

Summer 2022

# Altadena Train the Trainer Walking and Biking Assessment



**Berkeley SafeTREC**  
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

  
**California Walks**  
Stepping Up for Health, Equity, & Sustainability

**OTS**  
CALIFORNIA OFFICE OF  
**TRAFFIC SAFETY**

*Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.*

## **Acknowledgements**

We want to acknowledge and thank Dorothy Wong (Altadena Safe Streets Committee) for conducting the observations and recruiting the Planning Committee. We also want to thank Anne Chomyn (Altadena Safe Streets Committee), Ester Song (Altadena Safe Streets Committee), Seriina Covarrubias (Altadena Safe Streets Committee) and Tim O'Reilly (Altadena Safe Streets Committee) for their input on planning the routes for our training. This project is a partnership between UC Berkeley Safe Transportation Research & Education Center (SafeTREC) and California Walks.

We also want to acknowledge the Hahamog'na Tongva peoples as the traditional land caretakers of the Community of Altadena.

This report was prepared by Vane Fernandez, Marina Ramirez, and Wendy Ortiz of California Walks. Special thanks to SafeTREC's Kristen M. Leckie and Katherine L. Chen for formatting, report review and editing.

This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings and conclusion expressed in this publication are those of the author(s) and not necessarily those of OTS.

# Contents

<b>Acknowledgements</b>	<b>2</b>
<b>Introduction</b>	<b>4</b>
<b>Background</b>	<b>4</b>
<b>Training Materials</b>	<b>5</b>
<b>Strengths</b>	<b>7</b>
<b>Concerns</b>	<b>8</b>
<b>Opportunities</b>	<b>9</b>
<b>Conclusion</b>	<b>11</b>
<b>Appendix</b>	<b>12</b>

## Introduction

In Spring 2022, Cal Walks and SafeTREC provided follow-up technical assistance to support the walking and biking safety goals identified during the 2018 Community Pedestrian and Bicycle Safety Training (CPBST). A group of community members, including participants from Altadena Safe Streets Committee, Los Angeles County Department of Public Works, and Avis Elementary School were interested in strengthening their skills in facilitation and leading walking and biking assessments. On June 6, 2022, Cal Walks conducted a train-the-trainer workshop with 11 participants.

The goals for the training were to:

1. Identify opportunities and challenges walking and biking around Loma Alta Park;
2. Determine key considerations when developing an assessment route;
3. Understand their role as assessment facilitators and develop facilitation skills;
4. Identify materials needed to host a walking and biking assessment; and
5. Increase confidence to lead walking and biking assessments in their neighborhoods.

## Background

The Community Pedestrian and Bicycle Safety Training (CPBST) is a joint project of California Walks (Cal Walks) and UC Berkeley SafeTREC (SafeTREC) that works with local residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and strengthen collaboration with local officials and agency staff. The program provides follow-up activities to past CPBST sites to support the implementation of the CPBST Action Plan.

In 2018, SafeTREC and Cal Walks hosted a CPBST workshop with members from the Altadena Safe Streets Committee that focused on reviewing multidisciplinary approaches to improve pedestrian and bicycle safety near Jackson Magnet School and to encourage higher rates of walking and biking in Altadena overall. The Summary and Recommendations Report for that training can be found [here](#).

In 2020, Cal Walks partnered with Planning Committee members from the 2018 workshop to conduct an on-bike assessment to identify biking safety concerns, foster community unity for safety improvements, and encourage more biking in the community. A summary of the On-Bike Assessment can be found [here](#).

In 2022, Cal Walks conducted this latest train-the-trainer event to empower Altadena walking and biking champions to facilitate their own walking and biking assessment.

## Training Materials

The following training materials were developed for this train-the-trainer event.

### Walking and Biking Assessment Guide

The Walking and Biking Assessment Guide (see Appendix) was developed by California Walks and is organized by topic to help identify the communities walking and biking patterns and safety challenges. The sections include sidewalks, intersections, crossings, curbs, signals and signage, roadways, bike facilities, lighting, comfortable environment, and transit. Within each section, the guide prompts users to respond to a series of questions to better identify assets and safety concerns in the walking and biking environment. Not all of these sections applied to each of our route stops for the walking and biking assessment but were considered for future assessments. Participants broke out into small groups and took turns facilitating and taking photos for this assessment.

#### **Purpose of Conducting a Walking and Biking Assessment:**

- Understand the walking and biking patterns of a community to identify opportunities to improve safety; and
- Consider how children, older adults, people with disabilities, and other vulnerable populations experience walking and biking in the community.

See appendix for a Walk/Bike Assessment Guide PDF

### How to Create a Route on Google My Maps

The Project Team and Planning Committee members created a draft route for the walking and biking assessment. Although this initial map was not used, it served as a good practice for using Google Maps. Google My Maps is a free collaborative tool for creating routes that give you the ability to share with others in an accessible way. It is important to have a route created before the assessment to know what sections of the walking and biking assessment guide to focus on.

See appendix for Google My Maps Instructions.

### Photo + Video Tip Sheet

California Walks developed a Photo + Video Tip Sheet to guide participants on how to capture clear visual documentation to strengthen participant feedback. Photos can be used for report writing but also to show visually what they are assessing. The sheet provides a primer on how to capture images that highlight infrastructure needs, road user behavior, or other relevant information captured during the walking and biking assessment. Depending on the purpose, videos may be more appropriate for capturing the complexity of a walking or biking environment because they can convey audio and more than a snapshot.

See appendix for a Photo and Video Tip Sheet.

