



South Campus Neighborhood Project

Character & Potential

REPORT

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Anthropology 113: Human Cultural Diversity | Spring 2016
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The South Campus Neighborhood Project

The South Campus Neighborhood Project is an award-winning neighborhood improvement planning effort coordinated by the Resilient Cities Initiative at California State University, Chico and the Public Works-Engineering Division at the City of Chico, CA. The project is focused on the public rights-of-way in Chico, California's South Campus Neighborhood, a six by seven square-block area bound by 2nd Street to the North, 9th Street to the South, Orange Street to the West and Salem Street to the East. Immediately adjacent to both downtown Chico and the University, it is Chico's oldest residential neighborhood and was laid out by the town's founder, John Bidwell, in the 1860's.

The neighborhood today is densely populated with university students and is also home to a number of small businesses, restaurants, bars, churches, community organizations, a school, a fire station, a police station, a railway station and transit center. Given its location, population and mixed uses, the neighborhood faces a unique set of circumstances and challenges. This three-year project aims to assess existing conditions and to develop and refine neighborhood improvement concepts to address a range of identified issues. The neighborhood improvement planning process is focused on concepts for complete streets and public works that will enhance public health and safety, quality of life, sense of place and environmental sustainability.

➤ *More information can be found online at <http://scnpchico.com/>*

City of Chico Public Works-Engineering

The overall Mission, Vision and Goal of the City of Chico Public Works Department is to provide the best possible Quality of Life through our abilities to protect, plan, construct and maintain the physical assets of the City. This is achieved through teamwork, integrity, professionalism, innovation, respectful customer service, value to the citizens of Chico, accountability and stewardship of the City's infrastructure and public resources. We serve the public in a manner that supports the rich heritage of Chico, as well as progressing into future improvements desired by the community in a sustainable manner. We continue to look for new technology that assists in meeting these goals so that we can operate at the most efficient level and continue to be at the leading edge of modern standards.

Our Mission, Vision and Goals include ensuring public safety through detail oriented and strategic improvements to mitigate unsafe operation and use of our Public property; Providing safe, sustainable, integrated and efficient transportation systems to enhance the City of Chico's economy and livability for all modes of transportation; Efficiently and effectively providing a reliable, sustainable and cost effective sanitary sewer and storm water collection system for our residents and businesses in-line with our overall Mission and Vision. We are stewards of the natural environment and through responsible practices, we construct and maintain our natural environment to the highest of standards. We will continue to make the City of Chico a leader in sustainable and clean practices so that our residents can experience the quality of life that is desired for an infinite length of time.



The Resilient Cities Initiative

The Resilient Cities Initiative (RCI) is an interdisciplinary university-community partnership program established by the Institute for Sustainable Development at California State University, Chico in 2016. The RCI connects real-world community sustainability projects – identified and funded by partner agencies – with faculty expertise and student innovation from departments and disciplines across the University’s academic colleges. The RCI recruits partner agencies through a competitive selection process and matches projects with existing courses across the university’s curricula. Partner agencies are able to harness incredible momentum for their projects in large part because the partnership is realized on a bigger scale than more typical one-off university-community projects. Faculty are able to opt-in and augment their existing curriculum with real-world projects that have been identified, funded and supported by the leadership and staff of the partner agency – ultimately delivering their students’ work for consideration and implementation.

The RCI is a member of the Educational Partnerships for Innovation in Communities (EPIC) Network, a nationwide network of over 25 universities that have replicated the highly successful Sustainable City Year Model that was established at the University of Oregon in 2009. The model is based on university-community partnerships with a defined geographic and temporal scope, focused on advancing sustainability and the social good, leveraging the multidisciplinary knowledge and capacity of the university to ‘move the needle’ on pressing community issues. The RCI directly engages hundreds of CSU, Chico students each academic year, providing impactful opportunities for them to put theory to practice in their own community and region, connecting them with decision-makers in practitioners in their fields of study, and helping develop the next generation of workforce professionals and leaders.

Course Participants

Anthropology 113: Human Cultural Diversity | Spring 2016 | Dr. David Eaton

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Executive Summary

In this report we ask several questions:

- *What characterizes this neighborhood today?*
- *What are its strengths and problems?*
- *How do stakeholders understand and experience it? What are their suggestions for improvement?*
- *What priorities might the city have for preservation and further development?*

Our answers are based on our own research, and on questionnaires and walking street audits completed by students in Anthropology 113 at CSU, Chico in the spring of 2016.

First, a **mature urban forest** adds profoundly to the quality of experience in much of the neighborhood, and has been cultivated as a unique and highly-valued attribute of Chico throughout its history as a town. Where tree cover is lacking, however, streetscapes can feel bleak and blasted even where design is good, especially in summer heat. Drought, climate change, and budget challenges threaten this vital resource moving forward.

Second, **the neighborhood has “good bones”**: a *highly walkable grid of short blocks with wide streets*, laid out more than a century ago. As use and density continue to intensify over time, this gives the neighborhood *great potential for improved pedestrian and bicyclist experience, safety, and convenience* in its connections with the adjacent university, commercial, and residential neighborhoods. The wide streets mean improvements such as redesigned intersections, “Complete Streets”, protected bike lanes, and parklets can be made with little impact to overall car traffic volume. Many surface carparks offer space for infill and enhancement over time.

Further, **older historic buildings** along many streets make the area a mostly-pleasant treasure-house of Chico's history, with varied housing and other building stock that can support a large range of potential local micro-futures. The neighborhood is enlivened by a **diverse mix of uses** that— through connections as well with adjacent neighborhoods – provide residents and users with a remarkable range of facilities,

services, experiences, and opportunities. The neighborhood is **used daily** not only by its **residents**, who are disproportionately students of California State University of Chico (CSUC or Chico State), but also by thousands of commuters to and from the university campus, and by many hundreds, if not thousands, of **employees, clients, customers, students, and churchgoers** at its numerous other institutions.

Street life varies sharply by sub-neighborhood. In the northeast, higher dwelling density, along with proximity to both university and downtown, make for heavy street use at most hours. In the southwest, with light industry along the rail tracks and CA Highway 32, streets are largely deserted at night. In between are a range of other sub-neighborhoods discussed further below. Of potential for near-term enhancement are aspects of *West 2nd Street* and stretches of *Orange and Cherry Streets*, underdeveloped in street amenities and yet within close proximity to many important services and institutions, including the rail station. Much of *West 6th and West 7th Streets* also lack good lighting and well-marked intersections, and are uneven in quality and maintenance of sidewalks and buildings.

Among stakeholders surveyed, the **most-liked aspect** of the neighborhood was overwhelmingly the **beautiful trees** for which Chico has long been known. Tree crowns and canopies shade and cool sidewalks and streets, making even mediocre settings pleasant for residents and passersby. Second most liked: **the neighborhood's walkability**. The "short blocks and condensed feel" make it "easy to navigate", with the streets "all connected" in a compact, bounded, and knowable place. *Third* most often mentioned were the **buildings**, especially many of the better-kept older houses, with their beauty, diversity, history, character, and authenticity. Generally, students preferred areas *with trees* and those *closer to campus*, liking West 2nd Street and north Salem Street especially, as well as West 5th & Ivy Streets (although 5th & Ivy also has its detractors).

The **least-liked aspects** of the neighborhood were the **dangers from car traffic**. Noted in this regard were *lack of bike-friendly infrastructure, poorly-marked crosswalks, and problematic yield-signed intersections*. *Poor street lighting* on some streets adds also to the **dangers of crime** noted explicitly by



some respondents. Respondents also noted *poor sidewalk maintenance* in the south and west, and *poorly-maintained buildings and yards* with garbage in some areas.

Better infrastructure for bicyclists and pedestrians is a top priority. Among stakeholders surveyed, **protected bike lanes** were the highest-ranked option out of 23 choices as *most desirable* to “best enhance” the neighborhood, with the second-highest being “**Complete Streets**” (streets that safely support all modes of travel). *Pedestrianized street(s)* and *secure bike parking* were also in the top six (after *places to sit and more public art/murals*), with “more cars” and “more parking spaces” ranked at the bottom of the list. *Adding bike lanes* was also the most common suggestion for improving the neighborhood, with students calling for the *prioritization of pedestrians* as well. Respondents also suggested the city *improve street design, improve sidewalks, reduce or change car parking, make intersections safer, calm traffic, and add trees*. For bicyclists, recent investments in green-paint bike lanes along West 2nd Street are appreciated, and Salem Street has unprotected side lanes with painted bike “sharrows.” Otherwise *no effective bicycle infrastructure exists* in the neighborhood, although Chestnut, West 7th, and Ivy Streets have a few signs saying they are bike routes.

Ivy Street is especially poorly suited to this, as reported “*clutter*”, “*chaos*”, and through traffic make it particularly problematic for cyclists and pedestrians alike. Described as “crowded” and “stressful”, students asked it be made *cleaner and safer*. On **Orange Street**, students called for *adding lights, businesses, pedestrian support, and bike lanes*. On **Hazel Street**, students asked that *car speeds be reduced, driving laws enforced, and crosswalks and stop signs added*. There was a suggestion to make **Chestnut Street** solely for pedestrians and cyclists. More generally, in “**deep streets**” of the south and west such as West 6th, West 7th, Orange, and Cherry Streets, respondents called especially for *more lights and redesigned intersections, including better crosswalks*. **West 8th and West 9th Streets** (CA Hwy 32) need safer crossings as well, and are seen as mostly anti-pedestrian, unpleasant, and dangerous.

Danger from car traffic for pedestrians and bicyclists is clear. A college student pedestrian was killed by a car in 2015 at West 7th and Chestnut Streets, following two Chico college student bicyclist deaths in

2013, also from cars. Most feared are West 8th and West 9th Streets, with Ivy and Hazel Streets also singled out. The neighborhood has hosted the densest local cluster of bicycle collisions in the past ten years outside of the downtown core.

For increased safety for pedestrians and cyclists in the neighborhood, all top eight preferred priorities (of 23 total) involved *enhanced infrastructure of the streets themselves* (rather than changed regulation, law enforcement, surveillance, or pedestrian and cyclist behavior or education). All these choices focus on *design that includes and protects pedestrians and cyclists through bike lanes, “Complete Streets”, crosswalk enhancements, and street lights* (including embedded crosswalk lights). Following these were three priorities that emphasize *changed relative traffic volume* through *less car traffic and more foot and bike circulation*, to reduce chances of traffic injury as well as vulnerability to crime. The next-ranked choice, “more cyclist lights and reflective gear”, also focused on non-motor-vehicle mobility.

Safety from crime is also a serious concern of stakeholders surveyed, especially at night on **Orange, south Cherry, and along West 6th and West 7th Streets**. *Better lights* in this area were called for by respondents, including possibly a “Blue Light Emergency Phone” system like that on campus. In the long run, also of advantage along Orange and Cherry Streets would be *more residences, evening businesses, perhaps a grocery store, more foot and bicycle traffic, and more “eyes on the street”*, in part through safer and more pleasant connections across the train tracks to businesses and residences along Walnut Street (CA Hwy 32).

Walking was by far the most common mode of travel overall through the neighborhood, as a majority of students reported *living one mile or less* from the campus. After this, reported **car travel** was about *three times* that of bicycle travel. *Car parking alone* was more than twice as frequent as cycling, although few students reported paying any significant charge for it. **Bus travel** through the neighborhood was also reported as more frequent than **bicycle travel** (though only about half as often as car travel), even though most students live close to campus.



More students reported owning a car or truck over a bicycle, despite this being far more costly, although a large majority of respondents said they would bicycle more if there were protected pleasant bike lanes and more secure bike parking. Of those owning bicycles, less than half reported owning a helmet or front light, and only about a third owned a rear light, with reflective tape and/or clothing rarely reported.

There is ***great potential for increased bicycling*** in the neighborhood, as well as ***enhancement of pedestrian safety and convenience***, and a corresponding reduction in dependence on cars and in land and street use for car parking. The wide streets can accommodate “*Complete Street*” ***enhancements***, with what could be landmark bicycle- and pedestrian-friendly boulevards. Bicycle commuting and shopping would be made safer and cheaper by ***more secure bike parking***. New facilities and development can be focused in abundant open space presently used for car parking lots. Not only do student respondents overwhelmingly support these priorities, they are ***fully consonant with recent legislation, reports, guidelines, and revised standards*** across the State of California and within Chico itself. Such measures can serve also to enhance property values and business activity in the neighborhood and nearby commercial districts as well as ***improve health and safety while reducing costs, inequality of access, danger of injury and death, noise, pollution, and carbon emissions.***

Many students further expressed desires for ***more places to sit and places to gather***, including places where people who don’t drink can go at night. Also wished for is ***more public art and murals, more parks and parklets, more gardens and planters, wider sidewalks, and more trees*** in some areas. Additionally proposed are ***food carts, cafés, a grocery store, a basketball court, trash bins, and camera-surveilled bike racks***. Please see the full report, below, for much more detail and fuller interpretation of these questionnaire data, and discussion of the findings in relation to city, county, and state planning priorities.

Following this, please see the ***extensive maps*** documenting the separate ***walking street audits*** conducted by students to evaluate all fifteen streets in the neighborhood. In these maps, we display how ***every intersection and each mid-block location*** (on each side of each street) was ranked for quality on

several measures by students conducting first-hand assessment. Areas of concern include parts of *Ivy and Orange Street*, specifically with the poor lighting south of *West 5th Street*. Also of concern are parts of *West 2nd and West 3rd Streets*, with its “broken teeth” of bare carpark lots that extend to *Cherry Street from _____*), as well as parts of West 8th and West 9th Streets with their high-speed traffic. Additionally, there is the problematic poorly-marked, poorly-lit stretches of West 6th and West 7th Streets.

Following these street audit maps are **fifteen single-page street reports**, one for each street. Each summarizes assessment and recommendations for the street, and aligns detailed comments about each specific location along the length of a Google Map image of the street itself. A set of single-page **visual reports** presents highlights of main streets as seen in photographs from street level. The report’s **conclusions** discuss the opportunities to reimagine the quality of life and flow of people in this neighborhood, and is followed by acknowledgements, references to relevant literatures, and appendices.

The South Campus Neighborhood



Introduction

Chico's South Campus Neighborhood (SCN), from West 2nd to West 9th Streets and from Salem to Orange Streets, is a key part of the city's metropolitan core. This eight-by-seven block area lies amidst Chico's most historic, diversely-used, and dense neighborhoods. Looking forward, the neighborhood has unique attributes that can support planning for enhanced infrastructure, safety, sustainability, and range of services and institutions.

First, the neighborhood has "good bones": a *highly walkable grid* of **short blocks with wide streets**, laid out more than a century ago. As use and density continue to intensify over time, this gives the neighborhood *great potential for improved pedestrian and cyclist experience, safety, and convenience* in its connections with adjacent university, commercial, and residential neighborhoods. The wide streets mean enhancements, such as redesigned intersections, "Complete Streets", protected bike lanes, and parklets, can be made with little impact on overall car traffic volume. Automobile use is currently well-supported through numerous car parking spaces, lots, and structures.

A **mature urban forest** adds profoundly to the quality of experience in much of the neighborhood, and has been cultivated as a unique and highly-valued attribute of Chico throughout its history as a town. Tree crowns and canopies shade and cool sidewalks and streets, making even mediocre settings pleasant for residents and passersby. Where tree cover is lacking, however, streetscapes can feel bleak and blasted even where design is good, especially in summer heat.

The **older historic buildings** along many streets make the area a well-stocked and mostly-pleasant treasure-house of Chico's history that – through its connections with adjacent neighborhoods – provides residents and users with a remarkable range of facilities, services, experiences, and opportunities.

The study area presently hosts a **diverse mix of uses**, including many residences (in both small and large houses, including fraternity and sorority houses, and in apartment complexes), but also significant blocks of businesses, offices, and light industry, as well as a bus and train depot, many parking lots, several

churches, a K-8 school (Notre Dame), a fire station, a Cal Water water tower, a PG&E electric substation, a small park, and a large grassy open lot that has the feel of a park.

The neighborhood is used daily not only by its **residents**, who are disproportionately students at Chico State, but also by thousands of **commuters** to and from the university campus, and by many hundreds if not thousands of **employees, clients, customers, students, and churchgoers** at its numerous other institutions. On its southern edge, CA Hwy 32 carries traffic through town.

Although street layout is nearly uniform throughout the neighborhood, **street life varies sharply by sub-neighborhood**. In the northeast, higher dwelling density, along with proximity to both university and downtown, make for heavy street use at most hours. In the southwest, with light industry along the rail tracks and CA Hwy 32, streets are largely deserted at night. In between are a range of other sub-neighborhoods to be discussed further below. Perhaps of greatest overall potential for major enhancement are the *northwest stretches of Orange and Cherry Streets*, below West 5th Street, which are underdeveloped in terms of street amenities, yet are within easy walkable distance of many important services and institutions.

Questions Addressed by This Report

- Based on our research, and on questionnaires and walking street audits completed by students of Anthropology 113 at Chico State in the spring of 2016, in this report we consider the following questions:
- What most characterizes this neighborhood today? What are its strengths and problems?
- How do stakeholders in this neighborhood – its users, along with those who rely on its services and those who may do so in future - understand and experience this neighborhood?
- What are their perceptions and experiences and judgments of its quality of life, and of its opportunities and amenities?
- What suggestions do they propose to improve these?
- What priorities and goals might the city envision for the preservation and further development of this neighborhood?



