

SUMMER 2021

Koreatown, Los Angeles Summary and Recommendations Report

COMMUNITY PEDESTRIAN & BICYCLE SAFETY
TRAINING PROGRAM

Creating Safer Streets for Walking and Biking



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Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Koreatown 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 and Chumash peoples as the traditional land caretakers of the greater Koreatown area.

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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 develop workshop goals and tailor the curriculum to address the community's needs and priorities. The virtual workshop convenes the larger local community to conduct walking and biking assessments of key areas in the community, learn about Safe System strategies to address walking and biking concerns and develop preliminary action plans for priority infrastructure and community programs.

The Koreatown CPBST workshop was held virtually and convened 6 participants on September 16, 2021, including residents, and representatives from Streets for All, Walk N' Rollers, Wilshire Center Koreatown Neighborhood Council, Koreatown Youth & Community Center, Los Angeles Council District 10, Los Angeles Office of Environmental Health Services, Los Angeles County Public Health Department, Los Angeles Department of Transportation (LADOT) and Los Angeles Community Investment for Families Department.

LADOT's Safe Routes to School Program requested that The Project Team conduct a CPBST in Koreatown with the goals to:

1. Review and modify Safe Routes to School Infrastructure Improvement Maps that will be used in future funding opportunities;
2. Improve walking and biking conditions for students, families, and residents;
3. Provide community education on road safety; and
4. Re-envision roadways and the built environment.

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



Safe System Framework

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

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

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

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

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



Background

Local Policies and Plans

The [Mobility Plan of 2035](#) has identified S. Western Avenue, W. Pico Boulevard, and Vermont Avenue as part of the Neighborhood Enhanced Networks, which is a system of local streets that are not highly trafficked as compared to other corridors in the area. These streets have been identified as safe enough to connect neighborhoods through active transportation.

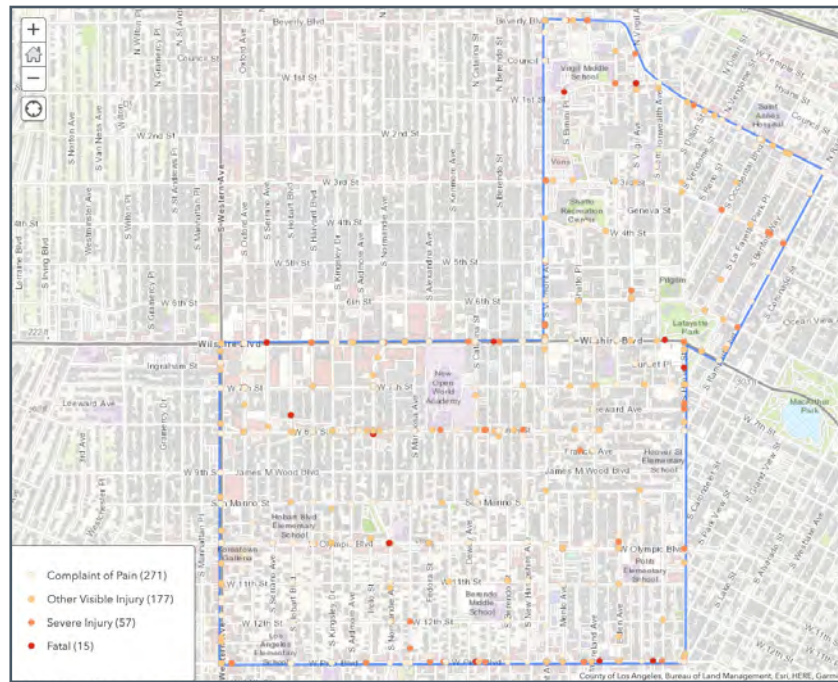
The Los Angeles Department of Transportation has developed [Safe Routes for Seniors](#), which is a tool that identifies safe routes for senior residents to walk. Additionally, this program assists LADOT in prioritizing streets and sidewalk improvements through the lens of senior residents' needs. Some corridors identified through this program include Wilshire Boulevard, S. Western Avenue, Olympic Boulevard, San Marino Street, 8th Street, Irolo Street, S. Serrano Avenue, Kenmore Avenue, Normandie Avenue, and W. Pico Boulevard in Koreatown.

The [Stress Free Connections](#) program identifies neighborhood streets that serve as connections and crossings between neighborhoods. Neighborhood streets can potentially make walking and biking easier and more stress-free for residents. Through this program, stress free routes will be prioritized for funding based on the level of barriers and opportunities to provide continuous walking and biking travel experiences. James Wood Avenue (9th Street) has been identified through this program as a potential stress-free connection.

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 hone in on areas of high concentrations of traffic deaths and severe injury crashes. Consequently helping LADOT prioritize safety improvements that coincide with the HIN. Some corridors identified through this program include Wilshire Boulevard, 8th Street, Olympic Boulevard, San Marino Street, S. Western Avenue, Irolo Street, and S. Serrano Avenue north of 8th Street and south of Wilshire Boulevard, and Kenmore Street north of San Marino Street and south of 8th Street.

The Safe Routes to School program conducted [Travel Tally Reports](#) in 2017. Two-day in-class data collection exercises were conducted to understand how students traveled to and from school. Los Angeles Elementary School, Hobart Elementary School, and Mariposa-Nabi Primary Center were surveyed through this project. Los Angeles Elementary School received 58% participation from its 763 students. Approximately 50% of the students surveyed walk to school. Hobart Elementary School received 90% participation from its 700 students. Approximately 57% of the students surveyed walk to school. Mariposa-Nabi Primary Center received 100% participation from its 170 students. Approximately 43% of the students surveyed walk to school.

Koreatown is a community located in the City and County of Los Angeles. OTS Crash Rankings reveal that, in 2018, Los Angeles ranked first out of 15 cities of similar population size for people killed or injured in a traffic crash (with a ranking of "one" indicating the worst). It ranked fourth for pedestrian crashes and sixth for bicycle crashes.



Pedestrian crashes in Koreatown from 2015 to 2019.

Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians² and bicyclists in the Koreatown neighborhood. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2010 to 2019. Crash data for 2019 is provisional as of December, 2020. A full discussion of the pedestrian and bicycle crash data can be found in the Appendix.

Koreatown Boundaries

Initially the planning committee determined that the community boundaries for the purpose of the workshop should be the following streets: Wilshire Boulevard, Hoover Street, Pico Union and Western Ave. Throughout the planning process, the Planning Committee wanted to extend the boundaries of Koreatown to include more of the northern region. Pedestrian and bicycle crash data covers this expanded area, but observations during the virtual walking assessment and the programmatic community recommendations were developed for the initial boundaries. The Central LA CPBST includes walking and biking assessments and programmatic community recommendations for the northeastern area of interest.

¹A 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.

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 publicly available. Street Story is available at:

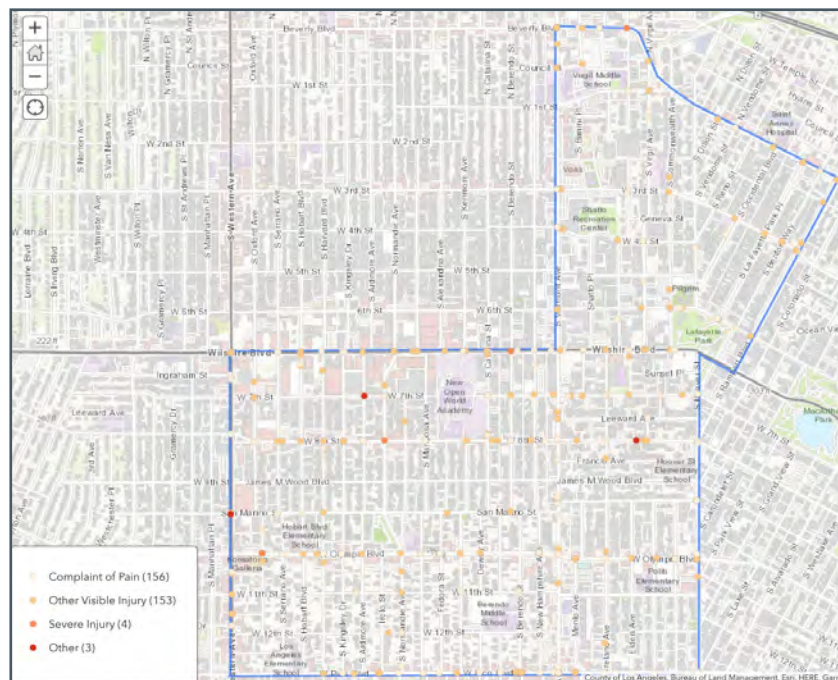
<https://streetstory.berkeley.edu>

Pedestrian Collisions

In the most recent five years of data available, 2015 to 2019, there were 520 pedestrian crashes involving 552 pedestrian victims. Among the 552 pedestrian victims, 15 pedestrian victims died and 58 were seriously injured. Pedestrian crashes made up 59.8 percent of all fatal and serious crashes, which was 41.5 percent higher than California and 34.5 percent higher than Los Angeles County. Pedestrian crashes occurred primarily on West Pico Boulevard, West Olympic Boulevard and Wilshire Boulevard. The South Vermont Avenue/Wilshire Boulevard and South Normandie Avenue/West 8th Street intersections had the highest number of pedestrian crashes. Driver failure to yield the right of way to pedestrians at a marked or unmarked crosswalk was the most frequently cited violation, accounting for 40.8 percent of pedestrian crashes. Pedestrian crashes were highest during the evening commute times, 3 pm to 9 pm. Over half (53.4 percent) of pedestrian victims were male; 11.4 percent of pedestrian victims were school age, five to eighteen years old and 25.9 percent (or about 1 in 4) of pedestrian victims were older adults, age sixty and more.

