SJSU SAN JOSÉ STATE UNIVERSITY

SPUR

COLEMAN AVE

SAN JOSE, CA
CORRIDOR STUDY

Urban Design Approaches for a Better Connected Community

URBP 295 Capstone Studio:
Community Planning - Fall 2022
Final Report

TABLE OF CONTENTS

ABOUT THE TEAM

This report is created by graduate students at the San Jose State University in connection with URBP 295, a graduate-level capstone course in the Masters of Urban Planning program. This report focuses on a classroom and community-oriented study conducted by the class on the area around the Coleman Avenue corridor and surrounding neighborhoods. The classroom side of the study was conducted by students on the ground, taking walking tours of a predefined area and using an internally developed survey criteria. Surrounding communities were surveyed using a survey developed by students and dispersed by local neighborhood organizations. Key findings from both sources generally highlight the poor functionality of the Coleman avenue overpass for CA-87, decent functionality and pleasant experiences in zones closer to the traditional downtown area, and minimal pedestrian functionality in the core of the Coleman corridor. Community engagement also revealed many concerns, justifiable or otherwise, regarding homelessness in the immediate area.

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ACKNOWLEDGEMENTS

The SJSU Masters of Urban Planning Capstone Cohort Fall 2022 would like to extend our sincerest gratitude to the numerous individuals and organizations that have helped us in the process of creating this report. To Erika Pinto, Fred Buzo, and SPUR San Jose, thank you for trusting us to take on such an important project and for guiding us through our first professional projects as planners. To the Guadalupe River Park Conservancy, thank you for enriching us with your organization's abundance of local resources and knowledge and for providing us with much needed community context. To CommUniverCity, thank you for bringing together community, university, and nonprofit organizations to make this project possible (and a special thanks to Joey for always showing up for our team). For the countless community members who engaged with us at community events, showed up to our presentations, and informed our research via surveys, thank you not only for helping us, but for taking an active role in voicing your opinions and telling us how you want your community to be in the years to come. Last but certainly not least, thank you to Professors Ahoura Zandiatashbar and Gordon Douglas for your guidance throughout this semester, we will all certainly be better planners because of you!

SPUR

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01

CAPSTONE PROJECT

BACKGROUND

Image Courtesy of SPUR

INTRODUCTION

Coleman Avenue in San Jose is one of the city's main arterial roads, connecting San Jose Mineta Airport to the main Downtown Core. In its current state, Coleman Avenue primarily serves as a passage point to get visitors and community members from Point A to Point B, yet this current approach to utilization significantly undermines many of the valuable commercial and recreational features that exist along Coleman Avenue (such as the San Jose Market Center and the Guadalupe River Park & Gardens). In an effort to increase the usage of the Coleman Corridor and make this street function as an extension of Downtown San Jose, the Bay Area non-profit think tank SPUR has initiated a preliminary study process to understand how to best activate, design, and develop this street into a more vibrant part of the City.

This study (as conducted by San Jose State University Master of Urban Planning Students, per SPUR's request) focused on gathering a fundamental understanding of the needs along Coleman Corridor through the use of community surveys, walk audits, and demographic/community analysis so as to make informed policy decisions through the context of community needs and preferences. Information gathered within this study will be utilized by SPUR to shape their future research and policy approaches throughout the Coleman Corridor, thus contributing to broader goals of creating a more vibrant, connected, and equitable San Jose.

Image Courtesy of The City of San Jose

BACKGROUND

(Faigin 2021)

The area around the Coleman corridor and the San Jose Market Center has been an integral part of the City since its earliest days, being part of the original city annexation from at least 1850 with major traceable developments between 2004 and 2006, and suspected major changes between 1980 and 1981. The area now plays host to the San Jose Market Center, San Jose Rotary PlayGarden, and a portion of the Guadalupe River Park, which all serve as significant destinations along the Coleman Corridor. The land adjacent to the San Jose Market Center is predominantly industrial zoning which is a small remnant of the Coleman Corridor's developmental form prior to 2004.

The Coleman Avenue corridor can be best visualized by roadway boundaries, exemplified by a triangle formed by Coleman avenue, I-880 to the north, and CA-87 to the east. Other local roadways serve as useful demarcation lines, such as West Taylor Street, marking a sudden change to light and heavy industrial zoning north of the Taylor and Coleman intersection up to I-880.

The Coleman Market Center is situated just south of the Taylor and Coleman Intersection, which is zoned for both agricultural and commercial development. CA-87 came to be what it is now between the late 1980's through the early 2000's, developing from a state highway expressway into what is typically envisioned as a true freeway.

Image 2 depicts CA-87 in 1986, just to the north of what is the crossing between CA-87 at I-880. Image 3 shows the construction occurring at the CA-87 and I-280 interchange in 1988. Interestingly and confusingly, CA-87 and I-880 do not have an intersection where they cross paths. This is due to their proximity to the Mineta San Jose International Airport, and fears that a highway interchange would cause obstructions to airplane flight paths. CA-87, the "Guadalupe Parkway", continues to serve as a vital artery for vehicle movement in San Jose, though its current form slices through downtown San Jose and currently serves as the boundary line between City council districts 3 and 6.

SIGNIFICANT ROADWAYS

BACKGROUND

I-880 began its life as part of CA-17, and remained so until 1984. Though I-880 itself was designated as such in 1963, only in 1984 did that designation extend its annexations to the South Bay as far as the I-280 interchange. For this report, an important overhaul of the I-880 interchange with Coleman avenue is of value, taking place between 2004 and 2006. This project aimed to reduce congestion on Coleman avenue by rerouting traffic destined for southbound I-880 to a direct access tunnel from the SJ Airport. Those wishing to travel northbound on I-880 from the airport must still do so from Coleman avenue.

Between the 1980's and 2005, Coleman Avenue saw very little change, and the street's 4-lane form remained largely stagnant. In 2005, Coleman Avenue underwent significant modifications as a part of San Jose's Downtown Strategy 2000 which aimed to **develop a greater downtown core area that included the Coleman avenue corridor.** This plan aimed to widen Coleman avenue from the original 4-lanes to 6-lanes, as part of San Jose's Downtown Strategy 2000 and this roadway improvement takes place at roughly the same time permit records show a massive redevelopment on the lot that now contains the San Jose Market Center (City of San Jose Planning Building and Code Enforcement 2005). At the top right hand corner of Image 4, from San Jose's Envision 2000 General Plan (1984), the area that would become the Market Center appears to be a Southern Pacific railroad rail yard, thus explaining the need for mass redevelopment.

Image 2

(Buchanan 1986)

HISTORY OF THE PARK

While the Guadalupe River Park (GRP) opened as a public recreation space in 2005, and some portions appear to be highly engineered and manmade, the Guadalupe River itself predates the park, the City of San Jose, and recorded human habitation. By the time the City of San Jose came to be, the Guadalupe River had a long history of regular and sudden irregular flooding. In modern times, damaging and expensive flooding occurred in the 1980's, 1995, and 2004. Image 4 shows flooding extent from the 1995 flood, with CA-87 at I-280 inundated with floodwaters.

(Mercury News 2017)

Image 5

HISTORY OF THE PARK

The GRP was designed and designated to take advantage of a natural public good near downtown San Jose. The Santa Clara Valley Water District, along with the U.S. Army Corps of Engineers, recreated the Guadalupe river in many parts to control and mitigate the regular flooding the river experienced. Floodwater spillways, concrete embankments, diversionary tunnels, all line the 2.6 mile route of the river though the downtown area. The northern section of the GRP, between the Coleman avenue interchange and the Airport/I-880 border, is marked by less obvious human development. Here, the flood mitigation uses the surrounding landscape to absorb, buffer, and control excess water through hill terrain and an uneven landscape. The Guadalupe River Park Conservancy, the day-to-day non-profit operators of the GRP, also took on operation of the San Jose Rotary PlayGarden in 2015 when that project opened adjacent to the GRP itself.

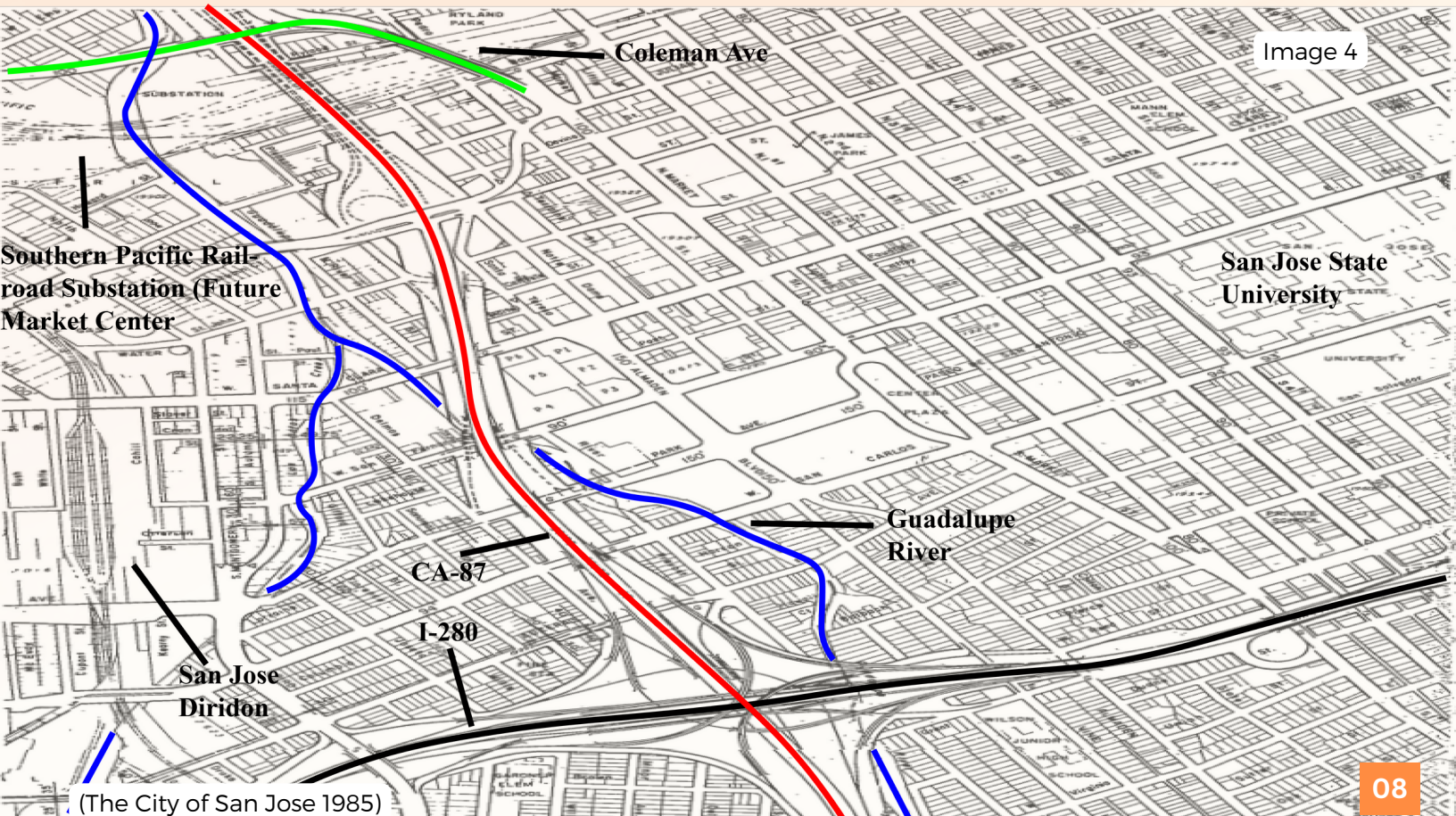


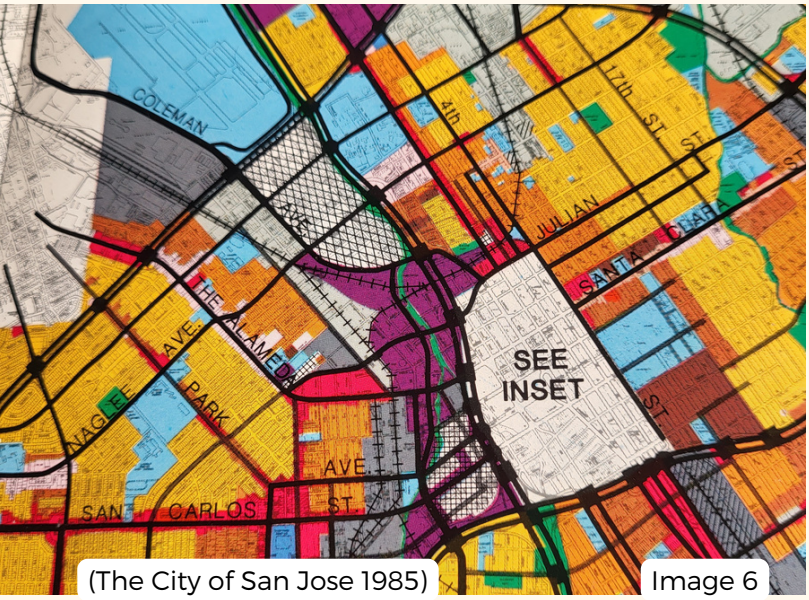
Image 4

(The City of San Jose 1985)

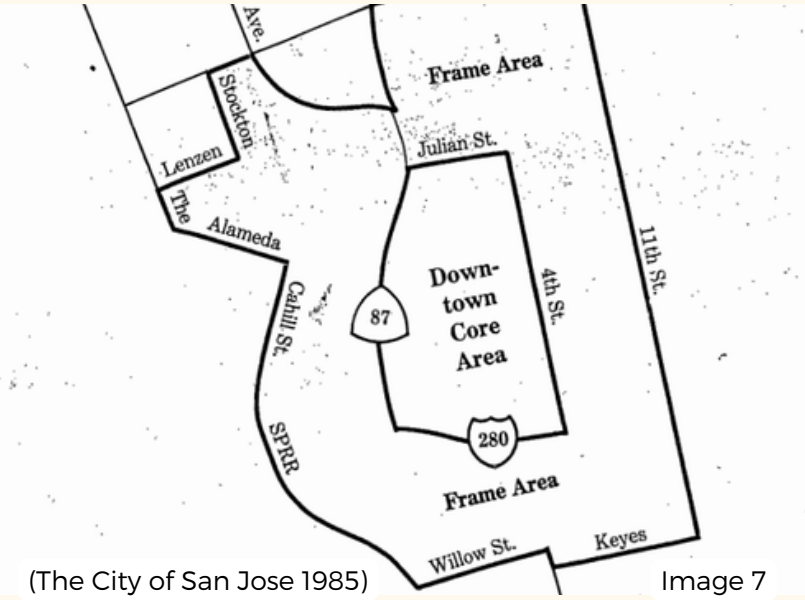
ZONING: 1984-2040

San Jose has undergone immense changes throughout the second half of the 20th century, and continues to change in the early 21st century. How a city decides to grow, adapt, or reinvent itself is based on how it decides to zone certain areas thus choosing what buildings or industries can be in what areas. For the majority of San Jose's history, the city was dominated by agricultural lands, with core housing and industrial zones nearer the city center. By 1984 however, San Jose's commercial and residential development had expanded into the agricultural lands surrounding the city, thus indicating that the city had made significant strides away from the agricultural lands that had once defined the area.

Nearer San Jose's core along Coleman avenue, the area that would become the Market Center was zoned as combined commercial/industrial, as seen in image 6. The area that would hold much of the GRP is zoned as specifically "Airport approach zone", seeming to indicate that the City had a desire to keep development out of this area. The majority of the Coleman area is zoned for light industrial development, with small pockets of heavy industrial zoning interspersed amongst the predominant land uses in this corridor. Streets adjacent to the Coleman corridor are predominantly defined by Medium density residential development zoning, with a range of 5 to 8 dwelling units per acre depending on the zone. Image 8 shows what the City considers the downtown core area and the "frame" area, which can be best explained as an area that is strictly building height limited due to the proximity to the San Jose airport.



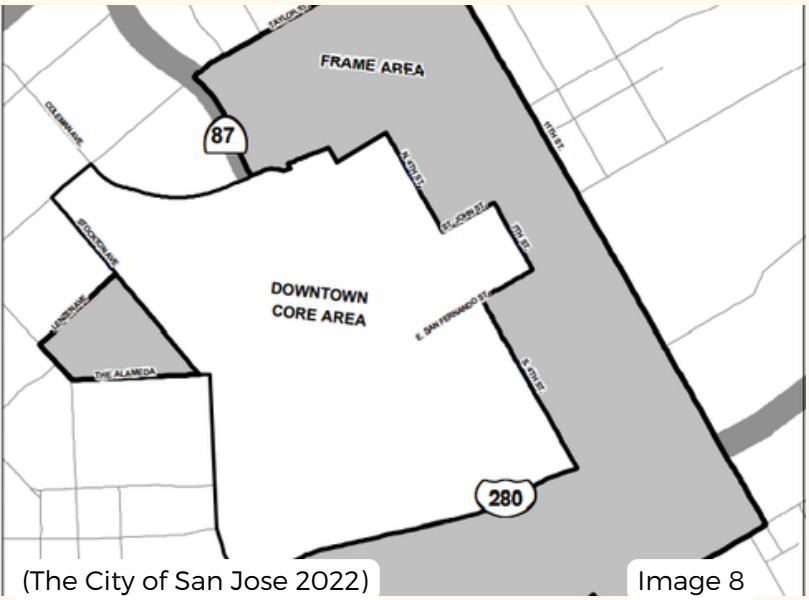
(The City of San Jose 1985) Image 6



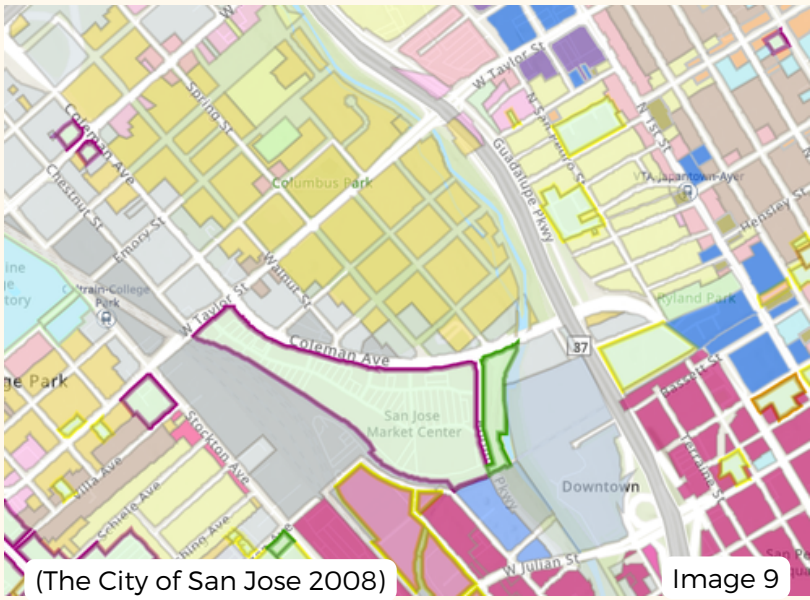
(The City of San Jose 1985) Image 7

The zoning map for the Coleman Corridor has remained largely identical to the zoning defined in San Jose's 2020 General Plan, with the exception of the residential density definitions recognized by the city of San Jose. Per current definitions, low-density residential development is now defined as 5 dwellings per acre, and medium-density development is defined as 8-12 dwellings per acre. The Coleman Corridor continued to be zoned for predominantly commercial and light industrial uses, though the area of the Guadalupe River Park became specifically zoned for a public park area. More importantly, the area was defined as the downtown core and the frame area had changed. Shown in Image 8, the downtown core area had grown, with a protrusion along Coleman avenue to the area of the Market Center. This changes some of the core focus areas for the City.

Envision 2040, adopted in 2011 and continuously updated through the present time, has again relatively small changes to the Coleman corridor area and much of the surroundings. The areas around Coleman avenue are still predominantly low and medium density housing, light industrial with some heavy industrial, and the original downtown core area. However, the zone holding the Market Center itself has changed to an Agricultural Planned Development zone, and the areas now holding the northern section of the GRP is listed as medium residential zoning, or 8 to 16 units per acre. Image 10 shows a more detailed breakdown of current zoning in the study area as of 2022. The area of the downtown core itself has not changed from the 2020 General Plan, rather the ambiguous "frame area" has been replaced by specific plans and targeted growth areas. Ostensibly, some of the greatest changes has been in slowly allowing for greater densification of the downtown core area by changing the density definitions of low and medium density areas.



(The City of San Jose 2022) Image 8



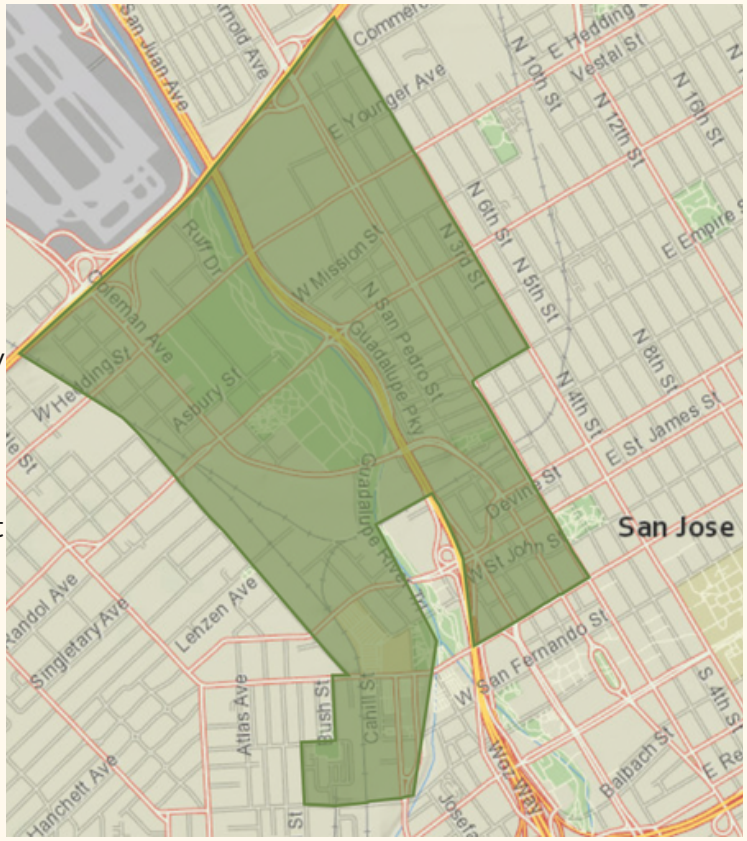
(The City of San Jose 2008) Image 9

COUNCIL DISTRICTS:

San Jose's 10 city council districts were brought into existence in 1978, and have been updated every 10 years from 1980 in accordance with the U.S. Census Bureau (City of San Jose 2022). Currently, the Coleman Corridor falls within the boundaries of Census District 3 and Census District 6. Given that the Coleman Corridor falls within the jurisdiction of multiple Council Districts, it is evident that any urban redesign initiatives throughout the corridor will need to be through the collective effort of multiple city officials and at the will of multiple bodies of constituents.

COLEMAN CORRIDOR DEMOGRAPHICS SNAPSHOT

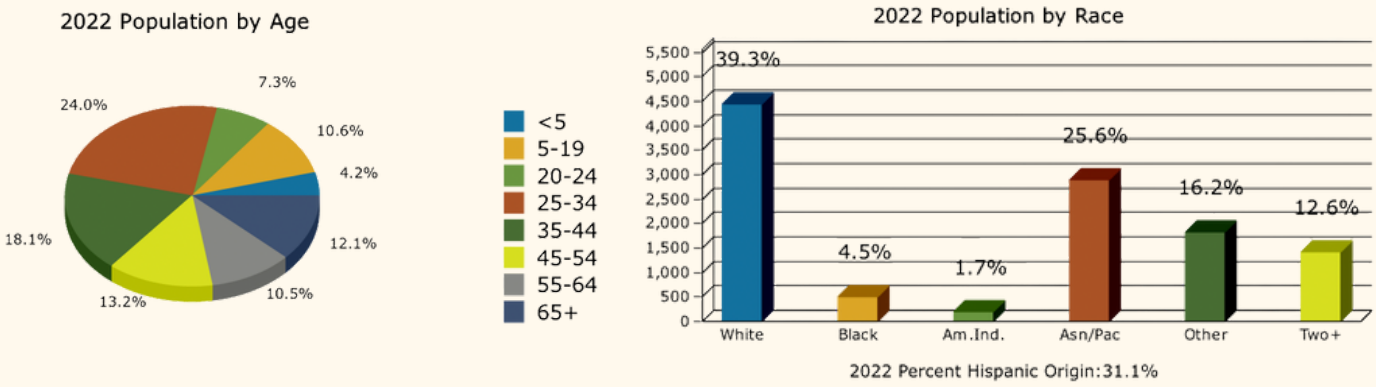
As noted above, San Jose has been drastically shaped by market and social forces which have rendered it almost unrecognizable from its origins as a fruit valley. San Jose's hunger to expand came in part from the leadership of former City Manager Dutch Hamann, who successfully attracted Ford to Milpitas in 1953, Lockheed's Mission and Space Division to Sunnyvale in 1957, and a massive new IBM facility in San Jose in 1958 (Matthews 1999). Matthews continues that by 1970 San Jose had grown in size from 16.98 square miles to 136.70 square miles. Those early choices, as well as more recent highway expansions and annexations, have all altered the city's character in favor of cars and urban sprawl. Notably, Coleman reflects those changes which today are characterized by a surrounding industrial and mechanical industry, low-density residential homes, retail, and an array of restaurants powered by drive-throughs.



Indeed, the early choices and continued efforts to grow San Jose has decimated much of the large agricultural fields. Despite the transition from agriculture to high tech, Coleman Corridor continues to attract people and residents, providing an opportunity to truly design this area to serve the needs of current and future residents. According to the U.S. Census Bureau, as of 2010 there were a total of 7,799 residents living in the neighborhoods directly surrounding the Coleman Corridor (Image 12). This number grew to 9,738 in 2020, and has grown to 11,319 residents as of 2022 (Image 13). Similarly, the population in this area will grow by the hundredths by 2027.

SUMMARY	CENSUS 2010	CENSUS 2010	CENSUS 2020	CENSUS 2027
Population	7,799	9,738	11,319	11,974
Households	2,809	3,747	4,491	4,862
Families	1,173	-	1,847	1,986
Average Housing Size	2.11	2.21	2.19	2.16
Owners OccupiedHousing Units	993	-	1,442	1,470
Renter OccupiedHousing Units	1,823	-	3,049	3,392
Median Age	33.6	-	36.9	36.6

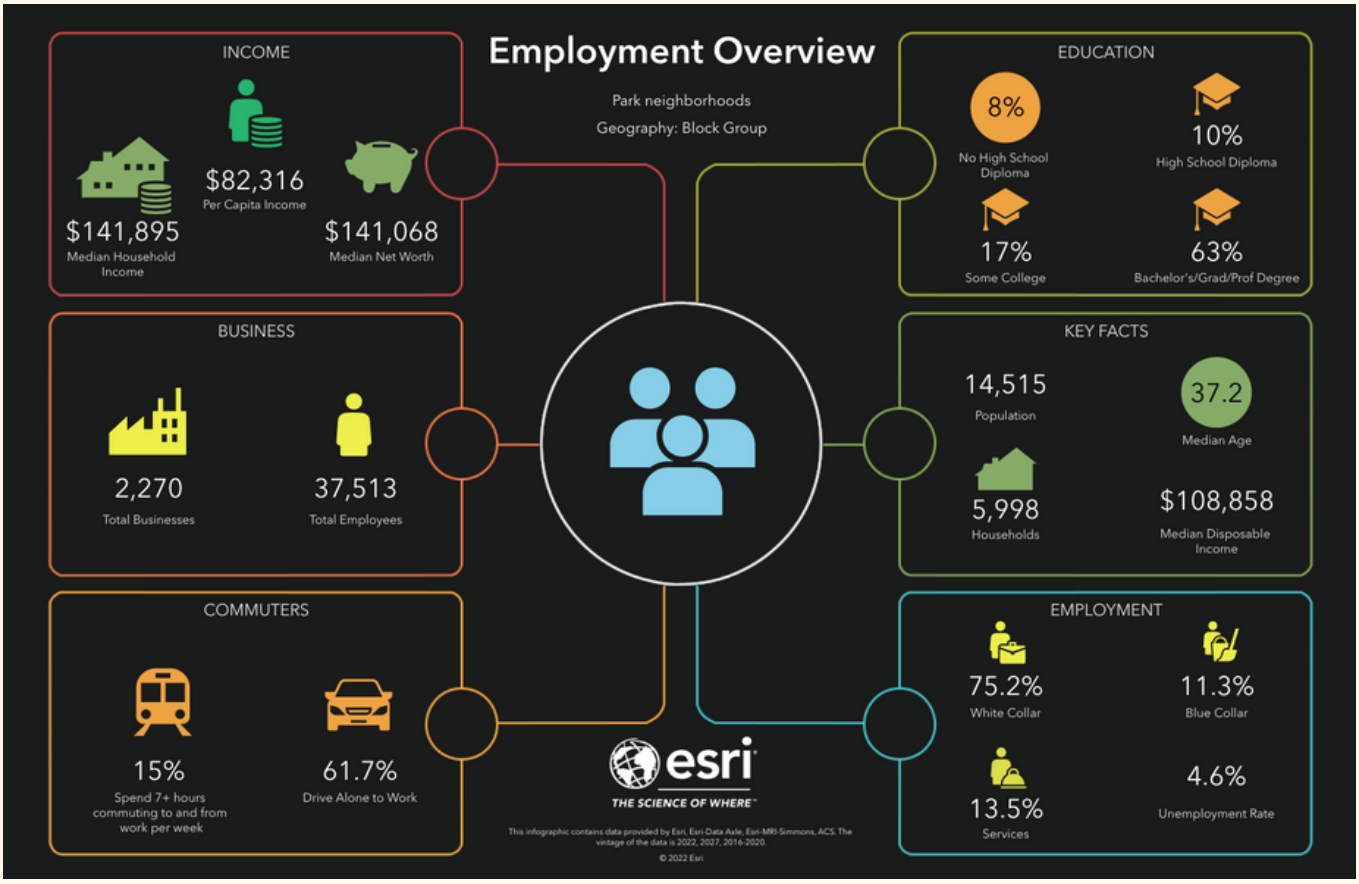
In addition to population growth, the number of households in the Coleman Corridor has also increased since 2010. According to ESRI data, the number of Households has grown from 2,809 to 4,491 in 2022 – a 60% increase over the last twelve years. Something which has not changed much is the Average Household size, with each family with an average of roughly 2.19 persons per household. This indicates that although people are having children, there is not a sharp rise or decline in births which would drastically change the Average Household size. Along those same lines, the Median Age among residents in these neighborhoods has only increased by three years from 2010 to 2022. It is worth noting that although the Median Age has not changed much, there's a discrepancy between the portion of young children compared to the number of older folks ages 65 and over. As illustrated in Image 13, the share of young children under 5 years old is 4.2%, compared to 10.5% of the population aged 65+ (Image 13). Besides that observation, there seems to be a somewhat even distribution of age among residents along Coleman.



