

San José Pedestrian Master Plan
March 26, 2008
Administrative Draft

Prepared by

Alta Planning + Design



Table of Contents

1. Executive Summary1
1.1. Purpose.....1
1.2. Existing Pedestrian Standards Policies Procedures and Practices.....1
1.3. Recommendations2
2. Existing Pedestrian-Related Standards, Policies, Procedures and Practices7
2.1. Chapter Overview.....7
2.2. Department Responsibilities7
3. Recommended Updates to San José Pedestrian-Related SPPP..... 11
3.1. Introduction 11
3.2. Department Coordination: Collaboration to advance a common cause..... 12
3.3. Public Outreach: Understanding and meeting citizens' needs..... 13
3.4. Operations: Optimizing traffic operations for pedestrian safety and convenience..... 15
3.5. The Pedestrian Environment: Designing for walkability 16
3.6. Implementation & Construction: Ensuring pedestrian facilities are built in a logical, efficient manner..... 24
3.7. Enforcement: Improving pedestrian safety 27
3.8. Policy Modifications: Institutionalizing pedestrian policies 28
3.9. Funding: Establishing secure funding sources 32
3.10. Encouragement: Promoting San José as a walkable city 34

Table of Tables

Table 1: Sacramento Pedestrian Accommodation Levels..... 18
Table 2: Summary of Portland Pedestrian Design Guidelines..... 19
Table 3: Recommended Changes to San José Municipal Code 29

Appendix A: Chart of Existing Ped-Plan Policies

Appendix B: Other Agency Best Practices

Appendix C: Cost Benefit Ranking

1. EXECUTIVE SUMMARY

1.1. PURPOSE

In December 2006, the City of San José Department of Transportation began development on its Pedestrian Master Plan. The purpose of the Plan is to collect, update and compile into one document the City's pedestrian standards, policies, procedures and practices and to recommend additional standards, policies, procedures and practices. The Pedestrian Master Plan is being developed in conjunction with the *ADA Transition Plan Update for Sidewalks*, and this document is a companion document to that plan.

1.2. EXISTING PEDESTRIAN STANDARDS POLICIES PROCEDURES AND PRACTICES

The City of San José has many of the components necessary to guide policymakers, staff and citizens toward creating a pedestrian-friendly city. A matrix of the City's existing SPPP is provided in **Appendix A** to the Pedestrian Master Plan.

Pedestrian-related standards, policies, procedures and programs are currently handled by many different departments within the City of San José.

The **Department of Transportation** maintains medians, landscaping and roads, enforces sidewalk maintenance, installs and maintains pedestrian signals, reviews requests for crosswalks, stop signs, audible pedestrian signals, collaborates with the Police Department on the Neighborhood Traffic Calming Program, and houses the Street Smarts traffic safety education program.

The **Department of Public Works** plans, designs and constructs physical infrastructure such as sidewalks, roads, medians and landscaping.

The **Police Department** oversees enforcement efforts including the Traffic Accident Reduction Program and the discontinued Neighborhood Automated Speed Compliance Program and hires, trains and schedules crossing guards. Safe Routes to School programs are collaboration between the Transportation Department and the Police Department.

Planning Building and Code Enforcement is responsible for developing zoning and design guidelines that promote walking and ensuring that these codes and standards are enforced.

The **Redevelopment Agency** develops design guidelines and guides development in designated redevelopment areas, including downtown and the Diridon/Arena neighborhood, has developed parking management guidelines for downtown, provides

funding assistance for façade improvements and streetscape improvements, oversees the Strong Neighborhoods Initiative and publishes the downtown walking map.

Parks, Recreation and Neighborhood Services plans, constructs and maintains pedestrian and bicycle trails throughout the City of San José and oversees a volunteer trail adoption program.

1.3. RECOMMENDATIONS

The recommendations provided in the Pedestrian Master Plan are intended to optimize and add to the City’s existing pedestrian standards, policies, procedures, and practices (SPPP). A cost-benefit matrix of recommendations is provided in **Appendix C**.

Recommendations were informed by a review of the best pedestrian-related practices of three comparable cities with pedestrian master plans. The cities reviewed were Sacramento and Oakland in California and Portland, Oregon. Pedestrian planners at these cities were interviewed to discuss the successes and difficulties they have encountered in implementing their pedestrian master plan. Summaries of these three cities are provided in **Appendix B**.

The recommendations focus on coordinating existing SPPP, institutionalizing policies and design guidelines, securing additional funding and promoting the pedestrian-based guidelines to City staff, contractors and to policymakers. For ease of use, the recommendations have been divided into the following sections:

Department Coordination: Collaboration to advance a common cause

Public Outreach: Understanding and meeting citizens' needs

Operations: Optimizing traffic operations for pedestrian safety and convenience

The Pedestrian Environment: Designing for walkability

Implementation & Construction: Ensuring pedestrian facilities are built in a logical, efficient manner

Enforcement: Improving pedestrian safety

Policy Modifications: Institutionalizing pedestrian policies

Funding: Establishing secure funding sources

Encouragement: Promoting San José as a walkable city

A summary of these recommendations follows.

DEPARTMENT COORDINATION: SUMMARY OF RECOMMENDATIONS

Pedestrian-related policies and programs are currently handled by many different departments within the City of San José. The plan recommends improving departmental coordination within the City by:

Establishing an Interdepartmental Pedestrian Coordination Committee to meet quarterly, led by the City's Bicycle and Pedestrian Coordinator.

Developing an Internal Educational/Training Program for staff responsible for implementing pedestrian specifications, policies, procedures, and programs.

PUBLIC OUTREACH: SUMMARY OF RECOMMENDATIONS

Recognizing the importance of public input in targeting infrastructure improvements to neighborhoods with the most need and to developing educational and encouragement programs, this plan recommends the following public outreach programs.

Regularly Conduct Surveys. Over the long run, a consistently administered survey can be used to track changes in walking mode share and attitudes and can allow San José to track the effectiveness of its pedestrian programs.

Publicize Important Infrastructure Improvements, Programs and Policies. In collaboration with the Street Smarts Campaign, the Department of Transportation should develop a policy to issue press releases for milestone walking related events.

OPERATIONS: SUMMARY OF RECOMMENDATIONS

The following recommendations are suggested to improve traffic operations for pedestrians:

Review Pedestrian Signal Timing. Review pedestrian signal timing to establish a slow pedestrian speed of 2.8 ft/second in areas with high concentrations of elderly, disabled and visually impaired persons.

Consider Conversion of One-Way Streets to Two-Way in Downtown to create a safe pedestrian atmosphere within central business districts.

THE PEDESTRIAN ENVIRONMENT: SUMMARY OF RECOMMENDATIONS

The following recommendations are suggested to ensure that all of San José is designed to meet pedestrian's needs:

Continue the City's Street Tree Requirements. The San José general plan calls for the inclusion of street trees, and a number of redevelopment plans incorporate trees into design revisions. The current policy provides a conscientious effort to continue greening streets along with a sound funding scheme. The City should continue this practice.

Continue the City’s Traffic Calming Program and Identify a Funding Source. Currently, San José supports a Traffic Calming Program that responds to community requests, accommodating basic projects like pavement markings, traffic signage and increased enforcement. The city also publishes a Traffic Calming Toolkit. The City should continue the Traffic Calming Request Program and encourage community input by further circulating the Traffic Calming Toolkit.

Develop Citywide Tiered Street Design Standards for Sidewalks. The City of San José’s design policies can be strengthened by developing a defined set of pedestrian street design standards that can be applied to a street based on level of pedestrian need. During the next revision of the City’s General Plan, the City of San José should develop and adopt tiered design standards, so that all areas of the city are covered by pedestrian design guidelines.

Update Standard Details to Incorporate Best Practices of Pedestrian Design. In addition to the tiered approach of applying design standards, the City should incorporate pedestrian design guidelines and details into the City’s Standard Details. This document provides recommended design guidelines for pedestrian buffers, signage and striping improvements at controlled intersections, pavement markings at uncontrolled crosswalks, and shared use path crossings.

Consider Additional Car Free Downtown Streets. The City should consider creating a pedestrian/transit mall that prohibits automobile traffic for special events on First and Second Streets between East San Carlos Street and East Santa Clara Street.

IMPLEMENTATION & CONSTRUCTION: SUMMARY OF RECOMMENDATIONS

The following recommendations are suggested to ensure that pedestrian improvements are constructed in a logical, efficient manner:

Continue the Safe Streets Initiative. In 2005-2006, San José’s Safe Streets Initiative provided for the installation of 200 cameras to detect red-light running, pedestrian countdown signal heads at 72 high activity intersections, and flashing beacons at 14 crosswalks to enhance safety at pedestrian crossings. This successful one-time program has not been continued due to lack of funding. The City should establish a secure funding source for the Safe Streets Initiative and continue the program on a regular basis. This recommendation is also listed under Enforcement.

Develop Methodology for Prioritizing Pedestrian Infrastructure Improvements. San José’s General Plan establishes eight pedestrian cores and 18 pedestrian corridors as a Pedestrian Priority Network. San José’s Transportation Impact Policy allows the City to identify Community Improvement Zones and Protected Intersections for pedestrian improvements. This plan recommends a methodology based on the already adopted Pedestrian Priority Network and Community Improvement Zones for prioritizing pedestrian improvements.

ADA Implementation and Capital Improvement Program. The details of an ADA Implementation and Capital Improvement Program are described in the companion document, *ADA Transition Plan Update for Sidewalks*, and summarized in this document.

Conduct Regular Pedestrian Counts and Safety Analyses. San José should continue to conduct pedestrian counts when evaluating if an intersection warrants a signal, and develop a procedure to ensure that pedestrian count data is entered into the City database. On an annual basis, the City should conduct pedestrian counts at locations with the highest rate of pedestrian-related collisions.

ENFORCEMENT: SUMMARY OF RECOMMENDATIONS

Expand the TARP Program to Include Other Areas. San José’s Traffic Accident Reduction Program is a collaborative effort between San José Department of Transportation and San José Police Department. DOT identifies intersections with high accident rates; then the police department focuses enforcement efforts during commute hours. Currently, the enforcement efforts are all located adjacent to schools. The City should expand TARP to include high collision intersections that are not near schools.

Continue the Safe Streets Initiative. San José’s Safe Streets Initiative provided greater red-light running enforcement, added countdown signal heads to intersections and promoted flashing beacons to enhance safety at pedestrian crossings. These changes provided noticeable increase in safety for pedestrians. The Safe Streets Initiative should be implemented on a regular basis, either annually or biennially. This recommendation is also listed under Implementation & Construction.

Enforce Red-Light Violations through a Photo Enforcement Program. San José should install cameras at signals with high levels of red-light running, and enforce violations.

POLICY MODIFICATIONS: INSTITUTIONALIZING PEDESTRIAN POLICIES

Modify the Municipal Code to Accommodate Pedestrian Walkability. This document recommends general modifications to the City’s Municipal Code to proactively meet pedestrian needs and to more closely parallel the General Plan as a guideline for improving walkability.

Continue to Incorporate Pedestrian Needs into the City’s Development Review Process. Pedestrian needs are incorporated into San José ’s development review through ADA standards and specific plans.

Establish Pedestrian Performance Measures. The City of San José’s General Plan outlines performance measures for transportation, sanitary sewers, police response time, fire protection response time, parks and recreation, and libraries. The City does not have pedestrian-specific performance measures. This document recommends that the City develop and adopt an easily measured pedestrian Level of Service.

FUNDING: SUMMARY OF RECOMMENDATIONS

The following funding strategies are identified to support San José’s pedestrian infrastructure and programs:

Consider Expanding Maintenance Districts for Streetscape Improvements. The City of San José currently funds pedestrian and other infrastructure through maintenance districts in

Edenvale, Evergreen and North San José. Expansion of this program to other neighborhoods is recommended.

Facilitate Local Maintenance Districts for Streetscape Improvements. The City of San José should provide assistance to neighborhoods that wish to establish local maintenance districts to fund pedestrian-related transportation infrastructure.

Consider a City-Wide Assessment District. San José should consider a city-wide assessment district that funds a variety of transportation needs, including pedestrian and bicycle needs and infrastructure improvements that promise to enhance the quality of service for multiple modes.

Consider Public-Private Partnerships for Encouragement and Education Programs. Public-private partnerships are most commonly used for infrastructure construction, but are less common for pedestrian education and encouragement programs. The City should seek innovative public-private partnerships to fund education and encouragement programs.

Earmark a Portion of Moving Violation Fees to Pedestrian Improvement Projects. Traffic citation fees are distributed between state, city and county levels of government. It is possible to earmark a portion of these fees to a specific fund. The City of San José should work with Santa Clara County and the State of California to set up a policy whereby a portion of moving violation fees returned to San José is earmarked toward infrastructure, education, enforcement, and encouragement programs that improve pedestrian safety.

ENCOURAGEMENT: SUMMARY OF RECOMMENDATIONS

Design and Print Walking Maps for San José's Neighborhoods. One of the most effective ways of encouraging people to walk is through the use of maps and guides to show that the walking infrastructure exists, to demonstrate how easy it is to access different parts of the city on foot, and to highlight unique areas, shopping districts or recreational areas. The City of San José should consider expanding the walking maps it produces to include a city-wide walking map or walking maps for individual neighborhoods. The city should consider looking into a public-private partnership for updating and printing future versions of the map.

Continue to Install Wayfinding Signage In Areas With High Pedestrian Activity. San José should continue to install wayfinding signage in Downtown and other pedestrian nodes, and develop language-specific wayfinding/identification signage (particularly Vietnamese and Spanish).

Promote Events to Encourage Walking. Encouragement programs help shift people's habits by providing a fun environment for them to "try" walking. Encouragement programs are one of the most cost-effective ways of getting people out walking. The City should promote events to encourage and support walking. Events may include City-sponsored walking tours of new projects and developments, recreational walks, historic walks, car-free days, transportation fairs and Walk to Work and School Days.

2. EXISTING PEDESTRIAN-RELATED STANDARDS, POLICIES, PROCEDURES AND PRACTICES

2.1. CHAPTER OVERVIEW

This chapter summarizes San José’s existing pedestrian Standards, Policies, Procedures and Practices (SPPP). A matrix of the City’s existing SPPP is provided in **Appendix A** to the Pedestrian Master Plan.

2.2. DEPARTMENT RESPONSIBILITIES

Pedestrian-related policies and programs are currently handled by many different departments within the City of San José.

The **Department of Transportation** maintains medians, landscaping and roads, enforces sidewalk maintenance, installs and maintains pedestrian signals, reviews requests for crosswalks, stop signs, audible pedestrian signals, collaborates with the Police Department with the neighborhood traffic calming program, and houses the Street Smarts traffic safety education program.

The **Department of Public Works** plans, designs and constructs physical infrastructure such as sidewalks, roads, medians and landscaping.

The **Police Department** oversees enforcement efforts, including the Traffic Accident Reduction Program and the Neighborhood Automated Speed Compliance Program, and hires, trains and schedules crossing guards. Safe Routes to School programs are collaboration between the Transportation Department and the Police Department.

Planning Building and Code Enforcement is responsible for developing zoning and design guidelines that promote walking and ensuring that these codes and standards are enforced.

The **Redevelopment Agency** develops design guidelines and guides development in designated redevelopment areas, including downtown and the Diridon/Arena neighborhood, has developed parking management guidelines for downtown, provides funding assistance for façade improvements and streetscape improvements, oversees the Strong Neighborhoods Initiative and publishes the downtown walking map.

Parks, Recreation and Neighborhood Services plans, constructs and maintains pedestrian and bicycle trails throughout the City of San José and oversees a volunteer trail adoption program.

DEPARTMENT OF TRANSPORTATION

The Department of Transportation is actively involved in a variety of capacities to increase pedestrian mobility and safety. The DOT conducts studies, develops and implements policy, and installs street treatments that increase the safety and mobility of all pedestrians of San José. These are described below.

Studies

The DOT's pedestrian studies and counts help ensure that pedestrian mobility is accounted for in current situations and future projects. The **Pedestrian Countdown Signals Study** was conducted in June 2005 on an experimental basis. Five intersections were studied before and after pedestrian countdown signal installation. In addition to analyzing for pedestrian and motorist conflict, these intersections were compared to similar signaled and non-signaled intersections in the city to determine signal functionality.

Special attention is given to pedestrians with disabilities through the “**Mobility Access Analysis for People with Disabilities**,” which analyzes obstructions to pedestrian and wheelchair travel. This service is available upon request.

In the past years, the Department of Transportation has published **pedestrian collision analyses**. The Department of Transportation is seeking to publish this analysis annually. The collision data is obtained through the police department. Pedestrian counts are conducted by the Department of Transportation when traffic signals are warranted. These counts are typically conducted Monday through Thursday, 7 am to 7 pm.

A **curb ramp inventory** is also maintained by the Department of Transportation.

Mobility and Maintenance Policy

The Department of Transportation follows a variety of pedestrian-related policies and programs. The **Transportation Impact Policy** states that the City should strive to plan “a balanced multi-modal transportation system with livable streets that accommodate vehicular as well as appropriate pedestrian, bicycle and transit facilities.” Particular attention is given to eight intersections in San José where an increase in motor vehicle capacity is prohibited if it deteriorates the mobility of pedestrians.

In the past, the Department of Transportation has offered a **traffic calming program**. Between 2002 and 2006, the Department of Transportation took traffic calming requests from communities. Budget constraints successively limited requests to basic projects, eventually resulting in discontinuing the program.

The safety of school aged pedestrians is overseen by the **School Pedestrian Safety Committee**. The main focus of the committee is to ensure that crossing guards are distributed equitably throughout the city.

The Department of Transportation also follows landscape and sidewalk maintenance policies. The **Landscape Maintenance Policy** ensures that medians and roadsides are maintained through mowing, trimming, irrigation and other maintenance services provided by the City. Under San José ordinance, owners of single family residences are required to maintain the sidewalk, plant strip, curb and gutter in front of the residence. The City's **Street Tree Policy** also requires that one street tree be planted in front of newly constructed family residence and industrial and commercial establishments. Though the City trims trees to ensure traffic control signs visibility and pedestrian and vehicle clearance, property owners are required to maintain trees in front of their property.

Treatments

The Department of Transportation is responsible for installing pedestrian assistive devices. Audible traffic signals are installed throughout the city. These signals can be requested by submitting a form.

Installation of the signal is determined by the Department of Transportation's evaluation criteria. Additionally, 93% of city signals are equipped with pedestrian push buttons. Visually impaired pedestrians are accommodated with tactile landing pads and scoring the pavement within crosswalks.

PUBLIC WORKS

The Public Works department designs and constructs all **pedestrian infrastructure**. Sidewalk, driveway transitions and curb ramp specifications are included in Public Works projects. Public Works also maintains the City's **Standard Details**.

PLANNING DEPARTMENT

San José first developed its General Plan in 1992 to guide the City's planning through 2020. The General Plan incorporates implementation procedures for pedestrian planning in variety of capacities. Perhaps the most important pedestrian planning oriented policy in the General Plan is the **Pedestrian Priority Network**. This network establishes eight pedestrian cores and 18 pedestrian corridors that are located in Transit Oriented Corridors, neighborhood shopping streets, and downtown area. The intent is that all streets within these priority corridors and cores have trees, lighting, and are constructed to minimum width standards.

Other **pedestrian oriented policies** include:

Goal 3 of the General Plan states "develop a continuous, safe, accessible, interconnected high quality pedestrian environment that promotes walking as a desirable mode of transportation."

A goal relative to Trails and Pathways states, "provide a network of trails and pathways throughout the City in order to maximize the City's recreation opportunities and to provide alternative means of both commuting and reaching regional parks and other natural areas."

Urban Design Policies in the General Plan also incorporate pedestrian needs. The policy states that all new developments should provide walkways that are convenient, safe, accessible and offer design features.

The City has incorporated pedestrian friendly goals in many of its **specific plans**. The Jackson-Taylor and Martha Gardens Specific Plans are two notable examples. Amended in 1997, the Jackson-Taylor Residential Strategy seeks to construct new sidewalks and plant new street trees where they do not already exist, as the neighborhood transitions to residential and commercial land uses. Martha Gardens Specific plan seeks to strengthen this residential area's grid street pattern and implement traffic calming techniques.

