

Cudahy Safe Routes to School Training: Follow-up Technical Assistance

Comunidades Activas y Seguras (Active and Safe Communities)



Summer 2025



UC Berkeley SafeTREC

Acknowledgments

Thank you to the Planning Committee for inviting us back into their community and partnering with us to make Cudahy a safer place to walk and bike.

Our work took place on the ethnohistoric territory of the Tongva. We recognize that every resident of Cudahy has, and continues to benefit from, the use and occupation of Tongva land.

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We would like to acknowledge Mila Maren from Key Translations International for providing simultaneous interpretation from Spanish to English during the workshop.

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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 the OTS.

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Introduction

Comunidades Activas y Seguras¹ (CAYS) is a statewide, joint program of UC Berkeley Safe Transportation Research and Education Center ([SafeTREC](#)) and California Walks ([Cal Walks](#)) under the Community Pedestrian and Bicycle Safety Program (CPBSP). The program engages residents and safety advocates, utilizing the Safe System Approach, through multiple meetings and a community workshop to develop a community-driven safety action plan that aims to improve the safety of those walking² and biking in the community and strengthen collaboration with their local officials and agency staff. In alignment with the Safe System Approach, the CAYS program prioritizes reducing fatalities and serious injuries resulting from traffic crashes involving people walking and biking. This program supports the needs of monolingual Spanish speakers by providing a culturally sensitive and relevant curriculum that aims to improve walking and biking safety in communities across California. The program also includes follow-up technical assistance to past CPBST and CAYS sites, supporting the implementation of the action plans and recommendations outlined in their initial CPBSP summary and recommendations report.

In the summer of 2025, SafeTREC and Cal Walks (Project Team) provided follow-up technical assistance to residents in Cudahy to support the walking and biking safety goals identified during the [2017 Community Pedestrian and Bicycle Safety Training \(CPBST\)](#) program workshop. A Cudahy resident and president of the Cudahy Youth Foundation expressed interest in a Safe Routes to School training to address walking and biking safety concerns for students and their families at Ellen Ochoa Learning Center. This learning center offers programs for students in various grade levels, including preschool (through the California State Preschool Program), transitional kindergarten through fifth grade, and students in sixth through eighth grade. The Ellen Ochoa Learning Center is situated in the original workshop focus area, bounded by Live Oak Street, Wilcox Avenue, Florence Avenue, and Crafton Avenue. The Planning Committee identified various concerns near Ellen Ochoa Learning Center and nearby school zones, including heavy vehicle congestion, unsafe driver behavior, and high driver speeds. These recurring behaviors near schools in Cudahy prompted the Planning Committee to engage in Safe Routes to School discussions and initiatives to develop a Safe Routes to School Action Plan that supports walking and biking safety for students and their families traveling to and from Ellen Ochoa Learning Center.

On Monday, June 2, 2025, the Project Team conducted arrival and dismissal observations at Ellen Ochoa Learning Center at four key locations along the perimeter of the school: the Wilcox Avenue/East Florence Avenue intersection, the Wilcox Avenue/Live Oak Street intersection, the Ellen Ochoa Learning Center entrance on Live Oak Street, and the East Florence Avenue/Crafton Avenue intersection. These observation points were selected due to their proximity to school entrances and use by students and their families traveling to and from Ellen Ochoa Learning Center. A few caregivers approached the Project Team to learn more about the purpose of our observations. They met us with curiosity and were happy to learn about the intent to improve arrival and dismissal times, as well as address pedestrian safety near the school. The Project Team also facilitated a training with the Planning Committee to review Safe Routes to School programming, strategies, and projects that could be implemented at the Learning Center. The training concluded with a walking and biking assessment along a key route leading to and from the Learning Center to identify gaps in infrastructure that need to be addressed to support the safety of students and families who walk, bike, or roll to school.

1 Active and Safe Communities, in English.

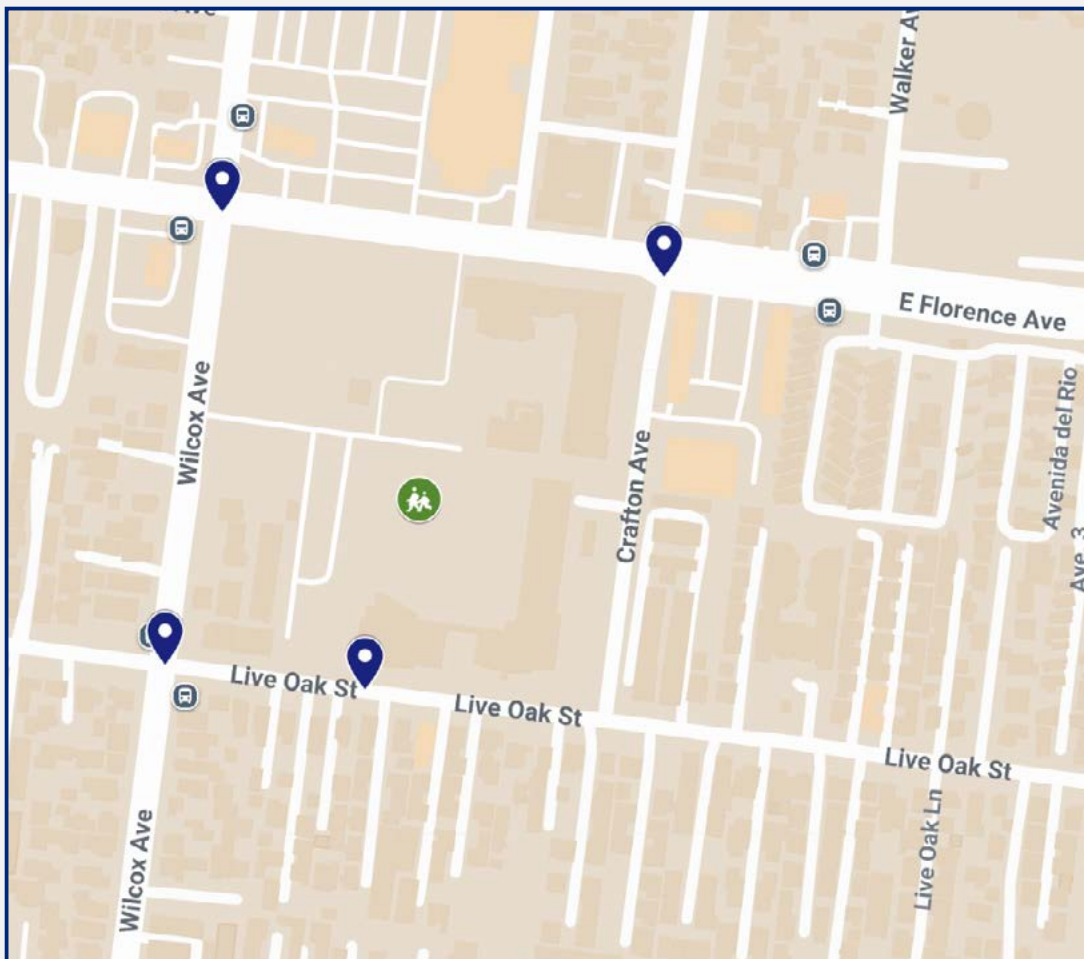
2 People who roll on wheels with a scooter, skateboard, or mobility device, such as a wheelchair or stroller, to travel in their community are counted as people walking.

