

APPENDIX E

Public Outreach: “Walk ‘n Roll” Audit



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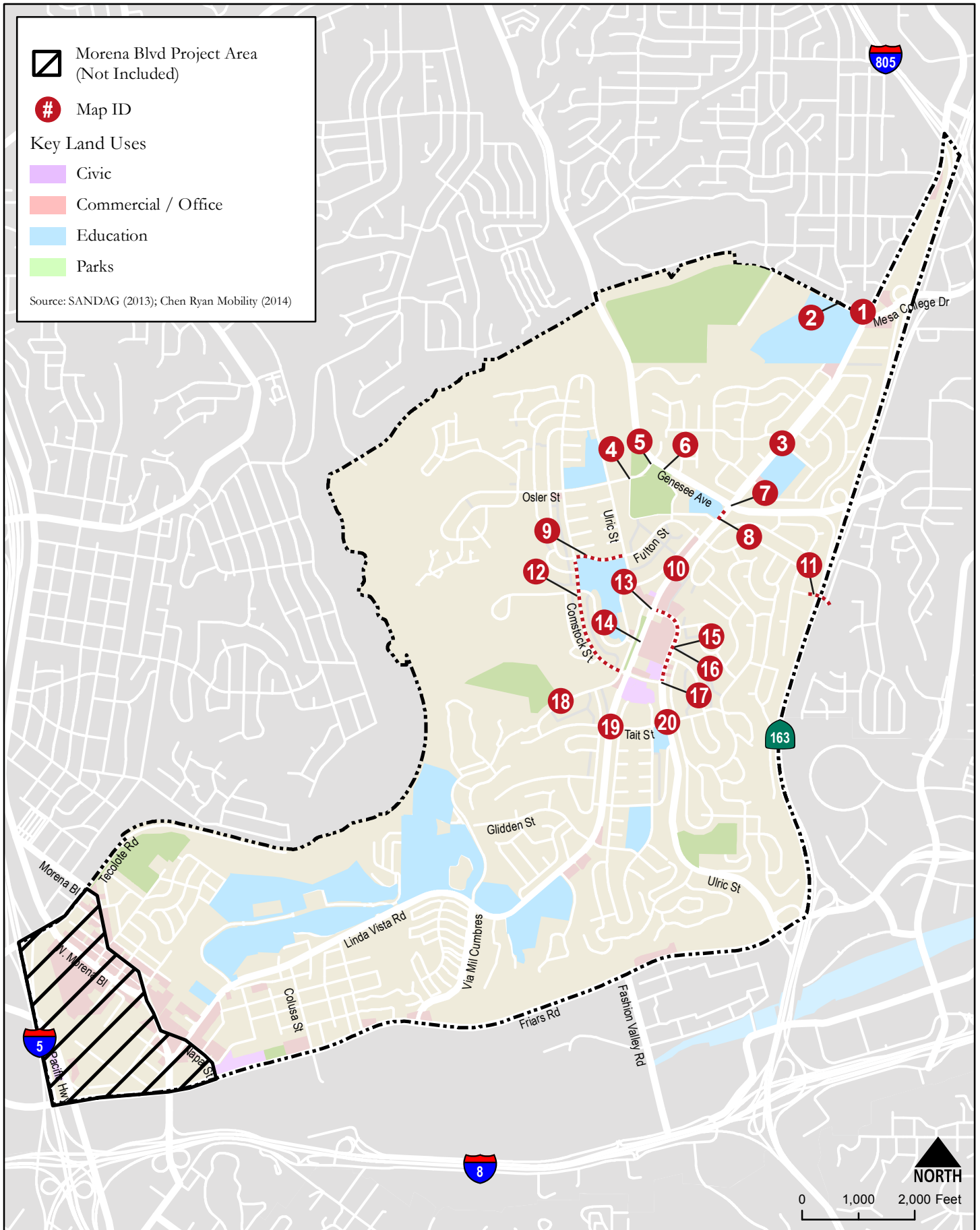


