Skyway Corridor Study

September 19, 2008
## Tonight’s Agenda

**Introduction**  
Town and Team Members

**Project Overview**  
Background  
Activities to Date  
Studies to Date

**Review Alternatives**  
Themes, Features, and Implications  
Questions and Answers  
What’s Next?

**Report Card Exercise**
Investigated Existing Traffic Conditions
Stakeholder Interviews
Alternative Treatment Options
Public Workshops
Final Concept Plans
Corridor Study Segments
• 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

16,700 north of Bille Road

21,600 in downtown area

32,400 south of Pearson Road
## Existing Conditions

<table>
<thead>
<tr>
<th>Intersection</th>
<th>AM PEAK</th>
<th></th>
<th>PM PEAK</th>
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<tbody>
<tr>
<td></td>
<td>Delay</td>
<td>LOS</td>
<td>Delay</td>
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<tr>
<td>1 Neal-Schmale Lane</td>
<td>14.3</td>
<td>B</td>
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</tr>
<tr>
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<td>16.7</td>
<td>B</td>
<td>24.7</td>
</tr>
<tr>
<td>3 Honey Run</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>4 Foster Road</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>5 Fir Street</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>6 Elliott Road</td>
<td>20.3</td>
<td>C</td>
<td>34.1</td>
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<tr>
<td>7 Oliver Street</td>
<td>18.4</td>
<td>B</td>
<td>16.2</td>
</tr>
<tr>
<td>8 Maxwell Drive</td>
<td>13.2</td>
<td>B</td>
<td>16.6</td>
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<tr>
<td>9 Bille Road</td>
<td>28.0</td>
<td>C</td>
<td>28.5</td>
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<tr>
<td>10 Wagstaff Road</td>
<td>22.8</td>
<td>C</td>
<td>44.4</td>
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<tr>
<td>All-Way Stop</td>
<td>16.9</td>
<td>B</td>
<td>18.7</td>
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<tr>
<td>Signalized</td>
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</table>
# Collisions

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Collisions (1998-2006)</th>
<th>Calculated Rate (c/mve)</th>
<th>State Average (c/mve)</th>
<th>Ratio</th>
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<tr>
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<td>0.35</td>
<td>0.14</td>
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<td>16</td>
<td>0.29</td>
<td>0.14</td>
<td>2.07</td>
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<td>0.33</td>
<td>0.18</td>
<td>1.83</td>
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<td>0.63</td>
<td>0.43</td>
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<td>21</td>
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<td>0.41</td>
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<tr>
<td>7 Oliver Road</td>
<td>18</td>
<td>0.39</td>
<td>0.43</td>
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<td>0.79</td>
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<tr>
<td>9 Wagstaff Road</td>
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<td>0.29</td>
<td>0.41</td>
<td>0.71</td>
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<tr>
<td>10 Neal- Schmale Lane</td>
<td>12</td>
<td>0.22</td>
<td>0.43</td>
<td>0.51</td>
</tr>
</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
Stakeholder Interview Results

• 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
## Traffic Analysis

### Average Vehicle Speeds

<table>
<thead>
<tr>
<th>Route</th>
<th>Future (No change)</th>
<th>Future + Alt 1</th>
<th>Future + Alt 1A</th>
<th>Future + Alt 2</th>
<th>Future + Alt 3</th>
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<td>NB</td>
<td>SB</td>
<td>NB</td>
<td>SB</td>
<td>NB</td>
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<td>1 – Neal to Pearson</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>27</td>
<td>30</td>
<td>23</td>
<td>30</td>
<td>24</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>24</td>
<td>30</td>
<td>15</td>
<td>31</td>
<td>18</td>
</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>
<td>20</td>
<td>19</td>
</tr>
<tr>
<td>PM Peak Hour</td>
<td>20</td>
<td>24</td>
<td>19</td>
<td>23</td>
<td>17</td>
</tr>
<tr>
<td>3 – Elliott to Bille</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AM Peak Hour</td>
<td>24</td>
<td>26</td>
<td>24</td>
<td>24</td>
<td>25</td>
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<tr>
<td>PM Peak Hour</td>
<td>22</td>
<td>24</td>
<td>22</td>
<td>25</td>
<td>23</td>
</tr>
<tr>
<td>4 – Bille to Wagstaff</td>
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<td>AM Peak Hour</td>
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<td>28</td>
<td>27</td>
<td>28</td>
<td>26</td>
<td>27</td>
</tr>
</tbody>
</table>
Traffic Analysis

The chart illustrates the lowest average speeds in mph for different segments and alternatives:

- **Segment 1**: Neal-Pearson
  - Future (no project)
  - Alternative I
  - Alternative 1A
  - Alternative 2
  - Alternative 3

- **Segment 2**: Pearson-Elliott
  - Future (no project)
  - Alternative I
  - Alternative 1A
  - Alternative 2
  - Alternative 3

- **Segment 3**: Elliott-Bille
  - Future (no project)
  - Alternative I
  - Alternative 1A
  - Alternative 2
  - Alternative 3

- **Segment 4**: Bille-Wagstaff
  - Future (no project)
  - Alternative I
  - Alternative 1A
  - Alternative 2
  - Alternative 3
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
<table>
<thead>
<tr>
<th>Intersection</th>
<th>Alt 1</th>
<th>Alt 1A</th>
<th>Alt 2</th>
<th>Alt 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Black Olive Drive</td>
<td>✓</td>
<td>✓✓✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>2 Foster Road</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>3 Fir Street</td>
<td>✓</td>
<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>
<td></td>
</tr>
<tr>
<td>5 Elliott Road</td>
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<td>Intersection-level treatments may be needed</td>
<td></td>
</tr>
<tr>
<td>6 Honey Run-Birch St</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</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/Park 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/Park

Alternative 2

Honey Run Road
Skyway
Birch Street
Foster Road
Downtown Gateway Plaza/Park

Alternative 3
Questions?
We Need Your Input

- Use tape dots to show us what you like and dislike
green = like  red = dislike

- Which alternative do you like best on each segment?

- Of all design elements shown for the corridor, which do you like least?

- Which design option for the Foster Road intersection do you like best? Which park option?

- Use report cards to express your opinions in more detail