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-Chico-3

Auto populated

Total ATP Funds Requested: $ 800 (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:

Chico

IMPLEMENTING AGENCY'S ADDRESS	CITY		ZIP CODE
PO Box 3420, 411 Main Street	Chico	CA	95927

IMPLEMENTING AGENCY'S CONTACT PERSON: Brendan Ottoboni

CONTACT PERSON'S TITLE: Acting Director of Public Works

CONTACT PERSON'S PHONE NUMBER: (530) 894-4206

CONTACT PERSON'S EMAIL ADDRESS : brendan.ottoboni@chicoca.gov

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:

NA

PROJECT PARTNERING AGENCY'S ADDRESS	CITY		ZIP CODE
		CA	

PROJECT PARTNERING AGENCY'S CONTACT PERSON:

CONTACT PERSON'S TITLE:

CONTACT PERSON'S PHONE NUMBER:

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	03-5037R
Implementing Agency's State Caltrans MS number	003585

* 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)

City of Chico - State Route 99 Bikeway Phase 4 Improvements

Application Number: 3 **out of** 3 **Applications**

PROJECT DESCRIPTION: (Max of 250 Characters)

Construct Class 1 Bikeway gap closure along the east side of State Route 99 corridor from Business Lane to Skyway, providing connection north to the 20th Street Chico Mall commercial area and south to the Butte College Chico Center.

PROJECT LOCATION: (Max of 250 Characters)

From Business Lane along the east side of State Route 99 corridor to the Skyway northbound on-ramp.

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. 39.717500 /long. -121.802200

Congressional District(s):	1						
State Senate District(s):	4			**State Assembly District(s):**	3		
Caltrans District(s):	03						
County:	Butte County						
MPO:	BCAG						
RTPA:	BCAG						
MPO UZA Population:	Small Urban (Pop =or<200,000 but > than 5,000)						

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

ESTIMATION OF ACTIVE TRANSPORTATION USERS

Existing Counts:	**Pedestrians**	10	**Bicyclists**	20
One Year Projection:	**Pedestrians**	20	**Bicyclists**	150
Five Year Projection:	**Pedestrians**	40	**Bicyclists**	200

BICYCLE AND/OR PEDESTRIAIN 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**

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** 90.0 % (ped + bike must = 100%)

☒ **Pedestrian Transportation** **% of Project** 10.0 %

☐ **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: Butte College Chico Center

School address: 2320 Forest Avenue, Chico CA

District name: Butte College

District address: 3536 Butte Campus Drive, Oroville CA

Co.-Dist.-School Code: NA

School type (K-8 or 9-12 or Both) Both Project improvements maximum distance from school 0.1 mile

Total student enrollment: 12,841

% 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: _____

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

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:			NA
* CEQA Environmental Clearance:	10/15/09		
* NEPA Environmental Clearance:	10/15/09		
CTC - PS&E Allocation:			NA
CTC - Right of Way Allocation:			NA
* Right of Way Clearance & Permits:			6/1/17
Final/Stamped PS&E package:			6/1/17
*** CTC - Construction Allocation:**			7/1/17
* Construction Complete:			10/1/18
* Submittal of "Final Report"			2/1/19

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:	$0	
ATP funds for PS&E:	$0	
ATP funds for Right of Way:	$0	
ATP funds for Construction:	$788	
ATP funds for Non-Infrastructure:	$12	*(All NI funding is allocated in a project's Construction Phase)*
Total ATP funds being requested for this application/project:		$800
Local funds leveraging or matching the ATP funds:		$981

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: $10

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: $1,791

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"

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-CHICO-3

Implementing Agency's Name: CHICO

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 is the disqualification of the application.

1. Demonstrated fiscal needs of the applicant:

The City of Chico, Butte County Association of Governments (BCAG), and the Mechoopda Indian Tribe have identified the following needs to provide a safe pedestrian/bike route connection to community services, employment centers, health facilities, and local schools for all Chico area residents:

- Need to close the gap in the SR 99 Corridor Bikeway from 20th Street (Business Lane) to Skyway Road
- Need for a Class 1 pedestrian/bike multiuse path connection from SR99 Chico Bikeway system to area schools, employment job centers, commercial centers, and public services
- Need to upgrade portions of path to meet ADA requirements
- Need to improve safety by installing pavement markings, lighting, and signing
- Need for ATP outreach, education, and encouragement program for local community

The lack of a safe and direct pedestrian/bike path connection to existing bikeway discourages residents from walking and biking to local schools, job centers, commercial areas, and public services. This project will connect people to goods and services including the Chico Mall, Butte College Chico Center, local schools, Home Depot, Raley's, Walmart, and many restaurants, services, and job centers. The Mechoopda Indian Tribe is currently building its new health center on 20th Street and this project will benefit tribe members with improved pedestrian/bike access from their resident homes to area services.

This project will construct a gap closure in the planned SR99 bikeway from Business Lane to Skyway. The SR99 Bikeway approximately parallels the SR99 corridor from the southern City limits to the northern City limits, a distance slightly greater than 7 miles. Phases 1 and 2 have been constructed in the past five years. Phase 3 will be constructed in coordination with Phase 2 of the SR32 Widening project in 2015. This Phase 4 Bikeway 99 project will design, acquire right of way and construct a Class 1 multiuse path from Business Lane to Skyway. During the previous phases a Class 2 facility was constructed on the arterials that served this area, but the ultimate project will provide the most direct and shortest route along the SR99 corridor.

Between the existing Class 2 and the proposed Class 1 facility, the SR99 corridor will provide the greatest and most convenient access to both fronting commercial and institutional parcels and commuter/recreational trip throughput. **(See Attachment D for Project Map.)**

This project includes an ATP Education and Encouragement program for the local community. The program be developed to provide local community awareness and information regarding the sidewalk improvements, to encourage students and pedestrians to use the improved routes, and to conduct a field survey before and after to evaluate project success. This program will be developed in coordination with the City, BCAG, Mechoopda Indian Tribe, police department, Butte County Public Health, and any other ongoing community outreach programs.

This project is a phase in a continuing ultimate SR99 corridor bikeway project. When the first phases were developed and constructed, the locations that had minimal or no right of way acquisitions were constructed first to yield an early useable facility. Those phases also constructed redundant facilities that are not the most direct route for commuters but do provide great essential access along arterial roadways to commercial and institutional businesses adjacent to SR99. This phase will construct a Class 1 facility along the SR99 corridor that will connect Butte College Chico Center's two facilities and other high density commercial to the existing SR99 Bikeway. A very high bicycle usage already exists to the Butte College campus but it is served by the Class 2 facilities along the arterials. This project will provide a safer and more direct route for most trips, and will very likely encourage increased bicycle usage. Additionally, the proposed route will provide the most direct for pedestrians which the current sidewalk configuration in the area takes a user in a very long path to get their intended destination.
All phases of the project were cleared environmentally for both NEPA and CEQA when Phase 1 was developed and constructed with a categorical exemption (with technical studies) under NEPA and categorical exclusion under CEQA. As future phases are developed the environmental document is recertified to bring it up to date. Right of way needs have been identified and the proposed project has been discussed adjacent property owners. The acquisition process is ready to be started. During the original development of Phases 1 and 2 significant community outreach was completed, and that too will be revitalized as the next phase ramps up. Plans are ready to move from preliminary stage to design.

The City has invested local funds to complete the preliminary engineering and PA&ED work. BCAG has committed to programming Congestion Mitigation and Air Quality (CMAQ) program funds that will be used

to complete right-of-way, final PS&E, and part of construction. The ATP funds requested in this application are very much needed to complete this project and would be used to fully fund the construction phase.

By constructing these much needed infrastructure improvements, residents of this community will be provided with a safer and more accessible route for walking and biking to public services.

2. Consistency with Regional Plan.

This project is consistent with BCAG's goals, objectives, and policies included in the current **Metropolitan Transportation Plan/Sustainable Communities Strategy** adopted on December 13, 2012 for Butte County. Specifically, this project furthers our goals in meeting air quality and greenhouse gas emissions goals. (See Attachment J - BCAG support letter)

This project is consistent with the **City of Chico General Plan** adopted on April 2011. The Circulation Element references State law (California Complete Streets Act of 2007), which requires consideration of complete streets and it includes the following policy statements consistent with this ATP project application:

> **Goal CIRC-2: Enhance and maintain mobility with a complete streets network for all modes of travel.**
>
> **Action CIRC-2.2.4 (Safe Routes to Schools) –** Work with the Chico Unified School District to identify, promote, and improve safe routes to schools.
>
> **Goal CIRC-3: Expand and maintain a comprehensive, safe, and integrated bicycle system throughout the City that encourages bicycling.**
>
> **Action CIRC-3.4.3 (Bike Safety in Schools) –** Consult with the Chico Unified School District, CSU Chico, and Butte College regarding development of an Educational campaign promoting bicycle safety and Safe Routes to School programs.

This project is also consistent with the **2012 Chico Urban Area Bicycle Plan**, adopted November 22, 2012. See Attachment K for copy of the plan and SR99 Bikeway map.

Furthermore, this project helps meet the health department goal of reducing childhood obesity by promoting physical activities like walking to and from school.

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.)

The project is a phase of an ultimate project. When the first phases were developed and constructed, the locations that had no or minimal right of way acquisitions were constructed first to yield an early useable facility. Those phases also constructed redundant facilities that are not the most direct route for commuters but do provide great essential access along arterial roadways to commercial and institutional businesses adjacent to SR99. This phase will construct a Class 1 facility along the SR99 corridor that will connect Butte College Chico Center's two facilities and other high density commercial to the existing SR99 Bikeway. A very high bicycle usage already exists to the Butte College campus but it is served by the Class 2 facilities along the arterials. This project will provide a safer and more direct route for most trips, and will very likely encourage increased bicycle usage. Additionally, the proposed route will provide the most direct for pedestrians which the current sidewalk configuration in the area takes a user in a very circuitous path to get their intended destination.

There are some valid statistics regarding people using the bicycle as a means of travel. In the City of Chico, about 1,570 people, or approximately 5.5 percent of the workforce bike to work according to the 2010 Census. Based on this, it is estimated that approximately 1930 people bicycle to work in the overall urban area.

It is estimated that the proposed facility could reach 200+bicycle trips a day from Butte College students alone. Another 100 + mixed trips could be generated from the adjacent commercial areas and another 50 bicycle commute trips are estimated. This is from field observations along the arterials. The numbers given above are considered post project and reflect a proposed 50% increase in usage.

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

This project is a gap closure project on the City major bikeway facilities that connect to other significant bikeway facilities that directly serve commercial, school, employment, health and recreational facilities.

The lack of a safe and direct pedestrian/bike path discourages residents walking and biking to local schools, job centers, commercial areas, and public services. This project will connect people to goods and services including the Chico Mall, Butte College Chico Center, local schools, Home Depot, Raley's, Walmart, and many restaurants, services, and job centers. The Mechoopda Indian Tribe is currently building its new health center on 20th Street and this project will benefit tribe members with improved pedestrian/bike access from their resident homes to area services.

This project will construct a gap closure in the planned SR99 bikeway from Business Lane to Skyway. The SR99 Bikeway approximately parallels the SR99 corridor from the southern City limits to the northern City limits, a distance slightly greater than 7 miles. Phases 1 and 2 have been constructed in the past five years. Phase 3 will be constructed in coordination with Phase 2 of the SR32 Widening project in 2015. The Phase 4 Bikeway 99 project will design, acquire right of way and construct a Class 1 multiuse path from Business Lane to Skyway. During the previous phases a Class 2 facility was constructed on the arterials that served this area, but the ultimate project attempts to also provide the most direct and shortest route along the SR99 corridor. Between the existing Class 2 and the proposed Class 1 facility, the SR99 corridor bikeway will provide residents the greatest and most convenient access to both fronting commercial and institutional parcels and access to many public services.

An **ATP Education and Encouragement Program** will be developed as part of this project for the local community. The program will provide local community awareness and information regarding the sidewalk

improvements, to encourage students and pedestrians to use the improved routes, and includes field surveys before and after to evaluate project success. This program will be developed in coordination with the City, BCAG, Mechoopda Indian Tribe, police department, Butte County Public Health, Butte College Center, and any other ongoing community outreach programs.

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.)

This project is a phase in a continuing ultimate SR99 corridor bikeway project. When the first phases were developed and constructed, the locations that had no or minimal right of way acquisitions were constructed first to yield an early useable facility. Those phases' also constructed redundant facilities that are not the most direct route for commuters but do provide great essential access along arterial roadways to commercial and institutional businesses adjacent to SR99. This phase will construct a Class 1 facility along the SR99 corridor that will connect Butte College Chico Center's two facilities and other high density commercial to the existing SR99 Bikeway. A very high bicycle usage already exists to the Butte College campus but it is served by the Class 2 facilities along the arterials. This project will provide a safer and more direct route for most trips, and will very likely encourage increased bicycle usage. Additionally, the proposed route will provide the most direct for pedestrians which the current sidewalk configuration in the area takes a user in a very long path to get their intended destination.

The City of Chico has partnered with BCAG and Caltrans to develop a visional bikeway system along the SR99 corridor that will provide access to and connect the entire urbanized area of Chico. Many of the early bikeway phases have been constructed and this Phase 4 project is the next priority. It will construct a critical gap closure segment of planned Class 1 facility to provide much needed connectivity to the south area of Chico.

The City has invested local funds to complete the preliminary engineering and PA&ED work. BCAG has committed programming available Congestion Mitigation and Air Quality (CMAQ) program funds that will be used to complete right-of-way, final PS&E, and part of construction. The ATP funds requested in this application are very much needed to complete this project and would be used to fully fund the construction phase.

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 arterials that currently serve the proposed route have above average accident rates with some significant accidents within the past ten years. A summary of Butte County injury and fatal collisions from the BCAG Transit & Non-Motorized Plan provides collision totals for a five year period (2007 to 2011) and includes subtotals for pedestrian and bicyclist type accident. Over this five year period there were 298 vehicle/bicyclist collisions and 208 vehicle/pedestrian collisions. The bike & pedestrian collisions accounted for 13% of all injury collisions and 22% of all fatal collisions in the county. The percentage of pedestrian and bike collisions is high when compare to the overall mode of transportation used in the county. See Attachment I-2 for the BCAG report collision summary table.

The TIMS accident data reports for 2013 and 2014 for the project area, including the bike and pedestrian collisions, are provided in Attachment I-2. Accident history over these two years includes the following:

- Vehicle collision with a cyclist: 7
- Vehicle collision with pedestrian: 3

A total of (10) reported bicycle and pedestrian related collisions occurred in the project area in two years, 2013 and 2014. This translates into an average of five collisions per year based on the available data, which does not account for the unreported less serious incidents or the close calls.

The lack of a safe and direct pedestrian/bike path discourages residents from walking and biking to local schools, job centers, commercial areas, and public services.

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.

This project proposed to construct separate Class 1 facility for bicyclists and pedestrians as the most effective way to address the accident problems and improve safety for users that are currently using the busy arterials. This project will provide the following improvements:

- **Reduces speed or volume of motor vehicles**

  This project will provide a separate facility for bicyclists and pedestrians away the current route on arterials that carry 17,000+ vehicles a day with multiple complex intersections with highly traffic volumes. The proposed Class 1 bikeway will eliminate the conflicts with high speed vehicles and provide a direct connection to area services.

- **Improves sight distance and visibility**

  Sight distance and visibility will be improved as the path will be constructed to meet current Class 1 bikeway design standards and will provide for the necessary sight distance and visibility along the route. A minimum 8’ wide paved pathway with 2’ graded shoulders is proposed.

- **Improves compliance with local traffic laws**

  The proposed bikeway includes pavement markings and signage to help reduce conflicts between bicycles, pedestrians and motor vehicles and improve all users’ compliance with local traffic laws. The project also includes an ATP Education and Encouragement program for community outreach which will include education on pedestrian and biking traffic laws & safety issues for facility users.

- **Eliminates behaviors that lead to collisions**

  Construction of this separate Class 1 pedestrian/bike path will provide a safe route way from the busy motor vehicle traffic lanes and intersections, therefore reducing the number of traffic crossing conflicts and the potential for collisions. The pavement markings and signage along the new bikeway will inform bicyclists, pedestrians, and motorists and will

help to further reduce potential for collisions. This project proposes to implement all of these strategies to improve safety, mobility, and access all leading to a reduction of vehicle conflicts.

- **Addresses inadequate traffic control devices**

  The available street routes are designed for high traffic volumes and vehicle speeds that many times conflict with the slower moving pedestrians and bikes. Traffic control devices for bike & pedestrians are used along these busy streets, but cannot provide the level of protection or access needed. This project will provide a facility designed specifically for pedestrians and bikes away for the traffic conflicts.

- **Addresses inadequate bicycle facilities, crosswalks, or sidewalks**

  The lack of a safe and direct pedestrian/bike path discourages residents from walking and biking to local schools, job centers, commercial areas, and public services. Pedestrian and bicyclists are currently forced to use busy arterial streets with multi-lane intersections as the route to access area services. This project will provide a separate Class 1 facility for bicyclists and pedestrians away the current route on arterials and will eliminate the conflicts with high speed vehicles and provide a direct connection to access area services.

Safety is our top priority and connecting pedestrians and bicyclists to good and the area services in the most direct, effective, and safest manner is our goal.

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)

This project is a phase in a continuing ultimate SR99 corridor bikeway project. The SR 99 corridor bikeway plan was developed by city staff, presented to the City's Bicycle Advisory Committee at multiple meetings over years as plan updates and phases were completed. When the initial SR 99 bikeway phases were developed significant outreach was completed. Multiple public meetings and workshops were held to discuss the project and receive input.

See Attachment K for City Bike Plan.

The following stakeholders have been engaged and have provided input in development of the SR 99 bikeway and this project (see Attachment J for Project support letters):

- Mechoopda Indian Tribe
- Butte County Public Health
- BCAG
- Chico Velo Cycling Club
- CSU, Chico – Center for Healthy Communities
- City's Bicycle Advisory Committee
- CHP
- City Police
- Chico Unified School District

The following web sites provide additional information on the Chico Bikeway and link to stakeholders.

