

**School Street Multimodal
Transportation Corridor Study**

Welcome

**Community
Workshop**

Tuesday, June 24, 2025



Project Partners



This Plan is funded by a Caltrans
Sustainable Communities Grant



Housekeeping

- Exits
- Restrooms
- Refreshments
- Please silence your cell phones
- Spanish speakers

Agenda

1. Project Overview, Purpose, and Goals
2. Project Timeline
3. Community Engagement Summary
4. Improvement Alternatives
5. Street Amenities
6. **Feedback Breakout Session**
7. Next Steps

Purpose & Goals



Support local economy and community



Create a stronger sense of place



Enhance safety and accessibility

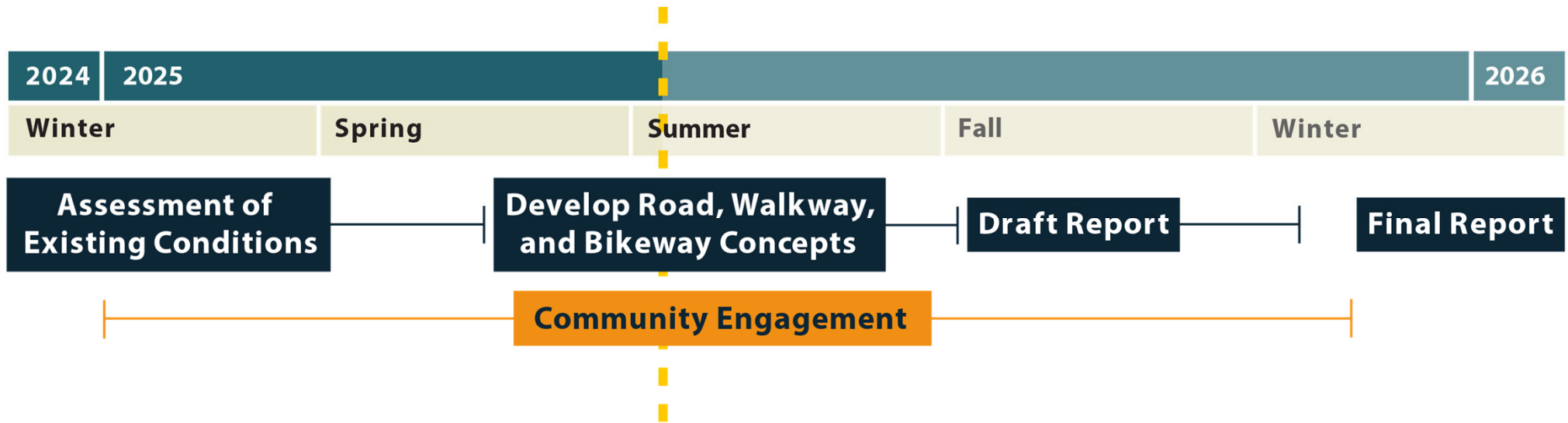


Improve environmental sustainability
for future generations



Reflect community values

Project Timeline



Community Engagement

→ Walking Tour, Workshop 1, and Project Website



Walking Audit

February 13, 2025

- Uneven Sidewalks
 - Caused by tree roots
 - ADA accessibility needs
 - Maintain trees
- Two ramps per corner at every intersection
- Lighting improvements
- One-way street
- Close portions of School Street to cars
- Economic development
- Public Art
- Walkability (Security, Comfort, Welcome)



Workshop 1

February 13, 2025

- Presentation
- 5-table break out session



Key Takeaways

- One-way School Street (strong but not unanimous support)
- Mixed support for back-in parking
- Maintaining existing parking capacity
- Maintain trees but fix sidewalk issues
- Sidewalk and curb maintenance
- Improve ADA accessibility
- Lighting improvements
- Improved public spaces (pedestrian space, community events)
- Public art
- Repurposing/revitalizing buildings

Summary of Feedback

Strong support

- Enhance School Street's beauty, social and economic life, and existing functions
- Existing shade and trees, interested in more landscaping, flower boxes, and native plants
- Wider sidewalks
- Consistent curbs or curbless street
- Improving ADA accessibility
- Explore a one-way street option
- More public art
- Crossing improvements
- Lighting improvements
- Gateways on either end of School Street

Ideas

- More protected, central Farmers' Market location
- More attractive parking
- Family focused recreation
- New parking garage
- Universal public Wi-Fi
- Ice-skating or roller-skating rink

Concerns

- Address loitering and incorrect use of street, park and plaza
- Back-in parking
- Turning ease for vehicles

