

6 October 2009

DRAFT
PROPOSED CHERRYWOOD SIDEWALK PLAN

[the following is the draft of a CNA Sidewalk plan, which when finalized will be put in a letter to the City so that it can guide the looming Street Construction project, and other capital improvement projects.]

BACKGROUND

CNA established “Safe Walkable Streets” as the centerpiece for our Vision of the Neighborhood over a decade ago, and indeed we use many of the internal streets for ad hoc parades, skates, skateboards, runners, dog-walking, baby carriages and many other activities. We like for our streets themselves to be pedestrian friendly. Early on CNA and the various committees and task forces that have addressed the sidewalk issue have tried to develop a philosophy about sidewalks that addresses the various functional issues, but that embraces the fact and the desire that most of our streets do not need sidewalks because on most of them people like to walk in the streets.

PHILOSOPHY

Currently, the philosophy that has resulted is the idea of sidewalks only where they are dictated by Federal and State Accessibility statutes (perimeter arterials plus 38th from IH35 to Cherrywood) and internally to provide a sidewalk connecting to perimeter destinations that is within a few blocks of every residence. Minor, low traffic streets would have NO sidewalks and where we determine that an interior street sidewalk is warranted, except in rare instances the sidewalk would be on only one side of the street.

PROBLEMS TO BE OVERCOME

There are a couple of complications with the recommended philosophy:

- There are existing portions of sidewalks in the neighborhood that do not comply with this plan; in some cases spanning across the front of only one lot on a street. As streets are reconstructed, we recommend that the owners of the lots on which these sidewalks exist should be given the choice of keeping the sidewalk or having it removed by the City.
- There is a City ordinance which requires the owner to place a sidewalk whenever there is a major renovation or a new house placed on a residential property. This has resulted in some of the segments of sidewalks mentioned above which now serve no purpose and prevent these properties from being able to landscape their yards and the r.o.w. space between their property line and the curb analogous to the neighboring properties. City ordinances need to be amended so that City Staff can administratively

waive the requirement for a sidewalk in areas where there is a neighborhood plan that does not show a sidewalk on the property.

- There is a State statute that makes it unlawful to walk in the street when there is an accessible sidewalk available to be used. The City does not enforce this statute except in the case of accidents which is probably a good compromise since we are unlikely to be able to amend state law to make it lawful to walk in the streets. Obviously on arterials and major collectors it does not make sense to walk in the street, and obviously on very low traffic internal streets it does not make sense to walk anywhere else.
- 2002 Council Resolution which can be interpreted to require sidewalks on both sides of any street that is reconstructed. Through a lot of work, in cahoots with partners in Wilshire Wood (they are facing an even more imminent project), we have been able to actually change City Policy for all streets to be reconstructed in neighborhoods throughout the city. That policy is now that for any neighborhood, such as ours, which has a neighborhood plan that demonstrates a functional, ADA compliant, sidewalk plan, the neighborhood plan will guide the development of the sidewalks, and sidewalks will be placed on interior streets only where shown on the neighborhood plan, as long as basic connectivity is achieved.

SIDEWALK PLAN

Refer to the attached plan, which does not attempt to distinguish between sidewalks that are already in place and ones that would need to be placed to complete the plan.

1. Triangle at Manor, Dean Keaton and Chicon/Lafayette: This triangle, which is the CNA boundaries, had been targeted by both Cherrywood and Blackland as a site that needs study to determine its best use for the community. For years we (the two neighborhoods) have suggested the closing of Manor Road to vehicular traffic between Chicon and its current intersection with Manor/Keaton. For this reason, it is recommended that no sidewalks be placed on this triangle in the near future, pending further planning.
2. Manor Road west of Walnut: Our boundaries officially extend to the south side of Manor Road but obviously the subject of sidewalks on both sides of Manor should be jointly addressed by Cherrywood, Blackland and Rogers Washington/Holy Cross neighborhoods. Our recommendation is accessible sidewalks on both sides of Manor Road and Dean Keaton.
3. Wilshire Blvd: Our boundaries include only the portion of Wilshire Blvd. west of the east boundary of the RR R.O.W. (adjacent UHaul) and the section from Maplewood to Airport Blvd. While we would favor a sidewalk on the south side of Wilshire Blvd from IH35 to Airport Blvd, all of this street from the RR to Maplewood is entirely within the Wilshire Neighborhood, and the portion forming the west boundary of Patterson Park is within both neighborhoods since we both have the Park within our boundaries. We should work with Wilshire Wood Neighborhood to try to achieve agreement between the two neighborhoods about sidewalks along Wilshire and on all sides of Patterson Park.

