



Recommendations to Improve Pedestrian & Bicycle Safety for the Community of Willowbrook



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Acknowledgements

Planning Committee

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A workshop participant won a free bike, courtesy of the Los Angeles County Department of Public Health (left).
Workshop participants before they conducted the on-bike assessment (right).

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Introduction

At the invitation of the Willowbrook Inclusion Network (WIN), California Walks (Cal Walks), the University of California at Berkeley’s Safe Transportation Research and Education Center (SafeTREC), and the Planning Committee collaboratively planned and facilitated a Community Pedestrian and Bicycle Safety Training (CPBST) in Willowbrook. The CPBST is a joint project of Cal Walks and SafeTREC (Project Team) that aims to leverage a community’s existing strengths to develop a community-driven pedestrian and bicycle safety plan and identify actionable next steps in collaboration with community partners.

The Project Team facilitated the workshop from 10:00 a.m. to 1:30 p.m. on September 22, 2018. Breakfast, lunch, childcare, and simultaneous English-to-Spanish interpretation were provided to maximize community participation. Twenty-three (23) individuals attended the workshop, including representatives from WIN, Willowbrook Mediator Crossroads, Los Angeles County Department of Public Health, Los Angeles County Metropolitan Transportation Authority (Metro), Los Angeles County Department of Public Works (LACDPW), Charles Drew University, People for Mobility Justice, Ride ON! Bike Co-Op, Dedication Catering, and community residents.



Workshop participants getting ready for the walking and biking assessments (left). Workshop participants sharing their programmatic and infrastructure action plan with the rest of the training participants (right).

The training consisted of: 1) two walking assessments and one on-bike assessment along three key routes; 2) an overview of multidisciplinary approaches to improve pedestrian and bicycle safety using the intersectional 6 E’s framework including: Equity & Empowerment, Evaluation, Engineering,

Education, Encouragement, and Enforcement; 3) small group action-planning discussions to prioritize infrastructure and programmatic recommendations for Willowbrook's active transportation efforts. This report summarizes the workshop proceedings, as well as recommendations for projects, policies, and programs for pedestrian and bicycle safety in Willowbrook.

Planning Process

For each training, the program convenes a local multi-disciplinary planning committee to tailor and refine the training's curriculum and focus to meet the community's needs. The Project Team conducts pre-training site visits to collect on-the-ground observations of existing walking and biking conditions to adapt the CPBST curriculum and to provide context-specific strategies for the community's existing conditions. The Willowbrook CPBST planning process was initiated in April 2018. The planning process consisted of:

- **Community Plans and Policies Review:** Cal Walks conducted a review of current community planning documents to inform the training with local context and prepare to build off existing efforts. The following documents were reviewed prior to the site visit:
 - [Blue Line First-Last Mile: A Community-Based Process and Plan](#), 2018
 - [Willowbrook TOD Specific Plan](#), 2017
 - [Willowbrook Community Parks and Recreation Plan](#), 2016
 - [Martin Luther King, Jr. Medical Center Campus Master Plan](#), 2015
 - [Project Willowbrook](#), 2013
- **Analysis and Mapping of Pedestrian and Bicycle Injury Data:** SafeTREC used the Statewide Integrated Traffic Records System (SWITRS) and the Transportation Injury Mapping System (tims.berkeley.edu) to analyze pedestrian and bicycle injury data in Willowbrook, as well as Census data to create collision rates based on population. Patterns of injury collisions, victim characteristics, and demographics were analyzed to inform the planning process for the CPBST.
- **Identification of Priority Discussion Topics for Training:** The Planning Committee identified the walking and biking routes leading to the Willowbrook/Rosa Parks Metro Station as the focus of the Willowbrook CPBST due to the high rates of pedestrian and bicycle collisions in the area and future public transit investment projects in Willowbrook. The Planning Committee identified the following goals for the CPBST:
 - To discuss upcoming public transit investment projects in the community, including the future Metro Willowbrook/Rosa Parks Station Improvement Project and other active transportation opportunities surrounding the station;
 - To generate ideas and recommendations to develop a community plan to connect Willowbrook residents to local transportation options and develop infrastructure enhancements on routes leading to transportation hubs;
 - To collect quantitative and qualitative data that can be leveraged for securing pedestrian and bicycle infrastructure enhancements to create a physically active Willowbrook; and
 - To develop community encouragement and engagement programs alongside the planned infrastructure enhancements to promote walking and biking as a viable option for Willowbrook residents.

- **Site Visit:** The Project Team facilitated an in-person site visit on July 2, 2018 with the Planning Committee at the Martin Luther King Jr. Center for Public Health to 1) review existing pedestrian and bicycle collision data for the entire community of Willowbrook; 2) collect qualitative data based on in-person observations of existing conditions and travel behaviors; and 3) conduct preliminary walking assessments of the CPBST focal area. The Project Team used the site visit findings to develop the workshop presentation, which featured local infrastructure examples and developed the walking and biking assessment route maps.

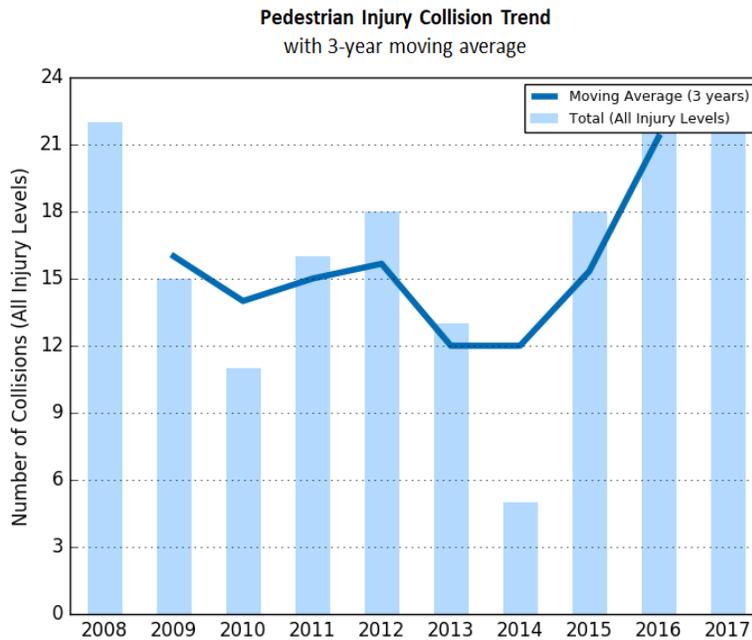


Planning Committee assessing the walking infrastructure along Wilmington Avenue during the site visit.

Existing Conditions

Pedestrian & Bicycle Collision History¹

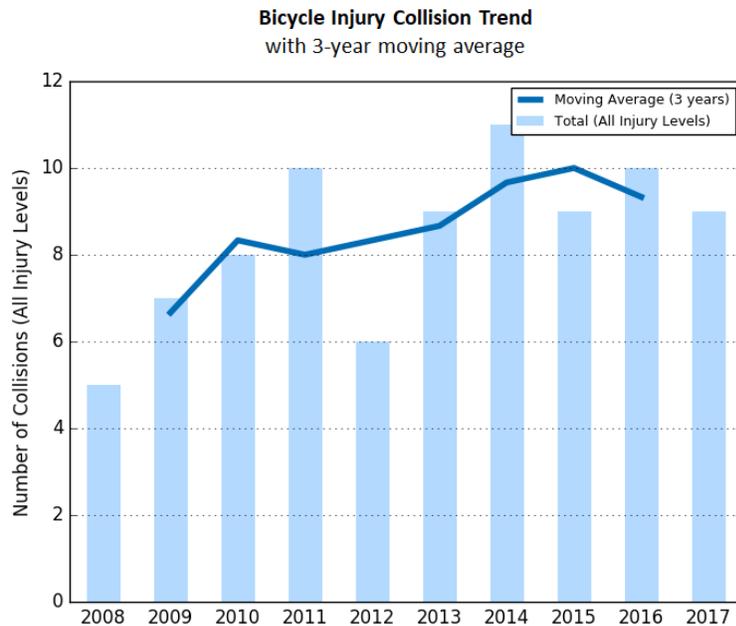
Between 2013-2017, there were ninety-two (92) pedestrian collisions in Willowbrook, including four (4) fatalities and eleven (11) severe injuries. Collisions in this time period were concentrated along Wilmington Avenue, Willowbrook Avenue, Mona Boulevard, Avalon Boulevard, and El Segundo Boulevard and primarily occurred during high traffic volume times in the afternoon, between 3:00 p.m. and 5:59 p.m. The top two primary collision factors for pedestrians collisions were pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk (39.2%)² and driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk (34.2%). Between 2013-2017, pedestrian collisions appear to be on an upward trajectory.



¹ 2016 and 2017 SWITRS data are provisional as of March 2018.

² Pedestrians have the right-of-way in marked and unmarked crossings, and drivers are legally required to yield to pedestrians in these instances. However, when pedestrians cross outside of marked or unmarked crossings, pedestrians must yield the right-of-way to drivers. A pedestrian is legally able to cross outside of a marked or unmarked crossing between two intersections where one or none of the intersections is signalized but only if the pedestrian yields the right-of-way to oncoming drivers. This is not the same as the term “jaywalking,” which refers to crossing outside of a marked or unmarked crossing between two signalized intersections.

Between 2013-2017, there were forty-seven (47) bicycle collisions, including one (1) fatality and one (1) severe injury, in Willowbrook. Collisions in this time period were concentrated along El Segundo Boulevard, Alameda Street, Willowbrook Avenue, and the Wilmington Avenue/120th Street intersection and primarily occurred during high traffic volume times in the afternoon, between 3:00 p.m. and 5:59 p.m. The top three primary collision factors for bicycle collisions were driver or bicyclist failure to yield right-of-way when making a left turn or U-turn (17.4%); driver or bicyclist failure to stop at a limit line or crosswalk at a red light and yield right-of-way to pedestrian when turning on a red light (15.2%); and failure to drive/ride on right half of the roadway (15.2%).³ Between 2013-2017, bicycle collisions appear to be on a downward trajectory.



A full discussion of the pedestrian and bicyclist collision data prepared by SafeTREC can be found in Appendix A and B.

Equity Concerns

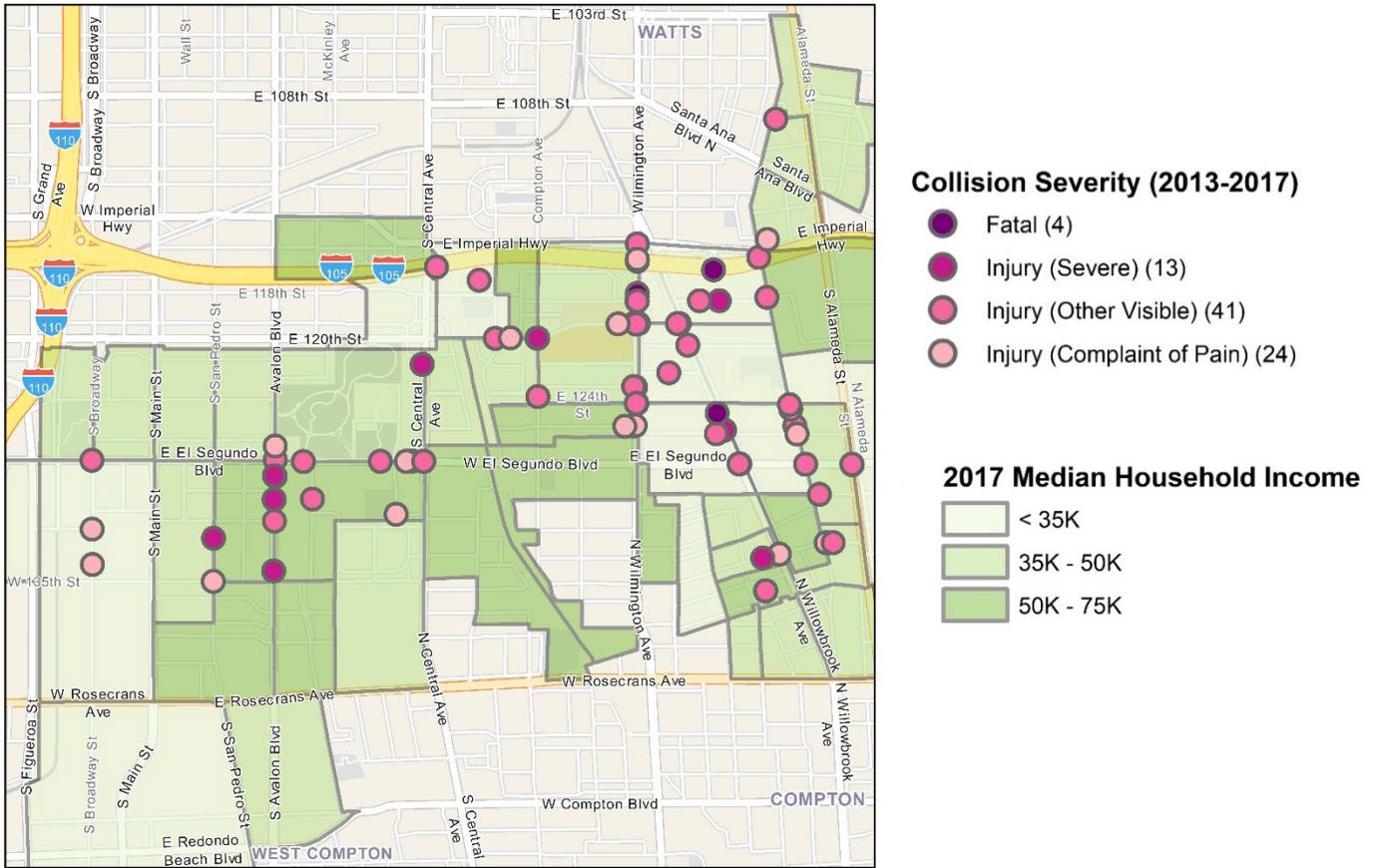
Nationwide, pedestrian fatality rates in lower-income communities are generally higher—sometimes more than twice as high⁴—when compared to higher income communities. Pedestrian and bicycle collisions in Willowbrook mirror a similar pattern to that of the nationwide trends. State funding programs generally define Census tracts at or below 80% of the statewide median household income of \$51,026 as disadvantaged communities. With a median household income of \$36,814, Willowbrook is a financially disadvantaged community. The collision data show pedestrian and bicyclist collisions in Willowbrook are disproportionately concentrated in or border areas with Census block median household income of less than \$35,000 or between \$35,000 and \$50,000. While workshop participants are grateful for recent and future enhancements to Willowbrook’s infrastructure, including the community’s new Willowbrook branding welcome and light post signs, they also underscored

