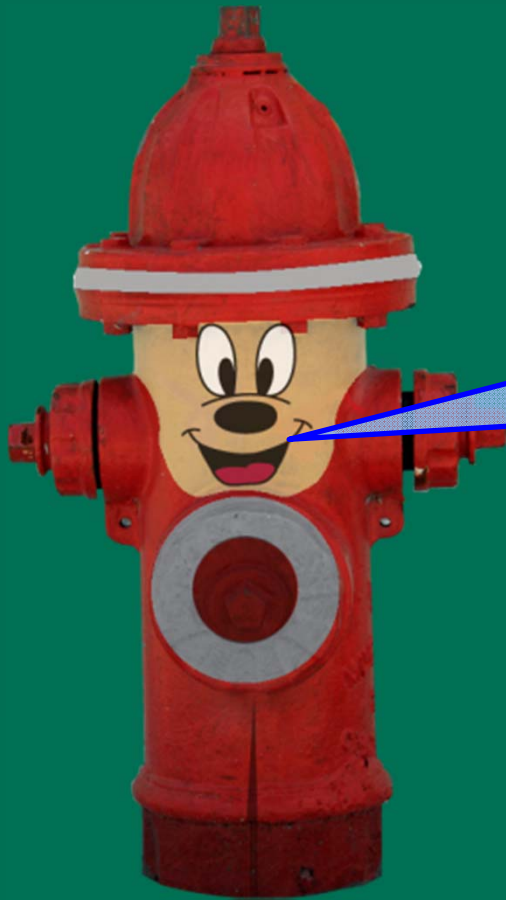


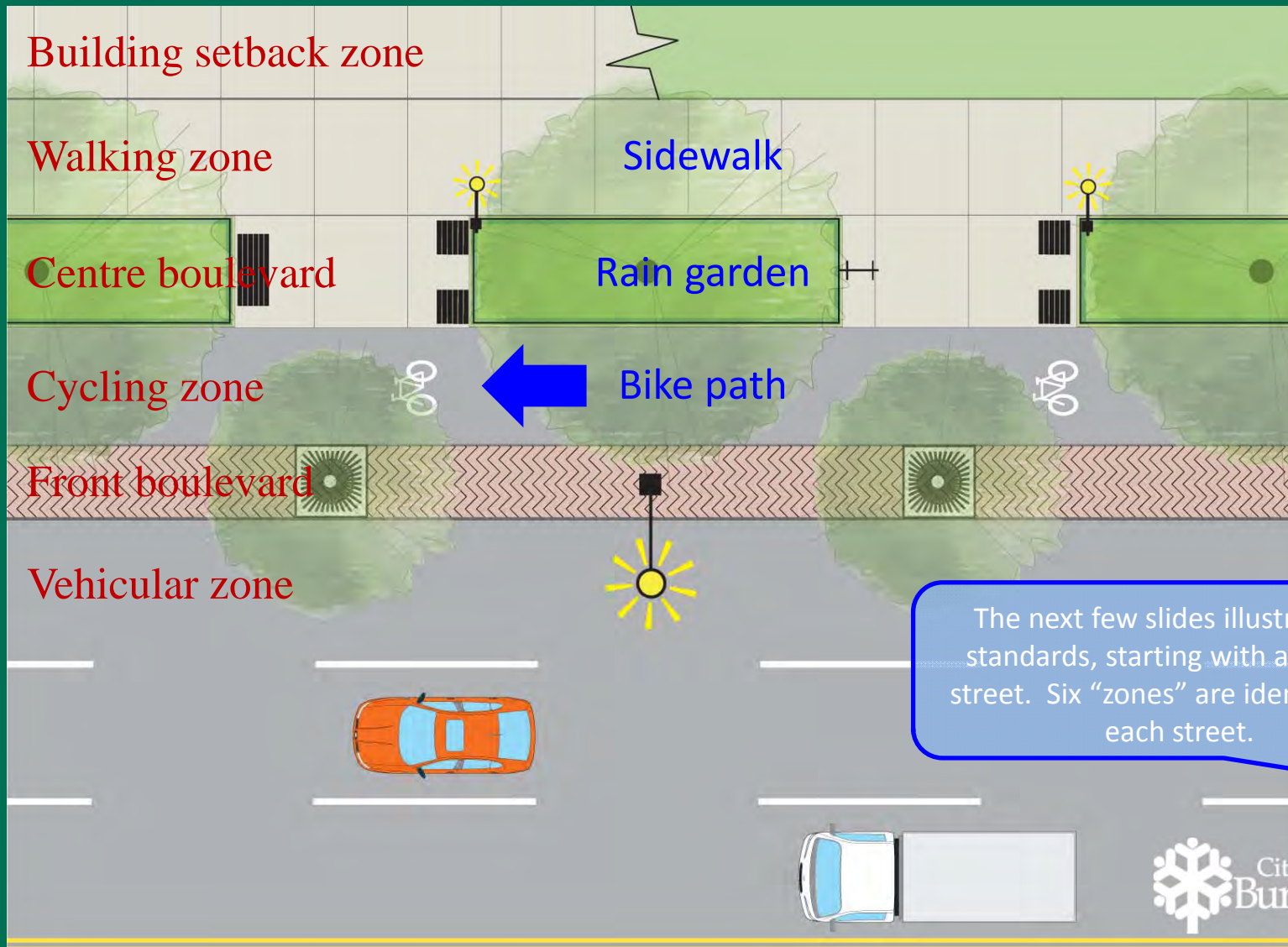
How Do All The Components Fit Together?