Bicycle Collisions

In the most recent five years of data available, 2015 to 2019, there were 316 bicycle crashes involving 311 bicyclist victims. Among the 311 bicyclist victims, three people died and four bicyclists were seriously injured. Forty-one 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 14.6 percent of bicycle crashes. Similarly to pedestrian crashes, bicycle crashes occurred primarily near West Pico Boulevard, West Olympic Boulevard and Wilshire Boulevard. Bicycle crashes made up 5.7 percent of all fatal and serious crashes, which was similar to Los Angeles County (6.6 percent) and California (5.9 percent). The majority (84.2 percent) of bicyclist victims were male; over one-third of bicyclist victims (37.9 percent) were 25 years old or younger.



Bicycle crashes in Koreatown from 2015 to 2019.

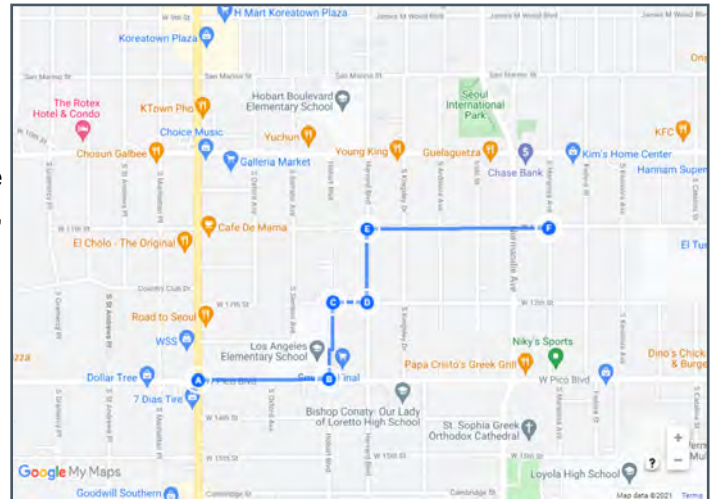
Walking & Biking Assessment

During the workshop, the Project Team and participants took part in a virtual walking and biking safety assessment along 3 routes frequently traveled by community residents. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The next few pages provide a summary of the walking and biking assessment.

Route 1: Los Angeles Elementary School

Focus

Los Angeles Elementary School is one of three schools being assessed for infrastructure improvements by the Safe Routes to School program. The elementary school is situated adjacent to W. Pico Boulevard on the northern side of the road and a block east of S. Western Avenue, which are two major arterials in Koreatown. In addition, many students and their families travel along W. Pico Boulevard and 11th Street to access campus. Both W. Pico Boulevard and 11th Street have proposed bike paths and 11th Street is also a Neighborhood Enhanced Network (NEN).



Strengths

1. Rideshare scooters and bicycles are popular among residents of and visitors to Koreatown. Participants shared that this trend is due, in part, to difficult parking circumstances in the community. Parking limitations have encouraged active transportation in the community at large.
2. Many bicyclists in this area ride on the road - and not on the sidewalk - on Hobart Boulevard. Residents noted that Hobart Boulevard is a popular road for bicyclists riding between Wilshire Boulevard and W. Pico Boulevard because it is a calm route.

Concerns

1. 11th street functions as a cut-through street from traffic along Wilshire Boulevard and W. Pico Boulevard. Drivers and bicyclists use 11th Street to connect to S. Western Avenue, Normandie Avenue, and Vermont Avenue, all of which connect to I-110, U.S. 101, and I-10. As a result, drivers appear to travel at high speeds, especially on downward slopes and do not come to full stops at stop signs. There are no visible signs to communicate the speed limit along 11th Street.
2. Many parents and residents double park and park in “No Parking” zones along Harvard Boulevard and 12th Street. This creates visibility issues and points of conflict between all road users. In some instances, bicyclists maneuver into the opposite lane against oncoming traffic to pass on the street and avoid the vehicles.

Route 1: Los Angeles Elementary School (continued)

Concerns (continued)

3. Trash bins left at the curb and in the street, and parked cars along Harvard Boulevard create traffic congestion and points of conflict between drivers and bicyclists.
4. Sidewalks in the residential streets are cracked by tree roots and most intersections do not have curb ramps. For many students and residents, cracks in sidewalks with exposed tree roots obstruct their right-of-way on sidewalks when traveling to school and work.



TOP LEFT: At the 11th Street/Harvard intersection, a pedestrian waits at the bus stop while multiple drivers travel along 11th Street. BOTTOM RIGHT: At the 12th Street/Hobart Boulevard intersection, rows of parked vehicles are present on the north and south side of 12th Street near the northern side of campus.

Route 1: Los Angeles Elementary School (continued)**Opportunities for Improvement****Intersection of W. Pico Boulevard and Hobart Boulevard**

- Replace trees and repair sidewalks along Hobart Boulevard adjacent to the elementary school.
- Install pedestrian scale street lighting along the perimeter of the school.

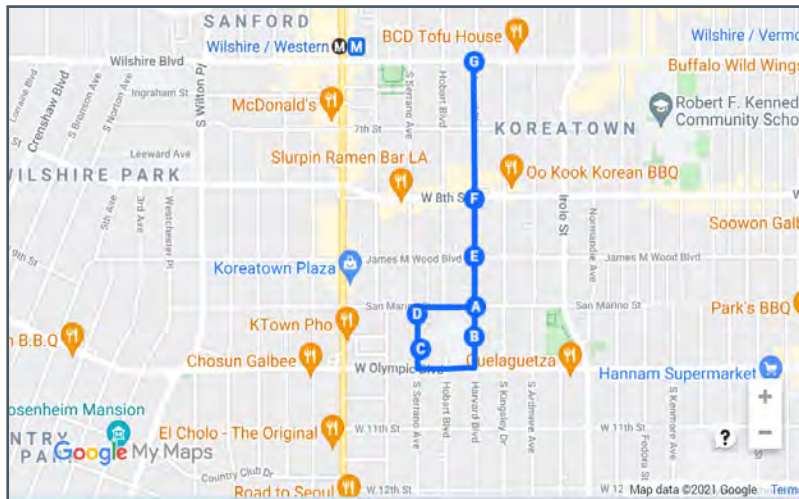
Intersection of Hobart Boulevard and 12th Street

- Install curb extension on the southwestern corner adjacent to the school and the northwestern corner.
- Install a stop sign with flashing beacon for drivers traveling southbound along Hobart to slow driver speed.

Intersection of 11th Street and Harvard Boulevard

- Install bike boxes on all legs of the signalized intersection.

Route 2: Hobart Elementary School



Focus

Hobart Elementary School is one of three schools being assessed for infrastructure improvements by the Safe Routes to School program. The school is situated adjacent to W. Olympic Boulevard and two blocks east of S. Western Avenue, both of which are main arterial roads in the community. Additionally, 9th Street, 8th Street, and San Marino Street are roads traveled by students and their families when accessing the elementary school.

Strengths

1. Residents bike along Harvard Boulevard because they feel it is a calm route with less vehicular traffic.
2. There are some large beautiful shade trees along Hobart Boulevard that provide shade to pedestrians as they walk to and from school.
3. LADOT DASH transit rides are currently free for all residents due to COVID-19. Because of the major parking issues around the school and in the nearby residential streets, families are encouraged to use multi-modal transportation to get around.
4. Participants shared that visual cues, such as permanent signs, are an effective method for calming driver speed. Thus, participants agreed with infrastructure improvements, such as the stop sign with a flashing beacon at the San Marino Street/Harvard Boulevard intersection and roadway reconfiguration to narrow travel lanes for drivers (curb extensions).

Route 2: Hobart Elementary School (continued)



TOP LEFT: An example of the shade trees leading up to the Hobart Boulevard/San Marino Street intersection. BOTTOM LEFT: Residents entering the 8th Street/Harvard Boulevard intersection. RIGHT: A fluorescent sign serving as a visual cue for drivers along S. Serrano Street on the western side of campus.

Route 2: Hobart Elementary School (continued)

Concerns

1. Rideshare scooters and bicycles are commonly used in the area. Riders tend to ride on the sidewalk because they feel safer than in the street; however, this creates conflict points with pedestrians. There are instances where sidewalks are cracked and uneven which force riders back and forth from the road to the sidewalk, adding to the unpredictability of bicycle movements.
2. The lack of pedestrian-scale lighting around Hobart Elementary School and the community at large creates fear for personal safety for pedestrians and bicyclists as they commute to and from work and school.
3. Speeding drivers along San Marino Street are a concern for students and residents. The Transportation Committee with the Wilshire Center Koreatown Neighborhood Council organized a “Slow Streets” safety messaging aimed to slow driving speeds. San Marino Street was included in this campaign. However, participants felt the campaign was ineffective in changing behaviors. In fact, participants shared that drivers often ran over their A-frame signs. Participants felt that permanent infrastructure improvements would be more effective than educational campaigns.



An uprooted sidewalk from a large tree near Hobart Elementary School.

Route 2: Hobart Elementary School (continued)

Opportunities for Improvement

Intersection of Harvard Boulevard and San Marino Street

- Install yellow continental crosswalks across the northern leg of the intersection and another on the eastern leg of the intersection.
- Install full curb extensions on the southwestern corner adjacent to the school and the northeastern corner to reduce the crossing distance for pedestrians and slow drivers speed.
- Install stop signs with flashing beacons on the northeastern corner for drivers traveling westbound along San Marino Street.

Intersection of Harvard Boulevard and Olympic Boulevard

- Install curb extension on the northeastern corner to reduce the crossing distance for pedestrians and slow drivers speed.
- Install accessible pedestrian signals on the northwest corner adjacent to campus.
- Install leading pedestrian intervals on the northwest corner adjacent to campus.
- Install yellow continental crosswalks on the northern side of the road at the intersection.

Intersection of S Serrano Ave and San Marino Street

- Install yellow continental crosswalks.
- Install tree replacement and repair sidewalks.

Intersection of San Marino Street and Hobart Boulevard

- Install yellow continental crosswalk across Hobart Boulevard on the northern side of San Marino Street.
- Install full curb extensions on the northeastern corner of the intersection to reduce the crossing distance for pedestrians and slow drivers speed.
- Install a stop sign with flashing beacon on the northeast corner of the intersection.
- Install curb extensions on southeast corner adjacent to campus to reduce the crossing distance for pedestrians and slow drivers speed.

