

Summer 2023

Pico-Union, Los Angeles Summary and Recommendations Report

Comunidades Activas y Seguras (Active & Safe Communities)



Berkeley SafeTREC

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Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Pico-Union a safer place to walk and bike. Our work took place on the ethnohistoric territory of the Chumash and Tongva peoples. We recognize that every community member in Pico-Union has, and continues to benefit from, the use of Chumash and Tongva land.

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

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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.

Introduction

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). Cal Walks and SafeTREC (Project Team) developed this program to cater to the needs of monolingual Spanish speakers by providing a culturally sensitive and relevant curriculum that aims to improve walking and biking safety in communities in California.

The training for the Pico-Union neighborhood in the City of Los Angeles was collaboratively planned and facilitated by the National Health Foundation, the Planning Committee, Cal Walks, and SafeTREC to:

1. Create safe routes to school for students walking to and from Alliance Richard Merkin Middle School and Downtown Value School;
2. Identify traffic-calming strategies to improve pedestrian safety around Toberman Park and the 18th Street /Union Avenue intersection; and
3. Improve pedestrian and biking safety along West Washington Boulevard.

The Pico-Union workshop convened the larger local community on July 14, 2023 at Downtown Value School. Eighteen community members participated in the workshop, including the National Health Foundation, Downtown Value School, and community residents. It consisted of:

- A visioning activity where participants imagined their ideal community and identified the community's priorities;
- A walking and biking assessment of the community to identify pedestrian and bicycle safety concerns;
- Introduction to safe system strategies to create potential projects that address the safety concerns of the community; and
- Radionovela activity where participants use the power of storytelling to record a mini-podcast episode that can be used for continued walking and biking safety advocacy.

The focal area for this workshop was the Pico-Union neighborhood: Olympic Boulevard to the North, South Normandie Avenue to the West, Interstate Highway 110 to the East, and Interstate Highway 10 to the South. The focus area also included West Adams Preparatory High School, Loyola High School of Los Angeles, Leo Politi Elementary School, Berendo Middle School, Tenth Street Elementary School, and Los Angeles Elementary School.

The following report summarizes the workshop’s outcomes and provides Project Team recommendations informed by Pico-Union residents for continued project and program implementation guidance.

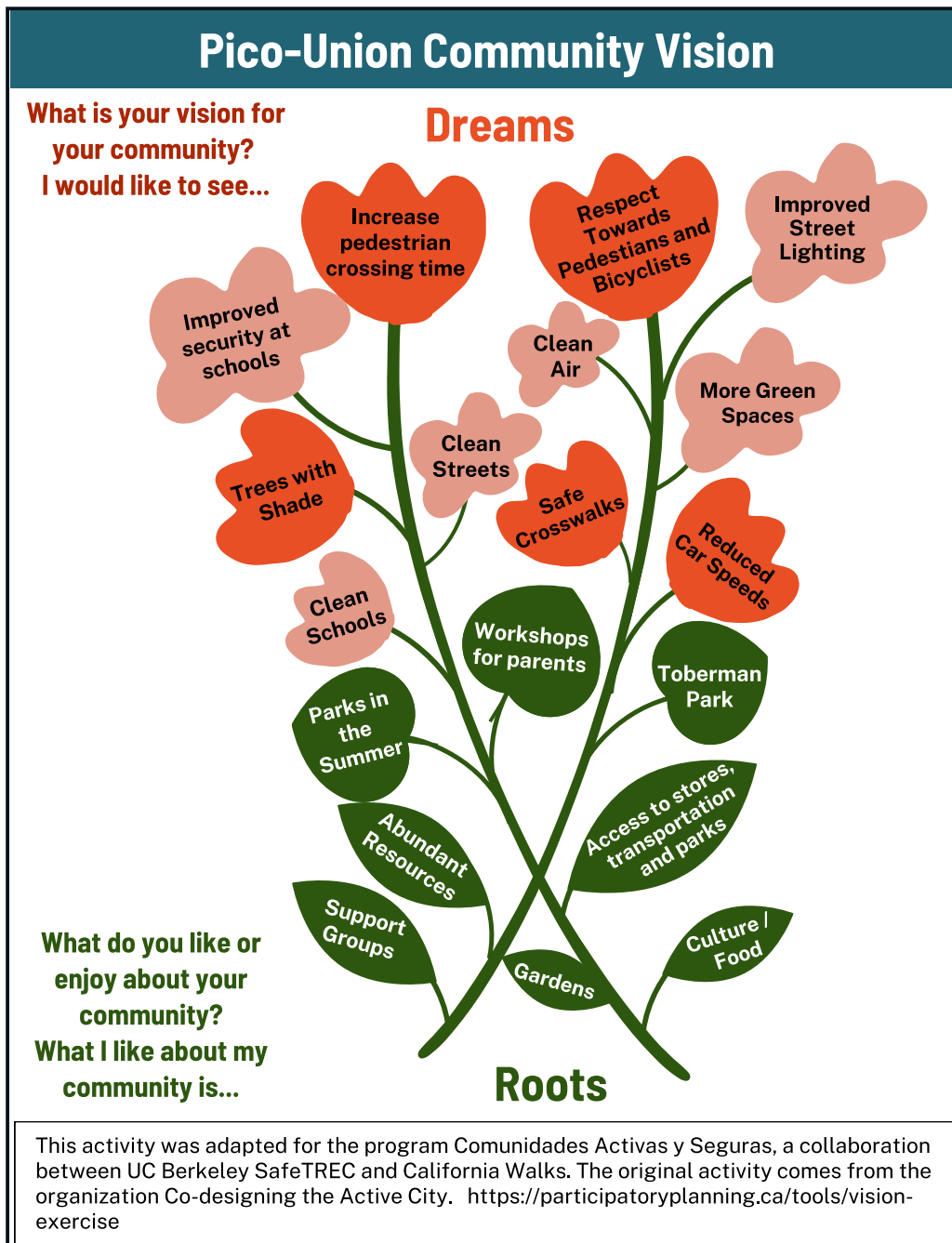


Figure 1: Summary of the visioning activity conducted with participants during the workshop

Background and Data

Pico-Union is a community located in the City of Los Angeles in Los Angeles County. Per [OTS Crash Rankings](#), in 2020, the City of Los Angeles ranked 5th 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). It ranked 4th for pedestrian collisions and 5th for bicycle collisions. Notably, Los Angeles ranked 3rd of 15 for bicyclist crashes involving people younger than 15 years. The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians and bicyclists in Pico-Union. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2012 to 2021. Collision data for 2021 is provisional as of May 2023. A full discussion of the pedestrian and bicycle collision data can be found in Appendix.

Twenty-three percent of all fatal and serious crashes involved pedestrians and bicyclists in California. In Los Angeles County, about 30% of all crashes that resulted in serious and fatal injuries involved pedestrians and bicyclists. In contrast, the focus area had double the rate of the state, with 47% of all crash types resulting in fatal and serious injuries involving pedestrians and bicyclists. Furthermore, residents of Pico-Union bike at a higher rate than residents in the greater Los Angeles County, with 1.9% of residents using bikes as a means of transportation compared to Los Angeles County with 0.6%.

Pedestrian Crash Data

Over the 10-year period between 2012 and 2021, there were 419 reported pedestrian crashes, with 2018 reporting the highest with 57 pedestrian crashes and 2020 reporting the lowest with 22 pedestrian crashes. It is important to note that there was a decrease in crashes across all types of crashes due to the COVID-19 shelter-in-place orders.¹

In the most recent five years of data available, from 2017 to 2021, there were 195 pedestrian crashes, all resulting in varying degrees of injuries for 206 victims, as shown in Figure 1. Of those 206 victims, there were 10 fatalities. Half of all fatalities occurred along two corridors, with three of the ten reported fatalities along Pico Boulevard and two of ten along Washington Boulevard. This high concentration of pedestrian fatalities reinforces concerns that planning committee members raised regarding the lack of adequate infrastructure that promotes pedestrian safety.

