

BERRYESSA STATION ACCESS STUDY

WALK AUDIT DATA COLLECTION TOOL

Quadrant:

Time of Day:

Date / Weather:

OBJECTIVE

The goal of the technical walk audit is to evaluate on-the-ground conditions around the VTA Berryessa station, with special considerations to pedestrians and cyclists.

WHAT TO LOOK FOR

Identify strengths, barriers, opportunities, and observed behavior conditions that can hinder/foster a safe, pleasant environment for pedestrians and cyclists.

Examples of conditions include but are not limited to:

- Barriers: missing/derelict sidewalk or bike paths, lack of lighting, high speeds, visibility concern, places to hide (safety concern), cleanliness, lack of crosswalk, curb ramp etc.
- Strengths: great seating, public art, high use spaces/businesses nearby, opportunities for multi-use paths, etc.
- Observed Behaviors: jaywalking, loitering, littering, transfer experience confusion, nervousness, mothers pushing strollers, aggressive driving, bicycling on sidewalks, illegal activities, etc.

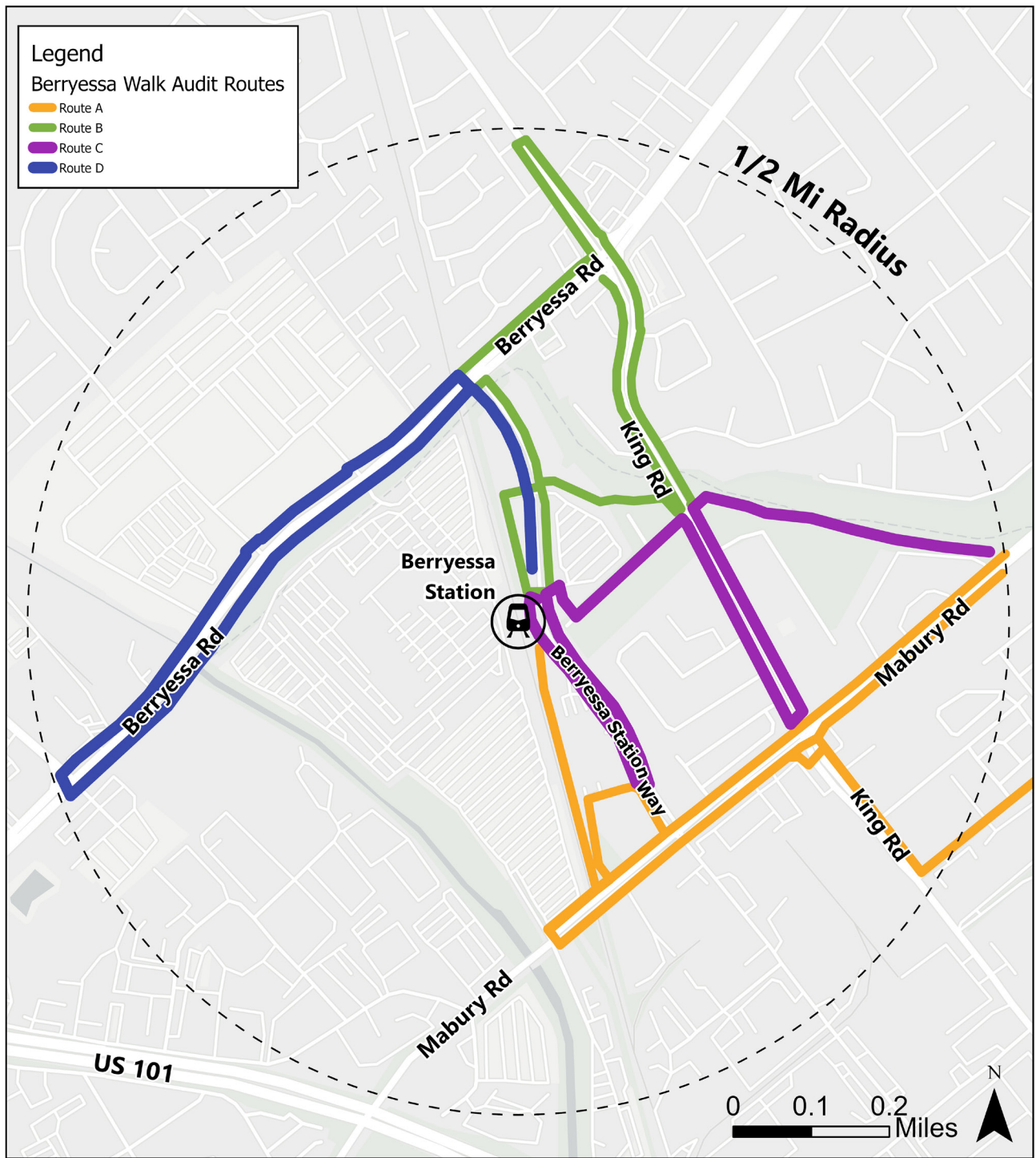
Photo examples of these conditions are provided at the end of this document.