→ **Principles**

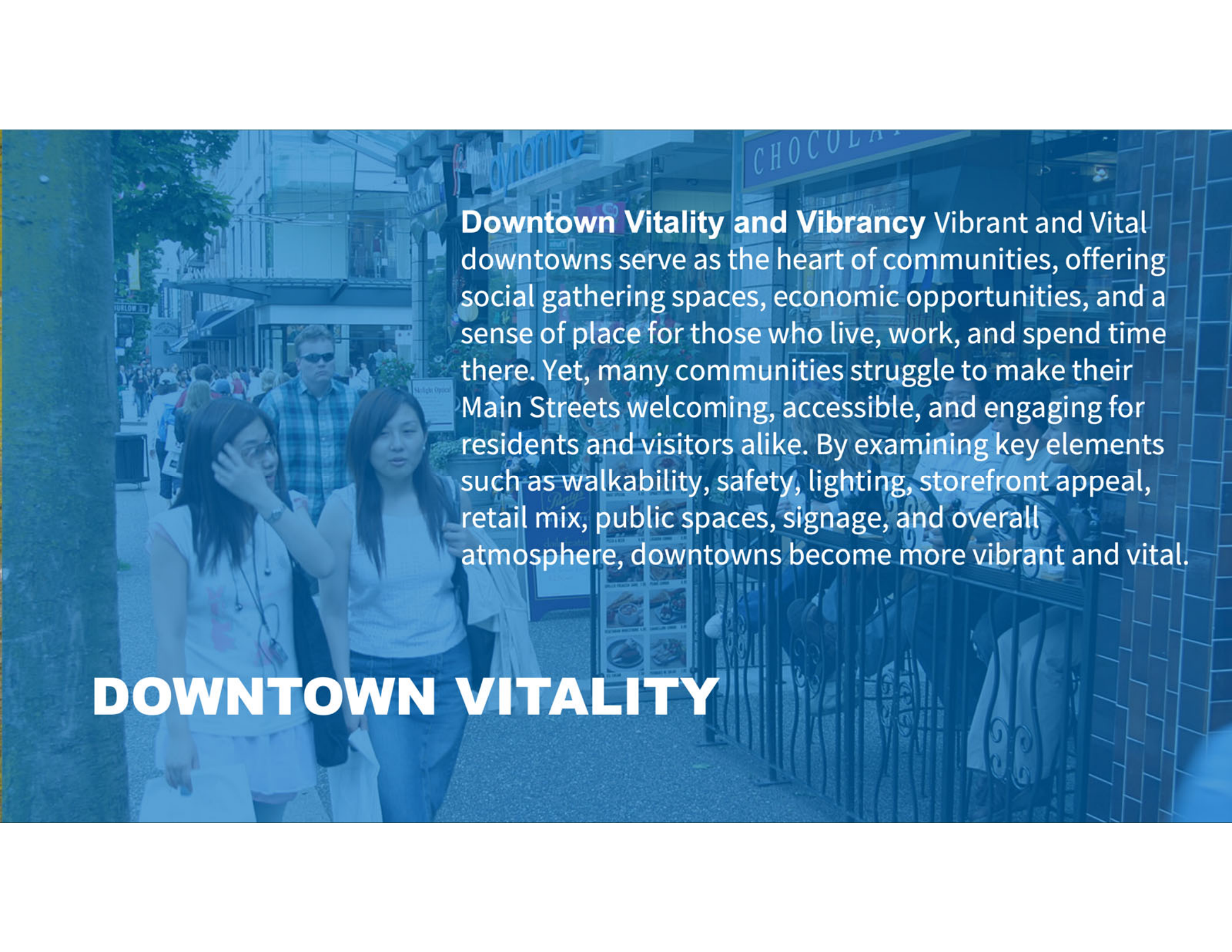


Cities are an invention to maximize exchange (goods, culture, friendship, knowledge) and to minimize travel.

The role of transport is to maximize exchange.

....David Engwicht



A blue-tinted photograph of a busy downtown street. In the foreground, two women are walking towards the camera; one is adjusting her hair. Behind them, a man in a plaid shirt and sunglasses is visible. The street is lined with buildings, including one with a 'CHOCOLATE' sign and another with a menu board. A 'WELCOME' sign is visible on the left. The overall atmosphere is vibrant and active.

Downtown Vitality and Vibrancy Vibrant and Vital downtowns serve as the heart of communities, offering social gathering spaces, economic opportunities, and a sense of place for those who live, work, and spend time there. Yet, many communities struggle to make their Main Streets welcoming, accessible, and engaging for residents and visitors alike. By examining key elements such as walkability, safety, lighting, storefront appeal, retail mix, public spaces, signage, and overall atmosphere, downtowns become more vibrant and vital.

DOWNTOWN VITALITY



Before



Espanola Way, South Beach, Florida

After

With a \$150,000 down payment in the early 1980's Linda Polanski made a \$6,000,000 return by 2000.



Which of our pandemic-engendered temporary street changes should be made permanent, not only inducing greater health, but (re)building local economies?





In the image to the left, it is possible to walk, but in the image to the right, there is enclosure, transparency, complexity, human scale, imageability, and a sense of welcome.



A commercial street remake is built around people and place. Life is slowed and enjoyed fully. Shown here, a path, edge, node, landmark, and district.

Key Features Needed



Enclosure
Transparency
Human scale
Complexity
Imageability

Lynch's taxonomy of cities includes:

1. Paths — streets, walkways, transit lines, and other ways that people move

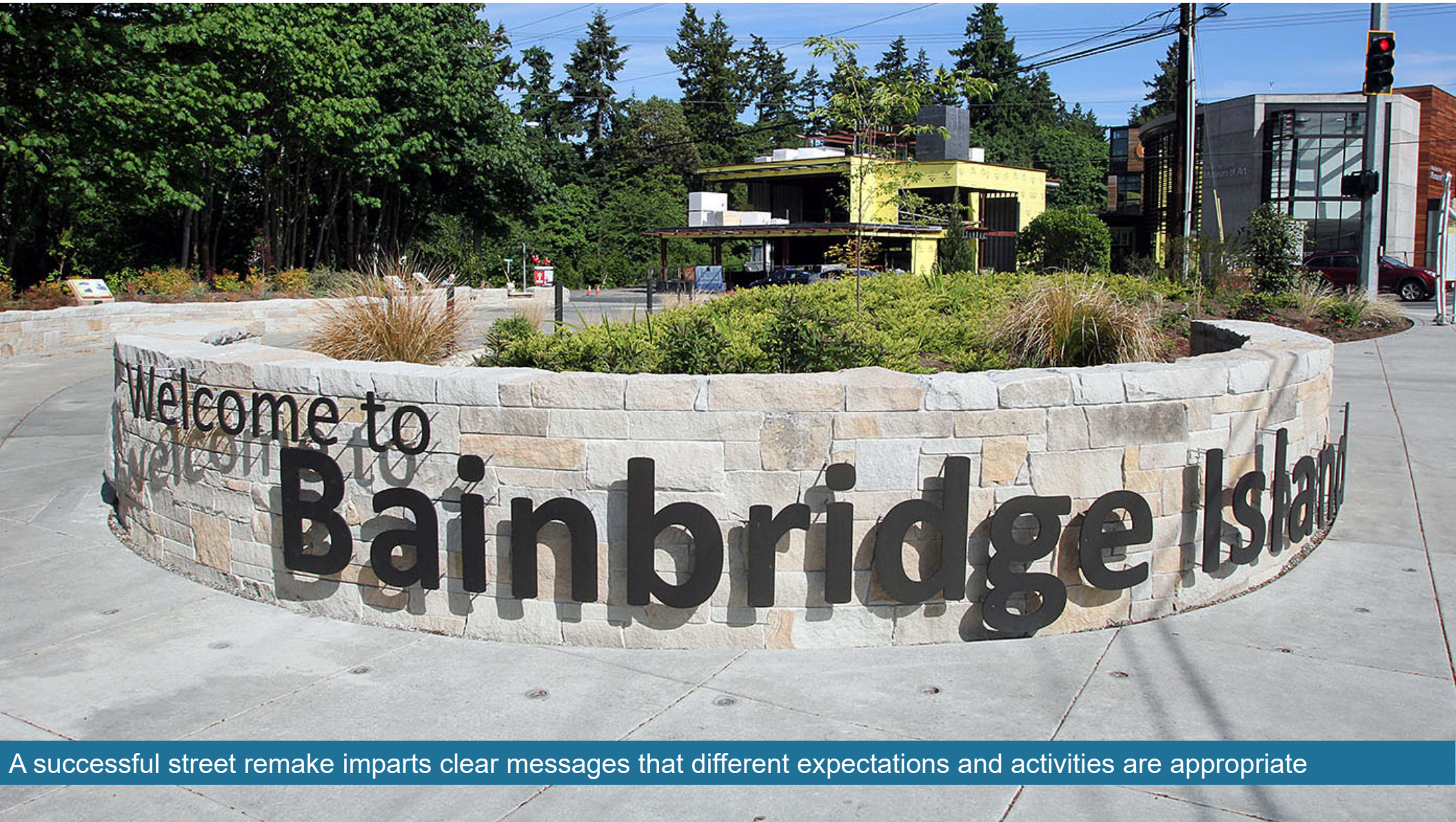
2. Edges — the linear element not used or considered as paths. They are the boundaries between two places, linear breaks in continuity.

3. Districts — the medium-to-large- sections of the city that a person mentally enters inside of, recognizable as having some identifying character.

4. Nodes — are points, the strategic spots in a city into which an observer can enter, often a street corner hangout or an enclosed square.

5. Landmarks — another type of point-reference, but not a space you enter, but a defined physical object: gateway, legacy building, sign, vista point, used as a radial reference.





A successful street remake imparts clear messages that different expectations and activities are appropriate

→ **Parking Tools**

Street Parking



Angled **pull-in** parking



Parallel parking

Angled **back-in** parking



What is a Parking Space Worth?

According to Robert Gibbs, America's foremost authority on downtown retail sales and parking, a single parking space in a well-managed, high-end retail district is worth \$200,000 per year. In this case some spots turn over each 15 minutes, others every 2-4 hours. Each prime downtown space should be used 12 times each day. Side street parking can be managed to turn over fewer times each day.





PERFORMED WELL, ON STREET PARKING ADDS BEAUTY TO STREETS, CREATING PLACE, IDENTITY AND CHARACTER

On-Street Parking should be inset and provide beauty and function

A successful street remake imparts clear messages that different expectations and activities are appropriate



On-Street Parking should be inset and provide beauty and function

A successful street remake imparts clear messages that different expectations and activities are appropriate





Back-In Angled Parking



School Street has adequate width to add back-in angled parking on one side, while retaining parallel parking on the opposite side. This action would increase parking on side streets by 30%. In the upper right photo the back-in parking only requires 15 feet. The travel lane is immediately adjacent, and only requires 9 feet. Based on the Livingston side street model, this still allows for two ten foot low speed parking access lanes.

School Street could increase its on-street parking and greening using modern parking tools

Benefits of Back-In Angled Parking



Not a new concept for the west, the advantages are many, taking up only 15 feet of space, safer reentry, easier pedestrian access, best for loading, once parked children are directed to a safe place rather than out to danger. For Livingston, use on one side of the street, frees up more room for traffic movement.

