



Memorial Trailway Class I Enhancements
Active Transportation Program Cycle 2
Application ID: 03-Paradise-3



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Application Form for Part A

Parts B & C must be completed using a separate document

PROJECT unique APPLICATION NO.:

03-Paradise-3

Auto populated

Total ATP Funds Requested:

\$ 1,356

(in 1000s)

Auto populated

Important: Applicants must follow the CTC Guidelines and Chapter 22 of the Local Assistance Program Guidelines, and include attachments and signatures as required in those documents. Ineligible project elements may result in a lower score/ranking or a lower level of ATP funding. Incomplete applications may be disqualified.

Applicants are expected to use the corresponding “step-by-step” Application Instructions and Guidance to complete the application (3 Parts):

Part A: General Project Information

Part B: Narrative Questions

Part C: Application Attachments

Application Part A: General Project Information

Implementing Agency: This agency must enter into a Master Agreement with Caltrans and will be financially and contractually responsible for the delivery of the project within all pertinent Federal and State funding requirements, including being responsible and accountable for the use and expenditure of program funds. This agency is responsible for the accuracy of the technical information provided in the application and is required to sign the application.

IMPLEMENTING AGENCY'S NAME:

Paradise

IMPLEMENTING AGENCY'S ADDRESS

CITY

ZIP CODE

5555 Skyway

Paradise

CA

95969

IMPLEMENTING AGENCY'S CONTACT PERSON:

Marc Mattox

CONTACT PERSON'S TITLE:

Public Works Director / Town Engineer

CONTACT PERSON'S PHONE NUMBER:

(530) 872-6291 x125

CONTACT PERSON'S EMAIL ADDRESS :

mmattox@townofparadise.com



Project Partnering Agency: Entities that are unable to apply for Active Transportation Program funds or that are unable to enter into a Master Agreement with the State must partner with an eligible applicant that can implement the project. **In addition, entities that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project may partner with an eligible applicant that can implement the project.**

If another entity (Partnering Agency) agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement (e.g., letter of intent) must be submitted with the project application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the first request for allocation. For these projects, the Project Partnering Agency's information shall be provided below.
(The Grant Writer's or Preparer's information should not be provided)

PROJECT PARTNERING AGENCY'S NAME:

[Empty text box for Project Partnering Agency's Name]

PROJECT PARTNERING AGENCY'S ADDRESS

CITY

ZIP CODE

[Empty text box for Address]	[Empty text box for City]	CA	[Empty text box for Zip Code]
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PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

[Empty text box for Contact Person]

[Empty text box for Contact Person's Title]

CONTACT PERSON'S PHONE NUMBER:

CONTACT PERSON'S EMAIL ADDRESS :

[Empty text box for Contact Person's Phone Number]

[Empty text box for Contact Person's Email Address]

MASTER AGREEMENTS (MAs):

Does the Implementing Agency currently have a MA with Caltrans?

Yes No

Implementing Agency's Federal Caltrans MS number

03-5425R

Implementing Agency's State Caltrans MS number

00449S

* Implementing Agencies that do not currently have a MA with Caltrans, must be able to meet the requirements and enter into an MA with Caltrans prior to funds allocation. The MA approval process can take 6 to 12 months to complete and there is no guarantee the agency will meet the requirements necessary for the State to enter into a MA with the agency. Delays could also result in a failure to meeting the CTC Allocation timeline requirements and the loss of ATP funding.

PROJECT NAME: (To be used in the CTC project list)

Memorial Trailway Class I Conversion

Application Number: [3] out of [5] **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

The proposed project will bring the Town's Memorial Trailway, a five mile long separated bike/ped facility, to current standard for width and minimum standard for shoulders. Project also includes crosswalk enhancements at 5 arterial intersections.

PROJECT LOCATION: (Max of 250 Characters)

The project is located along the Memorial Trailway in Paradise, California. The Trailway has a parallel path to Skyway, a principal arterial with over 20,000 ADT and spans from Neal Road to Pentz Road.



Will any infrastructure-improvements permanently or temporarily encroach on the State right-of-way? Yes No

If yes, see the application instructions for more details on the required coordination and documentation.

Project Coordinates: (latitude/longitude in decimal format) Lat. 39.763219 /long. -121.615830

Congressional District(s):

State Senate District(s): State Assembly District(s):

Caltrans District(s):

County:

MPO:

RTPA:

MPO UZA Population:

ADDITIONAL PROJECT GENERAL DETAILS: (Must be consistent with Part B of Application)

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	Pedestrians	<u>151</u>	Bicyclists	<u>65</u>
One Year Projection:	Pedestrians	<u>176</u>	Bicyclists	<u>76</u>
Five Year Projection:	Pedestrians	<u>268</u>	Bicyclists	<u>116</u>

BICYCLE AND/OR PEDESTRIAN INFRASTRUCTURE (Check all that apply)

Bicycle: Class I Class II Class III Other _____

Pedestrian: Sidewalk Crossing Other _____

Multiuse Trails/Paths: Meets "Class I" Design Standards Other Enhancement to meet Class I

DISADVANTAGED COMMUNITIES

Project contributes toward the Disadvantaged Communities funding requirement: the project must clearly demonstrate a direct, meaningful, and assured benefit to a community that meets any of the following criteria: Yes No

If yes, which criterion does the project meet in regards to the Disadvantaged Community (mark all that apply):

Household Income Yes No CalEnvioScreen Yes No

Student Meals Yes No Local Criteria Yes No

Is the majority of the project physically located within the limits of a Disadvantaged Community: Yes No

CORPS

Does the agency intend to utilize the Corps: Yes No



PROJECT TYPE (Check only one: I, NI or I/NI)

Infrastructure (I) **OR Non-Infrastructure (NI)** **OR Combination (N/NI)**

“Plan” applications to show as NI only

Development of a Plan in a Disadvantaged Community: Yes No

If Yes, check all Plan types that apply:

- Bicycle Plan**
- Pedestrian Plan**
- Safe Routes to School Plan**
- Active Transportation Plan**

Indicate any of the following plans that your agency currently has: (Check all that apply)

Bicycle Plan Pedestrian Plan Safe Routes to School Plan Active Transportation Plan

PROJECT SUB-TYPE (check all Project Sub-Types that apply):

- Bicycle Transportation** % of Project 50.0 % (ped + bike must = 100%)
- Pedestrian Transportation** % of Project 50.0 %
- Safe Routes to School** *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

How many schools does the project impact/serve: _____

If the project involves more than one school: 1) Insert “Multiple Schools” in the School Name, School Address, and distance from school; 2) Fill in the student information based on the total project; and 3) Include an attachment to the application which clearly summarizes the following school information and the school official signature and person to contact for each school.

School name: _____

School address: _____

District name: _____

District address: _____

Co.-Dist.-School Code: _____

School type (K-8 or 9-12 or Both) Project improvements maximum distance from school _____ mile

Total student enrollment: _____

% of students that currently walk or bike to school% _____ %

Approx. # of students living along route proposed for improvement: _____

Percentage of students eligible for free or reduced meal programs ** _____ %

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

A map must be attached to the application which clearly shows the limits of: 1) the student enrollment area,

2) the students considered to be along the walking route being improved, 3) the project improvements.



Trails (Multi-use and Recreational): *(Also fill out Bicycle and Pedestrian Sub-Type information above)*

Trails Projects constructing multi-purpose trails and are generally eligible in the Active Transportation Program. If the applicant believes all or part of their project meets the federal requirements of the Recreational Trails Program they are encouraged to seek a determination from the California Department of Parks and Recreation on the eligibility of their project to complete for this funding. This is optional but recommended because some trails projects may compete well under this funding program.

For all trails projects:

Do you feel a portion of your project is eligible for federal Recreational Trail funding? Yes No

If yes, estimate the total projects costs that are eligible for the Recreational Trail funding: \$1,391,560

If yes, estimate the % of the total project costs that serve "transportation" uses? 10.0 %

Applicants intending to pursue "Recreational Trails Program funding" **must submit** the required information to the California Department of Parks and Recreation prior to the ATP application submissions deadline. (See the Application Instructions for details)

PROJECT STATUS and EXPECTED DELIVERY SCHEDULE

Applicants need to enter **either** the date the milestone was completed (for all milestones already complete prior to submitting the application) **or** the date the applicant anticipates completing the milestone. Applicants should enter "N/A" for all CTC Allocations that will not be requested as part of the project. Per CTC Guidelines, all project applications must be submitted with the expectation of receiving partially federally funded and therefore the schedule below must account for the extra time needed for federal project delivery requirements and approvals. *See the application instructions for more details.*

The agency is responsible for meeting all CTC delivery requirements or their ATP funding will be forfeited. For projects consisting of entirely non-infrastructure elements are not required to complete all standard infrastructure project milestones listed below. Non-infrastructure projects only have to provide dates for the milestones identified with a " * " and can provide "N/A" for the rest.

MILESTONE:	DATE COMPLETED	OR	EXPECTED DATE
CTC - PA&ED Allocation:	_____		7/1/2016
* CEQA Environmental Clearance:	_____		4/1/2017
* NEPA Environmental Clearance:	_____		1/1/2017
CTC - PS&E Allocation:	_____		6/1/2017
CTC - Right of Way Allocation:	_____		N/A
* Right of Way Clearance & Permits:	_____		N/A
Final/Stamped PS&E package:	_____		2/1/2018
* CTC - Construction Allocation:	_____		4/1/2018
* Construction Complete:	_____		11/1/2018
* Submittal of "Final Report"	_____		3/1/2019



PROJECT FUNDING (in 1000s)

Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

ATP funds being requested for this application/project by project delivery phase:

ATP funds for PA&D:	\$19
ATP funds for PS&E:	\$29
ATP funds for Right of Way:	\$0
ATP funds for Construction:	\$1,308
ATP funds for Non-Infrastructure:	

(All NI funding is allocated in a project's Construction Phase)

Total ATP funds being requested for this application/project: \$1,356

Local funds leveraging or matching the ATP funds: \$35

For local funding to be considered Leveraging/Matching it must be for ATP eligible activities and costs. Per CTC Guidelines, Local Matching funds are not required for any ATP projects, but Local Leveraging funds are strongly encouraged. See the Application instructions for more details and requirements relating to ATP funding.

Additional Local funds that are 'non-participating' for ATP:

These are local funds required for the overall project, but not for ATP eligible activities and costs. They are not considered leverage/match.

TOTAL PROJECT FUNDS: \$1,391

ATP - FUNDING TYPE REQUESTED:

Per the CTC Guidelines, All ATP projects must be eligible to receive federal funding. Most ATP projects will receive federal funding, however some projects may be granted State only funding (SOF) for all or part of the project.

Do you believe your project warrants receiving state-only funding? Yes No

If "Yes", provide a brief explanation. (Max of 250 characters) Applicants requesting SOF must also attach an "Exhibit 22-f"

Based upon the Town's project delivery history, state-only funding should be considered for this project. State-only funding will expedite the project process and enable project completion at a sooner date.

ATP PROJECT PROGRAMMING REQUEST (PPR): In addition to the project funding information provided in Part A of the application, all applicants must complete the ATP Project Programming Request form and include it as Attachment B. More information and guidance on the completion and submittal of this form is located in the Application Instructions Document under Part C - Attachment B.



ACTIVE TRANSPORTATION PROGRAM - CYCLE 2

Part B: Narrative Questions (Application Screening/Scoring)

Project unique application No.: 03-Paradise-3

Implementing Agency's Name: Town of Paradise

Important:

- *Applicants must ensure all data in Part B of the application is fully consistent with Part A and C.*
- *Applicants must follow all instructions and guidance to have a chance at receiving full points for the narrative question and to avoid flaws in the application which could result in disqualification.*

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Part B: Narrative Questions **Detailed Instructions for: Screening Criteria**

The following Screening Criteria are requirements for applications to be considered for ATP funding. Failure to demonstrate a project meets these criteria will result in the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The Town of Paradise is in dire need for additional funds to complete the Memorial Trailway Class I Enhancements. Serving over 27,000 residents, the Town of Paradise has an operating general fund budget of \$10M. Furthermore, the Public Works Department, responsible for capital improvements and maintenance of the Town's public right of way receives just above \$1M in funds to perform all of its required services. Due to the economic downturn, the Town's general fund is unable to contribute to capital improvement projects. Removing the Public Works Department's operating costs, the Town can only budget \$100,000 towards capital improvement projects annually. For the Memorial Trailway Class I Enhancements, the Town would need to budget a \$100,000 set-aside for over ten years to cover construction costs. With these constraints, leveraging external grants has become crucial to the Town's progress. This is evident by the Town's success in procuring and delivering federal and state-funded projects. Without the requested ATP funding, the Memorial Trailway Class I Enhancements is facing deferment again.

The proposed project is in no way related to past or future environmental mitigation resulting from a separate development or capital improvement project.

2. Consistency with Regional Plan.

The proposed project is consistent with the 2012 Metropolitan Transportation Plan adopted by the Butte County Association of Governments in December 2012. Improving walkability through sidewalk improvements as well as reducing reliance on motorized transportation are shared goals of the MTP and the proposed project. Both the Paradise General Plan and Bicycle Master Plan further support the project.



Part B: Narrative Questions

Detailed Instructions for: Question #1

QUESTION #1

POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe the following:

-Current and projected types and numbers/rates of users. (12 points max.)

According to 2015 pedestrian counts, about 216 people walk or ride along the Trailway each day. Data shows 17% of the pedestrians and 18% of the bicyclists were students. Seniors represented 33% of pedestrians and 11% of the bicyclists were commuters. Reference Attachment I-1A (Page 50) for count data. The manual count was conducted on a weekday, and it is expected that both pedestrian and bicycle traffic increases on the weekend due to recreational users.

The project area, which consists of the entire 5.07 mile Memorial Trailway, runs parallel to Skyway which is the main arterial in Paradise with 20,000 average daily trips. At its furthest, the Trailway is less than a quarter of a mile from the Skyway and at many points is directly adjacent, making the Trailway an excellent alternative to using the Skyway via car. Skyway is Paradise's "Main Street" and is the core of downtown Paradise which contains many businesses and restaurants and public transit stops. There are approximately 7,000 dwelling units within 1.5 miles of the project area. Access points along the Trailway are located within a mile of six local schools serving approximately 2,500 students. Because this project area is located directly adjacent to downtown Paradise, the opportunity for an increase in non-motorized users is significant.



Figure 1 Existing Memorial Trailway where only minor widening and lighting is needed

The Memorial Trailway not only provides a non-motorized alternative to the “Main Street” Skyway for commuters and shoppers in Town, it also provides an accessible recreational Trailway utilized by many residents for exercise. Improving safety on the Trailway through enhanced crosswalks, pedestrian lighting and shoulder widening will allow more residents to utilize the Trailway to replace daily car trips and for exercise.

- B. Describe how the project links or connects, or encourages use of existing routes (for non-infrastructure applications) to transportation-related and community identified destinations where an increase in active transportation modes can be realized, including but not limited to: schools, school facilities, transit facilities, community, social service or medical centers, employment centers, high density or affordable housing, regional, State or national trail system, recreational and visitor destinations or other community identified destinations via: (12 points max.)**
- a. creation of new routes
 - b. removal of barrier to mobility



- c. closure of gaps**
- d. other improvements to routes**
- e. educates or encourages use of existing routes**

The project area, which consists of the entire 5.07 mile Memorial Trailway, runs parallel to Skyway which is the main arterial in Paradise. Skyway is Paradise's "Main Street" and is the core of downtown Paradise which contains many businesses and restaurants as well as the Boys and Girls Club Teen Center (serves 700 kids annually), the Paradise Center for Tolerance and Nonviolence (500 annual visitors) and the Paradise Ridge Family Resource Center Serves 1,000 disadvantaged families with young children annually). There are approximately 7,000 dwelling units within 1.5 miles of the project area. Access points along the Trailway are located within a mile of six local schools serving approximately 2,500 students, providing a safe route for many children to walk or bike to school. The Trailway also serves as an easily accessible location for exercise through walking and biking, a draw for many seniors in Paradise who live on a fixed income. Shown on the next page and referenced in Attachment I-1B (Page 52) is a project connectivity map.

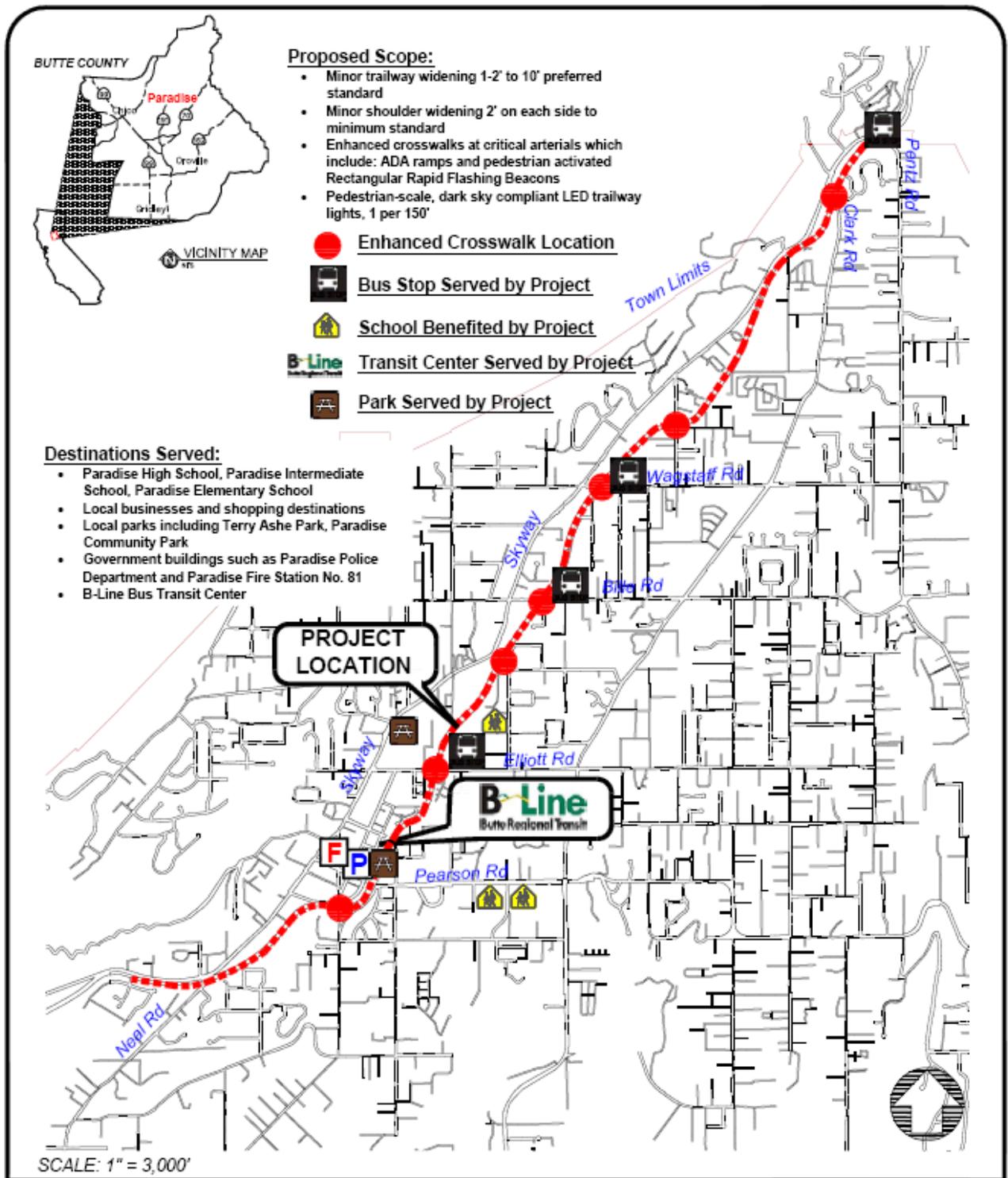


Figure 2 Project connectivity map and highlighted enhanced crosswalks.



While the Memorial Trailway provides an excellent trail for non-motorized users, several safety issues have become a deterrent. Crosswalks where the Trailway crosses major arterials are unprotected, with poor visibility due to the hilly nature of Paradise. The Trailway is also quite dark in the early morning and evening hours due to the many trees which line the Trailway, providing a beautiful vista, but deterring users due to safety concerns.



Figure 3 Trailway crossings have limited visibility for motorists and pedestrians alike

It is estimated that pedestrian and bicycle activity will increase by 33% over five years after project completion, to 384 per day. The addition of lighting will add four more operable hours (two before dawn and two after dusk) and improve safety at crosswalks, thereby increasing the number of users.



In late 2013 the Paradise Citizens Alliance conducted a survey of residents regarding life in Paradise. Reference Attachment I-1C (Page 53) for the 2013 Paradise Citizens Alliance (PCA) Survey summary. Over 65% of respondents felt that Paradise was not pedestrian friendly. The top community priority, according to this survey, is “more pedestrian sidewalks and walking paths”. This survey highlights the community support for improving facilities for pedestrians like the Memorial Trailway.

