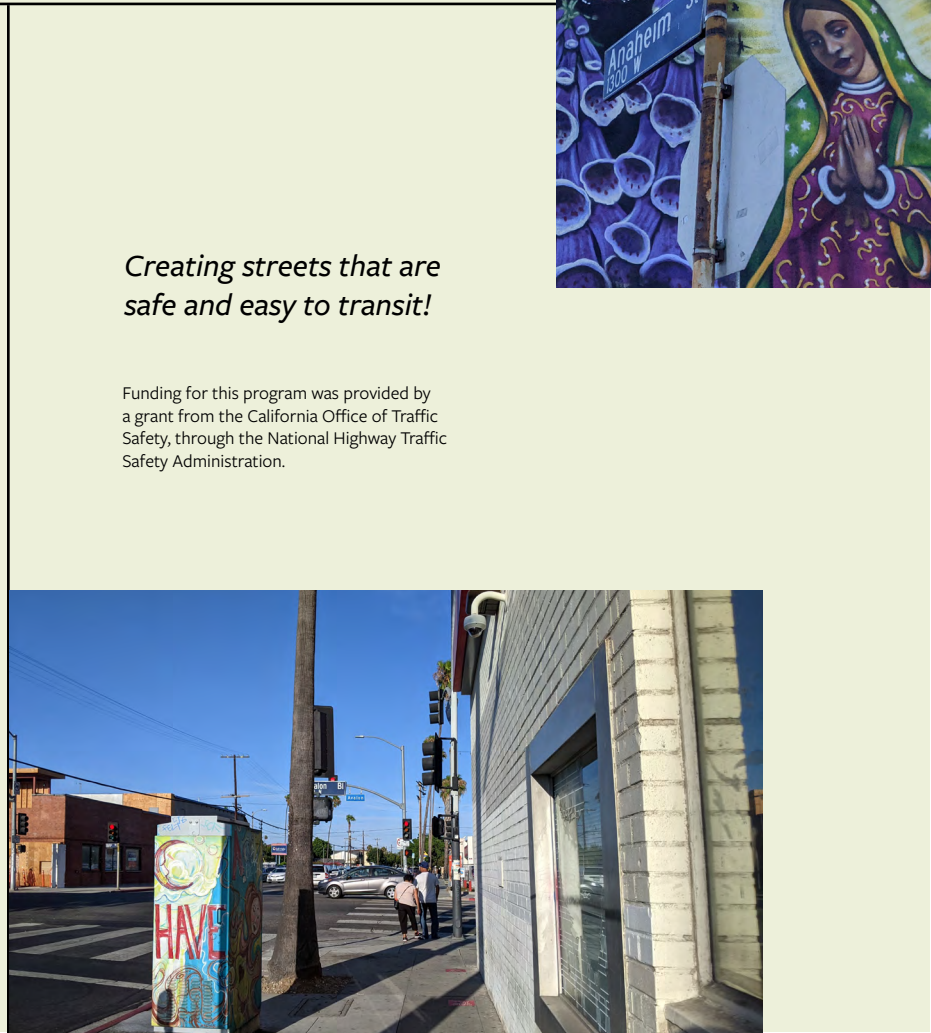


COMUNIDADES ACTIVAS Y SEGURAS

Wilmington Neighborhood in Los Angeles

EXECUTIVE SUMMARY & RECOMMENDATIONS REPORT



*Creating streets that are
safe and easy to transit!*

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





Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make the Wilmington neighborhood in the City of Los Angeles a safer place to walk and bike. 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 Wilmington, Los Angeles.

Planning Committee

Maria Andrade	Wilmington Calles Seguras, Familias Sanas
Nancy Cid Gomez	Wilmington Calles Seguras, Familias Sanas
Irais Colin	Wilmington, Calles Seguras, Familias Sanas
Irma Fernandez	Wilmington, Calles Seguras, Familias Sanas
Carmina Gomez	Los Angeles Walks
Roberto Monroy	Wilmington, Calles Seguras, Familias Sanas
Monica Sanchez	Wilmington, Calles Seguras, Familias Sanas
Maria Serafin	Wilmington, Calles Seguras, Familias Sanas
Dora Gaby Segovia	Wilmington, Calles Seguras, Familias Sanas
Daisy Villafuerte	Los Angeles Walks

We also want to acknowledge Valerie Hernandez for providing simultaneous interpretation from Spanish to English during the training.

