

PARADISE ROAD BIKE/PEDESTRIAN IMPROVEMENTS PROJECT

Shangri-La Road to St. Patrick Lane

August 19, 2026



AMERICAN
STRUCTUREPOINT
INC.



Purpose of Meeting



**Present project
overview and
existing
conditions**



**Summary
of public
workshop
and results**

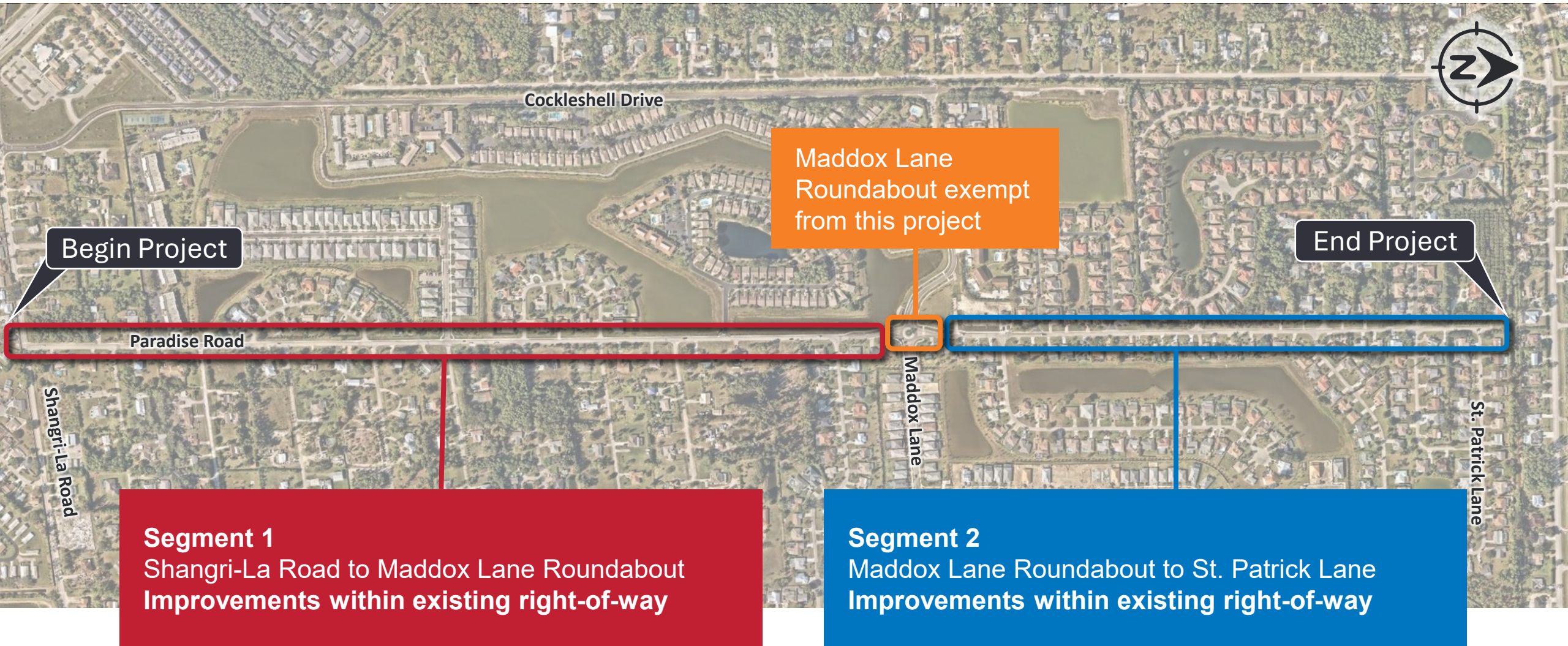


