



**CITY OF CHICO**  
**BIDWELL PARK AND PLAYGROUND COMMISSION (BPPC)**  
**NATURAL RESOURCE COMMITTEE**

Regular Meeting Agenda  
December 13, 2016, 6:00 p.m.  
Municipal Center - 421 Main Street, Council Chambers

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Materials related to an item on this Agenda are available for public inspection in the Park Division Office at 411 Main Street, 3<sup>rd</sup> floor during normal business hours or online at <http://www.chico.ca.us/>.

**1. CALL TO ORDER**

**2. REGULAR AGENDA -**

**2.1. Trails Plan Priorities for Bidwell Park: Upper Park Road**

This item continues public input in updating Bidwell Park's Trail Plan as recommended under the Bidwell Park Master Management Plan (BPMMP). The Natural Resources Committee (NRC) will consider public input on the uses of the gravel portion of Upper Park Road. A companion effort is underway to assess the condition of the road and provide remedies and costs. **Recommendation:** Provide input on the 1) outreach approach, 2) Upper Park Road conditions and policies, and 3) help identify options for future evaluation.

**3. BUSINESS FROM THE FLOOR**

Members of the public may address the Committee at this time on any matter not already listed on the agenda, comments are limited to three minutes. The Committee cannot take any action at this meeting on requests made under this section of the agenda.

**4. ADJOURNMENT**

Adjourn to the next regular meeting on January 10, 2017 at 6:00 p.m. in the Conference Room 1, Chico Municipal Center Building (421 Main Street, Chico, California).



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DATE: 10/8/16
TO: Natural Resource Committee
FROM: Dan Efseaff, Parks and Natural Resources Manager
SUBJECT: Trails Plan Priorities for Bidwell Park: Upper Park Road

Report in Brief

This item continues public input in updating Bidwell Park’s Trail Plan as recommended under the Bidwell Park Master Management Plan (BPMMP). The Natural Resources Committee (NRC) will consider public input on the uses of the gravel portion of Upper Park Road. A companion effort is underway to assess the condition of the road and provide remedies and costs. Recommendation: Provide input on the 1) outreach approach, 2) Upper Park Road conditions and policies, and 3) help identify options for future evaluation.

Background

At its 9/13/16 meeting, the Natural Resource Committee (NRC) kicked off a discussion of the policy and uses of Upper Park Road. Staff:

- 1. Described road and issues (including the damage and closure related to the December 2012 storm event and partial repairs and opening of the road to the Diversion Dam) (staff will provide a slideshow summary and additional information is provided in Attachment A);
2. Reviewed guidance from the Bidwell Park Master Management Plan (BPMMP) (Attachment B); and
3. Outlined current policies (adopted, upcoming Trails Plan, gate operations for season, day of the week, and hours; policy related to wet weather and fire conditions (some excerpts in Attachment B).

Over the years, the BPPC has considered a number of Upper Park Road policy issues. Parks staff searched the archives of past BPPC decisions and found the following items since 1990 (Attachment C).

Most of the consideration during this time was to address issues related to vehicle use and to clarify policies. Since that time, policy questions have been few and the policy has been stable (allow vehicle access past the Horseshoe Lake gate Tuesday through Saturday, with access for non-motorized park users on Sunday and Monday).

The current policy may be summarized as (Table 1).

Table 1. Summary of Vehicle Access for Upper Park Road (Always Open During Park Hours to Non-Motorized Uses).

Table with 4 columns: Gate, Summer (Peak) May 1 – Oct 30, Winter (Non-Peak) Nov 1 – Apr 30, Notes. Rows include Upper Park Gate (Wildwood Ave), Horseshoe Lake Parking Lot (E), and Diversion Dam.

Discussion

a. Meeting objectives

The BPPC supported the recommendation to collect public input to aid with the policy review. Staff will provide an overview of the road and information available. Staff requests public input on the following:

- 1) Input methods and comment on survey;
2) List Problems (What do you not like about Upper Park Road?),
3) Identify Attributes (What do you like about Upper Park Road or features that should be retained or added?),
4) Provide policy suggestions, and
5) Identify information needs and data gaps.

Public input will help staff develop recommended policies (if any) that meet Master Management Plan goals and principals for future NRC and BPPC consideration. The policy regarding vehicular access will determine the extent upper park road is improved along with appropriate parking levels.

Some initial comments are presented, so participants may respond to these comments or add new ones (Attachment C).

Staff notes that the City is undergoing a concurrent effort to develop options for a more sustainable, maintainable, safe, cost-effective road that meets modern forest road standards to protect resources and conserve limited budget resources. The policy discussion at the BPPC of appropriate uses and restrictions will influence the type of road needed to support those uses. We also anticipate that the costs of the road may influence some of the policy discussion. As the assessment proceeds, Staff will report progress on associated costs with road rehab levels.

b. Survey

A survey was completed as part of the BPMMP. The top improvement recorded by respondents in the mail in survey was no cars/less traffic 11%, only 3% of on-site respondents agreed. At the last meeting, the NRC suggested that staff compile a survey (Attachment D) of park visitors. The survey will be used for field surveys and online (Survey Monkey). Staff anticipates distribution of the survey after NRC review.

c. Analysis

The BPPC over the past quarter century has explored a number of restrictions (even considering odd/even day use) related to automobile use and given the increase in park use and changing patterns (i.e. more mountain bike use). Consideration of the road can bring in a number of far reaching issues, however we feel the most productive approach for the BPPC will be to boil it down to the policy question, "Which sections of Upper Park Road should be available for private vehicles and should there be any additional restrictions?"