This report was prepared by:

California Walks

Areli Morales

Alma Leyva

<https://calwalks.org>

UC Berkeley Safe Transportation Research and Education Center (SafeTREC)

Ana Lopez

<https://safetrec.berkeley.edu>

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.

Table of Contents

- Acknowledgements..... 3
- Executive Summary 5
- Background and Crash Data6
 - Pedestrian Injury Crashes 6
 - Bicycle Injury Crashes 6
- Walking & Biking Assessments7
 - Route 1: West Anaheim Street7
 - Route 2: Wilmington Boulevard 9
- Education and Engagement Activity: Radionovela 10
- Conclusion 10
- Appendix 11



The crosswalk at the Bay View Avenue/West Anaheim Street intersection, just a few feet away from the intersection, is not very visible

Executive Summary

Comunidades Activas y Seguras (Active and Safe Communities) is a statewide program of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). This pilot program caters to the needs of monolingual Spanish speakers. Its culturally sensitive and relevant curriculum aims to improve walking and biking safety in California.

The training in Wilmington was collaboratively planned and facilitated by the resident group Wilmington, Calles Seguras, Familias Sanas, the Planning Committee, Cal Walks, and SafeTREC to:

1. Conduct education around pedestrian rights;
2. Advocate with decision makers for funding to support pedestrian and bicycle safety enhancements; and
3. Educate the community on accessing funding for infrastructure improvements to address safety issues.

The virtual training was held on Wednesday, August 25, 2021, and convened 24 participants including Los Angeles Walks, Wilmington Calles Seguras, Familias Sanas, and local residents. It consisted of:

1. An introduction activity which connected participants' childhood memories of walking and biking to current experiences with mobility;
2. Walking and biking assessments along two key routes;
3. An overview of walking and biking crash data; and
4. A radionovela activity.

Pedestrian and Bicycle Crashes in the Wilmington Neighborhood in the City of Los Angeles.

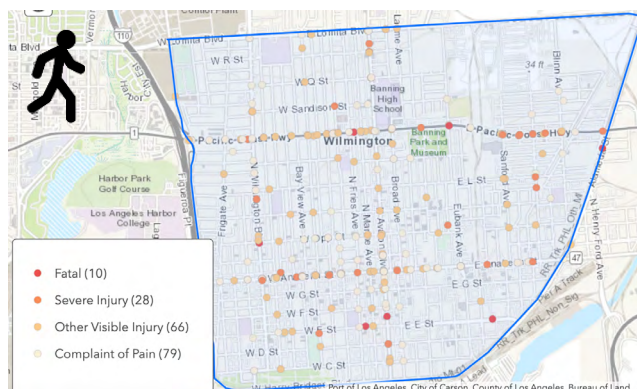


Figure 1: Pedestrian Injury Crashes (2015-2019)

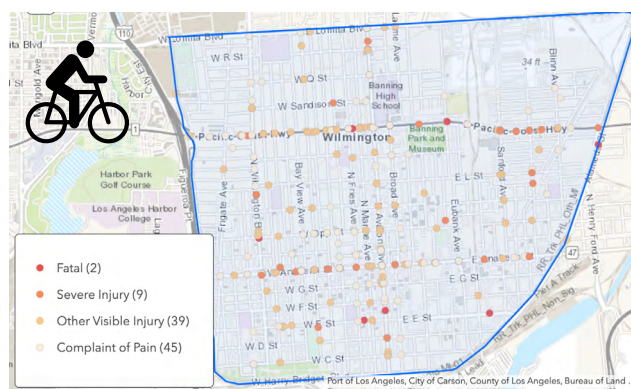


Figure 2: Bicycle Injury Crashes (2015-2019)