Questionnaire Responses

During the spring term of 2016, Anthropology 113 (Human Cultural Diversity) included a major component on urban and regional planning, with special reference to Chico and its South Campus Neighborhood. As part of this, students completed a **multifaceted questionnaire** (see Appendix 1) asking about their perceptions of the neighborhood as a whole and their recommendations about how it could be improved. (Students also completed a total of 63 on-site walking audits of the neighborhood's streets, discussed in a separate section of this report further below.)

The questionnaire consisted of **two primary components**: First came a set of **open questions** about *overall neighborhood qualities, best and worst locations, and potential improvements*. Second was a set of **short-answer and preference-ranking questions** about *residence and modes of travel, vehicles owned and used, cycling skills and resources, and safety issues* (regarding both crime and traffic safety).

By considering the answers students gave, we were able to see not only *how the neighborhood is perceived* by these largely first- and second-year college students, but also some of the *residence, mobility, and safety parameters* that construct their experience of the area. Further, their visions of ways to better the neighborhood are reflected clearly in their answers.

Methodological caution: what we report is preliminary questionnaire response data only, in what can be called an “opportunity sample” offered by this General Education lower-division class at the university. This sample is by no means necessarily representative of student or neighborhood composition; nor do we make any claims to rigorous statistical validity or replicability in the responses.

Nonetheless, there are many evident trends in these responses, including some striking preferences and priorities and some insights into student use of the neighborhood and understanding of its properties. The questionnaire could be used for other groups in future, especially if it could be administered electronically to streamline the otherwise time-consuming data entry of the responses.





Overall Neighborhood Qualities and Character

QUESTION

“What do you like best about the South Campus Neighborhood (its general character, attributes, qualities)?”

The first most popular answer was: **The Trees!** More than half (26) of the respondents stated that the **many and beautiful trees** were what they liked best about the neighborhood, as well as the cool shade over sidewalks and streets, the green milieu, “nature”, and the “enclosed, safe feeling” they bring to many parts of the neighborhood. In the summer especially, this **mature urban forest** – cultivated and celebrated in Chico for more than a century, and remarkably well-preserved in much of the neighborhood

- reduces the urban “heat island” effect and makes streets more pleasant for residents, pedestrians, cyclists, and drivers.

The recent city budget difficulties have reduced investment in professional care of this unique and life-enhancing collective resource in this neighborhood as well as elsewhere in Chico, and the *extreme drought conditions* have weakened or killed many trees and *long-term climate change* threatens others. The researchers concur with the students that *no other single aspect of the neighborhood contributes as much to the quality of daily experience* as this forest passed down to us from previous generations. Thinking of this conjuncture as a **“natural budget” crisis** may help us see that this critical dimension of collective capital stock in this neighborhood – which keeps property values higher than they otherwise would be – should not be further damaged, eroded, or spent down without the most serious consideration of the consequences.

The second most often mentioned by respondents (14) as best-liked was: **the neighborhood’s walkability**. The “short blocks and condensed feel” make it “easy to navigate”, students wrote, *with the streets “all connected”* in a compact, knowable place, clearly bounded by campus, downtown, highway, and railway tracks. As we will see in later questionnaire responses, **walking** was the most frequent mode of travel through the neighborhood, and the neighborhood’s “flow from the campus” and its integration with downtown is a crucial aspect to its unique appeal.

The third most often mentioned by students (11) as best-liked in the neighborhood were: the **buildings, especially many of the better-kept older houses**, with their beauty, diversity, history, character, and authenticity. The Sapp House (at West 3rd Street and Salem Street) was mentioned specifically, as were gardens and flowers associated with some houses.

Also frequently mentioned was the **downtown feel** (5) of the neighborhood and the **college town experience** (5) it offers. Others praised parts of the neighborhood for being “social” (4), in part because of the mix of businesses with residences, for being “close to campus” (2), and for “giving a feeling of safety” (2).



QUESTION

“What do you like least about the South Campus Neighborhood (its general character, attributes, qualities)?”

The dangers to pedestrians and cyclists from car traffic (14) was the most frequent theme in the answers to this question. Noted here were the ***lack of bike-friendly infrastructure*** (5), ***poorly-marked crosswalks*** (5), and ***problematic stop/yield intersections*** (4). *Heavy car traffic* (3) was also noted.

The poor street lighting (11) was the second-most common observation, which adds to dangers for pedestrian and cyclists, of course, but also to the ***dangers of crime*** (6) noted explicitly by some respondents.

Many students also mentioned ***poor sidewalk maintenance*** (9) as a primary concern, especially in the south and west areas of the neighborhood, while others singled out ***poorly-maintained buildings and unkept yards*** (7) and ***trash and garbage*** (5) in some areas. Also mentioned by students as issues are the noise, lack of places to sit, too many parking lots, more stores needed, lack of law enforcement, and the problem of the West 9th Street and Ivy Street crossing.

Best and worst locations



QUESTION

“What’s the most pleasant location or area of the South Campus Neighborhood? Why?”

Speaking generally, students said they preferred **areas with trees** (6) and **areas closer to campus** (5). Specific locations emphasized were areas central to student life, especially **West 2nd Street** (8) and **West 5th and Ivy Streets** (7) (although West 5th and Ivy Streets were also named on worst location lists!). **Salem Street** (3) had its advocates, as did **Normal Avenue** and **West 3rd Street**. Mentioned once were the police station (for its architecture), the church, fraternity houses, and, on Chico State’s campus, the WREC center and the Student Services Center.

QUESTION

What’s the most problematic location or area of the South Campus Neighborhood? Why?

West 8th and West 9th Streets (9) were the most commonly noted “worst places”, for their “anti-pedestrian” qualities and the dangers of getting across them. Notably, **Ivy Street** (6) was also singled out for being *unsafe for pedestrians and especially cyclists*, although it is presently signed as a bike route. People were said to “crowd the street on bikes with their headphones in”, and it was described as “cluttered” and “chaotic”, especially on weekends.

Orange Street (4) received critique for its industrial feel, “abandoned buildings”, and “wasted areas”, although much of Orange is well-maintained and functional in the daytime. The lack of night businesses, foot traffic, sparse tree cover, and residences on this street contribute to the problem, along with its proximity to the train tracks and issues with Depot Park on the adjacent Cedar Street. (Interestingly, there were only two mentions of homeless people as problematic in the entire catalog of student responses to all questions, and there is a relatively high population of homeless individuals which can be found in the area.)



Surprisingly, **Hazel Street** (3) was also singled out for having “no control on drivers”, cars “flying by”, a lack of bike lanes, and poor sidewalks and crosswalks. Two people noted **West 7th Street** for its run-down houses.

Speaking generally, the “**deep streets**” (6) farther from campus were described as “*crime-enhanced*” and *dangerous* for their poorly-lit streets and poorly-marked crossings. Places with bad sidewalks (4), poor crosswalks (3), yield signs (3), and few lights (2) were considered problematic.



Potential Improvements

QUESTION

“What part of the South Campus Neighborhood has the most potential to improve? How?”

“Add bike lanes” (8) was the most common overall answer to this question, with some students also calling to **“prioritize pedestrians”** (5) as well. Also speaking generally, respondents said *“improve street design”* (4), *“improve sidewalks”* (4), *“reduce or change car parking”* (4), *“make intersections safer”* (2), *“calm traffic”* (2), and *“add trees”* (2).

Specifically, **Orange Street** (6) was again targeted for improvement, as in the previous questionnaire answers. Students called for *adding lights, businesses, pedestrian support, and bike lanes*. **Ivy Street** (5) was also again targeted. Described as crowded and stressful, students asked it be made *more pedestrian-friendly, cleaner, and safer*, with daytime businesses instead of so many bars, and suggested the street be narrowed and the sidewalks be widened.

Several respondents also noted problems with **Hazel Street** (3), asking that *car speeds be reduced, driving laws enforced, and crosswalks and stop signs added*. More lights for **West 6th-West 9th Streets** (3) were called for by several respondents. A few mentioned **Cherry Street** (3) also, but without specifics. There was also a suggestion to *designate Chestnut Street solely for pedestrians and cyclists* because it is *“charming and safe with cobblestone and lights.”*

QUESTION

“What services or facilities would you like to see added to the South Campus area?”

The most common responses from students were **bike lanes and bike safety improvements** (10), **places to sit and gather** (10), and **parks or picnic and garden spaces** (10). **A full grocery store** (9) was also mentioned by many students because it would reduce the need for a car to go shopping. **More street lights** (8) for nighttime safety was also proposed by a good number.

Also specifically proposed by students, though with less frequency, were **embedded crosswalk flashing lights** (5), **more trash bins** (5), and **more secure bike parking** (4). *Street planters with flowers* (3), *more bathrooms* (2), *improved sidewalks* (2), and *another parking structure* (2) were also mentioned by more than one student. Food carts, cafés, public art, more stop signs, and more bus stops were mentioned by one student each.

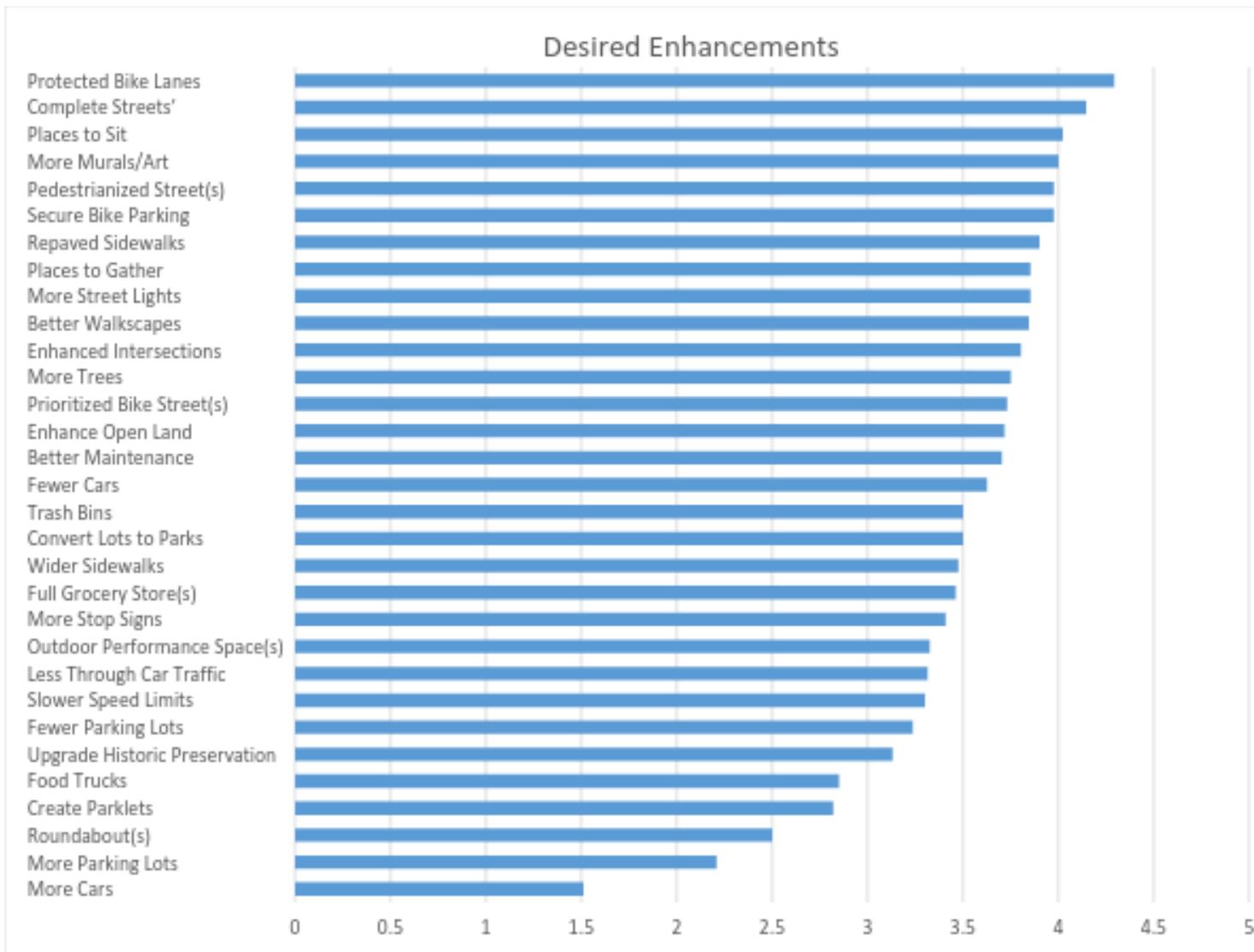


The questions discussed above were all posed to students in open-ended fashion; i.e., they were free to answer with whatever observations or opinions they wished to provide. We now turn to **more constrained questions** that ask students for *numerical rankings* of specific options proposed, or seek *specific information about residence, modes of travel, and property owned*.

QUESTION

“How could the South Campus Neighborhood be best enhanced?”

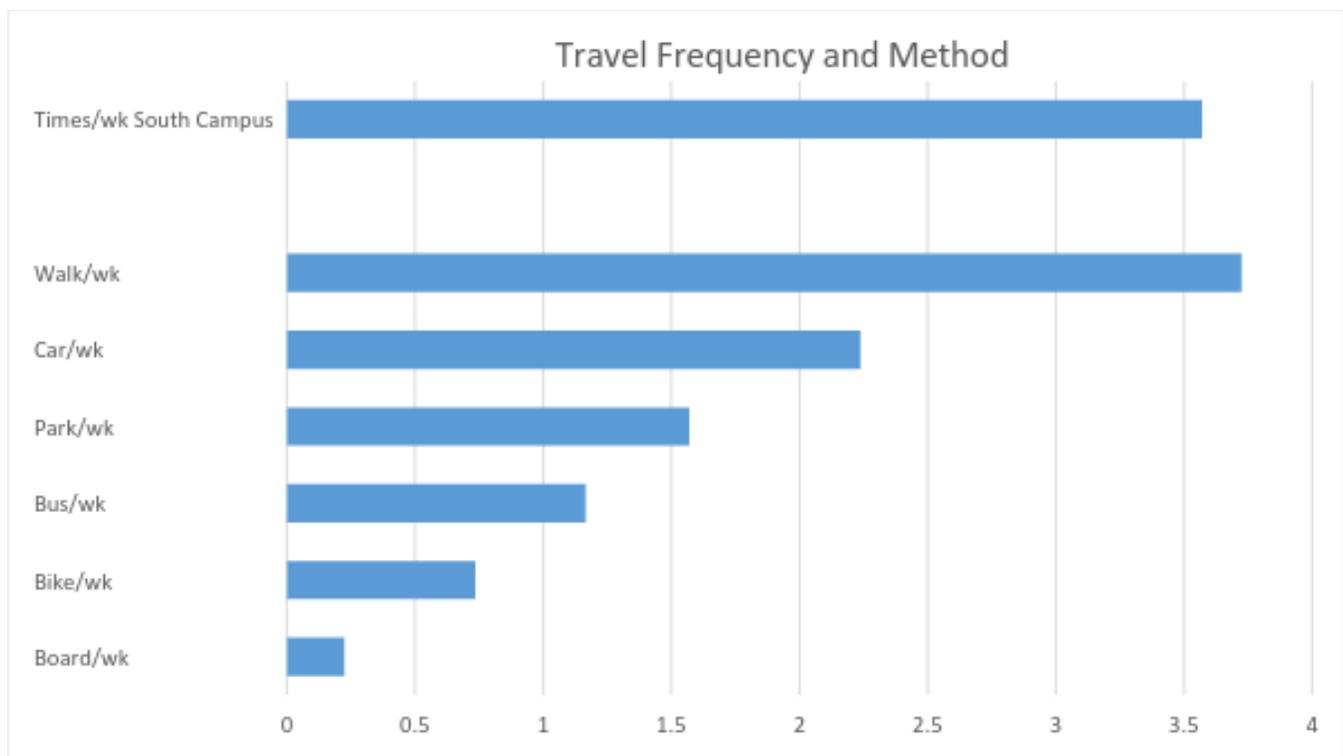
In answer to this question, among the 23 choices provided, rated **most desirable** were **protected bike lanes** and **Complete Streets** (rated first and second, respectively). Following these, in order, were **places to sit**, **more murals and art**, **pedestrianized street(s)**, and **secure bike parking**. Rated **least desirable** were **more cars** and **more parking spaces** (last and next to last, respectively). Here is the full list, with the average score from 1-5 (1 being least desirable and 5 being most desirable):



Residence & Modes of Travel

Only 10% of the students polled reported living in the South Campus Neighborhood at the time of this questionnaire. Among the rest, *the median living distance from campus was 1 mile*, and the average 4 miles.

Overall, students reported travelling through the South Campus Neighborhood or spending time in it an average of roughly 3 or 4 times per week. The *most common mode of travel was walking* (3.7 times per week), *with car travel second* (2.25 times per week). Students reported parking their car in the neighborhood an average of 1.6 times per week. Buses were reported as being used a bit more than 1 time per week on average, and bicycles and skateboards less than 1 time per week (.7 and .2 times per week, on average). Here is the bar graph of these responses:



The most frequent mode of travel reported was walking, indicating the compact soundness of the study area as a walkable neighborhood. However, although a majority of students reported *living one mile or less* from the campus, many **reported car travel in the neighborhood was about three times that of bicycle**

travel. *Car transportation was used more than twice as frequent as bicycle travel.* This surely reflects in part the near non-existence of bicycle-safe infrastructure in the neighborhood, beyond the welcomed recent improvements to the heavily car-traveled West 2nd and Salem Streets.

