

OCTOBER 2021

66th Street and 75th Street Elementary School, South Los Angeles Summary and Recommendations Report

COMMUNITY PEDESTRIAN & BICYCLE SAFETY TRAINING PROGRAM

Creating Safer Streets for Walking and Biking



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

Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make 66th Street Elementary School and 75th Street Elementary School in South Los Angeles a safer place to walk and bike. In particular, their contributions prompted meaningfully informed discussions and strengthened the workshop's outcomes.

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

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

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Introduction

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

The 66th Street and 75th Street Elementary Schools, South Los Angeles CPBST workshop and site visit were held virtually and convened 7 participants on August 27 and September 10, 2021, including residents, and representatives from 66th Street Early Education Center, 66th Street Elementary School, 75th Elementary School, Los Angeles Unified School District's Office of Environmental Health & Safety, and Los Angeles Department of Transportation's (LADOT) Safe Routes to School Program. The City of Los Angeles [General Plan](#) recognizes the focus area of this report as Southeast Los Angeles. For the purpose of this report, we will be referring to this area as South LA.

Safe Routes to School Los Angeles (SRTS-LA) requested that the Project Team conduct a CPBST for 66th Street and 75th Street Elementary Schools with the goal to:

1. Increase walking and biking safety around 66th Street and 75th Street Elementary Schools; and
2. Review and modify Safe Routes to School Infrastructure Improvement Maps that will be used in future funding opportunities.

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

Safe System Framework

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

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

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

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

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



Background

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

Local Policies and Plans

The [Safe Routes to School \(SRTS\) Action Plan and Progress Report](#) implementation objectives are aligned with key [Vision Zero](#) outcomes including the need for additional safety education programs to develop a culture of safety, including trainings, campaigns, and valets. These safety education programs align with the recommendations of this report.

The [Mobility Plan of 2035](#) has identified [San Pedro Street](#) as part of the [Neighborhood Enhanced Networks](#) (NEN), which is a system of local streets that are not as highly trafficked as other corridors in the area. These networks are safe enough to connect neighborhoods to schools, retail, parks, healthcare, and employment opportunities through active transportation.

[Measure M](#) is a permanent sales tax increase to fund the expansion of Los Angeles County. The funds can be applied to the public transit system, including new rail lines, better roads, sidewalk improvements, pothole repairs, bicycling infrastructure, bike share expansion, and a network of greenways. In South LA, Measure M is a possible funding source for the Safe Routes to School Proposed Infrastructure Improvements for 66th Street and 75th Street Elementary Schools.

The [High-Injury Network \(HIN\) Map](#) represents 6% of city streets that account for 70% of pedestrian deaths and severe injuries. LADOT uses the HIN to focus on safety improvements where the highest concentration of traffic deaths and severe injury crashes occur. Broadway Street, Main Street, and Avalon Boulevard are focus areas of the HIN, run through this neighborhood, and are focus routes of this report.

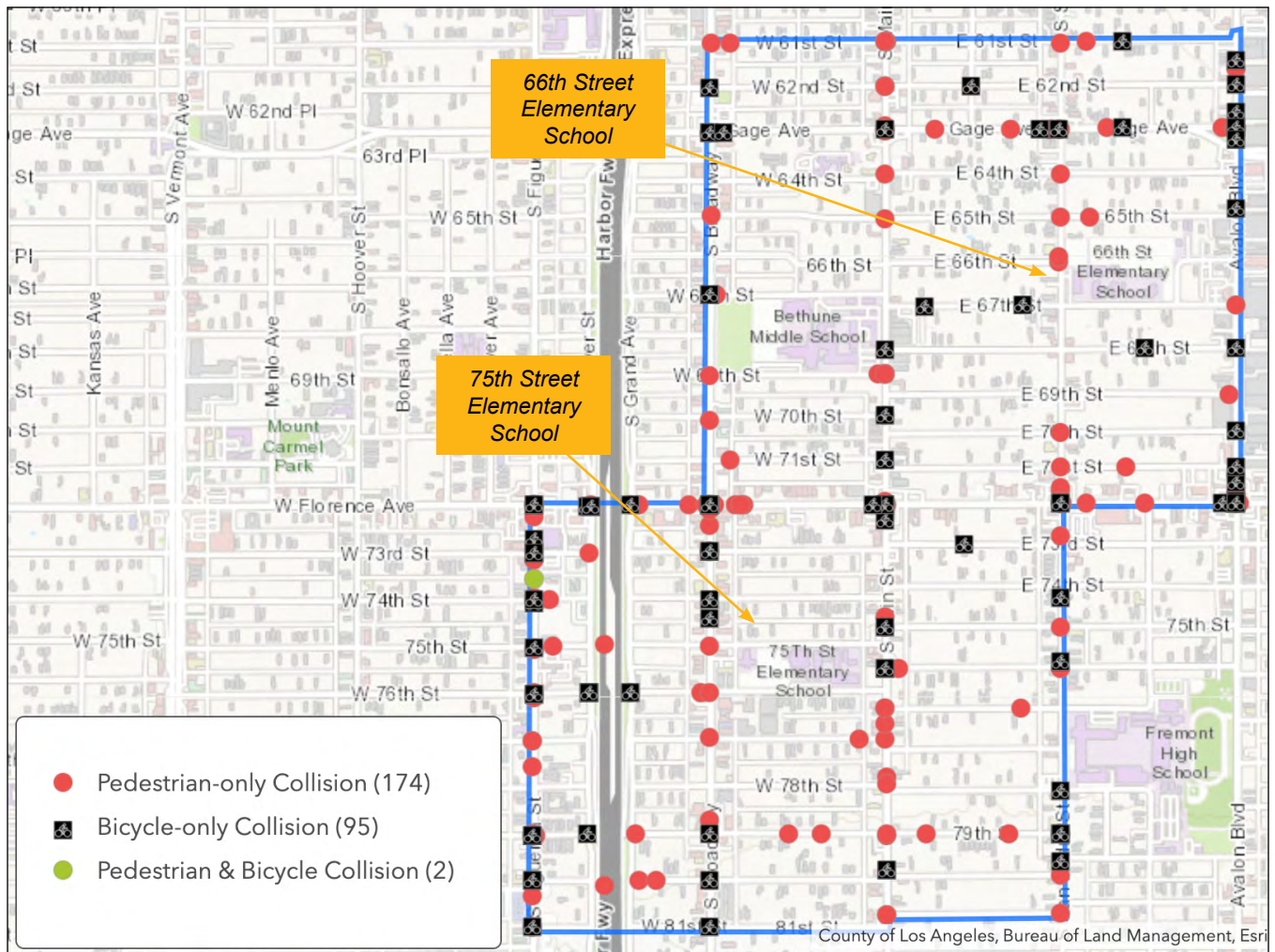
SRTS-LA is the largest Safe Routes to School program in California and a leader in securing [Caltrans' Active Transportation Program](#) funding for the City of Los Angeles. In Cycle 4 and Cycle 5, the ATP program awarded SRTS-LA \$33.2 million and \$22.1 million, respectively, for three projects per cycle, which collectively accounted for about 62.9% of the City of Los Angeles' ATP funding. Over the past two cycles, SRTS-LA consistently secured between 20 to 25 percent of the funding in the statewide component awarded to SRTS programming.

Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian¹ and bicycle crashes resulting in injuries to pedestrians and bicyclists in the South LA neighborhood near 66th Street and 75th Street Elementary Schools. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2010 to 2019. Crash data for 2019 is provisional as of December, 2020. A full discussion of the pedestrian and bicycle crash data can be found in Appendix A.

66th Street & 75th Street Elementary Schools in South Los Angeles Community Boundaries

The focus area encompassed the attendance area for 66th Street and 75th Street Elementary schools.