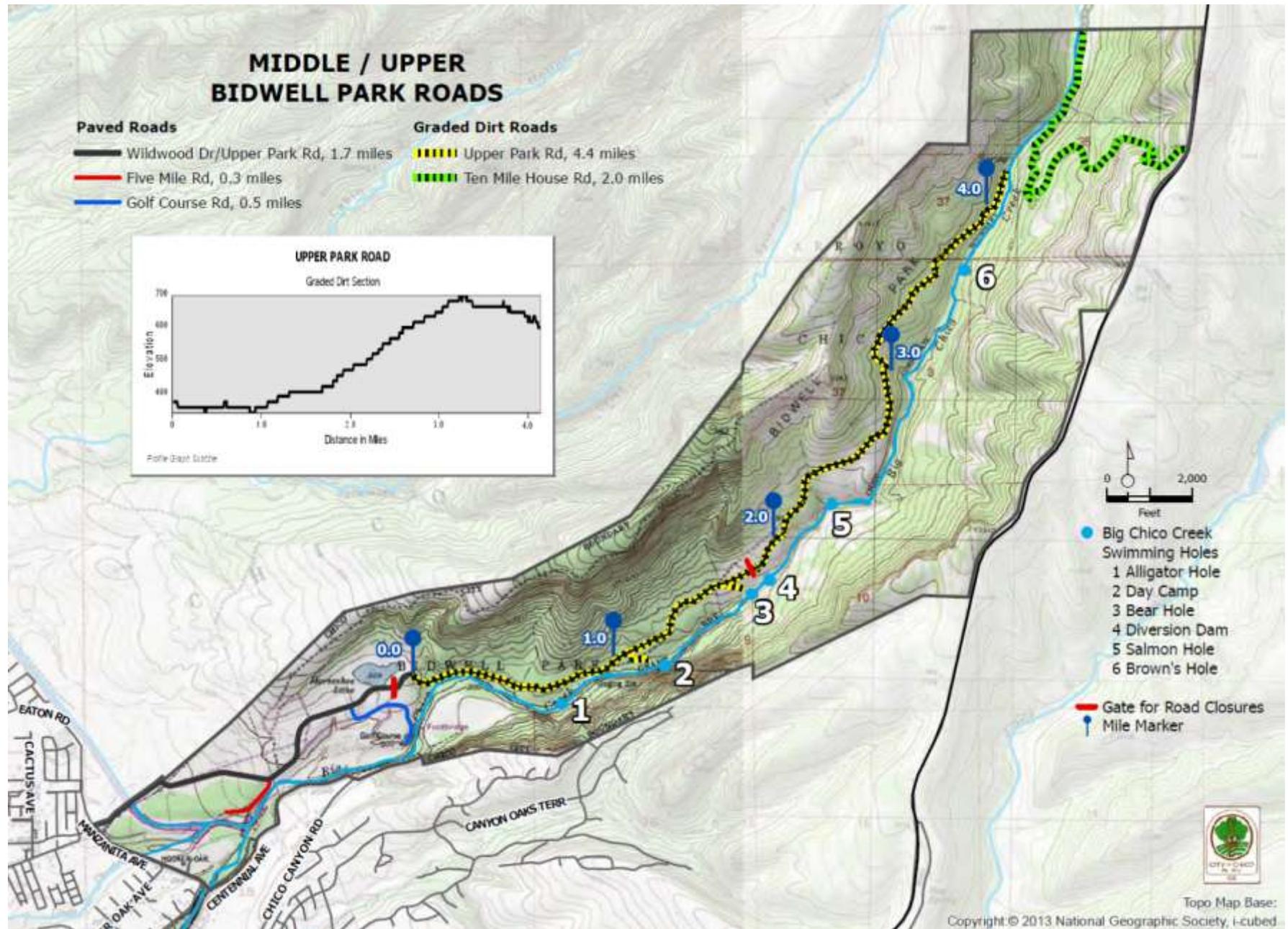
Staff expects additional feedback from the NRC and public to help develop potential policy changes that will be brought before the NRC for review. Staff will compile this information and then present alternatives for consideration at a future NRC meeting. NRC recommendations will be brought to the full BPPC and then ultimately City Council.