Intersection of 9th Street and Harvard Boulevard

- Install full curb extensions on the northeast and southwest corners of the intersection.
- Install yellow continental crosswalks at all legs of the intersection.

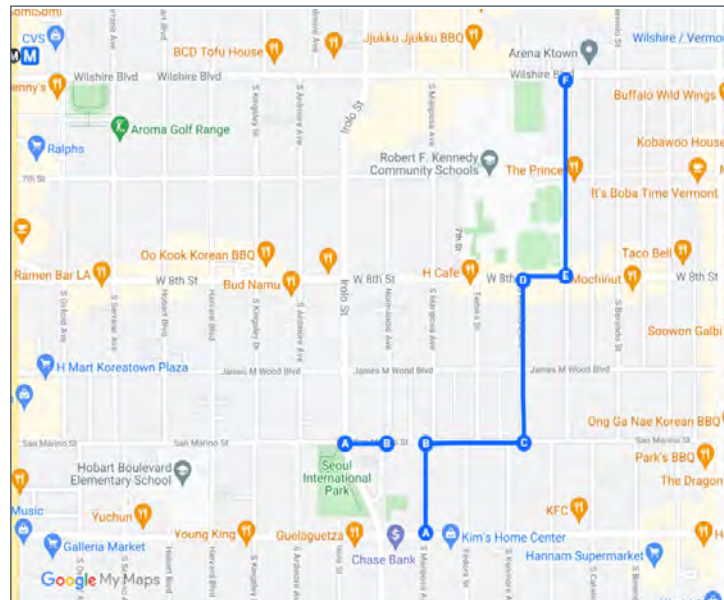
Intersection of 8th Street and Harvard Boulevard

- Install full curb extension on southwest corner to reduce the crossing distance for pedestrians and slow drivers speed.
- Install curb extensions on the northeast and southeast corners to reduce the crossing distance for pedestrians and slow drivers speed.
- Install continental crosswalk upgrades at all legs of the intersection.
- Relocate bus stops on the southwest and northeast corners.
- Install accessible pedestrian signals at the intersection to facilitate safer crossing for pedestrians.

Route 3: Mariposa-Nabi Primary Center

Focus

Mariposa-Nabi Primary Center is one of three schools being assessed for infrastructure improvements by the Safe Routes to School program. The school is situated adjacent to W. Olympic Boulevard which is a main arterial road in the community. Additionally, students and their families traveling to the school travel on South Mariposa Avenue, Fedora Street, South Kenmore Avenue and San Marino Street.



Strengths

1. Seoul International Park at the Irolo Street/ San Marino Street intersection is the only park in Koreatown. It has full and tall pine trees, which provide plenty of shade for pedestrians.
2. Koreatown is densely populated and has many residents who use active transportation to travel.
3. Selected streets in the Koreatown neighborhood have been closed to regular traffic during the ongoing COVID-19 pandemic to provide more space between people outdoors. This has allowed more people to enjoy outdoor activities.

Route 3: Mariposa-Nabi Primary Center (continued)

Concerns

1. Despite Marino Street been recently converted into a Slow Street², speeding persists on the cross street, which participants mentioned makes the Irolo Street/Marino Street intersection feel unsafe.
2. Participants mentioned that unhoused people living near the Normandie Avenue/ San Marino Street intersection reduce pedestrians' space on the sidewalk and oftentimes force them onto the road with vehicles.
3. Normandie Avenue is a very wide street, which creates a long crossing distance for pedestrians.
4. Drivers treat Olympic Boulevard like a highway and have no regard for students and families of Mariposa-Nabi Elementary School. Participants mentioned that there was recently a pedestrian fatality involving a child near the West Olympic Boulevard/South Mariposa Avenue intersection.
5. Sidewalks in disrepair create hazards for pedestrians in a few areas along the route including South Mariposa Avenue where many families and students travel on to get to Mariposa Primary Center and St. Mary's Episcopal Church and along San Marino Street near the Kenmore Avenue/San Marino Street intersection.
6. Various intersections along San Marino Street have similar challenges, including lack of lighting, unmarked crosswalks, speeding drivers, and unsafe crossings. Drivers usually speed and do not always yield to families and students crossing. The intersections include Mariposa Avenue/ San Marino Street, Fedora Street/ San Marino Street, and Kenmore Avenue/San Marino Street.
7. Kenmore is a narrow street that needs more lighting and more tree canopy.

² Los Angeles's "Slow Streets" is a program that opens select streets to pedestrians and cyclists. Streets are also open to local traffic and emergency and other authorized vehicles. They are meant to provide more space between people outdoors. (Streetsforall.org).

Route 3: Mariposa-Nabi Primary Center (continued)



TOP LEFT: Unmarked crossing at West Olympic Boulevard/Mariposa Avenue intersection. TOP RIGHT: San Marino Street is lined with Palm trees unfortunately there are no other pedestrian scale trees that can provide shade for pedestrians. BOTTOM LEFT: Unmarked crosswalks at Mariposa Avenue and San Marino Street intersection. Image captured from Google Street View. BOTTOM RIGHT: Broken sidewalks along San Marino Street, which create hazards for pedestrians.

Route 3: Mariposa- Nabi Primary Center (continued)

Opportunities for Improvement

Intersection of Irolo Street/ San Marino Street:

- Install a full [curb extension](#) on the southeastern corner to shorten the crossing distance for pedestrians.
- Install [accessible pedestrian signals](#) to increase accessibility for all pedestrians.

Intersection of Normandie Avenue/ San Marino Street:

- Intersection tightening improvements along Normandie Avenue to help reduce vehicle speed in the neighborhood. Curb extensions here could also help reduce the crossing distance for pedestrians.

Intersection of West Olympic Boulevard/S Mariposa Avenue:

- Install curb extensions on the northwest and northeastern corners.
- Install speed reduction countermeasures such as speed humps or speed feedback signs along Mariposa Avenue.
- The sidewalk adjacent to the campus along Mariposa Avenue needs repairs.

Intersection of Mariposa Avenue/ San Marino Street:

- Install yellow continental crosswalks across Mariposa Avenue on the southside of San Marino Street; across San Marino Street; and Mariposa Avenue on the northside of San Marino Street. Participants suggest adding lights to the crosswalk across San Marino Street to improve pedestrian visibility at night.
- Install a pedestrian-activated flashing beacon on the northwestern corner to improve crossing safety across San Marino Street.
- Install a curb extension on the southeastern and northwestern corner to reduce the crossing distance for pedestrians and slow drivers speed.
- Install a stop sign with flashing beacon for drivers traveling westbound along San Marino Street.
- Three of four curb ramps need to be updated for ADA accessibility.

Intersection of Fedora Street/San Marino Street:

- Install curb extensions on the northwestern corner and southeastern corner of this intersection.
- Install white continental crosswalk across Fedora Street on the southside of San Marino Street; across San Marino Street; and across Fedora Street on the northside of San Marino Street.

Intersection of Kenmore Avenue/San Marino Street:

- Install speed feedback signs along San Marino Street to make drivers more aware of their speed along San Marino Street and address speeding concerns.
- Install ADA accessible curb ramps on both legs of Kenmore Avenue on both sides of San Marino Street.
- Install white continental crosswalks across both legs of Kenmore Avenue on both sides of San Marino Street to improve pedestrian crossing across San Marino Street.

Route 3: Mariposa-Nabi Primary Center (continued)

Opportunities for Improvement (continued)

Intersection of James M. Wood Boulevard and Kenmore Avenue

- Install white continental crosswalks across Kenmore Avenue on both sides of James M. Wood Boulevard.

Other

- There are no bicycle lanes throughout the neighborhood. Participants mentioned that Catalina Street might be a good candidate for bicycle lanes.
- Koreatown is generally dark and residents often feel unsafe crossing at unmarked and marked crosswalks, especially at intersections along San Marino Street. Future crosswalk improvements should consider adding in-pavement lighting fixtures to help improve their visibility at night.



LEFT: The curb ramp on the northeast corner of Kenmore Avenue and San Marino Street is not ADA compliant. RIGHT: The intersection of Kenmore and San Marino does not have crosswalks.

Recommendations

The recommendations in this report are based on observed pedestrian and bicycle safety concerns, Safe System strategies, and workshop participants' preferences and priorities. The suggested timelines and resources needed for implementation are estimated based on general pedestrian and bicycle safety best practices and may need to be further tailored by the community.

Community Recommendations

Workshop participants were assigned into 2 groups to share their ideas for creating a safer environment for walking and biking. Participants then ranked these ideas and outlined preliminary plans for implementing the highest priority project. Participants considered the following community programs and infrastructure projects:

- Install speed humps along 11th Street to slow drivers.
- Build curb extensions to narrow the multiple intersections along 11th Street, in an attempt to slow driver speeds.
- Install leading pedestrian intervals at the 11th Street/Harvard Boulevard intersection to create safer crossing conditions for pedestrians.
- Install bike lanes along Harvard Boulevard to create designated spaces for bicyclists on the road while increasing their visibility to drivers.
- Install curb extensions on all legs of the Hobart Boulevard/12th Street intersection to create safer crossing conditions for students while also narrowing the roadway for speeding drivers.
- Plant vegetation, trees, and other greenery along medians, proposed roundabouts, and landscaping strips to improve air quality and provide shade.
- Install pedestrian-scale lighting in the community to improve safety for bicyclists and pedestrians in the evening and early morning hours.
- Plan an art campaign in which students, parents, and Hobart Elementary School administrators can collaborate to create safety messaging signs.
- Plan a walking school bus for Mariposa-Nabi Primary Center.

Workshop participants developed preliminary action plans for the community programs and infrastructure projects they identified as the highest priority. The following tables are a summary of their efforts.

