Skyway Corridor Study

November 19, 2008
Tonight’s Agenda

Introduction

Project Overview
  Background
  Activities to Date
  Studies to Date

Review Alternatives
  Themes, Features, and Implications

Review Preferred Alternative

Questions and Comments
Investigated Existing Traffic Conditions
Stakeholder Interviews
Alternative Treatment Options
Public Workshop 9-18-08
Presentation of Preferred Concept
Final Report and Concept Plans
Corridor Study Segments
Study Area

- Skyway
- Neal Road to Wagstaff Road
- Downtown focus
- Intersection operations
- Traffic Safety
- Pedestrian and Bike Facilities
- Parking
Current Issues

• Speed of traffic
• Pedestrian safety
• Need to enhance downtown/attract shoppers
• Conflicts with through traffic
• Need for turn lanes
• Bicycle safety
Daily Traffic Volumes

**Existing 2008**
- 12,700 north of Bille Road
- 17,500 in downtown area
- 23,500 south of Pearson Road

**Year 2035**
- 16-500 - 16,700 north of Bille Road
- 26,000 – 32,700 in downtown area
- 41,800-45,300 south of Pearson Road
## Existing Conditions

<table>
<thead>
<tr>
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<th>PM PEAK</th>
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## Future Conditions

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<tr>
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## Collisions

<table>
<thead>
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<tr>
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<td>0.40</td>
<td>0.43</td>
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<tr>
<td>Intersection</td>
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<td>0.17</td>
<td>0.43</td>
<td>0.39</td>
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</tbody>
</table>
**Southbound AM Peak**
- 19 mph (N of Wagstaff to S of Neal)
- 260 seconds of delay
- 60% of delay at Wagstaff

**Northbound PM Peak**
- 26 mph (N of Wagstaff to S of Neal)
- 100 seconds of delay
- 35% of delay at Wagstaff
Stakeholder Interview Results

• Increase Pedestrian Safety - very difficult/dangerous to cross Skyway

• Slow Traffic Speeds – Skyway is used as a freeway corridor to Chico and Magalia

• Sidewalks are too narrow and aren’t continuous throughout downtown

• Not safe to bike on Skyway
• Need a distinctive element/character that defines the downtown area

• Need more landscaping

• Parking is an issue, difficult/unsafe to park on the street

• Lack of pedestrian connections to and through downtown
Design Features Considered

- Reducing number of through lanes
- Reducing width of lanes
- Wider sidewalks with added amenities
- Provide new street trees
- On-street bicycle lanes
- Downtown plaza
- Center turn lanes and medians
- Synchronized traffic signals
Segment D - Bille Road to Wagstaff Road

KEY MAP

EXISTING STREET SECTION

ALTERNATIVE STREET SECTIONS

Alternative D.1 - 60' Street Section

Alternative D.2 - 60' Street Section

Alternative D.3 - 60' Street Section
### Traffic Analysis

#### Average Vehicle Speeds

<table>
<thead>
<tr>
<th>Route</th>
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<tr>
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<td>Future (No change)</td>
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<td>Future + Alt 1A</td>
<td>Future + Alt 2</td>
<td>Future + Alt 3</td>
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<td>SB</td>
<td>NB</td>
<td>SB</td>
<td>NB</td>
</tr>
<tr>
<td>1 – Neal to Pearson</td>
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<td></td>
<td></td>
<td></td>
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<td>30</td>
<td>24</td>
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<tr>
<td>PM Peak Hour</td>
<td>24</td>
<td>30</td>
<td>15</td>
<td>31</td>
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</tr>
<tr>
<td>2 – Pearson to Elliott</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>23</td>
<td>24</td>
<td>21</td>
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<tr>
<td>PM Peak Hour</td>
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<td>19</td>
<td>23</td>
<td>17</td>
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<tr>
<td>3 – Elliott to Bille</td>
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<td>4 – Bille to Wagstaff</td>
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<tr>
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<tr>
<td>PM Peak Hour</td>
<td>28</td>
<td>27</td>
<td>28</td>
<td>26</td>
<td>27</td>
</tr>
</tbody>
</table>
Potential Sources of Delay

Alternatives 1 and 2

Northbound backups at Pearson as lanes narrow from two through lanes to one
Potential Sources of Delay

