

City of Chico – Downtown Chico Revitalization Project

December 2025 Project Preview Event Summary

Event Overview

The City of Chico hosted a three-day **Downtown Chico Revitalization Project Preview Event** from December 8 through December 10, 2025. The event was designed as an open house, allowing community members to drop in at their convenience to review draft design alternatives, ask questions, and provide feedback to guide the project's next phase.

Over the three days, more than 100 community members attended the event, reviewing materials, engaging in one-on-one conversations with staff, and leaving written comments. Feedback was collected through comment cards, corridor-specific feedback forms, facilitated conversations, and sticky notes placed directly on large-format maps displayed throughout the venue.



Community members discussing project concepts with project team

Welcome and Engagement

Upon arrival, attendees were welcomed by representatives from the City of Chico and the project team, including staff and consultants specializing in engineering, traffic operations, active transportation, and public engagement. Team members were available throughout the event to explain concepts, answer technical questions, and listen to community perspectives. The event emphasized accessibility and transparency. Community members were encouraged to stay as briefly or as long as they wished and to engage at their own comfort level, reinforcing that every comment—large or small—was valuable to the process.

Materials and Displays

The room located in downtown Chico was organized around a series of large, wall-mounted corridor maps, each illustrating proposed design alternatives for downtown streets, including Main Street, Broadway, Wall Street, Flume Street, Salem Street, and 1st through 5th Streets. Each alternative was displayed clearly and consistently, allowing participants to compare options side-by-side.

Maps and exhibits highlighted potential changes related to:

- Bicycle facility types and configurations
- Sidewalk widths and pedestrian space
- Parking arrangements and loading considerations
- Intersection treatments and traffic operations

Sticky notes and written comments placed directly on the maps allowed participants to react to specific locations and design elements in real time. (See on the next few pages)



Community members discussing project concepts with project team

Purpose of the Event

The primary goal of the Project Preview Event was to evaluate proposed alternatives and understand community priorities, concerns, and preferences before advancing design refinement. Rather than presenting a single preferred option, the event intentionally showcased multiple alternatives to encourage discussion and constructive feedback.

Community input gathered during the event will be used by the project team to:

- Identify themes, areas of agreement, and points of concern
- Evaluate tradeoffs between mobility, safety, access, and downtown vitality
- Inform the development of refined concepts and recommendations



Key Takeaways

The following pages summarize the feedback received through comment cards, corridor-specific forms, conversations, and sticky notes on the maps. This input represents a broad range of perspectives and will play a critical role in shaping the next phase of the Downtown Chico Revitalization Project.

The City of Chico thanks all participants for their time, thoughtful comments, and continued engagement in re-envisioning the future of downtown.

Project Feedback

Corridor Specific Feedback (CSF)

Community members were invited to complete a feedback form to share input on proposed design elements for individual downtown corridors. The corridors included Main Street, Broadway, Salem, Wall, Flume, and 1st through 5th Streets. The chart below summarizes the corridor concepts for which participants provided feedback.

| Street / Corridor | Option | Responses | % of Total CSF Responses |
|-------------------|----------------------------|-----------|--------------------------|
| Main Street | N/A | 13 | 2.9% |
| Main Street | Two-Way Class IV | 26 | 5.8% |
| Main Street | One-Way Class IV | 68 | 15.3% |
| Main Street | Wider Sidewalks | 22 | 4.9% |
| Broadway | N/A | 14 | 3.1% |
| Broadway | Two-Way Class IV | 21 | 4.7% |
| Broadway | One-Way Class IV | 63 | 14.2% |
| Broadway | Wider Sidewalks | 22 | 4.9% |
| Salem | N/A | 10 | 2.2% |
| Wall | N/A | 11 | 2.5% |
| Wall | Class III Bike Blvd | 12 | 2.7% |
| Wall | Parking-Protected Class IV | 17 | 3.8 |
| Flume | N/A | 7 | 1.6% |
| Flume | Class II and Class IV | 16 | 3.6% |
| Flume | Class III Bike Blvd | 12 | 2.7% |
| 1st Street | N/A | 6 | 1.3% |
| 2nd Street | N/A | 6 | 1.3% |
| 2nd Street | Buffered Class II Bikeway | 19 | 4.3% |
| 2nd Street | Parking-Protected Class IV | 19 | 4.3% |
| 3rd Street | N/A | 9 | 2.0% |

| | | | |
|------------|---------------------|----|------|
| 3rd Street | Class II Bikeway | 14 | 3.1% |
| 3rd Street | Class III Bike Blvd | 15 | 3.4% |
| 4th Street | N/A | 15 | 3.4% |
| 5th Street | N/A | 8 | 1.8% |

Open-Ended Feedback

Community members were able to share open-ended comments through the feedback forms, general comment cards, and by submitting comments to the project email (downtownchicoproject@gmail.com). The summary below highlights key feedback received for each concept.

Main Street – Two-Way Class IV Bikeway

- Feedback was mixed, with some support for the comfort of a fully separated bikeway but widespread concern that two-way bike travel on a one-way street could be confusing and unsafe at intersections where drivers may not expect bikes traveling against traffic.

Main Street – One-Way Class IV Bikeway

- This option received strong support, with many community members noting that one-way bikeways matching vehicle flow feel more intuitive, predictable, and safer, while maintaining access to storefronts and reducing conflicts at intersections.

Main Street – Wider Sidewalks

- Wider sidewalks were generally supported for improving accessibility, pedestrian comfort, and opportunities for outdoor dining, though some concerns were raised about maintaining adequate loading access and avoiding sidewalks that feel underutilized during slower periods.

Broadway – Two-Way Class IV Bikeway

- Like Main Street, community members expressed concern that two-way bikeways on Broadway could increase safety risks due to driver expectations, intersection conflicts, and pedestrian interactions in a high-activity corridor.

Broadway – One-Way Class IV Bikeway

- This concept was widely supported as a safe and intuitive option, with commenters emphasizing improved predictability, comfort for cyclists of all ages, and stronger connectivity to key routes such as the Esplanade and Humboldt/Park Avenue.

Broadway – Wider Sidewalks

- Feedback generally supported wider sidewalks on Broadway to enhance pedestrian experience, support al fresco dining, and contribute to downtown vibrancy, with questions focused on long-term maintenance and management of added space.

Wall Street – Class III Bike Boulevard

- Community members viewed this as a supportive secondary option but noted that Class III treatments alone may not provide sufficient comfort or safety without additional traffic-calming measures or protection.

Wall Street – Parking-Protected Class IV Bikeway

- This option was well-received, with commenters identifying Wall Street as well-suited to parking-protected bikeways that improve cyclist safety while maintaining access and supporting a more pedestrian-oriented environment.

Flume Street – Class II and Class IV Bikeways

- Feedback was mixed, with some support for improved bike connectivity and protection, but significant concern about potential parking loss, loading access and impacts to adjacent businesses.

Flume Street – Class III Bike Boulevard

- This option was seen as less disruptive to parking and businesses, though some commenters felt it may not adequately address cyclist safety given traffic speeds on Flume Street.

2nd Street – Buffered Class II Bikeway

- Community members generally supported buffered bike lanes on 2nd Street, citing increased comfort and separation from traffic while still balancing vehicle movement and parking needs.

2nd Street – Parking-Protected Class IV Bikeway

- This concept received strong support for providing a clear physical buffer between bikes and vehicles, with commenters noting improved safety while encouraging careful design around loading zones and door-zone conflicts.

3rd Street – Class II Bikeway

- Feedback supported a dedicated bikeway on 3rd Street as a safer alternative to current conditions, with some interest in complementary measures such as time-based closures or pedestrian-focused uses.

3rd Street – Class III Bike Boulevard

- This option was viewed as helpful when paired with nearby bike facilities, though some commenters noted it may be insufficient on its own without stronger protection or network connectivity.

Please refer to the Appendix at the end of the document to view all open-ended individual responses.

Concept Maps Feedback

During the Project Preview Event, large-format maps illustrating each proposed corridor concept were displayed throughout the venue. Community members were invited to review the concepts and provide feedback by placing sticky-note comments directly on the maps. The comments below reflect the feedback received for each concept as written by participants.