Background

In the fall of 2017, the Project Team hosted a CPBST workshop with Cudahy residents, representatives from the City of Cudahy, Padres Líderes en Acción, Cudahy en Marcha, Los Angeles County Supervisor Hilda Solis' office, the Walnut Park Civic Engagement Project, and the Los Angeles Bicycle Coalition. The goals of the CPBST workshop were to identify walking and biking safety priorities, provide the community with a toolkit to promote walking and biking safety, inform future active transportation projects, and strengthen relationships among the City, residents, and other stakeholders. The 2017 CPBST report included several recommendations that can be integrated into a Safe Routes to School Safety Action Plan, such as a walking and biking safety education campaign, community-wide walking and biking encouragement programs, and infrastructure enhancements to support walking and biking safety, including crosswalk improvements. For more information about the 2017 workshop, please see the full [Cudahy CPBST summary and recommendation report](#).

Ellen Ochoa Learning Center is located along East Florence Avenue, one of Cudahy's main east-west corridors, which sees heavy vehicle traffic due to its proximity to Interstate 710 and neighboring cities. East Florence Avenue also acts as the boundary between the City of Cudahy and the [City of Bell](#), which can create challenges between jurisdictions, specifically around who hires crossing guards and who is responsible for traffic safety improvements. The high vehicle volumes and driver speeds contribute to students and their families feeling unsafe when walking, biking, or rolling to and from school.

This report summarizes the discussions and outcomes of the follow-up technical assistance training.



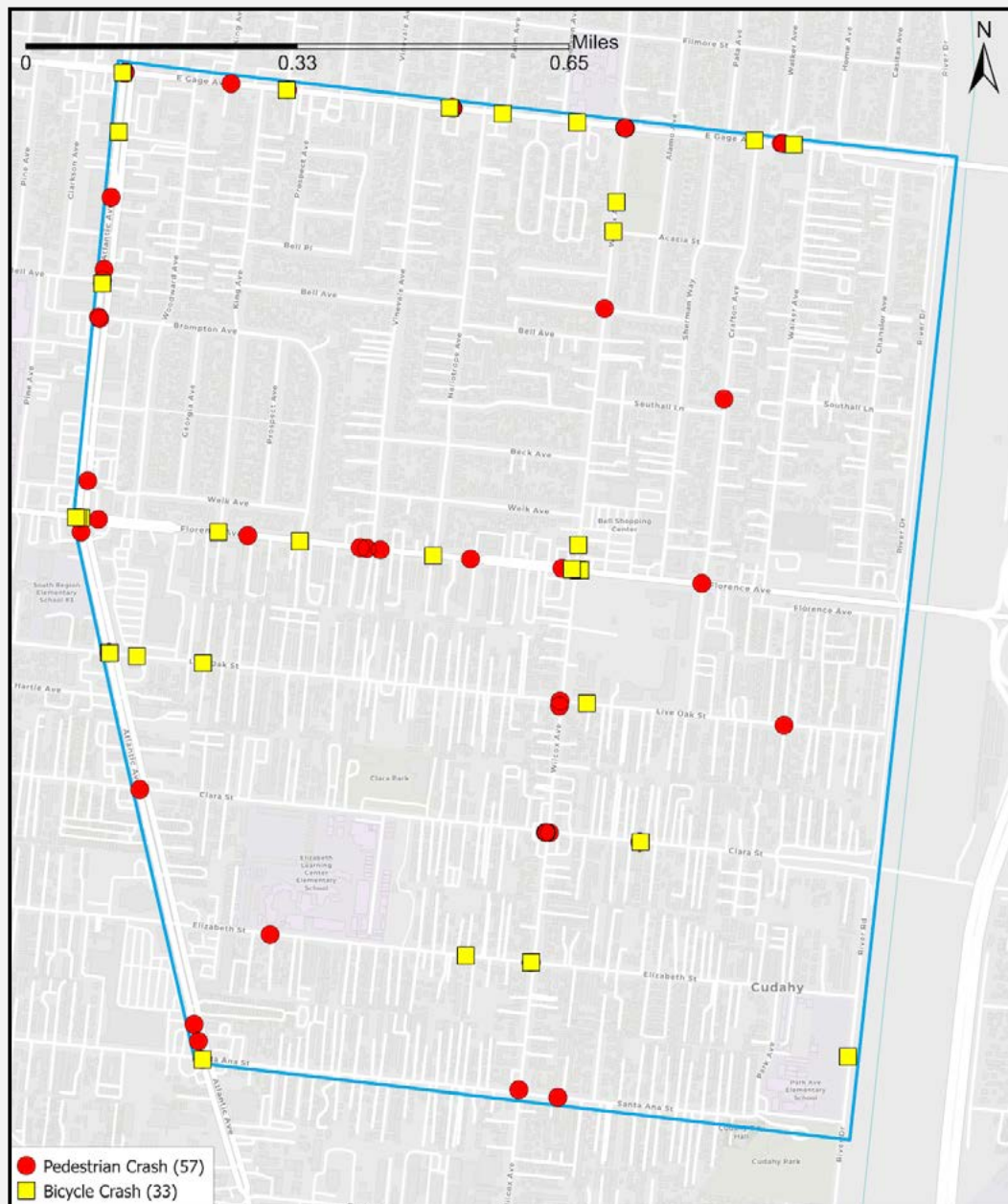
A map of four locations observed during arrival and dismissal times. The four locations were the Wilcox Avenue/East Florence Avenue intersection, the Wilcox Avenue/Live Oak Street intersection, the Ellen Ochoa Learning Center entrance on Live Oak Street, and the East Florence Avenue/Crafton Avenue intersection.

