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Skyway Corridor Plan Public Workshop #1: Evaluating Segment Alternatives and Gateway Park/Plaza Alternatives September 30, 2008 Workshop Results Summary

I. Introduction

On Thursday September 18, the first public workshop for the Skyway Corridor Plan was held in the Town Hall of the Town of Paradise. This streetscape improvement project is a collaboration of BCAG, the Town of Paradise, W-trans, and RRM Design Group. At the workshop, a total of approximately 30 participants signed in and the group was formed mostly of residents, business owners, and local property owners. Some participants were representing nearby town of Magalia and the Upper Ridge Coordinating Council.

The purpose of this initial workshop was to obtain public input for the potential streetscape design of the 2.8 mile stretch of Skyway Corridor. The workshop consisted of two phases, the first being a power point presentation by W-Trans and RRM on the background of the project, the four road segments of Skyway with alternative road sections, and the three alternatives of the propose Gateway Park/Plaza. The second phase of the workshop encouraged participants to vote on their preferred alternative street section, Gateway park/plaza concept, and their most preferred circulation of Foster Road. The duration of the workshop also allowed participants to fill out the comprehensive report card handed out at the workshop entry.

This report summarizes the outcome of the voting exercise and the report card exercise noting areas of commonalities and differences in levels of support. The second section of the report describes the street segment alternatives, and the third describes the Foster Road circulation options, and the fourth section describes the Park/Plaza alternatives, and the fifth section discusses the findings.

II. Segment Alternative Street Sections

The nearly three mile portion of Skyway is represented in four segments that stretch from Neal Road to the south to Wagstaff Road to the north. The southern three segments, Segments A, B, and C are prominently commercial uses, with Segment B encompassing the Paradise Central business District, which is known as the downtown portion of Paradise. Segment D, from Bille Road to Wagstaff Road, is more rural, but has some commercial abutting Skyway. Voting results in their entirety are attached to this document. The following is a summary of the support from both the report card and voting exercises.

Segment A- Neal Road to Pearson. A majority, 63%, supports **Alternative A.1.** This alternative places a 5' bike lane and a 5' sidewalk on each side of the street. Also come with four 12' travel lanes, two in each direction, and a 12' center turning lane.

Segment B- Pearson Road to Elliott Road. This segment is the downtown portion of Paradise. **Alternative B.1 and B.1a** were the most supported collectively, with a **62%** approval rating, but were split on the issue of added traffic signals. Both sections consist of the same alignment, and have 10.5' sidewalk, 8' parallel parking, 5' bike lane, and an 11' travel lane in each direction, with a 11' center turn lane. The public showed mixed support for placing diagonal parking in this segment, with an even split of nine votes for and against the parking.

Segment C- Elliott Road to Bille Road. Voting was split with **38% each** for **Alternative C.1 and C.3**. These two are vastly different, but two commonalities are a 5' bike lane and a center turn lane. The controversial issues begin with having one or two travel lanes in each direction. If there were one lane in each direction, there would be opportunity to have parallel parking and a 10.5' sidewalk, as seen in Alternative C.3. However, the two travel lane option allows for the average 5' sidewalk and no parking. Public comments on this segment favor the one-lane option because it can cause a "possible slowdown of traffic" with "more parking, bike lanes." Also, the larger sidewalks can provide space for street trees for "aesthetics."

Segment D- Bille Road to Wagstaff Road. Overwhelming majority, **73%**, supports **Alternative D.2**, which has a 7' multi-use path, 5' bike lane, and 12' travel lane in each direction, with a 12' center turning lane.

The following summarizes the general written comments for the preferred preferences.

A. What do you like about the alternatives you chose?

- Made the downtown area prominent
- Safety, charm, city identity, and promotes foot traffic for businesses
- Adds bike lanes; Allows safe biking
- Slows traffic, more pedestrian friendly
- A middle turn lane flanked by single lane
- Traffic calming
- Black Olive signal
- Uniformity of the entire street

B. What would you improve about the alternatives?

- Diagonal parking up to Elliot Road
- Trash cans
- No trucks downtown except during restricted hours
- Stop signs at every block before anything else
- Traffic signal, pedestrian, Black Olive, Fir, Elliot
- Off road sidewalks or paths are needed

C. Report Card Support Levels

The following table depicts the percentages of support for the features of the streetscape design of Skyway.

