



JUNE 2020

Pico Aliso, Boyle Heights Workshop Summary and Recommendations

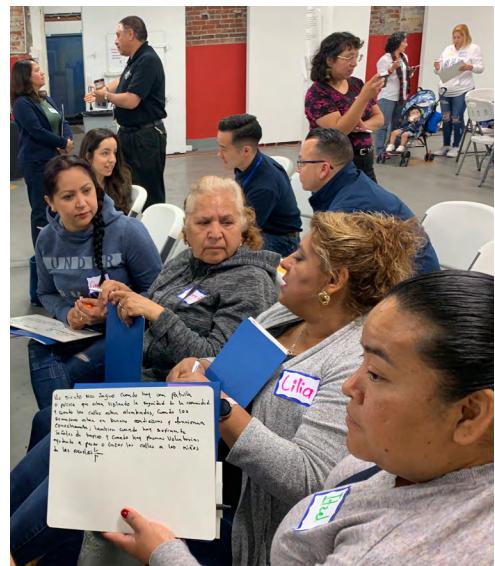
**Community Pedestrian & Bicycle Safety Training and
Action Planning**
Creating Safer Streets for Walking and Biking



Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER



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



**Pico Aliso Community
in Boyle Heights, CA**

Acknowledgments

A special thank you to the Planning Committee for inviting us into their community and partnering with us to make Pico-Aliso, Boyle Heights a safer place to walk and bike!

Planning Committee

Lilia Acosta	Comunidad en Movimiento
Father Brendan	Dolores Mission School & Church
Roberto Bustillo	Proyecto Pastoral
Natalie Godinez	Self-Help Graphics
Aracely Hernandez	Promesa Boyle Heights
Stephanie Hernandez	Partnership for Los Angeles Schools
Gloria Ruiz	Comunidad en Movimiento
Maria Ruiz	Partnership for Los Angeles Schools

Thank you to Self-Help Graphics for providing their art gallery space as the venue for the training. We would also like to express our gratitude to Proyecto Pastoral for providing breakfast, to Itzel Garcia for making lunch, and to the American Automobile Association of Southern California for funding lunch. A warm thank you to Valerie Hernandez of KTI Translations for the simultaneous live interpretation from Spanish to English. We would also like to acknowledge the many community members who participated in the workshop. Their collective participation meaningfully informed and strengthened the workshop's outcomes.

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Executive Summary

The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities.

The Pico-Aliso, Boyle Heights CPBST was collaboratively planned and facilitated by Proyecto Pastoral, the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

1. Improve Safe Routes to School (SRTS) around Mendez High School, Utah Street Elementary School, and Dolores Mission School;
2. Engage local agencies to plan with community members and champion the implementation of walking and biking safety improvements; and
3. Create a community vision with neighbors for pedestrian and bicycle safety advocacy.

The March 4, 2020 training consisted of:

- Introduction play activity;
- Walking and biking assessments along three (3) key routes;
- An overview of the 6 E's strategies to improve walking and biking safety using the intersectional 6 E's framework including: Evaluation, Equity, Engineering, Education, Encouragement, and Enforcement; and
- Action-planning sessions to prioritize and plan for community programs and infrastructure projects.

Data

The Project Team and Planning Committee reviewed data which demonstrated a safety concern in the area. Over the 10-year period, 2009 to 2018, pedestrian injuries appeared to be mostly stable with a slight upward trend and bicycle injuries appeared to be mostly stable with a peak in 2018. From 2014 to 2018, there were 23 pedestrian victims and 13 bicycle victims in the Pico-Aliso neighborhood of Boyle Heights. A full discussion of pedestrian and bicycle collision can be found in the CPBST report.

Figure 1: Pedestrian Injury Collisions (2014-2018)

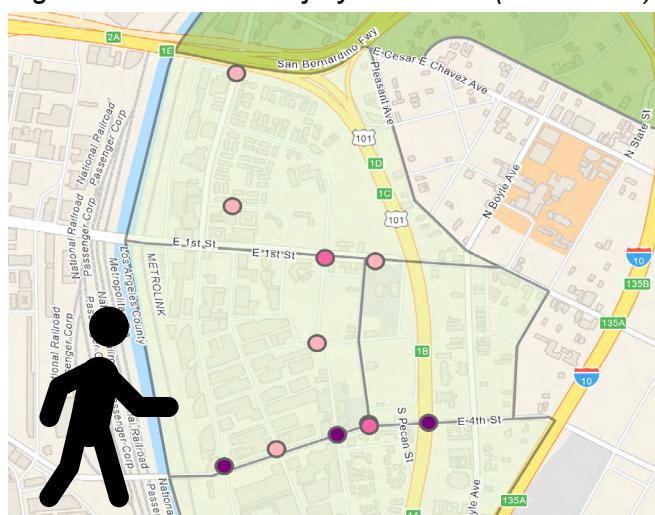


Figure 2: Bicycle Injury Collisions (2014-2018)



Median Household Income

- < 35K
- 50K - 75K

Median Household Income

- < 35K
- 50K - 75K

PLANNING COMMITTEE

The planning committee consisted of representatives from Proyecto Pastoral, Dolores Mission School and Church, Self-Help Graphics, and Partnership for Los Angeles Schools (Partnership LA) .

WORKSHOP PARTICIPANTS

Workshop participants included the Planning Committee, community residents, and parents from Utah Elementary School, Mendez High School, and Dolores Mission School.

For a more detailed discussion of the workshop, please download the full report on SafeTREC's or Cal Walks' websites.

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

Walking & Biking Assessment

Workshop participants conducted walking and biking assessments along three (3) key routes used by students and their families to reach school. Participants were asked to:

- Identify community assets;
- Assess infrastructure conditions; and
- Observe how road users are engaging with the built-environment.

Participants expressed concerns around:

- Visibility issues including faded crosswalks;
- Pedestrians crossing challenges around schools;
- Lack of bike facilities and green open spaces that encourage physical activity;
- Sidewalk obstructions like bulky trash items and illegal dumping; and
- Unsafe road user behaviors such as speeding.

Community Recommendations

During the action-planning sessions, participants prioritized and outlined preliminary plans for the following community programs and infrastructure projects aimed at increasing the health and safety of the community:

- An annual community health and safety education fair to encourage parents and students at Mendez High School and Utah Elementary School to learn about walking and biking safety tips and advocacy, share community health resources, and build collaboration between parents;
- A community advocacy strategy for program and project implementation that details a plan for the CPBST Planning Committee and workshop participants to engage with agencies and city council staff to consistently work on the next steps outlined in this report;
- Crosswalk improvements around Utah Elementary School and Mendez High School at intersections that are highly frequented areas for all road users during school arrival and dismissal; and
- Safe arrival and dismissal program at Utah Elementary School and Mendez High School. This program would help create a safe arrival and dismissal process at Utah Elementary School and Mendez High School.

Cal Walks & SafeTREC Recommendations

The following are recommendations for bicycle and pedestrian safety improvements:

- Install key pedestrian infrastructure improvements near Mendez High School, Utah Street Elementary School, and Dolores Mission School to improve the walking and biking safety of students and their families.
- Install bike route signage and additional school zone signage on East 1st Street, which is both narrow and traveled by various road users, including drivers, pedestrians, bicyclists, and transit users.
- Install speed calming infrastructure throughout the Pico-Aliso neighborhood to increase traffic safety awareness and voluntary compliance with speeds.



California Walks staff, Caro Jauregui, leading a walking and biking assessment route during the workshop. Photo Credit: Roberto Bustillo, Proyecto Pastoral.

Introduction

The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities.

The Pico-Aliso, Boyle Heights CPBST was collaboratively planned and facilitated by the Planning Committee, Cal Walks, and SafeTREC (Project Team) to:

1. Improve safe routes to school around Mendez High School (Mendez School), Utah Street Elementary School (Utah School), and Dolores Mission School (Mission School);
2. Engage local agencies to plan with community members and champion the implementation of walking and biking safety improvements; and
3. Create a community vision with neighbors for pedestrian and bicycle safety advocacy.

The training took place on March 4, 2020, at Self-Help Graphics and convened twenty-four (24) participants, including parents and guardians of students at Mendez School, Utah School, and Mission School. Additionally, staff members from Los Angeles Walks, Los Angeles Housing and Community Investment Department, California State Assemblymember Miguel Santiago's office, Los Angeles County Board of Supervisor Hilda Solis' office, and City of Los Angeles Councilmember Jose Huizar's office were in attendance. The training was facilitated in Spanish and simultaneously interpreted into English. The half-day training consisted of:

- Introduction play activity;
- Walking and biking assessments along three (3) key routes;
- An overview of the 6 E's strategies to improve walking and biking safety: Evaluation, Equity, Engineering, Education, Encouragement, and Enforcement; and
- Action-planning sessions to prioritize and plan for community programs, and infrastructure projects.

This report summarizes the workshop proceedings, including the community and Project Team's recommendations for community programs and infrastructure projects to improve walking and biking safety in Pico-Aliso, Boyle Heights.

The Planning Process



Step 1: Assemble a Planning Committee - December 2019

- Enlist key stakeholders to serve as the Planning Committee to define the CPBST workshop goals and refine curriculum to meet the community's needs



Step 2: Review and Analyze Existing Plans and Data - January 2020

- Review existing community documents (policies and plans)
- Analyze injury collision data and identify trends



Step 3: Conduct CPBST Site Visit - January 29, 2020

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logistics
- Conduct preliminary walk assessments
- Identify instructional activities and goals for the workshop
- Develop outreach and recruitment plan for the workshop



Step 4: Conduct CPBST Workshop - March 4, 2020

- Conduct a walking and/or biking assessment
- Participate in workshop instructional activities
- Develop an action plan, including identifying actionable next steps for advancing workshop goals



Step 5: Implement CPBST Actions - Ongoing

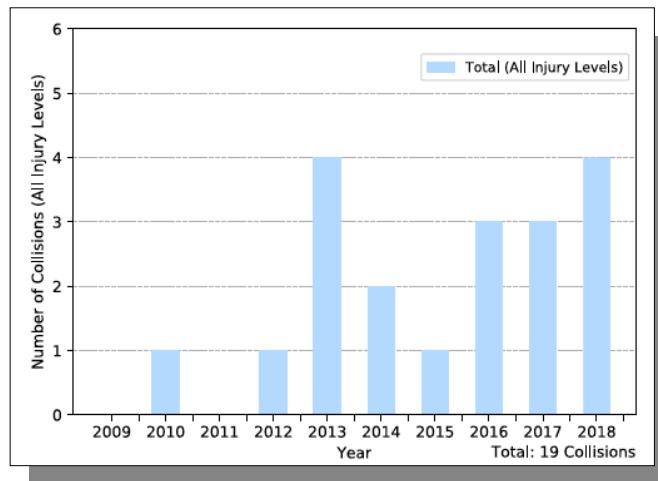
- Review CPBST report summarizing workshop proceedings and recommendations
- Work with partners to secure resources for programs/projects identified during the CPBST
- Update California Walks and SafeTREC about changes as a result of the CPBST workshop

Pedestrian and Bicycle Collision History

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians¹ and bicyclists in Pico-Aliso, Boyle Heights. The boundaries for this project are from U.S. Highway 101, East 4th Street, North Mission Road, and U.S. Highway 101. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2009 to 2018. Collision data for 2017 and 2018 are provisional as of December, 2019. A full discussion of the pedestrian and bicycle collision data can be found in Appendix A.

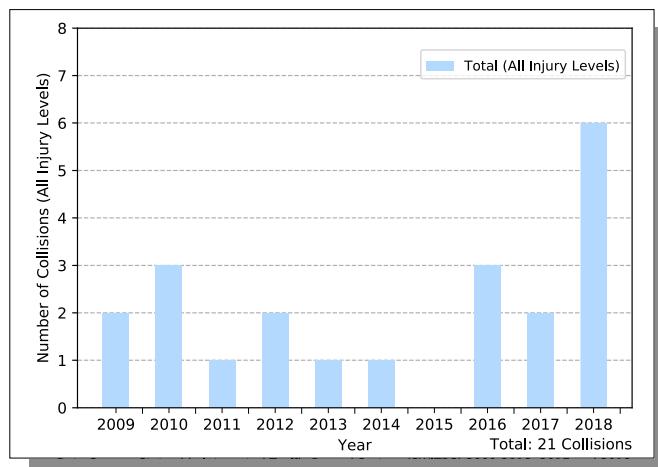
Pedestrian Collisions

Over the 10-year period between 2009 and 2018, pedestrian collisions appear to be mostly stable with a slight upward trend. In the most recent five years of data available, 2014 to 2018, pedestrian collisions were concentrated along East 1st Street and East 4th Street. Pedestrian collisions occurred primarily during the morning commute hours (6 a.m. to 12 p.m.). The top primary collision factor was driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk (53.8 percent).² There were 23 pedestrian victims, including 3 fatalities and 2 severe injuries. Forty four percent of these victims were between the ages of 13 to 24.



Bicycle Collisions

Over the 10-year period between 2008 and 2019, bicycle collisions appear to be mostly stable with a peak of 6 bicycle collisions in 2018. In the most recent five years of data available, 2014 to 2018, bicycle collisions were concentrated on East 4th Street and East 1st Street. Bicycle collisions occurred primarily after school and during the evening commute hours (3 p.m. to 9 p.m.). The top primary collision factors were failure to stop at a limit line or crosswalk at the red light (16.7 percent), failure to drive or ride on the right half of the roadway (16.7 percent), driver failure to yield right-of-way when making a left turn or U-turn (16.7 percent), and unsafe turning or moving right or left on a roadway (16.7 percent).³



There were 13 bicyclist victims, including one severe injury. Forty-six percent of the victims were between the ages of 9 and 24; and 11 of the 13 bicyclist victims were male.