Table E-1: Pedestrian Field Review





Map ID	Description	Image
1	<p>Linda Vista Road and Mesa College Road</p> <ul style="list-style-type: none"> • High pedestrian activity intersection • Observed crossing phase short for crossing time (east-west on north leg) 	
2	<p>Ashford Street and Mesa College Drive</p> <ul style="list-style-type: none"> • Median is an ADA-obstruction in the north-south crosswalk 	
3	<p>Linda Vista Road and Wheatley Street</p> <ul style="list-style-type: none"> • High pedestrian activity intersection • Non-ADA curb ramps (all corners) • “Cars speed and blow through the light [when red].” – Chesterton Elementary School crossing guard • Observed vehicle speeds appear to exceed posted speed (35 mph, 25 mph when children are present) 	
4	<p>Osler Street (west side of Linda Vista Community Park)</p> <ul style="list-style-type: none"> • Non-ADA curb ramp on south side of Osler Street entering the park • Sidewalk section on south side of Osler Street at bus stop is asphalt 	

Table E-1 cont.: Pedestrian Field Review





Map ID	Description	Image
5	<p>Osler Street and Genesee Avenue</p> <ul style="list-style-type: none"> • Non-ADA curb ramps (all corners) • No sidewalk on Genesee Avenue, west of Osler Street (south side) 	
6	<p>Genesee Avenue between Osler Street and Linda Vista Road</p> <ul style="list-style-type: none"> • Landscaping on south side of Genesee Avenue extends over sidewalk, reducing effective sidewalk width 	
7	<p>Linda Vista Road and Genesee Avenue</p> <ul style="list-style-type: none"> • Non-ADA curb ramps (all corners) • Sidewalk obstructions: south leg heading northbound (pictured) and northeast corner of intersection 	
8	<p>Linda Vista Road (from Genesee Avenue to Levant Street)</p> <ul style="list-style-type: none"> • Multiple damaged/hazardous sidewalk sections on west side of Linda Vista Road 	

Table E-1 cont.: Pedestrian Field Review



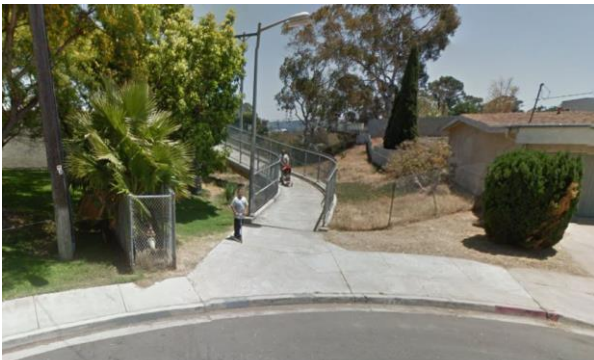
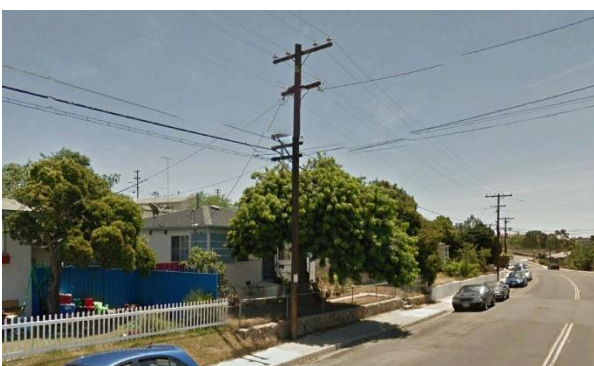
Map ID	Description	Image
9	<p>Fulton Street (from Comstock Street to Ulric Street)</p> <ul style="list-style-type: none"> • “Few working street lights” (resident) 	
10	<p>Mid-Block Crossing on Linda Vista Road between Ulric Street and Fulton Street</p> <ul style="list-style-type: none"> • Long wait for pedestrian signal may increase the volume of prohibited crossings 	
11	<p>Pedestrian Bridge over SR-163 at Fulton Street eastern terminus</p> <ul style="list-style-type: none"> • Pedestrian bridge provides only crossing additional to Mesa College Road over SR-163, however, bridge is at the end of a street indicating “NO OUTLET” with no signs for additional pedestrian connections • Bridge might see more use if wayfinding signage is provided 	
12	<p>Comstock Street (from Morley Street to Fulton Street)</p> <ul style="list-style-type: none"> • “Few working street lights” (resident) 	