Background and Crash Data

The Wilmington neighborhood is in the City of Los Angeles. It is a predominantly Latine community, varying by census tract between 81.7 percent to 95.5 percent of the population. Wilmington has a varying [Healthy Places Index \(HPI\)](#)¹ between 51.4 and 3.1; most of the neighborhood has an HPI score below the 19.4 percentile, indicating that Wilmington has healthier community conditions than just 19.4 percent of other California census tracts. Most areas in Wilmington had a high ‘Active Commuting’ indicator ranging between the 76.1 and 87.2 percentiles, indicating that they have higher percentages of workers (16 years or older) commuting by transit, walking, or cycling when compared to other census tracts.

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians and bicyclists in the Wilmington neighborhood, as defined by the workshop’s planning committee. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2015 to 2019. Collision data for 2019 is provisional as of December 2020. A high-level summary of pedestrian and bicycle collision data can be found in the [Appendix](#).

Pedestrian Injury Crashes

In the five-year period, from 2015 to 2019, there were 183 pedestrian crashes resulting in 197 pedestrian victims injured, including 10 fatalities and 29 suspected serious injuries. Most victims were male (58.9 percent). Twenty-four percent, or nearly one in four victims, were 18 years old or younger. The most cited violation was driver failure to yield the right-of-way to pedestrians at a marked or unmarked crosswalk (41.5 percent), followed by pedestrian failure to yield the right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk (20.2 percent). The map below shows where pedestrian crashes occurred and their severity level.

Bicycle Injury Crashes

In the same period, there were 95 bicycle crashes resulting in 96 bicyclist victims injured, including two fatalities and nine suspected serious injuries. Most victims were male (74.0 percent), and most victims were between the ages of 20-24 (15.6 percent). The most cited violation was failure to drive or ride on the right half of the roadway (20.0 percent), followed by driver failure to yield the right-of-way when entering or crossing a highway (15.8 percent). The map below shows where bicycle crashes occurred and their severity level.

¹ The California Healthy Place Index (HPI) is a score calculated for each census tract in California by combining 25 community characteristics relating to economic, education, transportation, social, neighborhood, clean environment, housing, and healthcare access. An HPI score is helpful for comparing overall health and well-being across neighborhoods in California.

Walking & Biking Assessments

Workshop participants conducted walking and biking assessments along two key routes. Participants were asked to:

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

Route 1: West Anaheim Street

Wilmington is a port community, the gateway to the largest ports on the west coast. West Anaheim Street offers groceries, restaurants, and other essential services for residents and port workers. West Anaheim Street is Wilmington’s main through street, connecting to Long Beach on the east and State Route 110 on the west. Important bus routes Metro Bus Routes 202 and 232 as well as the Los Angeles Department of Transportation’s Downtown Area Short Hop (DASH) bus connect residents to the Los Angeles International Airport (LAX) and other transportation hubs.

Assets:

1. Wilmington is a close-knit community with a lot of community pride and vigilant neighborhoods. Residents get involved in community activities and in groups that work towards improving the well-being of Wilmington residents.
2. West Anaheim Street is a major west-east arterial, connecting Wilmington to the City of Long Beach, Los Angeles County, and the ports.

Concerns:

1. The traffic light at the West Anaheim Street/North Neptune Avenue intersection changes too quickly for pedestrians to cross. While the crosswalks have continental markings, drivers abruptly turn from Neptune Avenue onto West Anaheim Street in front of Saint Peter-Saint Paul Catholic School, which puts pedestrians in potential crash situations.

Even though there is a yellow high-visibility crosswalk at the West Anaheim Street/Neptune Avenue intersection facing Saint Peter-Saint Paul Catholic School to the south, students don't always feel safe because they run out of time to cross or because of drivers turning right quickly.



Route 1, shaded in dark orange, assessed the walking and biking conditions along West Anaheim Street.