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

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

³ These violations could have either been committed by a motor vehicle driver or bicyclist, since bicycles are considered vehicles and therefore must follow all the same rules of the road as vehicles.

Pico-Aliso, Boyle Heights Asset Map

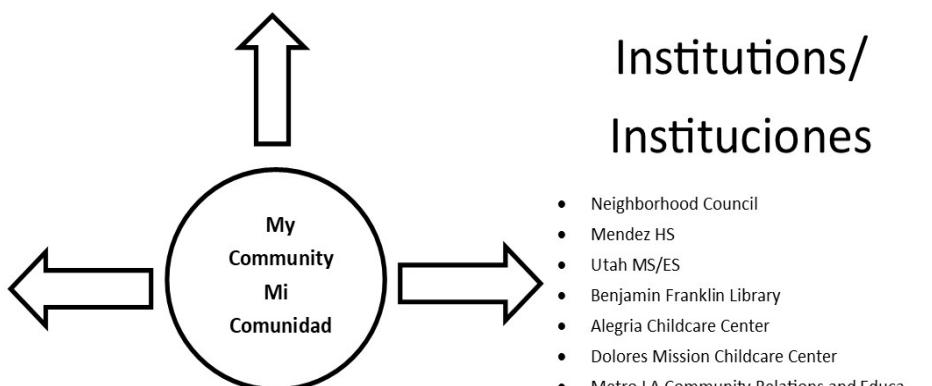
During the site visit, the Project Team led the Planning Committee through an Asset Mapping exercise to identify resources and assets in the Pico-Aliso, Boyle Heights community that could help them achieve their walking and biking safety goals.

Personas/People

- Eddie Martinez, Latino Equality Alliance, Executive Director
- Jasmine Medrano, Puente Learning Center
- Laura Zavala, Inner City Struggle
- Abraham Flores, IMPACTO Program Director
- Mauro Bautista, Principal at Mendez HS
- Pamela Agustin, Eastside LEADS & ELACC, is involved anti-gentrification efforts
- 25 teaching artists at Self Help Graphics
- Comunidad En Movimiento from Proyecto Pastoral

Organizations/ Organizaciones

- Puente Learning Center
- College Track
- Inner City Struggle
- Latino Equality Alliance
- LAPD Hollenbeck Police Activities League
- Partnership for LA Schools
- Work Source Center
- Union de Vecinos
- Boyle Heights Wellness Center at LAC + USC
- Promesa Boyles Heights
- Proyecto Pastoral
- LA Walks
- Recovery Model
- Building Healthy Communities Boyle Heights
- East LA Community Corporation
- Self Help Graphics



Pico-Aliso, Boyle Heights CPBST

In collaboration with:

California Walks | UC Berkeley SafeTREC | California Office of Traffic Safety
Proyecto Pastoral | Self-Help Graphics | Partnership LA | Dolores Mission School

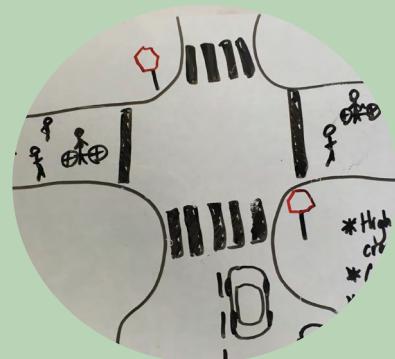
- Neighborhood Council
- Mendez HS
- Utah MS/ES
- Benjamin Franklin Library
- Alegria Childcare Center
- Dolores Mission Childcare Center
- Metro LA Community Relations and Education Staff(
- LA Mayor's Office
- LA County Supervisor Hilda Solis' Office
- Pecan Park
- LAPD Hollenbeck Station
- LAUSD
- USC Program for Environmental and Regional Equity
- LA City Councilmember Jose Huizar's Office
- Assemblymember Miguel Santiago's Office
- U.S. Representative Jimmy Gomez's Office

Pico-Aliso, Boyle Heights Community Values

At the beginning of the workshop, participants were asked to draw when they felt safest walking, biking, or rolling on the street. Their responses included traveling during the day, traveling with their families, and traveling on streets that have high-visibility crosswalks and bike lanes.

Drawing Activity

Q: When do you feel the safest on the street?



Left: Roberto Bustillo, Planning Committee member, drew a family walking along Boyle Avenue together. *Middle:* Planning Committee member, Maria Ruiz, shares her drawing with another participant.. *Right:* A participant drew an intersection that included high-visibility crosswalks, curb extensions, bike lanes, more space for pedestrians, and physical barriers.

The following is a compilation of responses from this drawing activity.

Q: When do you feel the safest on the street?

- Rapid Bus Service
- School zone signage
- Lighting (mentioned 5 times)
- More signage
- Safe sidewalks
- Well lit and clean streets (mentioned 3 times)
- Cleanliness
- Sidewalks in good condition (mentioned twice)
- When there's people around me
- Police
- Full traffic signals in good condition
- Knowing our neighbors so we can be united for our community (mentioned 3 times)
- Livable streets where one can interact with others and enjoy themselves (mentioned twice)
- Access to Metro and buses
- Music, art, seating areas
- Public buildings and parks
- Infrastructure based on the needs of pedestrians and bicyclists
- Respect
- Diversity
- Stop signs

Additionally, participants were asked to capture the essence of their drawing with one word or phrase. The following is a word cloud of their responses:



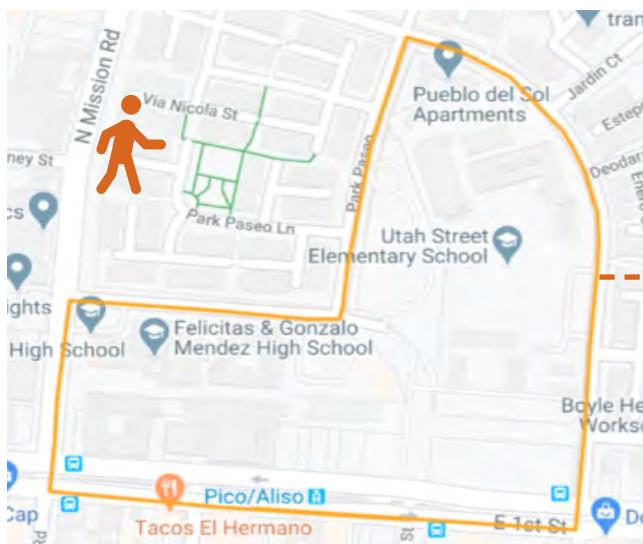
Reflections

Routes

Along the three 3 walking and biking assessment routes, participants were asked to:

1. Identify community assets;
2. Assess infrastructure conditions; and
3. Observe how road users are engaging with the built environment.

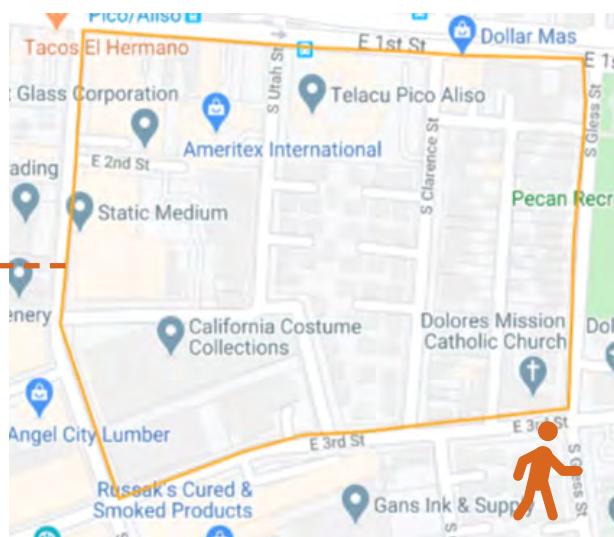
Route 1: Mendez School & Utah School



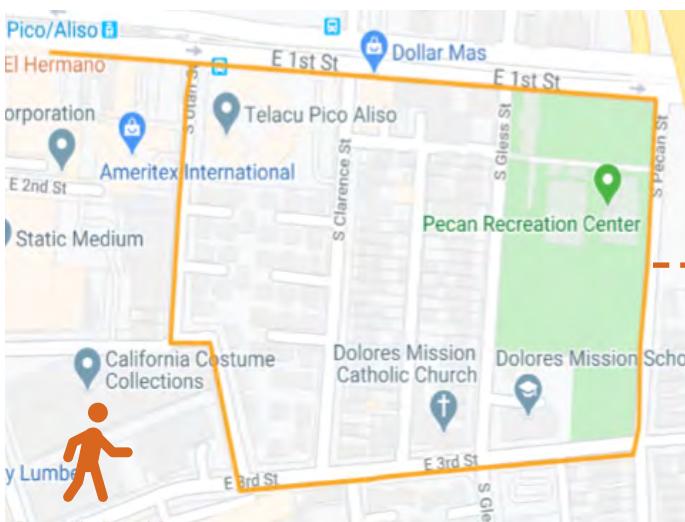
Route 1 focused on assessing East 1st Street, North Mission Road, and Gabriel Garcia Marquez Street, all major streets used to travel to Mendez School, Utah School, Pueblo del Sol, and the Pico/Aliso Metro Train Station. This route was chosen to identify walking and biking safety concerns for students and their families navigating these streets to and from school. East 1st Street was especially important to assess because of its diverse road users who travel to Downtown Los Angeles and the Pico/Aliso Metro Station.

Route 2: Mission School

Route 2 focused on the routes parents and students walk and bike to get to and from Mission School and Dolores Mission Catholic Church. South Gless Street is especially important because it is the main street taken by families and students who live at Pueblo del Sol Apartments to attend church services and school.



Route 3: Pecan Recreation Center



Route 3 was selected by many community members, especially youth, to walk and bike to the Pecan Recreation Center. This area also sees high pedestrian traffic due to its proximity to Dolores Mission Catholic Church and Mission School.



Participants share that they feel most safe walking during the day knowing they are more visible to drivers and that drivers will stop when they cross the street.

Walking & Biking Assessment

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

Community Pride and Ownership

- The Pico-Aliso, Boyle Heights community has a generational history of community pride, cultural arts, and resiliency that reflects the community's story. Participants felt that the neighborhood has a real sense of community, place, and belonging. Life happens on the street.
- Many non-profit organizations serve and work with the people of Pico-Aliso, Boyle Heights. This has developed into a strong cohesive grassroots network that addresses issues like community planning for pedestrian and bicycle safety.

Visibility Issues

- Visibility between drivers headed eastbound on East 1st Street and pedestrians entering the crosswalk at the East 1st Street/South Gless Street intersection is obstructed by a tall apartment complex on the southwest corner of East 1st Street/South Gless Street. Participants shared that there are many near misses at this crosswalk because drivers do not make full stops before making a right turn onto South Gless Street.



Visibility issues on South Gless Street and East 1st Street.

Bike Facilities

- There are bike sharrows on East 1st Street, however, participants shared that most bicyclists ride on the sidewalks or on residential streets that parallel East 1st Street. Participants felt that East 1st Street is overly saturated with multiple road users, including transit riders, pedestrians, bicyclists, people riding scooters, and drivers exiting and entering highway entrances. The crowded street means that different road users are competing for space and results in numerous near-misses between them.

Green Open Spaces

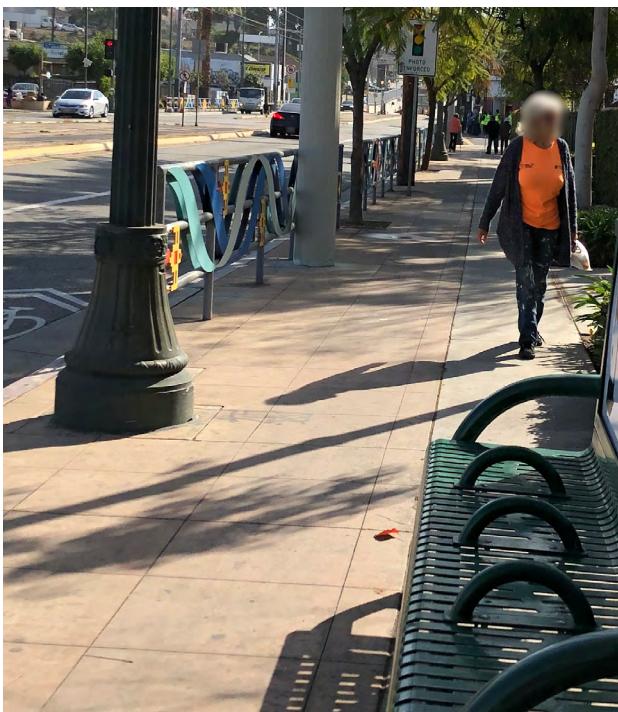
- The Pecan Recreation Center, adjacent to Mission School, has a sports field that is fenced off and not easily accessible to the rest of the community.
- There is an empty lot on the southeast corner of South Utah Street/East 1st Street. Participants shared that the lot has been vacant for years, and is unofficially used as additional parking by nearby businesses and neighbors.

Traffic Congestion & Noise

- North Mission Road and East 1st Street are heavily trafficked by drivers, as well as semi-trailers transporting goods. Participants shared concern over the amount of traffic noise on East 1st Street.
- Repair work for the citywide pipeline that runs under North Mission Road has led to temporary street closures. The temporary closures re-routed vehicular traffic to Gabriel Garcia Marquez Street and Park Paseo, which are residential streets that run through the low-income housing development of Proyecto del Sol. This has led to increased traffic congestion on both residential streets and frustration that the City of Los Angeles chose to direct drivers onto Gabriel Garcia Marquez Street and Park Paso, where the main entrance to Utah School and Mendez School are located, respectively.

