

In Arlington, an estimated 82% of commuters drive alone, while only 0.2% bike to work and 1.5% walk to work, according to the US Census American Community Survey. It's severely understated how much driving is contributing to climate change. Driving is by far the largest contributor to our personal footprint: according to the Environmental Protection Agency, the transportation sector generates 29% of the total greenhouse gas emission in the U.S. Because walking and biking are much healthier alternatives to driving, a study in Iowa has estimated that current biking has resulted in \$87 million in health savings. Within the contexts of Downtown and the UTA Campus, students, faculty, and staff members see the University as a "commuter school:" 90% responded that they travel by a gasoline-powered transportation mode according to a survey from the UTA Office of Sustainability. Because Arlington is the largest city with no public transportation, there needs to be a seismic shift in how we travel to campus.

Economic concerns

The economic power of our traveling patterns is immense, and yet Arlington is not fully optimizing its investment in transportation. We estimate that the comprehensive costs of traffic crashes in Arlington in 2020 are **\$1.8 billion** using the National Safety Council's methodology. Moreover, numerous economic benefits arise from being a walkable and bikeable city. A walkable community costs the taxpayer less, largely due to the fact houses and their utilities are closer together. Additionally, a walkable community reduces overall costs, such as those associated with fuel and traffic accidents, for the commuter by increasing location efficiency. Alongside increasing property value, a one-time investment of \$6.7 million in regional biking infrastructure in North Carolina Outer Banks has generated \$60 million in annual tourism revenue—a nine-to-one investment return.

Purpose and Goals of the Walk Audit

Assessing walkability in Downtown Arlington

The first step in any process always is to understand the context—we can't improve Arlington without knowing where to improve! That's why we want to do the walk audit to assess walkability in Downtown Arlington. Since most of us are UTA students and this is our first time organizing a walk audit, we are somewhat

acquainted with the area which should make the process easier. From there, we can create a template for future walk audits beyond Downtown.

Connecting Walkable Arlington to thinkers and do-ers

By inviting a diverse group of stakeholders including city council members, locals, and student leaders we can make more observations in data collection, share a variety of ideas, experiences, and resources, as well as foster a collaborative work environment. Together we can come up with solutions and create actionable goals for a walkable City of Arlington.

Building a coalition to advance walkability beyond Downtown

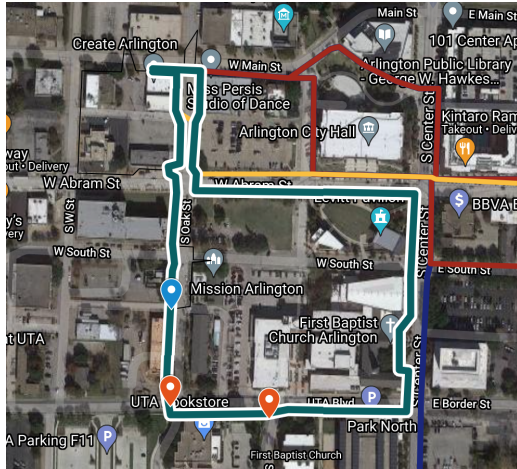
The conversation doesn't have to stop at Downtown. We recognize that other areas in Arlington need safer and upgraded pedestrian and cycling infrastructure. By building a coalition, we can create a more connected and walkable City of Arlington and bring the economic benefits to many underserved and overlooked neighborhoods.

Summary of observations

To have a larger coverage of our walk audit, we split into four different groups to walk multiple routes in Downtown. Each team comprises of a Walkable Coordinator (Anna Laura, Corrina, Zain, and Tony), residents, and local leaders, and interested members and leaders from UTA. Each team was equipped with several survey questions which informed our observations, and were asked to rate the conditions from "very good" to "very bad." Below are summaries of what each team saw.

Team Teal

A major peril to pedestrians Team Teal saw during the walk audit was the lack of safe sidewalks. For example, the narrow sidewalks were not up to ADA standards due to gaps and cracks larger than 1/4". The street lacked lighting and landscaping on



The team—led by Anna Laura—walked 0.74 miles within a few blocks of Downtown Arlington to assess connectivity between the First Baptist Church, Mission Arlington, and the UTA campus.

the stretch of Oak Street from South to Main Street was scarce. The team hypothesized that because of these problems, students from UTA find the streets uninviting and unsafe which would deter them from walking to amenities in Downtown Arlington.