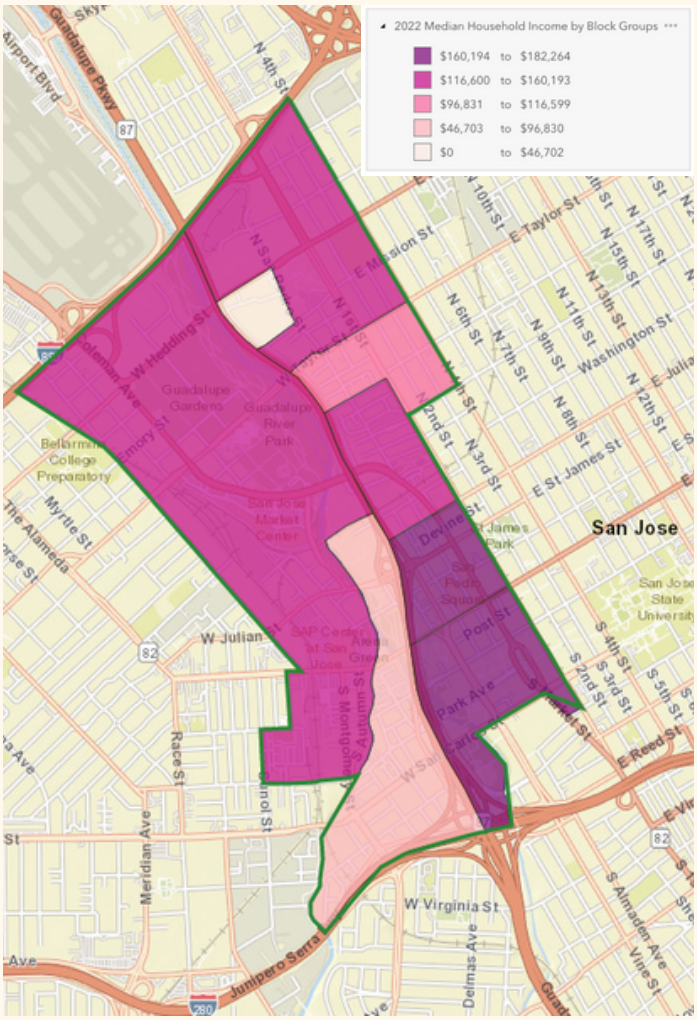
Regarding race breakdown among the neighborhoods surrounding Coleman, Esri data shows that White residents make up nearly 39.3% of the population. They are followed by Asian residents composing 25.6%, Other races at 16.2%, and Two or more races making up 12.6% of residents. By contrast, White residents citywide make up 26.6% of the population, Asian/Pacific residents are 39.7%, Other races at 18.1%, and Two or more make up 11.2%. According to the data, the Coleman Corridor then shares a large portion of White residents in comparison to the overall population citywide and less Asian/Pacific residents. Along those lines, we can also see that both Black and American Indian residents in San Jose are each representative of less than 5% of the total population both along Coleman and throughout the city. It is important to point out that residents of Hispanic origin constitute 31% of the population along Coleman and are already integrated into the racial bar chart.

One important section of the demographic profile not included in the Esri analysis is the number of homeless individuals. Indeed, during this team's field research we observed people camped along the Guadalupe River Park, as well as a large concentration of RVs along Coleman and West Taylor street. For its purposes, it is homeless residents who currently make up a large portion of the park's users, whether it's for temporary shelter and/or recreational activities. While this team found no data pertaining to the number of homeless individuals exclusive to the Coleman Corridor and larger Guadalupe River Park, the Santa Clara County Point-In-Time Report on Homelessness 2022 provides some insightful information relevant to this discussion. According to the report, there's about 10,028 homeless individuals in Santa Clara County – 77% of whom are unsheltered and living in public areas and spaces like the Guadalupe River Park (Connery, Salcedo, Nybank Connery 2022). Additionally, the report continues, 83% of them are age 25 and older, 25% listed having lost a job as the reason leading to homelessness, and 63% of them have been Santa Clara County residents for more than a decade. Despite the dire numbers, the report adds that efforts like permanent housing solutions and supportive services have been instrumental in keeping the number from going higher.

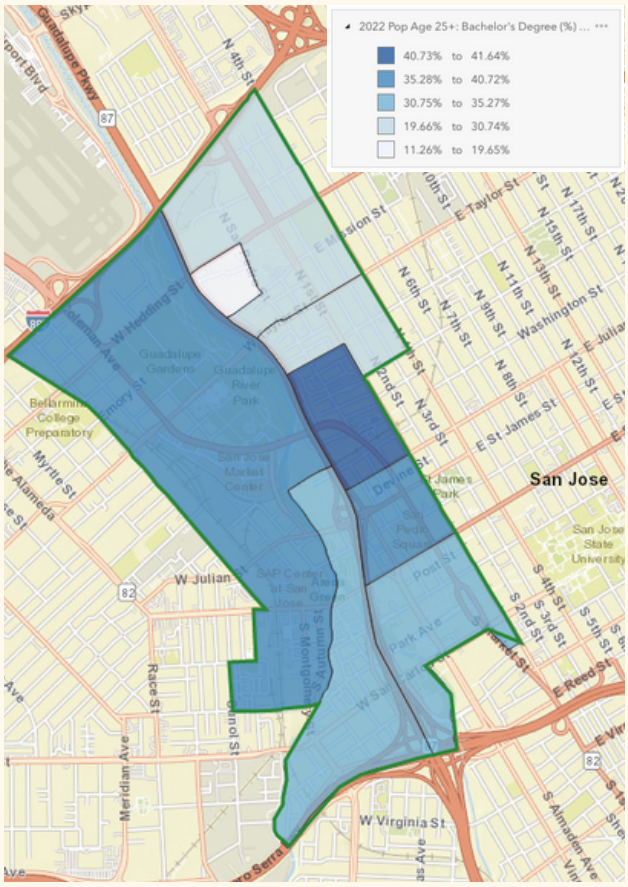
In summary, we have established that San Jose has changed from a farm valley to a suburban-like city which now powers the technology industry. These changes are reflected along Coleman Corridor, too, which is heavily geared towards automobile uses, industrial services, and low-density housing and commercial centers. Despite the current physical conditions this area is projected to continue to grow in terms of population, spearheaded by projects like the Google Downtown West proposal premised to positively transform the Guadalupe River Park adjacent areas. What is also ever-changing is the demographic composition, and thus we established that the neighborhoods surrounding Coleman will continue to be diverse in terms of race and age. This provides an opportunity to develop services, policies, programming, and urban design interventions that directly serve the needs of the community.



INFOGRAPHICS: COLEMAN CORRIDOR COMMUNITY PROFILE



The infographics drawn from Esri and powered by data from the US Census Bureau provide an overview of many important neighborhood characteristics like income, employment as well as factors like educational attainment. According to Esri's infographics on Image 16, the Coleman Corridor's surrounding neighborhoods have a collective Median Household Income of $141,895. By contrast, The city's Median Household Income is estimated to be $128, 853, or 9.6% lower than this area of the Coleman Corridor. The team was interested in learning more about Median Household Income as it relates to specific neighborhoods, and thus created the map on Image 17 to observe for such differences. As observed most of the areas surrounding Coleman and the larger Guadalupe River Park have populations beginning at the $116,600 threshold, with the highest incomes concentrated just outside the Downtown areas.



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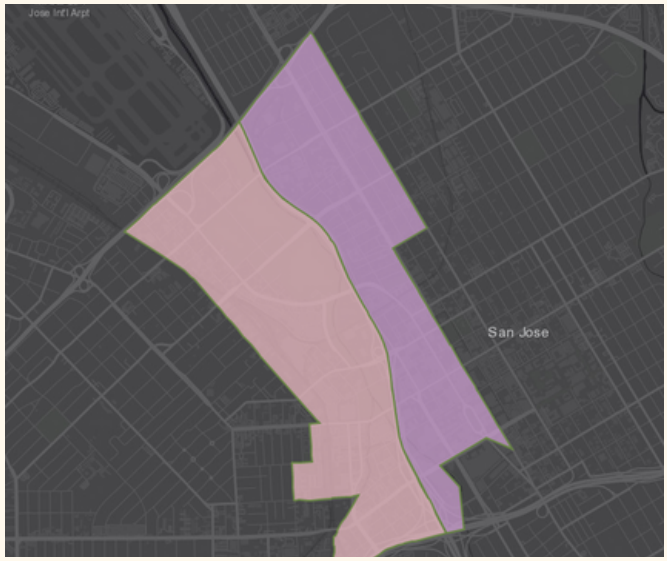
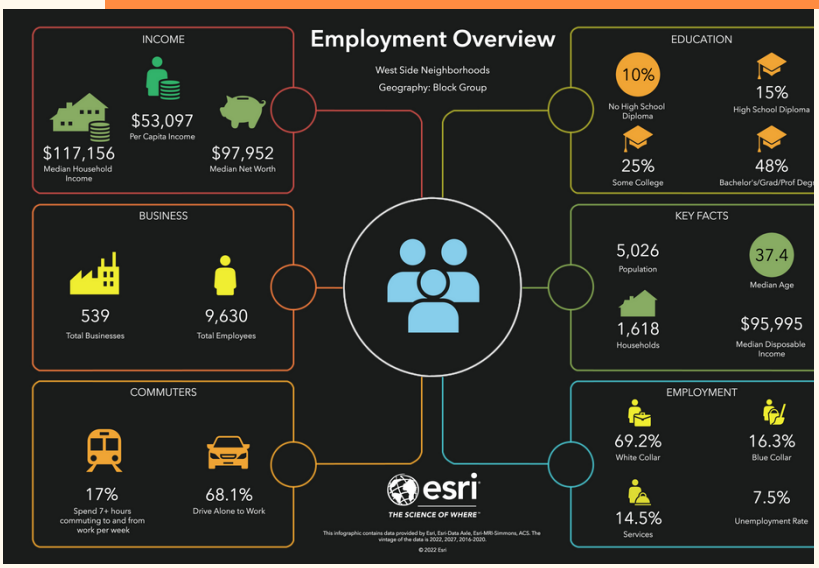
A reasonable explanation pertaining to the higher incomes in Coleman Corridor could be related to the residents' educational attainment. The infographic shows that 63% of the residents surrounding Coleman Corridor hold a Bachelor's/Graduate/Professional degree, in comparison to the city's 48%. In addition, the former hosts 8% of residents who do not have a High School Diploma, less than the city's average of 13%. To further explore education levels around Coleman, the team looked at education levels at the Census block group level. As seen on Image 16, large percentages of residents age 25+ surrounding Coleman have a Bachelor's degree. On a similar note, the Corridor's unemployment rate is projected at 4.6%, higher than the 4.1% average for the city overall. Regardless of the slightly higher unemployment rate in the Coleman portion, Esri's infographics show that those in the labor force are earning sufficient enough to surpass the city' average Median Housing income. One can reasonably assume this is a result of the concentration of residents who on average hold more Bachelor's/Graduate/Professional degrees and consequently higher-earning employment positions like administrators or management.

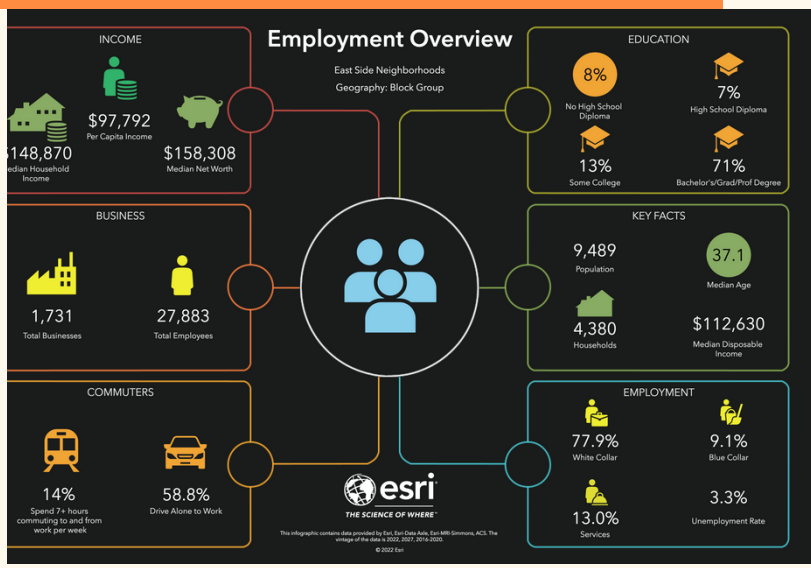
AN ALTERNATIVE APPROACH TO COMPARING THE COLEMAN CORRIDOR AGAINST THE CITY'S DEMOGRAPHIC INFORMATION WAS ALSO EXPLORED.

This was conducted by using the Guadalupe River Park as a baseline and creating a comparison between the East and West side portions. In total, eight Census block groups were utilized with six groups merged to represent the East Side, and two block groups merged to create a West side.



Neighborhoods composing the East include the Coleman Corridor and the northern portions of the Autumn-Montgomery, College Park, Garden Alameda, and Vermont-McKendrie neighborhoods. The composition to create the West area includes Hyde Park, Ryland, Hensley, and a portion of Downtown San Jose. It is worth noting that the East portion holds 9,489 residents in comparison to the West's 5,026. Additionally, this team does not intend to conduct regression analysis to account for weighted differences in residents, rather observe for general trends within the scope of our focus region along Coleman based on comparable land area.





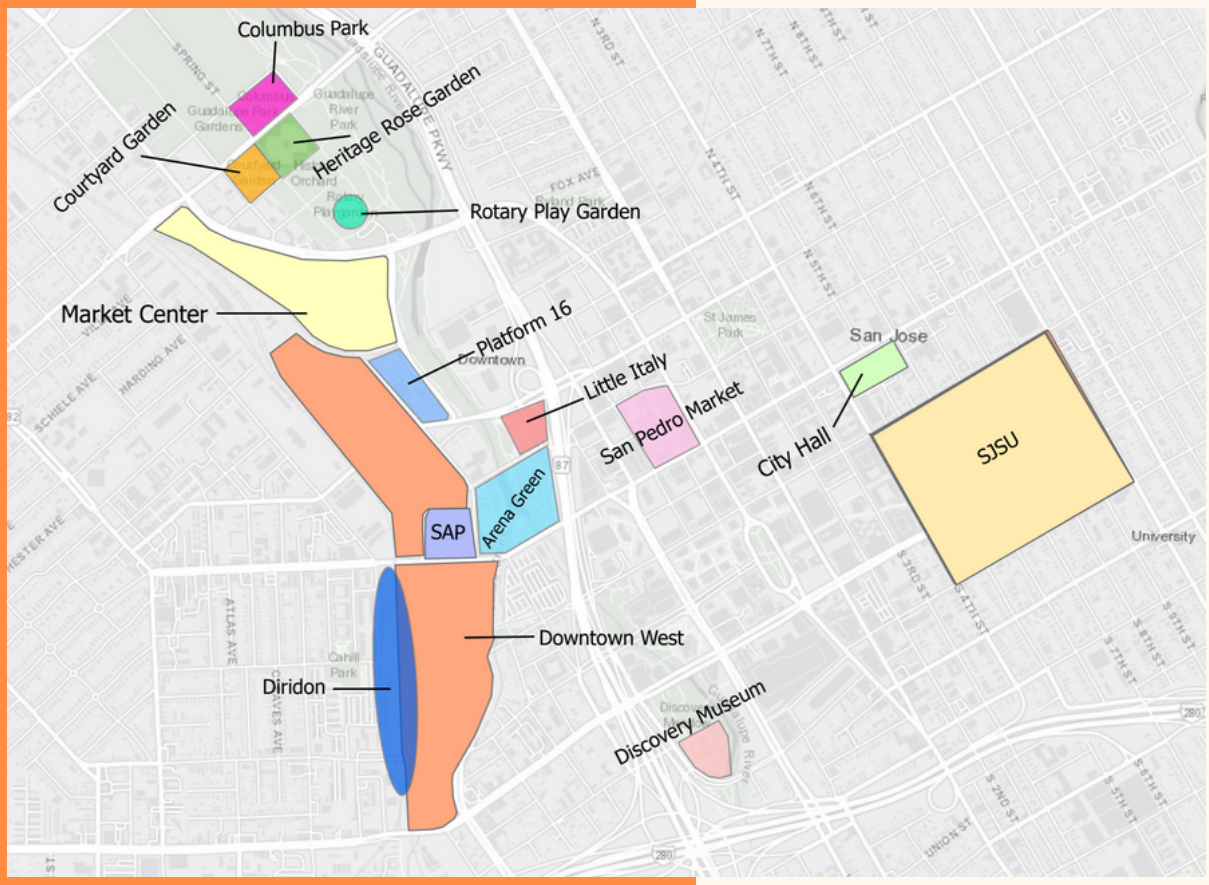
WEST SIDE NEIGHBORHOODS

EAST SIDE NEIGHBORHOODS

In creating a comparison between the East and West portion of the Guadalupe River Park we can observe more demographic differences than similarities. Notably, residents in the eastern portion which includes the Coleman Corridor have a Per Capita Income of $97,792, compared to the West's $53,097 – a 46% difference. A second main difference is related to education levels. In fact, up to 71% of residents in the East area hold a Bachelor's/Graduate/Professional degree, compared to 48% of those residing in the West area. Lastly, the Unemployment rate is higher in the West at 7.5% compared to only 3.3% of those on the Eastern portions of the park. It is worth noting, however, that the info depicted in these infographics also includes the geographic section containing the Santa Clara County Jail, which is located in the West, and the team is uncertain whether Esri's data accounts for inmates' information. If so, it could help explain the stark differences in factors like Per Capita Income between both sections of the park.

To summarize, this team looked at the demographic profile of the residents whose neighborhoods surround the Coleman Corridor, as well as infographic elements that could help explain the differences in factors like education and income. It was found that the Coleman Corridor area is growing in terms of residents, yet there's an early imbalance between young children under five and more residents who are 65+. It was also found that the Corridor is less diverse than the rest of San Jose, hosting a larger concentration of White residents and less Asian/Pacific and Other races than the rest of the city. Along those lines, the team also found that residents surrounding the Corridor have both higher rates of higher education, as well as higher Median Incomes in comparison to residents across the city. This was further supported when the team chose to use the Guadalupe River Park as a baseline and compare the East to the West portions of the park. Data shows that some neighborhoods in the East portion, which includes the Coleman Corridor, do have higher levels of educational attainment as well as higher incomes.

GEOGRAPHIC AND INFRASTRUCTURE SETTING



Points of Interest from Walking Tour: Existing Features & Future Plans

To familiarize ourselves with the study area, the researchers conducted two walking tours of the Guadalupe River Park, Coleman Ave, and the surrounding neighborhood. Guest speakers from San Jose DOT, The Guadalupe River Park Conservancy, SPUR, City Council offices and Mineta Airport joined the researchers for these on-site tours, providing context, information on future development, and a broad oversight of the space to the research team. These walking tours helped contextualize the built environment within a framework of an expanding downtown core and centering Guadalupe River Park, Gardens, and the Coleman Corridor. The following points of interest reflect the information presented on these tours, and provide information on existing features that are pertinent in planning for the future of urban design throughout this corridor.

San Pedro Square Market opened in 2010 and has been pedestrian-only with ample outdoor seating since the Covid-19 pandemic. San Pedro has helped lead San Jose's new downtown renaissance and is a key new facet of downtown's Central Social district with a wide variety of food, drinks, shops, and even an event space (SPUR 2014). Several high-rise mixed-use residential and office buildings have gone up around San Pedro with several more planned for the near future and represents the expansion of Downtown Westward toward the GRP.

*Images taken by authors

To the West of San Pedro, on the other side of Highway 87 is historical Little Italy. Little Italy has several Italian restaurants and is anchored by a gateway arch depicted above, a cultural center and museum. The Guadalupe River Park goes right through Little Italy's "back yard" with buildings having direct access to the park. This section of the park is home to many public art displays including the Pool of Genes and the start of the Shirley Lewis Rotary Sculpture Walk. This section of the park is an essential piece of the puzzle connecting the community to event spaces when traveling north toward Coleman Ave.

**Images taken by authors*

The SAP Center and Arena Green lay southwest of Little Italy. The Center is home to San Jose's professional NHL team the San Jose Sharks. It also hosts large concerts and other championship events for other indoor sports. The SAP Center can seat 17,500 guests for hockey and 18,500 for other events making the arena a regional draw for events (San Jose Arena Authority 2022).

People often will get food and drink at San Pedro or Little Italy before going to an event at the SAP center, creating a demand for east- west connections between downtown and the GRP.

The Arena Green is directly next to the SAP Center and has a small playground, a carousel (not operational as of 2022), picnic tables, open grassy areas, and a bike share station. Arena Green does not only provide an outdoor recreational area for SAP patrons, but also is a vital connecting point for the Guadalupe River Park as it travels up north along Highway 87 and the Guadalupe River Trail. Important section of the GRP will soon see a lot of improvements, and positive changes as Google's Downtown West is set to be built flanking the SAP Center and the Arena Green.

Following the Guadalupe River Park north from Arena Green and Little Italy, one comes upon the Coleman Avenue overpass running west from highway 87, dividing the Guadalupe River Park from the Rotary Play garden and other points of interest further north and to the east. Coleman Ave has six lanes of through traffic with a speed limit of 40 MPH. The sidewalks are steep and narrow, and when walking tours were conducted, much of the landscaping was overgrown, narrowing the sidewalk further. As economic and Social activity hubs continue to expand on the West side of Coleman Ave/ Highway 87 and along the GRP the need for safe and accessible east west connections will continue to grow and Coleman Avenue is a key part in improving equity and accessibility for all residents

North of the Coleman Avenue overpass sits the Rotary Play Garden. The play garden provides an inclusive place to play for all children and their families, focusing on children with special needs. The resulting PlayGarden design incorporates standard play elements and adds adaptive swings, a wheelchair-accessible merry-go-round, kinetic art, and sensory experiences. This is a center point of kids and family activities at the north end of the park, with the Discovery Meadow serving as the southernmost point of the park, meaning that safe, accessible connections both east-west and north-south are critical in this area of Coleman.

Just beyond the Rotary Play Garden is the San Jose Heritage Rose Garden. The Rose garden was established in 1995 through an extensive community effort. The garden contains 2,600 varieties, more varieties than any other rose garden in the Western Hemisphere (Guadalupe River Park Conservancy 2022). Directly to the west are the Courtyard Garden, and the Taylor Street Rock Garden were the first elements of Guadalupe Gardens to be completed. Flowering plants, turf grass, and shrubs are featured in the Courtyard Garden (Guadalupe River Park Conservancy 2022).

To the north, across Taylor street, is Columbus Park. This park was at the center of the old neighborhood that was cleared away to make room for the airport's approach zone. While all of the houses were removed, Columbus Park was left behind to serve the surrounding area (Guadalupe River Park Conservancy 2022). Recently, Columbus Park has been the primary location for those living in the Park. Homelessness in San Jose is partly due to an extremely high cost of living and skyrocketing rents. There are safety hazards for the park residents regarding inbound aircraft that prompted the Federal Aviation Administration-directed Guadalupe Gardens abatement. The deadline for abatement of the un-housed residents under the flight path was September 30, 2022, although this deadline has been extended to an undetermined end date due to litigation in the local court system. After the abatement, the park and the surrounding area is slated for some big changes which are intended to revive this parkland and mitigate re-encampment from the unhoused The city plans to redevelop and rename the park (City of San Jose 2022) and the GRPC has a Guadalupe Gardens master plan that will redevelop the the land north of the park

Overview of proposed development in City of San Jose's Columbus Park Reimagining.

In the Northernmost extent of the Guadalupe River park, just south of West Hedding Street and north of Columbus Park, is undeveloped land. This is the location of the Guadalupe Gardens Improvement Master Plan. The Master Plan proposes to develop this 40-acre with a dog park, disk golf course, Community garden, and additional meadows. The GRPC has held two community meetings/presentations and completed the initial environmental study for this development. The garden master plan and the Columbus Park redevelopment will bring new activity, events, and community to the northernmost section of the park and can be integrated with and made to serve the growing downtown population.

On the south side of Coleman Ave, across the street from the Play Garden, is the San Jose Market Center. This is the main retail hub on the west side of 87 next to the Guadalupe River Park. It is home to a variety of fast food and fast casual restaurants like Panera, BJ's, Chili's and Panda Express. The center also has many big name box stores like Target, grocery stores such as Trader Joe's and other essential businesses like banks, pharmacies and pet suppliers. This shopping center is currently disconnected from the surrounding office land use with expansive parking lots, wide high-speed roads such as Coleman and West Taylor surrounding it and a majority of the surrounding zoning being light-industrial and commercial. That soon will change with the Platform 16 development that is currently under construction.

FUTURE DEVELOPMENT

Platform 16 is an urban campus being built directly south of the San Jose Market Center and backs up to the North wing of Downtown West. Like Downtown West, it will connect to Diridon, the GRP and the SAP center. Platform 16 will be a total of 1.1 million square feet, covering three different buildings each six stories tall (BXP 2022). This development and Downtown West will bring jobs and economic growth to the area, providing workers with greater transportation and green space access.

(Mercury News 2020)

As highlighted by a demographic overview of the Coleman Corridor, this area is defined by a "trendsetter population", which refers to individuals who are financially well-off, highly educated, and often childless/living with roommates. The population and income in the area are on the rise and it appears that this trend will continue in the near future with the addition of new developments such as Google's Downtown West. The Downtown West Plan proposes 4,000 new housing units, 25% of which will be affordable housing. The Plan will also call for 7.3 million square feet of office space, and $155 million in community benefits, including the creation of 5 miles of walking trails and 5 acres of public open space. These improvements will connect with existing infrastructure, parks, and trails in the area, including the GRP and Arena Green (Google 2022). This will also directly connect to Diridon station to create a "world-class" multi-modal transit hub. It is hoped that developments such as Google Downtown West will bring much-needed density and activity to the area, cementing the GRP as a center point of Downtown San Jose's growth. As the GRP sits in the center of a dynamic and changing area it presents a unique opportunity to enhance the park and make it a gem in San Jose's crown that promotes equity, accessability, community, culture, and environmental stewardship.

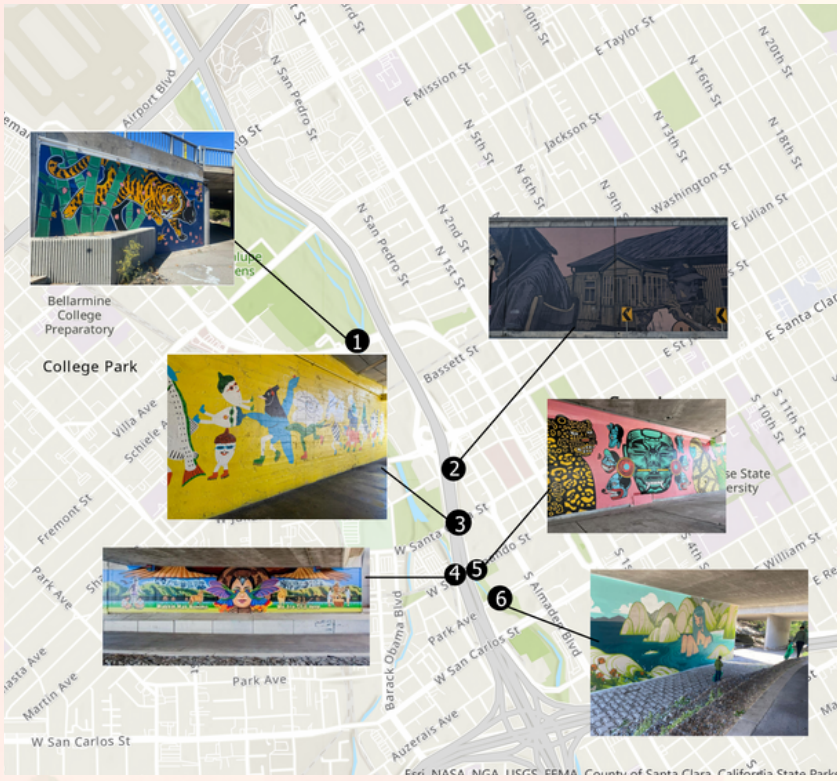
All of the above points of interest show what the Coleman Corridor and Guadalupe River Park have to offer to San Jose and the region. These areas show the Guadalupe River Park's great potential, and its current and future importance to San Jose as a whole. The upcoming developments and the expansion of Downtown San Jose can pave the way for the Coleman Corridor to be " a hub for community engagement, a catalyst for economic and cultural vitality, a flourishing natural habitat and an inclusive gathering place for residents, workers and visitors." (SPUR 2022)

PUBLIC ART

The first mural on the map located under the Coleman Ave overpass is named "Yoake No Noraneko (Stray Cat at Dawn" by Horitomo. It is a visual representation of the 2022 Lunar New Year, which was the year of the tigers. The symbology of tigers and bamboo in “Yoake No Noraneko” are broader motifs for strength and protection, which Horitomo highlights as a necessity amidst rising trends of anti-Asian racism (Guadalupe River Park Conservancy 2022).

The second mural highlighted is titled Afternoon, and depicts a view of Italy over a weekend. Although it is not along the art walk, it is notable because as sits along St. John and Highway 87, connecting downtown to Little Italy and further west to GRP.

A major theme that emerged while conducting walking tours and our preliminary research on the park was Public Art. Public Art is a vital part of the identity of the Guadalupe River Park and its surrounding neighborhoods. Public murals connect the area’s rich history, cultural identity, and environmental values to the park, creating an art walk along the river’s corridor. The Guadalupe River Art Walk is an ever-growing public art collection that holds the title of “Longest Art Corridor in the Bay Area,” (Guadalupe River Park Conservancy 2021) spanning approximately 1.25 miles from Coleman Avenue to Woz Way.



The third mural indicated on the map is called “Do You Know the Way to San Jose's Guadalupe River Trail?" by Kristina Micotti. This piece adorns the West Santa Clara Street underpass. Micotti’s work aims to bring attention not only to the wildlife that exists in the Guadalupe River Park, but also to the park and trail network itself. Micotti explained that this piece served as her way of “inviting the public down to the trail and [encouraging] them to enjoy it for themselves”, highlighting the emphasis on park users and community connectivity that was central to the creation of this piece (Arujo 2021).

The fourth piece on the map is named "We Are Muwekma Ohlone" by Alfonso Salazar. This mural explores the culture, history, and present state of the Muwekwa Ohlone, the original inhabitants of the Guadalupe River, and the City of San Jose. This mural spans a total of 2,550 square feet under West San Fernando Street (San Jose Walls 2021). The work’s strong cultural roots invoke a connection to both place and people, as it ties existing physical landscapes to the cultural landscapes that they were shaped under.