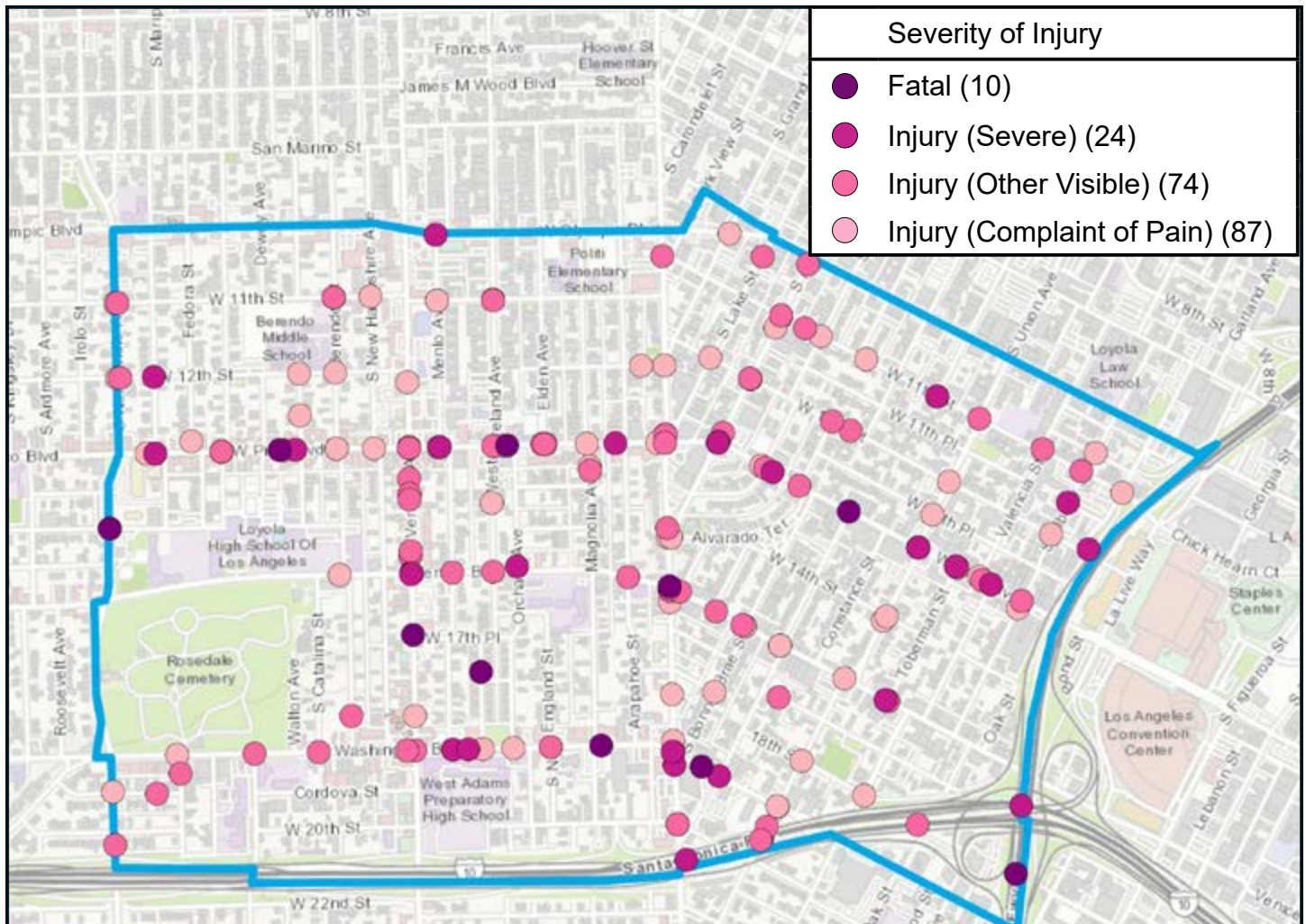


Figure 1: Pedestrian Injury Crashes
 Data Source SWITRS 2017-2021. 2021 data is provisional as of May 2023.

¹ However, this decline is not lasting. Nationally, preliminary 2021 data shows an increase in fatal crashes of 10.7%. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813283>

One out of every four reported crashes occurred in the evening, between 6 pm-9 pm (48 total). Fridays saw a significant portion of all pedestrian crashes, with one out of every five reported crashes occurring then. The primary crash factor for more than half of all pedestrian crashes fell under two categories: driver failure to yield to pedestrians in a marked or unmarked crosswalk (57 total), and pedestrians failure to yield to vehicles when crossing outside of a marked or unmarked crosswalk (47 total).

Approximately one-third of victims involved in pedestrian crashes were over 55 years old, and another one-quarter of victims were 24 years or younger. Approximately 10% (21 total) of all victims involved in a pedestrian crash are school-aged children between the ages of 5-16. Males accounted for 60% of all victims. Females in the age 15 to 24 and 65 and older age groups accounted for just under half of pedestrian crashes in those age groups. This is in contrast to nationwide trends, where males significantly dominate pedestrian crashes across all age groups.

Bicycle Crash Data

Over the 10-year period between 2012 and 2021, there were 321 bicycle crashes reported. The number of reported crashes fluctuated, with peaks in 2012 (48 crashes), 2015 (41 crashes), and 2017 (38 crashes) all followed by downward trends. In the most recent five years of data available, from 2017 to 2021, there were 119 crashes, with 117 victims reporting injuries, as shown in Figure 2. Unlike pedestrian crashes, bicycle crashes were concentrated between 3 pm - 6 pm, with one out of every four crashes occurring then. Approximately 12% (14 total) of crashes occurred on Thursdays between 3 pm-9 pm.

The vast majority of bicycle crash injuries were classified as minor injuries (96%). Approximately two out of every three victims were between the ages of 15 to 44 years old. Similar to nationwide trends, a significant portion of victims involved in bicycle crashes were males (86%). The top three primary crash factors were; the driver's failure to yield the right-of-way when entering/crossing a highway (17%); unsafe turning or movement to the right or left on an unmarked highway or turn (13%); and not bicycling in the same direction on the road that the vehicles are being driven (11%).

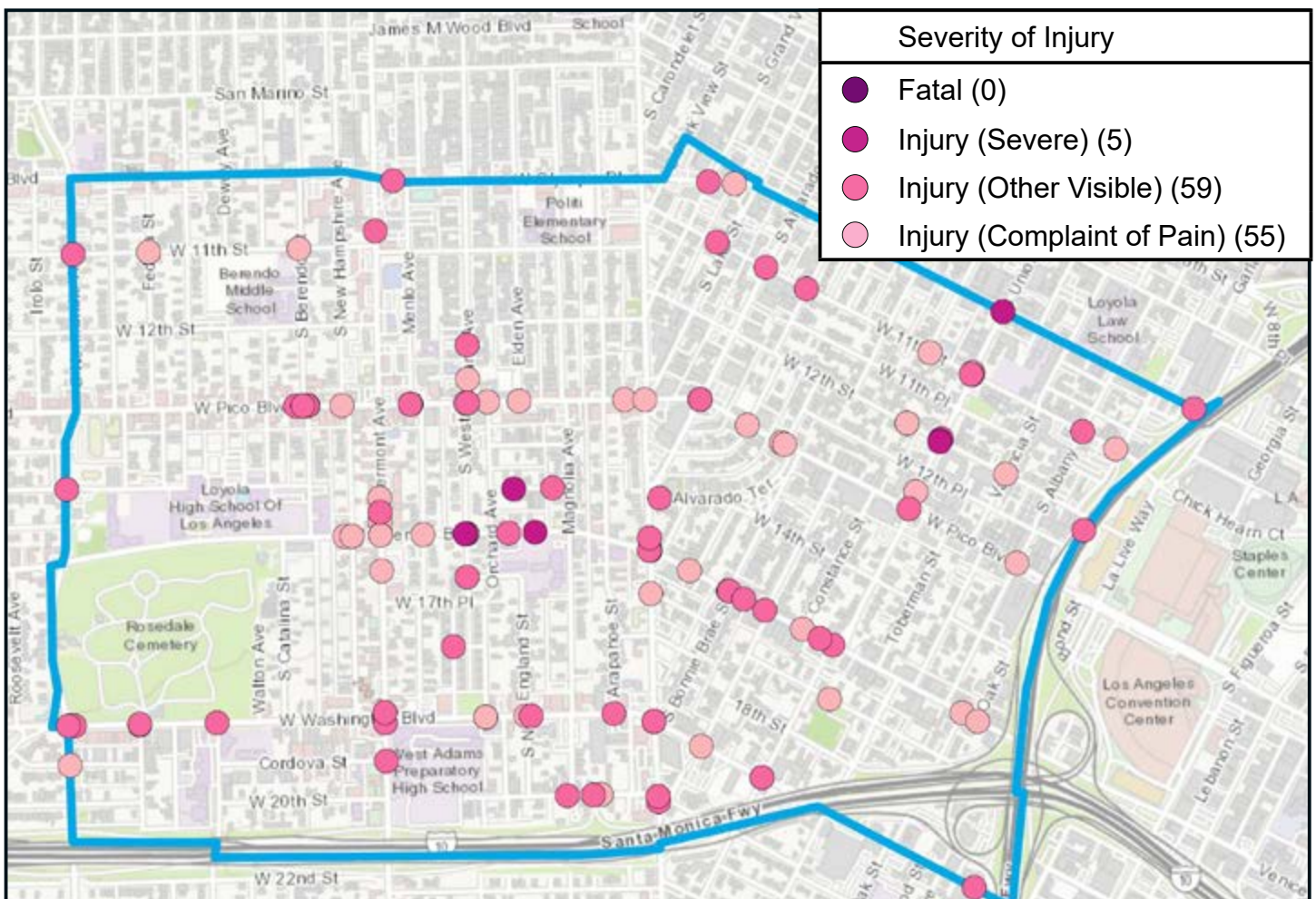
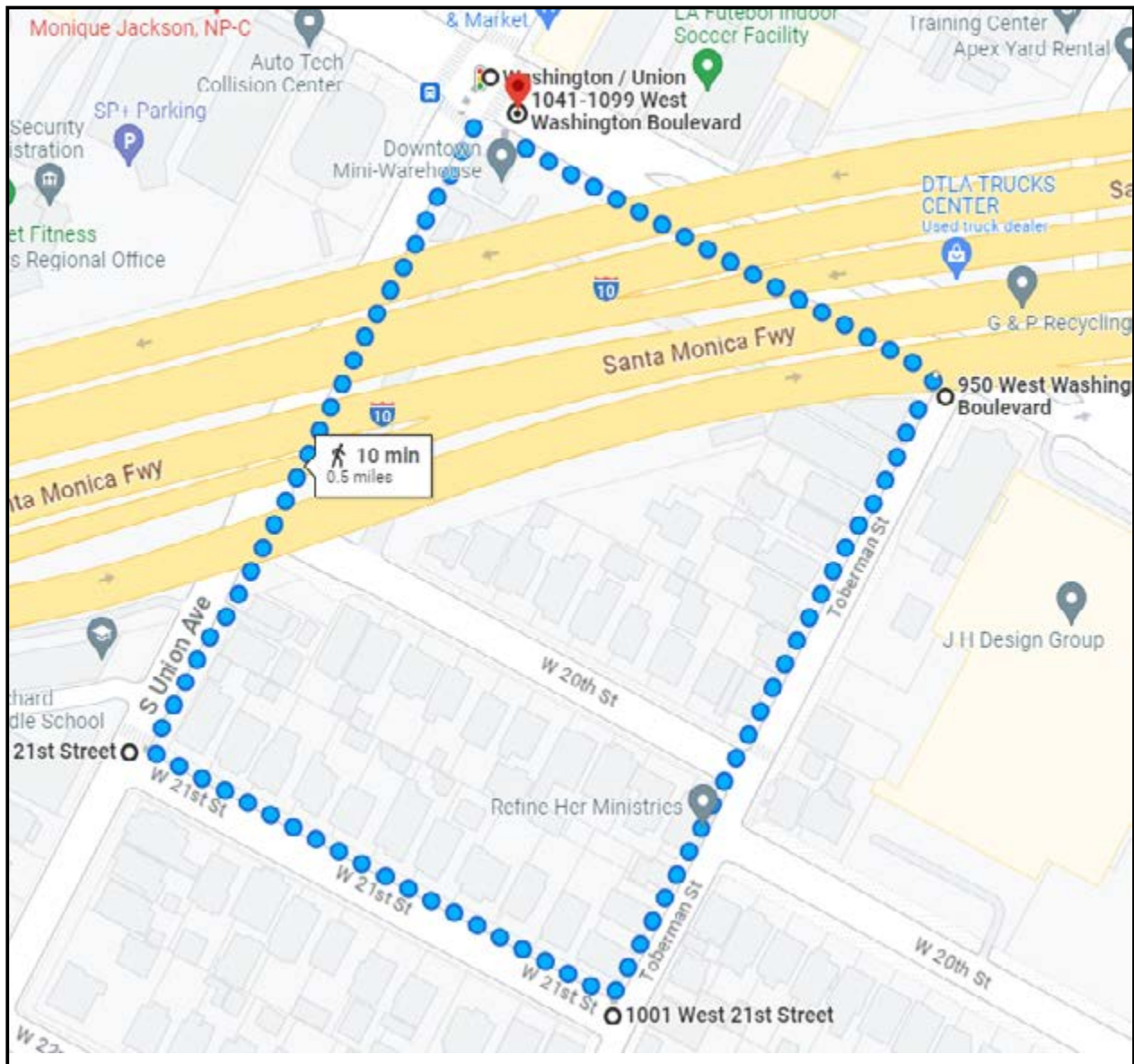