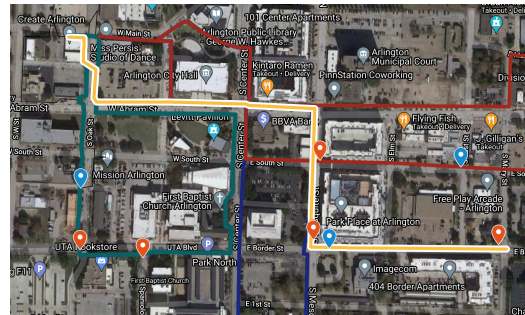
Another major problem the team saw was the lack of safe crosswalks, specifically on UTA Boulevard. On intersections that would be popular to cross (ie. Oak St./UTA Blvd and Spaniolo St./UTA Blvd.), participants find no painted crosswalks, no signage to indicate that there are crossing pedestrians, nor any other infrastructure that could make the crossing safe for pedestrians. The team realized that the lack of safe infrastructure could deter students from safely going to Mission Arlington to donate or volunteer, or going to the First Baptist Church.

For an area that could be popular for cyclists thanks to the existing separated bike lanes on UTA Boulevard, only few cyclists were riding on the sidewalks and none on designated bike lanes. On the walk audit, participants saw little to no safe bike infrastructure such as bike racks at popular destinations and protected bike lanes. Additionally, cars on UTA Boulevard were touching or driving on the separated bike lanes themselves, which endanger potential cyclists, if any. Because of these perils, cycling was deemed unsafe on Team Teal's route.

Team Yellow

A big theme in the overall walk audit was the poor sidewalks condition, and

unfortunately, the route Team Yellow took was not spared. In some areas, the sidewalks were unshaded by trees and were uncomfortable to walk on. Specifically, the sidewalks by the U.S. Postal Service office were narrow and cracked which makes walking harder especially for people with disabilities. Additionally, there was trash and graffiti found in the area, and the team noticed empty parking spaces which make the area unattractive. Because of these problems, the team rated East Border Street and the intersection with Mary Street "bad."



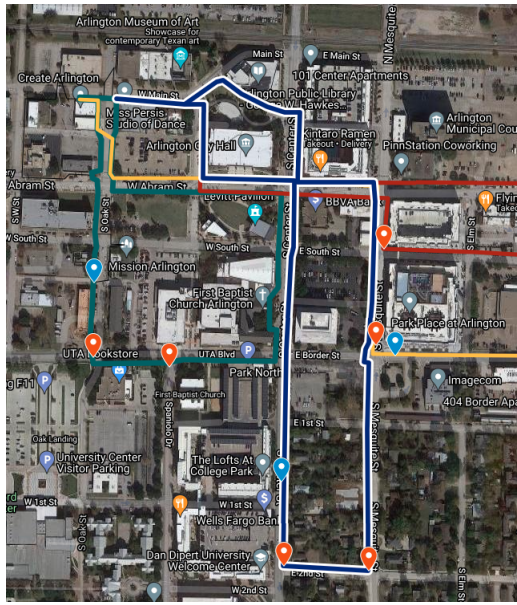
The team—led by Corrina—walked 1.2 miles on a path that is representative of a walk that residents within the areas of 404 Border Apartments and Park Place would take to travel to Downtown Arlington. The team started observation once participants arrived at Border Street.

Moreover, the intersections on Team Yellow's route were found to be inadequate. There were little to no crosswalks to safely travel across Border Street, and existing crosswalks at some intersections were highly faded and in need of a repaint. At the Border and Mary intersection—across White Rhino Coffee—the signal was not audible for pedestrians and allowed very little time to cross.

A major concern noted by the team was the overall safety on the street. Drivers on the streets were observed to not stop at crosswalks or look for pedestrians, and the team felt that cars were speeding and driving recklessly on Border Street. Not only was this dangerous for pedestrians, but also for cyclists on the shared lanes: sharrow markings were faded, and parallel parked drivers could open their doors and hit a cyclist. Meanwhile, some areas were missing lighting which made walking and cycling in general unsafe. The apartments' proximity to Downtown Arlington should encourage residents to walk or bike to nearby destinations, but due to structural safety and accessibility concerns, most of the area is not pedestrian nor bike-friendly.

