Connecting neighborhood assets around 13th Avenue

Key elements
- Higher quality local walking connections
- Traffic calming on local streets
- Invitations to linger in relation to existing assets, such as Weracoba Creek
- High quality waiting experience for bus riders
- Temporary closing of ‘slip-lane’ - Midway Drive by The Village. Weekend / event related.

Streets as public spaces!
Add zebra crossings.

Pedestrian islands. Enhance crossing near desire lines.

Crossing. Pull side walk across side street.

Activate corner. Add artistic elements, seating and shade to link to Museum and Creek.

Continue fencing enhancements. Around the back side / Old - Garden Center on the corner - make the fence green. Potential partner for adding planters to the 13th Street 'Pop-Up' Plaza?

Upgrade sidewalks. Low cost solution: level out unpaved areas and stamp to create even surface; add small ramps in asphalt by zebra crossings to improve access. Medium cost: add epoxy gravel to create hard, even surface. High cost: add sidewalks, with paving stones and access ramps at zebra crossings.
Connecting neighborhood assets around 13th Avenue - The Pilot

Short term changes lead to long term changes. The pilot project is a test for how a permanent street redesign could function.

Short term: start with the corner and intersection at 13th Avenue and Warren Williams Drive. Upgrade the zebra crossings, add ramps for universal access and even out the surface for pedestrians where there are missing sidewalks. Follow pedestrian desire lines. Add trees in planters for a more pleasant walking environment.

Upgrade the bus stop with seating and shade and orient it in relation to the creek bridge and corner of Warren Williams. Create a mental link to the Museum with an art installation.

Long term: a neighborhood with connected sidewalks, traffic calmed streets, clear connections to civic assets, such as the Museum, the Creek and local shops, and high quality bus stops.

This place is made for walking! And waiting for transit, relaxing and socialising!
Connecting civic assets on Civic Commons

Make Civic Commons a connected, walkable place to shop and spend time. Create a clear, fun, inviting walkway to the Library from Macon Road and Boxwood Boulevard, and across the lawns, or with trees or public art.

Key elements:
- Traffic calming to improve walkability between the Library and Cross Country Plaza at Citizens Way
- Pedestrian crossing & traffic calming at Macon Road and Boxwood Boulevard, between Civic Commons and MidTown Shopping Center.
- Bus stop enhancement and improved walkability and bikeability to the Library, from Boxwood Boulevard, Macon Road and Citizens Way
- Programming and activation of the Library lawn and entry area

Walking in Civic Commons is great!
Make a clear, fun, inviting walkway to the Library from Macon Rd. and Boxwood Boulevard, across the lawns, such as with trees or public art.

*Sidewalks.* Continuous sidewalks, across side-streets and parking lots.

*Improve intersection.* Restripe crossings, add pedestrian islands and curb extensions.

*Opportunity Area.* Create a Library entrance.

*Pedestrian islands.* For safer crossing.

*Connected sidewalks* on Boxwood Boulevard and bike lanes to connect to 17th Street.

*Less grooming.* Turn areas ‘back to nature’. Variety!

*Treat as local street.* Shared surface; pedestrians first!

*Opportunity Area.* Activate the area in front of Library with seating and events, and playful elements.

*Add Zebra Crossing.* Investigate options for improving the pedestrian connection across Macon Road at Citizens Way.

*Traffic calming.* Mark areas connecting across Citizens Way.

*Improve bus stops.* Add shade, info, and playful elements to enhance wait.

*Active Edges.* In the long-term, build along the edges to connect buildings to the street and sidewalk. If possible introduce a mix of functions.

*Add pedestrian Islands in turning lanes.*
Connecting civic assets at Civic Commons - The Pilot

Understand use and user needs:

Conduct follow-up observational studies to better understand how people move in the area:

- Partner with the Library and other groups in the area to understand daily user patterns.
- Study how and where people walk in the area.

The follow-up study will help guide and focus the pilot project and where to start making better walking connections.

Build partnerships to host events:

Identify a local partner [could be the Library or other] to host events on the lawn that invites people to spend time outside in the area.

- METRA and a local artist could be partners to improve the waiting situation at existing bus stops.
- Trees Columbus could be a partner by adding trees that make the lawns more human scale and outline walking paths.
- Start small and invite citizens to participate and take ownership.
- Local partners could help with other wayfinding elements:
  - Seating
  - Shade
  - Bike parking
  - Signage
  - Lighting

...and other features that create a more enjoyable environment for pedestrians and an identity for the area.

This place is made for walking!
AND for relaxing, reading, playing or socializing!
Connecting civic assets at Civic Commons

Imagine that...

Today

...and a lot of inactive open space, despite well visited destinations.

little to do or look at while waiting for the bus...

Tomorrow

Start with swings! Invite people to sit.

Defined space and walkways with seating.

The Porch at 30th Street Station in Philadelphia
Small Interventions Build Buzz!
User Feedback_Instagram photos

The swings are amazing. I have been raving about them to everyone I know!

The Porch Swings in Philly. I love this city!

Morning coffee on The Porch.

‘The best kind of friend is the kind you can sit on a porch and swing with, never say a word, and then walk away feeling like it was the best conversation you’ve ever had.’

#theporchswings #theporchat30th
Pilot Project Road Map

Principles for selecting the first pilot projects and how to get started

With many different types of pilot project opportunities available, it is important to evaluate which ones can best achieve the minimum grid and connectivity goals. The following principles help to choose where to start and ensure pilots relate to the key strategies and long-term vision for a Connected Core Community.

Go to the People:
• Start with where people are.
• Identify how visible and usable it will be.

Determine Interest:
• Start where stakeholders are engaged.