Figure 2: Bicycle Injury Crashes
Data Source SWITRS 2017-2021. 2021 data is provisional as of May 2023.

Walking & Biking Assessments

Workshop participants conducted walking and biking assessments along three key routes that community members consider unsafe for people who walk and bike in Pico-Union. Participants identified community assets, assessed infrastructure conditions, and observed how road users engage with the built environment. The following summarizes the walking and biking assessment focused on Alliance Richard Middle School, Downtown Value School, West Washington Boulevard, and South Union Avenue.

Route One: South of Toberman Park to Alliance Richard Merkin Middle School and Downtown Value School



Route One: South of Toberman Park to Alliance Richard Merkin Middle School and Downtown Value School

Assets

- The West Washington Boulevard/South Union Avenue intersection is a significant public transit hub for students and residents who rely on public transportation. This area has access to various bus lines, including Metro Bus Line 35 and DASH Pico-Union/Echo Park route, as well as connections to the Metro A Line at Grand/LATTC station.
- A high-visibility school crossing sign on South Union Avenue alerts drivers of students and families crossing the street.
- The National Health Foundation (NHF) is a valuable community resource. The organization conducts research and educational programs related to healthcare. Most recently, NHF worked with community members to advocate for increasing the crossing time at the West Washington Boulevard/South Union Avenue intersection.



Metro bus line arrives at the corner of West Washington Boulevard and South Union Avenue.

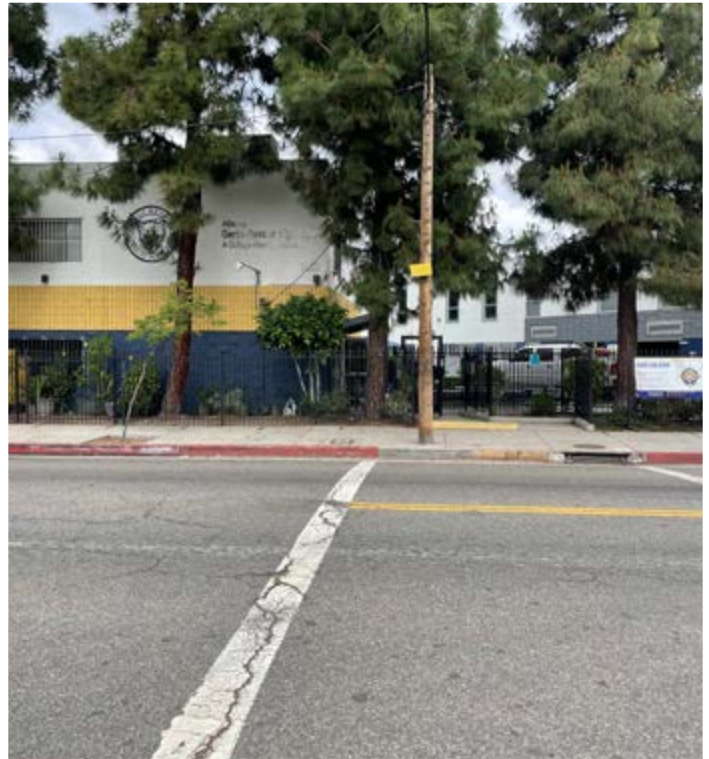
RIGHT: High-visibility school crossing sign on South Union Avenue.



LEFT: Continental crosswalk markings at the West Washington Boulevard/South Union Avenue intersection.

Concerns

- Students walking to and from Alliance Richard Merkin Middle School face a lot of vehicle congestion during arrival and dismissal times as there is only one entry to the school on the west side of the South Union Avenue/West 21st Street intersection. While there is a stop sign at this intersection, participants shared that drivers often ignore the stop sign and instead come to a rolling stop. In addition, there is only one visible school sign on southbound South Union Avenue near the South Union Avenue/West 21st Street intersection. Drivers also often drive at speeds higher than the posted speed limit of 25 mph in front of the school entrance. There is one crossing guard during arrival and dismissal times, which helps alleviate some of these concerns.
- The environment around Downtown Value School makes it feel unsafe for students and families walking to and from school along Washington Boulevard. Drivers speed on West Washington Boulevard and do rolling stops. People crossing Toberman Street run across the street to avoid drivers that do not stop. Specifically, drivers speed on West Washington Boulevard, between Toberman Street and Oak Street, as they approach the two Interstate Highway 110 entrances, which can make it feel unsafe for people walking and biking in the area. The proximity to the freeway also exacerbates the traffic and congestion around the school. In addition, there is no crosswalk directly in front of the school, causing chaos and unorganized arrival and dismissal times, leading to students and families crossing the street mid-block, creating near misses, and adding to the congestion at arrival and dismissal times on Toberman Street.



ABOVE: Crosswalk at the South Union Avenue/West 21st Street T-intersection leads to the entrance of Alliance Richard Middle School.

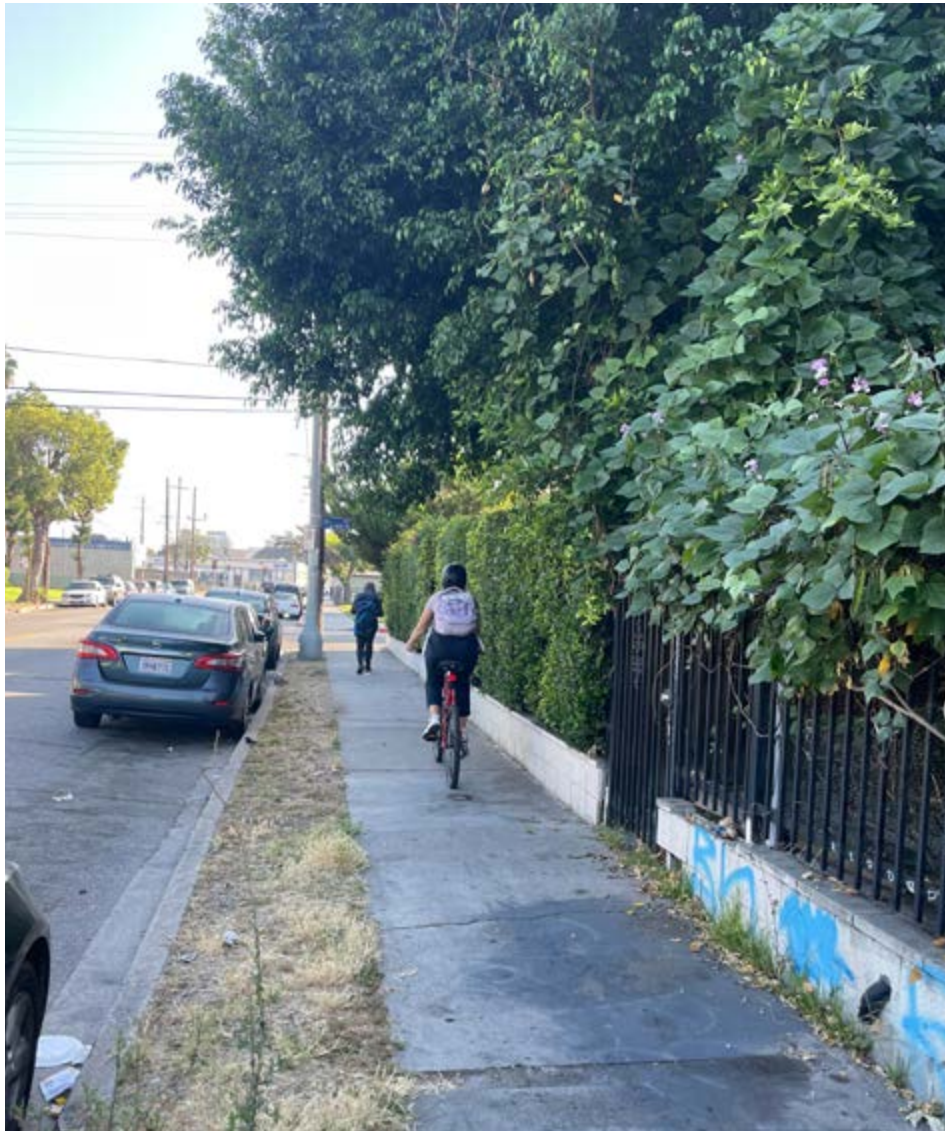


ABOVE: Downtown Value School is located at the Toberman Street/ West Washington Boulevard intersection, which has no marked crosswalks, leaving students and residents without a safe place to cross.