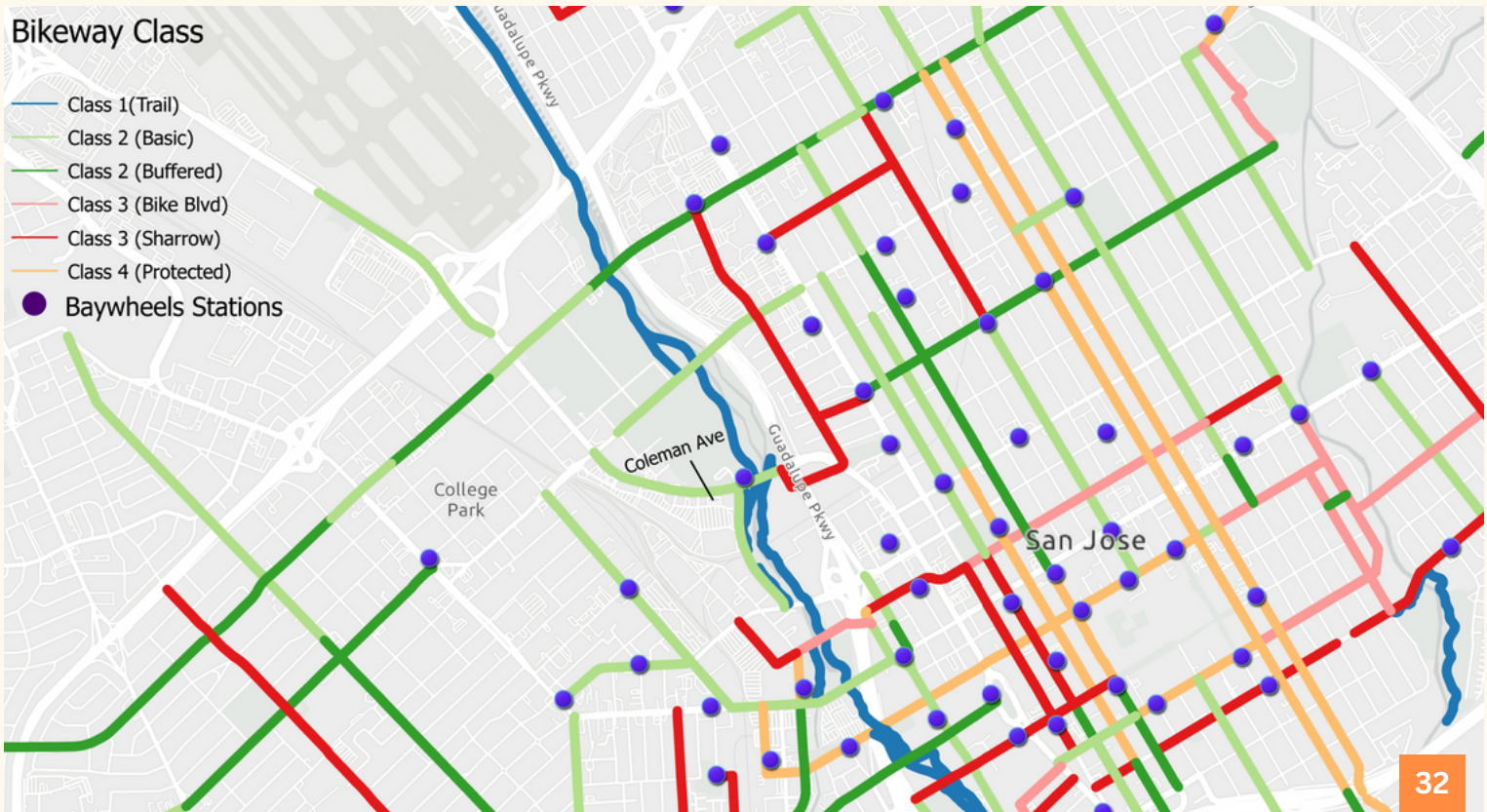
The fifth mural titled "SJMX" by Edgar & Bryan Sanchez“SJMX” pays homage to the artists’ Mexican roots by integrating Pre-Hispanic imagery and mythology amongst a collection of vibrant figures (Guadalupe River Park Conservancy 2022). The depiction of Aztec figures in this piece such as the Eagle Warrior, jaguar, and Mixtec mummy, among others, are representative of themes near and dear to the artists’ hearts, such as strength, perseverance, spirituality, and union between the terrestrial and divine. 6

The sixth and last mural shown above is "Coastal Baths" by Jacqueline de Leon. “Coastal Baths” resides under Park Avenue and depicts a woman bathing in a Coastal Tidepool. This piece sits at the convergence of art and nature, as the seasonal flooding of the Guadalupe River meets the water painted in de Leon’s piece, thus making this piece interactive with its natural counterpart. The connectivity of de Leon’s artwork to the natural environment brings attention to the value of San Jose’s urban waterways, making the Guadalupe River a piece of art in and of itself.

These public murals along the GRPT create a sense of place and belonging for park users and San Jose residents and represent some of the best that the GRP has to offer. The huge importance of public art and its emphasis in the walking tours, and the GRPC website is what led it to be included in our community outreach and surveys that the class conducted. The methodologies and results of these surveys will be discussed in the data analysis section.

TRANSPORTATION INFRASTRUCTURE

As shown in the infographic overview of the Coleman Corridor, 61.7% of residents living within our study area opt to drive to work rather than utilizing active transportation or public transportation alternatives. When analyzing the existing transportation infrastructure around the park and surrounding neighborhoods it becomes apparent that the GRP and the Coleman Ave corridor sit in a transportation gap only accessible to cars, thus explaining resident's propensity for choosing automobiles over other forms of transportation. The Guadalupe River Park has a river trail that runs north-south along the entire park and beyond. The class I Guadalupe River Trail, depicted in blue on the above map,creates a North-South mobility corridor that spans 11 miles from Alviso Marina County Park to just south of Blossom Hill Road.

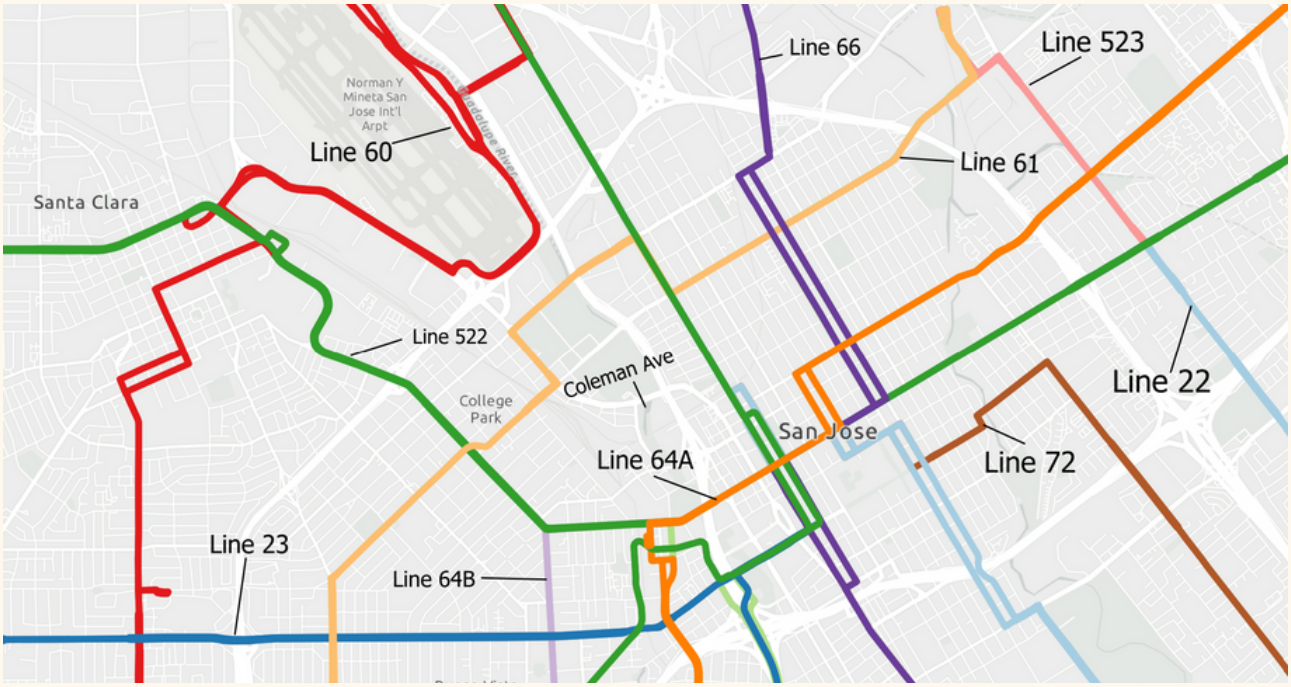


Although the Guadalupe river trail provides a safe separated corridor for cyclists and pedestrians the park and the surrounding neighborhoods suffer from an extreme lack of safe east-west connections. The second safest and comfortable way to travel by bike is a class IV separated on-street bikeway, shown in light orange in the map above. Unfortunately a vast majority of San Jose's class IV bikeways are located Downtown around SJSU and do not make their way over to the GRP. What is along Coleman is a class II painted bike way, represented in green on the map and pictured below:

Coleman is a wide road with six lanes, going 40 MPH with an average daily traffic count ranging from 2572 to 4261 vehicles a day (City of San Jose 2022). These conditions make a class II bikeway unfit for this road leaving cyclists feeling unsafe and exposed to traffic. It is critical to point out that the bikeway connecting to Coleman Ave is a class III sharrow meaning there is no painted bike lane on the street and that cyclists must travel in the same lanes as cars along this stretch of road. Additionally, once cyclists have entered the Coleman Ave bike lane, there are no other bikeway connections with the bike lane ending at West Taylor, another busy street with wide lanes and fast traffic.

The Major bus routes in San Jose also suffer from significant service gaps along the Coleman Corridor, further forcing residents to stick to cars as their primary mode of transportation in this part of the city. Several lines, like 522 (green), go from east/ downtown San Jose past the Guadalupe River Park and into west San Jose but completely avoid the Coleman Ave Corridor and its many points of interest, like the Rotary Play Garden. Line 60 which runs from the airport south could act as a connector to the park for those traveling from outside of San Jose, but it runs to the far east limiting any potential regional or state draw that the Guadalupe River Park could have.

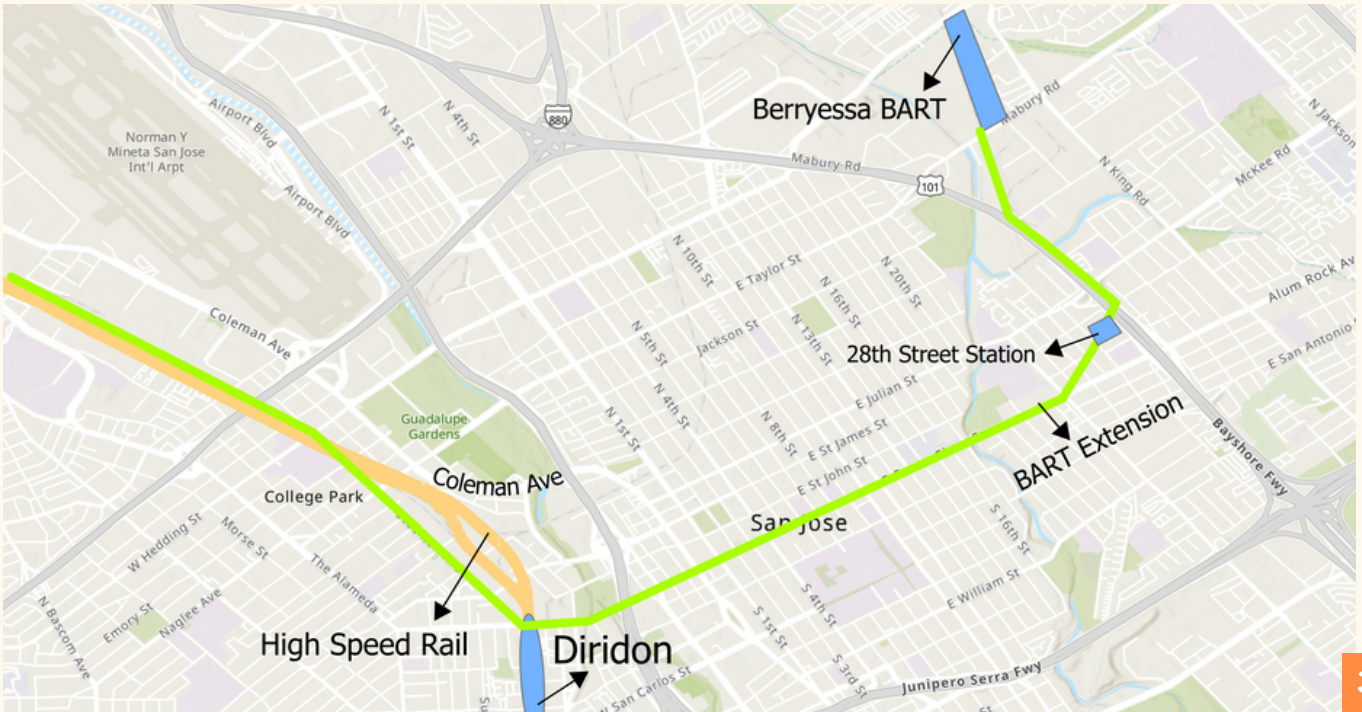
The one bus route that comes closest to the San Jose Market Center and the park is line 61 (light orange); although Line 61 does not travel over the Coleman Ave overpass, it does pass the northern section of Coleman Ave that does provide some connection to the San Jose Market and the northernmost extent of the park. Unfortunately for the potential connectivity of this bus route, the eastern section of the line passes through the northside of Downtown well out of the way of key points of interest like SJSU, San Pedro and other locations of the congregation. This lack of bus and bike connection to the park leaves residents and visitors alike reliant on automobiles to access the park from the east side of San Jose.



The Rail infrastructure closest to Coleman Corridor and the park have the same issues as bus and bike access. Although the Caltrain line runs very close to the Guadalupe River Park, it only stops at Diridon station which is not within walking distance to the Coleman corridor section of the park nor does any bus lines or bike lanes connect the station to the park. While VTA's light rail has frequent stops, (too many to depict neatly on a map), the line runs nowhere close to the park or Coleman Ave meaning light rail is not a viable option to get from east San Jose to the Western portion of Coleman ave.

FUTURE TRANSPORTATION INFRASTRUCTURE

Platform 16 and Google's Downtown west are projected to increase population, job, and retail density west of Highway 87, providing greater opportunities to utilize active transportation and connect to local and regional transportation systems. Prospective transportation infrastructure development over the coming decades paints an encouraging picture for the future of connectivity along Coleman Avenue, as future infrastructure may help to fill existing service gaps along this corridor. Bart Phase II extension is planned to connect from the current Berryessa station across Highway 101 and 87 and up into Santa Clara to the west of the San Jose Mineta airport. Bart Phase II will have three new stations in San Jose one at 28th street in Little Portugal, another in Downtown along Santa Clara Street, and a final one at Diridon. This will not only provide residents with more diverse alternatives to driving but can provide a regional connection to Downtown San Jose and the Guadalupe River Park.
Even further out, California High Speed rail is projected to connect through San Jose stopping at Diridon as well, opening downtown and GRP up to an even bigger potential pool of visitors than the BART extension. These transportation expansions along with major developments like platform 16 and Downtown West, set the stage for creating a Coleman Avenue that is a thriving and vibrant part of San Jose's Core that is accessible and inviting to all ages, abilities, and cultural and ethnic backgrounds.



02

CAPSTONE PROJECT

DATA ANALYSIS

Image Courtesy of VTA

Survey Area

This section discusses the methodology, data analysis, and surveys that were collected throughout the research process for the Coleman Corridor Study. We have defined the Coleman Corridor as the area along Coleman Avenue, from St. James and Market to Coleman and W Hedding. The area also includes Taylor Street from Coleman Avenue to First Street. The area is divided into 24 segments, primarily used for the Design Quality Indicators Survey (DQI), discussed later in this report. To create these segments we used Sidewalk segments from the City of San Jose Department of Transportation and divided the sections based on continuous block size. The purpose of data collection was to understand how the community and the research team feel about the corridor by gathering data on existing conditions, assets, issues, and possible interventions.
Next we will discuss our methods for how we gathered our data.

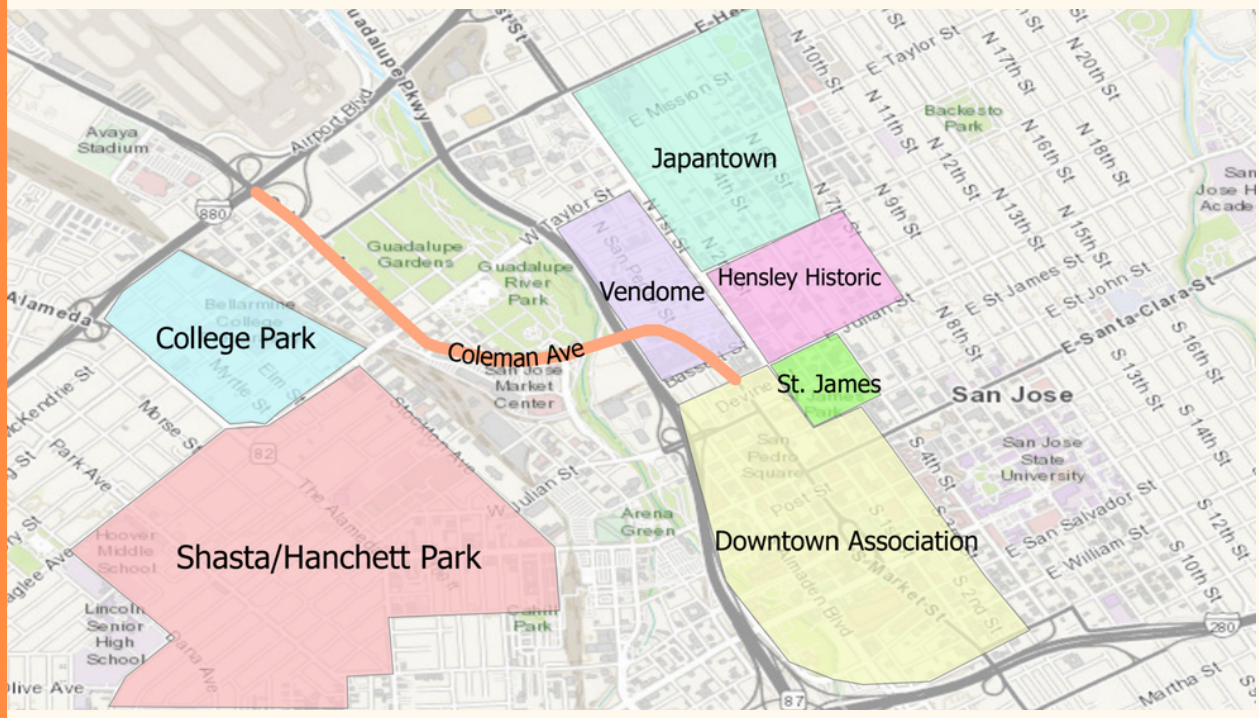


Figure 1 Map of participating Community Groups in the Design Features Survey.

Methodology

Table 1 provides a summary of our survey types, groups surveyed, and methodologies. Many aspects of the survey process varied widely, including the survey types. The first survey is the Design Quality Indicators Survey (DQI). This survey utilized the segments, and each member of the Research Team analyzed multiple segments for design and walkability to measure an average evaluation. The second survey is the Assets and Issues Survey. This survey was an open response survey that allowed participants to contribute an asset or an issue in the area. This was distributed to all groups, the research team and the community, and was used to create an inventory of local attributes. The third survey was the Design Features. This survey included features from parks and public spaces that could be incorporated into the Park and Coleman Corridor. These features were compiled by the Research Team and the survey was distributed to the community to measure which features were most preferred.

Type	Group Surveyed	Measuring	Methods	Date	Responses
(1) Design Quality	Research Team	Conditions	In-person (site tour)	10/20 - 11/1	85
(2) Assets & Issues	Research Team	Conditions	In-person (site tour)	10/20 - 11/1	111
	Community (Public)		In-person (park event)	10/8	
	Community (Neighborhoods)		Online (Email Neighborhoods)	10/20 - 11/11	
(3) Design Features	Community (Public)	Interventions	In-person (park event)	10/8	119
	Community (Neighborhoods)		Online (Email Neighborhoods)	10/20 - 11/11	

Methodology

The groups surveyed and the methods used also varied, and were dependent on the survey type. The Design Quality survey was a professional survey distributed to the Research Team to create a professional analysis of the area. The Assets & Issues survey was also utilized during these site-tours to record additional data. Both of the surveys distributed to the Community utilized two methods. One method included hosting a tent at a community event, Pumpkins in the Park. Both surveys, the Design Features and the Assets & Issues, were distributed at the event tent for this event, which is an annual family event held in the Guadalupe River Park. Distributing these surveys at the park event created an opportunity to survey community members in-person and collect park data from park users. Finally, these two surveys were also distributed to local neighborhoods near the Park. This was done by contacting local Neighborhood Associations of areas directly adjacent to the Park (Figure 1). Again the Design Features and Assets & Issues surveys were distributed to maintain consistency between the other community members surveyed. This separate methodology, however, created an opportunity to collect park data from residents directly adjacent to the study area.

RESULTS

Design Features Survey

The initial survey distributed to the community was the Design Features survey. To prepare this survey, the research team studied park interventions around the world and identified successful design features within these projects. These features were then included in this survey to measure which interventions the community would like to see. Pictures of each design feature were included to explain the concept and to show an example. This survey was distributed both at the in-person Pumpkins in the Park event as well as virtually by email to local Neighborhood Associations. This section provides an overview of the survey results as acquired through the research process, thus providing a foundational insight into community preferences and opinions on the Coleman Corridor in its existing state.

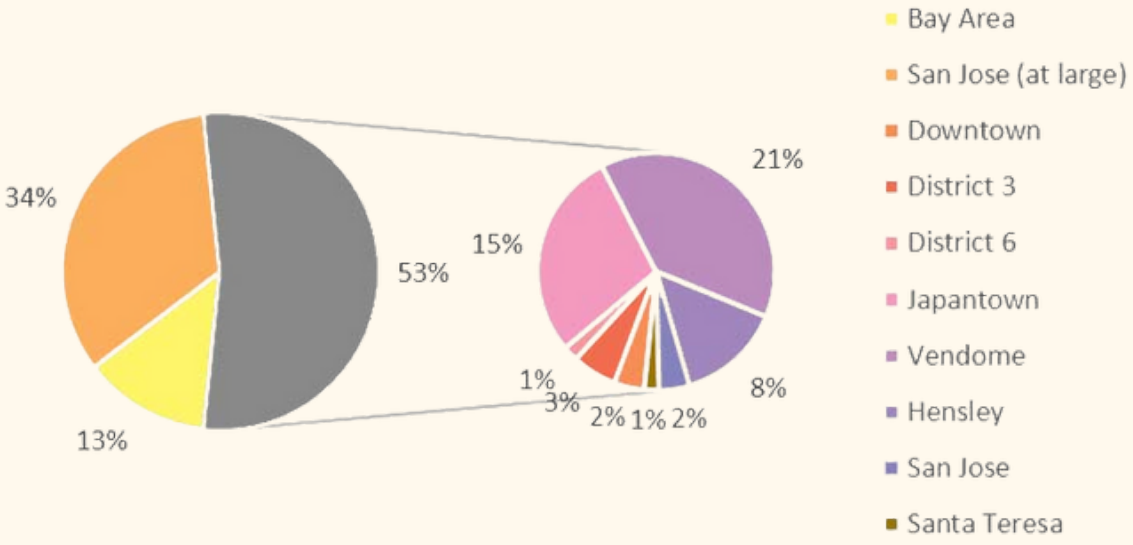


Figure 2 shows the location of survey respondents.

In addition to questions regarding the design features, the survey included questions regarding location, age, and household variables. Figure 2 shows where respondents lived, which was valuable data in determining whether the survey was catering to direct community members or community members from outside of the immediate San Jose Area. The left side of the map shows responses from the in-person survey which asked respondents if they were residents of San Jose or another place in the Bay Area. The in-person responses comprised 47 percent of the Design Feature Survey response. The right side of Figure 2 breaks out the remaining 53 percent which included email surveys to local neighborhoods. This shows the response rate of each area and indicates that the most responses came from the Japantown, Vendome, and Hensley neighborhoods.

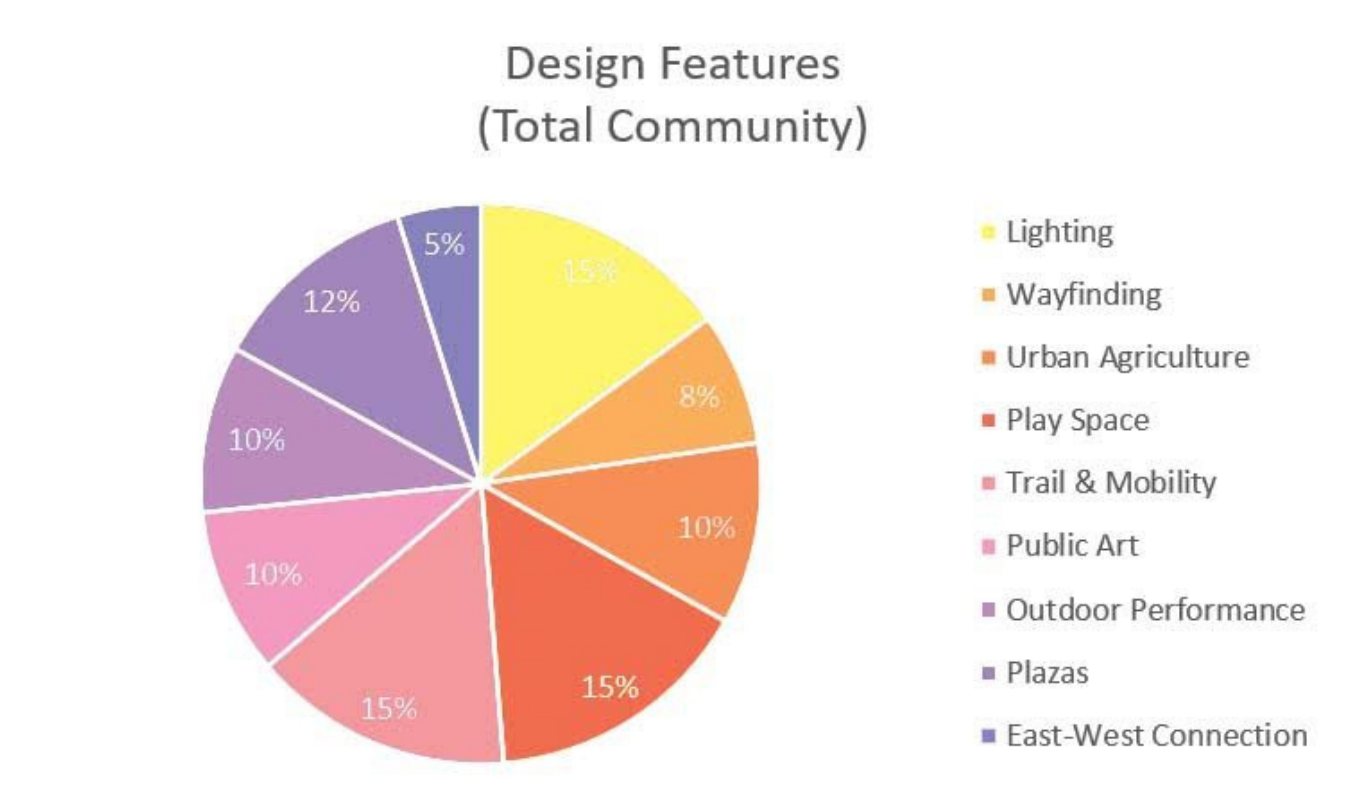


Figure 3 Shows results from total community respondents.

Figure 3 shows the responses from all of the community members who participated in the Design Features survey. The chart indicates that lighting, play space, trail & mobility, and plazas were the most common answers. The chart also reveals that all of the design features were endorsed to some degree, which may show that there are many aspects that could contribute to the Park and surrounding Coleman Corridor. To better understand how certain individuals responded, the responses were divided between respondents from the in-person event (public) and respondents from the neighborhood email survey (neighborhoods). Figures 4 and 5 show how participants in each group responded. This indicates that there are features that are valued highly by both groups, as well as features that are more valued by one than the other. Both groups vote often for lighting, which appears as the second most often chosen feature in both groups. However, the neighborhood respondents highly value trails and mobility, which is only moderately chosen by the community event participants. This may be an indication that trails & mobility are strong connective paths that neighboring communities rely on to access the Park. In contrast, the community event participants highly valued play spaces, which was only moderately chosen by neighborhoods. This may indicate that these respondents, who mostly came from further away, value destination features such as playgrounds. It is also likely a reflection of the park event where the data was gathered, which was a family-oriented event.

These figures are able to show that there are differences between the groups that responded. Even more, the surveys included questions about age and household. Charts showing responses based on these factors are included later in the data analysis section. These charts, similar to Figures 4 and 5, show some differences in responses based on these factors, however they also strongly suggest that all of the responses are valued, indicating that all of these features should be considered as potential benefits to the Park and surrounding areas.

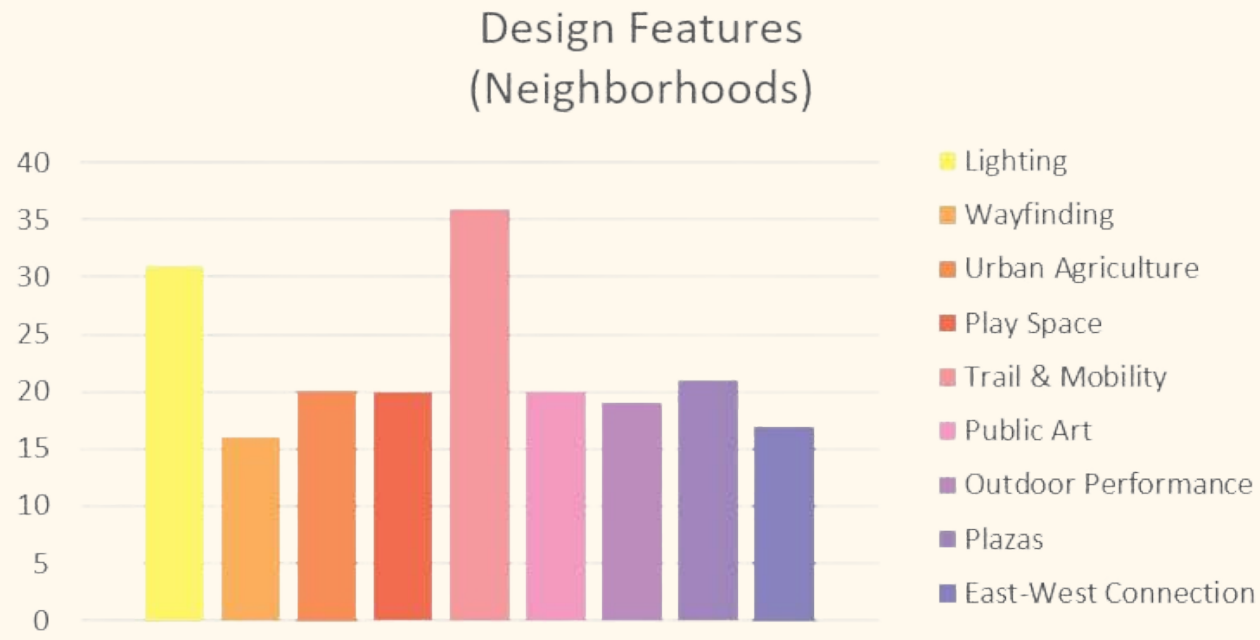


Figure 4 Neighborhood respondents.