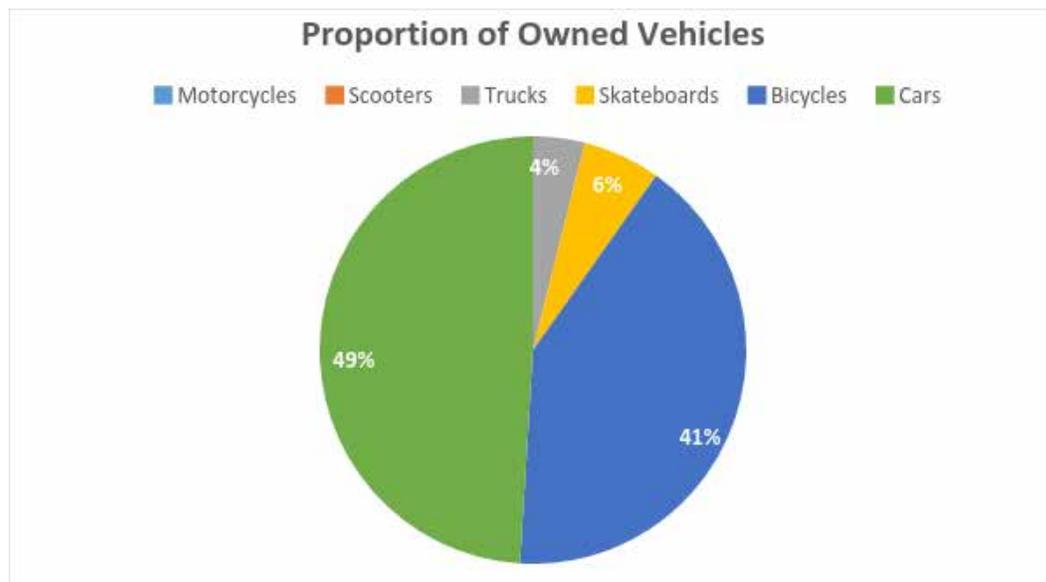
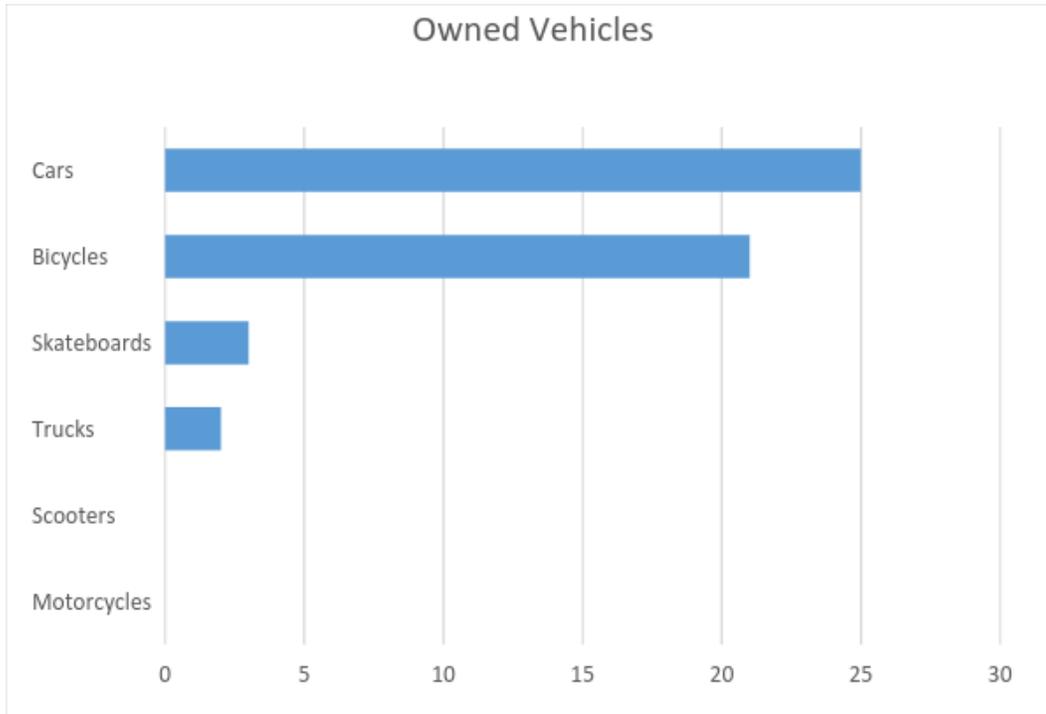
Bus travel through the neighborhood is also reported more often than bicycle travel (though only about half as often as car travel), even though bus usefulness is largely limited to the minority of respondents who live at greater distances from the campus than the median one mile reported. Bus riders are now well-served by the Chico Transit Center that opened in 2008 at West 2nd and Salem Streets. This has provided a newly-designed base for the Butte County regional B-Line bus system at this corner of the South Campus Neighborhood. (Analysis of the potential of bus service changes to further improve transit options in the neighborhood would require different data from those we have gathered so far.)

Despite the relatively high level of car use and parking in the neighborhood, however, *only about one-fifth of the students reported paying for car parking regularly* or holding a permit, and reported cash outlay among these for paid spaces was *only about two dollars per week*. It would seem clear that, for this group at least, **increased charges for parking** in the neighborhood could both further incentivize underused non-car modes of transit while bringing revenue to the city and university.



Vehicles Owned & Used

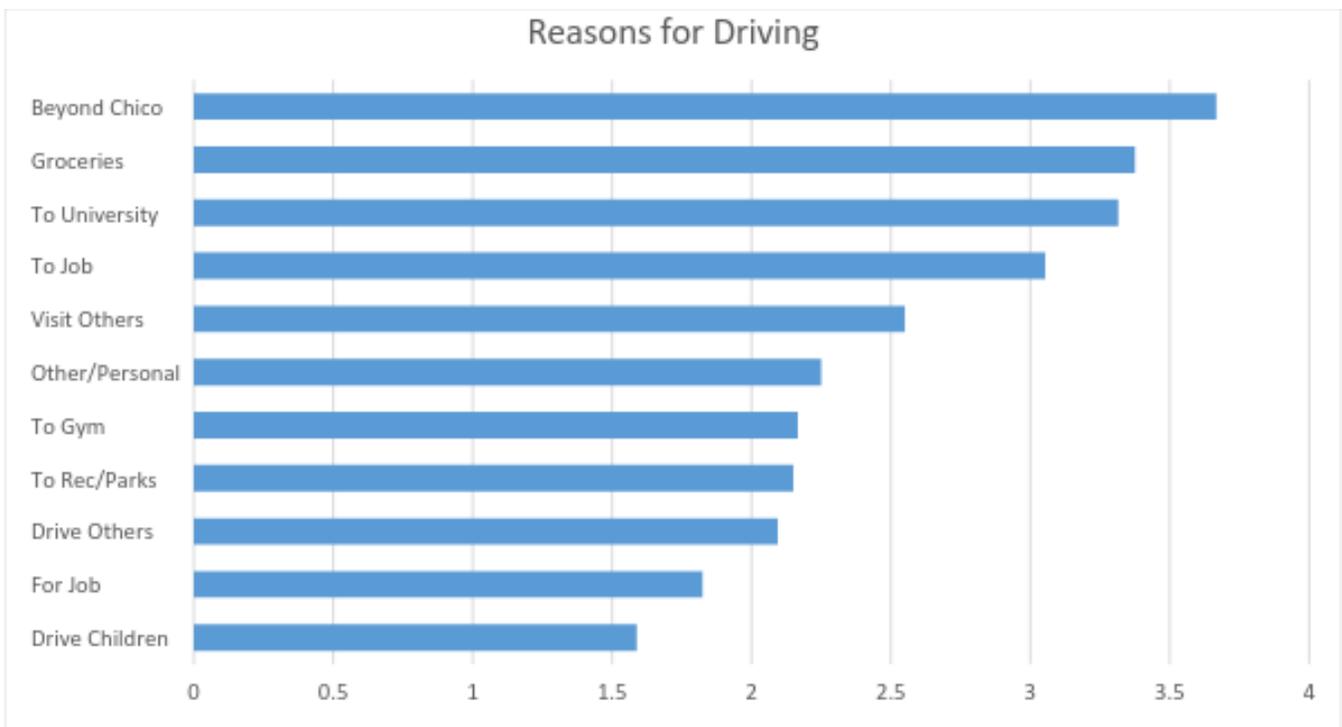
What vehicles do students own?



The slight majority of students own a car or a truck, while about 2 out of 5 own a bicycle. Only a few students report owning a skateboard.

Thus, **more student respondents own a motor vehicle than a bicycle**, despite the fact that *a car costs roughly 20-100 times as much to purchase* than a bicycle. Further, each year *a car costs roughly 10-20 times as much to own and maintain* as a bicycle. The average used car price in the US was \$16,800 in 2014 (USA Today), and the average annual cost of car ownership in California is \$2,237 per year (Bankrate.com). The median value of a bicycle owned by students in our group was \$200.

To better understand for what purposes students used motor vehicles (besides buses), if and when they used them at all, we asked: “*If you drive a car or truck, what are the most frequent reasons for you to drive it?*” Here is the bar graph of selected responses:

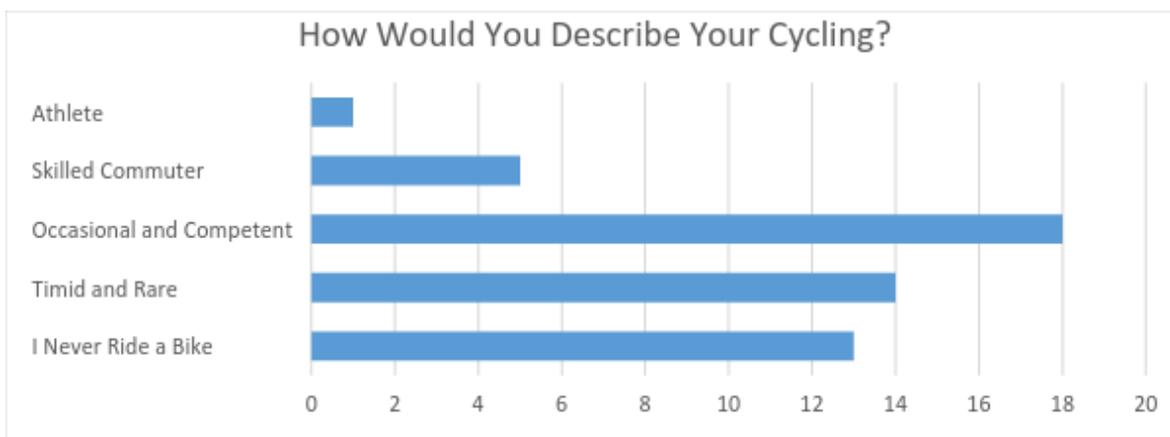


Especially striking in this graph are the categories ranked second, third, and seventh: driving for groceries, to university, and to the gym. **A basic grocery store** in the South Campus Neighborhood, if equipped with well-designed and secure bicycle parking, *would remove the need for car use* for this

necessity. Similarly, **protected pleasant bike routes and secure bike storage** for short-distance commuting to the university and/or its gym *could eliminate many car trips* now undertaken for this purpose by a large proportion of students. Safe bicycle routes and secure bike parking would also reduce the use of cars for travel to visit others and to drive others both within and beyond the borders of the neighborhood.

Cycling Skills & Resources

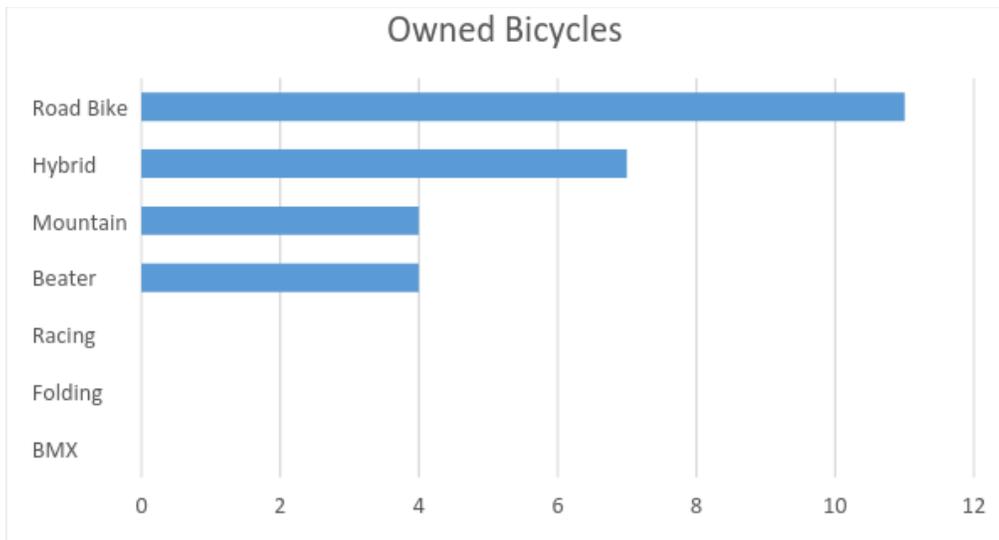
To better understand students present and potential use of bicycling, we asked first “*How would you describe your cycling?*” Here are their responses:



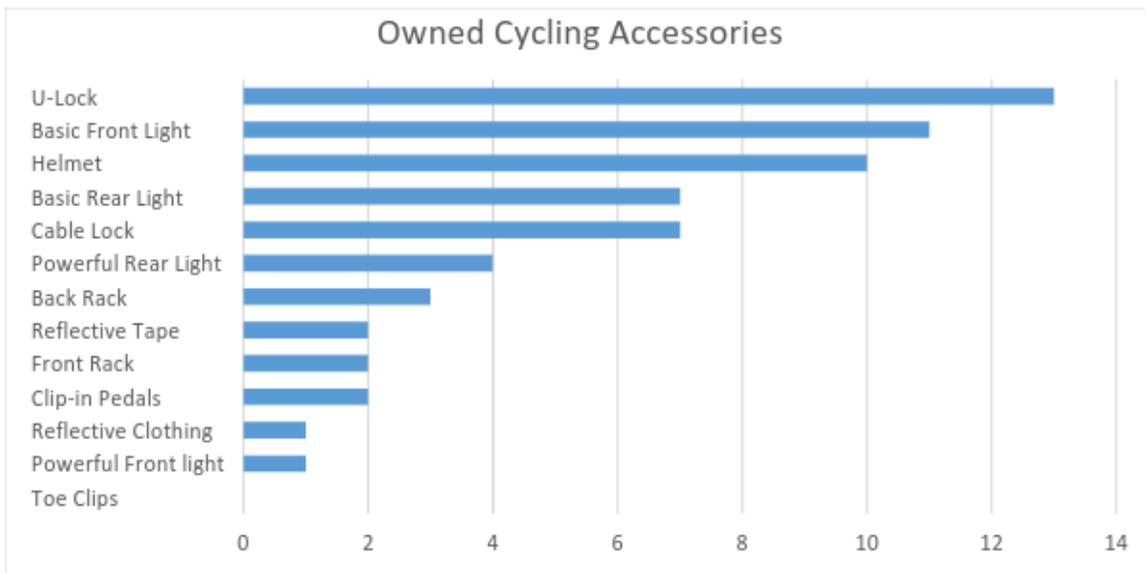
Thus only 5 out of 52 students describe themselves as skilled commuters, with one self-described as an athlete, while more than half either never ride a bike or describe themselves as timid and rare riders.

As noted above, about 41% of students report owning a bicycle. When asked the rough dollar value of their most valuable bike, the median reported value among those owning a bike was \$200, and the average was \$275. Only one student reported owning a bike worth more than \$950, which is the threshold value for a felony charge for bicycle theft.