ADA Accessibility

February 13, 2025

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Bridgeport Way, University Place, Washington

Streetscaping and Amenities

→ Street furniture, parking, trees, and more

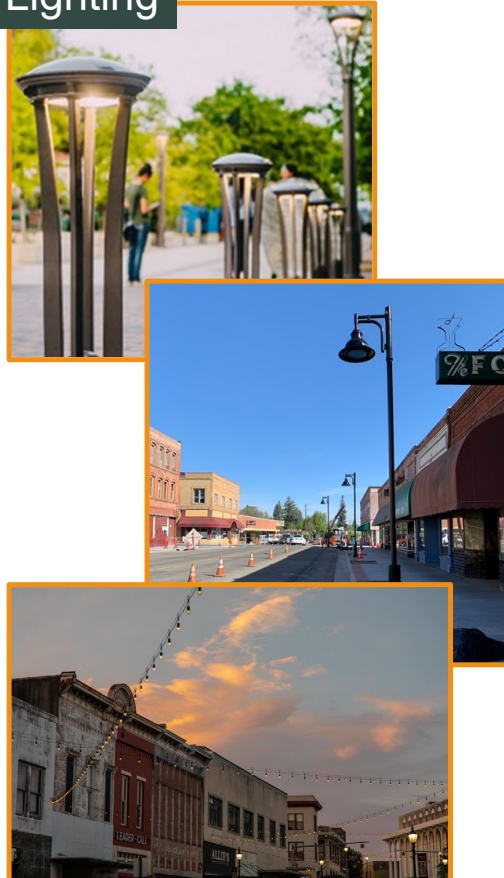


Street Amenities

Bike Parking



Lighting



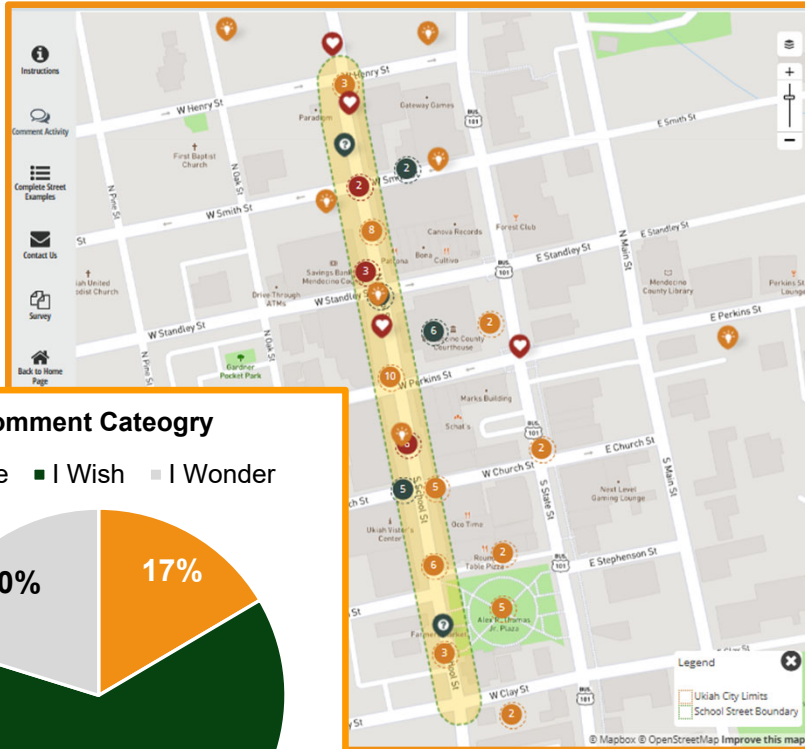
Landscaping + Drainage



Seating



Online Engagement



Comments: 109
Unique Users: 22

Love

- Downtown character and destinations, trees, traffic calming

Wish

- Traffic calming, changing traffic flow: one-way vs. two-way street, maintenance, streetscaping and amenities, recreation, space for community events, parking changes

Wonder

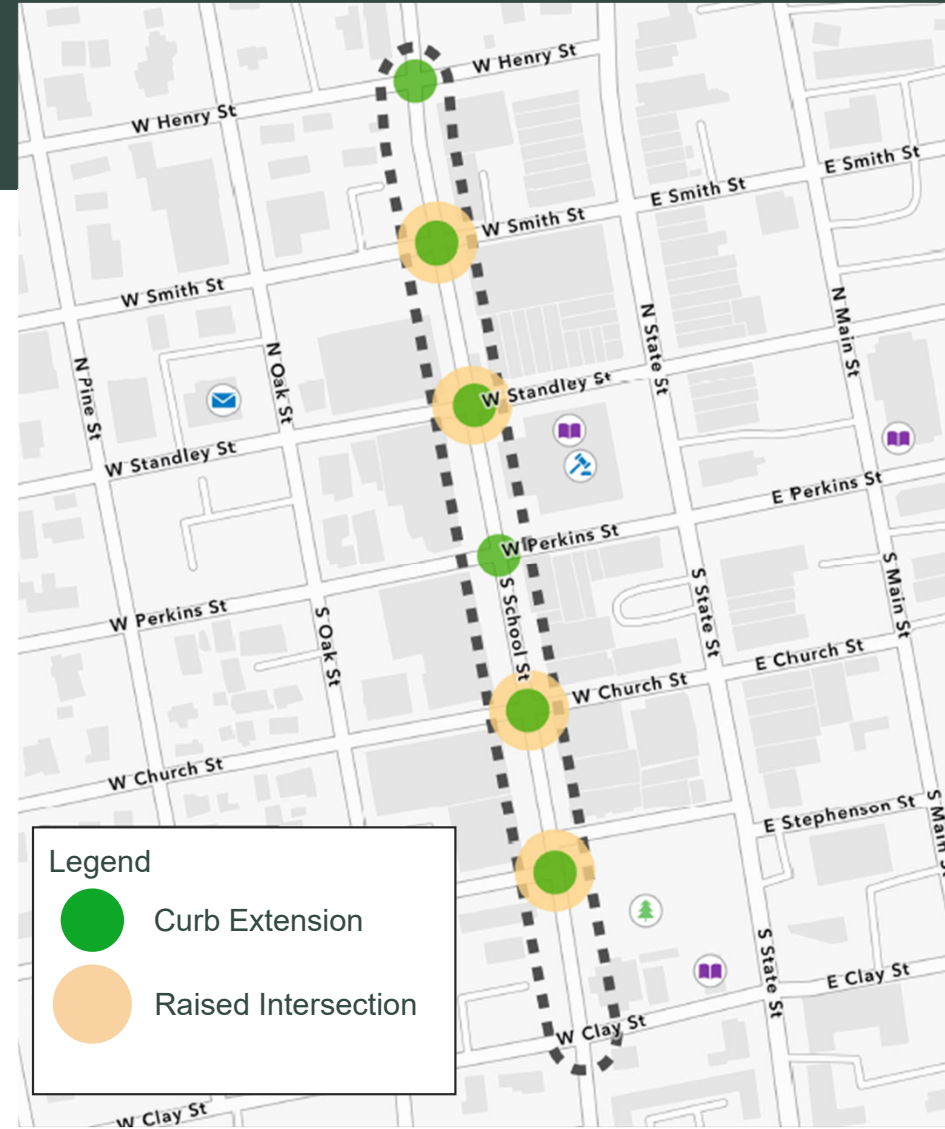
- Traffic calming, awning replacement, repurposing existing buildings, recreation

