South Los Angeles Pedestrian & Bicycle Safety Workshop Summary and Recommendations

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



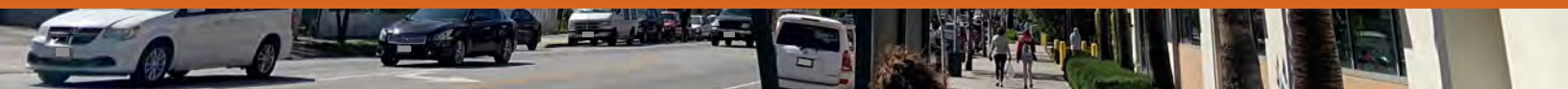
California Walks
Stepping Up for Health, Equity, & Sustainability

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

OTS
CALIFORNIA OFFICE OF TRAFFIC SAFETY

August 2019

South Los Angeles, California



Acknowledgements

We would like to thank the Planning Committee, a local multidisciplinary team tasked with planning the training, for hosting the Community Pedestrian and Bicycle Safety Training at Twentieth Street Elementary School in South Los Angeles.

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Thank you to the Automobile Club of Southern California, Partnership for Los Angeles Schools, and Los Angeles Walks for providing food and refreshments, and childcare in support of this training. Additionally, a warm thank you to Valerie Hernandez of KTI Translations for providing simultaneous interpretation, and Partnership for Los Angeles Schools for sponsoring the interpretation. Thank you to Twentieth Street Elementary School's Principal Mario Garcielita for hosting the training in the school's auditorium. Finally, thank you to Río Oxas and Yasser Martinez, League Cycling Instructors, for facilitating the on-bike assessment during the training.

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Workshop participants, joined by Principal Mario Garcielita, prepare to go on a bike assessment. Photo: California Walks

Introduction

Partnership for Los Angeles Schools (Partnership LA), the Planning Committee, California Walks (Cal Walks), and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC) collaboratively planned and facilitated a Community Pedestrian and Bicycle Safety Training (CPBST) at Twentieth Street Elementary School in South Los Angeles. The workshop was held on May 2, 2019, from 4:00 p.m. to 7:30 p.m. and conducted in Spanish to prioritize the community's and parents' participation. Spanish to English interpretation was available to accommodate the extended community's language needs.

The CPBST is a joint project of California Walks and SafeTREC (Project Team) that works with local residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities by collaborating with local officials and agency staff.

The Planning Committee identified a Safe Routes to School focus for Twentieth Street Elementary School community to:

1. Encourage more students to walk and bike to and from school;
2. Identify areas of concern and develop strategies and priorities to improve walking and biking safety around the school; and
3. Collaborate with parents, school staff, local non-profits, and agency staff to advocate for the implementation of safety improvements identified during the CPBST.

The training consisted of:

1. Two walking and one on-bike safety assessments along three key routes;
2. An overview of strategies to improve walking and biking safety using the intersectional 6 E's framework including: Evaluation, Equity & Empowerment, Engineering, Education, Encouragement, and Enforcement; and
3. Small group action-planning sessions to prioritize and plan for programs, policies, and infrastructure projects.

We would like to thank the 35 participants who contributed meaningfully to the workshop including Partnership for Los Angeles Schools, Los Angeles Walks, Twentieth Street Elementary School staff, United Parents for Educational Justice (UPEJ), All People's Community Center, Los Angeles Housing + Community Investment Department, Los Angeles City Attorney's Victim Assistance Unit, Councilmember Curren Price's Office, and the Los Angeles Police Department.

This report summarizes the workshop proceedings, as well as recommendations for programs, policies, and infrastructure to improve walking and biking safety for the Twentieth Street Elementary School community.

CPBST Planning Process

The South Los Angeles CPBST Planing process started in February 2019 and consisted of:

Step 1: Assemble a Planning Committee - February 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 - March 2019

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

Step 3: Conduct CPBST Site Visit - March 28 2019

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logisitcs
- 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 - May 2, 2019

- 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

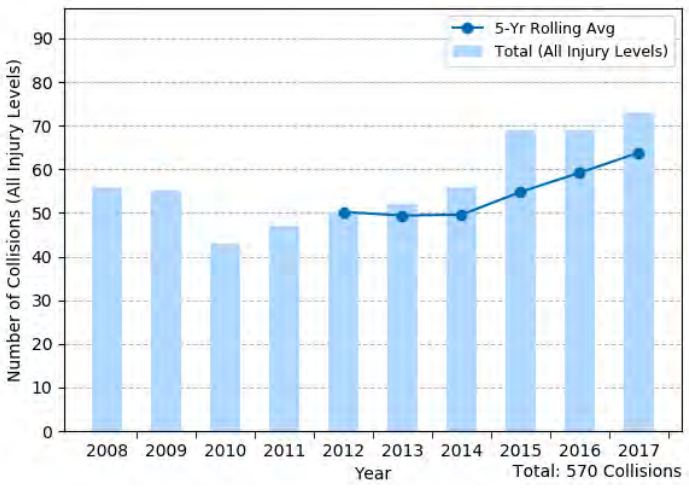
Step 5: Implement CPBST Actions - Ongoing

- 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

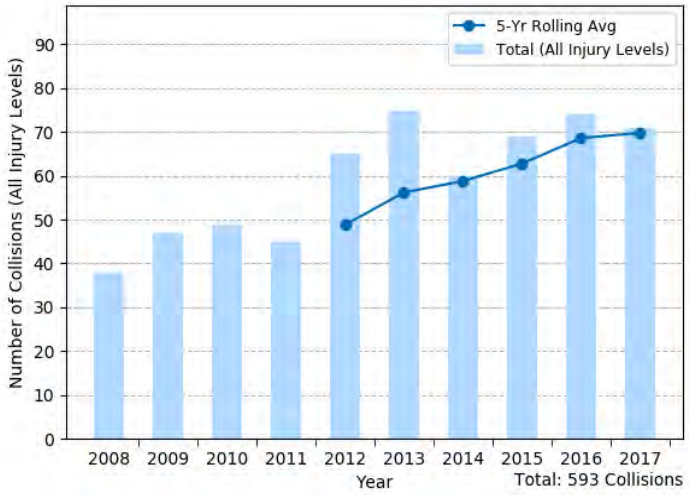
The following data is based on police-reported pedestrian and bicycle collisions resulting injuries to pedestrians[1] and bicyclists within a one-mile radius of Twentieth School Elementary School in South Los Angeles. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2008 to 2017. Collision data for 2016 and 2017 are provisional as of December 2018. A full discussion of the pedestrian and bicycle collision data can be found in Appendix C.

Pedestrian Collisions



Over the 10-year period from 2008 to 2017, pedestrian collisions are increasing. In the most recent five years of data available, 2013 to 2017, pedestrian collisions were concentrated on South Central Avenue followed by San Pedro Street. Along South Central Avenue, there were clusters of collisions at the following intersections: East Olympic Boulevard, East 22nd Street, East 11th Street, and East 12th Street. Along San Pedro Street, there were clusters at the following intersections: East Washington Boulevard, East Adams Boulevard, and East 22nd Street. Pedestrian collisions primarily occurred on weekdays, especially between 3 p.m. and 6 p.m. followed by between noon and 3 p.m. The top primary collision factors for pedestrian collisions were driver failure to yield the right-of-way to pedestrians at a marked or unmarked crosswalk (37.3%) and pedestrian failure to yield the right-of-way to vehicles when crossing outside of marked or unmarked crosswalk (16.9%).[2] There were 341 pedestrian victims injured, including five (5) fatalities and 32 serious injuries. Pedestrian victims spanned across all age groups with the largest concentration in the 15 to 24 age group at 19.9%, followed by the 45 to 54 age group at 17.9%.

Bicycle Collisions



Over the 10-year period from 2008 to 2017, bicycle collisions are increasing. In the most recent five years of data available, 2013 to 2017, bicycle collisions were concentrated on South Central Avenue and San Pedro Street. Along South Central Avenue, there was a cluster of bicycle collisions at the following intersections: East 41st Street, East 8th Street and East Washington Boulevard. Along San Pedro Street, there was a cluster of bicyclist collisions at the following intersections: East 10th Street, East 12th Street, East 21st Street, East 33rd Street,

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.

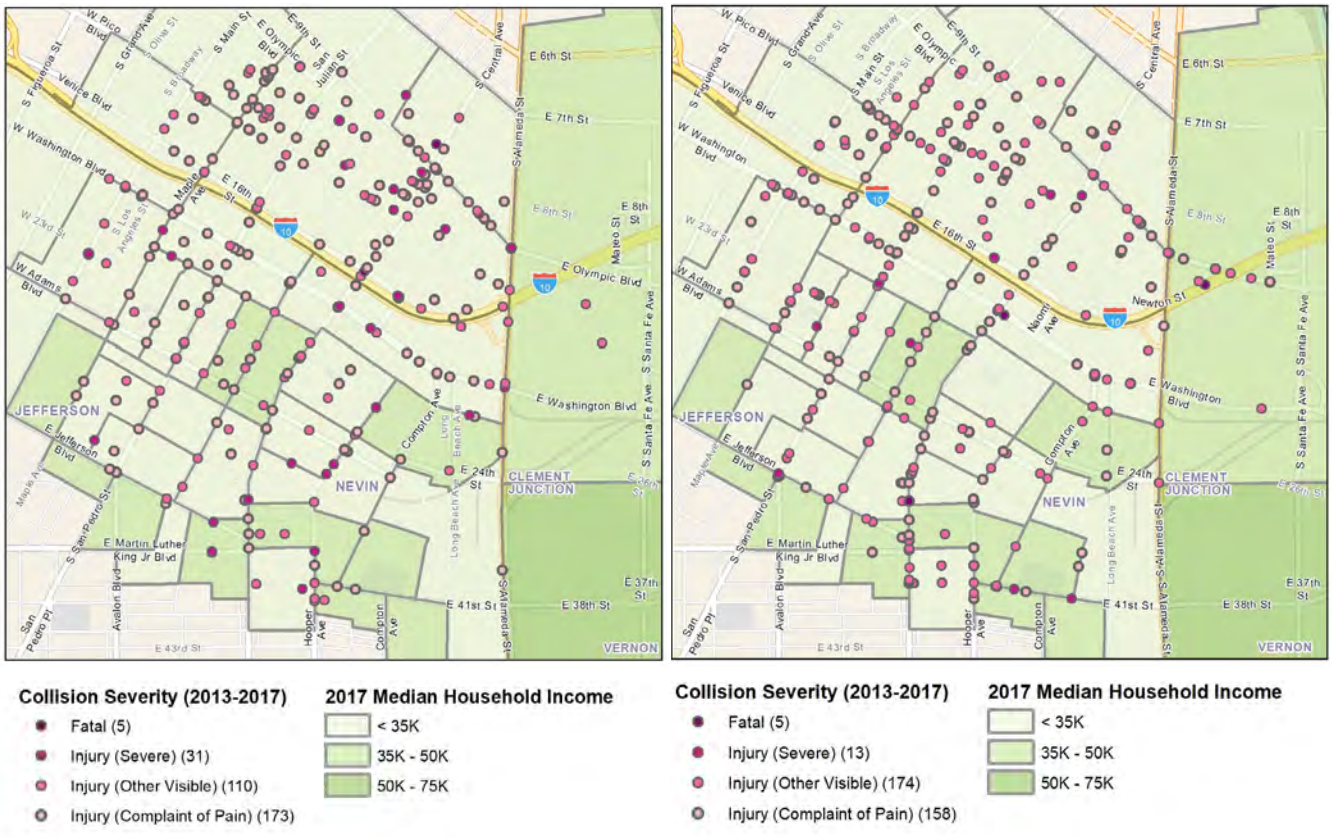
2 Pedestrians have the right-of-way at marked and unmarked crossings, and drivers are legally required to yield to pedestrians in these instances. However, when pedestrians cross outside of a marked or unmarked crosswalk, pedestrians must yield the right-of-way to drivers. A pedestrian is legally allowed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

and East Washington Boulevard. There was also a relatively high number of bicycle collisions on East Adams Boulevard, Maple Avenue, and East Washington Boulevard. Bicycle collisions were highest on weekdays between 3 p.m. and 6 p.m., possibly related to after school and evening commutes. The top two primary collision factors for bicycle collisions were driver failure to drive/bicyclist failure to ride on the right side of the road (18.6%) and driver failure to yield right-of-way when entering/crossing a highway (11.7%). There were 349 bicyclist victims injured, including five (5) fatalities and 13 serious injuries. Bicyclist victims were mostly younger adults with the 15 to 24 age group accounting for 29.2% and the 25 to 34 age group accounting for 21.2%.

Equity Concerns

Equity in this project means working to ensure that all groups of people, regardless of age, race, gender, ability or income, are included in planning and decision making processes. For transportation, our overall goal is to address inequities in vulnerable communities, which have disproportionately high levels of injuries. Improving safety requires tackling the complicated interplay between inequities, the walking and biking built environment, and driver, bicyclist, and pedestrian behaviors.

At the national level, pedestrian fatality rates in lower-income communities are more than twice that of higher income communities.[3] We used SWITRS, U.S. Census Bureau, and American Community Survey (ACS) data to overlay pedestrian-involved collisions with income data to understand how collisions are distributed in this area based on income level. This analysis revealed that a disproportionately high number of collisions occurred in the lower income areas within the one-mile radius of Twentieth Street Elementary.



Left: Pedestrian collision map with income. Right: Bicycle collision map with income.
Data source: SWITRS 2013-2017. ESRI, US Census Bureau, and ACS.

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

The data shown on the previous page is consistent with the Los Angeles Department of Transportation (LA DOT) High Injury Network (HIN) Analysis,[4] which reports that "nearly half of the streets on the High Injury Network"–streets where the majority of fatalities and severe injuries occur–are within neighborhoods largely comprised of people of color and low-income households, and "a disproportionate percentage of serious and fatal collisions take place in Central and South Los Angeles."[5] Within a mile of Twentieth Street Elementary School, segment of the corridors of Central Avenue, East Washington Boulevard, San Pedro Street, South Main Street, Jefferson Boulevard, and East Adams Boulevard are all part of the HIN. Despite the number of HIN corridors, there has been only one safety improvements installed in this area, at the intersection of Central Avenue and 14th Place, under the Vision Zero Program.[6]

Walking & Biking Assessment

Participants pose for a picture as they walk back to the auditorium after the walking assessment.