REDEVELOPMENT AGENCY

The basis for pedestrian planning in Downtown San José begins with the **Downtown Strategy 2000**. This plan broadly sets the framework for pedestrian planning, which is specifically addressed in the Design Guidelines section. The "Five Year Implementation Plan 2005-09" sets specific goals and objectives for the Redevelopment Agency. Pedestrian related goals are included in the **Downtown Streetscape Master Plan** and **Downtown Signage Master Plan**.

The Redevelopment Agency provides a **Downtown San José Walking Map**. This glossy, color map is available in hard copy and lists shopping, dining, beauty, parking and public transportation locations.

Design

The Redevelopment Agency has developed many pedestrian related design guidelines, particularly for the Downtown area. The **Downtown Design Guidelines** establish design criteria for a variety of land uses, incorporating appropriate pedestrian design elements for specific land uses. Other plans

that prioritize pedestrian needs include the **Downtown Streetscape Master Plan**, **Downtown Lighting Master Plan**, **Downtown Signage Master Plan**, and the **Façade Improvement Program**.

Plans

The Redevelopment Agency has developed notable area and neighborhood plans that prioritize pedestrian needs. The **Diridon / Arena Strategic Plan** designates several streets as Festival Streets. Areas within a quarter-mile of transit stops are designated as pedestrian cores. Pedestrian only routes are also identified. To enhance pedestrian mobility, streetscape guidelines that include 15-foot sidewalks and benches are outlined.

The **Strong Neighborhood Initiative** is a collaboration between community members, City officials and San José State University students to improve 19 neighborhoods throughout San José. One of the SNI priorities is to “build safer and more attractive residential streets.” Traffic calming, sidewalk repair, and street lighting are just some of the possible improvements to implement this goal.

In an effort to attract more pedestrians, the Redevelopment Agency has initiated a **Neighborhood Retail Recruitment** program. The idea is that providing retail opportunities in the ten identified neighborhoods will increase pedestrian destinations and thus, pedestrian activity.

POLICE DEPARTMENT

The Police Department’s main duty, when considering pedestrians, is to enforce vehicle and pedestrian code. Through this enforcement, the Police Department ensures the safety of pedestrians (and motorists). The Police Department works closely with the Department of Transportation to obtain pedestrian and vehicular related data. With this data, the Police Department determines whether an adult crossing guard is needed at a crosswalk, provided for through the **Adult Crossing Guard Program**, and where to concentrate its enforcement teams, provided for through the **Traffic Accident Reduction Program (TARP)**. Other enforcement techniques include the now discontinued **Neighborhood Automated Speed Compliance Program**¹, in which speeders are identified by an automated radar device that photographs the front and rear of speeding automobiles, and the Safe Streets Initiative, which provided for the installation of 200 cameras to detect red-light running, 72 signal heads at high pedestrian activity intersections and flashing beacons at 14 crosswalks.

¹ The Neighborhood Automated Speed Compliance Program was discontinued due to privacy concerns.

3. RECOMMENDED UPDATES TO SAN JOSÉ PEDESTRIAN-RELATED SPPP

3.1. INTRODUCTION

The City of San José has many of the components necessary to guide policymakers, staff and citizens toward creating a pedestrian-friendly city. The recommendations provided below are intended to optimize and add to the City's existing pedestrian standards, policies, procedures, and practices (SPPP). A cost-benefit matrix of recommendations is provided in **Appendix C**.

Recommendations were informed by a review of the best pedestrian-related practices of three comparable cities with pedestrian master plans. The cities reviewed were Sacramento and Oakland in California and Portland, Oregon. Pedestrian planners at these cities were interviewed to discuss the successes and difficulties they have encountered in implementing their pedestrian master plan. Summaries of these three cities are provided in **Appendix B**.

The recommendations focus on coordinating existing SPPP, institutionalizing policies and design guidelines, securing additional funding and promoting the pedestrian-based guidelines to City staff, contractors and to policymakers. For ease of use, the recommendations have been divided into the following sections:

Department Coordination: Collaboration to advance a common cause

Public Outreach: Understanding and meeting citizens' needs

Operations: Optimizing traffic operations for pedestrian safety and convenience

The Pedestrian Environment: Designing for walkability

Implementation & Construction: Ensuring pedestrian facilities are built in a logical, efficient manner

Enforcement: Improving pedestrian safety

Policy Modifications: Institutionalizing pedestrian policies

Funding: Establishing secure funding sources

Encouragement: Promoting San José as a walkable city

The costs and benefits of recommended SPPP have been evaluated, and are presented in Appendix C.

3.2. DEPARTMENT COORDINATION: COLLABORATION TO ADVANCE A COMMON CAUSE

Pedestrian-related policies and programs are currently handled by many different departments within the City of San José.

Departments with responsibility for some aspect of pedestrian SPPP include:

- Department of Transportation
- Department of Public Works
- Police Department
- Planning Building and Code Enforcement
- Redevelopment Agency
- Parks, Recreation and Neighborhood Services

Coordination between these departments can increase the chances that pedestrian-related needs will be addressed in all city planning documents, policies, procedures and standards, strengthen the effectiveness of existing education, encouragement and enforcement programs, reduce duplicative efforts, and develop champions of pedestrian issues in each city department.

The following recommendations are intended to improve coordination within and between City of San José departments.

ESTABLISH INTERDEPARTMENTAL COORDINATION COMMITTEE

This plan recommends that an interdepartmental pedestrian coordination committee be established and meet on a quarterly or other regular basis. The committee will be responsible for ensuring that each department implements the pedestrian master plan, coordinating pedestrian-related programs between departments, collaborating to develop innovative funding strategies, and ensuring that pedestrian needs are addressed in all City departments. Each of the above departments shall select at least one pedestrian liaison to represent the department. Departments that play a large role in pedestrian planning and implementation, such as the Department of Transportation, should consider selecting more than one pedestrian champion.

In the long term, it is recommended that the City seek monies to fund a part-time position within each department to serve as a pedestrian champion.

SHIFT CITY STAFF AWARENESS TOWARD A PEDESTRIAN FOCUS THROUGH EDUCATION

To ensure that San José's pedestrian master plan is implemented, city staff responsible for implementation must be aware of, understand, and accept the City's pedestrian-related specifications, policies, procedures and programs. Internal presentations and training sessions can be successful in ensuring that the pedestrian master plan SPPP are understood, accepted and implemented.

Example: Portland, Oregon’s Design Guidelines Education

The City of Portland was successful in institutionalizing its pedestrian Design Guidelines through an extensive educational program. The Design Guidelines serve as a “living document” that is actively consulted on all projects that affect the streetscape. To ensure that the Design Guidelines were understood, accepted and applied throughout the city, numerous Design Guideline trainings were held with city staff and political leaders after the Portland Pedestrian Master Plan was adopted. As the pedestrian plan was developed, a parallel process was underway to reform Portland’s Zoning Code to include more pedestrian-friendly policies. As a result, pedestrian needs are considered on every project that affects the streetscape.

Recommendation

Develop an internal educational/training program for staff responsible for implementing pedestrian specifications, policies, procedures, and programs. Staff within the following departments should be included in the training: Department of Transportation, Department of Public Works, Planning, Building and Code Enforcement, Redevelopment Agency, and Parks, Recreation and Neighborhood Services. The training could consist of an overview presentation, followed by specific guidance on how the pedestrian master plan applies to their jobs.

The Bicycle and Pedestrian Coordinator would be responsible for training department pedestrian liaisons, and pedestrian liaisons would provide future training to their departments.

3.3. PUBLIC OUTREACH: UNDERSTANDING AND MEETING CITIZENS' NEEDS

REGULARLY CONDUCT SURVEYS

Travel surveys provide valuable information about walking behavior and the walking environment. Survey results can be used to target infrastructure improvements to neighborhoods with the most need and to develop educational and encouragement programs for specific groups. Over the long run, a consistently administered survey can be used to track changes in walking mode share and attitudes and can allow a City to track the effectiveness of its pedestrian programs.

San José does not currently have a survey effort to understand walking behavior and attitudes. Some information is available from the Parks, Recreation and Neighborhood Department’s Trail Design Survey. The Trail Design Survey is available on the City's website in English, Vietnamese and Spanish. The survey is used to understand trail user needs and desires and to plan future trails to meet these needs and desires.

General information about walking in San José and walking patterns in the nine-county Bay Area is available from the Metropolitan Transportation Commission’s 1999 Bay Area Travel Survey.

Example: National Household Travel Survey Add-On

Purchasing a National Household Travel Survey Add-On for the region is perhaps the best way to understand travel behavior of pedestrians within the San José region. The National Household Travel Survey is a national phone and travel diary survey that is conducted approximately every 5 to 10 years. The survey collects demographic information and detailed information on people’s travel behavior; including reasons for traveling, trip distance, mode of

travel, and time and day of travel. Results of the survey are statistically significant only on a large scale—regionally or nationally. However, beginning in 2007, the NHTS is offering states, metropolitan areas and cities the opportunity to purchase “add-ons” to the survey that will collect additional data within the area of interest. These add-ons provide an excellent opportunity to understand walking trends and behavior on a smaller scale.

The Baltimore Regional Transportation Board participated in the 2001 NHTS as an add-on. Approximately 3500 households contributed to the one day travel survey. The gathered data provided information about household member demographic information and travel activity, such as mode, purpose, destination and time of day. The BRTB used this data to more precisely predict travel behavior with regards to household vehicle access.

An NHTS add-on could similarly focus on walkability, assessing a community’s walking behavior with regards to household trip characteristics, like purpose, distance, destination and time of day.

Recommendation

Develop a consistent, regular survey methodology to document changes in walking mode share and attitudes. This may be accomplished is by encouraging regional agencies, such as Metropolitan Transportation Commission (MTC) or Association of Bay Area Governments, to purchase a regional add-on with a non-motorized transportation focus for the National Household Travel Survey. Alternatively, San José could encourage MTC to conduct another Bay Area Travel Survey or could deploy its own survey with questions based on the MTC and NHTS survey instruments.

PUBLICIZE IMPORTANT INFRASTRUCTURE IMPROVEMENTS, PROGRAMS AND POLICIES

Publicizing walking-related infrastructure improvements, programs and policies can help develop an effective citywide walking program in several ways.

Publicity can:

- Develop public awareness of the existing walking-related programs
- Be used to solicit public opinions, recommendations and input
- Help develop resident support for walking programs and policies
- Be used to thank and acknowledge supporters of walking programs
- Shift the cultural consciousness of San José toward a “walking” city

The Department of Transportation’s Street Smarts program regularly publicizes its various safety campaigns. The DOT does not have a policy of issuing press releases for walking-related infrastructure improvements, programs and policies.

Recommendation

In collaboration with the Street Smarts Campaign, the Department of Transportation should develop a policy to issue press releases for milestone walking related events.

3.4. OPERATIONS: OPTIMIZING TRAFFIC OPERATIONS FOR PEDESTRIAN SAFETY AND CONVENIENCE

REVIEW PEDESTRIAN SIGNAL TIMING ADJUSTMENT

Signal timing controls the duration of each signal phase, determining the amount of time allotted for a pedestrian to cross the intersection. Adjustment of the signal timing considers the speed at which pedestrians travel and the width of the street. The California Manual of Uniform Traffic Devices (CAMUTCD) recommends 4.0 feet per second as the accepted standard. Elderly persons, children and visually impaired persons are assumed to travel at a slower rate and therefore require an increased crossing time. The CAMUTCD recommends 2.8 ft/second for these groups.

The City of San José currently receives signal timing adjustment requests from residents through a direct line and email. A signal timing warrant form is used to confirm the timing concern and implement adjustments if needed. The warrant form takes into account crash history, pedestrian activity, vehicular volume and speed. The City often provides longer crossing times at intersections adjacent to senior citizen facilities, schools, libraries and community centers.

Recommendation

The City should revise Chapter 11.64 of the municipal code to establish a required slow pedestrian speed (2.8 ft/second) at locations with an above average concentration of slow traveling pedestrians. It is suggested that, at a minimum, the city's traffic engineers consider these guidelines when adjusting signal timing.

CONSIDER THE CONVERSION OF ONE-WAY STREETS TO TWO-WAY IN DOWNTOWN

Converting one-way streets to two-way streets has been proven to increase walkability, retail use opportunities and enhance communities. Many cities of all sizes and socio-economic bases have embraced this idea to revitalize their Central Business Districts (CBD). The City of San José is already proposing one-way to two-way conversion along some streets.

Among the cities that have converted their streets is Lubbock, Texas, home of Texas Technological University. Much like San José State University, Texas Tech is just one mile away from a CBD that strove to attract more street life and retail use. Since the conversion to two-way streets, Lubbock's CBD has experienced increased pedestrian activity and retail growth after years of decline. Many other cities across the nation including Miami, Minneapolis and Portland, Oregon have implemented similar plans with positive results.

San José's downtown² is the area encompassed by Highway 87, Julian Street, Fourth Street and Interstate 280. This downtown contains eight total one-way streets, four streets with a north-south orientation and four with an east-west. Due to the close proximity of San José State University, City Hall and public transit, current pedestrian activity in this area is high.

² As defined by municipal code §13.22.030.

Recommendation

The City's Transportation Planning Department should consider a reevaluation of the volume to capacity ratio on one-way streets where 1) pedestrian activity is already high, and 2) increased pedestrian activity is desired to determine whether one-way streets are needed. The streets of 4th and 10th, which run adjacent to San José State University, are suggested as priorities in receiving two-way conversion consideration, in addition to the surrounding streets in the downtown area. The Institute of Traffic Engineers suggests a Level of Service of D or E with operating speeds of 20-25 mph to create a safe pedestrian atmosphere within central business districts.

3.5. THE PEDESTRIAN ENVIRONMENT: DESIGNING FOR WALKABILITY

CONTINUE THE CITY'S STREET TREE REQUIREMENTS

Trees soften a street's façade; they provide shade and add aesthetic value to a landscape. The San José general plan calls for the inclusion of street trees, and a number of redevelopment plans incorporate streets into design revisions. The City's Street Tree policy outlines tree requirements and maintenance.

The policy requires a street tree in front of every new residence. Industrial and commercial establishments are required to provide street trees as determined by the City's site review process. Care and maintenance for trees is the responsibility of property owners within the Sidewalk Maintenance Policy. Trees are maintained by the city for visibility of traffic control signs and pedestrian and vehicle clearance. Dead or extremely unsound trees are removed 3-6 months after inspection.

Recommendation

The current policy provides a conscientious effort to continue greening streets along with a sound funding scheme. The City should continue this practice.

CONTINUE THE CITY'S TRAFFIC CALMING PROGRAM AND IDENTIFY A FUNDING SOURCE

Currently, San José supports a Traffic Calming Program that responds to community requests, accommodating basic projects like pavement markings, traffic signage and increased enforcement. The city also supplies a Traffic Calming Toolkit as a guide to community leaders on the techniques and tools that can help mitigate the dangerous affects of high traffic speed, volume and poor driving behavior. This document also outlines the decision and implementation process to help community members understand traffic calming services along with a traffic calming request form.

Recommendation

Continue the traffic calming request program and encourage community input by further circulating the Traffic Calming Toolkit. The City may consider funding by implementing a strategy similar to the Portland traffic ticket funding program where ticket fees from violations on specific streets return to those streets' traffic calming programs. For more information, see Funding Recommendations in this document.

DEVELOP CITYWIDE TIERED STREET DESIGN STANDARDS FOR PEDESTRIAN ACCOMODATION

The City of San José has a numerous policies and plans that prioritize pedestrian accommodation. Urban Design Goals and Policies of the General Plan include several policies designed to ensure that developments are pedestrian friendly. The Transportation Diagram of the General Plan contains many references to pedestrian accommodation. Development standards for downtown encourage pedestrian use, seek to reduce through traffic and define pedestrian priority areas. The majority of the City’s specific plans do the same.

The City’s design policies can be strengthened by developing a defined set of pedestrian street design standards that can be applied to a street based on level of pedestrian need. By creating levels of pedestrian street design standards, San José can ensure that a minimum level of pedestrian accommodation is met throughout the City, and can simultaneously ensure that limited resources are applied first to areas with the most pedestrian need.

Example: City of Sacramento Levels of Pedestrian Accommodation

The City of Sacramento is striving to become the “walking capitol,” and in accordance with this goal, its Pedestrian Master Plan defines three levels of pedestrian accommodation or standards. These standards are divided into three levels: basic, upgraded and premium. Premium offers the most accommodations and is suggested for all areas where pedestrian volume is high, upgraded offers an ample set of accommodations and basic sets a minimum benchmark to be achieved by all plans and developments.

Recommendation

It is suggested that the City of San José develop and adopt a defined, yet flexible, set of standards for pedestrian accommodation. At the minimum, the City should set a benchmark that all plans and developments meet to accommodate pedestrians. Ideally, the design standards will include several levels of pedestrian design standards, based on pedestrian need and the City’s designation of a neighborhood or corridor as a high-priority pedestrian area.

Design standards should incorporate policies that are included in the General Plan’s Urban Design Goals and Policies and in the Transportation Diagram. The design standards should include descriptions of appropriate pedestrian amenities and cross-section diagrams of the sidewalk and street to convey appropriate applications. Specific elements that should be included in design standards are provided in “Develop Recommended Pedestrian Design Guidelines” below.

The three-tiered benchmark adopted by Sacramento provides a recommended starting point:

Table 1: Sacramento Pedestrian Accommodation Levels

	Basic	Upgraded	Premium
Street Facilities	Detached sidewalks Vertical curb/gutter Curb ramps Obstacles removed Pedestrian scale street lighting Street trees, landscaping Parking/bike lane buffer	Wider sidewalks Vertical curb/gutter Curb ramps Obstacles removed Pedestrian scale street lighting Street trees, landscaping Benches at bus stops Parking/bike lane buffer	Wider sidewalks Vertical curb/gutter Curb ramps Obstacles removed Pedestrian scale street lighting Street trees, landscaping Benches at bus stops Wayfinding signs and kiosks Street furniture Outdoor eating areas Shade/shelter structures Parking/bike lane buffer
Crossing Treatments	Marked crosswalks Accessible pedestrian signals Vehicle speed control	High visibility crosswalks Accessible pedestrian signals Increase lateral separation Pedestrian islands Bulb-outs Raised crosswalks Other vehicle speed control	High visibility crosswalks Accessible pedestrian signals Increase lateral separation Pedestrian islands Bulb-outs Raised crosswalks Other vehicle speed or volume control Grade separation Special traffic signaling
Reduced Distances	Midblock crossings at some locations	Midblock crossings Shortcuts for pedestrians	Shortcuts for pedestrians Midblock crossings Dense housing Dense employment Transit access
Adding Interest		Show windows	Show windows Public art Vendor carts Street fairs

UPDATE STANDARD DETAILS TO INCORPORATE BEST PRACTICES OF PEDESTRIAN DESIGN

Incorporating pedestrian design guidelines and details into the City’s Standard Details will create one coherent, easily applied set of standards that will promote an environment that is pedestrian-friendly. The design guidelines should reduce the need for ad hoc decisions by providing a set of standards for pedestrian accommodation. Well-written design guidelines should allow flexibility to allow the standards to be modified to meet specific, unique site conditions.

Recommendation

The City should incorporate pedestrian design guidelines and details into the City’s Standard Details. Design guidelines should be based on the following federal, state, city and neighborhood documents:

- Requirements from the Americans with Disabilities Act of 1991. See the companion document, *ADA Transition Plan for Curb Ramps and Sidewalks Update* for specific items that should be included.
- Best practices from the AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, 1st Edition, 2004.

- Standards, guidance and options from the California Manual on Uniform Traffic Control Devices 2006.
- Standard Details followed by the City of San José.
- City municipal code elements, specifically items from Title 11, Vehicles and Traffic; Title 13: Streets, Sidewalks and Public Places; Title 19 Subdivisions, Chapter 19.36 Design Requirements; and Title 20 Zoning.
- General Plan policies, specifically, pedestrian-related policies from the Urban Design Goals and Policies and the Land Use/Transportation Diagram.
- Specific plans, including, but not limited to, the Downtown Streetscape Master Plan, Strong Neighborhood Initiative Plans, Diridon/Arena Strategic Plan, Evergreen-Eastridge Specific Plan, and the Alviso Master Plan. Specific plans should be incorporated by reference, rather than duplicated in the design guidelines.