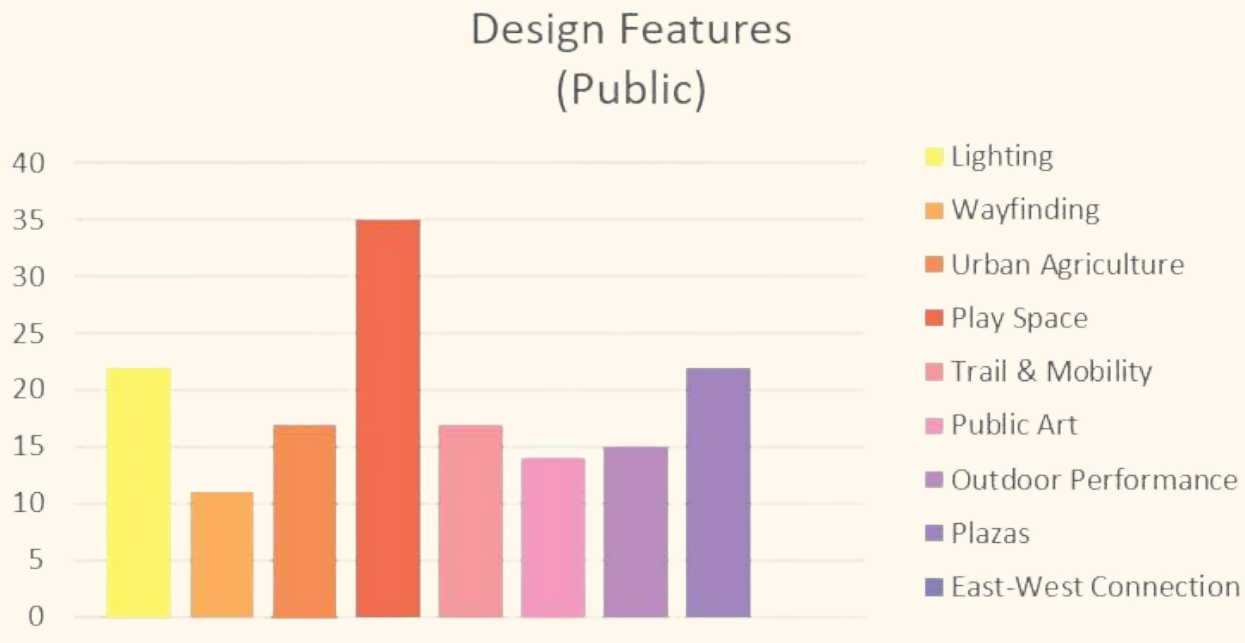


Figure 5 Public respondents.

FINDINGS

Design Quality Indicators (DQI)

The following charts will be discussing the research team's Design Quality Indicator (DQI) survey of the 24 segments that we divided the Coleman Corridor into. These surveys were based on a series of questions that are designed to assess these segments based on design, quality, and walkability. These questions analyzed criteria from several different groups and subgroups, as seen in the example of our survey in figure 5. The survey included likert questions about individual aspects of the area with which the respondent could denote strongly disagree, disagree, neutral, agree, or strongly agree. These answers were then turned into numeric values (strongly disagree = -2, strongly agree = +2) that allowed us to analyze the segments based on the groups and subgroups. The first group looked at the general quality of the segment which included attractiveness, openness, amount enclosed, maintenance, and cleanliness.

Other groups included analyzing the hardscape and softscape of each segment. The hardscape is defined as the physical elements of each segment based on architecture and the built environment. We used the attractiveness of the buildings with the complexity and order among the architecture for our first measure of the hardscape. The hardscape group also included historical buildings and historic details in each segment. Was there distinctive site-specific design elements of a historical nature in the particular segment. Lastly, the hardscape group included an analysis for signs of neglect and the condition of the path material.

The research team looked at the softscape of the segments. Softscape is defined as the green materials of each segment. We observed if each segment had street trees and what was the quality of plant material in the segment and if it was even present. We also looked at the public green space areas in each segment. Were they there or not there and the quality aspects of them.

The research team then looked at the pedestrian quality of each segment. Pedestrian quality is defined as the aspects that make a segment pedestrian friendly. We measured and observed this by looking at the segments and whether they were built at a pedestrian scale or not. Was the street width and vehicle traffic/speed conducive to pedestrians. Were there amenities to indicate that this was a pedestrian friendly area with legible street signage.

Finally the research team looked at the social quality of each segment. This was measured and defined by areas that encourage social interaction. Did the segments have public spaces (indoor or outdoor)? Did the segments indicate high usage by pedestrians or not?

Segment #_____ Rater ID:_____ Date:_____ Start Time:_____

☐ Town Core ☐ Residential ☐ Commercial ☐ Mixed ☐ Other_____

		Strongly Disagree	Disagree	Neutral	Agree	Strongly Agree
General Quality	1. Overall, this segment is **Attractive**.					
	2. This segment is **Open**.					
	3. This segment is **Enclosed**.					
	4. There is an appearance of **General Maintenance/Cleanliness** along this segment.					
Hardscape Quality	5. **Buildings** on this segment are Attractive. ☐ N/A					
	6. There is a balance of **Complexity and Order** among Architectural Elements on this segment. ☐ N/A					
	7. There are **Historic Buildings and/or Details** or other distinctive site-specific design elements on this segment.					
	8. There are **no** signs of **Neglect** along this segment.					
	9. **Path Material** on this segment is attractive. Path ☐ is or ☐ is not separate from the street or ☐ incomplete.					
	10. **Condition/Maintenance** of path along this segment is well kept.					
	11. There are **no Obstructions** on the path in this segment.					
Softscape Quality	12. **Street Trees** are present along this segment.					
	13. There is **Public Green Space** on this segment.					
	14. **Plant Material** on this segment is attractive. ☐ N/A					
Pedestrian Quality	15. **Built Elements** are at a Pedestrian Scale on this segment.					
	16. The **Street Width** and **Vehicular Traffic Volume** on this segment are pedestrian-oriented. **Speed Limit**: _____					
	17. There are **Amenities** on this segment that indicate that this is a pedestrian-oriented area.					
	18. The segment is **Legible**. Elements that indicate this include: banners, awnings, community announcements, monuments, public art, etc.					
Social Quality	19. There are a variety of **Public Social Spaces** (indoor/outdoor) in this segment.					
	20. There are people present or indication that this segment has **High Pedestrian Usage**.					

Comments (refer to #): End Time:_____

Figure 5 This is an example of our DQI survey used by the research team.

In the data results we converted the strongly disagree to strongly agree into a numerical system to make the data easier to read. The following charts will show the results in numeric form from the research team survey. The following sections explain the results by subcategory. We broke the sections up by the intersection of streets. Each segment in this study was independently surveyed by at least 3 researchers involved in this project in order to encompass diverse perspectives into the study of any given segment.

General Quality

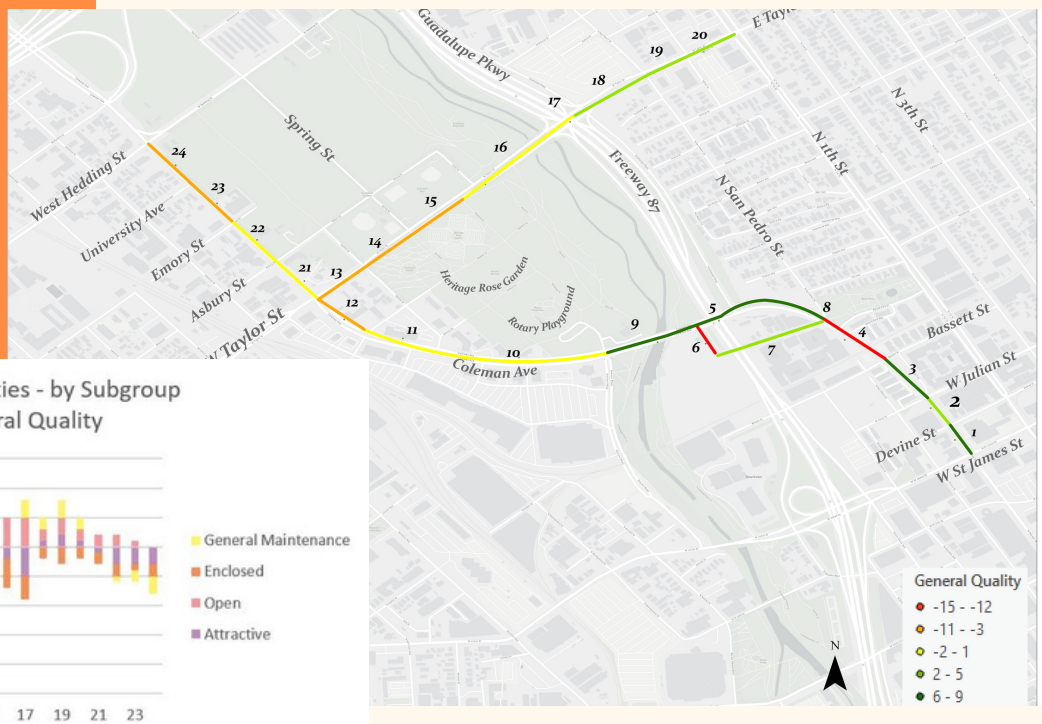


Figure 6 General Quality shows a graph with the Y axis indicating high rating (+ number and lower rating - number). The X axis indicates the segment number. The map shows the segment and rating with color coding. (green high rating to red poor rating)

The picture painted by the data (see figure 6) is that while the first three segments, closest to downtown, are rated overall favorably, the next group of segments proceeding northwest (across the railroad tracks and under the highway) were rated most unfavorably. The next group of segments, running along Coleman from the Coleman Shopping center to the Rose Garden area, were overall rated fairly average on quality. The final segment leading from Taylor to 1st street was overall rated slightly above average east of highway 87. It can be seen that a large portion of the segments are considered open and not enclosed. Additionally, Figure 6 shows that the most favorable segments rate well in both maintenance and attractiveness, while most of the unfavorable segments rate poorly in both maintenance and attractiveness. This indicates that the two features correspond or that positive and negative conditions may be concentrated.

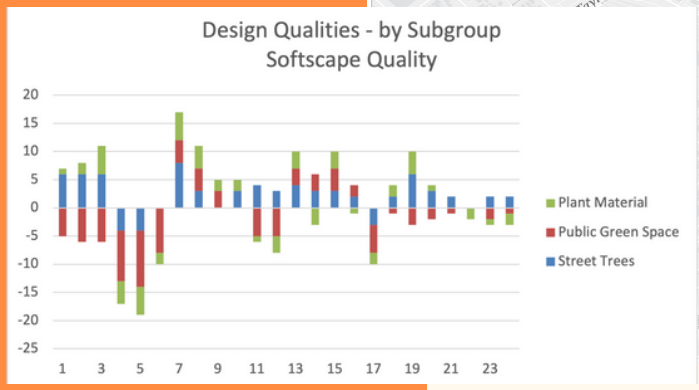
DQI Hardscape

Figure 7 Hardscape Quality shows a graph with the Y axis indicating high rating (+ number and lower rating - number). The X axis indicates the segment number. The map shows the segment and rating with color coding. (green high rating to red poor rating).

According to figure 7 (chart), when our research team looked at the hardscape, they saw that some key factors in why they rated the segments as they did was in large part due the condition of the path, obstructions, and path location. This rating for this location also hinged on proximity to the street and the safety level that was attributed to or took away from the walkability. By the same token these same details in conjunction with the path material contributed to poor reviews or a lack of high marks from a design perspective for the hardscape quality. Things like broken pavement or appearance of neglect were some of the factors that contributed more heavily to the negative perception of these particular segments, as seen in figure 8.

The segments displayed on the map in figure 7 that are displayed as the red segments indicate that lower quality hardscape are focused on the Coleman Overpass (segments 4-6). The initial first three segments (downtown area 1-3) have the highest marks for hardscape and from the Coleman shipping center to the Taylor and 1st area (segments 9-24) mostly lie in the mid quality range.

DQI Softscape



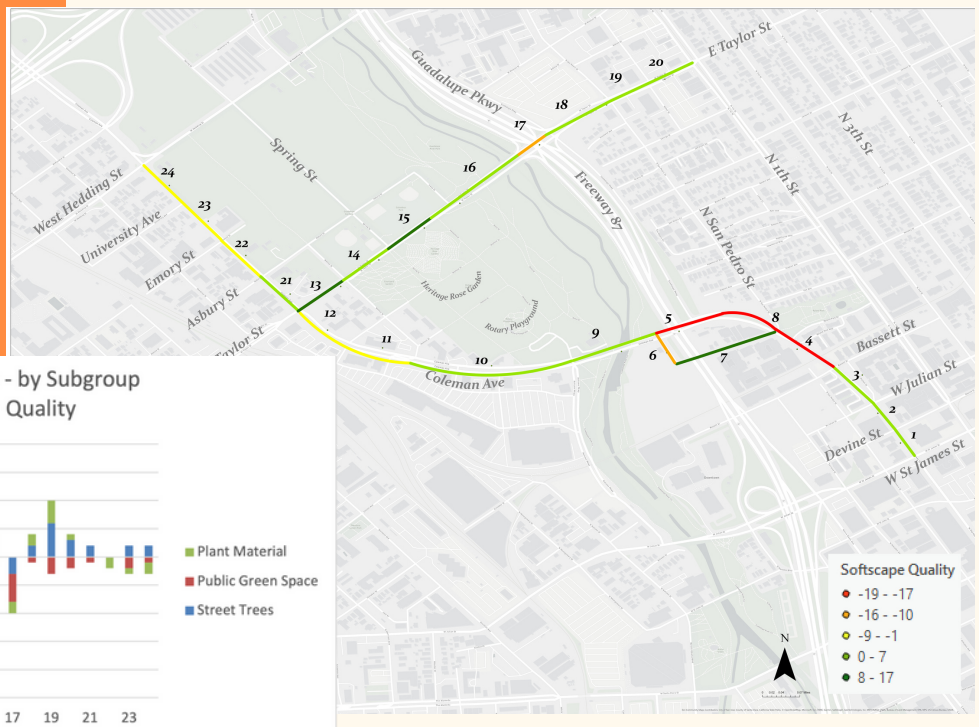


Figure 8 Softscape Quality shows a graph with the Y axis indicating high rating (+ number and lower rating - number). The X axis indicates the segment number. The map shows the segment and rating with color coding. (green high rating to red poor rating).

When the research team looked at the softscape, we saw that public green space was the major factor in determining the quality of the softscape along with plant material. While street trees definitely contributed to the results it seems that overall, the public green space, or lack thereof, seemed to have the biggest impact through the segments.(see figure 8 chart). It is noteworthy that segments that generally performed well, such as 1-3, all have significant, negative results for public green space. This shows that survey responses generally agreed that there was an absence, which reflects that this response may be more objective than others.

As we see on the map in figure 8 the segments around the Coleman overpass have the lowest quality ratings for softscape (segments 4-6), while the first three segments (downtown area 1-3) have the best ratings. The slight variance in softscape is that the Rose Gardens greatly improved the response in the category of softscape for segments 13-20. The remaining segments were rated average in the softscape category (segments 9-13 & 21-24).

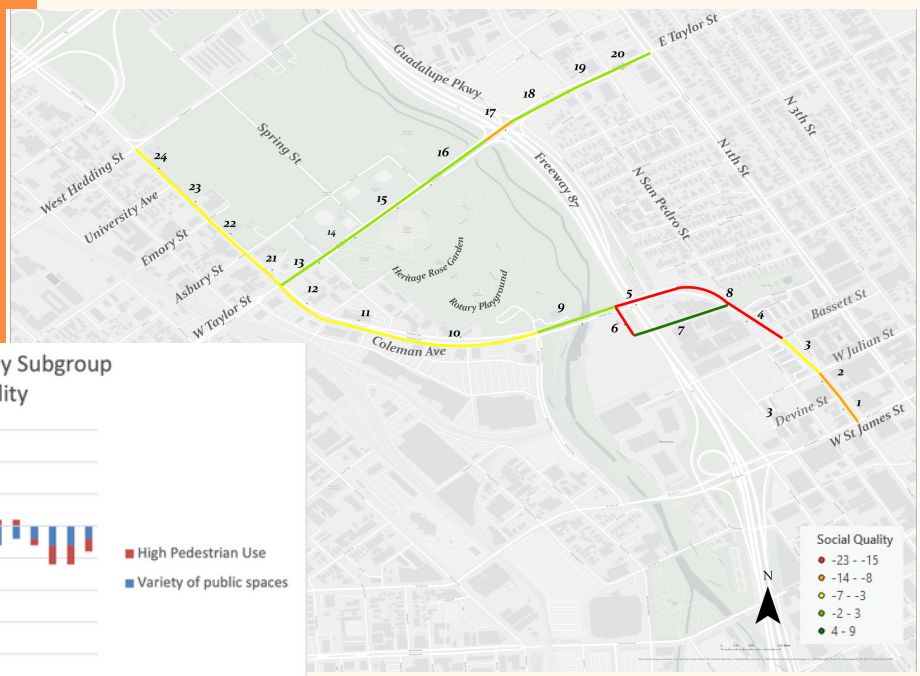
DQI Pedestrian Quality

Figure 9 Pedestrian Quality shows a graph with the Y axis indicating high rating (+ number and lower rating - number). The X axis indicates the segment number. The map shows the segment and rating with color coding. (green high rating to red poor rating).

What we learned from the pedestrian quality part of the expert survey was that no segment really stood out as having a very favorable rating in this category, as demonstrated by the chart encapsulated in figure 9. The major contributing factors in this category were the scale and street width/traffic. The implications of that being that the Coleman Corridor overall is not pedestrian friendly per the research team review. This is due to the high overall speed limit (40mph) and no real safety barrier between the road and pedestrians or bikes for that matter.

In the map in figure 9 we can see that segments 4, 5, and 8 (Coleman Overpass) had the worst ratings relative to pedestrian quality. Section 7 was an exception in the pedestrian category however, because the Ryland neighborhood is a more protected area and had more pedestrian friendly features like the park and dog park areas. We again see mostly favorable ratings for downtown (segments 1-3) and overall average ratings for segments 9 to 24 in the pedestrian category.

DQI Social Quality



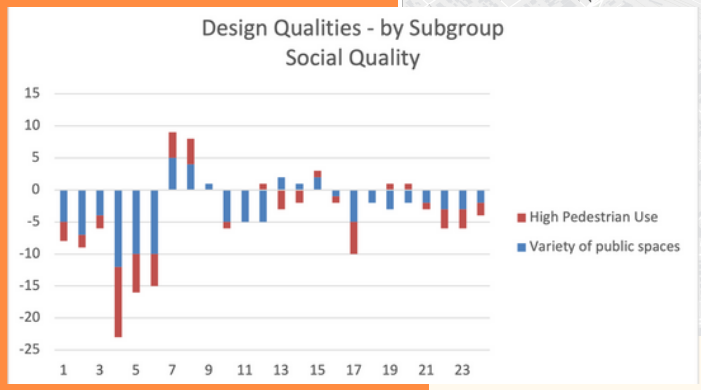


Figure 10 Social Quality shows a graph with the Y axis indicating high rating (+ number and lower rating - number). The X axis indicates the segment number. The map shows the segment and rating with color coding. (green high rating to red poor rating).
This chart shows the social quality results were again low for segments 4-8. In the area of social quality segments 1-3 also received low marks. Segments 9-24 received average ratings.

Figure 15 This is a mapped version of the DQI survey results for social quality for context.

Again, we see in the social quality findings (see chart in figure 10) that it follows suit with the pedestrian quality scores in that there are not a variety of public spaces, nor many public spaces at all, in the Coleman Corridor. When we are talking about pedestrian areas, we mean green spaces for pedestrians. This also seems to go hand in hand with the lack of high pedestrian use.

The map in figure 10 highlights the overpass area (segments 4-8) as being the problem area. However, this time segments 1-3 (downtown) were the exception and got close to average or slightly below average ratings. Again, segments 9-24 stayed in the average range for the social category.

Findings

Assets and Issues

The Assets & Issues Survey collected responses from the community and research team to create an inventory of amenities and concerns throughout the area. This survey was open response, allowing participants to submit any response. This led to a wide variety of responses, which were categorized using the groups and subgroups from the Design Quality survey. The groups included General Quality, Hardscape, Softscape, Mobility, and Social. The subgroups included all of the same varieties, including path materials and street trees. In addition, three new subgroups were added based on the variety of responses. The new subcategories included safety, community, and noise.

The responses were divided into assets and issues, and then further divided between community and research team respondents. This allows for an analysis of the similarities and differences between the priorities and concerns of these groups. Figures 11 and 12 show the composition of responses based on groups. These show that there was a relatively even distribution of answers between the two response groups. Even further, both the community and the research team contributed a relatively even number of assets and issues. These figures also indicate that both response groups favored responses categorized in the social and mobility categories. Despite this similarity, the figures also show that the research team contributed answers to all groups, while the community had a more narrow focus on social and mobility features.

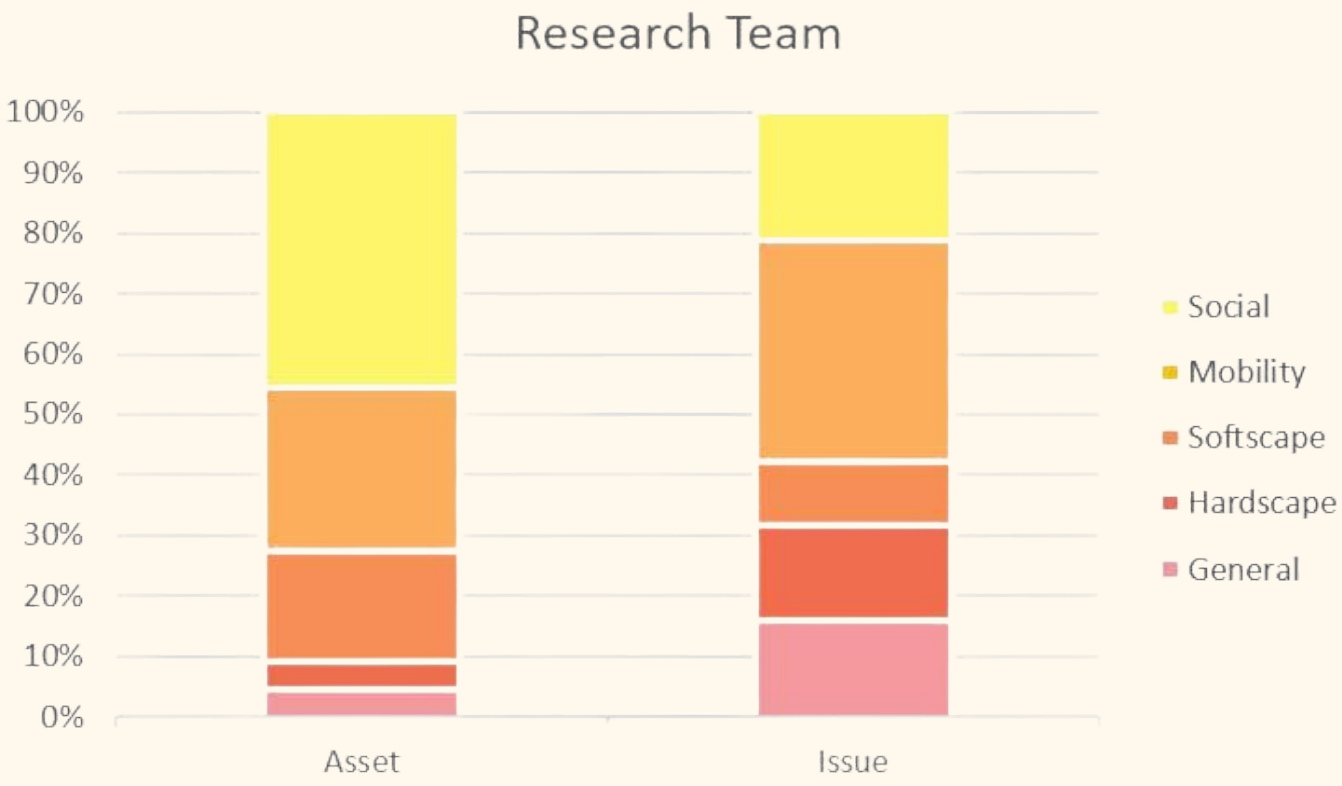


Figure 11 Shows research teams responses.

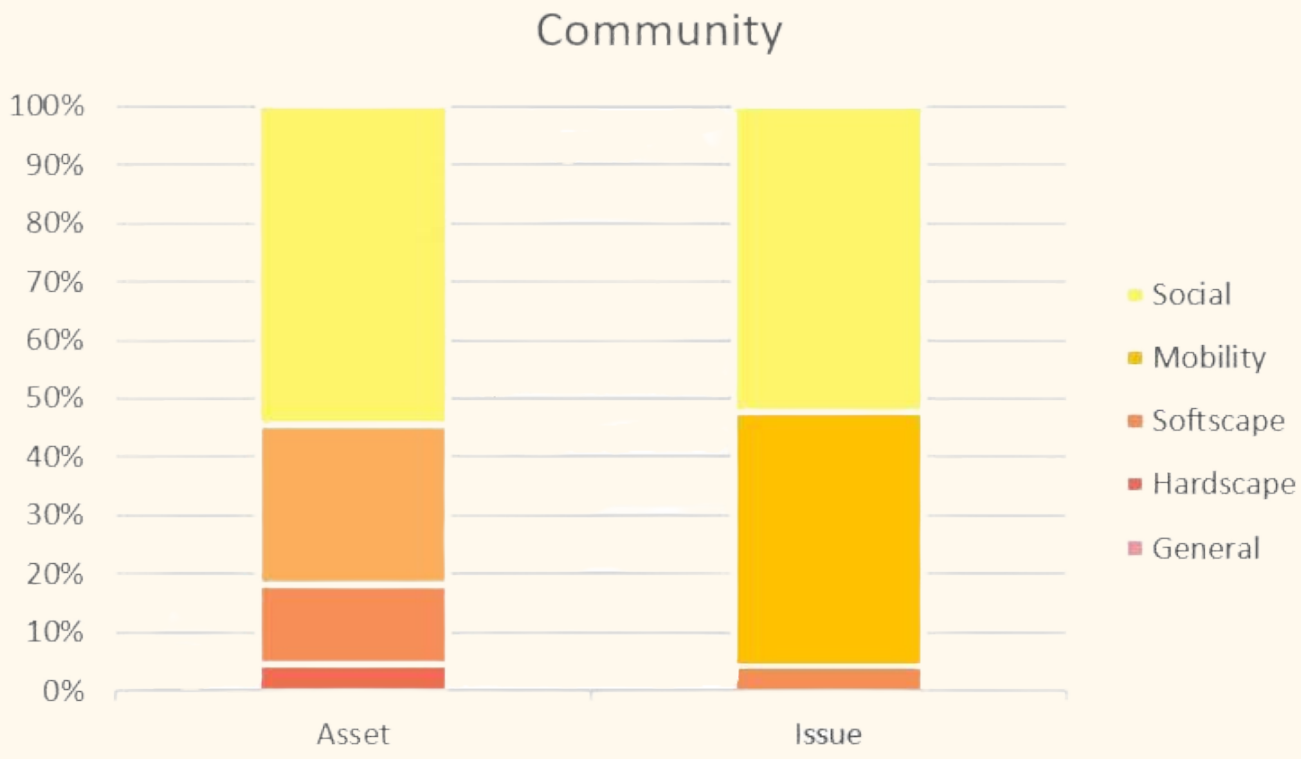


Figure 12 Shows the community's responses.

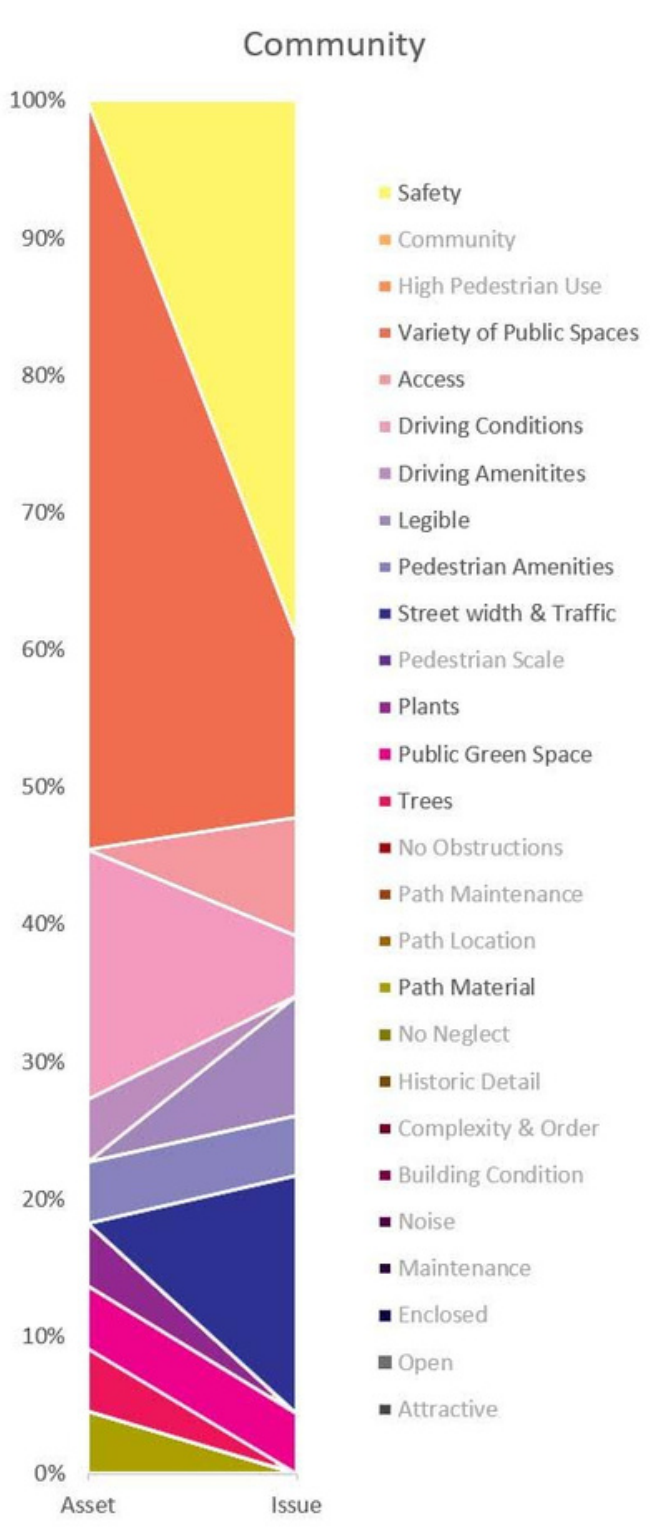


Figure 13

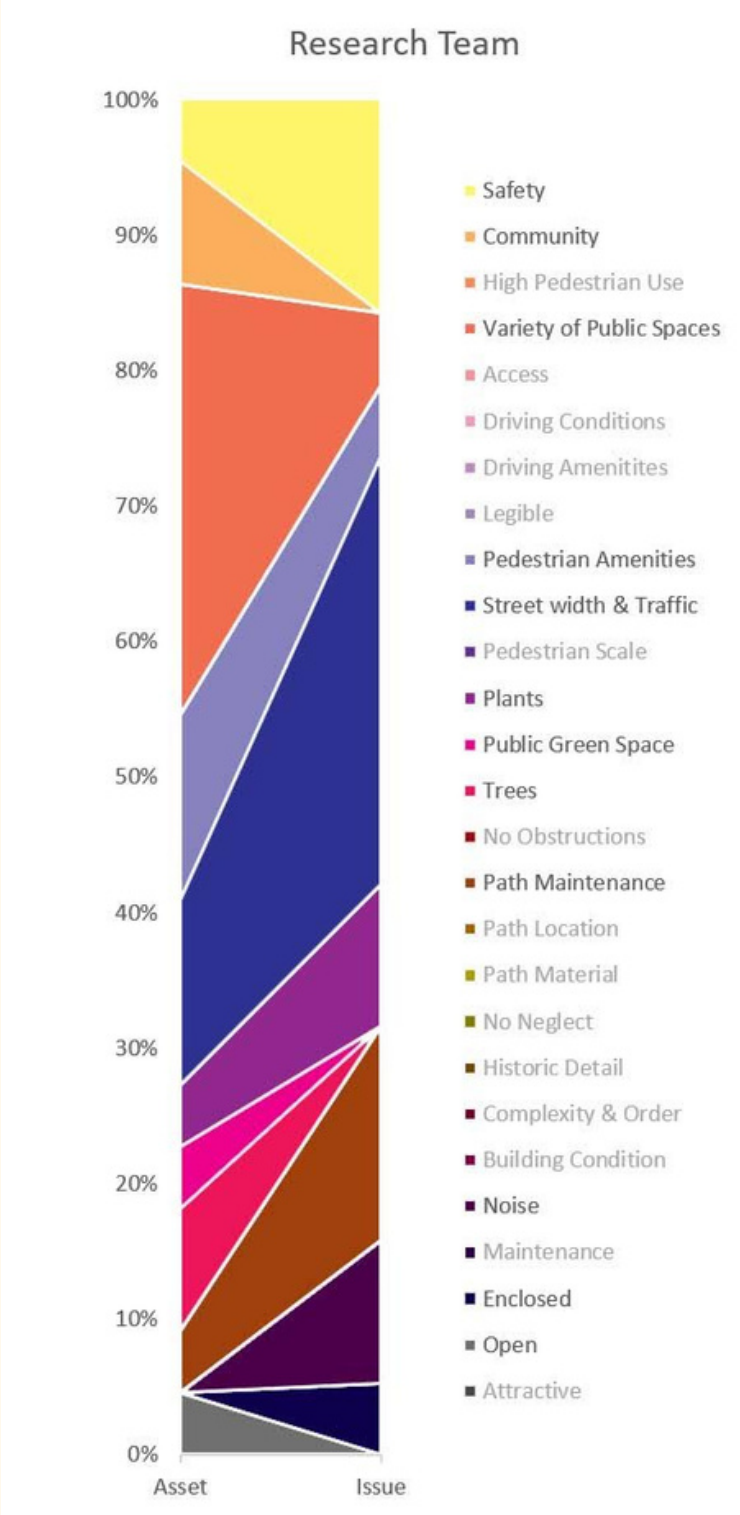


Figure 14

Figures 13 and 14 show assets on the left and issues on the right, the change in the shape to the left or right delineates whether the category subgroup was referenced more as an issue versus an asset. For example you can see in Figure 13 that Safety was referenced more as an Issue than an asset by the community since it is progressively larger to the right of the chart. In Figure 14 we see that a variety of public spaces was referenced more often as an asset than an issue as it is larger to the left versus the right.