City of Chico Bike Plan, Bike Map, and Bicycle Advisory committee information:
http://www.chico.ca.us/building_development_services/traffic/bicycles.asp

Butte Bicycle Coalition: http://www.buttebicyclecoalition.org/

Chico Velo Cycling Club: https://www.chicovelo.org/

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

The initial SR 99 corridor bikeway plan was developed by city staff and presented to the City's Bicycle Advisory Committee multiple times over years as plan updates and phases were developed. During development of the plan the City held public meetings such as workshops to discuss the alternatives and receive input. As changes were made the City shared that progress with the public in future workshops and their website. Caltrans, CHP, City Police, Chico Unified School District, CSUC, business owners and community members were invited and engaged in the discussions. As additional phases are developed the outreach will continue.

The following public meetings have been held to obtain community input on the proposed project and to identify pedestrian & bike facility needs in general:

- May 4, 2015 – ATP Stakeholder Meeting in Chico. See Attachment I – 3 for meeting information.
- May 14, 2015 – ATP student/parent/teacher outreach at Chapman Elementary School. See Attachment I – 3 for meeting information.
- 2007 – 2013 – City Bicycle Advisory Committee meetings. See City link at: http://www.chico.ca.us/building_development_services/traffic/bicycles.asp

An ATP outreach, education, and encouragement program for the local community will be developed with this project. This program will be developed in coordination with the City, school district, police department, Butte County Public Health, local bike clubs, and any other ongoing community outreach programs.

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)

Project stakeholders had questions, provide input and suggestion regarding proposed improvements. Some expressed safety concerns with current traffic speeds and volumes and were happy to see that this Class 1 bikeway gap closure was being proposed. City presented the proposed project details and discussed the ATP funding opportunity and possible delivery timeline if ATP funding are approved. Those attending were very happy to see this bikeway gap closure project being planned and were hopeful that the

improvements would be completed soon. See Attachment I – 3 for a public outreach meeting summary letter from BCAG.

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

Stakeholders listed above will continue to be engaged through meetings associated with the project implementation. The **City's Bicycle Advisory Committee** will continue to be involved as they work on a new round of updates to the Bike Plan.

This project also includes an **ATP / SRTS education and encouragement program** for outreach to the local community. The program be developed to provide local community awareness and information regarding the sidewalk improvements, to encourage students and other pedestrians to use the improved routes, and to conduct a field survey before and after to evaluate project success. This program will be developed in coordination with the City, school district, police department, Butte County Public Health, and any other ongoing community outreach programs.

BCAG, Butte County Public Health, Mechoopda Indian Tribe, school district, and the Chico Velo Bicycle Club have all expressed interest and will be involved through project implementation.

Part B: Narrative Questions
Detailed Instructions for: Question #4

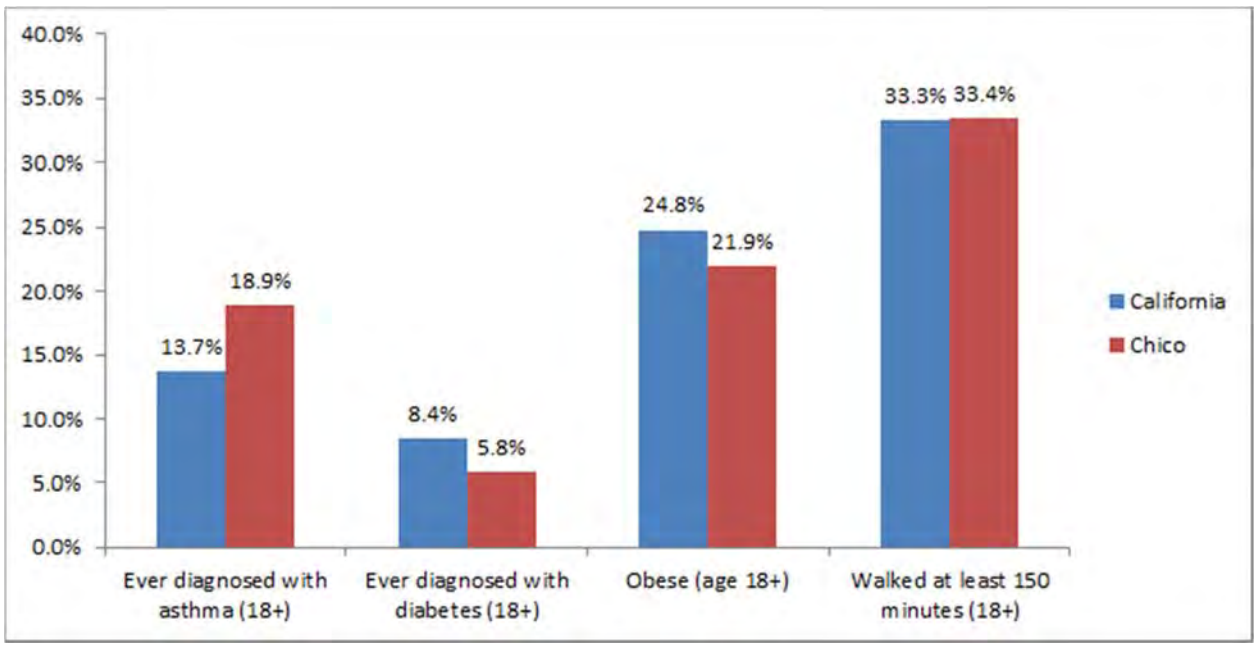
QUESTION #4
IMPROVED PUBLIC HEALTH *(0-10 points*)

- **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)**

In Chico there is about 31 percent of children who are overweight and obese. Of the 31 percent, about 19 percent are students in the 5th, 7th, and 9th grades, resulting in 528 overweight boys and girls. It is important to address obesity because it can lead to chronic diseases such as asthma and diabetes among others which reduce life expectancy.

Within the Chico Unified Elementary report, there is 20 percent of 5th graders who have asthma. In addition, 19 percent of those students admitted to have trouble breathing while not exercising. Below are some statistics from adult's health in Chico when compared to California. The percentage of people diagnosed with diabetes and the percent of obese people in Chico is surpasses the California percentages. Having people become more active will prevent unhealthy weight gain, will prevent chronic diseases, and lead to a better mental health.



Source: AskCHIS Neighborhood Edition; Accessed 5/13/15

This information was provided by Patti Horsley, MPH North Coast and Cascades Training and Resource Center at the Center for Healthy Communities. Attachments can be found in the Narrative Questions Backup Information, Section I. Below are full document links:

http://chks.wested.org/resources/ChicoUnified_elem0910_main.pdf?1306530061
http://healthpolicy.ucla.edu/publications/Documents/PDF/children2010fs-jun2012.PDF
http://www.publichealthadvocacy.org/_PDFs/research_pdfs/320citylist.pdf

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

Inactivity is a major contributor to the overweight/obesity epidemic. This pedestrian/bike path improvement project promotes the ATP goal to increase activity and reduce childhood obesity by encouraging more walking and biking. By constructing the much needed bikeway gap closure residents in this community will be provided a safer and amicable means of travel to area goods and services including the Chico Mall, Butte College Chico Center, local schools, Home Depot, Raley's, Walmart, and many restaurants, services, and job centers. The addition of a Class 1 multiuse path will provide a safer route for students and all community residents.

Bicycle commuting can help to reduce roadway congestion. Many streets and highways carry more traffic than they were designed to handle, resulting in gridlock, wasted time and energy, pollution, and driver frustration. Even the most powerful sports car crawls along slowly in congested traffic, while bicyclists ride around it. And bicycling requires less space per traveler than automobiles. Plus, parking a vehicle isn't always as simple as it seems. But you can park a bike quickly and close to your destination, therefore reducing parking congestion in difficult places like the campus area. Additionally, add up what you spend getting to work or school every day by car and then compare that cost to cycling. Bicycle commuting saves you parking fees, fuel cost, insurance premiums, and auto maintenance costs.

Autos are the single largest source of U.S. air pollution. Short trips, those trips that are easily completed using a bicycle, are up to three times more polluting per mile than long trips. Sixty percent of the pollution created by automobile emissions happens in the first few minutes of operation, before pollution control

devices can work effectively. Since "cold starts" create high levels of emissions, shorter car trips are more polluting on a per-mile basis than longer trips.

More bicycle use means less benzene, cyanide, lead, carbon monoxide, Chlorofluorocarbons (CFC), sulfates, and ozone in the air we breathe. And since the bicycle season matches the ground-level ozone season, by biking instead of driving you contribute to pollution prevention when it is most needed.

Chico is a fantastic place to make a contribution to the environment, for our flat landscape, cycle friendly roads, and community size make cycle commuting easy. Please see our Bicycle Plan for more information on City facilities.

This project targets all segments of the population and will make it easier to choose alternative transportation modes which increase activity and reduce greenhouse gas emissions. All have been proven to increase overall health. Based on the City's past projects it has been found that a decrease in barriers, such as system gap closures, leads to an increase in usage.

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

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

This project will benefit all area residents, including the disadvantaged community of Chapmantown which is located approximately 0.5 miles west of the project, on the west side of SR99. Chapmantown residents will have access to the proposed SR99 bikeway improvements via the existing 20th Street overcrossing.

Chapmantown (95928) has a population of 36,511 with a median household income of $45,224. Chapmantown includes the Chapman Elementary School with 89.2% of students eligible for FRPMP. See Attachment I-5 for Caltrans verification of data on Chapmantown.

Mechoopda Indian Tribe members are also Chapmantown residents. All Chapmantown area residents will benefit from the SR99 bikeway project improvements with a safer and more direct Class 1 access route to many area good and services between 20th Street and Skyway Road.

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

What percent of the funds requested will be expended in the disadvantaged community? Explain how this percent was calculated.

This project will benefit all area residents, including the disadvantaged community of Chapmantown which is located approximately 0.5 miles west of the project, on the west side of SR99. Chapmantown residents will have access to the proposed SR99 bikeway improvements via the existing 20th Street overcrossing.

This project includes use of ATP funds for community outreach, education and encouragement program that will target all surrounding residents, including outreach to Mechoopda Tribe members and Chapmantown residents.

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.

Chapmantown area residents will benefit from the SR99 bikeway project improvements with a safer and more direct Class 1 access route to many area good and services between 20th Street and Skyway Road.

The project will remove barriers and provide safe essential direct connections to all school levels, health facilities, retail stores and government institutions. Without this project, the community is subject to barriers that were constructed with the freeway system in the 1960's. Many of the community members only have bicycles or are pedestrians. All project funding will benefit the disadvantaged communities immediately adjacent to the project and within the near vicinity increasing their health and safety.

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.)

The Class 2 alignment that already exists on the arterials was considered for the ultimate alternative without constructing the additionally more direct Class 1 alignment. It was determined that it was too indirect, and did not provide a separation in modes in highly mixed traffic. The Existing Class 2 alignment was the least cost alternative but did not provide the most efficient route to encourage walking and biking as travel modes. This alternate was rejected.

Additionally an alignment was considered in the SR99 right of way, along the east side of SR99. This alignment was restrictive to possible widening of the SR99 traffic lanes in the future. This alternate was rejected.

The current Class 1 project considered the SR99 planning needs and provides the room for future widening.

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.)

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

1.98 and 3.47

The number of accidents and specifically fatal accidents seems to have a very significant impact on the B/C ratio tool outcome. This may be appropriate for a safety improvement program, such as HSIP, but it may not be the best way to compare benefits and determine the best ATP projects. It would seem that high accident locations will always out score all the others and will overshadow all other ATP program objectives. Increasing safety is just one of about 8 stated ATP program goals.

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 City has invested local funds to complete preliminary engineering and PA&ED phase. BCAG has committed to programming available Congestion Mitigation and Air Quality (CMAQ) funds that will be used to complete right-of-way, final PS&E, and fund a part of construction. The ATP funds requested in this application are very much needed to complete this project and would be used to fully fund the construction phase. The following funding plan is proposed (See Attachment B for Project Programing Request):

Prior PA&ED phase by City:	$100,000
PS&E phase by BCAG/CMAQ:	$200,000
R/W phase by BCAG/CMAQ:	$400,000
CON phase part, by BCAG/CMAQ:	$200,000
CON phase part, by City:	$81,000
CON phase ATP request:	$800,000
Total Estimated Project Cost:	$1,781,000

Funds from Local City and BCAG/CMAQ:	**$981,000 (55%)**
ATP funds requested:	**$800,000 (45%)**

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)
- **X** 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)
- **X** Applicant intends to utilize the CCC or a certified community conservation corps on the following items listed below (0 points). **(See Attachment I-8 for CCC communication record)**
  - **Clearing & Grubbing**
  - **Possible re-vegetation planting**
- ☐ 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.**

No project deliver red flags are noted for City of Chico on May 28, 2015, per Mr. Jim Day of Caltrans D3 Office database check. The City has delivered Federal Funded transportation project in recent past and is familiar with Federal and State/Caltrans Local Assistance Program requirements.

See Attachment I-9 for record verification from Caltrans D3.

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 **Attachment A**
Required for all applications

ATP - PROJECT PROGRAMMING REQUEST (ATP-PPR) **Attachment B**
Required for all applications

Engineer's Checklist **Attachment C**
Required for Infrastructure Projects

Project Location Map **Attachment D**
Required for all applications

Project Map/Plans showing existing and proposed conditions **Attachment E**
Required for Infrastructure Projects (optional for 'Non-Infrastructure' and 'Plan' Projects)

Photos of Existing Conditions **Attachment F**
Required for all applications

Project Estimate **Attachment G**
Required for Infrastructure Projects

Non-Infrastructure Work Plan (Form 22-R) **Attachment H**
Required for all projects with Non-Infrastructure Elements

Narrative Questions backup information **Attachment I**
Required for all applications
Label attachments separately with "H-#" based on the # of the Narrative Question

Letters of Support **Attachment J**
Required or Recommended for all projects (as designated in the instructions)

Additional Attachments **Attachment K**
Additional attachments may be included. They should be organized in a way that allows application reviews easy identification and review of the information.

Part C: Attachments
Attachment A: Signature Page

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: Mark Orme * Date: 5/28/15
Name: Mark Orme Phone: 530-896-7201
Title: City Manager e-mail: Mark.orme@chicoca.gov

*Authorized pursuant to Resolution No. 49-14 2014-2015 City of Chico Annual Budget Policy Nos. F.3 & G.6.a.

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

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/26/2015

Project Information:

Project Title:	SR 99 Corridor Bikeway Phase 4 - Construct Class 1 bike/ped/multiuse path				
District	County	Route	EA	Project ID	PPNO
03	Butte	SR 99 Corridor			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)	100							100
PS&E			200					200
R/W			400					400
CON					1,081			1,081
TOTAL	100		600		1,081			1,781

Notes:

ATP Funds 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
E&P (PA&ED)								
PS&E								
R/W								
CON					800			800
TOTAL					800			800

Funding Agency: CTC - ATP

Notes: City will request advance CON funding in 16/17 if PS&E and RW are completed early.

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

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
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Attachment A

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/26/2015

Project Information:

Project Title:	SR 99 Corridor Bikeway Phase 4 - Construct Class 1 bike/ped/multiuse path				
District	County	Route	EA	Project ID	PPNO
03	Butte	SR 99 Corridor			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: CMAQ

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E			200					200
R/W			400					400
CON					200			200
TOTAL			600		200			800

Program Code:

Funding Agency: BCAG - City of Chico

Notes: BCAG may advance CON funding to 16/17 if PSE & RW are completed early.

Fund No. 3: LOCAL

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)	100							100
PS&E								
R/W								
CON					81			81
TOTAL	100				81			181

Program Code:

Funding Agency: City of Chico

Notes: PA&ED completed by City. Will need update during final PS&E.

Fund No. 4:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 5:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 6:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Fund No. 7:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code:

Funding Agency:

Notes:

Attachment A

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/26/2015

Project Information:

Project Title:	SR 99 Corridor Bikeway Phase 4 - Construct Class 1 bike/ped/multiuse path				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
03	Butte	SR 99 Corridor			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Proposed Total Project Cost ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)	100							100
PS&E			200					200
R/W			400					400
CON					1,081			1,081
TOTAL	100		600		1,081			1,781

Notes:

ATP Funds — **Infrastructure Cycle 2**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON					788			788
TOTAL					788			788

Program Code

Funding Agency: CTC - ATP

Notes: City will request advance CON funding in 16/17 if PS&E and RW are completed early.

ATP Funds — **Non-infrastructure Cycle 2**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON					12			12
TOTAL					12			12

Program Code

Funding Agency:

Notes: Community education, outreach, and encouragement activities.

ATP Funds — **Plan Cycle 2**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code

Funding Agency:

Notes:

ATP Funds — **Previous Cycle**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code

Funding Agency:

Notes:

ATP Funds — **Future Cycles**

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Program Code

Funding Agency:

Notes:

Attachment B

STATE OF CALIFORNIA ● DEPARTMENT OF TRANSPORTATION

ATP PROJECT PROGRAMMING REQUEST

Date: 5/26/2015

Project Information:

Project Title:	SR 99 Corridor Bikeway Phase 4 - Construct Class 1 bike/ped/multiuse path				
District	**County**	**Route**	**EA**	**Project ID**	**PPNO**
03	Butte	SR 99 Corridor			

Funding Information:

DO NOT FILL IN ANY SHADED AREAS

Fund No. 2: CMAQ

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E			200					200
R/W			400					400
CON					200			200
TOTAL			600		200			800

Funding Agency: BCAG - City of Chico

Notes: BCAG may advance CON funding to 16/17 if PSE & RW are completed early.

Fund No. 3: LOCAL

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)	100							100
PS&E								
R/W								
CON					81			81
TOTAL	100				81			181

Funding Agency: City of Chico

Notes: PA&ED completed by City. Will need update during final PS&E.