The most commonly owned bikes were road bikes, with hybrid, mountain, and beater bikes following in that order. A few students mentioned owning a beach cruiser. No students reported owning a racing or folding bike. Here is a bar graph showing reported ownership of bicycles:



Here is a bar graph showing reported ownership of basic bicycle accessories:



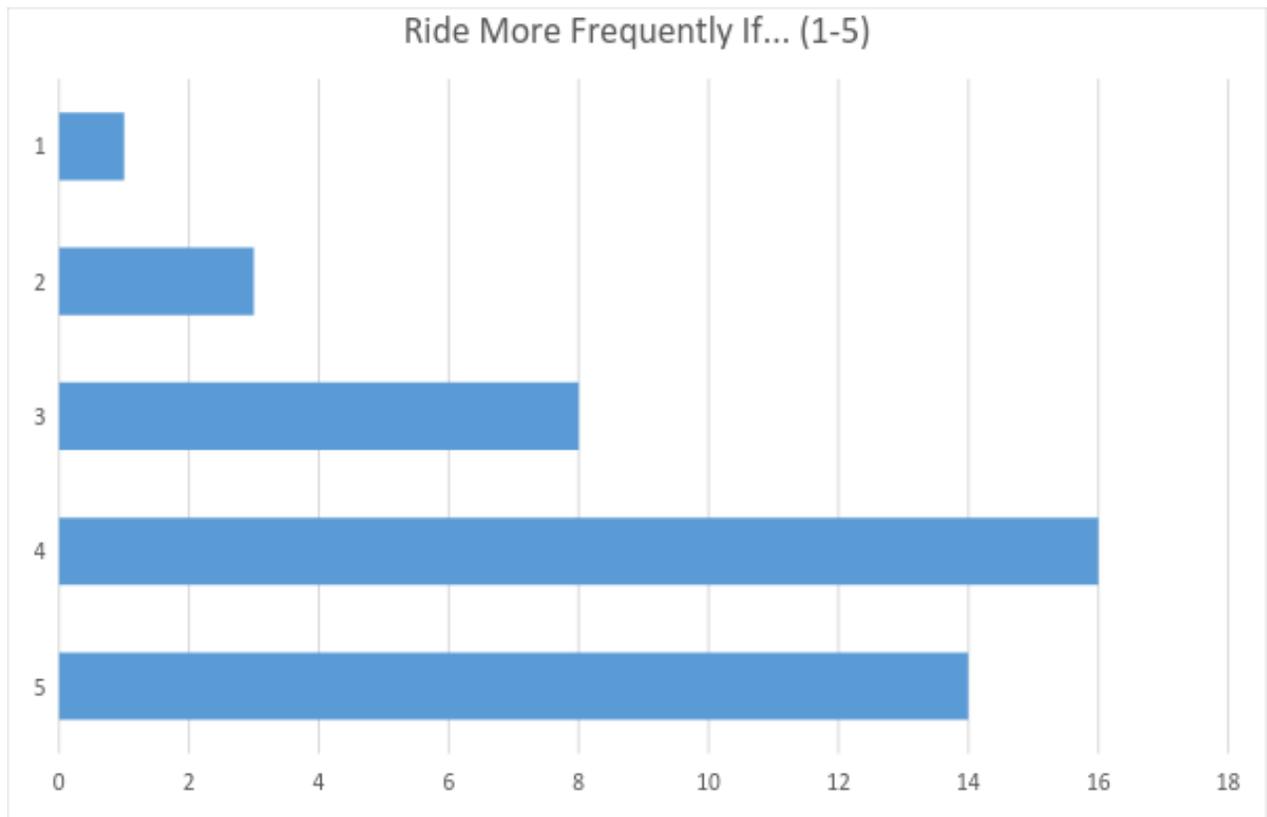
The most basic bicycle equipment and safety requires not only a bicycle but a helmet, lights, reflective tape, and reflective clothing for night riding. Total cost of these accessories need not exceed \$100; combined with the median cost of \$200 reported for bicycles owned, this is very roughly ***one-fiftieth of the cost of an average used automobile and its associated yearly expenses***. Yet *less than half of those owning bicycles reported owning a helmet or front light*, and only about a third owned a rear light. Reflective tape and/or clothing were rarely reported.

Further, *familiar double standards* are evident here, as no one in the US is allowed to drive a car without seat belts, lights, or reflectors, while in fact cyclists are far more likely to suffer serious or fatal injury than motor vehicle drivers and passengers in collisions and other accidents. Although helmet laws have actually been shown to discourage ridership and thus the critical mass of cyclists needed for safer roads, it is clear *that the most essential and inexpensive safety measures are neglected* in their promotion when it comes to this most vulnerable group.

Additionally, only a few students reported owning *back or front racks* on their bicycles. Such racks, and their associated panniers, are basic equipment for any serious regular shopping or commuting by bicycle. Their absence further reveals the lack of a developed bicycle commuting culture that is well-known elsewhere in cities that successfully support cycling for daily purposes. About half of all bicycles had a corresponding U-lock, with another quarter having cable locks (generally ineffective against even casual bicycle theft).



Next, when asked “*How likely would you be to ride a bicycle more frequently, if there were pleasant protected bike lanes throughout the South Campus Neighborhood, and fully secure bike parking on campus and at destinations around town?*”, students responded:

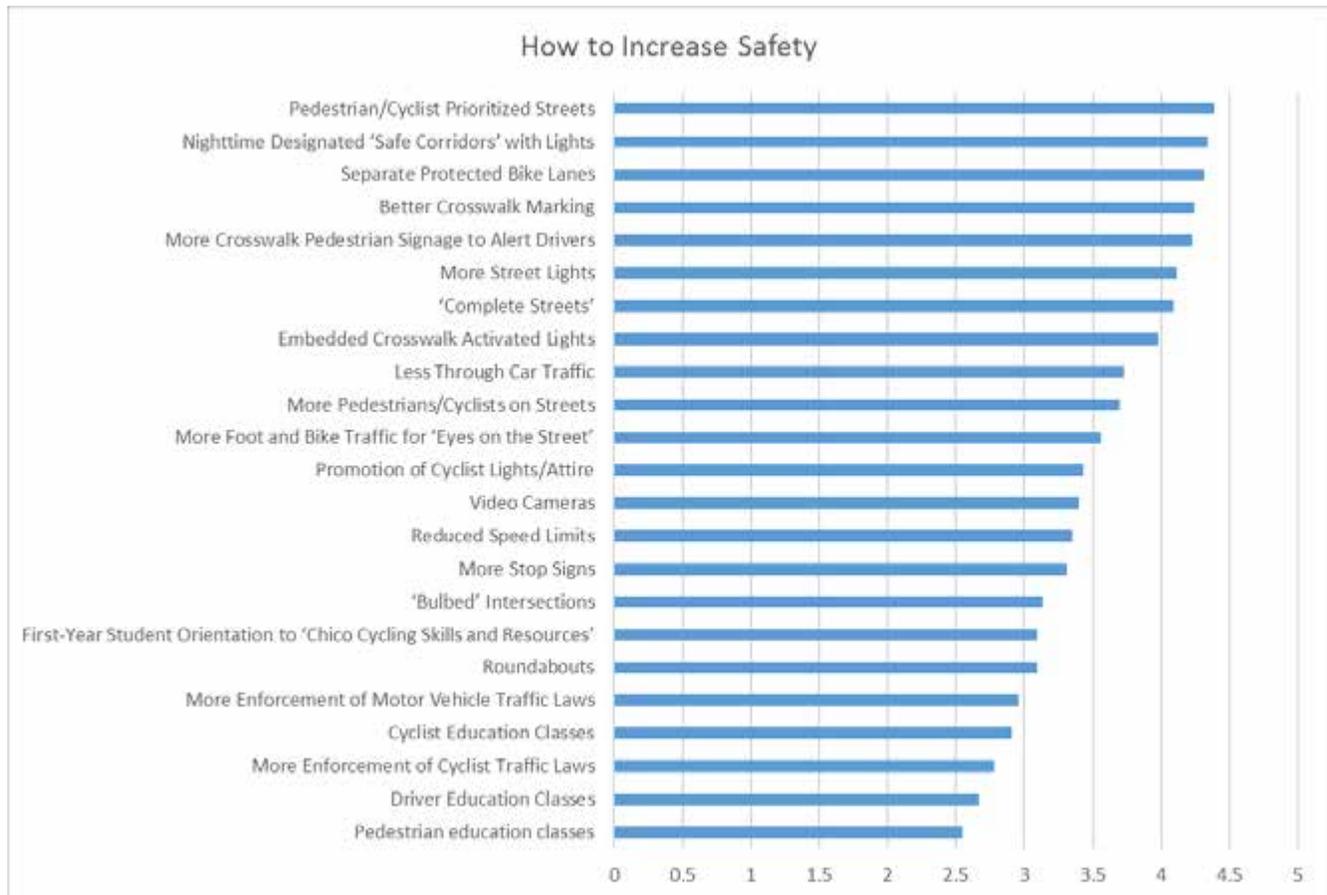


About two-thirds of students said they'd be *likely* or *very likely* to ride a bicycle more frequently if there were pleasant protected bike lanes and secure storage available in the neighborhood. Here is an example of the former from East 2nd Street:



Increasing Safety

When asked “Which do you think would be advisable **to bring increased safety for pedestrians and cyclists in the South Campus Neighborhood?**”, and given 23 options to choose from, students responded:



Two clear themes run through the top eight choices preferred by students in this poll.

First, *all* these top responses proposed **enhanced infrastructure of the streets themselves** (rather than changed regulation, law enforcement, surveillance, or pedestrian and cyclist behavior or education).

Second, these choices focus on *design that includes and protects pedestrians and cyclists* through **bike lanes, “Complete Streets”, crosswalk enhancements, and street lights** (including embedded crosswalk lights).

Following these top eight choices are three priorities that emphasize ***changed relative traffic volume*** through ***less car traffic and more foot and bike circulation***, to reduce chances of traffic injury as well as vulnerability to crime. The next-ranked choice, “more cyclist lights and reflective gear”, also focuses on promoting non-motor vehicle mobility.

Further down, after “video cameras” and “reduced speed limits”, are three ***proposals for intersection redesign***: “more stop signs”, “bulbed intersections”, and “roundabouts”, each roughly equally weighted. This is interesting in part because it provides something of a corrective to the recent 1200-signature student petition that *only* proposed adding stop signs, generated largely in response to the death of a student pedestrian hit by a car at West 7th and Chestnut Streets the evening of March 28, 2015.

Education and law enforcement options were least preferred, comprising six of the seven lowest-ranked choices. The top-rated educational option was a first-year student orientation to Chico cycling skills and resources, and the top law enforcement option was “more enforcement of motor vehicle traffic laws”.

Street Audits & Neighborhood Maps



Walking street audits

In addition to the questionnaire discussed above, students in Anthropology 113 at Chico State in the spring of 2016 completed a total of **63 on-site walking audits** of the neighborhood's streets (see Appendix 2 for the street audit forms that students used). The walking audits report on-site assessments, both quantitative and qualitative, of each intersection *and separately* of each mid-block (on each side of the street) in the neighborhood.

Intersection Assessment

For each intersection, students gave a 1-5 rating (1 being worst and 5 being best) for the following five categories:

- *Traffic-safe?*
- *Crossings marked?*
- *Structurally-enhanced? (i.e., bulbed out, signals, signs)*
- *Pedestrians and bikes prioritized?*
- *Crime-safe?*



On the pages that follow are maps from the street audits which show the ratings of each intersection for each of these categories, and overall.

Please note that specific comments on each location are available in our dataset, and summarized in a set of maps that profile each street on a single page.

STREET AUDIT MAP 1: INTERSECTIONS / TRAFFIC-SAFE?

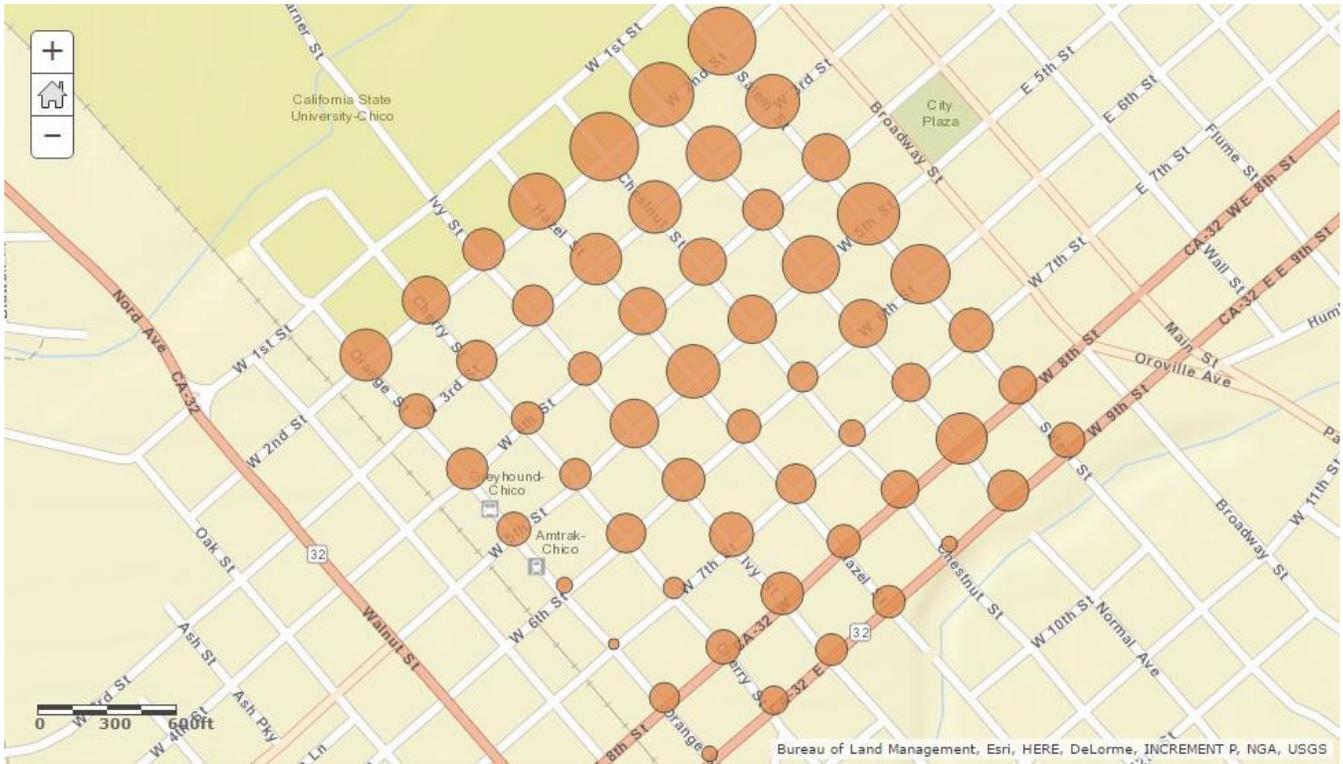
(larger circle = safer).



Comments: The high ratings for both West Second and Salem Streets reflect recent planning and investment that have redesigned and restructured flow of people and vehicles on these streets. Low scores for much of West 6th and West 7th Streets correspond to minimal signage, crosswalk marking, lighting, and engineering at these intersections. Also, most of West 8th and West 9th Streets intersections are unwelcoming to pedestrians and cyclists along these one-way state highways.

STREET AUDIT MAP 2: INTERSECTIONS / CROSSINGS WELL-MARKED?

(larger circle = better marked).



Comments: Slight, minimal, or no crosswalk markings are noted especially at some of the intersections characterized by lower car traffic volume along West 6th, West 7th, Cherry, and Orange Streets.

STREET AUDIT MAP 3: INTERSECTIONS / STRUCTURALLY ENHANCED?

(larger circle = more enhanced).



Comments: Main enhancements are found along West 2nd and Salem Streets, as noted above, and to some degree at West 8th and West 9th Streets intersections, but also along both West 5th and Ivy Streets, especially at intersections characterized by higher car traffic volume. Intersections along West 3rd, West 4th, Cherry, and especially West 6th, West 7th, and southern Orange Streets are the weakest in this category.

STREET AUDIT MAP 4: INTERSECTIONS / PEDESTRIANS & BICYCLISTS PRIORITIZED?

(larger circle = more prioritized).



Comments: High ratings for West 2nd and Salem Streets reflect crosswalk marking, signage and signals, and bulbing on Salem Street, as well as the separate delineated bicycle lanes on both sides of each street, emphasized effectively in green paint on West 2nd Street. From West 5th and Ivy Streets to Salem Street there are some enhancements for pedestrians, as well as on West 8th and West 9th Streets at Ivy and Salem Streets. Otherwise respondents report *little evidence of prioritization of pedestrians or cyclists.*

Mid-Block Assessment

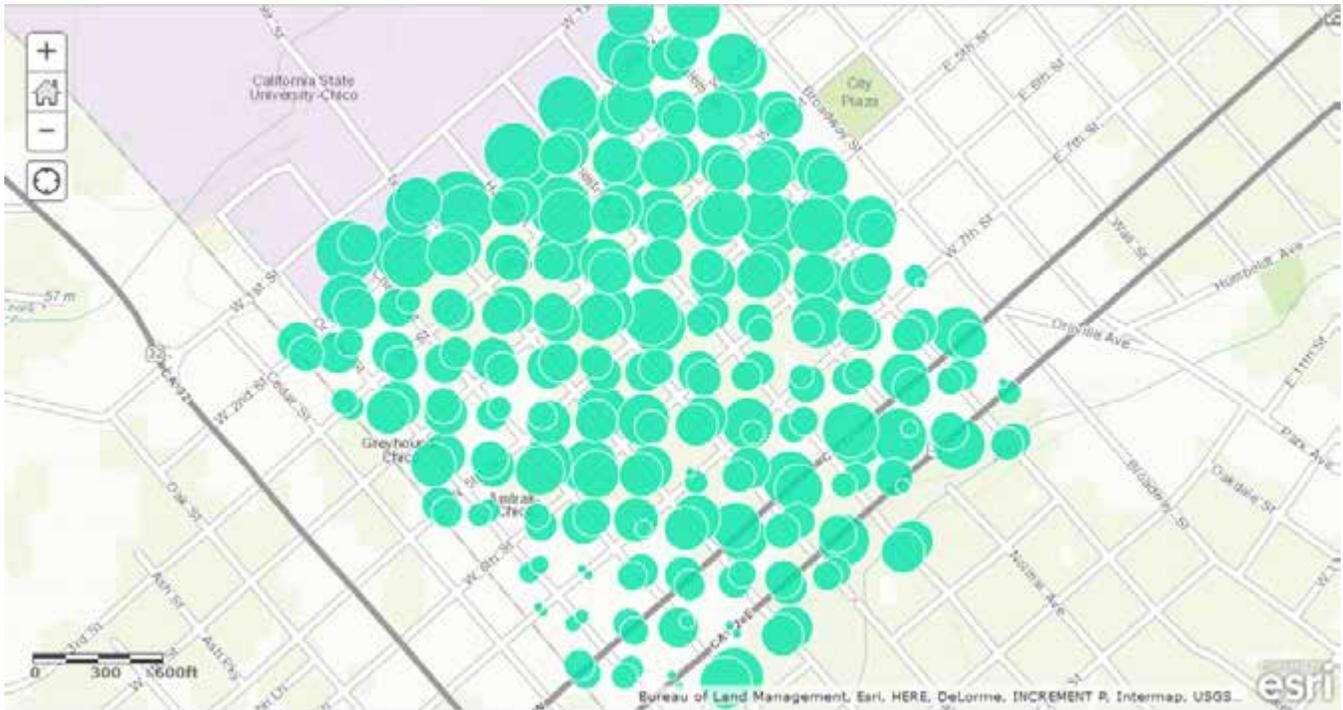
For each mid-block on each side of the street, students gave a 1-5 rating (again 5 being best) for the following six categories...