Table E-1 cont.: Pedestrian Field Review






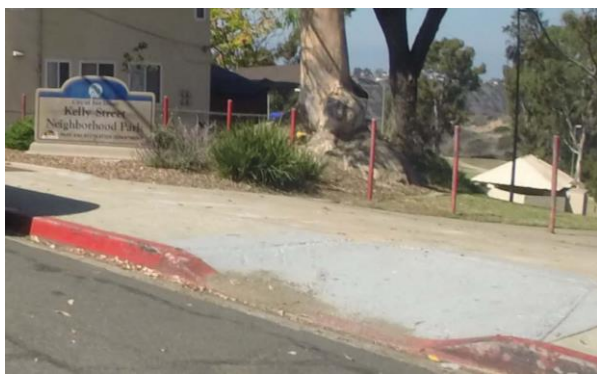
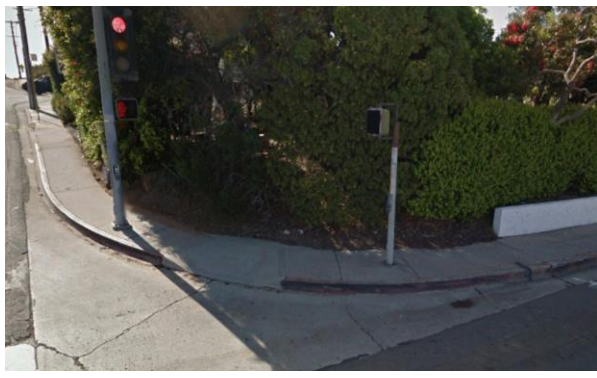

Map ID	Description	Image
13	<p>Linda Vista Road and Ulric Street</p> <ul style="list-style-type: none"> • High pedestrian activity intersection • Poorly marked crosswalks • Observed crossing phase short for crossing time (east-west on north leg) 	
14	<p>Linda Vista Road Mid-Block Crossing (btwn Comstock Street and Ulric Street)</p> <ul style="list-style-type: none"> • When the bus is at northbound bus stop it blocks pedestrian vision of the pedestrian signal head (shown) 	
15	<p>Ulric Street (from Linda Vista Road to Comstock Street)</p> <ul style="list-style-type: none"> • High pedestrian activity corridor • Many different groups of pedestrians observed not using designated crossings • Existing roadway width potentially has room for continuous refuge 	
16	<p>Ulric Street (from Linda Vista Road to Comstock Street)</p> <ul style="list-style-type: none"> • West side of Ulric Street sidewalk is in very bad shape: damaged, obstructions, temporary asphalt patches on concrete • “Open utilities and hoses have been ignored for years” (resident) 	

Table E-1 cont.: Pedestrian Field Review

Map ID	Description	Image
17	<p>Ulric Street and Comstock Street</p> <ul style="list-style-type: none"> • Non-ADA ramps (all corners) • Poor crosswalk condition • Poor road condition 	
18	<p>Kelley Street by Kelley Street Park</p> <ul style="list-style-type: none"> • Non-ADA curb ramp on north side of Kelley Street, leading to Kelley Street Neighborhood Park • Damaged, cracked sidewalk and temporary asphalt patches on Kelley Street just east of the Park 	
19	<p>Linda Vista Road and Tait Street</p> <ul style="list-style-type: none"> • Unmarked sidewalks • Non-ADA curb ramps (all corners) • Sidewalk obstructions (all corners) 	
20	<p>Ulric Street and Tait Street</p> <ul style="list-style-type: none"> • Non-ADA curb ramps (all corners) • Sidewalk obstructions (all corners) • Poor crosswalk condition • Poor road condition 	

