Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

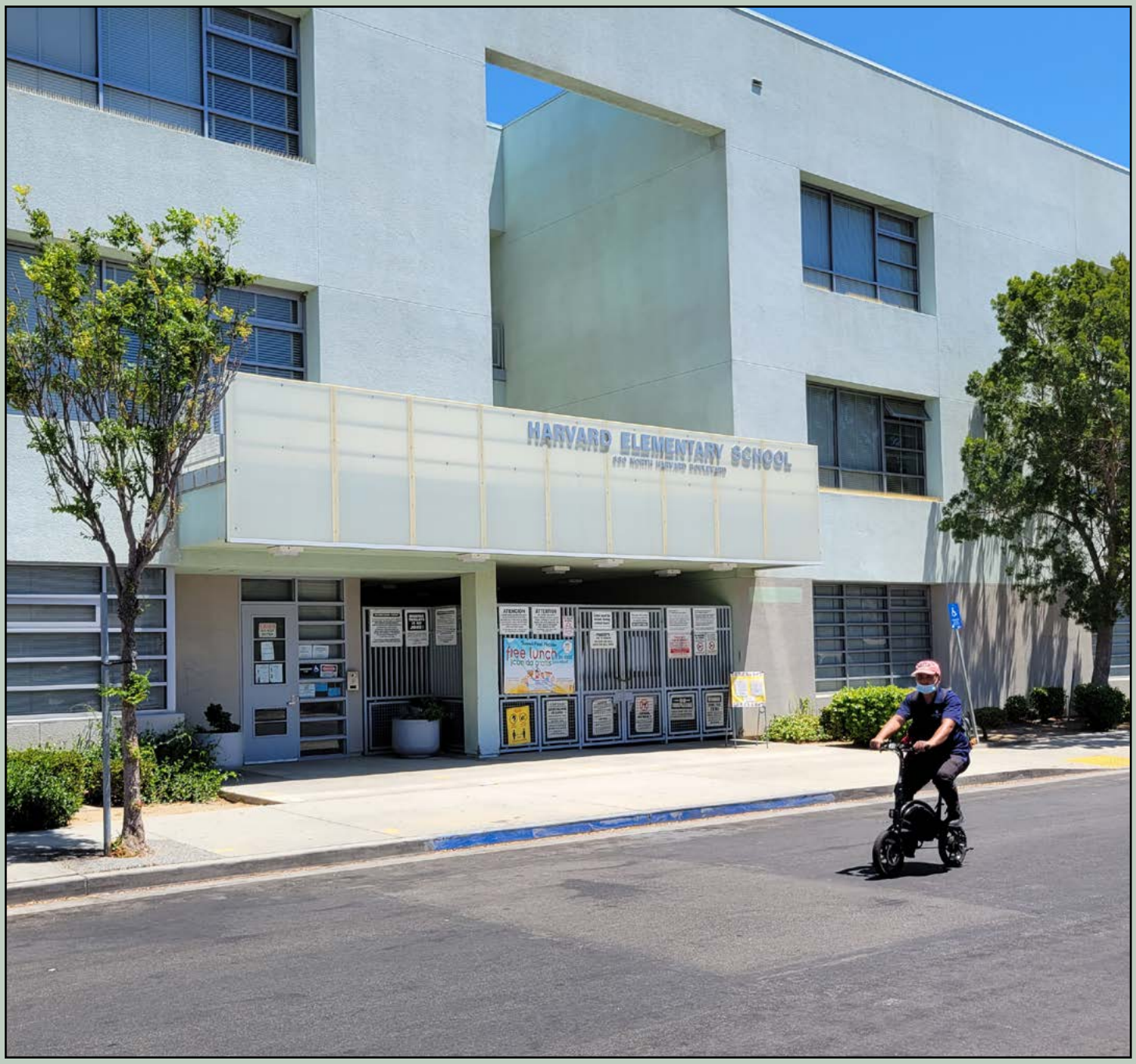
California Walks
Stepping Up for Health, Equity, & Sustainability

OTS
CALIFORNIA OFFICE OF TRAFFIC SAFETY

Summer 2022

Harvard Elementary School, Hollywood, Los Angeles Summary and Recommendations Report

Community Pedestrian and Bicycle Safety Training Program



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 Hollywood 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 Valerie Hernandez for providing simultaneous interpretation during the workshop.

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

Planning Committee

Alyssa Vargas	City of Los Angeles
Jimmy Valenzuela	City of Los Angeles
Luisa Bottari	Volunteers of America Family SourceCenter
Monica Mooring	Volunteers of America Family SourceCenter
Rande Smith	City of Los Angeles

This report was prepared by:

California Walks	**UC Berkeley Safe Transportation Research & Education Center (SafeTREC)**
Wendy Ortiz	Katherine Chen
Jacqueline Garcia	
https://calwalks.org	https://safetrec.berkeley.edu

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Contents

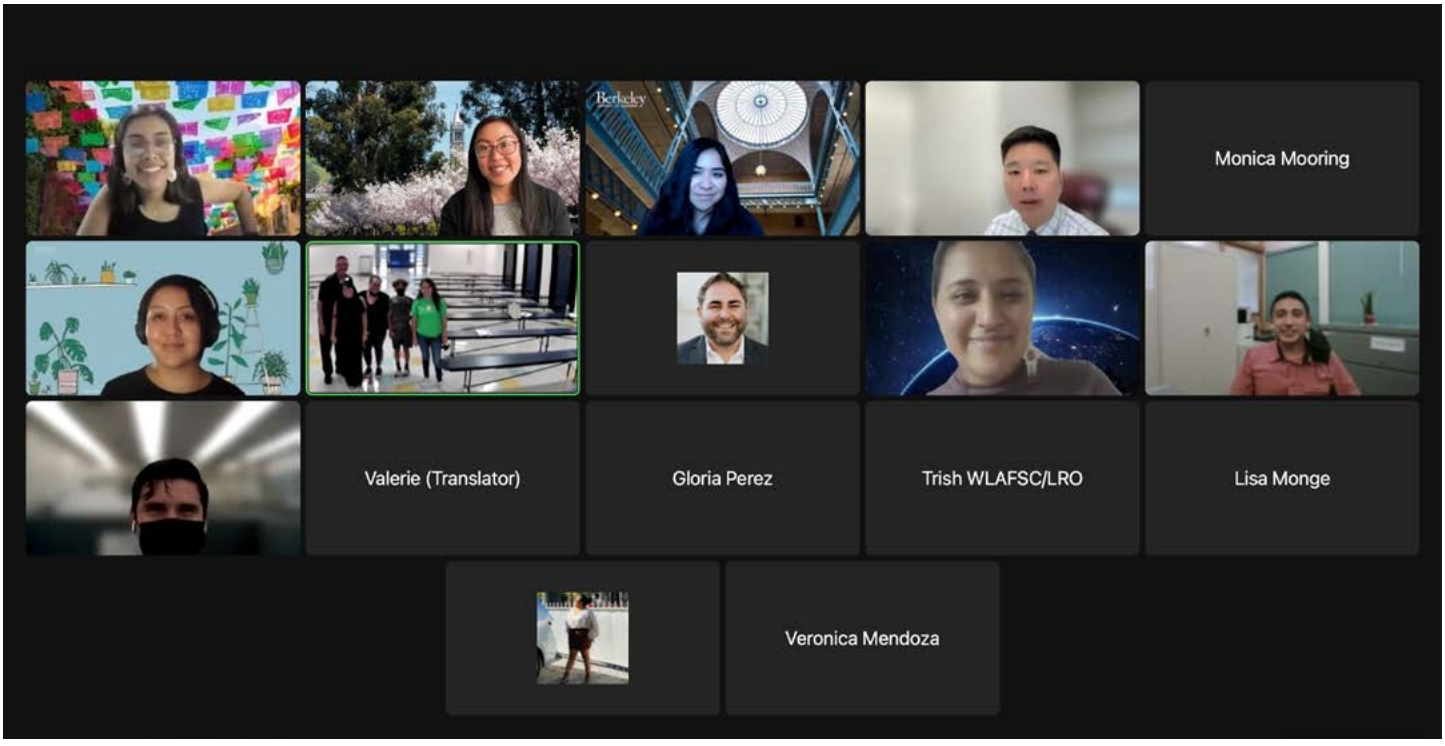
Introduction

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 Approach 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 and SafeTREC (Project Team) work with the local Planning Committee, a group of community stakeholders, over the course of two to three months 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 Hollywood CPBST workshop was held virtually and convened 15 participants on August 18, 2022, including residents, school administrators, and representatives from Family Source Centers and Council District 13. The Office of Traffic Safety Program requested a CPBST workshop to:

1. Develop momentum and support for Safe Routes to School programming for Harvard Elementary School and the surrounding community; and
2. Improve walking and biking safety for students walking and biking to Harvard Elementary School.