Sidewalk Obstructions

- At the southeast corner of South Gless Street/East 1st Street next to the Pecan Recreation Center's restroom facilities, there is an open trench which obstructs the sidewalk. This is a City maintenance project which started in October 2019.
- Sidewalks on East 1st Street, near the Pico-Aliso Metro Station, were obstructed by e-scooters that were left in the middle of the sidewalk. These e-scooters made it difficult for people using assisted mobility devices to navigate the sidewalks.
- Pay phones, no longer in use, on East 1st street narrow the sidewalk and obstruct the path for pedestrians.
- Bulky trash items and illegal dumping obstructed the sidewalk throughout the neighborhood, particularly on South Clarence Street, from East 1st Street to East 3rd Street, on East 3rd Street from South Clarence Street to South Gless Street, and along South Gless Street from East 3rd Street to East 1st Street. No trash cans were visible on East 1st Street.



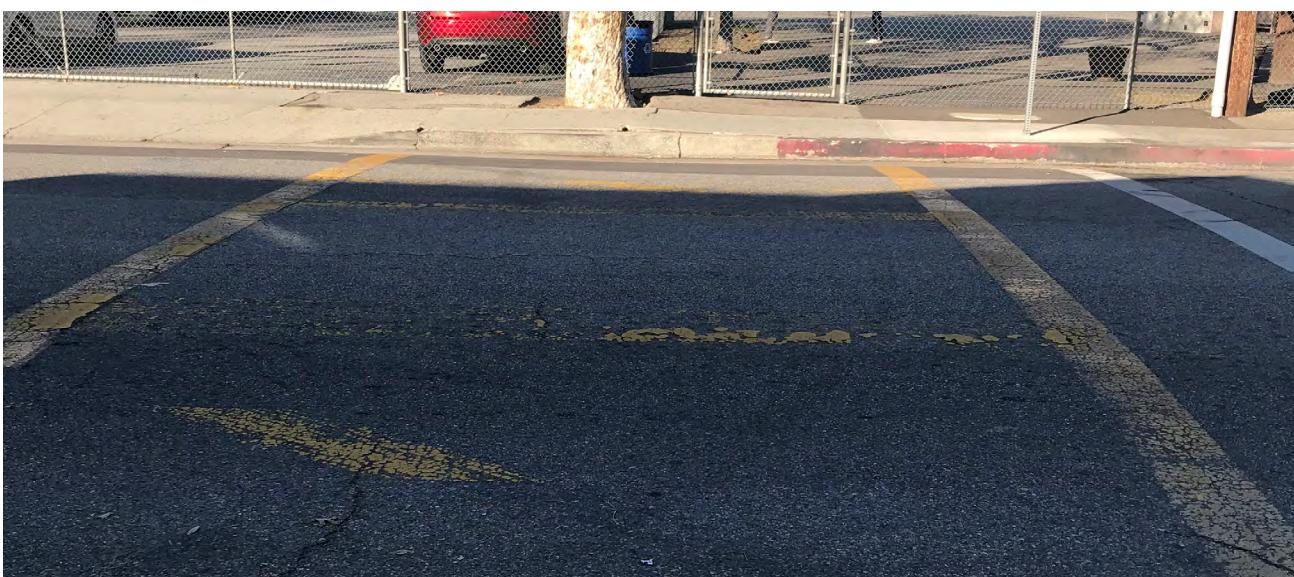
Left: Throughout the Pico-Aliso neighborhood sidewalks were level and flat. Right: Open trench on the southeast corner of South Gless Street and East 1st Street, next to the Pecan Recreation Center's restroom facilities.

Pedestrian Crossing Challenges

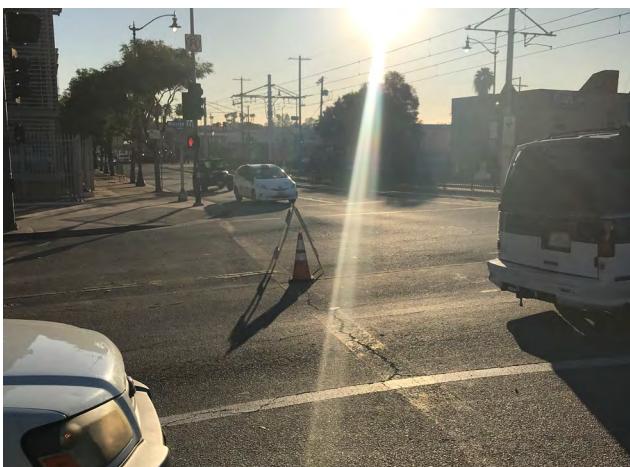
- *Utah School*
 - Parents and Students cross at an unmarked crosswalk at the intersection of Gael Garcia Marquez Street/Jardin Court directly in front of the entrance to Utah School. There is a lot of vehicular and pedestrian activity at this intersection.
 - Participants were pleased that most intersections in their neighborhood have ADA compliant curb ramps. However, participants noted a missing curb ramp leading to Utah School's back entrance on Gabriel Garcia Marquez Street, between Navareth Way and Jardin Court. The missing curb ramps make it difficult for mothers with strollers and pedestrians with assistive walking devices to cross safely and in a comfortable manner.
 - Participants expressed concern about the faded crosswalk that is not visible to oncoming drivers near the back entrance on Gabriel Garcia Marquez Street, between Navareth Way and Jardin Court because of how frequently parents and students cross here.



Left: Gabriel Garcia Marquez Street and Jardin Court, in front of Utah Elementary School, lacks marked crosswalks.
Right: A missing curb ramp at the back entrance of Utah Elementary School on Gabriel Garcia Marquez Street.



A faded high-visibility crosswalk at the back entrance of Utah Elementary School on Gabriel Garcia Marquez Street.



Left: A marked crosswalk on North Mission Road and East 1st Street is faded. *Right:* Yellow truncated domes at the southeast corner of Plaza del Sol East and North Mission Road next to Mendez High School are cracked.



Two faded crosswalks leading to Mendez High School at the north corner of Park Paseo and the west corner of Plaza del Sol East intersection.

- **Mendez School**
 - Parents, youth, and community leaders frequently cross at an unmarked crosswalk at the intersection of North Mission Road/Plaza del Sol East to reach the Proyecto Pastoral offices. Crossing North Mission Road at Plaza del Sol East is complicated by construction and continuous oncoming traffic.
 - The marked crosswalk at the intersection of North Mission Road/East 1st Street, on the westside of Mendez School, is faded due to its high usage.
 - Motorists often do not stop or give pedestrians the appropriate amount of space to cross two faded high-visibility crosswalks at the Park Paseo/Plaza del Sol East intersection, adjacent to one of the two main entrances to Mendez School. Motorists often do not stop or stop in the middle of the faded yellow high-visibility crosswalk at the corner of Plaza del Sol East/North Mission Road for Mendez School students to cross. Motorists This behavior makes it unsafe for pedestrians to cross.
 - The yellow truncated curb ramp on the southeast corner of the Plaza del Sol East and North Mission Road intersection, next to Mendez School, is cracked and lifted. This makes the yellow truncated curb ramp less detectable for pedestrians who are blind or vision impaired and it creates a tripping hazard for all users.

- **Mission School**
 - The three unmarked crosswalks at the intersection of East 3rd Street and South Clarence Street encourage motorists to exceed the posted 25 mph school zone speed limits. Students and parents use this crossing to walk and bike to Mission School.
 - There are four yellow marked crosswalks at the intersection of East 3rd Street and South Gless Street, where both Mission School and Dolores Mission Catholic Church are located. Children, families, and church congregants use the four crosswalks at this intersection, but only the eastern crosswalk on East 3rd Street is highly-visible.



All four legs of the marked crosswalks at the South Clarence Street and East 1st Street intersection are used by students traveling to school.

Road User Behaviors

- Participants shared their concern over drivers making illegal left turns from westbound East 1st Street onto South Pecan Street. This maneuver puts motorists in the driving lane of eastbound East 1st Street. Participants were concerned because youth and families cross at the East 1st Street/South Pecan Street intersection to access the Pecan Recreation Center.
- Drivers use East 1st Street to bypass the northbound 101 Highway traffic. Drivers appear to travel above the 25 mph posted speed limit and weave through traffic on East 1st Street on their way into Downtown Los Angeles.
- Parents were concerned about drivers parking and blocking parts of Gael Garcia Marquez Street, near the entrances of Utah School, when they dropped off their children. This blocks school buses from parking in their designated areas and forces students and parents crossing the street to maneuver their way through the cars to get to the entrance.
- Drivers exiting the 101 Highway at East 1st Street must make a right hand turn to head eastbound on East 1st Street. However, they are not making full stops at the highway exit and appear to be driving above the 25 mph posted speed limit.

Signage

- There is a lack of school speed zone signage for Mendez School, Utah School, and Mission School on East 1st Street, from Mission Road to Pecan Street, and from Gael Garcia Marquez Street to Mission Road.
- There were few construction and detour signs on North Mission Road and Gael Garcia Marquez Street to signal to drivers to slow down when driving through neighborhoods with families and students accustomed to walking to school on less congested streets that typically carry only local neighborhood traffic.



Participants stop during the walking and biking assessment and make note of the lack of school zone signage on East 1st Street and Gless Street.



*Left: Community members stop to comment about the poor quality of signage along the East 1st street corridor.
Right: Various road users, like this bicyclist travel along Pico-Aliso, Boyle Heights to get into Downtown LA.*

Pico/Aliso Metro Station

- On a daily basis dozens of Mendez School students wait on the platform of the Pico/Aliso Metro Station until they receive a green light to cross East 1st Street and enter the side entrance of the school on the northern leg of East 1st Street. Numerous students wait in the street because of overcrowding on the platform and stand in the driver lane amidst heavy morning traffic headed into downtown Los Angeles.
- Some community members and students cross midblock on East 1st Street and across the train tracks to get to the Pico/Aliso Metro Station platform. Participants shared that there are a lot of near misses between pedestrians and drivers in this area.



Mendez High School students at the platform of the Pico/Aliso Metro Station wait for the light to turn green so they can cross East 1st Street and enter the side entrance of the school located on East 1st Street.

Recommendations to Improve Walking and Biking Safety

Community Recommendations

During the action-planning session, participants prioritized and outlined preliminary plans for community programs and infrastructure projects aimed at increasing the health and safety of the community. Participants considered the following programs and projects:

- Developing educational campaigns;
- Implementing a walking school bus and a bike train;
- Installing speed feedback signs; and
- Strengthening parent engagement groups.

The following tables summarize the recommendations identified as the highest priority by workshop participants. Implementation of these community recommendations may take more or less time dependent on individual community factors and may not align with the dates outlined.

Encouragement Project Name: Annual Community Health and Safety Education Fair & Pop -Up Demonstration

Project Description: The Annual Community Health and Safety Education Fair will teach parents and students at Mendez School and Utah School about walking and biking safety and advocacy, share community health resources, and build collaboration between parents groups at Mendez School and Utah School.

Project Goals:

1. Recruit new parents for the Mendez School and Utah School parent groups;
2. Host interactive educational activities, such as a bike rodeo and bike mechanics workshop, to educate youth and parents on safe walking and biking;
3. Connect local art, health, and advocacy organizations to each other to advance collaboration in Boyle Heights, and provide the Pico-Aliso neighborhood with local resources to better promote community health, including walking and biking; and
4. Install a marked crosswalk pop-up demonstration on Gael Garcia Marquez Street and Jardin Court, at the front entrance of Utah School.

Action Steps	Timeline	Responsible Party	Resources
Set-up a Resource Fair Planning Committee <ul style="list-style-type: none"> • Recruit parent volunteers from the Parent Resource Centers at Mendez School and Utah School • Reach out to CPBST Planning Committee members to assess interest and capacity to organize the fair 	07/2020	CPBST Planning Committee	Mendez High School Parent Center Luchadores United for Pedestrian Safety Report
Reserve a Location and Apply for Necessary Permits <ul style="list-style-type: none"> • Reach out to Mendez School staff to reserve their large field for the fair • Secondary locations could be Utah School and the Pueblo del Sol Community Center • Connect with the City of Los Angeles to apply for a permit for the pop-up demonstration at Gael Garcia Marquez Street and Jardin Court 	07/2020 - 08/2020	Resource Fair Planning Committee	GoHuman Demonstration Projects Street Closure Permits

Encouragement Project Name: Annual Community Health and Safety Education Fair & Pop -Up Demonstration

Action Steps	Timeline	Responsible Party	Resources
<p>Secure Partnerships and Sponsorship</p> <ul style="list-style-type: none"> • Use Pico Aliso, Boyle Heights Community Asset Map to identify potential partners to participate in resource sharing, sponsorship, and planning • Reach out to community organizations and groups to table at the event • Partner with local biking and walking groups to provide safety education, including a bike rodeo, bike mechanics, and pop up demonstration on Gael Garcia Marquez Street and Jardin Court ○ Secure community sponsors for: <ul style="list-style-type: none"> ○ Food ○ Water ○ Canopies ○ Chairs ○ Tables ○ Bright tape 	07/2020 - 08/2020	Resource Fair Planning Committee	California Walks Pico Aliso, Boyle Heights Community Asset Map Sponsorship Letter Templates
<p>Outreach</p> <ul style="list-style-type: none"> • Produce a flyer and connect with organizations that can share the event with their membership • Outreach to students and parents from Mendez School, Utah School, and Mission School 	08/2020	Resource Fair Planning Committee	Utah School and Mendez School Robo Call Systems Proyecto Pastoral Promotoras
<p>Finalize Logistics</p> <ul style="list-style-type: none"> • Map out set-up for resource tables and activities • Finalize set up logistics for potential cross walk pop-up demonstration • Recruit volunteers 	08/2020	Resource Fair Planning committee	AARP Pop Up Demonstration Toolkit

Encouragement Project Name: Annual Community Health and Safety Education Fair & Pop -Up Demonstration

Action Steps	Timeline	Responsible Party	Resources
Host Resource Fair <ul style="list-style-type: none">Distribute information regarding parent involvement and walking and biking safetyExecute pop-up demonstration of a high-visibility marked crosswalk on Gael Garcia Marquez Street and Jardin Court, at the entrance of Utah School and evaluate usage and feedback from the community	09/2020	Resource Fair Planning Committee Volunteers	<u>Counting and Estimating Volumes</u>

Education Project Name: Community Advocacy Strategy for Program and Project Implementation

Project Description: This strategy details a plan for the CPBST Planning Committee and workshop participants to engage with agencies and city council staff to consistently work on the programs, projects, and next steps outlined in this report.

