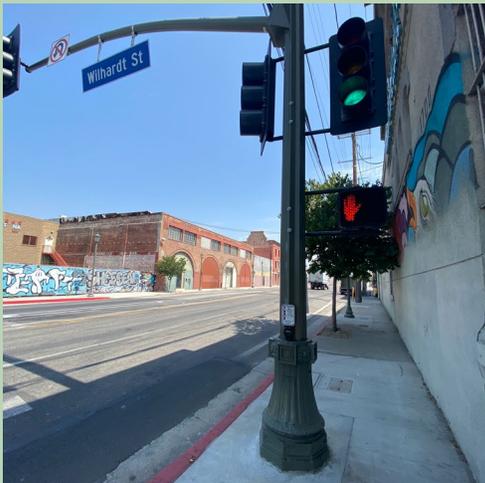


SUMMER 2021

Los Angeles State Historic Park, Chinatown Summary and Recommendations Report

COMMUNITY PEDESTRIAN & BICYCLE SAFETY TRAINING PROGRAM

Creating Safer Streets for Walking and Biking



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

Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Los Angeles State Historic Park, Chinatown 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 Sheila Chau and Desiree Shih for providing simultaneous Cantonese and Mandarin interpretation during the workshop.

We also want to acknowledge the Tongva peoples of the Yaanga community as the traditional land caretakers of the greater Los Angeles, California area.

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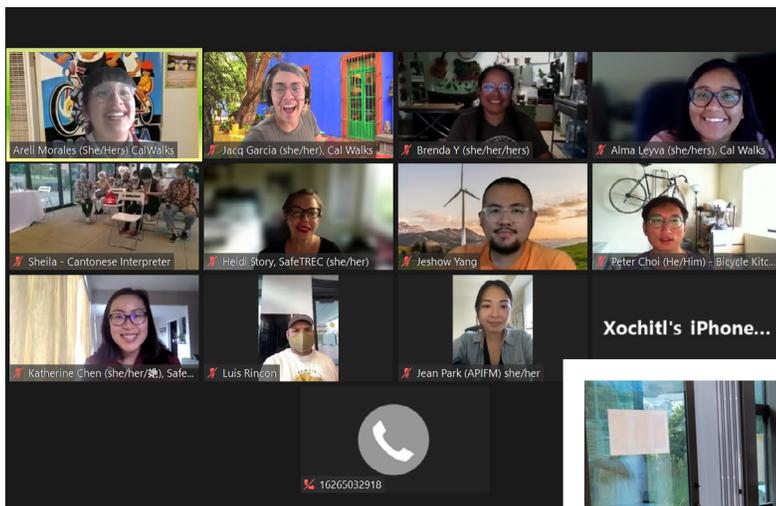
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This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings and conclusion expressed in this publication are those of the author(s) and not necessarily those of OTS.

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Participants joined the workshop via Zoom and in-person at Los Angeles State Historic Park.



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 & 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

The Chinatown Los Angeles State Historic Park (LASHP) CPBST workshop was held in hybrid fashion; i.e., both virtually and in-person at the LASHP Welcome Center. It convened 11 in-person and 10 virtual participants on Tuesday, August 31 2021, including residents, as well as representatives from Asian Pacific Islander Forward Movement and Los Angeles Bicycle Coalition. Los Angeles State Historic Park requested that the Project Team conduct a CPBST in Chinatown with the goals to:

1. Improve safe access to the Los Angeles State Historic Park for all residents; and,
2. Improve walkability and bikeability on streets around the state park community.

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

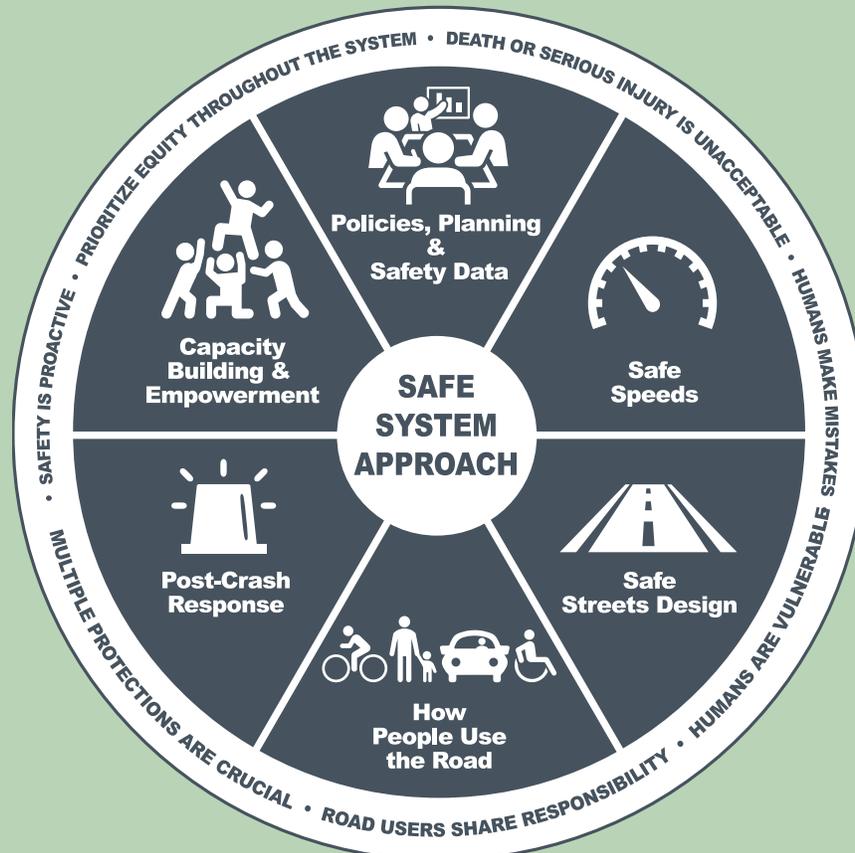
Traditionally, human behavior was considered to be the primary variable associated with traffic injury. The Safe System approach refocuses efforts to emphasize transportation system design and operation. It prioritizes reducing crash severity to save lives. A Safe System also anticipates that people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

Chinatown LASHP is a community located in the City of Los Angeles (LA) in Los Angeles County. Per [OTS Crash Rankings](#), in 2018, the City of Los Angeles ranked first out of fifteen cities of similar population size for people killed or injured in a traffic crash (with a ranking of “1” indicating the worst). It ranked fourth for pedestrian crashes and sixth for bicycle crashes, thus demonstrating a high need for pedestrian and bicycle safety improvements.

Local Policies and Plans

[LA River Path Conceptual Design Report](#)

By 2035, it is anticipated that the LA River Path will serve up to 5,900 trips for pedestrians and bicyclists. Chinatown is expected to be one of the busiest areas of the path.

[Los Angeles River Revitalization Master Plan](#)

The plan proposes a revitalized river-edge in the Chinatown-Cornfields area, which could include a community park and amphitheater, outdoor dining, and a mixed-use community. Trails could also line the park to provide walking and biking opportunities to the community. There would also be improved pedestrian and bicycle facilities such as shade trees, street furniture, and wider sidewalks that would serve as the primary connectors for surrounding communities. Spring Street would be reconfigured to become a Green Boulevard, with wide planted medians, bike lanes, and wide sidewalks. Freeway underpasses could become opportunities to celebrate the River and invite users down to the River Park. Convenient connections to public transportation, including the adjacent Gold Line, would connect a wide range of people to this area. The plan also details how to limit gentrification by using community feedback, engagement, and interaction during each phase of the revitalization process.

[LA City Planning Downtown Community Plan](#)

Goals and policies proposed for Chinatown include supporting and reinforcing the historic and cultural components of Chinatown, encouraging new open space and streetscape improvements, including at nighttime, and promoting courtyard-style commercial developments.