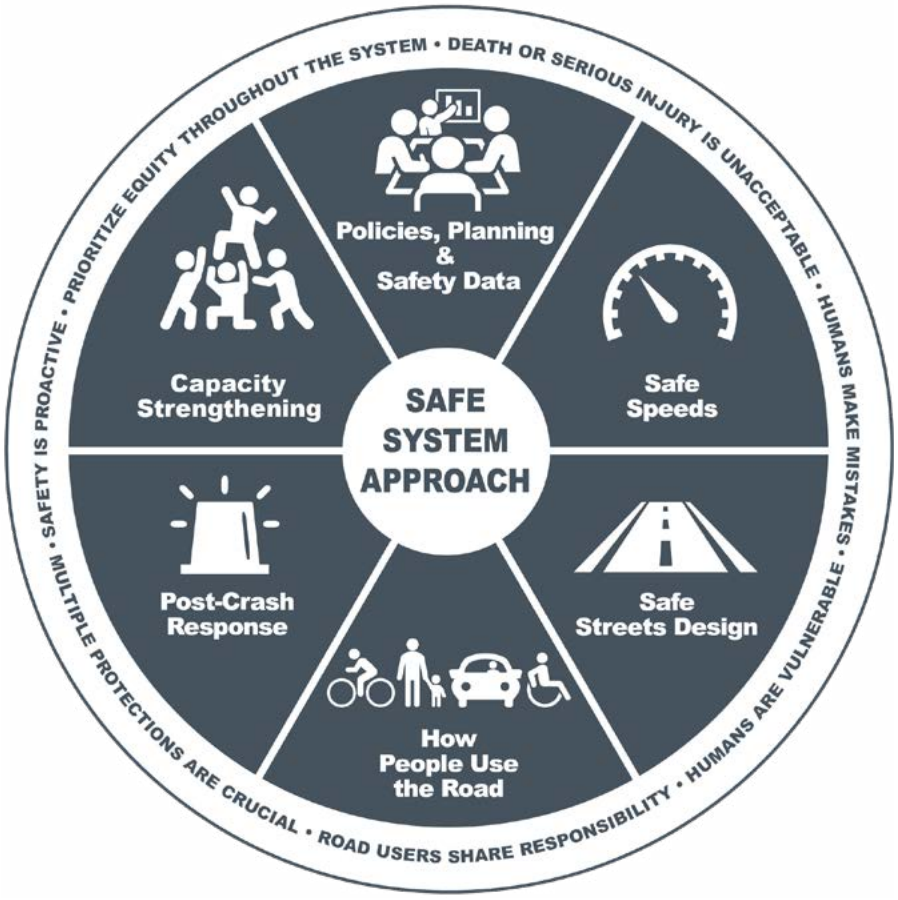
The following report summarizes the outcomes of the workshop and provides community and Project Team recommendations for continued guidance in project and program implementation.



Safe System Framework

The Project Team adapted the Federal Highway Administration's Safe System framework to make them more impactful for grassroots community engagement. The Safe System approach aims to eliminate all fatal and serious injuries. We emphasize equity as a central component and acknowledge the critical need to strengthen partnerships between transportation professionals and the communities they serve in order to create safe streets for everyone. Our Safe System approach improves safety for all road users through the principles and the multiple layers of protection seen in the graphic below.

For more information about the Safe System Approach, please review our policy brief available at: bit.ly/SafeSystemApproach. To learn more about Safe System strategies, please review our toolkit available at: bit.ly/CPBSTToolkit.



Background

The Hollywood neighborhood is a community located in the city of Los Angeles in Los Angeles County. Per OTS Crash Rankings, in 2019, Los Angeles ranked 1st 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 crashes and 6th for bicycle crashes, demonstrating a high need for pedestrian and bicycle safety improvements.

Within the focus area of the Hollywood neighborhood in Los Angeles in 2021, according to Esri Community Analyst, 12 percent of households include at least one resident with one or more disabilities and 19 percent of households do not own a vehicle. The majority of the community, 68 percent, are within the ages of 18 and 65, and 15 percent of the community live below the poverty level. Many residents rely on public transit, walking, biking, or carpooling to get around the neighborhood and citywide even though they feel uncomfortable given safety concerns like drivers speeding, unmarked crosswalks, and no bike infrastructure.

While only a small percentage of the community walks (2.0 percent) or bikes (0.5 percent) to work, nearly one-quarter (22.1 percent) of the community took public transportation. Another 7.5 percent of the community commuted by carpooling.

A family crossing the street on Rosewood Avenue.

Local Policies and Plans

In March 2021, the City of Los Angeles recommended the adoption of the updated Hollywood Community Plan, which highlights housing, zoning, historical preservation, and transportation infrastructure projects to fight climate change and improve city sustainability. Climate and Sustainability aspects of the plan include directing jobs and housing near public transit to reduce vehicle miles traveled as well as encouraging mixed use areas and improving walkability in commercial areas. The Hollywood Community Plan Resource Page includes plan documents and interactive zoning maps along with webinars, factsheets and other popular education materials to provide more information on the proposed updates.

The Vermont - Western Transit Oriented District (TOD) Station Neighborhood Area Plan (SNAP) Specific Plan outlines a transit friendly area by establishing guidelines for pedestrian-oriented design. Some of these guidelines include designs that allow for more shade, better lighting, and more security measures on new development. This plan also highlights a Parks First Program to provide more open green space by investing in small parks and gardens throughout the neighborhood.

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.

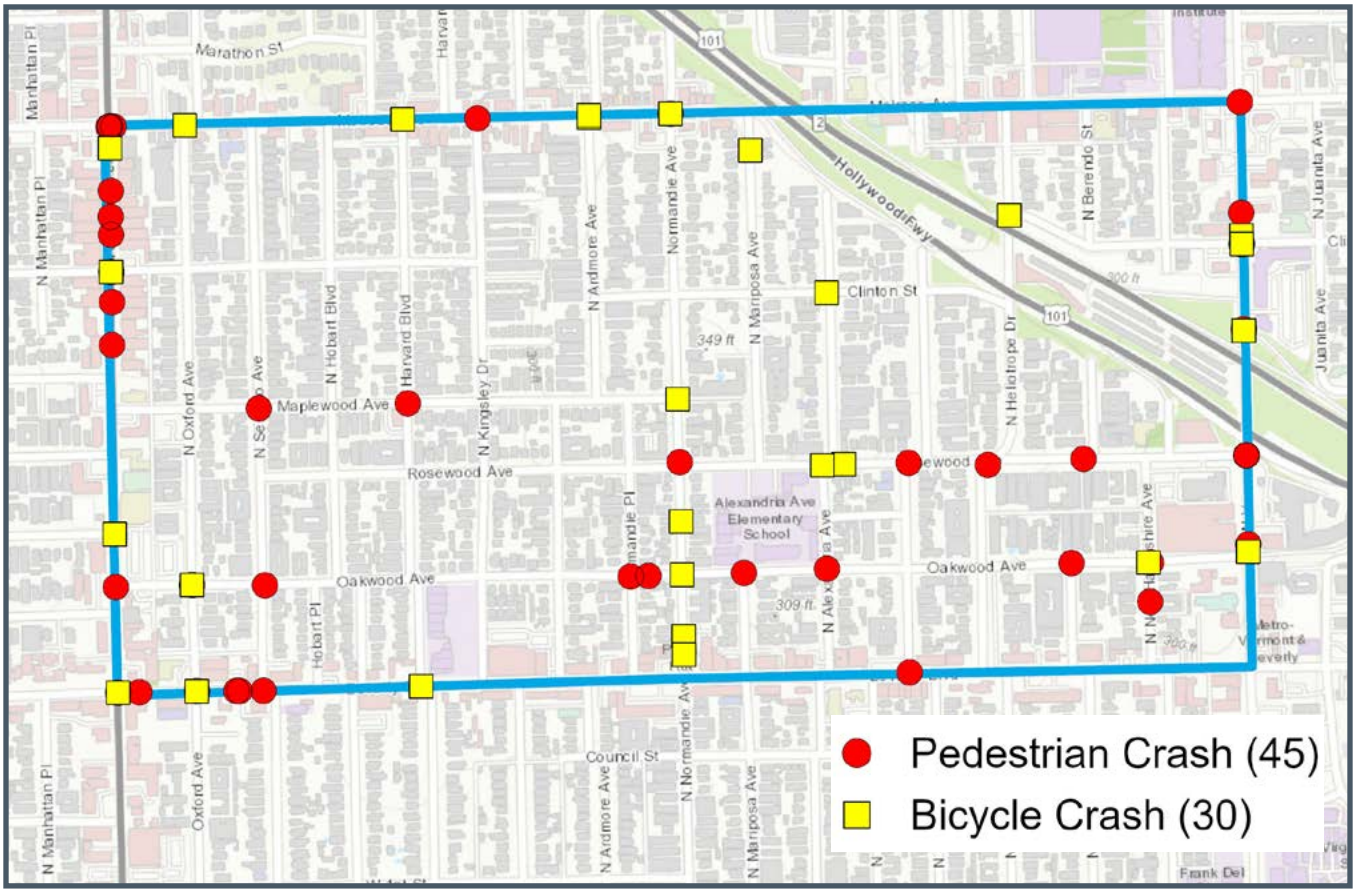
Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians[1] and bicyclists in the Hollywood Neighborhood in Los Angeles. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2012 to 2021. Crash data for 2020 and 2021 is provisional as of June 2022. A full discussion of the pedestrian and bicycle crash data can be found in the Appendix.