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

Pedestrian Crashes

In the most recent five years of data available, 2015 to 2019, there were 175 pedestrian crashes involving 184 pedestrian victims. Among the 184 pedestrian victims, 4 pedestrian victims died and 32 were seriously injured. Pedestrian crashes made up 38.0 percent of all fatal and serious crashes, which was 19.7 percent higher than California and 12.7 percent higher than Los Angeles County. Pedestrian crashes occurred primarily on South Figueroa Street and Florence Avenue. The Main Street/Florence Avenue and Florence Avenue/Avalon Boulevard intersections had the highest number of pedestrian victims. Driver failure to yield the right of way to pedestrians at a marked or unmarked crosswalk was the most frequently cited violation, accounting for 50 of 175 pedestrian crashes. Pedestrian crashes were highest during commute times, 6 am to 9 am in the morning and 3 pm to 9 pm in the evening. Over half (54.9 percent) of pedestrian victims were male; 17.9 percent of pedestrian victims were school age, five to eighteen years old and 16.8 percent of pedestrian victims were older adults, age sixty and more.

Bicycle Crashes

In the most recent five years of data available, 2015 to 2019, there were 96 bicycle crashes involving 101 victims. Among the 95 bicycle victims, one person died and six bicyclists were seriously injured. Over half (51.0 percent) of the bicycle crashes occurred between 3 pm and 9 pm. Failure to ride a bike in the same direction on the road as vehicles was the most frequently cited violation, accounting for 18 of the 96 crashes. Similarly to pedestrian crashes, bicycle crashes occurred primarily near Harbor Freeway, on Main Street, Florence Avenue, and Avalon Boulevard. Bicycle crashes made up 8.7 percent of all fatal and serious crashes, which was 2.1 percent higher than Los Angeles County and 2.8 percent higher than California. The majority (78.9 percent) of bicycle victims were male; over one-third of bicycle victims (37.3 percent) were 25 years old or younger.

Walking & Biking Assessment

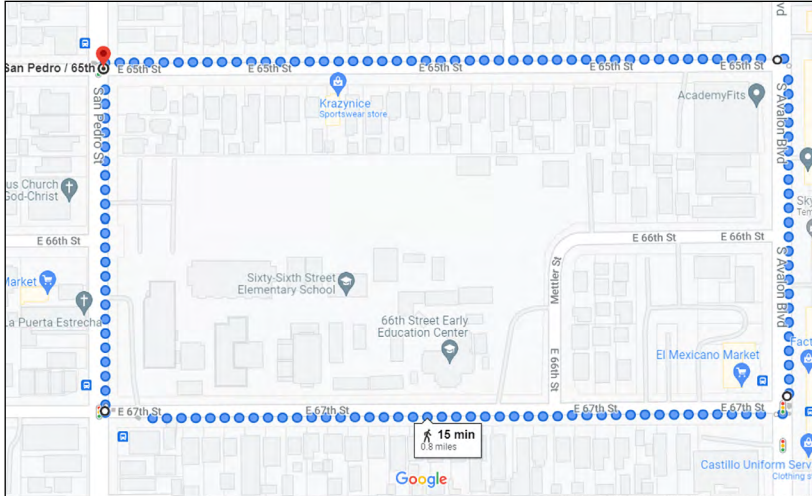
Participants took part in a virtual walking and biking safety assessment and a feedback session on proposed infrastructure improvement maps created by LADOT's Safe Routes to School. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The following is a summary of the walking and biking assessment.

Free SafeTREC Data Resources

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

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

Route 1: 66th Street Elementary School



Focus

Students, parents, and staff from 66th Street Elementary School and 66th Street Early Education Center walk, bike, and travel along 65th Street, Avalon Boulevard, 67th Street, San Pedro Street, and 66th Street to access the school from the surrounding neighborhoods. Proposed improvements for this school aim to slow down vehicular traffic and create a more comfortable walking environment.

Strengths

1. 66th Street Elementary School serves approximately 800 Pre-K-6th grade students that live in the surrounding neighborhood and walk to school every day. The school hosts a variety of programs for students and their families, including a special education program, adult English-language program, Gifted/Talented Programs, and free bi-weekly mental health workshops. 66th Street Early Education Center also provides families with infants with free meals and a learning garden area.
2. 66th Street Elementary School staff regularly clean around the perimeter of the school, including the sidewalks and curbs. Seeing school staff on the route to school creates a welcoming environment for parents and students who walk and bike to school.
3. Pedro has been an LADOT crossing guard at the 65th Street/San Pedro Street intersection, which has a hybrid flashing beacon, for 20+ years. He rides his bike to the intersection every day and enhances safety for families and students walking to and from school by providing an additional layer of protection to the transportation system.



LEFT: A market on San Pedro Street visited by parents and students daily, across the street from 66th Street Elementary School. RIGHT: Crossing Guard Pedro at the 65th Street/San Pedro Street intersection.

Route 1: 66th Street Elementary School, continued

Concerns

1. There is trash and debris on the sidewalk along Avalon Boulevard, 65th Street, and San Pedro Street causing a tripping hazard for pedestrians. Trash bins around the school are usually overfilled, causing people to pile trash around the bins, creating an unwelcoming walking environment.
2. There is graffiti on pedestrian signal buttons, trash cans, sidewalks, and buildings throughout the community. Participants shared that this creates an unwelcoming environment for parents and students walking to and from school.
3. There is an encampment of houseless residents on Avalon Boulevard, from Gage Avenue to Florence Avenue, that makes parents and students feel uncomfortable walking through this space. Participants would like to see these residents receive needed services.
4. The sidewalk is uprooted by trees and cracked all throughout the community, especially on the north side of the 66th Street/Avalon Boulevard intersection, and the south side of 65th Street and 67th Street. This causes tripping hazards for pedestrians and people using assisted mobility devices.



LEFT: Debris blocking the sidewalk along 65th Street. RIGHT: Uprooted sidewalk with cement patches along 66th Street.

Route 1: 66th Street Elementary School, continued

Concerns (continued)

5. The road pavement is cracked and uneven at the 67th Street/San Pedro Street intersection, causing a tripping hazard for pedestrians entering the intersection and bicyclists traveling along the sharrows on San Pedro Street.
6. The yellow continental crosswalk is faded on the west leg of the 66th Street/67th Street intersection and all four legs of the 67th Street/San Pedro Street, making it difficult for drivers to see, especially during periods of low light.
7. Drivers appear to travel above the 25 miles per hour posted speed limit along San Pedro Street, which is a two-lane corridor. Drivers often fail to yield to pedestrians at the flashing beacon at the 65th Street/San Pedro Street intersection. School staff shared that a pedestrian was hit at this crossing last year.
8. Parents and students cross midblock at the 66th Street/San Pedro Street intersection to get to the school entrance. Drivers not yielding cause near misses with pedestrians crossing the street to get to school.
9. 67th Street and San Pedro Street are two-lane streets that are highly trafficked and congested by drivers and pedestrians accessing 66th Street Elementary School and Bethune Middle School during arrival and dismissal time. Drivers double park on both streets in front of 66th Street Elementary School entrances. This creates visibility issues and points of conflict among road users.



Cracked uneven pavement and faded crosswalk markings at the 67th Street/San Pedro Street intersection

Route 1: 66th Street Elementary School, continued



TOP: Parents and students crossing at the 66th Street/San Pedro Street intersection. BOTTOM LEFT: No parking during school hours sign on San Pedro Street. MIDDLE RIGHT: Drivers double parking in front of a school entrance on 67th Street. BOTTOM RIGHT: Drivers double parking on San Pedro Street.

Route 1: 66th Street Elementary School, continued

Opportunities for Improvement

Intersection of 67th Street/Avalon Boulevard

- Install [curb extensions](#) on the northwest and southwest corner of the intersection to narrow the street and shorten the distance pedestrians have to cross.
- Install a curb ramp on the northeast corner of the intersection to increase accessibility for all pedestrians, including people with strollers and assisted mobility devices.
- Add [pedestrian accessible signals](#) to increase accessibility for all pedestrians.

Intersection of 67th Street/66th Street

- Install curb extensions on all four corners of the intersection to narrow the street and shorten the distance pedestrians have to cross. There are currently curb ramps and truncated domes on all four corners of the intersection.
- Add a stop sign with reflective tape to increase visibility during periods of low light.

Intersection of San Pedro Street/67th Street

- Install a “no left turn” sign for drivers traveling east on 67th Street and making a left onto San Pedro Street during arrival and dismissal time. This would alleviate congestion on San Pedro Street in front of the school and provide a comfortable walking environment for students and parents.