Routes

Workshop participants conducted walking and assessments along three key routes and were asked to:

- Observe infrastructure conditions and the behavior of all road users;
- Assess the qualitative and emotional experience of walking and biking along the routes; and
- Identify positive community assets and strategies, which can be built upon.

4 *Map of High Injury Network. Los Angeles City Vision Zero. Available at https://ladot.maps.arcgis.com/apps/MapJournal/index.html?appid=488062f00db44ef0a29bf481aa337cb3&webmap=6ad51e9cf42c4ef09817e4b3b4d2eeb0. Accessed July 2019.*

5 *Vision Zero Los Angeles Action Plan 2017. Los Angeles City Vision Zero. Available at http://visionzero.lacity.org/wp-content/uploads/2017/04/VisionZeroActionPlan-2017.pdf. Accessed July 2019.*

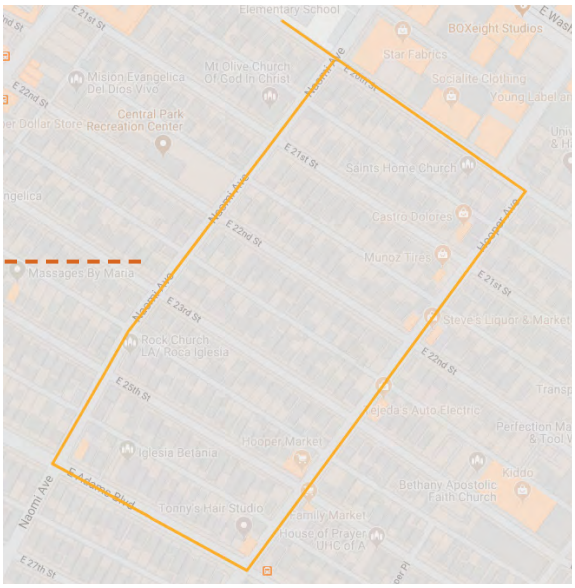
6 *Vision Zero Safety Improvements. Los Angeles City VIsion Zero. Available at http://ladot.maps.arcgis.com/apps/View/index.html?appid=77df605a3eb142c7a0abc1c65bcf4861. Accessed July 2019.*

Route 1: Naomi Avenue

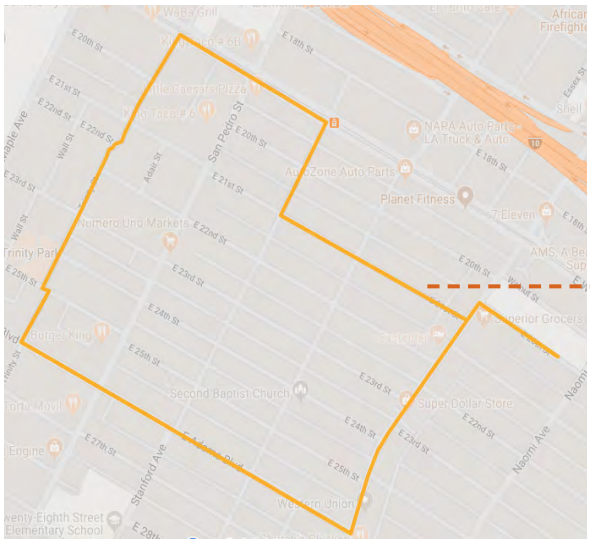
The first route focused on Naomi Avenue, a key street that students and families walk and bike to get to and from Twentieth Street Elementary School.

Route 2: Hooper Avenue

The second route focused on Hooper Avenue, a key route used by students, parents, and community members to walk and bike to Twentieth Street Elementary School, local markets, and work. Additionally, the Planning Committee is concerned about the impact of motorist congestion for pedestrians, bicyclists and transit users.



Route 3: Bicycle Facilities near Twentieth Street Elementary School



The third route focused on assessing the bicyclist experience on Central Avenue, a key route used by bicyclists to travel between neighboring communities, existing East Adams Boulevard bike lanes, potential safe routes to Trinity Park, and access to the Blue Line stop on East Washington Boulevard.

Reflections

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

Community Assets

Participants saw the robust, existing walking and biking community and infrastructure near Twentieth Street Elementary School as a community asset. For example, the bike lanes on East Adams Boulevard are great for bicyclists traveling between neighboring communities for work, school, and pleasure. Murals along Hooper Avenue deter graffiti and incorporate cultural art into the community. Trees, especially along East 20th Street, provide shade and places to rest during the hot summer months. Speed humps along East 21st Street, from Stanford Avenue to South Central Avenue, help reduce motorist speed as they approach the South Central Avenue/East 21st Street intersection. Other factors such as, parents looking out for other children walking by themselves, children walking in small groups to and from school, and the high volume of people walking and biking in their community makes them feel safer and creates a sense of community.

Top left: Fruit stand near the Twentieth Street Elementary School sells healthy snacks to families and students on their way to and from school. Top right: Youth skateboarder riding on the East Adams Boulevard bike lanes. Bottom left: Mural on El Torito Meat Market on South Central Avenue. Bottom Right: Speed humps on East 21st Street reduce motorist speed to 15 mph.

Sidewalk Obstructions

Numerous underground utility boxes in the middle of the sidewalk were broken and created large sidewalk cracks and holes along Central Avenue, Walnut Street, and Adams Boulevard. Participants shared that community members have tripped and been injured in the last few years due to the lack of maintenance on these utility boxes. Along East Adams Boulevard, between Central Avenue and Naomi Avenue, we experienced narrow, cracked, and uneven sidewalks. This created tripping hazards that participants said made it feel unsafe to walk. Participants reported trash and debris along Naomi Avenue and Hooper Avenue, including large furniture and animal waste. The trash and debris make it difficult for parents with strollers and people using assisted mobility devices to navigate the sidewalk safely.

Top left: Underground utility box with large hole along Central Avenue. Top right: Narrow sidewalks on East Adams Boulevard do not provide enough space for a pedestrian using an assisted mobility device and often force pedestrians into the sidewalk buffer and the street. Bottom: Uneven and uplifted narrow sidewalk along East Adams Boulevard create a tripping hazard.

Road User Behaviors

Participants commented that motorists appeared to drive above the 25 to 35 mph posted speed limit along Central Avenue, a main corridor where the community walks to and from nearby schools, shopping centers, and parks. They also shared experiencing or witnessing near misses because of high motorist speeds, especially along Central Avenue at East Washington Boulevard, East 21st Street, and East Adams Boulevard intersections. During the walking assessment, participants observed several motorists stopping in the middle of the high-visibility crosswalk at the Central Avenue/21st Street intersection, which forced pedestrians into the street. Participants also observed several motorists not making full stops at the 4-way stop at the Naomi Avenue/23rd Street intersection. Participants observed several bicyclists riding on the sidewalk and/or in the wrong direction against the flow of traffic along South Central Avenue and East Adams Boulevard, which has bike lanes. With regards to unsafe behaviors and aspects of the community that create unsafe environments, a business just southeast of the school regularly schedules deliveries and pickups via semi-trailer trucks during school arrival and dismissal times. This makes the area difficult to navigate for all road users.

Top: Motorist stopped in the middle of the crosswalk and forced the pedestrian with a grocery cart to walk outside of the crosswalk. Bottom: A bicyclist maneuvered around pedestrians on sidewalks along South Central Avenue.

Insufficient School Zone Signage

The only school zone signage for Twentieth Street Elementary School is along Naomi Avenue, just south of East 20th Street. It is not highly visible during the day and lacks reflectivity and fluorescence to be visible at night. In additiwon, the Mexican American Opportunity Foundation Head Start School at the Naomi Avenue/East 21st Street intersection does not have any school signage, which is a concern for families and students.

Lack of High-Visibility Crosswalks

There are no high visibility crosswalks immediately surrounding the school campus at the intersections of South Central Avenue/Walnut Street, Walnut Street/Naomi Avenue, South Central Avenue/East 20th Street, and Naomi Avenue/East 20th Street. The only high-visibility crosswalk near the school campus is at the Naomi Avenue/East 20th Street intersection, which has a high-visibility crosswalk on one leg of the 4-way intersection. High-visibility crosswalk markings at the Hooper Avenue/East 23rd Street and Hooper Avenue/25th Street intersections are faded, which participants shared makes them feel unsafe while crossing.

Left and Right: Cracked and faded crosswalk markings along Hooper Avenue.

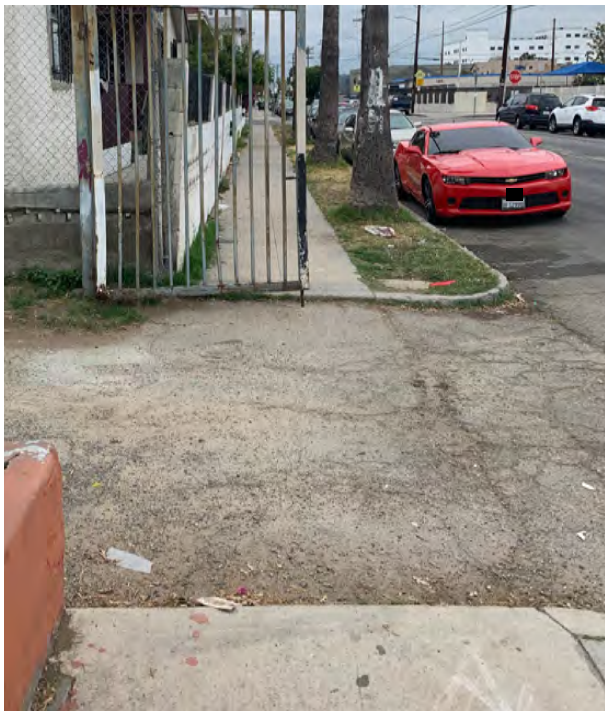
Lack of Pedestrian-scale Lighting

Participants noted the lack of pedestrian-scale lighting along Naomi Avenue and Hooper Avenue. They shared that these corridors become very dark at sunset and that they feel unsafe walking at night.

California Walks staff use a cell phone for lighting during sunset hours.

Americans with Disabilities Act (ADA) Accessibility

Numerous alleys along Naomi Avenue lack curb ramps. Participants identified them as an accessibility challenge for community members using strollers, shopping carts, and assisted mobility devices (e.g., wheelchairs or walkers). Another observation was the inconsistent distribution of curb ramps in the community surrounding Twentieth Elementary School. Some intersections lacked curb ramps entirely, while others were older style ramps that lack modern accessibility features, such as truncated domes for visually impaired pedestrians. Specifically, the community identified a blind parent who picks up and drops off a student at Twentieth Street Elementary School on a daily basis. This parent has experienced a number of near-misses while walking along Naomi Avenue.



Left: Lack of curb ramps on alleyway. Right: Lack of truncated dome and accessibility features for visually impaired pedestrians at East 25th Street and Hooper Avenue.

Lack of Bike Infrastructure

On East Adams Boulevard bike lane markings are interrupted at each residential and commercial driveway. Participants expressed feeling unsafe because motorists driving out of the driveways may not know they are driving through marked bike lanes.

Marked bike lanes on East Adams Boulevard disappear at every driveway.

Recommendations to Improve Walking and Biking Safety

Participants engaged in small-group action planning discussions to prioritize and outline preliminary plans for community programs and infrastructure projects aimed at increasing the health and safety of the Twentieth Street Elementary School community.

Community Recommendations

Participants discussed and planned for temporary high-visibility crosswalk demonstrations with crossing guards, an Earn-a-Bike Program, high-visibility pedestrian and bicycle safety markings, and a Student Safety Valet Program. The following tables summarize the recommendations developed by the community during the workshop.

Encouragement Project: Temporary High Visibility Crosswalk Demonstration with Crossing Guard

Project Description: Install temporary high-visibility continental crosswalk markings and place crossing guards at two intersections to encourage safer crossing behavior for pedestrians, bicyclists, and motorists.

Project Goals:

1) Install temporary crosswalks with a crossing guard at the Naomi Avenue/East 20th Street and South Central Avenue/East 20th Street intersections to launch a campaign and garner support for their permanent installation.
2) Observe walking and biking behaviors and collect pedestrian and biking counts before and during the temporary installations.

Action Steps	Timeline	Responsible Party	Resources
Organize parent volunteer coalition to plan temporary demonstration: • Use the United Parents for Educational Justice (UPEJ) membership list to recruit members who assisted the CPBST • Create a list of agencies, businesses, and groups that need to and should be involved	05/2019 - 06/2019	UPEJ Parents Partnership LA Twentieth Street Elementary School	CPBST participant roster UPEJ membership list Counting and Estimating Volumes
Collaborate with Los Angeles Department of Transportation (LADOT) and the City of Los Angeles to plan the temporary demonstration: • Contact LADOT to inquire if permits are necessary. Secure permits if necessary • Secure funding for temporary demonstration • Train crossing guard	Fall 2019	Parent Volunteer Coalition LADOT City of Los Angeles	AARP Pop-Up Demonstration Tool Kit California School Crossing Guard Training Guidelines
Host temporary demonstration: • Install crosswalk and place crossing guard at intersection • Observe and collect data on all road users' behaviors. • Conduct pedestrian and bicyclist counts before the temporary installation • Conduct pedestrian and bicycle counts during the demonstration to measure increased walking and biking to and from school.	Winter 2019 -Spring 2020	Parent Volunteer Coalition Partnership LA Twentieth Street Elementary School	Pedestrian & Bicycle Information Center: Counting and Estimating Volumes

Education Project: Earn-a-Bike Program

Project Description: Educate school age students in the South LA area of Twentieth Street Elementary School and neighboring communities on pedestrian and bicycle safety while simultaneously encouraging a shift in mode of transportation through exposure to create a healthy and sustainable community.

Project Goals:

1) Educate school age students in the South LA area near Twentieth Street Elementary School on pedestrian and bicycle safety, including how to ride safely and bicycle maintenance.
2) Encourage more students to bike, scoot, or roll to and from school.
3) Reduce health concerns, smog, and pedestrian and bicycle collisions through education and increased physical activity.