- C. Referencing the answers to A and B above, describe how the proposed project represents one of the Implementing Agencies (and/or project Partnering Agency’s) highest unfunded non-motorized active transportation priorities. (6 points max.)**

The Butte County Association of Governments adopted their Metropolitan Transportation Plan in 2012 and is currently working on a new plan for publication in 2016. The proposed project supports the stated purpose and need of the non motorized transportation aspect of the plan: “bikeways and pedestrian paths are a valuable tool in the quest to improve air quality and relieve traffic congestion. The greater the user of bicycling and walking as an alternative to single occupants vehicles, the fewer vehicle emissions produced and cars on the road.” (Reference BCAG Metropolitan Transportation Plan, Chapter 8 – Non-Motorized Transportation, 2012, Attachment I-1D, Page 63)



Part B: Narrative Questions

Detailed Instructions for: Question #2

QUESTION #2

POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

- A. Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits). (10 points max.)**

The Memorial Trailway presents multiple challenges for pedestrian and bicyclist safety. Specifically, users of the trailway are in most danger at motorized vehicle crossings. As a parallel route to Skyway through the Town, the trailway intersects seven uncontrolled roadways. The intersections, average daily street volumes, and 5-year collision data is shown below.

Trailway Collision Data		
Trailway Cross Street	Cross Street Daily Volume	5-Year SWITRS Data
Clark Road	15,598	1
Rocky Lane	UNK	0
Wagstaff Road	5,655	0
Bille Road	7,957	2 (Both Night)
Maxwell Drive	UNK	0
Elliott Road	9,853	3
Foster Road	UNK	1
	TOTAL =	7

Collision data for Memorial Trailway intersections was obtained through the Statewide Integrated Traffic Records System (SWITRS). This data and corresponding map, copied in Attachment I-2A (Page 65), shows seven total injury collisions at the trailway intersections, two of which occurred during evening hours with no street lighting.



The number of collisions, for a small urban community, is concerning and indicative of the trailway intersections being underdeveloped. Furthermore, according to the California Office of Traffic Safety, in 2012, the Town of Paradise ranked 66th of 92 comparable municipalities for injury collisions relating to pedestrians and 70th of 92 relating to bicyclists, reference Attachment I-2B (Page 72).

- B. Describe how the project/program/plan will remedy (one or more) potential safety hazards that contribute to pedestrian and/or bicyclist injuries or fatalities; including but not limited to the following possible areas: (15 points max.)**
- Reduces speed or volume of motor vehicles in the proximity of non-motorized users.
 - Improves sight distance and visibility between motorized and non-motorized users.
 - Eliminates potential conflict points between motorized and non-motorized users, including creating physical separation between motorized and non-motorized users.
 - Improves compliance with local traffic laws for both motorized and non-motorized users.
 - Addresses inadequate traffic control devices.
 - Eliminates or reduces behaviors that lead to collisions involving non-motorized users.
 - Addresses inadequate or unsafe traffic control devices, bicycle facilities, trails, crosswalks and/or sidewalks.

The Memorial Trailway Class I Enhancements will remedy multiple safety hazards that have potential to contribute to pedestrian and bicyclist injuries and fatalities. The comprehensive safety improvement project will address each of the following safety hazards:

1. *Install pedestrian crossing at uncontrolled locations (with enhanced safety features)*

Non-signalized intersections with or without a marked crossing, where pedestrians are known to be crossing intersections that involve significant vehicular traffic. They are especially important at school crossings and intersections with turn pockets. Based on the Zegeer study (Safety Effects of Marked vs. Unmarked Crosswalks at Uncontrolled Locations) at many locations, a marked crosswalk alone may not be sufficient to adequately protect non-motorized users. In these cases rectangular rapid flashing beacons, overhead flashing beacons, curb extensions, advanced "stop" or "yield" markings, and other safety features should be added to complement the standard crossing elements (California Local Roads Safety Manual).

Adding pedestrian crossings that include enhanced safety features has the opportunity to enhance pedestrian safety at locations noted as being especially problematic. The enhanced safety elements help delineate a portion of the roadway that is designated for



pedestrian crossing. Incorporating advanced "yield" markings provide an extra safety buffer and can be effective in reducing the 'multiple-threat' danger to pedestrians. This countermeasure has a Caltrans Crash Reduction Factor of 35%.

The proposed project will install rapid rectangular flashing beacons (RRFB) at seven trailway crossings. Pedestrian activated RRFB systems have produced 80% to 90% driver compliance in yielding to pedestrians at high-risk uncontrolled crossings. When activated, the LED arrays flash an FHWA specified, alternating 'wig-wag' pattern. Side-mounted LED arrays flash concurrently to advise pedestrians that the units are flashing. This is the highest yielding rate of all devices not featuring a red display, and up to 4 times greater than standard round beacons. RRFBs cost less than other devices with similar vehicular yield rates.

Secondly, the crosswalk will be enhanced with "Yield Here to Pedestrians" signs and markings in advance of the crosswalk locations. These markings, 2'x3' white yield triangles, are helpful for warning motorists that a crosswalk is present and designates where they are specifically required to yield to pedestrians. This improvement will especially increase safety in Paradise due to the geographic nature of the Town with many hills and grade changes which can obstruct crosswalk visibility.

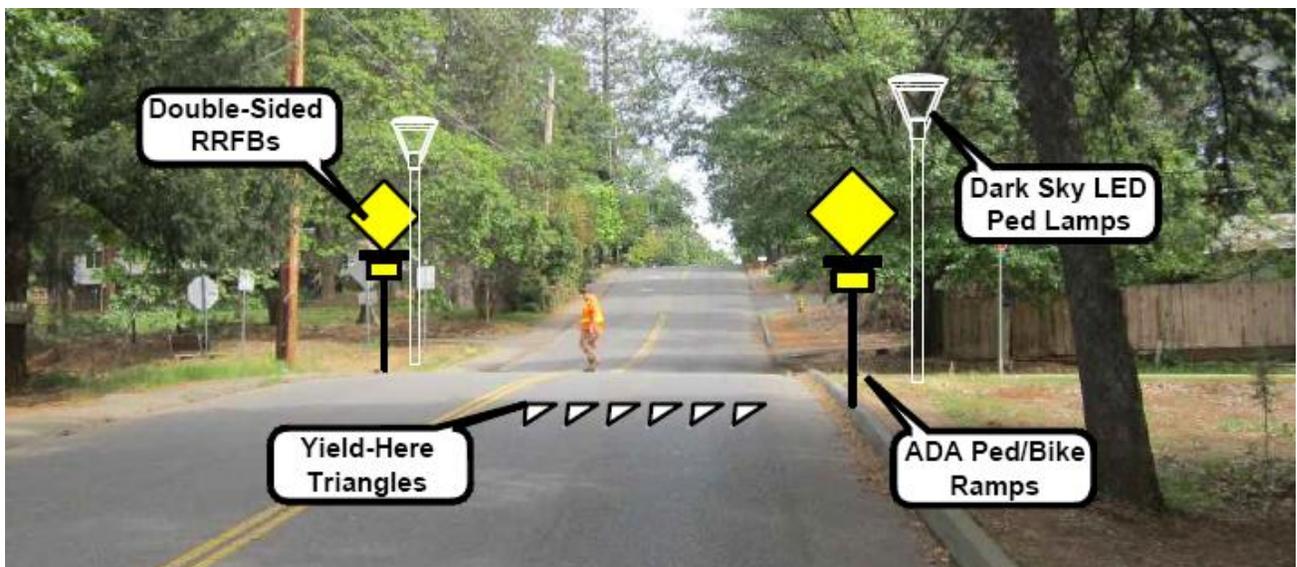


Figure 4 Proposed enhanced crosswalk safety features



2. *Minor Shoulder Widening*

The current standard for Class I Bicycle-Pedestrian Facilities is 10' preferred width with 2' level shoulders on either side of the trailway, shown below:

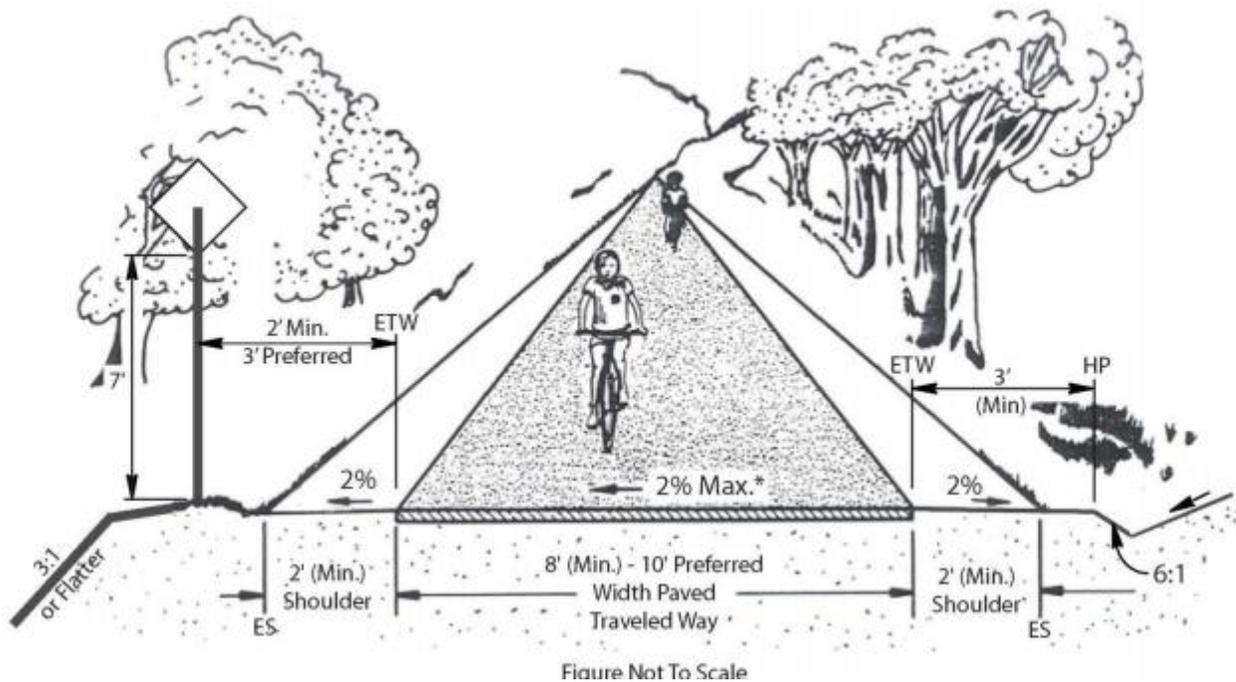


Figure 5 Highway Design Manual Standard for Class I Bike Paths

Existing conditions along the Memorial Trailway only allow for a 9' paved travel way with little to no shoulder on either side of the facility. The proposed project will widen shoulders on both sides of the trailway, bringing it to current standards. These efforts will increase safety by providing adequate room for passing users, opposing users and a recovery area to minimize injuries for trailway departures. The entire project area is within existing right-of-way and no acquisitions or easements are required.

3. *Add Trailway Lighting*

The addition of trailway lighting throughout the limits of the project will not only increase use of active transportation, but will improve safety of the trailway at intersections and between intersections. Providing lighting at the intersections improves the safety during nighttime conditions by (1) making drivers more aware of the roadway features such as



crosswalks and street markings, which improves drivers' perception-reaction times, (2) enhancing drivers' available sight distances to perceive roadway characteristics in advance of the change, and (3) improving non-motorist's visibility and navigation. Lighting along the Class I trailway between intersections will increase safety by eliminating undesirable behavior of pedestrians walking the trailway at night. This could eventually lead to a reduction of area crime and improvement of the sense of security for trailway users in evening hours.



Figure 6 Proposed improvements along the trailway (minor widening and lighting)



Part B: Narrative Questions

Detailed Instructions for: Question #3

QUESTION #3

PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

- A. **Who:** Describe who was engaged in the identification and development of this project/program/plan (for plans: who will be engaged). (5 points max)

Planning of the Memorial Trailway Class I Enhancements project has been a collaborative process involving a variety of organizations and stakeholders. The integral stakeholders include:

- The Butte County Association of Governments
- Paradise Town Council
- County Supervisor Doug Teeter
- Paradise Citizens Alliance
- Chico Velo
- Butte County Bicycle Coalition
- The Family Resource Center
- The Boys and Girls Club
- Butte County Public Health
- Center for Healthy Communities, CSU Chico
- Paradise Unified School District
- Ponderosa Elementary School Principal, Staff, Parents and students
- The Chamber of Commerce
- Paradise Police Department
- Paradise Association of Realtors
- The Paradise Recreation and Park District
- Paradise residents at large



The level of engagement was good for a small community like the Town of Paradise. According to the 2013 census estimate, Paradise's population is 26,283. Stakeholders engaged in the process through meetings, workshops, as well as through the community-wide survey in 2013.

The 2013 Community Pedestrian Safety Workshop had 28 community leaders attend the workshop, representing hundreds of others from their respective companies, agencies and other associations. Reference Attachment I-3A (Page 73) for the formal outcome report prepared by California Walks. A second workshop was held on May 6, 2015 to engage the general public and community leaders again on the dire public health needs, regional planning process, and localized efforts pertaining to active transportation.

A total of 854 responses were collected by the Paradise Citizens Alliance Survey in 2013, which represents about 3% of the population. Taken together, the overall engagement on the identification and development of this project has been substantial and meaningful for this community.

B. How: Describe how stakeholders were engaged (or will be for a plan). (4 points max)

2013

- Community Pedestrian Safety Workshop: On September 5, 2013 A Community Pedestrian Safety Workshop was held from 8 am to noon with 28 stakeholders attending to discuss safety and barriers to walking and biking in the community as well as safe routes to Paradise schools. Key stakeholders were invited to this workshop and it was also publicized on the Chamber of Commerce website, the local newspaper, and on the Town of Paradise website. The workshop was held at the Paradise Ridge Family Resource Center, a central location easily accessible via public transit. Refreshments were provided. Childcare was available through the Family Resource Center, though no translation services were offered. Members of the Town Council, the County Supervisor, Paradise Unified School District and the Butte County Associations of Governments were in attendance representing decision making bodies.



Figure 7 Community Pedestrian Safety Workshop discussed railway crossings

- Council Meetings: The feedback from the September 5 pedestrian workshop was presented and discussed at the September 10, 2013 Council Meeting where the public commented on their support for sidewalk and bicycle lane improvements and at the October 8, 2013 Council Meeting. Crosswalk issues pertaining to the Memorial Trailway were brought up at these meetings. Residents were concerned over confusion of who has the formal right-of-way. The proposed project intends to make the pedestrians more visible and their intention to cross the street more clear to oncoming motorists. Town Council meetings are held at Paradise Town Hall at 6 pm. Town Hall is accessible by public transit and translation services are provided if requested. Reference Attachment I-3B (Page 77) for Meeting Minutes.



- Paradise Citizens Alliance Community Survey: The Paradise Citizens Alliance administered a survey for all residents on life in Paradise which identified pedestrian improvements as the top community priority.

The Top Identified Priorities



TIER ONE

- More pedestrian sidewalks and walking paths.
- Better streets and roads.
- Sewer for Downtown/ Commercial areas.

Figure 8 PCA Survey indicates the need for more walking paths

2015

- Active Transportation Community Stakeholder Meeting: On May 6, 2015 an Active Transportation Community Stakeholder meeting was held at Town Hall to engage with the public regarding non motorized transportation needs in Paradise. 14 community members attended. This meeting was widely publicized via:
 - Press release to all local news outlets
 - Radio
 - Local newspapers (Paradise Post, Chico Enterprise Record)
 - Posted on the entire Butte Regional Transit Fleet (B-Line)
 - Facebook
 - Town Website



- Chamber of Commerce Website
- Invitation to specific stakeholders

The meeting was held from 2 pm to 4 pm at Town Hall which is easily accessible via public transit. Translation services and childcare were not provided. Reference Attachment I-3C (Page 83) for sign in sheet, agenda and recommendations.



Figure 9 CSU, Chico provides a public health presentation at the ATP Workshop

- Town Council Meeting: On May 12, 2015 Town of Paradise Town Council held a regularly scheduled meeting and considered the Town's proposed ATP Cycle 2 Applications for submission. After discussion and public comments supporting the project, Town Council unanimously voted 5-0 to adopt a resolution of support for the project applications. This resolution is provided in Attachment I-3D (Page 91).



- C. What: Describe the feedback received during the stakeholder engagement process and describe how the public participation and planning process has improved the project's overall effectiveness at meeting the purpose and goals of the ATP. (5 points max)**

The feedback received throughout the engagement process was supportive of efforts to improve the Memorial Trailway, and more generally making Paradise safer for pedestrians and bicycles. The 2013 Paradise Citizens Alliance Survey showed the top priority in the community was “more pedestrian sidewalks and walking paths”.

Participants in the 2013 Pedestrian Safety Workshop identified the Downtown area of Skyway as being very poor for pedestrians, especially those who rely on wheelchairs or have difficulty walking. Due to its proximity to the Skyway, the Memorial Trailway makes an excellent alternative to walking or rolling on Skyway. With the proposed improvements, the Trailway can be utilized safely for residents of all abilities.

During the 2015 Stakeholder Meeting, The Boys and Girls Club expressed interest in connecting parks and other destinations (schools, after school recreation, etc) by safe sidewalks and bike lanes. It was noted that the Memorial Trailway provided an existing safe route that needed only minor improvements. Chico Velo mentioned bike safety on the Trailway, and their concern with the current lack of lighting. Based on this feedback, lighting at the pedestrian/bicycle level was added to the plan. The group was in agreement that the priority for Paradise was making the Memorial Trailway, already an asset for the community, into a safer more usable Trail for non-motorized users.

- D. Describe how stakeholders will continue to be engaged in the implementation of the project/program/plan. (1 points max)**

Stakeholders will continue to be engaged in the process through one on one meetings as well as Council Meetings. During design and construction, business owners in the project area will meet with staff regularly to ensure a smooth process. After the project is completed Town staff will continue to engage business owners to assess any changes in pedestrian activity in their area. The public at large will also be engaged in the implementation through noticed Council Meetings where the project is discussed.



Part B: Narrative Questions

Detailed Instructions for: Question #4

QUESTION #4

IMPROVED PUBLIC HEALTH (0-10 points)

- **NOTE: Applicants applying for the disadvantaged community set aside must respond to the below questions with health data specific to the disadvantaged communities. Failure to do so will result in lost points.**

A. Describe the health status of the targeted users of the project/program/plan. (3 points max)

To gather health data on Paradise's residents, the Town of Paradise consulted with two leading local public health authorities: Ann Dickman, PHN, Maternal and Child Health Director at the Butte County Department of Public Health; and Patti Horsley, MPH, Health Education Specialist at the Center for Health Communities at California State University, Chico.

Butte County ranks 42nd out of 58 California counties in overall health outcomes of our residents, with 24% adults obese and 17% reporting no leisure-time physical activity at all. (CountyHealthRankings.org) In addition to obesity, Butte County is plagued with high rates of asthma, with just over 22% of children ages 1 - 17 having been ever diagnosed and rates of active asthma prevalence almost twice as high as California rates. (As cited on kidsdata.org, California Health Interview Survey (CHIS) and California Breathing County Asthmas Profiles) These factors contribute to Butte County coming in a low 48th out of 58 counties in length of life and years of potential life lost. (CountyHealthRankings.org)

Few Paradise residents walk for transportation or recreation. In fact, just 29% of adults walked at least 150 minutes/week (150 minutes of physical activity is recommended/week for adults) and only about 3% of children walk or bike to school on a given week. One reason for this is a lack of safe, walkable infrastructure. Paradise's Walk Score is just 37 out of a possible 100. Research on Walk Scores has shown them to be a consistent predictor for walking, particularly for transportation; with a lower Walk Score associated with less walking. Increasing a community's Walk Score has been shown to influence not only walking behaviors but also Body Mass Index (a measure of obesity). (Hirsch, et al. Am J of Public Health; March 2014)



Figure 10 Physical activity since 1977 has taken a steep decline for the nation

Daily physical activity is essential for children and adolescents; supporting muscle development, bone health, and heart health. In fact, the Centers for Disease Control and Prevention (CDC) recommends that children and adolescents participate in at least one hour of physical activity every day. (CDC; 2011) However, data shows Paradise’s children are suffering the effects of too little physical activity. In 2010, 27.7% of students in Paradise Unified School District were overweight or obese and just 15% of 5th graders and 38.8% of 7th graders met all state fitness standards. (As cited on kidsdata.org; Babey S. H., et al. California Department of Education, Physical Fitness Testing Research Files; 2012)

Finally, Paradise residents voiced their health concerns in two recent community needs assessments that explored health-related gaps/needs and priorities to improve health status. The 2015 Butte County Community Health Assessment identified obesity, air quality and chronic disease as some of the top health issues facing county residents and recommended “better community planning to allow for walkable and bikeable communities” as one way to address these issues. Specifically, residents identified bikeways, transportation and sidewalks as top desired changes they would like to see improved in the physical environment. The 2013 Feather River Hospital Community Health Assessment



(Paradise's hospital), stated that Paradise is "difficult to navigate on foot or on a bicycle" and has a "lack of sidewalks." In addition, Paradise residents identified obesity, heart disease and diabetes as high priority areas for the Town to address.