The map below shows all of the crashes within the workshop boundaries in which a person was injured and that involved a pedestrian or bicyclist from 2017 to 2021.

Community Workshop Boundaries

The boundaries for this workshop were: Melrose Avenue at the north, Beverly Boulevard at the south; Vermont Avenue at the east; and Western Avenue at the west. The Planning Committee chose these boundaries to include Harvard Elementary School, Alexandria Avenue Elementary School, U.S. Highway 101 access, and busy arterials where people in the neighborhood walk and bike.



1 A pedestrian is defined as any person who is afoot or using a non-motorized personal conveyance other than a bicycle. This includes skateboards, strollers, wheelchairs, and any electric assistive mobility device.

Pedestrian Crashes

Over the 10-year period between 2012 and 2021, pedestrian crashes appear to be steadily decreasing since 2016, with a sharp decline in 2020 when we saw a significant drop across all crashes related to the COVID-19 shelter-in-place orders. In the most recent five years of data available, 2017 to 2021, pedestrian crashes, including six of seven severe injury crashes in the workshop boundaries, were concentrated on Western Avenue (14 crashes), Oakwood Avenue (11 crashes), Melrose Avenue (nine crashes), and Vermont Avenue (eight crashes). Pedestrian crashes were concentrated between 3 p.m. and 9 p.m. Wednesdays and Fridays saw the most crashes. The primary crash factor for nearly half of these pedestrian crashes was a driver not yielding the right-of-way to a pedestrian at a marked or unmarked crosswalk, which was associated with 21 crashes.

Of the 47 pedestrians injured in these 45 crashes, there were zero fatalities and seven serious injuries. The remainder suffered minor injuries. Most of the victims (68.1 percent) were working-age adults in the 18 to 59 age range. School-aged children, in the age range of 5 to 17, comprised 12.8 percent of victims while seniors aged 60 and older comprised 19.1 percent. Of people seriously injured, three were seniors and three were young adults in their twenties.

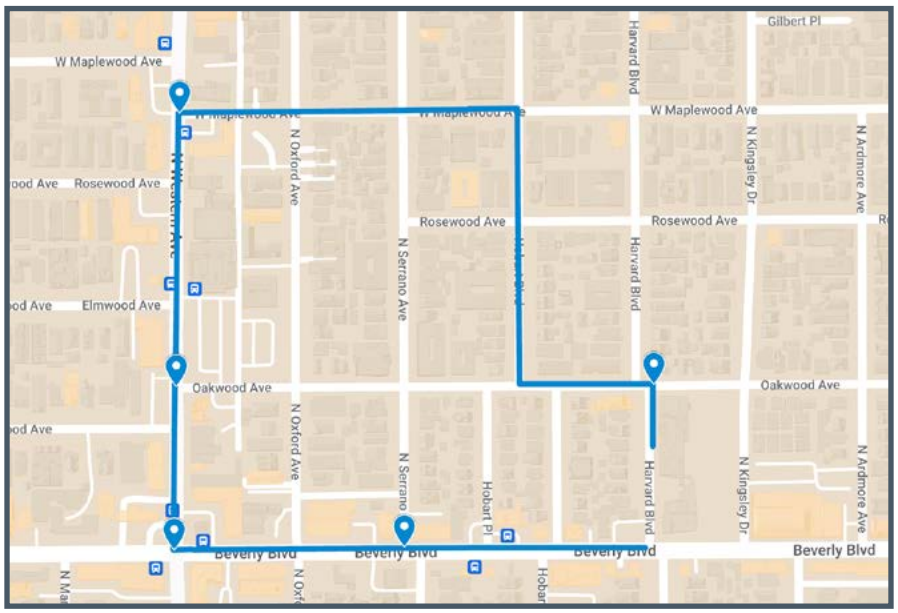
Bicycle Crashes

Over the 10-year period between 2012 and 2021, bicycle crashes appeared to be in a downward trend until crashes spiked in 2017 and 2019. In the most recent five years of data available, 2017 to 2021, bicycle crashes were concentrated on Melrose Avenue (seven crashes) and on Western Avenue, Clinton Avenue, and Normandie Avenue with six crashes each. There were no fatal and one severe injury bicycle crash on Vermont Avenue. Nine of the 30 crashes occurred on a Friday, with six happening on Monday and Thursday. Seven of the crashes happened between 3 p.m. and 6 p.m. The most common primary crash factors for most of these bicycle crashes were driver failure to yield right-of way when making a left- or U-turn (five crashes); failure to stop at a red light (four crashes); and driver failure to yield the right-of-way when entering or crossing a highway (four crashes).

Among the 30 victims of these 30 bicycle crashes, there were no fatalities, one serious injury, and 29 minor injuries. Most of the victims (83.3 percent) were male. A majority of victims (76.6 percent) were working adults in the 18 to 59 age range. School aged children comprised 10 percent of victims and seniors aged 60 and older consisted 13.3 percent.

Walking and Biking Assessment

During the workshop, the Project Team and participants took part in a virtual walking and biking safety assessment along two 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 following is a summary of the walking and biking assessment.



Route One: Beverly Boulevard

Beverly Boulevard is a main corridor in Hollywood that sees high levels of traffic stress. Families travel along Beverly Boulevard by car, foot, and bike in order to get to and from Harvard Elementary School.

Strengths

1. At the Beverly Boulevard/Serrano Avenue intersection, continental crosswalk markings were installed a few years ago. The crosswalks are now more visible and create a safer environment for people crossing.
2. There are three yellow continental crosswalk markings at the Oakwood Avenue/Harvard Boulevard intersection for students walking to and from Harvard Elementary School. These create greater visibility between all road users as families travel to and from the school during arrival and dismissal time.
3. On Beverly Boulevard between Western Avenue and Normandie Avenue, intersections have painted curb extensions to visually narrow the roadway and reduce vehicle turning speed, and daylighting parking restrictions to improve sight lines and pedestrian visibility. Regardless, participants state that more needs to be done at this intersection to slow drivers.
4. Beverly Boulevard and Western Avenue are host to many local businesses and several public transit lines, including the LA Metro Bus and DASH.

LEFT: The Oakwood Avenue/Harvard Boulevard intersection has yellow continental crosswalk markings.

RIGHT: An example of daylighting at Oakwood Avenue/ N Kingsley Drive.

LEFT: Two pedestrians crossing at Oakwood Avenue/ N Western Avenue where there are many local businesses.

