

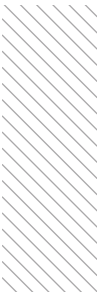


THE TOWN OF PARADISE TRANSPORTATION MASTER PLAN

May 2022



PREPARED FOR
Town of Paradise



MARK THOMAS



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OVERVIEW

The Town of Paradise Transportation Master Plan: Roadmap to Infrastructure to Recovery (TMP) is high-level summary of each of the TMP components, highlighting projects and recommendations identified in each of the TMP sections. The TMP functions as a convenient reference document for Town staff, elected officials, residents, and other stakeholders

INTRODUCTION

Funded by a United States Economic Development Administration (EDA) grant, the Town of Paradise Transportation Master Plan (TMP) is a foundational document that guides the Town of Paradise's (Town) recovery through transportation initiatives and strategies consistent with the Town of Paradise Long Term Community Recovery Plan (LTCRP). The TMP is a critical step to both the Town's short-term recovery and vibrant long-term future. The TMP includes a comprehensive analysis of the Town's transportation daily needs, as well as recommend gap closures to strengthen future traffic evacuation demands. Additionally, the TMP considers how travel within the community can benefit from dedicated sidewalks and bikeways, and how transportation improvements can increase safety and support economic growth. The TMP will help to ensure safe, modern travel options, and efficient evacuation routes for the Town's residents, business owners, and visitors.

The key TMP components include:

- **Public Outreach Summary** – Provides an overview of the strategies and activities in generating and collecting community input during the TMP development in 2021 and 2022. The Summary outlines the informational and marketing materials and the engagement strategies that informed the TMP.
- **Daily Transportation Evaluation** – Encompasses a comprehensive review of the Town's daily traffic needs. The analysis recommends improvements to the roadway system serving connections to schools, parks, shopping areas, jobs, and local homes. The recommended projects address traffic needs and improve circulation for all users of the roadway system, including motorists, pedestrians, bicyclists, and goods movement.
- **Traffic Evacuation Analysis** – Evaluates the Town's transportation network to serve traffic evacuation needs assuming an "all at once" event similar to during the Camp Fire evacuation. The recommendations build upon lessons learned from the Camp Fire and recent evacuations to address pinch points, improve the backbone network, identify new connections, facilitate operations during an evacuation, and coordinate with regional partners and public safety responders.
- **Active Transportation Plan** – Evaluates opportunities for safer and new transportation choices such as walking paths, sidewalks, and bikeways benefiting residents traveling to school, shops, or enjoying the outdoors. Much of the network is planned to provide a dual function during disaster evacuation for emergency responder access into or from the Town. The plan positions the Town to pursue grant funding for implementation.
- **Local Road Safety Plan** – Provides a framework for developing safety improvements on local roads with a goal of reducing fatalities and serious injuries on the local road network.
- **Roadway Paving and Recovery Management** – Highlights the Road Paving Plan, GIS tracking of utilities undergrounding, Americans with Disabilities Act (ADA) facilities and outlines development of updated Town engineering design standards and construction standards for





transportation projects. Recovery of the roadway network is also improved through the updated Town engineering design standards and construction standards for consistent use during both public and private transportation capital projects.

- **Economic and Redevelopment Recovery** – Evaluates the Town’s Commercial Market Analysis and outlines current conditions and future strategies for economic development as recovery continues. The section also includes an update to existing urban design standards for Downtown and Clark Road areas. The update accounts for current practices, provide greater clarity and transparency, and support a cohesive community identity as recovery continues in the Town.

Town of Paradise Overview

The Town of Paradise’s location, history, population, and the Camp Fire provide a framework to understand the Town’s transportation issues and opportunities.

Location

Located on a ridge in the western foothills of the Sierra Nevada with elevations ranging from 1,500 to 2,200 feet above sea level, the Town is located in an area identified as the Lower Ridge in Butte County (County). Surrounding unincorporated communities, including Magalia, Concow, Yankee Hill, and other unincorporated County communities north of the Town constitute the Upper Ridge. Combined, the Ridge communities offer a scenic, forested, and rural community setting that is unique in the Region in contrast to the urbanized and agricultural areas in the Sacramento Valley.

History

The Town was originally settled during the Gold Rush era and grew slowly and organically before experiencing rapid population growth in the years leading up to the Town’s incorporation in 1979.¹ The Town emerged at this time as an attractive place for retirees who sought the rural, forested setting of the Ridge. In recent years, a younger demographic was also drawn to the area, although the Town’s growth slowed substantially in the decade before the 2018 Camp Fire. The Town established itself as a bedroom community, aided by its affordable housing stock and proximity to the City of Chico, the County’s economic hub. Indeed, prior to the Fire, the Town served as an affordable housing enclave to many service- and trades-based workers who were employed in Chico and other nearby employment centers.

¹ Sebai, N., 2018. Paradise Isn't Lost, It's in Butte County. *KQED The California Report*, [online] Available at: <https://www.kqed.org/news/11655609/paradise-isnt-lost-its-in-butte-county> [Accessed May 2020].



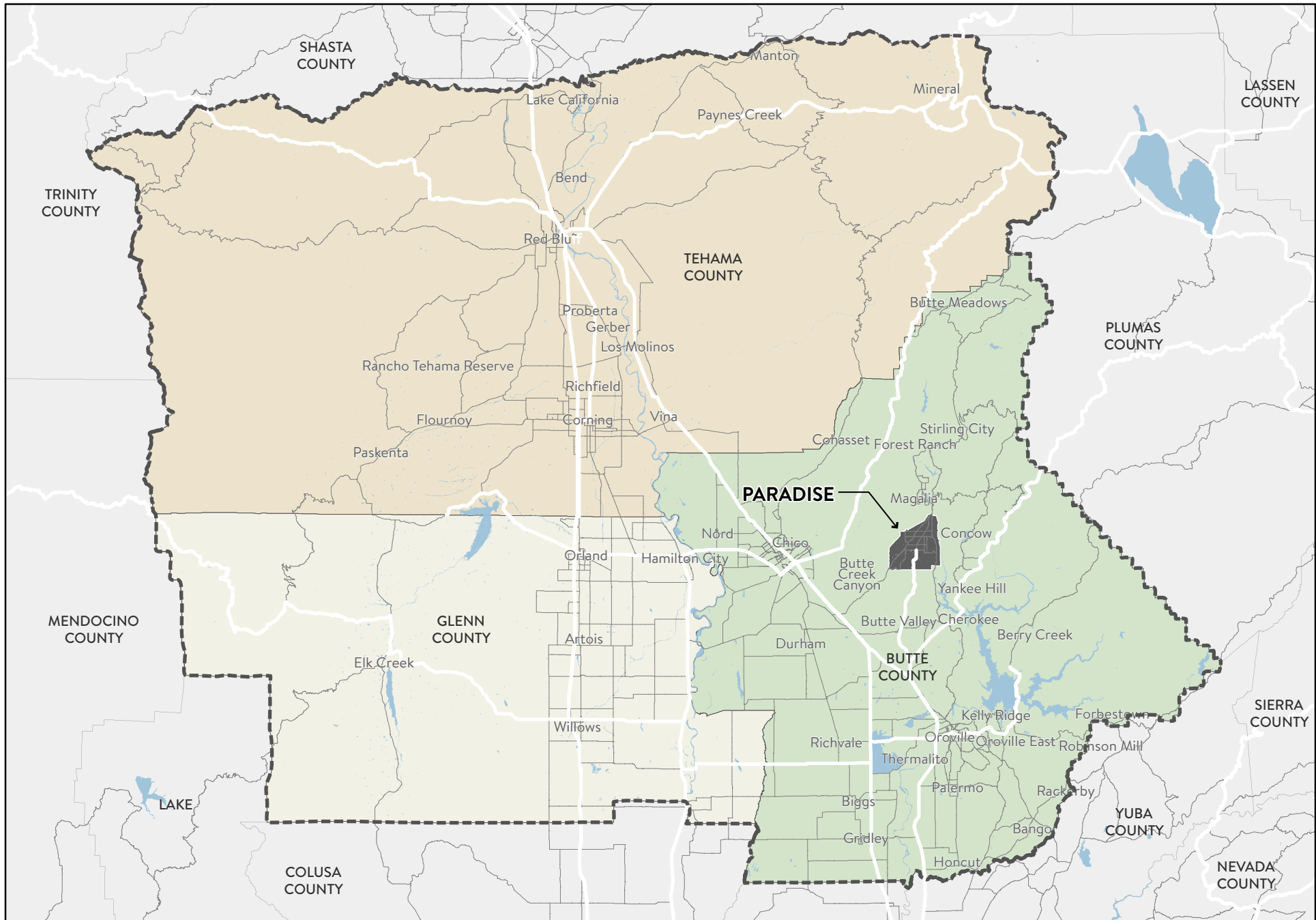


Figure 1 Town of Paradise Location

This map contains information from sources we believe to be reliable and accurate, but we make no representation, warranty or guarantee of it's accuracy.



Population

Before the Fire, the Town was the County’s second most populous incorporated city with an estimated 26,400 residents as of January 2018. In recent years, the Town had among the lowest growth rates of any jurisdiction in the Region, adding a mere 40 residents between 2010 and 2018 (5 residents annually or less than a 1 percent annual growth rate).

As a result of the Camp Fire and the resulting physical destruction of a majority of its housing stock, the Town is estimated to have lost about 21,800 residents (an 82-percent decline in population between January 2018 and January 2019). Since 2019, the Town has added approximately 1,600 residents and has a current estimated population of about 6,000 as of January 2021, representing about 23 percent of the Town’s 2018 pre-Camp Fire population