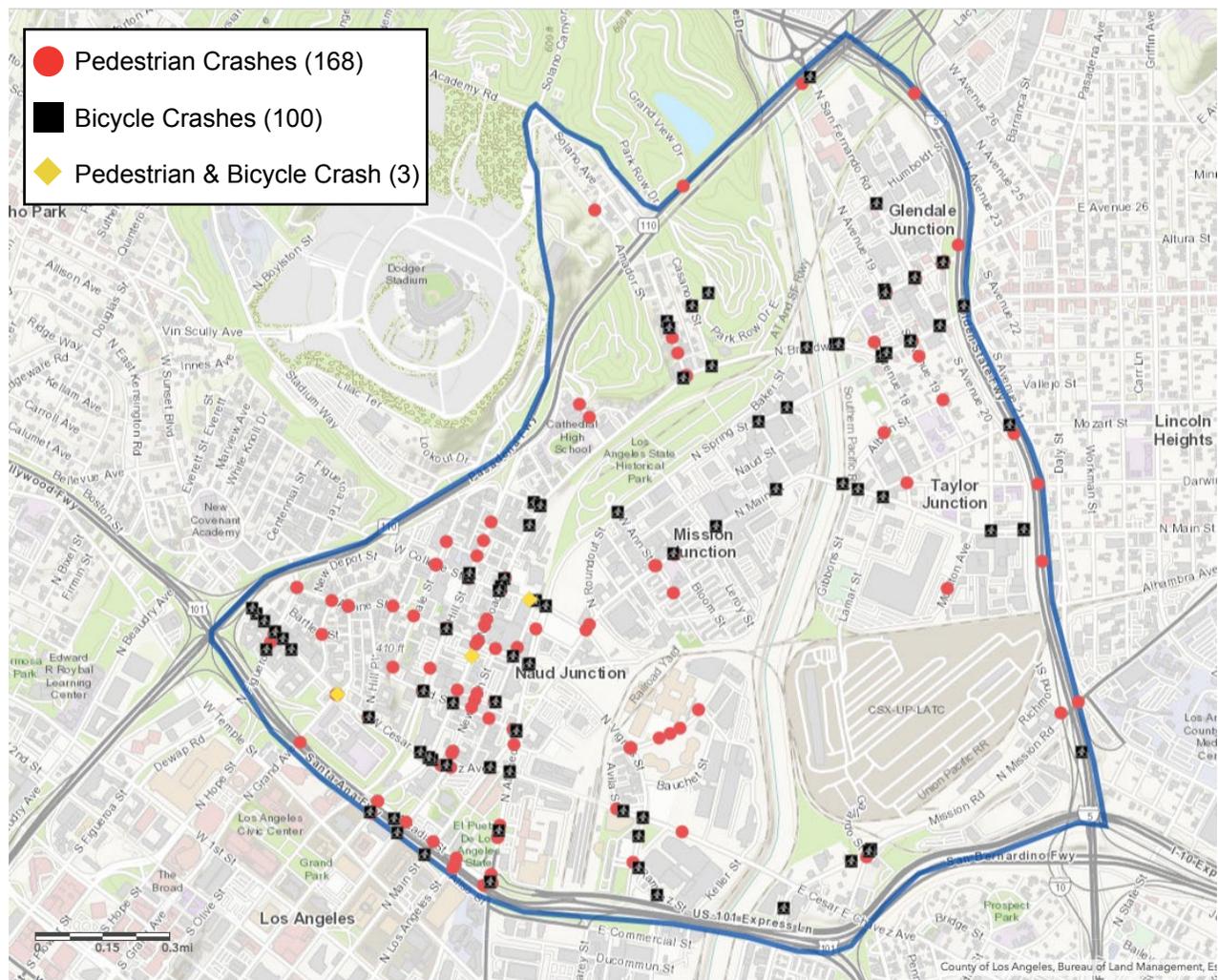
Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians¹ and bicyclists in the workshop focus area. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2010 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.

¹ A pedestrian is defined as any person who is afoot or using a non-motorized personal conveyance other than a bicycle. This includes skateboards, strollers, wheelchairs, and any electric assistive mobility device.

LA State Historic Park, Chinatown Community Workshop Boundaries

The focus area for this workshop is roughly the triangle formed by State Route 110 (SR-110), Highway 101 (US-101), and Interstate 5 (I-5), with the addition of a small triangular area near Dodgers Stadium to include Solano Elementary School. The premier landmarks within these boundaries are the Chinatown community and the 32-acre LASHP. Additionally, there are about 10 schools in the area, a major transit hub, the county jail, and numerous arterials to downtown and nearby cities and connectors to the various freeways. Several corridors in the workshop focus area are part of the [LA High Injury Network](#), including North Hill Street, North Broadway, North Alameda Street, College Street, and Alpine Street near Chinatown; Vignes Street and East Cesar E Chavez Avenue near Union Station; and North Broadway and Pasadena Avenue east of the Los Angeles River.



Pedestrian and bicycle crashes in the focus area, 2015-2019. Source: SWITRS 2015-2019; data from 2019 is provisional as of March 2021.

Pedestrian Crashes

Over the 10-year period between 2010 and 2019, pedestrian crashes increased in 2014 and remain at an elevated level, with a peak of 39 crashes in 2019. In the most recent five years of data available, 2015 to 2019, there were 169 pedestrian crashes, with 9 fatal and 20 serious injury crashes. The highest concentration of crashes was clustered west of LASHP in the Chinatown area with another cluster east of the park off North Broadway and a small cluster near Union Station and the county jail. The primary crash factor in 38.5% of the pedestrian crashes was a driver not yielding the right-of-way to a pedestrian at a marked or unmarked crosswalk (CVC 21950a). The second most frequent primary crash factor in 19.5% of crashes was a pedestrian not stopping for a driver at a marked or unmarked crosswalk (CVC 21954a).

There were 190 victims in the 169 pedestrian crashes, where 172 (or 90.5%) were pedestrians. Three crashes had multiple pedestrian victims. All 9 fatal and 18 of the serious injury victims were pedestrians. Older adults aged 60 and older made up the majority of victims in pedestrian crashes and were, on average, more seriously injured. While older adults accounted for 34.7% of the victims in pedestrian crashes, they also accounted for 56.7% of the fatalities and serious injuries.

Bicycle Crashes

Over the 10-year period between 2010 and 2019, bicycle crashes appear to neither clearly increase or decrease, with the most recent peak in 2018. In the most recent five years of data available, 2015 to 2019, there were 102 crashes with no fatal and five serious injury crashes in the workshop area. Bicycle crashes were concentrated on North Broadway and Cesar Chavez Avenue, with a high frequency also on Alameda Street, Main Street, Spring Street, and College Street. Within the workshop area, few streets have dedicated bike lanes, which means that bicyclists share the travel lanes with motor vehicles. The most frequently cited violation at 16.7% was failure to stop at a limit line or crosswalk at a red light (CVC 21453a) followed by driver failure to yield the right-of-way when making a left- or U-turn (CVC 21801a) at 14.7%, and driver failure to yield the right-of-way when entering/crossing the road (CVC 21804a) at 12.7%.

There were 106 victims in the 102 bicycle crashes, including five bicyclists who were seriously injured. Of the victims, 87.7% were male, with the highest concentration of victims in the 25 to 34 year old age group, followed by the 15 to 24 year old age group. About 10% of the victims were school aged 5 to 18.

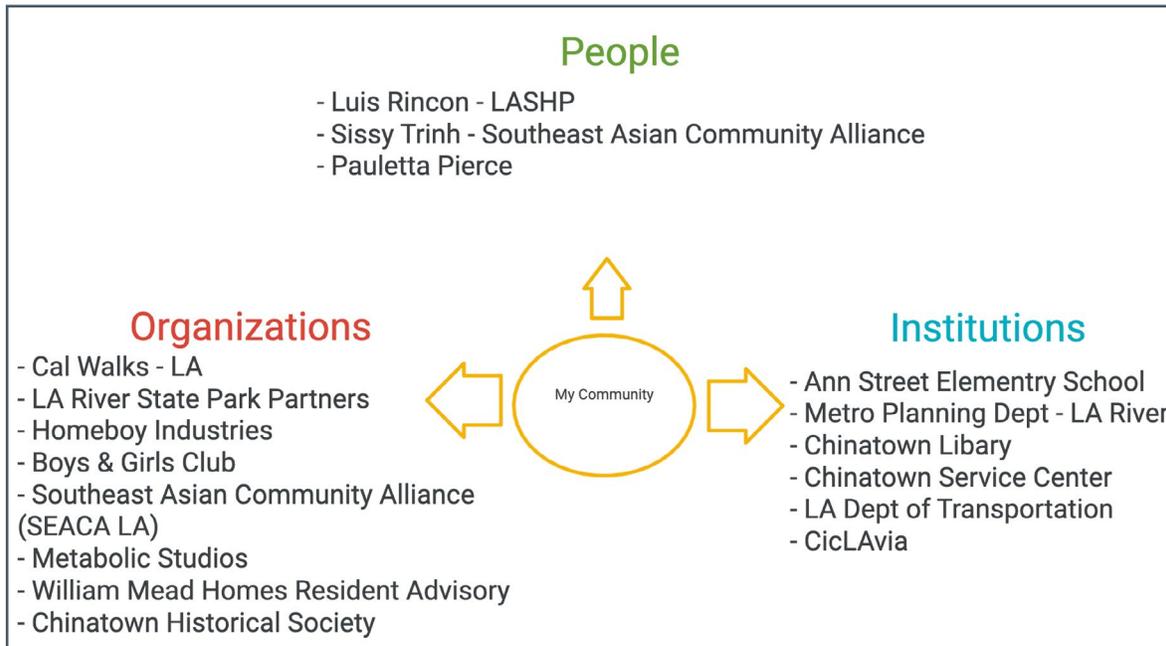
Free SafeTREC Data Resources

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 publically available. Street Story is available at: <https://streetstory.berkeley.edu>

Asset Map

Prior to the virtual workshop, the Planning Committee identified strengths and resources that could help the community achieve their walking and biking safety goals. Assets are a broad category, including people, organizations, agencies, financial resources, community knowledge, skill sets, and political connections within the community. The Asset Map below is a visual aid to highlight the resources available, service overlaps, and potential collaborations to keep the momentum for walking and biking safety work going.

