Placemaking Strategies

Navigating Urban Spaces

January, 3 2024

WALK SAFE SAN JOSÉ
Pedestrian Safety Plan

VISION ZERO SAN JOSÉ

Table of Contents

Background & Overview

What is Walk Safe San José?

A **pedestrian safety plan** to encourage more walking, transit, and emerging mobility in the four council districts encircling downtown (Districts 3, 5, 6 and 7).

- **2020 Vision Zero Action Plan** - identifies these districts as experiencing the most traffic fatalities and severe injuries in the city, especially for pedestrians.

Project deliverables:

1. Inclusive outreach (CalWalks)
2. 30% quick build street designs in focus areas
3. **Placemaking strategies** to be used citywide

WSSJ will support goals in:

- VTA's Access to Transit Plan
- Caltrans D4 Pedestrian Master Plan
- City of San José's 2040 General Plan
- City of San José's Climate Smart Plan
- City of San José's Access and Mobility Plan

Project Vision

People in San José's inner neighborhoods help decide where and how to make investments that lead to ***safe, comfortable, and appealing walks*** *to the places they live, work, play, and learn.*

Task 2.7 - Placemaking Strategies

Building on the success of others (and learning from common pitfalls!) is an effective way to identify potential strategies for Walk Safe San José. Convene work groups to research and discuss potential strategies to improve the safety and overall experience of people in three topic areas:

1. Accessing transit (Nelson\Nygaard)
2. Signal infrastructure for crossing city streets (Fehr & Peers)
3. **Navigating urban spaces** (Metta Urban Design)

Research Overview:

Navigating urban spaces

4 Literature Reviews: Researched potential strategies for the following subtopics (a. to d.)

1. Improve walking conditions in challenging places
    a. Improve pedestrian walking space next to construction sites
    b. Improve walking conditions under Caltrans elevated freeways and at on and off ramps
2. Develop placemaking strategies for public and private spaces
    c. Channel pedestrians to signalized crosswalks through public and private space
    d. Identify key cultural destinations and develop pedestrian placemaking strategies, including strategies for public and private partnership

3 Peer Community Interviews: Gained ideas and strategies that respond to challenges

- *Seattle Department of Transportation* - walking space next to construction sites (10/2/2023): https://vimeo.com/870483587/e87cf5f489?share=copy
- *San Jose Department of Planning, Building and Code Enforcement* - walking space next to construction sites & walking conditions under freeways (10/2/2023): https://vimeo.com/870483198/e43c983424?share=copy
- *Oakland Department of Transportation* - public and private space walking strategies (10/4/2023): https://vimeo.com/871578697/b86d3ceb13?share=copy

Engagement Overview:

Navigating urban spaces

3 Stakeholder Meetings: Explored and discussed potential strategies

- Topic 1: Improve walking conditions in challenging places meeting (8/9/2023): https://vimeo.com/853143010/ce313704fc?share=copy
- Topic 2: Develop placemaking strategies for public and private spaces meeting (8/17/2023): https://vimeo.com/855504887/acae8baedf?share=copy
- Draft Placemaking Strategies: Navigating urban spaces joint group meeting (12/7/2023): https://vimeo.com/892404941/33b004cf2d?share=copy

1 Stakeholder Survey: Informed and supplemented draft strategies

- Reviewed best practices across topics and answered questions (11/14/2023 - 11/29/2023)

Document Overview

This document provides a comprehensive review of the Navigating Urban Spaces topic for the Walk Safe San Jose project. The document is organized by the following subtopics:

a. Improve pedestrian walking space next to **construction sites**
b. Improve walking conditions **under Caltrans elevated freeways** and at on and off ramps
c. Channel pedestrians to signalized crosswalks through public and private space
d. Identify key cultural destinations and develop **pedestrian placemaking strategies**, including strategies for public and private partnership

1. Improve pedestrian walking space next to construction sites

Goal: **Improve pedestrian walking space next to construction sites**

1. **Research** pedestrian walking space provisions next to construction sites in **peer communities**
2. Identify strategies and implement **improved walking conditions next to construction sites** in San Jose
3. **Convene work groups** to research and discuss potential strategies to improve the safety and overall experience of people.
    a. Ideas and strategies were brainstormed by stakeholders during the 8/9 meeting
    b. Draft strategies were vetted by stakeholders through the 11/14 survey and the 12/7 meeting

Callout Boxes:
- Display survey results
- Identify new strategies from the final stakeholder meeting

Strategies

1.1. Prioritize pedestrians along construction sites. Ensure overall comfort, safety, and ADA compliance for pedestrians of all abilities.

Survey Responses
Effective Strategy - 2/5 votes

Difficult to Implement - 0/5 votes

a. Maintain a continuous path made of durable materials. Ensure pathway surface materials are firm, stable, free draining, and slip-resistant.
b. Ensure walkways are no more than 2% slope.
c. Provide 5-foot wide areas at 200-foot intervals to allow room for passing.
d. Establish a flat path, clear of debris
e. Install temporary lighting, traffic control devices, guardrails, temporary curb ramps, and overhead protection system (over the pathway), where needed.
f. Install audible message devices prior to construction sites to provide information for pedestrians with visual disabilities and detectable surfaces/truncated domes for visually impaired pedestrians.
g. Reduce vehicular speed limits around the construction site temporarily.

Survey Responses
Effective Strategy - 3/5 votes

Difficult to Implement - 0/5 votes

1.2. Require signage around construction areas.

a. Ensure signage is installed before construction begins and include start and stop dates and times of construction.
b. Show where construction is occurring and provides alternate routes.
c. Provide warning signs before the detour occurs.
d. Incorporate reflective text and colors, and ensure text and colors are ADA compliant.

Survey Responses
Effective Strategy - 5/5 votes

Difficult to Implement - 0/5 votes

1.3. Standardize details for a temporary traffic control and safety plan, incorporating measures for both bikes and pedestrians.

a. Review the plan as part of the permitting process.
b. Include design standards for common construction site detour scenarios. Include drawings that illustrate where to locate detours and how pedestrians and bicycles will navigate the construction site.*
c. Include details on material and sign standards.
d. Require temporary art installations at construction sites, such as decorated construction fencing.**

***Important Strategy** identified during final stakeholder meeting
****New Strategy** from final stakeholder engagement

Strategies

1.4. Establish a system that penalizes construction site owners when their temporary measures do not comply with City standards.

Survey Responses
Effective Strategy - 1/5 votes

Difficult to Implement - 2/5 votes

a. Ensure detours and rerouting paths are constructed and maintained to City standards.
b. Coordinate with planning staff to determine what levels of accessibility must be provided during construction and what happens when the site does not meet minimum requirements.
c. Establish a way for people to report compliance issues, such as a 311 number, and clearly provide methods for people to report violations on construction signage.
d. Pull construction permits if site is not comply complying with City standards.**
e. Conduct swift inspections and educate inspectors on what to look for when non-compliance occurs.**

Survey Responses
Effective Strategy - 2/5 votes
Difficult to Implement - 1/5 votes

1.5. Ensure pathways around construction sites are clear of materials and debris.

a. Establish locations where materials can be delivered and stored.
b. Establish parking locations for construction workers that do not impeded pedestrian circulation around the site.

Survey Responses
Effective Strategy - 1/5 votes
Difficult to Implement - 2/5 votes

1.6. Establish standard hours of construction and minimum time limits for when a sidewalk or bike lane can be impeded.

***Important Strategy** identified during final stakeholder meeting
****New Strategy** from final stakeholder engagement

Case Studies

1. **Seattle, WA***
2. **Oakland, CA***
3. **San Jose, CA**
4. **Chicago, IL****
5. **Minnesota****

* Includes interview findings

**Case study added based on 8/9 meeting discussion

Source: Seattle Bike Blog

CASE STUDY:

Seattle, Washington

Seattle Bike Blog Recommendations (Seattle, WA)

A walkway should never be closed for construction projects.

Require construction projects that spill onto the sidewalk to provide an **alternative route.**

SEATTLE BIKE BLOG

https://www.seattlebikeblog.com/2014/11/18/sidewalks-should-never-be-closed-for-construction-projects/

Sidewalks should never be 'closed' for construction projects

By Tom Fucoloro | Posted November 18, 2014

A familiar scene on Seattle Streets. Image from Google Street View.

Everyone who spends any time walking around Seattle knows what it's like. You're walking down the sidewalk when you see the familiar dreaded sign in front of one of the many construction projects around town: Sidewalk Closed.

Seattle Bike Blog Recommendations (Seattle, WA)

Priority lane closures to accommodate walkways
Source: Seattle Bike Blog

When closing right of way, prioritize:

BIKE LANE > EXTRA TRAVEL LANE > PARKING LANE

Director's Rule: Pedestrian Mobility in and around work zones (Seattle, WA)

Intent of Rule:

- Emphasizes **closure of a sidewalk as a last resort** when pedestrian safety hazards can't be mitigated
- Establishes **clear standards for safe pedestrian access around construction sites and work zones**
- Stipulates how to implement access
- **Limit duration of any closure** to the hours and days necessary to complete the work

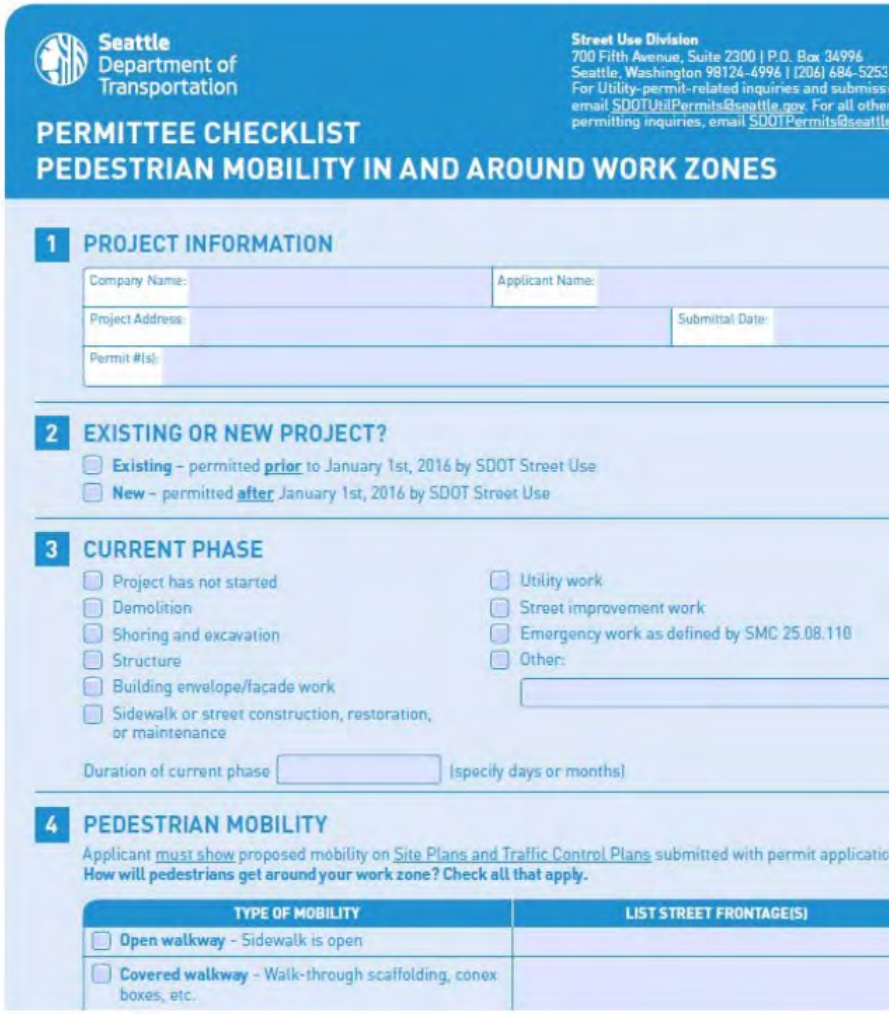
Director's Rule: Pedestrian Mobility in and around work zones (Seattle, WA)

"Pedestrians are the priority. Preferred access for pedestrians means protecting the existing walkway – closure is a last resort."

- Criteria and standards for closing sidewalks
- Alternative routes must be ADA compliant
- All permit applications must fill out Pedestrian Mobility section

Timeline:

- 2015 - New Director's Rule
- 2016 - Updated
- 2018/2019 - Increased incentives & disincentives



Seattle Department of Transportation

Street Use Division
700 Fifth Avenue, Suite 2300 | P.O. Box 34996
Seattle, Washington 98124-4996 | (206) 684-5253
For Utility-permit-related inquiries and submiss
email SDOTUtilPermits@seattle.gov. For all othe
permitting inquiries, email SDOTPermits@seattle

PERMITTEE CHECKLIST
PEDESTRIAN MOBILITY IN AND AROUND WORK ZONES

1 PROJECT INFORMATION

Company Name: | Applicant Name:
Project Address: | Submittal Date:
Permit #(s):

2 EXISTING OR NEW PROJECT?

- Existing – permitted prior to January 1st, 2016 by SDOT Street Use
- New – permitted after January 1st, 2016 by SDOT Street Use

3 CURRENT PHASE

- Project has not started
- Demolition
- Shoring and excavation
- Structure
- Building envelope/façade work
- Sidewalk or street construction, restoration, or maintenance
- Utility work
- Street improvement work
- Emergency work as defined by SMC 25.08.110
- Other:

Duration of current phase (specify days or months)

4 PEDESTRIAN MOBILITY

Applicant must show proposed mobility on Site Plans and Traffic Control Plans submitted with permit applicatio
How will pedestrians get around your work zone? Check all that apply.

TYPE OF MOBILITY	LIST STREET FRONTAGE(S)
Open walkway - Sidewalk is open	
Covered walkway - Walk-through scaffolding, conex boxes, etc.	