Pedestrian and bicycle crash data

Per the [California Office of Traffic Safety's Crash Rankings](#), in 2022, Cudahy ranked 44th out of 104 cities of similar population size for pedestrians killed or injured in a traffic crash (with a ranking of "one" indicating the worst crash rate). Notably, Cudahy ranked 32nd out of 104 cities for pedestrians under 15 years old killed or injured in a traffic crash. Additionally, it ranked 35th out of 104 cities for injury or fatal crashes where a hit and run occurred.

Similar to the above crash rankings, the following data is based on police-reported pedestrian and bicycle crashes in the workshop focus area in Cudahy. Data reported in this section are from the Statewide Integrated Traffic Records System (SWITRS) for the years 2020 to 2024. Crash data for 2023 and 2024 is provisional as of May 2025.

The map below shows injury crashes that involved a pedestrian or bicyclist within the workshop focus area between 2020 and 2024.



Pedestrian and Bicycle Crash Map for Workshop Focus Area in Cudahy in Los Angeles County, 2020-2024. Source: Statewide Integrated Traffic Records System (SWITRS), 2020-2024; 2023 and 2024 data is provisional as of May 2025.

Pedestrian crashes

In the most recent five years of data available, 2020 to 2024, there were 57 pedestrian crashes with 58 victims. Pedestrian crashes were concentrated on various corridors in the focus area, with Atlantic Avenue, Wilcox Avenue, Florence Avenue, and East Gage Avenue being the corridors where the highest number of pedestrian crashes occurred. In addition, one fatal pedestrian crash occurred at the East Gage Avenue/Walker Avenue intersection, and one other fatal pedestrian crash occurred on Crafton Avenue, slightly north of the Crafton Avenue/Southall Lane intersection. The most common primary collision factor (PCF) for pedestrian crashes included driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk (28 crashes), pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk (10 crashes), and unsafe turning or moving right or left on a roadway or turning without signaling (three crashes).

Among the pedestrian crash victims, there were two fatalities and four serious injuries, with minor injuries (51 victims) comprising the largest proportion of total injured victims. People ages 15 to 34 made up 47 percent (27 victims) of all pedestrian crash victims. Older adults, or victims ages 65 or older, comprised 16 percent (nine victims) of all pedestrian crash victims, and 56 percent (five victims) of older adult victims were male. Children and young adults between the ages of five and 24 comprised 31 percent (18 victims) of all pedestrian crash victims. Of children and young adult victims, 44 percent (eight) were female, 39 percent (seven) were male, and gender was unknown for 17 percent (three) of victims. Thirty-three (57 percent) of the 58 total victims in pedestrian crashes were male.

Bicycle crashes

In the most recent five years of data available, from 2020 to 2024, there were 33 bicycle crashes in the focus area, with six serious injury crashes and no fatal crashes. Bicycle crashes were concentrated on Atlantic Avenue, Florence Avenue, East Gage Avenue, Wilcox Avenue, and Live Oak Street. The most common primary collision factor (PCF) for bicycle crashes included failure to drive or ride on right half of the roadway (eight crashes), driver failure to yield right-of-way when entering or crossing a highway (six crashes), driver failure to yield right-of-way when making a left turn or U-turn (four crashes), and driver failure to stop at a limit line or crosswalk at a stop sign (four crashes).

Among the 33 bicyclists injured in the 33 bicycle crashes, there were no fatalities and six serious injuries. Most bicycle crash victims (27) suffered minor injuries, comprising 82 percent of victims. The largest proportions of bicycle crash victims were children and young adults ages nine to 24 with over 36 percent (12 victims), and adults ages 35 to 54 with over 36 percent (12 victims). The majority of victims, 85 percent (28 victims), in bicycle crashes were male. Older adults, or victims ages 65 or older, comprised six percent (two victims) of all victims and all were male. Children and young adults between the ages of nine and 24 comprised over 36 percent (12) of all victims. Of these victims, 75 percent (nine) were male, 17 percent (two) were female, and gender was unknown for 8 percent (one) victim.

Safe Routes to School Training

Cudahy's Safe Routes to School training aimed to explore the creation of a Safe Routes to School Action Plan for Ellen Ochoa Learning Center. The Safe Routes to School training goals were to:

1. Improve the safety and experience of students and their families during arrival and dismissal times at Ellen Ochoa Learning Center;
2. Identify Safe Routes to School program elements and strategies that can be implemented at Ellen Ochoa Learning Center; and
3. Utilize the Safe Routes to School training for families, staff, and volunteers at the Ellen Ochoa Learning Center, and replicate it across other schools in the City of Cudahy.

The June 2, 2025 Safe Routes to School training convened 14 participants, including representatives from the Cudahy Youth Foundation and Ellen Ochoa Learning Center, and consisted of:

- Arrival and dismissal time observations, followed by a summary of the observations and discussion with participants;
- An overview of Safe Routes to School programming, including examples of successful elements and initiatives implemented in other communities; and
- A walking and biking assessment along a key route.

About Safe Routes to School

Safe Routes to School (SRTS) programs consist of a broad partnership of community stakeholders working together to promote walking and biking to school through education, incentives, and infrastructure improvements. These programs aim to create opportunities to promote walking and biking for schoolchildren, as well as to create safer streets at and surrounding the campus.

The Planning Committee expressed interest in improving walking and biking safety conditions to and from Ellen Ochoa Learning Center and other Cudahy schools, particularly along streets with challenging conditions due to high driver speeds, traffic congestion, and unsafe driver behavior. Currently, students in the Cudahy community use various modes of transportation to travel to and from school, including walking, biking, rolling, and driving.

