

24th Street Feasibility Study

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EXECUTIVE SUMMARY

At Sacramento's southern city limit northward to Sacramento City College, 24th Street provides the area with a key connection for residents and businesses to commercial retail and entertainment, links the area to the rest of the city and state via Interstate 5 and will be the primary access for the new Delta Shores Subdivision.

Generally serving the neighborhood as a collector street. The road's character changes south of Meadowview Road as 24th Street transitions to a three-lane local neighborhood street. This 1/2 mile local-serving segment is the subject of this Feasibility Study. The project area not only provides connections to the future Delta Shores Subdivision but also to community amenities and destinations such as Meadowview Park, St. Anne's Church, the Pannell Meadowview Community Center and John H. Still Elementary and Middle School. These community destinations also contribute to the existing traffic of the area. With the addition of Delta Shores Subdivision, there is an anticipated significant increase in pedestrian, bicycle and vehicle activity.

Currently, the project site has a lack of adequate pedestrian lighting, landscaping or buffers from the fast-moving traffic on the wider than typical lanes that creates dangerous conditions for pedestrians and bicyclists, disconnected and narrow sidewalks and a lack of pedestrian crossings. The absence of street trees offers no

shade on hot days and the lack of visual interest points and amenities contributes to an inactive streetscape.

Through a process that relied heavily on community and stakeholder engagement, this Feasibility Study assesses the unique assets, challenges, and opportunities within the Project Area. The end result is a preferred alternative for streetscape improvements that addresses this critical access and connectivity for the area and will ensure that the Project Area provides safe access for all road users and serves to connect neighborhood assets. This Study attempts to provide a clear set of community priorities and conceptual design strategies that can be used to secure funding for design implementation.

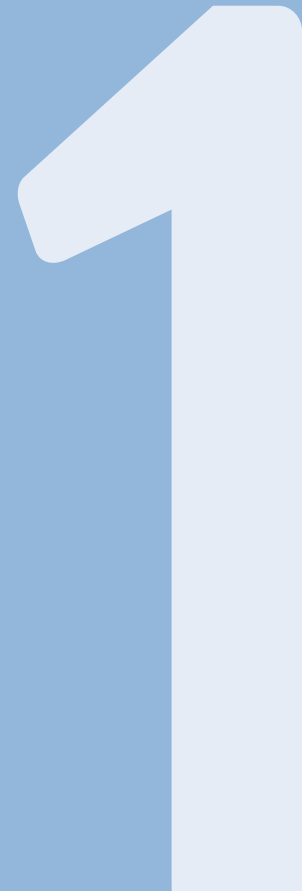
The planning process began in September of 2017 with a kickoff meeting with City staff to refine project schedule and objectives. In October of 2017 stakeholder interviews were held and in December of 2017 a Community Visioning Workshop took place. The results of the community feedback were eight elements.

- **Safe and Calm:** Drivers are aware of their surroundings, drive cautiously, and respect the residential character of the street.
- **Well Connected:** The street offers access to neighborhood amenities for all users regardless of age, ability, or mode of travel.
- **Pedestrian Friendly:** Children, families, and individuals with mobility impairments feel comfortable walking along and across the street.

- **Bicycle Friendly:** Biking along 24th Street is a pleasant and low-stress experience alongside slow-moving traffic in designated lands with adequate buffers.
- **Well Landscaped:** Trees, shrubs, and perennials are carefully chosen and integrated into the streetscape to enhance the pastoral neighborhood quality of the street.
- **Maintainable:** High-quality materials and drought tolerant plantings minimize ongoing maintenance costs.
- **A Smooth Transition:** Traffic seamlessly transitions from a wider right-of-way into the narrower neighborhood street.
- **Aesthetically Pleasing:** All streetscape design elements work together to create a cohesive palate that contributes to a pleasant and visually dynamic neighborhood character.

The proposed streetscape alternatives were then ranked against these 8 Vision Elements and the alternative with the highest score was selected as the preferred alternatives. The preferred alternatives were then presented back to the community at a second Community Workshop held in December of 2018. The final preferred alternatives are presented in Chapter 6. The result is a streetscape that can not only support the anticipated increase in use but provide an attractive and safe multi-modal route for members of the present and future community.

INTRODUCTION + OVERVIEW



PROJECT AREA

Stretching from the Meadowview neighborhood at Sacramento's southern city limit northward to Sacramento City College, 24th Street generally serves as a neighborhood collector street. This corridor offers key north-south access to residents of adjacent neighborhoods to reach major intersections at Fruitridge Road, Florin Road, and Meadowview Road. The right of way narrows south of Meadowview Road as 24th Street transitions to a local neighborhood street. This local-serving segment is the subject of this Feasibility Study and hereafter referred to as the Project Area.



PROJECT PURPOSE

The purpose of this Feasibility Study is to assess the unique assets, challenges, and opportunities within the Project Area and through a process of community and stakeholder engagement, develop a preferred alternative for streetscape improvements. The consideration of streetscape alternatives comes at a critical moment in which development of Delta Shores, a large-scale mixed-use residential project, promises to place new demands on the Project Area. This Study provides a clear set of community priorities and conceptual design strategies that can be used to secure funding for design implementation and will ensure that the Project Area provides safe access for all road users and serves to connect neighborhood assets.

-  Identify Issues and Opportunities
-  Create Streetscape Alternatives
-  Create Conceptual Design Solution for Streetscape and Intersection Improvements
-  Engage with Community and Key Stakeholders

PROJECT PROCESS

This report presents the culmination of a planning process that began with a Kick-off meeting in September 2017 where consultants from MIG met with City Staff (hereafter referred to as the Project Team) to refine the schedule and objectives for the Feasibility Study. The Project Team preliminarily identified key existing condition considerations and developed a strategy to engage stakeholders and incorporate community input throughout the planning process.

In October 2017, the project team conducted three individual in-person stakeholder interviews. One briefing consisted of a presentation and discussion at a monthly Meadowview Neighborhood Association/Buena Vista

Neighborhood Watch meeting. The other two briefings consisted of one-on-one meetings with the Principal Reginald Brown at the John H. Still Elementary/Middle School and Effle Gant of the Hampton Station Neighborhood Association at the Hampton Park.

These stakeholder meetings, together with a Community Visioning Workshop in December 2017, helped the Project Team gain a better understanding of current concerns and issues within the Project Area, identify opportunities for specific streetscape improvements, and to capture information about specific intersections and destinations along this segment of 24th Street.

Based on input from stakeholders and community members, the Project Team developed an overarching vision and framework to generate and evaluate proposed streetscape design alternatives. These alternatives were presented for further community feedback at a community open house in December 2018.

Finally, The Project Team has compiled and synthesized the documents created throughout the planning process and presents them in this report.





2018
October - December

- Preferred Concepts
- Community Meeting: Open House

2019
January - September

- Final Feasibility Study

EXISTING CONDITIONS

2

The Project Area consists of a half mile stretch of 24th Street south of Meadowview Road to its terminus at Laramore Way. Serving local traffic, the corridor provides access to neighborhoods characterized by small-scale single-family homes.

Development Context

The Delta Shores development will extend the 24th street corridor from its current terminus southward to Consumnes River Boulevard, which offers connectivity to a new interchange on US Highway 5. This extension promises to place new demands on the Project Area and offers an opportunity for innovative design solutions that will improve the character and safety of the street.

Assets, Challenges, and Opportunities

This half-mile stretch has been divided into three segments for the purpose of analysis. Segments were chosen based on changes in the right-of-way or adjacent land use. The assets, challenges, and opportunities for each of the segments are described on the following pages.

Assets

- Established Meadowview Neighborhood
- Pannell Meadowview Community Center
- Meadowview Park
- John H. Still Elementary/Middle School
- Saint Anne's Church

Challenges and Opportunities

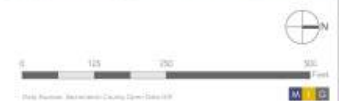
- Traffic Speeds
- 24th Street/John Still Drive Intersection
- School Pick-up/Drop-off Congestion
- Pedestrian Safety and Convenience
- Lack of Adequate Pedestrian Lighting
- Bicycle Safety and Comfort
- Aesthetics
- On-Street Parking
- Driveways



EXISTING CONDITIONS

24TH STREET FEASIBILITY STUDY
(BETWEEN MEADOWVIEW RD. AND 24TH ST. SOUTHERN TERMINUS)

Legend: Parcel Existing Crosswalk
 Destination Existing Signalized Intersection



North Segment

The northernmost and shortest segment is identified between Meadowview Road and Kenworthy Way. The right-of-way tapers from approximately 100 feet at the intersection with Meadowview to 76 feet as the street transitions to its role as a local neighborhood street.

At the intersection with Meadowview, the street consists of four travel lanes, two turning lanes, a southbound Class II bike lane, and a dividing median. Travel and turn lanes are wide, ranging from 11 to 17 feet. Sidewalks are

narrow, especially on the west side of the street, and the lack of street trees or buffers against fast-moving traffic fosters an uncomfortable pedestrian environment.

To the east, Pannell Meadowview Community Center serves as a major community asset with daily programming for all ages. As young trees on the northwest corner of the lot mature, they will offer a greater sense of scale and enclosure along 24th Street.

The lots across the street from the Community Center between Meadowview and Kenworthy are vacant. They fail to serve as a key gateway feature for the neighborhood and do not contribute to the character of 24th Street. The crosswalk at the intersection of Meadowview and 24th Street is one of only two pedestrian pathways across 24th Street within the Project Area. At 100 feet, it is a wide crossing that may be difficult or uncomfortable for children, older folks, and individuals with mobility limitations.



Middle Segment

The middle segment of the Project Area is identified as the stretch between Kenworthy Way and John Still Drive, with intersections at Kim Avenue and Craig Avenue. The 76-foot right-of-way is relatively wide for a local residential street. There are two vehicle travel lanes, a central turn lane, a Class II bike lane in each direction, and parallel parking lanes on both side of the street.

Travel lanes are exceptionally wide at more than 15 feet. They encourage fast travel speeds and

create dangerous conditions for cyclists and pedestrians. Bike lanes run alongside parking lanes without a buffer for the door zone; leaving cyclists vulnerable to collisions with opening doors from parked vehicles.

Single-story homes on either side of the street characterize this segment. They generally have a consistent setback of approximately 25 feet. Street facing landscaping of these homes varies substantially, but many of the front yards incorporate chain-link fencing at the sidewalk's

edge. The sidewalk is narrow on both sides of the street and may feel uncomfortable or cramped for families walking between parked vehicles and chain-link fencing in spaces as narrow as 4 feet.

While there is a painted crosswalk on the west side of the street to cross John Still Drive, pedestrian facilities are lacking at the intersections with Kim Avenue and Craig Avenue.



South Segment

The south segment of the Project Area is identified as the stretch between John Still Drive and the current terminus of the street just past the intersection with Laramore Way. This segment includes an additional intersection at Teekay Way.

The south segment has much in common with the middle segment of the Project Area, with a few key exceptions. Rather than single-family homes on both sides of the street, this southern segment hosts St. Anne's Church and Meadowview Park on the west side of the street.

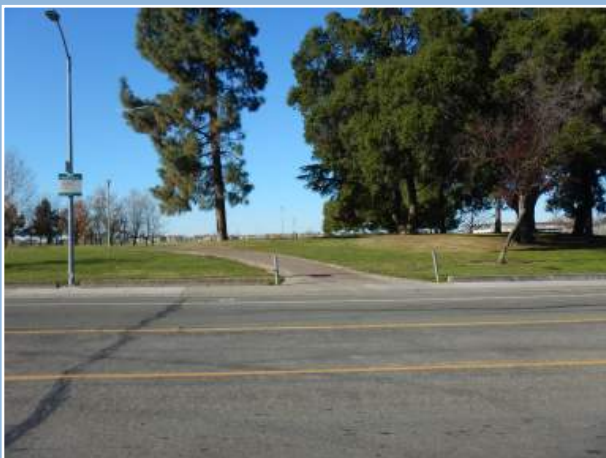
A key community destination, St. Anne's has a very deep setback that is composed of an asphalt parking lot screened by a few mature trees. The lawn next to the church is fenced to the sidewalk's edge.

Meadowview Park has several trees that frame its entrance and contribute to the character of the street. There are two speed tables located near the park that attempted to discourage reckless driving behaviors allowed by wide travel lanes (donuts), but there are no pedestrian

crossings present to access the park from the east. Pedestrians must use the only crosswalk south of Meadowview Road; the intersection of 24th Street and John Still Drive.

This crossing is critical as it not only provides pedestrian access to St. Anne's Church and Meadowview Park, it also offers connectivity to John H. Still Elementary and Middle School to the west of St. Anne's along John Still Drive.





24th Street Existing Conditions

COMMUNITY VISION + DESIGN FRAMEWORK



Community Feedback Considerations

The project team conducted interactive workshops and employed an iterative design approach to explore different streetscape strategies for a reimagined 24th Street. To guide the process, the Project Team synthesized community feedback into a Community Vision composed of eight elements. These Vision Elements were then used to rank proposed streetscape alternatives. The proposal with the highest score was chosen as the preferred alternative, which is described in the following chapter.