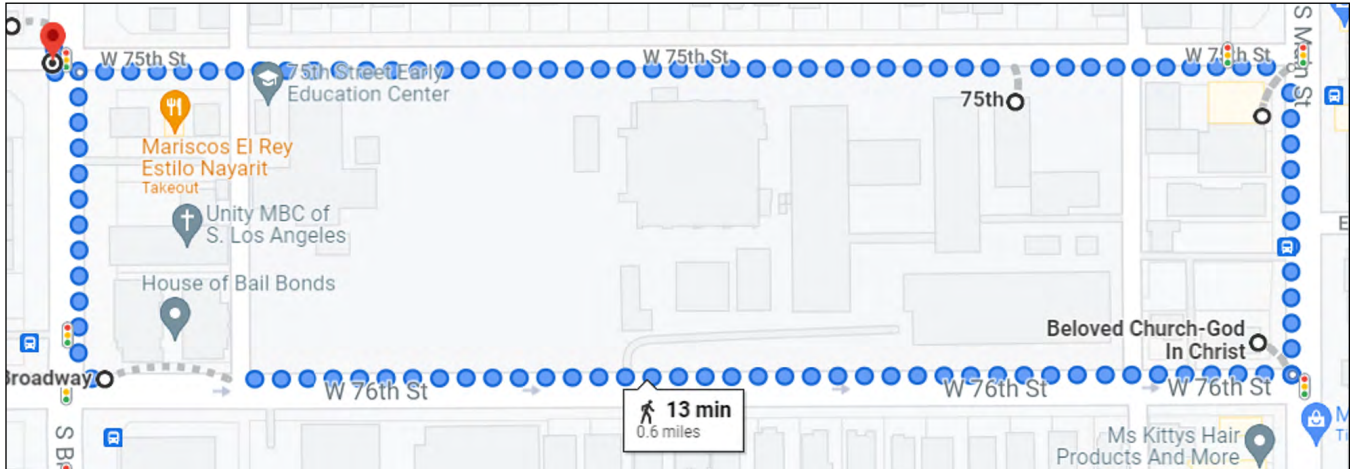
Intersection of San Pedro Street/66th Street

- Install a [HAWK Signal](#) to require drivers to stop when the overhead beacon is red.
- Add a yellow continental crosswalk on the west and south leg of the intersection.
- Install a curb extension on the southern legs of the intersection.

Other

- Increase frequency of trash pick-up around the school neighborhood.

Route 2: 75th Street Elementary School



Focus

Students and parents of 75th Street Elementary and the 75th Street Early Education Center use West 75th Street to access all available school entry gates. As the only street with access to available school entrances, West 75th Street is heavily congested during arrival and dismissal times. Limited parking in the area magnifies driver frustration, creating a stressful environment for people traveling in the area.

Strengths

1. There are two high-visibility yellow crosswalks accompanied by an overhead beacon at the Broadway/West 75th Street intersection which slow traffic for families and students walking to and from school.
2. The Main Street/West 76th Street intersection has full traffic signals and high-visibility crosswalks on all four legs. Trees in this area provide shade for people walking to and from school. The School Principal shared that drivers seem to give pedestrians the right of way at this improved intersection and that families, students, and staff use this route to access local businesses on Main Street.



Rectangular Rapid Flashing Beacon (RRFB) at Broadway/West 75th Street intersection.



Pedestrian infrastructure treatments at the Main Street/West 76th Street Intersection

Route 2: 75th Street Elementary School, continued

Concerns

1. There are multiple school entry gates along West 75th Street. Two gates are used by families and students and a third is the school bus gate. School bus drivers and parent drivers double park on both sides of West 75th Street, despite the posted “Passenger Loading Only” signs. Double parked drivers create visibility issues and unsafe walking conditions for students and families walking to and from school. This stressful environment is often accompanied by excessive honking and yelling from surrounding drivers.
2. A staff parking lot is located in an alleyway that runs parallel to Main Street and connects West 75th Street and West 76th Street. Students and families walk through this area to get to and from school during arrival and dismissal times, forcing pedestrians and drivers to compete for the space in this area.
3. West 75th Street is the main street used to travel to and from school. Sidewalks along this street are uneven, cracked, and collect trash and debris. The sidewalks on West 75th Street should accommodate all pedestrians safely and to discourage people from walking on the roadways.



TOP: Parents waiting for students at the West 75th Street school entry gates; traffic congestion and drivers double parking on West 75th Street. BOTTOM LEFT: Students and families walking alongside drivers in the alleyway. BOTTOM RIGHT: Bulky debris sits on the sidewalk of West 75th Street across from the school entrance.

Route 2: 75th Street Elementary School, continued

Opportunities for Improvement

Intersection of West 75th Street/Broadway

- Install curb extensions on the southwest, southeast, and northeast corners of the intersection to shorten the distance pedestrians have to cross.
- Install a continental crosswalk on the west end of the intersection to increase pedestrian visibility.
- Upgrade the overhead beacon to a HAWK signal to force drivers to stop on red.

West 75th Street

- Install curb extensions at all four legs of the West 75th Street/Main Street intersection.
- Conduct tree replacement and [sidewalk repair](#) and replace uprooted trees on the northside of West 75th Street to create a clear and level walking path.
- Convert West 75th Street from a two-way street to a one-way street. This street is extremely trafficked and congested during arrival and dismissal time because 75th Street is the only street parents and students can use to access the elementary school and early education center. West 76th Street is a one-way street and runs along the south side of the elementary school, parallel to West 75th Street.

Intersection of West 76th Street/Broadway

- Install curb extensions at the eastern corners of the intersection to shorten the crossing distance for pedestrians.
- Install a leading pedestrian signal for pedestrians walking north on Broadway.
- Install accessible pedestrian signals to increase accessibility for all pedestrians.
- Relocate the bus stop from the southeast corner to northeast corner.

Project Team Recommendations

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

Short-Term Recommendations

Increase SRTS-LA Staff Size

The Project Team recommends the City of Los Angeles increase the Safe Routes to School program staff size to expand planning and implementation of walking and biking safety infrastructure and programmatic opportunities for all schools. With additional staff, SRTS could strengthen outreach, education, district-wide encouragement activities, and site assessments. The implementation of many of the community and Project Team recommendations outlined in this report are dependent on SRTS-LA having the ability to set up and manage these opportunities.

Develop SRTS-LA Community Engagement Guidelines and Strategies

The Project Team recommends Safe Routes to School Los Angeles develop a Community Engagement and Outreach guide to set a baseline of how SRTS-LA and its contractors engage the community in all plan development and project implementation. SRTS-LA could better serve the most vulnerable road users by designing outreach and engagement principles and strategies to ensure quality and consistency across programming. The [Principals for Equitable Public Outreach and Engagement](#) tip sheet and [authentic engagement practices](#) can guide SRTS-LA in establishing best practices. The National Council for Mental Wellbeing provides an [outreach plan](#) template that may be modified for the program and community's needs. Once guiding principles are established, a possible community engagement strategy may include the reconvening of the SRTS Task Force established in 2016. The Task Force strategy may be extended to individual schools and include the principal, school staff, Community Representatives and Parent Center members. Members could identify traffic safety concerns around the school, as well as solutions that address these concerns. The Task Force could work together with Safe Routes to School to pursue opportunities that support walking and biking efforts. SRTS has already analyzed youth-involved crash data near schools, conducted [travel tally](#) surveys, and reviewed best practices to inform safety programming. The Project Team recommends SRTS-LA use the [Community Toolbox](#) to develop community-driven plans to assess community program needs, interests, barriers, and resources with staff, parents, and students to increase community participation, enthusiasm, and ownership of programs.

Long-Term Recommendations

Conduct Senior & Disability-Focused Site Assessments

The Project Team recommends SRTS-LA conduct walking assessments to identify sidewalk improvements that accommodate older adults and people using assisted mobility devices. SRTS-LA and the Planning Committee may partner with the [Safe Routes for Seniors Program](#) (SR4S) to engage senior residents in the area to identify and prioritize street and sidewalk improvements in commonly used routes. This partnership would expand community reach and would consider other vulnerable populations as SRTS-LA continues to develop infrastructure improvement plans.