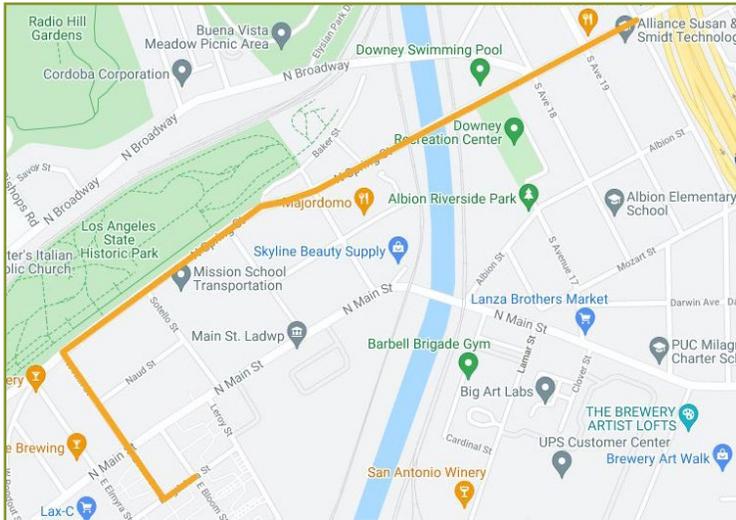


Asset map developed during the CPBST Site Visit.

Walking & Biking Assessment

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

Route 1: North Spring Street



Focus

North Spring Street is the only street that provides access to LASHP, one of the only parks and recreation spaces in this historic core area. It is one of the few neighborhood streets that traverse the LA River Trail making it a vital thoroughway for pedestrians, those on public transportation, bikes, and other non-motorized devices. Spring Street is a designated bike route, with a protected dual-direction bike lane along South Spring Street.

Strengths

1. LASHP is one of the largest and only park and recreation spaces in this historic district. It has a rich history as a sacred space for the Tongva people, and hosts Zanja Madre, the original aqueduct that brought water to the area now known as Los Angeles.
2. North Spring Street has become a growing hub for restaurants and galleries.
3. North Spring Street hosts the Metro Gold line, a light rail that connects to greater Los Angeles via the neighboring light rail line at Union Station.
4. The North Spring Street bridge has a large shoulder, sidewalks, and lower vehicle traffic than neighboring east-west LA River bridges. North Spring Street extends a bicycle network connecting the LA central core to Northeast LA and the LA River Path.
5. Park staff have noticed an increase in the number of visitors accessing the park from the eastern park entrance since the new controlled crosswalk has been installed at the Wilhardt Street/North Spring Street intersection.



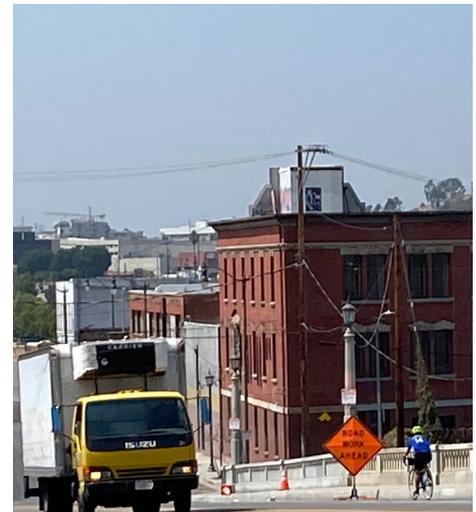
LEFT: The LASHP Ann Street entrance, near the park welcome center. RIGHT: The newly installed traffic signal at the Wilhardt Street/North Spring Street intersection.

Route 1: North Spring Street *(continued)*

Concerns

1. Drivers appear to be traveling above the posted speed limit of 35 miles per hour on North Spring Street, making pedestrians and bicyclists feel unsafe when using the street.
2. North Spring Street is concerning to bicyclists because of the lack of bike lanes, the limited presence of street lighting, the lack of separation between vehicles, marked crosswalks, and the high driver speeds.
3. The five-way intersection at Spring Street/Broadway/Avenue 18th is a major convergence and thoroughfare across the LA River, connecting Central LA to the North East communities via transit, highways, and bike routes. Participants say drivers often don't stop or yield to pedestrians, even at marked crosswalks. Another concern is the insufficient crossing time for pedestrians, and drivers' failure to yield to pedestrians.
4. Stores put out tables and other furniture on sidewalk area to extend their business to an outdoor space along North Broadway near Spring Street/Avenue 18. This narrows sidewalk space, limiting access for pedestrians and people using wheelchairs and other mobility devices. North Broadway Street has several bus stops that also narrow the space on the sidewalk in that area. There are often parked electric scooters blocking sidewalks. All of these create tripping hazards for pedestrians and limit pedestrian access, especially for older adults.
5. There are new high-visibility white continental crosswalk markings on the north and south leg of the Wilhardt Street/North Spring Street intersection, a faded crosswalk on the east portion, and no marked crosswalk on the west leg. The narrow sidewalk/ramp at the southeast corner and a narrow space between the corner of the building and the road pavement may be challenging for strollers and mobility devices to navigate.
6. Although all entrances to LASHP are on Spring Street, there are no marked crosswalks from West College Street until Wilhardt Street, a distance of more than a 1/2-mile. Spring Street is a wide street with large intersections and faded white lane markings, which may provide an opportunity for speeding and creating risk for pedestrians and bicyclists.
7. The lack of crosswalks along Spring Street from West Rondout Street to Mesnagers Street concerns participants because pedestrians wait upwards to 20 minutes for traffic to be low enough to cross North Spring Street to be able to access the park entrances. A resident of the William Mead Homes, a low-income housing neighborhood and park staff said they have been advocating for a crosswalk at Ann Street/North Spring Street Intersection for more than eight years and are currently using a volunteer crossing guard system to help students from Ann Street Elementary School cross Ann Street safely.
8. The North Spring Street/West Ann Street connects the William Mead Homes and Ann Street Elementary School to LASHP, one of the only green spaces in this community. The larger Chinatown community and guests also frequent this section of the neighborhood for grocery stores, restaurants, and galleries. There is uneven pavement and few trees on the east sidewalk along Ann Street.
9. There is an empty dirt space running between North Spring Street and the LASHP sidewalk that could instead be used as a bikeway. Participants say that bicyclists often ride on the LASHP sidewalk, which limits space for pedestrians and may lead to potential pedestrian crashes.
10. William Mead neighborhood residents said their biggest concern is drivers failing to yield to the stop signs at the East Bloom Street/Magdalena Street intersection in front of Ann Street Elementary School. A resident shared that drivers not from the neighborhood are especially dangerous, since they do not know neighborhood streets and might not expect to see families and children in the streets.

Route 1: North Spring Street (continued)



TOP: The Ann Street/Spring Street intersection, used by the community to access LA State Historic Park. The picture shows a west-bound section of Spring Street. MIDDLE LEFT: The accessibility ramp towards the Spring Street bridge on the northwest corner of the Spring Street/Broadway/Avenue 18th intersection does not have truncated domes. MIDDLE RIGHT: A westbound bicyclist rides on the shoulder on the Spring Street Bridge. BOTTOM LEFT: Ann Street sign and view of the dirt space near the LASHP entrance. BOTTOM RIGHT: Drivers often fail to yield at the marked yellow crosswalk at the Ann Street/Magdalena Street intersection directly in front of Ann Street Elementary School's main entrance.

Route 2: Alpine Street

Focus

This route goes through the heart of Chinatown, a commercial center for Asian businesses, as well as a neighborhood with low-income, aging, and monolingual Chinese-speaking residents. Many visitors come to Chinatown through Union Station, a major ground transportation hub, or the Metro Gold Line.

Strengths

1. Participants shared that the marked crossing in front of Union Station on Alameda Street feels relatively safe because it is signalized and sidewalks are wide.
2. Participants reported that Alpine Street has sufficient pedestrian scale lighting and shade trees, making it a comfortable place to walk.



LEFT: Trees line Alpine Street providing shade and creating a more comfortable place to walk during periods of warm weather. RIGHT: The Alameda Street/Los Angeles Street intersection in front of Union Station has decorative crosswalks, pedestrian countdown signals, and truncated domes that direct people into the crosswalk.

Route 2: Alpine Street *(continued)*

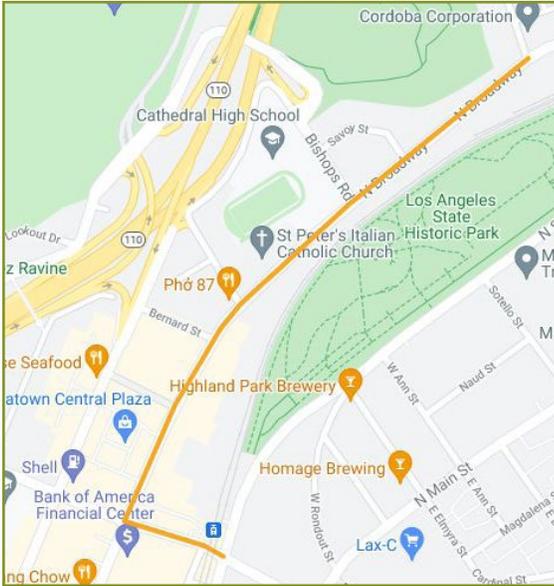
Concerns

1. Pedestrian signals at the Alpine Street/Alameda Street, Alpine Street/Hill Street, Alpine/Broadway and Broadway/Ord Street intersections do not allow sufficient time for people of limited mobility to cross the street. In some locations, participants report that even able-bodied adults struggle to cross in the allotted time.
2. Participants report that the sidewalks on Broadway and Hill Street between Alpine Street and Ord Street are not level, which makes it especially dangerous for seniors, who may unexpectedly catch their foot and trip. The Americans with Disabilities Act (ADA) defines a tripping hazard as any vertical change of over ¼ inch or more at any joint or crack in the sidewalk.
3. Shared mobility electric scooters are abandoned by riders and left blocking the sidewalk, which make it difficult for seniors and others with limited physical mobility to walk in the Chinatown area. Participants report that Main Street near the LASHP feels unsafe because scooter riders, bicyclists, and roller skaters are unpredictable in their movements and travel too fast next to older adults walking on the sidewalk.
4. Participants report that “only the good” drivers yield at marked crosswalks along Alpine Street and that many drivers disregard pedestrians crossing the street.