Vision Elements

Safe and Calm: Drivers are aware of their surroundings, drive cautiously, and respect the residential character of the street.



Well Connected: The street offers access to neighborhood amenities for all users regardless of age, ability, or mode of travel.



Pedestrian Friendly: Children, families, and individuals with mobility impairments feel comfortable walking along and across the street.



Bicycle Friendly: Biking along 24th street is a pleasant and low-stress experience alongside slow-moving traffic in designated lanes with adequate buffers.



Well Landscaped: Trees, shrubs, and perennials are carefully chosen and integrated into the streetscape to enhance the pastoral neighborhood quality of the street.



Aesthetically Pleasing: All streetscape design elements work together to create a cohesive palate that contributes to a pleasant and visually dynamic neighborhood character.



Maintainable: High-quality materials and drought tolerant plantings minimize ongoing maintenance costs.



A Smooth Transition: Traffic seamlessly transitions from a wider right-of-way into the narrower neighborhood street.



Design Framework

The design framework map diagrammatically shows where some of the most critical design elements may be placed in the streetscape in a way that achieves the Community Vision. These elements include improved bike lane striping at intersections, potential pedestrian crossing improvements, and additional and widened medians with street trees. The following chapter illustrates the preferred streetscape alternative in greater detail.

Overall the benefits of the proposed alternatives are that they work within the existing available right-of-way, maintain on-street bike lanes and on-street parking, and maintain the two-way left turn lane to preserve access to driveways.

Key characteristics shared between options presented include:

- Landscaped Bulb-Outs
- Pedestrian Lights
- Street Trees
- Signalized Intersection at John Still Drive
- Improved Pedestrian Crossings

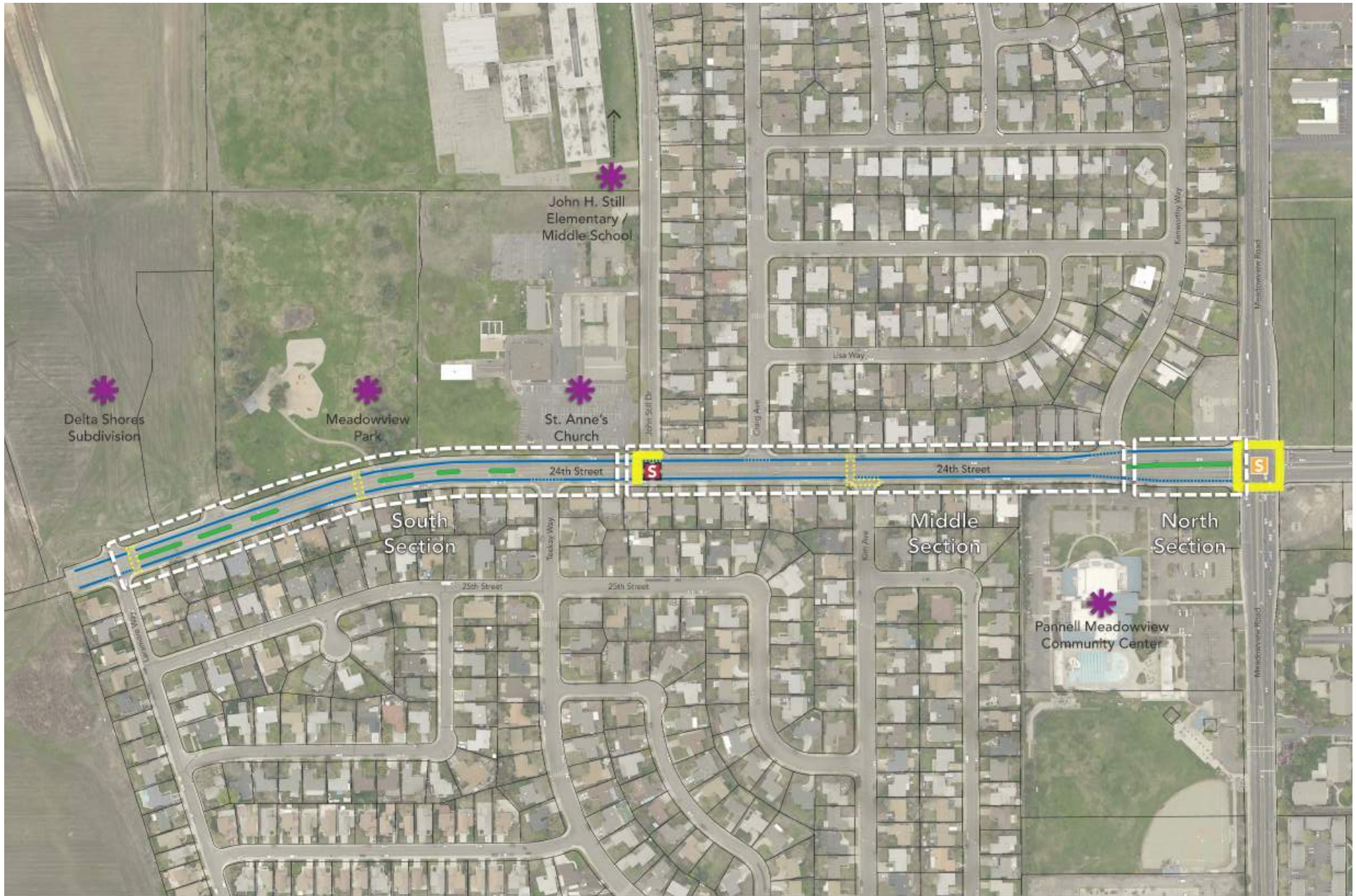
The following proposed improvements will need further evaluation as they may not meet requirements under current conditions:

- A new traffic signal at 24th Street and John Still Drive
- Additional marked crosswalks
- Occasional street trees in the parking lane.

The main difference between Option 1 and Option 2 presented for each section is that Option 1 maintains the existing rolled curb and gutter in place as a cost saving measure while Option 2 proposes relocation/reconstruction of the curb and gutter system to incorporate additional landscaped areas between the sidewalk and the street.

The North Section includes an Option 3, which included a shared sidewalk/bike lane that would require additional analysis.

The Middle Section also includes an Option 3, which explored the potential take of an existing easement to increase the public right-of-way area available for additional proposed improvements.



DEVELOPMENT FRAMEWORK MAP

24TH STREET FEASIBILITY STUDY
(BETWEEN MEADOWVIEW RD. AND 24TH ST. SOUTHERN TERMINUS)



Legend: Parcel

Destination

Improved Existing Crosswalk

Proposed Median

Future Potential Crosswalk
*(will need pedestrian cross warrant analysis)

Existing Bike Lane

Proposed Bike Lane

Existing Signalized Intersection

Potential Future Signalized Intersection
*(will need traffic warrant analysis)

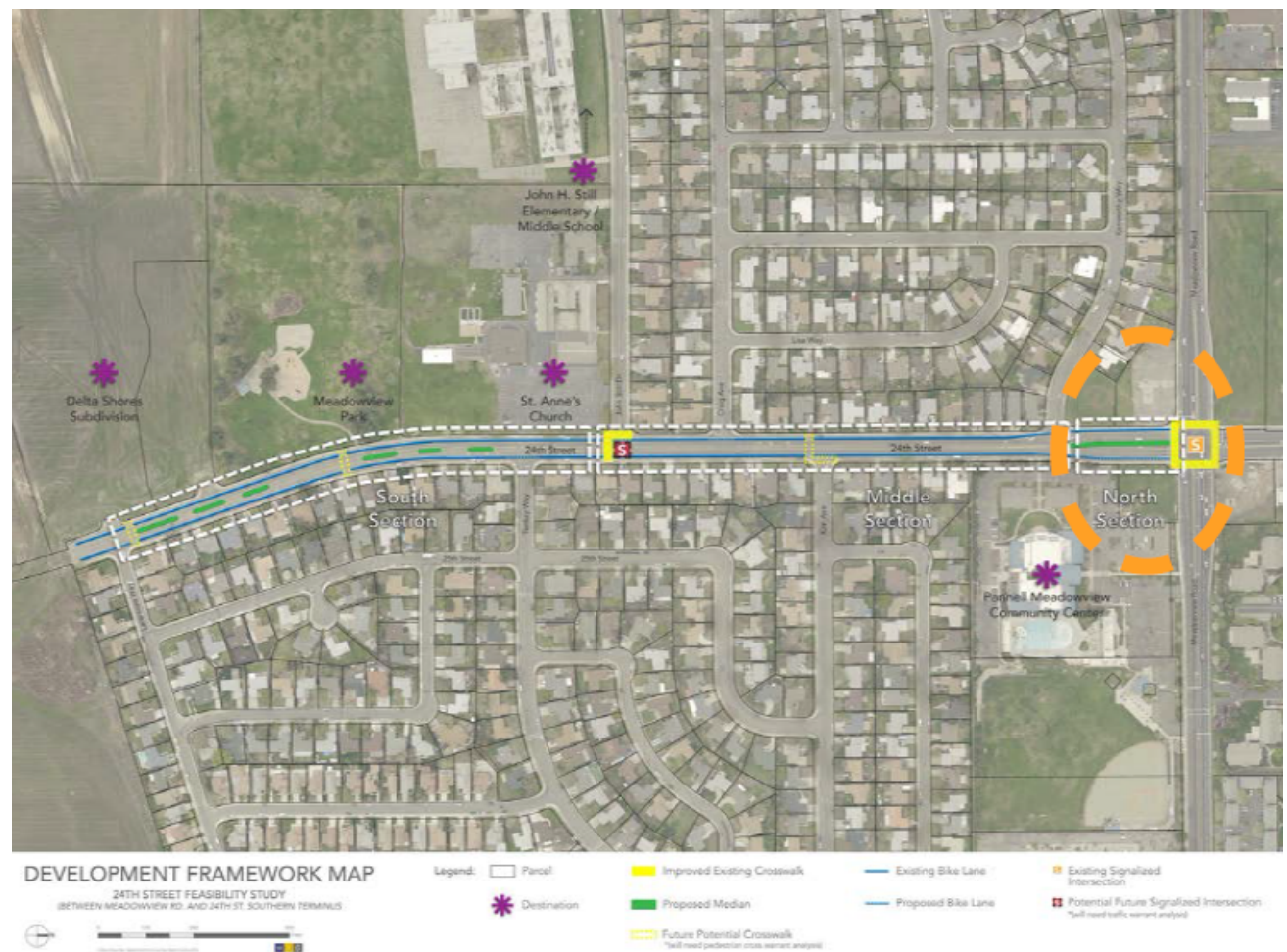
STREETSCAPE DESIGN ALTERNATIVES

4

As a result of more than a year of planning and design iteration, the following alternatives were developed as feasible options for consideration for the future configuration of 24th Street. Through the development of these alternatives, many considerations and constraints were considered while many opportunities and priorities were explored.

North Segment

The north segment of the Project Area serves as key transition and gateway feature to the



Proposed Improvements:

Option 1

- Widen the southbound bike lane and convert to protected.
- Widen the east side of the roadway.*
- Install protected northbound bike lane between through lane and right turn lane.*
- Reduce the width of travel lanes.*
- Construct landscape/hardscaped median.*
- Construct bulb-outs

Option 2

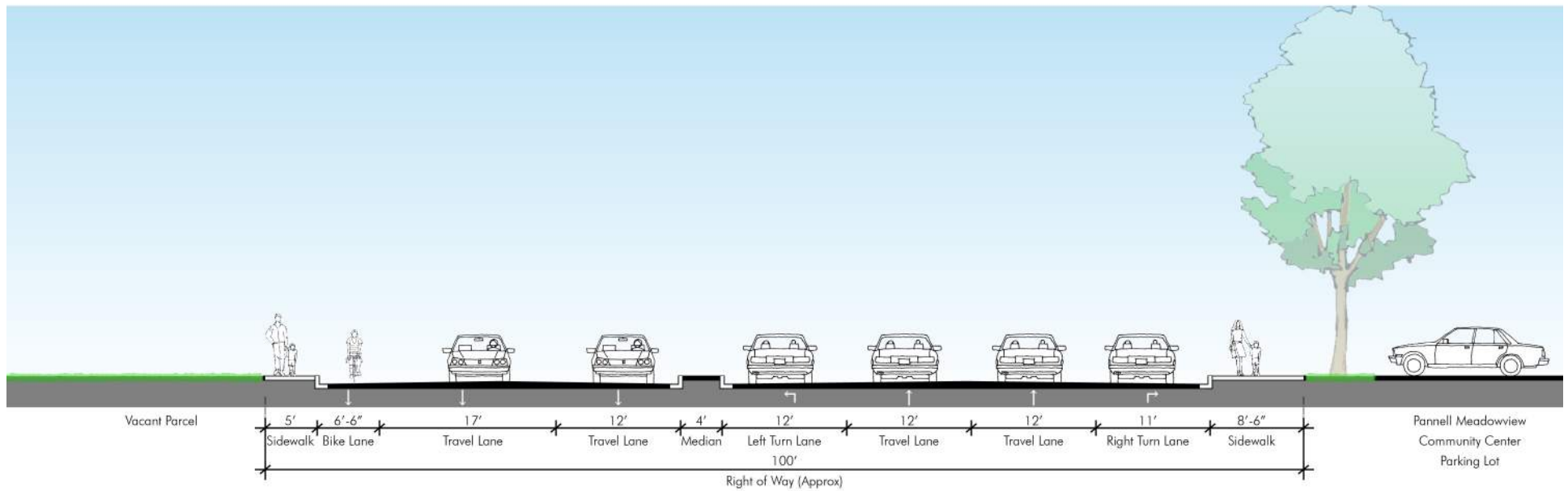
- Widen the west sidewalk toward the street and install a planter.
- Widen the southbound bike lane and convert to protected.
- Widen the east side of the roadway.*
- Install protected northbound bike lane between through lane and right turn lane*
- Reduce the width of travel lanes.*
- Construct landscaped/hardscaped median.*
- Construct bulb-outs.