Project Goals:

1. Foster a relationship between the Pico-Aliso, Boyle Heights community and the agencies and city council staff who are responsible for infrastructure projects in their community;
2. Educate agencies and city council staff about local issues including, walking and biking assessment observations and walking and biking collision data; and
3. Identify the agency that holds jurisdiction over the areas in which the community and project team's recommendations are located.

Action Steps	Timeline	Responsible Party	Resources
Develop a Power Map <ul style="list-style-type: none">• A Power Map identifies responsible agencies and elected officials who can implement the final report recommendations for the Pico-Aliso, Boyle Heights community• This Power Map should distinguish which agencies and/or people are responsible for installing infrastructure projects and which agencies and/or people are responsible for the implementation of community programs	06/2020 - 09/2020	CBPST Planning Committee	Power Mapping: A Tool for Strategy and Influence Pico-Aliso, Boyle Heights Community Asset Map
Plan a Community 311 Workshop <ul style="list-style-type: none">• The City of Los Angeles has a 311 system where residents can receive support for non-emergency services, including reporting large trash items and other street safety concerns• A 311 workshop will teach residents how they can report street issues and safety concerns quickly and correctly to the City so the community is served more efficiently• Coordinate with city to bring a 311 workshop to the Pico Aliso, Boyle Heights community	09/2020 - 12/2020	CBPST Planning Committee	Partnership LA can share their success stories regarding these workshops MyLA311

Engineering Project Name: Crosswalk Improvements at Utah School and Mendez School.

Project Description: Partner with LADOT to install key pedestrian and bike infrastructure improvements at the intersection of Gabriel Garcia Marquez Street/Jardin Court, near Utah School, and the intersection of North Mission Road/Plaza del Sol East near Mendez School. Partner with LADOT and the school district to implement a crossing guard program at Mendez School and Utah School. Both intersections are highly frequented areas for all road users during school arrival and dismissal.

Project Goals:

1. Improve safety for all students walking, biking, and traveling to and from Utah School and Mendez School through key pedestrian and bicycle infrastructure improvements and a crossing guard program;
2. Increase visibility between people walking, biking, rolling, and driving to and from Utah School and Mendez School during school arrival and dismissal; and
3. Incorporate student art in proposed creative crosswalk design.

Action Steps	Timeline	Responsible Party	Resources
Community Meeting with the Los Angeles Department of Transportation (LADOT) • Meet with LADOT and the LADOT City Council Liaison for the Los Angeles City Council District 14, where the Pico-Aliso neighborhood is located, to discuss this community request.	2020	Planning Committee	LA City Government Website LADOT Website
Install key pedestrian improvements at the intersection of Gabriel Garcia Marquez Street and Jardin Court • Work with LADOT to install the following pedestrian improvements at the intersection of Gabriel Garcia Marquez Street/Jardin Court: <ul style="list-style-type: none">○ Three-way stop with high-visibility crosswalk markings;○ Culturally relevant student art in the high-visibility crosswalk design; and○ Detectable warning surfaces at the ramps for people with visual impairments.	2021	Planning Committee	LADOT Projects in My Neighborhood to keep track of future projects in the neighborhood MyLA311 Safe Routes to School Street Design Toolkit LADOT Livable Street

Engineering Project Name: Crosswalk Improvements at Utah School and Mendez School.

Action Steps	Timeline	Responsible Party	Resources
Install key pedestrian and bicycle improvements at the intersection of North Mission Road/ Plaza del Sol East <ul style="list-style-type: none"> Work with LADOT to install the following pedestrian and bike improvements at the intersection of North Mission Road/ Plaza del Sol East: <ul style="list-style-type: none"> Three-way stop with high-visibility crosswalk markings; Culturally relevant student art in the high-visibility crosswalk design; Defectable warning surfaces for people with visual impairments; and Bike lanes along North Mission Road to access Mendez School. 	2021	Planning Committee	LADOT Projects in My Neighborhood to keep track of future projects in the neighborhood MyLA311 Safe Routes to School Street Design Toolkit LADOT Livable Street City of Los Angeles Complete Street Design Guide
Crossing Guard Program <ul style="list-style-type: none"> Work with LADOT and Los Angeles Unified School District (LAUSD) to provide crossing guards at the intersection of Gabriel Garcia Marquez Street and Jardin Court near Utah School, and the intersection of North Mission Road and Plaza del Sol East near Mendez School 	2021	Planning Committee	LADOT Crossing Guards Los Angeles Unified School District Safe School Traffic Program
Community Cleanliness <ul style="list-style-type: none"> Work with Los Angeles Sanitation to install trash cans on East 1st Street and North Mission Road for student and community use 	Fall 2020	Planning Committee	Los Angeles Sanitation Container Services

Enforcement Project Name: Safe Arrival and Dismissal Program at Utah School and Mendez School

Project Description: This program will help create a safe arrival and dismissal process at Utah School and Mendez School. It seeks to decrease school related traffic on East 1st Street and North Mission Road.

Project Goals:

1. Improve walking, biking, rolling, driving safety of students and families during arrival and dismissal;
2. Reduce conflict and congestion at the entrance of Utah School and Mendez School to increase safety for children and families; and
3. Educate students and their families around the proper arrival and dismissal process at each school.

Action Steps	Timeline	Responsible Party	Resources
Identify an existing group at each school interested in being SRTS champions. <ul style="list-style-type: none">• Such groups could be United Parents for Educational Justice (UPEJ) from Mendez School• SRTS champions will help form an SRTS Coalition:<ul style="list-style-type: none">○ Recruit parents to join the SRTS Coalition Other potential SRTS coalition members include: principal and other supporting staff, teachers, community members (parents and students), public health professionals, public works representative, Comunidad en Movimiento, Proyecto Pastoral	Fall 2020	Mendez School parents Utah School parents UPEJ	Pico-Aliso, Boyle Heights CPBST Asset Map Metro Countywide SRTS Resource Manual
Host Coalition Meetings <ul style="list-style-type: none">• As part of the first meeting, the group can define goals, generate next steps and identify resources, such as volunteers, school, and city resources, necessary to make the program successful	Fall 2020	SRTS coalition	Goal Setting

Enforcement Project Name: Safe Arrival and Dismissal Program at Utah School and Mendez School

Action Steps	Timeline	Responsible Party	Resources
Observe arrival and dismissal to identify strategies for improvement <ul style="list-style-type: none"> Assess current arrival and dismissal conditions and concerns at each school to develop tailored solutions Identify multiple strategies and solutions for students walking, biking, rolling, taking transit, and being driven to school 	Fall 2020	SRTS coalition	<p>Safe Routes National Center for Safe Routes to School: Drop-off/Pick-up Strategies</p> <p>SRTS to School Guide for Student Drop-off/Pick-Up</p>
Develop and test the new arrival and dismissal system. <ul style="list-style-type: none"> Develop the new arrival and dismissal system. Teach volunteers/staff how to implement the Safe Arrival and Dismissal system Conduct outreach by sharing information on the new arrival and dismissal system, including educational traffic flow maps, with parents and families Conduct observations of how people are adjusting to the new arrival and dismissal system and use these observations to further refine the program. 	Spring 2021	SRTS Coalition	<p>Safe Routes National Center for Safe Routes to School: When and How to Evaluate</p>
Launch Safe Arrival and Dismissal Program <ul style="list-style-type: none"> Launch the program, take pictures, and meet again to evaluate how the program can continue to improve. 	Fall 2021	SRTS Coalition	

Project Team Recommendations

The Project Team submits the following recommendations for consideration based on short-term, mid-term, and long-term projections. Implementation of recommendations may take more or less time dependent on individual community factors.

Short-Term and/or Maintenance Based Recommendations

Install Key Pedestrian Infrastructure Improvements near Mendez School, Utah School, and Mission School

The Project Team **recommends the Planning Committee work with LADOT to prioritize the following list of key pedestrian infrastructure improvements** near Mendez School, Utah School, and Mission School to improve the walking and biking safety of students and their families:

- Install a yellow high-visibility crosswalk at the following intersections:
 - Gabriel Garcia Marquez Street/Jardin Court, where the main entrance of Utah School is located⁴; and
 - South Clarence Street/East 3rd Street on the north leg of the South Clarence Street crosswalk.
- Convert the current yellow marked crosswalks to high-visibility crosswalks at the following intersections:
 - South Gless Street/South 3rd Street at the northern, western and southern legs of the intersection, next to Mission School;
 - North Mission Road/East 1st Street, adjacent to Mendez School ;
 - South Clarence Street/East 1st Street; and
 - South Gless Street/East 1st Street.
- Repaint the following faded yellow high-visibility crosswalks located:
 - Midblock on Gabriel Garcia Marquez Street at the back entrance of Utah School;
 - At the corner of Park Paseo and Plaza del Sol East, adjacent to the main Mendez School entrance; and
 - At the corner of Plaza del Sol East and North Mission Road at the entrance of Mendez School.

Additionally, workshop participants said they would like to incorporate culturally relevant, and artistic designs to any new high-visibility crosswalks in the neighborhood. The Planning Committee and LADOT can leverage their existing partnerships with artists from Self-Help Graphics, local students, LAUSD, and the City of Los Angeles to design and install these creative high-visibility marked crosswalks.

The Planning Committee can seek funding to support this type of collaboration from [AARP's Annual Community Challenge](#) grant to install artistic high-visibility crosswalks at intersections near Mendez School, Utah, and Mission schools and also along the East 1st Street corridor. Another potential source of funding that would continue to promote safe routes to school is the [California Office of Traffic Safety annual grant](#) under the pedestrian and bicycle safety priority area. This grant requires applicants to apply with a City agency.

⁴ The current [Safe Routes to School Map](#) from LADOT for Utah Street Elementary School shows that there is a marked crosswalk here already, though there is not.

Incorporate Bike Route Signage and Additional School Zone Signage on East 1st Street

The Project Team **recommends that the community advocate for the installation of bike route signage and additional school zone signage on East 1st Street with the LADOT**. East 1st Street, from Mission Road to Pecan Street, is both narrow and traveled by different road users, including drivers, pedestrians, bicyclists, and transit users. The Metro Gold Line Pico/Alico Station is in this corridor and adds additional road users. Though the corridor does have five 25 MPH school zones signs, additional high-visibility school zone signage could increase safety. East 1st Street is also a bike route with sharrows markings on the road. LADOT could install high-visibility “May Use Full Lane” signage to remind drivers that bicyclists are legally allowed to use the full lane.

Mid-Term Recommendations

Install Key Pedestrian Infrastructure Improvements near Mendez School and Utah School

The Project Team **recommends the Planning Committee work with LADOT to prioritize the following pedestrian infrastructure improvements** near Mendez School and Utah School, to improve the walking and biking safety of students and their families:

- Build a curb ramp where the faded high-visibility crosswalk is located midblock on Gabriel Garcia Marquez Street at the back entrance of Utah School.
- Repair the yellow truncated domes at curb ramp on the intersection of Plaza del Sol East and North Mission Road next to the Mendez School entrance.

Host a Community Safety and Resource Fair for Utah School and Mendez School

The Project Team supports the community recommendation to convene an Annual Community Health and Safety Education Fair for the community around Utah School and Mendez School. The Annual Community Health and Safety Education fair will help build more confidence and awareness in walking and biking by having parents and students at Mendez School and Utah School learn walking and biking safety tips and advocacy, share community health resources and build collaboration between parents groups at Mendez School and Utah School.

Long-Term and/or More Involved Recommendations

Conduct Pedestrian and Bicycle Counts on Residential Streets near Dolores Mission Catholic Church

Participants shared that speed humps on South Pecan Street, near Dolores Mission Catholic Church, were installed at the request of neighborhood residents who walk to and from Dolores Mission Church and School, and the park. However, many drivers avoid traveling on South Pecan Street to avoid the speed humps, thus the lone speed hump on South Pecan Street does very little to slow driver speeds in the neighborhood. Participants shared frustration about LADOT’s Speed Hump Program, which opens up a review cycle every 6 months and closes the application when 450 applications have been submitted. The Project Team **recommends the Planning Committee and workshop participants conduct pedestrian and bike counts and use speed radar equipment to monitor driver speeds along the residential streets near Dolores Mission Catholic Church**. Conducting pedestrian and bike counts, and gathering data on driver speeds will

help the community understand which residential streets are most in need of speed humps based on which streets pedestrians and bicyclists are using. The data could help them identify key streets for an upcoming Speed Hump Program application and could boost the strength of their application.

Neighborhood Speed Awareness Program

The Project Team **recommends the Planning Committee partner with LADOT to install a vehicle speed feedback sign with safety messaging, near the Highway 101 exit on East 1st Street.** Drivers exiting the highway do not make a complete stop before turning right onto eastbound East 1st Street. Furthermore, they appear to be driving above the 25 mph posted speed limit. The goal of the Neighborhood Speed Awareness Program is to increase traffic safety awareness and voluntary compliance with residential speeds.

