



JUNE 2020

COMMUNITY PEDESTRIAN AND BICYCLE SAFETY TRAINING 2020

**Altadena On-Bike Assessment Follow-Up
Activity**



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



Assessment participants meet at Altadena Seventh-day Adventist Church and prepare for the bike ride.

COMMUNITY PEDESTRIAN AND BICYCLE SAFETY 2020

Altadena On-Bike Assessment Follow-Up Activity

The Community Pedestrian and Bicycle Safety Training (CPBST) is a joint project of Cal Walks and UC Berkeley SafeTREC (Project Team) 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.

PLANNING COMMITTEE

The planning committee members were from Altadena Safe Streets Committee, LA County Public Health and Public Works. The CA Highway Patrol in Altadena who serve in traffic enforcement were present at the start and finish, but did not participate in the bicycle ride/assessment.

The Altadena On-Bike Assessment Planning Committee, along with California Walks, collaboratively planned and facilitated an on-bike assessment around the 2017-2018 Altadena CPBST site, Jackson Magnet School.

Assessment Goals:

1. Provide an opportunity for community members, community partners, Los Angeles County staff, and business community to share biking safety concerns in Altadena;
2. Foster community unity for safety improvements in Altadena;
3. Inform attendees on the biking conditions in Altadena and provide an opportunity to experience the biking environment first hand; and
4. Encourage more biking in the community.

The February 19, 2020 assessment consisted of:

- On-bike assessments along three key routes;
- Identification of safety concerns and improvement opportunities along key routes;
- Identification of community-wide safety concerns and priorities; and
- A small group debrief session.

On-Biking Assessment:

On-bike assessment participants conducted biking assessments along three key routes used by students, parents, and community members to travel to and from school, transit, job centers, and business.

Participants were asked to:

1. Observe infrastructure conditions and the behavior of all road users; and
2. Assess the qualitative and emotional experience of biking along the route.

Participants expressed concerns around:

- Lack of bike facilities;
- Lack of roadway signage, including bike route signage;
- Lack of roadway definition, including faded or missing roadway markings;
- Lack of high visibility markings;
- Lack of lighting;
- Conflict points between bicyclists and drivers;
- Visibility concerns, e.g., blind spots, obstructed views;
- Bike lane and bike zone obstructions;
- Unsafe roadway conditions, e.g., cracked, crumbling, and uneven pavement, wide lanes, parked cars; and
- Unsafe motorist behaviors, e.g., high speeds, failure to yield, failure to provide the minimum three foot buffer when passing bicyclists.

Participants shared the following opportunities:

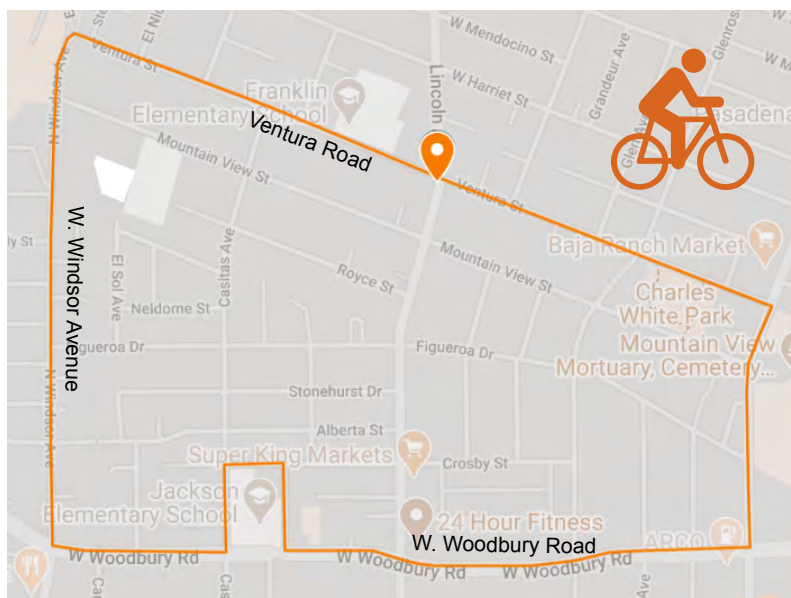
- Bike network connectivity especially to transit, businesses, schools, and parks;
- American with Disabilities Act (ADA) improvements; and
- Installation of bike parking to support local businesses.