The following slides discuss how all of the networks (pedestrian, cycling, motor vehicle, storm water) and parts (street trees, benches, lights etc.) fit together in the Town Centres.

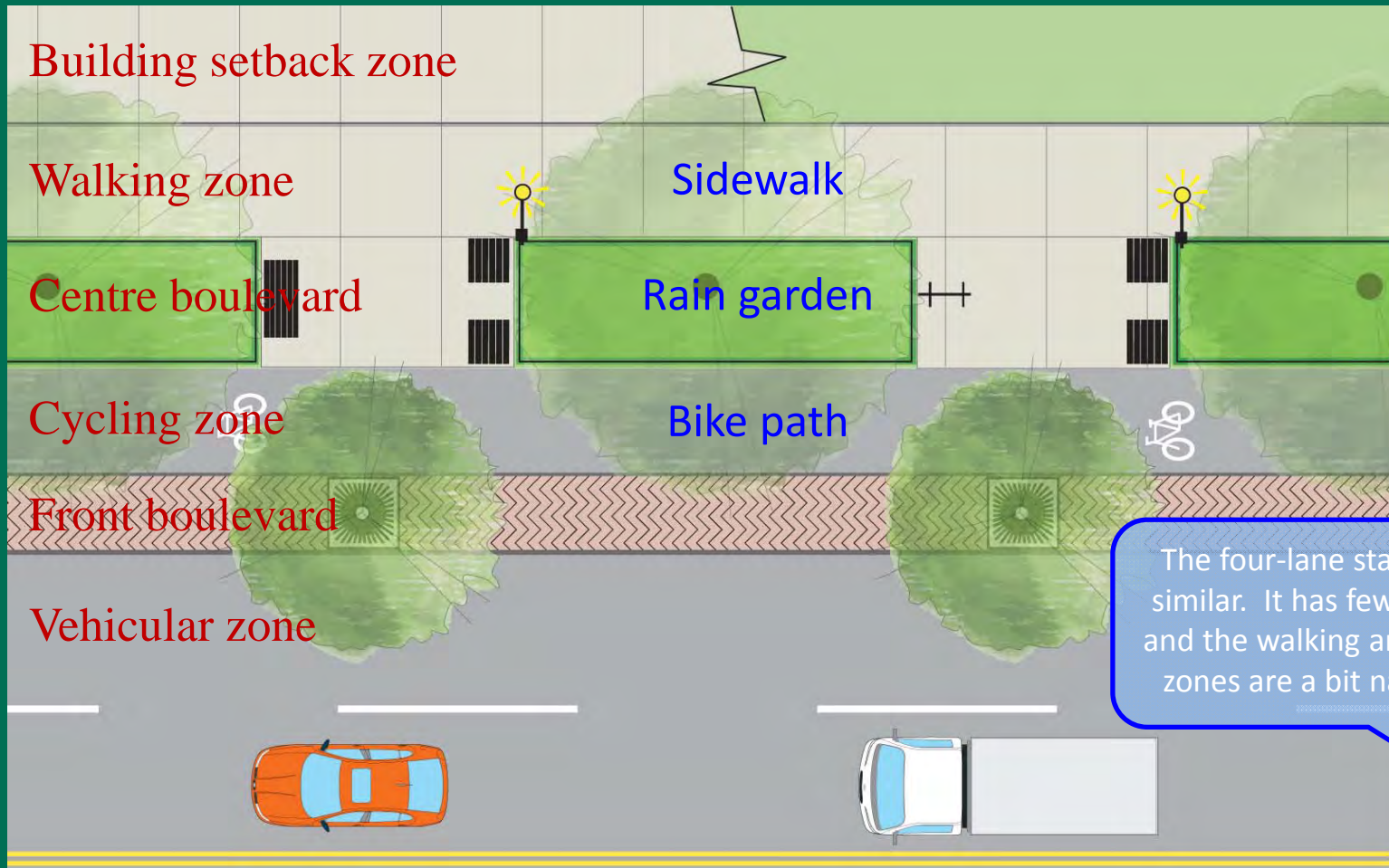
These are collectively referred to as the *Town Centre Standards*