Team Blue

After the audit, the team noted during the debrief time that their observations were similar to Team Yellow's notes, such as the

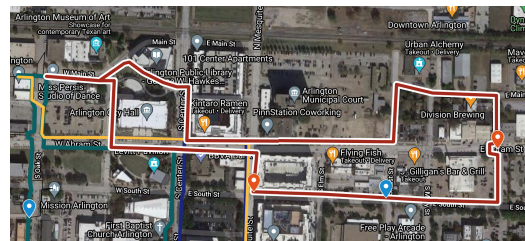


The team—led by Zain—walked 1.1 miles on a different path that is representative of a walk that UTA students and residents from further south and Hearts of Neighborhood Arlington would take to Downtown Arlington.

biking sharrow markings concerns to reckless driver behavior on both Center and Mesquite Streets. However, what made this team's observation stood out was the specific sidewalk condition. The team noted that while there were good shaded areas and audible signalized crossings in some parts of the route, other parts' sidewalks were overgrown with landscape and not up to ADA standards. This would inhibit people with disabilities traveling from this area to Downtown, and the lack of crosswalks and lighting in certain areas and intersections would make the walk unsafe and uncomfortable at night.

Team Red

One of the problematic streets Team Red walked on the walk audit was Abrams Street, despite the reconfiguration after two years. Team Red observed that there were still heavy vehicles like cement and cargo trucks and some cars were still traveling relatively fast. Because of this, the team was unable to walk or cross Abrams Street comfortably and rated Driver Behavior as "bad."



The team—led by Tony—walked 1.2 miles along the heart of Downtown to assess East Main Street and the impacts after the rebuilding of Abrams Street.

Another area the team walked was the East Main Street blocks—a "forgotten part of Downtown" as a member of the team described. The pedestrian and biking

infrastructure was either lacking or uninvested and that there was little to no light on the street. Because of these problems, some on the team worried that the remaining businesses could be at risk of closing down due to the lack of connectivity through biking or walking to Abrams Street and residential areas of Downtown. Some from the Walkable team have speculated that Urban Alchemy—a café that was once popular among UTA students—was adversely affected by poor pedestrian connectivity. After other coffee shops opened on more walkable streets in the area, many students left Urban Alchemy for the more inviting shops, which may have contributed to its closing. Additionally, walking in the area was unsafe—especially at night—when existing breweries would be more active with patrons. An audit participant noted that they would not have walked here without the rest of the team.

When Team Red walked on South Street, the drivers were slow but there were little to no cyclists or patrons walking on a Saturday morning even though the team were by Park Place and a block away from 404 Border Apartments. This could be due to a lack of painted and safe crosswalks, cycling infrastructure like bike lanes or bike parking, or wide car lanes on South Street. This resulted in a lack of connectivity between residents of Downtown and UTA campus to the main, bustling areas of Downtown.

Recommendations

After our observations, everyone came together for a debrief and thought of what we could do to understand what has worked, what didn't, and what can be improved to make Downtown Arlington more walkable. The Walkable team has compiled our notes and come up with 15 specific recommendations in different stages that the City of Arlington can handle.

It should be stated that many of our recommendations can be found in the [Hike and Bike Plan](#) and the [Downtown Master Plan](#). While it is a great step that the Council has adopted these plans ten and three years ago respectively, not much has been done to address our concerns. Because of this timeframe as well as our concerns, we strongly urge the City Council and Staff to implement these recommendations as soon as possible to create a safer, greener, healthier, and more prosperous walkable Arlington.

Short-term priorities

To encourage low-cost implementation, participants were asked to think of ways the City can make changes "next week."

1) Implement Leading Pedestrian Intervals at signalized crossings. A car crash almost happened during Team Red's walk audit when a car on Abrams Street turned at the same time as participants crossed Center Street. To prevent such incidents from happening, this can be solved by implementing Leading Pedestrian Intervals (LPI)—giving 3-7 seconds head start to crossing pedestrians—at appropriate signalized intersections, such as Abrams and Mesquite Streets, Abrams and Center Streets, or Border and Mary Streets. According to the National Association of City Transportation Officials (NACTO), LPIs have been shown to reduce pedestrian-vehicle collisions by as much as 60% at treated intersections.