School arrival and dismissal observations

The Project Team cataloged the behavior of people driving and walking to and from Ellen Ochoa Learning Center into two categories: desired behaviors and risky behaviors. The Project Team considered desired behaviors as actions or infrastructure that promote student safety, and risky behaviors as actions or infrastructure that put student safety at risk. The Arrival and Dismissal Observation tool used to guide these observations is available upon request.



School staff greet students and their families during school arrival, fostering a welcoming environment.



Two students use the crosswalk on Live Oak Street to access the school entrance. The rectangular rapid flashing beacon (RRFB) was regularly used by people crossing at this location, which may increase their visibility.



A crossing guard is present during arrival and dismissal times for Ellen Ochoa Learning Center at the East Florence Avenue/Wilcox Avenue intersection.

Arrival observations

The Project Team observed arrival time at three locations along the perimeter of the school on Monday, June 2, 2025 between 7:30 a.m. and 8:30 a.m. The locations were the East Florence Avenue/Wilcox Avenue intersection, the Wilcox Avenue/Live Oak Street intersection, and Live Oak Street, near the main school entrance. Ellen Ochoa Learning Center serves students in grades traditional kindergarten through eighth, and as such, there are different arrival and dismissal times based on grade level. Elementary students in transitional kindergarten through fifth grade are expected to be in their classrooms by 7:50 a.m. Secondary students in sixth through eighth grade are expected to be in their classrooms by 8:15 a.m. Additionally, the learning center hosts a [California State Preschool Program](#) for students ages three to five. Student arrival peaked between 7:45 a.m. and 8:10 a.m., during which time the majority of students arrived.

Desired behaviors

- Caregivers and older siblings accompany students to school and escort them to their designated school entrance. An adult or older sibling can help younger students navigate the road safely.
- Teachers and volunteers located along the curb on Live Oak Street assist students out of their vehicles, creating a welcoming environment that can encourage safe pedestrian and driver behavior.
- Students and caregivers use the crosswalk on Live Oak Street, located in front of the main school entrance, to cross the street. Crossing at marked crosswalks can increase pedestrian visibility and reduce the risk of near-misses with drivers.
- Two crossing guards, located at the east and south legs of the East Florence Avenue/Wilcox Avenue intersection, support the safety of students and families while they walk or bike to school by ensuring drivers stop for pedestrians and bicyclists.

Risky behaviors

- Students cross the street mid-block along Live Oak Street to access the school entrance. Although some students were accompanied by a caregiver or older sibling, others were unaccompanied when crossing mid-block. Crossing mid-block poses a hazard to pedestrians because it may create visibility issues between drivers and the pedestrians crossing, and may increase the risk of a pedestrian crash.
- Between 7:45am and 8:05am, vehicle congestion increased, creating a line of vehicles along Live Oak Street stretching from Crafton Avenue to Wilcox Avenue. Participants noted that one factor that may contribute to congestion is the California State Preschool Program dropoff, which requires parents or caregivers to sign in their student upon arrival. This heavy vehicle congestion created an unsafe and chaotic environment for students and their families attempting to walk, roll, bike, or drive to the school entrance. During this time, drivers became impatient and engaged in unsafe behaviors, such as encroaching on crosswalks, maneuvering around vehicles to avoid traffic, and performing rolling stops, which may increase the risk of crashes between other drivers and pedestrians.
- Some drivers dropping off their students did not pull up to the curb, forcing students to exit the vehicles in the middle of the vehicle travel lane. Exiting into vehicle travel lanes increases the potential for a pedestrian crash.
- Drivers engage in unlawful and unsafe maneuvers, such as illegal U-turns, which can pose a risk to pedestrians, bicyclists, and other drivers. Additionally, drivers were seen performing a rolling stop at the Crafton Avenue/Live Oak Street intersection, which can lead to near-misses with pedestrians attempting to cross the street.
- Drivers encroach on the crosswalk as pedestrians are actively crossing the street, making it feel uncomfortable and unsafe for people walking.



Students exit their vehicle away from the curb, which may impact the flow of traffic.



Drivers traveling south on Crafton Avenue often come to a rolling stop at the Crafton Avenue/Live Oak Street intersection, and at times block the crosswalk, forcing pedestrians to walk on the road and creating the potential for near-misses. Additionally, vehicle congestion on Live Oak Street extends from Crafton Avenue, and drivers idle in the crosswalk while waiting to turn.

Dismissal observations

The Project Team observed dismissal time at three locations along the perimeter of the school on Monday, June 2, 2025, between 2:10 p.m. and 3:30 p.m. At the request of workshop participants, the Project Team observed an alternative location at dismissal times: the East Florence Avenue/Crafton Avenue intersection, rather than the East Florence Avenue/Wilcox Avenue intersection, which was observed during arrival times. This location was requested because participants reported observing unsafe driver behavior, and the intersection is also used by students and their families traveling to and from Ellen Ochoa Learning Center. Elementary dismissal time is at 2:23 p.m. and secondary dismissal time is at 3:07 p.m. Student dismissal peaked between 2:20 p.m. and 2:40 p.m., during which time the majority of elementary students were picked up. The Project Team observed that secondary students were less likely to be picked up in a vehicle and more likely to walk.