Concerns (continued):

2. Drivers fail to yield to pedestrians at the marked crosswalks on West Anaheim Street from Wilmington Avenue to Neptune Avenue. Participants shared concerns about drivers who appear to be driving over the posted 25 miles per hour school zone speed limit along West Anaheim Street, and shared that drivers have no respect for pedestrians. Participants also shared that people find it safer to run across the street when traffic is low rather than using the marked crosswalks on West Anaheim Street.
3. The southern sidewalk along West Anaheim Street, near Saint Peter-Saint Paul Catholic School is too narrow for people who need to push a stroller or people who use an assisted mobility device to walk. It is further narrowed by utility poles which block the sidewalk and force pedestrians into the street. The narrow sidewalk becomes crowded at the frequently used DASH and Metro bus stops.
4. Drivers appear to be going past the 35 miles per hour speed limit on West Anaheim Street and Figueroa Street and seem to increase their speed even more as they approach the SR-110 on-ramp and off-ramps.
5. Although it has a pedestrian flashing beacon, the West Anaheim Street/King Avenue intersection has a faded high visibility ladder crosswalk. Participants shared that crossing at this intersection is challenging because drivers do not yield to pedestrians. Participants have witnessed many crashes at this intersection and believe that crashes at this location are underreported.



Left: Posted school zone 25 miles per hour sign on the eastbound side of West Anaheim Street. Right: West Anaheim Street, a few feet from the Figueroa Street intersection and SR-110 overpass.

Community Recommendations

1. Restore Wilmington to the Latine hub for shopping and leisure that it was. Create a safe, bright, vibrant, and welcoming community concentrating by providing wayfinding to local points of interest and community activities.
2. Install controlled intersections at marked crosswalks along West Anaheim Street, from Neptune Avenue to Wilmington Avenue, to protect pedestrians from high driver speeds and improve the pedestrian crossings.
3. Develop a community safety message campaign to develop community consciousness around arrival and dismissal times, street safety, and laws.
4. Plan a community leadership development training that will teach participants how to collect qualitative data and present it to government agencies and other decision-makers.
5. Organize a community block party to build community, raise awareness about walking and biking safety in Wilmington and give residents the opportunity to talk to other community members.

Resources

1. [Southern California Association of Government's GoHuman Campaign](#)
2. [CicLAvia](#)

Route 2: Wilmington Boulevard

Wilmington Boulevard serves as a north-to-south connector. There is a mix of community amenities along Wilmington Boulevard, between the Pacific Coast Highway and Wilmington Boulevard, including grocery stores, restaurants, and residential areas.



Route 2, shaded in dark orange, assessed the walking and biking conditions along Wilmington Boulevard.

Assets

1. Wilmington has open streets events like CicLAvia that help promote bike safety and provide a safe place for bicyclists to ride in the community.

Concerns

1. Drivers appear to be driving faster than the posted 35 miles per hour on Wilmington Boulevard. Participants shared that the high speeds deterred bicyclists from riding on the streets for fear of being hit.
2. Drivers speed along Pacific Coast Highway, which creates unsafe conditions for other vulnerable road users at cross intersections, including the Wilmington Boulevard/Pacific Coast Highway intersection which has high pedestrian activity due to its proximity to the shopping center and various bus stops.
3. The Wilmington Boulevard/West Opp Street intersection is near a densely populated area with various multifamily residences and has key destinations such as a laundromat, food market/liquor store, and a bus stop. Despite the high pedestrian activity at this intersection, participants said they do not feel safe here due to the frequent crashes occurring at this intersection. A participant shared that they witnessed a crash involving a driver speeding through a red light at the Wilmington Boulevard/West Opp Street intersection.

4. Wilmington Boulevard/West Anaheim Street is a busy intersection. A participant shared that they were involved in a vehicle-vehicle crash that resulted in total loss of a vehicle.
5. Participants said that drivers do not yield the right of way to pedestrians or comply with the school crossing guard at Wilmington Boulevard/D Street intersection, near New Harbor Vista Child Development Center and Hawaiian Avenue STEAM Magnet Elementary School.

Community Recommendations

1. Install a left-turn signal at the Wilmington Boulevard/ West Anaheim Street intersection to prevent crashes and create safer conditions for pedestrians and bicyclists.
2. Install speed feedback signs and more speed limit signage along Pacific Coast Highway, especially as drivers are entering the neighborhood from the east and west to inform drivers to reduce their speeds.