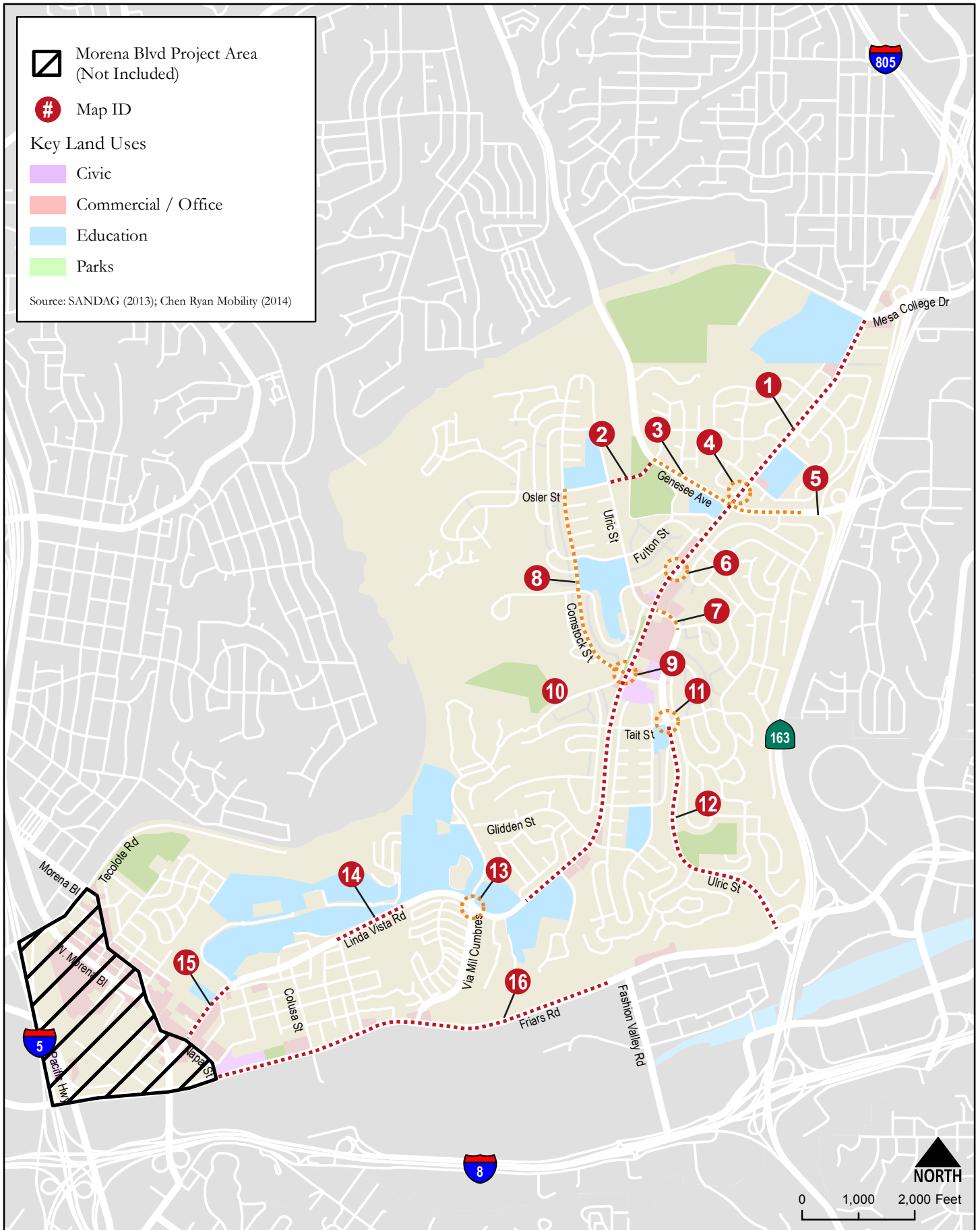


Table E-2: Bicycle Field Review





Map ID	Description	Image
1	<p>Linda Vista Road from Mesa College Drive to Alcala Knolls Drive</p> <ul style="list-style-type: none"> • Bike lane is adjacent to fast moving traffic (observed speeds seem higher than posted) • Increased separation (buffer or physical barrier) would improve cycling environment 	
2	<p>Osler Street from Ulric Street to Genesee Avenue</p> <ul style="list-style-type: none"> • Parked cars, horizontal and vertical curves reduce cyclist visibility in eastbound direction • Additionally, observed speeding cars combined with slower, uphill climb create uncomfortable cycling environment 	
3	<p>Genesee Avenue from Osler Street to West of SR-163 Southbound On-Ramp</p> <ul style="list-style-type: none"> • Effective width of bike lane is very narrow (approximately 3.5 feet) due to the gutter pan • Cyclists would benefit from increased separation due to high speed vehicles 	
4	<p>Linda Vista Road between Korink Avenue / Daniel Avenue and Genesee Avenue</p> <ul style="list-style-type: none"> • Bike lane drops in southbound direction approximately 300 feet before Genesee Avenue intersection 	