Desired behaviors

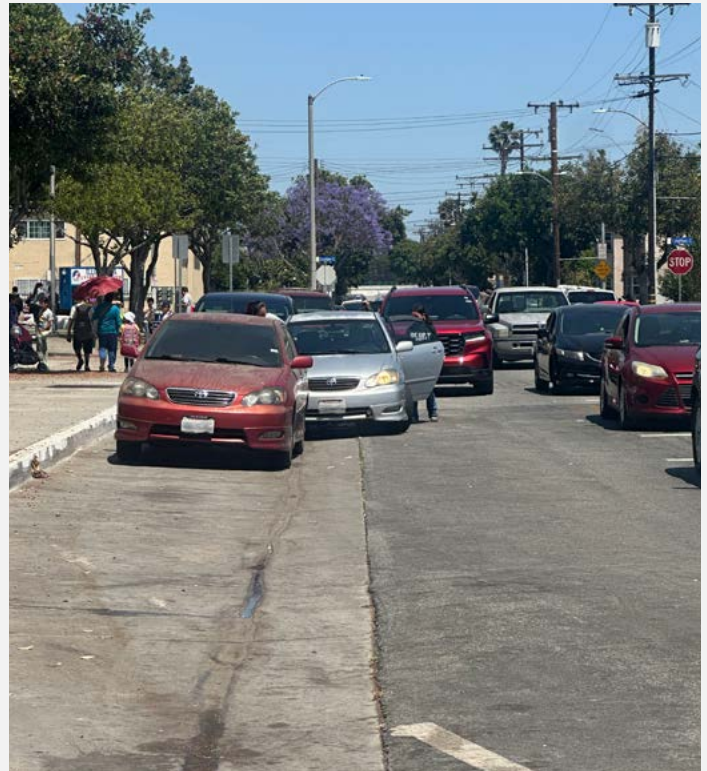
- Families park further away from the school entrance near the Crafton Avenue/Live Oak Street intersection, which may help alleviate vehicle congestion. This was a noticeable difference from driver behavior during arrival times, where families arriving by vehicle were more likely to park and drop off students on Live Oak Street, as close to the school entrance as possible.
- Many families travel on foot to pick up their students. Additionally, a few were seen waiting with scooters and bicycles for their students to use.
- Secondary students walk in large groups after school, presumably to their homes or another destination, instead of being driven home.
- There was less vehicle traffic at dismissal time than at arrival time, which suggests more students rely on active modes of transportation in the afternoon. Walking or biking as a primary mode of transportation can reduce vehicle congestion and presence, creating a safer environment for students and families who walk, bike, or roll.
- The majority of secondary students walk home together and use Crafton Avenue as their primary route to exit school and walk home. Walking in a group increases their visibility when crossing the East Florence Avenue/Crafton Avenue intersection.

Risky behaviors

- Drivers double-park along Live Oak Street, creating an unsafe and chaotic environment for both pedestrians and drivers. Double-parked vehicles limit traffic flow, reduce travel lane capacity for other drivers, increase traffic congestion, and reduce the visibility of all road users, making it difficult to see pedestrians, bicyclists, and other drivers. Students being picked up then need to walk further into the vehicle travel lane to their double-parked vehicles, which creates the risk of near-misses.
- Some drivers became impatient and went around vehicle traffic and double-parked cars by using the vehicle travel lane meant for traffic flowing in the opposite direction. This creates the potential for near-misses with other drivers and people walking, who would not expect a driver in the wrong lane.
- There is one marked crosswalk directly across the school gate where students are let out. Although students and their families use this crosswalk, many of them cross the street mid-block and maneuver between double-parked vehicles with their students, creating a potential for pedestrian crashes.
- Because Crafton Avenue is a wide two-lane road, drivers tend to idle and crowd the avenue waiting for students to be dismissed. Once students are dismissed, they cross mid-block on Crafton Avenue and interact with drivers who are trying to leave the school zone. Some drivers were observed making illegal U-turns mid-block, which can cause near-misses with students crossing mid-block.



Students walk in large groups at dismissal time.



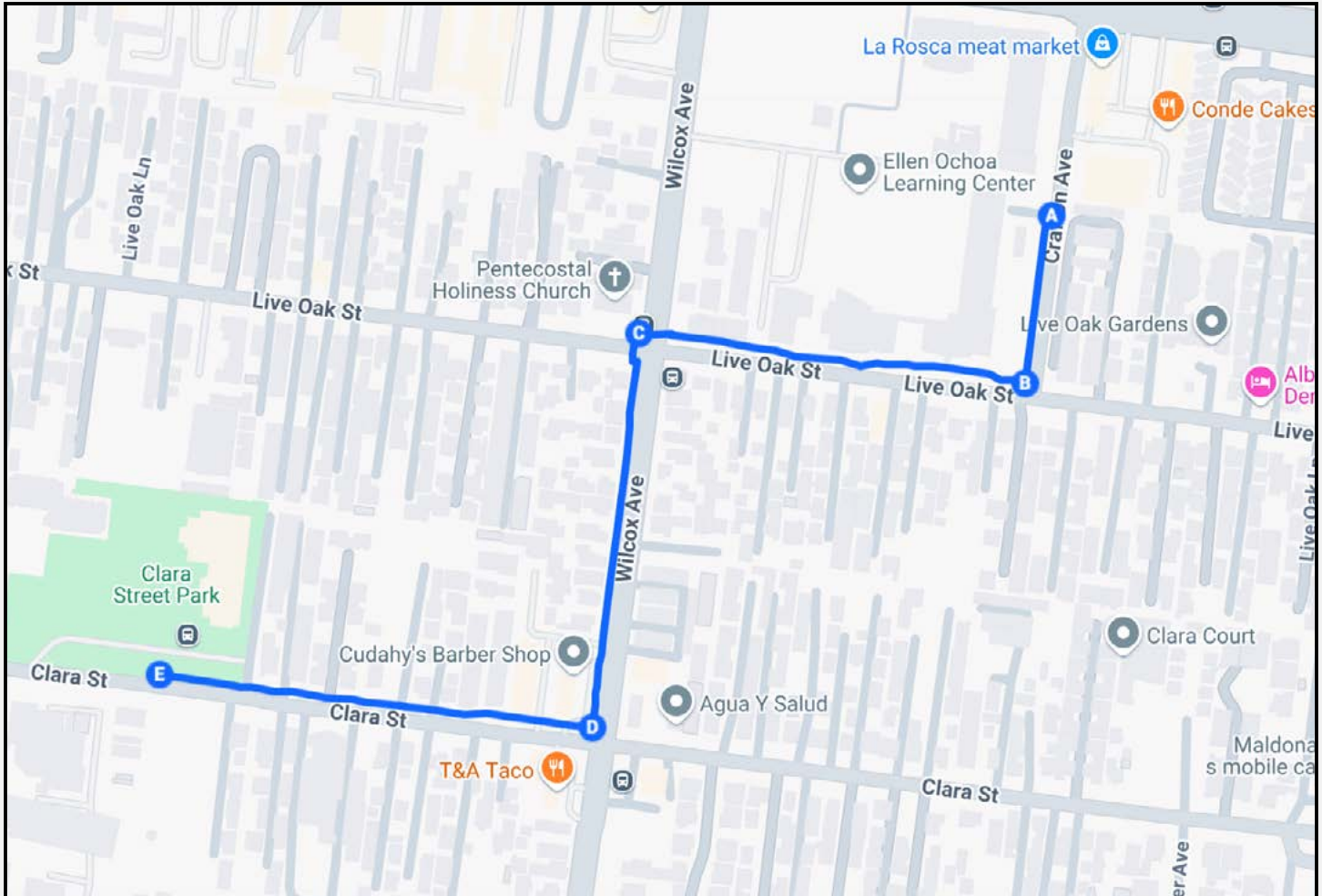
Drivers often double-park close to the shoulder along Live Oak Street during dismissal time, creating a potential for near-misses.