**Attachments:**

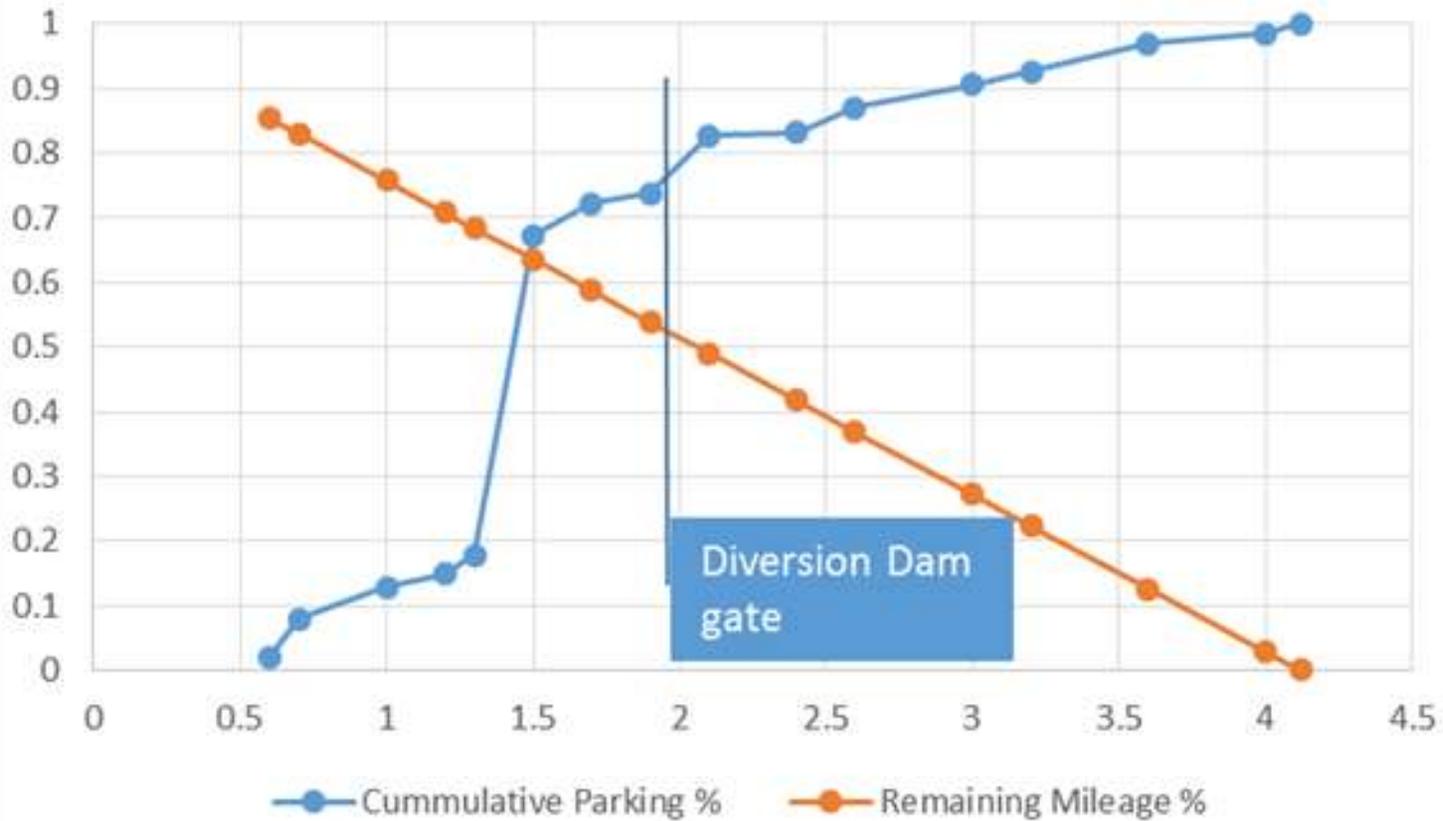
- A. Upper Park Road Description Information.
- B. Policy excerpts.
- C. BPPC motions regarding Upper Park Road since 1990.
- D. Draft Questionnaire
- E. Initial Public Comments

**Distribution:** BPPC and trail user email list-serve.

Attachment A – Upper Park Road Description



## Comparison of Road Mileage with Cumulative Parking %



This graph provides a graphical summary of the table of the cumulative parking by distance from the Horseshoe Lake Gate. The first 1.7 miles to the Diversion Dam (less than half of the road length) provides 72% of the parking, while the remaining 2.3 miles provides 28% of the parking. The last mile of road (25% of the road) provides 19 spots (8%).

## Attachment B

### EDAW 2008. Bidwell Park Master Management Plan

Consideration of the uses of the road appear well connected to the Trails Plan. As per the Bidwell Park Master Management Plan (BPMMP), the Trails Plan will serve as a guide for future trail maintenance, improvement, construction, and closure within Bidwell Park. It will also help prioritize budget expenditures and ensure that future improvements are consistent with the vision, goals, and objectives set forth in the BPMMP (EDAW 2008). The Trails Plan helps ensure that any work implemented is consistent with the Vision for Bidwell Park as well as the goals and objectives set forth in the BPMMP. The BPMMP also considers some objectives directly pertaining to Upper Park Road and the following items may help guide the NRC consideration of this matter.

O. Upper-10. Appropriately manage and maintain Upper Park Road including but not limited to the following:

- Reduce potential conflicts between users;
- Investigate ways to more efficiently maintain Upper Park Road;
- Improve access to Upper Park via improved parking and roads;
- Consider alternatives to private vehicles for access into Upper Park;

I. Upper-15. A feasibility/policy analysis should be conducted addressing options and future needs for Upper Park Road. The analysis would address costs, potential impacts, options and preferred outcomes to the current management of the road. In addition, if the road is to be kept open, the analysis should address what would be required to maintain public safety and maintenance at acceptable levels. Additional considerations would include:

- Evaluate options for the current management of Upper Park Road and use of private vehicles;
- Establish design and maintenance standards for unpaved roads;
- Evaluate costs and positive and negative effects of extending public transportation into Upper Park;
- Consider public transportation between upper Horseshoe Lake parking lot and Upper Park destinations, including turnaround options;
- Consider seasonal (e.g., summer) or year-round closure of Upper Park Road to private vehicles;
- Consider need for grading, surfacing and drainage improvements to Upper Park Road;
- Consider features to accommodate and reduce conflicts between vehicles, and other users, primarily hikers, cyclists, and equestrians;
- Consider reduction, elimination, and restoration of other parking areas in Upper Park;
- Evaluate cost-benefits, including financial savings from reduced needs for regular road and drainage maintenance.

#### Summary of Gate Policy/Access for Vehicles

Gate Location	Days Open	Times Opened - Closed		Notes
		APR-SEPT	OCT- MAR	
Parking Lot E	Tue - Sat	7:30 AM - 9:00 PM	7:30 AM - 7:00 PM	Closed for safety and resource damage concerns after 2012 storm. Repaired and reopened 2013.
Diversion Dam	Tue – Sat (Seasonally)	7:30 AM - 9:00 PM	Closed	Seasonally open to vehicles May 1 to Oct 31. However, closed for safety and resource protection concerns after 2012 storm.

**Excerpt from:**

City of Chico. 2015. Adaptive Wet Weather Trail Management Plan (Revised 2015). Bidwell Park, Chico, California. December 3, 2015. Public Works Department, Parks Division. Chico, California.

