



February 18, 2026

Revised Notice of Preparation of an Environmental Impact Report and Public Scoping Meeting Notice

Roe Road Extension Project, Town of Paradise, California

This Notice of Preparation has been revised to include updated information about the Roe Road Extension Project that has been added after the previous Notice of Preparation (May 21, 2025) was released. There is no need to resend comments submitted on the original Notice of Preparation. The Town of Paradise will use both sets of scoping comments to inform the Environmental Impact Report.

To Interested Agencies and Persons:

The Town of Paradise (Town) is the California Environmental Quality Act (CEQA) Lead Agency and is preparing an Environmental Impact Report (EIR) consistent with CEQA to evaluate potential environmental impacts of the Southeast Paradise Evacuation Route Project (Project), also known as the Roe Road Extension Project. **The Town previously published a Notice of Preparation (NOP) and Public Scoping Meeting Notice on May 21, 2025, and held a Public Scoping meeting on June 11, 2025. The Town has since revised the Project and this Revised NOP has been prepared in response to the changes below.**

A summary of the changes is as follows:

- **Roadway Design Revisions:** Based on feedback, the separated shared-use path and traditional curb and gutter systems have been removed and the updated cross-section now features 6-foot shoulders to provide safety and accessibility.
- **Phased Approach:** Work on Segment 1B (Edgewood Lane to Pentz Road) has been postponed to a future project.
- **Alignment Adjustments:** Adjustments have been made to the Segment 1A and Segment 2 alignments to optimize the route and reduce property impacts.

- **Reduced Cross Section Width:** The roadway design revisions have reduced the overall cross section from 42 feet to 36 feet, which results in a smaller project footprint.

The purpose of this Revised NOP is to notify agencies, organizations, and individuals of this intent, and request input on the scope and content of environmental information for the EIR. The Town will also prepare National Environmental Policy Act document(s) in coordination with the California Department of Transportation (Caltrans) District 3 and the California Department of Housing and Community Development to support this Project.

The Revised NOP provides information about the public review and comment period, Project location, Project description, and the probable environmental effects of the Project. More information regarding the Project can be found at www.townofparadiseroads.com.

Scoping Period for Receipt of Comments

The Town is interested in receiving input from agencies, stakeholders, and the public regarding the Project. However, there is no need to resend comments submitted on the original NOP. Comments must be submitted in writing and are due within 30 days of receipt of this Revised NOP, as provided by state law. The Town will use both sets of comments to inform the EIR. As such, the public review and scoping period is from February 18 to March 25, 2026. Comments must be sent or postmarked by March 25, 2026. Written comments can be submitted in one of four ways: by mail, by email, via the Project website, or in-person on comment cards provided at the Public Scoping meeting on March 4, 2026.

- Comments submitted by mail can be sent to:
Town of Paradise
5555 Skyway, Paradise, CA 95969
ATTN: Louis Johnson
- Comments submitted by email can be sent to: paradiseroads@townofparadise.com with the subject line “Southeast Paradise Evacuation Route Project Revised NOP”
- Comments submitted via the Project website can be sent by the comment form at: www.townofparadiseroads.com
- In-person on comment cards provided at the public meeting

In-Person Environmental Scoping Meeting

An in-person environmental scoping meeting will be held on March 4, from 6:00 p.m. to 8:00 p.m. at the following location:

Council Chambers
Paradise Town Hall
5555 Skyway
Paradise, CA 95969

Official scoping comments provided during this meeting must be written and submitted via a comment card. Attendees may ask questions at the in-person meeting; however, verbalized questions and discussion at the meeting are not considered official scoping comments. Attendance at the in-person scoping meeting is not required to submit official scoping comments.

There is no need to restate comments on the original NOP. The Town will use both sets of comments to inform the EIR.

A live broadcast of the in-person scoping meeting will be provided and available to view as a recording on YouTube at <http://www.youtube.com/@townofparadisecalifornia>.

Project Purpose and Need

Purpose

The purpose of this Project is to:

- Provide a new east-west route to improve access to existing evacuation routes and connectivity throughout the Town.
- Eliminate roadway gaps in southern Paradise to provide emergency responders and the community with an additional option for evacuation or daily access to the transportation network.
- Improve emergency vehicle access and shorten response times.
- Increase access to local and regional evacuation routes by establishing additional connections with residential dead-end streets.
- Increase emergency vehicle access via expanded shoulders with Class II bike lanes that, during mandatory evacuations, can also serve as an emergency vehicle access routes.
- Enhance the active transportation network and improve non-motorized user safety in the community.