Seattle DOT Interview
What We Heard

Key Takeaways

- More people walking during the construction boom led to:
  - Political pressure to make sure pedestrians can get around with comfort, safely
  - Create a consistent experience for pedestrians, e.g., if you are visually impaired you know how to navigate construction sites
- Create a Traffic Control Manual, ensure language is specific to community goals, e.g., pedestrian heavy areas require extra provisions
- Include “cleaning up” standards, especially after-hours, and penalize when sites do not comply
  - City will pull construction permits if site does not comply; works well because time costs developers money
  - Swift inspections when a complaint is received
- Educate inspectors on what to look for when non-compliance occurs
- Adding additional measures such as flashing beacons have helped people better navigate the spaces
- Permits go through a Street Use Inspector
  - Inspects plans and ensures the construction project accommodates pedestrians
- Permit review, street use, and enforcement have grown substantially in recent years

Meeting Information

- **Topic:** Improve pedestrian walking space next to construction sites
- **Date:** October 2, 2023
- **Interviewees:**
  - Elizabeth Sheldon
  - Ethan Jackson
- **Question Prompts for Discussion:**
  - Describe effective temporary strategies that prioritize pedestrians in construction zones, e.g.; one-way street that prioritizes bike and ped travel; maintaining ped-centric places
  - How do you enforce or report sidewalk detours/diversions?
  - How do you respond to permitting and compliance issues? E.g.; how are projects inspected; public complaints; keeping inspectors in the loop with construction changes.
  - Can you provide examples and/or tactics of how to make developers responsible for cleaning up the site during and after construction?
  - Can you describe how high pedestrian areas are designated (e.g., Oakland uses near BART stations) and/or if you consider using Vision Zero related criteria (e.g., high ped injury areas)?

CASE STUDY:

Oakland, California

Oakland, CA

“Sidewalk detours are not acceptable in downtown Oakland, nor in areas where significant pedestrian activity occurs, such as near BART stations and in neighborhood commercial areas.”

- *City of Oakland, Supplemental design guidance: Accommodating pedestrians, cyclists, and bus facilities in construction zones*, January 2017

Oakland, CA

- **Temporary Traffic Control Plan (TCP)**
  - Approved by DOT
  - Required for projects that block a sidewalk, bicycle lane, vehicle travel lane, or bus stop
- All temporary paths must be **ADA-compliant**

DISTRIBUTION DATE: January 6, 2017

City of Oakland

MEMORANDUM

TO: Department of Transportation; Planning & Building Department; Transportation & Engineering Consultants

FROM: Wlad Wlassowsky, Acting Assistant Director

SUBJECT: Supplemental design guidance: Accommodating pedestrians, bicyclists, and bus facilities in construction zones

DATE: January 6, 2017

Every reasonable effort should be made to avoid and minimize construction impacts on pedestrian, bicycle, and bus facilities in Oakland.

This memorandum provides engineering and design guidance on temporary traffic control measures used to accommodate pedestrians, bicyclists, and bus facilities through construction zones in Oakland. The guidance supplements the guidance in Chapter 6 of the California Manual on Traffic Control Devices (MUTCD), which specifies that bicyclists and pedestrians must be safely accommodated through construction zones. This supplemental guidance specifies when and where pedestrian, bicycle, and bus facilities may be relocated, detoured, modified, and closed in Oakland. This guidance applies to all sidewalks and all roads on which bicyclists are legally allowed to travel, including designated bikeways. The guidance applies to any entity ("construction sponsor") performing construction work in the public right-of-way, including utility companies, private land use development, and the City of Oakland.

Any construction sponsor submitting for an excavation/obstruction permit to the City of Oakland that will result in the blockage of a sidewalk, bicycle lane, vehicle travel lane, bus stop, or other public bicycle or pedestrian path must submit a Temporary Traffic Control Plan (TCP) to DOT for review and approval. The guidance in this document is intended to direct the development of construction sponsor's TCP.

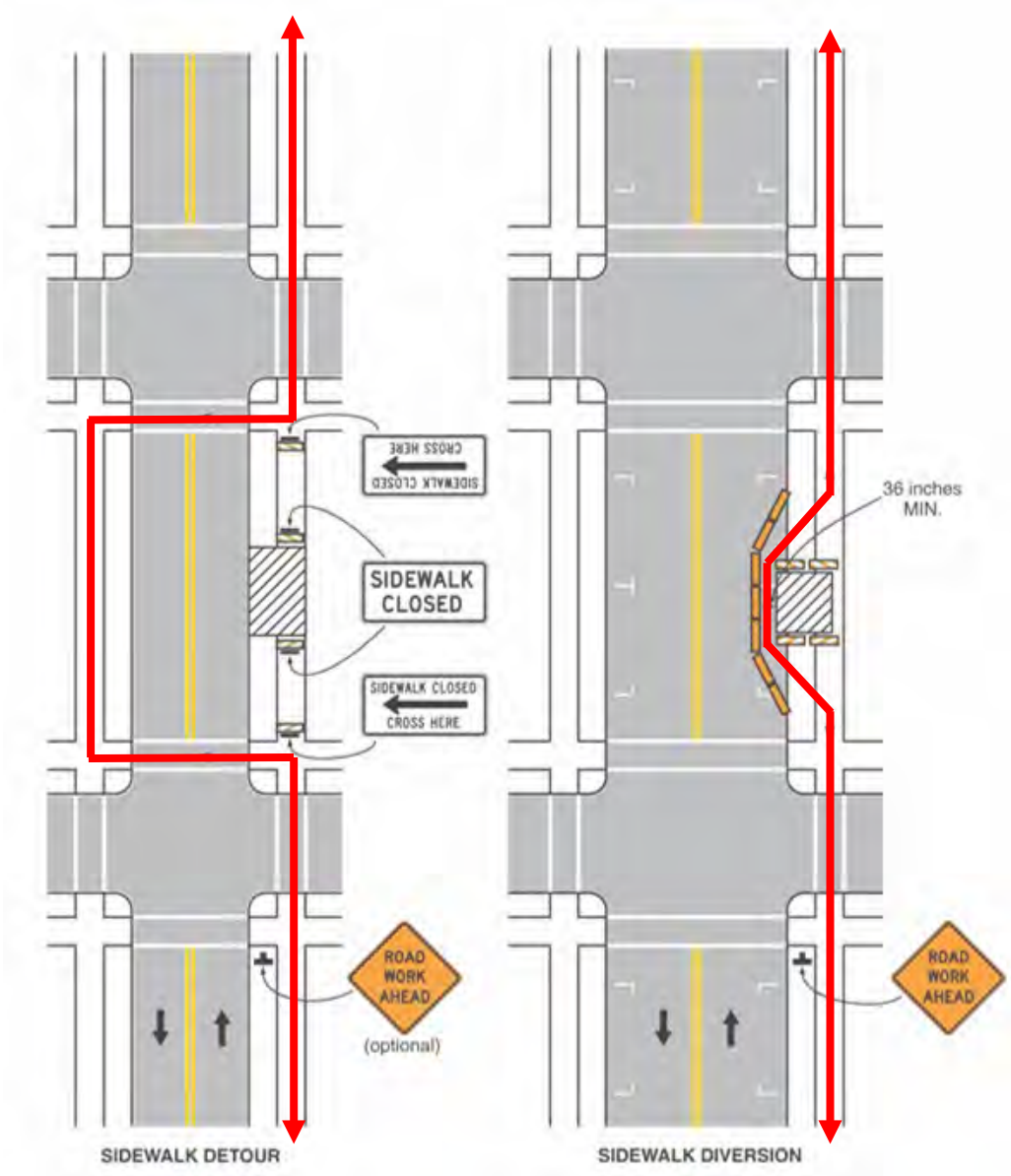
Table 1: Reasonable Accommodation for Pedestrians

Treatment[1]	Construction Project Location[2]		
	Downtown & within 0.25 miles of a BART Station	Neighborhood commercial areas and major transit corridors	All other areas

Detour or Diversion

Sidewalk Detour: an alternative pedestrian route on the opposite side of the street from the sidewalk closure, starting at nearest crosswalk

Sidewalk Diversion: temporary, protected pedestrian route adjacent to the sidewalk in a parking lane, travel lane, or bicycle lane



Sidewalk Detour or Diversion Diagram
Source: Manual on Uniform Traffic Control Devices (MUTCD)

Oakland, CA

Treatment	Construction Project Location		
	Downtown & within 0.25 miles of a BART Station	**Neighborhood Commercial Areas & Major Transit Corridors**	**All other areas**
Sidewalk diversion	Acceptable[1]	Acceptable	Acceptable
Sidewalk detour	x	x	Acceptable
Max duration of temporary sidewalk detour	4 hours Flagger required throughout duration of closure	24 hours Flagger required throughout duration of closure	One week Flagger required during peak traffic hours only

1. For all: Acceptable only if TCP is deemed sufficient and approved

Oakland DOT Interview
What We Heard

Key Takeaways

- Process considerations: to get an encroachment permit you first need a traffic control plan
- Examples of Dupire improvements needed before permits are issued include:
  - Prioritizing mobility including cars, bicycles and pedestrians
  - Creating adequate diversions such as barricades when sidewalk is obstructed
  - Requiring developers put up 15 MPH speed limit traffic signs
- When contractors block a continuous bicycle lane or sidewalk they are fined and notified; enforcing this is working well
- The 311 system is used for compliance issues and inspectors follow through, checking the issue at hand

Meeting Information

- **Topic:** Improve pedestrian walking space next to construction sites
- **Date:** October 4, 2023
- **Interviewees:**
  - Jason Cook
  - Acacia Dupierre
  - Patrick Phelan
- **Question Prompts for Discussion:**
  - Describe effective temporary strategies that prioritize pedestrians in construction zones, e.g.; one-way street that prioritizes bike and ped travel; maintaining ped-centric places
  - How do you enforce or report sidewalk detours/diversions?
  - How do you respond to permitting and compliance issues? E.g.; how are projects inspected; public complaints; keeping inspectors in the loop with construction changes.
  - Can you provide examples and/or tactics of how to make developers responsible for cleaning up the site during and after construction?
  - Can you describe how you designated high pedestrian areas (i.e., BART stations) and/or if you would consider using Vision Zero related criteria (e.g., high ped injury areas)?

CASE STUDY:

San Jose, California

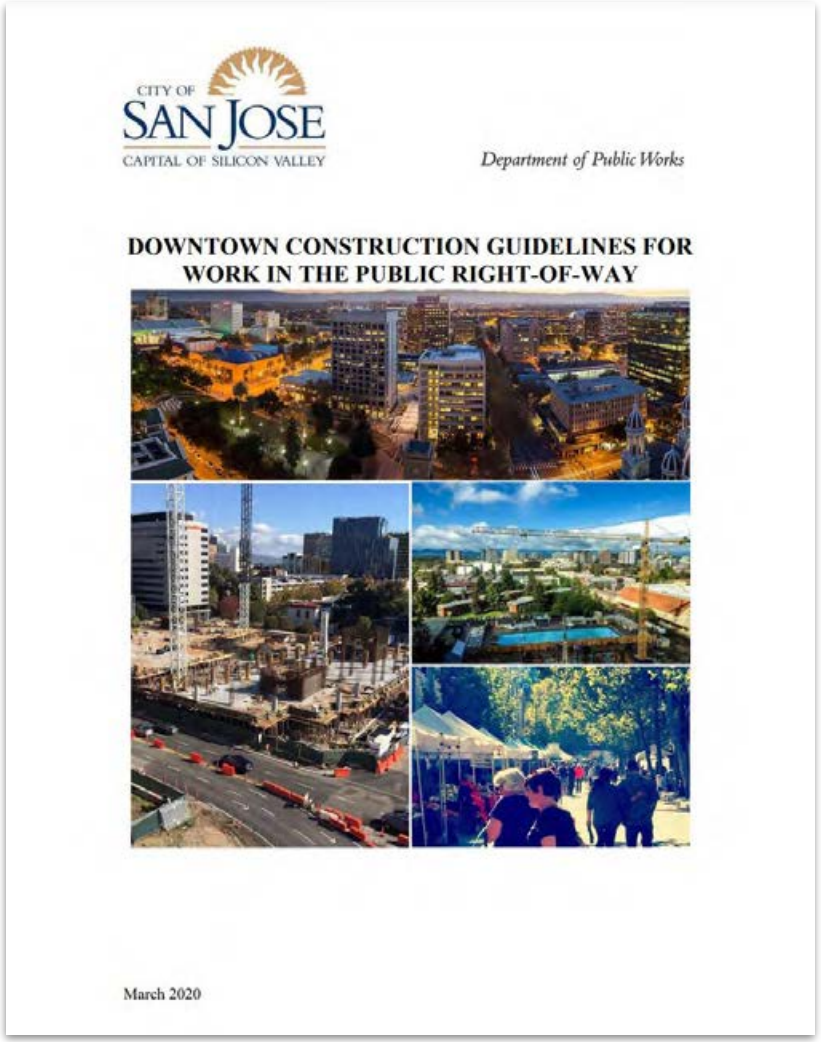
Downtown Construction Guidelines (San Jose, CA)

Provides basic principles for the design and use of traffic control devices in public right-of-way

Table 1. Permits by project type

Permit	Project Type: Small Private Development	Large Private Development	Capital Improvement	Utility Company	Interagency	Issued By
Public Street Improvement	○	●				DPW
Private Utility (Joint Trench)	○	●		○		DPW
Revocable Encroachment	○	●				DPW
Sewer Lateral	○					DPW
Utility				●		DPW
Interagency					●	DPW
Driveway	○					DPW
Haul Route		●				DOT
Tow Away	○	●	○			DOT
Street Tree	○	●				DOT
Downtown Lane Closure	○	●	○	○	○	DOT
VTA Construction Access	○	○	○	○	○	VTA
VTA Restricted Access	○	○	○	○	○	VTA
Caltrans Encroachment	○	○	○	○	○	Caltrans
UPRR Right-of-Entry	○	○	○	○	○	UPRR
Caltrain Right-of Entry	○	○	○	○	○	Caltrain

