



Plan to Improve Corridors and Neighborhood Connections in Baldwin Park

A Report to the City of Baldwin Park



November 2010

Prepared by:

Local Government Commission

Walkable Communities

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Healthy Eating Active Communities

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ACKNOWLEDGEMENTS

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Funding provided through a California Department of Transportation (Caltrans) Environmental Justice: Context-Sensitive Transportation Planning Grant and the City of Baldwin Park.

Views and opinions expressed in this report do not necessarily represent the views or opinions of the California Department of Transportation (Caltrans) or the California Business, Transportation, and Housing Agency.



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CHAPTER ONE: INTRODUCTION AND BACKGROUND

Introduction

This report describes the process and results of a Design Fair held from October 22-27, 2009 in Baldwin Park. The workshops and other events that took place as part of the Design Fair focused on how to improve corridors and neighborhood connections in the City and make it safer and more comfortable to walk and ride a bicycle to key destinations. Cities across the nation are recognizing that creating more walkable, bicycle-friendly environments not only improves residents' health but can increase economic activity and create a greater sense of community.

Baldwin Park's 2008 population was 77,320, 79% of whom are Hispanic. Originally a cattle grazing area, Baldwin Park was incorporated in 1956. It is now land-locked, surrounded by cities including West Covina, Irwindale, El Monte and the City of Industry. Baldwin Park is also bordered by the 605 Freeway on the west, and bisected by both a Metrolink rail corridor with a stop adjacent to Downtown, and the I-10 Freeway on the south. Nevertheless, the community still functions as a relatively complete "small town."

At the City's request, the Design Fair focused on four of the city's arterials: Baldwin Park Boulevard, Ramona Boulevard, Pacific Avenue, and Maine Avenue. Most of these corridors, though residential in some areas, were designed to decades-old street standards focused on vehicle movement – including wide streets, multiple travel lanes, and high posted traffic speeds – with little consideration for pedestrian, bicycle or transit use. The City has begun the process of re-examining those standards to improve mobility and accommodate other modes. The City's General Plan states:

Key arterials form the visual frame of the City, leading from points east, west, north and south to the heart of the community in Downtown. These major streets are the paths of movement from which most residents and visitors experience the community. These streets are given high priority as elements for upgrading City image. Baldwin Park Boulevard, Ramona Boulevard, Pacific Ave, Arrow Highway and Maine Avenue are recommended for such treatment.

The City General Plan particularly notes the lack of walkability in Baldwin Park's downtown area:

Currently, Downtown lacks a pedestrian-friendly environment because the expansive Ramona Boulevard width tends to divide the north and south sides of Downtown. There is also a lack of direct access to the Metrolink Station, City Hall, and to Morgan Park. Downtown has all the elements to be a pedestrian-



The timing of this charrette marked an anniversary for the City.

friendly environment. The challenge is to link the key Downtown elements, calm traffic, and improve the aesthetic image through design and quality materials.

This project was a partnership of the Local Government Commission (LGC), California Center for Public Health Advocacy (CCPHA), the Healthy Eating Active Communities (HEAC) and Healthy Kids, Healthy Communities (HKHC) initiatives, and the City of Baldwin Park. Support came from a Caltrans Environmental Justice: Context-Sensitive Transportation Planning Grant and matching funds for HEAC's work from The California Endowment and HKHC's work from the Robert Wood Johnson Foundation. Additional experts from Livable Streets, Walkable Communities, Barrio Planners, and Sprwls Associates were brought in to work with the community and develop recommendations to improve walking, bicycling, and motor vehicle safety and conditions in the focus corridors, and thereby support a more vibrant and livable Downtown and community.



Study area map

Planning Background

This project is part of Baldwin Park’s pursuit of a “Complete Streets” initiative to:

- Improve pedestrian and bicycle access and safety;
- Encourage physical activity;
- Improve circulation and connectivity of residential neighborhoods to Downtown;
- Provide attractive and safe streetscapes; and
- Support a successful community revitalization effort and increased mobility of residents and transit.

Although largely built-out, the City in its November 2002 General Plan set out to determine, among other things, how best to accommodate new residents and attract businesses despite the lack of vacant land, “create a distinct and economically viable Downtown which serves as the cultural heart” of the city, enhance services and facilities to meet residents’ needs, and ensure that people can travel safely and efficiently in Baldwin Park.

Specific General Plan goals and policies that reinforce this current study include the following:

Land Use Element

Focus Area: Downtown/Metrolink

- Goal 8.0. Establish a pedestrian “core” for Downtown bounded approximately by Ramona Boulevard from Baldwin Park Boulevard to Bogart Avenue, and Maine Avenue between Ramona Boulevard and Clark Street. Create new Mixed Use General Plan designation for area, and establish as pedestrian district through development regulations, public improvements, and street design.

Focus Area: Pacific Avenue

- Policy 9.5. Permit reduced public street widths within residential developments.

Focus Area: West Ramona Boulevard Corridor

- Policy 10.2. Improve the physical appearance of Ramona Boulevard with street trees, a landscaped median, and other features to encourage motorists to stop and shop.

Urban Design Element

- Goal 1.0. Improve city gateway entrances to welcome visitors and enhance the city image at primary and secondary entrances to the City.

- Goal 3.0. Establish Downtown as a pedestrian-friendly environment.
- Goal 4.0. Enhance the aesthetic quality of development in the City.
- Goal 5.0. Promote urban forestry concepts to enhance the environmental conditions in the city by providing shade, shelter from inclement weather, improved air quality, and aesthetic improvements to neighborhoods.

Circulation Element

- Goal 3.0. Encourage increased use of public transportation.
 - Policy 3.1. Work with the MTA [Metropolitan Transportation Authority] to establish bus stops at appropriate locations throughout the City to adequately serve retail, employment, rail and other public gathering areas.
 - Policy 3.2. Provide lighted, sheltered bus stops to encourage transit use.
- Goal 4.0. Accommodate alternative modes of transportation in land use and circulation planning.
 - Policy 4.1. Provide for a Citywide bicycle path system ... that can be implemented in a safe and efficient manner.
- Goal 6.0. Protect residential neighborhoods from through-traffic associated with non-residential uses.
- Goal 8.0. Provide a circulation system Downtown that supports a cohesive pedestrian district. Pursue development of a Specific Plan that clearly defines circulation improvements in the area.

Air Quality Element

- Goal 2.0. Improve air quality by reducing the amount of vehicular emissions through planning for alternative forms of travel.
 - Policy 2.4. Create the maximum possible opportunities for bicycles as an alternative transportation mode and recreational use.
 - Policy 2.5. Encourage non-motorized transportation through the provision of bicycle and pedestrian pathways.
- Goal 4.0. Improve air quality by reducing vehicular emissions through transportation planning improvements that improve the flow of traffic.

CHAPTER TWO: DESIGN FAIR PROCESS

In July 2009, the consultant team conducted an initial review of issues of concern to the City of Baldwin Park. They met with a project advisory committee, reviewed goals for the Design Fair, and discussed plans for public outreach to involve the community in the design process. In the months that followed, the HEAC and HKHC projects under the leadership of CCPHA conducted five “Smart Streets” neighborhood workshops in English and Spanish from June to September 2009 on general safety as well as pedestrian and bicycle safety issues. A report was submitted to the LGC to serve as a summary guide of overall safety issues. The citywide design fair workshops and related events were conducted from October 22-27, 2009.

CCPHA and the City were instrumental in undertaking outreach efforts that generated tremendous interest and participation in the various design fair activities. Hundreds of community leaders and residents, along with City staff, were involved in a series of workshop events to solicit concerns and priorities, and identify and react to potential solutions. A description follows of each event.

Focus Groups

The project team held focus groups with various community stakeholders to get a more detailed picture of mobility and safety concerns in Baldwin Park. Discussions were held with small groups representing:

- Early childhood educators
- The Baldwin Park School District (administrators and police)
- Emergency responders
- High school students from the advancement via individual determination (AVID) program
- The business community

Notes from these focus group sessions may be found in Appendix A of this report.

Opening Session

Following a Harvest Festival, the opening session of the design fair was held on Thursday evening, October 22, 2009, at the Julia McNeill Senior Center. Entertainment before the event was provided by the “SOTO” Band along with a small farmers market by the Cal Poly Farm Store at Kellogg Ranch. Fruit and beverages were available before the event at the farmers’ market setup. The event was one of the most successful ever seen by the project team, with 233 participants signing in, plus over 100 children



Focus group with emergency responders.



High school students also discussed their concerns.



Staff and volunteers from CCPHA worked with the City to engage residents and youth.



Opening Session: Participants shared their thoughts and concerns about Baldwin Park.



Participants used sticky dots to rank their top priorities.



Families took home Halloween pumpkins.

participating in child care. All events were conducted in English and Spanish.

Mayor Manuel Lozano welcomed participants and provided background on the design project and the City's goals to improve safety and non-vehicular mobility in Baldwin Park. Walkable Communities Director Dan Burden followed with a presentation on complete streets that can work for everyone. LGC Program Director Paul Zykofsky translated into Spanish.

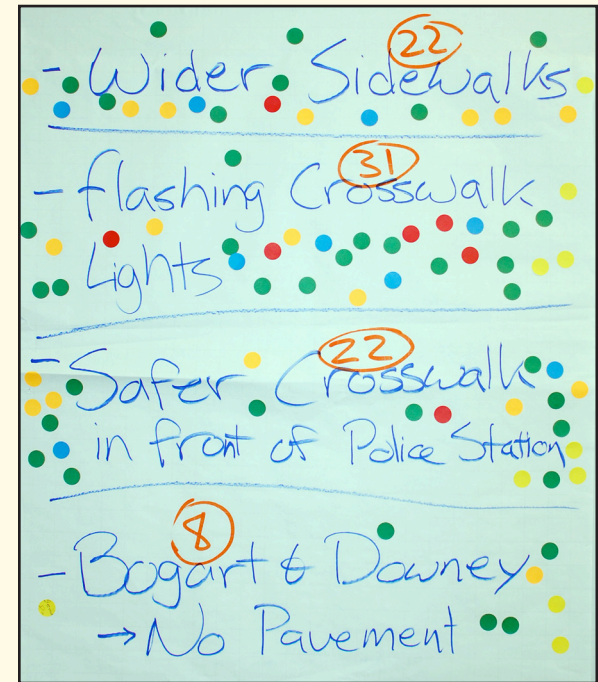
Participants were then asked to share their vision and values for Baldwin Park. They also identified specific safety and mobility issues they would like to see addressed, and used dots to vote for their top priorities. The following were participants' values and priorities:

Values:

- Community, friends, heritage, leadership
- Peaceful, quiet, secure, safe
- Schools
- Family
- Activities for children, sports, recreation

General Priorities:

1. Flashing crosswalk lights
2. Added lighting on all corridors
3. Wider sidewalks
4. More parks where people live
5. Signals at all schools
6. Create a true Downtown
7. Stores closer to where people live



A more detailed list of local priorities is included in Appendix B.

Community Walkability Audit and Design Workshop

On Saturday, October 24th, community residents, city leaders and staff met at the Julia McNeill Senior Center for a breakfast provided by CCPHA. Following introductions by city leaders, participants joined project team consultants on a walking tour of selected portions of the study corridors, with bus transportation to/from these field visits. Each audit group observed existing street conditions, including design, walkability, traffic patterns, intersections and crossings, sidewalk conditions, transit stops, and other features. The groups identified concerns and shared ideas for resolving some of the problems they identified during their audits.

Upon their return from the walking audits, Dan Burden gave a presentation on design principles, along with examples of successful street designs to safely accommodate pedestrians, bicycles, and vehicles. Participants then broke up into six table groupings for a lively discussion of potential improvements in the four study corridors. A representative from each table reported to the whole group their table's recommendations, which were also marked by the group on large maps of each corridor. A summary of the six groups' suggestions can be found in Appendix C.

Design Team Site Visits and Work Days

The project team conducted in-depth site investigations to review existing conditions and community concerns in the target corridors and other locations identified through focus groups and events. This led to an expansion of the project to focus on some of the school areas, as noted in the recommendations.

Based on all of the input received from community members and leaders and these site visits, the project team then developed an initial set of recommendations with accompanying visuals and diagrams. These were shared with city staff, then honed for presentation at the design fair's closing event.

Closing Presentation of the Vision Plan

Following a mariachi concert and a dinner at City Hall, the project team made a presentation to over 125 elected officials, city staff, community residents and other leaders. Dan Burden in English, and Paul Zykofsky in Spanish, reviewed key findings from the community input throughout the workshop process, and shared with those present the team's recommendations, including visuals of potential changes. They also reviewed the benefits and improvements such recommendations could provide for Baldwin Park. At the conclusion, they opened the floor for participant questions, ideas and reactions to the recommendations. As the last item, they asked participants for key locations they thought should be priorities for action, and conducted a straw poll to determine the order of priority. (For this list, see Appendix D.)



Participants discussed concerns in a walking audit of the study area.



Residents worked together to identify priorities and potential solutions.



Each group then presented its ideas.

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CHAPTER THREE: EXISTING CONDITIONS

Workshop participants summed up concerns with existing street conditions as follows:

- Many streets aren't people friendly
- High speed traffic
- Sidewalks are too narrow, some sections are missing.
- No bike lanes or they are too narrow
- Insufficient shade
- Unsafe pedestrian crossings
- Insufficient signal time for pedestrians to cross
- Scary dogs, graffiti
- Unsafe conditions for students walking to/from school

The four target corridors have a high concentration of collisions: 357 in 2007 alone. Of those, ten were vehicle-to-pedestrian.

Many of Baldwin Park's streets are four-lane, with wide lanes and large curb radii that encourage fast driving and turns. High vehicle speeds and long crossing distances make pedestrian crossings more difficult. At signalized intersections, walk signals are not automatic, requiring pedestrians to push the button and wait for a walk signal on each leg. Walk signals frequently do not provide sufficient crossing times, which can leave pedestrians in the street and vulnerable to oncoming traffic when the crossing light changes.

While there are curb ramps in place at many locations, there is generally only a single ramp. This directs people in wheelchairs into the street before they can enter the crosswalk in either direction. Some ramps appear to exceed the allowable slope in the Americans with Disabilities (ADA) Accessibility Guidelines. Some signalized intersections offer only two or three marked crosswalk legs rather than four, forcing pedestrians, including those with impaired mobility, to travel longer distances to cross to desired destinations. At intersections without marked crosswalks, some stop bars are too close to the intersection, directing drivers to block the implied but unmarked crosswalk.

Sidewalks are narrow in many locations. Many are also obstructed with signs, poles, and/or street furniture. Many sidewalks lack a buffer between the sidewalk and the travel lane. Commercial driveways are often built with excessive slope, encumbering pedestrian travel along sidewalks and violating ADA. Large parking lots separate sidewalks from the businesses in many of the city's shopping centers.



Wide streets.



Unsafe traffic conditions around schools.



Narrow sidewalks, sometimes with barriers.



Missing sidewalks and too-narrow bicycle lanes.

The city's sole bicycle lane to date, on Ramona Boulevard, is only five feet wide, providing only minimal operating space between the travel lane and the curb even where the adjacent outer lane is wider than 12 feet. Bicyclists were generally observed riding on the sidewalk or facing oncoming traffic. Street parking is also allowed along most arterials, limiting space for bicyclists in the outside travel lane and creating possible hazards from opening car doors.



Difficult places to cross.

The City is served by a Metrolink stop near City Hall. There are several at-grade Metrolink crossings. Workshop participants reported that traffic backs up when either of the crossing arms is down at Pacific Avenue or Ramona Boulevard to allow the train to enter or leave the Metrolink station. (The design team observed, however, that as soon as the train passed into the station, the crossing arm behind the train rose again, reducing these waits.)

Baldwin Park Transit offers two local routes with stops at the Metrolink station and many other in-town destinations. Many transit stops do not have shelters. Those that do, appear mostly to use a shelter design that provides limited transit information or protection from the sun. Baldwin Park is also served by Foothill Transit, which provides Baldwin Park residents with bus service to destinations in neighboring cities.



Single pedestrian ramps that force wheelchairs and strollers into the turn.

CHAPTER FOUR: RECOMMENDATIONS

Many of the design team's recommendations below include road diets. Road diets are often used on the types of wide four-lane, two-way streets found in Baldwin Park that carry fewer than 20,000 vehicles per day. Typically, two travel lanes in each direction are reduced down to one travel lane in each direction, with a center turn lane and/or medians and dedicated left-hand turning lanes at intersections. The space that is freed up by decreasing the number of travel lanes is then used for bicycle lanes and wider sidewalks. Sometimes intersection four-way stops or signals are replaced with roundabouts. Road diets are designed to keep traffic moving, while improving conditions for walking and bicycling, and increasing vehicular and pedestrian safety. Road diets typically improve safety in the following ways:

- They reduce potential conflicts for pedestrians by reducing the number of lanes a person has to cross.
- They eliminate the rear-end and side-swipe vehicle crashes that occur on 4-lane streets when a motorist stops in the lane to make a left turn.
- They eliminate the left-turn-broadside crashes that occur on 4-lane streets when motorists traveling in opposite directions both stop to make a left turn. The stopped vehicles block motorists' view and a turning vehicle is hit broadside by a vehicle in the outer lane resulting in a severe crash.
- They reduce vehicle speeds, since a speeding vehicle can no longer cut in and out of lanes and the prudent driver sets the speed.
- When bicycle lanes are added, they improve conditions for bicycling and provide space outside the travel lanes for bicyclists.

At all major intersections, we also recommend:

- Adding curb extensions on streets with on-street parking. Curb extensions or bulbouts extend out the width of the parking lane at the corner and thereby shorten the crossing distance, improve visibility of pedestrians, and slow down motor vehicles at intersections.
- Two pedestrian curb ramps at each corner to help everyone, and especially wheelchair users, cross the street by taking the most direct route.
- High visibility crosswalk markings which are visible not only to pedestrians but also to motorists.

These are described in more detail in the General Recommendations section.



Road diets provide space for motorists, bicyclists and pedestrians.

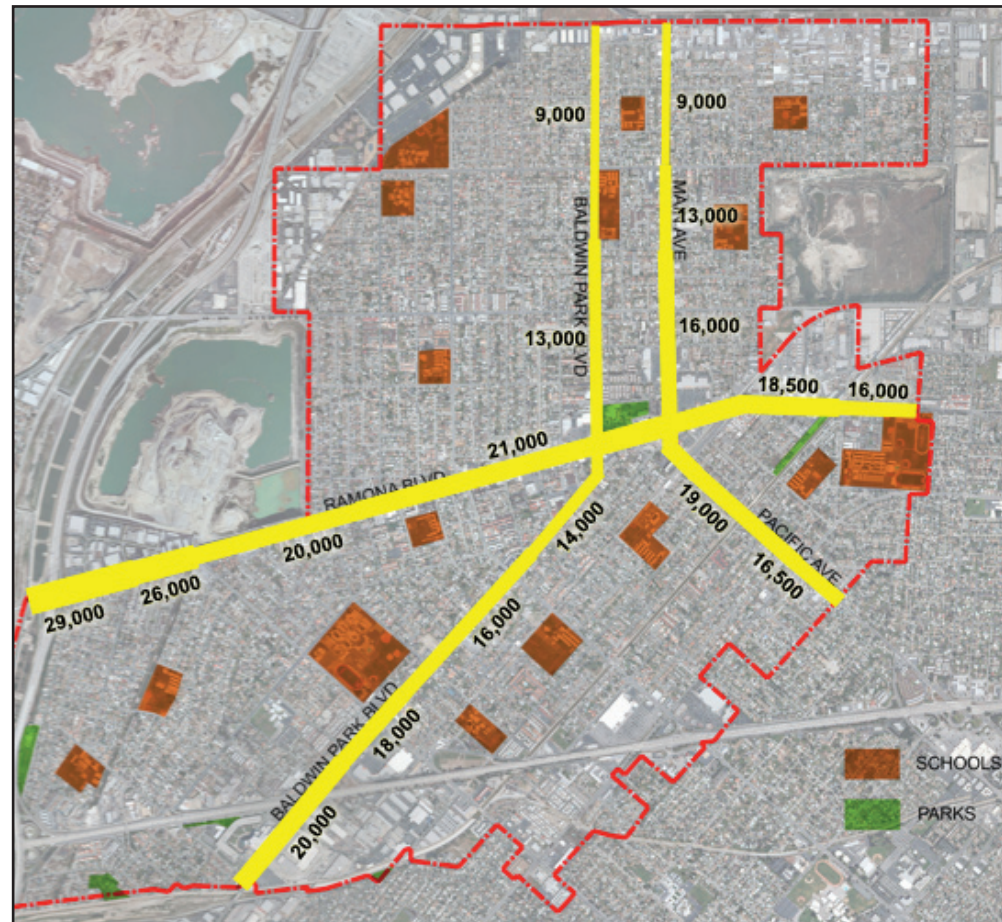


Intersection with bulbouts, two pedestrian ramps, and high visibility crosswalk.

Corridor-Specific Recommendations

1.0. Baldwin Park Boulevard

In most sections, Baldwin Park Boulevard carries 9,000 to 13,000 vehicles per day north of Ramona, 14,000 near the intersection with Ramona, increasing to 16,000-20,000 per day as it approaches the I-10 Freeway to the south. A road diet is recommended to reduce the number and/or width of through lanes in different sections. This will continue to accommodate vehicle travel, while providing space for landscaped medians, bike lanes, and wider sidewalks, and improving safety by reducing high speed traffic and pedestrian crossing distances. A road diet will still allow goods movement because the largest trucks are about 8.5 feet wide and can use bicycle lanes for additional turning radius.



Traffic volumes (Average Daily Traffic) along the corridors.

Detailed recommendations for specific sections of Baldwin Park Boulevard follow:

1.1. Baldwin Park Boulevard at Olive Street

A single-lane roundabout is recommended at the intersection of Baldwin Park with Olive Street. In addition to single-lane approaches, it may be advisable to include a southbound left turn only lane to accommodate the higher volumes of southbound traffic at this intersection, as shown in the roundabout drawing. The need for this left turn lane should be evaluated during the detailed roundabout analysis and design process. A raised truck apron is recommended as shown, to allow larger vehicles to use the roundabout effectively.