Resources

1. [LADOT Livable Streets: Apply for a Project](#)

Education and Engagement Activity: Radionovela

Education and Engagement Activity: Radionovela

During the training, participants started to develop Radionovela, a podcast that highlights community concerns and proposes solutions through the power of storytelling. The Radionovela will be a part of Cal Walks and UC Berkeley SafeTREC's Los Caminos de las Vías project, which will share the stories of Spanish-speaking communities walking and biking across California as a tool for advocacy.

This episode will highlight the experience of Wilmington community members with speeding, respect for pedestrians and bicyclists and a call to action on community consciousness. Check out the Wilmington community's Radionovela [here!](#)

Conclusion

In Wilmington, the resident leaders of Wilmington Calles Seguras, Familias Sanas have a long history of engaging Spanish-speaking residents in raising awareness of traffic safety and creating healthy walkable streets. Their advocacy work has led to their involvement with the pedestrian advisory committee of Los Angeles. As Wilmington Calles Seguras, Familias Sanas' work continues to build momentum to advocate for safer streets in Wilmington, the Project Team remains committed to supporting their efforts to co-create just, safe, and equitable streets and public spaces for all.

Appendix

- Pedestrian and Bicycle Crash History for the Wilmington Neighborhood in the City of Los Angeles.

Pedestrian and Bicycle Crash Data in Wilmington

Comunidades Activas y Seguras (Safe and Active Streets)
 Wilmington Neighborhood in Los Angeles, CA | July 14, 2021

California Crash Statistics

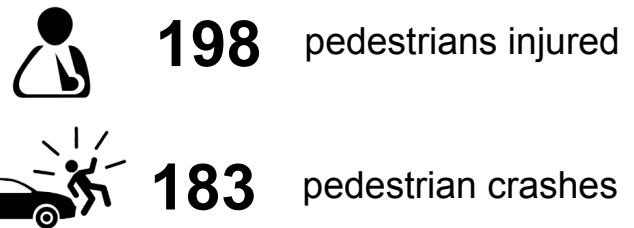
1 in **3** crash victims are pedestrians or bicyclists

In California, nearly one in three people who die 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 bicyclist deaths (data comes from FARS 2018 and 2019). In this workshop, we provide you with local crash data so we can identify ways to make walking and biking safer in your community.

The local data provided below reflects crash data from the past 5 years (2015-2019) within the Wilmington community in the City of Los Angeles.

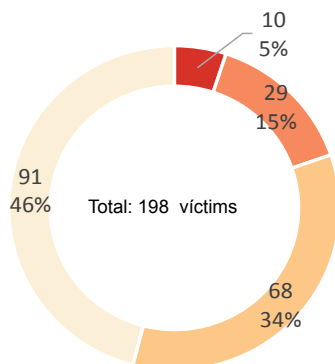
Pedestrian Crashes in Wilmington

From 2015 to 2019, there has been 198 pedestrians injured in 183 pedestrian crashes in the focus area in Wilmington.



Severity of Injury

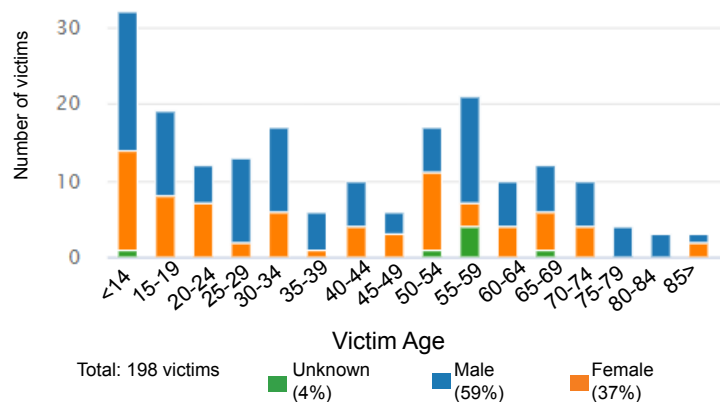
From 2015 to 2019, 10 pedestrians died in 183 pedestrian crashes and 29 victims suffered serious injuries.