Action Steps	Timeline	Responsible Party	Resources
Convene a coalition to plan and execute program ● Create a list of community groups, agencies, and businesses that could provide resources, including bikes, helmets, bicycle riding and maintenance education for the program ● Contact City of Los Angeles Police Department (LAPD) to inquire about donating bikes to the program ● Inquire if the bicycle program could be set up at Twentieth Street Elementary School or a nearby community organization ● Collaborate with an existing bike shop in South Los Angeles	June 2019-October 2019	Partnership LA Twentieth Street Elementary School All Family Resource Center	Local Earn-a-Bike Programs/ Bicycle Safety Organizations: UCLA Transportation Department Bicycle Kitchen Los Angeles Bicycle Coalition
Establish program guidelines and evaluation metrics ● Coalition will develop guidelines for student participation ● Evaluation metrics will include conducting bike counts before and after program implementation	Winter 2019	Coalition	Pedestrian & Bicycle Information Center: Counting and Estimating Volumes

Engineering Project: High-Visibility Crosswalk and Conflict Zone Markings

Project Description: Install high-visibility crosswalk markings and conflict zone markings near Twentieth Street Elementary School.

Project Goals:

1) Implement high-visibility crosswalk and conflict zone markings near Twentieth Street Elementary School, and eventually all South Los Angeles schools to increase visibility between pedestrians, bicyclists, and motorists.
2) Alert all road users to potential conflict zones between pedestrians, bicyclists, and motorists.

Action Steps	Timeline	Responsible Party	Resources
Identify crosswalks and conflict zones in need of repainting or implementing high-visibility markings Preliminary Crosswalk List: ● All crosswalks near Twentieth Street Elementary School ● Hooper Avenue/23rd Street intersection ● Naomi Avenue/East Adams Boulevard intersection Preliminary Conflict Zone Markings List: ● Driveway breaks on East Adams Boulevard bike lanes ● Near all intersections on East Adams Boulevard bike lanes	Fall 2019	UPEJ Parents Partnership LA Twentieth Street Elementary School	LADOT City of Los Angeles Public Works Department Councilmember Curren Price
Establish campaign for implementation of high-visibility markings ● Submit written request to LADOT and City of Los Angeles for high-visibility markings ● Produce photos and videos to demonstrate need for high-visibility markings ● Organize phone banking campaign	Spring 2020	UPEJ Parents Partnership LA Twentieth Street Elementary School	PhotoVoice

Education Project: Student Safety Valet Program

Project Description: Improve student safety during arrival and dismissal times with a pre-designated location for drop off where motorists will no longer need to exit the vehicle or maneuver around idle vehicles.

Project Goals:

1) Encourage safe parent motorist behaviors and increase student safety during arrival and dismissal times.
2) Improve traffic flow for all road users during arrival and dismissal times.

Action Steps	Timeline	Responsible Party	Resources
Obtain approval for and develop logistics for Student Safety Valet Program ● Collaborate with the Los Angeles Unified School District Office of Environmental Health and Safety (LAUSD-OEHS) and Los Angeles School Police Department (LASPD) to obtain approval for and develop logistics for the program ● Request proper traffic signage	Summer/ Fall 2019	UPEJ Parents Partnership LA Twentieth Street Elementary School	LADOT LASUD-OEHS LASPD LAUSD Safe School Traffic Program
Assemble core adult and student team ● Host meeting between school parents, students, staff, LADOT, LAUSD-OEHS, and LASPD to discuss the program ● Identify potential parent, teacher, or administrator volunteers to run the program ● Identify 5-10 potential student volunteers ● Receive safety valet training from LASPD Motors Unit	Fall 2019	UPEJ Parents Partnership LA Twentieth Street Elementary School LAUSD-OEHS	LAUSD Safe School Traffic Program

Cal Walks & SafeTREC Recommendations[7]

Conduct Bike Counts

- The Project Team ***recommends Partnership LA, UPEJ, and the Twentieth Street Elementary School collaborate with Los Angeles Walks and Cal Walks to teach parent volunteers and students to conduct bike counts along South Central Avenue, East Adams Boulevard, San Pedro Street, East Washington Boulevard, and Hooper Avenue. Bike counts gather data on the number of bicyclists riding these corridors, as well as their riding behavior.*** This data could be used to identify the routes most frequently ridden to advocate for bicycle infrastructure improvement along those routes.

Create Safe Streets in School Neighborhoods Plan with the LADOT

Pedestrian Safety Improvements at South Central Avenue/East 22nd Street

- The Project Team ***recommends the Los Angeles Department of Transportation evaluate and adjust, if needed, the existing pedestrian signal timing at major intersections near the school, especially the South Central Avenue/East 22nd Street intersection*** to give families and students more time to cross South Central Avenue.
- The Project Team ***recommends the Los Angeles Department of Transportation explore restricting motor vehicle access to the alley from South Central Avenue.*** Currently, motorists can turn westbound from South Central Avenue into a small alley between East 22nd Street and East 23rd Street. The area is surrounded by small businesses and residential buildings. Converting the alley into an one-way eastbound passageway would restrict motor vehicle access from South Central Avenue and could improve the predictability of motor vehicle movement for pedestrians using this crossing.

Crosswalk Maintenance

- The Project Team ***recommends the Planning Committee collaborate with the Los Angeles Department of Transportation to learn about the procedural process for submitting a report on faded/missing crosswalk striping.*** Simultaneously, the Project Team ***recommends the Planning Committee conduct an assessment of crosswalk markings and striping*** along South Central Avenue, Naomi Avenue and Hooper Avenue. Upon evaluation, as needed, the Planning Committee and community members would have the tools and criteria to identify and report faded/missing road striping in their community.

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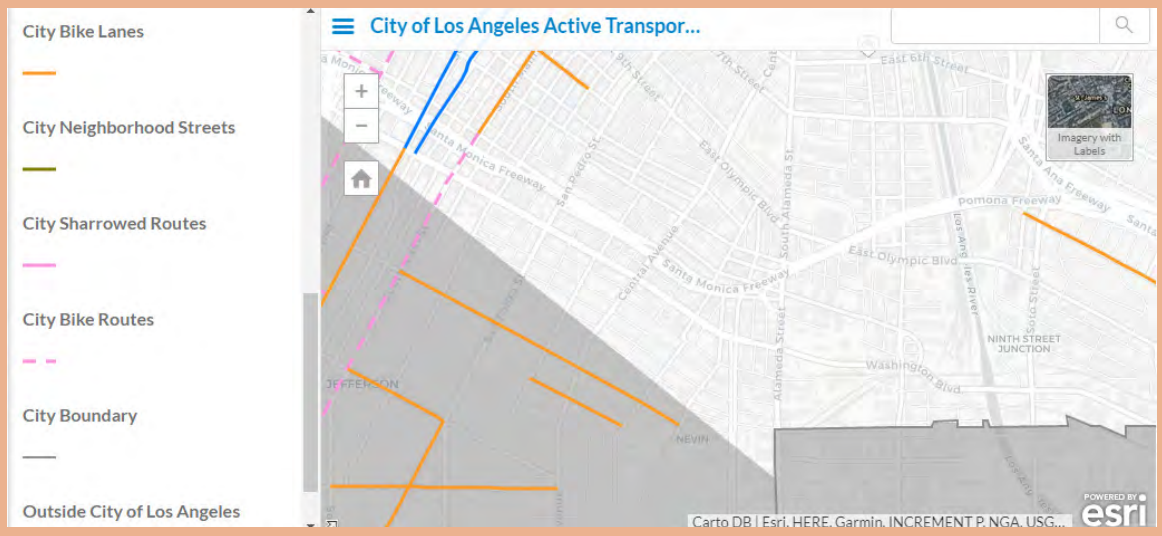
7 *For a list of resources see Appendix B.*

Bike Network Connectivity

- Within 1.5 miles from Twentieth Street Elementary School is a bike route on South Main Street – from East 16th Street to West Jefferson Boulevard – and bike lanes on East Adams Boulevard – from South Main Street to Compton Avenue. Additionally, there are short segments of bike lanes on East 28th Street from Griffith Avenue to Hooper Avenue. The Project Team ***recommends the City of Los Angeles assess South Central Avenue, Washington Boulevard, San Pedro Street, and Hooper Avenue for the implementation of bicycle infrastructure and connectivity to the existing bike routes and lanes near Twentieth Street Elementary School.*** Expanding and connecting the bike network will allow bicyclists to move through the entire City more safely and comfortably.



Los Angeles Department of Transportation bike route map highlighting the bike routes and bike lanes near Twentieth Street Elementary School.

Install High-Visibility Crosswalks along Central Avenue

- The Project Team ***recommends the Los Angeles Department of Transportation and the City of Los Angeles install high-visibility crosswalk markings along South Central Avenue at East 25th Street, East 23rd Street, East 21st Street, and mid-block at East 20th Street.*** Many participants shared that they feel very unsafe crossing at unmarked crossings along South Central Avenue because of high motorist speeds. Additionally, the Project Team ***recommends the Los Angeles Department of Transportation and the City of Los Angeles assess these mid-block crossings for the possible implementation of Rectangular Rapid Flashing Beacons*** to improve pedestrian safety.

The following recommendations are related to Crime Prevention through Environmental Design, which promotes pedestrian and bicycle safety through improved environments.

Build a Park on the Vacant Lot on Central Avenue

- The Project Team ***recommends UPEJ and Partnership LA work with the Office of Councilmember Curren Price and the City's Department of Recreation and Parks to explore building a park on a vacant lot on South Central Avenue, between 21st Street and 22nd Street.*** Parks promote safer environments for walking and bicycling. The City of Los Angeles Department of Recreation and Parks' Strategic Plan prioritizes providing safe and accessible parks as well as actively engaging communities, so it is important to consider parks in this part of South Los Angeles. There are a number of organizations that focus on improving vacant lots including, From Lot to Spot and KABOOM!. Additionally, the Project Team ***recommends working with the City's Department of Recreation and Parks and Councilmember Curren Price's Office to extend the hours at the Central Park Recreation Center.*** Participants mentioned that the Recreation Center is not always open during their posted open hours.

Trash and Debris Abatement

- The Project Team **recommends the Planning Committee work with the Los Angeles Department of Sanitation to increase the number of trash cans in the community,** particularly along Hooper Avenue and East Adams Boulevard. The Planning Committee can initiate conversations through the Department's Clean Streets Los Angeles Initiative, which is currently in the process of adding 5,000 trash cans throughout the city by 2020. Cleaner sidewalks promote safer routes for pedestrians, as there are fewer hazards impeding routes of travel.
- The Project Team **recommends that the Planning Committee collaborate and partner with the City of Los Angeles Office of Community Beautification to conduct street clean-ups along Naomi Avenue, East Adams Boulevard, and Hooper Avenue.** Through this collaboration, the community can bolster their efforts to keep trash and debris off the streets, and keep routes clear for pedestrians and bicyclists. Simultaneously, street clean-ups encourage stewardship and serve as an educational tool to keep the community clean.

Appendix A: Community Plans & Policies Review

1. Los Angeles Vision Zero
2. High Injury Network
3. Measure M Metro
    a. Site falls under the Central LA allocation subregion
    b. Currently, there are no plans to change/improve Blue Line station according to the Subregion projects list.
    c. Regional connector proposed for the Blue Line in time for 2028 Olympics
4. Long Range Transportation Plan - Various regional connector projects will link existing transit lines with new and proposed ones, linking 35 cities in the region.
5. Mobility Plan 2035
6. LADOT Great Streets for Los Angeles
    a. There will be a focus on Safe Routes to School (SRTS), which will aim produce SRTS maps for every elementary school in LAUSD, and a Safe Routes to Schools Initiative, which will prioritize 50 schools to provide targeted safety improvements at schools with high collision rates.

Appendix B: Resources

1. Pedestrian Routes for LAUSD schools by LADOT: https://achieve.lausd.net/site/handlers/filedownload.ashx?moduleinstanceid=26242&dataid=29708&FileName=20thStreetES.pdf
2. For a summary of outcomes from past CPBST workshops, please visit: www.californiawalks.org/projects/cpbst and https://safetrec.berkeley.edu/programs/cpbst

Appendix C: Data Analysis

Pedestrian and Bicycle Collision Data Analysis

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

20th Street Elementary School Pedestrian & Bicycle Collision Data Analyses

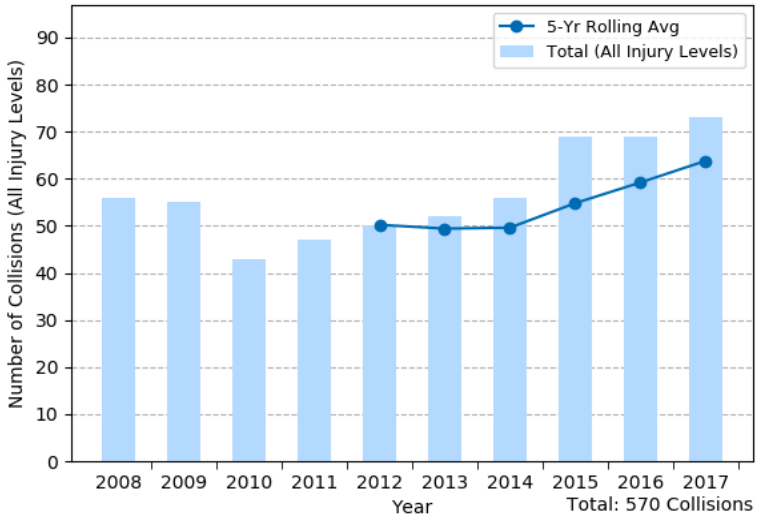
Community Pedestrian and Bicycle Safety Training Workshop (CPBST) | May 2, 2019

In California, more than one in four people who died in a collision is a pedestrian or bicyclist. There was a 13.9 percent increase in pedestrian deaths from 2015 to 2016 and a 14.0 percent increase in cycling deaths (FARS 2015 and 2016). 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 is based on collision data within a one mile radius of 20th Street Elementary School as defined by the members of the workshop's planning committee.

PEDESTRIANS

How are pedestrian collisions changing over time?
What could have caused an increase or decrease in collisions?



