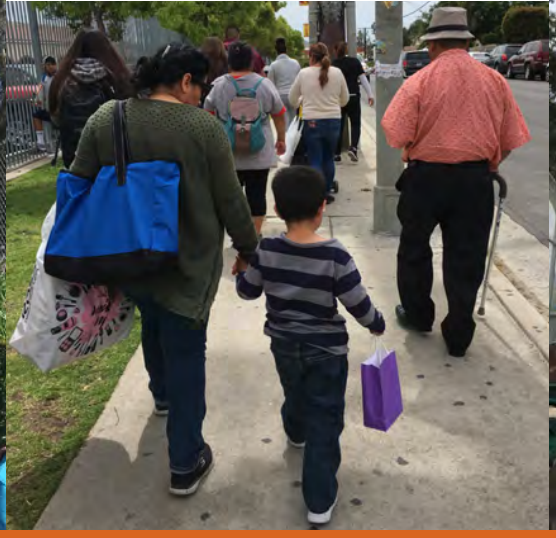


Boyle Heights Workshop Summary and Recommendations

Community Pedestrian & Bicycle Safety Training and Action Planning
Creating Safer Streets for Walking and Biking

California Walks
Stepping Up for Health, Equity, & Sustainability

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

OTS
CALIFORNIA OFFICE OF TRAFFIC SAFETY

August 2019

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

Boyle Heights, California

Acknowledgments

We would like to thank the planning committee for inviting us into their community to host the Community Pedestrian and Bicycle Safety Training (CPBST).

Planning Committee

Ana Alvarenga	Theodore Roosevelt High School
Elsy Arteaga	Theodore Roosevelt High School
Antonio Avila	Theodore Roosevelt High School
Hannah Caruso	Partnership for Los Angeles Schools
Carmina Gomez	Los Angeles Walks
Maria Gutierrez	Theodore Roosevelt High School
Stephanie Hernandez	Partnership for Los Angeles Schools
Jorge Luna	Theodore Roosevelt High School
Zugey Luna	Theodore Roosevelt High School
Griselda Perez	Theodore Roosevelt High School
Martha Romero	Theodore Roosevelt High School
Maria Ruiz	Mendez High School

Thank you to the Automobile Club of Southern California, Partnership for Los Angeles Schools (Partnership LA), and Los Angeles Walks for providing food, refreshments, and childcare in support of this training. Additionally, a warm thank you to Valerie Hernandez of KTI Translations for providing simultaneous Spanish-to-English interpretation, and Partnership LA for sponsoring the interpretation. Finally, thank you to Hollenbeck Middle School's Principal Elsa Bolado for hosting the training at the school's Auditorium.

This report was prepared by:
California Walks
Daniel Gonzalez
Wendy Ortiz
Caro Jauregui
Mihaela Tomuta
https://calwalks.org

UC Berkeley Safe Transportation Research & Education Center
Ana Lopez
Katherine Chen
Jill Cooper
Alexandra von Klan
https://safetrec.berkeley.edu

Table of Contents

Photo: California Walks

Introduction

Partnership for Los Angeles Schools (Partnership LA), California Walks (Cal Walks), the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC), and the Planning Committee collaboratively planned and facilitated a Community Pedestrian and Bicycle Safety Training (CPBST) in the Boyle Heights community around Hollenbeck Middle School and Theodore Roosevelt High School (Roosevelt High School). The workshop was held on May 17, 2019 from 10:30 a.m. to 2:00 p.m. at Hollenbeck Middle School and conducted in Spanish to prioritize community and parent participation. Simultaneous Spanish to English interpretation was available to accommodate the extended community's language needs.

The CPBST is a joint project of Cal Walks and SafeTREC (Project Team) that works with local residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and strengthen collaboration with local officials and agency staff.

The Planning Committee identified the streets immediately around Hollenbeck Middle School and Roosevelt High School as the geographic focus of the CPBST to:

1. Foster community unity for safety improvements in Boyle Heights; and
2. Educate the Boyle Heights community on potential safety improvements.

The training consisted of:

1. Walking and biking assessments along three key routes;
2. An overview of strategies to improve walking and biking safety using the intersectional 6 E's framework including: Evaluation, Equity & Empowerment, Engineering, Education, Encouragement, and Enforcement; and
3. A small group action-planning session to prioritize and plan for needed programs, policies, and infrastructure projects.

We would like to acknowledge the 46 participants who attended the workshop including Partnership for LA, Los Angeles Walks, United Parents for Educational Justice (UPEJ), Hollenbeck Middle School staff, Roosevelt High School staff, Stevenson Middle School staff, Inner City Struggle, Los Angeles Department of Transportation Vision Zero, Los Angeles Office of Community Beautification, PICO California, and Proyecto Pastoral. Their collective participation has ensured a meaningful and community informed workshop and has strengthened the workshop's outcomes.

This report summarizes the workshop proceedings, as well as recommendations for programs, policies, and infrastructure to improve walking and biking safety in Boyle Heights.

CPBST Planning Process

The Hollenbeck Middle School and Roosevelt High School CPBST planning process was initiated in March 2019 and consisted of:

Step 1: Assemble a Planning Committee

- Enlist key stakeholders to serve as the Planning Committee to define the CPBST workshop goals and refine curriculum to meet the community's needs

Step 2: Review and Analyze Existing Plans and Data

- Review existing community documents (policies and plans)
- Analyze injury collision data and identify trends

Step 3: Conduct CPBST Site Visit

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logisitcs
- Conduct preliminary walk assessments
- Identify instructional activities and goals for the workshop
- Develop outreach and recruitment plan for the workshop

Step 4: Conduct CPBST Workshop

- Conduct a walking and/or biking assessment
- Participate in workshop instructional activities
- Develop an action plan, including identifying actionable next steps for advancing workshop goals

Step 5: Implement CPBST Actions

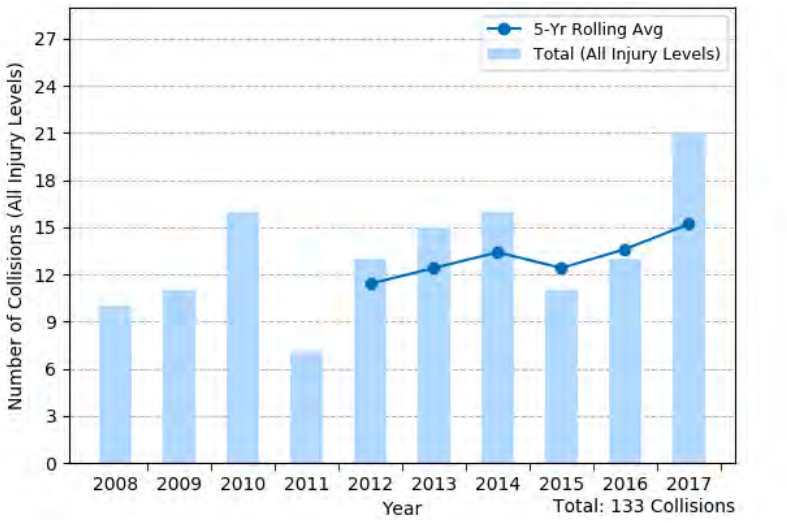
- Review CPBST report summarizing workshop proceedings and recommendations
- Work with partners to secure resources for programs/projects identified during the CPBST
- Update California Walks and SafeTREC about changes as a result of the CPBST workshop

Pedestrian and Bicycle Collision History

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians[1] and bicyclists within a one-half mile radius of the intersection of 6th Street and South Soto Street in Boyle Heights, the focal area of the workshop as defined by the Planning Committee. Data reported in this section are from the Statewide Integrated Traffic Records System (SWITRS) for the years 2008 to 2017. Collision data for 2016 and 2017 are provisional as of March 2019. A full discussion of the pedestrian and bicyclist collision data can be found in Appendix C.