■ Fatal
■ Possible Serious Injury
■ Possible Minor Injury
■ Possible Injury

Victim Demographics

2015 - 2019



Bicycle Crashes in Wilmington

From 2015 to 2019, 2 bicyclists died in 95 bicyclist crashes and 9 victims suffered serious injuries.

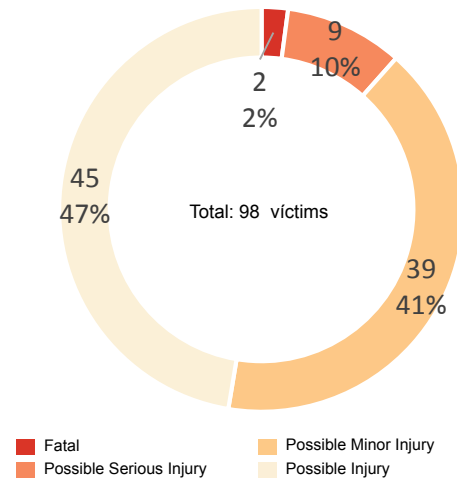
From 2015 to 2019, there has been 98 bicyclists injured in 95 bicycle crashes in the focus area in Wilmington.



98 bicyclists injured

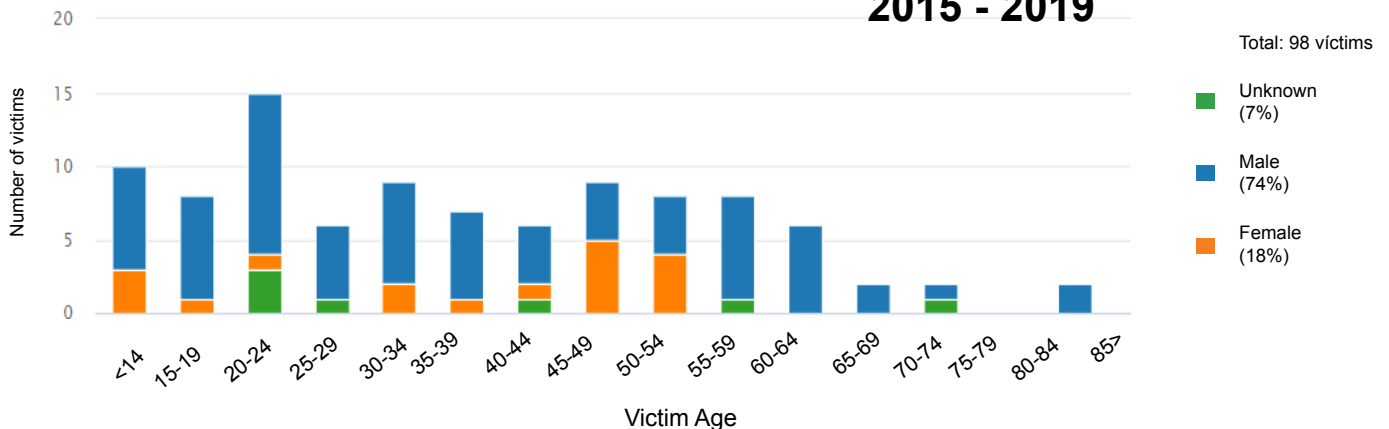


95 bicycle crashes



Demographics of victims

2015 - 2019



What other data could help inform decision-making?