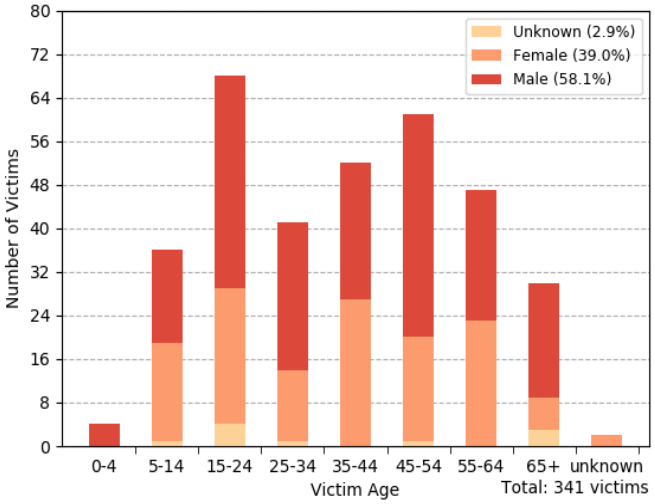
603 people were killed or injured in **570** pedestrian collisions in the last 10 years (2008-2017).

The number of pedestrian collisions appear to be **increasing**, based on the five year rolling average*.

* The five-year rolling average is the average of five consecutive years of data. It provides an overall collision trend over time that accounts for the significant changes in the number of collisions per year.

The following are based on pedestrian collision data for the years 2013-2017:

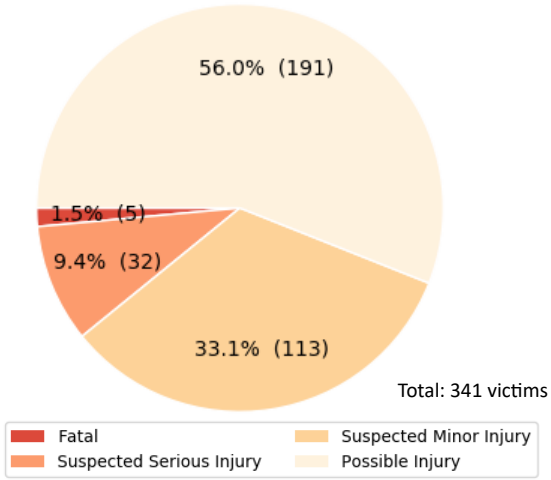
Who were the victims in these collisions?



19.6% of victims were 18 or younger

58.1% of victims were male

How severe were the victims' injuries?

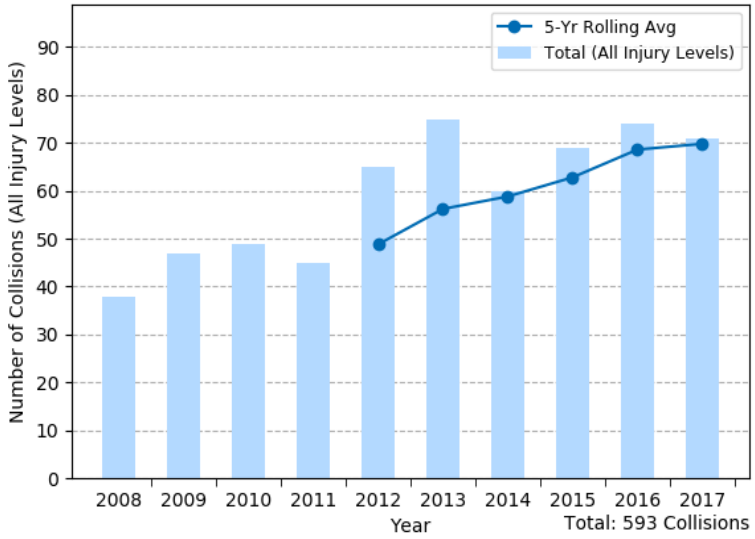


Most pedestrian collisions resulted in minor injuries.

Data Source: California Statewide Integrated Traffic Records System (SWITRS). Collision data for 2016 and 2017 are provisional at this time.
Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Highway Traffic Safety Administration.

BICYCLES

How are bicycle collisions changing over time?
What could have caused an increase or decrease in collisions?



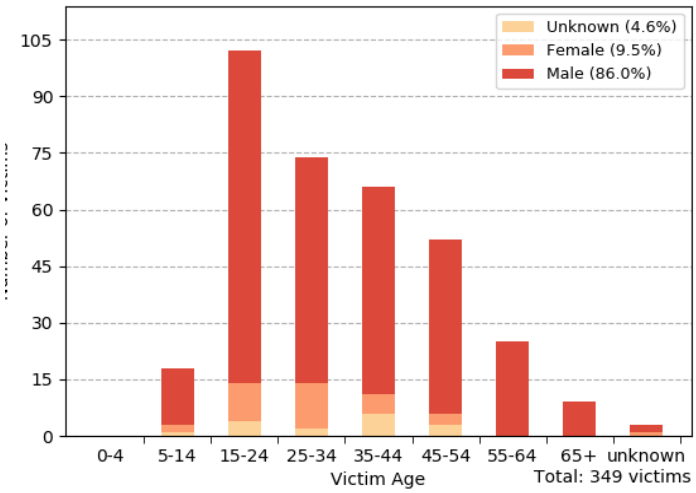
590 people were killed or injured in **593** bicycle collisions in the last 10 years (2008-2017).

The number of bicycle collisions appear to be **increasing**, based on the five year rolling average*

* The five-year rolling average is the average of five consecutive years of data. It provides an overall collision trend over time that accounts for the significant changes in the number of collisions per year.

The following are based on bicycle collision data for the years 2013-2017:

Who were the victims in these collisions?

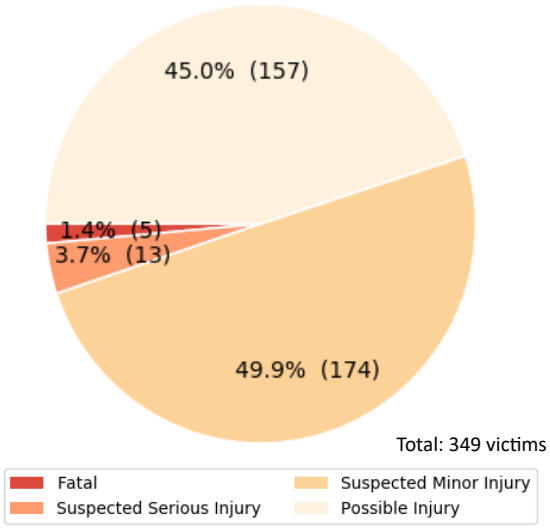


16.3% of victims were 18 or younger

18.0% of victims were 19-24

86.0% of victims were male

How severe were the victims' injuries?



Most bicycle collisions resulted in minor injuries.

- While these numbers do not tell the whole story, do they resonate with your experience in your community?
- What kinds of improvement do you think could help make walking and biking safer in your community?
- What other data could help inform decision-making?

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, please email us at safetrec@berkeley.edu.

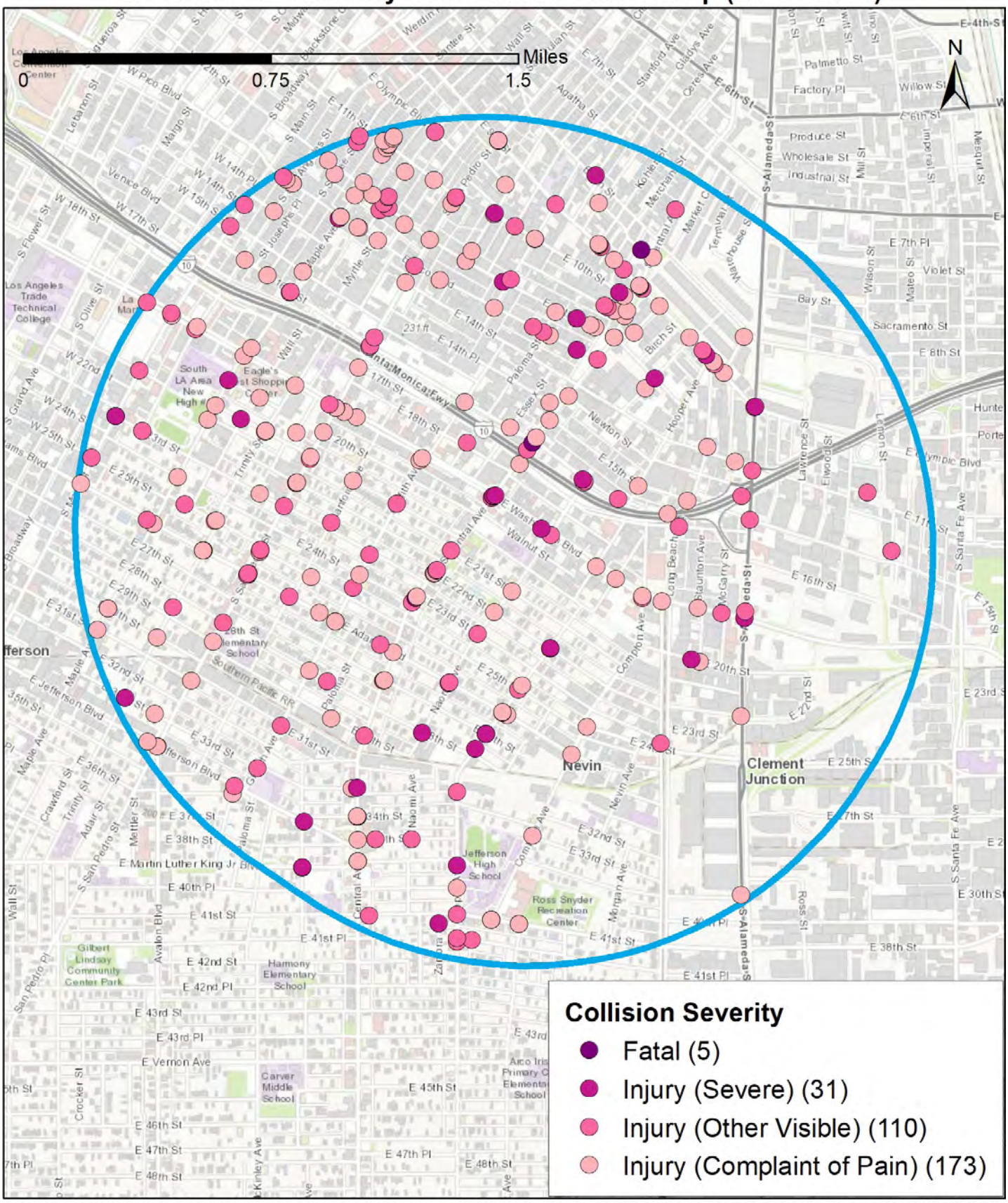
Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

OTS CALIFORNIA OFFICE OF TRAFFIC

California Walks
Stepping Up for Health, Equity, & Sustainability

Data source: California Highway Patrol. Statewide Integrated Traffic Records System (SWITRS). Collision data for 2016 & 2017 are provisional as of Dec. 2018.

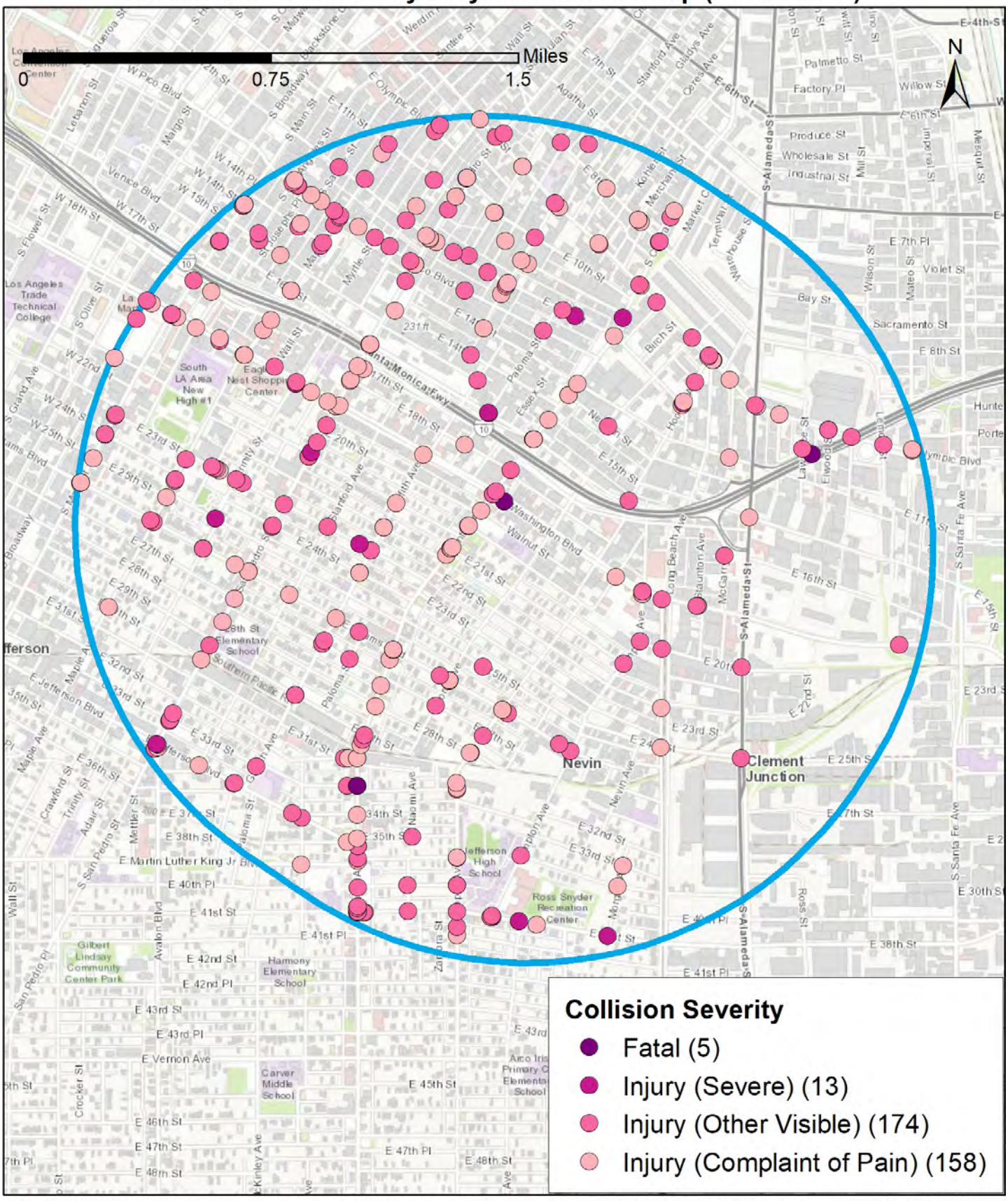
20th Street Elementary Pedestrian Collision Map (2013 - 2017)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of Dec. 2018