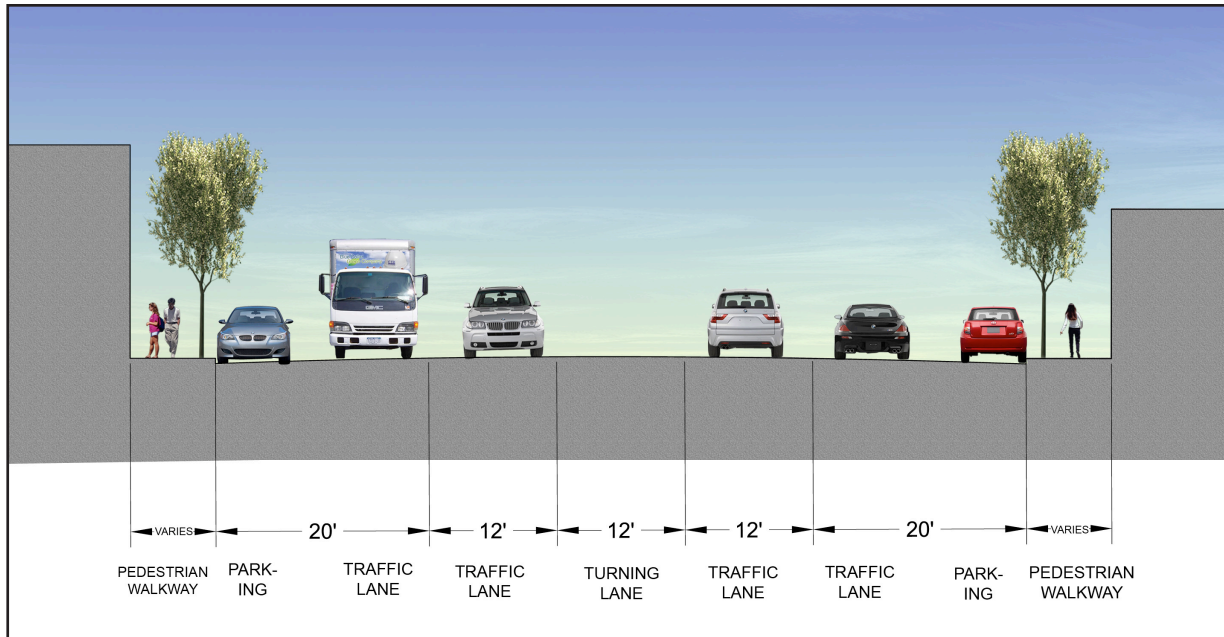
Roundabout recommended for Baldwin Park Boulevard at Olive Street.

1.2. Baldwin Park Boulevard north of Los Angeles Street

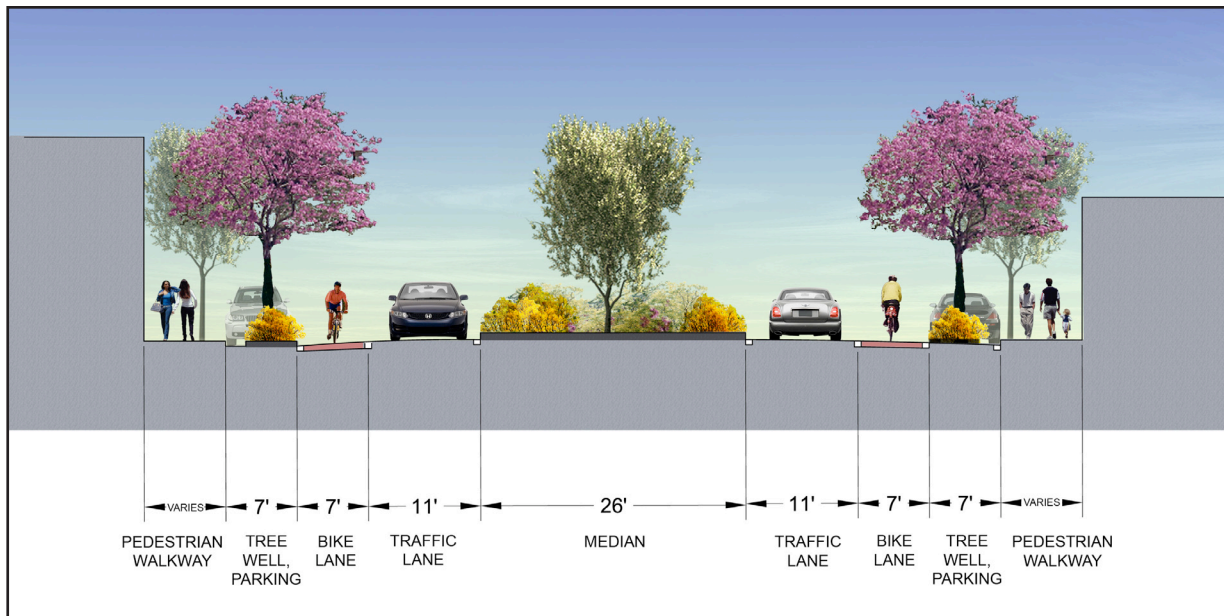
The existing street width varies in this corridor, with at least 76 feet measured from curb face to curb face. The road diet recommended for Baldwin Park Boulevard in this section includes a 26-foot median (or wider where street width permits) with 12-foot turning pockets at intersections, and one 11-foot travel lane, one 7-foot bike lane, and one 7-foot parking lane with tree wells in each direction. In some areas, where the sidewalks on Baldwin Park Boulevard are only 4 feet wide, they should be widened to 5 feet. There are a few gaps in the sidewalk, apparently due to a lack of right-of-way. These sidewalks can be added without obtaining right-of-way by eliminating parking in front of these properties, and building a long curb extension with the sidewalk on the curb extension.



Road diet for Baldwin Park Boulevard north of Los Angeles Street.



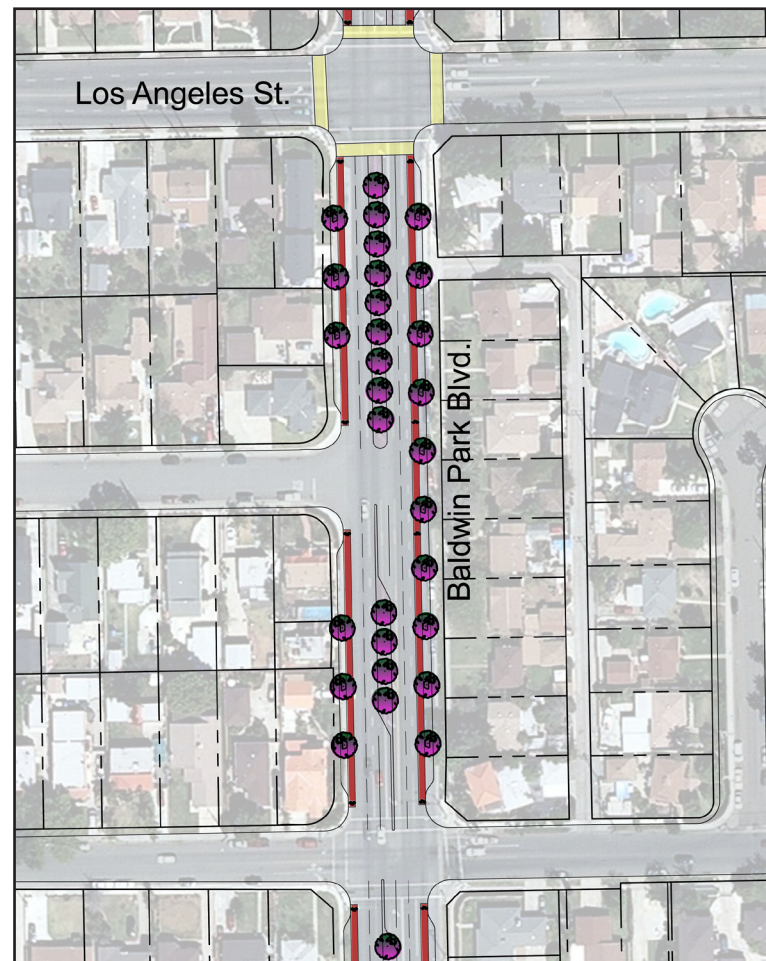
Baldwin Park Boulevard, North of Los Angeles Street — Existing.



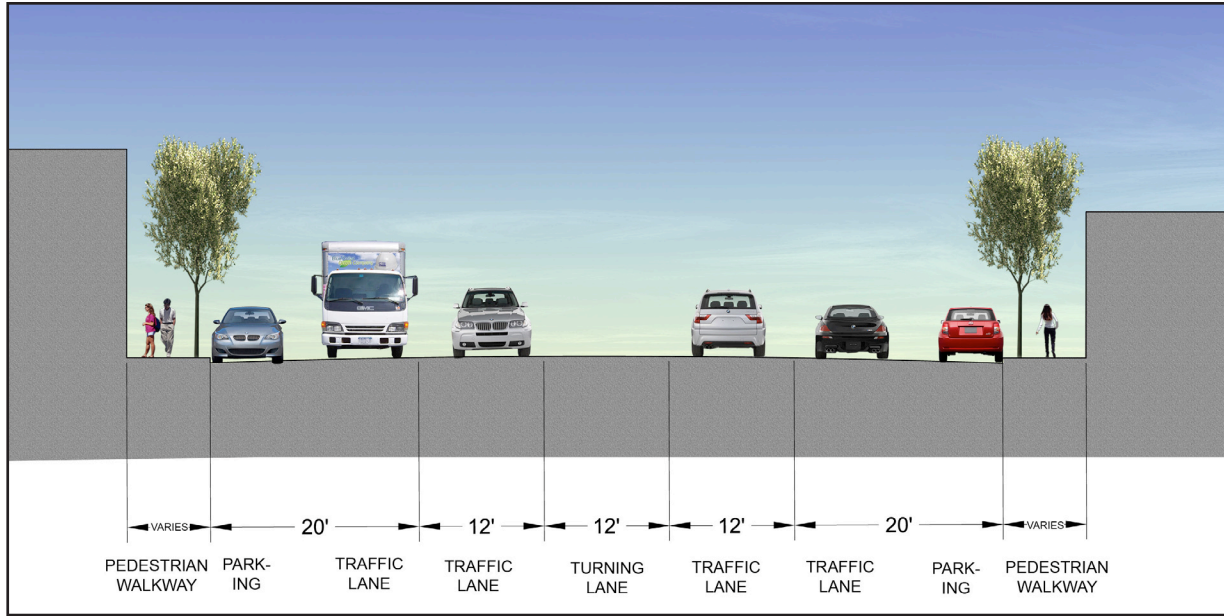
Baldwin Park Boulevard, North of Los Angeles Street — Proposed.

1.3. South of Los Angeles Street to Ramona Boulevard

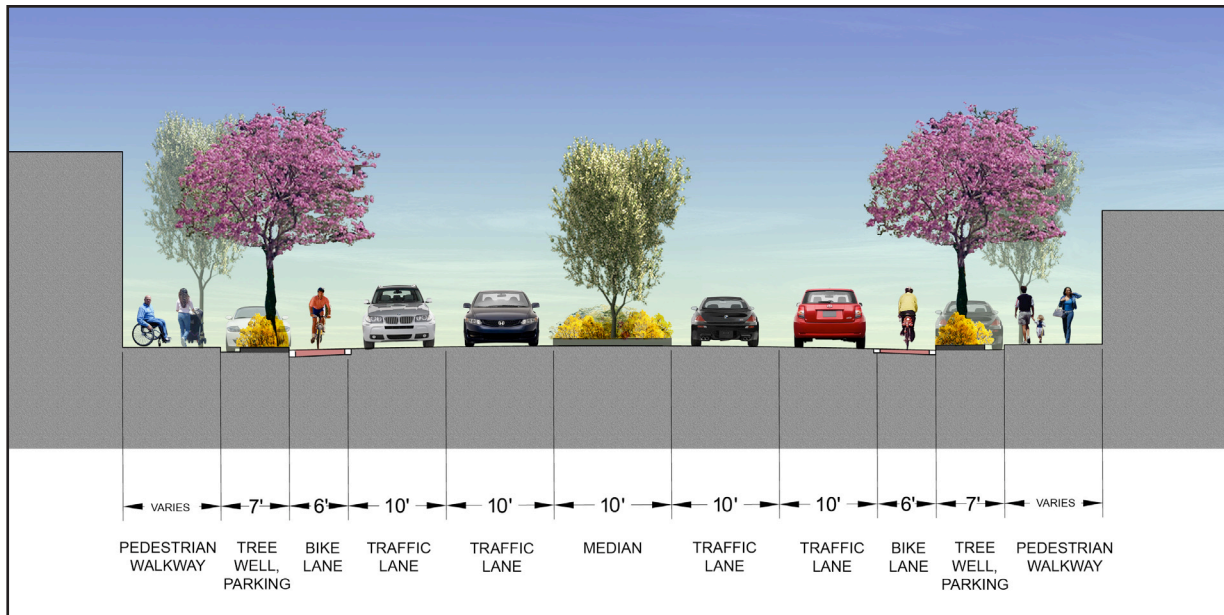
The existing street width varies in this corridor, with at least 76 feet measured from curb face to curb face. Re-striping is recommended to revise this section of Baldwin Park Boulevard to a 10-foot median (or wider where street width permits) with turning pockets at intersections, and two 10-foot travel lanes, a 6-foot bike lane, and a 7-foot parking lane with tree wells in each direction. In some areas, the sidewalks on Baldwin Park Boulevard are only 4 feet wide; these should be widened to 5 feet.



Recommended road diet for Baldwin Park Boulevard south of Los Angeles Street.



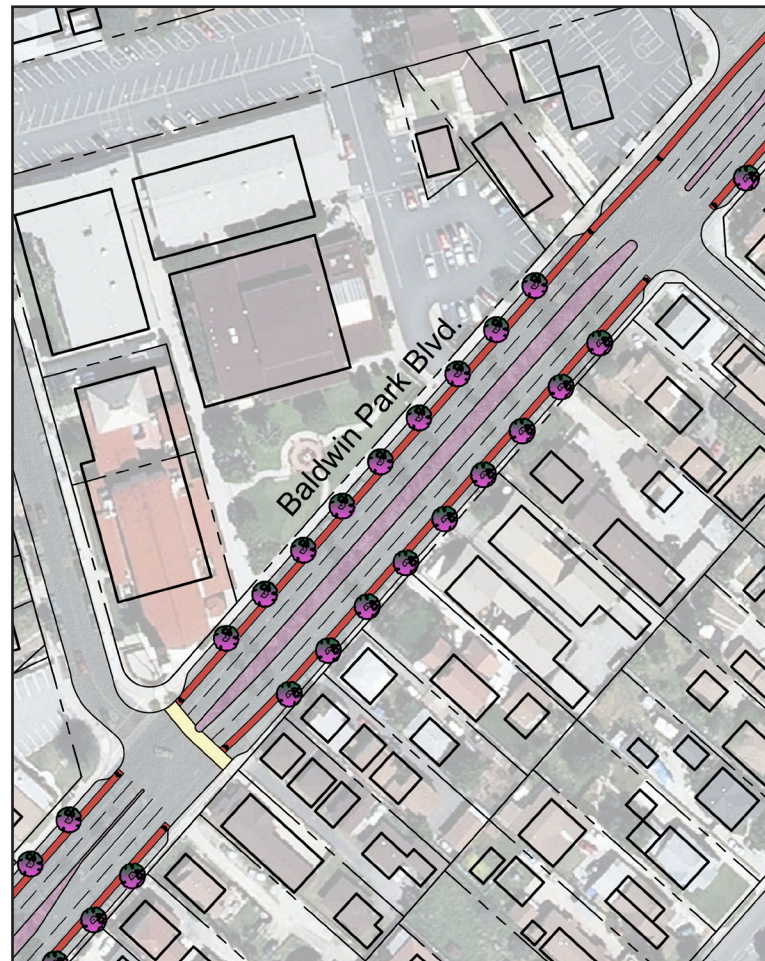
Baldwin Park Boulevard, south of Los Angeles Street to Ramona Boulevard — Existing.



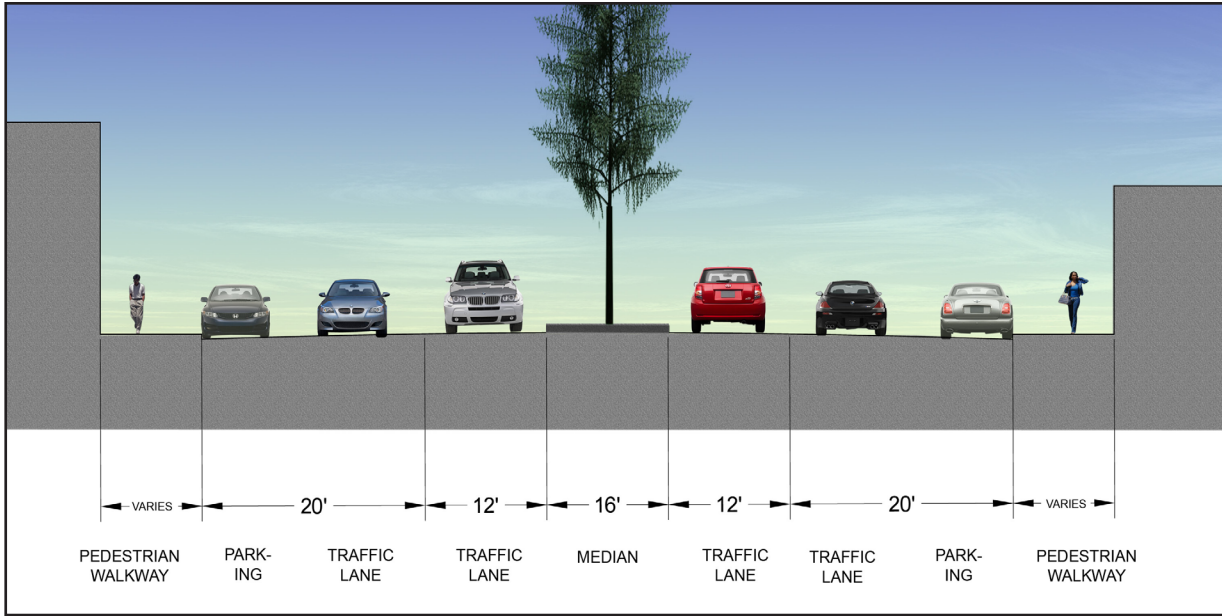
Baldwin Park Boulevard, south of Los Angeles Street to Ramona Boulevard — Proposed.

1.4. South of Ramona Boulevard to Francisquito Avenue

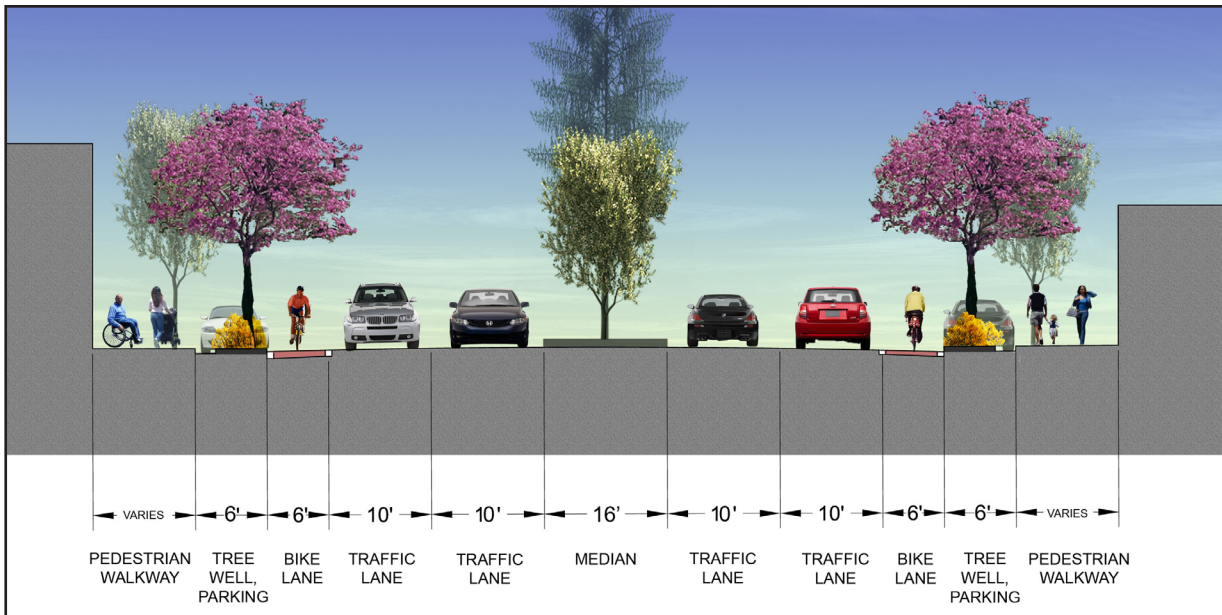
This roadway has an existing raised median with 32 feet of width from curb to curb on each side of the raised median. A re-stripping is recommended for this section of Baldwin Park Boulevard to retain the existing 16-foot median but narrow down the travel lanes to 10 feet in order to accommodate a 6-foot bike lane and a 6-foot parking lane with tree wells. In some areas, the sidewalks are only 4 feet wide; these should be be widened to 5 feet.



Road diet recommended for Baldwin Park Boulevard south of Ramona Boulevard.



Baldwin Park Boulevard, south of Ramona Boulevard to Francisquito Avenue – Existing.