2) Install bike corrals at Downtown establishments and apartments. A participant on Team Teal noted that there is little to no bike parking at establishments many students and would-be cyclists frequent, such as at Create Arlington, Starbucks on Spaniollo and UTA Boulevard, or Inclusion Coffee, which would not encourage cycling activities in a bike-friendly neighborhood. This can be amended by installing bike corrals at popular destinations throughout Downtown Arlington and apartments, which are bike racks that can store bicycles. Business owners in Portland view bike corrals as a pro-business amenity, according to a survey in the city. Bike corrals were seen as "exemplars of sustainable transportation...enhance the street and neighborhood activity, and increase foot and bike traffic."



Photo by J. Maus/BikePortland. "Bike corrals typically replace one parking space at the request of a local business or property owner and accommodate 12–24 bikes. Corrals can be installed at corners to daylight an intersection since bicycle parking has no effect on the visibility of pedestrians to moving vehicle traffic. Bike corrals have been shown to have a positive impact on business." —NACTO

3) Install traffic calming devices at appropriate locations. A common theme all four walk audit teams noted was speeding or reckless driver behavior. To reduce the risk of a reckless driver-related crash, the team recommends installing traffic calming devices such as temporary mini-roundabouts on South Street intersections, raised crossings on Center or Mesquite Streets, and curb extensions on Oak Street. By implementing these changes, this could create a more inviting environment for pedestrians to safely walk by.

4) Paint crosswalks. Not only is this recommendation addressing the lack of intersection and mid-block crosswalks on Border, Center, Main, Mesquite, Oak, and South Streets, but it is also creating an opportunity to define Arlington's Cultural District and Downtown through painted crosswalks. While painted crosswalks have sometimes made headlines due to objections from the U.S. Department of Transportation, creating curb extensions through creativity can quickly reduce risk of traffic crashes and increase pedestrian and cycling safety on wide streets.



Photo from Smart Growth America. South Bend, IN tested traffic calming devices like a traffic circle temporarily to encourage drivers to slow down while simultaneously creating more vibrant places for people.

5) Activate spaces through temporary street furniture. Team Red observed there are many unactivated spaces by popular establishments that are unused and unattractive, such as Inclusion Coffee, the parking lot north of Mission Arlington, and corners at Park Place. Activation can be done through the temporary installation of street furniture like chairs, small tables, trash receptacles, interactive public art, and so on. By doing so, the city actively turns public spaces into an inviting "living room" for all in the middle of Downtown. Studies have shown that well-kept spaces attract users and can promote good mental health through public participation, personal pride, and belongingness in a neighborhood.

6) Fix sidewalk cracks and gaps, and add audible pedestrian signals to comply with ADA standards. While many parts of sidewalks the teams audited were noticeably non-compliant with ADA standards (vertical misalignments of more than 1/4 inch, horizontal cracks greater than 3/4 inch, or spalled areas greater than 1/2

inch in depth), a dramatic 8 inch drop-off can be found by Miss Persis Studio's sidewalk on Oak Street. To make Downtown Arlington more accessible, the City should add temporary ramps at large sidewalk drop-offs, fix audible pedestrian signals at the mid-block crosswalk by the Downtown Library and the Border and Mary intersection.

Mid-term priorities

7) Move the curb for more pedestrian space and safer driver behavior. Walk audit participants regularly note the reckless driver behavior on wide streets like Center and Mesquite, which was creating an unsafe environment for pedestrians and cyclists alike. To slow traffic down to a more appropriate speed, we recommend moving the curb whenever possible to accommodate more enhancement spaces like parklets, bike corrals, food trucks, planters, etc. This can be beneficial in activating spaces to attract more visitors and pedestrians and create a livelier environment. Potential spaces can be the area surrounding Park Place, 101 Center, Mission Arlington, and College Park District.



Minneapolis, MN. Photo from NACTO.
"Curbsides have the potential to host a wide variety of uses beyond parking." — NACTO.

8) Create a pop-up bike network. Team Red saw a great opportunity in connecting residents of Downtown and UTA campus to its vibrant areas through the creation of a cheap, well-connected pop-up bike network on Border, South, Mary, Jeffries, and other streets. While city officials in Macon, GA, claimed that no one rides on its three non-contiguous blocks bike lanes, the mid-sized city saw an increase of 800% in bike traffic after putting down eight miles of temporary and low-cost bike lanes and creating a contiguous and safe biking network. This can foster a better cycling culture in Arlington and can become a jumping point for a permanent and well-connected bike network beyond Downtown.