Project Name: Safety Champions Task Force for Hobart Elementary School

Project Description:

Safe Route to School program will recruit Safety Champions to form a Safety Champions Task Force that will carry out safety messaging campaigns and organize educational and encouragement activities for students.

Project Goals:

1. Increase the number of students and families walking and biking to and from school.
2. Increase driver awareness of pedestrians and bicyclists in the school zone.

Action Steps	Timeline	Responsible Party	Resources
Recruit Safety Champions Task Force: Recruit interested parties and volunteers to plan and conduct safety education and engagement activities. <ul style="list-style-type: none"> • Discuss safety goals, strategies, and timeline. • Establish member roles. • Establish meeting times and frequencies. 	Fall/Winter 2021	Parents School staff Students	Walk to School: Organizer Manual
Plan: Identify at least two encouragement activities for the school year. <ul style="list-style-type: none"> • Project timeline • Roles • Resources • Project Objectives 	Spring/Fall 2022	Planning Committee Walk Long Beach	Traffic Safety City Walk to School Day School Traffic Safety Campaign
Collaborate with Community-based Organizations to leverage their student safety efforts in the community.	Spring/Fall 2022	Task Force School administration	Walk N' Rollers, Jim Shanman Streets for All, Adriane Hoff Wilshire Center Koreatown Neighborhood Council (Transportation Committee, Jose A. Garcia)

Project Name: Participatory Campaign of Decorative Crosswalks

Project Description:

Workshop participants expressed interest in developing a participatory campaign, which would require the collaboration of planning committee members, school staff and community residents. Their vision involves inviting the schools to partake in an art installation project of decorative, high-visibility crosswalks near Mariposa-Nabi Primary Center. They chose to focus on this area because of their unsafe experiences around the school and on the heavily transited corridor of Olympic Boulevard. Although the exact location for the art installation was not determined, potential locations on Olympic Boulevard include Olympic Boulevard/Fedora Street and Olympic Boulevard/Normandie Avenue or the more neighborhood-centered crossing at the San Marino Street/Fedora Street intersection. Participants said this participatory campaign could help raise awareness about pedestrian crosswalks and encourage safe driving. Potential stakeholders to be involved include St. Mary's Episcopal Church, Mariposa-Nabi Elementary School students and parent group, Council District Offices, Safe Routes to School, and Streets for All.

Project Goals:

1. Increase pedestrian safety at crossings near the Mariposa-Nabi Primary Center;
2. Encourage community residents to adopt safe driving behaviors.

Workshop participants identified some general next steps during the action planning activity and will outline specific next steps in the future.

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

Arrival and Dismissal Temporary Demonstration on S. Serrano Avenue

The SRTS-LA program was considering planning to reconfigure Harvard Boulevard to a one-way street, south of San Marino Street, to improve the flow of driver and pedestrian traffic during arrival and dismissal times. However, due to COVID-19, school staff have permanently moved arrival and dismissal locations from the east side of campus to the west side, along S. Serrano Avenue. The Project Team recommends that SRTS-LA collaborate with Principal Cassie Yoon to re-assess S. Serrano Avenue for a potential reconfiguration to help alleviate traffic congestion during arrival and dismissal times.

SRTS-LA could develop and conduct a Temporary Demonstration of the road reconfiguration once they identify proposed improvements along S. Serrano Avenue to get feedback from students, families, community residents, and school staff. The Southern California Association of Government's (SCAG) GoHuman [Kit of Parts](#) includes educational signage that describes the treatment in English and Spanish. In addition to the Kit of Parts, SCAG encourages community organizations and local governments to participate in the [GoHuman advertising campaign](#). A request for safety messaging printed materials can be made using the [Materials Request Form](#).

Long-Term Recommendations

Sidewalk Repair and Greening Analysis

The Project Team recommends that SRTS-LA through the LA Department of Transportation analyze the sidewalk network and urban canopy in place within a half-mile radius of each campus. Participants shared concerns regarding the quality of sidewalks and the quantity of urban canopy and greenery during the workshop. Although SRTS-LA has proposed sidewalk repairs and tree replacements at a few key locations in the Proposed Infrastructure Improvement Maps, the Project Team recommends SRTS-LA revisit these proposed improvement maps with this specific scope. Planting shade trees increases walkability by providing cooler walking conditions for pedestrians in the hotter months. Additionally, trees provide a layer of protection for pedestrians by narrowing sight distance for drivers, and subsequently slowing driver speed.

Further, the Project team recommends that the SRTS-LA and LA Department of Transportation apply for [Natural Lands, Local Beaches, Water Conservation & Protection](#), and [Urban Greening Grants](#) to fund the greening projects. Additionally, SRTS-LA can apply to [Measure M](#) to fund sidewalk improvements and a network of greenways.

Pedestrian and Bicycle Safety Diversion Program

The Project Team recommends that the Safe Routes to School Program collaborate with the LA Police Department and the LA Community Investment for Families Development Department to explore opportunities to implement a Pedestrian and Bicycle Safety Diversion Program. Diversion programs aim to eliminate the financial burdens associated with a citation and engage residents in walking, biking, and driving safety education. Possible resources include the [San Gabriel Valley Bicycle Coalition](#) and the [California Bike Coalition](#). The Project Team recommends that stakeholders adapt the curriculum to meet the unique needs of the Koreatown community, given that it is a mostly immigrant and low-income community. A pedestrian and bicycle safety diversion program would not require someone to pay a fine, but rather complete a road safety education program in order to learn the rules of the road and their responsibilities while traveling. Participants would like to see the Pedestrian and Bicycle Safety Diversion Program as a way to educate and enforce safety behaviors.

Appendix

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

Pedestrian and Bicycle Crash Data | Datos de choques de peatones y ciclistas | 보행자 및 자전거 충돌사고 데이터

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)
Koreatown Los Angeles, CA | September 16, 2021

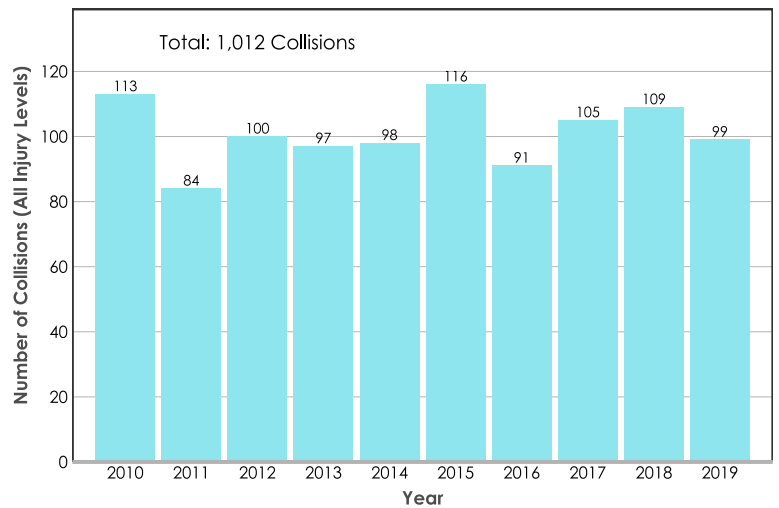
In California, almost one in three people who died in a crash is a pedestrian or bicyclist. There was a 0.6 percent decrease in pedestrian deaths from 2018 to 2019 and a 19.4 percent decrease in bicycling deaths (FARS 2018 and 2019). In this workshop, we provide you with local crash data so that we can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

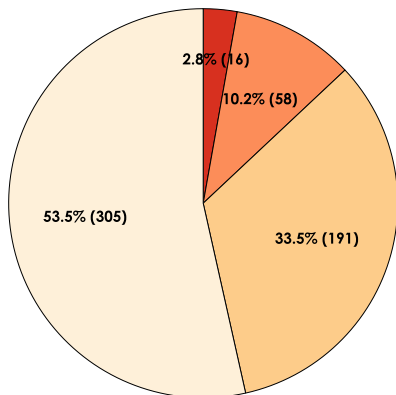
Pedestrian Crashes | Choques de Peatones | 보행자 충돌사고 (2010 - 2019)



Pedestrian Crashes
Choques de Peatones
보행자 충돌사고

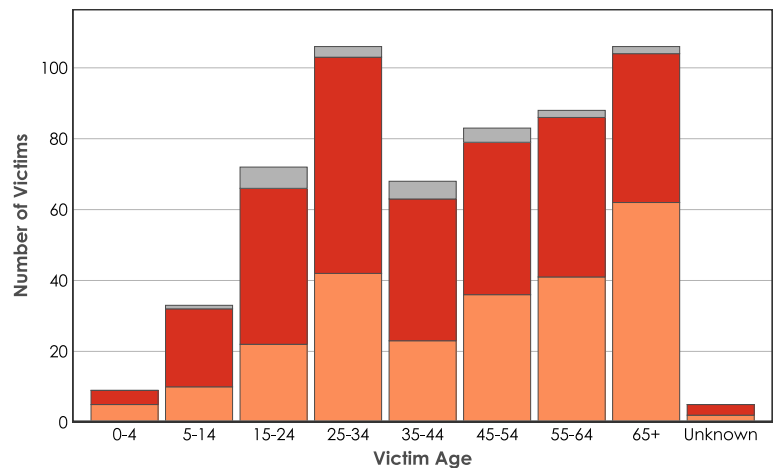


Pedestrian Victims | Víctimas de choques de peatones | 명의 피해자가 발생했음 (2015 - 2019)



Injury severity / Gravedad de la lesión / 부상의 심각성 정도

- Fatal / 치명적 (16)
- Severe Injury / Lesión grave / 심각한 부상 (58)
- Other Visible Injury / Otra lesión visible / 기타 눈에 띄는 부상 (191)
- Complaint of Pain / Queja de dolor / 통증 호소 (305)



Total: 570 Victims | Unknown (4.0%) | Male (53.3%) | Female (42.6%)

Data Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS) 2015-2019. Collision data for 2019 are provisional as of March 2021. Fuente de datos: Registro Integrado del Tráfico Estatal (Statewide Integrated Traffic Records System, SWITRS) 2015-2019; Los datos del 2019 son provisional a partir de marzo 2021.

