Appendix B
Rosemont Neighborhood Council Priority List
Community-Wide Pedestrian Improvements for North Encanto

North of Broadway

The area north of Broadway is semi-rural, single-family, and very low-density with large lots and limited traffic. To balance our "country" character with pedestrian safety, we recommend installing sidewalks **only** on the two-lane collector roads shown on Figure 3-8 in the Encanto Neighborhoods Community Plan. They should be non-contiguous to the street when possible, and on both sides of the street when practical. Here are our priorities for installing sidewalks on the 2-lane collector roads:

High priority:

1. 60th St. (this is the main north-south access to our community; there is no safe place to walk between Weaver and Broadway.)
2. Madera St. (fast traffic, cars parked at curb and no safe place to walk)
3. Klauber Ave. (leads to a school and is used daily by five residents in wheelchairs)
4. Radio Dr. (install sidewalk along with a new flood control storm drain on the south side)
5. Mallard St. (high traffic volume. The north side already has sidewalks)
6. Merlin Dr. (this is a very narrow street where cars wait to pass each other. Children play in this street because the homes have no yards.)
7. Broadway (leads to a school)
8. 69th St. (from Akins to Wunderlin [due to new Lemon Grove homes] and west side from Klauber to Mallard; install sidewalk from Wunderlin to Klauber when 69th St. is paved.)

Low priority:

1. Winnett St.
2. Tooley St.
3. Paradise St.
4. 66th St.

None-sidewalk zones:

Many of the roads in the hills and canyons of North Encanto are narrow, lightly traveled, tree-lined "country" roads that help define the semi-rural character that residents wish to protect. These roads are not collector streets, and by their nature they tend to calm traffic.

1. We support Karen Bucey's suggestion to work with Development Services to designate certain roads as "non-sidewalk" zones. Non-sidewalk zones would apply to unimproved "country" roads that are not collector streets, and where street narrowness calms traffic.

2. The "country" road designation applies to Scimitar, Wren, Eider, Tarbox, Gibson, Hilger, Zeller, Springfield, Sparrow, Mulberry, Bluebird, and other similar roads in North Encanto.

3. Give applicants for building permits the option of adding to partially installed sidewalks on their block or contributing to a fund to pay for sidewalks on collector roads instead.

4. Work with all homeowners, not just those who live on two-lane collector streets, to secure funding for sidewalks that benefit us all. Whole block sidewalks should be installed at once.

South of Broadway

The area south of Broadway has been zoned for single-family 6,000 sq. ft. lots. Through zoning changes and variances, it now has many apartments and other multi-family living arrangements for renters. The 62nd St Trolley Station is slated for high-density Transit-Oriented Development (TOD).

High priority:

1. A sidewalk on both sides of all streets in the transit area is a high priority because a basic aspect of TOD is walkability. The transit area is bounded by 60th on the west, Broadway on the north, 65th on the east, and Akins on the south. Pedestrian safety is vital in this high-density area and commuters should be encouraged to walk to the trolley.

2. All other streets south of Broadway should be brought up to City standards for single-family communities with 6,000 sq. ft. lots. Similar lot-size neighborhoods with sidewalks nearby are Broadway Heights and Emerald Hills.

Alternatives to Sidewalks

1. Connect paper streets with trails on Brooklyn to the west and east of 66th and Winnett from Radio to Eider to reduce the risk of liability for injuries.

2. Provide pedestrians alternatives to busy streets: put signage at both ends of Chickadee St. in lieu of using Attix (remove wall encroachment at 1744 Attix St. that partially blocks its access) and install trail on utility easement from Radio to Scimitar in lieu of using 60th.

3. Make street maintenance a high priority to improve pedestrian safety. Cars swerving to avoid potholes put pedestrians at risk.