creating a hazardous situation.	1
217	Other	poor road surface	1
219	Other	pot hole needs to be rapaired	1
223	Other	Huge pot holes throughout the avenues	1
232	Other	Street is in bad shape with pothole repair done frequently bu doesnt last due to density of traffic	1
239	Other	Pomona Ave is in bad condition here. Potholes right at a narrow bridge	1
243	Other	NB lane stripes on Mangrove (just after 1st Ave) should be repainted. They veer slightly to the right here, but where that happens the stripes are gone	1

ID	Focus Area	Comment	Votes
252	Other	There's a pothole here that's been in place for years (so long that the paint outline has worn off of it)	1
256	Other	Terrible potholes in front of the downtown post office	1
260	Other	Potholes	1
271	Other	Calif Park needs slury seal now or replacement in 3-4 years	1
309	Other	Need road lane markings. Often there are cars parked on both sides of street and traffic in both directions, and cars dont fit. Especially with all the large semis at the moment due to construction work in the area.	1
139	Other	5th ave and sunset ave. Vision hazard.	0
148	Other	Pot holes on orchard ln	0
167	Other	Add merge lane between E 20th on-ramp and SR-32 off-ramp	0
172	Other	High traffic area and poor roadway condition	0
176	Other	Drivers are looking to avoid the large potholes and may not be watching for oncoming cars, walkers, and bikers	0
295	Other	Install concrete barriers on W.8th ave in front of Dutch Bros coffee to prevent drivers from making a left turn into the drive-thru. When the drive-thru is full, drivers will stop on W.8th and block traffic that will back up to the Esplanade.	0
305	Other	The gutters and storm drains need repair	0
306	Other	Water doesn't flow down the gutter	0
315	Other	The road surface for E 5th and E 6th Streets is terrible with broken pavement and potholes. Bad for cars and bicycles.	0
316	Other	Significant debris/people blocking safe bike, vehicle passage. Transients and DEBRIS	0
327	Other	Terrible pitted surface on this stretch of road near Rosedale Elementary	0
340	Other	I just wanted to say the E 8th St bike path is one of the best in Chico!	0
356	Other	This traffic light timer should be adjusted so traffic crossing Hwy 32 does not idle forever	0
332	Pedestrian Safety	This road is very dangerous and has been reported many times, there no street lights, sidewalks, or drainage systems. The road has been in disrepair for many years, I am very very concerned for public safety on this road.	29
73	Pedestrian Safety	Please disallow cars from inner paths in all of Bidwell Park. They have both Vallombrosa Ave and E 8th St on both sides. Can the walkers and bikers at least get the interior of the park to ourselves?	8
6	Pedestrian Safety	Narrow road with many potholes and damage. High density residential collector street connecting neighborhood with many pedestrians walking on street. No sidewalks/curbs to allow safe travel for pedestrians/bikers near college.	6
7	Pedestrian Safety	No adequate and safe crossing from apartments and residential neighborhood to Degarmo Park. Creates a unsafe and dangerous crossing into esplanade/park access road. you take a gamble with your life when you cross this road at certain times of day	6
54	Pedestrian Safety	Pedestrian safety around the high school is lacking. The intersection needs flashing walkways and clear signage especially during school drop off and pick up hours.	6
57	Pedestrian Safety	Pedestrian safety at this intersection is so dangerous. A new flashing light was installed across Esplanade...need one across W. Sacramento so drivers turning from Espl. onto W Sac see students crossing	6
142	Pedestrian Safety	Lane needed for pedestrians with more shoulder pavement	6
242	Pedestrian Safety	Very narrow street barely wide enough for two cars. Lots of people walking, small dogs in area. I live here too	6

ID	Focus Area	Comment	Votes
55	Pedestrian Safety	The intersection between the high school and elementary school needs to have flashing lights. Drivers can speed on East Avenue and try to beat the light when young pedestrians are stepping into the intersection	5
39	Pedestrian Safety	There are not consistent sidewalks on 16th Street leading to Chapman Elementary school that can be accessed by children, persons with disabilities who move from one place to another while using a wheelchair or a cane or parents with strollers	4
49	Pedestrian Safety	On Madrone from Valombrosa to Mountain View the shoulders are gravel forcing pedestrians and bikes into the road. I suggest paving and permantly fill in the huge pothole on the corner of Valombrosa/Madrone. It's high traffic to/thru park.	4
58	Pedestrian Safety	Flashing pedestrian light needs a delay. Students are stepping into traffic before traffic can stop. Better signage.	4
116	Pedestrian Safety	There should not be a crosswalk right at the "exit" of a traffic circle. Drivers coming around the circle, suddenly faced with a pedestrian or bicyclist have to decide between hitting someone or slamming on the brakes and being rear ended.	4
118	Pedestrian Safety	Sidewalk doesn't connect all the way along Marigold...neighborhoods and area schools should be connected via sidewalks and bicycle lanes.	4
155	Pedestrian Safety	Bike path comes out on other side of bridge, drivers can't see pedestrians until they are in the road, please put up mirrors or a lighting system. Someone has already died here.	4
61	Pedestrian Safety	The street along North Ave between East ave and Manzanita needs to be widened. It is not safe without a bike lane for students riding to/from the junior high. I can barely fit my SUV in my own lane if a vehicle is parked on the side of the road.	3
66	Pedestrian Safety	Pedestrian traffic on North Ave by Bidwell is not safe. Crosswalks need to stand out (3-D paint, maybe?)Signage for student pedestrians who are learning crosswalks needs to happen. So much traffic and so many kids. Needs bike lanes! Very unsafe.	3
76	Pedestrian Safety	Complete a walking path of Arcadian from W Lincoln Ave to W Sac Ave to allow folks to cut through the area and not have to walk all the way around.	3
92	Pedestrian Safety	Constantly seeing homeless cross the Hwy in this area to go into the center divide.	3
111	Pedestrian Safety	This is no longer an adequate cross walk for the number of children attending Shasta Elementary who walk to school or cross to meet their parents at pickup. The kids need longer to cross safely, and the speed limit on esplanade is too fast.	3
119	Pedestrian Safety	Sidewalk doesn't connect all the way along Marigold...neighborhoods and area schools should be connected via sidewalks and bicycle lanes.	3
122	Pedestrian Safety	Please finish connecting the sidewalk along Ceanothus Ave...neighborhoods and area schools should be connected via sidewalks and bicycle lanes.	3
141	Pedestrian Safety	Shoulder pavement needed with painted lane for pedestrians	3
165	Pedestrian Safety	Require developer to provide all-weather pedestrian path on north side of E 20th between Concord and Bruce	3
274	Pedestrian Safety	No speed limit sign anywhere on the W Sacramento until you get to Chico State/High. Drivers go anywhere from 25-40 but there are a lot of pedastrians and bikers here.	3
59	Pedestrian Safety	Flashing pedestrian walkways all along Warner from W. 1st to W. Sac	2
257	Pedestrian Safety	Always seems to be confusion at this intersection regarding how vehicles are supposed to handle pedestrians crossing Broadway. Cars basically stuck in the middle of the road while people cross.	2

ID	Focus Area	Comment	Votes
266	Pedestrian Safety	The bike/pedestrian path through Bidwell Park is cracked and has potholes	2
282	Pedestrian Safety	sidewalks and bike lanes and lights needed for safety	2
283	Pedestrian Safety	sidewalks and bike lane and lighting needed for safety	2
290	Pedestrian Safety	Vehicle traffic along Upper Park Road is incompatible with bicycles and pedestrians. Road should be closed to motor vehicles above Horseshoe Lake.	2
303	Pedestrian Safety	I would love to see a pedestrian scramble for this intersection. Or at the very least could more time be added to the cross walk countdown.	2
51	Pedestrian Safety	Lighting to emphasize crosswalks in all East/West roads	1
110	Pedestrian Safety	The landscaping is overgrown, making it difficult for drivers turning here to see children walking to school. There is also a Shasta Elementary entrance gate here that needs to have a large, lit crosswalk for the safety of our students/children	1
114	Pedestrian Safety	Hedges and other greenery prevent drivers from seeing pedestrians and bicyclists that sometimes cross or stand here in the mornings. When you are turning right off E. 8th Street onto Willow, you can't see them until you're well into the turn.	1
147	Pedestrian Safety	No sidewalks forcing pedestrians and bike riders into traffic lanes.	1
164	Pedestrian Safety	Widen Bruce between E 20th and Skyway to provide paved shoulder, bike lanes, and sidewalks.	1
280	Pedestrian Safety	need sidewalks and bike lanes for safety	1
294	Pedestrian Safety	Cars turning right onto Cypress cut the corner and create a hazard for pedestrians. A giant pothole always forms here. The site was recently repaired but the pothole has now reappeared on the sidewalk next to crosswalk.	1
298	Pedestrian Safety	I would love to see a pedestrian scramble for this intersection. In the first weeks of terms the students are getting to know the area and a scramble would greatly improve walking to and from campus. All the cars would stop and pedestrians walk free	1
300	Pedestrian Safety	I would love to see a pedestrian scramble for this intersection. In the first weeks of terms the students are getting to know the area and a scramble would greatly improve walking to and from campus. All the cars would stop and pedestrians walk free	1
301	Pedestrian Safety	I would love to see a pedestrian scramble for this intersection. In the first weeks of terms the students are getting to know the area and a scramble would greatly improve walking to and from campus. All the cars would stop and pedestrians walk free	1
302	Pedestrian Safety	I would love to see a pedestrian scramble for this intersection. In the first weeks of terms the students are getting to know the area and a scramble would greatly improve walking to and from campus. All the cars would stop and pedestrians walk free	1
319	Pedestrian Safety	This access point to 20th St Park is often overrun with homeless encampments, making pedestrian and bike traffic dangerous.	1
322	Pedestrian Safety	Transient population makes walking in this area unsafe especially for children.	1
361	Pedestrian Safety	This 4-way stop is often ignored by drivers The intersection is on an established bike route and is within 100 yards of a school (CCDS) and is utilized many times a day by young children, families, and the community. It needs yellow school striping!	1
109	Pedestrian Safety	Crosswalk needed.	0
180	Pedestrian Safety	Pedestrian Overpass needed to protect pedestrians in poorly lit and maintained roadway traffic.	0

ID	Focus Area	Comment	Votes
183	Pedestrian Safety	Speeding drivers create hazard to playing children on Antelope Creek Avenue where I reside.	0
255	Pedestrian Safety	Witnessed a fatal accident here when a truck struck a pedestrian crossing the road. Install a stoplight so pedestrians can stop traffic when they need to cross the street.	0
262	Pedestrian Safety	missing section of sidewalk along an increasingly busy road	0
276	Pedestrian Safety	With only two lights for pedestrians, one at the bike path and the other at W Sacramento, many students jaywalk to cross Nord to avoid waiting at the lights.	0
314	Pedestrian Safety	Very unsafe for pedestrians and cyclists. Need a sidewalk or bike lane. I often walk or push a stroller to get to the path from Shasta road to Amber Court and it feels unsafe because there is no way to walk off the road in some areas.	0
330	Pedestrian Safety	Light is not long enough for pedestrians to safely cross	0
8	Speeding	Truck route and main northern access road from north/western areas of county into the city. speed limit is 35 mph in this area. Large apartment complex being built will increase pedestrian/car traffic and intensify the unsafe sight lights/speed	6
53	Speeding	Manzanita between the Elks Club and Marigold is frequently driven at 40mph by young driver's and many others in front of Marigold and Loma Vista schools. This section needs weel-marked bike lanes, a rumble strip and speed bumps like Neil Dow.	6
20	Speeding	The speed limit is 35 mph but the average speed of traffic is 45-50. There are so many t-bone accidents for folks trying to cross these streets. Visibillity poor to detect oncoming traffic due to parked cars and large trees lining the streets.	5
101	Speeding	Speed reduction design measures need to be applied to West Shasta Ave. before someone gets killed.	5
42	Speeding	There are no sidewalks on Boucher for pedestrians and vehicles drive too fast between 16th Street and Humboldt endangering children who attend the Head Start on Boucher and shoppers who utilize the Boucher Street Market.	4
105	Speeding	Constant speeding	3
227	Speeding	Drivers are going 5-10 MPH over the speed limit every time I use this route	3
44	Speeding	The speed limit on Godman is 25 mph but most drivers go faster making this an unsafe road for kids, bikes and pets. There are signs, but they are somewhat hidden. As a local resident, I would support a police presence to cite speeders.	2
127	Speeding	Cars consistently travel well above the 25 mph speed limit. I believe some drivers assume it has a higher limit like E 1st Ave. This road could benefit from additional speed limit signs.	2
202	Speeding	Theres been multiple accidents in front of my house on Nord Hwy. Speeding is always involved. Commercial trucks are going faster than the limit and there are drivers who treat this street like its a drag racing track.	2
100	Speeding	Some use this at a thoroughfare from Esplanade to Rio Lindo. Very unsafe as there is a lot of foot traffic in this area.	1
189	Speeding	The speed bumps in this area have depressions for emergency vehicle if you drive in the center of the road. Regular drivers are leaving the lane to use these cutouts so they can drive faster.	1
213	Speeding	Besides there being no sidewalk and poor lighting, Burnap is used by some for a speedway/shortcut.	1

ID	Focus Area	Comment	Votes
214	Speeding	Through the Campfire traffic, Holly Ave became short cut bipassing the Esplanade and Nord Highway. As a shortcut the speed demon are out in this residential neighborhood. Speed controls and reminders(bumps/lights) must be considered .	1
357	Speeding	Speed bumps from Sheridan to Arbutus could help mitigate cars speeding down Palmetto would improve bicycle and pedestrian safety as well.	1
358	Speeding	Speed bumps from Sheridan to Arbutus could help mitigate cars speeding down Palmetto would improve bicycle and pedestrian safety as well.	1
216	Speeding	Speeding on Mariposa and poor road surface	0
218	Speeding	Speeding every afternoon around 5	0
231	Speeding	Speed is a particular issue on East 5th Ave between East Lindo Ave (stop sign) and Neal Dow Ave (signal)	0
307	Speeding	Cars drive very fast on this section of Sheridan	0
337	Speeding	Drivers turn from E 8th onto Orient and maintain their >35 MPH speed. It's a neighborhood, not a freeway. Can we have speed bumps intalled?	0

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
1	personal_vehicle	26_30	10	5	distracted_driving,impaired_drivers,pedestrian_safety,bicycle_safety,intersection_safety,young_drivers,lane_departures,lighting	no
2	personal_vehicle	40_50	15	5	intersection_safety,lighting,lane_departures,impaired_drivers,bicycle_safety,pedestrian_safety,young_drivers,distracted_driving	no
3	walking	26_30	0	0	intersection_safety,pedestrian_safety,bicycle_safety,distracted_driving,lane_departures,impaired_drivers,lighting,young_drivers	yes
4	personal_vehicle	40_50	48	48	distracted_driving,bicycle_safety,intersection_safety,pedestrian_safety,lane_departures,lighting,young_drivers,impaired_drivers	somewhat
5	personal_vehicle	51_65	10	10	intersection_safety,distracted_driving,lane_departures,pedestrian_safety,lighting,bicycle_safety,impaired_drivers,young_drivers	no
6	personal_vehicle	40_50	12	8	intersection_safety,distracted_driving,impaired_drivers,pedestrian_safety,bicycle_safety,lighting,lane_departures,young_drivers	no
7	personal_vehicle	51_65	10	10	distracted_driving,lane_departures,impaired_drivers,young_drivers,pedestrian_safety,bicycle_safety,intersection_safety,lighting	somewhat
8	bicycle	51_65	20	2	distracted_driving,intersection_safety,pedestrian_safety,bicycle_safety,lane_departures,impaired_drivers,lighting,young_drivers	no
9	personal_vehicle	51_65	10	7	young_drivers,distracted_driving,lane_departures,impaired_drivers,intersection_safety,bicycle_safety,pedestrian_safety,lighting	yes
10	personal_vehicle	51_65	30	15	pedestrian_safety,lighting,bicycle_safety,impaired_drivers,distracted_driving,lane_departures,young_drivers,intersection_safety	no
11	personal_vehicle	40_50	5	5	young_drivers,lane_departures,intersection_safety,bicycle_safety,lighting,pedestrian_safety,impaired_drivers,distracted_driving	no
12	personal_vehicle	31_40	20	20	intersection_safety,pedestrian_safety,bicycle_safety,lighting,distracted_driving,impaired_drivers,lane_departures,young_drivers	no
13	personal_vehicle	65+	5	1	distracted_driving,lane_departures,intersection_safety,lighting,young_drivers,pedestrian_safety,impaired_drivers,bicycle_safety	no
14	bicycle	31_40	5	5	bicycle_safety,impaired_drivers,lighting,intersection_safety,distracted_driving,pedestrian_safety,young_drivers,lane_departures	somewhat
15	personal_vehicle	51_65	0	4	distracted_driving,impaired_drivers,intersection_safety,bicycle_safety,pedestrian_safety,lane_departures,young_drivers,lighting	somewhat
16	bicycle	31_40	2	0	intersection_safety,bicycle_safety,distracted_driving,impaired_drivers,young_drivers,pedestrian_safety,lighting,lane_departures	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
17	personal_vehicle	51_65	8	2	bicycle_safety,intersection_safety,lane_departures,impaired_drivers,lighting,young_drivers,pedestrian_safety,distracted_driving	no
18	personal_vehicle	51_65	30	10	pedestrian_safety,bicycle_safety,intersection_safety,distracted_driving,lighting,impaired_drivers,lane_departures,young_drivers	somewhat
19	bicycle	31_40	7	0	bicycle_safety,distracted_driving,intersection_safety,lighting,impaired_drivers,pedestrian_safety,lane_departures,young_drivers	no
20	personal_vehicle	31_40	5	0	intersection_safety,bicycle_safety,pedestrian_safety,lighting,lane_departures,distracted_driving,impaired_drivers,young_drivers	somewhat
21	bicycle	40_50	1	0	distracted_driving,bicycle_safety,pedestrian_safety,impaired_drivers,young_drivers,intersection_safety,lane_departures,lighting	somewhat
22	personal_vehicle	51_65	20	2	intersection_safety,distracted_driving,impaired_drivers,lane_departures,pedestrian_safety,young_drivers,lighting,bicycle_safety	somewhat
23	personal_vehicle	40_50	15	15	lighting,pedestrian_safety,bicycle_safety,impaired_drivers,young_drivers,intersection_safety,lane_departures,distracted_driving	yes
24	personal_vehicle	31_40	10	2	intersection_safety,pedestrian_safety,bicycle_safety,lighting,distracted_driving,impaired_drivers,young_drivers,lane_departures	no
25	personal_vehicle	51_65	7	0	distracted_driving,impaired_drivers,intersection_safety,young_drivers,lighting,bicycle_safety,pedestrian_safety,lane_departures	somewhat
26	personal_vehicle	51_65	40	10	distracted_driving,lane_departures,lighting,intersection_safety,pedestrian_safety,bicycle_safety,impaired_drivers,young_drivers	no
27	personal_vehicle	31_40	8	0	bicycle_safety,lighting,impaired_drivers,intersection_safety,distracted_driving,lane_departures,pedestrian_safety,young_drivers	somewhat
28	personal_vehicle	40_50	8	0	bicycle_safety,distracted_driving,impaired_drivers,intersection_safety,young_drivers,pedestrian_safety,lighting,lane_departures	no
29	bicycle	40_50	5	1	intersection_safety,bicycle_safety,distracted_driving,pedestrian_safety,lane_departures,lighting,young_drivers,impaired_drivers	somewhat
30	personal_vehicle	31_40	15	3	impaired_drivers,distracted_driving,lighting,intersection_safety,pedestrian_safety,bicycle_safety,young_drivers,lane_departures	no
31	personal_vehicle	31_40	8	0	bicycle_safety,lighting,impaired_drivers,intersection_safety,distracted_driving,lane_departures,pedestrian_safety,young_drivers	somewhat
32	personal_vehicle	51_65	10	5	impaired_drivers,distracted_driving,intersection_safety,lane_departures,lighting,bicycle_safety,young_drivers,pedestrian_safety	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
33	personal_vehicle	40_50	3	0	pedestrian_safety,intersection_safety,bicycle_safety,distracted_driving,impaired_drivers,lane_departures,lighting,young_drivers	no
34	personal_vehicle	40_50	20	10	lighting,impaired_drivers,distracted_driving,pedestrian_safety,bicycle_safety,intersection_safety,lane_departures,young_drivers	yes
35	personal_vehicle	40_50	10	10	distracted_driving,bicycle_safety,impaired_drivers,young_drivers,intersection_safety,pedestrian_safety,lighting,lane_departures	no
36	personal_vehicle	31_40	6	0	distracted_driving,intersection_safety,bicycle_safety,pedestrian_safety,impaired_drivers,lighting,lane_departures,young_drivers	no
37	personal_vehicle	51_65	7	0	intersection_safety,distracted_driving,pedestrian_safety,bicycle_safety,lighting,young_drivers,impaired_drivers,lane_departures	no
38	personal_vehicle	51_65	10	4	pedestrian_safety,bicycle_safety,distracted_driving,lighting,intersection_safety,impaired_drivers,lane_departures,young_drivers	somewhat
39	walking	40_50	5	0	pedestrian_safety,bicycle_safety,intersection_safety,impaired_drivers,distracted_driving,young_drivers,lane_departures,lighting	somewhat
40	bicycle	51_65	0	0	bicycle_safety,pedestrian_safety,intersection_safety,young_drivers,distracted_driving,lighting,impaired_drivers,lane_departures	no
41	personal_vehicle	51_65	10	0	impaired_drivers,distracted_driving,pedestrian_safety,lighting,bicycle_safety,young_drivers,intersection_safety,lane_departures	no
42	personal_vehicle	51_65	10	10	lighting,bicycle_safety,intersection_safety,pedestrian_safety,lane_departures,distracted_driving,impaired_drivers,young_drivers	no
43	personal_vehicle	40_50	2	0	lighting,pedestrian_safety,distracted_driving,bicycle_safety,intersection_safety,young_drivers,lane_departures,impaired_drivers	no
44	bicycle	19_25	5	15	bicycle_safety,intersection_safety,pedestrian_safety,impaired_drivers,lighting,distracted_driving,lane_departures,young_drivers	no
45	personal_vehicle	40_50	10	5	distracted_driving,impaired_drivers,intersection_safety,young_drivers,bicycle_safety,lane_departures,pedestrian_safety,lighting	no
46	personal_vehicle	51_65	25	2	intersection_safety,bicycle_safety,pedestrian_safety,lighting,lane_departures,impaired_drivers,distracted_driving,young_drivers	no
47	personal_vehicle	19_25	12	8	bicycle_safety,intersection_safety,pedestrian_safety,lane_departures,impaired_drivers,distracted_driving,lighting,young_drivers	somewhat
48	personal_vehicle	40_50	15	3	young_drivers,distracted_driving,bicycle_safety,intersection_safety,lane_departures,pedestrian_safety,impaired_drivers,lighting	yes

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
49	bicycle	19_25	0	0	bicycle_safety,pedestrian_safety,intersection_safety,lane_departures,lighting,distracted_driving,young_drivers,impaired_drivers	no
50	walking	19_25	0	0	pedestrian_safety,intersection_safety,bicycle_safety,lighting,distracted_driving,impaired_drivers,lane_departures,young_drivers	no
51	personal_vehicle	40_50	6	0	intersection_safety,distracted_driving,lighting,impaired_drivers,lane_departures,pedestrian_safety,bicycle_safety,young_drivers	somewhat
52	personal_vehicle	40_50	30	30	bicycle_safety,lane_departures,pedestrian_safety,distracted_driving,lighting,intersection_safety,young_drivers,impaired_drivers	no
53	personal_vehicle	26_30	6	6	impaired_drivers,distracted_driving,lane_departures,intersection_safety,lighting,young_drivers,pedestrian_safety,bicycle_safety	somewhat
54	personal_vehicle	31_40	30	8	pedestrian_safety,bicycle_safety,lane_departures,distracted_driving,intersection_safety,impaired_drivers,young_drivers,lighting	no
55	personal_vehicle	40_50	0	80	intersection_safety,distracted_driving,pedestrian_safety,bicycle_safety,lighting,lane_departures,impaired_drivers,young_drivers	somewhat
56	personal_vehicle	40_50	50	50	bicycle_safety,intersection_safety,pedestrian_safety,lane_departures,lighting,young_drivers,impaired_drivers,distracted_driving	somewhat
57	personal_vehicle	26_30	15	10	distracted_driving,impaired_drivers,intersection_safety,lane_departures,pedestrian_safety,bicycle_safety,lighting,young_drivers	no
58	personal_vehicle	31_40	60	10	intersection_safety,distracted_driving,impaired_drivers,lane_departures,pedestrian_safety,bicycle_safety,lighting,young_drivers	no
59	personal_vehicle	31_40	50	40	distracted_driving,impaired_drivers,lighting,pedestrian_safety,bicycle_safety,intersection_safety,lane_departures,young_drivers	no
60	personal_vehicle	31_40	35	35	distracted_driving,intersection_safety,lighting,impaired_drivers,pedestrian_safety,bicycle_safety,lane_departures,young_drivers	somewhat
61	personal_vehicle	40_50	20	5	lighting,intersection_safety,impaired_drivers,distracted_driving,lane_departures,young_drivers,pedestrian_safety,bicycle_safety	no
62	personal_vehicle	31_40	100	100	lane_departures,intersection_safety,distracted_driving,impaired_drivers,pedestrian_safety,lighting,young_drivers,bicycle_safety	no
63	personal_vehicle	40_50	20	10	distracted_driving,impaired_drivers,lighting,bicycle_safety,pedestrian_safety,intersection_safety,lane_departures,young_drivers	no
64	personal_vehicle	31_40	150	150	impaired_drivers,intersection_safety,pedestrian_safety,young_drivers,distracted_driving,lane_departures,bicycle_safety,lighting	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
65	personal_vehicle	40_50	70	30	intersection_safety,pedestrian_safety,distracted_driving,lighting,lane_departures,young_drivers,bicycle_safety,impaired_drivers	no
66	personal_vehicle	40_50	45	10	intersection_safety,pedestrian_safety,bicycle_safety,lane_departures,young_drivers,lighting,impaired_drivers,distracted_driving	yes
67	personal_vehicle	26_30	200	65	distracted_driving,pedestrian_safety,intersection_safety,bicycle_safety,lighting,young_drivers,lane_departures,impaired_drivers	no
68	personal_vehicle	31_40	20	20	pedestrian_safety,bicycle_safety,intersection_safety,impaired_drivers,young_drivers,distracted_driving,lane_departures,lighting	no
69	personal_vehicle	31_40	10	5	pedestrian_safety,intersection_safety,impaired_drivers,bicycle_safety,lane_departures,distracted_driving,young_drivers,lighting	no
70	personal_vehicle	51_65	25	25	bicycle_safety,pedestrian_safety,intersection_safety,distracted_driving,lane_departures,impaired_drivers,lighting,young_drivers	no
71	personal_vehicle	31_40	100	100	lane_departures,intersection_safety,distracted_driving,impaired_drivers,young_drivers,bicycle_safety,pedestrian_safety,lighting	no
72	personal_vehicle	31_40	20	5	intersection_safety,pedestrian_safety,lane_departures,lighting,distracted_driving,impaired_drivers,bicycle_safety,young_drivers	no
73	personal_vehicle	40_50	20	5	pedestrian_safety,intersection_safety,bicycle_safety,lane_departures,distracted_driving,lighting,impaired_drivers,young_drivers	no
74	personal_vehicle	40_50	30	10	intersection_safety,lane_departures,pedestrian_safety,bicycle_safety,lighting,young_drivers,impaired_drivers,distracted_driving	yes
75	bicycle	40_50	10	0	bicycle_safety,lighting,pedestrian_safety,intersection_safety,distracted_driving,impaired_drivers,young_drivers,lane_departures	somewhat
76	personal_vehicle	31_40	25	5	lighting,intersection_safety,bicycle_safety,pedestrian_safety,lane_departures,impaired_drivers,distracted_driving,young_drivers	somewhat
77	personal_vehicle	31_40	10	10	lane_departures,distracted_driving,impaired_drivers,young_drivers,intersection_safety,lighting,bicycle_safety,pedestrian_safety	no
78	bicycle	31_40	0	0	pedestrian_safety,bicycle_safety,distracted_driving,lighting,intersection_safety,impaired_drivers,young_drivers,lane_departures	no
79	personal_vehicle	51_65	10	5	intersection_safety,distracted_driving,lane_departures,pedestrian_safety,bicycle_safety,lighting,impaired_drivers,young_drivers	somewhat
80	personal_vehicle	31_40	50	30	intersection_safety,distracted_driving,lane_departures,lighting,pedestrian_safety,impaired_drivers,bicycle_safety,young_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
81	personal_vehicle	31_40	5	1	pedestrian_safety,lighting,lane_departures,intersection_safety,impaired_drivers,young_drivers,bicycle_safety,distracted_driving	somewhat
82	bicycle	19_25	1	0	bicycle_safety,intersection_safety,lighting,pedestrian_safety,lane_departures,impaired_drivers,young_drivers,distracted_driving	yes
83	personal_vehicle	31_40	80	70	pedestrian_safety,bicycle_safety,distracted_driving,impaired_drivers,intersection_safety,young_drivers,lane_departures,lighting	no
84	bicycle	19_25	4	0	bicycle_safety,pedestrian_safety,intersection_safety,lane_departures,lighting,impaired_drivers,distracted_driving,young_drivers	somewhat
85	personal_vehicle	40_50	25	20	intersection_safety,distracted_driving,bicycle_safety,impaired_drivers,lighting,pedestrian_safety,lane_departures,young_drivers	no
86	other (Motorcycle)	26_30	15	15	intersection_safety,lighting,lane_departures,young_drivers,distracted_driving,impaired_drivers,bicycle_safety,pedestrian_safety	yes
87	personal_vehicle	65+	20	0	distracted_driving,pedestrian_safety,bicycle_safety,intersection_safety,lane_departures,lighting,impaired_drivers,young_drivers	no
88	personal_vehicle	40_50	5	5	intersection_safety,young_drivers,distracted_driving,bicycle_safety,lane_departures,pedestrian_safety,impaired_drivers,lighting	no
89	personal_vehicle	31_40	30	5	pedestrian_safety,bicycle_safety,impaired_drivers,distracted_driving,intersection_safety,lighting,lane_departures,young_drivers	no
90	bicycle	51_65	0	0	lighting,intersection_safety,lane_departures,pedestrian_safety,bicycle_safety,distracted_driving,young_drivers,impaired_drivers	yes
91	personal_vehicle	40_50	0	50	distracted_driving,young_drivers,intersection_safety,lane_departures,impaired_drivers,lighting,bicycle_safety,pedestrian_safety	no
92	personal_vehicle	65+	2	25	young_drivers,lighting,bicycle_safety,impaired_drivers,intersection_safety,lane_departures,pedestrian_safety,distracted_driving	somewhat
93	personal_vehicle	51_65	40	5	lighting,intersection_safety,distracted_driving,pedestrian_safety,bicycle_safety,lane_departures,impaired_drivers,young_drivers	no
94	personal_vehicle	51_65	10	10	distracted_driving,lane_departures,intersection_safety,impaired_drivers,lighting,pedestrian_safety,young_drivers,bicycle_safety	no
95	personal_vehicle	51_65	10	10	distracted_driving,impaired_drivers,lane_departures,pedestrian_safety,lighting,bicycle_safety,intersection_safety,young_drivers	no
96	personal_vehicle	51_65	40	10	distracted_driving,impaired_drivers,intersection_safety,lighting,pedestrian_safety,bicycle_safety,lane_departures,young_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
97	personal_vehicle	65+	10	1	pedestrian_safety,lighting,intersection_safety,lane_departures,impaired_drivers,distracted_driving,young_drivers,bicycle_safety	somewhat
98	carpool_rideshare	19_25	5	2	intersection_safety,bicycle_safety,pedestrian_safety,lighting,distracted_driving,impaired_drivers,young_drivers,lane_departures	no
99	personal_vehicle	40_50	10	10	lighting,intersection_safety,pedestrian_safety,impaired_drivers,lane_departures,bicycle_safety,distracted_driving,young_drivers	no
100	personal_vehicle	51_65	10	5	bicycle_safety,lane_departures,lighting,pedestrian_safety,intersection_safety,young_drivers,impaired_drivers,distracted_driving	no
101	personal_vehicle	51_65	65	65	pedestrian_safety,bicycle_safety,lane_departures,intersection_safety,impaired_drivers,lighting,distracted_driving,young_drivers	no
102	personal_vehicle	65+	50	50	lighting,young_drivers,lane_departures,distracted_driving,bicycle_safety,impaired_drivers,pedestrian_safety,intersection_safety	no
103	personal_vehicle	31_40	15	5	intersection_safety,distracted_driving,impaired_drivers,lane_departures,lighting,young_drivers,pedestrian_safety,bicycle_safety	no
104	personal_vehicle	26_30	150	159	distracted_driving,intersection_safety,impaired_drivers,lighting,young_drivers,lane_departures,pedestrian_safety,bicycle_safety	no
105	personal_vehicle	40_50	40	80	lighting,intersection_safety,impaired_drivers,lane_departures,bicycle_safety,pedestrian_safety,distracted_driving,young_drivers	yes
106	personal_vehicle	51_65	10	15	impaired_drivers,intersection_safety,lane_departures,lighting,distracted_driving,bicycle_safety,pedestrian_safety,young_drivers	somewhat
107	personal_vehicle	51_65	500	400	impaired_drivers,distracted_driving,young_drivers,lane_departures,intersection_safety,lighting,pedestrian_safety,bicycle_safety	somewhat
108	personal_vehicle	51_65	4	4	intersection_safety,distracted_driving,impaired_drivers,lane_departures,pedestrian_safety,young_drivers,lighting,bicycle_safety	no
109	personal_vehicle	40_50	28	12	distracted_driving,impaired_drivers,intersection_safety,young_drivers,pedestrian_safety,lighting,lane_departures,bicycle_safety	no
110	personal_vehicle	65+	325	325	intersection_safety,pedestrian_safety,bicycle_safety,impaired_drivers,young_drivers,distracted_driving,lane_departures,lighting	no
111	personal_vehicle	31_40	20	15	intersection_safety,distracted_driving,impaired_drivers,young_drivers,lane_departures,lighting,pedestrian_safety,bicycle_safety	no
112	personal_vehicle	40_50	50	2	distracted_driving,lighting,impaired_drivers,young_drivers,bicycle_safety,pedestrian_safety,lane_departures,intersection_safety	somewhat