Pedestrian Collisions

Over the 10-year period from 2008 to 2017, pedestrian collisions have been increasing and reached its highest peak in 2017. In the most recent five years of data available, 2013 to 2017, pedestrian collisions were concentrated mostly on high volume corridors: Whittier Boulevard, East 4th Street, South Soto Street. There were clusters of collisions where South Soto Street intersects East 4th Street, East 6th Street, and Whittier Boulevard. Pedestrian collisions primarily occurred on weekdays, especially on Tuesdays (between 12 p.m. and 3 p.m.), Fridays; and between the hours of 6 p.m. to 9 p.m. The top two primary collision factors for pedestrian collisions were motorist failure to yield the right-of- way to pedestrians at a marked or unmarked crosswalk (28.9%) and pedestrian failure to yield the right-of-way to vehicles when crossing outside of marked or unmarked crosswalk (15.8%).[2]



There were 86 pedestrian victims injured, including five (5) fatalities and seven (7) serious injuries in the same five-year period. Pedestrian victims spanned across all age groups with the largest concentration in the 55 to 64 age group at 18.6%, followed by the 15 to 24 age group at 16.3%.

Bicycle Collisions

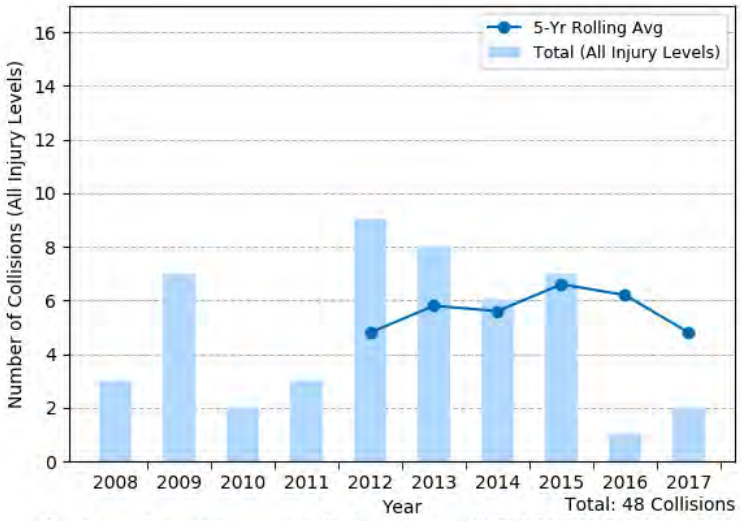
Over the ten year period from 2008 to 2017, bicycle collisions appeared to fairly stable with a decline in the most recent two years for which data is provisional, 2016 and 2017. In the most recent five years of data available, bicycle collisions were concentrated on high volume corridors: Whittier Boulevard and East 4th Street, similar to where pedestrian collisions occurred.

---

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, wheelchairs, and any electric assistive mobility device.

2 Pedestrians have the right-of-way at marked and unmarked crossings, and drivers are legally required to yield to pedestrians in these instances. However, when pedestrians cross outside of a marked or unmarked crosswalk, pedestrians must yield the right-of-way to drivers. A pedestrian is legally allowed to cross outside of a marked or unmarked crossing between two intersections where one or none of the intersections is signalized but only if the pedestrian yields the right-of-way to oncoming drivers. This is not the same as the term "jaywalking," which refers to crossing outside of a marked or unmarked crossing between two signalized intersections.

Along East 4th Street, there were clusters of bicycle collisions at South Cumming Street, South Soto Street, and at South Savannah Street. Bicycle collisions were highest on weekdays, mostly occurring on Wednesdays and Fridays, and between the hours of 12 p.m. to 9 p.m. This collision pattern could possibly be related to after school and evening commutes. The top two primary collision factors for bicycle collisions were failure to drive/ride on the right side of the street (16.7%) and failure to yield right of way when making a left turn or U-turn (16.7%).[3] There were twenty-four (24) bicyclists victims injured in twenty-four (24) bicycle involved collisions within a one-half mile radius of the East 6th Street/South Soto Street intersection. Half of the bicycle victims were younger adults between the ages of 15 to 24.

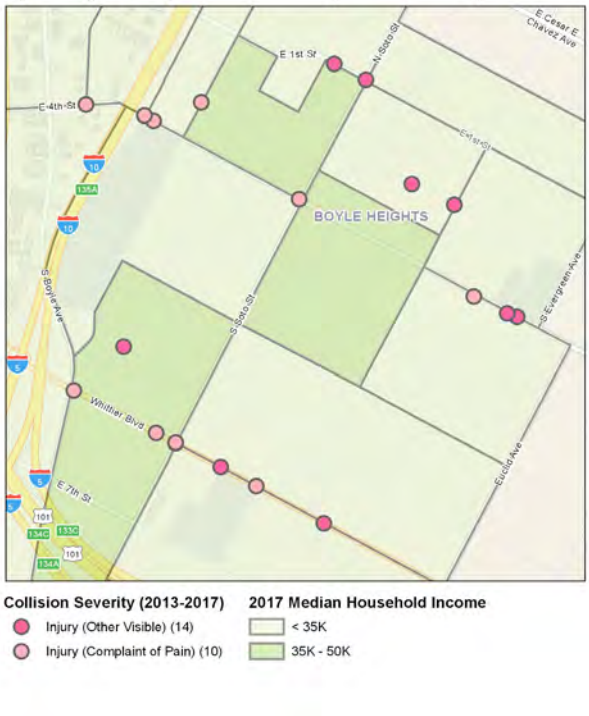


Equity Concerns

Equity in this project means working to ensure that all groups of people, regardless of age, race, gender, ability or income, are considered in planning and decision making processes. For transportation, our overall goal is to address inequities in vulnerable communities, which have disproportionately high levels of injuries. Improving safety requires tackling the complicated interplay between inequities,the walking and biking built environment, and driver, bicyclist, and pedestrian behaviors.

Boyle Heights Pedestrian Collisions Map with Income (2013 - 2017)

Boyle Heights Bicycle Collisions Map with Income (2013 - 2017)



3 These violations (CVC No. 21650, 21801) could have either been committed by a motorist or a bicyclist, since bicycles are considered vehicles and therefore must follow all the same rules of the road as vehicles.

At the national level, pedestrian fatality rates in lower-income communities are more than twice that of higher income communities.[4] In Boyle Heights, the median household income is $33,235 and about 41% of households earn $20,000 or less.[5] The Project Team used SWITRS, U.S. Census Bureau, and American Community Survey (ACS) data to overlay pedestrian- and bicyclist-involved collisions with income data to understand how collisions are distributed in this area based on income level. This analysis revealed that a disproportionately high number of collisions occur in the lower income areas in Boyle Heights.

The data seen in the map is also consistent with the Los Angeles Department of Transportation (LADOT) High Injury Network (HIN) Analysis, which reports that "nearly half of the streets on the High Injury Network"– streets where the majority of fatalities and severe injuries occur – are within neighborhoods largely comprised of people of color and low-income households.[6] Specifically, in Boyle Heights within the one-half mile radius geography identified, segments of Soto Street, East 4th Street, and East 1st Street are all identified as streets with a high concentration of collisions that result in serious or fatal injuries to pedestrians and bicyclists. Despite the number of corridors identified as part of the High Injury Network, there has only been a single safety improvement, a speed feedback sign at Soto Street and East 7th Street, installed in Boyle Heights under the Vision Zero Program.[7]

During the workshop, participants also shared how their experiences witnessing crashes affect their perception of safety in the community. Specifically, during the Street Story in-class activity, participants revealed that many other challenges are prevalent to people in the community, including financial and food insecurities, homelessness, mental health issues, and violence.