ROUTE 1

Participants on Route 1 met at the intersection of Ventura Street and Lincoln Avenue and traveled east on Ventura Street, south on Fair Oaks Avenue, west on Woodbury Road, north on Windsor Avenue, and east on Ventura Street to Lincoln Avenue.



On-Bike Assessment Route 1



Participants shared the following observations¹ from Route 1:

Unsafe Driver Behavior

- Drivers appear to travel above the posted speed limits or above what is safe for roadway conditions along Ventura Street, Lincoln Avenue, Fair Oaks Avenue, Woodbury Road, and Windsor Avenue. Participants felt that the roadway design encourages driver speeding.

Missing Walking and Biking Infrastructure

- There is no bicycle infrastructure along Ventura Street and Fair Oaks Avenue.
- The bike lane ends suddenly on Woodbury Road approaching Lincoln Avenue which has a posted speed limit of 40 miles per hour. Participants shared that they feel unprotected from vehicle traffic once the bike lane ends.
- There is a lack of defined space in the roadway when traveling south along Windsor Avenue, towards the City of Pasadena, by car or on bike, creating potential conflicts between bicyclists and drivers.
- The intersection of Glenrose Avenue and Ventura Street could benefit from a stop sign.
- Speed bumps along Ventura Street are inconsistent and difficult for bicyclists to navigate.
- Casitas Avenue north of Ventura Street has a painted shoulder where community members walk and ride horses. The lack of sidewalks and bike lanes create conflicts between bicyclists and pedestrians and other road users, especially at night when there is reduced visibility due to a lack of lighting.
- Windsor Avenue becomes wider traveling north towards Ventura Street with painted shoulders and sidewalk bulb out. However, the expanded roadway is currently used as truck parking.

Roadway Conflicts

- Bicyclists are concerned about dooring and points of conflict at driveways and with parked cars along Ventura Street and along Woodbury Road from Fair Oaks Avenue to Windsor Avenue.
- Bicyclists experience right-turn conflicts with drivers at the intersection of Fair Oaks Avenue and Woodbury Road.
- There are conflicts between drivers and bicyclists at the intersection of Figueroa Drive and Windsor Avenue; this is expected to become a four-way signalized intersection in the future. The current roadway design causes commuter backups along Figueroa Avenue to Casitas Avenue and along Windsor Avenue on the weekdays.
- Windsor Avenue has many bike commuters traveling to Jet Propulsion Laboratory (JPL) Monday through Friday and recreational biking towards Pasadena on the weekends. The vehicle commuter backup along Figueroa Drive adds stress for bicycle commuters due to the high volume of cars and proximity to bicyclists riding along Windsor Avenue.
- Participants shared they are concerned for their safety when riding along Fair Oaks Avenue between Ventura Street and Woodbury Road due to downhill slope, roadway conditions, speed and unsafe behavior of drivers. The overall conditions create potential conflict points with drivers and the slope and speed of cars results in drivers not being aware of bicyclists driving alongside them.

Other Concerns

- High volumes of truck and vehicle traffic along Woodbury Road result in noise pollution.

Opportunities

- Casitas Avenue is a safer north-south corridor than Lincoln Avenue and Fair Oaks Avenue due to less vehicle traffic and slower speeds and more residential scale.
- Windsor Avenue from Figueroa Drive to Ventura Street can be improved for pedestrian and bicycle safety.

