

SUMMER 2021

# Community of El Sereno Summary and Recommendations Report

COMMUNITY PEDESTRIAN & BICYCLE SAFETY  
TRAINING PROGRAM

Creating Safer Streets for Walking and Biking



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## Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make El Sereno a safer place to walk and bike. In particular, their contributions prompted meaningfully informed discussions and strengthened the workshop's outcomes. We also want to acknowledge Gloria Leonard from Key Translation International Interpretation for providing simultaneous interpretation during the workshop.

We also want to acknowledge the Tongva peoples as the traditional land caretakers of the greater El Sereno, Los Angeles area.

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This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings and conclusions expressed in this publication are those of the author(s) and not necessarily those of OTS.

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## Introduction

The Community Pedestrian and Bicycle Safety Program (CPBST) is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses the Safe System Framework to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. Cal Walks and SafeTREC (the Project Team) works with the local Planning Committee, a group of local stakeholders, over the course of 6-8 weeks to develop workshop goals and tailor the curriculum to address the community's needs and priorities. The virtual workshop convenes the larger local community to conduct walking and biking assessments of key areas in the community, learn about Safe System strategies to address walking and biking concerns and develop preliminary action plans for priority infrastructure and community programs.

The CPBST workshop was held virtually and convened seventeen participants on July 15, 2021, including residents of El Sereno, and representatives from Eastside Cafe, Los Angeles County Bicycle Coalition, LA County Department of Public Health, Reclaiming our Homes.

The Los Angeles County Bicycle Coalition requested the CPBST in El Sereno with the following goals:

1. Improve walking and biking safety;
2. Learn about design strategies that can be adopted; and
3. Create a community vision.

The following report summarizes the outcomes of the workshop and provides community and Project Team recommendations for continued guidance in project and program implementation.

## Safe System Framework

Traditionally, human behavior was considered to be the primary variable associated with traffic injury. The Safe System approach refocuses efforts to emphasize transportation system design and operation. It prioritizes reducing crash severity to save lives. A Safe System also anticipates that people will make mistakes and acknowledges that the human body has a limited injury tolerance.

A Safe System approach improves safety for all road users through multiple layers of protection seen in the wedges of the wheel:

- safe speeds;
- safe streets design;
- understanding how people use the road;
- improving post-crash response;
- capacity building and empowerment; and
- through analysis of safety data and development of policies and plans.

It is built around several principles as seen around the outside of the wheel:

- death or serious injury is unacceptable;
- humans make mistakes at one time or another;
- multiple protections are crucial;
- all road users share responsibility;
- humans are vulnerable; safety is proactive; and
- equity is a priority throughout the system.



## Background

El Sereno is a community located in Los Angeles County. Per OTS Crash Rankings, in 2018, the City of Los Angeles ranked 1 out of 15 cities of similar population size for people killed or injured in a traffic crash (with a ranking of “1” indicating the worst). It ranked 4 for pedestrian crashes and 6 for bicycle crashes, demonstrating a high need for pedestrian and bicycle safety improvements.

### Local Policies and Plans

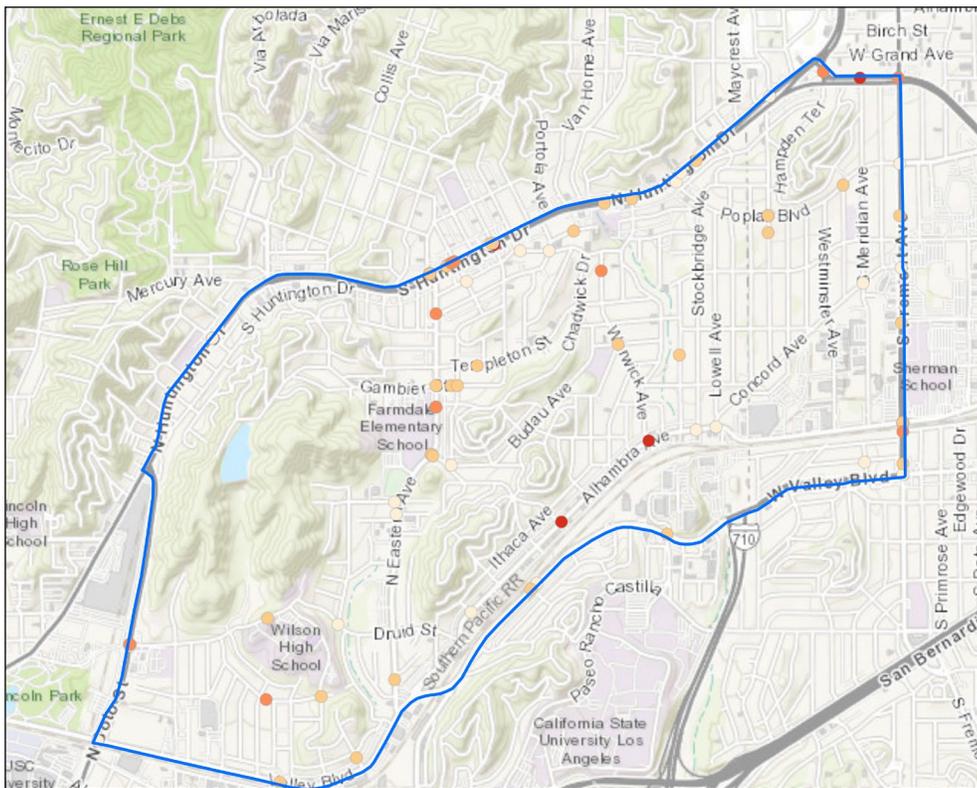
El Sereno is currently included within the [710 North Mobility Improvement Program](#). This program is slated to make multi-modal improvements along Eastern Avenue, Huntington Drive, and Valley Boulevard and improve connectivity and usage of transit services. The city has started introducing projects that are being built along Valley Boulevard to community members as of May 14, 2021.

## Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians<sup>1</sup> and bicyclists in El Sereno. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2015 to 2019. Crash data for 2019 is provisional as of December, 2020. A full discussion of the pedestrian and bicycle crash data can be found in the Appendix.

### El Sereno Community Boundaries

The focus area is North Huntington Drive to the North, South Fremont Avenue to the East, Valley Boulevard to the South and North Soto Street to the West. The planning committee determined that this area encompassed the areas of concern for pedestrian and bicycle safety. It includes corridors of concern, such as Huntington Drive and North Eastern Avenue.



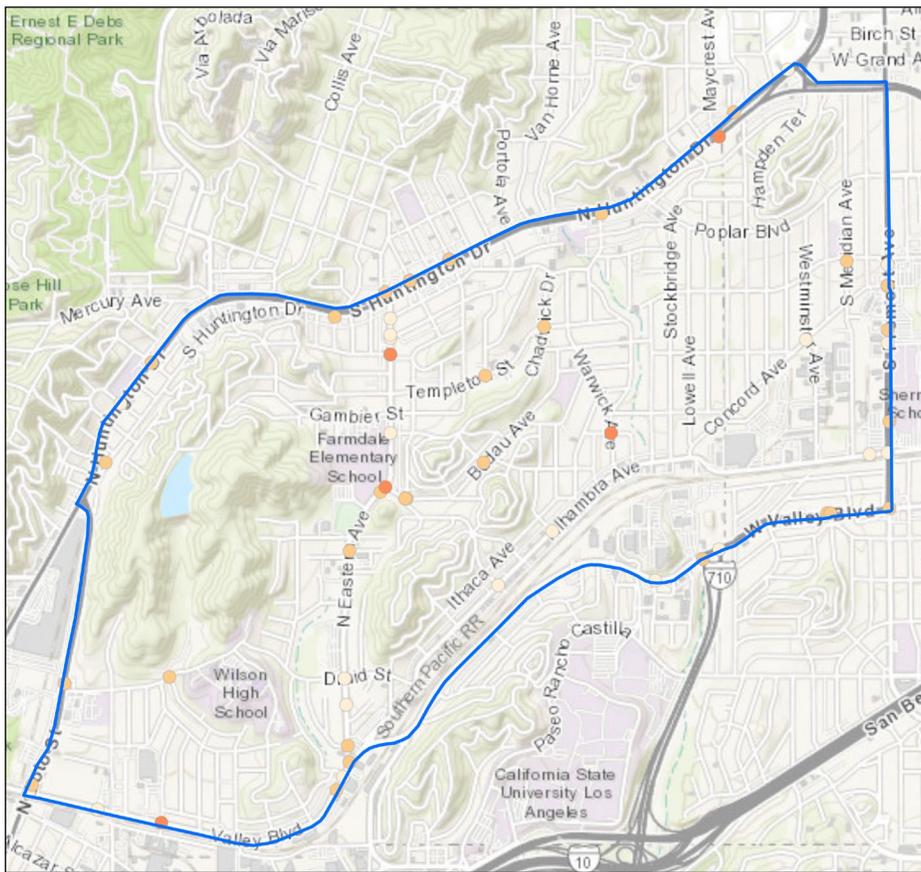
### Pedestrian Crashes

In the most recent five years of data available, 2015 to 2019, there were 80 crashes involving 84 pedestrian victims. Among the 84 pedestrian victims, 5 pedestrian victims died and 10 were seriously injured. Pedestrian crashes made up nearly a third of all fatal and severe crashes (30.6 percent), which was 12.3 percent higher than California and 5.3 percent higher than Los Angeles County. Pedestrian crashes occurred primarily on major corridors, such as on Huntington Drive and North Eastern Avenue. There was an observed hotspot of 11 pedestrian crashes within the two block distance from El Sereno Avenue to Pueblo Avenue on North Huntington Drive. Driver failure to yield the right of way to pedestrians at a marked or unmarked crosswalk was the most frequently cited violation accounting for 31 of the 80 crashes.