Option 3

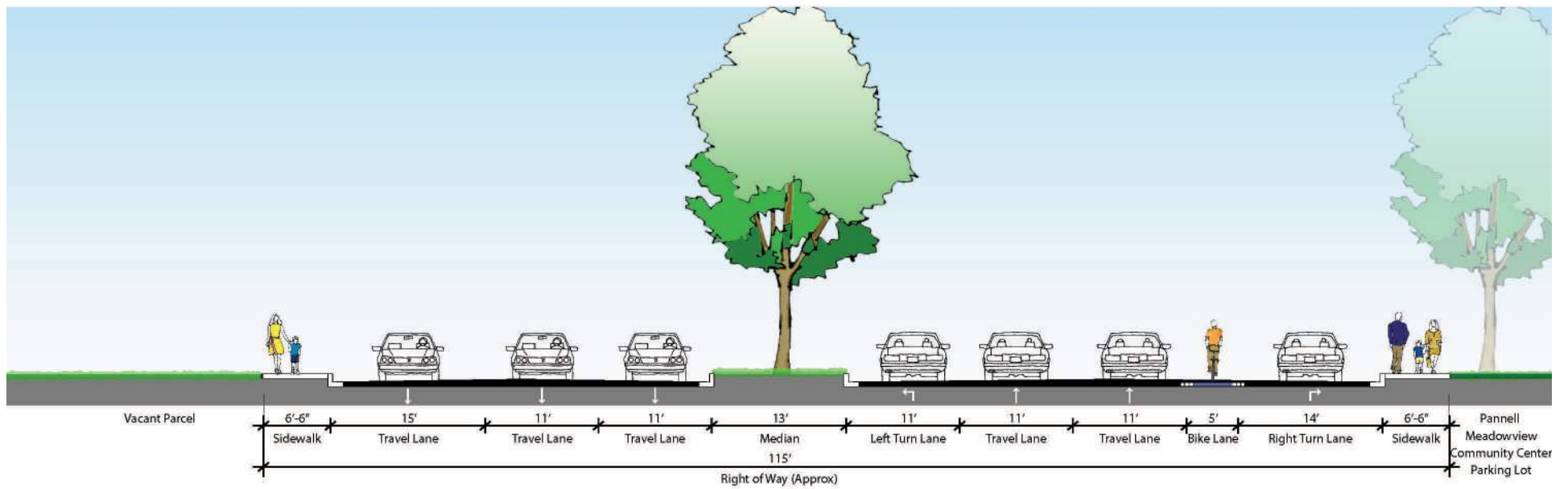
- Widen the west sidewalk toward the street and install a planter.
- Widen the southbound bike lane and convert to protected.
- Widen the east sidewalk toward the street and install a planter. A shared sidewalk and bike lane is proposed
- Construct bulb-outs.

*These improvements are planned as part of a separate City Project.

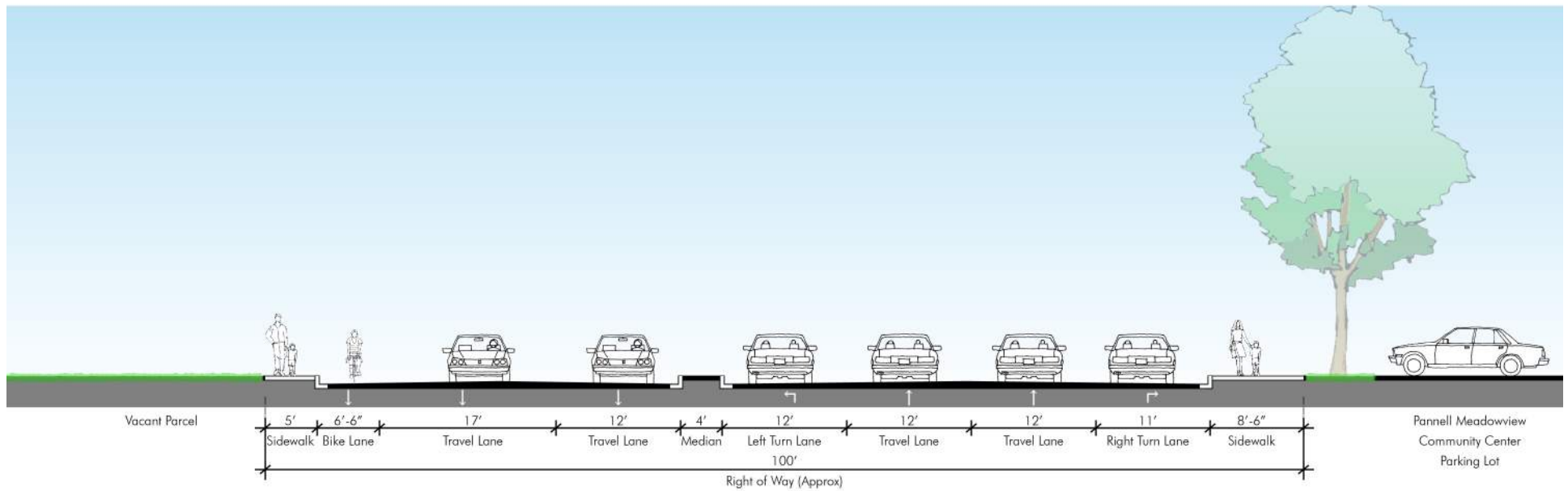
24th Street - North Section - Existing Prototypical Section - Looking North



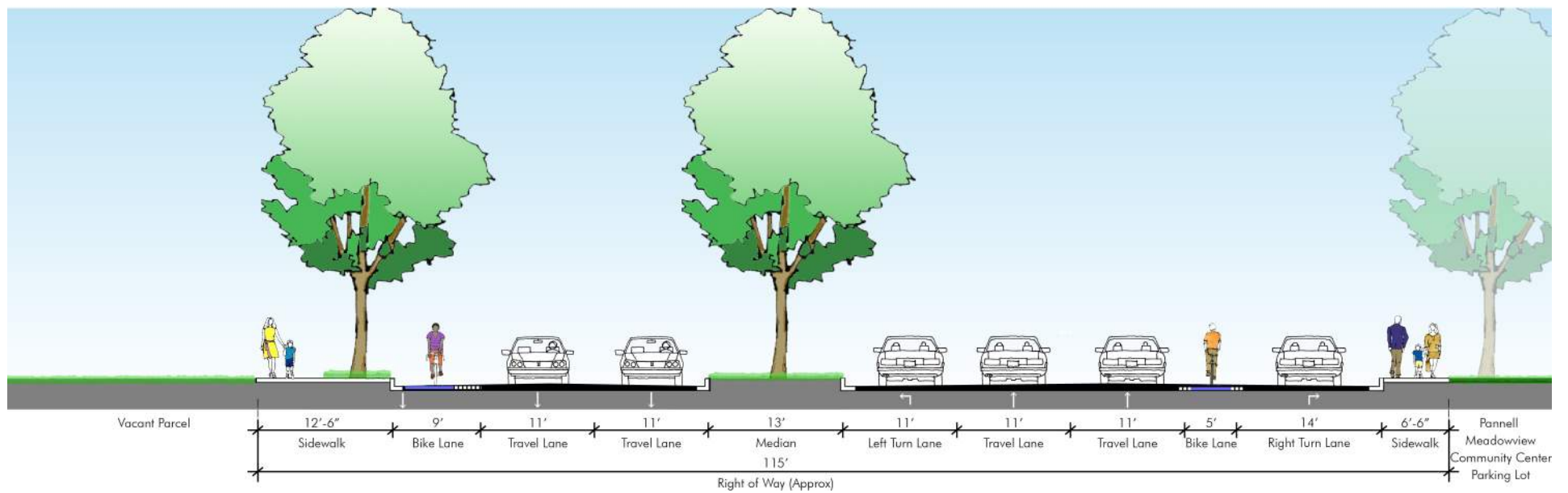
24th Street - North Section - Proposed Prototypical Section - Looking North - Option 1



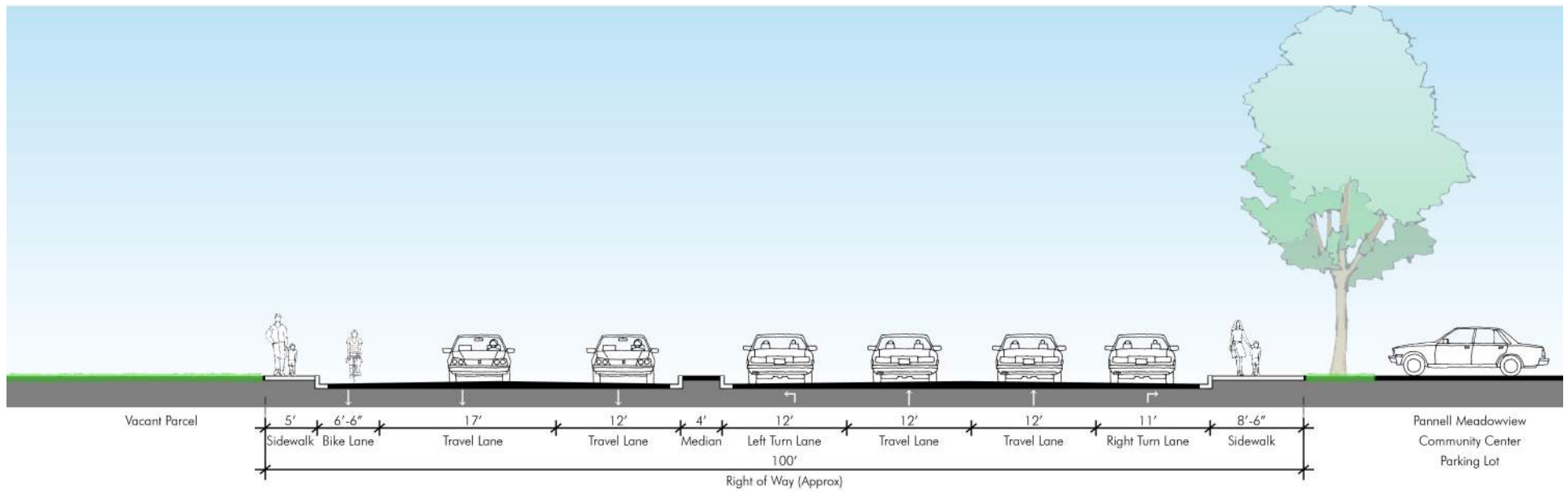
24th Street - North Section - Existing Prototypical Section - Looking North



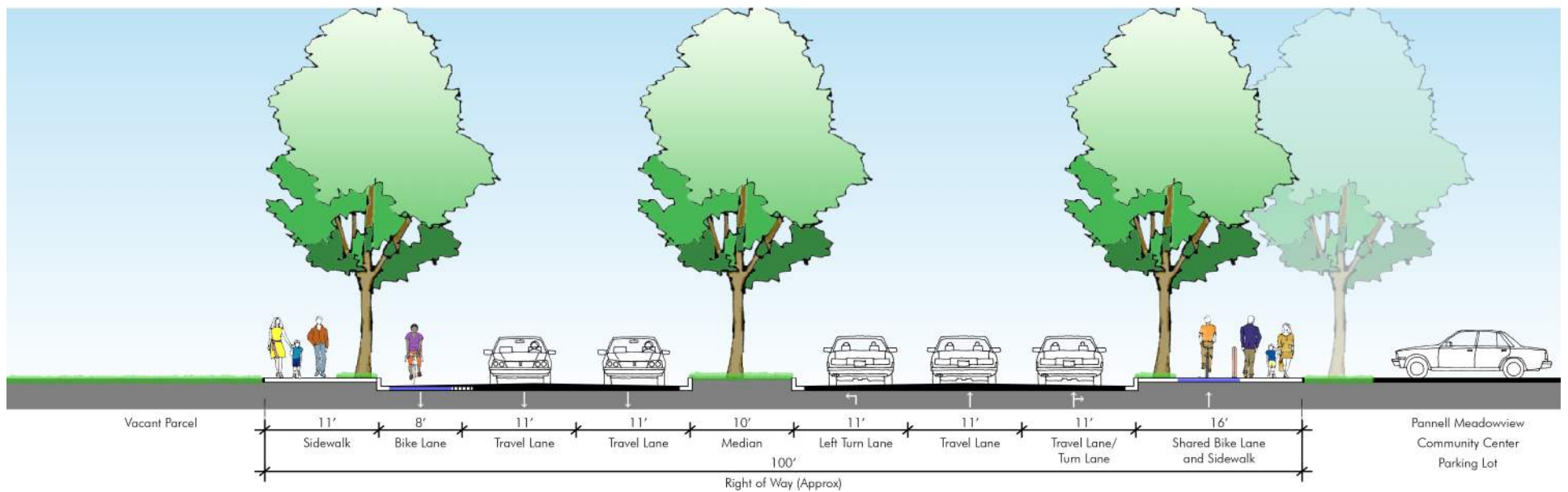
24th Street - North Section - Proposed Prototypical Section - Looking North - Option 2



24th Street - North Section - Existing Prototypical Section - Looking North



24th Street - North Section - Proposed Prototypical Section - Looking North - Option 3



Middle Segment

Tying together the space between small scale single-family homes, the middle segment has an intimate character and distinct neighborhood feel.