¹ Link for Report: https://www.google.com/maps/d/u/0/edit?mid=1cS_FMbqprM38qifZcODfvQOMKi81XGut&ll=34.188443212797885%2C-118.1625568701294&z=15



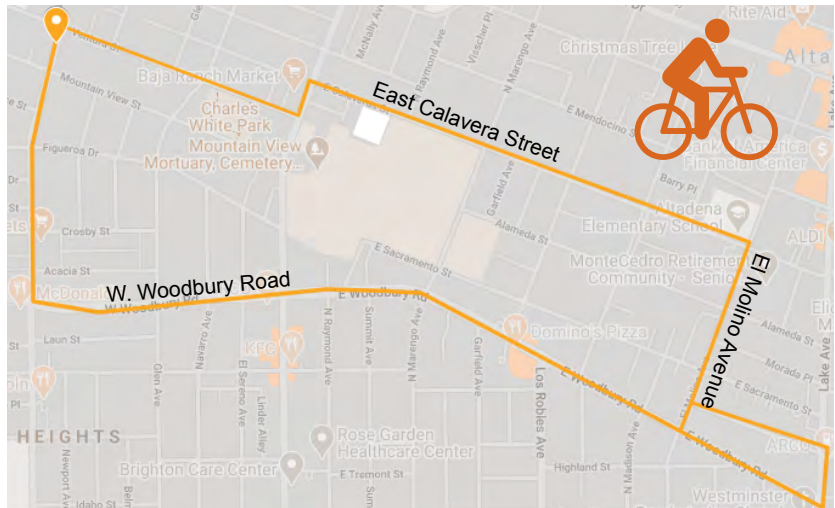
Top: Participants wait at the signal to continue down Woodbury Road past Lincoln Avenue. Bottom: Participants stop to discuss concerns and opportunities at Fair Oaks Avenue and Ventura Street.

ROUTE 2

Participants on Route 2 met at the intersection of Ventura Street and Lincoln Avenue and traveled south along Lincoln Avenue, east along Woodbury Road, north along Lake Avenue, west along New York Drive, north along El Molino Avenue, west along East Calavera Street, south along Fair Oaks Avenue, west along Ventura Street to Lincoln Avenue.



On-Bike Assessment Route 2



Participants shared the following observations² from Route 2:

Roadway Conflicts

- It is difficult for bicyclists heading south on Lincoln Avenue towards Woodbury Road to get into the left turn lane because of high traffic volume and high speed of cars.
- Drivers use the middle turn lane on Lincoln Avenue to pass bicyclists instead of sharing the road; this causes bicyclists to feel unsafe traveling along Lincoln Avenue.
- Drivers make wide and fast turns into the intersection of Lincoln Avenue and Woodbury Road.
- Drivers often fail to stop before making a turn at all legs of the intersection of Lincoln Avenue and Woodbury Road or stop within the crosswalk which makes it difficult for pedestrians and bicyclists to cross the intersection. Participants noted that this intersection is a high traffic area for all modes with transit stops on the corners, bike lanes on Woodbury Road, and Lincoln Ave and Woodbury Road that serve as connectors to various destinations. Community members also notice the most collisions in this area.
- Bicyclists, especially elementary school students, on Woodbury Road travel in the parking lane and use the bike lane as a buffer lane in order to feel safer.
- Participants shared that drivers making right turns use the bike lane as a turn lane as they approach the intersection of Woodbury Road and Santa Anita Avenue.
- Drivers to make quick right turns without watching for pedestrians or bicyclists on Woodbury Road and Santa Anita Avenue.

Missing Walking and Biking Infrastructure

- Unsafe roadway conditions including lack of bicycle lanes, the high speed of cars, and wide lanes make it difficult for bicyclists to ride on Lincoln Avenue.
- Woodbury Road has a Class II Bike Lane that ends right before Santa Anita Avenue.
- The lack of clear lanes, crosswalks, and low visibility for bicyclists make the intersection of Woodbury Road and Highland Street difficult for bicyclists to navigate, especially when making left turns.