데이터 출처: 주 전체 통합 교통 기록 시스템(SWITRS)2015-2019; 2019년부터의 데이터는 2021년 3월 현재 추정치임.

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

Bicycle Crashes | Choques de Ciclistas | 자전거 충돌사고

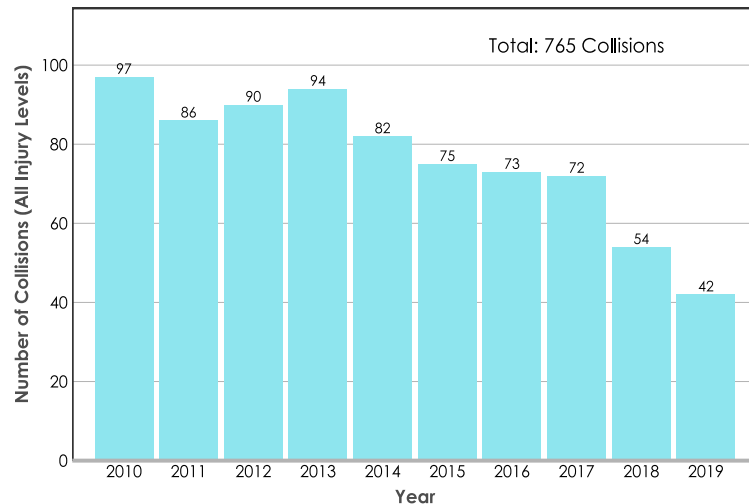
(2010 - 2019)



Bicycle crashes
Choques de Ciclistas

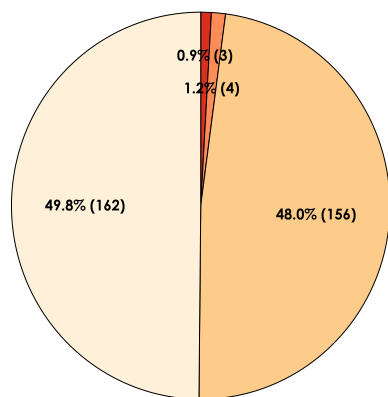
765

자전거 충돌사고



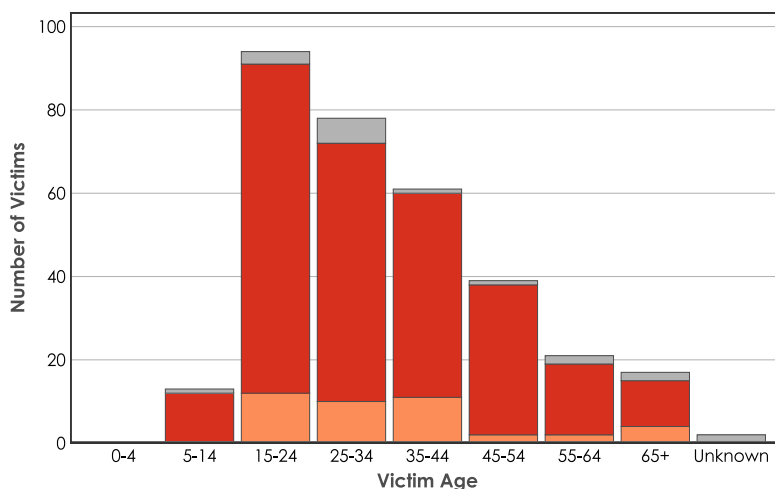
Bicycle Victims | Víctimas de choques de ciclistas | 자전거 사고 피해자

(2015 - 2019)



Injury severity / Gravedad de la lesión / 부상의 심각성 정도

- Fatal / 치명적 (3)
- Severe Injury / Lesión grave / 심각한 부상 (4)
- Other Visible Injury / Otra lesión visible / 기타 눈에 띄는 부상 (156)
- Complaint of Pain / Queja de dolor / 통증 호소 (162)



Total: 325 Victims ■ Unknown (5.5%) ■ Male (81.8%) ■ Female (12.6%)

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.



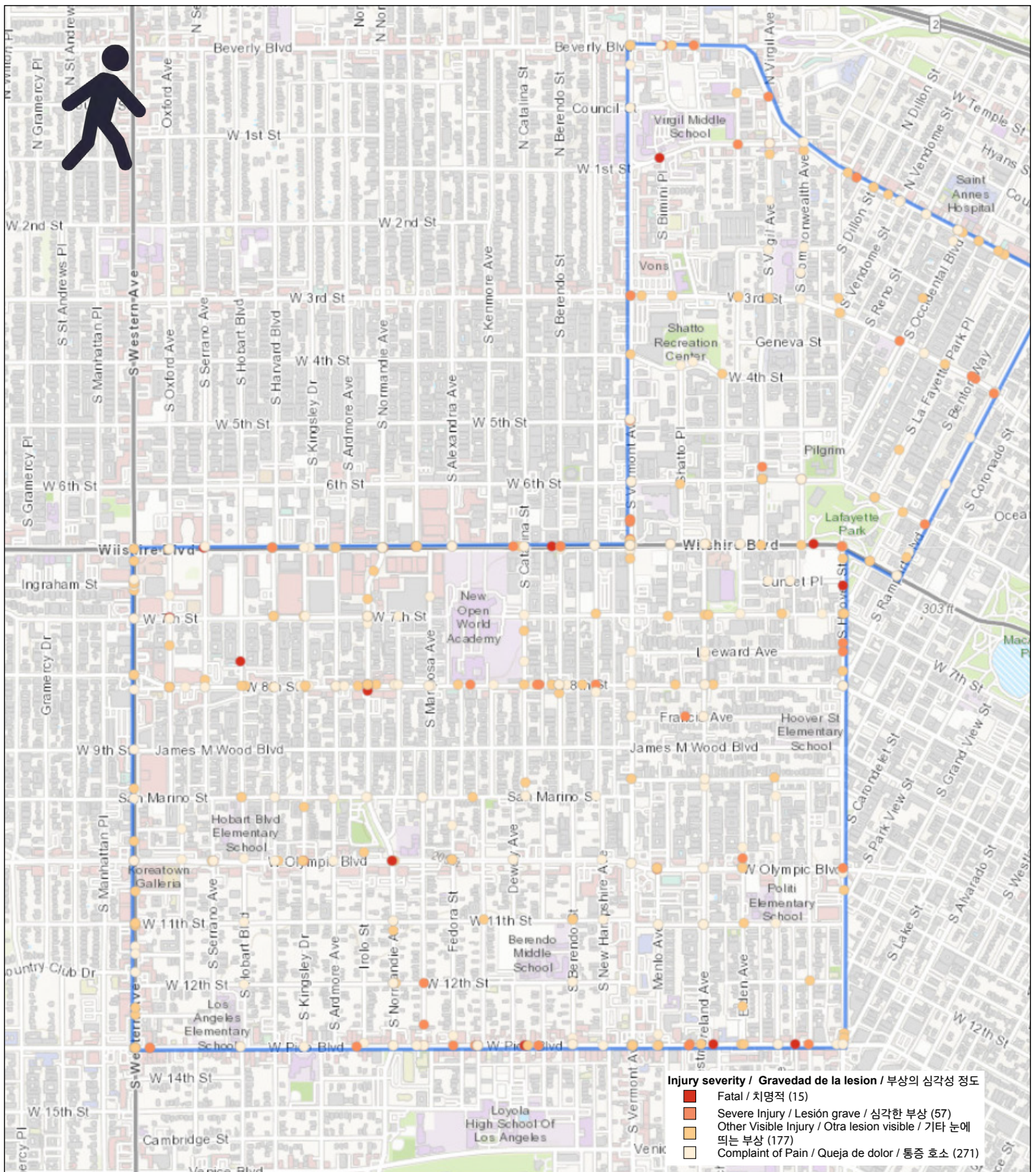
Data Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS) 2015-2019. Collision data for 2019 are provisional as of March 2021. Fuente de datos: Registro Integrado del Tráfico Estatal (Statewide Integrated Traffic Records System, SWITRS) 2015-2019; Los datos del 2019 son provisional a partir de marzo 2021.

데이터 출처: 주 전체 통합 교통 기록 시스템(SWITRS)2015-2019; 2019년부터의 데이터는 2021년 3월 현재 추정치임.

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

Pedestrian Crashes | Choques de Peatones | 보행자 충돌사고

in Koreatown Los Angeles | en el vecindario de Koreatown Los Angeles | 코리아타운
2015 - 2019