**Present
recommended
design
approach**



**Obtain Council
direction to
proceed**

Project Location Map



Project Goals



Improve safety for all roadway users



Upgrade drainage to a closed system



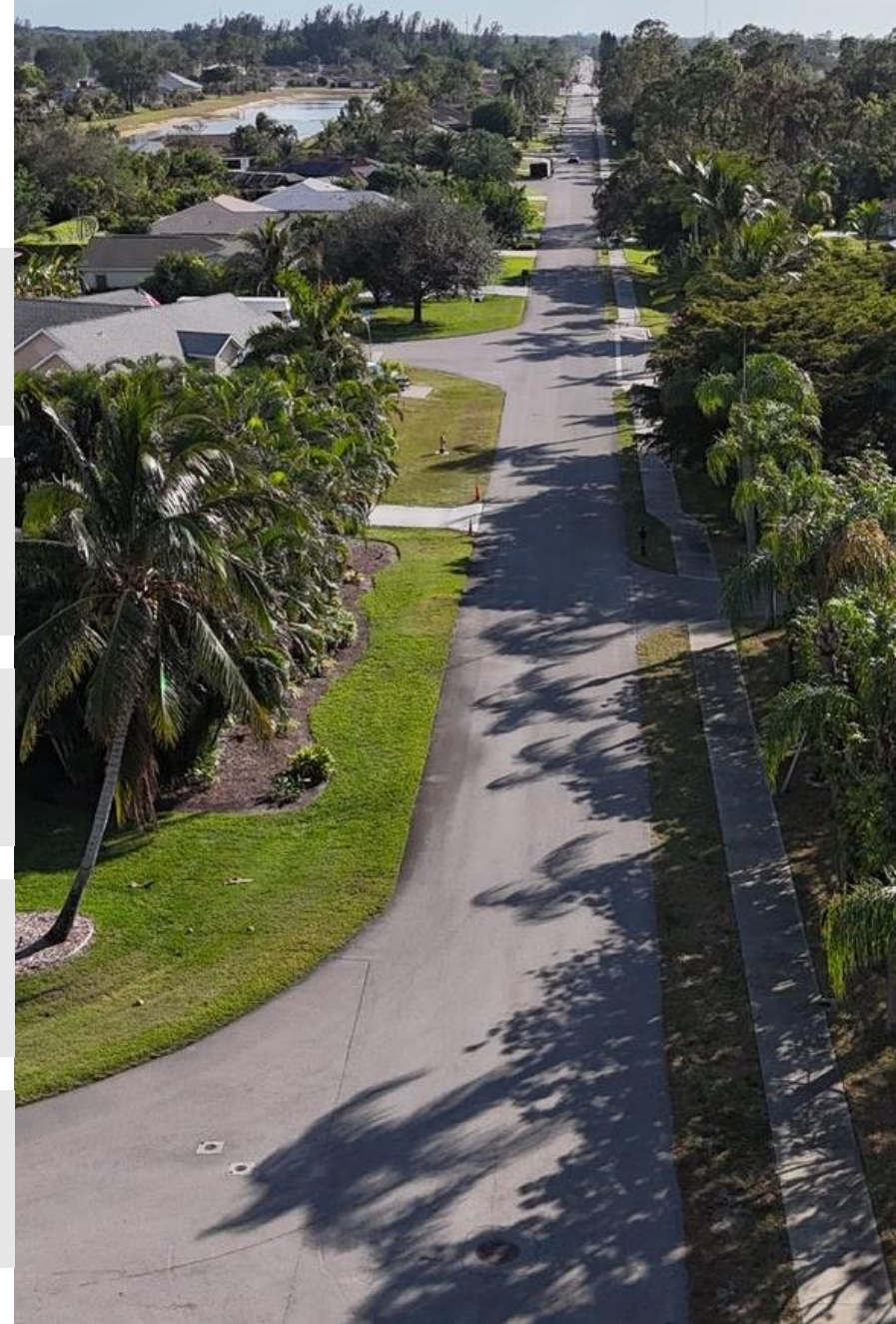
Create continuous pedestrian and bicycle facilities