Walking & Biking Assessment

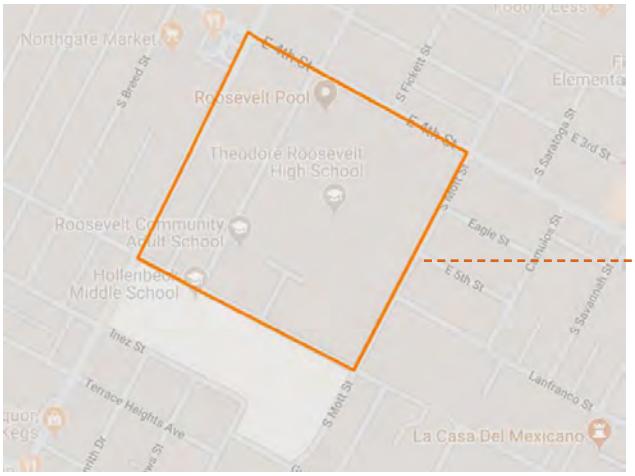
Routes

Workshop participants conducted walking and biking assessments along three key routes used by students and parents to travel to and from school and were asked to:

- Observe infrastructure conditions and the behavior of all road users;
- Assess the qualitative and emotional experience of walking or biking along the route; and
- Identify positive community assets and strategies which can be built upon.

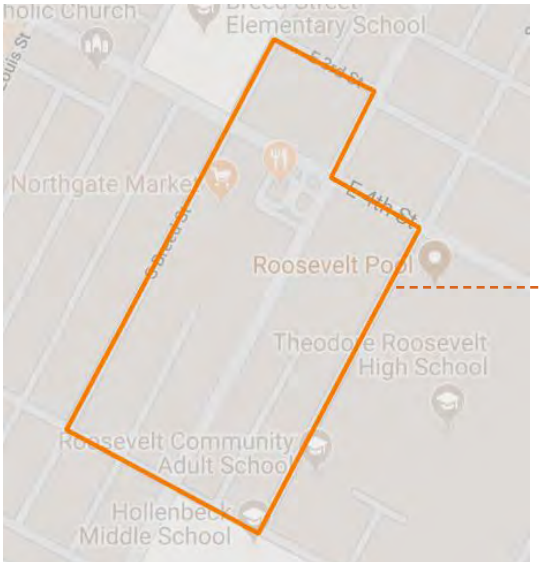
4 Pedestrian Deaths in Poorer Neighborhoods Report," Governing, August 2014. Available at http://www.governing.com/gov-data/pedestrian-deaths-poor-neighborhoods-report.html
5 Source: Census 2010 & Department of City Planning Los Angeles.
6 Map of High Injury Network. Los Angeles City Vision Zero. Available at https://ladot.maps.arcgis.com/apps/MapJournal/index.html?appid=488062f00db44ef0a29bf481aa337cb3&webmap=6ad51e9cf42c4ef09817e4b3b4d2eeb0. Accessed July 2019.
7 Vision Zero Safety Improvements. Los Angeles City VIsion Zero. Available at http://ladot.maps.arcgis.com/apps/View/index.html?appid=77df605a3eb142c7a0abc1c65bcf4861. Accessed July 2019.

Route 1: Theodore Roosevelt High School



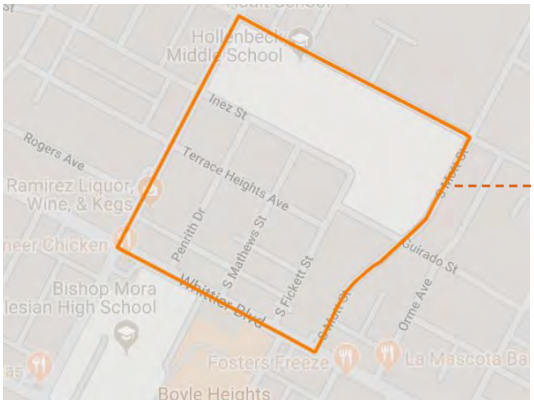
The first route focused on walking and biking routes used by students and parents between Hollenbeck Middle School and Roosevelt High School. Many Hollenbeck Middle School continue onto Roosevelt High School upon graduation.

Route 2: School Routes and Major Intersections



The second route focused on crosswalks at major intersections, walking and biking routes used by students and parents, and the safety conditions of the main entrances to Hollenbeck Middle School and Roosevelt High School.

Route 3: Hollenbeck Middle School



The third route focused on walking and biking routes near Hollenbeck Middle School, used by students and parents en route to both Hollenbeck Middle School and Roosevelt High School.

Alternate Activity: Street Story

Workshop participants were given the option to share their transportation safety experiences walking and biking in Boyle Heights as part of an in-class activity. The Project Team guided six participants through a series of paper surveys and facilitated discussions on the participants' experiences with collisions, near-misses, unsafe and safe areas to travel. Their stories are integrated into the walking and biking assessment reflections section of this report. Additionally all of the stories collected were inputted onto the online Street Story platform after the workshop. To view data collected as part of Street Story in Boyle Heights , please visit: https://streetstory.berkeley.edu/city/los%20angeles.

Street Story is a community engagement tool that allows residents and community organizations to collect information that is important to transportation safety. Street Story is an online platform developed by UC Berkeley SafeTREC to collect stories about transportation collisions, near-misses, hazards and safe locations to travel. Street Story is also available in a paper version.

The platform and the information collected is free to use and publically available. Street Story is available at: **https://streetstory.berkeley.edu**

Murals celebrating the community's history at Roosevelt High School. Photo: California Walks

Reflections

Following the walking and biking assessment and in-class Street Story activity, participants shared the following reflections:

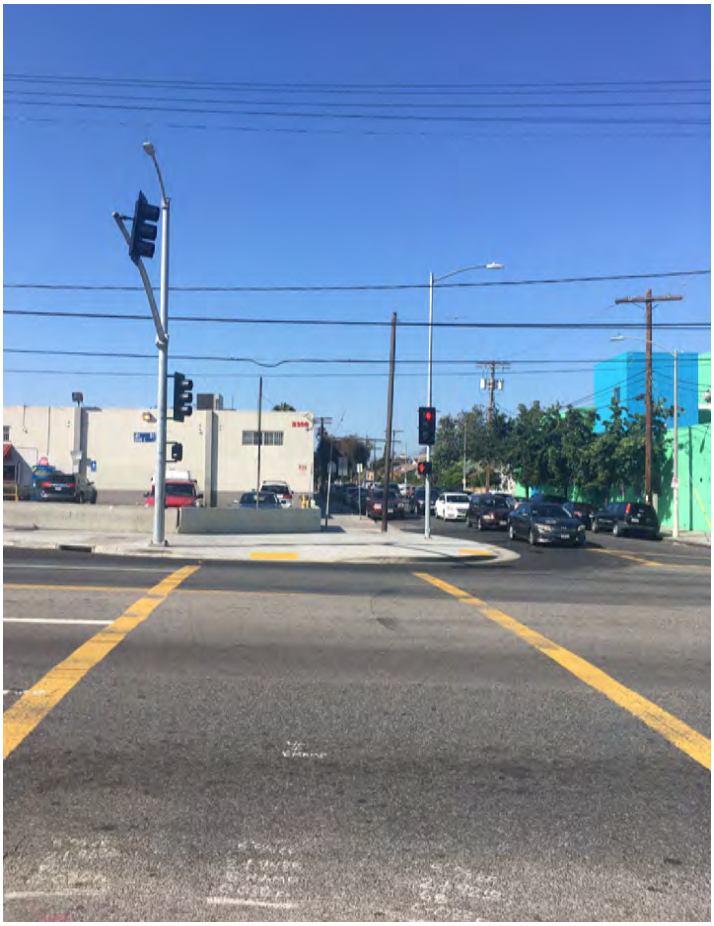
Community Assets

East Los Angeles, including this part of Boyle Heights, played an important role in the Chicanx Movement, and the community has celebrated this history via several murals. These murals beautify the community and make the neighborhood more enjoyable, especially during the walking and biking assessment.