Fund No. 4:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 5:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 6:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Fund No. 7:

Program Code:

Proposed Funding Allocation ($1,000s)

Component	Prior	14/15	15/16	16/17	17/18	18/19	19/20+	Total
E&P (PA&ED)								
PS&E								
R/W								
CON								
TOTAL								

Funding Agency:

Notes:

Attachment B

ATP Engineer's Checklist for Infrastructure Projects

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:** TR
   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:** TR
   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:** TR
   (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:** TR
   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

5. **Crash/Safety Data, Collision maps and Countermeasures**: **Engineer's Initials:** TC
   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:** TC
   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:** TC
   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)*: Trin Campos

Title: Project Director

Engineer License Number 43835

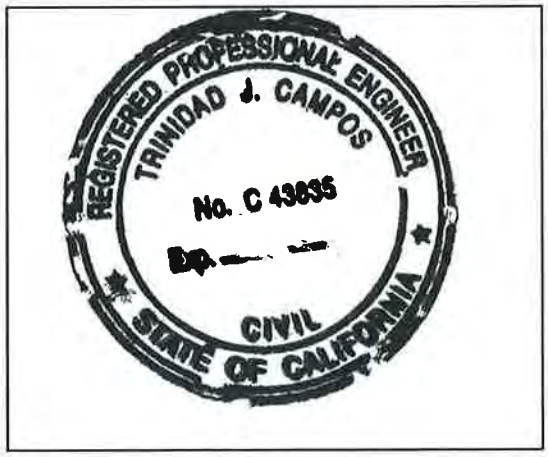
Signature: Trin J. Campos

Date: May 29, 2015

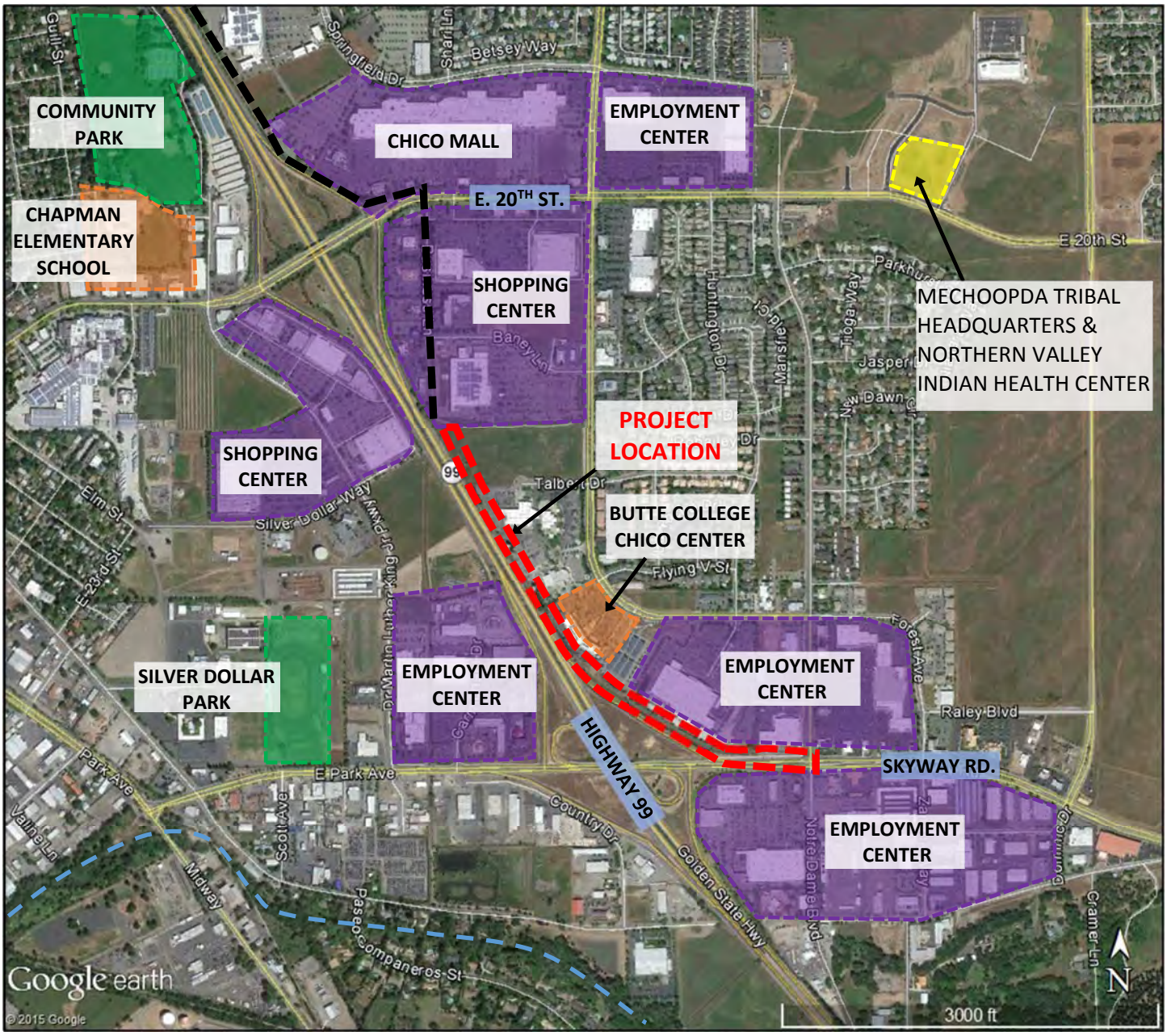
Email: tcampos@ben-en.com

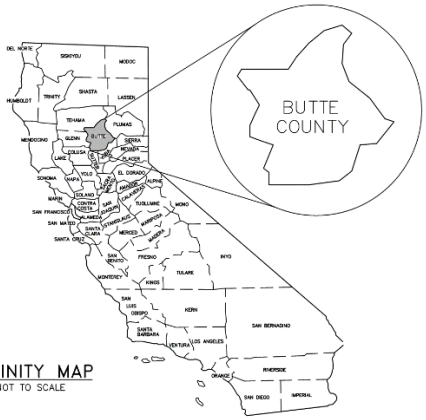
Phone: 916.783.4100

Engineer's Stamp:



ATTACHMENT D: PROJECT LOCATION MAP





VICINITY MAP
NOT TO SCALE

LEGEND

- EXISTING BIKEWAY
- PROPOSED PROJECT LIMITS
- SCHOOLS
- PARKS AND RECREATION
- SHOPPING/EMPLOYMENT CENTER
- MECHOOPDA TRIBAL HEADQUARTERS & NORTHERN

ATTACHMENT E: PROJECT MAP EXISTING & PROPOSED WORK

CITY OF CHICO - SR 99 BIKEWAY

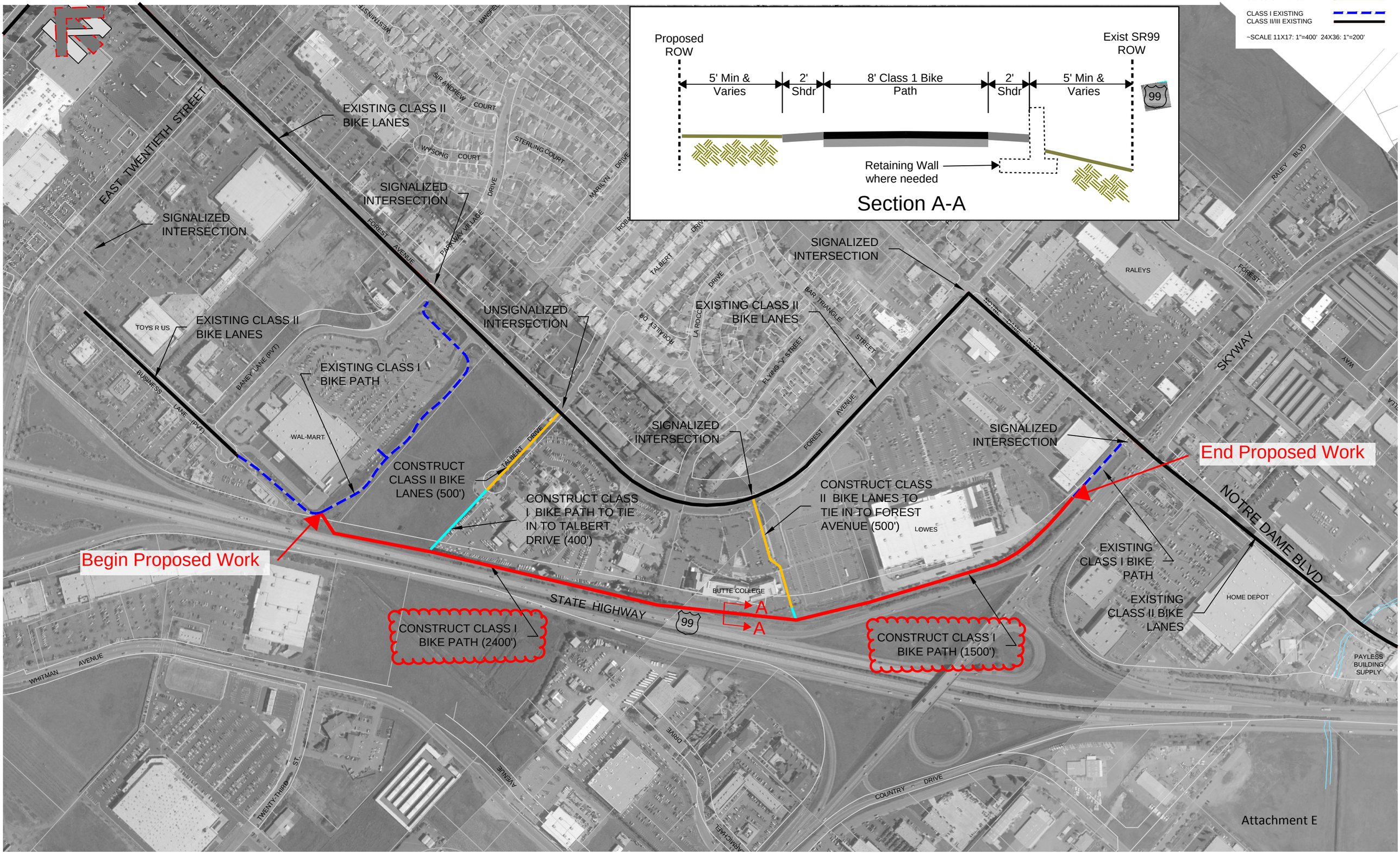
SR 99 BIKE PATH PHASE III

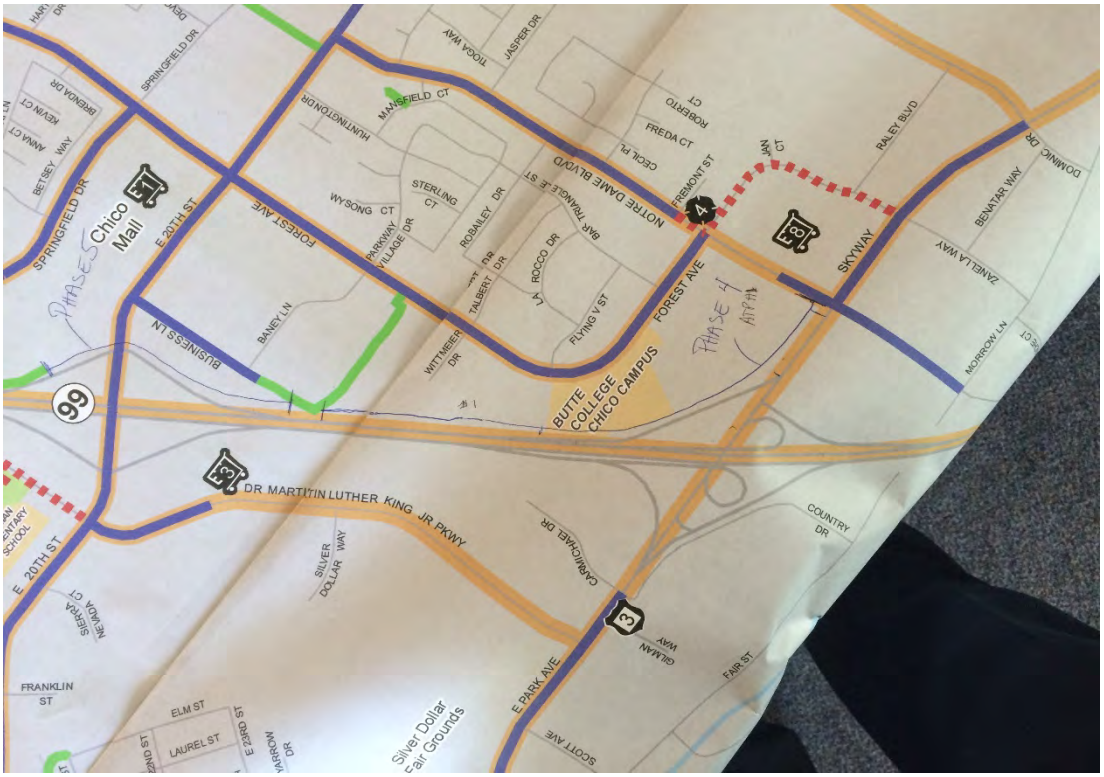
LEGEND

CLASS I PHASE III
CLASS II/III PHASE III

CLASS I EXISTING
CLASS II/III EXISTING

~SCALE 11X17: 1"=400' 24X36: 1"=200'





Proposed bike path will close bike path gap from Business Lane to Skyway Road

Visible pavement cracks on the current bike path and narrow width

Proposed route gap closure to Butte College center

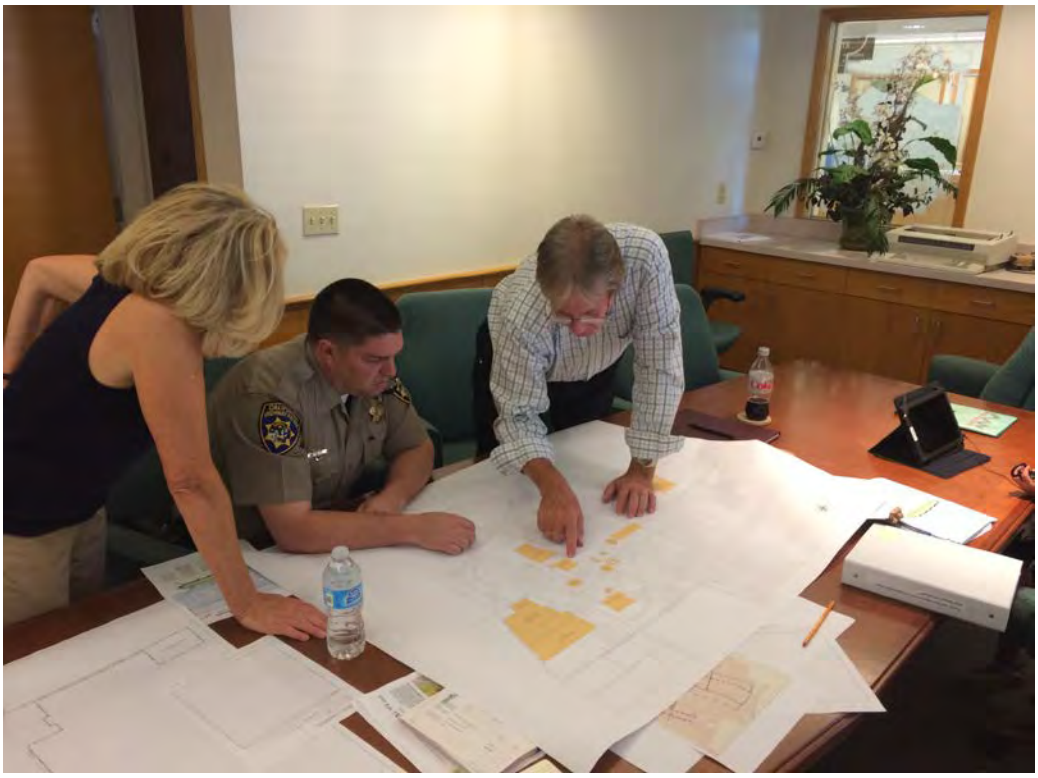
Existing segment of pedestrian/bike path is narrow

The new bike path will benefit students who attend the Butte College Chico Center

Bike route connection at Skyway Rd

Existing new bike path at skyway connection (south end of the project)

Mechoopda Tribe new health center on 20th Street



ATP public outreach on May 4, 2015

ATP public outreach on May 4, 2015

Attachment F

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:	City of Chico				
Application ID:	03-Chico-3	**Prepared by:**	Trin Campos	**Date:**	**5/26/2015**
Project Description:	SR 99 Corridor Bikeway Phase 4 - Construct bike/ped/multiuse path adjacent to SR 99 from 20th Street (Business Lane) to Skyway/Notre Dame Blvd				
Project Location:	Along east side of SR 99 from 20th Street (Business Lane) to the Shyway/Notre Dame Blvd				

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	Construction Layout and Staking	1	LS	$10,000.00	$10,000	100%	$10,000						
2	Clearing & Grubbing	1	LS	$10,000.00	$10,000	50%	$5,000					50%	$5,000
3	Roadway Excavation	50	CY	$25.00	$1,250	100%	$1,250						
4	Import Borrow Earthwork	150	CY	$75.00	$11,250	100%	$11,250						
5	Hot Mix Asphalt - Type A	450	TN	$160.00	$72,000	100%	$72,000						
6	Aggregate Base, Class 2	1600	TN	$60.00	$96,000	100%	$96,000						
7	Hydroseed	5000	SF	$1.00	$5,000	100%	$5,000						
8	15 gal Tree	30	EA	$250.00	$7,500							100%	$7,500
9	Chainlink Fence	1200	LF	$24.00	$28,800	100%	$28,800						
10	Thermoplastic Striping	2100	SF	$5.00	$10,500	100%	$10,500						
11	Install Street Sign	6	EA	$250.00	$1,500	100%	$1,500						
12	Install Bike Path Sign	8	EA	$200.00	$1,600	100%	$1,600						
13	Box Style LED Luminaire and Post	80	EA	$2,800.00	$224,000	100%	$224,000						
14	#5 Pull Box	80	EA	$600.00	$48,000	100%	$48,000						
15	2" Conduit	4000	LF	$6.00	$24,000	100%	$24,000						
16	#10 Conductor	12000	LF	$1.50	$18,000	100%	$18,000						
17	Storm Drains	1	LS	$20,000.00	$20,000	100%	$20,000						
18	Retaining Wall	1500	LF	$100.00	$150,000	100%	$150,000						
				Subtotal of Construction Items:	**$739,400**		**$726,900**						**$12,500**
	Construction Item Contingencies (% of Construction Items): **Enter in the cell to the right**			**25.00%**	**$184,850**								
	Total (Construction Items & Contingencies) cost:				**$924,250**								

Project Cost Estimate:

Type of Project Delivery Cost	Cost $		
Preliminary Engineering (PE)			
Environmental Studies and Permits(PA&ED):	$ -		
Plans, Specifications and Estimates (PS&E):	$ 200,000		
Total PE:	**$ 200,000**	**22%**	25% Max
Right of Way (RW)			
Right of Way Engineering:	$ 20,000		
Acquisitions and Utilities:	$ 380,000		
Total RW:	**$ 400,000**		
Construction (CON)			
Construction Engineering (CE):	$ 150,000	**14%**	15% Max
Total Construction Items & Contingencies:	$924,250		
Total CON:	**$ 1,074,250**		
Total Project Cost Estimate:	**$ 1,674,250**		

Attachment G

Exhibit 22-R ATP Non-Infrastructure Project Work Plan

Fill in the following items:

Date: (1)	11-May-15
Project Number: (2)	03-Chico-3
Project Location(s): (3a)	SR 99 Corridor Bikeway Phase 4 from Buisness Lane to Skyway
" " (3b)	
" " (3c)	
Project Description: (4)	The Highway 99 bike route project Phase 4will improve bike connectivity and build upon the existing bike route network in Chico. This connectivity will allow people of all ages to safely travel within their local network of home, work, school, parks and stores by bike. Phase 4 of the project provides safe acess to local shopping outlets, restaurants and Butte Community college, as well as extending the north-south Highway corridor developed in Phases 1,2 and 3. The Non-infrastructure component is included to educate and train end-users on the project and its impact on their daily lives and routines, and convert them from driving to walking and bicycling to and from work, school and other daily tasks.