## Walking & Biking Assessment

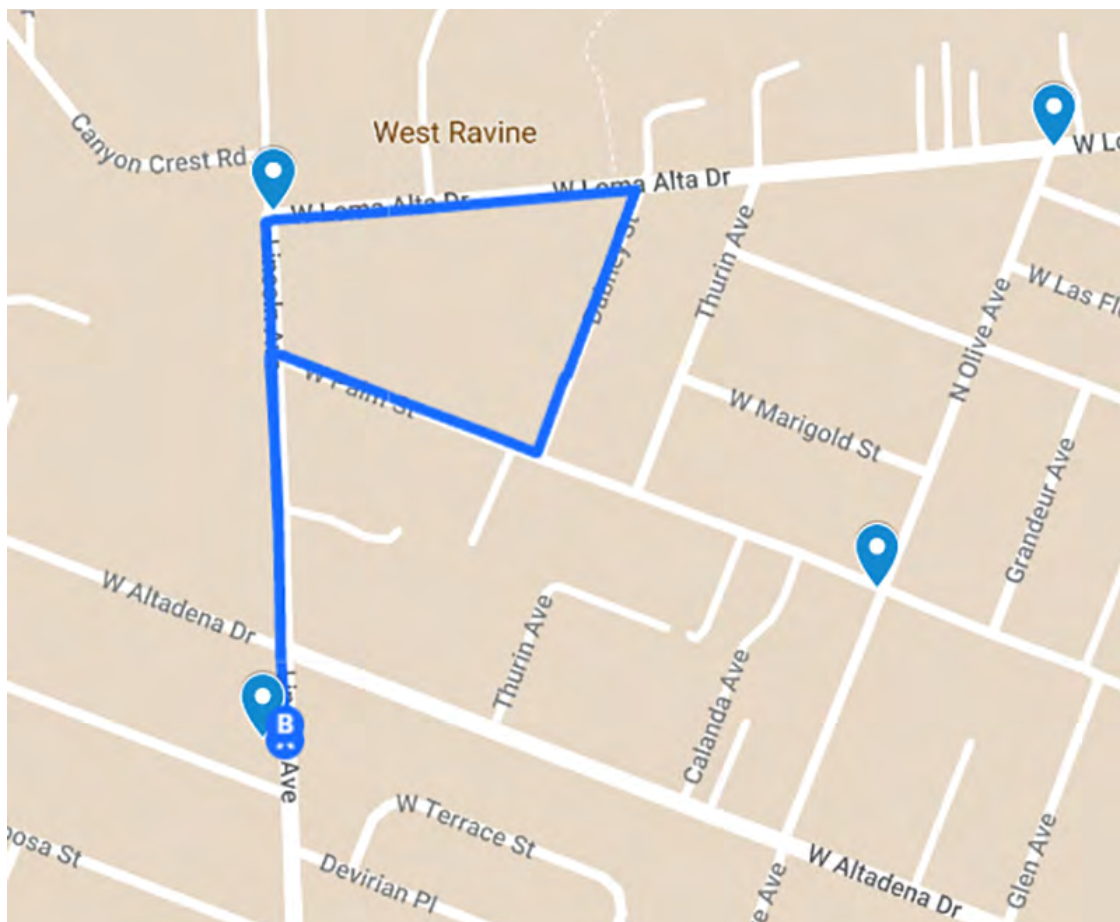
During the walking and biking assessment, participants walked along a key route frequently used by pedestrians and bicyclists in the community. Participants were asked to identify community assets, assess walking and biking infrastructure conditions, and share how road users engage with the built environment. The next few pages provide a brief summary of the walking and biking assessment.

### Route: North Lincoln Avenue to Loma Alta Park

#### Focus

The Project Team and Planning Committee identified North Lincoln Avenue because there were a few crashes that took place there two weeks before the assessment. The Planning Committee also wanted to assess this area to align with a “Loma Alta Sidewalk Extension Program” community feedback event hosted by the County of Los Angeles Public Works.

The assessment started at a local coffee shop, Unincorporated Roasters, and the final destination was Loma Alta Park.



*Route: North Lincoln Avenue to Loma Alta Park*

## Strengths

- Loma Alta Park hosts community events such as the Altadena Farmers Market, Altadena Community Garden, public comment meetings with Public Works, and more.
- There are two public schools nearby with areas designated for arrival and dismissal times.
- The Loma Alta Sidewalk Extension Project is a temporary sidewalk extension, implemented during the COVID-19 pandemic, to facilitate social distancing and promote walkability around Loma Alta Park.
- Altadena neighborhoods have an extensive Slow Streets program. Signage is posted on the roadway at street entrances, but is regularly knocked over by drivers. The community would like to explore ways to decrease this conflict between drivers and signage.
- There are large shade trees at Loma Alta Park and the surrounding neighborhood that provide shade for pedestrians walking to and from the park.
- There is a flashing pedestrian crossing beacon and continental crosswalk on the North Lincoln Avenue/West Palm Street intersection, making pedestrians walking to the park more visible to drivers.