LEFT: A person walking down West Washington Boulevard has a long walk before having access to a crosswalk.

- There are no marked crosswalks on West Washington Boulevard from South Union Avenue to Oak Street. Residents need to walk nearly a quarter mile, approximately five minutes, to reach a signalized intersection.
- There are no dedicated bike lanes on West Washington Boulevard. People biking share the road with drivers, leaving them vulnerable and with the burden of anticipating unsafe driver behavior. Participants shared that drivers make lane changes without checking their blind spots and turn in front of people biking, which leads to near misses. As a result, people bike on the sidewalk. However, this leaves less room for people walking on the sidewalks and can lead to pedestrians being hit.

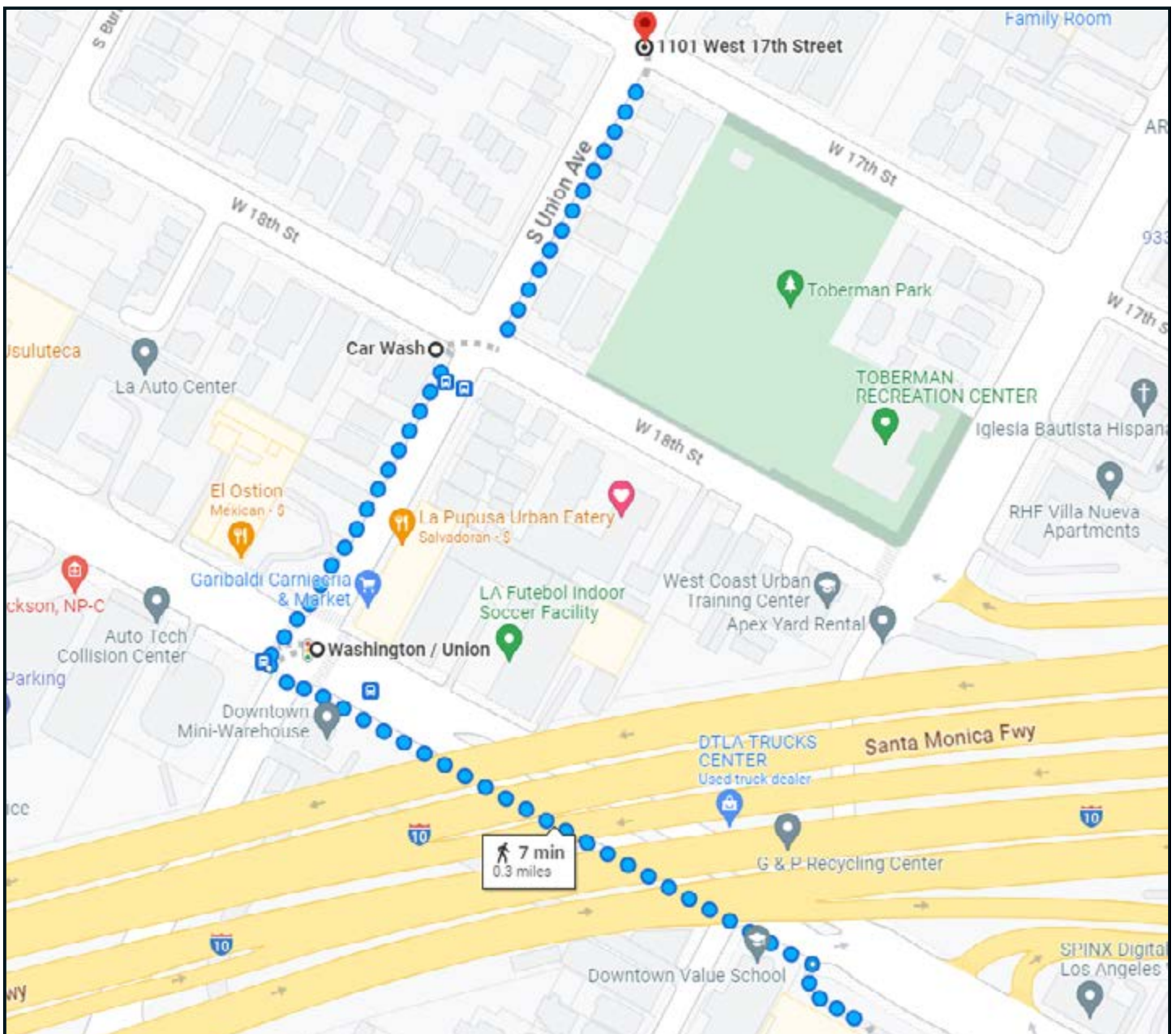


A person bikes on the sidewalk and approaches a pedestrian from behind.

Route Two: South Union Avenue to 17th Street

Assets

- A robust social network provides a sense of community and belonging for residents. Many participants expressed joy when speaking about their neighbors and their care for each other.
- South Union Avenue has multiple shops, including a bakery, a restaurant, and a market, providing residents with a convenient way to access different food sources.



Walking Assessment, Route Two

BELOW: Residents and members of community organizations actively participate in discussions regarding pedestrian and bicycle safety in their community.



ABOVE: Multiple stores are available for residents on South Union Avenue, including a bakery and a butcher's shop.

Concerns

- There is limited or no shade along West Washington Boulevard and South Union Avenue, making it difficult for community members traveling in this area, especially during the warmer months. The bus stops in this area lack a bus shelter, forcing people to wait for long periods of time exposed to the heat or rain during winter months.
- Several sidewalks along South Union Avenue and 17th Street are cracked and uneven, resulting in inaccessible streets for seniors, people using mobility devices, and individuals with carts or strollers. In addition, a piece of concrete protrudes from the ground on South Union Avenue, creating a ramp on the sidewalk. This has become a hazard as children use it as a ramp when using their bicycles on the sidewalk, adding the potential for falls and injuries.
- The South Union Avenue/18th Street intersection does not have marked crosswalks and only has stop signs along West 18th Street, making it difficult for people to cross the remaining legs of the intersection and leaving pedestrians vulnerable to near misses. Instead of making full stops to allow people to cross the street safely, drivers treat the right turn only sign as a yield only sign, often leading to impatient drivers speeding and not giving people enough time to pedestrians and other road users to cross the street.



LEFT: A bus stop with no shade during a hot day on South Union Avenue.



ABOVE: Community members stand near a ramp that has been erroneously created on the sidewalk.

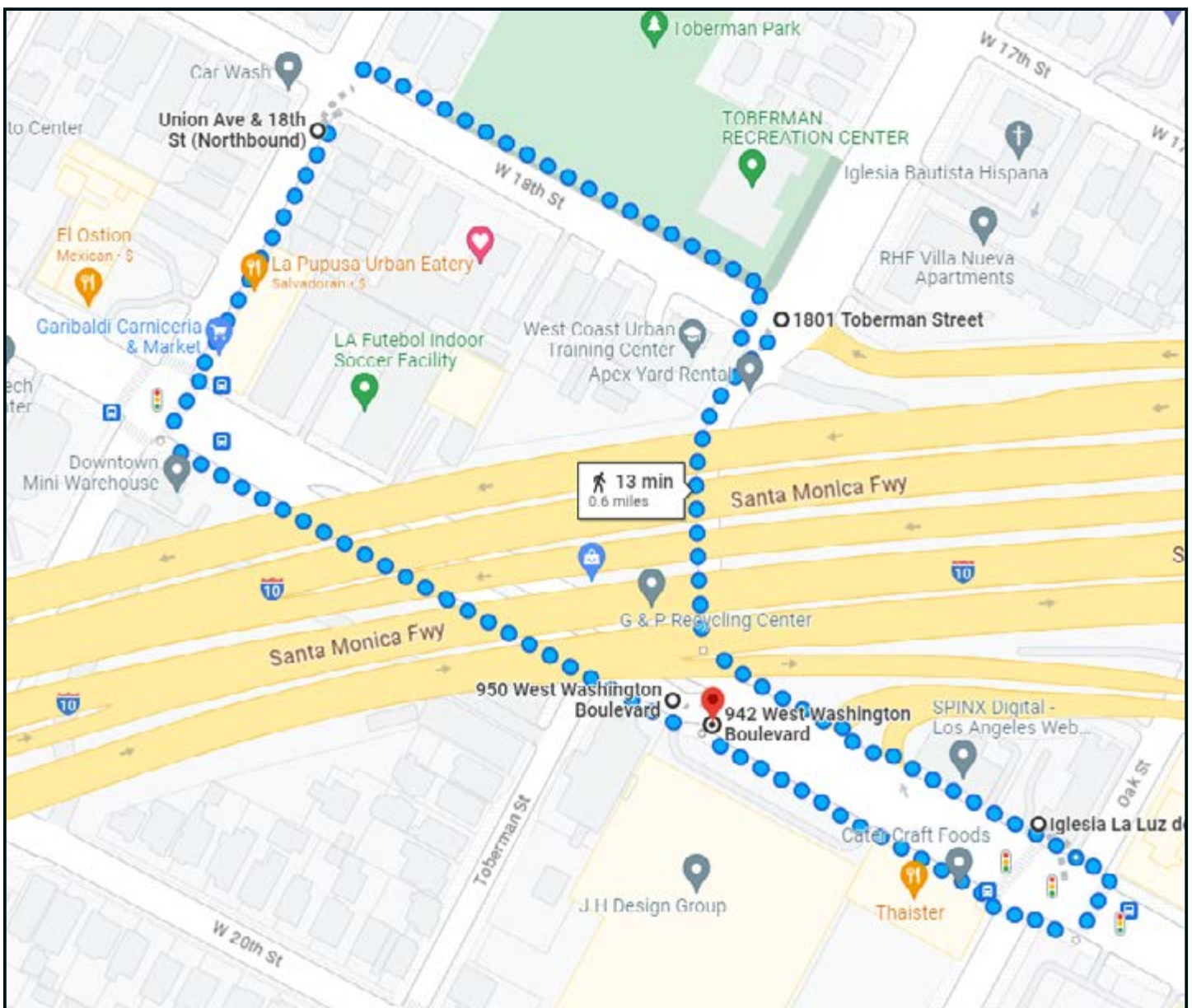


ABOVE: A sign showing only a right turn is allowed at the South Union Avenue/18th Street intersection.

