

# WALKABOUTS AND BIKEABOUT RESULTS

On October 13, 27 and November 3, 2007, Livable Places held walkabouts and a bikeabout.

We sought to not only invite residents and stakeholders to participate in the *Making the Connections* plan, but to share their daily experience and observations for improving walking and biking in their neighborhoods. The following pages are a summary of the observations made at each event.

**Summary of Recorded Observations**

**SNAPSHOT**

- **Crossing is a problem**—Many participants had difficulty crossing safely and of all the negative general observations made about intersections, most were about crossing the street.
- **Longer signals**—Many participants said we need longer crossing signals.
- **Paint the crosswalks**—More often than not, crosswalks needed to be repainted.
- **Need better buildings**—Most participants thought the buildings were not pedestrian-friendly.
- **Fix the sidewalks, bus stops, and landscaping**—Most participants experienced sidewalks, bus stops, and landscaping in poor condition. Of the negative general observations made about mid-block sections, most were about landscaping.
- **Better curb cuts**—Most of the negative general observations made about intersections were about curb cuts.
- **Better pedestrian and car interaction**—The majority of observed or potential conflicts were between pedestrians and cars.

## STATISTICS

Below you will find all of the questions asked of the groups and the corresponding statistical results.

### Intersections:

#### Can you safely cross?

31 responses—26% Yes, 65% No, 6% O.K., 3% N/A

#### Pedestrian signals long enough?

29 responses—17% Yes, 52% No, 31% N/A

#### Crosswalks need to be repainted?

32 responses—41% Yes, 31% No, 28% N/A

### Other observations

66 Negative Responses:

19% curb cuts, 13% sidewalks, 10% street design, 10% signals, 8% crossing the street, 6% access, 5% land use, 3% crosswalks, 3% safety, 3% landscaping, 3% design, 3% lighting, 3% friendliness of area, 2% parking, 2% speeding toys, 2% bus amenities, 2% traffic, 2% bus amenities, 2% traffic, 2% barrier, 2% homelessness, 2% vacant land/buildings, 2% route, 2% noisy

9 Positive Responses:

22% street design, 22% landscaping, 11% curb cuts, 11% sidewalks, 11% traffic, 11% street furnishings, 11% friendliness of area

### Mid-Block:

#### Are buildings pedestrian friendly?

29 responses—7% Yes, 72% No, 3% o.k., 17% N/A

#### Condition of sidewalk

47 responses—43% broken, 21% dirty, 9% obstructed, 28% o.k.

#### Condition of bus stops

31 responses—39% bad, 13% o.k., 48% N/A, 0% good

#### Quality of landscaping

42 responses—52% bad, 21% o.k., 26% N/A, 0% good

### Other observations

89 Negative Responses:

26% landscaping, 11% sidewalks, 8% street furnishings, 7% parking, 7% friendliness, 7% bus amenities, 7% safety, 4% lighting, 3% bike amenities, 3% access, 2% barriers, 2% land use, 2% speeding cars, 2% crosswalks, 2% street design, 1% buildings, 1% vacant land/buildings, 1% noisy, 1% traffic, 1% curb cuts

15 Positive Responses:

33% landscaping, 27% sidewalks, 13% land use, 13% friendliness of area 7% lighting, and 7% parking

**Conflicts** Four (4) recorded conflicts. 75% were between pedestrians and cars. 25% between bikes and cars.

Each group was asked to report the best and worst of their street segment(s) and the three most urgent issues to be dealt with. Their answers are below. Words in parentheses have been added to help explain the comments.

Questions for Team	Group 1: Spring, Wilhardt, Main, Sotello, Ann Street	Group 2: Main, Elmyra, Llewellyn	Group 3: Alameda, College (one portion optional), Bruno, Spring (optional)	Group 4: Vignes, Alpine (optional)	Group5: Alameda
<b>The worst intersection</b>	Baker at Spring	No answer	Spring & Elmyra	Northwest corner of Main and Vignes & Alameda and Vignes	Ord and Alameda
<b>WHY</b>	No signal, no crosswalk, fast traffic, poor sight-lines	N/A	High traffic, no crosswalk, not much lighting	Main and Vignes: construction, no wheelchair access/closed; Alameda and Vignes: lots of fast cars, no street front	No crosswalks, no curb ramps, uncrossable
<b>Best Intersection</b>	Ann at Main	Alpine and Main	Magdalena & Cardinal	Metro station (College and Spring)	No answer
<b>WHY</b>	Signalized, with crosswalks and curb ramps	It was the only one of our intersections with a light.	Safest, not too much traffic, had crosswalks	Safe and populated	N/A
<b>The worst sidewalk segment</b>	Northeast side of Sotello at Spring	Between College and Llewellyn	College, north of Main	East side of Vignes under tunnel	Near mosaic in front of chevron by Cesar Chavez in front of Union Station
<b>WHY</b>	Narrow sidewalk with signs, etc. in the middle of through zone	Street (sidewalk) was broken, cars parked on it (sidewalk)	Missing and broken	Narrow, sandy, and dirty	Damaged