*Left: "Slow Street" signage posted at the North Lincoln Street/Devirian Place intersection, south of Unincorporated Roasters; Right: The Loma Alta Sidewalk Extension Project was implemented during the COVID-19 stay at home order.*

## Concerns

- A discontinuous sidewalk network and narrow sidewalk widths on Lincoln Avenue north of West Altadena Drive, West Palm Street east of Lincoln Avenue, and West Loma Alta Drive east of Dabney Street force pedestrians to walk on the roadway with drivers or on private property.
- A pedestrian bridge on Lincoln Avenue south of Villa Zanita Street leads to resident driveways instead of a continuous sidewalk network, forcing pedestrians to compete with drivers.
- There is a stop sign behind a fence on a resident's property, on the southeast corner of the Dabney Street/Loma Alta Drive intersection, that makes it difficult for drivers to see and stop.
- Dabney Street is a very narrow two-way roadway that acts as the east perimeter of Loma Alta Park. Pedestrians and bicyclists do not have separate routes on this street and must compete for space with fast-moving drivers.
- Drivers appear to be traveling above the posted speed limit of 35 miles per hour on Lincoln Avenue, making pedestrians and bicyclists feel unprotected sharing the road with high-speed drivers. At the North Lincoln Avenue/ West Loma Alta Drive intersection, the crosswalk is not marked.
- There is no marked crosswalk on West Loma Alta Drive/Dabney Street intersection, West Palm Street/Dabney Street intersection, and the south and east end of North Lincoln Avenue/ West Palm Street intersection. This lack of infrastructure does not prompt drivers to look for pedestrians crossing.
- Parallel parking on the southwest corner of the West Altadena Drive/ North Lincoln Avenue intersection blocks road users' visibility entering and exiting the shopping center driveway, creating conflict between drivers and pedestrians.
- There is no marked crossing on the east side of the Lincoln Avenue/ West Palm Street intersection, making pedestrians feel unsafe traveling north to Alta Loma Park.
- The continental crosswalk on Loma Alta Drive at Sunset Ridge Road directs pedestrians into a storm drain. It also forces people with strollers and wheelchairs to move out of the crosswalk and into the middle of the intersection to access the closest curb ramp entering Loma Alta Park.



## Opportunities

- Install sidewalks on Lincoln Avenue north of West Altadena Drive, West Palm Street east of Lincoln Avenue, and West Loma Alta Drive east of Dabney Street to provide pedestrians with separate traveling spaces on the road.
- Add daylighting at the shopping center driveway on the southwest corner of the West Altadena Drive/ North Lincoln Avenue intersection to provide all road users greater visibility.



*Discontinuous sidewalk network on West Palm Street forces pedestrians to travel on the road or private property.*



*Parallel parking near the West Altadena Drive and Lincoln Avenue shopping center blocks visibility.*



*No curb ramp at the continental crosswalk on Loma Alta Drive and Sunset Ridge Road.*

## Opportunities, continued

- Install a transit shelter on the southwest corner of the West Altadena Drive and North Lincoln Avenue bus stop to improve comfort for people waiting for a bus.
- Maintain trees on the east side of Lincoln Avenue to increase the visibility of pedestrian signage.
- Implement a driver safety messaging campaign throughout Altadena to encourage drivers to slow down, watch for pedestrians, and yield to pedestrians at crossings.



*A bus stop lacking shade on the southwest corner of West Altadena Drive and North Lincoln Avenue.*



*A tree on North Lincoln Avenue blocks a pedestrian crossing sign.*



*A stop sign behind the fence of a private residency blocks visibility.*

## Conclusion

This training demonstrates Altadena Safe Streets Committee's continued efforts to make the community of Altadena safer to walk and roll. Participants shared their local expertise and the Project Team shared tools to support future walking and biking assessments. Participants shared they felt confident facilitating the conversation and documenting the assessment with the guide and photos. The Project Team remains committed to supporting Altadena Safe Streets Committee's efforts to improve safety for all in their community.

For a more detailed discussion of the past Community Pedestrian and Bicycle Safety Trainings this workshop references, please download the full reports on [SafeTREC's](#) or [Cal Walks'](#) websites. The 2018 Altadena CPBST is available [here](#) and the 2020 Altadena CPBST Follow-up On-Bike Assessment is available [here](#).

## Appendix

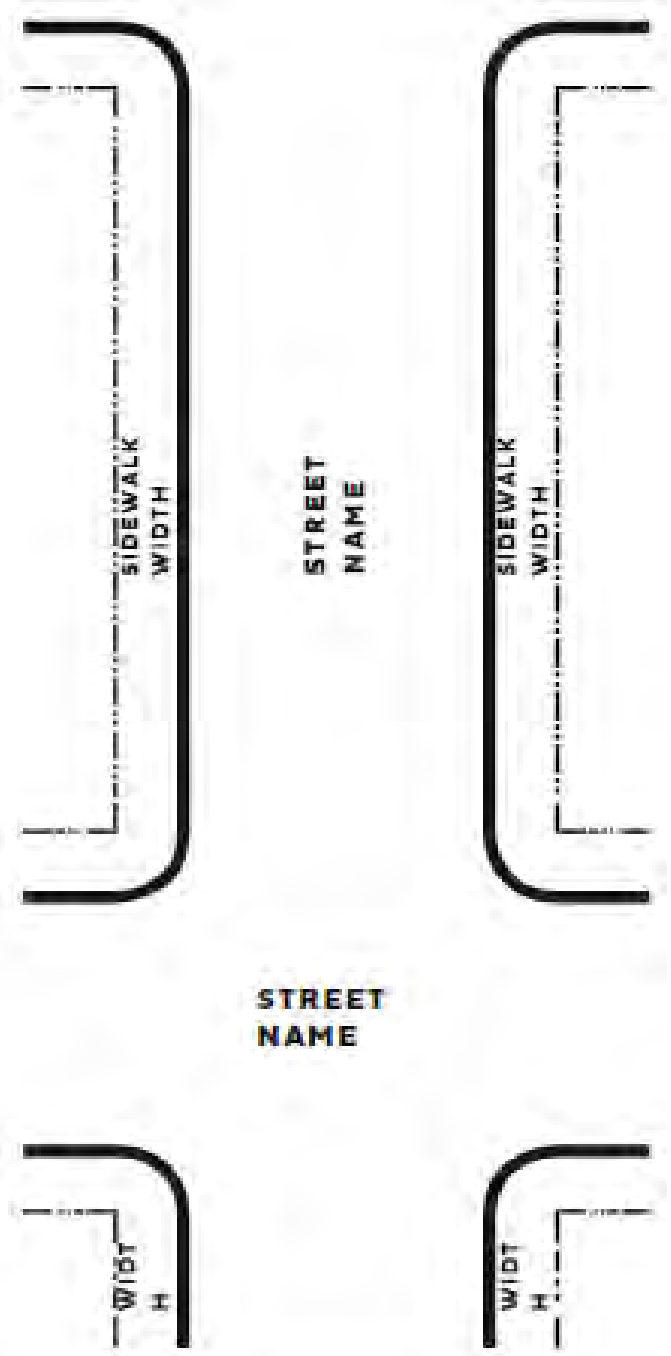
- [Walk/Bike Assessment Guide PDF](#)
- [Google My Maps Instructions](#)
- [Photo and Video Tip Sheet](#)