The categories mentioned, safety and variety of public space are important, as they constitute a large percentage of responses from both the community and the research team. A great deal of comments made by both the community members and the research team indicated that homelessness and specific features were listed as either significant issues or significant assets. Answers regarding homelessness were categorized as safety, while mention of specific places were categorized as variety of public spaces. Both of these were considered large issues and assets, respectively. Figures 15 and 16 continue to show the distribution of responses and make clear the heavy skew toward social and mobility. This specifically includes safety and variety of public spaces, but it also often includes factors regarding the driving and pedestrian conditions of the area.

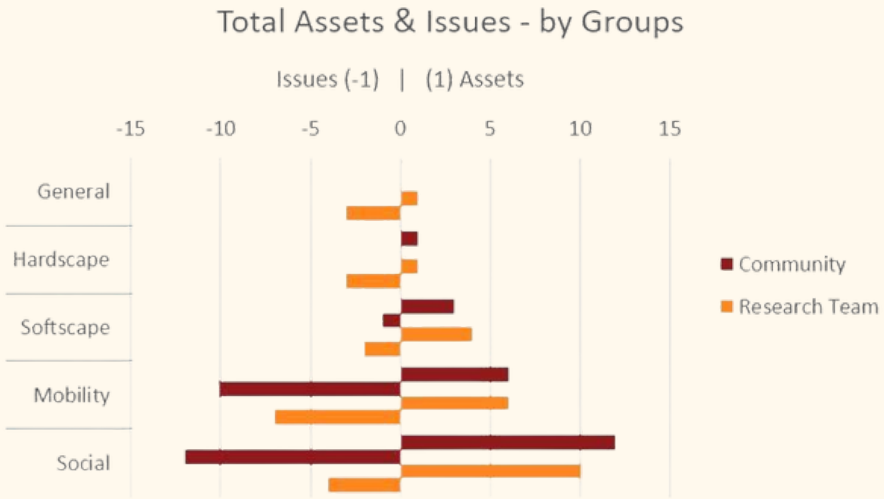


Figure 15 This graph shows the overall results of the research team (orange) and community results (maroon) by group. The further the numerical value to the left (-) are issues that were most identified in each category. The further the numerical value to the right (+) are assets that were most identified in each category.

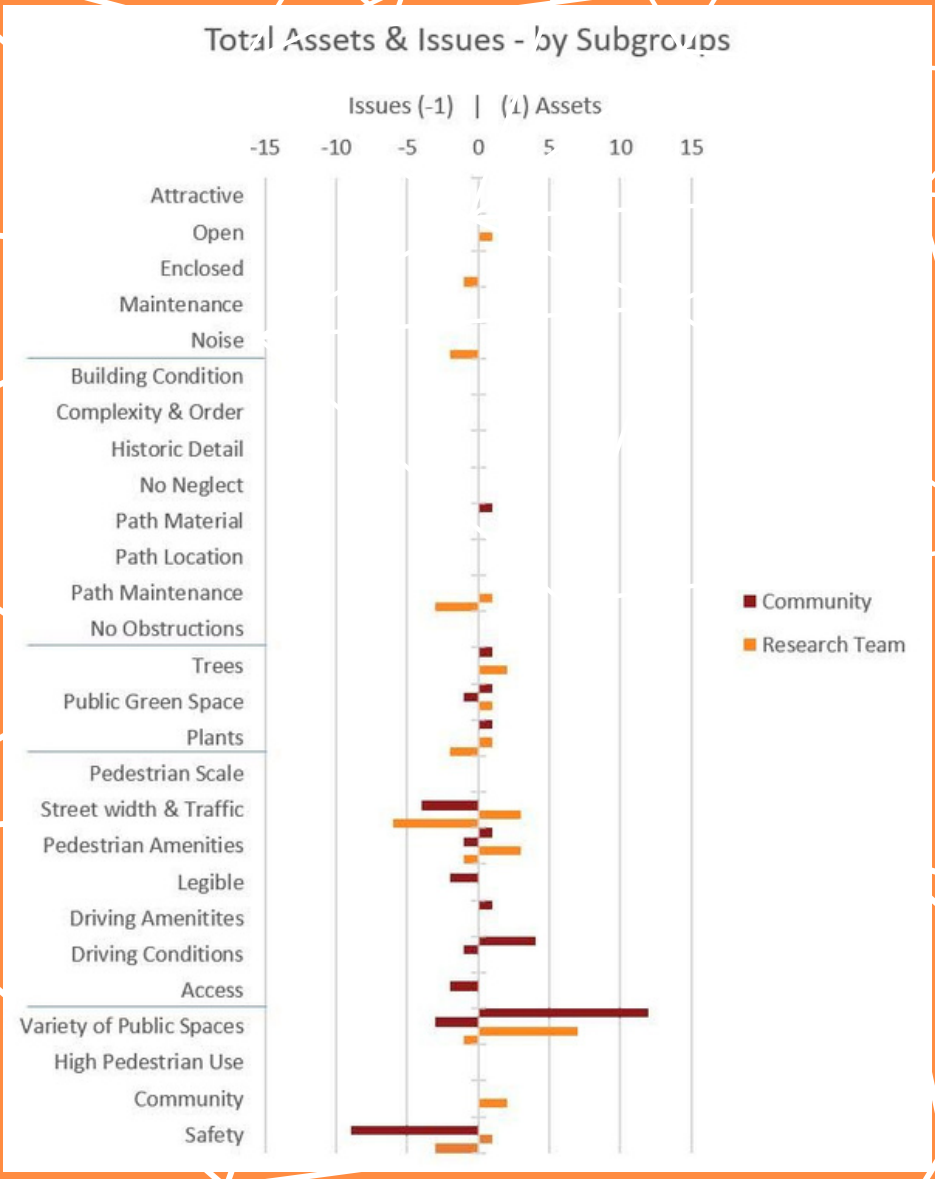


Figure 16 This graph shows the breakdown of the results by category of the research team (orange) and community results (maroon) by group. The further the numerical value to the left (-) are issues that were most identified in each category. The further the numerical value to the right (+) are assets that were most identified in each category.

Figures 15 and 16 are broken down into DQI categories to represent the community and research team reviews of the assets identified versus issues. These results line up in the categories of softscape, mobility, and social aspects. All other categories there are either a lack of data or they are opposed in their view. Figure 16 takes a closer look as to why this is as it identifies the variations.

The above data in Figures 15 and 16 was collected as either issues or assets, and then these qualitative descriptors were converted to numerical values (+ being asset and - being issue). When we look at the breakdown (Figure 16) the class identified more issues with the general state of the Coleman Corridor especially when it came to noise, whereas the community did not seem to see this an outstanding issue or asset. In the hardscape categories the community identified the path material as an asset whereas the research team identified more issues with maintenance of the corridor. In the softscape categories the research team and the community identified the trees as assets but differed in the plants. The community identified the plants as an asset and the experts said they were an issue.

In the pedestrian and social categories, both the research team and the community found issues with street width and traffic. They both found the variety of public spaces to be an asset and conversely, they found safety to be an issue. These again line up with the results of the survey and it seems from all data sets the main issues are safety and walkability mostly due to traffic and sidewalk width.

GIS Maps

Below we have included some GIS data analysis on the assets and issues and specific points where they were located. This GIS data adds valuable input and visual perspective on the assets and issues. In figure 17 we see that the research team identified issues like sidewalks being on one half of the street, commercial and industrial areas incoherently mixing and a lack of cleanliness.

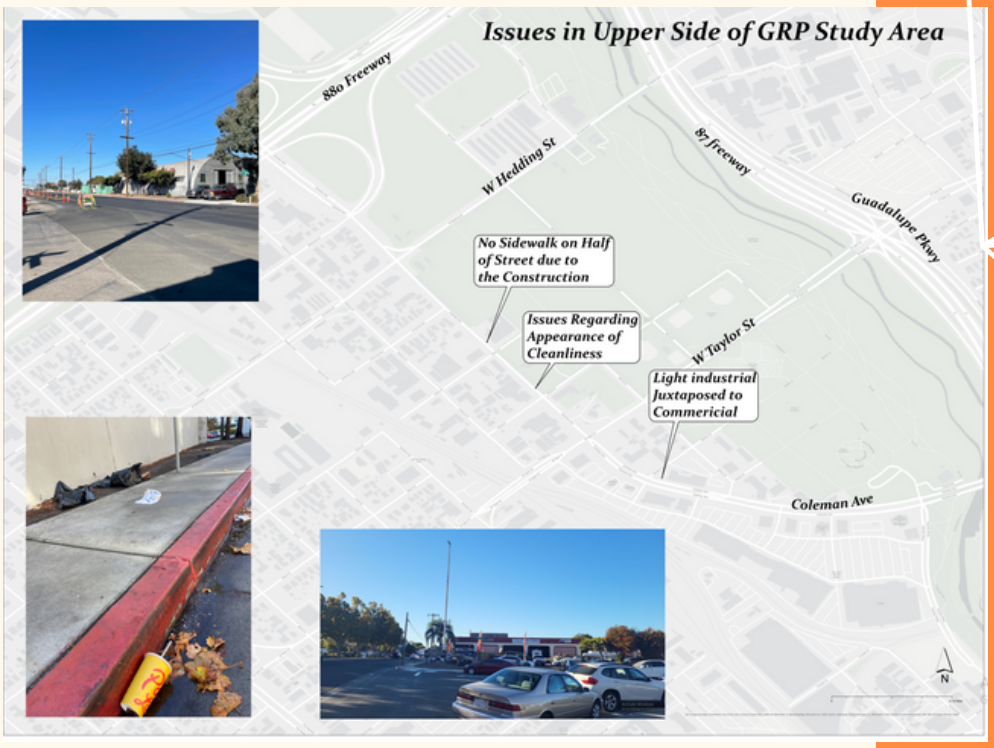


Figure 17 this image shows the issues in the lower side of the Coleman Corridor Study area (First Half).

Figure 18 This image shows issues in the lower part of the Coleman Corridor issues (second half).

In figure 18 we see that the research team identified that the plants in this section were not well maintained. The street was wide for cars but had no pedestrian accessibility. The Coleman and 87 overpass had an enclosed uncomfortable feeling in close proximity to high speed traffic volume. There were illegal encampments that led to a feeling of a lack of safety as well.

Figure 19 Assets in the upper side of the Coleman Corridor (Part 1).

Some of the assets identified in figure 19 by the research team are the architecture of the Santa Clara Supreme Court. Pedestrian oriented mail boxes in the downtown area by the court house. They also noted the public art by the Coleman Plaza and the Guadalupe Community gardens as an asset. In the area just after the gardens and right before highway 87 there are great views of the scenery of the Guadalupe River was also noted as an asset.

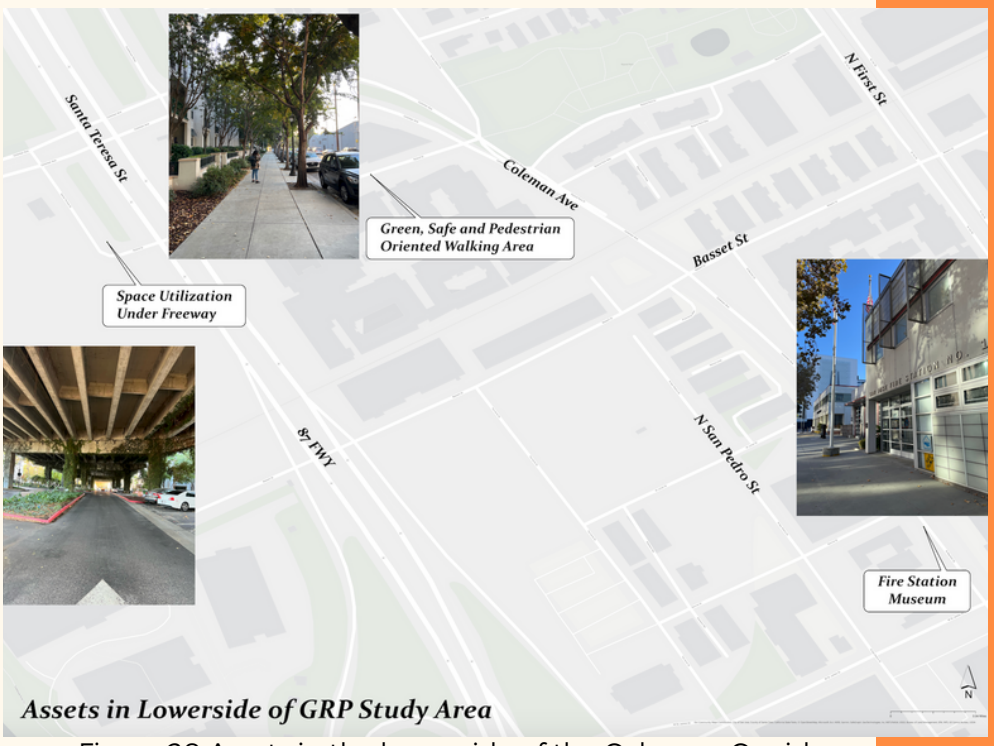


Figure 20 Assets in the lower side of the Coleman Corridor.

Lastly in Figure 20 we see that the research team identified the Fire Station museum in downtown as an asset. They also identified the area on Ryland Street as a green pedestrian oriented area along with the great space utilization of the Coleman underpass as assets.

Word Cloud Findings

Figure 21 Community Assets

Figure 22 Community Issues

Figure 23 Research team Assets

Figure 24 Research team Issues

The following charts are word charts that also identify assets and issues from the community and the research team. We have added these as another way to synthesize this data. Figures 21 and 22 represent the community responses, whereas Figures 23 and 24 represent the research team responses. Words that were larger were said more often (for assets or issues), whereas words said less often are smaller respectively. What you will see in these word clouds is that the research team made comments on pedestrian quality and walkability most while the community mentioned public spaces such as the garden and mentioned homelessness more.

In figure 21 we see that the Community most often mentioned the Garden and community as the top assets. In figure 22 The Community mentioned homeless and encampments as the biggest issues for the corridor. Below in figure 23, we see that the research team mentioned pedestrian and nice public spaces as the assets for the Coleman Corridor overall. In figure 24, the research team identified traffic and streets and sidewalk issues as the biggest issues. These findings echo the data that was gathered across the surveys and analysis throughout this report.

Data Findings Conclusion

We should also point out some limitations in the data. The data gathered from the Pumpkins in the Park event was given by mostly families, as this is a predominantly family-oriented event. This would explain why play spaces came up so often as something that people wanted. The majority of the participants had small children so naturally they would want this feature more than perhaps a young couple with no children or a single person. They also emphasized safety and lighting more as well. By comparison, the neighborhood association respondents wanted more trails and connectivity, especially east-west connectivity within San Jose. It is important to point out that the data does show that both groups did have an issue with safety, lighting, and homeless. This seemed to be the pattern from the survey done directly at the park.

The other surveys like the DQI and community group surveys had more of an emphasis not just on the park in general but were looking more directly at the Coleman Corridor in particular. There the emphasis from the class was on safety for pedestrians and bikes. The community, on the other hand, identified more assets than issues, which also would make more sense as they are the people who live in the area. The class is much more diverse and objective as most of us do not live in the immediate area of the park. Figures 25 through 28 below are a demonstration of some of the variances in data by various demographics that took both our in person, online, and email surveys.

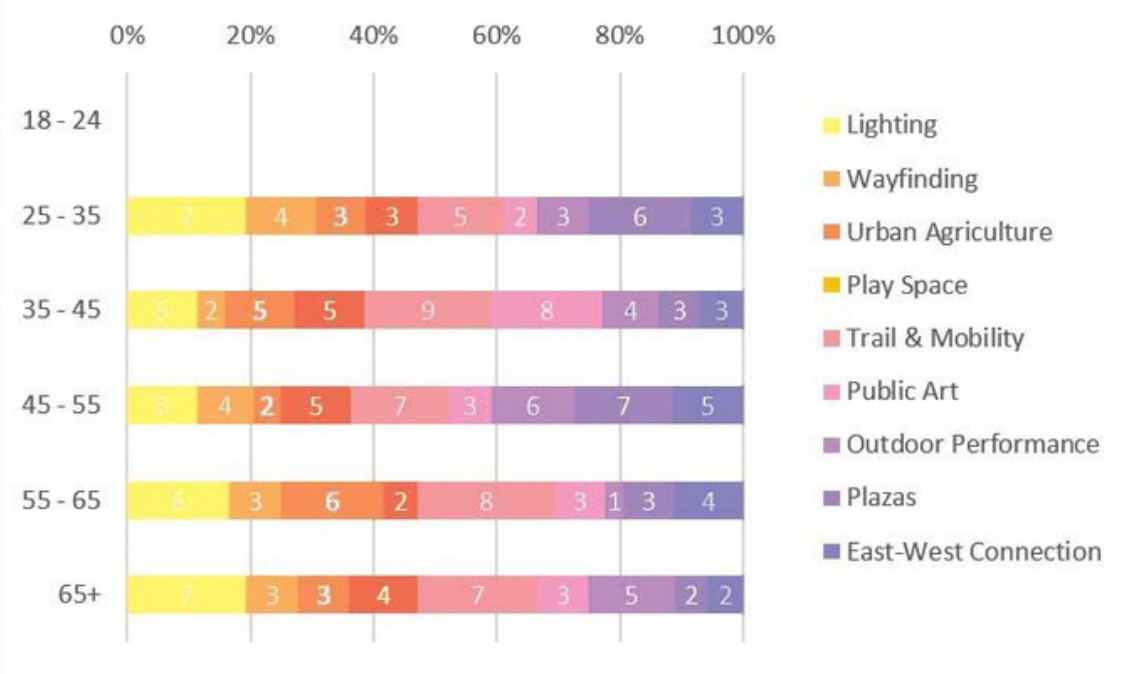
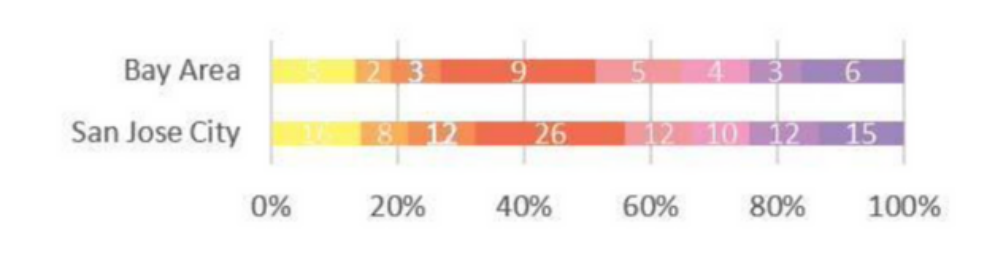


Figure 25 The above chart shows varying answers by age groups. The left shows ages and the amount of responses is indicated by width of color.

In figure 25 we can see how the results vary by age group. This shows the variances in how each age group preferred or thought each urban design feature was important based on age. The 65 and over age group thought lighting was the most important while the 35-45 age group thought trail/mobility and public art were most important.



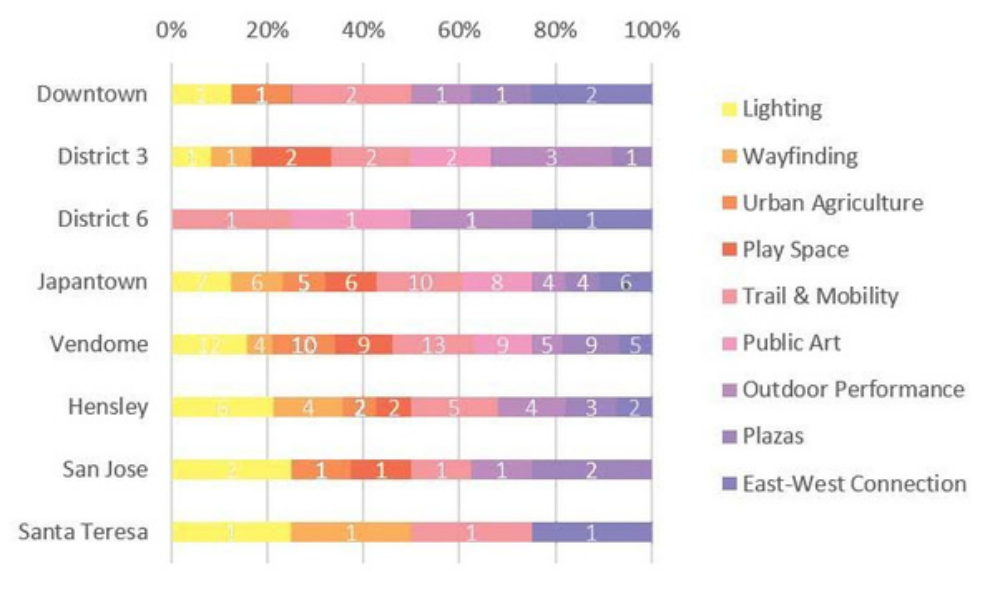


Figure 26 The two charts above show variances in data by area of origin of the survey takers. Left indicates area of origin and the wider the color band the more it was chosen by that area. This is a mix of both in person surveys and the emailed surveys.

Figure 26 shows variances in response by area of the respondents. People in Santa Teresa thought lighting was a priority while people from district 6 thought public art, plazas, outdoor space and trail/mobility were most important. When comparing data from San Jose versus the bay Area, there is a surprising amount of synchronicity between responses, and there is low variability between local and regional respondents.

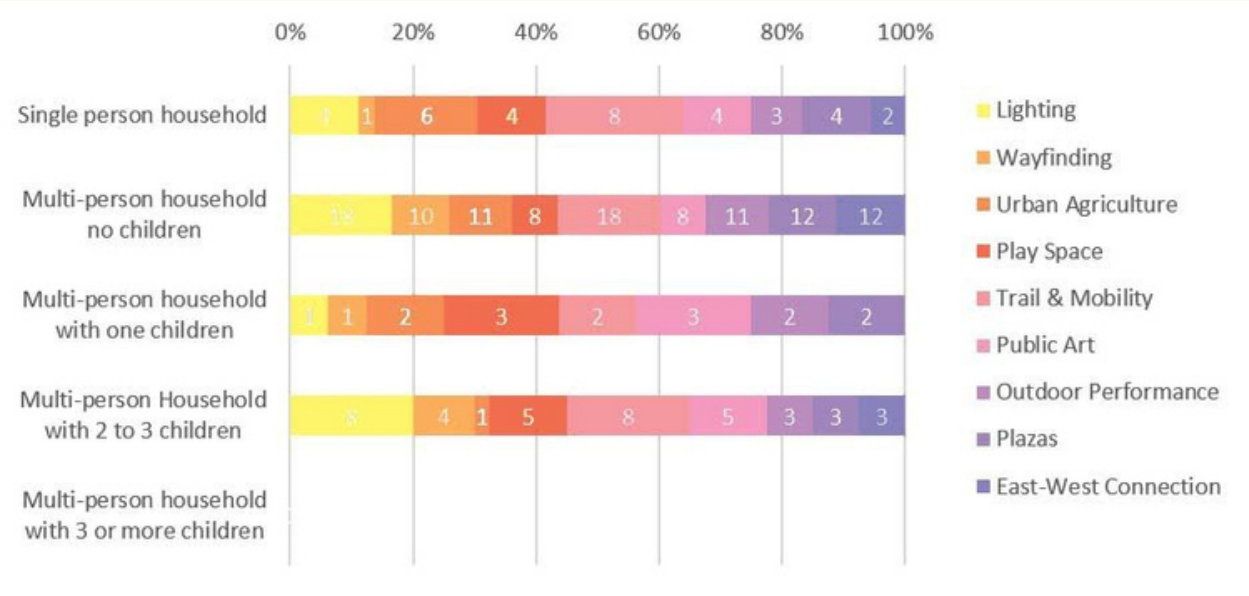


Figure 27 The chart above shows the design elements that r espondents preferred by household type.

In figure 27, we can see that single people prioritized trail/mobility features as opposed to households with children generally preferring play spaces. Again we see that the data varies even by household makeup.

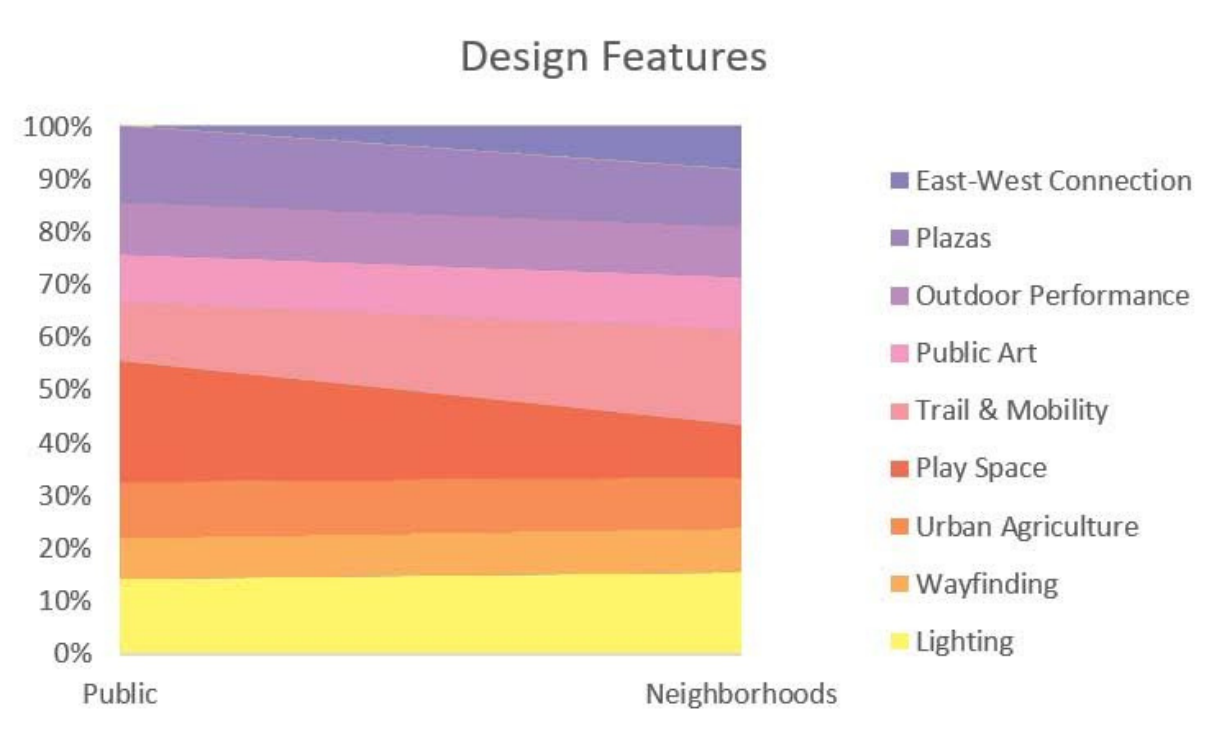


Figure 28 Design features preferred by neighborhood versus Public at large. More color to the left public priority more color and to the right indicates Neighborhoods preference.

Figure 28 shows that the results even from people who lived in the neighborhood versus public at large had variations in priorities. The public preferred play spaces and plazas whereas people from the neighborhood prioritized public art and east-west connectivity in transportation.

The above figures are simply demonstrating and pointing out some of the data limitations and some of the reasoning for variations in the data. Household types, age groups, area of origin just to highlight a few areas all affect the perception of the survey taker and thus the result.
That being said, from these initial data sets and analysis, we can see that safety, traffic, and overall pedestrian quality are the main takeaways from this initial round of data gathering on the Coleman Corridor, and this seems to be a consensus between community groups and the research team.

The overall issues identified by the DQI expert survey revealed that the main areas of concern were the segments associated with the Coleman Corridor overpass (segments 4-8). This was mostly due to the area being unsafe and unfriendly to pedestrians, poor maintenance and path material, and general scale of the area for pedestrians. The main areas that overall received the highest marks were segments 1-3 (downtown area) and segment 7 (Ryland Park area). The remaining segment received overall average marks in all areas observed and surveyed.

When we looked at the assets and issues as identified both by community members and the research team, we saw that both groups agreed that the park itself had strong public spaces. However, the biggest issue within the park and the Coleman Corridor was safety and homeless. Our raw data can be found in appendix 1 below for further context and data analysis.