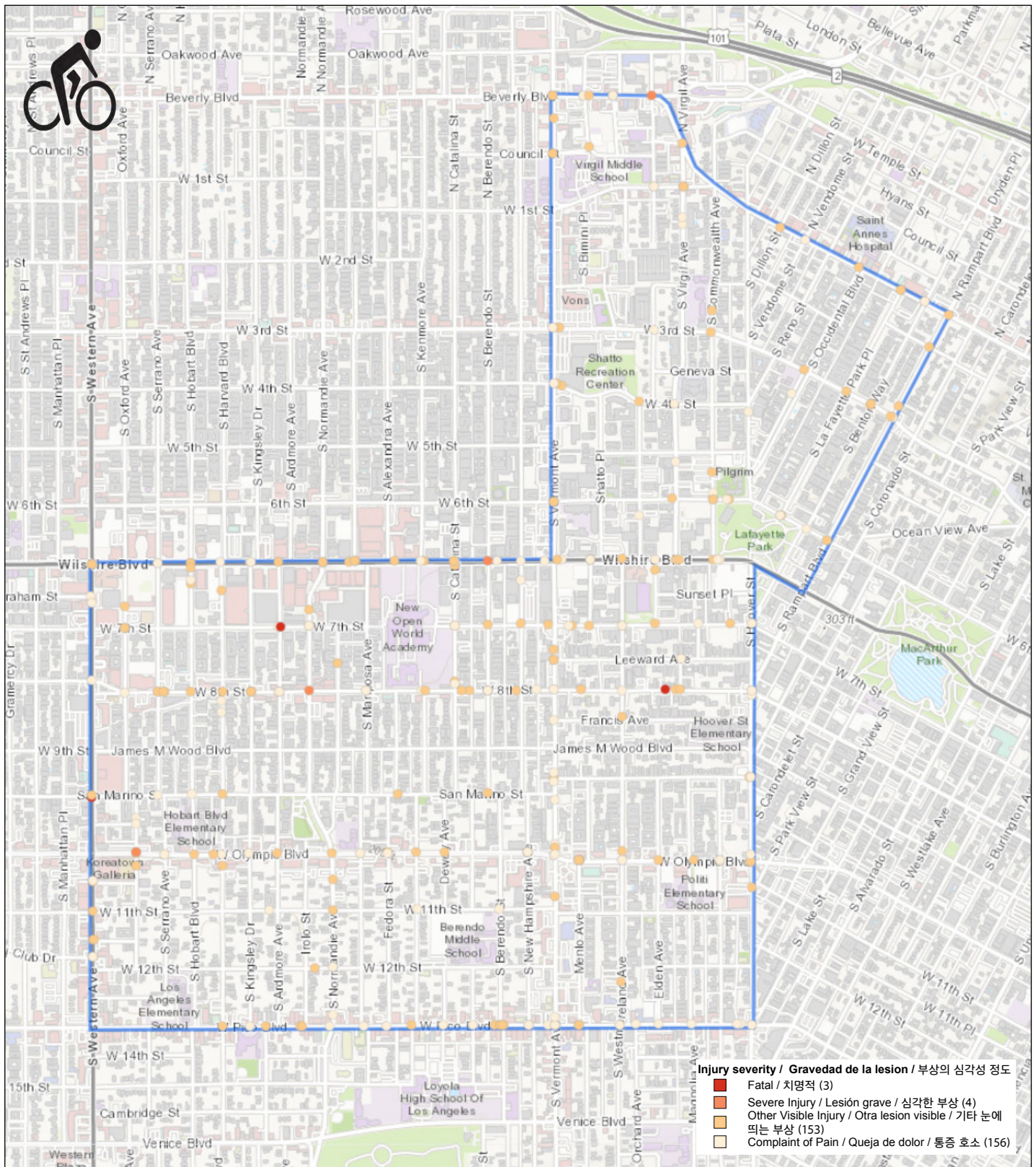
Data Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS) 2015-2019. Collision data for 2019 are provisional as of March 2021. **Fuente de datos:** Registro Integrado del Tráfico Estatal (Statewide Integrated Traffic Records System, SWITRS) 2015-2019; Los datos del 2019 son provisional a partir de marzo 2021.

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Bicycle Crashes | Choques de Ciclistas | 자전거 충돌사고

in Koreatown Los Angeles | en el vecindario de Koreatown Los Angeles | 코리아타운
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. Fuente de datos: Registro Integrado del Tráfico Estatal (Statewide Integrated Traffic Records System, SWITRS) 2015-2019; Los datos del 2019 son provisional a partir de marzo 2021.

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

Koreatown Los Angeles Pedestrian & Bicycle Crash History

CPBST Virtual Site Visit | August 30, 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?



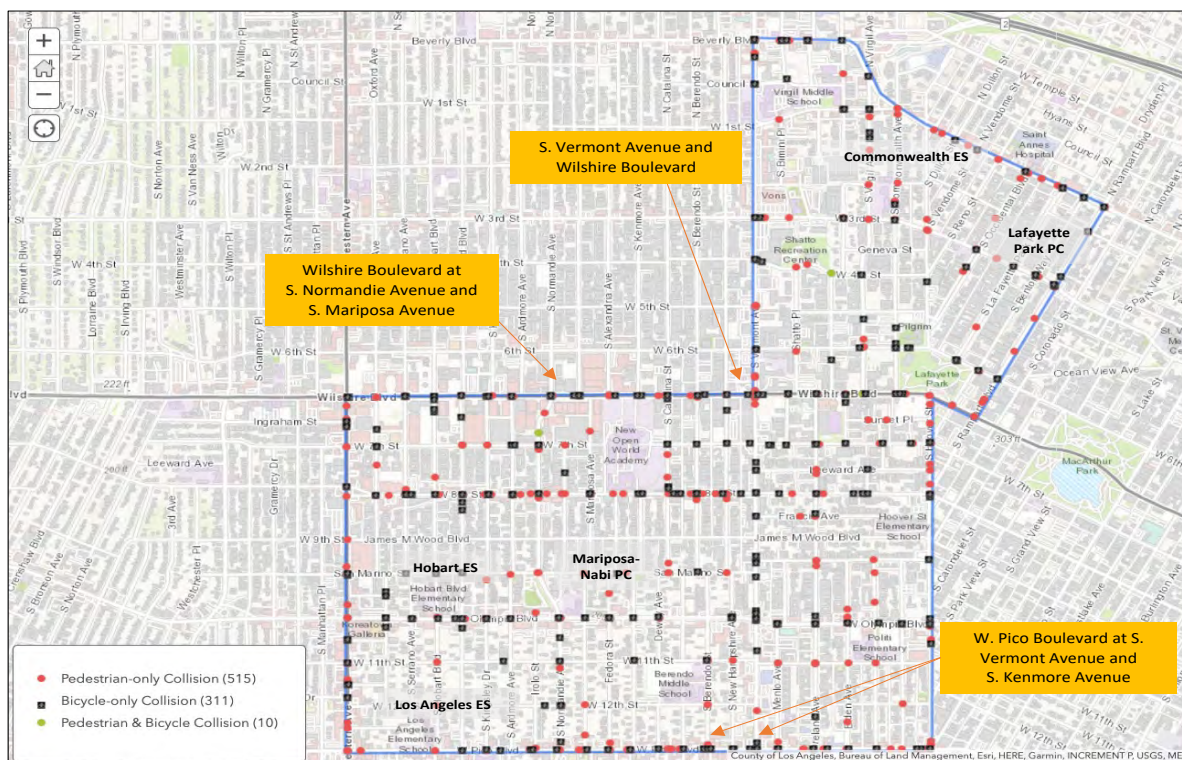
- Bicycle–motor vehicle crash
- Bicycles are considered vehicles and therefore violations committed by a “driver” could have been committed by a motor vehicle driver or bicyclist.

Crashes Overview 2015-2019

Focus Area:
Koreatown neighborhood in Los Angeles*

- 515 pedestrian crashes
- 311 bicycle crashes
- 10 pedestrian and bicycle crashes

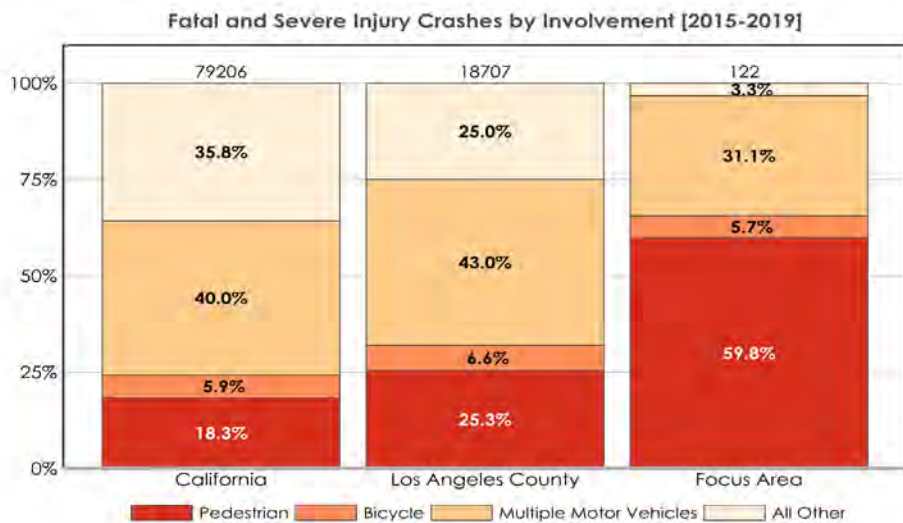
*The focal area, as shown to the right by the blue shaded area, encompasses the following schools: Hobart Boulevard Elementary, Mariposa-Nabi Primary Center Elementary, Los Angeles Elementary, Commonwealth Elementary, & Lafayette Park Primary Center.



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

How does Koreatown neighborhood in Los Angeles compare to other areas?

Fatal and Severe Injury Crashes by Involvement 2015-2019

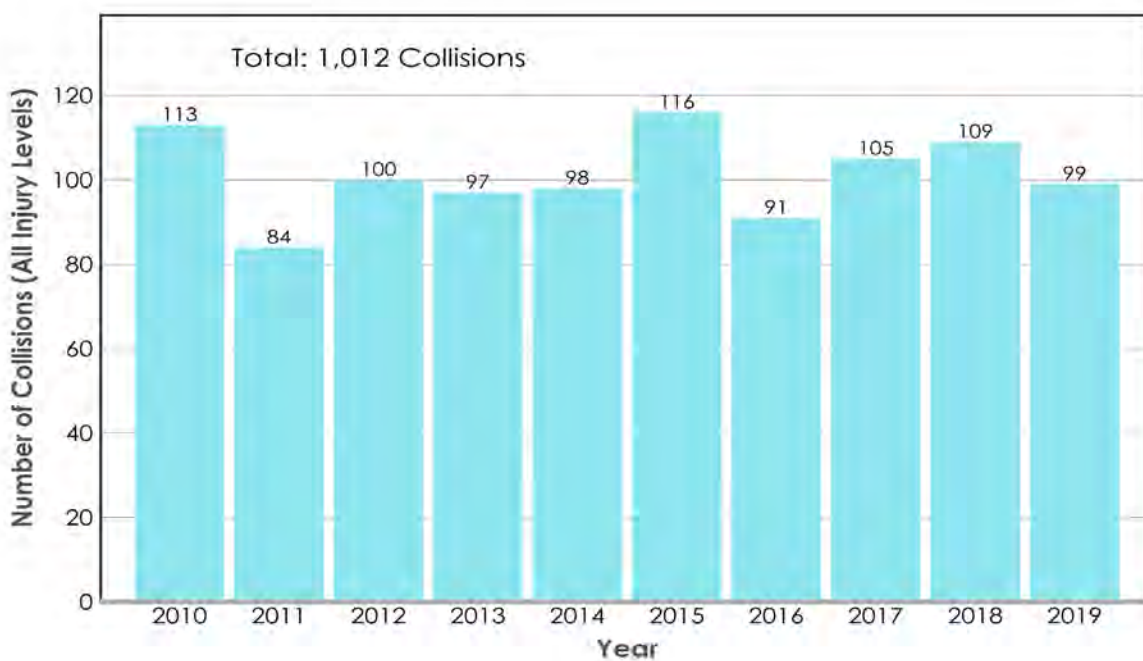


- The focal area has a **more than double** the rate of fatal and severe pedestrian crashes than Los Angeles County and California