# Walking & Biking Assessment Checklist & Facilitation Guide

**Intersection or Route Name (Include stopping & ending point):**

SIDEWALK
Sidewalk width: is it comfortable enough for you to walk side by side with others? For those pushing strollers, or using assisted mobility devices? <i>Comments:</i>
Sidewalk condition: is it cracked, uneven, obstructed, does the sidewalk path stop before you get to your destination? <i>Comments:</i>
Sidewalk blocked: are parked cars, cars loading, poles, utility boxes, or bulky trash blocking the sidewalk? <i>Comments:</i>

INTERSECTIONS
Distance between intersection crossings: too far apart? Where do people typically cross the street? <i>Comments:</i>
Driver speeds: Do driver speeds appear to be below, at, or above the posted speed limit at intersections? Do driver speeds along this road make you feel comfortable/safe? <i>Comments:</i>



## CROSSINGS

Unmarked or type of marked crosswalk: What types of crosswalks are along the corridor? Unmarked or marked? Standard (two white lines), school (yellow paint), continental, ladder, zebra, scramble (diagonal marked crosswalks), decorative? *Comments:*

Condition of the crosswalk markings: Is the crosswalk paint faded, cracked, or not visible from a distance? *Comments:*

Is there pedestrian crossing signage? Is there special signage for the school zone, senior facility/housing, etc? Is it regular or high-visibility? *Comments:*

Is the crossing distance from curb to curb short enough for older adults, young children, and people using assisted mobility devices to cross safely? If not, is there a safe place for them to rest, e.g. safety islands? *Comments:*

Do drivers typically stop for pedestrians crossing the street? *Comments:*

## CURBS

Curb ramps: are sidewalks missing curb ramps at crossings? Are curb ramps parallel to the street? Do they have truncated domes (i.e. ground surface indicators)? Are the curb ramps built-out vs inward (built-out is usually a faster, less expensive way to ensure curb ramp accessibility)? *Comments:*

Curb extensions: if the street has curb extensions, are they paint, bollards, planters or cement? *Comments:*

## SIGNALS & SIGNAGE

Does the traffic signal allow enough time to safely cross, including children, older adults, people with disabilities? *Comments:*

High-visibility signage: Is there school zone, construction zone, or speed limit high-visibility signage? *Comments:*

## ROADWAYS

Travel lanes: Are driver travel lanes wide or narrow? Do road widths encourage drivers to speed? *Comments:*

Road conditions: The road is cracked, has potholes, or debris? *Comments:*

Condition of roadway markings: is the paint on the road faded, cracked or hard to read? *Comments:*

## LIGHTING

Pedestrian-scale lighting: does lighting sufficiently illuminate sidewalks, bike paths, transit stops, and community spaces? *Comments:*

Is there adequate lighting during periods of low light (i.e. dusk, dawn, cloudy or rainy days, etc)? *Comments:*

## BIKE FACILITIES

Type of bike lanes: Are there bike lanes on the street? If so, are they protected (i.e. with a physical barrier), buffered (i.e. white lines with white diagonal paint) or conventional (i.e. painted with one white line) bike lanes? If not, is the travel lane marked as a sharrow (i.e. share the road signage or white bike painted on the pavement)? *Comments:*

Road conditions of bike lanes: Is the pavement where bike lanes are cracked or have potholes? Are lanes located in the gutter or do they have debris in them? *Comments:*

Bike parking: Are there sufficient parking spots, is it conveniently located and in well-lit areas? *Comments:*

COMFORTABLE ENVIRONMENT

Parks & open spaces: Are there sufficient shade trees, benches, trash cans? Are they accessible for those using mobility devices?  
*Comments:*

Noise level: Is noise along the road low, moderate, or excessive?  
*Comments:*

Place keeping: Are there murals, art, or cultural markers along the road? *Comments:*

Transit

Frequency of service: Does the frequency of public transportation, like buses, feel sufficient or insufficient? *Comments:*