**D. Wet Weather Policy for Upper Park Road**

Historically, the unpaved portion of Upper Park Road (past Parking Lot E/Horseshoe Lake) is closed during and following inclement weather. Upper Park Road is closed on Sundays and Mondays to vehicles.

Upper Park Road is a thinly graveled surface with poor drainage in places. During and after rain events, vehicles on the road cause considerable damage (rutting) and can slide off the road. To ensure safety, protect against road degradation and reduce costs associated with maintenance Upper Park Road is closed when wet.

When trails are closed, park users are allowed on Upper Park Road for recreational activities. For purposes of the code, Upper Park Road is considered a trail when the road is closed to vehicles; however, horses and bikes are permitted to use Upper Park Road.

The current policy may be articulated as follows:

1. The gate at the Diversion Dam will be seasonally closed from November 1<sup>st</sup> to April 30<sup>th</sup> annually.
2. An assessment of road conditions should occur daily during wet conditions, before 7:30 am.
3. When more than 0.25 inches of precipitation falls within a 24-hour period or if tire impressions are evident while driving on the road, the road shall be closed to vehicles. |
4. If the National Weather Service indicates a 70% chance or greater of precipitation that day, the road will be closed to vehicles.
5. The Road will remain closed to vehicles (open to pedestrians, bikers, and equestrians) when Upper Park trails are closed.
6. To open, the surface should be firm with few puddles present.
7. In addition, emergency, weather damage, or special circumstances or events may warrant closures at the discretion of Parks Staff.

The policy tracks fairly closely with the current trail closure, except that conditions typically dry more rapidly than the trails and the road opens earlier. Item number 5 is new and based on BPPC direction following the 2011-2012 review.

We recommended modification of the protocol so that the opening of Upper Park Road is tied into the trails assessment. In other words, when Middle and Upper Park Trails are closed to bikes and equestrians, the Upper Park Road is closed to vehicles. Reasons for this change include:

1. Consistency and easier communication to the public.
2. When the trails are closed, more bikes and equestrians use Upper Park Road; removing cars may improve safety and trail closure compliance (some offenders say that they did not feel safe on the road and use the trails).
3. Allows for more centralized access points: Minimizes use of parking areas deeper in the Park (i.e. Bear Hole), when trails are wet, and removes the temptation to bring in a bike in a vehicle to access closed trails in Upper Park.

**Red Flag Closures.**

In 2012, Parks formalized the operating procedure for the closure of Upper Park Road associated with "Red Flag" or fire events.

## **Attachment C – Bidwell Park and Playground Commission Motions since 1990 regarding Upper Park Road.**

Over the years, the BPPC has considered a number of Upper Park Road policy issues. Parks staff searched the archives of past BPPC decisions and found the following items since 1990 (Attachment A).

- 8/27/90- Upper Park Road Closure. Approved 4-3. Open Upper Park Road on holidays.
- 6/24/91 - Upper Park Road Closure. Approved 7-0. Allow motorized vehicles on Upper Park Road on odd numbered days and have road closed on even days, with exception of holidays, when road will remain open. To be reviewed 6 months from 08/01/91.
- 11/25/91 - Upper Bidwell Park Plan. Approved 5-1-1. Alternative #1 of director of public works' memo be implemented, re-grading and installing base rock from end of pavement to Bear Hole and various other hazardous locations to make road passable for emergency vehicles to the end of the park.
- 7/27/94 - Upper Park Road Days of Closure. Approved 6-0-1. Recommend a public hearing to consider modification of Upper Park Road closure to odd/even or combination of days/dates, and to address amount of debris in park, use of shuttle type system, storm drainage, proposed improvements and access.
- 11/28/94 - Winter Closure of Upper Park road. Approved 6-0-1. Closure Approved.
- 4/29/96 - Closure Policy of Upper Park Road on Holidays. Approved 7-0. Clarify policy that the days the Upper Park road will be open to motor vehicles to equate with the official holidays for city staff which fall on Sunday or Monday.
- 4/26/99 - Upper Park Road Dust Control. Approved. Continue to change the road base over time and to test road oyl in the interim.
- 1/31/00 - Dust Inhibitor Test Areas. Approved 7-0. Establish test areas of Road Oyl on Upper Park Road as designated.
- 10/30/00 - Gate Access to Upper Park during Holidays. Approved 4-3. Keep Upper Park Road closed on Sunday and Monday including three-day holidays.
- 11/27/00 - Proposed Gate on Wildwood Ave. Approved 7-0. Install a gate at Wildwood Avenue and Upper Park Road.
- 5/27/03 - Year Round Upper Park Road Access for Hikers, Bikers, and Horse riders. Approved 7-0. Approve opening Upper Park Road all year to hikers, equestrian and bicyclists from parking areas "E" to "O" for one year and then evaluate results.
- 1/23/06 - Bidwell Park Master Mgmt. Plan/ Actions. Approved 5-2. Consider expanding hours of road closure to motor vehicles.

**Attachment D – Draft Survey**



**PUBLIC WORKS DEPARTMENT - PARK DIVISION  
UPPER PARK ROAD SURVEY 2016-2017**

The Park Division is evaluating the graveled portion of Upper Park Road as part of the Trails Plan required under the Bidwell Park Master Management Plan. This survey is an effort to gain your input to understand the community's needs and craft policy for the road. Thank you for your time and comments, they will make a difference in the future of Bidwell Park. For some of the questions please answer as if on your last trip to Upper Park.