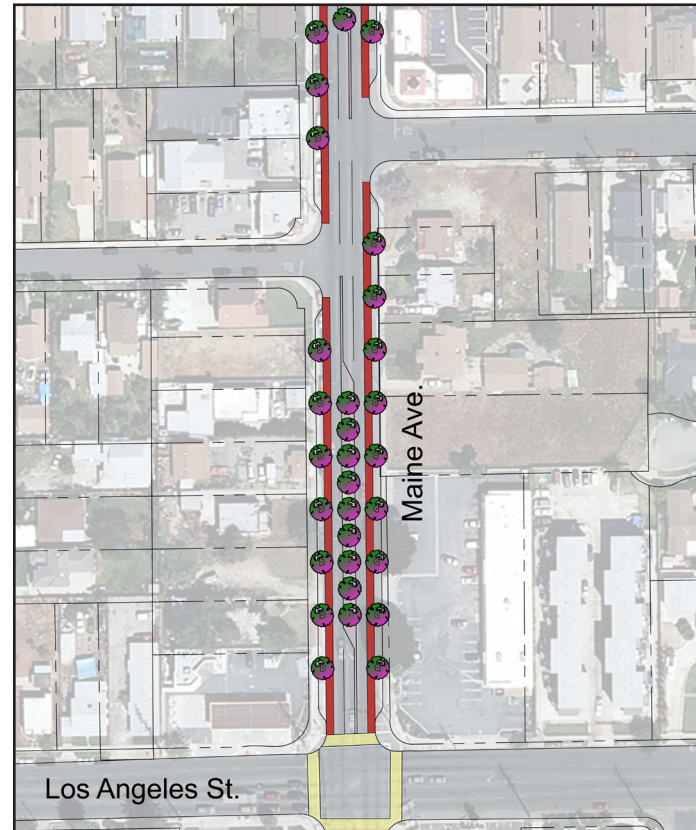
Baldwin Park Boulevard, south of Ramona Boulevard to Francisquito Avenue – Proposed.

2.0. Maine Avenue

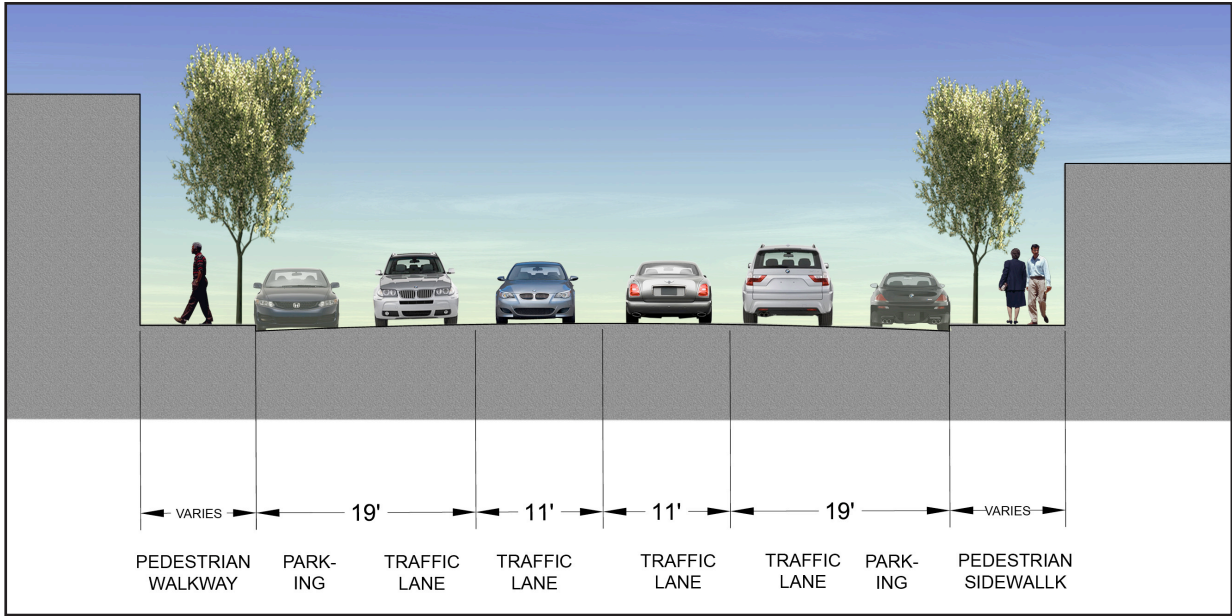
Maine Avenue, which parallels Baldwin Park Boulevard for much of its length, carries 9,000-13,000 vehicles per day north of Ramona Boulevard, and about 16,000 at its intersection with Ramona. It, too, is recommended for a road diet and other revisions, as detailed below, to improve bicycle and pedestrian conditions while still facilitating traffic flow. Intersection improvements, such as bulbouts on streets with on-street parking, two pedestrian ramps at each corner, and high visibility crosswalk markings, should also be added. Specific recommendations are as follow:

2.1. Maine Avenue north of Los Angeles Street

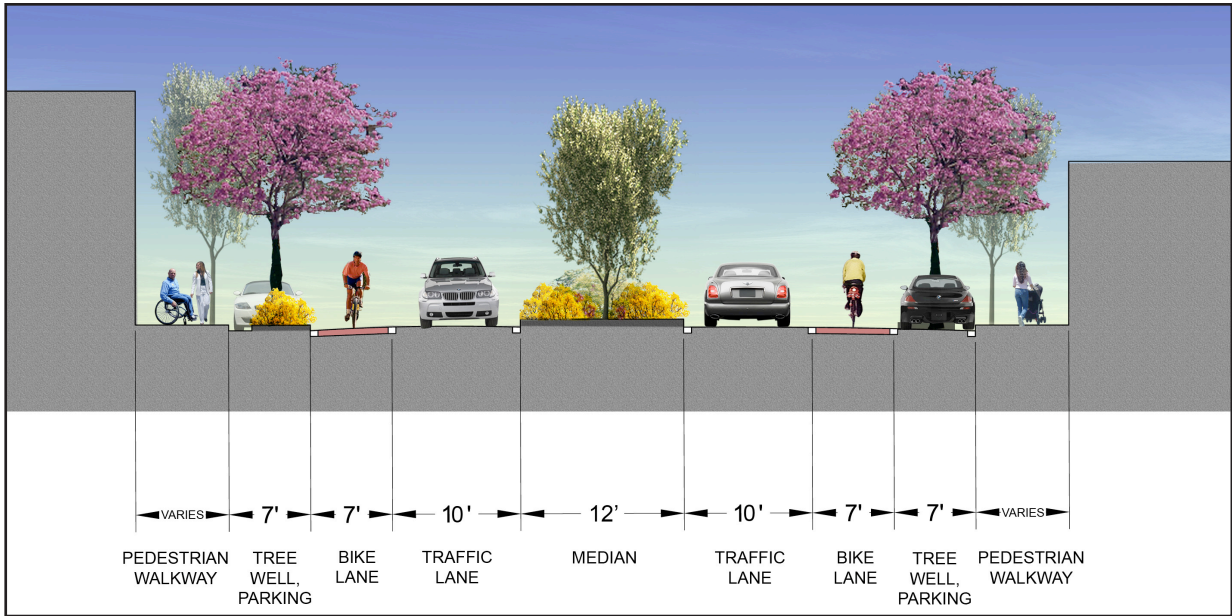
A road diet is recommended to reduce this section of Maine Avenue from four lanes to two. Maintaining the existing 60-foot width curb to curb, the recommended road diet includes a 12-foot median with turning pockets, and one 10-foot traffic lane, one 7-foot bicycle lane, and one 7-foot parking lane with tree wells in each direction.



Recommended road diet for Maine Avenue north of Los Angeles Street.



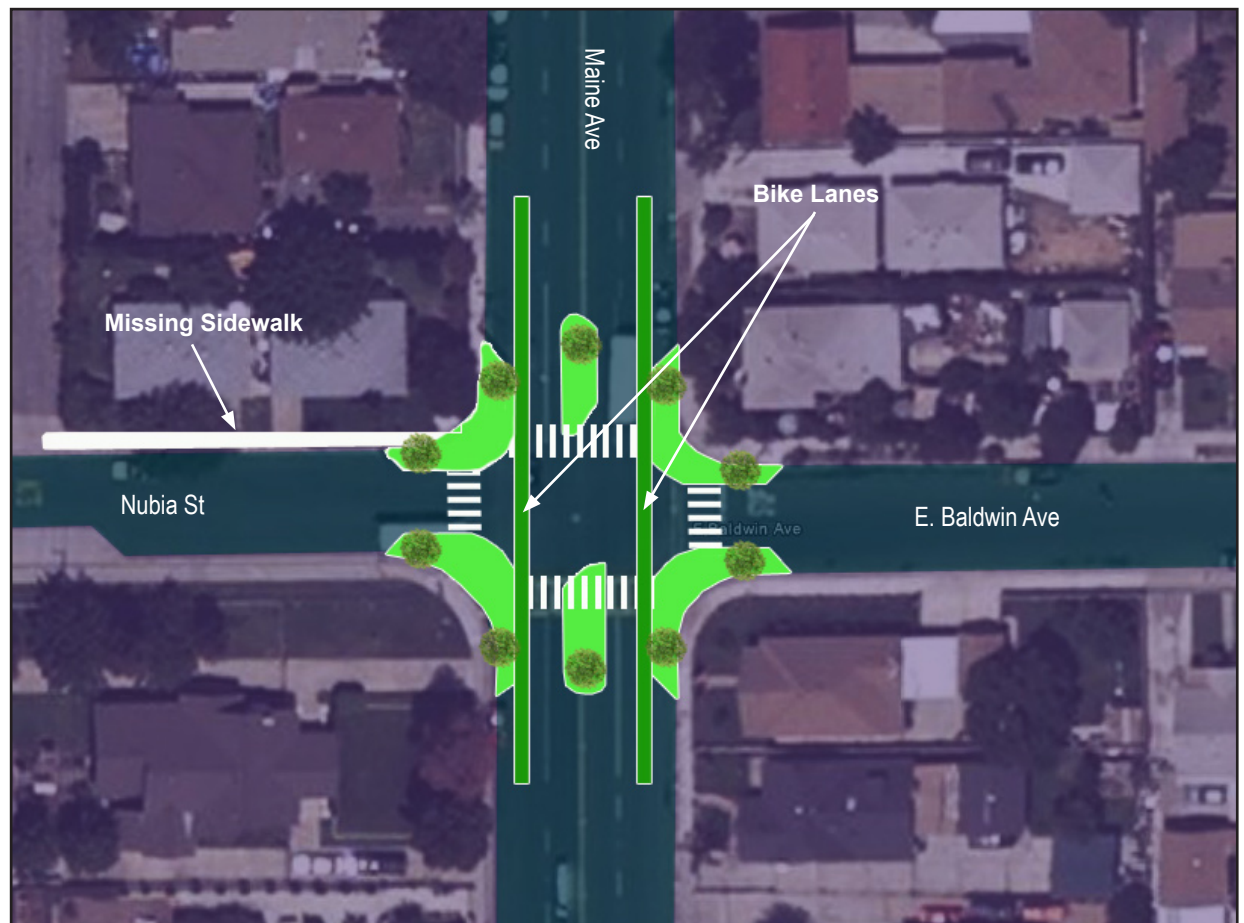
Maine Avenue, north of Los Angeles Street — Existing.



Maine Avenue, north of Los Angeles Street — Proposed.

2.2. Maine Avenue at East Baldwin Avenue

Intersection improvements should include curb extensions on all four corners, medians on Maine Avenue, and high visibility crosswalk markings. Additionally, it is recommended that bike lanes be marked on Maine Avenue; inset parking be provided as shown on the diagram below; the missing sidewalk section on the northwest side of the street at this intersection be filled in; and the posted speeds be changed to 25 MPH.



Suggested improvements for Maine Avenue at East Baldwin Avenue.

2.3. Maine Avenue at Olive Street

To improve vehicle turning wait times and safety, an exclusive left turn phase is recommended at Olive Street and Maine Avenue in both the eastbound and westbound directions.

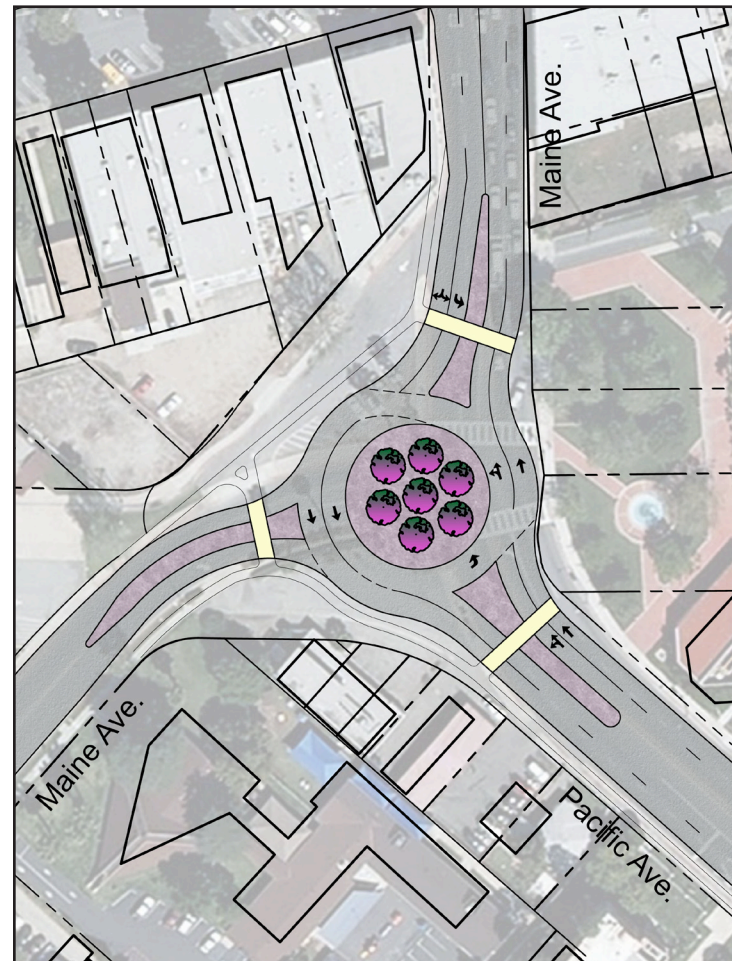
This intersection is another possible candidate for a single-lane roundabout. However, preliminary analysis of roundabout operations indicates that a single-lane roundabout would operate at or near capacity during peak hours. The necessary detailed roundabout analysis and design process could indicate that additional turn lanes or through lanes may be necessary to operate within capacity. Alternatively, the City could decide that a single-lane roundabout at this intersection is a good way to constrain the overall traffic volumes that cut through the city.



Option for highlighting bicycle lane on Maine Avenue at East Baldwin Avenue.

3.0. Pacific Avenue at Maine Avenue

A concern repeated throughout the design process was pedestrian crossing safety at the intersection of Maine and Pacific Avenues at City Hall. A roundabout is therefore recommended, as shown, to provide safer and more visible pedestrian crossings and attractive landscaping, while facilitating traffic movement through the intersection. Note that this roundabout design includes two lanes on the major approaches (Maine Avenue to the north and Pacific Avenue to the southeast) but only one lane on the minor approach (Maine Avenue to the southwest). This hybrid design provides the capacity where needed, but greatly reduces the complexity compared to a full two-lane roundabout. A roundabout at this location with a fountain or public art in its center would also create a signature piece at City Hall.



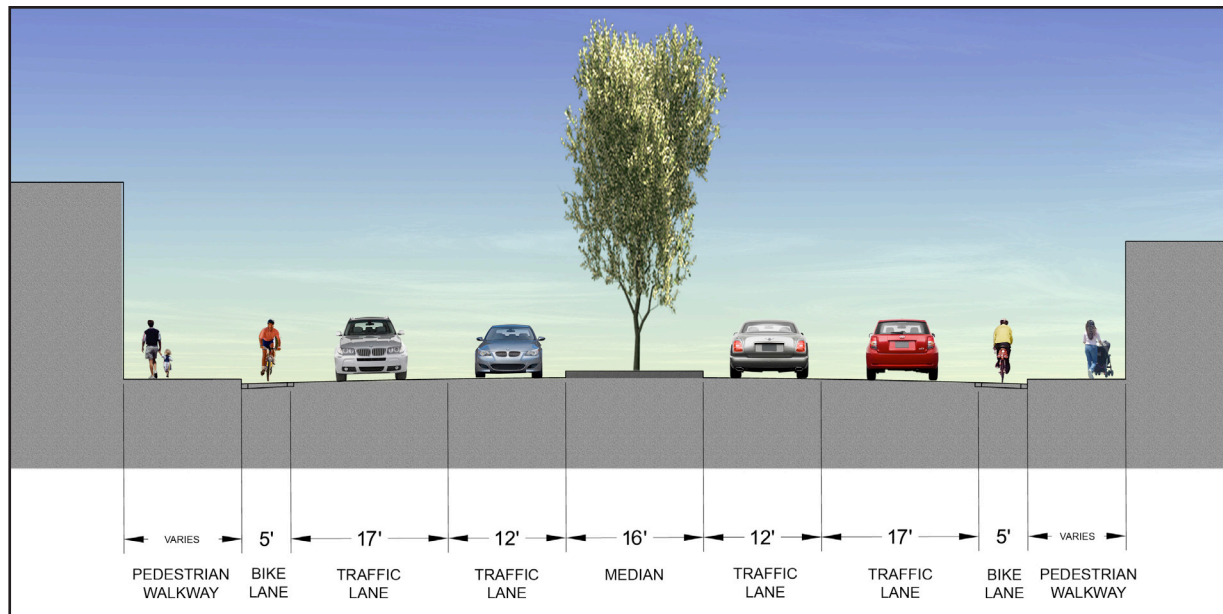
*Recommended roundabout at Pacific and Maine by
City Hall.*

4.0. Ramona Boulevard

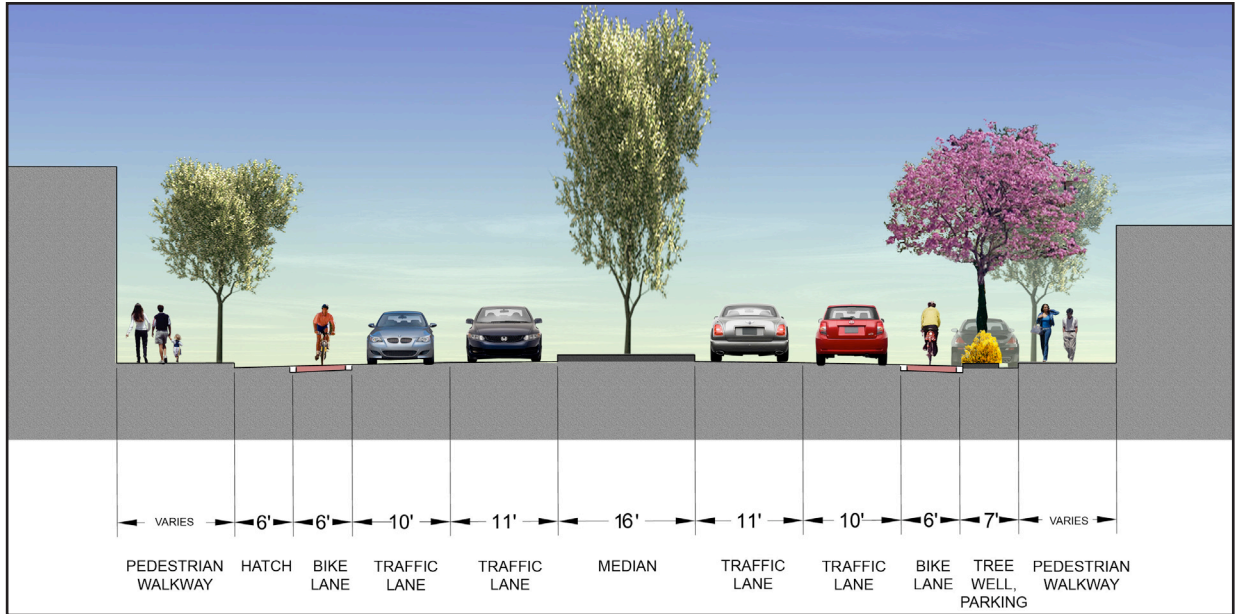
Traffic volumes on Ramona Boulevard are 20,000-21,000 vehicles in the downtown area, increasing to 26,000 to 29,000 near the 605 Freeway. Ramona is the only street that currently has a Class II bicycle lane. However, the bicycle lane measures only 5 feet, while travel lanes are excessively wide in many areas. Lane widths should be reduced to allow the widening of bicycle lanes and provide additional buffers and room for sidewalks in the section west of Stewart where they are currently missing. Specific recommendations are as follows:

4.1. Ramona Boulevard East of Stewart Avenue; W. Badillo Street to the City Limit

It is recommended for this section of Ramona Boulevard to maintain the 16-foot median, with one 11-foot and one 10-foot travel lane and a 6-foot bike lane in each direction. Wherever parking is likely to be utilized, a 7-foot parking lane with tree wells should be included. There are some areas where parking may not be necessary – in these areas, the bike lane should be widened to 7 feet, and a 6-foot hatched area should be placed between the bike lane and the curb. In the long term, the unused hatched area could be replaced with a long curb extension or planter to enhance the aesthetics of the area.



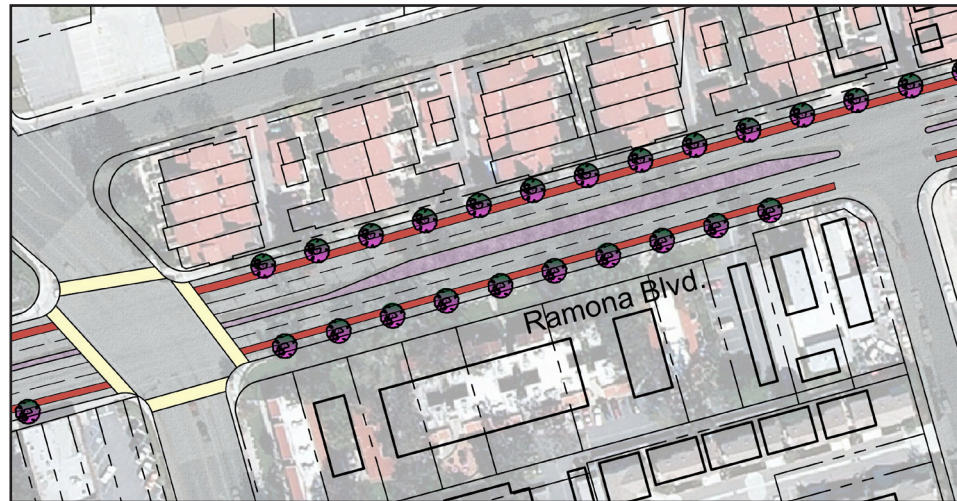
Ramona Boulevard, east of Stewart Avenue — Existing.