³ According to California Vehicle Code 21200, bicycles are considered vehicles, therefore, bicyclists on public streets have the same rights and responsibilities as automobile drivers. This makes it difficult to discern whether a bicyclist or driver is at fault.

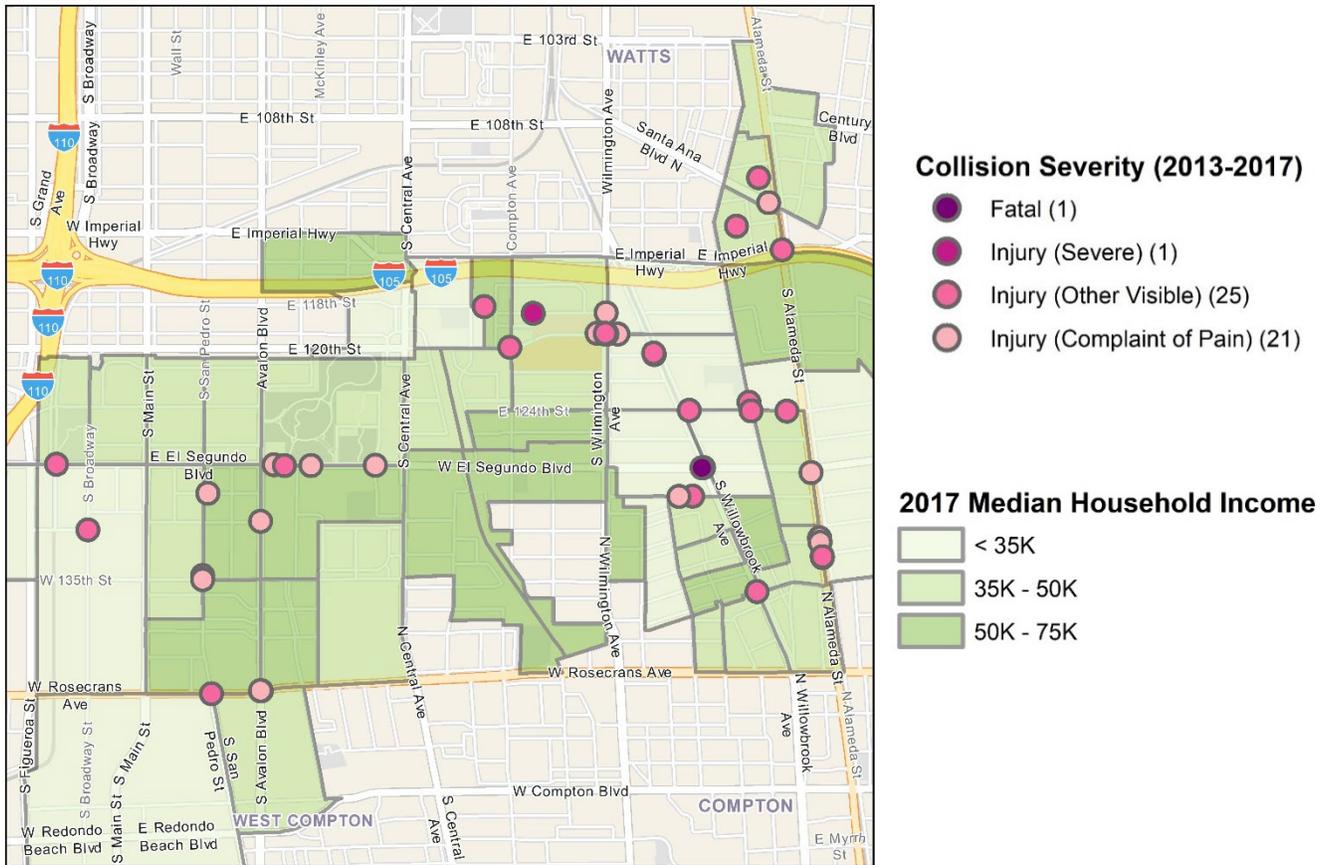
⁴ Pedestrian Deaths in Poorer Neighborhoods Report," Governing, August 2014. Available at <http://www.governing.com/gov-data/pedestrian-deaths-poor-neighborhoods-report.html>

challenges with community engagement for past, current, and future improvements projects in Willowbrook. They stressed the importance for local, and county agencies to engage the Willowbrook community at large, especially those not already looped into upcoming changes to the community.

Willowbrook Pedestrian Collision Map (2013 - 2017)



Willowbrook Bicycle Collision Map (2013 - 2017)

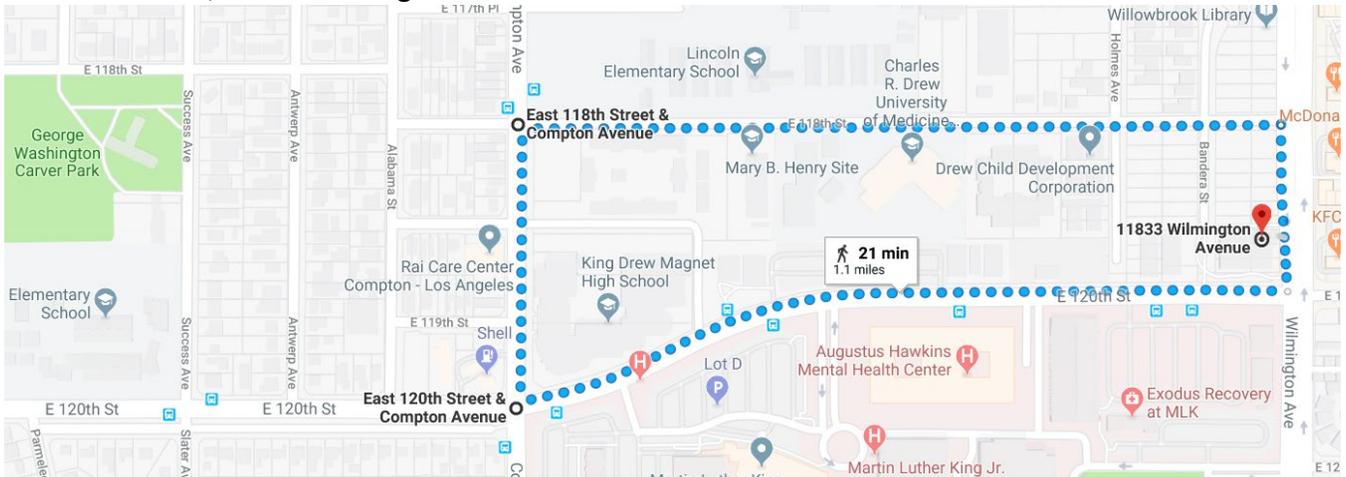


Walking & Biking Assessment Reflections

Participants were asked to 1) observe infrastructure conditions and the behavior of all road users; 2) assess the qualitative and emotional experience of walking or biking along the route; 3) identify positive community assets and strategies which can be built upon; 4) consider how the walking and biking experience might feel different for other vulnerable users. During the workshop, LACDPW staff highlighted “The Works” smartphone application, which can be used to report issues such as illegal dumping and road maintenance. Participants were given a training on the application and encouraged to use it in the future, as well as test it out during the walking and biking assessments. Workshop participants conducted walking and biking assessments along 3 key routes:

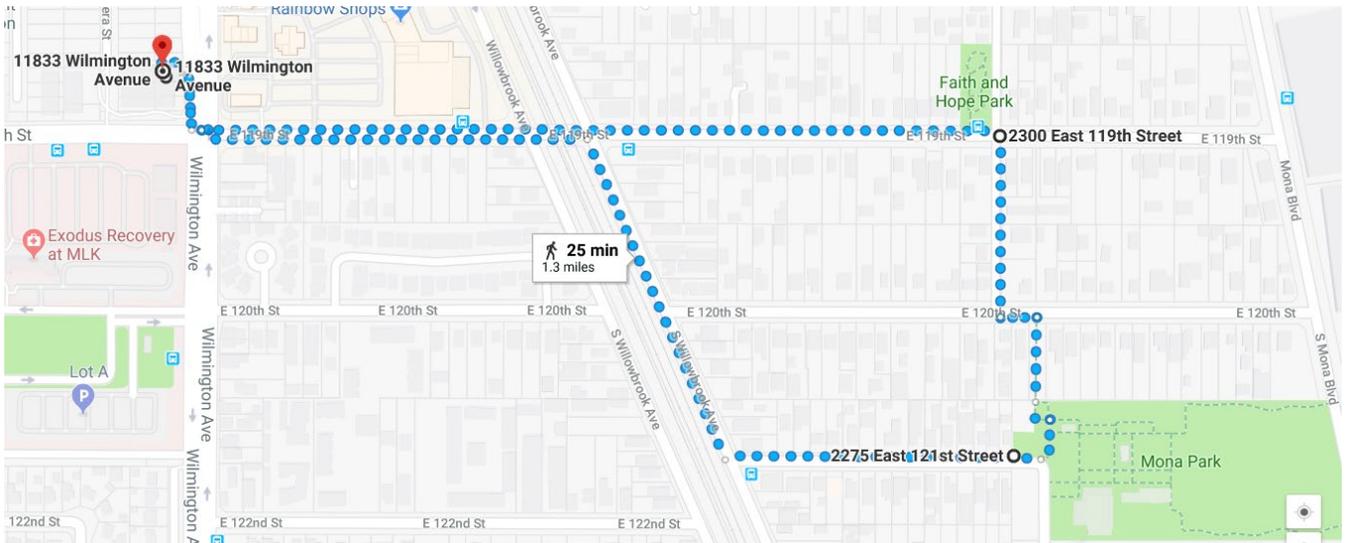
Route 1: Carver Park

The first walking route focused on walking and biking routes commonly used by community members to get to Carver Park. Starting the walking assessment at the Martin Luther King Jr. Center for Public Health, participants walked north on Wilmington Avenue, west along East 118th Street, south along Success Avenue, and east along East 120th Street.