### Free SafeTREC Data Resources

The **Transportation Injury Mapping System (TIMS)** is a web-based tool that allows users to analyze and map California crash data from the Statewide Integrated Traffic Records System (SWITRS). TIMS provides quick, easy, and free access to geocoded crash data. TIMS is available at: <https://tims.berkeley.edu>

**Street Story** is a web-based community engagement tool that allows residents and community organizations to gather information that is important to transportation safety, including crashes, near-misses, general hazards and safe locations to travel. To promote access to the tool, SafeTREC offers technical assistance to communities and organizations interested in using Street Story. The platform and the information collected is free to use and publicly available. Street Story is available at: <https://streetstory.berkeley.edu>.



### Bicycle Crashes

In the most recent five years of data available, 2015 to 2019, there were 59 crashes involving 59 bicyclists. Among the 59 bicycle victims, there were no fatalities and 5 seriously injured bicyclist victims. Eighty-two percent of bicycle victims were male and 1 in 4 victims were 25 years old or younger. Bicycle crashes made up 10.2 percent of all fatal and severe crashes, which was 3.6 percent higher than Los Angeles County and 4.7 percent higher than California. Similarly to pedestrian crashes, bicycle crashes occurred primarily on North Huntington Drive, North Eastern Avenue and South Fremont Avenue.

## Asset Map

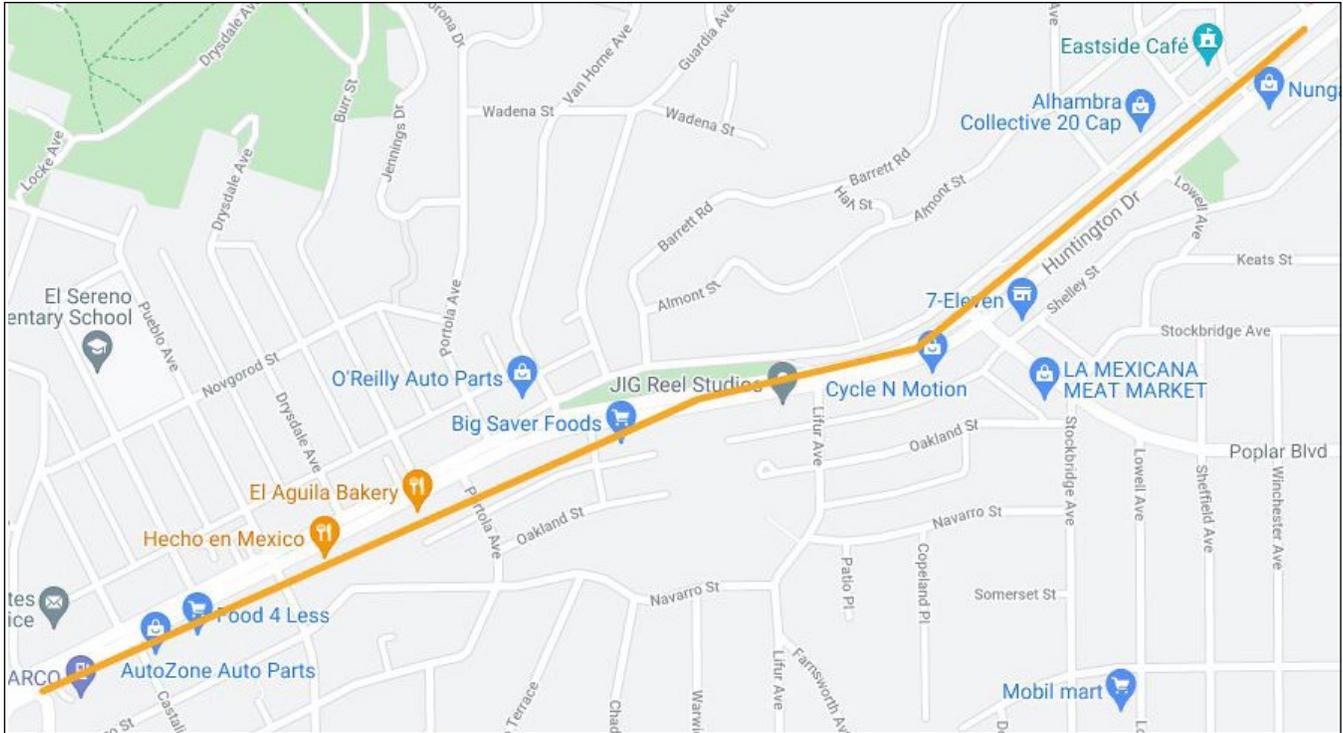
During the site visit, the Planning Committee identified strengths and resources that could help the community achieve their walking and biking safety goals. Assets are a broad category, ranging from money and economic resources to knowledge and skills to physical assets to political connections and legitimacy within the community. The CPBST workshop seeks to mobilize and empower community members in the El Sereno neighborhood in the City of Los Angeles to advocate for pedestrian and bicycle safety improvements that foster healthy, equitable, and sustainable development. The Asset Map below is a visual aid to highlight the resources available, service overlaps, and unmet community needs.



## Walking and Biking Assessment

During the workshop, the Project Team and participants took part in a virtual walking and biking safety assessment along three routes frequently used by community members. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The assessment was an informal snapshot of pedestrian and bicycle travel conditions. The next few pages provide a brief summary of the walking and biking assessment.

## Route 1: Huntington Drive



### Focus:

Huntington Drive was chosen as a route because it is the main road used by pedestrians, bicyclists, and drivers to move along El Sereno into the Downtown Los Angeles area.

### Strengths

1. There are various community organizations located along Huntington Drive including Eastside Cafe and El Sereno Community Garden, which are frequented by El Sereno residents. They have become community safe spaces and provide resources to the community.
2. Huntington Drive has a conventional bike lane in both directions that is often used for group rides by community on the weekends.
3. Huntington Drive is included in the 710 North Mobility Improvement Program, which provides an opportunity for possible infrastructure improvements. There are opportunities for El Sereno residents to get involved by providing public comment and community input when the city starts the plans for improvements on Huntington Drive.

## Route 1: Huntington Drive, continued

### Concerns

1. Huntington Drive is a 6-lane road with on-street parking and a bike lane in both directions. Participants expressed that there is insufficient time for pedestrians to cross the street at the Huntington Drive/Eastern Avenue; Huntington Drive/Rosemead Avenue; Huntington Drive/Portola Avenue; and Huntington Drive/Alhambra Road intersections. This is especially true for seniors and families with younger children. There are some center dividers where pedestrians stop if they cannot cross in the time allotted. However, the Huntington Drive/Rosemead Avenue and Huntington Drive/Alhambra Road intersections are not properly equipped with pedestrian or refuge islands. The long road segment does not provide space for pedestrians to safely wait, and or for wheelchair users or people with strollers. Participants expressed feeling unsafe when waiting there due to lack of protection in roadway crossing features, and limited time there to cross Huntington Drive/Rosemead Avenue.
2. There is no pedestrian scale lighting along Huntington Drive. Existing lighting is not geared towards the sidewalk to aid in visibility for pedestrians during hours of darkness. Participants stated that they felt unsafe walking at night because of lack of lighting on the sidewalk.
3. Drivers appear to be traveling above the posted 35 miles per hour speed limit. Participants shared that this makes riding a bicycle in the bike lane along Huntington Drive feel unsafe given the proximity to fast-moving vehicles.
4. There are not enough marked crosswalks along Huntington Drive between Pueblo Avenue to Poplar Boulevard. Pedestrians cross mid-block across Huntington Drive from the residential to the commercial side because the street lights are too far apart, especially for people of limited mobility.



*Huntington Drive is a 6 lane road with a bike lane in both directions. Pedestrians shared that the crossing at the Huntington Drive/Eastern Avenue intersection is difficult due to limited crossing time and a median that is not equipped to be a safe stopping point.*

## Route 2: North Eastern Avenue

### Focus:

North Eastern Avenue was chosen as a route because it is a main street used to connect Huntington Drive and Valley Boulevard. El Sereno Middle School, Farmdale Elementary School and El Sereno Park are located on Eastern Avenue, creating much pedestrian and bicycle activity.