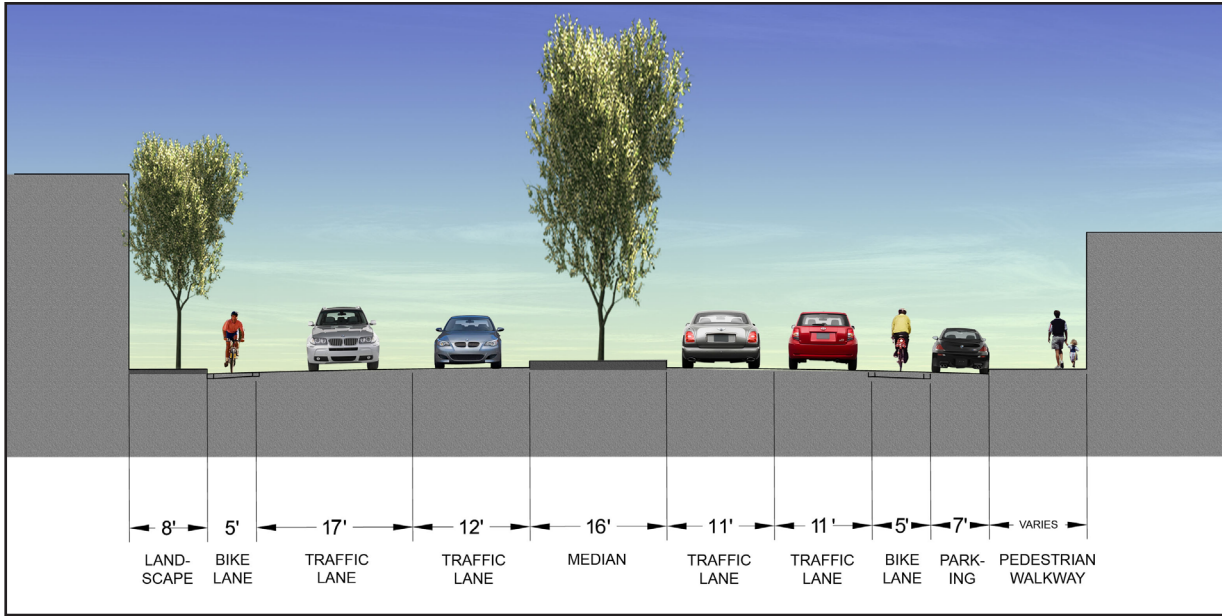
Ramona Boulevard, east of Stewart Avenue — Proposed.

4.2. West of Stewart Avenue to the 605 Freeway

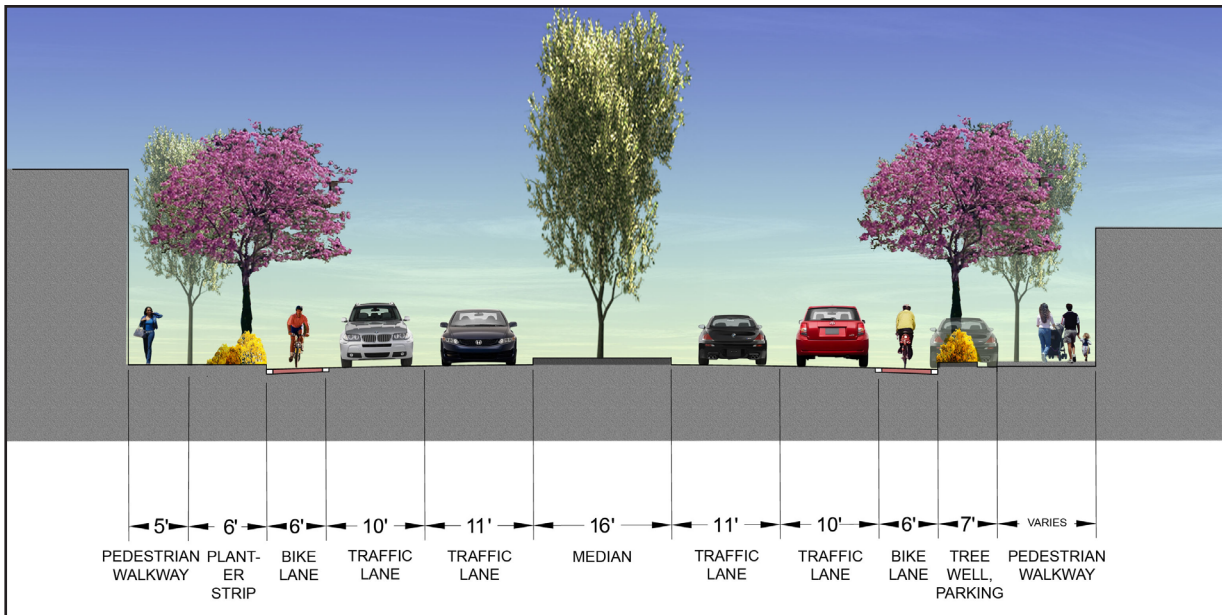
The recommendation for this section of Ramona Boulevard is to maintain a 16-foot median, reduce lane widths on either side to one 11-foot and one 10-foot travel lane, with a 6-foot-wide bike lane in each direction. Provide a 7-foot parking lane with tree wells on the south side. Between Stewart Avenue and Harlan/Foster Avenues, provide a sidewalk on the north side by moving the curb 7 feet closer to the roadway centerline and placing a 5-foot-wide sidewalk at the back of the right-of-way.



Recommended improvements to Ramona Boulevard, west of Stewart to Merced Avenue.



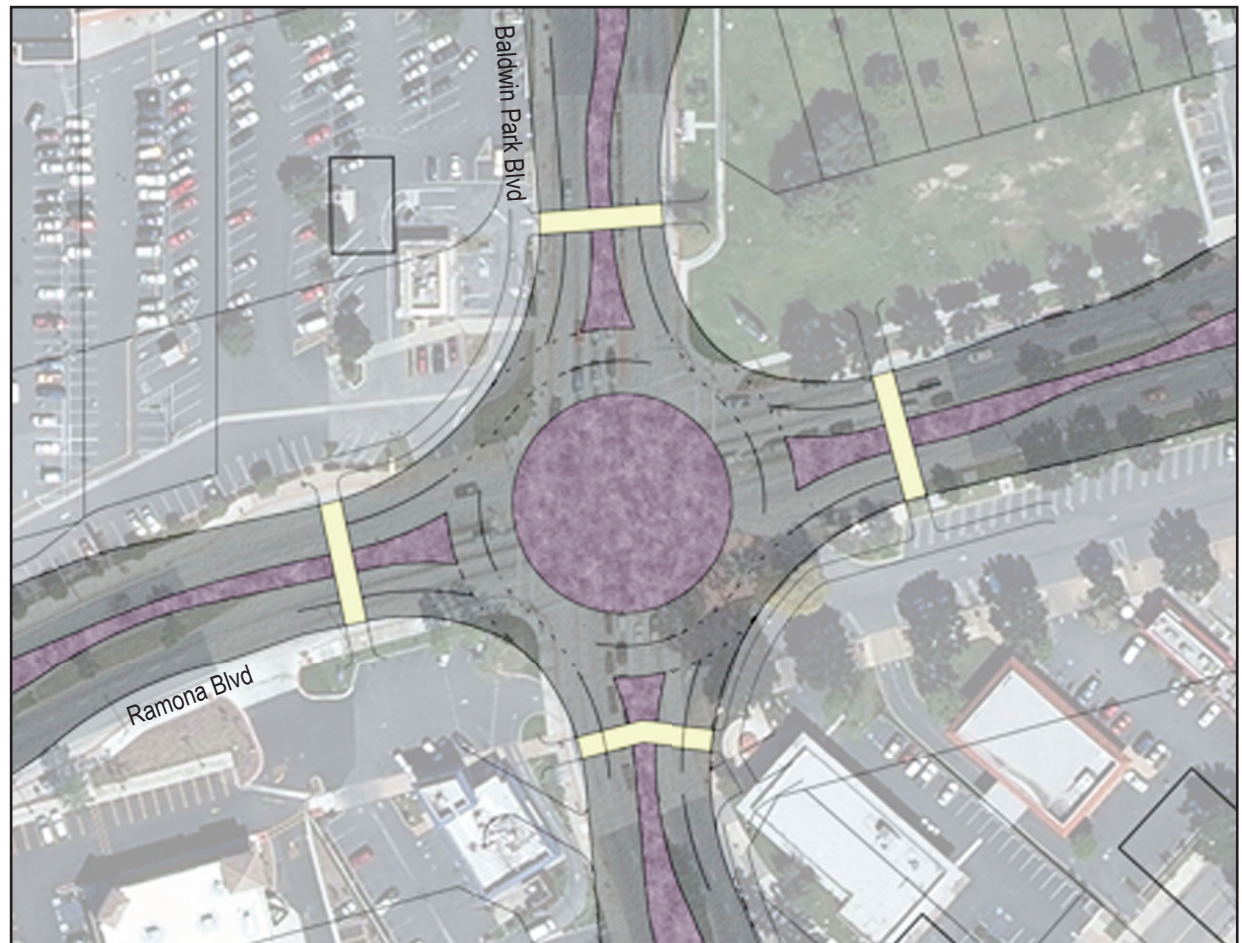
Ramona Boulevard, west of Stewart Avenue — Existing.



Ramona Boulevard, west of Stewart Avenue — Proposed.

4.3. Intersection of Ramona Boulevard and Baldwin Park Boulevard

This is an important intersection in the core of the city, with a lot of pedestrian and vehicle activity. The multi-lane roadways and slight skew create relatively long crosswalks and make it difficult for pedestrians to navigate the intersection. As a long-term solution, a two-lane roundabout should be considered for this intersection. The roundabout shown has an inscribed circle diameter of 160 feet, which fits within the constrained right-of-way inherent in a built-out city, but should provide enough size to attain adequate deflection to slow entering drivers. Although a detailed roundabout analysis and design should always be performed, a preliminary analysis of the existing traffic volumes indicates that a two-lane roundabout would work here. A similar roundabout could be considered at the intersection of Ramona Boulevard and Maine Avenue, but the traffic volumes are somewhat higher at that intersection.



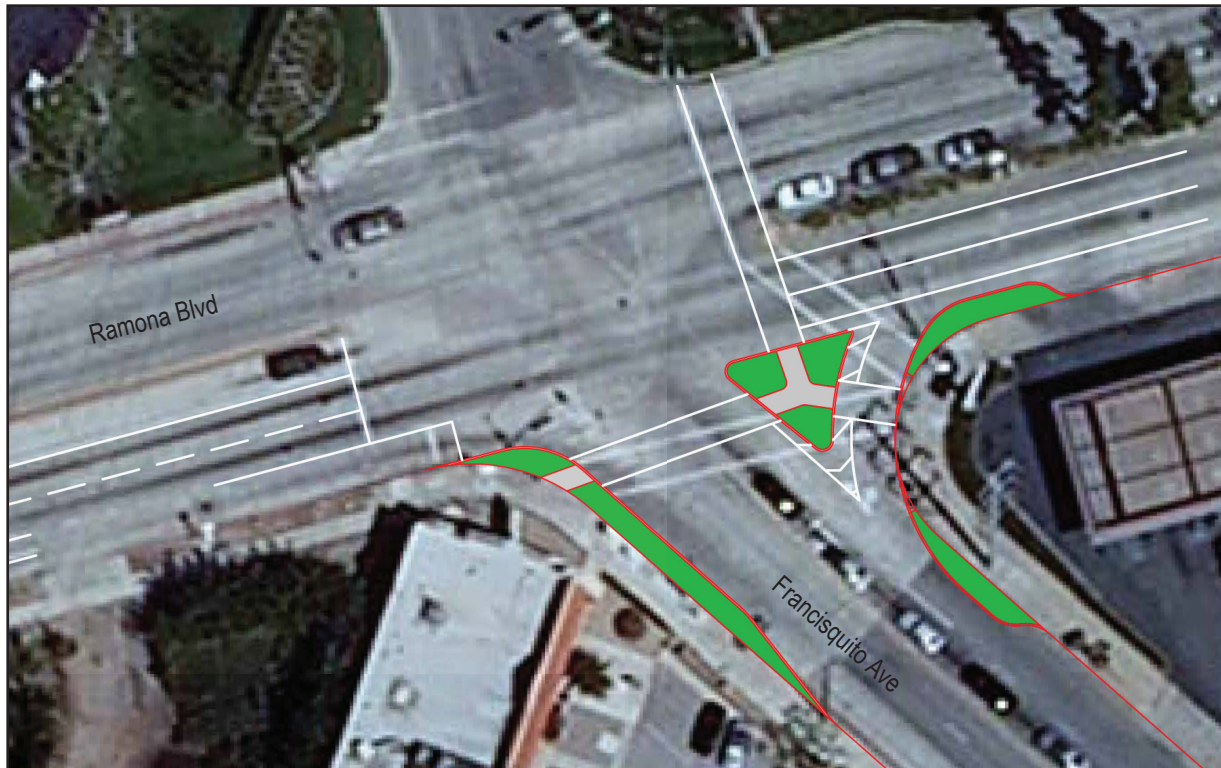
Recommended two-lane roundabout at Ramona and Baldwin Park Boulevards.

4.4. Ramona Boulevard and Francisquito Avenue

The intersection of Ramona and Francisquito is also a candidate for improvements. Recommendations for this intersection include the following:

- Add a channelization island for the right turn movement from Francisquito to eastbound Ramona. This allows the crosswalks to be positioned much better.
- Place curb extensions on both sides of Francisquito and on Ramona on the southeast corner of the intersection, to offset the parking lanes (or bus stop on the southwest corner).
- Mark and/or sign the eastbound right turn lane from Ramona to Francisquito to be shared by right-turning motorists and through-bicyclists. There isn't enough room here to have a separate bike lane so cyclists would be better off if motorists merge into this area before turning.

On the west leg of the intersection, if a sidewalk were added to the north side (although frontage here is not within Baldwin Park city limits), then a crosswalk could be added by using creative signal timing to reduce conflicts between pedestrians and left-turning vehicles.



Recommended improvements to Ramona Boulevard and Francisquito Avenue.

Additional Site-Specific Recommendations

Through the public process, the design team identified a number of other locations that community members felt needed safety and pedestrian/bicycle access improvements. While these locations were not part of the original study focus, some additional recommendations are included here.

5.1. Los Angeles Street and Phelan Avenue

A one-lane roundabout is recommended at the intersection of Los Angeles Street and Phelan Avenue to facilitate travel and crossings, including to reach North Park High School.

5.2. Walnut Street

The City's Circulation Element Bikeway Plan shows a Class II bike lane on Walnut Street north of Ramona Boulevard. Walnut Street is 38 feet wide, currently configured with two travel lanes and street parking permitted on both sides. As this is a residential street, cars are usually parked on the street. Many parents drop off and pick up their children at Olive Middle School where Walnut dead-ends into Olive, and at Walnut Elementary via the school parking lot/entry. Cars turn both left and right to access the school entry for Walnut Elementary, and back up onto Walnut Street. As discussed below in recommendation 5.3, Merced Avenue is a better candidate for a road diet to implement bike lanes in this area of the City. The only way to provide bicycle lanes on Walnut would be to remove parking from



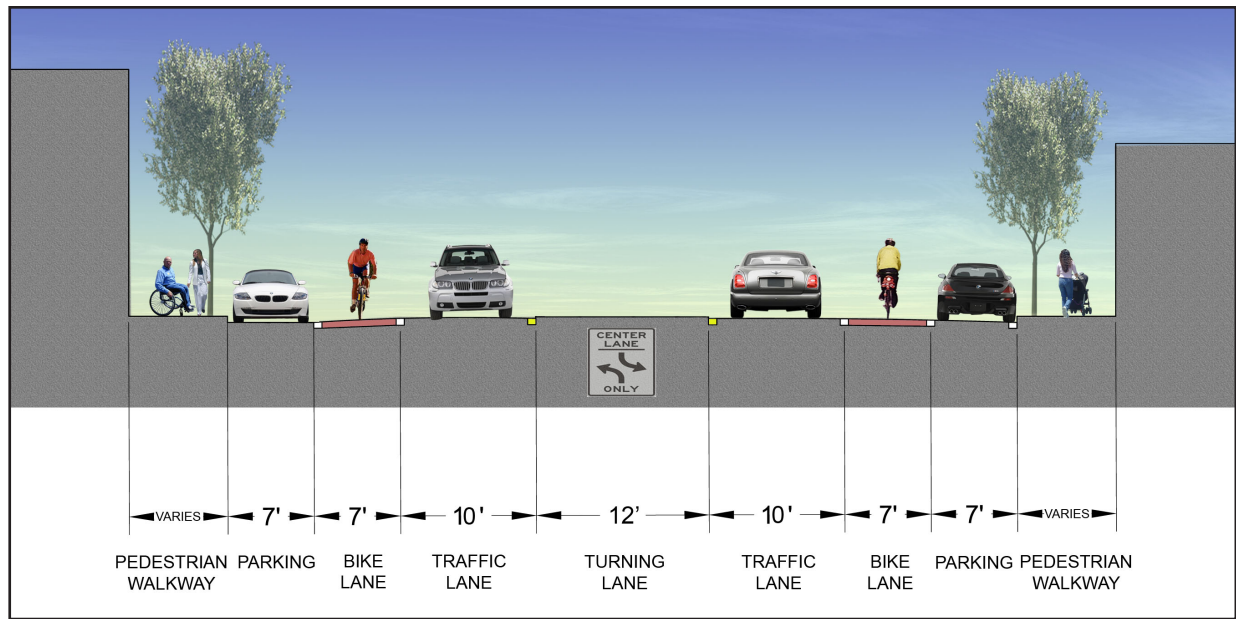
Image of suggested roundabout at Los Angeles Street and Phelan Avenue.

one side of the street and stripe a 7-foot parking lane, a 6-foot bicycle lane, two 10-foot travel lanes, and a 5-foot bicycle lane. Although no traffic counts are available on Walnut Street, the volumes are likely low enough that a shared street is sufficient, perhaps with bicycle shared lane markings in place. Walnut Street might also be a location for a Safe Routes to School analysis to address students bicycling on the sidewalk and other school circulation issues.

5.3. Merced Avenue

Merced Avenue is shown on the City’s Circulation Element Bikeway Plan for Class II bike lanes south of Ramona Parkway. Merced Avenue is similar in design to Maine Avenue with 60 feet of width from curb face to curb face, but carries significantly less traffic. Many sections are residential, especially north of Ramona, and there are a number of schools along its length, including Charles Bursch and Charles D. Jones. Merced Avenue carries about 5,000 vehicles per day north of Los Angeles Street, increasing gradually to about 16,000 vehicles per day at Puente Avenue. These traffic volumes would permit a road diet to provide space for bicycle lanes on Merced from Nubia Street on the north possibly as far as Puente Avenue on the south.

North of Ramona Boulevard, Merced is an excellent candidate for a road diet. In fact, this might be a good candidate for one of the first road diets in the city. A road diet cross-section could include a 12-foot center turn lane, and one 10-foot travel lane, a 7-foot bike lane, and a 7-foot parking lane in each direction.



Merced Avenue north of Ramona Boulevard — Proposed.

South of Ramona Boulevard, Merced is also a good candidate for a road diet but the volumes increase approaching the 10 Freeway. As with any road diet, a traffic study should be performed prior to implementation, but it appears that the traffic volumes are workable to implement the above road diet as far south as Big Dalton Avenue. South of Big Dalton Avenue, Merced currently has an additional lane. A slightly modified road diet cross-section is likely feasible there to carry bike lanes all the way to Puente Avenue. Specifically, the three southbound through-lanes are probably not necessary because in the peak hour fewer than 300 vehicles make through southbound movements on Merced Avenue at Puente Avenue.

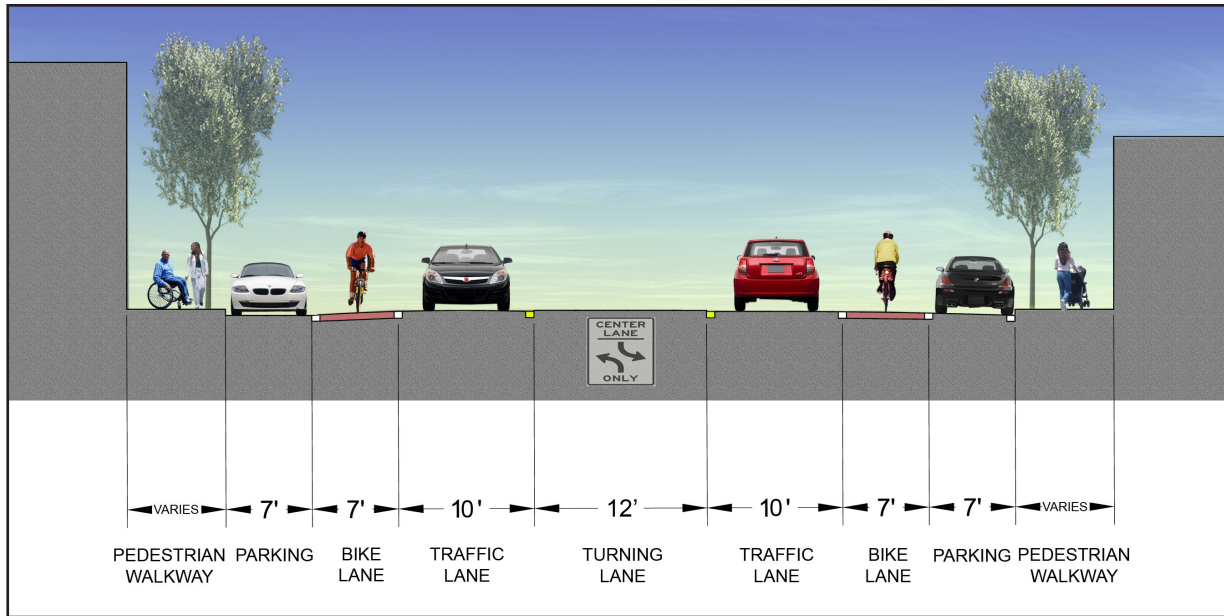
There are also several existing all-way stop intersections with multi-lane approaches on Merced. Such intersections can be confusing for drivers and often result in safety concerns. Implementing a road diet on Merced will eliminate these multi-lane, all-way stop intersections.

