



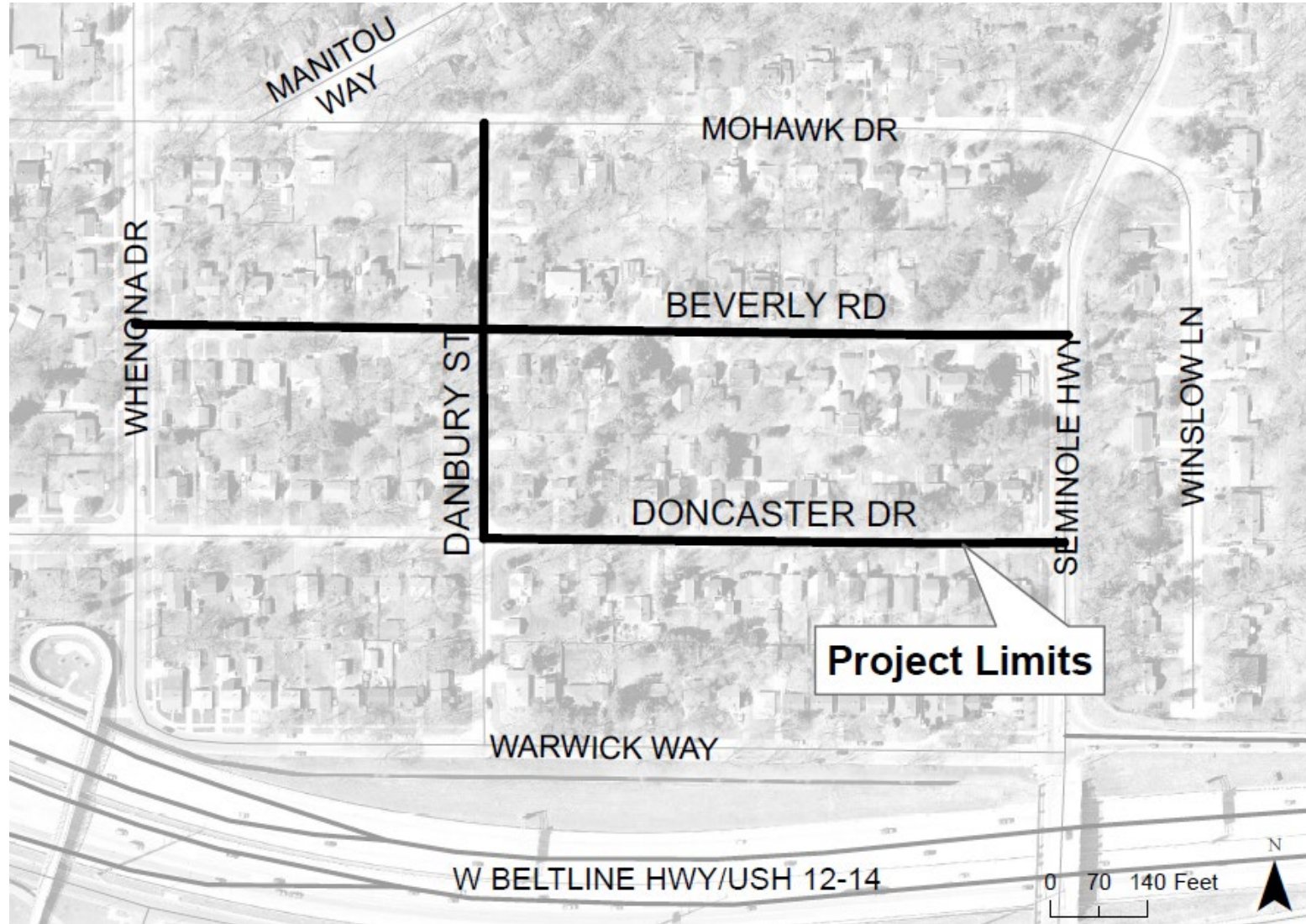
Doncaster Drive, Beverly Road, and Danbury Street Reconstruction

Transportation Commission

March 27, 2024



Project Location



COMPLETE GREEN STREETS – STREET TYPE

Neighborhood Yield Street

Context: Residential neighborhood

Description: Many older neighborhood streets fall within this street type. May allow parking only on one side. Does NOT allow two drivers to pass each other (one must give way) when parked vehicles are present, which provides a traffic calming effect.