The standards: six-lane



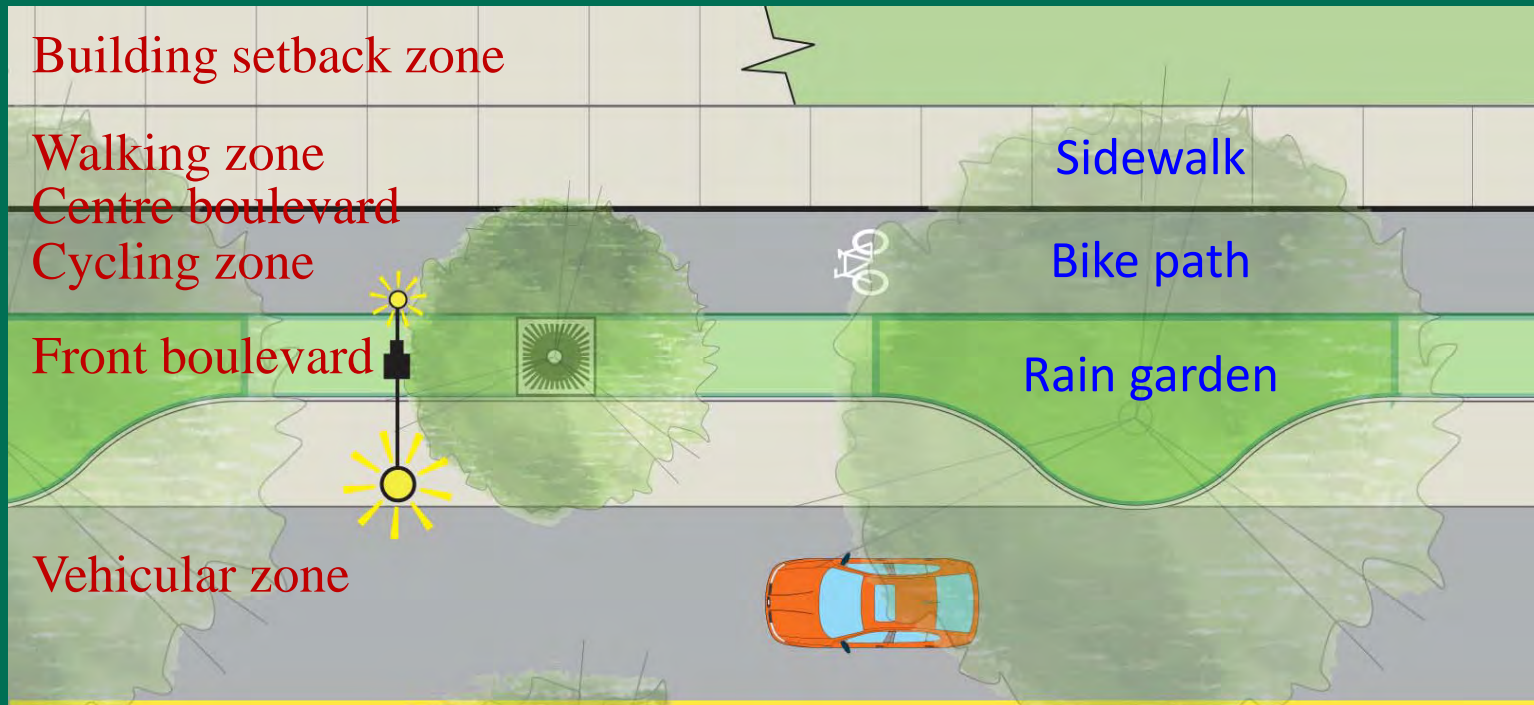
The next few slides illustrate the standards, starting with a six-lane street. Six "zones" are identified for each street.