Participants liked the speed hump on South Mott Street, between East 6th Street and East 4th Street. They noted that motorists appear to decrease their speed when approaching the speed hump. Participants were grateful for the existing trees and shade cover along East 4th Street, South Mott Street, and South Soto Street.

Participants applauded the extended curb on one leg of South Breed Street/East 4th Street as they noted that they feel safer when crossing due to the decreased distance.

Participants were glad to learn about a future signal that will be installed at the intersection of South Breed Street/ East 3rd Street.



Top Left: Participants taking advantage of the tree shade cover along Soto Street.
Top Right: Recently added extended curb extension at Breed Street/4th Street.
Bottom: Speed hump on South Mott Street, between East 6th Street and East 4th Street.
Photos: California Walks

Bus Shelters

Participants indicated that community members across all age groups–including school staff and students–use public transit, particularly the bus lines along South Soto Street and East 4th Street. However, the bus stops heading south along South Soto Street and those east and west along East 4th Street lack bus shelters, which creates a less than comfortable rider experience during the hotter and colder months of the year.

Left: Bus stop at East 4th Street/South Mott Street lacks bus shelters.
Right: Bus stop at East 4th Street/South Soto Street lacks bus shelters.
Photos: California Walks

Insufficient Construction Zone Signage

Lack of construction zone signage was observed at two construction sites at Roosevelt High School and along East 3rd Street where an open trench exposed an underground pipe. No adequate alternate pedestrian path was provided. These pose safety hazards for pedestrians who have to carefully navigate the sidewalks.

Left: North along Breed Street towards 3rd Street, no visible signage indicating construction site ahead.
Right: Roosevelt High School construction site at East 6th Street, no visible signage informing pedestrians or motorists of construction site.
Photos: California Walks

Insufficient School Zone Signage and Crosswalks

The following intersections near or adjacent to schools lacked high-visibility yellow crosswalks on all four legs: East 6th Street/South Soto Street, Whittier Boulevard/South Mott Street, South Mott Street/ Guirado Street, South Mott Street/East 4th Street, South Mott Street/East 6th Street and East 6th Street/South Mathews Street.

The South Breed Street/East 4th Street intersection lacked high-visibility yellow crosswalks at all four corners and school zone signage. This intersection directly connects students to Breed Street Elementary School and the Salesian Youth Center (used by Roosevelt High School athletic teams).

The South Soto Street/Whittier Boulevard intersection has a high volume of vehicle and bus traffic. Participants shared their concern over the high number of crashes at this intersection near the schools and the lack of school zone signage to alert motorists to the school and to expect students.

Left: Heavily trafficked intersection of South Soto/Whittier Boulevard.
Right: South Mott Street/Guirado Street intersection lacking high visibility crosswalks at the southeast corner of Hollenbeck Middle School.
Photos: California Walks

Lack of Lighting

There is an overall lack of lighting in the community, including pedestrian-scale lighting and street lighting. Participants shared that they avoid walking after sundown because they do not feel safe. Furthermore, they believe the lack of street lighting enables illicit activities.

Lack of Bike Infrastructure

While South Breed Street and South Mott Street have shared-lane markings ("sharrows")[8], participants noted that bicyclists also travel frequently on other neighborhood sidewalks and streets, such as South Soto Street, East 4th Street, and Whittier Boulevard.

Top: Bike and skateboard parking at Hollenbeck Middle School.
Left: Sharrow heading Northbound along Breed Street towards East 3rd Street.
Right: Bicyclist riding northbound along South Soto Street at East 6th Street/South Street intersection.
Photos: California Walks

8 Shared Lane Markings or "sharrows" are road markings used to indicate a lane shared by bicyclists and drivers.

Lack of High-Visibility Markings

The northeast, southeast, and southwest curbs of the East 6th Street/South Mott Street intersection need red curb paint to indicate the no-parking zone. Because of the faded red curb paint and the lack of enforcement, many parents park in the red zone during school arrival and dismissal times. This creates visibility issues between motorists traveling on East 6th Street and pedestrians attempting to cross at South Mott Street.

The East 6th Street/South Mott Street intersection lacks high-visibility crosswalk markings on all legs of the four-way stop. Participants shared that while driving downhill on East 6th Street, it is difficult to see the faded marked crosswalk lines.

Left: Parents during dismissal time at Hollenbeck Middle School park on the southeast curb at the East 6th Street/South Mott Street intersection in need of repainting to red.
Right: Lack of high-visibility markings at the East 6th Street/South Mott Street intersection.
Photos: California Walks

Sidewalk Obstructions

Participants observed uplifted sidewalks along all the walking and biking assessment routes. Large trees provide shade, but their roots create numerous tripping hazards, especially along South Soto Street from East 6th Street to Whittier Boulevard and along Whittier Boulevard from South Soto Street to South Mott Street.

Large, empty tree wells along South Soto Street, between East 4th Street and East 6th Street, become muddy and overflow onto the sidewalk during the rainy season. They also create an uneven walking surface and potential tripping hazards, especially for people using assisted mobility devices and the elderly.

Participants observed trash along South Breed Street, adjacent to the Smart and Final up to the intersection of South Breed Street/East 3rd Street. Trash included animal waste, furniture, and empty alcohol cans that participants indicate make walking through this segment uncomfortable.

Top Left: Broken sidewalks lifted by tree roots along Whittier Boulevard. Photo: California Walks
Bottom Left: Empty tree well along East 6th Street, in front of Hollenbeck Middle School creates uneven walking surface and tripping hazard. Photo: California Walks
Right: Cracked and lifted sidewalks along South Breed Street limit pedestrian access. Photo: Carmina Gomez

Unresponsive Pedestrian Signals and Insufficient Crossing Time

The intersection of East 6th Street/South Soto Street and East Breed Street/East 4th Street featured pedestrian signals that were unresponsive or that did not prioritize pedestrians crossing East 4th Street. Participants shared that they have to wait a long time to get the pedestrian crossing signal and that the crossing time provided is too short. The insufficient crossing time encourages students to run across the street, while those who walk slower, like the elderly, are usually not able to make it across in time.

Street Story participants also identified the intersection of Soto Street/4th Street as unsafe when they are walking, rolling, driving or on public transit.

Unsafe Motorist Behaviors

Motorists were observed traveling faster than the posted 35 mph speed limit on South Soto Street, right next to Hollenbeck Middle School and on Whittier Boulevard between South Soto Street and South Mott Street, next to the Boyle Heights Sports Center.

Participants observed motorists, including parents, rolling stops and making unlawful U-turns at the mid-block marked crosswalk on East 6th Street, in front of Hollenbeck Middle School. Because the marked crosswalk is offset east of the entrance to the parking lot, many people walk outside of the marked crosswalk to get to the front of the school. Participants mentioned that many motorists also appear to be traveling above the speed limit on East 6th Street and are traveling too quickly to stop safely at the crosswalk.

