



# December 2<sup>nd</sup> Walk Audit Notes

A walk audit was held at the Watt / I-80 Transit Center on Saturday, December 2<sup>nd</sup> from 10-11:30am. Approximately 5 people attended, representing riders, transit advocates, North Highlands residents, American River College students, and business owners. The purpose of the walk audit was to evaluate northern access to and from the station along Watt Avenue. The walk audit started at the lower level, then went upstairs to the northbound bus platform. Participants then walked north on Watt Avenue to Orange Grove Avenue and back.

Participants were asked to take notes of their observations during the walk audit and to rank a number of topic areas on a scale of 1-4 (with 1 being poor and 4 being good). The four topic areas were Comfort & Image, Access & Linkages, Placemaking, and Pedestrian/Bike Access.



In addition to station observations and access along Watt Avenue, the walk audit was an opportunity to gather feedback on the concepts that were presented during the public workshop earlier that week. In particular, participants discussed the bus route relocation concept. While the safety and ease of transfer with bus reroutes were ideal, many participants felt that making improvements at the station could effectively achieve those priorities as well without decreasing access for communities that heavily use and rely on transit. Specific improvements that could be made are identified in the comments below.

<b>Evaluate the Site</b>					<b>Identify Opportunities</b>
<b>Comfort &amp; Image</b>		<b>Poor</b>		<b>Good</b>	1. What do you see as the major challenges at the station?  2. What changes should be made in the <i>short term</i> ?  3. What changes should be made in the <i>long term</i> ?  4. To increase access to transit at Watt/I-80, what do you see as being the main priorities?  5. How/who else should we engage other users and stakeholders with respect to this project?
Overall attractiveness	1	2	3	4	
Feeling of safety	1	2	3	4	
Cleanliness/quality of maintenance	1	2	3	4	
Comfort of places to sit	1	2	3	4	
Comments/Notes:					
<b>Access &amp; Linkages</b>		<b>Poor</b>		<b>Good</b>	
ADA access	1	2	3	4	
Ease in navigating station	1	2	3	4	
Ease of transfer between levels	1	2	3	4	
Presence of information/signage	1	2	3	4	
Comments/Notes:					
<b>Placemaking</b>		<b>Poor</b>		<b>Good</b>	
Station amenities	1	2	3	4	
Public art / visual interest	1	2	3	4	
Presence of positive activity	1	2	3	4	
Landscaping, shade	1	2	3	4	
Comments/Notes:					
<b>Pedestrian/Bike Access</b>		<b>Poor</b>		<b>Good</b>	
Pedestrian facilities	1	2	3	4	
Bicycle facilities	1	2	3	4	
Feeling of traffic safety	1	2	3	4	
Ped/bike amenities (lighting, parking, etc.)	1	2	3	4	
Comments/Notes:					

Figure 1: Walk audit evaluation form



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## Major Challenges and Observations

Participants observed and noted the unsanitary conditions of the elevator, stairs, and bus platforms. Trash, smell, and use of the elevator as a bathroom were highlighted as major issues. Poor access between levels was another major challenge, especially having to navigate the steep, dark, and dirty stairs. Continual breakdown of the elevators was a concern for ADA accessibility. In terms of access to the Transit Center, participants felt unsafe walking due to high traffic speeds on Watt, high turning speeds of cars at the freeway on- and off-ramps, and overall low visibility for cars to notice pedestrians. While the crossings were well marked with pedestrian street signage, their placement at acceleration points for cars getting on the freeway and lack of pedestrian signal lights made the crossings feel dangerous to navigate. Poor parking and vehicle wayfinding information was another challenge for accessing the Transit Center, leading to observations of Kiss n' Ride occurrences.



## Short-Term Solutions

Participants indicated several short-term solutions including more frequent cleaning and maintenance, trash cans, and visible security presence. Several station improvements were highlighted as opportunities to address current issues as well, including repainting the stairwells, installing high-output LED lights on the light rail platform and underpass area, adding seating and benches on both the upper and lower platforms, adding shade coverings to the bus platforms, and moving the ticket machines to a more central location at the lower level and installing ticket machines at the upper levels.

## Long-Term Solutions

Participants indicated several long-term solutions including closing access to the elevator and stairs for non-riders, fixing the elevators, installing restrooms for riders, blocking noise from the freeway, moving buses to Roseville Road for same-level transfers, adding lights and higher visibility pedestrian crossings, and reshaping the freeway on- and off-ramps to reduce traffic speeds.

## Priorities

The main priorities that participants highlighted to improve transit access included same level transfers for both bus-to-bus and bus-to-rail, pedestrian safety along Watt Avenue, ADA accessibility, and placemaking and art.

