

T-1 Intersection Bulb-outs

Reduce crossing distance for pedestrians, create visually aesthetic entrances into the neighborhood, slow cars down, and can incorporate green areas and rain gardens. Also lead to tighter turning radii and force turning vehicles to slow down.



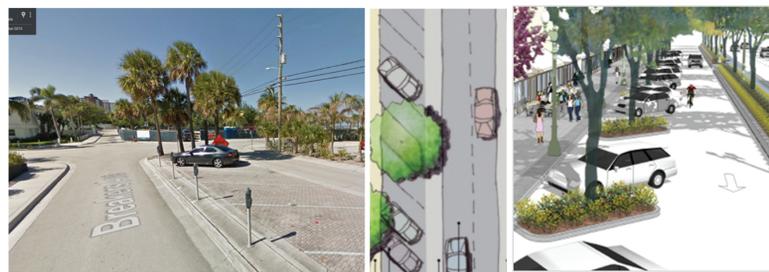
T-2 Tree Bulb-outs and Use of Parking Spaces as Planted Areas

Key back-out parking spaces can be used for greening the area, while promoting a safer pedestrian environment, adding occasional shade canopy and helping to control storm water runoff. Helping to reduce wide expanses of asphalt and increasing tree canopy can also significantly visually reduce width of road, and slow traffic.



T-3 Greening Opportunity in Existing Median Parking Islands (Vistamar, Terramar, Riomar and Breakers)

Median islands slow down car traffic, create entry features and offer opportunities for stormwater treatment and landscaping. Slowing down cars by causing them to shift path; they also can become opportunities for landscaping, increasing green and improving the visual impact of excessive asphalt.



T-4 Roundabouts

Roundabouts can effectively calm traffic and create more aesthetic gateways to neighborhoods, reducing asphalt area and introducing landscape elements.



T-5 Rain Gardens (planted areas with stormwater features)

Assist in reducing asphalt areas, decreasing run-off and pollution, while enhancing the pedestrian environment and adding visual and ecological value.



T-6 Special Paving or Paint on Crosswalks

Special pavement treatments highlights signal pedestrian presence, crossings and slow down traffic.



T-7 Pedestrian and Pavement Lighting

Promotes safe pedestrian environment and contributes to evening strolling and socializing. On selected streets with higher foot traffic, pavement lighting can help create a safe and walkable environment after dark.



T-8 Streetscape Art and Moveable Planters

Can help define a new identity for the North Beach Village and can become a way to engage the community through art and creative streetscape design.



T-9 Median Improvements

Medians visually break down the scale of the street, provide space for green areas, trees and drainage, and can also provide space for pedestrian refuge and amenities.



T-10 Bicycle Facilities

Sharrows are used on roadways that are designated for bicycle use, but contain no dedicated bike lane. Dedicated bike lanes are separated from vehicle lanes with pavement markings. Shared-use paths provide separate travel ways designed for non-motorized uses. Bicycles, pedestrians, skaters may use these paths for commuting or recreational purposes with limited conflicts with vehicles.



Sharrows

Dedicated bike lane

Shared-use paths

The toolkit includes a menu of design elements numbered T1 through T10 that offer benefits for different types of street improvements. The Toolkit is not intended to be prescriptive; there may be situations where more than one element may be appropriate for a given location. Similarly, there may be situations where design solutions not anticipated in the Design Toolkit are appropriate, and better matches exist for particular site constraints. A short description is provided for each element and how it functions.

*Please note there are no funding sources specifically allocated at this time for any of the streetscape design toolkit elements. This exercise is intended to assist the community in potential future application of and coordination with the City's Community Investment Plan (CIP), grant opportunities and other partnerships.

