BRAWNE AVE. INTERSECTION TO PARK PROPERTY NORTH BORDER

EAST SIDE OF STREET:
- TO KEEP THE BICYCLE NETWORK CONTINUOUS, BICYCLE LAKES WILL REMAIN NEXT TO THE VEHICLE LANES 34 OR MORE FEET.
- THE PROPOSED PARK TRAIL AND WIDEWALK WILL BE COMBINED IN A 10-FOOT MULTI-USE FACILITY.
- THE LANDSCAPE STRIP WILL BE A MINIMUM OF 8 HORIZONTAL FEET. MAXIMUM SEPARATION WILL BE NO MORE THAN 40-FOOT.
- THE RAILROAD RIGHT-OF-WAY WILL BE USED FOR COMBINED TRAIL-SIDEWALK FACILITY WHEREVER PRACTICAL AND SAFE.
- FOR SAFETY, PEDESTRIANS WILL BE VISIBLE FROM THE STREET.
- FOR SAFETY, A GUARDRAIL WILL BE REQUIRED ON THE BACKSIDE OR CURB SIDE OF THE BICYCLE LANE IF THE SLOPE IS STEEPER THAN A 4:1 (HORIZONTAL TO VERTICAL) GRADE.

WEST SIDE OF STREET:
- THIS SECTION OF THE STREET IS CHARACTERIZED BY STEEP HILLSIDES ALTERNATING WITH AREAS OF FLATTER TOPOGRAPHY. THERE ARE SECTIONS OF EXISTING SIDEWALKS TOWARDS THE SOUTH AND OTHER AREAS WITH FULL STREET IMPROVEMENTS, OR THAT WILL SOON HAVE FULL STREET IMPROVEMENTS, TO THE NORTH. THE FLATTER PARCELS ARE LIKELY TO SEE DEVELOPMENT OR REDEVELOPMENT IN THE NEAR FUTURE. THE STEEPER AREAS ARE LESS LIKELY TO DEVELOP OR REDEVELOP. SOME PROPERTIES ARE ON THE HISTORIC REGISTER.
- TO KEEP THE BICYCLE NETWORK CONTINUOUS, BICYCLE LANES WILL BE PLACED ADJACENT TO THE VEHICLE TRAVEL LANES.
- FOR PEDESTRIAN SAFETY, SIDEWALKS (MINIMUM 6-FOOT) WILL BE ADDED.
- IN SOME AREAS, RETAINING WALLS WILL LIKELY BE NEEDED. IN ORDER TO MINIMIZE THE HEIGHT OF THE RETAINING WALLS, THERE ARE THREE RECOMMENDED VARIATIONS ON THE STREET IMPROVEMENTS WHICH ALL RELATE TO THE WIDTH OF THE LANDSCAPE STRIP. THE OPTIMUM IS TO KEEP THE RETAINING WALLS 3-FOOT OR LESS IN HEIGHT BECAUSE THIS IS THE THRESHOLD WHERE RETAINING WALLS BEGIN TO REQUIRE MORE STRUCTURED ENGINEERING. SMALLER RETAINING WALLS WILL ALSO MAKE FOR A MORE PLEASANT PEDESTRIAN EXPERIENCE.
  A) FLAT SLOPE – RETAINING WALL LESS THAN 3-FOOT – 6-FOOT SIDEWALK WITH 8-FOOT LANDSCAPE STRIP BETWEEN THE SIDEWALK AND BICYCLE LANE.
  B) MODERATE SLOPE – RETAINING WALL APPROXIMATELY 3-FOOT – NO SEPARATE LANDSCAPE STRIP BUT 10-FOOT SIDEWALK WITH STREET TREES.
  C) STEEP SLOPE – RETAINING WALL GREATER THAN 3-FOOT – NO LANDSCAPE STRIP BUT AN 8-FOOT SIDEWALK TO PROVIDE ADDITIONAL SPACE FOR PEDESTRIANS WALKING ADJACENT TO THE RETAINING WALL.
- THESE REQUIREMENTS ARE FELT TO BE THE MINIMUM ACCEPTABLE STANDARDS THAT PROVIDE SAFE VEHICLE, PEDESTRIAN, AND BICYCLE FACILITIES WHILE TAKING INTO ACCOUNT THE UNIQUE REQUIREMENTS OF THE STEEP TOPOGRAPHY IN PLACES ALONG THE STREET.
- AS AREAS REDEVELOP, FULL RIGHT-OF-WAY (FOR FULL STREET STANDARDS) WILL BE DEDICATED TO THE CITY. THIS WILL ENSURE THAT THE "BEST ENGINEERING SOLUTION" WILL BE APPLIED TO THE AREA, AND ALLOW FOR LANDSCAPING BEHIND THE SIDEWALK IN AREAS OF STEEP TOPOGRAPHY.

BRAWNE AVE. INTERSECTION:
- A LEFT TURN LANE IS RECOMMENDED FOR THE BRAWNE AVENUE INTERSECTION.
- SOUTH OF THE INTERSECTION, INSTALL A LEFT TURN LANE TO FACILITATE VEHICLE FLOW.
- NORTH OF THE INTERSECTION, INSTALL A PEDESTRIAN CROSSING ISLAND.