Target Speed: 20 mph or less

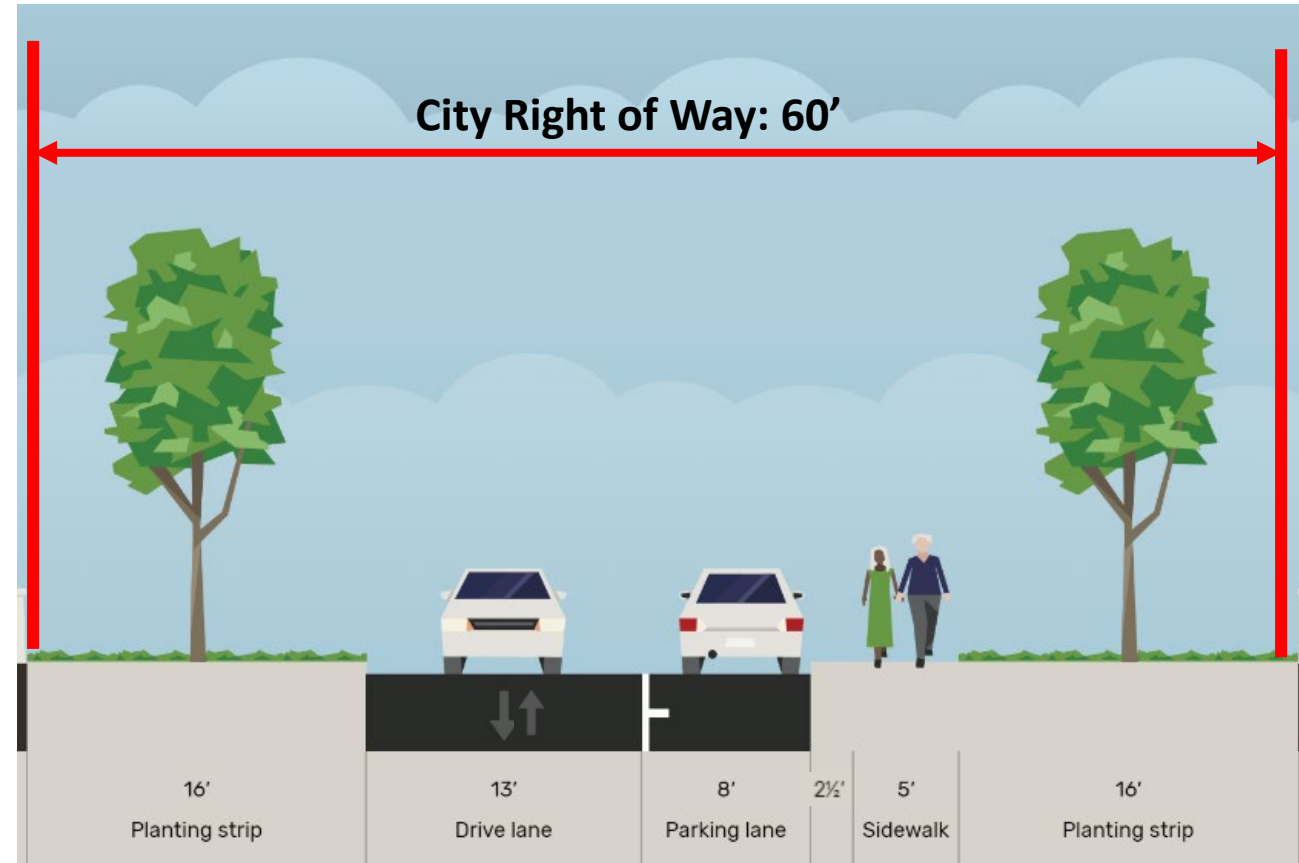


Zone Priorities and Preferred Elements for Each Zone

Walkway High Priority	Flex Zone Medium Priority	Travelway Low Priority'	Additional Considerations
Standard sidewalks, with landscaping between the sidewalk and homes or buildings. May shift closer to or farther from the street to avoid impacting canopy trees.	Landscaped terrace with street trees. May straddle the walkway when the walkway is close to the street to avoid impacting existing canopy trees. On-street parking on one or both sides common.	Two-way travel without lane markings. No dedicated bikeway unless traffic volumes are above 3,000 ADT.	Speed management, parking demand to determine type and amount of on-street parking.