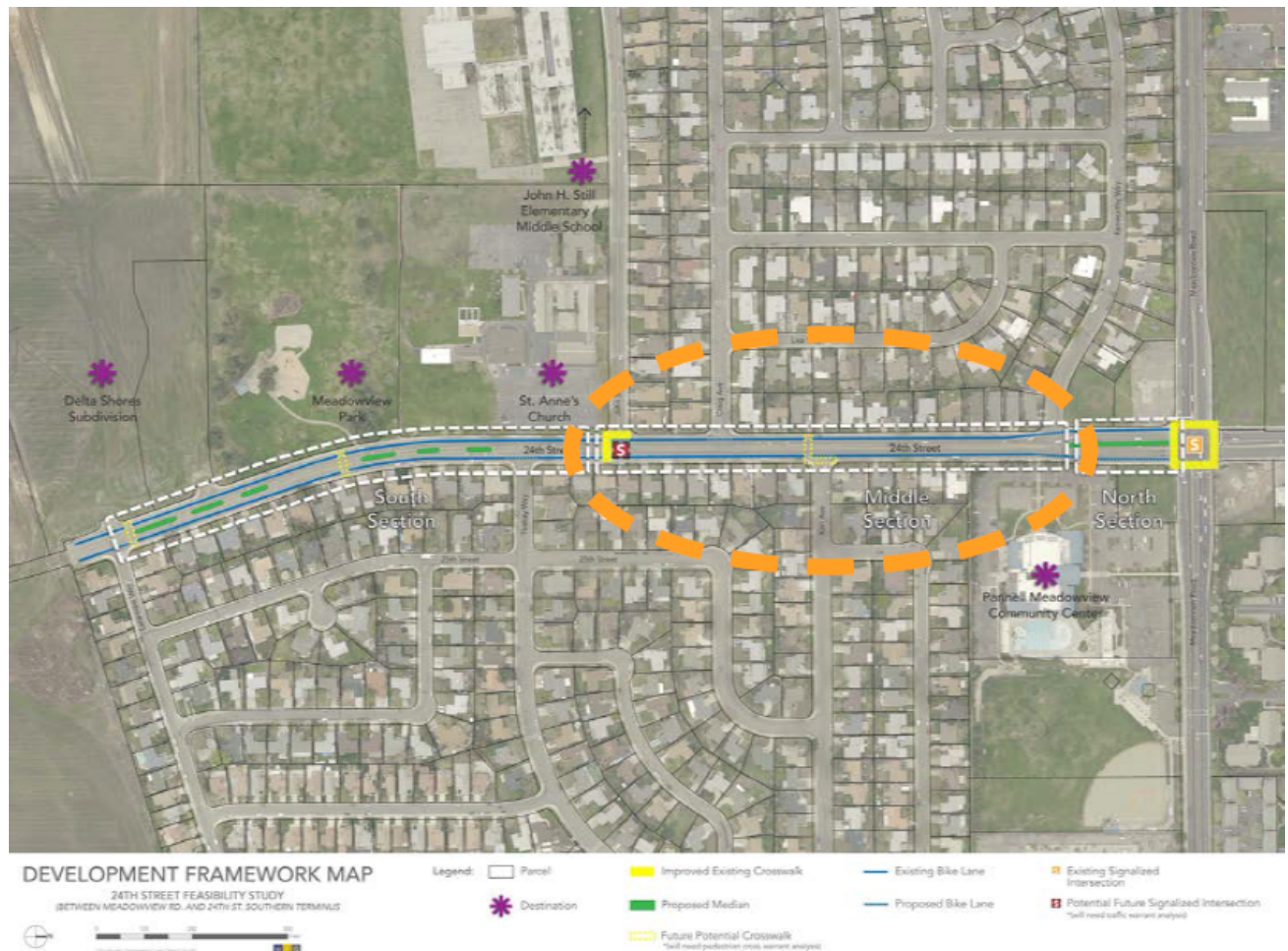
Proposed Improvements:

Option 1

- Widen bike lanes and convert to protected.
- Reduce the width of travel lanes.
- Widen the two-way left turn lane.

Option 2

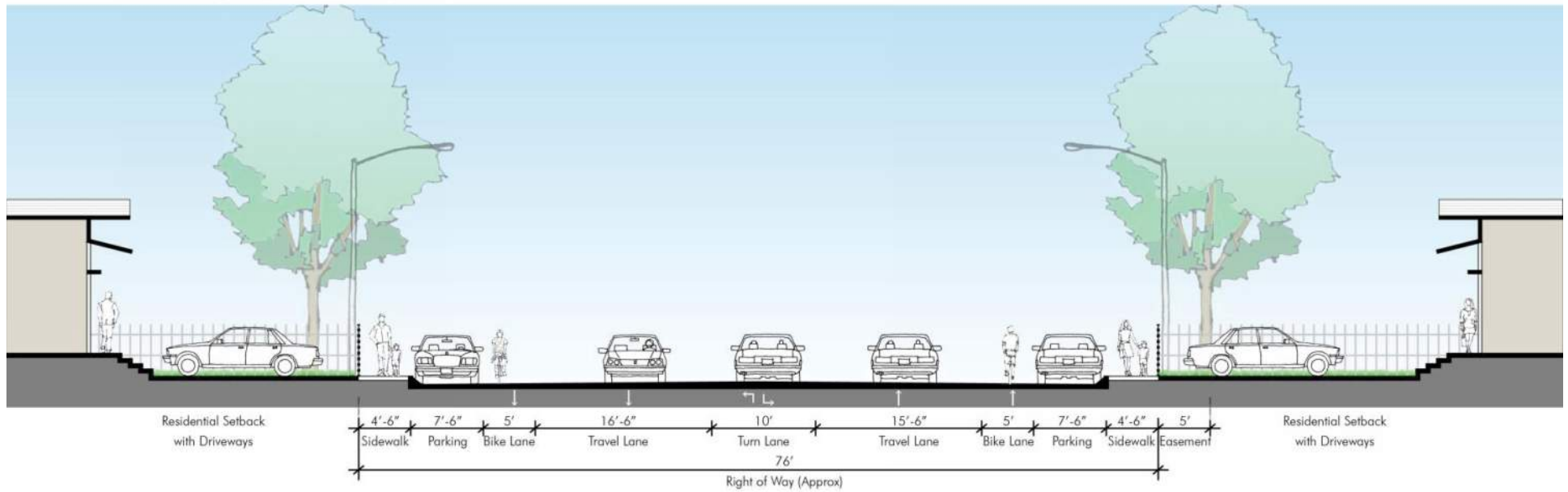
- Widen the sidewalk toward the street (including the roadway width) and install a planter. Note that with only 9' available for the streetscape/planter, the design will have to adjust in areas to accommodate the minimum sidewalk width and maximum driveway slope.
- Replace rolled curb and gutter to vertical.
- Construct bulb-outs.
- Reduce the width of parking lanes and travel lanes.
- Widen bike lanes and convert to protected.



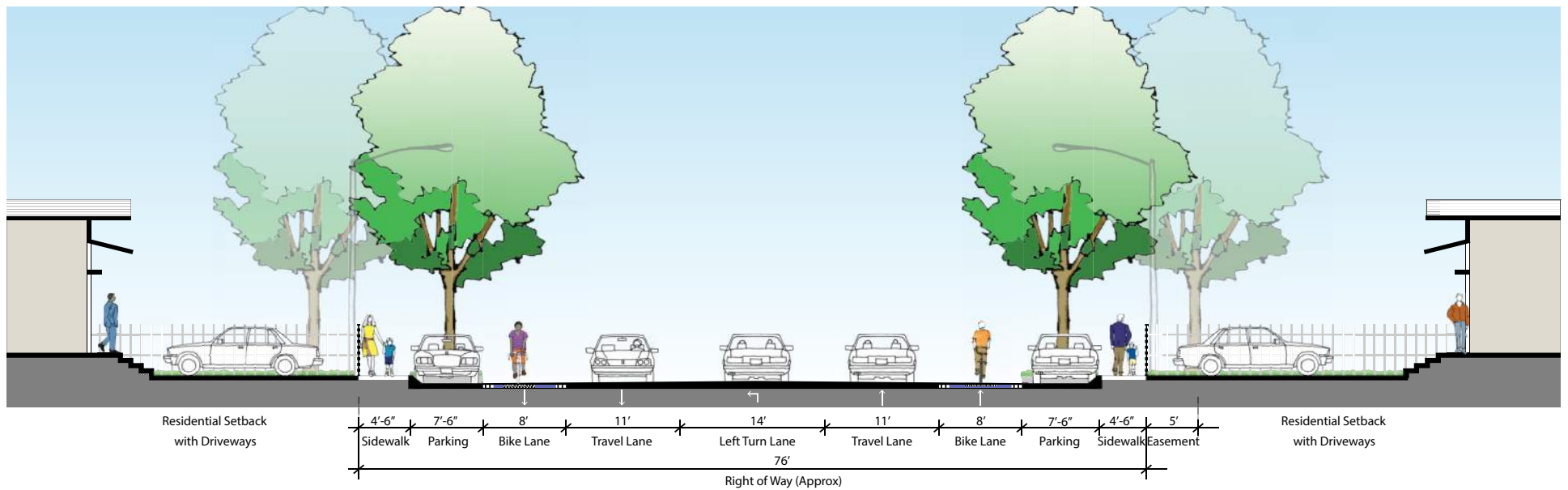
Option 3

- Widen the west sidewalk toward the street (reducing the roadway width) and install a planter. Note that with only 9' available for the streetscape/planter, the design will have to adjust in areas to accommodate the minimum sidewalk width and maximum driveway slope.
- Widen the east sidewalk toward the street and toward the City's right-of-way (approximately 5'), which will necessitate the removal/relocation of fences installed at the incorrect location by the property owners, and install a planter.
- Replace rolled curb and gutter with vertical.
- Construct bulb-outs.
- Reduce the width of parking lanes and travel lanes.
- Widen bike lanes and convert to protected.