Route 1: Beverly Boulevard, continued

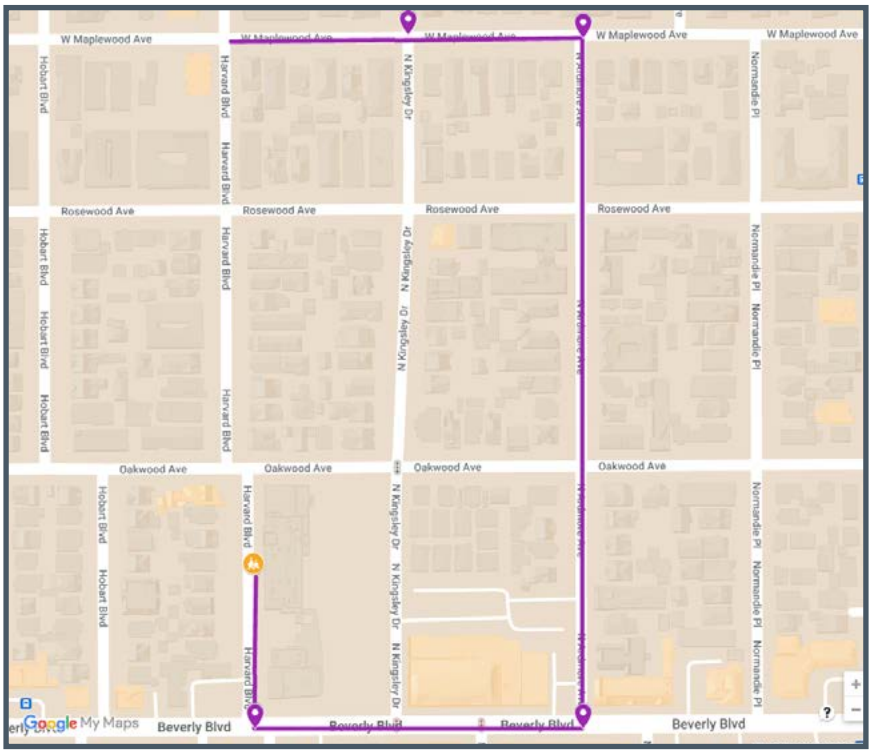
Concerns

1. Beverly Boulevard is a main corridor in Hollywood that sees high levels of traffic stress. Drivers often become impatient with the traffic and speed through the corridor or maneuver dangerously around pedestrians, bicyclists, and other drivers. Participants do not feel safe walking or biking on Beverly Boulevard and only do so when they are patronizing the businesses along the corridor.
2. All three crosswalks between the Beverly Boulevard/North Western Avenue and the Beverly Boulevard/North Wilton Place intersection are unmarked. Although these three crosswalks are legal crossings for pedestrians, they do not feel safe crossing here because drivers often do not yield to pedestrians. This leads to many near misses between drivers and pedestrians, especially those running to the bus on either side of Beverly Boulevard.
3. The Beverly Boulevard/North Western Avenue intersection is very busy, with drivers entering and exiting the Mobil Gas Station on the corner and pedestrians running to the bus stops on both sides of Beverly Boulevard. Left turns are restricted for drivers onto Beverly Boulevard from North Western Avenue between 7 a.m. to 7 p.m., except for Saturdays and Sundays. Participants feel unsafe crossing at this intersection because even though left turns are restricted, drivers still turn left while pedestrians are in the crosswalk. This causes many near misses between pedestrians and drivers trying to make a left turn quickly.

TOP LEFT: A bicyclist traveling northbound on North Western Avenue. TOP RIGHT: An example of a legal unmarked crosswalk at Hobart Boulevard/Oakwood Avenue. BOTTOM: The busy Beverly Boulevard/North Western Avenue intersection with pedestrian crossings, transit, and multiple drivers.

Route Two: Ardmore Avenue

Ardmore Avenue is located two blocks east of Harvard Elementary School. It serves as a north-south connector between two major east-to-west thoroughfares – Beverly Boulevard and Melrose Avenue.



Strengths

1. Full Service Coffee Company and the Cactus Taqueria are important local businesses that the community, teachers, and students frequent.
2. Drivers tend to respect the lower speed limits in the community north of Beverly Boulevard because the roadways are narrower and it is a residential area. Pedestrians and bicyclists, therefore, tend to feel safer walking in the neighborhood.
3. The continental crosswalk at the Beverly Boulevard/Ardmore Avenue intersection improves visibility between all road users and makes pedestrians feel more secure when crossing.
4. At the West Maplewood Avenue/North Kingsley Drive intersection, daylighting paint has been implemented to improve pedestrian safety by improving visibility of road users.

TOP: An example of a continental crosswalk at Beverly Boulevard/Kingsley Drive. MIDDLE: A bicyclist riding near Harvard Boulevard/Oakwood Avenue. BOTTOM: An example of daylighting in the residential areas north of Harvard Elementary School at Oakwood Avenue/N Oxford Avenue.

Route Two: Ardmore Avenue, continued

Concerns

1. Beverly Boulevard traverses Hollywood from east to west and has high traffic stress levels. It is a major thoroughfare for the community and commuters, but drivers tend to speed and ignore the posted speed limit of 35 m.p.h. Near Harvard Elementary School, the speed limit is even lower at 25 m.p.h., but doesn't seem to impact driver's behavior. In addition, there is also a lot of distracted driving (drivers on their phones) which increases the potential severity of potential points of conflict.
2. Many people run across Beverly Boulevard at Harvard Boulevard and Ardmore Avenue. Very few people take the time to walk east to the signalized intersection at Beverly Boulevard/Kingsley Drive.
3. Drivers fail to yield or stop very quickly and abruptly within the unmarked and marked crosswalks in the community. Oftentimes, when the drivers stop within the crosswalk itself, they encroach upon the pedestrian right of way.
4. The residential area north of Beverly Boulevard and Harvard Elementary School lacks accessible curb ramps at multiple intersections including West Maplewood Avenue/North Ardmore Avenue and West Maplewood Avenue/North Kingsley Drive intersections.
5. There are no bike facilities in the community, and thus, there is not a lot of bicycling as many people do not feel safe riding bikes. Those seen biking in the area use a mix of sidewalks and roadways. Participants shared that they see more scooter use than bike use in the area. As with the bicyclists, many people on scooters ride on the sidewalk as well.
6. There are no crossing guards near Harvard Elementary School. The lack of this safety program increases the safety concerns parents have for their students. Parents do not feel safe walking in the area and are concerned that Harvard Elementary School and the city are not doing enough to improve student safety.

TOP LEFT: A speed limit sign of 35 m.p.h just outside the Harvard Elementary School zone. TOP RIGHT: The unmarked crosswalk at the Beverly Boulevard/Harvard Boulevard intersection where many pedestrians cross. BOTTOM LEFT: A driver stopped within a continental crosswalk at the Kingsley Drive/Oakwood Avenue intersection. BOTTOM RIGHT: People operating a rideshare scooter on the sidewalk near Normandie Place.

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 two groups to identify Safe System infrastructure projects and community programs to create a safer environment for walking and biking. Participants offered the following recommendations for their community. The tables below were developed by workshop participants and identified as the highest priority:

- Install speed humps and high-visibility school zone signage in the neighborhood surrounding Harvard Elementary School to help reduce driver speeds;
- Create more green spaces for residents to get away from the noise and heavy driver traffic, which can include shaded areas and benches to rest;
- Install speed calming measures in the community to slow drivers and make sure they yield the right of way to pedestrians and bicyclists;
- Develop educational programs for kids on bikes, including a helmet giveaway and rules of the road education;
- Provide free litter bags in the community so that residents can clean up after their dogs;
- Coordinate community cleanup events to keep the community, particularly around Harvard Elementary School, clean;
- Develop a safety messaging campaign for the community where residents can take classes about safe driving, walking, and biking behaviors;
- Hire a crossing guard to help families get to and from Harvard Elementary School safely;
- Form a coalition of residents, nonprofits, and other stakeholders to assess where the community could benefit from daylighting markings to restrict drivers parking at the edge of key intersections in the community;
- Work with scooter companies to make sure that scooters are not left in the middle of sidewalks; and
- Work with the City to address the parking issue in the community, while also prioritizing pedestrian and bicyclist safety.

Encourage Driver Speed Compliance

Project Goals:

1. Encourage driver compliance with posted speed limits along Beverly Boulevard, especially near Harvard Elementary School; and
2. Advocate for the installment of speed calming infrastructure to increase pedestrians' confidence and sense of safety as they walk, bike, and travel to and from Harvard Elementary School.

Project Description:

Speeding drivers are a major safety concern for the Harvard Elementary School community and the neighborhood at large. This project would advocate to improve driver compliance with the current posted speed limits near Harvard Elementary School. Within the school zone, the posted speed limit is 25 m.p.h.; however, the speed limit increases to 35 m.p.h. outside of the school zone.

Continued on next page

Encourage Driver Speed Compliance, continued

Proposed Plan:

Activate Community & Decision-Makers	1. Write to your city council representative's office for District 13 and specify the intersections of concern and the desire for speed calming improvements. 2. The Los Angeles Department of Transportation can conduct assessments of speed at key intersections and identify potential speed calming infrastructure, including high-visibility marked crosswalks. 3. The following resources are guides for writing letters and submitting safety concerns: a. Tips for Writing to Your Elected Officials; b. How to Write a Letter or Email; c. Letter Writing Best Practices; and d. Los Angeles Department of Transportation's Service Requests.
Project Team Recommendations	1. Activate the Harvard Elementary School administrators, staff, parents, and students to bring awareness for the need for safer streets. Consider using Walk to School Day, celebrated annually on October 12th to bring awareness to walking and biking safety concerns at the school. 2. The following resources provide examples of community programs to bring awareness to walking and biking safety: a. Walk to School Day: Walk to School Day Planning Your Program in 4 Easy Steps!; b. A Walking School Bus Training Manual for Safe Routes to School Programs; c. LADOT Walk to School Day Resources; and d. Temple Street Slow Jams. 3. Consider including other speed calming programs and measures to include in your letter. The CPBST Toolkit outlines community programs and infrastructure improvements which focus on speed management.

Crossing Guard Program

Project Goals:

1. Understand the process, barriers, and tools needed to implement a crossing guard program; and,
2. Create a safer environment for students walking to and from Harvard Elementary School.