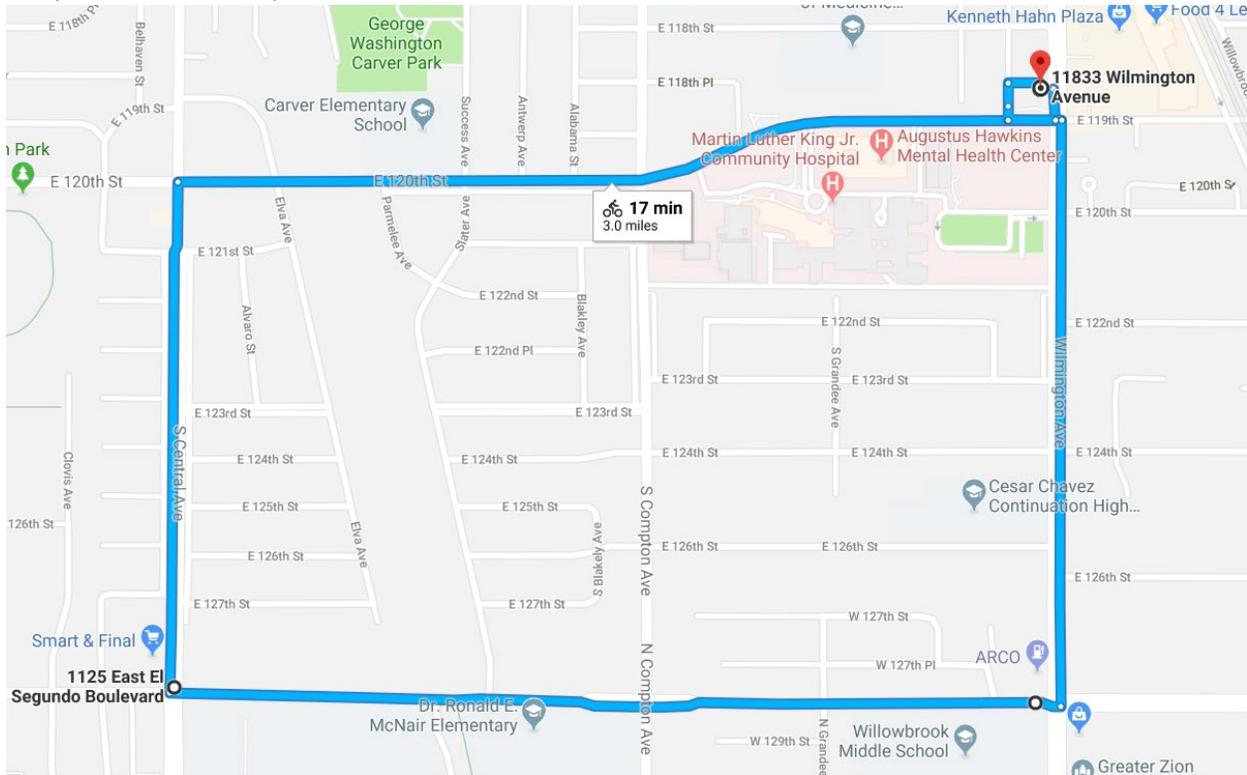
Route 2: Faith and Hope Park

The second walking route focused on walking and biking routes commonly used by the community to get to Mona Park, and Faith and Hope Park. The route focused on East 119th Street and the intersection of East 119th Street and Wilmington Street. Starting the walking assessment at Martin Luther King Jr. Center for Public Health, participants walked south on Wilmington Avenue, east on East 119th Street, west on East 119th Street, and north on Wilmington Avenue.



Route 3: Bike Facilities

The third route was a biking assessment conducted on-bike of streets commonly biked by community members. The route focused on roads. Participants biked south on Wilmington Avenue from the Martin Luther King Jr. Center for Public Health, west on East El Segundo Boulevard, north on Slater Avenue/Success Avenue, and east on East 118th Street.



Following the walking and biking assessment, the participants shared the following reflections:

- **Roadway Behaviors:** Participants observed road users, including pedestrians, bicyclists, and motorists, exhibiting unsafe behaviors. The group observed that motorists crossed the stop bar along several Wilmington Avenue intersections, failed to yield the right-of-way to pedestrians, and turned right as pedestrians entered the crosswalks. Participants also observed pedestrians crossing outside of marked and unmarked crosswalks and crossing diagonally across the light rail tracks on Wilmington Avenue/Willowbrook Avenue, while bicyclists were riding on the sidewalk, possibly due to the lack of bike lanes along major arterials such as Wilmington Avenue. Participants at the workshop shared that many bicyclists



A motorist impatiently turns right just as an older adult has started to cross the street.

ride on the sidewalk due to perceived safety concerns with the high motorist speeds and wide roads. On Wilmington Avenue, participants conducting the on-bike assessment experienced motorists driving very close to them and travelling at high speeds, which made for a very uncomfortable riding experience.

- **Light Rail Transit Crossing:** Pedestrians traveling on 119th Street must first cross Willowbrook Avenue, then Metro Blue Line and Union Pacific railroad tracks, then Willowbrook Avenue. The existing traffic signal controls the pedestrians crossing on Willowbrook Avenue while the railroad warning devices controls pedestrians crossing the tracks. For safety, the existing traffic signal gives priority to trains over pedestrians, bicyclists, and motorists when there is an approaching train. When assessment participants activated the pedestrian signal to cross East 119th Street, an



A pedestrian crossing diagonally across the light rail tracks at Willowbrook Avenue and East 119th Street.

approaching Metrorail train triggered the light rail barriers to lower while participants were still walking across the railroad tracks. Roughly half of the participants ran forward while the others ran back to stay clear of the railroad tracks. The assessment participants utilized this crossing and expressed confusion regarding how the traffic signal timing works and how to properly exit the railroad right-of-way when trains are approaching. They were especially concerned for people using assisted mobility devices, or travelling with small children, and older adults who tend to move at a slower pace.

- **Numerous Sidewalk Obstructions:** Sidewalks conditions varied along the three assessment routes with different widths and states of repair. Along Routes 1 and 2, participants observed cracks and dips in the sidewalk as well as abandoned household and personal items and illegally dumped bulky items that obstructed the sidewalk. Participants on Route 1 noted broken and cracked sidewalks along 120th Street, making it difficult for individuals using assisted mobility devices and the elderly to walk to Martin Luther King Jr. Hospital for medical services. During the on-bike assessment, within the City of Compton, participants noticed discontinuous sidewalks on North Slater Street from El Segundo Boulevard to just south of E 127th Street, even though this is a feeder street leading directly to Dr. Ronald E. McNair Elementary School. Furthermore, this stretch of road is mainly an industrial area, where students must navigate sharing the road with freight trailers and other large vehicles traveling through the area.

- **Poor Pavement Condition:** Participants on the on-bike assessment noted numerous cracks and potholes in the street while travelling south on Wilmington Avenue from E 126th Street to El Segundo Boulevard. This stretch of road proved especially difficult to ride due to having to constantly dodge deep potholes and cracks. The poor roadway conditions prevented bicyclists from riding in a straight line and being as predictable as possible to the motorists. Within the Unincorporated County, travelling south on Wilmington Avenue, between E 119th Street to E 126th Street, participants noted that the road pavement was much smoother and newer pavement stopped repaving past E 126th Street. A similar road pavement inconsistency within the City of Los Angeles was noted on North Slater Street from El Segundo Boulevard to just south of E 127th Street.
- **Empty Tree Wells and Lack of Shade:** Participants noted the many tree wells and landscape buffers throughout the community are empty, especially along East 119th Street and East 120th Street. With the exception of landscaping at the Martin Luther King Medical Campus, participants shared that additional trees are critical for shade to enhance and create a more pleasant walking environment. Residents shared that trees and landscaping had been removed for sidewalk repairs and never replaced, amplifying exposure to hot and sunny weather. Participants were concerned about the lack of shade for children and the elderly walking to and from Carver Elementary School, Carver Park, and the Martin Luther King Jr. Medical Campus. The majority of shade in the community comes from well-maintained trees in private yards.

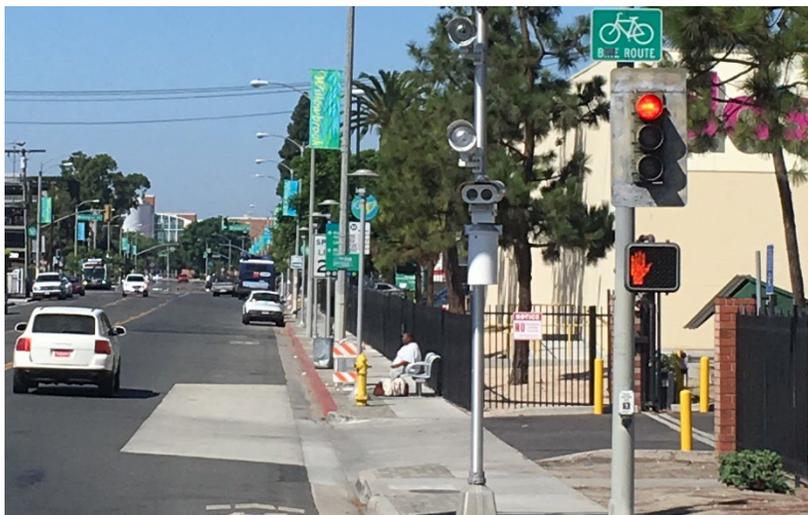


A bicyclist riding on a poorly maintained road along North Slater Boulevard.



A row of empty tree wells along East 119th Street.

- Unimproved Transit Stops:** Participants shared that many transit stops in the community lack shelters, benches, lighting, and trash cans. They are not inviting or comfortable to use, especially for older adults who need to sit periodically and are especially affected by the lack of shade. Residents on Route 2 shared that bus shelters and benches had been removed by Metro due to illicit activity and vandalism but alternative options were not provided to address residents' needs.



An older adult sits at an unsheltered bus stop at Willowbrook Avenue and East 119th Street.

- Community Identity:** Participants appreciated the County's efforts to identify the Willowbrook community with wayfinding, monument signage, and street light banners. The signage identifies Willowbrook as a distinct community within the larger unincorporated Los Angeles County and also reflects the community's priorities and vision. The signage was designed after a County survey of Willowbrook residents.
- Perceived High Speeds and Wide Lanes:** Participants were concerned with drivers that they observed driving at a perceived high speed on both arterials and residential streets, which they cited as a barrier that discouraged them from walking or biking around the neighborhood. Participants observed the following driver behaviors in the residential neighborhoods along East 118th Street and Success Avenue. Motorists were observed by participants driving at what was perceived to be over 25 mph, not making full stops, and not yielding to people crossing. Participants also observed a near miss between two motorists at Success Avenue and East 118th Street because the motorist driving along Success Avenue did not stop at the 4-way stop sign. Workshop participants on the on-bike assessment were concerned about the perceived high speed of vehicle traffic traveling south on Wilmington Avenue and west on El Segundo Boulevard. Participants on bicycles took control of the 19 foot far right lane on El Segundo Boulevard, east of North Wilmington Avenue, because of the number of bicyclists riding together in a group, and to deter drivers from not giving three feet of space when passing bicyclists. After the on-bike assessment reached East 120th Street, participants identified a markedly more comfortable ride between Wilmington Avenue and Compton Avenue, where East 120th Street turned into a one lane street with a Class II bike lane that both could discouraged motorists from speeding.



Participants noted that motorists appeared to be driving over the posted 30 mph speed limit on E 120th Street.

Key Opportunities to Improve Walking and Biking Safety

Following the walking and biking assessment, the Project Team facilitated small-group action planning discussions where participants prioritized and preliminarily planned infrastructure projects and community programs aimed at reducing the number of injuries and fatalities, as well as increasing the number of people and the frequency of walking and biking in Willowbrook.

Through a voting process during the training, participants chose to focus on and preliminarily plan for Bike Lane Enhancements, Urban Greening Improvements, an Earn-a-bike Program through the Willowbrook/Rosa Parks Metro Station Bike Hub, and an Open Streets Jazz Event. Participants self-selected which project they wanted to collaborate on with their fellow participants to develop a plan and discussed:

- The concern the infrastructure project/community program is intended to address;
- The people, organizations, and agencies that should be involved to implement the infrastructure project/community program;
- Resources needed to implement the infrastructure project/community program; and
- Short-term and long-term action steps to implement the infrastructure project/community program.
-



Workshop participants work on action plans for both short- and long-term implementations.

Community Recommendations

Workshop participants provided the following recommendations and next steps for overall pedestrian and bicyclist safety improvements:

Infrastructure Projects

- **Bike Lane Enhancements:** LACDPW staff shared the County Bicycle Master Plan, which identifies each unincorporated communities' bike infrastructure needs and priority projects. LACDPW staff shared that when the Bike Plan was developed in 2012, green conflict zone markings for bike lanes were not identified, but may be considered for future bike lane projects and facilities. LACDPW staff further shared that the County tries to bundle improvements together during scheduled road maintenance projects. Pedestrian and bicycle enhancements can be added to streets during repavement. Residents were interested in the installation of separated bike lanes— especially along Wilmington Avenue—to connect the existing bicycle lanes on E 120th Street and segments of El Segundo Boulevard. Participants in this group also identified enhancing conflict zones with fluorescent green paint as a priority, especially around hospitals, schools, churches, and other commercial areas.
- **Urban Greening Improvements:** Participants in this group sought to increase trees and green landscaping in the community to create a more comfortable walking and biking experience for all in Willowbrook. Due to removal of neighborhood trees during sidewalk projects, participants identified addressing the gaps in shade and tree cover along those same major arterials and residential streets as a priority for urban greening enhancements. Taking a comprehensive and intergenerational approach, participants discussed developing a community program where teachers, adults, and elders in the neighborhood teach school-aged youth how to plant trees and the benefits that urban greening will have for walking and biking in Willowbrook. The community seeks instruction on identifying the appropriate tree species for the environment.