The road diet may also make it possible to eliminate the signal at Ahern Drive by Charles D. Jones Junior High School. This intersection likely doesn't meet any signal warrants except perhaps the school pedestrian signal warrant. With only one lane in each direction, it would be feasible to add curb extensions and a raised median for the school crosswalk on the south side of this intersection. With these improvements, crossing the street would be much simpler for students and residents, eliminating the need for the traffic signal.

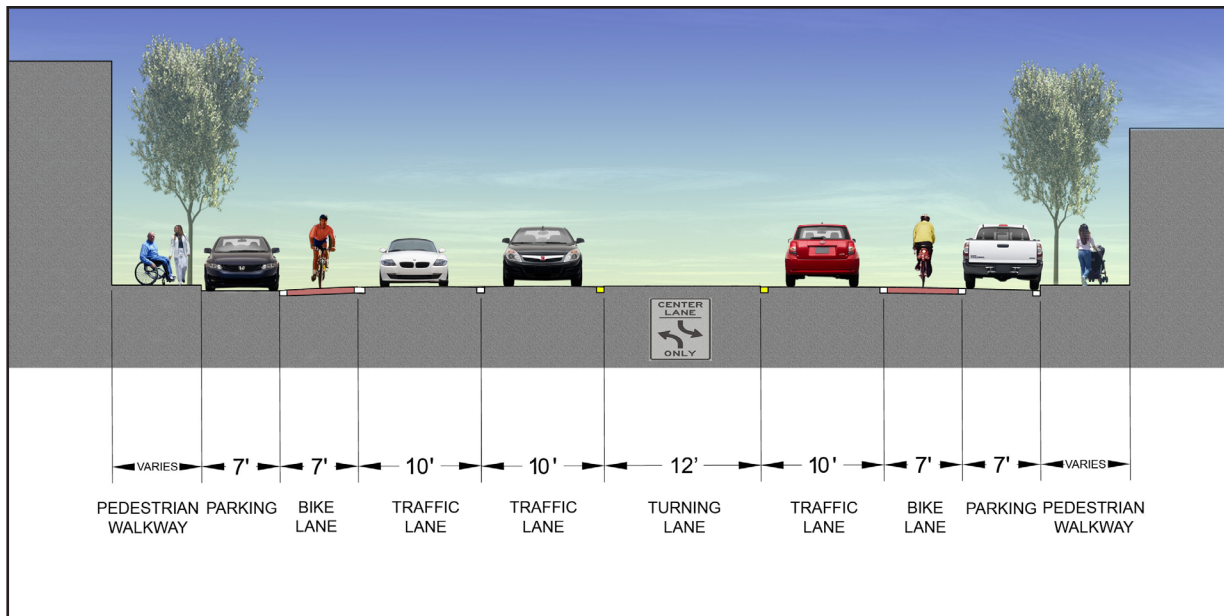
5.4. Olive Street

Between Center Street and Phelan Avenue, Olive Street has the same cross-section as Maine Avenue and Merced Avenue: 60 feet of width, with 4 lanes and parking. Between Phelan Avenue and Azusa Canyon Road, Olive Street is 40-feet wide with one lane in each direction, a center turn lane, and parking only on the north side. Traffic volumes start out at about 5,000 vehicles per day at the western end near Center Street, peak at about 12,000 vehicles per day at Maine Avenue, and drop to about 8,000 vehicles per day at Azusa Canyon Road. With these relatively low traffic volumes, the 4-lane segment of this street is an excellent candidate for a road diet with a 12-foot center turn lane, one 10-foot travel lane, a 7-foot bike lane, and a 7-foot parking lane in each direction.

East of Phelan Avenue, the traffic volumes are likely low enough for this street to operate sufficiently with no center turn lane. Bicycle lanes can be added to Olive Street east of Phelan by placing a 7-foot parking lane next to a 7-foot bicycle lane on the north side, two 10-foot travel lanes, and a 6-foot bicycle lane on the south side.

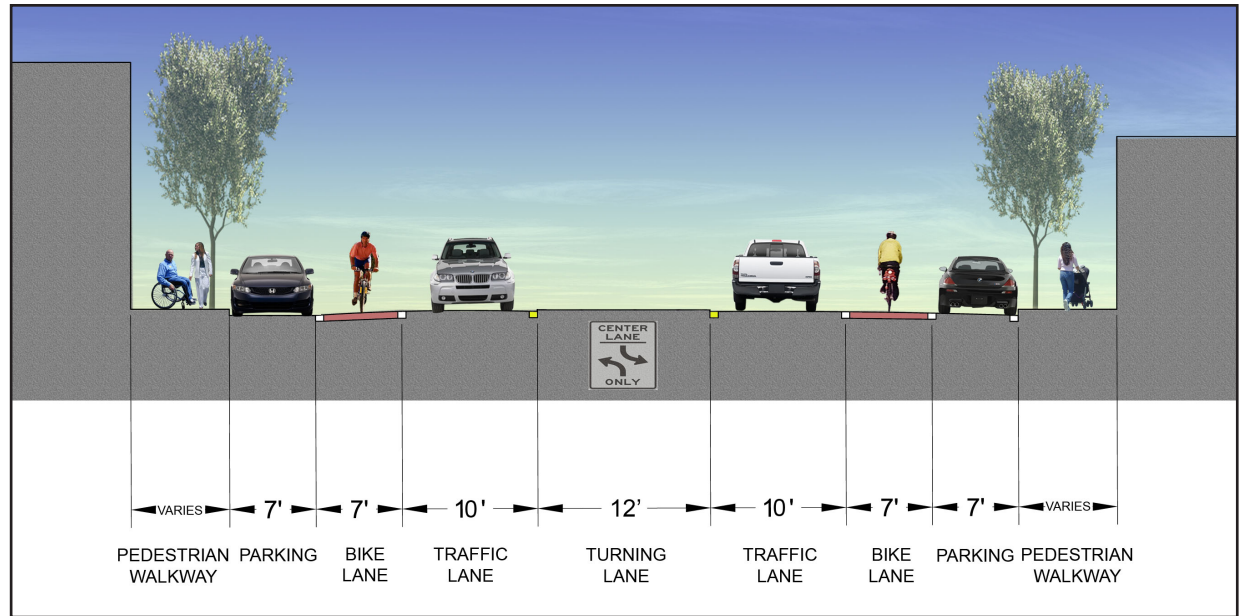


Merced Avenue from Ramona Boulevard to Big Dalton Avenue — Proposed.

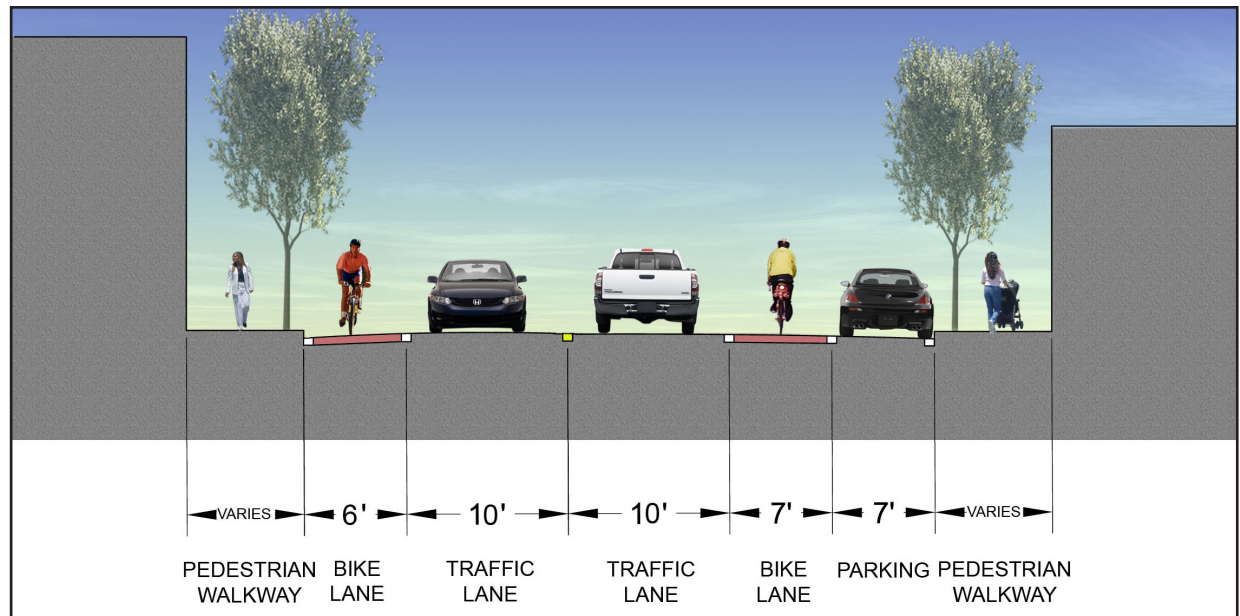


Merced Avenue south of Big Dalton Avenue — Proposed.

Olive Street between Center Street and Phelan Avenue — Proposed.



Olive Street east of Phelan Avenue — Proposed.



5.5. Root Street and Puente Avenue

City staff indicated that a roundabout was being considered at the intersection of Root Street and Puente Avenue. A roundabout would not fit well here. Instead, a revised intersection could be possible, as shown below. This design assumes that Root will have a road diet east of this intersection, and that Puente will have a road diet from a little bit east of Pacific Avenue — although to really be effective, this road diet needs to continue beyond the city limits. It could probably go all the way to Sunset Avenue, given the volumes.

5.6. Central Avenue Pedestrian Bridge

A number of residents described as slippery, narrow, and unsafe the existing pedestrian bridge on Central Avenue which crosses the wash near Central Elementary School. It is recommended that the City assess the potential for widening the bridge, replacing the materials used, and/or adding a second bridge at this location to improve pedestrian and bicycle access.



Revisions recommended for the intersection of Root Street and Puente Avenue.



Example of sidewalk widening around existing utility pole.



Example of sidewalk widening around location for public mailbox.

5.7. Los Angeles Street

Los Angeles Street carries traffic volumes ranging from 10,000 to 18,000 vehicles per day at different locations. A detailed corridor study is recommended to assess the potential for a road diet and other improvements.

5.8. Pacific Avenue

Pacific Avenue carries traffic volumes from 16,500 to over 18,000, with fairly high cross-street volumes at several locations. The City may wish to undertake a corridor study to assess the potential for a road diet and other improvements to constrain traffic volumes and reduce cut-through drivers.

General Recommendations

Policies

- Adopt a Complete Streets policy, with an emphasis on improving mobility for Baldwin Park residents, youth, families with children aged 0-5, employees and customers, and supporting Baldwin Park as a destination rather than a cut-through for commuters. (For model policies, see <http://www.completestreets.org/changing-policy/policy-elements/>)
- Revise street standards and General Plan goals and policies to implement the Complete Streets policy.

Central Core

- Do away with pedestrian crossing buttons; set pedestrian signals to “recall” to walk, concurrent with the green light intervals; and provide sufficient pedestrian crossing times.
- Reduce curb radii, and install curb extensions where there is on-street parking, to slow vehicle turns and reduce crossing distances.

Speed Limits

- Strive to re-design and retrofit main arterial roadways to a target speed of 35 mph. Slower urban streets reduce traffic collisions and result in streets that are more comfortable for all users including motorists, pedestrians, bicyclists, and transit users. Economic development is also supported by slower-speed streets. Not only are more people comfortable walking by stores on these streets, but motorists are more comfortable stopping and parking.

The Sidewalk Zone System

The best way to achieve the goal of a clear walking area is to design sidewalks using a “zone” system. Each of four zones is a distinct sidewalk area; the curb zone, furniture zone, pedestrian zone, and frontage zone. Each zone has its function, and omitting or neglecting the design of a zone compromises the quality of the walking experience.

1. The curb zone: A vertical curb directs drainage and prevents people from driving or parking on the sidewalk. The curb zone is also where a sidewalk transitions to the street at a crosswalk or intersection. The design of the apron or gutter pan is critical for providing pedestrian accessibility.

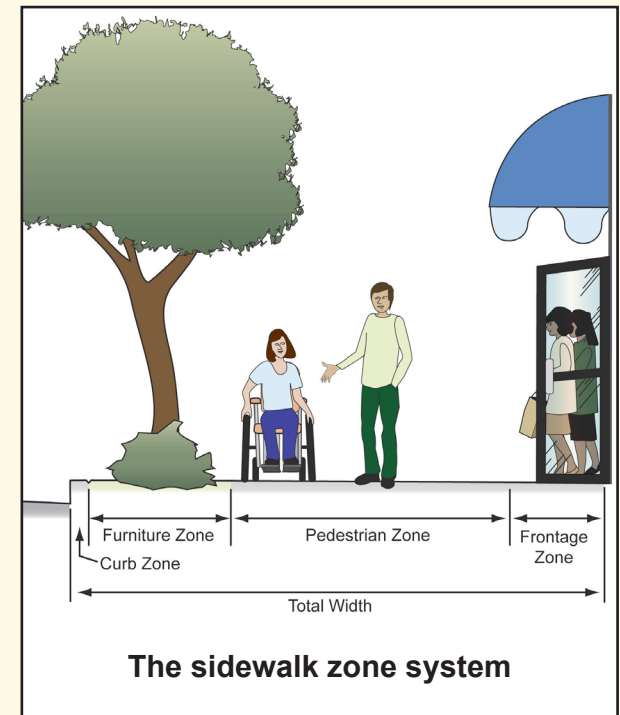
2. The Furniture Zone: The furniture zone is located between the curb and pedestrian zones. When landscaped it is referred to as the planter strip. The furniture zone has many functions:

- Pedestrians are separated from traffic, increasing their sense of security and comfort;
- Obstructions and street furniture such as poles, posts, mailboxes, fire hydrants, bicycle parking, street trees, and other landscaping are normally placed in this zone, out of the walking area;
- Sloped driveway aprons can be placed in the furniture zone, allowing the sidewalk to stay level;
- Sidewalk ramps and landings can be placed correctly so sidewalks, ramps, and crosswalks line up at intersections.

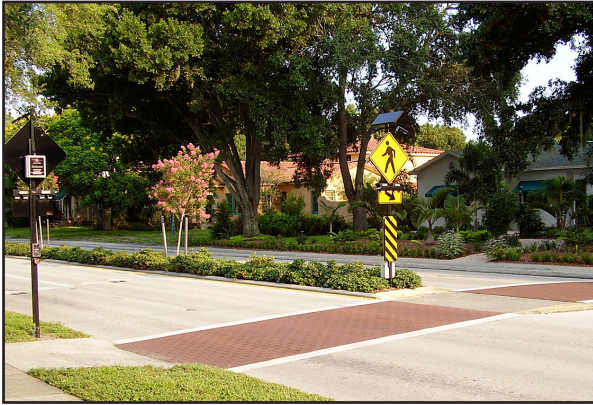
The furniture zone/planter strip should be 5 feet wide or more, but even a lesser width offers many of the advantages listed above. Where constraints preclude the use of the same width throughout a project, the planter strip can be interrupted and resume where the constraint ends.

3. The Pedestrian Zone: This is where people walk. All planning, design and construction documents should clearly state the walking zone dimension is to be clear of obstructions. The preferred pedestrian zone width is 5 feet but more space should be provided in high-traffic areas such as in front of schools or next to retail areas. The surface should be smooth and uniform. The pedestrian zone should be straight (or parallel to the adjacent road if the road curves) as pedestrians want to walk in a direct route. The minimum clear width at any location should be 4 feet.

4. The Frontage Zone: The frontage zone is located between the pedestrian zone and the right-of-way. It is used by window shoppers and is where people enter and exit stores. Some street furniture, like benches or drinking fountains, can be placed there. The recommended width is 2 feet or greater in commercial areas where buildings are close to the edge of the right of way. A minimum of 1 foot is needed in residential areas to provide a buffer to walls or fences.



The sidewalk zone system



Raised crosswalks, differential paving, and rapid flash beacons make this crossing much more visible to motorists.



Roundabout.



Ramp for bicyclists at roundabout.

Sidewalk Barriers

- At intersections without marked crosswalks, ensure the stop bar is striped 5 feet behind the continuation of the sidewalk across the intersection so that drivers do not block the implied crosswalk — or add crosswalks.
- Ensure placement of street sign poles, railroad crossing arms, transit signs, etc. to allow sufficient pedestrian passing distance on the sidewalk.
- Explore moving existing street furniture and utility and street sign poles that are barriers to pedestrian travel on major corridors. Look at the potential for sidewalk widening around poles where it is not feasible to move them.

Crosswalks

- Increase crosswalk visibility at key intersections through:
 - Well-designed raised crosswalks to slow traffic to 15 mph near schools and raise children a few inches so they are more visible;
 - Rectangular rapid-flash beacons to show when there are pedestrians in crosswalks. These new devices are more effective than in-pavement flashing lights. Some are solar-powered and operate by radio frequency to avoid the need for hard-wiring; and/or
 - High-visibility longitudinal markings. Wide lines can be spaced to avoid the wheel paths of vehicles and reduce maintenance.

Roundabouts

- One size does not fit all intersections, so customize the roundabout design for each intersection.
- Make sure design takes into account the needs of pedestrians and bicyclists. Ensure deflection is sufficient to slow vehicles to less than 20 mph on entry and exit, include a splitter island, and set crosswalk back one car length from the yield point. At multi-lane roundabouts, bicyclists should be provided an exit ramp in case they do not want to take the lane through the roundabout.
- Work closely with the fire department and police to address any concerns with emergency vehicle access.
- Use clear markings and signs to help drivers understand how to use roundabouts. Use yield signs at roundabout entries, not stop signs. Multi-lane roundabouts should be designed and signed so that drivers choose the appropriate lane for their intended exit before entering the roundabout.

- With installation of the first roundabout(s) in the city, undertake a driver education effort on how to use roundabouts, and what to do in the roundabout if a driver sees/hears an emergency vehicle approaching. (For example, the City of Sacramento developed a video after installing some of its first roundabouts. It can be accessed at: <http://www.cityofsacramento.org/transportation/traffic-engineering/trafficalmingroundabout.html>)

Landscaping

- Increase street trees.
- Select street trees that provide shade but will not create a mess on the sidewalk (e.g., dropping fruits) or lift the sidewalk as tree roots mature.
- Request fence/property easements from property owners for street tree wells to keep ample sidewalk width for pedestrians.
- Choose other plants for medians, curb extensions and roundabouts with low growth so children and other pedestrians will remain visible.

Bicycling

- Use proper striping and symbols to mark Class II bicycle lanes. Consider innovative concepts like a different colored pavement for bike lanes.
- Install bicycle racks at key destinations. Use inverted U-shaped racks or other designs that support the frame of the bicycle at two spots.
- When a new bicycle lane opens, offer public rides and/or bicycle safety instruction to promote knowledge and practice of safe urban bicycling by adults and children.
- Work with the school district to conduct “bicycle rodeos” at schools to introduce children to bicycle safety skills.
- On streets designated as Class III bicycle routes, use shared lane markings (described in more detail in the General Street Concepts section), and educate the public on how to use Class III routes.

Signage

- Assess business signage and city’s business signage ordinance in the central core. Consider if it is desirable to revise standards to upgrade the character of business signage in targeted areas.
- Explore the potential for a Business Improvement District, Main Street program, or other streetscape improvement program to help business owners upgrade their store frontages or signage as needed.



Example of roundabout with attractive landscaping, clear markings and signage.



Bicyclist entering a roundabout.



Morning school traffic at Heath Elementary.

School Area Recommendations

As noted, the design team reviewed safety concerns with traffic and pedestrian travel at local schools. The following are recommendations for addressing the issues at several specific schools. They are followed by more general recommendations for addressing safe travel to and from local schools.

Heath Elementary School

A number of safety concerns were identified at Heath Elementary School. For example, cars stack up on School Street during arrival and departure times. Children often have to contend with cars when crossing the driveways and nearby streets. The intersection at Baldwin Park Boulevard and Calais Street does not facilitate safe and easy crossing by schoolchildren. The following are specific recommendations to improve access and safety of children walking or biking to the school:

6.1. On School Street at Heath Elementary School

- Add a speed table as shown in the figure below.
- Narrow entry and exit to parking lot.
- Add trees as shown.



Recommended changes to School Street in front of Heath Elementary School.

- Add high emphasis crossing as shown.
- Widen all sidewalks to 8 feet wherever feasible, or to a minimum of 5 feet where there is a landscaping strip or 6 feet where the sidewalk is up against the curb.
- Make sure school zone maximum speed signs are highly visible to drivers.
- Remove two parking spaces as shown, and change the angle of parking spaces from 60 degrees to 90 degrees to maintain the same number of parking spaces.
- Move crosswalk back from driveway at School Street and Landis Avenue.
- Add median as shown.
- Prohibit left turns on School Street into or out of the school parking lot for parent pick-up and drop-off to decrease potential collisions.