Proposed Main Street (Two-way Class IV Bikeway) and Proposed Broadway Street (Parallel Parking)

- Don't prefer a two-way bike lane



Proposed Main Street (One-way Class IV Bikeway) and Proposed Broadway Street (One-way Class IV Bikeway)

- New crossing?
- How do you recommend people get to the bike racks?
- Only extended sidewalks on Broadway limit their businesses on Main. I dislike this.
- Raised crossing, lighted signs, and lights in the crossing bump
- Scramble crossing?

Proposed Main Street (Two-way Class IV Bikeway) and Proposed Broadway Street (Parallel Parking)

- Raise the bike path to sidewalk level. Extra protection.
- Why is there only one lane on 2nd Street, one on 4th Street, but two lanes on 1st and 3rd? Why are there no more dedicated lanes on 3rd?
- Raised crossings are to slow down traffic!
- Prefer one-way class IV bike lane to mirror current flow.
- Can you remove the parallel parking here to add the second lane back?
- Left turn lane from 2nd Street to Main Street. Avoid back-up parking.
- Pedestrian islands!
- I like extended shoulders on all blocks. Not just Main Street and Broadway.
- Can you relocate bike racks to the West, closer to bike lanes? Decreases blocking the street.
- Sloped curbs!
- Needs to have a walk light green for cars. This is such a dangerous spot.
- The bike path should avoid Oroville Ave and continue along Broadway to 11th and then connect.

Proposed Main Street (Two-way Class IV Bikeway) and Proposed Broadway Street (Parallel Parking)

- Don't prefer a two-way bike lane

Proposed Main Street (One-way Class IV Bikeway) and Proposed Broadway Street (One-way Class IV Bikeway)

- Bicycle-about in traffic? Easy to be hit by cars turning right?
- I don't prefer two-way bike lanes.

Appendix

Feedback Form and Comment Card Open-Ended Feedback

- I use my bike as my primary form of transportation, so I have a lot of experience writing in traffic. The only option that makes sense to me as a separated bicyclist is going the direction of traffic on both Main and Broadway. Thank you!



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- Head-in diagonal parking is very dangerous for bicyclists. If you do plan to install diagonal parking, please install it in diagonal parking. That's much safer for everyone and is easy these days with backup cameras on most cars.
- 1) Every school must have a 2-mile radius of bike paths.
2) Use the buffer idea to buffer bikes! (If people are going to shop, they need cars!)
3) Improve all streets leading to downtown with bike paths that go with the flow of traffic.
4) College Town Area needs a 3-mile radius around Chico State with a bike pass that only goes with the flow of traffic.
5) Use back-in diagonal parking.
Note -- Bike paths should only go with the flow of traffic for safety purposes
- Consideration of loading and unloading for businesses is very important to maintain viable and vibrant businesses, and secondly, while the deliveries are occurring, to keep vehicle traffic moving; otherwise, you are going to further discourage people from coming downtown, which already has so many challenges, such as the vagrants and complicated parking.
- Please keep the three roads on both Main and Broadway. The businesses need all the help they can get now. We should concentrate on adding businesses to downtown. People are already referring to downtown Chico as the "Old Chico" and referring to Miriam Park as the "New Chico." I like bicycle lanes on Flume and Salem, but not at the risk of losing parking. I am so worried that we will lose businesses downtown. We don't need bicycle lanes on Main and Broadway. Don't convert the greenways into bike lanes.
- The Esplanade, Downtown's Main and Broadway Streets, and Park Avenue are all part of the historic corridor through Chico, going back to the 1800s, with the Marysville Shasta Road. Please don't change the number of lanes on Main and Broadway, as this is not what makes Chico unique among small entities, and cars will seek outside streets when the pedestrian bikeway should be emphasized. Also, I'm against wider sidewalks because downtown Chico has the perfect width of sidewalks for social interactions that keep downtown alive, and wider sidewalks will look empty during slow times, and that could stigmatize the neighborhood.
- I appreciate the emphasis on pedestrian safety. I like the idea of separating biking traffic on Main and Broadway. I take public transportation, enjoy walking downtown, so I appreciate enough sidewalk space for people and wheelchairs.
- Bike parking would be better placed in front of businesses. As a cyclist, I feel it's safer and less likely to get stolen if in front of a business. Like upper crust or burgers-and-brew. I would expect that if I parked my bike in the plaza outside the window of an event, it would get stolen. I forgot to add this and didn't want to dig in the pile.
- I would support any bikeway Boulevard plan that includes a safety buffer between car lanes and bike lanes for all streets in the proposed area. I also think that two-way bikeways should be considered for all streets. This would prepare the city for future population growth and bikeway demand.



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- How to solve the delivery truck problem: set up a staging area where cargo bikes can deliver goods from there to the destination (just a few blocks). The staging area could be in the southern parts of Main and Broadway, where parking is very underused.
- I like plan number one. I like the designated bike lanes and walking. I would like some part close to cars, but...
- Agree very strongly with the one-way bike lane on both Main Street and Broadway (Class IV). Keep parallel parking, no new angled parking. Bikes need to ride with the flow of traffic, not on two-way bike paths!
- Any of the proposed plans with additional parking on already busy roads will only put cyclists and pedestrians at higher risk. Having more parking on the edge of the downtown would be safer. It always limits the risk of people with longer vehicles parking and ways that extend into the street.
- I feel that well downtown would benefit from increased parking availability, and the greater safety of navigating downtown on foot or bike should allow for parking to be expanded just outside of the downtown, not incorporated directly into the roads. Currently existing parking could then be used for more handicap accessibility, and new parking offsets from the downtown area could become a new expanded source of income for the City.
- Things I like:
 - 1) Diagonal parking is pull-in, not back-in in
 - 2) loading zones on side street, not Main and Broadway
 - 3) Al Fresco dining – I travel a lot in the most vibrant downtown areas, which have lots of outdoor seating
 - 4) Buffer zones for bike lanes
 - 5) Bike zones themselves are great
- Big fan of protective bike lanes (see diagram), especially keeping the bikes close to the sidewalk. The parked cars provide a buffer for the bikes, and fewer bikes in traffic is safer for cars driving as well. I definitely use parallel parking much more than angle parking. I find angle parking unsafe.
[Bike Lane]__[/White Striping/]__[Parallel Parking]__[Driving Road]
- How about a roundabout at the intersection of 9th (Hwy 32), Orville Avenue (Park), and Main Ave. Actually, it would be an oval like the old wagon trains, turning around to go east on the roundabout. Just a thought.
- How to solve the mess at Ninth at 9th/Orville Avenue/Humboldt/ Park: Make the triangle area and a roundabout:
 - 1) 9th Street Traffic would avoid two traffic lights.
 - 2) Oroville Avenue would avoid one traffic light
 - 3) Park/Main traffic would avoid two traffic lights
 - 4) Bicyclists could get to Humboldt. Road from Oroville Ave
 - 5) All traffic would slow down before entering downtown
- - Consider installing audio equipment on 2nd, 3rd, and those same blocks on Main & Broadway to play music.