Date: 3/13/2019

20th Street Elementary Bicycle Collision Map (2013 - 2017)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of Dec. 2018

Date: 3/13/2019

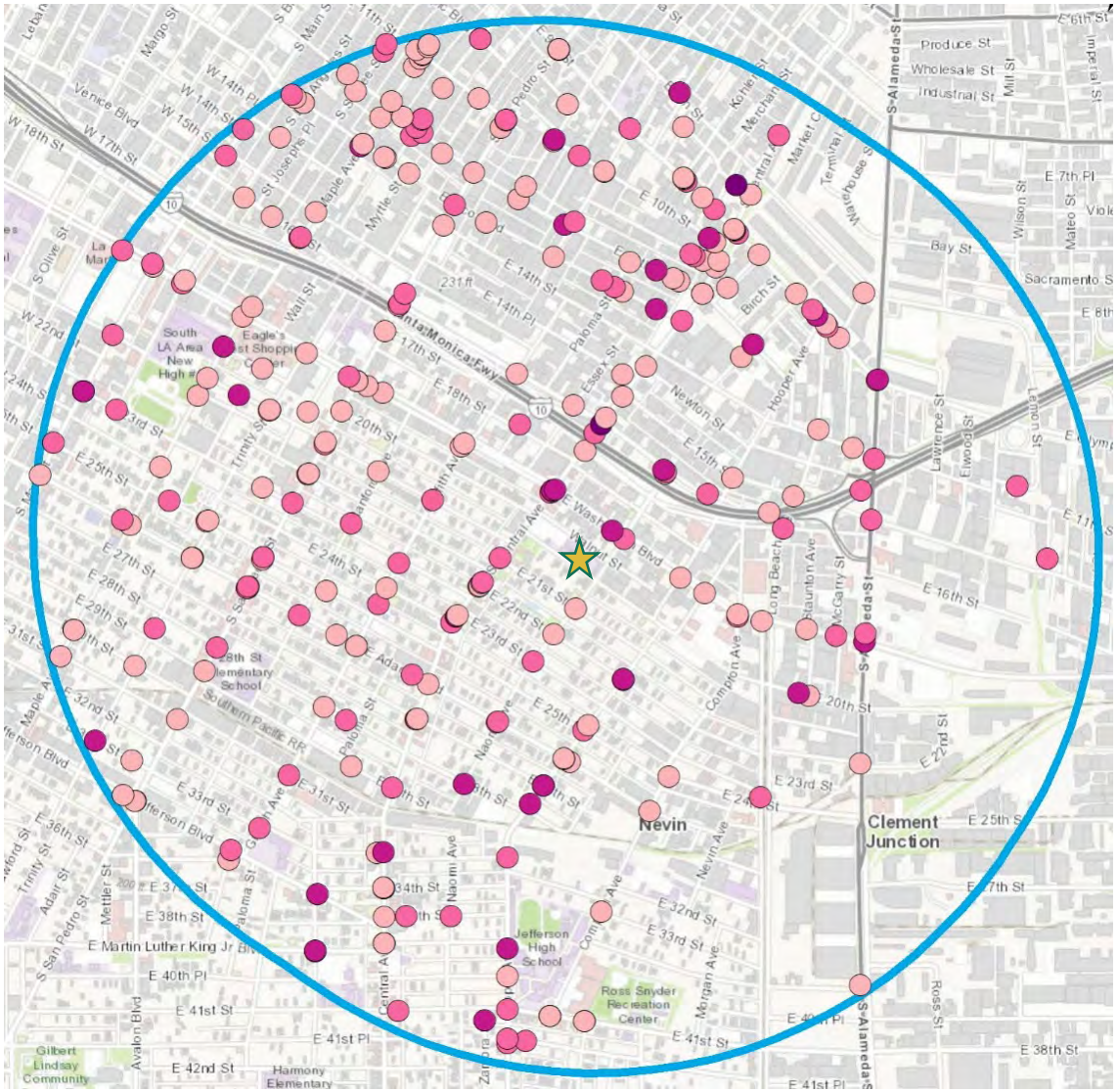
Pedestrian Injury Collisions (2013-2017)

within a 1-mile radius of 20th Street Elementary School

Collision Severity

- Fatal (5)
- Injury (Severe) (31)
- Injury (Other Visible) (110)
- Injury (Complaint of Pain) (173)

★ = 20th Street Elementary School



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Injury Collisions (2013-2017)

within a 1-mile radius of 20th Street Elementary School

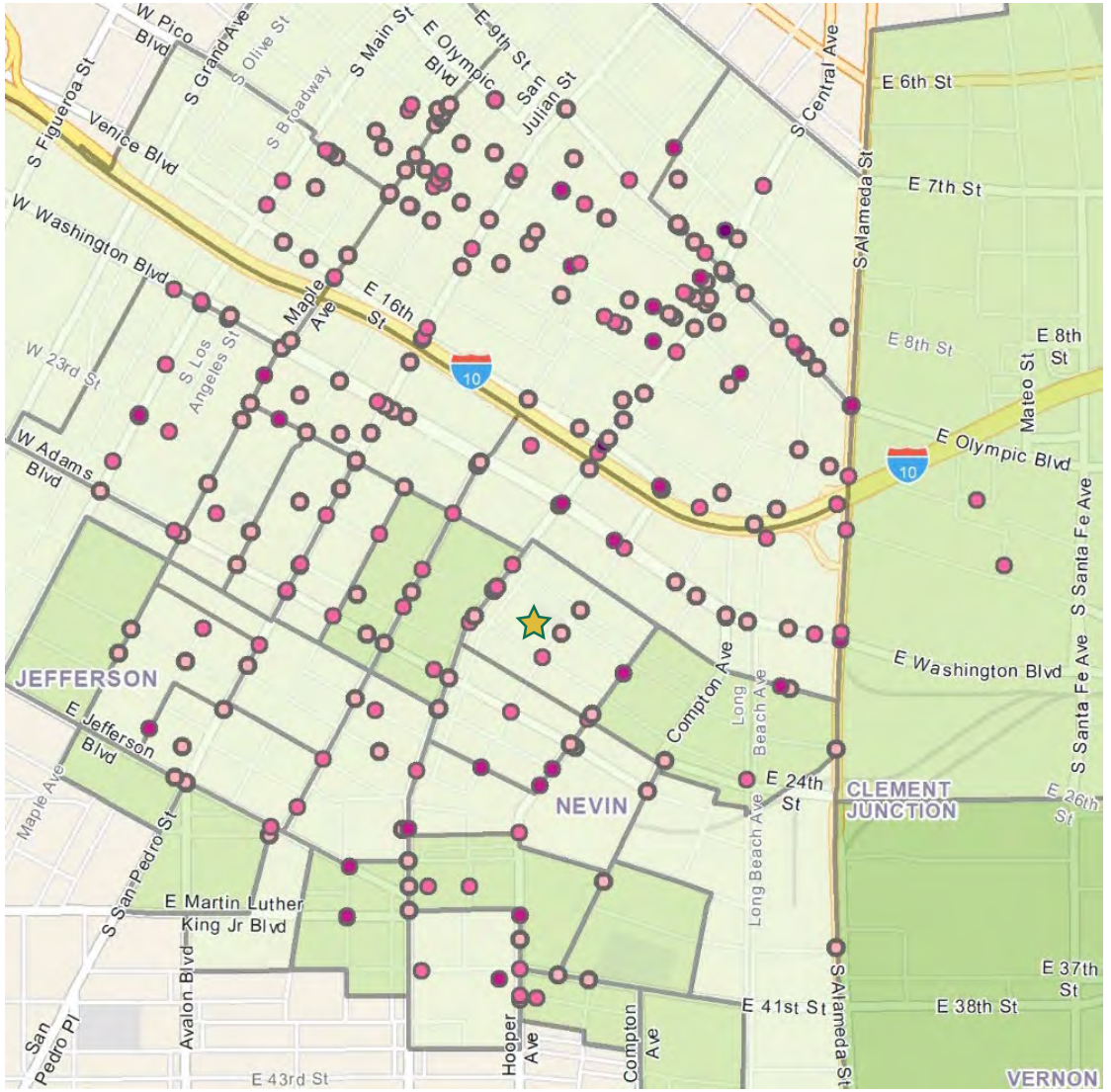
Collision Severity

- Fatal (5)
- Injury (Severe) (31)
- Injury (Other Visible) (110)
- Injury (Complaint of Pain) (173)

2017 Median Household Income

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

★ = 20th Street Elementary School

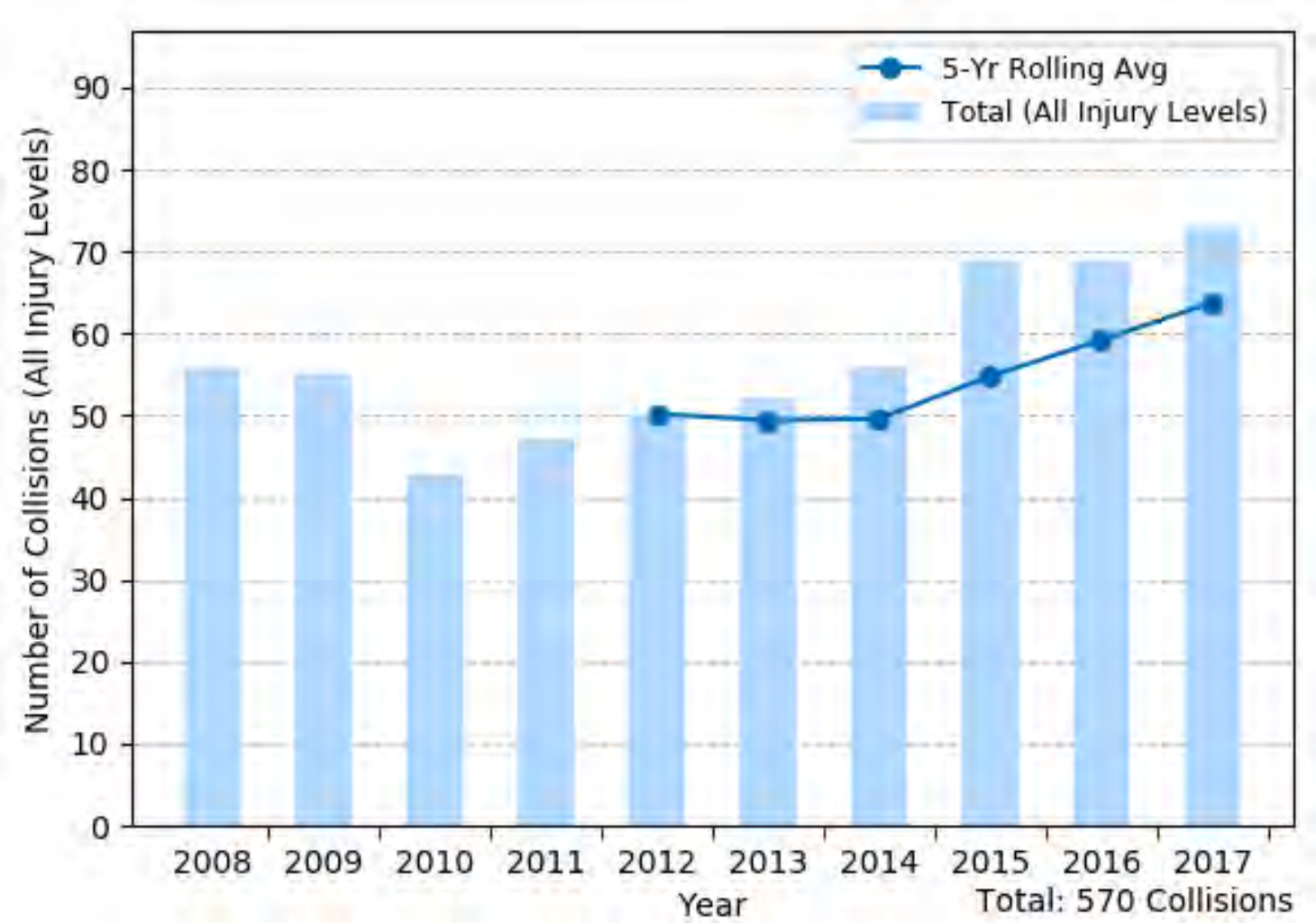


Data Source:

1. Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.
2. ESRI Business Analyst 2017.