B. Describe how you expect your project/proposal/plan to enhance public health. (7 points max.)

By creating safer places to walk and bicycle, this project will contribute to positive health outcomes for Paradise's residents including: increased physical activity and subsequent reduction in chronic diseases identified above. Increasing walking and bicycling in Paradise is also expected to support improved air quality thus impacting incidence of active asthma.

According to the Strategic Growth Council's Active Transportation Action Plan, there is strong evidence that active transportation contributes to better cardiovascular health, as well as lower risk of diabetes and hypertension. (Furie, G., Desai, M. Am J Prev Med. 2012) Likewise, the California Department of Public Health's Integrated Transport and Health Impacts Model found that an increase in daily walking and biking per capita from 4 to 22 minutes would reduce cardiovascular disease and diabetes by 14% and decrease greenhouse gas emissions by 14%. (Maizlish, et al. Am J Public Health; 2013) In addition to impacts on chronic disease, children who regularly exercise do better in school, have lower levels of depression and anxiety, and are more likely to become healthy adults. (CDC, 2008) Finally, studies have found that walkable neighborhoods lead to more walking for transportation and a reduction of obesity risk by 8 - 13%. (Smith, et al., Am J of Preventive Medicine, Sept 2008)

Walkable neighborhoods are a key way to increase active transportation. Walk Scores, a common measure of walkability, have been found to consistently predict walking for transportation, with the higher the walk score the more walkable the area and the more walking. (Hirsch, et al., Am J Preventive Medicine, Aug 2013) Recent studies have further determined that body mass index, a marker for obesity and health risk, actually declines when people move to locations with a higher Walk Score. (Hirsch, et al., Am J of Public Health, March 2014) Paradise's Walk Score is 37, placing it squarely into the "car dependent" category. (Walkscore.com) This indicates that increasing walkability factors in



Paradise has significant potential to increase walking and decrease obesity and associated health risks. Finally, studies have found that programs that combine active transportation infrastructure with education, outreach, and encouragement programs significantly increase walking, biking, and use of transit. (Wanner M, et al. Am J Prev Med. 2012)

TO SUM IT UP...DATA PROVES THAT **ACTIVE TRANSPORTATION IS GOOD FOR HEALTH**

- More walking and bicycling for transportation and recreation
- Improves cardiovascular health
- Lowers risk of diabetes and hypertension
- Decreases greenhouse gas emissions that contribute to asthma
- Linked to less cognitive decline and improved mental health
- Decreasing obesity and overweight
- Facilitates increased physical activity for children
 - Do better in school
 - Lower levels of depression and anxiety
 - Increased likelihood of being a healthy adult



Figure 11 CSU, Chico states active transportation infrastructure will improve public health



Part B: Narrative Questions Detailed Instructions for: **Question #5**

QUESTION #5

BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. Identification of disadvantaged communities: (0 points – SCREENING ONLY)

To receive disadvantaged communities points, projects/programs/plans must be located within a disadvantaged community (as defined by one of the four options below) AND/OR provide a direct, meaningful, and assured benefit to individuals from a disadvantaged community.

1. The median household income of the census tract(s) is 80% of the statewide median household income
2. Census tract(s) is in the top 25% of overall scores from CalEnviroScreen 2.0
3. At least 75% of public school students in the project area are eligible for the Free or Reduced Priced Meals Program under the National School Lunch Program
4. Alternative criteria for identifying disadvantage communities (see below)

Provide a map showing the boundaries of the proposed project/program/plan and the geographic boundaries of the disadvantaged community that the project/program/plan is located within and/or benefiting.

Option 1: Median household income, by census tract for the community(ies) benefited by the project:

\$ _____

- Provide all census tract numbers
- Provide the median income for each census track listed
- Provide the population for each census track listed

1. Census Tract No. 0600700118 // \$36,127 Median Household Income // Population = 5,512
2. Census Tract No. 0600700119 // \$43,603 Median Household Income // Population = 3,594
3. Census Tract No. 0600700120 // \$37,410 Median Household Income // Population = 5,767
4. Census Tract No. 0600700121 // \$47,679 Median Household Income // Population = 4,566
5. Census Tract No. 0600700123 // \$31,694 Median Household Income // Population = 5,057

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefited by the project: _____

- Provide all census tract numbers
- Provide the CalEnviroScreen 2.0 score for each census track listed
- Provide the population for each census track listed

Option 3: Percentage of students eligible for the Free or Reduced Price Meals Programs: _____ %

- Provide percentage of students eligible for the Free or Reduced Meals Program for each and all schools included in the proposal



Option 4: Alternative criteria for identifying disadvantaged communities:

- Provide median household income (option 1), the CalEnviroScreen 2.0 score (option 2), and if applicable, the percentage of students eligible for Free and Reduced Meal Programs (option 3)
- Provide ADDITIONAL data that demonstrates that the community benefiting from the project/program/plan is disadvantaged
- Provide an explanation for why this additional data demonstrates that the community is disadvantaged

B. For proposals located within disadvantage community: (5 points max)

What percent of the funds requested will be expended in the disadvantaged community? 87%

Explain how this percent was calculated.

The proposed project has an 87% benefit to disadvantaged communities using the guidelines. The project is physically located within Disadvantaged Census Tracts 18, 19, 21 which have median household incomes less than 80% of the statewide median household income, \$61,094 (US Census Bureau, California Quick Facts). Only 0.67 miles (13%) of the 5 mile length is located in a non-disadvantaged census tract. As the construction costs are linear per mile of project, this percentage was used to calculate the overall benefit to disadvantaged communities. This information is further demonstrated in Attachment I-5A (Page 93), a map of the Town of Paradise which shows population and median household income levels per census tract in relation to the project location and benefit area.

C. Describe how the project/program/plan provides (for plans: will provide) a direct, meaningful, and assured benefit to members of the disadvantaged community. (5 points max)

Define what direct, meaningful, and assured benefit means for your proposed project/program/plan, how this benefit will be achieved, and who will receive this benefit.

The Memorial Trailway Class I Enhancements Project is primarily located within a disadvantaged community, according to the US Census Tract data. However, beyond simply being located in a disadvantaged community, this project's goal is to provide a safer route between destinations. The current Trailway is dark, with no lighting for early morning and evening users, and the crosswalks at major arterials are unprotected. The majority of current users of the project area are members of the disadvantaged community, as well as the elderly, children and disabled residents. Destinations in and within easy walking and riding distance to the project area include the Police Station, Fire Station, Transit Center, Downtown businesses and shopping, the Boys and Girls Club, Family Resource Center, several parks and schools. These locations are frequented by members of the



disadvantaged community and will become more accessible with the completion of the project.

Not only would this project encourage more people to walk or roll through Town, it would specifically encourage and assist those who already walk and roll here to utilize it safely and more often.



Part B: Narrative Questions

Detailed Instructions for: Question #6

QUESTION #6

COST EFFECTIVENESS (0-5 POINTS)

- A. Describe the alternatives that were considered and how the ATP-related benefits vs. project-costs varied between them. Explain why the final proposed alternative is considered to have the highest Benefit to Cost Ratio (B/C) with respect to the ATP purpose of “increased use of active modes of transportation”. (3 points max.)**

Understanding cost-effectiveness is a critical component of the Active Transportation Program and all funding sources, the Town of Paradise explored several alternatives to meet the stated goals and objectives of the project. Similar to the Highway Safety Improvement Program, this ATP B/C model prefers low-cost alternatives such as striping, signage, and equipment upgrades. The Memorial Trailway Class I Enhancements is a three-prong approach to increase ridership and improve safety: (1) enhance the crosswalks, (2) install lighting, and (3) widen shoulders and paved-area to current standards. The project could be considered more cost effective without one of these three improvement types, especially lighting. However, simply enhancing the crosswalks or not generate the increased ridership and use of the trailway as ATP aims to do for a multitude of reasons. Likewise, a lighting and widening only project would not increase safety for existing users. With this in mind, the selected approach is comparable to a three legged stool, all depending on each other to complete as many ATP objectives as possible.

- B. Use the ATP Benefit/Cost Tool, provided by Caltrans Planning Division, to calculate the ratio of the benefits of the project relative to both the total project cost and ATP funds requested. The Tool is located on the CTC’s website at: <http://www.dot.ca.gov/hq/tpp/offices/eab/atp.html>. After calculating the B/C ratios for the project, provide constructive feedback on the tool (2 points max.)**

$$\left(\frac{\textit{Benefit}}{\textit{Total Project Cost}} \textit{ and } \frac{\textit{Benefit}}{\textit{Funds Requested}} \right).$$

The development of the ATP Benefit/Cost Tool provided by Caltrans Planning Division is an impressive attempt to quantify expected results from project funding. The tool combines the advantages of HSIP and adds comprehensive consideration to all aspects of the Active Transportation Program. For the Memorial Trailway Class I Enhancements, the ATP B/C tool was used to compare both “Benefit/Total Cost” and “Benefit/ATP Funds Requested” ratios. Inputs for the tool were gathered from actual user counts, available



collision data, and other local sources to ensure the most representative result was achieved. The results are shown below:

$$\begin{aligned} \text{Benefit / Total Project Cost} &= 3.64 \text{ B/C Ratio} \\ \text{Benefit / Funds Requested} &= 3.73 \text{ B/C Ratio} \end{aligned}$$

The B/C ratio results page, shown in Attachment I-6A (Page 94), further describes the project benefits.

Using the B/C ratio tool and examining how each spreadsheet works was a very interesting process. We appreciate the effort and detail put into the tool to balance out the benefit calculations between Mobility, Health, Recreational, Gas & Emissions, and Safety. As a small urban community, Paradise does not have the collision data larger agencies will have. With this in mind, we request the tool be modified to increase the benefits of non-safety savings. The HSIP program serves as a great funding source for reactive projects, where ATP has potential to fill the void of fundable preventative projects. ATP should mostly consider the quantitative benefits of mobility, health, recreation and emissions as well as qualitative community objectives.



Part B: Narrative Questions

Detailed Instructions for: Question #7

QUESTION #7

LEVERAGING OF NON-ATP FUNDS (0-5 points)

- A. The application funding plan will show all federal, state and local funding for the project: (5 points max.)

. The Town of Paradise remains financially restricted with the reduction in revenues experienced in the last five years. To begin addressing the Town's revenue shortfalls, the community passed Measure C, a local 0.5% sales tax initiative which will provide an estimated \$850,000 for the purposes of fire protection, police protection, and road projects. The Town of Paradise aims to partner local funds, possibly even Measure C funds, with the proposed ATP project. A breakdown of project funding by phase is shown below.

Project Phase	State/Federal ATP Funds	Local Funds for ATP Leveraging (2.5%)	Totals
PA&ED	\$19,500	\$500	\$20,000
PS&E	\$29,250	\$750	\$30,000
Right of Way	\$0	\$0	\$0
Construction	\$1,308,021	\$33,539	\$1,341,560
Totals	\$1,356,771	\$34,789	\$1,391,560

The commitment of the 2.5% match is a demonstration of the Town's desire to leverage ATP funds for project feasibility. However, as the Town is a disadvantaged community, we are unable to contribute a higher match percentage for this project. A Project Estimate is shown in Attachment G (Page 48) and the Project Programming Request is shown in Attachment B (Page 34).



Part B: Narrative Questions Detailed Instructions for: **Question #8**

QUESTION #8

USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 or -5 points)

- Step 1: Is this an application requesting funds for a Plan (Bike, Pedestrian, SRTS, or ATP Plan)?
- Yes (If this application is for a Plan, there is no need to submit information to the corps and there will be no penalty to applicant: 0 points)
 - No (If this application is NOT for a Plan, proceed to Step #2)

Step 2: The applicant must submit the following information via email concurrently to **both** the CCC **AND** certified community conservation corps prior to application submittal to Caltrans. The CCC and certified community conservation corps will respond within five (5) business days from receipt of the information.

- Project Title
- Project Description
- Detailed Estimate
- Project Schedule
- Project Map
- Preliminary Plan

California Conservation Corps representative:

Name: Wei Hsieh
 Email: atp@ccc.ca.gov
 Phone: (916) 341-3154

Community Conservation Corps representative:

Name: Danielle Lynch
 Email: inquiry@atpcommunitycorps.org
 Phone: (916) 426-9170

- Step 3: The applicant has coordinated with Wei Hsieh with the CCC **AND** Danielle Lynch with the certified community conservation corps and determined the following (check appropriate box):
- Neither corps can participate in the project (0 points)
 - Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points).

 - Applicant has contacted the corps but intends not to use the corps on a project in which either corps has indicated it can participate (-5 points)
 - Applicant has not coordinated with both corps (-5 points)

The CCC and certified community conservation corps will provide a list to Caltrans of all projects submitted to them and indicating which projects they are available to participate on. The applicant must also attach any email correspondence from the CCC and certified community conservation corps to the application verifying communication/participation.



Part B: Narrative Questions

Detailed Instructions for: Question #9

QUESTION #9

APPLICANT'S PERFORMANCE ON PAST GRANTS AND DELIVERABILITY OF PROJECTS

(0 to-10 points OR disqualification)

- A. **Applicant:** Provide short explanation of the Implementing Agency's project delivery history for all projects that include project funding through Caltrans Local Assistance administered programs (ATP, Safe Routes to School, BTA, HSIP, etc.) for the last five (5) years.

The Town of Paradise Public Works Department takes pride in project delivery and accountability. Federally and/or State-funded projects are given top priority within the organization because we understand how precious and valuable non-local funds are to the success of our community. The Town of Paradise has had ten active project numbers within the previous five years. These projects have been funded or are currently funded through CMAQ, SRTS, HSIP and even ATP. The Town has remained compliant with each program's requirements and has never been flagged for delivery. Please reference Attachment I-9A (Page 97), an email correspondence between the Town of Paradise and Caltrans District 3 pertaining to the Town's project delivery history.

- B. **Caltrans response only:**

Caltrans to recommend score for deliverability of scope, cost, and schedule based on the overall application.



Part C: Application Attachments

Applicants must ensure all data in this part of the application is fully consistent with the other parts of the application. See the Application Instructions and Guidance document for more information and requirements related to Part C.

List of Application Attachments

The following attachment names and order must be maintained for all applications. Depending on the Project Type (I, NI or Plans) some attachments will be intentionally left blank. All non-blank attachments must be identified in hard-copy applications using "tabs" with appropriate letter designations

Application Signature Page Required for all applications	Attachment A
ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) Required for all applications	Attachment B
Engineer's Checklist Required for Infrastructure Projects	Attachment C
Project Location Map Required for all applications	Attachment D
Project Map/Plans showing existing and proposed conditions Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)	Attachment E
Photos of Existing Conditions Required for all applications	Attachment F
Project Estimate Required for Infrastructure Projects	Attachment G
Non-Infrastructure Work Plan (Form 22-R) Required for all projects with Non-Infrastructure Elements	Attachment H
Narrative Questions backup information Required for all applications Label attachments separately with "H-#" based on the # of the Narrative Question	Attachment I
Letters of Support Required or Recommended for all projects (as designated in the instructions)	Attachment J
Additional Attachments Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.	Attachment K



Part C: Attachments Attachment A: Signature Page

03-Paradise-3

IMPORTANT: Applications will not be accepted without all required signatures.

Implementing Agency: Chief Executive Officer, Public Works Director, or other officer authorized by the governing board

The undersigned affirms that their agency will be the "Implementing Agency" for the project if funded with ATP funds and they are the Chief Executive Officer, Public Works Director or other officer **authorized by their governing board with the authority to commit the agency's resources and funds**. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge. For infrastructure projects, the undersigned affirms that they are the manager of the public right-of-way facilities (responsible for their maintenance and operation) or they have authority over this position.

Signature: _____	Date: <u>May 22, 2015</u>
Name: <u>Laurin M. Gill</u>	Phone: <u>530-872-6291 X-112</u>
Title: <u>Town Manager</u>	e-mail: <u>lgill@townofparadise.com</u>

For projects with a Partnering Agency: Chief Executive Officer or other officer authorized by the governing board

(For use only when appropriate)

The undersigned affirms that their agency is committed to partner with the "Implementing Agency" and agrees to assume the responsibility for the ongoing operations and maintenance of the facility upon completion by the implementing agency and they intend to document such agreement per the CTC guidelines. The undersigned also affirms that they are the Chief Executive Officer or other officer authorized by their governing board with the authority to commit the agency's resources and funds. They are also affirming that the statements contained in this application package are true and complete to the best of their knowledge.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

For Safe Routes to School projects and/or projects presented as benefiting a school: School or School District Official

(For use only when appropriate)

The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

For projects with encroachments on the State right-of-way: Caltrans District Traffic Operations Office Approval*

(For use only when appropriate)

If the application's project proposes improvements within a freeway or state highway right-of-way, whether it affects the safety or operations of the facility or not, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support/acknowledgement from the traffic operations office be attached or the signature of the traffic manager be secured in the application. The Caltrans letter and/or signature does not imply approval of the project, but instead is only an acknowledgement that Caltrans District staff is aware of the proposed project; and upon initial review, the project appears to be reasonable and acceptable.

Is a letter of support/acknowledgement attached? If yes, no signature is required. If no, the following signature is required.

Signature: _____	Date: _____
Name: _____	Phone: _____
Title: _____	e-mail: _____

* Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

ATP PROJECT PROGRAMMING REQUEST

Date: 20-May-15

Project Information:					
Project Title: Memorial Trailway Class I Enhancements					
District	County	Route	EA	Project ID	PPNO
03	Butte	Memorial Trail			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost (\$1,000s)									Notes:
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	
E&P (PA&ED)				20				20	
PS&E				30				30	
R/W									
CON					1,341			1,341	
TOTAL				50	1,341			1,391	

ATP Funds	Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									ATP
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)				19				19	
PS&E				29				29	Notes:
R/W									
CON					1,308			1,308	
TOTAL				48	1,308			1,356	

ATP Funds	Non-Infrastructure Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Plan Cycle 2								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Previous Cycle								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP Funds	Future Cycles								Program Code
Proposed Funding Allocation (\$1,000s)									
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Funding Agency
E&P (PA&ED)									
PS&E									Notes:
R/W									
CON									
TOTAL									

ATP PROJECT PROGRAMMING REQUEST

Date: 20-May-15

Project Information:					
Project Title: Memorial Trailway Class I Enhancements					
District	County	Route	EA	Project ID	PPNO
03	Butte	Memorial Trail			

Funding Information:
DO NOT FILL IN ANY SHADED AREAS

Fund No. 2:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)				1				1	
PS&E				1				1	
R/W									
CON					33			33	
TOTAL				2	33			35	

Fund No. 3:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 4:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 5:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 6:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Fund No. 7:	Future Source for Matching								Program Code
Proposed Funding Allocation (\$1,000s)									Funding Agency
Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total	Notes:
E&P (PA&ED)									
PS&E									
R/W									
CON									
TOTAL									

Form Date: March, 2015

ATP Cycle 2 - Application Form – Attachment C

ATP Engineer's Checklist for Infrastructure Projects

03-Paradise-3

Required for "Infrastructure" applications ONLY

This application checklist is to be used by the engineer in "responsible charge" of the preparation of this ATP application to ensure all of the primary elements of the application are included as necessary to meet the CTC's requirements for a PSR-Equivalent document (per CTC's ATP Guidelines and CTC's Adoption of PSR Guidelines - Resolution G-99-33) and to ensure the application is free of critical errors and omissions; allowing the application to be accurately ranked in the statewide ATP selection process.

Special Considerations for Engineers before they Sign and Stamp this document attesting to the accuracy of the application:

Chapter 7; Article 3; Section 6735 of the Professional Engineer's Act of the State of California requires engineering calculation(s) or report(s) be either prepared by or under the responsible charge of a licensed civil engineer. Since the corresponding ATP Infrastructure-application defines the scope of work of a future civil construction project and requires complex engineering principles and calculations which are based on the best data available at the time of the application, the application must be signed and stamped by a licensed civil engineer.

By signing and stamping this document, the engineer is attesting to this application's technical information and engineering data upon which local agency's recommendations, conclusions, and decisions are made. This action is governed by the Professional Engineer's Act and the corresponding Code of Professional Conduct, under Sections 6775 and 6735.

The following checklist is to be completed by the engineer in "responsible charge" of defining the projects Scope, Cost and Schedule per the expectations of the CTC's PSR Equivalent. The checklist is expected to be used during the preparation of the documents, but not initialed and stamped until the final application and application attachments are complete and ready for submission to Caltrans.