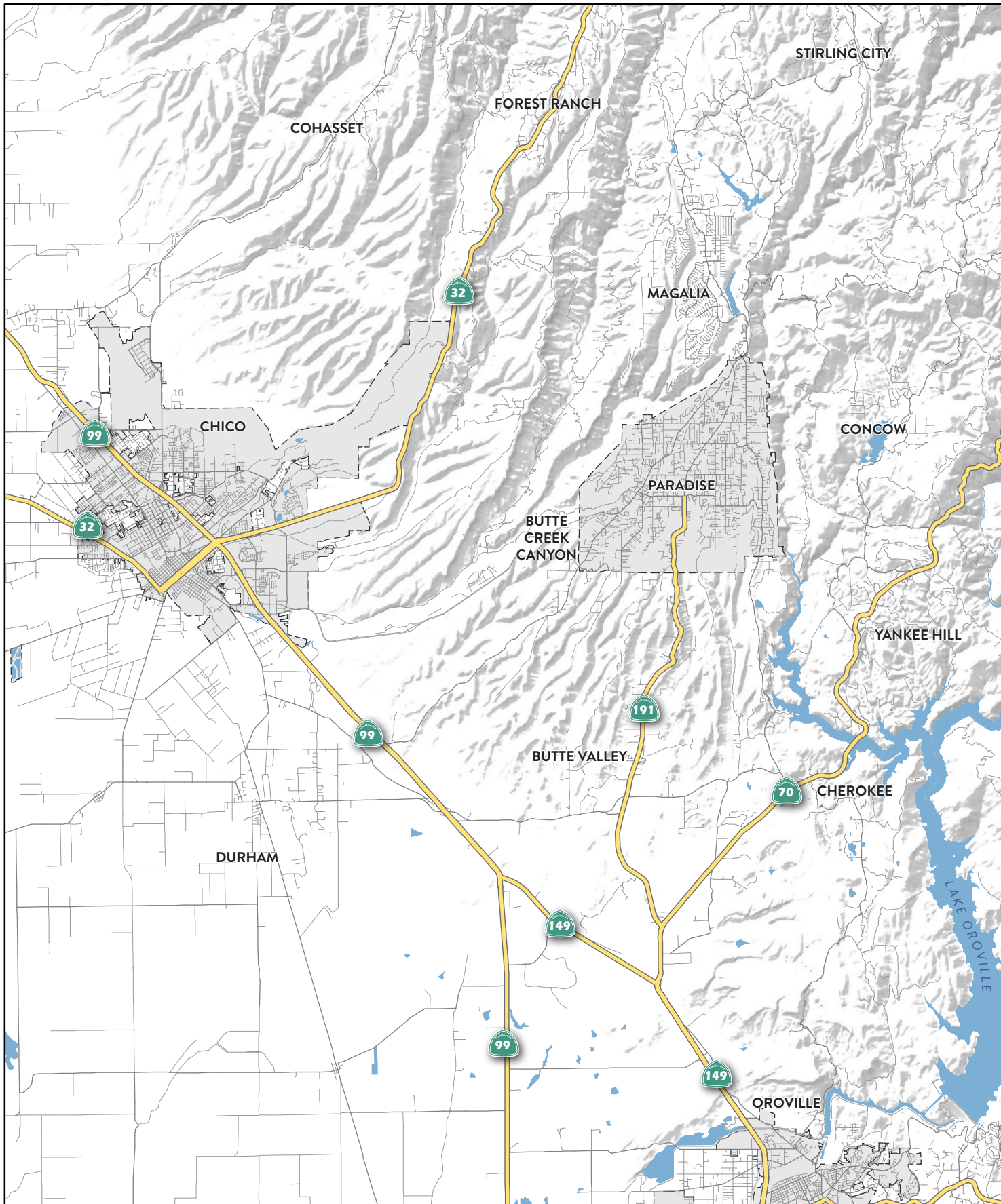
Based on population projections obtained from the Butte County Association of Governments (BCAG) Post Camp Fire Regional Population and Transportation Study, it is estimated that the Town may gain an additional 12,800 residents by 2030 for a total residential population of approximately 18,900 residents.²

Camp Fire

The November 2018 Camp Fire had an enormous impact on residents and businesses in Town and the broader Tri-County Region, a primarily rural region in Northern California composed of Butte, Glenn, and Tehama counties. The Camp Fire caused massive damage, burning more than 150,000 acres, resulting in 86 fatalities and multiple injuries, and destroying nearly 19,000 physical structures in the Town and surrounding unincorporated communities in Butte County, collectively referred to as the “Town of Paradise Ridge” or “Ridge.” The Camp Fire has resulted in ongoing impacts to the regional and local economy of the Town as the area experienced major population shifts, a substantial decline in housing supply, and economic hardships for the business community. It is estimated that thousands of individual businesses were affected by the Camp Fire and, to date, about 15 percent of businesses in the Town and Ridge have resumed operations.

² Fehr and Peers, Pre and Post Camp Fire Conditions and Regional Growth Forecast, Appendix A: Post Camp Fire Regional Population and Transportation Study. August 14, 2020.





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Figure 2 Town of Paradise Access



Long Term Recovery Community Plan

In response to the Camp Fire, FEMA quickly deployed its Long-Term Community Recovery program. This program serves to coordinate resources and planning efforts in support of an area’s post-disaster recovery effort. As a result, The Town’s Long Term Community Recovery Plan (LTCRP) was developed to outline strategies and initiatives for community rebuilding.

A major component of Town’s long-term recovery is rebuilding its transportation system to improve daily transportation and emergency evacuation, catalyze redevelopment, augment economic development, and improve Town’s walkability and bicycle friendliness.

Long Term Community Recovery Plan Vision Components and Recovery Projects

Below are the Town’s LTCRP Vision Components and Recovery Projects that support the development of the TMP. Each of the TMP elements will identify the Vision Concepts and Recovery Projects specific to the element.



Figure 3 Town of Paradise Location



Table 1 Long Term Community Recovery Vision Components

LTCRP Vision Component	LTCRP Recovery Recommendations
Safer	Evacuation Routes
	Interconnected Path System
	Missing Road Segments
	Long Dead-End Streets
Stronger	Underground Utilities
	Economic Development Strategy
	Workforce Development Plan
	Opportunity Zone
	Chamber of Commerce
	Live/Workspace for Entrepreneurs
	Walkable Downtown
	Public Transportation
	Outdoor Destination
Greener	Sustainable Stormwater and Drainage
	Sustainable Development



Transportation Master Plan Goals

The list of goals below guides the TMP’s development and implementation. The goals were developed through public engagement and outreach as well as existing conditions and technical analysis. The TMP goals:

1. Gather critical technical information and gain community perspective on transportation issues.
2. Inform decision-makers about values and preferences of the community.
3. Utilize the information gathered to develop goals, policies and actions that will ultimately be supported by the stakeholders and approved by the Town Council.
4. Support coordination with external agencies and stakeholders regarding transportation and traffic evacuation.
5. Educate residents and other key stakeholders about the development of the TMP and how it benefits the Town of Paradise.
6. Inform residents about the anticipated schedule for the TMP development process.
7. Provide a mechanism for two-way dialogue between the Town/project team and residents/stakeholders to share information about the project and address questions/concerns.
8. Centralize communication regarding the TMP and other transportation recovery projects via the Town website.

PUBLIC OUTREACH SUMMARY

The Public Outreach Summary provides an overview of the strategies and actions utilized in generating and collecting community input during development of the TMP in 2021 and 2022. The Summary outlines the informational and marketing materials such as Town website posts, social media posts, project fact sheet and meeting flyers. Listed are engagement strategies that promoted input opportunities and coordinated community feedback to inform the TMP. The engagement strategies included several workshops focusing on various TMP components, two public surveys, community event tabling and student outreach efforts. Outlined below is a comprehensive summary of the public outreach and engagement efforts conducted for TMP development including tasks and a summary of each of the completed activities.

TRANSPORTATION MASTER PLAN: ROADMAP TO INFRASTRUCTURE RECOVERY

PROJECT OVERVIEW

The Camp Fire devastation in 2018 and resulting debris removal damaged the transportation system within the Town of Paradise. The 2019 Community Long-Term Recovery Plan set forth critical objectives to guide certain priorities forward, including broad circulation improvements. The Town has secured grant funding for a comprehensive Transportation Master Plan (TMP) to identify and guide these long-term recommendations and improvements. Public input will help refine and prioritize solutions to aid in the overall recovery and re-visioning process.

The TMP is an important first step for the future of the Town of Paradise, and the completion of crucial transportation repairs and improvements. Development of the TMP will include a comprehensive analysis of the Town's daily transportation needs, as well as recommend gap closures and new connections to strengthen future traffic evacuation demands. The TMP will also consider how travel within the community can benefit from additional sidewalks and bikeways, and how the transportation improvements can support economic growth. The TMP will help to ensure safe, modern travel options, and efficient evacuation routes for the Town's residents, business owners, and visitors.

The TMP is currently underway, and community engagement activities are being planned for the summer and fall of 2021. The TMP is scheduled for completion in early 2022.

For more information, please visit: www.townofparadise.com/recovery

Figure 4 TMP Project Fact Sheet



Table 2 TMP Public Outreach Summary

Activity	Summary
Project Website	Includes an overview of the TMP, highlighting key elements such as information on public meetings/workshops, resources to use for additional information and updates, and a Town contact for public input and questions.
Social Media Content	Highlights the TMP and key elements, as well as information on project funding pursuits.
Meeting #1	Infrastructure Recovery Update – June 3, 2021: https://www.youtube.com/watch?v=fvqXQpMiQW8
Meeting #2	Roadway and Traffic Evacuation Planning – June 22, 2021: https://www.youtube.com/watch?v=zlc81ztCb3A
Meeting #3	Downtown and Clark Road Design Standards – July 22, 2021: https://www.youtube.com/watch?v=HPnHr6Tsomw
Meeting #4	Bicycling and Walking Network Review – August 12, 2021: https://www.youtube.com/watch?v=pJOjYTZZCsw
Evacuation Planning Route Survey	Provided an opportunity to review, prioritize and indicate preferred options/alternatives of projects discussed at previous public meetings. 833 survey responses were received. Survey responses guided the development of the Town’s roadway and traffic evacuation route plans.
Downtown and Clark Road Design Standards Survey	Provided an opportunity to review potential design standards updates discussed during the meeting and indicate preferred options. Nearly 100 survey responses were received. Survey responses guided development of the revised Design Standards for the Downtown and Clark Road areas.
Bicycling and Walking Network Survey	Provided an opportunity for the Town to review the proposed network projects and improvements discussed at the meeting, provide input, and prioritize projects. More than 150 survey responses were received. Survey responses guided the development of the Active Transportation Plan.
Bicycling and Walking Feedback Survey	Collected input pertaining to barriers to walk/biking and catalyst for walking and biking.
Student Outreach	On December 2, 2021, engaged approximately 17 students of the Leadership class at Paradise High School. The meeting included a brief presentation that provided an overview of the ATP, followed by a group discussion to review student feedback regarding the Town’s existing network and their recommendations for network improvements.



Activity	Summary
Community Events	Hosted six (6) information booths for ATP outreach. <ol style="list-style-type: none"> 1. Johnny Appleseed Days –October 2, 2021 Terry Ashe Park 2. Outdoor Movie Series –October 14, 2021 Terry Ashe Recreation Center 3. 6th Semi-Annual Peddlers Fair –October 16, 2021 Déjà vu Gardens Nursery 4. Outdoor Movie Series/World Series Game –October 27, 2021 Terry Ashe Recreation Center 5. Community Dinner –November 4, 2021 Paradise Alliance Church 6. Chili Cookoff & Cornhole Tournament –November 13, 2021 Terry Ashe Recreation Center
TMP Fact Sheet	Includes an overview of the TMP and its key elements, its purpose and benefit to the community, and information on public meetings/workshops.
Short Info Videos	Cover key TMP topics featuring an overall summary of each of the plan elements and related technical and outreach efforts. Completed videos are posted on the Town website and Facebook page and used as a part of subsequent grant applications for project funding.
TMP Overview Brochure	Serves as a visual representation of the TMP development process and outcomes.
News Release	Highlights the completion of the TMP, the purpose of the plan, and how it will benefit the community as the Town continues its rebuilding efforts.