Route Three: West Washington Boulevard and Toberman Park

Asset

- Toberman Park allows community members to congregate safely and enjoy nature and recreational activities. Some activities hosted at the park include after-school clubs, basketball leagues, and summer night lights. Downtown Value School and Alliance Richard Merkin Middle School students travel to the park to participate in school-led recreational activities.



Walking Assessment, Route Three



The entrance to Toberman Recreation Center. Residents use this center as a resource for community events.

Concerns

- The lack of pedestrian scale lighting along West Washington Boulevard makes it too dark to walk safely at night and early in the morning, primarily through the freeway underpass.
- The sidewalks and median on West Washington Boulevard are often covered with trash and bulky debris, forcing pedestrians to walk on the road. Residents have found needles in this area's trash, and they are concerned about the safety of students traveling on West Washington Boulevard. Residents shared that high school students walking to the bus stop at the West Washington Boulevard/South Union Avenue intersection have been targets of robbery and assault, causing parents to pull their children out of school due to fear.
- Toberman Park is a community space and resource heavily used by students. However, it is becoming more difficult for residents and community members to enjoy this green space. Residents shared that recent incidents near the park, such as gang-related shootings and assaults, deter community members from using the park. Residents have seen a decrease in attendance at park-hosted events. The park is also in need of maintenance of the playground area and restrooms. Additionally, there is a freeway exit next to Toberman Park at the 18th Street/Toberman Street intersection, where drivers regularly speed as they exit the freeway. Drivers also use this intersection to do illegal maneuvers such as donuts.



ABOVE: The section under the freeway bridge on West Washington Boulevard tends to be dark, making it dangerous at night and early morning.

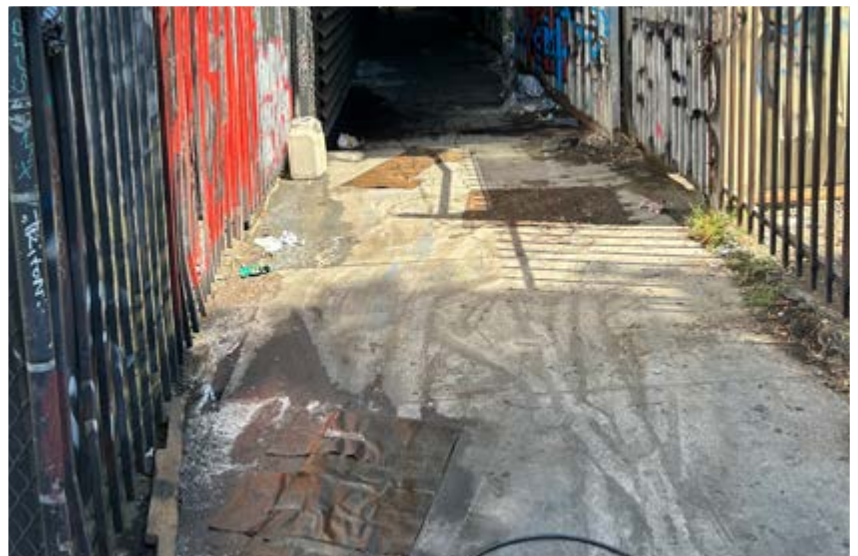


ABOVE: Encampments and poor lighting along West Washington Boulevard expose people walking and biking to a dangerous environment.

- Students and community members use an alley across the street from Toberman Park as a shortcut. Drivers can enter the alley on the south end of Toberman Street and can exit on West Washington Boulevard. This alley is dark, narrow, and has a lot of trash. There is also loose barbed wire on the side of the alley that can be a hazard for people traveling through the alley, especially at night when it is less visible. This alley is also used as a shelter by unhoused community members.



ABOVE: The Interstate 10 exit, next to Toberman Park on the Toberman Street/18th Street intersection has multiple tire marks on the road.



ABOVE: Entrance to the heavily used alley connecting West Washington Boulevard to Toberman Park.

Project Team Recommendations

Advocate for Bike Lanes on Washington Boulevard and South Union Avenue

The Project Team recommends that the planning committee and National Health Foundation request the Los Angeles Department of Transportation (LADOT) install bike lanes on West Washington Boulevard and South Union Avenue. LADOT provides safety improvements for bike users in Los Angeles, including bike lanes, through its Vision Zero initiative. The National Health Foundation can partner with local community-based organizations, such as Bike LA to engage Council District 1 to approve funding for new bike lanes. Bike LA and National Health Foundation can work together to plan a bike infrastructure audit ride with Council District 1 staff to give officials an on-the-ground experience of riding a bike in their district. Additionally, the National Health Foundation and the planning committee can continue working with the Project Team with [follow-up technical assistance](#) to support their efforts in advocating for bike lanes in their community.

Online requests can be submitted with LADOT using this form: [service request](#)

To propose additional bike lanes email LADOT at: ladot.active@lacity.org

To contact the community-based organization Bike LA, use their online form: [online inquiry](#)

Request a Lighting Assessment on West Washington Boulevard

The Project Team recommends the planning committee request a lighting assessment from the [Bureau of Street Lighting](#) for the City of Los Angeles on West Washington Boulevard, specifically in the underpass of Interstate Highway-110. Improved street lighting can improve the visibility of pedestrians and bicyclists traveling along this corridor. Increasing street lighting can also deter crime and improve perceptions of personal safety, especially for residents walking on West Washington Boulevard to access the Metro Blue Lines.

The planning committee can refer to the [US Federal Highway Administration's Pedestrian Lighting Primer](#) to learn more about assessing current lighting conditions, how to design pedestrian-scale lighting, and how to implement pedestrian-scale lighting.

To contact the City of Los Angeles-Bureau of Street Lighting: [Online contact form](#)

Decorative Crosswalks and SCAG Kit of Parts

The National Health Foundation received funding from the Southern California Association of Governments (SCAG) through their Go Human program to support the community of Pico-Union with their community-led design, development, and planning for a decorative crosswalk at the 18th Street/South Union Avenue intersection. Participants shared that this intersection is very dangerous because drivers do not follow the speed limit and continuously engage in illegal maneuvers. This intersection is heavily used by students accessing Toberman Park and is a vital point in their community. Creative crosswalks are more visible to drivers, are more aesthetically pleasing and culturally relevant to the community, and can help boost community pride.

Unfortunately, this project has been delayed. The Project Team recommends that the planning committee and National Health Foundation partner with the Southern California Association of Governments (SCAG) to install a temporary decorative crossing using their Go Human Kit of Parts program on the South Union Avenue/18th Street intersection while their current project remains pending.

For List all mini-grant awardees: [SCAG Go Human Awards](#)

For more details and contact information for borrowing materials: [SCAG Kit of Parts](#)

Request a Rectangular Rapid Flashing Beacon and Raised Crosswalks

The Project Team recommends the planning committee partner with the Los Angeles Department of Transportation (LADOT) and the Bureau of Street Services (Streets LA) to request the installation of a rectangular rapid flashing beacon (RRFB) and a raised crosswalk near the entrance of Alliance Richard Merkin Middle School on South Union Avenue/West 21st Street. A rectangular rapid flashing beacon is activated by people that are walking on the crosswalk and makes pedestrians more visible by signaling drivers to yield to people using the crosswalk. A raised crosswalk is a type of speed table that brings the roadway to the same level as the sidewalk. It makes people walking in the crosswalk more visible and helps to reduce travel speeds.

To submit requests online with LADOT: [Online service request](#)

For more information about RRFBs: [Rectangular Rapid Flashing Beacons \(RRFB\)](#)

For more information about Raised Crosswalks: [Tech sheet](#)

To contact the Bureau of Street Services and inquire about RRFBs: [contact information](#)

Safety Messaging Campaign

The Project Team recommends the planning committee partner with Alliance Richard Merkin Middle School and Downtown Value School to develop a community-led ‘Share the Road’ messaging campaign. Participants shared that the community needs to be involved, and this campaign can be an opportunity to engage residents and members to participate by modeling safe walking and biking. Safety messages such as flyers, signs, and other printed materials can be placed in the surrounding areas of the schools, such as bus shelters, utility boxes, and areas of concern. The campaign aims to include critical areas where the most unsafe behavior occurs. The campaign can be developed to target speeding, rolling stops, and cleaner streets.

Southern California Association of Government’s [Go Human Safety Campaign](#) can serve as a model and a funding source for this campaign.

Develop a Safe Routes to School Program

The Project Team recommends that the planning committee partner with Alliance Richard Merkin Middle School and Downtown Value School to develop a [Safe Routes to School](#) (SRTS) Program. Together, they can identify solutions, determine the best way to engage the community, and develop the best routes to and from school. The SRTS program can begin with a walk-to-school event. The planning committee can use resources provided by the [Los Angeles Department of Transportation Safe Routes to School](#) program to implement a street pop-up for a walk-to-school event.

Street Story

The Project Team recommends that the planning committee and National Health Foundation share the [Street Story](#) tool with the rest of the community. Street Story is a community engagement tool that allows residents, community groups and agencies to collect information about transportation crashes, near-misses, general hazards and safe locations to travel. Street Story features a survey where people can record travel experiences. Once a record has been entered, the information is publicly accessible on the website with maps and tables that can be downloaded. Community organizations and agencies can use this information as part of qualitative information-gathering approaches for local needs assessments, transportation safety planning efforts, safety programs and project proposals. Street Story is free to use and publicly accessible.