### Strengths

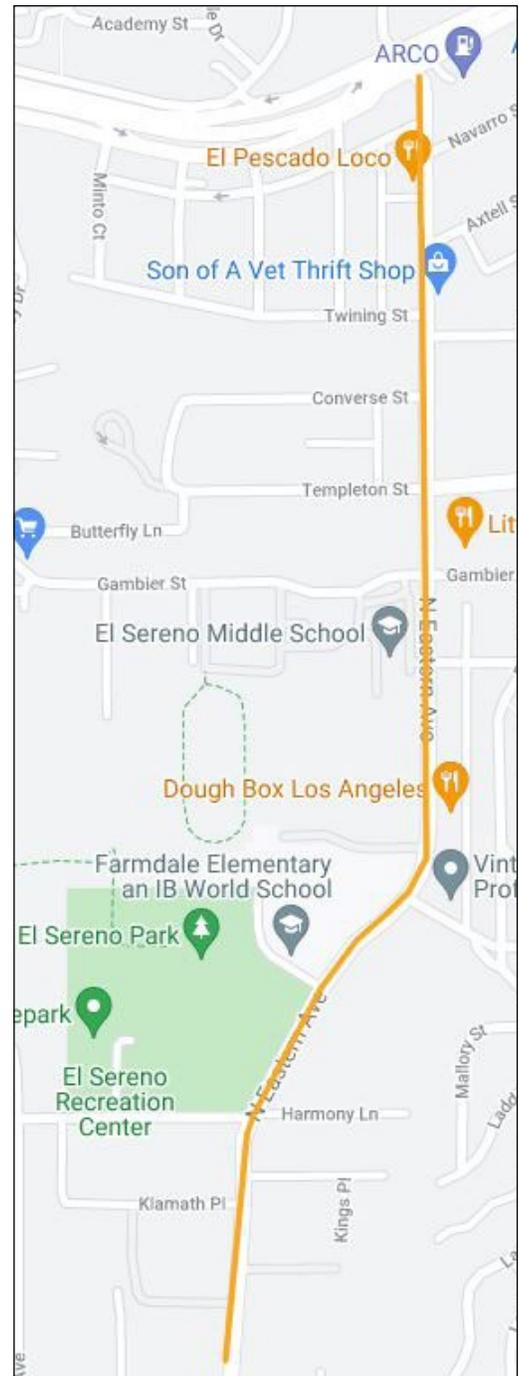
1. The tree canopy along North Eastern Avenue provides beautiful shade for people walking and biking along the corridor.
2. Many students go to El Sereno Park and Skatepark after school.
3. El Sereno has a strong biking and running community. Groups in the area often couple biking or running events with community service work.

### Concerns

1. Huntington Drive, at North Eastern Avenue, is a very wide intersection with two fully signalized intersections on the north and south side of Huntington Drive. Even though the intersection is already bisected by two fully signalized intersections, participants still find it difficult to cross the southern half of the intersection in the allotted time.



The Huntington Drive/North Eastern Intersection has faded crosswalks and it's 6-lane width makes it difficult to cross in the allotted time.

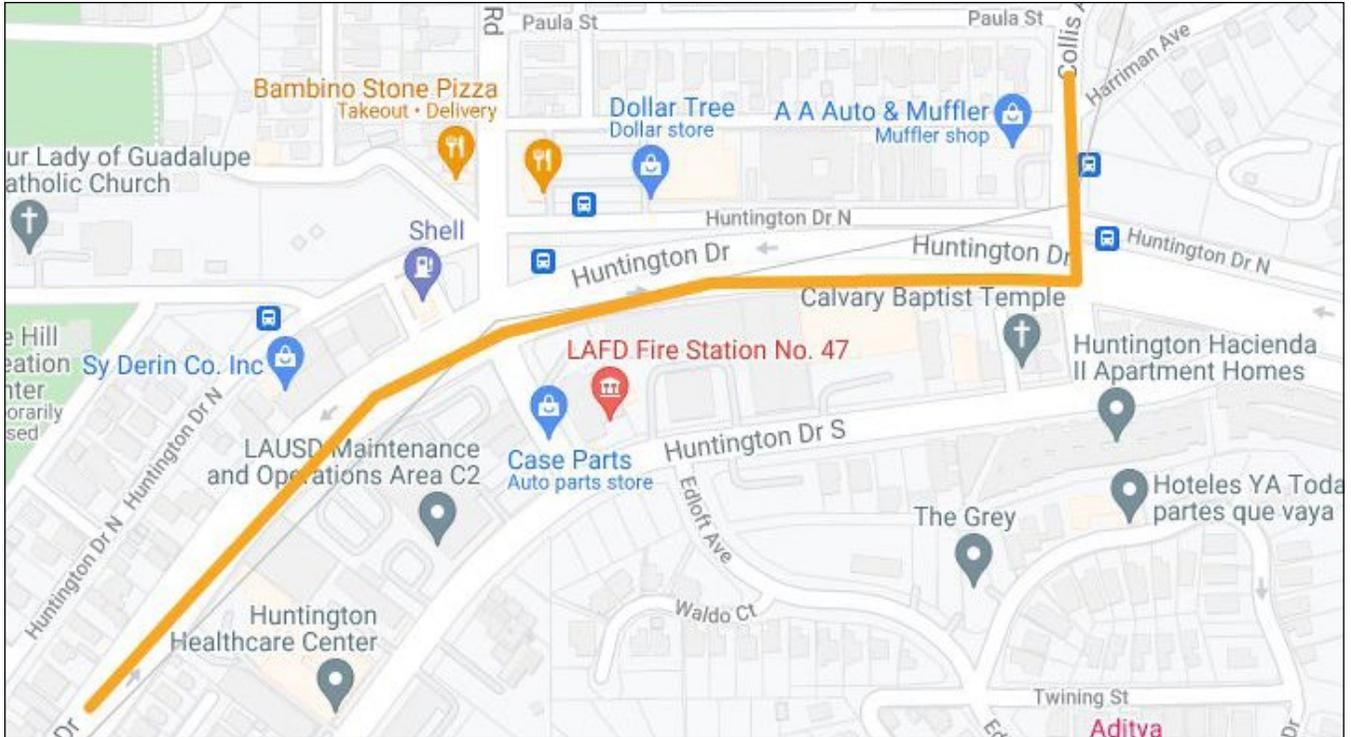


## Route 2: North Eastern Avenue, continued

### Concerns, continued

2. There is a lack of pedestrian-scale lighting along North Eastern Avenue. Coupled with the large trees along North Eastern Avenue, this area feels unsafe for pedestrians to walk at night.
3. Drivers appear to travel above the 35 miles per hour posted speed limit along Huntington Drive and North Eastern Avenue. Participants shared that they feel unsafe traveling in the bike lanes along Huntington Drive because of their proximity to speeding drivers. The downhill slope of North Eastern Avenue while traveling southbound makes speeding a particular concern in this school zone.
4. The unmarked crosswalk at the Axtell Street/North Eastern Avenue 3-leg intersection poses a safety risk for people walking to businesses at the western end of the intersection. Pedestrians often have to wait long periods of time for drivers to stop and yield to them. This leads to pedestrians often running out into the street just to cross.
5. North Eastern Avenue is lined with beautiful and large trees that provide plenty of shade for pedestrians and bicyclists. However, some tree roots have led to substantial sidewalk uprooting along Eastern Avenue, posing a tripping hazard for pedestrians.
6. Participants noted that drivers often do not yield to pedestrians at the Rectangular Rapid Flashing Beacon at the Twining Street/North Eastern Avenue intersection. This leads to long wait times for pedestrians to cross North Eastern Avenue and near misses with speeding drivers.
7. The Gambler Street/North Eastern Avenue intersection sees high volumes of driver and pedestrian traffic, especially during arrival and dismissal times at El Sereno Middle School. With no coordinated pick up and drop off area, there are opportunities for near misses.
8. The lack of crosswalks along North Eastern Avenue between Gambler Street and Lombardy Boulevard encourages students to cross mid-block to get to the neighborhoods east of North Eastern Avenue, exposing them to speeding drivers. Further, when they cross midblock, they may be obscured by drivers who double park to pick up their students.

## Route 3: Huntington Drive-Topaz Street



### Focus:

This route was chosen because it is often used by community members to access neighborhood amenities, such as Ernest E. Debs Regional Park and convenience stores along Huntington Drive.

### Strengths

The Monterey Road/Huntington Drive intersection has a sheltered bus stop, high visibility crosswalks and bike lanes.

### Concerns

1. Participants viewed the Topaz Street/Huntington Drive intersection as an area of priority due to the three pedestrian or bicycle crashes that occurred at this intersection, including a fatal pedestrian crash in 2019. During an assessment of this intersection, participants noted the narrow pedestrian island does not allow for safe respite for residents, families, and people on wheelchairs traveling to Huntington Drive Elementary School. Additionally, the southwest and southeast curbs of the intersection are not ADA<sup>2</sup> accessible. Participants familiar with the area noted that the overgrown vegetation in the southwest corner often forces pedestrians onto the street, which creates a safety hazard considering the high speeds on Huntington Drive.
2. There is a lack of school signage on Huntington Drive near Huntington Drive Elementary School. Participants said that there should be a better indication that this is a school zone to create awareness about students and families crossing.

<sup>2</sup> ADA is an acronym for the Americans with Disabilities Act.

## Route 3: Huntington Drive-Topaz Street, continued

### Concerns, continued

3. The bike lane at the Monterey/Huntington Drive intersection along Huntington Drive has narrows farther west on the roadway. The Class II bike lane is defined by pavement striping near the intersection but then gets narrower and appears like a road shoulder heading west on Huntington Drive. Participants are concerned that the tapering of the current bike lane creates unsafe conditions because there is visibly less room for bicyclists.



*Class II Bike Lane along Huntington Drive provides some level of protection but bicyclists still feel unsafe as the bike lane becomes more narrow as you head west.*

## Recommendations

The recommendations in this report are based on observed pedestrian and bicycle safety concerns, Safe System strategies, and workshop participants' preferences and priorities. The suggested timelines and resources needed for implementation are estimated based on general pedestrian and bicycle safety best practices knowledge and may need to be further adjusted by the community.