Drivers maneuver around two lanes of double-parked cars during dismissal time, increasing vehicle congestion on Live Oak Street.

Walking and biking assessment: Crafton Avenue, Live Oak Street, Wilcox Avenue, Clara Street

The Project Team and Planning Committee members conducted a walking and biking safety assessment along one route in the focus area during the training. The walking and biking assessment route focused on the main streets used to travel to and from Ellen Ochoa Learning Center and other key community destinations, including Clara Street Park and Elizabeth Learning Center. Elizabeth Learning Center serves students in grades kindergarten through 12th grade. Participants were asked to identify community assets, assess walking infrastructure conditions, and share how road users engage with the built environment. The following is a summary of the findings of the walking and biking assessment for the route.



Walking and biking assessment route along Crafton Avenue, Live Oak Street, Wilcox Avenue, and Clara Street.

Strengths

During the assessment, the Project Team observed the following conditions adjacent to Ellen Ochoa Learning Center:

- Two crossing guards are present at the east and south legs of the East Florence Avenue/Wilcox Avenue intersection. The presence of crossing guards can increase visibility for people crossing the street and deter unsafe driving behavior.
- A high-visibility yellow ladder crosswalk is located in front of the main entrance to Ellen Ochoa Learning Center. The crosswalk also features a rectangular rapid flashing beacon (RRFB), a pedestrian-activated device that alerts drivers to people crossing the street. There is an additional sign that alerts drivers to yield to pedestrians at this crossing. Together, these measures can increase pedestrian visibility and safety for people crossing the street.

Strengths, continued

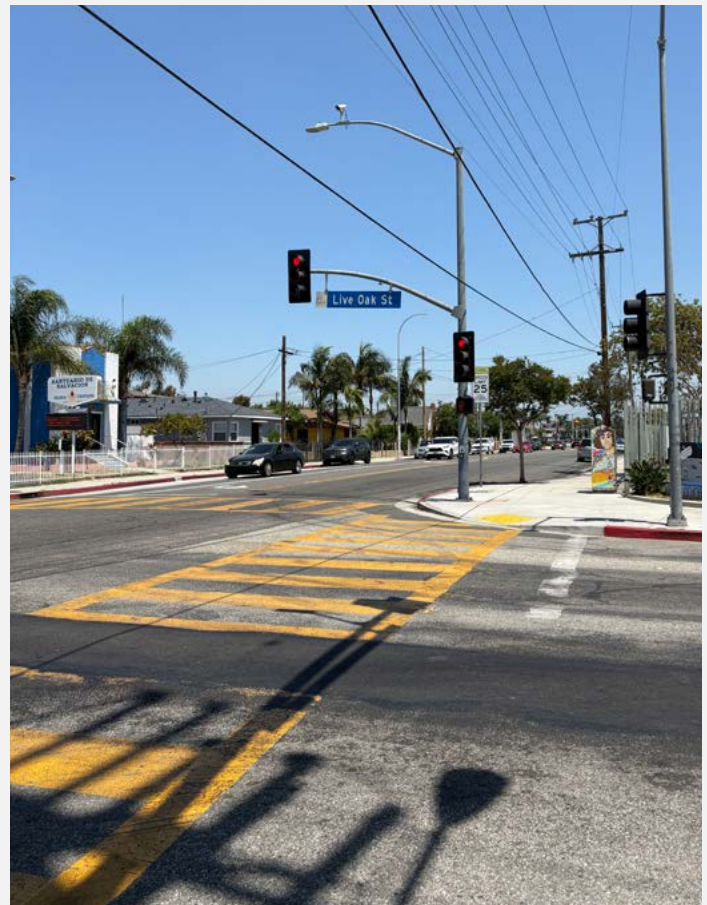
- Volunteers are present at the school entrance on Live Oak Street to assist students out of their vehicles. The volunteers ensure that drivers are as close to the curb as possible and also support the flow of traffic.
 - The staggered arrival times for students in different grade levels help reduce vehicle traffic congestion.
 - A separate entrance is available for kindergarten students, and families walk their students to the main entrance.
- Speed humps ahead of the yellow continental crosswalk on Live Oak Street serve as a traffic-calming measure, which may reduce driver speeds.
- High-visibility yellow ladder crosswalks are available at the Crafton Avenue/Live Oak Street T-intersection, increasing the visibility of students and their families crossing the street. The crosswalks also feature stop signs in all three directions, serving as a traffic-calming measure for drivers traveling through the area.
- Large shade trees along Crafton Avenue and Live Oak Street may enhance the comfort of people walking and biking, especially during warmer weather.
- High-visibility school zone signage alerts drivers to the increased presence of students and their families traveling in the area. Additionally, speed limit signage alerts drivers to the reduced speed limit of 15 MPH near the school zone, which may encourage drivers to slow down.
- The Wilcox Avenue/Clara Street signalized intersection features high-visibility yellow crosswalks, which may increase the visibility of pedestrians crossing the street at all legs of this intersection.
- Signage along Clara Street alerts drivers to the reduced speed limit, speed humps, and school crossings along this stretch of road. Together, these act as traffic-calming measures that may reduce driver speeds and increase pedestrian visibility.
- Ellen Ochoa Learning Center staff greeted students and their families at the school entrance during arrival and dismissal times. On this particular day, music was playing as students arrived to mark the start of summer, creating a fun and welcoming environment for the students, while also ensuring their safety.
- A high-visibility yellow crosswalk is located in front of the main entrance to Clara Street Expansion Park and features an RRFB and a pedestrian safety island. The pedestrian safety island is a designated space where people can stop and rest before the next walking phase. Students attending Elizabeth Learning Center regularly use this crosswalk to access the school entrance. Participants shared that a crossing guard is present during arrival and dismissal times.
- Clara Street Park and Clara Street Expansion Park are situated across from each other along Clara Street. Clara Street Park serves the senior community by providing them with a variety of events, services, and activities, including meals and social gatherings. The complex also features various facilities that can be reserved for events, including youth, sports, and community events. Across the street, Clara Street Expansion Park offers a range of recreational amenities, including a playground, walking path, shaded seating areas, basketball courts, and a grassy field.