Stop locations: Are transit stops convenient or inconvenient?  
*Comments:*

Are there marked crosswalks leading to/from stops? *Comments:*

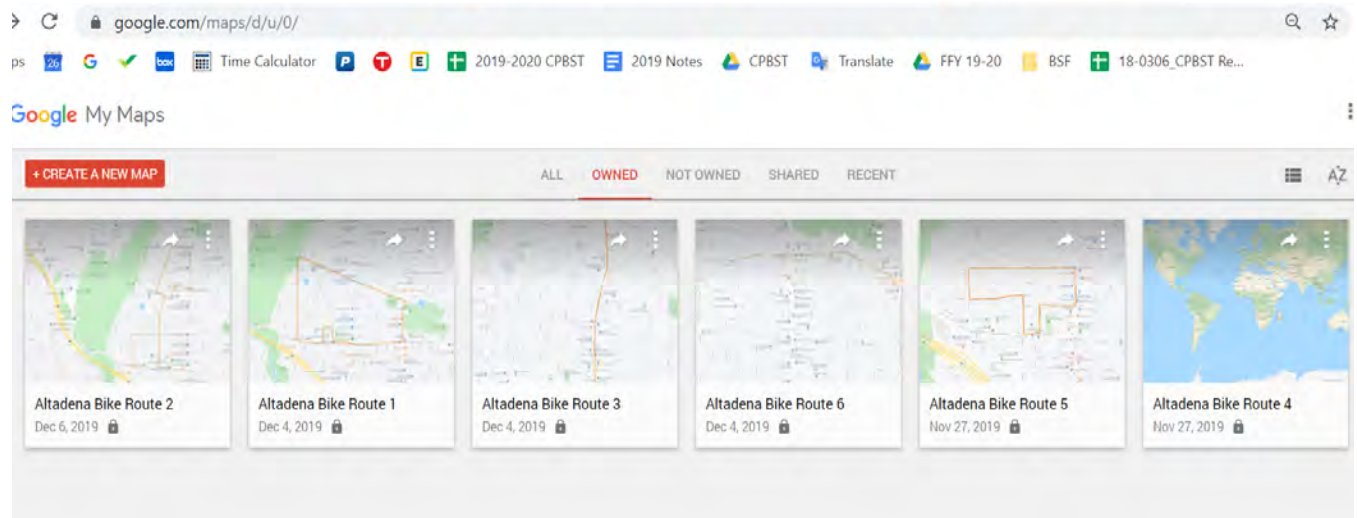
Transit facilities: Are there enough transit shelters, benches, or transit landing pads at transit stops? What are the conditions of these facilities? *Comments:*