See Appendix A Public Outreach Summary for additional details.



DAILY TRANSPORTATION EVALUATION

The Daily Transportation Evaluation outlines the current roadway network and provides recommendations for improvements for everyday traffic needs within the community. The component includes a Roadway Improvements Report and Parking Technical Memorandum addressing current and future parking needs and policies.

Roadway Improvements Report

The Roadway Improvement Report documents the existing roadway network, identifies future roadway and intersection needs, and recommends improvements with engineering cost estimates. The component is focused on daily circulation and capacity needs on roadways and at key intersections. The component recommends improvements to the roadway system serving connections to schools, parks, shopping areas, jobs, and local homes. The recommended concepts address traffic needs and improve circulation for all users of the roadway system, including motorists, pedestrians, bicyclists, and goods movement. The component includes a Roadway Inventory and Analysis, Potential Improvement Concepts, and Recommended Projects. The Roadway Improvements Report recommends 27 projects at an estimated cost of \$400 million. The projects include roadway widenings, connecting dead end streets, and gap closures.



Figure 5 Recent Construction Activity on Pentz Road

MAP: Roadway Improvement Plan

The map below identifies the roadway improvement projects outlined in the Roadway Improvement Plan. The projects are listed as either Proposed Roadway Widening, Potential Roadway/Extension, Reconfiguration/Modification, or Intersection Improvement



PROJECTS: Roadway Improvement Plan

Below are the Roadway Improvement Plan projects, listed in order of priority, with identification of LTRCP relationship and the estimated project implementation costs. The Roadway Improvement Plan recommends 27 projects totaling an estimated \$400 million.

Table 3 Recommended Roadway Improvement Projects

Recommendations Projects	LTRCP Vision Component	LTRCP Recovery Recommendations	Estimated Costs
Skyway Capacity Improvements (Elliott to Pearson)	Safety	Evacuation Route	\$1,000,000
		Interconnected Path System	
	Better	Walkable Downtown	
Foster/Black Olive Intersection Improvements	Safety	Evacuation Route	\$5,000,000
	Better	Walkable Downtown	
Skyway/Pentz Intersection Improvements & adjacent segments	Safety	Evacuation Route	\$10,000,000
Pentz/Pearson Intersection Improvements	Safety	Evacuation Route	\$5,000,000
Upper Skyway Widening (Bille to Pentz)	Safety	Evacuation Route	\$49,000,000
		Interconnected Path System	
Pentz Road Widening (Town Limits to Skyway)	Safety	Evacuation Route	\$89,000,000
		Interconnected Path System	
Upper Clark Widening (Wagstaff to Skyway)	Safety	Evacuation Route	\$25,000,000
		Interconnected Path System	
Neal Road Widening (Town Limits to Skyway)	Safety	Evacuation Route	\$25,000,000
		Interconnected Path System	
Clark Road (spot widening b/t Wagstaff & Bille)	Safety	Evacuation Route	\$5,000,000
Clark Road (extend dual southbound lanes south of Pearson)	Safety	Evacuation Route	\$2,000,000
Roe Road Extension Phase 1 (S Libby to Pentz)	Safety	Evacuation Route	\$60,000,000
		Interconnected Path System	





Recommendations Projects	LTCRP Vision Component	LTCRP Recovery Recommendations	Estimated Costs
Elliott Road Extension (west of Skyway)	Safety	Evacuation Route	\$1,000,000
Elliott Road Extension (End to Pentz Road)	Safety	Evacuation Route	\$7,000,000
		Interconnected Path System	
Roe Road Phase 2 (SR-191 to S Libby)	Safety	Evacuation Route	\$43,000,000
		Interconnected Path System	
Roe Road Phase 4 (Skyway to Neal)	Safety	Evacuation Route	\$20,000,000
		Interconnected Path System	
Roe Road Phase 3 (Scottwood to SR-191)	Safety	Evacuation Route	\$11,000,000
		Interconnected Path System	
Roe Road Phase 5 (Neal to Scottwood)	Safety	Evacuation Route	\$21,000,000
		Interconnected Path System	
Buschmann Extension between Clark & Libby	Safety	Missing Road Segment	\$7,000,000
Sawmill Extension south to Roe Road Extension	Safety	Missing Road Segment	\$3,000,000
Buschmann Extension West of Foster Road	Safety	Missing Road Segment	\$3,000,000
Moore Road (Public, pave)	N/A	N/A	\$1,000,000
Middle Libby Road Extension between Pearson & Elliott	Safety	Missing Segment	\$6,000,000
Forest Service Road Extensions	Safety	Missing Segment	\$2,000,000
Honey Run Road Improvements	N/A	N/A	\$80,000
Toyon Lane Improvements (Foster to Roe)	N/A	N/A	\$4,000,000
Shay Lane Extension (to Center Pine Drive)	Safety	Missing Road Segment	\$1,000,000
Bille Road Extension east of Pentz	Safety	Missing Road Segment	\$3,000,000





RECOMMENDATIONS: Roadway Improvement

The following are recommended key actions pertaining to roadway improvements. Based on existing conditions and stakeholder input, the Roadway Improvement component recommends the Town formally adopt the following:

- Roadway Functional Classification Map
- Typical Roadway Sections
- Truck Routes Map
- Signage & Striping Standards
- Crosswalk Policy
- Vertical Elements in the Roadway Policy
- Arterials Policy

Table 4 Recommended Roadway Improvement Guidance Documents

Recommendations	LTCRP Vision Component	LTCRP Recovery Recommendations
Roadway Functional Classifications Map	Safer	Evacuation Routes
Typical Roadway Sections Guidelines	Safer	Evacuation Routes
		Interconnected Roadway System
	Better	Walkable Downtown
Truck Routes Map	Stronger	Interconnected Roadway System
Signage & Striping Standards	N/A	Interconnected Roadway System
Crosswalk Policy	Better	Walkable Downtown
Vertical Elements in the Roadway Policy	Safer	Evacuation Routes
Arterials Policy	Safer	Evacuation Routes

See Appendix B Roadway Improvement Plan for additional details.

Parking

As Town development continues and increases, it is essential to assess the existing and future parking needs, plan for loading zones, and incorporate parking strategies that will support and encourage revitalization. Providing adequate parking will encourage business patronage and be beneficial for special events downtown. Based on the analysis, the existing downtown parking supply is sufficient for current demand. The Town plans to add approximately 141 on-street parking spaces downtown, which supports existing economic development and future growth.





RECOMMENDATIONS: Parking

Parking is the nexus between transportation and economic development. Parking strategies ensure that businesses have the infrastructure to prosper. The items below provide recommendations for on-street parking, off-street parking and parklet implementation.

Table 5 Parking Recommendations

Recommendations	LTCRP Vision Component	LTCRP Recovery Recommendations
GENERAL PARKING		
Increase on-street parking or provide supplemental parking lots to further encourage redevelopment.	Stronger	Economic Development Strategy
Parking should be adjacent to pedestrian facilities.	Better	Walkable Downtown
Update the municipal code to include verbiage requiring that: <ul style="list-style-type: none"> ○ New developments should provide the minimum parking space requirements on-site or in a designated off-site lot. On-street parking adjacent to the site should not be counted toward the parking requirement. ○ Commercial and passenger loading zones should be considered in the site plan review process. 	Stronger	Economic Development Strategy
Time-restricted parking, paid parking, and parklets should only be implemented as it becomes practical and beneficial to serve overall needs.	Stronger	Economic Development Strategy
ON STREET PARKING POLICIES		
The Town should not designate any on-street parking space(s) for a specific entity (business, residence, etc.)	Stronger	Economic Development Strategy
On-street parking may be provided where it can be safely accommodated and adjacent to pedestrian facilities.	Stronger	Economic Development Strategy
	Better	Walkable Downtown
On-street parking should be provided as possible in the downtown area bounded by Skyway, Pearson, Black Olive, and Elliott.	Better	Walkable Downtown
Time-restricted or paid parking should be considered to address a lack of turnover or if adequate parking cannot be supplied in specific areas. Skyway and Pearson Road are likely to be the first corridors where time- restricted or paid parking could be beneficial.	Stronger	Economic Development Strategy





Recommendations	LTCRP Vision Component	LTCRP Recovery Recommendations
OFF STREET PARKING		
New developments should provide the minimum parking space requirements on-site, or in a designated off- site lot. On-street parking adjacent to the site should not be counted toward the parking supply.	Stronger	Economic Development Strategy
The Town should continue to enforce off-site parking requirements for new developments, while balancing the encouragement of economic development by supplementing downtown parking with additional parking lots as possible or encouraging and allowing shared use where appropriate.	Stronger	Economic Development Strategy
Off-site parking lots or garages should be designed to connect to pedestrian and multimodal facilities.	Better	Walkable Downtown
PARKLETS		
Parklets are not suitable on Skyway, given the vehicle travel speeds and volumes, and are not recommended on any other primary downtown or evacuation routes (Pearson Road or Elliott Road).	Stronger	Economic Development Strategy
	Better	Walkable Downtown
Parklets may be considered on internal downtown roads on a case-by-case basis if the surrounding development supports the construction and if the benefits outweigh the trade-off of reduced on-street parking.	Stronger	Economic Development Strategy
	Better	Walkable Downtown

See Appendix C Parking Technical Memorandum for additional details.



EVACUATION TECHNICAL MEMORANDUM

The Evacuation Technical Memorandum evaluates the Town’s transportation network to serve traffic evacuation needs. The report evaluates the impact of permanent improvements and potential temporary modifications on evacuation, focusing on an “all at once” event similar to during the Camp Fire evacuation but applicable for a range of scenarios. The evacuation traffic analysis addresses applicable Town of Paradise Corrective Action Plan Objectives, Proposed Roadway Improvements, Evacuation Analysis, and summarizes accomplishments of the Multiagency Task Force through multiple meetings including a field exercise.

After-Action Report (AAR)/ Corrective Action Plan (CAP)

The After-Action Report documents experiences, lessons learned from the Camp Fire, and best practices with the goal of implementing improvements that will benefit the community in future evacuations and events. The follow up to this report was the Corrective Action Plan (CAP), a matrix identifying actions and responsible parties. The CAP drove many of the actions and recommendations developed throughout the TMP.

The CAP identifies approximately 11 objectives, the responsible agency, priority, funding, etc., presented in a matrix format. The CAP covers a wide array of topics relating to evacuation, training, multi-agency coordination, and communication. Overall objectives addressed in the TMP are:

- **Develop Traffic Control Recommendations for Evacuation.** This technical memorandum provides recommendations (both permanent improvements and temporary emergency modifications) at key evacuation intersections and along corridors – both within and outside of the Town of Paradise.
- **Facilitate Multiagency Collaboration.** This technical memorandum includes details on the Multiagency Task Force developed to address traffic control outside the Town during an evacuation.