The standards: four-lane



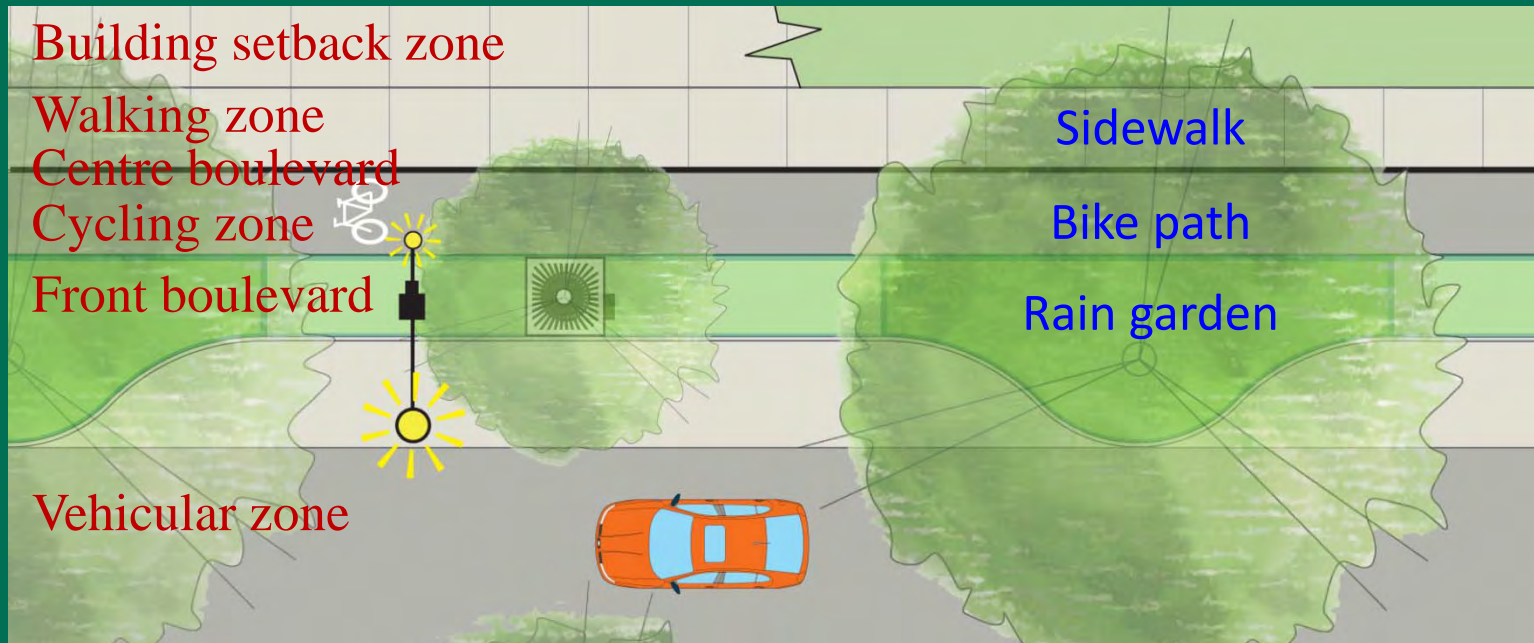
The four-lane standard is similar. It has fewer lanes, and the walking and cycling zones are a bit narrower.