Participants indicated that many near-misses between pedestrians and drivers occur because of speeding along East 6th Street and the high concentration of students in the area. Problem intersections include South Mathews Street/East 6th Street and South Mott Street/East 6th Street.

Participants shared that during dismissal time, there are a number of drivers that double park or park along red curbs. These actions contribute to congestion, slow vehicle traffic flow, and reduce pedestrian visibility.

Mid-block marked crosswalk on East 6th Street in front of Hollenbeck Middle School where motorists travel at high speeds and engage in rolling stops. Photo: California Walks

Other Traffic Conflicts

Low hanging tree branches blocked the view of stop signs on both sides of Guirado Street at South Mott Street.

There is a high-visibility crosswalk on East 6th Street between the main entrance of Hollenbeck Middle School and the parking lot of Roosevelt High School. While parents on the walk appreciated this high-visibility crosswalk, they shared that there are conflicts between road users here and that it is often inaccessible. There are two entrances into Roosevelt High School: one into the staff parking lot and other into the construction site. The frequent ingress/egress of motorists and construction workers through the driveways create conflicts with students crossing the street and the crosswalk is frequently blocked by construction vehicles and equipment in the driveway.

Participants shared that motorists often travel at high speeds in the East 6th Street alleys and do not always see or acknowledge pedestrians walking in alleys. They were especially concerned for younger students and visitors who might not be familiar with how motorists currently use the alleys as shortcuts.

High-visibility crosswalk on East 6th Street between the main entrance of Hollenbeck Middle School and the parking lot of Roosevelt High School. Photo: California Walks

Recommendations to Improve Walking and Biking Safety in Boyle Heights

Participants engaged in small-group action planning discussions to prioritize and outline preliminary plans for community programs and infrastructure projects aimed at increasing the health and safety of the community.

Community Recommendations

The following tables summarize the recommendations developed by the community during the workshop.

Education Project: Recreation Center with Organized Play Time and Activities

Project Description: Hollenbeck Middle School and Roosevelt High School parents advocate for the creation of a new Recreation Center with organized activities to keep students active year-round. Among other benefits, a center like this could be a forum for walking and biking safety education and engagement.

Project Goals:

1. Promote wellness and safe physical activity through walking and biking in the community;
2. Create affordable opportunities for youth to engage in healthy and safe activities; and
3. Provide youth activities as an alternative to technology use.

Action Steps	Timeline	Responsible Party	Resources
Identify existing spaces that are free and can be used to host organized activities while a new recreation center is approved and built. ● Hollenbeck Middle School and Roosevelt High School can loan out their space during summer school hours.	Summer 2019	UPEJ Workshop Participants	Hollenbeck Middle School Roosevelt High School
Form a committee of community members to advocate for the creation of a new recreation center. ● Possible locations include South Soto Street/East 4th Street and South Soto Street/Wabash Avenue. ● Work with their Neighborhood Council, City Councilmember and the Los Angeles Department of Parks and Recreation to determine if a new Recreation Center is viable.	Fall 2019	UPEJ Workshop Participants	Neighborhood Council City Councilmember Los Angeles Department of Parks and Recreation

Encouragement Project: Temporary High-Visibility Crosswalk Demonstration

Project Description: Workshop participants would like to implement a temporary installation of high-visibility crosswalks near Hollenbeck Middle School and Roosevelt High School to gather data, community input, and support for a permanent installation of high-visibility crosswalks.

Project Goals:

1. Install a temporary high-visibility crosswalk at the intersections of South Soto Street/East 6th Street and South Mott Street/East 6th Street to envision how permanent high-visibility crosswalks can improve accessibility for the community; and
2. Collect pedestrian & bicyclist counts and student & community member reflections before, during, and after the temporary demonstration to document the need for high-visibility crosswalks at these intersections.

Action Steps	Timeline	Responsible Party	Resources
Establish a Planning Team ● Organize within school community to outreach to potential planning team members from the school community. ● Develop a list of agencies, groups, and stakeholders to reach out to join the planning team. » Already identified planning team member invitations include: school administrators and staff, city councilmembers, Los Angeles Unified School District (LAUSD), and the City of Los Angeles Department of Transportation (LADOT)	Summer/Fall 2019	Partnership LA UPEJ Hollenbeck Middle School Roosevelt High School	CPBST Participant Roster List of local businesses Agency, group, and stakeholder contact information.
Logistics ● Collaborate with LAUSD and LADOT to plan logistics for temporary demonstration ● Apply for necessary permits ● Secure funding for temporary demonstration Request donations (as needed) ● Coordinate volunteers to collect data ● Finalize date	Fall/Winter 2019	Planning Team LAUSD LADOT	AARP Pop-Up Demonstration Tool Kit
Outreach ● Send out flyers and conduct robo-calls to inform community members, parents, and students of upcoming temporary demonstration.	Spring 2020	Planning Team Hollenbeck Middle School Roosevelt High School	Access to Schools robo-call system Flyers, paper & ink
Host Temporary Demonstration ● Prepare crosswalks » Planters » Paint » Cones ● Conduct pedestrian and bicycle counts ● Collect student reflections	Spring 2020	Planning Team Hollenbeck Middle School Roosevelt High School LAUSD	Pedestrian & Bicycle Information Center: Counting and Estimating Volumes

While the geographic focus of the workshop was for the one-half mile radius from the East 6th Street/South Soto Street intersection, the Project Team encouraged attendees to discuss community-wide improvements. The following community recommendation is outside of the workshop focus area but still within Boyle Heights.

Engineering Project: Sidewalk Repair and Maintenance

Project Description: Work with the City of Los Angeles to repair sidewalks damaged by overgrown tree roots on City property.

Project Goals:

1. Initiate and sustain community-driven campaign to repair broken and cracked sidewalks caused by city-owned trees, especially near all Boyle Heights schools; and
2. Educate the community about the necessity and beauty of the existing trees and the need to maintain sidewalk conditions.

Action Steps	Timeline	Responsible Party	Resources
Conduct sidewalk assessment to prioritize sidewalks in need of repair ● Schedule 1-2 sidewalk assessments around Hollenbeck Middle School and Roosevelt High School for parents and students; ● Create an inventory of all sidewalks in need of repair, including photos; ● Discuss and prioritize which sidewalks are in most need of repair, including explanations for their high priority.	Summer 2019	UPEJ Partnership LA	California Walks Los Angeles Walks
Use Video/Photo Voice projects to launch campaign ● Collaborate with California Walks staff to host a Video/Photo Voice training for a core group of parents and students as a CPBST follow-up activity ● Collaborate with a group of technology savvy and creative students to develop compelling content for the videos/photos ● Use projects to launch social media campaign	Fall 2019	UPEJ Partnership LA Students	California Walks
Submit 311 request to City of LA to repair priority sidewalks ● Connect with property owners associated with the priority locations to submit a repair request using 311 ● Organize monthly phone banking events to keep campaign momentum going	Fall/Winter 2019	UPEJ Partnership LA	Safe Sidewalks LA

Cal Walks & SafeTREC Recommendations

Bike Infrastructure Improvements

Within a half-mile from Hollenbeck Middle School and Roosevelt High School, there is a bike lane on East 1st Street from Boyle Avenue to Lorena Street and shared-lane markings (sharrows) along Breed Street and Mott Street from East Cesar Chavez Avenue to East 4th Street. Despite these facilities, the Project Team observed bicyclists traveling on other neighborhood sidewalks and streets, particularly along South Soto Street, East 4th Street, and Whittier Boulevard, where there is no bike infrastructure. The Project Team ***recommends the Los Angeles Department of Transportation assess South Soto Street, East 4th Street, and Whittier Boulevard for the implementation of bike infrastructure and connectivity to the existing bike lanes and routes near Hollenbeck Middle School and Roosevelt High School.*** South Soto Street and Whittier Boulevard have bike lanes and are part of the Backbone Bikeway Network in the City's 2010 Bicycle Plan while East 4th Street is not. Expanding bike infrastructure improvements along these corridors will allow bicyclists to safely and comfortably move through the entire community and will encourage increased bike ridership.