Traffic Calming & Pedestrian Enhancements

Curb Extensions



Raised Intersections



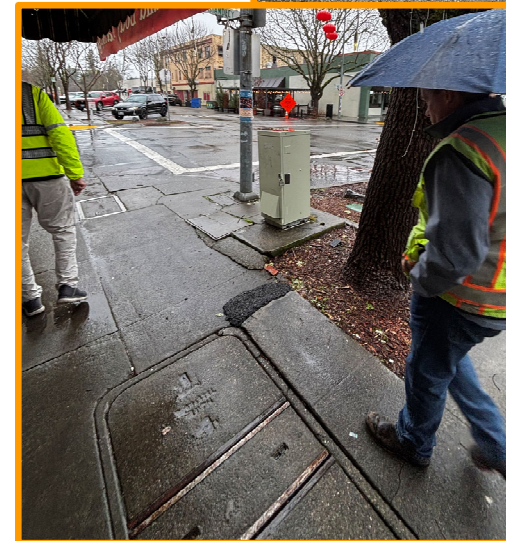
Trees



Existing tree roots are already impacting:

- Sidewalk quality and ADA accessibility
- Streetlights/safety
- Drainage inlets
- Buildings

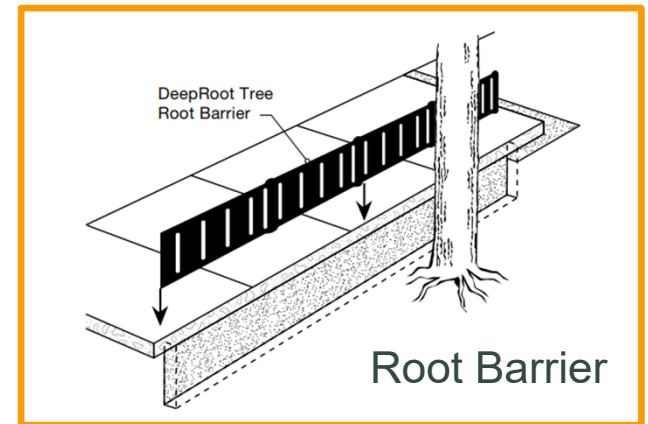
Leaving trees as they are currently will impact tree health for future generations and further degrade surrounding infrastructure.



Trees

Option 1: Retain Trees

- Address issues with roots
- Proper tree wells
- Pruning and mulching
- Underground root barriers
- Risks with pruning
- Unknown constraints underground



Trees

Option 2: Move Trees

- Cost prohibitive
- Risky for tree health

Option 3: Tree Replacement Program

- Long-term solution
- Install younger trees adjacent to existing trees
- Will allow younger trees to mature before older trees must be replaced
- Must provide more room to plant second row of trees
- May be achieved by converting School street to one-way traffic or parallel parking



Circulation Alternatives

→ Draft cross-sections and renderings

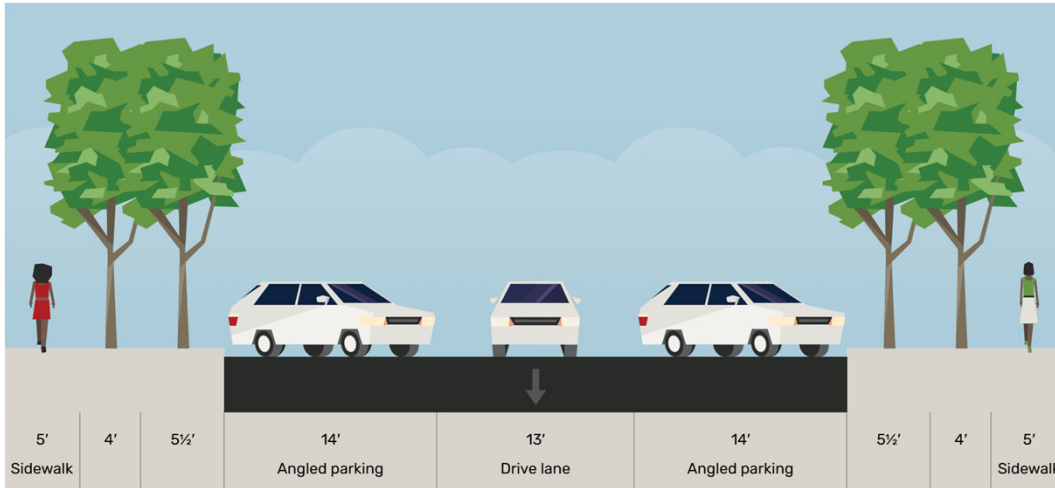
Existing Conditions



- Two-way street (70 ft. between buildings)
- Pull-in angled parking, some parallel spaces
- Crosswalk visibility is low
- Non-standard curb extensions (triangles)
- Some areas have low lighting
- Missing ADA ramps