Concerns

- The yellow crosswalks at the Crafton Avenue/Live Oak Street intersection are faded and incomplete in some sections, particularly near the curb. Drivers traveling south on Crafton Avenue came to rolling stops, often blocking the crosswalk for pedestrians attempting to cross, which can create the potential for near-misses.
- Families parked at two driveways leading into the school on Live Oak Street during arrival and dismissal times. School staff shared that drivers are not allowed to park in the driveways and have informed families. Drivers have to reverse to pull into the street, which can create visibility issues and the potential for near-misses.
- Participants reported that families often block the residential driveways on Live Oak Street during arrival and dismissal times, which can be inconvenient and, at times, lead to confrontations between residents and drivers.
- The sidewalks on the residential side of Live Oak Street are narrow and cannot accommodate large groups of people walking.
- The yellow crosswalks on three legs of the Live Oak Street/Wilcox Avenue intersection are faded and incomplete near the curbs. The curbs at this intersection were extended in the past, but the crosswalks were not repainted following this improvement. Wilcox Avenue experiences a high volume of vehicle traffic, and drivers frequently travel at high speeds, which can further compromise the safety of pedestrians crossing the street.
- The sidewalk on Wilcox Avenue is narrow and narrows even further at some points due to utility poles, utility boxes, and signposts, which may be challenging to navigate with a stroller or assistive mobility device.



A 'no U-turn' sign on Live Oak Street prohibits drivers from making a U-turn on this street. However, multiple drivers were seen making U-turns on Live Oak Street, creating a potential for near-misses with pedestrians and other drivers.



Many crosswalks near the Ellen Ochoa Learning Center are faded, which may impact pedestrian visibility.

Concerns, continued

- Participants identified the Wilcox Avenue/Clara Street intersection as a primary area of concern due to high driver speeds, poor driver behavior, and a lack of lighting and other amenities that could enhance pedestrian and bicycle safety.
 - The yellow crosswalks at the Wilcox Avenue/Clara Street intersection are faded and have low visibility. Participants shared that students and their families traveling to and from Elizabeth Learning Center often cross at this intersection and may feel unsafe. The intersection experiences heavy vehicle traffic due to the presence of businesses, eateries, and a gas station at each corner. Drivers are constantly pulling into and out of the businesses, further creating a potentially risky and chaotic environment for pedestrians and bicyclists.
 - Participants reported that drivers traveling west on Clara Street frequently appear to exceed the posted speed limit of 30 MPH. The sloped bridge on Clara Street may further increase driver speeds as they travel over it. Additionally, drivers encroach on the crosswalk when turning right at all legs of the intersection. The curbs leading to the crosswalks are also narrow, leaving little room between pedestrians waiting to cross and the vehicles on the road.
 - This intersection lacks pedestrian-scale lighting, which can put both pedestrians and bicyclists at risk of a potential crash due to reduced visibility. Participants reported witnessing near-misses between drivers and pedestrians, as well as between drivers and bicyclists.
- During the walking and biking assessment, large debris obstructed the sidewalk on Clara Street. Participants shared that residents throughout the City periodically leave bulky items on the sidewalk, further reducing the space available to pedestrians. Although the City offers bulky item pickup on selected days, residents leave items on the sidewalk and street outside designated pickup hours. Additionally, the City offers a mobile application and online form for reporting illegal dumping and other concerns, but these tools are not regularly used by residents.



Large debris obstructs the sidewalk on Clara Street.

Planning recommendations

During the planning process, the Project Team observed a strong sense of community among community-based organizations, City of Cudahy representatives, school representatives, and caregivers, which could facilitate the implementation of the Project Team's recommendations. Workshop participants and Planning Committee members expressed their desire for programs and initiatives that promote pedestrian and bicyclist safety, including a citywide Walk to School Day, safety messaging campaigns, and a crossing guard program. Additionally, workshop participants and Planning Committee members would like to see traffic safety infrastructure improvements, such as wider sidewalks, high-visibility crosswalks, bicycle lanes, and signage, that enhance the visibility and safety of pedestrians and bicyclists.

Launch a school safety valet program

The Project Team recommends that Ellen Ochoa Learning Center launch a formal school safety valet program to help improve the safety of students traveling to school. The program creates a designated drop-off and/or pick-up area for students traveling by car. It can address the safety challenges on Live Oak Street, including traffic congestion, students' mid-block crossing, and driver behavior that impacts pedestrian visibility. Staff and volunteers at Ellen Ochoa Learning Center currently support student safety during arrival times, and a formal training program could further enhance the safety of students.

Resources

- The [Safe Routes to School Guide: Student Drop-off and Pick-up](#) provides various tools for implementing a student drop-off and pick-up zone, separating pedestrians from vehicles, and strategies for encouraging walking and biking to school.
- The [School Safety Valet Program Kit](#) serves as a guide for the elements and equipment needed by volunteers participating in the program.

Launch citywide Safe Routes to School encouragement activities

The Project Team recommends that volunteers and staff at the Ellen Ochoa Learning Center collaborate with representatives of the Cudahy Youth Foundation to facilitate Safe Routes to School encouragement activities. These activities may include the Cudahy Youth Foundation's annual Walk to School Day, which they currently organize for students at various schools in Cudahy, as well as Bike and Roll to School Day, aimed at encouraging more biking and rolling. During the training, participants shared that they were unaware of this effort, but it is something that they are interested in hosting for students and their families at Ellen Ochoa Learning Center. The Cudahy Youth Foundation has worked closely with the City of Cudahy in the past to promote the event, and could include staff and volunteers from local schools in the city to participate.