Skyway Corridor Features	Support	Moderate Support	No Support
One lane in each direction with a center median	67%	29%	5%
On-street parallel parking	62%	33%	5%
On-street diagonal parking in downtown core	37%	11%	53%
Bike lanes	52%	19%	29%
Safety enhanced pedestrian crossings	92%	8%	0%
Wide sidewalks	64%	36%	0%
Sidewalk furniture (benches, etc.)	67%	33%	0%
Sidewalk lighting	88%	13%	0%
Large canopied trees	86%	9%	5%

III. Foster Road Circulation

Per public comment, the intersection of Skyway and Foster Road presents travel concerns and pedestrian safety hazards due to the sharp angle of the intersection. Left hand turns out of Foster Road can be dangerous due to this awkward angle. W-Trans has responded to this issue by providing three options for the roadway represented through: 1) Existing Circulation, 2) Foster Road One-Way, and 3) Foster Road Closure.

Workshop participants voted on these three options by way of placing voting dots and filling in the report card. The results of the votes are a combination of all supporting votes from both of the available methods. The table below shows that the main support is for the closure of Foster Road, with a close second place level of support for the One-way north bound Foster Road option.

Circulation Alternatives	Support	No Support
Existing	20%	6%
One-Way Alternative	34%	0%
Foster Road Closure	40%	0%

IV. Gateway Park/Plaza Alternatives

The site of the Gateway Park/Plaza is at the northern corner of the Foster Road and Skyway, and is intended to provide an aesthetically pleasing community-oriented gateway into the Downtown area of the Town of Paradise. The public was given two chances to vote on the three options of park designs, just as they had with the Foster Road Circulation. The following is the description of each of the park/plaza concepts, along with a table of how each fared with the public.

Alternative 1- This alternative encompasses the entire triangular block bordered by Foster Road, Skyway, and Birch Street. The main features of this design include ample turf area, a geometric design of decomposed granite pathways, paved crosswalks around the entire park, diagonal parking on Birch and Foster, and lots of trees within and surrounding the park. One centrally located south facing building is fronted with flagstone paving, an ideal location for gatherings such as Farmer’s markets. This design gained the most votes with **30% support**, and received comments such as “Need entire plot to give gateway presence” and “maintain circulation.”

Alternative 2- This alternative design uses the most northern parcel of the site and creates a one-way northbound Foster Road. Features include: a large fountain, specially paved crosswalks, a trellis seating area alongside Foster Road, and diagonal parking on Skyway. Turf area is the central focus and a decomposed granite pathway divides the turf area and the existing buildings on the south. The positive feedback on this design includes that “Foster one-way = better/safer travel.”

Alternative 3- The design of this park/plaza places new buildings at Birch and Skyway, a trellis walkway along Skyway leading up to a gazebo/ bandstand, outdoor dining areas, a water feature, a northerly specially paved plaza, paved crosswalks, and a cul-de-sac closure of Foster Road. The support for this option was mixed.

Park/Plaza Alternatives	Support	No Support
No Park/Plaza	11%	0%
Alternative 1	30%	2%
Alternative 2	20%	7%
Alternative 3	22%	9%

Park Features

The following table represents how individual park features fared with the public. Special paving on crosswalks, benches and seating, and a plaza gained the most support.

Gateway Plaza/Park Feature	Support	Moderate Support	No Support
Turf area	53%	24%	24%
Plaza	84%	5%	11%
Gazebo/Bandstand	50%	6%	44%
Trellis structures	61%	22%	17%
Special paving at bulb-outs and crosswalks	82%	6%	12%
Water feature	65%	18%	18%
Benches/seating areas	84%	5%	11%

V. What Does It All Mean?

From the results of the voting and report card exercises at the first public workshop, it is evident the participants were eager to enhance Skyway and create a more prominent downtown area by means of bike lanes, specially paved crosswalks, and well located parking. Pedestrian and bicyclist safety is also a must. The following are findings derived from this workshop.

A. Findings

The findings and conclusions derived from this first workshop include the following:

1. A majority of participants highly support a center turning lane throughout the corridor, with some support for one lane travel in each direction.
2. A gateway park/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
3. 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.
4. There was overwhelming support for the pedestrian safe features of: safety enhanced pedestrian crossings, sidewalk lighting, and large canopied trees.
5. All of the preferred street sections include a 5' bike lane.