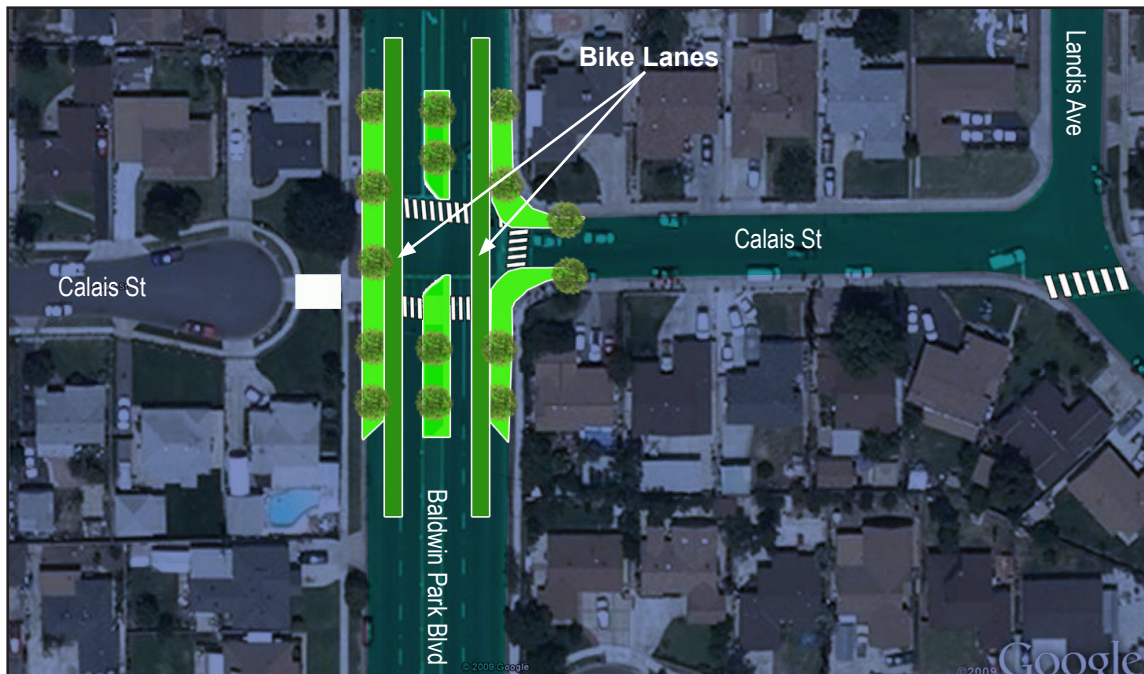


6.2. Near Heath Elementary School: Baldwin Park Boulevard and Calais Street.

- Add high emphasis crossings as shown in the figure that follows.
- Create road diet with bike lanes and only one through travel lane in each direction (see Recommendation 1.1 for more specific recommendations on road diets in this section).
- Add medians, as shown.
- Add trees as shown.



The two above photos show a speed table in front of a school from different views.



Recommended improvements to Baldwin Park Boulevard and Calais Street, near Heath Elementary School.



Diagonal crossing from Vineland Elementary at Macdevitt and Ahern.

- Add high emphasis crossings as shown
- Widen all sidewalks to 8 feet wherever practical, or to a minimum of 5 feet where there is a landscaping strip or 6 feet where the sidewalk is up against the curb.
- Change posted maximum speed to 25 mph during drop-off and pick-up times in the school zone, which extends 600 feet in either direction along Baldwin Park Boulevard.
- Create inset parking as shown.
- Place shared lane markings on Calais Street and School Street to remind drivers that bicycles may share these streets.

Vineland Elementary School

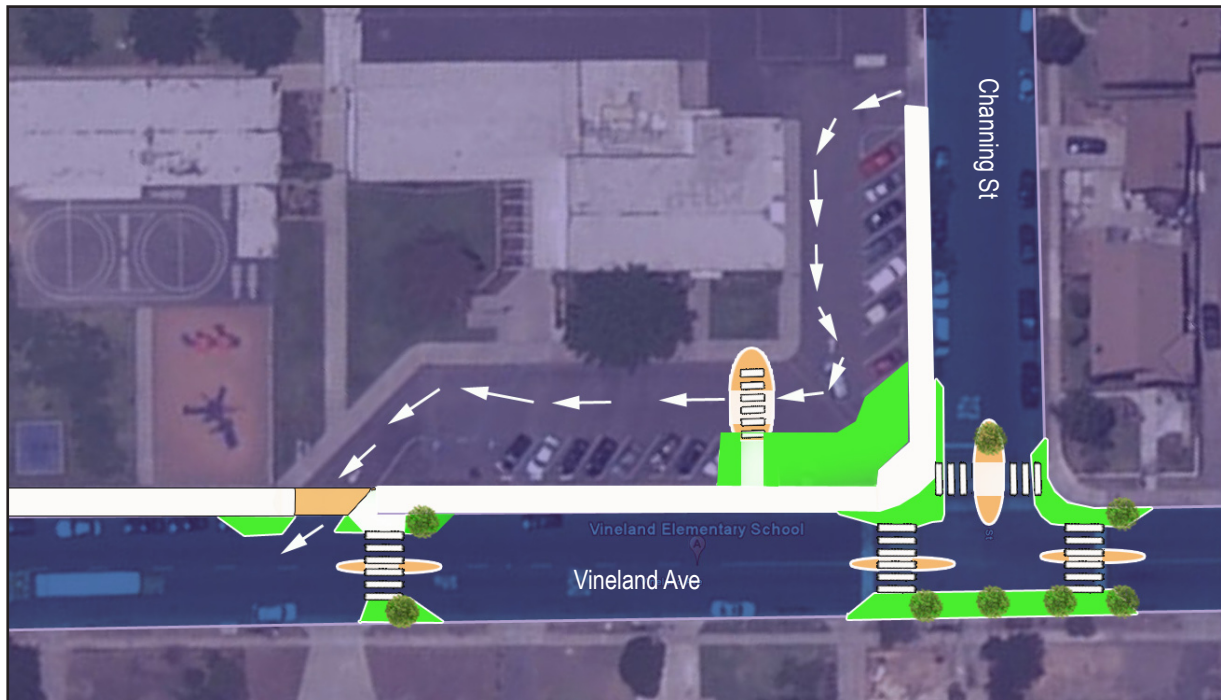
Vineland Elementary also exhibited a number of problems with school travel safety. The design team observed that sidewalks were narrow and landscape strips unkempt. Vehicle speeds in front of the school were clocked at up to 38 mph – with 34 mph through the dip and raised intersection on Vineland at Channing Street which is supposed to slow traffic. The pedestrian ramp from the intersection almost appears to be a driveway.

Children were observed threading through vehicles in the school parking lot where parent drivers drop off and pick up their children. Children pass behind parking spaces where cars can pull out directly into their path. There is no control of left turns from Vineland onto Channing, and cars often make rolling stops entering and exiting Channing from Vineland. As a result, children and parents were observed being blocked by vehicles while trying to cross at the intersection of Channing Street and Vineland Avenue. At the rear of the school where children also enter and exit, there are additional concerns for schoolchildren, parents and homeowners on Macdevitt near Ahern. The following are specific recommendations to address some of these concerns:

6.3. Vineland Avenue in front of Vineland Elementary

- Close the parking lot entrance on Vineland near the intersection with Channing Street. Redirect staff and parents to enter via Channing Street for safe parking, drop-offs or pick-ups, and then to exit onto Vineland as shown by the diagram arrows.
- Add a crossing island on the right-hand side (when facing the school) of the driveway exit onto Vineland.
- Narrow the parking lot entry on Channing Street and the parking lot exit on Vineland.

- Add high emphasis crossings as shown, including across the parking lot from the Vineland Avenue sidewalk to the front of the school.
- Widen all sidewalks to 8 feet wherever possible, or to a minimum of 5 feet where there is a landscaping strip or 6 feet where the sidewalk is up against the curb.
- Change posted school zone speed limit to 25 mph in the vicinity of the school.
- Add crosswalk medians, as shown.
- Add curb extensions at the intersection of Vineland and Channing Street and at the parking lot exit and crosswalk area on Vineland.
- Prohibit left turns onto Channing for entry into the parking lot, and prohibit left turns onto Vineland for exit from the parking lot to decrease potential for collisions.



Recommended safety improvements on Vineland Avenue and Channing Street.



Crossing guard crossing parents and schoolchildren at railroad track on Macdevitt near Vineland Elementary.

6.4. Macdevitt Street and Ahern Drive behind Vineland Elementary

- Currently all children and parents cross in the diagonal crosswalk from the school exit to the corner of Macdevitt and Ahern. It is recommended that City planning and public works and school staff explore the potential for creating a sidewalk on the north (school) side of Macdevitt Street for direct pedestrian travel along Macdevitt. Assess the possibility of moving the school fence up to the edge of the interior school sidewalk, and utilizing the grassy bank and dirt path areas for a sidewalk and/or potential areas for parents to wait for the children, instead of gathering in front of homes across the street.
- Work with parents to discourage littering and trespassing on private home properties while waiting for children or leaving the school area.
- After crossing over from the school to the south side of Macdevitt, many children walk to the railroad track crossing. Sidewalks are very narrow in this section. A crossing guard is posted at the railroad crossing, and typically crosses children in the vicinity of the tracks back to the north side of Macdevitt to continue their walk home. There are two small pedestrian islands at the track crossing, one with a school crossing sign, but they are actually located inside the railroad crossing arms. A review is recommended to assess if any reconfiguration of the pedestrian islands or sidewalks should be made for children crossing the railroad tracks.

Sierra Vista High School

The community noted a number of safety concerns with the many students walking to/from Sierra Vista High School, and the traffic back-ups on Foster and Frazier. The team observed the conditions at two school dismissal times, and offer the following recommendations:

6.5. Sierra Vista High School

- Parents driving their children to and from school should generally be asked to wait for students on foot to cross the street. Prioritizing the students walking (or biking) is recommended over prioritizing the drivers.
- At the intersection of Foster and Frazier, there are only two crosswalks. Stripe the remaining crosswalk legs so students do not have to cross additional streets and increase their exposure.
- Assess whether the second northbound lane on Frazier is necessary for traffic volumes throughout the day. Consider a road diet to remove this lane and make room for bike lanes on Frazier, with parking signage and enforcement to prevent drivers pulling into the bike lane.
- At the Foster train track crossing, put in an S-shaped element or island to force students and other pedestrians to look both ways before crossing the tracks.



Example of S-shaped element by railroad tracks. The directional changes force pedestrians to look in the direction of the train before crossing.

General School-Related Recommendations

Policies and Planning

- Encourage a school- and city-wide philosophy that supports more children walking and bicycling to school and highlights the related health and educational benefits.
- Work with parents, children and school personnel to conduct an assessment of pedestrian and bicycling safety issues at each school and identify needed improvements. Utilize Safe Routes to School resources (e.g., at <http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm> or at www.saferoutesinfo.org).
- Create collaboration and cooperation between schools, the police department, school district police, parents and neighbors to conduct a good analysis of current conditions, create the right traffic order, and balance vehicles with kids on foot or bike.
- Organize more formal parent drop-off and pick-up locations.
- Provide good pedestrian crossings at all schools.
- Seek grant funding from the Safe Routes to School Program to implement identified infrastructure improvements and support programs such as safe routes education and trainings, student incentive and encouragement programs, etc.
- Encourage walking school buses (parent-led groups of children who walk to/from school together) to improve student pedestrian safety and decrease school vehicle traffic.
- Coordinate with Public Works to revise street sweeping times on streets near schools to avoid school drop-off and pick-up times.

Education and Training

- Provide ongoing education and encouragement to parents and school kids for safe travel to school.
- Investigate crossing guard (re)training and certification. Talk with City police regarding crossing guard training.
- Explore the potential for training school district administrators to be able to train staff and/or parents to address school traffic safety issues, including reporting unsafe driver or student behavior.
- Explore the potential for student safety patrols, with older children (grades 5-6) trained to help the crossing guards hold younger kids back, assist with a valet program, etc., especially as school is dismissed.



Example of a creative local bus stop.

Signage

- Put specific school drop-off and pick-up time ranges on school signs rather than “when children are present.”
- Correct confusing school signage on Maine Avenue at Nubia, and on Baldwin Park Boulevard near Rexwood.
- On narrow streets near schools, consider creating one-ways or no-parking zones that are limited to school drop-off and pick-up times.

Public Transit Recommendations

The following are additional recommendations to help encourage use of public transportation.

Metrolink Accessibility

- Assess the feasibility of moving some of the sidewalk barriers, especially poles on the south side of Ramona just west of Downing, to facilitate pedestrian access to the Metrolink station.
- Assess the potential for creating an identified walkway from the Metrolink station to the bus stop. Metrolink passengers exiting the train currently step down into a landscaped bed bordering the station platform, and then thread their way through parked cars to reach the bus stop on Downing Avenue.
- Add secure bicycle racks or bike lockers.

Bus Shelters and Signage

- Replace the current type of transit signs — which are reportedly being stolen — with other types that are less prone to theft. Consider a simple locking schedule display mounted on the pole to inform potential riders of where the bus goes and when.
- Post local bus and Metrolink schedules at the Metrolink station.
- Align bus shelters with bus stops. In some cases, shelters are separated from the bus stop pole.
- Install effective shelters at bus stops throughout the city to provide greater protection from the sun and rain, and to provide transit route and schedule information.
- In the central core and near schools and community centers especially, explore the potential for using partnerships or public art set-aside funds to create unique, decorative bus shelters designed by local artists, high school art classes, or other art programs, using graffiti-proof materials. Encourage resident involvement in shelter design and/or execution (e.g., children making tiles).



Marketing

- Explore with contractor Southland Transit the potential for a student monthly pass program and/or summer youth pass program to encourage student transit ridership.
- Conduct presentations and on-the-bus trainings with seniors via the Senior Center and/or senior residential complexes to show them the many destinations they can reach on the bus, and how to read a schedule, board, pay and ride.
- Provide transit information to parents and high school/middle school students prior to the school year, to show them routes to school.

Planning

- Assess current bus pull-outs. For example, the bus pull-out may not be necessary on Ramona Boulevard (which will facilitate the improvements on Ramona contained in Recommendation 4.2).
- To supplement the annual unmet transit needs process, assess rider and community public transportation service and stop needs through surveys and community outreach.
- If large buses are not needed to accommodate the number of passengers, assess the potential benefits vs. life-cycle costs of using smaller transit vehicles, which can be decorated for even greater community identity. They are also easier to maneuver and more accepted within residential neighborhoods.
- To reduce Dial-a-Ride costs and increase efficiency of service to passengers most in need, assess eligibility criteria to see if some current Dial-a-Ride users could shift to fixed-route transit. Explore the possibility of travel/mobility training to help these riders use fixed-route buses. Also assess the Dial-a-Ride no-show policy to see if it can better address the significant number of no-shows through warnings, sanctions, etc.
- Explore the potential for creating flex-routes. A flex-route is a transit route that has fixed stops, but also allows local residents to call in advance for a pick-up or drop-off at a location up to a quarter-mile from the regular transit route. Passengers pay the regular fare if they use a standard stop, but pay a surcharge for a deviation from the route (usually less than the cost of Dial-a-Ride). A bit of flexibility is built into the route schedule, but limits on the number of deviations allowed per hour allow the bus to keep on schedule.



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CHAPTER FIVE: IMPLEMENTATION

Implementation and Phasing

To implement recommendations, the project team suggests the City begin small and work up to the larger road diet and roundabout projects.

The first step is to review all scheduled street resurfacing projects, storm drain and sewer improvements, utility undergrounding projects, and other projects that already involve digging up or rebuilding streets. Identify opportunities for piggybacking onto these projects the recommended improvements including restriping, traffic calming, sidewalks, curbs and similar elements.

Where possible, grinding and restriping is recommended as the next step. Recommended improvements to sections of Ramona Boulevard can be accomplished with simple restriping. Merced Avenue and Olive Street offer road diet opportunities that can also be achieved just with restriping. Although the Maine Avenue road diet is recommended to include a raised median, this road diet could be accomplished in the short term with restriping as an interim improvement until the medians can be built.

As road work/repaving is planned, the City may also want to evaluate opportunities for:

- Reducing curb heights from 8 inches to 6 inches to help those with more limited mobility.

- Providing level crossings across business drive-ways that cross public sidewalks to facilitate wheelchair and pedestrian travel and are compliant with ADA guidelines.
- Shifting the placement of poles that inhibit pedestrian travel.

The greater the extent of the reconstruction, the greater the opportunity can also be for adding new elements, such as curb extensions and medians, at a fraction of the cost of a stand-alone project. The community also avoids the disruption, noise and expense of repeatedly digging up a street and detouring traffic.

Such combination projects will require coordination between departments and capital improvement projects whose schedules and budgets are often distinct.

Many cities have incorporated streetscape and traffic calming features into street reconstruction projects. In Venice, Florida, for example, officials added \$80,000 to a previously planned Main Street resurfacing project that provided for intersection and mid-block curb extensions, median crossings, and crosswalks of colorful paver stones. Seattle has added planted medians to several streets at reduced cost as part of sewer upgrade projects.

It is also recommended that the City begin with a small roundabout first, such as the one-lane roundabout recommended for Los Angeles and Phelan, before attempting the larger two-lane

roundabouts. This will provide both the City and local residents with experience with roundabouts prior to taking on more complicated designs, as well as provide time to identify funds for the larger projects.

Funding

The City has already set aside \$200,000 in infrastructure funding that may be used for initial implementation steps. A number of additional funding sources could also be pursued by the City to support implementation of recommended improvements. These programs offer alternatives for street design, community facilities, and other infrastructure. Sources of funding include:

- State and federal transportation funds
- City road maintenance and construction funds
- Development fees
- Special districts
- Community Development Block Grant (CDBG)
- California Business, Transportation, and Housing Agency
- Proposition 84 Urban Greening Grants
- Compass Grants from SCAG
- Volunteer initiatives and private donations

Each of these funding sources is subject to changes in state and federal law, the economy and revenue levels, and project priorities. Below is a summary of programs as they existed at the time of this report:

State and Federal Transportation Funds

Major state and federal transportation funding programs are outlined below. For more information, please visit the website for Caltrans' Division of Local Assistance at www.dot.ca.gov/hq/LocalPrograms

Safe Routes to School

As noted, the project team observed many situations in Baldwin Park where children walking or biking to or from school faced hazardous situations. Caltrans administers state and federally funded Safe Routes to School (SRTS) programs to improve walking and bicycling conditions in and around schools. State grants are primarily focused on infrastructure (capital) projects. Projects for federal funding can include both infrastructure or non-infrastructure (education, encouragement, enforcement and evaluation) categories.

A standardized statewide SRTS training program with promotional materials and school resources will be developed by the state Department of Health to help communities implement programs.

The program seeks to fund projects that incorporate engineering, education, enforcement, encouragement and evaluation components. Engineering is listed first, because that effort creates the durable features that support other local efforts. However, successful programs often require that all 5 "E"s are addressed. Encouragement and Education programs can often be started at low cost and have proven to be very successful in getting more children

to walk or bicycle safely to school. Applicants are encouraged to develop their proposals as partnerships of the school, city and community. For more information visit: www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

State Transportation Improvement Program (STIP)

This program represents the lion's share of California's state and federal transportation dollars. Three-quarters of the program's funds are earmarked for improvements determined by locally adopted priorities contained in Regional Transportation Improvement Programs (RTIP), submitted by SCAG and other regional transportation planning agencies from around the state.

STIP funds can be used for a wide variety of projects, including road rehabilitation, intersections, bicycle and pedestrian facilities, public transit, and other projects that enhance the region's transportation infrastructure.

Transportation Enhancement Activities

Federal Transportation Enhancement funds are for construction projects that are "over and above" normal types of transportation projects. These projects may include street trees and landscaping along roadways, pedestrian and bicycle access improvements and other scenic beautification. These are apportioned throughout the county.

Bicycle Transportation Account (BTA)

This state fund, administered by the Caltrans Bicycle Facilities Unit, can be used to support bicyclists, including through bike lanes, median

crossings, and bicycle/pedestrian signals. Some of Baldwin Park's bicycle facility plans could potentially be addressed through this program. Annual BTA funding is in the range of \$5 million a year.

To be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan. Adoption of a plan establishes eligibility for five consecutive funding cycles.

Transportation Development Act (TDA)

TDA provides for two sources of funding: Local Transportation Funds (LTF) and State Transit Assistance (STA). Where TDA funds are not allocated solely to public transportation, TDA may fund other transportation programs, including planning and program activities, and pedestrian and bicycle facilities.

Community Development Block Grants (CDBG)

Under the State Small Cities Community Development Block Grant (CDGB) Program, cities and counties may seek funding for a broad range of activities ranging from establishment and operation of revolving loan funds and construction of infrastructure improvements to construction of new housing and community facilities.

Applicants may also seek funding for planning studies and writing grant applications related to these activities. Funding programs under the CDBG Economic Development Allocation include the Planning and Technical Assistance Grants, Over-the-Counter Grants for public

infrastructure associated with private-sector job creation, and Economic Enterprise Fund for small business loans. Applications under the Economic Development Allocation require a job creation/retention component.

Potential projects include street and traffic improvements, water system expansion and improvements, and sewer system expansion and improvements. For more information visit: www.hcd.ca.gov/fa

California Business, Transportation, and Housing Agency (BTH)

The Business Transportation and Housing Agency (which includes Caltrans) administers a revolving loan fund for local governments to finance infrastructure improvements, including city streets. Cities may apply for and receive loan funding from \$250,000 up to \$10 million, with terms of up to 30 years, for a broad range of projects. For more information, please visit: www.ibank.ca.gov

Urban Greening for Sustainable Communities Grant Program

The Proposition 84 Bond Act of 2006 provided funds for urban greening. The Strategic Growth Council is administering these funds, and anticipates three funding cycles (with the first round of applications due in April 2010). Cities, counties and nonprofits are eligible to apply for these grants for projects to preserve, enhance, increase or establish community green areas such as urban forests, open spaces, wetlands and community spaces (e.g., community gardens).

Funds for street trees might be eligible under this program. Up to 25 percent of the funds may be available for the preparation of comprehensive Urban Greening Plans. For more information, please visit: www.sgc.ca.gov.

SCAG Compass Blueprint Demonstration Projects

SCAG provides a package of consultant services, staff time, financial resources and technical assistance to successful applicants for Demonstration Projects that help achieve SCAG's Compass Blueprint. Demonstration Projects are usually large in scope, with the potential to be significant at the regional or subregional level. Demonstration Projects might include: greenhouse gas reduction strategies; partial General Plan updates; feasibility studies; visioning workshops; development code and zoning change analysis; transit-oriented developments; infill, redevelopment or brownfields; creation or addition to a downtown district; housing projects including multi-family and affordable homes; mixed-use development; and pedestrian infrastructure. For more information, visit <http://www.compassblueprint.org/apply>.

Other Local Funding Opportunities

Redevelopment funds

For projects located within redevelopment areas of the city, local redevelopment funds could be used to help support street improvements.

Sales Tax Measures

Local transportation sales tax measures can provide funding for street maintenance and rehabilitation.

Development fees

Some cities require developers to install or help pay for infrastructure improvements (streets, sidewalks, transit shelters, bike racks, landscaping, etc.) through individual development agreements. To avoid legal challenge of the City's right to levy these fees, care must be taken to apply this strategy only where there is a clear link establishing that travel generated by the private project will use the facility to be funded with the fees.