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

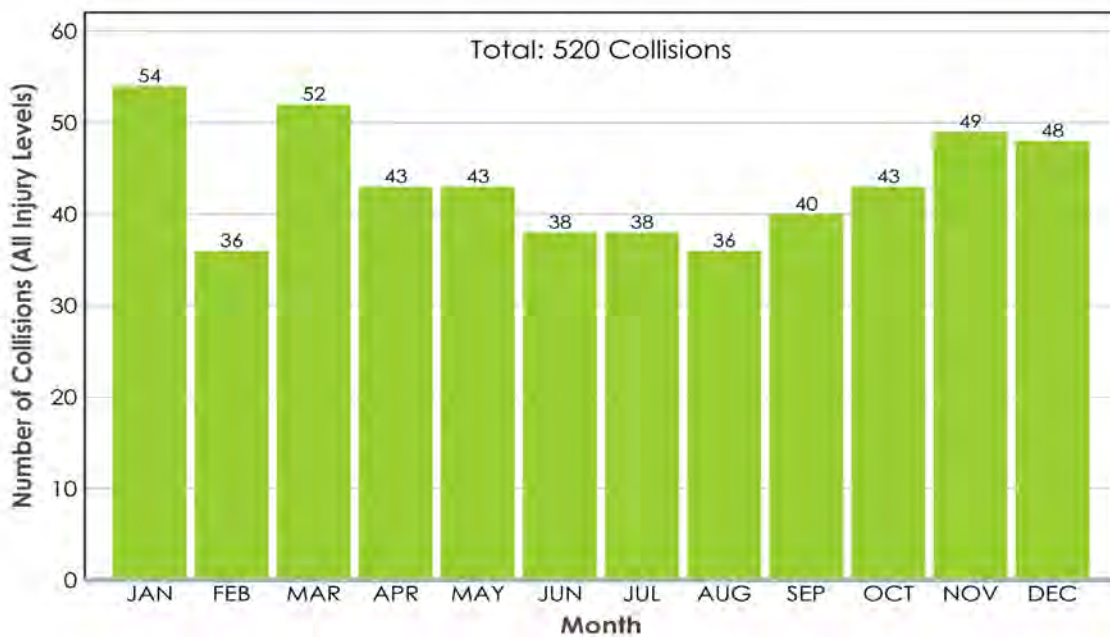
Pedestrian Crashes 2015-2019



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	5	4	4	5	4	11	10	43
3-6AM	3	2	3	3	3	4	1	19
6-9AM	9	14	17	14	10	3	2	69
9AM-Noon	9	9	13	6	10	7	6	60
Noon-3PM	16	12	6	14	9	10	10	77
3-6PM	16	13	15	12	15	4	4	79
6-9PM	16	11	14	23	21	21	11	117
9PM-Midnight	10	4	7	8	9	8	9	55
Unknown	0	0	1	0	0	0	0	1
TOTAL	84	69	80	85	81	68	53	520

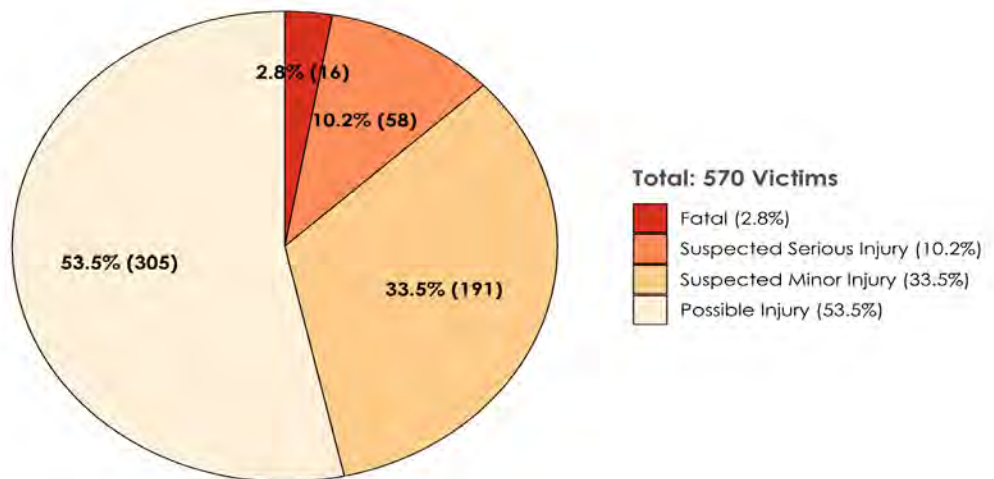
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

Pedestrian Crashes 2015-2019

By injury severity

570 victims were injured in 520 pedestrian crashes

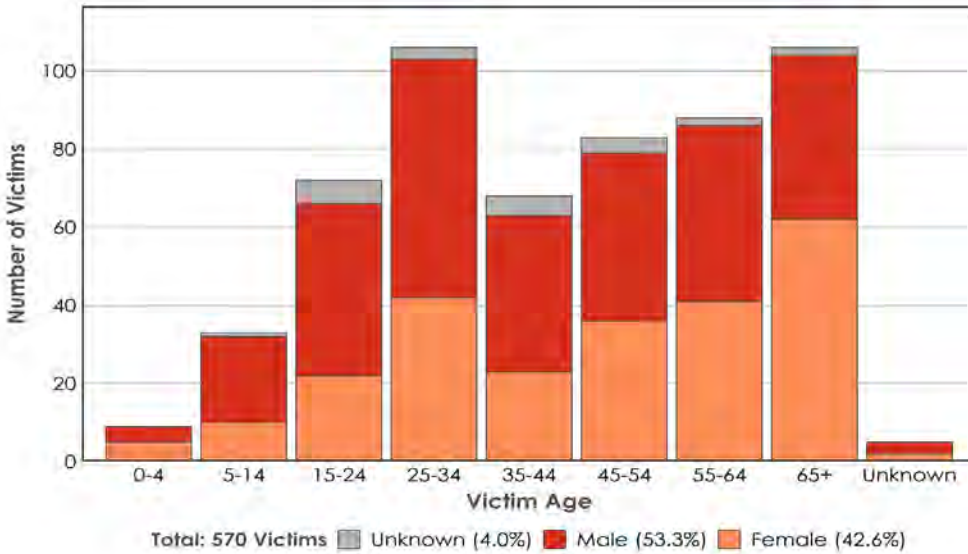
552 victims were pedestrians



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

Pedestrian Crashes 2015-2019

By victim age & gender



~1 in 4 victims were older adults (age 60 or older).

11% of victims were school-age (age 5-18).

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

Pedestrian Crashes 2015-2019

Most frequently cited violations in injury crashes

212
crashes

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

77
crashes

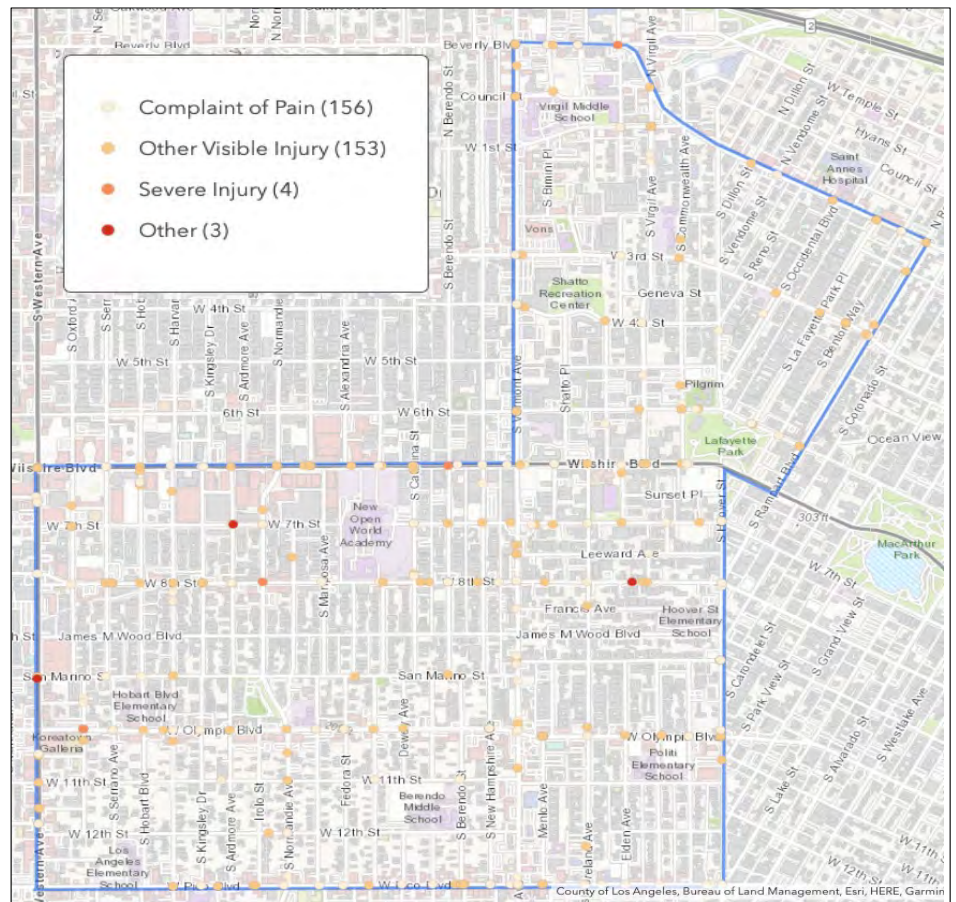
21954a. Pedestrian shall yield the right-of-way to vehicles when not within a marked/unmarked crosswalk at an intersection.