1. **Vicinity map /Location map** Engineer's Initials: MM
 - a. The project limits must be clearly depicted in relationship to the overall agency boundary
2. **Project layout-plan/map** showing existing and proposed conditions must: Engineer's Initials: MM
 - a. Be to a scale which allows the visual verification of the overall project "construction" limits and limits of each primary element of the project
 - b. Show the full scope of the proposed project, including any non-participating construction items
 - c. Show all changes to existing motorized/non-motorized lane and shoulder widths. Label the proposed widths
 - d. Show agency's right of way (ROW) lines when permanent or temporary ROW impacts are possible. (As appropriate, also show Caltrans', Railroad, and all other government agencies ROW lines)
3. **Typical cross-section(s)** showing existing and proposed conditions. Engineer's Initials: MM
(Include cross-section for each controlling configuration that varies significantly from the typical)
 - a. Show and dimension: changes in lane widths, ROW lines, side slopes, etc.
4. **Detailed Engineer's Estimate** Engineer's Initials: MM
 - a. Estimate is reasonable and complete.
 - b. Each of the main project elements are broken out into separate construction items. The costs for each item are based on calculated quantities and appropriate corresponding unit costs
 - c. All non-participating costs in relation to the ATP funding are clearly identified and accounted for separately from the eligible costs.
 - d. All project elements the applicant intends to utilize the CCC (or a certified community conservation corps) on need to be clearly identified and accounted for
 - e. All project development costs to be funded by the ATP need to be accounted for in the total project cost

Form Date: **March, 2015**

ATP Cycle 2 - Application Form – Attachment C

03-Paradise-3

5. **Crash/Safety Data, Collision maps and Countermeasures:** Engineer's Initials: MM
 a. Confirmation that crash data shown occurred within influence area of proposed improvements.
6. **Project Schedule and Requested programming of ATP funding** Engineer's Initials: MM
 a. All applicants must anticipate receiving federal ATP funding for the project and therefore the project schedules and programming included in the application must account for all applicable requirements and timeframes.
 b. "Completed Dates" for project Milestone Dates shown in the application have been reviewed and verified
 c. "Expected Dates" for project Milestone Dates shown in the application account for all reasonable project timetables, including: Interagency MOUs, Caltrans agreements, CTC allocations, FHWA authorizations, federal environmental studies and approvals, federal right-of-way acquisitions, federal consultant selections, project permits, etc.
 d. The fiscal year and funding amounts shown in the PPR must be consistent with the values shown in the project cost estimate(s), expected project milestone dates and expected matching funds.
7. **Warrant studies/guidance (Check if not applicable)** Engineer's Initials: _____
 N/A a. For new Signals – Warrant 4, 5 or 7 must be met (CA MUTCD): Signal warrants must be documented as having been met based on the CA MUTCD
8. **Additional narration and documentation:** Engineer's Initials: MM
 a. The text in the "Narrative Questions" in the application is consistent with and supports the engineering logic and calculations used in the development of the plans/maps and estimate
 b. When needed to clarify non-standard ATP project elements (i.e. vehicular roadway widening necessary for the construction of the primary ATP elements); appropriate documentation is attached to the application to document the engineering decisions and calculations requiring the inclusion of these non-standard elements.

Licensed Engineer:

Name (Last, First): Mattox, Marc

Title: Public Works Director

Engineer License Number 79885

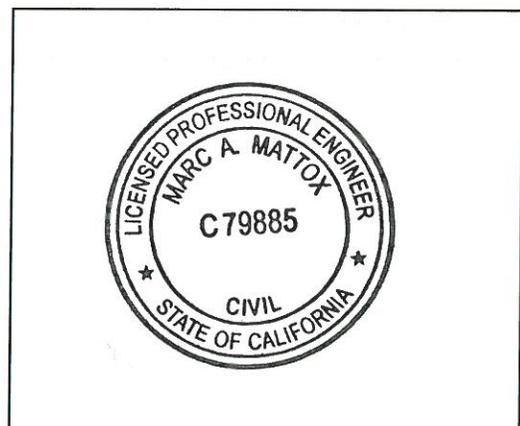
Signature: *M A Mattox*

Date: May 22, 2015

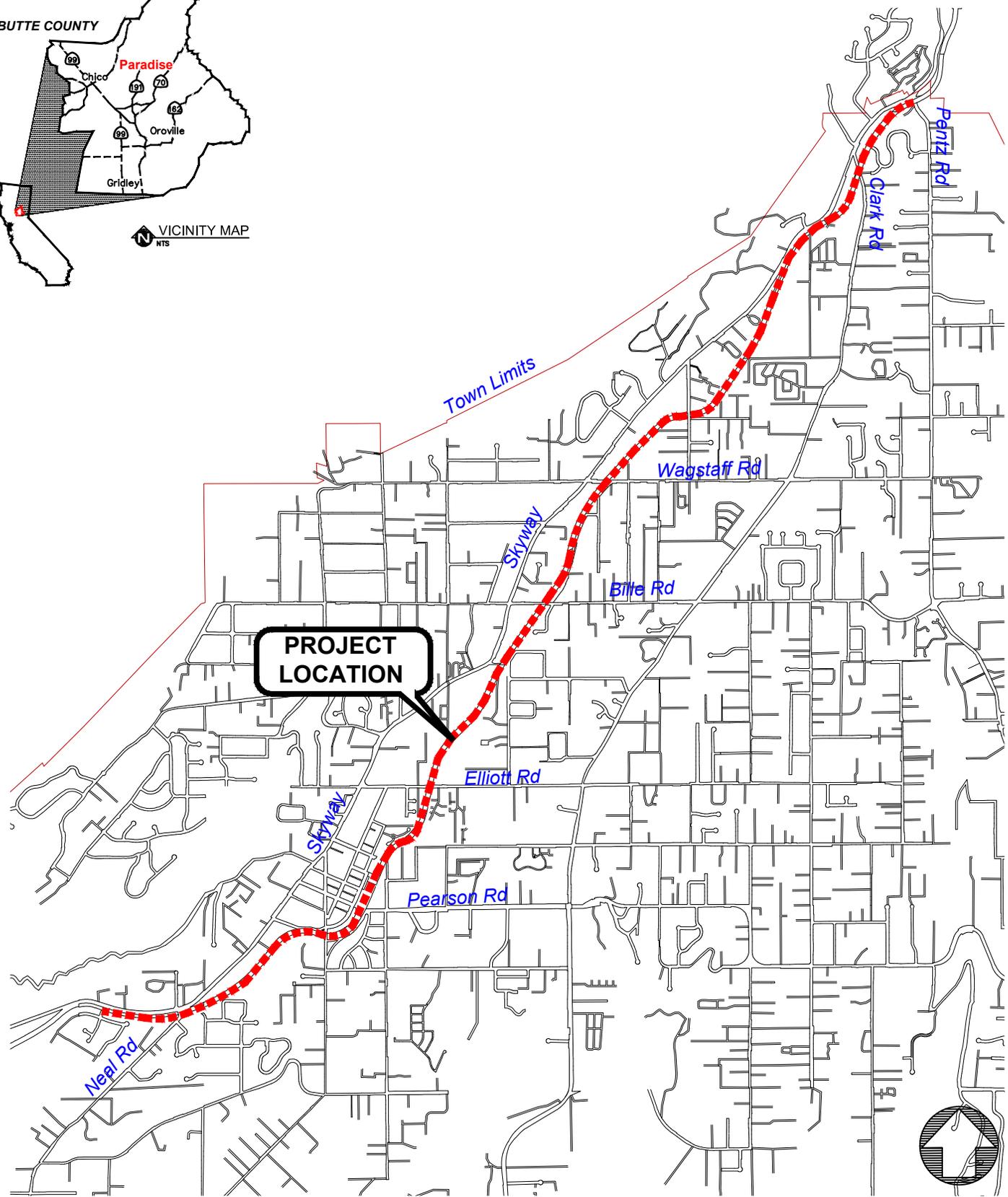
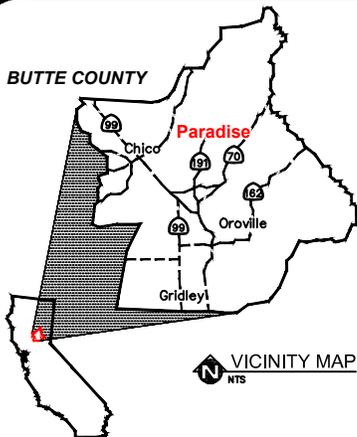
Email: mmattox@townofparadise.com

Phone: (530) 872-6291- x125

Engineer's Stamp:



BUTTE COUNTY



SCALE: 1" = 3,000'



TOWN OF PARADISE
PUBLIC WORKS DEPARTMENT

5555 Skyway
Paradise, California 95969
Phone: (530) 872-6291 Fax: (530) 877-5059

Memorial Trailway
Class I Enhancements

Vicinity & Project Location Map



TOWN OF PARADISE
5555 Skyway
Paradise, CA 95969
(530) 872-6291

***Active Transportation Program Cycle 2
Attachment E – Project Scope Summary***

ATP Cycle 2 ID: 03-Paradise-3

Project Title: Memorial Trailway Class I Enhancements

Project Description:

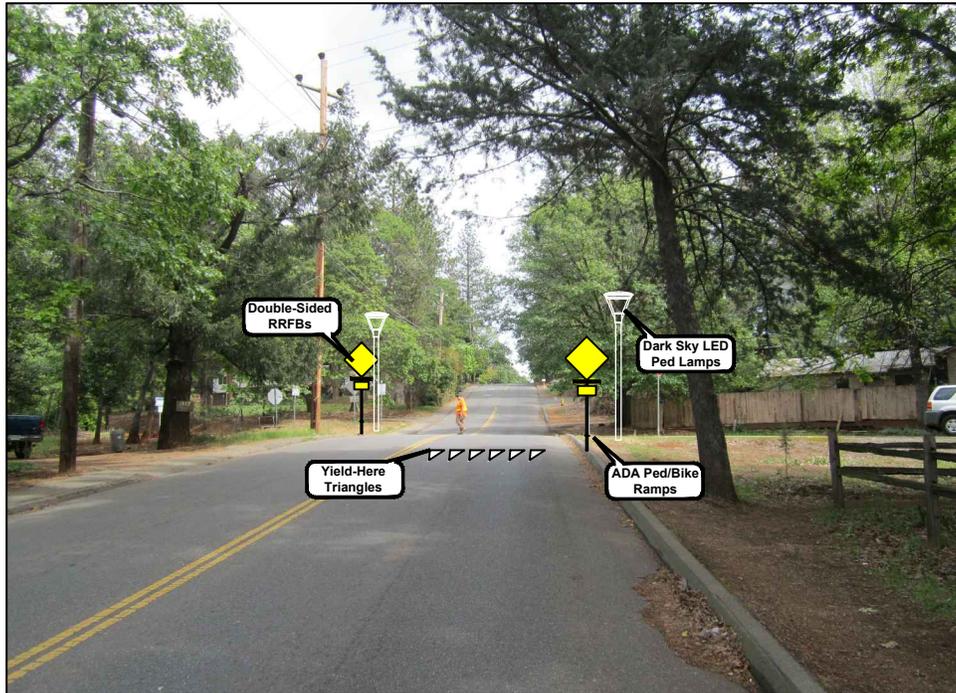
The proposed project will further active transportation goals by improving the existing Memorial Trailway in Paradise, CA. The 5.07 mile trailway extends from Pentz Road to Princeton Way, paralleling Skyway, a 20,000 ADT roadway. The project scope includes addition of dark-sky LED pedestrian/bicyclist lighting every 150' feet along the limits of the trailway in addition to enhancing all major crosswalks intersecting motorized vehicle arterials. The crosswalk enhancements include the addition of "yield here" advanced markings, installation of rectangular rapid flashing beacons and ADA compliant ramps. The project also includes minor pavement and shoulder widening to fully meet the Caltrans Highway Design Manual Class I design standard of 10' preferred width with 2' wide shoulders on either side of the trailway.

Project Status:

The proposed project is in the preliminary engineering / development phase. Initial evaluation of existing right-of-way has been completed and determined the project can be supported within existing rights of way.



Typical Existing Trailway/Arterial Intersection



Proposed Typical Trailway/Arterial Intersection



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PUBLIC WORKS DEPARTMENT

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Memorial Trailway
Class I Enhancements

Crosswalk Improvements



Typical Existing Trailway/Arterial Intersection



Proposed Typical Trailway/Arterial Intersection

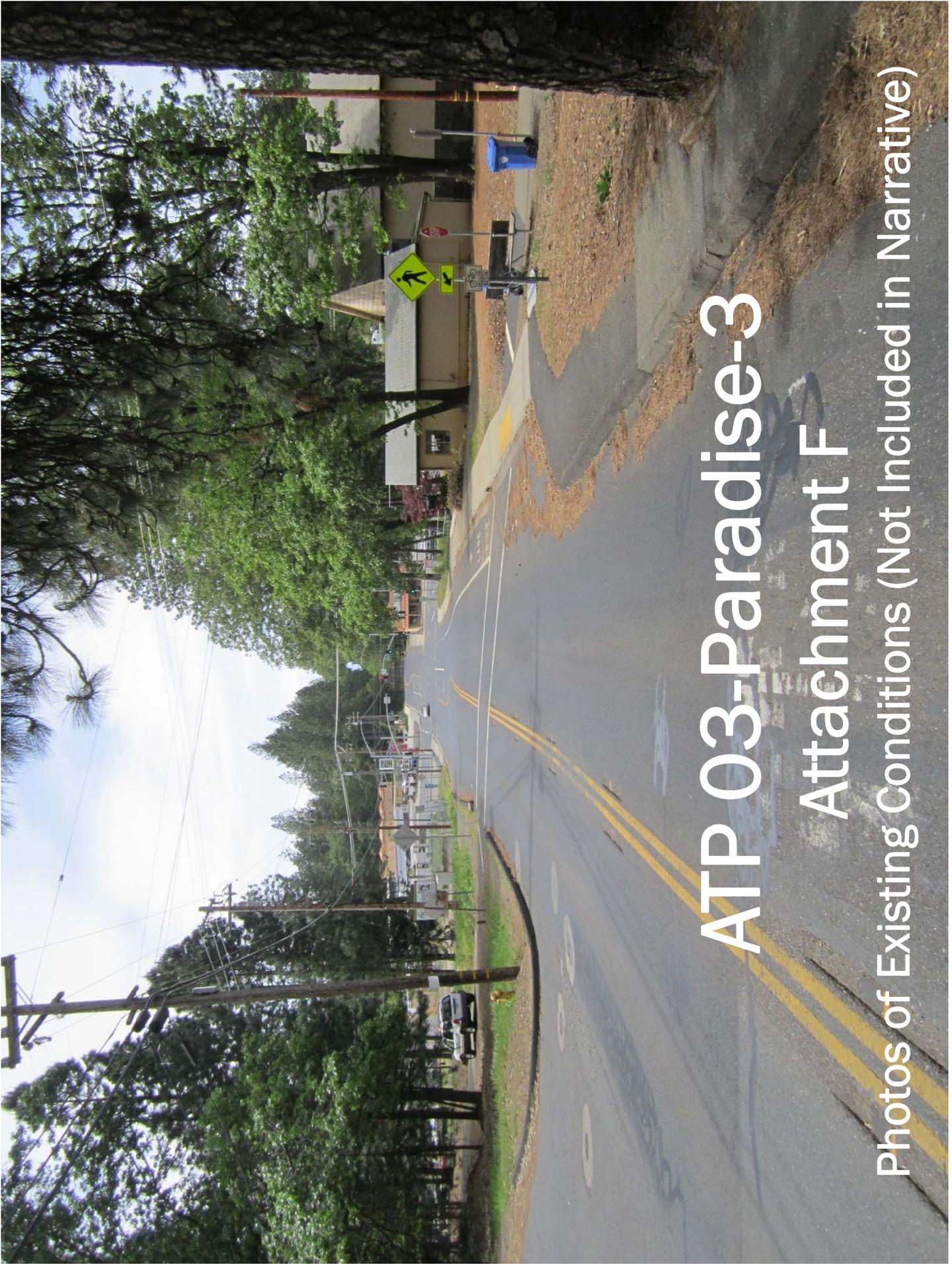


TOWN OF PARADISE
PUBLIC WORKS DEPARTMENT

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Memorial Trailway
Class I Enhancements

Trailway Improvements



ATP 03-Paradise-3 Attachment F

Photos of Existing Conditions (Not Included in Narrative)



Trailway parallels the 20,000 ADT Skyway



Current width of trailway and shoulders is substandard



Motorists have little to no warning of the pedestrians crossing along the trailway



Morning and evening lighting would enable commuters to fully utilize the facility



Crosswalks are virtually invisible with steep grades at major arterials

Detailed Engineer's Estimate and Total Project Cost

Important: Read the Instructions in the other sheet (tab) before entering data. Do not enter in shaded fields (with formulas).

Project Information:

Agency:	Town of Paradise		
Application ID:	03-Paradise-3	Prepared by:	Marc Mattox
		Date:	5/30/2015
Project Description:	Installation of pedestrian-scale lighting, enhanced crosswalks at roadway arterials, minor widening to preferred widths for trailway and shoulders.		
Project Location:	Memorial Trailway in Paradise, CA between Princeton Road and Pentz Road		

Engineer's Estimate and Cost Breakdown:

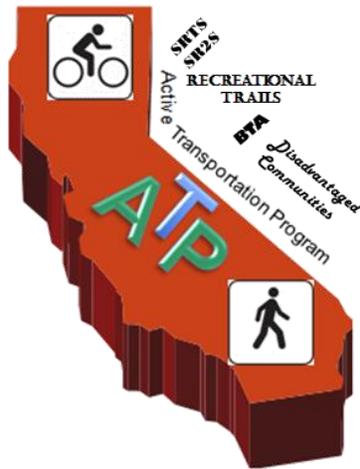
Engineer's Estimate (for Construction Items Only)						Cost Breakdown							
						Note: Cost can apply to more than one category. Therefore may be over 100%.							
						ATP Eligible Items		Landscaping		Non-Participating Items		To be Constructed by Corps/CCC	
Item No.	Item	Quantity	Units	Unit Cost	Total Item Cost	%	\$	%	\$	%	\$	%	\$
1	Mobilization	1	LS	\$10,000.00	\$10,000	100%	\$100						
2	Traffic Control	1	LS	\$5,000.00	\$5,000	100%	\$50						
3	Stormwater Pollution Prevention	1	LS	\$10,000.00	\$10,000	100%	\$100						
4	Demolition / Clearing & Grubbing	1	LS	\$40,000.00	\$40,000	100%	\$400						
5	Class II Aggregate Base	891	TON	\$45.00	\$40,095	100%	\$401						
6	Trailway Widening, HMA	519	TON	\$150.00	\$77,850	100%	\$779						
7	Rectangular Flashing Beacon XWALK	7	EA	\$13,714.40	\$96,001	100%	\$960						
8	Pedestrian Scale / Dark Sky LED Light	176	EA	\$4,500.00	\$792,000	100%	\$7,920						
9	ADA Pedestrian/Bike Ramp	11	EA	\$5,000.00	\$55,000	100%	\$550						
10	Yield Here Triangles at XWALKs	120	EA	\$35.00	\$4,200	100%	\$42						
Subtotal of Construction Items:					\$1,130,146		\$11,301						
Construction Item Contingencies (% of Construction Items) Enter in the cell to the right				10.00%	\$113,015								
Total (Construction Items & Contingencies) cost:					\$1,243,160								

Project Cost Estimate:

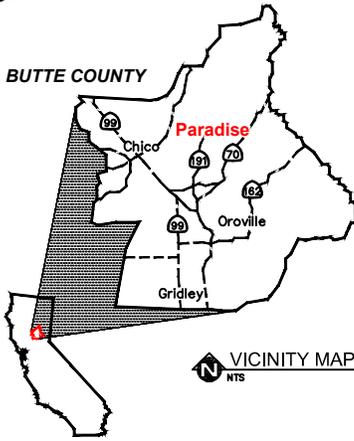
Type of Project Delivery Cost	Cost \$		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED)	\$ 20,000		
Plans, Specifications and Estimates (PS&E)	\$ 30,000		
Total PE:	\$ 50,000	4.02%	25% Max
Right of Way (RW)			
Right of Way Engineering	\$ -		
Acquisitions and Utilities	\$ -		
Total RW:	\$ -		
Construction (CON)			
Construction Engineering (CE)	\$ 50,000	3.87%	15% Max
Total Construction Items & Contingencies	\$1,243,160		
Total CON:	\$ 1,293,160		
Total Project Cost Estimate:	\$ 1,343,160		



03-Paradise-3 is an infrastructure-only project and does not require submission of Exhibit 22-R