Alternative 2

Southbound backups at Foster created by left turns from Skyway

Delays caused by diagonal parking maneuvers
## Potential Safety Improvements

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Alt 1</th>
<th>Alt 1A</th>
<th>Alt 2</th>
<th>Alt 3</th>
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<td>✓</td>
<td>✓</td>
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<td>✓</td>
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<tr>
<td>3 Fir Street</td>
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<td>✓✓✓</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>4 Bille Road</td>
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<td></td>
<td>Intersection-level treatments may be needed</td>
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<tr>
<td>5 Elliott Road</td>
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<td>Intersection-level treatments may be needed</td>
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<tr>
<td>6 Honey Run-Birch St</td>
<td>✓</td>
<td>✓✓✓</td>
<td></td>
<td>✓</td>
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</table>
Positive Findings

**Downtown**
Smooth flow can be maintained with single through lanes and center turn lanes

**Neal to Pearson and Elliott to Bille**
All alternatives can work; best results include new signals at Fir and Black Olive with coordination of signal system

**Bille to Wagstaff**
All alternatives can work

**Alternatives with center turn lanes**
Landscaped medians and pedestrian refuge areas can also be added in select areas
Issues to Consider

Downtown

Single through lanes with diagonal parking (Alternative 2) likely to create notable delays; benefits and constraints should be carefully weighed

Transition Areas

Special consideration needed to maintain traffic flow where two through lanes transition to and from one travel lane

Alternative Routes

Consider benefits and constraints of “bypass” traffic on Almond Street
**Gateway Plaza at Foster Road**

**Potential Benefits**
- Strengthen downtown identity
- Gateway / traffic calming element
- Create gathering space
- Establish location for special events

**Options**
- Three plaza sizes and three access options (mix and match)
- No change is also an option

**Reconfiguration of Foster Road**
- Foster Road could remain full access, become right turns out only, or become a cul-de-sac
Downtown Gateway Plaza

Alternative 2
Segment B - Pearson Road to Elliott Road

KEY MAP

EXISTING STREET SECTION

ALTERNATIVE STREET SECTIONS

Alternative B.1 - 80' Street Section

Alternative B.2 - 80' Street Section

Alternative B.3 - 80' Street Section
Segment C - Elliott Road to Bille Road

KEY MAP

EXISTING STREET SECTIONS

ALTERNATIVE STREET SECTIONS

Alternative C.1 - 80' Street Section

Alternative C.2 - 80' Street Section

Alternative C.3 - 80' Street Section

38%
Segment D - Bille Road to Wagstaff Road

KEY MAP

EXISTING STREET SECTION

ALTERNATIVE STREET SECTIONS

Alternative D.1 - 60' Street Section

Alternative D.2 - 60' Street Section

73%
### Summary of Input

<table>
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<tr>
<th>Skyway Corridor Features</th>
<th>Support</th>
<th>Moderate Support</th>
<th>No Support</th>
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<td>One lane in each direction with a center median</td>
<td>67%</td>
<td>29%</td>
<td>5%</td>
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<tr>
<td>On-street parallel parking</td>
<td>62%</td>
<td>33%</td>
<td>5%</td>
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<tr>
<td>On-street diagonal parking in downtown core</td>
<td>37%</td>
<td>11%</td>
<td>53%</td>
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<tr>
<td>Bike lanes</td>
<td>52%</td>
<td>19%</td>
<td>29%</td>
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<tr>
<td><strong>Safety enhanced pedestrian crossings</strong></td>
<td>92%</td>
<td>8%</td>
<td>0%</td>
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<tr>
<td>Wide sidewalks</td>
<td>64%</td>
<td>36%</td>
<td>0%</td>
</tr>
<tr>
<td>Sidewalk furniture (benches, etc.)</td>
<td>67%</td>
<td>33%</td>
<td>0%</td>
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<tr>
<td><strong>Sidewalk lighting</strong></td>
<td>88%</td>
<td>13%</td>
<td>0%</td>
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<tr>
<td><strong>Large canopied trees</strong></td>
<td>86%</td>
<td>9%</td>
<td>5%</td>
</tr>
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</table>
A majority of participants highly support a **center turning lane** throughout the corridor, with some support for one lane travel in each direction.

A **gateway plaza** is highly supported for the entry to the Downtown, and there is support for using the entire triangular block of parcels at the intersection of Birch Street, Foster Road, and Skyway.