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
113	personal_vehicle	40_50	100	100	impaired_drivers,distracted_driving,lighting,intersection_safety,young_drivers,pedestrian_safety,bicycle_safety,lane_departures	no
114	personal_vehicle	31_40	25	25	lane_departures,lighting,impaired_drivers,distracted_driving,bicycle_safety,pedestrian_safety,intersection_safety,young_drivers	somewhat
115	personal_vehicle	51_65	25	25	distracted_driving,impaired_drivers,intersection_safety,lane_departures,pedestrian_safety,bicycle_safety,young_drivers,lighting	yes
116	personal_vehicle	31_40	9	9	intersection_safety,impaired_drivers,distracted_driving,lighting,young_drivers,lane_departures,bicycle_safety,pedestrian_safety	no
117	personal_vehicle	51_65	15	5	bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,lane_departures,intersection_safety,young_drivers,lighting	no
118	personal_vehicle	40_50	25	25	distracted_driving,impaired_drivers,lighting,intersection_safety,pedestrian_safety,bicycle_safety,young_drivers,lane_departures	no
119	personal_vehicle	19_25	2	50	lighting,bicycle_safety,distracted_driving,intersection_safety,impaired_drivers,pedestrian_safety,young_drivers,lane_departures	somewhat
120	personal_vehicle	31_40	25	15	intersection_safety,impaired_drivers,distracted_driving,lane_departures,lighting,pedestrian_safety,bicycle_safety,young_drivers	no
121	personal_vehicle	40_50	60	3	distracted_driving,lane_departures,intersection_safety,impaired_drivers,lighting,young_drivers,pedestrian_safety,bicycle_safety	somewhat
122	personal_vehicle	65+	5	1	intersection_safety,distracted_driving,pedestrian_safety,lighting,lane_departures,impaired_drivers,bicycle_safety,young_drivers	somewhat
123	bicycle	31_40	1	0	distracted_driving,bicycle_safety,pedestrian_safety,impaired_drivers,intersection_safety,lighting,lane_departures,young_drivers	somewhat
124	personal_vehicle	31_40	10	5	lane_departures,lighting,intersection_safety,distracted_driving,young_drivers,impaired_drivers,bicycle_safety,pedestrian_safety	no
125	personal_vehicle	40_50	15	8	distracted_driving,impaired_drivers,pedestrian_safety,bicycle_safety,intersection_safety,lighting,young_drivers,lane_departures	no
126	personal_vehicle	51_65	100	20	intersection_safety,distracted_driving,impaired_drivers,young_drivers,bicycle_safety,pedestrian_safety,lane_departures,lighting	no
127	personal_vehicle	31_40	30	30	intersection_safety,distracted_driving,lighting,pedestrian_safety,impaired_drivers,lane_departures,young_drivers,bicycle_safety	no
128	personal_vehicle	40_50	30	15	intersection_safety,lane_departures,lighting,distracted_driving,bicycle_safety,pedestrian_safety,young_drivers,impaired_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
129	personal_vehicle	51_65	200	50	young_drivers,intersection_safety,lighting,distracted_driving,pedestrian_safety,bicycle_safety,impaired_drivers,lane_departures	no
130	personal_vehicle	31_40	90	90	impaired_drivers,distracted_driving,intersection_safety,pedestrian_safety,bicycle_safety,lane_departures,lighting,young_drivers	no
131	personal_vehicle	40_50	1	0	distracted_driving,impaired_drivers,intersection_safety,bicycle_safety,pedestrian_safety,young_drivers,lane_departures,lighting	somewhat
132	personal_vehicle	65+	5	0	intersection_safety,distracted_driving,lighting,bicycle_safety,young_drivers,impaired_drivers,lane_departures,pedestrian_safety	somewhat
133	personal_vehicle	40_50	30	30	distracted_driving,intersection_safety,bicycle_safety,pedestrian_safety,impaired_drivers,young_drivers,lane_departures,lighting	no
134	personal_vehicle	40_50	20	5	young_drivers,lighting,distracted_driving,pedestrian_safety,impaired_drivers,lane_departures,intersection_safety,bicycle_safety	somewhat
135	personal_vehicle	51_65	10	10	bicycle_safety,pedestrian_safety,lane_departures,distracted_driving,lighting,impaired_drivers,young_drivers,intersection_safety	no
136	personal_vehicle	40_50	45	5	lighting,impaired_drivers,distracted_driving,intersection_safety,bicycle_safety,young_drivers,pedestrian_safety,lane_departures	no
137	personal_vehicle	51_65	3	20	distracted_driving,impaired_drivers,bicycle_safety,young_drivers,intersection_safety,pedestrian_safety,lane_departures,lighting	no
138	personal_vehicle	51_65	44	4	intersection_safety,lighting,bicycle_safety,pedestrian_safety,distracted_driving,lane_departures,impaired_drivers,young_drivers	somewhat
139	personal_vehicle	51_65	30	15	intersection_safety,distracted_driving,pedestrian_safety,impaired_drivers,young_drivers,bicycle_safety,lighting,lane_departures	no
140	personal_vehicle	40_50	175	65	distracted_driving,lane_departures,intersection_safety,lighting,pedestrian_safety,bicycle_safety,impaired_drivers,young_drivers	no
141	personal_vehicle	65+	12	6	young_drivers,impaired_drivers,distracted_driving,lane_departures,intersection_safety,bicycle_safety,pedestrian_safety,lighting	no
142	personal_vehicle	40_50	30	30	lighting,distracted_driving,bicycle_safety,pedestrian_safety,lane_departures,intersection_safety,impaired_drivers,young_drivers	no
143	personal_vehicle	51_65	25	25	young_drivers,pedestrian_safety,bicycle_safety,impaired_drivers,intersection_safety,distracted_driving,lane_departures,lighting	no
146	personal_vehicle	51_65	5	5	intersection_safety,bicycle_safety,distracted_driving,impaired_drivers,lane_departures,lighting,pedestrian_safety,young_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
147	personal_vehicle	65+	10	5	distracted_driving,impaired_drivers,bicycle_safety,intersection_safety,young_drivers,pedestrian_safety,lane_departures,lighting	no
148	personal_vehicle	51_65	15	10	impaired_drivers,distracted_driving,young_drivers,pedestrian_safety,bicycle_safety,lane_departures,lighting,intersection_safety	no
149	personal_vehicle	31_40	5	5	lighting,intersection_safety,pedestrian_safety,impaired_drivers,distracted_driving,bicycle_safety,young_drivers,lane_departures	no
150	personal_vehicle	40_50	15	5	distracted_driving,intersection_safety,lane_departures,lighting,bicycle_safety,pedestrian_safety,young_drivers,impaired_drivers	no
151	personal_vehicle	26_30	65	65	distracted_driving,impaired_drivers,young_drivers,lighting,lane_departures,intersection_safety,pedestrian_safety,bicycle_safety	no
152	personal_vehicle	51_65	10	10	intersection_safety,impaired_drivers,lighting,lane_departures,distracted_driving,young_drivers,bicycle_safety,pedestrian_safety	no
153	personal_vehicle	51_65	50	50	lighting,lane_departures,impaired_drivers,distracted_driving,intersection_safety,young_drivers,bicycle_safety,pedestrian_safety	yes
154	personal_vehicle	31_40	10	6	distracted_driving,intersection_safety,pedestrian_safety,lighting,lane_departures,bicycle_safety,impaired_drivers,young_drivers	no
155	personal_vehicle	31_40	7	7	impaired_drivers,distracted_driving,intersection_safety,lighting,pedestrian_safety,young_drivers,lane_departures,bicycle_safety	no
156	personal_vehicle	26_30	160	160	bicycle_safety,distracted_driving,lighting,intersection_safety,impaired_drivers,pedestrian_safety,young_drivers,lane_departures	no
157	personal_vehicle	31_40	10	10	intersection_safety,lane_departures,young_drivers,distracted_driving,pedestrian_safety,impaired_drivers,bicycle_safety,lighting	no
158	personal_vehicle	51_65	46	5	bicycle_safety,young_drivers,impaired_drivers,lane_departures,distracted_driving,intersection_safety,pedestrian_safety,lighting	yes
159	personal_vehicle	31_40	10	5	impaired_drivers,bicycle_safety,pedestrian_safety,distracted_driving,intersection_safety,lane_departures,young_drivers,lighting	no
160	personal_vehicle	51_65	0	0	impaired_drivers,young_drivers,pedestrian_safety,distracted_driving,intersection_safety,bicycle_safety,lighting,lane_departures	no
161	personal_vehicle	31_40	80	10	lane_departures,young_drivers,lighting,impaired_drivers,intersection_safety,distracted_driving,bicycle_safety,pedestrian_safety	yes
162	personal_vehicle	31_40	20	20	lighting,distracted_driving,lane_departures,impaired_drivers,intersection_safety,pedestrian_safety,bicycle_safety,young_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
163	personal_vehicle	26_30	30	75	distracted_driving,impaired_drivers,bicycle_safety,pedestrian_safety,lighting,intersection_safety,lane_departures,young_drivers	no
164	personal_vehicle	26_30	40	1	bicycle_safety,lighting,pedestrian_safety,intersection_safety,impaired_drivers,distracted_driving,lane_departures,young_drivers	somewhat
165	personal_vehicle	19_25	200	200	lighting,intersection_safety,lane_departures,pedestrian_safety,bicycle_safety,distracted_driving,young_drivers,impaired_drivers	no
166	personal_vehicle	31_40	80	80	impaired_drivers,intersection_safety,lighting,distracted_driving,bicycle_safety,pedestrian_safety,young_drivers,lane_departures	no
167	personal_vehicle	40_50	3	3	intersection_safety,lighting,distracted_driving,impaired_drivers,pedestrian_safety,bicycle_safety,young_drivers,lane_departures	somewhat
168	personal_vehicle	40_50	45	45	distracted_driving,pedestrian_safety,young_drivers,lighting,bicycle_safety,impaired_drivers,intersection_safety,lane_departures	no
169	walking	40_50	0	0	pedestrian_safety,bicycle_safety,intersection_safety,distracted_driving,impaired_drivers,lighting,lane_departures,young_drivers	no
170	personal_vehicle	31_40	25	25	distracted_driving,impaired_drivers,bicycle_safety,pedestrian_safety,intersection_safety,lighting,lane_departures,young_drivers	no
171	personal_vehicle	19_25	10	50	impaired_drivers,distracted_driving,intersection_safety,bicycle_safety,pedestrian_safety,young_drivers,lighting,lane_departures	yes
172	personal_vehicle	51_65	10	1	intersection_safety,distracted_driving,bicycle_safety,pedestrian_safety,young_drivers,impaired_drivers,lane_departures,lighting	no
173	personal_vehicle	51_65	60	60	distracted_driving,intersection_safety,lane_departures,lighting,impaired_drivers,young_drivers,pedestrian_safety,bicycle_safety	yes
174	personal_vehicle	40_50	500	500	pedestrian_safety,bicycle_safety,distracted_driving,young_drivers,lighting,impaired_drivers,lane_departures,intersection_safety	no
175	personal_vehicle	51_65	10	50	intersection_safety,pedestrian_safety,impaired_drivers,lighting,lane_departures,young_drivers,bicycle_safety,distracted_driving	no
176	personal_vehicle	40_50	100	75	lighting,distracted_driving,bicycle_safety,pedestrian_safety,intersection_safety,impaired_drivers,lane_departures,young_drivers	no
177	personal_vehicle	40_50	3	1	intersection_safety,lane_departures,distracted_driving,pedestrian_safety,impaired_drivers,lighting,bicycle_safety,young_drivers	somewhat
178	personal_vehicle	51_65	40	40	intersection_safety,pedestrian_safety,lighting,lane_departures,impaired_drivers,distracted_driving,young_drivers,bicycle_safety	yes

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
179	personal_vehicle	40_50	10	5	bicycle_safety,young_drivers,pedestrian_safety,intersection_safety,distracted_driving,lane_departures,impaired_drivers,lighting	no
180	personal_vehicle	31_40	20	10	bicycle_safety,impaired_drivers,distracted_driving,pedestrian_safety,lighting,lane_departures,intersection_safety,young_drivers	no
181	personal_vehicle	19_25	37	15	intersection_safety,lighting,pedestrian_safety,bicycle_safety,lane_departures,distracted_driving,young_drivers,impaired_drivers	no
182	personal_vehicle	19_25	20	5	intersection_safety,lighting,pedestrian_safety,bicycle_safety,impaired_drivers,distracted_driving,young_drivers,lane_departures	somewhat
183	personal_vehicle	26_30	25	5	pedestrian_safety,bicycle_safety,intersection_safety,impaired_drivers,distracted_driving,lane_departures,lighting,young_drivers	no
184	personal_vehicle	31_40	20	10	intersection_safety,lighting,lane_departures,distracted_driving,impaired_drivers,pedestrian_safety,bicycle_safety,young_drivers	no
185	personal_vehicle	65+	25	35	intersection_safety,lighting,impaired_drivers,bicycle_safety,lane_departures,pedestrian_safety,young_drivers,distracted_driving	no
186	personal_vehicle	31_40	20	10	intersection_safety,impaired_drivers,young_drivers,distracted_driving,lighting,bicycle_safety,pedestrian_safety,lane_departures	yes
187	personal_vehicle	31_40	12	12	intersection_safety,lighting,bicycle_safety,lane_departures,impaired_drivers,distracted_driving,pedestrian_safety,young_drivers	no
188	personal_vehicle	31_40	120	40	distracted_driving,intersection_safety,impaired_drivers,pedestrian_safety,lane_departures,bicycle_safety,lighting,young_drivers	somewhat
189	personal_vehicle	65+	10	5	impaired_drivers,bicycle_safety,pedestrian_safety,distracted_driving,intersection_safety,lighting,lane_departures,young_drivers	somewhat
190	personal_vehicle	31_40	10	10	intersection_safety,distracted_driving,bicycle_safety,impaired_drivers,young_drivers,lane_departures,lighting,pedestrian_safety	no
191	personal_vehicle	51_65	15	15	distracted_driving,lane_departures,lighting,intersection_safety,impaired_drivers,pedestrian_safety,bicycle_safety,young_drivers	no
192	personal_vehicle	40_50	20	8	intersection_safety,lane_departures,distracted_driving,lighting,impaired_drivers,pedestrian_safety,bicycle_safety,young_drivers	no
193	personal_vehicle	51_65	100	50	bicycle_safety,pedestrian_safety,intersection_safety,distracted_driving,lighting,impaired_drivers,young_drivers,lane_departures	no
194	personal_vehicle	40_50	42	5	distracted_driving,bicycle_safety,lane_departures,intersection_safety,lighting,pedestrian_safety,impaired_drivers,young_drivers	somewhat

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
195	personal_vehicle	40_50	43	5	distracted_driving,pedestrian_safety,bicycle_safety,lane_departures,intersection_safety,young_drivers,lighting,impaired_drivers	somewhat
196	personal_vehicle	31_40	20	20	pedestrian_safety,bicycle_safety,intersection_safety,impaired_drivers,distracted_driving,young_drivers,lane_departures,lighting	no
197	personal_vehicle	40_50	80	50	intersection_safety,bicycle_safety,distracted_driving,lane_departures,impaired_drivers,pedestrian_safety,young_drivers,lighting	no
198	personal_vehicle	40_50	12	12	distracted_driving,young_drivers,impaired_drivers,intersection_safety,lane_departures,bicycle_safety,pedestrian_safety,lighting	no
199	bicycle	40_50	0	0	bicycle_safety,pedestrian_safety,intersection_safety,distracted_driving,impaired_drivers,young_drivers,lane_departures,lighting	no
200	personal_vehicle	40_50	15	5	impaired_drivers,young_drivers,distracted_driving,intersection_safety,bicycle_safety,pedestrian_safety,lighting,lane_departures	yes
201	personal_vehicle	65+	7	5	intersection_safety,lane_departures,distracted_driving,impaired_drivers,pedestrian_safety,lighting,bicycle_safety,young_drivers	no
202	personal_vehicle	51_65	30	300	intersection_safety,distracted_driving,pedestrian_safety,bicycle_safety,lighting,impaired_drivers,lane_departures,young_drivers	somewhat
203	personal_vehicle	51_65	15	15	intersection_safety,lighting,pedestrian_safety,bicycle_safety,distracted_driving,lane_departures,impaired_drivers,young_drivers	no
204	personal_vehicle	40_50	10	10	intersection_safety,distracted_driving,impaired_drivers,pedestrian_safety,bicycle_safety,lane_departures,lighting,young_drivers	no
205	personal_vehicle	51_65	2	1	distracted_driving,impaired_drivers,young_drivers,intersection_safety,lane_departures,bicycle_safety,pedestrian_safety,lighting	somewhat
206	personal_vehicle	40_50	15	10	distracted_driving,impaired_drivers,young_drivers,intersection_safety,lighting,bicycle_safety,lane_departures,pedestrian_safety	no
207	bicycle	31_40	0	5	intersection_safety,pedestrian_safety,bicycle_safety,lighting,lane_departures,distracted_driving,impaired_drivers,young_drivers	no
208	personal_vehicle	40_50	150	80	pedestrian_safety,bicycle_safety,lighting,intersection_safety,young_drivers,distracted_driving,impaired_drivers,lane_departures	no
209	personal_vehicle	51_65	10	10	impaired_drivers,distracted_driving,lane_departures,intersection_safety,bicycle_safety,pedestrian_safety,young_drivers,lighting	no
210	personal_vehicle	65+	120	100	intersection_safety,pedestrian_safety,bicycle_safety,young_drivers,distracted_driving,impaired_drivers,lane_departures,lighting	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
211	personal_vehicle	51_65	10	10	distracted_driving,intersection_safety,young_drivers,bicycle_safety,pedestrian_safety,lane_departures,impaired_drivers,lighting	no
212	personal_vehicle	31_40	12	12	bicycle_safety,intersection_safety,impaired_drivers,distracted_driving,pedestrian_safety,lane_departures,lighting,young_drivers	no
213	bicycle	31_40	15	15	bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,lane_departures,lighting,young_drivers,intersection_safety	yes
214	personal_vehicle	40_50	10	12	distracted_driving,young_drivers,impaired_drivers,intersection_safety,lane_departures,lighting,bicycle_safety,pedestrian_safety	no
215	personal_vehicle	51_65	10	5	intersection_safety,lane_departures,pedestrian_safety,bicycle_safety,lighting,distracted_driving,impaired_drivers,young_drivers	somewhat
216	personal_vehicle	19_25	40	40	intersection_safety,bicycle_safety,impaired_drivers,pedestrian_safety,lane_departures,distracted_driving,lighting,young_drivers	no
217	personal_vehicle	65+	25	25	pedestrian_safety,distracted_driving,impaired_drivers,young_drivers,bicycle_safety,intersection_safety,lighting,lane_departures	no
218	personal_vehicle	26_30	15	15	impaired_drivers,bicycle_safety,distracted_driving,intersection_safety,lane_departures,pedestrian_safety,lighting,young_drivers	no
219	personal_vehicle	65+	25	15	intersection_safety,pedestrian_safety,lighting,young_drivers,impaired_drivers,bicycle_safety,lane_departures,distracted_driving	no
220	personal_vehicle	65+	5	2	bicycle_safety,lane_departures,impaired_drivers,pedestrian_safety,lighting,distracted_driving,intersection_safety,young_drivers	no
221	personal_vehicle	26_30	5	5	lane_departures,intersection_safety,distracted_driving,bicycle_safety,young_drivers,impaired_drivers,pedestrian_safety,lighting	no
222	personal_vehicle	40_50	50	50	young_drivers,distracted_driving,intersection_safety,impaired_drivers,lane_departures,pedestrian_safety,lighting,bicycle_safety	no
223	personal_vehicle	40_50	30	15	distracted_driving,intersection_safety,bicycle_safety,pedestrian_safety,lighting,impaired_drivers,young_drivers,lane_departures	somewhat
224	bicycle	under_18	4	0	bicycle_safety,intersection_safety,pedestrian_safety,lighting,distracted_driving,lane_departures,impaired_drivers,young_drivers	no
225	personal_vehicle	40_50	30	30	intersection_safety,lane_departures,lighting,pedestrian_safety,distracted_driving,impaired_drivers,bicycle_safety,young_drivers	no
226	personal_vehicle	40_50	150	150	distracted_driving,lighting,bicycle_safety,intersection_safety,impaired_drivers,pedestrian_safety,young_drivers,lane_departures	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
227	personal_vehicle	51_65	15	15	intersection_safety,lighting,bicycle_safety,distracted_driving,pedestrian_safety,young_drivers,impaired_drivers,lane_departures	no
228	personal_vehicle	31_40	8	1	pedestrian_safety,lighting,bicycle_safety,lane_departures,distracted_driving,impaired_drivers,young_drivers,intersection_safety	no
229	personal_vehicle	40_50	0	0	pedestrian_safety,intersection_safety,impaired_drivers,lane_departures,lighting,distracted_driving,bicycle_safety,young_drivers	no
230	personal_vehicle	40_50	7	2	pedestrian_safety,lighting,lane_departures,intersection_safety,impaired_drivers,bicycle_safety,distracted_driving,young_drivers	no
231	personal_vehicle	51_65	15	10	distracted_driving,pedestrian_safety,bicycle_safety,impaired_drivers,intersection_safety,lighting,young_drivers,lane_departures	no
232	personal_vehicle	65+	20	0	intersection_safety,impaired_drivers,pedestrian_safety,distracted_driving,bicycle_safety,lane_departures,young_drivers,lighting	somewhat
233	personal_vehicle	40_50	0	0	pedestrian_safety,lane_departures,intersection_safety,bicycle_safety,impaired_drivers,young_drivers,distracted_driving,lighting	no
234	bicycle	26_30	6	6	bicycle_safety,intersection_safety,pedestrian_safety,distracted_driving,lane_departures,impaired_drivers,young_drivers,lighting	no
235	personal_vehicle	51_65	25	5	intersection_safety,lighting,distracted_driving,bicycle_safety,pedestrian_safety,lane_departures,young_drivers,impaired_drivers	yes
236	personal_vehicle	51_65	18	18	distracted_driving,intersection_safety,bicycle_safety,pedestrian_safety,young_drivers,impaired_drivers,lane_departures,lighting	no
237	personal_vehicle	51_65	20	0	impaired_drivers,distracted_driving,intersection_safety,lane_departures,bicycle_safety,pedestrian_safety,lighting,young_drivers	no
238	personal_vehicle	40_50	35	10	intersection_safety,bicycle_safety,pedestrian_safety,lighting,distracted_driving,impaired_drivers,lane_departures,young_drivers	no
239	personal_vehicle	40_50	300	0	lighting,lane_departures,bicycle_safety,pedestrian_safety,intersection_safety,impaired_drivers,distracted_driving,young_drivers	no
240	personal_vehicle	31_40	40	15	pedestrian_safety,bicycle_safety,lighting,impaired_drivers,intersection_safety,distracted_driving,lane_departures,young_drivers	no
241	personal_vehicle	40_50	150	150	intersection_safety,pedestrian_safety,bicycle_safety,distracted_driving,impaired_drivers,lighting,lane_departures,young_drivers	no
242	personal_vehicle	40_50	100	100	intersection_safety,lane_departures,impaired_drivers,distracted_driving,pedestrian_safety,bicycle_safety,young_drivers,lighting	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
243	personal_vehicle	65+	15	5	distracted_driving,intersection_safety,bicycle_safety,lane_departures,young_drivers,pedestrian_safety,impaired_drivers,lighting	no
244	personal_vehicle	19_25	30	10	impaired_drivers,intersection_safety,lighting,young_drivers,distracted_driving,pedestrian_safety,bicycle_safety,lane_departures	no
245	personal_vehicle	40_50	5	5	pedestrian_safety,bicycle_safety,distracted_driving,impaired_drivers,young_drivers,lane_departures,intersection_safety,lighting	somewhat
246	personal_vehicle	31_40	20	5	impaired_drivers,young_drivers,distracted_driving,lane_departures,pedestrian_safety,bicycle_safety,intersection_safety,lighting	no
247	personal_vehicle	40_50	0	50	intersection_safety,distracted_driving,pedestrian_safety,bicycle_safety,young_drivers,impaired_drivers,lane_departures,lighting	no
248	personal_vehicle	65+	50	25	distracted_driving,impaired_drivers,intersection_safety,lane_departures,lighting,young_drivers,pedestrian_safety,bicycle_safety	somewhat
249	personal_vehicle	51_65	20	20	distracted_driving,young_drivers,bicycle_safety,impaired_drivers,pedestrian_safety,lane_departures,intersection_safety,lighting	somewhat
250	personal_vehicle	40_50	100	100	distracted_driving,lighting,lane_departures,intersection_safety,pedestrian_safety,bicycle_safety,impaired_drivers,young_drivers	no
251	personal_vehicle	40_50	25	20	intersection_safety,bicycle_safety,lighting,distracted_driving,pedestrian_safety,lane_departures,impaired_drivers,young_drivers	no
252	personal_vehicle	65+	150	125	distracted_driving,impaired_drivers,intersection_safety,pedestrian_safety,lane_departures,young_drivers,bicycle_safety,lighting	yes
253	personal_vehicle	51_65	50	25	distracted_driving,lane_departures,intersection_safety,pedestrian_safety,bicycle_safety,impaired_drivers,lighting,young_drivers	no
254	personal_vehicle	40_50	15	15	intersection_safety,lighting,distracted_driving,lane_departures,impaired_drivers,bicycle_safety,pedestrian_safety,young_drivers	yes
255	bicycle	40_50	10	0	bicycle_safety,intersection_safety,pedestrian_safety,lighting,lane_departures,distracted_driving,impaired_drivers,young_drivers	no
256	personal_vehicle	40_50	20	10	intersection_safety,pedestrian_safety,lighting,bicycle_safety,distracted_driving,lane_departures,young_drivers,impaired_drivers	somewhat
257	personal_vehicle	40_50	150	100	distracted_driving,bicycle_safety,pedestrian_safety,intersection_safety,impaired_drivers,lane_departures,young_drivers,lighting	no
258	personal_vehicle	51_65	15	5	impaired_drivers,intersection_safety,young_drivers,distracted_driving,lane_departures,lighting,bicycle_safety,pedestrian_safety	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
259	personal_vehicle	65+	10	10	lane_departures,intersection_safety,young_drivers,distracted_driving,impaired_drivers,bicycle_safety,lighting,pedestrian_safety	no
260	personal_vehicle	40_50	35	15	intersection_safety,lighting,bicycle_safety,young_drivers,pedestrian_safety,distracted_driving,lane_departures,impaired_drivers	no
261	personal_vehicle	40_50	30	10	bicycle_safety,intersection_safety,distracted_driving,young_drivers,pedestrian_safety,lighting,lane_departures,impaired_drivers	somewhat
262	personal_vehicle	40_50	20	20	intersection_safety,lighting,pedestrian_safety,bicycle_safety,impaired_drivers,distracted_driving,lane_departures,young_drivers	no
263	personal_vehicle	65+	10	10	intersection_safety,impaired_drivers,pedestrian_safety,lighting,lane_departures,bicycle_safety,young_drivers,distracted_driving	no
264	personal_vehicle	51_65	10	10	impaired_drivers,intersection_safety,pedestrian_safety,distracted_driving,lighting,young_drivers,bicycle_safety,lane_departures	no
265	personal_vehicle	65+	33	5	intersection_safety,lighting,distracted_driving,lane_departures,bicycle_safety,pedestrian_safety,impaired_drivers,young_drivers	no
266	personal_vehicle	65+	20	20	intersection_safety,young_drivers,distracted_driving,impaired_drivers,lane_departures,bicycle_safety,lighting,pedestrian_safety	no
267	personal_vehicle	51_65	20	15	intersection_safety,lane_departures,bicycle_safety,impaired_drivers,pedestrian_safety,distracted_driving,lighting,young_drivers	yes
268	personal_vehicle	51_65	120	120	pedestrian_safety,bicycle_safety,distracted_driving,lane_departures,lighting,intersection_safety,young_drivers,impaired_drivers	no
269	personal_vehicle	65+	15	0	distracted_driving,intersection_safety,lane_departures,bicycle_safety,pedestrian_safety,lighting,impaired_drivers,young_drivers	somewhat
270	personal_vehicle	26_30	20	20	young_drivers,distracted_driving,intersection_safety,impaired_drivers,lane_departures,lighting,pedestrian_safety,bicycle_safety	yes
271	personal_vehicle	51_65	15	15	distracted_driving,impaired_drivers,young_drivers,lane_departures,intersection_safety,lighting,bicycle_safety,pedestrian_safety	no
272	personal_vehicle	40_50	400	200	intersection_safety,lane_departures,lighting,pedestrian_safety,bicycle_safety,young_drivers,impaired_drivers,distracted_driving	somewhat
273	personal_vehicle	51_65	150	15	intersection_safety,young_drivers,pedestrian_safety,bicycle_safety,distracted_driving,lighting,lane_departures,impaired_drivers	somewhat
274	personal_vehicle	65+	5	1	lighting,intersection_safety,lane_departures,pedestrian_safety,distracted_driving,young_drivers,impaired_drivers,bicycle_safety	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
275	personal_vehicle	40_50	200	75	pedestrian_safety,bicycle_safety,lighting,distracted_driving,lane_departures,intersection_safety,impaired_drivers,young_drivers	no
276	personal_vehicle	51_65	5	5	intersection_safety,lane_departures,bicycle_safety,pedestrian_safety,lighting,impaired_drivers,distracted_driving,young_drivers	no
277	personal_vehicle	19_25	20	20	impaired_drivers,lighting,distracted_driving,lane_departures,intersection_safety,pedestrian_safety,bicycle_safety,young_drivers	no
278	personal_vehicle	40_50	8	8	impaired_drivers,distracted_driving,lighting,intersection_safety,bicycle_safety,pedestrian_safety,young_drivers,lane_departures	no
279	personal_vehicle	31_40	10	5	intersection_safety,bicycle_safety,lane_departures,distracted_driving,pedestrian_safety,lighting,impaired_drivers,young_drivers	somewhat
280	personal_vehicle	26_30	150	30	distracted_driving,lighting,impaired_drivers,intersection_safety,bicycle_safety,pedestrian_safety,lane_departures,young_drivers	no
281	personal_vehicle	40_50	15	75	distracted_driving,intersection_safety,impaired_drivers,bicycle_safety,young_drivers,lane_departures,lighting,pedestrian_safety	somewhat
282	personal_vehicle	51_65	12	4	bicycle_safety,intersection_safety,pedestrian_safety,distracted_driving,lighting,young_drivers,impaired_drivers,lane_departures	no
283	personal_vehicle	65+	20	15	distracted_driving,impaired_drivers,intersection_safety,lane_departures,young_drivers,bicycle_safety,pedestrian_safety,lighting	no
284	bicycle	51_65	6	1	bicycle_safety,distracted_driving,intersection_safety,young_drivers,impaired_drivers,lane_departures,pedestrian_safety,lighting	no
285	personal_vehicle	31_40	40	25	impaired_drivers,distracted_driving,lane_departures,intersection_safety,bicycle_safety,young_drivers,pedestrian_safety,lighting	somewhat
286	personal_vehicle	51_65	10	10	distracted_driving,pedestrian_safety,bicycle_safety,intersection_safety,lighting,impaired_drivers,young_drivers,lane_departures	no
287	personal_vehicle	51_65	25	15	intersection_safety,pedestrian_safety,distracted_driving,lane_departures,bicycle_safety,young_drivers,impaired_drivers,lighting	somewhat
288	personal_vehicle	65+	20	10	impaired_drivers,young_drivers,lighting,distracted_driving,lane_departures,intersection_safety,pedestrian_safety,bicycle_safety	no
289	personal_vehicle	65+	10	2	young_drivers,distracted_driving,lane_departures,intersection_safety,pedestrian_safety,impaired_drivers,bicycle_safety,lighting	no
290	personal_vehicle	51_65	50	3	bicycle_safety,pedestrian_safety,impaired_drivers,young_drivers,distracted_driving,lane_departures,lighting,intersection_safety	yes

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
291	personal_vehicle	65+	100	70	distracted_driving,young_drivers,lighting,pedestrian_safety,intersection_safety,impaired_drivers,bicycle_safety,lane_departures	yes
292	personal_vehicle	31_40	50	5	distracted_driving,lane_departures,bicycle_safety,intersection_safety,pedestrian_safety,lighting,impaired_drivers,young_drivers	no
293	personal_vehicle	65+	20	25	intersection_safety,bicycle_safety,lane_departures,young_drivers,pedestrian_safety,impaired_drivers,distracted_driving,lighting	no
294	personal_vehicle	51_65	75	20	pedestrian_safety,impaired_drivers,lane_departures,bicycle_safety,distracted_driving,intersection_safety,lighting,young_drivers	no
295	personal_vehicle	65+	15	5	lane_departures,distracted_driving,impaired_drivers,intersection_safety,pedestrian_safety,young_drivers,bicycle_safety,lighting	somewhat
296	personal_vehicle	51_65	40	30	intersection_safety,pedestrian_safety,lighting,distracted_driving,young_drivers,impaired_drivers,bicycle_safety,lane_departures	yes
297	personal_vehicle	65+	20	20	distracted_driving,impaired_drivers,lane_departures,pedestrian_safety,bicycle_safety,intersection_safety,young_drivers,lighting	somewhat
298	personal_vehicle	51_65	25	20	intersection_safety,distracted_driving,lighting,lane_departures,impaired_drivers,pedestrian_safety,bicycle_safety,young_drivers	no
299	personal_vehicle	51_65	150	120	pedestrian_safety,intersection_safety,lane_departures,distracted_driving,impaired_drivers,bicycle_safety,young_drivers,lighting	no
300	personal_vehicle	65+	40	0	intersection_safety,young_drivers,lane_departures,impaired_drivers,pedestrian_safety,lighting,distracted_driving,bicycle_safety	yes
301	personal_vehicle	51_65	15	7	distracted_driving,lane_departures,impaired_drivers,young_drivers,intersection_safety,bicycle_safety,pedestrian_safety,lighting	no
302	personal_vehicle	65+	30	30	impaired_drivers,distracted_driving,young_drivers,lighting,lane_departures,intersection_safety,pedestrian_safety,bicycle_safety	no
303	personal_vehicle	31_40	30	30	pedestrian_safety,intersection_safety,lane_departures,distracted_driving,lighting,impaired_drivers,young_drivers,bicycle_safety	no
304	personal_vehicle	40_50	48	48	lane_departures,intersection_safety,bicycle_safety,pedestrian_safety,lighting,distracted_driving,young_drivers,impaired_drivers	yes
305	bicycle	65+	30	20	bicycle_safety,pedestrian_safety,intersection_safety,distracted_driving,lane_departures,impaired_drivers,young_drivers,lighting	no
306	personal_vehicle	51_65	8	0	bicycle_safety,distracted_driving,lane_departures,intersection_safety,pedestrian_safety,impaired_drivers,lighting,young_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
307	personal_vehicle	31_40	35	35	pedestrian_safety,bicycle_safety,lighting,intersection_safety,young_drivers,distracted_driving,impaired_drivers,lane_departures	no
308	personal_vehicle	51_65	10	0	young_drivers,distracted_driving,lighting,intersection_safety,pedestrian_safety,bicycle_safety,impaired_drivers,lane_departures	no
309	personal_vehicle	65+	10	3	distracted_driving,impaired_drivers,intersection_safety,lighting,bicycle_safety,young_drivers,lane_departures,pedestrian_safety	somewhat
310	personal_vehicle	51_65	2	1	pedestrian_safety,impaired_drivers,intersection_safety,lighting,lane_departures,bicycle_safety,young_drivers,distracted_driving	no
311	personal_vehicle	51_65	40	40	distracted_driving,intersection_safety,lane_departures,lighting,pedestrian_safety,young_drivers,bicycle_safety,impaired_drivers	somewhat
312	bicycle	51_65	30	15	distracted_driving,bicycle_safety,impaired_drivers,lighting,pedestrian_safety,young_drivers,intersection_safety,lane_departures	no
313	personal_vehicle	31_40	5	2	pedestrian_safety,distracted_driving,bicycle_safety,intersection_safety,impaired_drivers,lane_departures,young_drivers,lighting	somewhat
314	bicycle	26_30	4	3	bicycle_safety,intersection_safety,pedestrian_safety,distracted_driving,lighting,young_drivers,impaired_drivers,lane_departures	no
315	personal_vehicle	31_40	20	20	lighting,bicycle_safety,lane_departures,intersection_safety,pedestrian_safety,impaired_drivers,young_drivers,distracted_driving	somewhat
316	personal_vehicle	40_50	63	36	distracted_driving,bicycle_safety,pedestrian_safety,lane_departures,intersection_safety,lighting,impaired_drivers,young_drivers	yes
317	personal_vehicle	40_50	50	40	bicycle_safety,pedestrian_safety,lighting,intersection_safety,lane_departures,distracted_driving,impaired_drivers,young_drivers	no
318	personal_vehicle	51_65	20	20	impaired_drivers,pedestrian_safety,distracted_driving,intersection_safety,lighting,bicycle_safety,young_drivers,lane_departures	no
319	personal_vehicle	65+	10	10	intersection_safety,lane_departures,pedestrian_safety,distracted_driving,lighting,bicycle_safety,young_drivers,impaired_drivers	somewhat
320	personal_vehicle	31_40	50	10	pedestrian_safety,intersection_safety,young_drivers,bicycle_safety,distracted_driving,lane_departures,impaired_drivers,lighting	somewhat
321	personal_vehicle	51_65	80	80	bicycle_safety,lighting,impaired_drivers,pedestrian_safety,intersection_safety,distracted_driving,young_drivers,lane_departures	no
322	personal_vehicle	40_50	10	10	bicycle_safety,pedestrian_safety,impaired_drivers,young_drivers,distracted_driving,lighting,intersection_safety,lane_departures	yes

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
323	bicycle	40_50	0	0	bicycle_safety,pedestrian_safety,distracted_driving,lighting,young_drivers,intersection_safety,impaired_drivers,lane_departures	no
324	bicycle	40_50	0	0	bicycle_safety,distracted_driving,impaired_drivers,pedestrian_safety,lane_departures,intersection_safety,lighting,young_drivers	no
325	personal_vehicle	40_50	50	5	bicycle_safety,pedestrian_safety,lighting,distracted_driving,intersection_safety,impaired_drivers,young_drivers,lane_departures	no
326	personal_vehicle	19_25	15	10	intersection_safety,lane_departures,impaired_drivers,pedestrian_safety,distracted_driving,young_drivers,lighting,bicycle_safety	yes
327	bicycle	26_30	5	5	bicycle_safety,pedestrian_safety,lighting,intersection_safety,lane_departures,distracted_driving,young_drivers,impaired_drivers	somewhat
328	personal_vehicle	31_40	30	30	intersection_safety,lane_departures,lighting,pedestrian_safety,bicycle_safety,distracted_driving,impaired_drivers,young_drivers	somewhat
329	personal_vehicle	51_65	20	15	intersection_safety,pedestrian_safety,bicycle_safety,distracted_driving,impaired_drivers,lane_departures,young_drivers,lighting	no
330	personal_vehicle	65+	25	25	lighting,distracted_driving,lane_departures,bicycle_safety,intersection_safety,impaired_drivers,young_drivers,pedestrian_safety	somewhat
331	personal_vehicle	40_50	8	8	distracted_driving,impaired_drivers,bicycle_safety,pedestrian_safety,lane_departures,intersection_safety,young_drivers,lighting	no
332	personal_vehicle	19_25	10	3	bicycle_safety,lighting,distracted_driving,young_drivers,intersection_safety,impaired_drivers,lane_departures,pedestrian_safety	somewhat
333	personal_vehicle	40_50	50	40	distracted_driving,impaired_drivers,lane_departures,intersection_safety,lighting,young_drivers,bicycle_safety,pedestrian_safety	yes
334	personal_vehicle	40_50	39	30	distracted_driving,bicycle_safety,intersection_safety,impaired_drivers,lighting,young_drivers,pedestrian_safety,lane_departures	no
335	bicycle	40_50	6	6	lane_departures,intersection_safety,distracted_driving,impaired_drivers,lighting,pedestrian_safety,bicycle_safety,young_drivers	no
336	personal_vehicle	26_30	500	500	distracted_driving,intersection_safety,pedestrian_safety,impaired_drivers,lighting,bicycle_safety,young_drivers,lane_departures	no
337	personal_vehicle	19_25	3	0	lighting,pedestrian_safety,bicycle_safety,intersection_safety,lane_departures,impaired_drivers,distracted_driving,young_drivers	no
338	personal_vehicle	40_50	20	15	intersection_safety,distracted_driving,bicycle_safety,pedestrian_safety,lane_departures,young_drivers,lighting,impaired_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
339	personal_vehicle	65+	20	10	distracted_driving,bicycle_safety,young_drivers,lighting,intersection_safety,impaired_drivers,pedestrian_safety,lane_departures	no
340	personal_vehicle	31_40	40	20	lighting,pedestrian_safety,bicycle_safety,intersection_safety,lane_departures,impaired_drivers,young_drivers,distracted_driving	no
341	personal_vehicle	26_30	30	30	intersection_safety,distracted_driving,impaired_drivers,pedestrian_safety,bicycle_safety,lane_departures,lighting,young_drivers	somewhat
342	personal_vehicle	65+	10	10	pedestrian_safety,intersection_safety,distracted_driving,young_drivers,lighting,impaired_drivers,bicycle_safety,lane_departures	no
343	personal_vehicle	31_40	7	5	intersection_safety,bicycle_safety,pedestrian_safety,impaired_drivers,distracted_driving,lane_departures,lighting,young_drivers	no
344	bicycle	51_65	20	10	bicycle_safety,pedestrian_safety,intersection_safety,distracted_driving,impaired_drivers,lighting,young_drivers,lane_departures	no
345	other (Walking & personal vehicle	40_50	0	10	pedestrian_safety,distracted_driving,impaired_drivers,bicycle_safety,lighting,intersection_safety,young_drivers,lane_departures	somewhat
346	personal_vehicle	40_50	100	100	intersection_safety,distracted_driving,impaired_drivers,pedestrian_safety,bicycle_safety,lighting,lane_departures,young_drivers	no
347	personal_vehicle	31_40	10	10	intersection_safety,distracted_driving,lighting,lane_departures,pedestrian_safety,bicycle_safety,young_drivers,impaired_drivers	no
348	personal_vehicle	65+	35	3	distracted_driving,pedestrian_safety,bicycle_safety,impaired_drivers,lane_departures,young_drivers,lighting,intersection_safety	no
349	personal_vehicle	40_50	125	10	distracted_driving,lane_departures,intersection_safety,impaired_drivers,bicycle_safety,pedestrian_safety,lighting,young_drivers	no
350	personal_vehicle	40_50	25	20	distracted_driving,intersection_safety,young_drivers,impaired_drivers,pedestrian_safety,lane_departures,bicycle_safety,lighting	no
351	personal_vehicle	65+	2	2	distracted_driving,intersection_safety,lane_departures,lighting,young_drivers,impaired_drivers,bicycle_safety,pedestrian_safety	somewhat
352	personal_vehicle	31_40	40	40	distracted_driving,impaired_drivers,young_drivers,bicycle_safety,pedestrian_safety,lane_departures,intersection_safety,lighting	somewhat
353	personal_vehicle	65+	5	5	young_drivers,distracted_driving,impaired_drivers,bicycle_safety,lane_departures,pedestrian_safety,intersection_safety,lighting	no
354	personal_vehicle	31_40	10	10	bicycle_safety,lighting,pedestrian_safety,intersection_safety,distracted_driving,lane_departures,impaired_drivers,young_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
355	personal_vehicle	31_40	500	500	bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,young_drivers,intersection_safety,lane_departures,lighting	no
356	personal_vehicle	65+	20	12	distracted_driving,intersection_safety,lighting,lane_departures,young_drivers,impaired_drivers,pedestrian_safety,bicycle_safety	no
357	personal_vehicle	40_50	12	3	intersection_safety,distracted_driving,impaired_drivers,pedestrian_safety,young_drivers,bicycle_safety,lane_departures,lighting	no
358	personal_vehicle	31_40	0	20	intersection_safety,lighting,distracted_driving,impaired_drivers,bicycle_safety,pedestrian_safety,lane_departures,young_drivers	somewhat
359	personal_vehicle	51_65	200	200	bicycle_safety,pedestrian_safety,impaired_drivers,lighting,distracted_driving,intersection_safety,lane_departures,young_drivers	somewhat
360	personal_vehicle	51_65	50	50	intersection_safety,pedestrian_safety,bicycle_safety,lane_departures,lighting,young_drivers,distracted_driving,impaired_drivers	yes
361	personal_vehicle	26_30	125	125	impaired_drivers,distracted_driving,pedestrian_safety,bicycle_safety,lane_departures,intersection_safety,lighting,young_drivers	somewhat
362	bicycle	51_65	20	4	pedestrian_safety,distracted_driving,bicycle_safety,intersection_safety,lane_departures,impaired_drivers,young_drivers,lighting	no
363	bicycle	19_25	0	0	lighting,pedestrian_safety,bicycle_safety,intersection_safety,lane_departures,distracted_driving,impaired_drivers,young_drivers	no
364	personal_vehicle	40_50	25	5	bicycle_safety,intersection_safety,impaired_drivers,distracted_driving,pedestrian_safety,lighting,young_drivers,lane_departures	somewhat
365	personal_vehicle	65+	26	16	impaired_drivers,intersection_safety,young_drivers,distracted_driving,pedestrian_safety,lane_departures,bicycle_safety,lighting	no
366	personal_vehicle	65+	120	90	impaired_drivers,distracted_driving,intersection_safety,lighting,young_drivers,pedestrian_safety,bicycle_safety,lane_departures	somewhat
367	personal_vehicle	65+	10	2	impaired_drivers,distracted_driving,intersection_safety,pedestrian_safety,bicycle_safety,lane_departures,lighting,young_drivers	no
368	personal_vehicle	51_65	90	3	distracted_driving,young_drivers,impaired_drivers,bicycle_safety,intersection_safety,pedestrian_safety,lane_departures,lighting	no
369	personal_vehicle	65+	10	2	intersection_safety,lane_departures,pedestrian_safety,bicycle_safety,impaired_drivers,distracted_driving,young_drivers,lighting	no
370	personal_vehicle	65+	5	5	distracted_driving,intersection_safety,bicycle_safety,lane_departures,pedestrian_safety,young_drivers,impaired_drivers,lighting	yes