- Raise bike lanes to the grade of the sidewalk to prevent trip hazards & reduce maintenance issues.
- I prefer Main Street and Alternative #2 and Broadway Alternative #2
- Alternative 2 for Main Street and Broadway is the proposal I prefer. The diagonal parking alternatives take up way too much space, 18 ft.
- Honestly, all the maps overwhelmed me! I appreciate the options. As a person who is car-free and cycles and walks everywhere, I'd love to see wider sidewalks, wider and protected bike lanes, more bike stables (like stables), etc. I feel like the downtown streets have turned into a speedway for cars, and I'd like to see more enforcement (give the speeders tickets). I don't think more car parking is the solution. Overall, I wish more able-bodied folks would bike, walk, and take the bus. Chico has many great options, especially for a rural community. Thanks for all your hard work. Happy to chat on the phone anytime. Thanks!
- The most common thing we hear from our customers in our three downtown restaurants is parking availability. I think diagonal parking would be a huge help. If people are worried about the car speed, removing a lane or changing how the lights are timed could be the solution to aid slower speeds downtown. I have never had anyone worried about bicycle parking or safety. More parking and slower traffic.
- Having worked on similar downtown design/traffic flows issues (years ago in a much smaller, but busy downtown and with many out-of-town visitors), and being new to Chico, I also simply offer a few comments/concerns (not in order of priority):
 - 1) Please don't have two-way bike traffic on one-way streets!
 - 2) Wider streets, perhaps, but not wider sidewalks!
 - 3) Improved signage: really can make a difference for visitors
 - 4) Kiosks with maps/GPS/etc. and even advertising by downtown businesses at key intersections, etc.
 - 5) Keep the one-way streets the way they are (not broken, don't fix)
 - 6) Dedicated parking options for employees of Downtown businesses and residents.
 - 7) Be sure landscaping at intersections is trimmed/ does not block of visibility!
- This has been a great experience. Need time to figure it all out. My biggest comments are: more outdoor eating areas, add back in parking, and make the parking spots in the parking structure wider. They are ridiculously narrow. I used to be on the arts commission when the city had a public arts program. I wish that would come back to enhance downtown.
- - 1) There should be parklets/Alfresco. Let's bring community back to downtown. Get most of the cars out! There's plenty of parking. Walk a few blocks!
 - 2) These are really hard to read. This should be made in a way that regular people can get it fast. Have them marked A, B, C, etc.
 - 3) There should be by-planes on every street that flows with traffic. Buffers with native plants only.
 - 4) More bike parking (on every corner). There is not enough even on the newer plans.
 - 5) First Street at Broadway needs alternatives; it's not safe for pedestrians!



- 6) Every single council member should be required to come look at these plans and give input!
- Add parking where we house bums (the City Plaza). Put a building where the city plaza is for residence. Add lighting everywhere for safety. Allow residence in empty commercial spaces.
 - My only concern with going to two lanes through downtown is scheduling delivery driver so as to avoid traffic troubles.
 - One way by lanes on Main and Broadway. Bike lanes on cross streets. Protected bike/pedestrian intersections. Triangles on each end of downtown.
 - 1) No bike lane on Mayor Broadway! Put them on Salem and Wall or Flume.
2) No taking out lanes on Broadway or Main, keep the three lanes!!
3) No one lane only on the side streets
4) 16' sidewalk "selective" please! No, the whole area or all 16' sidewalks!
5) Listen to the business owners, get more stores downtown, not just bars and restaurants
 - 1) Consider installing audio equipment on 2nd, 3rd, and those same blocks on Main & Broadway to play music.
2) Raise bike lanes to the grade of the sidewalk to prevent trip hazards and reduce maintenance issues.
3) I prefer Main Street Alternative #2 and Broadway Alternative #2
 - I really believe that if we improve lighting, the streets would feel safer and inviting, not only to pedestrians but also to bikers.
 - I would say the lighting in many places needs to be improved, especially in parking lots or places like that. There is very limited lighting in the lots. Chico can make many people feel unsafe and not want to park.
 - What are you going to do about buses that have low ridership? Increase the lighting; it is too dark.
 - Everything is working pretty well as it is -- fully protected bike lanes on Flume and Salem would be a good improvement. Any other monies would be far better spent on the horrible pothole situation throughout the city, which seriously inhibits bicycle travel from outer areas to downtown. Also, more public restrooms, and replacing the nonsensical parking kiosks with the original meters, which presented no problems in the first place and were far more efficient. And please discard the abominable ice rink, which totally eliminates the only public restrooms in the entire downtown for a couple of months out of each year. Thanks!
 - 1) Don't like split sidewalk corners – look @ 8th & main one for tree needs & wheel damage
2) Don't like angle parking – super dangerous to back out due to blind spots (anyone who parked on 1st by Colby's knows this)
3) Two-way bike lane on Main or other is best – otherwise bikes will ride the wrong way (see Redding & Folsom for bad solution)

- 4) I don't need super wide sidewalks – let core downtown not be so to have those, rather have space for semi to pick-up and deliver
- At this point, I am leaning towards Main + Broadway Alternative 2. I have a concern about the bus stops blocking the bike paths. That could be a pretty congested spot when buses are loading and unloading. I expect that casual riders would use the bike lanes and that riders who want to just get through downtown would ride with traffic.
 - 1) Downtown Chico (should) be more walkable & bicycle safe with our outdoor dining.
2) Bollards could be used to block off 3rd between Main & Broadway on weekends
3) Parallel parking would be absolutely safer than diagonals.
4) Building and parking structures in the Garden Walk mall parking lot will solve the parking issue.
5) We love downtown! Make it more pedestrian-friendly.
 - Biking against traffic (two-way bike lane) is counterintuitive and can promote unsafe habits. One way by the glands would be more intuitive to go with the flow of traffic. Cars should not be used as a bike; clean buffers. I love more third spaces downtown, like outdoor dining, parks, etc. Minimize traffic through downtown for a more enjoyable, people-centric focus.
 - Where Orville Avenue turns onto Main and Humboldt, drivers will be looking right towards oncoming traffic and, therefore, unlikely to notice bikers trying to cross onto Oroville/Park heading towards East 20th. As a biker, I would never risk such a slip lane. Thank you for trying to sort out such a twisty, turvy mess.
 - The proposed solution at Main Street & Humboldt is dangerous. The two-lane bike lane ends and bikers have a cross traffic, which is basically a slip lane. Drivers will be looking right for oncoming cars, not left at the bikes. Get rid of the left turn on Humboldt. That road can be accessed by 9th Street. More bike parking is needed. Reduce second to one lane during the funnel.
 - As a Chico State student and a lifelong resident, I am in favor of alternative number two. The nature of the bike lanes is more intuitive for a car-centric population, having a bike lane on both Broadway and Main is more accessible than a bike lane on only one. I am also in favor of angle parking and decreasing lane sizes. My main desire would be to reduce traffic speeds for greater pedestrian and cyclist accessibility and safety.
 - Intersections at Shasta Way and First Avenue and Shasta Way and Broadway are dangerous pedestrian crossings. It is the interface between campus and downtown and has a lot of pedestrian traffic. These two intersections would benefit from having a pedestrian scramble so pedestrians can get to their destination in one light, rather than two or three. Right now, the crossing by Tres Hombres is very dangerous as cars on Shasta Way that go straight to 1st and go at the same time that pedestrians get a walking only indicator, which indicates they have the right of way, but cars mistake it as their light.
 - Please keep three lanes on Main and Broadway. It's so much safer. Keep parking. Have bikes go down Salem, which is safer.

- Strong support most aggressive bike and pedestrian improvements with class fours on both main and Broadway. As a cyclist, we need improvement southbound on Broadway as well to get to anticipated destinations. Kids would be safer on Broadway as well. I do think you need to improve the sidewalks and lighting on second, third, fourth, and fifth so that you can better access available parking one block over. You will not have the opportunity like this again. Go big!
- 1) I prefer the solutions that don't have to wait five lines because it creates more complication for turning cars. It's not intuitive and dangerous for cyclists.
2) very concerned about commercial loading zones on side streets only. Some businesses on Main and Broadway are going to need closer deliveries, business & pick-ups, I suspect.
3) Businesses need business. Are cyclists going to stop? Theft is such a problem; I would bike more if there were locked cages available.
4) I think the diagonal parking might slow/block traffic more when people back out
- Keep the sidewalk narrow. And go with the plan that doesn't involve adding medians, bollards, or extensions. Just re-stripe it, so if two lanes turn out not to work, it would be cheap and easy to re-strip it back to three lanes.
- Maintain or add more parking on Main and Broadway. Keep the bikes on Wall and Salem. No bike lanes on Main and Broadway. Loading Zones and Times of Drop-off.
- I would love to see a walking street completely closed to cars so that we could have a comfortable outdoor dining area without traffic noise and exhaust. Not a fan of the bump-out corners. Very annoying and feels dangerous to bikers. Hate it!
- Proposal #3 is seen as viable with reversed parking at the plaza so cars do not have to back in, bicycles should move in the same direction as traffic, and 3rd Street should be closed to vehicles to create a permanent pedestrian space that allows coffee shops and restaurants to have outdoor seating.
- Concerns were raised about whether buffer or raised islands reduce flexibility, especially on Main Street and Broadway options, whether delivery trucks can safely cross or will cut through buffer openings, potential conflicts with hand trucks carrying food and drink, and whether removing buffers would allow the space to be more easily redefined between cars, trucks, bikes, and pedestrians.
- A preference was expressed for a single one-way street to better move traffic, with concerns that two-way bike lanes could be dangerous and reduce access to storefronts, along with strong safety concerns at Main and Broadway and 3rd and Broadway, a suggestion to add pedestrian scrambles starting at Broadway and expanding downtown, and a belief that none of the proposals fully address these issues and need rethinking.
- Back-in parking is strongly supported over front-in parking because it is perceived as much safer, more interesting, and more exciting.
- Appreciation was expressed for the City thinking about these ideas, with support for discussing the elimination of cars downtown, acknowledgment that Chico may not be ready yet, and a belief that reducing automobiles would make Chico more charming, progressive, and forward-looking, since cars are not seen as the future.