Proceed to enter information in each Task Tab, as applies (Task A, Task B, Task C, Task C, etc.)

For Department use only

You will not be able to fill in the following items. Items will auto-populate once you've entered all "Task" tabs that applies:

Task Summary:

Click the links below to navigate to "Task Details" tabs:

Task	Task Name	Start Date	End Date	Cost
Task "A"	SRTS Infrastructure Support	Jul-2018	Jun-2019	$ 11,690.00
Task "B"				$ -
Task "C"				$ -
Task "D"				$ -
Task "E"				$ -
Task "F"				$ -
Task "G"				$ -
Task "H"				$ -
Task "I"				$ -
Task "J"				$ -
			GRAND TOTAL	**$ 11,690.00**

Task "A" Other Costs:

Itemized Travel Cost (8a)

Please provide an itemized "travel" cost estimate for all travel costs applicable to each task

Travel (8a)

	Type of Travel	Quantity	Total $
1.			$ -
2.			$ -
3.			$ -
4.			$ -
5.			$ -
6.			$ -
7.			$ -
8.			$ -
9.			$ -
10.			$ -
11.			$ -
12.			$ -
13.			$ -
14.			$ -
15.			$ -
16.			$ -
17.			$ -
18.			$ -
19.			$ -
20.			$ -
	Total	0	$ -
		Total Travel Cost:	$ -

Itemized Equipment Cost (8b)

Please provide an itemized "equipment" cost estimate for all equipment cost applicable to each task

Equipment (8b)

	Type of Equipment	Quantity	Units	Unit Cost $	Total $
1.	Bike stand	1	each	150	$ 150.00
2.	Bike tires	10	each	$15	$ 150.00
3.	Bike tubes	10	each	5	$ 50.00
4.	Bike racks	5	each	200	$ 1,000.00
5.	Safety gear (5 vests, 5 Stop paddles)	10	each	$10	$ 100.00
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	36		$380	$ 1,450.00
				Total Equipment Cost:	$ 1,450.00

Itemized Supplies/Materials Cost (8c)

Please provide an itemized "supplies/materials" cost estimate for all equipment cost applicable to each task

Supplies/Materials (8c)

	Type of Supplies/Materials	Quantity	Units	Unit Cost $	Total $
1.	Bike safety hand-out	200	each	$1	$ 100.00
2.	Walk safety hand-out	200	each	$1	$ 100.00
3.	Design hand-outs (bike safety, walk safety)	1	each	$300	$ 300.00
4.	Bike safety DVD	1	each	$20	$ 20.00
5.	Walk safety DVD	1	each	$20	$ 20.00
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	403		$341	$ 540.00
				Total Supplies/Materials Cost:	$ 540.00

Itemized Incentives Cost (8d)

Please provide an itemized "incentives" cost estimate for all incentives cost applicable to each task

Incentives (8d)

	Type of Incentives	Quantity	Units	Unit Cost $	Total $
1.	Minor incentives: Bike lights	100	each	5	$ 500.00
2.	Minor incentives: Reflectors	100	each	5	$ 500.00
3.	T shirts	100	each	5	$ 500.00
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	300		$15	$ 1,500.00
				Total Incentives Cost:	$ 1,500.00

Task "A" Other Costs:

Itemized Other Direct Costs (8e)

Please provide an itemized "other" cost estimate for all other costs applicable to each task

Other Direct Costs (8e)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.	Event expenses: Chalk for pavement marking	5	box	$4	$ 20.00
2.	Event expenses: Cones for route marking	12	each	$15	$ 180.00
3.	Event expenses: Table, 2 chairs, Shade tent	1	each	$400	$ 400.00
4.	Event expenses: easel, flipchart and markers	2	each	$50	$ 100.00
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	20		$469	$ 700.00
				Total Other Direct Cost:	**$ 700.00**

Itemized Other Direct Costs (8f)

Please provide an itemized "other direct" cost estimate for all other costs applicable to each task

Other Direct Costs (8f)

	Type of Other Direct Costs	Quantity	Units	Unit Cost $	Total $
1.					$ -
2.					$ -
3.					$ -
4.					$ -
5.					$ -
6.					$ -
7.					$ -
8.					$ -
9.					$ -
10.					$ -
11.					$ -
12.					$ -
13.					$ -
14.					$ -
15.					$ -
16.					$ -
17.					$ -
18.					$ -
19.					$ -
20.					$ -
	Total:	0		$0	$ -
				Total Other Direct Cost:	**$ -**

TASK "A" DETAIL

Task Name (5a):	**SRTS Infrastructure Support**		
Task Summary (5b):	Perform education, outreach and enforcement activities to compliment constructed ATP improvements		
Task Schedule (5c):	**Start Date :** Jul-2018	**End Date:**	Jun-2019

	Activities (6a):	**Deliverables** (6b):
1.	Establish SRTS Committee with Parents, Teachers and Public Health	Announcment, agenda, sign-in sheet, photos
2.	Bicycle Education Trainings	Flyers, agenda, sign-in sheet, notes, photos
3.	Safe Walking Trainings	Flyers, agenda, sign-in sheet, notes, photos
4.	Coordinate with Chico Police for targeted enforcement	Citation data, hourly logs, photos
5.	Purchase and distribute incentives for walk and bike events	Receipts, photos
6.	Coordinate walk and bike events	Media releases
7.	Evaluation report	Program summary report
8.	Pre/post installation survey	Complied data
9.		
10.		

Staff Costs:

	Staff Title (7a):	**Annual Hours** (7b)	**Rate Per Hour** (7c)	**Total $**
Party 1 -	NI Manager - 5 hrs/week	250	$30.00	$ 7,500.00
Party 2 -				$ -
Party 3 -				$ -
Party 4 -				$ -
Party 5 -				$ -
Party 6 -				$ -
			Subtotal Party Costs (6d):	$ 7,500.00
			Indirect Costs (6e):	
			Total Staff Costs (6f):	$ 7,500.00

Task Notes (8):

The NI Manager will coordinate all ATP funded elements, including event coordination, scheduling trainings, walk-bike days and incentive programs. In addition, staff will distribute and analyze parent survey which will evaluate success of the infrastructure and non-infrastructure project components. Staff would like to partner with Chico Velo Cycling (a 501.c.3 nonprofit bike advocacy organization) to assist in performance of these tasks.

Other Costs:

You will not be able to fill in the following items. The totals for each "Other Costs" category listed below will automatically calculate from information entered in the itemized other costs section:

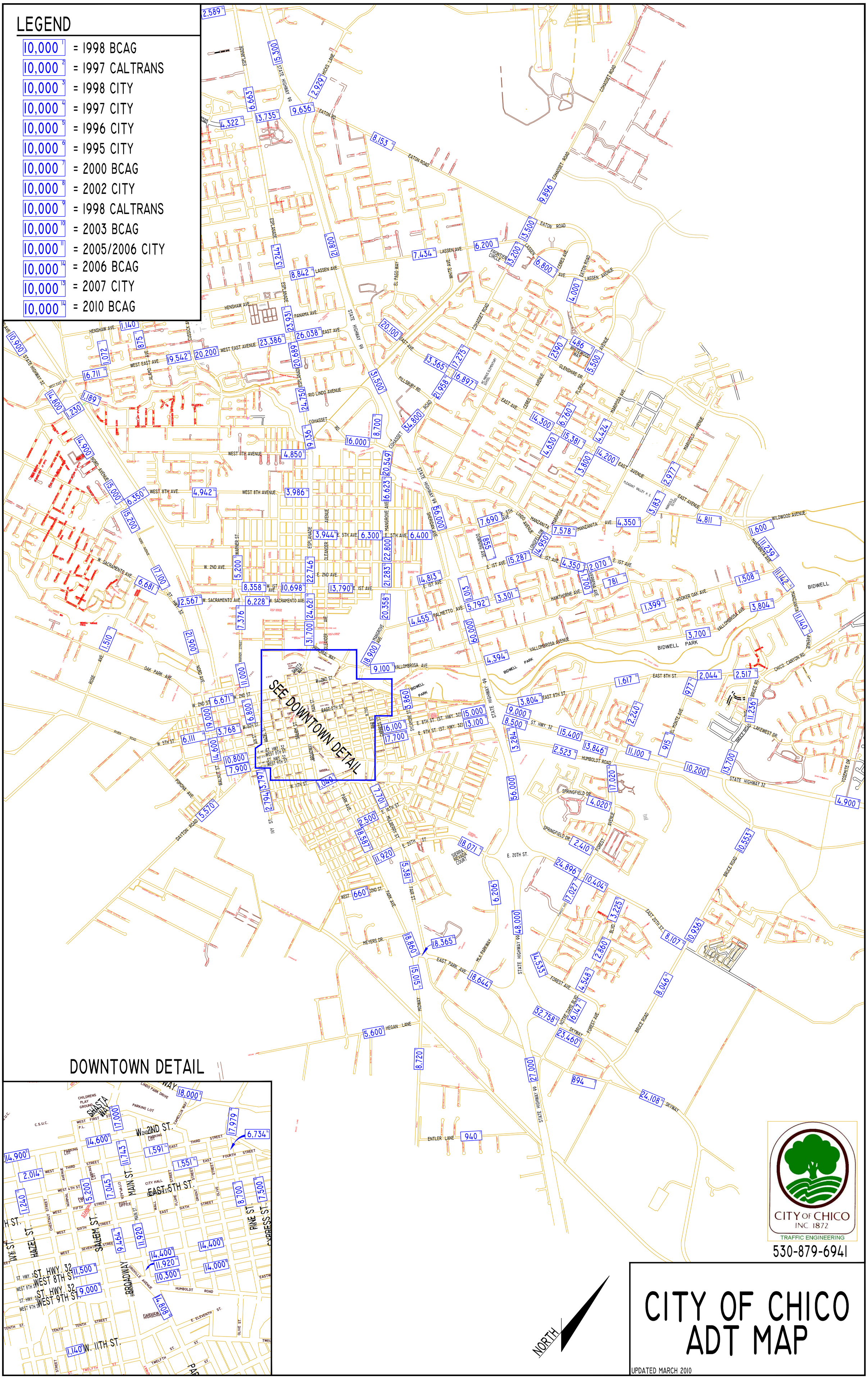
To fill out an itemized cost for each "Other Cost", click below:

Itemized "Other Costs" Section

Travel (9a):	$ -
Equipment (9b):	$ 1,450.00
Supplies/Materials (9c):	$ 540.00
Incentives (9d):	$ 1,500.00
Other Direct Costs (9e):	$ 700.00
" " (9f):	$ -
Total Other Costs (9g):	$ 4,190.00
TASK GRAND TOTAL (10g):	**$ 11,690.00**

LEGEND

- 10,000 [1] = 1998 BCAG
- 10,000 [2] = 1997 CALTRANS
- 10,000 [3] = 1998 CITY
- 10,000 [4] = 1997 CITY
- 10,000 [5] = 1996 CITY
- 10,000 [6] = 1995 CITY
- 10,000 [7] = 2000 BCAG
- 10,000 [8] = 2002 CITY
- 10,000 [9] = 1998 CALTRANS
- 10,000 [10] = 2003 BCAG
- 10,000 [11] = 2005/2006 CITY
- 10,000 [14] = 2006 BCAG
- 10,000 [13] = 2007 CITY
- 10,000 [14] = 2010 BCAG



CITY OF CHICO
INC. 1872
TRAFFIC ENGINEERING
530-879-6941

CITY OF CHICO ADT MAP

UPDATED MARCH 2010

Attachment I

1612 K Street NW Suite 510 Washington, DC 20006
Phone 202-822-1333 Fax 202-822-1334
www.bikeleague.org

October 3, 2012

Jake Morley
Capital Project Services Department
City of Chico
P.O. Box 3420
Chico, California 95927

Dear Jake:

Congratulations on receiving the Bicycle Friendly Community designation at the Silver level. This award is presented only to communities with remarkable commitments to bicycling.

I have enclosed your award certificate. You will be receiving the feedback compiled from the review of the application via email.

The award will be current for four years so your designation will be up for renewal in 2016. At that point your community will be reevaluated so we urge you to make as many improvements as possible in the meantime! We will be sending a request to you next year for an update on progress in the community as well.

If you would like to order additional Bicycle Friendly Community road signs or any promotional material, please complete the enclosed order form and return it to the League.

Once again, congratulations on your efforts to create a great Bicycle Friendly Community.

Sincerely,

Bill Nesper
Vice President, Programs
League of American Bicyclists
P: 202-621-5444
bill@bikeleague.org

Enclosures:
BFC Material Order Form
BFC Award Certificate
Road Sign

Bicycle Friendly Community

THE LEAGUE OF AMERICAN BICYCLISTS

IS PLEASED TO DESIGNATE

Chico, California

AS A

BICYCLE FRIENDLY COMMUNITY

in recognition of your outstanding efforts to encourage bicycling in your community

2012

PRESIDENT

League of American Bicyclists

CHAIR, BOARD OF DIRECTORS

Attachment I

City of Chico

http://www.chico.ca.us/building_development_services/traffic/bicycles.asp

Bicycles

Bicycles: The City of Chico's Traffic Division encourages the use of bicycles for transportation. Moreover, the City provides accommodations for bicyclists on many roads, like the numerous bike racks in the downtown area and the dozens of classified bike paths and lanes throughout the city. The infrastructure is there, so why not use it?

- 2014 Bike Map Front
- 2014 Bike Map Back
- Bikeway 99 map
- 2012 Bike Plan (adopted 11/22/12)

Bike to Work Business Challenge 2013 winners

the "most cycle friendly places to work" for 2013"

- Bicycle Safety Tips
- California Bicycle Laws

Additional informational links for biking in Chico:

- Butte Bicycle Coalition
- Chico Velo Cycling Club

Bicycle License

Click here to learn more about licensing your bicycle.

Bidwell Park Trail Information

Trail Closure

Health Benefits on the Job

Bicycle commuting can get you to work on time just as well as driving and will put you in a better mood too. Consequently, some experts link higher fitness levels to higher work place productivity. This is attributed to decreased absenteeism, more energetic employees, reduced health care costs, and increased employee satisfaction. And bicycle commuting is a great way to squeeze regular exercise into a hectic schedule. Just use your commuting time to stay in shape. Forty minutes of brisk cycling can burn more than 400 calories.

Benefits to You and the Community

Bicycle commuting can help to reduce roadway congestion. Many streets and highways carry more traffic than they were designed to handle, resulting in gridlock, wasted time and energy, pollution, and driver frustration. Even the most powerful sports car crawls along slowly in congested traffic, while bicyclists ride around it. And bicycling requires less space per traveler than automobiles. Plus, parking a vehicle isn't always as simple as it seems. But you can park a bike quickly and close to your destination, therefore reducing parking congestion in difficult places like the campus area. Additionally, add up what you spend getting to work or school every day by car and then compare that cost to cycling. Bicycle commuting saves you parking fees, fuel cost, insurance premiums, and auto maintenance costs.

Benefits to the Environment

Autos are the single largest source of U.S. air pollution. Short trips, those trips that are easily completed using a bicycle, are up to three times more polluting per mile than long trips. Sixty percent of the pollution created by automobile emissions happens in the first few minutes of operation, before pollution control devices can work effectively. Since "cold starts" create high levels of emissions, shorter car trips are more polluting on a per-mile basis than longer trips.

More bicycle use means less benzene, cyanide, lead, carbon monoxide, Chlorofluorocarbons (CFC), sulfates, and ozone in the air we breathe. And since the bicycle season matches the ground-level ozone season, by biking instead of driving you contribute to pollution prevention when it is most needed.

Chico is a fantastic place to make a contribution to the environment, for our flat landscape, cycle friendly roads, and community size make cycle commuting easy. Please see our Bicycle Plan for more information on City facilities.

Bicycle Advisory Committee Members

- Steve O'Bryan - Interim Chair
- Janine Rood
- Jim Moravac
- Ivan Garcia
- Russell Mills
- Steve Visconte
- Nora Todenhagen
- Robyn Hearne
- Andrea Lerner Thompson

The League of American Bicyclist awarded the City of Chico a Silver Level Award for 2012 to 2016

COLLISION ANALYSIS

Five years of California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) data for injury or fatality collisions involving pedestrians or bicyclists was reviewed to identity collision locations and trends in Butte County. The SWITRS data was accessed using the Transportation Injury Mapping System (TIMS), a service available from the Safe Transportation Research and Education Center (SafeTREC) at the University of California, Berkeley. Figure 4-6 includes a summary of total, pedestrian-vehicle, and bicyclist-vehicle collisions occurring in Butte County between 2007 and 2011. Collision locations are mapped in Figure 4-7, Figure 4-8, and Figure 4-9.