Resources

- [Walk, Bike, and Roll to School](#), led by the National Center for Safe Routes to School, offers resources, including guides to support the planning of a Walk to School Day and downloadable materials to promote the event.
- The [Defining Roles and Partnerships for Safe Routes to School](#) resource identifies key stakeholders who can support the implementation of Safe Routes to School programming and initiatives.
- The [Ruby Bridges Walk to School Day grant program](#), offered by AAA Mountain West Group, provides funding that can be used for promotional materials and supplies in preparation for the Ruby Bridges Walk to School Day held annually in November.

Create a crossing guard program

The Project Team recommends that the Planning Committee collaborate with Ellen Ochoa Learning Center and the City of Cudahy to explore a robust crossing guard program. Participants shared their desire for additional crossing guard presence at various locations around the perimeter of Ellen Ochoa Learning Center to provide a safe crossing area for students during arrival and dismissal times. These locations include: the Live Oak Street/Wilcox Avenue intersection, the East Florence Avenue/Live Oak Street intersection, and other locations across the Live Oak Street corridor that the program names as priority locations.

Resources

- The Los Angeles County Public Works Department has developed a [Crossing Guard Request Form](#) that can be used to request a crossing guard at a specific location. Submitting a request form does not guarantee a crossing guard will be placed at the identified location.
- The [Elements of an Adult School Crossing Guard Program](#) can serve as a guide for developing a program.
- The [California Crossing Guard Training Program: Administration and Training Guidelines](#) provides guidance on crossing guard training and considerations for the hiring process. Additionally, this document provides a list of potential funding sources for crossing guards and safety equipment.

Launch citywide and Safe Routes to School-focused safety messaging campaigns

Citywide safety messaging campaign

The Project Team recommends the Planning Committee work with the City of Cudahy to launch a citywide and community-led messaging campaign with an emphasis on walking and biking safety. Participants shared that recurring concerns near the Ellen Ochoa Learning Center are prevalent throughout the city, and as such, a citywide campaign may encourage safe behavior by all road users. Safety messages for all road users can be placed in the surrounding areas of the school, including utility boxes, bus shelters, residents' yards, and key intersections of concern. The messaging campaign would target key areas where unsafe driver behavior tends to occur, especially near school zones. Participants identified various areas of concern in the workshop focus area as target areas for safety messaging due to the high volume of foot traffic from students and their families, as well as the persistent unsafe driving behavior. These areas include the East Florence Avenue/Wilcox Avenue intersection, the East Florence Avenue/Crafton Avenue intersection, Live Oak Street, the Wilcox Avenue/Clara Street intersection, and the Clara Street corridor. Community residents and students can aid the campaign by modeling safe walking and biking to further encourage active modes of transportation. The campaign should focus on and include messaging for drivers to stay alert to other road users, especially those walking and biking.

Resources

- [Southern California Association of Government's Go Human Safety Campaign](#) can serve as a model and a funding source for this campaign.
- The Cudahy Youth Foundation and the City of Cudahy can use the [SCAG Go Human Materials Request Form](#) to request co-branded materials for the community.

Safe Routes to School messaging campaign

To further support a safe walking and biking experience for students and their families, participants emphasized the need for driver behavioral changes. A Safe Routes to School safety messaging campaign can encourage those driving to stay alert and be aware of family and youth presence, and promote sharing the road with vulnerable road users like students and those walking or biking. Safety messages can be placed on Crafton Avenue, Live Oak Street, and Wilcox Avenue, where school entrances are located. Additionally, Ellen Ochoa Learning Center can serve as a model for other schools in the City that face similar challenges.

Resources

- The [Safe Routes to School Messaging for Pros](#) toolkit provides guidance for schools on communication strategies to promote Safe Routes to School.
- The [Safe Routes to School: Key Messages for Children and All Drivers Near the School](#) guide provides various examples of key messaging.
- The [Office of Traffic Safety Grants](#) provides a list of grant funding opportunities to support pedestrian and bicycle safety.

Conclusion

The Planning Committee is committed to creating a safe and welcoming environment for students at Ellen Ochoa Learning Center and in the City of Cudahy. Their connections to students and their families, city officials, and school representatives increase the likelihood of implementing robust and successful Safe Routes to School elements. During the workshop, participants shared their experiences, took part in a training and walking and biking assessment, and the Project Team shared tools to guide them as they create a Safe Routes to School Action Plan. The Project team is prepared and committed to further assisting the Planning Committee in its efforts to develop and implement the plan.

Resources

The following is a compiled list of resources included in the planning recommendations above, as well as additional resources referenced throughout the report.

- [California Office of Traffic Safety Crash Rankings](#)
- [California Office of Traffic Safety Grants](#)
- [Cudahy 2017 Community Pedestrian and Bicycle Safety Training \(CPBST\)](#)
- [SCAG Go Human Materials Request Form](#)
- [Southern California Association of Government's Go Human Safety Campaign](#)

Safe Routes to School resources

- [California Crossing Guard Training Program: Administration and Training Guidelines](#)
- [Crossing Guard Request Form](#)
- [Defining Roles and Partnerships for Safe Routes to School](#)
- [Elements of an Adult School Crossing Guard Program](#)
- [Ruby Bridges Walk to School Day grant program](#)
- [Safe Routes to School Guide: Student Drop-off and Pick-up](#)
- [Safe Routes to School: Key Messages for Children and All Drivers Near the School](#)
- [Safe Routes to School Messaging for Pros](#)
- [School Safety Valet Program Kit](#)
- [Walk, Bike, and Roll to School: Walk & Roll to School Day](#)

SafeTREC resources

- [Comunidades Activas y Seguras \(Safe and Active Communities\). Executive Summary & Recommendations Report for the City of Bell](#)
- [Conducting Community Engagement with a Safe System Lens](#)
- [Safe System Strategies for Bicyclists and Pedestrians Toolkit](#)

**Thank you for your interest in the
Community Pedestrian and Bicycle
Safety Program.**

For more information, please visit:

<http://bitly/CPBSP>

For questions, please email

safetrec@berkeley.edu

Visit SafeTREC's website at

<http://safetrec.berkeley.edu/>



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