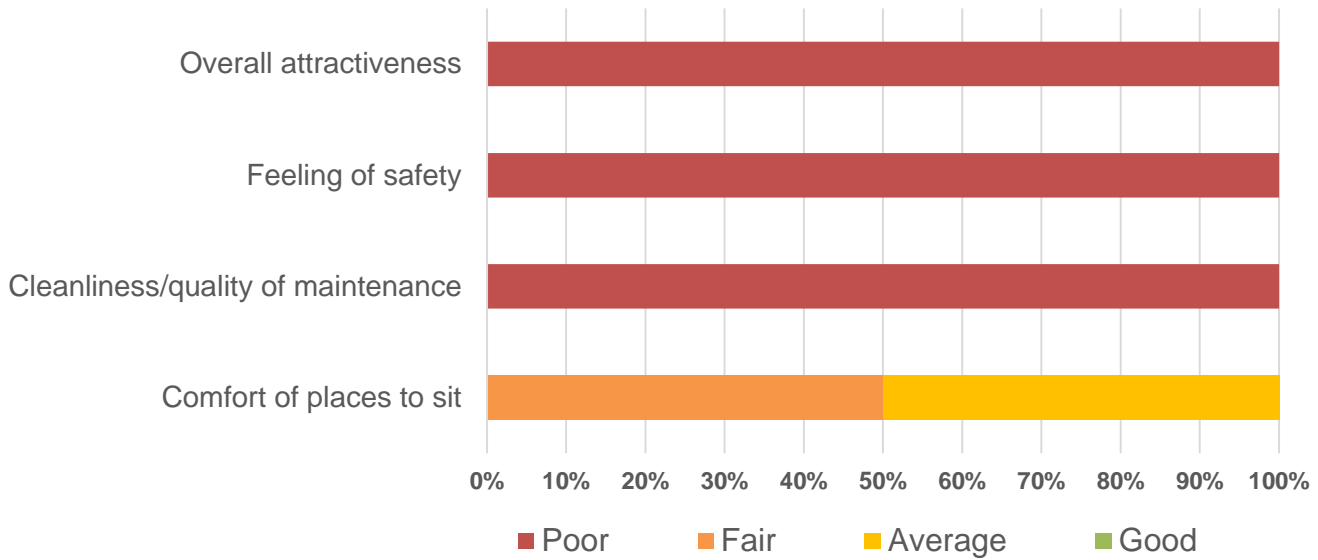
## Additional Outreach

Participants recommended reaching out to other transit and regional planning agencies as part of this process, including Roseville Transit, Placer County Transit, and SACOG.

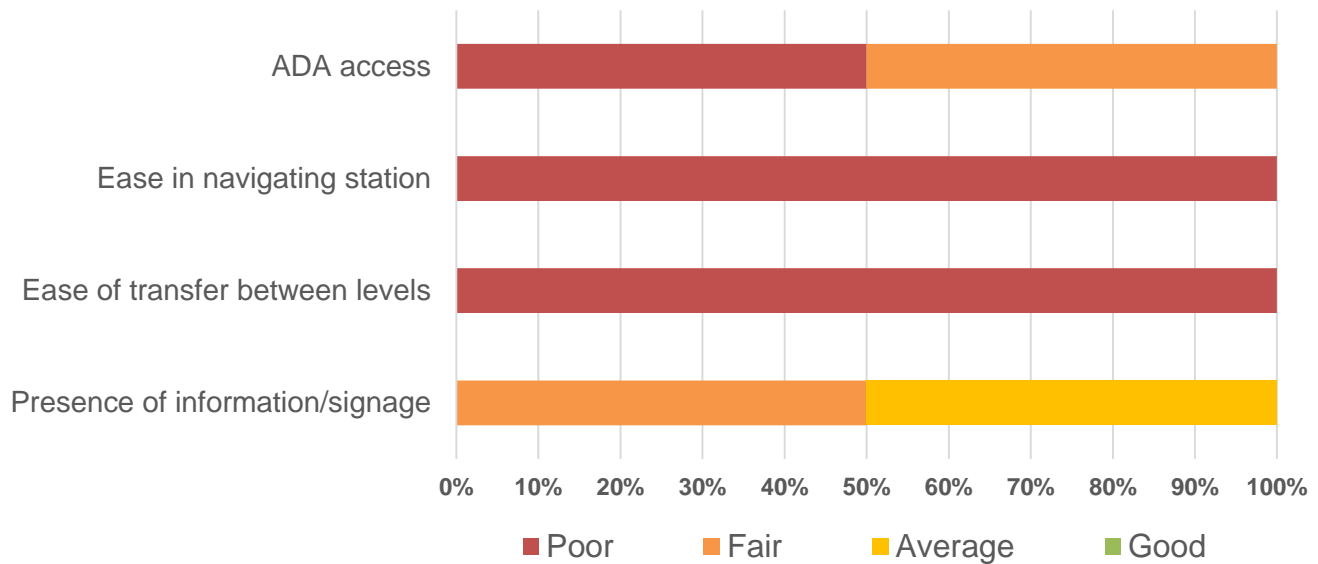


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### Comfort and Image



### Access and Linkages





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