4&5. If sidewalks are to occur on Wilshire and/or Schieffer, we think it would be best for them to be on the Patterson Park side of the Street since quite a bit of the trail along Wilshire Blvd is already paved with concrete and functions as a sidewalk for that street, Genesis Church has, in the past, supported the idea of a sidewalk on their property, and sidewalks with ramps are already in place in the Cherrywood/Schieffer/Wilshire Blvd triangle.

6. Airport Blvd: We support continuous sidewalks on both sides of Airport and improved pedestrian crossings at Aldrich/Wilshire, at Schieffer/Zach Scott and at 38th½.

7. Manor Road east of Walnut: While we support sidewalks on both sides of Manor over its entire length, we share the section on the south side along this section with Austin Heights Neighborhood (Rosewood Neighborhood Planning Area) and we should work with them on any recommendation regarding this sidewalk.

8. 32nd east of Cherrywood and Walnut, 32nd to Manor: We recommend a sidewalk on one side of this street, although it is noted that there has been some opposition to one or both of these segments and further discussion is warranted.

9. LaFayette: This is perhaps the most important internal sidewalk in that it will connect Manor to 38th½ at points that are important destinations at each end. Special care must be taken to insure the survival of the two protected live oaks on the hill north of Edgewood. The sidewalk is currently illustrated on the east side of the street because of better connection to Maplewood School at 38th½ and the triangle on Manor.

10. LaFayette/38th½ intersection: Several Task Forces have identified a need for a traffic signal and accessible pedestrian crossings at this intersection.

11. East side of Cherrywood Road, Manor to 38th½: while the Transportation Committee supported sidewalks on both sides of Cherrywood, further discussion needs to be undertaken about whether this is advisable for this minor collector street.

12. Clarkson, Cherrywood to 38th½: a sidewalk on the RR side of Clarkson is recommended, although the fact that several of the properties on the SW side are not residentially zoned is recognized, and at some point sidewalks on both sides of this street may be warranted.

13. 38th½, Cherrywood to Vineland: grades on some properties make this sidewalk difficult; more neighborhood discussion is needed regarding this section of sidewalk.

14. 38th½, Vineland to Airport: this section of 38th½ is in sore need of a completed accessible sidewalk connection.

15. E. 34th Street: this sidewalk is an essential segment of an east-west connection through the neighborhood from 32nd & IH35, along Cherrywood Green, to the existing sidewalk on Randolph, connecting to Manor Road.

16. Ashwood: the existing sidewalk along the Maplewood School property needs to be extended north at least to Kirkwood, and consideration should be given to extending it to Wilshire Blvd if a sidewalk on Wilshire becomes a goal.

17. Maplewood Ave., Ashwood to Wilshire Blvd: this is an important sidewalk connection to Maplewood School, and will eventually connect also to Patterson Park all the way to Airport Blvd.

18. Cherrywood Road, 38th½ to Schieffer/Wilshire Blvd.: Most participants have favored a sidewalk on at least one side of this segment of Cherrywood Road.

19. Brookview, 38th½ to E39th, and Vineland, E39th to Schieffer: this is a section of internal street that has been suggested by one resident along that street to have a sidewalk.

20. Robinson Avenue, E28th to E30th; while not discussed by the committee, the fact that a sidewalk already exists on the south side of E30th to Robinson from IH35, a segment extending to the south could connect to the sidewalk along the IH35/Keaton triangle.

Submitted by Girard Kinney

on the both sides of only the two-way perimeter streets (Manor Road, Dean Keaton and Airport Blvd) plus E38th ½ (I35 to Cherrywood) and, perhaps, Cherrywood, E38th½ to Manor Road, since both of these stretches of these two streets already have an almost fully built sidewalk on both sides. We have, in the past, and at several Steering Committee meetings and the last two General Meetings, said that the only additions to these major corridor sidewalks routes, would be on one side of the street only, and would be placed strategically so that no one is more than a few blocks from a street with a sidewalk that will then take them to the major destinations and bus stops on the perimeters.