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
371	personal_vehicle	51_65	15	12	intersection_safety,distracted_driving,lane_departures,impaired_drivers,young_drivers,lighting,bicycle_safety,pedestrian_safety	no
372	personal_vehicle	51_65	15	15	lighting,intersection_safety,distracted_driving,pedestrian_safety,bicycle_safety,impaired_drivers,young_drivers,lane_departures	somewhat
373	personal_vehicle	19_25	10	5	impaired_drivers,young_drivers,distracted_driving,bicycle_safety,pedestrian_safety,intersection_safety,lane_departures,lighting	somewhat
374	personal_vehicle	31_40	70	3	bicycle_safety,distracted_driving,intersection_safety,pedestrian_safety,young_drivers,lane_departures,impaired_drivers,lighting	no
375	bicycle	51_65	20	10	bicycle_safety,pedestrian_safety,intersection_safety,lane_departures,lighting,impaired_drivers,young_drivers,distracted_driving	yes
376	personal_vehicle	26_30	0	100	distracted_driving,lane_departures,lighting,intersection_safety,impaired_drivers,bicycle_safety,pedestrian_safety,young_drivers	no
377	personal_vehicle	26_30	30	30	pedestrian_safety,distracted_driving,intersection_safety,bicycle_safety,young_drivers,impaired_drivers,lane_departures,lighting	no
378	personal_vehicle	40_50	500	500	lighting,pedestrian_safety,bicycle_safety,impaired_drivers,intersection_safety,distracted_driving,lane_departures,young_drivers	no
379	personal_vehicle	19_25	50	100	pedestrian_safety,young_drivers,distracted_driving,impaired_drivers,lighting,bicycle_safety,intersection_safety,lane_departures	no
380	personal_vehicle	31_40	35	100	intersection_safety,pedestrian_safety,bicycle_safety,lane_departures,lighting,distracted_driving,impaired_drivers,young_drivers	no
381	bicycle	31_40	0	0	bicycle_safety,pedestrian_safety,distracted_driving,intersection_safety,lighting,lane_departures,impaired_drivers,young_drivers	no
382	personal_vehicle	51_65	5	5	distracted_driving,impaired_drivers,intersection_safety,lane_departures,lighting,pedestrian_safety,bicycle_safety,young_drivers	no
383	personal_vehicle	40_50	7	2	impaired_drivers,distracted_driving,intersection_safety,lighting,pedestrian_safety,bicycle_safety,young_drivers,lane_departures	yes
384	personal_vehicle	31_40	100	75	intersection_safety,distracted_driving,pedestrian_safety,lane_departures,lighting,bicycle_safety,impaired_drivers,young_drivers	no
385	personal_vehicle	31_40	150	50	intersection_safety,lighting,lane_departures,pedestrian_safety,bicycle_safety,impaired_drivers,young_drivers,distracted_driving	somewhat
386	personal_vehicle	51_65	4	4	intersection_safety,pedestrian_safety,bicycle_safety,lighting,impaired_drivers,young_drivers,lane_departures,distracted_driving	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
387	personal_vehicle	51_65	70	400	distracted_driving,young_drivers,lane_departures,impaired_drivers,lighting,bicycle_safety,pedestrian_safety,intersection_safety	no
388	personal_vehicle	65+	15	5	intersection_safety,lane_departures,lighting,distracted_driving,pedestrian_safety,bicycle_safety,impaired_drivers,young_drivers	no
389	personal_vehicle	under_18	0	40	distracted_driving,pedestrian_safety,intersection_safety,impaired_drivers,young_drivers,lighting,lane_departures,bicycle_safety	no
390	other	31_40	30	5	impaired_drivers,distracted_driving,intersection_safety,pedestrian_safety,bicycle_safety,lighting,lane_departures,young_drivers	no
391	personal_vehicle	31_40	15	15	bicycle_safety,pedestrian_safety,distracted_driving,intersection_safety,lighting,impaired_drivers,lane_departures,young_drivers	no
392	personal_vehicle	51_65	150	50	lane_departures,bicycle_safety,intersection_safety,pedestrian_safety,impaired_drivers,distracted_driving,young_drivers,lighting	no
393	personal_vehicle	40_50	20	15	intersection_safety,distracted_driving,lane_departures,bicycle_safety,impaired_drivers,pedestrian_safety,lighting,young_drivers	no
394	personal_vehicle	51_65	50	40	distracted_driving,intersection_safety,impaired_drivers,lane_departures,pedestrian_safety,young_drivers,bicycle_safety,lighting	no
395	personal_vehicle	65+	25	15	distracted_driving,impaired_drivers,young_drivers,intersection_safety,pedestrian_safety,bicycle_safety,lighting,lane_departures	no
396	personal_vehicle	19_25	3	0	impaired_drivers,young_drivers,distracted_driving,lane_departures,lighting,pedestrian_safety,bicycle_safety,intersection_safety	no
397	personal_vehicle	40_50	15	0	bicycle_safety,distracted_driving,intersection_safety,pedestrian_safety,lighting,young_drivers,lane_departures,impaired_drivers	somewhat
398	personal_vehicle	40_50	15	5	pedestrian_safety,distracted_driving,bicycle_safety,intersection_safety,lane_departures,young_drivers,impaired_drivers,lighting	no
399	personal_vehicle	51_65	42	0	lane_departures,bicycle_safety,impaired_drivers,lighting,intersection_safety,young_drivers,pedestrian_safety,distracted_driving	yes
400	personal_vehicle	31_40	100	100	intersection_safety,bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,young_drivers,lighting,lane_departures	no
401	personal_vehicle	51_65	30	2	bicycle_safety,pedestrian_safety,intersection_safety,distracted_driving,lighting,lane_departures,young_drivers,impaired_drivers	no
402	personal_vehicle	40_50	10	5	bicycle_safety,intersection_safety,pedestrian_safety,distracted_driving,lighting,young_drivers,lane_departures,impaired_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
403	personal_vehicle	40_50	10	10	lighting,bicycle_safety,pedestrian_safety,intersection_safety,distracted_driving,lane_departures,impaired_drivers,young_drivers	somewhat
404	personal_vehicle	65+	20	0	pedestrian_safety,bicycle_safety,lane_departures,impaired_drivers,distracted_driving,young_drivers,intersection_safety,lighting	no
405	personal_vehicle	51_65	30	30	lane_departures,intersection_safety,lighting,bicycle_safety,pedestrian_safety,distracted_driving,young_drivers,impaired_drivers	no
406	personal_vehicle	51_65	8	2	distracted_driving,impaired_drivers,pedestrian_safety,bicycle_safety,lane_departures,intersection_safety,lighting,young_drivers	no
407	personal_vehicle	31_40	6	3	intersection_safety,lighting,pedestrian_safety,distracted_driving,bicycle_safety,lane_departures,impaired_drivers,young_drivers	no
408	personal_vehicle	65+	2	2	distracted_driving,bicycle_safety,impaired_drivers,lighting,intersection_safety,lane_departures,young_drivers,pedestrian_safety	no
409	personal_vehicle	51_65	35	0	lighting,intersection_safety,lane_departures,young_drivers,impaired_drivers,distracted_driving,pedestrian_safety,bicycle_safety	no
410	personal_vehicle	31_40	2	10	lane_departures,intersection_safety,distracted_driving,impaired_drivers,bicycle_safety,young_drivers,pedestrian_safety,lighting	somewhat
411	personal_vehicle	40_50	45	10	intersection_safety,lane_departures,distracted_driving,impaired_drivers,lighting,pedestrian_safety,young_drivers,bicycle_safety	no
412	personal_vehicle	40_50	20	10	pedestrian_safety,bicycle_safety,young_drivers,lighting,intersection_safety,distracted_driving,impaired_drivers,lane_departures	yes
413	bicycle	31_40	2	2	bicycle_safety,intersection_safety,lighting,pedestrian_safety,impaired_drivers,distracted_driving,lane_departures,young_drivers	no
414	bicycle	40_50	60	60	distracted_driving,pedestrian_safety,bicycle_safety,intersection_safety,impaired_drivers,lighting,lane_departures,young_drivers	somewhat
415	personal_vehicle	65+	3	0	distracted_driving,impaired_drivers,pedestrian_safety,bicycle_safety,intersection_safety,lane_departures,young_drivers,lighting	no
416	personal_vehicle	51_65	50	50	intersection_safety,pedestrian_safety,lane_departures,impaired_drivers,lighting,distracted_driving,young_drivers,bicycle_safety	no
417	personal_vehicle	31_40	50	20	impaired_drivers,distracted_driving,pedestrian_safety,bicycle_safety,lighting,young_drivers,intersection_safety,lane_departures	somewhat
418	personal_vehicle	65+	10	50	distracted_driving,lane_departures,intersection_safety,impaired_drivers,young_drivers,lighting,bicycle_safety,pedestrian_safety	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
419	personal_vehicle	40_50	20	20	intersection_safety,pedestrian_safety,bicycle_safety,lane_departures,distracted_driving,lighting,impaired_drivers,young_drivers	no
420	public_transit	65+	60	20	bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,intersection_safety,young_drivers,lane_departures,lighting	no
421	personal_vehicle	40_50	15	80	bicycle_safety,pedestrian_safety,young_drivers,intersection_safety,lane_departures,impaired_drivers,lighting,distracted_driving	no
422	personal_vehicle	51_65	70	70	intersection_safety,distracted_driving,lighting,impaired_drivers,lane_departures,bicycle_safety,pedestrian_safety,young_drivers	no
423	personal_vehicle	40_50	30	10	intersection_safety,lane_departures,lighting,distracted_driving,young_drivers,impaired_drivers,pedestrian_safety,bicycle_safety	no
424	personal_vehicle	31_40	70	70	lighting,intersection_safety,young_drivers,pedestrian_safety,lane_departures,distracted_driving,bicycle_safety,impaired_drivers	no
425	personal_vehicle	51_65	30	30	impaired_drivers,intersection_safety,distracted_driving,lane_departures,pedestrian_safety,young_drivers,lighting,bicycle_safety	no
426	bicycle	51_65	10	2	bicycle_safety,pedestrian_safety,intersection_safety,distracted_driving,lighting,lane_departures,impaired_drivers,young_drivers	no
427	personal_vehicle	19_25	60	10	intersection_safety,distracted_driving,impaired_drivers,young_drivers,bicycle_safety,lane_departures,pedestrian_safety,lighting	no
428	personal_vehicle	31_40	10	3	intersection_safety,distracted_driving,impaired_drivers,lane_departures,pedestrian_safety,young_drivers,bicycle_safety,lighting	no
429	personal_vehicle	31_40	20	12	pedestrian_safety,lighting,bicycle_safety,distracted_driving,intersection_safety,impaired_drivers,young_drivers,lane_departures	somewhat
430	personal_vehicle	31_40	35	30	lane_departures,bicycle_safety,lighting,distracted_driving,impaired_drivers,pedestrian_safety,young_drivers,intersection_safety	somewhat
431	personal_vehicle	31_40	15	15	lighting,distracted_driving,bicycle_safety,pedestrian_safety,lane_departures,intersection_safety,impaired_drivers,young_drivers	no
432	personal_vehicle	31_40	30	30	distracted_driving,intersection_safety,impaired_drivers,lane_departures,lighting,young_drivers,bicycle_safety,pedestrian_safety	no
433	personal_vehicle	51_65	30	55	distracted_driving,pedestrian_safety,intersection_safety,lighting,lane_departures,impaired_drivers,young_drivers,bicycle_safety	no
434	personal_vehicle	31_40	5	5	lighting,intersection_safety,pedestrian_safety,bicycle_safety,impaired_drivers,distracted_driving,lane_departures,young_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
435	walking	19_25	1	3	intersection_safety,lighting,pedestrian_safety,bicycle_safety,impaired_drivers,distracted_driving,young_drivers,lane_departures	no
436	personal_vehicle	26_30	10	5	intersection_safety,impaired_drivers,lighting,distracted_driving,pedestrian_safety,bicycle_safety,lane_departures,young_drivers	no
437	personal_vehicle	26_30	10	10	lighting,intersection_safety,pedestrian_safety,bicycle_safety,impaired_drivers,young_drivers,lane_departures,distracted_driving	somewhat
438	personal_vehicle	31_40	10	10	distracted_driving,intersection_safety,lane_departures,bicycle_safety,pedestrian_safety,young_drivers,lighting,impaired_drivers	no
439	bicycle	19_25	30	10	lighting,bicycle_safety,pedestrian_safety,intersection_safety,distracted_driving,impaired_drivers,lane_departures,young_drivers	no
440	personal_vehicle	40_50	70	5	intersection_safety,lane_departures,distracted_driving,pedestrian_safety,lighting,bicycle_safety,young_drivers,impaired_drivers	no
441	personal_vehicle	51_65	60	60	distracted_driving,impaired_drivers,lane_departures,bicycle_safety,pedestrian_safety,intersection_safety,young_drivers,lighting	no
442	personal_vehicle	51_65	15	15	distracted_driving,lighting,bicycle_safety,lane_departures,pedestrian_safety,impaired_drivers,young_drivers,intersection_safety	somewhat
443	personal_vehicle	65+	20	20	young_drivers,distracted_driving,intersection_safety,lane_departures,pedestrian_safety,impaired_drivers,lighting,bicycle_safety	yes
444	personal_vehicle	31_40	30	30	lighting,intersection_safety,lane_departures,bicycle_safety,pedestrian_safety,impaired_drivers,young_drivers,distracted_driving	no
445	personal_vehicle	65+	25	15	bicycle_safety,distracted_driving,lane_departures,young_drivers,intersection_safety,impaired_drivers,lighting,pedestrian_safety	no
446	personal_vehicle	40_50	65	65	young_drivers,bicycle_safety,intersection_safety,lane_departures,pedestrian_safety,lighting,distracted_driving,impaired_drivers	no
447	personal_vehicle	65+	20	20	distracted_driving,intersection_safety,impaired_drivers,bicycle_safety,lane_departures,pedestrian_safety,young_drivers,lighting	no
448	personal_vehicle	31_40	20	20	lighting,intersection_safety,pedestrian_safety,bicycle_safety,impaired_drivers,lane_departures,distracted_driving,young_drivers	no
449	personal_vehicle	40_50	15	10	pedestrian_safety,lane_departures,bicycle_safety,intersection_safety,lighting,distracted_driving,impaired_drivers,young_drivers	no
450	personal_vehicle	51_65	85	85	impaired_drivers,pedestrian_safety,intersection_safety,distracted_driving,bicycle_safety,lighting,lane_departures,young_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
451	personal_vehicle	51_65	4	2	impaired_drivers,distracted_driving,lane_departures,intersection_safety,young_drivers,pedestrian_safety,bicycle_safety,lighting	no
452	carpool_rideshare	19_25	15	10	intersection_safety,impaired_drivers,lighting,distracted_driving,pedestrian_safety,lane_departures,young_drivers,bicycle_safety	somewhat
453	personal_vehicle	40_50	10	5	young_drivers,pedestrian_safety,lighting,lane_departures,bicycle_safety,intersection_safety,distracted_driving,impaired_drivers	no
454	personal_vehicle	65+	140	30	impaired_drivers,lighting,intersection_safety,young_drivers,bicycle_safety,lane_departures,pedestrian_safety,distracted_driving	no
455	bicycle	31_40	6	6	bicycle_safety,pedestrian_safety,intersection_safety,lighting,impaired_drivers,distracted_driving,young_drivers,lane_departures	yes
456	personal_vehicle	51_65	50	25	bicycle_safety,pedestrian_safety,impaired_drivers,distracted_driving,intersection_safety,lane_departures,young_drivers,lighting	somewhat
457	personal_vehicle	51_65	30	30	bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,intersection_safety,lighting,lane_departures,young_drivers	no
458	personal_vehicle	65+	20	2	distracted_driving,lane_departures,lighting,pedestrian_safety,intersection_safety,bicycle_safety,impaired_drivers,young_drivers	no
459	personal_vehicle	40_50	30	30	lane_departures,distracted_driving,bicycle_safety,pedestrian_safety,young_drivers,intersection_safety,lighting,impaired_drivers	no
460	personal_vehicle	51_65	20	8	distracted_driving,intersection_safety,impaired_drivers,lane_departures,bicycle_safety,pedestrian_safety,lighting,young_drivers	no
461	personal_vehicle	65+	20	3	distracted_driving,pedestrian_safety,lighting,young_drivers,intersection_safety,bicycle_safety,lane_departures,impaired_drivers	no
462	personal_vehicle	51_65	13	13	intersection_safety,lighting,bicycle_safety,young_drivers,lane_departures,pedestrian_safety,distracted_driving,impaired_drivers	no
463	bicycle	40_50	10	10	bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,intersection_safety,lane_departures,young_drivers,lighting	no
464	personal_vehicle	65+	5	1	distracted_driving,lane_departures,lighting,impaired_drivers,intersection_safety,bicycle_safety,pedestrian_safety,young_drivers	somewhat
465	personal_vehicle	65+	100	75	distracted_driving,intersection_safety,impaired_drivers,lane_departures,pedestrian_safety,bicycle_safety,young_drivers,lighting	no
466	personal_vehicle	65+	15	5	impaired_drivers,young_drivers,distracted_driving,pedestrian_safety,bicycle_safety,intersection_safety,lighting,lane_departures	somewhat

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
467	personal_vehicle	65+	5	5	intersection_safety,lane_departures,distracted_driving,pedestrian_safety,bicycle_safety,young_drivers,impaired_drivers,lighting	no
468	personal_vehicle	65+	5	5	distracted_driving,lane_departures,impaired_drivers,intersection_safety,pedestrian_safety,bicycle_safety,young_drivers,lighting	no
469	personal_vehicle	65+	20	12	distracted_driving,intersection_safety,impaired_drivers,lane_departures,bicycle_safety,pedestrian_safety,lighting,young_drivers	no
470	personal_vehicle	65+	10	10	distracted_driving,intersection_safety,lane_departures,impaired_drivers,bicycle_safety,young_drivers,lighting,pedestrian_safety	no
471	personal_vehicle	65+	10	8	intersection_safety,lane_departures,bicycle_safety,distracted_driving,lighting,impaired_drivers,pedestrian_safety,young_drivers	no
472	personal_vehicle	65+	5	5	distracted_driving,lane_departures,impaired_drivers,young_drivers,pedestrian_safety,bicycle_safety,lighting,intersection_safety	no
473	personal_vehicle	65+	10	10	distracted_driving,intersection_safety,lane_departures,impaired_drivers,young_drivers,lighting,pedestrian_safety,bicycle_safety	no
474	personal_vehicle	51_65	25	10	lighting,bicycle_safety,pedestrian_safety,lane_departures,impaired_drivers,intersection_safety,distracted_driving,young_drivers	no
475	personal_vehicle	65+	30	30	distracted_driving,intersection_safety,young_drivers,bicycle_safety,lane_departures,pedestrian_safety,impaired_drivers,lighting	no
476	personal_vehicle	51_65	10	10	distracted_driving,intersection_safety,impaired_drivers,lane_departures,pedestrian_safety,lighting,bicycle_safety,young_drivers	no
477	personal_vehicle	51_65	300	300	bicycle_safety,young_drivers,distracted_driving,intersection_safety,pedestrian_safety,lighting,lane_departures,impaired_drivers	somewhat
478	bicycle	51_65	5	5	distracted_driving,bicycle_safety,pedestrian_safety,impaired_drivers,intersection_safety,young_drivers,lighting,lane_departures	no
479	bicycle	51_65	45	10	pedestrian_safety,bicycle_safety,intersection_safety,distracted_driving,impaired_drivers,lighting,young_drivers,lane_departures	yes
480	personal_vehicle	26_30	20	3	lighting,lane_departures,intersection_safety,impaired_drivers,distracted_driving,pedestrian_safety,bicycle_safety,young_drivers	no
481	personal_vehicle	65+	25	15	distracted_driving,intersection_safety,pedestrian_safety,bicycle_safety,young_drivers,lighting,lane_departures,impaired_drivers	no
482	personal_vehicle	51_65	15	15	intersection_safety,lane_departures,lighting,impaired_drivers,distracted_driving,pedestrian_safety,bicycle_safety,young_drivers	yes

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
483	personal_vehicle	40_50	100	100	distracted_driving,intersection_safety,lane_departures,bicycle_safety,young_drivers,lighting,impaired_drivers,pedestrian_safety	no
484	bicycle	51_65	5	15	bicycle_safety,lighting,young_drivers,pedestrian_safety,lane_departures,intersection_safety,distracted_driving,impaired_drivers	somewhat
485	personal_vehicle	51_65	50	15	bicycle_safety,pedestrian_safety,intersection_safety,lane_departures,lighting,impaired_drivers,distracted_driving,young_drivers	somewhat
486	personal_vehicle	65+	50	50	lighting,distracted_driving,intersection_safety,pedestrian_safety,impaired_drivers,bicycle_safety,lane_departures,young_drivers	no
487	personal_vehicle	40_50	35	15	bicycle_safety,intersection_safety,lane_departures,distracted_driving,lighting,pedestrian_safety,impaired_drivers,young_drivers	no
488	personal_vehicle	65+	5	1	distracted_driving,intersection_safety,young_drivers,bicycle_safety,lane_departures,pedestrian_safety,impaired_drivers,lighting	no
489	bicycle	51_65	10	5	pedestrian_safety,bicycle_safety,intersection_safety,distracted_driving,lighting,young_drivers,impaired_drivers,lane_departures	no
490	personal_vehicle	51_65	34	34	lighting,impaired_drivers,intersection_safety,lane_departures,distracted_driving,pedestrian_safety,young_drivers,bicycle_safety	no
491	personal_vehicle	65+	15	5	distracted_driving,intersection_safety,impaired_drivers,pedestrian_safety,young_drivers,bicycle_safety,lighting,lane_departures	no
492	personal_vehicle	65+	10	2	distracted_driving,impaired_drivers,pedestrian_safety,intersection_safety,lane_departures,young_drivers,bicycle_safety,lighting	no
493	personal_vehicle	51_65	25	35	impaired_drivers,distracted_driving,lane_departures,pedestrian_safety,bicycle_safety,intersection_safety,young_drivers,lighting	somewhat
494	personal_vehicle	65+	33	16	pedestrian_safety,distracted_driving,intersection_safety,bicycle_safety,lane_departures,lighting,impaired_drivers,young_drivers	somewhat
495	personal_vehicle	51_65	25	25	intersection_safety,lane_departures,impaired_drivers,young_drivers,bicycle_safety,distracted_driving,lighting,pedestrian_safety	no
496	personal_vehicle	40_50	70	0	bicycle_safety,intersection_safety,pedestrian_safety,lighting,lane_departures,impaired_drivers,distracted_driving,young_drivers	no
498	personal_vehicle	40_50	70	0	bicycle_safety,intersection_safety,pedestrian_safety,lighting,lane_departures,impaired_drivers,distracted_driving,young_drivers	no
499	personal_vehicle	65+	20	20	lighting,bicycle_safety,intersection_safety,pedestrian_safety,young_drivers,lane_departures,distracted_driving,impaired_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
500	personal_vehicle	40_50	10	10	distracted_driving,bicycle_safety,pedestrian_safety,impaired_drivers,lane_departures,intersection_safety,young_drivers,lighting	no
501	personal_vehicle	65+	25	25	lane_departures,young_drivers,bicycle_safety,distracted_driving,impaired_drivers,lighting,pedestrian_safety,intersection_safety	no
502	personal_vehicle	65+	150	75	intersection_safety,distracted_driving,lane_departures,lighting,young_drivers,impaired_drivers,bicycle_safety,pedestrian_safety	no
503	personal_vehicle	65+	10	1	distracted_driving,impaired_drivers,intersection_safety,young_drivers,pedestrian_safety,bicycle_safety,lighting,lane_departures	no
504	personal_vehicle	31_40	80	80	distracted_driving,pedestrian_safety,intersection_safety,bicycle_safety,impaired_drivers,lane_departures,lighting,young_drivers	no
505	personal_vehicle	65+	15	10	distracted_driving,young_drivers,impaired_drivers,intersection_safety,pedestrian_safety,bicycle_safety,lane_departures,lighting	yes
506	personal_vehicle	26_30	15	10	intersection_safety,pedestrian_safety,impaired_drivers,distracted_driving,bicycle_safety,lighting,lane_departures,young_drivers	somewhat
507	personal_vehicle	31_40	10	15	bicycle_safety,intersection_safety,pedestrian_safety,lighting,distracted_driving,lane_departures,impaired_drivers,young_drivers	no
508	personal_vehicle	51_65	100	25	intersection_safety,distracted_driving,impaired_drivers,lighting,young_drivers,pedestrian_safety,bicycle_safety,lane_departures	somewhat
509	personal_vehicle	65+	250	250	lane_departures,impaired_drivers,distracted_driving,bicycle_safety,lighting,young_drivers,intersection_safety,pedestrian_safety	no
510	bicycle	65+	0	0	pedestrian_safety,bicycle_safety,intersection_safety,distracted_driving,impaired_drivers,lane_departures,lighting,young_drivers	no
511	personal_vehicle	51_65	30	20	bicycle_safety,pedestrian_safety,impaired_drivers,distracted_driving,young_drivers,intersection_safety,lighting,lane_departures	no
512	personal_vehicle	40_50	25	25	distracted_driving,bicycle_safety,intersection_safety,lane_departures,pedestrian_safety,impaired_drivers,young_drivers,lighting	no
513	personal_vehicle	40_50	50	50	pedestrian_safety,bicycle_safety,lane_departures,distracted_driving,young_drivers,intersection_safety,impaired_drivers,lighting	yes
514	personal_vehicle	40_50	15	5	distracted_driving,bicycle_safety,pedestrian_safety,intersection_safety,young_drivers,impaired_drivers,lane_departures,lighting	no
515	personal_vehicle	51_65	95	45	impaired_drivers,distracted_driving,bicycle_safety,pedestrian_safety,lighting,intersection_safety,young_drivers,lane_departures	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
516	personal_vehicle	31_40	10	6	intersection_safety,bicycle_safety,pedestrian_safety,distracted_driving,young_drivers,impaired_drivers,lane_departures,lighting	no
517	bicycle	51_65	25	25	bicycle_safety,pedestrian_safety,impaired_drivers,distracted_driving,intersection_safety,lighting,lane_departures,young_drivers	no
518	personal_vehicle	51_65	35	35	distracted_driving,impaired_drivers,bicycle_safety,young_drivers,intersection_safety,lighting,pedestrian_safety,lane_departures	somewhat
519	bicycle	51_65	90	5	distracted_driving,bicycle_safety,pedestrian_safety,intersection_safety,lane_departures,impaired_drivers,young_drivers,lighting	no
520	bicycle	31_40	0	0	bicycle_safety,intersection_safety,pedestrian_safety,distracted_driving,impaired_drivers,young_drivers,lighting,lane_departures	somewhat
521	personal_vehicle	40_50	55	55	intersection_safety,pedestrian_safety,distracted_driving,impaired_drivers,young_drivers,lane_departures,lighting,bicycle_safety	no
522	personal_vehicle	19_25	3	3	impaired_drivers,distracted_driving,bicycle_safety,pedestrian_safety,intersection_safety,lane_departures,young_drivers,lighting	no
523	personal_vehicle	51_65	8	8	lane_departures,distracted_driving,intersection_safety,impaired_drivers,bicycle_safety,pedestrian_safety,young_drivers,lighting	somewhat
524	personal_vehicle	51_65	25	10	impaired_drivers,pedestrian_safety,bicycle_safety,intersection_safety,distracted_driving,young_drivers,lane_departures,lighting	yes
525	personal_vehicle	26_30	18	18	impaired_drivers,distracted_driving,pedestrian_safety,lane_departures,bicycle_safety,young_drivers,intersection_safety,lighting	no
526	personal_vehicle	65+	20	20	intersection_safety,bicycle_safety,pedestrian_safety,distracted_driving,lane_departures,impaired_drivers,lighting,young_drivers	no
527	personal_vehicle	40_50	25	15	intersection_safety,distracted_driving,impaired_drivers,lane_departures,young_drivers,lighting,bicycle_safety,pedestrian_safety	no
528	personal_vehicle	31_40	10	10	intersection_safety,bicycle_safety,lighting,pedestrian_safety,impaired_drivers,distracted_driving,young_drivers,lane_departures	no
529	personal_vehicle	51_65	45	45	lighting,bicycle_safety,intersection_safety,distracted_driving,young_drivers,lane_departures,impaired_drivers,pedestrian_safety	no
530	personal_vehicle	31_40	10	1	bicycle_safety,pedestrian_safety,young_drivers,intersection_safety,lighting,impaired_drivers,lane_departures,distracted_driving	no
531	bicycle	51_65	30	30	bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,young_drivers,lighting,intersection_safety,lane_departures	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
532	personal_vehicle	40_50	60	12	distracted_driving,intersection_safety,impaired_drivers,lane_departures,bicycle_safety,pedestrian_safety,lighting,young_drivers	somewhat
533	personal_vehicle	51_65	10	2	intersection_safety,pedestrian_safety,impaired_drivers,distracted_driving,young_drivers,lighting,bicycle_safety,lane_departures	somewhat
534	personal_vehicle	51_65	50	40	pedestrian_safety,lighting,distracted_driving,bicycle_safety,lane_departures,intersection_safety,young_drivers,impaired_drivers	somewhat
535	personal_vehicle	51_65	20	15	distracted_driving,pedestrian_safety,impaired_drivers,intersection_safety,young_drivers,bicycle_safety,lighting,lane_departures	no
536	personal_vehicle	40_50	10	5	intersection_safety,bicycle_safety,pedestrian_safety,distracted_driving,young_drivers,impaired_drivers,lane_departures,lighting	no
537	personal_vehicle	40_50	20	5	pedestrian_safety,distracted_driving,bicycle_safety,intersection_safety,lane_departures,lighting,impaired_drivers,young_drivers	no
538	personal_vehicle	51_65	20	5	intersection_safety,bicycle_safety,pedestrian_safety,distracted_driving,young_drivers,impaired_drivers,lane_departures,lighting	somewhat
539	walking	19_25	5	5	impaired_drivers,lighting,intersection_safety,distracted_driving,young_drivers,lane_departures,bicycle_safety,pedestrian_safety	no
540	personal_vehicle	65+	25	10	distracted_driving,impaired_drivers,young_drivers,lighting,bicycle_safety,pedestrian_safety,intersection_safety,lane_departures	somewhat
541	bicycle	51_65	100	60	pedestrian_safety,bicycle_safety,intersection_safety,distracted_driving,impaired_drivers,young_drivers,lighting,lane_departures	no
542	bicycle	65+	0	0	bicycle_safety,intersection_safety,pedestrian_safety,lane_departures,lighting,distracted_driving,young_drivers,impaired_drivers	no
543	personal_vehicle	31_40	15	15	lighting,intersection_safety,lane_departures,pedestrian_safety,bicycle_safety,distracted_driving,young_drivers,impaired_drivers	no
544	personal_vehicle	31_40	6	3	intersection_safety,lighting,impaired_drivers,pedestrian_safety,distracted_driving,bicycle_safety,young_drivers,lane_departures	no
545	personal_vehicle	51_65	20	10	distracted_driving,bicycle_safety,pedestrian_safety,lighting,impaired_drivers,intersection_safety,lane_departures,young_drivers	no
546	personal_vehicle	31_40	10	5	intersection_safety,impaired_drivers,bicycle_safety,distracted_driving,pedestrian_safety,lane_departures,young_drivers,lighting	no
547	personal_vehicle	26_30	225	225	intersection_safety,lane_departures,lighting,pedestrian_safety,young_drivers,impaired_drivers,distracted_driving,bicycle_safety	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
548	personal_vehicle	51_65	20	10	distracted_driving,intersection_safety,impaired_drivers,lighting,lane_departures,bicycle_safety,pedestrian_safety,young_drivers	no
549	bicycle	19_25	8	10	intersection_safety,lighting,bicycle_safety,pedestrian_safety,impaired_drivers,lane_departures,distracted_driving,young_drivers	no
550	personal_vehicle	31_40	15	15	distracted_driving,intersection_safety,bicycle_safety,lane_departures,lighting,impaired_drivers,young_drivers,pedestrian_safety	no
551	personal_vehicle	40_50	10	10	lighting,intersection_safety,lane_departures,distracted_driving,impaired_drivers,pedestrian_safety,young_drivers,bicycle_safety	yes
552	bicycle	19_25	10	0	bicycle_safety,distracted_driving,young_drivers,lane_departures,intersection_safety,impaired_drivers,pedestrian_safety,lighting	yes
553	bicycle	51_65	0	0	distracted_driving,bicycle_safety,impaired_drivers,young_drivers,intersection_safety,lane_departures,pedestrian_safety,lighting	no
554	personal_vehicle	31_40	30	30	impaired_drivers,distracted_driving,intersection_safety,young_drivers,lighting,pedestrian_safety,lane_departures,bicycle_safety	no
555	personal_vehicle	65+	100	50	bicycle_safety,distracted_driving,impaired_drivers,intersection_safety,pedestrian_safety,lane_departures,young_drivers,lighting	somewhat
556	personal_vehicle	31_40	12	0	distracted_driving,impaired_drivers,young_drivers,pedestrian_safety,lighting,lane_departures,bicycle_safety,intersection_safety	no
557	other (Motorcycle)	65+	25	4	distracted_driving,intersection_safety,pedestrian_safety,lighting,lane_departures,young_drivers,bicycle_safety,impaired_drivers	no
558	personal_vehicle	65+	10	10	impaired_drivers,distracted_driving,pedestrian_safety,young_drivers,bicycle_safety,intersection_safety,lane_departures,lighting	no
559	personal_vehicle	65+	15	5	distracted_driving,bicycle_safety,intersection_safety,lighting,impaired_drivers,young_drivers,lane_departures,pedestrian_safety	somewhat
560	walking	31_40	0	0	pedestrian_safety,bicycle_safety,impaired_drivers,distracted_driving,lane_departures,young_drivers,intersection_safety,lighting	no
561	personal_vehicle	65+	5	0	distracted_driving,impaired_drivers,intersection_safety,pedestrian_safety,bicycle_safety,lighting,lane_departures,young_drivers	no
562	personal_vehicle	26_30	80	30	lighting,intersection_safety,impaired_drivers,distracted_driving,lane_departures,pedestrian_safety,bicycle_safety,young_drivers	no
563	personal_vehicle	51_65	10	10	bicycle_safety,distracted_driving,young_drivers,impaired_drivers,lane_departures,intersection_safety,pedestrian_safety,lighting	somewhat