1. How long have you been a user of Upper Bidwell Park?  
 1st Time    <1 Year    1-5 Years    6-10 Years    11 + Years
  
2. In the past month, how often have you used Upper Bidwell Park?  
 This is my 1st time    3-7 days    15 days – everyday  
 1-2 days    8-14 days
  
3. How much time do you typically spend in Upper Bidwell Park?  
 < 29 minutes    1 hour to < 2 hours    > 4 hours  
 30 minutes - <1 hour    2 hours to < 4 hours
  
4. On your visit today (or last visit), how did you arrive at the park today?  
 Bike    Motorcycle/Scooter    Public transport  
 Automobile    Foot    Other (specify: \_\_\_\_\_)
  
5. What is your primary motivation for visiting?  
 Enjoy Nature and the Outdoors    Solitude    Other (specify: \_\_\_\_\_)  
 Exercise and Fitness    Socialize with friends or family    Decline to state  
 Reduce stress or unwind    Walk the dog
  
6. What is your primary activity?  
 Driving/Sightseeing    Mt. Biking    View wildlife or plants  
 Education    Picnic    Volunteer (stewardship)  
 Hiking/Walking    Running/Jogging    Other (specify: \_\_\_\_\_)  
 Horseback Riding    Swimming    Decline to state
  
7. What could be done to improve your experience at Upper Bidwell Park?  
 Additional restrooms    Improve trails    Require leashes on dogs  
 Additional signage    Nothing    Other (please specify): \_\_\_\_\_  
 Drinking water    Ranger presence and programs

8. How important are the following to you in general about Upper Bidwell Park?

	<b>Very Important</b>	<b>Important</b>	<b>Neutral</b>	<b>Unimportant</b>	<b>Very Unimportant</b>
Car access	<input type="checkbox"/>				
Car Parking	<input type="checkbox"/>				
Park information	<input type="checkbox"/>				
Protect resources	<input type="checkbox"/>				
Restrooms	<input type="checkbox"/>				
Signage/Trail Markers	<input type="checkbox"/>				
Swimming access	<input type="checkbox"/>				
Trails	<input type="checkbox"/>				
Upper Park Road	<input type="checkbox"/>				
Vegetation/Native Plants	<input type="checkbox"/>				
Wilderness setting	<input type="checkbox"/>				
Wildlife	<input type="checkbox"/>				

9. What aspect of Upper Park Road is most important to you?

	Very Important	Important	Neutral	Unimportant	Very Unimportant
Safety	<input type="checkbox"/>				
Efficiency	<input type="checkbox"/>				
Physical challenge	<input type="checkbox"/>				
Clearly defined/signage	<input type="checkbox"/>				
Fun/Playfulness	<input type="checkbox"/>				
Natural looking	<input type="checkbox"/>				
Sustainable	<input type="checkbox"/>				
Non-motorized Access	<input type="checkbox"/>				
Vehicle Access	<input type="checkbox"/>				

10. The current policy allows vehicles on the unpaved section of Upper Park Road from Tuesday to Saturday and seasonally opens the Diversion Dam gate in summer (currently closed because of damage to the road). Please respond to the following options related to vehicles on the graveled portion of Upper Park Road:

a. Time restrictions

- Do not change the current policy.
- Allow vehicle access May 1 to October 31 only.
- Reduce vehicle access additional days or hours.
- Allow non-motorized recreation only.
- Other (specify: \_\_\_\_\_)

b. Geographic access

- Do not change the current policy.
- Do not allow motorized vehicles.
- Allow vehicles from Horseshoe Lake to the Diversion Dam only.
- Allow vehicles to Salmon Hole.
- Allow vehicles to Brown's Hole.
- Allow vehicles to end of Road.
- Other (specify: \_\_\_\_\_)

11. What is the best way to get park and trail information?

- Call Park Division or Trails Hotline
- Facebook
- Friends
- Webpage
- Kiosk
- Newspaper
- Email
- Newsletter
- Other \_\_\_\_\_

12. What additional park information would you like to have?

- Better Maps
- Cultural
- Geology
- Management
- Resource protection
- Rules
- Trail work info
- Vegetation
- Wildlife
- Other \_\_\_\_\_

13. What do you like best about Upper Park Road?

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14. What do you like least about Upper Park Road?

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15. What could improve your experience related to Upper Park Road?

- Reduce dust
- Improve road surface
- Create rough but durable surface
- Limit motorized use
- Other specify (\_\_\_\_\_)

16. Would you support a vehicle parking or annual pass to help pay for the maintenance of park facilities and infrastructure and potentially reduce congestion and encourage use of bikes or carpooling?

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

17. What daily fee amount is appropriate for Bidwell Park?

- \$1/day
- \$3/day
- \$5/day
- \$10/day
- >\$10/day

**Demographics**

18. Date of survey: \_\_\_/\_\_\_/\_\_\_

19. Time of survey: \_\_\_:\_\_\_ am/pm

20. What is your gender?  Male  Female

21. What is your Zip Code of your residence?

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22. What County do you live in?

- Butte
- Glenn
- Tehama

- Shasta
- Yuba

Other (Please specify)