### Community Recommendations

Workshop participants were assigned into three (3) groups to share their ideas for creating a safer environment for walking and biking. Participants then ranked these ideas and outlined preliminary plans for implementing the highest priority project. Participants considered the following community programs and infrastructure projects:

- Update existing conventional bike lanes to protected bike lanes with high-visibility reflective paint along Huntington Drive.
- Update crosswalks along Huntington Drive with high-visibility paint or creative designs.
- Host a Ciclavia or Open Streets Event on North Eastern Ave since it is a major north-south connector.
- Install high-visibility crosswalks along North Eastern Avenue to give students from El Sereno Middle School dedicated spaces to cross the street.
- Install a pedestrian island at the southern end of the Huntington Drive/North Eastern Avenue intersection.
- Install pedestrian scale lighting along North Eastern Avenue.
- Replace large trees that uproot the sidewalk along North Eastern Avenue with trees that have smaller roots to prevent sidewalk uprooting. This effort can be coupled with an overall tree planting campaign with the support of Urban Tree Initiative and Forest in El Sereno at USC.
- Identify key north-south and east-west corridors in El Sereno to host temporary demonstration projects of protected bike lanes.
- Install wayfinding signage with the history of El Sereno that can direct pedestrians and bicyclists to key areas in the city.

Workshop participants developed preliminary action plans for the community programs and infrastructure projects they identified as the highest priority. The following tables are a summary of their efforts.

**Project Name:** El Sereno Community Walking Group

**Project Description:** A community walking group will hold themed walks throughout the year to help build community cohesion, highlight community assets, and provide a safe space for people to gather and be active.

**Project Goals:**

1. Engage community residents to be active in their neighborhood;
2. Highlight community assets (businesses, parks, etc.) as a way to boost community morale; and
3. Strengthen community ties in El Sereno through community building and relationship building.

Action Steps	Timeline	Responsible Party	Resources
Expand the planning committee to plan community walks <ul style="list-style-type: none"> <li>● Identify key community groups not already involved, such as Eastside Cafe, to participate in planning.</li> <li>● Invite groups with an introductory email that includes:               <ul style="list-style-type: none"> <li>○ Purpose for walking group</li> <li>○ Who is involved</li> <li>○ Times to meet</li> </ul> </li> </ul>	Fall 2021	Planning Committee	El Sereno CBPST Report

**Project Name:** El Sereno Community Walking Group, continued

Action Steps	Timeline	Responsible Party	Resources
<p>Plan key logistics for the community walking group</p> <ul style="list-style-type: none"> <li>● Calendar events</li> <li>● Select fun themes that will engage participants</li> <li>● Assess potential routes that feature community assets such as local art and points of interest. Set a starting point.</li> <li>● Begin to connect with local schools to distribute outreach materials <ul style="list-style-type: none"> <li>○ Connect with school principals</li> <li>○ Connect with parent groups, such as PTAs</li> </ul> </li> <li>● Plan for ways to engage local businesses <ul style="list-style-type: none"> <li>○ Develop a scavenger hunt that will have participants visit local businesses</li> <li>○ Have local businesses participate by providing an incentive to those that stop by to visit</li> </ul> </li> </ul>	Fall 2021	Walking Group Planning Committee	<p><a href="#">LA County Community Walking Club Toolkit</a></p> <p><a href="#">AARP How to Start a Walking Group</a></p>

**Project Name:** El Sereno Community Walking Group, continued

Action Steps	Timeline	Responsible Party	Resources
Secure sponsors for day-of-event materials such as vests and water <ul style="list-style-type: none"> <li>● Send sponsorship letter to local business and organizations</li> <li>● Partner with local active transportation groups, businesses, community based organizations for donations.</li> <li>● Secure materials such as:               <ul style="list-style-type: none"> <li>○ Water</li> <li>○ Vests</li> </ul> </li> </ul>	Fall 2021	Walking Group Planning Committee	<a href="#">Los Angeles Walks</a>  <a href="#">Los Angeles County Bicycle Coalition</a>  <a href="#">El Sereno CPBST Community Asset Map</a>
Implement outreach plan <ul style="list-style-type: none"> <li>● Create flyer via Canva. Include:               <ul style="list-style-type: none"> <li>○ Date</li> <li>○ Time</li> <li>○ Route</li> <li>○ Theme</li> <li>○ Purpose</li> <li>○ Meeting spot</li> </ul> </li> <li>● Send invitations to local schools to invite parents, students, and teachers to participate.</li> <li>● Invite local organizations</li> </ul>	Fall 2021	Walking Group Planning Committee	<a href="#">Canva</a>  <a href="#">Eventbrite</a>

**Project Name:** El Sereno Community Walking Group, continued

Action Steps	Timeline	Responsible Party	Resources
<p>Host event</p> <ul style="list-style-type: none"><li>● Set up the meeting location. Choose a location visible to participants</li><li>● Have materials ready such as:<ul style="list-style-type: none"><li>○ Water</li><li>○ Vests</li></ul></li><li>● Outline route for participants</li></ul>	<p>Fall 2021</p>	<p>Walking Group Planning Committee</p>	

**Project Name:** Safe Routes to School Programming for El Sereno Middle School

**Project Description:** Develop Safe Routes to School programming for El Sereno Middle School students. These students face many barriers in the built environment around their middle school and could benefit from dedicated funding and programs to ensure their safe arrival to and from school.

**Project Goals:**

1. Increase safe physical activity of students walking to and from school; and
2. Educate parents and students on the rules of the road and their responsibilities while walking, biking, and driving.

Action Steps	Timeline	Responsible Party	Resources
<p>Los Angeles County Bicycle Coalition (LACBC) to connect with El Sereno Middle School administration to propose the development of a SRTS plan</p> <ul style="list-style-type: none"> <li>● LACBC and other Planning Committee members to connect with Principal at Coffee with the Principal</li> </ul>	Fall 2021	<p>LACBC</p> <p>CPBST Planning Committee</p>	<p><a href="#">Safe Routes to School and Student Leaders: Facilitator's Guide to Engaging Middle School Youth</a></p>
<p>Develop a user-friendly version of a designated safe routes map</p> <ul style="list-style-type: none"> <li>● Revisit the designated Safe Routes to School map developed in 2016</li> <li>● Develop a user-friendly version of the route map to share with students and their families</li> </ul>	Spring 2022	LACBC	<p><a href="#">Pedestrian Routes for El Sereno Middle School</a></p>

**Project Name:** Safe Routes to School Programming for El Sereno Middle School, continued

Action Steps	Timeline	Responsible Party	Resources
<p>Partner with organizations to develop and implement educational curriculum for youth</p> <ul style="list-style-type: none"> <li>● LACBC to connect with Walk n' Rollers to develop youth educational bike activities, such as bike rodeos and fun bike rides</li> <li>● Partner with Students Run LA to host educational events for students where they participate in group walks, bike rides, or runs</li> </ul>	Spring 2022	LACBC	<a href="#">Walk 'n Roll Festivals</a>

## Project Team Recommendations

The Project Team submits the following recommendations for consideration based on our observations. The suggested timelines are included for reference, but implementation may take more or less time depending on specific community factors. Ultimately, local stakeholders, such as city staff and the Planning Committee, may need to refine the recommendations to ensure they are appropriate for the current walking and biking environment.

### *Short-Term Recommendations*

#### **710 North Mobility Improvement Program Public Engagement Facilitation**

The Project Team recommends that the Planning Committee and other stakeholders connect with the City to join their planning process and facilitate the community engagement process for the [710 North Mobility Improvement Program](#). This program has planned multimodal improvements for Valley Boulevard, Huntington Drive, and Eastern Avenue. The project is still in the beginning stages and has various opportunities for community input and involvement. As part of the involvement, community stakeholders may share some of the concerns that surfaced throughout the walk assessment.

#### **Enhanced Crosswalks at Key Intersections**

The Project Team recommends the Planning Committee work with the City of Los Angeles Planning Department to install [creative crosswalks](#) along key intersections in El Sereno. The intersection at Huntington Drive/Eastern Avenue is a potential site because it is highly frequented by all road users to access community centers and schools along Huntington Drive. The Huntington Drive/Maycrest Avenue intersection is another potential site for creative crosswalks because it is positioned in front of Eastside Cafe, a key organization in El Sereno. Students and community residents should inform the designs of the creative crosswalk.

### *Long-Term Recommendations*

#### **Projects at Monterey Drive/Huntington Drive and Huntington Drive/Topaz Street Intersections**

During the action planning activity of the workshop, participants discussed demonstration projects at two intersections: Monterey Drive/Huntington Drive and Topaz Street/Huntington Drive.

#### **High Visibility Crosswalk Project**

Community stakeholders want to host a temporary demonstration of a high visibility crosswalk at the Huntington Drive/Topaz Street intersection to create awareness about safe crossings in school areas. The Project Team recommends that the Planning Committee and community stakeholders seek opportunities for partnering with organizations such as Los Angeles County Bicycle Coalition, Los Angeles Walks, or California Walks and SafeTREC to plan and host this event in the near future. While a temporary demonstration of high visibility crosswalks is not permanent infrastructure, it serves as an engagement and educational activity to promote crossing awareness along Huntington Drive. It can also help facilitate permanent infrastructure in the long term.