Need

The Project is needed to address the following deficiencies:

- As per the Town's 2019 Town of Paradise Long-Term Recovery Plan and 2022 Town of Paradise Transportation Master Plan, the 2018 Camp Fire demonstrated the need for increased access to evacuation routes that serve the Town. During the Camp Fire, numerous fatalities occurred along disconnected, dead-end residential roadways like Edgewood Lane that did not have direct access to existing evacuation routes.
- Limited emergency vehicle access contributed to additional fatalities during the Camp Fire because both lanes of evacuation routes were blocked by evacuating traffic and emergency vehicles could not reach the Town. The existing evacuation and emergency vehicle access infrastructure is inadequate to serve future evacuation needs during another wildfire or disaster.
- The Town has limited bicycle and pedestrian facilities; bicyclists currently navigate roadways with limited bicycle lanes.

Project Description

The Project (also known as the Roe Road Extension Project) would include construction of a new two-lane roadway with Class II bike lanes and vegetation management from Edgewood Lane to Clark Road, to be completed in two phases (Phase 1A and Phase 2). The Project is part of a multi-phased improvement to construct a new east-west roadway up to 5 miles long that would connect the evacuation routes of Pentz Road, Clark Road/State Route 191, Neal Road, and Skyway. Both phases would comply with Caltrans Class II bikeway design standards, include storm drain infrastructure, and require the acquisition of private right-of-way.

The proposed roadway cross section for all alternatives has been revised since the original NOP was issued. The roadway cross section in the original NOP included a 10-foot wide multi-use path/Class I bike path, curb and gutter, two 12-foot lanes, and 4-foot shoulders for a total paved roadway width of 42 feet. The new cross section consists of two 12-foot lanes with 6-foot shoulders that will be striped for use as Class II bike lanes for a total paved roadway width of 36 feet.

Phase 1A of this Project would construct an approximately half-mile roadway to serve dead-end streets such as Edgewood Lane, Sawmill Road, and South Libby Road and provide an alternative connection between Edgewood Lane and South Libby Road.

Unlike the original NOP, Phase 1A of the revised Project does not include the sub-phase, Phase 1B. Phase 1B has been eliminated from the Project. Phase 1A includes four alternatives, Alternatives 1, 2, and 3, which are being carried forward from the original NOP, and a new Alternative 5. These alternatives are described as follows:

- Phase 1A – Alternative 1 proposes a new two-lane roadway with Class II bike lanes to connect Edgewood Lane to South Libby Road via Running Deer Lane and Roy Lane. The alignment would begin at Edgewood Lane and extend via the existing Running Deer Lane to Sawmill Road. The alternative would then pick up south of Running Deer Lane and Sawmill Road to extend the existing Roy Lane, ultimately linking Edgewood Lane, Sawmill Road and South Libby Road. Class II bike lanes would be striped along all improved segments as part of this alternative.
- Phase 1A – Alternative 2 proposes a new two-lane roadway with Class II bike lanes to connect Edgewood Lane to South Libby Road via Running Deer Lane, Frontier Road, and Wolf Lane. The alignment would begin at Edgewood Lane and utilize the existing Running Deer Lane to then continue southwest on a new roadway and connect to Frontier Road before stopping at Sawmill Road. It would then pick up at the intersection of Sawmill Road and Leafy Lane, continuing west via Leafy Lane and connecting to Wolf Lane. This alternative would ultimately connect Edgewood Lane, Sawmill Road, and South Libby Road. Class II bike lanes would be striped along all improved segments as part of this alternative.
- Phase 1A – Alternative 3 proposes a new two-lane roadway with Class II bike lanes to connect Edgewood Lane to South Libby Road via Keller Lane. Starting at Edgewood Lane, approximately 300 feet south of Suffolk Lane, a new roadway would extend west to the southern terminus of Sawmill Road, at the intersection of Beverly Glen Avenue, Sawmill Road, and Teaberry Lane. From this point, the road would continue west, connecting Teaberry Lane across to the existing Keller Lane alignment. It would then follow the Keller Lane alignment to South Libby Road, ultimately connecting Edgewood Lane, Sawmill Road, and South Libby Road. The Class II bike lanes would be striped on the improved segments for this alternative.
- Phase 1A – Alternative 5 is a new alternative that would link Edgewood Lane and South Libby Road via Running Deer Lane and Dottie Lane with a new two-lane roadway and Class II bike lanes. Starting at the intersection of Edgewood Lane and Running Deer Lane, the new alternative would extend the existing Running Deer Lane with a new roadway before stopping at Sawmill Road. The alternative picks up at the Sawmill Road and East Dottie Lane intersection where the new roadway would extend west along East Dottie Lane, to West Dottie Lane, terminating at South Libby Road, ultimately connecting Edgewood Lane, Sawmill Road, and South Libby Road. Class II bike lanes would be striped on the improved segments for this alternative.