Figure 4-6 Summary of Butte County Injury and Fatal Collisions, 2007-2011

Year	Total Collisions		Pedestrian-Vehicle Collisions		Bicyclist-Vehicle Collisions	
	Injury	Fatal	Injury (%)	Fatal (%)	Injury (%)	Fatal (%)
2007	755	34	37 (5%)	5 (15%)	56 (7%)	1 (3%)
2008*	684	26	36 (5%)	5 (19%)	44 (6%)	0 (0%)
2009	667	17	35 (5%)	2 (12%)	46 (7%)	0 (0%)
2010*	864	33	38 (4%)	9 (27%)	85 (10%)	0 (0%)
2011	729	16	40 (5%)	5 (31%)	66 (9%)	0 (0%)
Total	**3,699**	**126**	**186 (5%)**	**26 (21%)**	**297 (8%)**	**1 (1%)**

* Note: One collision in 2008 and one collision in 2010 involved both a bicyclist and pedestrian.

Figure 4-1 shows that the Butte County's total walk and bicycle mode share is approximately seven percent. However, Figure 4-10 shows that pedestrian-vehicle and bicyclist-vehicle collisions account for 13 percent of all injury collisions and 22 percent of all fatal collisions in Butte County. Because pedestrians and bicyclists are particularly vulnerable in collisions with vehicles, infrastructure and programs aimed at reducing pedestrian or bicyclist injuries or fatalities could have a significant effect on reducing the County's overall numbers of traffic-related injuries and fatalities.

TIMS
Transportation Injury Mapping System

Welcome!
Karman Cates
Logout

Home About Tools Resources News Help

SWITRS Query & Map

New Query | Load CaseIDs | Saved Queries

Results

Summary Result: 340 Collisions. Jump to Results Map
Warning: 2013 data is provisional and incomplete.

Download Data Save Query

PCF Violation		
01 - Driving or Bicycling Under the Influence of Alcohol or Drug	13	3.8%
02 - Impeding Traffic	0	0%
03 - Unsafe Speed	8	2.4%
04 - Following Too Closely	0	0%
05 - Wrong Side of Road	81	23.8%
06 - Improper Passing	2	0.6%
07 - Unsafe Lane Change	3	0.9%
08 - Improper Turning	29	8.5%
09 - Automobile Right of Way	59	17.4%
10 - Pedestrian Right of Way	38	11.2%
11 - Pedestrian Violation	37	10.9%
12 - Traffic Signals and Signs	31	9.1%
13 - Hazardous Parking	0	0%
14 - Lights	2	0.6%
15 - Brakes	1	0.3%
16 - Other Equipment	0	0%
17 - Other Hazardous Violation	14	4.1%
18 - Other Than Driver (or Pedestrian)	1	0.3%
19 -	0	0%
20 -	0	0%
21 - Unsafe Starting or Backing	3	0.9%
22 - Other Improper Driving	1	0.3%
23 - Pedestrian or Other Under the Influence of Alcohol or Drug	0	0%
24 - Fell Asleep	0	0%
00 - Unknown	4	1.2%
- - Not Stated	13	3.8%

Type of Collision		
A - Head-On	13	3.8%
B - Sideswipe	31	9.1%
C - Rear End	13	3.8%
D - Broadside	171	50.3%
E - Hit Object	0	0%
F - Overturned	1	0.3%
G - Vehicle/Pedestrian	80	23.5%
H - Other	26	7.6%
- - Not Stated	5	1.5%

Collision Severity		
1 - Fatal	0	0%
2 - Injury (Severe)	31	9.1%
3 - Injury (Other Visible)	200	58.8%
4 - Injury (Complaint of Pain)	109	32.1%

State Highway		
YES	71	20.9%

Vehicle Involvement		
Pedestrian Collision	95	27.9%
Bicycle Collision	248	72.9%
Motorcycle Collision	1	0.3%
Truck Collision	3	0.9%

Current Selection

Date:
12/31/2009 - 12/31/2013
Counties: Butte
Cities: Chico

Injured Victims
1
2
3 or more

Motor Vehicle Involved with
B - Pedestrian
G - Bicycle

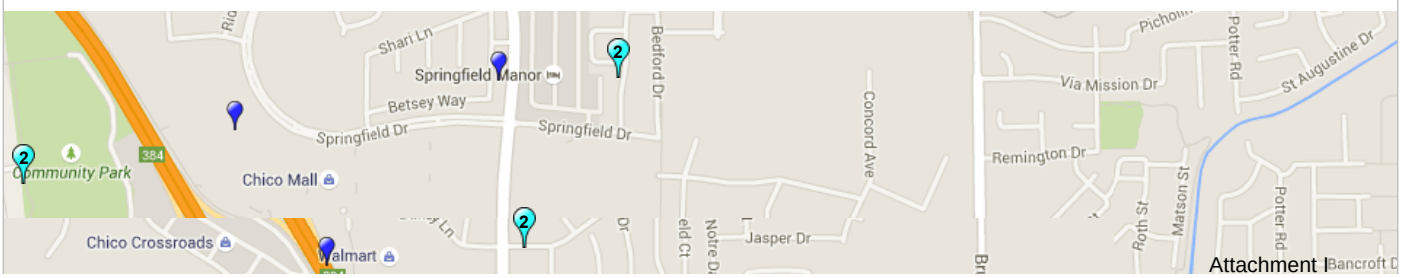
Pedestrian Collision
YES

Bicycle Collision
YES

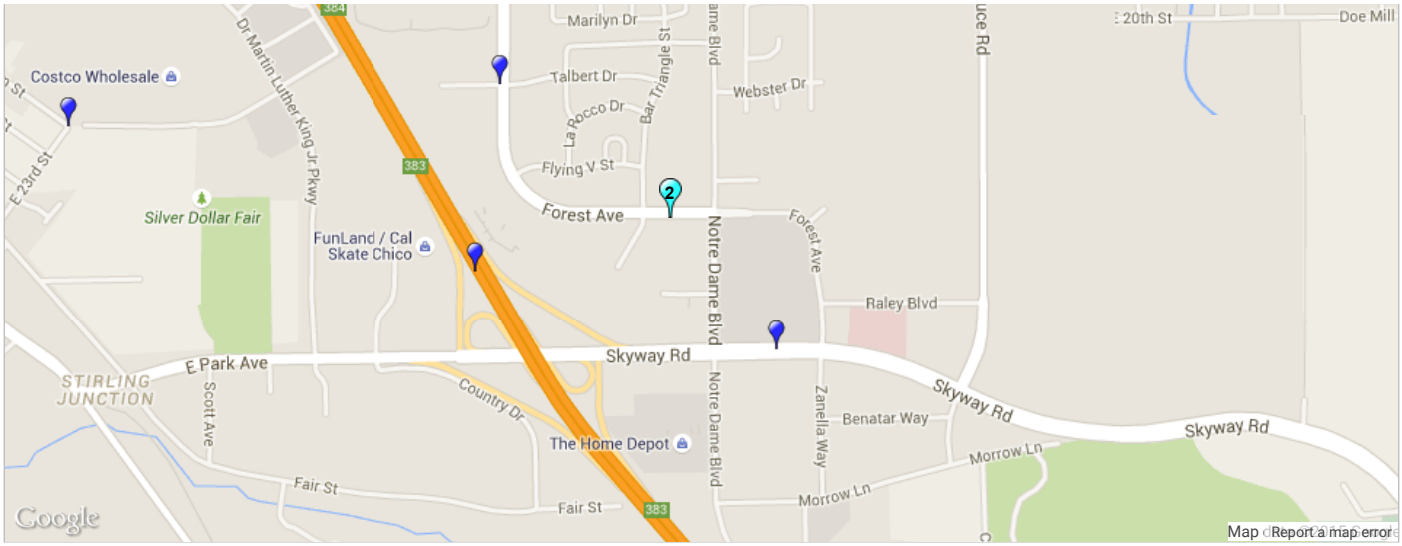
Results Map: 309 of 340 (90.9%) Collisions Mapped.

List Unmapped Collisions | Cluster | Heatmap

Find address or place



Attachment I



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Attachment I

MEETING COMMENTS

Date: 5/4/15 Time: 11-1

Project: ATP Inputs - Chico Sheet 1 of 1

Author: Janine Reed Location / Attendees:

Comments:

Ideas:

* Roundabout @ Mem Way & Vallombrossa?
* Improve bikability/walkability/access from Eaton South on Esplanade!!
* Safety on (new) Eaton Rd from Marigold to ~~Ceanothus~~ Floral
* Fair St & Rd ~~[illegible]~~ dist from 20th to Skyway/Park!
* Improve Mangrove bike Safety!!!

Priorities

* Continue progress on Hwy 99 corridor - phase 4
* Improve safety on Hwy 32/Nord between West Sac & 2nd St!
* Link up both sides of Little Chico Creek on Humbolt Rd @ Hwy 99!!

MEETING COMMENTS

Date: 5/4/15 Time: 11am

Project: ATP - CHICO Sheet ____ of ____

Author: _____ Location / Attendees: _____

Comments: Priority - Patti Horsley, CSUC (Center for Healthy Comm.) lots of

① Nord ave - near CSUC / rosedale - crashes

② Chico High area - xings dangerous for peds

③ Shasta - need for sidewalks, ped/bike improvements
safer xing to Degarmo Park
+ to Shasta E @ Nord intersection

Center for Healthy Comm -
CSUC > can help w/ observa studies, health data for apps

④ Bike lanes - northern Esplanade
across East Ave intersection
+ Eaton

Attachment

ATP WORKSHOP
4/5/15, 11AM
CHICO

PLEASE SIGN IN

Would like to be put on an email list concerning updates?
If so, please provide appropriate contact information.

NAME:	Affiliation	Contact Information (email)
1. Janine Rood	Chico Velo	janinerood@chicovelo.org
2. Patti Horsley	CSUC	phorsley@csuchico.edu
3. Pete Hollingsworth	Safe Routes to School Consultant Butte Bicycle Coalition	phchico@sbcglobal.net
4. Karen Goodwin	Butte Bicycle Coalition	kgchico@sbcglobal.net
5. Thad Walker	Chico Velo	thadwalker@chicovelo.org
6. Brendan Ottoboni	City of Chico	brendan.ottoboni@chicoca.gov
7. Tina Campos	Yuba City	tcampus@BRH-RH.com
8. IVAN GARCIA	Butte County Assoc. of Govts (BCAG)	igarcia@bcag.org
9.		
10.		
11.		
12.		
13.		
14.		
15.		
16.		
17.		
18.		
19.		
20.		

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.

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

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!

BCAG BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

B-Line Butte Regional Transit

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

Attachment I

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

May 19, 2015

Brendan Ottoboni, Acting Director of Public Works
City of Chico
411 Main St.
PO Box 3420
Chico, CA 95927

Subject: Active Transportation Program, Public Participation Process Documentation for Community Stakeholder Meetings - May 4, 2015 - 11-1pm and May 14, 2015 4:30-6 p.m. for the City of Chico

Workshop Summary:

Active Transportation Workshops were noticed in the Gridley Harold, Paradise Post, Chico Enterprise Record, and the Oroville Mercury Register 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. The announcement of ATP and workshops was also presented and circulated to the BCAG Transportation Advisory Committee and BCAG Board of Directors and sent to their comprehensive email distribution list.

The meeting was held between 11 a.m. and 2 p.m. with various stakeholders in attendance at the City of Chico's municipal conference room. Ivan Garcia of BCAG welcomed the group and went over the importance of active transportation for the community and gave a brief background presentation on the Active Transportation Program and its goals. Patti Horsely representing the Faculty, Health and Community Services Department from CSU Chico from California State University Chico, Center discussed the public health benefits of active transportation and went over statistics regarding current health issues in the region such as obesity and inactivity. Ivan Garcia highlighted the significance of public outreach in the transportation planning process.

Brendan Ottoboni and Trin Campos representing the City of Chico discussed the Active Transportation Program (ATP) safe routes to schools proposal for the City of Biggs and used visual aids to communicate the proposed improvements. This portion brought out many questions and comments from the group including the Butte Bicycle Coalition and Chico Velo Cycling Club. Janine Rood from Chico Velo Cycling Club discussed bike safety concerns for the region and highlighted high risk areas.

The second workshop was held at Chapman Elementary School on May 14, 2015 beginning at 4:30 p.m. in an effort to solicit input from parents as they picked up their child from the afterschool program. Staff made a brief presentation to the approximately 35 kids and staff present. The general feedback was very positive and excitement from all in attendance. Many of the kids indicated they would like to ride their bike more often if there were more options. Most parents in attendance spoke Spanish and were quiet surprised the City was pursuing a project in their neighborhood and expressed sincere gratitude.

Signed:

Ivan Garcia, BCAG Programming Manager

PLEASE SIGN IN

Would like to be put on an email list concerning updates?
If so, please provide appropriate contact information.

NAME:	Affiliation	Email	Would you like to be informed on any updates for the ATP?
1. Matthew Vang	Chapman Town		
2. Billy Lu			
3. ERIKA PLASENCIA			
4. LaDona Knigge	CSUCHICO	Lknigge@yahoo.com	
5. [illegible]			
6. [illegible]			
7. Alma Kerr			
8. Diego Medina			
9. David Medina			
10. Denise Serrato			
11. Maira Mojica M.			
12. ELIEZER. S			
13. Araal Chávez			
14. Jesus Aguiñiga			
15. Patricia Aguiñiga			
16. Aurelio Chávez			
17. Laura Villegas			
18. [illegible]			
19. Rosie			

Attachment I

PLEASE SIGN IN

Active Transportation Program Community Workshop

NAME:	Affiliation	Email	Would you like to be informed on any updates for the ATP?
1. [illegible]			
2. Nevaeh M. Klipp			
3. Cayden Klipp			
4. Spirit Chadwick			
5. [illegible]			
6. Christopher M. N. A			
7. Chris mcneil			
8. Mariela McNiel			
9. Som Chantara			
10. Brendan Ottoboni			
11.			
12.			
13.			
14.			
15.			
16.			
17.			
18.			
19.			

PLEASE SIGN IN

Would like to be put on an email list concerning updates?
If so, please provide appropriate contact information.

NAME:	Affiliation	Email	Would you like to be informed on any updates for the ATP?
1. Marianna Aguirre			
2. Javier Aguirre			
3. Javier Aguirre			
4. Dominic Downs			
5. Natalie Peña			
6. [illegible]			
7. Maria V. Hernandez			
8. Christine Mcguire			
9. Jeremy Maguire			
10. Marina [illegible]			
11. Roberto ortega			
12. Jesoft ortega			
13. Eva Cotez			
14. Saith Contreras			
15. José Campuzano C			
16. [illegible]			
17. [illegible]			
18. Mariana			
19. Maria de los Santos V			

Attachment I

Public Participation

Attachment I

CHICO BIKE MAP

City	County	2010 Overweight + Obese %
Adelanto	San Bernardino	40.4%
Agoura Hills	Los Angeles	15.6%
Alameda	Alameda	28.7%
Alhambra	Los Angeles	35.5%
Aliso Viejo	Orange	20.8%
Anaheim	Orange	43.5%
Antioch	Contra Costa	42.3%
Apple Valley	San Bernardino	35.1%
Arcadia	Los Angeles	25.1%
Atascadero	San Luis Obispo	29.9%
Atwater	Merced	45.1%
Azusa	Los Angeles	45.6%
Bakersfield	Kern	42.7%
Baldwin Park	Los Angeles	46.7%
Banning	Riverside	45.9%
Barstow	San Bernardino	42.3%
Beaumont	Riverside	38.1%
Bell	Los Angeles	47.1%
Bellflower	Los Angeles	42.7%
Benicia	Solano	29.9%
Beverly Hills	Los Angeles	21.5%
Blythe	Riverside	40.3%
Brawley	Imperial	50.0%
Brea	Orange	28.0%
Brentwood	Contra Costa	32.5%
Buena Park	Orange	41.8%
Burlingame	San Mateo	24.4%
Calabasas	Los Angeles	20.0%
Calexico	Imperial	47.6%
Camarillo	Ventura	30.2%
Campbell	Santa Clara	30.1%
Carlsbad	San Diego	16.8%
Carson	Los Angeles	45.0%
Cathedral City	Riverside	42.1%

City	County	2010 Overweight + Obese %
Ceres	Stanislaus	44.2%
Cerritos	Los Angeles	31.1%
Chico	Butte	30.8%
Chino	San Bernardino	41.8%
Chino Hills	San Bernardino	27.0%
Chula Vista	San Diego	37.9%
Citrus Heights	Sacramento	34.7%
Claremont	Los Angeles	29.8%
Coachella	Riverside	48.7%
Colton	San Bernardino	46.1%
Compton	Los Angeles	50.8%
Concord	Contra Costa	41.5%
Corona	Riverside	35.0%
Covina	Los Angeles	40.6%
Cudahy	Los Angeles	49.5%
Culver City	Los Angeles	32.6%
Cupertino	Santa Clara	18.4%
Cypress	Orange	27.6%
Daly City	San Mateo	39.2%
Dana Point	Orange	20.8%
Danville	Contra Costa	16.5%
Davis	Yolo	24.1%
Delano	Kern	48.0%
Desert Hot Springs	Riverside	40.0%
Diamond Bar	Los Angeles	29.4%
Dinuba	Tulare	44.9%
Downey	Los Angeles	40.1%
Duarte	Los Angeles	41.9%
Dublin	Alameda	26.1%
El Cajon	San Diego	38.1%
El Centro	Imperial	45.8%
El Cerrito	Contra Costa	36.3%
El Monte	Los Angeles	50.2%

California Healthy Kids Survey

Chico Unified Elementary 2009-2010 Main Report

Attachment I

This report was prepared for the district by WestEd, a research, development, and service agency, in collaboration with Duerr Evaluation Resources, under contract from the California Department of Education, Safe and Healthy Kids Program Office. For contract information, contact:

Hilva Chan
California Department of Education
Safe and Healthy Kids Program Office
1430 N. Street
Sacramento, CA 95814
hchan@cde.ca.gov

Recommended citation:
[District/COE Name]. *California Healthy Kids Survey, 2009-10*: Main Report San Francisco: WestEd Health and Human Development Program for the California Department of Education.

