

<b>General Comment</b>	<b>Staff Follow Up</b>
Address utility poles in sidewalks	Inventoried all poles and determined it infeasible to bury lines (cost prohibitive) or to relocate (insufficient right-of-way available). Due to narrow corridor relocation would result in loss of parking or encroachment on private property/trees (relocate into adjacent yards). Project will focus on the problematic poles at the intersections to be improved to provide safer, ADA compliant crossing to more accessible sidewalks on the south side of Pershing Drive.
Keep reasonable curb radius at intersections	Auto-turn analysis performed at all intersections; preliminary curb radii adjusted to support turning vehicles without encroachment.
Improve sight lines at intersections	Sight analyses completed at all intersections; preliminary curb extensions and markings adjusted to provide improve sight lines at intersections.
Include N. Monroe Street, N. Irving Street and N. Highland Street	Intersections studied. N. Monroe Street does not meet warrants for a crosswalk; N. Highland Street does and is included; N. Irving Street meets warrants for a four way stop due to high accidents and is included.
Keep on-street parking	Kept as much parking as possible, however some adjustments are required to parking areas for clear sight lines at intersections.
Add Protected Bicycle Lanes (PBLs)	Performed a feasibility study and determined PBLs can be located between Washington Boulevard and N. Barton Street. Staff now recommends PBLs for this area as they better separate bicyclists from motorists, enable larger refuges at intersections to increase pedestrian safety and visibility and do not generate unsafe U-turn traffic behaviors that typically occur with planted medians as was proposed in the previous concept.