TOP LEFT: A turning driver waits for a pedestrian to finish crossing after the time on the pedestrian countdown signal has elapsed at the Alpine Street/Hill Street intersection. BOTTOM LEFT: The Alpine Street/Main Street intersection is wide with four travel lanes and a turn lane in each direction. It also has faded crosswalks, which make drivers less likely to expect to see pedestrians crossing the street. RIGHT: The curb at the Broadway/Hill Street intersection does not have truncated domes and is in disrepair with large visible cracks, making it more difficult for people with physical challenges to cross.

Route 3: North Broadway



Focus

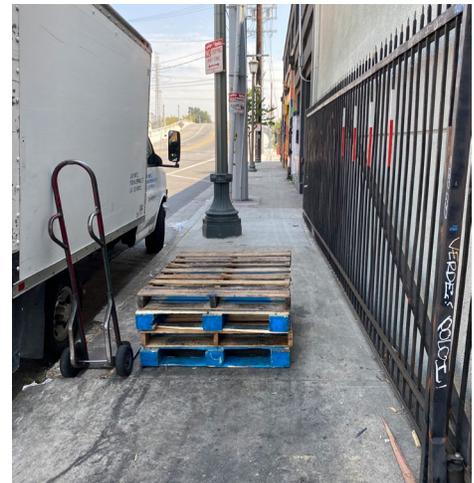
North Broadway is a heavily used street to access the Chinatown Station of the Metro Gold Line and a highly visited area for its local shops and entertainment.

Strengths

1. North Broadway is heavily used by pedestrians who use the Chinatown Metro stop to access surrounding restaurants and businesses.
2. North Broadway is a preferred street for bicyclists because it connects to a bike lane that leads to the Los Angeles River bike path.

Concerns

1. Drivers appear to be driving faster than the marked speed limit of 35 miles per hour along Alameda at the West College Avenue/Alameda Street intersection. Drivers fail to yield and often speed through the intersection even as pedestrians are crossing.
2. Bicyclists feel unsafe on Broadway from West College Street to Bernard Street because of lack of space on the road due to parked cars. With no designated bike lane, bicyclists are forced to ride close to parked cars, putting them in the “door zone” of parked cars.
3. Many of the bus stops along North Broadway do not have bus shelters. Additionally, there is limited tree canopy in the area, making it uncomfortable for pedestrians to walk in this area or wait for the bus when the weather is hot.
4. Businesses on North Broadway and Ord Street encroach on the sidewalk by placing merchandise in front of their stores. This narrows the pedestrian zone and forces pedestrians to walk in the road. The cluttered and narrowed sidewalk poses an additional challenge for people with physical challenges that make it difficult to step on and off the sidewalk to pass along the street.



LEFT: The bus stops at the North Broadway/Avenue 20 intersection do not have bus shelters, so waiting for the bus in hot weather can become uncomfortable. RIGHT: Businesses along North Broadway block the sidewalk making it difficult for pedestrians to use the sidewalks, especially those with assistive walking devices.

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 two 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:

- Install speed bumps along North Spring Street from West College Street to Wilhardt Street;
- Install raised crosswalks at unmarked crosswalks along North Spring Street between West College Street to Wilhardt Street;
- Incorporate design elements that are personal to the community to creating more pedestrian-friendly walkway projects similar to the Destination Crenshaw project;
- Install a three-way traffic light with Accessible Pedestrian Signal (APS) that provide audio cues for the visually impaired at the Ann Street/North Spring intersection;
- Install pedestrian scale lighting along North Spring Street, particularly on the southern side of North Spring Street from West College Street to Wilhardt Street; and
- Reconfigure North Spring Street by road-right sizing to create room for all modes of transportations and access. Install high visibility protected and parking-protected bike lanes along Spring Street from West College to the Spring Street/Broadway/Avenue 18th intersection.

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: Ann Street/North Spring Street Temporary Demonstration Project

Project Description: Create access to LA Historic Park with crosswalks and bike lanes through a temporary demonstration at the Ann Street/North Spring Street intersection.

Project Goals:

1. Build support for a permanent traffic signal-controlled crosswalk;
2. Provide access for people with disabilities via accessible pedestrian signals; and
3. Demonstrate community support.

Action Steps	Timeline	Responsible Party	Resources
<p>Convene a coalition that includes Planning Committee and residents from William Mead Homes community to plan for a Temporary Demonstration Project on Ann Street and North Spring Street.</p> <p>The temporary demonstration project will provide an opportunity to get community feedback on the installation of a controlled crosswalk and bike lane. Planning committee will help develop the logistics of the events and bring partners together.</p> <ul style="list-style-type: none"> ● Identify key residents, school partners, and community groups such as: <ul style="list-style-type: none"> ○ Ann Street Elementary School ○ TreePeople ○ Conservation Corps ○ LA City Trees ○ The Office of Sustainability ○ LA Rivers Parks Partners ○ Park Promotorxs program ○ Los Angeles County Bicycle Coalition ● Invite groups through email or flyers that includes <ul style="list-style-type: none"> ○ Purpose of planning committee ○ Benefits of having a temporary demonstration event ○ Time commitment ● Set meeting dates and times 	Fall 2021	Planning Committee	AARP The Pop-Up Placemaking Tool Kit
<p>Apply for necessary permits for temporary demonstration</p> <ul style="list-style-type: none"> ● Connect with the City of Los Angeles to apply for a permit for the pop-up demonstration event on the Ann Street/North Spring Street intersection. 	Winter 2021	Planning Committee	GoHuman Demonstration Projects Street Closure Permits

Project Name: Ann Street/North Spring Street Temporary Demonstration Project *(continued)*

Action Steps	Timeline	Responsible Party	Resources
Plan key logistics for event day <ul style="list-style-type: none"> ● Set a date and time frame for the event ● Develop elements of the pop-up demonstration, such as: <ul style="list-style-type: none"> ○ Crosswalk design ○ Bike lane ○ Wayfair signage ○ Community stage ● Identify materials and equipment needed to build and secure them for the temporary demonstration(s), such as paint, traffic cones, and planters ● Plan for building during the week of the event by recruiting volunteers and establishing hours. 	Winter 2021	Planning Committee	SRTS Street Pop-up Events
Secure partnerships and sponsorship <ul style="list-style-type: none"> ● Secure partnerships for safety elements such as bike helmets ● Secure sponsorships for elements such as food, water, and activities 	Winter 2021	Planning Committee	Los Angeles Bicycle Coalition Los Angeles Walks
Develop evaluation methods <ul style="list-style-type: none"> ● Create a short survey for participants to give feedback on the temporary projects. Include questions on possible usage, adequate placement, and what other things they would want to see 	Winter 2021	Planning Committee	CONNECTING PEOPLE TO PARKS: A Toolkit to Increase Safe and Equitable Access to Local Parks and Green Spaces

Project Name: Ann Street/North Spring Street Temporary Demonstration Project *(continued)*

Action Steps	Timeline	Responsible Party	Resources
<p>Develop and implement an outreach strategy:</p> <ul style="list-style-type: none"> ● Design a flyer using Canva or another free design software, including date, time, activities, theme, and purpose. ● Set up an Eventbrite to keep track of possible participation ● Post flyer on social media or distribute by email or in person to: <ul style="list-style-type: none"> ○ Community residents ○ Council Members and Agencies to participate in the development and funding of the event ○ LA Historic Park users and program participants ○ Students and parents from Ann Street Elementary School ● Connect with local media for coverage of the project 	Spring 2022	Planning Committee	Canva Eventbrite
<p>Host Event</p> <ul style="list-style-type: none"> ● Prepare for the event with volunteers. Start pop-up demonstration set up at least a week before to make sure it gets built on time ● Conduct evaluation by surveying participants ● Make sure volunteers have roles and materials they need ● Set-up and manage activities ● Take pictures throughout the event to document 	Spring 2022	Planning Committee	Counting and Estimating Volumes
<p>Summarize community feedback by writing a report/summary that includes:</p> <ul style="list-style-type: none"> ● Purpose of the event ● Summary of events ● Feedback gathered by local residents on the benefits of the crosswalk ● Next steps ● Local funding sources ● Photos 	Summer 2022	Planning Committee	CPBST Executive Summaries ATP Grants Safe Routes to Parks Grants
<p>Present to summary to local officials at a city council meeting. Share summary with LADOT and other transportation agencies.</p>	Summer 2022	Planning Committee	People's City Council Cheat Sheet

Project Name: Regulate Sidewalk Encroachment

Project Description: Sidewalks are often blocked by merchandise from small businesses and from parked electric scooters. When the sidewalks are obstructed, pedestrians are forced to walk in the road alongside cars, which is especially difficult for people with limited physical mobility. Participants would like to see a specific limit on how far onto the sidewalk businesses may extend and to explore creation of a separate outdoor market for vendors to sell their products as an alternate business opportunity.