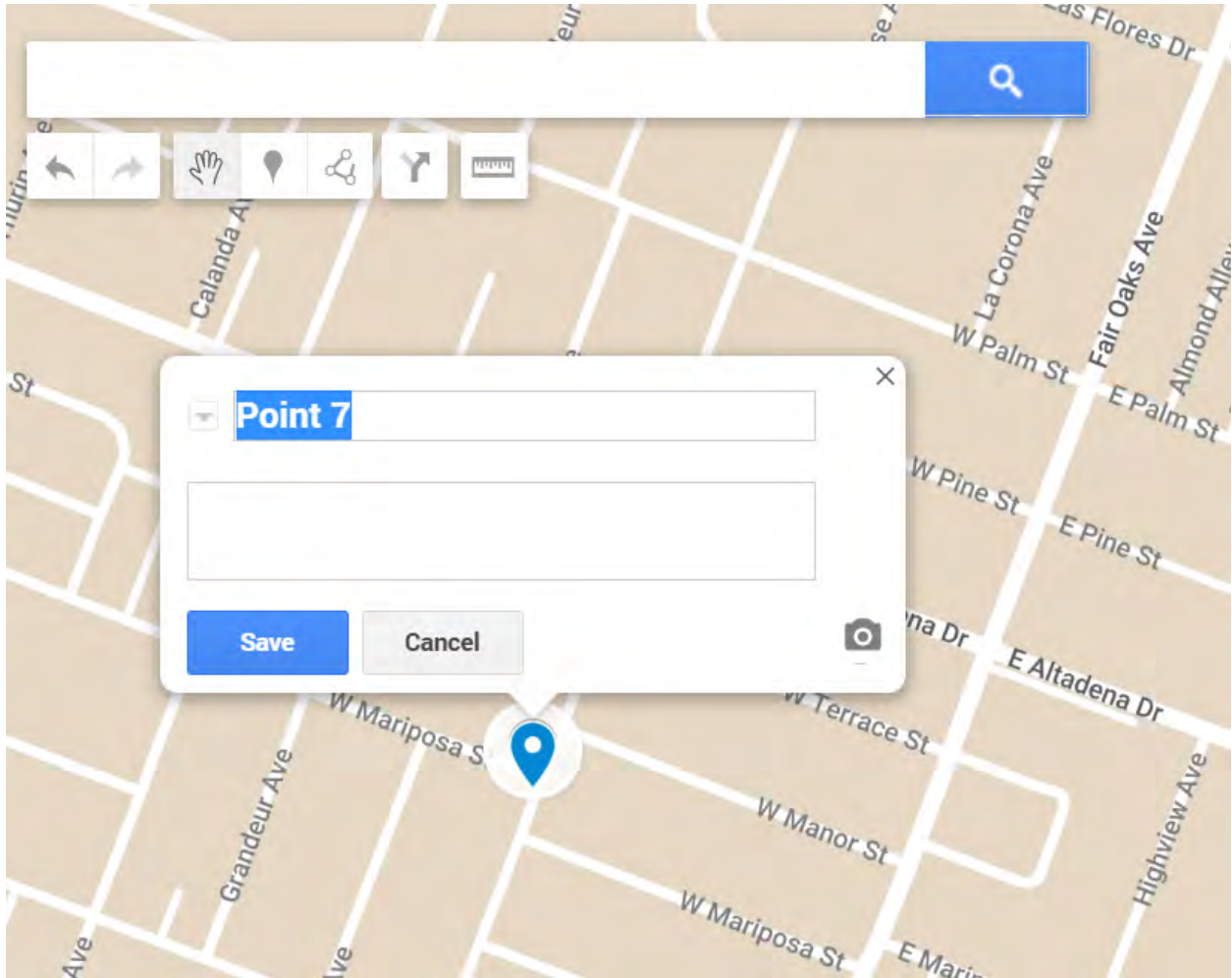




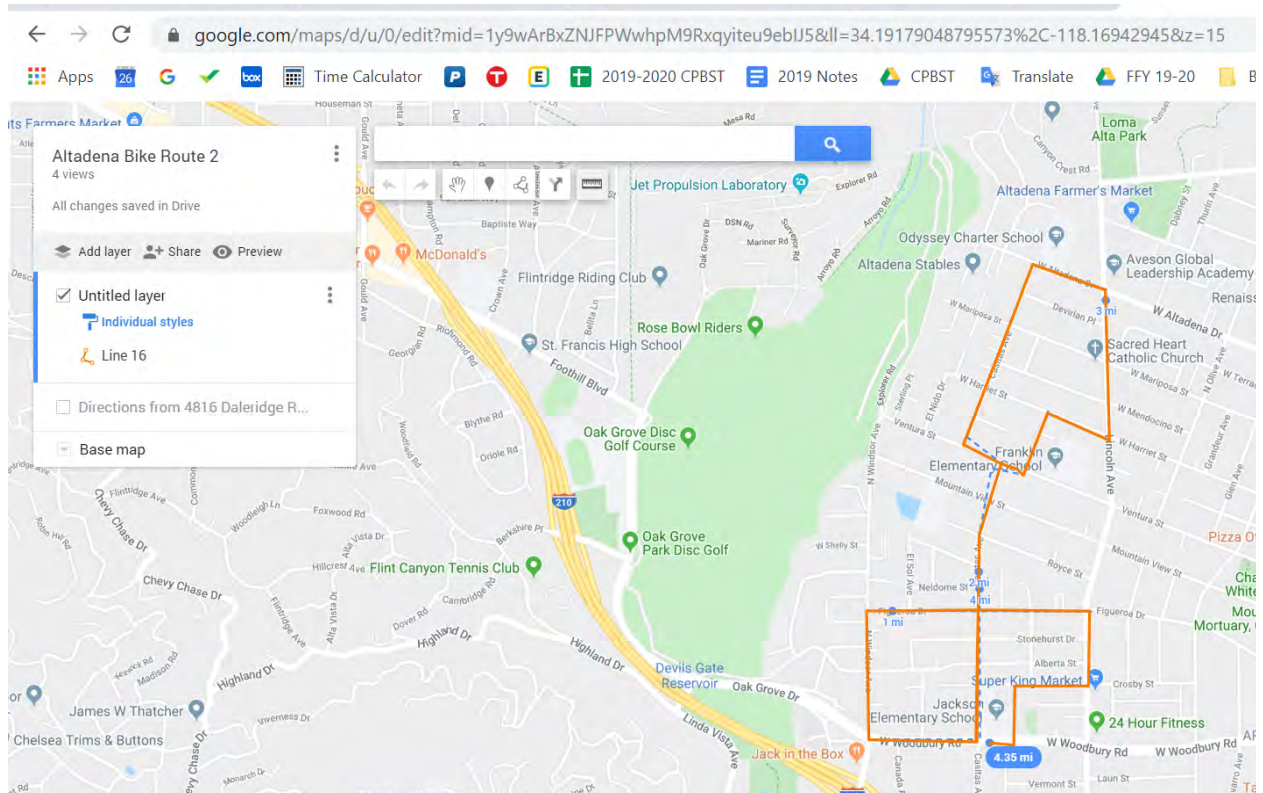
## How to Create a Route using Google Maps

1. Draft potential walking/biking assessment maps in Google My Maps
  - a. Save each map with a route name or number.
  - b. Add markers to key intersections and route stops





- c. Use the ruler to measure the roundtrip distance of the route, try to keep routes below or at 1 mile round trip



- d. Name each map with community name and focus description
  - e. Use snipping tool to crop map and share with community members
  - f. Ensure that you can read the street names and landmarks
    - i. Zoom in if you have too, you might have to do this on the large screen and not your laptop to get best resolution.
  - g. Save image on your computer and name it with Community Name and Route Name.
2. Download English and Spanish walking/biking assessment map file to your computer



## **CONVERTING IMAGES TO JPEG**

### **For Androids: convert image to JPG online**

1. Go to the image converter.
2. Drag your images into the toolbox to get started. We accept TIFF, GIF, BMP, and PNG files.
3. Adjust the formatting, and then hit convert.
4. Download the PDF, go to the PDF to JPG tool, and repeat the same process.
5. Download your JPG.

### **For Iphone:**

1. Go to Settings on your iPhone.
2. Tap Camera. You will be shown some options like Formats, Grid, Preserve Settings, and Camera Mode.
3. Tap Formats, and change the format from High Efficiency to Most Compatible.
4. Now all your photos will be automatically saved as JPG instead of HEIC.

## TIPS FOR IPHONE PHOTOS



### Swipe Left To Get The Shot

If your phone is locked, simply swipe to the left on your locked screen and your camera will open immediately. Some phones also have the camera icon on the homescreen, you can tap to easily pull up the camera.

### Clean Your Lens For Clarity

This small act can dramatically change photos – leading to crisp images and full detail. Grab a clean microfiber cloth (or even the side of your shirt) and frequently clear off any dust or residue from the lens before your next photo.

### Look at the Scene

When you arrive at your location, don't just start shooting straight away. Look around. Take in the view, the sights, the sounds, the smells. Get the feeling of a location. Think about the photo you want to take and why. What are you trying to show with it? Does the photo you take capture that? If not, try it again.