Improve overall pavement condition

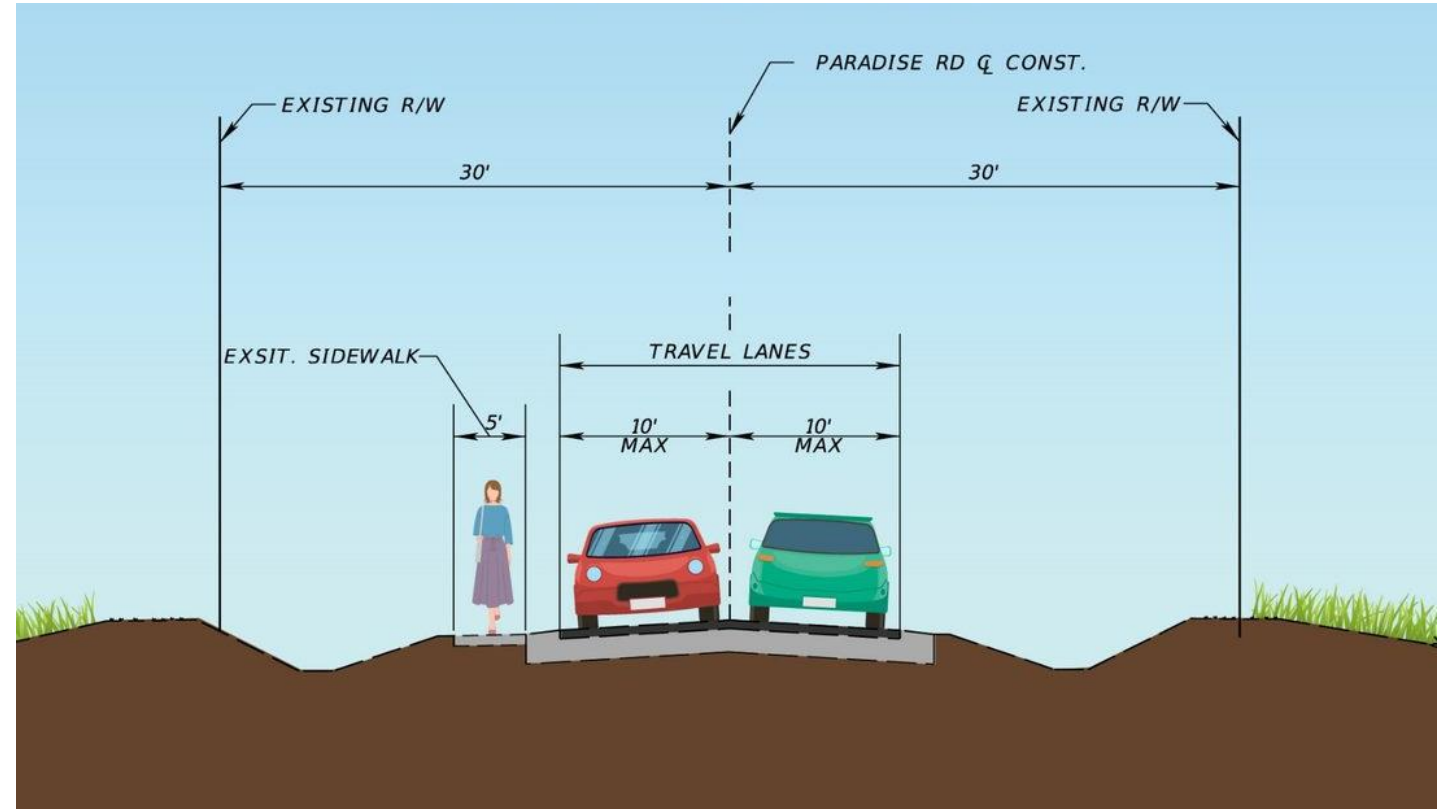


No Right of Way impacts



Existing Conditions

- Two less than 10-ft travel lanes
- Limited pedestrian/bicycle accommodations
- Residential land-use
- Existing open drainage ditches
- 60-ft existing right-of-way



Existing Roadway does not adequately support current multi-modal and safety needs

Franzel Factors for Alternatives Evaluation

- Long Range and Area Planning
- Environmental Factors
- Alternatives
- Safety Considerations
- Cost



Drainage and Environmental Enhancements



Drainage Improvements

- Convert existing open ditches to a closed drainage system
- Improves drainage performance and reduces standing water along the roadway



Water Quality and Treatment

- Stormwater will be treated using an existing regional pond system
- Helps improve water quality before runoff leaves the project area



Environmental Protection

- No impacts to wetlands or protected environmental areas



Public Workshop

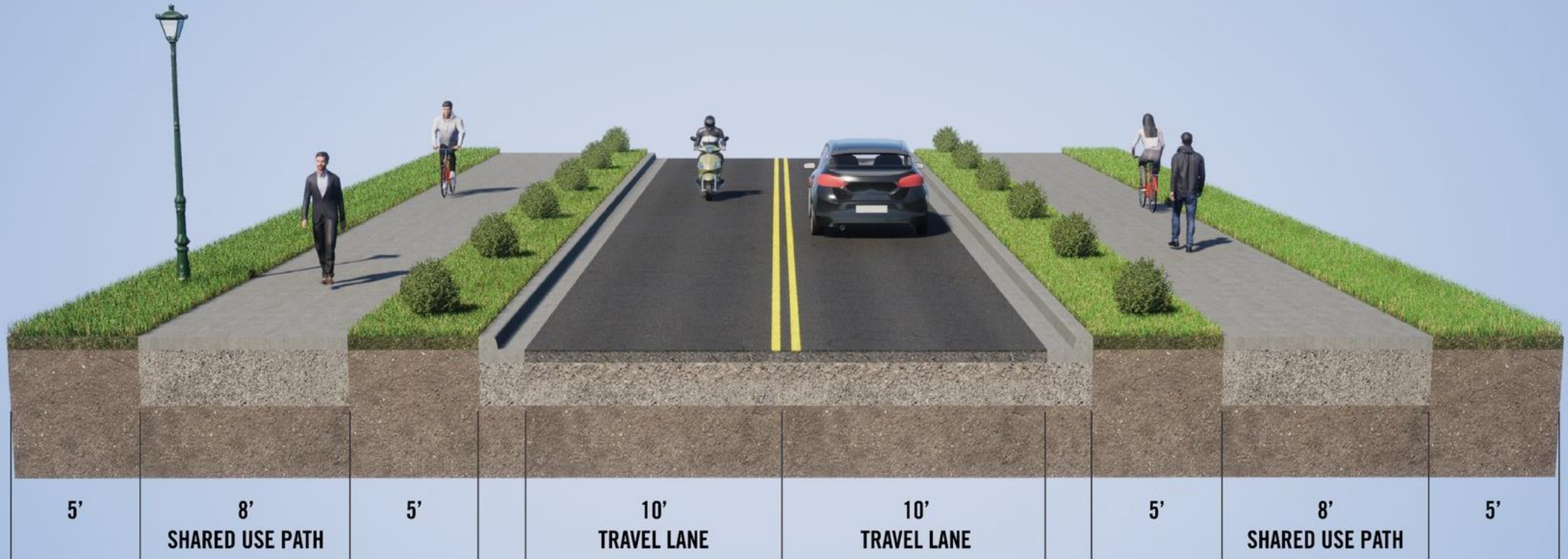
- Held on February 26, 2026 at City Hall
- Approximately 94 attendees
- 75 total comments received
- Respondents supportive of the overall goals of the projects