\_\_\_\_\_

23. What is your age group?

- 15 – 19
- 20 – 29
- 30 – 39

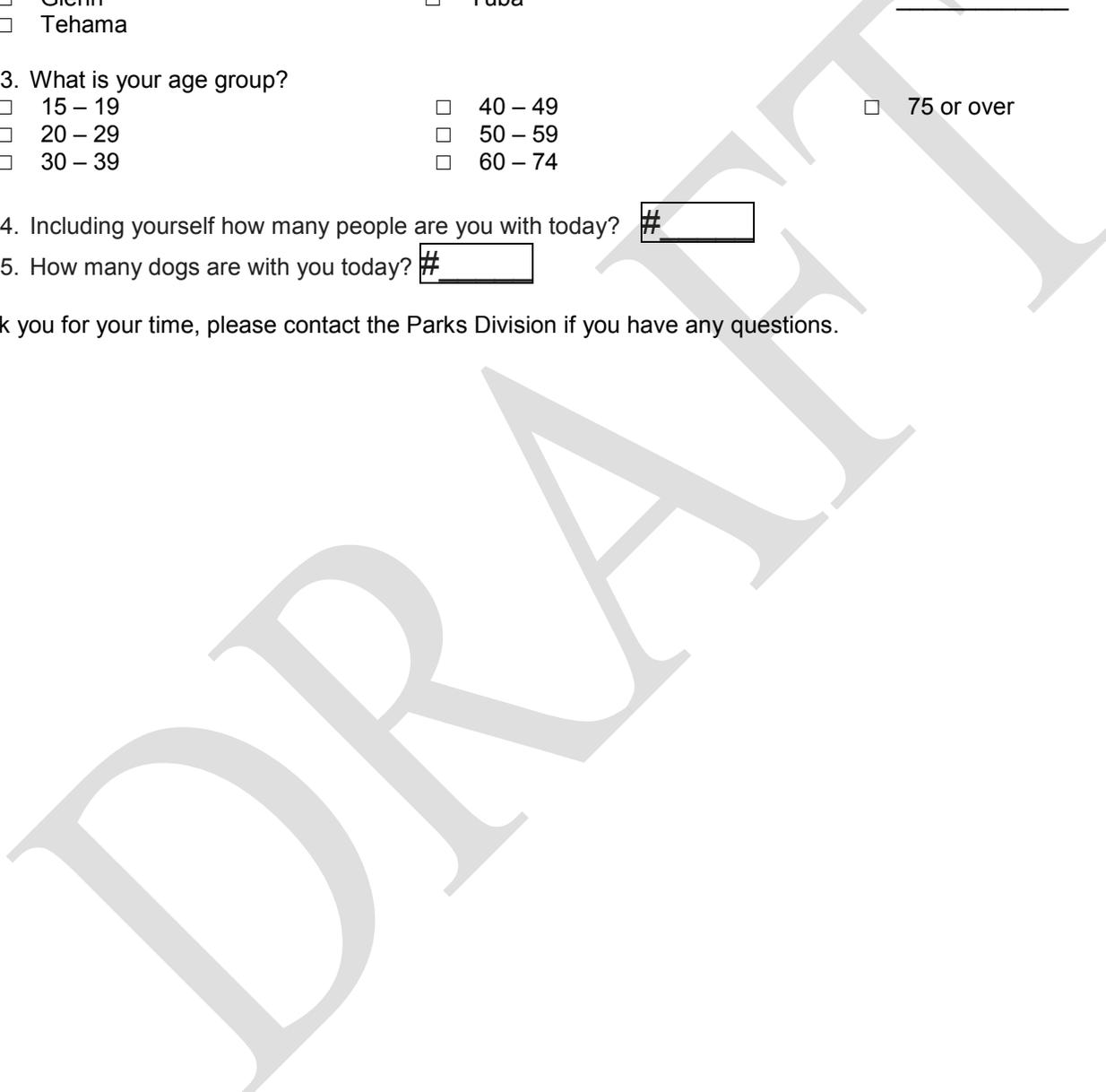
- 40 – 49
- 50 – 59
- 60 – 74

75 or over

24. Including yourself how many people are you with today? #

25. How many dogs are with you today? #

Thank you for your time, please contact the Parks Division if you have any questions.



## Attachment E – Initial comments from the public.

Based on feedback from the NRC and public and observations, staff compiled the following comments. Staff intends these as a starting point for discussion and input.

### 1. Problems

- Need to reduce potential conflicts between users (BPMMP). Frequent close calls and conflicts (near misses, "dusted out," tailgating, etc) with visitors in vehicles and non-motorized activities in section between Horseshoe Lake Gate to Bear Hole.
- Under past practices and current budget, no safe, sustainable, maintainable private vehicle access from Diversion Dam to the end of the road.
- Past practices and lack of proper design has led to a costly, unsustainable road. Much of the road base has been washed away and approximately a third of the 60 culverts under the road are unusable. This is accentuated in areas past Bear Hole.
- The road does not meet uniform common standards for Public gravel roads with multimodal traffic.
- Heavy use with private vehicles creates serve dust issues and diminishes natural park experience.

### 2. Attributes

- Road allows access deep into Upper Park and access to the creek and swimming holes.
- Current closed status has increased the enjoyment (and use) from some non-motorized users that like the absence of vehicle traffic.
- Limited access and rugged road enhances parks users seeking more natural experience.
- Views of road.

### 3. Policy, Priorities, Remedies, and Specific Actions

- Develop low budget for road way improvements (some users prioritized Lower Park Roads, improvements to parking areas as a higher priority than Upper Park Road).
- Upper Park Road Study. Explore options to rehabilitate road to match with intended a more sustainable, safe, more efficiently maintained, cost-effective road that meets modern forest road standards.
- Conduct topography, botanical, wetland, and archeological surveys of the road.
- Develop sustainable designs that reduce maintenance costs; meet environmental and water quality goals; and estimate costs and timelines.
- Use BPMMP Implementation objectives as a check list.
- Widen the road or create a parallel trail for non-motorized users to minimize conflicts.
- To improve ADA access and maintain a more natural visitor experience, consider the possibility of a ADA path to Diversion along the abandoned Flume (was draft option in the Trails Plan).
- Offer Vehicle Access to Bear Hole, seasonal access from Diversion Dam to Salmon Hole.
- Reduce Hours for Vehicle Access.
- Year round car access for Upper Park Road.
- Permanent Closure of Road to vehicles past Bear Hole.
- Reduce Hours for Vehicle Access
- Maintain rough nature of road to slow vehicles.
- Prioritize non-motorized activities without the hazards of vehicles on the road.

Excerpts from emails are attached.