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
564	bicycle	31_40	15	4	lighting,bicycle_safety,lane_departures,distracted_driving,pedestrian_safety,impaired_drivers,intersection_safety,young_drivers	yes
565	bicycle	40_50	1	5	bicycle_safety,intersection_safety,pedestrian_safety,distracted_driving,lane_departures,lighting,impaired_drivers,young_drivers	no
566	personal_vehicle	19_25	20	5	intersection_safety,pedestrian_safety,lane_departures,lighting,impaired_drivers,distracted_driving,bicycle_safety,young_drivers	no
567	personal_vehicle	31_40	10	45	lighting,lane_departures,bicycle_safety,pedestrian_safety,intersection_safety,distracted_driving,young_drivers,impaired_drivers	no
568	personal_vehicle	51_65	5	0	distracted_driving,intersection_safety,pedestrian_safety,lighting,bicycle_safety,lane_departures,impaired_drivers,young_drivers	somewhat
569	personal_vehicle	51_65	50	6	intersection_safety,lighting,young_drivers,distracted_driving,lane_departures,impaired_drivers,bicycle_safety,pedestrian_safety	no
570	bicycle	31_40	8	8	distracted_driving,lighting,bicycle_safety,intersection_safety,pedestrian_safety,lane_departures,impaired_drivers,young_drivers	yes
571	personal_vehicle	31_40	120	30	distracted_driving,impaired_drivers,intersection_safety,pedestrian_safety,bicycle_safety,young_drivers,lane_departures,lighting	somewhat
572	personal_vehicle	19_25	10	2	lighting,intersection_safety,distracted_driving,lane_departures,impaired_drivers,pedestrian_safety,bicycle_safety,young_drivers	no
573	personal_vehicle	31_40	30	35	lighting,intersection_safety,distracted_driving,pedestrian_safety,young_drivers,bicycle_safety,impaired_drivers,lane_departures	somewhat
574	bicycle	51_65	10	0	bicycle_safety,pedestrian_safety,distracted_driving,intersection_safety,lighting,young_drivers,impaired_drivers,lane_departures	no
575	personal_vehicle	31_40	0	0	pedestrian_safety,impaired_drivers,lighting,intersection_safety,lane_departures,bicycle_safety,distracted_driving,young_drivers	yes
576	personal_vehicle	65+	10	10	distracted_driving,intersection_safety,lane_departures,impaired_drivers,bicycle_safety,pedestrian_safety,young_drivers,lighting	somewhat
577	public_transit	51_65	10	15	bicycle_safety,lighting,intersection_safety,distracted_driving,pedestrian_safety,impaired_drivers,lane_departures,young_drivers	no
578	personal_vehicle	51_65	25	25	pedestrian_safety,bicycle_safety,distracted_driving,intersection_safety,impaired_drivers,lighting,young_drivers,lane_departures	yes
579	personal_vehicle	31_40	15	15	distracted_driving,lane_departures,young_drivers,impaired_drivers,intersection_safety,lighting,bicycle_safety,pedestrian_safety	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
580	personal_vehicle	51_65	10	10	young_drivers,distracted_driving,bicycle_safety,intersection_safety,impaired_drivers,lighting,pedestrian_safety,lane_departures	yes
581	bicycle	19_25		0	impaired_drivers,bicycle_safety,lane_departures,distracted_driving,pedestrian_safety,intersection_safety,lighting,young_drivers	no
582	personal_vehicle	65+	45	35	distracted_driving,lighting,intersection_safety,bicycle_safety,young_drivers,pedestrian_safety,impaired_drivers,lane_departures	somewhat
583	bicycle	26_30	10	5	distracted_driving,intersection_safety,bicycle_safety,lane_departures,impaired_drivers,pedestrian_safety,lighting,young_drivers	no
584	bicycle	65+	10	6	bicycle_safety,distracted_driving,impaired_drivers,young_drivers,intersection_safety,lane_departures,lighting,pedestrian_safety	no
585	personal_vehicle	65+	20	10	intersection_safety,lane_departures,distracted_driving,lighting,bicycle_safety,pedestrian_safety,impaired_drivers,young_drivers	somewhat
586	personal_vehicle	31_40	50	5	distracted_driving,impaired_drivers,intersection_safety,pedestrian_safety,young_drivers,lane_departures,bicycle_safety,lighting	somewhat
587	bicycle	65+	20	10	bicycle_safety,lane_departures,intersection_safety,distracted_driving,pedestrian_safety,young_drivers,lighting,impaired_drivers	no
588	other (Skateboarding)	19_25	4	4	lighting,distracted_driving,pedestrian_safety,impaired_drivers,young_drivers,intersection_safety,bicycle_safety,lane_departures	no
589	walking	19_25	4	0	pedestrian_safety,intersection_safety,distracted_driving,impaired_drivers,lane_departures,young_drivers,lighting,bicycle_safety	somewhat
590	bicycle	40_50	0	0	bicycle_safety,distracted_driving,pedestrian_safety,intersection_safety,impaired_drivers,lighting,lane_departures,young_drivers	yes
591	personal_vehicle	65+	5	2	distracted_driving,intersection_safety,bicycle_safety,pedestrian_safety,lane_departures,young_drivers,impaired_drivers,lighting	no
592	bicycle	40_50	20	10	bicycle_safety,pedestrian_safety,distracted_driving,intersection_safety,lane_departures,lighting,impaired_drivers,young_drivers	no
593	personal_vehicle	19_25	10	10	lighting,intersection_safety,bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,lane_departures,young_drivers	no
594	walking	26_30	0	0	intersection_safety,pedestrian_safety,bicycle_safety,lighting,distracted_driving,impaired_drivers,lane_departures,young_drivers	somewhat
595	personal_vehicle	31_40	10	5	intersection_safety,distracted_driving,impaired_drivers,bicycle_safety,pedestrian_safety,lane_departures,lighting,young_drivers	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
596	personal_vehicle	51_65	40	40	intersection_safety,distracted_driving,lane_departures,impaired_drivers,pedestrian_safety,bicycle_safety,lighting,young_drivers	no
597	personal_vehicle	51_65	7	2	intersection_safety,distracted_driving,lighting,lane_departures,impaired_drivers,young_drivers,bicycle_safety,pedestrian_safety	no
598	personal_vehicle	51_65	20	20	bicycle_safety,intersection_safety,lane_departures,pedestrian_safety,impaired_drivers,distracted_driving,lighting,young_drivers	no
599	personal_vehicle	31_40	50	0	pedestrian_safety,lighting,intersection_safety,bicycle_safety,impaired_drivers,distracted_driving,young_drivers,lane_departures	no
600	personal_vehicle	40_50	30	20	intersection_safety,lane_departures,impaired_drivers,young_drivers,distracted_driving,lighting,pedestrian_safety,bicycle_safety	no
601	bicycle	65+	0	0	bicycle_safety,intersection_safety,distracted_driving,lighting,impaired_drivers,pedestrian_safety,lane_departures,young_drivers	somewhat
602	personal_vehicle	51_65	60	40	impaired_drivers,distracted_driving,lane_departures,intersection_safety,lighting,bicycle_safety,pedestrian_safety,young_drivers	no
603	personal_vehicle	65+	30	25	distracted_driving,lane_departures,impaired_drivers,pedestrian_safety,young_drivers,bicycle_safety,intersection_safety,lighting	yes
604	bicycle	31_40	6	6	bicycle_safety,distracted_driving,pedestrian_safety,intersection_safety,impaired_drivers,lane_departures,young_drivers,lighting	no
605	personal_vehicle	31_40	10	10	intersection_safety,distracted_driving,lane_departures,pedestrian_safety,bicycle_safety,lighting,young_drivers,impaired_drivers	somewhat
606	personal_vehicle	51_65	20	5	lighting,intersection_safety,distracted_driving,pedestrian_safety,impaired_drivers,young_drivers,lane_departures,bicycle_safety	no
607	walking	51_65	10	5	distracted_driving,bicycle_safety,intersection_safety,pedestrian_safety,impaired_drivers,young_drivers,lane_departures,lighting	somewhat
608	personal_vehicle	40_50	20	3	bicycle_safety,pedestrian_safety,distracted_driving,intersection_safety,young_drivers,lighting,impaired_drivers,lane_departures	no
609	personal_vehicle	19_25	0	3	impaired_drivers,distracted_driving,lighting,young_drivers,intersection_safety,lane_departures,pedestrian_safety,bicycle_safety	no
610	personal_vehicle	65+	12	12	impaired_drivers,young_drivers,lighting,pedestrian_safety,distracted_driving,lane_departures,intersection_safety,bicycle_safety	no
611	personal_vehicle	26_30	10	10	pedestrian_safety,lighting,intersection_safety,distracted_driving,lane_departures,bicycle_safety,impaired_drivers,young_drivers	yes

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
612	personal_vehicle	51_65	70	50	distracted_driving,impaired_drivers,lighting,intersection_safety,bicycle_safety,pedestrian_safety,lane_departures,young_drivers	yes
613	personal_vehicle	40_50	15	5	distracted_driving,lane_departures,impaired_drivers,pedestrian_safety,intersection_safety,bicycle_safety,lighting,young_drivers	yes
614	bicycle	51_65	15	15	bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,intersection_safety,lane_departures,young_drivers,lighting	no
615	personal_vehicle	65+	17	17	intersection_safety,pedestrian_safety,distracted_driving,bicycle_safety,lighting,lane_departures,young_drivers,impaired_drivers	somewhat
616	bicycle	65+	0	0	lighting,pedestrian_safety,bicycle_safety,intersection_safety,distracted_driving,impaired_drivers,lane_departures,young_drivers	somewhat
617	bicycle	31_40	2	1	bicycle_safety,pedestrian_safety,lighting,distracted_driving,young_drivers,impaired_drivers,intersection_safety,lane_departures	somewhat
618	personal_vehicle	31_40	10	4	distracted_driving,intersection_safety,bicycle_safety,pedestrian_safety,lighting,impaired_drivers,young_drivers,lane_departures	no
619	personal_vehicle	26_30	29	29	impaired_drivers,distracted_driving,intersection_safety,lighting,bicycle_safety,pedestrian_safety,young_drivers,lane_departures	no
620	personal_vehicle	31_40	10	70	lighting,intersection_safety,lane_departures,pedestrian_safety,bicycle_safety,distracted_driving,young_drivers,impaired_drivers	somewhat
621	personal_vehicle	31_40	25	15	distracted_driving,intersection_safety,lane_departures,impaired_drivers,bicycle_safety,pedestrian_safety,young_drivers,lighting	no
622	personal_vehicle	65+	50	50	pedestrian_safety,lighting,lane_departures,bicycle_safety,intersection_safety,impaired_drivers,distracted_driving,young_drivers	yes
623	personal_vehicle	65+	50	50	pedestrian_safety,lighting,intersection_safety,bicycle_safety,impaired_drivers,distracted_driving,young_drivers,lane_departures	no
624	bicycle	40_50	5	2	pedestrian_safety,intersection_safety,bicycle_safety,lighting,young_drivers,distracted_driving,lane_departures,impaired_drivers	no
625	bicycle	31_40	0	2	bicycle_safety,lighting,lane_departures,intersection_safety,pedestrian_safety,impaired_drivers,distracted_driving,young_drivers	no
626	carpool_rideshare	31_40	10	3	intersection_safety,lighting,lane_departures,impaired_drivers,young_drivers,pedestrian_safety,bicycle_safety,distracted_driving	no
627	personal_vehicle	51_65	5	1	intersection_safety,impaired_drivers,distracted_driving,lane_departures,pedestrian_safety,bicycle_safety,lighting,young_drivers	somewhat

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
628	personal_vehicle	51_65	20	2	distracted_driving,bicycle_safety,pedestrian_safety,young_drivers,lane_departures,intersection_safety,lighting,impaired_drivers	no
629	personal_vehicle	40_50	2	8	distracted_driving,lane_departures,lighting,bicycle_safety,intersection_safety,young_drivers,pedestrian_safety,impaired_drivers	somewhat
630	personal_vehicle	51_65	25	8	lighting,lane_departures,impaired_drivers,distracted_driving,intersection_safety,young_drivers,bicycle_safety,pedestrian_safety	no
631	bicycle	51_65	4	15	bicycle_safety,intersection_safety,pedestrian_safety,impaired_drivers,distracted_driving,young_drivers,lane_departures,lighting	yes
632	personal_vehicle	65+	30	25	bicycle_safety,intersection_safety,lane_departures,pedestrian_safety,distracted_driving,impaired_drivers,young_drivers,lighting	somewhat
633	bicycle	40_50	2	5	bicycle_safety,pedestrian_safety,intersection_safety,lighting,distracted_driving,lane_departures,impaired_drivers,young_drivers	yes
634	bicycle	65+	1	5	distracted_driving,impaired_drivers,bicycle_safety,pedestrian_safety,intersection_safety,lighting,young_drivers,lane_departures	somewhat
635	bicycle	65+	6	6	distracted_driving,impaired_drivers,bicycle_safety,pedestrian_safety,intersection_safety,lighting,young_drivers,lane_departures	no
636	personal_vehicle	65+	20	5	distracted_driving,impaired_drivers,intersection_safety,pedestrian_safety,bicycle_safety,lane_departures,young_drivers,lighting	no
637	personal_vehicle	65+	50	5	lighting,distracted_driving,intersection_safety,lane_departures,pedestrian_safety,impaired_drivers,young_drivers,bicycle_safety	yes
638	personal_vehicle	26_30	200	200	distracted_driving,impaired_drivers,intersection_safety,pedestrian_safety,bicycle_safety,lighting,lane_departures,young_drivers	no
639	bicycle	31_40	2	0	impaired_drivers,distracted_driving,lighting,pedestrian_safety,lane_departures,bicycle_safety,intersection_safety,young_drivers	no
640	personal_vehicle	26_30	15	2	pedestrian_safety,intersection_safety,lane_departures,lighting,impaired_drivers,distracted_driving,young_drivers,bicycle_safety	no
641	personal_vehicle	31_40	15	5	intersection_safety,distracted_driving,bicycle_safety,lighting,young_drivers,pedestrian_safety,impaired_drivers,lane_departures	no
642	personal_vehicle	26_30	2	2	intersection_safety,pedestrian_safety,bicycle_safety,impaired_drivers,distracted_driving,young_drivers,lane_departures,lighting	somewhat
643	personal_vehicle	40_50	200	200	pedestrian_safety,bicycle_safety,impaired_drivers,young_drivers,distracted_driving,intersection_safety,lighting,lane_departures	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
644	personal_vehicle	31_40	15	10	bicycle_safety,intersection_safety,pedestrian_safety,distracted_driving,lighting,impaired_drivers,lane_departures,young_drivers	no
645	personal_vehicle	31_40	15	5	intersection_safety,bicycle_safety,lighting,distracted_driving,pedestrian_safety,impaired_drivers,lane_departures,young_drivers	no
646	bicycle	40_50	3	0	bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,young_drivers,intersection_safety,lane_departures,lighting	no
647	personal_vehicle	40_50	25	15	intersection_safety,impaired_drivers,distracted_driving,lane_departures,young_drivers,bicycle_safety,lighting,pedestrian_safety	somewhat
648	personal_vehicle	31_40	50	4	bicycle_safety,pedestrian_safety,lighting,impaired_drivers,intersection_safety,lane_departures,distracted_driving,young_drivers	no
649	bicycle	31_40	10	10	bicycle_safety,intersection_safety,lane_departures,distracted_driving,lighting,impaired_drivers,pedestrian_safety,young_drivers	somewhat
650	personal_vehicle	51_65	30	302	intersection_safety,lane_departures,distracted_driving,young_drivers,bicycle_safety,lighting,pedestrian_safety,impaired_drivers	no
651	personal_vehicle	51_65	5	3	distracted_driving,intersection_safety,lane_departures,impaired_drivers,bicycle_safety,lighting,young_drivers,pedestrian_safety	no
652	personal_vehicle	51_65	8	5	distracted_driving,intersection_safety,bicycle_safety,pedestrian_safety,impaired_drivers,lane_departures,lighting,young_drivers	somewhat
653	personal_vehicle	40_50	10	2	intersection_safety,lane_departures,pedestrian_safety,distracted_driving,impaired_drivers,bicycle_safety,young_drivers,lighting	somewhat
654	personal_vehicle	31_40	5	1	bicycle_safety,pedestrian_safety,impaired_drivers,lighting,distracted_driving,intersection_safety,lane_departures,young_drivers	no
655	personal_vehicle	40_50	50	5	lighting,impaired_drivers,distracted_driving,intersection_safety,pedestrian_safety,young_drivers,lane_departures,bicycle_safety	yes
656	personal_vehicle	40_50	30	0	intersection_safety,pedestrian_safety,young_drivers,lighting,distracted_driving,impaired_drivers,bicycle_safety,lane_departures	somewhat
657	personal_vehicle	51_65	10	0	distracted_driving,lighting,intersection_safety,lane_departures,impaired_drivers,young_drivers,pedestrian_safety,bicycle_safety	somewhat
658	personal_vehicle	31_40	40	25	intersection_safety,lighting,young_drivers,impaired_drivers,distracted_driving,pedestrian_safety,bicycle_safety,lane_departures	no
659	personal_vehicle	40_50	15	3	distracted_driving,impaired_drivers,lane_departures,intersection_safety,bicycle_safety,pedestrian_safety,lighting,young_drivers	somewhat

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
660	personal_vehicle	19_25	40	5	lighting,impaired_drivers,bicycle_safety,distracted_driving,pedestrian_safety,intersection_safety,lane_departures,young_drivers	somewhat
661	personal_vehicle	31_40	4	4	intersection_safety,distracted_driving,pedestrian_safety,bicycle_safety,impaired_drivers,lane_departures,young_drivers,lighting	no
662	personal_vehicle	40_50	20	10	intersection_safety,pedestrian_safety,bicycle_safety,young_drivers,distracted_driving,lighting,impaired_drivers,lane_departures	somewhat
663	personal_vehicle	31_40	25	10	lighting,intersection_safety,lane_departures,distracted_driving,impaired_drivers,pedestrian_safety,bicycle_safety,young_drivers	somewhat
664	personal_vehicle	31_40	15	15	lighting,lane_departures,pedestrian_safety,bicycle_safety,intersection_safety,distracted_driving,impaired_drivers,young_drivers	no
665	personal_vehicle	51_65		0	intersection_safety,distracted_driving,bicycle_safety,lane_departures,pedestrian_safety,young_drivers,impaired_drivers,lighting	no
666	personal_vehicle	65+	5	5	distracted_driving,lighting,bicycle_safety,pedestrian_safety,impaired_drivers,lane_departures,young_drivers,intersection_safety	no
667	personal_vehicle	31_40	100	10	intersection_safety,bicycle_safety,pedestrian_safety,distracted_driving,impaired_drivers,lighting,lane_departures,young_drivers	no
668	personal_vehicle	31_40	7	0	distracted_driving,intersection_safety,impaired_drivers,lane_departures,lighting,young_drivers,bicycle_safety,pedestrian_safety	no
669	personal_vehicle	51_65	8	0	distracted_driving,impaired_drivers,intersection_safety,lane_departures,lighting,pedestrian_safety,bicycle_safety,young_drivers	somewhat
670	personal_vehicle	51_65	30	5	impaired_drivers,distracted_driving,intersection_safety,lane_departures,lighting,pedestrian_safety,young_drivers,bicycle_safety	somewhat
671	personal_vehicle	51_65	20	12	pedestrian_safety,distracted_driving,intersection_safety,bicycle_safety,lighting,lane_departures,young_drivers,impaired_drivers	no
672	personal_vehicle	51_65	7	5	intersection_safety,young_drivers,distracted_driving,lighting,pedestrian_safety,impaired_drivers,bicycle_safety,lane_departures	somewhat
673	personal_vehicle	40_50	100	100	impaired_drivers,distracted_driving,pedestrian_safety,young_drivers,bicycle_safety,lighting,intersection_safety,lane_departures	no
674	walking	51_65	5	2	intersection_safety,distracted_driving,young_drivers,impaired_drivers,lighting,pedestrian_safety,bicycle_safety,lane_departures	somewhat
675	personal_vehicle	19_25	24	10	intersection_safety,impaired_drivers,lighting,young_drivers,distracted_driving,lane_departures,pedestrian_safety,bicycle_safety	no

Survey ID	What is your primary mode of transportation?	What is your age?	During a typical weekday how many miles did you drive?		Please rank the following categories based on your personal level of concern regarding each category	Aware of current safety initiatives such as the Citywide Systemic Safety Improvements Project?
			Pre-COVID	During-COVID		
676	bicycle	51_65	20	20	bicycle_safety,pedestrian_safety,distracted_driving,intersection_safety,impaired_drivers,lane_departures,lighting,young_drivers	no
677	personal_vehicle	65+	35	5	lighting,distracted_driving,lane_departures,intersection_safety,pedestrian_safety,impaired_drivers,young_drivers,bicycle_safety	no
678	personal_vehicle	31_40	12	12	lane_departures,intersection_safety,distracted_driving,pedestrian_safety,bicycle_safety,lighting,impaired_drivers,young_drivers	somewhat

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
1	Potholes on roads between w 8th ave and w sac. Road conditions on e 9 ave. Road conditions in general. Increase in number of drivers ignoring ignoring stop signs and stop lights
2	Potholes are HORRENDOUS!! Street painting was started but not finished. Red light ticket cameras are needed in multiple locations.
3	Pot holes on Bruce rd between Picoline and 32 Also, I couldn't get the "drag and drop" to work so those are not my choices. Distracted driving is number one for me
4	I perceive an increase in speeding vehicles, especially along main thoroughfares and streets parallel to them. Drivers seem to treat residential roads like extensions of the highways. People don't know about Esplanade signal timers and aggressively switch back and forth between lanes. Most seem to ignore roundabout yield signs. Enforcement??
5	Drivers in Chico run red lights like crazy! Especially at the intersection of 8th and the freeway, or the offramp from northbound 99 onto East Ave. We need more enforcement at intersections. I hate to say it, but maybe we even need traffic enforcement cameras. I warn my kids aways to look before going on a green light because the problem is so bad. I also notice many drivers going about 80 on the freeway lately. It didn't used to be that way. We just need more enforcement everywhere.
6	Our road conditions are a big concern for me. Some roads are getting hazardous to drive on.
7	Young and impaired drivers are by far the worst drivers in the city. Bicycles need to drive on the right side of the street, can't believe more aren't killed. Homeless need to stay the hell out of our roadways!
8	I live on 2142 bartriangle st in chico . Are street is real narrow with lots of kids ranging from 2-8 playing near the street front yards are small too . This is ok but it seems more and more people are speeding down this stretch from robailey to parkway village to cut across to walmart . Or to 20th st. All parents on this portion of road are constantly yelling telling people to slow down . We have complained before in the past but test strips the city put out showed average speed was acceptable . We really need speed bumps of some sort . I really feel for these kids could get clipped very easily .
9	Our roadways are horrible. Covid lock down would have been the perfect time to work on them...stop signs are obstructed by overgrown trees and bushes. Not to mention that many people are on their phones while driving.
10	I live in the 2200 block of Ceanothus Ave near PV high school. The lighting is poor at night and the sidewalks are not available all over. There are lots of pot holes when it rains, also!
11	So many places where trees and bushes are covering stop lights and stop signs. On East ave at El Paso when coming from the freeway around that small curve. The stop signs along the park on the 8th street side.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
12	Please address the speeding issues on West Shasta Avenue. This is a residential street with no speed reducing design measures. I have personally witnessed drivers going in excess of 70 MPH and passing other vehicles at ridiculous speeds, while I was walking with my grand-daughter. I know several of my neighbors have brought this issue up before, so neglecting this dangerous situation might be construed as reckless disregard if something horrible happens. I have heard of parking/bike lane narrowing designs can have help, or stop signs, round-abouts... Please address this.
13	Better street lighting and repainting/restriping of crosswalks and stop at stop signs.
14	People run red lights everywhere. There are distracted drivers everywhere. Many streets are literally covered in potholes, so when it starts to rain again it's gonna get real interesting. Thanks for painting bike lanes and center lines when I reached out! Also, seriously the lights at East 1st Ave and 99 are poorly set up and miscalculate, and people run those reds every time I'm there.
15	In this town more than anything is Maintenence. The signals down the esplanade broadway main are not sychonized anymore. There is almost no paint for lines anymore and the asphalt is atrociously with the amount of tax money we pay we deserve much more that this crap you have given us. Quit spending all the money on wages and benefits and do what you are paid to do. If not just get rid of the maintenance dept and save us the money. What a total joke this whole city is... nothing to be proud of that's for sure... even this survey is a joke. Maybe ask some real questions?
16	Safety with low limbs blocking traffic signals. One way signage not effective in downtown. Traffic Lights causing traffic at 20th and MLK. Lack of police enforcement with stop signs and red lights. The white paint that was put down in downtown has now faded as if it was never painted. Street lighting is blocked by tree limbs. For outsiders streets like Park ave. Main st. and Esplanade, makes it confusing because the driver is not leaving to a different town which explains the change of the street names. This in return causes distraction and creates potential accidents. The biggest problem over all that I have seen is the lack of enforcement and towing of unregistered vehicles on the road. Whether parked or moving, this does no good to the safety of others on the road or pedestrian.
17	The esplanade needs red light cameras at all intersections, mostly 5th st.
18	Perhaps it's private property? The intersection that leads to the light from hobby lobby to 20th street desperately needs to be re painted and lanes clearly marked.
19	One way streets and inconsistency of roads
20	A huge safety concern is the roads in front of the schools. Not so much right now but during a normal school year it can be nerve wracking especially since most of the schools do not have crossing guards. It's scary for the drivers but also for the kids.
21	Signal operations need improvement, VIVDS cameras have dead spots. City needs to revert back to inductive loops to atta8n higher detection for vehicles and motorcycles especially

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
22	I'm concerned about the lack of street lighting in Chico and also the shocking number of drivers who run stop signs. Perhaps better lighting and street markings would allow for stop signs to be more noticeable? I am also disappointed in how few drivers stop for pedestrians in crosswalks - perhaps more flashing pedestrian crosswalks?
23	My main mode of transportation is a personal car, but I wish it wasn't. The only bus that stopped by my place when I went to Chico state came only once per hour and didn't run on Sundays... And stopped running after 6pm. I was forced to get a car since biking became dangerous in the winter. A safety concern is the southern entrance to the 99 on Eaton. There tends to be confusion as to has the right of way. Would be good to make it clearer. Also, as more people move to this area, the intersection of Eaton/Esplanade gets more congested with communers... It's a mess.. it could help to increase public transport options up here.
24	I wish the pot holes would be fixed on roads like Floral and on the way to the airport.
25	Park ave between 11th to 20th really needs turn lanes multiple times I have almost been hit especially at 16th and park by drivers turning on to 16th against on coming traffic
26	Nord Hwy where the crossings apartments are is wicked dangerous. People drive waaay too fast where the houses and apartments are on Nord hwy.
27	I think that speed bumps need to be installed on Nord Hwy through the residential area. People drive 45-50mph in that zone and it's very dangerous. Example of something that happened: a women was unloading her vehicle that was parked on the road and her door was open, a truck was driving really fast down the road and completely took her car door off...
28	I live at the intersection of vallombrosa and madrone. Several times a day people miss seeing the stop sign and drive right through. Overall, the entire vallombrosa road has stop signs that are not visibly seen. The roads have many potholes a d drivers drive too fast.
29	School Zone Safety should be heavily enforced. Especially on East Ave near PV, Lima Vista and Marigold
30	In Downtown the signals are on the street corners. There should be signals over the street as well.
31	We need better road maintenance and more police presence in north east chico. There is plenty of speeding on godman, east eaton and lassen
32	Do you think they could finish north esplanade past Eaton its a bumpy mess. Degarmo park and Shasta elementary and the neighbors out here deserve better. Did you know there is no crosswalk to this park on the Esplanade? A crosswalk to Degarmo park would be a hugh thank you from all the neighbors who have children. Also for twenty uears the avenues have been deteriorating can you get some sidewalks in there. And oh poor Chapman town, should we even go there about the neglect. Just wow Chico.
33	Distracted driving and poor road conditions throughout the city are two of the biggest issues. We also need better bike lanes in many areas

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
34	I would love to ride my bike around town more but the bike paths through Chico are so dangerous and dirty.
35	Highway 99 north of Garner needs to be widened.
36	The condition of the roads around town with large potholes that cause drivers to go into incoming traffic to try and avoid them. We have had flat tire and bent rim from hitting a pothole at night because we couldn't see it due to no street lights.
37	Distracted drivers should be number one concern,drag and drop,didn’t work on my iPad
38	Please make the intersections of East ave and marigold and East ave and Ceanothus a controller turn intersection. I’ve seen too many school almost get hit by people in a hurry turning.
39	I see two major safety concern, first way too many people running red lights and since we don’t have cameras, there is it incentive to stop. Second, transients in the road ways.
40	people in cars in Chico are not respectful of bicycles or pedestrians. They will not wait for a person in a marked crosswalk, and often force bicycles to take evasive action.
41	We live in Hancock Park and continue to see problems with people using Eaton Road at Marigold, blowing through the stop sign. Additional signage, signals, or rumble strips would make this a safer intersection. As it develops into a two-lane, both-ways thoroughfare in the coming year or so, increased traffic is likely to exacerbate this issue.
42	Non-existent lighting at intersections formerly county and now annexed to City. Specifically E. Lassen and Joshua Tree Road.
43	I believe there should be bike lanes coming and going from every school in Chico. We need more bike lanes and they need to be better maintained. The corner of West Sac and Nord/Hwy32 is very dangerous for bikers.
44	With more neighbourhoods like Meriam Park, people are enabled to walk from home to the shop or restaurant. When shops and homes are zoned together we can walk or bike where we need to go. Strip malls and humongous parking lots force us to drive 5 miles to each place we want to go which makes people unhealthy in the long run. By living above a coffee shop, etc., people are more engaged with each other and healthier because we dont have to use our cars just to go grab a cup of coffee.
45	Meriam Park is a great example of how new neighbourhoods should be zoned. People dont have to use their cars to drive everywhere when you live right above a coffee shop for example. Where shops and homes are all together it makes for a healthier lifestyle because we are engaged with our neighbours and we are biking or walking everywhere instead of driving to a huge parking lot and strip mall. Meriam Park is great. I've been wanting this in Chico for a long time. Just like San Carlos or other Bay Area cities. Love it!
46	Bus schedules should align with school hours and have more hours on the weekend.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
47	I do not drive due to a visual disability. I do ride my bike quite often. While i am concerned about cars, I am more concerned about bicyclists who do not follow the rules. Not stopping at stop signs, not yielding to through traffic, cutting across intersections, and riding down the wrong side of the street are just a few issues. There does not seem to be a great deal of priority placed on these issues. As far a scars are concerned, running stop lights is a major issue in the city. I think it is time for the city to consider red light cameras to help put a stop to the blatant running of red lights.
48	The lines on roadways need to be repainted. They have been badly eroded to a point many roadways and intersections are a free for all. Sidewalks along Nord Avenue need to be completed out to w 8th Ave. Very dangerous for a high pedestrian use area.
49	Happy to see that road improvement is happening. There are roads in town, by Walmart for example, that really need the white lines redone.
50	It seems like we are still waiting on approved items to still be implemented. Street condition is appalling. Striping and reflectors still need regular maintenance. Is there a publicized street problem reporting system with evaluation and feedback?
51	Potholes need to be repaired!
52	I am a recent transplant to Chico and a graduate student studying urban planning. I'd very much like to see a concerted effort to embrace Dutch road planning methodology and techniques. There are 50 years of evidence-based design history with detailed and comprehensive explanations and studies confirming their universal applicability (i.e. YES, that WILL work here). Many challenges standing between cities and the 60th percentile of "interested but concerned" potential bicycle users were resolved and overcome decades ago in the Netherlands and the solutions are easily applied here in the USA, especially in a city such as Chico which boasts mostly wide, spacious ROW's. Just a few things are using the physical design of roadways to control driver behavior instead of relying on "personal responsibility" (i.e. speed limits and signs) as well as the installation of protected bicycle infra on roads with incompatible auto speeds and CONTINUING that infra into and through intersections.
53	When heading home after work, I take Hwy 99 North and take the Eaton Exit, which is often times backed up to the highway. I'm concerned distracted drivers are going to plow right into the back of the lined up cars. This is usually taking place M-F between 4:30 and 5:30. There is also a turn I take each morning from 8th St., onto Willow. It's a blind turn due to hedges, etc. There have been instances when walkers, or bicyclists are crossing or sitting in the street, but you can't see them until you are well into the turn.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
54	I am increasingly concerned about pedestrian/bicycle/ auto safety in the traffic circles. The "smaller"ones are especially dangerous. This is what I have experienced many times, at the one on Manzanita at the park tunnel (near Centennial): I am driving south (from East Ave.) I slow down at that traffic circle, enough to keep a steady flow and be safe, but not so slow that I hinder the flow that the traffic circle is meant to encourage. Then, all of a sudden, I see a pedestrian or bicyclist RIGHT IN FRONT OF ME, all ready entering the crosswalk. This is the crosswalk right at the "exit" of the traffic circle, not the one at Centennial. I have to slam on my breaks, and at the same time, quick-like look in my rear view mirror because there is often someone right behind me, or just entering the circle behind me from Vallombrosa. I have nearly hit the person, or been hit from behind. And it always leaves me frazzled. I drive this stretch every single day, so this isn't an isolated event.
55	The stop lights downtown (Broadway & Main) used to be timed perfectly to drive the speed limit safely and efficiently to get through downtown. In the last year or so they've been kinda all over the place. They're not totally random but they're definitely not synchronized anymore. I find that it causes people to speed up to catch the next light or have to hit the brakes suddenly right after getting a green on the previous block. I hope they can eventually be reset so traffic can move safely and efficiently through downtown again.
56	As someone that bikes everyday the biggest current issue I have is park safety now that the homeless are camping in our park, I do not feel safe to go through the park at night, in the early morning there are people sleeping on the benches I have been harassed, cat called and followed. Intersection safety, the bike path crossing at East Ave is dangerous. North Esplanade is also an unsafe street for bikes.
57	The intersection of Arch Way and Marigold during the leaf pick up period in late fall and early winter is very dangerous. Students riding bikes to school have to swerve into the traffic lane to miss the large (really tall) piles of leaves that build up quickly during the week. Also, cars pulling out from the west side of Arch Way onto Marigold have an obstructed view when they look left. Arch Way cars have to pull way out into the street to see what traffic is coming and are in the way of the students trying to walk/bike across the street. Please consider changing the boundaries of the leaf dump area...if it could be pulled back 100 feet or more away from Arch Way, it would open up the viewing area so cars can pull out on to Marigold Ave without an obstructed view. Thank you!
58	Please time the lights better. I use so much more fuel than necessary.
59	Road repair not listed.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
60	Lanes that aren't clearly marked scare me in regard to my own driving and to what other drivers are going to do. At night the roads are dark and we really need line markers to identify where the lane is, and whether it's a turn lane. Hard to give 3' space for bicyclists on a lot of the roads built as single lane but now expanded. Worry about pedestrians who have mental illness or drug problems walking into the streets.
61	Roundabouts work! Make pedestrian only shopping areas.
62	Southbound highway 99 onramp at Cohasset Road. Yield sign needs to be more prevalent and maybe a second sign added. Many drivers think it is a merge when it is actually yield. Northbound highway 99 exit at Eaton Road. back up onto freeway. off ramp intersection is grossly insufficient for the number of homes being built in the area. This demonstrates to me very poor planning when the housing developments were proposed and approved. This raises significant concerns with the North Chico Village Plan.
63	Thank you for fixing Esplanade but there needs to be more work north of Eaton toward De Garmo Park including widening the road.
64	I'm concerned with the lack of maintenance on the street stripping. At night it's especially difficult to see where the lanes are.
65	My concern is all of that work put into the Esplanade and nothing was done to improve the sidewalks/lack of crosswalks between Eaton and Leora (which has a park and an elementary school) . With all of the development in this part of the city, someone should make this a priority. There are many people, including children who would benefit greatly by the city going up the esplanade with full sidewalks, streetlights and crosswalks (with the flashing lights would be great) Thanks
66	Homeless in park
67	There are so many streets on the labeled bike paths that have huge potholes
68	-Condition of roadways -Distracted, impaired drivers

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
69	Criminal transients and drug dealers need to be taken off the streets of chico. serious accidents , car chases, drive-bys, and head-ons could be significantly reduced by getting criminal (drug related) activity under control in chico, and keeping these criminals behind bars. Drugs + driving is a recipe for disaster. And BTW, the intersections at 99 & Neal, and 99 & Garner are two of the most dangerous stoplights in our area - it is no longer uncommon for residents to avoid these intersections by taking country or city roads, turning neighborhood roads into thoroughfares, in order to avoid the death trap 99-intersections. No doubt this is putting more strain on your city roadways.
70	Traffic back up at Eaton and Garner. Hey 32
71	The section of Vallombrosa between Mangrove and Esplanade has a bike lane half the distance, but parents headed to Chico Jr continually block the bike lane preventing safe use. I've witnessed multiple accidents due to this behavior (cars swerve into the bike lane without looking or turning and are unable to see approaching cyclists due to cars blocking the bike lane). This area is heavily frequented by children heading to Chico Jr and Sr Highs, I've seen at least one child struck due to unsafe driver behavior, I have frequently have cars force me into the curb when using the bike lane. I feel this section would benefit from additional signage, partnership with the CUSD in communication with parents. The section between Chico Jr and Esplanade does not have a bike lane and could likely benefit from one, many drivers turning right onto Esplanade block cyclists (primarily minors) from safely riding on the road.
72	East/west travel through Chico is a mess and it is very slow. East Lassen, East Ave, 8th Ave are supporting more traffic than they can handle and the roads are a mess. Something needs to be done in the way of planning for those who cross Chico east to west. While it is not an issue with COVID affecting CSUC enrollment and traffic, the pedestrian crossing on Nord between the apartments and the university is a mess during busy hours. This is actually another east/west route as it takes traffic ultimately to the 99/32 interchange. That one spot is the cause of major traffic backups during commute times. There should be a pedestrian bridge in this location, for pedestrian and motorist safety and to increase flow on this small but heavily traveled roadway.
73	Garner and 99 has to be fixed. We need more than just new lights. We need a new configuration. Some of the on and off ramps on 99 are so dangerous They are too short and people don't let you in and some are blind as you come on. There are so many people on 99 we need more lanes. Some of the roads like 32 and parts of of 99 and 70 need more lanes or more passing lanes. They are so dangerous and have so many cars.
74	Failure to stop at stop signs and red lights. Cars and bicycles included.
75	Eaton Road @ 99 (hicks lane, etc) is a disaster!
76	Highway 99 and Garner is a nightmare - two lanes to one is a constant safety hazard. Please build out the turn lane northbound on 99 (south side of garner). The space already exists.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
77	I'm tired of driving on roads with potholes everywhere and getting flat tires when my tires are still new! Just drive on any cross street off Esplanade, ESPECIALLY Shasta!
78	There are many roads in Chico that need immediate repair. Speed and distracted drivers are a major concern. Chico PD needs funding to increase traffic patrols. 9th Ave, North Cedar, 3rd St and Cohasset Hwy are in need of repair.
79	Road maintenance/conditions are definitely a concern that should have been a category above. Painted lines and words (STOP) are missing everywhere in Chico. Letters and lines have either been worn away or are missing all together. Potholes and uneven asphalt need to be addressed as well.
80	Red light runners at all intersections.
81	The main concern I have for driving in Chico is other drivers. They don't pay attention, they don't think ahead causing issues with changing lanes so they can turn at the drop of a hat, they leave the back end of their car in the ongoing lane because they don't know how to use a center turn lane, they drive 45 in a 35 and 25 in a 40. Red light runners are a common practice. people can you just put the cell phones down. In chico there are no rules except watch out. You have to watch for speeders, cell phone users, young drivers, old drivers, bumbs, people J walking because they are too lazy to go to the corner, skate boarders, bikes, scooters, buses, people going the wrong way on a one way street. All of this head shaking on a daily basis just going to and from work and only on the Esplanade. People in Chico are crazy! There is absolutely no traffic or pedestrian management. Crappy roads arent the problem. You fixed the pavement on esplanade and all it did was assit in faster driving.
82	I am worried about the location on Dayton and Pomona Lane, where people turn into the corner with Sipho's Jamaican food. People go way too fast on Dayton, don't slow down when the make the turn, and will eventually plow into some people standing and talking outside of Sipho's.
83	Red light runners are an unbelievably huge problem. Bike riders riding the wrong direction on the wrong side of the street, 90% of the time baffle me. Low or non existent street lights to where I have to use my brights to get around town in places. Why???!!!
84	The Esplanade and 5th and 6th Avenue intersections at the hospital are an auto vs pedestrian nightmare. There needs to be crosswalk lighting similar to what is by Dutch Brothers at 8th Avenue and Chico High and the Esplanade.
85	There needs to be OBVIOUS alerts for upcoming intersections at EVERY cross street with the Esplanade. People are blowing through stop signs and intersections and coming right out onto Esplanade going 30-50 mph. My son was T-boned last June by a young, distracted driver, new to town, who failed to see/stop at the sign on the side street. He could have died. Secondly, the offramps on 99 at E. 1st, Cohasset, and Eaton need to be longer. VERY often the exiting traffic backlog is dangling out into highway-speed traffic lanes. Lastly, I know the Eaton/99 interchange is supposed to have a large roundabout. This needs to be a priority. That intersection is dangerous!