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- There is excitement about adding bike lanes downtown, recognition that loss of parking is a major concern for many, support for making 2nd Street between Main and Wall one-way to create space for bike lanes and additional parking, and a suggestion that between Main and Broadway, one lane could go straight while the other turns left onto Main.
- The only acceptable plan is one where Main and Broadway both have bike lanes that move in the same direction as auto traffic, with concerns about two-way bike lanes being confusing and dangerous at intersections, questions about the safety of back-in angled parking for drivers, and a need for clearer justification for these design choices.
- A promenade with no vehicle traffic and no parking is strongly supported, similar to the Thursday Night Market, along with interest in relocating parking to garages such as near the Diamond Hotel to remove on-street parking, noting that the commenter shops downtown frequently and would spend more time if there were less congestion, strong support for Alternative 2 if it separates bicycles and pedestrians from traffic, and concern that too much traffic detracts from downtown shopping.
- The bike lane proposals are generally viewed positively because they are well separated and predictable, but improvements are needed to ensure bike continuity from Main to Esplanade, resolve conflicts where bike lanes intersect bus zones, improve safety at the Main and Broadway and Humboldt intersections for students and families, consider squaring up Esplanade and removing the slip lane, prefer one-way bike lanes on Broadway and Main instead of two-way lanes, and note that Broadway is often used for street fairs where traffic could be fully closed.
- These ideas are seen as interesting but not addressing the immediate problem of downtown decline, with frustration over high rents, poor landlord maintenance, empty storefronts including long-vacant spaces above Chico Cheese, and the belief that while shopkeepers work hard to create a good downtown experience, they cannot compete with rising rents and underinvestment, making economic issues a higher priority than street redesign.
- Lanes should be narrowed to slow traffic and reduce crashes, Main and Broadway should be converted back to two-way traffic to improve safety and business visibility, loading zones should be added to address delivery concerns, excess lanes should be repurposed for bike lanes and wider sidewalks, and overall downtown should be designed to prioritize people over cars, with slower speeds and fewer crashes benefiting businesses more than one-way streets.
- Suggestions include improving bike lane markings where bikes are expected to use sidewalks, allowing Broadway pavers to remain embedded for flexibility, replacing head-in angled parking with back-in parking due to safety concerns, strengthening bike connections to Humboldt and Broadway, supporting generous loading zones and sidewalks, and considering returning Main Street to two-way traffic to better serve hotels, resolve circulation issues, provide easier north-south movement, and support downtown access.



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- Bringing more residential uses downtown is seen as essential to revitalization, with a desire for everyday amenities such as a pharmacy, Starbucks, fabric store, and cohesive retail that would encourage people to spend the day downtown for shopping, lunch, and errands, support businesses through increased foot traffic, and leverage CSU Chico as a talent pipeline to attract employers, alongside ideas to enhance downtown's character and appeal through hanging flower baskets like Victoria, BC, creative planters using repurposed oil drums, small-scale mini golf or interactive attractions, better lighting, and highlighting unique destinations such as antique malls, game shops, and other distinctive stores that would attract both locals and tourists.
Don't like back-in angled parking. Don't want biking on Main, have it on the side street.
- No to bike paths only on Wall and Flume. Yes to Main and Broadway alternatives. All bike lanes must be protected. Best flow, safest, parking is preserved, one-way bike lanes.
- Don't route bicyclists around downtown. Facilitate bicyclists getting into and through downtown. Bicyclists stop and shop, eat, and drive. Downtown businesses are dying. We have to do something to make it an attractive place to hang out. Bike lanes and wider sidewalks would do that. Leaving Main and Broadway the way they are just perpetuates the dying process. Plus, plans to route bicyclists onto Salem and Wall, or Flume, would result in a massive loss of parking. (Salem, Wall and Flume)
- Bike box on Broadway @ 8th
- No right-turn on red
- Accessibility concerns- motorized scooters using the sidewalk, so like the width. Bikes are in the same direction as traffic.
- I think a buffered class (2nd Street) is really important because it adds a safety barrier between cars and people. As well as adding to the health of the Chico ecosystem.
- For the 22' sidewalks (Broadway), would businesses be able to put tables/seating, or would it be for public use only?
- Would there be added greenspace, and if so, who would manage it? HOA, business, or the city? (Main and Broadway)
- Love the buffered lanes between driving and biking. It's super important for safety.
- Would there be a way to add more green space?
- No (to Two-way Class IV on Main Street)! Drivers don't expect vehicles to go the "wrong" way on a one-way street and won't be looking for them. That said, it's better than no bike lanes, which is what we have now.
- I am concerned by the amount of angled parking. I find that type of parking to be dangerous. I would not use that type of parking.
- Yes (to One-Way Class IV and Wider Sidewalks on Main and Broadway), especially if the bike path is at the same level as the sidewalk. I especially like the protected intersections.
- Not a fan of the two-way bike paths on Main and Broadway. Need to do the research to check the inappropriate places for a two-way, but if I recall- it's not recommended in a high pedestrian, high conflict areas. It's confusing for all road users and dangerous. Yay! Great options. Flume Street and 2nd Street: either buffered or parking protected,

depending on what's safest. Most logical for all users, taking into consideration the various conflict areas (e.g., bus stops, need for big trucks/delivery), but still more about having a one-lane bike way, not two.

- Increasing al fresco options. Please identify a location for pedestrians only. At least one block that can be enjoyed without cars. A nice walking mall.
- The timing for the lights at the corner of 1st Street and Broadway needs to be changed. There is a green light for pedestrians and traffic. Make this a protected light for crossing time for pedestrians, separate from cars.
- The conflict with the "B-Line" Bus conflict zone. This can cause crashes with those who are waiting for the bus or near crosswalks. The bus conflict zones either push in or out, allowing bicyclists to continue on their path. (Main, Broadway, Wall, 2nd Street, 4th Street, and 5th Street)
- Two-way bike lanes will be blocked by cars creeping out to turn onto Main and Broadway. Single-lane bike paths have less conflict.
- More protected and dedicated bike lanes! (Main, Broadway, and Wall)
- Sustainability options should be accessible to community members of all ages! Environmental factors, including planting and composting options! We should also have easy access to driving lanes.
- More bike parking everywhere would be a really good thing, especially close to many of the restaurants and shops. Landscaping, I think, should be native plants only when thinking about it, especially ones that may not require a large amount of water. Another thing would be making sure that the buses can't cause any accidents, and that buses aren't causing many problems if bikes and buses are sharing the space. Ideally, lanes are able to be shortened in spots that could be used nearby. Don't know if this would affect traffic, but still. This way, they are protected more, or maybe there is some way to signal if a bus is already there. Also, making lanes smaller would be the best thing because large lanes don't really do anything at all, so making them smaller is good. Small wildlife spots or places that are less surrounded by cars would be something to think about because that would be really nice. Maybe use natural and native plants if you add a space like this. I do like the idea of having one lane on each side, which seems the best.
- Don't care for diagonal parking (Main and Broadway). I've been hit by people backing out. I prefer one-way bike paths. Okay with wider sidewalks and parklets.
- Accessibility. Don't like Flume alternatives.
- This project seems like an amazing improvement for our community. Too much of our society is conforming to machines. But we need to bring focus back to the people and the planet. Bikes are much more environmentally friendly as well.
- 3rd Street (Main and Broadway) time of day closure deliveries- tell FedEx and UPS, Cisco controls the time of day. Loading is not that big of a deal. No issues parking downtown.
- Main street? The 2nd Street design from two-way to one-way should be implemented to make it safer for pedestrians to not get hit by vehicles. If doing Broadway and Main, Flume can stay the same. I like the idea of Parking-Protected Class IV on 2nd Street. Making downtown more pedestrian and bike-friendly will enhance community attraction