- *Pleasant?*
- *Quality of walkscape? (i.e., quality of experience of the sidewalk and its setting)*
- *Bike-enhanced?*
- *Well-designed?*
- *Well-maintained?*
- *Tree cover?*

Following are maps from the street audits showing ratings of each mid-block on each side of the street for each category, and overall. *Please note that specific comments on each location are available in our database, and are summarized below in the street sections.*

STREET AUDIT MAP 6: MID-BLOCKS / PLEASANT?

(larger circle = more pleasant)



Comments: From the perspective of students conducting walking street audits, areas *close to campus or downtown* generally ranked well or highly for their pleasant quality of experience, with exceptions here and there. The lowest scores were concentrated along southern Orange and Cherry Streets which are largely deserted at night, and have many warehouses, poor lighting, and little tree cover. West 8th and West 9th Streets garnered mixed scores, with western reaches least appreciated. Other “holes” of low scores appear around Cherry and West 5th Streets, Chestnut and West 7th Streets, and, to a lesser degree, around Cherry and West 3rd Streets and Salem and West 7th Streets.

STREET AUDIT MAP 7: MID-BLOCKS / WALKSCAPE QUALITY?

(larger circle = higher quality)



Comments: Here again, areas closer to campus or downtown generally ranked well or highly for quality of walkscape (the experience of pedestrians on sidewalks). The lowest scores were concentrated along southern Orange Street, with West 9th Street also found as lacking. Other “holes” of low scores appear around Cherry and West 5th Streets, around Chestnut and West 7th Streets, and to a lesser degree around West 4th and Ivy Streets.

STREET AUDIT MAP 8: MID-BLOCKS / BIKE-ENHANCED?

(larger circle = more enhanced)

{ MAP MISSING }

Comments: This map strikingly shows the perceived **lack of support for bicyclists** on most streets of the neighborhood, with the exception of West 2nd Street and Salem Street, which each have separate delineated bike lanes on both sides of the street (enhanced effectively in green paint on West 2nd Street). West 8th Street also gets some ratings for bicyclist support despite the dangers of its high-speed auto-centric design. Otherwise scores are low or minimal, even on the supposed bike routes of Ivy, Chestnut, and West 7th Streets (which consist only of a few signs saying “Bike route” or “Bike path”). Clearly there is enormous **room for improvement** in this regard.



STREET AUDIT MAP 9: MID-BLOCKS / WELL-DESIGNED?

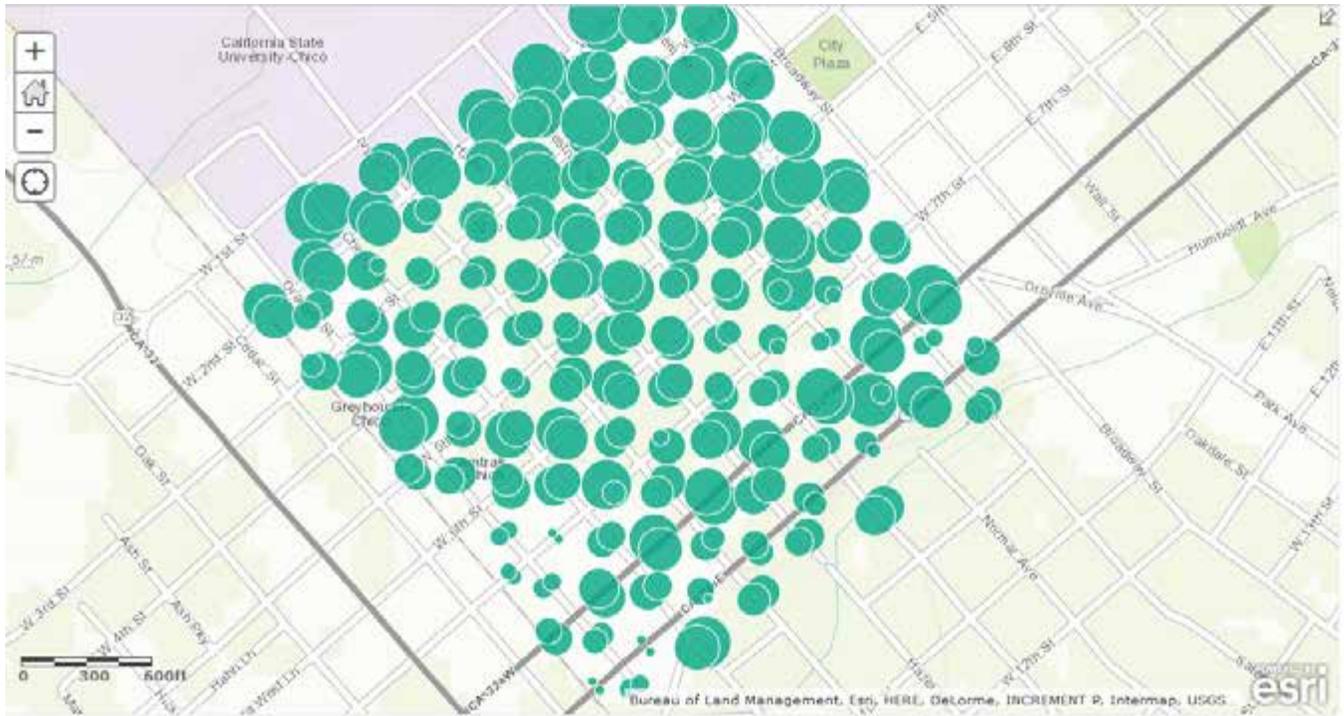
(larger circle = better design)



Comments: A fascinating assortment of fine-grained judgements on the quality of design of each side of each street in the neighborhood, West 2nd Street received by far the most positive feedback, with stretches of Salem and West 8th Streets also recognized for their quality. Falling lowest in student estimation are West 7th Street, parts of West 5th, Orange, and West 9th Streets. Again, please note that detailed specific comments on each location are available in our dataset, and are summarized below in the street sections.

STREET AUDIT MAP 10: MID-BLOCKS / WELL-MAINTAINED?

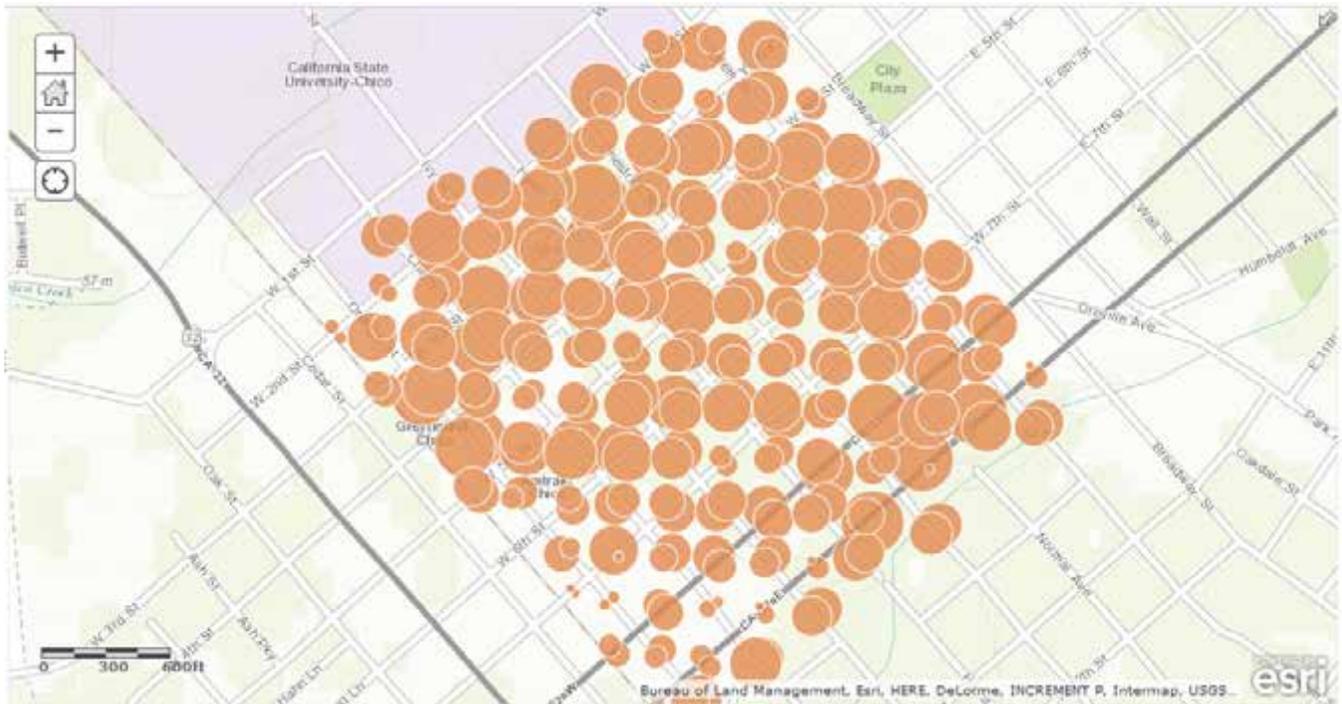
(larger circle = better maintained)



Comments: From the point of view of student respondents, *pockets of neglect* center around southern Orange, Chestnut West 3rd, West 5th, and West 7th Streets. Most of West 9th Street also ranks poorly.

STREET AUDIT MAP 11: MID-BLOCKS / TREE COVER?

(larger circle = more tree cover)



Comments: This crucial dimension of the neighborhood is *most impoverished* along the westernmost area of West 2nd Street, southern Orange and Cherry streets, and stretches of West 9th Street, but also suffers at Cherry Street and West 4th and 5th Streets, and at Chestnut and West 5th Streets, as well as at a few other “holes” visible on the map. *Please see also the separate ISD report on Chico’s urban forest.*

STREET AUDIT MAP 12: INTERSECTIONS / OVERALL QUALITY

(larger circle = higher quality)



Comments: This map, summing previously mapped intersection attributes, clearly shows the *disparity between streets with enhanced intersections and those without*. West 2nd, Salem, and eastern West 5th Streets are rated highly. West 8th Street, and especially West 9th Street, ranks lower, except at Ivy and Salem Streets. West 3rd and West 4th Streets are much lower-rated. Worst by far are most intersections of West 6th, West 7th, Cherry, and Orange Streets.

STREET AUDIT MAP 12: MID-BLOCKS / OVERALL QUALITY

(larger circle = higher quality)



Comments: This complex map, summing previously-mapped mid-block attributes, shows how *proximity to campus and/or downtown is generally associated with good mid-block qualities*. Some problems are noted on western West 3rd Street, around West 6th and Cherry Streets, around West 7th and Chestnut Streets, and at other locations on West 7th Street. Student respondents found there to be few likeable attributes of West 9th Street and especially on southern Orange Street.

Street Profiles



Students conducting the walking street audits also wrote down detailed **observations and comments about each street** (*both intersections and mid-blocks on both sides*). In what follows, we present summaries of these along with our own observations, showing *each of the fifteen streets analyzed on its own page*.

Together with these are **single-page visual profiles** of the named streets, as well as West 2nd and West 7th Streets, with street-level views linked to their location on a sectional map of the street itself.

Salem Street



Salem

Salem Street Summary



Salem Street benefits from recent improvements and its proximity to downtown. “Eyes on the street” lend a sense of safety from crime. However, speeding and traffic volume are primary concerns. Proper maintenance in some locations would enhance street appeal. Tree cover is appreciated, as are shaded murals on the parking structure on the east side between West 3rd and West 4th Streets.

- West 2nd and Salem Streets: Traffic concerns close to Chico State.
- West 2nd to West 3rd Street: Noisy, many pedestrians, lack of seating. Chico Transit Center for B-Line.
- West 3rd to West 4th Streets: Generally well-received. Desire for trees, benches, and trash bins.
- West 4th and Salem Streets: Needs attention to crosswalk markings, slower traffic speeds.
- West 4th to West 5th Streets: Pleasant, although it could use more trees and benches.
- Salem and West 5th Streets: Four-way stop preferred to lower traffic speeds and improve safety.
- West 5th to West 6th Streets: Tri-Counties Bank redwoods and historic homes make a good impression and add to walkscapes appeal.
- West 6th & Salem Streets: Desire for four-way stop.
- West 6th to West 7th Streets: A corner carpark lot here and others just north, some poorly landscaped, which make this a bit of a wasteland. Artwork and color would help.



- Salem and West 7th Streets: A generally pleasant intersection thanks to apartment buildings on the east side and the State EDD and Disability office on the northwest corner.
- West 7th -West 8th Streets: Maintenance concerns. Worn-down houses, loud warehouse.
- Salem and 8th Streets: Scary, lack of crosswalk marking.
- West 8th-West 9th Streets: Scary, shut-up buildings, overgrown weeds, and minimal tree coverage.
- Salem and West 9th Streets: Fast traffic, sketchy neighborhoods, one-way street, not bike prioritized.



Normal Avenue



Normal Avenue Summary



Traffic safety is a concern. Better crosswalks, cycling infrastructure, and other prioritization of non-car transportation are desired. Seating is called for, and ways for users to remain in the space comfortably. Better lighting, sidewalks, and maintenance at points would increase street quality.

- Normal Ave and West 2nd Street: High traffic, no prioritization for cyclists/pedestrians.
- West 2nd-West 3rd Streets: Lots of shade, aesthetically pleasing atmosphere, needs benches and cyclist infrastructure.
- Normal Ave and West 3rd Street: Bike racks, yielding unsafe, needs better crosswalks, and bike lanes.
- West 3rd-West 4th Streets: Needs bike path, more shade, maintenance, especially sidewalks.
- Normal Ave and West 4th Street: Crosswalks needed, cannot see yield signs, roundabout suggested.
- West 4th-West 5th Streets: Shade, new sidewalk, needs benches to sit, too many cars.
- Normal Ave and 5th Street: Needs 4-way stop, improved crosswalk markings.
- West 5th-West 6th Streets: No places to sit, no places to park bike, no bars or restaurants.
- Normal Ave and West 6th Street: No crosswalk, yield signs present, add stop signs.
- West 6th-West 7th Streets: Aesthetically appealing, well-maintained, nice houses.
- Normal Ave and West 7th Street: Empty, needs crossing and more trees.
- West 7th-West 8th Streets: Rundown, not maintained, unused building, parking lot, and weeds everywhere.
- Normal Ave and West 8th Street: One-way street, fast traffic, unsafe, and needs signage/lights.
- West 8th-West 9th Streets: Trees, pleasant to walk through.
- Normal Ave and West 9th Street: Fast traffic, one-way, unsafe, dangerous to cross.

Chestnut Street



Chestnut Street Summary



Great vista at north end into campus. Block-size AT&T building and lot sits between West 3rd and West 4th Streets on west side, but West 4th-West 5th Streets have a welcoming community feel around Saint John's the Baptist Catholic Church. As one moves south beyond the Notre Dame school at West 5th Street, appeal and safety decline while trash and noise increase. Debris and abandoned buildings mark these areas, with better lighting, signage, and crosswalks needed. Car traffic places cyclists and pedestrians at risk. A few signs say "Bike Route" but the street would benefit from actual infrastructure to protect cyclists. It is a strong candidate for a pedestrian/cyclist street.

- Chestnut and West 2nd Streets: Well-designed intersection with bike lane, hard to see traffic, needs slower traffic speeds.
- West 2nd-West 3rd Streets: Lots of shade, add trees and bike lane, clean street, and add benches.
- Chestnut and West 3rd Streets: Kind of sketchy. Difficult to see traffic, no crosswalks or 4-way stop.
- West 3rd-West 4th Streets: Sorority house, crowded streets, narrow sidewalks on west side by mysterious AT&T windowless building. Bike lanes necessary.
- Chestnut and West 4th Streets: School zone, good traffic flow, but cars do not stop for pedestrians, possible addition of roundabout to complement welcoming steps of church.
- West 4th-West 5th Streets: Church and school are nice as community and civic centers.
- Uneven sidewalks, trash strewn about.