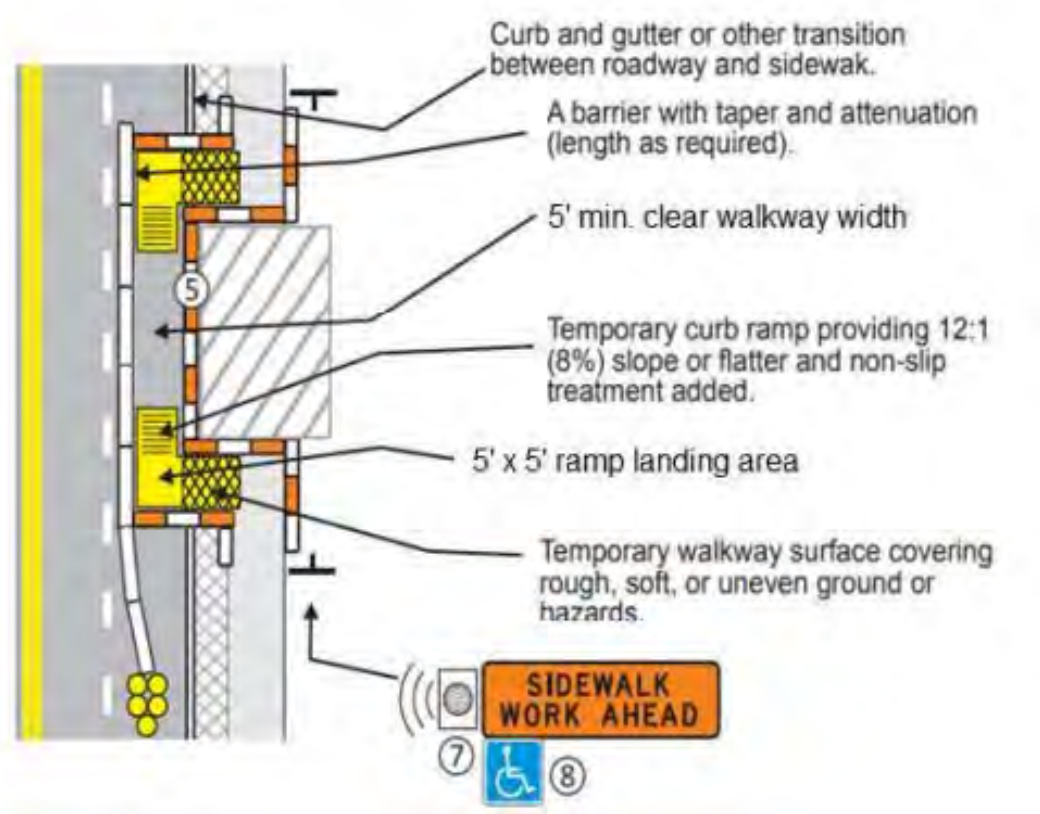
● Typically Required ○ May be required



Downtown Construction Guidelines (San Jose, CA)

Provides detailed construction **requirements for pedestrians**

- Downtown Sidewalk Standards
- Crosswalks and Street Crossings
- Covered Walkway Standards
- Street and Pedestrian Lighting

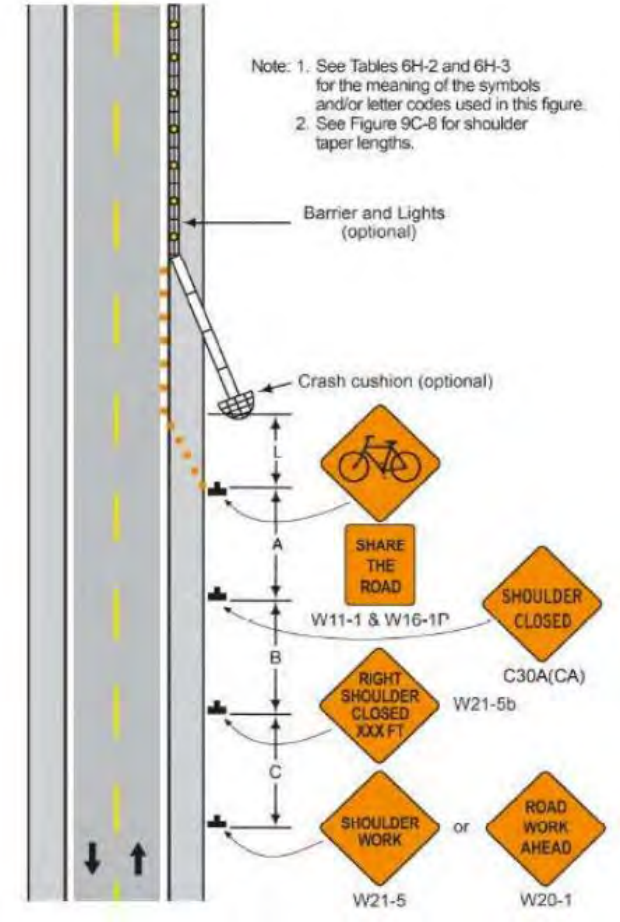


Downtown Construction Guidelines (San Jose, CA)

Provides detailed construction **requirements for bicycle and motorist safety**

- Downtown Bike Lane Standards
- Parking and shoulder lanes
- Streets and lanes

How are these guidelines working? Any ideas for improvement?



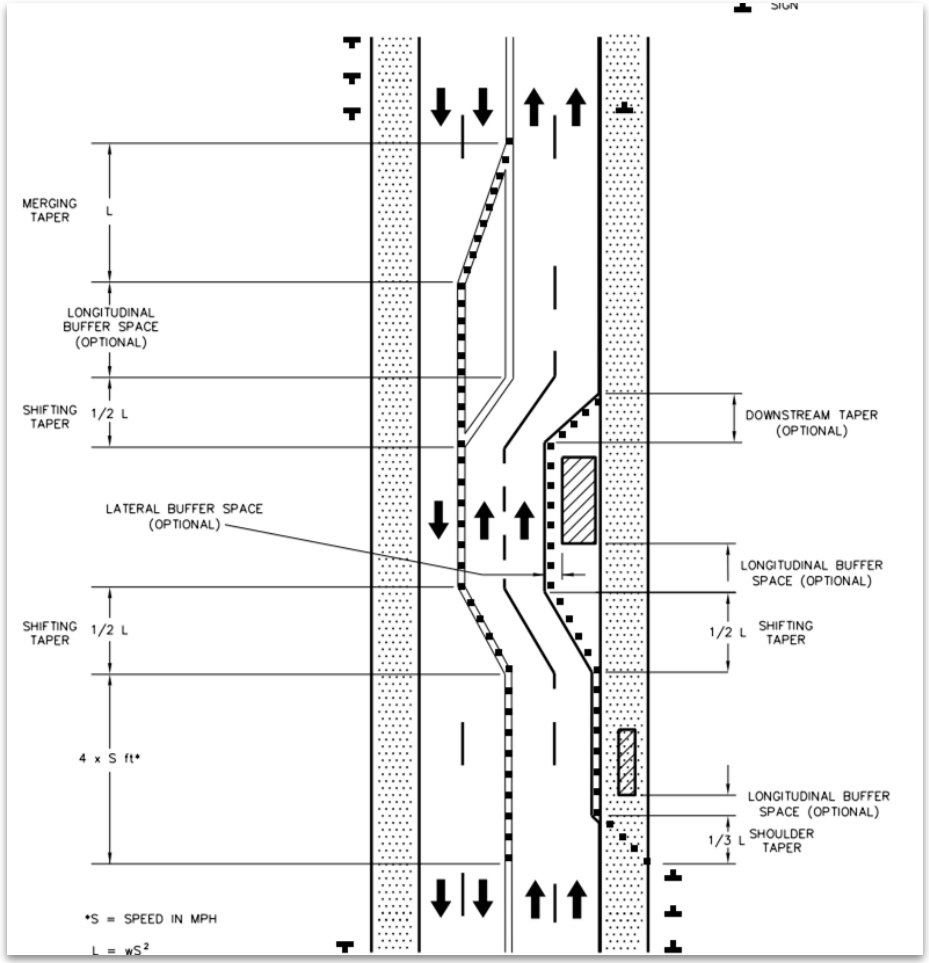
CASE STUDY:

Chicago, Illinois

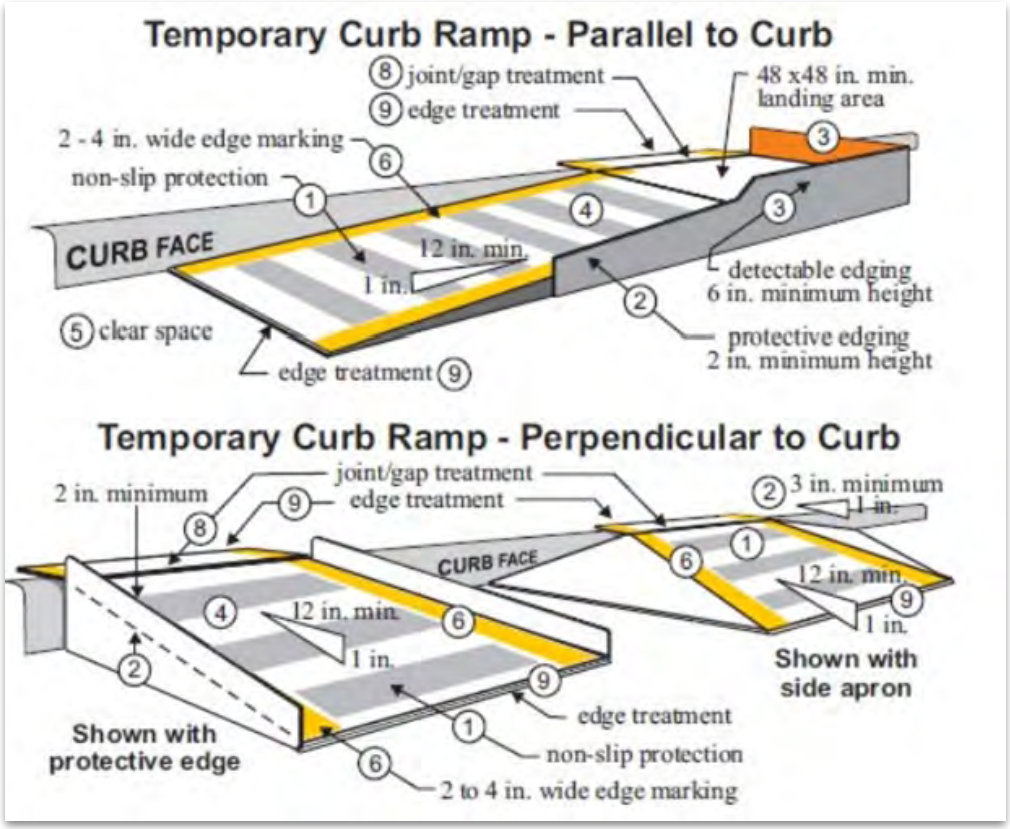
Chicago Updates Public Way Construction Regulations (Chicago, IL)

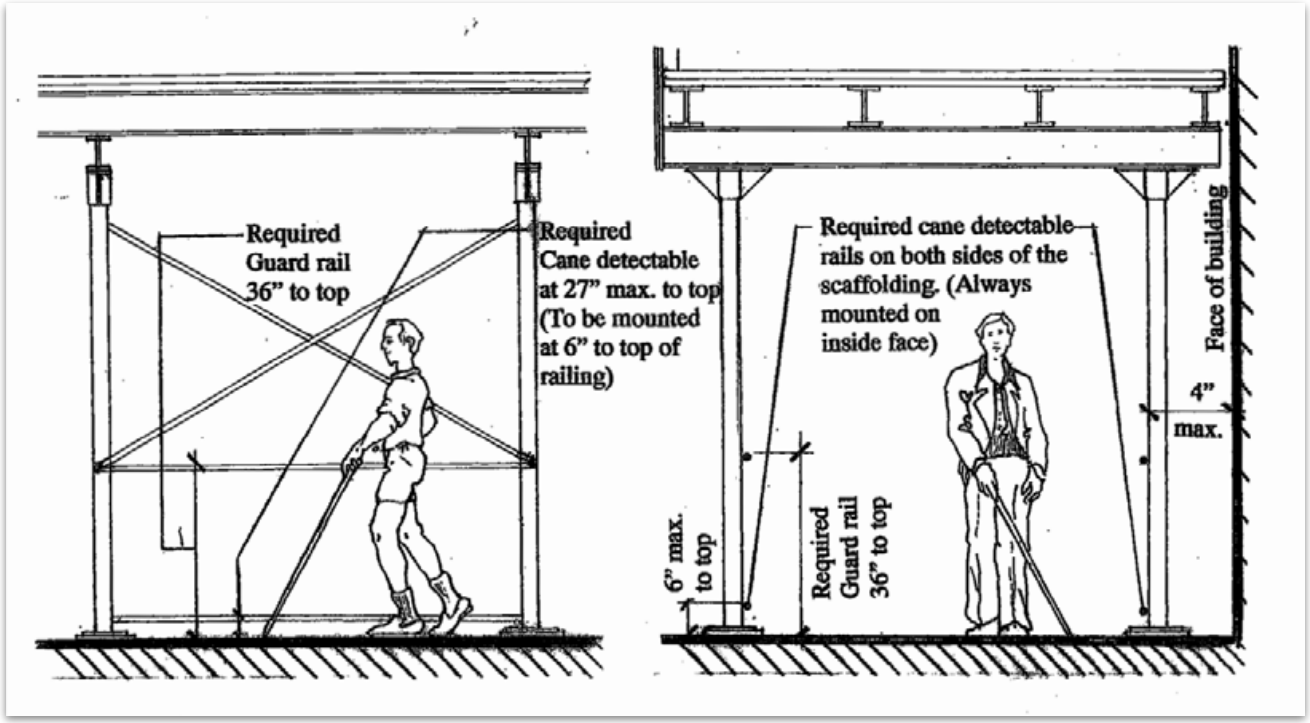
Intent of Updates:

- Emphasizes **ADA accessibility**
- Prioritizes **safe and convenient accommodations for people walking** and riding a bike through the work zone
- Mandates Safety Control Plan before issuing permits
- **Penalizes site owners** when they do not comply
- Ensures clean work site day and night through inspections
- Issues incentives if construction completed early