Due to split public opinion, the segment of **Elliott Road to Bille Road** needs to be studied more to verify if one lane in each direction will be efficient for traffic flow.

There was overwhelming support for the **pedestrian safe features** of: safety enhanced pedestrian crossings, sidewalk lighting, and large canopied trees.

All of the preferred street sections include a **5’ bike lane**.
Segment A (Neal-Schumale Lane to Pearson Road)

Preferred Alternative: A1

- Maintains 5-foot sidewalks
- Adds 5-foot bike lanes
- Narrows the five travel lanes from 14-feet to 12-feet
- Eliminates existing on-street parking

Key Map

EXISTING STREET SECTIONS

PREFFERED STREET SECTION
Neal-Schmale Lane to Pearson Road

maintains 5-foot sidewalks
adds 5-foot bike lanes
narrows the five travel lanes to 12-feet
eliminates existing on-street parking
Segment B (Pearson Road to Elliott Road in downtown)

Preferred Alternative: B1a

- Widens the sidewalks from 5-feet to 10.5-Feet
- Maintains 8-foot on-street parallel parking
- Adds 5-foot bike lanes
- Reduces lanes from four 13-14-foot lanes to two 11-foot through lanes
- Adds an 11-foot, center two-way left-turn lane
- Adds traffic signal at the black olive drive intersection
- Adds traffic signal at the fri street intersection
- Implements coordinated signal timing between olive road and black olive drive
- Restricts foster road to right-turn movements out only
- Plans for additional parking and a small public gathering space on the triangular parcel adjacent to the skyway/foster road intersection
- Use of decorative pavement in the center lane area through downtown
- Accommodates two southbound lanes in times of emergency evacuation

Key Map
Pearson Road to Elliott Road in downtown

widens the sidewalks from 5-feet to 10.5-feet
maintains 8-foot on-street parallel parking
adds 5-foot bike lanes
reduces lanes from four 13-14-foot lanes to two 11-foot through lanes
adds an 11-foot, center two-way left-turn lane
adds traffic signal at the Black Olive Drive intersection
adds traffic signal at the Fir Street intersection
implements coordinated signal timing between Oliver Road and Black Olive Drive
restricts Foster Road to right-turn movements out only
plans for additional parking and a small public gathering space
use of decorative pavement in the center lane area through downtown
accommodates two southbound lanes in times of emergency evacuation
Segment C - Elliott Road to Bille Road

EXISTING STREET SECTIONS

Segment C1 - Elliott Road to Oliver Road

PREFFERED STREET SECTION

Segment C2 - Oliver Road to Bille Road

PREFFERED STREET SECTION
Section C1 (Elliott Road to Oliver Road)

- adds 5-foot bike lanes
- reduces the lanes to three 12-foot lanes
- either maintains 5-foot sidewalks or provides room for 9-foot sidewalks
- provides for on-street parking

Section C2 (Oliver Road to Bille Road)

- maintains 5-foot sidewalks
- adds 5-foot bike lanes
- narrows the five travel lanes to 12-feet
- adds a center two-way left-turn lane where currently missing
- eliminates existing on-street parking
Segment D (Bille Road to Wagstaff Road)

Preferred Alternative: D2a
- Maintains the two 12-foot travel lanes
- Add a 12-foot center two-way left-turn lane
- Includes the creation of a 10-foot asphalt multi-use path for pedestrians and bicyclists
- Provides a 2-foot buffer between edge of travel way and multi-use path
- Provides the opportunity to maintain tree coverage adjacent to road

Key Map
Segment D (Bille Road to Wagstaff Road)

- Maintains the two 12-foot travel lanes
- Adds a 12-foot center two-way left-turn lane
- Includes a 10-foot asphalt multi-use path for pedestrians and bicyclists
- Provides a 2-foot buffer between edge of travel way and multi-use path
- Provides the opportunity to maintain tree coverage adjacent to road
### Summary of Intersection LOS