to downtown. Having one-way bike lanes helps ensure the friendliness to bikes, but allows traffic (vehicles) to still feel welcomed without getting rid of traffic lanes. Parking is decent, primarily until a community event. I suggest sending a parking map out for those events. Promoting colored bike lanes near the sidewalk helps with the population of the community downtown, making them feel welcomed. Angled parking is helpful on side streets where traffic slows to help decrease collisions. Regular parking is better for those main streets to help ensure drivers have a view when merging onto streets again.

- I think it could be interesting to do a pilot at closing 3rd Street between Main and Broadway, for pedestrian and outdoor dining opportunities.
- Please put bike lanes on Wall of Flume and Salem, rather than Main and Broadway. I think it will be much safer for bikes. When replacing trees, please consider varieties with flowers- it will add charm in the spring. Good bike/pedestrian facilities are nice, but let's be honest- they still won't be used if homelessness is not addressed. Please keep in mind that businesses need the residents who drive to downtown, so that has to work for drivers. The majority of Chico drivers.
- For connection to the park, I think a two-way Class IV on 4th Street makes the most sense. But this won't gain much use without addressing the homeless issue. Hate to spend all this money and then not use it.
- Want protected bike lanes, more sidewalk area and two lanes (Main, Broadway, Wall, Flume, 2nd and 3rd Street).
- We want protected bike lanes with a buffer between the road and bike lane (Main, Broadway, Wall, Flume, 2nd and 3rd Street).
- Prioritize bikers' safety and avoid the buffer before parking. Maybe try rent a bike to encourage biking!
- Prioritize safe biking. Try rental bikes for the community!
- I like buffered bikeways.
- Keep bikes moving with the flow of traffic. By-directional Class IV. Most likely to get used by bikes (Main Street, Alternative 2 – Broadway Alternative 2). Wall, Flume, and Salem don't need more bike infrastructure as they are already low traffic and have a bike route. Crossing downtown 3rd Street and Class III is great!
- On Oroville, turning left onto 9th Street, there needs to be advanced guide signs on what's coming next. There is a lot of confusion of what lanes turn where. Add signs in advance of bus stops.
- Main Street alternative 2, with Broadway Alternative 2, is the best overall option. Make sure bike lane choices are relatively uniform; having different options on every road will be confusing for newer cyclists. Will the lights be timed? Or will this change to buttons slow down traffic? Two-way on Broadway would be too dangerous for all cars and bikes. Two-way on Main Street: has this been done in a similarly sized City? It would be great to see some examples/see impacts. This option seems more dangerous, but I would love to see data. Great work so far. Look forward to the next phase of the project. Change some planters to bike parking! Reduces ongoing maintenance while improving parking needs.



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- Parking protection and buffering. Bike safety! Broadway bike way.
- Main Street and Broadway Street: no angled parking, keep three lanes, no bike lanes. I like the Salem and Flume alternative. Flume faster speeds.
- I'd love to see a better connection from downtown and onto Humboldt Rd!
- Love the one-way bike paths on Main and Broadway. It would make it safer for all ages. Thanks for all the hard work!
- Bikes should be allowed on sidewalks on Main between 1st Street and Memorial Way. Especially the segment near the B-Line.
- As a Chico fire engine #1 driver, I don't like bulb-outs, but I care about safety.
- Chico VELO bike instructor: like the one-way Class IV, riding in traffic often. Don't like angled parking- bike safety issue. I like shared-use arrows. Salem looks good. 5th Street, shared arrows wanted.
- Bikes should be incorporated into the flow of traffic (one-way lanes) on both Main and Broadway. Prefer Main St alternative two and Broadway alternative two.
- Keep Broadway and Main St one-way.
- Overall favorite is Main St alternative #2 and Broadway alternative #2. Love the one-way bike lanes! Need secure parking for bikes with trailers, please.
- This (3rd Street Class II Bikeway) feels like a much safer option. I live on this street, and the traffic warrants a dedicated bike lane.
- My top choice is Broadway Alternative #5. I like the two-way bike on 4th Street. I like connecting the Esplanade bike path to the bike path on Park Ave. Keep parallel parking, no diagonal. I like the two-way IV path on Main St.
- Limited diagonal parking. Flume Class II and Class IV seem overlooked.
- This form is confusing. Love the marked proposals! Please prioritize pedestrian and biker safety over lanes and parking! On Broadway and Main St.
- Ideally, vehicle traffic on Broadway and Main should be two-way. This naturally calms traffic and doubles business visibility. If traffic is going to stay one-way, then have one-way Class IV bikeways on Main and Broadway. Narrow lanes down from 12' everywhere. I love the removal of one vehicle lane. Love the introduction of raised islands. Love the alternatives, narrowing lanes. If Main and Broadway stay one-way, I think Main St alternative 2 is the best. Angled parking is unsafe (drivers backing up blind into traffic). This also allows for protected bike lanes and wider sidewalks on both streets.
- Two-way bike lanes on either Main or Broadway look dangerous.
- Which street will be pedestrian-only?
- Class IV Alternative 2 on Broadway and Main is my favorite. I want to see bike lanes downtown on the popular streets. This results in good business for the business on Main and Broadway.
- We desperately need AI Fresco options for businesses.
- Perfect! (Two-way Class IV on Main)
- I don't like angled parking but would accept it to appease the businesses.
- As a bicyclist, I prefer not a two-way bike lane- I like Alternative 2 for this reason.



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- A balanced variety of options may be best. One-way bike ways would match vehicles. Those encouraged to start biking instead of driving will be able to keep using the same routes they're used to. Always in favor of widening sidewalks wherever possible for accessibility.
- We like this option (Main and Broadway One-Way Class IV).
- No contraflow bike lanes.
- Bikes need access to all storefronts. Two-way bike lanes don't work.
- Main Street and Broadway: Wider sidewalks and One-Way Class IV. I don't think there should be any two-way bike lanes in Chico. It's confusing! There should be bike lanes on every street! No contraflow two-way. Native plants only in buffer zones. More bike racks! Even more than planned. One on every corner.
- Not being a downtown bike person, I can't offer much feedback. I think a two-way bike lane is not a good idea. Then there is the skateboard issue. They are on the sidewalks!
- Two-way Class IV (Main and Broadway) could be dangerous with pedestrians and car traffic on both sides. One-way on both Main and Broadway makes more sense. Direct access to all of downtown is important for cyclists, bringing money to the local economy.
- Raise bike lanes on Main and Broadway to sidewalk grade. Provide landscape separation between the bike lane and the sidewalk (broken, in the same manner as it is between the road and the bike lane).
- I think that a parking-protected bike lane on Wall would be a great asset for Chico. Wall Street is perfect for this because it has two pedestrianized blocks already. So, car traffic is already not prioritized, which makes it ideal for biking. It would also connect the Esplanade path.
- Bike lane crossing traffic on 5th Street by Chico Natural Foods is a very dangerous plan. There is already a merging conflict there.
- It is a horrible idea to reduce the number of lanes on Main and Broadway. Most of the people in Chico agree, including the five people I've talked to today.
- This (3rd Street Class III Bike Blvd), parallel with 4th Street bike lanes, would be nice, but not all by itself.
- Really like the Class IV bikeway...even a Class IV sidewalk/bike way would be the best. Best East/West bike lane option (4th Street).
- Salem, Wall, and Flume are very much preferred for bike lanes on Main and Broadway, which would reduce lanes from 3 to 2 lanes. Keep three lanes.
- Please, no bike lanes, and keep the sidewalks the same width. Wide sidewalks will look empty during slow periods. Keep Chico's three lanes intact; it's important.
- Lots of cars drive here (1st Street), but a bike lane would be nice in addition to 4th Street having bike lanes.
- Two lanes or less downtown, no need for three.
- I would love to see: closed Broadway from 1st Street to 5th Street. Open two-way traffic on Main. I feel it would be very beautiful.
- Please make downtown more walkable with more downtown dining outdoors.