BUTTE COUNTY

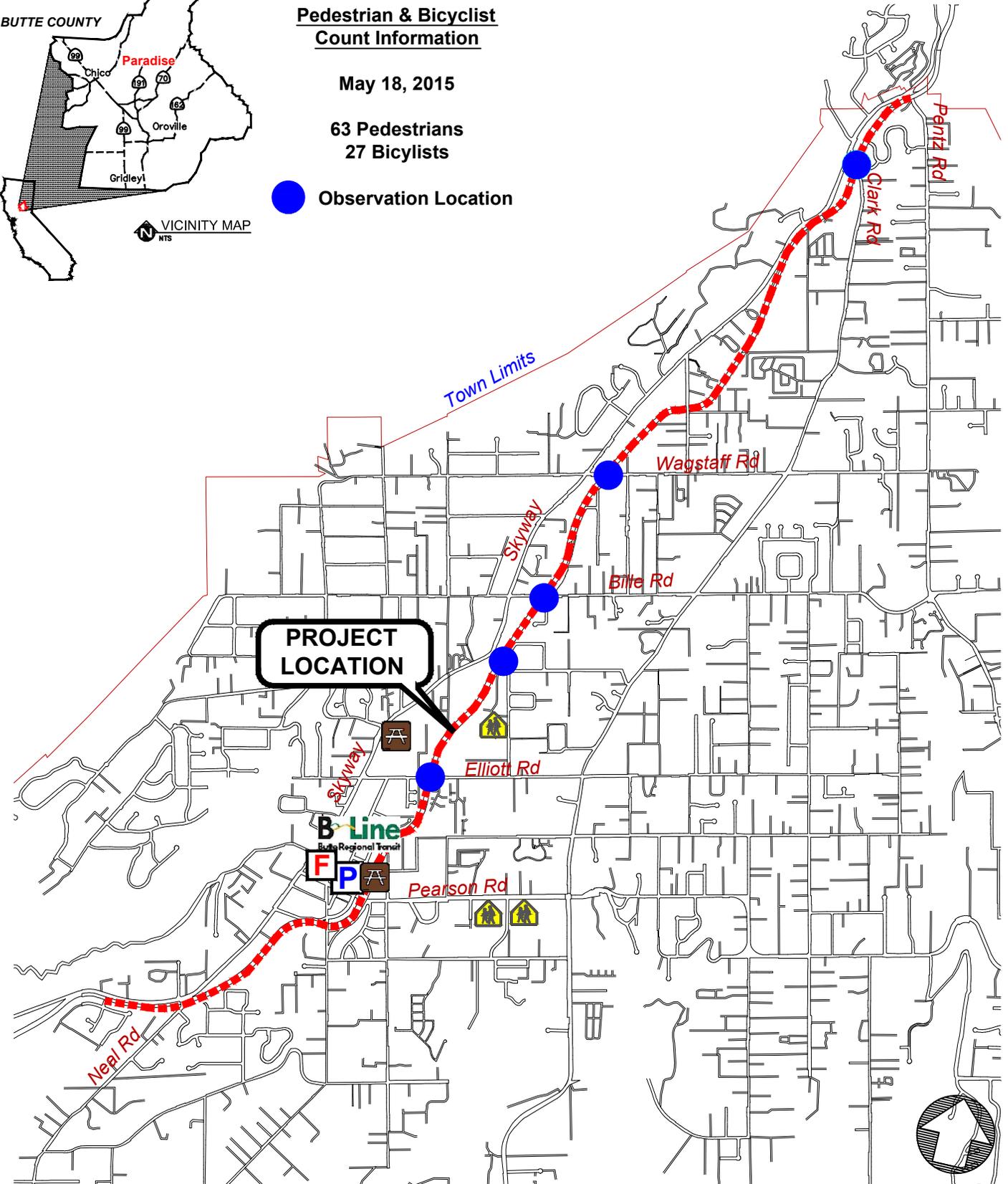


**Pedestrian & Bicyclist
Count Information**

May 18, 2015

63 Pedestrians
27 Bicyclists

● Observation Location



SCALE: 1" = 3,000'



TOWN OF PARADISE
PUBLIC WORKS DEPARTMENT

5555 Skyway
Paradise, California 95969
Phone: (530) 872-6291 Fax: (530) 877-5059

**Memorial Trailway
Class I Enhancements**

Pedestrian & Bicyclist Counts

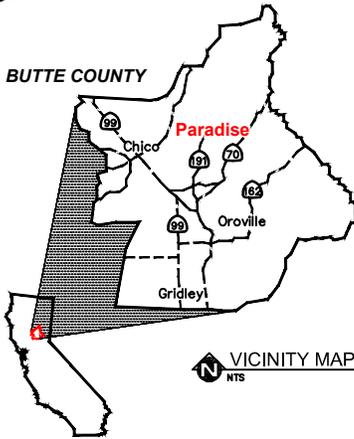
Memorial Trailway Bike/Ped Counts May 18, 2015

	Pedestrians			Bicyclists		
	Senior	Student	Other	Commuter	Student	Other
9:00-10:00 Clark/ Trailway	9	3	6	0	2	2
10:00-11:00 Wagstaff/ Trailway	5	0	4	1	0	7
11:00-12:00 Bille/ Trailway	4	0	6	0	0	2
1:10-2:10 Elliott/ Trailway	2	2	11	0	3	5
2:10-3:10 Maxwell/ Trailway	1	6	4	2	0	3
TOTALS	21	11	31	3	5	19

Notes / Calculations:

- 5 Hour Total Observation
- 63 Pedestrians (33% Seniors, 17% Students, 50% Other)
- 27 Bicyclists (11% Commuters, 18% Students, 71% Other)
- 90 total active transportation users
- 18 users per hour average
- Assume 12 hours of operation
- **216 users per day existing**
- With project....
 - o Assume 2 more operable hours before dawn and after 2 dusk (with LED lighting)
 - o Assume 33% in active transportation from existing hourly rate
 - o More hours and better facilities forecast to 24 users per hour for 16 hours
 - o **384 users per day forecasted**

BUTTE COUNTY



Proposed Scope:

- Minor railway widening 1-2' to 10' preferred standard
- Minor shoulder widening 2' on each side to minimum standard
- Enhanced crosswalks at critical arterials which include: ADA ramps and pedestrian activated Rectangular Rapid Flashing Beacons
- Pedestrian-scale, dark sky compliant LED railway lights, 1 per 150'



Enhanced Crosswalk Location



Bus Stop Served by Project



School Benefited by Project



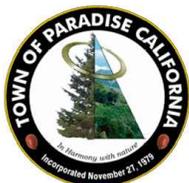
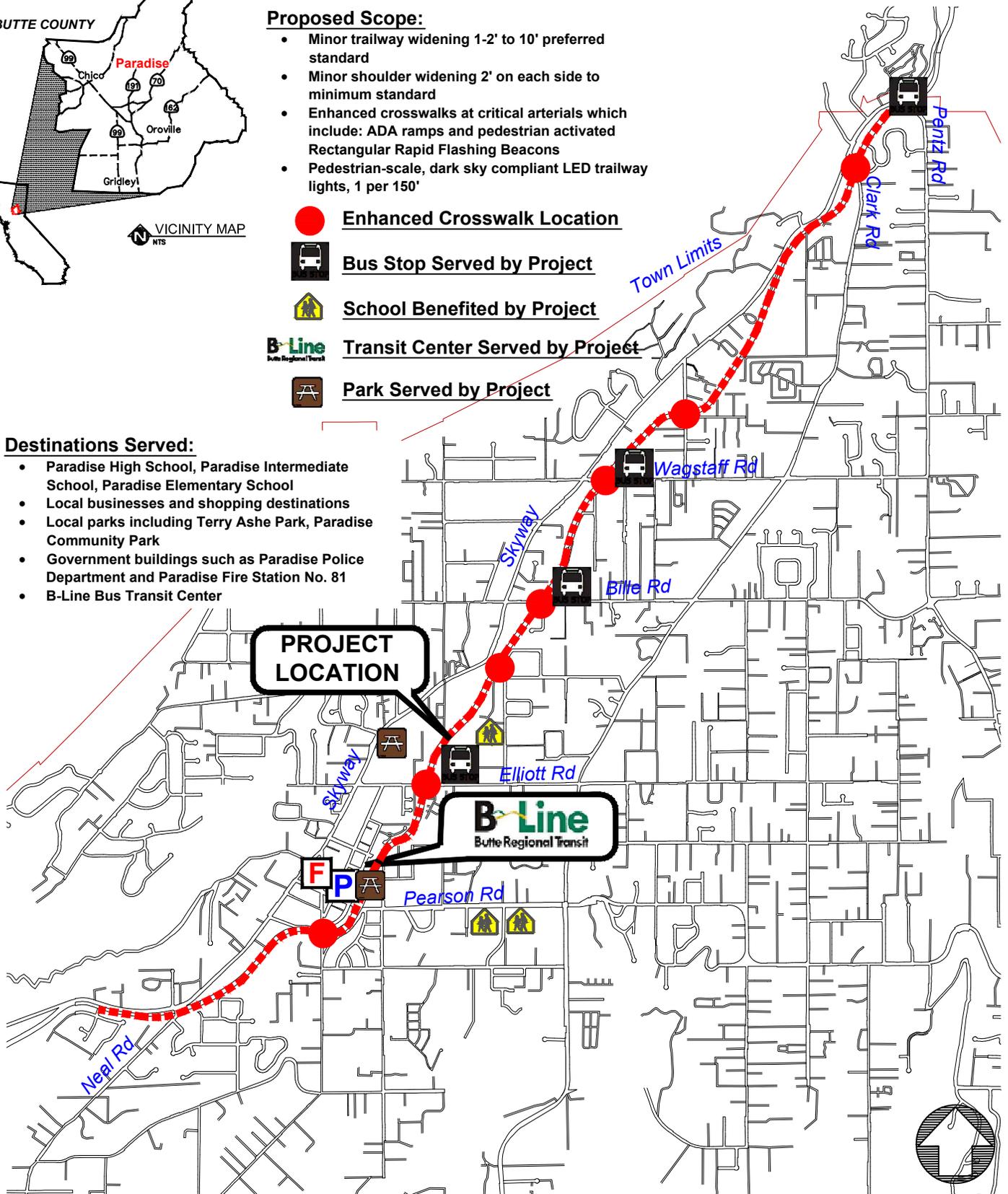
Transit Center Served by Project



Park Served by Project

Destinations Served:

- Paradise High School, Paradise Intermediate School, Paradise Elementary School
- Local businesses and shopping destinations
- Local parks including Terry Ashe Park, Paradise Community Park
- Government buildings such as Paradise Police Department and Paradise Fire Station No. 81
- B-Line Bus Transit Center



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Memorial Trailway
Class I Enhancements

Scope & Connectivity Map



PARADISE
CITIZENS' ALLIANCE

**Speak Up
for
Paradise**

Paradise Speaks!



Results of our
**“Speak Up for Paradise
Quality of Life”**
Survey



Factors that Define Quality of Life in a Community



Education



Economy



Public Safety



Infrastructure



Health & Human Services



Leisure & Recreation

Our Community Outreach Efforts

- Public Agencies Serving Paradise
- Paradise Ridge Chamber of Commerce & Business Community
- Paradise Ridge Senior Center
- Paradise Community Service Clubs & Organizations
- Paradise Churches



Our Community Outreach Efforts

CONTINUED

- Youth Organizations, Schools, etc.
- Community Events
- Shopping Center Outreach
- Direct Media, Ads, Newsletters, Website Links & Social Network Appeals



Survey Statistics



 SurveyMonkey[®]

Online Survey through
SurveyMonkey.com

- Collected & Tabulated
- 854 Responses (4% of pop.)
- 4.5% ± Error Rate

Infrastructure in Paradise

Strongly Agree

Agree

Neither Agree nor Disagree

Disagree

Strongly Disagree

Paradise has well-maintained public streets & roads.

1.60%

23.54%

23.14%

39.63%

12.10%

Paradise is pedestrian friendly.

1.61%

16.11%

12.35%

37.58%

32.35%

Paradise is bicycle friendly.

2.53%

16.80%

13.87%

40.27%

26.53%

The Top Identified Priorities



TIER ONE

- More pedestrian sidewalks and walking paths.
- Better streets and roads.
- Sewer for Downtown/ Commercial areas.

The Top Identified Priorities

continued



TIER TWO

- Greater number and quality of restaurants
- More Streetlights
- Revitalize Downtown

The Top Identified Priorities

continued

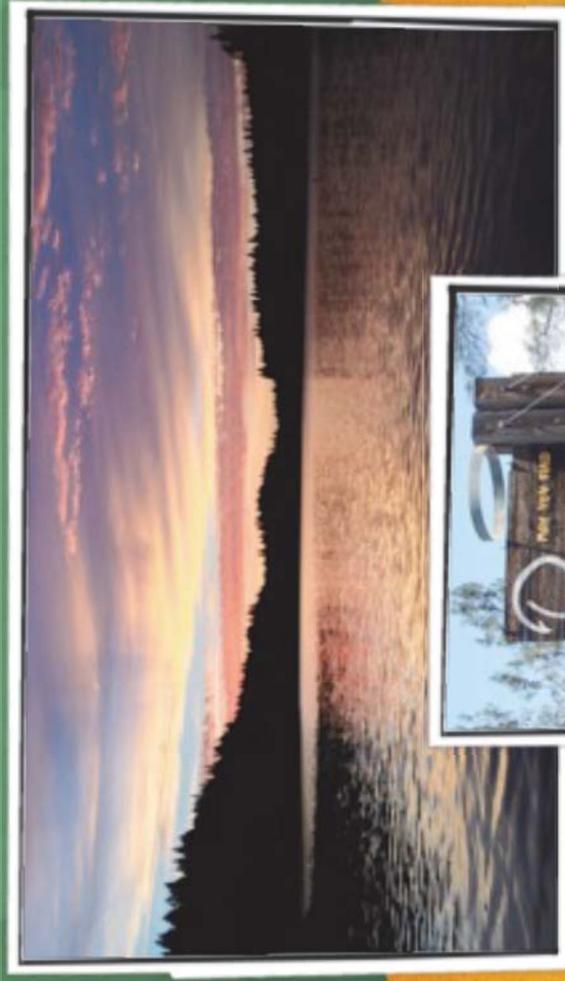


TIER THREE

- Greater diversity & quality of retail businesses.
- Walmart or big box discount.
- Better cell phone/internet service.
- More police.



PARADISE
CITIZENS' ALLIANCE



*Helping to improve
the quality of life for
all Paradise Citizens.*

ACTION ELEMENT – NON-MOTORIZED TRANSPORTATION

Background

The two primary types of non-motorized transportation used in Butte County are bicycling and pedestrian travel.

Bicycling has become an increasingly popular method of travel throughout the region. Many individuals are attracted to the energy savings, environmental benefits, and health advantages, while others who are not able to drive due to age or finances use bicycles as a primary means of transportation. The valley areas of the county are particularly attractive to bicyclists and pedestrians due to the flat terrain.

Pedestrian travel is commonly used for very short trips and for students traveling to school. In addition, the health benefits of walking have made this a popular form of exercise for all ages. In urban areas, pedestrian facilities most often consist of sidewalks and shared bicycle/pedestrian paths.

Another aspect of the pedestrian system in rural areas is hiking. Butte County has much to offer in scenery, diversity of climatic zones, and wildlife. Large portions of land are not accessible by car or off-road vehicles due to the rugged terrain. However, a networks of trails and pathways have provided access to the abundant natural resources. These trails have added to the quality of life within the region by providing recreational, physical, and educational opportunities.

Local land use and transportation planning within the region has been sensitive to the attributes necessary to promote and encourage bicycling and walking. Each urban area within the region boasts at least one non-motorized transportation facility. Mixed land use developments, which include commercial, office, school, and residential areas, have also been used to make bicycling and walking more attractive as a method of travel. Jurisdictions generally require sidewalks be installed for new developments. In addition, jurisdictions have required developers to construct, or contribute toward, the construction of bicycle and pedestrian paths.

Purpose and Need

The purpose of identifying non-motorized transportation is to identify early in the planning process potential new routes. Bikeway and pedestrian paths are used for recreation and leisure. In addition, bikeways and pedestrian paths are a valuable tool in the quest to improve air quality and relieve traffic congestion. The greater the use of bicycling and walking as an alternative to single occupant vehicles, the fewer vehicle emissions produced and cars on the road.

the City of Chico has been designated a Bicycle Friendly Community at the Bronze level, first in 2005 and consecutively again in 2007 and upgraded to Silver in October 2012, by the League of American Bicyclists. In addition, local land use and transportation planning within the region have been sensitive to the attributes necessary to promote and encourage bicycling and walking. In 2008, the City of Chico Council readopted their plan to remain eligible for Caltrans' Bicycle Transportation Account funds. As part of the 2007/08 fiscal year, BCAG secured a grant from the Butte County Air Quality Management District to develop a comprehensive Chico Area Bicycle Map identifying the City on the front side, with Bidwell Park (Lower and Upper) on the back side. The map has been distributed to the University, each bike shop, and posted online at BCAG's website: <http://www.bcag.org/Transit/Bicycle-Resources/Bike-Maps/index.html>

In the 2008/09 fiscal year, the City of Chico began the SR 99 Corridor Bikeway Project funded in part with local and CMAQ funds approved by BCAG. The project is a combination Class 1 and 2 facilities, generally along SR 99 frontage routes and drainage easements from Eaton Rd on the north to Southgate Ave on the south. The City of Chico will also pursue Caltrans BTA funding for construction costs. In addition, BCAG is scheduled to update the Chico Bike Map in the Spring of 2013.

Oroville

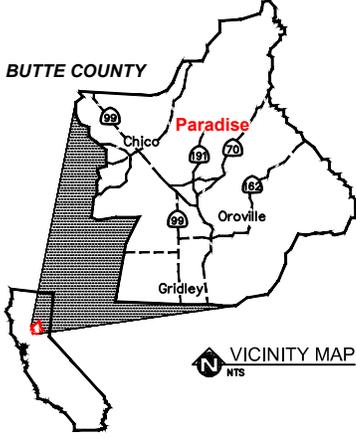
In 2008, the City of Oroville began a comprehensive update to their Bicycle Transportation Plan. The anticipated completion date is December 2008 in order to be eligible for Caltrans' Bicycle Transportation Account (BTA) funding. The City of Oroville has also included an extensive system of bikeways and trails in the Oroville General Plan. Currently, there are two Class I bike paths and one Class II bike lane within the City of Oroville, with the Bikeway Master Plan identifying several bikeways for future construction. In addition, a 41-mile bicycle trail loops around the Feather River.

Paradise

In 2007 the Town of Paradise adopted their Master Bicycle Plan to serve as the planning guide for future bikeway and pedestrian facility development. In this plan, the Town established a bikeway system to serve the entire community. The backbone of the Paradise bikeway system is the Paradise Memorial Trailway, an abandoned railroad right-of-way through town converted to pedestrian and bikeway usage.

Gridley

The City of Gridley adopted their Bicycle Plan in 2008. The City received a Community Based Transportation Grant from Caltrans to develop their bicycle plan. The completion of the plan enabled the City to pursue State funding for projects identified in the plan. The City of Gridley intends to make minor updates to the existing plan and re-adopt it to remain eligible for BTA funding.



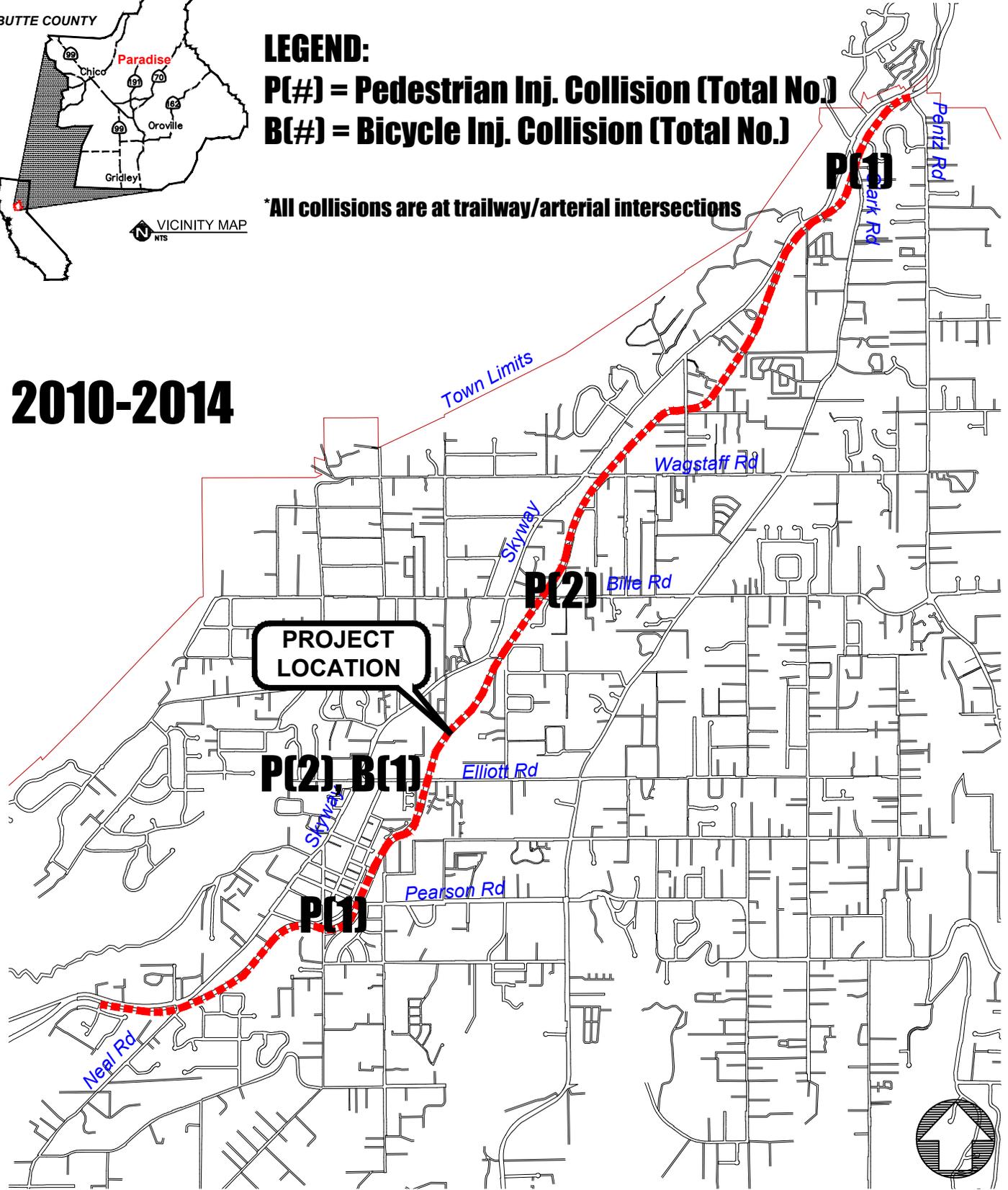
LEGEND:

P(#) = Pedestrian Inj. Collision (Total No.)