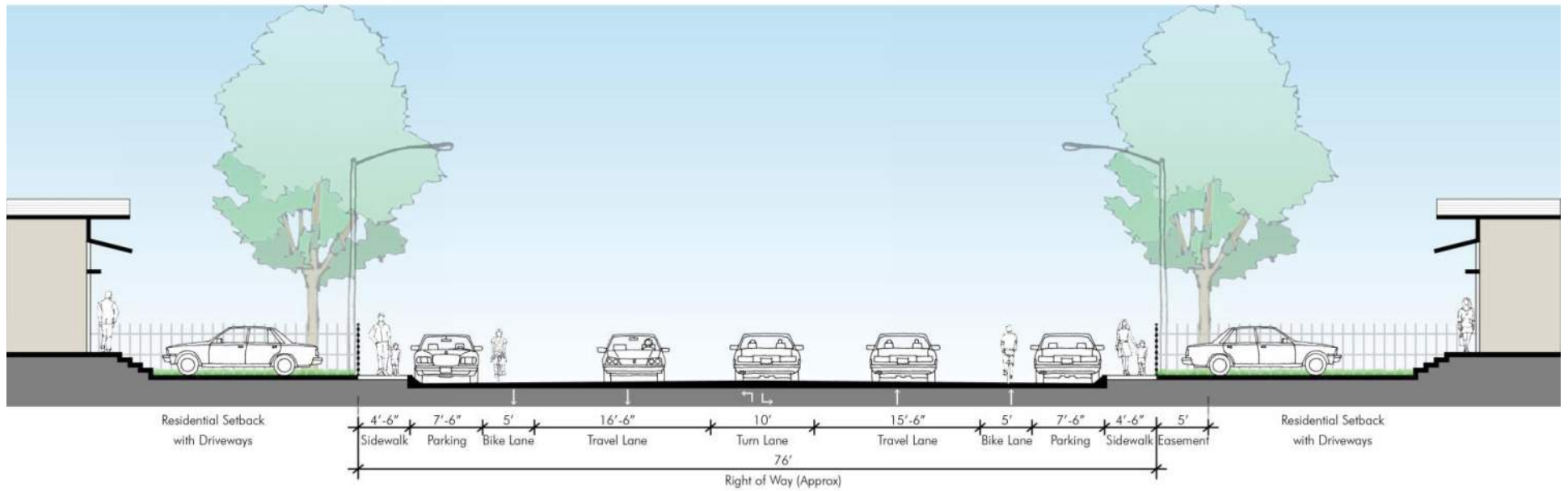
24th Street - Middle Section - Existing Prototypical Section - Looking North



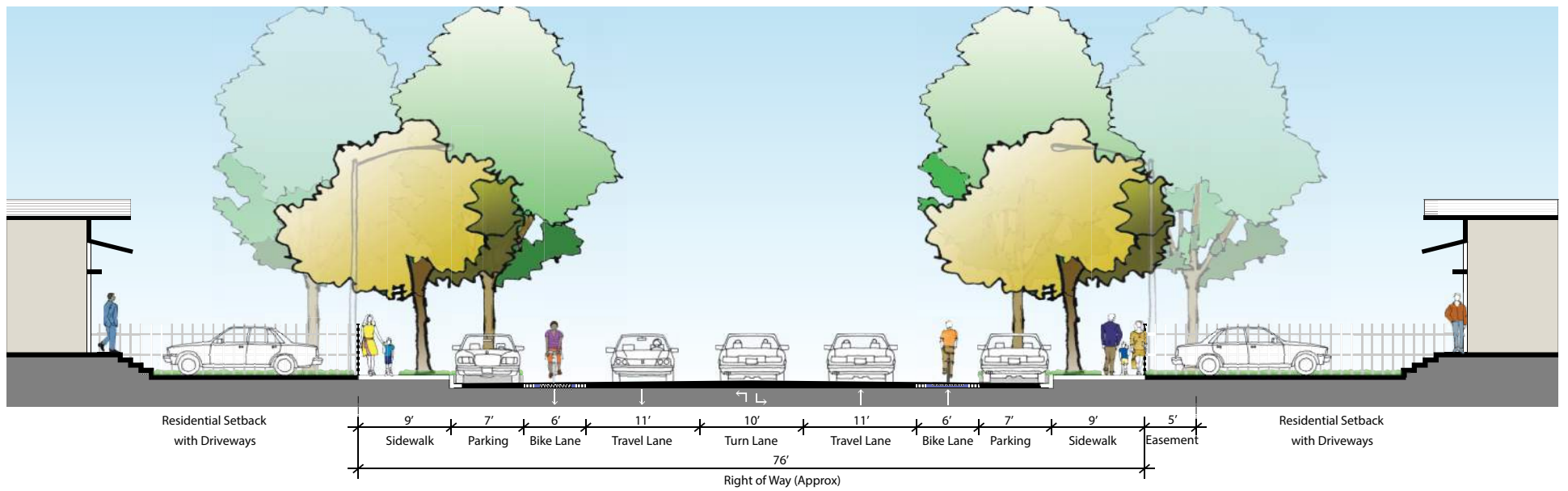
24th Street - Middle Section - Proposed Prototypical Section - Looking North - Option 1



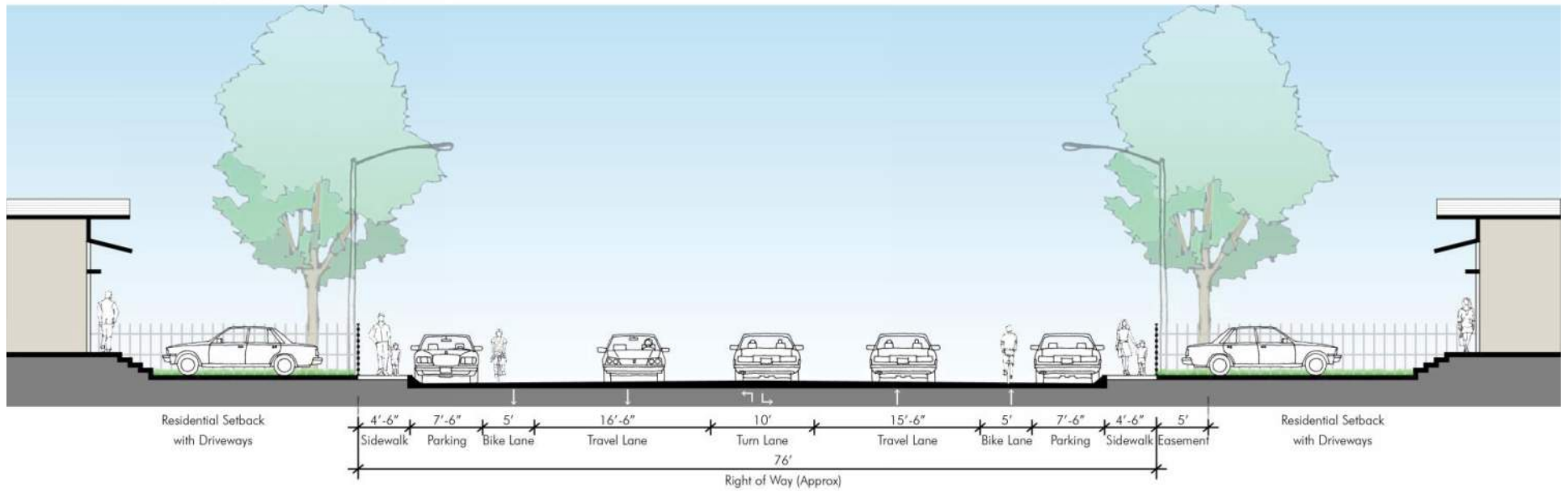
24th Street - Middle Section - Existing Prototypical Section - Looking North



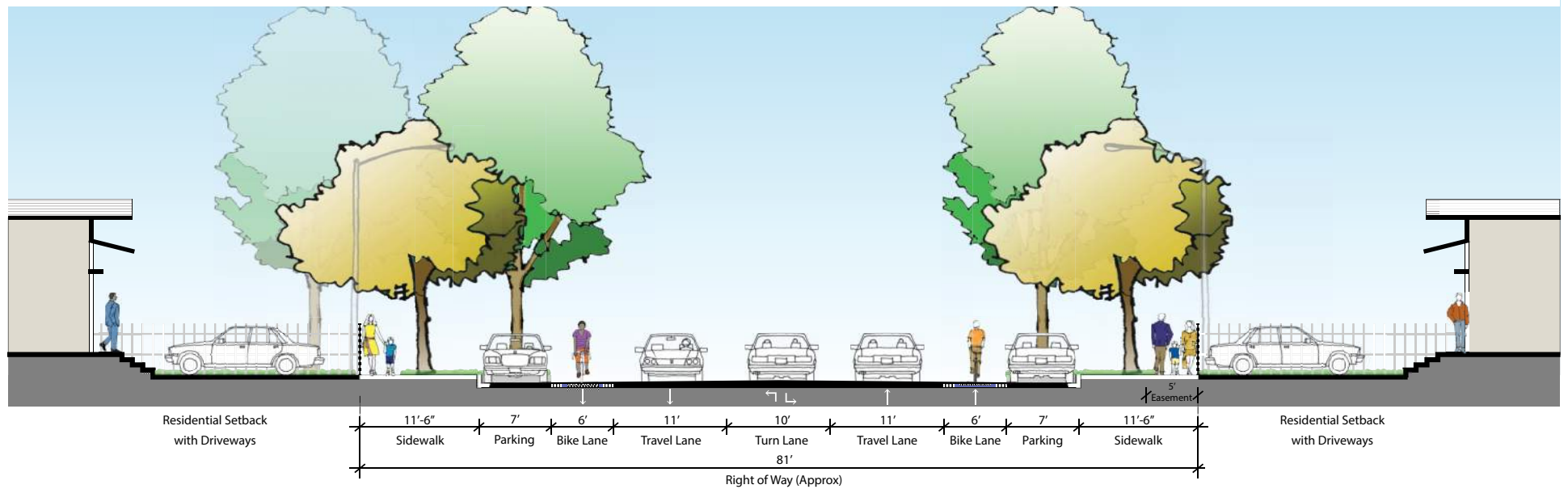
24th Street - Middle Section - Proposed Prototypical Section - Looking North - Option 2



24th Street - Middle Section - Existing Prototypical Section - Looking North

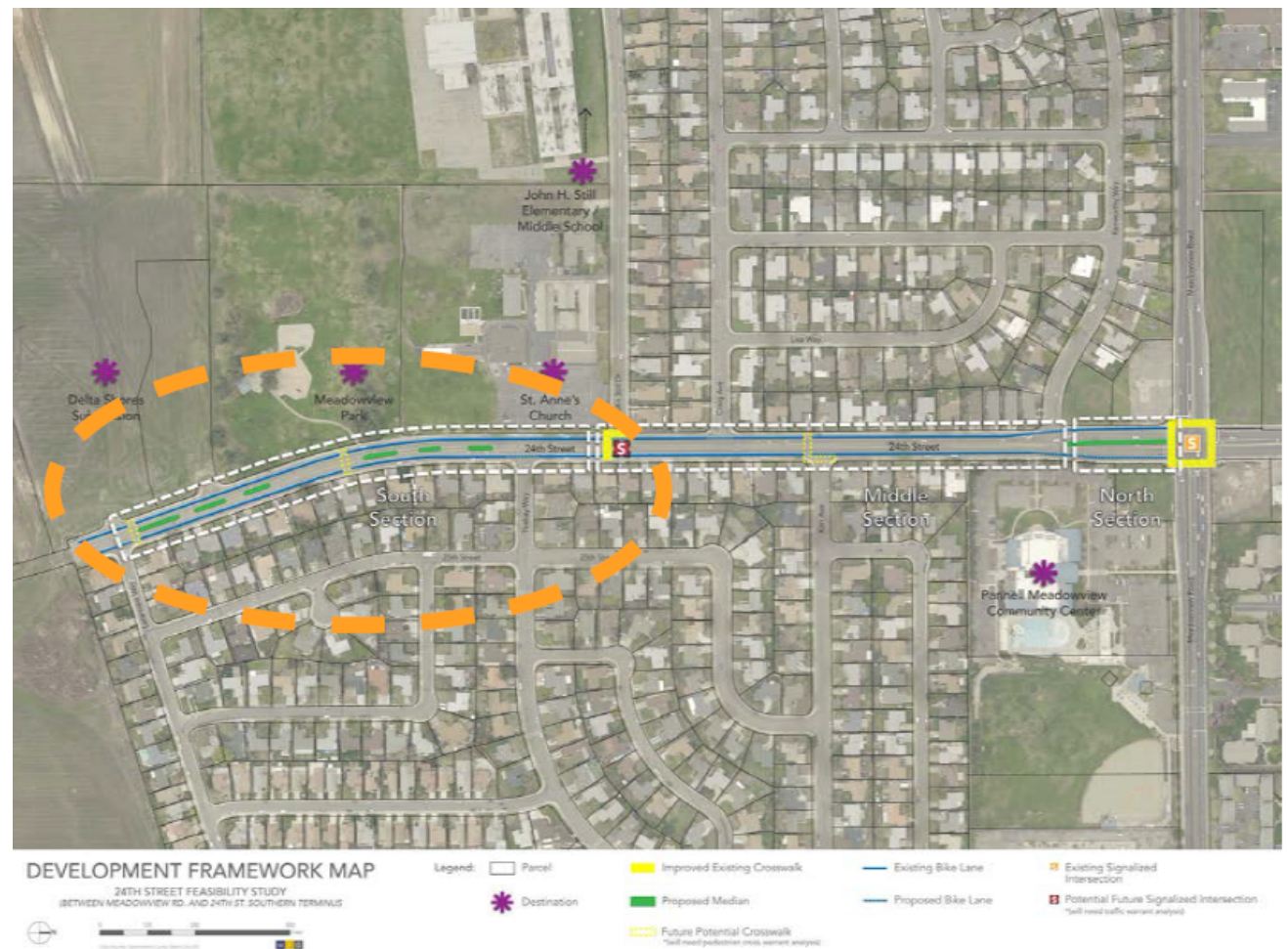


24th Street - Middle Section - Proposed Prototypical Section - Looking North - Option 3



South Segment

Providing access to key neighborhood assets and serving as a gateway to new development at Delta Shores, the south segment includes a series of planted islands in the central lane.