Conduct Bicycle Counts

The Project Team ***recommends Partnership LA, UPEJ, Hollenbeck Middle School, and Roosevelt High School collaborate with Los Angeles County Bicycle Coalition (LACBC) Bike + Ped Count program, Los Angeles Walks, and California Walks to teach parent volunteers and students to conduct bicyclist counts along South Soto Street, East 4th Street, and Whittier Boulevard.*** Bicyclist counts gather data on the number of bicyclists riding these corridors, as well as their riding behavior. This data could be used to identify the routes most frequently ridden to advocate for bike infrastructure along those routes and others in the community.

Pedestrian Infrastructure Improvements

The Project Team ***recommends the Los Angeles Department of Transportation consider improving visibility of the midblock crossing on East 6th Street in front of Hollenbeck Middle School.*** Currently, the incline on the road creates poor visibility and sight lines, with many west-bound motorists unaware of the upcoming stop sign and marked crosswalk. Oftentimes, motorists fail to stop before the stop sign. The Project Team recommends the installation of additional signage and road markings, such as a "Stop Sign Ahead" sign and advanced yield markings before the approach to the crosswalk.

The Project Team ***recommends the Los Angeles Department of Transportation Neighborhood Services explore implementing Leading Pedestrian Intervals (LPI) at the intersections of South Soto Street/East 4th Street, South Soto Street/Whittier Boulevard, and South Soto Street/East 1st Street***. SWITRS pedestrian collision data for the period of 2013 to 2017 revealed these intersections to be pedestrian collision hotspots, primarily due to cars turning. Adding LPIs to these intersections could reduce potential pedestrian-vehicle conflicts.

The Project Team ***recommends the Los Angeles Bureau of Street Services repaint all faded red, no-parking zone markings near Hollenbeck Middle School and Roosevelt High School,*** especially the curbs at the East 6th Street/South Mott Street, South Mott Street/East 4th Street, and the South Soto Street/East 6th Street intersections. Doing so would increase visibility between drivers and pedestrians.

The Project Team ***recommends the Los Angeles Bureau of Street Services incorporate high-visibility crosswalk markings on all four-legs of intersections near Hollenbeck Middle School and Roosevelt High School,*** such as the intersection of East 4th Street/South Mathews Street, East 4th Street/South Mott Street, East 6th Street/South Mott Street, East 6th Street/South Mathews Street, East 6th Street/South Soto Street, South Mott Street/Whittier Boulevard, and South Mott Street/Guirado Street. The implementation of high-visibility crosswalk markings at these intersections will increase visibility of pedestrians to motorists and clearly identify pedestrian spaces surrounding and leading up to the school community.

The Project Team ***recommends Partnership LA and UPEJ collaborate with TreePeople[9] and Proyecto Pastoral[10]*** who have worked or are currently working on issues related to broken and lifted sidewalks from the same type of trees creating trip hazards around Hollenbeck Middle School and Roosevelt High School.

Address Empty Tree Wells and Increase Shade Cover

The Project Team ***recommends Partnership LA and UPEJ collaborate with the City of Los Angeles Department of Water and Power*** and its 'City Plants' program to request free shade trees to add to empty tree wells along sidewalks surrounding Hollenbeck Middle School and Roosevelt High School. This would create a more pleasant pedestrian environment and encourage more people in the community to walk.

9 TreePeople Policy and Research Work, "Protecting our Urban Canopy". Website: https://www.treepeople.org/about/policy

10 Proyecto Pastoral received a Great Streets Challenge Award in 2016 where they successfully engaged Boyle Heights residents from the Pico/Aliso neighborhood to advocate for safe streets. You can access their report on the project here: https://issuu.com/lagreatstreets/docs/proyecto_pastoral_final_great_stree

Appendix A: Community Plans and Policies Review

Cal Walks conducted a review of current community planning documents to inform the training and prepare to build off existing efforts. The following documents were reviewed prior to the site visit:

- Boyle Heights Community Plan-Draft, October 2017
- Boyle Heights Community Plan, September 2016
- Los Angeles General Plan, Mobility Plan 2035
- Los Angeles Vision Zero Safety Improvements Map
- Los Angeles Vision Zero High Injury Network Map
- Vision Zero Prioritized Intersections Map
- Great Streets for Los Angeles Strategic Plan, 2014
- Metro Safe Routes to School Program
- Los Angeles Unified School District (LAUSD) Safe Routes to School Program

Appendix B: Resources

Bicycle Facility Improvements

- NACTO Urban Bikeway Design Guide

Conducting Bicycle and Pedestrian Counts

- Conducting Bicycle and Pedestrian Counts A Manual for Jurisdictions in Los Angeles County and Beyond
- Bike Count Data Clearning House

City Plants Program

- Street Trees Program

Summary of outcomes from past CPBST workshops
www.californiawalks.org/projects/cpbst and https://safetrec.berkeley.edu/programs/cpbst

Appendix C: Data Analysis

Pedestrian and Bicycle Collision Data Analysis

- Boyle Heights CPBST Workshop Data Factsheet
- Boyle Heights CPBST Site Visit Data Presentation
- Boyle Heights CPBST Site Visit Data Follow-up

Boyle Heights Pedestrian & Bicycle Collision Data Analyses

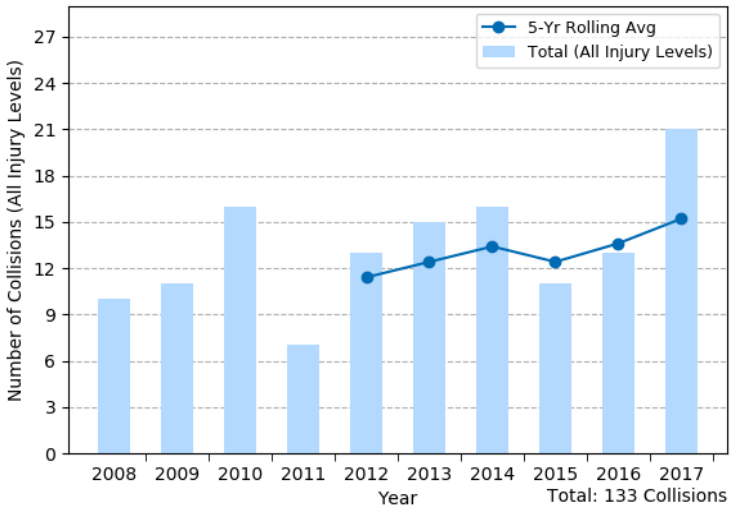
Community Pedestrian and Bicycle Safety Training Workshop (CPBST) | May 17, 2019

In California, more than one in four people who died in a collision is a pedestrian or bicyclist. There was a 13.9 percent increase in pedestrian deaths from 2015 to 2016 and a 14.0 percent increase in cycling deaths (FARS 2015 and 2016). In this workshop, we provide you with local collision data so that we can identify ways to make walking and biking safer in your community.

The local data seen below is based on collision data within a 1/2 mile radius from 6th Street and Soto Street as defined by the members of the workshop's planning committee.