Pedestrian Injury Collision Trend

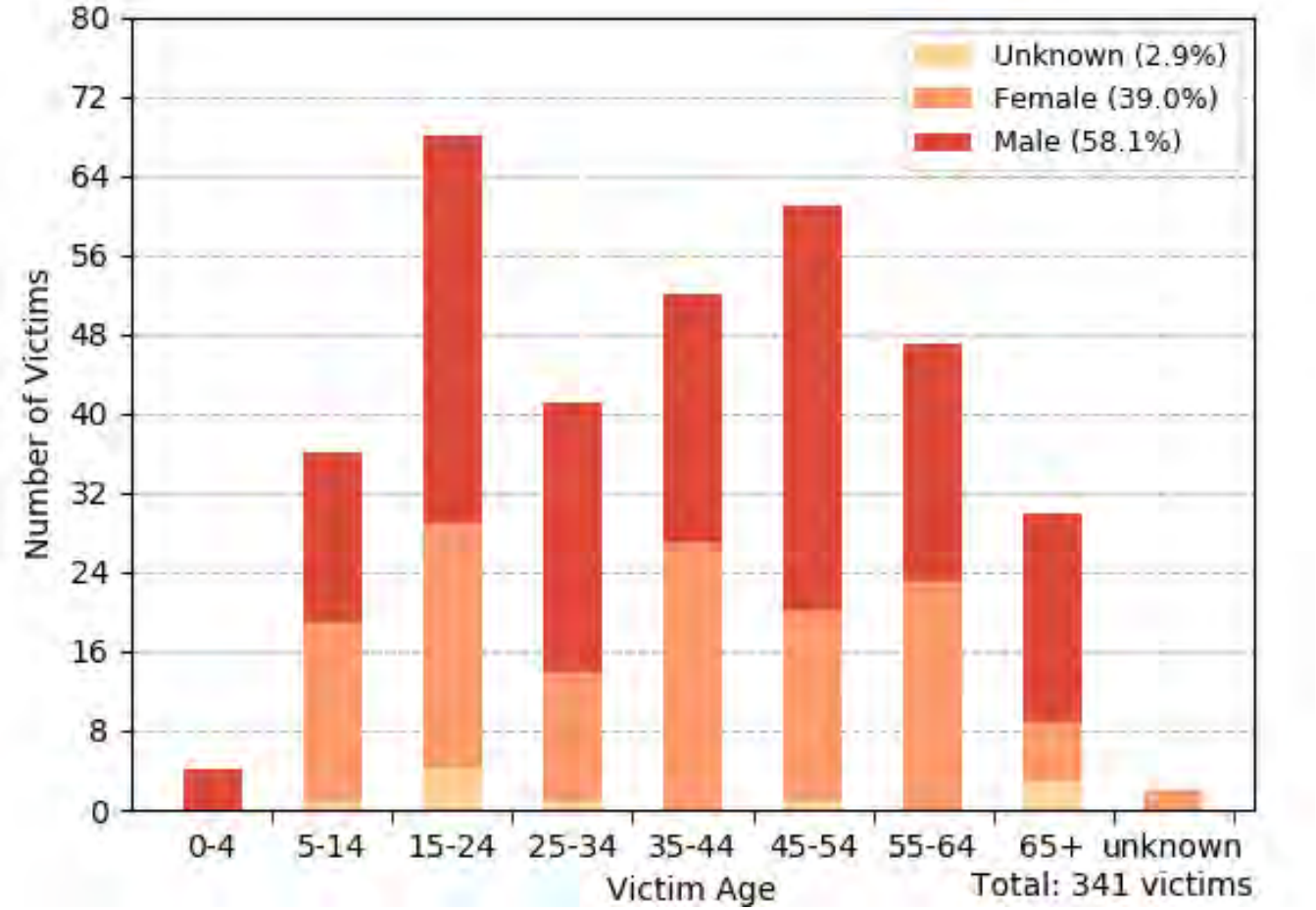
within a 1-mile radius of 20th Street Elementary School



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

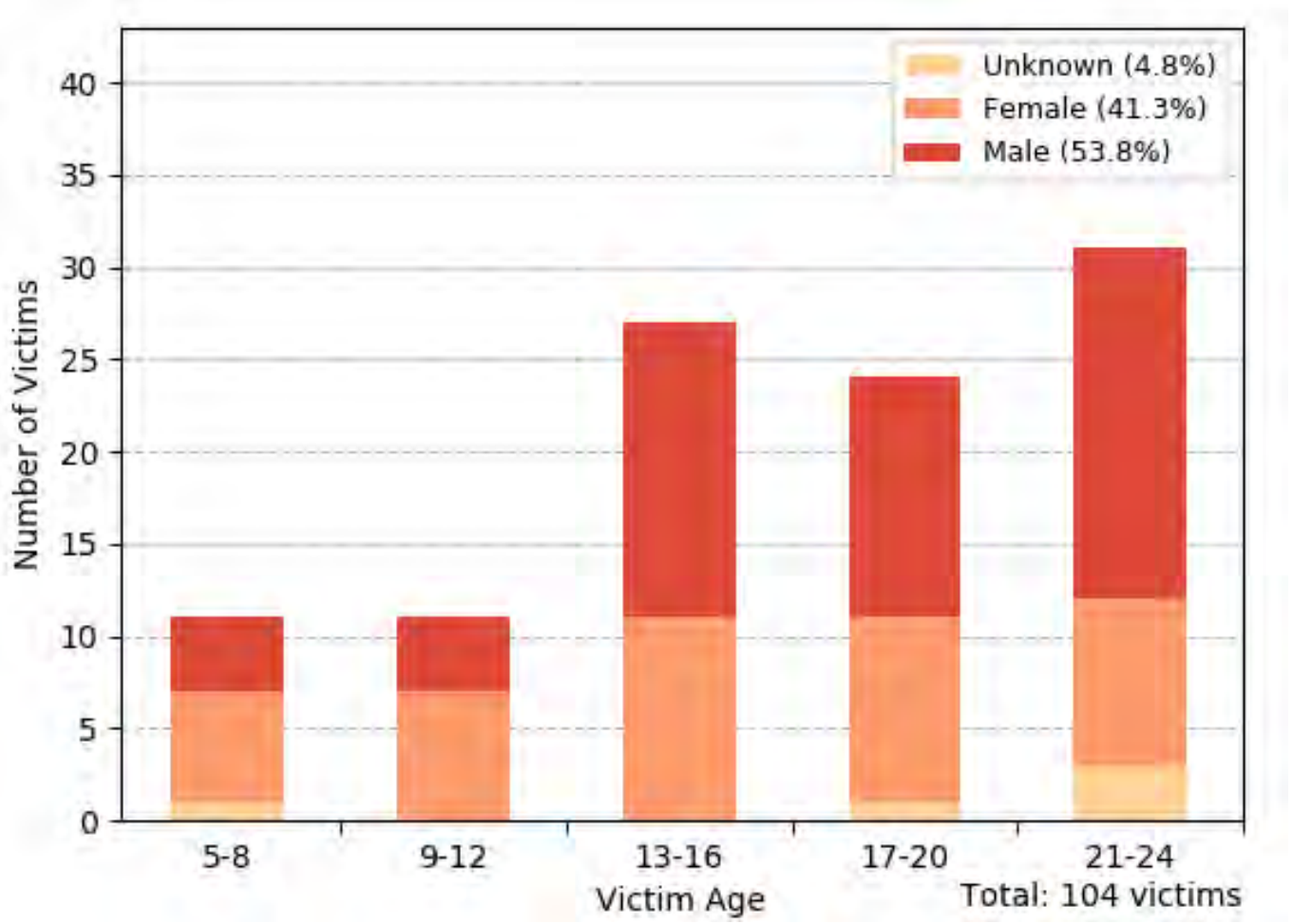
Pedestrian Victim Injuries (2013-2017) by Age and Gender

within a 1-mile radius of 20th Street Elementary School



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

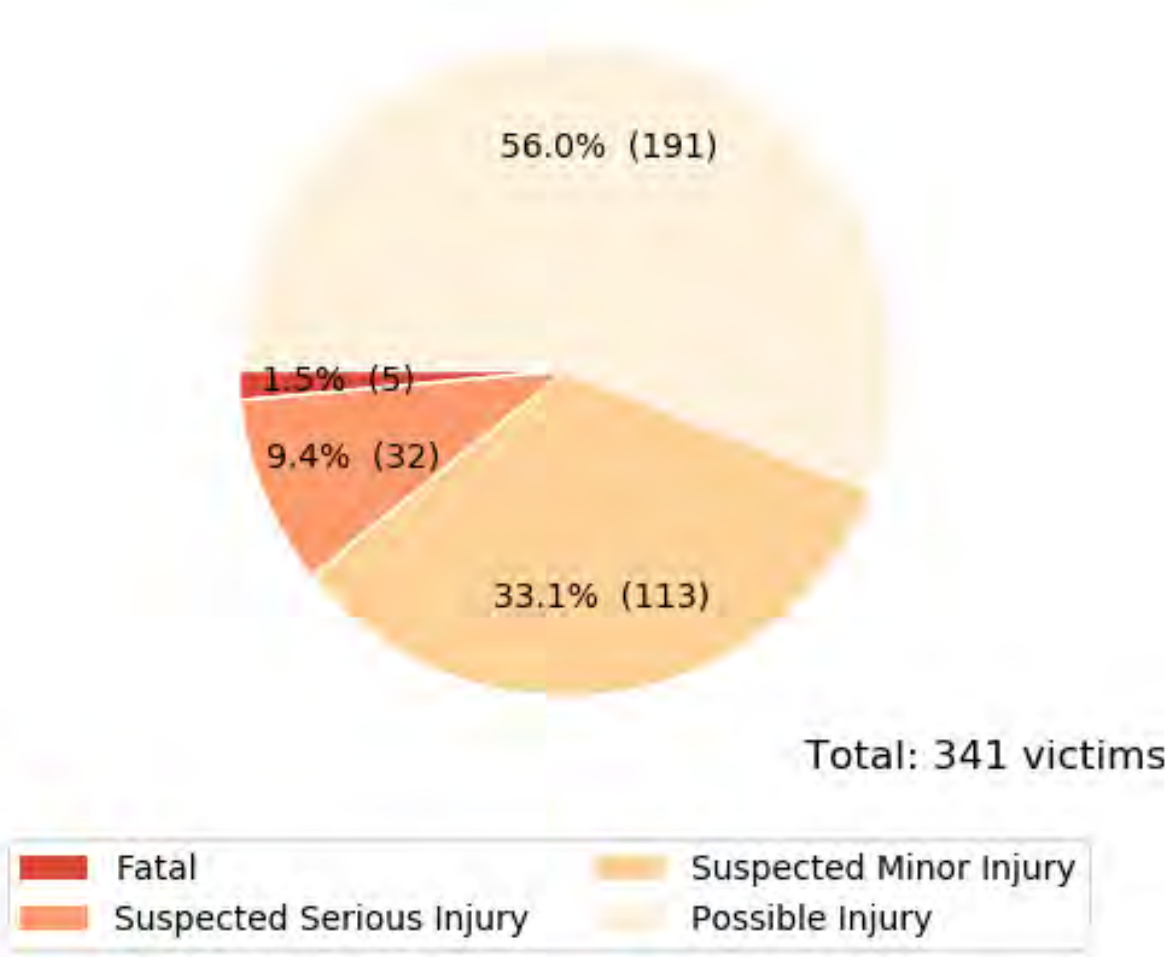
Pedestrian Victim Injury (2013-2017)
by age and gender for children & youth



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Victim Injury (2013-2017)

by injury severity



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Collisions (2013-2017)

by time of day and day of week

20th Street Elementary Pedestrian Collisions by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	6	2	1	4	2	5	6	26
06:00PM-08:59PM	10	7	11	7	6	3	3	47
03:00PM-05:59PM	10	18	9	14	12	5	3	71
Noon-02:59PM	19	7	9	5	12	6	2	60
09:00AM-11:59AM	2	8	7	6	5	5	5	38
06:00AM-08:59AM	6	8	7	10	11	8	0	50
03:00AM-05:59AM	1	3	4	1	2	3	3	17
Midnight-02:59AM	1	2	0	0	0	3	3	9
Total	55	55	48	47	50	38	25	318

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Collisions (2013-2017)
by type of violation

Total: 319 Collisions

CVC No.	Description	Number of Collisions
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	119 (37.3%)
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	54 (16.9%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	22 (6.9%)
22106	Unsafe starting or backing of a vehicle on a highway	19 (6.0%)
21956	Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present / Pedestrian failure to walk on the left-hand edge of the roadway when outside of a business or resident district, unless crossing is not possible	14 (4.4%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	9 (2.8%)
21955	Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections	9 (2.8%)
21953	Pedestrian failure to yield to vehicles when crossing a roadway without using a pedestrian tunnel or overhead pedestrian crossing when one exists	8 (2.5%)
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	7 (2.2%)
21952	Driver failure to yield right-of-way to pedestrians on sidewalks	6 (1.9%)

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of Dec. 2018

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

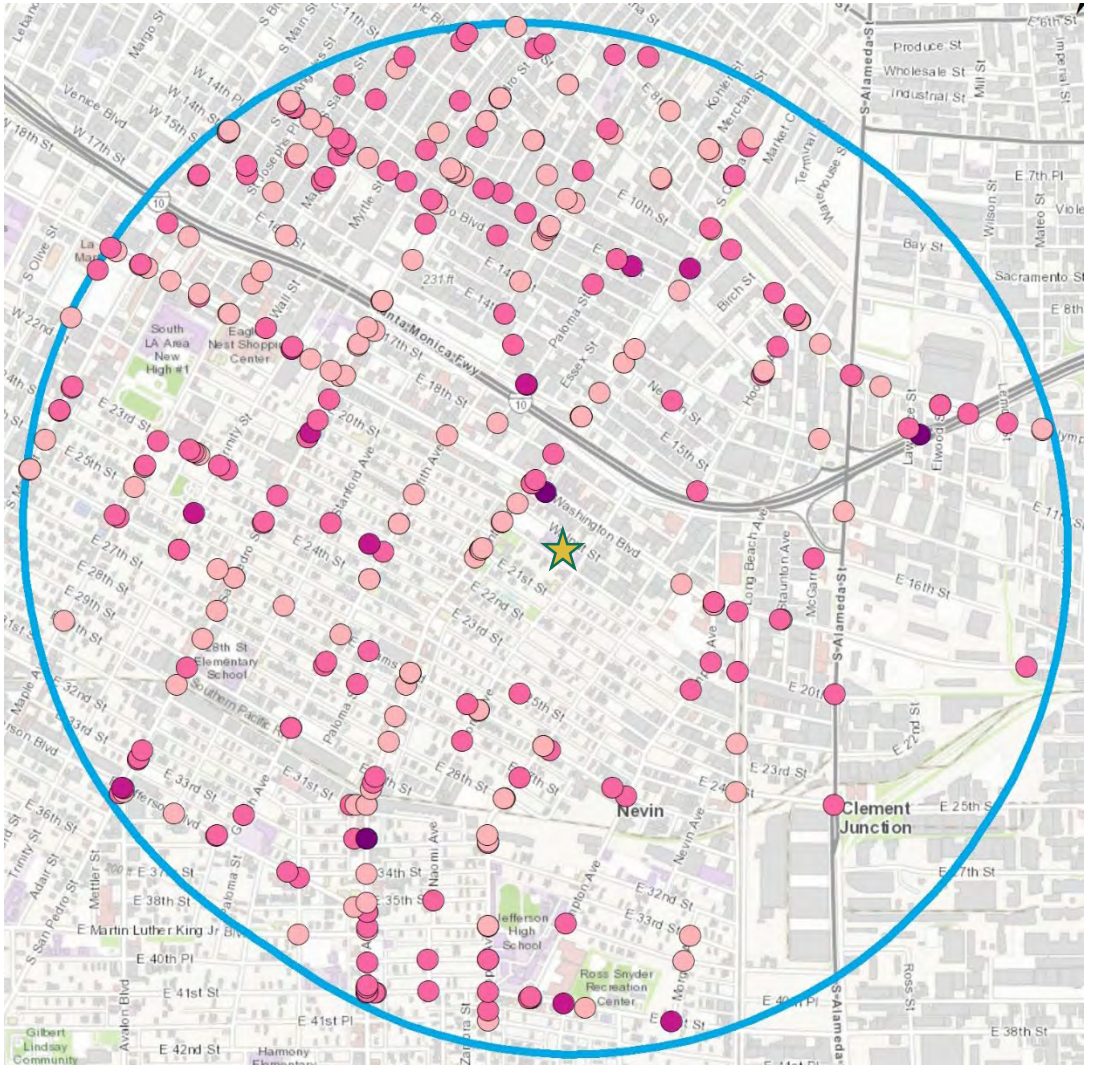
Bicycle Injury Collisions (2013-2017)

within a 1-mile radius of 20th Street Elementary School

Collision Severity

- Fatal (5)
- Injury (Severe) (13)
- Injury (Other Visible) (174)
- Injury (Complaint of Pain) (158)