For more information visit the Street Story page: [Street Story: A Platform for Community Engagement](#)

Launch a School Safety Valet Program

The Project Team recommends the planning committee partner with Alliance Richard Merkin Middle School and Downtown Value School to launch a school safety valet program. This program can help improve student safety by providing more fluid traffic movement around schools. A valet will direct drivers and students to a designated zone to safely exit the car. This program will also help students that walk to school by decreasing vehicle traffic and allowing students to feel more comfortable walking and crossing the street. [Launching a School Safety Valet Program](#) in a Los Angeles Unified School District school could be supported by the [Office of Environmental Health and Safety](#) (OEHS).

These are additional resources that can guide the implementation of a safety valet program:

The [Safety Valet General Information](#) provides more information about the safety valet program.

The [School Safety Valet Program Kit](#) provides a list of materials needed for the program and OEHS contact information.

Request Speed Feedback Radar Sign on West Washington Boulevard

The Project Team recommends that the planning committee and National Health Foundation request a speed feedback radar sign on West Washington Boulevard from the Los Angeles Department of Transportation (LADOT). The radar sign can be placed on West Washington Boulevard between South Union Avenue and Oak Street to alert drivers of their speeds. Community members shared that adding speed radars, crosswalks, and stop signs can be an effective way to decrease speeding in their community.

To submit requests online with LADOT: [Online service request](#)

The [Vision Zero Safety Toolkit](#) provides more information regarding speed feedback radar signs.

Host an In-Person My LA 311 Community Training to Request Trash Clean-up Services

The Project Team recommends that the planning committee and National Health Foundation plan an in-person workshop to teach community members in Pico-Union how to use My LA 311 services. Residents shared that large amounts of trash often block the sidewalks along West Washington Boulevard. These obstructions limit the space available for pedestrians on the sidewalks, forcing them to walk on the road. The 311 call center allows residents to request various city services, including street and trash cleaning services. Hosting an in-person workshop will provide a hands-on approach to using 311 and will increase residents' comfort with submitting their requests for cleaner and walkable sidewalks.

To initiate a service request: [311 online requests](#)

For a full list of services: [My LA 311](#)

Los Caminos de las Vías: Radionovela

During the training, participants created a Radionovela, a podcast that highlights community concerns and proposes solutions through the power of storytelling. This audio project is intended to be used as a tool for advocacy to create their local community visions for a healthy, walkable, and bikeable community. This episode and all past Camino de las Vías podcasts can be found on [Soundcloud](#). A transcript of the Radionovela can be found in the appendix of this report.

This episode highlights the experience of community members dealing with trash on their streets, the challenges they face with their local district and funding for projects, and the dangers of speeding and assaults in their neighborhood. Participants shared that more community involvement is needed. If more community members participated in meetings and with advocacy efforts, Pico-Union would be more successful in getting more funding to approve projects that will address dangerous speeds, and increase safety in their neighborhoods. To read a transcript of the audio, see the Appendix.

Appendix

- Crash Data
- CAyS Esri Community Analyst Data
- Transcript of RadioNovela

El Historial de Choques que Involucraron a Peatones y Ciclistas en la vecindad de **Pico Union**

Visita al sitio – 26 de mayo del 2023
Areli Balderrama, arelib@berkeley.edu

Berkeley SafeTREC

1

¿Qué es un choque de peatones?



- Choque entre un peatón y un vehículo motorizado
 - Incluye a una persona a pie, en monopatín, cochecito, silla de ruedas, dispositivo eléctrico de movilidad asistida
- Un choque puede provocar múltiples víctimas entre los peatones

2

¿Qué es un choque de bicicleta?

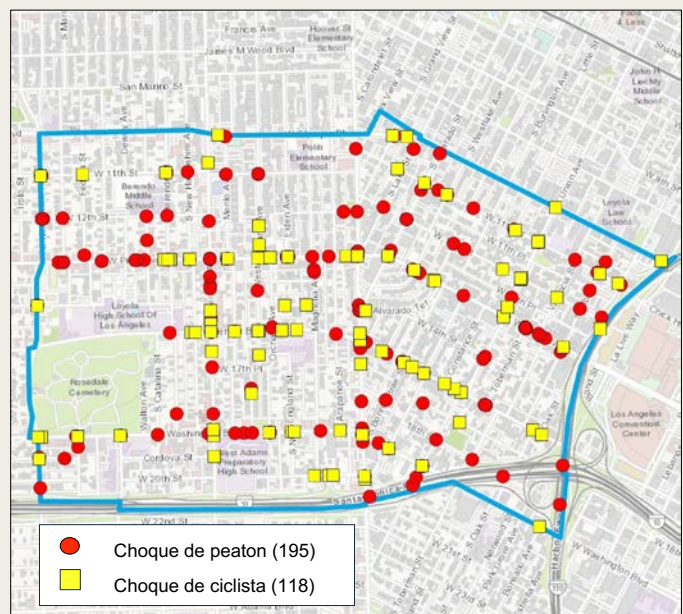


- Choque entre una bicicleta y un vehículo de motor
- Las bicicletas se consideran vehículos y, por lo tanto, las infracciones cometidas por un "conductor" podrían haber sido cometidas por un conductor de vehículo de motor o por un ciclista.

3

Descripción general de los choques en Pico-Union, 2017-2021

- De 2017 a 2021, hubo un total de 195 choques de peatones y 118 choques de bicicletas en nuestra área de enfoque.

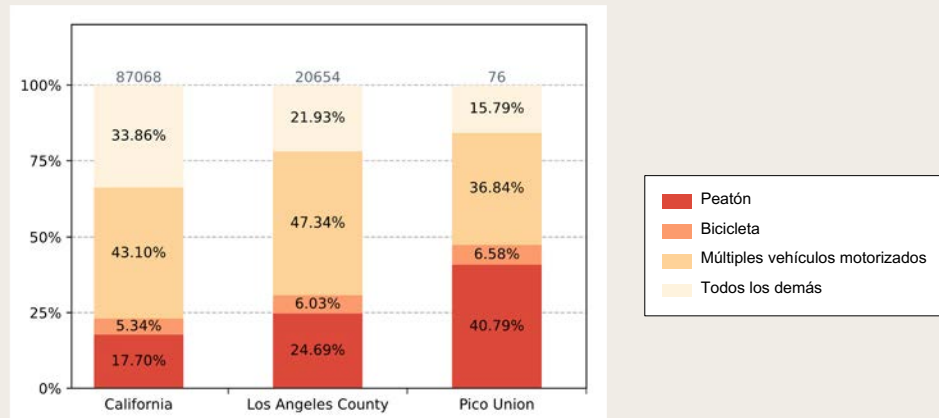


Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

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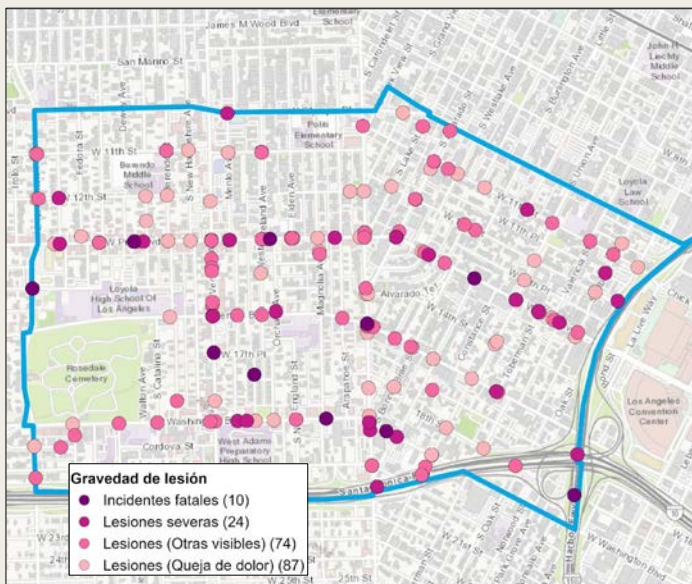
¿Cómo se compara el área de Pico-Union con otras áreas?

Choques con lesiones fatales y graves por modo de involucramiento 2017-2021



Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

5



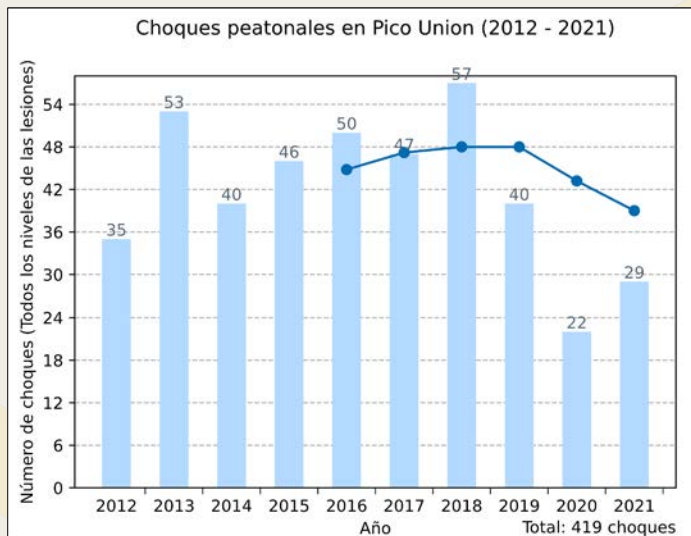
Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

Choques peatonales 2017-2021

- La mitad de todas las accidentes fatales ocurrieron a lo largo de dos corredores (3 de 10) las accidentes fatales ocurrieron en Pico Boulevard y (2 de 10) ocurrieron en Washington Boulevard.
- Vermont Avenue entre Pico y Washington Boulevard tiene altas concentraciones de choques de peatones que van desde 1 fatalidad hasta múltiples tipos de gravedad.