Implementing an urban greening program of this scale would require collaboration between parents, the Compton Unified School District, Los Angeles Unified School District, community

leaders, local community gardens, Los Angeles Seed Library, Los Angeles County, as well as local sponsorships from home improvement stores, such as Home Depot and Lowes, that can potentially provide tools and trees. This group aimed to establish the urban greening program within 1 year of the CPBST. Within the first six months, participants committed to organizing a coordinating committee and collaborating with Los Angeles County to identify areas for tree planting. In the latter six months, the Project Team will work to develop an urban greening and tree planting school curriculum that could be implemented at local schools as an after-school club or elective course.

Community Programs, Policies, and Campaigns

- **Earn-a-Bike Program through the Willowbrook/Rosa Parks Metro Station Bike Hub:** Participants in this group were interested in developing an earn-a-bike program as part of the to-be-constructed Bike Hub at the upgraded Metro Willowbrook/Rosa Parks Station. A representative from Metro expressed interest in partnering with a local non-profit organization to operate the Bike Hub in exchange for a low monthly rental fee to use the Bike Hub for an earn-a-bike program.

Participants discussed exploring partnerships with local schools, universities, and the Los Angeles County Sheriff's Department to establish the earn-a-bike program. Universities and the Los Angeles County Sheriff's Department usually have access to dozens of bicycles that have been stolen, confiscated, or abandoned. Participants were interested in cultivating relationships with these two entities to be able to solicit the bicycles as donations to the Bike Hub or to purchase them at a very low cost. Once the Bike Hub acquires a sufficient number bicycles, students and residents could participate in the earn-a-bike program by:

- Demonstrating good grades and/or achieving perfect attendance at one of the local schools;
- Volunteering at the Bike Hub for a certain amount of hours; and
- Attending a bicycle safety or maintenance course donating time to fix bikes for use in the program.

Due to the planned installation of a skate park across the street from the Willowbrook/Rosa Parks Station, participants also identified a desire to expand the earn-a-bike program to include earning a skateboard under the same criteria.

In the short-term, Metro committed to continue to solicit feedback on the types of services desired at the Bike Hub through Summer 2019, including through focus groups, interviews, pop-up events at community meetings, briefings at housing complexes, and doing door-to-door outreach. Metro also committed to connecting with the local bike shops and clubs who may be interested in operating the Bike Hub. In the long-term, the representative from Metro was interested in helping the chosen bike shop or club in securing funding for a full-time paid position and helping them develop the earn-a-bike program in collaboration with the aforementioned local partners.

- **Jazz-Themed Open Streets Event:** In an effort to get more families, seniors, and youth walking and biking, participants in this group were interested in planning an inaugural Jazz-themed Open Streets Event in Willowbrook. Hosting an Open Streets event could also help residents reimagine their community space and foster a greater sense of community. The group identified gaining support from Los Angeles County Supervisor Mark Ridley-Thomas, the Charles Drew University community—especially the Drew University Student Organization to provide health screenings—Martin Luther King Jr. Community Hospital, King Drew High School, Los Angeles County Parks and Recreation, Los Angeles County Department of Public Works, Los Angeles County Department of Public Health, and the Farmer’s Market. Participants considered: planning the Open Streets Event in conjunction with current events such as the Jazz at Drew (Charles Drew University); requesting that Metro provide free transit service to and from the event for free as was done in Santa Monica; and using the new Willowbrook logo for branding to create a sense of community ownership. Furthermore, they wanted to connect with local food vendors, artists, and other community resources to develop robust programming for the event.

Participants set early October 2019 as the goal for hosting the first Willowbrook Jazz-themed Open Streets event in conjunction with the Jazz at Drew event. In the immediate future, participants identified Reginald Johnson from WIN as a key stakeholder and leader for these efforts due to his well-established connections in the community and with local vendors that can help secure financial support for the event. After the inaugural Open Streets event, participants are interested in exploring the feasibility of making it a stand-alone, annual event.

Cal Walks/SafeTREC Recommendations

California Walks and SafeTREC also submit the following recommendations for consideration by the Planning Committee:

- **Parks and Play Grants:** The Project Team *recommends the Planning Committee collaborate on applications to KaBOOM! Grant programs*, including the [Build it with KaBOOM!](#) and [Play Everywhere](#) grant to support safe places for kids to play in the community as well as provide benches and play structures for kids at Carver Park and at Faith and Hope Park. Workshop participants noted the lack of collaboration and coordination between agencies, non-profits, schools, churches, and other community services. Working together on these grant applications could serve as small building blocks toward future larger collaborations on walking and biking safety efforts. The Project Team also *recommends the workshop participants work with the LACDPW and Los Angeles County Parks and Recreation* to identify empty lots or irregular pieces of County-owned land to install pocket parks throughout Willowbrook.
- **Lighting Assessment:** Currently, street lighting is designed to meet the County lighting standards to illuminate the roadways for all users. The County recently completed a light-by-light field audit of existing streetlights in the Willowbrook area and have identified the streetlights requiring maintenance. Since Southern California Edison (SCE) owns and operates the majority of the streetlights in the unincorporated areas, the Project Team and the County is **requesting SCE make the necessary repairs**. Community members can also report streetlight problems directly to SCE at 1(800) 611-1911 or online at <http://www.sce.com/info/PowerOutages/default.htm>. The Project Team **encourages and recommends the Planning Committee and workshop participants collaborate on a**

community-wide street lighting assessment focused on enhanced pedestrian and bicycle lighting needs around the Martin Luther King Jr. Medical Campus, community schools, centers, parks, and along key pedestrian and bicycle corridors. If enhanced lighting is recommended, the Project Team **suggests LACDPW apply for grant funding through the State’s Active Transportation Program or other grant sources for capital funding.** Long term Operation and Maintenance funding for enhanced lighting would still need to be identified. Proper street lights provide safety and security and improve the overall well-being of road users. Lighting should be uniform, consistent, and reduce glare and light pollution.

- **Tree and Landscaping Assessment:** The Project Team **recommends the Planning Committee and workshop participants conduct a tree and landscaping assessment** of the community to identify streets and locations where trees can be planted along the County right-of-way to provide shade along sidewalks. The assessment could be focused on routes commonly used to walk and bike to and from the Martin Luther King Jr. Medical Campus, community schools, centers, parks, and along other key pedestrian and bicycle corridors. The Project Team also **recommends Los Angeles County apply for an [Urban Greening Grant Program](#)** during the next application cycle, especially for the key walking and biking routes to the improved Willowbrook/Rosa Parks Station. Lastly, the Project Team **recommends Los Angeles collaborate with a local tree and urban greening organization** to ensure selection of native, drought tolerant, minimal seasonal foliage, and shade-providing species. Trees provide many benefits that can contribute to the overall health and vitality of a community, including absorption of air and water pollution, noise abatement, and urban cooling and energy conservation.

- **Light Rail Safety Improvement and Education Campaign:** The Project Team **encourages LACDPW and Metro collaborate to assess the traffic signal timing at all light rail crossings** in the community and to make adjustments to allow for bicyclists and pedestrians of all ages and abilities to cross safely. During the walking assessment, the Project Team noted that additional signage is needed to direct pedestrians to cross safely and for motorists to wait at the stop bar. A light rail safety education campaign could encourage increased ridership and educate the community on safe and unsafe behaviors on and around light rail stations.



Participants shared that multiple crossing signage along East 119th Street at the light rail tracks can be confusing.

- **Patient Discharge Program and Wayfinding:** Workshop participants witnessed newly released and disoriented patients exiting Martin Luther King Jr. Hospital attempting to navigate their way back home in an unfamiliar area. A newly released patient asked the workshop participants on the walk assessment for directions back home and bus fare. Such patients may be in need of additional assistance to safely return home. The Project Team **recommends collaboration between workshop participants, especially the Charles Drew University cohort, the Martin Luther King,**

Jr. Center for Public Health, Martin Luther King Jr. Hospital, and Metro to explore implementing a ride share service program or discounted public transit day pass to ensure patient's safe return home. Additionally, the Project Team ***recommends the Los Angeles County Department of Public Works or the Martin Luther King Jr. Hospital install wayfinding signage*** in front of Martin Luther King Jr. Hospital and other key locations to help residents access services within their community and non-residents navigate their way to public transportation options.

- ***Metro's Open Streets Grant Program:*** The Project Team ***recommends the Los Angeles County Department of Public Works partner with the Planning Committee and workshop participants to apply for Metro's Open Streets Grant Program*** for Willowbrook. The annual grant program funds a series of regional car-free events aimed at providing opportunities for riding transit, walking and biking, encouraging transportation shifts to more sustainable transportation modes, and facilitating civic engagement to foster the development of active transportation policies and infrastructure at the community level.
- ***Organize a Community Affordable Housing Dialogue:*** Workshop participants expressed excitement about recent and future revitalization efforts in Willowbrook, which contribute to pedestrian and bicyclist safety and mobility. However, participants were concerned that street enhancements would promote gentrification of the area and displacement of current residents. Thus, planning for affordable housing is part of planning for street enhancements. The Project Team ***recommends the Planning Committee, and Willowbrook leaders organize and convene a community dialogue to discuss affordable housing issues,*** including the Los Angeles County Board of Supervisors [Temporary Rent Stabilization Ordinance](#) for rental units in the unincorporated areas of Los Angeles County. Workshop participants identified Los Angeles County Board of Supervisors staff, and [LA Tenants Union](#) as key stakeholders to invite to the meeting. The Project Team also ***recommends Willowbrook residents engage their Los Angeles Board Supervisor to enact policies*** that build low-income and middle-income housing, reduce or freeze property taxes to protect long-time homeowners in Willowbrook, prohibit/minimize large-scale luxury development in low-income neighborhoods, and enact fair housing laws that promote equitable investment in neighborhoods of color at risk of gentrification.

Many more observations and recommendations are expressed and supported by the County's Willowbrook Streetscape Improvement Project, the Parks Master Plan, County Bicycle Master Plan, the Transit Oriented District Master Plan and the Rosa Parks Metro Station Area Redesign, and the [Project Willowbrook: Cultivating a Healthy Community through Arts and Culture Cultural Asset Mapping Report](#) developed by the County Arts Commission.

Appendix A

Pedestrian and Bicycle Collision Data Analysis

2013-2017 WILLOWBROOK SITE DATA ANALYSES

Community Pedestrian and Bicycle Safety Training Workshop September 22, 2018

The goal of the Community Pedestrian and Bicycle Safety Training (CPBST) is to make communities safer and more pleasant for walking and bicycling. This workshop will train local residents and safety advocates in pedestrian and bicycle safety as well as create opportunities for collaboration with local officials and agency staff.

This fact sheet highlights 2013-2017 pedestrian and bicycle collision data available to help your community better prioritize recommendations that emerge from this workshop.

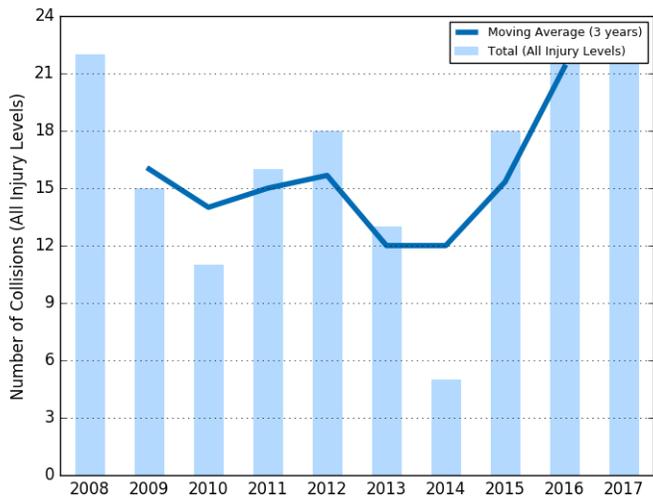
PEDESTRIANS



184 people were killed or injured in **167** pedestrian collisions in the last 10 years (2008-2017).

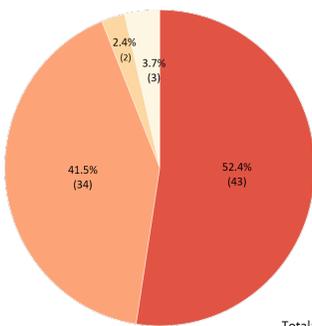
The **three-year moving average** line shows an **upward** trend in pedestrian collisions.*

There were **23** pedestrian collisions in 2016, but an average of **21.3** pedestrian collisions per year for the 3-year rolling average between 2016 and 2017.