- Chestnut and West 5th Streets: 4-way stop is nice, bike route sign hidden by tree, cars do not yield to pedestrians.
- West 5th-West 6th Streets: Old and rundown buildings, plain, not much landscape, prioritize cycling.
- Chestnut and West 6th Street: Crosswalk not marked, basic road maintenance is a priority.
- West 6th-West 7th Streets: Overall appealing, glass and other debris, as well as presence of abandoned building(s) detract from overall feel.
- Chestnut and West 7th Streets: Signage necessary, especially stop signs, difficult to view approaching traffic due to cars parked on corners.
- West 7th-West 8th Streets: Unimpressive overall, necessary maintenance, needs more tree coverage.
- Chestnut and West 8th Streets: No crosswalks, high speed traffic, dangerous for pedestrians.
- West 8th-West 9th Streets: Unattractive, loud and obnoxious due to CA Hwy 32, no trees, rough sidewalks, needs bike enhancements.
- Chestnut and West 9th Streets: Needs crosswalks, pedestrians unsafe. High speed traffic.



Hazel Street



Hazel Street Summary



Inadequate yield signs and poorly marked crosswalks are concerns. Car traffic is reported as dangerous. Car parking is heavy, and, at corners, obstructs views of oncoming traffic. Respondents call for more lights, better crosswalks, better sidewalks to south, a reduction in car parking, and an increase in pedestrian and cycling infrastructure. Another candidate for enhancement into a “Complete Street”.

- Hazel and West 2nd Streets: Cars stop reluctantly, need better signage, dangerous at night.
- West 2nd-West 3rd Streets: Run down houses, unnecessary and ugly parking lot, trash, cycling infrastructure is needed.
- Hazel and West 3rd Streets: Crime-safe due to proximity to police station, but poorly lit, no walkway, dangerous to cross for pedestrians.
- West 3rd-West 4th Streets: Fraternity house, needs trees, less parking, add bike path.
- Hazel and West 4th Streets: Not traffic safe, no stop signs, only yield signs, crossing markings are faded.
- West 4th-West 5th Streets: A little rundown, needs more shade and bike paths, school lends pleasant atmosphere.
- Hazel and West 5th Streets: Cars do not stop for pedestrians, need stop signs, church lends atmosphere of safety.
- West 5th-West 6th Streets: Fraternity house, needs more tree cover, add bike path, poorly placed stop sign.



- Hazel and West 6th Streets: Dark, only marked with yield signs, no stop signs, hard to see around parked cars, respondent mentioned there being homeless activity.
- West 6th-West 7th Streets: Needs better sidewalks, unpleasant houses, good tree cover.
- Hazel and West 7th Streets: Hectic, difficult to cross street, poorly marked crosswalk, difficult to see around parked cars.
- West 7th-West 8th Streets: Clean looking block, not as many parked cars, uneven sidewalks, no trees.
- Hazel and West 8th Streets: Extremely dangerous for pedestrians/cyclists, speeding cars, difficult to see oncoming traffic, measures are needed to improve safety (lights, signage, road markings).
- West 8th-West 9th Streets: Loud, scary, needs more trees, between two one-ways.
- Hazel and West 9th Streets: One-way, hard to see traffic, needs signage, dangerous to cross. Park on south side is visually appealing.

Ivy Street



Ivy Street Summary



Businesses enliven the West 5th and Ivy Streets area. A mix of residences extends north to campus, and south to West 8th and West 9th Streets. Resulting “eyes on the street” enhance safety from crime, but go together with higher car traffic volume on this main through-street. A few signs say “bike route” but little infrastructure exists to protect cyclists. This is dangerous due to car through-traffic, foot traffic, and car parking. Trash mars much of the street. Lighting is better than some other streets, but could be improved, as could some crosswalks.

- Ivy and West 2nd Streets: No bike lanes, no limit lines, car-centric, turn lane is needed.
- West 2nd-West 3rd Streets: Trash, sidewalk maintenance, pavement repair, verdant scenery.
- Ivy and West 3rd Streets: Dangerous intersection, lack of signs and markings, not prioritized for cyclists/pedestrians, crossings need lighting.
- West 3rd-West 4th Streets: Bike lanes, trash accumulates, street lamps needed.
- Ivy and West 4th Streets: Narrower, needs crosswalks, crime/danger due to bars/markets, needs lighting at crosswalks.
- West 4th-West 5th Streets: Lack of maintenance, “trashier” towards West 5th Street intersection, dangerous for pedestrians/cyclists.
- Ivy and West 5th Streets: Nice crosswalks, bikes have not been given much thought, bike lanes could be more obviously marked.
- West 5th-West 6th Streets: Average, cracked sidewalks, needs trash cans, trash accumulates on sidewalks.
- Ivy and West 6th Streets: Road maintenance, mark/remark crosswalks.

- West 6th-West 7th Streets: Road maintenance, glass everywhere, impeded sidewalks due to bushes, bike lanes.
- Ivy and West 7th Streets: More trees, fix roads on West 7th Street, integrate bike lanes, cars do not prioritize bike lanes.
- West 7th- West 8th Streets: Pleasant, nice trees, needs a bike lane.
- Ivy and West 8th Streets: One-way traffic, needs bike lane, high cyclist traffic volume during day.
- West 8th-West 9th Streets: Crime and Chico Auto Care, less trees, more trash, especially glass.
- Ivy and West 9th Streets: Lots of traffic, unpleasant atmosphere due to liquor store, damaged street signs, no pedestrian right of way, difficult for skateboards and cyclists.



Cherry Street



Cherry Street Summary



Some sidewalks need attention. Better maintenance and trash bins are requested, as are improved lights, traffic signage, and bike lanes for safety. One respondent referred to West 4th and West 5th Streets as a “land with nothing,” noting the bleak walls and bare parking lot on the east side especially. Cherry Street, south of West 7th Street, lacks tree cover and, despite the fact that there are businesses, it feels “empty, dull, bare, and isolated.” Cherry Street is another candidate for a complete street that could offer an alternative to Ivy Street for bicyclists and pedestrians.

- Cherry and West 2nd Streets: Well-marked street, blue light for safety, well used space.
- West 2nd-West 3rd Streets: Choppy pavement, unpleasant walk-scape. Bare lot to west with water tower is bleak.
- Cherry and West 3rd Streets: Not crime safe (appearance of houses), no crosswalks. Traffic goes right through across West 3rd Street. Newman Center on corner.
- West 3rd-West 4th Streets: Cracked sidewalk, trash accumulates. Pleasant grassy open space to east.
- Cherry and West 4th Streets: Damaged streets, needs crosswalks and stop signs.
- West 4th-West 5th Streets: Little tree cover, hodgepodge of businesses. “Broken tooth” of bare AS Recycling parking lot on southeast corner at West 4th Street.
- Cherry and West 5th Streets: No crosswalk, need 4-way stop, small shops give pleasant look.
- West 5th-West 6th Streets: Lots of trees, maintenance is lacking, needs bike lanes.



- Cherry and West 6th Streets: Quiet, needs better sidewalks, no dash separating traffic.
- West 6th-West 7th Streets: Cracks in sidewalk, needs more lights, yards and trash bins need placement in proper locations.
- Cherry and West 7th Streets: No stop signs, confusing intersection, cars block pedestrian view, dark residential area.
- West 7th-West 8th Streets: Trash, equipment storage, low tree cover.
- Cherry and West 8th Streets: One-way traffic, pedestrian crossing unsafe, excessive speed displayed by motorists.
- West 8th-West 9th Streets: No shade, empty, dull, industrial, bare, isolated, no benches.
- Cherry and West 9th Streets: No crosswalks, big intersection, risky to cross, dangerous for pedestrians.

Orange Street



Orange Street Summary



West 2nd Street along Orange Street is bleak, with bare car lots between West 2nd and West 3rd Streets to Cherry Street. Enhancements would connect the campus better to Walnut Street and to West 3rd-5th Streets, which is well-designed, with the Amtrak station, new buildings, and setback apartments with a fine shaded sidewalk. Towards the south, tree cover vanishes, and new apartments at West 6th Street, warehouse businesses, workshops, and light industry dominate. Deserted streets at night increase crime risk. Better lighting, seating, bike lanes, and trash collection are called for.

- Orange and West 2nd Streets: WREC Center, great safety, crosswalks. Few streetlights, crosswalks do not light up. WREC Center partly blank southern wall faces expanse of treeless asphalt.
- West 2nd-West 3rd Streets: No trees to west, bare lots on both sides, high number of autos. Ugly misused dirt lot.
- Orange and West 3rd Streets: Wide streets, no lights/residential areas, few trees to west.
- West 3rd-West 4th Streets: Open grassy lot to east looking to Newman Center. Nice sidewalks. Mid-block carpark well-integrated among new business buildings on west side.
- Orange and West 4th Streets: T-intersection, unpleasant, parking everywhere, unsafe for cyclists/pedestrians.
- West 4th-West 5th Streets: Pleasant walkspace on east side with apartments set back. Chico Art Center, train station.
- Orange and West 5th Streets: Faded crossings, autos display excessive speed, unsafe for cyclists/pedestrians.
- West 5th-West 6th Streets: West side industrial buildings, no trees. East side ivy wall and new upscale apartments.
- Orange and West 6th Streets: T-intersection, no crosswalks, road maintenance, deadend street, few residences.

- West 6th-West 7th Streets: Run down, industrial buildings, needs trees, lack of pedestrians. Workshops on east side.
- Orange and West 7th Streets: Sketchy, no crosswalks or lights, glass on ground by railroad tracks.
- West 7th-West 8th Streets: Unpleasant buildings, aluminum walls, chain link fences, lack of trees, uneven sidewalks.
- Orange and West 8th Streets: Speeding cars, no crosswalks, wide street, unsafe for cyclists/pedestrians.
- West 8th-West 9th Streets: Chain link fence, parking lot, partial tree cover, cracked sidewalks.
- Orange and West 9th Streets: no crosswalks, one-way, railroad obstructs view of oncoming traffic, markings that are faded.



2nd Street



West 2nd Street Summary



West 2nd Street is a busy hub connecting campus and downtown, with the Transit Center, parking structure, police station, and open carpark to the south. There are green-painted bike lanes and numerous racks for locking up bikes. Chico State's buildings the Bell Memorial Union (BMU), Student Services Center (SSC), and the WREC Center have inviting entry spaces, but it's Performing Arts Center (PAC) and the new Arts and Humanities Center (ARTS) lack aesthetic appeal. West 2nd Street becomes bleak and treeless west of Cherry Street. The WREC and the PG&E substation are located between largely bare carpark lots.

- West 2nd and Salem Streets: Good bike lanes and crossings, clean intersection, wheelchair accessible sidewalks.
- Salem Street-Normal Avenue: New buildings, good art. New bus station with parking lot, loud, with places to sit. ARTS building south wall is unfriendly to street, with jagged chromed metal on black windowless street level.
- West 2nd Street and Normal Avenue: Well-structured and safe, big street corners, wide sidewalks, open feeling.
- Normal Avenue-Chestnut Street: Car parking structure and police station with bike parking along broad sidewalk. Some trees on north side. PAC wall bleak.
- West 2nd and Chestnut Streets: Safe, busy, wide. Chestnut gives finest entry vista north into campus to Trinity Hall Bell Tower. Needs pedestrian street and/or bike lanes down Chestnut Street.
- Chestnut-Hazel Streets: Older but great. BMU with underused courtyard on north side; places to sit. Separation of sidewalk and street gives feeling of safety. South side parking lot at least has trees.
- West 2nd and Hazel Streets: Intersection with little to gain, less parking, well maintained, safer due to proximity to campus.
- Hazel-Ivy Streets: Best midblock on West 2nd Street, pleasant walk-scape, SSC visually appealing, clean and cared for.



- West 2nd and Ivy Streets: Good crosswalks. Need safer bike lanes, intersection provision and protection for cyclists. Make time for bicyclists to turn onto West 2nd Street.
- Ivy-Cherry Streets: Pleasant area with trees and modest houses on south side, pleasant landscaped façade of parking structure on north side. Heavy car traffic.
- West 2nd and Cherry Streets: WREC east side has shade, bike racks, small park plaza to north. Unappealing power substation on south side. Cars use excessive speeds and do not yield to pedestrians.
- Cherry-Orange Streets: WREC south wall better to east, bleaker to west, with immature trees. South side needs more shade, fewer parked cars. Bare landscape.
- West 2nd and Orange Streets: No crosswalk north/south, lots of parking, little lighting. Unsafe due to lack of signage for pedestrians, no stop sign, bleak treeless vista and train tracks to west.

West 3rd Street Summary



“Eyes on the street” in these residential areas promote a feeling of safety. Better markings of pedestrian crossings are recurring requests. Not very safe for cyclists with considerable traffic and cars parked on both sides. Uneven tree coverage and greenery. The intersection at West 3rd and Orange Streets is desolate, and lacking in foot and bicycle traffic.

- West 3rd and Salem Streets: Well-marked, bulbed four-way stop intersection with high traffic.
- Salem Street-Normal Avenue: Well-maintained with beautiful church on Salem Street northwest corner. Ugly mid-block carpark lots. Lacks tree cover.
- West 3rd Street and Normal Avenue: Mixed-use (business and residential). Lovely old houses on west side, with Sapp House garden at northwest corner.
- Normal Avenue-Chestnut Street: Adequate tree cover, including young trees. Some pleasant front lawns and gardens, varied architecture well set back. Redwoods on south side.
- West 3rd and Chestnut Streets: No marked crossings, long travel distance across street. Box Office building on northeast corner is appealing, though lacks tree cover.
- Chestnut-Hazel Streets: Good landscape with numerous well-maintained bushes and tree canopy. Fine, set-back older houses on north side.
- West 3rd and Hazel Streets: Long distance to cross with no markings, unsafe to cross.
- Hazel-Ivy Streets: Dead grass/landscape, less well-maintained. Set-back houses, some mature trees.
- West 3rd and Ivy Streets: Wide crossings of busy Ivy Street, needs 4-way stop, has “eyes on street” as this is residential. Corners not wide enough for bikes.
- Ivy-Cherry Streets: Pleasant enough residential area, with tree cover. Many cars, narrow sidewalk, glass on sidewalks.
- West 3rd and Cherry Streets: Signage maintenance is necessary, crosswalks marked.
- Cherry-Orange Streets: Newman Center on south side. North side has rundown fencing along car lot with water tower, sidewalk unappealing.
- West 3rd and Orange Streets: Desolate lots to north going west to cross tracks. No “eyes on street”, presence of homeless population.



West 4th Street Summary



Increased signage as well as adequate enforcement of traffic laws would mitigate the effects of high traffic volume. Not very safe for cyclists due to cars parked on both sides. Desire for attention to cycling and pedestrian infrastructure featured in responses. Lights and trash bins would improve the overall pleasantness and safety of the street.

- West 4th and Salem Streets: High volume of traffic, well-marked crosswalks, stop lights are a good thing.
- Salem Street-Normal Avenue: Lined with trees and cars, unpleasant parking lot.
- West 4th Street and Normal Avenue: Hidden yield signs, no stop signs, no crosswalks, wide intersection.
- Normal Avenue-Chestnut Street: Sorority and fraternity block, could use bike lanes and street lights. Narrow street, lined with trees and cars.
- West 4th and Chestnut Streets: Need new trash bins, hard to see pedestrians, two crosswalks south and west.
- Chestnut-Hazel Streets: Dirty, narrow, lined with trees and cars, needs street lights.
- West 4th and Hazel Streets: Could be narrowed. Needs improved signage, hard to see traffic on north side.
- Hazel-Ivy Streets: Not pleasant. Sigma house has quite a great deal of cement, not enough plants and natural beauty.
- West 4th and Ivy Streets: Address aesthetic concerns related to parking lot, wide street to cross, newer trash cans, lights at two corners.
- Ivy-Cherry Streets: More tree cover, fix sidewalks. Parking lot takes away from tree cover. Could use street lights.
- West 4th and Cherry Streets: Needs lights at corners, smoother roads, needs stop signs instead of yield signs, paint crossings.
- Cherry-Orange Streets: Dilapidated parking lot that could be repurposed, no bike signs, lined with cars, open land, benches could be installed.
- West 4th and Orange Streets: Wide street, trash bins, could use improved signage. Obscured views of traffic.

West 5th Street Summary



Lack of traffic calming on this through-street makes some crossings perilous. Requests have been made for bike lanes and more protection at intersections. The West 5th and Ivy Streets area is a neighborhood hub with its bars, restaurants, and shops, and rates well for sociability and liveliness, although it also features trash and noise.

- West 5th and Salem Streets: Pleasant, open, street lights, safe intersection.
- Salem Street-Normal Avenue: Narrow, beautiful architecture, could benefit from increased tree cover, needs bike accommodation.
- West 5th Street and Normal Avenue: No bike accommodations, traffic calming, 2-way stop.
- Normal Avenue-Chestnut Street: Well maintained, needs street lights, lots of concrete, could be cleaner.
- West 5th and Chestnut Streets: Dark at night, well-marked crossings, wide street, could use light up crosswalk.
- Chestnut-Hazel Streets: Pleasant, nice tree coverage, needs trash bins, wide enough to have bike lanes.
- West 5th and Hazel Streets: Well-marked crossings, parking everywhere, nice area, school, convenient light placement.
- Hazel-Ivy Streets: Fraternity house is nice, but there is garbage strewn about. Needs trash bins to reduce party garbage. Poorly maintained walkscape, needs more trees.
- West 5th and Ivy Streets: Well-designed intersection, 4-way stop, bars and restaurants, high traffic area.
- Ivy-Cherry Streets: Bars, fraternity houses, warehouse, smoke shop. Busy, trashy.
- West 5th and Cherry Streets: Needs traffic enforcement (people roll through stop signs). Could be cyclist/pedestrian prioritized. Buildings block line of sight.
- Cherry-Orange Streets: High traffic speeds a problem. Plenty of tree cover. Pleasant visuals needed.
- West 5th and Orange Streets: No crosswalks, hard to see around corners. Needs bike lanes. Train station provides pleasant visuals. Lots of parking.