03

CAPSTONE PROJECT

RECOMMENDATIONS

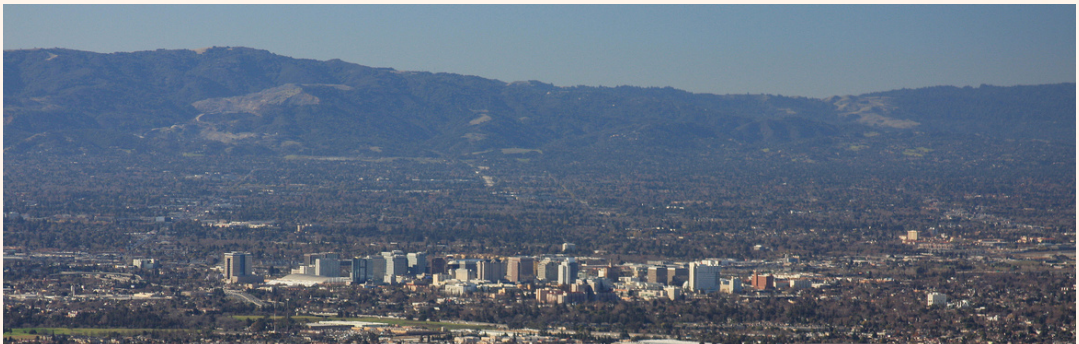
Image Courtesy of Hensel Phelps

FINAL RECOMMENDATIONS

CONTEXT

The recommendations below are organized into general categories of short, medium, and long-term recommendations. In order to determine whether a goal was considered short, medium, or long term, consideration was given to estimated implementation speed, the ease of implementing the measure, and potential funding streams for the implementation of the goal. An example of a “short term” recommendation would be an action that can be implemented in less than a year through a city council vote, and could be paid for through existing funding. A “long term” goal may include a major project that would take more than five years and require input and consent from numerous agencies and stakeholders. These recommendations are based on best practices in urban planning coupled with information gathered from community input and direct observation by the research team as described in previous sections.

For all of the recommendations mentioned below there should also be the understanding that each of these recommendations could potentially be implemented in an immediate manner. Immediate implementation could range from pilot projects to “Guerilla Urbanism”, the latter of which is when cities, groups, or individuals implement physical changes to the built environment to demonstrate the value of that change. Examples of this could include creating a protected bike lane using planter boxes as a barrier, creating a plaza or park with underutilized parking spaces, or stringing up signs across light poles at the entrance to neighborhoods. While long lasting and permanent change needs community buy-in, funding, and sanctioning from local, regional, or state government, pilot/guerrilla urbanism can be done quickly, with minimal expense, and provide an immediate effect to the area.



SHORT-TERM RECOMMENDATIONS

FOCUS AREA	GOAL	APPROACH	BARRIERS TO IMPLEMENTATION
Wayfinding	1. Increase Visibility of Coleman Avenue Corridor through additional signage.	Include "gateway" signage at the entrances to the Coleman Avenue project area in order to delineate Coleman Avenue as a destination rather than a point of passage. Signage can be implemented along the intersection of Coleman Avenue and Taylor Street, as well as Coleman Avenue and Julian Street in order to increase site visibility. Gateway signage would indicate to visitors that they were entering a point of interest, and would create a sense of welcome to visitors of San Jose's Downtown and the Coleman Corridor.	Gateway signage could be costly to install along the Coleman Corridor, and there are currently no funders identified to front this cost. Given the close proximity of the proposed gateway signage (namely the signage at the intersection of Coleman and Julian) to the San Jose Fire Department's Downtown Station, the fire department may need to be consulted on the proximity of the signage to the roadway.
Improve Accessibility for Pedestrian, Bicycle, and Transit Users	2. Encourage improvements to existing pedestrian, bicycle, and transit facilities along Coleman Corridor to facilitate increased mobility throughout the study area.	Improve active and public transit facilities along the Coleman Corridor through initiatives such as maintenance rounds to provide better access to existing features such as the San Jose Market Center and Guadalupe River Park. This initiative complies with existing and planned growth as outlined in the Envision San José 2040 General Plan.	Minor improvements to infrastructure may need to wait to be included with larger projects in order to appeal to funders. Multi-entity coordination between private stakeholders and transit operators will be necessary in order to ensure regular upkeep of transit infrastructure.

FOCUS AREA	GOAL	APPROACH	BARRIERS TO IMPLEMENTATION
Improve Accessibility for Pedestrian, Bicycle, and Transit Users	3. Improve the Urban Character of the Coleman Corridor.	Prioritize improvement of the urban streetscape along Coleman Corridor, in culmination with improvements to pedestrian and bicycle facilities in order to encourage increased active transportation between Downtown and Coleman Avenue. This will be a proactive step in preparing for the job market growth and housing surge that are expected along Coleman, thus creating greater compliance with the visions of the Envision San José 2040 General Plan. Furthermore, this effort will support broader goals for safety, enjoyable transportation and less driving as outlined in San Jose's Downtown Transportation Plan.	Much of Coleman Avenue is not zoned for housing and San Jose Market Center is the only area not zoned for industrial or part of the park, therefore significant changes to San Jose's zoning maps will be necessary to fulfill the goals outlined in the Envision San José 2040 General Plan. Changes to the land use and actual construction of new buildings are at the discretion of the property owner.
Improve Accessibility for Pedestrian, Bicycle, and Transit Users	4. Encourage improvement of Pedestrian, Bicycle, and Transit Facilities.	4.1 Improve connectivity from transit stations (such as Diridon Station in Downtown San Jose) to the Coleman Avenue Corridor in order to increase both the local and regional viability of traveling to this site via public transit. 4.2 Add bus stops at the San Jose Market Center to increase the viability of public transportation for individuals who work and shop at the retail spaces along Coleman Avenue. Alternatively, the Coleman Shuttle Service outlined in San Jose's Downtown Transportation Plan could be implemented in lieu of a formal bus line if there is not enough demand for a stop along the corridor.	Communication must occur with Valley Transit Authority to authorize the extension or creation of a bus line that intersects Coleman Avenue. It may be difficult to generate enough ridership to sustain the need for this route as VTA is currently facing a funding shortfall once COVID-19 based funding is expended.

FOCUS AREA	GOAL	APPROACH	BARRIERS TO IMPLEMENTATION
Safety	5. Increase "eyes on the street" through more active uses along Coleman Avenue.	5.1 Allow "pop-ups" along the Coleman Avenue corridor, which could include a variety of vendors or events, to increase the active utilization of this space. Examples of pop-ups in other cities include inflatable buildings that become an outdoor beer garden, a cart vendor serving fruit, or a temporary restaurant in an underutilized building along Coleman Avenue. 5.2 Increase the quantity of street lights along Coleman Avenue specifically near to the underpass and area near to Guadalupe River Park, to remediate the community's concerns for visibility along this sector of the study area. 5.3 Encourage the use of food trucks in the San Jose Market Center parking lot or in parking lots along the Coleman Avenue corridor to encourage additional activity in the public spaces along the Corridor. These trucks could take spaces within properties zoned as Light Industrial but provide a way to bring pedestrians and area residents to the corridor as a destination.	Coordinating with relevant agencies to allow vending from carts and less regulated vendors. Events held in the park and in land classified as part of the "airport approach zone" must be compliant with the 100 person per acre density limit established by the FAA. Parking may still be required for food truck patrons, thus requiring alternative parking locations or significant expansion to pedestrian/bicycle/transit infrastructure.

FOCUS AREA	GOAL	APPROACH	BARRIERS TO IMPLEMENTATION
Building on Existing Assets	6. Leverage the Guadalupe River Park as an Asset for the Coleman Corridor.	6.1 Increase the visibility of the Guadalupe River Park through increased "branding" and familiarity with area residents. Implement playspaces and a wide variety of public spaces as suggested by the community in the surveying process into the designing of the park so that the communities vision of this space is intrinsically linked with the design of this space. 6.2 Host major events that focus on getting people to explore the park. Given that the Guadalupe River Park has a wide variety of new assets planned for implementation over the coming years (such as an expansion of the Rotary PlayGarden and implementation of a new dog park), these upcoming assets can be leveraged as a way to get the community to explore the River Park. One event that already accomplishes a similar goal is San Jose's "Viva Calle", which could be used as a template to bring area residents to parts of the park and Coleman Avenue Corridor they would otherwise not have known about. 6.3 Collaborate with the nearby universities, neighborhood associations and local organizations to host events and sessions such as pottery, yoga, meditation sessions, movie nights, musical nights and interactive activities in the park. As we have a "built in audience", utilizing the GRP for these events would help bring people to the Coleman Avenue Corridor. This could also be complemented with other age ranges also such as senior citizens, stay at home parents and other community members who may want low-cost activities to participate in throughout the community.	Events held in the park must comply with FAA density restrictions associated with the airport approach zone, which may significantly limit event capacity. The physical separation between the park and universities, colleges, and other associations make it difficult for many community members to access this public space.

MEDIUM-TERM RECOMMENDATIONS

FOCUS AREA	GOAL	APPROACH	BARRIERS TO IMPLEMENTATION
Safety	1. Increase the "eyes on the street" through more active uses along Coleman Avenue.	1.1 Encourage patio seating for restaurants along the northern section of the San Jose Market Center that connects with the southern edge of Coleman Avenue to increase visibility along the street 1.2 Encourage additional development along the San Jose Market Center along the northern edge of the property on Coleman Avenue. Ensure that active uses are oriented to the street rather than the parking lot. 1.3 Consider rezoning properties directly on Coleman Avenue from the current Light Industrial (LI) use to Planned Development (PD) to match the SJMC's designation. This could parallel development forms such as The Alameda.	All off-street parking along the Coleman Corridor is controlled by the private property owners along this site, and reduced parking as a result of increased outdoor patio seating would reduce parking availability adjacent to the Guadalupe River Park and Coleman Corridor. There is no on-street parking on Coleman Avenue between Julian Street and Taylor Street, so this change would create a limitation in usable parking spaces. Rezoning from industrial has proven difficult in San Jose due to the jobs-housing imbalance that already exist and the loss of "blue collar" jobs in the city.
Safety	2. Expand and create a new "ambassad or program" for the Coleman Corridor.	2.1 Support the Guadalupe River Park Conservancy's "Trail Ambassador" program, which aims to bring volunteers into the park to serve as the eyes, ears, and friendly face of the space. 2.2 Create a new ambassador program for the Coleman Corridor with a broad goal of connecting people to the existing and future features in the area. Ambassadors would provide a touchpoint to the public regarding any questions or concerns, thus increasing perceptions of safety in the corridor.	Volunteer-based programs can be difficult to sustain and in some cases, volunteers may be unequipped to handle some of the issues that may occur along the Coleman Corridor. High-density and tourist-friendly areas like Union Square have successful programs because of the amount of people to welcome, but low concentrations of visitors along the Coleman Corridor may discourage volunteer ambassadors from continuing in the program.

FOCUS AREA	GOAL	APPROACH	BARRIERS TO IMPLEMENTATION
Safety	3. Prioritize implementation of Class IV Bike Lanes on Coleman Avenue and Taylor Street to reduce risks to cyclists.	3.1 Implement Class IV Bikeway as indicated in San Jose's Better Bike Plan on Coleman Avenue. These bike lanes would ideally run the length of Coleman Avenue as indicated in the bike plan, however, prioritization of the section on Coleman Avenue from Julian Street to San Teresa would provide relief in the segments most cited in the Design Quality Survey. 3.2 Implement Class IV protected bike lanes on Taylor Street. This would help create an East-West connection as cited by residents in the survey, and would also increase connectivity to the VTA Light Rail Station. 3.3 For both Class IV Bike Lanes, utilize "K-Rail" barriers over plastic bollards to separate the bike lanes given the speed and vehicle traffic volume on the corridor.	Funding for these bikeways is always limited, with priorities going to corridors with high traffic, different lane uses, and high rates of bicycle injuries and fatalities. Additionally, the city would have to "backtrack" on a project that was completed in the 2000's by taking away a relatively new automobile lane. The community may not prefer removal of a lane for traffic.
Safety	4. Installation of Bluelight Phone Poles within sections of the Guadalupe River Park.	4.1 Install "bluelight phone" poles to enhance safety for pedestrians utilizing the trail and park network between Coleman Avenue and Taylor Street. Given that safety was the number one concern amongst community members surveyed, these boxes will provide both increased perceptions of safety as well as an opportunity to quickly connect with public safety personnel 4.2 Connect Bluelight Phones with either the San Jose Police Department or a private security company, funding dependent	While the San Jose Police Department would be the easiest party to connect the bluelight phones with, SJPD may be burdened with additional responsibilities. Police involvement may escalate otherwise minor problems along the corridor. The Bluelight Phone may be prone to vandalism.

FOCUS AREA	GOAL	APPROACH	BARRIERS TO IMPLEMENTATION
Lighting	5. Increase Pedestrian Level Lighting.	5.1 Install pedestrian level lighting between Downtown and Coleman Avenue. Currently, lighting is primarily for cars and there are existing lighting gaps on portions of Coleman Avenue when walking between Julian Street and Highway 87. 5.2 Install pedestrian level lighting in the Guadalupe River Park between Coleman Avenue and Taylor Street	Lighting throughout the Guadalupe River Park is difficult to implement due to environmental review barriers, as anthropogenic lighting impacts sensitive animals along the riparian corridor. Lighting must occur along park interior in order to avoid exposure to the riparian habitat.
Lighting	6. Installation of Light Structures/Art.	6.1 Install lighting displays under Highway 87 to help create a more inviting environment for pedestrians utilizing this underpass. The area under Highway 87 was highlighted in community survey responses as one of the lowest in terms of hardscape quality. Installation of an underpass art lighting installation would remedy this otherwise unsavory pedestrian passage. 6.2 Install a visual lighting piece between Downtown San Jose and the San Jose Market Center to increase perceptions of connectivity between the two destinations.	The costs associated with implementing light-based art installations may be significant, especially if power sources do not yet exist at the potential installation sites. Many art installations involve design competitions that could extend the timeline for selecting a project. "Art" lighting projects would likely only come after installation of standardized street lights.
Unhoused Residents	7. Utilize Project Roomkey, Homekey, and Other Housing Efforts to Relocate Unhoused Community Members that live in the Coleman Corridor.	7.1 Prioritize the City of San Jose's outreach efforts for unhoused residents still residing in the area, including the Guadalupe River Park. Any new rooms purchased by the City through grants via initiatives such as Project Homekey should prioritize placement for individuals currently residing within the Guadalupe River Park.	Resources for unhoused community members are in high demand and may already have a large waitlist to be included. People may choose to continue living in the park even when offered resources for housing.

LONG-TERM RECOMMENDATIONS

FOCUS AREA	GOAL	APPROACH	BARRIERS TO IMPLEMENTATION
Safety	1. Removal of Highway 87 as described in the Downtown Transportation Plan in order to increase connectivity.	Prioritize the planning, funding, and removal of Highway 87 between Taylor Street and Interstate 280 in order to foster connectivity between Downtown and the Coleman Corridor.	Removal of Highway 87 may result in major disruptions to current commuting patterns into and through Downtown San Jose. Construction costs and timelines could take decades for a project of this scale, and this project would need to be coordinated with other upcoming developments such as Google Downtown West, the BART Extension, California High Speed Rail, and other projects slated for the area. A project of this scale would require state involvement. Freeway removal is very rare in most cities.
Safety	2. Remove the Coleman Avenue overpass between Julian Street and Highway 87, ensure new development is at street-grade.	Prioritize the planning, funding, and removal of Coleman Avenue overpass. This segment received the lowest scores amongst survey respondents in the Design Quality Survey, thus suggesting that significant changes should be made to increase the quality of this segment. Redirect automobiles to an at-grade street rather than elevating them above the existing rail lines.	Removal of the Coleman Avenue overpass would require coordination with Union Pacific Railroad to allow for at-grade crossing and utilization of their existing right-of-way. There may be difficulty associated with ensuring that traffic does not back up against this segment of road directly adjacent to Downtown.
Safety	3. Redesign the Highway 87 Freeway underpasses to encourage pedestrian movement between Downtown and Coleman Avenue	In its current state,the Highway 87 underpasses attract unhoused residents, hence revitalization is important until the freeway removal is approved. Utilization of landscaping and sufficient lights can increase the design quality of this space while simultaneously disincentivizing camping.	The City of San Jose and Caltrans would need to coordinate on any actions pertaining to the street under Highway 87. “Anti-homeless” designs could be seen in a negative way by the public, as it may be deemed as an action lacking in compassion.

FOCUS AREA	GOAL	APPROACH	BARRIERS TO IMPLEMENTATION
Building on Existing Assets	4. Creation of Public Plazas at the Rotary PlayGarden and San Jose Market Center.	4.1 Plan, fund, and implement new plazas on either side of Coleman Avenue to better connect two major assets along the Coleman Avenue Corridor. The plazas would be situated near the existing pedestrian crossings on Coleman Avenue and Autumn Parkway or at the mid-property entrance to the San Jose Market Center. Plazas were identified as a desired design feature in community surveys. A plaza near the PlayGarden, between the current parking lot and Coleman Avenue could activate that route and help connect the two destinations. 4.2 Conduct a parking study to determine the needs for parking in different areas of the San Jose Market Center and the broader Coleman Corridor. If parking could be removed in certain areas, plazas or wide pedestrian paths could be used to connect the center with the park and Rotary PlayGarden across the street.	None
Building on Existing Assets	5. Redevelopment of the San Jose Market Center and other spaces.	5.1 Encourage redevelopment of the site to be pedestrian friendly, walkable, bikeable, with storefronts facing Coleman Avenue.The San Jose Market Center is listed as a Transportation Job Center in the most recent General Plan, with the only major limitation to its redevelopment is proximity to the airport. Considering its existing use is as a retail center, additional office space or even housing could complement the area. 5.2 The industrial activities observed from Coleman overpass,adjoining the Ryland street shall be redesigned and the space needs to be re-organised from industrial to commercial in order to better compliment the surrounding land uses along the corridor.	None

CONCLUSION

As made evident through this preliminary study, Coleman Corridor is a valuable community asset that could be further improved by increasing the accessibility of this space and addressing community concerns on safety, maintenance, and infrastructure (such as lighting). Coleman Corridor has the potential to be a lively and vibrant extension of Downtown San Jose. However, it is important to understand that public perceptions of this space (namely those pertaining to safety) will be the biggest indicators of success for the redesign of this space. Therefore, it is crucial to address these concerns first in the Coleman Corridor revitalization process. In order to successfully implement and maintain enhancements along the Coleman Corridor, further research should be conducted in order to identify funding opportunities, key stakeholders, and additional planning barriers within this study area so as to create a comprehensive understanding as to timelines and next steps in this process. Coleman Avenue's potential as a community hub is strong given the community's existing partiality to this space, and it is therefore crucial that the City of San Jose and other local stakeholders capitalize on the existing value of this corridor to further enhance and expand the public spaces adjacent to Downtown San Jose.

PODCASTS

Interested in learning more about the Coleman Corridor, development in San Jose, and all things planning? Check out Community Casting, a Podcast brought to you by SJSU's Masters of Urban Planning Program! This riveting, student created content touches on a wide variety of planning topics, from accessible design to new urbanism to creating safe third-spaces in communities (and more)! New Community Casting Episodes can be found on Sound Cloud, and content will be updated on a bi-annual basis. For any questions about Community Casting, please contact Ahoura Zandiatashbar at ahoura.zandiatashbar@sjsu.edu. Enjoy!

APPENDIX

SURVEY	APPENDED RESOURCE
A.1 Design Quality Survey	Survey Questions Response Data
A.2 Assets & Issues Survey	Survey Questions Response Data - Community Response Data - Research Team
A.3 Design Features Survey	Survey Questions Response Data

