

Hiestand Neighborhood Plan

Ranking of Plan Recommendation by Hiestand Neighborhood Steering Committee (November 28, 2005)

Parks and Open Space Recommendation

1. Construct and/or improve trail system through Hiestand Park and Hiestand Woods to improve accessibility to pedestrians and bicyclist. A two-tier path system is recommended: a low impact path system through the conservation woods and a pedestrian-bicycle path through the southerly portion of the park to connect with existing and proposed bicycle connections.
2. Construct a picnic shelter in Hiestand Park. Shelter should include cutoff lighting, electrical and water service, screened port-a-potty, and paved parking lot. Relocate existing tennis courts to Kennedy Park.
3. Construct a pedestrian/bicycle path adjacent to the drainage way system from Hiestand Park to Honeysuckle Park. The pedestrian/bicycle path would be design for primarily neighborhood users with solar lighting along stretches of the pathway.
4. Construct pedestrian bridge over existing drainage way to improve access to playfield and other parts of the park. Along the banks of the drainage way, establish rain gardens.
5. Improve the visibility of Honeysuckle Park by clearing out the underbrush along N. Thompson Drive to make it more visible from roadway and extend an asphalt path into the park area.

Transportation Plan Recommendations

1. As part of a strategy to improve pedestrian safety on Milwaukee Street, work with Traffic Engineering to:
 - Improve merging of 4-lane to 2-lane at the 4000 block of Milwaukee Street (by Highway 51)
 - Mark the 4000 to 5300 blocks of Milwaukee Street with parking and bicycle lanes. Further study will need to be conducted to determine the precise locations.
 - Install pedestrian islands at the intersection of Milwaukee and Meadowlark Drive and Portland Parkway.
 - Signalized the intersection of Milwaukee and Wittwer or Milwaukee and Walbridge.
2. As part of a strategy to improve pedestrian safety on Swanton Road:
 - Installation of additional speed limit signs and bicycle route signs
 - Increase enforcement of posted speed limit
 - Lane marking for bicycle and parking lanes

- Pedestrian refuge islands at or near: Swanton at Milwaukee, Swanton at Hamlet, Swanton at Easley, or Swanton at crossing with drainage way.
3. Improve the directional markings at the intersection of Milwaukee and Crystal Lane.
 4. Install noise barrier along Highway 30 (adjacent to the existing noise barriers on I90)
 5. As part of a strategy to reduce speed on N. Thompson Road:
 - Remove parking on the south side to allow for bicycle and parking lane markings. Keep on-street parking by the Meadows Apartments.
 6. Work with WDOT, in conjunction with Traffic Engineering, to determine the feasibility of constructing a bicycle lane on the east side of Highway 51 from Milwaukee Street to Nakoosa Trail.