Roadway & Typical Section Feedback

Segment 1 Alternative A

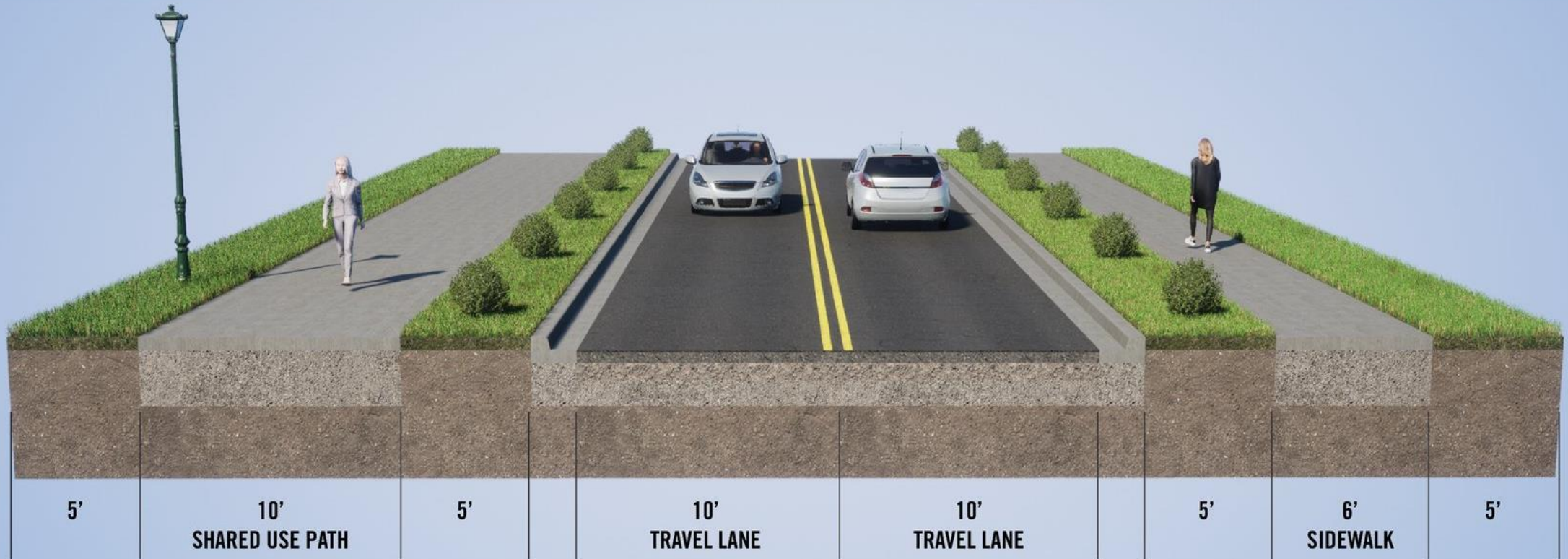
- 8-ft shared use path on both sides of roadway



Roadway & Typical Section Feedback

Segment 1 Alternative B

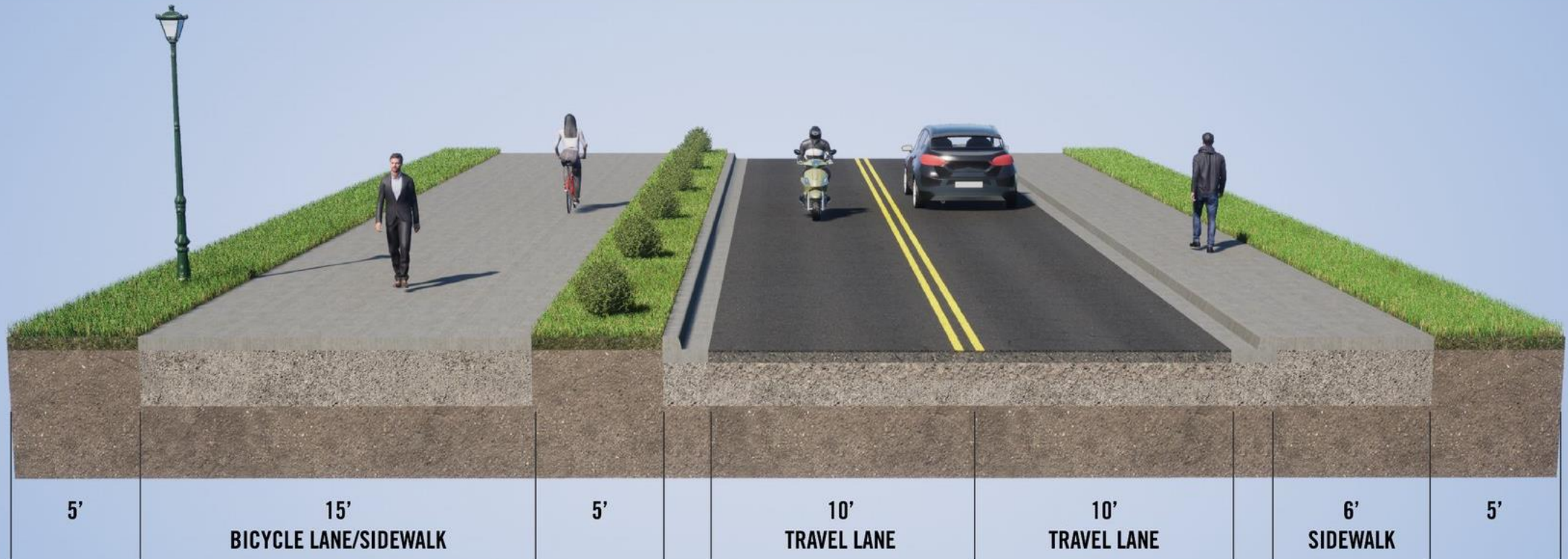
- 10-ft shared use path on west side
- 6-ft sidewalk on east side



