3.3 Walk Audit Results

To further assess on-the-ground conditions for bicyclists and pedestrians, a walk audit was conducted on September 18, 2023. Community groups and stakeholders around the station areas were invited to participate in the walk audit for this study. The walk audit was conducted with 14 participants, including VTA staff and the consultant team. The station area was divided into quadrants with a designated walking route for each, for a total of 4 designated walking routes.

Participants noted barriers, strengths, and observations on a map. The locations of barriers, strengths, and observations are included on the map below.

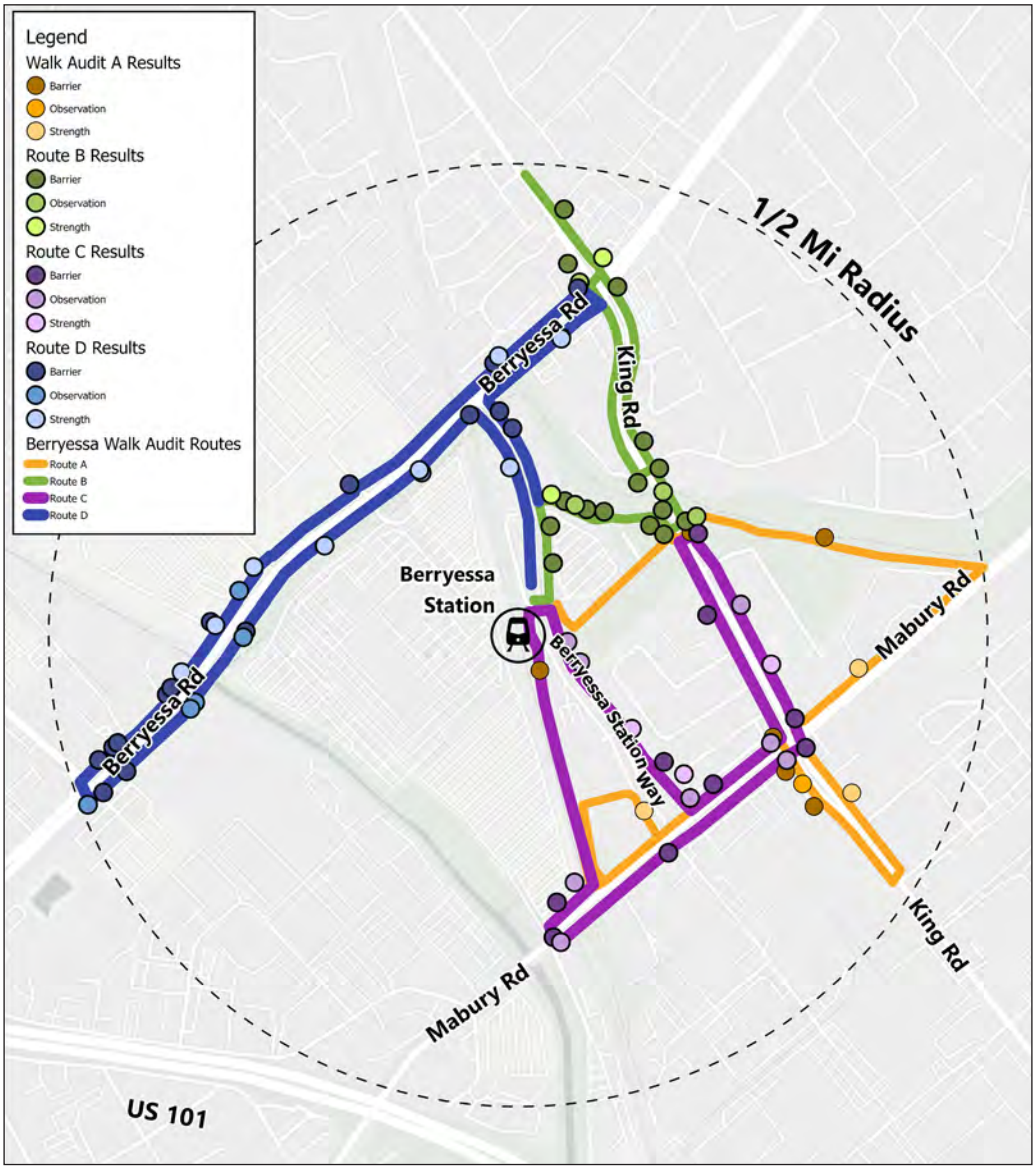

Figure 3.24
Walk Audit Results

3.3.1 Walk Audit Key Findings

The most common themes emerging from the walk audit results are summarized as follows:

Barriers:

- There are several sidewalk gaps and narrow and or cracked sidewalks.
- There is a need for additional wayfinding signage leading to and from the station.
- There is a lack of a safe bike lane near the station on Berryessa Road.
- Vehicular speeds on Mabury Road are high.
- There is a need for additional trash clean up surrounding the station area.
- There are several blind driveways, making it hard for trucks to see pedestrians traveling on the sidewalk.
- Short timers for long crossing distances make safely crossing intersections challenging, particularly for seniors.
- Vehicles parked in the bike lane along Berryessa Road interrupt bicycle travel.