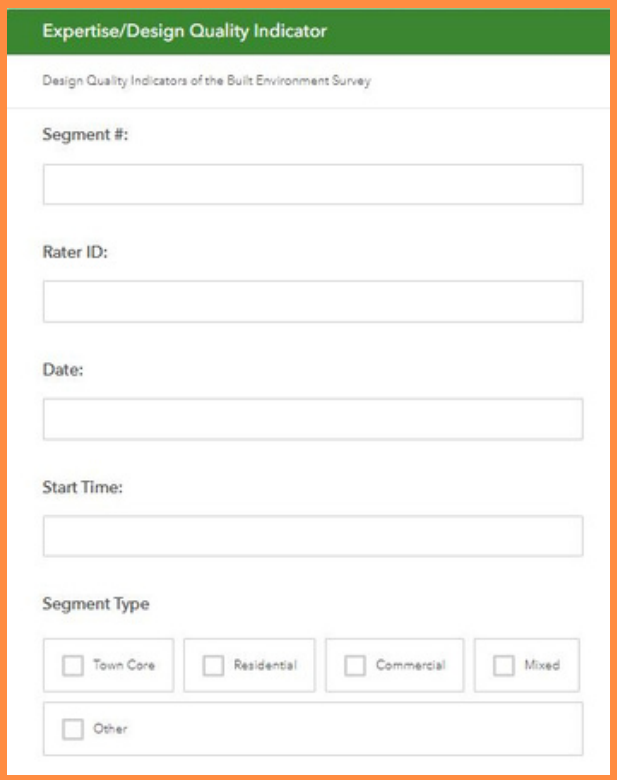


Figure A.1.1 – Design Quality Survey – Survey Questions – Part 1/5

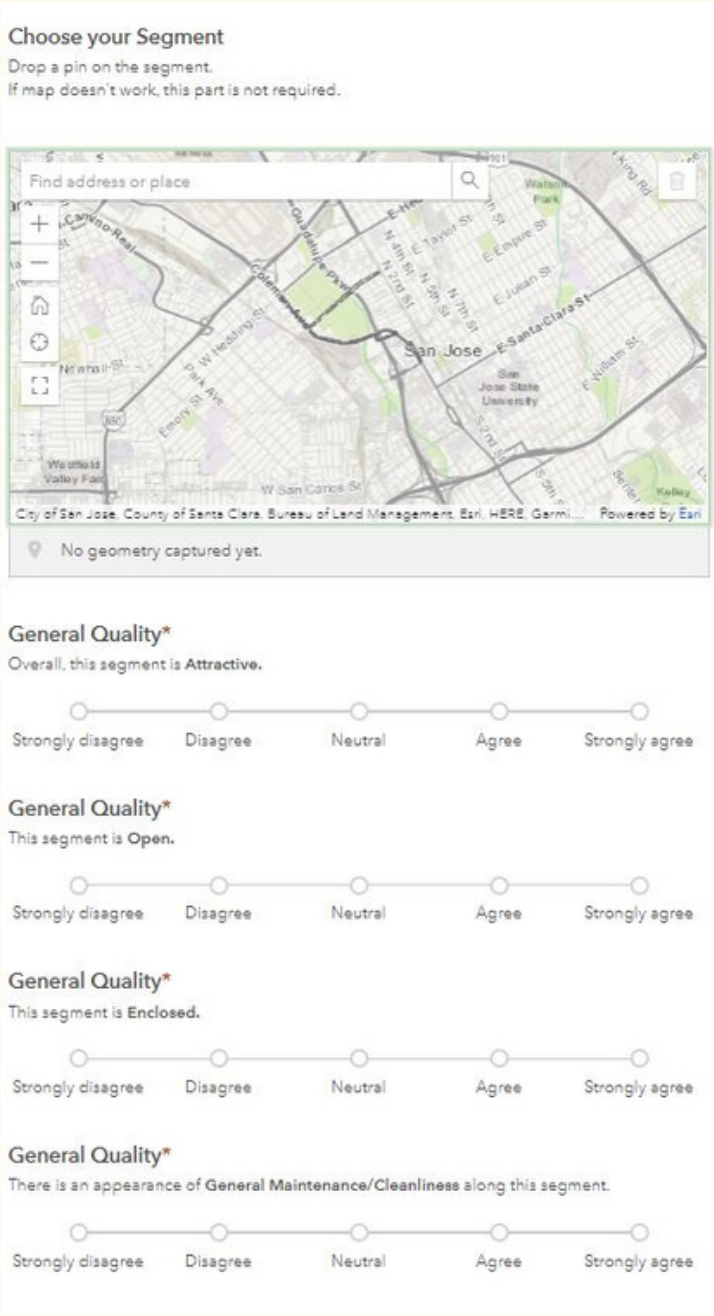


Figure A.1.2 – Design Quality Survey – Survey Questions – Part 2/5

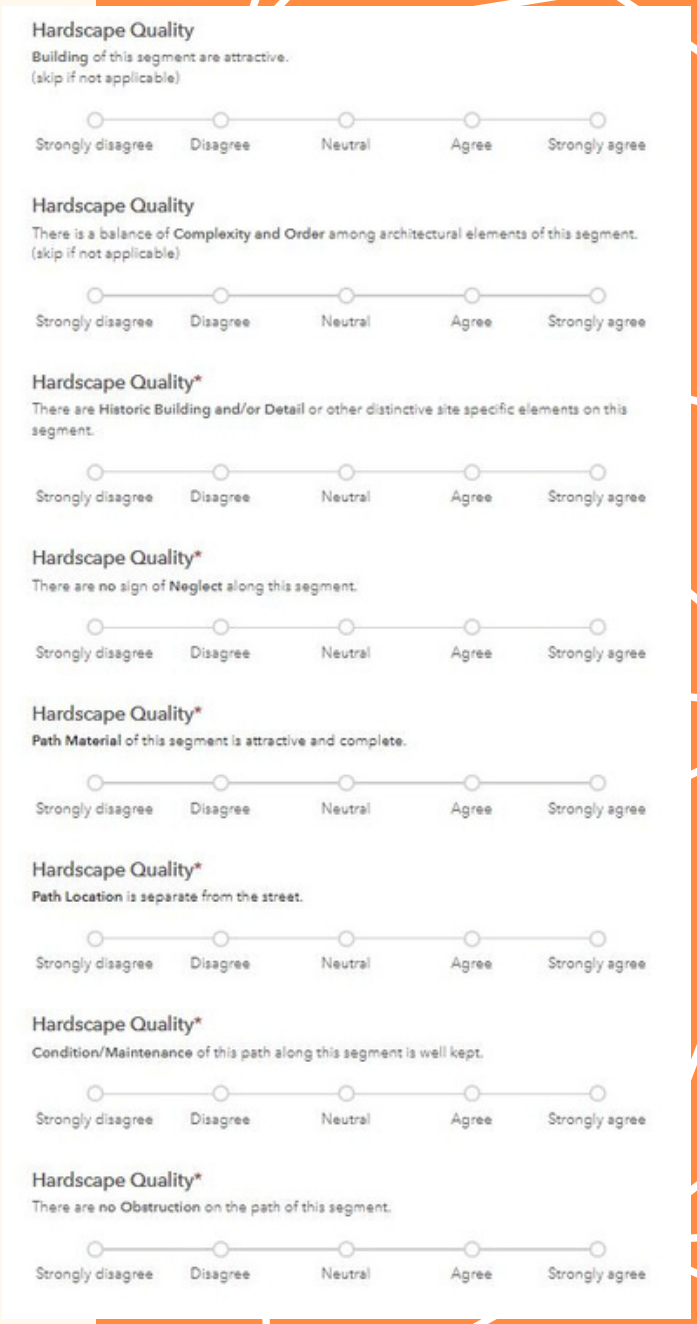


Figure A.1.3 – Design Quality Survey – Survey Questions – Part 3/5

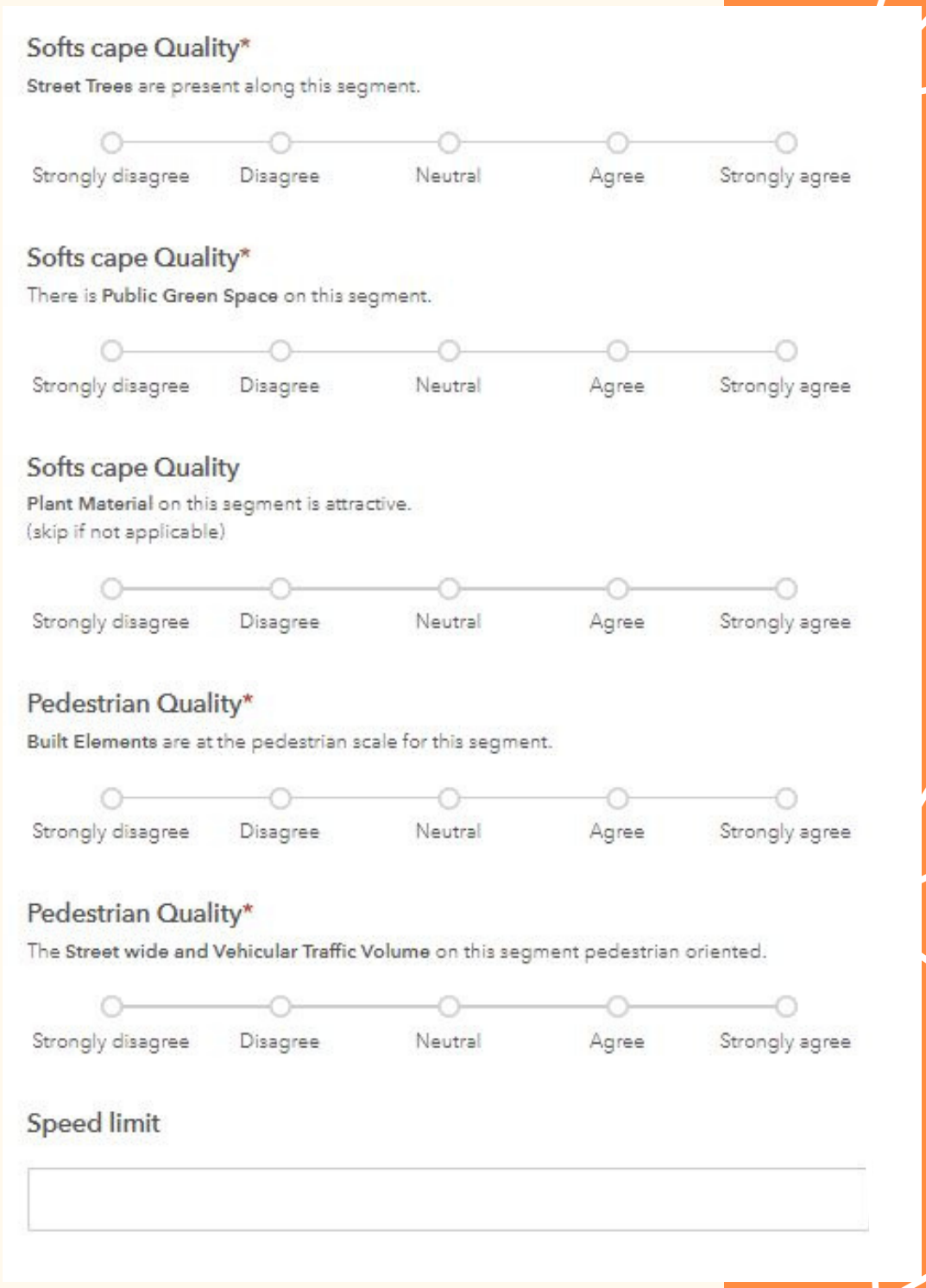


Figure A.1.4 – Design Quality Survey – Survey Questions – Part 4/5

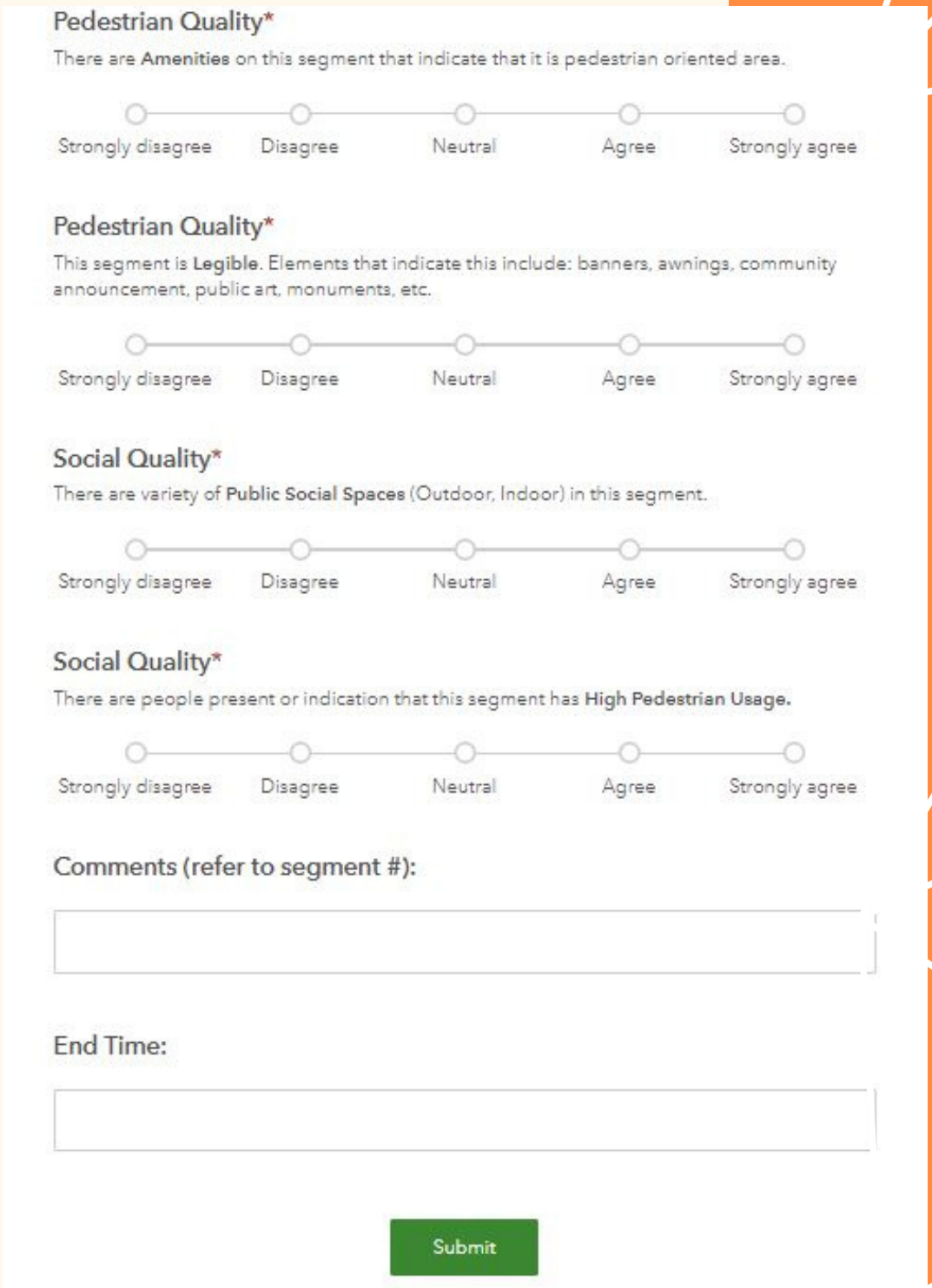


Figure A.1.5 – Design Quality Survey – Survey Questions – Part 5/5

Design Quality Survey Response Data

Segment Ty	Other - Seg	General Qu	General Qu	General Qu	General Qu	Hardscape	Hardscape	Hardscape	Hardscape	Hardscape	Hardscape	Hardscape	Hardscape	Hardscape	Soft s cape	Soft s cape	Soft s cape	Pedestrian	Pedestrian	Pedestrian	Pedestrian	Social Qual	Social Qual	Social Qual	Speed limit	Comments (refer to segment #):
Commercial		Agree	Strongly ag	Strongly di	Agree	Agree	Neutral	Strongly ag	Disagree	Disagree	Neutral	Agree	Strongly ag	Strongly ag	Strongly di	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Strongly di	Strongly di	Strongly di	40 mph	
Mixed		Disagree	Agree	Strongly di	Strongly di	Disagree	Neutral	Disagree	Agree	Disagree	Neutral	Agree	Agree	Agree	Disagree	Agree	Neutral	Strongly di	Strongly di	Agree	Strongly di	Neutral	40 mph			
Mixed		Strongly di	Disagree	Neutral	Strongly di	Disagree	Disagree	Disagree	Neutral	Disagree	Neutral	Disagree	Disagree	Strongly di	Disagree	Agree	Strongly di	Disagree	Neutral	Disagree	Disagree	Disagree	Disagree	Disagree	35 mph	
Mixed		Strongly di	Neutral	Neutral	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Agree	Disagree	Neutral	Agree	Disagree	Disagree	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	35 mph	
Mixed		Disagree	Agree	Neutral	Disagree	Disagree	Disagree	Disagree	Neutral	Disagree	Strongly di	Disagree	Disagree	Agree	Disagree	Disagree	Disagree	Agree	Neutral	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	35 mph	
Commercial		Disagree	Agree	Neutral	Disagree	Disagree	Neutral	Disagree	Disagree	Disagree	Agree	Agree	Agree	Neutral	Agree	Disagree	Disagree	Agree	Agree	Neutral	Agree	Disagree	Disagree	Agree	40 mph is in	
Commercial		Neutral	Agree	Neutral	Agree	Neutral	Agree	Disagree	Disagree	Disagree	Agree	Agree	Agree	Neutral	Agree	Neutral	Disagree	Agree	Agree	Agree	Neutral	Disagree	Neutral	35 mph		
Commercial		Disagree	Agree	Neutral	Disagree	Disagree	Disagree	Disagree	Neutral	Disagree	Neutral	Disagree	Neutral	Agree	Agree	Disagree	Disagree	Agree	Neutral	Disagree	Disagree	Disagree	Disagree	Disagree	35 mph	
Commercial		Neutral	Agree	Neutral	Agree	Disagree	Disagree	Disagree	Disagree	Disagree	Agree	Neutral	Disagree	Agree	Disagree	Disagree	Disagree	Agree	Agree	Disagree	Disagree	Disagree	Agree	35 mph		
Commercial		Neutral	Agree	Strongly di	Neutral	Neutral	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Disagree	Agree	Agree	Agree	Disagree	Agree	Agree	Disagree	Neutral	Disagree	Disagree	40		N/A
other	Industrial	Strongly di	Disagree	Agree	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Neutral	Disagree	Disagree	Neutral	Agree	Disagree	Neutral	Agree	Neutral	Strongly di	Strongly di	Strongly di	Disagree	25		n/a
Residential	Industrial	Agree	Neutral	Agree	Agree	Agree	Agree	Strongly di	Agree	Agree	Neutral	Agree	Agree	Strongly ag	Neutral	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Neutral	Agree	25		n/a
Residential		Strongly ag	Agree	Neutral	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Agree	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Strongly ag	25		N/A
Mixed		Agree	Strongly ag	Strongly di	Strongly ag	Strongly di	Disagree	Neutral	Agree	Agree	Neutral	Agree	Agree	Disagree	Strongly ag	Agree	Neutral	Disagree	Disagree	Disagree	Strongly ag	Agree	40		
other	Underpass	Strongly di	Strongly di	Strongly ag	Disagree			Strongly di	Disagree	Agree	Disagree	Neutral	Disagree	Strongly di	Strongly di	disagree	Disagree	Disagree	Strongly di	Disagree	Strongly di	Agree	40		
other	Industrial, r	Neutral	Agree	Disagree	Agree			Neutral	Disagree	Neutral	Agree	Neutral	Agree	Disagree	Strongly di	Agree	Neutral	Neutral	Disagree	Disagree	Strongly di	Agree	25		
Mixed		Strongly di	Agree	Neutral	Strongly di	Strongly ag	Strongly ag	Agree	Agree	Strongly ag	Agree	Strongly ag	Agree	Strongly ag	Agree	Strongly ag	Agree	Agree	Agree	Agree	Agree	Agree	25		
Mixed		Strongly ag	Disagree	Agree	Strongly ag	Strongly ag	Agree	Agree	Strongly ag	Strongly ag	Neutral	Strongly ag	Strongly ag	Agree	Strongly ag	Strongly ag	Strongly ag	Agree	Strongly ag	Strongly ag	Strongly ag	Strongly ag	Strongly ag	25		
other	Industrial	Strongly di	Disagree	Agree	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Neutral	Disagree	Agree	Strongly di	Strongly di	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	40		n/a
other	Industrial	Strongly di	Strongly ag	Strongly di	Strongly di	Neutral	Neutral	Disagree	Strongly di	Strongly di	Disagree	Disagree	Strongly di	Strongly di	Neutral	Neutral	Disagree	Strongly di	Neutral	Strongly di	Strongly di	Strongly di	40		n/a
Mixed		Disagree	Disagree	Agree	Neutral	Neutral	Disagree	Strongly di	Agree	Agree	Disagree	Agree	Agree	Agree	Strongly di	Agree	Strongly di	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	Disagree	40		
Residential		Strongly ag	Strongly di	Strongly ag	Agree	Agree	Agree	Strongly di	Agree	Agree	Agree	Agree	Agree	Agree	Strongly ag	Strongly di	Agree	Strongly ag	Strongly ag	Strongly ag	Neutral	Agree	25		n/a
Commercial		Agree	Agree	Disagree	Agree	Agree	Neutral	Neutral	Agree	Neutral	Neutral	Agree	Agree	Agree	Agree	Disagree	Neutral	Agree	Neutral	Neutral	Neutral	Disagree	Neutral	25		
Commercial		Agree	Agree	Disagree	Agree	Agree	Agree	Neutral	Agree	Neutral	Neutral	Agree	Strongly ag	Agree	Disagree	Agree	Neutral	Disagree	Agree	Disagree	Neutral	Neutral	25		Lots of car traffic around late afternoon
Residential		Neutral	Agree	Neutral	Agree	Agree	Agree	Disagree	Disagree	Agree	Strongly ag	Agree	Agree	Strongly ag	Disagree	Strongly ag	Agree	Strongly ag	Agree	Disagree	Disagree	Strongly di	25		
Mixed		Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Neutral	Agree	Agree	Agree	Disagree	Agree	Neutral	Disagree	Agree	Agree	Agree	Agree	Agree	25		n/a
Town_Core,Commercia		Neutral	Agree	Neutral	Agree	Agree	Agree	Agree	Agree	Agree	Neutral	Agree	Agree	Agree	Agree	Disagree	Neutral	Agree	Disagree	Neutral	Disagree	Disagree	25		
Commercial		Disagree	Agree	Disagree	Disagree	Disagree	Neutral	Disagree	Strongly di	Disagree	Agree	Disagree	Strongly di	Strongly ag	Strongly di	Agree	Agree	Strongly di	Agree	Neutral	Strongly di	Disagree	40		
Mixed		Disagree	Agree	Disagree	Agree	Neutral	Disagree	Disagree	Disagree	Neutral	Agree	Agree	Agree	Disagree	Disagree	Neutral	Disagree	Disagree	Disagree	Strongly di	Neutral	25		
Town_Core,Commercia		Agree	Agree	Neutral	Agree	Agree	Agree	Agree	Agree	Neutral	Neutral	Agree	Agree	Agree	Disagree	Agree	Disagree	Agree	Neutral	Disagree	Neutral	25		Busy, at the foot of the Coleman overpass
Town_Core		Agree	Disagree	Agree	Agree	Agree	Disagree	Neutral	Agree	Agree	Agree	Agree	Agree	Neutral	Agree	Agree	Agree	Agree	Strongly ag	Neutral	Strongly ag	25		N/A
Commercial		Strongly di	Agree	Neutral	Disagree	Disagree	Neutral	Strongly di	Disagree	Neutral	Agree	Neutral	Agree	Disagree	Agree	Agree	Strongly di	Disagree	Disagree	Strongly di	Strongly di	Disagree	Neutral	40		Narrow sidewalks
Residential		Neutral	Neutral	Neutral	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Neutral	Disagree	Neutral	25			
Residential		Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Neutral	Disagree	Neutral	25		Quiet, one block long segment
Residential		Agree	Agree	Disagree	Agree	Agree	Agree	Neutral	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Agree	Agree	Neutral	Agree	Neutral	Disagree	Neutral	25		
Commercial		Neutral	Agree	Disagree	Disagree	Strongly di	Disagree	Strongly di	Disagree	Neutral	Agree	Agree	Disagree	Agree	Strongly di	Agree	Agree	Strongly di	Agree	Disagree	Strongly di	Disagree	40		
Commercial		Neutral	Agree	Disagree	Disagree	Neutral	Neutral	Disagree	Disagree	Neutral	Agree	Neutral	Disagree	Agree	Strongly ag	Agree	Agree	Strongly di	Neutral	Disagree	Strongly di	Neutral	40		Over grown bushes
Commercial		Strongly di	Strongly di	Strongly di	Disagree	Disagree	Disagree	Disagree	Disagree	Strongly di	Agree	Disagree	Disagree	Agree	Strongly di	disagree	Neutral	Strongly di	Agree	Disagree	Strongly di	Neutral	40		
Commercial		Strongly di	Agree	Strongly di	Strongly di	Strongly di	Disagree	Disagree	Disagree	Agree	Strongly di	Agree	Strongly di	Neutral	Strongly di	Agree	Agree	Strongly di	Strongly di	Agree	Agree	Strongly di	Agree	40		Taco truck
other	Transport	Disagree	Neutral	Disagree	Disagree	Disagree	Disagree	Disagree	Strongly di	Disagree	Strongly di	Disagree	Neutral	Strongly di	Strongly di	Disagree	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	40		I think this segment is highly unsafe for pedestrians
other		Agree	Neutral	Neutral	Neutral	Neutral	Disagree	Neutral	Agree	Agree	Agree	Agree	Disagree	Neutral	Disagree	Disagree	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	40		Traffic moving faster than speed limit toward pedestrians
other	Transporta	Strongly di	Strongly ag	Strongly di	Neutral	Neutral	Neutral	Strongly di	Disagree	Disagree	Neutral	Disagree	Disagree	Disagree	Disagree	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	40	but surely people are moving faster	
Commercial		Neutral	Agree	Disagree	Strongly di	Strongly di	Disagree	Strongly di	Disagree	Strongly di	Agree	Disagree	Neutral	Agree	Neutral	Agree	Disagree	Disagree	Agree	Agree	Neutral	35		Guadalupe community garden	
Commercial		Strongly di	Strongly ag	Strongly di	Disagree	Strongly di	Disagree	Strongly di	Disagree	Disagree	Strongly ag	Disagree	Neutral	Agree	Agree	Agree	Neutral	Strongly di	Strongly di	Strongly di	Neutral	Disagree	35		
Commercial		Disagree	Strongly ag	Strongly di	Agree	Disagree		Strongly di	Disagree	Neutral	Agree	Disagree	Agree	Agree	Agree	Neutral	Disagree	Strongly di	Strongly di	Agree	Agree	Disagree	35		Western side very different, higher scoring than eastern side of road
other	Transport	Strongly di	Neutral	Neutral	Strongly di	Strongly di	Neutral	Neutral	Strongly di	Strongly di	Strongly di	Neutral	Strongly di	Strongly di	Neutral	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	40		
other	Freeway ur	Strongly di	Neutral	Neutral	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	40		Needs redesigning and removal of homeless tents
other	Just roadw	Strongly di	Disagree	Agree	Disagree	Neutral	Neutral	Disagree	Strongly di	Neutral	Neutral	Neutral	Disagree	Disagree	Strongly di	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	40		Entrance to major roadways, unfocused encampments
other	Open space	Neutral	Agree	Strongly di	Disagree		Agree	Agree	Neutral	Strongly di	Disagree	Agree	Disagree	Agree	Neutral	Disagree	Disagree	Disagree	Disagree							No trash cans anywhere. No live plants
other	Public spac	Agree	Strongly ag	Strongly di	Neutral			Strongly di	Disagree	Agree	Agree	Agree	Agree	Agree	Neutral	Disagree	Strongly di	Agree	Strongly di	Agree	Disagree	35		Underused/serviced park area. Not bad, last directly underneath airplane pathway
other		Disagree	Strongly ag	Strongly di	Disagree			Neutral	Disagree	Agree	Agree	Disagree	Agree	Agree	Strongly ag	Disagree	Disagree	Neutral	Agree	Agree	Agree	Neutral	35		Segment 14. Too many wood chips
other	Industrial p	Disagree	Disagree	Agree	Disagree	Neutral	Disagree	Disagree	Disagree	Agree	Disagree	Neutral	Agree	Agree	Disagree	Neutral	Disagree	Agree	Disagree	Disagree	Disagree	Disagree	26		Bike sharrows
other	Industrial	Strongly di	Neutral	Neutral	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Agree	Agree	Disagree	Neutral	Neutral	Agree	Neutral	Neutral	Disagree	Neutral	25		
other	Industrial	Strongly di	Strongly ag	Strongly di	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Agree	Neutral	Agree	Disagree	Disagree	Neutral	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	25		Only one good thing it had defined bike lanes
		Disagree	Neutral	Disagree	Strongly di	Disagree		Strongly di	Strongly di	Agree	Agree	Neutral	Disagree	Agree	Strongly ag	Agree	Agree	Disagree	Agree	Neutral	Disagree	Neutral	35		Segment 15 the little bridges mat make it difficult for those with mobility issues
other	Public oper	Agree	Strongly ag	Strongly di	Neutral			Disagree	Neutral	Agree	Agree	Agree	Agree	Agree	Strongly ag	Agree	Agree	Agree	Strongly di	Agree	Strongly di	Agree	35		Eastern side of road contains rose garden, well kept. Western side contains lost RV en
other	Open space	Disagree	Strongly ag	Disagree	Neutral			Agree	Disagree	Neutral	Agree	Neutral	Agree	Agree	Agree	Agree	Neutral	Agree	Agree	Agree	Neutral	Neutral	25		Rose garden highlight of this segment.
other	Intersection	Strongly di	Strongly ag	Strongly di	Neutral			Strongly di	Disagree	Disagree	Agree	Agree	Disagree	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	35		
other	Open Space	Neutral	Strongly ag	Disagree	Neutral		Neutral	Disagree	Disagree	Neutral	Agree	Agree	Neutral	Neutral	Disagree	Disagree	Disagree	Disagree	Neutral	Disagree	Disagree	35		
other	Roadway	Disagree	Strongly ag	Strongly di	Agree			Strongly di	Agree	Neutral	Disagree	Agree	Agree	Agree	Agree	Agree	Disagree	Disagree	Strongly di	Strongly di	Neutral	Disagree	Neutral	35		End of park area, beginning of highway overpass. Park access and well kept trails. We
Mixed		Agree	Agree	Neutral	Agree	Strongly ag	Strongly ag	Agree	Agree	Neutral	Neutral	Neutral	Agree	Strongly ag	Agree	Agree	Strongly ag	Agree	Neutral	Neutral	Agree	Agree	25		Dog park and regular park at end of street
Residential	Mixed	Strongly ag	Agree	Neutral	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Neutral	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Strongly ag	Neutral	Agree	Agree	25		
Mixed		Neutral	Agree	Disagree	Agree	Agree	Neutral	Disagree	Strongly di	Neutral	Agree	Agree	Agree	Agree	Strongly ag	Agree	Strongly ag	Strongly ag	Neutral	Agree	Disagree	Strongly di	Agree	25		
other	Highway In	Disagree	Agree	Neutral	Agree			Neutral	Disagree	Agree	Agree	Agree	Agree	Disagree	Disagree	Disagree			Strongly di	Disagree	Agree	Disagree	Disagree			Highway segment.
Mixed		Neutral	Agree	Disagree	Agree	Agree	Neutral	Agree	Neutral	Agree	Agree	Agree	Strongly ag	Agree	Agree	Strongly di	Agree	Neutral	Strongly di	Agree	Strongly di	Strongly di	Disagree	35		
Mixed		Agree	Agree	Disagree	Agree	Agree	Disagree	Neutral	Agree	Agree	Agree	Neutral	Agree	Agree	Agree	Agree	Neutral	Agree	Agree	Agree	Neutral	Agree				Pedestrian protector bars included in the street
other	Highway ov	Strongly di	Strongly ag	Strongly di	Strongly ag	ree		Strongly di	Agree	Agree	Agree	Agree	Agree	Disagree	Strongly di	disagree	Agree	Agree	Agree	Strongly di	Strongly di	Strongly di	35		Highly segmented pedestrian crossings. Long crowding time
Commercial		Neutral	Agree	Disagree	Agree	Neutral	Agree	Agree	Agree	Neutral	Strongly ag	Strongly ag	Strongly ag	Agree	Disagree	Neutral	Agree	Neutral	Disagree	Disagree	Strongly di	Strongly di	25		
Commercial		Neutral	Agree	Disagree	Agree	Neutral	Disagree	Disagree	Agree	Strongly ag	Strongly ag	Strongly ag	Agree	Strongly ag	Agree	Strongly di	Strongly di	Strongly ag	Agree	Strongly di	Neutral	Strongly di	Strongly di	35		
Mixed		Agree	Agree	Disagree	Agree	Agree	Agree	Neutral	Agree	Agree	Agree	Agree	Agree	Agree	Strongly ag	Agree	Strongly ag	Agree	Agree	Agree	Agree	Agree				Wider streets, thicker tree canopies
Commercial		Neutral	Agree	Disagree	Agree	Neutral	Agree	Disagree	Agree	Agree	Strongly ag	Strongly ag	Strongly ag	Agree	Strongly ag	Strongly di	Strongly di	Neutral	Agree	Disagree	Strongly di	Neutral	30		
Mixed		Agree	Agree	Disagree	Agree	Agree	Neutral	Neutral	Agree	Agree	Agree	Agree	Neutral	Strongly ag	Strongly di	Strongly di	Neutral	Agree	Disagree	Neutral	Neutral	Strongly di	Neutral	30		Sidewalks large enough to consider pedestrian. Striking different in wealth and invest
Mixed		Agree	Agree	Disagree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Neutral	Agree	Agree	Neutral	Agree	Agree	Neutral	Agree				Mailbox an asset
other	Greenspace	Agree	Neutral	Disagree	Agree	Disagree	Disagree	Strongly di	Neutral	Agree	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Disagree	Disagree	Neutral	Neutral	Disagree	35		13
Commercial		Neutral	Agree	Strongly di	Agree	Neutral	Disagree	Strongly di	Agree	Neutral	Agree	Agree	Agree	Neutral	Agree	Agree	Disagree	Strongly di	Disagree	Agree	Disagree	Neutral	40		21, primarily auto shops
other	Commercia	Strongly di	Agree	Strongly di	Neutral	Disagree	Disagree	Strongly di	Neutral	Neutral	Agree	Neutral	Agree	Disagree	Agree	Disagree	Disagree	Strongly di	Strongly di	Disagree	Disagree	Disagree	40		Underutilized land, open green space lot with no activation
Commercial		Disagree	Agree	Disagree	Disagree	Disagree	Disagree	Strongly di	Disagree	Strongly di	Agree	Disagree	Strongly di	Agree	Disagree	Neutral	Disagree	Strongly di	Strongly di	Disagree	Strongly di	Strongly di	40		Sidewalk on one side completely unusable due to prolonged construction
Mixed		Disagree	Agree	Strongly di	Disagree	Disagree	Disagree	Disagree	Disagree	Disagree	Agree	Disagree	Agree	Agree	Agree	Disagree	Disagree	Strongly di	Strongly di	Disagree	Disagree	Disagree	40		Intersection directly before freeway, high speed low pedestrian emphasis
Commercial	Mixed	Agree	Agree	Disagree	Neutral	Agree	Agree	Strongly di	Strongly ag	Neutral	Agree	Agree	Agree	Agree	Disagree		Neutral	Neutral	Neutral	Agree	Disagree	Disagree	25		
Mixed		Neutral	Agree	Disagree	Neutral			Disagree	Agree	Neutral	Agree	Neutral	Agree	Agree	Agree	Agree	Neutral	Disagree	Neutral	Disagree	Strongly di	Strongly di	25		
other	Freeway e	Disagree	Agree	Strongly di	Disagree	Disagree	Strongly di	Strongly di	Disagree	Agree	Agree	Disagree	Agree	Agree	Agree	Agree	Strongly di	Disagree	Disagree	Disagree	Agree	Neutral				
Residential		Agree	Agree	Disagree	Neutral	Neutral	Disagree	Agree	Neutral	Agree	Neutral	Agree	Agree	Disagree	Neutral	Agree	Agree	Disagree	Disagree	Disagree	Disagree	25				
Commercial		Strongly di	Agree	Disagree	Agree	Strongly di	Disagree	Strongly di	Agree	Strongly di	Agree	Disagree	Neutral	Disagree	Strongly di	Disagree	Strongly di	Strongly di	Disagree	Disagree	Disagree	Strongly di	disagree			
Mixed		Agree	Neutral	Neutral	Neutral	Agree	Agree	Agree	Agree	Neutral	Agree	Neutral	Agree	Agree	Agree	Agree	Agree	Agree	Disagree	Neutral	Agree	Neutral				
Commercial	Coleman an	Disagree	Strongly ag	Strongly di	Neutral	Disagree	Neutral	Disagree	Agree	Disagree	Disagree	Disagree	Agree	Disagree	Disagree	Disagree	Strongly di	Strongly di	Strongly di	Strongly di	Strongly di	disagree			

Table A.1.1 – Design Quality Survey – Response Data

A.2

Assets & Issues Survey

Assets & Issues Survey

Survey Questions

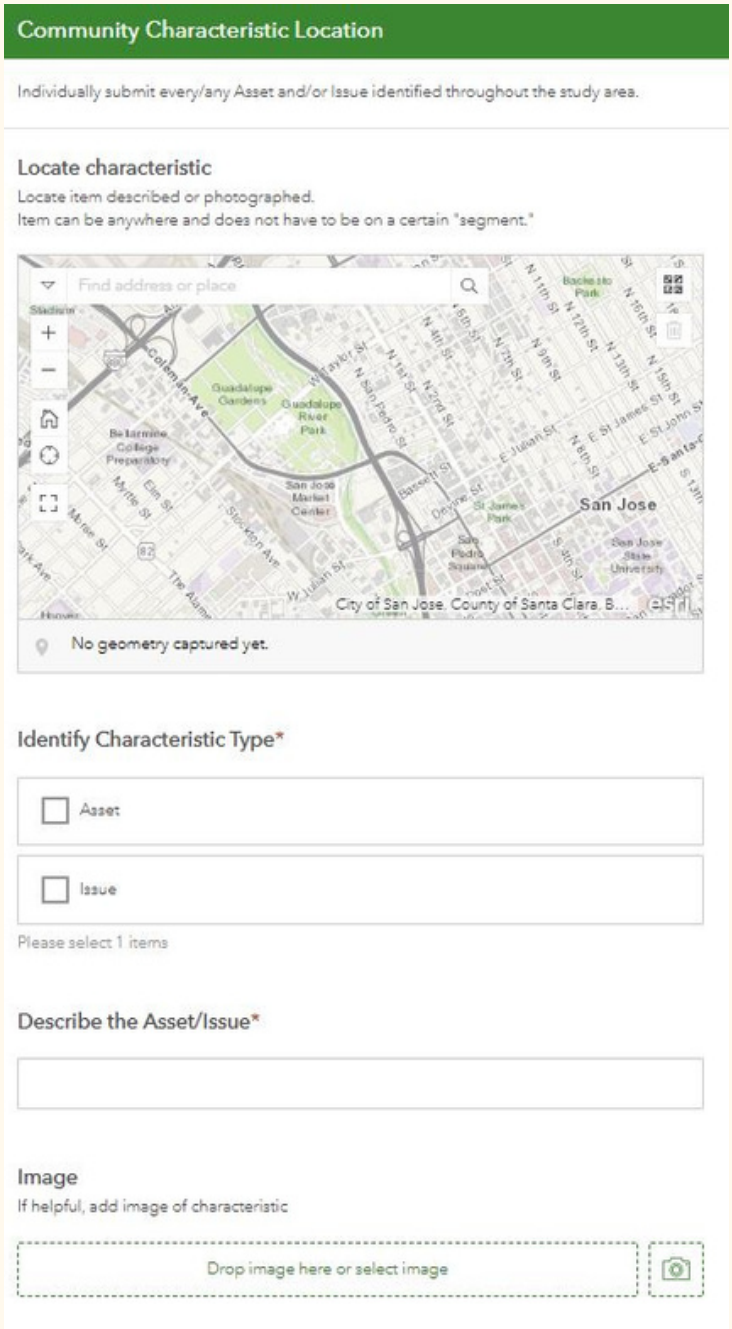


Figure A.2.1 – Assets & Issues Survey – Survey Questions

Assets & Issues Survey Response Data Community

Identify a Community Characteristic	Label the Asset/Issue	x	y
Existing_Asset_(Activo_existent	No issues	0	0
		0	0
Existing_Issue_(Problema_existe		-121.912	37.34723
		0	0
Existing_Issue_(Problema_existe	We need more mobile support for homeless and unhoused	-121.896	37.30918
		0	0
Existing_Issue_(Problema_existe	Downtown San Jose	0	0
Existing_Issue_(Problema_existe	Environment improving.	0	0
Existing_Asset_(Activo_existent		0	0
Existing_Asset_(Activo_existent		0	0
Existing_Asset_(Activo_existent	Parking	0	0
Existing_Issue_(Problema_existe		0	0
Existing_Issue_(Problema_existe	Homeless downtown is bad at times	0	0
Existing_Asset_(Activo_existent	Coleman	0	0
Existing_Asset_(Activo_existent	Traffic	0	0
Existing_Asset_(Activo_existent	Greens	0	0
Existing_Asset_(Activo_existent	More tree	0	0
Existing_Asset_(Activo_existent	Traffic	0	0
Existing_Issue_(Problema_existe	Traffic	0	0
Existing_Asset_(Activo_existent	More cars	0	0
	Homeless people around willow glen bridge	0	0

Existing_Asset_(Activo_existent		-121.907	37.34443
Existing_Issue_(Problema_existe	Lack of kid friendly ares	-121.855	37.35841
Existing_Asset_(Activo_existent	Children's Discovery Museum	-121.906	37.34586
		0	0
Existing_Asset_(Activo_existent		0	0
Existing_Asset_(Activo_existent	Cleanses	0	0
Existing_Issue_(Problema_existe	Homeless	0	0
Existing_Issue_(Problema_existe	Low light, encampment	-121.886	37.36261
Existing_Asset_(Activo_existent	Park	0	0
Existing_Asset_(Activo_existent	Play Ground	-121.905	37.34202
Existing_Asset_(Activo_existent	San Jose Market Center	0	0
Existing_Asset_(Activo_existent		-121.908	37.3428
Existing_Asset_(Activo_existent	Carosel	-121.908	37.34552
Existing_Asset_(Activo_existent	Perfect site for boosting pedestrian connection	-121.9	37.34117
Existing_Asset_(Activo_existent	Crowded bar which already has a big audience!	-121.912	37.3424
Existing_Issue_(Problema_existe	Homeless Encampment	0	0
Existing_Issue_(Problema_existe	Homeless Encampment - W Taylor St	0	0
Existing_Asset_(Activo_existent	Rotary PlayGarden	-121.905	37.34189
Existing_Asset_(Activo_existent	Heritage Rose Garden and Historic Orchard	-121.907	37.34355
Existing_Asset_(Activo_existent	GRPC	-121.903	37.34147
Existing_Asset_(Activo_existent	San Pedro Sq	-121.894	37.33605
Existing_Asset_(Activo_existent	Little Italy	-121.899	37.33605
Existing_Asset_(Activo_existent	Coleman Shopping Center	-121.905	37.34016
Existing_Asset_(Activo_existent	GRP Community Garden	-121.911	37.34368