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

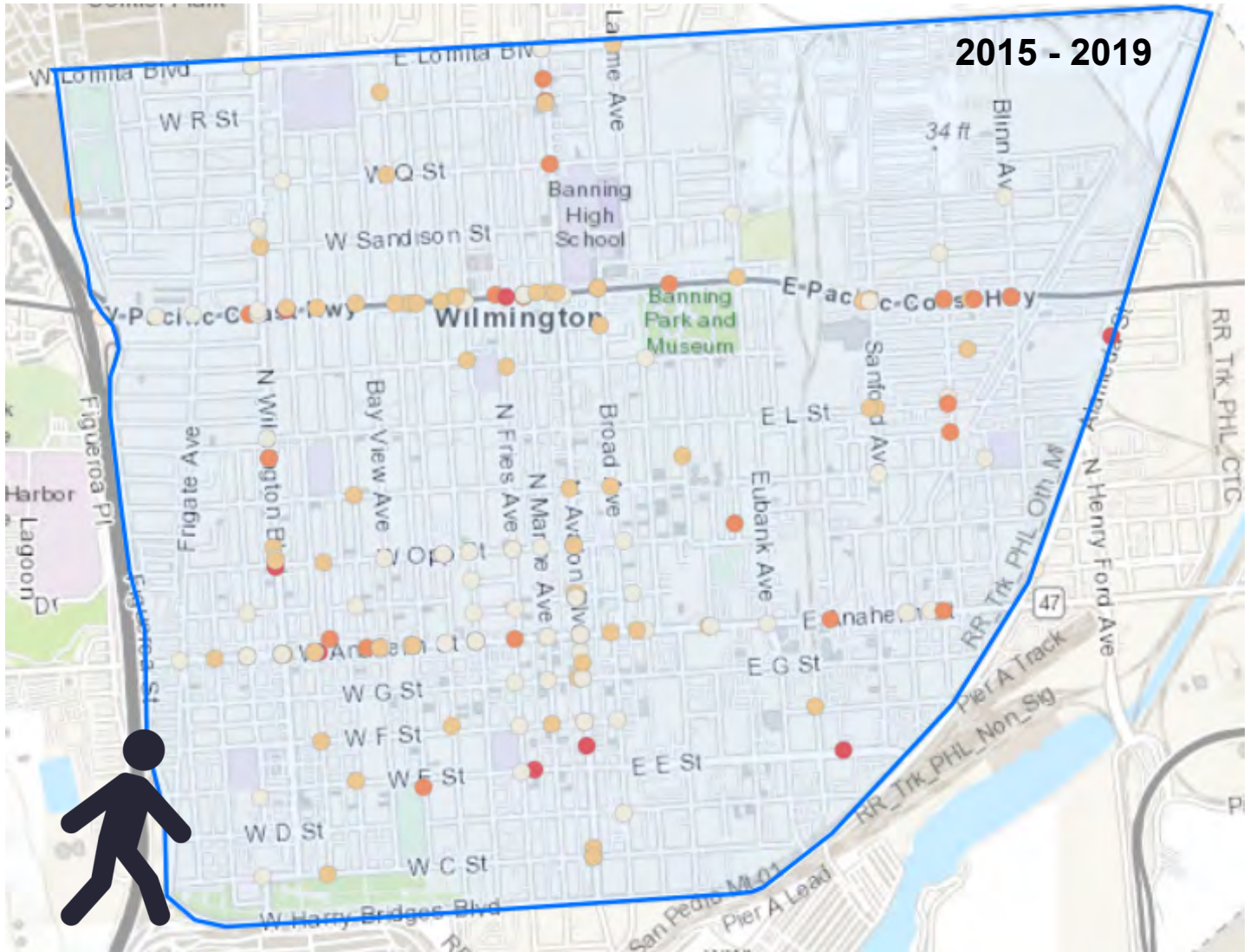
What kinds of improvement do you think could help make walking and biking safer in your community?

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.