Figure 6 After Action Report



PROJECTS: Proposed Roadway Emergency Improvements

To improve traffic evacuation, proposed roadway and intersection improvements were identified through the TMP development process and are included in the Roadway Improvements Report. Many of the proposed improvements developed for the daily capacity needs, such as road widenings, will also benefit evacuation needs, and were developed in response to the priorities from the Long-Term Community Recovery Plan. See *Table 3 Recommended Roadway Improvement Projects* for project listing and costs. Below are noted safety improvements anticipated as an outcome of the roadway improvement projects.

New connections:

- Approximately 15 new connections are proposed that will improve overall circulation and facilitate evacuation by connecting constrained or dead-end roadways to evacuation routes.

Network chokepoints removal:

- The TMP identifies previously noted potential chokepoints and recommendations for improvements or temporary emergency modifications.
- The TMP proposes improvements along Skyway, Clark Road, Pentz Road and other primary and secondary evacuation routes.
 - The TMP includes improvements and planning that extend beyond the Town limits to facilitate a evacuation of the area to major highways

Removing medians:

- The mid-block pedestrian crosswalk refuge center island on Skyway was removed in 2021. The island was identified as a constraint during the Camp Fire evacuation, preventing drivers from using the full pavement width.
- A *Vertical Elements Policy* is proposed discouraging the use of vertical elements (raised medians, bulb outs, splitter islands) on future roadway projects and removing them from existing roadways to keep roadway widths open for evacuation.



Table 6 includes the Recommended Non-Roadway Projects that can be implemented proactively to help traffic evacuation during an emergency, with identification of LTCRP relationship and the estimated project implementation costs. The total costs to implement the Recommended Non-Roadway Projects is approximately \$11.7 to \$16.7 million.

Table 6 Recommended Non-Roadway Projects

Recommended Projects	LTCRP Vision Component	LTCRP Recommended Recovery Projects	Estimated Costs
Evacuation Route Signage	Safety	Evacuation Route	\$100,000
Portable Changeable Message Signs	Safety	Evacuation Route	\$100,000
Traffic Management Center	Safety	Evacuation Route	\$1,000,000- \$5,000,000
Traffic Signal Interconnect	Safety	Evacuation Route	\$10,500,000

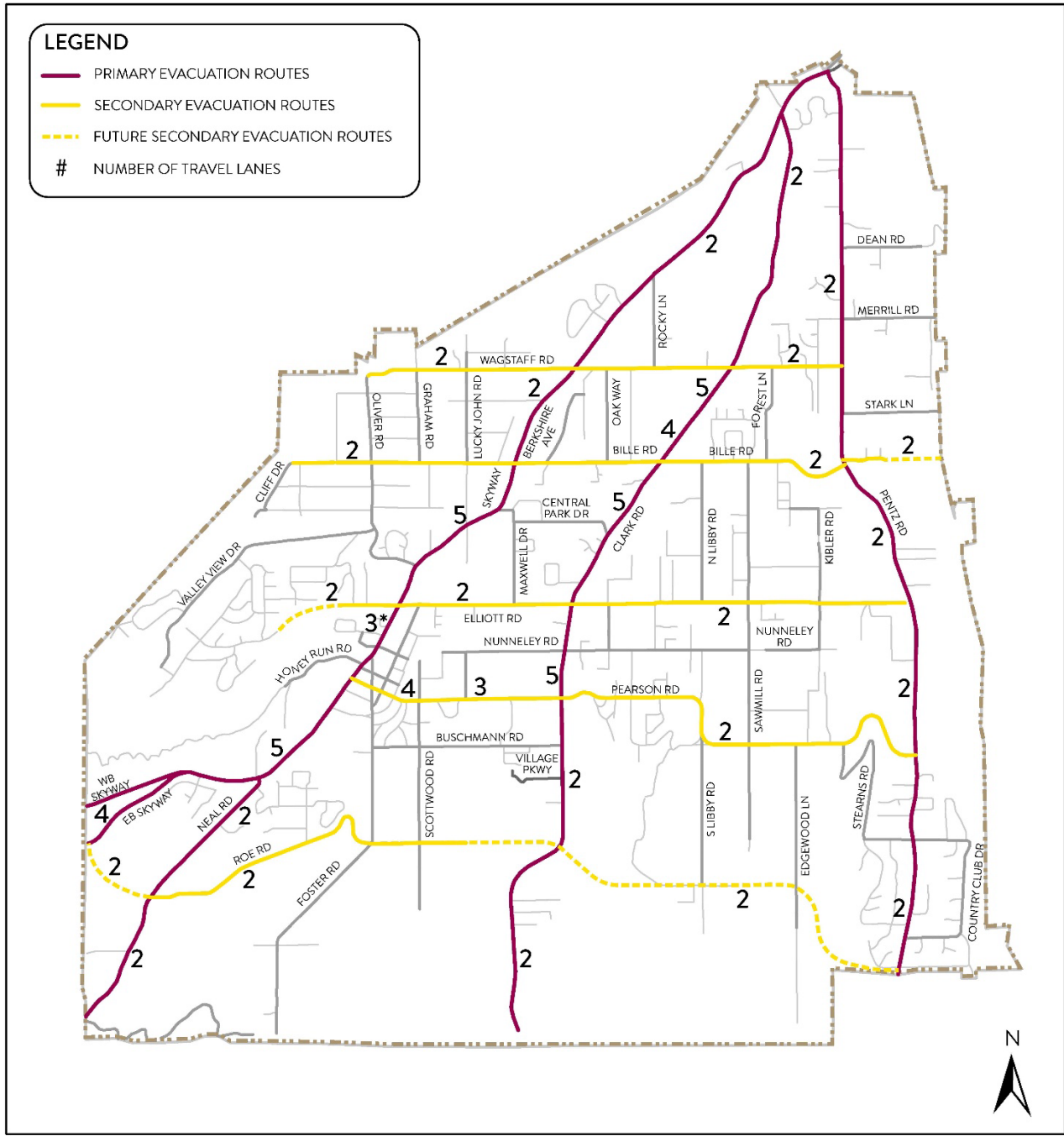
See Appendix D Evacuation Technical Memorandum for additional details.



Figure 7 Skyway Raised Median Prior to Recent Removal

MAP: Major Evacuation Routes

Map 2 shown below identifies the current and future evacuation routes, categorizing as Primary and Secondary routes.



TOWN OF PARADISE
 *ESTIMATED 2022 / 2023, SECTION WILL BE RESTRIPTED TO A FOUR-LANE CROSS SECTION

PARADISE TRANSPORTATION MASTER PLAN EVACUATION PLAN

Map 2 Evacuation Routes





RECOMMENDATIONS: Emergency Transportation

Table 7 includes the recommended infrastructure and operations projects that can be implemented proactively to help traffic evacuation during an emergency. The table also identifies the project’s relationship to the LTCRP.

Table 7 Traffic Evacuation Infrastructure and Operations Recommendations

Recommended Projects	LTCRP Vision Component	LTCRP Recommended Recovery Projects
Widening and reconfiguring existing roadways to increase vehicle capacity	Safer	Evacuation Routes
Installing multiuse paths that could be used by emergency responders during an evacuation.	Safer	Evacuation Routes
		Interconnected Path System
Constructing roadway extensions/connections to provide additional routes and additional roadway network connectivity, particularly for dead-end streets.	Safer	Evacuation Route
		Interconnected Path System
		Missing Road Segments
		Long Dead-End Streets
Improving intersections to increase vehicle capacity.	Safer	Evacuation Routes
Adding more evacuation route signage.	Safer	Evacuation Routes
Creating a Traffic Management Center and implementing traffic signal interconnect capabilities.	Safer	Evacuation Routes
Utilizing portable Changeable Message Signs for real-time information dissemination along evacuation routes.	Safer	Evacuation Routes
Staggering the evacuation process will reduce evacuation times and should reduce congestion throughout the roadway network during an evacuation.	Safer	Evacuation Routes
Update public-facing content (websites, instructional materials, etc.) such as the “Paradise One-way Evacuation” brochure, the “Paradise Emergency Fire Zones and Assembly Points” map, and the “Ready, Set, Go” evacuation plan, and regularly advertise these resources via social media and other public informational outlets.	Safer	Evacuation Routes



Recommended Projects	LTCRP Vision Component	LTCRP Recommended Recovery Projects
Update the 2015 Traffic Control Plan for full evacuation or a partial (multiple zones at once) evacuation.	Safer	Evacuation Routes
Consider additional and alternative assembly points.	Safer	Evacuation Routes
Keep the roadside shoulder areas (“clear zone”) free of obstructions and vegetation. Construct shoulders and cover roadside ditches on evacuation routes to make drivable roadway sections wider. This could be done through routine maintenance operations or as larger projects are implemented in the future. Keeping the shoulder areas immediately adjacent to roadways useable in an evacuation will enable them to be used by emergency responders and used to clear stalled vehicles.	Safer	Evacuation Routes
Resources available to populations with disabilities or with access and functional needs (DAFN) should be advertised regularly through social media, public display, etc. to ensure these populations are familiar with the resources should they ever need to be used.	Safer	Evacuation Routes



Multiagency Coordination

A Multiagency Task Force was established to coordinate traffic control inside and outside the Town during an evacuation. The task force conducted three (3) meetings and a field exercise to identify needs and resources. The goals were to identify the traffic control ownership, needs during an evacuation, resource allocation, communication, and create a plan to facilitate flow through and beyond the Town of Paradise limits into surrounding communities.