Proposed Improvements:

Option 1

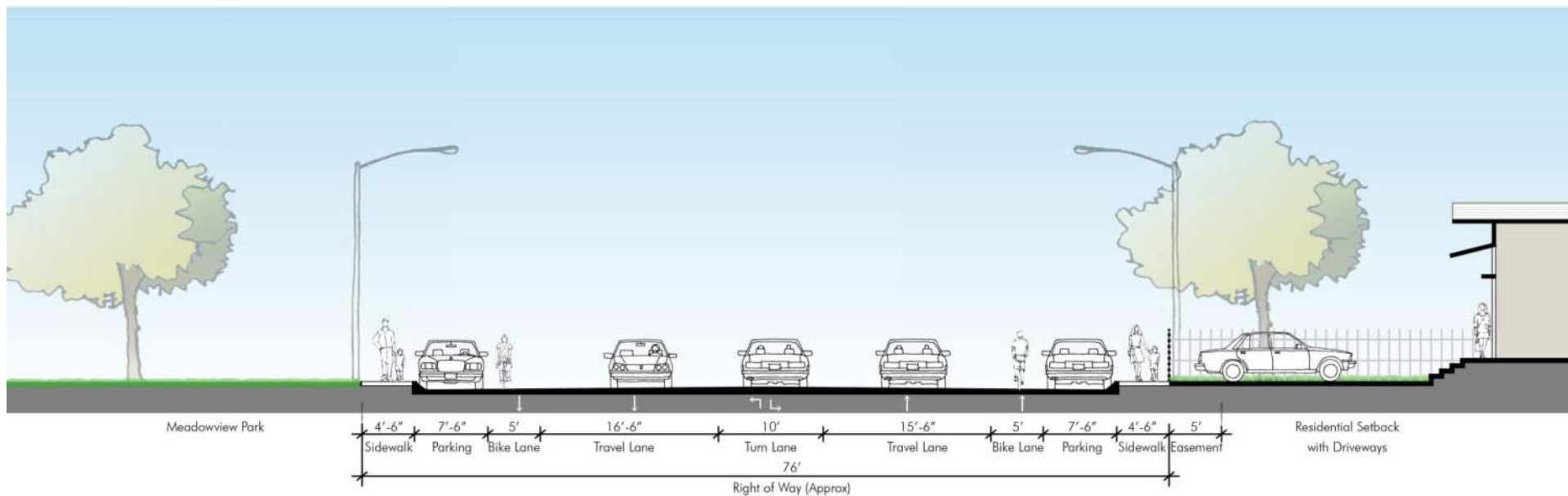
- Widen bike lanes and convert to protected.
- Reduce the width of travel lanes.
- Widen the two-way left turn lane.
- Construct landscaped/hardscaped medians in locations that do not block driveways.

Option 2

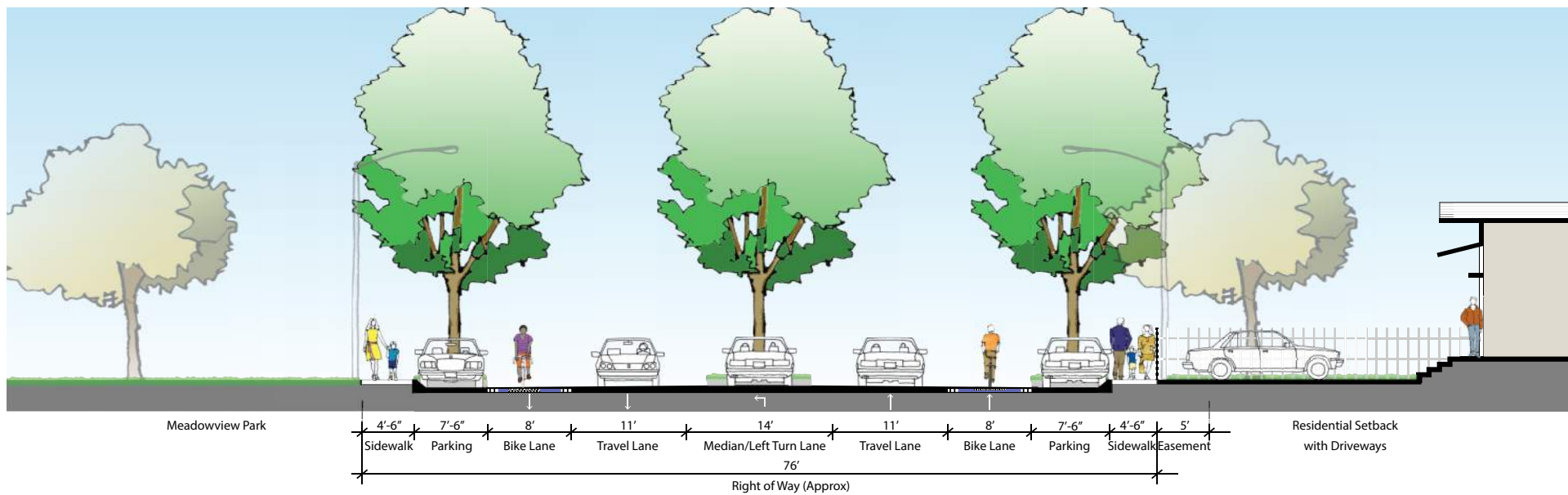
- Widen the sidewalk toward the street (reducing the roadway width) and install a planter. Note that with only 9' available for the sidewalk/planter, the design will have to adjust in areas to accommodate the minimum sidewalk width and the maximum driveway slope.
- Replace rolled Curb and gutter with vertical.
- Construct bulb-outs.

- Reduce the width of parking lanes and travel lanes.
- Widen bike lanes and convert to protected.
- Construct landscaped medians in locations that do not block driveways.

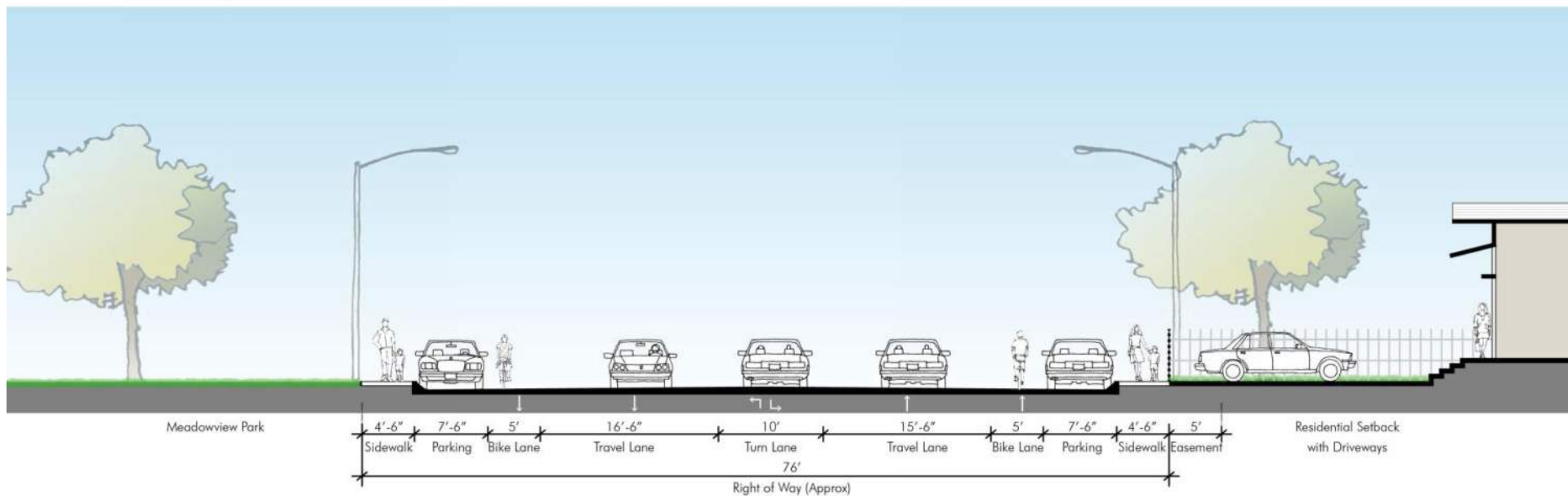
24th Street - South Section - Existing Prototypical Section - Looking North



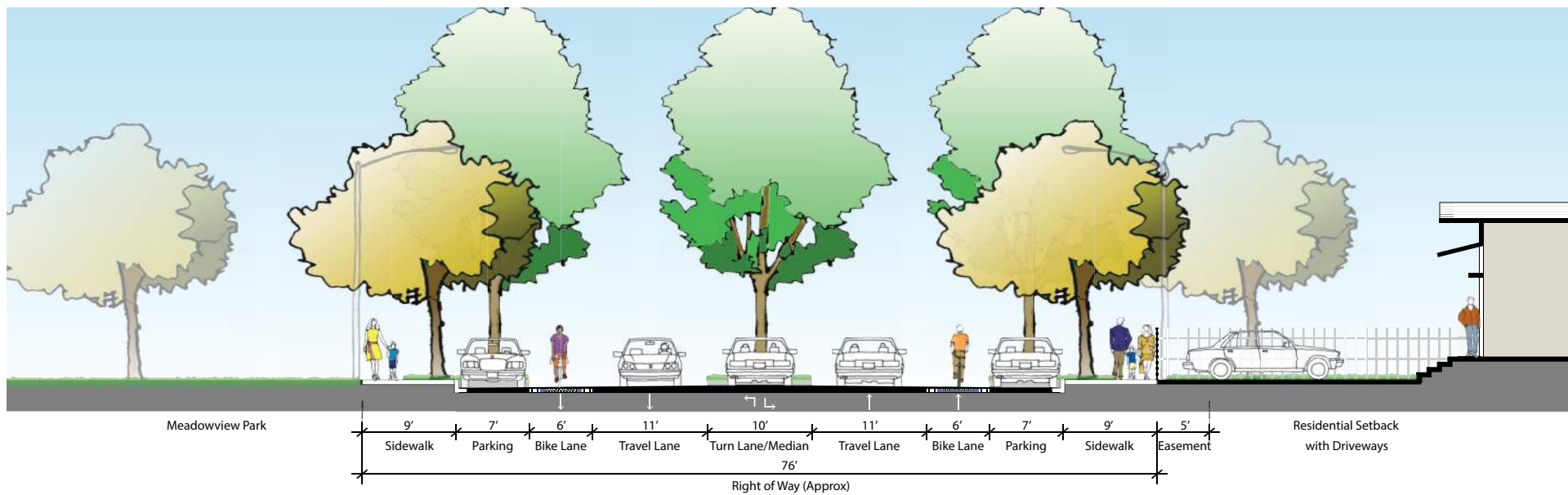
24th Street - South Section - Proposed Prototypical Section - Looking North - Option 1



24th Street - South Section - Existing Prototypical Section - Looking North



24th Street - South Section - Proposed Prototypical Section - Looking North - Option 2



COST ESTIMATE

5

COST ESTIMATE

24th Street Feasibility Study Sacramento, California

Conceptual Opinion of Probable Costs Option 1

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	TOTAL
1	Mobilization	1	LS	\$100,000	\$100,000.00
2	Erosion Control (SWPPP)	1	LS	\$20,000	\$20,000.00
3	Traffic Control, Detour, and Maintenance	1	LS	\$40,000	\$40,000.00
4	Remove Concrete (Curb, Gutter, Sidewalk)	7200	SF	\$3.00	\$21,600.00
5	Cold Plane Asphalt Concrete	1,600	SY	\$5.00	\$8,000.00
6	Roadway Excavation	2600	CY	\$45.00	\$117,000.00
7	Landscaping (Irrigation and Planting)	1	LS	\$360,000	\$360,000.00
8	Signage & Monuments	1	LS	\$40,000	\$40,000.00
9	HMA Type A	14400	SF	\$22	\$316,800.00
10	Surry Seal	18000	SY	\$3	\$54,000.00
11	Class 2 Aggregate Base	110	CY	\$55.00	\$6,050.00
12	Concrete Curb and Gutter	4800	LF	\$10.00	\$48,000.00
13	Concrete Sidewalk	4800	SF	\$12.00	\$57,600.00
14	Thermoplastic Striping/Markings	1	LS	\$30,000	\$30,000.00
15	Roadside Signs	1	LS	\$10,000	\$10,000.00
16	Pedestrian Lighting	1	LS	\$150,000	\$150,000.00
17	Traffic Signal (24th Street & John Still Drive)	1	LS	\$750,000	\$750,000.00
				Subtotal	\$2,129,050
				Construction Contingency, 30%	\$638,715
				STREETSCAPE IMPROVEMENT GRAND TOTAL	\$2,767,765