Below is a **summary of the items included in the Portland Pedestrian Design Guidelines**, which is provided as an example design guideline format:

Table 2: Summary of Portland Pedestrian Design Guidelines

Section	Contents
Principals for Pedestrian Design.	A set of ideals that should be incorporated into every pedestrian improvement and are listed in order of relative importance
Guidelines for Sidewalk Corridors	Attributes of good sidewalk corridor and city and ADA guidelines
Required Sidewalk Improvements	Requirements for new development, street improvements, ADA guidelines
Designing and Implementing Sidewalk Corridor Improvements	sidewalk zones and driveways, recommended widths
Guidelines for Street Corners	attributes of good street corners and city and ADA guidelines
Designing and Implementing Corner Improvements	obstruction-free area, no private use area, adequate pedestrian area at corners, curb radius, curb ramps, pedestrian call buttons, curb extensions
Guidelines for Crosswalks	attributes of good crosswalks, crosswalks and pedestrian safety, legal aspects of crosswalks
Designing and Implementing Crosswalk Improvements	crosswalk treatments, frequency of crossing opportunities, locating midblock crosswalks, pedestrian delay at unsignalized crosswalks, minimizing exposure during crossing, pavement markings, traffic signals, T and offset intersections, intersection treatments, prohibiting pedestrian crossing

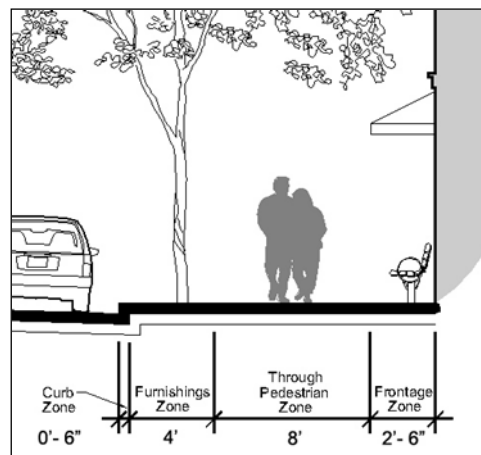
Section	Contents
Crosswalk Toolbox	Specific design guidelines for crosswalk improvements
Guidelines for Pathways and Stairs	attributes of good pathways and stairs, city and ADA standards
Design and Implementation of Public Corridor Pathways and Stairs	right-of-way, continuous vs. uncontinuous passage, stair/path combinations, lighting, signage, materials for public pathways, materials and setback for stairs
The Design and Implementation of Alternative Pathways along Roadways	application, separated pathways, widened shoulders, alternative pathway concepts
Other Items	Appendix on Materials Glossary Index

Example recommended design guidelines are provided below for pedestrian buffers, signage and striping improvements at controlled intersections, pavement markings at uncontrolled crosswalks, and shared use path crossings.

Pedestrian Buffers

Pedestrian buffers are physical structures, such as landscaping, street furniture, parking lanes or bicycle lanes that separate the sidewalk from an adjacent motor vehicle travel lane. By providing horizontal separation between pedestrians and moving motor vehicles, buffers greatly increase the comfort of walking along a street. Sidewalk buffers are typically provided by the Furnishings Zone of the sidewalk corridor. This zone includes elements such as street trees, signal poles, utility poles, street lights, controller boxes, hydrants, signs, parking meters, driveway aprons, grates, hatch covers, and street furniture.

Figure 1
Sidewalk Zones



The City of San José does not have specific pedestrian buffer guidelines, but does require street trees to be planted and maintained in front of every property in the City. Some specific plans provide guidelines for pedestrian buffers.

Sample guidelines for pedestrian buffers are listed below:

- Where possible, additional width should be given to the sidewalk buffer on streets with traffic speeds over 35 mph (55 km/h).
- The following items are considered as buffers and can be used alone or in combination: street trees, bicycle lanes, striped shoulder of 6' or greater, parallel or diagonal on-street parking, at 50% occupancy or above, landscaping strip of 3.5' or wider between sidewalk and travel way
- Within commercial districts, a landscaped sidewalk buffer may not be appropriate. Instead, the furnishings zone may contain street trees and on-street parking can serve as the sidewalk buffer. Within residential districts, a fully landscaped buffer may be appropriate

Signage and Striping Improvements at Controlled Intersections

A controlled intersection provides the greatest level of traffic management for both motor vehicles and pedestrians. However, even with traffic controls, there may be conflicts between vehicles and pedestrians, due to vehicles stopping partially in the crosswalk, failing to yield to pedestrians when turning, or making a right turn on red movement while pedestrians are crossing. Although these conflicts are primarily due to motorist behavior (generally failing to yield), signage and striping improvements can help to increase motorist awareness of their vehicle placement at intersections and need to yield.

Signage and striping improvements may be implemented in a systematic manner, from the least involved treatment and moving to successively more involved treatments. Improvements should be applied to intersections with a history of high vehicle-pedestrian conflicts (based on SWITRS data or the pedestrian count analysis).

A sample hierarchy for applying striping and signage improvements is given below.

1. Upgrade crosswalk markings to high visibility.
2. Install Stop Lines four feet in advance of the crosswalks, to help position motorists back of the crosswalk when stopped.
3. Install "Turning Traffic Must Yield to Pedestrians" (MUTCD R10-15) signage.
4. If right turns are yield-controlled, install yield lines (MUTCD Figure 13B-14(CA) 4 feet in advance of crosswalk and "Yield Here to Pedestrians" (R1-5 or R1-5a) signage.
5. Install in-pavement "Yield to Pedestrian" paddles if appropriate.

6. If pedestrian conflicts appear to be related to right turn on red, consider prohibiting right turn on red at that location.
7. Install countdown pedestrian signal heads.
8. Retime signals to prioritize pedestrian walk phase.

Pavement Markings at Uncontrolled Crosswalks

Signing and striping improvements at uncontrolled crosswalk locations can help increase the visibility of pedestrians to motorists and improve the pedestrians' walking experience. It is common for cities to apply signing and striping improvements systematically, starting with the least involved treatments and moving toward more involved treatments if necessary.

These enhancements are done on a case-by-case basis. If one level of enhancement does not appear to be adequate for a particular crosswalk location, the city will move to apply the next level of enhancement. By incrementally making crosswalk improvements, the city can evaluate each treatment independently for its ability to improve pedestrian safety at that location.

San José uses various levels of improvement for intersections, but does not have a systematic process for applying crosswalk improvements.

The City should establish a systematic process for applying crosswalk improvements at uncontrolled intersections. The following system is given as an example:

1. Provide standard transverse painted pedestrian markings
2. Add ladder stripes or textured pavement within crosswalk
3. Add Pedestrian Warning sign with down arrow at crosswalk
4. Add Advance Pedestrian Warning signs on approaches to crosswalk
5. Add advance pavement legend (or alternate marking)
6. Add standard white stanchions OR pedestrian stanchions
7. Add better lighting
8. Add pedestrian actuated flashing beacon OR in-pavement flashing crosswalk
9. Add curb extensions
10. Add median or pedestrian refuge
11. Install pedestrian signal

Shared Use Path Crossings

Multi-use trails provide pedestrian and bicycle travel ways that are separated from automobile traffic. Trail crossings must be safe for pedestrians and bicyclists alike, and should also provide convenient connections to the City's street network. In general, trail crossings should be treated just like other intersection types, oriented at 90 degree angles whenever possible ensuring safety for all trail and road users. In addition to typical intersection lighting, signage, and traffic control features, trail crossings should include design features that warn both trail and roadway users of

the crossing. Restricting parking near trail crossings, as at typical intersections, enhances sight distance.

The City of Berkeley has developed an experimental crossing treatment for shared use paths. The treatment is intended for multi-use shared bicycle/pedestrian path crossings, where a separation between the pedestrian crosswalk areas and the bicycle crossing areas is desired. Bicyclists use the center portion of the crossing, and pedestrians use the ladder-striped crosswalk lanes on the outside.



*Berkeley's multi-use path crosswalk marking.
West Street Path between University Avenue
and Delaware Street*

Stop or Yield Lines at Controlled Intersections

Stop lines are solid white lines 12 inches to 24 inches wide that indicate where traffic must stop at stop-sign controlled or signalized locations. Stop lines are only required at controlled locations where no marked crosswalk exists. Where a crosswalk is present, the crosswalk itself can function as the stop line. Jurisdictions are permitted by the MUTCD to install a stop line in advance of a marked crosswalk if desired.

Yield lines are a row of solid white isosceles triangles pointed at approaching vehicles indicating the point at which the yield is intended to be made. Yield lines are not required, but jurisdictions may install them in advance of a marked crosswalk.

Installing stop lines in advance of crosswalks can help to discourage vehicle encroachment into the marked crosswalk, particularly in right-turn-on-red situations where vehicles often creep forward to get better visibility. On multi-lane roads, stop lines may be staggered to allow better visibility to the left for right-turning vehicles. Stop and yield lines may be supplemented by “Stop Here on Red” or “Yield Here to Pedestrians” signage with a down arrow indicating the stop line or yield line as the proper location for vehicles to stop or yield in advance of the intersection.

The City of San José currently does not install Stop Lines or Yield Lines at locations that have a marked crosswalk. It is recommended that the city evaluate signalized intersections on a case-by-case basis, and consider installing stop lines at least 4 feet in advance of the crosswalk at locations that have a history of vehicle encroachment into the crosswalk or vehicles failing to stop for pedestrians on right-turn-on-red. At signalized mid-block pedestrian crosswalks, the city should install stop lines at least 40 feet in advance of the signal indication. At uncontrolled mid-block crosswalk locations the city should install yield lines between 4 and 30 feet in advance of the crosswalk.

CONSIDER ADDITIONAL CAR-FREE OR LIMITED-ACCESS STREETS

The City of San José has restricted auto traffic on streets for special events, and has converted streets into pedestrian and cyclist only “paseos” and greenbelts in the past, including Paseo de San Antonio and Paseo de Carlos. Both of these paseos run adjacent to or through San José

State University, capitalizing on the high student foot traffic. The area adjacent to Paseo de San Antonio offers many amenities attractive to pedestrians including shopping outlets, restaurants, and theaters. Moreover, it is served by light rail, connected to San José State University and located within walking distance of the central business district.

San José has also established a car free “transit mall” bounded by Julian Street, Third Street, San Carlos Street and Market Street.

Many cities across the country have car-free zones that experience above average retail and commercial success. One example of these zones is Sacramento’s K-Street Mall. The mall focuses on destination retail and includes theaters, convention centers and hotels, while providing light rail service and continually upgrading its pedestrian friendly streetscape.

Recommendation

The City should consider creating a pedestrian/transit mall that prohibits automobile traffic during special events on First and Second Streets between East San Carlos Street and East Santa Clara Street. In coordination with the suggested re-evaluation of the volume to capacity ratio for converting one-way to two-way streets in downtown, the city traffic engineers should use their findings to determine whether prohibiting automobile traffic on these streets is feasible in maintaining an acceptable level of service throughout downtown. In addition, an area survey of business and property owners properly outlining how the prohibition of automobiles and increased walkability will affect them is suggested, and to be used in the final decision.

3.6. IMPLEMENTATION & CONSTRUCTION: ENSURING PEDESTRIAN FACILITIES ARE BUILT IN A LOGICAL, EFFICIENT MANNER

CONTINUE THE SAFE STREETS INITIATIVE

In 2005-2006, San José’s Safe Streets Initiative provided for the installation of 200 red light running indicators to enhance enforcement efforts by the Police Department; pedestrian countdown signal heads at 72 high activity intersections and flashing beacons at 14 crosswalks to enhance safety at pedestrian crossings. This successful one-time program has not been continued due to lack of funding.

Recommendation

The City should establish a secure funding source for the Safe Streets Initiative and continue the program on a regular basis. In future years, the program could expand to include other engineering treatments, such as in-pavement “yield” paddles, high-visibility crosswalk striping and signing, enhanced street lighting and could include enforcement efforts such as crosswalk sting operations. To take advantage of existing Safe Routes to Schools and Safe Routes to Transit funding sources, the City should consider identifying locations that are adjacent to schools and/or transit.

This policy and recommendation is also listed under Enforcement.

DEVELOP METHODOLOGY FOR PRIORITIZING PEDESTRIAN INFRASTRUCTURE IMPROVEMENTS

Prioritizing pedestrian infrastructure improvements allows a city to efficiently construct projects, to construct projects where they are needed most, and gives stakeholders a sense of the implementation timeline.

San José already has two tools that can be used to prioritize pedestrian infrastructure improvements. First, the General Plan establishes eight pedestrian cores and 18 pedestrian corridors as a Pedestrian Priority Network. Pedestrian Corridors include Transit-Oriented Corridors and neighborhood shopping streets. The corridors are intended to increase neighborhood connectivity or to provide connections to Pedestrian Cores. Pedestrian Cores include the downtown area, areas around rail stations and the planned communities of Rincon South, Jackson-Taylor, Midtown, Tamien and Communications Hill. The Transportation Diagram section also includes designations for Transit Mall (includes streets designed for pedestrian use) and Pedestrian Mall (pedestrian-only areas).

Second, with the adoption of the amended Transportation Impact Policy in 2005, the City established alternative Level of Service measures in designated Community Improvement Zones. Community Improvement Zones incorporate transit oriented development corridors, downtown gateways, transit station areas, planned communities, and neighborhood business districts. The updated policy allows the exemption of Priority Intersections within Community Improvement Zones from motor vehicle LOS standards.

Recommendation

The City should establish a list of prioritized locations for pedestrian infrastructure improvements using Community Improvement Zones and the Protected Intersections within those zones as well as the General Plan's Pedestrian Priority Network. The intention is to establish a prioritized list of pedestrian infrastructure improvements and improvement programs that can be implemented in a systematic manner. The priorities are intended as guidelines; regardless of priority, pedestrian projects should be constructed in conjunction with nearby streetscape improvements, new development or other planned construction.

Additional criteria that could be used to rank pedestrian projects include:

Public Policy: Is the project identified in City plans as a high-priority need?

Measurements: Within a pedestrian core or corridor identified in the General Plan, within a Community Improvement Zone or Protected Intersection, identified in a specific plan.

Community Access: Is the project located near key pedestrian generators or attractors?

Measurements: Civic buildings, neighborhood commercial centers, parks, senior centers, schools, density of surrounding land uses

Transit Connectivity: Is the project located near key transit access points?

Measurements: Santa Clara Valley Transit bus stops and light rail stations, Caltrain stations, future BART stops

Usage and Demand: How many people are walking in the project area?

Measurements: Census Journey to Work data, ongoing counts and surveys

Safety: Will the project improve safety?

Measurements: Collisions, pedestrian counts and exposure, traffic volumes and speeds

Support and Need: Is there an identified need for the project?

Measurement: Project is identified in an existing plan, public comment received

ADA IMPLEMENTATION AND CAPITAL IMPROVEMENT PROGRAM

The details of a sidewalk infill program are described in the companion document, *ADA Transition Plan Update for Sidewalks*, and summarized here. The ADA Implementation Program, including a listing of capital improvement projects and potential funding sources, has been developed as a final step in implementing the *ADA Transition Plan Update for Sidewalks*. Final determination of exact projects and locations will be determined upon completion of the inventory development. Types of capital improvement projects can be generally categorized as follows:

- Curb ramp construction or replacement projects based upon citizen requests;
- Curb ramp and intersection retrofit projects that are part of Street Resurfacing rehabilitation treatment projects or other City street or sidewalk construction projects;
- Curb ramp and intersection retrofit projects, in conjunction with construction by private parties;
- Continuation of the existing sidewalk maintenance program that assists homeowners with sidewalk repairs;
- Continuation of the existing sidewalk gap (locations where sidewalks are not continuous) closure program;
- Curb ramp and intersection retrofit projects deemed essential for mitigation of barriers based upon the finalized ADA Transition Plan Update and inventory data collected.

CONDUCT REGULAR PEDESTRIAN COUNTS AND SAFETY ANALYSES

Accurate safety analysis and appropriate prioritization depends on understanding which areas of the City have high walking rates. Collision data is most useful when combined with an understanding of how many people are walking at the collision site.

Data currently collected by the city for traffic warrant signal analysis are conducted in tandem with turning movement counts. These counts occur once a month, typically Monday through Thursday from 7 a.m. to 7 p.m. Congestion monitoring data, which may be applied to signal timing studies, is collected at 117 intersections with regional significance. Vehicular operations are the priority of this monitoring; pedestrian counts are conducted out of convenience.

Recommendation:

Continue to conduct pedestrian counts during warrants for signal analysis and develop a procedure to ensure that pedestrian count data is entered into the city database.

On an annual basis, conduct pedestrian counts at the City's top spots for pedestrian related collisions. Counts should be collected, at a minimum, at morning and evening weekday peaks and one weekend peak. This data should be used to understand the rate of pedestrian collisions and to prioritize the location for improvements to make it safer and more convenient for pedestrians.

3.7. ENFORCEMENT: IMPROVING PEDESTRIAN SAFETY

EXPAND THE TARP PROGRAM TO INCLUDE OTHER AREAS

San José's Traffic Accident Reduction Program is a collaborative effort between San José Department of Transportation and San José Police Department. DOT identifies intersections with high accident rates; then the Police Department focuses enforcement efforts during commute hours. Currently, the enforcement efforts are all located adjacent to schools.

Recommendation

Expand TARP to include high collision intersections that are not near schools. Focus enforcement wherever pedestrian accidents are notably high and wherever the city is attempting to establish pedestrian areas.

Seek funding for TARP programs through federal sources. Some TARP programs are federally subsidized up to 90%.

CONTINUE THE SAFE STREETS INITIATIVE

Improvements that reduce red-light running and those that reduce pedestrian-vehicle conflict at signalized intersections are particularly helpful in reducing risk for pedestrians. Red-light running, according to the Federal Highway Administration, is the single most frequent cause of fatal crashes at intersections. A San Francisco experiment measuring the impact of countdown signal heads showed a decrease in pedestrians still in the crosswalk when the signal turned red, following countdown implementation. Vehicle/pedestrian conflicts and running or aborted crossings also fell.

San José's Safe Streets Initiative provided greater red-light running enforcement, added countdown signal heads to intersections and promoted flashing beacons to enhance safety at pedestrian crossings. These changes provided noticeable increase in safety for pedestrians.

Recommendation

Continue the Safe Streets Initiative on a regular basis, either annually or biennially. An evaluation process, utilizing accident data and field observations, can help prioritize intersections based on the type of improvement required.

This policy and recommendation are also listed under Implementation & Construction.

ENFORCE RED-LIGHT VIOLATIONS THROUGH A PHOTO ENFORCEMENT PROGRAM

Intentional red-light running is responsible for approximately 260,000 collisions per year in the United States. Although a variety of countermeasures are available—traffic signal removal,

signal timing adjustment, and traditional police enforcement—the problem persists mainly due to the inability of enforcement techniques to adequately and safely patrol thousands of intersections in any urban area. Specifically with regard to traditional law enforcement, officers must observe the violation, chase, stop and cite a violator. Not only is this an inefficient and costly system for regulating driving behavior, it generally means chasing a driver through a red light, potentially increasing the resulting danger to motorists and pedestrians.

Studies indicate that the use of photo-enforcement of red-lights significantly reduces the rate of violations. Photo-enforcement is also educational, considerably improving awareness of the hazards and problems associated with running stop lights.

Key legislative, legal and financial issues should be considered upon implementation. Many photo enforcement projects require new laws to be enacted that allow camera images as evidence for traffic violations. There may also be concerns with privacy and liability (i.e. vehicle driver or vehicle owner). Implementation requires coordination among a variety of groups, including transportation, law enforcement, and judicial agencies. Investments to implement photo enforcement technology can cost as much as \$50,000 per camera unit, and surveillance loop installation can cost around \$10,000 per intersection.

San Francisco reported a 10% drop in collisions and a 40% decrease in red light violations after implementation of photo-enforcement. New York experienced a 62% drop, and some intersections in Los Angeles experienced a 92% decrease in violations.

Recommendation

The City of San José should implement a photo enforcement program to reduce red-light violations. This program should be targeted toward intersections with a high number of red-light violations first.