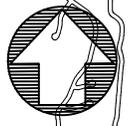
B(#) = Bicycle Inj. Collision (Total No.)

*All collisions are at trailway/arterial intersections

2010-2014



SCALE: 1" = 3,000'



TOWN OF PARADISE
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Memorial Trailway
Class I Enhancements

Collision Diagram SWITRS



REPORT 7 - BICYCLE INVOLVED COLLISIONS

01/01/2013 thru 12/31/2013

Total Count: 8

Jurisdiction(s): Paradise
Report Run On: 05/20/2015

Does not include State Highway cases

Primary Rd	CLARK RD	Secondary Rd	NUNNELEY RD	NCIC	0405	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy												
City	Paradise	County	Butte	Butte	Butte	Butte	Butte	Butte	Butte	Butte	Butte												
Primary Collision Factor	UNSAFE SPEED	Weather?	UNSAFE SPEED	Weather?	UNSAFE SPEED	Weather?	UNSAFE SPEED	Weather?	UNSAFE SPEED	Weather?	UNSAFE SPEED												
Hit and Run	CLEAR	Motor Vehicle Involved With	BICYCLE	Lighting	DAYLIGHT	Ped Action	NO UNUSL CND	Relwy Cond?	Relwy Cond?	Relwy Cond?	Relwy Cond?												
Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info												
Age	Sex	Race	Sobriety?	Move	Pre	Dir	SW	Veh	CHP	Veh	Make	Year	SP	Info									
4F	BICY	39	M	W	HNB	D	S	L	0400	-	0400	-	3	N	-	3	N	-	3	N	-	3	N
2	PRKD	998	-	-	-	-	A	0100	VOLKS	2002	-	-	-	-	-	-	-	-	-	-	-	-	-
Primary Rd	ELLIOTT RD	Secondary Rd	PGE POLE 3551	NCIC	0405	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy												
City	Paradise	County	Butte	Butte	Butte	Butte	Butte	Butte	Butte	Butte	Butte												
Primary Collision Factor	R-O-W AUTO	Weather?	CLEAR	Weather?	CLEAR	Weather?	CLEAR	Weather?	CLEAR	Weather?	CLEAR												
Hit and Run	CLEAR	Motor Vehicle Involved With	BICYCLE	Lighting	DAYLIGHT	Ped Action	NO UNUSL CND	Relwy Cond?	Relwy Cond?	Relwy Cond?	Relwy Cond?												
Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info	Party Info												
Age	Sex	Race	Sobriety?	Move	Pre	Dir	SW	Veh	CHP	Veh	Make	Year	SP	Info									
1F	BICY	38	F	W	HNB	D	S	L	0400	-	0400	-	1	N	-	1	N	-	1	N	-	1	N
2	DRVR	31	M	H	HNB	D	E	D	2200	DODGE	1999	-	3	N	-	3	N	-	3	N	-	3	N

2012 OTS RANKINGS

Agency	Year	County	Group	Population (Avg)	DVMT
Paradise	2012	BUTTE COUNTY	D	26,045	368,564

TYPE OF COLLISION	VICTIMS KILLED & INJURED	OTS RANKING
Total Fatal and Injury	154	27/92
Alcohol Involved	15	30/92
Had Been Drinking Driver < 21	4	4/92
Had Been Drinking Driver 21 - 34	5	40/92
Motorcycles	8	27/92
Pedestrians	4	66/92
Pedestrians < 15	1	31/92
Pedestrians 65+	1	41/92
Bicyclists	5	70/92
Bicyclists < 15	1	39/92
Composite		27/92

TYPE OF COLLISION	FATAL & INJURY COLLISIONS	OTS RANKING
Speed Related	41	11/92
Nighttime (9:00pm - 2:59am)	11	37/92
Hit and Run	4	67/92

TYPE OF ARRESTS	ARRESTS	% RATE	OTS RANKING*
DUI Arrests	125	0.80	65/90

RECOMMENDATIONS TO IMPROVE PEDESTRIAN SAFETY IN THE TOWN OF PARADISE



September 2013

By Tony Dang, Wendy Alfsen, California WALKS

This report is funded by the UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and the California Office of Traffic Safety through the National Highway Traffic Safety Administration.



Recommendations to Improve Pedestrian Safety in the Town of Paradise

BY TONY DANG, WENDY ALFSEN, CALIFORNIA WALKS

INTRODUCTION

In response to the recent death of a Paradise youth who was struck on Skyway Road, the Town of Paradise invited California WALKS to facilitate a workshop providing community residents, Town staff members, and other professionals with an overview of pedestrian safety best practices, to conduct a walkability assessment of areas near the downtown core, and to lead small group discussions to develop specific recommendations for Town Council to improve the safety and walkability of Paradise. This report summarizes overall walkability and pedestrian safety observations of downtown Paradise, as well as specific recommendations from community residents who attended the September 5, 2013, Community Pedestrian Safety Training facilitated by California WALKS staff members. This report is intended for use by Town of Paradise staff members, parents, community residents, and professionals.

BACKGROUND

Community Pedestrian Safety Training Program

The Community Pedestrian Safety Training (CPST) program is a long-running, joint project of the University of California at Berkeley, Safe Transportation Research and Education Center (SafeTREC) and California WALKS. Funding for this project is provided by the California Office of Traffic Safety (OTS) through the National Highway Traffic Safety Administration. The purpose of the CPST is to empower and train local neighborhood residents and safety advocates to collaborate with local officials and agency staff to make their community safer and more pleasant to walk. The half-day training is designed to provide participants with pedestrian safety best practices and a range of proven strategies (the 8 E's) to address pedestrian safety. Participants are then guided on a walkability assessment of a nearby corridor before setting pedestrian safety priorities and actionable next steps for their community.

For a summary of outcomes from past CPST workshops, please visit:

http://californiawalks.org/wp-content/uploads/2012/07/CPST_Outcomes_2009-11.pdf

Paradise's Pedestrian Collision History

Over a ten-year period (2002-2011), there have been a total of 67 pedestrian collisions in the Town of Paradise, of which 5 have been fatal. In analyzing the collision data, the following trends were established:

Recommendations to Improve Pedestrian Safety in the Town of Paradise

- Motorists are at-fault for these collisions more often than pedestrians (61% v. 39%);
- Failure to yield to pedestrians with the right-of-way was found to be the primary collision factor for 50% of all collisions in this time period; and
- Collisions occur primarily along major arterial roads in Town, namely Skyway Road, Clark Road, Pearson Road, and Elliott Road.

Existing Pedestrian Safety Issues in the Town of Paradise

Traffic Volumes & Speed along Skyway Road

Skyway Road serves as the Town of Paradise's main commercial corridor and is the primary connection to employment and shopping in the greater Chico area. However, a large number of drivers use Skyway as a primary commute route to other destinations within Butte County and accordingly, drivers treat Skyway more like an expressway than a main street. Furthermore, many of the sidewalks along Skyway do not have a buffer zone between pedestrians and traffic, which creates an uncomfortable and perceived unsafe walking environment.

Cal WALKS Recommendation:

- **Implement gateway treatments** at entry points to downtown as a traffic calming measure. Gateways can be used as a visual cue to drivers that they are entering a different environment that will require them to drive more slowly. Additionally, gateways are often used to convey a sense of neighborhood identity and sense of place. Generally, gateway treatments alone cannot discourage speeding traffic without additional traffic calming measures. However, with the upcoming Highway Safety Improvement Program (HSIP) project, many traffic calming measures are already being considered, such as a road diet, bulb-outs/curb extensions, and pedestrian safety islands. Together, the HSIP improvements along with a gateway treatment could contribute to reductions in traffic speed along Skyway Road. Gateway treatments can vary from simple monument signs to more elaborate street spanning arches, and costs for such designs can be as much as \$75,000. Potential funding sources include future cycles of the HSIP, as well as the newly established state Active Transportation Program.



GATEWAY TREATMENT IN DOWNTOWN GRIDLEY, CA

Sidewalk Connectivity & Americans with Disability Act (ADA) Compliance

One of the major issue areas Cal WALKS observed—reiterated many times by workshop participants—is the discontinuous nature of sidewalks outside of the downtown core, as well as the poor state of repair of existing sidewalks and curb ramps. The poor state of repair of sidewalks in the downtown core creates an environment that is difficult to navigate on foot, and the lack of safe walking connections to more residential streets can encourage residents to drive to the downtown core for shopping and entertainment even if they are within reasonable walking distance. Improving the walking conditions in the downtown core and the connections to it

Recommendations to Improve Pedestrian Safety in the Town of Paradise

can help with existing or planned downtown revitalization efforts by encouraging more people to be out on foot enjoying what the community has to offer.



ACCESSIBILITY BARRIERS AT BUS STOP ON SKYWAY ROAD

Cal WALKS Recommendations:

- **Seek funding to repair sidewalks** in the downtown core up to ADA standards. Potential sources of funding include the state Active Transportation Program, state Transportation Development Act/Local Transportation Fund (under Article 8), or the State Community Development Block Grant program.
- **Collaborate with Butte County Association of Governments (BCAG) to evaluate accessibility barriers** of transit stops and seek funding to remove barriers.
- **Explore the feasibility of a downtown business improvement district** to fund sidewalk repair and maintenance, as well as for pedestrian-scale streetscape improvements and amenities. This would require buy-in and approval by the local business owners, Town Council, and County Supervisors.

SEPTEMBER 5 WORKSHOP

The Paradise CPST was hosted on September 5 at the Paradise Ridge Family Resource Center. The workshop was attended by 28 participants representing a wide range of organizations and disciplines, including:

- **Town of Paradise Government Agencies**
 - Vice Mayor
 - Council Members
 - Town Manager’s Office
 - Town Engineer
 - Community Development Department
 - Police Department
 - Parks and Recreation Department
 - Planning Commission
- **Paradise Ridge Family Resource Center**
- **Paradise Senior Center**
- **Downtown Businesses (The Law Office of Joseph Earley, Juice and Java)**
- **Parents, Other Members of the Community**
- **Feather River Hospital**
- **Traffic Works**
- **Board of Realtors**
- **Let’s Move Coalition**
- **Butte County Supervisor Doug Teeter (District 5)**
- **Butte County Association of Governments (BCAG)**
- **Butte County Department of Public Health**
- **Butte County Board of Education**
- **Butte County Bicycle Coalition**
- **Strengthening Families Initiative, First 5 Butte County**
- **Center for Nutrition & Physical Activity Promotion (CNAP), CSU Chico**
- **Safe Routes to School Program, City of Chico**

MINUTES
PARADISE TOWN COUNCIL
REGULAR MEETING – 6:00 PM – September 10, 2013

1. OPENING

The Regular Meeting of the Paradise Town Council was called to order by Mayor Timothy Titus at 6:00 pm in the Town Council Chamber located at 5555 Skyway, Paradise, California. Following the Pledge of Allegiance to the Flag of the United States of America, Council Member Rawlings offered an invocation.

COUNCIL MEMBERS PRESENT: Greg Bolin, Steve “Woody” Culleton, Scott Lotter, John J. Rawlings, and Timothy Titus, Mayor.

STAFF PRESENT: Town Clerk Joanna Gutierrez, Town Manager Lauren Gill, Town Attorney Dwight L. Moore, Finance Director Will, Community Development Director Craig Baker, Police Chief Gabriela Tazzari-Dineen, Division Chief Rob Cone, CAL FIRE/Paradise Fire, Battalion Chief Curtis Lawrie, Assistant Town Clerk Dina Volenski, Associate Civil Engineer Marc Mattox, and Public Works Manager Paul Derr.

e. Presentations/Proclamations/Recognitions

- (1) Presentation by Oliver Allen, Butte Country Library Outreach
- (2) Proclamation recognizing *The Yellow Birds*, by Kevin Powers, as the community Book in Common
- (3) Proclamation Recognizing Constitution Week: September 17-23, 2013
- (4) Proclamation Recognizing Stanley D. McEtchin
- (5) Recognition of Jose Gallardo for Intern Engineering services
- (6) Recognition of Sarah Gomez for volunteer services in the Onsite Division
- (7) Presentation by Chief of Police Gabriela Tazzari-Dineen - Refurbished Patrol Vehicles

2. ITEMS DEFERRED FROM PREVIOUS MEETINGS - None.

3. CONSENT CALENDAR

Following a MOTION by Culleton, seconded by Bolin, the following items were adopted by unanimous roll call vote:

- 3a. Approved Minutes of the August 13, 2013, Regular meeting.
- 3b. Approved cash disbursements in the amount of \$1,432,253.48. (310-10-29)
- 3c. Adopted Resolution No. 13-46, A Resolution Of The Town Council Of The Town Of Paradise Authorizing Disposal Or Destruction Of Certain Town Records Maintained In Storage in the Town Clerk Department Pursuant To Government Code Section 34090. (160-20-16)

Following a report from Police Chief Tazzari-Dineen regarding the ordinance proposed to repeal current regulations and enacting a new chapter 9.60 of the Paradise Municipal Code that will allow for more effective tracking, monitoring, and enforcement of false alarm related incidents, Mayor Titus opened the public hearing at 6:40 pm to solicit public comment relating to the adoption of a resolution amending the master fee schedule to reflect changes to the alarm fee schedule that will be necessary if the ordinance is adopted.

1. Fred Aldred stated that he is representing the Paradise Tea Party and questioned if the old ordinance was written in 2004, why now is it now being considered for change; why is the alarm company responsible for data collection and also being charged a business license fee; why is there a charge for the first alarm; and, why charge residents who have never had an alarm go off.
2. Linda Lyons stated that she thinks the fees are being layered; that the alarm companies are being asked to do more paperwork and gather information from the people; that she thinks people will be afraid to use their alarms because of the potential for fees; and, that all alarm users are being punished for the false alarms of a few repeat offenders.
3. Paul Lyons stated that he would like the alarm companies to update the records when an alarm user moves or changes phone numbers.

Mayor Titus closed the public hearing at 6:45 pm.

- 5b. MOTION by Lotter, seconded by Culleton,** (1) Waived the reading of entire Ordinance No. 532 and approve reading by title only; (2) Introduced Ordinance No. 532, An Ordinance repealing Paradise Municipal Code Chapter 9.60 and adding a new Chapter 9.60 relating to Alarm Systems; (3) Conducted a public hearing, solicited public comment and adopt Resolution No. 13-47, A Resolution of the Town Council of the Town of Paradise Amending the Master Schedule of Fees Relating to Town Services, to reflect changes to the alarm fee schedule; (4) Authorized the Town Manager to cancel the current alarm billing and tracking contract service with PM AM; and, (5) Authorized the Town Manager to enter into a contract with City Support for tracking and billing of alarm incidents as approved by the Town Attorney in an annual amount of \$3,761.42. Roll call vote was unanimous. (395-20-18 & 540-16-101)

6. PUBLIC COMMUNICATION – None.

7. COUNCIL CONSIDERATION

Town Manager Gill discussed the staff involvement to invite the California Walks to the Town of Paradise, that over 20 groups, organizations and companies from Paradise attended the workshop, and that Marc Mattox would present

information regarding the recommendations that resulted from the Pedestrian Safety Community Workshop hosted by UC Berkeley SafeTrec, California Walks and the Town of Paradise on September 5, 2013. Associate Civil Engineer Mattox presented a Power Point and discussed the unique situations that the community would like to address within the Town of Paradise; and, that the staff would like Council to approve the following policy recommendations at this time:

- Establish a 20' (twenty-foot) no parking zone on each side of a crosswalk, a process called "daylighting" to provide for pedestrian visibility at crosswalks; and,
- Remove one of the mid-block crosswalks located on Skyway north of Elliott, south of Oliver, during the 2013 Microsurfacing Project.

Mayor Titus opened the matter for public comment.

1. Tom Kelly stated that he thinks that the public safety problem is that the speed limits are too high and that cars are speeding through Town and threatening pedestrians.
2. Don Drowty stated that he has observed youth break into a run halfway through the crosswalk and that education in the schools could address personal safety measures that can be taken to protect oneself in the crosswalk.

7a. Council concurred with the recommended policy directions and directed the establishment of a 20' no-parking zone on each side of crosswalks in town; and, to the elimination of a crosswalk on Skyway north of Elliott, south of Oliver, during the 2013 Microsurfacing Project. Staff is to determine which of the two crosswalks in that area would best serve the needs of the pedestrians. (490-60-04)

Following a report from Associate Engineer Mattox regarding the request to authorize staff to issue Contract Change Order to Intermountain Slurry Seal for the implementation of a Two-Way Left-Turn Lane along Skyway between Jewell Road and Pearson Road, Skyway between Elliott Road and Center Street, Skyway between Maxwell Drive and Bille Road under Contract No. 13-03, Paradise Micro-Surfacing Project 2013, with a fiscal impact estimated at \$2,700, Mayor Titus opened the matter for public comment.

1. Louis Johnson stated that he has gathered traffic statistics that indicate two way turn lanes actually increase traffic accidents.
2. Michael Snyder stated that he came to talk about sidewalks, cited a Government Code Section that states there is a duty to improve pedestrian safety and accessibility, discussed other areas in Town where it is dangerous for pedestrians to walk such as on Pentz Road and Demille, and asked for more sidewalks and bike lanes in Paradise.

MINUTES
PARADISE TOWN COUNCIL
REGULAR MEETING – 6:00 PM – October 08, 2013

1. OPENING

The Regular Meeting of the Paradise Town Council was called to order by Vice Mayor Scott Lotter in the Town Council Chamber located at 5555 Skyway, Paradise California. Following the Pledge of Allegiance to the Flag of the United States of America, Council Member Greg Bolin offered an invocation.

COUNCIL MEMBERS PRESENT: Greg Bolin, Steve “Woody” Culleton, John J. Rawlings, and Scott Lotter, Vice Mayor.

COUNCIL MEMBERS ABSENT: Timothy Titus, Mayor.

STAFF PRESENT: Town Clerk Joanna Gutierrez, Town Manager Lauren Gill, Town Attorney Dwight L. Moore, Finance Director Gina Will, Community Development Director Craig Baker, Police Lieutenant Steve Rowe, Fire Chief George Morris, Jr., CAL FIRE/Butte Unit, Paradise Fire; Battalion Chief Curtis Lawrie, Assistant Town Clerk Dina Volenski, and Associate Civil Engineer Marc Mattox.

Proclamations/Presentations:

- (1) The Centennial of 4H Youth Development Proclamation was accepted by Hannah Foster, 4H All Star, on behalf of the Pine Ridge 4H Club.
- (2) The Domestic Violence Awareness Month Proclamation was accepted by Mike Maloney.
- (3) Chuck Rough discussed the formation and mission of the Paradise Citizens' Alliance and informed Council of their "Speak Up For Paradise" community-based quality of life survey and the plan to develop proposals to present to various public agencies to address citizens concerns, raise the level of discourse and encourage other people to come forward on issues of concern in order to facilitate public improvements within the community.
- (4) George Morris, Jr., Unit Chief CAL FIRE/Butte County Fire/Paradise, introduced Fire Captain Joe Tapia who displayed a power point presentation and discussed the goals and objectives identified by the Fire Department and local collaborators that are set forth in the CAL FIRE Community Wildfire Protection Plan and the action plan for implementation. (440-05-23)

2. ITEMS DEFERRED FROM PREVIOUS MEETINGS - None.

Town Manager Lauren Gill and Associate Civil Engineer Marc Mattox reported to Council regarding the pedestrian safety enhancements that have been made upon the Town roadways in the past month, many which came about as the result of timing the striping of the roads and painting the crosswalks to occur during the 2013 Microsurfacing Project, and at such a time so as to incorporate the recommendations that resulted from the Pedestrian Safety Workshop that occurred on September 5, 2013. Town Manager Gill informed the Council that the Highway Safety Improvement Project planned for next year has been re-branded as the "Downtown Paradise Safety Project", as that better describes the project than the former reference "HSIP grant".