9) Add protected cycle tracks whenever

possible. On existing bike lanes, Team Teal observed that cars both touch and drive over bike lanes which endangers potential cyclists on the lane. In addition to creating a bike network, the City should add protection to cycle tracks whenever possible such as tubular markers, movable planters, or raised curb. On specific streets like UTA Boulevard, we found that each lane is 1 foot wider than what NACTO recommends for urban areas, which could provide potential for City and UTA to add protection for bike lanes and create a safer environment for cyclists.



Oakland, CA. Photo by Dave Campell. In addition to the creation of a pop-up bike network, trash can planters and traffic cones can provide temporary barriers between vehicles and cyclists.

10) Increase sidewalk width to allow for at least two people to walk together comfortably. On some sidewalks, several teams found it hard to walk together comfortably due to the narrow width. To make the walk more comfortable and inviting, NACTO recommends an absolute minimum of 5 feet and desired minimum of 6 feet for a through zone of sidewalks. Because of this recommendation, the City should address sidewalks on Border, Center and Oak Streets to better improve connectivity from the UTA campus to Downtown.

11) Bring lighting up to city standards. The walk audit teams also found poor lighting conditions to be a source of deterrence from comfortable and secure walking that would otherwise connect UTA students and residents to Downtown Arlington. Thus, the City should join Downtown Arlington in prioritizing the addition of pedestrian-scale street lighting to ensure a secure environment for pedestrians. The teams identified a lack of lighting or incorrect lighting at Chase Bank near the intersection of Border and Mary, stretches of East, Jeffries, Main, Oak Streets, UTA Boulevard, and across the Park Place apartments.

12) Add permanent street furniture. As a follow-up to our short-term priority of adding temporary street furniture in point 5, the city should then install permanent street furniture to activate spaces. A case study in Hong Kong identified three key lessons in planning to improve mental health:

- **First mile-last mile infrastructure:** Promote walking and negate the need for cars
- **Social infrastructure:** Formal sitting out spaces encourage people to socialize, and to walk and rest
- **Space sharing in dense cities:** Where space is limited, the same location can have different uses at different times

Long-term priorities

13) Create and expand an affordable bike-share program. Arlington currently faces a lack of "biking culture" which inhibits the city from tapping into the potential resources and revenue of a bike-oriented industry as mentioned in our "Economic concerns" section. By building the necessary cycling infrastructure as well as creating an affordable bike-share program, the City can attract new cyclists, improve accessibility and connectivity, and generate investment in local industry. To better serve the community, the City of Arlington and UT Arlington should cooperate to create a bike-share program that can connect students to popular destinations. Furthermore, Downtown Arlington Management Corporation should lead the initiative on creating Bike Friendly Businesses and offering discounts and cash incentives to cyclists to further increase biking rates.

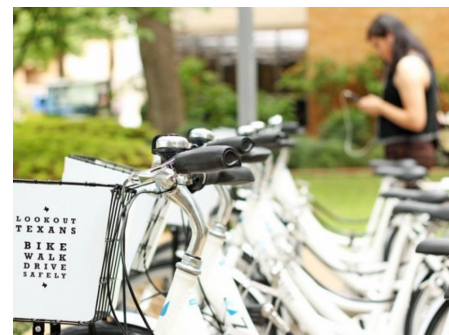


Photo from The Shorthorn/Nick Tarrant. Zagster, a bike sharing program, once operated on UTA campus from 2017 to 2019. The program was funded by a \$58,000 donation from the Green Mountain Energy Sun Club, according to a UTA news release in 2017.

14) Change development code to encourage more infill and denser projects.

While this recommendation is somewhat unexpected in a walkability and bikeability report, it is vital in creating a walkable neighborhood filled with life and activity. Residents will not walk unless the walk serves some purpose, and the best way to do so is to invest in attainable and affordable housing in Downtown Arlington. By encouraging more duplexes, triplexes, and fourplexes—something

Arlington has only issued permits 12 times in the span of the last 4 years—the City can actively make living proximity closer to working and playing, and thus more convenient to bike. With many areas needing revitalization and activation like East Main Street, Arlington should look to amend its Unified Development Code and enact a form-based code instead, a more comprehensive and effective way of encouraging better public and private spaces while still keeping incompatible uses apart.