The standards: two-lane collector



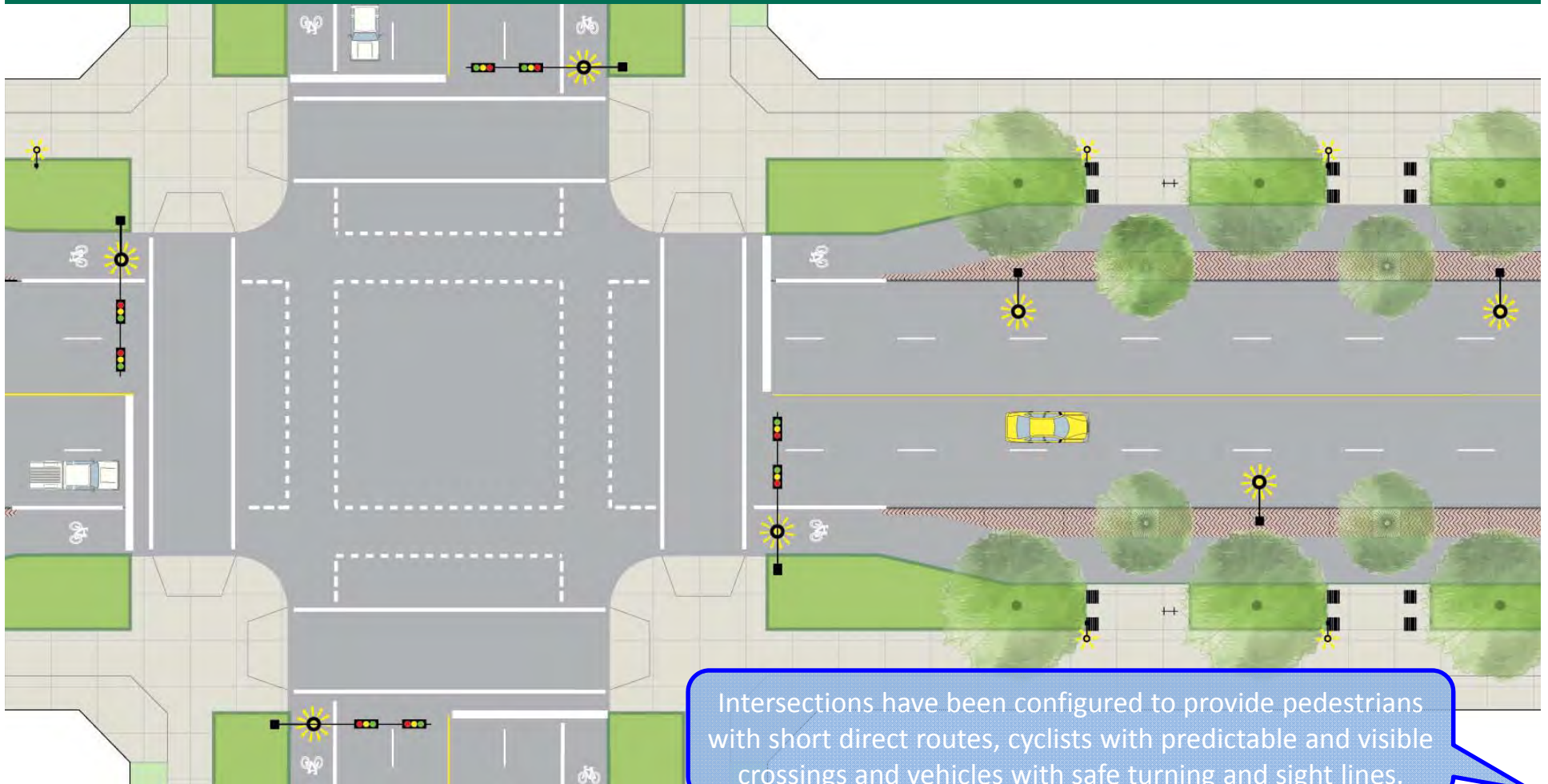
For two-lane collector streets, the rain garden has been shifted to the front boulevard and extends into the parking lane.