DATE: 12/6/16  
TO: Bidwell Park and Playground Commission (BPPC)  
FROM: Dan Efseaff, Park and Natural Resource Manager  
SUBJECT: Upper Park Road – Citizen Comments

## Comments from Citizens

- 1) The blacktop on the lower park loop is a mess. It is hazardous and you are about to lose it all do to lack of maintenance. Let's deal with it before we spend \$s on the upper park road. Rick Landess
- 2) Please keep the park the way it is and has been, the way Annie Bidwell, intended it to be. We can all drive slowly and preserve the peaceful journey with children and dogs. Thank you, Kira Cuneo
- 3) Please don't pave upper park road. Easy access will ruin the land, increase parking difficulties and ruin the natural environment that equestrians, cyclists, and hikers love. Carolyn Richards
- 4) Please leave upper park road the way it is. The park has plenty of places that are accessible by car, they don't need to go everywhere. Where go vehicles go trash and more law enforcement problems. Just ask the rangers, they already have their hands full. Also, the city really doesn't need to be spending the kind of money that it will take to improve the road. There will also be increased costs for additional rangers and maintenance. Keep upper park wild. Ed Dennis
- 5) I hike in the park every weekend unless I am working out of town. I walk the main road all the way from B-Line trail head. I believe it is a bad idea to pave the road. Leave it treacherous and it will keep people driving slow. I once had a bad cramp in my calf that put me on the ground along the edge of the road. It was very painful and I was prone on the side of the road wearing my pack. Young people just drove by, barely missing me, as fast as they could go. Not one person stopped or even slowed down to see if I was maybe even having a heart attack. I was writhing in pain and had to try and crawl into the brush in order to avoid getting run over by a vehicle, that was driving relatively slow on the rough road. I couldn't imagine what a car traveling 35 or 45mph would have done when they came across me at that speed.

Anyone can drive 50 mph in a 25mph zone. I see it all the time on Lakewest Drive where I live. What keeps people driving slow is in doing some real damage to your car if you drive too fast. That is what speed bumps do, but people accelerate from one to the next, negating the slow posted speed limit. My vote is to keep the road as it is. And also open it all the way through. There is some upkeep required and if the city cannot afford to pay to get the work done, perhaps getting together an all-volunteer crew on various weekends do maintain sections of the road will work. Plenty of people enjoy getting into the park for fresh air, and some exercise maintaining the road would just be a bonus. At least give that a try first. Advertise the event and explain it is we fix it together or we pave it.

And don't throw out the "but we need insurance, and a safety committee, blah, blah, blah..."

What we need is to get the road repaired, and that is all we need. I'm certain you'll get plenty of volunteers to fix it. I will volunteer my time. You have my email at the top. Rick Suttles

- 6) I have enjoyed hiking, biking, swimming and painting in Upper Bidwell Park since the 70s. I and my family have many fond memories of our experiences there. Much of the inspiration for the mural I did for the Salem Street Parking Garage comes from the Park. It is a unique and special place.

I believe that leaving the road unpaved would best serve the Park by keeping it less traveled preserving its semi remote, wild and natural feeling. Exploring Upper Park is more of an adventure and less of a casual drive-by. We have Lower Park for those who prefer easier access and car picnicking.

In terms of scheduling, I feel the best timing is when it is open to cars Sunday and Monday and closed the rest of the week. This provides for week and weekend use while cutting down on noise and dust for the majority of the time.

There seems to be a very nice courteous relationship between hikers, cyclists and equestrians.

The unpaved road provides another benefit. It slows car traffic down and has a natural limiting effect on the number of cars. The deeper you go up into the Park, the less crowded it gets. I have noticed that even on crowded Summer days alot of people prefer to walk rather than drive the road. And this includes families with small children and dogs. But this is only possible because cars are going slow. Paving the road would have a dramatic and detrimental effect on how the Park is used and experienced.

I have read that the cost of surveying and upgrading the road would be significant. Much more than the minimal maintenance that is done now. And it is adequate for emergency vehicles now. Sometimes the simplest solution is the best...just leave it as is. Dayton Claudio

- 7) I enjoy the natural beauty of upper park and would prefer that it remain unpaved so that people are encouraged to hike or bicycle into upper park. We already have all of lower park paved and this area is enjoyed by many groups of picnickers. Upper park still enjoys a natural beauty without many trees and is less attractive to summer picnics. Unfortunately, I think a paved road might make it more attractive to partying in a more remote area. Annette Carey
- 8) I would like to see the Upper Park Road open sunrise to sunset, 7 days a week. Would like it to be open for all uses—cars, hikers, bicycles. Ida Crawford
- 9) I heard the city may be considering paving the upper park road. Please don't. It would mean fast drivers, more noise in a quiet get away, and be hazardous to walkers, bikes, pets. There are many other reasons to not pave this road. Karen Cole
- 10) Please to not do anything to increase automobile use of upper park road other than basic grading when the ruts get impossible. Keep upper park wild. Sue Good
- 11) To Whom It Should Concern!  
Bidwell Park, a unique treasure that needs continued "treasuring". How will automobiles add to the ambience, the natural history, the joy . . . the list goes on . . . of hikers, walkers/dogs, children, people on bikes, people on horses, and just plain people? If this is well-intentioned "progress", I suggest that we need continued well-intentioned "regress". P-L-E-A-S-E lose this idea entirely or come up with some bureaucratic reason (e.g., like budget) to put it under the stack of paperwork on the desk and forget it is there. T-H-A-N-K-Y-O-U SOOO MUCH!!! Greg Dickson, Butte County Resident
- 12) Paving the road to Upper Park is not a good idea. I walk up there every week. There is garbage all over the swimming hole areas, it smells sometimes like urine, people speed up and down the road, the mountain bikers are cutting up everything and creating new trails. Nothing looks natural anymore. This just gives the public more of a chance to haul all their crap up there and leave it.