Existing_Issue_(Problema_existe	Unhoused along Guadalupe River Par Riverwalk Trails north of Taylor Street	-121.906	37.34648
Existing_Issue_(Problema_existe	Highway 87 crossing that is not friendly toward pedestrians/cyclists	-121.9	37.34186
Existing_Issue_(Problema_existe	uninspired pedestrian experience Coleman to 880	-121.904	37.34093
Existing_Issue_(Problema_existe	Undesirable bike/ped experience Taylor to 880	-121.913	37.34393
Existing_Issue_(Problema_existe	Rail line should be repurposed to an east/west bike/ped connection	-121.902	37.33853
Existing_Issue_(Problema_existe	lack of desirable ground-level retail and food	-121.898	37.34204
Existing_Issue_(Problema_existe	Limited Crosswalks/Busy Street	-121.914	37.34525
Existing_Asset_(Activo_existent	Community Garden can be expanded into this space	-121.911	37.34321
Existing_Asset_(Activo_existent	Commercial lot used for an eatery (Tacomania truck)	-121.91	37.34207
Existing_Issue_(Problema_existe	Dead-end with no trail or signage connecting to the park	-121.912	37.34464
Existing_Issue_(Problema_existe	Dark, uninviting undercrossing	-121.909	37.35045
Existing_Asset_(Activo_existent		0	0
Existing_Asset_(Activo_existent	Rotary Park	-121.905	37.34198
Existing_Issue_(Problema_existe	Difficult crossing for pedestrian	-121.905	37.34684
Existing_Issue_(Problema_existe	Persistent camping	-121.903	37.34078
Existing_Issue_(Problema_existe	Camping	-121.904	37.34397
Existing_Issue_(Problema_existe	Homeless encampments, neglect, scraggly grounds, trash	-121.909	37.34416

Figure A.2.1 – Assets & Issues Survey – Survey Questions

Existing_Issue_(Problema_existe	Unhoused along Guadalupe River Par Riverwalk Trails north of Taylor Street	-121.906	37.34648
Existing_Issue_(Problema_existe	Highway 87 crossing that is not friendly toward pedestrians/cyclists	-121.9	37.34186
Existing_Issue_(Problema_existe	uninspired pedestrian experience Coleman to 880	-121.904	37.34093
Existing_Issue_(Problema_existe	Undesirable bike/ped experience Taylor to 880	-121.913	37.34393
Existing_Issue_(Problema_existe	Rail line should be repurposed to an east/west bike/ped connection	-121.902	37.33853
Existing_Issue_(Problema_existe	lack of desirable ground-level retail and food	-121.898	37.34204
Existing_Issue_(Problema_existe	Limited Crosswalks/Busy Street	-121.914	37.34525
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Existing_Asset_(Activo_existent	Commercial lot used for an eatery (Tacomania truck)	-121.91	37.34207
Existing_Issue_(Problema_existe	Dead-end with no trail or signage connecting to the park	-121.912	37.34464
Existing_Issue_(Problema_existe	Dark, uninviting undercrossing	-121.909	37.35045
Existing_Asset_(Activo_existent		0	0
Existing_Asset_(Activo_existent	Rotary Park	-121.905	37.34198
Existing_Issue_(Problema_existe	Difficult crossing for pedestrian	-121.905	37.34684
Existing_Issue_(Problema_existe	Persistent camping	-121.903	37.34078
Existing_Issue_(Problema_existe	Camping	-121.904	37.34397
Existing_Issue_(Problema_existe	Homeless encampments, neglect, scraggly grounds, trash	-121.909	37.34416

Figure A.2.1 – Assets & Issues Survey – Survey Questions

Assets & Issues Survey Response Data Research Team

Identify Characteristic Type	Describe the Asset/Issue	x	y
Issue	Since there is a construction recurring in this street, builder crews closed the street. They are using the space from the street as a walkside for the pedestrian, and it reduces the safety.	-121.913	37.34474
Issue	Along this segment, there are issues regarding appearance of General Maintenance/Cleanliness. There are lots of trash along this segment.	-121.912	37.34346
Asset	Fire station building	0	0
Asset	Museum	-121.895	37.33895
Asset	Plants	0	0
Issue	Light industrial/industrial juxaposed to commericial	-121.909	37.34147
Issue	The noise for the residences	0	0
Asset	Sufficient sunlight and doesn't have heavy traffic with nice tree coverage !	0	0
Asset	Good walkway and calm street	0	0
Issue	Noise for residents	0	0
Issue	Safety on pathway in segment 4	0	0
Asset	Public art/mural	-121.907	37.34101
Issue	Narrow sidewalk, high speeds, pedestrians must walk against traffic, soon be to be overgrown vegetation	0	0
Issue	Poor sidewalk quality along section 11	0	0
Issue	Narrow sidewalk, overgrown vegetation, facing oncoming traffic	0	0
Issue	Bicycle user entering the motorised traffic space in segment 4	0	0
Issue	Unsafe for bikers	-121.897	37.3407
Asset	Safe only for some region	-121.899	37.3419
Issue	Homelessness and illegal camps	-121.901	37.34172
Issue	Uncomfortable, enclosed, high traffic volume	-121.901	37.34181
Asset	Guadalupe community gardens	0	0
Issue	Homeless people living under underpass	0	0

Issue	Utilization of space can be better than wat is it currently. No crosswalks is a major problem	-121.901	37.3416
Asset	Usage under the freeway!	-121.901	37.34103
Asset	Bike lanes	-121.901	37.34105
Issue	One section of the segment is not maintained	0	0
Asset	Rose garden	0	0
Asset	River Park as seen from overpass	-121.906	37.3456
Asset	Tree lined, pedestrian oriented street, tree canopy	-121.899	37.34152
Asset	Pedestrian over look area	0	0
Asset	Nice walkways	-121.898	37.34157
Asset	Pedestrian friendly pathways	0	0
Asset	Space utilization underfreeay	-121.898	37.34168
Asset	Nice utilization under freeway	0	0
Asset	Bike Parking	0	0
Asset	Public art	0	0
Asset	Pedestrian orientated mail boxes	-121.901	37.34871

Figure A.2.2 – Assets & Issues Survey – Survey Questions – Research Team

A.3 – Design Features Survey Design Features Survey – Survey Questions

SJSU Graduate Student Urban Planning Capstone Project

Dear Guadalupe River Park visitor:

This is a survey designed by students in an urban planning course at SJSU, intended to analyze urban design challenges and opportunities along Coleman Avenue near Guadalupe River Park.

We are seeking input from you to identify strategies to improve the park's connection with the surrounding neighborhoods along Coleman Avenue.

This short survey which will take no more than 10 minutes. We appreciate your time.

Thank you!

Survey conducted by San Jose State University' Masters in Urban Planning Students.

Estimado visitante del Parque del Río Guadalupe:
Esta es una encuesta diseñada por estudiantes en un curso de planificación urbana en la Universidad Estatal de San Jose con la intención de analizar los desafíos y oportunidades de diseño urbano a lo largo de Coleman Avenue cerca de el Parque del Río Guadalupe:

Estamos buscando su opinión para identificar estrategias para mejorar la conexión del parque con los vecindarios a lo largo de Coleman Avenue.
Esta breve encuesta no tomará más de 10 minutos. Agradecemos su tiempo.
Encuesta realizada por estudiantes MUP de la Universidad Estatal de San José

Map Of Study Area

Mapa de el Area

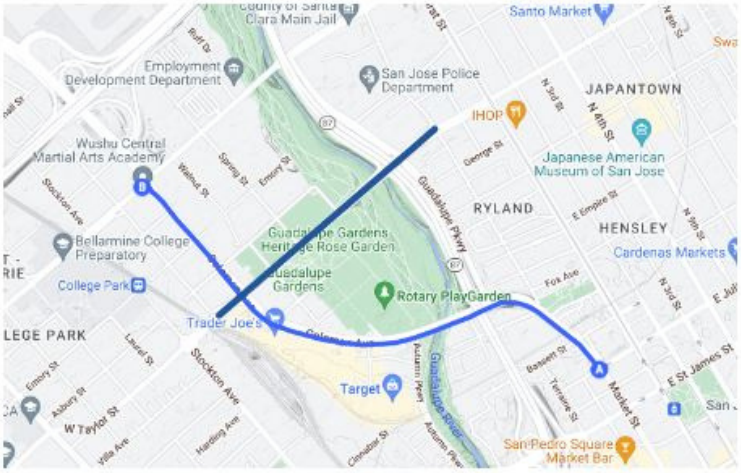

Figure A.3.1 – Design Features Survey – Survey Questions – Part 1/4

Please check the box for the urban design features that you think would be most beneficial to improving the Coleman corridor area: *

Seleccione la casilla de las características de diseño urbano que cree que serían más beneficiosas para
mejorar el área del corredor de Coleman:

	Lighting...	Wayfind...	Urban A...	Play Sp...	Trail an...	Public ...	Outdoo...	Plaza (...	East-W...
First Ch...	○	○	○	○	○	○	○	○	○
Second ...	○	○	○	○	○	○	○	○	○
Third C...	○	○	○	○	○	○	○	○	○
Fourth ...	○	○	○	○	○	○	○	○	○

Figure A.3.2 – Design Features Survey – Survey Questions – Part 2/4

How old are you?

¿Cuál es su edad?

- 18- 24
- 25-35
- 35-45
- 45-55
- 55-65
- 65+

Household Type

Tipo de Hogar

- Single person household / Una sola persona
- Multi-person household no children / Pareja sin niños
- Multi-person household with one children / Pareja con un niño
- Multi-person Household with 2 to 3 children / Pareja con 2 ó 3 niños
- Multi-person household with 3 or more children / Pareja con 3 niños o más

What neighborhood or City district do you live in? *

¿En que vecindario ó distrito vive?

Short answer text

Figure A.4.1 – Design Features Survey – Survey Questions – Part 4/4

How old are you?

¿Cuál es su edad?

- 18- 24
- 25-35
- 35-45
- 45-55
- 55-65
- 65+

Household Type

Tipo de Hogar

- Single person household / Una sola persona
- Multi-person household no children / Pareja sin niños
- Multi-person household with one children / Pareja con un niño
- Multi-person Household with 2 to 3 children / Pareja con 2 ó 3 niños
- Multi-person household with 3 or more children / Pareja con 3 niños o más

What neighborhood or City district do you live in? *

¿En que vecindario ó distrito vive?

Short answer text

Figure A.4.1 – Design Features Survey – Survey Questions – Part 4/4

Design Features Survey Response Data

Time stamp	Please check the box for the urban design features that you think would be most beneficial to improving the Coleman corridor area:	Are there places in the Bay Area or from around the world that inspire you that we can draw from to improve the streets connecting Guadalupe River Park and the surrounding neighborhoods (i.e Coleman Avenue)?	What neighborhood or City district do you live in?	How old are you?	Household Type	Please check the box for the urban design features that you think would be most beneficial to improving the Coleman corridor area: Seleccione la casilla de las características de diseño urbano que cree que serían más beneficiosas para mejorar el área del corredor de Coleman: [Second Choice / Segunda opción]	Please check the box for the urban design features that you think would be most beneficial to improving the Coleman corridor area: Seleccione la casilla de las características de diseño urbano que cree que serían más beneficiosas para mejorar el área del corredor de Coleman: [Third Choice / Tercera opción]	Please check the box for the urban design features that you think would be most beneficial to improving the Coleman corridor area: Seleccione la casilla de las características de diseño urbano que cree que serían más beneficiosas para mejorar el área del corredor de Coleman: [Fourth Choice / Cuarta opción]
10/8/2022 10:21	Lighting (Encendiendo), Wayfinding (Encendiendo), Urban Agriculture (Agricultura Urbana), Plaza (Plaza)	Nicaragua						
10/8/2022 10:25	Urban Agriculture (Agricultura Urbana)	First one						
10/8/2022 10:38	Play Space (Espacio de Juego	Bottom	San Jose City					
10/8/2022 10:39	Lighting (Encendiendo), Play Space (Espacio de Juego	Las palmas park, in Sunnyvale	San Jose City					
10/8/2022 10:45	Play Space (Espacio de Juego, Public Art (Arte publico), Outdoor Performance (Rendimiento al aire libre)	Japan town	San Jose City					
10/8/2022 10:47	Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad), Plaza (Plaza)	Garden by bay Singapore	San Jose City					
10/8/2022 10:48	Lighting (Encendiendo), Urban Agriculture (Agricultura Urbana), Outdoor Performance (Rendimiento al aire libre)	Dia de los muertos	San Jose City					
10/8/2022 10:48	Lighting (Encendiendo), Wayfinding (Encendiendo), Urban Agriculture (Agricultura Urbana), Play Space (Espacio de Juego, Trail	Chicago river walk	San Jose City					

	and Mobility (Sendero y Movilidad), Public Art (Arte publico), Outdoor Performance (Rendimiento al aire libre), Plaza (Plaza)							
10/8/2022 10:49	Lighting (Encendiendo), Wayfinding (Encendiendo), Play Space (Espacio de Juego, Plaza (Plaza)	Not particularly	San Jose City					
10/8/2022 10:52	Lighting (Encendiendo), Wayfinding (Encendiendo), Urban Agriculture (Agricultura Urbana), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad), Plaza (Plaza)	The rotary park	San Jose City					
10/8/2022 10:52	Lighting (Encendiendo), Wayfinding (Encendiendo), Urban Agriculture (Agricultura Urbana), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad), Public Art (Arte publico), Outdoor Performance (Rendimiento al aire libre), Plaza (Plaza)	U	San Jose City					
10/8/2022 10:57	Play Space (Espacio de Juego	Foster city	Bay Area					
10/8/2022 10:58	Play Space (Espacio de Juego, Outdoor Performance (Rendimiento al aire libre), Plaza (Plaza)	Yes	San Jose City					
10/8/2022 10:59	Play Space (Espacio de Juego	santa clara	Bay Area					
10/8/2022 11:00	Play Space (Espacio de Juego	santa clara	Bay Area					
10/8/2022 11:02	Urban Agriculture (Agricultura Urbana), Play Space (Espacio de Juego, Public Art (Arte publico)	Na	San Jose City					
10/8/2022 11:03	Lighting (Encendiendo), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad)	Trees & trails	Bay Area					
10/8/2022 11:06	Lighting (Encendiendo), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad), Plaza (Plaza)	New York City	Bay Area					

10/8/2022 11:06	Play Space (Espacio de Juego	Yes	San Jose City					
10/8/2022 11:10	Play Space (Espacio de Juego	New york make the most out of space	San Jose City					
10/8/2022 11:12	Lighting (Encendiendo), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad), Plaza (Plaza)	Bishop Ranch has a really cool retail/gathering area	San Jose City					
10/8/2022 11:21	Play Space (Espacio de Juego, Public Art (Arte publico), Outdoor Performance (Rendimiento al aire libre), Plaza (Plaza)	Mountain view	Bay Area					
10/8/2022 11:21	Lighting (Encendiendo), Trail and Mobility (Sendero y Movilidad), Public Art (Arte publico), Plaza (Plaza)	Coleman Avenue	Bay Area					
10/8/2022 11:23	Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad)	Not sure	San Jose City					
10/8/2022 11:27	Play Space (Espacio de Juego	Portland	San Jose City					
10/8/2022 11:27	Plaza (Plaza)	The theater space that was by the capitol flea market	San Jose City					
10/8/2022 11:31	Lighting (Encendiendo), Wayfinding (Encendiendo), Urban Agriculture (Agricultura Urbana), Public Art (Arte publico), Outdoor Performance (Rendimiento al aire libre), Plaza (Plaza)	Flags	Bay Area					
10/8/2022 11:31	Lighting (Encendiendo), Wayfinding (Encendiendo), Urban Agriculture (Agricultura Urbana), Public Art (Arte publico), Outdoor Performance (Rendimiento al aire libre), Plaza (Plaza)	Flags	Bay Area					
10/8/2022 11:32	Play Space (Espacio de Juego, Plaza (Plaza)	Not sure	San Jose City					
10/8/2022 11:36	Lighting (Encendiendo), Urban Agriculture (Agricultura Urbana), Public Art (Arte publico)	Si	San Jose City					
10/8/2022 11:37	Lighting (Encendiendo), Wayfinding (Encendiendo), Urban	Not really	San Jose City					

	Agriculture (Agricultura Urbana), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad), Outdoor Performance (Rendimiento al aire libre), Plaza (Plaza)							
10/8/2022 11:51	Play Space (Espacio de Juego, Outdoor Performance (Rendimiento al aire libre), Plaza (Plaza)	Singapore	San Jose City					
10/8/2022 11:54	Urban Agriculture (Agricultura Urbana), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad), Plaza (Plaza)	Italy	Bay Area					
10/8/2022 11:56	Wayfinding (Encendiendo)	Fun	San Jose City					
10/8/2022 11:59	Lighting (Encendiendo), Urban Agriculture (Agricultura Urbana), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad), Plaza (Plaza)	Tokyo parks	San Jose City					
10/8/2022 11:59	Lighting (Encendiendo), Urban Agriculture (Agricultura Urbana), Play Space (Espacio de Juego, Outdoor Performance (Rendimiento al aire libre)	Theatre	San Jose City					
10/8/2022 12:01	Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad)	ba y	Bay Area					
10/8/2022 12:10	Wayfinding (Encendiendo), Urban Agriculture (Agricultura Urbana), Public Art (Arte publico), Outdoor Performance (Rendimiento al aire libre), Plaza (Plaza)	Dallas freeway park	San Jose City					
10/8/2022 12:11	Lighting (Encendiendo), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad)	China	San Jose City					
10/8/2022 12:30	Lighting (Encendiendo), Wayfinding (Encendiendo), Urban Agriculture (Agricultura Urbana), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad), Public Art (Arte publico), Outdoor Performance	Bryant Park in nyc	San Jose City					

	(Rendimiento al aire libre), Plaza (Plaza)							
10/8/2022 13:05	Urban Agriculture (Agricultura Urbana), Play Space (Espacio de Juego, Public Art (Arte publico), Outdoor Performance (Rendimiento al aire libre)	Granada Spain	San Jose City					
10/8/2022 13:15	Lighting (Encendiendo), Play Space (Espacio de Juego	Yes improve	San Jose City					
10/8/2022 13:22	Lighting (Encendiendo), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad), Public Art (Arte publico), Outdoor Performance (Rendimiento al aire libre), Plaza (Plaza)	Play spaces	San Jose City					
10/8/2022 13:22	Play Space (Espacio de Juego	The rose garden	Bay Area					
10/8/2022 15:50	Lighting (Encendiendo), Play Space (Espacio de Juego, Trail and Mobility (Sendero y Movilidad), Public Art (Arte publico)	Discovery Green in Houston, TX	San Jose City					
10/20/2022 18:56	East-West Connection	The highline https://www.thehighline.org/, Biergarten https://goo.gl/maps/tpT1TCszN7EEN3QWA (which is a local event gathering place), The Goods Line, https://www.aspect-studios.com/projects/the-goods-line, Gardens by the Bay , https://www.gardensbythebay.com.sg/en/things-to-do/attractions/supertree-observatory.html	Downtown San Jose	35-45	Single person household / Una sola persona	Outdoor Performance (Escenarios al aire libre)	Urban Agriculture (Agricultura Urbana)	Trail and Mobility (Caminos y Movilidad)
10/21/2022 17:06	Trail and Mobility (Caminos y Movilidad)	2	District 3	65+	Multi-person household no children / Pareja sin niños	Public Art (Arte publica)	Outdoor Performance (Escenarios al aire libre)	Play Space (Espacio de Recreación)
10/24/2022 12:56	Trail and Mobility (Caminos y Movilidad)	Perhaps Campbell's Pruneyard for an example of pedestrian oriented retail as well. Otherwise Museum Garage in Miami for ideas of making ordinary into extraordinary, Paseo del Prado in Cuba for an idea of a better Coleman Autumn to	I work in District 6	35-45	Multi-person household no children / Pareja sin niños	Public Art (Arte publica)	East-West Connection	Outdoor Performance (Escenarios al aire libre)

		Taylor, and the Fabrica de Arte Cubano for a fun treatment of an old factory to a community hub.						
10/24/2022 17:34	Wayfinding (Señales)	Presidio Tunnel Tops, San Francisco; Balboa Park/Sixth Ave. interface, San Diego	Santa Teresa	25-35	Multi-person household no children / Pareja sin niños	Trail and Mobility (Caminos y Movilidad)	Lighting (Luz del farol)	East-West Connection
10/25/2022 17:18	Public Art (Arte publica)	2	Japantown	55-65	Multi-person household no children / Pareja sin niños	Lighting (Luz del farol)	Urban Agriculture (Agricultura Urbana)	Play Space (Espacio de Recreación)
10/25/2022 17:38	Trail and Mobility (Caminos y Movilidad)	Riverwalk, san antonio.	japantown	35-45	Multi-person household no children / Pareja sin niños	Public Art (Arte publica)	Outdoor Performance (Escenarios al aire libre)	Urban Agriculture (Agricultura Urbana)
10/25/2022 17:44	Plaza (Plaza)	2	Japan town	45-55	Multi-person household no children / Pareja sin niños	Lighting (Luz del farol)	Public Art (Arte publica)	East-West Connection
10/25/2022 18:10	Lighting (Luz del farol)	1	Japantown	45-55	Multi-person household no children / Pareja sin niños	Play Space (Espacio de Recreación)	Wayfinding (Señales)	Trail and Mobility (Caminos y Movilidad)
10/25/2022 18:22	Plaza (Plaza)	All three are good inspiy	Japantown /district 3	25-35	Multi-person household no children / Pareja sin niños	Lighting (Luz del farol)	Wayfinding (Señales)	Urban Agriculture (Agricultura Urbana)
10/25/2022 18:57	Outdoor Performance (Escenarios al aire libre)	Pedestrian oriented retail area	Japantown	65+	Multi-person household no children / Pareja sin niños	Wayfinding (Señales)	Trail and Mobility (Caminos y Movilidad)	Play Space (Espacio de Recreación)
10/25/2022 20:36	Lighting (Luz del farol)	1	japantown	55-65	Multi-person household no children / Pareja sin niños	Wayfinding (Señales)	Trail and Mobility (Caminos y Movilidad)	Urban Agriculture (Agricultura Urbana)
10/25/2022 20:42	Trail and Mobility (Caminos y Movilidad)	No retail that sits empty! I like the new area near Chrissy Field in SF	Japantown	55-65	Multi-person household no children / Pareja sin niños	East-West Connection	Public Art (Arte publica)	Wayfinding (Señales)
10/25/2022 22:09	Play Space (Espacio de Recreación)	Mountain View's Shoreline Park. It's fenced, staffed, and patrolled, so there are no homeless people there. It's a great natural space with lots of trails, but still has plenty of parking, event space, and businesses like lunch	Japantown	35-45	Multi-person household with one children / Pareja con un niño	Public Art (Arte publica)	Trail and Mobility (Caminos y Movilidad)	Urban Agriculture (Agricultura Urbana)

		issue BY FAR with the Guadalupe/Coleman area is all the homeless people. We need to clean all that up and get every illegal camper moved out to make that park usable again by the general public.						
10/25/2022 23:34	East-West Connection	San Antonio Riverwalk. The Highline in Manhattan.	Hensley neighborhood, d3	35-45	Multi-person Household with 2 to 3 children / Pareja con 2 ó 3 niños	Trail and Mobility (Caminos y Movilidad)	Wayfinding (Señales)	Lighting (Luz del farol)
10/26/2022 1:36	Public Art (Arte publica)	1	D3-Northside neighborhood	25-35	Multi-person household with one children / Pareja con un niño	Wayfinding (Señales)	Outdoor Performance (Escenarios al aire libre)	Plaza (Plaza)
10/26/2022 10:50	Lighting (Luz del farol)	https://storymaps.arcgis.com/stories/aaca942353464a20b255c810535249f2	D3	65+	Multi-person Household with 2 to 3 children / Pareja con 2 ó 3 niños	Outdoor Performance (Escenarios al aire libre)	Trail and Mobility (Caminos y Movilidad)	Play Space (Espacio de Recreación)
10/26/2022 13:30	Play Space (Espacio de Recreación)	I like #2	Japantown	35-45	Multi-person Household with 2 to 3 children / Pareja con 2 ó 3 niños	Outdoor Performance (Escenarios al aire libre)	Public Art (Arte publica)	Trail and Mobility (Caminos y Movilidad)
10/26/2022 16:41	East-West Connection	Both the first and second.	Japantown	45-55	Multi-person household no children / Pareja sin niños	Plaza (Plaza)	Outdoor Performance (Escenarios al aire libre)	Trail and Mobility (Caminos y Movilidad)
10/26/2022 21:02	Trail and Mobility (Caminos y Movilidad)	The High Line in NYC, the American River Bike Trail Sacramento	Hyde Park, San Jose	65+	Single person household / Una sola persona	Lighting (Luz del farol)	Urban Agriculture (Agricultura Urbana)	Plaza (Plaza)
10/27/2022 9:33	East-West Connection	Barcelona-Dreta de l'Eixample	Japan Town	65+	Multi-person Household with 2 to 3 children / Pareja con 2 ó 3 niños	Wayfinding (Señales)	Public Art (Arte publica)	Lighting (Luz del farol)
10/27/2022 12:44	Lighting (Luz del farol)	It doesn't feel safe to walk from downtown over the overpass to get to the Target/Marketplace, although I do it - better lighting and cleaned up/cared for walkway would help, homeless living under the overpass doesn't help the feeling of safety. The underpass at Market going to SAP	Downtown (Julian and Market St)	55-65	Single person household / Una sola persona	Trail and Mobility (Caminos y Movilidad)	East-West Connection	Plaza (Plaza)

		is a little better with the lighting, but still leaves a lot to be desired for a feeling of urban safety.						
10/27/2022 12:46	Trail and Mobility (Caminos y Movilidad)	Pedestrian Oriented Retail Area in Santana Row	Hensley Historic District	65+	Single person household / Una sola persona	Lighting (Luz del farol)	Play Space (Espacio de Recreación)	Wayfinding (Señales)
10/27/2022 13:02	Lighting (Luz del farol)	Perhaps try to re-create something like the high line in New York.	Hensley historic district	45-55	Multi-person household no children / Pareja sin niños	Wayfinding (Señales)	Play Space (Espacio de Recreación)	Outdoor Performance (Escenarios al aire libre)
10/27/2022 13:56	Plaza (Plaza)	Sales force in San Francisco	Hensley	45-55	Multi-person Household with 2 to 3 children / Pareja con 2 ó 3 niños	Urban Agriculture (Agricultura Urbana)	Outdoor Performance (Escenarios al aire libre)	Trail and Mobility (Caminos y Movilidad)
10/27/2022 14:55	East-West Connection	2. The problem with the Coleman Ave and Taylor Ave, is that there are too many cars driving too fast thru these streets. To walk from my neighborhood into the Guadalupe River Park, the path to it is quite unpleasant (gas fumes, etc). One of the options really should be - reducing car traffic, or provide more boundaries between car and people who are walking...	Japantown	45-55	Multi-person household no children / Pareja sin niños	East-West Connection	Trail and Mobility (Caminos y Movilidad)	Plaza (Plaza)
10/27/2022 19:11	Plaza (Plaza)	I like Santana Row's example, or what they did with the Highline in NYC	Vendome	35-45	Multi-person household no children / Pareja sin niños	Lighting (Luz del farol)	Trail and Mobility (Caminos y Movilidad)	Wayfinding (Señales)
10/27/2022 19:35	Lighting (Luz del farol)	I think about the waterfront in Chicago — walk/run/bike trail that is totally safe	Vendome Neighborhood, D3	35-45	Multi-person Household with 2 to 3 children / Pareja con 2 ó 3 niños	Play Space (Espacio de Recreación)	Public Art (Arte publica)	Plaza (Plaza)
10/27/2022 19:59	Lighting (Luz del farol)	The second picture	Japantown / North San Nose	35-45	Multi-person household with one children / Pareja con un niño	Play Space (Espacio de Recreación)	Public Art (Arte publica)	Trail and Mobility (Caminos y Movilidad)
10/27/2022 20:04	Urban Agriculture (Agricultura Urbana)	Amsterdam.	Vendome	55-65	Single person household / Una sola persona	Outdoor Performance (Escenarios al aire libre)	Public Art (Arte publica)	Trail and Mobility (Caminos y Movilidad)

10/27/2022 20:55	East-West Connection	1	Hensley	45-55	Multi-person household no children / Pareja sin niños	Outdoor Performance (Escenarios al aire libre)	Plaza (Plaza)	Wayfinding (Señales)
10/27/2022 21:27	Lighting (Luz del farol)	Golden gate park is very nice, and the performance area between the de young museum and the academy of sciences is a great inspiration.	Vendome	25-35	Multi-person Household with 2 to 3 children / Pareja con 2 ó 3 niños	Trail and Mobility (Caminos y Movilidad)	East-West Connection	Plaza (Plaza)
10/27/2022 21:40	Public Art (Arte publica)	1. The problem is the number of homeless people. The Guadalupe Trail isn't very safe.	vendome	55-65	Single person household / Una sola persona	Play Space (Espacio de Recreación)	Urban Agriculture (Agricultura Urbana)	Trail and Mobility (Caminos y Movilidad)
10/27/2022 21:55	Urban Agriculture (Agricultura Urbana)	2	Vendome	55-65	Multi-person household no children / Pareja sin niños	Wayfinding (Señales)	Lighting (Luz del farol)	East-West Connection
10/27/2022 22:00	Play Space (Espacio de Recreación)	Mixing some business into the outdoor spaces so it's more encouraging to dwell in the outdoor space other than doing physical activity. Proximity to businesses so it's a short walk to enjoy the outdoors (like Santana row)	Vendome San Jose	25-35	Multi-person household no children / Pareja sin niños	Public Art (Arte publica)	Plaza (Plaza)	East-West Connection
10/27/2022 22:30	Lighting (Luz del farol)	The river in Seoul. Beautifully maintained, calming to walk through, close to retail. We need to resolve the issue of homeless folk living there - mainly the mentally ill. They make public spaces unsafe.	Vendome	25-35	Multi-person household no children / Pareja sin niños	Urban Agriculture (Agricultura Urbana)	Trail and Mobility (Caminos y Movilidad)	Outdoor Performance (Escenarios al aire libre)
10/27/2022 23:09	Lighting (Luz del farol)	2	Vendome	45-55	Multi-person Household with 2 to 3 children / Pareja con 2 ó 3 niños	Trail and Mobility (Caminos y Movilidad)	Public Art (Arte publica)	Play Space (Espacio de Recreación)
10/27/2022 23:54	Plaza (Plaza)	1	Vendome	35-45	Single person household / Una sola persona	Urban Agriculture (Agricultura Urbana)	Public Art (Arte publica)	Play Space (Espacio de Recreación)
10/28/2022 0:01	Trail and Mobility (Caminos y Movilidad)	Park	Vendome	55-65	Multi-person household no children / Pareja sin niños	Lighting (Luz del farol)	Urban Agriculture (Agricultura Urbana)	Plaza (Plaza)
10/28/2022 4:28	East-West Connection	The High Line in New York City	The Vendome	65+	Multi-person household no children	Lighting (Luz del farol)	Trail and Mobility (Caminos y Movilidad)	Outdoor Performance (Escenarios al aire libre)

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