Strengths:

- There is good tree canopy and shade present on some pedestrian paths.
- There are wide sidewalks in some areas with pleasant walking conditions.

Opportunities:

- There is an opportunity to create a future multi-use next to the BART alignment and connecting to the Upper Penitencia Creek.
- There is an opportunity to implement a high visibility crosswalk at Mabury Road and King Road.
- Additional bus shelters with seating can be implemented at bus stops in the station area.

Figure 3.25
Walk audit participants evaluating sidewalk conditions along Mabury Road

3.3.2 Walk Audit Survey Summary

Participants also filled out a post-walk survey to rate various elements of their experience walking in the station area from 1-5 in four categories: safety, aesthetics, accessibility, and transfers.

The safety category of the survey included nine metrics related to lighting, pedestrian and bicyclist infrastructure, security, eyes on the street, and general perception of safety. Participants gave most metrics a score above 3.0. Station lighting scored highest in the 'safety' category, followed by adequate safety buffers for pedestrians on walkways. Walk audit participants noted that they felt safe in the station area, however, gave the 'eyes on the street' metric the lowest score. Limited eyes on the street from limited station area activity can make station visitors feel isolated and reduce perceptions of safety.

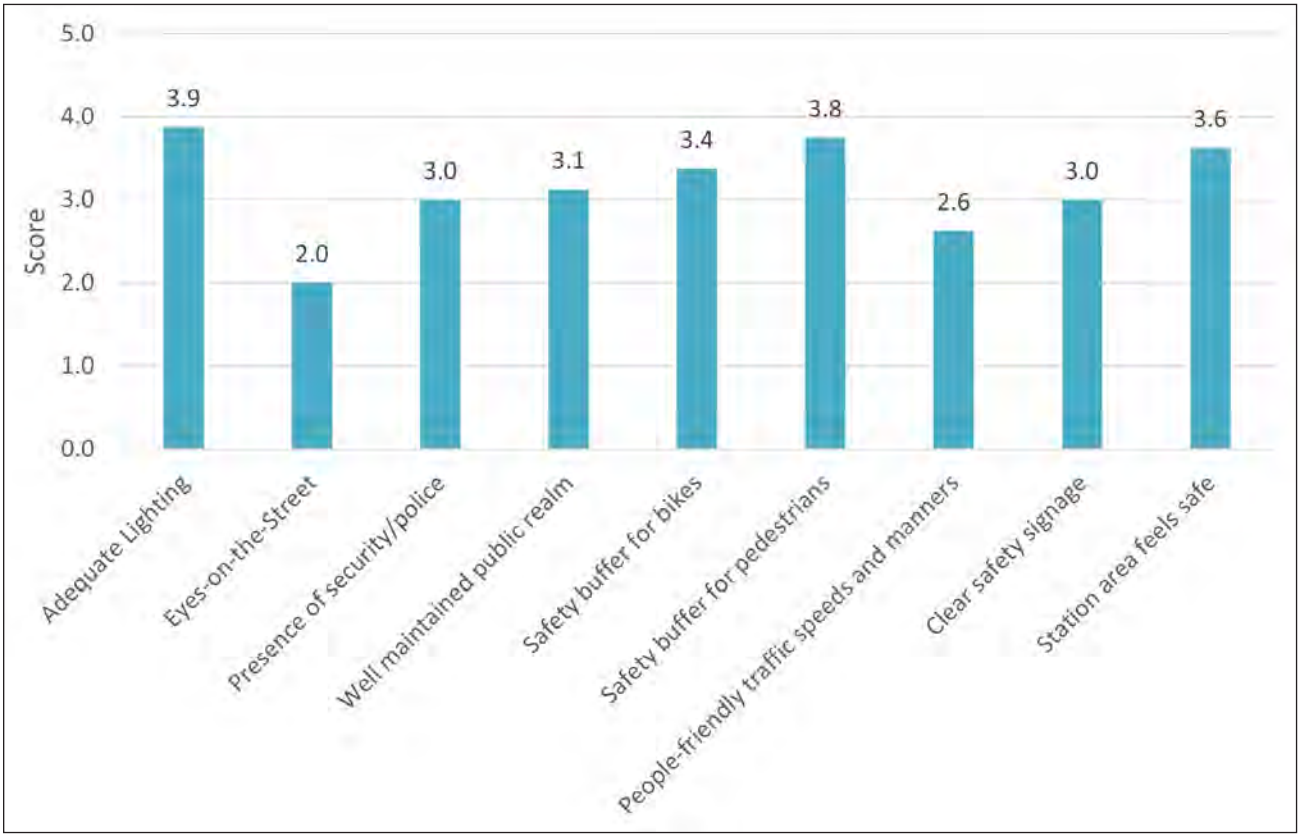

Figure 3.26
Safety Scores