Task Force

The working group was comprised of over 20 regional partner agencies including, but not limited to:

- Butte County (BC)
- BC Information Systems
- BC Development Services
- BC Sheriff’s Department
- BC Social Services
- California Fire
- California Office Emergency Services
- California Highway Patrol
- Caltrans Maintenance & Operations
- Chico (City of)
- Chico Police Department
- Gridley Police Department
- Headway Transportation
- KSN inc.
- Mark Thomas



Figure 8 Caltrans Staff During Recent Multiagency Field Exercise



ACTIVE TRANSPORTATION PLAN

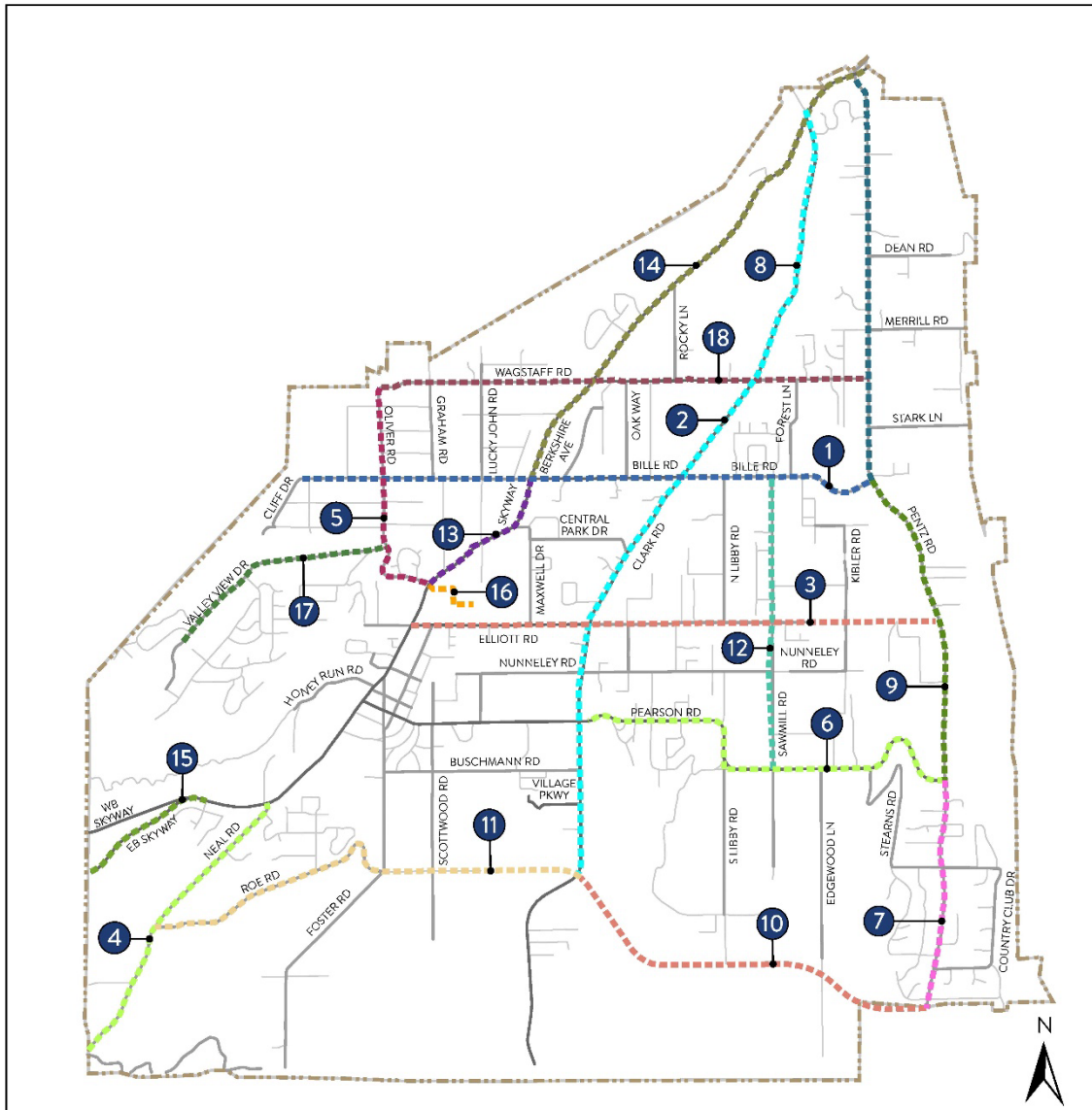
The Town of Paradise Active Transportation Plan (ATP) is a planning-level study intended to guide and develop a connected bicycle and pedestrian network that will augment community rebuilding efforts as well as support the local community with safe, affordable, and accessible mobility options. The ATP recommends 18 infrastructure projects at an estimated cost of \$200 million.



Figure 9 Cyclists on Yellowstone Kelly Heritage Trail

MAP: Proposed Active Transportation Network

The Map below identifies walking and cycling infrastructure projects that, when completed, will provide high comfort active transportation infrastructure for residents and visitors.



LEGEND				
1	5	9	13	17
BILLE PATH	OLIVER PATH	PENTZ PATH 2	SKYWAY PATH 1	VALLEY VIEW PATH
2	6	10	14	18
CLARK PATH	PEARSON PATH	ROE PATH 1	SKYWAY PATH 2	WAGSTAFF RD
3	7	11	15	
ELLIOT PATH	PENTZ PATH 3	ROE ROAD 2	SKYWAY PATH SOUTH	
4	8	12	16	
NEAL PATH	PENTZ PATH 1	SAWMILL PATH	SKYWAY - YELLOWSTONE HERITAGE LINK	

<p>MARK THOMAS</p>	<p>TOWN OF PARADISE</p>	<p>PARADISE TRANSPORTATION MASTER PLAN ACTIVE TRANSPORTATION PLAN</p>
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Map 3 Active Transportation Plan





PROJECTS: Active Transportation Network

The table below lists the 18 active transportation projects, prioritized based on community input and data driven analysis. The table includes the Long-Term Community Recovery Vision Components and Recovery Projects and estimated costs for project implementation.

Table 8 Active Transportation Plan Projects

Project	LTCRP Vision Component	LTCRP Recovery Recommendations	Estimated Costs
Bille Path	Safer	Evacuation Routes	\$18,000,000
		Interconnected Path System	
	Better	Outdoor Destination	
Clark Path	Safer	Evacuation Routes	\$22,000,000
		Interconnected Path System	
	Better	Outdoor Destination	
		Public Transportation	
Elliott Path	Safer	Evacuation Routes	\$13,000,000
		Interconnected Path System	
	Better	Outdoor Destination	
Neal Path	Safer	Evacuation Routes	\$10,000,000
		Interconnected Path System	
	Better	Outdoor Destination	
Oliver Path	Safer	Interconnected Path System	\$8,000,000
	Better	Outdoor Destination	
Pentz Path 1	Safer	Evacuation Routes	\$27,000,000- \$32,000,000
		Interconnected Path System	
	Better	Outdoor Destination	
Pentz Path 2	Safer	Evacuation Routes	
		Interconnected Path System	
	Better	Outdoor Destination	
Pentz Path 3	Safer	Evacuation Routes	
		Interconnected Path System	
	Better	Outdoor Destination	
Pearson Path	Safer	Evacuation Routes	\$14,000,000
		Interconnected Path System	
	Better	Outdoor Destination	
Roe Road Path 1	Safer	Evacuation Routes	



Project	LTCRP Vision Component	LTCRP Recovery Recommendations	Estimated Costs
Roe Road Path 2		Interconnected Path System	Incorporated in Roe Road Extension funding
	Better	Outdoor Destination	
	Safer	Evacuation Routes	
		Interconnected Path System	
Sawmill Path	Better	Outdoor Destination	\$9,000,000
	Safer	Interconnected Path System	
Skyway Path 1	Safer	Evacuation Routes	\$22,000,000
		Interconnected Path System	
	Better	Outdoor Destination	
		Public Transportation	
Skyway Path 2	Safer	Evacuation Routes	\$26,000,000 – \$34,000,000
		Interconnected Path System	
	Better	Outdoor Destination	
		Public Transportation	
Skyway Path South	Safer	Evacuation Routes	
		Interconnected Path System	
	Better	Outdoor Destination	
		Public Transportation	
Skyway – Yellowstone Kelly Heritage Trail Link	Safer	Interconnected Path System	\$3,000,000
	Better	Outdoor Destination	
Valley View Path	Safer	Evacuation Routes	\$9,000,000
		Interconnected Path System	
	Better	Outdoor Destination	
Wagstaff Path	Safer	Evacuation Routes	\$9,000,000
		Interconnected Path System	
	Better	Outdoor Destination	

See Appendix E Active Transportation Plan for additional details.





LOCAL ROADWAY SAFETY PLAN

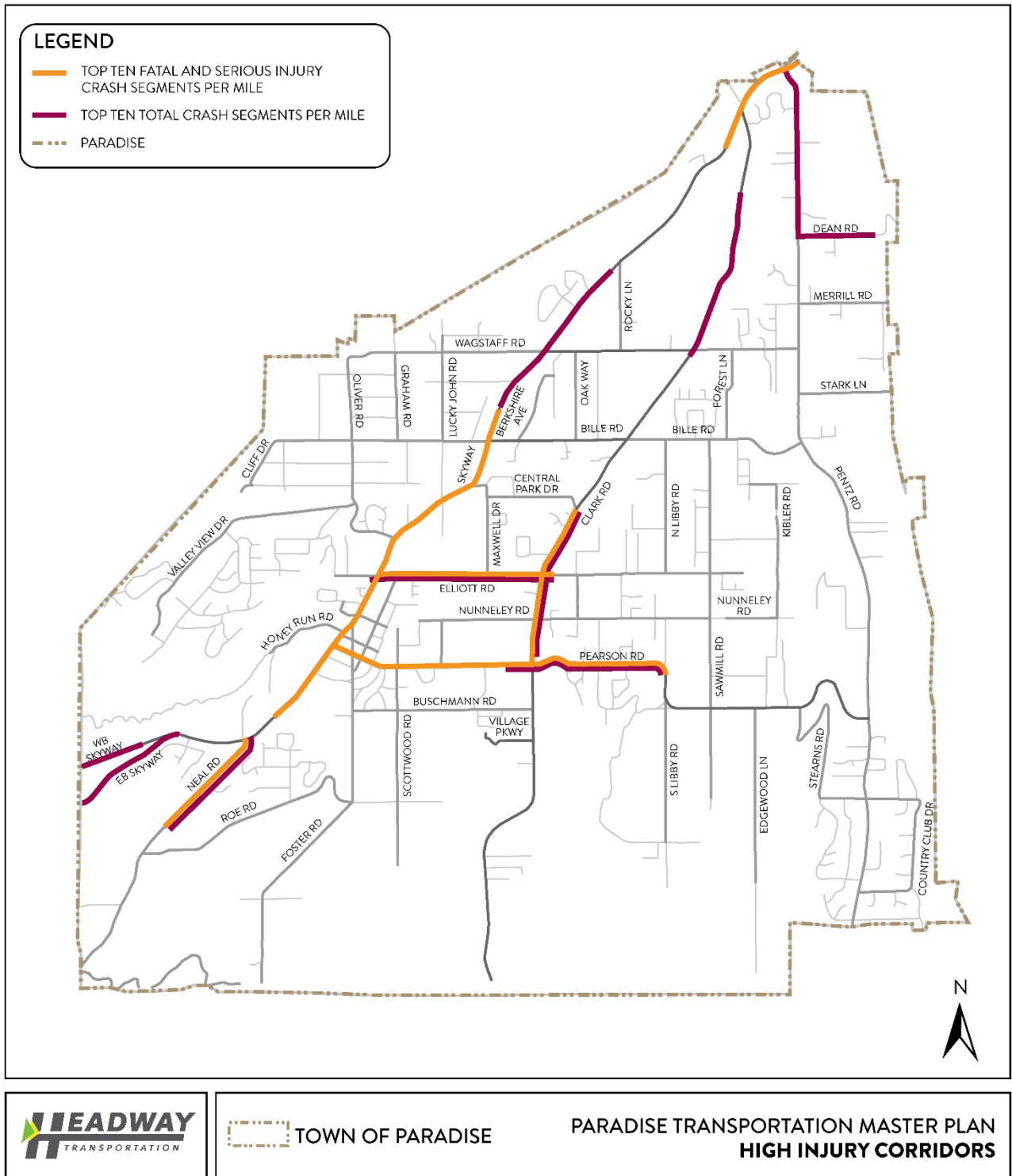
The Local Road Safety Plan (LRSP) provides a framework for developing safety improvements on local roads with a goal of reducing fatalities and serious injuries on the local road network. This is achieved through a process of analyzing data, engaging stakeholders and the public, creating focus areas, developing countermeasures and an implementation plan, and identifying funding sources. Identified countermeasures fall under one of the four “E’s” of traffic safety which include Engineering, Enforcement, Education, and Emergency Services. Engineering safety projects may be systemic or location specific. Adoption of the LRSP is required for pursuit of the competitive federal funds administered by Caltrans through the Highway Safety Improvement Program (HSIP).



