



Photo: BicycleDutch



Photo: thenewforest



Photo: Eric Fredericks



Photo: The WALC Institute

## Strategies Improving Mobility

Before the Camp Fire, Paradise was defined by a disorganized network of streets and a sprawling low-density development pattern, making residents highly reliant on cars.

There was a lack of street “connectivity:” the high number of dead-end streets (cul-de-sacs) concentrated through-traffic onto a few main roads and discouraged short-cuts and easy access to many neighborhoods; this pattern also inhibited evacuation during the Camp Fire. The design of roadways was also a problem: many streets were barely one-lane wide – but intended for two-way traffic – and most were built without sidewalks. This discouraged people using alternatives to vehicular transportation, such as biking and walking. Finally, there were too few routes out of town; only four roads, two of them rather narrow, led down the ridge (and one up), and in the fire these became choke points as residents evacuated.

Rethinking mobility issues in Paradise would have two main purposes: reducing residents’ reliance on cars for everyday travel within the town, and increasing safety, on a day-to-day basis but primarily in the event of an emergency, such as another fire. The particular options for each purpose overlap somewhat and are described below and indicated on the map at right.

### Turn Cul-De-Sacs Into Through Streets

In order both to ease everyday travel within the town – for both cars, bikes, and pedestrians – and to facilitate evacuation in an emergency, this proposal would eliminate cul-de-sacs where possible by connecting them end-to-end and creating more through-streets. The red lines on the adjacent map show how this might work in theory.

### Widen and Improve Key Roadways

Skyway and Clark Roads are wide enough now to easily accommodate bike lanes, but many of the main east-west cross streets – Nunneley, Elliott, Billie, and Wagstaff Roads – are narrow and only two lanes wide. Meanwhile, many minor streets in the neighborhoods are narrower still, barely accommodating car traffic in two directions. Improving at least the main streets to include sidewalks or bike lanes would facilitate travel by alternative means as well as improve safety.

### Create Network of Car-free Bike & Pedestrian Pathways

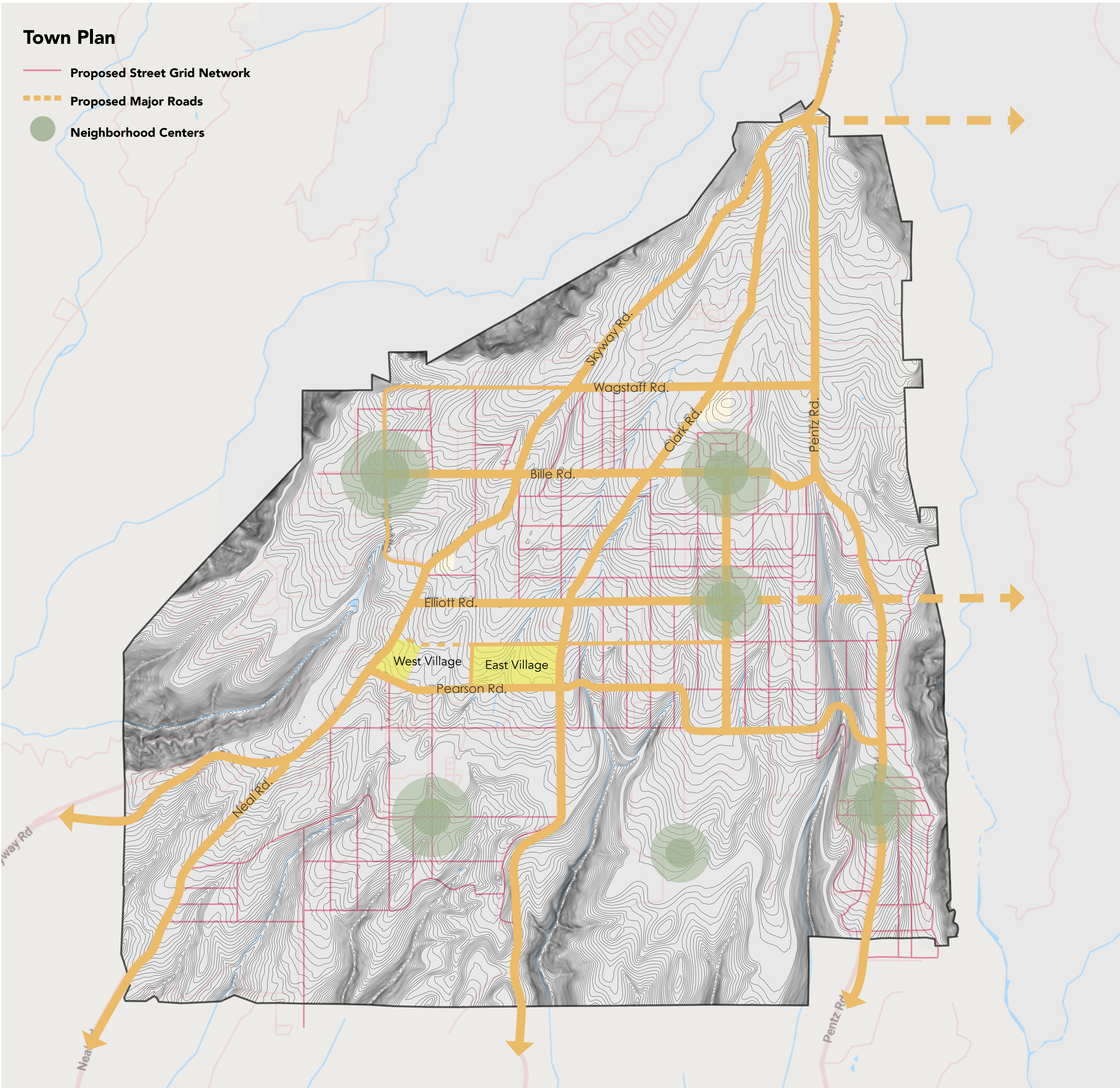
The Paradise Memorial Trailway, which parallels Skyway and Clark Roads, is a great amenity and travel route for bicyclists and pedestrians. The town should expand this single route and make it into the spine of a network of car-free trails, connecting Paradise’s neighborhoods.

### Improve Routes Out of Town

Currently, there are only four routes leading out of Paradise to the valley below: Skyway, Neal, Clark, and Pentz Roads. Widening these roads would provide an extra layer of security for the town. The map also shows a new road or roads on the east side of Paradise linking the town with Highway 70 across the West Fork of the Feather River.

### Create Neighborhood Centers to Reduce Car Travel

The commercial areas of Paradise are currently arranged linearly along the two main arterials, Skyway and Clark Roads. The notion of concentrating commercial areas in clusters, located next to major cultural or civic institutional uses (such as churches and schools), would provide the opportunity for social and commercial spaces nearer to homes, and thus encourage walking or biking.



# RETHINK MOBILITY