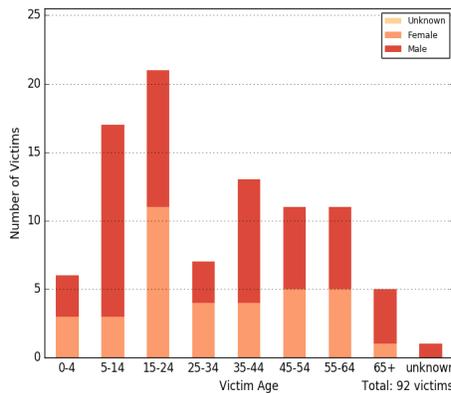
*This line is useful for tracking change over time, especially when the number of collisions changes a lot between years. Data points are at the midpoint of the three years of data specified.

52.4% driver violations
VS.
41.5% pedestrian violations



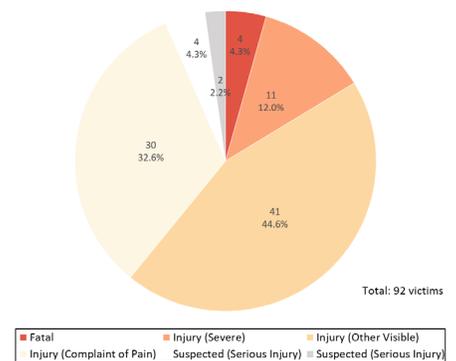
Total: 82 collisions

*Unclear violations were committed either by the driver, pedestrian or bicyclist.



Total: 92 victims

60.8% of victims were male
35.9% of victims were age 18 & under



Total: 92 victims

16.3%
of victims (or 15 people) were
KILLED or SEVERELY INJURED

Data Source: California Statewide Integrated Traffic Records System (SWITRS). Collision data for 2016 is provisional at this time.

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

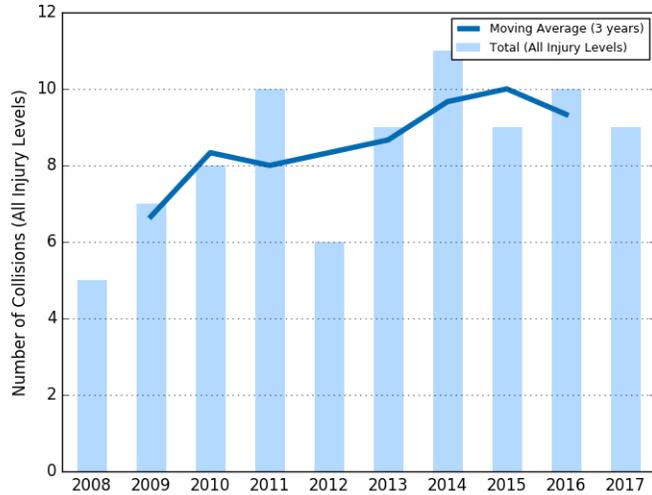
BICYCLES



83 people were killed or injured in **84** bicycle collisions in the last 10 years (2008-2017).

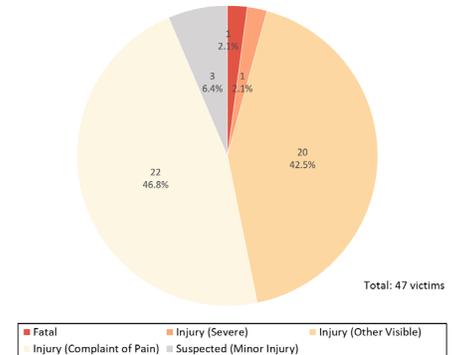
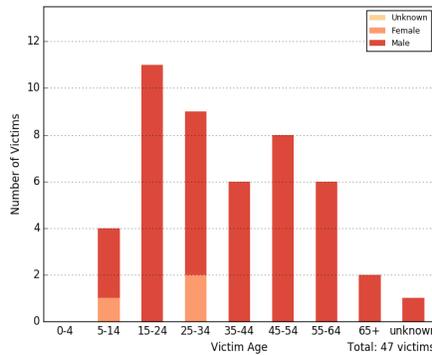
The **three-year moving average** line shows a **downward** trend in bicycle collisions.*

There were **10** bicycle collisions in 2016, but an average of **9.3** bicycle collisions per year for the 3-year rolling average between 2015 and 2017.



* This line is useful for tracking change over time, especially when the number of collisions changes a lot between years. Data points are at the midpoint of the three years of data specified.

Bicycles **must follow all the same rules of the road as vehicles**. As a result, we cannot break down violations by driver vs. bicyclist.



- **93.6%** of victims were male
- **25.5%** of victims were 21 & under
- **25.5%** of victims were age 50+

Most collisions resulted in minor injuries.

SUMMARY



44.5 pedestrian fatalities & injuries per 100,000 population over the last five years in Willowbrook, which is **17.1% less than** Los Angeles County and **24.0% more than** California



29.0 bicyclist fatalities & injuries per 100,000 population over the last five years, which is **33.3% less than** Los Angeles County and **12.9% less than** California

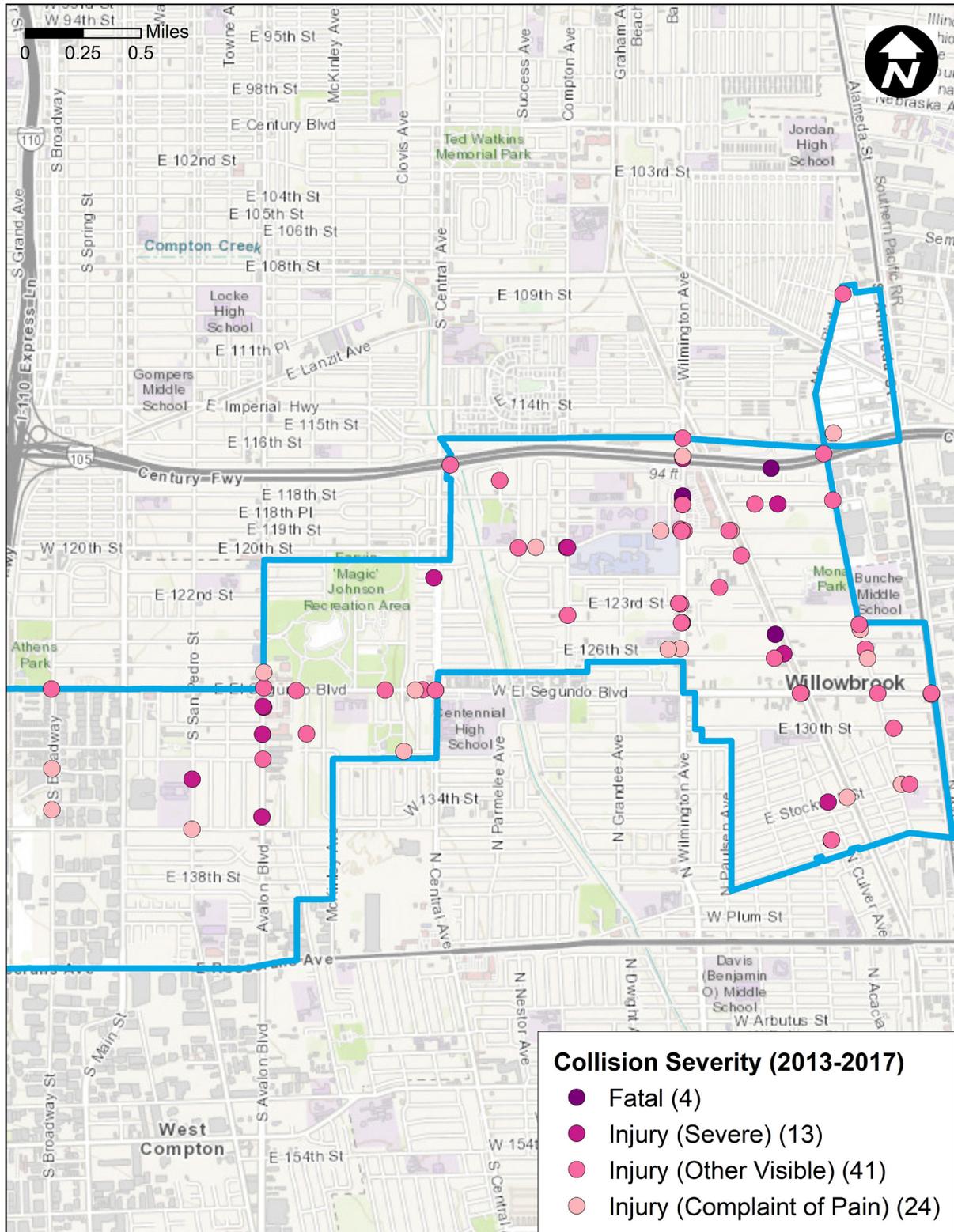
	Yearly Population Rate of Fatalities & Injuries per 100,000 Population Calculated Over a 5-year Period*	
	Pedestrian	Bicyclist
Willowbrook	44.5	29.0
Los Angeles County	53.7	43.5
California	35.9	33.3

Source: U.S. Census Bureau, Population Division (intercensal population data for 2016).

* The rate per population is calculated by adding the number of fatalities and injuries from 2012 to 2016 divided by five times the population in 2016.

Pedestrian Collisions 2013-2017

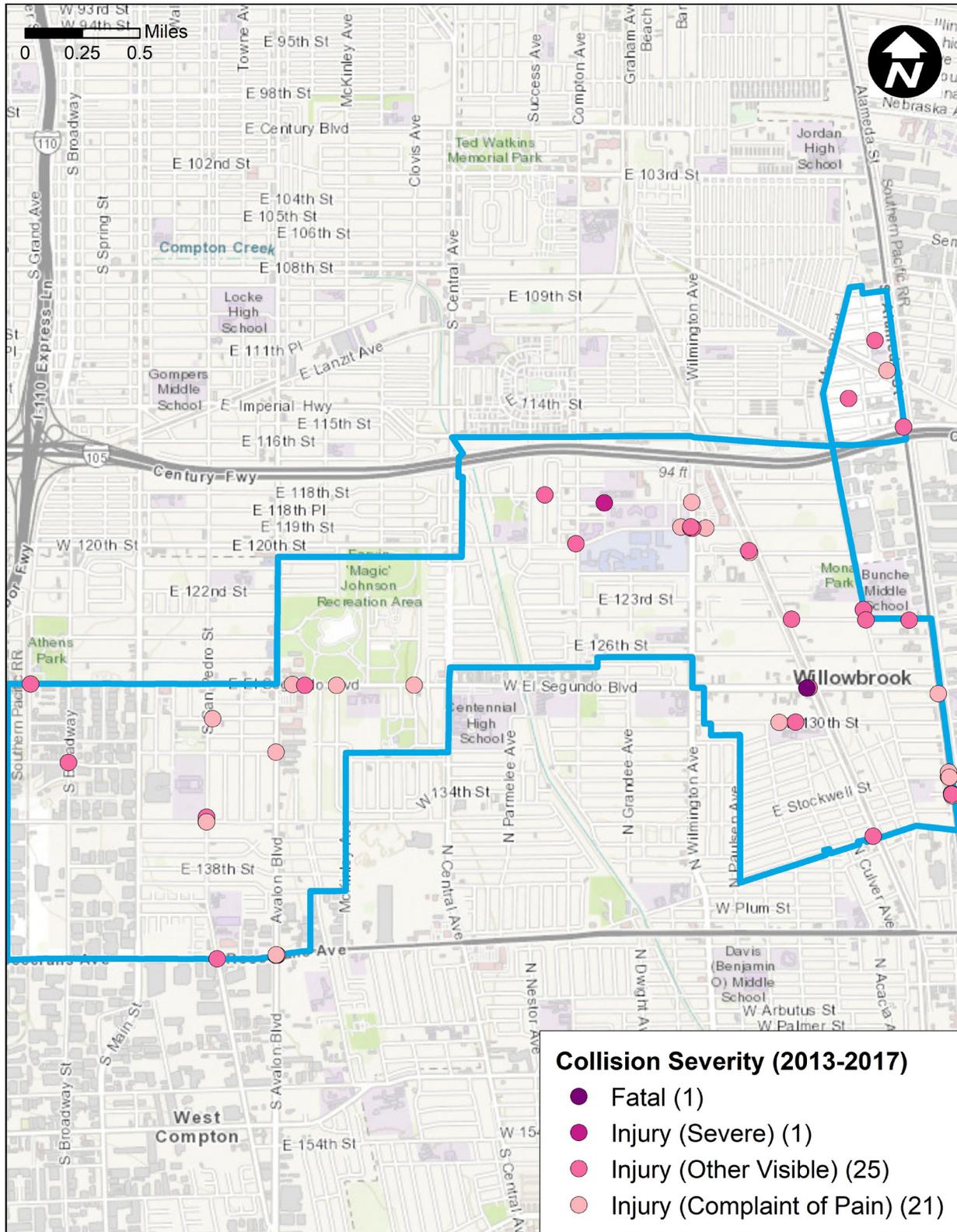
82 bicycle collisions geocoded in Willowbrook, CA.