Chicago Updates Public Way Construction Regulations (Chicago, IL)





CASE STUDY:

Minnesota

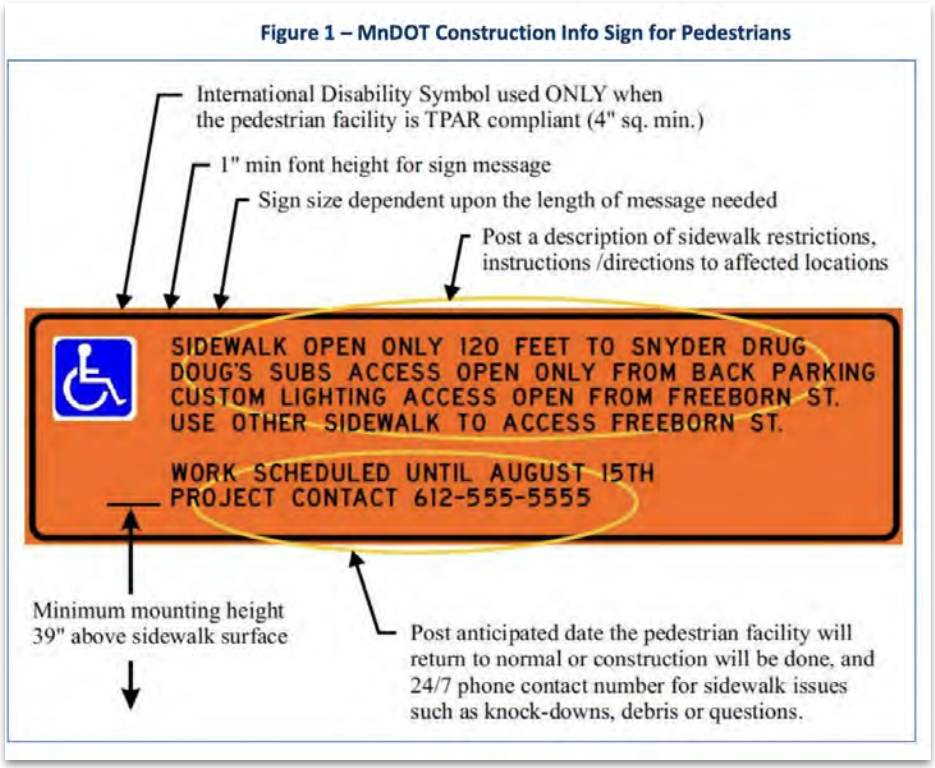
Minnesota Pedestrian Accommodations Through Work Zone Design Guidelines (Minnesota DOT)

"Providing adequate temporary pedestrian facilities is just the right thing to do"

- Provides temporary solutions for all accessibility impairments
  - Truncated domes
  - Temporary lighting
  - Overhead protection
- Requires a Transportation Management Plan

Minnesota DOT

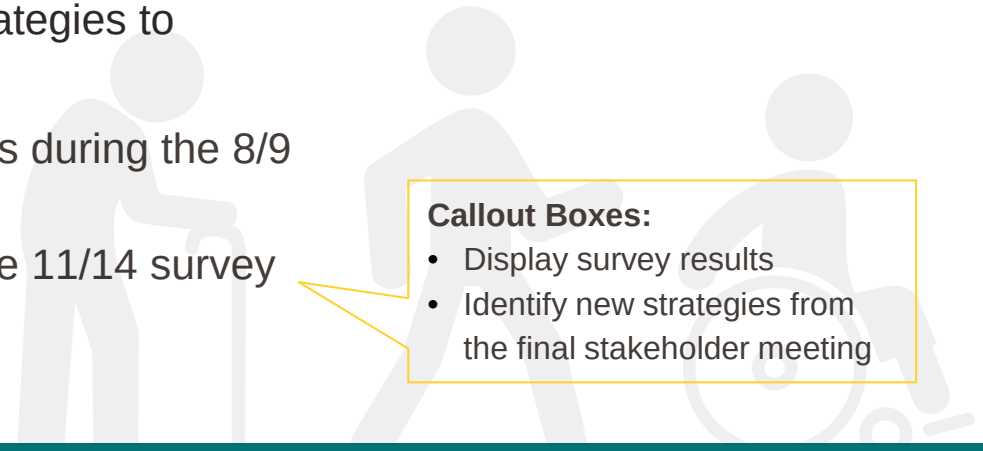
- Requires detailed signage before and during construction



2. Improve walking conditions under Caltrans elevated freeways and at on and off ramps

Goal: **Improve walking conditions under and over Caltrans freeways and at on and off ramps**

1. Identity strategies to improve walking conditions **under Caltrans elevated freeways and overpasses**
2. **Identify and categorize potential locations for improvement** by analyzing Tier 1 Priority intersections identified in the Caltrans D4 Pedestrian Master Plan
3. **Convene work groups** to research and discuss potential strategies to improve the safety and overall experience of people.
    - Ideas and strategies were brainstormed by stakeholders during the 8/9 meeting
    - Draft strategies were vetted by stakeholders through the 11/14 survey and the 12/7 meeting



Callout Boxes:
- Display survey results
- Identify new strategies from the final stakeholder meeting

Strategies

Survey Responses
Effective Strategy - 3/5 votes
Difficult to Implement - 2/5 votes

2.1. Coordinate with Caltrans on public improvement projects and develop a joint strategy to improve walking conditions in challenging areas.

Survey Responses
Effective Strategy - 1/5 votes

Difficult to Implement - 5/5 votes

a. Example locations include: crossings under freeways; crossings at on and off ramps; walkways along overpasses and bridges; areas where railroads (Union Pacific, light rail, Caltrain) intersect other rights-of-way.
b. Develop a funding strategy tied to Caltrans and San Jose policies.**
c. Implement "quick build" solutions to immediately improve walking conditions rather than waiting for large infrastructure projects.**

2.2. Establish design solutions to create functional and safe walking improvements.

a. Consider adjacent land use, density, pedestrian and bike counts, and crash data when proposing improvements.
b. Provide adequate lighting.
c. Incorporate sidewalks and crosswalks that are ADA accessible.
d. Increase width of sidewalks where pedestrian activity is high.
e. Establish immediate and long-term solutions.**

***Important Strategy** identified during final stakeholder meeting
****New Strategy** from final stakeholder engagement

Strategies

Survey Responses
Effective Strategy - 1/5 votes
Difficult to Implement - 1/5 votes

2.3. Activate spaces to make it more attractive for users through pilot projects and/or permanent design solutions.

Survey Responses
Effective Strategy - 3/5 votes

Difficult to Implement - 2/5 votes

a. Provide enhanced lighting installations (static, interactive, colorful, etc.) and site furnishings, such as seating, tables, and trash receptacles.
b. Incorporate art features (murals, immersive, interactive, digital, auditory, etc.) and landscaping and rain gardens.
c. Provide space for programmed events (food trucks, farmers markets, cultural attractions/events, spaces for yoga classes, etc.).*
d. Develop linear parks with places for seating and picnicking
e. Incorporate walking paths or trails, install work out equipment and sports courts (basketball, bocce, table tennis, etc.).
f. Develop dog parks, skate or bike parks, or other areas with a dedicated set of users who will take ownership of the space.
g. Buffer sidewalks with parking, small scale flea markets and other uses.

2.4. Engage the community to develop concepts, programs, and culturally appropriate ideas that will be used by the surrounding community.

a. Work with partners such as non-profits, community groups, and neighborhood associations to help design and maintain these spaces.

***Important Strategy** identified during final stakeholder meeting
****New Strategy** from final stakeholder engagement

Case Studies

1. **Interview Findings**
   a. Oakland, CA
2. **Light Installations**
   a. Washington DC
   b. Chicago, IL
   c. San Jose, CA
3. **Parks & Programmatic (events, classes)**
   a. San Francisco, CA
   b. San Diego, CA
   c. Boston, MA
   d. Melbourne, Australia*
   e. Denver, CO*
3. **Linear Parks / Trails**
   a. San Francisco, CA
   b. San Diego, CA
   c. Boston, MA
4. **Skate and Bike Parks**
   a. Miami, FL
   b. Houston, TX
   c. Mumbai, India*
   d. Birmingham, AL*
5. **Utility & Retail**
   a. Zaanstad, Netherlands
   b. Mexico City, Mexico
   c. Chicago, IL*

*Case study added based on 8/9 meeting discussion

CASE STUDY:

Oakland DOT Interview

Oakland DOT Interview
What We Heard

Key Takeaways

- Caltrans has tightened their regulations and limit what can happen under freeways
- Use history as the primary purpose for physically reconnecting neighborhoods now separated by highways
- Seek fun design solutions that truly bring communities together
- Helpful to tie in whole street/corridor to make a bigger impact for the community
- Anti-policies, e.g., hostile architecture, has led to projects that are meant to discourage lingering, but results in spaces that allow people to stay (unhoused population) and dissuade pedestrians from walking through them
    - Explore what it looks like to work with encampment programs

Meeting Information

- **Topic:** Improve walking conditions under Caltrans elevated freeways and at on and off ramps
- **Date:** October 4, 2023
- **Interviewees:**
    - Jason Cook
    - Acacia Dupierre
    - Patrick Phelan
- **Question Prompts for Discussion:**
    - What strategies is your community implementing to improve walking conditions at or near Caltrans intersections? E.g.; crossings/under-freeway areas; crossing at on and off ramps; walkways that go over highways; overlap with rail ROWs (Union Pacific, light rail, Caltrain).
    - Do you have specific strategies to create safer places and minimize crime? E.g.; more eyes on the street; fast-moving cars getting on/off the highway; more lighting; sensitivity towards unhoused people.

CASE STUDY:

Light Installations

M Street Underpass Art Park
Washington, D.C.

- **Installed under elevated rail tracks** at Union Station
- Dark industrial underpasses **transformed to active and safer experiences** using public art

Source: Sam Kittner via NoMa Parks

Source: Washingtonian

The Wabash Lights
Chicago, IL

- Installed in 2015
- Full block of **programmable LEDs under passenger train tracks**
- Integration of **art, technology, and civic engagement**
- Increased **economic development** in area

Source: The Wabash Lights

Sensing YOU, Santa Clara St & 87
San Jose, CA

- Part of Illuminating Downtown Project (IDP)
- Light treatment under highway triggered by bikes/peds

We heard that people go out of their way to use this underpass connection!

Source: Google Maps

Source: City of San Jose

CASE STUDY:

Parks

Progress Park
San Francisco, CA

- Caltrans freeway **on/off ramp transformed to a park**
- Result of neighborhood lobbying
- **No official funding** or maintenance from the city

Source: Green Benefit District

Chicano Park
San Diego, CA

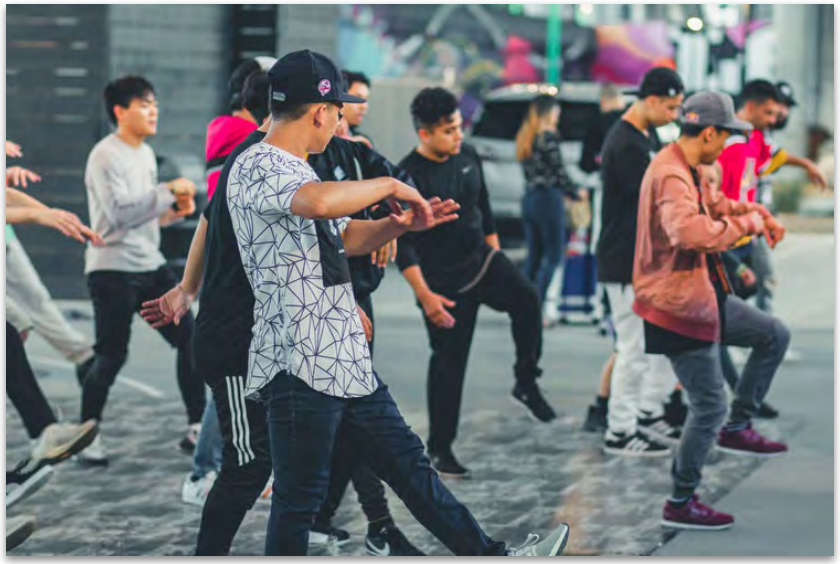
- Largest concentration of **Chicano murals** in the world
  - 100 paintings across 7 acres
- Also includes **sculptures, gardens, picnic tables, and playgrounds**
- Hosts festivals, such as Chicano Park Day

Source: Visit San Diego

Source: The New York Times

Underground at Ink Block
Boston, MA

- 8-acre underpass transformed to an **urban park and cultural attraction** with parking
- **Programmable space** with street art, dog park, retail, food and beverage



Source: Underground Ink Block

Sky-rail Community Nodes
Melbourne, Australia

- **Shared path network** under new rail line
- Created a **vibrant and highly identifiable place** through paint and activation

Source: March Studio

Sun Valley Rising Viaduct Night Market
Denver, CO

- A space under a highway that **connects diverse neighborhoods** that were historically connected
- **Programmable space with performances**, local food and vendors, gathering and play space, beer garden, pop up furniture, lighting and murals

Source: March Studio

CASE STUDY:

Linear Parks / Multimodal Trails

The Underline
Miami, FL

- Multimodal urban trail across 10 miles and 120 acres
- Includes **ped and bike paths, intersection improvements, lighting, wayfinding, and recreational features**

Source: Sam Oberter via The Underline

Source: Robin Hill via The Underline

Sabine Promenade
Houston, TX

- **23-acre linear park** along Buffalo Bayou with hike and bike trails
- **Stormwater management + recreation**

Source: The Cultural Landscape Foundation

Source: Architecture Boston

One Green Mile
Mumbai, India

- Connected walkway in previously derelict space under freeway
- Includes **greenery, art, lighting, seating, and recreational features**

Source: The Architects Diary

Birmingham Better Block
Birmingham, AL

- Temporary complete street activation (**pop-ups with asphalt art**)
  - Plans to make permanent infrastructure improvements
- Activated empty parking lots with pop-up markets to display what a **two-sided retail main street** would look like