Alternative 1: “Split” One-way from Perkins



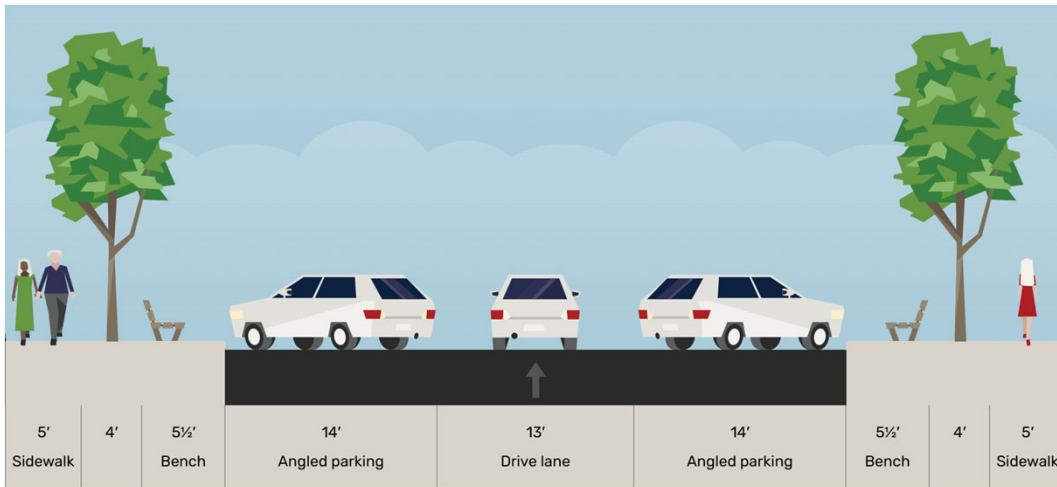
- One-way
- Northbound north of Perkins Street
- Southbound south of Perkins Street
- Additional room for trees, street furniture or other amenities
- Pull-in and back-in parking option



Alternative 1: Split One-Way



Alternative 2: One-Way Northbound



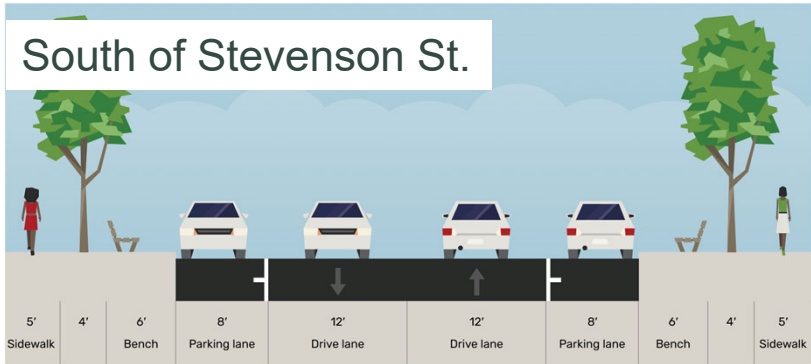
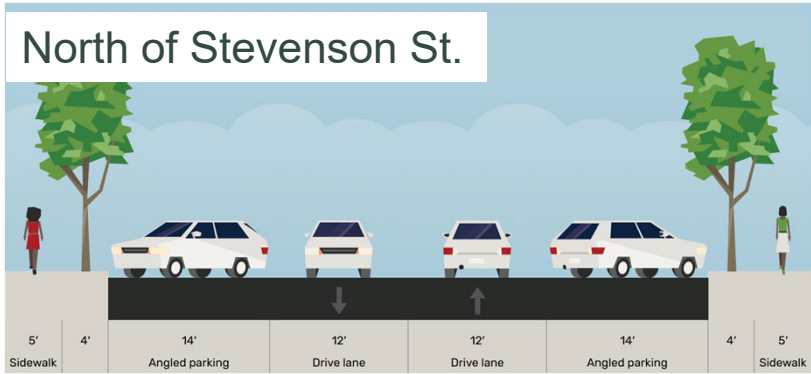
- Northbound one-way
- Additional room for trees, street furniture or other amenities
- Pull-in parking