² Route Link for report: <https://www.google.com/maps/d/u/0/edit?mid=1bTzLQkXDMbGIPxcwUtoIm3p108ZJH3Lv&ll=34.18605330115018%2C-118.14979315770265&z=15>

Other Concerns

- Residential dumpsters block the bike lane on West Woodbury Road
- Navigation applications, such as Waze, direct drivers to cut through residential streets that offer a lower stress option for bicyclists.
- Participants expressed concern about higher traffic volume that will come with the expansion of a daycare on Woodbury Road between North Marengo Avenue and Santa Anita Avenue. Participants noted that existing traffic during arrival and dismissal causes drivers to queue up in the bike lane.

Opportunities

- Expanded bike lanes on Woodbury Road all the way to Lake Avenue.
- Improve bike sensors at the intersection of Woodbury Road and Lake Avenue.
- Traffic calming measures such as bulb outs at Lincoln Avenue and Woodbury Road and buffered bike lanes along Lincoln Avenue would improve safety for riders.
- Installation of bike boxes at Woodbury Road and Lincoln Avenue and Woodbury Road and North Marengo Avenue would provide a safer place for bicyclists to wait.



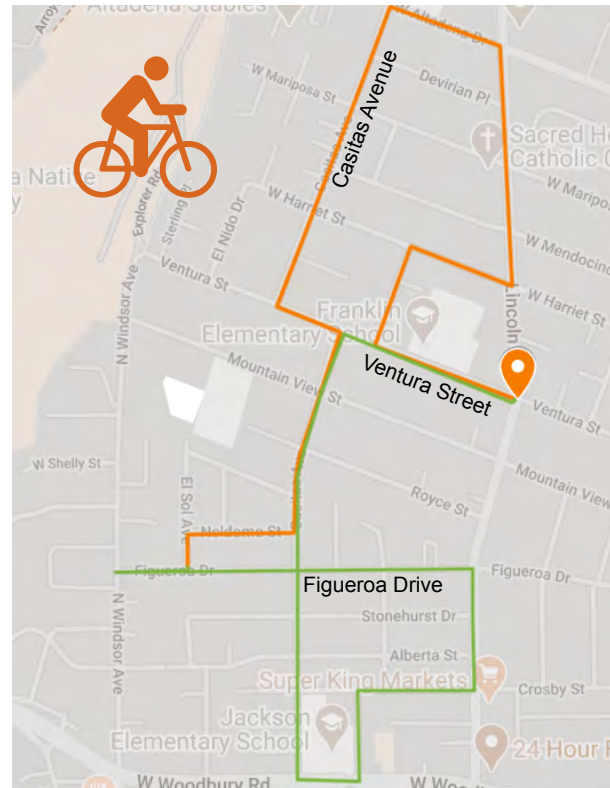
Top: Participants continue down Woodbury Road after discussing concerns and opportunities at Woodbury Road and Lincoln Avenue. Bottom: Participants bike down East Calavera Street which is set to be a planned bike route.

ROUTE 3

Participants on Route 3 met at the intersection of Ventura Street and Lincoln Avenue and traveled west along Ventura Street, north along Tola Avenue, east along Harriet Street, north along Lincoln Avenue, west along Altadena Drive, south along Casitas Avenue, east along Ventura Street, south along Casitas Avenue, east along Neldome Street, west along Figueroa Street to Windsor Avenue, east along Figueroa Street, south along Lincoln Avenue, west along Crosby Street, north along Casitas Avenue and east along Ventura Street.



On-Bike Assessment Route3



Participants shared the following observations³ from Route 3:

Unsafe Driver Behavior

- Many large trailers appear to drive above the posted speed limit downhill on Lincoln Avenue.
- Many drivers used the middle left turning lane to pass bicyclists on Figueroa Drive; participants felt unsafe with cars passing.