Project Goals:

1. Define and mark the sidewalk frontage zone;
2. Enforce sidewalk frontage zone restrictions to reduce obstructions so pedestrians have adequate space to walk;
3. Engage with small businesses to address the sidewalk frontage zone concerns, including working with them to create alternate vending opportunities.

Action Steps	Timeline	Responsible Party	Resources
Form a project team to advocate for restrictions on sidewalk encroachment in the Chinatown area.	Fall 2021	CPBST Planning Committee & participants	How to Create an Outreach Work Plan Principles for Equitable Engagement
Document how the sidewalks are obstructed to inform policymakers' actions. Use data collected to inform recommendations for improvements. Some considerations for improvements include: clearly delineating frontage zones, extending sidewalk width with paint, or special paving.	Fall 2021 - Winter 2021	Project Team	Street Story Photovoice and/or VideoVoice
Connect with local agencies and policymakers to see what options are feasible and work with them to implement them. Invite agency staff and policymakers on a walk/bike assessment in the community. Some considerations that participants would like to see include: <ul style="list-style-type: none"> ● Specific restrictions about how far businesses can extend into the frontage zone; ● Fines for repeat encroachment offenders; ● Create an open air market during specific days/hours for businesses to sell their products in a nearby parking lot. 	Spring 2022 to ongoing	Project Team	Office of Councilmember Gil Cedillo LADOT Safe Routes for Seniors , especially the Chinatown Senior Zone Project

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

Collaborate with the LADOT on their Chinatown Senior Zone Project

Share the CPBST report and findings with the [Los Angeles Department of Transportation \(LADOT\) Livable Streets Safe Routes for Seniors program](#). Collaborate with them to see how recommendations from this report can be integrated into their current Chinatown Senior Zone Project. Refer to [SafeTREC's Safe Routes for Older Adults guide](#) as a resource.

Designated Scooter Parking Zone Project

Work with the LADOT and scooter share companies to encourage companies, riders and residents to be better stewards of the electric scooter programs. Install designated on-street scooter parking zones and require parking within these zones to discourage riders from abandoning scooters on the sidewalks. Simultaneously, develop a multilingual community engagement campaign to share information with residents on how to report improperly parked scooters.

Conduct follow-up education and empowerment with residents

During the workshop, residents shared that they felt policymakers are not going to listen to a monolingual senior community and that their opinion doesn't matter. Residents are not disengaged with pedestrian safety in the community, but do not know how to make their voices heard. The Project Team recommends that the Planning Committee, in particular API Forward Movement, connect with residents to continue this dialogue and aid in implementing priorities identified during the workshop.

Long-Term Recommendations

Conduct a pedestrian signal timing study

The Project Team recommends that the Planning Committee work with the Los Angeles Department of Transportation (LADOT) to conduct a crosswalk pedestrian signal timing study to document crosswalks with insufficient crossing times to complement qualitative information from the CPBST participants about the short crossing times at the Alpine Street/Alameda Street, Alpine Street/Hill Street, Alpine Street/Broadway, and Broadway/Ord Street intersections. Work with the LADOT to adjust the pedestrian crossing times at specific intersections to accommodate for the most vulnerable pedestrians. For example, the California MUTCD suggests a walking speed of 2.8 feet per second "where older or disabled pedestrians routinely use the crosswalk." Reference other large metropolitan area plans for pedestrian signal timing, such as the San Francisco Municipal Transportation Agency which adopted a value of 2.5 feet per second in 2000.

*Long-Term Recommendations (continued)***Install pedestrian crossing safety improvements at the Ann Street/North Spring Street intersection**

The Project Team recommends that the LADOT explore pedestrian crossing safety improvements at the unmarked Ann Street/North Spring Street intersection. High visibility marked crosswalks would alert drivers that pedestrians may be present and improve the likelihood of their slowing down or yielding to pedestrians. Installing a rectangular rapid flashing beacon would further enhance this crossing by creating more visibility for pedestrians accessing LASHP or students and families walking to Ann Street Elementary School.

Install bus bulb outs on North Broadway to improve walkability

The Chinatown neighborhood sees a high level of pedestrian activity but the current sidewalk widths may be insufficient to accommodate the number of people on the street, especially at crowded bus stops and where vendors encroach on the sidewalk. The Project Team recommends that LA Metro consider installing bus bulb-outs to reduce crossing distance to transit stops and to offer more space for waiting patrons to stand away from the road.

Install bike lanes on North Broadway

The Chinatown neighborhood sees many bicyclists use North Broadway as a way to connect to other bike paths and the LA River trail. Currently bicyclists compete for space with drivers and parked cars. The Project Team recommends that LADOT explore adding a bike lane on North Broadway from West Cesar Estrada Chavez Avenue to North Spring Street for a safer ride for bicyclists connecting to and from downtown and the LA River trail.

Appendix

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

Chinatown, LA State Historic Park Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)
Los Angeles, CA | August 31, 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 Los Angeles. The workshop borders are the triangle formed by Highway 101, Harbor Freeway (SR-110), and Interstate 5. The community was especially interested in Chinatown and the area near Los Angeles State Historic Park.

Pedestrian Collisions Over Time

The number of collisions appears to be ***slightly increasing***.

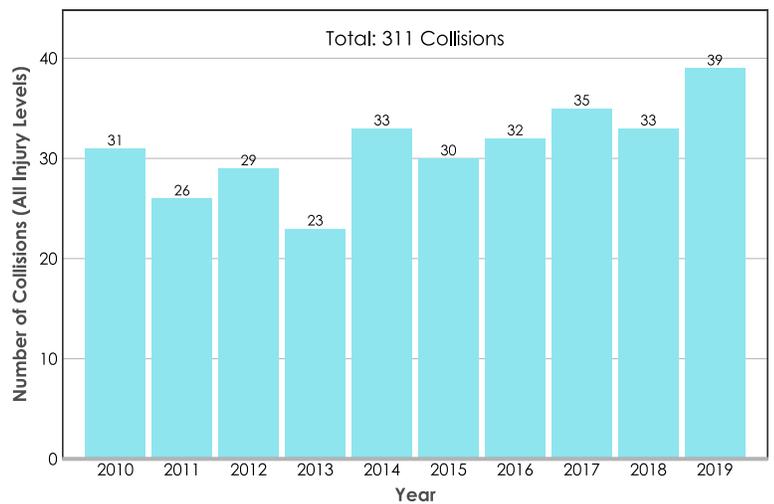


351 people injured



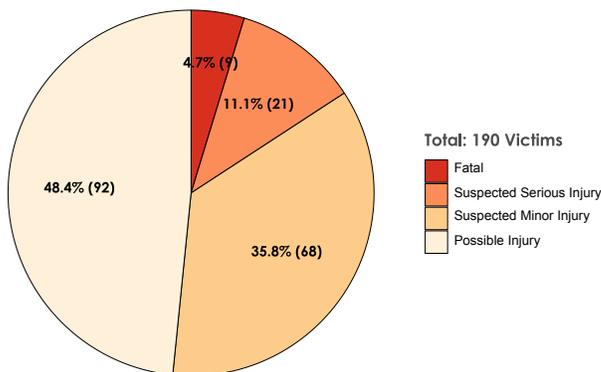
311 pedestrian collisions

2010 - 2019



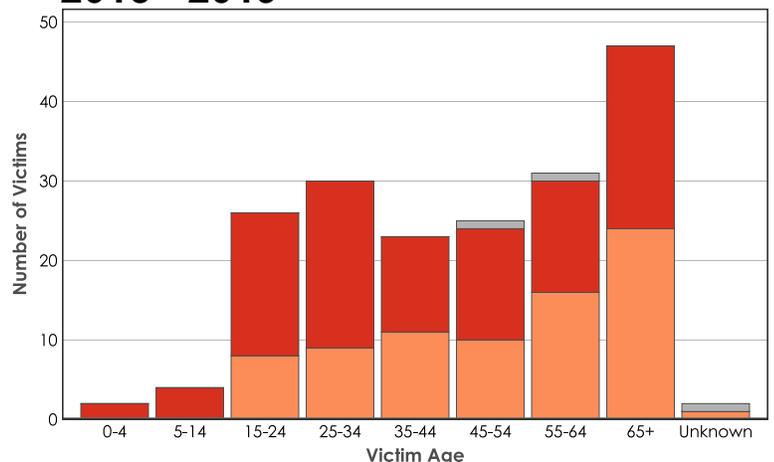
Victim Injury Severity ——— Victim Demographics

2015 - 2019



15.8% of victims suffered fatal or serious injuries

2015 - 2019

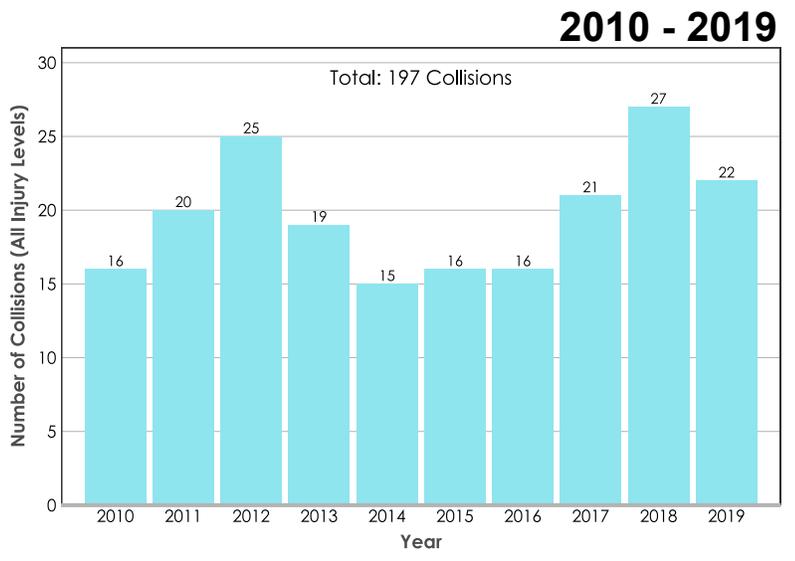


34.7% of victims were older adults (age 60+)
7.4% of victims were school-age (age 5-18)