Source: team Better Block

CASE STUDY:

Skate/Bike Parks

I-5 Colonnade Bike Park
Seattle, WA

- Built in 2004 as a result of **local riders lobbying** with local officials and the DOT
- Criticism includes: dust collection, **pushing out the unhoused population**, decline in use

Source: Free Association Design

Source: Ralph Underwood via Singletracks

Burnside Park
Portland, OR

- **World's first DIY skatepark**
- Built in 1990, later sanctioned by the city
- Run entirely on **donations and volunteers**; no city funding

Source: Wikipedia

CASE STUDY:

Utility & Retail

A8erna
Koog aan de Zaan, Zaanstad, Netherlands

- **Grocery store** built under an overpass
- Connects both sides of town while activating the space under the road

Source: Architonic

Bajo Puentes
Mexico City, Mexico

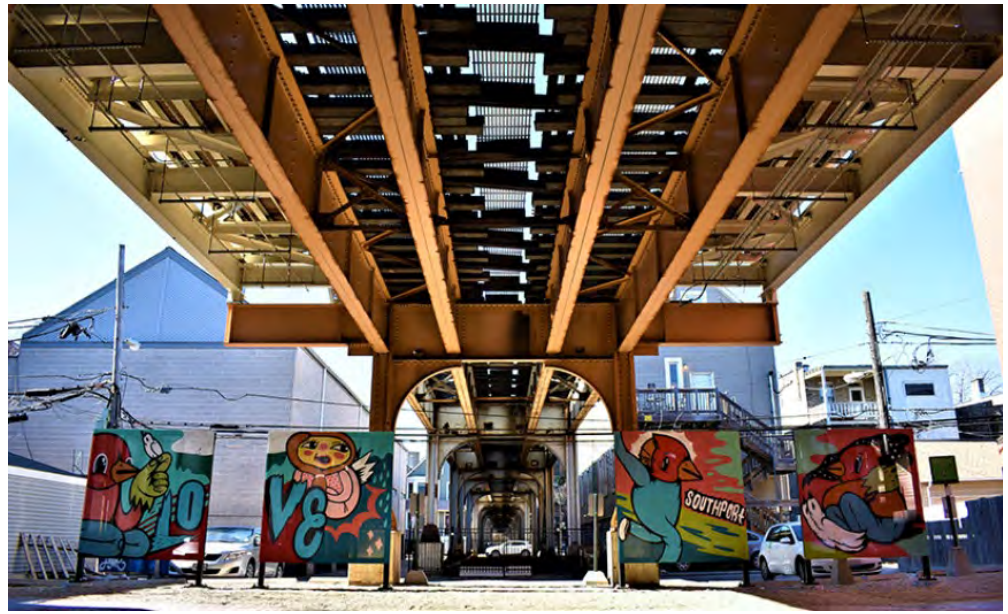
- Development program that offers **discounts to developers to maintain and lease spaces under highways** to businesses
- Must include space for public use and parking

Source: Milenio

Source: Triple Bottom Line Hub

Lakeview Low-Line
Chicago, IL

- **Reinvestment and connections to mass transit** under elevated rail tracks
- Former maintenance path transformed **providing safe access, public art, seating and rentable "cafe cubbies"** for vendors



Source: Port Urbanism

POTENTIAL LOCATIONS:

San José

Underpasses, Overpasses and Interchanges

Potential Improvement Area:
I-280 & US-87 Interchange

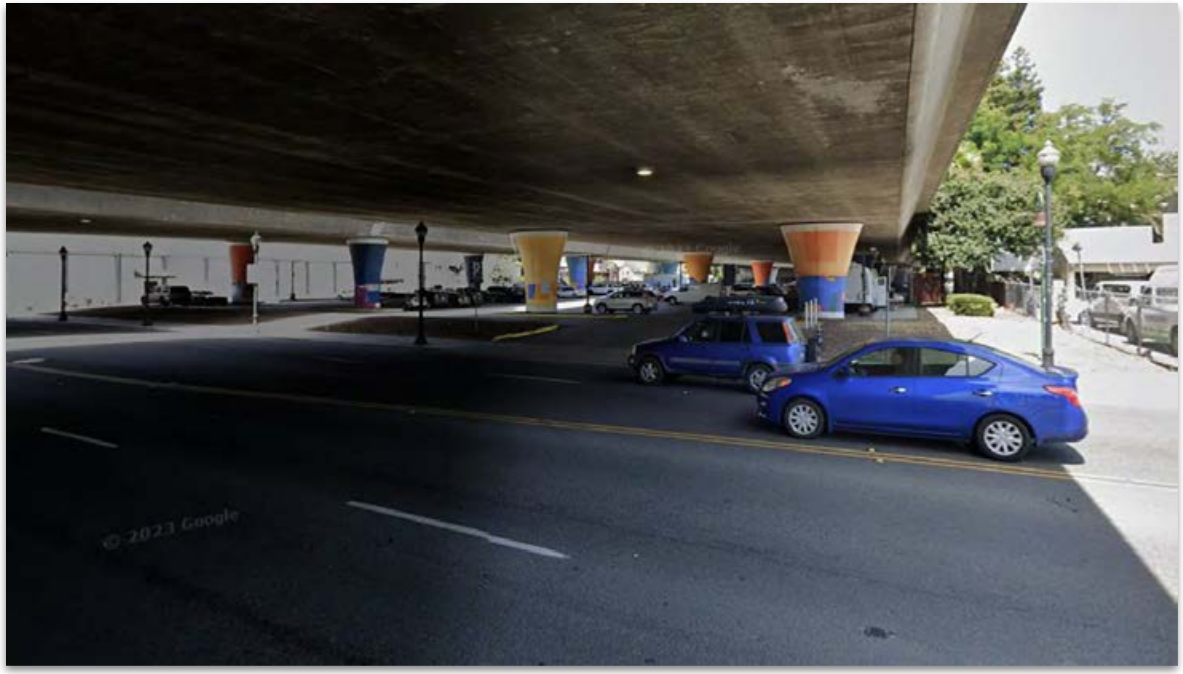
- Located near downtown
- Currently used as parking lots, multi-use trails, encampment for unhoused individuals

Northeast corner of 280 & 87 interchange
Source: Google Maps

Southeast corner of 280 & 87 interchange
Source: Google Maps

Potential Improvement Area:
I-280 & First St. Overpass

- Located near downtown
- Currently used as a parking lot
- Otherwise dark and uninviting



Source: Google Maps

Source: Google Maps

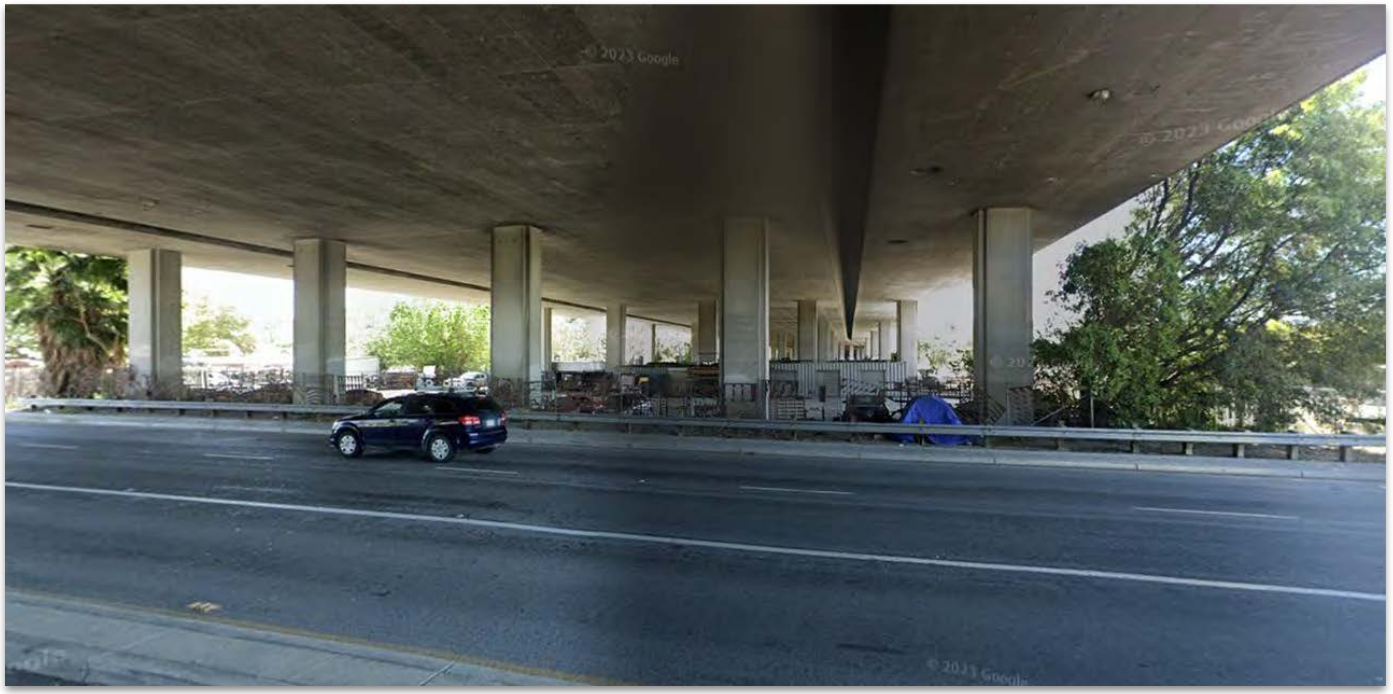
Potential Improvement Area:
Other I-280 Overpasses

- Dark, small underpass with bike lanes and sidewalks

I-280 & McLaughlin Ave Overpass
Source: Google Maps

Potential Improvement Area:
US-87 & Coleman Ave. Underpass

- Adjacent to Guadalupe River Park and trails
- Currently used for parking and storage



Parking/storage area under the highway
Source: Google Maps

Potential Improvement Area:
101 & Story Rd. Overpass

- In general, not many crossings for pedestrians across 101
- Long stretch of road connecting neighborhoods and industrial areas

Overpass aerial
Source: Google Maps

Overpass
Source: Google Maps

Overpass and interchange
Source: Google Maps

Potential Improvement Area:
101 & E. Taylor St. Overpass

- Currently single traffic lanes with no shoulders and barricades
- Barricaded shoulder allows for potential pedestrian improvements
- Nearby neighborhoods and activity centers

Overpass
Source: Google Maps

Overpass and interchange
Source: Google Maps

Improvement Areas: Tier 1 Priority intersections

(Identified in the Caltrans D4 Pedestrian Master Plan)

Prioritized Freeway Crossings
Source: NN Engineering Existing Conditions Memo

3. Channel pedestrians safely and comfortably through public and private space

Goal: **Develop placemaking strategies that channel pedestrians to signalized crosswalks**

1. Research and summarize lessons learned from cities that **incentivize pedestrian oriented development.**
2. Explore planning and zoning tools to promote pedestrian oriented development and to **improve pedestrian activity on large sites**, especially in terms of **accessibility and safety.**
    a. Infill within Existing Sites
    b. Future Planned Developments
3. **Convene work groups** to research and discuss potential strategies to improve the safety and overall experience of people.
    a. Ideas and strategies were brainstormed by stakeholders during the 8/17 meeting
    b. Draft strategies were vetted by stakeholders through the 11/14 survey and the 12/7 meeting

Callout Boxes:
- Display survey results
- Identify new strategies from the final stakeholder meeting

Strategies

3.1. Increase coordination between the Department of Transportation and the Department of Planning, Building, and Code Enforcement to align goals and implementation strategies.

Survey Responses
Effective Strategy - 1/3 votes

Difficult to Implement - 0/3 votes

a. Review and revise Transportation Demand Management (TDM) to ensure implementation of walk safe goals.
b. Establish quarterly meetings to review work programs, plans, and TDM strategies.*
c. Identify key team members and assign leaders for each meeting.

Survey Responses
Effective Strategy - 3/3 votes
Difficult to Implement - 2/3 votes

3.2. Require and/or incentivize infill development along major intersections to channel pedestrians to safe crossing locations.

a. Develop design standards that prioritize pedestrians in high activity areas and along high injury corridors.
b. Expand the application of pedestrian oriented zoning.
c. Consider creating incentives for public amenities or publicly accessible spaces such as height or density bonuses, reduced setbacks, or parking reductions; or, require these amenities and pedestrian oriented design as part of TDM requirements.*
d. Include design considerations for pedestrian oriented design, building placement, and walkways through private property into Urban Village plans.
e. Engage business and/or property owners to determine feasible development solutions.**

***Important Strategy** identified during final stakeholder meeting
****New Strategy** from final stakeholder engagement

Case Studies

1. **Pedestrian Oriented Development**
   a. San Jose, CA*
2. **Zoning Incentives**
   a. New York City, NY
   b. Denver, CO

* Includes interview findings

Source: Cherry Creek Design Standards and Guidelines

CASE STUDIES:

Pedestrian Oriented Development

- ***Retrofit existing developments***
- ***Strategies for new developments***

Background

San José Vision Zero "Near Miss" heat map shows ***potentially severe crash locations far from marked crosswalks.***

Pedestrian paths through and around privately controlled properties are limited or lacking*, especially through surface parking lots that typically surround strip malls.* ***Pathways often do not align with pedestrian desire lines or to safe street crossings.***

How can these situations be safer for pedestrians?

What tools and strategies are available to compel private developments to improve pedestrian routes and safer crossings?

Strategy:

Retrofit existing car-oriented developments.

Commercial Corridor Placetype illustration from Far NE Area Plan, Denver, CO

Strategy:

Retrofit existing car-oriented developments.

Require or incentivize infill construction along the street and within large surface parking lots.

Commercial Corridor Placetype illustration from Far NE Area Plan, Denver, CO

Strategy:

Retrofit existing car-oriented developments.

Require or incentivize infill construction along the street and within large surface parking lots.