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- I see that most proposal designs maintain a lot of parking. We already have parking garages that are most likely empty. Having fewer parking spaces may be helpful to open up space for sidewalks and bike lanes.
- I prefer to stay with three lanes. More bikes to Wall and Salem.
- Labels on exhibits do not match this questionnaire! Get all bikes off Main and Broadway. No back-in or front diagonal parking on Main or Broadway. Put the bikes on Salem and Wall St. No parking lots, the homeless will hang out there. No medians, lack of visibility for drivers. Get the bikes out of downtown; they are not the paying customers. No removal of drive lanes on Main and Broadway.
- Cars and bikes are going in the same direction. I'd prefer car parking in the peripheral of downtown, and I'm an avid biker.
- Definitely add more trees. More room for outdoor eating.
- Outdoor eating, more walkable, see more people, fewer cars downtown, should be more accessible for people.
- Centralized bike parking options. No cars as a bike lane buffer.
- No parked cars as bike lane buffers.
- Broadway and Main Street, alternative 2, with protected bike parking in each direction, is most appealing. It would feel so much safer and is already the most natural way to bike into downtown from North on Esplanade.
- The bike path along Main Street seems too dangerous at the 2nd Street and 4th Street intersection.
- There needs to be more planned bike parking, both in volume and abundance. I see situations where there is no planned bike parking for several blocks, which is very inconvenient. Current bike parking plans have a lot of parking near other bike parking and then nothing for a decent amount of distance. Make sure there is a bike lane on Broadway because people aren't going to bike around it; they're going to either lane share or ride on the sidewalks.
- Intersection with 4th Street gets packed, maybe place a roundabout there.
- Reducing Main and Broadway to two lanes will negatively impact all downtown businesses. Retailers are already struggling, and what little bike traffic this might generate will not be enough to sustain them.
- A bike lane on Flume St will, by reducing parking, put the Discovery Shoppe out of business.
- Ensuring wide enough roadways, wider than 10', 12' minimum. (Main St, One-way Class IV)
- I love the wider sidewalk and the more rounded curbs. Also, the islands at intersections protect the bike lanes.
- Two-lane bikeway on both Main and Broadway. People will take the most convenient route. Including the road or sidewalk. Not nearly enough bike parking.
- Put 2nd Street to one lane; it's a funnel—more bike parking.



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- Something I'd be interested to know is not just how each option impacts parking, but how each option impacts established trees (if at all).
- Currently, it's easy to park past bike lanes because they aren't used much; if bike lane usage increases like planned, I don't like the idea of parallel parking on the other side of a bike lane.
- Yes to all plans that remove angled parking to open up bike lanes. Please use plans that add back Al Fresco dining. Plans that narrow car lanes are not ideal. I am in favor of bike lanes that are one-way, just like our streets are Two-way. It seems confusing.
- I prefer these options: Main St One-way, Broadway One-way, Flume Class II and Class IV, 2nd Street Buffered Class II Bikeway, and 3rd Street Class II Bikeway. Bike traffic should follow the flow of vehicle traffic. Since most streets are one-way, bikers and drivers only have to check for traffic from one direction.
- No diagonal parking on Main or Broadway.
- No diagonal parking on Main or Broadway. One-way bike lanes on One-way streets.
- My preferences are: Main Street One-Way and wider sidewalks, Broadway One-way and wider sidewalks, Wall St Class III Bike Blvd, and 2nd Street Buffered Class II Bikeway. Also, please fix cracked and broken sidewalks.
- Having parking between the bike lane and traffic would make me feel safer in every instance. I would prefer having more one-way lanes accessing more of downtown.
- This plan seems ideal for walking, biking, and driving (Main and Broadway One-Way Class IV). It also seems to treat both Broadway and Main equally. This is ideal for the business owners.
- The 2nd Street Parking Protected Class IV is adequate. Protection for the door zone?
- I like the whole idea of buffered bike zones and al fresco dining. Two-way bike lanes are a cool idea, but I could live without them (it's like having one-way streets now). Two lanes are plenty! Delivery trucks can park on Flume.
- If I cycle downtown, I would be for bike lanes, but I would like to be buffered from traffic and have a safe place to lock my bike. Please keep or increase al fresco dining options, even if some of it is seasonal or only available when a shop is open and gets put away at night. Most of these improvements are welcomed, and we look forward to using our renewed downtown. Thanks!
- Like a one-way bike = same as a car, easier to stop at businesses. I don't think Chico is ready for two-way bike traffic. Flow. Having bike and car lanes makes sense without having tons of signs to interpret where you should go.
- The bike lane crossing Main Street parallel parking concept to 7th Street is a very dangerous crossing of two lanes of one-way traffic unless a light only for bikes is added or an all-way stop sign.
- We live with family members from Chico who think this makes sense. Less traffic feels safer. Two-way bike lanes mixed with pedestrians could be confusing and unsafe. Wider sidewalks to incorporate more outdoor seating and events are also a plus.



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- I don't think a physical buffer for bikeways, especially five feet, is necessary at the expense of a narrow roadway.
- I'm for the bike path on Broadway and Main Street. There are businesses on both streets that everyone should be able to reach by bike. Make downtown the bike city it should be.
- Business owner, New Autos Inc., doesn't need extra sidewalks as it makes car delivery harder. Angle parking is bad, and it's hard to see when backing into traffic. See others find it very stressful to use.
- These improvements should be secondary to Main and Broadway or in addition to. They are designated bike lanes now, and bikes are still on Main and Broadway.
- Remove angled parking. Add a parking structure to use the parking lot for the farmers market to allow for a covered market and permanent or temporary vendors for safer access to the farmers market.
- Glad you're taking public feedback. The angled parking is a great idea. Our priorities are for bikes.
- Broadway Street Alt 2: Bikes and cars are going in the same direction. Al fresco dining is ruined by car traffic. Create safety for pedestrians and bikes. Cars and parking on the periphery of downtown.
- 3rd Street should have a Class IV bikeway going one way. 4th Street should also have a Class IV bikeway going one way.
- Class IVs in both get you to your needed destination. Would like to see cross street sidewalks improved with lighting on 2nd, 3rd, 4th, and 5th to get you to parking available one block over.
- Class IV bike Blvd. Parking protected. Class IV on 4th Street. Class IV on 5th Street.
- These improvements should be secondary to Main and Broadway. They are designated bike lanes, and bikes are still on Main and Broadway.
- Remove angled parking and add a parking structure. Use the parking lot for the farmers market to allow for a covered market and permanent vendors for safer access.
- Well done on these plans so far. The separated bike lanes are great and feel safer and more predictable for bikes.
- Broadway Street Alt 2 bikes with no parking. Al fresco dining is ruined by car traffic. Create safety for pedestrians and bikes. Cars on the periphery of downtown.
- Get bikes off Main and Broadway. Use parallel routes to reduce conflicts and congestion.
- The intersection of Main and Broadway should be redesigned. The bike lane crossing there is confusing and dangerous both day and night.
- 3rd Street should have a Class IV bikeway going one way. That street should also have a Class IV bikeway going one way.
- Broadway Main 2-way streets move traffic too fast. Narrow lanes reduce speeding and crashes.