Bicycle Collisions Over Time

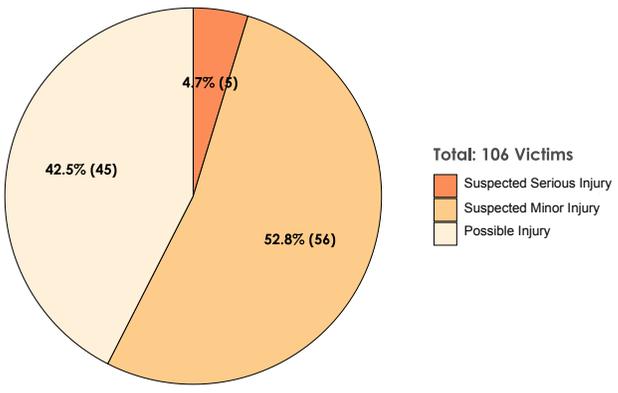
The number of collisions appears to be *increasing*.

 **203** people injured
 **197** bicycle collisions

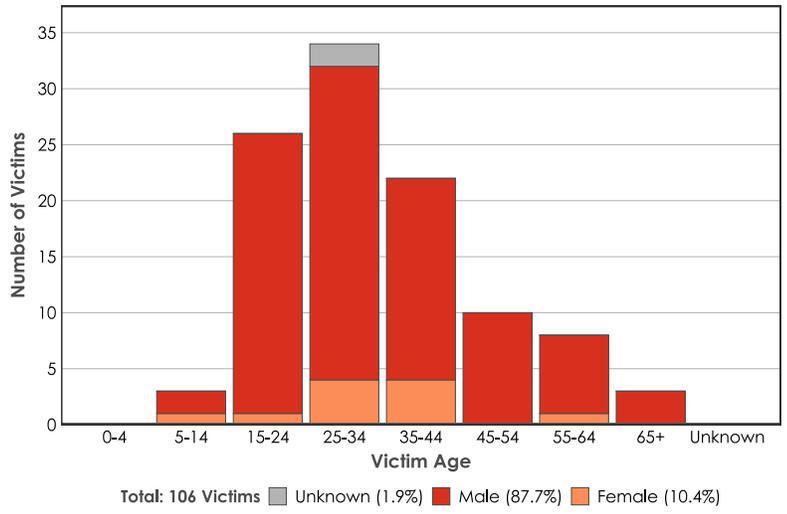


Victim Injury Severity ——— Victim Demographics

2015 - 2019



2015 - 2019



4.7% of victims suffered serious injuries

71.7% of victims were adults (age 18-44)
85.5% of adult victims (age 18-44) were male

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).
 For additional assistance, email us at safetrec@berkeley.edu.



Chinatown LA State Historic Park Pedestrian & Bicycle Crash History

CPBST Virtual Site Visit | August 10, 2021
Katherine Chen, kchen@berkeley.edu

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

What is a pedestrian crash?



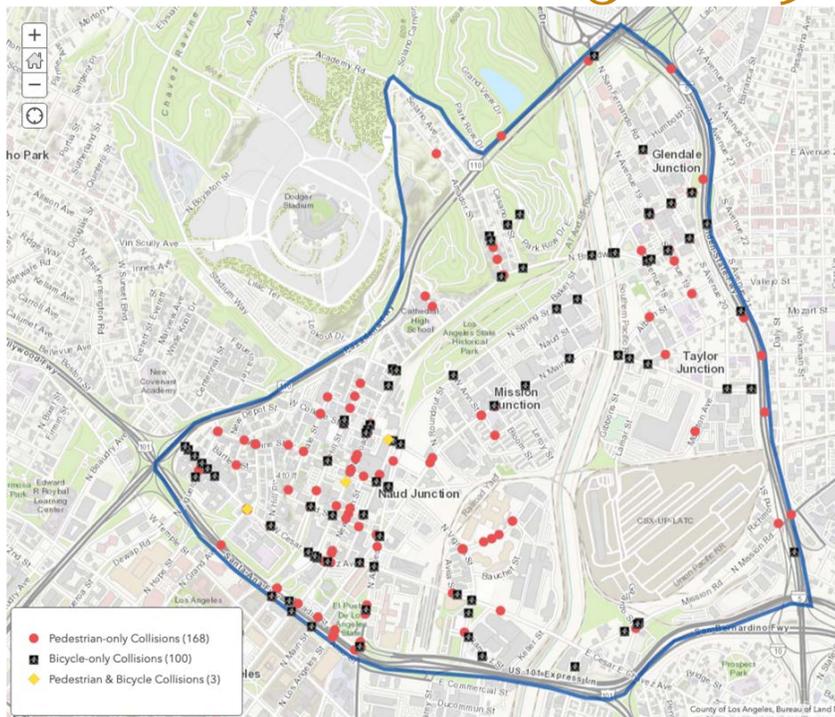
- **Pedestrian–motor vehicle crash**
 - Includes a person afoot, on a skateboard, stroller, wheelchair, electric assistive mobility device
- **One crash may result in multiple pedestrian victims**

What is a bicycle crash?



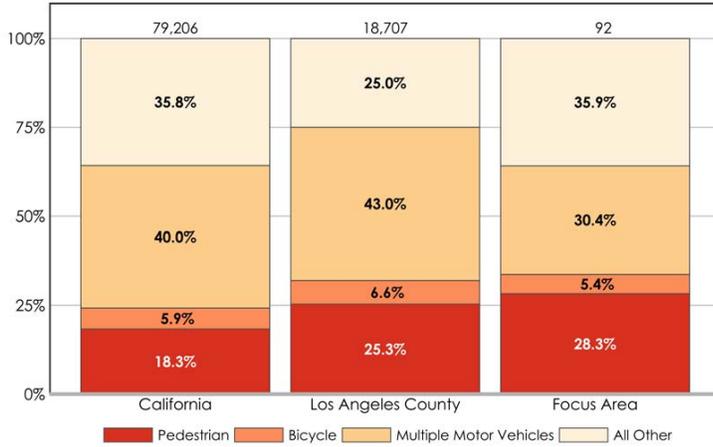
- Bicycle–motor vehicle crash
- Bicycles are considered vehicles and therefore violations committed by a “driver” could have been committed by a motor vehicle driver or bicyclist.

Crashes Overview 2015-2019



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

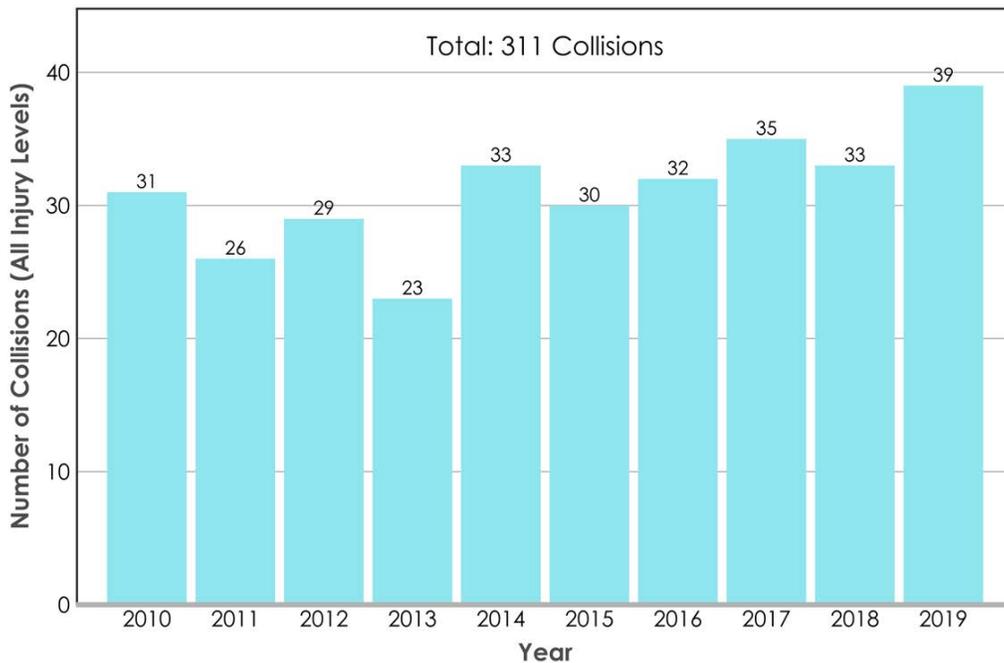
How does LA Chinatown compare to other areas? Fatal and Serious Injury Crashes by Involvement 2015-2019



- Relatively **more pedestrian** fatal and serious injury crashes than the County and the State.
- **Similar rates of bicycle** fatal and serious injury crashes as the State and the County
- Relatively **fewer multi-vehicle** fatal and serious injury crashes than the County and the State.