3.8. POLICY MODIFICATIONS: INSTITUTIONALIZING PEDESTRIAN POLICIES

MODIFY THE MUNICIPAL CODE TO ACCOMMODATE PEDESTRIAN WALKABILITY

The City of San José's Municipal Code contains rules and regulations that pedestrians and vehicles must abide by, as well as provisions that support pedestrian-friendly development and pedestrian safety, access and connectivity. Provisions include enforcement of crossing location and method for pedestrians, establishment of safety zones for pedestrians, description and use of stop sign canes, regulations for establishing adult crossing guards, construction of sidewalks, paseos, subdivision sidewalk and pedestrian access requirements and permissible reductions in required parking in the downtown area.

San José municipal code §11.64 contains basic requirements and regulations, outlining where sidewalks and crosswalks are necessary, along with assigning responsibility for construction. The City has few municipal codes directly addressing walkability however. Among those that do are §20.100.1400, encouraging sidewalk cafes as enhancements to the streetscape, §19.36.1600, allowing mid-block crosswalks where blocks are more than twelve hundred feet in length, and a designation of a Commercial Pedestrian district, where pedestrian oriented retail on the scale of surrounding residential neighborhoods is supported.

The Municipal Code could be more proactive in terms of establishing pedestrian needs. It could more closely parallel the General Plan as a guideline for developing walkability. The Code could also establish funding streams for pedestrian programs, like Safe Streets, traffic calming and other streetscape development.

Recommendation

The following general modifications to the City’s Municipal Code are recommended.

Modify the Municipal Code to share priorities consistent with the General Plan in establishing further legal framework for enhancing walkability.

- Adopt code that identifies funding for pedestrian programs.
- Adopt code defining pedestrians and crosswalks.
- Reference the San José Pedestrian Design Guidelines (to be developed) as appropriate.

The following table lists a **sample of recommended changes to San José Municipal Code**.

Table 3: Recommended Changes to San José Municipal Code

Item/ Code	Modification
Pedestrian Definition §11.04.130	Expand the definition of pedestrian to include “a person afoot; a person operating a pushcart; a person riding on, or pulling a coaster wagon, sled, scooter, tricycle, bicycle with wheels less than 14 inches in diameter, or a similar conveyance, or on roller skates, skateboard, wheelchair or a baby in a carriage.” (Santa Barbara Pedestrian Master Plan)
Crosswalks	Define crosswalks in Title 11: Vehicles and Traffic “Crosswalk” means any portion of a roadway at an intersection or elsewhere that is distinctively indicated for pedestrian crossing. Where there are no pavement markings, there is a crosswalk at each leg of every intersection, defined by law as the prolongation or connection of the lateral lines of the sidewalks.” (Santa Barbara Pedestrian Master Plan) Refer to San José Pedestrian Design Guidelines for regulations regarding crosswalk location and markings.

Item/ Code	Modification
Driveways	<p>Define driveways in Title 11: Vehicles and Traffic.</p> <p>“"Driveway" means a concrete or asphalt concrete way for vehicular traffic extending from the roadway to the property line across a sidewalk, whether or not such sidewalk is improved, for the purpose of providing access to parking or maneuvering space on abutting property.” (Portland Municipal Code)</p> <p>Prohibit driveways from being located closer than 25 feet to the intersection of two streets.</p> <p>Limit commercial driveways to one driveway per street frontage. Reserve the right to further limit driveways if more than one parcel is being developed or redeveloped as a single approval.</p> <p>Allow the City to require joint use of commercial driveways by properties in separate ownership.</p>
Curb Cuts	Prohibit curb cuts exceeding 30 feet in length.
Curb Ramps	Require all newly constructed or reconstructed sidewalk intersection corners to include curb ramps
Closing abandoned access openings in sidewalks	<p>Allow the City Engineer to inspect driveways, entrances, entries and other access openings through curb lines and when the use of the property is abandoned or changed in nature so as to not require the opening, allow the city to close the opening by replacing curb, sidewalk, and gutter and allow normal pedestrian use.</p> <p>Include notification and grievance procedures for closing openings in sidewalks.</p>

CONTINUE TO INCORPORATE PEDESTRIAN NEEDS INTO THE CITY’S DEVELOPMENT REVIEW PROCESS

The development review process provides guidance to developers on City standards and guidelines that must be met for a project to be approved. The process ensures that standards are met. Pedestrian needs are incorporated into development review through ADA standards and specific plans.

Recommendation

Modify the development review process so that it specifically accommodates pedestrians by:

- Incorporating the pedestrian guidelines identified in San José’s General Plan and the design guidelines recommended in this document into the development review process.

- Work with the Planning Commission to pass a policy regarding pedestrian accommodation for inclusion in the development review process.
- Train city staff responsible for development review on the new pedestrian accommodation requirements.
- As appropriate, incorporate pedestrian-related fees into the development review fee schedule.

ESTABLISH PEDESTRIAN PERFORMANCE MEASURES

The City of San José General Plan outlines performance measures for transportation, sanitary sewers, police response time, fire protection response time, parks and recreation, and libraries. The City does not have pedestrian-specific performance measures, but the City’s traffic performance measures have been adjusted to reduce negative impacts on pedestrians.

The Department of Transportation has developed a two-part pedestrian Level of Service performance measure: basic facilities and enhanced facilities. San José’s officially adopted traffic performance measures are based on motor vehicle level of service. In general, the City’s goal is to have all intersections operate at a level of service of D or higher. However, there are several exceptions:

- Development projects near designated Protected Intersections may be approved if Offsetting Transportation System Improvements are provided that enhance public pedestrian, bicycle, and transit facilities near the protected intersection.
- Where standard motor vehicle mitigation measures will compromise livability by eliminating street trees, reducing front yards, or other impacts, mitigation measures to can include bicycle and pedestrian facility improvements.
- An “area development policy” may be adopted by City Council to allow lower levels of service for specific areas. Area development policies have been adopted for Evergreen, North San José and Edenvale.
- Small infill projects are exempted from level of service requirements.
- Development within the Downtown Core Area is also exempted from level of service requirements.

The primary challenge with pedestrian performance measures is to develop criteria that require low levels of staff and funding. Many of the pedestrian level of service measures established by other agencies require significant staff time or funding to implement.

Recommendation

Refine and adopt the Department of Transportation’s two-part pedestrian level of service measurement.

3.9. FUNDING: ESTABLISHING SECURE FUNDING SOURCES

CONSIDER EXPANDING LOCAL MAINTENANCE DISTRICTS FOR STREETScape IMPROVEMENTS

The City of San José currently implements a variety of policies to help improve streetscapes. These policies include establishing Local Maintenance Districts to fund infrastructure improvements, requiring each new family residence, industrial and commercial establishments to plant a street tree on their property and, by state law, requiring property owners to maintain and repair sidewalks, park strip areas, curbs and gutters in front of their properties. Local Maintenance Districts are used to fund pedestrian and other infrastructure improvements in Edenvale, Evergreen and North San José neighborhoods.

Recommendation

The City should consider expanding the Local Maintenance District funding strategy to more neighborhoods.

FACILITATE COMMUNITY ADOPTION OF LOCAL MAINTENANCE DISTRICTS FOR STREETScape IMPROVEMENTS

Local Maintenance Districts charge a local fee to businesses and residences to fund streetscape improvements in their neighborhood. San Jose already pursues this option in some neighborhoods. The City of Portland, Oregon has used a similar funding strategy, Local Improvement Districts (LIDs), to fund numerous pedestrian-related streetscape improvements. Before the establishment of a LID, Portland city staff poll the property owners to verify general consensus for the improvement need. Once consensus is established, the city works with property owners to develop an assessment method, which may include square footage, linear footage, equivalent dwelling unit or a combination of methods. The city designs and engineers the project, and manages the construction, but does not actually build the project. Local Improvement Districts can be used to improve the street, build sidewalks and install storm water management system. Local Improvement Districts are typically business districts, but can be residential. Once a project is completed, the Local Improvement District ceases to exist and the city auditor's office handles the property owners' payments.

Recommendation

The City of San José should provide assistance to neighborhoods that wish to establish Local Maintenance Districts to fund pedestrian-related transportation infrastructure. This funding mechanism should be used in conjunction with constructing improvements proposed through the Strong Neighborhood Initiative.

CONSIDER A CITY-WIDE ASSESSMENT DISTRICT

A number of Bay Area governments have passed ballot measures and propositions that set aside a portion of revenues for walking and bicycling. Many of the taxes, such as Alameda County's Measure B sales tax, San Francisco's Proposition K ½ cent sales tax are county-based. In most cases, these bills reach the ballot as transportation funds, with a percentage designated to walking, bicycling and road maintenance.

Santa Clara County voters approved a transit sales tax (Measure A, 2000) and a transportation sales tax (Measure B, 1996). The transportation sales tax does not specifically earmark funds to

bicycle and pedestrian projects, but is instead linked to a list of projects (some of which are pedestrian-related).

Recently, cities have started passing taxes to support infrastructure improvements. Measure S was passed by San Rafael voters in November 2005. Measure S is a ½-cent transactions and use tax. Measure S dollars will be used to maintain police and fire services, keep from further reducing library hours, maintain street and sidewalk repairs, and keep recreation facilities open.

Fin November 2005, Fairfax, CA passed Measure F Property Tax. The tax increased property taxes by \$125/per dwelling unit, raising \$425,000 for five years. Eligible expenditures include essential services such as police and fire and providing matching funds for capital projects such as Safe Routes to Schools, sidewalk construction and maintenance, intersection improvements and other pedestrian infrastructure.

Recommendation

Consider a city-wide assessment district that funds a variety of transportation needs, including pedestrian and bicycle needs and infrastructure improvements that promise to enhance the quality of service for multiple modes. It is recommended that the assessment be established as a percentage, rather than a set dollar amount, so that revenues will with inflation. It may be easier to establish an Assessment District if funding is linked to a limited set of projects, however, that limits the flexibility of the funding.

CONSIDER PUBLIC-PRIVATE PARTNERSHIPS FOR ENCOURAGEMENT AND EDUCATION PROGRAMS

Public-private partnerships are most commonly used for infrastructure construction. Strictly speaking, developer fees are a type of public-private partnership. These partnerships are less common for pedestrian education and encouragement programs.

Example: Walk Oakland Map and Guide Public-Private Partnership

The City of Oakland has established a successful public-private partnership to publish its successful *Walk Oakland Map and Guide*. The initial map was developed for the Pedestrian Master Plan by the City. A public-private partnership has been successful in ensuring that the *Walk Oakland Map and Guide* is regularly updated and published. A private graphics company was contracted to print the first run of the map at cost, with the agreement that the graphics company would own the rights to the map. For future editions, the City of Oakland is responsible for noting additions and corrections to the map while the graphics company is responsible for making changes to the map and publishing the map. The graphics company may print and sell future editions of the map at a profit. The City regularly orders additional maps for distribution at large events. The map is also sold in local stores.

Recommendation

The City should seek innovative public-private partnerships to fund education and encouragement programs.

EARMARK A PORTION OF MOVING VIOLATION FEES TO PEDESTRIAN IMPROVEMENT PROJECTS

Traffic citation fees are distributed between state, city and county levels of government. Factors that govern the allocation are numerous, including the issuing agency of the citation, the location

of the citation, and the nature of the citation. However, it is possible to earmark a portion of these fees to a specific fund. For example, in Santa Clara County fees from citations for the failure to wear a seatbelt go towards brain injury research.

Example: Portland Oregon’s Education and Encouragement Programs

Portland’s pedestrian education and encouragement programs are housed in the Community and School Safety Traffic Partnership within the Office of Transportation. Partners in the effort include Portland Police Bureau, neighborhoods, pedestrian and bicycle advocates, schools, courts, Portland State University, health professionals, and senior advocates. The program focuses on reducing driver error, pedestrian and bicycle safety and safe routes to school. It is funded through an annual increase in traffic fine revenues, which in Oregon are collected by the state and transferred to each jurisdiction.³ Portland receives \$1 million in traffic fine revenues annually

Recommendation

The City of San José should work with Santa Clara County and the State of California to set up a policy whereby a portion of moving violation fees returned to San José is earmarked toward infrastructure, education, enforcement, and encouragement programs that improve pedestrian safety.

3.10. ENCOURAGEMENT: PROMOTING SAN JOSÉ AS A WALKABLE CITY

DESIGN AND PRINT WALKING MAPS FOR SAN JOSÉ’S NEIGHBORHOODS

One of the most effective ways of encouraging people to walk is through the use of maps and guides to show that the walking infrastructure exists, to demonstrate how easy it is to access different parts of the city on foot, and to highlight unique areas, shopping districts or recreational areas. Walking maps can be used to promote tourism to an area, to encourage residents to walk, or to promote local business districts.

San José currently publishes the following walking maps:

San José’s Redevelopment Agency currently publishes a glossy full-color walking map of Downtown San José. The map lists shopping, dining, beauty, parking and public transportation and provides an excellent resource for those who are walking downtown San José.

Parks, Recreation and Neighborhood Services publishes interactive trail maps on the department website. The maps include an overview map of the entire City, and individual maps of the trail segments. The individual trail maps show entry points, neighborhood street connections, elementary schools, parks, business areas, and trail conditions.

Example: Walk Oakland Map and Guide

The City of Oakland publishes a regularly updated map of the City’s walking routes. It includes bicycle facilities, walkways, trails, stairways, local stores, transit stops and lines, historic points of

³ See Oregon House Bill 2759 of 2003.

interest, and neighborhoods. In terms of public outreach, the *Walk Oakland Map and Guide* is the most successful component of Oakland's Pedestrian Master Plan. There are an estimated 30,000 to 35,000 copies in print and a third edition is under development.

Recommendation

The City of San José should consider expanding the walking maps it produces to include a city-wide walking map or walking maps for individual neighborhoods. Walking maps should include physical infrastructure such as trails, pedestrian bridges and undercrossings, street grades, and destinations such as transit stops, parks, schools, cultural and historic points of interest, and selected businesses.

Neighborhood-specific maps could be developed by the Redevelopment Agency with assistance from the Department of Transportation. Neighborhood maps could focus on local shopping opportunities, and be partially funded through advertisements. These maps would be designed much like the Downtown Walking Map, and be distributed for free at local businesses and during local events.

A Citywide map would be developed by the Department of Transportation, and funded by grant money or general fund money and partially subsidized by local businesses. These maps would be distributed for free at citywide events and made available for purchase at local bookstores, recreational stores, bicycle shops, and other related businesses. The city should consider looking into a public-private partnership for updating and printing future versions of the map.

CONTINUE TO INSTALL WAYFINDING SIGNAGE IN AREAS WITH HIGH PEDESTRIAN ACTIVITY

The City of San José is currently installing wayfinding signs in downtown through the Downtown San José Signage Master Plan and should continue and consider expanding the neighborhoods that receive wayfinding.

Wayfinding, the process by which the pedestrian arrives at his or her destination, can be enhanced through a variety of strategies. These strategies should consider that pedestrians have various backgrounds use a variety of wayfinding techniques. For instance, a recent study found that 50% of the American population was functionally illiterate. With this consideration, signs with just written language would not help these individuals. Instead, they may use physical landmarks, maps and other visual queues.

The City offers a wide array of wayfinding tools available online and at the Convention and Visitors Bureau. These resources provide English language event calendars, restaurant and hotel listings, and walking, leisure, facility and downtown guide maps free of charge.

The City of San José has a very diverse population, a large percentage of which does not use English as the first language. In designing wayfinding, one must consider that 30.2% of the population is Latino and that the City contains the largest concentration of Vietnamese in the United States, comprising 8.8% of the population. Because much of the pedestrian activity takes place at the downtown core, it should be noted that the Latino population in this area, District 3, comprises 58.1%.

Recommendation

Continue to install wayfinding signage in the downtown area and start installing wayfinding signage in other pedestrian nodes. The City should develop language-specific wayfinding/identification signage (particularly Vietnamese and Spanish). Wayfinding signage could be developed in conjunction with the Pedestrian Walking Maps. The City's Convention and Visitors Bureau should consider providing maps, brochures and listings that reflect the demographics of the area. Whenever possible, signage and maps should incorporate pictorial symbols in addition to or instead of text. In addition, consideration of persons with disabilities is suggested in future streetscape design and wayfinding tool implementation. Examples of this are information kiosks at pedestrian nodes, textured paths and sidewalks and audible signage for visually impaired persons. In general, additional signage should always follow a standardized format, consistently displaying names of buildings, destinations and maps. Entrances and exits should be clearly marked and accessible by pedestrians with convenient walkways.

PROMOTE EVENTS TO ENCOURAGE WALKING

In many cases, the decision to drive rather than to walk is guided by habit. People choose what is familiar to them: driving. Encouragement programs help shift people's habits by providing a fun environment for them to "try" walking. Encouragement programs are one of the most cost-effective ways of getting people out walking. Marin County's Safe Routes to Schools program saw unprecedented growth in the number of children walking to school within the first two years of its program by focusing primarily on encouragement and educational programs.

Recommendation

Promote events to encourage and support walking. Events may include City-sponsored walking tours of new projects and developments, recreational walks historic walks, car-free days, transportation fairs and Walk to Work and School Days.

APPENDIX A: DOCUMENTATION OF CITY STANDARDS, POLICIES, PROCEDURES AND PRACTICES

INTRODUCTION

This report presents a table summary of the City of San José's pedestrian-related standards, policies, procedures and practices (SPPP).

In collecting this information, the following departments were contacted:

- Transportation
- Public Works
- Parks, Recreation, & Neighborhood Services (PRNS)
- Planning, Building, & Code Enforcement (PBCE)
- Redevelopment Agency (SJRA)
- Police Department

Information collected and evaluated in this task includes both formal, adopted SPPP as well as informal SPPP used by the City.

The table on the following pages is organized by city department and lists:

- Item Number – for internal reference
- Title
- Date – where applicable
- Description
- URL –where applicable
- Notes

Transportation Department

Item #	Title	Date	Description	URL	Notes
1	Audible Traffic Signals		The City provides analysis and installation of audible traffic signals. The City maintains an audible pedestrian signal request form and evaluation criteria.		
2	City of San José Transportation Impact Policy	Jun 2005	Allows flexible traffic LOS standards and emphasizes that San José is “planning a balanced, multi-modal transportation system with livable streets that accommodate vehicular as well as appropriate pedestrian, bicycle and transit facilities.” The policy identifies 8 “protected” intersections. At these intersections, future motor-vehicle capacity enhancements will not be permitted if they reduce the capacity or significantly deteriorate the quality (aesthetic or otherwise) of pedestrian, bicycle or transit systems and facilities. Projects near these intersections will not be required to provide motor-vehicle LOS improvements, but would be required to provide transportation enhancements for other modes.	http://www.sanJoseca.gov/planning/EIR/OLD_EIRS41006/OldEIRs.asp	Awaiting information from Manual Pineda. The link is to the old EIR
3	Crosswalk Brochure		The City publishes a crosswalk brochure on its website. The two-page brochure describes the locations where crosswalks are generally installed in San José, the City’s policy regarding crosswalk installation, the criteria for installing crosswalks, the public noticing requirements when removing crosswalks, and phone and email contacts for making a request for crosswalk installation. The brochure also includes phone numbers for other sidewalk-related maintenance and safety requests, including damaged or uneven sidewalks, new streetlights, potholes, school safety presentations, sign maintenance, sign and marking requests, clogged storm drains, street smarts presentations, streetlight repair, traffic signal malfunctions, traffic signal timing concerns, traffic visibility obstructions and the Call Center 24 hour hotline.	http://www.sanJoseca.gov/transportation/traffic_safety.htm	

Transportation Department

Item #	Title	Date	Description	URL	Notes
4	Curb Accessibility Program		This program provides for the construction of curb ramps at street intersections to improve sidewalk accessibility for people using wheelchairs.		
5	DOT GIS Information		Awaiting information.		Left message with William Harmon 3/22/2007
6	Landscape Maintenance Policy		The Department of Transportation maintains medians and roadsides throughout the City. Services provided by the City include mowing, scrub and groundcover trimming, weeding and litter removal, removal/replacement of dead plants, irrigation system repair, tree pruning.	http://www.sanJoseca.gov/transportation/tl_landscapemaintenance.htm	
7	Mobility Access Analysis for People With Disabilities		Upon request, staff conducts a study of obstructions blocking pedestrian or wheelchair travel.		
8	Pedestrian Collisions		Traffic collision information is collected by the Department of Transportation through the Traffic Collision Reports prepared by the San José Police Department. The data is entered into the City's proprietary software (Traffic Accident Prevention System) by city staff, and includes pedestrian and bicycle related collisions. The DOT's Bicycle and Pedestrian Program has published a collision analysis of bicycle and pedestrian data in past years, and would like to make the publication annual.		Conversation with John Brazil.