PREFACE

This report provides the detailed results for each question from this district's 2009-10 administration of the *California Healthy Kids Survey* (CHKS), presented in tables organized by topic. In addition to this Main Report, the *CHKS Key Findings* provides a summary of selected results with graphic presentations and short discussions. To help in understanding and interpreting these results, review these findings along with the *Survey Content Guidebook*, (www.wested.org/chks/narratives) which discusses the significance of each question. Several other tools to help in data use are also available, as described below.

The results of this student survey should be compared to those obtained from school staff from the companion *California School Climate Survey (CSCS)*, which was administered at the same time. It is important to determine whether staff perceptions accurately reflect student behaviors and experiences. The Survey Content Guidebook provides a cross-walk between the two surveys' questions to facilitate this comparison. Combined, the CHKS and CSCS provide a comprehensive assessment of the school climate and the needs of students and staff to guide school improvement efforts. For additional information and resources, visit the survey websites: www.wested.org/chks and cscs.wested.org.

SURVEY PURPOSE

The CHKS and CSCS form the largest, most comprehensive effort in the nation to assess *local* students and staff on a regular basis to provide key data on learning barriers, engagement, and supports. The California Department of Education (CDE) funded the CHKS in 1997 to provide data that would assist schools in: (1) preventing youth health-risk behaviors and other barriers to academic achievement; (2) promoting positive youth development, resilience, and well-being; and (3) fostering positive school climates and engagement in learning. A thorough understanding of the scope and nature of youth behaviors and attitudes is essential to guide school improvement efforts and develop effective prevention, health, and youth development programs. Since fall 2003, biennial administration of the survey (along with the California School Climate Survey of staff), and the public posting of the results, have been required by CDE in compliance with the No Child Left Behind Act. These surveys grew out of CDE's commitment to helping schools promote the successful cognitive, social, and emotional development of all students and create more positive, engaging school environments for both students and staff.

SURVEY CONTENT OVERVIEW

The CHKS consists of a required general set of questions. Districts may also add their own questions of local interest. The survey consists of a broad range of key questions identified by an expert advisory committee considered most important for schools to administer to guide improvement of academic, health, and prevention programs and the promotion of student achievement, positive development, and well-being.[1] The primary focus of the survey is assessing student perceptions and experiences related to school climate and engagement, learning supports, and health-related, non-academic learning barriers (e.g., substance use, bullying and violence, and poor physical and mental health).

School Related Content

To support school improvement efforts, the majority of questions on the survey assess school performance, engagement, climate, performance, and experiences. The survey provides self-report data on:

- school connectedness;

[1] The CHKS Guidebook to Survey Administration contains detailed information about the content of the survey.

- the level of which students experience caring adult relationships, high expectations, and opportunities for meaningful participation at school, three fundamental developmental supports (protective factors) that promote positive academic outcomes; and
- perceived safety and frequency of, and reasons for, harassment and bullying at school.

These questions can be compared to staff perceptions on the California School Climate Survey.

Survey Administration and Sampling

School staff administered the survey following detailed instructions provided by CDE designed to assure the protection of all student and parental rights to privacy and maintain confidentiality. Students were surveyed only with the *consent of parents or guardians*. Each student's participation was voluntary, anonymous, and confidential. Table 1.1 gives the target sample of students, and the final number and percent that completed the survey (the participation response rate).

The Report

The tables in this Main CHKS Report provide the percentages responding to each question response option, organized by topic. Because it is just as important to identify the positive behaviors of youth as it is to identify the risks they face, the tables include the percentages of youth who do not engage in each risk behavior. Percentages are rounded off to the nearest whole number.

Aids to Understanding and Using the Data

Several guides, workshops, and other aids are available to help you understand and use survey results. These are described and made available on the survey website. Three are particularly important.

- To help in understanding and interpreting these results, a ***Survey Content Guidebook*** provides a detailed explanation of each question and its significance (why it was asked) and the potential implications for programs of the results.
- The CHKS ***Data Use and Dissemination Guidebook*** describes a step-by-step process for reviewing, analyzing, and disseminating your results as part of a data-driven decision making process for program improvement. Free call-in data use workshops are offered as well.
- A ***Workbook on Improving School Climate and Closing the Achievement Gap*** provides a practical guide to using the data in the framework of improving academic achievement and well-being among all students and closing the achievement gap. It provides examples of how to use the data to improve practice and policy. A workshop accompanying this Workbook will be available in 2010.

Assessing the Data

Care must be taken to fully understand the survey, the context within which the data were collected, and the factors that can impact the quality, validity, and generalizability of the results, the changes obtained between administrations, or differences between your results and those from other districts or state norms. The following are a few of the key issues that should be kept in mind. A more detailed discussion of these topics can be found in the ***CHKS Data Use and Dissemination Guidebook***.

Representativeness

Among the most important factors affecting the quality of survey results is the level of student participation. The validity and representativeness of the results will be adversely affected if the student response rate is lower than 60%. One indication of the survey's representativeness is how accurately the sample reflects the gender and ethnic composition of the district’s student enrollment. Even if the

response rate is low, the results provide an indication of what those students who did respond felt about the school and their experiences and behavior.

Changes Between Surveys

Many factors may account for changes in results from administration to administration besides real changes in behavior, attitudes, or experiences among students. The change could be due to differences over time in the characteristics or size of the sample of students who completed the survey, or changes in the questions themselves, or differences in the time period in which the survey was administered (e.g., some risk behaviors tend to increase with age, and be higher after holidays or even a social event).

NEXT STEPS

Receiving this report is just a beginning step in a data-driven, decision-making process. The following describes actions you can take to analyze and use the results and provide additional information to support school- and program- improvement efforts.

Request School Reports

Individual school-level reports may be of interest for many reasons. Primary among these is the interest of staff and parents about their own local school results, especially if the schools vary significantly in demographics, programs, or other characteristics. A comparison among schools may also prove useful in identifying sites which might benefit from special work or interventions. A small fee applies. (For large districts that sample schools and students, the sample may not support school reports.)

Compare with Other Data Sources

CHKS results will be enriched if analyzed in the context of data from the California School Climate Survey and other sources, particularly in identifying consistent patterns. Other data typically collected in effectiveness studies of school climate include number and kinds of discipline referrals, school demographic information, school vandalism costs, and behavioral observations in classrooms.

Discuss with Students and Staff

Discuss the results with both students and staff to explore their meaning in more depth and obtain their input into how the school might better meet the needs identified. This is especially important because it communicates to students that you value their input into how to improve the school and gives them an opportunity for meaningful participation. As such, it helps improve their perceptions of the developmental supports and opportunities that the school offers and their school connectedness. Survey staff can provide information on conducting structured group “listening” discussions of the data with youth focused on obtaining their input on how to address the needs identified by the survey.

Conduct Additional Analyses of The Dataset

The complete dataset is available electronically for analysis (there is a small fee for preparation). The dataset enables analyses of patterns in the results, how they are interrelated, and how they vary by different subgroups of students and across schools. Particularly valuable in understanding factors that may affect student achievement is examining how other variables relate to student reports of attendance, grades, and school connectedness.

Add Questions to your Next CHKS

Determine what additional information is needed from staff to guide school improvement efforts and add questions to your next CSCS or CHKS. Both surveys were designed so that schools can add additional questions to help them conduct a more individualized and comprehensive assessment.

ACKNOWLEDGEMENTS

The CHKS was developed, and this report prepared for the district, by WestEd in collaboration with Duerr Evaluation Resources, under contract from the California Department of Education (CDE) Safe and Healthy Kids Program Office. For more information, call the toll-free helpline at 888.841.7536, or visit the website at http://www.wested.org/chks.

Gregory Austin, Ph.D.
CHKS Director, WestEd

Tom Herman, Administrator
Safe and Healthy Kids Program Office, California Department of Education

Sample Characteristics

Note: Tables 3.1 through 5.3 include results by gender.

Table 1.1

Student Sample Characteristics

	Grade 5
Student Sample Size	
Target Sample	842
Final Sample (Number of Respondents)	390
Average Response Rate	**46%**

Table 2.1

Age of Sample

	Grade 5 Total %
7 years old, or younger than 7	0
8 years old	1
9 years old	2
10 years old	79
11 years old	18
12 years old	1
13 years old or older than 13	0

Question ES 2, 4: How old are you? What grade are you in?

Table 2.2

Gender of Sample

	Grade 5 Total %
Female	52
Male	48

Question ES 3: Are you female or male?

Table 2.3

Number of Times Moved, Past Year

	Grade 5 Total %
0 times	59
1 time	22
2 times or more times	18

Question ES 5: During the past year, how many times have you moved (changed where you live)?

Table 2.4

Perceived Ability With School Work

	Grade 5 Total %
One of the best students	28
Better than most students	25
About the same as others	37
Don't do as well as most others	9

Question ES 16: How well do you do in your school work?

Alcohol and Other Drug (AOD) Use

Table 3.1

Ever Used Alcohol or Other Drugs, Lifetime

	Grade 5		
	Female %	Male %	Total %
Alcohol, one or two sips	26	38	31
Alcohol, a full glass	2	3	3
Inhalants (to get high)	3	4	3
Marijuana *	1	2	1
None of the above	70	57	64
Any of the above	30	43	36

Questions ES 33-35: Have you ever drunk beer, wine, or other alcohol? Have you ever sniffed something through your nose to get "high?" Have you ever smoked any marijuana (pot, grass, weed)?

Table 3.2

Any Alcohol Use, Past Month

	Grade 5		
	Female %	Male %	Total %
No	92	91	92
Yes, I drank one or two sips	6	8	7
Yes, I drank a full glass	2	1	2

Question ES 40: In the past month, did you drink any beer, wine or other alcohol?

**** = CDE-Recommended SDFSC/TUPE Performance Indicator***

RE: ATP Cycle 2 Data Check request - City of Chico

Day, James P@DOT [j.p.day@dot.ca.gov]
Sent: Thursday, May 28, 2015 10:34 AM
To: Trin Campos

From: Trin Campos [mailto:TCampos@ben-en.com]
Sent: Tuesday, May 26, 2015 10:35 PM
To: Day, James P@DOT
Cc: Trin Campos
Subject: ATP Cycle 2 Data Check request - City of Chico

My answers in Red:

J.P. Day
Caltrans-District 3
Office of Local Assistance
703 B Street, Marysville, CA 95901
(530) 741-5116

Hi Jim,

Please confirm the following;

- Past project delivery status, is City in good standing with no red flags?
- QAP Program : 4/17/2015 (OK)
- DBE Exhibit 9-B out of date
- ADA Exhibit 9-C is current
- No invoices returned (36 submitted over 4 years (OK))
- 4 Inactive notices over a 4 year period (currently clear)
- No funds lost due to reversion date (OK)
- No Red flags from HSIP/SRTS?SR2S

- Please confirm disadvantage community data?
  SRTS schools: Chapman Elementary School # 04-61424-6002968, Free Lunch Program % and enrolment?
  Enrollment: 369 FRMP: 89.2% Qualifies
  How about Household Income for Chapmantown Community, 95928?
  95928 has a population of 36,511
  95928 has a median household income of $45,224 Qualifies below 80% of the Statewide level.

- City of Chico has MS Agreements in place?
  Fed MS #: 03-5037R Executed: 12/08/2009

Attachment I

State MS# : 003585 Executed: 10/17/2011

Let me know if you need more project information. **Thanks You!**

Trin Campos, PE | **BEN**|EN
C 916.842.7154 | **E** tcampos@ben-en.com

Attachment I

Project Name:	SR 99 Bikeway Phase
Project Location:	Chico, CA

INFRASTRUCTURE

Bike Projects (Daily Person Trips for All Users) (Box1A)

	Without Project	With Project
Existing	20	
Forecast (1 Yr after completion)	20	150
	Commuters	Recreational Users
Existing Trips	2	7
New Daily Trips (estimate)	1.1	3.3
(1 YR aftercompletion) (actual)		

Project Information- Non SR2S Infrastructure

Bike Class Type	Bike Class I
Average Annual Daily Traffic (AADT)	17,027

Pedestrian Projects (Daily Person Trips for All Users) (Box 1B)

	Without Project	With Project
Existing	10	
Forecast (1 YR after project completion)	10	20
	Without Project	With Project
Existing step counts (600 steps=0.3mi=1 trip)		
Existing miles walked		

Safe Routes to School (SR2S) (Box 1C)

	Total
Number of student enrollment	
Approximate no. of students living along school route proposed for improvement	
Percentage of students that currently walk or bike to school	
Projected percentage of students that will walk or bike to school after the project	

Project Costs (Box 1D)

Non-SR2S Infrastructure Project Cost	
SR2S Infrastructure Project Cost	$1,340,000

ATP Requested Funds (Box 1E)

Non-SR2S Infrastructure	
SR2S Infrastructure	$765,000

CRASH DATA (Box 1F)

	Last 5 Yrs	Annual Average
Fatal Crashes	0	0
Injury Crashes	10	2
PDO	0	0

SAFETY COUNTERMEASURES (improvements) (Box 1G)

		Y or N (Capitalized)
Signalized Intersection	Pedestrian countdown signal heads	N
	Pedestrian crossing	N
	Advance stop bar before crosswalk	N
	Install overpass/underpass	N
Unsignalized Intersection	Raised medians/refuge islands	N
	Pedestrian crossing (new signs and markings only)	N
	Pedestrian crossing (safety features/curb extensions)	N
	Pedestrian signals	N
Roadways	Bike lanes	Y
	Sidewalk/pathway (to avoid walking along roadway)	Y
	Pedestrian crossing (with enhanced safety features)	N
	Pedestrian crossing	N
	Other reduction factor countermeasures	N

20 Year Invest Summary Analysis	
Total Costs	$1,340,000.00
Net Present Cost	$1,288,461.54
Total Benefits	$3,856,668.69
Net Present Benefit	$2,554,192.67
Benefit-Cost Ratio	1.98

20 Year Itemized Savings	
Mobility	$212,936.92
Health	$248,921.07
Recreational	$288,401.28
Gas & Emissions	$74,032.87
Safety	$3,032,376.54

Funds Requested	$765,000.00
Net Present Cost of Funds Requested	$735,576.92
Benefit Cost Ratio	3.47

TIMS
Transportation Injury Mapping System

Welcome!
Karman Cates
Logout

Home About Tools Resources News Help

SWITRS Query & Map

New Query | Load CaseIDs | Saved Queries

Results

Summary Result: 340 Collisions. Jump to Results Map
Warning: 2013 data is provisional and incomplete.

Download Data Save Query

PCF Violation		
01 - Driving or Bicycling Under the Influence of Alcohol or Drug	13	3.8%
02 - Impeding Traffic	0	0%
03 - Unsafe Speed	8	2.4%
04 - Following Too Closely	0	0%
05 - Wrong Side of Road	81	23.8%
06 - Improper Passing	2	0.6%
07 - Unsafe Lane Change	3	0.9%
08 - Improper Turning	29	8.5%
09 - Automobile Right of Way	59	17.4%
10 - Pedestrian Right of Way	38	11.2%
11 - Pedestrian Violation	37	10.9%
12 - Traffic Signals and Signs	31	9.1%
13 - Hazardous Parking	0	0%
14 - Lights	2	0.6%
15 - Brakes	1	0.3%
16 - Other Equipment	0	0%
17 - Other Hazardous Violation	14	4.1%
18 - Other Than Driver (or Pedestrian)	1	0.3%
19 -	0	0%
20 -	0	0%
21 - Unsafe Starting or Backing	3	0.9%
22 - Other Improper Driving	1	0.3%
23 - Pedestrian or Other Under the Influence of Alcohol or Drug	0	0%
24 - Fell Asleep	0	0%
00 - Unknown	4	1.2%
- - Not Stated	13	3.8%

Type of Collision		
A - Head-On	13	3.8%
B - Sideswipe	31	9.1%
C - Rear End	13	3.8%
D - Broadside	171	50.3%
E - Hit Object	0	0%
F - Overturned	1	0.3%
G - Vehicle/Pedestrian	80	23.5%
H - Other	26	7.6%
- - Not Stated	5	1.5%

Collision Severity		
1 - Fatal	0	0%
2 - Injury (Severe)	31	9.1%
3 - Injury (Other Visible)	200	58.8%
4 - Injury (Complaint of Pain)	109	32.1%

State Highway		
YES	71	20.9%

Vehicle Involvement		
Pedestrian Collision	95	27.9%
Bicycle Collision	248	72.9%
Motorcycle Collision	1	0.3%
Truck Collision	3	0.9%

Current Selection

Date:
12/31/2009 - 12/31/2013
Counties: Butte
Cities: Chico

Injured Victims
1
2
3 or more

Motor Vehicle Involved with
B - Pedestrian
G - Bicycle

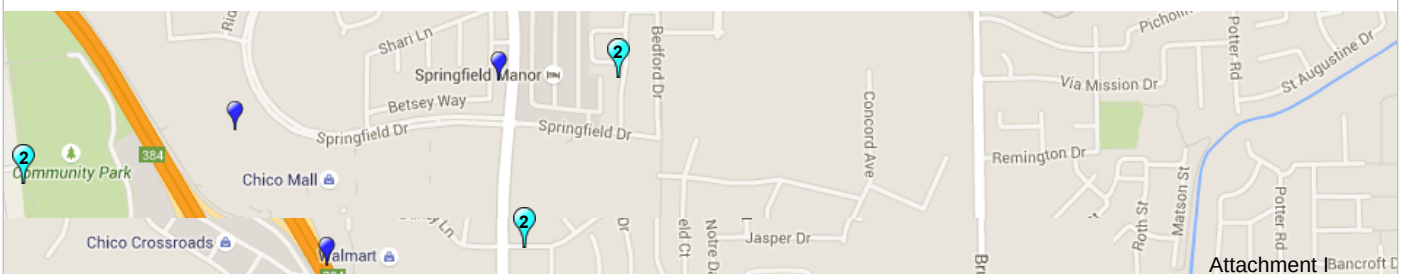
Pedestrian Collision
YES

Bicycle Collision
YES

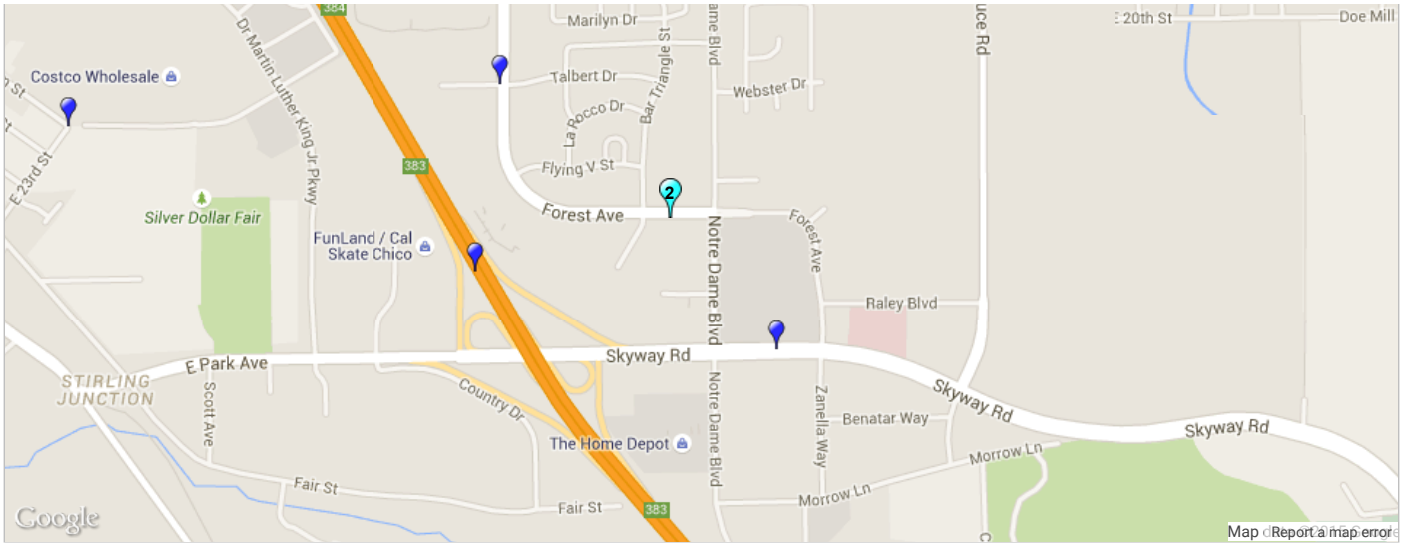
Results Map: 309 of 340 (90.9%) Collisions Mapped.