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- Keep bikes going in the same direction as vehicles. Class IV or better. Narrow lanes slow things down most.
- Class IV from downtown to Esplanade to accommodate bikes from park and ride areas.
- Should have Class IV or III from downtown to Salem to accommodate bikes from park and ride areas and the university.
- What improvements are you proposing for 1st Street from Camellia Way to downtown? University? This route has a lot of bike traffic.
- Keep bikes going in the same direction as vehicles. Class IV on Broadway. That is the most important comment.
- Lanes should be narrowed. Wide lanes encourage drivers to speed. Slower speeds reduce crashes.
- Convert Main and Broadway to two-way traffic. Contrary to what businesses think, it doubles visibility and reduces crashes by slowing cars.
- Create loading zones to mitigate concerns about delivery trucks.
- Removing excess lanes for bike lanes and wider sidewalks is a great improvement.
- Overall, the city should try to make downtown a place for people that accommodates cars, not the opposite.
- Please make bike lanes wide enough to accommodate stroller bikes and cargo bikes. Thank you!
- One way Class IV may be more effortless flow of traffic for both cars and bikes. I do like the protected elements of two-way. My bike must cross between bikes and cars at intersections.
- The two-way Class IV bikeway is wonderful and makes me feel much safer, but pedestrian-bikeway conflicts will need good signage.
- Two-way streets slow down traffic. One-way streets encourage speeding and cut-through traffic.
- Traffic calming and better crosswalks are needed, especially near Broadway and Main.
- The biggest issue is parking loss and access for businesses.
- I think Main Street should remain two-way. We have enough one-way streets already.
- Please consider how emergency vehicles will move through downtown with these changes.
- General comment: downtown should be a destination, not a pass-through for traffic.
- I support change, but urge the City to pilot projects before making them permanent.
- Coming from PDX, the bike lanes having a concrete border protection, plus the concrete buffer at the green square in the intersection, is really helpful. We would ride our bikes more downtown if something like that were in place. We are coming from the Barber District, so like Broadway and the featured street, and if the Barber yards development proceeds, that would amplify access. Also, I like Flume Street being closed because it would increase reasons and access to be here. Overall, I really support slowing traffic,

increasing bike-ped access, and increasing al fresco dining options. PS: Also, any way to decrease the noise of loud motorcycles downtown would be welcome. Thank you.

- I run the Discovery Shoppe at 315 Flume St. We are a local nonprofit that gives so much back to other nonprofits. Please do not take our 4 30-minute parking spots away. It would probably cause us to close our business. We have been open at this spot since 1959. We are the only 100% volunteers. It also only takes away one parking spot. What is the purpose of the bike lanes? Are they to allow bikers to pass through downtown, or are they to allow bikers to travel to different stores and restaurants in downtown? To me, it seems the purpose should be the latter. Therefore, two-way bike lanes do not make sense because bikers are constrained to only one street. One-way bike lanes allow bikers to go everywhere a car can go while still being protected and also retaining most parking.
- Three driving lanes of vehicle traffic make it unsafe for bikes to use Flume Street. No angle parking. Increase parking. Delivery vehicle designation during early morning. Education for bicyclists to follow the rules of the road for vehicles.
- I understand that businesses are typically driving angled parking even at the detriment of cyclists, but would it not get more people to shop by bike? Not everyone downtown drives a car, and that is a huge segment of transportation. With many of them traveling an average of three miles or less, it is a fundamental shift in modern transportation and warrants more thought.
- To me, Main Street Alt 2 and Broadway Street Alt 2 are the best options. Having a bike lane with a buffer on both streets allows a biker to get everywhere a car can while still being safe.
- Keep three lanes on Broadway. Bike lanes on Salem Street or Esplanade to prevent accidents. Increase parking spaces, not decrease. Main and Broadway are major through roads.
- Row 2 about Memorial. Two-way traffic on 4th Street. Broadway 7th–8th, why three lanes? Move the bus stop south. Take out paint, curb cuts.
- Delivery trucks cause issues on pedestrian-only streets. Delivery could cause delivery companies to stop deliveries to certain areas. Diagonal parking on a 2-lane busy street seems dangerous.
- Bike corrals in buffered lane spaces encourage more bike parking in controlled locations vs racks. The two one-way Class IV paths are intuitive to the current traffic flow. Newcomers will be easily able to use it. Make all parallel crossroads like bikes to encourage bikes too.
- Pro Alternative 2, separate from cars. Separate walking and bicycling from traffic. I like to shop downtown, but too much traffic. Over.
- Not a big fan of two-way bike paths. This works on the new Esplanade path. Prefer protected bike lanes on Broadway and Main with bikes one way, same direction as cars. Salem should be predominantly a closed bike lane. I like how cars already divert on Main and Broadway, and slow down.



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- Enforce red lights downtown; too many red light runners. Parking meters may have improved. Too many avoid downtown except Sat/Sun or free days or holidays. Looks like emphasis has shifted to bicycles, not good for a downtown in desperate need of revitalization. Some business owners have paid extra lane fees with the rail in an effort to downtown. Need a promenade with no traffic and no parking. Think Thursday market. Broadway or Main should be shut down to traffic. Need to slow traffic down. People will come downtown if they feel safe with slower traffic. Need a parking garage for a population that can't live without their big cars. On my way on a bicycle, I was hit at a roundabout on 12/10/25.
- Please keep at least two lanes of traffic. Make sidewalks much wider. The option for driving is narrow. I've walked around downtown Chico for over 40 years. Foot traffic and car traffic seem pretty calm.
- I think it's super important to encourage bike riding downtown, especially for CSUC, CHS, and CJHS students who travel in this area, and to do it safely. I think it's a good option to have diagonal parking on the cross streets in downtown (not Main and Broadway), and on-street parking on Main and Broadway, and probably not on 2nd because it's too busy. I'm OK with the alternative that has diagonal parking on Broadway and bike lanes on Main connecting to the Esplanade bike route. I think I prefer the one-way bike paths on Main and Broadway (Alternative 2). Thank you for asking us!
- Main and Broadway both have one-way bike lanes and more sidewalk space. I do not like having two-way bike lanes on only one street (Main or Broadway) with one-way car traffic; I think that is dangerous. I think instead we should consider making downtown streets two-way streets rather than one-way streets. Two-way streets are safer, slow down traffic, give storefronts better visibility, have a more resilient, redundant traffic network, and spread traffic out over more streets.
- City Council Meeting, Downtown Chico Revitalization Project, 12/8/25: We, humans, are always about progress & growth. But how often do we stop & re-evaluate our progress? I mean, what really is progress? Society has a common misconception of growth, only looking at the side of expansion while completely leaving out the consequences we, the people, are left facing. While we continue to build more businesses & homes, competition grows & with it, so does inflation. The consequence of rapidly rising prices & minimum wage not rising to match is resulting in a rapidly increasing # of people heavily struggling &/or ending up on the streets cold & hungry. If we truly want to make progress in our community, we need to work on re-evaluating where our funds are most needed. Which is in building up our society from the ground up & not just cutting/making sure our foundation is strong & everybody is taken care of. Or at least has the opportunity to be. There is not nearly enough room in the shelters for our growing homeless population. I vote we build another shelter for the people, give them the opportunity to sleep in a warm bed & be fed, b/c everyone deserves at least that. They're a community offering to help them through the struggle & survive when they need help, & we should be able to turn to our community for it. We as a community have not been offering all the support needed. And we can do much better if we just put in the effort. So, let's try our best to help our community members struggling the most

to get back on their feet. For whatever reason, our homeless population ended up outside, natural disasters like the recent Park fire or the Camp fire, rapidly rising rent, runaway youth, facing troubled, abusive home lives, or even drug addiction, whatever it may be, just know most of these humans are trying their best & have a good heart just like you. Most of these people would do most anything for a guaranteed bed & meal a day. So why not create a shelter with/ a work program? Make it easy to get back on your feet.

Project Email Submitted Feedback

- On behalf of Chico Velo, thank you for the opportunity to review the current design proposals during the public comment period. We agree with and value the Class IV Bike Paths, the wide sidewalks, reduced car lanes, and the people-first approach. Based on the maps and alternatives proposed, these points reflect what we believe would emphasize maximum safety and usability.

1. One-way bike lanes on Main and Broadway.

For rider predictability and safety, we strongly support single-direction bike lanes that follow traffic flow on all streets.