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## Project Team Recommendations, continued

### **Pedestrian Plaza Demonstration**

Community stakeholders want to host a temporary demonstration of a pedestrian plaza at the Monterey Drive/Huntington Drive intersection. The Project Team recommends that these projects be scheduled consecutively or at the same time to increase participation. [Tactical Urbanist's Guide to Materials and Design v.1.0](#) provides various resources and guides for creating a pedestrian plaza. This guide can serve as a starting point for the Planning Committee to determine potential designs, street furniture or landscaping that might be needed for a pedestrian plaza. The Project Team also recommends that the Planning Committee and other stakeholders seek opportunities for a semi-permanent Pedestrian Plaza at Monterey Drive/Huntington Drive intersection. [People St](#) is a program of the City of Los Angeles Department of Transportation (LADOT) that supports community partners to build plazas, parklets and bike corrals. The application window for a pedestrian plaza through LADOT may be currently closed; however, the Planning Committee should email [peoplest@lacity.org](mailto:peoplest@lacity.org) to receive more information about the next application window and application process. This type of project may serve as an opportunity for community empowerment and has the potential to advance long-term walking and biking safety goals.

### **Installation of Pedestrian Islands along Huntington Drive**

The Project Team Recommends the planning committee work with Los Angeles Department of Transportation to install improved [pedestrian islands](#) along Huntington Drive. Pedestrian islands will help provide more safety to pedestrians who cannot cross the full intersection of Huntington Drive during one signal cycle. Refugee islands should include cut-outs for people using assistive mobility devices. The City can seek [Active Transportation Funding](#) to fund planning for and installment of pedestrian islands.

## Appendix

- CPBST Workshop Data Fact Sheet
- CPBST Site Visit Data Presentation

# El Sereno Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)  
El Sereno, CA | July 15, 2021

In California, almost one in three people who died in a crash is a pedestrian or bicyclist. There was a 0.6 percent decrease in pedestrian deaths from 2018 to 2019 and a 19.4 percent decrease in bicycling deaths (FARS 2018 and 2019). In this workshop, we provide you with local crash data so that we can identify ways to make walking and biking safer in your community.

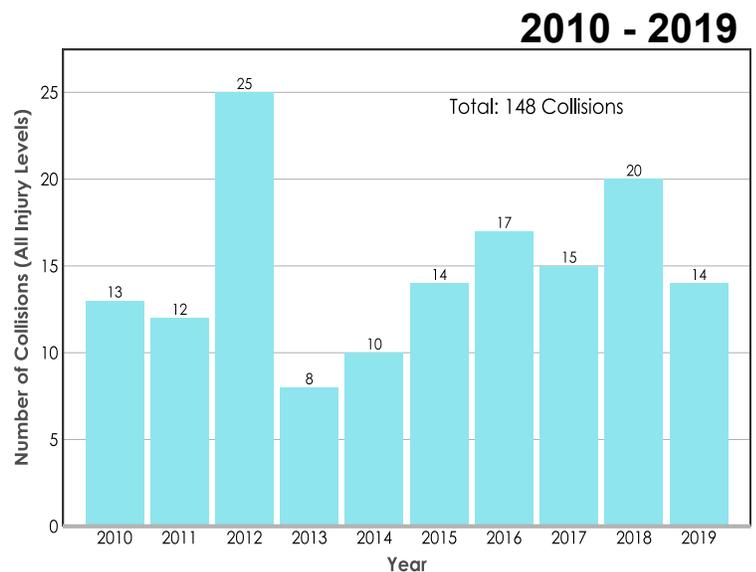
The local data seen below reflects crash data from the last 5 years (2015-2019) within El Sereno neighborhood as defined by the Planning Committee.

## Pedestrian Collisions Over Time

The number of pedestrian collisions appears to be on an **upward trend**.

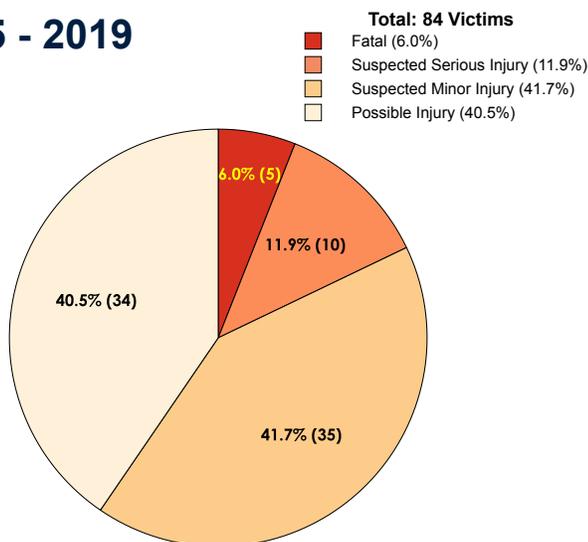


**148** pedestrian collisions



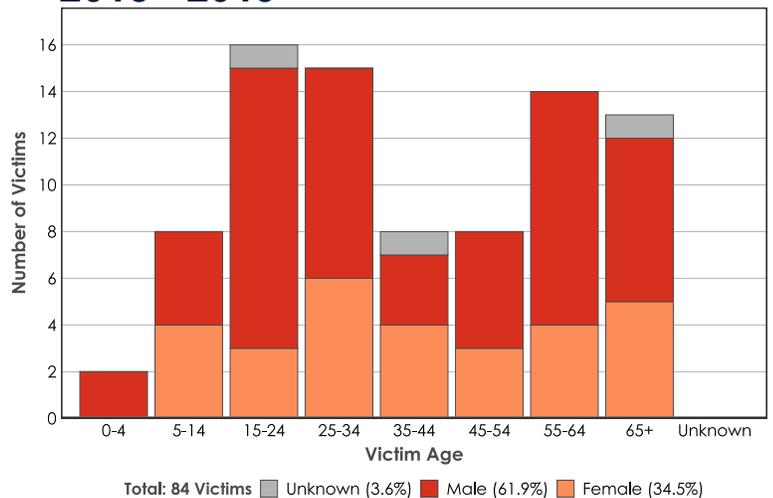
## Victim Injury Severity — Victim Demographics

2015 - 2019



**17.9%** of victims suffered fatal or serious injuries

2015 - 2019



**20.0%** of victims were school-age (age 5-18)  
**23%** of victims were older adults (age 60+)

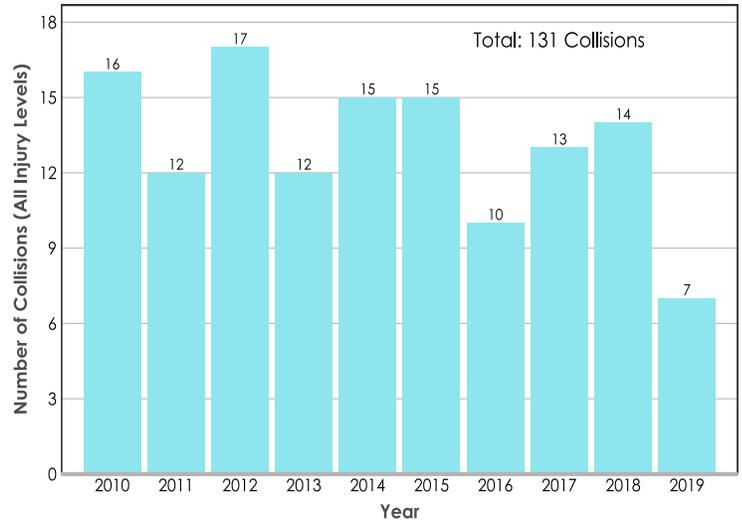
# Bicycle Collisions Over Time

2010 - 2019

The number of collisions appears to be *on a downward trend*.



**131** bicycle collisions

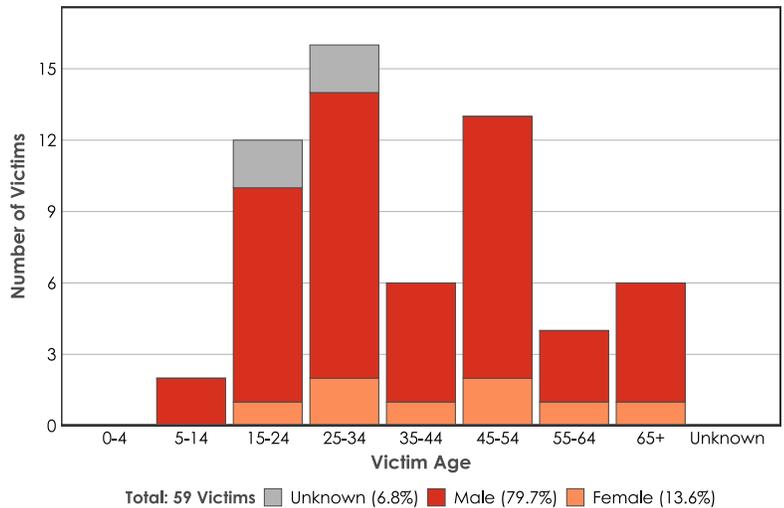
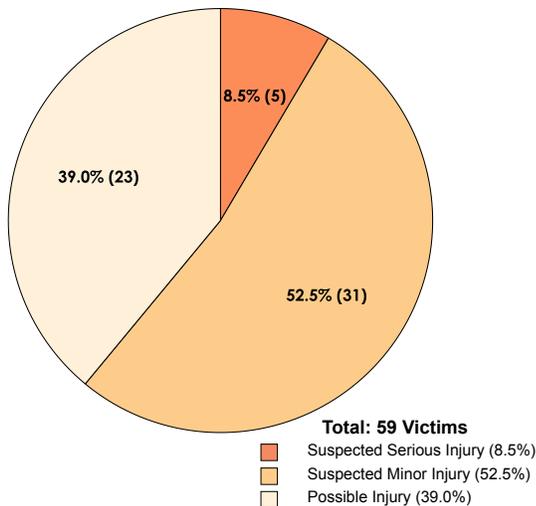


# Victim Injury Severity

# Victim Demographics

2015 - 2019

2015 - 2019



**8.5%** of victims suffered serious injuries

**16.9%** of victims were school-age (age 5-18)

**10.1%** of victims were older adults (age 60+)

What other data could help inform decision-making?