Figure 10 Emergency Responders Address Traffic Crash on Skyway

MAP: High Injury Network

The Map below identifies the Town corridors where the Top Ten Fatal & Serious Injury and Top Ten Total Crash segments occurs.



Map 4 High Injury Corridors





PROJECTS: Local Road Safety Plan

The LRSP evaluates crash trends to identify how and where countermeasures could be applied to multiple locations (systemic project) and assess the high-level potential for HSIP funding based on the number and severity of crashes.

The tables below identify the recommended LRSP projects at the locations with the highest number and severity of crashes, with identification of LTRCP relationship and the estimated Crash Costs. The Crash Costs reflect the total costs of crashes over a six-year period (2015-2020). The high crash costs improve the projects eligibility for HSIP funding. The recommendations are listed by the following categories:

- Roadway (Non-Intersection Related)
- Signalized Intersection
- Unsignalized Intersection
- Bicycle and Pedestrian (Roadway)
- Bicycle and Pedestrian (Intersection)

Table 9 LRSP Roadway Safety Projects

Recommended Projects	LTRCP Vision Component	LTRCP Recovery Recommendations	Crash Costs
Roadway (Non-Intersection Related)			
Skyway	Safer	Evacuation Routes	\$55,000,000
		Interconnected Path System	
	Better	Walkable Downtown	
		Public Transportation	
Clark Road	Safer	Evacuation Routes	\$39,000,000
		Interconnected Path System	
	Better	Public Transportation	
Pentz Road	Safer	Evacuation Routes	\$18,00,000
		Interconnected Path System	
Pearson Road	Safer	Evacuation Routes	\$17,000,000
		Interconnected Path System	
	Better	Walkable Downtown	
		Public Transit	
Elliot Road	Safer	Evacuation Routes	\$15,000,000
		Interconnected Path System	
	Better	Walkable Downtown	
		Public Transit	
Wagstaff Road	Safer	Evacuation Routes	\$13,000,000
	Better	Public Transit	





Table 10 LRSP Intersection Safety Projects

Recommended Projects	LTCRP Vision Component	LTCRP Recovery Recommendations	Crash Costs
Signalized Intersection			
Clark Road / Pearson Road	Safer	Evacuation Routes	\$14,000,000
		Interconnected Path System	
	Better	Public Transportation	
Bille Road / Clark Road	Safer	Evacuation Routes	\$12,000,000
		Interconnected Path System	
	Better	Public Transportation	
Pearson Road / Black Olive Road	Safer	Evacuation Routes	\$12,000,000
		Interconnected Path System	
	Better	Walkable Downtown	
Skyway / Black Olive Road	Safer	Evacuation Routes	\$3,000,000
		Interconnected Path System	
	Better	Walkable Downtown	
Skyway / Elliott Road	Safer	Evacuation Routes	\$2,500,000
		Interconnected Path System	
	Better	Walkable Downtown	
		Public Transit	
Clark Road / Elliott Road	Safer	Evacuation Routes	\$2,400,000 ¹
		Interconnected Path System	
	Better	Public Transit	
Skyway / Clark Road	Safer	Evacuation Routes	\$2,000,000
		Interconnected Path System	
	Better	Public Transit	
Skyway / Neal Road	Safer	Evacuation Routes	\$2,000,000
		Interconnected Path System	
	Better	Public Transit	
Skyway / Pearson Road	Safer	Evacuation Routes	\$2,000,000
		Interconnected Path System	
	Better	Walkable Downtown	
		Public Transit	
Unsignalized Intersection			
Pearson Road/ Sawmill Road	Safer	Evacuation Routes	\$1,000,000
		Interconnected Path System	





Table 11 LRSP Bicycle and Pedestrian Safety Projects

Recommended Projects	LTCRP Vision Component	LTCRP Recovery Recommendations	Crash Costs
Bicycle and Pedestrian (Roadway)			
Clark Road	Safer	Evacuation Routes	\$24,000,000
		Interconnected Path System	
	Better	Public Transportation	
Skyway	Safer	Evacuation Routes	\$15,000,000
		Interconnected Path System	
	Better	Public Transportation	
Elliot Road	Safer	Evacuation Routes	\$12,000,000
Bicycle and Pedestrian (Intersection)			
Clark Road/Bille Road	Safer	Evacuation Routes	\$12,000,000
		Interconnected Path System	
	Better	Public Transportation	

See Appendix F Local Road Safety Plan for additional details.

ROADWAY RECOVERY MANAGEMENT

The Roadway Recovery Management inventories existing conditions and outlines recommendations for Utilities Underground Tracking, ADA Ramp Improvements, Engineering Survey of Monuments and Benchmark, and Roadway Design Standards.

Tracking of Utilities Undergrounding

Through the TMP, a Geographic Information Systems (GIS) tracking database was developed. The GIS database is a collaborative project for coordination with utility providers to monitor the progress of improving and undergrounding of utilities to better align utilities work with planned paving projects. to reduce risk of wildfire caused by utility infrastructure, Pacific Gas & Electric (PG&E) has agreed to underground electric distribution power lines throughout the Town of Paradise (Town). PG&E has identified a timeline of completing all efforts by 2025 and is providing a joint trench that other dry utility providers can utilize.

Tracking of Utilities Undergrounding

The TMP project included development of the GIS database to monitor the progress of undergrounding or improvements to utilities managed by the following providers:

1. Pacific Gas & Electric (both gas & electric utilities)
2. AT&T (telecommunications)
3. Comcast (telecommunications)
4. Town of Paradise Irrigation District (potable water)

The GIS utility infrastructure improvement database has been developed collaboratively with the utility





providers and is intended to continue a dialogue with Town staff about the progress for improvements. A key goal in monitoring utility undergrounding and improvements is to allow the Town to schedule paving of roadways through secured funding and minimize construction trenching activities following new pavement installation on local roadways.

RECOMMENDATIONS: Utility Undergrounding GIS Tracking

The recommendation below identifies the key action to providing to ensure that the Town accurately tracks utility undergrounding.

Table 12 Recommendations: Utility Undergrounding GIS Tracking

Recommendations	LTCRP Vision Component	LTCRP Recovery Recommendations
Monitor the utility undergrounding yearly using GIS database	Stronger	Underground Utilities



Figure 11 Utility Undergrounding on Almond Road

Road Paving Plan

A schedule for paving roadways within the Town was developed to align with planned utility improvements and utilities undergrounding activities. The Road Paving Plan identifies areas of the Town for paving over four (4) years between 2022 and 2025. The plan envisions paving approximately four (4) miles in 2022 including Skyway within the Town limits. The following three years will pave approximately 30 miles each year, with an overall total of approximately 95 miles of paved roadway by 2025.

See Appendix G Road Paving Plan for additional details.



American with Disabilities Act Facilities

The Americans with Disability Act is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public. As a result, pedestrian infrastructure, primarily sidewalks and curb ramps are required on public facilities consistent with ADA standards.

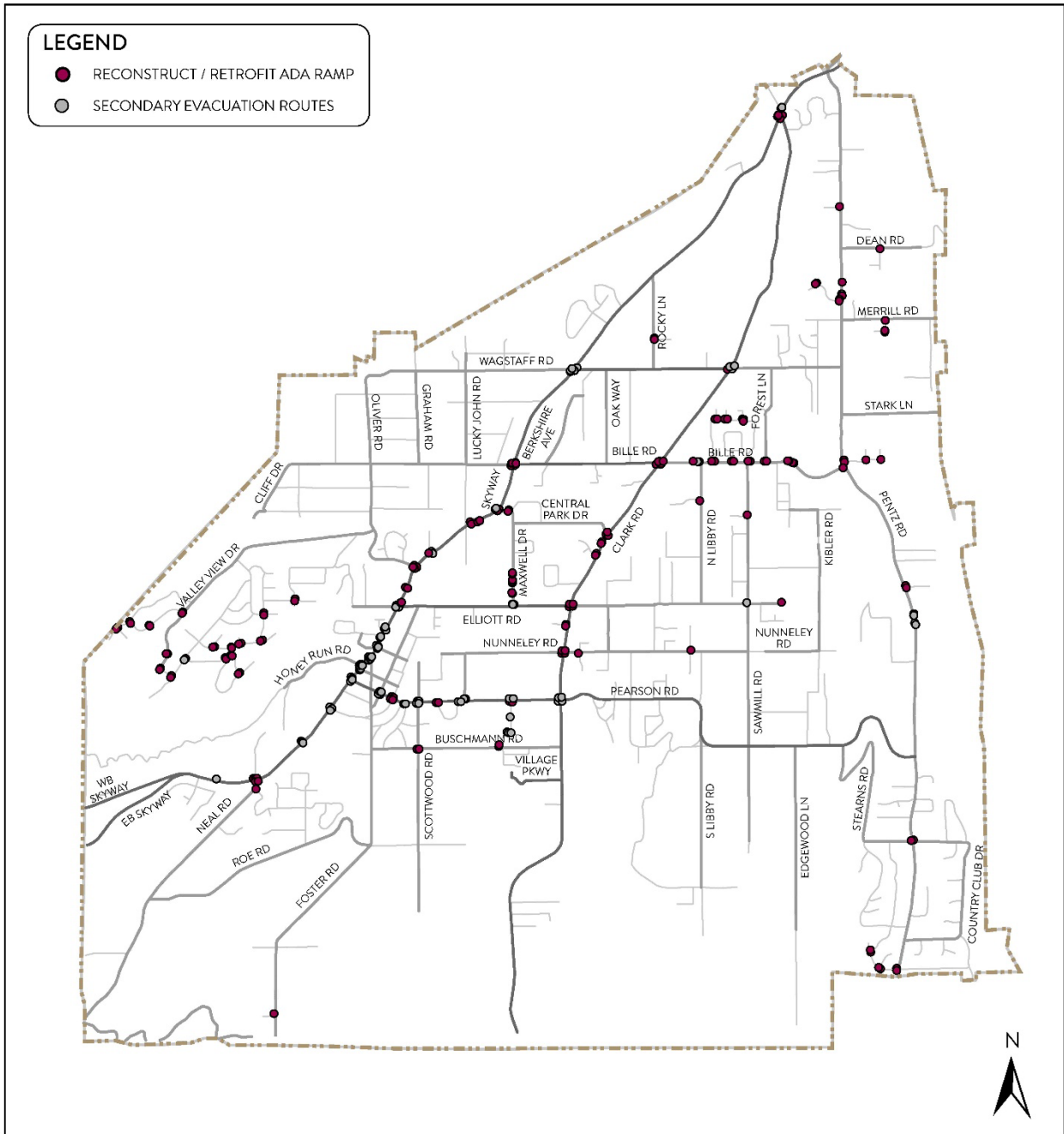
A total of 260 curb ramps were inventoried within the Town of Paradise. During preparation of roadway paving design plans, consultants conducted an inventory of curb ramps and identified which locations will be improved during the paving projects. A total of 172 curb ramps will be retrofit or reconstructed through the paving projects to satisfy ADA Standards. Given the roadway pavement rehabilitation plans are being prepared by multiple consultants, the TMP compiled all the results of the curb ramp review and developed a compiled GIS layer for Town use.