### Get the Settings Right

Get the settings on your camera right for the situation you are in, and for the subject you are photographing. This will be much easier if you know how your camera works, and what all the different settings are. And don't forget to change your settings whenever the situation demands, or if you are taking a photograph in a specific way.

### Portrait Setting/Mode

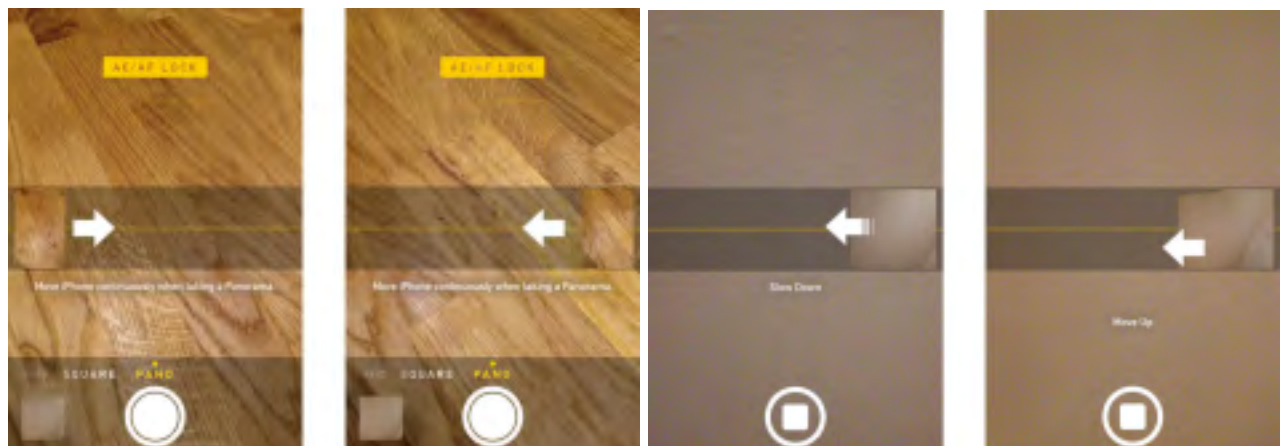
Portrait mode is a shooting mode in the iPhone's built-in Camera app. It uses software to blur the background in your photos. Portrait mode allows you to take professional-looking portrait photos. The subject's face will be perfectly sharp, while the background appears beautifully blurred. First, open the camera app, then select 'Portrait' at the bottom of the screen. When the camera has focused on the subject and blurred the background, you'll see 'Natural Light' or 'Depth Effect' appear on the screen. Then just tap the shutter button to take a stunning portrait photo, complete with a blurry background.



## Panoramic Setting/Mode

Panoramic mode works by combining a lot of separate photos into a single image. You can take advantage of that fact to create some interesting effects. Panoramas are a great way of capturing scenes which are too wide (or too tall) to fit inside the viewfinder of a conventional landscape or portrait layout.

1. Hold your iPhone in portrait orientation (so it's taller than wide)
2. Open the Camera app
3. Swipe left twice on the viewfinder to switch to Pano mode (you can also swipe the labels or tap Pano in that row).
4. Start with the left side of the image in the viewfinder, tap the round shutter button, and move the iPhone smoothly and continuously to the right to capture more of the scene. The white arrow moves across the screen as you move the iPhone. Be careful to keep the arrow on the yellow line—if you wobble too much, your panorama will have jagged edges. If you regularly have trouble moving the iPhone smoothly, look for a tripod with an adapter that can hold your iPhone.



## Adjust Focus and Exposure

Touching the screen where your subject is, sets the focus point for the image. Now, with your finger still touching the screen, drag it up and down to adjust the overall exposure. This works especially well with subjects like sunsets where the camera wants to automatically select an exposure that is far too bright, blowing out the details in the sky. Drag down to “under-expose” and boom... perfect sunset shot.

Another level of functionality in this feature is the ability to lock exposure and auto focus. Once it's set how you like it, just hold on the screen for two seconds and you will see the AE/AF lock indication pop up. You can then recompose your image without the camera changing focus or exposure.



## Foreground, Middle Ground, and Background



When you go to improve your mobile photography skills look at the composition of the shot. What are the interesting elements that you see in the background, middle ground, and foreground? Try to incorporate something interesting in each area to invite the viewer into the photo.

## Add Gridlines

The rule of thirds is a powerful method which applies to composing not only photographs but also paintings, posters and all kinds of images. According to this rule each picture should be divided into nine equal parts by two vertical and two horizontal lines. The significant elements in the photo should be placed at the intersections of those lines or along them. It's much easier to imagine the lines and the sections if you have a grid to help you see them.

How to add grid lines on my iPhone?

1. Go into the Settings app and tap on the Photo and Camera option.
2. Toggle on the Grid option
3. Open up the camera mode to test to see if the grid is on

## Burst Mode

Shoot in burst mode to get instantaneous shots. This is useful for a moving target like a bicyclist or vehicle. To shoot in burst mode, hold down your camera button for 1-3 seconds. As you hold down, a number of shots will be taken. You can take many shots and then go into edit to choose the best one.



## Don't Pinch to Zoom



Technically, you can't zoom in on an iPhone. A far better approach would be to compose the photo within the frame without zooming in. You can crop later if need be. If you pinch to zoom you are stuck with the frame you took.



## Capture Photos While Recording

The best part about taking a video? Some of the most authentic still images come from it. While taking a video, tap on the opaque circle on the bottom left of the screen. Here, you can take images while filming. And once you're done filming, you'll have the entire video plus your favorite still shots filling up your camera roll.