Transportation Department

Item #	Title	Date	Description	URL	Notes
9	Pedestrian Countdown Signals Study	Jun-05	The Pedestrian Countdown Signals Study was created to analyze the installation of pedestrian countdown signals at five San José intersections on an experimental basis. The study consists of a background review, extensive observations of pedestrian and motorist activity at the five intersections before and after the signal installation, a comparison between similar signaled and non-signaled intersections, conflict analysis and recommendations.		
10	Pedestrian Counts		Pedestrian counts on city streets are taken whenever turning movement counts are taken for signal warrant reasons. The city has been conducting these counts monthly. Some locations have ten years worth of data. Counts are typically collected Monday through Thursdays from 7 am to 7 pm. Data is stored in the City's traffic count database. Count locations do not cover all intersections in the City, only those that have been identified to determine if a signal is warranted. On CMP (arterials) data is collected for congestion monitoring. Twice a year, once in spring and once in fall, vehicle counts are collected at 117 intersections of regional significance. Other intersections may be included in the data collection, based on age of data and/or congestion level. Collection of pedestrian data is a decision of convenience. Pedestrian counts are filed, and pedestrian data collection starts in 2004.		From email and phone conversation with Al Gonzalez, March 2, 2007. Email from Paul Ma March 1, 2007.
11	School Pedestrian Safety Committee		This advisory committee acts on school-safety related matters and ensures that crossing guards are allocated equitably throughout the City.		Taken from transportation website.

Transportation Department

Item #	Title	Date	Description	URL	Notes
12	Sidewalk Maintenance Policy and Grant Program	Grant program est. 1999 Discontinued 2008	<p>San José permit process and state law requires property owners to repair the sidewalk, park strip area, curb and gutter in front of their property. Maintenance responsibility includes, but is not limited to, repair or replacement of damaged or displaced concrete, abatement of weeds or debris, and the trimming of trees and shrubs.</p> <p>The City used to administer a grant program to reimburse owners of owner-occupied single-family residential units for repair to their sidewalks. The grant program was discontinued in 2008, but information is provided here for reference. Grant reimbursement amounts are based on an inspection and estimated repair costs, and grant funds are subject to available funding. As of July 1, 2006, grants were capped at \$500 for 1 to 120 feet of frontage and \$1,000 for over 120 feet of frontage.</p>		Grant program was discontinued in 2008.
13	Signalized Intersection Operations – Ped Push Buttons		<p>About 93% of city signals are equipped with pedestrian push buttons. The remaining signals are all located in the downtown grid and were activated a few to several decades ago. Pedestrian push button (actuation) is required for all crosswalks provided by signal construction projects.</p> <p>Pedestrian recall is programmed at downtown core signals equipped with PPBs. The recall period is from 7:00 am to 7:00 pm at most of these intersections. There is no official prioritization method for installing PPBs in place.</p> <p>However, when audible pedestrian signal is requested and warranted for an intersection without PPB's, the city seeks funding to install PPB's to support APS installation. People can use the direct line/e-mail address to report the concern but the city seldom receives that type of complaint for the downtown grid.</p>		From email conversation with Mayuko Tzanavaras, Signal Operations March 9, 2007

Transportation Department

Item #	Title	Date	Description	URL	Notes
14	Signalized Intersection Operations –Signal Timing		The city follows California MUTCD that recommends four feet per second as a walking speed and provides a sufficient crossing time for the crosswalk distance from curb to curb. Adjustments are made when warranted by data/investigations. The city has installed a direct phone line and established an e-mail address for residents to request signal timing changes. The city investigates each request and extends either the “WALK” or the “Flashing Don’t Walk” interval if it is confirmed that the request is warranted. The city often provides a longer crossing time when a signal is located near a senior citizens’ facility, a school, a park, a library, a community center, etc.		From email conversation with Mayuko Tzanavaras, Signal Operations March 9, 2007
15	Signalized Intersection Operations-Audible Pedestrian Signals		The City uses a form to evaluate requests for Audible Pedestrian Signals. The form evaluates the suitability of the intersection for audible signals, the pedestrian activity, the proximity to public facilities and the regular need for a visually impaired pedestrian to use the intersection.		Email from Michael Mojica, February 9, 2007
16	Special Landscape Maintenance Policies		Special Districts Landscape – homeowners and businesses in these districts are assessed a special tax for a higher level of landscaping. Undeveloped Medians – Dirt medians are considered undeveloped. They will be designed and constructed by the Public Works Department and then turned over to the Department of Transportation for maintenance. Adopt a Street – Provides opportunities for businesses, organizations and residents to volunteer to maintain landscaping in their neighborhood	http://www.sanJoseca.gov/transportation/tl_landscapemaintenance.htm	

Transportation Department

Item #	Title	Date	Description	URL	Notes
17	Stop Sign Brochure		The brochure explains the City's criteria and policies for installing stop signs, the process for requesting a new stop sign or reporting a damaged one, and options for improving intersections without adding a new stop sign.	http://www.sanjoséca.gov/transportation/forms/brochure_stopsign.pdf	
18	Street Smarts		Street Smarts is a nationally-recognized traffic safety education program that is intended to change driver, pedestrian and bicyclist behavior to enhance safety. The program has been adopted by 24 San José neighborhoods as well as 23 other California Communities. Since the program's launch in 2003, bicycle and pedestrian fatalities per 1000 population have been declining in San José, as have red-light running collisions. The program costs \$364,000 annually and includes 2.5 FTEs. It includes specialized programs geared toward seniors and schoolchildren and runs the city's Safe Routes to School program. The program hopes to expand to teen drivers, acquire funding for a FTE for the school safety component and establish funding as part of the general fund.		Phone conversation with Linda Crabill.
19	Street Smarts – Operation Safe Passage		This is a targeted enforcement effort conducted three times a year. After school starts, after students are back at school after the winter break and in May. It is a collaboration between California Highway Patrol, Santa Clara Sherriff's Department and the San José Police Department. The SJPD issues a press release that it will be monitoring and then monitors driving behavior, pedestrian and bicycle behavior, and issues warnings and, if necessary, tickets within school zones. Street Smarts communicates to the SJPD which schools need targeted enforcement.		Phone conversation with Linda Crabill.

Transportation Department

Item #	Title	Date	Description	URL	Notes
20	Street Smarts – School Safety Education Component	2005-2006	Street Smarts includes a School Safety Education Component launched in January 2005, funded by OTS for a year. “This program teaches children in grades K-8 age-appropriate safety principles, such as how to cross the street safely and the proper way to wear a bike helmet and ride a bike.” In 2005-2006, 190 presentations were given at 47 schools, reaching over 28,000 students. In 2004-2005, the first partial year of the program, 218 presentations were given at 40 schools, reaching 17,000 students. (2005-2006 only expected to give 75 presentations due to funding ending.) The OTS funding ended on December 2006, but future funding has been identified to extend the program.		Phone conversation with Linda Crabill.
21	Street Smarts – Senior Education Component	2006-2007	Due to a rise in average age of pedestrian fatalities, the DOT developed a Street Smarts program specifically geared toward seniors. The program is presented at senior centers, parks and recreation centers and covers nutrition, driving tips, walking tips and other safety tips.		Phone conversation with Linda Crabill.
22	Street Tree Disclosure Form		When residential property is sold or transferred in the City, the seller must disclose the street tree requirement to the buyer. The City provides a disclosure form for this purpose “Tree Disclosure Form” available at http://www.sanJoseca.gov/transportation/forms/tree_disclosure_form.pdf	http://www.sanJoseca.gov/transportation/tl_treemaintenance.htm	

Transportation Department

Item #	Title	Date	Description	URL	Notes
23	Street Tree Maintenance Policy		<p>The City trims street trees as required for visibility of traffic control signs and pedestrian and vehicle clearance. However available funding limits the schedule to 5% of the City's 12,500 trees each year—this works out to a tree being trimmed approximately once every 20 years. The property owner is responsible for trimming trees in between the City scheduled tree trimming.</p> <p>The City removes dead or extremely unsound street trees 3 to 6 months after inspection.</p>		
24	Street Tree Policy		<p>The City of San José requires a street tree be planted in front of each new family residence in the City and in front of industrial and commercial establishments, as determined by the City's site review process. (San José Municipal Code Chapter 13.28)</p> <p>Care and maintenance of the street trees rests with the property owner.</p>		
25	Tactile Guidance for Visually Impaired Pedestrians		<p>This service involves scoring the pavement to define the path for travel across streets.</p>		
26	Traffic Calming Program	Est. 2002	<p>In 2002, the Transportation Department established its Traffic Calming Program. The Transportation Department responds to traffic calming requests from the community, with 1,400 requests in 2005-2006. This program has since been discontinued.</p>		From 2007 Budget.

Transportation Department

Item #	Title	Date	Description	URL	Notes
27	Traffic Calming Toolkit		San José's Traffic Calming Toolkit is a guide for community leaders that catalogs traffic calming techniques and on-street tools to mitigate the adverse effects that high traffic speed, volume and poor driver behavior have on pedestrians and bicyclists. In addition, the document outlines decision and implementation processes and a guide to help community members assess traffic calming services. The document includes a form for residents to use to make traffic calming requests.	http://www.sanJoseca.gov/transportation/forms/toolkit.pdf	
28	Traffic Signal Priority List		The Department of Transportation maintains a prioritized list of all locations meeting the minimum requirements for a traffic signal. Each year, based upon the priority list and available budget, the DOT recommends intersections for signal installation to City Council. Intersections are prioritized based on several factors: crash history, pedestrian activity, school proximity, vehicle volumes, vehicle speeds and property access.		Per phone and email contact with Al Gonzalez. March 2, 2007. He sent us excel prioritization spreadsheet.
29	Walking Route to School Program		The Transportation Department works with school districts and traffic engineers to create Safe Routes to Schools Maps for the City's elementary and middle schools. Maps can be downloaded on the transportation website.	http://www.sanJoseca.gov/transportation/school_route_maps.htm	
30	Curb Ramp Inventory Survey		On-site/field surveys or inventory data for existing corners or curb ramps		From ADA materials form from PBCE. DOT

Transportation Department

Item #	Title	Date	Description	URL	Notes
31	Pedestrian signal design		Standard pedestrian signals or other similar construction details and specifications		From ADA materials form from PBCE.
32	Sidewalk Inventory Survey		On-site surveys, inventory data for existing sidewalks		From ADA materials form from PBCE.

Public Works

Item #	Title	Date	Description	URL	Notes
33					
34	Curb ramp specifications		Standard curb ramps construction details and specifications		From ADA materials form from PBCE. PW
35	Standard Details		Public works maintains the standard details for pedestrian infrastructure.		
36	Sidewalk, driveway transition specifications		Standard sidewalk, driveway transition, or other similar construction details and specifications		From ADA materials form from PBCE.

Redevelopment Agency

Item #	Title	Date	Description	URL	Notes
37	Downtown Parking Management Plan	2001	Addresses parking demand and recommended supply for downtown. Parking is framed in the context of being one component of a complete transportation system of Single Occupant Vehicles, Ride Share, Public Transit and Pedestrian modes.		Redevelopment Agency and The Department of Transportation
38	Downtown Design Guidelines	Jul 2004	A set of design guidelines organized into Site, Architecture and Streetwall sections. Guidelines in the streetwall section are aimed at promoting active pedestrian engagement with street level land uses by establishing Design Criteria for: the public realm, open space, Paseos (street level pedestrian passages or arcades that divide some larger blocks), street level design, façade, building entries, service areas, retail design and parking facilities.		Redevelopment Agency and Department of Planning, Building and Code Enforcement
39	Diridon/Arena Strategic Plan		The Plan includes several pedestrian-enhancing features, including Festival Streets designation on Crandall, Montgomery and St. John, land uses with ground-floor retail, entertainment and service, architectural elements to provide an interesting environment and transit amenities. The plan designates areas within ¼ mile of transit stops as Pedestrian Cores and Corridors as priority areas with high pedestrian activity. The plan identifies pedestrian-only routes, including three pedestrian bridges and trails along the planned Guadalupe River Park and Los Gatos Creek. The plan contains a map of the pedestrian network. Streetscape guidelines include wide 15' sidewalks in high density environments, street trees, benches, and removal of porkchops		

Redevelopment Agency

Item #	Title	Date	Description	URL	Notes
40	Downtown Lighting Master Plan	2003	Linked to the Downtown Streetscape Master Plan, the plan addresses street and pedestrian lighting for downtown. The document catalogs current lighting conditions and establishes guidelines that address future development. It supports the vision of a pedestrian-friendly downtown by adding vitality to nighttime retail, dining and entertainment activities.		
41	Downtown San José Walking Map	Jun 2006	The Redevelopment Agency publishes a glossy full-color walking map of Downtown San José. The Map lists shopping, dining, beauty, parking and public transportation.	http://www.sjredevelopment.org/PublicationsPlans/walkingMap.pdf	Have a hard copy of this.
42	Downtown Signage Grant Program		Downtown Signage Grant Program provides financial assistance to eligible ground floor businesses within downtown San José. Grant money can be used to purchase and install business signs.		
43	Downtown Signage Master Plan	2002	This plan creates a signage plan for downtown San José, with a focus on promoting walkable neighborhood.		
44	Downtown Streetscape Master Plan	2003	Focuses on promoting a pedestrian-friendly downtown plan.		Still being used
45	Façade Improvement Program	Est. 1987	Developed in 1987. Provides free architectural design services, bidding, permit and construction management assistance and financial assistance to businesses that elect to improve their façade. Façade improvements are intended to enliven older commercial districts, and increase business exposure and pedestrian traffic.		Could increase to ped ROW.

Redevelopment Agency

Item #	Title	Date	Description	URL	Notes
46	North San Jose Area Development Policy	June 2005	The North San José Area Development Policy establishes a policy framework to guide the ongoing development of the project area. The framework promotes economic activity, livability, and long-term vitality, by implementing two primary land use changes. First, the policy defines an industrial Core Area to support the development of a corporate center along the North First Street corridor. Second, the policy defines a Transit/Employment Residential District overlay, allowing expansion of supporting residential and commercial uses for area workers. The policy’s guidelines for pedestrian and bicycle related planning address a number of factors, including transportation, infrastructure, and design criteria.		
47	Guadalupe River Park and Garden Urban Design Guidelines for Development Adjacent to the Guadalupe River	2003	The design guidelines for the Guadalupe River Park and Garden are intended to preserve the ecology of the river while expanding the river and extending the city to and through the river. The document includes extensive pedestrian-oriented principles and design guidelines. Pedestrian-related principles include enhancing the quality of the pedestrian experience, preserving and enhancing public connections to the river, and reinforcing east-west pedestrian connections across the river. The guidelines encourage pedestrian amenities such as landscaping, vistas, courtyards, lighting and public art. Publicly accessible paseos are required on riverfront property. A 12-foot river path will be constructed by private developers along the riverfront. More detailed recommendations are provided for four sub-areas of the planned park, including recommended pedestrian bridges over the river north of St. James Street and between Santa Clara and San Fernando Streets.		Part of 100 mile of network in trails.

Redevelopment Agency

Item #	Title	Date	Description	URL	Notes
48	Neighborhood Retail Recruitment		To increase retail uses in neighborhoods, the Redevelopment Agency has identified ten neighborhoods for a focused Retail Strategy. These neighborhoods are Winchester Boulevard, West San Carlos Street, The Alameda, 13 th Street, Japantown, Blossom/Almaden, East Santa Clara Street, Story Road, 10 th and William Streets and Alum Rock Avenue. Retail includes coffee shops, food markets, convenience stores and restaurants. Creating neighborhood retail increases walking opportunities.		From San José January 2007 Neighborhood and business development monthly report.
49	Redevelopment Agency Programs		Includes the following pedestrian-related programs: façade improvement; streetscape gateway improvements; traffic calming, transit and parking improvements.		
50	Strong Neighborhoods Initiative (SNI)		The Strong Neighborhoods Initiative was developed to build neighborhood leadership and increase community involvement in building clean, safe and attractive neighborhoods with connected neighborhood organizations. Each Strong Neighborhoods Area organizes a Neighborhood Advisory Committee and Creates a Neighborhood Improvement Plan that outlines plans for the community based on its own unique characteristics. The City and Redevelopment Agency assist in the delivery of neighborhood priorities. One of the five key initiatives of the program is to “Build safer and more attractive residential streets.” This initiative includes pedestrian-related improvements such as traffic calming, sidewalk replacement and repair, street tree planting, street lighting and educating citizens to take greater responsibility for the safety and attractiveness of their streets. As of 2007, SNI included 19 neighborhoods and 230,000 residents.		Some priorities are staffing and steady funding.

Redevelopment Agency

Item #	Title	Date	Description	URL	Notes
51	Strong Neighborhoods Initiative (SNI): Blackford		The Blackford neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. Its pedestrian related Action Items have been completed as of 2007; they included improved lighting on Boynton Avenue, the removal of dead and diseased street trees and their replanting, enhanced crosswalks at Boynton/Rhoda and pedestrian lights at Williams/Oakmont.	http://www.strongneighborhoods.org/blackford06.asp	
52	Strong Neighborhoods Initiative (SNI): Burbank/Del Monte		The Burbank/Del Monte neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. The Scott/Auzerais Streetscape project Action Item has completed the design phase, and the bid opening was held on March 23, 2006. The improvements will include street trees, streetlights, and some sidewalk replacement to create a pedestrian corridor along Scott Street. Also includes tree infill/sidewalks along Auzerais. SJRA staff also worked with the Planning Department and community members to initiate Commercial Pedestrian zoning for West San Carlos/ Bascom Avenue that was approved by the city Council.	http://www.strongneighborhoods.org/burbankdelmonte06.asp	Check to see status of Scott/Auzerais Streetscape project.