Appendix A: Data Analysis

Pedestrian and Bicycle Collision Data Analysis

- Pico-Aliso, Boyle Heights CPBST Workshop Data Factsheet
- Pico-Aliso, Boyle Heights CPBST Site Visit Data Presentation
- Pico-Aliso, Boyle Heights CPBST Site Visit Data Follow-Up

Pico-Aliso Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)
Boyle Heights, CA | March 4, 2020

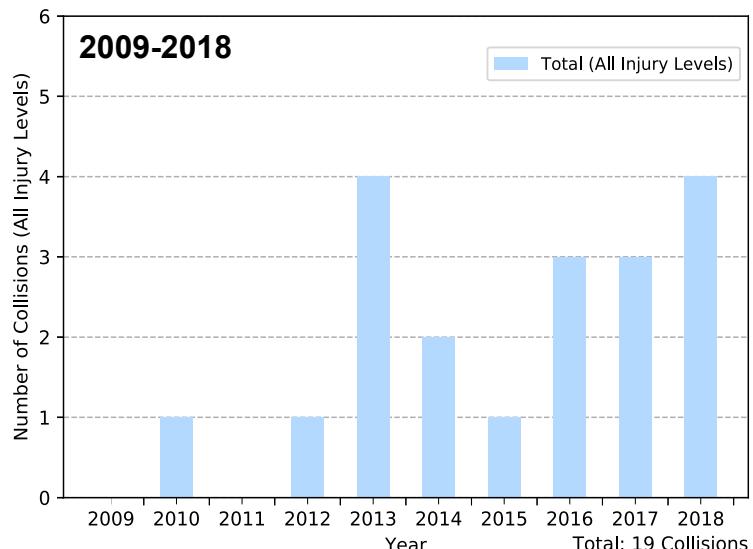
In California, more than one in four people who died in a collision is a pedestrian or bicyclist. There was a 0.8 percent increase in pedestrian deaths from 2016 to 2017 and a 6.5 percent decrease in cycling deaths (FARS 2016 and 2017). In this workshop, we provide you with local collision data so that we can identify ways to make walking and biking safer in your community.

The **local data seen below reflects collision data from the last 5 years (2014-2018)** within the boundaries of the US Highway 101 to the north, East 4th St to the south, North Mission Rd to the west, and US Highway 101 to the East as per the workshop's planning committee.

Pedestrian Collisions Over Time

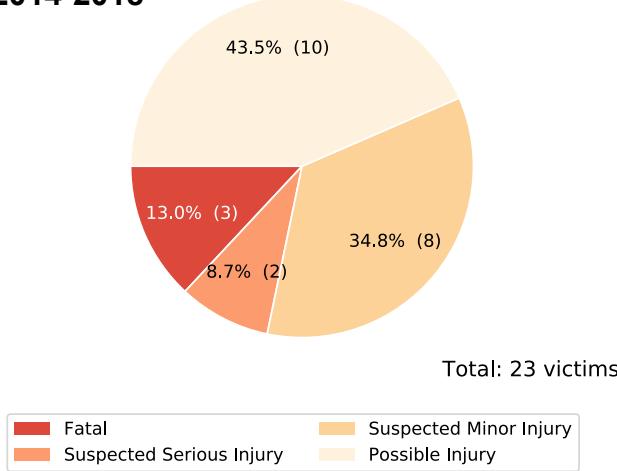
The number of collisions appear to be ***mostly stable*** with a slight upward trend.

 **29** people injured
 **19** pedestrian collisions



Victim Injury Severity

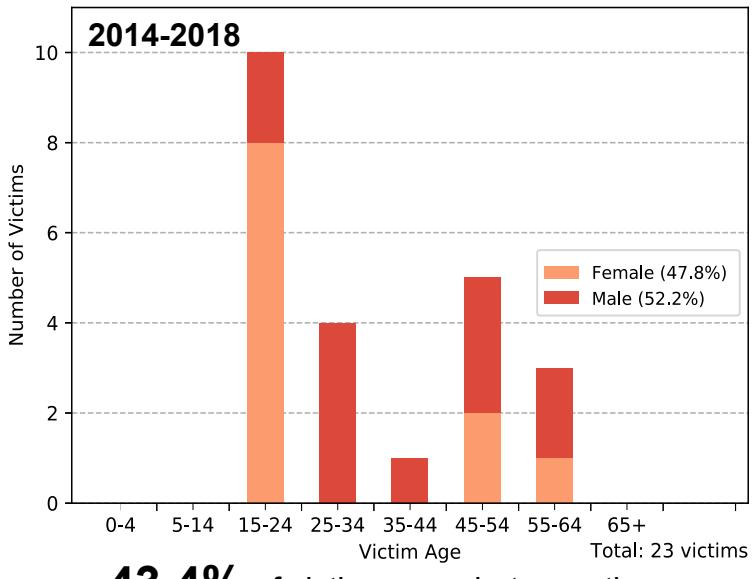
2014-2018



21.7% fatalities or serious injuries

Victim Demographics

2014-2018



43.4% of victims were between the ages of 15 and 24

Bicycle Collisions Over Time

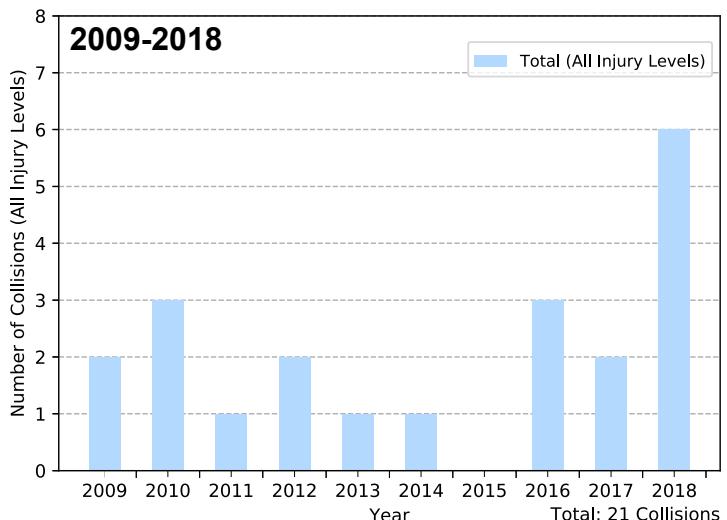
The number of collisions appear to be **mostly stable** with a peak in 2018.



22 people injured

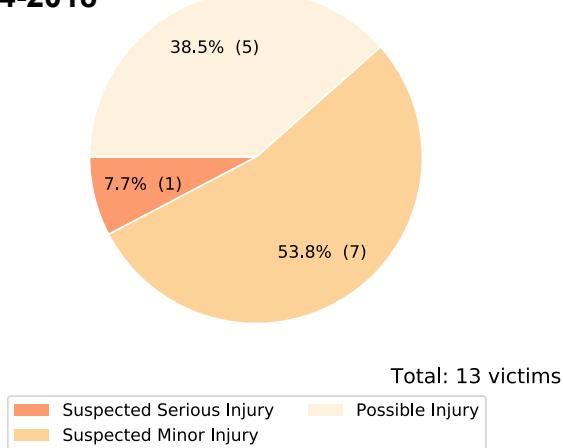


21 bicycle collisions



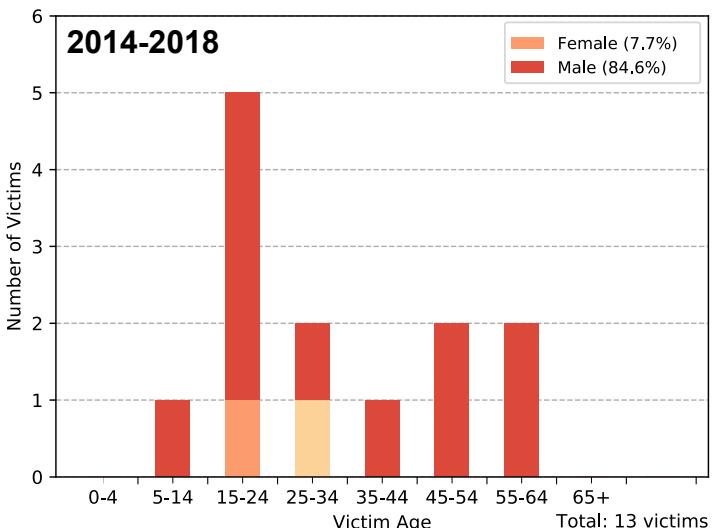
Victim Injury Severity

2014-2018



7.7% of victims suffered serious injuries

Victim Demographics



46.2% of victims were between the ages of 9 and 24

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.

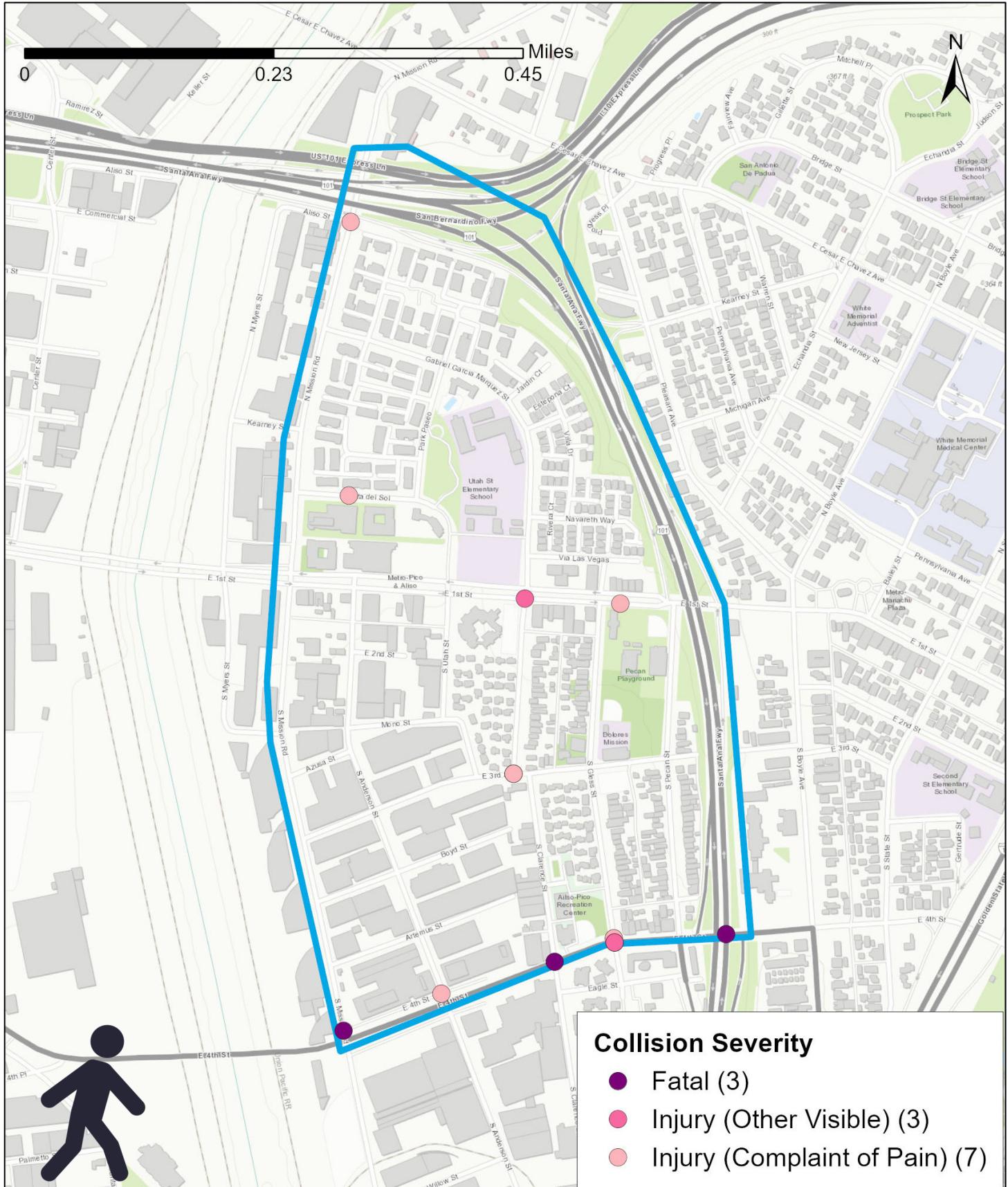
Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