Appendix

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

66th & 75th Street Elementary Schools Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)
 South Los Angeles, CA | September 10, 2021

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

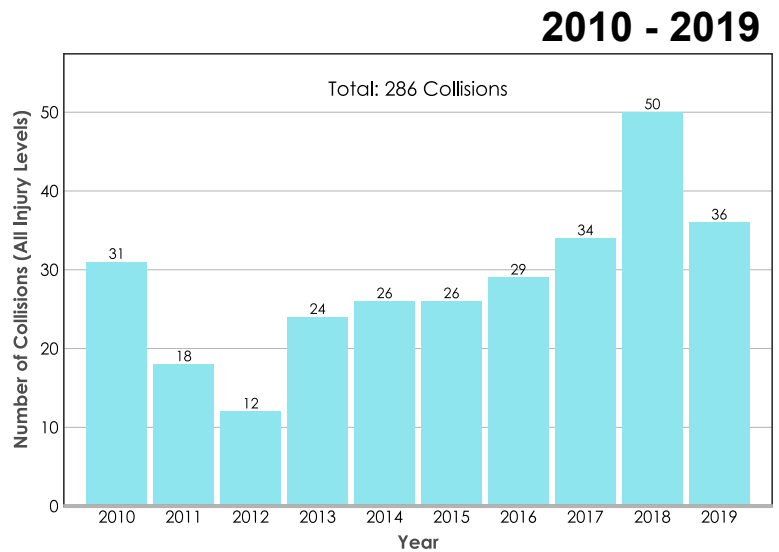
The local data seen below reflects the most current crash data within the focus area. The focus area encompasses the 66th Street and 75th Street elementary schools in Southeast Los Angeles.

Pedestrian Collisions Over Time

The number of collisions appears to be **steadily increasing** after a dip in 2012.

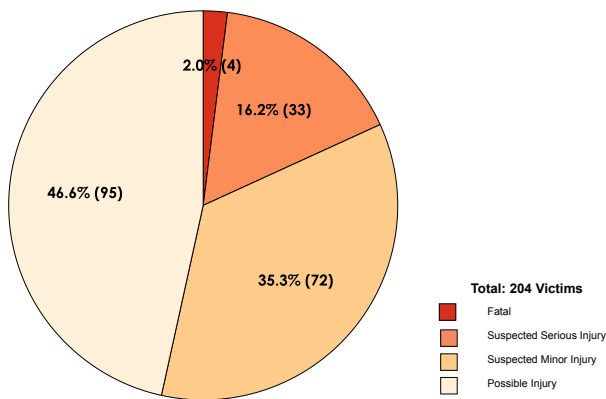
 **331** people injured

 **286** pedestrian collisions

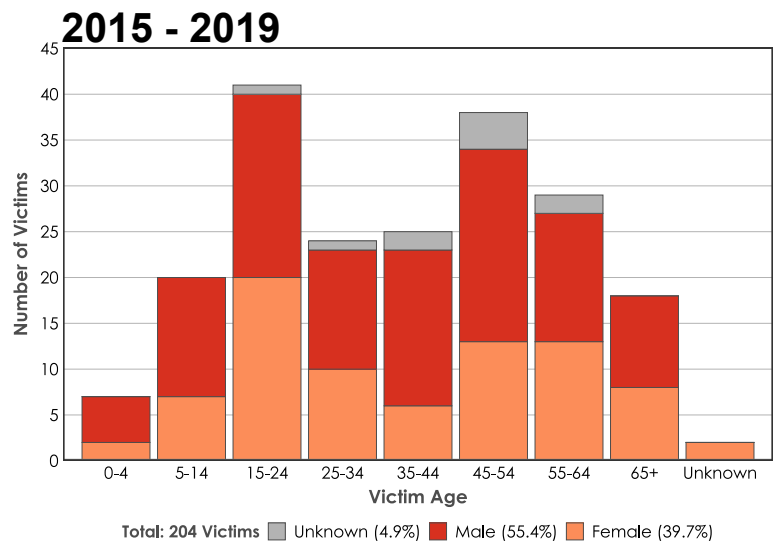


Victim Injury Severity — Victim Demographics

2015 - 2019



16.2% of victims suffered serious injuries



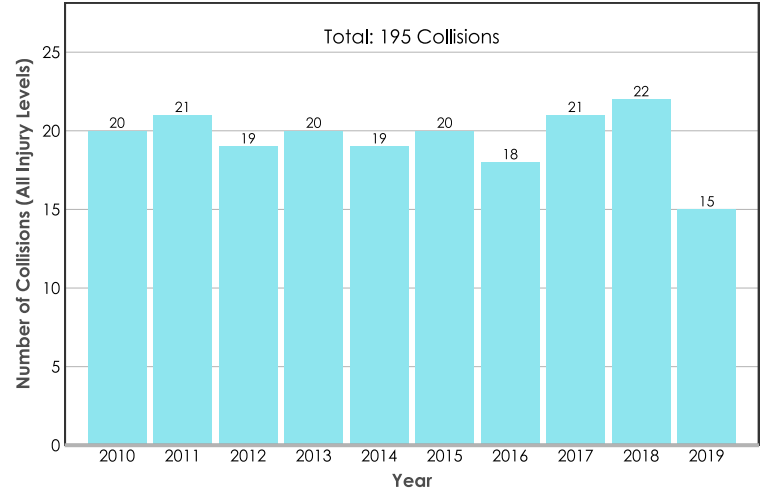
Nearly 1 in 3 victims were under the age of 24

Bicycle Collisions Over Time

2010 - 2019

The number of collisions appears to be *steady*.

 **201** people injured
 **195** bicycle collisions

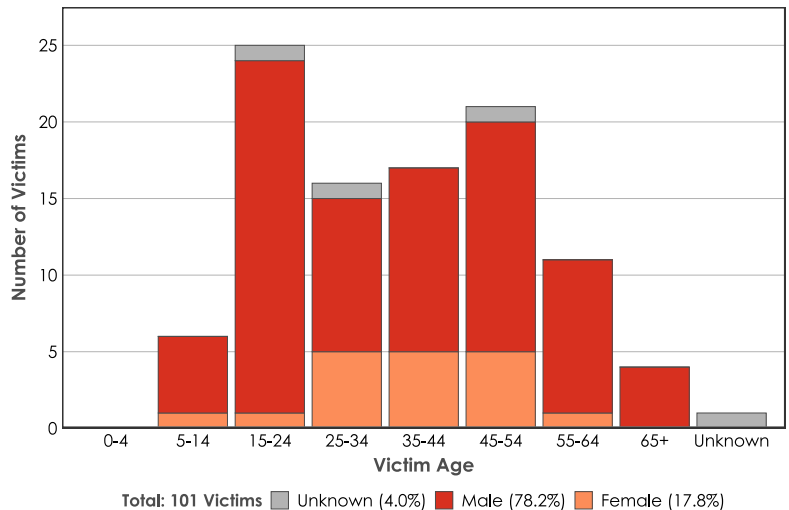
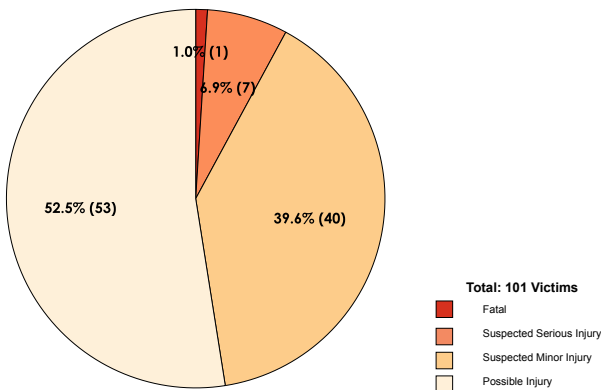


Victim Injury Severity

Victim Demographics

2015 - 2019

2015 - 2019



6.9% victims suffered serious injuries

1 in 4 victims were between the ages of 15-24)
9.4% of victims were older adults (age 60+)

What other data could help inform decision-making?