Place yourself in the shoes of various types of individuals: older adults, youth, women, persons with disabilities, non-English speakers, etc.

Take photos! Make a note of the location where the picture is taken, and send them to jennifer.moore2@arcadis.com

SAFETY CONSIDERATIONS AND EMERGENCY CONTACT

- **If you feel in danger, call 911 immediately.**
- If you have questions in the field, contact **Aiko Cuenco at 510-205-1537.**
- Stay with your group. Stay alert and wear the safety equipment provided.
- Use the flashlight at night to see and be seen.
- Observe all traffic laws. Cross the street safely at designated locations.



DIRECTIONS

Trace the route taken on the map. Stay within the area shown on the map.

Conditions may include strengths, barriers, or observed behaviors. Clearly mark the specific location or zone where the condition has been observed. Identify location of specific conditions with a letter (B for barrier, S for strength and O for observed behavior) and a number, and provide further explanation in the table on the following page.

Example of note:

On map mark O1 where you see some jaywalking. Add details as needed on the following page.

SAFETY

1.1 Adequate Lighting

Regularly spaced and frequent lighting that is directed towards the sidewalk and any bikeways which provides sufficient illumination. Potential obstacles marked with reflectors or lighting.

1.2 Eyes-on-the-Street

Presence of highly transparent ground-floors, windows, and entries.

1.3 Presence of security/police

Presence of security figures ready to intervene if trouble occurs.

1.4 Well maintained public realm

Sidewalks are smooth and without cracks, vegetation is trimmed, etc.

1.5 Safety buffer for bikes

Bikes are adequately set back from vehicles. Consider type and quality of buffer – sufficient width, painted material, and vertical separation, such as bollards.

1.6 Safety buffer for pedestrians

Pedestrians set back from travel lanes via ample sidewalk width, landscaping, and street furniture.

1.7 People-friendly traffic speeds and manners

Drivers yield to pedestrians and traffic is slowed via narrow roadways, markings, no turn on red lights, etc.

1.8 Clear safety signage

Signage is large enough for both pedestrians and motorists to see, placed in easily visible areas, and clear enough to understand.

1.9 Station area feels safe

There is a feeling of safety as you walk through the station area. Consider the safety of all users – especially women, children, persons with a disability, and the elderly.

Strongly Disagree

Strongly Agree

1 2 3 4 5
Specific Areas of Concern:

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

AESTHETICS

2.1 Sense of Place

Inclusion of unique street characteristic, landmarks, striping or a navigable streetscape or hierarchy that sets this space apart from other areas.

2.2 Pleasant Landscaping

Consistent landscaping that provides ample shade. Trees are well maintained and all tree wells are planted with street trees.

2.3 Strategically placed pedestrian amenities

There are a variety and sufficiently provided pedestrian amenities (seating, trash cans, water fountains) that are well maintained and inviting. Kiosks and vendors are present on pedestrian paths, are visually pleasing and are located in areas that do not interfere with foot traffic.

2.4 Pedestrian unfriendly elements are limited

There is a general lack of the following: unpleasant smells, blank walls, vacant lots, fences, noise pollution, unfriendly street conditions, trash.

2.5 Pleasant experience

There is a pleasant ambiance as you walk, bike, or use alternative transit throughout the station area. Consider the experience of all users – especially women, children, persons with a disability, and the elderly. Consider both day and night-time amenities. Care has been taken to make a nice environment for all users.