While these numbers do not tell the whole story, do they resonate with your experience?

What kinds of improvement do you think could help make walking and biking safer in your community?

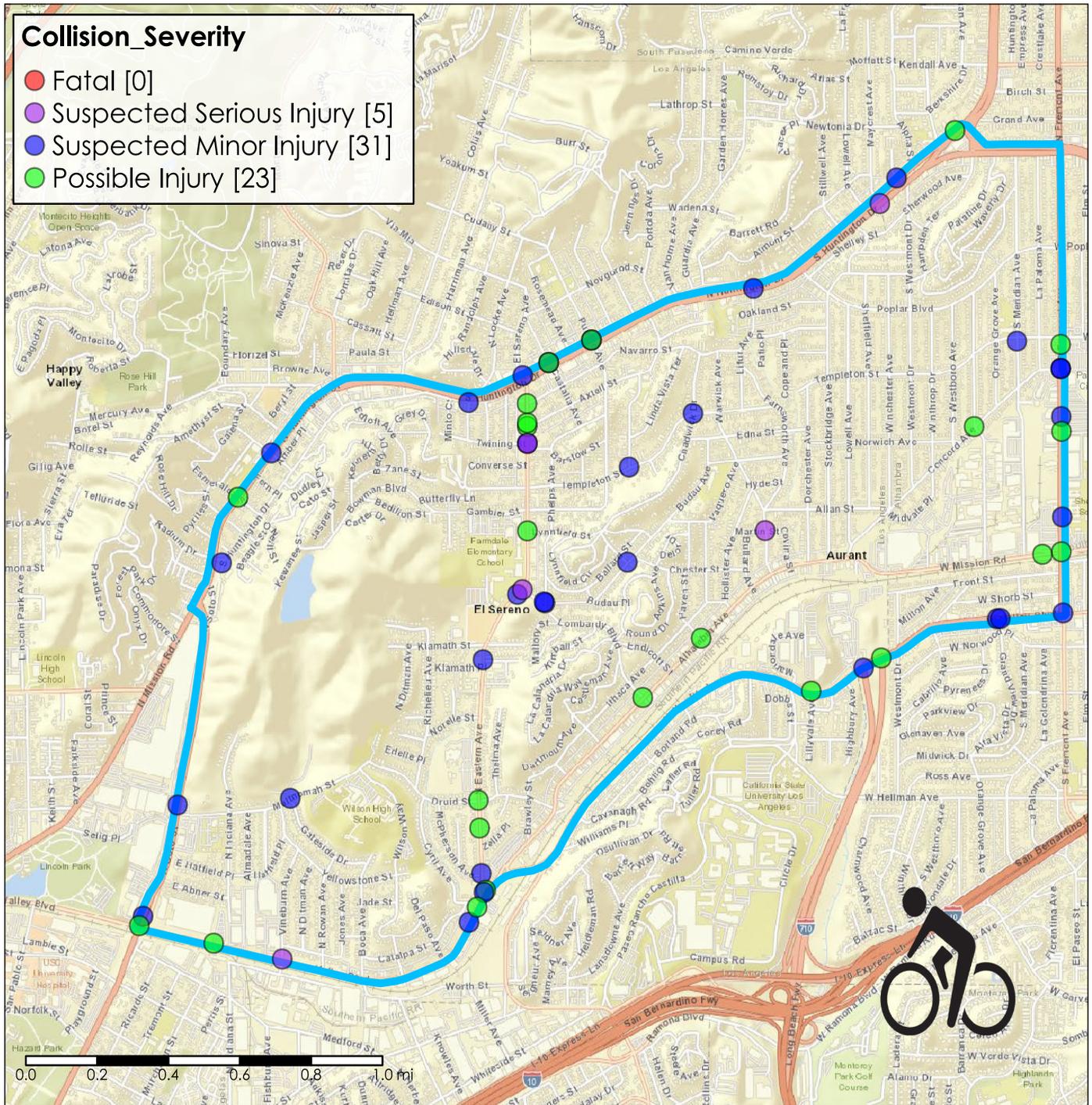
To learn more about collision data in your community, visit the free tools available through the Transportation Injury Mapping System ([tims.berkeley.edu](https://tims.berkeley.edu)).

For additional assistance, email us at [safetrec@berkeley.edu](mailto:safetrec@berkeley.edu).





# El Sereno Bicycle Collision Map (2015 - 2019)



Data Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS) 2015-2019. Collision data for 2019 are provisional as of March 2021. Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Traffic Safety Administration.

# El Sereno Pedestrian & Bicycle Crash History

CPBST Virtual Site Visit | June 24, 2021

Ana Lopez, [ana.lopez@berkeley.edu](mailto:ana.lopez@berkeley.edu)

Berkeley SafeTREC  
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

## What is a pedestrian crash?



- Pedestrian–motor vehicle crash
  - Includes a person afoot, on a skateboard, stroller, wheelchair, electric assistive mobility device
- One crash may result in multiple pedestrian victims

# What is a bicycle crash?



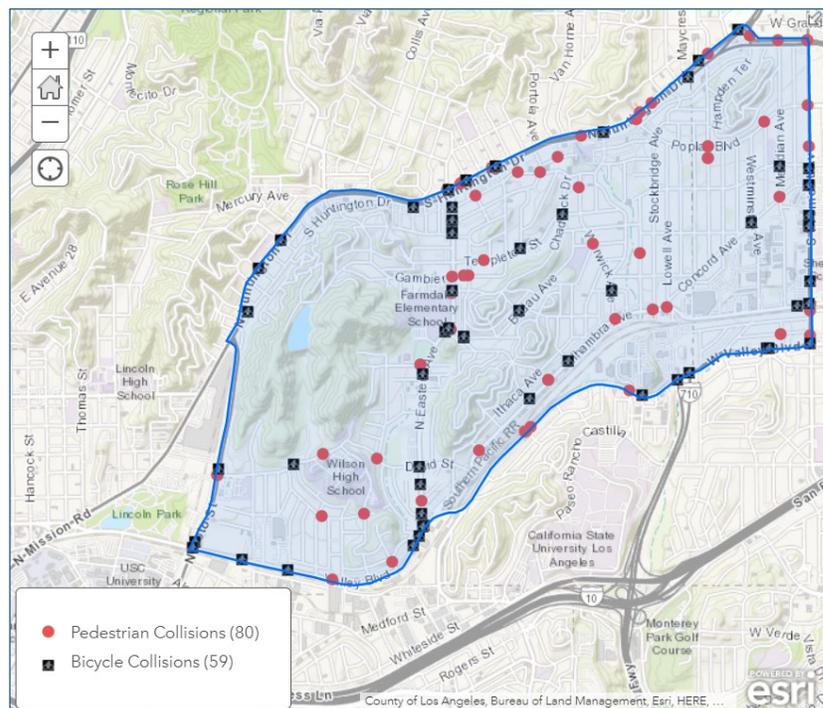
- Bicycle–motor vehicle crash
- Bicycles are considered vehicles and therefore violations committed by a “driver” could have been committed by a motor vehicle driver or bicyclist.

## Crashes Overview 2015-2019

### El Sereno Focus Area\*

- 80 pedestrian crashes
- 59 bicycle crashes

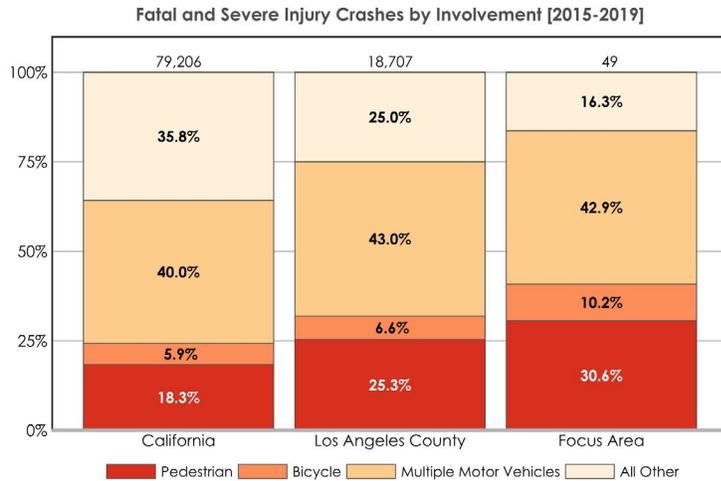
\*The focal area, as shown to the right by the blue shaded area, is North Huntington Drive to the North, South Fremont Avenue to the East, Valley Boulevard to the South and North Soto Street to the West.