West 6th Street Summary



Maintenance and safety issues were featured in respondent comments on this street. Better signage, crosswalks, and lighting are suggested (as are Blue Light Emergency Phones like those on campus). Trash bins are an additional suggestion. West toward Orange Street the safety and pleasantness of the street declines.

- West 6th and Salem Streets: No crosswalks, wide curbs, north/south road good, well-marked east/west.
- Salem Street-Normal Avenue: Pleasant walkscape, good tree cover. Easy fixes could yield great improvements (place plant cover on chain link fence).
- West 6th Street and Normal Avenue: Large intersection, yield signs, no stop signs, narrow street. Add bike lane.
- Normal Avenue-Chestnut Street: Needs more greenery. Could benefit from a place to sit, trash receptacles to cut down on trash.
- West 6th and Chestnut Streets: No crossings, could use improved signage. Fast traffic.
- Chestnut-Hazel Streets: Nice block overall, but too much trash, some unappealing buildings.
- West 6th and Hazel Streets: Cars parked on corners. Yield signs inadequate, location could benefit from placement of roundabout,
- Hazel-Ivy Streets: Run-down buildings, damaged sections of sidewalk, needs more lighting. Businesses prompt need for trash bins.
- West 6th and Ivy Streets: Traffic travels at high rate of speed. Increase enforcement. Possible location for Blue Light Emergency Phones or lit crosswalk.
- Ivy-Cherry Streets: Lack of lighting, needs sidewalk maintenance. Pleasant due to greenery.
- West 6th and Cherry Streets: Calmer street, wide. Yield signs, needs crosswalks.
- Cherry-Orange Streets: Warehouse is not welcoming, area feels unsafe, run-down buildings, chain link fence.
- West 6th and Orange Streets: Calm, low volume of traffic. Feeling of uneasiness.

7th Street



West 7th Street Summary



In the east, Afton Place apartments and the New Hope Fellowship Church are architectural landmarks. Much of the street has modest homes, some poorly-maintained or boarded up. Stretches are dark and intersections lack crosswalk markings. Toward Orange Street it is less welcoming. Tree cover is uneven, but makes some areas pleasant. As a “Bike Route”, the street needs actual infrastructure to protect cyclists.

- West 7th and Salem Streets: Needs a 4-way stop, repave, and repaint. Pleasant apartments on west side.
- Salem Street-Normal Avenue: Repair sidewalks, maintain greenery.
- West 7th Street and Normal Avenue: Fix pavement, 4-way stop, crosswalks.
- Normal Avenue-Chestnut Street: Church well-maintained, rest of block is not, maintain greenery.
- West 7th and Chestnut Streets: Crosswalks, 4-way stop sign, yield signs present.
- Chestnut-Hazel Streets: Maintain greenery, street lights, repurpose abandoned buildings.
- West 7th and Hazel Streets: Cars rarely yield, 4-way stop and crosswalk.
- Hazel-Ivy Streets: Trashy feel, not well-maintained.
- West 7th and Ivy Streets: Crossing improvement needed, 4-way stop, needs lit crosswalk.
- Ivy-Cherry Streets: Nice street to walk on, could benefit from “facelifts” to architecture.
- West 7th and Cherry Streets: Needs lights, 4-way stop, and improved pedestrian crossings.
- Cherry-Orange Streets: Park or garden on corner of Orange Street, needs murals.
- West 7th and Orange Streets: Needs 4-way stop, pedestrian crossing, lights.

West 8th Street Summary



West 8th Street (CA Hwy 32 East) carries one-way high-speed car traffic, and is generally not pleasant or safe for pedestrians and cyclists, especially at night. More fully marked crosswalks, including embedded lighting at key crossings, are proposed. Some sort of protection for crossing cyclists at one or more points would enable safer commuting from south Chico neighborhoods. Tree cover is uneven, and especially poor to the west toward the railway tracks.

- West 8th and Salem Streets: Clear stop signs for drivers, less of a walkscape.
- Salem Street-Normal Avenue: Less walkscape, less tree coverage. Needs places to sit, enhanced cycling infrastructure.
- West 8th and Normal Avenue: Sidewalks. No bike lanes, not much in the way of crosswalks.
- Normal Avenue-Chestnut Street: Good tree cover, walk-space, no traffic signs, could benefit from places to stop and rest/enjoy the locale.
- West 8th and Chestnut Streets: Intersection markings are necessary as are traffic signs.
- Chestnut-Hazel Streets: Comfortable, maintained, good tree cover. Lacks clear signage, bike lanes.
- West 8th and Hazel Streets: Need increased traffic signage. Difficult to cross due to volume of traffic.
- Hazel-Ivy Streets: Needs tree coverage and signage.
- West 8th and Ivy Streets: Less wide walk-space. Needs increased signage and well-marked crossings.
- Ivy-Cherry Streets: Variable tree cover, wide walk-space, only stop for cars.
- West 8th and Cherry Streets: Not well-marked crossing or stop signs for drivers.
- Cherry-Orange Streets: Variable tree cover, well-marked signage, no bike lanes.
- West 8th and Orange Streets: Less clear signage, could benefit from tree coverage, does not lend feeling of safety.



West 9th Street Summary



Like West 8th Street, West 9th Street (CA Hwy 32 West) carries one-way highway traffic, and is generally not pleasant or safe for pedestrians and cyclists, especially at night. Traffic moves quickly and is subject to little signage or other methods of control. There are car-dependent businesses mixed with residences, and a small park on the south side between Chestnut and Hazel Streets. The north side lacks trees west of Hazel Street. More signals or fully marked crosswalks, including embedded lighting at key crossings, are proposed, along with some kind of safer routing for cyclists leaving or entering the neighborhood along this street.

- West 9th and Salem Streets: Walk-space not enjoyable, fire station adds air of security and safety.
- Salem Street-Normal Avenue: Pleasant to a degree, mural adds visual appeal, but more could be done.
- West 9th Street and Normal Avenue: Lack of safety, no crosswalks.
- Normal Avenue-Chestnut Street: Variable tree cover and walk-space quality, unsafe for cyclists.
- West 9th and Chestnut Streets: Lacking in safety, no crosswalks/lights.
- Chestnut-Hazel Streets: Fairly pleasant, seating could be added, good tree cover. Not bike enhanced.
- West 9th and Hazel Streets: Parked cars obstruct view of approaching traffic.
- Hazel-Ivy Streets: Walk-space lacking in appeal, maintenance needed. Lack of tree cover.
- Houses help provide appeal to street.
- West 9th and Ivy Streets: Dangerous for pedestrians as right-of-way is frequently ignored by motorists.
- Ivy-Cherry Streets: Little to no greenery, walk-space with little visual appeal next to blank warehouses.
- West 9th and Cherry Streets: Small businesses. No quality walk-space for pedestrians.
- Cherry-Orange Streets: Lack of appeal. Sidewalk condition noted in audit responses.
- West 9th and Orange Streets: No crosswalk, lack of pedestrian safety.

Conclusions & Recommendations



Please see the executive summary at the beginning of this document for the overview of specific data and findings from the questionnaire, and the *map sets* above in the body of the report for summary displays of data from the walking street audits.

This concluding section focuses on the *history and larger context* of the opportunities we have to enhance the South Campus Neighborhood through planning priorities that can bring greater safety, health, and quality of life as use of the neighborhood continues to intensify over time. We are at a fortunate moment for these decisions, perhaps, following the rise of ***new urbanism and smart growth*** in the 1990s (Duany et al. 2000, 2010b). Especially, we are witness to an ***urban walkability and bicycling renaissance*** underway since the turn of the 21st century that has transformed countless cities in the U.S. and worldwide



(Leinberger 2008; Shoup 2011; Speck 2012; Abbasi 2016; Mapes 2009; Pucher and Buehler 2008 and 2011; NACTO 2014). Results include reduced *energy consumption, reduced noise, lower carbon emissions, lower air pollution, increased fitness and health, increased street safety, and reduced death incidence from car crashes* with cyclists and pedestrians (with protection especially of children and elderly). This re-envisioning of urban life has also brought *increased equality of transport options, lower costs of transport* (especially important for households with lower incomes) *and of engineering* (crucial for financially-constrained government entities), *increased vitality of urban businesses, and durably higher property values* in neighborhoods that have adopted such priorities.

More generally, **walkability** has become *a central criterion of planning* and indicator of desirability in urban neighborhoods (Speck 2012), as *health benefits* of active transportation have become more widely recognized (Hirschhorn 2005; Abbasi 2016) and as *younger people* have become less likely to own and drive a private car. Projections suggest that *pent-up and increasing demand for walkable and bikeable neighborhoods* will likely drive U.S. urban property markets and development for decades (Leinberger 2008). As one among many local examples, **infill of bare carpark lots**, such as those on **West 2nd Street**, at Orange and Cherry Streets, *could mend “broken teeth”* that disrupt continuity of experience and travel through this micro-neighborhood, and *renewed tree cover* west along West 2nd Street, would help to relieve the harshness of what is at present a no-man’s-land. **A grocery store or café** might bring *foot traffic and “eyes on the street”* that could help further revitalize this promising north Orange/Cherry Street locale that is the link between campus, downtown, and the world of Walnut Street .

For bicycling infrastructure, **leaders among U.S. cities** include *Portland, Oregon*, the best of our larger cities, with about 7% bicycle mode share overall (Blue 2013). **Smaller U.S. university towns** like *Davis, California*, and *Boulder, Colorado*, have achieved comparable or higher mode share, in part through bike lanes and separate paths in the overall context of strict growth controls (Mapes 2009). *Chico’s mode share* has not been determined, but it has been recently estimated that 8% of residents ride a bicycle each day (City of Chico 2015).

However, it's perhaps worth noting that **many towns in northwestern Europe** have achieved *cycling mode share of above 35%* for all travel, despite windy, wet, and chilly weather much of the year. *Access there is broad and deep*, with Dutch elderly, for example, logging a bike mode share about 60 times higher than the U.S. average. At the same time ***safety has been sharply improved***, with the Netherlands, for example, achieving an *81% decline in cyclist deaths* in the period from 1981 to 2006, and Denmark enjoying a rate of *non-fatal cyclist injury roughly 1/30th of that in the U.S. overall* (Pucher & Buehler 2008). What is necessary to achieve such numbers is *protected bikeways and secure bike parking*, among other things, but also *smart growth plans* that de-incentivize automobile use as they provide comprehensive alternatives. See the 16-minute online video '*Groningen: the world's cycling city*' (Streetfilms 2013), for one university city example in Holland. See Pucher & Buehler's '*Making cycling irresistible*' (2008), for a comprehensive review of exactly how the Netherlands, Denmark, and Germany have achieved these results.

As we know, ***Chico is ideal for bicycling***, given that it is flat, and warm and dry most of the year, and the city has its own important histories and thriving subcultures of cycling. Over the past decades, government agencies have supported bicycle commuting and daily use in a number of important ways, but **further change in the relative mix of transport modalities** is crucial to achieving greater success. A *reduction in use of private cars* for local travel is perhaps the most abundant and low-hanging fruit that could be harvested by good planning going forward, as recognized in the university's Transportation Demand Plan of 2009. In part also to this end, the city and region has invested in the *B-Line bus service*, with the new *Transit Center* at the junction of the university and downtown, which provides students with free passes.

Danger from car traffic for pedestrians and bicyclists is clear. U.S. rates of injury and death for cyclists and pedestrians remain many times higher than in countries that have adopted the measures described in '*Making cycling irresistible*' (Pucher & Buehler 2008). Here in Chico a college student pedestrian was

killed by a car in 2015 at West 7th and Chestnut Streets, following two college student bicyclist deaths in 2013 also from cars. Indeed, the neighborhood has hosted the *densest local cluster of reported bicycle collisions* in the past ten years outside of the downtown core (City of Chico 2015). Most feared in our neighborhood by our respondents are West 8th and West 9th Streets, with Ivy and Hazel Streets also singled out as problematic.

As noted above in detail, the data we have presented shows the **great student support for increased bicycle use and safety** in the neighborhood, as well as **enhancement of pedestrian safety and convenience**, that together could yield a corresponding **reduction in dependence on cars** and in land and street use for car parking. In the South Campus Neighborhood, the recent **West 2nd Street redesign** has created substantial green-painted bike lanes that lead east to Bidwell Park, and west to neighborhoods along Walnut Street and beyond, although the westward route along this high-volume street is largely bare of tree cover and other amenities. **Salem Street** has also benefited from some intersection safety enhancements and from white-stripe marked bike lanes on both sides. There is much room for further enhancement, and although West 7th, Chestnut, and Ivy Streets are designated as Class III Bike Routes, *no other bicycle road infrastructure exists* at present. Parts of Ivy Street are particularly problematic as a bike route under present conditions (Editor’s Note: Ivy Street has improved in bicycle infrastructure as of the spring of 2017).

Of course, **“Complete Streets”**, which provide safe and protected facilities for all users, can be a goal for future development in the neighborhood, and indeed are NACTO standards in California. We may also note successes in the Netherlands and elsewhere with **woonerfs** (“home streets”, “home zones”, or “living yards”) for urban residential neighborhoods, where cars may be welcome but are restricted to walking pace (Hockenos 2013; Fesler 2014). A thorough **reimagination of traffic flow** could *prioritize such redesigned key cycling and pedestrian streets* (such as Chestnut, Hazel, Cherry, West 4th, and/or West 7th Streets, for example). These would offer heightened safety and quality of experience while connecting the neighborhood effectively by foot and bike with the rest of town.

At present there seems little incentive for motorists to choose one street over another in driving through the neighborhood. Among the effects of this are numerous *stop/yield dilemmas* in engineering individual intersections. However, some of these issues would be *mitigated or disappear if **pedestrians and cyclists were prioritized on some streets** or parts of streets*, and car traffic calmed, slowed, diverted, or banned on these. Although through-car traffic on every part of every street limits car traffic pressure on any individual street, it does so at a cost to safety and quality of experience in the area. There could be potential advantages to a few well-chosen points where **removable bollards placed at mid-blocks** would allow pedestrians and bikes to pass but not cars (except in emergencies), combined with *better protected intersections on key car thoroughfares* such as Ivy and West 5th Streets. In the longer run, *prioritizing pedestrians and cyclists on certain streets*, or parts of them, could *enhance property values* and bring openings over time for *small parks, plazas, and businesses*, potentially also replacing carpark lots as more people feel safe and fully supported in commuting and shopping on foot and by bicycle.

Chestnut Street in particular might make *a magnificent boulevard of this kind*, with its proximity to downtown, its connection across CA Hwy 32 from the Barber neighborhood in the south, its civic and gathering space around St. John's the Baptist Catholic Church and Notre Dame school, and its welcoming approach to the campus and the fine vista to the Trinity Hall Bell Tower to the north. Midway between downtown and Ivy Street, Chestnut Street is effectively the **walkshed center** for the eastern South Campus Neighborhood. *If properly signed with prominent wayfinding* along its length, and *enhanced with gardens and parklets* over time, it could become a glory of the town.

Cherry Street could also be a candidate for such a pedestrian and cyclist prioritized street, and for that matter **Hazel Street** as well, especially if either could take bicycle traffic off Ivy Street. *Cyclist-specific protective improvements to the **intersection at Ivy and West 2nd Streets*** would seem a priority in any case. Cyclists throng Warner daily north of West 2nd, in part because they cannot pass through campus. ***If the university were to revisit its policy on bicycle through-traffic***, and provide a cross-campus avenue or avenues of some kind, this could increase options and safety for cycling in the neighborhood closeby. Regardless, an improvement to the Ivy and West 2nd Streets intersection that *protects cyclists and guides*

them more safely across and beyond West 2nd Street would be welcome. Since **Ivy Street** carries car through-traffic to north Chico, and there are serious issues of safety and space for its use as a bicycle route, implementing **protected bike lanes** on one side of Ivy Street instead of car parking presently there could be a way to improve these conditions.

West 3rd, West 4th, West 6th, and West 7th Streets are interesting potential candidates for such pedestrian and cyclist enhancements on their western sides in particular, perhaps, as none carry through-traffic east past Orange Street across the railroad tracks. As **West 7th Street** is narrower than the named streets, like these other numbered streets in the neighborhood, *enhancing it as a bicycle route* may require more protection for cyclists than is currently possible between two rows of parked cars.

Beyond road infrastructure, **secure bike parking** is another necessary and sometimes-neglected component of a mature cycling infrastructure, and is important especially for businesses to thrive. The university and city have expanded bike parking capacity recently, but *bicycle theft levels remain high* in Chico. This deters commuters and shoppers, and bike parking facilities with more security than open racks could make an enormous contribution to improving this issue. Potential **solutions abound** and have been demonstrated here and worldwide – *bike lockers* (as at Meriam Library), *bike cages* (as on West 5th Avenue by Enloe Hospital), *supervised bike lots* (as at the Sacramento State campus), *video-surveilled racks*, *differently-priced tiers of bike parking*, and *prioritized bike parking by business and office windows* – all of which are cheaper and use far less physical room than parking spaces for cars. Where such secure bike parking can be *integrated into carpark structures*, further economies of scale can be achieved.

