# C5 Pedestrian Oriented Project

Re-focusing the existing urban fabric for pedestrians and commuters

Presented by Siochi Group | 4AR1



### Circumferential Road 5

A network of roads and bridges transversing through Quezon City, Makati, Parañaque, Taguig, Pasig, Marikina, Valenzuela



# On Walkability and the Need For Such Proposal

- Vehicles have become a primary need
- Commuting and Walking is a hassle due to conditions of infrastructures and sidewalks
- Inaccessible to some members of the community due to different social class
- Inadequate sidewalks due to being too narrow, and too vendor populated
- People risking danger instead of using infrastructures
- Motorists not giving way in crossings
- Large cases of jaywalking due to arrogance



#### Approach and Context

- Guidelines for sidewalk design to be reconsidered and highlight its importance
- Need for clearer incentive for the user to utilize the sidewalk for its intended purpose
- Walking has been undervalued, prioritized less, and overlooked
- There is a need to understand the behaviour of the pedestrians in order to know what would discourage or encourage them



## Statement of the Problem

- One of the worst road stretches
- Pedestrian Structures are made just for their sake of purpose
- Waiting sheds invite informal settlers
- Large cases of jaywalking
- Insufficient waiting sheds
- Insufficient pedestrian overpass
  - Steep steps
  - Vandalized
  - Of metal material which becomes slippery when wet
  - No roofing
- Heavy traffic



#### Considerations

- Physical Distancing brought on by the Covid-19 pandemic
- Safety and Security
- Comfortability and convenience when commuting
- Sense of Place



### Proposal and Strategies

#### Solutions:

- To provide more spaces for pedestrians to walk.
- To make pedestrian infrastructures more PWD friendly.
- To encourage the use of bikes.
- To provide sufficient amount of waiting sheds for commuters.
- To prevent vandalism on waiting shed and increase security at night.
- To convert pedestrian movement into sustainable energy.
- To provide a safer pedestrian crossing.



#### Proposal and Strategies

Solutions with consideration for COVID-19:

- Widening of pedestrian bridges of up to 3-4 meters.
- Closing of narrow pedestrian bridges.
- To establish suitable spacing between seatings for waiting sheds

Wider Sidewalks

#### Multi-Modal Street Design along C-5



Dedicated Drop-Off Points For Commuters

Allocation of Bike Lanes



#### Overpass Design along C-5



#### Waiting Shed Design Along C-5





#### Other Strategies

Kinetic Tiles

• Converts kinetic energy from pedestrian movement into sustainable energy to power up street infrastructures.

#### Laser Aided Crosswalks

• The laser system will provide as visual aid for pedestrians and drivers for when to cross or stop.