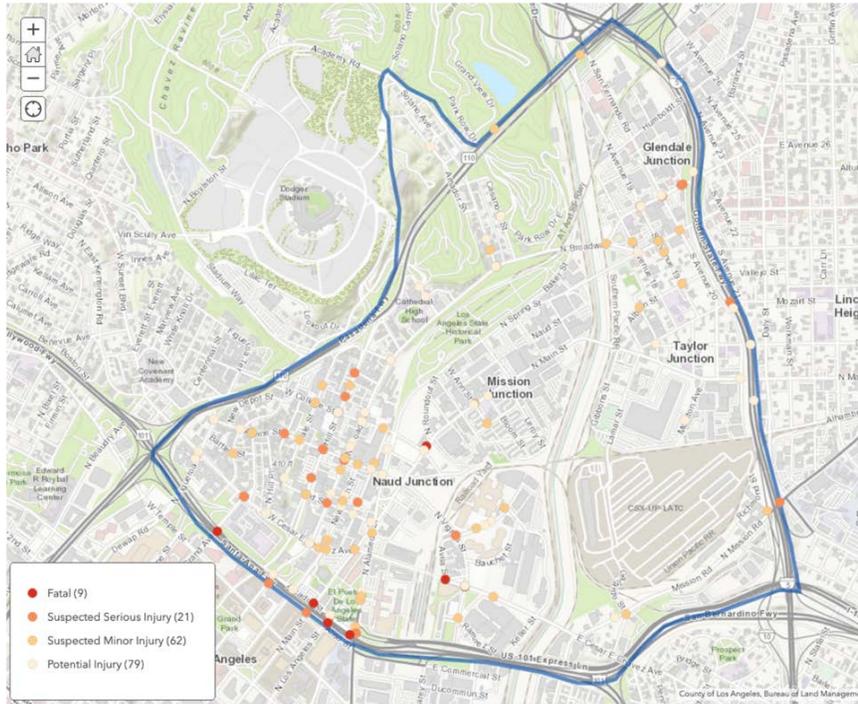
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Pedestrian Crashes 2010-2019



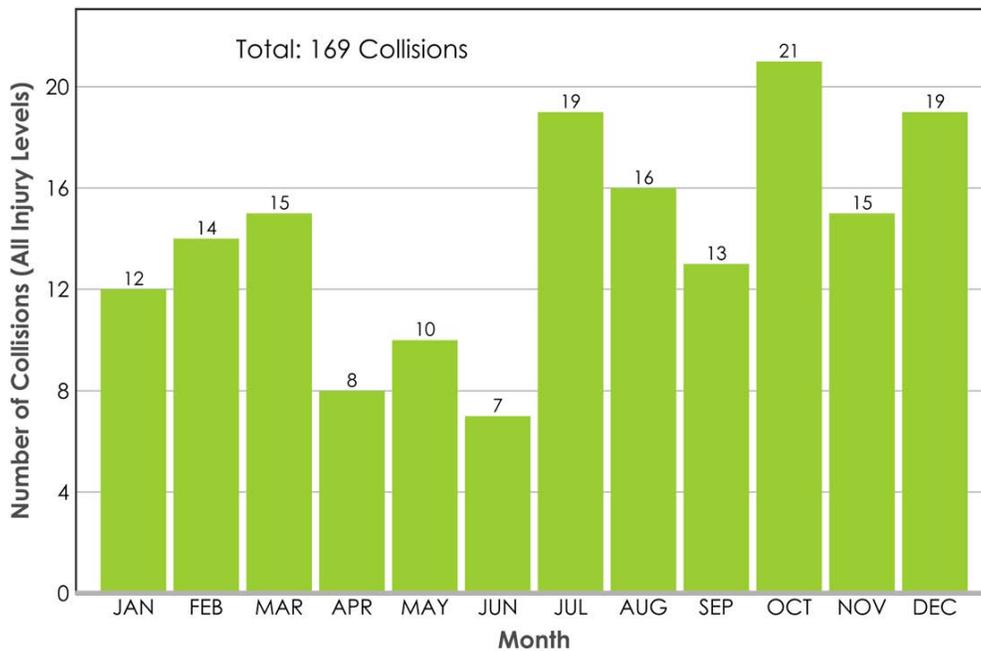
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Pedestrian Crashes 2015-2019



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Pedestrian Crashes 2015-2019 By month



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Pedestrian Crashes 2015-2019

By time of day & Day of Week

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	0	0	0	0	4	1	1	6
3-6AM	0	3	0	3	2	1	1	10
6-9AM	2	10	2	3	1	3	5	26
9AM-Noon	2	3	7	5	3	2	4	26
Noon-3PM	3	1	2	6	8	0	1	21
3-6PM	9	5	5	7	5	2	3	36
6-9PM	2	6	6	6	2	2	4	28
9PM-Midnight	1	4	1	2	2	6	0	16
Unknown	0	0	0	0	0	0	0	0
TOTAL	19	32	23	32	27	17	19	169

Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

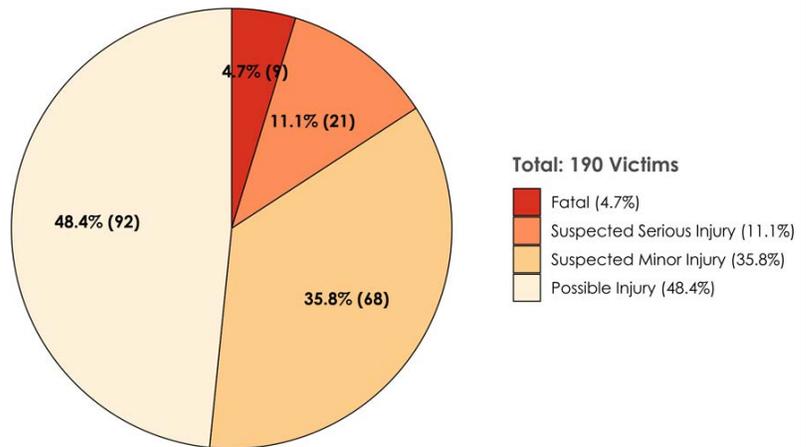
Pedestrian Crashes 2015-2019

By injury severity

190 victims were injured
in 169 pedestrian crashes

- 172 victims were pedestrians
- 3 crashes had multiple pedestrian victims

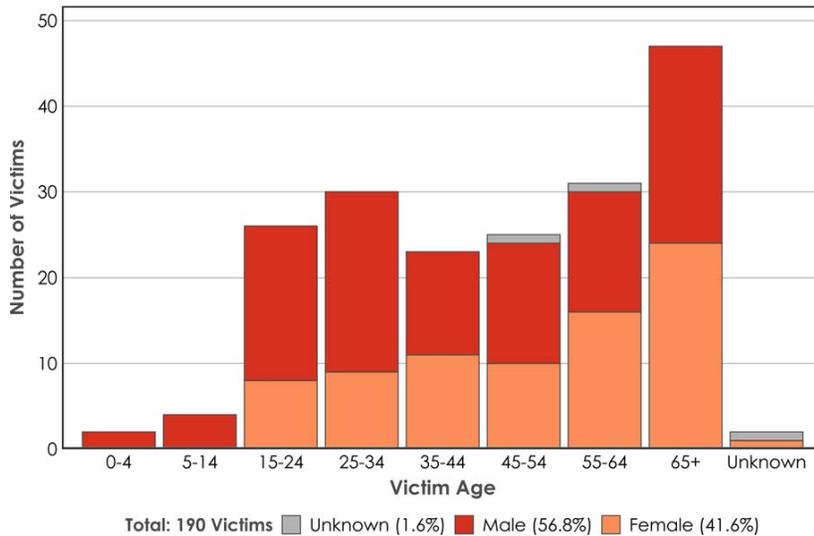
All fatalities and 85.7% of the serious injury victims were pedestrians



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Pedestrian Crashes 2015-2019

By victim age & gender



34.7% of victims were older adults (age 60+).

- 50% of the older victims were female
- Accounted for 56.7% of all pedestrian fatalities and serious injuries

7.4% of victims were school age (age 5-18).

Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Pedestrian Crashes 2015-2019

Most frequently cited violations in injury crashes

65
crashes

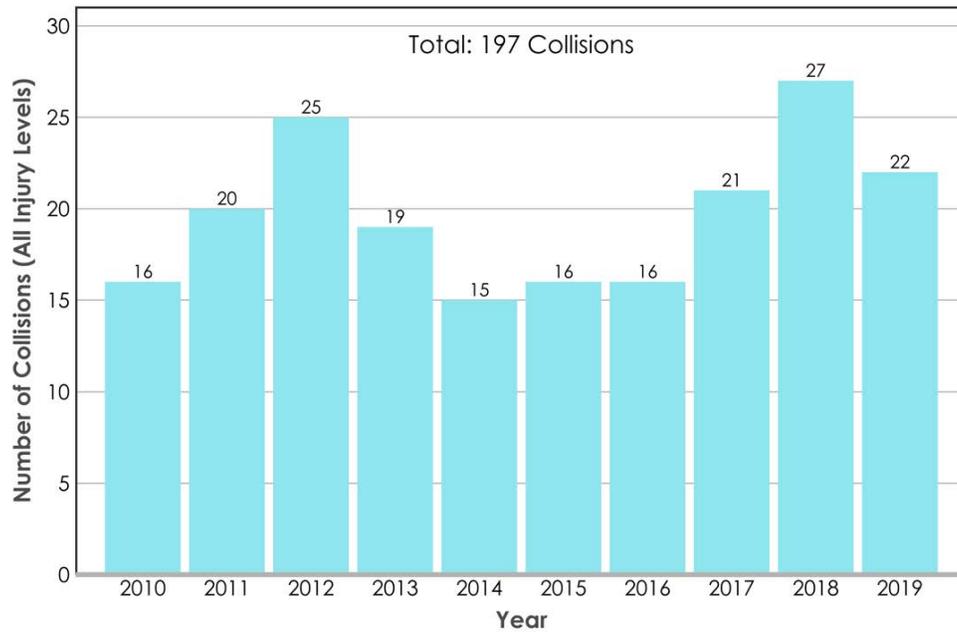
21950a. Driver does not yield the right-of-way to a pedestrian at a marked or unmarked crosswalk.

33
crashes

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

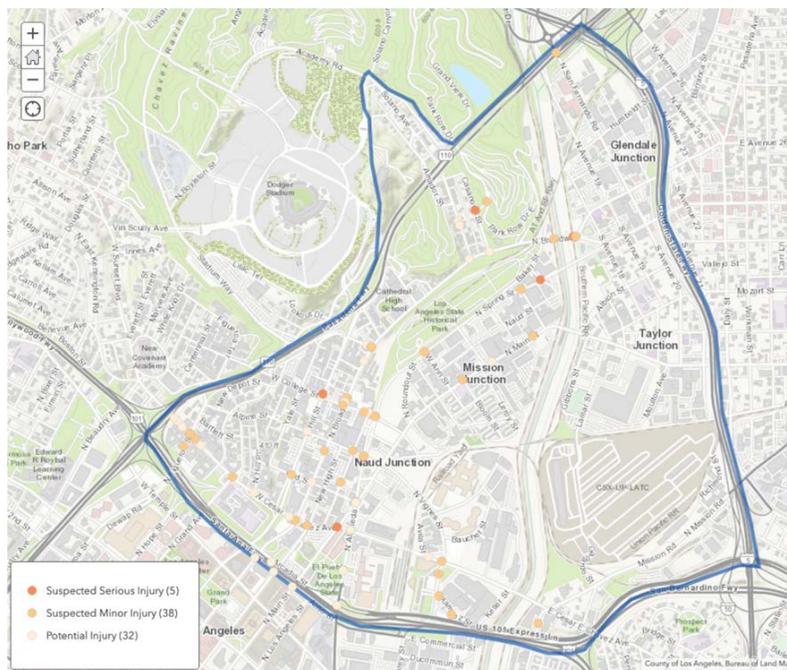
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Bicycle Crashes 2010-2019



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

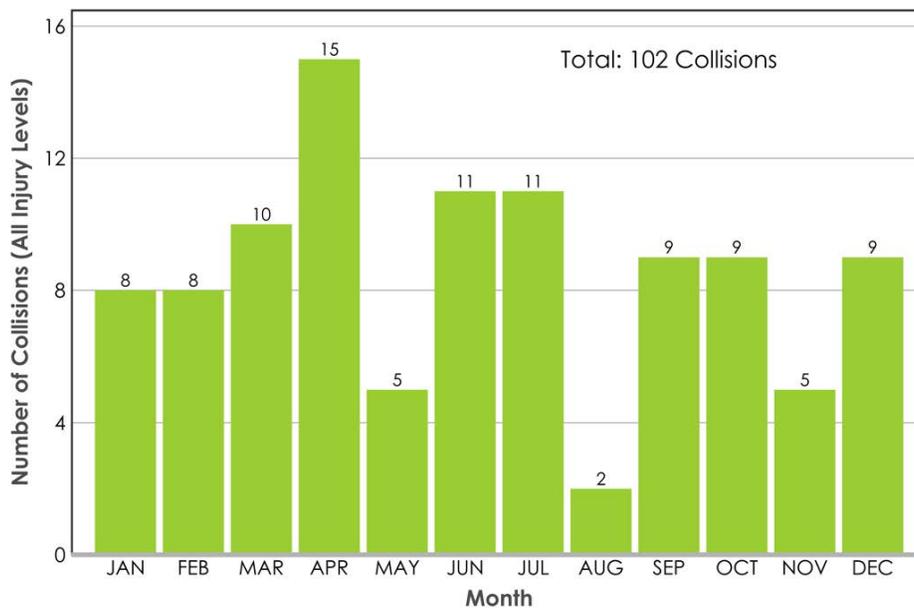
Bicycle Crashes 2015-2019



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Bicycle Crashes 2015-2019

By month



Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Bicycle Crashes 2015-2019

By time of day & Day of Week

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	0	1	1	0	1	1	2	6
3-6AM	0	1	1	0	1	0	0	3
6-9AM	5	3	4	4	0	0	0	16
9AM-Noon	1	1	3	4	1	2	3	15
Noon-3PM	2	3	4	1	5	1	1	17
3-6PM	2	4	2	2	5	0	1	16
6-9PM	4	2	5	3	1	2	2	19
9PM-Midnight	0	2	1	2	1	2	2	10
Unknown	0	0	0	0	0	0	0	0
TOTAL	14	17	21	16	15	8	11	102

Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

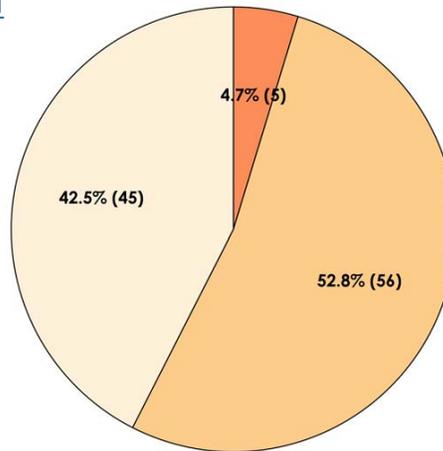
Bicycle Crashes 2015-2019

By injury severity

106 victims were injured
in 102 bicycle crashes

- 102 victims were bicyclists
- 1 crash had multiple bicycle victims and 1 crash had no bicycle victims
- 3 crashes had pedestrian and bicycle victims

All serious injury victims
were bicyclists



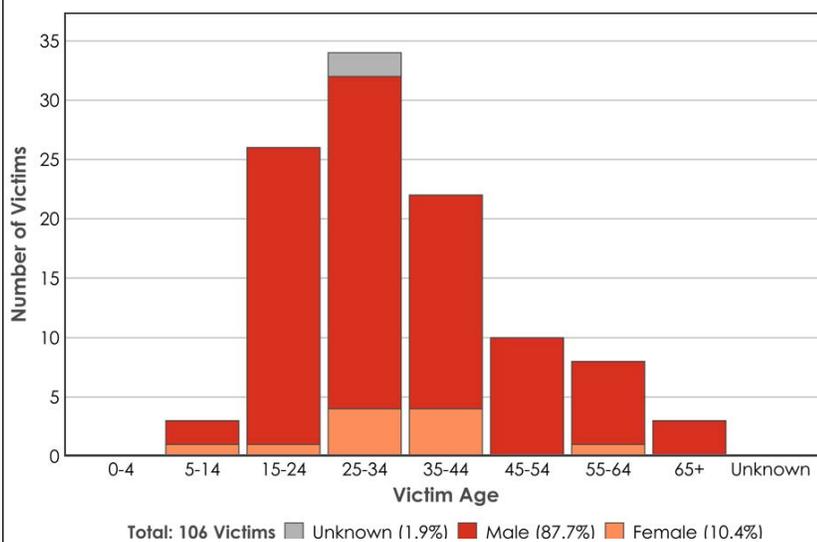
Total: 106 Victims

- Suspected Serious Injury (4.7%)
- Suspected Minor Injury (52.8%)
- Possible Injury (42.5%)

Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Bicycle Crashes 2015-2019

By victim age & gender



10.4% of victims were school age (age 5-18).

- All suffered minor injuries.

6.6% of victims were older adults (age 60+).

- All suffered minor injuries.

Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

Bicycle Crashes 2015-2019

Most frequently cited violations in injury crashes

17
crashes

21453a. Failure to stop at a limit line or crosswalk at a red light.

15
crashes

21801a. Failure of a driver attempting a left- or U-turn to yield the right-of-way to all vehicles approaching from the opposite direction until the turn can be made safely.

13
crashes

21804a. Driver failure to yield right-of-way when entering/crossing a highway.

Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019
2019 data is provisional as of March 2021.

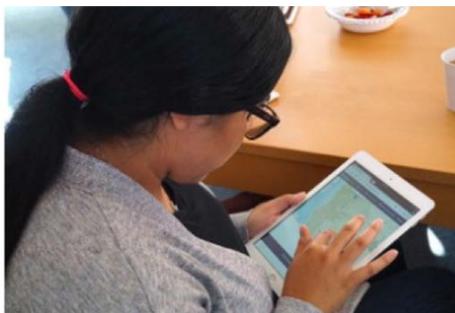
Additional Resources

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 or cpbst@calwalks.org