OTS
CALIFORNIA OFFICE OF
TRAFFIC SAFETY

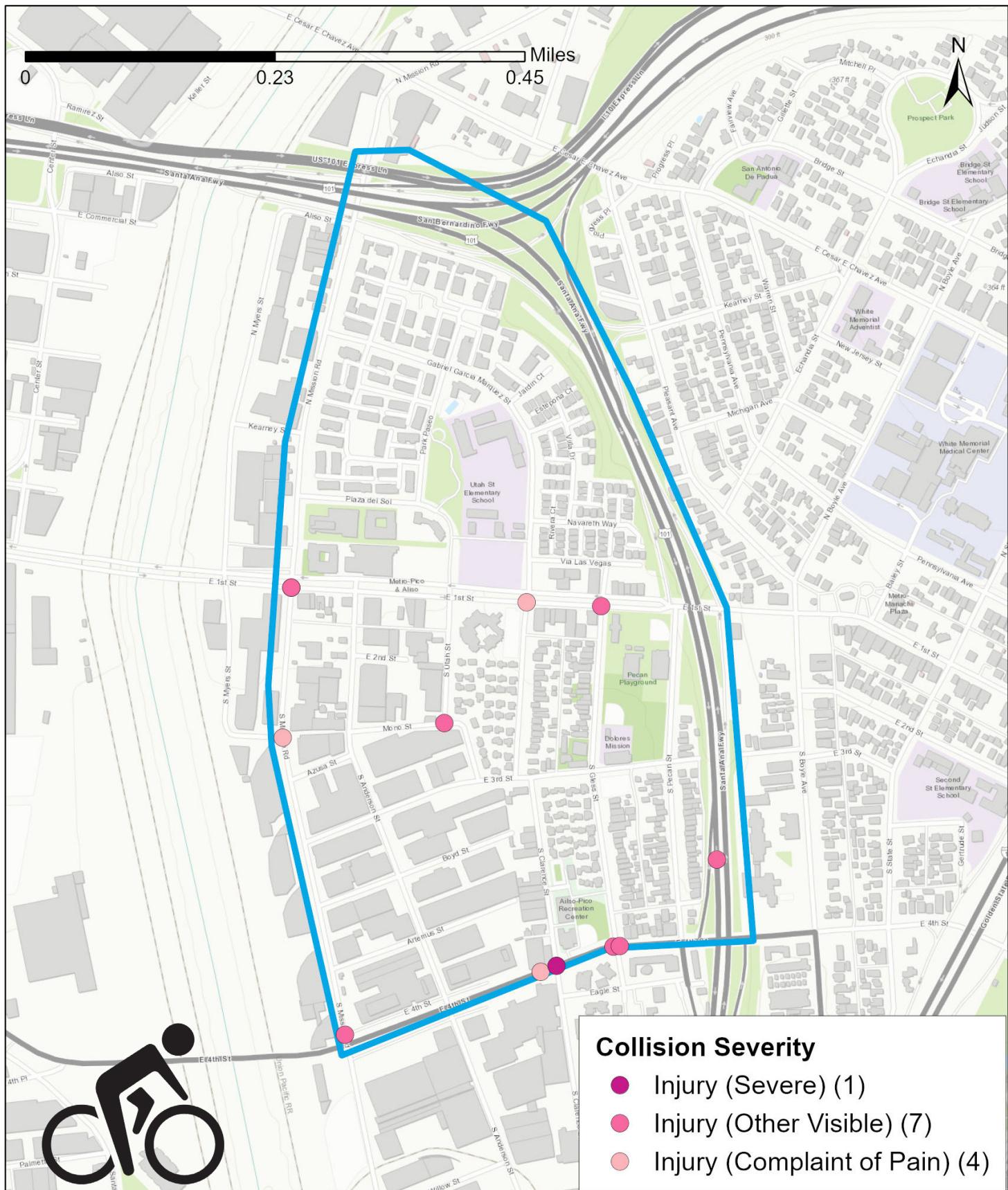
California Walks
Stepping Up for Health, Equity, & Sustainability

Pico-Aliso Pedestrian Collision Map (2014 - 2018)

Backplane



Pico-Aliso Bicycle Collision Map (2014 - 2018)



Pedestrian and Bicycle Collision History

Pico Aliso Community in Boyle Heights, California

CPBST Site Visit

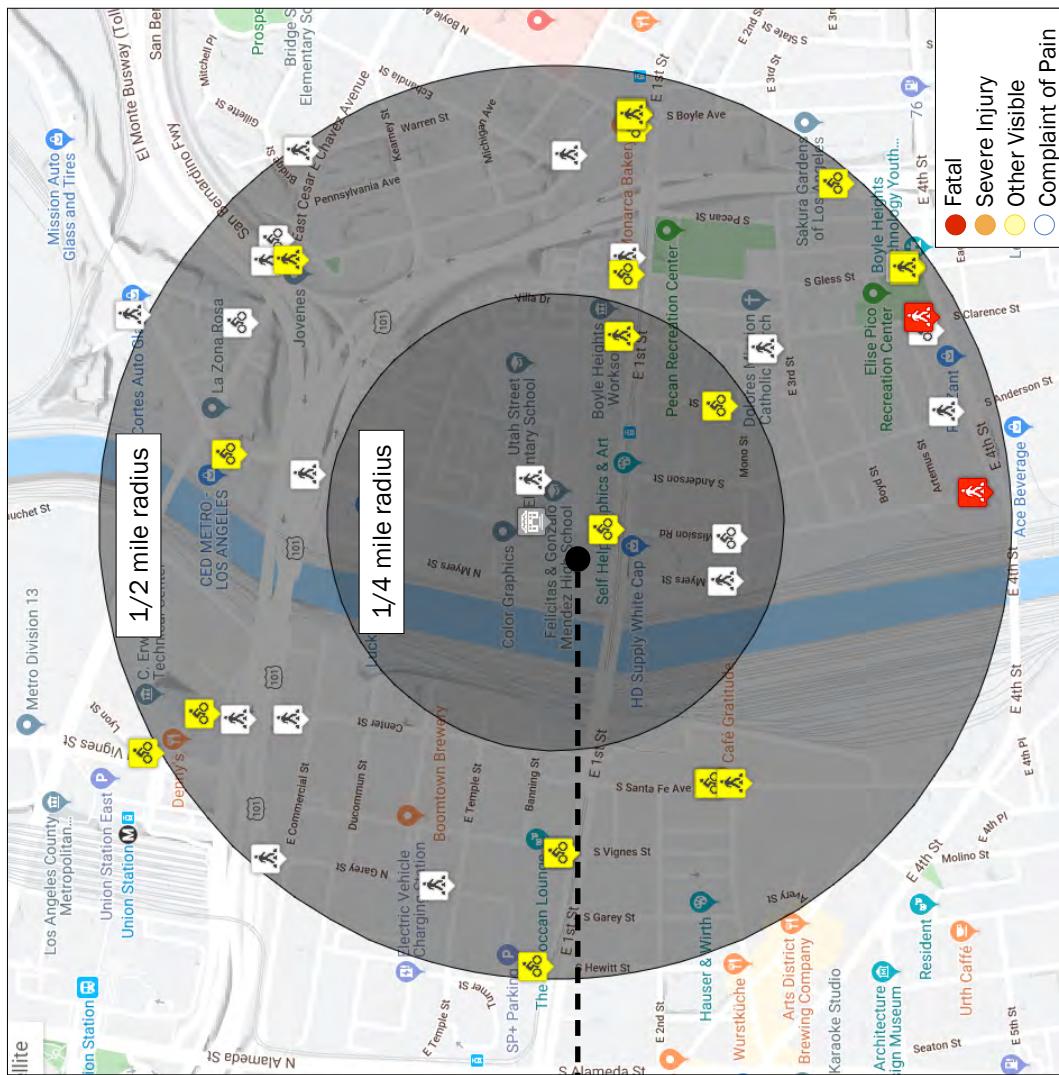
Wednesday, January 29, 2020

Ana Lopez, Program and Policy Analyst
ana.lopez@berkeley.edu

Berkeley SafeTREC

SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

Pedestrian and Bicycle Injury Collisions (2014- 2018)

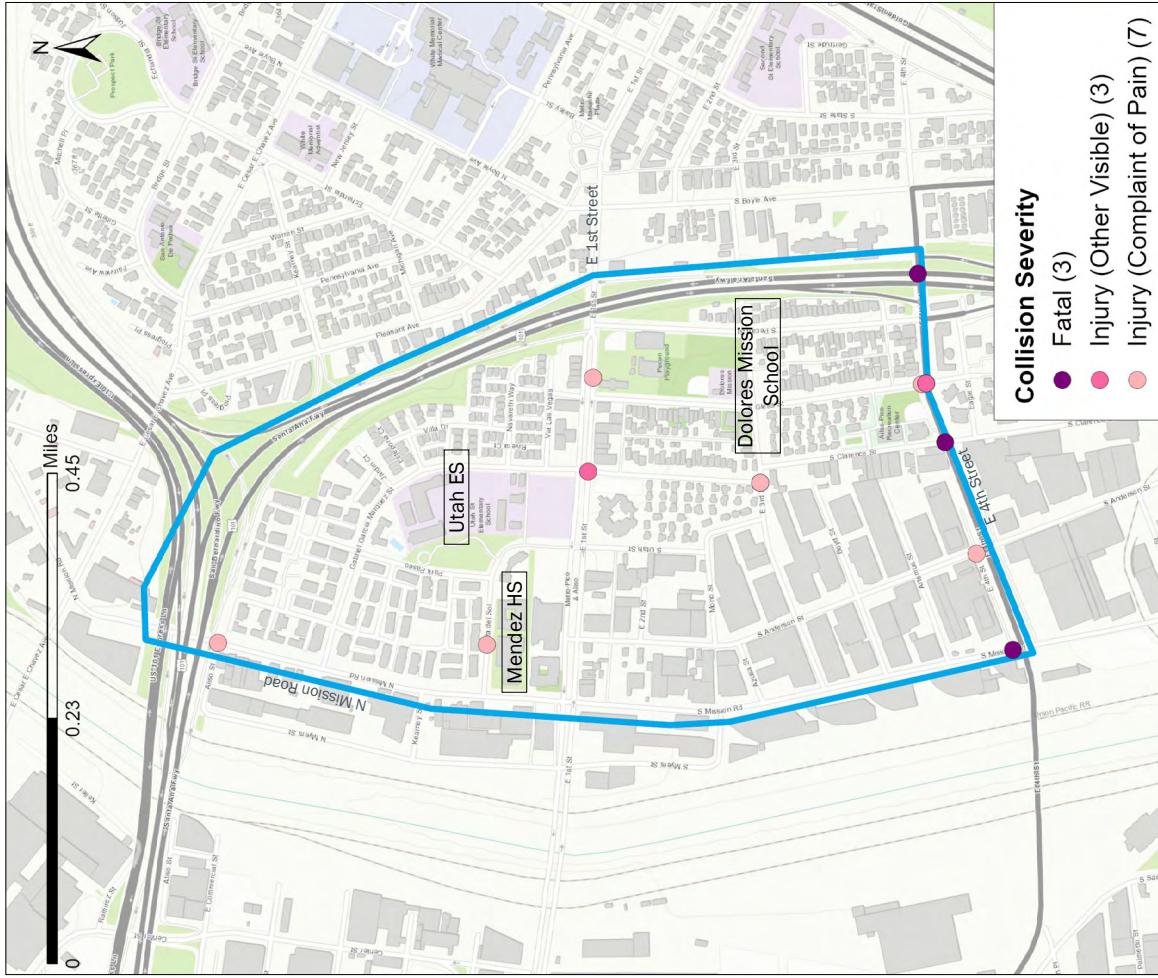


**Felicitas & Gonzalo Mendez High
1/2 Mile Radius**

54 Collisions

Data Source: Transportation Injury Mapping System (TIMS) SRTS Map Viewer. 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Injury Collisions Map (2014 - 2018)



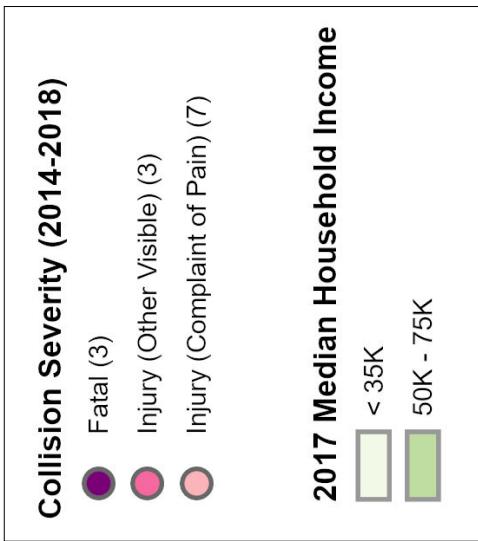
Focus Area

North to South, 101 to 4th Street;
West to East, Mission Road to 4th Street

13 pedestrian collisions resulting in an
injury to a pedestrian

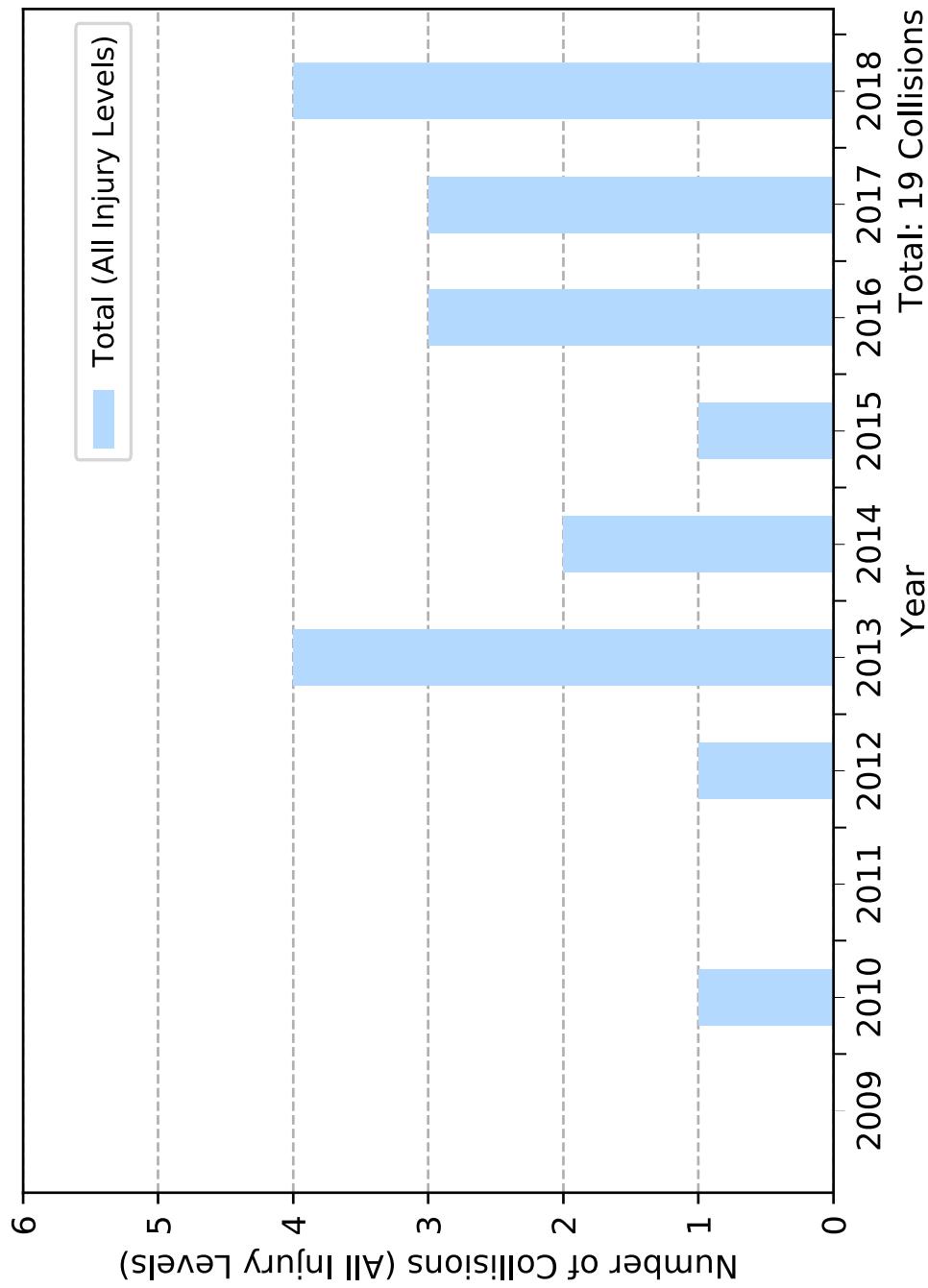
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Injury Collisions Map with Income (2014 - 2018)