The 'aesthetics' category included five metrics related to sense of place, landscaping, the placement of pedestrian amenities, and an overall pleasant station area experience. Scores in this category varied, with the highest score being given to pleasant landscaping, followed by an overall pleasant experience. In contrast, walk audit participants noted that pedestrian amenities were not placed strategically throughout the station area and that there were a few elements that were not friendly to pedestrians.

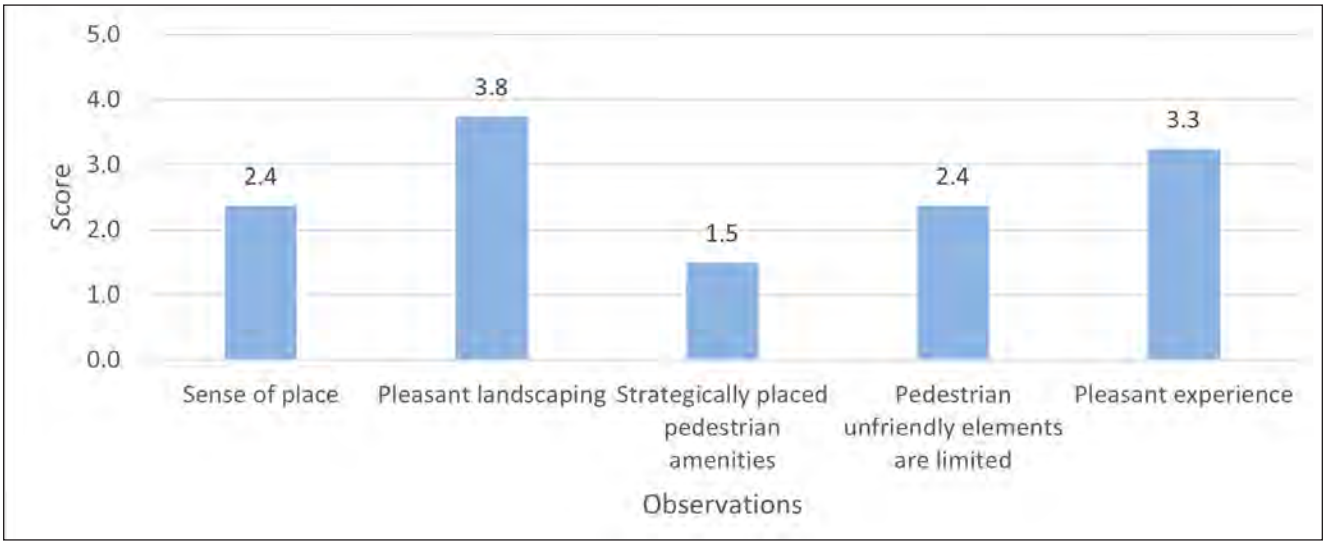

Figure 3.27
Aesthetic Scores

The 'accessibility' category included seven metrics related to sidewalks, pedestrian crossings, bicycle infrastructure, signage, curb ramps, and pick up-drop off activity. The overall accessibility of the Berryessa Station area was scored highly. Metrics scored highest included sufficient curbs and curb ramps, streamlined pick up-drop off activity, and high-quality sidewalks. The lowest scoring metric was 'clear-safe pedestrian crossings. Participants also noted that station accessibility would benefit from additional wayfinding signage, as this would make navigating the public realm more intuitive.

Figure 3.28
Accessibility Scores

The 'transfer' category included five metrics related to clear transit transfer signage, real-time information, shared seating and waiting areas, reduced distances for transfers, and seamless transfers between transit modes. The 'reduced distances for transfers' metric scored highest, indicating that travelers did not have to travel far to reach their next connection and creating a more seamless transfer experience. In contrast, participants noted that the transfer experience could be improved if real-time information and additional signage was more available.