Vice Mayor Lotter opened the matter for public comment.

1. Tom Kelly discussed the dangerous condition on Bille Road at its intersection with the Memorial Trailway, stated he has been rear-ended at that site while stopped for a pedestrian to cross, that the problem is that people are driving too fast, and asked if the Council could lower the speed limit in the downtown or place stop signs to slow traffic, and to consider providing sidewalks in areas of high pedestrian traffic such as along Oliver Road between Valley View Drive and Skyway.
2. Carol Kirk thanked the Council for improving the crosswalk on Skyway located near the bus stop by Annie's Restaurant, and stated that she has driven on Elliot Road to the high school for the past 30 years, that the hill creates a dangerous condition and asked if something could be placed at the top of the hill to warn drivers of the crosswalk and stop sign at the intersection of Elliott and Maxwell and suggested more safety education, such as why pedestrians should walk facing traffic.
3. Robert Salcido asked how the public will know the meaning of the triangles placed in front of the crosswalks.

Town Manager Gill stated that the Town will release a public service announcement to inform the community about the new pedestrian safety enhancements recently implemented.

4. Dan Wentland stated that years ago there was discussion that the Trailway crossings would not be considered as crosswalks, suggested placement of signs that inform pedestrians to yield to traffic, and discussed the dangerous hills just above the Trailway crosswalks on Elliott and Bille that preclude drivers from seeing when a car is stopped for a pedestrian to cross roadways at their intersection with the Trailway.

Police Lieutenant Steve Rowe informed the Council that whenever there are lines painted on the road, the motorists are obligated to stop to allow pedestrians to

cross. Engineer Mattox stated California Standards may require intersections between a multi-use trail and road to be marked as crosswalks.

Loren Harvey suggested painting a line on the Trailway for the pedestrian to stop at, until it is safe to cross the roadway.

Town Manager Gill thanked the public for their input and stated that the suggestions will all be taken into consideration as the Town continues with its pedestrian safety enhancement projects. Council discussed the importance of pedestrian awareness and the plans to implement education messages

7c. Council concurred to acknowledge receipt of the "Recommendations to Improve Pedestrian Safety in the Town of Paradise" report prepared by California WALKS in partnership with UC Berkeley Safe Transportation Research and Education Center. (490-60-04)

8. COUNCIL COMMUNICATION (Council Initiatives)

8a. Council oral reports of their representation on Committees/Commissions.

Council Member Bolin stated that he had no meetings to report on, but would like to let the Council know that a Paradise High School student's senior project, "Quilts for Cancer" will presented on October 14th between 4pm and 7pm at Morning Star Quilts.

Council Member Rawlings reported that he attended Butte County Association of Governments and Butte County Air Quality Management District meetings and that BCAG is in the process of holding public hearings for input on unmet transit needs.

Council Member Culleton reported on his attendance at the League of California Cities Annual Conference in Sacramento; that the Boys and Girls Club is hosting a tri-tip dinner on October 9th between 4pm and 7pm; that 800 pies were sold during Johnny Appleseed Days; that a Cowboy Poetry and Music Gathering will occur on November 2nd at the Paradise Performing Arts Center with proceeds going to the Gold Nugget Museum; that "Paradise on Ice", an ice-skating rink at the Paradise Recreation and Park District, will be open on November 14, 2013, at the Terry Ashe Park on Skyway; and, that there will be a king and a queen crowned at the annual Chocolate 'Fest.

Vice Mayor Lotter reported that tonight is the Town's first video "Livestreaming" of a Council meeting and thanked the Paradise Rotary for funding the project; noted that Rotary has also contributed to the "Paradise on Ice" project; and, that he attended the LCC Annual Conference in Sacramento and was in Washington D.C. just when the government shutdown was occurring. Vice Mayor Lotter stated that he had an opportunity to meet with Congressman Doug LaMalfa, and other legislators, to discuss funding for wastewater treatment and that the word is, "The squeaky wheel gets the grease," and that it pays to loudly advocate for a cause when seeking funding.



2580 Sierra Sunrise Terrace, Suite 100
 Chico, California 95928-8441
 (530) 879-2468 FAX (530) 879-2444

May 19, 2015

Marc Mattox, Public Works Director
 Town of Paradise
 5555 Skyway
 Paradise, CA 95969

Subject: Active Transportation Program, Public Participation Process Documentation for
 Community Stakeholder Meeting - May 6, 2015 - 2-4pm

Attendees: Hoppie Campos - Paradise Director, Boys and Girls Club
 Mike Trinca - Director, Paradise Recreation and Park District
 Lauren Gill – Town Manager, Town of Paradise
 Susan Hartman – Associate Planner, Town of Paradise
 Ivan Garcia – Programming Manager, Butte County Association of Governments
 Marc Mattox – Public Works Director/Town Engineer, Town of Paradise
 Colette Curtis – Administrative Analyst, Town of Paradise
 Stephen Rowe – Lieutenant, Paradise Police Department
 Pamela Teeter – Youth for Change
 Emily Vail – Parent/School Site Council President, Ponderosa Elementary School
 Janine Rood – Director, Chico Velo
 Tom Taylor – Principal, Ponderosa Elementary School
 Jody Jones – Council Member, Paradise Town Council
 Patti Horsley – Center for Healthy Communities, California State University Chico

Summary:

The workshops were noticed in the Paradise Post, Chico Enterprise, Oroville Mercury, Gridley Harold newspapers as well as posted on the entire Butte Regional Transit Fleet. In addition, Chico Velo, the regional bicycle advocacy group posted the announcement on its Facebook page. In addition, the announcement was presented and circulated to the BCAG Transportation Advisory Committee, and BCAG Board of Directors and sent to their respective email distribution list.

The meeting began at 2 pm with 14 stakeholders in attendance. Lauren Gill, Town Manager welcomed the group and went over the importance of active transportation for the community. Colette Curtis gave a brief background presentation on the Active Transportation Program and

Town of Paradise
Active Transportation Program
Public Participation Documentation
May 6, 2015
Page 2

its goals. Patti Horsley from CSU Chico gave a presentation on the public health benefits of active transportation and went over statistics regarding current health issues in Paradise such as obesity and inactivity. Ivan Garcia from BCAG gave a brief presentation on regional funding needs and the significance of public outreach in the transportation planning process.

Marc Mattox gave a presentation on past Town projects and possible grant opportunities. This portion brought out many questions and comments from the group. There was a great deal of excitement around the projects already completed as well as those in the works.

Following the presentation was an open discussion regarding active transportation needs. Mike Trinca from the Paradise Recreation and Park District mentioned he was excited to see plans for sidewalks on Pentz Rd, and hoped it might be continued 50 feet to connect to a park that will be installed next year. Town Staff let him know they would take that into consideration. Hoppie Campos from The Boys and Girls Club expressed interest in connecting parks and other destinations (schools, after school recreation, etc) by safe sidewalks and bike lanes.

Janine Rood from Chico Velo mentioned bike safety on Pentz Rd, and was interested in creating a bike lane that is separated from traffic by parking. Town Staff let her know they would consider that for the design to see if it would work in that area.

As a result of the great interaction, it was agreed to take the presentation to Ponderosa Elementary to hear from the kids and staff as in order to get a user's perspective on active transportation needs. There were approximately 50 students in attendance and about 10 staff.

Wrap Up:

The group was in agreement that the priority for Paradise was installing sidewalks and bike lanes since so few exist in Town, which has created a barrier to active transportation. They were very supportive of safe routes to school projects and were keen to see sidewalks and bike lanes connect to parks and other destinations.

Signed:



Ivan Garcia, BCAG Programming Manager



Active Transportation Program (ATP) Community Stakeholder Meeting

The public is invited to come and participate!

ATP encourages increased use of active modes of transportation by achieving the following goals:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Get Involved, Make a Difference.

The purpose of the Active Transportation Program Community Stakeholder Meeting is to gather information and feedback regarding active transportation in Butte County. Local agencies will be applying for Active Transportation Program Grants to address active transportation needs in our community. Your input is needed to guide future plans and projects.

Provide valuable input on active transportation needs in our community!



Questions? Contact Ivan Garcia at 530-879-2468 or igarcia@bcag.org

City of Chico
Council Chambers Conf. Rm 1
411 Main Street
Monday, May 4, 2015
11am to 1pm

Gridley City Hall
Conference Room
685 Kentucky Street
Monday, May 4, 2015
4pm to 6pm

Oroville
Oakdale Elementary
School Library
2255 Las Plumas Ave
Tuesday, May 5, 2015
2pm to 4pm

Paradise Town Hall
Council Chambers
5555 Skyway
Wednesday, May 6, 2015
2pm to 4pm



Active Transportation Program (ATP) Community Stakeholder Lub Rooj Sib Tham

Thov caw txhua tus pej xeem tuaj thiab koom!

ATP txhawb kom muaj active transportation los ntawm cov hom phiaj nram qab no:

- Txhawb kom muaj kev taug kev lossis caij luv thij,
- Txhawb kom muaj kev ruaj ntseg thiab kev zoo ncig rau cov tibneeg tsis caij tshab lossis caij bus,
- Txhawb kom muaj active transportation thiaj li ncau cuag txojkev siv greenhouse gas kom tsawg,
- Txhim kho pej xeem kev noj qab haus huv,
- Xyuas kom meej tias tej zej zog txhua tus tau txhais kev pab los ntawm lub kev pab cuam no,
- Thiab muab ntau yam kev pab rau cov tibneeg uas siv active transportation.

Sib Pab Koom Tes.

Active Transportation Program lub rooj sib tham no yog tsim los rau sawvdaws koj tswvim thiab kev txhawjxeeb tuaj hais qhia rau sawvdaws paub txog lawv txojkev taug kev thiab caij luv thij hauv Butte County. Cov koom haum nyob hauv Butte County yuav rov qab thov nyiaj pab los ntawm Active Transportation Program Grants los pab kho tej yam uas lub zej zog cov pejxeem xam pom tias yuav tsum tau kho thiaj li zoo taug kev thiab caij luv thij. Peb xav tau koj lub tswvim thiab koj kev xav txog qhov no.

Muab tswvim tseemceeb txog active transportation koj tuaj pab peb lub zej zog!



Yog muaj lus nug, hu rau Ivan Garcia ntawm 530-879-2468 lossis igarcia@bcag.org

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Active Transportation Program (ATP)

Reunión De La Comunidad De Las Partes Interesadas

El público está invitado a venir y participar!

El propósito de la **ATP** es fomentar un mayor uso de los modos activos de transporte por la consecución de los siguientes objetivos :

- Aumentar la proporción de viajes realizados por el ciclismo y el senderismo,
- Aumentar la seguridad y la movilidad de los usuarios no motorizados ,
- Avanzar en los esfuerzos de transporte activo de los organismos regionales para alcanzar los objetivos de gases (Greenhouse gas -GHG) de reducción de efecto invernadero ,
- Mejorar la salud pública
- Asegurar que las comunidades desfavorecidas plenamente participen en los beneficios del programa , y
- Proporcionar una amplia gama de proyectos en beneficio de muchos tipos de usuarios del transporte activo .

Involúcrate , Hacer la Diferencia!

El propósito de la reunión de las partes interesadas Activo Comunidad Programa de Transporte es reunir información y retroalimentación sobre el transporte activo en el condado de Butte. Las agencias locales estarán aplicando para Activos Programa Becas de transporte para abordar las necesidades de transporte activos en nuestra comunidad. Se necesita su entrada para guiar a los planes y proyectos futuros.

Proporcionar información valiosa sobre las necesidades de transporte activos en nuestra comunidad!



¿Preguntas? Póngase en contacto con Iván García al 530-879-2468 o igarcia@bcag.org

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ACTIVE TRANSPORTATION PROGRAM

COMMUNITY STAKEHOLDER MEETING

Get Involved, Make Difference.

The purpose of the Active Transportation Program Community Stakeholder Meeting is to gather information and feedback regarding active transportation in Butte County. Local agencies will be applying for Active Transportation Program Grants to address active transportation needs in our community. Your input is needed to guide future plans and projects.

City of Chico
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 411 Main Street
 Monday, May 4, 2015
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Gridley City Hall
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 2pm to 4pm

Paradise Town Hall
 5555 Skyway
 Wednesday, May 6, 2015
 2pm to 4pm

* * * *

Provide valuable input on active transportation needs in our community

Discuss future plans for local projects





Active Transportation Community Stakeholder Meeting
Town of Paradise - Council Chambers
May 6, 2015

Sign In Sheet

<u>Name (Please Print)</u>	<u>Organization (if applicable)</u>
1. <u>Ivan Garcia</u>	BCAG <u>igarcia@bcag.org</u>
2. <u>Marc Mattox</u>	Town of Paradise
3. <u>STEPHEN ROWE</u>	PARADISE P.D.
4. <u>Pamela Teeter</u>	Youth For Change
5. <u>Emily Vail</u>	Ponderosa Parent
6. <u>Janire Rood</u>	Chica Velo
7. <u>Tom Tan</u>	Ponderosa Principal
8. <u>Jody Jones</u>	Town Council
9. <u>Patti Florsley</u>	C&UC
10. <u>Cdette Curtis</u>	Town of Paradise
11. _____	
12. _____	
13. _____	
14. _____	
15. _____	

ACTIVE TRANSPORTATION PROGRAM COMMUNITY WORKSHOP

Get Involved, Make Difference.

The purpose of the Active Transportation Program Community Stakeholder Meeting is to gather information and feedback regarding active transportation in Butte County. Local agencies will be applying for Active Transportation Program Grants to address active transportation needs in our community. **Your input is needed to guide future plans and projects.**

Please provide your concerns, comments & suggestions (write them down or drawn them out).

Name & Contact information if needed for clarification:



**TOWN OF PARADISE
RESOLUTION NO. 15-14**

**RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF
PARADISE SUPPORTING THE SUBMISSION OF FIVE GRANT
APPLICATIONS FOR THE ACTIVE TRANSPORTATION PROGRAM
CYCLE 2 CALL FOR PROJECTS.**

WHEREAS, the Town of Paradise supports policies and programs that focus on safe infrastructure in addition to the health and wellness of the community; and,

WHEREAS, the health and safety of children is of highest concern to the citizens of the Town of Paradise; and,

WHEREAS, driving students to school in private vehicles contributes to traffic congestion, safety concerns, and air pollution; and

WHEREAS, being able to walk or bicycle to school along safe routes offers an opportunity to build healthful physical activity into daily routines, so that children can arrive at school ready to learn; and

WHEREAS, having safer routes to and from schools can decrease pedestrian and bicycling related injuries, not just for students, but for the entire community; and

WHEREAS, the California Active Transportation Program aims to:

- Increase the proportion of trips accomplished by biking and walking,
- Increase safety and mobility for non-motorized users,
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals,
- Enhance public health,
- Ensure that disadvantaged communities fully share in the benefits of the program, and
- Provide a broad spectrum of projects to benefit many types of active transportation users; and,

WHEREAS, the Ponderosa Elementary SR2S Project, Downtown Paradise Equal Mobility Project, Memorial Trailway Class 1 Enhancements Project, Almond Street Multi-Modal Improvements Project, and Paradise Active Transportation Plan each could potentially achieve successful program goals by installing critical infrastructure allowing residents of all ages to enjoy the benefits of safe active transportation throughout the Town of Paradise.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF PARADISE AS FOLLOWS:

Section 1. The submission of five Active Transportation Program grant applications is supported.

TOWN OF PARADISE
RESOLUTION NO. 15-14

PASSED AND ADOPTED by the Town Council of the Town of Paradise on this 12th day of May, 2015, by the following vote:

AYES: Steve "Woody" Culleton, Jody Jones, Scott Lotter, John J. Rawlings and Greg Bolin, Mayor

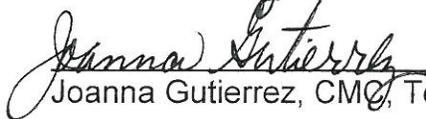
NOES: None

ABSENT: None

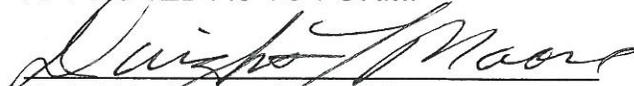
ABSTAIN: None

By: 
Greg Bolin, Mayor

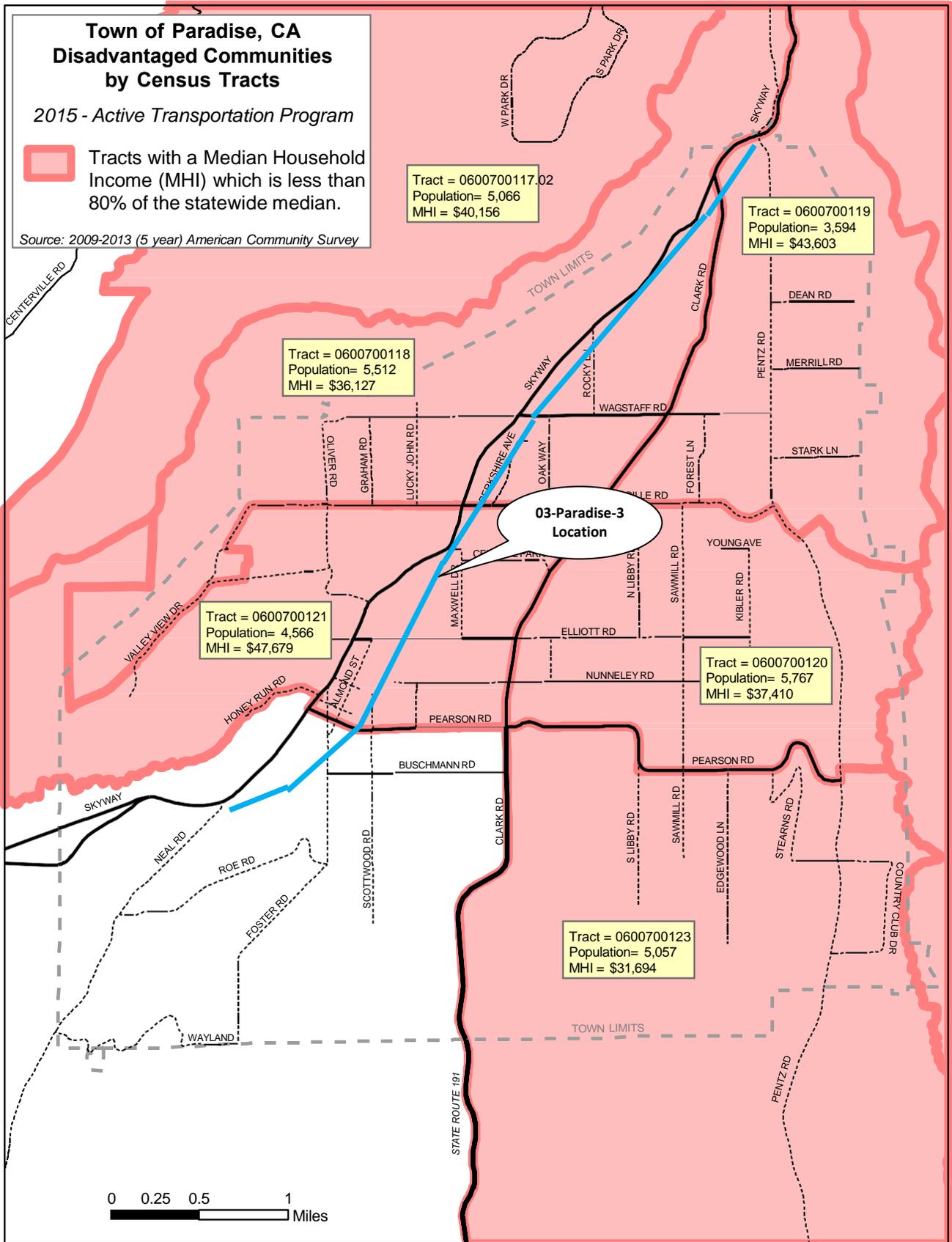
ATTEST: May 12, 2015


Joanna Gutierrez, CMC, Town Clerk

APPROVED AS TO FORM:


Dwight L. Moore, Town Attorney

I, DINA A. VOLENSKI, ASSISTANT TOWN CLERK OF THE TOWN OF PARADISE, DO HEREBY CERTIFY THAT THIS IS A TRUE AND CORRECT COPY OF RESOLUTION NO. 15-14
ADOPTED BY THE COUNCIL OF THE TOWN OF PARADISE AT A Regular MEETING HELD ON THE 12th DAY OF May 2015
Dina A. Volenski
DINA A. VOLENSKI, ASSISTANT TOWN CLERK



20 Year Invest Summary Analysis	
Total Costs	\$1,391,560.00
Net Present Cost	\$1,338,038.46
Total Benefits	\$7,344,748.39
Net Present Benefit	\$4,864,276.40
Benefit-Cost Ratio	3.64

20 Year Itemized Savings	
Mobility	\$1,463,454.80
Health	\$590,298.54
Recreational	\$4,431,958.70
Gas & Emissions	\$120,720.27
Safety	\$738,316.08

Funds Requested	\$1,356,771.00
Net Present Cost of Funds Requested	\$1,304,587.50
Benefit Cost Ratio	3.73

Mattox, Marc

From: Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV] on behalf of ATP@CCC [ATP@CCC.CA.GOV]
Sent: Monday, May 11, 2015 9:12 AM
To: Mattox, Marc
Cc: Curtis, Colette; inquiry@atpcommunitycorps.org; ATP@CCC; Hsieh, Wei@CCC; Welch, Keith@CCC; Wolsey, Scott@CCC
Subject: RE: Town of Paradise ATP Coordination (4 Projects)

Hi Marc,

Thank you for contacting the CCC. Unfortunately, we are unable to participate in these 4 projects. Please include this email with your application as proof that you reached out to the CCC.