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

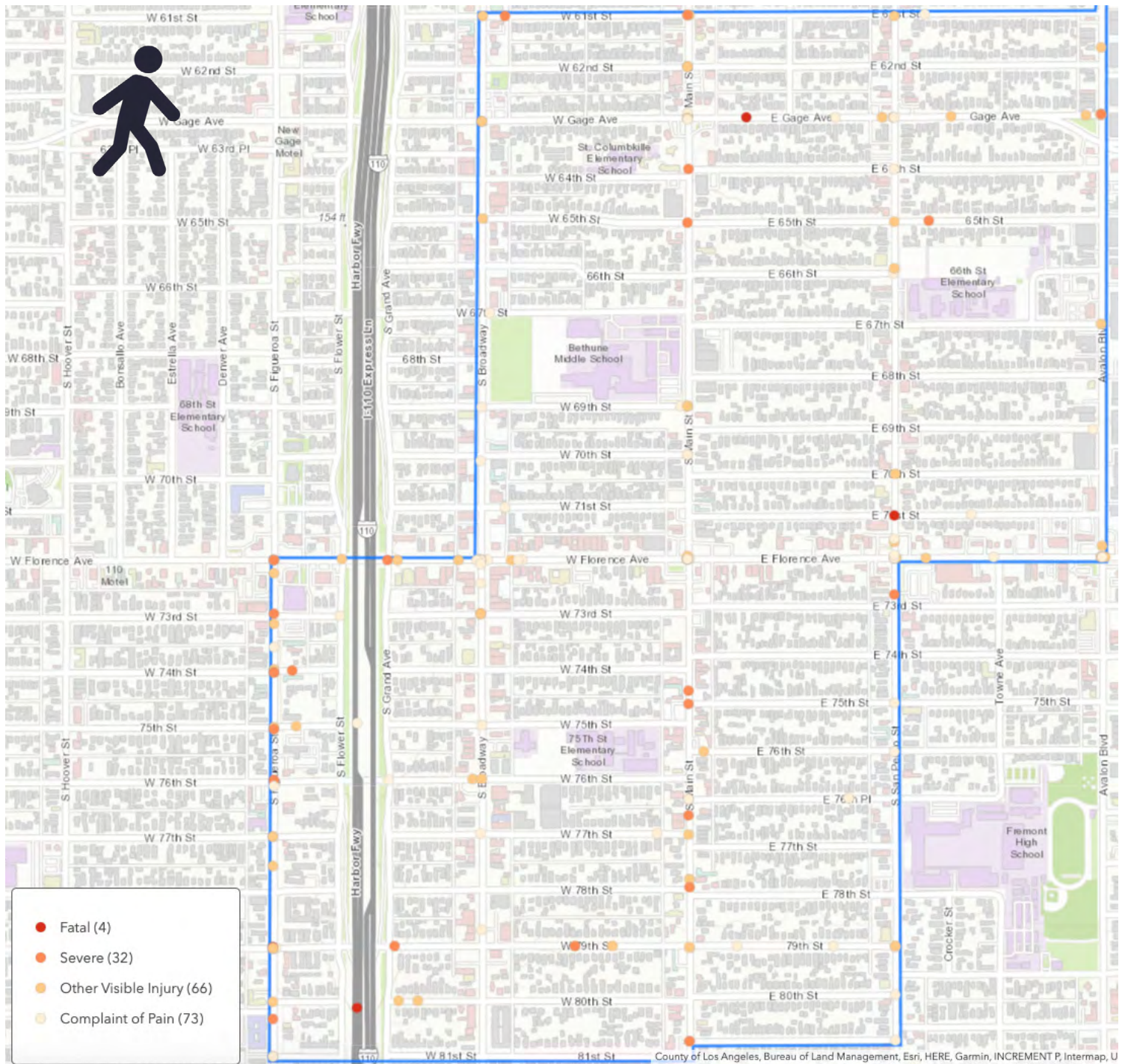
What kinds of improvement do you think could help make walking and biking safer in your community?

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

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

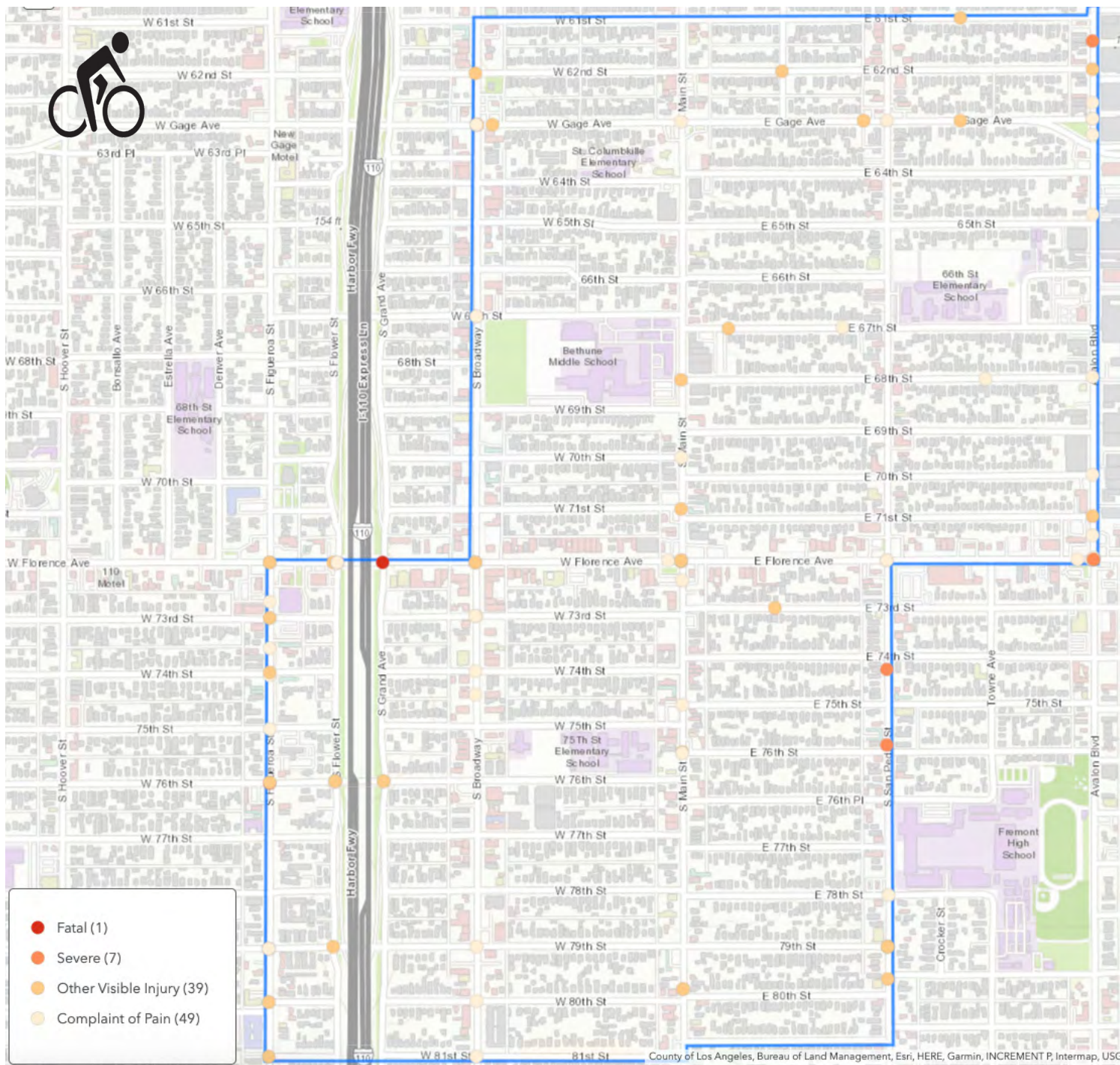


66th & 75th Street Elementary Schools Pedestrian Collision Map (2015 - 2019)



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

66th & 75th Street Elementary Schools Bicycle Collision Map (2015 - 2019)



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

South Los Angeles Pedestrian & Bicycle Crash History

CPBST Virtual Site Visit | August 27, 2021

Ana Lopez, ana.lopez@berkeley.edu

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

What is a pedestrian crash?



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

What is a bicycle crash?