Project Description:

This project would implement a Crossing Guard Program at Harvard Elementary School. The crossing guards should be located around the perimeter of the school, especially near major intersections of concern like Beverly Boulevard/Harvard Boulevard and Beverly Boulevard/ Ardmore Avenue during arrival and dismissal times.

Proposed Plan:

Activate Community & Decision-Makers	1. Raise the need for a crossing guard program to Harvard Elementary School administrators to further understand the process, barriers, and tools needed to implement the program. 2. Bring a crossing guard to the Harvard Avenue/Beverly Boulevard intersection where students and their families must cross four lanes of traffic at an uncontrolled crosswalk.
Project Team Recommendations	1. Submit a Crossing Guard Request Letter to your LAUSD OEHS representative through the LADOT's Parking Enforcement and Traffic Control Division. 2. Use SWITRS and TIMS crash data and qualitative data collected through Street Story to strengthen the narrative and make the case for the need for a crossing guard near the school. 3. The following are funding sources and supporting guides for a crossing guard program: a. The California Active Transportation Resource Center offers school crossing guard resources as well as virtual train-the-trainer courses at no cost; b. The Pedestrian and Bicycle Information Center offers Elements of an Adult School Crossing Guard Program to guide the development of a program; c. Identifying the Locations Where Adult School Crossing Guards are Needed; and d. California School Crossing Guard Guidelines.

Project Team Recommendations

The Project Team submits the following additional recommendations for consideration 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.

Crosswalk Analysis & Improvements

The Project Team recommends that the City of Los Angeles collaborate with the Planning Committee to conduct an assessment of the current state of crosswalk markings in the Harvard Elementary School community, especially along Ardmore Avenue and Oakwood Avenue. As participants shared, many of the legal crosswalks along these two streets are unmarked. Although continental crosswalks do not resolve all the safety concerns in the area, they may increase driver awareness of pedestrians and alleviate conflict points among all road users in the area. Improved crosswalk markings should be considered along with other features, such as Rectangular Rapid Flashing Beacons, crossing guards, curb extensions, or fluorescent signage. Below are a few funding opportunities which could support this project:

- Caltrans' Active Transportation Program provides funding to communities throughout California to support infrastructure projects, non-infrastructure projects, and plans to further active modes of transportation like walking and biking.
- The California Office of Traffic Safety provides grants for education and outreach. Public entities are eligible to submit applications for funding. Non-profit organizations need a public entity as a grant host.
- Measure M is a permanent sales tax increase to fund the expansion of LA County. The funds can be applied to the public transit system, including new rail lines, better roads, sidewalk improvements, pothole repairs, bicycling infrastructure, bike share expansion, and a network of greenways. In Los Angeles, Measure M is a possible funding source for the Safe Routes to School Proposed Infrastructure Improvements for Harvard Elementary School.

Street Story Data Collection

The Project Team recommends the Planning Committee partner with UC Berkeley SafeTREC to use Street Story to engage residents, community groups, and agencies to collect information about transportation crashes, near-misses, general hazards, and safe routes to travel to Harvard Elementary School. Many workshop participants worked in the community but did not live in the neighborhood, so they were less familiar with the walking and biking experience at different times of day and week or with strollers and mobility assistance devices. Street Story could capture these experiences. These recorded experiences can then be used as qualitative data to support transportation safety initiatives, such as improvements at the dangerous intersections. Street Story may provide a way for the Planning Committee to make connections directly with those impacted by traffic violence and can bolster community outreach efforts for the projects listed above and other City-led projects. SafeTREC works directly with community organizations across California to incorporate the Street Story tool into their existing projects and programs. They also provide workshops, webinars, and one-on-one technical assistance.

Appendix

- ***CPBST Site Visit Data Presentation***

Hollywood Pedestrian and Bicycle Crash History

CPBST Site Visit – July 11, 2022

Katherine Chen, kchen@berkeley.edu

What is a pedestrian crash?

Pedestrian-motor vehicle crash

- -Includes a person afoot, on a skateboard, stroller, wheelchair, electric assistive mobility device

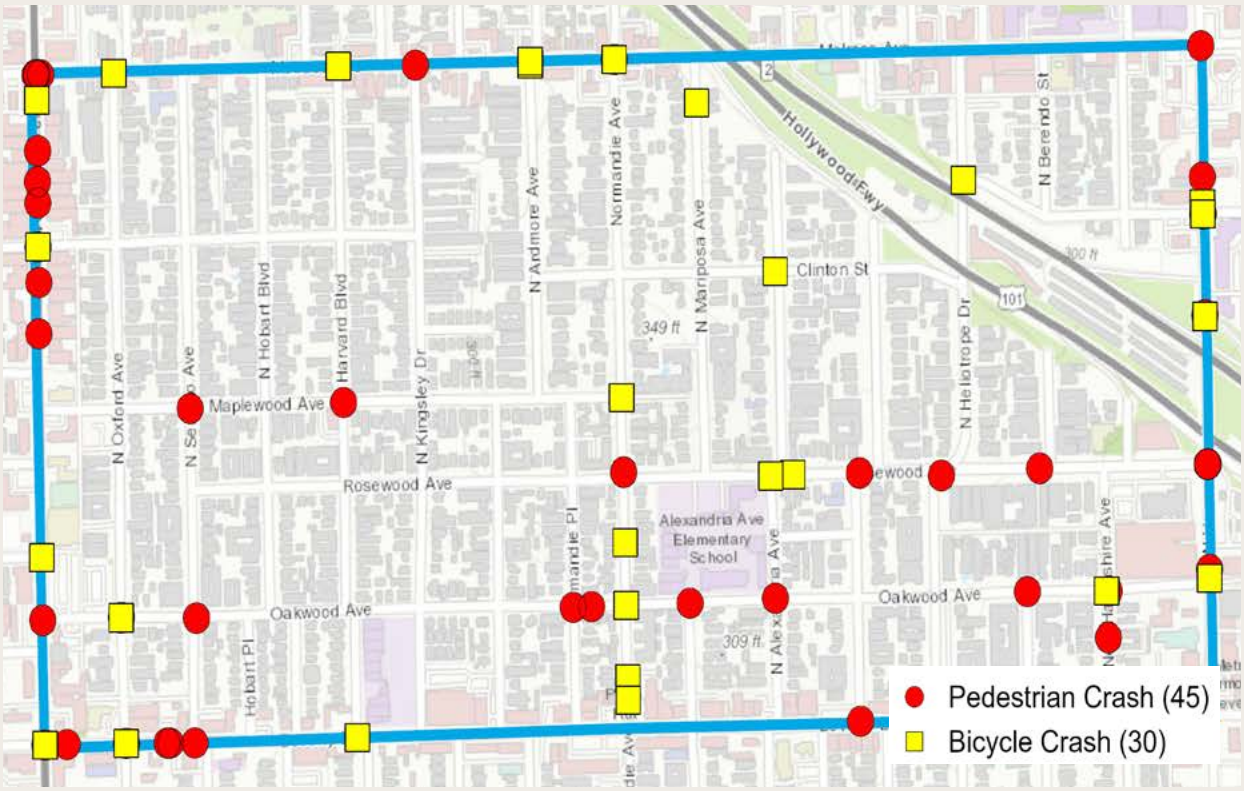
One crash may result in multiple pedestrian victims

What is a bicycle crash?