Public art funds derived from building projects can also be used for public art projects to enhance target areas.

Special Districts

A special district such as a Business Improvement District (BID) can provide up-front and on-going funding for projects benefiting specific commercial areas. Business-Based Improvement Districts are best suited for marketing, special events, and smaller expenditures like signage. Property-Based BIDs typically generate more revenues and are better suited for more expensive projects like landscaping. Landscaping and lighting districts are also sometimes established for streetscape improvements and maintenance.

Other types of facilities and infrastructure districts are sometimes created for parks, drainage and sewage. Special districts generally assess a charge levied upon parcels of real property within the district's boundaries to pay for "local improvements." Unlike redevelopment, it is necessary to charge an assessment or fee to property owners and/or merchants to fund such a district.

Volunteer initiatives and private donations

In addition to funding sources, programs can be created for volunteer initiatives such as "Adopt-a" programs where individuals or groups engage in beautification projects such as tree plantings, or monitoring and keeping up local transit shelters. Local artists, art centers, or school art programs can be partners in community-based projects to create distinctive public artwork, transit shelters, sculptures, water features, or other amenities. Private donors or businesses can be solicited to sponsor downtown enhancement activities. These programs can be led by the City or by other community organizations.

APPENDIX A

Creating a Vibrant Downtown and Community *General Street and Walkability Concepts*

This section offers more detail on how to use street design to support the livability and vibrancy of Downtown Baldwin Park and the community as a whole.

Complete Streets

A complete street works for everyone – whether on foot or a bicycle, in a wheelchair, bus or car, or with a visual or mobility impairment. Complete streets are designed to move vehicles in an efficient and steady manner while also providing an attractive place to walk, bicycle or use transit. Vehicle speeds under 35 mph tend to create a more pedestrian- and bicycle-friendly environment, in a downtown or elsewhere in the community.

The street standards in Baldwin Park for arterials and collectors have not typically been those of a complete street. But road diets can be undertaken to create complete streets — by narrowing street widths and traffic lanes, and adding medians, bike lanes, and ample sidewalks. Road diets are simplest for streets carrying up to 15,000 vehicles per day or so. Although it's more challenging where there is a higher volume of traffic on cross streets, it's even possible for road-dieted streets to handle up to 23,000 vehicles per day or more. With such road diets, drivers tend naturally to reduce their speeds to a safe, comfortable level. Slower vehicle speeds make walking and bicycling feel safer, too.

Intersections and Roundabouts

It is the intersections that constrain traffic volume, not the number of vehicle lanes on midblock segments. A single lane can theoretically carry 1,800 cars per hour; at a controlled intersection capacity drops to 600-800 vehicles per hour or less. Traffic signals require storage of cars behind them, and waiting for green lights to clear the storage. Roundabouts, on the other hand, keep traffic moving so there is less queuing of cars. This means that the same volume of cars can be moved with less need for driver waiting or as much storage on each side of the intersection.

Roundabouts have significantly fewer potential collision points between vehicles and vehicles and pedestrians than standard intersections. One-lane roundabouts are even safer than two-lane



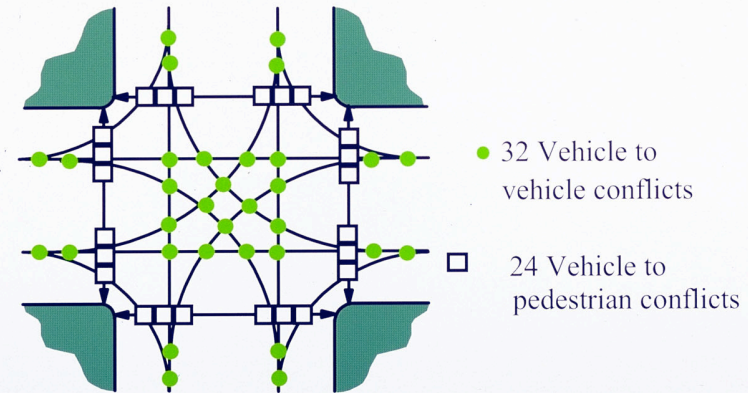
Complete streets create a safe and comfortable environment for everyone.



Image of potential roundabout on Maine Avenue near Palm.

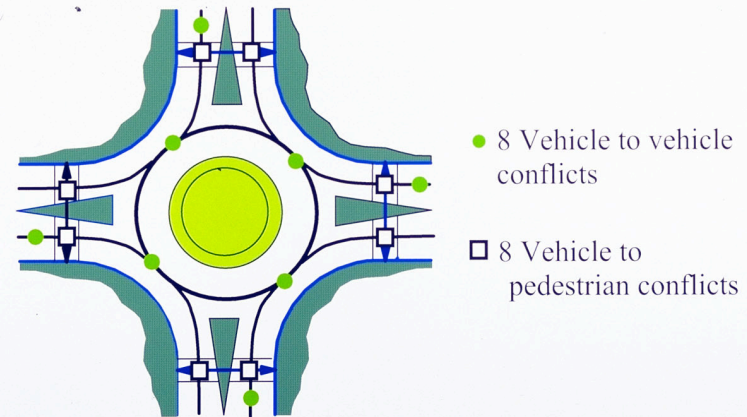
roundabouts. When a single-lane roundabout is well-designed, a driver cannot enter at more than 20-25 mph.

Conflicts At a Four-Way Intersection



Walkable Communities, Inc.
Burden and Wallwork, P. E.

Conflicts At Roundabouts



Walkable Communities, Inc.
Burden and Wallwork, P. E.

Conflict points are significantly reduced at roundabouts compared with traditional intersections.

Pedestrian Crossings

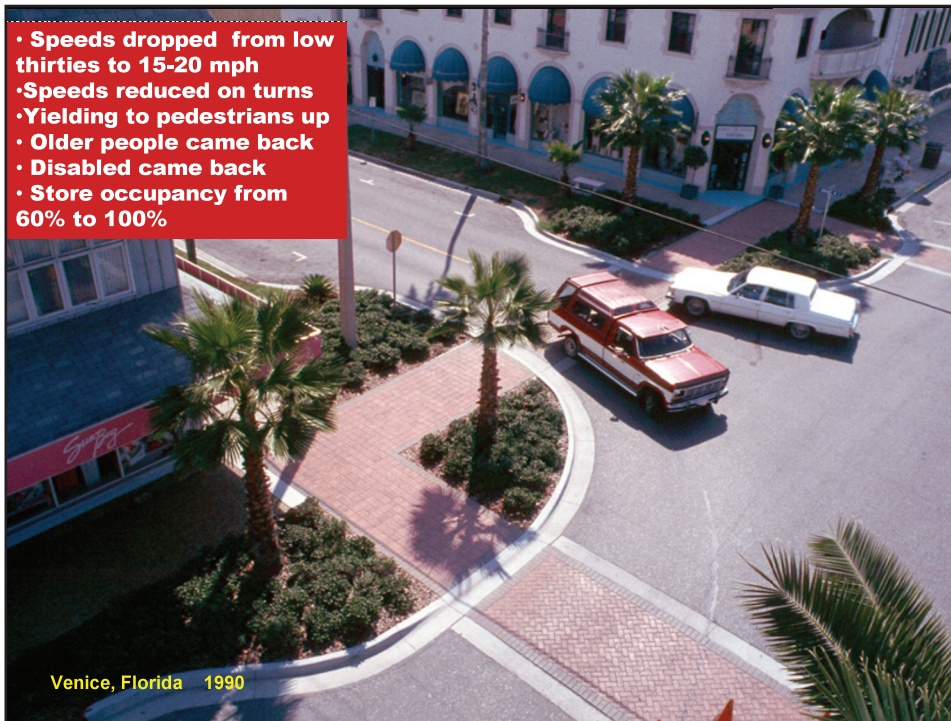
Complete streets require attention to pedestrian crossings. At intersections, pedestrians need the shortest possible crossing distances, preferably two curb ramps (rather than one) at each corner for those using wheelchairs or walkers, detectable warning strips for people who are blind or have low vision, and sufficient time for slower walkers to cross the street. The following are elements that contribute to safe and effective pedestrian crossings:

Pedestrian signals

Pedestrian signals in a downtown or urban neighborhood should be set to “recall” to walk, without requiring someone to push a button. Crossing times should be assessed and adjusted if found to be too short for complete crossings. In remote locations or at a mid-block signalized crossing, buttons should prompt a walk signal quickly. Push buttons should also provide information for people with physical disabilities. The City may also wish to consider installing infrared detection systems that extend the crossing time when they detect a pedestrian still in the crosswalk.



Curb extensions reduce pedestrian crossing distances.





High-visibility, ladder-style crosswalk.

Curb Extensions

In Baldwin Park, curb radii are relatively large, encouraging drivers to make faster turns and roll through stops. Curb extensions, used on streets with on-street parking, shorten the crossing distance for pedestrians and create slower turning movements by extending the curb into the parking lane. Curb extensions can be used at intersections, or to reduce the crossing distance at mid-block crosswalks, such as by a school. Curb extensions also provide space for landscaping, street furniture (benches, lighting, bicycle racks, etc.), and more decorative materials to enhance the area's attractiveness. For this purpose, midblock curb extensions can be used as tree wells, away from pedestrian crossings.

Raised Medians and Crossing Islands

Raised medians or crossing islands are a very important enhancement to improve safety for unsignalized crosswalks as well as the random mid-block crossing activity of pedestrians. These simplify the crossing by allowing pedestrians to cross half the street, then wait safely until there is an opportunity to cross the other half. Raised medians are especially important for multi-lane roadways.

Crosswalks

Crosswalks should be well-marked and signed. Ladder-style markings make crosswalks more visible to drivers and to pedestrians, especially those with low vision. They are recommended for all collectors and arterials, and should be at least 12-foot wide on major roadways to allow multiple pedestrians to pass and increase the visibility of the crosswalk. The longitudinal markings ("rungs" of "ladder-style" crosswalks) should be spaced to avoid the wheel paths of vehicles and reduce maintenance.

High-visibility, ladder-style crosswalk

Raised crosswalks provide additional visibility, for example for smaller children at schools. They also work as traffic calming features to slow drivers at the location where pedestrians cross.

Yellow beacons or experimental rectangular rapid flash beacons can also be used to highlight crossings in areas of particular concern for pedestrians. They need to be pedestrian-activated and provide a hot (nearly immediate) response. These special flashing beacons are still in the experimental stage, but they have interim approval from the Federal Highway Administration.

(See http://mutcd.fhwa.dot.gov/resources/interim_approval/ia111/fhwamemo.htm.)



Studies indicate that motorist yield rates increased from about 20% to 80% with rapid flash beacons.

For multiple lane roadways, a 2000 study recommended that crossings have added features such as a yield line placed 40-60 feet back from the crossing, center median or crossing islands, and/or half-signals.

Bicycle Facilities

With Baldwin Park's generally mild climate and flat terrain, the city is a natural place to encourage more bicycling to get to school, work, errands, or recreation. By implementing road diets and reducing vehicle lane widths, on-street bike lanes can be added. These are recommended on every arterial and collector where there is sufficient space, and where vehicle speeds are 25 mph or more.

Class II bicycle lanes not only provide safer, more direct routes for bicyclists and encourage more physical activity, but also:

- Provide more buffer between traffic and pedestrians on the sidewalk;
- Give drivers more sight distance;
- Provide space for easier on-street parking maneuvers;
- Provide more space for turns by large vehicles; and
- Offer a space for cars to pull over for emergency responders.

Bicycle lanes should be marked using a 6- to 8-inch wide stripe and bicycle symbols. Details for other bicycle markings may be found in Part 9 of the federal Manual on Uniform Traffic Control Devices as well as the California Manual on Uniform Traffic Control Devices (MUTCD).

Providing bicycle racks supports more bicycling, and showcases the vitality of local businesses where bikes are parked. Well-designed bicycle racks should be offered at common destinations, including commercial centers, schools, parks, civic buildings, large employers, major transit stops, entertainment centers, and Downtown areas. Secure bike parking should also be included in any parking garages.

On Class III bicycle routes, shared lane markings should be placed within travel lanes shared by bicyclists and other vehicles. Cities are increasingly using shared lane markings or “sharrows” to:

- Inform motorists to expect bicyclists on the roadway.
- Inform motorists that bicyclists may indeed legally ride further to the left in the travel lane, even if that means blocking the lane at times.



This “sharrow” on a Class III bicycle facility helps drivers and cyclists alike know how to use the roadway safely.



- Inform bicyclists how to position themselves in the lane with respect to the curb or parked cars to avoid hazards.
- Increase the number of cyclists, as people may feel more comfortable riding on streets with markings.

This type of marking was included in the 2009 edition of the Federal MUTCD.

Design and Walkability

More pedestrians on the streets day and night help support businesses in Downtown and other areas by providing more potential customers, more eyes on the street for safety, and a greater sense of community and vitality.



All streets in Downtown and urban neighborhoods should have sidewalks on both sides. Sidewalks support walking as both a form of transportation and recreation/physical activity. Sidewalks should provide a continuous, connected network to access homes, schools, parks, transit stops, public buildings, and businesses — just like the street system provides for motor vehicles.

Driveways should be as narrow as possible to minimize crossing distances and exposure to turning vehicles. Many sloped driveways do not meet the accessibility requirements of the Americans with Disabilities Act, and should be retrofitted so pedestrians have a level, continuous line of travel. This is especially important for those using wheelchairs or walkers.



Street trees provide important shade for pedestrians, help cool and purify the air, reduce water runoff and increase the attractiveness of the area. Street trees are typically spaced 30-50 feet apart, and set back four feet from travel lanes. Trees may require special tree wells, which provide an opportunity for unique design. On streets with on-street parking where sidewalks may be too narrow to accommodate trees, tree wells every 2 or 3 parking spaces can be used.

In Downtown and commercial areas, landscaping, benches, transit shelters, artwork, public spaces for gathering, outdoor dining, and other amenities create interest and places for people to sit, meet their neighbors, and enjoy their community. Attractive trash and recycling bins help keep the street clean. Well-designed lighting makes streets both appealing and safer for individuals and families at night. Distinctive fountains, sculptures, artwork, and signage, along with cultural and historic elements, will help distinguish Baldwin Park as an attractive and unique place to live and visit.

Raised crosswalks across streets and driveways provide a continuous, level path of travel for pedestrians.



Distinctive public art delights young and old alike.



Ample sidewalks, street furniture, trees, and lighting help make Downtown an attractive destination.

“THE KIND OF COMMUNITY
THAT PEOPLE DREAM OF
RICH AND POOR,
BROWN, YELLOW, RED, WHITE,
ALL LIVING TOGETHER”

APPENDIX B

SUMMARY OF FOCUS GROUP DISCUSSIONS

Early Childhood Professionals October 22, 2009, 12:30-1:30pm

Head Start overview:

There are 15 Head Start programs, at all elementary schools, and close to neighborhoods. Head Starts operate from 6:45 am to 5:45 pm. There are many schools; 80% walk to elementary schools, with 800-1,000 students at each school.

How would you create a better Baldwin Park?

- There is genuine interest in returning to the old ways of Baldwin Park.
- More families out in the community.
- Main focus on the park. Very safe.
- Change the image of Baldwin Park. It's still a good city and has always been.

How would you change the city's image?

- Get children more involved in activities.
- Get families involved in recreational facilities.
- There are gangs in some apartment complexes, even near the police station. Need better control over that.
- Lockdown in schools. Need better safety around the schools, more recreational activities for families with children.

*What are some of the safety and mobility issues?
What should be addressed?*

Walkability

- Many children walk to Head Start. Would like to see better crossings of streets.
- There are public safety problems. Many families walk. Get more people out walking. When see more people out walking encourages you to walk more.
- Speed is an issue but red light cameras have helped. Add speed bumps on smaller streets near schools.

Bicycling

- There are some bike lanes but still a lot of traffic and high speeds. The bike lanes are close to parked cars.

Public Safety

- Car was broken into yesterday. Crime is rising.
- Problems with school lockdowns.

Specific Street Issues

- Lots of complaints about Maine Avenue. Some parents don't want children to go to Geddes Elementary since they hear about accidents near the school.
- Lighting on Los Angeles between Maine and Merced is a problem.
- Bursch School keeps gates locked all day, making it difficult for parents coming later in the day.

- On Olive Street, cars go very fast. It's difficult to cross Olive from Bleeker.
- Access to Barnes Park could be improved for pedestrians. Only one pedestrian bridge.
- Need more safety for children. Francisquito gets a lot of traffic, high speeds.
- Children have to cross major streets. Central Elementary students have to cross Pacific; Tracy Elementary students have to cross Frazier and Francisquito.
- Need crosswalk on Francisquito in front of children's center. Motorists make lefts out of driveways and create conflicts/accidents.
- The Baldwin Park and Stewart intersection is very dangerous. At a church, very trafficked area. No street light or signal there. If turning left towards Baldwin Park, drivers have a blind spot.
- Pedestrian safety issues off Ramona and Baldwin Park Blvd. Lot of transients. At 605 freeway.
- Seniors going to the senior center have difficulty crossing the street.
- The bridge for pedestrians over the wash is very narrow.
- There is congestion at Pacific near the railroad tracks during commute hours, and on Baldwin Park Blvd. near the I-10 Freeway.
- Ramona to Vineland: streets are busy. Crosswalks need in-pavement flashing lights.

Dogs

- There are problems with dogs, especially strays.
- Safety with dogs. Close to Margaret Heath Elementary, Animal Control was trying to catch a dog.
- In some cases there are even fenced-in dogs that are threatening, for example, at Elwin and Margaret Heath.
- There are a lot of dead animals on Vineland.

Activities

- People don't use parks as much. Pool is indoor now; doesn't bring community out as much.
- Not a lot of sports activities compared to San Gabriel where they have an AYSO program. Need more sports leagues for younger children. They exist but are not as visible to some residents.
- Sports programs exist but parents are concerned about having children go to them. There are confrontations with police.
- Parks are geared for older children not younger ones. Need more tot lots. Emphasis from Head Start to expand. Could do field trips to show parents the parks that work for younger children.

Baldwin Park School District

Oct. 23, 2009, 9:00-10:30 am

General School Times:

Elementary: 8:00 am start, 2:20 release, except 12:45 pm on Wednesdays.

Junior High School/High School: 8:00 am start time (6:30 am zero period); 3:00 dismissal

How many children would you estimate walk vs. being driven to school? What issues do you see for children's safety at the various schools in the District?

Vineland Elementary

- About half the students walk and half are driven. Of the 300 eligible for school bus service, 100 walk rather than take the school bus.
- There are issues for kids' and community safety before and after school, and concerns with signals, stop signs, and logistics.
- A lot of parents drop off their children, creating a big traffic jam.
- Children are crossing Pacific and Ramona Park Blvd., walking down Maine.
- Sidewalks need to provide more visibility for pedestrians.

Geddes Elementary

- Kids from far away are bussed. There are not always crosswalks at locations where school buses pick up the children. Bus drivers notify the school if children cross large streets without an adult.
- In the morning and afternoon, it is impossible to get through any street around the school.

- Parents don't follow the laws. They double-park, and used to race through the parking lot to drop off/pick-up their kids until the lot was closed to parents.
- Every year a kid is hit at Geddes.
- Crossing guards are limited and not always at the right spots.
- Geddes bumps up against North Park High School, creates more impacts on traffic.
- A number of school employees exit the 10 Freeway at W. Pacific. There needs to be a green arrow there because it is impossible to turn left onto Pacific from the freeway.

School District Police

- School police have a total of 10 officers, with 3-5 offices on duty at any time: one at each high school, and one on his own beat.
- Street design can't accommodate vehicle traffic at school start and end times. It impacts the safety of parents, administrators, teachers and kids. But it's hard to get people to focus on school-related safety issues because it's only a 40-minute window daily.
- Schools can't handle school traffic: with employee parking needs, they can't handle valet zones, bus zones, etc.
- Bus drivers can report license plate numbers of parents passing the bus illegally for the school district to send a warning letter.
- There needs to be better cooperation between the City and schools on school traffic, traffic engineering, parking zones, etc., and to be more realistic about kids' safety.
- The City needs to be more responsive to school district folks – few ideas have been responded to.

- We need to address parents who are in a hurry. If no one is looking, parents don't observe red curbs and engage in bad driving behavior.
- There should be more action against kids who walk against the light.
- Parents are accountable for kids passing between cars. One possibility: to make parents liable if their child crosses the street unsafely?
- It's against the law for staff and parents to direct traffic.

Crossing Guards

- The City is responsible for crossing guards. The City contracts with a private company and dictates where they go. They have no training, some have limited English skills.
- Crossing guards allow pedestrians through first and don't allow the traffic to flow, encouraging accidents.
- Crossing guards seem to think that it's safe to cross students anytime.
- Crossing guards do not seem like they're well trained to work with traffic.

Generally

- There are a lot of dead end streets.
- Some very narrow streets with parking on both sides only allow one travel lane.
- 7:00 am street sweeping is too early. It should be after school travel. Parents park in school lots on street sweeping days, makes it worse for kids who have to cross the school parking lot.
- You see little bicycling, although schools do have bike racks. At the high school, you see more skate boards than bikes. There are maybe 15-20 bikes total.

- There is not a lot of bike knowledge on things like locking bikes, helmet use.
- Most schools are trying to get away from off-street drop-off. It depends on the school design.
- In-street school crossing signs were purchased by the Police Department and donated to the City. Some still exist, but those that have disappeared or been damaged have not been replaced.

Baldwin Park High School

- There is no crossing guard.
- Kids hold up traffic leaving school.

Elwin Elementary

- A lot of the students live by San Gabriel River Parkway. It's hard to see kids crossing there.
- The San Gabriel River Parkway is a 24-hour problem, there's no way to see kids.
- No one stops for the turn on Waco from San Gabriel River Parkway. Make it a no-parking street?
- There is a dead-end on Waco at the nursery. Kids cross down the road but there is no crossing guard.

Heath Elementary

- Student population is 535 students. The school only has one bus for six children. Most walk or are dropped off. Maybe about half walk.
- At the intersection of Landis and School Street, there is no crosswalk. The crosswalk is only implied and there is no designation for cars, so cars don't know where to go.