24th Street Feasibility Study

Sacramento, California

Conceptual Opinion of Probable Costs

Option 2 -- Preferred

ESTIMATE COST

ITEM NO.	DESCRIPTION	ESTIMATED QUANTITY	UNIT	UNIT COST	TOTAL
1	Mobilization	1	LS	\$150,000	\$150,000.00
2	Erosion Control (SWPPP)	1	LS	\$30,000	\$30,000.00
3	Traffic Control, Detour, and Maintenance	1	LS	\$60,000	\$60,000.00
4	Remove Concrete (Curb, Gutter, Sidewalk)	19600	SF	\$3.00	\$58,800.00
5	Cold Plane Asphalt Concrete	2933	SY	\$5.00	\$14,665.00
6	Roadway Excavation	4400	CY	\$45.00	\$198,000.00
7	Landscaping (Irrigation and Planting)	1	LS	\$950,000	\$950,000.00
8	Signage & Monuments	1	LS	\$60,000	\$60,000.00
9	HMA Type A	26400	SF	\$22	\$580,800.00
10	Surry Seal	18000	SY	\$3	\$54,000.00
11	Driveway Conforms	1	LS	\$35,000	\$35,000.00
12	Class 2 Aggregate Base	166	CY	\$55.00	\$9,130.00
13	Concrete Curb and Gutter	8800	LF	\$10.00	\$88,000.00
14	Concrete Sidewalk	4800	SF	\$12.00	\$57,600.00
15	Drainage Improvements	1	LS	\$95,000	\$95,000.00
16	Thermoplastic Striping/Markings	1	LS	\$30,000	\$30,000.00
17	Roadside Signs	1	LS	\$10,000	\$10,000.00
18	Pedestrian Lighting	1	LS	\$150,000	\$150,000.00
19	Traffic Signal (24th Street & John Still Drive)	1	LS	\$750,000	\$750,000.00
				Subtotal	\$3,380,995
				Construction Contingency, 30%	\$1,014,300
				STREETSCAPE IMPROVEMENT GRAND TOTAL	\$4,395,295

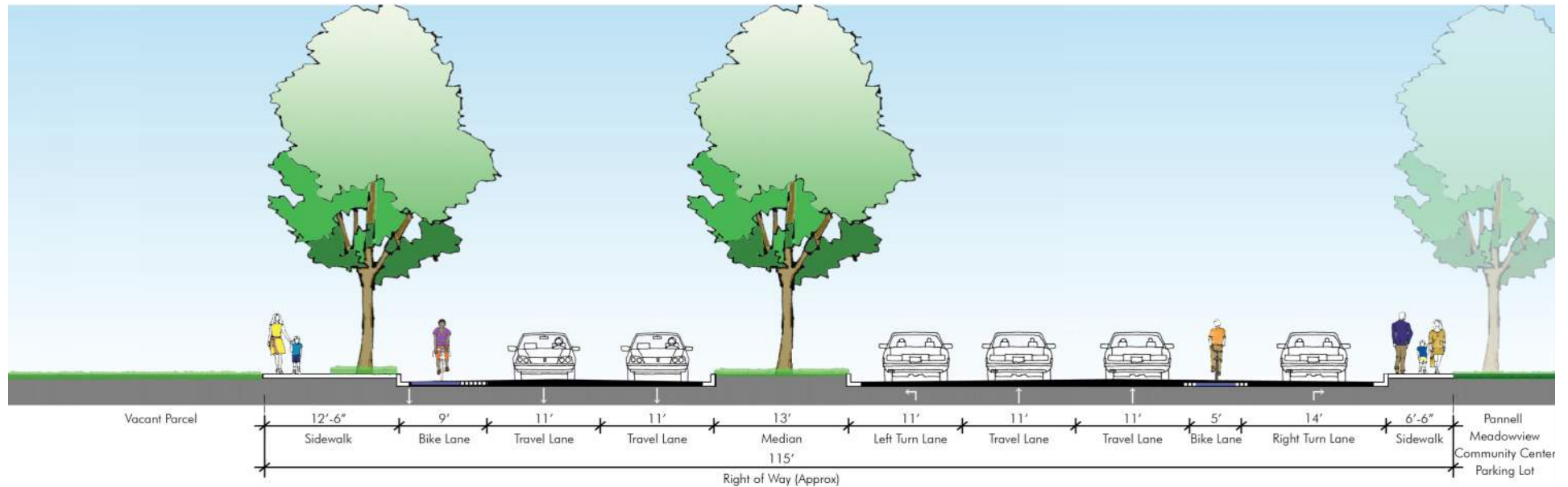
CONCLUSION:
**PREFERRED DESIGN
ALTERNATIVES**

6

North Segment

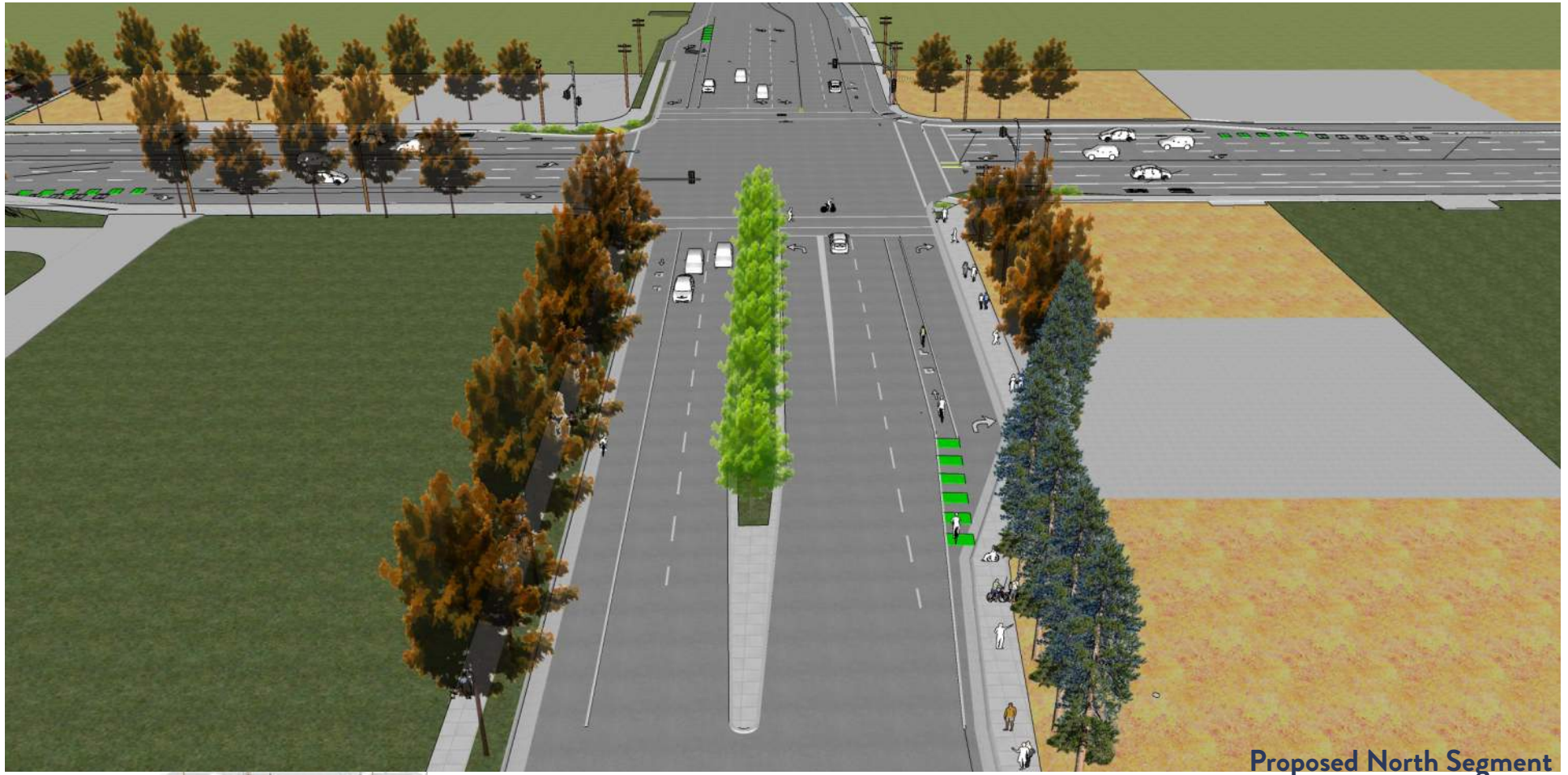
The north segment of the Project Area serves as key transition and gateway feature to the neighborhood.

24th Street - North Section - Proposed Prototypical Section - Looking North - Option 2



Section

Offering safe and efficient access to cyclists, pedestrians, and motorists, the north segment of the Project Area features 11-foot travel lanes, widened sidewalks, and buffered bike facilities. Narrowed traffic lanes and a widened central median with street trees heighten motorist awareness and signal that the character of the street is changing. Additional street trees on the east and west of the street foster a sense of enclosure and enhance pedestrian comfort while contributing to the neighborhood aesthetic of the street. Low-stress bike facilities are designed to keep cyclists safe. Bike lanes are clearly painted and includes a three-foot striped buffer.



Proposed North Segment



Existing North Segment

neighborhood.

Axonomic

As adjacent parcels on this segment are either vacant or have deep setbacks, street trees are key in creating a sense of scale and enclosure in the absence of architectural framing. Tree species are carefully chosen to minimize ongoing maintenance costs and create a desirable character for this local segment of 24th street.



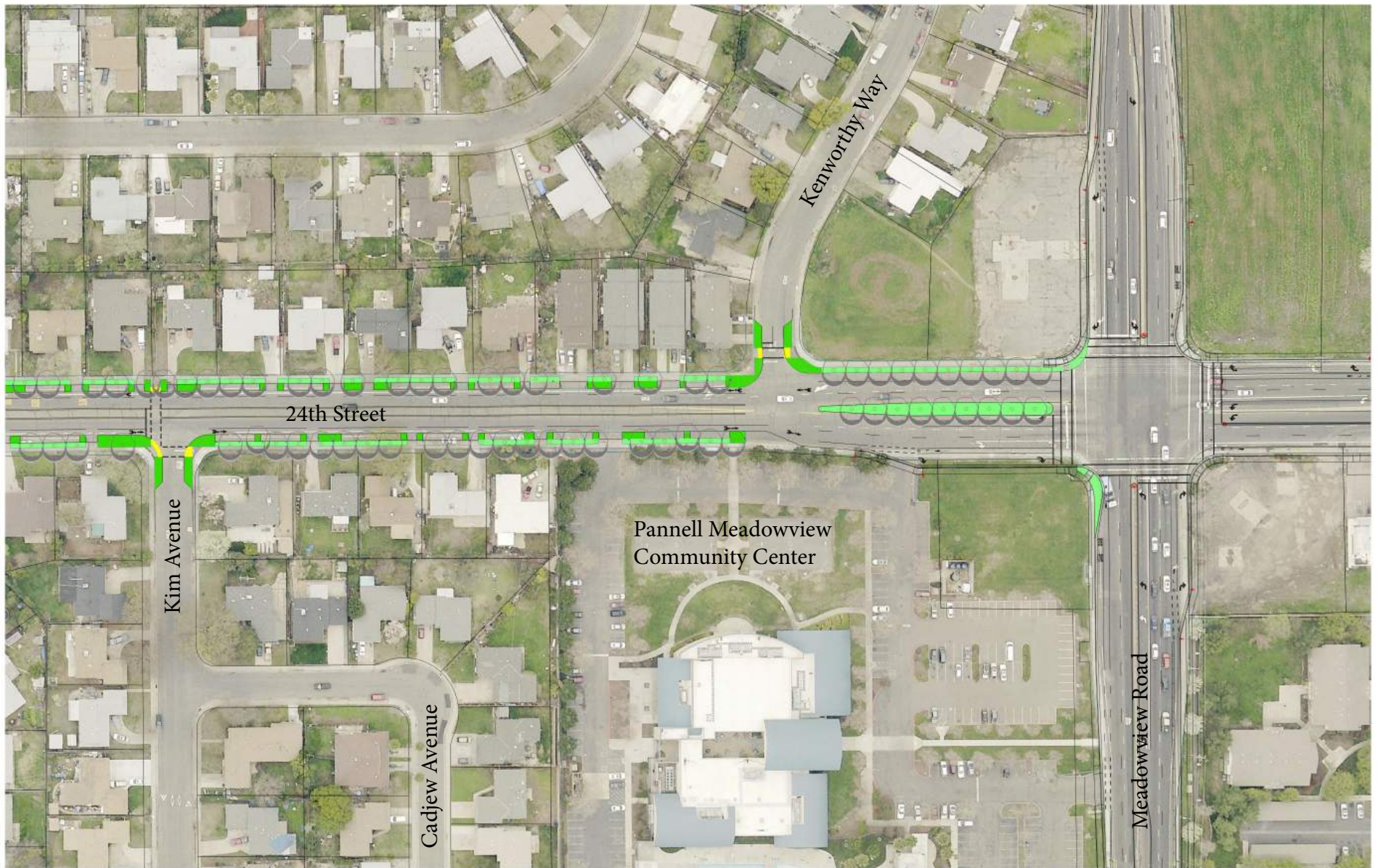
Proposed North Segment



Existing North Segment

Perspective

A lush tree canopy creates a beautiful neighborhood aesthetic, calms traffic, and protects pedestrians from the elements. Cyclists and pedestrians enjoy a pleasant and low-stress right-of-way. Generous sidewalks and bike facilities are comfortable, safe, and well-maintained. Durable materials and high-quality construction ensure that maintenance costs are low.