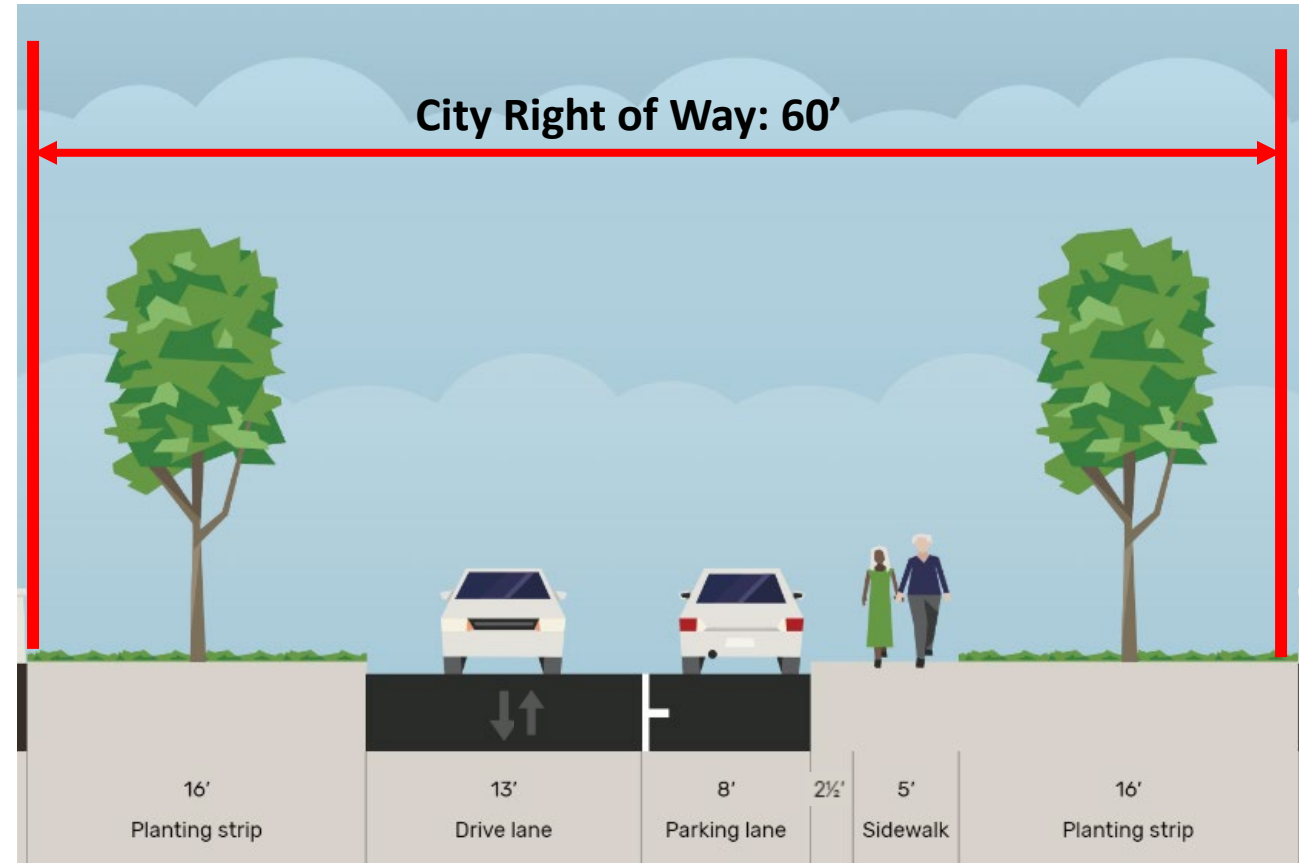