15) Turn temporary changes to permanent. Many of our short- and mid-term priorities are designed to be a starting point for something larger: implementing the Hike and Bike Plan and the Downtown Master Plan. Moving the curb on Center and Mesquite Streets is a transition step to converting these streets into two-way streets, much like having a pop-up bike network is a transition step to a larger bike network covering the entire city of Arlington. Both plans include a variety of recommended improvements to expand transportation options, safety, and accessibility in Downtown and across the city through public and private coordination and investment. Because of our concerns, our walk audit, and its results, the Walkable Arlington team calls on the City of Arlington, Downtown, and UT Arlington to follow through these short- and mid-term priorities together to truly create **a safer, greener, healthier, and more walkable Arlington**.



Winchester, VA. From Smart Growth America.

Appendix: Notes from each team



Discussion questions at debrief session

1. What kind of road users did you see?
2. What did you see that works well?
3. What did you see that needs improvements?
4. Did you see any specific perils for pedestrians and cyclists?
5. List 3 things that need to be prioritized.

▼ Team Teal (~0.742 mi)

- Observations:
 - S. Oak Street
 - Neutral rating of sidewalks (the area close to mission Arlington had better quality sidewalks but down the road to main street the quality decreased)

- Sidewalks were not continuous, had cracks
- Very bad rating of bike lanes
 - none were available, no cyclists were seen down S. Oak street
- Good rating on Overall Safety of S. Oak Street
 - there was not too much traffic at the time we went, no unleashed dogs, signage was up to standards- note the traffic changes depending on the time of the day
- Neutral rating on Driver Behavior
 - For the most part, cars followed traffic signals, laws BUT drivers drove a little further after the stop sign when it comes to entering UTA boulevard
- Neutral rating on Comfort and Appeal of Survey area
 - Area closer to Mission Arlington had better landscaping, but was missing streetlights, needed water fountains and or restrooms
 - Closer to Main Street there was a lack of landscaping, shade, attractiveness
- Overall rating of the Survey Area- Neutral
- UTA Boulevard/ S. Oak Street Crossing
 - no pedestrians crossing this area
 - Bad rating of street crossing
 - Only not "very bad" because there were not many cars passing by
 - Lack of crosswalk, push to walk, wide area to cross
 - Bad rating for bike lane in survey area
 - bike lane markings fading
 - uneven pavement

- no one was using the bike lane, one cyclist used the street, the other the sidewalk on UTA boulevard
- Neutral rating of safety
 - signage on the dip was confusing as the dip was quite far away from the area
 - not many speed limit signs to view
- Neutral Overall rating of driver behavior
 - cars stopped ahead of stop sign at the end of oak street
 - Some cars seemed to be speeding, others not
- Bad Overall rating of the survey area
- UTA Boulevard/Spaniolo Crossing
 - Neutral rating of street crossing
 - just because there were few cars crossing
 - no pedestrian signal
 - no crosswalk
 - intersection is not straight across
 - 1 person walking at an average speed, 2 dog walkers going at an average speed, 2 cyclists one on sidewalk the other on street down UTA boulevard
 - Neutral rating of overall area
- Discussions:
 - What kind of road users did you see?
 - in S. Oak street: mostly pedestrians walking in and out of Mission Arlington directly to their cars, none past Mission Arlington
 - Along UTA boulevard we saw 2 cyclists (one riding on the road, not the bike lane, and one riding on the sidewalk), dog walkers, and a student

- Automobiles
- What did you see that works well?
 - The crossing down S. Oak street and Abram street was quite comfortable and the lanes were not too wide to cross
 - The newly painted buildings of Mission Arlington make the walk more attractive and comfortable for pedestrians. The landscaping within Mission Arlington is also inviting
- What did you see that needs improvements?
 - Lighting- most of S. Oak Street especially close to Mission Arlington all the way until the end of the road. This experience would have felt more dangerous as a pedestrian had this walk been taken at night (for example going to the Arlington theater *when shows usually occur* at night through this path)
 - Lack of crosswalks in the UTA Boulevard/South Oak Street crossing and the UTA Boulevard/Spaniolo crossing. Cars appear to have been speeding in the area, the crossing experience was not bad when cars were not there, BUT cars do not yield to pedestrians and in times of higher traffic this area feels more dangerous to cross (during weekdays)
 - UTA boulevard has bikelane markings that are fading, cars drive on the bike lanes as they turn making it unsafe for cyclists. A separation between cars and bike lanes would encourage higher use of infrastructure as well as making it more safe. Examples of infrastructure include flexible delineators as well as painting bike lanes green AND making the bike lane paving even
 - It was hard to find speed limits for UTA boulevard, a solution would be to put one up for drivers to prevent speeding in this area
 - There is a big drop in the sidewalk of Miss Persis Dance studio making it not ADA compliant
 - Sidewalks along S. Oak Street were at a maximum of 4 ft making it difficult to walk side by side with someone else,