Redevelopment Agency

Item #	Title	Date	Description	URL	Notes
53	Strong Neighborhoods Initiative (SNI): Delmas Park		Delmas Park is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. The vision for the neighborhood is that over time it will become more pedestrian and transit oriented, with community-focused commercial corridors, and well-lit, tree-lined streets. Existing residential areas will be preserved and enhanced through the implementation of the Delmas Park Neighborhood Improvement Plan. Specific Action Items included the construction on Auzerais streetscape improvements which were slated to begin in August of 2006, streetscape improvements to West San Carlos Streetscape Enhancements that were completed in May of 2006 and streetscape enhancements to Gifford Avenue that are stalled for lack of funds.	http://www.strongneighborhoods.org/delmaspark06.asp	Check to see status of Auzerais and Gifford Streetscape projects.
54	Strong Neighborhoods Initiative (SNI): East Valley/680 Communities		The East Valley / 680 Communities is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. One of the top goals for the neighborhood is to improve pedestrian and vehicular circulation throughout the area. Efforts are underway by the Department of Transportation to implement basic traffic calming elements to combat residential speeding and mitigate traffic. As of 2007, a sidewalk installation and repair program is 90% complete with additional funding available for ADA ramps.	http://www.strongneighborhoods.org/680eastvalley06.asp	
55	Strong Neighborhoods Initiative (SNI): Edenvale/Great Oaks		The Edenvale/Great Oaks neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. Its pedestrian related Action Items have been completed as of 2007; they included: tree planting, installation of 201 ADA curb ramps, installation of speed radar displays, two road bumps, ten stop signs and eight curb paintings and street lighting has been improved.	http://www.strongneighborhoods.org/edenvale06.asp	

Redevelopment Agency

Item #	Title	Date	Description	URL	Notes
56	Strong Neighborhoods Initiative (SNI): Five Wounds/Brookwood Terrace		The Five Wounds/Brookwood Terrace neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. The first of the plans “core Principles and Concepts” is to retain and enhance the neighborhood’s walkability and small town character. Transportation improvements are intended to increase the area quality of life by supporting pedestrians and capitalizing on regional transit. Specific Action Items include priority installation of a sidewalk, curb, gutter and street trees on Anne Darling Drive at 33 rd street, other streetscape improvements and the creation of Master Plan for Coyote Creek Trail Development.	http://www.strongneighborhoods.org/fivewounds06.asp	
57	Strong Neighborhoods Initiative (SNI): Gateway East	Jun-03	The Gateway East neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. Its pedestrian related Action Items include improvements to public lighting and traffic calming studies. The department of Transportation began traffic calming studies as of 2006.	http://www.strongneighborhoods.org/gateway06.asp	Check status of DOT studies which where to be presented to NAC (Neighborhood Action Committee) in June 2006.
58	Strong Neighborhoods Initiative (SNI): Greater Gardner	Jan-02	The Greater Gardner neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. Pedestrian circulation and safety is a very high priority for this plan, with the number one goal being to improve neighborhood streets and sidewalks. Many streetscape improvement and pedestrian lighting Action Items have been completed (five streets have seen improvements) with more in the design or construction phase as of 2006 including improvements to the Bird Pedestrian Walkway serving the Gardner Academy.	http://www.strongneighborhoods.org/greatergardner06.asp	

Redevelopment Agency

Item #	Title	Date	Description	URL	Notes
59	Strong Neighborhoods Initiative (SNI): Hoffman/Via Monte	Apr-02	The Hoffman/Via Monte neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. Its pedestrian related action plan involves better access for Pioneer High School and upgrading lighting around the new neighborhood center.	http://www.strongneighborhoods.org/hoffman06.asp	
60	Strong Neighborhoods Initiative (SNI): King Ocala Neighborhood Area (K.O.N.A.).	Dec-02	The King Ocala Neighborhood Area neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. Its pedestrian related action items include minor traffic calming, Park improvements two street tree plantings, and the installation of 100 ADA ramps.	http://www.strongneighborhoods.org/KONA06.asp	
61	Strong Neighborhoods Initiative (SNI): Market/Almaden	Mar-03	The Market/Almaden neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. Its pedestrian related action items include design and plan pedestrian and bicycle improvements, improve pedestrian scale lighting, and calming traffic.	http://www.strongneighborhoods.org/marketalmaden06.asp	
62	Strong Neighborhoods Initiative (SNI): Mayfair	Mar-03	The Mayfair neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. Its pedestrian related action items include: improved pedestrian scale lighting, traffic calming, installation of ADA ramps, pedestrian countdown timers and textured sidewalks	http://www.strongneighborhoods.org/mayfair06.asp	

Redevelopment Agency

Item #	Title	Date	Description	URL	Notes
63	Strong Neighborhoods Initiative (SNI): Spartan Keys	May-02	The Spartan Keys neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. Many of its pedestrian related action items are completed and include: sidewalk replacement, installation of traffic signals curb bulb outs and road humps, improved street lighting, and improved pedestrian access to local schools.	http://www.strongneighborhoods.org/spartankeys06.asp	
64	Strong Neighborhoods Initiative (SNI): Thirteenth Street	Mar-02	Thirteenth Street neighborhood is one of 19 neighborhoods participating in the Strong Neighborhoods Initiative. Many of its pedestrian related action items are also completed including improved street lighting and landscaping along 13 th St., a new trail through Backestro Park, while others such as a major Coyote Creek Bike/trail Improvement are still being planned.	http://www.strongneighborhoods.org/13th06.asp	
65	Strong Neighborhoods Initiative (SNI): Tully/Senter	Jun-02	This Strong Neighborhood Initiative area has also completed some of its pedestrian related action items including the installation of sidewalks, traffic signals, median islands, pedestrian crossings and traffic signs, ADA ramp, street tress and two radar display signs.	http://www.strongneighborhoods.org/tullysenter06.asp	
66	Strong Neighborhoods Initiative (SNI): University	May-02	This Strong Neighborhood Initiative area has also completed some of its pedestrian related action items including one of two historic street lighting installations on William St. and a pedestrian corridor enhancement project on East Reed, while expansion to the Coyote Creek Trail lies in the neighborhood's future.	http://www.strongneighborhoods.org/university06.asp	

Redevelopment Agency

Item #	Title	Date	Description	URL	Notes
67	Strong Neighborhoods Initiative (SNI): Washington	Jan-02	Ongoing pedestrian related action items for this Strong Neighborhood Initiative area include curb, gutter and sidewalk improvements and repairs, and the improvement of street lighting, while Goodyear and Mastic traffic and pedestrian enhancements have been completed.	http://www.strongneighborhoods.org/washington06.asp	
68	Strong Neighborhoods Initiative (SNI): West Evergreen	Nov-01	Completed Action Items include the installation of ADA ramps, streetlights and crosswalk improvements at Aborn and Rd. and Irwindale Dr, and sidewalk installation on Barberry Ln., while sidewalk installation on Aborn Rd. was been postponed due to lack of funding. Dot is in the process of installing 68 ADA ramps through the neighborhood.	http://www.strongneighborhoods.org/westevergreen06.asp	
69	Strong Neighborhoods Initiative (SNI): Winchester	Oct-01	This Strong Neighborhoods Initiative area has completed a median and street infill project on Winchester, a traffic-calming project on Eden Ave and a street tree planting.	http://www.strongneighborhoods.org/winchester06.asp	
70	Downtown Strategy 2000	2001	A comprehensive plan for growth and development the greater downtown consisting of urban design concepts, implementation strategies and guidelines. Pedestrian objectives are broadly addressed in Public Realm and Transportation and Access Chapters and more specifically addressed in the Design Guidelines Section. This plan served as a catalyst for the more specific downtown plans listed above.		Part of downtown plan.

Redevelopment Agency

Item #	Title	Date	Description	URL	Notes
71	City of San José Five-Year Implementation Plan 2005-2009	2005	This Five-Year Implementation Plan (“Implementation Plan”) describes specific goals and objectives of the San José Redevelopment Agency (“Redevelopment Agency”), specific proposed programs including potential projects, estimated expenditures proposed to be made during the 2005-2009 five-year period. The plan addresses 19 geographic areas and a “Neighborhood Business Centers” area. Goals and objectives concerning pedestrian issues are area briefly addressed in the “Downtown Redevelopment Areas” section of the plan. They include an objective to implement existing plans, as funds are available, including the Downtown Streetscape Master Plan, and the Downtown Signage Master Plan.		RDA will change to a 2 year budget.

Police Department

Item #	Title	Date	Description	URL	Notes
72	Adult Crossing Guard Program		Citizens and school officials may make a request for an adult traffic guard at schools. The DOT evaluates the intersection to determine the need for placement. If a placement is appropriate, the Police Department will hire, train and schedule paid adult crossing guards. As of 2007, the Police Department was in charge of 179 crossing guards for 109 intersections. Volunteer adult crossing guards are also trained by the Police Department. Volunteer guards may be placed at an intersection without DOT analysis.		Police Department/ Transportation
73	Traffic Accident Reduction Program (TARP)		TARP is designed by the Traffic Enforcement Unit of the Police Department. The program is focused on enforcement and education. DOT provides the Police Department with a list of intersections that have the highest accident rates. The Police Department then focuses their enforcement teams during the commute hours, when children are also coming from schools.		

Police Department

Item #	Title	Date	Description	URL	Notes
74	Neighborhood Automated Speed Compliance Program		<p>The City started the NASCP in November 1998. The program is intended to reduce speeding on neighborhood streets, complementing regular police enforcement. Speeders are identified through radar, and photographs are taken of the front and the rear of the vehicle. The registered owner of the vehicle, identified through their license plate numbers, receives a notice in the mail. The notice instructs the owner how to make an appointment to come in to the Department of Transportation Office to view and identify the pictures or how to respond by mail. Speeding citations may be issued as a result of the appointment or mail responses. If owners choose to ignore the notice or fail to appear for their appointments, citations may still be issued by staff checking the speeding photos against driver's license photos.</p> <p>The program works best in neighborhoods with chronic speeding that has not been successfully addressed with standard enforcement procedures. After gathering support from the majority of residents through a petition, the City will establish the NASCP. Signs are placed at the extents of the NASCP area to notify drivers that they are entering a photo radar zone. The program is meant to be visible, as the goal of the program is to change driver behavior, not to issue citations.</p> <p>The City provides a brochure outlining the NASCP program on its website.</p>	<p>http://www.sanJoseca.gov/transportation/forms/brochure_nascop.pdf</p>	<p>Police Department/ Transportation</p> <p>This program has been discontinued due to privacy issues.</p>
75	Safe Streets Initiative	2005-2006	<p>In 2005-2006, the Safe Streets Initiative provided for the installation of 200 red light running indicators to enhance enforcement efforts by the Police Department; pedestrian countdown signal heads at 72 high activity intersections and flashing beacons at 14 crosswalks to enhance safety at pedestrian crossings.</p>		<p>Police Department/ Transportation</p>

Planning, Building and Code Enforcement

Item #	Title	Date	Description	URL	Notes
76	Alviso Master Plan (Specific Plan)	Dec 1998 with update in 2006	The Alviso Master Plan was developed to protect and enhance the historic resources and small town quality of Alviso by guiding new development, community facilities, infrastructure and beautification. The plan includes pedestrian objectives and policies in the Land Use and Circulation Chapters. These objectives and policies foster pedestrian activity within the community; recommend sidewalk construction; encourage restaurants and retail shops to face the street; encourage street trees, benches, signs and other features; and recommend improving linkages within the community. The Circulation chapter of the plan identifies locations where sidewalks, lighting or curb and gutter are required to bring the streets up to city standards.		
76	Communications Hill Specific Plan	Apr 1992	This Specific Plan outlines the development of a neighborhood on Communications Hill. The Goals include providing pedestrian safe pedestrian circulation that connects to transit and a mix of land uses. Stair locations and types are presented as a means for pedestrians to walk through the neighborhood.		

Planning, Building and Code Enforcement

Item #	Title	Date	Description	URL	Notes
78	Evergreen Specific Plan	Jul 1991	The Evergreen Specific Plan was the first specific plan developed in the City of San José. The specific plan does not contain pedestrian-specific policies, and in general the land use and circulation network that is encouraged is not pedestrian-friendly. Cul-de-sacs are common, the network is not a grid, walls separate pedestrians from internal streets, large setbacks are encouraged and buildings are designed to face inward instead of out to the street network. Arterials are designed with 6-lanes. The plan does provide for internal pedestrian networks and access to the existing regional trails systems to the east and the west. Six-foot sidewalks are required on arterials, major collectors and collectors; four-foot sidewalks are required on radial collectors and neighborhood streets. No sidewalks are required on neighborhood streets in the Hillside lots area.		
79	Evergreen-Eastridge Plan	Nov 2003	The document establishes a master plan, market analysis and strategic actions in policy, design and management for the Evergreen-Eastridge area of San José. Plan includes recommendations for TOD, pedestrian connections, pedestrian improvements and traffic calming, street cross sections, parks, trails, community facilities, and beautification treatments.		Hard copy sent to us from Rodrigo Orduna.
80	Jackson-Taylor Residential Strategy	1992, Amended 1996 & 1997	The Residential Strategy is an outgrowth of the Jackson-Taylor Revitalization Plan. This Strategy focuses on the industrial area of Jackson-Taylor neighborhood and transitioning its land uses to residential and commercial uses. The included strategies suggest new sidewalks and street trees where they do not already exist		Excellent example

Planning, Building and Code Enforcement

Item #	Title	Date	Description	URL	Notes
81	Martha Gardens Specific Plan	Dec 2003	The Martha Gardens Specific Plan establishes the framework for redevelopment in this neighborhood of San José. It is primarily comprised of residential uses, but also has an “art focus”. The Plan calls for strengthening the existing grid street system and implementing traffic calming techniques for the benefit of pedestrians.		Excellent example
82	Midtown Specific Plan	Dec 1992	The specific plan provides a vision for the 210-acre commercial and industrial Midtown area adjacent to downtown San José. The plan’s goal is to “create a new mixed-use community that includes high-density commercial and residential uses oriented to transit, while maintaining some industrial and service commercial uses.” The plan establishes several pedestrian-related policies and encourages development of a pedestrian-friendly, street-oriented neighborhood with new connections to adjacent neighborhoods.	n/a	
83	Rincon South Specific Plan	Nov 1998	This Plan revises recommends land use designation changes and establishes development policies for the Rincon South area. The Plan’s key objectives include creating a pedestrian friendly environment, improving streetscapes, promoting retail uses, adding parklands, promoting economic development and encouraging transit use.		

Planning, Building and Code Enforcement

Item #	Title	Date	Description	URL	Notes
84	North San Jose Policy statement	2005	<p>To preempt increased traffic and congestion in the project area, the North San José Area Development Policy promotes Transportation Demand Management practices for both the Core Area and the Residential Districts.</p> <p>The Development Policy identifies a number of infrastructure improvements anticipating an overall increase in circulation of vehicles and pedestrians. A new street grid in the Core Area is intended to break up the existing superblocks, creating a supportive network, particularly for walking.</p>		
85	Urban design guidelines for North San Jose	Updated 2007	<p>The North San José Urban Design Guidelines detail the zone changes, design principles, and project phasing, within the North San José Area Redevelopment. The guidelines heavily address the enhancement of bicycle and pedestrian access through the following standards.</p>		
86	San José 2020 General Plan		<p>The San José 2020 General Plan was initiated in 1992 and will guide the City’s planning decision through the year 2020. Within the General Plan are long-range planning goals, policies and implementation procedures that relate to San José’s pedestrian network.</p>		<p>General Plan sections are outlined here as separate SPPP entries.</p>

Planning, Building and Code Enforcement

Item #	Title	Date	Description	URL	Notes
87	San José 2020 General Plan – Goals and Policies – Goal 3		In terms of transportation planning within the General Plan, Goal 3 states: Develop a continuous, safe, accessible, interconnected high quality pedestrian environment that promotes walking as a desirable mode of transportation. To address this Goal, ten policies address pedestrian facilities. These include: encouragement of pedestrian travel between residential and non-residential uses, providing ADA standards on all pedestrian facilities, prioritizing pedestrian safety and access over automobiles, providing continuous sidewalks with connectivity to major land uses, using context sensitive design when developing walkways including buffers between sidewalks and traffic, and implementing facilities identified in the General Plan’s Pedestrian Priority Area and Trails and Pathways Diagrams.		SJ is undergoing GP update 2010
88	San José 2020 General Plan – Goals and Policies – Land Use		San José’s Residential Land Use policies state that in high density and mixed land use areas, there should be a pleasant walking environment to encourage people to walk to transit and connect to commercial areas. Housing should encourage pedestrian travel. Commercial Land Use policies encourage development close to streets, providing a pleasant walking environment on sidewalks.		SJ is undergoing GP update 2010

Planning, Building and Code Enforcement

Item #	Title	Date	Description	URL	Notes
89	San José 2020 General Plan – Goals and Policies – Trails and Pathways		<p>A specific set of goals and policies in the General Plan relate to Trails and Pathways. The Goal states: Provide a network of trails and pathways throughout the City in order to maximize the City’s recreational opportunities and to provide alternate means of both commuting and reaching regional parks and other natural areas. Ten policies address this goal. The policies state that with new development along trail corridors, sufficient right-of-way access and scenery should be maintained and that the City should encourage developers to install and maintain trails. Internally, the City should promote interagency planning and support for trails. Design and construction of trails should provide safe and secure routes for all users, be built according to city standards and executed with minimal environmental disturbances.</p>		
90	San José 2020 General Plan – Goals and Policies – Urban Design		<p>The General Plan has an extensive set of Urban Design policies that relate to San José’s pedestrian network. They state that all new developments should provide pedestrian walkways that are safe, convenient and accessible and offer design features. Many of the policies focus on the pedestrian network in business districts. Generally, these policies state that retail uses should be located at street level with accessible, human-scaled entrances and amenities such as pedestrian scale lighting, landscaping and street trees should be included with improvements to sidewalks. Also as part of the Urban Design policies, land uses oriented for vehicles, such as drive-up service windows are not considered appropriate for pedestrian business districts</p>		

Planning, Building and Code Enforcement

Item #	Title	Date	Description	URL	Notes
91	San José 2020 General Plan – Land Use/Transportation Diagram – Pedestrian Priority Network		The General Plan establishes eight pedestrian cores and 18 pedestrian corridors as a Pedestrian Priority Network. Pedestrian Corridors include Transit-Oriented Corridors and neighborhood shopping streets. The corridors are intended to increase neighborhood connectivity or to provide connections to Pedestrian Cores. Pedestrian Cores include the downtown area, areas around rail stations and the planned communities of Rincon South, Jackson-Taylor, Midtown, Tamien and Communications Hill. The Transportation Diagram section also includes designations for Transit Mall (includes streets designed for pedestrian use), Pedestrian Mall (pedestrian-only areas).		Intent for all streets to have trees, lighting, Minimum width of sidewalks. Enhanced crosswalks and facilities. Page 265, General Plan, Chapter V Land Use/Transportation Diagram
92	San José 2020 General Plan – Major Strategies		Several of the General Plan’s major strategies support land uses that are pedestrian-friendly. The City is managing growth through a Greenline/Urban Growth Boundary and policies that encourage compact, efficient infill development and discourage more costly development at the edge of the City. Another major strategy of the General Plan is revitalizing and investing in downtown San José. Growth within downtown is guided by the Downtown Strategic Plan.		

Planning, Building and Code Enforcement

Item #	Title	Date	Description	URL	Notes
93	Tamien Station Area Specific Plan	Mar 1995	This Specific Plan encourages and defines how new development in the Tamien Station area should occur. The future character of the area is defined as a transit and a pedestrian oriented community. The Specific Plan calls for residential development and providing amenities for pedestrians walking to the two transit facilities. The Plan's objectives include creating safe and convenient pedestrian access to transit, improving streetscapes and creating a unique identity for the area.		
94	Airport Master Plan EIR	2003	The Airport Master Plan EIR was initially certified in 1997 and subsequently updated with a Supplemental EIR certified in 2003. The City is currently considering the sixth amendment to the EIR, which will extend the time horizon for the plan from 2010 to 2017. The Airport Master Plan consists of a package of improvements to airside and landside facilities to allow Norman Y. Mineta San José International Airport to accommodate projected future passenger volumes. The master plan includes construction of an Automated People Mover between the Airport and Metro/Airport Light Rail Station, upgrading Terminal Drive to a 2-level roadway, and constructing grade separations at Airport Boulevard and Skyport Drive.	http://www.sjc.org/improvement/overview.html	EIR being mailed to Alta by Environmental Project Manager Janis Moore at 408 535-7815.

Planning, Building and Code Enforcement

Item #	Title	Date	Description	URL	Notes
95	Coyote Valley Specific Area Plan	2006	The Specific Plan's Vision and Expected Outcomes envision a very urban, pedestrian and transit-oriented, mixed density and mixed use community (4). One of the plan's guiding principles is to create vibrant, walkable neighborhoods with definable centers, edges and connections, and to provide residents with multiple transportation choices. The mobility system gives prominence to pedestrian travel, followed by bicycle and transit, carpools and then single occupancy vehicles. The mobility and land use plans bear these goals out.	http://www.sanJoseca.gov/coyotevalley/publications_Specific_Plan.htm	
96	Photos of public rights-of-way issues				From ADA materials form from PBCE.
97	Proposed 2020 General Plan Amendments		Some proposed amendments would potentially improve the pedestrian environment due to upzoning or designating areas as Mixed Use, Transit Corridor Residential or Industrial Park with Transit Employment Residential Overlay. A proposed amendment to remove the designation of an interchange at Metcalf Road and Highway 101 may also improve the pedestrian environment.	www.sanJoseca.gov/planning/gp/pending.asp	From ADA materials form from PBCE.

Planning, Building and Code Enforcement

Item #	Title	Date	Description	URL	Notes
98	Downtown Historic Commercial District Guidelines	Nov 2003	A set of design guidelines covering the Downtown Historic Commercial District and adjacent areas. The guidelines' goals are to reinforce and enliven the historic character of downtown San José by the retention and enhancement of character defining features of the area. Pedestrian orientation is established as a historic character-defining feature of the area. Design guidelines for historic plazas, paseos, passageways streetscapes, storefronts, entrances and signage aimed at encouraging the pedestrian character and scale are found in "rehabilitation and reuse" and "infill construction" sections of the document.		