Thank you,

Wei Hsieh, Manager
Programs & Operations Division
California Conservation Corps
1719 24th Street
Sacramento, CA 95816
(916) 341-3154
Wei.Hsieh@ccc.ca.gov

From: Mattox, Marc [<mailto:mmattox@townofparadise.com>]
Sent: Friday, May 08, 2015 4:35 PM
To: ATP@CCC
Cc: Curtis, Colette
Subject: Town of Paradise ATP Coordination (4 Projects)

Good afternoon Mr. Hsieh:

Please find attached the Town's formal submittals to request CCC participation on four potentially ATP-funded projects. Can you please review the submittals and advise if the CCC is able to participate on any items of work? If you have any questions, please do not hesitate to contact me.

Thank you,

Marc Mattox, PE

Public Works Director - Town Engineer | Town of Paradise
(530) 872-6291 x125 | mmattox@townofparadise.com

Mattox, Marc

From: Active Transportation Program [inquiry@atpcommunitycorps.org]
Sent: Monday, May 11, 2015 3:09 PM
To: Mattox, Marc
Cc: atp@ccc.ca.gov
Subject: Re: Town of Paradise ATP Coordination (4 Projects)

Hi Marc,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in any of these projects because it is out of our range. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you
Monica

On Fri, May 8, 2015 at 4:39 PM, Mattox, Marc <mmattox@townofparadise.com> wrote:

Good afternoon Ms. Lynch:

Please find attached the Town's formal submittals to request CALCC participation on four potentially ATP-funded projects. Can you please review the submittals and advise if the CALCC is able to participate on any items of work? If you have any questions, please do not hesitate to contact me.

Thank you,

Marc Mattox, PE

Public Works Director - Town Engineer | Town of Paradise

[\(530\) 872-6291 x125](tel:5308726291x125) | mmattox@townofparadise.com

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814

Mattox, Marc

From: Haslem, Felicia K@DOT [felicia.haslem@dot.ca.gov]
Sent: Friday, March 27, 2015 2:44 PM
To: Mattox, Marc; Day, James P@DOT
Cc: Curtis, Colette
Subject: RE: 5425 Project Delivery History

Hi Marc,

Jim and I highly recommend the Town of Paradise for ATP Cycle 2 funding. We've never had issues with your current or past projects and the Town is always thorough and timely with submittals. Keep up the good work.

Felicia Haslem
 California Department of Transportation
 District 3 Office of Local Assistance
 703 B Street
 Marysville, CA 95901
 530.741.4156

From: Mattox, Marc [<mailto:mmattox@townofparadise.com>]
Sent: Friday, March 27, 2015 10:03 AM
To: Day, James P@DOT; Haslem, Felicia K@DOT
Cc: Curtis, Colette
Subject: 5425 Project Delivery History

Good morning Jim & Felicia:

We are diving into the details of the ATP Cycle 2 application. Per Part B Question 9, we are required to provide an explanation of our project delivery history for projects within the last five years. Would you mind providing a brief email/narrative on our delivery history. Ideally, I would like to insert the email as an attachment to supplement our own assessment of delivery history.

CML 5425 (021) Pearson Road Park & Ride Facility (Closed)
 CML 5425 (022) Pearson-Recreation Signalization (Closed)
 SRTSNI 5425 (023) Three E's Safe Routes to School (Closed)
 HSIPL 5425 (024) Downtown Paradise Safety Project (Pending Closeout)
 HSIPL 5425 (025) Cypress Curve Realignment Project (PE Phase, CON 2016)
 HSIPL 5425 (026) Paradise Signal Upgrades Project (CON complete 3/13/15)
 HSIPL 5425 (027) Pearson Rd Shoulder Widening Project (PE Phase, CON 2016)
 HSIPL 5425 (028) Clark Rd Safety Enhancements Project (PE Phase, CON 2015)
 ATPL 5425 (029) Pearson Rd SR2S Connectivity Project (PAED Phase, PE Request 4/16/2015)
 ATPL 5425 (030) Maxwell Dr SR2s Project (PAED Phase, PE Request 4/16/2015)

Your input would be greatly appreciated.

Thank you,

Marc Mattox, PE

Public Works Director - Town Engineer | Town of Paradise
 (530) 872-6291 x125 | mmattox@townofparadise.com



May 19, 2015

Mr. Ted Davini
CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
Sacramento, CA 94274-0001

Dear Mr. Davini,

Butte County Association of Governments (BCAG) is pleased to offer its support for the Town of Paradise's Downtown Equal Mobility Project application for the Active Transportation Program Grant. BCAG is the federally designated Metropolitan Planning Organization (MPO) and State designated Regional Transportation Planning Agency (RTPA) for Butte County.

The lack of continuous, level sidewalks in the Town of Paradise presents a serious challenge to pedestrians. The hilly terrain and state of disrepair of existing sidewalks prevents many residents from enjoying the exercise and sense of community that walking to a destination, rather than driving, provides. BCAG fully supports the Town of Paradise in its effort to secure funding to install a safe sidewalk along Skyway.

BCAG intends to work with the Town of Paradise wherever necessary to complete their proposed project. Improving the walkability of Paradise roads for all residents is a shared goal and we look forward to the results of this project.

This project is consistent with BCAG's goals, objectives and policies included in the current Metropolitan Transportation Plan/Sustainable Communities Strategy for Butte County; specifically, this project furthers our goals in meeting air quality and greenhouse gas emissions goals.

We look forward to a response from Caltrans. Thank you for the consideration.

Sincerely,

Ivan Garcia
Programming Manager

**Public Health Department**

Cathy A. Raevsky, Director

Mark A. Lundberg, M.D., M.P.H., Health Officer

Nursing Programs - Chico2491 Carmichael Drive, Ste 100
Chico, California 95928

T: 530.895.6565

F: 530.891.2873

buttecounty.net/publichealth

May 18, 2015

Mr. Ted Davini
CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
Sacramento, CA 94274-0001

Dear Mr. Davini,

As the Maternal, Child, Adolescent Health Director for Butte County Public Health, I am pleased to offer my support for the Town of Paradise's Downtown Memorial Trailway Class I Conversion Project application for the Active Transportation Program Grant. The hilly terrain and state of disrepair of existing sidewalks prevents many residents from enjoying the exercise and sense of community that walking to a destination, rather than driving, provides. The Memorial Trailway in Paradise provides a safe walking and riding trail that parallels the main arterial road in Paradise and gives pedestrians and bicyclists an alternative to the often unsafe conditions along other roadways.

Butte County Public Health is pleased to endorse the Town of Paradise in their endeavor to improve walkability by improving the Memorial Trailway and providing the Town's citizens with a Class 1 Trail. We are poised to provide support as necessary to complete the proposed project.

Sincerely,

Ann Dickman
Maternal, Child, Adolescent Health Director



May 21, 2015

Ted Davini
Caltrans, Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
Sacramento, CA 94274-0001

Re: Letter of Support for the Memorial Trailway Class 1 Enhancement Project, Town of Paradise

Dear Mr. Davini,
California Walks (Cal Walks) is pleased to offer its support for the Town of Paradise's Memorial Trailway Class 1 Enhancement Project application for the Active Transportation Program. The lack of continuous, level sidewalks in the Town of Paradise presents a serious challenge to students walking to school. The hilly terrain and state of disrepair of existing sidewalks prevents many residents from enjoying the exercise and sense of community that walking to a destination, rather than driving, provides.

The Memorial Trailway in Paradise provides a safe walking and riding trail that parallels the main arterial road—Skyway Road—in Paradise and gives pedestrians and bicyclists an alternative to the often unsafe conditions along other roadways. Cal Walks fully supports the Town of Paradise in its effort to secure funding to bring Memorial Trailway to the current standard for a Class I trail and to maximize walking and biking connections to the trail.

California Walks intends to work with the Town of Paradise wherever necessary to complete their proposed project. Improving the walkability of Paradise streets for all residents is a shared goal, and we look forward to the results of this project.

Sincerely,

Wendy Alfsen
Executive Director


Paradise Ridge Chamber of Commerce & Visitors Bureau

5550 Skyway #1, Paradise, CA 95969
 Tel: 530.877.9356 Fax: 530.877.1865
 Web: www.paradisechamber.com

May 12, 2015

Monica Nolan
 Executive Director

Executive Officers

Shannon Hurte
 President
 Edward Jones Investments

Jay Cooke
 Vice President
 Professional Mortgage
 Associates

David Shepler
 Treasurer
 Wells Fargo Bank

Pamela Teeter
 Secretary
 Inc. Opt. Boutique

Kimball Shirey
 Past President
 Spencer Shirey Wines; Sweeney
 & Selland Insurance Services

Board of Directors

Kelley Conner
 PostNet

Julie Cooke
 Pine Ridge Women's Club

Steve Crowder
 A Stitch Above Embroidery &
 Shirt Printing

Kevin Erich
 Feather River Hospital

Dean Fender
 ParadiseDirect.com / Fender IT
 Services

Stephen L. Graf
 Pearson Road Collision Repair

Nicki Jones
 HeavenScent Candles & Gifts

Carol Peterson
 Boys & Girls Club

Andy Torkelson
 Center for Spiritual Living

Mr. Ted Davini
 CALTRANS
 Division of Local Assistance, MS 1
 Attn: Office of Active Transportation and Special Programs
 Sacramento, CA 94274-0001

Dear Mr. Davini,

The Paradise Ridge Chamber of Commerce is pleased to offer its support for the Town of Paradise's Downtown Memorial Trailway Class I Conversion Project application for the Active Transportation Program Grant. The hilly terrain and state of disrepair of existing sidewalks prevents many residents from enjoying the exercise and sense of community that walking to a destination, rather than driving, provides. The Memorial Trailway in Paradise provides a safe walking and riding trail that parallels the main arterial road in Paradise and gives pedestrians and bicyclists an alternative to the often unsafe conditions along other roadways. The Paradise Ridge Chamber of Commerce fully supports the Town of Paradise in its effort to secure funding to bring Memorial Trailway to the current standard for a Class I trail.

The Paradise Ridge Chamber of Commerce intends to work with the Town of Paradise wherever necessary to complete its proposed project. Improving the walkability of Paradise roads and trails for all residents is a shared goal and we look forward to the results of this project.

Sincerely,

Monica Nolan
 Executive Director
 Monica@ParadiseChamber.com



Center for Healthy Communities

CALIFORNIA STATE UNIVERSITY, CHICO

CHC helps create healthy, connected and empowered communities

May 18, 2015

Theresa McWilliam
ATP Program Manager
CALTRANS, Division of Local Assistance
1120 N Street
Sacramento, CA 95814

Re: Letter of Commitment for the Town of Paradise ATP, Project Funding Application (Cycle 2)

Dear Ms. McWilliam:

The Center for Healthy Communities (CHC) at California State University, Chico enthusiastically supports the Town of Paradise's Active Transportation Program (ATP) proposal to provide much-needed infrastructure improvements that will enhance safety and promote walking and bicycling in Paradise.

Paradise is a rural community with aging infrastructure and a lack of basic pedestrian and bicycle facilities to support safe walking and bicycling throughout the town. Through the proposed improvements, this project can have a significant impact on the health and safety of Paradise's residents. Data from Paradise schools shows that 27% of students in grades 5, 7 and 9 are overweight or obese and just 29% of Paradise adults walk enough to meet minimum physical activity recommendations.

Recent community health assessments from the local Feather River Hospital and Butte County Public Health Department further support the need for these improvements, with residents indicating that Paradise is difficult to navigate on foot or by bicycle and lacks sufficient sidewalks. In addition, these assessments identified obesity, air quality and chronic disease as the top health concerns of Paradise residents – all conditions that can be addressed by improving infrastructure to make it safer to walk and bicycle.

CHC has a long history of working with the community of Paradise and Paradise schools to encourage healthy eating and active living. We fully support the Town in their work to make pedestrian and bicycle facilities safer and more accessible to students and all residents in the community and we look forward to the implementation of the project improvements. We are confident this proposal will have significant safety and health benefits for residents in the disadvantaged community being served.

Sincerely,

Patti Horsley, MPH
Program Manager



5974 Pentz Road
Paradise, CA 95969
530-877-9361

Feather River Hospital

5/26/2015

Mr. Ted Davini
CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
Sacramento, CA 94274-0001

Dear Mr. Davini,

Feather River Hospital is pleased to offer its support for the Town of Paradise's Downtown Memorial Trailway Class I Conversion Project application for the Active Transportation Program Grant. The hilly terrain and state of disrepair of existing sidewalks prevents many residents from enjoying the exercise and sense of community that walking to a destination, rather than driving, provides. The Memorial Trailway in Paradise provides a safe walking and riding trail that parallels the main arterial road in Paradise and gives pedestrians and bicyclists an alternative to the often unsafe conditions along other roadways. Feather River Hospital fully supports the Town of Paradise in its effort to secure funding to bring Memorial Trailway to the current standard for a Class I trail.

Feather River Hospital intends to work with the Town of Paradise wherever necessary to complete their proposed project. Improving the walkability of Paradise roads and trails for all residents is a shared goal and we look forward to the results of this project.

Sincerely,

A handwritten signature in blue ink that reads "Maureen M. Wisener".

Maureen M. Wisener
Assistant Vice President, Foundation & Communications



Recipient of the
Gold CAPE Award for
Performance Excellence
2008 & 2010



PARADISE

CITIZENS' ALLIANCE

May 19, 2015

Mr. Ted Davini
CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
Sacramento, CA 94274-0001

Dear Mr. Davini,

Paradise Citizens' Alliance is pleased to offer its support for the Town of Paradise's Downtown Memorial Trailway Class I Conversion Project application for the Active Transportation Program Grant. The hilly terrain and state of disrepair of existing sidewalks prevents many residents from enjoying the exercise and sense of community that walking to a destination, rather than driving, provides. The Memorial Trailway in Paradise provides a safe walking and riding trail that parallels the main arterial road in Paradise and gives pedestrians and bicyclists an alternative to the often unsafe conditions along other roadways. We fully support the Town of Paradise in its effort to secure funding to bring Memorial Trailway to the current standard for a Class I trail.

In 2013 Paradise Citizens' Alliance conducted a survey of residents on life in Paradise. The number one priority identified in the survey was more pedestrian sidewalks and walking paths. 69.93% of respondents indicated they disagreed or strongly disagreed that Paradise is pedestrian friendly. The results of this survey clearly illustrate the need and desire to improve the walkability of our community. For this reason, the Paradise Citizens' Alliance supports the Town of Paradise' effort to improve the Memorial Trailway.

Paradise Citizens' Alliance intends to work with the Town of Paradise wherever necessary to complete their proposed project. Improving the walkability of Paradise for the benefit of our community is a top priority for our group and we look forward to the results of this project.

Sincerely,

Charles L. Rough, Jr.
Chair



TOWN OF PARADISE POLICE DEPARTMENT

5595 Black Olive Drive, Paradise, CA 95969 (530) 872-6241 FAX (530) 872-4950

Gabriela F. Tazzari-Dineen, Chief of Police

May 25, 2015

Mr. Ted Davini
CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
Sacramento, CA 94274-0001

Dear Mr. Davini,

The Paradise Police Department is pleased to offer its support for the Town of Paradise's Downtown Memorial Trailway Class I Improvement Project application for the Active Transportation Program Grant. The hilly terrain and state of disrepair of existing sidewalks prevents many residents from enjoying the exercise and sense of community that walking to a destination, rather than driving, provides. The Memorial Trailway in Paradise provides a safe walking and riding trail that parallels the main arterial road in Paradise and gives pedestrians and bicyclists an alternative to the often unsafe conditions along other roadways. We fully support the Town of Paradise in its effort to secure funding to bring Memorial Trailway to the current standard for a Class I trail.

In May 2015 the Paradise Police Department was invited to participate in a community meeting focused on active transportation needs in Paradise. We agreed that the Memorial Trailway is an integral connection between residents and destinations that encourages residents to use active modes of transportation in Town, which improves the health of the community. For this reason, the Paradise Police Department supports the Town of Paradise in their effort to improve Memorial Trailway.

The Paradise Police Department intends to work with the Town of Paradise wherever necessary to complete their proposed project. Improving the walkability of Paradise roads and trails for all residents is a shared goal and we look forward to the results of this project.

Sincerely,

Gabriela Tazzari-Dineen
Chief of Police



5/18/2015

Mr. Ted Davini
CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Special Programs
Sacramento, CA 94274-0001

Dear Mr. Davini,

Chico Velo is a 501.c(3) non-profit bicycling advocacy organization supporting bicycle usage and bike safety in Northern California. We are pleased to offer our support for the Town of Paradise's Memorial Trailway Class I Enhancement Project application for the Active Transportation Program Grant. The Memorial Trailway in Paradise provides a safe walking and riding trail that parallels the main arterial road in Paradise and gives pedestrians and bicyclists an alternative to the often unsafe conditions along other roadways. We fully support the Town of Paradise in its effort to secure funding to bring Memorial Trailway to the current standard for a Class I trail, as well as enhance crosswalks and add lighting.

In May 2015 Chico Velo was invited to participate in a community stakeholder meeting focused on active transportation needs in Paradise. We strongly believe that enhancements to the Trail way will increase the number of residents who use the trail as an alternative to driving on Skyway.

We intend to work with the Town of Paradise wherever necessary to complete their proposed project. Improving the condition of Paradise roads and bicycling infrastructure to increase riding is a shared goal and we look forward to the results of this project.

Sincerely,

A handwritten signature in blue ink that reads 'Janine'. The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Janine Rood
Executive Director
Chico Velo Cycling Club



TOWN OF PARADISE
5555 Skyway
Paradise, CA 95969
(530) 872-6291

EXHIBIT 22-F REQUEST FOR STATE-ONLY ATP FUNDING

To: ATP Manager
1120 N Street, MS 1
Sacramento, CA 95814

Date: May 23, 2015

Subject: Request for ATP State-Only Funding

The Town of Paradise hereby requests ATP State-only funding for the following project:

03-Paradise-3, Memorial Trailway Class I Enhancements

PROJECT DESCRIPTION:

The proposed project will enhance the existing Memorial Trailway by widening the paved area and shoulder recovery area. Furthermore, the project will increase safety at existing crosswalks by installing rectangular rapid flashing beacons and advanced yield here markings. Lastly the project will increase usage of the trailway by installing LED-dark sky compliant lamps along the length of the trailway.

JUSTIFICATION:

- A. Type of Work: *Infrastructure-only*
- B. Project cost: *\$1,391,000*
- C. Status of Project
 1. Beginning and Ending Dates of the Project: *July 1, 2017 // March 1, 2019*
 2. Environmental Clearance Status: *Incomplete*
 3. R/W Clearance Status: *Not certified, None anticipated*
 4. Status of Construction
 - a) Proposed Advertising Date: *May 1, 2018*
 - b) Proposed Contract and Construction Award Dates: *July 1, 2018*
- D. Total Project Funding Plan by Fiscal Year (\$1,000s)

Project Phase	Fiscal Year 16/17		Fiscal Year 17/18		Fiscal Year 18/19		Total
	ATP	Local	ATP	Local	ATP	Local	
PA&ED	19	1	-	-	-	-	20
PS&E	29	1	-	-	-	-	30
ROW	-	-	-	-	-	-	-
CON	-	-	1,308	33	-	-	1,341
CON-NI	-	-	-	-	-	-	-
TOTAL	48	2	1,308	33	-	-	1,391

- E. State specific reasons for requesting State-Only fund and why Federal funds should not be used on the project.

The Town of Paradise understands the importance of project accountability and on-time delivery for State funded projects. With this in mind, the Town requests State-Only funds for the subject Active Transportation Program project application. State-Only funds will enable the Town to deliver the project in the timeliest manner, by forgoing a full-NEPA review. The Town's project delivery history should be a strong consideration for State-Only funds, as we are currently on schedule for five HSIP-funded projects and two ATP-funded projects. The Town appreciates the consideration for State-Only funds.