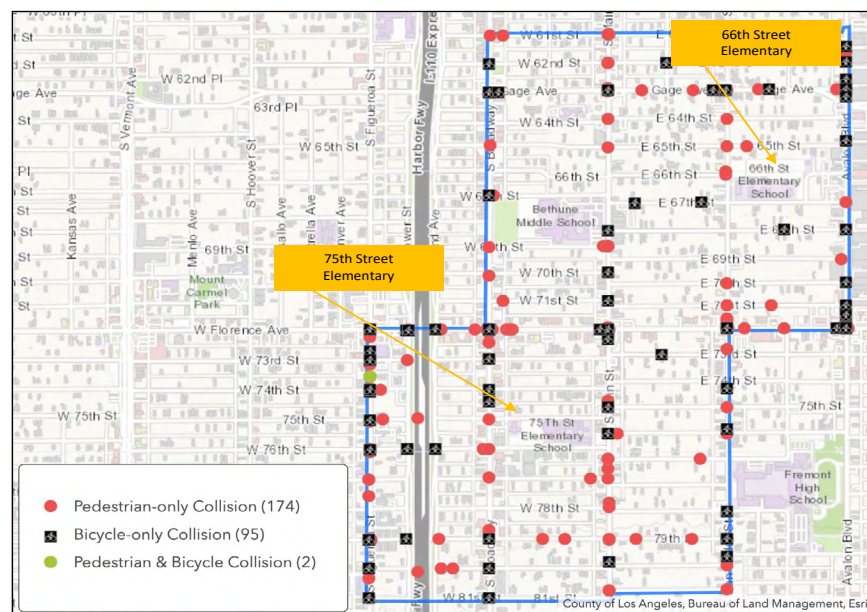
- Bicycle-motor vehicle crash
- Bicycles are considered vehicles and therefore violations committed by a “driver” could have been committed by a motor vehicle driver or bicyclist.

Crashes Overview 2015-2019

South Los Angeles Focus Area*

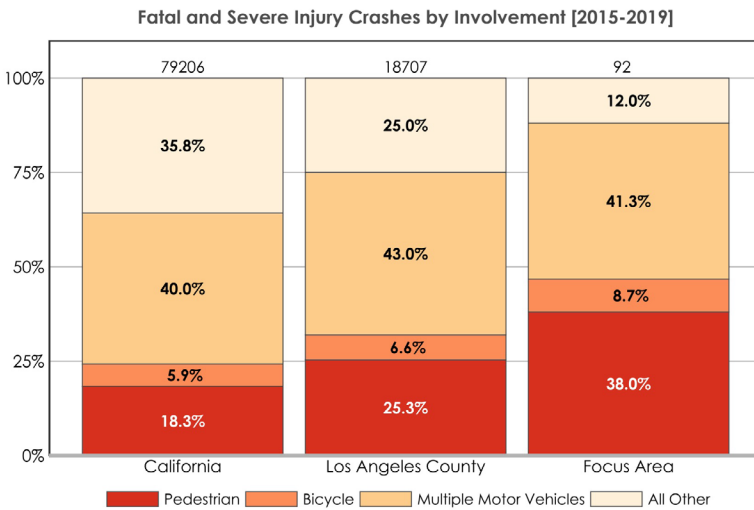
- 174 pedestrian crashes
- 95 bicycle crashes

*The focal area, as shown to the right by the blue boundary, encompassed attendance area of 75th Street Elementary School and 66th Street Elementary School.



How does South LA compare to other areas?

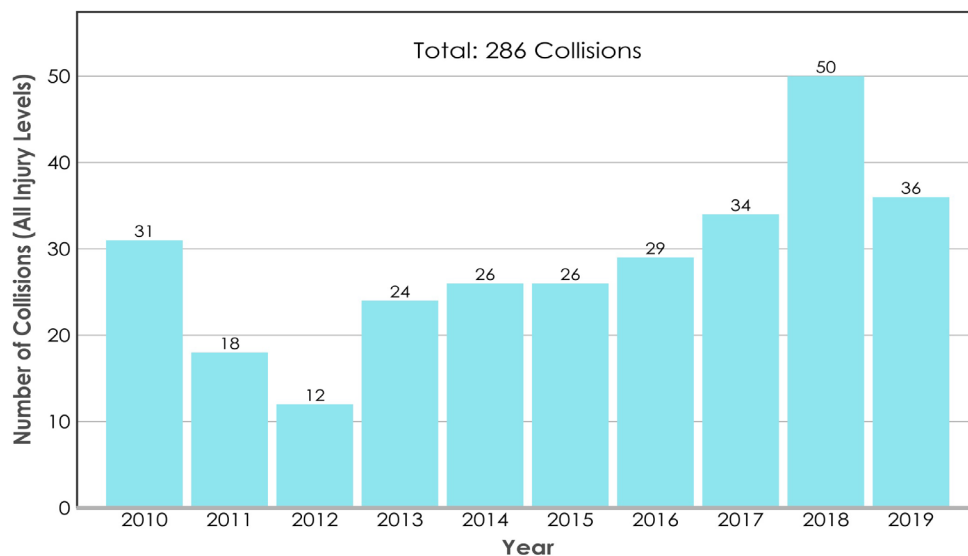
Fatal and Severe Injury Crashes by Involvement 2015-2019



- The focal area has a relatively **higher** number fatal and severe pedestrian crashes than the County and the State.

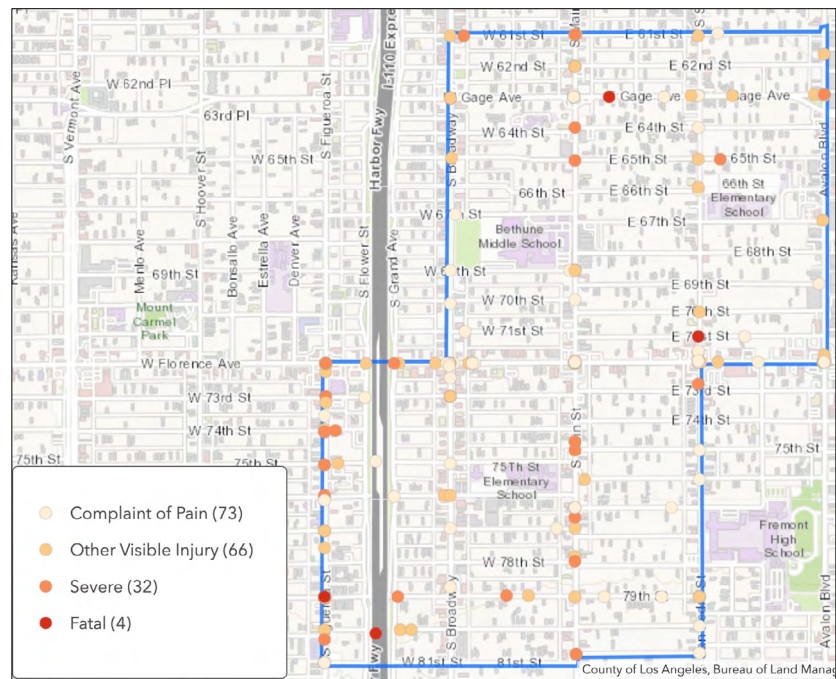
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

Pedestrian Crashes 2010-2019 (all injury levels)



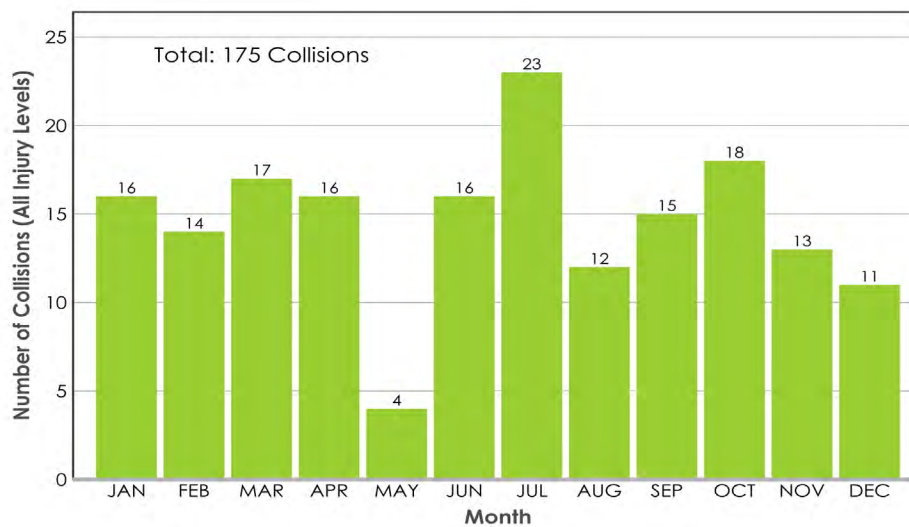
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