Parks, Recreation and Neighborhood Services

Item #	Title	Date	Description	URL	Notes
99	Trail Closure Process		The City follows the trail closure procedure outlined on their website. Projects that affect a trail should indicate trail on project plans, identify the segment to be closed, the closure signage and estimate the closure schedule. A proposed detour route should be identified and approved by PRNS before trail closure. Detour and trail closure signage is to be installed at least two weeks before closure, and the contractor is to provide standard MUTCD pedestrian and bicycle detour signs. Trail closures are listed on the City's website and include what is being constructed, dates of closure, location of closure, who is in charge, and a contact.	http://www.sjparks.org/Trails/TrailsContractorResources.asp	
100	Trail Design Survey		The Trail Design Survey is available on the City's website in English, Vietnamese and Spanish. The survey is used to understand trail user needs and desires and to plan future trails to meet these needs and desires.	http://www.sjparks.org/Trails/Survey.asp	
101	Trail Maps		The City provides trail maps on its website. The maps include an overview map of the entire City, and individual maps of the trail segments. The individual trail maps show entry points, neighborhood street connections, elementary schools, parks, business areas, and trail conditions.	http://www.sjparks.org/Trails/TrailNetwork.asp	
102	Trail Rules		Trail rules that affect pedestrians include: Operating hours are from one hour before sunrise to one hour after sunset; Bicyclists must yield to pedestrians and obey all traffic regulations; Dogs must be on a leash and under control at all times; All other San José Municipal Code and state laws shall apply.	http://www.sjparks.org/Trails/TrailsRules.asp	

City Council/ General

Item #	Title	Date	Description	URL	Notes
103	Transportation and Environment Committee	n/a	<p>This is San José Council Committee. Mission Statement is "To provide the community with safe, secure, and efficient surface and air transportation systems that support San José's livability and economic vitality and to provide environmental leadership through policy development, program design and reliable utility services and infrastructure." Formerly the "Building Better Transportation Committee."</p> <p>The City of San José's Municipal Code contains rules and regulations that pedestrians and vehicles must abide by, as well as provisions that support pedestrian-friendly development and pedestrian safety, access and connectivity. Provisions include enforcement of crossing location and method for pedestrians, establishment of safety zones for pedestrians, description and use of stop sign canes, regulations for establishing adult crossing guards, construction of sidewalks, paseos, subdivision sidewalk and pedestrian access requirements and permissible reductions in required parking in the downtown area.</p>	<p>http://www.sanJoseca.gov/c/lerk/CommitteeAgenda/TE/TE.asp</p>	
104	Municipal Code	Dec 2005		<p>http://www.municode.com/Resources/gateway.asp?pid=14367&sid=5</p>	

Non San José Agencies (Santa Clara Valley Transportation Authority)

Item #	Title	Date	Description	URL	Notes
105	BART Station Area Local Area Development Plan	2007	The Santa Clara Valley Transportation Authority (VTA) has prepared Final and Supplemental Environmental Impact Reports (EIRs) for the proposed BART extension into Milpitas, San José and Santa Clara. The EIRs address pedestrian access at four proposed stations in San José: Berryessa, Alum Rock, Downtown, and Diridon. Actual plans for the stations are currently being drafted with public input underway. The VTA Board is expected to take action on the Supplemental EIR by June 2007.	Santa Clara Valley Transportation Authority	

Funding

Item #	Title	Date	Description	URL	Notes
106	Staffing	n/a	The City funds 1.5 full time positions for a citywide ADA coordinator in the Department of Public Works As of 2006-2007 the City funded the following pedestrian related programs, projects or positions: Pedestrian and Americans with Disabilities Act Transition Plan Update \$178,000 (2006-2007) Bicycle and Pedestrian Facilities \$750,000 (2006-2007) \$3,750,000 (2007-2011) Bike/Pedestrian Program Management \$300,000 (2006-2007) \$ 1,500,000 (2007-2011) City-wide sidewalk repairs \$683,000 (2006-2007) \$3,415,000 (2007-2011) Curb Accessibility Program \$700,000 (2006-2007) \$3,500,000 (2007-2011)	n/a	Email from John Brazil 6/22/2007
107	2006-2007 Budget Transportation & Aviation Services	2006-2007		n/a	

APPENDIX B: OTHER AGENCY BEST PRACTICES

To assist with development of San José’s pedestrian master plan, we reviewed the pedestrian master plan “best practices” of three cities: Oakland, California; Sacramento, California; and Portland, Oregon. These cities are comparable to San José’s population, area and growth patterns. All three cities have adopted pedestrian master plans and have used innovative planning and/or funding strategies. **Table 1, Comparison of Case Study Cities and San José** compares San José to the case study cities.

Table 1
Comparison of Case Study Cities and San José

	Oakland, CA	Sacramento, CA	Portland, OR	San José, CA
Population ¹	373,910	445,287	513,627	887,330
Area ² Square Miles	56	97	134	174
Year Pedestrian Plan Adopted	2002	2006	1999	n/a

1. American Community Survey 2005. Population estimates are subject to sampling error.

2. U.S. Census 2000

For each case study city, pedestrian-related documents were gathered and reviewed and the city’s pedestrian planner or comparable was interviewed. A summary of each city’s pedestrian master plan and pedestrian program is provided below.

In addition to the detailed reviews of the three case study cities, we have provided a matrix summarizing selected pedestrian-related plans, policies, and funding strategies for California cities with 250,000 or more residents. **Table 2, Pedestrian-Related Policies: Cities with Population 250,000 and Above**, presents this summary.

Table 2
Pedestrian-Related Policies: Cities with Population 250,000 and Above

City	Population	Pedestrian Planner?	Pedestrian Plan?	Pedestrian Advisory Committee?
Anaheim	329,483	No	No	No
Bakersfield	286,316	No	No	No
Fresno	477,251	No	No	No
Los Angeles	3,731,437	No	No	Yes
Oakland	373,910	Yes - combined	Yes	Yes- combined
Riverside	294,059	No	No	No
Sacramento	445,287	Yes - combined	Yes	Yes
San Diego	1,208,331	Yes	in progress	No
San Francisco	719,077	Yes	in progress	Yes
San Jose	887,330	Yes - combined	in progress	Yes- combined
Santa Ana	302,302	No	No	No
Stockton	278,515	No	No	No

Oakland, California

Pedestrian Master Plan

Oakland adopted its Pedestrian Master Plan in 2002 as part of the Land Use and Transportation Element of the City's General Plan. The plan outlines a vision of Oakland as a “walkable city for sustainability, equity, vitality, and health” and focuses infrastructure improvements along a network of pedestrian routes that connect transit, schools, senior centers, neighborhoods and other pedestrian activity centers. The Oakland PMP includes a “Safe Routes to Transit” component, which was a new concept at the time, and provides special emphasis on student and senior safety. Development of the plan involved an extensive public outreach process, with 70 public presentations given during the two-year plan development.

The City's Bicyclist and Pedestrian Coordinator identified the vision and policy direction as the strongest part of the document and noted that the collision analysis was “exemplary.” These aspects of the plan are described in more detail below.

Vision

The Plan's vision for Oakland consists of five goals:

1. Pedestrian Safety. Create a street environment that strives to ensure pedestrian safety.
2. Pedestrian Access. Develop an environment throughout the City- prioritizing routes to school and transit—that enables pedestrians to travel safely and freely.
3. Streetscaping and Land Use. Provide pedestrian amenities and promote land uses that enhance public spaces and neighborhood commercial districts.
4. Education. Educate citizens, community groups, business associations, and developers on the safety, health, and civic benefits of walkable communities.
5. Implementation. Integrate pedestrian considerations based on federal guidelines into projects, policies, and the City's planning process.

For each goal, the plan identifies supporting General Plan Policies and establishes Pedestrian Master Plan Policies and Action Items.¹ Most of the Action Items are specific enough to serve as a “to-do” list for City staff responsible for implementing the Plan. The plan also includes a discussion about two issues that “lacked the necessary consensus for establishing policy positions in the Pedestrian Master Plan”: revising the City's marked crosswalk policy and revising the City's speed hump program. Inclusion of these issues in the plan allows the discussion to be officially recognized and possibly revisited at a later date.

Collision Analysis

Oakland's Pedestrian Master Plan includes a citywide analysis of pedestrian/vehicle collisions occurring between 1996 and 2000. The analysis was based on Statewide Integrated Traffic Records System (SWITRS) data. The analysis includes:

- Map of all pedestrian/vehicle collision locations
- Historical review of the annual fatality and injury numbers
- Relative frequency of primary collision factors
- Frequency of the party at fault
- Demographic characteristics of pedestrians in comparison to all Oakland residents

¹ Oakland's Pedestrian Master Plan Policies and Action Items are located in Chapter 4: Policy Recommendations (pages 52-63).

- Graph and analysis of pedestrian/vehicle collision times

The collision analysis identified the top ten intersections for pedestrian collisions, senior pedestrian collisions and child pedestrian collisions. In addition, the collision analysis included a section focused on school safety. The plan lists the top ten public schools with the highest number of nearby child pedestrian collisions. A map of Oakland is provided showing the locations of all child pedestrian/vehicle collisions within a ¼ mile of public schools

The analysis does not include walking counts (pedestrian exposure to vehicles), and therefore cannot identify locations that have high collision rates per pedestrian. The plan notes this, and states that collision maps are useful in identifying problem areas, but that they “tend to highlight those areas where large numbers of people walk” and “do not identify those areas where people avoid walking because they are perceived as too dangerous for pedestrians.”

Pedestrian Route Network

Oakland’s Pedestrian Master Plan used a network concept for long-term planning and prioritizing of pedestrian improvements. The Pedestrian Route Network connects every public school, park, recreational center and library in the City of Oakland. The Route Network identifies streets that are key routes for AC Transit bus lines and BART stations, and identifies streets that radiate from BART stations. The Route Network also identifies candidate streets for school-related crossing and sidewalk improvements.

This linear network concept of pedestrian improvements is carried over from bicycle master plans, but may not be the best method of conceptualizing, identifying, and prioritizing pedestrian infrastructure improvements. Instead it was suggested that a more appropriate concept would consist of nodes or districts connected with transit service. Pedestrian and transit improvements could be targeted along key transit routes with additional pedestrian improvements at key pedestrian districts.

In addition to the Route Network, the plan establishes the Downtown Pedestrian District, which includes downtown Oakland and Lake Merritt. The plan notes that every street in the district should be considered a priority for pedestrian improvements.

The plan subdivides pedestrian routes into four route types, listed in **Table 3, Oakland Pedestrian Master Plan Route Types**.

**Table 3
Oakland Pedestrian Master Plan Route Types**

City Routes	City-wide destination streets. Places to live, work, socialize, shop and travel. Provide direct connections to transit and connect multiple districts.
District Routes	Local destination streets. Connect to schools, local shopping, community centers and other district amenities. Define the character of a district.
Neighborhood Routes	Local streets. Connect to schools, parks, recreation centers, libraries. Used for exercise, safe walking at night, walking to school.
Walkways	Off-street paths. Common in older neighborhoods.

Source: Oakland Pedestrian Master Plan

Design Guidelines

The Plan’s design guidelines are divided into three sections: sidewalk guidelines, crossing treatments, and traffic calming. A list of included design guidelines is presented in **Table 4, Oakland Pedestrian Master Plan Design Guideline Summary**.

The Plan provides sidewalk width guidelines for each route type. All other sidewalk guidelines, crossing treatment guidelines and traffic calming guidelines are presented more generally.

**Table 4
Oakland Pedestrian Master Plan Design Guideline Summary**

Sidewalk Guidelines	Crossing Treatments	Traffic Calming
Sidewalk & Utility Zone Widths	Crosswalk Striping	Speed Humps
Sidewalk Materials	Crosswalk Paving	Rumble Strips
Walkways	Curb Ramps	Raised Crosswalks
Signage	Bulb-outs	Slow Points
Plantings	Corner Radius	Chicanes
Street Furniture	Slip Turns	Traffic Circles
Building Edges	Safety Barrels, Posts and Bollards	Roundabouts
	Flashers and Overhead Signs	Narrow Lanes
	Stop signs	Restriping for Lane Reduction
	Traffic Signals	Medians and Access Control
	Pedestrian Signals	On-Street Parking
	Pedestrian Call Buttons	Street Closure
	Flags	Pedestrian Only Streets

Source: Oakland Pedestrian Master Plan

Oakland Pedestrian Safety Project

Oakland Pedestrian Safety Project (OPSP) was a programmatic and planning effort established in 1995 responsible for citywide pedestrian safety education. OPSP was a collaborative effort between Oakland’s Public Works Agency, Community and Economic Development Agency, Police and Fire Services, Life Enrichment Agency, and representatives of the Oakland Children’s Hospital and the community. The project was funded from 2000 to 2002 by an Office of Transportation Safety grant. The project spurred the development of the City’s Pedestrian Master Plan, provided much of the outreach needed for development of the plan, organized several encouragement events such as Walk to School Day and developed the first *Walk Oakland Map and Guide*. Key to the success of this program was its support by a City Councilmember. After the councilmember was elected to a County Supervisor seat, the program was shifted into the City Manager’s office and then to the bicycle and pedestrian coordinator. Without dedicated staff support and funding, it has been difficult to continue the program.

During the time that Oakland Pedestrian Safety Project was active, the police department conducted monthly pedestrian stings. OPSP issued press releases for each sting, and the media came out to cover the events. The police department continues conducting pedestrian stings, but since OPSP became inactive, these events do not generally receive media attention.

Staffing

Oakland has a full-time Bicyclist and Pedestrian Coordinator, who is a part of the Public Works Department. In addition to implementing the pedestrian projects identified by the City's Pedestrian Master Plan, the Bicyclist and Pedestrian Coordinator coordinates with other departments on specific issues such as school-related programs and review of public infrastructure requirements for new developments. The City's Bicyclist and Pedestrian Coordinator noted that limited staff time availability is the primary challenge to implementing the Pedestrian Master Plan and continuing the efforts of the OPSP.

Pedestrian Data Collection

Oakland collects pedestrian counts as needed to develop warrants for traffic signals or crosswalks. The City does not conduct citywide pedestrian counts on a regular basis. As noted earlier, Oakland's Pedestrian Master Plan included an extensive pedestrian collision analysis. The Bicyclist and Pedestrian Coordinator indicated that he would like to conduct an annual collision report update, but that time and budget limitations make this difficult.

Funding

Most of Oakland's pedestrian infrastructure projects are funded through regional and local sources. City of Oakland funding programs include:

- On-Call Curb Ramp Program. Funded by Americans with Disabilities Act Programs Division \$90,000 annually for on-demand projects.
- In-Fill Curb Ramp Program. Administered by Public Works Agency. \$400,000 annually of TEA, TDA and Measure B funds for curb ramp in-fill.
- Audible Signal Program. Funded by Americans with Disabilities Act Programs Division \$90,000 annually for on-demand projects
- Street Tree Program financed by property tax assessment. A portion of the \$2.5 million tax.
- Capital Improvement Program funds pedestrian improvements. \$1 million for pedestrian safety projects in 2001 2002 fiscal year.

At the County level, Oakland receives \$740,000 annually in non-motorized Measure B funding. This funding is raised through a ½ cents sales tax in Alameda County.

Regionally, there is a strong focus on improving pedestrian accessibility to transit. Oakland has leveraged regional funds by connecting pedestrian improvements with transit. Pedestrian infrastructure improvements have also been funded as part of redevelopment projects. Oakland's Redevelopment Agency is installing streetscape improvements to spur economic development.

Innovative Funding Strategies

Community Development Block Grants have been used by Oakland's Life Enrichment Agency to support Safe Walks, a program that pays adult monitors to improve personal safety and provide traffic crossing services for students who walk to school. However, competition for CDBG funds is high and funding for the program has been reduced in recent years.

A public-private partnership has been successful in ensuring that the *Walk Oakland Map and Guide* is regularly updated and published. The initial map was developed for the Pedestrian Master Plan by the City. A private graphics company was contracted to print the first run of the map at cost, with the agreement that the graphics company would own the rights to the map. For future editions, the City of Oakland is responsible for noting additions and corrections to the map while the graphics company is responsible for making changes to the map and publishing the map. The graphics company may print and sell future editions of the map at a profit. The City regularly orders additional maps for distribution at large events. The map is also sold in local stores. In terms of

public outreach, the *Walk Oakland Map and Guide* is the most successful component of Oakland's Pedestrian Master Plan. There are an estimated 30,000 to 35,000 copies in print and a third edition is under development.

Sacramento, California Pedestrian Master Plan

Sacramento's Pedestrian Master Plan was adopted in the fall of 2006. The plan won Sacramento Area Council of Governments 2006 Project of the Year Award. The two primary objectives of Sacramento's PMP are 1) to institutionalize pedestrian considerations by preparing policy, standard and procedural recommendations for transportation and land use projects and 2) to improve current pedestrian deficiencies by preparing a capital improvement process that enables the city to systematically retrofit deficient sidewalk and crossing locations.

Plan Development

Development of the plan involved four public meetings and review by a 15-person Steering Committee. The Steering Committee consisted of at-large members, pedestrian advocates, City staff from the Traffic Engineering, Long Range Planning, Transportation Planning department, the City ADA Coordinator, City Project Manager and county and regional representatives. The Steering Committee participated in walking audits in four neighborhoods. Recommendations from the Steering Committee and public meetings became essential parts of the plan.

Goals

To accomplish the Pedestrian Master Plan's goal of making Sacramento the "Walking Capital" the plan outlines goals and action items related to the walking environment, education and pedestrian safety. Selected Action Items include:

"Reconsider LOS C standard for Sacramento streets and change to LOS D for all facilities, with consideration of LOS E or F for freeways, main streets, and pedestrian zones."

"Provide pedestrian-scale lighting standards for all street categories."

"Provide clear, direct, and attractive internal pedestrian networks that connect buildings, neighborhoods, and commercial centers to the adjacent sidewalk."

"Establish formal communication with RT on improvements around transit and with Caltrans on improvements around interchanges."

"Minimize pedestrian crossing distances by reducing lane widths."

In addition to these action items, the plan includes a "To-Do" list to direct city staff in meeting the Plan's goals. The list includes already accomplished tasks, short-term, and long-term actions.

Policy Recommendations

The Plan includes recommendations for amendments to key city documents, including the General Plan, the Design and Procedures Manual, the Transportation Programming Guide and the Development Review Process. A summary of key document revisions is provided in **Table 4, Sacramento's Recommended Document Revisions**.

Table 4
Sacramento’s Recommended Document Revisions

General Plan Update
<ul style="list-style-type: none"> • Modify existing Level of Service standard • Designate pedestrian districts and corridors • Provide incentives for compact, mixed-use infill development and illustrate pedestrian-oriented streetscape designs • Promote great walking access to transit • Explore opportunities to reduce roadway widths and eliminate lanes where appropriate
Design and Procedures Manual
<ul style="list-style-type: none"> • Minimize curb corner radii • Consider special pedestrian treatments where dual turn lanes exist • Minimize pedestrian crossing distances • Provide pedestrian-scale lighting options for all street Types
Transportation Programming Guide
<ul style="list-style-type: none"> • Update with additional pedestrian criteria • Incorporate pedestrian collision data and Pedestrian Demand Score (see Section V) as project ranking Factors
Development Review Process
<ul style="list-style-type: none"> • Adopt Pedestrian-Friendly Development Review Guide • Ensure close coordination between Planning and Permitting departments

Source: Sacramento Pedestrian Master Plan, Table 4-1 page 42.

Development Review

The Plan proposes modifications to the City’s existing Development Review Process that will encourage the inclusion of pedestrian amenities with new developments. The plan identifies four steps in the review process:

1. Reference the resource material requirements. The plan lists the reference materials that should be reviewed.
2. Determine the project’s pedestrian smart growth rating. The plan proposes updates to Sacramento’s Smart Growth Scorecard that emphasize pedestrian supportive design.
3. Determine the appropriate pedestrian accommodations. The reviewer determines if basic, upgraded or premium pedestrian improvements are warranted.
4. Assess the need for additional pedestrian accommodations, including adjacent facilities and adequate internal pedestrian circulation.

At this point, the review process has not been institutionalized and is not required for project approval. It is difficult to determine the success of the development review process, as the pedestrian focus was only established with the adoption of the Pedestrian Master Plan. Currently, the City’s Alternate Modes Coordinator reviews plans, and makes requests for pedestrian amenities if needed.