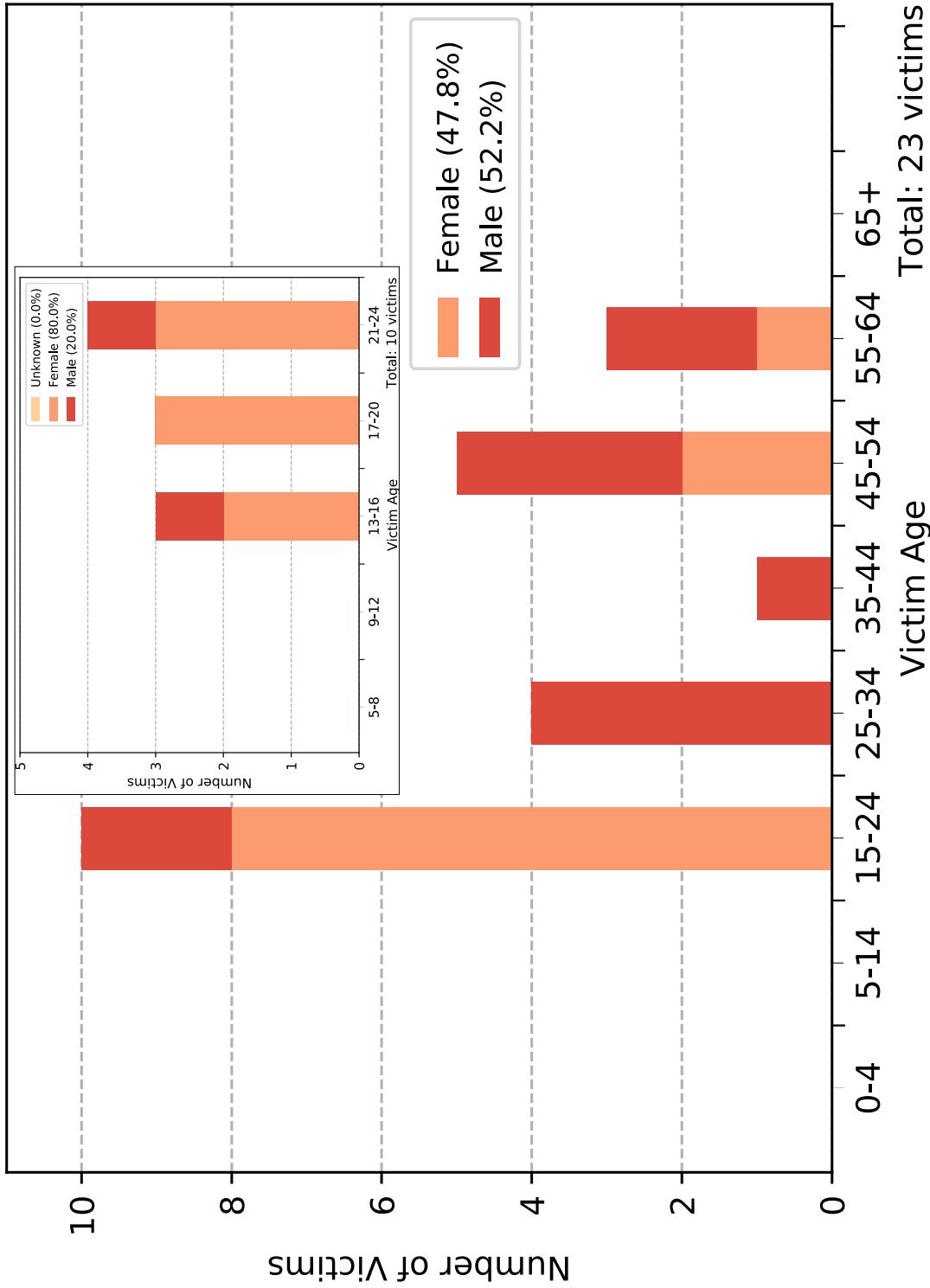
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019
Demographics - ESRI, US Census Bureau, and ACS

Pedestrian Injury Collisions Trend (2009 - 2018)



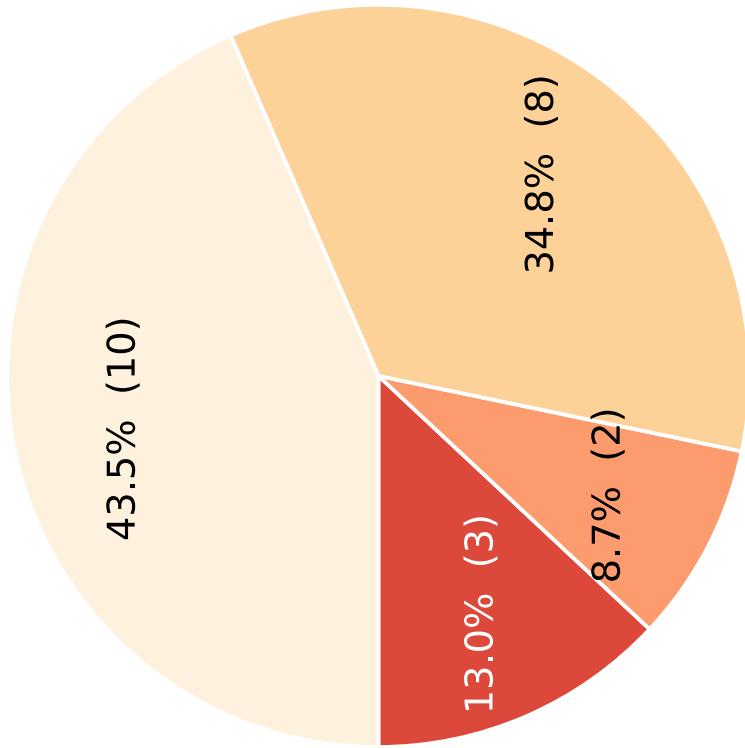
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Victim Injury (2014 - 2018) by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Victim Severity (2014 - 2018)



Total: 23 victims

Severity Category	Percentage	Count
Fatal	13.0%	(3)
Suspected Serious Injury	8.7%	(2)
Suspected Minor Injury	34.8%	(8)
Possible Injury	43.5%	(10)

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Collisions (2014 - 2018)

by Time of Day and Day of Week

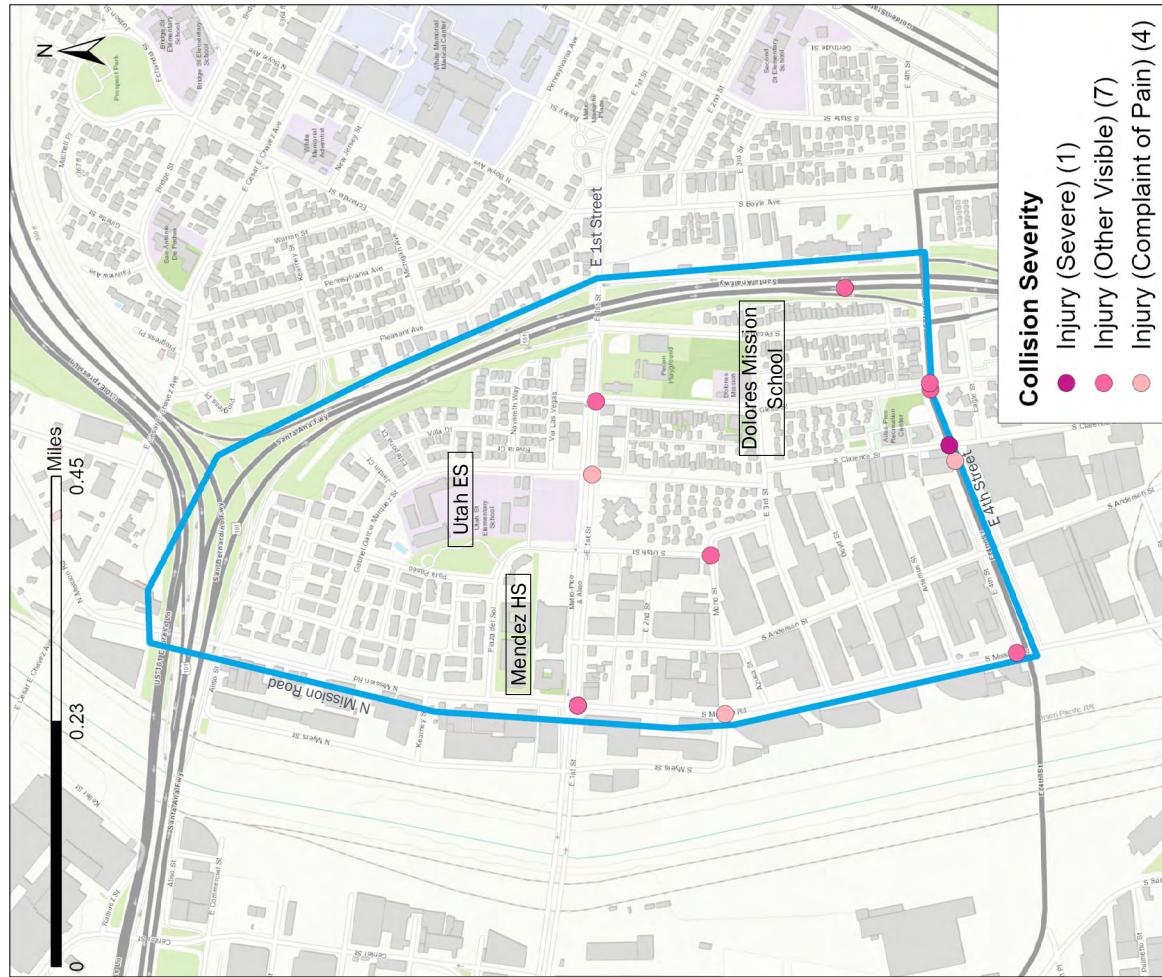
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM -	1	0	0	0	1	0	1	3
06:00PM-08:59PM -	0	0	0	0	0	0	1	1
03:00PM-05:59PM -	0	0	0	0	0	0	0	0
Noon-02:59PM -	0	1	0	0	0	0	0	1
09:00AM-11:59AM -	0	0	2	0	0	1	0	3
06:00AM-08:59AM -	1	0	1	0	1	0	0	3
03:00AM-05:59AM -	0	0	1	0	0	0	0	1
Midnight-02:59AM -	0	1	0	0	0	0	0	1
Total	2	2	4	0	2	1	2	13

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Collisions (2014 - 2018) by Type of Violation (Top Violations)