Roadway & Typical Section Feedback

Segment 1 Alternative C

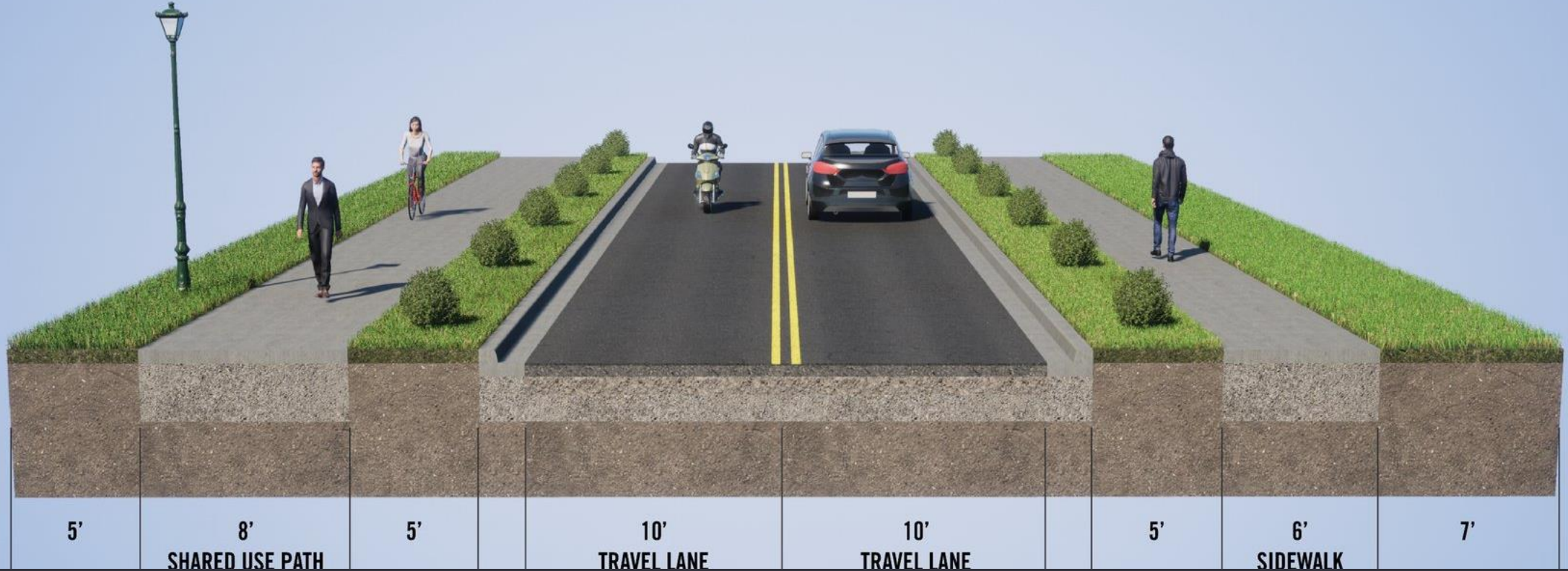
- 15-ft shared use path on west side
- 6-ft sidewalk on east side
- Road shift 7-ft to the east



Roadway & Typical Section Feedback

Segment 2 Alternative A

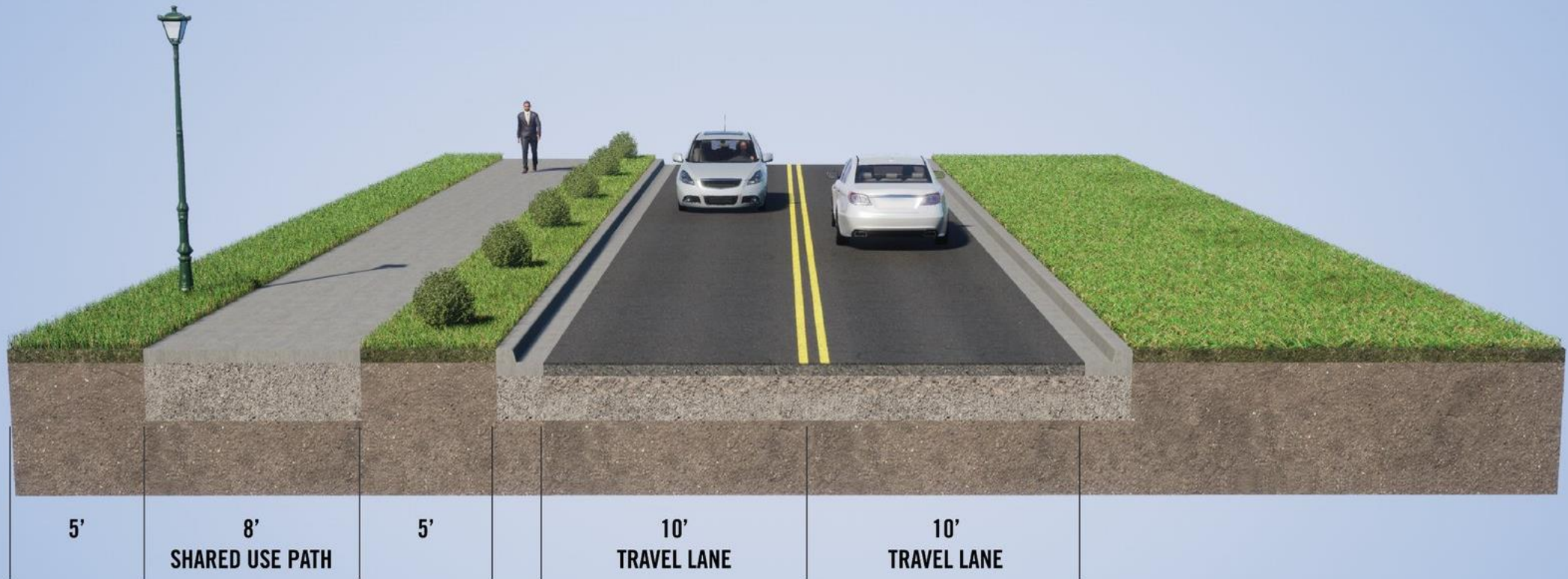
- 8-ft shared use path on west side
- 6-ft sidewalk on east side