The standards: two-lane local



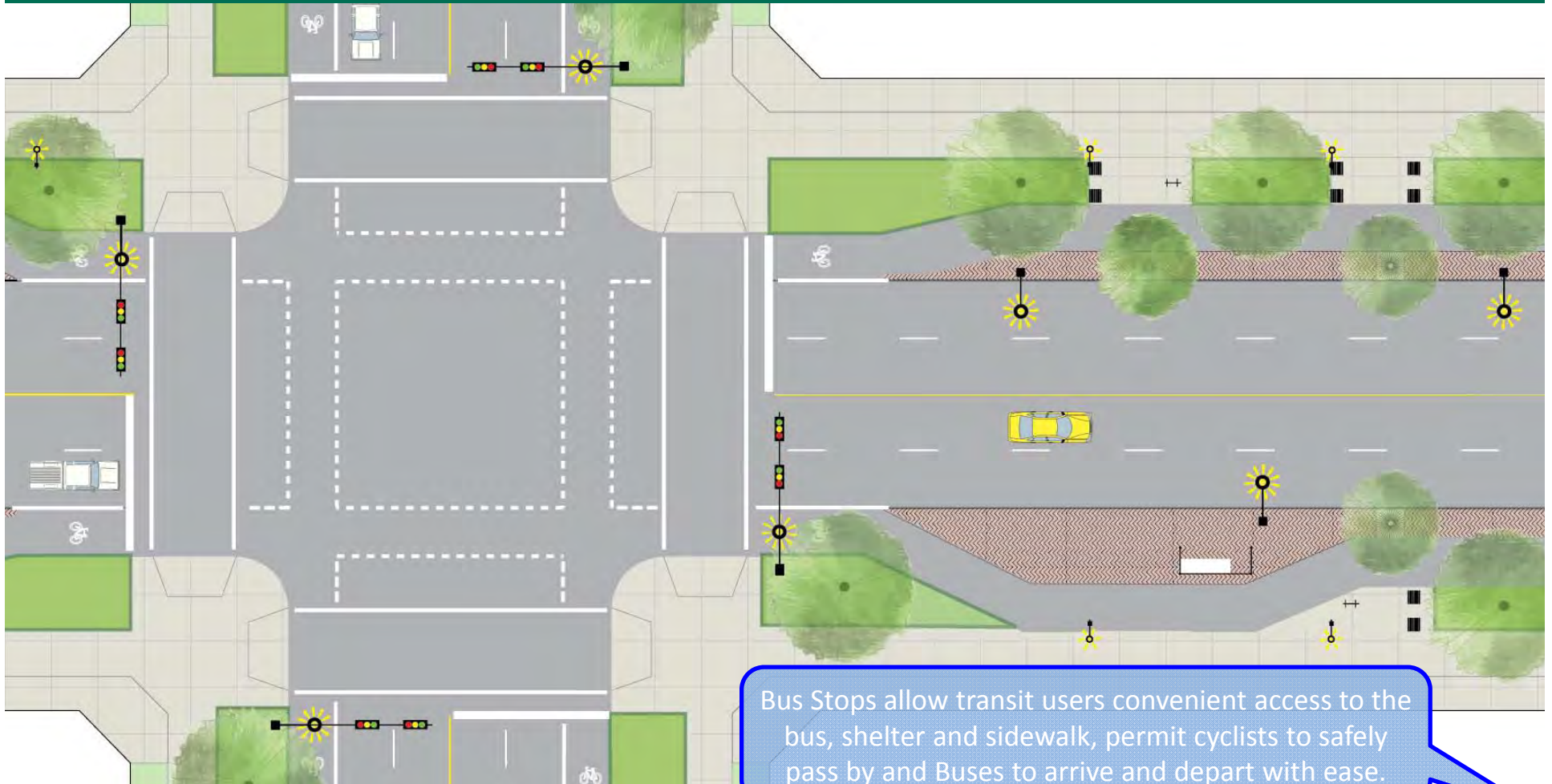
The two-lane local standard is similar. The walking and cycling zones are a bit narrower.

