

Kash-

Initial comments for Hiller:

1. Unless newer traffic models suggest otherwise, prior modeling for the GP suggested that Hiller only needs to be a two lane road. I would suggest that Hiller be designed as such.
2. You may want to move the class 1 bike lane to the south side of Hiller. This would leave the north (sunny) side available for more pedestrian type uses without conflicts from bikes.
3. While probably a bit too granular for this stage of planning... you may want to consider keeping the parking flush with the sidewalk and bike trail. You can use raised planters to limit vehicle encroachment. This could provide a seamless environment for the road.
4. I recommend at least 10 to 12 foot wide sidewalks. If you add in the class 1 trail, in addition to adding the physical width of the class 1 trail also be sure to include recovery areas.
5. With the class 1 trails, you will also want to consider the traffic patterns needed to shift bikes from class 2 bike lanes to the class 1 trail on one side of the road. If the shift will be too inconvenient, bikes may not use the class 1 trail and may opt to stay on the road. The transitions to/from class 1 to class 2 should be thought out a bit more as part of your planning effort.

Central Avenue:

1. Public Works does not support the creation of diagonal on-street parking on multi lane roads. This creates a significant traffic safety issue which cannot be mitigated.

Perhaps adding parallel parking bays along the road. This will not increase the crossing distance across Central Avenue as they are parking bays. This will require additional right of way if a landscape strip is to be maintained.

2. The placement of on-street parking on Central Avenue will need to be designed in a way to ensure that sight visibility at roads and driveways will not be obstructed.

--Bob