Figure 12 Pedestrian and Americans with Disabilities Act Facilities

MAP ADA Ramp Locations and Reconstruct/Retrofit Status

The Map below identifies the inventoried ADA ramp locations and categorizes the ramps for reconstruction, retrofit, or no work needed based on the engineering analysis.



	TOWN OF PARADISE	PARADISE TRANSPORTATION MASTER PLAN ADA RAMP RECONSTRUCTION
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Map 5 ADA Ramp Locations





RECOMMENDATIONS: ADA Ramp Inventorying/ Mapping

The recommendation below identifies the key action to providing the necessary infrastructure for differently abled residents and visitors.

Table 13 Recommendations: ADA Ramp Inventorying/Mapping

Recommendations	LTCRP Vision Component	LTCRP Recovery Recommendations
Ensure the inventoried curb ramps are reconstructed or retrofit based on the pavement rehabilitation project designs.	Better	Walkable Downtown

See Appendix H ADA Technical Memorandum for additional details.

Monument and Benchmark Surveys

The TMP included a comprehensive inventory of surveying monuments, reestablishment of damaged or missing monuments, and inventory of Butte County vertical benchmarks throughout the town. The Monument and Benchmark Surveys memorandum summarizes the monuments inventory, and locations where monuments were reestablished. The inventory of surveying monuments was conducted along the Skway, Pearson Road, Bille Road, Clark Road, Pentz Road, Sawmill Road, Oliver Road, Wagstaff Road, and Nunneley Road.

Detailed cutsheet summary pages were prepared for 119 monuments within the Town of Paradise. There was a total of 40 monuments that required reestablishment with Butte County in coordination with the Town of Paradise. Additionally, 33 County Benchmarks of Record were inventoried and four (4) locations were updated using the vertical elevation standard consistent with County requirements. GIS layers were provided to the Town with the inventory of monuments and benchmarks to create consistency in future engineering design and improve available information related to property boundaries.

RECOMMENDATIONS: Monument/Benchmark Surveys

The recommendations below identify the key actions to guiding the Town’s efforts to track and install local monuments and benchmarks.

Table 14 Recommendations: Monument/ Benchmark Surveys

Project Recommendations	LTCRP Vision Component	LTCRP Recovery Recommendations
Continue to inventory Monuments and Benchmarks	Stronger	Public Transportation

See Appendix I Monument Inventory Memorandum for additional details.





Roadway Engineering Design Standards

The Roadway Engineering Design Standards provide updated transportation design standards to ensure uniformity in transportation projects. The Design Standards include detailed cross sections for Principal Arterials, Minor Arterials, Collectors, Local Roads, ADA facilities, curb and gutter, storm drains, manhole placement, joint trench driveways, monuments, signs, and bicycle facilities.

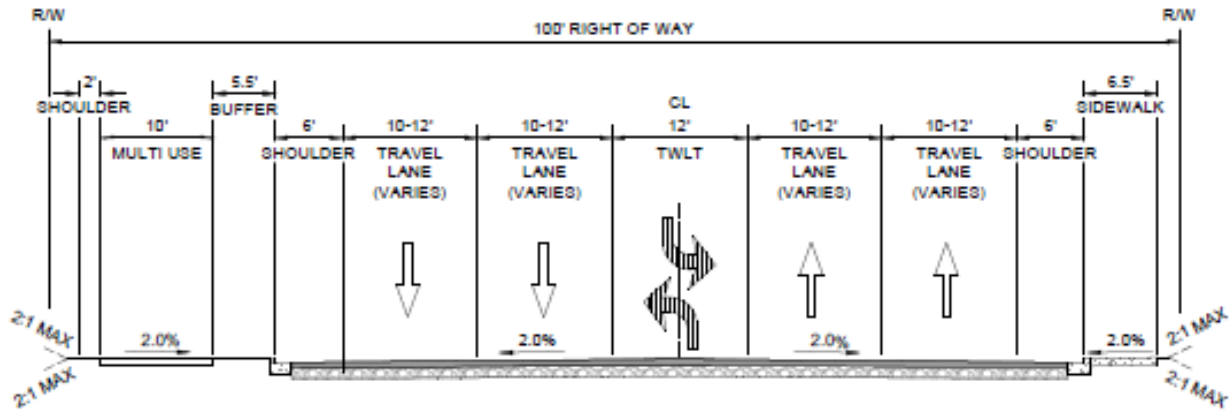


Figure 13 Roadway Design Standard Principal Arterial with Multi Use Trail

RECOMMENDATIONS: Engineering Design Standards

The recommendation below outlines the key action to ensuring the Town’s roadway design is consistent with the Town’s transportation vision.

Table 15 Recommendations: Engineering Design Standards

Recommendations	LTCRP Vision Component	LTCRP Recovery Recommendations
Formally adopt the Engineering Design Standards and implement them in future roadway construction projects.	Stronger	Underground Utilities
	Better	Walkable Downtown
		Outdoor Destination
	Greener	Sustainable Stormwater and Drainage

See Appendix J Engineering Design Standards for additional details.



ECONOMIC RECOVERY STRATEGIES

Economic recovery strategies are a major component of the LTRP. The nexus between economic recovery and transportation is substantial as customers, employees and goods movement rely on efficient transportation infrastructure to support economic recovery and development.

Commercial Market Analysis Summary

The Commercial Market Analysis evaluates the extent to which market demand exists for retail land uses in the Town based on existing market conditions and anticipated growth. The analysis estimates demand of approximately 140,000 square feet of retail to serve population growth estimated to occur through 2030. While a portion of the demand for additional retail space may be captured in Town’s existing 221,000 square feet of vacant retail space, much of this space may not accommodate desired tenant requirements and will require redevelopment. Commercially zoned vacant lots in the Town, in particular in the Town’s downtown core, present opportunities for new commercial retail construction, when market demand and financial feasibility can support new commercial building activity.

Economic Development Goals

The Commercial Market Analysis provided preliminary insights on the following topics identified in the Town’s LTRP Plan and by Town staff to assist the Town in preparing a forthcoming comprehensive economic development plan.

1. Create a Walkable Downtown
2. Support the Construction Industry
3. Define Town of Paradise Ridge as an Outdoor Destination
4. Increase Demand for Office Space and Increase Demand for Remote Office Professionals



Figure 14 Businesses on Skyway



RECOMMENDATIONS: Economic Development

The recommendations below identify the key actions to supporting the economic development opportunities.

Table 16 Recommendations: Economic Development

Recommendations	LTCRP Vision Component	LTCRP Recovery Recommendations
To create a vibrant downtown core, initiate actions to prepare vacant and underutilized sites for commercial development, including identifying the mix of desired commercial tenants, ensuring sites are well-served by infrastructure, and marketing available sites	Better	Walkable Downtown
Develop policies to facilitate needed “missing middle” housing construction, focusing on attracting residential developers and construction labor and mitigating for increased building materials costs.	Stronger	Economic Development Strategy
Seek grant funding opportunities and work with valuable partners such as the Paradise Recreation and Park District to identify new recreational amenities and events that leverage the scenic beauty of the Paradise Ridge.	Better	Outdoor Destination
Implementation of key infrastructure projects will be important in increasing demand for office space, but communities must also contain retail and civic amenities to foster a thriving office market. Engage community stakeholders in evaluating pathways to bolstering demand for office space.	Stronger	Economic Development Strategy

See Appendix K Commercial Market Analysis Summary for additional details.



URBAN DESIGN STANDARDS

The original Design Guidelines were adopted in May 2002 for the downtown only and then later revised in August of 2003 to include the RDA project area (Skyway). In March 2010 the Design Guidelines were renamed to “Design Standards” and standards were adopted town wide, encompassing five (5) geographical design areas – the Downtown, Greater RDA Project Area, Clark Road/Community Commercial Development Area, Gateways & Scenic Highway Corridors, and the Business/Industrial Cluster Area. The Clark Road/Community Commercial Development Area was a catch-all for any non-residential property not encompassed by one of the other design areas.

Through the TMP, two (2) of the five (5) urban design standards were updated covering the Downtown and Clark Road/Community Commercial Development Areas.

The updated Design Standards are intended to inspire thoughtful interpretation and response to design opportunities, while promoting and reinforcing the physical aesthetic of commercial areas and multi-family developments within the Town of Paradise. The Design Standards are not intended to replace the requirements in the Zoning Ordinance, the General Plan, or Public Works engineering standards, all of which contain specifications that must be adhered to when designing projects. However, the guidelines are intended to encourage quality, well designed and coherent development throughout Paradise that enhances existing neighborhood areas, creates identity, encourages investment in the Town, and improves the overall quality of life within the community. The standards are intended to promote a desired level of future development in Paradise that:

1. Preserves the sense of a small-town community in a natural mountain environment
2. Contributes to a positive physical image and identity, while preserving the surrounding environment
3. Provides design assistance to the development community, architects/designers, and property owners
4. Promotes high-quality development that stimulates investment in the economic vitality of Paradise
5. Facilitates the development of projects that establish a sense of place while complementing the character of traditional design established within the existing neighborhoods of the Town
6. Implements the goals, objectives, and policies of the Town of Paradise General Plan.