6

Choques peatonales 2012-2021



Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

7

Accidentes peatonales 2017-2021

Por hora del día y semana

Choques peatonales por tiempo de día y día de semana en Pico Union

	lunes	martes	miércoles	jueves	viernes	sábado	domingo	Total
09:00PM-11:59PM	3	1	3	4	9	5	2	27
06:00PM-08:59PM	10	7	2	9	12	4	4	48
03:00PM-05:59PM	7	2	8	7	7	4	1	36
Noon-02:59PM	6	3	2	2	1	7	4	25
09:00AM-11:59AM	0	2	1	0	3	3	4	13
06:00AM-08:59AM	6	4	6	3	6	0	0	25
03:00AM-05:59AM	1	1	1	0	1	2	2	8
Midnight-02:59AM	3	2	1	0	1	3	3	13
Total	36	22	24	25	40	28	20	195

Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

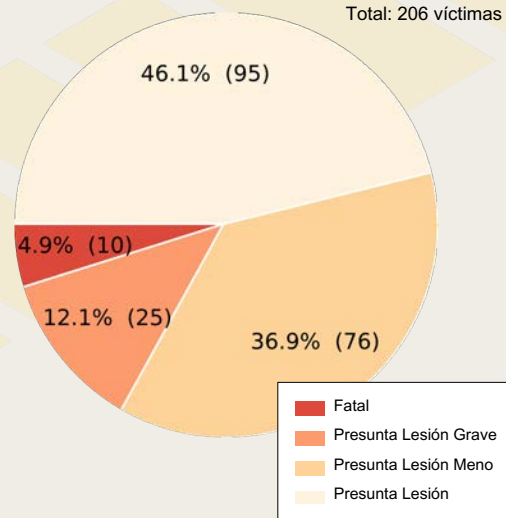
8

Choques peatonales 2017-2021

Por gravedad de la lesión

206 víctimas resultaron heridas en 195 choques peatonales

10 víctimas fallecieron y 25 tuvieron presunta lesión grave

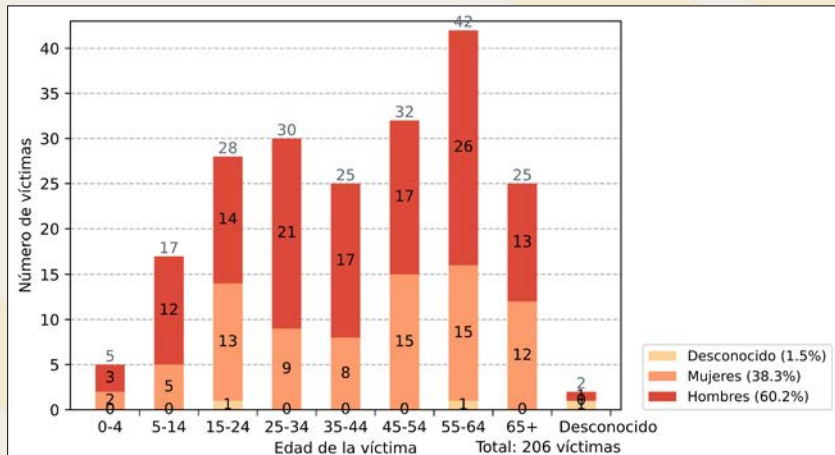


Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

9

Choques peatonales 2017-2021

Por edad y género de la víctima



Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

10

Choques peatonales 2017-2021

Infracciones más frecuentemente citadas en choques con lesiones

57
choques

21950.a El conductor no cede el paso a los peatones en un cruce peatonal marcado o no marcado

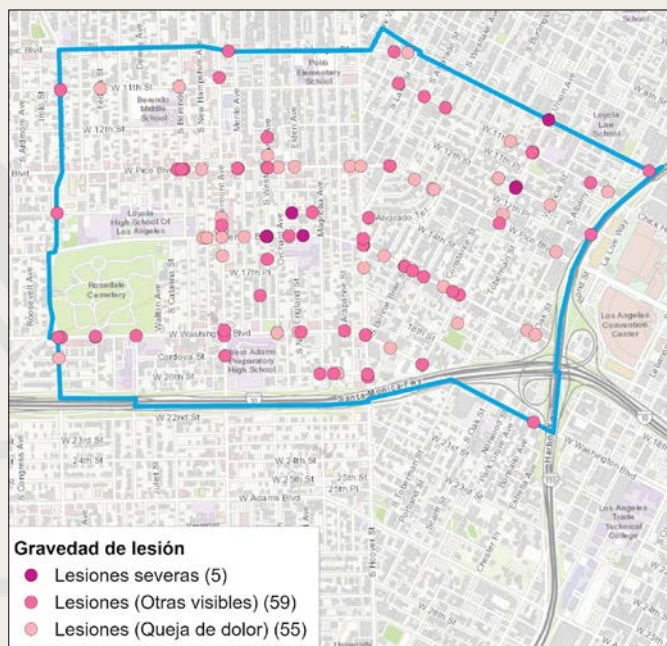
47
choques

21954.a Peatones debe ceder el paso a los vehículos al cruzar fuera de un cruce peatonal marcado o no marcado

Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

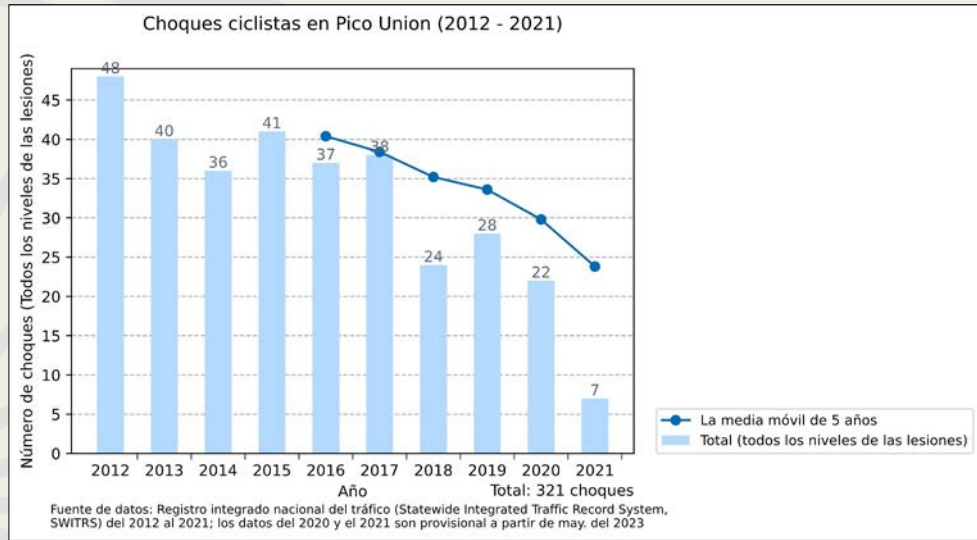
Choques de bicicleta 2017-2021

- 4 de los 5 choques que se clasifican como lesiones graves ocurrieron en dos corredores (2 a lo largo de South Union Avenue) y (2 a lo largo de Venice Boulevard)
- Además, Washington Boulevard tiene una alta concentración de choques que resultaron en lesiones (otras visibles)



Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

Choques de bicicleta 2012-2021



13

Choques de bicicleta 2017-2021 Por hora del día y semana

Choques ciclistas por tiempo de día y día de semana en Pico Union

	lunes	martes	miércoles	jueves	viernes	sábado	domingo	Total
09:00PM-11:59PM	0	2	1	1	2	2	0	8
06:00PM-08:59PM	4	4	5	7	2	3	1	26
03:00PM-05:59PM	4	4	6	7	4	5	1	31
Noon-02:59PM	0	2	1	5	1	6	2	17
09:00AM-11:59AM	3	0	2	0	3	2	2	12
06:00AM-08:59AM	6	5	3	0	4	0	2	20
03:00AM-05:59AM	0	1	0	0	1	1	0	3
Midnight-02:59AM	0	0	0	1	1	0	0	2
Total	17	18	18	21	18	19	8	119

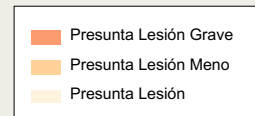
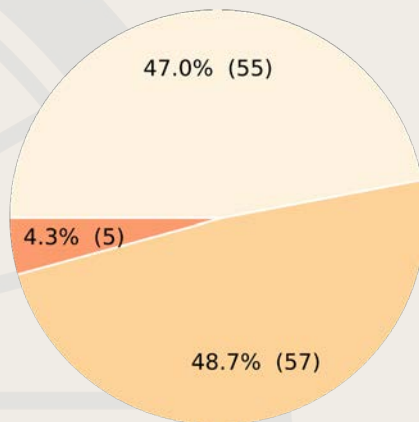
Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

14

Choques de bicicleta 2017-2021

Por gravedad de la lesión

117 víctimas

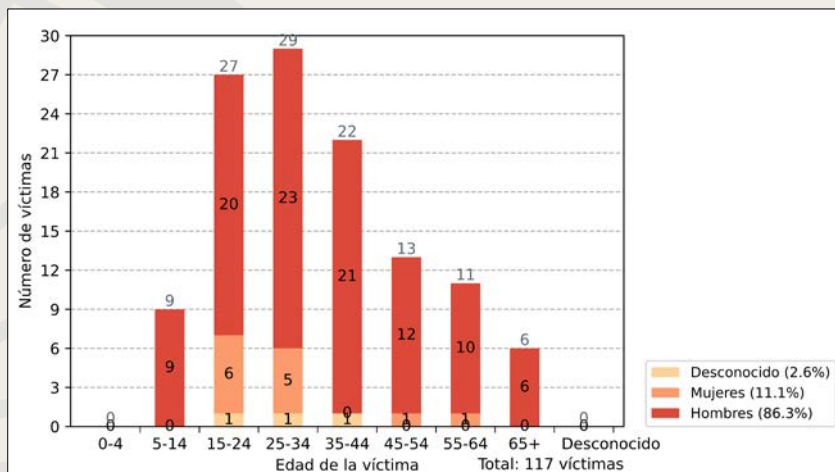


Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

15

Choques de bicicleta 2017-2021

Por edad y género de la víctima



Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

16

Choques de bicicleta 2017-2021

Infracciones más frecuentemente citadas en choques con lesiones

20
choques

21804.a El conductor no cede el derecho de paso al entrar / cruzar una carretera

16
choques

22107. Vuelta o movimiento inseguro a la derecha o a la izquierda en una carretera o vuelta sin señalizar

13
choques

21650. No andar en bicicleta en la misma dirección en la carretera que los vehículos son conducidos

Fuente de datos: Sistema Integrado de Registro de Tráfico Estatal (SWITRS) 2017-2021. Los datos de 2020 y 2021 son provisionales a marzo de 2023.