Commercial Corridor Placetype illustration from Far NE Area Plan, Denver, CO

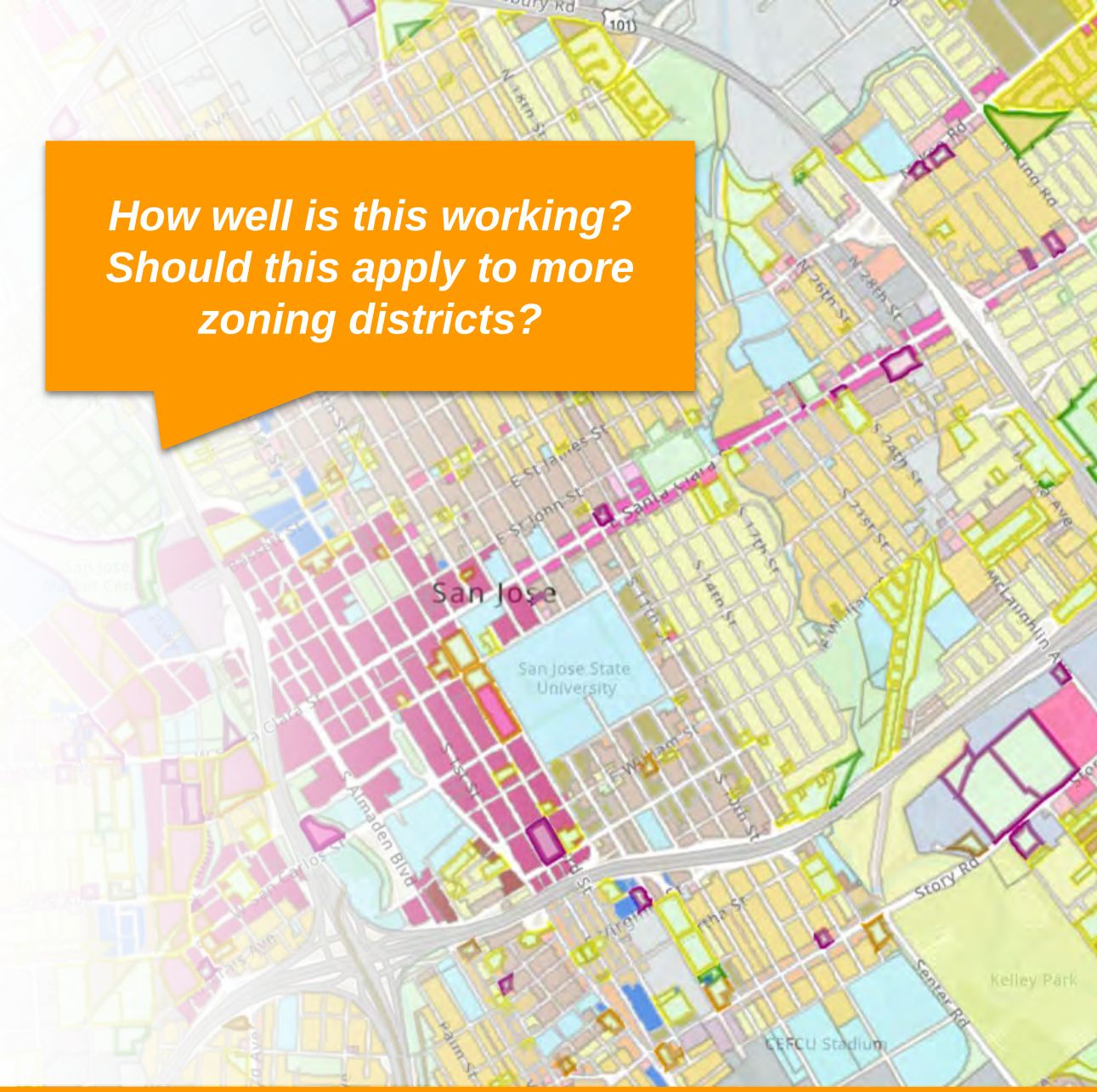
San José's Zoning

20.75 - Pedestrian Oriented Districts.

The pedestrian oriented zoning districts are intended to ***foster urban development that encourages pedestrian movements and supports transit, cycling and other alternatives to vehicular travel*** *through:*

1. *Design standards that place building mass at the street front and emphasize pedestrian connections while minimizing vehicular/pedestrian conflicts; and*
2. *Land use regulations that provide a critical intensity and mix of uses.*

How well is this working? Should this apply to more zoning districts?



San Jose PBCE Interview
What We Heard

Key Takeaways

- Tools the City uses for pedestrian focused design include:
  - Pedestrian oriented zoning districts
  - Urban Villages, secondary to the municipal code, are customizable plans with policies for specific areas - 40 or so plans in different areas throughout the city
  - Citywide design guidelines - guidelines work well downtown, but not citywide; standards would be preferred as they are more enforceable
- PBCE uses DOT master plan comprised of network plans for development decisions, e.g., if developer needs to add in bike lane improvements they are aligned with DOT's plans
- When wanting to funnel pedestrians to the corners of new development consider policies that promote the following:
  - Orient buildings in a certain way
  - Provide internal corridor passages to key intersections
  - E.g., intersection of Story and King has a cut through
- Identify Equity Areas not developing and tie into Vision Zero
  - See the Transit Analysis Handbook and review TDM's points system

Meeting Information

- **Topic:** Pedestrian oriented development
- **Date:** October 2, 2023
- **Interviewees:**
  - John Tu
- **Question Prompts for Discussion:**
  - Describe successes and challenges of the City's pedestrian oriented zoning and urban villages
  - Describe some effective strategies in non-downtown locations, e.g., paths from door to crosswalk in a big box/large-scale parking lot
  - Provide regulatory ideas and incentives for developers to implement plans and strategies

CASE STUDIES:

Zoning Incentives

Zoning for Accessibility (New York City, NY)

- Citywide Zoning Amendment (October, 2021)
- Joint effort between the Metropolitan Transportation Authority and the Department of City Planning
- Will allow the MTA to work more efficiently with private developers to help achieve system wide accessibility much more quickly

Source: NYC Planning

Zoning for Accessibility (New York City, NY)

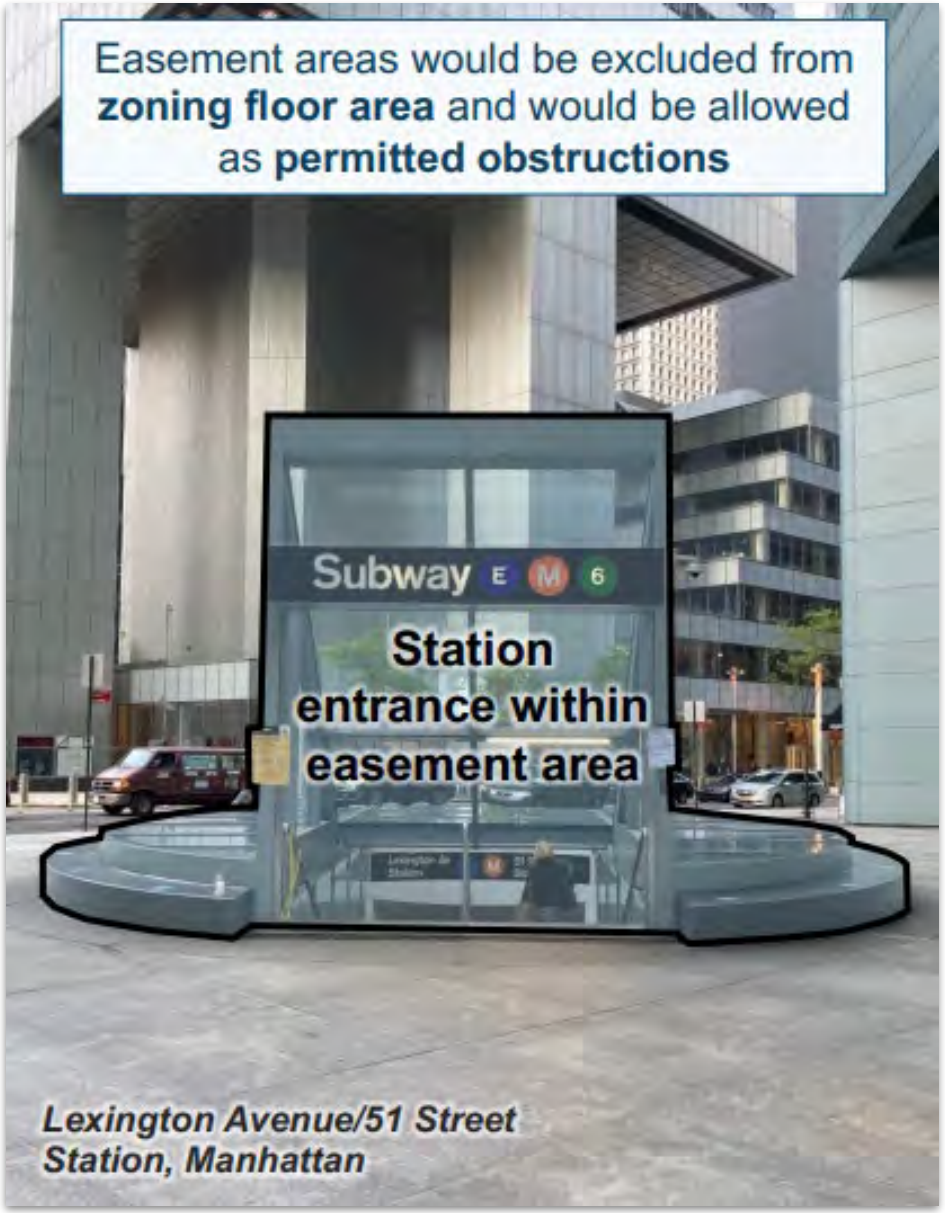
- Came from a need for **more ADA-accessible stations**
- **Complications** with adding elevators to existing stations
- Developers required to work with MTA to **provide easements** in/around new buildings

Source: NYC Planning

Zoning for Accessibility (New York City, NY)

Forms of zoning relief in exchange for access easements:

1. **Floor Area and Open Space -** increase maximum lot coverage
2. **Height and Setback** - increase maximum heights by 10-20’
3. **Parking** - reduced by 15 parking spaces (or waiver for small lots)
4. **Ground Floor Uses** - greater flexibility



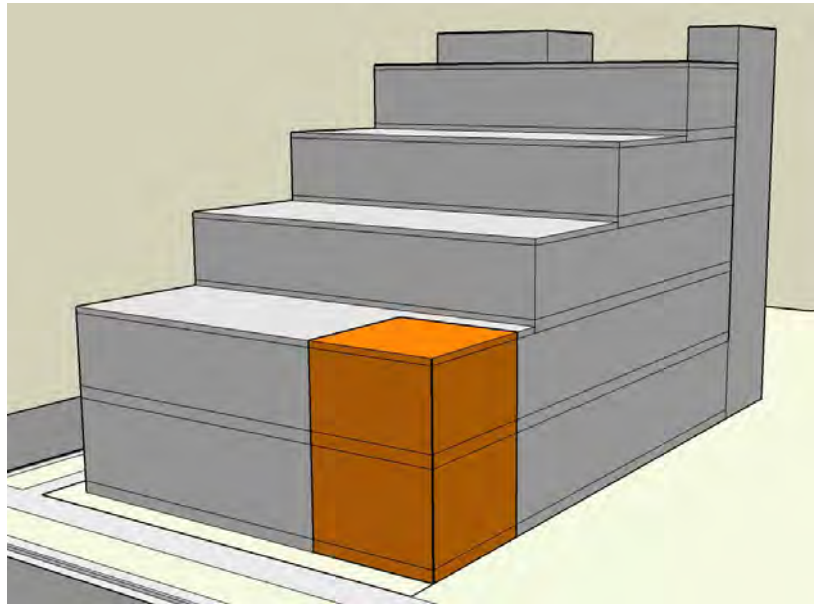
Source: NYC Planning

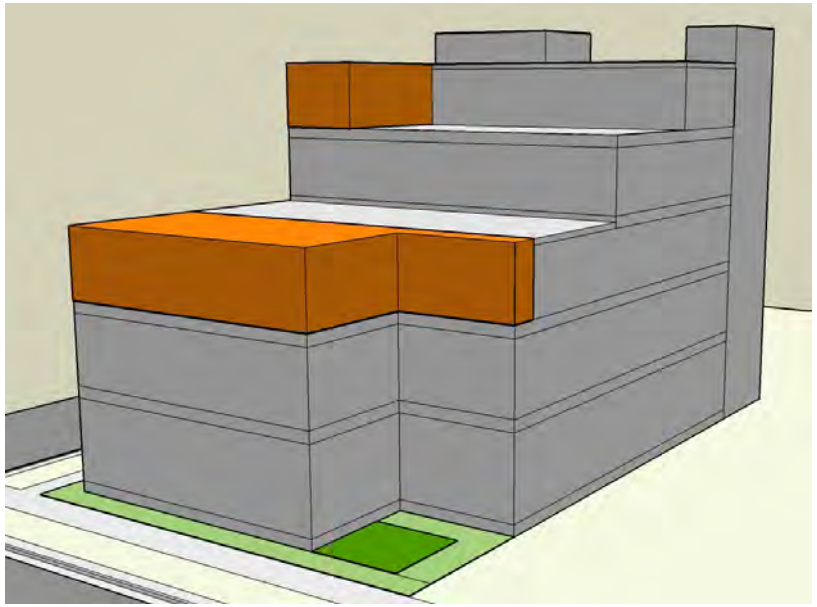
Cherry Creek North (Denver, CO)

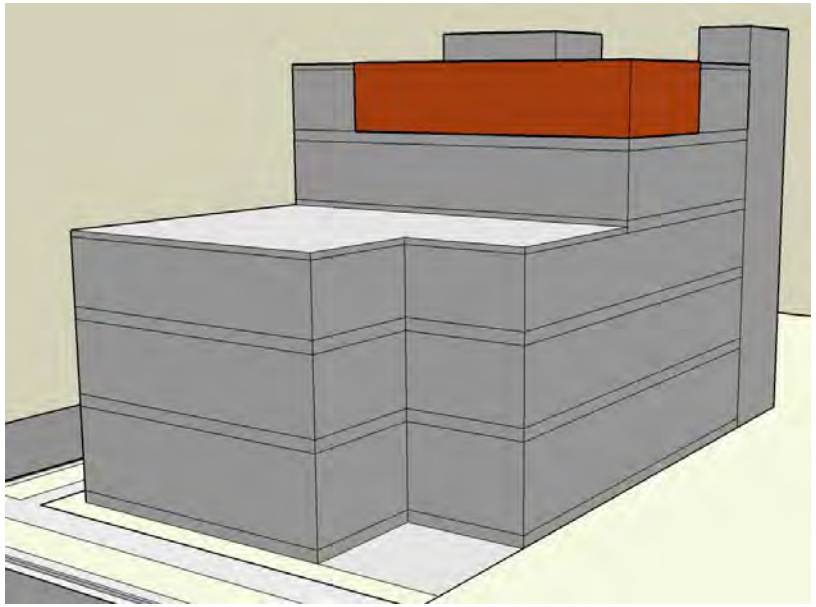
Cherry Creek is a vibrant, pedestrian-oriented destination with a strong district brand and high volumes of pedestrian activity.