Roadway Conflicts

- The narrow travel lane along Ventura Street requires bicyclists to take the full lane to avoid being doored and driver encroachment. However, taking the full lane angered drivers who wanted to pass but were stopped by oncoming traffic.
- The sidewalk ends abruptly at the intersection of Figueroa Drive and North Windsor Avenue which forces pedestrians, bicyclists, and motorists to share the road. This creates potential conflicts between all road users.
- Driver traffic increases on Casitas Avenue, north of Ventura Street, during arrival and dismissal time because drivers use Casitas avenue to avoid Lincoln Avenue. This congestion makes it

³ Link for Report Route: <https://www.google.com/maps/d/u/0/edit?mid=1y9wArBxZNJFPWwhpM9Rqxqyiteu9ebIJ5&ll=34.19279739066506%2C-118.16938429999999&z=15>

difficult for drivers to pass bicyclists because of vehicle traffic in both directions. Drivers expressed impatience with bicyclists taking the full lane. Because of this, some bicyclists preferred to ride on the paved shoulder rather than share the road with drivers. However, trash cans and parked cars in the paved shoulder and the travel lane impeded the bicyclists' path, which made them weave in and out of the travel lane. This was further complicated by the number of parents and students walking and biking to and from school on the paved shoulder. All these different users sharing the road and paved shoulder created visibility issues and potential conflict points.

Missing or Inadequate Walking and Biking Infrastructure

- Cracked pavement along Casitas Avenue made bicyclists weave in and out of the travel lane, making their riding less predictable.
- The sidewalk ends abruptly at the intersection of Figueroa Drive and North Windsor Avenue.
- Crosby Street is a narrow street and less comfortable to ride on than Lincoln Avenue, which is wider and has fewer blind spots.
- On Casitas Avenue, at Calaveras Street, there are street signs for sharing the road with horses, but not for bicyclists.
- Bicyclists felt that the first school speed limit sign on Casitas Avenue, at Devirian Place, was too close to Odyssey Charter School to let drivers know to slow down for people walking and biking to school.

Other Concerns

- Barking dogs in front yards along Casitas Avenue frightened a couple of bicyclists.
- Casitas Avenue is a 2-way street, with vehicles traveling in both directions. When there was no oncoming traffic, drivers passed bicyclists slowly by driving onto the oncoming traffic lane.

Safe Locations and Behaviors

- Speed bumps along Ventura Street slowed vehicle traffic, which made it more comfortable for bicyclists to ride alongside drivers.
- At the intersection of Crosby Street and Lincoln Avenue, the crossing guard directed driver, pedestrian, and bicyclist traffic, which added a sense of safety for bicyclists.
- Many drivers observed the three-foot rule and slowly passed bicyclists in the opposite lane along Casitas Avenue.
- Participants enjoyed that there were people out, walking and shopping along Lincoln Avenue.
- There were nice shade trees on Casitas Avenue, north of Ventura Street, which provided shade for bicyclists while riding uphill.

Opportunities

- Participants felt more comfortable riding on Figueroa Drive than Casitas Avenue. Aesthetically, participants enjoyed the palm trees that line both sides of the street, even though they do not provide much shade. Participants were interested in planting more shade trees.
- Figueroa Drive becomes congested when drivers and bicyclists cannot turn left onto North Windsor Avenue to reach the freeways because cross traffic does not stop. The intersection is expected to become a four-way signalized intersection in the future, which could alleviate some of the congestion during peak travel times.



A bicyclist pulls over at the paved shoulder on Casitas Avenue, just south of West Altadena Drive. Bicyclists, pedestrians, skaters, and parents walking with strollers on their way to Odyssey Charter School will need to compete for travel space on the paved shoulder.



A parked car on Casitas Avenue, just south of West Altadena Drive, obstructs the paved shoulder and forces pedestrians, bicyclists, skaters, and parents with strollers into the street.

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>
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