sidewalks cracked between West Abram Street and West Main Street

- Many cars parked on the road of S. Oak street next to misison arlington, leaving little room for bikes (only cars drove by)

▼ Team Yellow (~1.208 mi)

- Observations:
 - S. Mesquite and E. Border St Intersection
 - Crosswalk
 - Does not give slow walkers enough time to cross
 - Crosswalk paint is fading, needs to be redone
 - Overall
 - Neutral rating
 - The crosswalk signal itself was good
 - Needed work on the sidewalk on the other side of the Park Place Apts
 - Crosswalk needed to be repainted
 - Sidewalks
 - Walking to this intersection had a very narrow sidewalk
 - Sidewalk is broken, sidewalk is interrupted by driveways
 - Blocks near Park Place are a good idea but slightly uncomfortable
 - Overall
 - Good
 - The sidewalks near Park Place are very nice, other side not so much
 - Bike Lanes

- Designated bike lane is shared with cars
- No physical buffer, only pavement marking which is fading
- Bike lanes are not continuous
 - Overall
 - 1.5 stars or a bad rating
 - Cars tend to speed down this area which isn't safe for pedestrians/bikers
 - Bike lane could use some improvement/painting redone
- Driver Behavior
 - Appear to be speeding, don't stop behind crosswalk
 - Make unexpected maneuvers
 - Saw someone using a cellphone
- General comfort/appeal
 - Lack of shade/trees
 - Needs benches/more comfortable benches
 - Lighting on the side opposite of Park Place is severely lacking
 - Lots of vacant parking lots

Overall Rating of this intersection: *Neutral*

- E. Border St
 - Drivers speed on this road
 - Crossing
 - Lack of crossing/signal, people need to walk >300ft to cross
 - Push-to-walk is not accessible
 - Road is too wide for people to cross/there is no median
 - Pothole in middle of sidewalk
 - Overall: very bad. Not a good street for people to cross at

- Sidewalks
 - very narrow and cracked sidewalks (pothole in middle of sidewalk)
 - Curb Cuts are not marked/textured for people, no ramps
 - Cars are parked very close to sidewalk, so people can't walk
- Bike Lanes
 - non- continuous shared bike lane with autos, no physical buffer
 - Overall: bad, lots of room for accidents. Parallel parking on the side near 401 Apartments is dangerous because drivers could open doors and hit bikers
- Comfort/Appeal
 - Needs grass/landscaping/benches near the side by the post office
 - No safe space for Via drop-off
 - Overall: Not too bad, near the intersection/the side by 401 is good but the side by the post office could use improvement
 - Overall rating: *Bad, could use lots of improvement mostly on the side by the post office*
- E. Border & S. Mary
 - Crossing
 - No audible signal, signal isn't accessible
 - Doesn't give people enough time to cross
 - Hard to see due to parked cars/poles and there is no median
 - Sidewalks
 - No buffer between traffic and sidewalk, plus sidewalks are interrupted by driveways
 - It's a long way to walk if you don't want to cross here
 - Bike lanes

- Shared, non continuous bike lanes without a physical barrier
- Pretty bad, the bike lane markings are fading
- Drivers
 - Drivers do not stop behind crosswalk and the drivers coming out of White Rhino do not look for pedestrians
- Overall
 - No lights on side near the Chase bank
 - Needs landscaping, has graffiti/trash, multiple vacant parking lots and no safe area to drop off for Via
 - *Bad*, could really use a lot of improvements for accessibility/safety purposes
- Discussions:
 1. Road Users
 - Mostly cars
 - Saw a group of UTA students
 - 2 bikers
 2. What worked
 - Crosswalk at S. Mesquite and E. Border St
 - Crosswalk signs that had audible noise/told you where you were at
 - Sidewalk near Park Place Apartments
 3. Improvements
 - Designated bike lines
 - Consistent crosswalks (audio, paint, etc.)
 - Lighting (bring up to standards)
 - Crosswalk near Order of Omega
 4. Specific Perils