Cherry Creek North Open Space Incentives (Denver, CO)

- Zoning incentivizes “publicly accessible, private open space” through building form standards.
- Open Space Building Form provides an increase in density for developers providing open space (either plaza or expanded sidewalk)
- Strong real estate market, limited development area, and detailed market study.







Cherry Creek North Open Space Incentives (Denver, CO)

Building form standards (build-to, bulk plane, street level activation) regulated per zoning; Design Guidelines provide guidance for design of open space, furnishings, materials, etc.

CHERRY CREEK OPEN SPACE

	HEIGHT	C-CCN-3	C-CCN-4	C-CCN-5	C-CCN-7	C-CCN-8	C-CCN-12
	Stories (max)	3	4	5	7	8	12
	Feet (max)	45′	57′	70′	96′	110′	150′
	3rd Avenue CCN Bulk Plane Applies (see Article 13, Division 13.1)	Yes	Yes	Yes	Yes	Yes	Yes
	Height Exceptions	See Section 7.3.7.1					
	SITING	**C-CCN-3**	**C-CCN-4**	**C-CCN-5**	**C-CCN-7**	**C-CCN-8**	**C-CCN-12**
	REQUIRED BUILD-TO						
A	Primary Street (% within min/max)	70% 5′/15′	70% 5′/15′	70% 5′/15′	70% 5′/15′	70% 5′/15′	70% 5′/15′
	SETBACKS						
	Primary Street (min)	5′	5′	5′	5′	5′	5′
	Side Interior (min)	0′	0′	0′	0′	0′	0′
B	Side Interior, adjacent to Protected District (min)	10′	10′	10′	10′	10′	10′
	Rear, alley and no alley (min)	0′	0′	0′	0′	0′	0′
	Rear, adjacent to Protected District, alley/no alley (min)	0′/10′	0′/10′	0′/10′	0′/10′	0′/10′	0′/10′
	Setback Exceptions and Encroachments	See Sections 7.3.7.3 and 7.3.7.4					
	PARKING						
C	Surface Parking between building and Primary Street	Not Allowed					
D	Surface Parking Screening Required	See Article 10, Division 10.5					
	Vehicle Access	See Section 7.3.5.3					
	DESIGN ELEMENTS	**C-CCN-3**	**C-CCN-4**	**C-CCN-5**	**C-CCN-7**	**C-CCN-8**	**C-CCN-12**
	BUILDING CONFIGURATION						
E	Private Open Space (min)	15%	15%	15%	15%	15%	15%
F	Upper Story Setback Above 27′, adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)	20′/25′	20′/25′	20′/25′	20′/25′	20′/25′	20′/25′
G	Upper Story Setback Above 51′, adjacent to Protected District: Rear, alley/Rear, no alley and Side Interior (min)	na	35′/40′	35′/40′	35′/40′	35′/40′	35′/40′
	STREET LEVEL ACTIVATION						
H	Transparency, Primary Street (min)	60%					
I	Pedestrian Access, min 1 per building	Entrance					

4. Identify key cultural destinations and develop pedestrian placemaking strategies

Goal: **Identify key cultural destinations and develop pedestrian placemaking strategies**

1. Research and identify **pedestrian placemaking strategies**
    - Incorporate public space design such as murals, streets, urban art, and planters
    - Activate and humanize areas where people walk
2. Require more investment from **private businesses for placemaking strategies**
3. **Identify key cultural areas and districts** in San Jose
4. **Convene work groups** to research and discuss potential strategies to improve the safety and overall experience of people.
    - Ideas and strategies were brainstormed by stakeholders during the 8/17 meeting
    - Draft strategies were vetted by stakeholders through the 11/14 survey and the 12/7 meeting

Callout Boxes:
- Display survey results
- Identify new strategies from the final stakeholder meeting

Strategies

Survey Responses
Effective Strategy - 3/4 votes
Difficult to Implement - 2/4 votes

4.1. Reimagine parking lots, vacant lots, and rights-of-way.

a. Create activity areas for events, food, and interaction.
b. Install lighting, outdoor games and activities, fun seating areas such swinging benches or non-stationary spinning chairs, and exercise stations.
c. Include interactive technology – including partnerships with local technology companies to further the City's self-identification as the "Capital of Silicon Valley."
d. Create outdoor incubator spaces which can act as a public extensions of a classroom for workers, students, and communities to collaborate
e. Install pop-up kiosks that are made of high quality materials, operate 24/7 and have machines inside that make things like coffee or pizza
e. Expand parklets around city and allow use of parklets in right-of-way in other districts beyond downtown.
f. Consider developing parklets as active, flexible spaces with opportunities for dining, play for all ages, and with the ability to support pop-up events and community gatherings.
g. Institute a lower downtown speed zone in the downtown core and key pedestrian areas to support placemaking and limit fatal collisions.**
h. Implement multi directional crosswalks on key pedestrian intersections, better connecting people to public serving-amenities.**

***Important Strategy** identified during final stakeholder meeting
****New Strategy** from final stakeholder engagement

Strategies

Survey Responses
Effective Strategy - 1/4 votes
Difficult to Implement - 1/4 votes

4.2. Establish partnerships for placemaking opportunities.

Survey Responses
Effective Strategy - 2/4 votes

Difficult to Implement - 2/4 votes

a. **Collaborate with local and nearby business who would benefit from the additional foot traffic of these pop-ups/placemaking activities.***
b. Explore partnerships between the City and businesses with shared responsibility for installation and/or maintenance of improvements.
c. Collaborate with local nonprofits that advocate for pedestrian and bicycle safety, cultural destinations, public art, and urban green spaces.
d. Collaborate with local technology companies to showcase cutting-edge technology while providing a public benefit.
e. **Engage local communities to determine context specific placemaking opportunities.****

4.3. Create a unified branding scheme with similar colors, patterns, and traditions around popular areas and cultural districts.

a. **Create brands and/or logos that represent various San Jose neighborhoods, displayed in public spaces in various forms, e.g.; public art, identity signage, murals, banners and flags, and window stickers.***
b. **Develop unified citywide wayfinding signage (destinations, directions) for pedestrians.****
c. Unify street furniture and lighting schemes.
d. **Incorporate Unique public art that fits into branding scheme, is created by local artists, and expresses cultural appreciation.***
e. Incorporate a planting palette unique to the space that is memorable and attractive.
f. Install colorful crosswalks.
g. Invite other innovative ideas from the community—they always know best!
h. Install cultural, historical, and educational signage and plaques.

***Important Strategy** identified during final stakeholder meeting
****New Strategy** from final stakeholder engagement

Strategies

Survey Responses
Effective Strategy - 1/4 votes
Difficult to Implement - 1/4 votes

4.4. Create Business Improvement Districts (BID) in key districts to fund branding, placemaking, public-serving amenities, and programming.

Survey Responses
Effective Strategy - 1/4 votes

Difficult to Implement - 2/4 votes

a. Consider developing BIDs in the following cultural districts: Downtown; Mexican Heritage Plaza; Japantown; Little Portugal; Little Saigon / Vietnam Town; and Calle Willow.

4.5. Enhance existing transit stations by adding a mix of “pedestrian-oriented” amenities that appeal to more than just transit riders.

a. Install shade structures such as umbrellas, shade sails, or gazebos, and site furnishings such as lighting, benches, movable tables and chairs.
b. Increase landscaped areas and green infrastructure such as trees, shrubs, rain gardens, permeable surfaces.
c. Connect free and public wifi and incorporate innovative and digital technology in and around stations.
d. Install public art.*
e. Install signage and wayfinding.*
f. Add secure bike storage areas and incorporate shared mobility options/docking stations for bikes and scooters
g. Enhance crosswalks that connect the station.*

***Important Strategy** identified during final stakeholder meeting
****New Strategy** from final stakeholder engagement

Case Studies

1. **Districts and Planned Development**
   a. New York City, NY
   b. Seattle, WA
   c. San Francisco, CA
   d. San Jose, CA
   e. Denver, CO*
   f. Pittsburgh, PA*
2. **Parks and Open Space**
   a. New York City, NY
   b. Chicago, IL
   c. Toronto, Ontario
   d. Portland, OR
3. **Streets and Trails**
   a. New York City, NY
   b. London, United Kingdom
   c. Montreal, Quebec
   d. San Jose, CA
   e. Santa Monica, CA*
   f. London, United Kingdom*
   g. Cleveland, OH*
   h. Asphalt Art Initiative, multi-city*
4. **San José Cultural Areas & Districts**
   a. Downtown
   b. Mexican Heritage Plaza
   c. Japantown
   d. Little Portugal
   e. Little Saigon / Vietnam Town
   f. Calle Willow
   g. Santana Row
   h. Alum Rock Transit Center
   i. Santa Clara Station

*Case study added based on 8/17 meeting discussion

CASE STUDIES:

Districts and Planned Development

Brooklyn Tech Triangle (New York City, NY)

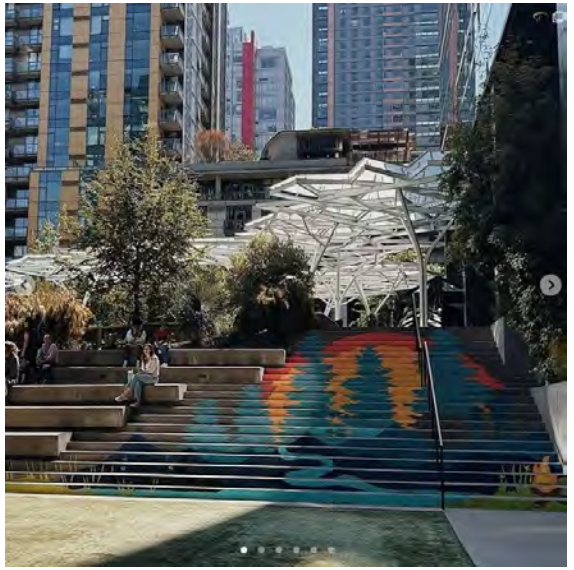
- Strategic Plan to combat increasing commercial vacancy rates in Brooklyn
- **Placemaking Strategies:**
  - Reimagining parks, plazas and dead space with activity areas for events, food, and interaction
  - Pop-up stores and cafés
  - Free and public Wi-Fi
  - Digital navigation touch-points
  - Lighting and streetscape projects
  - 21st century “trolley service”

Source: WXY Architects

South Lake Union (Seattle, WA)

- Industrial area conversion
- 340-acre neighborhood: parks, commercial and residential buildings, public transportation
- **Placemaking Strategies:**
  - Public art and murals
  - Events and pop-ups
  - Green infrastructure
  - Historical walking tour
  - Westlake streetcar

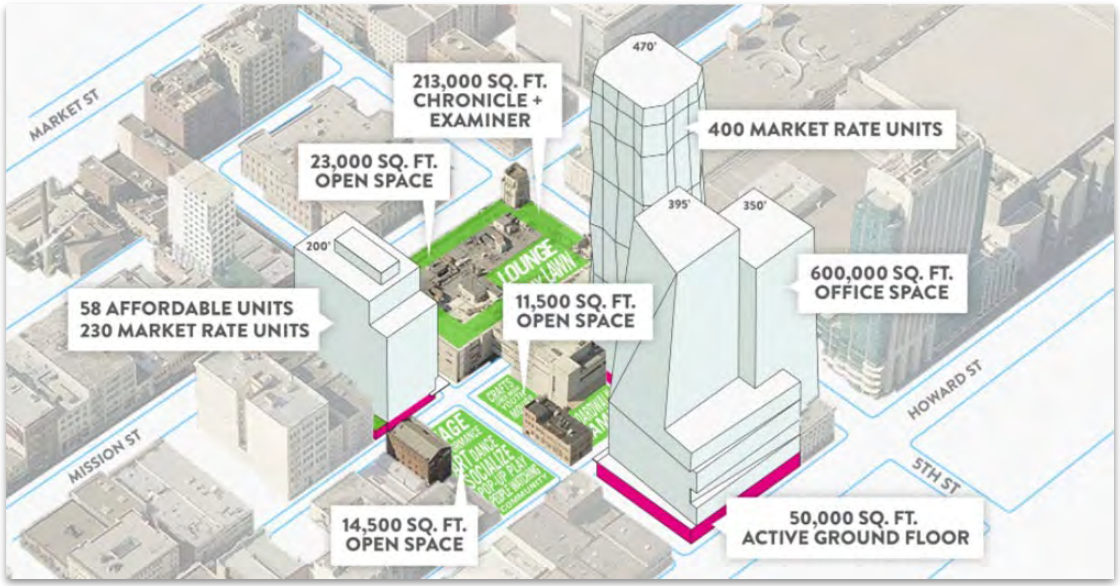
Source: Urban Land Institute



Source: Discover South Lake Union

5M Project (San Francisco, CA)