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
86	North Chico (Eton @99 and Garner @ 99) have been severely impacted by the creation of high density housing projects in this area.
87	Bruce Road between Hwy 32 and 20th is a major safety concern. Narrow road, lots of traffic, especially when school is in session and at 5 om. Please fix the potholes around town! Vallombrosa has a couple.
88	It's not safe to bike in Chico - the routes are confusing and don't all connect. Many bike lanes are on busy streets and there are too many jerks in big trucks who don't like cyclists. Also I know a lot of people don't like them but I think roundabouts are helpful and safer than intersections. Hey how about sidewalks? So many neighborhoods in Chico don't have sidewalks and that's really dangerous for pedestrians and kids, especially around twilight.
89	Painting of stop and speed bump locations in Cal park Plus numerous area in Chico
90	The roads I n Chico are the worst in any city I have lived! Forget the widening Brice rd and fix these roads!!
91	Lines painted on the roadways need to be refreshed and repainted. Mangrove Ave. esplanade thru the business area. East avenue. One can barely see the lines. When it rains they become invisible. Paint them!
92	East Ave from the freeway to Cohasset intersection needs severe repairs and repaving.
93	Pavement condition is horrible. Striping and crosswalks are in deplorable condition.
94	Fair street is real bad .You have 2 thousand bike riders here for the wildflower century and it is embarrassing to make them ride down fair street. First street from the freeway to East street is full of potholes.I moved here two years ago and I can tell you that you have the worst streets of any city in the Bay Area .It is sad to have friends come here to visit and all of them end up saying something about our roads.
95	Crumbling city streets, potholes,cracks. Narrow roadways, no shoulders, no lines, bike lanes are intermittent. (Hicks, Eatin, the Esplanade). Bad planning. (Inadequate parking in developments forcing on street parking making for dangerous throughfare. (Nord by Shasta School and deGarmo street.
96	A many minors are driving underage. Many only have permits or no license, and also transport youngsters to and from school.
97	Mansion Park streets are in dire need of repair or repaving!!! Please help! West Frances Willard, Lincoln & Arcadian Avenues are so highly traveled because of the high school & college they are destroyed!
98	Hell roads need money, less police,more for fire dept and a new road paver and crew.
99	Pretty poor survey. It seems like it is an agenda to satisfy small groups. Open the lower park to driving. Paint the roads. Fix the pot holes. Cut the greenery away from signs. Survey speeds on streets and put up more realistic speed limits.
100	Arbutus from Vallombrosa to palmetto needs more shoulder pavement for pedestrians and bikes

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
101	More roundabouts, please. They efficient and make it easy to get around.
102	We need much better lighting around the university. There are so many pedestrian and bicycle riders and the lighting is awful. I'm especially concerned about the crosswalk on 2nd Street at Hazel. This area has terrible lighting and is an accident waiting to happen.
103	We need better roads. We need new roads!
104	Bike lanes along Vallombrosa and Manzanita by Middle Park would increase safety.
105	Too many pot holes on many roads that cause vehicles to depart from lane. Traffic signals at many intersections are not set properly for the flow of traffic. signage at round abouts should encourage the use of vehicle turn signals-blinkers. Police should target drivers with pets on their laps that are driver distractions as much as mobile devices.
106	The signage for bicycle routes downtown and through campus need improvement. As a cyclist, I feel unsafe in many streets in Chico. Entrances and exits to and from bike paths are often placed on a busy street and in a blind spot for cyclist and motorists. One example is at Manzanita, entrance to bike path under freeway. Please keep bike lanes clearly marked. As a motorist, there are some places that are dangerous, i.e. merge from the 99 going north at Cohasset, especiallly if the motorist wants to access the mall. They have to swing over 3 lanes of traffic to get into the left turn lane onto Orchard. The City should stop granting permits to drive-through coffee places!! These cause back-ups and sudden stops. The worst for me has been the Dutch Bros on Cohasset and Orchard Lane. People get into the turn lane going north on Cohasset and instead of proceeding to turn they clog the lane waiting to get into the coffee line. On Orchard Lane, it clogs the right turn lane going south.
107	I see many impaired drivers, under the influence of drugs mostly, in our town.
108	Painted bike lanes are much safer than non-painted. It constantly reminds vehicle drivers to share the road. Bike and pedestrian routes around our schools should be a priority to fix, improve, and mark. This would remind the kids and the parents to be more cautious.
109	Shasta (at Cussick) has horrible road conditions and NO viable paved shoulder for bikes, strollers, pedestrians. To walk to the nearest neighborhood park you have to get far into the road with strollers or push thru gravel! It's such a short stretch but it is UNSAFE and a daily grind on our vehicles! Please consider this long neglected road for more than a bandaid repair.
110	Simply repair ALL of the pot holes and damaged road surfaces.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
111	PLEASE, PLEASE, PLEASE put a turn signal on the Esplanade and First Avenue. I'll drive way out of my way to avoid that intersection.
112	We really need our streets paved. Of concern, especially for cyclist safety, is that many are not paved to the edges but are just strips paved down the middle.
113	The Godman corridor between Lassen and Eaton is used as a freeway. The traffic using Godman Ave very rarely go the speed limit. As a result of all the traffic, the condition of the road deteriorates rapidly. Patches dont last and the potholes return. Godman narrows down one block from Lassen going north. There are no sidewalks on either side of the road and with cars parked in this area, pedestrians and bicyclists are forced onto the roadway for a half of block. This is a hazard waiting to happen.
114	East Lindo is a hazard for young and old people on foot. Drivers cut down on East Lindo from East 1st Ave along East Lindo to Neal Dow Ave, speeding to avoid the lights on East 1st. Ave. With the bike bridge emptying on East Lindo it is dangerous for people on foot especially on East Lindo. I think speed bumps on East Lindo would be helpful to avoin any accidents on East Lindo Ave.
115	Floral ave is horrible no sidewalks to much traffic.
116	Pot holes and street lines need to be taken care of !
117	Bruce Rd between Hwy 32 and Skyway. Needs to be dbl lanes both directions and make accommodations for bicyclists and pedestrians. Saw a disabled person on a scooter on the side of the road and he and the scooter almost tipped over because it was rocky and uneven.
118	If I was in any way associated with or responsible for roads in Chico I would be hiding from embarrassment. The roads /streets are in the worst condition I've seen in 20 years. Am counting days until I retire and can leave this crap hole. Lower Bidwell Park road is atrocious, you almost have to wear a protective mouthpiece because of potholes and crappy pavement. I would give Narcissistic Randall Stone $100 if he could ride his stupid scooter through the park without wiping out. I would also give fat butt Ann Schwab $100 if she could ride a bike (two wheels not three!) through the park without falling.
119	9th Ave between Mangrove and Esplanade is unsafe. It needs to have sidewalks. It is completely unsafe for pedestrians. The road is in shambles, out of a 3rd world nation, as are most of the roads in Chico.
120	40
121	Road surfaces are in need of repair many places. Increased traffic is bottlenecked too many places. Planning seems to be behind the need. I live by a residential stop sign that used to be ignored rarely, but now is ignored often. Because getting across town has been so poorly designed, drivers speed dangerously through neighborhoods using shortcuts. I appreciate work on traffic signals to improve flow. However, in the end, driving about Chico is mostly a nightmare of long waits and overcrowding.
122	Trees also need to be trimmed to an average semi height or RV it is a problem having to drive in the center of the street to clear low branches or damage your trailer or camper.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
123	My main concern is the very poor condition of the majority of roads in Chico. Other than main thoroughfares such as Esplanade, Mangrove and East Avenue, the asphalt on many roads is broken, cracked and has potholes. This makes biking, driving and walking more dangerous. A large road repair program is needed.
124	The areas of E 2nd Street through E 10th Street would benefit from more street lights due to the increase in crime.
125	Mariposa needs repaving. It has now become a major thoroughfare between East First Avenue and East Avenue. The road is a mess and traffic is increasing, and people drive fast in this area where people are on bikes or walking, and children are present.
126	Chico
127	This survey asked no questions regarding road conditions. The streets of Chico other then Esplanade, parts of Mangrove, Forest & 20th are a complete mess. Pot holes and uneven cracked roads are everywhere. There's even talk among residents about filing a class action law suit against the city of Chico. Residents are taking pictures, filming and creating groups on social media to build their case. The Avenues are horrible. Side street's off of Esplanade are horrible. Lassen and Shasta are a mess. This is unacceptable!!!
128	The bike paths do not feel safe anymore, I avoid using them as a woman. Many assaults and thefts have taken place on these paths. Also, the traffic speed on W Lindo Ave is dangerous and we have had several accidents due to cars driving too fast, losing control of their vehicle, or hitting cars coming over the one lane bridge at Guynn Ave because it's a blind curve. If speed bumps were installed or is there were ever ANY Highway Patrol people around, perhaps this issue could be resolved. Angry drivers are actually my biggest concern for the safety of everyone. This wasn't mentioned on the list above, but I think it should be. Primarily young, white males who get impatient with "slow" drivers who are actually just driving the speed limit, which is 25 on W Lindo Ave. There are a lot of pedestrians and cyclists on this scenic street, and they shouldn't have to worry about being hit by a speeding car. If there were more sidewalks, that would create a safer environment as well. Thank you.
129	I'd really love to see more bike lanes, throughout town, particularly through student neighborhoods, where the density of traffic tends to be much greater
130	The roads need an overall overhaul! There are massive potholes all over town, lanes are no longer visable from faded paint, and there meeds to be brighter street lights, we are in the 21st century, get LED everywhere
131	Traffic backups onto the highway need to be addressed as an immediate safety issue. Putting up signs is not a fix.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
132	better traffic control around schools during drop off/pick up times. move drop/pick areas to their own traffic stream. the bulbing of the intersections on W8th st is troubling. dedicated turn lanes should have been added rather than removing the de facto turn lanes. or roundabout added.
133	Eaton Ave off ramp, Eaton ave at Eaton village too many speeders leaving apartment complex
134	Pot holes on East & West Lassen Ave have caused to have my front end realigned.. Very costly...Some of the pot holes are deep...
135	There are so many potholes all over town. Who do we call to get them fixed?
136	What is a "lane departure"?
137	Driving in Chico is awful!!! There's pot holes everywhere and the intersections are crammed and unsafe. Don't even get me started on yielding left turns on green lights, so unsafe and there's never enough time with how many people live here.
138	Humboldt Avenue bike route area from skate park down to police station. Road is terrible to bike on even though it is part of Chico 99 bike route
139	Fix our roads! They are in awful shape
140	Rio Lindo Ave between Cohasset and the Esplanade
141	left turn off of nord onto west sac should be a blinking yellow light
142	On lassen road there is a bike path that comes out on the other side of highway 99, because of this as a driver you cannot see pedestrians or cyclists until you are at the pathway, which means pedestrians not paying attention may walk in front of cars. There is also very poor lighting in the area. A man was killed there a few years back. Please put up mirrors or a lightning system.
143	Road conditions should be the number one priority related to city fund allocation. While there are opportunities to improve safety in certain intersections within the city overall I believe Chico does a good job with traffic flow, road conditions however are another story.
144	I am new to Chico. Moved here in 2017 from Texas. I have to be honest, this place has so much potential but our leaders can't seem to focus on what TRULY matters.
145	Need to implement more lighting around campus. More pathways and crosswalks. There is virtually no safety precautions in place all along 2nd St which is very popular/crowded area of access to campus for students. More emphasis for pedestrians safety. More street lights, sidewalk lighting, light up crosswalks, needed on all perimeters of campus.
146	The condition of West Lassen is deplorable.
147	Hi, my concern is the walk way Cohasset next to the lab bar and restaurant. There are alot of people using the cross walk and traffic is fast on that street. There needs to be more warning for drivers to slow down. Maybe even speed bumps.
148	Red light cameras. I have seen way to many people blow through red lights. Mangrove, Cohasset in particular.
149	I feel there needs to be continued cooperation with Caltrans regarding potential safety improvements along SR-99. Beyond that, I fully support the City's Engineering and Maintenance team's priorities. Thank you.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
150	The road to the airport from Eaton is especially bad - poor pavement, litter. A terrible representation of our city and county.
151	East and Cohasset, people stopping in lanes, often facing on coming traffic, in order to cross double lines to turn into businesses. Overall congestion especially during rush hour. East Ave is a bit rough and area near old mall could be straightened a bit.
152	While teaching my teenager to drive, I realized that the white lines separating lanes are extremely hard to see in many areas around town. This makes turning into the correct lane through an intersection much more difficult. Please re-strip our roads!!
153	Road repairs practically non-existent. Roadbeds in state of disintegration. Roadway markings in most areas of the City are for the most part no longer visible; and that is in the daytime.
154	Seems faster and more frantic than ever. Messy and dangerous roads don’t help any!
155	We need Rio Lindo to be repaired. The street is appalling!
156	I would like to see the City doing a better job fixing the actual road. There are many roads with lots of potholes or patched holes. Some roads don't even have dividers.
157	Lane and intersection paint lines are in bad shape. Can hardly see some in the day. Night is way worse. And when the streets are wet, some intersections and their approaches are impossible to see they are so faded. This is a bigger safety concern than potholes, even tho potholes are damn irritating. Thanks for asking.
158	YOU MUST PUT A TURN SIGNAL LIGHT AT ESPLANADE AND 1ST AVE. EVERY DAY literally every time I approach a car runs the light trying to make the turn. This goes for all the left turns.
159	FIX THE POTHOLES
160	To many large trucks being driven around and through town by college age people recklessly. Driver's do not have as good vision and awareness of motorcycles,pedestrians,wheelchairs,and cyclist. Also alot of driver's just running red lights and racing lights be back and forth through downtown Chico. There should be some ordinance for size vehicles going through actual downtown areas. They can go around unless they are delivery trucks for local stores etc
161	Striping,pavement & signal software upgrades
162	Rio Lindo is really really bad, and I have to drive on it every day, please please consider repaving it.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
163	1) Speeding and aggressive driving have worsened considerably in the last few years which I attribute, at least in part, to a lack of traffic enforcement. 2) There are stop signs that are now almost completely hidden by tree limbs. 3) Too much traffic in general, and some parts of town are gridlocking at certain times of the day and in other areas the streets just don't have sufficient capacity to handle the volume. We have a transit system which operates well below capacity. Mostly, the buses are seen as transport for poor people. How about a serious marketing campaign to change that perception and programs to increase ridership? In the future, finding ways to make the downtown area more pedestrian/bike friendly, and less car friendly, would greatly enhance the experience of being downtown and reduce congestion. Over time the priorities have turned upside down: cars are accommodated over pedestrians and bikes. Thanks for asking!
164	There is a lot of housing development happening in my neighborhood. With all the huge trucks driving up and down the road, there has been a lot of damage. After completing a project, the road is patched up but not ever fully repaired. Developers need to be held accountable for the damage caused by their projects, as the potholes and other damage are a safety hazard.
165	Ceres Ave above East Ave. Is in need of repaying as it is refilled every Winter sometimes multiple times. Same bad repairs. Repaying is mandatory. Also people try to outrush each other at the waste of money turnabouts. Bad idea I believe.
166	A new residential housing subdivision is currently being built on Morseman and Eaton roads which will increase the already busy traffic without the benefit of a light on Morseman. As well the city hasn't required the developer to make sidewalk, curb and gutter improvements and road widening to Morseman rd. on the subdivision perimeter. These expenses mostly are made in agreement with construction developer because the impact of traffic and traffic control lights are ALWAYS included. The idea that we should create a traffic thoroughfare through a quiet neighborhood shows poor planning if I am understanding the intent of the city.
167	Roadways are in terrible condition and disrepair creating road hazards for vehicles everywhere. Roads near my home I particularly notice, Mariposa Wy, East 1st Ave., and corners of Manzanita and Mariposa
168	Striping lanes, crosswalks etc. very poor. Many streets asphalt is spalling creating many potholes.
169	We live off W. Shasta and the roadway is deteriorating badly. Would sure be nice if you fixed it. Also in the city plan was to install a major sewer line down W. Shasta. That was 32 years ago and has never happened. We are still on a septic system.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
170	W. Francis Willard is an embarrassment to Chico. This road is traveled by hundreds of people either living in the neighborhood or traveling to school or VISITING Chico High. South Ceanothus is another traveled by hundreds.
171	Homeless walking in front of cars trying to be hit. Horrible streets in town for a 30 cent a gallon tax raise years ago. Trees not trimmed becoming Widow makers everywhere in Chico. Uneven roads causing hazards in city with no drains or sidewalks. Potholes causing flat tires or injuries on bicycles everywhere around town in chico. Trees causing sidewalk and streets to rise up into a hazard. Almost every ave within a5 mile radius from mangrove and esplanade and 9th st to Eaton road. Our roads are shameful to anyone that visits. It needs to be fixed correctly the first time. Does anyone care if this town goes to hell?
172	I often travel the entire length of humboldt rd. On a bicycle. It is barely considered a paved Rd on a lot of parts. I dream of a smooth real paved rd to ride on all the way from park up to the top where it ends at hwy 32.
173	Please increase PROTECTED ROUTES FOR CYCLISTS, and provide SECURE BIKE PARKING at key destinations (with video surveillance, bike valet presence, etc.) . Thank you!
174	Crossing east first ave when walking and cycling north on esplanade in the bus and pedestrian side road has never felt safe especially at night. Cars drive straight up to the esplanade line and don't really make it easy to go through. IV had alot of close calls there at night. The oleander bike route is a little better but being so near the the intersection makes the traffic backed up so drivers tend to get more aggressive trying to make it to the light. Most of the time I sprint through the road. I think oleander could use a pedestrian walk light button like the one near the highschool
175	The streetlights downtown are very dim and makes it difficult to drive downtown with so many college students wandering around. Some skateboarders don't have any reflectors and go zooming across dark intersections. Cedar St. is so broken up that it has worn out my suspension driving Uber in that area. Thank you for repaving Esplanade - that was such a great project and well done. The highway onramps are too short and make it a hazard when trucks are in the slow lane to merge into traffic.
176	I feel like their need to be more safety everywhere including downtown. I dont know if people dont know how to read but I have seen alot of people trying to go into lanes where it's only one way. Also while turning right having the pedestrian the right of walking people dont allow it and most of them go anyways almost hitting the pedestrian.
177	This survey is garage. I fail to see how any of these questions relate to current road conditions or plans to improve them. Fix the roads! Either cut funding somewhere else or raise the sales tax. How many out of town shoppers are contributing to road conditions without paying anything into the improvements.
178	Too many residential roads without sidewalks, where pedestrians have to share narrow lanes with drivers who speed and do not provide proper space

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
179	Roads are way overdue for painting. On many roads I can't detect lines, very faint. Road surfaces are terrible on many streets, such as Vallambrossa along the park. Bruce between 32 and the park is deteriorating fast. Bruce/Manzanita at Chico Canyon Road needs a traffic round-about, this intersection sees lots of traffic, when stopped on Chico Canyon Road at the intersection it is hard to see down Bruce/Manzanita due to the curve and slopes of the roadway. Also Bruce/Manzanita traffic is moving at 40-60 MPH (yes people speed). I guarantee someone will die at that intersection. DO SOMETHING NOW, NOT AFTER PEOPLE HAVE BEEN KILLED.
180	There are miles of streets within the city limits that need a lot of maintenance.
181	The bulged out corners at a new intersection in my neighborhood has caused quite a few traffic issues. It has significantly limited the room for traffic going in opposite directions to pass side by side; it has essentially take a road with two lanes and made it one. I don't understand the purpose of these corners if they cause more traffic concerns than safety.
182	Vallombrosa Ave. is consistently full of potholes. It makes the street dangerous as people swerve to avoid the potholes. Also, the road within lower park is a mess. Please repave both.
183	So many places in town that you can not see the road striping, it is so dangerous. Pot holes are another issue.
184	The roads in general are horrible. Many pot holes, uneven pavement and lack of visible paint markings on the roads and lanes. Dangerous to drive on most streets. One other major complaint whenever there is work done on roads for any type of construction the roads are not brought back to a safe level. There are dips in roads or a lifted area, which in time will eroded And create potholes.
185	The city of Chico has had a large influence of new residents. Our roads were in poor repair prior to the new volume, and have only deteriorated since. Also, every single time I drive in this town, I encounter MULTIPLE traffic violations. From Drunk or impared drivers to elderly who are clearly not sighted enough to drive properly. I see multiple cars run every red light at most intersections. We need police to give out traffic violation tickets regularly. We also need better planning as our town continues to grow or else these problems will never get any better.
186	all roads should have bike lines. Cycling around Chico is very common for college students and others. The roads are in such bad shape myself and other drivers often have to swirve to miss large pothole, potentially entering others lanes
187	I live in Northwest Chico in a new home in the Bill Webb development near DeGarmo park. With the expanding home developments has come an increase in traffice congestion and the poorly maintained roadway that passes DeGarmo park and leads to my home is extremely poorly maintained with minimal street lighting and no bicycle lnw or pedestrian side walks . In addition, the Eaton exit off of 99 is extremely dangerous as cars are backed up onto the freeway creating a potentially deadly danger. Focusing on this developing area of Northwest Chico will address these issues.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
188	Going east on 20th @ Notre Dame has become a drag strip... they blast off at the light to get ahead of cars that go into a one lane...loud mufflers... TO Loud, To FAST ! !!!!! and Much more traffic especially now with all the extra traffic on TH,FR, SAT nights drive in movie nights. There are so many streets in disrepair, in Chico it would be impossible to say where to start! Some striping would be Great as so many streets lanes and directions are not clear... Also the off signs for the freeway need a "haircut" so we can even see what exit we approaching.... as well as many street signs IN the city.
189	Biclyel safety: too many bikers do not follow proper rules of the road, making it difficult for autos to properly provide clearance. Potholes: safety issue plus damage to vehicles Recent improvements on north Espanade very well done-great job! Thank you
190	The streets off filbert have terrible pot holes that have to get filled every several months. Madrone was done great. Just need help down filbert
191	People running red lights has exploded in recent years and potholes are getting worse and worse.
192	West 6th Ave. Road is need of resurfacing having many potholes and rough surface. The speed bumps on W 6th Ave are in need of improvement to increase visibility and shape. Currently they are not visible. Also, Esplanade drag racing is happening late at night.
193	Please also prioritize residential streets. Because we Live in a cul-de-sac, we often feel that we are very low priority. Our street is constantly dealing with potholes and loose asphalt.
194	Need to re-strip the lines going out to the airport. Very difficult to see when its dark and probably even worse when it starts to rain.
195	Cars running red lights E. 1st crossing Esplanade. Every cycle it happens. Don't want to impede Esplanade flow, but recommend a delay between red and green.
196	So many people running red lights in this town. What’s the point of them if no one obeys them?
197	Rio Lindo ave is terrible, east ave is terrible, cohassete at 99 is terrible etc
198	Road quality is awful. Traffic in north chico has gone beyond it's infastructure capacity. There needs to be easier access to hwy 32 headed toward i5 that doesn't include taking eat ave. Many large trucks use this route to get from i5 to hwy 99.
199	Road conditions throughout Chico, especially the North side, need to be greatly improved. Also, many roads need to be re-striped because they are so faint that you can't see them. W Lassen and part of E Lassen has high traffic and the life of the asphalt has expired. The cheap overlay done a few months ago on W Lassen is not sustainable.
200	All the roads in Chico are getting very badd ,we add more people from fires aswell. Also we have more to the city Chapman town and the roads are horrible.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
201	Replace intersections with roundabouts, review accident incidences that could have been avoided due to stubbornness to change. Roundabouts reduce accident incidence and improve traffic congestion.
202	I commute by bike and there are some bike routes where the bike area is not separated from the car area, they share the same part of the road. I have experienced drivers that are flippant about bike safety and have passed too close to where it is unsafe. When I questioned one driver at the next stop, he seemed to suggest that he did not owe me any safety and whatever happened to me was my fault for being on the road. It was a bike route with the bike symbols on the roadway.
203	Potholes are becoming a serious safety hazard on E 7th St.
204	The condition of W Shasta Ave is completely unacceptable. Please consider this as a priority when considering which roads to fix
205	I am very concerned about Shasta Road (at Cussick). It is in atrocious condition and there is NO viable paved shoulder for bikes, strollers, or pedestrians. To walk to the nearest neighborhood park, you have to go well into the road with strollers or push thru gravel because the shoulders are utterly eroded. It is a somewhat short roadway, but it is a vital roadway that is the only option to get anywhere else. The road is completely crumbling and with no shoulder or sidewalks, it is completely unsafe for everyone who travels on it. Please consider repairing this long-neglected, busy stretch of road.
206	Please do something about all the potholes on Shasta Avenue! After fixing the potholes, please repave the whole street. Thank you.
207	Springfield drive is very rough and deteriorating. It is two lanes each direction but the traffic volume is light and one lane each way would suffice. This would reduce the maintenance cost of this section of roadway and provide space in the median and right hand shoulder for the landscape workers frequently working there that are being exposed to traffic (and creating a hazard to motorists). The initial cost to make this change would be minimal, essentially just re-striping the lane delineation. This would mean that in the future only two lanes of pavement would need to be maintained total rather than four.
208	The intersection of 20th St. and Forest Ave, especially the turn lane from Forest Ave. north onto 20th st. east needs some remedy to minimize accidents.
209	Could the City of Chico consider repaving the road running through bidwell park? It is heavily trafficed by bikes and pedestrians. It is so rough and full of potholes, it is difficult to ride a bike on. It does not seem like a big deal until you try to use it on a bicycle. Thank you
210	You desperately need better road markings on the pavements; repair the potholes and TEACH PEOPLE TO BIKE AND WALK BY THE LAWS!
211	Better lane line marking to be more visible at night during the rain. Currently hard to see lane lines at night in the rain in most parts of the city.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
212	North Cedar needs alot of attention. The road is horrible for pedestrians like families and stidents who walk where there are no sidewalks as well as bicyclists. It is even more dangerous with poor lighting. My third and final concern is the wear and tear on personal vehicles from the pot holes and uneven pavement. This is one of the worst roads with the least attention in chico.
213	Many city roads are horrible and you know which ones. East Avenue, w 8th street, w 7th st to name a few.
214	I know you guys are doing the best you can with a limited budget. There are hundreds of streets that need repaving, but please prioritize those used by bicycles! Potholes can be life or death for us. Also, make sure bike lanes are sufficiently wide (some on Manzanita Ave are only 2 ft.).
215	Been seeing more cars driving around without license plates being displayed
216	Lighting at night, sidewalks and bike lanes are horrible in much of the city. For example, areas between Mangrove and Esplanade like West 8th is very busy with pedestrian and traffic without safe conditions. There is no possible way to pass a bike with the minimum 3ft required without crossing into the opposite lane. Lighting there and on E Lassen makes it hard to see people even in proper clothing. None of the new LED lights are bright enough for proper coverage. We even had someone die on E Lassen last year bc of the lack of lighting at the crosswalk under the freeway.
217	Pot holes causing alignment issues and improper wear on tires.
218	Please repaint the lines! I've seen way too many near-accidents! It's so dangerous that I try not to drive at night because other drivers may not know the roads and will pose a threat to my family's safety.
219	Speeding all over the city is a major concern and drivers running red lights. There’s no accountability.
220	I would like to see red light camaras installed at all major intersections. I see people run red lights daily.
221	Fix and pave roads that are atrocious
222	I think the most dangerous road in Chico is the Esplanade. The unprotected left turns always feel incredibly dangerous. Most times only one car is able to turn left and this is because they are stuck in the middle of the intersection when the light turns red.
223	Red light runners are the biggest concern to me
224	Qaulity of roads and street lighting between 1st and 12th street downtown is suboptimal. Road quality around Timber Creek apartments is subpar as well.
225	Put in more roundabouts. The Eaton/99 interchange is just terrible no matter what direction you are coming from and going to. Esplanade is hot garbage too, its shameful a good improvement plan got torpedoed by some ignorant, vocal idiots.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
226	Rio Lindo Ave road is horrible between the bike trail and Esplanade. It would be safer for all concerned if the road was repaired and speed bumps were implemented. Currently cars often swerve around or hug the parked cars on the street, to avoid the mess of pot holes and bumps, which are hard on vehicles. Speed bumps should also be implemented on El Paso Way, as the traffic is FAST on this residential street, due to people using it as a shortcut to Lassen Ave. Street averages a major crash every 3 months, some requiring police, tow trucks and ambulances. It's extremely dangerous backing out of driveways, with people speeding through there.
227	The conditions of some of the busy roads is horrible.
228	Time to bring back traffic enforcement. Too many young drivers who speed and tailgate. There seems to be a sense of "outlaws" on the road anymore. They're too busy, in a hurry to get where they're going, and spending too much time on their phone as they drive
229	Esplanade turning left into Savemart shopping center while traveling North Rio lindo is awful!
230	Shasta Avenue between countryside and Bell Road is horrible. You are dodging potholes every foot of the way. We've even damaged the rim of a wheel and blew a tire. The potholes are horrendous. On the flipside, Esplanade is now wonderful thank you. Play some of your survey responses below and click the link to interactive map of the fires going on should identify specific locations is enter your contact email to provide
231	Please please repair roads that have a lot of potholes, and damage and no more reflective lines!!!
232	Pillsbury Road and Cohasset/Mangrove near Wendy's: The lines on the road need repainted. I can barely make out where to enter the left turn lane. Fortunately I have lived in the area for 30+ years, but for anyone who is not a local, it is particularly dangerous at that intersection without visible lanes. Bell Road continuing onto West Shasta Avenue has chunks of pavement missing especially heading between Meridian to the Esplanade. Chico bike paths should be studied to see how much they contribute to area crime.
233	Spend more money on roads and less on bums.
234	Please fix Humboldt road between Mulberry and HWY 99. For cyclists it is one if the worst surfaces to ride on and Humboldt leads directly to a bike path.
235	I could not use your survey and move the options to rank them above, and after 15 minutes with only the first 2 correctly ranked, I gave up. There are so many roads in Chico needing repair. For me, West Shasta is awful. On Cussick, why not add a right turn land onto East and extend the left lane? It would be a simple fix to relieve horrible commute time back log.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
236	This survey does not address street/ road quality, or lack of maintenance. Nor poor visibility due to overgrown trees/shrubs, residential landscaping in the public right of way. Also, I primarily drive, but I also walk and cycle, and have concerns about bike and pedestrian safety, but was unable to figure out the ranking, so what you see there does not reflect my concerns. This survey is an extreme disappointment. Stop using city money for junk like this and start fixing the streets.
237	City crews seem to be active with pothole attention but it is not enough. A pot hot hotline is needed with a crew dedicated to that hotline
238	Fix the potholes on Humboldt
239	Lines need to be repainted on most streets. Potholes need to be filled when found all over town.
240	I'm mainly concerned with the conditions of our roads. An example that effects me is Pomona Avenue in Chico. Please consider repairs and repaving on this road. There are cars and bikes trying to navigate pot holes.
241	The roads (including Petersen Dr.) are in really bad shape (potholes, cracked pavement...).
242	My comment is in regard to road repair. I believe that when considering which roads to repair and/or rebuild, the City should take into consideration the density factor. For example, W. Lassen Avenue from the Esplanade to the terminus at Cussick Avenue is in horrible repair. Much of that area was incorporated in the past few years, and we inherited a bad road from Butte County. But look at how many people reside on that stretch of road. Predominantly apartments, duplexes, condominiums and a scattering of a few single family residences. To my way of thinking, it makes more sense to concentrate on smaller roads with a higher population density. Rio Lindo Avenue is another great example of that. However, that road has been in the City for years. And it has been in disrepair for....well forever. And the City has not seen fit to rebuild it. I'm sure there are other similar poor roads. I just wanted to point out what I think ought to be a major factor when choosing where to spend money.
243	Mariposa Ave is in horrible condition. There is a lot of traffic on that road and needs to be resurfaced. Also a noise ordinance for loud mufflers needs to be enacted
244	Mariposa Ave needs to be resurfaced. Loud mufflers need to be cited
245	East First is a nightmare of potholes !
246	I find that the striping and legends on the pavement for lanes, turn lanes, lane dividers are worn away. I was behind a driver wanting to turn left but he was in the through lane because he couldn't see the left turn pocket designation. It is difficult to navigate an unknown area because it seems to be on the honor system to know if there are one, two or four lanes.
247	Mariposa ave is in need of improvement. Missing pavement and holes making it a dangerous road to travel. Also the noise from the modified exhaust is a problem that need to be addressed

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
248	A major danger not listed above is the lack of repainting streets with "stop" letters, left hand turn arrows, lines on the sides of the roads. THIS IS EXTREMELY DANGEROUS, EXPECIALLY IN WET WEATHER. This has been neglected for years, and it should be prioritized. "We don't have the money to do this" is false and puts people's lives in danger. Also, trees and bushes need to be trimmed so that street signs are clearly visible before the exit. For instance, the 20th St. sign on southbound Hwy 99 is covered by bushes until one is right at the exit.
249	The roads through the Avenues are TERRIBLE and to top it off you pave the Esplanade which didn't even need it. Come on folks I pay my damn taxes I would like to have these streets Fixed.
250	The condition of some of our major roadways is horrible. Cohasset between Eaton and the airport is an embarrassment and has been for way too long. The intersections that feed it are unsafe for such a busy road.
251	Fix the busted roads! Too many new residents and little road maintenance is a huge problem. We all take unsafe pothole avoidance maneuvers that could cause an accident.
252	I want the park and 3rd street repaved. thanks
253	Poor road quality contributes to safety problems. People will swerve around the numerous potholes endangering cyclists, children walking to school and elderly using sidewalks, if one exists. Gravely roads also present a stopping diatance hazard as cars will skid on loose gravel. You should also ask people to rank their modes of transportation, not hust what their primary mode is. I use a car, bike and public transportation. This is a flaw in thw Survey that is a lost oportunity to gain more information. The city needs to do something about East Avenue it is a safety failure for all the kids and other pedestrians that must use it. No shoulder or bike lane, no speed control, unsafe intersections, poor sidewalks, distracted deiving, virtualy no consideration for all the kids walking, biking, skateboarding, scootering to school. Lastly, the streets belong to all modes of transportation, these questions make it sound like only cars are important. Thank you for your consideration.
254	The roads are a disaster, especially Magnolia off and 9th Ave
255	Some traffic signal programs have lots of room for improvement: Nord & W Sac. is one. Signal programming seems to change every few years - more consistency would be helpful. Use of vehicle turn signals in traffic circles - need signs. Pedestrian caution light on Esplanade at Chico Hi School results in block-long backups.
256	Infrastructure and roads are terrible throughout Chico. Chico has become overpopulated. You keep allowing business and home developments but do nothing transportation/road wise to accommodate it. You really don't need a survey for this. You know it's a problem and has been an ongoing complaint of taxpaying residents.
257	More money on roads, less on hobos.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
258	Potholes and rough roads cause cars and bikes to swerve and get in each other's way. Rose Ave and oak park have become alternative to Nord Ave. As there are not sidewalks (county), rosedale pedestrians/bikers are close to increasingly busy traffic.
259	Cussick Rd and Shasta both roads have severe potholes between East Ave and Shasta and between Shasta and Esplanade. These streets need to be completely repaved To many of the streets leading to major streets like Esplanade, East Ave and Cohassat are not maintained and cause drivers to veer around potholes.
260	Notre Dame Blvd between Skyway and 20th St. is very bumpy in spots. Drivers on Eighth and Ninth Streets between Forest Ave. and Highway 99 are speeding way beyond the 45 MPH limit.
261	My family bikes to school using the freeway underpass along the creek to Humboldt Ave. West Humboldt is a miserably, rutted road to bike along. We bike in Bidwell Park almost daily. At what point will the park roads be repaved? The intersection at Fir Street and 32W is dangerous for bikers and pedestrians heading southbound as there is no "Yield to Pedestrians" sign and cars turning right (westbound on 32) use the same green light as bikers/pedestrians. I have almost been hit there numerous times. My street, Carol Avenue has not been repaved in the 16 years that we have lived here. The pavement along each driveway and the sidewalks have huge ruts from leaf pickup every year and continue to be a source of danger, especially for our children. As a "Bike Friendly" town, it would be nice to bike along smooth roadways. For us, the park is the safest way to get to downtown. We now fear the homeless encampments in the park. More lighting along the main park road would help.
262	Speed of drivers on East 5th Ave between Linda Ave and Neal Dow. Intersection of East 1st Ave and Esplanade. Road conditions, specifically potholes in many places, but again East 5th Ave. Traffic is very heavy on my street which is East 5th. Pothole repair doesn't last and speeding drivers are a REAL issue!
263	Speed, drivers running red lights. Lanes not clearly marked especially one-way streets. Many drivers going wrong way on 8th and 9th streets and on Broadway and Main streets, also Esplanade. Drivers speeding on all streets surrounding the 20th street mall and Meriam Park, running red lights. White and yellow lines too faded around CSU Chico campus especially Nord, W Sacramento, Warner streets. Too many potholes on Cypress between E 4th and Vallombrosa. White lines too faded on Notre Dame Blvd and on E 20th Street. Actually all lines in Chico need to be repainted! Drivers running red lights is rampant. Are they ever ticketed or do they have to kill someone first? Also speeders changing lanes causing accidents by sideswiping or clipping surrounding vehicles. Too many are making turns from the furthest lane cutting off 2 or 3 lanes of traffic.
264	Egress from undersized business parking lots and drive thru (coffee shop on Cohasset and Pillsbury RD.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
265	Striping, crosswalks and lane marking nearly non-existent in many areas. Red light enforcement is a joke with many drivers obviously and knowingly crowding through after yellow to red light changes. Pavement deterioration on arterial roads becoming prevalent.
266	The lower section of Ceanothus Avenue has potholes and crumbling edges. Traffic along Eaton near Highway 99 is terrible with the stop signs.
267	The lower section of Ceanothus Avenue has potholes and crumbling edges. Traffic along Eaton near Highway 99 is terrible with the stop signs.
268	Missing from categories above was road condition. Deplorable state of roadways would be number one by far. Oak Way at Glenwood Ave exhibits half the street totally unpaved! Why? Glenwood's many potholes are occasionally filled only to deepen after a hard rain. Lights in this area, as others, employs 30ft + high lights that poorly illuminate the roadway. It's no wonder most of Chico's streets are terrible. Too much money is directed to staff salaries and benefits, especially pensions As to bicyclists, enforce the proper way and side of road to ride - ticket and fine abusers Intersection safety is worsened by speeders and red light runners Greatly improve timing of lights to assist traffic slow down Complete roadway lane and other markings to delineate traffic lanes - done somewhere but not enough Why has so much time and money been spent on curbs, handicap access and bike lanes on eighth and ninth street where no one walks - State Highway 32 and should be improved for vehicles only
269	IT IS UNACCEPTABLE THAT YOU HAVE NOT REPAVED VALOMBROSSA- the heart of the city where people access the park!! And don't play dumb, this has been a repeated request and news story! Your lack of cafe has broken my windshield, every day I must drive a slalom to avoid the massive potholes. DO YOUR JOB'.
270	Sheridan ave between 1st Avenue and palmetto is in terrible condition and pot holes are patched with little success. Parking is bad making it difficult to avoid cars and pot holes.
271	Most roads are in deplorable condition, but just as bad is faded and worn-off paint designating lanes.
272	Potholes all over town!! The Esplanade is nice now, though. A top priority for me would be fixing up our streets.
273	Consider limiting how closely one can park near an intersection in dense, residential area. For instance in the Barber neighborhood where I live, in order to see you beyond the parked cars near an intersection you have to pull halfway out onto the street you are attempting to turn on to. I pretty much cross my fingers and hope nobody is coming. Also stop bars at stop signs are in serious need of attention.
274	Intersection 1st Ave. & the Esplanade
275	Fix Humboldt Rd.!!! Wtf is taking so long. Add some lights, extend the sidewalk on both sides. Add some speed bumps in front of the parks. For reals people!
276	The condition of roads in the City is horrible and unsafe. They've been grossly deteriorated for years. In particular all of Vallombrosa and 3rd through 7th Steets in the downtown area.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
277	The conditions of the roads in Chico are the worst of any place I've ever lived. Some roads have many patches and they fail in a heavy rain. The potholes can be up to 6" deep and potentially very dangerous to cyclists. This typically happens on Cussick which is in desperate need of repair. Most roads are in need of repaving and a good road except for the main arterials which have been thankfully redone is an exception.
278	There are so many roads in disrepair that are very dangerous for cyclist. Also lots of debris on the bike lanes causing riders to not use bike lanes. Lastly, a lot of drivers do not stop at stop signs in this town.
279	Bike lanes are littered with debris. The roads are in terrible condition for biking. The bike paths don't link to each other and are dangerous.
280	The roads are falling apart and have a lot of potholes. Many of the roads are not safe due to the repairs needed. Also painted lines, lanes and intersections need to be repainted for safety.
281	Eaton road passed the roundbout northeast bound, intersection of Pendent, entrance to wildwood park pump track. There is a new cross light with a blinking light. I think there should be stop sign there. Traffic is moving too quickly and lots of young kids move through there. Marigold and Arch intersection, cars move quickly and the northbound lane has no sidewalks
282	Our roads are in extremely poor shape. Riding a bicycle is very scary as we have minimal bike lanes and drivers don't seem to know that bicycles and pedestrians have rights. Butte county has some of the worst roads that I have ever encountered. I recently bicycled across the country and never encountered anything like Butte county.
283	Motorcycles deal with horrid chuck holes in Chico and road sensors that don't pick them up at lights. East side of Filbert Ave. is now, and was disgusting when I purchased my home in 2006. NOTHING HAS BEEN DONE TO FIX ANYTHING. It is really sad that it has come to my considering leaving Chico because of conditions. The seasonal bad patches just make it worse. The roads that are fixed are not necessarily the ones that need it most. Timing of yellow lights is also unrealistic. There's no way you can hit most lights at green and make it through before red. I've watch cops ahead of me miss the lights...who's writing them tickets? And no, I don't have any. Chico has lost its appeal. My children are leaving because of the changes since they grew up. Seriously leaving! "Transportation" used to be a pleasure here, now it's just a grind.
284	W Shasta by the Amber Grove bike path cut through needs to be repaved to Cussick.
285	The roads need to be repaired more consistently and effectively.
286	The traffic signal timing downtown needs to be adjusted. Main & Broadway's sequence used to be good but got altered several months ago. The new configuration is worse and should be reverted to the old, consistent timed sequence. The signals on 9th St, at Salem, Broadway, Oroville and Main have a bad sequence and turn green in the opposite order that they should. Drivers in Chico almost never signal when turning or changing lanes and this should be enforced.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
287	Public transport- safety at bus stops. I do not utilize the bus due to a concern for my personal safety. Many of the bus stops have become a hangout for those who appear to be homeless. They stay at the stops for hours at a time. Activities of these individuals at the bus stop include sleeping, being partially naked, yelling profanities at no one. Human waste and trash are a common finding at the bus stops. I am fortunate that I have options others do not. The priority of concerns above would not reorder except once. Here are my concerns in order: distracted driving, impaired driving, which are really the same thing. The other items are of equal concern.
288	An issue not addressed above is the road conditions and how much disrepair they are in. I have experienced drivers swerving into other lanes to avoid potholes or dips in the road. This is a great hazard as most times when they swerve, they do not check their blind-spot or mirrors and instinctively coast into either oncoming traffic, bike lanes, or into the neighboring lane.
289	West Shasta has been full of potholes for several years. About every 3 to 6 months the city fills these big holes with some tar/asphalt, but the fix is only temporary. The holes get so bad that autos zig zag down the street to avoid them. An auto broke a wheel after hitting one of these holes a few months ago! The damage gets worst the closer to Cusic you get, and riding a bike down this avenue is very dangerous. The sides of Shasta Ave are crumbling, which makes the driving/riding lane very narrow. This street gets a lot of traffic, both auto, bicycle and pedestrian and should be fixed more permanently than it has been in the past.
290	We badly need improved roads in Chico. The Esplanade is great now, but most of East Ave is pretty bad. So many other spots too- Vallombrosa..
291	Pavement condition is the number one safety concern with the City's transportation network. Vallombrosa Avenue is hazardous for vehicular and bicycle traffic. The condition of pavement on Petersen Memorial Way (lower park) is in such poor condition that bicyclists avoid this route and utilize Vallombrosa. The lack of bicycle lanes, sidewalks, and lighting make this a hazardous interaction between traffic types. The sub base in various locations along Vallombrosa has failed and large potholes have developed. Pothole patching occurs annually with the same result. Bruce Road has similar poor pavement conditions. Additionally, the lack of bicycle lanes and sidewalks, along portions of the road, creates hazardous interactions with pedestrian and bicycle traffic. Historic traffic signal timing has been disrupted along Park Avenue, Main/Broadway, and Esplanade. Along Main/Broadway, this creates erratic pedestrian/bicycle patterns. Increasingly witness vehicles running red lights as well.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
292	Cohasset Rd from Eaton Rd intersection north to Airpark Blvd has deteriorated to a point it has become a safety risk. Potholes and rough Rd surfaces are a challenge to navigate safely at the posted speed limit of 55mph. The roadway sees high levels of traffic, not only from rural commuters but also from business's located at and around the airport.
293	More safety signs for cyclists such as the 3ft law. The section of Bruce road between Humboldt and Picholine way has no shoulder and potholes making it unsafe for cyclists. Downtown is a confusing combination of 4 way stops and 2 way stops.
294	On my bike route to work I travel on Rio Lindo from Cohasset to Esplanade. The portion near Esplanade is in very poor condition, among the worst in all of Chico. It is clearly unsafe for cyclists, especially in foul weather
295	West Shasta Ave needs a lot of work.
296	The intersection of highway 99 and Eaton rd needs attention. The stop signs on the west side stop up traffic over the overpass, and they confuse drivers. Turning it into a partial cloverleaf like the intersection at 99 and Cohasset would be ideal.
297	The intersection at Lincoln and the Esplanade on the Chico High side needs to be re worked. Drop off and pick up at Chico High is a big issue and that intersection is really bad.
298	Lassen west of Esplanade, Henshaw West of Esplanade and Shasta West aof Esplanade are all in need of repaving.
299	Road surfaces are terrible almost everywhere. Bike routes and paths are not consistent and end abruptly without proper merging for traffic. Many end in dangerous traffic areas. Lights at intersections don't change for cyclists and this is the most dangerous place for a cyclist to be. That why we run lights. Statistically, the longer one is in an intersection, the greater the chance for an accident.
300	We need to develop network of bike paths/lanes based on where people need to go, rather than just on where it is convenient to build them. Current paths are useful for recreation, much less so for transportation. Example would be dedicated, separated bike path connecting the new development around Eaton road to the Safeway shopping center and Pleasant Valley High.
301	Lanes are not very well marked in many parts of the city, making it very hard to see where vehicles should be on the road. New paint would go a long way to making the roads look fresher and drivers to know where they need to be.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
302	There are many streets needing surface repairs such as the section of Mariposa, between Longfellow and East Avenue. Speed limits seem to be largely ignored, not a road condition, but def. a safety hazard. The intersection of East 1st Ave and Longfellow needs consideration. There is heavy traffic, esp. East bound from 99 and since In Motion Fitness has been allowed to bloat their facility to an inappropriate degree safely maneuvering say, a left turn from Longfellow on to eastbound E 1st Ave is a challenge and the right of way indicators don't make sense. Traffic pulling in to that parking area slows everything down; drivers often do not use turn signals, adding to the dark mix.
303	WAY too many red lights runners, especially at 1st and Esplanade and still too many people driving while talking on their phones. People of this as they know there is absolutely no police enforcing traffic tickets for the most part. Nord Avenue street surface is pretty cruddy and full of pot holes.
304	Honestly I feel like the city of Chico was built and then they realized they need a system of roadways for getting around and preceded to pull random ideas out of a hat when it came to signage first and foremost and then everything else.
305	People might be able to use bus lines if they weren't used by Transients for housing. People can't use the bike lanes much due to safety due to the hobo highway but we're building more out by 20th WTH? You have schools like Bidwell Jr High that roads are in deplorable conditions in all incoming thoroughfares off Manzanita. These are old roads and they need shoulders for the children's safety and they need relining and lighting infrastructure as well. Time to put money into the roads in and around high impact areas like schools. Stop feeding the homeless hobo highway PERIOD!
306	I would like to see the city invest in more bike friendly roads not just near the university.
307	The pavement quality throughout Chico is horrid. Roads are crumbling and only receive stop-gap pot-hill patches now and then. I expect this approach of letting roads deteriorate so far before repaving actually costs more money in the long run.
308	The mix of controlled / uncontrolled lanes of travel of intersections, specifically in the downtown area seems to be an area of concern. Throughout the years I have noticed more and more people not paying attention to the signage at intersections. I've seen drivers stop at an intersection that was uncontrolled for their lane of travel while running stop signs and the areas where yield signs are posted, drivers just don't seem to know what to do anymore.
309	Bicycle lanes with a traffic buffer
310	Fix ceanothus near PV. This road is dangerous with no side wall and majorly beat up and a very high traffic area.
311	Please consider speed bumps on Holly Avenue between 11th and 12th Avenues