## Use HDR

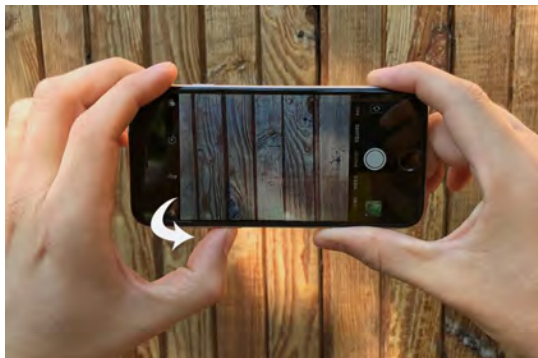
The basic premise behind it is to create an image where details remain in the very bright and very dark parts of an image you want to capture the highlights and shadows.

Your iPhone camera app has the built-in functionality to take multiple exposures and automatically blend them together into a seamless image showing all of this wonderful detail. The only real drawback is that if you have a moving element in your frame, the stitch can fail. HDR does not play well with moving subjects. It is best to use when your phone is set up on a tripod to avoid movement in the phone handling. When you have a scene that has a significant difference between the bright and dark parts and you want to maintain that detail and your scene lacks moving subjects, use HDR.

Notice the detail retained in the HDR image created by the iOS Camera app, especially on the left of the frame where it is completely blown in the original.



## Use Volume Button for Sharper Photos



Camera shake is the main enemy of getting a sharp photo. If it happens, it's bound to cause blurriness. When taking a selfie, it's really hard to tap the camera shutter button, especially with your hand outstretched.

The easy way is to simply squeeze the volume up button on the side of your iPhone to snap the picture.



## TIPS FOR IPHONE VIDEOS

### Shoot in Landscape Mode

Always shoot in landscape mode. This is the most basic tip, since portrait mode gives you those black borders in your final video clip.

### Use a Tripod to Avoid Shaky Videos

In order to get a sharper shot with your iPhone, you'll need to eliminate any camera movement. There are a few ways to do this. The best way is to use an iPhone tripod. Another way is to rest your phone on a solid object, and prop it up with whatever is close by – cup of coffee, your bag, etc. If there's nothing to rest it on, prop yourself up by leaning against something solid like a tree or lamppost. Then, brace your arms close to your body, and try and press the shutter button to get as steady a shot as possible.



### Put your phone in Airplane mode

This is to avoid getting unnecessary interruptions and sounds from notifications while you're shooting. You can do that in Settings or by swiping up on your screen to bring up the Control Center and hitting the airplane symbol.

### Don't use the Zoom function

The zoom on your iPhone is digital zoom, not optical zoom, which is no good for detail or image quality. Using it will likely make your video look grainy. If you have the iPhone 7 Plus, however, its dual camera lens lets you zoom in a bit more without compromising quality.



### **Use the exposure lock**

The iPhone automatically focuses on the subject in your shot and adjusts to the proper amount of lighting your camera “lets in”, or exposure. If you’re shooting a video with someone talking, the constant automatic adjustments can make the footage choppy. Use your Auto Exposure/Auto Focus (AE/AF) lock feature by tapping on the screen and holding it until AE/AF box appears. Once it does, the focus is locked and you can adjust exposure by dragging your finger up or down. Both of these keep the video looking consistently sharp.

### **Use time-lapse and slow-motion video features**

In addition to normal video, you can take time-lapses and slow-motion sequences, which are built into the iPhone’s Camera app.

### **Avoid backlighting**

Avoid having a window or light source behind your subject, since they will look silhouetted.

### **Use both hands**

Always have two hands on the phone. It also avoids the Jell-O effect. If you’re moving the camera around quickly, it can have a wavy quality. Using two hands lessens the chance of creating this effect.



## GENERAL PHOTO & VIDEO TIPS

1. Practice! Keep on working on every aspect of your photography. The more you practice the better you will get.
2. Quality over Quantity One of the advantages of mobile photography is that you can quickly take photos. You can snap great photos with less hassle. If you need to take a photo, focus on quality over quantity. Take fewer photos but always be on the lookout for a better shot. Therefore you will be able to capture the essence of the experience with less hassle.
3. Take photos and videos with people in them. Avoid taking photos of just the built environment.
4. Don't take photos or videos of minors without explicit and written consent from their parents. If you don't have permission to take the photos, then don't.
5. Blur out license plates or any personal information captured in photos that will be used for a publication.
6. Avoid taking photos up close. If you want to get that crack in the sidewalk or curb-ramp, take a normal photo that captures the crack in the sidewalk along with other elements of the environment.
7. Don't take photos from or through your car window. Walk around and get the shot.

### Additional Photo & Video Resources

<https://www.artifactuprising.com/photography-tips>

<https://shotkit.com/iphone-photography-tips/>

<https://improvephotography.com/51132/top-20-photography-tips-taking-better-photographs/>

<https://www.youtube.com/watch?v=OxNh-j8FGX8>

<https://www.youtube.com/watch?v=oZNH8k7JlCo&t=1575s>

<https://www.nytimes.com/2018/04/17/smarter-living/beginners-guide-phone-video.html>

Thank you for your interest in the Community Pedestrian and Bicycle Safety Program. For more information, please visit:  
<https://www.calwalks.org/cpbst> or <https://safetrec.berkeley.edu/programs/cpbst>  
[cpbst@calwalks.org](mailto:cpbst@calwalks.org) or [safetrec@berkeley.edu](mailto:safetrec@berkeley.edu)

Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings and conclusion expressed in this publication are those of the author(s) and not necessarily those of OTS.

**Berkeley SafeTREC**  
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