<b>Questions for Team</b>	<b>Group 1: Spring, Wilhardt, Main, Sotello, Ann Street</b>	<b>Group 2: Main, Elmyra, Llewellyn</b>	<b>Group 3: Alameda, College (one portion optional), Bruno, Spring (optional)</b>	<b>Group 4: Vignes, Alpine (optional)</b>	<b>Group5: Alameda</b>
<b>Area to be held up as an example</b>	Main Street in front of William Mead Homes	The landscaping on private property	Spring St., north of College	Metro Station or where stores front sidewalk	Homeboy Industries at Bruno
<b>WHY</b>	Tall trees, green grass	No answer	Sidewalk was good, some landscaping, wide sidewalk zones	No answer	Wide sidewalk with landscaping, a parkway was there; entrance to Homegirl café right on sidewalk
<b>Bad/dangerous location to be changed</b>	Ann at Spring	Between College and Llewellyn	Elmyra and Spring	West side of Vignes before tunnel and in tunnel	Main and Alameda, Alameda and Olvera
<b>WHY</b>	No crosswalk, no signal - difficult to get across to the state park	Street (sidewalk) was broken, cars parked on it (sidewalk)	No sidewalk, wide street, fast cars	Dirty, narrow, dark	Main and Alameda: Cat callers; Alameda and Olvera: parking area in sidewalk
<b>Best bus stop</b>	Main Street at Leroy	They were all the same, with no coverings or benches. They only had posts (for the signs.)	None	By Metro (southwest corner)	In front of Union Station at Los Angeles (may have meant Alameda)
<b>WHY</b>	Trees shade folks waiting for bus	N/A	N/A	Had shelter, map, people, wide sidewalks, benches	Had a shelter

Questions for Team	Group 1: Spring, Wilhardt, Main, Sotello, Ann Street	Group 2: Main, Elmyra, Llewellyn	Group 3: Alameda, College (one portion optional), Bruno, Spring (optional)	Group 4: Vignes, Alpine (optional)	Group5: Alameda
<b>Worst bus stop</b>	Main Street at Wilhardt	They were all the same, with no coverings or benches. They only had posts (for the signs.)	Main and College	Vignes and Cesar Chavez NW (corner)	No answer
<b>WHY</b>	No shelter, no trees, minimal sidewalk	N/A	Sign only, no shelter, bench or lighting	Just two benches but nothing else	N/A
<b>Best landscaping</b>	Tall sycamore trees in front of William Mead Homes	Private property on Main	Spring St., north of College	On Vignes north of Cesar Chavez	In front of California Endowment at Ord
<b>WHY</b>	Tall trees offer shade for pedestrians and people waiting for transit	The wholesale shops	Had trees	Trees (fairy tall), landscaping on inside of sidewalk	Native, lush, full, defined physical space, nice palate
<b>Worst landscaping</b>	No landscaping on streets between Spring and Main (Wilhardt, Sotello, Spring)	All other locations	College	Any landscaping is better than none but landscaping under Metro Line, in median, is not visible so it seems to have little purpose (Comment given, though it doesn't answer the question)	Alameda and Main
<b>WHY</b>	Industrial streets with no landscaping	There wasn't any (landscaping)	No landscaping and no furniture	No answer	Decrepit, dirty planters