#### Table 8
**Summary of Future Intersection Level of Service Calculations**

<table>
<thead>
<tr>
<th>Intersection on Skyway</th>
<th>Future Base (No Project)</th>
<th>Future with Preferred Plan</th>
<th></th>
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</thead>
<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
</tr>
<tr>
<td><strong>Black Olive Dr</strong></td>
<td>n/a</td>
<td>n/a</td>
<td>9.6/A</td>
</tr>
<tr>
<td><strong>Pearson Road</strong></td>
<td>25.3/C</td>
<td>37.1/D</td>
<td>24.7/C</td>
</tr>
<tr>
<td><strong>Fir Street</strong></td>
<td>n/a</td>
<td>n/a</td>
<td>9.5/A</td>
</tr>
<tr>
<td><strong>Elliott Road</strong></td>
<td>21.9/C</td>
<td>43.5/D</td>
<td>24.0/C</td>
</tr>
<tr>
<td><strong>Mitigated</strong></td>
<td>-</td>
<td>-</td>
<td>23.2/C</td>
</tr>
<tr>
<td><strong>Oliver Street</strong></td>
<td>18.1/B</td>
<td>16.6/B</td>
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<td>19.4/B</td>
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</tr>
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</table>
## Corridor Speeds

### Table 9
Skyway Corridor Average Vehicle Speeds – Unconstrained

<table>
<thead>
<tr>
<th>Segment</th>
<th>Future 2035 (No Project)</th>
<th>Future 2035 with Preferred Plan</th>
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<tr>
<td></td>
<td>NB</td>
<td>SB</td>
</tr>
<tr>
<td>Segment 1 – Neal to Pearson</td>
<td></td>
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</tr>
<tr>
<td>AM Peak Hour</td>
<td>27</td>
<td>30</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>24</td>
<td>30</td>
</tr>
<tr>
<td>Segment 2 – Pearson to Elliott</td>
<td></td>
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<td>AM Peak Hour</td>
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<td>24</td>
</tr>
<tr>
<td>PM Peak Hour</td>
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<td>24</td>
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<td>Segment 3 – Elliott to Bille</td>
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<td>AM Peak Hour</td>
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<td>26</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>22</td>
<td>24</td>
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<td>Segment 4 – Bille to Wagstaff</td>
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<tr>
<td>AM Peak Hour</td>
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<td>25</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>28</td>
<td>27</td>
</tr>
</tbody>
</table>
Other Issues

Bypass Traffic
Safety
Pedestrian Crossings
Emergency Vehicle Evacuation
Phasing of Improvements
• Striping of bike lanes between Neal Road and Bille Road
• Provision of an off-street pedestrian/bike trail between Bille and Wagstaff Road.
• Narrowing from two to one through lane in each direction between Pearson Road and Oliver Road
• Addition of a center two-way left-turn lane where currently missing between Pearson and Wagstaff Roads
• Widening of the sidewalk in downtown from 5-feet to 10.5-feet
• Maintaining on-street parallel parking between Pearson Road and Oliver Road
• Elimination of parking between Neal Road and Pearson Road and between Oliver Road and Bille Road
• New traffic signals added at intersections with Black Olive Drive and Fir Street
• Implementation of coordinated signal timing between Oliver and Black Olive Drive
• Partial closure of the Foster Road/Skyway intersection
• Plans for more parking and a small public gathering space
• Birch Street limited to right-turn in and out only
• Intersection enhancements at Almond Street’s intersections with Elliott Road and Pearson Road
• Pedestrian safety improvements at all uncontrolled crossings of Skyway between Neal and Wagstaff Roads
• Curb bulbouts at all uncontrolled crossings of Skyway in the downtown area.
• Addition of street streets and other landscaping through the corridor.
• Planning for additional southbound left-turn lane on Skyway at Elliott Road
• Provision for a second eastbound lane on Elliott Road to receive the southbound double-left turn.
• Uses decorative pavement in the center lane area through downtown
• Provisions for use of the center lane in downtown as a second southbound lane in times of emergency
Conclusions

• Reduction in travel speeds in the corridor
• Increased pedestrian safety
• Creation of traffic conditions more conducive to a walkable downtown
• Provision of separate left-turn lane on the corridor
• Accommodation of bicycle travel
• Enhanced access for side streets w/center refuge lane and traffic signals
• Improvement in safety at high-frequency collision locations
• Maintenance of on-street parking through downtown

Trade Off:

• Existing Conditions: 71 seconds with an average speed of 24 mph
• Future Year 2035 with no changes: 85 sec w/average speed of 20 mph
• Future Year 2035 with Preferred Plan: 158 sec w/ave speed of 14 mph