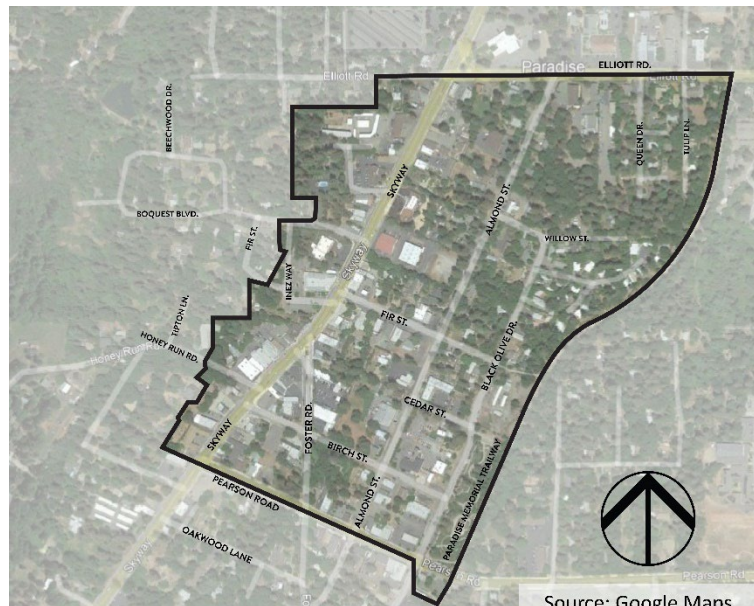


Figure 15 Downtown Area

Source: Google Maps



7. Maintains and enhances property values and pride of ownership

The Urban Design Standards will be used by property owners, developers, business owners, and architects in achieving a superior quality design of new construction and additions to existing buildings. The purpose of the Urban Design Standards is to guide quality designs that have been carefully considered and that have well integrated building features and architectural elements. The Urban Design Standards complement existing development procedures, policies, and laws.

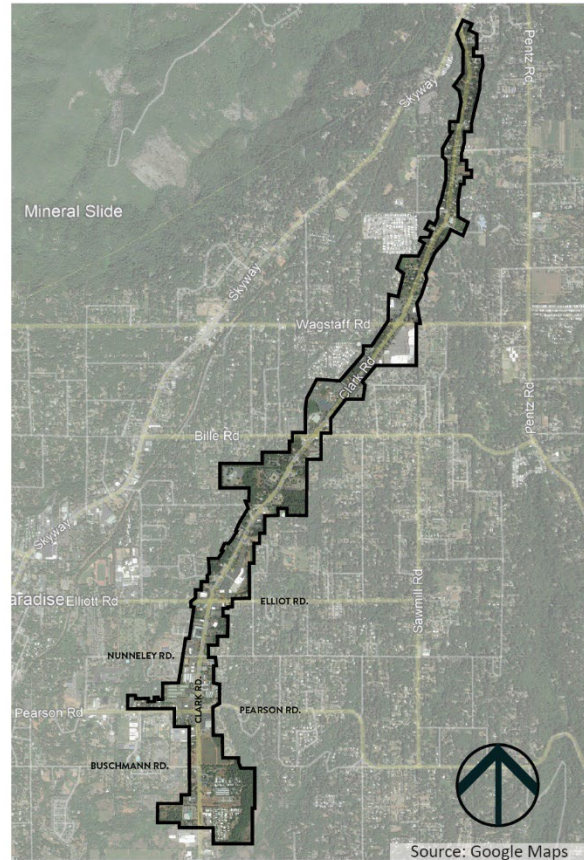


Figure 16 Clark Road Area

RECOMMENDATIONS: Urban Design Standards

The recommendation below identifies the key action to that future development is consistent with the Town’s vision for revitalization.

Table 17 Recommendations: Urban Design Standards

Recommendations	LTCRP Vision Component	LTCRP Recovery Recommendations
Formally adopt Urban Design Standards for the Downtown area and Clark Road.	Better	Walkable Downtown
		Outdoor Destination
	Greener	Sustainable Stormwater and Drainage

See Appendix L Urban Design Standards for additional details.



GRANT SUMMARY AND ACTION PLAN

The Transportation Management Plan (TMP) recommends projects, programs, and policies in support of Town recovery efforts and identifies key actions to support implementation efforts. Leveraging locally available capital to secure grant funding is a critical piece to TMP implementation. Several TMP reports provide prioritized projects and supporting information to augment grant applications.

While preparing the TMP in 2021 and 2022, the Town pursued several grant funding programs to advance projects that aligned with the TMP’s vision for recovery and resiliency. The following details recent grants pursued by the Town from the State of California.

Housing and Community Development

The California Department of Housing and Community Development (HCD) creates rental and homeownership opportunities for a broad spectrum of Californians including veterans, seniors, young families, people with disabilities, farmworkers, and individuals and families who are experiencing homelessness. Over the last three decades, HCD has provided more than \$3 billion of funding for the development of affordable housing and associated infrastructure.

Additionally, HCD works to help communities recover after disasters by administering special federal funds for both recovery and mitigation purposes. The Town of Paradise is eligible for the HCD Community Development Block Grant-Disaster Recovery (CBDG-DR) grant funds related to fires that occurred in 2018. The funds were made available to implement projects to improve resiliency and livability through infrastructure improvements and programs as well as serving as a match for federal disaster funding from Federal Highway Administration (FHWA) and Federal Emergency Management Agency (FEMA). The Town submitted 60 Notices of Intent (grant applications) for projects ranging from roadway rehabilitation to street extensions to pathways to sewer infrastructure. These projects are listed below in the priority order established by Town Council on February 8, 2022.

- | | |
|-----------------------------------|---|
| 1. Paradise Sewer Project | 19. Upper Clark Widening |
| 2. On-System Road Rehabilitation | 20. Elliott Road Extension (West) |
| 3. Off-System Road Rehabilitation | 21. Category 4 Tree Removal |
| 4. Roe Road Phase 1 | 22. Category 4 Tree Removal Additional Assistance |
| 5. Roe Road Phase 2 | 23. General Plan Update |
| 6. Roe Road Phase 3 | 24. Sewer Service Area Specific Plan |
| 7. Pentz Road Widening | 25. Defensible Space Code Enforcement |
| 8. Early Warning System | 26. On-System Hardscape Replacement |
| 9. Elliott Road Extension (East) | 27. Storm Drain Master Plan |
| 10. Neal Road Rehabilitation | 28. Residential Ignition Resistant Program |
| 11. Off-System Culvert Repair | 29. Skyway Connectivity Project |
| 12. Buschmann Extension (East) | 30. Pentz Pathway Phase II |
| 13. Sawmill Extension | 31. Paradise ATP Gateway Project |
| 14. Roe Road Phase 4 | 32. Oliver Curve Pathway Project Phase I |
| 15. Roe Road Phase 5 | 33. Foster/Black Oliver Intersection Improvements |
| 16. Upper Skyway Widening | 34. Buschmann Extension (West) |
| 17. Nel Road Widening | |
| 18. On-System Culvert Replacement | |





- 35. Skyway/Pentz Intersection Improvements
- 36. Moore Road Improvements
- 37. Pentz/Pearson Intersection Improvements
- 38. Clark Class I
- 39. Pearson Class I
- 40. Elliott Class I
- 41. Wagstaff Class I
- 42. Libby Road Extension
- 43. Changeable Message Sign Network
- 44. Forest Service Road Improvements
- 45. Toyon Lane Improvements
- 46. On-System Sign Replacement
- 47. Traffic Management Center
- 48. Traffic Signal Interconnect
- 49. Honey Run Road Improvements
- 50. Reseeding Program
- 51. Hazardous Fuel Reduction Program
- 52. Bille Road Class I
- 53. Sawmill Class I
- 54. Valley View Class I
- 55. Oliver Curve Pathway Project Phase II
- 56. Yellowstone Kelly Heritage Trail Connection
- 57. Pearson Roadway Reconfiguration
- 58. Shay Lane Extension
- 59. Bille Road Extension
- 60. Clark Spot Widening

Active Transportation Plan Cycle 6

The California Department of Transportation (Caltrans) Active Transportation Program (ATP) funds projects that encourage an increase in active modes of transportation, such as walking and biking. The goals of the ATP include, but are not limited to, increasing the proportion of trips accomplished by walking and biking, increasing the safety and mobility of non-motorized users, advancing efforts of regional agencies to achieve greenhouse gas reduction goals, enhancing public health, and providing a broad spectrum of projects to benefit many types of users including disadvantaged communities. ATP funding is awarded every two (2) years. The Town submitted grant applications by the ATP June 2022 deadline for the following five (5) projects:

Pentz Student Path: \$23,293,000

The Pentz Student Pathway will close a 1.63 mile gap between Pearson Road and Bille Road and the 1.57 mile gap between Wagstaff Road and Skyway. Completion of the project will also connect to existing bikes lanes on Pearson Road, Billie Road, and the Yellowstone Kelly Heritage Trail. The application consisted of:

- 28 narrative responses
- 12 maps
- Eight (8) letters of support
- Engineering documents
- 20 attachments
- 1,079 pages

Skyway Link: \$6,810,000

The Skyway Link project, located on the east and west sides of Skyway, between Bille Road and Wagstaff Road, will infill five (5) sidewalk gaps totaling 7,420 feet. The application consisted of:

- 14 narrative responses
- 5 maps





- Eight (8) letters of support
- Engineering documents
- 20 attachments
- 770 pages

Yellowstone Kelly Heritage Trail Western Spur: \$10,424,000

The Yellowstone Kelly Heritage Trail Western Spur will construct a 0.3 mile grade separated multi-use facility to connect Skway to the Yellowstone Kelly Heritage Trail in the vicinity of the Terry Ashe Recreation Center. The application consisted of:

- 28 narrative responses,
- 12 maps
- Eight (8) letters of support,
- Engineering documents
- 20 attachments
- 687 pages

Neal Gateway: \$13,068,000

The Neal Gateway project will install a class I multi-use pathway along Neal Road, connecting to the Yellowstone Kelly Heritage Trail. The application consisted of:

- 28 narrative responses
- 12 maps
- Eight (8) letters of support,
- Engineering documents,
- 20 attachments
- 802 pages

Oliver Park Connection: \$12,479,000

The Oliver Park Connection project will install a class I multi-use facility along Oliver Road between Skway and Bille Road with a linkage directly to Bille Park. The application consisted of:

- 28 narrative responses
- 12 maps
- Eight (8) letters of support
- Engineering documents
- 20 attachments
- 637 pages

Grant Action Plan

The TMP provides a list of prioritized transportation and related projects that will advance the Town's recovery and rebuilding. In order to implement these projects, the Town will need to pursue local, regional, state, and federal grant programs. These grant programs range in the required amount of





resources to develop high quality and competitive applications. The following Town actions can better position for potential funding opportunities:

- Develop a grant calendar to identify the funding opportunities based on applicable grant programs.
- Identify and program public engagement activities as needed in advance of likely grant funding deadlines.
- Identify program applications that the Town can develop in-house, and program applications that will require consultant support.
- Consider allocating budget for consultant support to prepare grant applications to ensure Town staff are available to continue addressing daily needs.
- Create a grant application inventory to document grants pursuits, outcomes, and reviewer comments.



APPENDIX

- A. Public Outreach Summary
- B. Circulation/Roadway Improvements Technical Memorandum
- C. Parking Technical Memorandum
- D. Evacuation Technical Memorandum
- E. Active Transportation Plan
- F. Local Road Safety Plan
- G. Road Paving Plan
- H. ADA Technical Memo
- I. Monument Inventory Memorandum
- J. Engineering Design Standards
- K. Commercial Market Analysis Summary
- L. Urban Design Standards
- M. Roe Run Road Fact Sheet