17

Recursos adicionales

Street Story

Street Story es una herramienta para juntar comentarios de la comunidad sobre temas de seguridad en el transporte.

Comparte historias en Street Story de dónde has estado en un choque o casi choque, o dónde te sientes seguro o inseguro viajando.

streetstory.berkeley.edu



Sistema de Lesiones de Transporte (TIMS)

TIMS es una herramienta basada en la web que permite a los usuarios analizar y mapear datos del Sistema Integrado de Registros de Tráfico Estatal de California (SWITRS).

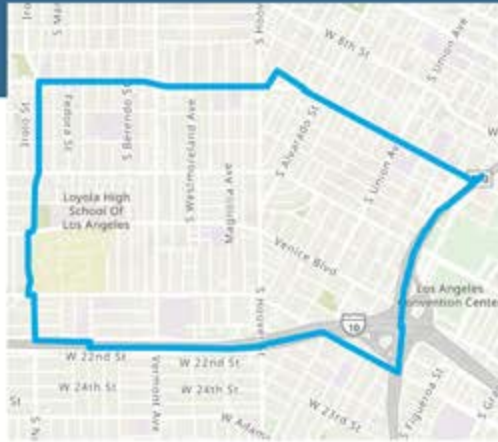
Para explorar más a fondo los datos de choque, regístrese para obtener una cuenta gratuita para acceder a las herramientas y recursos en TIMS.

tims.berkeley.edu

18

Pico-Union

Comunidades Activas y Seguras (Safe and Active Communities)



Key Facts



23%

Households with 1+ Persons with a Disability

Vulnerable Population



12%

Population 65+



33%

Households without a vehicle



30%

Households Below the Poverty Level

Commute Profile



26%

Took Public Transportation



11%

Carpooled



4%

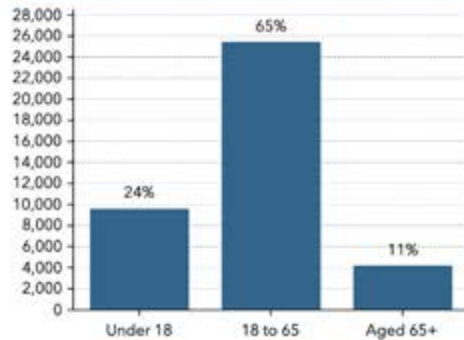
Walked to Work



1%

Bike to Work

Population by Age



2022 Race and ethnicity (Esri)

The largest group: Hispanic Origin (Any Race) (77.56)

The smallest group: Pacific Islander Alone (0.09)

Indicator ▲	Value	Diff
White Alone	10.81	-20.97
Black Alone	3.99	-3.86
American Indian/Alaska Native Alone	3.61	+1.92
Asian Alone	13.02	-2.35
Pacific Islander Alone	0.09	-0.15
Other Race	55.03	+27.01
Two or More Races	13.45	-1.59
Hispanic Origin (Any Race)	77.56	+29.58

Bars show deviation from Los Angeles County

Household Income (2021)

Median Household income	\$40,136
Median Household income < \$10,000	1,207 10%
Median Household income \$10,000 - \$14,999	1,111 9%
Median Household income \$15,000 - \$19,999	1,022 8%
Median Household income \$20,000 - \$24,999	626 5%
Median Household income \$25,000 - \$29,999	734 6%
Median Household income \$30,000 - \$34,999	702 6%
Median Household income \$35,000 - \$39,999	769 6%
Median Household income \$40,000 - \$44,999	500 4%
Median Household income \$45,000 - \$49,999	791 6%
Median Household income \$50,000 - \$59,999	1,101 9%
Median Household income \$60,000 - \$74,999	1,029 8%
Median Household income \$75,000 - \$99,999	1,236 10%
Median Household income \$100,000 - \$124,999	544 4%
Median Household income \$125,000 - \$149,999	351 3%
Median Household income \$150,000 - \$199,999	403 3%
Median Household income \$200,000+	242 2%

Appendix C: Los Caminos de la Vía Radionovela Transcript

To listen to this Spanish language mini-podcast, visit bit.ly/los-caminos-de-la-via.

The following is a transcript for the Radionovela, which has been translated from the Spanish audio. Some content may have been edited to provide more clarity.

Participant: I like that our community has been changing for the better.

Participant: What do I like? I enjoy Toberman Park during the Summer Nights program, which is Wednesday to Saturday. They have activities for children, and for parents, they have workshops and Zumba.

Narrator: Hello everyone. Welcome to our new episode of Los Caminos de la Vía. Los Caminos de la Vía is a project of California Walks and UC Berkeley SafeTREC and focuses on helping Spanish-speaking communities create audio content that can be used as a tool for advocacy and education to improve pedestrian and bicycle safety. This mini podcast highlights community concerns through storytelling, helps raise awareness of pedestrian and bicyclist safety, and proposes community-led solutions. In our segment today we spoke with the Pico-Union community [in Los Angeles] about the safety concerns of students who walk and use Toberman Park and the desire to have clean streets. Participants want to see their community come together to participate in advocacy and bring change to their community.

Participant: There is a lot of garbage in our community. I wish it was cleaner.

Participant: I would like for the community to look cleaner. In terms of parks, I would also like to see our routes to parks be cleaner, as well as around the schools.

Narrator: Pico-Union is a neighborhood located in the city of Los Angeles. A high percentage of Pico-Union residents walk, bike or use public transportation to move between the community, as reflected in the 33% of the community that do not own a vehicle.

Participant: Elderly people do not have enough time to cross because the traffic light changes before they are able to do so. And, there are many older adults who walk with children. But this is an issue even for myself. One of my dreams for the future of Pico-Union is to see clean streets, more light, and children being able to play in parks without any danger.

Participant: We need more safety. Like someone else shared, at night the streets are very dark. It's too bad we are next to Downtown Los Angeles and at night it gets very dark. Lately there have been many robberies reported. Maybe these dark streets are also why more crashes happen at night, because, well, there are no lights. So, we are asking for more lighting, more security, and cleaner areas.

Narrator: Between the years 2012 and 2021, there were 419 reported pedestrian crashes with ten fatalities. Half of all fatalities occurred along two corridors, with three of the ten fatalities reported along Pico Boulevard and two of ten fatalities along Washington Boulevard.

Narrator: Pico-Union residents noticed that the new signage to prevent left turns, by only allowing right turns, at the corner of 18th Street and Union Avenue, has been ignored. Participants shared the following.

Participant: Our group has witnessed [...] we were out there observing the intersection and noticed that the new signage has not worked for us. Police officers themselves do not respect the signage and turn left. We observed and counted the number of drivers who made a left turn at the intersection. Research shows that having a decorative crosswalk draws more attention to the [people at the crosswalk and slows] cars.

Narrator: Community members worked with the National Health Foundation to bring a decorative crosswalk to this very intersection. This project is a collaborative effort to make the intersection of Union Avenue and 18th Street safer for students and residents who cross daily. This project was approved but is currently on hold due to changes in the District Council staff. Participants shared their frustration with this process.

Participant: Sometimes when a council member or those overseeing a district leave their position nothing happens until the [next council member] arrives and updates get delayed. And that's how it goes. There are areas here that have remained unchanged for over ten years.

Narrator: Pico-Union residents ask for more support from their local district to bring their ideas to life. The Pico-Union community is filled with residents and parents who are ready to continue advocating for cleaner streets and safer routes to school and Toberman Park. Community members and the National Health Foundation will continue to work together to raise awareness for safer streets and engage more parents and residents to support their efforts.

Participant: We need the approval and support of the city more than anything to be able to make changes in our community.

Narrator: Pico-Union residents also ask for the support of the rest of the community and share the following.

Participant: We need to go as a community, listen and ask that there be specific funds for these programs which are very important. We need to continue to go to community meetings, council meetings, so that together we can ask for them to allocate funds. We need people to raise their voices because if we remain silent nobody is going to do it. If we unite, they already know what we are asking for, that we really want this and that we won't give up. This is the only way they're going to do it [make improvements].

Narrator: Participants also suggested the support of the police with the enforcement of roads in school areas.

Participant: And enforce the area for a certain time like when the children go out to school. Putting the police officer on a motorcycle often works because it worked on a street by the school [by slowing drivers down and deterring bad behaviors] because people respect the rules now.

Narrator: Residents of Pico-Union are asking for more support from their local district to make their ideas a reality. The Pico-Union community is full of residents and parents who are ready to continue advocating for cleaner streets and safer routes to school and

Toberman Park. Community members and the National Health Foundation will continue to work together to raise awareness about safer streets and engage more parents and residents to support their efforts. Thank you for joining us and be sure to listen to the rest of the episodes of Caminos de la Via. We invite you to read the Pico-Union executive summary in the description to learn more about active and safe communities. Visit the California Walks and UC Berkeley SafeTREC website. See you later.

Thank you for your interest in the Community Pedestrian and Bicycle Safety Training Program.

For more information, please visit:

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

For questions, please email:

safetrec@berkeley.edu or cpbst@calwalks.org

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.



Berkeley SafeTREC