### 3 Most Urgent Issues—23 responses, 13% crossings, 13% sidewalks, 13% landscaping

	Issue	Location
	<b>Group 1</b>	
1	Difficult to Cross Spring	Entire length from Metro Stop to Avenue 18 - especially need improvements at Ann Street
2	Lack of Landscaping	Nearly the entire area - especially streets between Main and Spring - including Ann, Sotello, Wilhardt
3	DASH stop lacks amenities	DASH stop on Main at Ann Street (in front of Ann Street School)
	<b>Group 2</b>	
1	Sidewalks	In all of our walk they needed repair and could have used more greenery "Landscaping"
2	Street lighting, need more of it, but also for pedestrians use, and also street signals to allow for pedestrians crossing again all for our intersections	
3	Change the uses around the neighborhood from primarily industrial to be more commercial uses that the people can utilize	Places to eat ,shop +do other activities that would make the streets sidewalks, building much more inviting and useful.
	<b>Group 3</b>	
1	personal safety	(No Suggestions)
2	Sidewalk Quality	A lot
3	Landscaping	College, Elmyra
	<b>Group 4</b>	
1	Tunnel, narrow sidewalks, dark, dirty	
2	Chain link fence as street frontage	
3	shade lack of trees, canopies, etc.	
4	Lack of (pedestrian) activity	
5	No bike lanes anywhere	
	<b>Group 5</b>	
1	Ord and Alameda intersection	
2	No pedestrians on W side inconclusive to bikes- vehicular traffic right next to sidewalk-no parkway/buffer	
3	Length of signal at Alameda Los Angeles (In front of Union station)	

## SNAPSHOT

- **Crossing could be better**—The majority of participants were able to cross safely but 33% could not. The majority of negative general observations were about crossings.
- **Signals are o.k.**—The majority of participants (43%) said they needed more time to cross, but 35% said the signals were long enough.
- **Crosswalks in o.k. condition**—About half of the participants said the crosswalks needed to be repainted; a little less than half said they were fine.
- **Better intersection design**—Most of the negative observations made about intersections included street design, crosswalks, and curb cuts.
- **Bus stops in o.k. condition**—Of the participants that came across bus stops, most said the bus stops were in “o.k.” condition.
- **Need better buildings**—Most participants thought the buildings were not pedestrian-friendly.
- **Fix the sidewalks, and landscaping**—Most participants experienced sidewalks and landscaping in poor condition. One of the most recorded negative observations about the mid-block was about landscaping.
- **Remove the barriers**—The most recorded negative observation about mid-block sections was about barriers in the sidewalk or other barriers.
- **Better pedestrian and car interaction**—The majority of observed or potential conflicts were between pedestrians and cars.

## STATISTICS

Below you will find all of the questions asked of the groups and the corresponding statistical results.

### Intersections:

#### Can you safely cross?

40 responses—58% Yes, 33% No, 5% o.k., 5% N/A

#### Pedestrian signals long enough?

37 responses—35% Yes, 43% No, 0% o.k., 22% N/A

#### Crosswalks need to be repainted?

39 responses—49% Yes, 44% No, 0% o.k., 3% N/A

### Other observations

36 Negative Responses:

14% street design, 14% crosswalks, 11% curb cuts, 8% barriers, 8% friendliness of the area, 6% crossing the street, 6% sidewalks, 6% landscaping, 6% bus amenities, 6% traffic, 6% street furnishings, 3% noisy, 3% lighting, 3% access, 3% speeding cars

4 Positive Responses:

50% friendliness of the area, 25% traffic, 25% sidewalks

### Mid-Block:

**Are buildings pedestrian friendly?** 32 responses—16% Yes, 59% No, 6% o.k., 19% N/A

### Condition of sidewalk

42 responses—36% broken, 29% dirty, 31% o.k., 10% obstructed

### Condition of bus stops

25 responses—24% bad, 32% o.k., 0% good, 44% N/A

### Quality of landscaping

34 responses—59% bad, 35% o.k., 0% good, 6% N/A

### Other observations

29 Negative Responses:

14% barriers, 10% landscaping, 7% safety, 7% curb cuts, 7% access, 7% land use, 7% lighting, 7% bus amenities, 7% vacant land/buildings, 3% signals, 3% friendliness of area, 3% buildings, 3% social issues, 3% street furnishings, 3% crossing the street, 3% street design, 3% crosswalks

6 Positive Responses:

17% land use, 17% sidewalks, 17% landscaping, 17% lighting, 17% bus amenities, and 17% street furnishings

**Conflicts** Five (5) recorded conflicts. 60% were between pedestrians and cars. 40% were between pedestrians and cyclists.