PEDESTRIANS

How are pedestrian collisions changing over time?
What could have caused an increase or decrease in collisions?



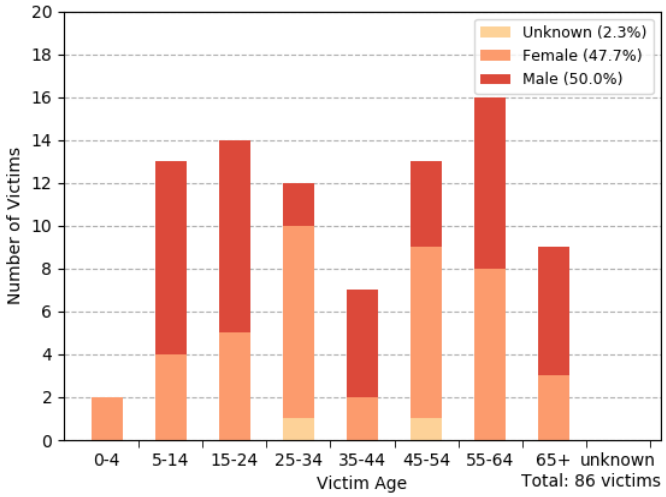
148 people were killed or injured in **133** pedestrian collisions in the last 10 years (2008-2017).

The number of pedestrian collisions appear to be **increasing**, based on the five year rolling average*.

* The five-year rolling average is the average of five consecutive years of data. It provides an overall collision trend over time that accounts for the significant changes in the number of collisions per year.

The following are based on pedestrian collision data for the years 2013-2017:

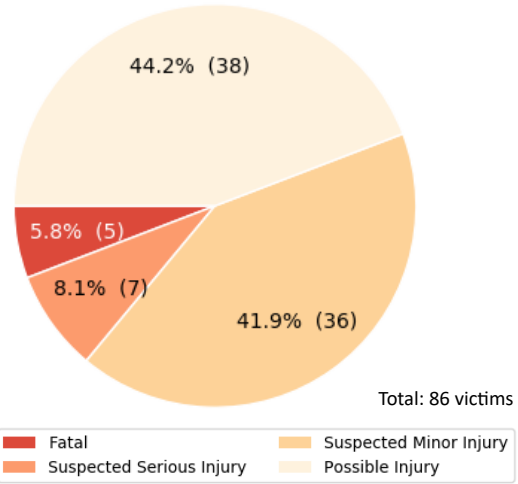
Who were the victims in these collisions?



26.7% of victims were 18 or younger

Majority of the victims ages 0-24 were male, while majority of the victims ages 25-64 were female.

How severe were the victims' injuries?



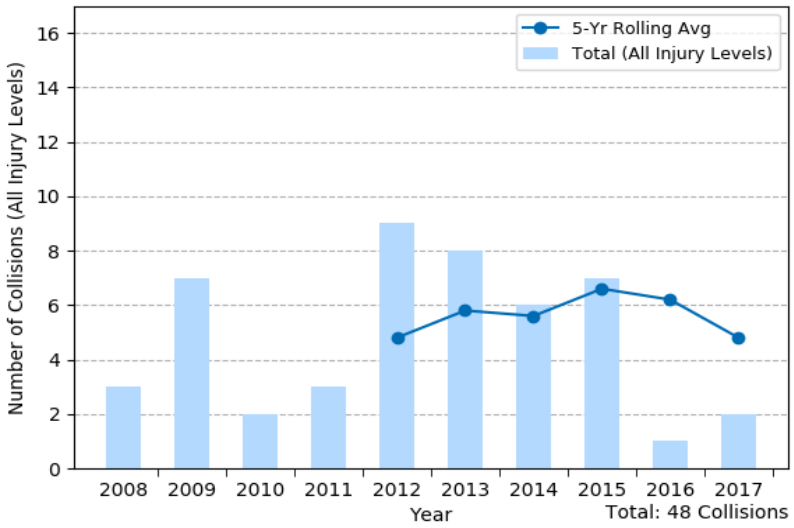
13.9% fatalities or suspected serious injuries

Data Source: California Statewide Integrated Traffic Records System (SWITRS). Collision data for 2016 and 2017 are provisional at this time.

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

BICYCLES

How are bicycle collisions changing over time?
What could have caused an increase or decrease in collisions?



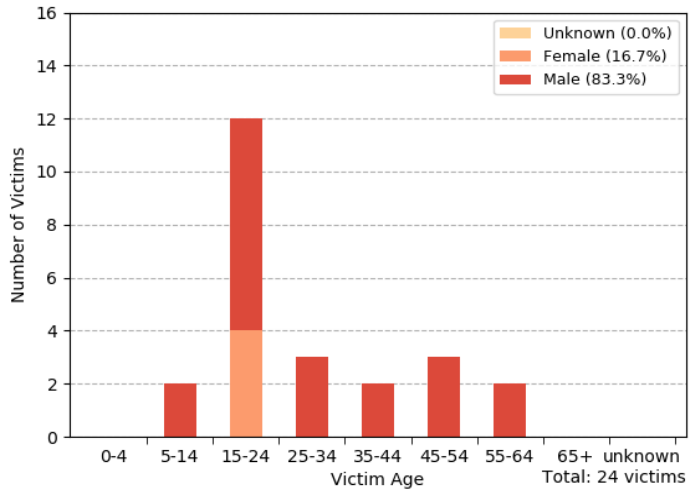
46 people were killed or injured in **48** bicycle collisions in the last 10 years (2008-2017).

The number of bicycle collisions appear to be **slightly decreasing,** based on the five year rolling average*

* The five-year rolling average is the average of five consecutive years of data. It provides an overall collision trend over time that accounts for the significant changes in the number of collisions per year.

The following are based on bicycle collision data for the years 2013-2017:

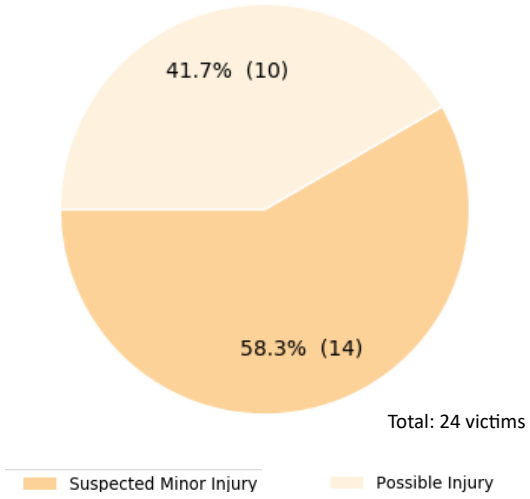
Who were the victims in these collisions?



33.3% of victims were 17 or younger

83.3% of victims were male

How severe were the victims' injuries?



Most bicycle collisions resulted in minor injuries.

- While these numbers do not tell the whole story, do they resonate with your experience in your community?
- What kinds of improvement do you think could help make walking and biking safer in your community?
- What other data could help inform decision-making?

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, please email us at safetrec@berkeley.edu.