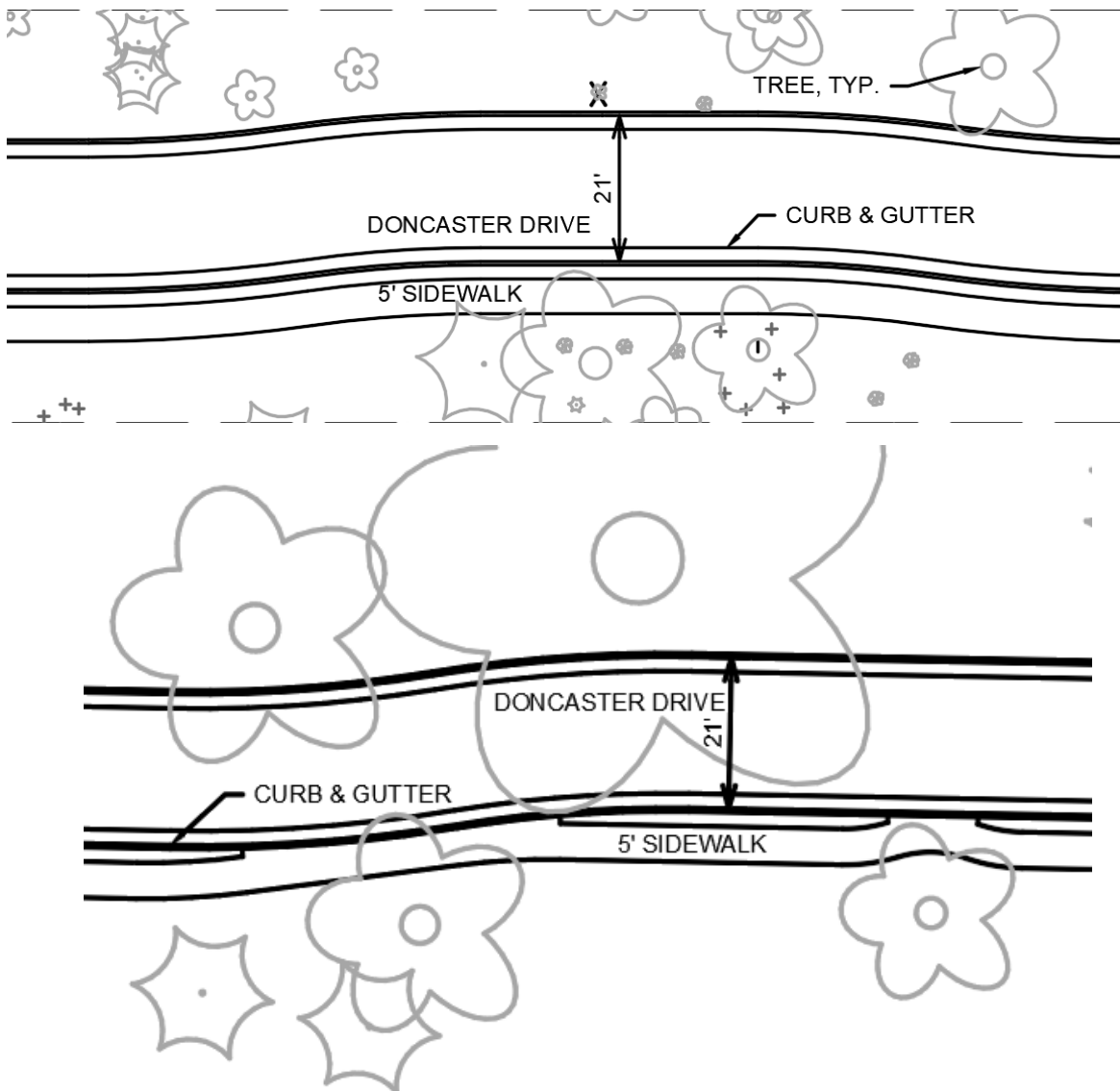
Proposed Street Design Options

