

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	01/18/2024 16:05:35	
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other							
District	EA	Project ID	PPNO	Nominating Agency			
03				Butte County			
County	Route	PM Back	PM Ahead	Co-Nominating Agency			
Butte County							
				MPO	Element		
				NON-MPO	Local Assistance		
Project Manager/Contact			Phone	Email Address			
Zachary Meisel			530-552-5707	zmeisel@buttecounty.net			

Project Title

Palermo SRTS Project

Location (Project Limits), Description (Scope of Work)

Location:

The project is located within the community of Palermo in Butte County. The project limits are as follows; Lincoln Blvd from Palermo Rd to Baldwin Ave, Esperanza Ave from Lincoln Blvd to end. Baldwin Ave from Lincoln Blvd to Hewitt Ave, Hewitt Ave from Palermo Rd to Baldwin Ave, Bulldog Way from end to Hewitt Ave, Palermo Rd from Lincoln Blvd to Hewitt Ave.

Description:

Throughout the above listed project extents, construct new 8-foot shared bike/pedestrian path, storm drainage, paving, striping, signage and roadway reflectors. Essentially, the project will add a safe perimeter for kids to traverse around the Palermo School vicinity.

Component	Implementing Agency
PA&ED	Butte County
PS&E	Butte County
Right of Way	Butte County
Construction	Butte County

Legislative Districts

Assembly:	3	Senate:	1	Congressional:	1
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Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		03/01/2019
Circulate Draft Environmental Document Document Type CE		03/01/2024
Draft Project Report		03/01/2025
End Environmental Phase (PA&ED Milestone)		03/01/2026
Begin Design (PS&E) Phase		03/15/2019
End Design Phase (Ready to List for Advertisement Milestone)		03/01/2026
Begin Right of Way Phase		03/01/2025
End Right of Way Phase (Right of Way Certification Milestone)		03/01/2026
Begin Construction Phase (Contract Award Milestone)		03/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)		03/01/2028
Begin Closeout Phase		03/01/2028
End Closeout Phase (Closeout Report)		03/01/2029

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Purpose and Need

This project will instill much needed safe walking/biking paths for young bikers and students in the predominantly disadvantaged community of Palermo. The project is within the immediate vicinity of Lincoln Blvd., Palermo Rd., and Baldwin Ave., and is consistent with county's general plan and RTP/SCS goals, objectives and Policies. This project will continue to close gaps between previous HSIP, SRTS, SR2S, and ATP projects for this area. The widened shoulders will add safety features to these road segments as we have already incurred vehicle versus pedestrian collisions on Lower Wyandotte Rd. and Lincoln Blvd. resulting in fatalities for this area.

This project will significantly reduce the levels of automotive pollutants, as well provide safer, more convenient travel for both drivers, pedestrians, and bicyclists commuting to school, churches, shopping centers, and other destinations. In terms of emissions reduction, improvement to traffic flow, and health benefits, the construction of bike lanes will encourage more students and residents to utilize active modes of transportation. The project will provide the necessary separation of bike paths and roads to encourage reliable and safe means of active transportation for a younger/new generation of bikers.

Parents will be able to confidently allow their kids to navigate the streets on bikes, knowing that safe and well-designed paths are in place. This project seeks to bridge the active transportation gaps by connecting schools, homes, and local amenities through a network of thoughtfully designed bike paths. From an educational standpoint, these paths will offer more than just a mode of transportation. They pave the way for active and healthy lifestyles, fostering a culture of physical well-being from an early age. Children who bike or walk to school often arrive more alert and ready to learn, as physical activity has been proven to enhance cognitive function. Moreover, the path will create opportunities for interactive learning about road safety, environmental responsibility, and effective urban planning.

The bike paths will help foster a deeper sense of community connection among residents. By providing a safe and inviting environment, the paths have the potential to strengthen the social fabric empowering the community as a whole.

NHS Improvements YES NO Roadway Class 3 Reversible Lane Analysis YES NO

Inc. Sustainable Communities Strategy Goals YES NO Reduce Greenhouse Gas Emissions YES NO

Project Outputs

Category	Outputs	Unit	Total
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.75
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	1.1
ADA Improvements	Install accessible pedestrian signal	EA	6
ADA Improvements	New crosswalk	LF	570
Drainage	Culverts	LF	808

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPC, SCCP, LPPF	Change in Daily Vehicle Miles Travelled	Miles	3,471	3,857	-386
			VMT per Capita	0.64	0.72	-0.08
	LPPC, SCCP, LPPF	Person Hours of Travel Time Saved (Only 'Change' required)	Person Hours	138.84	154.28	-15.44
			Hours per Capita	0.026	0.029	-0.003
	Optional	Percent Change in Non-Single Occupancy Vehicle Travel	%	10	0	10
Air Quality & GHG (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Particulate Matter	PM 2.5 Tons	0.17	0.19	-0.02
			PM 10 Tons	0.0068	0.0076	-0.0008
	LPPC, SCCP, TCEP, LPPF	Carbon Dioxide (CO2)	Tons	558.59	620.66	-62.07
	LPPC, SCCP, TCEP, LPPF	Volatile Organic Compounds (VOC)	Tons	1.44	1.6	-0.16
	LPPC, SCCP, TCEP, LPPF	Sulphur Dioxides (SOx)	Tons	0	0	0
	LPPC, SCCP, TCEP, LPPF	Carbon Monoxide (CO)	Tons	8.94	9.93	-0.99
	LPPC, SCCP, TCEP, LPPF	Nitrogen Oxides (NOx)	Tons	6.44	7.16	-0.72
Safety	Optional	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Fatalities	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0	0	0
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries	Number	0	0.4	-0.4
	LPPC, SCCP, TCEP, LPPF	Number of Serious Injuries per 100 Million VMT	Number	0	31	-31
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	0	0.8	-0.8
	Optional	Accident Cost Savings	Dollars	28,448,000	31,496,000	-3,048,000
Accessibility	Optional	Number of Jobs Accessible by Mode	Number	169	0	169
	Optional	Number of Destinations Accessible by Mode	Number	12	0	12
	Optional	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	17.7	0	17.7
Cost Effectiveness (only 'Change' required)	LPPC, SCCP, TCEP, LPPF	Cost Benefit Ratio	Ratio	7.1	0	7.1

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	Optional	Pavement Condition Index	Index	100	38	62
			Rating	Good	Poor	
Vehicle Volume	LPPC, LPPF, SCCP	Existing Average Annual Vehicle Volume on Project Segment	Number	1,266,860	1,407,623	-140,763
	LPPC, LPPF, SCCP	Estimated Year 20 Average Annual Vehicle Volume on Project Segment with Project	Number	46	51	-5

District	County	Route	EA	Project ID	PPNO
03	Butte County				

Project Title
Palermo SRTS Project

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Butte County
PS&E									Butte County
R/W SUP (CT)									Butte County
CON SUP (CT)									Butte County
R/W									Butte County
CON									Butte County
TOTAL									

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E	350							350	
R/W SUP (CT)									
CON SUP (CT)									
R/W		125						125	
CON			2,500					2,500	
TOTAL	350	125	2,500					2,975	

Fund #1:	CMAQ - CMAQ Funding for PE (Committed)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Caltrans HQ
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Proposed Funding (\$1,000s)									Notes
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E	350							350	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	350							350	

Fund #2:	Other State - STIP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									
									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		125						125	
CON			2,500					2,500	
TOTAL		125	2,500					2,625	