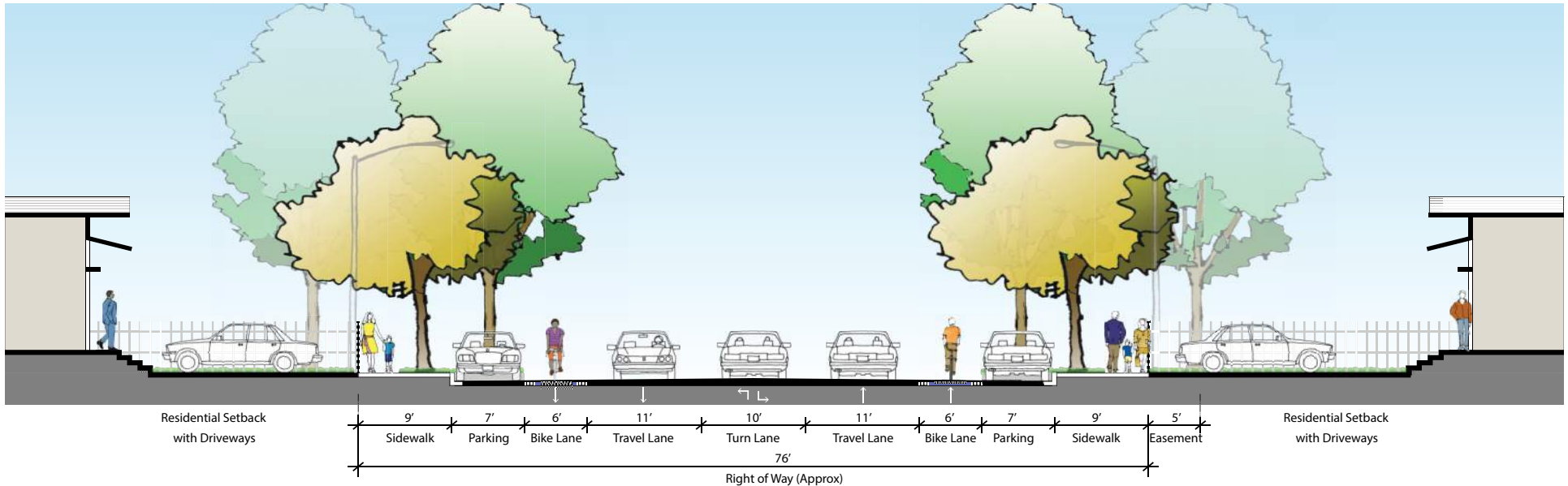
Plan

Creating a smooth transition between the Project Area and the widened right-of-way north of Meadowview Road, this segment merges from two to one lane in the southbound direction and diverges from one lane to four lanes in the northbound direction. Bike lane striping is continuous. Additionally, bike striping continues through the large intersection with Meadowview Road and helps create a more seamless transition for cyclists. Bulbouts are also incorporated at the intersection with Kenworthy Way and dramatically decrease the pedestrian crossing distance there.

Middle Segment

Tying together the space between small scale single-family homes, the middle segment has an intimate character and distinct neighborhood feel.

24th Street - Middle Section - Proposed Prototypical Section - Looking North - Option 2



Section

Slow moving traffic moves efficiently through this neighborhood street segment using ten to eleven-foot travel lanes. A ten-foot central turn lane maintains easy access to residential driveways. Underutilized roadway is repurposed to offer generous sidewalks that are protected by two rows of street trees. Trees are included throughout the parallel parking lane on either side of the street and alternate with those in the planting strip to create a dynamic and intimate experience for all road users. Six-foot bike lanes in both directions are clearly marked and cyclists enjoy low-stress commutes alongside slow moving traffic.



Proposed Middle Segment



Existing Middle Segment

Axonometric

The heightened sense of enclosure from alternating tree plantings creates a corridor that has a distinctively residential character. Varied landscaping within adjacent parcels is tied together with consistent street design features. It may also be valuable to consider regulatory incentives and financial assistance for property owners who seek to improve their landscaping in a way that contributes to the streetscape.



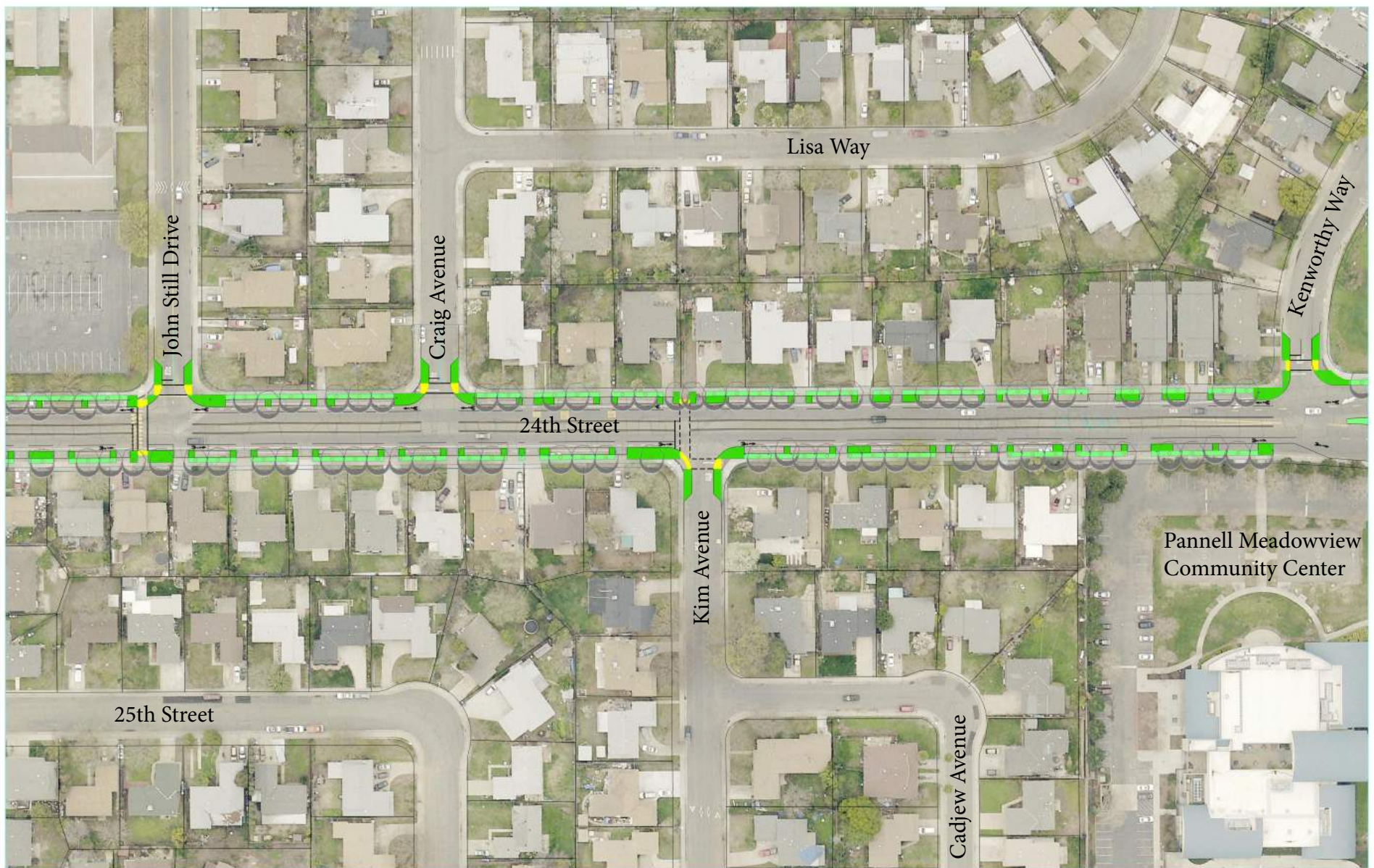
Proposed Middle Segment



Existing Middle Segment

Perspective

Intersections are clearly marked for pedestrian and bike crossings, while bulbout intersection treatments significantly shorten crossing distance. The tree canopy is well-proportioned in relation to the street width and adjacent single-family homes. Curb cuts and ADA-compliant crossing features ensure that pedestrians with mobility or visual impairments can more safely and easily use the street.



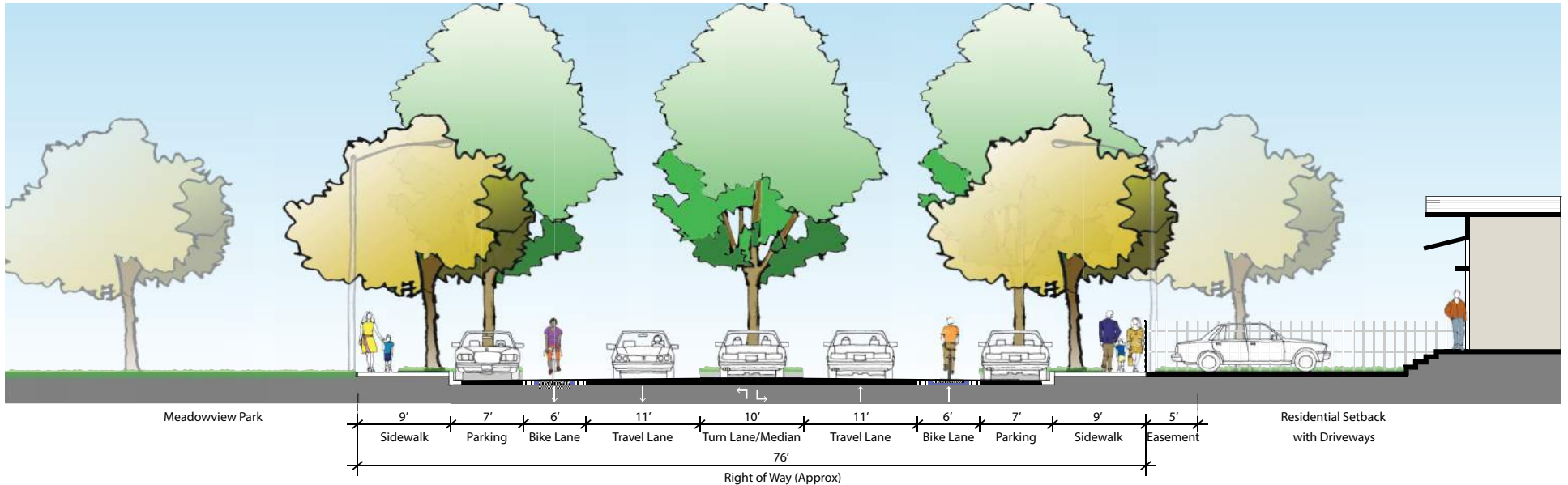
Plan

The planting strip extends into the parallel parking lane at varied lengths and intervals, which serves not only to create a dynamic visual experience, but also helps frame driveways to residences. Bulbouts are incorporated at intersections that increase pedestrian visibility and decrease crossing distances. Future studies may be needed to determine if there is enough foot traffic to warrant an additional crossing from Kim Avenue. Bike lanes are clearly striped at driveway entrances and intersections to increase cyclist visibility and safety.

South Segment

Providing access to key neighborhood assets and serving as a gateway to new development at Delta Shores, the south segment includes a series of planted islands in the central lane.

24th Street - South Section - Proposed Prototypical Section - Looking North - Option 2



Section

Maintaining consistency with the middle segment, this segment offers ten to eleven-foot travel lanes, six-foot bike facilities, and nine to ten-foot sidewalks. In addition to alternating tree plantings in the planting strip and parallel parking lane, this stretch of 24th street features planted islands in the central turn lane that form a dense tree canopy over the entire street.



Proposed South Segment



Existing South Segment

Axonometric

The central median is broken into planted islands that are strategically placed to maintain access to residential driveways, while disallowing reckless driving behaviors such as street donuts. Increased space allocated to landscaping makes for a smooth transition to the large open space at Meadowview Park and blends seamlessly with the extension of 24th street into the Delta Shores development.



Proposed South Segment



Existing South Segment

Perspective

As a bookend and gateway feature, the continuous tree canopy over the street fosters an intimate scale that is in harmony with the adjacent residential architecture and open spaces. Residents enjoy a beautifully landscaped and calm neighborhood street that maintains access for all road users to neighborhood amenities and connectivity with the adjacent Delta Shores mixed-use development.



Plan

Similar to intersection treatments in the middle segment, bulbouts are added at Teekay Way and Laramore Way. Pedestrian traffic analysis will be needed to explore the potential for new crossings from Teekay Way and the entrance to Meadowview Park. Residential driveways are framed by breaks in the central median and by planting strip extensions into the parallel parking lane.