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
312	Flashing lights at pedestrian crossings are great but need to be adhered to. Not all drivers stop! Speed bumps on connecting roads in residential areas should be a priority. Holly Ave between 11th and Rio Lindo is like a freeway!
313	Road conditions make driving and bicycle riding dangerous. Rough pavement and pot holes cause vehicles to swerve out of designated lanes and sometimes into bike lanes. Lane and cross walk street markings are so faint in many locations that at night or in inclement weather they are very difficult to see. I would specifically mention the poor conditions on Vallombrosa Ave between the freeway and Arbutus. Floral Ave between East and 99. Bruce Rd between 32 and Calif Park Dr. Springfield Dr. Calif Park Dr needs a sealcoat asap or will need major work within 2-3 years. The bike lane on east Calif Park approaching Yosemite has dangerous root intrusion. Lane marking around East and Cohasset need attention. East Av between Pillsbury and 99 needs work. MLK Blvd lane marking need to be re-done. I don't know if this applies but the walking/bike path through Bidwell Park has so many cracks/holes that walkers and bike riders are in danger of crashing/tripping it has become a liability for the City.
314	Cameo Drive is need of a major overhaul.
315	Potholes need to be repaired!!
316	The only driving measure I've seen taken to address transportation safety in Chico would be the new"ish" yellow left turn blinking light at the intersection of 5th ave and mangrove.
317	Bruce Road north of Picholine, the road is very narrow. Eaton Road by the substation, eastbound. The existing pavement has sunken down. My specific comment, in regard to Bicycling: The paved shoulder of the road is very bumpy where it has been cracked sealed.
318	Please fix Rio lindo. Continue to improve our bike lanes. Thank for the lanes provided on the new north esplanade repave. Bike lanes and improved lighting on Nord would be helpful as well
319	Chico'a streets are filled with Potholes and terrible lit street. These issues feed into unsafe driving and danger for bikers and pedestrians. Chico needs to update the lighting on all streets and manage the streets conditions to create a safe environment for all.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
320	Colorblind people have extreme difficulty discerning curb colors of RED, especially when painted on dark curbs and when the paint is cracked and faded. I received a parking ticket because my saddlebag on my motorcycle hung over the "red line" which I couldn't see, which was faded and cracked. Also STOP signs hiding behind tree branches and tree trunks are all over town, especially on 3rd, 4th and 5th streets downtown. How about reflective paint for night and on the rare occasion it rains, reflective paint sure makes lane departures less of an issue.
321	-Drivers run red lights all the time in Chico. I have seen zero enforcement. -Lighting is terrible in South Campus (2nd St to 9th St, Chestnut to Orange) and should be improved for bike/ped/driver safety. -Other bicyclists do not obey traffic laws. I see people salmoning in the bike lanes and streets and not following basic traffic flow/laws, but police do not enforce the law.
322	There are certain lights and stop signs that are very difficult to see until you are nearly at the light. Some streets do not have street signs making getting around difficult, even with a GPS. Nord Ave gets congested very quickly and easily making it a no drive zone at certain parts of the day. Bus stops are placed without a dip or wide enough lane for the bus causing them to block entire lanes and hold up traffic, particularly bad by the city plaza and along the 32 going East. Once got shamed by a bus driver for using a regional bus to travel local (from bus center to the 2nd last stop in Chico by Walmart) but there was no other bus scheduled for another 40 minutes. Some free exits enter straight into congested areas, Forest Ave, East 1, and Cohasset/Mangrove, making entering into the desired lane difficult.
323	Arbutus - LOTS of people visit Bidwell Park everyday. They come out of one mile (Arbutus and Vallombrosa) into a somewhat busy intersection. When crossing Vallombrosa into the neighborhood of Arbutus headed towards Palmetto/1st St, there are only partial sidewalks. Pavement of the road ends with edges into dirt/gravel in front of people's houses. Pedestrians are vulnerable to cars and bikes trying to navigate the pathways and right of ways. Arbutus neighborhood NEEDS SIDEWALKS and the road needs to be paved up to those sidewalks so that pedestians, bikes and cars all have their right-of-ways clearly defined and less dangerous (potholes, edge of pavement into gravel, etc.)
324	Please be sure to include those with disabilities in your planning and make sure that there is space provided for wheelchairs and other mobility impairments.
325	The road condition of West Shasta Ave and Cussick Ave is HORRIBLE! Speeding along W. Shasta is a real concern. It has become a favorite bypass route between Hwy 32 and North Esplanade. Too much traffic here.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
326	Many of the bike routes have limited space for a bicyclist and 2 lanes of traffic plus parked cars on the side of the road. Most of the roads are not lit so bicycling at night, even with bike lights, is not ideal. Bike routes that intersect with 8th & 9th Streets cross at intersections without stop lights, which makes for dangerous crossings at times of peak traffic. It would be useful if all buses ran slightly before classes begin at 8am and after they end at 9-10pm. Frequently, the reason why I have to drive to work, rather than take public transit, is because I teach a late lab section. The buses that run along Nord are packed at peak times, particularly when the weather is cooler and/or rainy. A 2nd bus following the 1st one or increasing the frequency of the buses along this street would be useful. Several areas in Chico are not well served by public transportation. A link between Chico and Yuba City and potentially other cities in the region would be helpful.
327	We have serious pedestrian and cycling safety issues on Arbutus between Vallombrosa and 1st Avenue. There are no sidewalks, bike lanes or good lighting on this stretch of road that is heavily used. The same goes for Sheridan Avenue between Vallombrosa and 1st Avenue. I also see intersection issues at the intersection of Arbutus and Vallombrosa which is a heavily impacted intersection to and from the Park and to and from downtown. Most people who drive that intersection on the East/West or West/East directions use the stop signs as suggestions, not a requirement. Many people roll through that stop without looking both ways. It is very dangerous to cars, bikes and pedestrians.
328	Chico Roads are in Terrible Condition. City Council needs to reset important Budget concerns to this order: (1) Police; (2) Fire;& (3) Roads. Other public stuff, such as Art and other things like Homelessness Needs to put on a lower level than these three items.
329	The bike paths are overrun by transients and aren't safe to use forcing cyclist to use the roadways. Most of the bike paths are disjointed and not connected. Bike lanes are inconsistent. All that work was done on the esplanade up to the Lindo Channel, but many cyclists are trying to get to down town (where most of the bike shops are) or to campus. There is no good way to travel north/south without using Mangrove (dangerous) or Esplanade (dangerous). The frontage road along the Esplanade is one of the most dangerous places to ride a bike as it creates confusing intersections. We need a way to safely travel on bikes north to south and visa versa.
330	There are students and faculty bicycling between the university campus and the university farm, but there is no safe bike lane along Hegan Lane. It is dangerous to bicycle along the Esplanade, Mangrove, and East Avenue--no safe bike lanes!
331	Maintain bike lanes and paths for safe use.
332	Fix/Redo the streets and sidewalks of Chico. They are way overdue. One can't skateboard on the sidewalk or street without it being bumpy or getting hurt.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
333	As a 40yr resident of Chico I have 2 issues regarding drivers behavior. First is the major increase in the number of Red Light runners. We all have witnessed drivers blatantly running red lights at major intersections, especially the left turn signals. East ave and the Esplanade, The Skyway and Notre Dame, and E.1st Ave and the Esplanade are very busy and 2-3 vehicles will continue to travel thru the intersection when the light is red. The needs to be more enforcement and much greater fines for first offenders to send a message. I can't think of any reason why running a red light is acceptable. And putting yourself and others at risk of a fatal collision, to save 45 - 60 seconds of time. My second concern is the Dutch Bros coffee shop at the corner of W.8th ave and the Esplanade. Cars on W.8th waiting to turn left into the drive-thru will stop and block the road and backup to the Esplanade. This is a major hazard. The city needs to prevent cars from being able to turn left there. HELP
334	Lighting is just terrible in the area I live (West Sacramento Ave between Nord & Esplanade) I have an awful time driving home at night, it's just *so* dark and there are pedestrians and bikes everywhere and I'm always terrified I won't see someone.
335	I wish it was easier to know what was going on in the City of Chico. Has the department considered sending out a physical calendar to residents in the main languages spoken in the district? I would really like to ride a bus with my fellow citizens or a shuttle more than once an hour.
336	With increasing traffic at Bruce and Hwy 32 I wish there was a dedicated turn lane from Bruce onto Hwy 32. Currently there is a small one but there is room to pave further where people are snugging by after Pin Oak Lane. Traffic is getting backed up more and more. Additionally on E 20th Street from Concord Ave to Notre Dame it expands to two lanes without lines (or does it?). Some people drive in the middle and others drive like its two lanes, need some immediate markings to merge and separate or sign that says 1 lane only???
337	it would be great if they repainted street markings so that you know which lane to turn (such as Pillsbury and Cohasset) or divided street (Baney and Forest -where the heck do you turn into Walmart!!!) or coming up to a stop sign (Eaton near Keith Hopkins, and E. Lassen and Old Paso) especially when the rains come
338	We live on West Shasta Ave and are SO thankful that the Esplanade was re-done. Nice job!! Our street is heavily used, especially during morning and evening commute times. We have huge potholes and need them repaired ASAP. The other huge concern I have is the painted stripes on the roadways. Many are absent or super faint, so it's hard to tell where the lanes are. Please concentrate on painting these for improved safety. The reason I put bicycle safety as #1 is because I would love to ride my bike more - and I did when Covid first came out and traffic was super light. I don't feel safe riding now, except on Sunday mornings when there is little traffic. Thank you for allowing our input.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
339	If you compare Chico to similar cities you will notice Chico's streets are much more deteriorated and in need of a remodel. Much of the city is outdated and cannot handle the amount of traffic any longer. Many public and private parking lots no longer have visible paint which makes them hazardous. The city and county need to fix our roads. It is very frustrating to residents. Highway 99 and Neil road needs to be actually fixed. The highway needs to be widened throughout the city. Many of the old streets need new paint, curbs, gutters, etc. The Chico marketplace parking lot is a nightmare. The city could force the new owners to repair it before letting them add new stores. Why doesn't the planning department do that? The Target/Big Lots parking lot is the same nightmare. It's disgusting. Same goes for the old mall (Trader Joe's). The planning department needs to start making these big corporations fix the sidewalks and lots. The area of hobby lobby is still a complete dump.
340	Concern with intersection at 20th Street and Bruce, specifically turning right onto 20th when going North on Bruce road. I always feel that someone will crash into me because you have to slow down to a complete stop to make that right turn. It needs its own right turn lane for cars turning right, so the other drivers can continue to go straight on Bruce road without stopping.
341	Several bike trails / routes dump right out into traffic with no indication of what the bike should do - will mark on map, but in front of CARD center, eastbound 99 overpass on Eaton Road, the lovely trail on the east end of Floral, for instance. Also "washboard" road surfaces (Cedar, in front of the Matador, N Cherry etc) and leaves in bike lanes are hazardous for cyclists. Please do keep me posted on progress. I'm always ready to give an earful - I am an avid bike commuter and would like to see more bicycle commuting in Chico - it helps solve so many problems, plus it's beautiful! :)
342	Rough roads and potholes are a big problem. Drivers swerve to miss them which can lead to potential accidents.
343	The condition of many roads (with pot holes) causes drivers to swerve away and enter the other lane, causing hazards. The left hand turn to W. Sac obscures students starting into the crosswalk, so the other lanes have to creep out to make sure a pedestrian isn't already starting into the crosswalk. Highway 99 is still congested at certain times of the day.
344	Rough road conditions make it harder on vehicles, unsafe on bikes and skateboards, and costs much more when not properly maintained. We need to figure out how to budget for restoration.
345	I live close to downtown and there is a lot of speeding, and running red lights. I guess that's more law enforcement, but still pretty scary, especially when on foot or bike. The intersection at E 6th St and Flume feels very unsafe since the diagonal parking went in. It should be a 4 way stop. When you are traveling on 6th, even when you stop at the sign, you then have to inch out several feet into the intersection to see if cars are coming. Many times they are coming very fast! Also, road surfaces are terrible on E. 5,6,7th Streets, and in Lower Park. Especially bad for cyclist, needing to avoid potholes may take you into danger from cars .

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
346	Better bicycle safety!
347	Ranking question ranked itself and could not be changed by me. Letting pothole repair go south untl 1/1/2021 is bad news for our suspensions of our vehicles, and a safety issue.
348	Please Fix East Shasta between Esplanade and Cussick, this road is terrible and has been in very bad condition for years. It is in such disrepair with so many pot holes and chunks of asphalt all that from “repairs” that make the road even more hazardous to manipulate.
349	Road way maintenance/repair should be the number one priority for the CITY of CHICO, as ALL benefit from good maintenance of public infrastructure
350	Bike lanes around the city are in need of maintenance in many locations - both due to deterioration of the surface (cracks, holes, erosion, etc.), buildup of debris, and overgrown vegetation. All these deferred maintenance issues pose hazards to the many folks who get around by bike in this fair city.
351	West Lincoln ave is traveled by two different garbage companies for the college and Chico High 5 days a week plus the residential pick up on tues. and wed. The streets were not designed for this traffic and the badly cracked pavement attests to this. The channeling of Chico High traffic from W. Lincoln down the frontage road to W. Frances Willard has caused the intersection with the Esplanade to become dangerous. Drivers on the frontage road should not be permitted to make a left turn on to the Esplanade from the one way in on W. Frances Willard. They should go down to the round about at the Mansion. Some sidewalks in Mansion Park are an obstacle for a blind person or someone who has to use a wheelchair or walker. The city’s trees have buckled the sidewalks and they need immediate attention. There is no link to the interactive map!! Rod Quacchia, 143 W. Lincoln Ave. Chico CA. 95926
352	Please have the road through Lower Bidwell Park repaved...it's in very bad condition.
353	I’m noticing increased bicycle traffic in the city, but we still have drivers not paying attention to cyclists and an incomplete system of dedicated lanes for cyclists to safely navigate most of the city. Additionally, there are many areas of the city with roadside debris that cause additional dangers for the cycling community.
354	There are intersections in the Avenues (e.g. Citrus and W 6th Ave) where there is no stop sign and there should be. I've seen so many close calls and even wrecks where people didn't stop. I'm also not a fan of the yield signs in the streets south of campus, in college town. For pedestrian safety (especially women), Chico also desperately needs more streetlights!
355	There are blind corners and yield signs in downtown and the aves that are not safe. The potholes and glass in these streets make the roads even more dangerous. Finally, red lights are commonly ignored at the intersections surrounding the Chico mall.
356	I’m concerned about road maintenance in town. Many roads have tons of potholes and lines that you can no longer see. East passenger needs more stop lights. Also the entrances and exits on high 99 is scary! I also wish we had more sidewalks.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
357	I have reached out to this Department many times regarding Almond street here in Chico, I have been counseled to submit this survey and Highlight some very basic concerns that need to be addressed. 1. There are no street lights. 2. There are no sidewalks. 3. The road is in absolute disrepair. 4. Standing water after rainfall for days, allowing mosquitoes to thrive. 5. This road is an eyesore and very dangerous to our community i have seen multiple roads redone, repaved and this has been the same for over 50 years. It should have been repaved after the sewer project.
358	no sidewalks and deteriated roads with large potholes, no signs and the signs that are there are not easily visible
359	Does So-wil-len-o drive by Bidwell Mansion have pedestrian/bike crossing safety signs? Why is there a hard curb on the right side of the off-center bike route in from of Sierra Central Credit Union? Without lighting, bikes are likely to hit that right (hard) curb while navigating on the bike path next to the traffic circle.
360	In line with bicycle safety, road surfacing maintenance is really key. There are streets in downtown Chico that feel like a hard pack dirty road full of potholes. I can't highlight enough the importance of drivers' awareness towards cyclist safety. Education, visibility, etc
361	1. The side streets off of E 8th & E 9th Sts must deal with drivers (going above the 35 MPH speed limit on 8th/9th) turning onto their street - still going the same speed. Please install 25 MPH signs at each intersection along these streets & paint the same on the actual pavement. Most drivers are going 45 MPH and continue down the side streets at the same speed. Olive, Orient & Flume Strs are a real problem. 2. The intersection of E 8th & Flume Sts, when crossing from the 700 block of Flume towards the 800 block has had many T-bone accidents over the years - the latest included a roll-over. Please review the visibility at this intersection with the existing trees & cars parked the full length of the 300 block of E 8th St to determine why the vehicles crossing E 8th keep getting hit? There is an average of one accident every 3-4 mo at this intersection. 3. Please pave E7th St from Orient to Flume and Flume between E 7th & E 5th - it's hazardous to ride your bike due to potholes.
362	I liked when the traffic lights were synced on Esplanade and Main/Broadway. It saved on gas and pollution and time.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
363	Please prioritize completed SAFE BICYCLE ROUTES with maximal continuity and protection, including SEPARATE BICYCLE PATHS, and also any BICYCLE PARKING improvements that will reduce theft. Please continue to improve the safety of BICYCLE PRIORITY ROUTES around the downtown core. Thank you!!
364	The section of 9th Ave between Mangrove and Esplanade is always in poor condition and way too narrow for two trucks going opposite ways and has no room for bicycles. The sides are constantly crumbling because cars/trucks have to drive on the edge of the road. This section needs rebuilt and widened like you did to 5th Ave. The City created a bicycle hazard when they opened up Eaton Rd but provided no bicycle lane north of Wildwood Park up to the newly opened section of Eaton (which has a very nice bike lane). Cars are forced to cross over the center lane into oncoming traffic to avoid hitting bicycles in this section. Unfortunately the placement of the street lights does not allow enough room to add a bike lane, but you could put in a bike path on the east side of the street lights. Finally when are you going to fix the long standing bicycle hazard on Bruce Rd just south of Highway 32. This road has a lot of traffic but not enough room for both cars and bicycles.
365	I'd love to see the City commit to biking as a serious mode of transportation and alternative to cars. If we are talking about safety, bikers and walkers are the vulnerable ones. Even if the data is all about cars, even if the data doesn't show bike/ped fatalities and injuries, the encouragement that safe infrastructure affords walkers and bikers is the impetus for change. We simply can't fit more cars on our roadways. Do the math and model the 50-100 year projections. It doesn't work. A comprehensive bike and pedestrian plan needs to be developed to do it right. This safety plan is part of that effort.
366	Pot holes and very bad pavement make bike riding unsafe and very uncomfortable all over the city. One needs a full suspension bike to ride most places. One cannot even ride on North Park Drive without chipping one's teeth. So at least repave the edges of all the major bike routes in the city
367	The roads are horrible for those who commute on a bike and the sidewalks are awful in the neighborhoods if you are a pedestrian. Priority for road repairs are those near CUSD schools and the University both north and south of it; bike routes, Bidwell Park. Street lights north of campus need to be like those south of campus, lower to the ground so trees don't block the illumination. The road directly in front on CSHS was redone but stopped at the intersection of W Lincoln and did not continue down the street to the entrance to Bidwell Park. The two intersections (W Lincoln and W Francis Willard) have big holes and rocks. They have been repaired before but whatever was done was done poorly or cheaply as the work didn't last long.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
368	Many of the road marking are old and not visible. Such as turning from Nord Ave onto 8th Ave. Almost impossible to determine which lanes are meant to turn where? Turning off the Esplanade onto Lindo feels like turning onto a gravel road! Potholes and lack of consistent curb/gutter/sidewalks in the avenues. Some road marking in the Avenues are half painted Intersection at Nord and 9th (where new apartments have been built) concerns me greatly...traffic study?
369	The current safety initiative Citywide Systemic Safety Improvements Project as conducted by the City of Chico is not working or realistic. My street and the feeder streets are breaking down with alligatoring of the pavement and pot holes and disappearing lane deliniators has reached an epic level.
370	Please have Franklin Construction repair Morseman Avenue where it meets Eaton once they complete their project. It was a pot-holed one lane road before they started, now it is completely destroyed. It is extremely dangerous and I have avoided multiple accidents here.
371	I live on Alder Street and somehow that street is very popular and cars drive really fast for that neighborhood. My cat got killed right in front of my house. I believe that street needs to have speed bumps.
372	Speed-bumps on Palmetto Ave from Arbutus to Sheridan, possibly all the way to Moss Ave. Commuters typically drive 5-15 mph over the speed limit— this route is common for bicyclists and pedestrians in the neighborhood as well as families and students coming to/from Hooker Oak Elementary, the Library, and Neal Dow. A safer traffic light or roundabout installed at the intersection of East 1st Ave and Mildred/Sherman. Not having a safe turn signal for either 1st Ave direction signals, bus stops on either lane, and a common bicycle and pedestrian route right next to the Library and Hooker Oak Elementary is (and has been) very dangerous. The City is due for a safer option at such a high traffic location.
373	I think there needs to be more bike lanes in and around downtown.
374	Pot holes.
375	My concerns as a citizen that prefers active transportation via cycling for commuting and recreation are the difficulty in finding safe and continuous bike routes around town. There are a number of bike routes, but also a number of issues with inconsistent and unsafe connections and intersections. It's a daily issue to go from the south side of town to the north side of town safely and efficiently. My primary issue is the Esplanade connection between downtown/the university and the north Chico area near Rio Lindo. My secondary issue is east west connections,l crossing the 99 at any point.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
376	East Ave ...speeding Lassen Ave...speeding Esplanade...speeding An absence of.police ticketing violators.
377	Quit talking about fixing the roads, and fix them.
378	Enforcement and patrol if birth chico to reduce Speeding in godman neighborhood is needed (who are our beat police team? We don't see them), road maintenance to make conditions more safe(eaton 99 roundabout, lassen and godman and lassen burnap intersections), and clear signage a key concerns. School crossing guard coverage and Downtown pedestrian safety are also issues under normal circumstances, that must be covered when we return to regular tier status. Also homeless pan handling is a hazard and needs to stop so we can safely drive (mall traffic and grocery store parking lot). This should be addressed now.
379	Bruce road is a mess now because of all the drivers on it ripping up the road and not paying attention.
380	Raley drive onto skyway and the exit on Norte dame from raleys parking lot are always difficult to exit Honey run road has too many bicyclists and is unsafe to drive around especially when there are more than 2 bicyclists
381	I am concerned about the amount of homeless people that disobey traffic signals and walk or ride bikes thru red lights. Also, those who stand at intersections asking for money is a distraction for drivers as well as holding up traffic.
382	I see so many people who seem impaired, driving. It's frightening. Transients walking into traffic is also really bothersome and scary. There are always going to be inconsiderate drivers who cut people off.
383	The roads need more lights, and in lots of spots need repairs
384	Roads suck, planning for roads suck, No bike lanes in most of Chico sucks How does anyone who works for the city miss huge issues like the crumbling roads and lack of safe bicycle lanes Case in point Mangrove right turn on to Vallombrosa by T-mobile there is a hole in the cross walk. While people are watching dangerous traffic they step off the curb into a hole, pretty funny to sit and watch, but incredibly sad knowing sooner or later someone will fall then get hit by distracted driver racing around the corner...
385	Street signs are not readable. All the lane lines need to be repainted. They are so worn you can't see where the lane starts or ends all over the city.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
386	Many intersections need direction/line painting, I can only name two at the moment: intersection at Barney Lane and Forest Ave, Business Lane and the road through Hobby Lobby parking lot.
387	The streets of Chico have outgrown the growing population and building.....The traffic is becoming unsafe and very crowded. The road planning has been poor while the population and building have grown.
388	There are potholes from 5th street to Miller, to Pomona Ave and down Pomona Ave. There is also a lack of lighting on Pomona Ave and portions of 5th street. This can be hazardous for vehicles and pedestrians alike.
389	The survey question on ranking concerns didn't work correctly. My biggest concers are intersection safety, pedestrian safety and bicycle safety and lighting. Crossing E 1st Avenue at any intersection between the Esplanade and Mangrove is very dangerous. A light half way between the Esplanade and Mangrove (perhaps at Laburnum) to safely cross E 1st avenue is necessary as well as a left turn lane from the Esplanade onto Memorial Way. As it is currently much traffic is traveling down narrow residential roads instead of the main roads simply due to the left turn lane restrictions on the Esplanade at 1st Ave and Memorial Way. Many families live in these neighborhoods and the Junior high school brings even more traffic into these neighborhoods. Getting across E 1st Ave to get to the Junior High or High School can be dangerous. I have witnessed many accidents of cars and bicycles trying to cross at Oleander and E 1st Ave.
390	Sidewalks are needed along Mangrove at the channel/S&S and along the channel proper.
391	Roadway Clearances
392	In terms of driving safety, the intersection I dislike the most is at the corner of Bruce Road and California Park Drive. Drivers often pass on the right at high speed to beat the drivers who are in the left lane before the road becomes 1 lane instead of 2. I think this problem could be solved by designation the right hand lane before the intersection as a turn only lane onto California Park Drive. In terms of riding safety, it would be helpful to have a bike lane at the intersection of Bruce Road and Highway 32 (heading south) that provides cyclists with a safe way to go straight through the intersection. The current bike lane on Bruce Road ends before the intersection with Highway 32, forcing cyclists who are going straight to ride in between 2 lanes of traffic without any designated bike lane for safety. Bike safety could also be enhanced by a cyclist/driver education program that would educate both groups about their rights and responsibilities.
393	Pavement condition on IRENE ST. Heavy traffic used as short cut .Pot holes and continuing patch work repairs failing due to heavy traffic. Needs Repave of whole street. Lombard Ln. not adequately signed - Not Thru Road sign in place to small.Lombard Lane, as a frontage road, is mistaken for an access to get on Highway 99.

Open Ended Public Comments from Outreach Survey (2020)	
Comment Number	**Comment**
394	Lane departures are more likely as many areas of Chico lack good lane delineations (8th St west of 99, the west end of East Ave, various others). Several intersections can be hazardous, especially E20th and MLK parkway, where traffic gets backed up in all directions. Road surfaces throughout the city are disintegrating due to the additional traffic post Camp Fire. The recent resurfacing of W Lassen is particularly bad.

Public Comments on DRAFT Local Road Safety Plan (2021)	
Comment Number	**Comment**
1	To the City Staff: The plans to upgrade local roads is reassuring and your choices reflect serious purpose. However, I ask you to reconsider them in light of the great need for improved bridges. Those crossing Big Chico Creek reflect awareness of need. By contrast, central Chico bridges over Little Chico Creek are not just unsightly; they “feel” unsafe. The most heavily used one is of particular concern. When my husband tried to walk our collie across the Park Avenue bridge is a few years ago, the collie got all shaky and just sat down on it and would not continue across. She practically had to be picked up to be moved. I have crossed it in my electric cart with trepidation. It has odd reverberations and several grades which tip me toward the sides; so I just hold my breath each time and move my cart speedometer to “rabbit.” The best way to describe the Park Avenue bridge visually is “shabby.” It is a bridge suited to a slum even though it issues onto a couple of million dollars of excellent roadway, Park Avenue, and businesses that have upgraded their presentation since those improvements. The Park Avenue bridge issuing traffic onto Main Street is supporting a major business boulevard; yet it reflects the old mentality that south of downtown is out of town. Please take advantage of this funding and others to come to remake the Park Avenue entry across that bridge so that there is a harmonious link between such significant parts of our town. Thank you for your consideration.
2	Make sure there is a designated safe way for bicyclists to negotiate the new roundabout. Right now there is no safe road for bicyclists to exit the Amber Grove area. Use of Cussick, Lassen and Shasta are unsafe, Do improve these roads also. Thankyou!
3	When driving south on 99 and you exit at the Eaton off ramp and then desire to turn left on to Eaton, it is nearly impossible. Reason; there is no stop sign to allow one to turn left. With out a stop sign the “hump” of the over pass does not allow enough time for turning when traffic is heavy. THIS IS VERY UNSAFE AND NEEDS TO BE LOOKED AT AS PART OF THE NEW ROUND ABOUT. Actually this has nothing to due with the round about; but with the ne round about, traffic will come even faster making the above scenario even worse. I suggest someone actually goes out and tries to navigate the above scenario. Thanks,
4	I have input on the local road safety plan, no where in the spots that are advised for this plan is the cohasset and Mangrove 99 exit or on-ramp? I live on Pillsbury road I take that on-ramp to 99 and get off on the skyway exit every single day to go to work, almost every single day I either personally see or hear about accidents happening because of the constant congestion in that area. There are two lights very close together one after the exit and one just before the exit these lights and the amount of traffic going in and out of this area is the problem. While the light is red at the light after the exit the light just going towards Mangrove, the light just before it is green by the time the next light is green and lets the line go again maybe three cars have gotten through the line from the Pillsbury road all the way to the light just before the 99 exit. This is a problem there's too much congestion and too much traffic, I'm constantly seeing people in car accidents pulled off to the road right there in front of the hotel just before the light which causes more congestion more confusion and more traffic sometimes it is taking me more than 15 minutes just to get from Pillsbury road to that exit this is something that needs to be looked into it is something that is constantly a problem I've lived here in Chico for 11 years and every day it's a problem and it has not been addressed. I would like to see something happen in the near future that will fix this problem that will help keep accidents from happening and congestion from happening. Please get back to me on anything that I might not know about concerning this issue or something that might be able to be done about it.

Public Comments on DRAFT Local Road Safety Plan (2021)	
Comment Number	**Comment**
5	Hello - This is Patricia Puterbaugh, 1540 Vilas Rd., Cohasset, CA. Chico is "our town". This is where our children and grandchildren come for school. We shop, play, eat and spend money in Chico. We are VERY pleased with the inclusion of roundabouts in the city. What a huge fight it was to get those round about put in and how well they are working! We are happy about the one planned for Eaton Rd. I think there should definitely be one or two put in when Cohasset Rd. is expanded to the airport. The traffic to the airport is usually only at certain times of the day; when roundabouts are very efficient. No need for a traffic light. 20th St/Bruce road also needs round abouts. All the construction in that area will make a completely mess of the traffic. We pressed for a round about at Eaton and Floral and we are very pleased that is the plan. With the new construction at Hwy 99 and Garner Lane that area should also be considered for a roundabout sooner rather than later. We were in a back up there just yesterday. I realize round about are more expensive than traffic lights. However, they are certainly cheaper than overpasses! Also, as we are trying to decrease our emissions in California it is true that round about save energy used when we brake, stop and start again at traffic lights. Thank you very much for your consideration.
6	To whom it may concern; I live on Paseo Companeros St. In south Chico, so I travel through the stoplight at Fair and east Park daily. Almost daily I witness a truck or car barreling through on the red. If a person jumped the green or left immediately at the green light they would be hit. All of our family waits when it turns green and looks hoping to avoid a crash. I feel something needs to be done here. Installing cameras and enforcing the red light runners would probably help or a timing of the lights that is not so dangerous. Please do something to lessen the danger. We avoid it if possible by going on Scott which is hectic as well or around by John Deer.
7	Hello and thank you for attempting to make the roadways in Chico safer for autos, bikes, peds, and school children! I have tried to read through the plan draft and got a little lost, so excuse me if my concern has already been mentioned. I live in the Avenues east of the Esplanade and frequently drive, cycle, and walk on both east and west sides of the Esplanade. I spoke to one of your survey groups and they mentioned a multi-use lane constructed in the rail right of way along the Esplanade. I believe this is not needed as there at present exist frontage roads for this use traveling both north and south. I also feel that extra traffic lane to watch out for entering and exiting the busy Esplanade would be more dangerous to motorist and "multi-lane users" alike. We know cyclists often do not come to a stop at stop signs. Hopefully that funding could be better used to help transportation safety around CHS and CJHS which is scary during the times of day when school starts and ends!
8	The intersection of Bruce Road and Sierra Sunrise Ter. is very dangerous. 45mph limit on Bruce Road. Sierra Sunrise Ter. is the entrance to various senior communities.
9	Good morning! Just chiming in with my experience as an avid cyclist. The roads I find most dangerous are Mangrove, especially at the 1st Ave & 3rd Ave intersections, and E. 9th Ave. I know multiple people who've been hit on their bikes on Mangrove (hit & run), & cars speed down E 9th Ave texting, so much so that a motorcycle officer stationed himself at 9th Avenue & Laburnum, & was constantly picking off speeding texters.