Each group was asked to report the best and worst of their street segment(s) and the three most urgent issues to be dealt with. Their answers are below. Words in parentheses have been added to help explain the comments.

Questions for Team	Group1: Figueroa	Group2: Lacy, Cypress (including Ped Bridge)	Group3:Humboldt, Ave 26	Group4:San Fernando, Pasadena, Ave 26	Group5: Daly, Pasadena
<b>The Worst Intersection</b>	East side of Figueroa @ 110 exit, at Avenue 22	Cypress and Arroyo Seco	Humboldt and Ave26--honorable mention, Figueroa and Ave 26	Five Points	5 Points & Broadway /Daly (undecided)
<b>WHY</b>	No button to make light change - heavy freeway exit traffic	No painted crosswalks- not open to visual contact with the one residence (nearby). Needs a median and parking restrictions.	Crossing very difficult	Short signal, obstruction blocking view, curb cuts put you in road	Long distance for pedestrians crossing, heavy vehicle traffic, narrow sidewalks, blank walks from Rite Aid Building
<b>The Worst Sidewalk Segment</b>	East side of Figueroa--north of Ave 26 between Ave 26 and Ave 28	Northwest side of Cypress between Idell at Figueroa	Humboldt from San Fernando to the 5 freeway	San Fernando between Barranca & Pasadena	Daly just south of Pasadena and between Broadway
<b>WHY</b>	Broken and uneven sidewalk, holes with trash instead of trees/landscaping	Broken and lifted sidewalks. No curb cuts for the three alleyways.	No sidewalk	Cracked sidewalks, large driveway cuts, no shade or landscaping, blank walls	Narrow sidewalks, abandoned or boarded up buildings, long fences and gates abutting sidewalk

	<b>Group1: Figueroa</b>	<b>Group2: Lacy, Cypress (including Ped Bridge)</b>	<b>Group3:Humboldt, Ave 26</b>	<b>Group4:San Fernando, Pasadena, Ave 26</b>	<b>Group5: Daly, Pasadena</b>
<b>The safest or nicest location to be held up as an example</b>	Pathetically, the sidewalk space in front of Ihop	Idell and Cypress	Humboldt from Ave 23 to Ave 26	None, but potential locations	Pasadena just north of Five Points intersection
<b>WHY</b>	Nicely landscaped with benches +wide sidewalks	Clean landscape, people gathering for functions	Landscaping, good zone	N/A	Less traffic, wider sidewalks, mixed use, some landscaping, metered parking, bike racks
<b>Example of bad or dangerous location that needs to be changed</b>	Places where cars drive on the sidewalk, building entrance just north of San Fernando on the east side of Figueroa	Public walkway and pedestrians bridge over the freeway	Intersection of Humboldt and Avenue 26	I-5 Freeway entrance /exit	Vons fencing along Daly; narrow heavy use bus stop at Daly, north of Broadway
<b>WHY</b>	Auto shop on south side of Ave 26	Walkway (needs) better lighting. Consider closing walkway and freeway access at night. Potential criminal area.	No answer	Vehicle speed conflicts with pedestrian traffic	Congested, enclosed dead zone from fencing, heavy traffic, no open space near bus stop
<b>The Best bus stop</b>	No answer	On Figueroa at Cypress	None--least bad was the one at Humboldt and Avenue 26	None	On the southwest corner of Pasadena and Daly in front of Yoshinoya

<b>WHY</b>	Many bus stops without benches or without roofs that are very close to the trafficky avenue	By default--shade provided by business' bench and trash can	No answer	N/A	Large trees, wider sidewalk, grassy area behind bus bench
<b>Example of good landscaping</b>	In front of Ihop, west side of Figueroa just north of Ave 22, Nightingale school, corner of Cypress Avenue and Figueroa	Animal shelter	Park at Lacy Street	None	Big trees around Bus stop on Daly south of Pasadena in front of Yoshinoya
<b>WHY</b>	No answer	Drought tolerant plants, exercise yard for dogs	No answer	N/A	Shady trees
<b>Example of bad landscaping</b>	East side of Figueroa at Ave 22/ 110 south entrance	Nightingale Jr. High school	Palms at Puerta del Sol	Along Pasadena, San Fernando, Avenue 26	The sidewalk right in front of the Vons fencing and gate
<b>WHY</b>	Big empty dirt lot	Questionable plants on school premises / Oleander rock walls, Ficus trees overgrown and (poor) lighting	No answer	Lack of tress & other landscaping	The gate creates a dead zone with no landscaping provided