= 20th Street Elementary School



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Injury Collisions (2013-2017)

within a 1-mile radius of 20th Street Elementary School

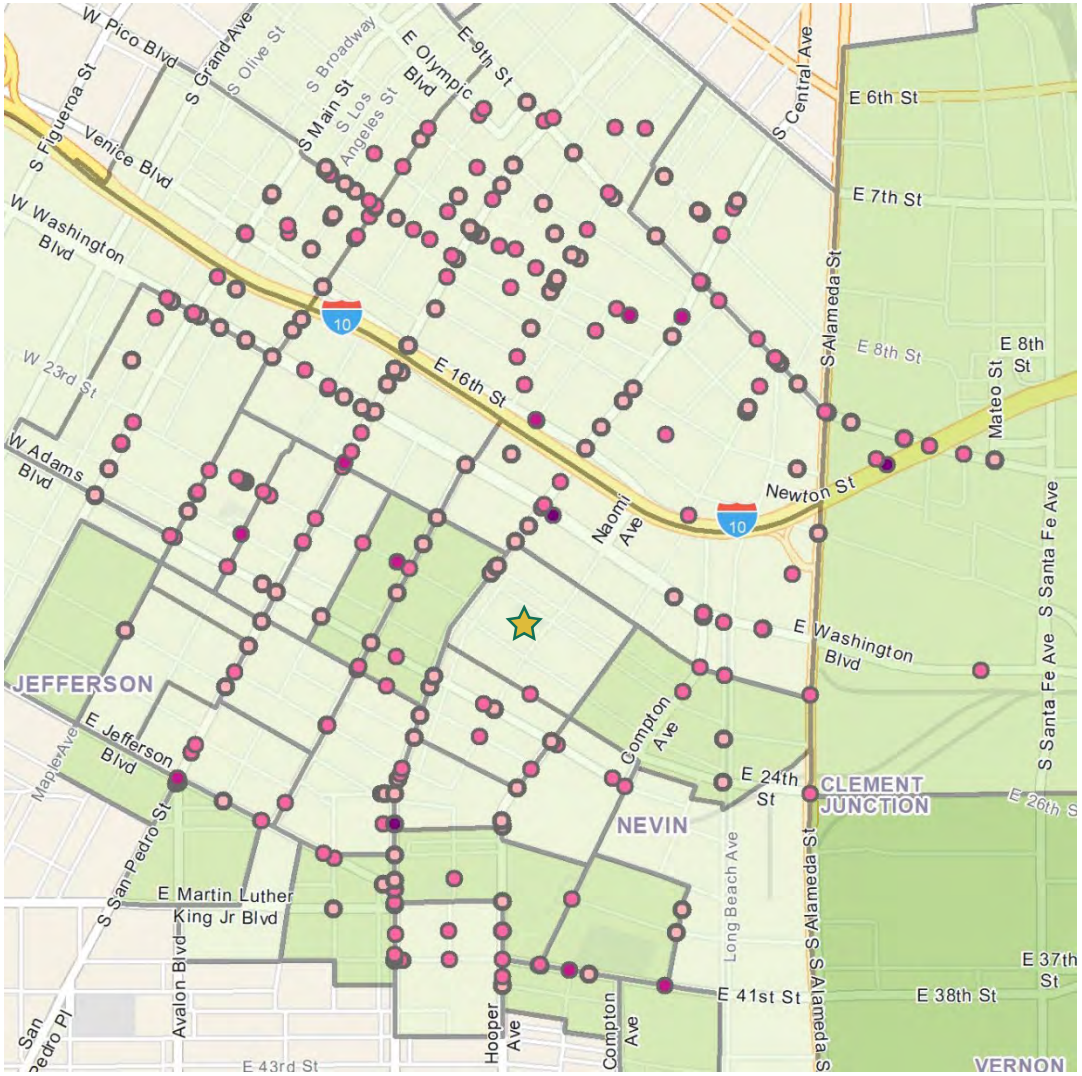
Collision Severity

- Fatal (5)
- Injury (Severe) (13)
- Injury (Other Visible) (174)
- Injury (Complaint of Pain) (158)

2017 Median Household Income

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

★ = 20th Street Elementary School

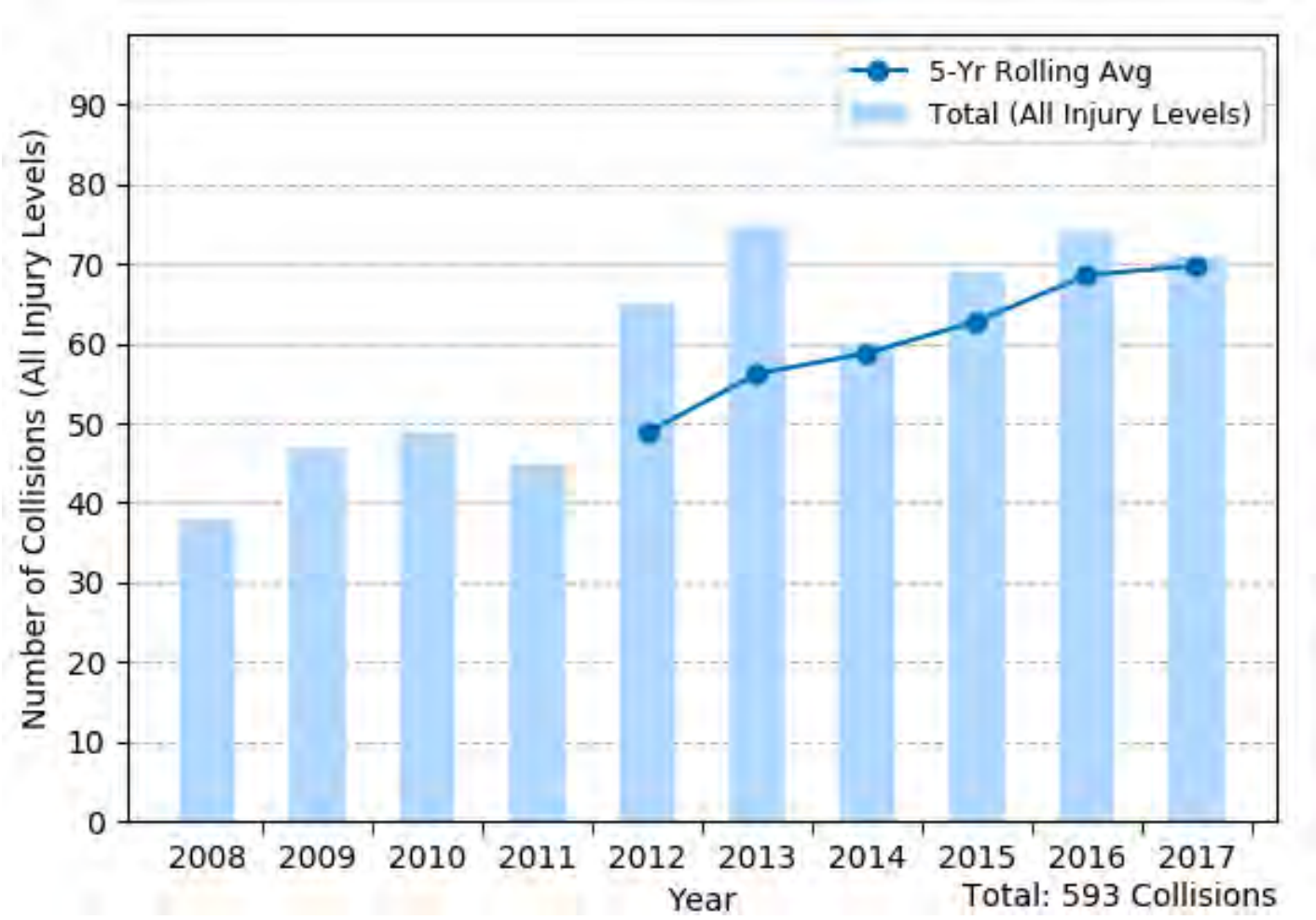


Data Source:

1. Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.
2. ESRI Business Analyst 2017.