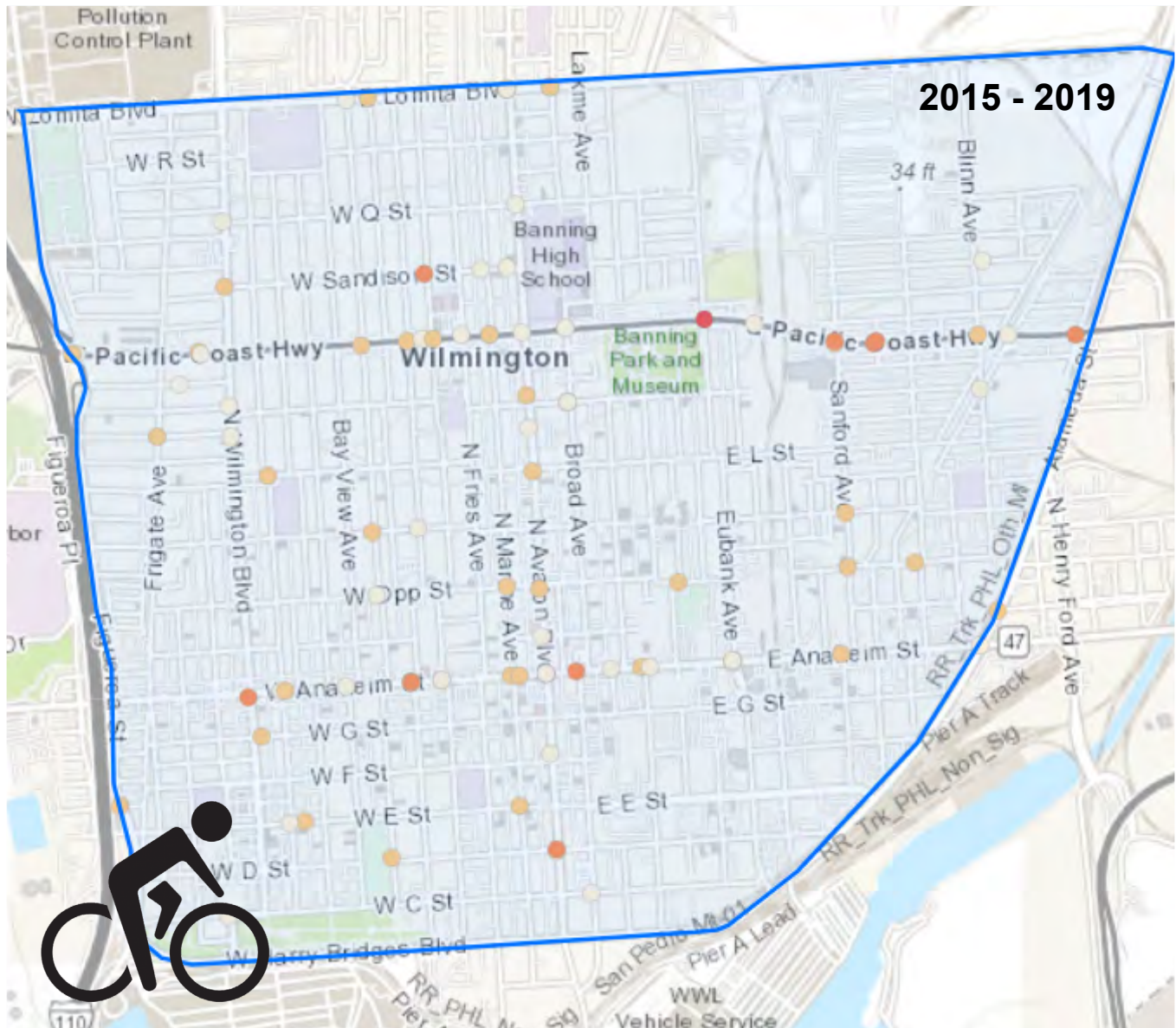


Map of crashes involving pedestrians in Wilmington



Injury Severity		
●	Fatal	10
●	Serious injury	28
●	Other visible injury	66
●	Complaint of pain	79

Map of crashes involving bicyclists in Wilmington



Injury Severity		
●	Fatal	2
●	Serious injury	9
●	Other visible injury	39
●	Complaint of pain	45

Thank you for your interest in Comunidades Activas y Seguras (Safe and Active Streets).

For more information, please visit:

<https://safetrec.berkeley.edu/programs/community-pedestrian-and-bicycle-safety-program-cpbst/comunidades-activas-y-seguras-safe> or

<https://www.calwalks.org/comunidades-activas-y-seguras>

safetrec@berkeley.edu or cpbst@calwalks.org.