- Parallel parking near 401 Apartments, opening doors and could possibly hit bikers
- Pothole in sidewalk near Order of Omega
- Lack of crosswalks
- Unprotected bike lanes

5. Priorities

1. Long Term

- Bring lighting up to standards
- Designated bike lanes
- Optimize road space

2. Short Term

- interim design strategy: pop-up bike lanes
- Add audio to crosswalks
- Painting crosswalks
- Removing bike signs to fit with the current bike lanes

▼ Team Blue (~1.140 mi)

• Discussions:

1. What kind of road users did you see?

- Ridesharing
- automobiles
- Some pedestrians
- A couple of cyclists

2. What did you see that works well?

- Sidewalks in front of Abram street
- Good shading spots
- Intersections done well

- textured curbsides
- crosswalks had buttons and were audible
- 3. What did you see that needs improvements?
 1. Wider sidewalks
 2. Expansion of buffer zones between sidewalks and roads
 3. overgrown grass (landscape improvements)
 4. Traffic calming and dedicated bike lanes
 5. More shade for pedestrians and cyclists
- 4. Did you see any perils for cyclists and pedestrians?
 - Lack of handicapped access (South Mesquite/South Center)
 - No protected bike lanes
 - List three things prioritized
 - Wayfinding (short term)
 - Traffic calming and a protected bike lane on South Mesquite/South Center (medium term)
 - Pedestrian protection and priority (Long term)

▼ Team Red (~1.250 mi)

- Observations:
 - W. Main St.
 - A bit too wide, boring crosswalks and could be used for some artistic purposes
 - Lack canopy to shade the sidewalks
 - Center St.
 - Crossing takes too long to cross, no audible sound
 - At intersection, crossing pedestrians almost got hit by car
 - 101 Center

- Empty corner spaces on Abrams St., could be activated with either interactive public art, water fountain, or more tree shade
- Abrams St.
 - Trucks still drive through
 - Driver behavior still relatively fast
 - Still hard to cross the street for many without signalized crossing
 - After walking by 101 Center, Downtown changes character drastically, uninteresting
- East St, E. Main St., Jeffries St.
 - Uninviting, "forgotten"
 - Lacks activity and light, Urban Alchemy closed coffee bar down
 - Lacks pedestrian and biking infrastructure, unsafe to walk
 - Driver behavior: only slow down at stop signs, still very fast even though we were walking on the street
- South St.
 - Streets too wide, lacks painted crosswalks, cars do slow down
 - No biking, empty parking at Chamber of Commerce
 - Sidewalks not well maintained
- Mesquite St.
 - No crosswalks at South/Mesquite or at Border St, even though there would be people jaywalking
 - Electric substation thingy (idk what it's called) looks it doesn't belong, it could be covered
- Discussions:
 1. Road users:
 - Mostly cars, heavy trucks on Abrams (there was one cement truck!)
 - Some pedestrians, no bikes

- Some motorcycles

2. What worked

- sidewalks with interest (restaurants, Abrams Alley)
- depending on streets, wide sidewalks with tree canopies (some were immature)
- downtown vinyl signage

3. Improvements to be made

- Center St.
 - could be narrowed down and needs traffic calming devices
- South St.
 - Bike lanes for residents and students for **connectivity**, assess sidewalk conditions
- E. Main St. too dark
 - Downtown Master Plan did have many ideas
- Addition of bike racks, facade improvements, interactive public art or fountains on intersections to activate spaces

4. Perils

- No Via drop off where on-street parking is underutilized (Tarrant County Sub-courthouse)
- Lack of crosswalk in many more places and businesses
- Pedestrian almost got hit at intersection due to green light confusion
- No bike lanes or bike racks on South St.

5. Priorities

- Short term: talk to Public Works about Leading Pedestrian Interval
- Mid-term: infrastructure improvements: bike lanes, crosswalks, signage

- Long-term: amend development standards to encourage transition from Downtown and beyond, pedestrian crossing to north of railway