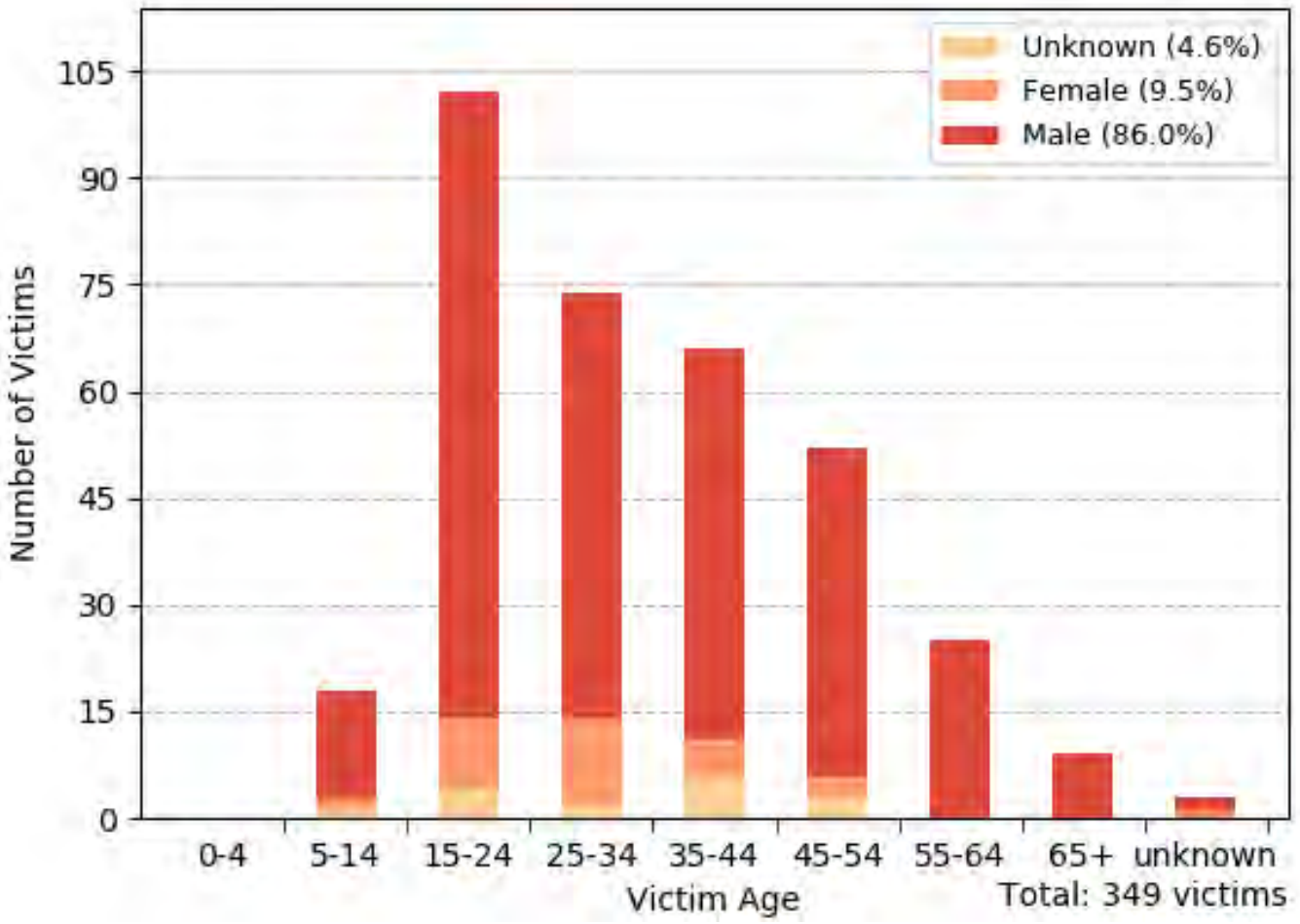
Bicycle Injury Collision Trend

within a 1-mile radius of 20th Street Elementary School



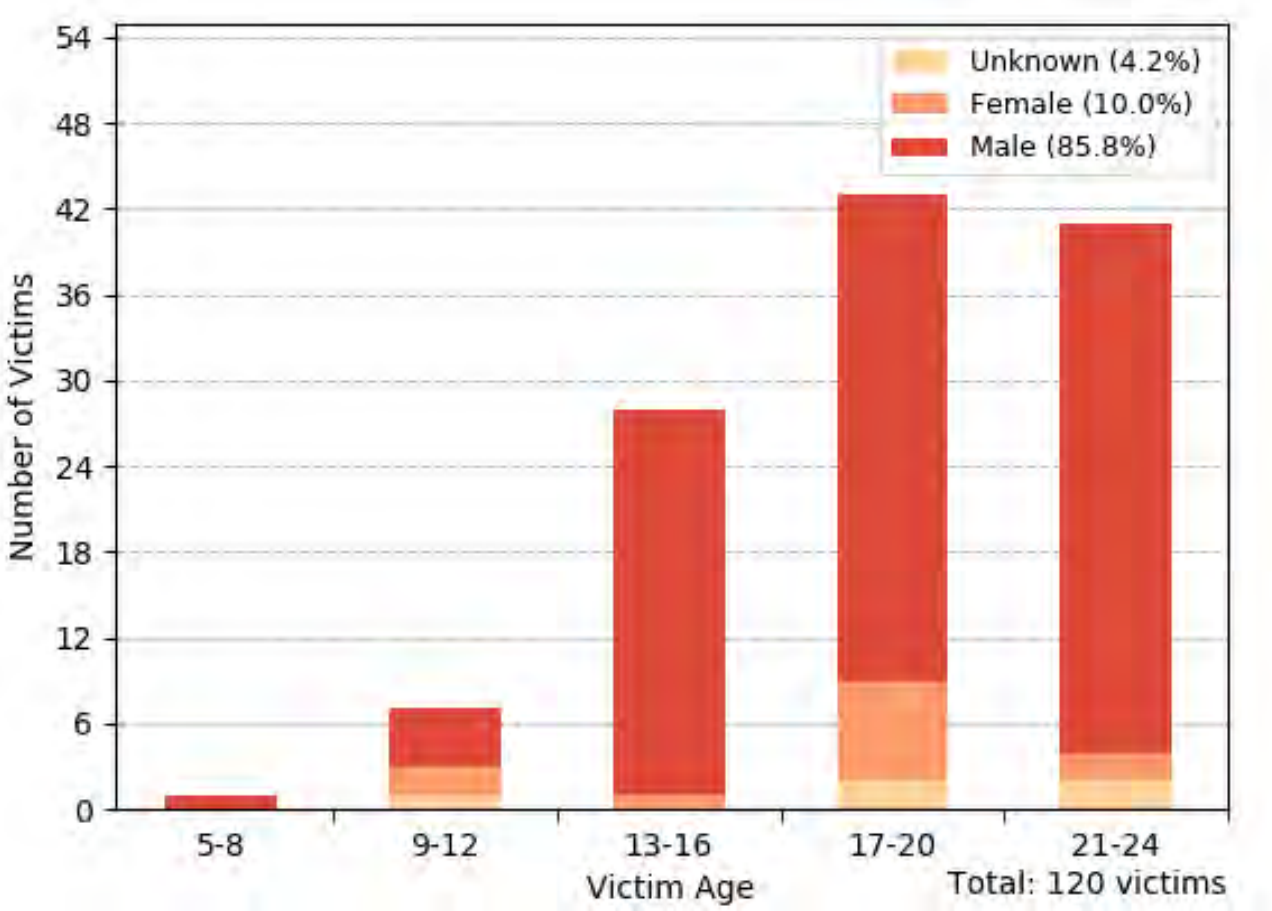
Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Victim Injury (2013-2017)
by age and gender



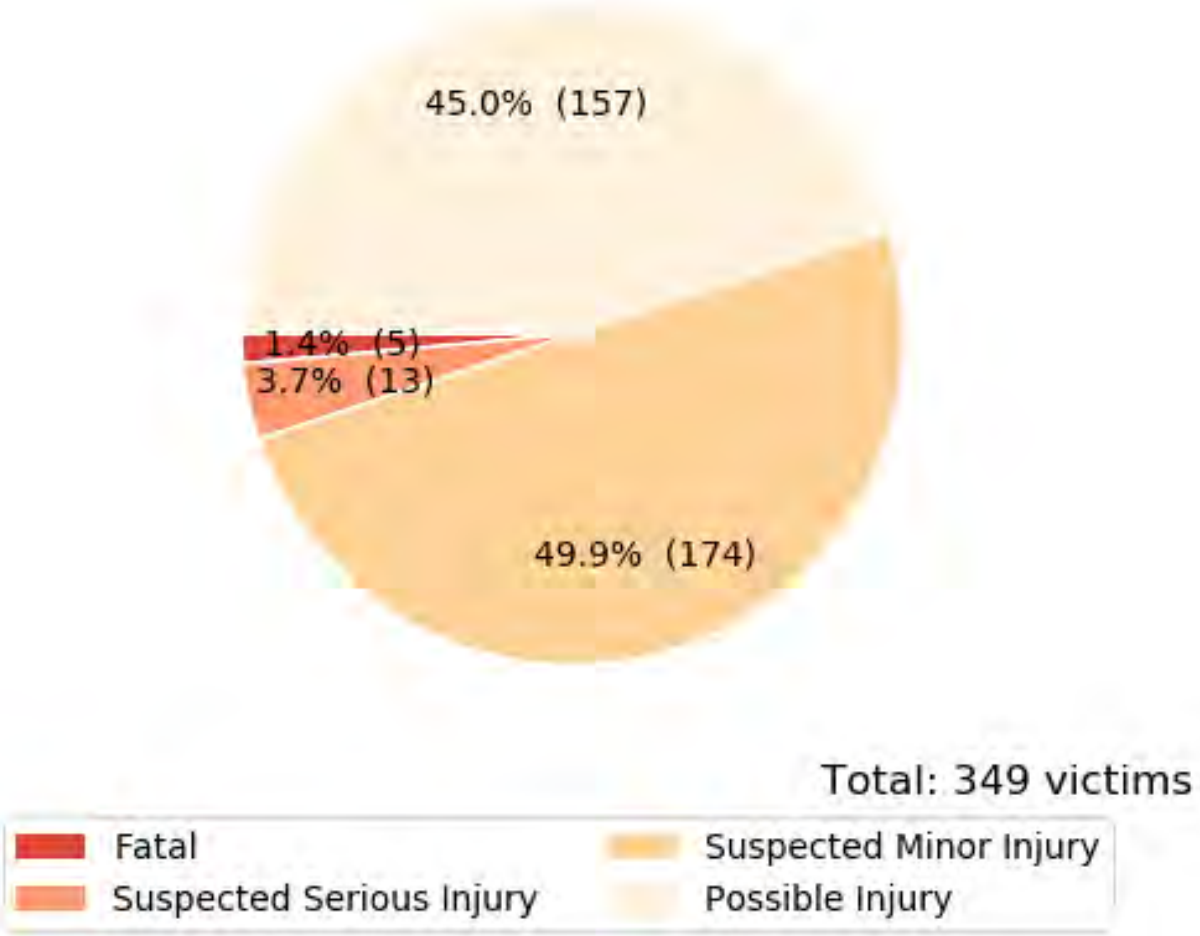
Data Source: Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Victim Injury (2013-2017)
by age and gender for children & youth



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Victim Injury (2013-2017)
by injury severity



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Collisions (2013-2017)

by time of day and day of week

20th Street Elementary Bicycle Collisions by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	3	3	2	1	1	0	4	14
06:00PM-08:59PM	11	5	7	7	14	6	2	52
03:00PM-05:59PM	15	13	25	16	16	8	5	98
Noon-02:59PM	17	10	12	12	12	7	4	74
09:00AM-11:59AM	7	6	11	9	9	6	4	52
06:00AM-08:59AM	6	8	10	12	4	5	2	47
03:00AM-05:59AM	0	0	2	0	2	0	0	4
Midnight-02:59AM	1	1	0	0	0	2	4	8
Total	60	46	69	57	58	34	25	349

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Collisions (2013-2017)
by type of violation

Total: 349 Collisions

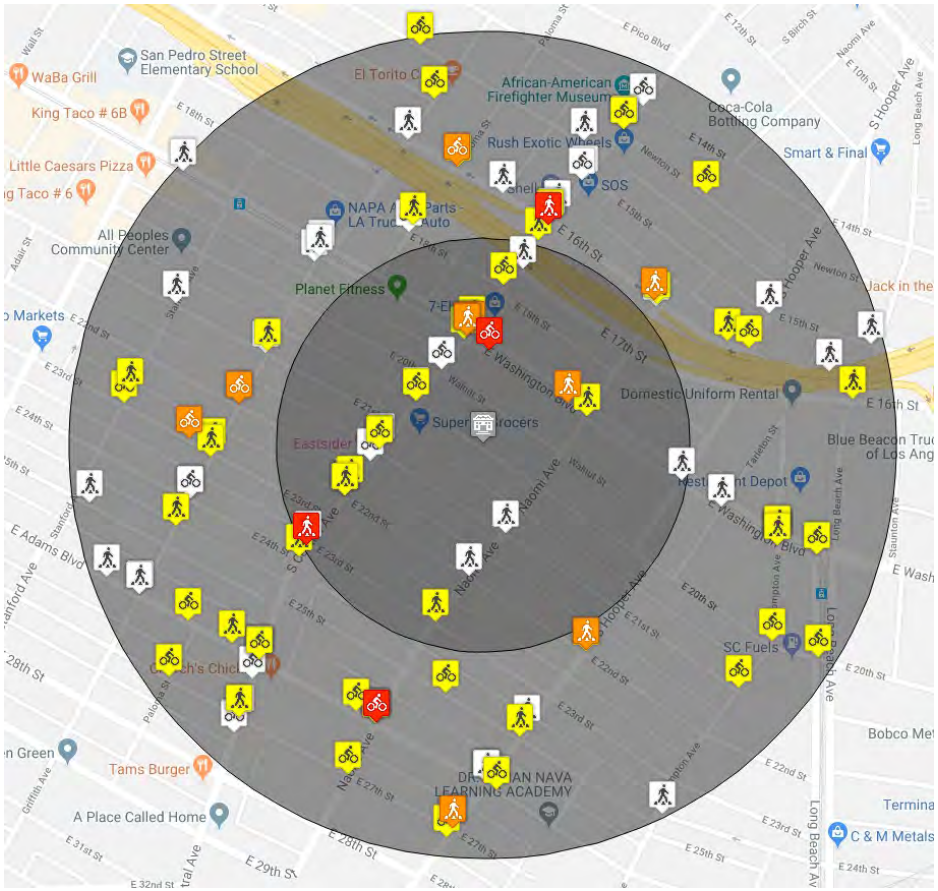
CVC No.	Description	Number of Collisions
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	65 (18.6%)
21804	Driver failure to yield right-of-way when entering/crossing a highway	41 (11.7%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	27 (7.7%)
21801	Driver failure to yield right-of-way when making a left turn or U-turn	25 (7.2%)
22517	Opening the door of a vehicle on the side of moving traffic unsafely as to interfere with traffic or leaving the door open for a longer period of time than is necessary	22 (6.3%)
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	19 (5.4%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	19 (5.4%)
21802	Failure to stop or yield right-of-way at a stop sign	18 (5.2%)
22450	Driver failure to stop at a limit line or crosswalk at a stop sign	17 (4.9%)
21703	Following another vehicle too closely	7 (2.0%)

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of Dec. 2018

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

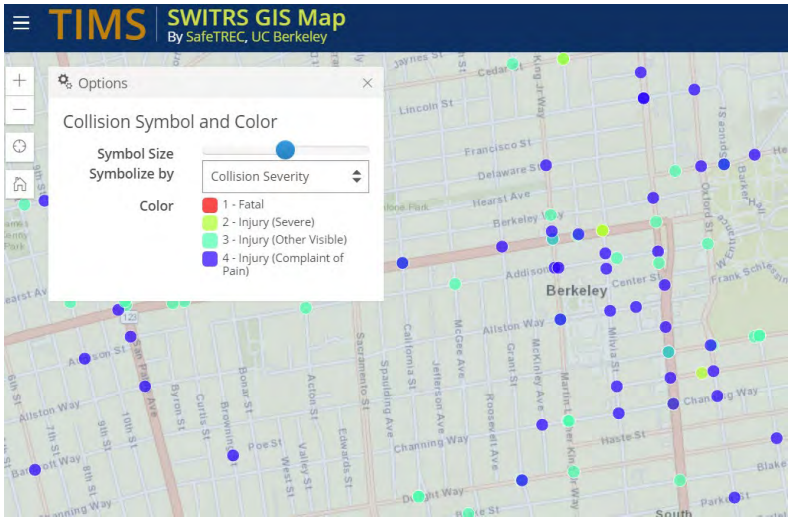
Pedestrian and Bicycle Collisions (2013-2017)

Twentieth Street Elementary
1353 East 20th Street Los Angeles, CA
Los Angeles County
CDS: 19647336019582



Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	2	4	12	18	22	14	**36**
¼ - ½ mi.	2	6	43	57	53	55	**108**
Total	4	10	55	75	75	69	**144**

Additional Resources



Transportation Injury Mapping System (TIMS)

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

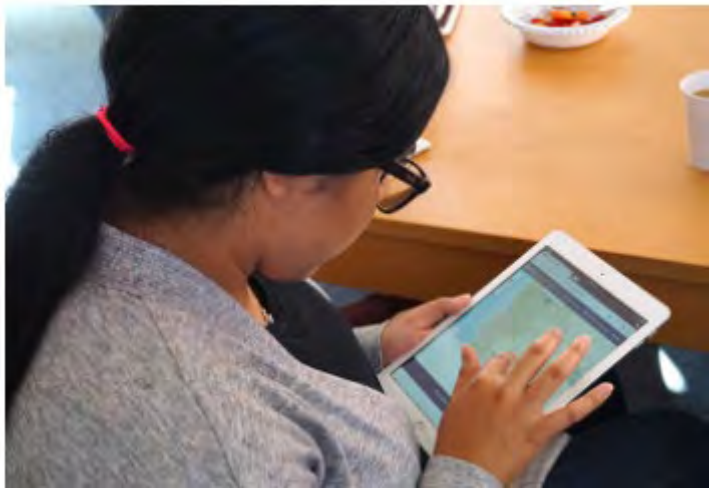
To further explore collision data, register for a free account to access the tools and resources on TIMS.

https://tims.berkeley.edu

Street Story

Street Story is a tool for collecting community feedback on transportation safety issues. Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

https://streetstory.berkeley.edu



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