Pedestrian Crash Severity 2015-2019



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

Pedestrian Crashes 2015-2019 By month



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

Pedestrian Crashes 2015-2019

By time of day & day of week

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	2	1	1	3	0	0	0	7
3-6AM	1	1	1	1	3	3	0	10
6-9AM	3	5	4	8	3	2	0	25
9AM-Noon	8	1	4	1	3	2	2	21
Noon-3PM	3	2	3	2	4	3	3	20
3-6PM	6	4	3	5	4	3	1	26
6-9PM	1	9	5	8	3	7	6	39
9PM-Midnight	6	7	1	2	4	5	2	27
Unknown	0	0	0	0	0	0	0	0
TOTAL	30	30	22	30	24	25	14	175

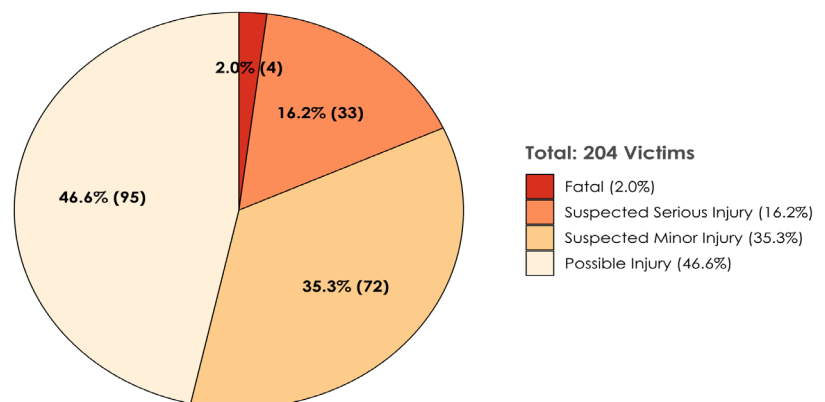
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

Pedestrian Crashes 2015-2019

By injury severity

204 victims were injured in 175 pedestrian crashes

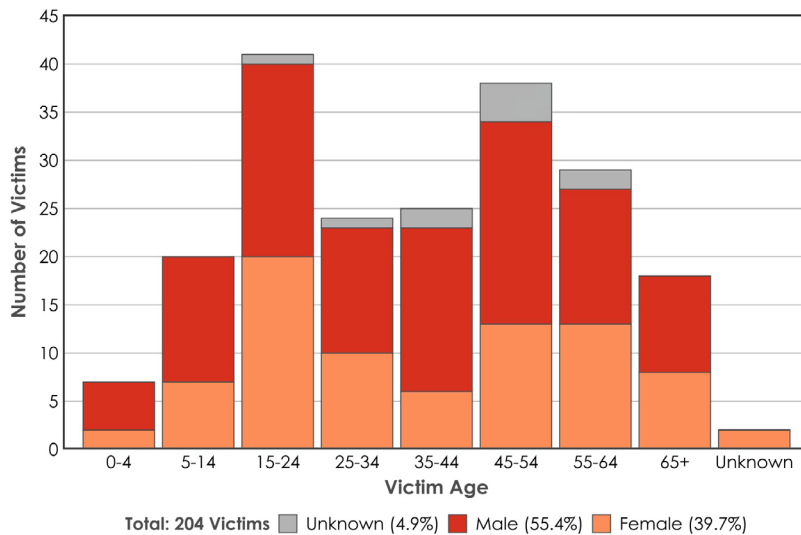
184 victims were pedestrians



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

Pedestrian Crashes 2015-2019

By victim age & gender



16% of victims were older adults (age 60 or older).

- All were pedestrians.

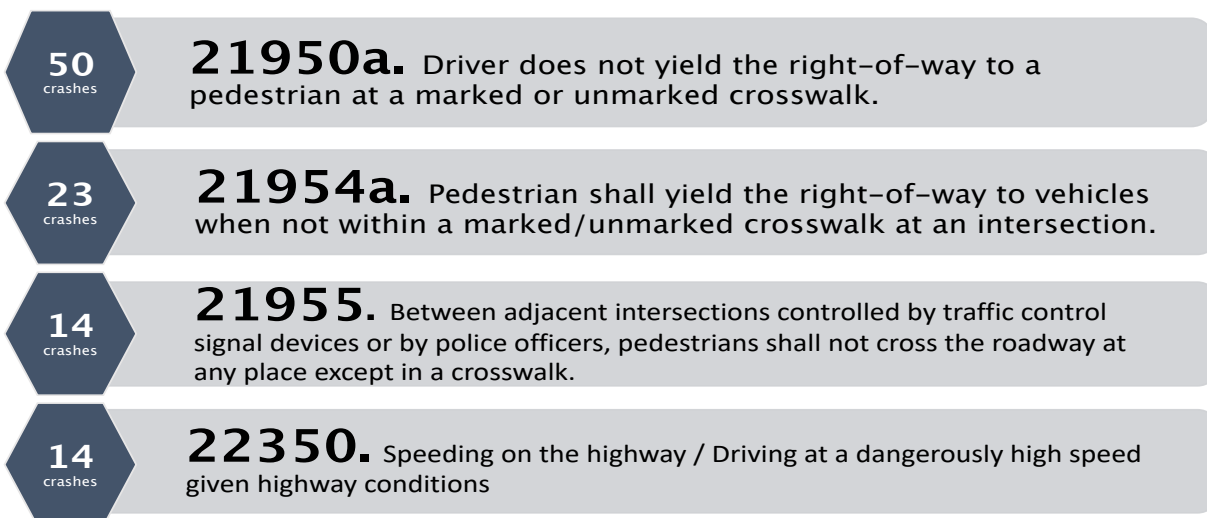
18% of victims were school-age (age 5–18).

- All were pedestrians.