The priorities discussed above are in keeping with a spectrum of **recent reports and legislation** across the state of California and within the City of Chico. For example, **SB 375 of 2008** requires state agencies and local metropolitan planning organizations to develop “*sustainable community*” and “*smart growth*” strategies that focus especially on *reducing single-passenger car trips* (CAP 1.10). **CalTrans’s 2012 Highway Design Manual** update facilitated “Complete Street” design, and their 2014 endorsement of *NACTO’s Urban Street Design Guide* and *Urban Bikeway Design Guide* consolidated their new support for

multimodal transportation. Further, the state’s 2014 **CEQA shift** from monitoring LOS (Level of Service; essentially volume of motor traffic) to VMT (Vehicle Miles Traveled) streamlines such planning, as now *"projects that... decrease VMT —... bike lanes or pedestrian paths, or a grocery store... — may be automatically considered to have a ‘less than significant’ impact”* (LA Streetsblog 2014).

Similarly, the city’s **2030 General Plan** (produced in 2011) prioritizes improved energy efficiency and air quality through *compact, walkable, infill, and mixed-use development* in transit corridors and other central locations. Further, the city’s **Sustainability Task Force** (STF), formed in 2007 following the city’s signing of the 2006 U.S. Conference of Mayors Climate Protection Agreement (USCMCPA), has confirmed the General Plan’s emphases on *multimodal circulation improvements* and *smart growth principles* of quality design.

The city’s 2020 **Climate Action Plan** (CAP), produced in 2012 builds on these priorities through specific plans to *reduce fossil fuel use and greenhouse gas emissions* that will also reduce motor vehicle traffic and improve quality of life for residents and commuters. The CAP also calls for coordination with the Butte County Association of Governments (BCAG) for *high quality transit service and infrastructure*, and *provision of bicycle facilities and infrastructure, including bicycle parking* according to the city’s **Bicycle Master Plan**. Measures to be applied on a project-by-project basis include the development of new *multimodal facilities and connections* in compliance with the city’s **Capital Improvement Plan** (CIP), and *Transportation Demand Management Plans* for new employers with 100+ employees (CAP 1.10-12).

The CAP’s **prioritized measures to reduce vehicle miles traveled** and fuel consumed include *pedestrian connections* for new development (CAP 1.10.2), expanded and enhanced *bicycling and pedestrian infrastructure* (1.11), *“Complete Streets”* as indicated in the 2030 General Plan (1.12), *traffic calming*, including landscape medians and street corner bulbouts (1.13), *new bike paths* (1.14), and *safe routes to schools* (1.16). **Updated city parking standards** aim to *reduce surface parking areas, require bicycle parking* at higher ratios, and support convenient *pedestrian pathways* through parking areas (1.17).

The CAP makes clear that ***effective actions in the transportation sector are critical*** to reducing greenhouse gas emissions. Estimated emissions from transportation in Chico are *roughly double* those from all other energy uses, and fifteen times greater than those of solid waste processing (CAP 2.22). Reductions in these transportation emissions are projected as considerably more challenging to achieve than those of other energy uses (*ibid.*), yet, as noted above, ***the low-hanging fruit offered by cost-effective and safe bicycle infrastructure has yet to be harvested*** in this neighborhood as in others.

These city and state goals of greater walkability and bikeability, together with reduced carbon emissions, are congruent with **CSUC's plans and priorities** as well. In 2007, then-CSUC President Paul Zingg was one of twelve original signatories of the *American College and University Presidents' Climate Commitment* (ACUPCC) statement. In 2014 the university was selected as a founding member of the national *Alliance for Resilient Campuses*, and earned Second Nature's *Campus Climate Leadership Award*. The university's own **Climate Action Plan** of 2011 voluntarily *includes accounting for "Scope 3" carbon emissions* from commuting, travel, and solid waste in developing its strategies for energy use reduction. The university's **Transportation Demand Management Plan**, developed in 2009 and continually updated, aims to *reduce single-occupant motor vehicle trips* to and from campus, through infrastructure improvements and supporting programs.

Other university-city transportation demand planning collaborations have achieved outstanding results. For example, recent planning at **Stanford University** has allowed campus size to increase 20% without increasing traffic. *The university has saved close to \$100 million* overall through a combination of strategies to reduce private car commuting rates. Among other things, *it raised parking prices 15% and invested \$4 million in bicycle facilities*, thereby motivating an estimated 900 people to use bicycles over cars – *instead of spending \$18 million on more car parking* for them (Schmitt 2013).

Other recent university leaders in the U.S. in such cost-saving collaborative projects have been *MIT, CU Boulder, Portland State University, UC San Diego* and, of course, *UC Davis*. Though we all still have much to learn from universities in cities overseas that achieve much higher non-car mode shares, it is heartening



to see these successes and to imagine that Chico and its university is joining them in preserving and enhancing the quality of life in the South Campus Neighborhood and throughout our city.

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Note: Please see the *executive summary* at the beginning of this document for an overview of specific data and findings from the questionnaire survey, and the *map sets* above in the body of the report for summary displays of data from the walking street audits.

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Appendix 1: South Campus Neighborhood Questionnaire

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What do you like best about the South Campus neighborhood? (its general character, attributes, qualities)

What do you like least about the South Campus neighborhood? (its general character, attributes, qualities)

What's the most pleasant location or area of the South Campus neighborhood? Why?

What's the most problematic location or area of the South Campus neighborhood? Why?

What part of South Campus neighborhood has the most potential to improve? How?

What services or facilities would you like to see added to the South Campus area?

How could the South Campus neighborhood be best enhanced? Rank each one 1 to 5 (5=most desirable).

___enhanced intersections speed limits ___more stop signs ___roundabout(s) ___slower

___'complete streets' ___protected bike lanes ___prioritized bike street(s)
___secure bike parking

___pedestrianized street(s) lights ___better walkscapes ___less through car traffic ___more street

___more trees to parks ___create parklets ___enhance open land ___convert lots

___places to sit store(s) ___places to gather ___food trucks ___full grocery

___fewer cars parking lots ___fewer parking lots ___more cars ___more

___wider sidewalks maintenance ___repaved sidewalks ___trash bins ___better

___upgrade historic preservation space(s) ___more murals and art ___outdoor performance

Other (please specify):



Do you live in the South Campus neighborhood? *yes* *no*

If yes, where? (circle one) *between 2nd St and 5th St (north side)* *between 5th St (south side) and 10th St*

If no, about how many miles do you live from the university? _____

If no, on average, how many times per week do you travel through or spend time in the South Campus neighborhood?

never *once* *several times* *most days* *daily* *more than once*
daily

On average, how many separate times a week do you do the following activities in the South Campus neighborhood?

___*walk* ___*bike* ___*ride bus* ___*drive motor vehicle* ___*park motor vehicle* ___*skateboard*

How many of each of the following do you own and use here in Chico?

___*car* ___*truck* ___*motorcycle* ___*motoscooter* ___*bicycle* ___*skateboard*

How often per week do you pay for car or truck parking in South Campus or near the university?

(circle one)

never *once* *several times* *most days* *daily* *have permit*

On average, how much total per week do you pay for parking in South Campus or near the university? _____

If you drive a car or truck, what are the *most frequent* reasons for you to drive it? Rank each 1 to 5

(5=most frequent).

___*travel beyond Chico* ___*visit others in Chico* ___*grocery shopping* ___*drive to*
gym

___*drive to recreation/parkland* ___*drive to university* ___*drive to job* ___*use*
for job itself

___ other personal travel in Chico ___ drive children somewhere ___ drive others somewhere

other (please specify):

How would you describe yourself as a cyclist? (choose one)

I never ride a bike Timid and rare Occasional and competent Skilled commuter Athlete

What is the rough dollar value of your most valuable bicycle?

How many of each of the following bicycles and bicycle components do you have?

___ Road bike ___ Hybrid bike ___ Mountain bike ___ Racing bike ___ Folding bike

___ 'Beater' bike ___ BMX bike ___ Cable lock ___ U-Lock ___ Reflective
clothing

___ Basic front light ___ Powerful front light ___ Basic rear light ___ Powerful rear light ___ Reflective
bike tape

___ Helmet ___ Back rack ___ Front rack ___ Pair of toe clips ___ Pair of clip-
in pedals

Other (please specify):

How likely would you be to *ride a bicycle* more frequently, if there were pleasant protected bike lanes throughout the South Campus neighborhood, and fully secure bike parking on campus and at destinations around town?



<i>Not at all</i>	<i>A little</i>	<i>Somewhat</i>	<i>Very</i>	<i>Completely</i>
1	2	3	4	5

Which do you think would be advisable to bring increased safety for pedestrians and cyclists in the South Campus neighborhood? (Rate each at 1 to 5, with 5 being the most desirable)

- Less car through traffic*
- Slower speed limits*
- 'Complete streets'*
- Streets where bicyclists and pedestrians are prioritized*
- Separate protected bike lanes*
- Better crosswalk marking*
- 'Bulbed' intersections*
- More stop signs*
- Roundabouts*
- Promotion of cyclist lights, reflective tape, reflective clothing*
- More pedestrians and cyclists on the streets*
- Pedestrian education classes*
- Driver education classes*
- Cyclist education classes*
- First-year student orientation to 'Chico cycling skills and resources'*
- More enforcement of motor vehicle traffic laws*
- More enforcement of cyclist traffic laws*
- More foot and bike traffic for 'eyes on the street'*
- More street lights*
- Nighttime designated 'safe corridors' with lights*
- Video cameras*
- More crosswalk pedestrian signage to alert drivers*
- Embedded crosswalk activated lights*

Other (please specify):

OMITTED, NOT ASKED IN SPRING 2016:

What reasons keep you from riding a bike more often? (Rate 1-5, with 5= most important)

___ *Concern for safety in traffic*
bike paths & lanes

___ *Unpleasant to ride in traffic*

___ *Lack of separate*

___ *Concern that bike might be stolen*
hours

___ *Few places to lock bike securely*

___ *Nowhere to leave bike for*

___ *Don't have bicycle*

___ *Bike needs repair*

___ *Flat tire(s) on bike*

___ *Don't have bicycle pump*
goods

___ *Don't have rack for carrying goods*

___ *Don't have panniers for*

___ *Bicycle is not very good*
clothes clean

___ *Hard to stay fresh and clean*

___ *Hard to keep*

___ *Prefer to walk*

___ *Prefer to drive*

___ *Prefer to skateboard*

___ *Distances are too great*
at home

___ *Not in good enough physical shape*

___ *No good bike storage place*

___ *Car is faster*

___ *Car can carry more*

___ *Car needed to carry others*

Other (please specify):



Please, if you can, describe the character and qualities of each of the following subneighborhoods in a few words:

2nd Street

3rd and 4th Streets

5th Street

6th and 7th Streets

8th and 9th Streets

Salem Street

Normal Street

Chestnut Street

Hazel Street

Ivy Street

Cherry Street

Orange Street below 5th

Orange Street above 5th



Appendix 2: South Campus Neighborhood walking street audit forms

(c) 2016 David Eaton

Name _____ Signature _____

Date _____ Time of day _____

Chico South Campus Walking Street Audit / for a named street (i.e., Salem to Orange)

Circle the name of the street you are auditing by walking its length in the South Campus neighborhood.

Salem Normal Chestnut Hazel Ivy Cherry Orange

Begin at the north (campus) side of 2nd Street and go south to the south side of 9th Street. Note: when you're facing south, east is on your left, and west is on your right.

Use the following scale to rate each intersection, and each mid-block on each side, for the qualities listed. For each section write also any specific observations, problems noted, and suggestions for improvement.

Not at all	A little	Somewhat	Very	Completely
1	2	3	4	5

1st - 2nd St mid-block / east side

pleasant?____ walkscape good?____ bike-enhanced?____ well-designed?____ well-maintained?____ tree cover?____

Comments, problems, suggestions:

1st - 2nd St mid-block / west side

pleasant?____ walkscape good?____ bike-enhanced?____ well-designed?____ well-maintained?____ tree cover?____

Comments, problems, suggestions:

* 2nd St INTERSECTION *

traffic-safe?____ crossings well-marked?____ structurally enhanced?____ peds/bikes prioritized?____ crime-safe?____

Comments, problems, suggestions:

2nd - 3rd St mid-block / east side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___

Comments, problems, suggestions:

2nd – 3rd St mid-block / west side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___

Comments, problems, suggestions:

* 3rd St INTERSECTION *

traffic-safe? ___ crossings well-marked? ___ structurally enhanced? ___ peds/bikes prioritized? ___ crime-safe? ___

Comments, problems, suggestions:

3rd – 4th St mid-block / east side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___

Comments, problems, suggestions:

3rd – 4th St mid-block / west side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___

Comments, problems, suggestions:

* 4th Street INTERSECTION *

traffic-safe? ___ crossings well-marked? ___ structurally enhanced? ___ peds/bikes prioritized? ___ crime-safe? ___

Comments, problems, suggestions:

4th – 5th St mid-block / east side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___

Comments, problems, suggestions:



4th – 5th St mid-block / west side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

* 5th Street INTERSECTION *

traffic-safe?___ crossings well-marked?___ structurally enhanced?___ peds/bikes prioritized?___ crime-safe?___

Comments, problems, suggestions:

5th – 6th St mid-block / east side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

5th – 6th St mid-block / west side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

* 6th Street INTERSECTION *

traffic-safe?___ crossings well-marked?___ structurally enhanced?___ peds/bikes prioritized?___ crime-safe?___

Comments, problems, suggestions:

6th – 7th St mid-block / east side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

6th – 7th St mid-block / west side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___

Comments, problems, suggestions:

* 7th Street INTERSECTION *

traffic-safe? ___ crossings well-marked? ___ structurally enhanced? ___ peds/bikes prioritized? ___ crime-safe? ___

Comments, problems, suggestions:

7th – 8th St mid-block / east side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___

Comments, problems, suggestions:

7th – 8th St mid-block / west side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___

Comments, problems, suggestions:

* 8th Street INTERSECTION *

traffic-safe? ___ crossings well-marked? ___ structurally enhanced? ___ peds/bikes prioritized? ___ crime-safe? ___

Comments, problems, suggestions:

8th – 9th St mid-block / east side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___

Comments, problems, suggestions:

8th – 9th St mid-block / west side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___



Comments, problems, suggestions:

* 9th Street INTERSECTION *

traffic-safe? ___ crossings well-marked? ___ structurally enhanced? ___ peds/bikes prioritized? ___ crime-safe? ___

Comments, problems, suggestions:

9th – 10th St mid-block / east side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___

Comments, problems, suggestions:

9th – 10th St mid-block / west side

pleasant? ___ walkscape good? ___ bike-enhanced? ___ well-designed? ___ well-maintained? ___ tree cover? ___

Comments, problems, suggestions:

Consider the whole street you have just audited. How could it be most effectively enhanced? (choose any or all)

- | | | | |
|------------------------------------|----------------------|--------------------|----------------------------|
| safer intersections | traffic calming | more stop signs | roundabout(s) |
| better sidewalks/walkscapes street | protected bike lanes | 'complete street' | pedestrianize whole street |
| more street lights | places to sit | places to gather | parklets |
| more cars | more parking lots | fewer cars | fewer parking lots |
| secure bike parking | more trees | better maintenance | trash bins |

Other (please specify):

Do you live in the South Campus neighborhood? yes no

If no, on average, how many times per week do you travel through or spend time in the South Campus neighborhood?

- | | | | | | |
|-------|------|---------------|-----------|-------|----------------|
| never | once | several times | most days | daily | more than once |
| daily | | | | | |

Comments, problems, suggestions:

Salem-Normal mid-block / south side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

Salem-Normal mid-block / north side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

* Normal Street INTERSECTION *

traffic-safe?___ crossings well-marked?___ structurally enhanced?___ peds/bikes prioritized?___ crime-safe?___

Comments, problems, suggestions:

Normal-Chestnut mid-block / south side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

Normal-Chestnut mid-block / north side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

* Chestnut Street INTERSECTION *

traffic-safe?___ crossings well-marked?___ structurally enhanced?___ peds/bikes prioritized?___ crime-safe?___

Comments, problems, suggestions: -**

Chestnut-Hazel mid-block / south side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

Chestnut-Hazel mid-block / north side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

* Hazel Street INTERSECTION *

traffic-safe?___ crossings well-marked?___ structurally enhanced?___ peds/bikes prioritized?___ crime-safe?___

Comments, problems, suggestions:

Hazel-Ivy mid-block / south side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

Hazel-Ivy mid-block / north side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

* Ivy Street INTERSECTION *

traffic-safe?___ crossings well-marked?___ structurally enhanced?___ peds/bikes prioritized?___ crime-safe?___

Comments, problems, suggestions:

Ivy-Cherry mid-block / south side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___



Comments, problems, suggestions:

Ivy-Cherry mid-block / north side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

*** Cherry Street INTERSECTION ***

traffic-safe?___ crossings well-marked?___ structurally enhanced?___ peds/bikes prioritized?___ crime-safe?___

Comments, problems, suggestions:

Cherry-Orange mid-block / south side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

Cherry-Orange mid-block / north side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:

*** Orange Street INTERSECTION ***

traffic-safe?___ crossings well-marked?___ structurally enhanced?___ peds/bikes prioritized?___ crime-safe?___

Comments, problems, suggestions:

Orange-Cedar mid-block / south side

pleasant?___ walkscape good?___ bike-enhanced?___ well-designed?___ well-maintained?___ tree cover?___

Comments, problems, suggestions:



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