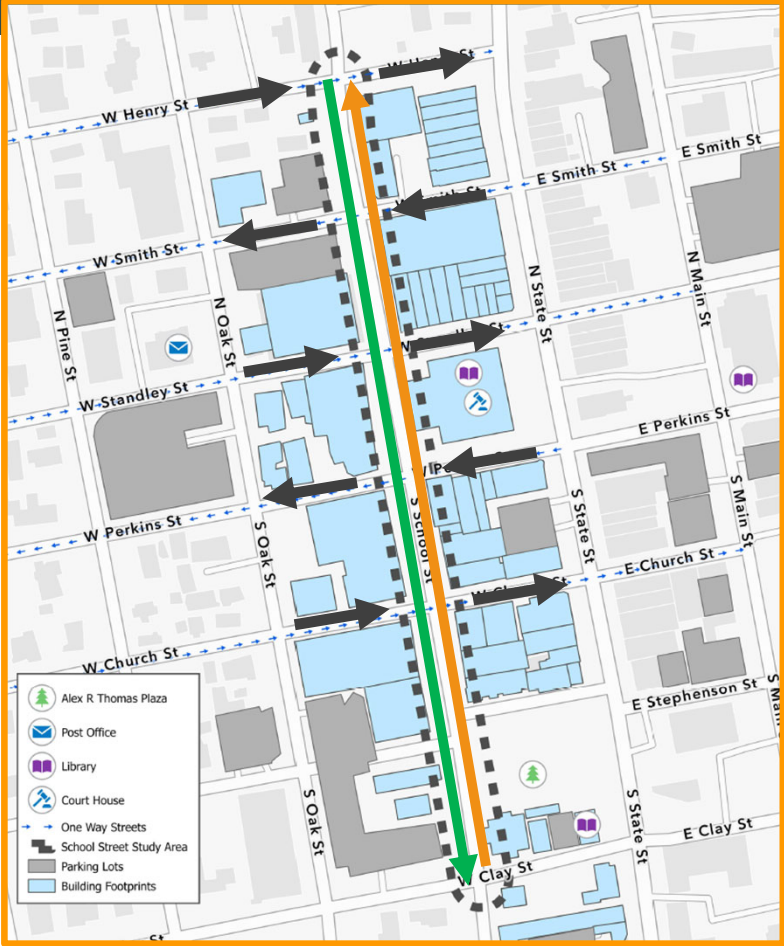
Alternative 2: One-Way Northbound



Alternative 3: Retain Two-Way with Diagonal Parking



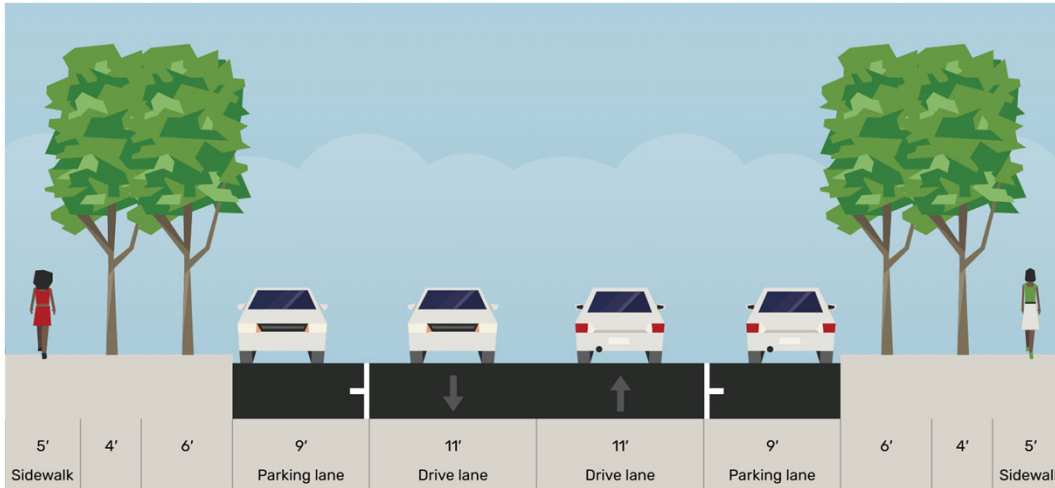
- Two-way with diagonal parking
- Widen sidewalk between **Stephenson Street and Church Street**



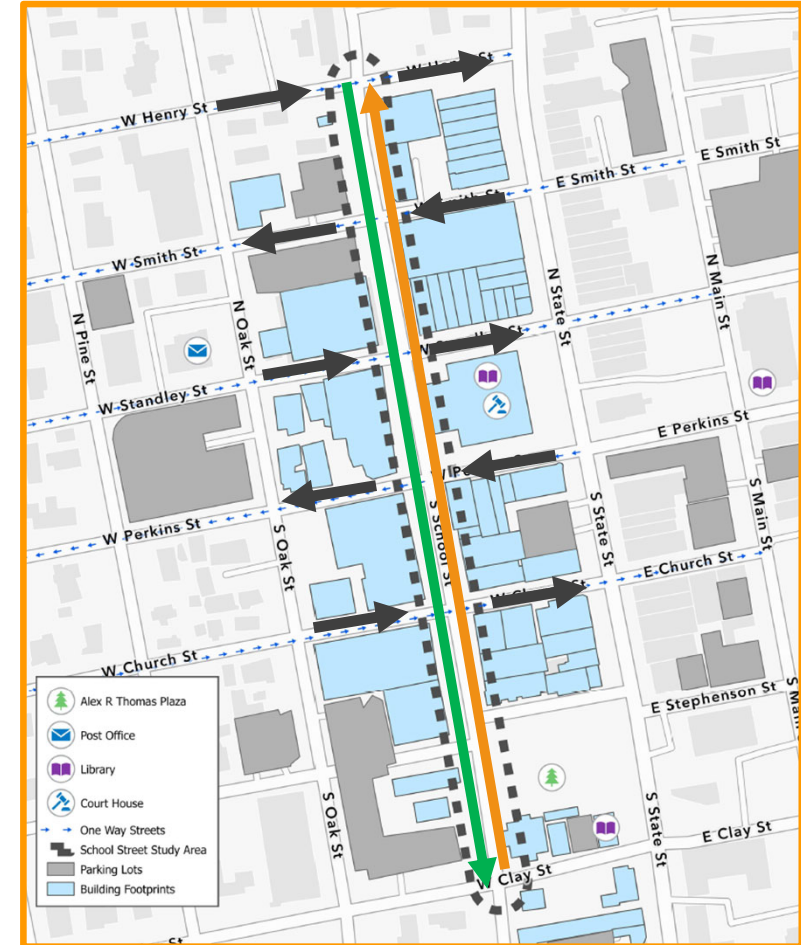
Alternative 3: Two-way with Diagonal Parking