Data Source: California Statewide Integrated Traffic Records System (SWITRS). Collision data for 2015 and 2016 are provisional as of November 2017.

Bicyclist collision locations, 2013-2017

48 bicycle collisions geocoded in Willowbrook, CA.



Data Source: California Statewide Integrated Traffic Records System (SWITRS). Collision data for 2016 are provisional as of November 2017.

Appendix B

Pedestrian and Bicycle Collision Data Analysis
Site Visit Presentation

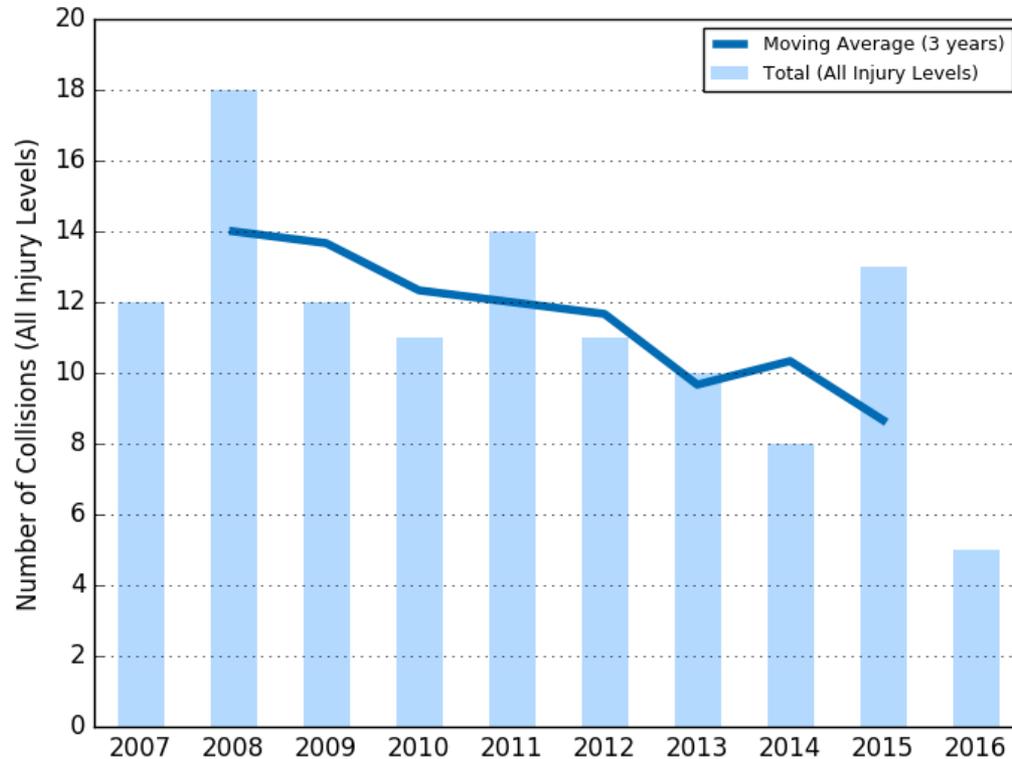


Community Pedestrian and Bicycle Safety Workshop Site Visit

Willowbrook, CA

7/2/18

Pedestrian Injury Collision Trend
with 3-year moving average



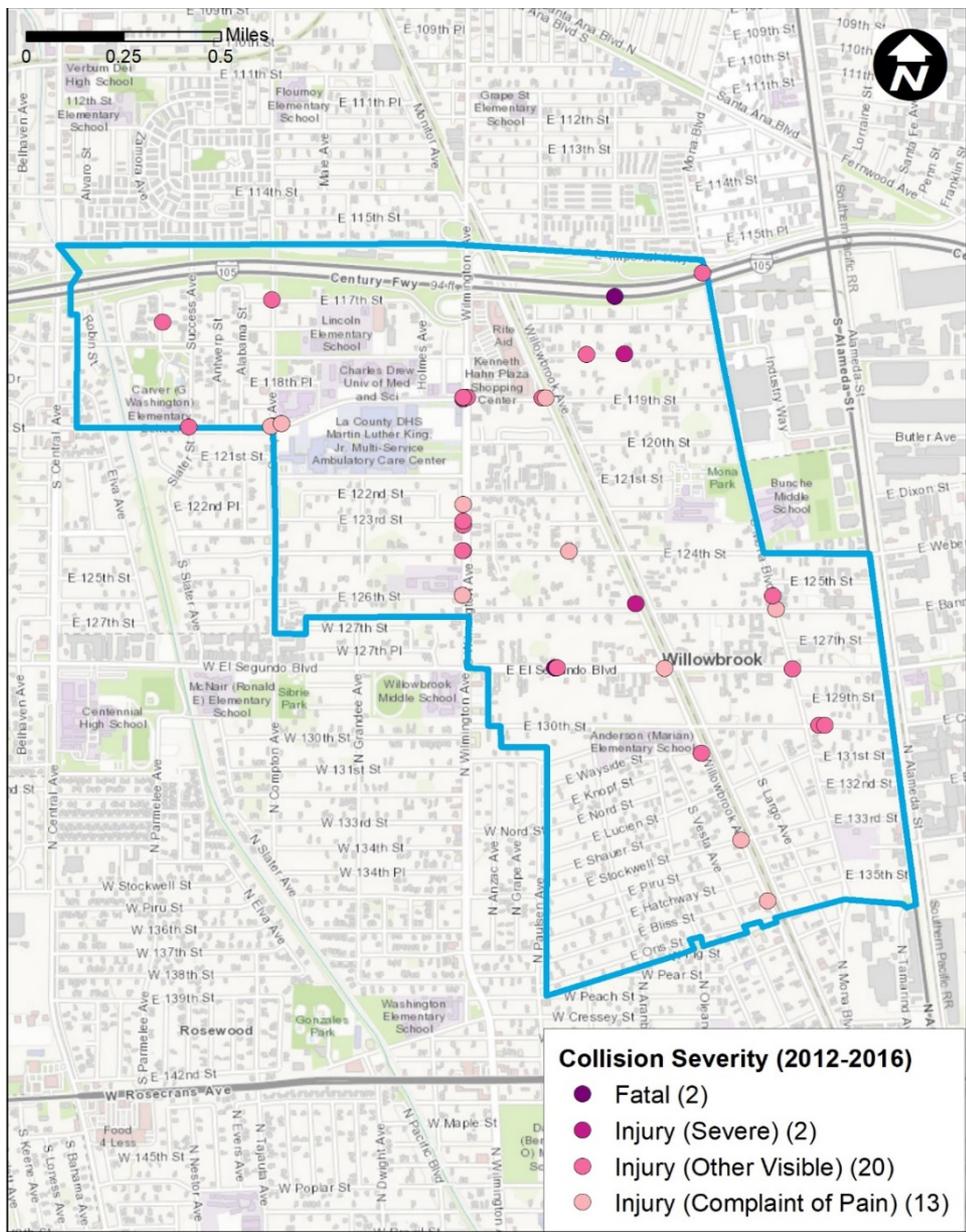
Note: 2016 Statewide Integrated Traffic Records System (SWITRS) data are provisional as of March 2018.



Pedestrian Injury Collisions 2012-2016

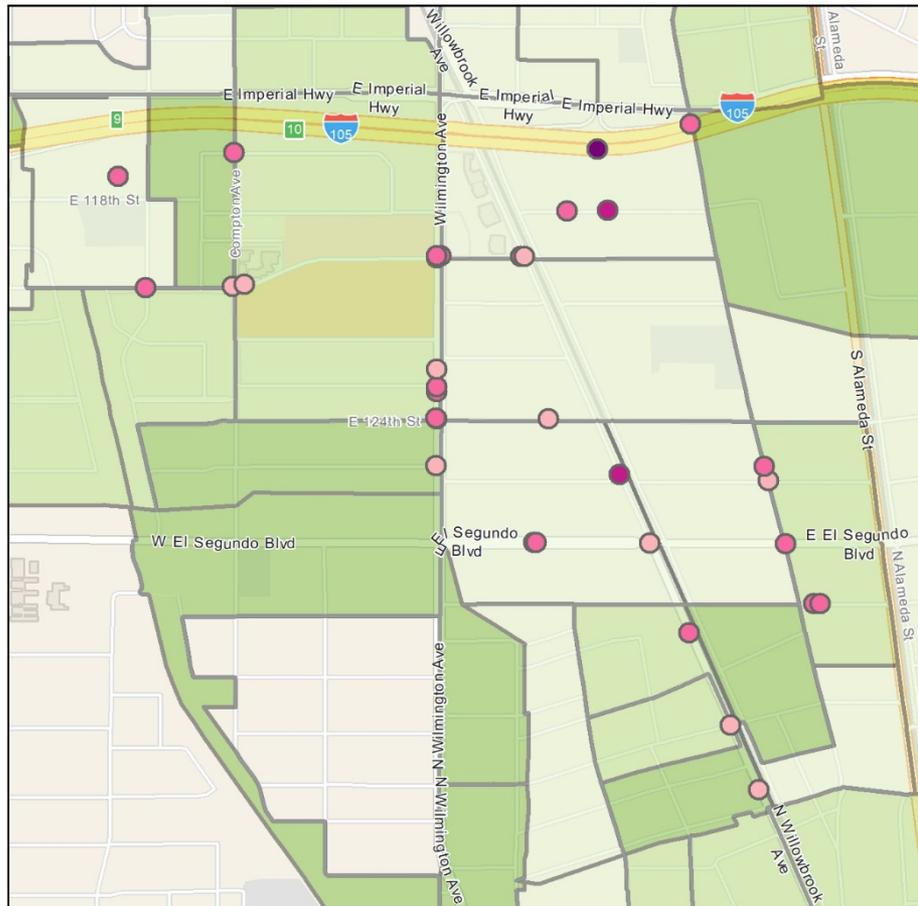
37 of 47 collisions are mapped.

Note: 2016 SWITRS data are provisional as of March 2018.





Willowbrook Pedestrian Collision Map (2012 - 2016)



Collision Severity (2012-2016)

- Fatal (2)
- Injury (Severe) (2)
- Injury (Other Visible) (20)
- Injury (Complaint of Pain) (13)

2016 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K



Pedestrian Collisions by Time of Day and Day of Week

09:00PM-11:59PM	1	4	0	3	1	0	1
06:00PM-08:59PM	2	0	0	2	3	0	1
03:00PM-05:59PM	1	0	1	0	0	1	2
Noon-02:59PM	2	1	0	1	1	1	3
09:00AM-11:59AM	1	0	0	1	0	1	1
06:00AM-08:59AM	2	0	2	3	2	0	0
03:00AM-05:59AM	0	0	0	0	0	0	0
Midnight-02:59AM	0	0	1	1	0	0	0
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday

*The color gradient represents the frequency of collisions.

Total: 47 collisions



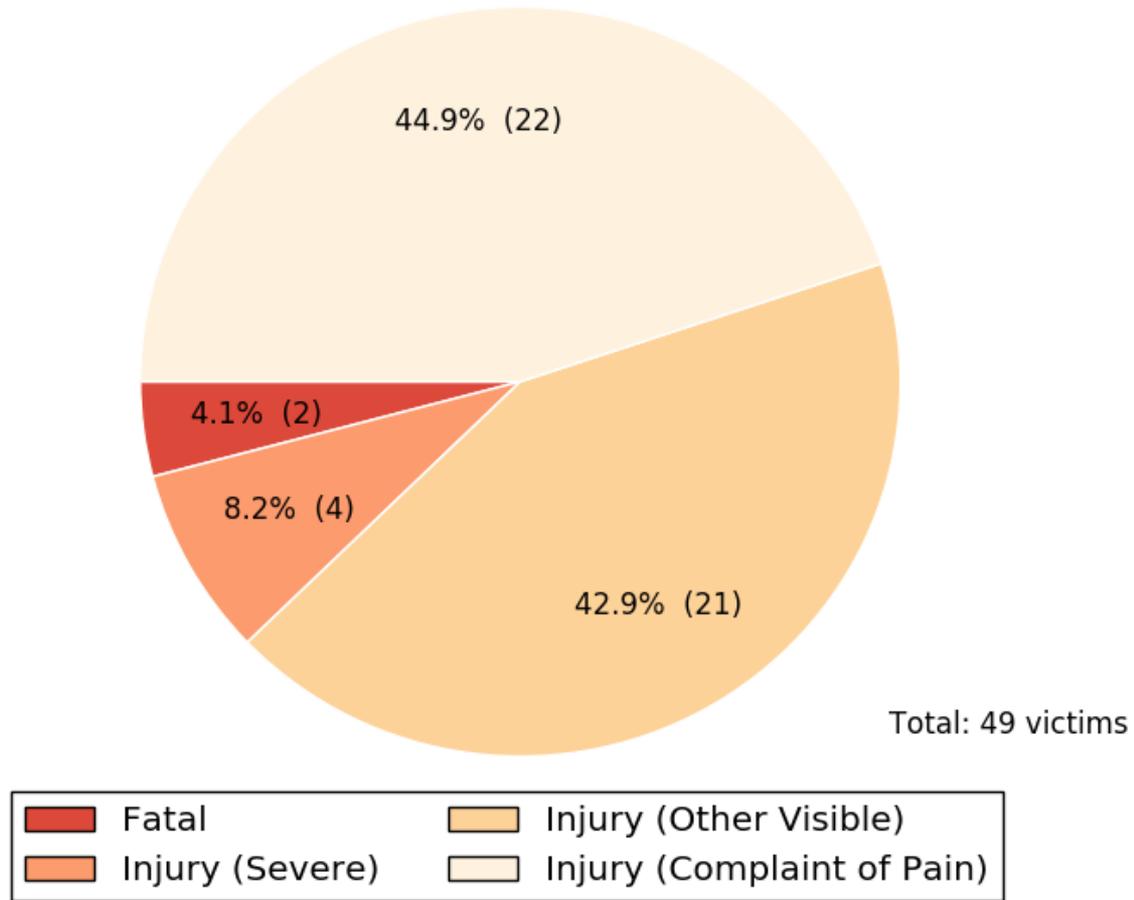
Top 10 Violations in Pedestrian Collisions (with # and %)