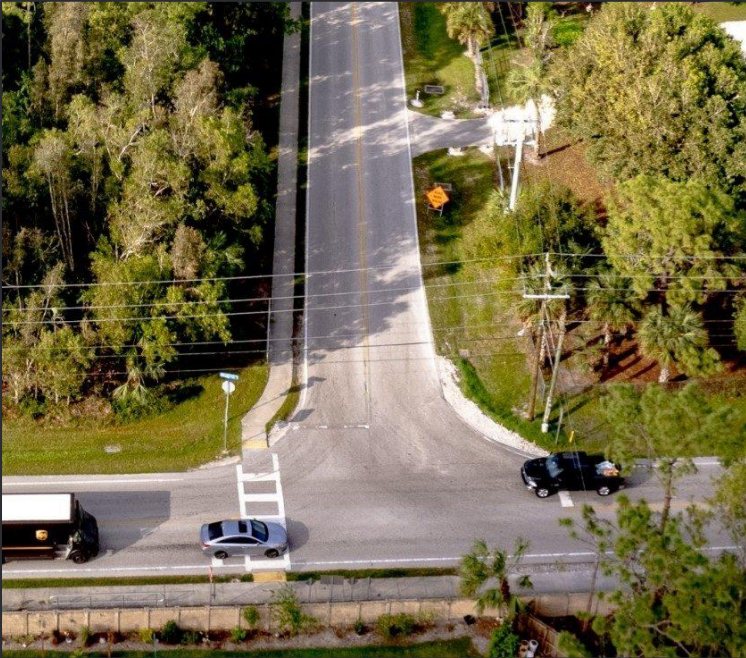
Roadway & Typical Section Feedback

Segment 2 Alternative B

- 8-ft shared use path on west side



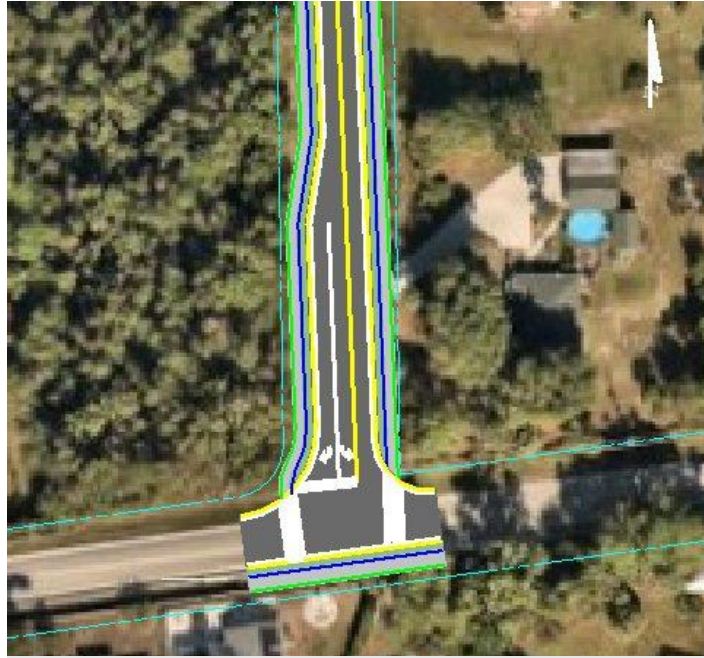
Alternative Intersections at Shangrila Rd



Alternative 1:

Maintain Existing Intersection

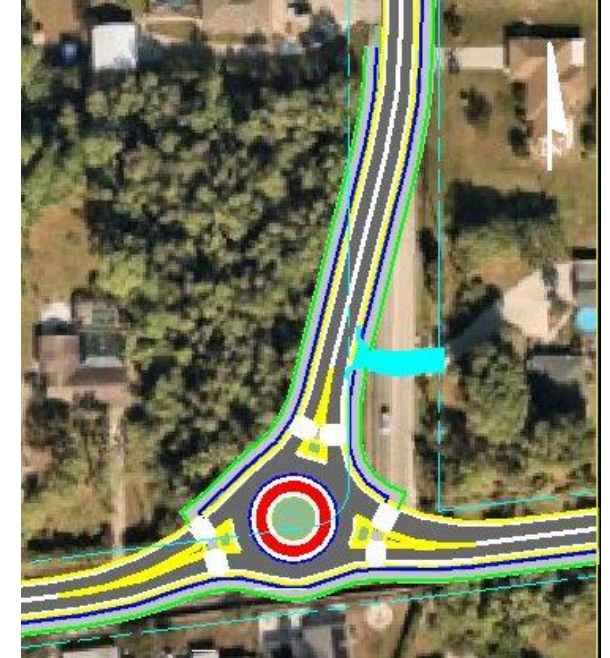
- No geometric changes proposed



Alternative 2:

Dedicated Right-Turn Lane

- Improves turning movements
- Constructed within existing right-of-way

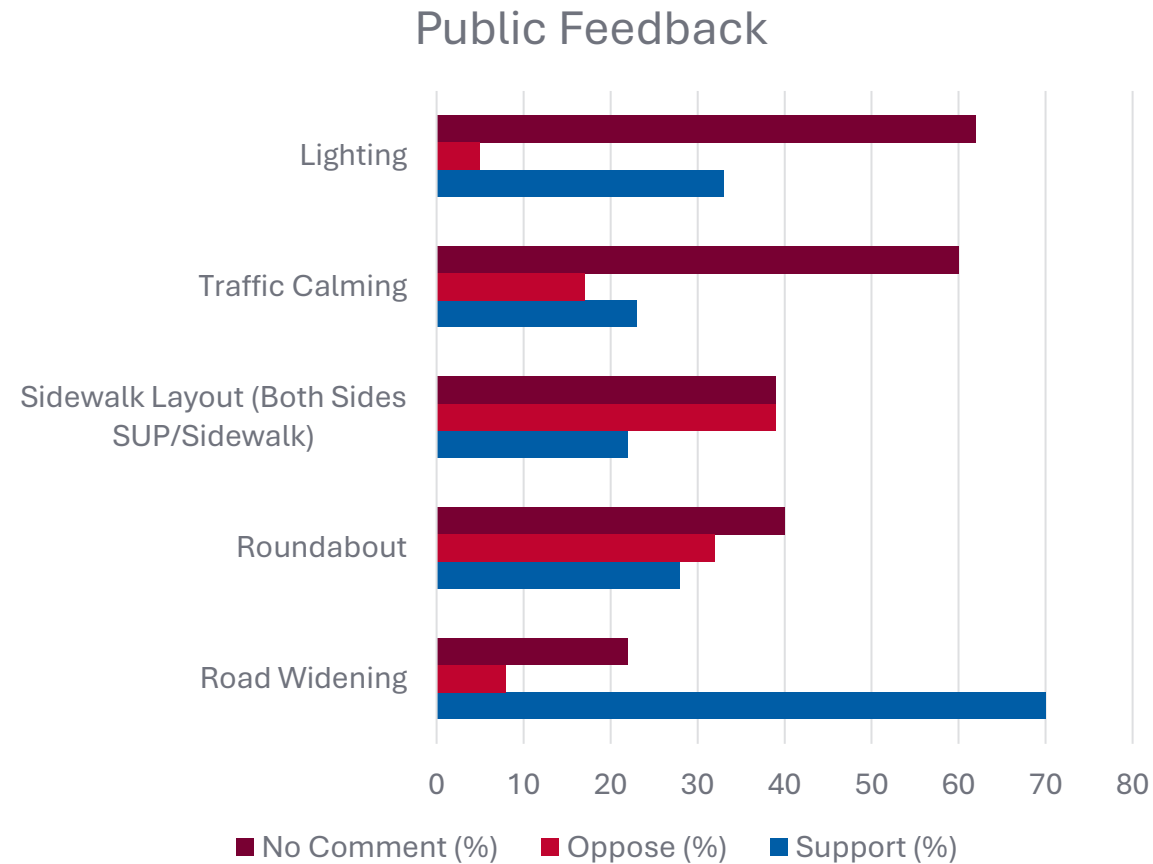


Alternative 3:

Roundabout

- Requires additional right-of-way
- To be constructed as a separate project

Quantified Breakdown of Major Public Opinions



Issue	Support (%)	Oppose (%)	No Comment (%)
Road Widening	70	8	22
Roundabout	28	32	40
Sidewalk Layout (Both Sides SUP/Sidewalk)	22	39	39
Traffic Calming	23	17	60
Lighting	33	5	62



Safety, Traffic Calming & Lighting Feedback

Speed Tables/Raised Crosswalks

- Positive feedback
- Modified the locations and number based on feedback

Pavement Marking

- Strong support to the proposed center striping

Landscaping

- Positive feedback to landscaping and streetscape enhancements

Corridor Lighting

- Strong support for corridor lighting



Additional Community Concerns

Golf Carts Concern

- **Concern:** Golf carts utilizing shared use path
- **Proposed Solution:** Add bollards at shared use path entrance

Electric Bicycles

- **Concern:** Electric bicycles traveling at high speed within the shared use path
- **Proposed Solution:** Install 15 MPH speed limit signs and add sidewalk on the east side for more pedestrian options

School Bus Concern

- **Concern:** Vehicles traveling fast near bus stop
- **Proposed Solution:** Add a raised crosswalk/speed table by the bus stop



Additional Community Concerns

School Pick Up Zone

Concern: Parents parking partially off the roadway while waiting to pick up children.