Strongly Disagree

Strongly Agree

1 2 3 4 5

Specific Areas of Concern:

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

ACCESSIBILITY

3.1 High quality sidewalks

Sidewalks are large enough for pedestrians to walk, pass, and jog comfortably in opposing directions. There are few disruptions to the sidewalk quality (e.g. smooth surface paving, signage, and poles are set back from the pedestrian right-of-way).

3.2 Clear, safe crossings

Signalized intersections allow ample time to cross, frequently allow passage, are a walkable distance (or provide a pedestrian refuge or median), are supplied with functioning push buttons, and are painted for safety.

3.3 Operating and sufficient bicycle facilities

Bicycle facilities are present, have a smooth surface, and provide riders with bike lanes, routes, pathways, adequate marking, parking, separated push buttons, bike stations and bike boxes.

3.4 High quality signage

Signage is located in clear view for pedestrians, bicyclists and other transit modes. Signage provides clear directional and locational information, regulatory warnings, and station area identity.

3.5 Parking and drop-off is streamlined

Adequate number of parking spaces (in park-and-ride if applicable), room for drop-off, on street parking serves as a buffer for pedestrians, parking time restrictions are in effect where necessary, and vehicles are prohibited from blocking the pedestrian right-of-way.

3.6 Curbs and curb ramps are provided

Curbs and curb ramps are present at all crossings and have a gentle slope.

3.7 Navigating the public realm is intuitive and easy

There are frequent and well marked passageways as you walk through the station area. Consider the experience of all users – especially women, children, persons with a disability, and the elderly at various times of the day.

Strongly Disagree

Strongly Agree

1 2 3 4 5
Specific Areas of Concern:

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

TRANSFERS

4.1. Clear transit transfer signage

Transit information is posted for all modes. Wayfinding directional signage directs passengers to transfer points and connection locations.

4.2. Real-time information

Real-time signage is available and easy to see.

4.3. Shaded seating and waiting areas

Shaded seating areas are provided at bus stops and other major waiting locations.

4.4. Reduced distances for transfers

Bus stops are consolidated to shorten distances between transfers and decrease street crossings. Transfer points are clustered. Stops and stations are well-positioned to minimize transfer walking distances.

4.5. Seamless transfers between transit modes

Transferring to alternate modes of transit is streamlined throughout, with the presence of well-marked, nearby and obvious pathways. Pathways are direct and intuitive while transferring. Connections to transit are visible within clear line of sight from station or stop. People do not seem confused about transit transfers.

Strongly Disagree

Strongly Agree

1 2 3 4 5
Specific Areas of Concern:

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

1 2 3 4 5

FINAL SCORE:

EXAMPLES OF CONDITIONS



Broken sidewalk - Photo Credit: Medium



Jaywalking - Photo Credit: City Journal



Adequate Lighting - Photo Credit: Franck Michel, Flickr



Littering - Photo Credit : Third Force News



Distracted cyclist - Photo Credit: MrTinDC - Flickr



Missing Curb Ramp - Photo Credit: Disability Rights Washington

SPOT CHECKS

FOR Arcadis - IBI STAFF

Information to be collected (Record on the map):

- Inventory of existing sidewalks, crosswalks, pedestrian signals, signage, lighting, ADA improvements within the 0.5 mile pedestrian catchment area [spot check]
- Record physical roadway and sidewalk widths and pavement/ sidewalk quality [spot check]
- Identify traffic signage (posted speed limit, parking restrictions, school zones, etc.) [spot check]
- Record operational roadway characteristics (number and width of travel lanes, turning lanes, center medians, and on-street parking) [spot check]
- Identification of bicycle access routes based on existing and planned bicycle facilities, input from local bicycle communities, and local knowledge of routes that provide access to the stations from all directions within the three-mile bicycle catchment area
- Record street classification (arterial, collector, local) and bicycle facility classification (Class I, II, or III)
- Record roadway ADT as well as posted and observed speeds
- Record roadway grade (none, low: less than 5%, moderate: 5%-10%, and steep: more than 10%)