Pedestrian Improvement Levels

To match the level of pedestrian improvements to the level of walking demand, Sacramento’s PMP identifies three types of pedestrian improvement levels: basic, upgraded, and premium. The

amenities associated with these improvement levels are included in **Table 5, Sacramento Pedestrian Improvement Levels.**

**Table 5
Sacramento Pedestrian Improvement Levels**

	Basic	Upgraded	Premium
Street Facilities	Detached sidewalks Vertical curb/gutter Curb ramps Obstacles removed Pedestrian scale street lighting Street trees, landscaping Parking/bike lane buffer	Wider sidewalks Vertical curb/gutter Curb ramps Obstacles removed Pedestrian scale street lighting Street trees, landscaping Benches at bus stops Parking/bike lane buffer	Wider sidewalks Vertical curb/gutter Curb ramps Obstacles removed Pedestrian scale street lighting Street trees, landscaping Benches at bus stops Wayfinding signs and kiosks Street furniture Outdoor eating areas Shade/shelter structures Parking/bike lane buffer
Crossing Treatments	Marked crosswalks Accessible pedestrian signals Vehicle speed control	High visibility crosswalks Accessible pedestrian signals Increase lateral separation Pedestrian islands Bulb-outs Raised crosswalks Other vehicle speed control	High visibility crosswalks Accessible pedestrian signals Increase lateral separation Pedestrian islands Bulb-outs Raised crosswalks Other vehicle speed or volume control Grade separation Special traffic signaling
Reduced Distances	Midblock crossings at some locations	Midblock crossings Shortcuts for pedestrians	Shortcuts for pedestrians Midblock crossings Dense housing Dense employment Transit access
Adding Interest		Show windows	Show windows Public art Vendor carts Street fairs

Prioritization and Implementation

Rather than develop a list of prioritized projects, the plan identified priority locations for pedestrian improvements.² Sacramento, like Portland, Oregon and San José, has a mix of older areas that include pedestrian supportive land uses and street geometries, and newer areas that are built in a less dense manner. To efficiently allocate the city’s limited capital improvement funds, the plan focuses pedestrian facility improvements in areas that support walking and uses policy actions to create supportive land uses in areas that do not currently support walking.

The plan developed a pedestrian demand model and a walkability score to identify the areas that were in greatest need of pedestrian improvements. Areas with high pedestrian demand and low walkability are high priority areas for pedestrian improvements. This model is similar in concept to Portland’s pedestrian potential index and pedestrian deficiency index, although the factors used in the

² Developing a list of priority projects involves extensive input from the public, elected officials and city staff. The City decided that time and budget for developing the Pedestrian Master Plan would be best spent on a more general analysis.

calculations vary. The factors used by Sacramento are listed in **Table 6, Factors Used to Calculate Sacramento’s Pedestrian Demand Indicators and Walkability Indicators**

Table 6
Factors Used to Calculate Sacramento’s Pedestrian Demand Indicators and Walkability Indicators

Pedestrian Demand Indicators	Walkability Indicators
Demographics- seniors, youth, low income, no-car households	Sidewalks – proportion of streets with sidewalks versus those without
Proximities – destinations within 1 mile	Street lighting –density of street lights
Pedestrian environment – population density, employment density, mixed land uses	Pedestrian crossings – presence or absence of arterial traffic signals
Policy areas – areas of pedestrian importance based on city policies	Crossing distance – street width
	Street connectivity –
	Collisions – annual number of pedestrian/vehicle collisions

The plan outlines a methodology for identifying specific sidewalk and crossing improvement projects, the Pedestrian Improvement Process. The Pedestrian Improvement Process is intended to be integrated into the city’s Transportation Programming Guide as a new programming area. The process consists of identifying and ranking candidate project locations, field verification to review existing conditions and identify potential design constraints, development of plans and detailed cost estimates, and final construction. Candidate sidewalk locations are ranked using the Pedestrian Demand and Walkability Indicators, while the candidate crosswalk locations are ranked using collision data.

Staffing

Sacramento has one full time staff person who serves as the Alternate Modes Coordinator. The City also has a fill time ADA Coordinator.

Other Plans and Programs

In addition to the Pedestrian Master Plan, Sacramento has several other documents related to pedestrian planning:

- Pedestrian Safety Guidelines
- Pedestrian Friendly Street Standards (Section 15 of *Sacramento’s Design and Procedures Manual and Improvement Standards*)
- ADA Transition Plan
- Smart Growth Implementation Guide
- Neighborhood Traffic Management Program
- Riverfront Master Plan
- Parks and Recreation Master Plan
- Fifty Plus Wellness Program
- Captain Jerry Traffic Safety Program
- Statewide Driver Awareness Campaign, 2003.

Funding

Sacramento has allocated \$400,000 in Local Transportation Sales Tax for the first few years to fund Pedestrian Master Plan improvement projects. However, this funding is not guaranteed.

The City has been successful in winning state-sponsored Safe Routes to Schools grants, with a 75% success rate over the last six years.

The Local Council of Governments has established a Community Design Fund targeted to pedestrian and bicycle improvements associated with smart growth projects. The fund is used to construct pedestrian and bicycle infrastructure that will improve the adjacent streetscape or improve connections between the smart growth development and the surrounding neighborhoods. For example, the city has used the fund to reduce the turn radii of an intersection and installed bicycle lanes to support smart growth development at that corner. To give another example, a portion of the fund is being used to fund a feasibility study to build a pedestrian bridge that would connect a light rail station to a new development on the other side of the tracks.

The City has used federal Highway Safety Improvement Program funds to construct street crossing improvements.

Implementation

The City is currently conducting an extensive field review of high priority areas identified in the Pedestrian Master Plan to develop a specific project list. The field review is being conducted by student interns who use a checklist to inventory pedestrian facilities and streetscape quality. For each location, the improvement classification (basic, upgrade, premium) is confirmed, and it is verified if pedestrian improvements have already been completed, and potential constraints to improvements are noted. The Alternative Modes Coordinator then reviews the field work, and determines recommendations for improving each area.

As time permits, the Alternative Modes Coordinator also reviews new developments and makes recommendations for pedestrian amenities.

Portland, Oregon

Pedestrian Master Plan

The Portland Pedestrian Master Plan, adopted in 1998, consists of two documents: the Pedestrian Master Plan, which outlines the vision, policies, project priorities, and funding strategies and the Pedestrian Design Guidelines, which provide detailed guidelines for City staff that plan, design and construct pedestrian amenities and streetscapes.

Portland's PMP is responding to Oregon's 1991 Transportation Planning Rule, which requires reduction in vehicle miles traveled per capita, pedestrian-friendly zoning and development codes, and regional and local Transportation System Plans that include measurable goals to increase the mode share of walking. The Portland PMP envisions a city with "pedestrian pockets and urban villages linked by high-speed transit...main streets and neotraditional neighborhoods with corner stores" and emphasizes coordinated land-use/transportation planning and community input in the planning process. The plan's five main elements are pedestrian policies, pedestrian street classifications, pedestrian design guidelines, capital projects, and recommended funding strategies.

Pedestrian Policies

Portland's pedestrian policies are adopted as part of the City's Comprehensive Plan and are listed as an appendix to the Pedestrian Master Plan. Portland's goals include the development of a balanced, affordable and efficient transportation system; the planning and implementation of a pedestrian network that increases opportunities to walk; continuing high quality maintenance and improvement programs; and enhancing Portland as a livable city. The Pedestrian Master Plan includes a list of

action items to meet the plan’s goals, policies and objectives. Some of the more innovative action items include:

“Require direct on-site pedestrian connections between new development and transit stops”

“Work with regional authorities and Tri-Met to ensure that pedestrian concerns are addressed in the alignment choices and station-area planning for new light rail projects”

“Establish a Pedestrian Quality Index as a measure of the comfort, attractiveness and interest of the pedestrian environment, and ensure that new projects rate highly on the scale.”

“Establish a measure of pedestrian hours of delay and work to reduce pedestrian waiting times at crossings.”

“Experiment with and evaluate a variety of materials for pedestrian pathways, including materials that can reduce cost and pervious service compared to conventional materials.

“Work with the Police Bureau to ensure that officers understand pedestrian issues”

Pedestrian Street Classifications

Portland was the first City in the United States to classify streets by pedestrian. The Transportation Element of Portland’s Comprehensive Plan lists four pedestrian street classifications: Pedestrian District, City Walkway, Local Service Walkway and Off-Street Path. For each street classification, the Portland PMP includes a description of the functional purpose, a description land use and development that is allowed, and traffic operations guidance. The Design Guidelines contain specific guidance for each street classification. In addition to this street classification system, the Plan establishes a Main Street Pedestrian Design overlay to the City Walkway classification.³

The Plan also incorporates Portland’s 16 already existing Pedestrian Districts. (Portland first established Pedestrian Districts in 1977.) These districts are compact, walkable areas with a dense mix of land uses, high pedestrian activity and good transit service. Walking is intended to be the primary means of transportation within the district. Pedestrian District Criteria are listed in **Table 7, Portland Pedestrian District Criteria**

³ The Main Street Pedestrian Design Overlay has been very successful for improving the pedestrian environment. The City designated North East Alberta Street as a Main Street Design District and installed sidewalks, curb extensions, raised bus stops, crosswalks. The street has changed to a vibrant commercial district over the last five years. There is some question of causality—pedestrian improvements in other areas have not necessarily led to economic revitalization—but these types of improvements are necessary if a street is to have the *potential* to become a vibrant pedestrian-oriented commercial district.

Table 7

Portland Pedestrian District Criteria

Zoning	Mix of land uses. Limited to specific land use zoning designations, including a combination of storefront commercial, neighborhood commercial, mixed commercial/residential, office commercial, residential, or institutional residential
Transit Service	Must be convenient and frequent. Multiple lines, light rail service, headways shorter than 15 minutes.
Size and Configuration	Compact, not linear. Generally no less than 600 feet and no more than 1 mile in any direction. Between 8 and 400 acres in size.

Capital Projects Priorities

To prioritize pedestrian improvements, the plan developed a citywide Pedestrian Potential Index and compared it to a citywide Deficiency Index. The Pedestrian Potential Index (PPI) measures environmental factors that favor walking. The Deficiency Index (DI) measures environmental factors that make it difficult to walk. These Indices were mapped to Portland’s streets, so that each street segment received a PPI and DI score. Specific factors used in developing the Pedestrian Potential Index and the Deficiency Index are listed in **Table 8, Factors Used in Creating Portland’s Pedestrian Potential Index and Deficiency Index.**

Planned pedestrian improvements with the highest pedestrian potential and the highest deficiency are given the highest priority. Portland found with this analysis that there was “relatively little overlap between the areas of highest potential and the areas of highest deficiency” but was able to rank projects using the combined potential and deficiency.

Table 8

Factors Used in Creating Portland’s Pedestrian Potential Index and Deficiency Index

Pedestrian Potential Factors	Deficiency Factors
<p><i>Policy Factors</i></p> <p>Portland Transportation Element Pedestrian Classification (pedestrian district, main street design area, city walkway)</p> <p>Metro Region 2040 designation (regional center, town center, main street, station area)</p>	<p>Sidewalk Continuity—measured by sidewalk inventory conducted by city in 1994</p>
<p><i>Proximity Factors</i></p> <p>Proximity to:</p> <ul style="list-style-type: none"> Elementary, middle, high schools Pedestrian friendly commercial Frequent transit stop Public parks 	<p>Ease of Street Crossing—approximated by traffic speed, traffic volume, roadway width and automobile-pedestrian crash data</p>
<p><i>Environmental Variables Factors</i></p> <p>Numeric score (0-8) measuring likelihood of walking based on binomial logit equation developed from 1994 Portland travel survey. Includes land use mix and density, proximity to walking destinations, street connectivity, average parcel size, slope.</p>	<p>Street Connectivity—approximated by length of street segments</p>

Staffing

Portland has one dedicated full time staff person who serves as the Pedestrian Program Manager. This position is located in the Project Management Group and is responsible for reviewing projects, responding to citizen complaints and requests, participating in the Pedestrian Advisory Committee, and ensuring that pedestrian projects are included in the Capital Improvement Plan. This person uses public input and the Design Guidelines to determine the required pedestrian amenities for each project in the City.

Pedestrian Advisory Committee

The Pedestrian Advisory Committee consists of appointed community member volunteers. The committee reviews and makes recommendations on city documents that affect pedestrians and pedestrian facilities (e.g. the Comprehensive Plan, The Transportation System Plan, Neighborhood Plans) The Committee also reviews capital improvement projects that have pedestrian components. The approval of the Pedestrian Advisory Committee is not necessary to proceed on a project or adopt a plan but city staff makes strong efforts to ensure that their plan or project meets Pedestrian Advisory Committee Approval.

Education and Encouragement

Portland's pedestrian education and encouragement programs are housed in the Community and School Safety Traffic Partnership within the Office of Transportation. Partners in the effort include Portland Police Bureau, neighborhoods, pedestrian and bicycle advocates, schools, courts, Portland State University, health professionals, and senior advocates. The program focuses on reducing driver error, pedestrian and bicycle safety and safe routes to school. It is funded through an annual increase in traffic fine revenues, which in Oregon are collected by the state and transferred to each jurisdiction.⁴ Portland receives \$1 million in traffic fine revenues annually.

Implementation

Many improvements identified in the Portland Pedestrian Master Plan have been implemented. The success in implementation can be attributed to two aspects of the process: the institutionalization of the Design Guidelines and the reform of Portland's Zoning code. The Design Guidelines serve as a "living document" that is actively consulted on all projects that affect the streetscape. To ensure that the Design Guidelines were understood, accepted and applied throughout the city, numerous Design Guideline trainings were held with city staff and political leaders after the Portland Pedestrian Master Plan was adopted. As the pedestrian plan was developed, a parallel process was underway to reform Portland's Zoning Code to include more pedestrian-friendly policies. As a result, pedestrian needs are considered on every project that affects the streetscape.

Portland's outer areas, many of which have been annexed by the City, tend to be more suburban than the older central city and are more auto-oriented. Arterials in these outer areas may lack sidewalks. It has been challenging to develop pedestrian amenities in these neighborhoods, but there has been some success with Safe Routes to Schools related projects.

Funding

Portland uses a variety of strategies to fund pedestrian improvements. Portland Office of Transportation's Capital Improvement Plan is funded through General Transportation Revenue System Development Charge fees, Local Improvement Districts, the Portland Development Commission, and the Port of Portland. General Transportation Revenue relies on state gas tax, vehicle registration fee, and local parking fee revenues, has declined significantly in recent years, and is currently used primarily to leverage other funding sources.

⁴ See Oregon House Bill 2759 of 2003.

Local Improvement Districts

Property owners within a Local Improvement District have agreed to pay to fund specific transportation infrastructure improvements within their district. The City works with property owners to develop an assessment method, which may include square footage, linear footage, equivalent dwelling unit or a combination of methods. The city designs and engineers the project, and manages the construction, but does not actually build the project. Local Improvement Districts can be used to improve the street, build sidewalks and install storm water management system. Local Improvement Districts are typically business districts, but can be residential. Once a project is completed, the Local Improvement ceases to exist and the city auditor's office handles the property owners' payments.

Transportation System Development Charge

Portland calculates a Transportation System Development Charge (SDC) on new construction. Transportation SDC is based on estimated vehicle trip generation rates of new development, and is structured to reward projects that reduce motor vehicle trips. Projects within 15% of existing trip generation rates are not charged a transportation SDC, projects that exceed 115% of existing trip generation rates are charged a fee, and projects that reduce trip generation to 85% or less of existing rates are given a transportation SDC reimbursement. SDC fees are collected to fund projects listed on the City's SDC Capital Improvement List. Developers of affordable housing and transportation oriented development projects are partially or fully exempt from the transportation SDC fee.

Nonconforming Development

Nonconforming buildings must come into conformance with development standards and any applicable overlay plan or district (e.g. Main Street. Upgrades to nonconforming buildings of \$120,850 or greater require up to 10% of the project value to be spent toward bringing the site closer to conformance with the standards. This is applied to residential and business properties.

Pedestrian Spot Improvement Funds

Portland's city budget allocates \$100,000 to \$200,000 annually for pedestrian spot improvement funds.

Location in Document	Recommendation	Costs					Benefits							Notes
		Direct costs to public	Costs to business/ developers	Motor Vehicle Delay	Capital Cost	Staff Time	Pedestrian Safety	Comfort and Convenience	Economic/ business benefit	Public & Political support	Benefit to seniors, disabled, children	Communication/ training/ evaluation	One-time vs. ongoing	
35	Continue to Install Wayfinding Signage In Areas With High Pedestrian Activity				x	x	x	x	x	x	x	x	One-time	
12	Develop an Internal Educational/Training Program					x	x	x			x	x	Ongoing	Benefits assume good policies and implementation
15	Review Pedestrian Signal Timing					x	x	x		x	x		One-time	
ADA Plan	Audible Signal Installation					x	x	x		x	x		Ongoing	
25	Develop Methodology for Prioritizing Pedestrian Infrastructure Improvements					x	x	x			x	x	One-time	Benefits assume good policies and implementation
27	Expand the TARP Program to Include Other Areas					x	x	x		x	x		Ongoing	
31	Establish Pedestrian Performance Measures					x	x	x			x	x	One-time	
36	Promote Events to Encourage Walking					x		x		x	x	x	Ongoing	
17	Develop Citywide Tiered Street Design Standards for Sidewalks		x			x	x	x	x	x	x		One-time	Benefits assume good policies and implementation
18	Update Standard Details to Incorporate Best Practices of Pedestrian Design		x			x	x	x	x	x	x		One-time	Benefits assume good policies and implementation
23	Consider Additional Car Free Downtown Streets			x		x	x	x	x	x	x		Ongoing	Assumes pedestrian districts are attractive to customers
26	ADA Implementation and Capital Improvement Program				x	x	x	x	x	x	x		Ongoing	Assumes good projects are implemented
27	Enforce Red-Light Violations through a Photo Enforcement Program				x	x	x	x	x	x	x		Ongoing	
28	Modify the Municipal Code to Accommodate Pedestrian Walkability		x			x	x	x	x	x	x		One-time	Benefits assume good policies and implementation
30	Continue to Incorporate Pedestrian Needs into the City's Development Review Process		x			x	x	x	x	x	x		One-time	Benefits assume good policies and implementation
14	Publicize Important Infrastructure Improvements, Programs and Policies					x		x		x		x	Ongoing	
24/27	Continue the Safe Streets Initiative				x	x	x	x		x	x		Ongoing	
not in doc	Develop "Road Diet" Program for Existing Streets				x	x	x	x	x	x	x		Ongoing	No vehicle capacity reduction if projects are selected and implemented properly; assumes slower traffic more likely to stop at businesses
15	Consider Conversion of One-Way Streets to Two-Way in Downtown			x	x	x	x	x	x	x	x		One-time	
16	Continue the City's Traffic Calming Program and Identify a Funding Source			x	x	x	x	x	x	x	x		Ongoing	Assumes slower traffic more likely to stop at businesses
32	Consider Expanding Local Maintenance Districts for Streetscape Improvements		x		x	x	x	x	x	x	x		Ongoing	Assumes good projects are implemented
32	Facilitate Community Adoption of Local Maintenance Districts for Streetscape Improvements		x		x	x	x	x	x	x	x		Ongoing	Assumes good projects are implemented
34	Earmark a Portion of Moving Violation Fees to Pedestrian Improvement projects	x			x	x	x	x	x	x	x		Ongoing	Assumes good projects are implemented
26	Conduct Regular Pedestrian Counts and Safety Analyses					x	x					x	Ongoing	
16	Continue the City's Street Tree Requirements	x	x			x		x	x	x	x		Ongoing	
not in doc	Establish Reduced Roadway and Lane Width Requirements for New Streets			x	x	x	x	x	x		x		Ongoing	
12	Establish an Interdepartmental Pedestrian Coordination Committee					x						x	Ongoing	
13	Regularly Conduct Surveys					x						x	Ongoing	
32	Consider a City-Wide Assessment District	x			x	x	x	x			x		Ongoing	Assumes good projects are implemented
33	Consider Public-Private Partnerships for Encouragement and Education Programs	x	x			x	x			x	x		Ongoing	
34	Design and Print Walking Maps for San José's Neighborhoods	x				x		x					One-time	