The standards: intersections

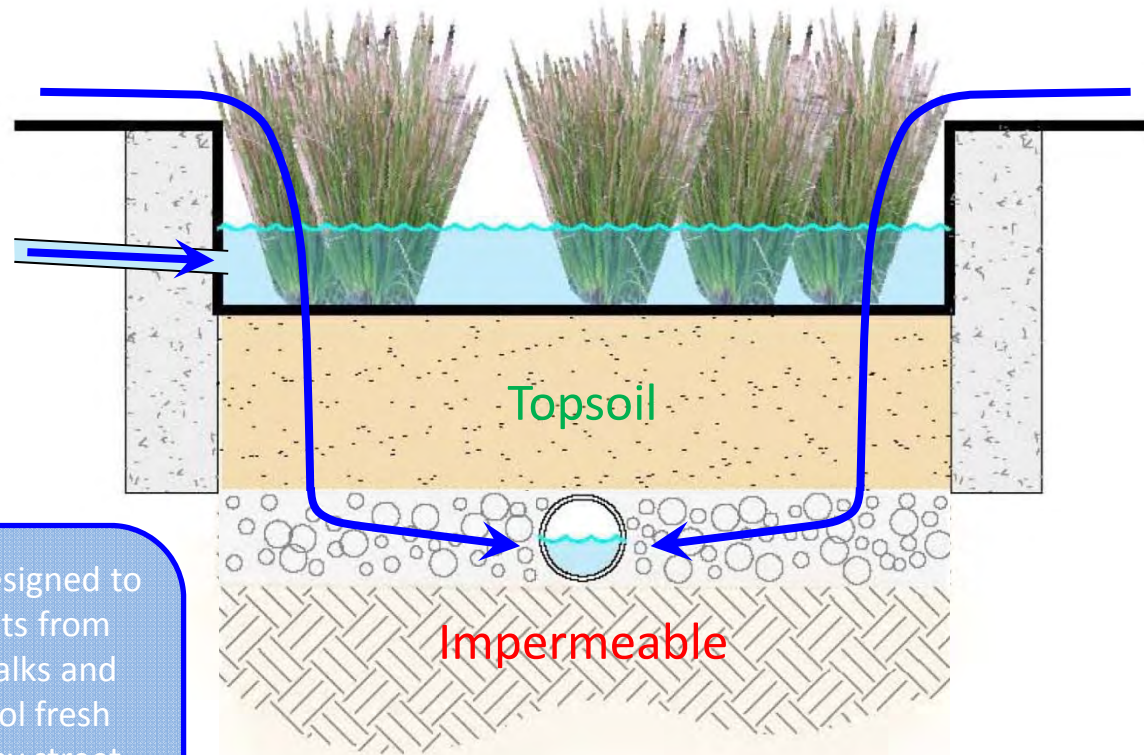


Intersections have been configured to provide pedestrians with short direct routes, cyclists with predictable and visible crossings and vehicles with safe turning and sight lines.

The standards: bus stops



What is a rain garden?



Rain gardens are designed to filter out pollutants from streets and sidewalks and then allow the cool fresh water to be used by street trees or drain toward salmon streams - either in the ground or via a storm pipe if the soil is impermeable

Image adapted from San Mateo County; "Sustainable Green Streets and Parking Lots Design Guidebook"; 2009 January