CVC No.	Description	Violation Party	Freq.	Percent
21950	Driver must yield to pedestrian right of way in a crosswalk	Driver	14	29.8%
21954	Pedestrian must yield right-of-way to vehicles at areas that aren't crosswalks	Pedestrian	13	27.7%
0	Unknown	Other	3	6.4%
21955	At intersections, pedestrians can't cross anywhere except at a crosswalk	Pedestrian	2	4.3%
22106	Starting or backing while unsafe	Driver	2	4.3%
22107	Unsafe turn with/without signaling	Driver or Bicycle	2	4.3%
21461	Drivers cannot disobey regulatory signs/signals	Driver or Bicycle	1	2.1%
21650	Right half of roadway, failure to drive on	Driver or Bicycle	1	2.1%
21750	Driver that is passing another driver shall do so in a safe manner	Driver	1	2.1%
21802	Did not stop/yield at stop sign	Driver	1	2.1%
Total			40	85.1%

Total: 47 collisions



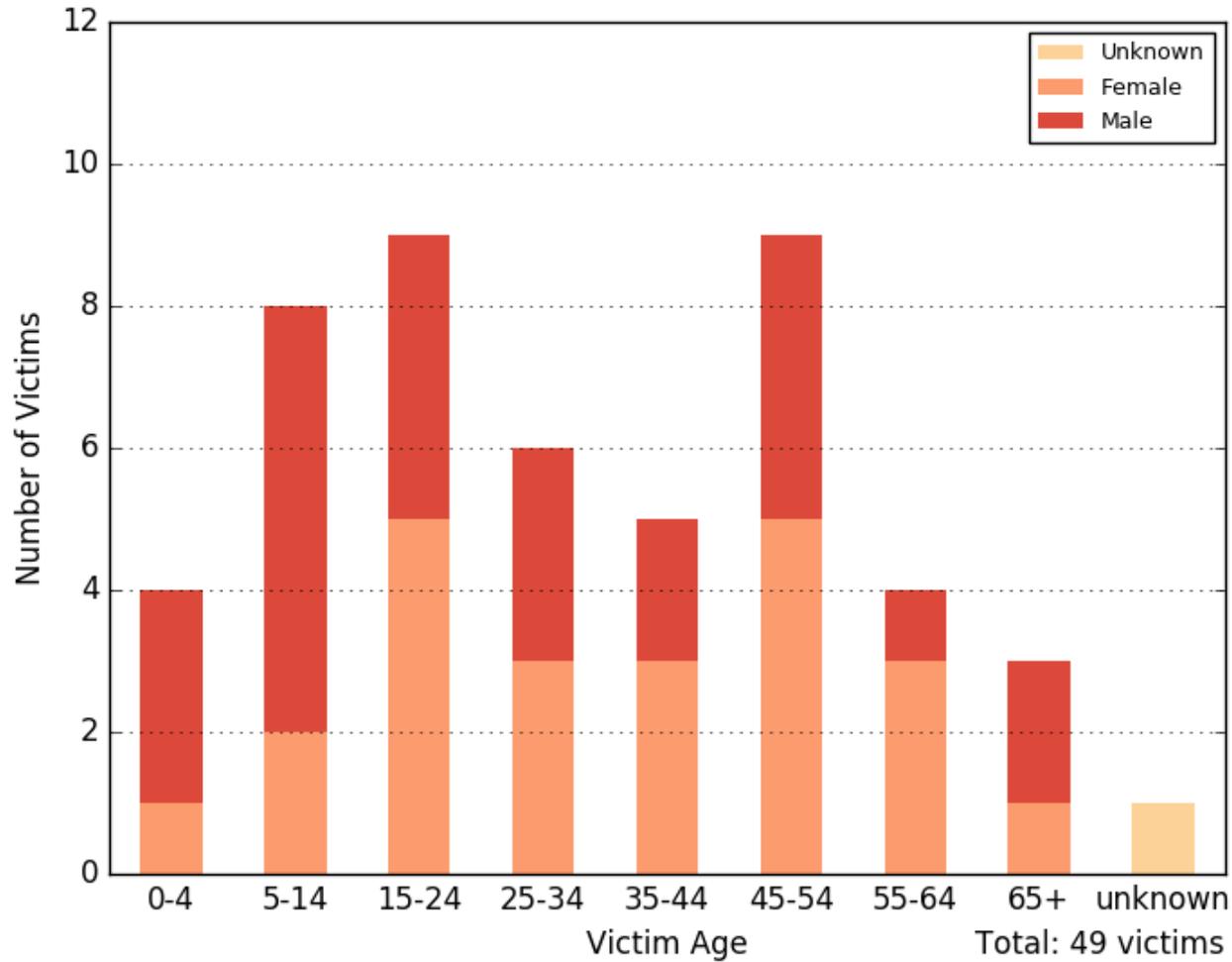
Pedestrian Victim Injury Severity (2012-2016)



Note: 2016 SWITRS data are provisional as of March 2018.



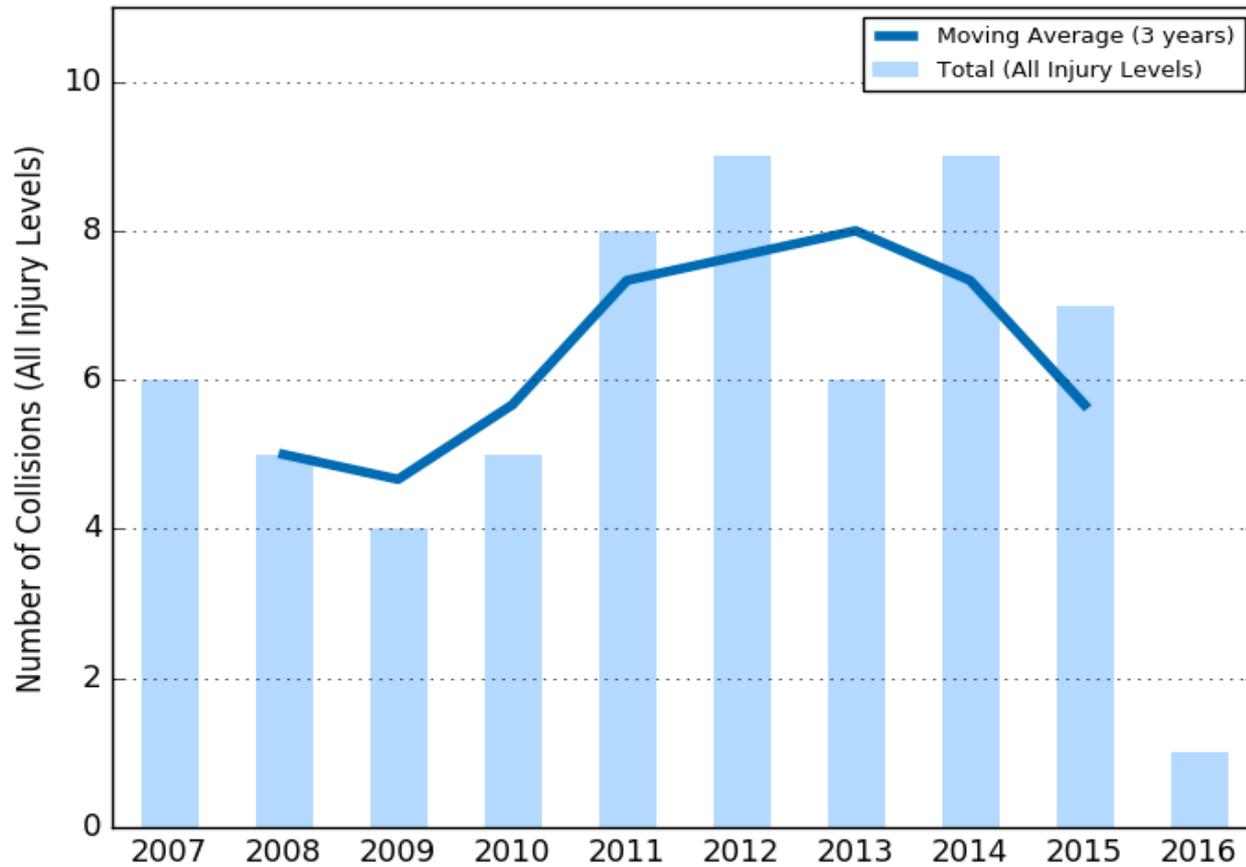
Pedestrian Victims by Age and Gender (2012-2016)



Note: 2016 SWITRS data are provisional as of March 2018.



Bicycle Injury Collision Trend with 3-year moving average



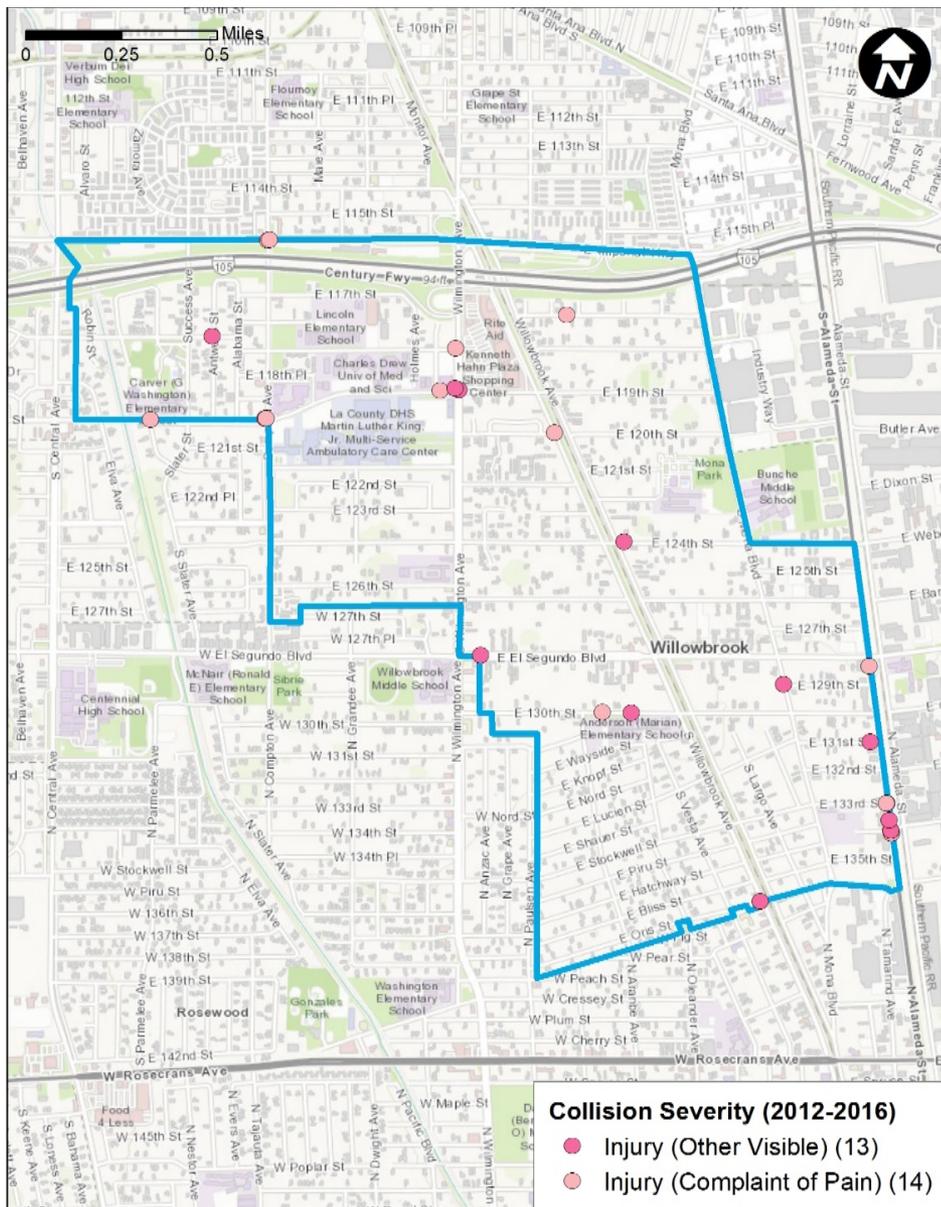
Note: 2016 SWITRS data are provisional as of March 2018.