Table E-2 cont.: Bicycle Field Review





Map ID	Description	Image
5	<p>Genesee Avenue and SR-163 Southbound On-Ramp</p> <ul style="list-style-type: none"> • Eastbound bike lane ends abruptly at SR-163 southbound on-ramp 	
6	<p>Mid-Block Crossing on Linda Vista Road between Ulric Street and Fulton Street</p> <ul style="list-style-type: none"> • Long wait for mid-block signal may increase the volume of prohibited bicycle and pedestrian crossings 	
7	<p>Ulric Street between Linda Vista Road and Dunlop Street</p> <ul style="list-style-type: none"> • Bike lane paint is very faded throughout this segment • Bike lane drops in northbound direction approximately 200 feet before Linda Vista Road intersection • Horizontal curve reduces driver's visibility of cyclists 	
8	<p>Comstock Street from Osler Street to Linda Vista Road</p> <ul style="list-style-type: none"> • High-speed residential roadway with parking on both sides. Very limited space for cyclists • Cyclists must ride within full travel lane • Traffic calming would benefit cyclist and pedestrian safety 	

Table E-2 cont.: Bicycle Field Review







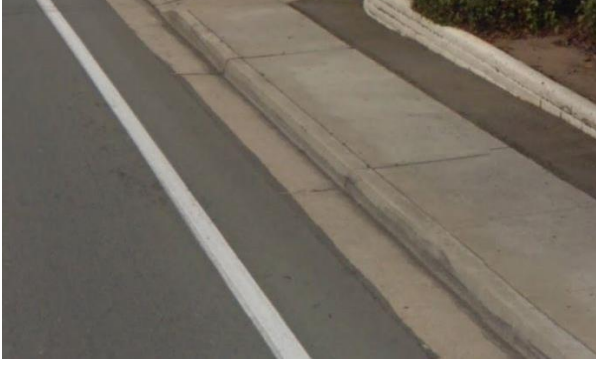
Map ID	Description	Image
9	<p>Linda Vista Road and Comstock Street</p> <ul style="list-style-type: none"> • Closely spaced intersections and vertical/horizontal curves impede driver’s visibility of cyclists 	
10	<p>Kelley Street by Kelley Street Park</p> <ul style="list-style-type: none"> • No bike parking at park 	
11	<p>Ulric Street and Tait Street</p> <ul style="list-style-type: none"> • Bike lane on Ulric Street drops in southbound direction approximately 180 feet before the intersection • Bike lane on Ulric Street in northbound direction does not begin until approximately 110 feet after the intersection 	
12	<p>Ulric Street from Tait Street to southern community boundary</p> <ul style="list-style-type: none"> • Effective width of bike lane is very narrow (approximately 3.5 feet) due to the gutter pan • Narrow bike lane heading uphill (northbound direction) is dangerous for cyclists • Cyclists would benefit from increased separation due to high speed vehicles 	

Table E-2 cont.: Bicycle Field Review

Map ID	Description	Image
13	<p>Linda Vista Road at Via Las Cumbres</p> <ul style="list-style-type: none"> • Vertical and horizontal curves combined with width of roadway and high vehicle speeds make this intersection and approach segments dangerous for cyclists • Increased warning signage, traffic calming measures, and separation for cyclists would be beneficial 	
14	<p>Linda Vista Road from Goshen Street to Edward Tyler Cramer Park</p> <ul style="list-style-type: none"> • Buffered bike lane is present in downhill (southbound) direction, and bike lane without buffer in uphill (northbound) direction • Buffer is more necessary in uphill direction where cyclists' speed is much slower 	
15	<p>Linda Vista Road from Mildred Street to Napa Street</p> <ul style="list-style-type: none"> • Fast moving traffic with little separation from bike lane creates an uncomfortable cycling environment • Effective width of bike lane is very narrow (approximately 3 – 3.5 feet) due to the gutter pan 	
16	<p>Cycle Track on Friars Road from Napa Street to Fashion Valley Road</p> <ul style="list-style-type: none"> • Cycle track needs regularly scheduled maintenance to clear vegetative debris and overhanging branches • Surface asphalt cracked intermittently, creating potentially hazardous riding conditions 	