

# Taking Health to the LA Great Streets

## Measuring Walking, Biking, and Safety



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### The Need for Healthy Streets

Cities across the country are **investing in their urban street infrastructure** to make them safer, more accessible, and vibrant to their communities. Programs such as the Los Angeles Great Streets Initiative aim to increase Angelenos' quality of life by improving street services and functions other than moving cars. Despite the wealth of data collected for LA Great Streets, there are still gaps in evaluating how these public spaces can create environments that encourage healthier lifestyles and physical activity.

**Research Question:** What metrics best measure safe and healthy streets?



Photographs of data collection along Cesar Chavez Avenue in Boyle Heights

### Evaluating Cesar Chavez

I conducted a baseline evaluation of Cesar Chavez Avenue using common metrics and tools evaluated in the academic literature that included:

1. The Pedestrian Environmental Quality Index
2. Motorist Non-compliant Counts
3. Pedestrian Behavior Observation Tool
4. Pedestrian Activity Scans



### Findings

- 1 Cesar Chavez is a walkable street with the potential for more ped/bike amenities.
- 2 Activities along the street reflect a need for more seating and social spaces.
- 3 Pedestrians have enough time to safely cross the street.
- 4 The metrics for traffic safety are limited in observing interactions between pedestrians and motorists.
- 5 Evaluation tools varied in ease of implementation and learning difficulty.

### Recommendations

- 1 **Evaluate** street-level health by looking at key measures of walking, biking, safety, and land use types.
- 2 **Incorporate** specific metrics for traffic safety that considers the abilities of people crossing and perceptions on traffic safety.
- 3 **Conduct** future evaluations using tools that have relevant metrics, are user friendly and easy to implement.

### Recommended Metrics for Street Health



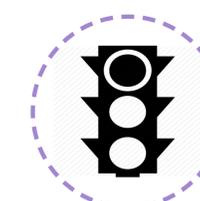
Walking

Pedestrian counts and available infrastructure



Bicycling

Bike counts and available bike infrastructure



Traffic Safety

Fatalities and injuries, user behavior, traffic calming



Personal Safety

Street lighting, perception of personal safety, and, crime data



Land Use

Building character, intersection density, and existing streetscape