Bicycle Injury Collisions 2012-2016

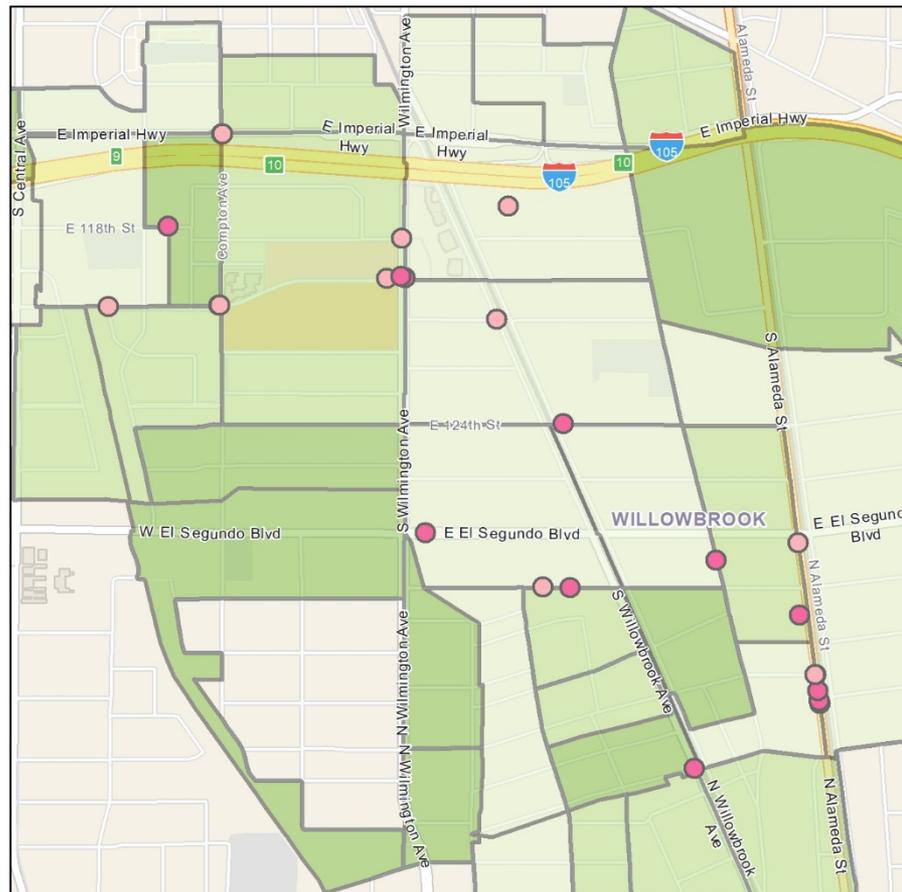
27 of 32 collisions are mapped.

Note: 2016 SWITRS data are provisional as of March 2018.





Willowbrook Bicycle Collision Map (2012 - 2016)



Collision Severity (2012-2016)

- Injury (Other Visible) (13)
- Injury (Complaint of Pain) (14)

2016 Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K



Bicycle Collisions by Time of Day and Day of Week

09:00PM-11:59PM -	1	0	0	2	0	0	0
06:00PM-08:59PM -	0	0	0	2	3	0	1
03:00PM-05:59PM -	0	1	0	1	3	1	1
Noon-02:59PM -	1	0	0	0	1	0	2
09:00AM-11:59AM -	1	0	2	1	0	1	0
06:00AM-08:59AM -	2	1	0	0	2	0	1
03:00AM-05:59AM -	1	0	0	0	0	0	0
Midnight-02:59AM -	0	0	0	0	0	0	0
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday

*The color gradient represents the frequency of collisions.

Total: 32 collisions



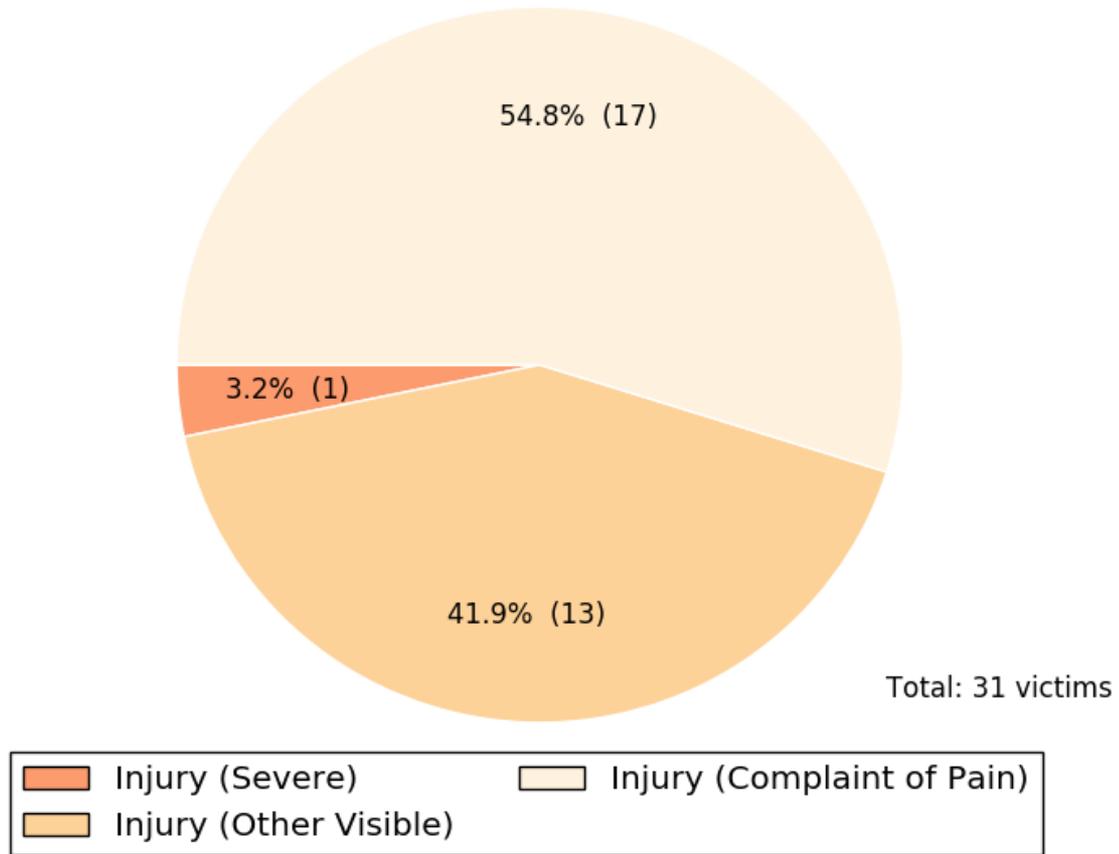
Top 10 Violations in Bicycle Collisions (with # and %)

CVC No.	Description	Violation Party	Freq.	Percent
21453	Red or Stop, vehicles stop at limit line or X-walk. When making right turn at a red light/stop sign driver required to yield to any vehicle approaching so closely as to constitute an immediate hazard	Driver	6	18.8%
21801	Failure to yield right-of-way to incoming cars while turning left or making U-turn	Driver or Bicycle	5	15.6%
21804	Did not yield when entering/crossing a highway	Driver	4	12.5%
21650	Right half of roadway, failure to drive on	Driver or Bicycle	3	9.4%
22350	Speeding on the highway	Driver	3	9.4%
0	Unknown	Other	2	6.2%
21202	Bicyclist, failure to use right edge of roadway	Bicycle	2	6.2%
22107	Unsafe turn with/without signaling	Driver or Bicycle	2	6.2%
21200	Bicyclists on the highway share the same rights and are subject to the same laws as vehicles	Bicycle	1	3.1%
21750	Driver that is passing another driver shall do so in a safe manner	Driver	1	3.1%
Total			29	90.6%

Total: 32 collisions



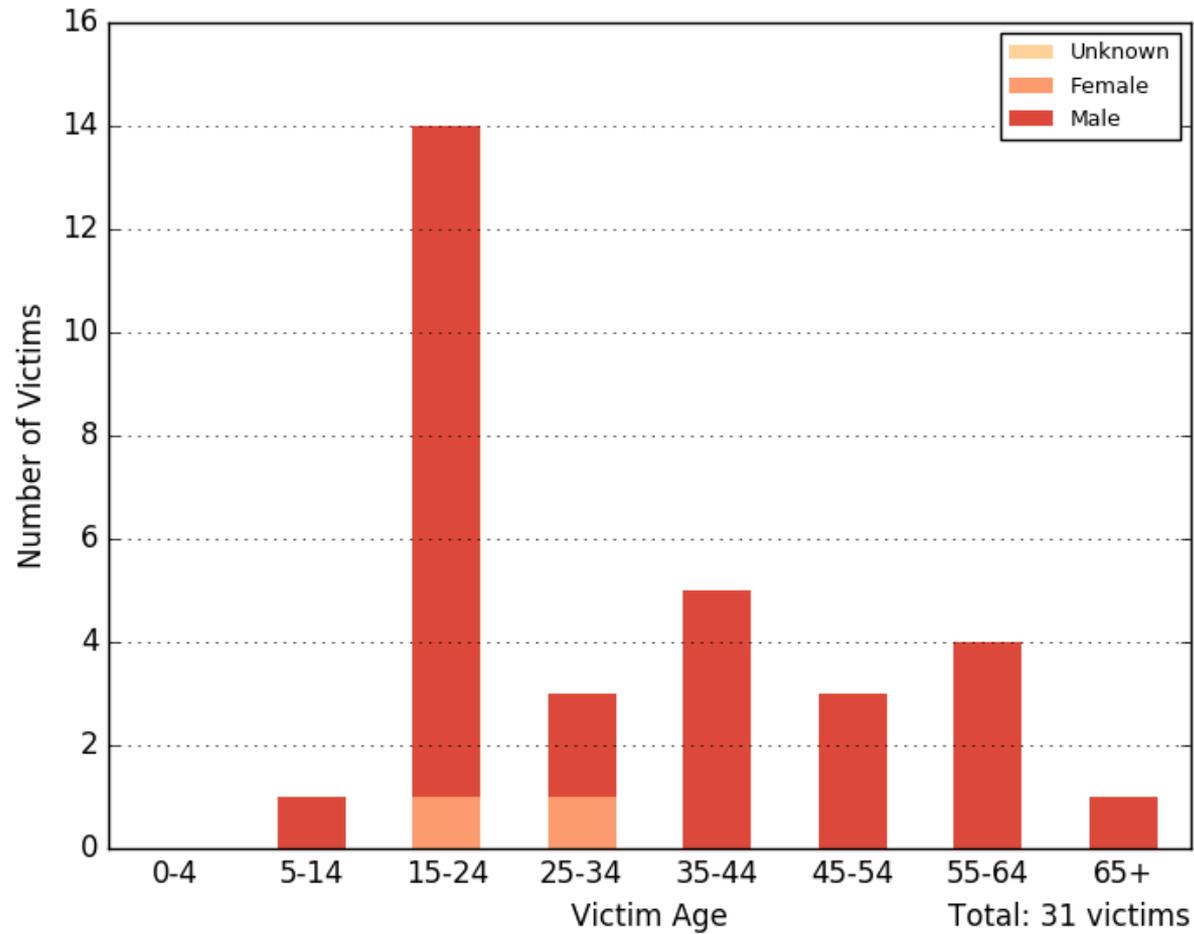
Bicycle Victim Injury Severity (2012-2016)



Note: 2016 SWITRS data are provisional as of March 2018.



Bicycle Victims by Age and Gender (2012-2016)



Note: 2016 SWITRS data are provisional as of March 2018.

The Transportation Injury Mapping System (TIMS) is a web-based tool that allows users to analyze and map data from California's Statewide Integrated Traffic Records System (SWITRS).

To further explore collision data, register for a free account to access the tools and resources on TIMS.

<https://tims.berkeley.edu/>