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

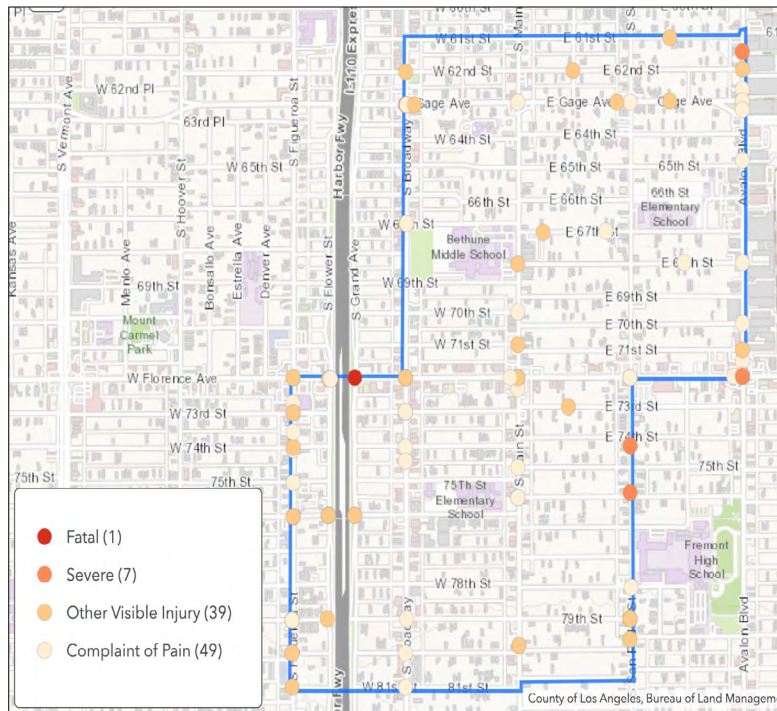
Pedestrian Crashes 2015-2019

Most frequently cited violations in injury crashes



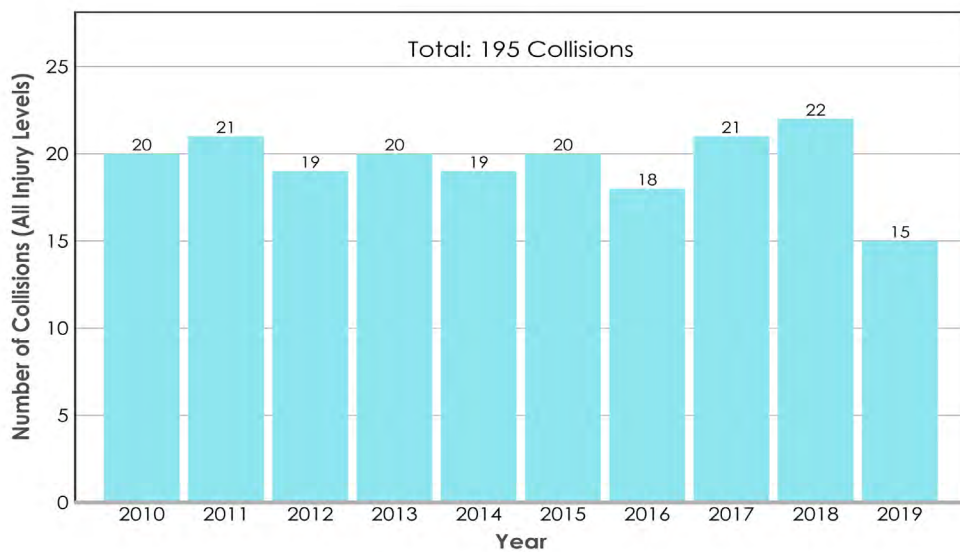
Source: Statewide Integrated Traffic Records System (SWITRS) 2015–2019

Bicycle Crash Severity 2015-2019



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

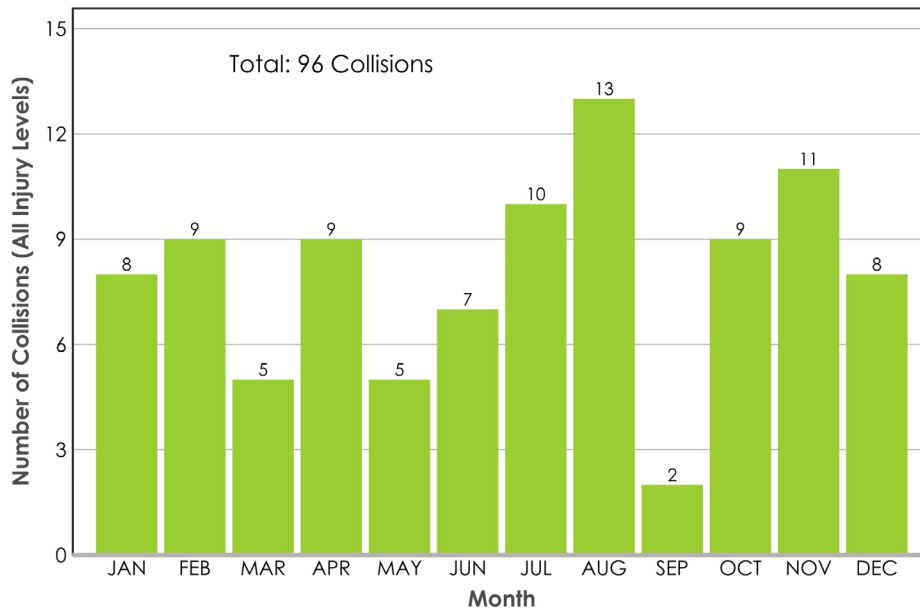
Bicycle Crashes 2010-2019



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

Bicycle Crashes 2015-2019

By month



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

Bicycle Crashes 2015-2019

By time of day & Day of Week

	MON	TUE	WED	THU	FRI	SAT	SUN	TOTAL
Midnight-3AM	0	0	0	0	0	0	1	1
3-6AM	1	0	0	0	0	0	0	1
6-9AM	0	2	1	2	1	2	1	9
9AM-Noon	2	1	3	1	2	2	2	13
Noon-3PM	1	1	3	2	3	2	2	14
3-6PM	4	6	5	5	4	2	2	28
6-9PM	2	6	1	2	5	4	1	21
9PM-Midnight	1	1	1	4	2	0	0	9
Unknown	0	0	0	0	0	0	0	0
TOTAL	11	17	14	16	17	12	9	96

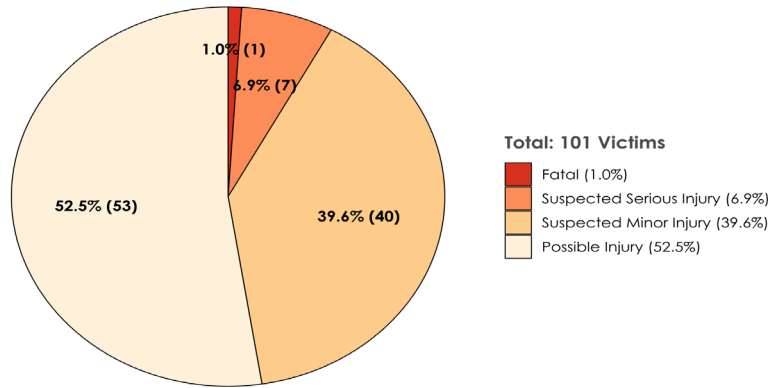
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

Bicycle Crashes 2015-2019

By injury severity

101 victims were injured
in 96 bicycle crashes

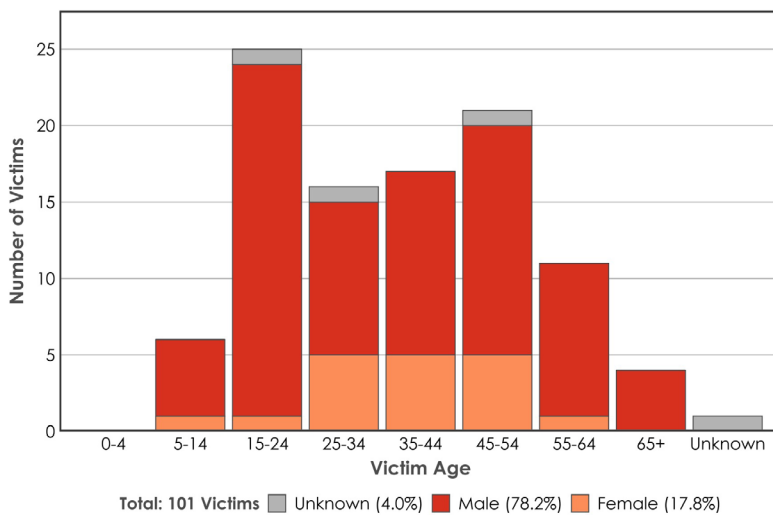
95 victims were bicyclists



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

Bicycle Crashes 2015-2019

By victim age & gender



Most victims were male.

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

Bicycle Crashes 2015-2019

Most frequently cited violations in injury crashes

18

crashes

216501. Failure to ride a bicycle in the same direction on the roadway as vehicles are driven

13

crashes

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

9

crashes

22107. Unsafe turning or moving right or left on a roadway or turning without signaling

8

crashes

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

7

crashes

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

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

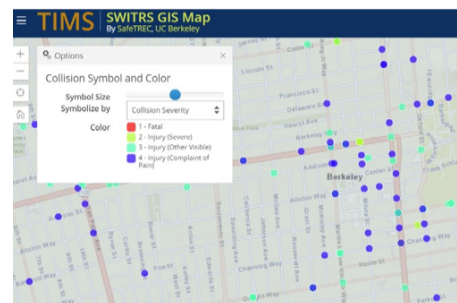
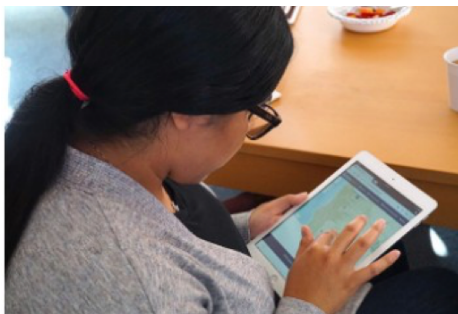
Additional Resources

Street Story

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

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

<https://streetstory.berkeley.edu>



Transportation Injury Mapping System (TIMS)

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

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

<https://tims.berkeley.edu>

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

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

safetrec@berkeley.edu or cpbst@calwalks.org