Source: Statewide Integrated Traffic Records System (SWITRS) 2015–2019

# How does El Sereno compare to other areas?

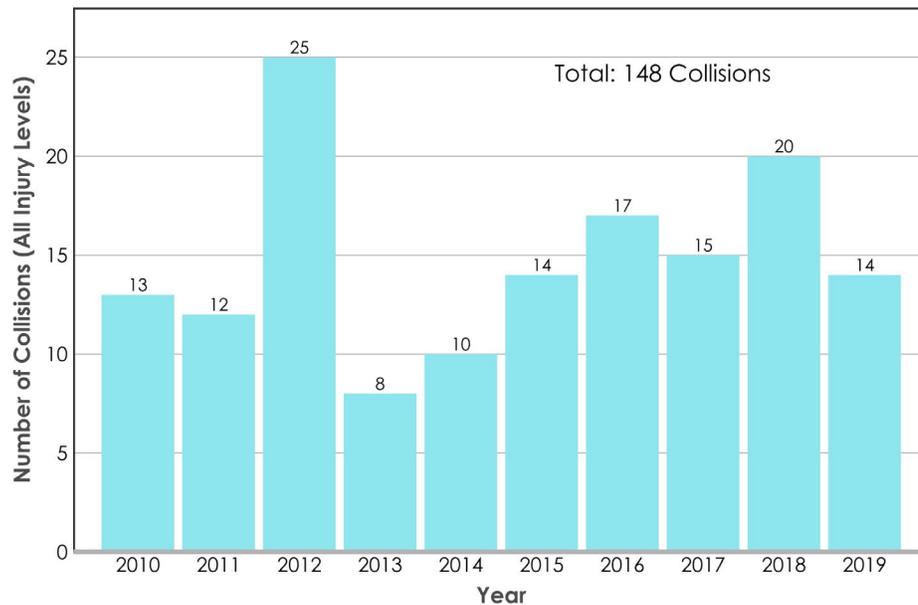
## Fatal and Severe Injury Crashes by Involvement 2015-2019



- The focal area in El Sereno has a relatively **higher** number of fatal and severe injury crashes than the County and the State.

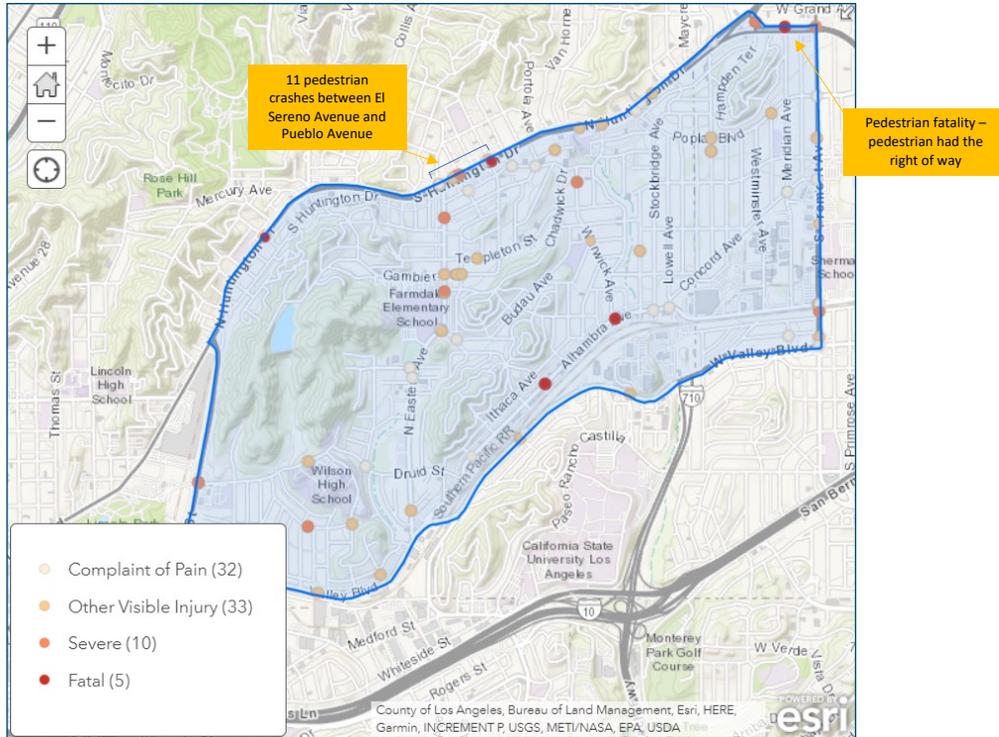
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Pedestrian Crashes 2010-2019



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

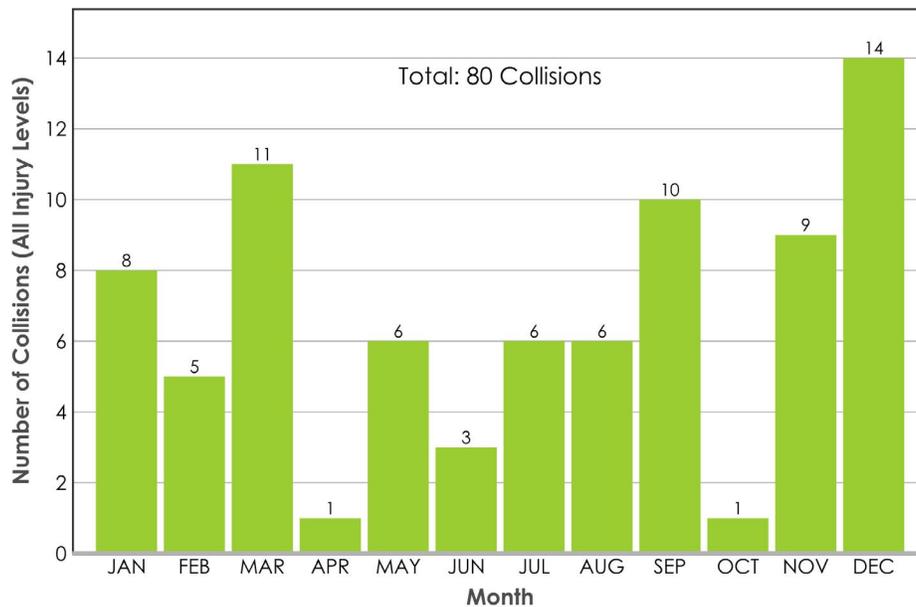
# Pedestrian Crashes 2015-2019



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Pedestrian Crashes 2015-2019

## By month



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Pedestrian Crashes 2015-2019

## By time of day & day of week

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	0	1	1	0	0	0	0	2
3-6AM	0	0	0	1	0	1	0	2
6-9AM	2	3	5	4	3	0	0	17
9AM-Noon	1	1	0	0	0	2	2	6
Noon-3PM	1	1	1	2	1	2	1	9
3-6PM	4	2	5	0	3	2	1	17
6-9PM	6	4	3	1	1	1	5	21
9PM-Midnight	0	1	0	1	0	3	1	6
Unknown	0	0	0	0	0	0	0	0
<b>TOTAL</b>	14	13	15	9	8	11	10	80

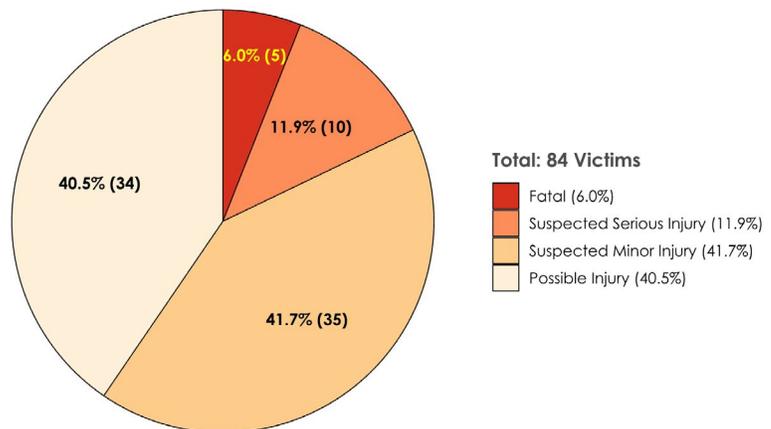
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Pedestrian Crashes 2015-2019

## By injury severity

**84 victims were injured in 80 pedestrian crashes**

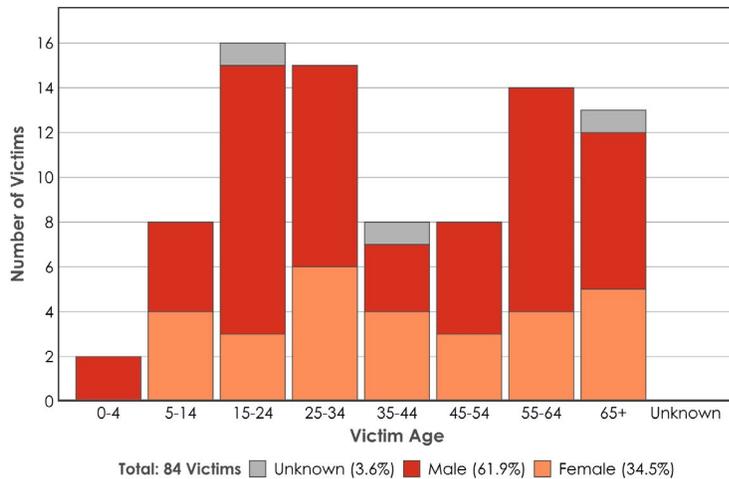
**All injury victims were pedestrians**



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Pedestrian Crashes 2015-2019

## By victim age & gender



**24%** of victims were older adults (age 60 or older).

- All were pedestrians.