2. Safe crossing and throughput at The Esplanade and Humboldt Rd/Park Ave.

These junctions are already challenging for people on bikes and alternative transportation.

Any final design should ensure continuous and safe connectivity between Downtown and these corridors.

3. Bike Lanes on cross streets rather than Class III Bike Boulevards.

We look forward to continued participation in this process and remain committed to helping shape a downtown that is connected and welcoming for everyone.

Thank you for your work in envisioning a safer, more vibrant downtown, and for considering these comments.

- Hi Folks, Appreciated the downtown event about planning. I am in favor of: At least maintaining parking spaces. Separating bicycle traffic from auto traffic on Main and Broadway. Maintaining the present number of lanes on Main and Broadway Possible shunting of bicycle traffic to Salem (given that shunting to Flume would cause loss of too many parking spaces). Provide bicycle parking there. Thanks for all your efforts.
- Hello, I would just like to communicate my preferences for the downtown project. I would strongly prefer to have bike lanes on the parallel streets and NOT on Main & Broadway. When I am on my bike I do not like to be on busy vehicle routes. It's stressful. Leveraging the side streets will make for a pleasant and safe-feeling ride. I think the focus for Main & Broadway should be on workability for vehicles and pedestrians. Thank you.
- Hi Folks, I plan to drop off a paper copy of the Chico Safe Streets Coalition comments, and here is an electronic version as well. Thanks for all your hard work on this project!



Chico Safe Streets Coalition Comments: We strongly support the option of installing one-way protected bicycle lanes on both Main Street and Broadway Street. As the National Association of Traffic Officials (NACTO) states, “Bikeways should be provided on both streets of one-way couplets.” This option is much safer than any option that places a 2-way protected bicycle lane on a one-way street. Installing one-way protected bike lanes on both streets is also the best way to facilitate the natural most obvious flow of traffic; it gives bicyclists access to businesses on both streets; and allows widening of the sidewalks on both streets. We also really appreciate the plans to include protected intersections in the project. Here are some additional suggestions: Put the sidewalk, bike path, and buffer all on one level. This would make maintenance easier and less expensive – no street sweeper required to clean (and, because of its weight, cause wear and tear of) the bike path, and less asphalt to maintain. It would make it easier for people to walk (or push a stroller, walker, or wheelchair) from their car to the sidewalk – fewer curbs to step up on and off of. It would make the sidewalk feel wider and more comfortable for pedestrians. It would allow much larger bulb-outs and thus shorter crossing distances for pedestrians using crosswalks (see below). Raise the pavement under bicycle and pedestrian crosswalks to sidewalk level to eliminate the need for ramps and to create wide bicycle-friendly speed bumps. Design all crosswalks that cross the bike paths in such a way that pedestrians can cross the bike path and wait in a protected refuge space for a walk light to cross the traffic lanes; this greatly shortens the crossing distance for pedestrians. Solve the dangerous situation at Broadway and 1st St where many motorists coming off the Esplanade turn right onto 1st St without looking for pedestrians or bicyclists crossing 1st St. because the street design makes them feel like they have the right of way, even though they don’t. They should be yielding to any bicyclists or pedestrians crossing 1st St on the SW side of the intersection (who in fact have a walk light). Reduce the number of driveways on Broadway and Main Streets; many are redundant. Each is a source of dangerous conflict and eliminates an on-street parking space. Considerably reduce the heights of all curbs, making it much easier for pedestrians, bicyclists, people pushing strollers, etc. to transition from the street to the sidewalk. In the Netherlands, for example, curbs tend to be only about an inch high. If Dutch engineers can design efficient drainage with low curbs, we can too. They are below sea level, and they get more rain than we do. Solve the dangerous situation at Broadway and 8th St. As shown in the maps, a bicyclist wanting to continue southeast down Oroville Ave to get to Park St is in conflict with all vehicles in the lane immediately to their left (All cars in that lane cross the bicyclist’s path, either continuing straight on Broadway or turning right onto 8th St.). To facilitate left turns onto Main St. from 2nd St.,



add a left turn lane near the intersection. This would avoid traffic backing up onto 2nd Street. We much prefer one-way protected bicycle lanes on both Main and Broadway over 2-way bicycle tracks on either street. Two-way bicycle tracks on streets with a lot of cross-traffic (like Main and Broadway) are much more dangerous than are one-way bicycle tracks for multiple reasons: Drivers do not expect contra-flow traffic and therefore don't look for it when checking for an opening to cross the bike path. This is especially true for vehicles turning right on red from a side street onto the main street that has the 2-way bicycle track; thus, if you really must install a 2-way cycle track, it is absolutely essential to also ban right turns on red. If the 2-way bicycle track is on the right side of a one-way street (as your maps show), cyclists traveling in the contra-flow direction who want to turn right onto a side street are forced into an extremely dangerous position, as is well illustrated in the detail of your map below showing the intersection of Main and 3rd Streets. Imagine a green light for traffic on Main St. A bicyclist arriving from the left (northwest) is forced to pull into and stop in the right-turn box near the center of the intersection to wait for a green light for 3rd St. traffic. In this box, the bicyclist would be directly standing adjacent to fast-moving Main St. vehicle traffic and in the center of the path of motorists wanting to turn right on red from 3rd St. onto Main St. This could easily be a death sentence for that bicyclist, even if right turns on red are banned. If you really must have a 2-way bicycle track on either Main or Broadway, put it on the left side of the street (not the right side as all your maps show). As the National Association of Traffic Officials (NACTO) states, "On one-way streets, contraflow bike lanes should be located on the left side of the street."¹ This avoids bus-bicycle conflict, eliminating all the red bus-bicycle conflict zones shown on your maps of 2-way bicycle tracks. By the way, bus-bicycle conflict zones are easier to navigate on one-way bicycle tracks with bicycles traveling the same direction as vehicle traffic because the bicyclists can temporarily merge into the vehicle lane to get around a stopped bus. This maneuver is impossible on a contra-flow bike lane. We are opposed to all the options that include the addition of diagonal parking spaces on Main or Broadway. Downtown Chico has plenty of parking already, as evidenced by the thousands of attendees at our many popular community events that involve closing streets (and thereby eliminating all the parking along those streets): The Thursday Farmer's market, 4th of July parade, Christmas Preview, Taste of Downtown, etc. In short, downtown is busiest when parking is decreased to make way for more walkable space. A festive, walkable, safe environment attracts people; downtown should be like that all the time, not just during special events. Downtown is dying; businesses are closing right and left. Adding unnecessary parking would be a huge waste of space that could be much better



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used to make downtown a permanently fun beautiful inviting place that draws people in and makes businesses thrive. Do NOT continue the status quo of routing bicyclists away from Main and Broadway Streets (i.e. don't route bicycle traffic onto Flume St). Almost all Chico residents live within easy bicycling distance of downtown. If bicycling through downtown was pleasant and safe, people would ride there and spend money there. That is the experience of every city, worldwide, that has made their downtown business districts bicycle friendly. Study after study shows that bicycle infrastructure increases sales at the businesses along them, even when parking is removed (which isn't even necessary in downtown Chico). We really like the protected bike lanes on 2nd Street. Even more than 4th Street, 2nd Street is the route to the park from areas west of downtown. A protected bike lane would be a major improvement over the current Class 2 bike lane, which is in the dreaded door zone between the parked cars and a traffic lane (several of us have almost been doored there). The proposed changes to 3rd Street don't help bicyclists much. Sharrow markings on the pavement do very little. A Class 2 bike lane in the door zone between the parking lane and the travel lane is also problematic. Motor vehicle traffic is rather light on 3rd Street but, for bicycles, it is a major connector between Bidwell Park and downtown. We think this justifies narrowing 3rd Street to one lane and adding a protected bicycle lane. Fourth Street could then have a one-way protected bike lane, having bicycles flowing with the traffic and avoiding all of the problems associated with 2-way bike lanes on one-way streets with a lot of cross traffic. Please consider this option. Install streetlights with car chargers to attract visitors to park, charge their cars, and stay for a while, patronizing downtown businesses. Support small businesses during construction, preferably with low-interest loans or other financial help.