The Phase 1A, Alternative 4, has been removed from the Project as an alternative.

The Phase 1B Alternatives 1N, 1P, and 1Q also have been eliminated from the revised Project.

Phase 2 of this Project would construct an approximately 1.1-mile roadway between South Libby Road and Clark Road/State Route 191, serving dead-end streets such as South Libby Road, Circle Lane, Warnke Drive, and Bennett Road. Phase 2 has two alternatives, 2A carried forward from the original NOP and a new Alternative 2J. These alternatives are described as follows:

- Phase 2 – Alternative 2A would start at South Libby Road along the Bennett Road alignment and would extend west for approximately 2,300 feet to Anchor Way, then turn northwest leaving the existing Bennett Road alignment and continue for approximately 1,700 feet to cross Clear Creek with an approximately 910-foot bridge, then continue west for approximately 1,200 feet on an unnamed road to meet Clark Road approximately 260 feet south of Noffsinger Lane. Class II bike lanes would be striped on the improved segments, including the bridge, for this alternative.
- Phase 2 – Alternative 2J is a new alternative that would also start at South Libby Road along the Bennett Road alignment and would extend west for approximately 2,300 feet to Anchor Way. This alternative would then turn northwest, leaving the existing Bennett Road alignment and continue for approximately 1,600 feet to cross Clear Creek with a 200-foot bridge before turning southwest for approximately 1,700 feet, and ending at Clark Road just north of Lanser Drive. Class II bike lanes would be striped on the improved segments, including the bridge, for this alternative.

Both Phase 2 alternatives would install intersection improvements where they intersect Clark Road and South Libby Road.

Phase 2 – Alternative 2F has been removed from the Project as an alternative.