**21%** of victims were school-age (age 5-18).

- All were pedestrians.

Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Pedestrian Crashes 2015-2019

## Most frequently cited violations in injury crashes

31  
crashes

**21950a.** Driver does not yield the right-of-way to a pedestrian at a marked or unmarked crosswalk.

11  
crashes

**21954a.** Pedestrian shall yield the right-of-way to vehicles when not within a marked/unmarked crosswalk at an intersection.

4  
crashes

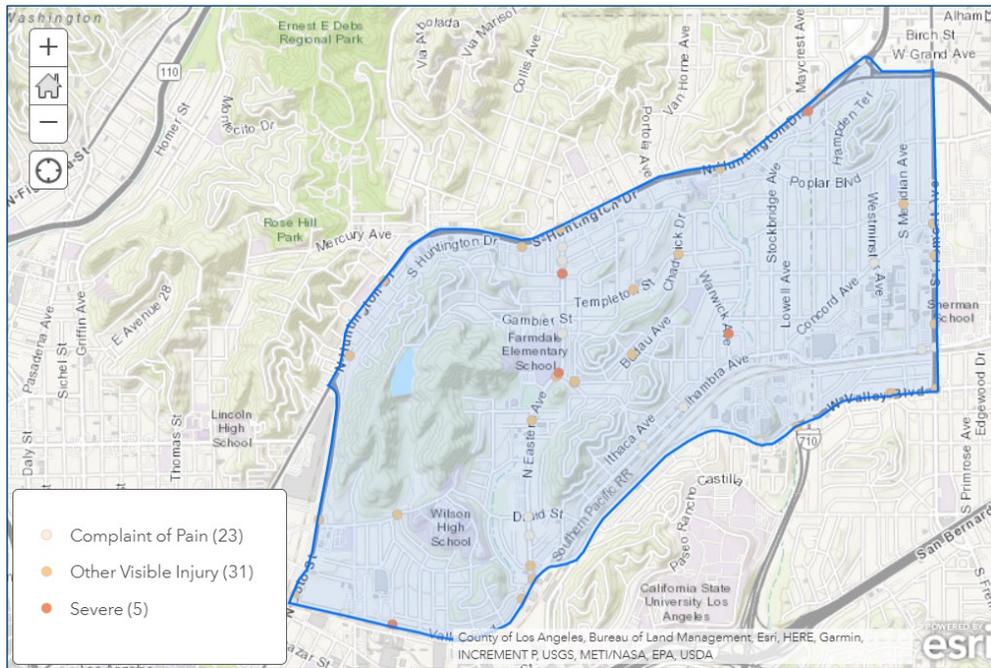
**22350.** Speeding or driving at a dangerously high speed given conditions

4  
crashes

**21955.** Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk.

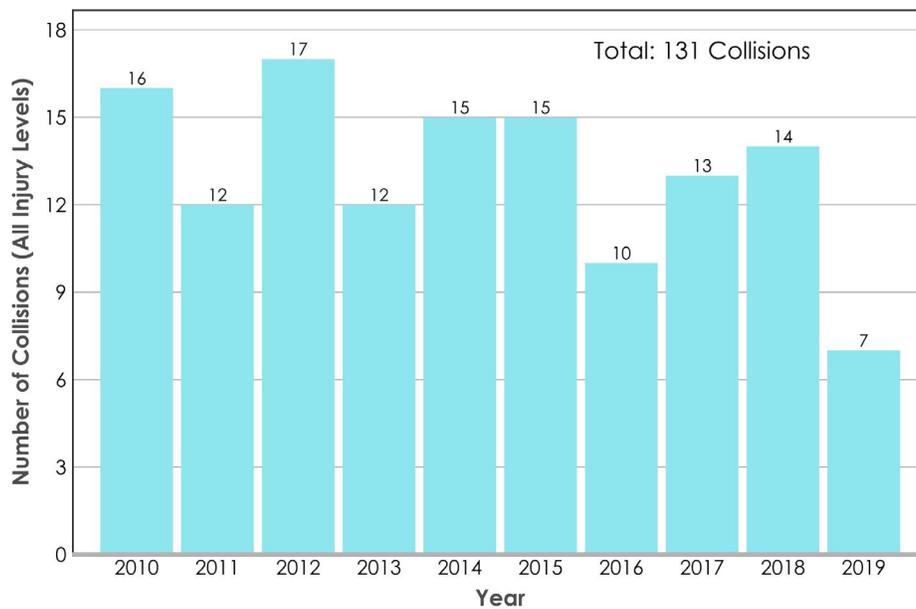
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Bicycle Crashes 2015-2019



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Bicycle Crashes 2010-2019



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Bicycle Crashes 2015-2019

## By month



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Bicycle Crashes 2015-2019

## By time of day & Day of Week

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	0	0	0	0	0	0	0	0
3-6AM	0	0	0	0	1	0	0	1
6-9AM	3	1	2	2	4	0	0	12
9AM-Noon	0	1	0	1	2	4	1	9
Noon-3PM	1	1	2	1	3	1	1	10
3-6PM	2	3	2	3	1	2	1	14
6-9PM	1	3	1	2	2	1	3	13
9PM-Midnight	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0
TOTAL	7	9	7	9	13	8	6	59

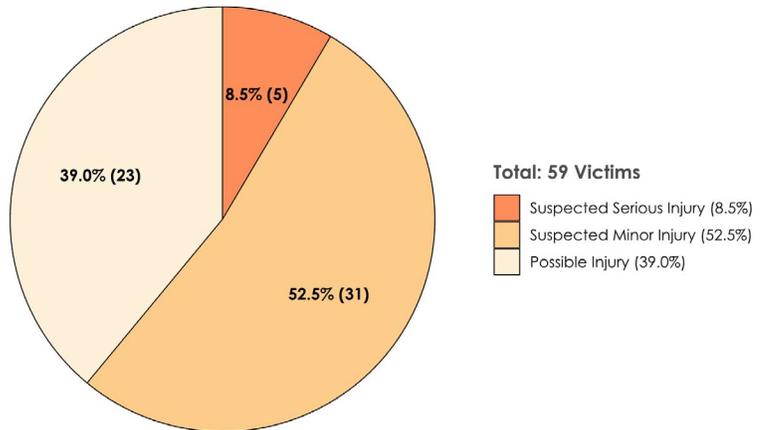
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Bicycle Crashes 2015-2019

## By injury severity

**59 victims were injured in 59 bicycle crashes**

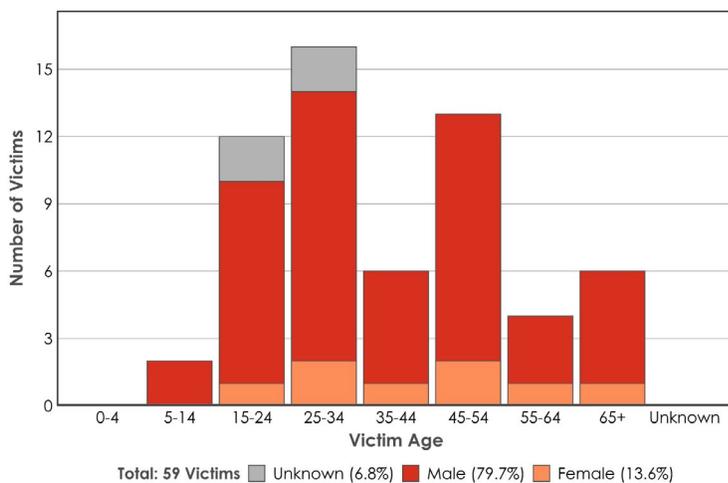
- All victims were bicyclists



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Bicycle Crashes 2015-2019

## By victim age & gender



**29% of victims were adults age 45-59.**

- All victims were bicyclists.
- 2 suffered severe injuries.
- 82% were male.

**1 in 4 victims were 25 years old or younger**

Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

# Bicycle Crashes 2015-2019

## Most frequently cited violations in injury crashes

- 9** crashes **21804a.** Driver failure to yield right-of-way when entering/crossing a highway
- 8** crashes **216501.** Failure to ride a bicycle in the same direction on the roadway as vehicles are driven
- 6** crashes **22107.** Unsafe turning or moving right or left on a roadway or turning without signaling
- 5** crashes **21453a.** Failure to stop at a limit line or crosswalk at a red light.
- 5** crashes **22350.** Speeding or driving at a dangerously high speed given conditions

Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

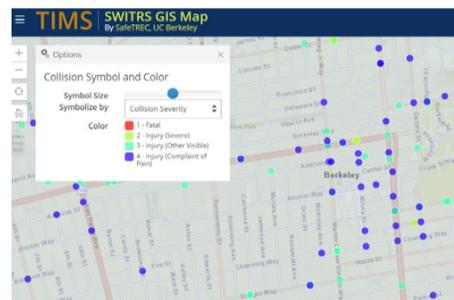
## Additional Resources

### Street Story

Street Story is a tool for collecting community feedback on transportation safety issues.

Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

<https://streetstory.berkeley.edu>



### Transportation Injury Mapping System (TIMS)

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>

Thank you for your interest in the Community Pedestrian and Bicycle Safety Program. For more information, please visit:

<https://safetrec.berkeley.edu/programs/cpbst> or <https://www.calwalks.org/cpbst>

[safetrec@berkeley.edu](mailto:safetrec@berkeley.edu) or [cpbst@calwalks.org](mailto:cpbst@calwalks.org)