- Was: downtown offices and surface parking
- Becoming: residential (33% affordable), office, retail, cultural, and open space uses
- Includes public and private spaces
- **Placemaking Strategies:**
  - Historic building and open space retention (dedicated to arts and cultural uses)
  - Funding for public programs and capital improvements



Source: Brookfield Properties via Arch Daily

Source: Sitelab Urban Studio via Arch Daily

Mission Bay (San Francisco, CA)

- Was an industrial district
- Wealthy, urban neighborhood, with parks, residences, offices, waterfront, and easy access to the rest of the city
- Redevelopment project through the San Francisco Redevelopment Agency
- **Placemaking Strategies:**
  - Transit Hub (end of line)
  - Chase Center, home of the Golden State Warriors
  - Parks, trails, and plazas

Source: Compass

Santana Row (San Jose, CA)

- High-end shopping and residential district
- **Placemaking Strategies:**
  - Partial street closure
  - Play features
  - Cultural celebration

Source: Visit San Jose

Source: Eric Fredericks

RiNo Placemaking (Denver, CO)

- District-wide branding and placemaking for Arts District
- Dedicated 5% funding to placemaking and branding through 4 mil levy within BID
- **Placemaking Strategies:**
  - Retaining artists culture through supporting murals everywhere
  - Events and pop-ups
  - Green infrastructure
  - Branding

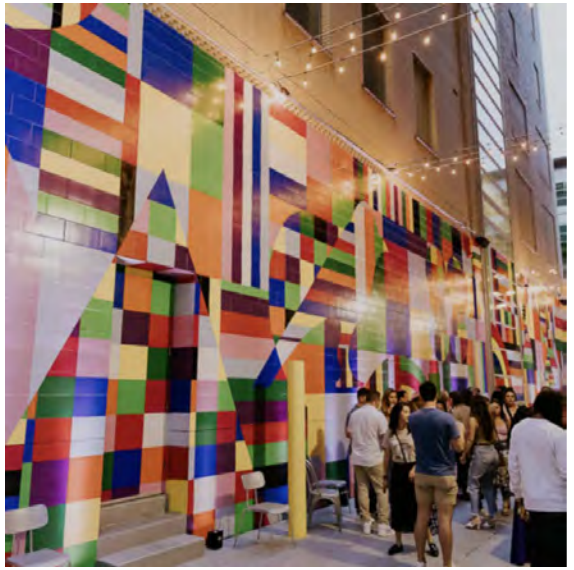
Source: Urban Land Institute

Source: Discover South Lake Union

Pop District (Pittsburgh, PA)

- Cultural campus reimagining
- Partnership with Warhol Museum, Dell, Citizens Bank
- Turning blighted sites into community assets
- **Placemaking Strategies:**
  - Multi-block public art initiative
  - Live events and pop-ups
  - Green spaces

Source: The Pop District



Source: The Pop District

CASE STUDIES:

Parks and Open Spaces

Battery Park City Parks (New York City, NY)

Source: Battery Park City Authority

- 1994: The Battery Conservancy (TBC) is founded to rebuild and revitalize the park
- 12 parks over 36 acres: plaza, green spaces, gardens, bikeways and promenades
- **Placemaking Strategies:**
  - Public art sculptural panels
  - Castle Clinton transformed into a performance venue
  - Battery Bosque (grove of trees) gardens and food kiosks
  - Battery Urban Farm: student education
  - Battery Oval 90,000 sq.ft. lawn, 300 moveable chairs
  - Branding

Bryant Park (New York City, NY)

Source: Bryant Park Corporation

- Public park with areas for sitting, socializing, playing games, and other activities
- Operated by Bryant Park Corporation, a non-for-profit private management company
- **Placemaking Strategies:**
  - Everyday activities: carrousel, ping pong, putting, lawn bowling, reading rooms, chess, etc.
  - Programming: yoga, knitting, boot camp, park tours, live music, author panels, board games, picnic performances, etc.

Washington Square Park (New York City, NY)

- Well-known for iconic arch, fountain, statues and monuments
- **Placemaking Strategies:**
  - Daily array of programs
    - Double Dutch
    - Bodyart
    - Games in the park
    - Artist residency for teens
  - Musical, theater and performance events
  - Chess tables

Source: The New York Times

Source: washingtonsqpark.org

Millennium Park (Chicago, IL)

Source: Millennium Park Foundation

- Railyard acquisition by City
- Funded by the nonprofit Millennium Park Foundation and its donors
- **Placemaking Strategies:**
  - Interactive and functional art installations; interpretive experiences
  - 500 free public programs: festivals, workout, ice skating
  - Immersive gardens
  - Bike center rentals
  - Galleries, museums, theaters

Underpass Park (Toronto, Canada)

- Former brownfield site surrounded by concrete
- Public park providing diverse recreational and social opportunities
- **Placemaking Strategies:**
  - Safe and animated public realm design
  - Open for circulation and flexible activities
  - Play opportunities and spontaneous performances
  - Visual interest: public art, graffiti creates informal art opportunities
  - Links new and existing neighborhoods

Source: The Planning Partnership

Pioneer Courthouse Square (Portland, OR)

Source: City of Portland

- Urban park/plaza: “Portland’s Living Room”
- Funded by the nonprofit Friends of Pioneer Courthouse Square
- **Placemaking Strategies:**
  - 300 events that connect the city and its resident
  - Features food trucks
  - Art installations
  - Names on bricks
  - Informal gathering space
  - Transit hub
  - Free donut Mondays

Source: The Square

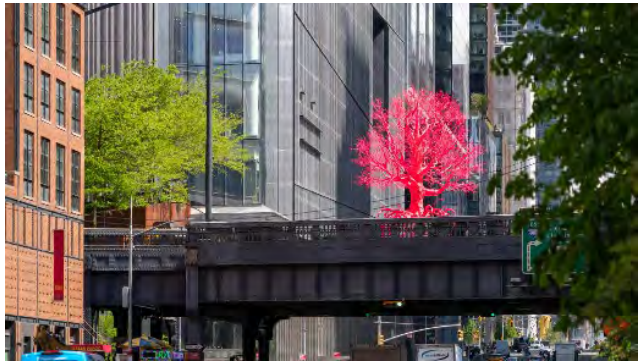
CASE STUDIES:

Streets and Trails

The High Line (New York City, NY)

- Former rail tracks transformed into a 1.45-mile urban linear park
- Run by the High Line nonprofit organization, owned by the City of New York
- **Placemaking Strategies:**
  - Design intent: runway, on display
  - Features: art installations, performances, dance parties, community programs, plant guides
  - Activates the second floors and connect cultural destinations

Source: The High Line



Source: Time Out

Alfred Place Gardens (London, UK)

- Street is lined with offices and the back entrances of large stores
- Car-dominated hurry through space with nowhere to rest > linear park with access to nature
- Came from a desire to improve air quality, support biodiversity, and reduce flood risk
- **Placemaking Strategies:**
  - Biodiversity
  - Informal social gatherings
  - Play and exercise

Source: Landezine International Landscape Award

Sainte Catherine Street (Montreal, Canada)

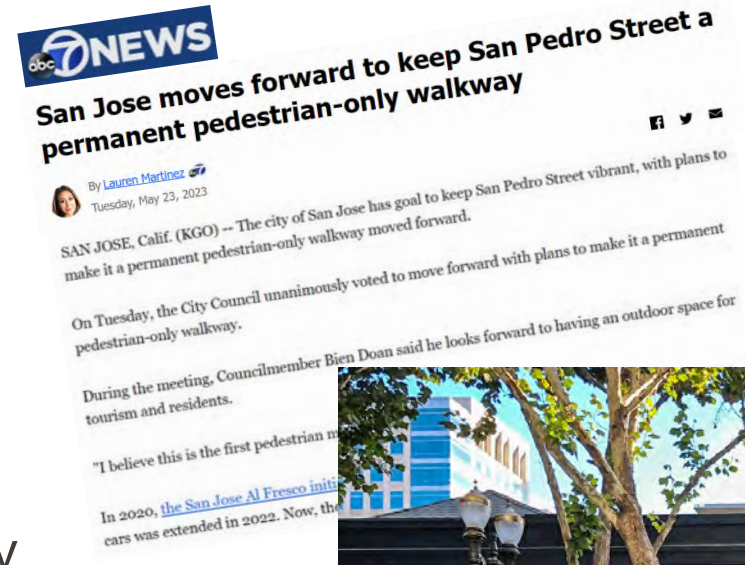
- Central shopping and commercial thoroughfare in downtown Montreal
- **Placemaking Strategies:**
  - 70% of current traffic on the street is peds
  - The project is: widening sidewalks, decreasing vehicular traffic to one lane, eliminating street parking, creating new public squares
  - Features:
    - “Smart street” with free wifi, energy efficient intelligent LED lighting
    - “innovative smart parking” application
    - implanted greenery
    - all-season furniture

Source: Clement R. Trip Advisor

Source: Projet Montréal, via Daily News

San Pedro Square (San José, CA)

- Pedestrian Mall
- Joint City and Property/Business Owner Investment
- **Placemaking Strategies:**
  - Future conversion to a ped only on a permanent basis
  - Cultural features
  - Pop-up events
  - New features: colored concrete, added shade/tree canopy, outdoor seating areas



ABC 7 NEWS

San Jose moves forward to keep San Pedro Street a permanent pedestrian-only walkway

By Lauren Martinez
Tuesday, May 23, 2023

SAN JOSE, Calif. (KGO) -- The city of San Jose has goal to keep San Pedro Street vibrant, with plans to make it a permanent pedestrian-only walkway moved forward.

On Tuesday, the City Council unanimously voted to move forward with plans to make it a permanent pedestrian-only walkway.

During the meeting, Councilmember Bien Doan said he looks forward to having an outdoor space for tourism and residents.

"I believe this is the first pedestrian m

In 2020, the San Jose Al Fresco initi
cars was extended in 2022. Now, the

Michigan Avenue Neighborhood Greenway (Santa Monica, CA)

- Using local input and participation to improve safe walking conditions through pop-up demonstration
- **Placemaking Strategies:**
  - Using art and greenery within traffic calming measures
  - Complete street demonstration that led to permanent infrastructure
  - Features:
    - Traffic circles
    - Street art
    - Mini-parks with greenery and seating
    - Flex space for programming

Source: CProject for Public Space

Source: Project for Public Space

Hammersmith Community Parklets (London, UK)

- Part of a wider initiative to promote cycling and deliver green spaces by transforming parking spaces into green oasis
- Partnership between: Hammersmith BID (fund maintenance), Medidata (fund build), Mayor of London (fund build) and Hammersmith and Fulham Council (fund build)
- **Placemaking Strategies:**
  - Features:
    - Parklets with ample drought-tolerant greenery
    - Free wifi and charging ports
    - Bike parklets
    - Green pergolas

Source: Hammersmith BID

Lighthouse Park (Cleveland, OH)

- Transforming smaller under-used public spaces into community pocket-parks
- **Placemaking Strategies:**
  - Features:
    - Light bar which is lighting + art
    - Public collection platforms aka seating
    - Areas of dramatic planting
    - Bench swings

Source: Hammersmith BID

Asphalt Art Initiative (Multi-city)

- Low-cost way to infuse vibrancy and additional safety in streets, sidewalks, street furnishings and intersections
- Bloomberg funds these projects yearly
- **Placemaking Strategies:**
  - Large-scale art painted in ROW that attracts community and slows cars down

POTENTIAL LOCATIONS:

San José
Cultural Areas & Districts

Existing Cultural Areas & Districts

- Downtown
- Mexican Heritage Plaza
- Japantown
- Little Portugal
- Little Saigon / Vietnam Town
- Calle Willow
- Santana Row
- Transit Hubs
  - Alum Rock Transit Center
  - Santa Clara Station

What is working well in terms of pedestrian activity in these areas?

What needs to be improved?

Identify additional cultural areas/districts in San José

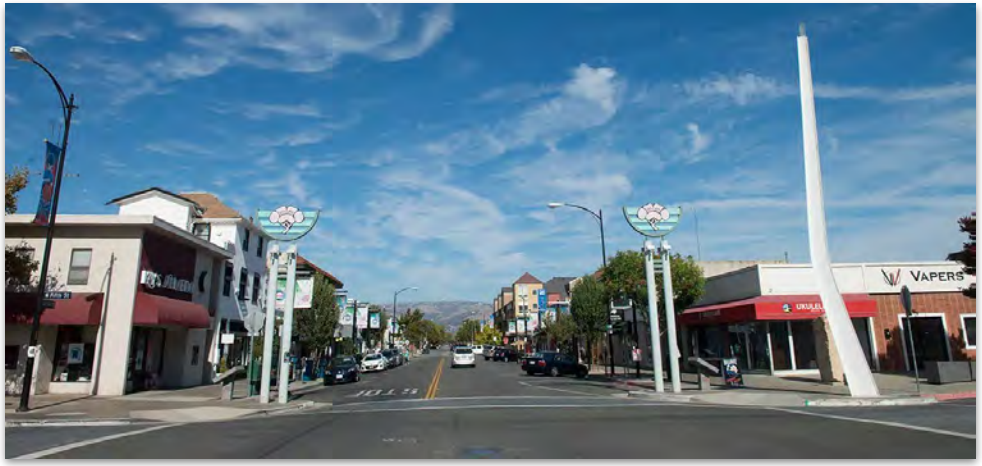
Downtown

Source: Visit San José

Mexican Heritage Plaza

Source: School of Arts and Culture

Japantown



Source: Visit San José

Little Portugal

Source: Visit San José

Little Saigon / Vietnam Town

Source: Visit San José

Calle Willow

Source: The Mercury News

Santana Row

Source: Eric Fredericks

Transit Hubs

Santa Clara Station

Source: WikiMedia Commons

Alum Rock Transit Center

Source: The Subway Nut

Placemaking Strategies

Navigating Urban Spaces

January, 3 2024

WALK SAFE SAN JOSÉ
Pedestrian Safety Plan

VISION ZERO SAN JOSÉ