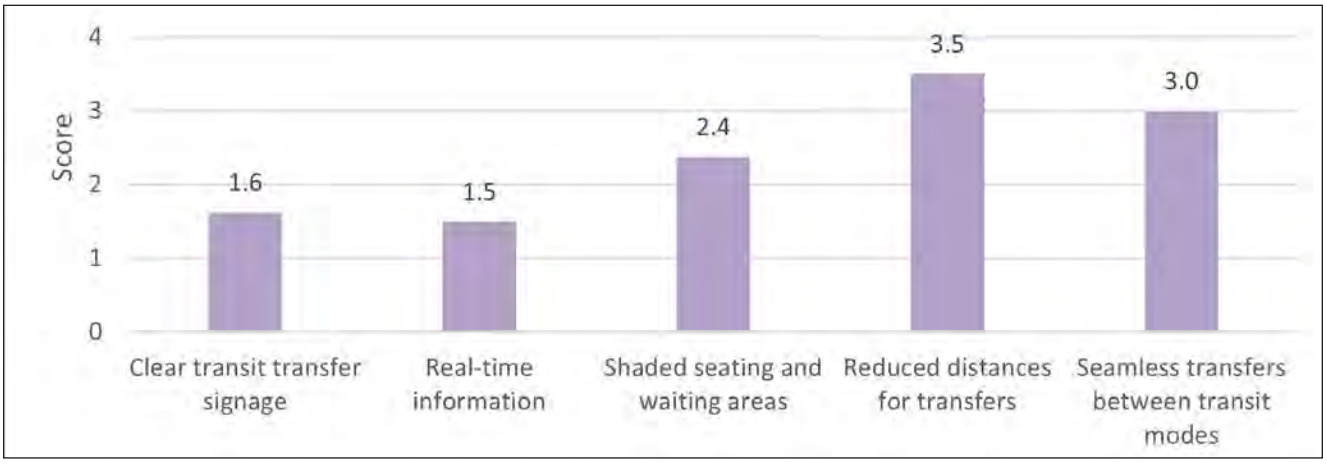

Figure 3.29
Transfer Scores

The figure below reflects the average score for each of the four categories measured on the walk audit survey. The 'transfer' category was scored highest, followed by station accessibility. In contrast, station aesthetics were scored lowest and offer an opportunity for improvements to be recommended in later tasks of the study.

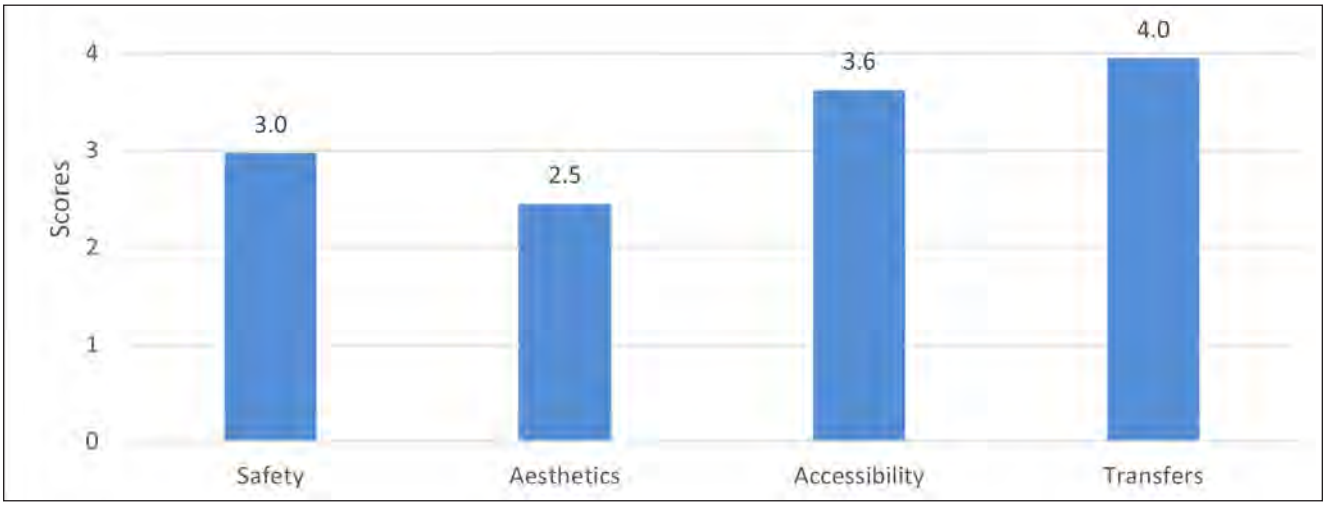

Figure 3.30
Average Scores