**3 Most Urgent Issues—20 responses, 20% safety issues, 15% lighting issues, 15% sidewalk quality**

	<b>ISSUE</b>	<b>LOCATION</b>
	<b>Group 1</b>	
<b>1</b>	Pedestrian safety -lights also landscaping	E. side Figueroa @ 110 south entrance +exit @ Ave 22
<b>2</b>	Sidewalk Quality	General -everywhere

<b>3</b>	Lighting in freeway underpass	West/East of Figueroa in front of home depot
	<b>Group 2</b>	
<b>1</b>	Pedestrian walkway over freeway	
<b>2</b>	Safety	On cypress between Arroyo Seco fig.
<b>3</b>	Pedestrian Safety	Intersection of Figueroa and Cypress
	<b>Group 3</b>	
<b>1</b>	Humboldt -needs sidewalks +Landscape +pedestrian -oriented bulbs	Humboldt San Fernando road- 5Fwy
<b>2</b>	Crossing	Humboldt+ Ave 26
<b>3</b>	Speed of traffic on Ave 26	Ave 26 to Fig
	<b>Group 4</b>	
<b>1</b>	Creation of place, conflicts of modes	5 points
<b>2</b>	Lack of Safety /lighting	San Fernando and Pasadena
<b>3</b>	Barren environment	San Fernando and Pasadena
	<b>Group 5</b>	
<b>1</b>	Put a bus bulb at worst bus stop	Bus stop Daly north of Broadway
<b>2</b>	Street sidewalk Improve accessibility @ operation and redevelopment	5 points intersection
<b>3</b>	Broadway and gated storefronts and buildings	All along corridor

## Summary of Recorded Observations

### SNAPSHOT

- **Few bike facilities**—The majority of streets did not have bike facilities.
- **Calm traffic**—In many places traffic needs to be calmed.
- **Danger! Speeding cars!**—The most reported dangerous condition is speeding cars.
- **Nice wide streets**—The most reported positive condition is wide streets.
- **Time for a diet**—Among all the potential bike improvements, implementing road diets was reported as having the greatest potential. There was also high potential for bike lanes.
- **Fix street design**—Of the 19 negative general observations made, 50% of them were about street/path design.
- **It's not all bad**—Of the 8 positive general observations 25% were about street/path design and 25% were about bike facilities.
- **Improve bike/car interaction**--89% of observed actual or potential conflicts were between cyclists and cars.
- **Good routes!**—Over 90% of the groups thought that the route they biked should be strongly considered for our plan.

## **STATISTICS**

Below you will find all of the questions asked of the groups and the corresponding statistical results.

### **What bike facilities exist?**

11 responses—73% None, 27% Bike Route

### **Traffic needs to be calmed?**

18 responses—83% Yes, 17% No

### **Signals needed for difficult crossings?**

12 responses—25% Yes, 67% No, 8% N/A

### **What dangerous conditions exist?**

25 responses—28% car speed, 24% street/path design, 12% street hazards, 8% freeway ramps, 4% landscaping, 4% conflicts, 4% street width, 4% unsafe crossing, 4% pedestrian bridge, 4% big trucks, 4% noise

### **What positive conditions exist?**

16 responses—31% street width, 25% direct route, 13% next to park/school, 6% landscaping, 6% housing, 6% slower car traffic, 6% bridge crossing, 6% opportunity to improve

## **POTENTIAL for . . .**

### **Bike Lanes?**

18 responses—78% Yes, 22% No

### **Bike Paths?**

11 responses—18% Yes, 82% No

### **Road Diets?**

17 responses—88 % Yes, 12% No

## **Bicycle Boulevards?**

12 responses—25% Yes, 75% No

## **OTHER OBSERVATIONS**

19 Negative Responses:

50% street/path design

33% unsafe crossing

17% car speed

17% traffic

8% opportunity

8% bike facility

8% signals

8% parking

8% bridge crossing

8 Positive Responses:

25% street/path design

25% bike facility

13% opportunity

13% ped facility

13% vacant land

13% access

## **CONFLICTS**

9 responses—89% bike/car, 11% ped/bike

## **Should we strongly consider this street for our plan?**

16 responses—94% Yes, 6% No