Bicycle-motor vehicle crash

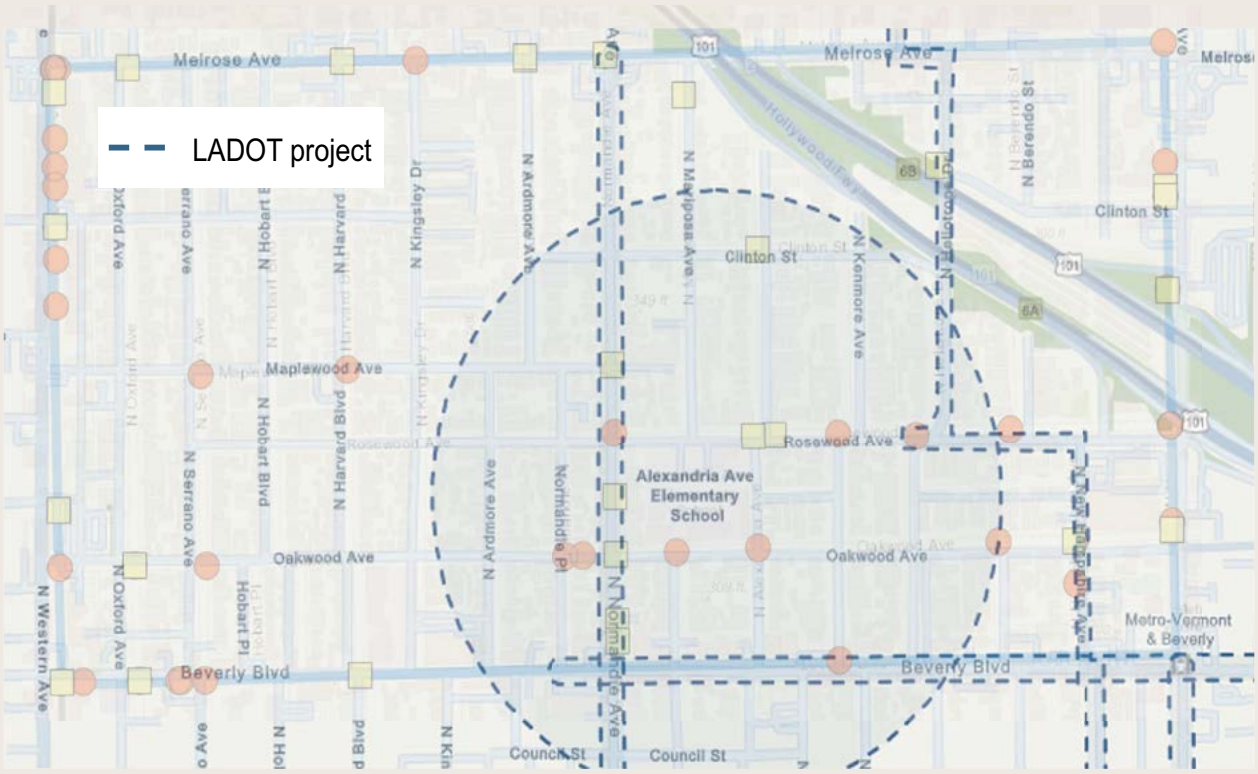
- Bicycles are considered vehicles and therefore any violation committed by a “driver” could have been committed by a motor vehicle driver or bicyclist

Overview of crashes in Hollywood 2017-2021

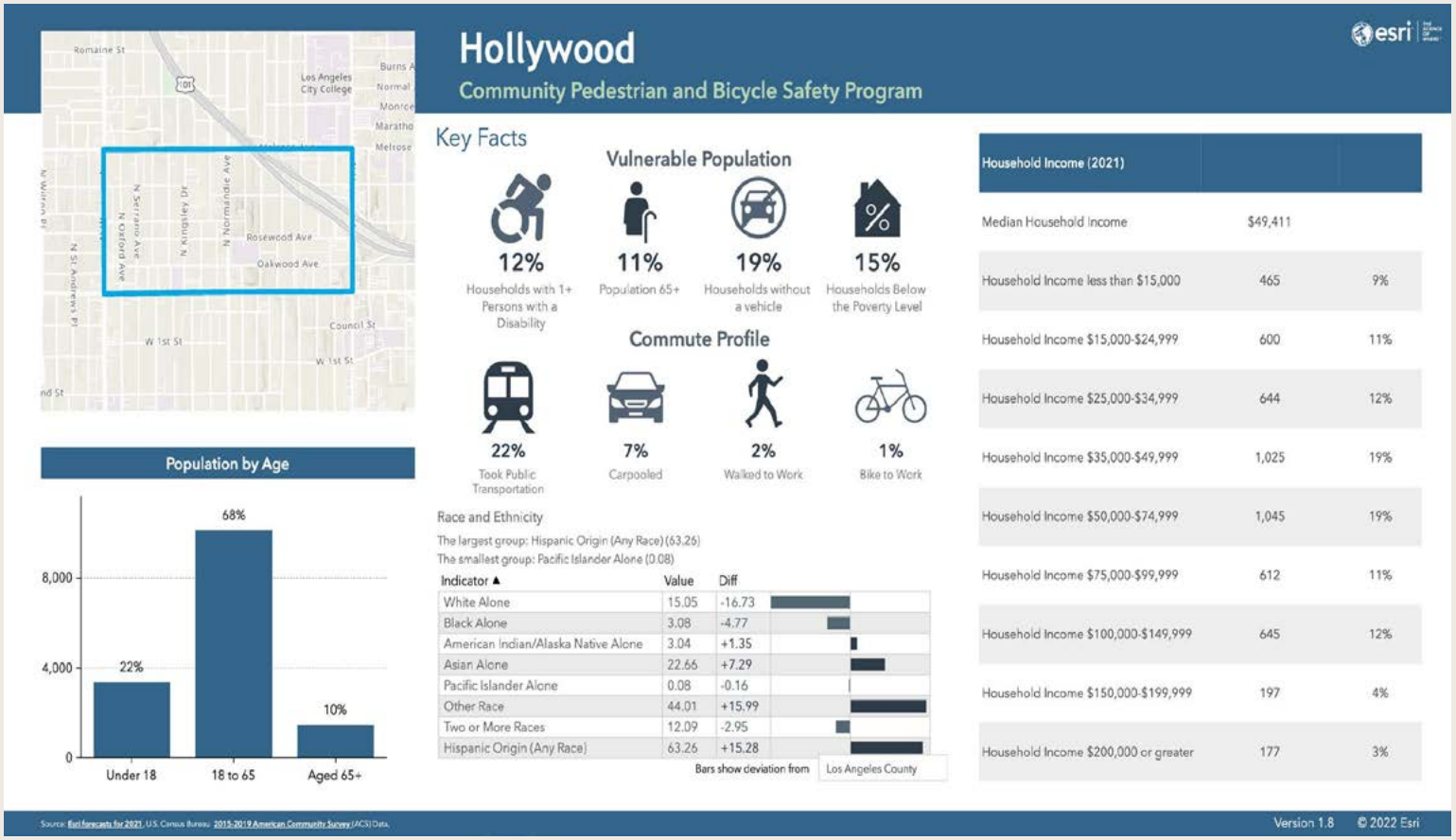


Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

Overview of crashes in Hollywood 2017-2021

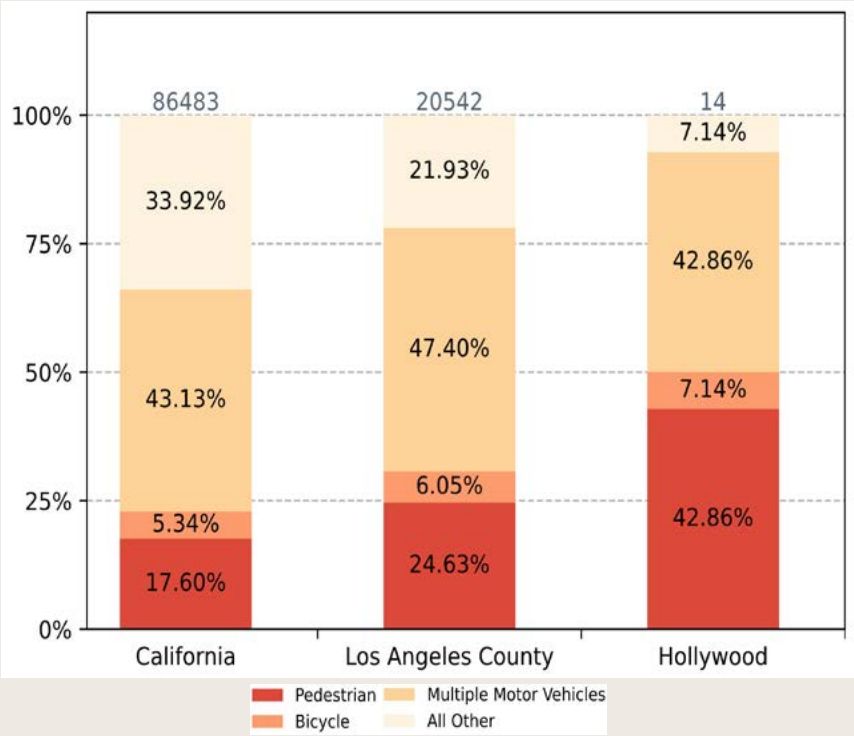


Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.
LADOT Liveable Streets, accessed July 6, 2022.



How does Hollywood compare to other areas?