List Unmapped Collisions | Cluster | Heatmap

Find address or place



Attachment I



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Attachment I

BCAG
BUTTE COUNTY ASSOCIATION OF GOVERNMENTS

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

May 26, 2015

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

Subject: RTPA/MPO Support Letter for ATP Cycle 2 Project - SR 99 Corridor Bikeway Phase 4

Dear Mr. Davini,

Butte County Association of Governments (BCAG) is pleased to offer its support for Butte the City of Chico's ATP Cycle 2 – Grant Application. BCAG is the federally designated Metropolitan Planning Organization (MPO) and State designated Regional Transportation Planning Agency (RTPA), Regional Transit Operator for Butte County operating Butte Regional Transit and the Clearinghouse for the US Census representing Butte County.

The City of Chico has partnered with BCAG and Caltrans on efforts to build a visionary bike system which bisects the entire urbanized area of Chico to dramatically increase access to its bike system. A few years ago, as part of American Recovery and Reinvestment Act (ARRA), Caltrans awarded $2.4 million in ARRA Transportation Enhancement funds to the City of Chico to construct the northern portion of the Bikeway 99 Corridor. This has been completed and is operational. This fall, the City embarks on a massive reconstruction effort of State Route 32 at State Route 99 at and surrounding regional Park and Ride. The bikeway portion of the project is known as Phase 2. Congestion Mitigation and Air Quality Funds and local funds are being used to complete this.

Moving southward, about 4 years ago, BCAG funded Bikeway 99 Phase 3 which provided a new access across Little Chico Creek with a new multi-use path and bridge to continue this regional effort. To date, this is how far we have gotten. We are attempting to complete Phase 3 and Phase 4. The City's current ATP application for Cycle 2 addresses **Bikeway 99 Phase 4**. This Phase 4 provides for a massive alternative to accessing employment centers, goods and services. In addition, BCAG is committed to programming $800,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds.

The project's purpose and need is to construct a gap closure in the planned SR99 bikeway from Business Lane to Skyway. The SR99 Bikeway approximately parallels the SR99 corridor bisecting the urbanized area of Chico, a distance slightly greater than 7 miles.

This Phase 4 project will design, acquire minimal right of way and construct a Class 1 multiuse path from Business Lane to Skyway. During the previous phases a Class 2 facility was constructed on the arterials that served this area, but the ultimate project attempts to also provide the most direct and shortest route along the SR99 corridor. Between the existing Class 2 and the proposed Class 1 facility, the SR99 corridor will provide the greatest and most convenient access to both fronting commercial and institutional parcels and commuter/ recreational trip throughput.

This project is about connecting people to goods and services including the Chico Mall, Butte Community College, Butte Community College Auto Service School, Lowes, Home Depot, Raley's, numerous restaurants and services. The Mechoopda Indian Tribe located in Chico are currently building a health center on 20th Street and have indicated their Tribe would benefit from better non-motorized access near their residents homes in the area.

Safety is our priority. Connecting people to goods and services in a safe and efficient manner is our goal. If our residents make a conscious decision to choose to ride or walk for their needed trip, I believe wholeheartedly we have a responsibility to make it as safe and convenient as possible. We are attempting to build a bikeway trunk system to where we can make a big difference.

Two years ago, BCAG initiated the development of a regional Transit and Non-Motorized Transportation Plan for Butte County. This study funded by the Strategic Growth Council was completed in May 2015. Extensive public outreach and stakeholder interviews were conducted. This outreach and public participation further documented the need for better bicycle access to goods and services in a safe and efficient manner.

This project is consistent with the current adopted Metropolitan Transportation Plan / Sustainable Communities Strategy. We sincerely hope the state and its evaluators can see this big picture and continue to support our mutual goals. If you have any questions, please give me a call directly at 530-879-2468 extension 203.

Ivan Garcia
BCAG Programming Manager

Trin Campos

From:	Trin Campos
Sent:	Wednesday, May 20, 2015 9:38 AM
To:	'atp@ccc.ca.gov'; 'inquiry@atpcommunitycorps.org'
Cc:	Jorge Renteria; Trin Campos
Subject:	RE: ATP Grant Application - City of Chico, State Route 99 Bikeway Project - Request for CCC & CCCC participation
Attachments:	Eng_Est_ May_2014-2.pdf; SR99 Bikeway_ Location Map.pdf

To: Wei Hsieh/CCC & Danielle Lynch/CCCC,

RE: Request for CCC & CCCC participation

The City is submitting an ATP Grant application for local project, **please determine if your agency is able to participate with response to this email ASAP**.

Project Name: City of Chico – SR99 Bikeway Improvement Project

- Description: In Butte County, City of Chico – along State Route 99 corridor Bikeway improvements, will construct Class 1 Bikeway extension gap closure
- Detailed Estimate: See Attached, project construction items and estimate. Some minor clearing & grubbing and possible re-vegetation work is expected.
- Project Schedule: Construction target is **2018 (during March – Oct).** If ROW and Utility impacts are resolved, construction may advance to 2017.
- Project Map: See Attached.
- Preliminary Plan: Not yet completed.

Please let me know when you receive this email request and if you have any questions. Thank You.

Trin Campos, PE

BEN|EN

O 916.783.4100 | **D** 916.771.6154 | **C** 916.842.7154
1082 Sunrise Avenue, Suite 100, Roseville, CA 95661
E tcampos@ben-en.com | **W** www.ben-en.com

RE: ATP Grant Application - City of Chico, State Route 99 Bikeway Project - Request for CCC & CCCC participation

Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV] on behalf of ATP@CCC [ATP@CCC.CA.GOV]

Sent: Friday, May 22, 2015 2:06 PM
To: Trin Campos
Cc: Hsieh, Wei@CCC [Wei.Hsieh@CCC.CA.GOV]; Welch, Keith@CCC [Keith.Welch@CCC.CA.GOV]; Wolsey, Scott@CCC [Scott.Wolsey@CCC.CA.GOV]; ATP@CCC [ATP@CCC.CA.GOV]; inquiry@atpcommunitycorps.org

Hi Trin,

Scott Wolsey, the Center Director at our CCC Redding location has responded to the partnership for your project. The CCC Chico center would like to participate on the following description of work – "Some minor clearing & grubbing and possible re-vegetation work is expected."

Please include this email with your application as proof that you reached out to the CCC. Feel free to contact Scott Wolsey directly Scott.Wolsey@ccc.ca.gov if your project receives funding.

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: Trin Campos [mailto:TCampos@ben-en.com]
Sent: Wednesday, May 20, 2015 9:38 AM
To: ATP@CCC; 'inquiry@atpcommunitycorps.org'
Cc: Jorge Renteria; Trin Campos
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1082 Sunrise Avenue, Suite 100, Roseville, CA 95661
E tcampos@ben-en.com | **W** www.ben-en.com

Attachment I

Re: ATP Grant Application - City of Chico, State Route 99 Bikeway Project - Request for CCC & CCCC participation

Active Transportation Program [inquiry@atpcommunitycorps.org]
Sent: Friday, May 22, 2015 4:49 PM
To: Trin Campos
Cc: atp@ccc.ca.gov; Jorge Renteria

Hi Trin,

Thank you for reaching out to the local conservation corps. Unfortunately, we are not able to participate in this project. Please include this email with your application as proof that you reached out to the Local Corps.

Thank you
Monica

On Wed, May 20, 2015 at 9:37 AM, Trin Campos <TCampos@ben-en.com> wrote:

> To: Wei Hsieh/CCC & Danielle Lynch/CCCC,
>
> **RE: Request for CCC & CCCC participation**
>
> The City is submitting an ATP Grant application for local project, **please determine if your agency is able to participate with response to this email ASAP**.
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>
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1082 Sunrise Avenue, Suite 100, Roseville, CA 95661
E tcampos@ben-en.com | **W** www.ben-en.com

--

Monica Davalos | Legislative Policy Intern
Active Transportation Program
California Association of Local Conservation Corps
1121 L Street, Suite 400
Sacramento, CA 95814
916.426.9170 | inquiry@atpcommunitycorps.org

Attachment I

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My answers in Red:

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Office of Local Assistance
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(530) 741-5116

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Attachment I

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Let me know if you need more project information. **Thanks You!**

Trin Campos, PE | **BEN**|EN
C 916.842.7154 | **E** tcampos@ben-en.com

Attachment I

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

May 19, 2015

Brendan Ottoboni, Acting Director of Public Works
City of Chico
411 Main St.
PO Box 3420
Chico, CA 95927

Subject: Active Transportation Program, Public Participation Process Documentation for Community Stakeholder Meetings - May 4, 2015 - 11-1pm and May 14, 2015 4:30-6 p.m. for the City of Chico

Workshop Summary:

Active Transportation Workshops were noticed in the Gridley Harold, Paradise Post, Chico Enterprise Record, and the Oroville Mercury Register 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. The announcement of ATP and workshops was also presented and circulated to the BCAG Transportation Advisory Committee and BCAG Board of Directors and sent to their comprehensive email distribution list.

The meeting was held between 11 a.m. and 2 p.m. with various stakeholders in attendance at the City of Chico's municipal conference room. Ivan Garcia of BCAG welcomed the group and went over the importance of active transportation for the community and gave a brief background presentation on the Active Transportation Program and its goals. Patti Horsely representing the Faculty, Health and Community Services Department from CSU Chico from California State University Chico, Center discussed the public health benefits of active transportation and went over statistics regarding current health issues in the region such as obesity and inactivity. Ivan Garcia highlighted the significance of public outreach in the transportation planning process.

Brendan Ottoboni and Trin Campos representing the City of Chico discussed the Active Transportation Program (ATP) safe routes to schools proposal for the City of Biggs and used visual aids to communicate the proposed improvements. This portion brought out many questions and comments from the group including the Butte Bicycle Coalition and Chico Velo Cycling Club. Janine Rood from Chico Velo Cycling Club discussed bike safety concerns for the region and highlighted high risk areas.

The second workshop was held at Chapman Elementary School on May 14, 2015 beginning at 4:30 p.m. in an effort to solicit input from parents as they picked up their child from the afterschool program. Staff made a brief presentation to the approximately 35 kids and staff present. The general feedback was very positive and excitement from all in attendance. Many of the kids indicated they would like to ride their bike more often if there were more options. Most parents in attendance spoke Spanish and were quiet surprised the City was pursuing a project in their neighborhood and expressed sincere gratitude.

Signed:

Ivan Garcia, BCAG Programming Manager

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

May 26, 2015

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

Subject: RTPA/MPO Support Letter for ATP Cycle 2 Project - SR 99 Corridor Bikeway Phase 4

Dear Mr. Davini,

Butte County Association of Governments (BCAG) is pleased to offer its support for Butte the City of Chico's ATP Cycle 2 – Grant Application. BCAG is the federally designated Metropolitan Planning Organization (MPO) and State designated Regional Transportation Planning Agency (RTPA), Regional Transit Operator for Butte County operating Butte Regional Transit and the Clearinghouse for the US Census representing Butte County.

The City of Chico has partnered with BCAG and Caltrans on efforts to build a visionary bike system which bisects the entire urbanized area of Chico to dramatically increase access to its bike system. A few years ago, as part of American Recovery and Reinvestment Act (ARRA), Caltrans awarded $2.4 million in ARRA Transportation Enhancement funds to the City of Chico to construct the northern portion of the Bikeway 99 Corridor. This has been completed and is operational. This fall, the City embarks on a massive reconstruction effort of State Route 32 at State Route 99 at and surrounding regional Park and Ride. The bikeway portion of the project is known as Phase 2. Congestion Mitigation and Air Quality Funds and local funds are being used to complete this.

Moving southward, about 4 years ago, BCAG funded Bikeway 99 Phase 3 which provided a new access across Little Chico Creek with a new multi-use path and bridge to continue this regional effort. To date, this is how far we have gotten. We are attempting to complete Phase 3 and Phase 4. The City's current ATP application for Cycle 2 addresses **Bikeway 99 Phase 4**. This Phase 4 provides for a massive alternative to accessing employment centers, goods and services. In addition, BCAG is committed to programming $800,000 in Congestion Mitigation and Air Quality Program (CMAQ) funds.

The project's purpose and need is to construct a gap closure in the planned SR99 bikeway from Business Lane to Skyway. The SR99 Bikeway approximately parallels the SR99 corridor bisecting the urbanized area of Chico, a distance slightly greater than 7 miles.

This Phase 4 project will design, acquire minimal right of way and construct a Class 1 multiuse path from Business Lane to Skyway. During the previous phases a Class 2 facility was constructed on the arterials that served this area, but the ultimate project attempts to also provide the most direct and shortest route along the SR99 corridor. Between the existing Class 2 and the proposed Class 1 facility, the SR99 corridor will provide the greatest and most convenient access to both fronting commercial and institutional parcels and commuter/ recreational trip throughput.

This project is about connecting people to goods and services including the Chico Mall, Butte Community College, Butte Community College Auto Service School, Lowes, Home Depot, Raley's, numerous restaurants and services. The Mechoopda Indian Tribe located in Chico are currently building a health center on 20th Street and have indicated their Tribe would benefit from better non-motorized access near their residents homes in the area.

Safety is our priority. Connecting people to goods and services in a safe and efficient manner is our goal. If our residents make a conscious decision to choose to ride or walk for their needed trip, I believe wholeheartedly we have a responsibility to make it as safe and convenient as possible. We are attempting to build a bikeway trunk system to where we can make a big difference.

Two years ago, BCAG initiated the development of a regional Transit and Non-Motorized Transportation Plan for Butte County. This study funded by the Strategic Growth Council was completed in May 2015. Extensive public outreach and stakeholder interviews were conducted. This outreach and public participation further documented the need for better bicycle access to goods and services in a safe and efficient manner.

This project is consistent with the current adopted Metropolitan Transportation Plan / Sustainable Communities Strategy. We sincerely hope the state and its evaluators can see this big picture and continue to support our mutual goals. If you have any questions, please give me a call directly at 530-879-2468 extension 203.

Ivan Garcia
BCAG Programming Manager

Chico Velo
Bicycling Advocacy and Education
..since 1981!

May 18, 2015
Theresa McWilliam, ATP Program Manager
CALTRANS
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

Dear Ms. McWilliam,
This letter is to inform you of Chico Velo's enthusiastic support for the City of Chico's current ATP grant applications. Chico Velo is a 501.c.3 non-profit organization and our mission is to advocate for bicyclists and educate the general public about bicycling, its attendant benefits and bicycling safety. As the largest bicycle advocacy organization north of Sacramento, we support the City of Chico's applications for Cycle 2 Active Transportation Program projects that will each improve the safety of cyclists and even make cycling a viable option in some cases:

- SR 99 Bikeway, Phase 4
- Little Chico Creek Bikeway, Phase 2
- Signalization, Multi-Modal Improvements on SR32 between West Sacramento Ave and 2nd Sts

We are proud that Chico has been a leader in Northern California in visioning and delivering Active Transportation Program type projects for the past decade. Recent past award-winning efforts include such projects as the Downtown Couplet Project (Large Scale Complete Street - CMAQ/BTA funding), the SR 99 Bikeway Phase 1 and 2 (ARRA/CMAQ funding) and the Annie's Glen Bikeway Improvements (SRTS funding) which have all helped to open up new cycling routes for more people in Chico. Chico was recently recognized at the Silver Level by the League of American Bicyclists, in part due to our history of very successful Active Transportation Program-type projects like these.