Potential Environmental Effects

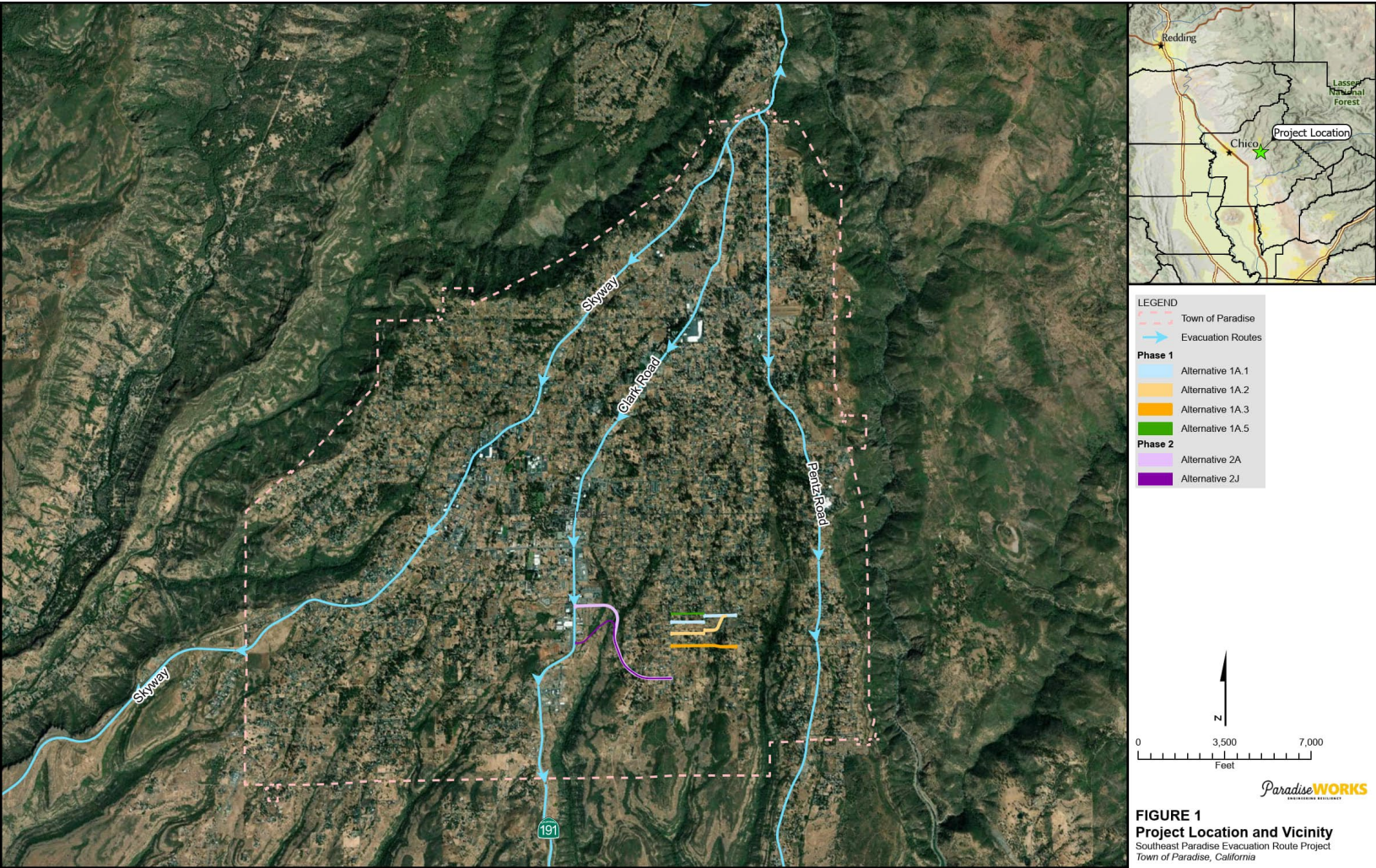
The EIR will examine the potential environmental impacts associated with implementation of the Project and identify feasible measures and alternatives that could be implemented to avoid, minimize, reduce, or mitigate such impacts. The EIR will also evaluate cumulative effects of the proposed improvements when considered in conjunction with related past, present, and reasonably foreseeable future projects.

Based on preliminary evaluations, the proposed road extension could have the following direct, indirect, and/or cumulative environmental effects:

- Aesthetics: Potential changes to the existing visual characteristics of the site.
- Air Quality: Temporary and short-term construction-related increases in pollutant emissions, and potential for long-term increases in pollutant emissions from increased roadway traffic.
- Biological Resources: Potential short- and long-term effects on special-status species or their habitats.