- Option A: TREE/TRAFFIC CALMING PRIORITY
 - *Street Width: 21 ft* – narrower than existing
 - *Sidewalk: One (1) side* (South or East)
 - *Road curvature: Yes*, between 2-6' offset to avoid trees
 - *Tree Removals: Approximately four (4) trees* anticipated to be removed
 - *Traffic calming effects: High*, because of some difficulty passing vehicles and curvature adding complexity
 - *Parking: One (1) side*
 - *Terrace: 2.5'* (2 ft grass, 0.5' curb head)



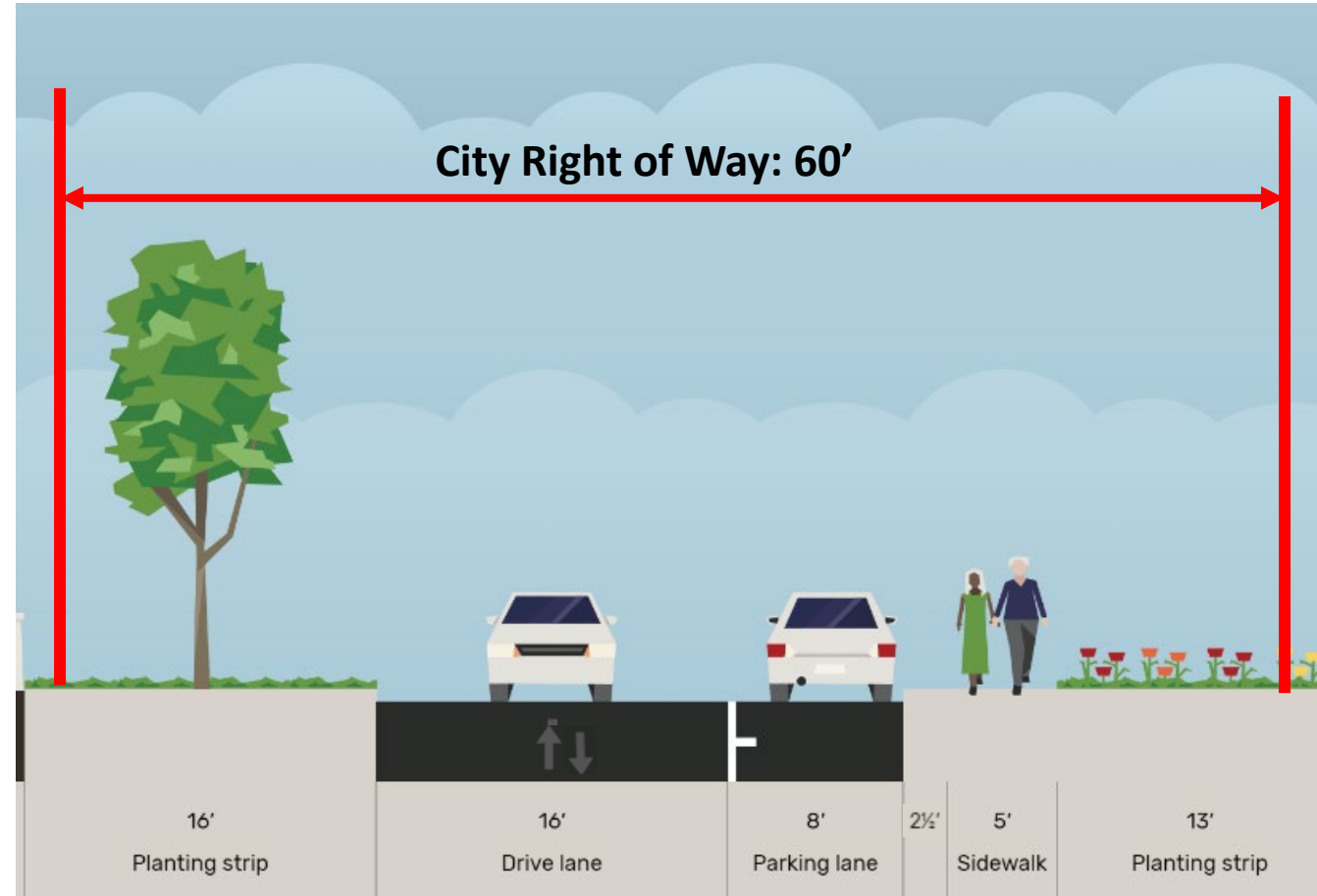
Proposed Street Design Options

- Option A: Curvature Examples



Proposed Street Design Options

- Option B: MIDDLE WAY/STANDARD WIDTH
 - *Street Width: 24 ft* – slightly narrower than existing
 - *Sidewalk: One (1) side* (South or East)
 - *Road curvature: Yes*, fewer and less pronounced than option A
 - *Tree Removals: Approximately twenty (20) trees* anticipated to be removed
 - *Traffic calming effects: Medium*, because of some difficulty passing vehicles and some curvature adding complexity
 - *Parking: One (1) side*
 - *Terrace: 2.5'* (2 ft grass, 0.5' curb head)



Proposed Street Design Options

- Option C: PEDESTRIAN PRIORITY/CITY STANDARD
 - *Street Width: 24 ft* – slightly narrower than existing
 - *Sidewalk: Both sides*
 - *Road curvature: No*, would not provide reduction in tree removals
 - *Tree Removals: Approximately fifty-five (55) trees* anticipated to be removed
 - *Traffic calming effects: Low*, because of some difficulty passing vehicles
 - *Parking: One (1) side*
 - *Terrace: 2.5'* (2 ft grass, 0.5' curb head)