- Crossing guards are at Maine and School, Maine and Nubia, and Landis and Olive. It would be better to have a signal.
- It's uncertain whether red curbs would help.

Sierra Vista High School and Junior High School

- There are 2,100 students at the high school, 800 at the junior high. There are 3,000 students milling about, stopping traffic as soon as there is a gap in the cars.
- Parents use Foster for students from both the Junior High School and High School. There are too many cars.
- Students are crossing between two parking lots and between cars.
- Drop-offs on the far side of the street are a problem.
- Parents are also dropping kids on Francisquito.
- On Frazier there are now two lanes northbound with a red curb. The buses stop in the red curb zone because they can't turn into the school.
- At Frazier and Foster, there is no light. Kids cross at the corner anytime. There is no crossing guard, and cars sometimes have to stop halfway through the intersection.

Walnut Elementary

- School traffic is impacted by Olive Jr. High School.
- The crossing guard who works between Walnut and Olive needs education.
- The crossing guard's main concern is getting kids across both ways, so cars make U-turns on Olive.

- Walnut is a narrow street. There are huge lines for the parking lot for pick-up and drop-off.
- The school principal directs traffic, and gets cussed out regularly by parents.
- Both morning and afternoon, cars are crossing into the wrong lane.
- When traffic is not stopped, cars go by very fast.

Jones Junior High School

- Left turns into the school parking lot are a problem.
- There are impacts on Merced from traffic getting off the 10 freeway, and drivers making the connection between the 10 and the 605.
- The Metrolink rail line is at the perimeter. Kids have to walk across the train tracks.
- 80% walk, so there is a huge flow of foot traffic.
- There is only one crossing guard. The school could use one at Vineland and Merced.
- Kids walk down to Wal-Mart, McDonald's, etc. without supervision.
- Many parents don't want their kids to walk home, so they have them attend after school programs, then wait at school for their parents to pick them up. Could there be a City-sponsored late youth bus?
- The school is also used for soccer all day on weekends, flag football and evening softball, so the streets are still crowded, with street parking an issue.

Bursch Elementary

- The school has 650 students. Three special education buses bring students; otherwise the majority of students walk with their parents.
- The school is on a busy street. There is a lot of jaywalking before and after school.
- There is no signal at Palm.
- The school has a cut-out. It's more of a problem because parents wait for school entry and it causes double-parking.
- The crossing guard is not well-educated.
- Parents know what they're supposed to do, but only do it when police are present.

Foster Elementary

- On Foster, kids have to cross the Metrolink tracks. There is no arm, and nothing to prevent them walking into a train.
- Flooding on Foster is horrible by the tracks – it becomes a lake.

Emergency Responders

10/23/09, 1:00-2:00 pm

Where are there traffic problems?

- Crosswalk in front of the Police Department.
- Garvey by the freeway off-ramp, although Caltrans is looking at changes with the coming freeway expansion.
- Olive east of Bleeker is a speed area -- it's one big straightaway.
- There are a lot of pedestrians at Baldwin Park at Stewart by St. John's Church. Even when there is a crossing guard, it's hard to control. Vegetation and the center divider keep drivers from seeing pedestrians, especially at night. Should there be a flashing crosswalk? The lighting is also probably too low.
- Both east- and west-bound trains shut down the intersections at both Downing and Pacific until the train has unloaded and loaded all passengers and left the station area, holding up traffic at both intersections. In general, response time is within 5 minutes, although there can be a delay if emergency vehicles encounter the train and sometimes have to go the long way around. It would be good if there were some way to provide information on Ramona to let people know the train is there. *(Note: the planning team observed numerous times that in either direction, the crossing arm at Pacific or Downing rose right after the train had passed into the station, so only the crossing arm in front of the train remained down until after the train had cleared the intersection.)*
- Schoolkids ride bicycles on the sidewalk with pedestrians and skateboarders.

- There are some areas where there are too many schoolkids on the sidewalk so kids walk in the street or gutter.
- The Police Department hates speed humps. They're bad for fire trucks and motorcycles — and drivers figure out that if they go faster, they can drive right over them.
- At Baldwin Park Blvd. and La Rica, there is a problem of visibility. The way it's positioned, cars are always parked there. Drivers can park right up to the intersection, with left turns at 30-40 mph.
- In the Syracuse Avenue area off of Ramona near the 605 Freeway, there are complaints of a blind spot with truck parking and speeders. Should there be speed signage or red curbs?
- A few streets are so narrow with street parking that fire trucks have to back out, but can still reach all parts of the city.

The team noted that curb extensions can help open up the fire truck turning radius because they limit parking near intersections and/or the curb can be mountable by emergency vehicles. Jump lanes can allow emergency vehicles to go against the traffic flow. Center dividers can be designed so there is a cut-through or lowered grassy area that emergency vehicles can drive over when necessary.

Roundabouts:

The City is considering a roundabout at Root and Puente. The design team outlined the benefits of roundabouts: they carry 20-30% more traffic than a signalized intersection, they slow traffic where speed is a concern, and cut injury crashes.

Emergency responders expressed concerns with roundabouts:

- Visibility
- Use on major thoroughfares
- There were nightmares for emergency vehicles in the roundabout in Pasadena.
- Drivers in the roundabout don't know how to stop for emergency vehicles.

The design team noted that newer roundabouts are designed with a truck apron to allow emergency vehicles to turn left or make a U-turn. Drivers need to be educated on how to use roundabouts, particularly when they hear a siren.

High School Students

10/23/09, 3:15-4:00 pm

General

- Zero period starts at 6:30 am; regular start time is 8:00 am; after-school sports end about 7:00 pm.
- Most of the students in the group said they are driven to school by their parents. A few use transit or have walked home from school.
- Many have friends who walk most of the time.
- School areas are very crowded making it harder to cross the street.
- One female student reported that she would have a 35-minute walk home, and did not feel completely safe due to unemployed men hanging out along the route.
- Another student wanted a zero period to have more homework time, but his parents did not want him to go to school so early in the dark. There is very little light in the morning.
- Many high school seniors drive and there are parking spaces at school.
- Girls walk home in groups.
- There is a lot of traffic around Sierra Vista. It can get dangerous. Kids are trying to get to school, and parents want to get out quickly. There is a lot of miscommunication. Some drivers stop for others; others don't.
- The bus stop got pushed down on Wimmer near Nubia. Kids bunch at the bus stop at the corner to get on the bus, and cars try to pass.
- A lot of teens go to Hilda Solis Park, and there are fights with no supervision.

- There are maybe 15 bikes at Sierra Vista High School. Students don't tend to bike because: it's uncool to wear a helmet, and police ticket for not wearing one; people are judged by the type of bike they have.
- No crosswalk/stop sign at Olive and Phelan; discontinuous sidewalk.

What would you change?

- More lighting, and turning them off later in the morning.
- More police patrols
- More crossing guards, i.e., at Foster and Frazier.
- Marked crosswalks at Baldwin Park High School.
- More student advising.

Business Community
Oct. 23, 2009, 5:00-6:00 pm

Home Depot Representative:

In the area of Home Depot, we're seeing a lot of businesses coming and going. A major complaint is that rents are too high in the Plaza for small businesses to generate enough profit to sustain themselves. There are still restaurants but there has been a lot of turnover in other small businesses.

Delivery is fine because trucks go to the back of the Plaza. But other drivers are often confused and try to reach the McDonald's or other stores by making a U-turn across the median on Garvey, not realizing that they can turn left into the Plaza further up the street.

Waste Management Representative:

Waste Management is fully franchised to provide trash, recycling, and green waste services. We provide residential pick-up service on Fridays and commercial service Monday through Saturday. We've noticed the roads are very narrow with cars parked on both sides because of all the residences. There are lots of small side streets, like you have to curve around to get to the Community Center. We also hear complaints about there not being enough higher end retail, such as a Kohl's. Baldwin Park residents have to go to West Covina or Arcadia.

The red light cameras make things safer. There are a lot of pedestrians and the cameras make people think before running a red light. Are you looking

at bike lanes? Walnut has bike lanes and they are used a lot.

Baldwin Park has 26 alleys, which can attract illegal activity. Waste Management has applied for a \$400,000 grant for alley lighting and cameras to deter illegal dumping.

There is a Materials Recycling Facility (MRF) proposed for the Arrow Hwy triangle area near the split onto Maine. The City opposes the MRF, feeling it will impact residents. The Puente Hills landfill at the confluence of the 605 and 60 freeways is slated to close in 2013, after which Waste Management will be trucking waste to a transfer station in Azusa for delivery to a landfill in El Sobrante in Riverside County, and also to the Lancaster area. Waste Management uses alternate fuel vehicles and has a liquid natural gas fueling station. The company is researching converting landfill methane gas to fuel.

Potential concerns about roundabouts: Waste Management uses 3-cart automated trucks so drivers do not have to get out. The arm has to leave the truck to take hold of the containers, which limits space for parking. With established infrastructure, not certain if a roundabout will work.

Baldwin Park is a very friendly community. Residents play here. The park attracts thousands of people. The Metrolink station is a draw. There could even be live-work.

APPENDIX C

Community Feedback from Opening Session

October 22, 2009

Values

- Community, friends, heritage, leadership
- Peaceful, quiet, secure, safe
- Schools
- Family
- Activities for children, sports, recreation

General Priorities

1. Flashing crosswalk lights (31)
2. Added lighting on all corridors (23)
3. Wider sidewalks (22)
4. More parks where people live (19)
5. Signals at all schools (14)
6. Create a true Downtown (12)
7. Stores closer to where people live (12)

Local Priorities

1. Left turn lane at Los Angeles and Maine (24)
2. Safer crosswalk in front of City Hall (22)
3. Crosswalk at Olive and Bleaker (16)
4. Lower speeds on Olive Street (14)
5. Safer crosswalk at Foster and Frazier (14)
6. Fix drainage on Los Angeles (14)
7. Add stop sign at Baldwin Park High School (13)
8. Better handicap access on Puente near the wash (13)
9. Add lighting on Foster Circle (12)
10. Stop sign at Vineland Elementary (12)
11. Marked crosswalk at Baldwin Park and La Rica (11)
12. Add crosswalks at Garvey, Frazier and Bess (11)

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APPENDIX D

Summary of Group Recommendations at Design Workshop

On Baldwin Park Boulevard

- Beautify the center divider with trees to make it more inviting.
- Add trees for shade, more lighting, bike lanes.
- Put in street trees between Francisquito Ave. and La Rica Ave.
- Street is too wide south of Ohio St.
- Widen sidewalks between E. Tracy St. and Stewart Ave.
- Dangerous pedestrian crossing at Stewart Ave. Deserves pedestrian crossing with curb extension and greenery to help crossing by St. John's Church.
- Add signal lights between La Rica and the mid-block crossing between the 99 Cent Store area and Morgan Park.
- The mid-block crossing to Morgan Park is not clearly marked and cars don't stop.
- At the intersection with Ramona Blvd., the area is dirty, has trash, people are who homeless, and an unkempt median.
- Put in a roundabout with a monument at the intersection with Ramona Blvd. This island is not safe. The walk signal is too short. Great place to slow traffic and give pedestrians time to cross. Add community area for sitting, eating.
- Widen sidewalk with trees between Ramona Blvd. and Arrow Hwy.

- Near La Rica Ave., bring a unique feature that represents Baldwin Park, a "brand."
- Needs a taller sidewalk railing and complete, wider sidewalk on the 10 Freeway pedestrian overpass. The area by the 10 Freeway also needs to be clean and beautified since it's the entrance to the city.
- Better crosswalk at 10 Freeway on/off ramp south of E. Tracy St. near Taco Bell.
- Mini-circle at E. Tracy St.
- There are cracks in the cement, and grass growing out of the sidewalks between Francisquito and Merced.
- Need roundabout at Olive St. and at Clark St.
- Shift traffic to Baldwin Park Blvd. instead of Maine.
- Install city gateway at Arrow Hwy.
- Needs sidewalk between Benbow St. and Ohio St.
- Signal light at Ohio St.
- Need sidewalk in section near Belgate St.

Perpendicular Streets

- Crosswalks at Santa Fe School.
- Wider sidewalk with trees on Stewart Ave. between Baldwin Park Blvd. and Arrow Highway.
- Traffic calming on Merced between Baldwin Park Blvd. and Vineland; possible curb extension, island.
- Road too narrow on La Rica between Baldwin Park Blvd. and Maine Ave.

- Add landscaping (grass, plants, trees) on Francisquito between Baldwin Park Blvd. and Frazier St.
- More crosswalks on Francisquito Ave. between Baldwin Park Blvd. and Frazier by Sierra Vista High School.
- Traffic is very fast on Los Angeles between Baldwin Park Blvd. and Maine Ave.

Morgan Park

- Trees are breaking the sidewalk. Install track cushion (like by the playground) to solve tree root problems without removing trees.
- Better lighting. Consider solar panels for cost-effective lighting.
- More policing around the park.
- Have a public recycling program.
- Bring back the water play area for kids.

On Pacific Ave.

- Traffic is too fast.
- Sidewalks are too narrow.
- Not people friendly in eastern section to Big Dalton and the wash.
- More trees.
- More lighting.
- Beautify, widen sidewalks in section from 10 Freeway to City Hall, possible island.
- Sidewalk in front of Metrolink.
- Too dark in section near True Jesus Church to the northwest of Root St.
- Build a cultural center on open lot by the True Jesus Church.

- Dangerous at intersection with Bogart Ave.
- Beautiful skywalk to City Hall, Metrolink station.
- “Welcome to City Hall” sign.
- Area around City Hall needs to look nice.
- Vacant area at intersection of Maine and Pacific by the United Methodist church is used as a vehicle shortcut, horrible to have across from City Hall.
- Unsafe crossing -- need better crosswalk, stop and/or light at Maine and Pacific at City Hall.
- Select one key central street, such as Pacific from near the Metrolink station, along City Hall, across Ramona Blvd. and onto Maine Ave. to create a special area like a gaslight district, with unique features and characteristics.
- Need crosswalk and/or light at Maine and Pacific near the Baldwin Park Health Center.
- Replace single ADA ramp with two ramps at intersection with Puente Ave.
- Slow the traffic around Vineland.
- Wider sidewalks between Vineland and Metrolink tracks.

Perpendicular streets:

- Wider sidewalks on Downing Ave. across from Metrolink Station.
- More lighting in neighborhood bordered by Pacific Ave., Downing St., Chevalier Ave. and Vineland Ave.

On Maine Ave.

- Too wide, not walking friendly -- needs wider sidewalk, continuous bike lanes, safer zone

- for pedestrians, more lighting, more benches, places to sit and talk.
- Roundabout to route commuters from Arrow Hwy onto Baldwin Park Blvd. instead of Maine.
- Add city gateway at Arrow Hwy.
- Sidewalks too narrow between Arrow Hwy and Ramona Blvd.
- More green from Arrow Hwy to Baldwin Ave., and Los Angeles St. to Ramona Blvd.
- Add crosswalk at Rockenbach St.
- Install turn arrows at intersection with Olive St.
- Add roundabout at Olive St. intersection.
- From Ohio St. south, needs wider sidewalks, bike lane, trash cans, lighting, trees.
- Add bus stop furniture at intersection with Los Angeles St.
- Reduce traffic between Olive St. and Ramona Blvd.
- Add signal light on Maine Ave. at Scott Pl., and at Los Angeles St.
- Add street trees near Los Angeles St.
- Install flashing pedestrian crossing at intersection with Pacific by City Hall.
- Fix water drainage on Maine and Francisquito.
- Allow customers of the Post Office on Palmrose to park at the shopping center across Maine, with a good crossing.

Perpendicular Streets:

- In the area bounded by Arrow Highway, Maine, Olive and La Sena Ave., sidewalks are blocked by cars parking in driveways, need complete sidewalks.

- Need bike lane on Los Angeles St. between Maine Ave. and Landis Ave.
- Use shopping center on Palmrose between Maine and Bogart for something for teens – bowling, skating center, gym.

On Ramona Boulevard:

- Sidewalks too narrow.
- More bus stop benches.
- Make all traffic lanes same width.
- Wider sidewalk for people to run or walk.
- Continuous bike lanes.
- Better, safer crossing from the south to north side of street at the 605 Freeway. – install a roundabout?
- From Francisquito Ave. to the 605, no sidewalk on the north side.
- At Francisquito Ave., deceiving red light camera.
- More lighting and security, more sidewalks between Earl Ave. and Stewart Ave.
- No sidewalk on north side between Stewart Ave. and Merced Ave., gets covered with water. Create sidewalk where missing. Widen sidewalks where there are tree wells.
- At the intersection with Baldwin Park Blvd., great place to slow down traffic. Consider a roundabout.
- At intersection with Maine, need more time to cross street.
- At Stewart intersection, lengthen walk signal, it's too brief.
- Need community center near Maine where Bank of America is located.

On W. Badillo St.

- Better, wider sidewalks by teen center near Puente.
- Crosswalk not marked well at Vineland. Needs stop light.

Perpendicular streets:

- Cracked sidewalks on Merced Ave. between Ramona Blvd. and Los Angeles St.

Outside Corridor Areas

- More sidewalks and crosswalks at Foster and Frazier. There is a crosswalk on one side only. The four-way intersection is small with lots of congestion due to cars and pedestrians from Sierra Vista High School and Junior High School.
- At Frazier and Merced, there should be a traffic light for kids to cross safely.
- It's too dark on Frazier between the 10 Freeway and Waco/Tracy Elementary.
- More sidewalks on Waco.
- On Tracy Street where there are many apartments and condos, street parking signs are needed.
- At La Sena and Nubia, need bus stop furniture, traffic calming, speed bump or horizontal diversion.
- On Francisquito between the 10 Freeway and the wash, there is too much traffic with freeway entries and exits. Needs traffic calming.
- Left turn signal by 10 Freeway at Francisquito Ave.
- Lot of graffiti in the Francisquito underpass of the 10 Freeway.

- Need a left turn signal at Merced Avenue over the wash.
- Traffic is too fast on Merced Ave. from the 10 Freeway to the train tracks. Need more crosswalks and lighting at night.
- More bike lanes and lighting on Olive St.. More light at Olive and Borel.
- Bike lanes around schools, e.g., on Olive St. to reach elementary and junior high schools.
- Traffic is too fast on Los Angeles St. from the 605 to Merced Ave.
- Too ugly on Los Angeles St. from Stewart Ave. to Baldwin Park Blvd., at intersection with Baldwin Park Blvd., and alley that runs east from Baldwin Park Rd., then south to Clark St. Also too ugly on Bogart Ave. between Los Angeles St. and Clark St.
- Put in signal, traffic light at fire station on Los Angeles St.
- Park, running park, or nature trail on the unoccupied, eyesore lot bounded by Francisquito, Garvey and the 10 Freeway.
- More sidewalks and lights on Garvey between Vineland and Big Dalton.
- Mark a path at Garvey to the emergency room at Kaiser.
- Vineland/Garvey/10 Freeway intersection is ugly (no landscaping) and dangerous with just a stop sign. Needs a stop light.
- Need walking bridge over the 10 Freeway to get to the Mall.
- No arrows to cross at Merced and Los Angeles.
- Traffic light changes too fast for pedestrians to cross at Merced and Ahern.

- Dirty alley with dumped furniture in alley north of Illinois St. between Merced Ave. and Kenmore Ave.
- At Foster and Vineland, a vehicle went airborne off the speed hump and hit a resident's apartment. Drivers don't show caution on this street.
- Horizontal diversion near Stewart and Palm.
- Add bike lane to Frazier near Tracy Elementary and Sierra Vista High School
- Crosswalks, larger sidewalks, too dark at night at Waco and Garvey.
- Francisquito in front of Target should be accessible.
- Create walking area along Park Ave. side of old mining site to Los Angeles St.
- Too many animals come from the old mining site to the homes nearby. Should be notice to Animal Control that there are wild animals there.
- Arrow Hwy needs sidewalks.
- In area around Vineland and Cloverside St., lots of kids smoking, fighting, criminal activity. Needs better lighting and crime prevention.
- Central Ave. bridge across wash from Big Dalton Ave./Baldwin Park High School is slippery and not safe; needs to be wider and more accessible for people with disabilities.
- Central Ave. bridge across the wash should allow cars, not just pedestrians.
- Confusing, need better signal at Root St. and Central Ave. intersection.
- Roundabout at Root St. and Puente Ave.
- Safety issues at intersection of Root St. and Cleary Dr. More sidewalks, crosswalks.

- Traffic on Puente Ave. between Root Street and W. Badillo.
- No sidewalk at 3457 Puente Ave.
- Monitor Motel 6 area for crime.

Generally

- High speed traffic.
- Uneven paved sidewalks.
- Scary dogs.
- Graffiti problems.
- Sidewalks are too narrow. Need wider sidewalks.
- At corners, there should be two ADA ramps rather than one to reduce slope and increase safety for people with disabilities and strollers.
- Need more trees.
- More lighting.
- More stop signs.
- Wider bike lanes.
- More benches.
- More bus shelters.
- Flashing crosswalks with use of solar panels to work with pressing button to cross the street. Creates a runway effect for foggy days.
- Stoplights/crosswalks with sound to alert the person when walking.
- More police around schools.
- More businesses open.
- More food markets.
- Add recycling bins, trash cans citywide.

APPENDIX E

Community Priorities from Closing Event Straw Poll 10-27-09

Number indicates those voting to prioritize a location:

- 31 – Baldwin Park Blvd. and Ramona Blvd.
- 28 – Maine and Pacific in front of City Hall
- 28 – Vineland Elementary School
- 20 – Ramona Blvd. and Francisquito Ave.
- 16 – Ahern and Merced (by Jones School)
- 15 – Maine Ave. and Olive St.
- 14 – Central Ave. Pedestrian Bridge over the wash
- 13 – Baldwin Park Blvd. and Los Angeles St.
- 9 – Olive St. and Walnut
- 8 – Los Angeles St. and Phelan
- 8 – Baldwin Park Blvd. and Olive St.
- 7 – Badillo St. and Puente Ave.
- 5 – Maine Ave. and Los Angeles St.
- 4 – Pacific Ave. and Puente Ave.
- 3 – Holland Middle School
- 2 – Ramona Parkway and Stewart Ave.

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