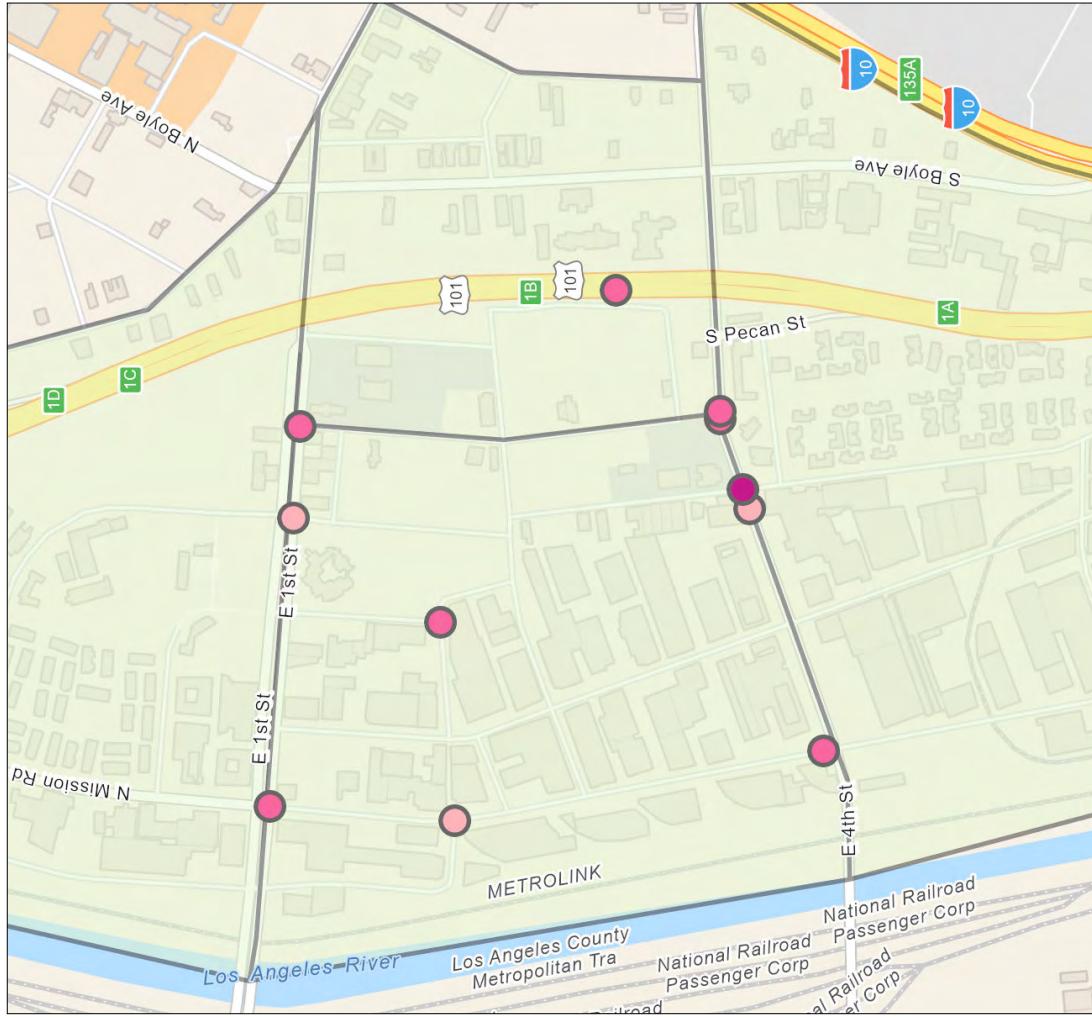
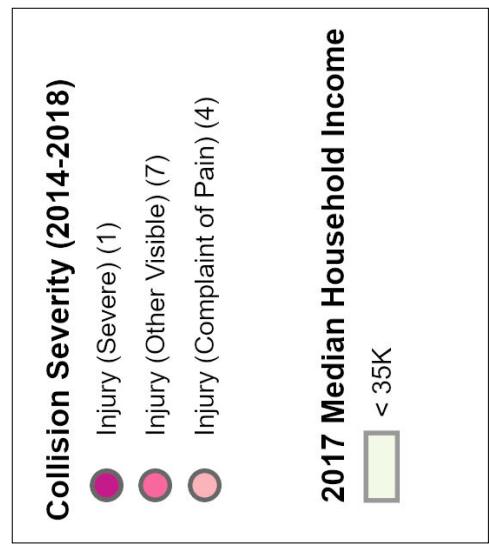
Total: 13 Collisions		
cvc No.	Description	Number of Collisions
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	7 (53.8%)
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	1 (7.7%)
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	1 (7.7%)
21960	Unknown	1 (7.7%)
22350	Speeding on the highway / highway measurements, or driving at a speed that endangers people or property	1 (7.7%)
23152	Driving under the influence of alcohol (BAC 0.08+) or drugs	1 (7.7%)

Bicycle Injury Collisions Map (2014 - 2018)



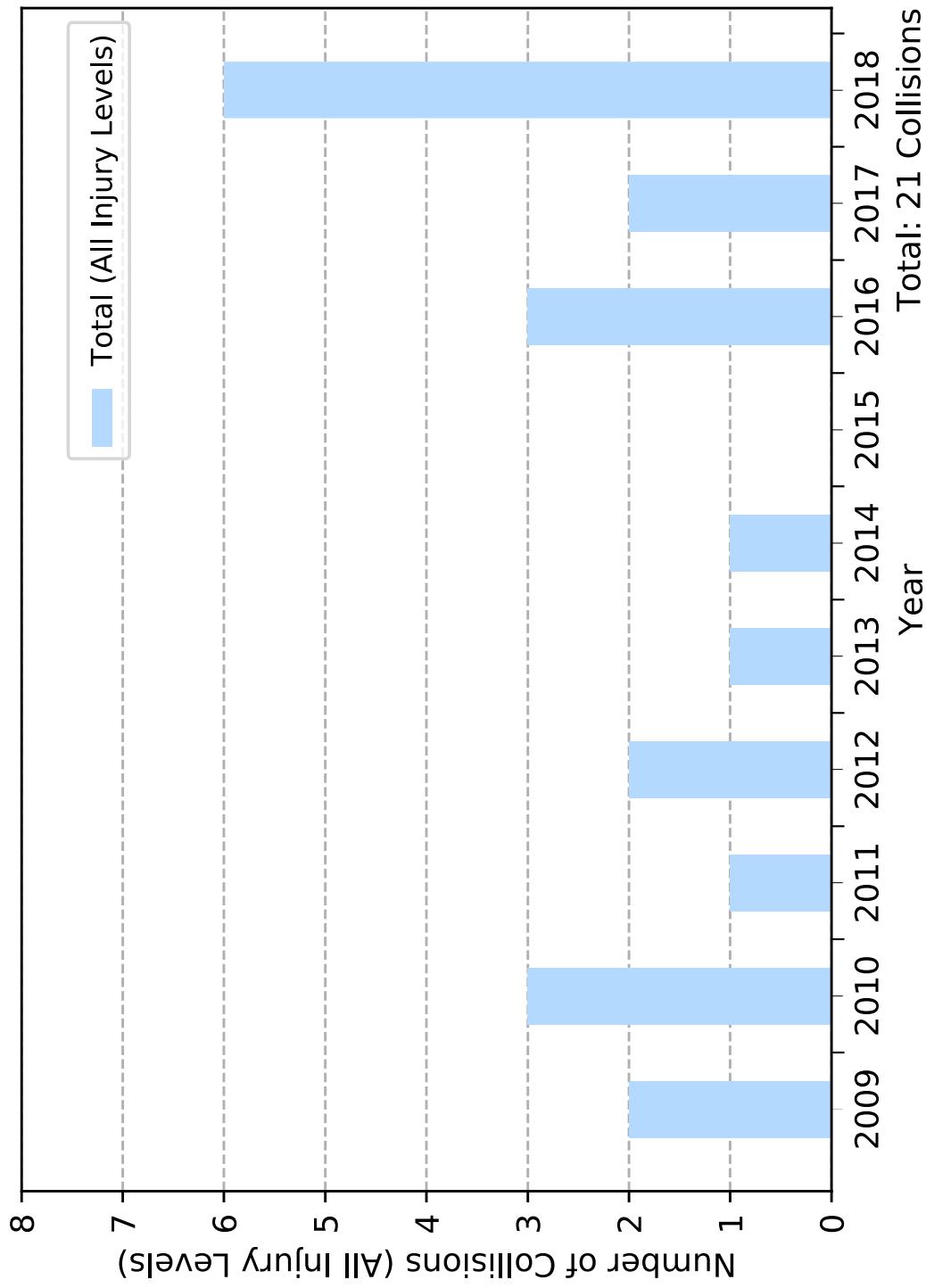
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Injury Collisions Map with Income (2014 - 2018)



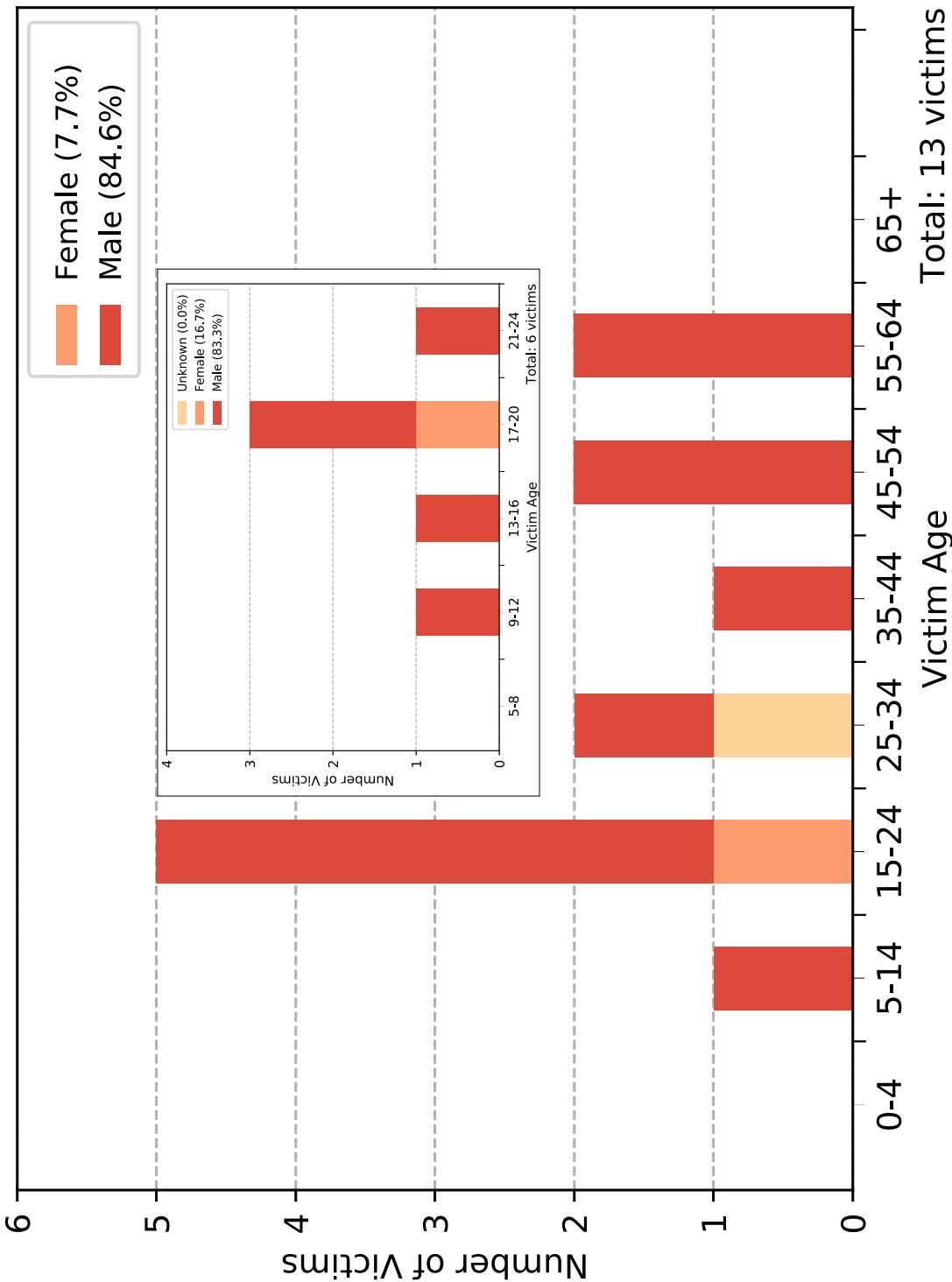
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019
Demographics - ESRI, US Census Bureau, and ACS

Bicycle Injury Collisions Trend (2009 - 2018)



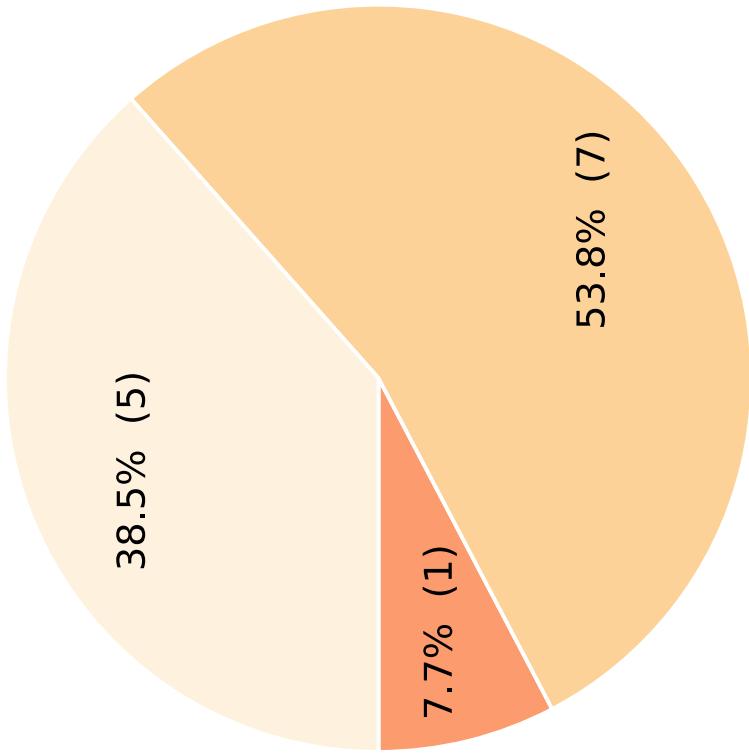
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Victim Injury (2014 - 2018) by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Victim Severity (2014 - 2018)



Total: 13 victims

Suspected Serious Injury	Possible Injury
7.7% (1)	38.5% (5)

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Collisions (2014 - 2018) by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM -	0	1	0	0	1	0	0	2
06:00PM-08:59PM -	1	0	0	2	0	0	0	3
03:00PM-05:59PM -	1	0	0	1	0	0	1	3
Noon-02:59PM -	1	0	0	1	0	0	0	2
09:00AM-11:59AM -	0	0	0	0	0	1	1	2
06:00AM-08:59AM -	0	0	0	0	0	0	0	0
03:00AM-05:59AM -	0	0	0	0	0	0	0	0
Midnight-02:59AM -	0	0	0	0	0	0	0	0
Total	3	1	0	4	1	1	2	12

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Collisions (2014 - 2018) by Type of Violation (Top Violations)

Total: 12 Collisions		
CVC No.	Description	Number of Collisions
21453	Failure to stop at a limit line or crosswalk at a red light Failure to yield right-of-way to pedestrian when turning on a red light	2 (16.7%)
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	2 (16.7%)
21801	Driver failure to yield right-of-way when making a left turn or U-turn	2 (16.7%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	2 (16.7%)
20015	Law enforcement should not include inattentiveness as a factor in a property damage report, except under certain conditions	1 (8.3%)
21703	Following another vehicle too closely	1 (8.3%)
21760	Driver failure to pass a bicyclist following previous rules of passing, to pass leaving at least three feet, or to pass at a reasonably slow speed in a safe manner	1 (8.3%)

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

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>

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