Leverage
• Start where the City or other stakeholders are already working.

Be Visible:
• Start with what people can see and experience, and can have an impact.

Be Adaptable:
• Start with places that can adapt over time based on changes to adjacent land use or volumes of users.

Long-Term Perspective:
• Start with projects that can display long-term visions and show best practice solutions.

Diversity:
• Support a socioeconomically diverse range of stakeholders and residents.
1. Project Process

- **Project Kick-Off Workshop**
- **Pilot Project Design**
- **Pilot Project Testing**
- **Pilot Project Evaluation**
- **Pilot Project Refining**

**Process up to November 2015**

**1st month**

**2nd / 3rd month**

**4th / 6th month**

2.a From Water to Woods

**on 13th Street**

2.a Connecting Neighborhood Assets

**around 13th Avenue**

2.a Connecting Civic Assets

**on Civic Commons**

2.b Outreach

**campaigning, informing**

- Involve key stakeholders
- Follow up with stakeholders, key and new
- Evaluate pilot, survey, quality criteria etc.
- Follow up with stakeholders, key and new
- Add/change pilot according to evaluation

Next Steps: Lessons Learned

3. Expand the network

The three projects can be developed and implemented simultaneously or one by one, depending on funding, management capacity and stakeholders. The process for each pilot is the same.
Embarcadero Pilot Plaza in San Francisco

Floor

Seating, greening and play

↑ Latex painted hexagon floor
↑ Hexagon seating element and planter box combined
↑ Playful elements for interaction
The pilot plaza was initiated by the Exploratorium to activate the underused space outside their long-term temporary facility on the San Francisco harborfront. The plaza created a meeting place - both functional and playful - that linked the exhibits in the museum to the space outside the walls of the building.

Designed by Rebar / Gehl Studio

Components and cost (Bid)

- Decking Labor $34,000
- Decking Materials $11,500
- Painting Labor $3,250
- Painting Materials $2,000
- Circles Labor $4,500
- Circles Materials $300
Total $55,550

Not including delivery of trees to site, cleaning of surface and other maintenance, hexagon shape templates. Hardware for the circles. Taking community labor into account - painting surface.

Additional service bid $20,000

App. 6,000 ft2
São Paulo, Pilot Projects - Two new meeting places

Largo Paissandu

Before

After

Seating and Shade

Play equipment

Container for storage

Citizen engagement activities
The pilot projects were initiated by the city of São Paulo and brought to life through a series of workshops with City staff across municipal departments. The goals of the project were to create the foundation for a more active city life in downtown São Paulo and to change the city planning focus to a more people-oriented approach.

The design was based on observed needs – PSPL and Intercept Surveys.

Concept design by Gehl Architects. Construction details by Metro Arquitectos.

Components and cost - part 1:
- Urban furniture and other facilities (roughly half of the budget)
- Survey and info staff for 2 months
- Plaza managers for 3 months
- Cultural events
- Power generator for 2 months
- Plastic chemical toilets – 3 months

App. USD 480,000 funded by Banco Itaú
São Paulo, Pilot Projects - Street redesign in 6 locations

Corner bulb outs - Avenida São João

Bike lanes and crossings

Crossings and bike lanes - Largo São Francisco

↑ Paint and movable planters and bollards  ↑ Shorter crossing distance  ↑ Bus stop by crossing
Components and cost - part 2:

- Free Wi-Fi
- Renewal of public lighting
- Road signage
- Small works and repairs

App. USD 100,000 funded by the City

Not including consultancy fee and City staff hours.

Covers 2 larger plazas (app. 15,000 ft²), 1 smaller plaza and 6 crossings (one with 2 phases)

Note! The majority of the urban furniture was custom designed for the project. And play equipment and wooden decks are permanent installations, not temporary.

Timeframe:
1 1/2 year process to implementation
3 month program and evaluation.

Some components, such as wooden decks are still there, December 2015. (Implemented November 2014)

Led by SP Urbanismo, São Paulo Municipality, under Centro Aberto program
Mar del Plata, Argentina - Pilot Project - Street redesign

Corner bulb outs

Seating, shade and greening

- Shorter crossing distance
- Implementation over night with paint
- Paint and moveable planters and bollards
- More sidewalk space by placing seating and outdoor serving in ‘parklets’
The pilot project was initiated by the City of Mar del Plata and Gehl Architects. It was part of a larger project framework looking at a series of key areas in the City - how they connect and are used. For the pilot, a few parking spaces were removed from Calle Güemes, a busy shopping street. This made space for public seating, greenery and bike parking, as well as corner bulb outs to create safer street crossings and to free up cluttered sidewalk space for chairs and tables.

PSPL and intercept surveys were carried out before and after.

Concept design by Gehl Architects. Construction drawings by the City.

1 of 9 blocks was implemented as a test and adapted according to user feedback.

Components and cost:
Pilot test 1 - 10 days - part of 1 block
- Urban furniture
- Paint
- Plants
- Wooden decks (app 1/3 of the budget)
  App. 46,000 USD

Pilot test 2 - 77 days - 1 full block
- Urban furniture
- Paint
- Plants
- Wooden decks (app. 1/3 of the budget)
  App. 326,000 USD

Note! The majority of the urban furniture was custom designed for the project.

Not including consultancy fee and City staff hours.

Implemented January 2014.
Upscaling the pilot projects

Take the learnings from the first series of pilot projects and adapt them into streets and spaces with similar characteristics within the network plan.

This plan is to be seen as a starting point and should be evaluated, added to and adapted over time.

More for all!

A. Opportunity area
B. Street upgrade - separation of traffic modes
C. Street upgrade - traffic calming elements
D. Intersection upgrade