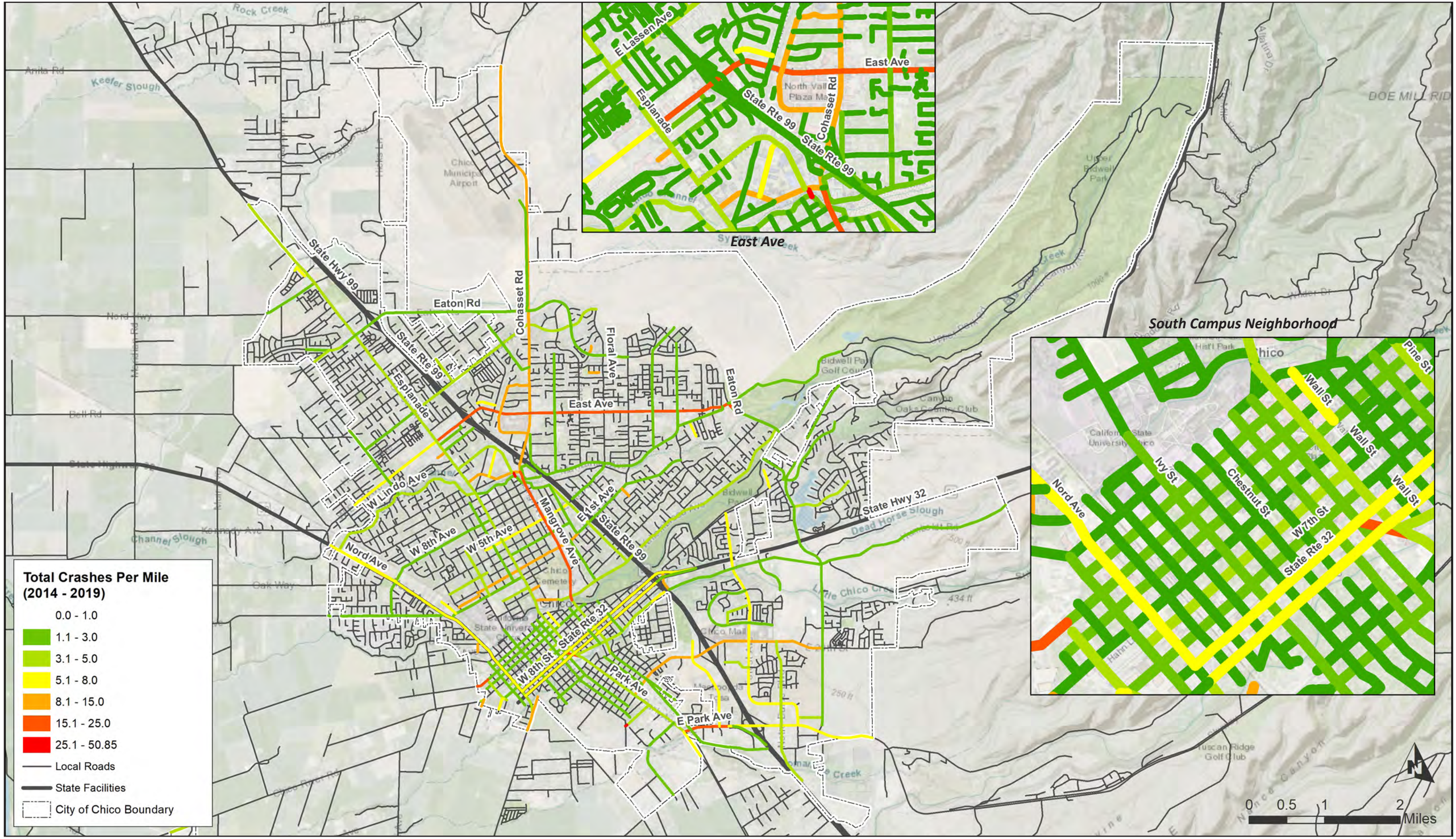
Public Comments on DRAFT Local Road Safety Plan (2021)	
Comment Number	**Comment**
10	Hello again, I've finished reviewing and would like to provide comments on the draft Local Roadway Safety Plan. Sorry for the delay. 1. Executive Summary - Regarding "The four E's of traffic safety", I recommend adding all of some of the Safe Routes Partnership's 6 Es: Engagement, Equity, Engineering, Encouragement, Education, and Evaluation. 2. Park Ave from 8th/9th Street to 20th is not listed in Table 11: High Crash Frequency and Fatal Roadway Segments, despite several serious or fatal bike/ped collisions at 8th & 9th and 3 or 4 (Figure 3) more serious injury collisions and 4 pedestrian involved collisions (Figure B4) along Park south to 20th. I am concerned that this vital corridor is being left out. Park Ave is one of our City's Corridor Opportunity Sites where new development is supposed to be oriented towards transit, walking, and biking. Additionally, the Barber Yard special planning area will be developed soon. Park Avenue needs to be a high priority for multimodal safety. As a personal anecdote, I bike along Park Ave to get to local businesses and I feel in danger because of the lack of facilities for bicyclists. I understand that side roads have been designated as bikeways, but these roads do not work well for travelling between the businesses on Park ave from downtown. 3. Downtown through 9th street should be a priority for walking and biking safety countermeasures, in addition to Park Ave to the south. A full planning study of these corridors would make a lot of sense, as this is our community core and it should be safe for people to walk and bike. 4. I am happy to see the 8th and main intersection included. 8th, 9th, main, and Broadway all should be studied for improvement. Side note: While I am happy that Caltrans improved these intersections somewhat, the bulb-out on 8th and Broadway obstructs bicyclists. I live two blocks from this intersection and bike home southward on Broadway frequently, and I have felt less safe now that I have no choice but to merge into the vehicle lane. That's of course not necessarily a comment on this plan, just a general comment. 5. No collisions show up in recently-annexed Chapmantown in Figure 2. Perhaps because Chapmantown was unincorporated until 2020? I would hate to see Chapman (and maybe other areas including Mulberry) entirely left out of the Plan due to being considered County at the time the collision data was collected. This could also be due to under-reporting.
11.1	I took the time over this weekend to read through the draft safety plan. Thanks for doing all this work and putting out those nice colored-coded maps. I grew up in Chico largely between Doe Mill and Lassen Ave duplexes and didn't have a driver's license until just a couple years ago. Right now I live in the West Aves, within sight of 1st, and while I do drive all over town for work, I primarily get around on a bike. I could honestly nitpick and criticize street characteristics all up and down Chico, and often do so with a sort of bitter enthusiasm, but I'll restrain myself here to a few things, mostly about my current neighborhood, that I think may be helpful in improving this plan.

Public Comments on DRAFT Local Road Safety Plan (2021)	
Comment Number	**Comment**
11.2	First, I'll mention that I think that the data on crashes that did not result in serious injury, death, or insurance reports may be incomplete. This would be true of everywhere, but, for obvious reasons, especially in collegetown where people are less likely to report minor collisions. "Collegetown" overflows into Barber a little bit and covers all of South Campus, but the area I would stress more is the area around Nord, West Sac, Columbus, North Cedar, and Warner. These are the highest density housing projects in the city - in the state north of the Sacramento area really - and as the influx of students has ebbed and flowed, many of the apartment buildings were converted into Section 8 family and workforce housing. Overall, it's generally the cheapest area to live in. Consequently, in addition to underreporting collisions, more people in these areas have destinations, like the university or workplaces downtown, which they could get to on bike or on foot, but opt to drive because of the stress level of the short trip to the safe routes (that the bike path connecting the West Sac rail crossing to Big Chico Creek is colloquially called "the rape trail" I hope will be dealt with, but probably separately). In some sense there would be more collisions if the residents, who are frequently inexperienced navigating busy traffic on a bicycle, didn't extricate themselves from the situation by driving. On the other hand, more cars, especially those pulling out of a driveway onto Nord or West Sac, probably results in more collisions. Union Pacific Rail and the apartment/condo owners on the east side of Nord go at length to ensure that the only way to access the bike path across the tracks is to go out onto Nord and around. In one section, there are four layers of fence that have been dismantled by determined baseball players. All this to say it was conspicuous to me that the 'public comment hotspots' that resulted from your outreach didn't include a focus in this area. Which isn't to say that any of the areas honed in on are not truly sketchy as all hell; but I do get a sense that, perhaps related to the pandemic and a higher than normal vacancy rate in the collegetown projects I'm describing, most of the participants live in the lower density neighborhoods east of Esplanade and north of Bidwell Park. In general I think cycling advocacy in Chico has historically been overly focused on recreational routes, and less on commuting. I'm very glad to see safety on Mangrove, 1st Ave, and Esplanade taken seriously in your draft, because the city officially designated parallel roads as bike routes, and for the most part we just have to stomach crossing the speedways with no lights, stop, or yield signs. And then they go ahead and zone all of the commercial destinations

Public Comments on DRAFT Local Road Safety Plan (2021)	
Comment Number	**Comment**
11.3	I'd love see some big ambitious master plan of buffered bike lanes with physical barriers, and class 1 scenic bike routes connecting to every grocery store, but really a lot can be done with just paint and some clippers. The clippers would be for the fence separating West Sac east of the railroad (a very scary road leading to restaurants and a grocery store), from the path along the field in Chico State, which, if there wasn't a fence dividing it from the road (or was a single opening at Warner), would be a class 1 bike lane. Other instances of paint I already mentioned, one more is the sign on 1st avenue west of Esplanade that says '35 mph.' As that's a ludicrous speed for a neighborhood, we could just paint a 2 over the 3. This could be applied to a lot of areas. So one idea I'll mention, just in case you feel compelled to throw it out there: Highway 32 should run down East Avenue and combine with the 99. Nord Avenue and Walnut cut through very dense neighborhoods with very fast cars, and in general separate the people of Chico from peaceful access to the Greenline, which is one of the most charming features of the city and something core to our identity. Perhaps the most compelling reason, however, is that currently the fastest route between Orland to Forest Ranch will not take you down Nord. BCAG did a study, about 15 years ago, called the Nord Access Plan or something, that reenvisioned the Nord/West Sac strip mall as a lively street of walkable stores without front parking. I feel like CalTrans might be sympathetic to that, and they do have a 'highways to boulevards' program which Chico already has a shining example of. To go on, creating a ring around the city for fast traffic can turn the central city (bordered also by 8th and 9th, or, more ideally, 20th St or East Park) into a neutral zone, where cars shouldn't drive over 28 mph, and biking around would actually be faster. I heard of this idea from Utrecht, where to get from one quadrant of the city to the other in a car, you would be best off driving out to the circular highway and going around, limiting through traffic and making the core of the city cleaner, safer, and more peaceful. A lot of Sun belt cities employ a similar concept, except cars also go fast everywhere else. I hope my considerations are useful. Thanks for taking the time to read them, good luck with the rest of your work, and if you wish to have any more input, do let me know.

Public Comments on DRAFT Local Road Safety Plan (2021)	
Comment Number	**Comment**
11.4	Speaking of crossings, I'd like to offer observations on a few: The railroad bike trail on West Sac - I noticed the proposal for a light up crosswalk. Those are very nice. Right now there is living memory of a crosswalk, but the paint has faded away. Drivers going west tend to see the clear opening of the tracks as an opportunity to speed up, and drivers coming down from the lump of the rails tend to also speed up, with limited visibility. Recall that North Cedar, Rancheria Drive and the West Aves this side of Warner up to 4th have much of the highest density housing in the city. I think it warrants at least a yield sign too. Columbus Ave and West Sac - It's dark, the road is bad, and anyone going to the Safeway from the East would turn in there to avoid the parking lot. The paint on the bike lane is also worn beyond a trace. Drivers coming out are very anxious about cars going fast on West Sac and are less attentive to anyone outside a vehicle. I'd detail more of the issues accessing the grocery store, but it would be tedious, so I'd just invite you to site visit a bike ride to the Safeway after dusk. Warner and West Sac - This one frustrated me for a long time. The change in the signals is irregular and I see cyclists wait for a while, then run it on a red (I do too, tbh). Recently I was sitting there with another cyclist who happened to be sitting there, watching the signals rotate without ever giving us a green, coming from the university to the neighborhood. One evening last week, thinking about it, I tried placing my tire in the middle of the car lane, and it actually triggered the light. The paint has just completely faded away. Given the importance of the intersection for mobility between downtown/the college and the neighborhoods (there is an impassable high school on one side and fenced university property until the railroad on the other), I think it deserves some priority. I was somewhat recently introduced to the concept of a 'dutch intersection' and I think this might be an ideal place to employ it. 8th Ave and Orchard Path - I don't know the actual status of these paths through the orchards, from the end of Warner to Holly Ave. The orchards themselves are private property but an 'opportunity site' for development; but since a youngster they've been an important alternative to Esplanade for getting to the north Chico. There is, however, no infrastructure for safe crossing of 8th Avenue, which bisects the path. I frequently wait extended periods of time for traffic to clear, and due to the roundabouts eastward, the flow can be steady and unending. With orchards on both sides and a wide road, speeds can be very high. If there haven't been collisions there, it's probably because the people crossing exercise a great degree of patience.
12	I'd like to please encourage the city to address the road conditions on 5th ave. This is a very well used road by emergency vehicles, and it shows. In addition to the extreme deterioration of the road surface, there are plenty of other issues; people drive incredibly fast down this road particularly near Neal Dow elementary which is obviously dangerous for children. Some sort of speed controls in the area would be very helpful. There is really no bike lane, as parked cars on the side make the lane width nearly impassable by both a bike and a car, which is a danger to bicyclists. This could also be addressed by slower speeds. It would be nice to see some sort of attention given to the area between East Ave, and the termination of the previous road reconstruction at Sheridan Ave. In other areas, I strongly advise against the roundabouts on Esplanade, I think it would be safer to just add islands for pedestrians in the middle of the road. There will be constant backup at the roundabouts for pedestrians if roundabouts are added, not to mention the bicyclists going through there. Lastly, the timing of the lights from 11th ave all the way through park avenue is a mess. The timing used to slow people as there was no need to race to a red light. Now there is no method to the madness of the light sequences, it's not unusual to miss 75% of the lights along this route, encouraging people to floor it from intersection to intersection. Terrible. Thank you for your consideration during this time.

Appendix B
Crash Data Analysis Maps

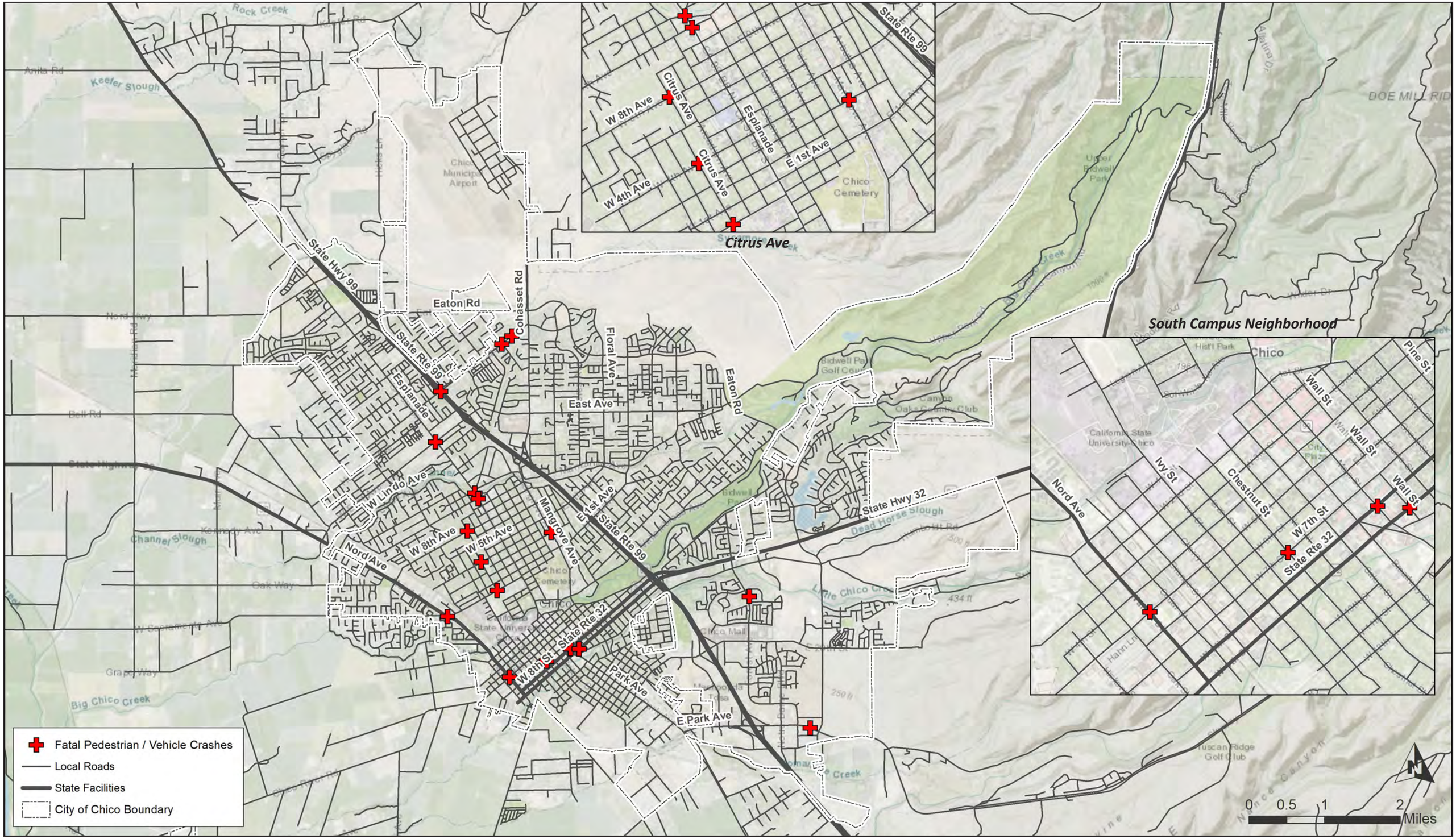


HEADWAY TRANSPORTATION

NO SCALE

Figure B-1

City of Chico - Local Road Safety Plan (2021)
Appendix B
Total Crashes Per Mile (2014 - 2019)

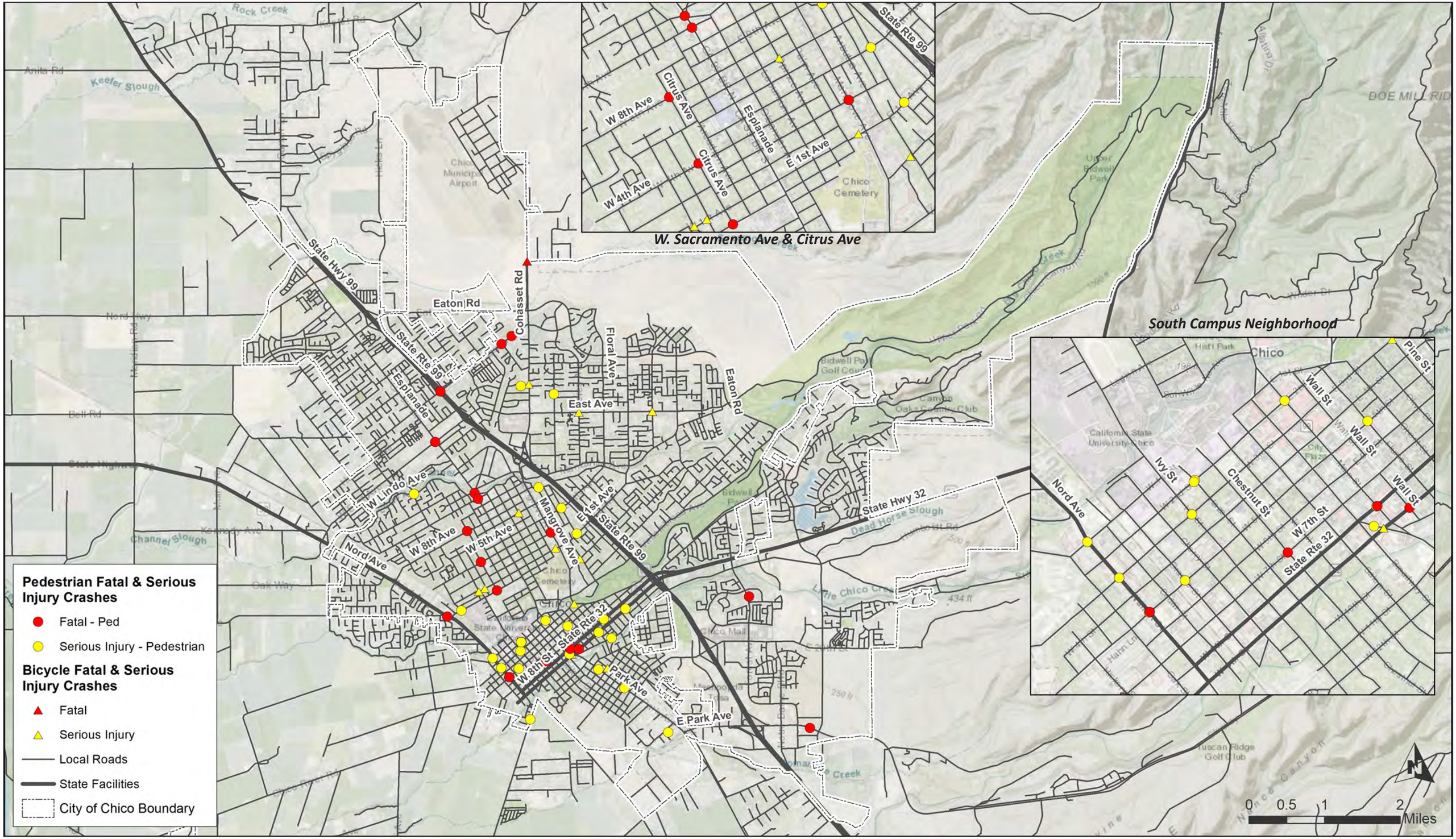


HEADWAY TRANSPORTATION

NO SCALE

Figure B-2

City of Chico - Local Road Safety Plan (2021)
Appendix B
Fatal Pedestrian Crashes (2014 - 2019)



HEADWAY TRANSPORTATION

NO SCALE

Figure B-3

City of Chico - Local Road Safety Plan (2021)
Appendix B
Fatal & Serious Injury Pedestrian & Bicyclist Crashes (2014 - 2019)

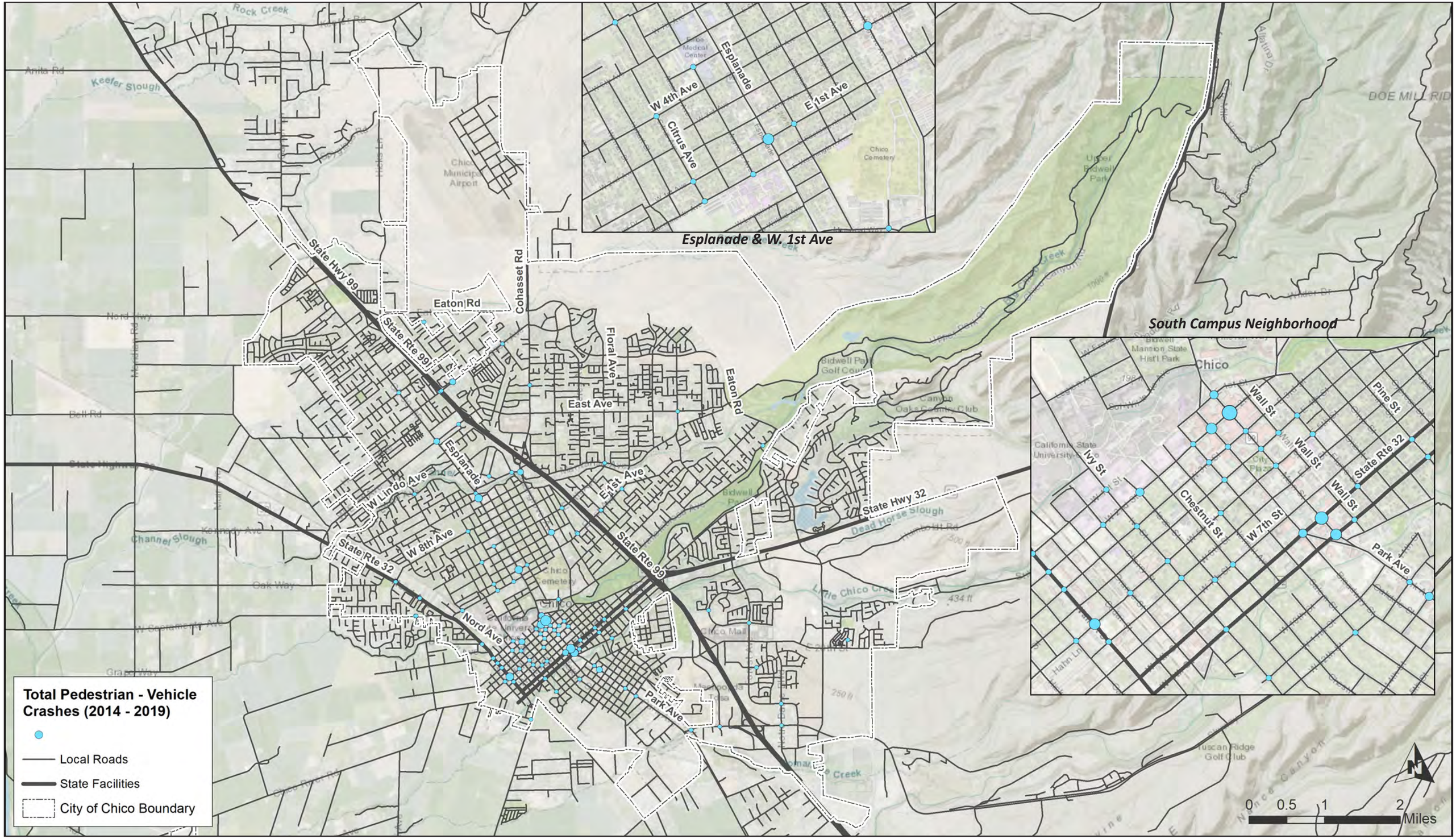
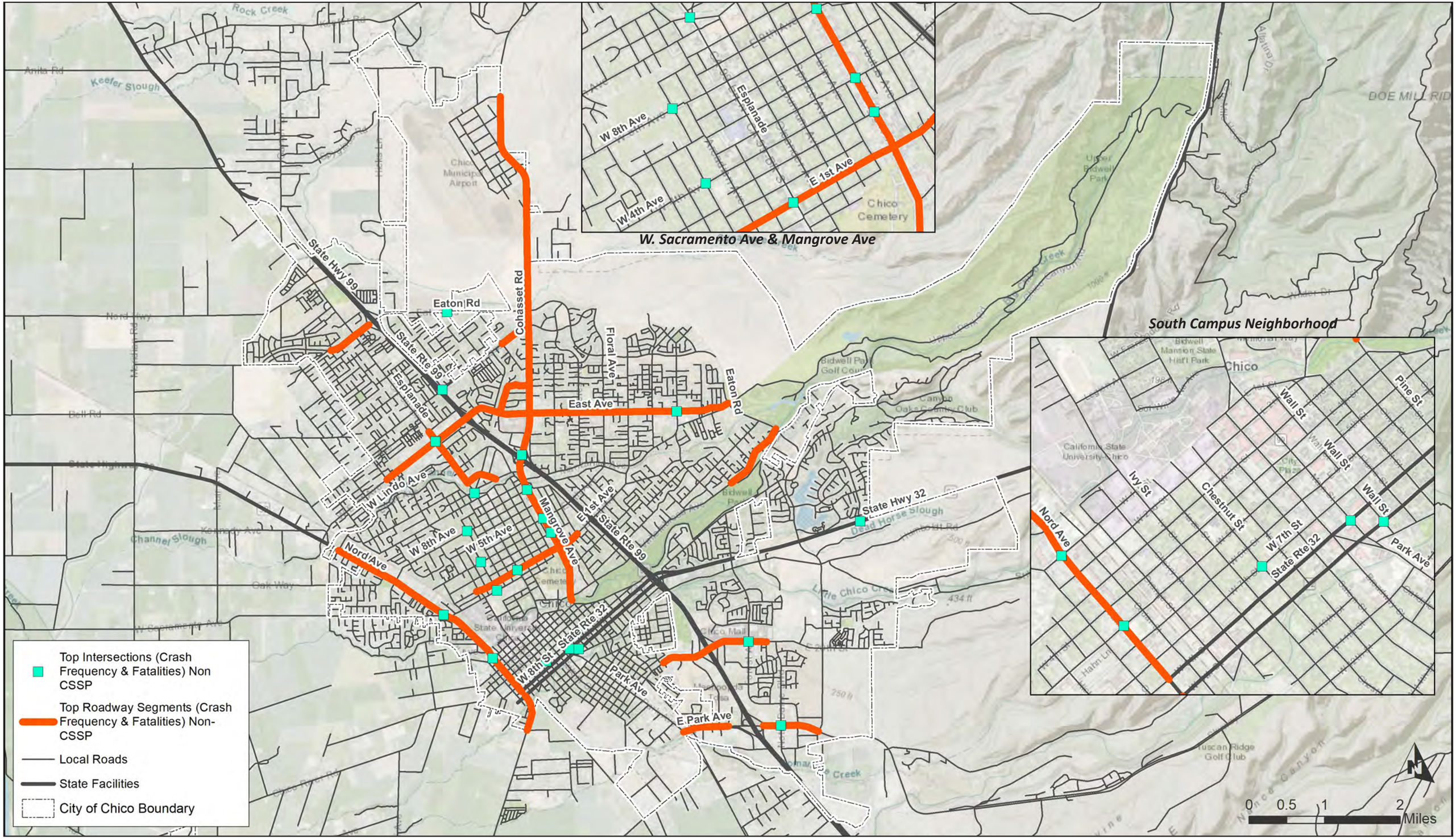


Figure B-4

City of Chico - Local Road Safety Plan (2021)
Appendix B
Top Intersections for Pedestrian Crashes

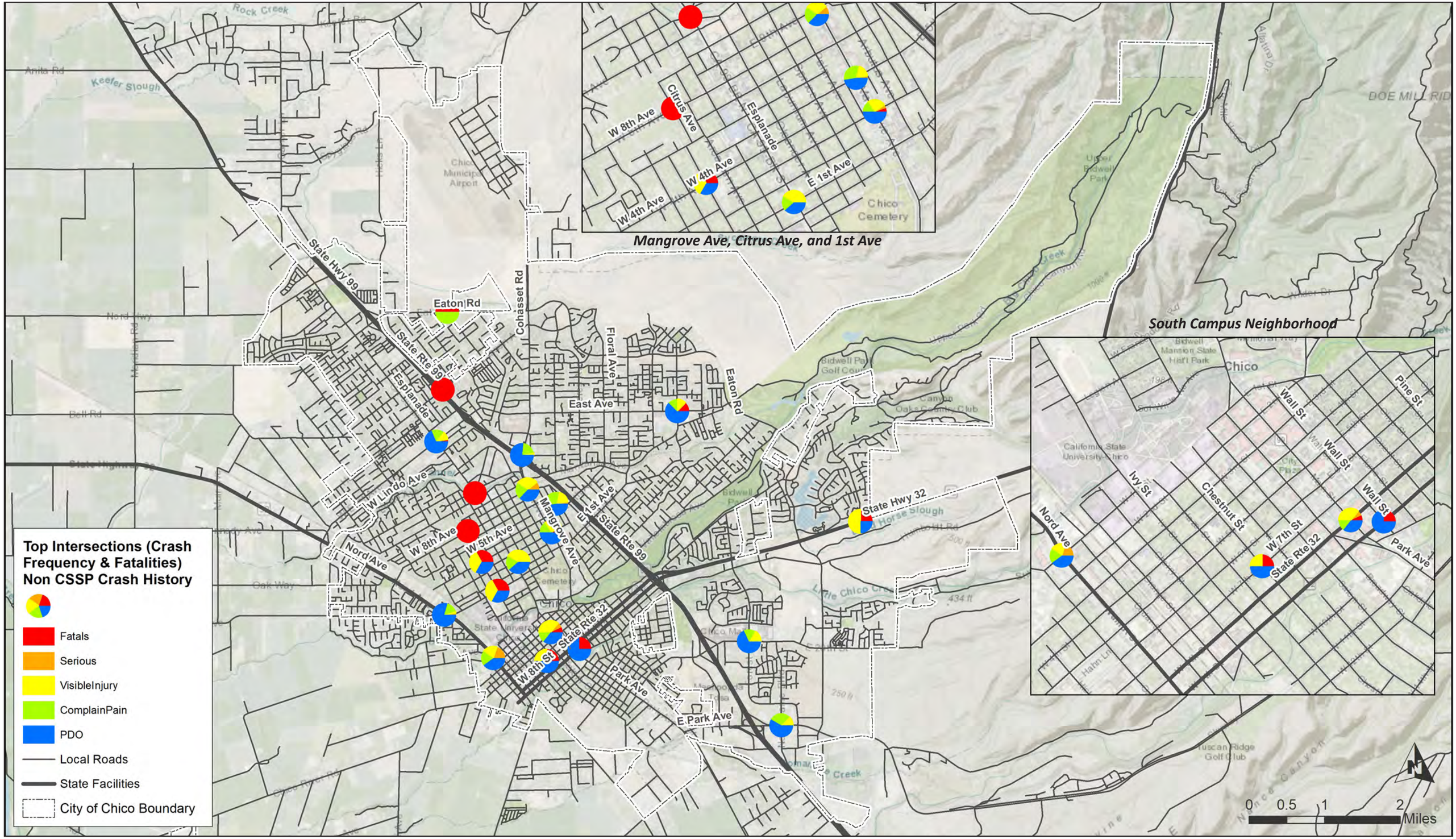


HEADWAY TRANSPORTATION

NO SCALE

Figure B-5

City of Chico - Local Road Safety Plan (2021)
Appendix B
Top Crash Intersections & Roadway Segments (Non-CSSP)

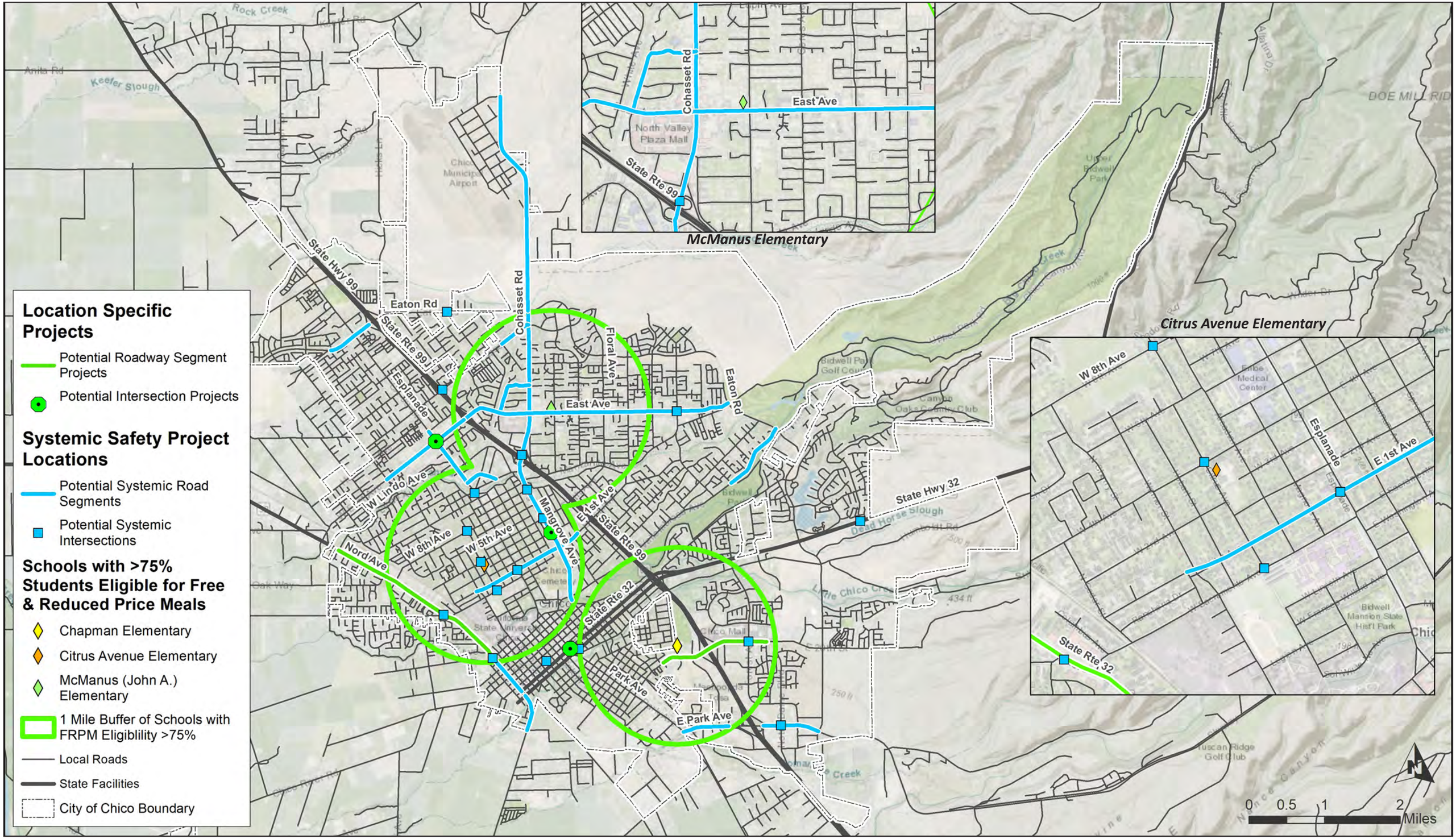


HEADWAY TRANSPORTATION

NO SCALE

Figure B-6

City of Chico - Local Road Safety Plan (2021)
Appendix B
Top Intersections Crash History by Severity



HEADWAY TRANSPORTATION

NO SCALE

Figure B-7

City of Chico - Local Road Safety Plan (2021)
Appendix B
Schools with >75% Students Eligible for Free & Reduced-Price Meals and Potential LRSP Projects

Appendix C
Top Ranked Intersections & Roadway Segments

	Reason for Inclusion	Primary Street	Secondary Street	Intersection Control	Fatals	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Total	Average Crashes per Year	Annual Societal Impacts (2014 - 2019)	Total Interactive Map Votes
Signalized Intersections	CF, F	Esplanade	East Ave	Signal	1	0	4	6	24	35	5.8	$ 2,662,387	1
	CF, F	E. 3rd Ave*	Mangrove Ave	Signal	1	1	5	3	10	20	3.3	$ 2,477,531	0
	CF, F	Walnut St	W 5th St	Signal	1	2	1	7	9	20	3.3	$ 2,432,328	0
	CF, F	Main St	W. 8th St	Signal	1	1	5	2	5	14	2.3	$ 2,357,922	0
	CF, F	Skyway Rd	Forest Ave	Signal	1	0	2	6	11	20	3.3	$ 2,284,567	0
	F	East Ave*	Marigold Ave	Signal	1	0	1	1	5	8	1.3	$ 2,097,327	5
	F	Esplanade	11th Ave	Signal	1	0	0	0	0	1	0.2	$ 1,941,676	5
	CF	Nord Ave / SR 32	W. Sacramento Ave	Signal	0	1	1	6	31	39	6.5	$ 891,623	0
	CF	Mangrove Ave	E. 9th Ave	Signal	0	3	8	6	10	27	4.5	$ 878,855	0
	CF	E. 5th Ave	Mangrove Ave	Signal	0	1	7	12	18	38	6.3	$ 814,246	1
	CF	Esplanade	1st Ave	Signal	0	0	13	6	12	31	5.2	$ 762,870	25
	CF	Cohasset Rd	SR 99 NB Ramps	Signal	0	0	1	6	23	30	5.0	$ 589,068	2
	CF	Forest Ave	E. 20th Street	Signal	0	0	4	4	17	25	4.2	$ 552,048	8
	CF	Skyway Road	Notre Dame Blvd	Signal	0	0	3	7	14	24	4.0	$ 451,506	0
	CF	Nord Ave*	W. 1st Ave	Signal	0	2	2	2	4	10	1.7	$ 399,013	0
	PC	Eaton Rd	Hwy 99 / Hicks Rd	Signal	0	0	1	4	9	14	2.3	$ 255,777	42
	PC	Vallombrosa Ave	Camella Way / Memorial Way	Signal	0	0	4	2	3	9	1.5	$ 218,758	30
	PC	Vallombrosa Ave	Mangrove Ave	Signal	0	0	2	0	10	12	2.0	$ 92,264	17
				Signalized Intersection Total:	7	11	57	74	193	342			