21
crashes

21955. Between adjacent intersections controlled by traffic control signal devices or by police officers, pedestrians shall not cross the roadway at any place except in a crosswalk.

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

Bicycle Crashes 2015-2019



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

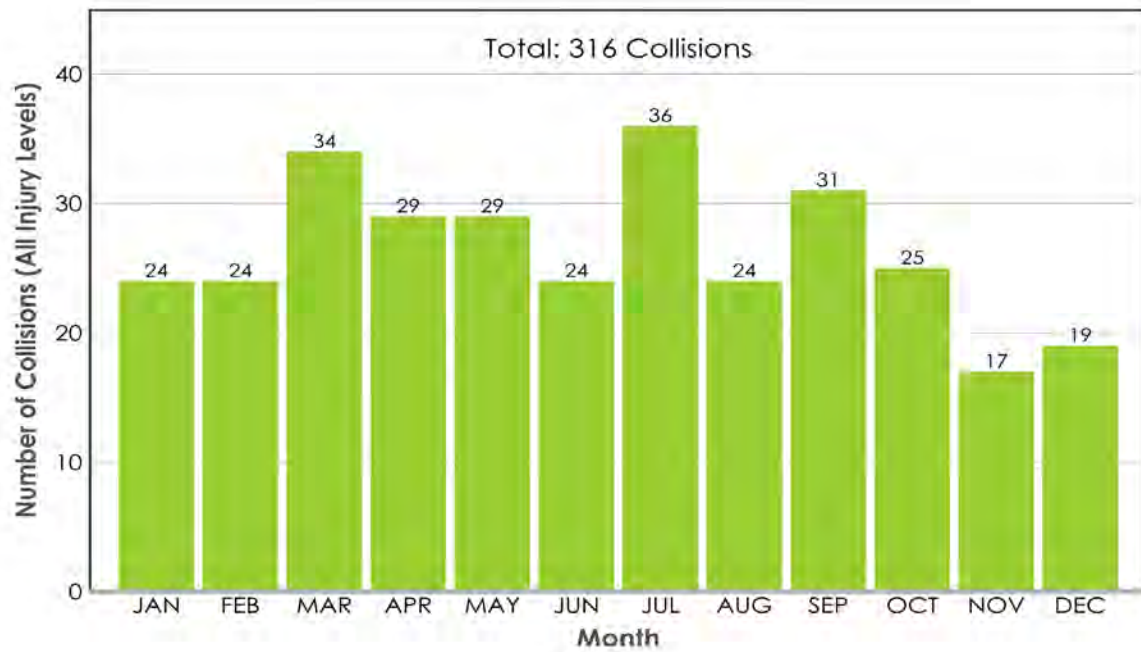
Bicycle Crashes 2010-2019



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	3	2	6	3	3	1	18
3-6AM	3	0	0	0	5	0	1	9
6-9AM	3	9	7	6	4	5	2	36
9AM-Noon	8	6	6	4	6	7	5	42
Noon-3PM	6	4	5	13	10	9	10	57
3-6PM	13	9	14	7	6	10	7	66
6-9PM	7	10	14	9	16	5	4	65
9PM-Midnight	5	4	1	4	2	1	6	23
Unknown	0	0	0	0	0	0	0	0
TOTAL	45	45	49	49	52	40	36	316

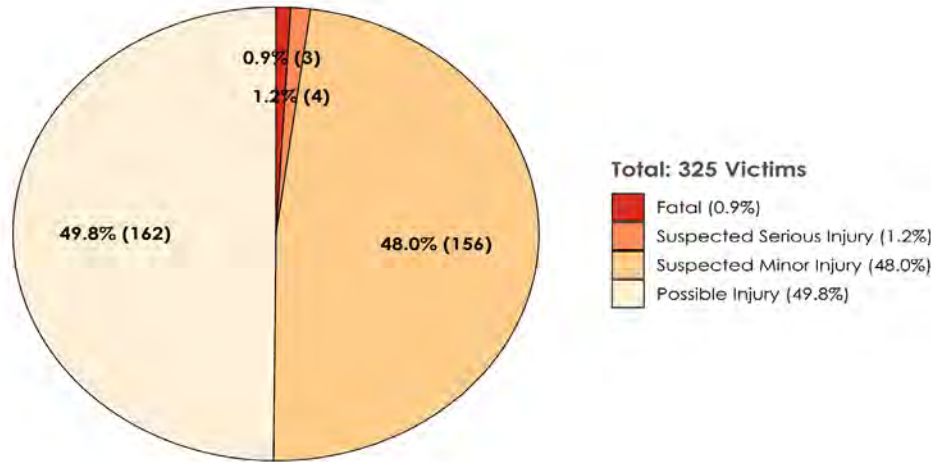
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

Bicycle Crashes 2015-2019

By injury severity

325 victims were injured
in 316 bicycle crashes

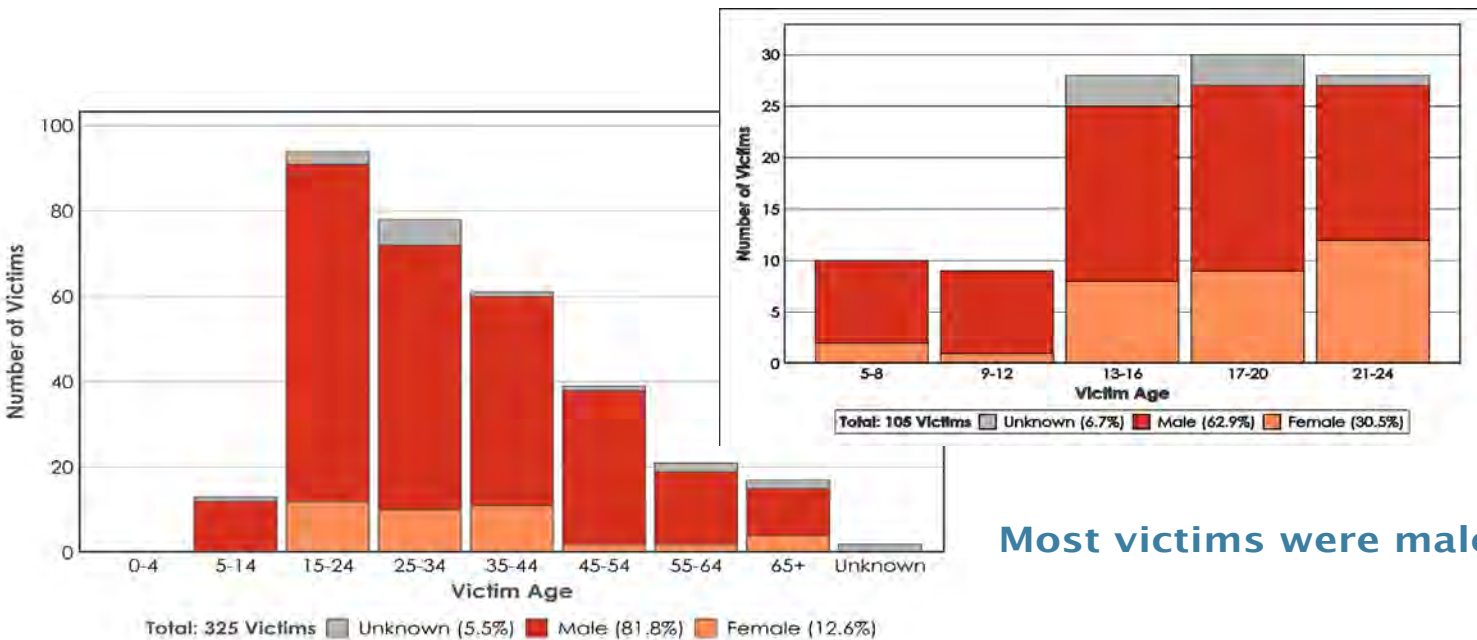
311 victims were bicyclists



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

46
crashes

21650.1. Failure to ride a bicycle in the same direction on the roadway as vehicles are driven

39
crashes

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

33
crashes

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

32
crashes

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

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

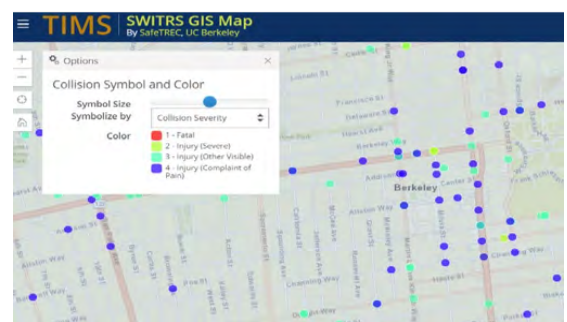
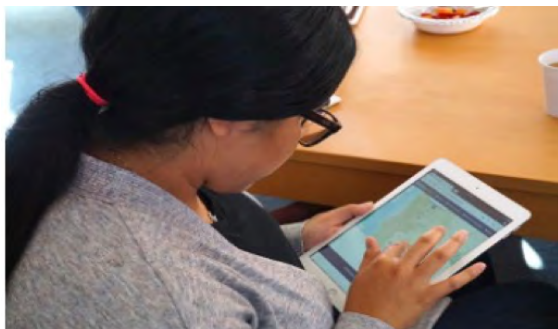
Additional Resources

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