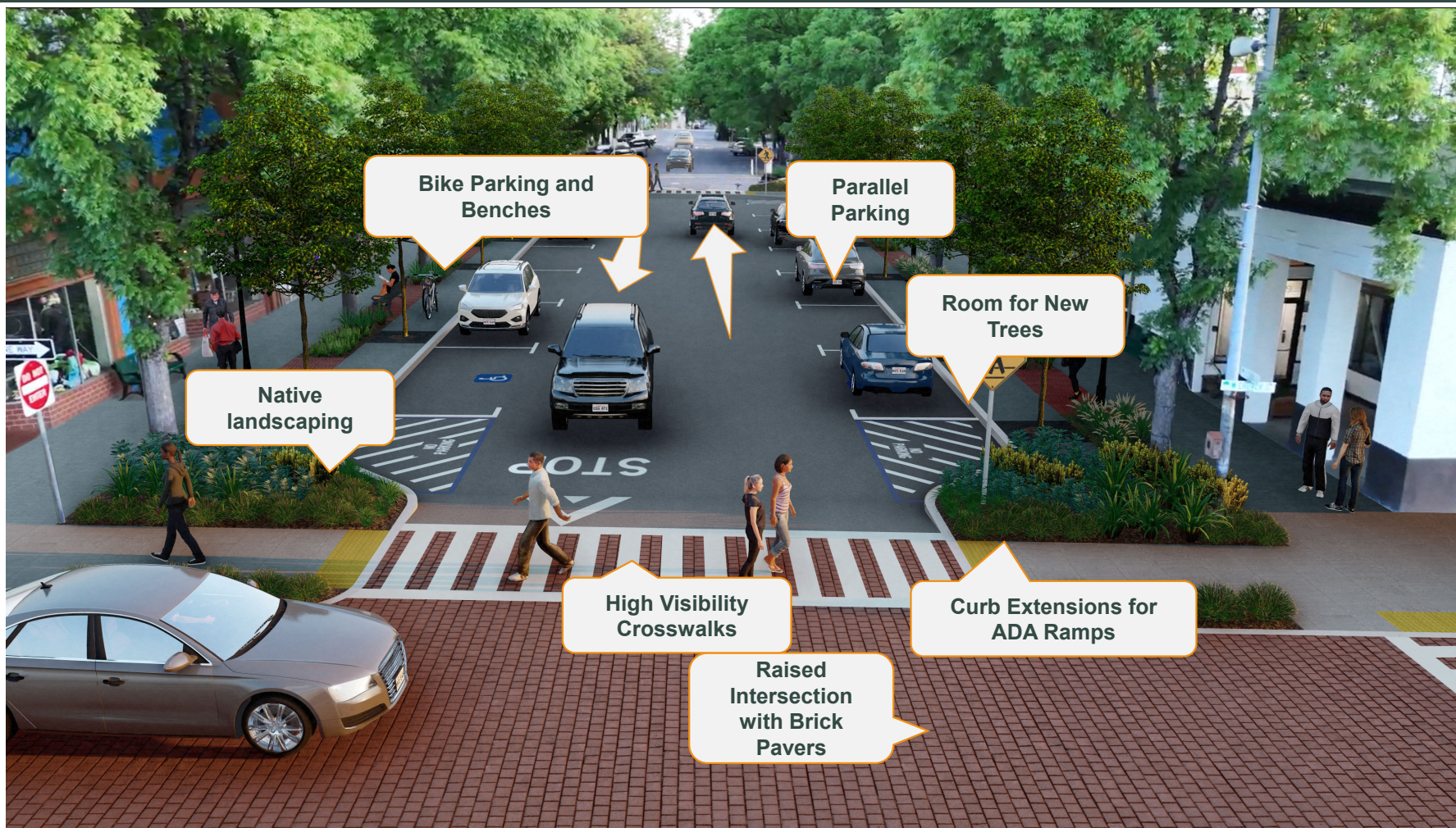
Alternative 4: Two-Way with Parallel Parking



- Retains two-way traffic
- Additional room for trees, street furniture or other amenities
- Parallel parking allows room for new trees without needing a one-way street



Alternative 4: Two-way with parallel parking



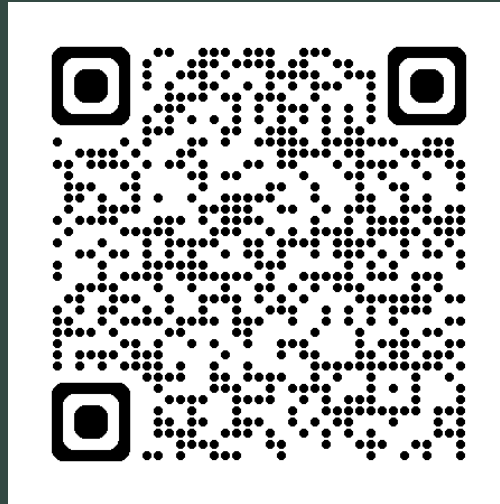
RS1 We will update this image for Alt 4 on Monday
Rosanna Southern, 2025-06-19T23:14:18.109

Next Steps

- Adjust improvement alternatives based on today's feedback
- Develop Draft Plan
 - Next workshops: Fall 2025
- Develop Draft Plan
 - Draft Delivery: Winter 2025
 - Community review of Plan



* Thank You



[Scan to Visit the Project Website]

<https://ghd.mysocialpinpoint.com/school-street-corridor-study/home/>