Also, if you can't walk on a sidewalk, you sure aren't going to be able to walk in Upper Park so those folks need to find another interest. There are places I can't go so I just change my focus. Upper Park is one of the few places that can be so calming and beautiful. You just have to pick the time that's reflects how you want to see the park...which is great until you're wading through someone else garbage. If the road goes in, that cuts out a lot people like me. I don't want to go somewhere that's smelly, dirty, noisy and crowded. People that like that sort of thing should stay in those areas like Lower Park. Or, maybe you could keep the gate closed for 3-4 days a week. Best scenario, don't fix the road at all. Thanks, M Moore, Chico CA

- 13) I am writing to let you know that my husband and I believe that the road in lower park desperately needs repaving. The potholes are a safety hazard to cyclists. Please consider diverting the funds planned for redoing the road to Bear Hole with these funds. That road does not need to be improved. It will only encourage speeding which would be a danger to walkers, cyclists and wildlife. Linda and Doug Calbreath
- 14) More patrol on foot and bike needs to happen in Bidwell. Use money for safety in park, please. Cars go fast in Upper Bidwell, don't make it easier for them to speed up there! Use the cement for making a bike bath on Bruce all the way to the Skyway. Thanks, Lori Grady
- 15) Don't pave upper park road. It is an open invitation for speedier traffic and that's not needed. Kathy Foertsch

16) Dear Bidwell Park staff:

As frequent users of upper park, we earnestly ask you \*not\* to pave upper park road.

Upper park road provides older people such as my wife and I a way to walk or ride \*safely\*. As it stands, we don't have to worry about drunks and speeders when we enjoy upper park. Children can explore outside much more safely. Their parents worry less.

Upper park road is used heavily by hikers, cyclists, dog walkers, birders, and other lovers of the outdoors, all traveling relatively slowly. They will continually be in danger and have to be on the lookout for the inevitable speeding automobiles. The number of people who will be threatened far outweighs drivers' "rights" to a smooth ride to every possible location.

Peaceful walking should not arbitrarily be made hazardous. Not every pleasure needs to be immediate or overly convenient.

Some activities need to be limited; some things are better left undone.

We can find no reason to spend tax monies towards such a dubious goal. Please keep upper park safe.

17) We are hoping for your conservative decision. Rick Switzer, Rosalie Parker

18) I have learned that the City of Chico is considering paving or "upgrading" the fire road past Horseshoe Lake to Bear Hole. This is a TERRIBLE idea, and here's why: The road in its current state forces cars to drive very slowly because of all the rocks and ruts. This makes it quite safe for walkers, joggers, bicyclists, horses, dogs, etc.

If that road gets paved it will be disastrous in the way of safety. It will GUARANTEE a stream of speeding cars. Need I remind anyone that in the summer we have high numbers of college students and teens driving to Bear Hole (many of them after drinking alcohol)???

Also, that fire road as it is, has a certain "rural charm" and aesthetic appeal that will be lost if it is paved or upgraded.

Please reconsider!! Amy Schneider

19) My family and I would appreciate your inattention to this matter. This should remain a walking trail and very difficult for vehicles to navigate. Donna Porter, Chico Citizen

20) Hello, I have heard that there is a possibility that the upper park road might be upgraded. As someone who uses the park regularly, I strongly oppose this. Car/truck traffic is already a serious problem, and this would make it even worse. Please don't! Thanks, Fred Ryan

21) I am writing to you to voice my family's opinion on the paving of Upper Park Road. We strongly oppose this idea. We go there for many reasons, one being to enjoy the quiet and slowed down time it offers us. Without cars it is safer for pedestrians with dogs, bikers and horseback riders. There are many people that relish this area the way it is. Paving the

road would lead to just the opposite experience. This area does not need "improving".

I believe there are many other ways to spend money on the/our park. Please consider the idea of doing just that, instead of paving a road that does not need it for whatever reason.

Thank you Mary and Kurt Osterlund and family

- 22) I am writing as a member of the Chico Equestrian Association, but more importantly as a member of the Chico community.

The paving of upper park would be detrimental for a number of reasons.

Many park users enjoy upper park without the constant threat of traffic. it allows park users, and especially those with dogs and horses, to use the trail in peace and without threat of injury.

Increasing car access will exponentially increase human inflicted damage to the natural environment. Empty alcohol bottles and other various litter would undoubtedly be a common finding along upper park trails. Having moved to Chico from Salt Lake City, Utah many years ago, I found the lack of easily accessible wild space lamentable. Upper park is one of the very few areas that offer public access to hiking, mountain biking and an overall genuine outdoor experience. This space absolutely should be preserved. Wildlife in upper park would be adversely affected by the increased traffic by people and their animals. Presumably some developments would be pursued in the future, such as restrooms and picnic areas. These developments would not benefit the wildlife or natural environment of upper park in any way. Please strongly consider the potentially undesirable effects the paved road could present to this beautiful natural area. Regards, Brandy Kristiansen, RN

- 23) To whom it may concern,

Paving upper park road would be a disaster for a number of reasons.

1. It is in violation of Annie Bidwell's condition of keeping the park sacred.
2. You can't even maintain the lower park so now you want another road to maintain?
3. Hikers, Horseback Riders and Cyclists use the road to get away from cars. Having speeding cars in the mix is an accident waiting to happen!
4. One of the main reasons there hasn't been a major fire in Upper Park is because right now it's hard for cars to get up there.
5. Who will pick up all the fast food litter, cigarette butts and other garbage that will be thrown out on the road by all the slobs who are too lazy to walk? Certainly not the Ranger.
6. Where will all the cars park? I guarantee they will park all along the road which is a Fire Lane, restricting access to emergency vehicles.

The list goes on. Whoever came up with this brilliant idea should not be working for the City of Chico. Bidwell Park as it is now is becoming one of the only saving graces of Chico which has already grown way too big. This horrible idea must be squelched right now. Daniel Courtice, Park Watch Volunteer.