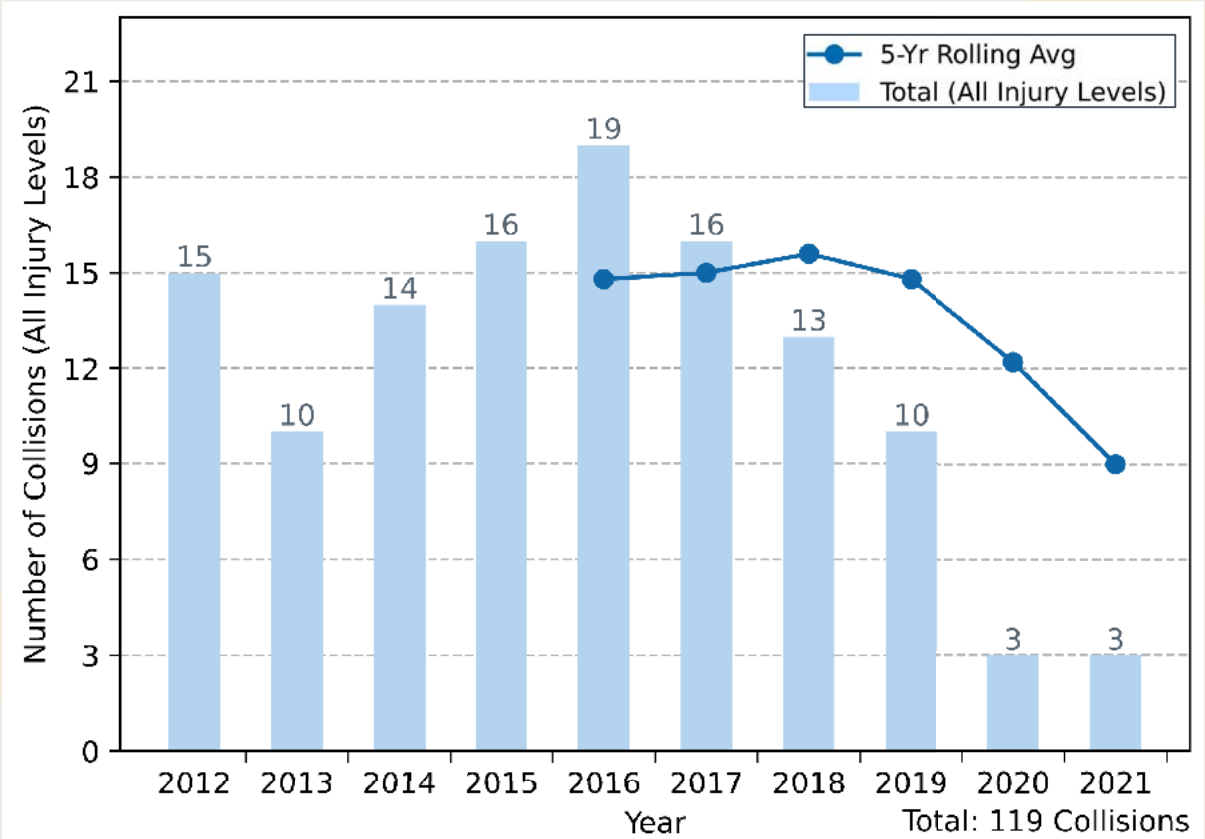
Fatal and Serious Injury Crashes by Involvement 2017-2021



- Half of all fatal and serious injury crashes in Hollywood involved pedestrians or bicyclists.
- There is a very high proportion of pedestrian and bicycle crashes among fatal and serious injury crashes, relative to Los Angeles County and to the state.
  - Pedestrian crash rates in Hollywood are nearly 2x that of LA County and 2.5x that of CA

Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

Pedestrian Crashes 2012-2021



Data source: Statewide Integrated Traffic Record System (SWITRS) 2012-2021. 2020 and 2021 data are provisional as of June 2022.

Pedestrian Crashes 2017-2021

There were 7 severe injury crashes:

- 5 crashes at/on Western Avenue
- 2 crashes on Vermont Avenue
- 2 at Oakwood Avenue

Crashes were concentrated on Western Avenue, Oakwood Avenue, and Vermont Avenue corridors

There was a cluster of crashes within ¼ mile of Alexandria Avenue Elementary and Harvard Elementary

Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

Pedestrian Crashes 2017-2021

By time of day & week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	3	0	2	1	0	0	6
06:00PM-08:59PM	4	0	4	0	3	0	1	12
03:00PM-05:59PM	1	1	1	2	3	2	2	12
Noon-02:59PM	0	0	1	0	0	0	0	1
09:00AM-11:59AM	0	0	2	0	1	2	1	6
06:00AM-08:59AM	2	1	1	1	2	0	0	7
03:00AM-05:59AM	0	0	0	0	0	0	0	0
Midnight-02:59AM	0	0	0	0	0	1	0	1
Total	7	5	9	5	10	5	4	45

Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

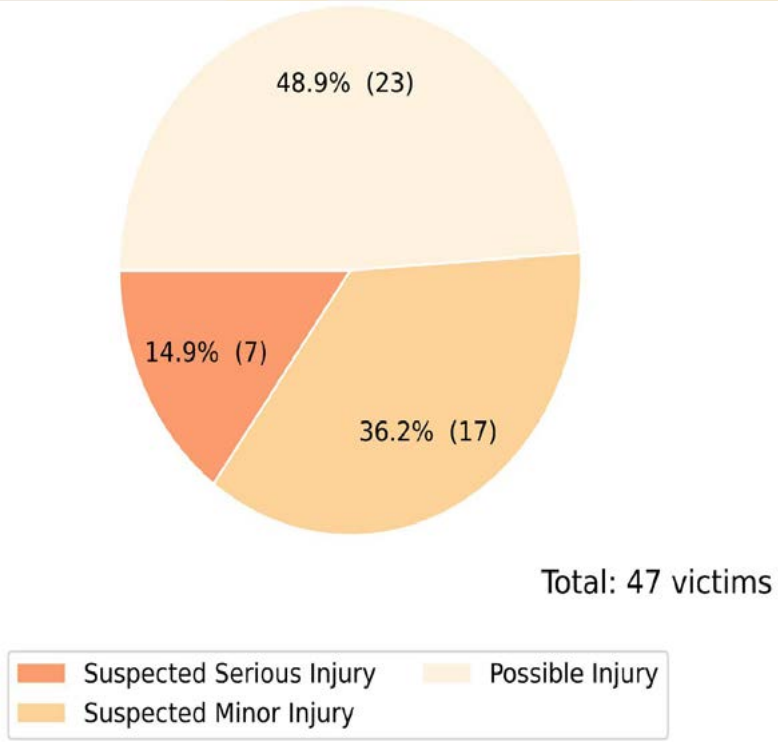
Pedestrian Crashes 2017-2021

By injury severity

47 pedestrians were injured in 45 pedestrian crashes

Relatively low injury severity rate

- 14.9% serious injuries
- 85.1% minor injuries



Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

Pedestrian Crashes 2017-2021

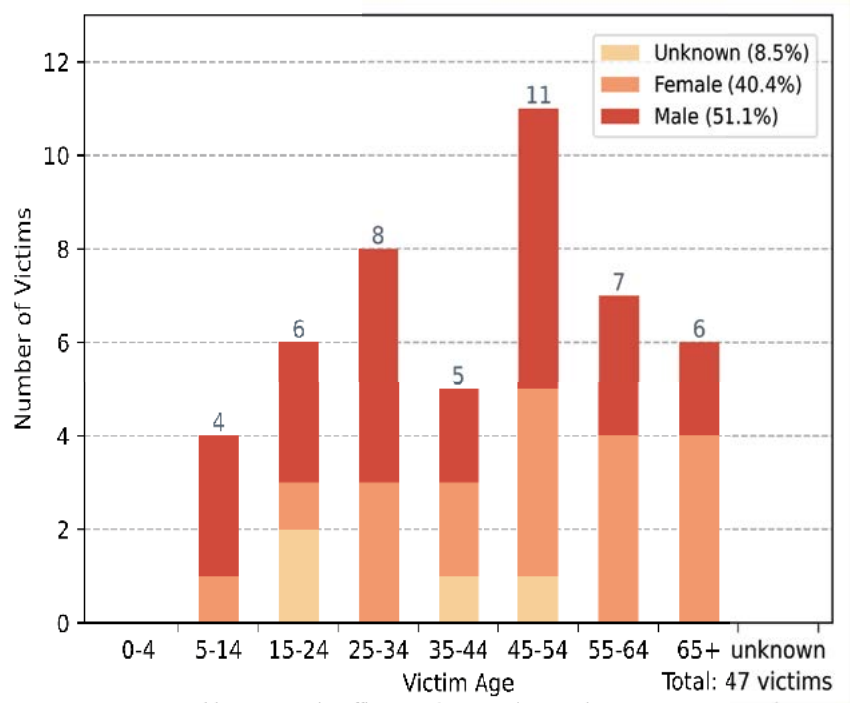
By victim age & gender

6 victims were age 17 or younger

9 victims were age 60 or older

Severe injury victim demographics

- 3 victims age 60 or older
- 3 victims age 20-30
- 4 males; 2 females



Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

Pedestrian Crashes 2017-2021

Most frequently cited violations in injury crashes

21 crashes

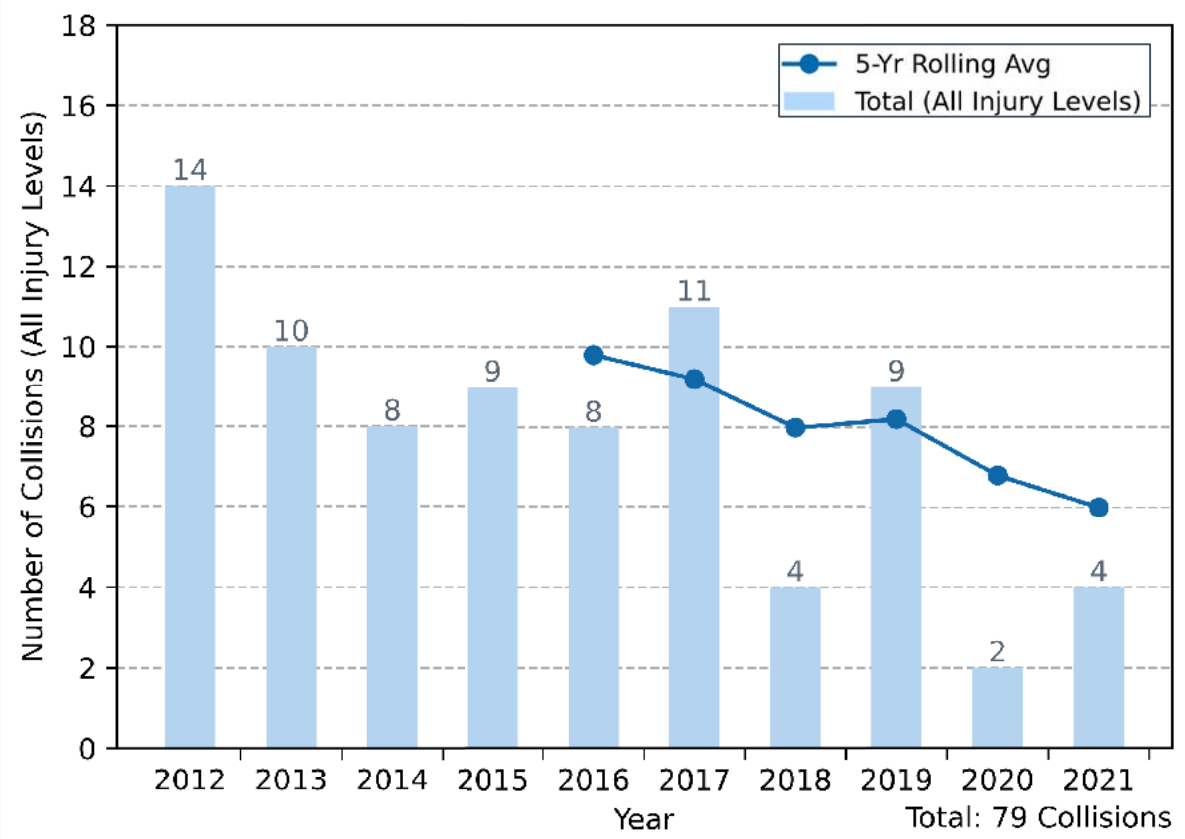
21950. Driver failure to yield to pedestrians at a marked or unmarked crosswalk

7 crashes

21954. Pedestrian failure to yield to vehicles when crossing outside of a marked or unmarked crosswalk

Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

Bicycle Crashes 2012-2021



Data source: Statewide Integrated Traffic Record System (SWITRS) 2012-2021. 2020 and 2021 data are provisional as of June 2022.

Bicycle Crashes 2017-2021

There was one severe injury crash at Vermont Avenue and Clinton Street

Crashes were concentrated on the North Normandie Avenue and Western Avenue corridors

There was a cluster of crashes within ¼ mile of Alexandria Avenue Elementary and Harvard Elementary

Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

Bicycle Crashes 2017-2021

By time of day & week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	1	0	0	0	2	1	1	5
06:00PM-08:59PM	1	0	0	1	1	1	0	4
03:00PM-05:59PM	2	0	1	3	1	0	0	7
Noon-02:59PM	0	0	0	1	2	1	1	5
09:00AM-11:59AM	0	0	0	0	0	0	0	0
06:00AM-08:59AM	1	1	0	1	2	0	0	5
03:00AM-05:59AM	0	0	0	0	1	0	1	2
Midnight-02:59AM	1	0	0	0	0	0	1	2
Total	6	1	1	6	9	3	4	30

Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

Bicycle Crashes 2017-2021

Most frequently cited violations in injury crashes

5 crashes	**21801.** Driver failure to yield right-of-way when making a left-turn or U-turn
4 crashes	**21453.** Failure to stop at a limit line or crosswalk at a red light; failure to yield right-of-way to pedestrian when turning on a red light
4 crashes	**21804.** Driver failure to yield right-of-way when entering/crossing a highway

: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

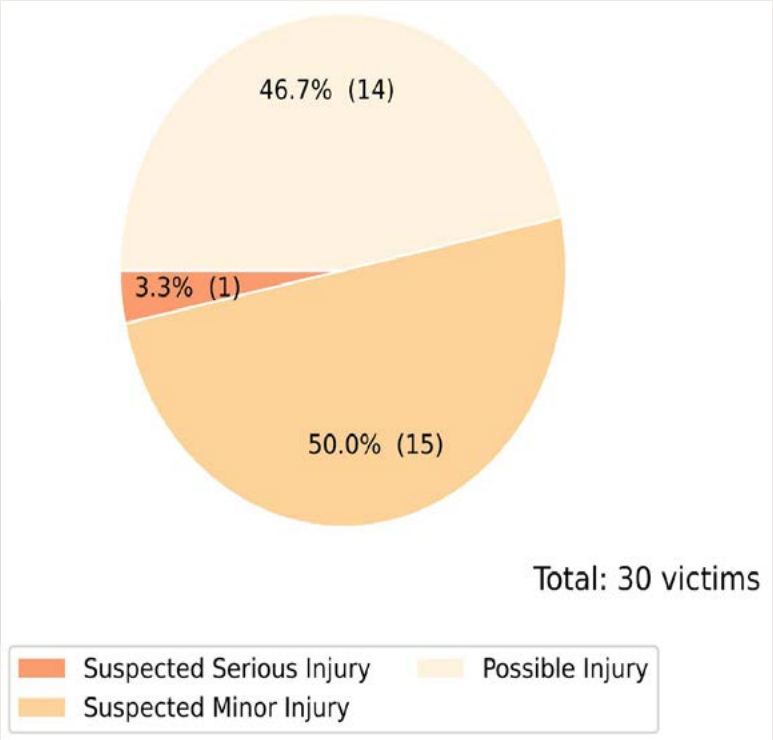
Bicycle Crashes 2017-2021

By injury severity

30 bicyclists were injured in 30 bicycle crashes

Relatively low injury severity rate

- 3.3% serious injuries
- 96.7% minor injuries



Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

Bicycle Crashes 2017-2021

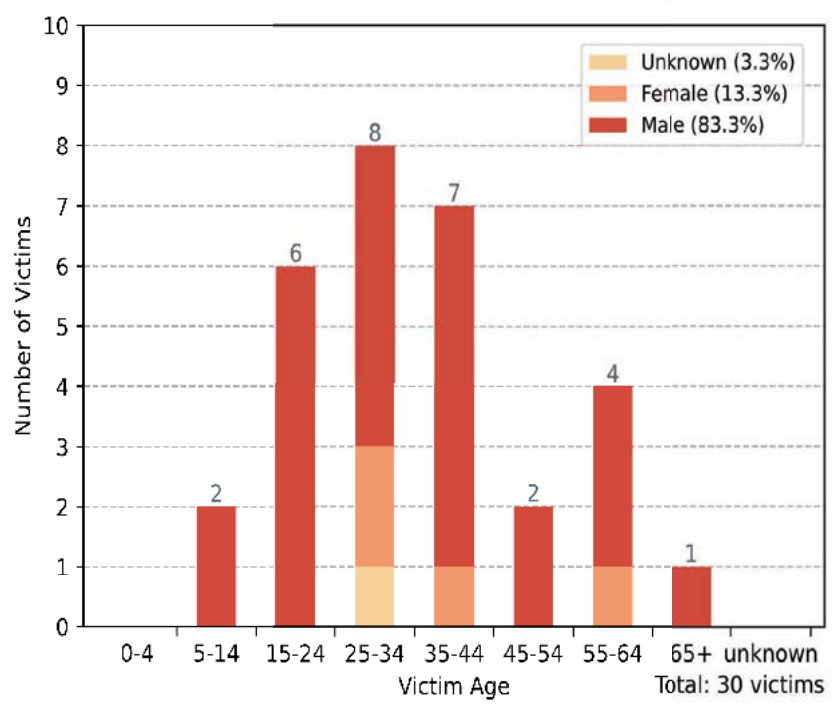
By victim age & gender

3 victims were age 17 or younger

1 victims were age 65 or older

56.7% of victims were males age 20-39

The severe injury victim was a 35 year old male



Data source: Statewide Integrated Traffic Record System (SWITRS) 2017-2021. 2020 and 2021 data are provisional as of June 2022.

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.

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.

tims.berkeley.edu

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

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