Proposed Solution:

- 1. Enhanced pedestrian and bicycle connectivity through:**
 - Shared-use path on the west side
 - Sidewalk on the east side
- 2. Improved crossing safety through:**
 - Raised crosswalk/speed table
 - Rectangular Rapid Flashing Beacons (RRFBs) Enhanced pedestrian visibility near the school bus stop
- 3. Bicycle accommodations through:**
 - Installation of a bicycle rack near the school bus stop



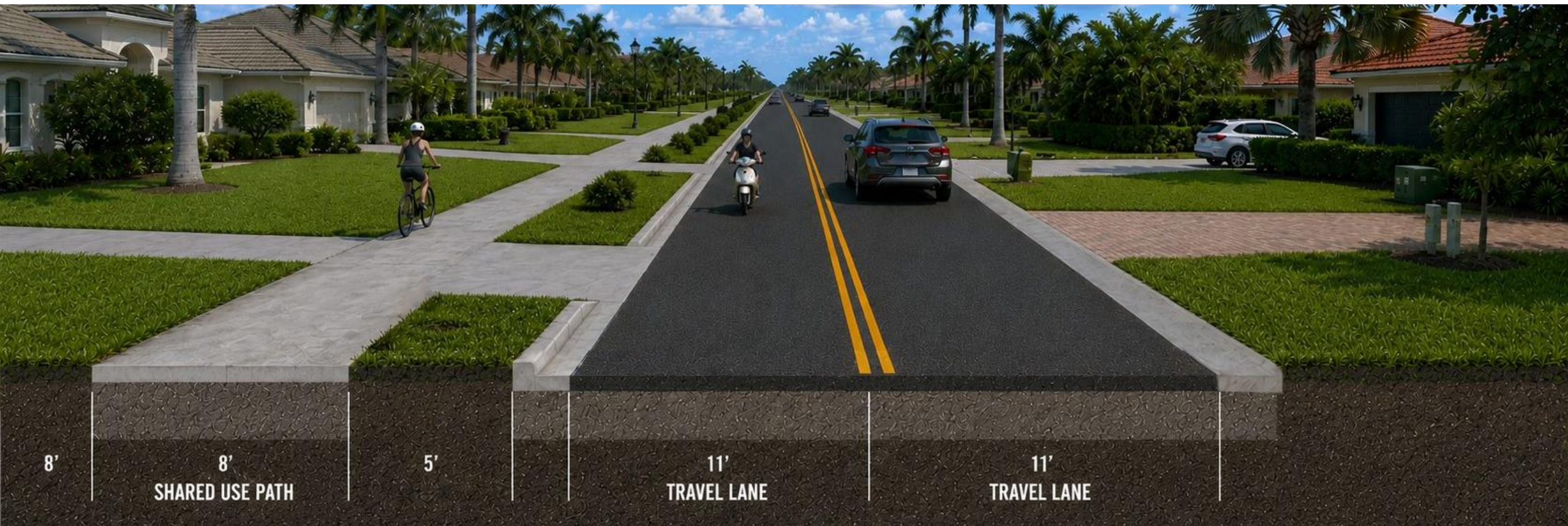
Recommended Typical: Segment 1

- 10-ft shared use path on west side
- 6-ft sidewalk on east side
- Maintain existing intersection at Shangrila



Recommended Typical: Segment 2

- 8-ft shared use path on west side
- Valley Gutter on east side



Cost Evaluation Matrix Segment 1

Criteria	Alternative A	Alternative B	Alternative C	Proposed
Total R/W Width	60'-0"	60'-0"	60'-0"	60'-0"
Alignment Shift	None	2' Right	7' Right	4' Right
Travel Lane Width	2 x 10'	2 x 10'	2 x 10'	2 x 11'
Left Side - Facility	8' SUP	10' SUP	15' Bike Lane/Sidewalk	10' SUP
Left Side - Buffer	5'	5'	5'	5'
Right Side - Facility	8' SUP	6' Sidewalk	6' Sidewalk	6' Sidewalk
Right Side - Buffer	5'	5'	5'	2' min.
Relative Cost	Mid	Mid/Higher	Highest	Mid



Cost Evaluation Matrix Segment 2

Criteria	Alternative A	Alternative B	Proposed
Total R/W Width	60'-0"	60'-0"	60'-0"
Alignment Shift	None	None	4' Right
Travel Lane Width	2 x 10'	2 x 10'	2 x 11'
Left Side - Buffer	5'	5'	5'
Right Side - Facility	6' Sidewalk	None	None
Right Side - Buffer	5'	All Grass	All Grass
Curb Type - Right	Type F C&G	Type F C&G	Valley Gutter
Relative Cost	Highest	Mid	Mid