**Within 1,000 Feet of Chico Unified School District*

Reason for Inclusion Key: ***CF - Crash Frequency, F - Fatal Crash, PC - Public Comment Hot Spot***

	Reason for Inclusion	Primary Street	Secondary Street	Intersection Control	Fatals	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Total	Average Crashes per Year	Annual Societal Impacts (2014 - 2019)	Total Interactive Map Votes
Unsignalized Intersections	F	W. Sacramento Ave	Cedar St	Stop Control (Pedestrian Crossing)	1	1	3	1	2	8	1.3	$ 2,213,266	23
	F	E. Lassen Ave	Burnap Ave	Two-Way Stop	1	0	1	2	6	10	1.7	$ 2,122,863	1
	F	State Highway 32	Yosemite Drive	Minor Street Stop (T-Intersection)	1	0	2	0	1	4	0.7	$ 2,015,778	0
	F	7th Street	Chestnut St	Two-Way Stop	1	0	1	0	2	4	0.7	$ 1,981,754	0
	F	W. 4th Ave*	Citrus Ave	Stop Control	1	0	1	0	1	3	0.5	$ 1,979,736	0
	F	W. Sacramento Ave	Citrus Ave	Minor Street Stop (T-Intersection)	1	0	1	0	1	3	0.5	$ 1,979,736	0
	F	Cohasset Rd	Thorntree Dr	Two-Way Stop	1	0	0	1	1	3	0.5	$ 1,967,212	2
	F	E. 9th St	Wall St	Two-Way Stop	1	0	0	0	3	4	0.7	$ 1,947,730	0
	F	Eaton Rd	Morseman Ave	Minor Street Stop (T-Intersection)	1	0	0	1	0	2	0.3	$ 1,943,694	0
	F	Holly Ave	Mission Ranch Blvd	Stop Control	1	0	0	0	1	2	0.3	$ 1,943,694	0
	F	E. Lassen Ave	SR 99 (Bike Path)	Unsignalized Pedestrian Crossing (RRFB)	1	0	0	0	0	1	0.2	$ 1,941,676	4
	F	W. 8th Ave	Citrus Ave	Two-Way Stop	1	0	0	0	0	1	0.2	$ 1,941,676	0
	PC	E. 1st Ave	Oleander Ave	Two-Way Stop	0	0	4	5	9	9	1.5	$ 347,759	21
	PC	Floral Ave	Manzanita Ave	Stop Control	0	0	0	1	2	9	1.5	$ 61,162	14
		Unsignalized Intersection Total:			12	2	10	5	25	54			

**Within 1,000 Feet of Chico Unified School District*

Reason for Inclusion Key: ***CF - Crash Frequency, F - Fatal Crash, PC - Public Comment Hot Spot***

Reason for Inclusion	Roadway Segment	Extent	Corridor Length (Miles)	Crash Severity						Crashes Per Mile	Annual Societal Impacts / mile (2014 - 2019)	Total Interactive Map Votes
				Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	Total			
CF, F	Skyway Rd	SR 99 Off Ramps to Bruce Rd	0.6	2	0	2	0	3	7	12.2	$ 6,866,444	**4**
F	E. Lassen Ave	Burnap Ave to Cohasset Rd	0.3	1	0	0	1	0	2	5.9	$ 5,825,587	**0**
F	Vallombrosa Ave	Manzanita Ave to Larch Ave	0.7	1	0	0	2	0	3	4.1	$ 2,695,803	**4**
CF, F	20th Street*	Franklin St to Huntington Dr	1.1	1	1	6	2	10	20	18.1	$ 2,094,063	**20**
CF, F	Nord Ave / Walnut Street*	Lindo Ave to 8th Street	2.5	1	2	7	9	17	36	14.5	$ 1,061,352	**6**
CF	Cohasset Rd	Cohasset Ln to Esplanade	0.3	0	2	2	0	0	4	12.3	$ 903,175	**7**
CF	East Ave	SR 99 to Cussick Ave	1.0	0	2	7	10	18	37	37.3	$ 720,909	**2**
CF	Eaton Rd	Eaton Village Dr to SR 99 SB Ramps	0.5	0	2	0	0	1	3	6.4	$ 483,994	**19**
CF	Esplanade	Panama Ave to Cohasset Rd	0.7	0	2	0	2	1	5	7.6	$ 411,855	**1**
CF	Pillsbury Rd	Cohasset Rd to East Ave	0.5	0	1	0	2	4	7	13.8	$ 322,566	**0**
CF	E 1st Ave*	Esplanade to Sherman Ave	0.7	0	1	2	2	2	7	9.8	$ 318,032	**24**
CF	Mangrove Ave / Cohasset Rd*	Vallombrosa Ave to Eaton Rd	3.1	0	2	11	12	24	49	15.9	$ 294,098	**69**
CF	East Ave*	SR 99 to Manzanita Ave	2.7	0	1	13	10	13	37	13.5	$ 290,488	**39**
CF	E. Park Ave	Park Ave to Carmichael Dr	0.5	0	0	3	0	7	10	21.3	$ 247,155	**1**
CF, PC	Walnut St / Dayton Rd	9th Street to Pomona Ave	0.4	0	0	1	1	2	4	10.6	$ 158,185	**32**
CF	Cohasset Rd	Eaton Rd to Ryan Ave	2.3	0	0	7	2	3	12	5.3	$ 126,790	**11**
CF	Floral Avenue	East Ave to Manzanita Ave	0.7	0	0	1	0	1	2	3.1	$ 55,449	**33**
PC	W. 1st Ave*	Warner St to Esplanade	0.5	0	0	0	0	4	4	8.5	$ 17,056	**14**
PC	Almond Street	Pomona Ave to Hickory St	0.1	0	0	0	0	0	0	0.0	$ -	**41**
		Total:		6	16	62	55	110	249			

**Within 1,000 Feet of Chico Unified School District*
Reason for Inclusion Key: ***CF - Crash Frequency, F - Fatal Crash, PC - Public Comment Hot Spot***

Appendix D
Countermeasure Toolbox

	No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity	Potential Applications for Chico
Non-Signalized Intersections	NS01	Lighting	Add/Upgrade intersection lighting (NS.I)	Night	40%	20	100%	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	100%	High	As need is identified and confirmed through engineering study.
	NS03	Control	Install Signals	All	30%	20	100%	Low	
	NS06	Operation / Warning	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	All	15%	10	100%	Very High	As need is identified.
	NS07	Operation / Warning	Upgrade intersection pavement markings (NS.I.)	All	25%	10	100%	Very High	Perform an audit, starting with the top ten crash corridors to identify system-wide need and implement as resources available.
	NS11	Operation / Warning	Improve sight distance to intersection (Clear sight triangles)	All	20%	10	90%	High	As need is identified and confirmed through engineering study.
	NS16	Geometric Modification	Reduced Left-Turn Conflict Intersection (NS.I)	All	50%	20	90%	Medium	As need is identified and confirmed through engineering study.
	NS19PB	Ped and Bike	Install raised medians / refuge islands (NS.I)	P & B	45%	20	90%	Medium	Apply as needed to crosswalks, starting with intersections identified as having a vehicle-pedestrian crash.
	NS20PB	Ped and Bike	Install pedestrian crossing at uncontrolled locations (new signs and marking only)	P & B	25%	10	100%	High	Apply as need identified through crash analysis and intersection audit, starting with intersections identified as having a vehicle-pedestrian crash.
	NS21PB	Ped and Bike	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	P & B	35%	20	100%	Medium	
	NS22PB	Ped and Bike	Install Rectangular Rapid Flashing Beacon (RRFB)	P & B	35%	20	100%	Medium	
	NS23PB	Ped and Bike	Install Pedestrian Signal (including Pedestrian Hybrid Beacon "HAWK")	P & B	55%	20	100%	Low	
	Systemic Application of Low-Cost Countermeasures at Stop controlled intersections (FHWA - Proven Safety Countermeasures)	Operation / Warning	Double-up (left & right) oversized advance intersection warning signs (on major approach)	Fatal & Night	10% (Fatal) 15% (Night)	New Countermeasure from FHWA not included in current Caltrans HSIP guidance. Anticipate these will be included in future HSIP guidance documents for Cycle 11 based on on-going Caltrans SHSP update			As need is identified
		Operation / Warning	Enhanced Pavement markings that delineate through lane edge lines (on major approach)						
		Operation / Warning	Double-up (left & right) oversized advanced "Stop Ahead" intersection warning signs						
		Operation / Warning	Double-up on oversized stop signs						
		Operation / Warning	Retroreflective sheeting on sign posts						
		Operation / Warning	Review & update stop bar crossing conditions and locations						
		Operation / Warning	Remove vegetation, parking, and other obstructions that limit sight triangles at the intersection.						
		Operation / Warning	Double arrow warning sign at stem of T-intersections						

	No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity	Potential Applications for Chico
Signalized Intersections	-	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 the CA-MUTCD.
	S01	Lighting	Add intersection lighting	Night	40%	20	100%	Medium	Apply as needed to areas with insufficient lighting as identified through crash analysis and/or intersection audits.
	S02	Signal Modification	Improve signal hardware: lenses, back plates with retroreflective borders, mounting, size, and number	All	15%	10	100%	Very High	Apply as needed through inventory audit, starting with the top twenty highest crash intersections
	S03	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.
	S04	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
	S05	Signal Modification	Install Emergency Pre-emption systems	Emergency Vehicle	70%	10	100%	High	Apply as needed to signalized intersections on major arterials and primary emergency response routes.
	S06	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.
	S07	Signal Modification	Provide protected left-turn phase (left turn lane already exists)	All	30%	20	100%	High	
	S08	Signal Modification	Convert signal to mast-arm (from pedestal-mounted)	All	30%	20	100%	Medium	
	-	-	Install Flashing Yellow Arrow	-	-	-	-	-	
	S10	Operation / Warning	Install flashing beacons as advance warning (S.I)	All	30%	10	100%	Medium	As need is identified.
	S11	Operation / Warning	Improve pavement friction (High Friction Surface Treatments)	All	55%	10	100%	Medium	
	S18PB	Ped and Bike	Install pedestrian crossing (S.I)	P & B	25%	20	100%	High	As need is identified.
	S19PB	Ped and Bike	Pedestrian Scramble	P & B	40%	20	100%	High	As need is identified.
	S20PB	Ped and Bike	Install Advance stop bar before crosswalk (Bicycle Box)	P & B	15%	10	100%	Very High	As need is identified.
	S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	100%	Very High	

	HSIP No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity	Potential Applications for Chico
Roadways	R01	Lighting	Add Segment Lighting	Night	35%	20	100%	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	100%	Very High	As need is identified.
	R23	Operation / Warning	Install chevron signs on horizontal curves	All	40%	10	100%	Very High	Apply as needed to roadway curves with identified safety concerns.
	R24	Operation / Warning	Install curve advance warning signs	All	25%	10	100%	Very High	
	R26	Operation / Warning	Install dynamic/variable speed warning signs	All	30%	10	100%	High	Apply as needed to areas identified to have speed issues.
	R27	Operation / Warning	Install delineators, reflectors, and/or object markers	All	15%	10	100%	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	100%	Very High	Perform an audit, starting with the top ten crash corridors, to identify system-wide need and implement as resources available.
	R32PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High	Apply this strategy along local roadways in Chico, which are identified in the 2019 Chico Bike Plan as candidates for bicycle facilities, in order to construct new bike lanes in
	R33PB	Ped and Bike	Install protected bike lanes	P & B	45%	20	90%	High	
	R34PB	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	100%	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 in Chico 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 Chico Unified School District to incorporate into Physical Education curriculum.
Education	Pedestrian Safety	Conspicuity Enhancement	Provide retroreflective, bright colored, and fluorescent clothing to residents in the City of Chico and Chico State 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 Chico Unified 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. *Contingent upon available staff and funding for classroom / handout materials.*
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 safety 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	The City of Chico may 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. The City of Chico and Chico Unified School District may partner to pursue grant funding to conduct a comprehensive Safe Routes to School Program for all schools in the City or specific schools. Chico Jr High School and Marigold Elementary School may be prioritized due to high proximate crash trends and public comments.
Engineering, Enforcement	Pedestrian Safety	Pedestrian Safety Zones	Focus resources on select areas (South Campus, Downtown) where a significant number of pedestrian crashes have occurred in order to apply a targeted approach and create a greater overall reduction in crashes. In the South Campus area, recommendations from the South Campus Neighborhood Improvement Plan may comprise the majority of the engineering improvements which would be bolstered by an increase in enforcement contingent upon available Police staffing levels.

(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. *This recommendation is contingent on adequate staffing and budget within the City of Chico Traffic Division.*
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. *This recommendation is contingent on adequate staffing and budget within the City of Chico Traffic Division.*
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 (South Campus, Downtown, etc). *This recommendation is contingent on adequate staffing and budget within the City of Chico Traffic Division.*

Appendix E
Potential Project Packages

W. Sacramento Ave / Citrus Ave

Downtown Chico

Location Specific Projects

- Potential Roadway Segment Projects
- Potential Intersection Projects

Systemic Safety Project Locations

- Potential Systemic Road Segments
- Potential Systemic Intersections

Citywide Systemic Safety Project Locations

- Improve Signal Hardware
- Rapid Flashing Beacon
- Upgrade Intersection Pavement Markings

- Local Roads
- State Facilities
- City of Chico Boundary

0 0.5 1 2 Miles

HEADWAY TRANSPORTATION

Figure D-1

City of Chico Local Road Safety Plan
Appendix D
CSSP Projects and Potential LRSP Location Specific & Systemic Projects

	Reason for Inclusion	Primary Street	Secondary Street	Intersection Control	Fatals	Serious Injury	Other Crashes	Total	Average Crashes per Year	Annual Societal Impacts (2014 - 2019)	Total Interactive Map Votes	Strategy to Address location
Signalized Intersections	CF, F	Esplanade	East Ave	Signal	1	0	34	35	5.8	$ 2,662,387	1	Location Specific Project
	CF, F	E. 3rd Ave*	Mangrove Ave	Signal	1	1	18	20	3.3	$ 2,477,531	0	Location Specific Project
	CF, F	Walnut St	W 5th St	Signal	1	2	17	20	3.3	$ 2,432,328	0	CSSP
	CF, F	Main St	W. 8th St	Signal	1	1	12	14	2.3	$ 2,357,922	0	Location Specific Project
	CF, F	Skyway Rd	Forest Ave	Signal	1	0	19	20	3.3	$ 2,284,567	0	CSSP
	F	East Ave*	Marigold Ave	Signal	1	0	7	8	1.3	$ 2,097,327	5	Systemic
	F	Esplanade	11th Ave	Signal	1	0	0	1	0.2	$ 1,941,676	5	Esplanade Corridor Safety Improvement Project
	CF	Nord Ave / SR 32	W. Sacramento Ave	Signal	0	1	38	39	6.5	$ 891,623	0	Incorporate into Nord Avenue Segment project
	CF	Mangrove Ave	E. 9th Ave	Signal	0	3	24	27	4.5	$ 878,855	0	Systemic
	CF	E. 5th Ave	Mangrove Ave	Signal	0	1	37	38	6.3	$ 814,246	1	Systemic
	CF	Esplanade	1st Ave	Signal	0	0	31	31	5.2	$ 762,870	25	Esplanade Corridor Safety Improvement Project
	CF	Cohasset Rd	SR 99 NB Ramps	Signal	0	0	30	30	5.0	$ 589,068	2	Systemic
	CF	Forest Ave	E. 20th Street	Signal	0	0	25	25	4.2	$ 552,048	8	Incorporate into E. 20th St Segment project
	CF	Skyway Road	Notre Dame Blvd	Signal	0	0	24	24	4.0	$ 451,506	0	Systemic
	CF	Nord Ave*	W. 1st Ave	Signal	0	2	8	10	1.7	$ 399,013	0	Incorporate into Nord Avenue Segment project
	PC	Eaton Rd	Hwy 99 / Hicks Rd	Signal	0	0	14	14	2.3	$ 255,777	42	Eaton Rd / Hwy 99 Roundabout Design Project
	PC	Vallombrosa Ave	Camella Way / Memorial Way	Signal	0	0	9	9	1.5	$ 218,758	30	Chico Safe Routes to School Plan
	PC	Vallombrosa Ave	Mangrove Ave	Signal	0	0	12	12	2.0	$ 92,264	17	Systemic
			Signalized Intersection Sub-Total:		7	11	324	342				

**Within 1,000 Feet of Chico Unified School District*

Reason for Inclusion Key: ***CF - Crash Frequency, F - Fatal Crash, PC - Public Comment Hot Spot***

	Reason for Inclusion	Primary Street	Secondary Street	Intersection Control	Fatals	Serious Injury	Other Crashes	Total	Average Crashes per Year	Annual Societal Impacts (2014 - 2019)	Total Interactive Map Votes	Strategy to Address location
Unsignalized Intersections	F	W. Sacramento Ave	Cedar St	Stop Control (Pedestrian Crossing)	1	1	6	8	1.3	$ 2,213,266	23	CSSP
	F	E. Lassen Ave	Burnap Ave	Two-Way Stop	1	0	9	10	1.7	$ 2,122,863	1	CSSP
	F	State Highway 32	Yosemite Drive	Minor Street Stop (T-Intersection)	1	0	3	4	0.7	$ 2,015,778	0	Systemic
	F	7th Street	Chestnut St	Two-Way Stop	1	0	3	4	0.7	$ 1,981,754	0	Systemic
	F	W. 4th Ave*	Citrus Ave	Stop Control	1	0	2	3	0.5	$ 1,979,736	0	Systemic
	F	W. Sacramento Ave	Citrus Ave	Minor Street Stop (T-Intersection)	1	0	2	3	0.5	$ 1,979,736	0	Systemic
	F	Cohasset Rd	Thorntree Dr	Two-Way Stop	1	0	2	3	0.5	$ 1,967,212	2	CSSP
	F	E. 9th St	Wall St	Two-Way Stop	1	0	3	4	0.7	$ 1,947,730	0	Systemic
	F	Eaton Rd	Morseman Ave	Minor Street Stop (T-Intersection)	1	0	1	2	0.3	$ 1,943,694	0	Systemic
	F	Holly Ave	Mission Ranch Blvd	Stop Control	1	0	1	2	0.3	$ 1,943,694	0	CSSP
	F	E. Lassen Ave	SR 99 (Bike Path)	Unsignalized Pedestrian Crossing (RRFB)	1	0	0	1	0.2	$ 1,941,676	4	Systemic
	F	W. 8th Ave	Citrus Ave	Two-Way Stop	1	0	0	1	0.2	$ 1,941,676	0	Systemic
	PC	E. 1st Ave	Oleander Ave	Two-Way Stop	0	0	18	9	1.5	$ 347,759	21	Systemic
	PC	Floral Ave	Manzanita Ave	Stop Control	0	0	3	9	1.5	$ 61,162	14	Systemic
		Unsignalized Intersection Sub-Total:			12	2	40	54				
				Total:	19	13	364	396				

**Within 1,000 Feet of Chico Unified School District*
Reason for Inclusion Key: ***CF - Crash Frequency, F - Fatal Crash, PC - Public Comment Hot Spot***

POTENTIAL INTERSECTION PROJECT: ESPLANADE AT EAST AVENUE

Existing Conditions and Project Need: This intersection scored the highest in the Annual Societal Impacts with 35 total crashes including one fatality. The majority of crashes were broadside, rear-end and side-swipe. Three crashes involved a pedestrian; at least two of those crashes occurred outside daylight hours. Public comments at this intersection highlighted safety concerns regarding red light runners and potential safety issues surrounding the use of the commercial driveway immediately northeast of the intersection of East Avenue. The left-turn outbound movement from this driveway may result in potential conflicts and may warrant review by the City.

Exhibit 1. Looking east on East Ave across Esplanade (Headway Transportation, 2021)

Site visits indicated several potential safety concerns including:

- No Stop bars in advance of crosswalks
- Crosswalks that could be enhanced
- Additional signal heads for the dual lefts would enhance visibility

FHWA Risk Factors

- Pavement condition and friction
- Number of signal heads vs. number of lanes
- Pedestrian crosswalk presence, crossing distance, signal head type

Project Description: A potential project could include countermeasures to improve striping, roadway surface and signal head visibility and signal timing parameters (if applicable). This project could be implemented partially or fully as funds are available. Many components have HSIP funding eligibility and systemic applications.

Exhibit 2. Looking northeast across Esplanade / East Ave intersection (Headway Transportation, 2021)

Potential HSIP countermeasures, crash reduction factors, HSIP eligibility and systemic opportunities are included in **Table 1.**

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life	HSIP Funding	Systemic Approach
S02	Signal Modification	Improve signal hardware: lenses, back plates with retroreflective borders, mounting, size, and number	All	15%	10	100%	Very High
S03	Signal Modification	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
S05	Signal Modification	Install Emergency Pre-emption systems	Emergency Vehicle	70%	10	100%	High
S09	Operation / Warning	Install raised pavement markers and striping (through intersection)	All	10%	10	100%	Very High

Table 1. Potential HSIP Countermeasures at East Ave / Esplanade intersection

Countermeasure Potential Application:

Improve Signal Hardware (S02): Adding an additional left turn signal head to increase visibility; however, this implementation may include new or modified mast arms.

Improve Signal Timing (S03): The nature of the frequent crash types indicate that signal timing phasing, timing and clearance intervals may be a contributing factor. The signal timing parameters should be reviewed and modified if needed**.**

Install Emergency Vehicle Pre-emption systems (S05): There were no emergency vehicle involved crashes at this intersection, however, both Esplanade and East Ave serve as major routes for emergency vehicles. Reducing any potential delay to emergency services may help save lives in terms of vehicle crashes and other emergency situations. The City is currently piloting Emergency Vehicle Pre-emption along the Esplanade corridor between 11th Ave and Legion Ave. If the results from that pilot project are positive for the City of Chico, they may consider adding additional pre-emption systems across the City.

Install raised pavement markers and striping through intersection (S09): Striping improvements could include enhancing the crosswalks to the continental style for increased visibility and adding stop bars. While the field visit indicated that other striping at the intersection appeared new, any worn or faded striping at the time of implementation should be improved.

Exhibit 3. Example of Continental Style crosswalk for increased visibility (NACTO).

POTENTIAL INTERSECTION PROJECT: E. 3RD AVE & MANGROVE AVE

Existing Conditions and Project Need: This intersection scored the second highest in the Annual Societal Impacts with nineteen total crashes, including one fatal and one serious injury crash. The majority of crashes were broadside and rear-end. The fatal crash involved a pedestrian. Approximately 26% of all crashes involved alcohol impairment. Public comments surrounding this intersection focused on the lack of bicycle facilities currently on Mangrove Avenue.

Exhibit 4. Looking westbound from 3rd Ave across Mangrove Ave (Headway Transportation, 2021)

Site visits indicated several potential safety concerns including:

- No Stop bars in advance of crosswalks on 3rd Ave or Mangrove Ave,
- Worn crosswalk standard crosswalk striping,
- Traffic signal hardware is undersized and outdated,
- Pedestal mounted signal head on 3rd Ave approach,
- No overhead lighting on eastbound 3rd Ave approach,
- Commercial driveway on westbound 3rd Ave approach offset distance may create hazards,
- 3rd Avenue lacks sidewalks east of Mangrove Ave.

FHWA Risk Factors

- Presence of lighting
- Number of signal heads vs. number of lanes
- Presence of backplates
- Pedestrian crosswalk presence, crossing distance, signal head type
- Pavement condition and friction
- Driveway presence, design, and density

Exhibit 5. Looking northbound from Mangrove Ave across 3rd Ave (Headway Transportation, 2021)

Project Description: A potential project could include countermeasures to improve striping, roadway surface and signal head visibility and signal timing parameters (if applicable). Intersection lighting levels may be adjusted to meet FHWA lighting standards. This project could be implemented partially or fully as funds are available. Many components have HSIP funding eligibility and systemic applications.

Potential HSIP countermeasures, crash reduction factors, HSIP eligibility and systemic opportunities are included in **Table 2**.

Table 2. Potential HSIP Countermeasures for Mangrove Ave / 3rd Ave intersection

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity
S01	Lighting	Add intersection lighting	Night	40%	20	100%	Medium
S02	Signal Modification	Improve signal hardware: lenses, back plates with retroreflective borders, mounting, size, and number	All	15%	10	100%	Very High
S03	Signal Modification	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
S05	Signal Modification	Install Emergency Pre-emption systems	Emergency Vehicle	70%	10	100%	High
S08	Signal Modification	Convert signal to mast-arm (from pedestal-mounted)	All	30%	20	100%	Medium
S09	Operation / Warning	Install raised pavement markers and striping (through intersection)	All	10%	10	100%	Very High
S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	100%	Very High

Countermeasure Potential Application:

Add intersection lighting (S01): The nighttime site visit identified the eastbound 3rd Ave approach crosswalk as a low lighting area. An engineering study to review lighting levels based on FHWA guidance may be conducted in order to identify and address potential lighting deficiencies.

Improve Signal Hardware (S02): These countermeasures may include upgrading existing pedestal mounted signals to mast arms; adding retroreflective backplates and updated signal heads; adding a signal head on Mangrove Ave approaches to match number of thru lanes; and adding a left turn signal head to increase visibility and consider a flashing yellow arrow configuration.

Improve Signal Timing (S03): The nature of the frequent crash types (broadside & rear-end) indicate that signal timing phasing, timing and clearance intervals may be a contributing factor. The signal timing parameters should be reviewed and modified if needed**.**

Install Emergency Vehicle Pre-emption systems (S05): There were no emergency vehicle involved crashes at this intersection, however, Mangrove Ave serves as a primary route for emergency vehicles. Reducing any potential delay to emergency services may help save lives in terms of vehicle crashes and other emergency situations. The City is currently piloting Emergency Vehicle Pre-emption along the Esplanade corridor. If the results from that pilot project are positive for the City of Chico, they may consider adding additional pre-emption systems across the City.

Convert signal to mast-arm (from pedestal-mounted) (S08): Upgrading existing pedestal mounted signal heads on 3rd Ave to mast-arm installations may improve visibility of the signal and better alert drivers of the upcoming intersection.

Install raised pavement markers and striping through intersection (S09): Striping improvements could include enhancing the crosswalks to the continental style for increased visibility and adding stop bars. The field visit indicated that intersection striping at this location including stop bars and crosswalks were significantly worn.

Modify signal phasing to implement a Leading Pedestrian Interval (LPI) (S21PB): Due to a fatal pedestrian crash at this location, pedestrian visibility may be a contributing factor. This countermeasure provides pedestrians additional time to cross and be seen by vehicles at the intersection.

POTENTIAL INTERSECTION PROJECT: 8TH ST & MAIN ST

Existing Conditions and Project Need: This intersection scored the third highest of all identified intersections not addressed by the CSSP based on Annual Societal Impacts. There were fourteen total crashes, including one fatal and one serious injury crash at this intersection between 2014 - 2019. A total of nine crashes at this intersection (64%) were broadside or rear-end. Pedestrian / Vehicle crashes comprised over 28% of all crashes at this intersection and 100% of the fatal and serious injury crashes. All pedestrian crashes occurred during dark or dusk lighting levels.

Site visits indicated several potential safety concerns including:

- No pedestrian signal heads or push buttons available,
- Signal timing is not supportive of pedestrian crossing speeds and can result in pedestrians still in the intersection as the signal phase changes,
- Intersection lighting at the northern and southern corners is lacking.

FHWA Risk Factors

- Presence of lighting
- Pedestrian crosswalk presence, crossing distance, signal head type
- Number of signal heads vs. number of lanes
- Pavement condition and friction

Project Description: A potential project could include countermeasures to improve crosswalk striping, roadway surface and signal timing parameters (if applicable). Pedestrian push buttons and countdown signal heads may improve pedestrian safety and prevent pedestrians from being caught in the crosswalk. Additionally, signal timings can be modified to allow for a Leading Pedestrian Interval (LPI) when the pedestrian push button is activated. Intersection lighting levels may be adjusted to meet FHWA lighting standards. This project could be implemented partially or fully as funds are available. Because 8th Street is a state-owned roadway, this project will require close coordination with Caltrans, District 3. Many components have HSIP funding eligibility and systemic applications. Potential HSIP countermeasures, crash reduction factors, HSIP eligibility and systemic opportunities are included in **Table 3.**

Exhibit 6. Looking northbound from Main Street across 8th Street. Pedestrian push buttons and countdown timers are not present. (Headway Transportation, 2021)

Table 3. Potential HSIP Countermeasures for Main St / W. 8th St

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity
S01	Lighting	Add intersection lighting	Night	40%	20	100%	Medium
S03	Signal Modification	Improve signal timing (coordination, phases, red, yellow, or operation)	All	15%	10	50%	Very High
S05	Signal Modification	Install Emergency Pre-emption systems	Emergency Vehicle	70%	10	100%	High
S17PB	Ped and Bike	Install pedestrian countdown signal heads	P & B	25%	20	100%	Very High
S21PB	Ped and Bike	Modify signal phasing to implement a Leading Pedestrian Interval (LPI)	P & B	60%	10	100%	Very High

Countermeasure Potential Application:

Add intersection lighting (S01): The nighttime site visit identified the southeast corner of the intersection as a low lighting area. An engineering study to review lighting levels based on FHWA guidance may be conducted in order to identify and address potential lighting deficiencies.

Improve Signal Timing (S03): The nature of the frequent crash types indicate that signal timing phasing, timing and clearance intervals *may* be a contributing factor. The signal timing parameters should be reviewed and modified if needed**.**

Install Emergency Vehicle Pre-emption systems (S05): There were no emergency vehicle involved crashes at this intersection, however, Main Street and 8th Street both serve as important routes for emergency vehicles. Reducing any potential delay to emergency services may help save lives in terms of vehicle crashes and other emergency situations. The City is currently piloting Emergency Vehicle Pre-emption along the Esplanade corridor between 11th Ave and Legion Ave. If the results from that pilot project are positive for the City of Chico, they may consider adding additional pre-emption systems across the City.

Install raised pavement markers and striping through intersection (S09): Striping improvements could include enhancing the crosswalks to the continental style for increased visibility.

Install Pedestrian Push Buttons and Countdown Signal Heads (S17PB): Installation of these safety measures may help pedestrians cross the roadway with sufficient time and prevent pedestrians from being caught in the intersection as the signal phase changes.

Modify signal phasing to implement a Leading Pedestrian Interval (LPI) (S21PB): Due to both a fatal and serious injury pedestrian crash at this location during dark or dusk lighting conditions, pedestrian visibility is likely a contributing factor. This countermeasure provides pedestrians additional time to cross once the pedestrian push button is activated. Providing pedestrians with a head start to cross before vehicles receive a green light helps to make pedestrians more visible to drivers.

POTENTIAL ROADWAY SEGMENT PROJECT: NORD AVENUE (W. 1ST ST TO W. LINDO AVE)

Existing Conditions and Project Need: This roadway segment had a total of 32 crashes from 2014 – 2019 with one fatal and two serious injury crashes. Nearly half of all crashes (47%) along this corridor were Rear-end type crashes and 28% were Broadside type crashes. These crash types are most typical at intersections which indicates that Nord Avenue may have issues with access management, site distance at driveways, and speeding. Additionally, crashes along the corridor are concentrated around the W. Sacramento Ave intersection which indicates that congestion around this split intersection may contribute to the frequency of rear-end crashes. In lieu of a complete intersection redesign, which would be prohibitively expensive, operational enhancements would likely have significant safety benefits surrounding this intersection.

Potential safety concerns observed during the virtual review of the corridor include:

- Worn striping
- Dense intersections and driveways spacing, particularly on the south side
- Trees on the side of the road
- Intermittent sidewalks north of W. 8th Ave
- No bicycle facility terminates at W. 8th Ave

FHWA Corridor Risk Factors

- Pavement condition and friction
- Roadside or edge hazard rating (potentially including sideslope design)
- Driveway presence, design, and density
- Presence of shoulder or centerline rumble strips

Project Description: A potential project could include conducting an engineering lighting evaluation, installing edge-lines, centerlines, dynamic / variable speed warning signs, delineators, reflectors, and object markers, addressing sidewalk gaps, and removing foliage and other objects in the clear zone. Potential HSIP countermeasures, crash reduction factors, HSIP funding eligibility, and systemic opportunities are included in **Table 4**.

Table 4. Potential HSIP Countermeasures for Nord Ave (W. Lindo Ave to W. 1st St)

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity
R01	Lighting	Add Segment Lighting	Night	35%	20	100%	Medium
R02	Remove / Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R26	Operation / Warning	Install dynamic/variable speed warning signs	All	30%	10	100%	High
R27	Operation / Warning	Install delineators, reflectors, and/or object markers	All	15%	10	100%	Very High
R28	Operation / Warning	Install edge-lines and centerlines	All	25%	10	100%	Very High
R32PB	Ped and Bike	Install bike lanes	P & B	35%	20	90%	High
R34PB	Ped and Bike	Install sidewalk / pathway (to avoid walking along roadway)	All	80%	20	90%	Medium

Add Segment Lighting (R01): A engineering study to review lighting levels based on FHWA guidance may be conducted in order to identify and address potential lighting deficiencies along the corridor.

Install dynamic / variable speed warning signs (R26): Based on the high frequency of rear-end and broadside crashes, speed is likely a contributing factor to crashes along the corridor. Alerting drivers to their speed may help reduce excessive speeds.

Install delineators, reflectors, and / or object markers (R27): Identifying roadside hazards and highlighting roadway striping by using reflectors can help reduce hit-object crashes and make lane markings more visible during nighttime and precipitation events.

Install edge-lines and centerlines (R28): Worn centerlines and edge lines were observed throughout the City and observed on Nord Ave during the virtual review. The field review will verify the need for this countermeasure.

Install sidewalk / pathway (to avoid walking along roadway) (R34PB): Sidewalk is intermittent along Nord Avenue between W. Sacramento Ave and Lindo Ave. Without a sidewalk, pedestrians must walk along side or within the roadway. Creating a sidewalk significantly reduces the potential for a pedestrian crash along this roadway segment.

Install bike lanes (R32PB): The Chico Bike Plan (2019) recommended a Class II Bicycle Facility on Nord Ave from W. Sacramento Ave to Lindo Ave. Bike lanes would provide dedicated space for bicyclists to travel along Nord Ave and may help reduce vehicle speeds along the corridor through reduced travel lane widths.

POTENTIAL ROADWAY SEGMENT PROJECT: 20TH ST (FRANKLIN ST TO HUNTINGTON DR)

Existing Conditions and Project Need: This intersection had the third highest societal impacts per mile and ranked high for crashes per mile at 18. One fatal crash occurred. Most crash types were broadside indicating intersections or driveways were contributing factors. Several side swipe, rear-end and wrong-side-of-road crash types occurred. The roadway segment had 20 public comments or votes indicating there are concerns about red light running at E. 20th Street / Forest Ave and bicycle safety on the SR 99 overpass. This roadway is an arterial with many densely spaced intersections and driveways which currently has worn striping in some sections. Several curves exist in this section, and trees in the located in the median and on the side of the road.

FHWA Corridor Risk Factors

- Horizontal curve density
- Roadside or edge hazard rating (potentially including sideslope design)
- Driveway presences, design, and density

Project Description: A potential project could include evaluating the roadway curves for site distance, intersections near or in the curves, curve warning signs and clear zone. Due to the high number of intersections and driveways along this corridor, the evaluation could include an assessment of access management, foliage and other objects in the clear zone and areas of worn striping. Potential HSIP countermeasures, crash reduction factors, HSIP funding eligibility, and systemic opportunities are included in **Table 5**.

Table 5. Potential HSIP Countermeasures for 20th St (Franklin St to Huntington Dr)

No.	Type	Countermeasure Name	Crash Type	CRF	Expected Life (Years)	HSIP Funding Eligibility	Systemic Approach Opportunity
R02	Remove / Shield Obstacles	Remove or relocate fixed objects outside of Clear Recovery Zone	All	35%	20	90%	High
R23	Operation / Warning	Install chevron signs on horizontal curves	All	40%	10	100%	Very High
R24	Operation / Warning	Install curve advance warning signs	All	25%	10	100%	Very High
R27	Operation / Warning	Install delineators, reflectors, and/or object markers	All	15%	10	100%	Very High
R28	Operation / Warning	Install edge-lines and centerlines	All	25%	10	100%	Very High

Remove or relocate fixed objects outside of Clear Recovery Zone (R02): Eliminating potential roadside hazards may reduce the severity of lane departure type crashes and help improve visibility at intersections and driveways along the corridor.

Install chevron signs / curve advance warning signs on horizontal curves (R23/24): Providing sufficient advanced warning and signage along curves in the road may help reduce the severity and frequency of corridor crashes.

Install delineators, reflectors, and / or object markers (R27): Identifying roadside hazards and highlighting roadway striping by using reflectors can help reduce hit-object crashes and make lane markings more visible during nighttime and precipitation events.

Install edge-lines and centerlines (R28): Worn centerlines and edge lines were observed throughout the City and observed on E. 20th St during the virtual review. The field review will verify the need for this countermeasure.

Appendix F
FHWA Systemic Safety Risk Factors

APPENDIX F: FHWA RISK FACTORS

The Federal Highway Administration (FHWA) identified potential risk factors for systemic safety projects in the *Systemic Safety Project Selection Tool*[1] and represent the roadway characteristics which most contribute to crashes on our roadways based on FHWA analysis. More information on the risk factors included in this list is available in the FHWA *Systemic Safety Project Selection Tool* document.

Roadway and Intersection Features

- Number of lanes
- Lane width
- Shoulder surface width and type
- Median width and type
- Horizontal curvature, superelevation, delineation, or advance warning devices
- Horizontal curve density
- Horizontal curve and tangent speed differential
- Presence of a visual trap at a curve or combinations of vertical grade and horizontal curvature
- Roadway alignment
- Pavement condition and friction
- Roadside or edge hazard rating (potentially including sideslope design)
- Driveway presence, design, and density
- Presence of shoulder or centerline rumble strips
- Presence of lighting
- Presence of on-street parking
- Intersection skew angle
- Intersection traffic control device
- Number of signal heads vs. number of lanes
- Presence of backplates
- Presence of advanced warning signs
- Intersection located in or near horizontal curve
- Presence of left-turn or right-turn lanes
- Left-turn phasing
- Allowance of right-turn-on-red
- Overhead versus pedestal-mounted signal heads
- Pedestrian crosswalk presence, crossing distance, signal head type

[1] https://safety.fhwa.dot.gov/systemic/fhwasa13019/sspst.pdf

Traffic Volumes

- Average daily traffic volumes
- Average daily entering vehicles
- Proportion of commercial vehicles in traffic stream

Other Features

- Posted speed limit or operating speed
- Presence of nearby railroad crossing
- Presence of automated enforcement
- Adjacent land use type (e.g. schools, commercial, or alcohol sales establishments)
- Location and presence of bus stops