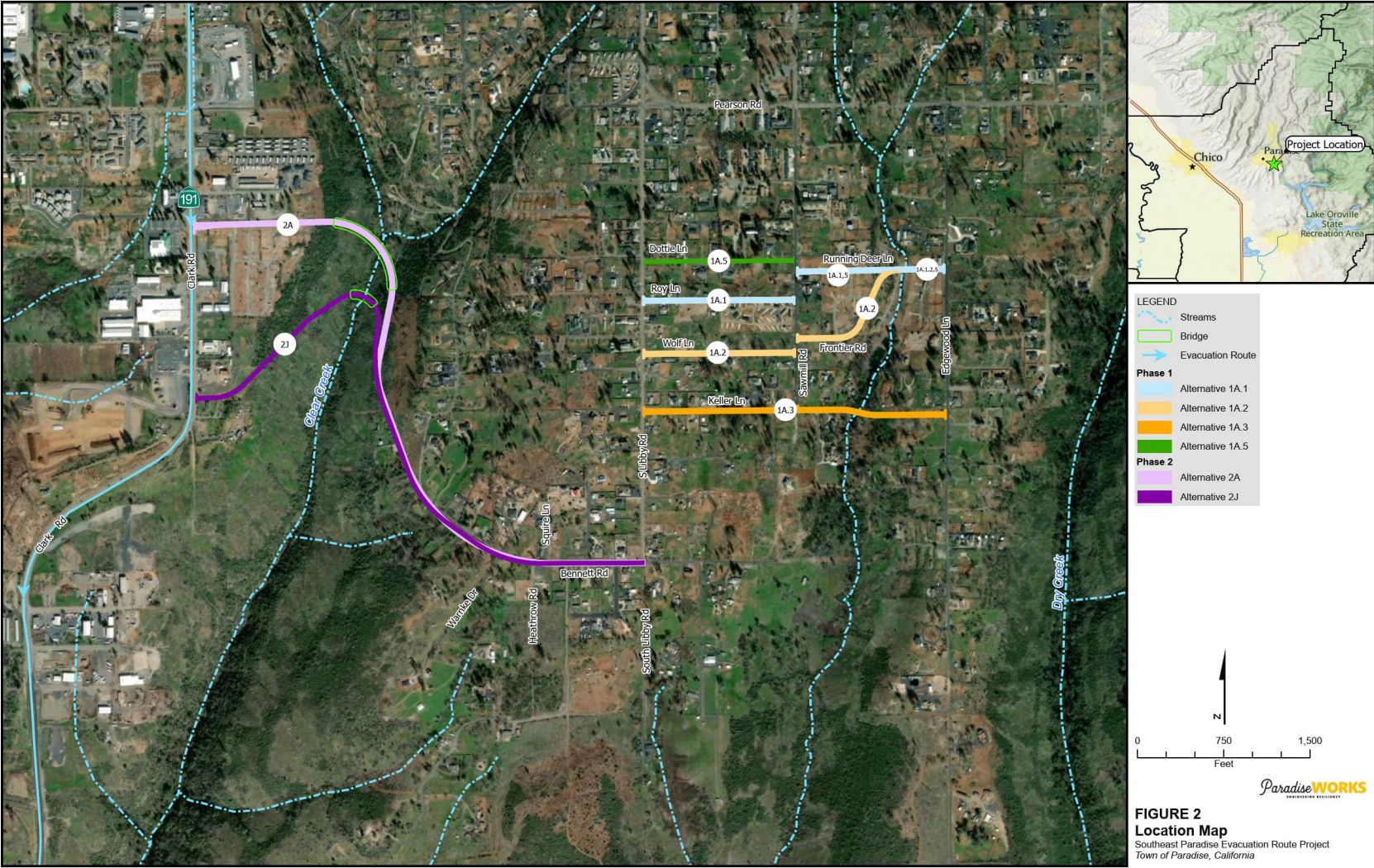
- **Community Impacts:** Potential short- and long-term impacts on local communities related to traffic disruption, noise, and air quality.
- **Cultural Resources:** Low potential for disturbance or destruction of archaeological resources during construction.
- **Energy:** Temporary and short-term, construction-related consumption of energy resources.
- **Greenhouse Gas Emissions:** Temporary and short-term construction-related increases in greenhouse gas emissions.
- **Hazards and Hazardous Materials:** Potential exposure of construction workers to hazardous materials as a result of construction activities and potential introduction of contaminants into water courses.
- **Hydrology and Water Quality:** Potential construction-related impacts on hydrology and water quality due to crossing of streams along the Project alignment.
- **Noise:** Potential for short-term, construction-related noise impacts on nearby residential uses, and potential for long-term noise impact from roadways.
- **Traffic/Transportation:** Potential short- and long-term effects on traffic and transportation in the Project area.

Figure 1. Project Location and Vicinity



\\Dc1vs01\gisproj\PI\ParadiseCityofRoe_Road_Expansion_Project\MapFiles\ArcPro\RoadExpansionProject\Phases1_2\RoadExpansionProject\Phases1_2_Oct2025\RoadExpansionProject\Phases1_2_Oct2025.aprx

Figure 2. Location Map



\\Dc1vs01\gsproj\PI\Paradise\CityofRoe_Road_Expansion_Project\MapFiles\ArcPro\RoeRoadExpansionProject\Phases1_2\RoeRoadExpansionProject\Phases1_2_Oct2025\RoeRoadExpansionProject\Phases1_2_Oct2025.aprx