The current list that Chico has made application for in this Active Transportation Program cycle will continue this progress toward providing facilities to encourage active transportation modes. We hope Caltrans will continue to partner with the City of Chico on these projects which will help Chico to encourage and promote cycling and make it a safe transportation choice for ALL members of our community. Thanks for your consideration!
Sincerely,
Janine

Janine Rood
Executive Director
Chico Velo Cycling Club

Mechoopda Indian Tribe of Chico Rancheria

May 21, 2015

Theresa McWilliam, ATP Program Manager
CALTRANS
Division of Local Assistance, MS 1
Attn: Office of Active Transportation Program
P.O. Box 942874
Sacramento, CA 94274-0001

Subject: Active Transportation Program (ATP) Cycle 2 Project Funding Application - City of Chico State Route 99 Bikeway improvement project

Dear Ms. McWilliam:

The Mechoopda Indian Tribe of Chico Rancheria, California actively supports the City of Chico ATP (Cycle 2) grant application for the State Route (SR) 99 Bikeway improvement project. This project will close a major gap in the existing high use SR99 Corridor Bikeway route and will improve biking access to area job centers, schools, and health services.

This project will construct a Class 1 Bikeway gap closure along the east side of State Route 99 corridor from Business Lane to Skyway. Closing this gap will provide connection north to the 20th Street Chico Mall commercial area and south to the Butte College Chico Center. The SR99 Corridor Bikeway is a major north/south bike route bisecting the urban area of Chico which provides direct connection to the rest of the City's pedestrian/bike network.

The funds requested in this application would allow the City to provide a safe pedestrian/bike route from residential areas to schools, community parks, jobs, and services, including access to the new Northern Valley Indian Health Center (now under construction) and new Mechoopda Tribal Headquarters on 20th Street. The completed improvements will also promote the programs goal to increase activity and reduce childhood obesity by encouraging more walking and biking.

125 Mission Ranch Blvd. Chico, CA 95926 **ph.** (530) 899-8922 **fx.** (503) 899-8517

Mechoopda Indian Tribe of Chico Rancheria

We are pleased endorse the City of Chico in their effort to make this pedestrian/bike route safer and more accessible for tribe members, the Chapmantown community, Four Winds School, and all Chico residents. We look forward to the implementation of the project improvements.

Sincerely,

Dennis E. Ramirez, Chairman
Mechoopda Indian Tribe of Chico Rancheria

125 Mission Ranch Blvd. Chico, CA 95926 **ph.** (530) 899-8922 **fx.** (503) 899-8517

2012

CHICO URBAN AREA

BICYCLE PLAN

BUILDING & DEVELOPMENT
SERVICES DEPARTMENT
411 MAIN STREET
P.O. BOX 3420
CHICO, CA. 95927

ADOPTED BY CITY COUNCIL ACTION
November 22, 2012

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CHAPTER 1: INTRODUCTION

INTRODUCTION

Bicycling has become an increasingly popular method of travel throughout the region. Many are attracted to the energy savings, environmental benefits, and health advantages. Others, who are not able to drive due to age or finances, use bicycles as a primary means of transportation. The Chico Urban Area is particularly attractive to bicyclists due to the flat terrain, favorable climate, youthful population, and the presence of a major university.

The City of Chico City Council has maintained a strong commitment to bicycle transportation. The City Council's goal of becoming the most Bicycle Friendly City, as determined by Bicycling Magazine, was achieved in 1997. Since then the City of Chico has been designated a Bicycle Friendly Community by the League of American Bicyclists at the Bronze level in 2005, 2007 and 2010. In 2012 the City of Chico advanced its rating to the Silver level. Local land use and transportation planning within the region have been sensitive to the attributes necessary to promote and encourage bicycling and walking. The *City of Chico General Plan* includes extensive discussion and consideration of bicycling and walking in the development of land use, community design, and transportation policies. However, many natural and man-made barriers complicate bicycle circulation throughout the city. These barriers, such as the numerous creeks, the freeway, the California State University campus, and the railroad tracks, inhibit the ability of bicyclists to make direct, convenient connections between origins and destinations. As a result, these barriers are major inhibitors to bicycle circulation in Chico.

Depending on the location, overall development of non-motorized facilities may be the responsibility of local, state, or federal government. The City of Chico is responsible for the planning and development of bikeways within the incorporated limits, while the County is responsible for the remainder of the urban area. The City and County have traditionally cooperated on bikeway projects in the Chico Urban Area, with the City being the lead agency. State of California Department of Transportation (Caltrans) is responsible for the development and maintenance of bikeways along state highways or where established bikeways are interrupted by highway construction. The federal government is responsible for funding bikeways on federal lands, such as national forests, or along interstate highways if their provision will enhance safety.

The planning and implementation of bikeways is not a mandated process, but one undertaken by communities at their discretion. Funding programs have become increasingly flexible about how transportation money may be spent, expanding project eligibility to include bicycle paths and related facilities. However, many funding sources require that bikeway projects be part of a current Bicycle Transportation Plan in order to be eligible for funding.

The state legislature passed AB 1020 which increased Bicycle Transportation Account (BTA) funding for bicycle projects; however, this legislation also required the development and adoption of a bicycle plan. In order to compete for BTA funds, local jurisdictions must have plans approved by the state and include the following elements:

- Estimated number of existing and proposed bicycle commuters;
- Land use and population density;
- Existing and proposed bikeways;
- Existing and proposed bicycle parking facilities;
- Transportation interfaces or intermodal coordination;
- Existing and proposed shower facilities;
- Bicycle safety and education programs;
- Citizen and community participation;
- Consistency with long range transportation, air quality and energy plans;
- Project descriptions and priority listings; and
- Past expenditures and future financial needs description.

PREVIOUS PLANNING EFFORTS

The City of Chico has been very proactive in bicycle planning since the early 1980s. The City originally developed the *1991 Chico Urban Area Bicycle Plan* that was subsequently revised and updated by the Butte County Association of Governments (BCAG) resulting in the 1995 Chico Urban Area Bicycle Transportation Plan. This plan has since been updated by the City of Chico resulting in the 1998 Chico Urban Area Bicycle Transportation Plan and the 2002 and 2007 Chico Urban Area Bicycle Plan. These plans were part of a comprehensive bicycle planning effort for the entire county and provided policy direction for the development of bike facilities in the Chico Urban Area.

The 2012 Chico Urban Area Bicycle Plan is a continued effort by the City of Chico to assess the needs of bicyclists in the community and to try to assure needed facilities will be provided in the future.

The Bicycle Transportation Act (SB 1095) was enacted in September 1993 and required more detailed bicycle plans. The 2007 and 2012 plan addresses these requirements, thereby making the bicycle facilities included in the plan eligible for various grant funds. The *City of Chico General Plan*, adopted in November 1994 and updated in February 1999 and April 2011, includes a number of specific goals and policies related to bicycle and pedestrian paths that are included in this updated bike plan. This plan updates the list of existing bicycle and pedestrian paths, and revises the list of bicycle and pedestrian path needs.

The City of Chico, per its General Plan, has a Transportation Management Plan (TMP). This plan requires businesses to provide bicycle parking at a minimum.In addition, larger business are required to have a TMP which encourages their employees to use alternate commute methods, including bicycling. The City of Chico's TMP for City employees

includes facility kitchens for on-site meal preparation, locker rooms and showers, bike lockers and bike racks. As a further incentive, the City has a Bicycle Incentive Program which provides employees who ride to work vouchers to local bicycle shops for repairs and equipment for their bicycles.

The City coordinates its bicycle network with Caltrans as well as Butte County Association of Governments. Through Caltrans, the City has bike lockers at the Caltrans "Park and Ride" lot. The Park and Ride lot also includes regional bus service, providing cyclist with the ability to transport bicycles through out the County.

DEFINITIONS

The City of Chico generally uses Caltrans' design standards, as described in Chapter 1000 of the Caltrans Highway Design Manual, dated May 7, 2012. There are cases, however, where the City of Chico design standards may exceed those used by Caltrans. A careful evaluation of conditions for a specific bikeway may justify an easing of some requirement, or necessitate a more stringent requirement, as the case may be.

Class I Bike Path Provides a completely separated facility designed for the exclusive use of bicycles and pedestrians with minimal cross flows by motorists. Caltrans standards call for Class I bikeways to have a minimum of 8 feet of pavement with 2-foot graded shoulders on either side, for a total right-of-way of 12 feet. These bikeways must also be at least 5 feet from the edge of a paved roadway.

Class II Bike Lane Provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted. Caltrans standards generally require a 4-foot bike lane from face of curb or edge of roadway with a 6-inch white stripe separating the roadway from the bike lane.

Class III Bike Route Provides a right-of-way designated by signs or permanent markings and shared with pedestrians and motorists. Roadways designated as Class III bike routes should have sufficient width to accommodate motorists, bicyclists, and pedestrians. Other than a street sign, there are no special markings required for a Class III bike route.

Appendix A shows illustrations of each bikeway classification.

PUBLIC PARTICIPATION PROCESS

The 2012 Chico Urban Area Bicycle Plan updates the plan developed in 2007 by the City of Chico. The plan was revised and developed with the input of the City of Chico Bicycle Advisory Committee and Traffic Engineering Division. The committee was established by the Chico City Council as part of the City's commitment to remain the most Bicycle Friendly City. All committee meetings are scheduled and noticed to the public. The Traffic Engineering Division provided oversight and direction into the plan contents, as well as identifying and prioritizing the needed bikeway projects.

Further citizen input will be obtained through the hearing process prior to the adoption of a bikeway plan. Public hearings will be held by the City as part of the consideration of this document.

CHAPTER 2: SETTING

SETTING

LOCATION

The Chico Urban Area encompasses approximately 54 square miles (140 square kilometers) in the northwest portion of Butte County in the northern Sacramento Valley *(Figure 1)*. It is the county's largest metropolitan area, with a population of over 106,000, with approximately 86,290 residing inside the city limits. The Chico Urban Area is remarkably flat, with elevations averaging approximately 200 feet. The surrounding landscape is characterized by flat agricultural terrain and the Sacramento River to the west with the rolling terrain of the foothills to the east.

CLIMATE

Chico's climate, like that of the rest of the northern Sacramento Valley, is generally categorized as Mediterranean, with hot, dry summers and cool, wet winters. Annual rainfall averages about 25 inches per year in the valley. In addition, Chico occasionally experiences tule fog during the winter months, which can become quite dense at times.

CHARACTER

The Chico Urban Area boasts a diversity of land uses and attributes. One of the primary characteristics that sets Chico apart from other valley towns is California State University, Chico. The university brings with it jobs, cultural enhancements, a large student population, and educational opportunities for the community. Another of Chico's predominant features is Bidwell Park. One of the largest city parks in the United States, Bidwell Park is used extensively by all segments of the community. Within the park are facilities for swimming, hiking, bicycling, picnicking, softball, golfing, fishing, and other recreational activities. Chico also borders rich agricultural lands to the west. The major crops include almonds, walnuts, prunes, and rice. The City has also developed as a regional shopping area, with two major shopping developments and several other major retailers located along SR 99. The downtown area near the university also remains vital, offering restaurants, shops, banks, and municipal services, as well as community activities.

Figure 1
CHICO URBAN AREA
LOCATION

CHICO 2030
GENERAL PLAN

CITY OF CHICO
INC. 1872

APRIL 2011

Attachment K

ACKNOWLEDGEMENTS

City Council

Ann Schwab, Mayor
Jim Walker, Vice-Mayor
Andy Holcombe
Scott Gruendl
Mary Flynn
Mark Sorensen
Bob Evans
Larry Wahl (through December 2010)
Tom Nickell (through December 2010)

Planning Commission

Dave Kelley, Chair
John Merz
Kathy Barrett
Dan Allmon
Ken Rensink
Mike O'Donnell
Matt Juhl-Darlington
Mary Brownell (through December 2010)
Susan Minasian (through December 2010)
Jon Luvaas (through December 2010)

General Plan Advisory Committee Members

James Owens, Chair
Jim Stevens
Scott Winter
Nancy Ostrom
Dave Kelley
David Kim
Thomas Murphy
Kirk Monfort
Sarah Adams
Michael Worley
Tony Kilcollins
Noel Carvalho
Kristin McHenry

City Staff

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Lori Barker, City Attorney
Mark Wolfe, Planning Services Director
Tom Varga, Capital Project Services Director
Fritz McKinley, Building and Development Services Director
Brendan Vieg, Principal Planner / General Plan Project Manager
Meredith Williams, Associate Planner / General Plan Assistant Project Manager
Brad Pierce / Geographic Information Systems Analyst

General Plan Consultant

PMC

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1612 K Street NW Suite 510 Washington, DC 20006
Phone 202-822-1333 Fax 202-822-1334
www.bikeleague.org

October 3, 2012

Jake Morley
Capital Project Services Department
City of Chico
P.O. Box 3420
Chico, California 95927

Dear Jake:

Congratulations on receiving the Bicycle Friendly Community designation at the Silver level. This award is presented only to communities with remarkable commitments to bicycling.

I have enclosed your award certificate. You will be receiving the feedback compiled from the review of the application via email.

The award will be current for four years so your designation will be up for renewal in 2016. At that point your community will be reevaluated so we urge you to make as many improvements as possible in the meantime! We will be sending a request to you next year for an update on progress in the community as well.

If you would like to order additional Bicycle Friendly Community road signs or any promotional material, please complete the enclosed order form and return it to the League.

Once again, congratulations on your efforts to create a great Bicycle Friendly Community.

Sincerely,

Bill Nesper
Vice President, Programs
League of American Bicyclists
P: 202-621-5444
bill@bikeleague.org

Enclosures:
BFC Material Order Form
BFC Award Certificate
Road Sign

Bicycle Friendly Community

THE LEAGUE OF AMERICAN BICYCLISTS

IS PLEASED TO DESIGNATE

Chico, California

AS A

BICYCLE FRIENDLY COMMUNITY

in recognition of your outstanding efforts to encourage bicycling in your community

2012

PRESIDENT

League of American Bicyclists

CHAIR, BOARD OF DIRECTORS

Attachment K

BIKEWAY 99

Please see reverse side for detailed Upper Park map.

Please see reverse side for detailed Upper Park map.

0 0.25 0.5 Miles

RIDE SAFELY AND COURTEOUSLY

STOP

Probably the single most important thing a bicyclist can do to earn greater respect on the road is to obey stop signs and traffic signals.

DOWNTOWN CHICO

1 Chico Museum
2 Blue Room Theater
3 El Rey Theater
4 Women's Club
5 Senator Theater
6 Pageant Theater
7 Chico Arts Center
8 Stansbury Museum
23 Chico HS Sports Fields
24 Chico Courthouse
25 Shapiro Pool

CSUC CAMPUS

9 Performing Arts Center
10 Laxon Auditorium
11 Bidwell Mansion
12 Gateway Museum
13 Softball Field
14 Soccer Stadium
15 Nettleton Stadium
16 Sports Stadium
17 Acker Gymnaseum
18 Student Health Center
19 Wildcat Recreation Center
20 Meriam Library
21 Student Services Center
22 Bell Memorial Student Center

Pedestrian safety is one of the City of Chico & CSUC's primary concerns. The riding of bicycles as well as skateboards, rollerblades, unicycles, scooters and Segways is prohibited on City sidewalks and in the core of the CSU, Chico campus.

BIKEWAY 99

Phase I (Completed)

Phases II, III (Completion 2012-13)

LEGEND

Bike Paths (Class I)
Paths are seperated facilites designed exclusively for the use of bicycles and pedestrians. May have minimal cross flow from motorists.

Bike Lanes (Class II)
Lanes are restricted right-of-ways designed exclusively for the use of bicycles with vehicle parking and cross flows by pedestrians and motorists permitted.

Bike Routes (Class III)
Routes are right-of-ways designed to provide shared use for bicycles, pedestrians, and motorists. Routes may be simply designated by a sign.

Connector (Class IV)
paved
unpaved
Connectors provide links between paths, routes, and lanes. Connectors are unmarked and may not provide adequate space for bicycles, pedestrians, and motorists.

Bus Routes
Transit routes served by B-Line. For specific stops and travel times see www.BLineTransit.com. Maps available on each BLine bus.

SYMBOLS

Medical Facility
Fire Station
Police/Sheriff Station
Railroad Depot
Transit Center
School
Bike Bridge
Restrooms
Bike Shops
Shopping

SCALE

1 inch = approx. 1500 feet / 0.28 miles

INDEX

		Map Grid
	Medical Facility	
1	Enloe Hospital	C-3
2	Enloe Prompt Care	C-6
3	Chico Immediate Care	C-4
	Bike Shops	
1	Campus Bicycles 330 Main St.	D-4
2	Chico Bike & Board 9th & Main St.	D-4
3	Cyclesport 222 W. 2nd St.	D-4
4	North Rim Adventure Sports 178 E. 2nd St.	D-4
5	North Valley Bicycle 2590 Cohasset Rd.	B-4
6	Pullins Cyclery 8th & Main St.	D-4
7	Sports Ltd 698 Mangrove Ave.	C-4
8	The Bicycle Wheel 130B W. East Ave.	B-3

		Map Grid
	Shopping Centers	
1	Chico Mall	D-6
2	Downtown Chico	D-4
3	Dr. Martin Luther King Jr.	D-5
4	East Ave. & Esplanade	B-3
5	East Ave. Marketplace	B-5
6	Mangrove Plaza	C-4
7	North Valley Plaza	B-3
8	Skyway & Notre Dame	E-6
	Police/Sheriff Station	
1	Chico Police Department	D-5
2	Chico Police Deptartment Downtown Sub-Station	D-4
3	Butte County Sheriff Chico Sub-Station	E-5

		Map Grid
	Fire Station *	
1	Chico Fire Station #1	D-4
2	Chico Fire Station #2	C-3
3	Chico Fire Station #3	N/A
4	Chico Fire Station #4	D-6
5	Chico Fire Station #5	B-5
6	Chico Fire Station #6	C-2
7	CalFire Station #42	A-4
8	CalFire Station #44	E-5

* Note: Fire Stations are equiped with Bicycle Repair Kits and air pumps.

	Railroad Depot	D-3
	Transit Center	D-4

CONTRIBUTORS

BCAG
Butte County Air Quality Management District
Chico Velo Cycling Club
California State University, Chico
City of Chico
Geographic Information Center
B-Line Butte Regional Transit

Attachment K