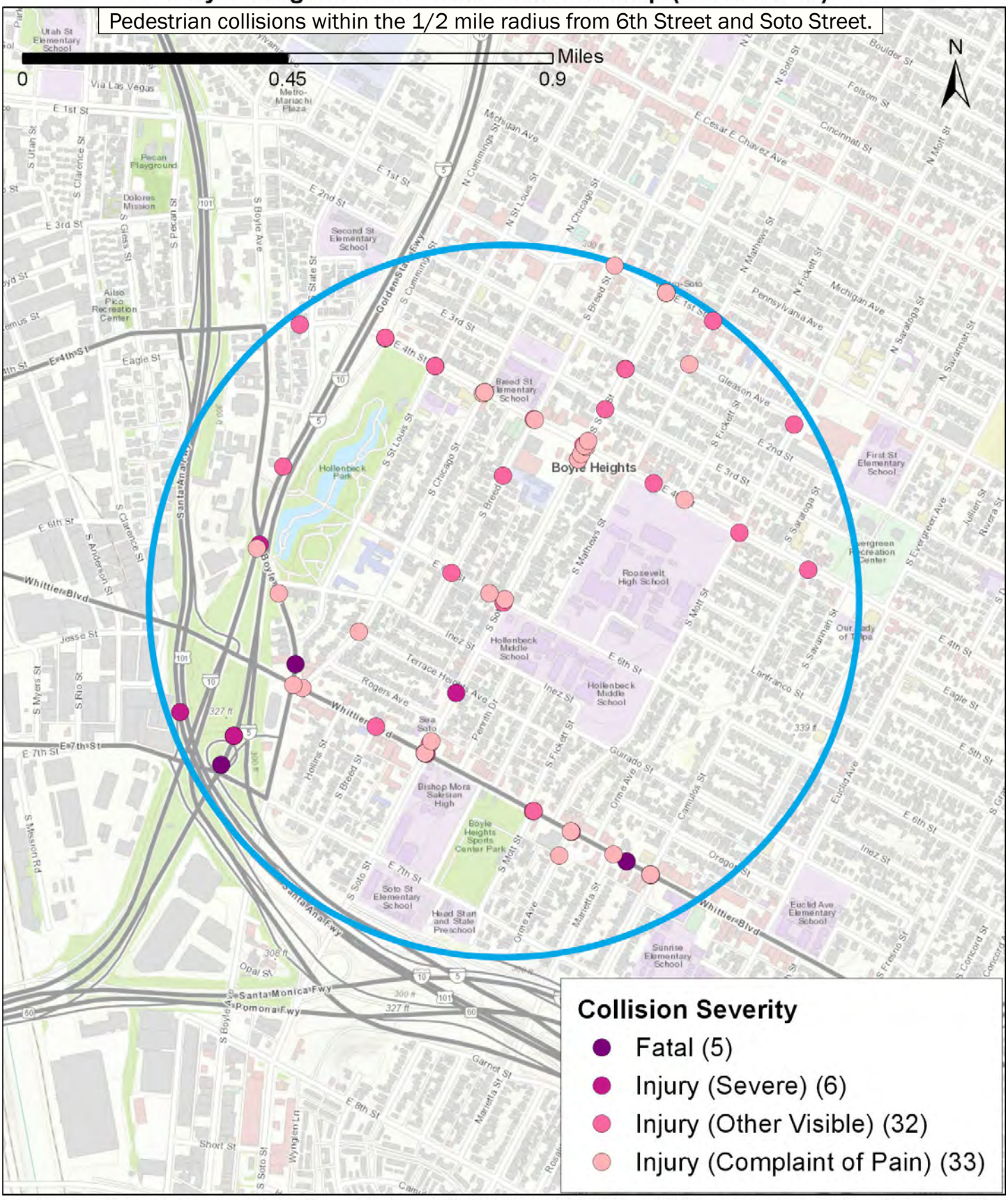
Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

OTS CALIFORNIA OFFICE OF TRAFFIC

California Walks
Stepping Up for Health, Equity, & Sustainability

Data source: California Highway Patrol. Statewide Integrated Traffic Records System (SWITRS). Collision data for 2016 & 2017 are provisional as of Dec. 2018.

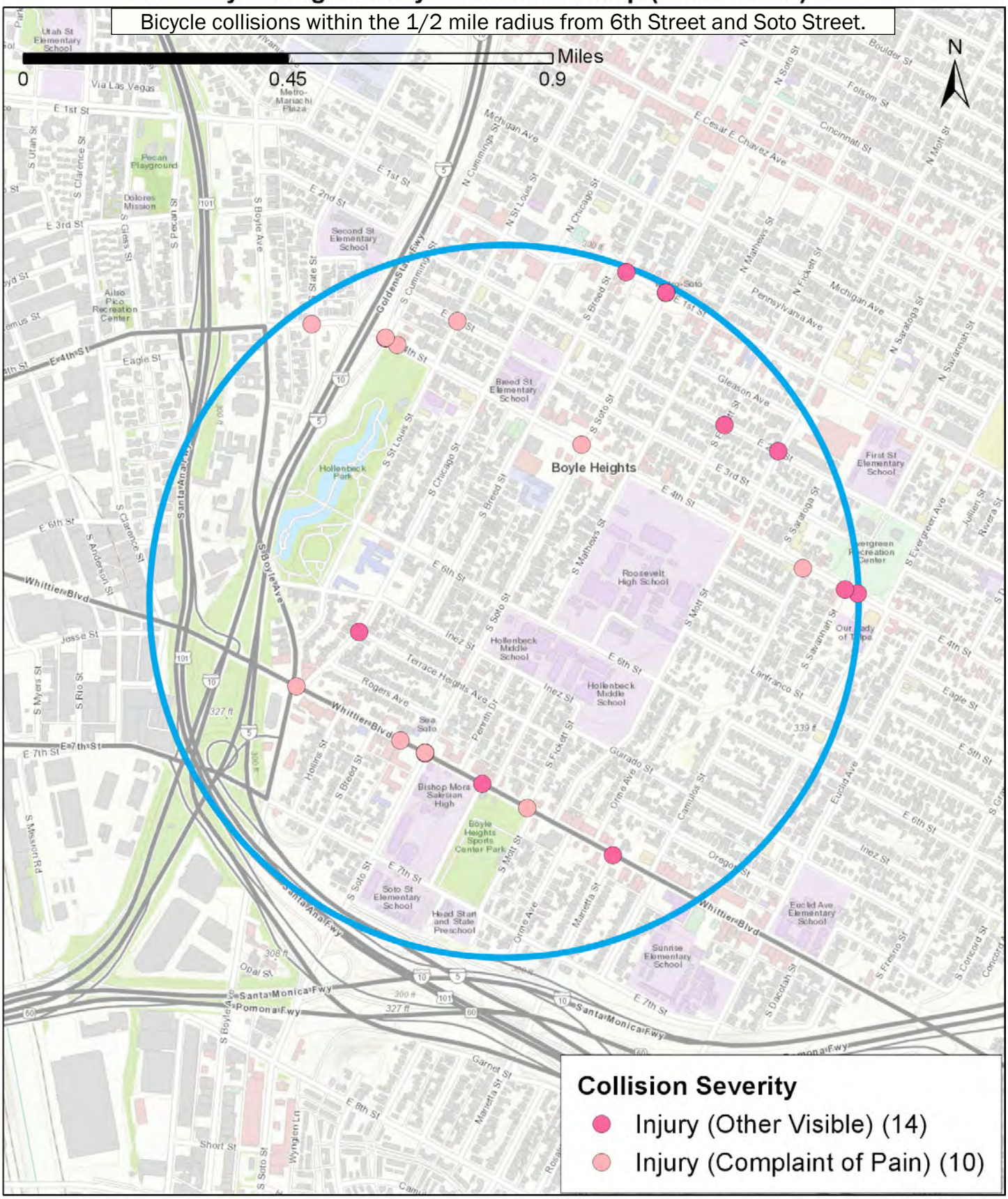
Boyle Heights Pedestrian Collision Map (2013 - 2017)



Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

Date: 4/1/2019

Boyle Heights Bicycle Collision Map (2013 - 2017)



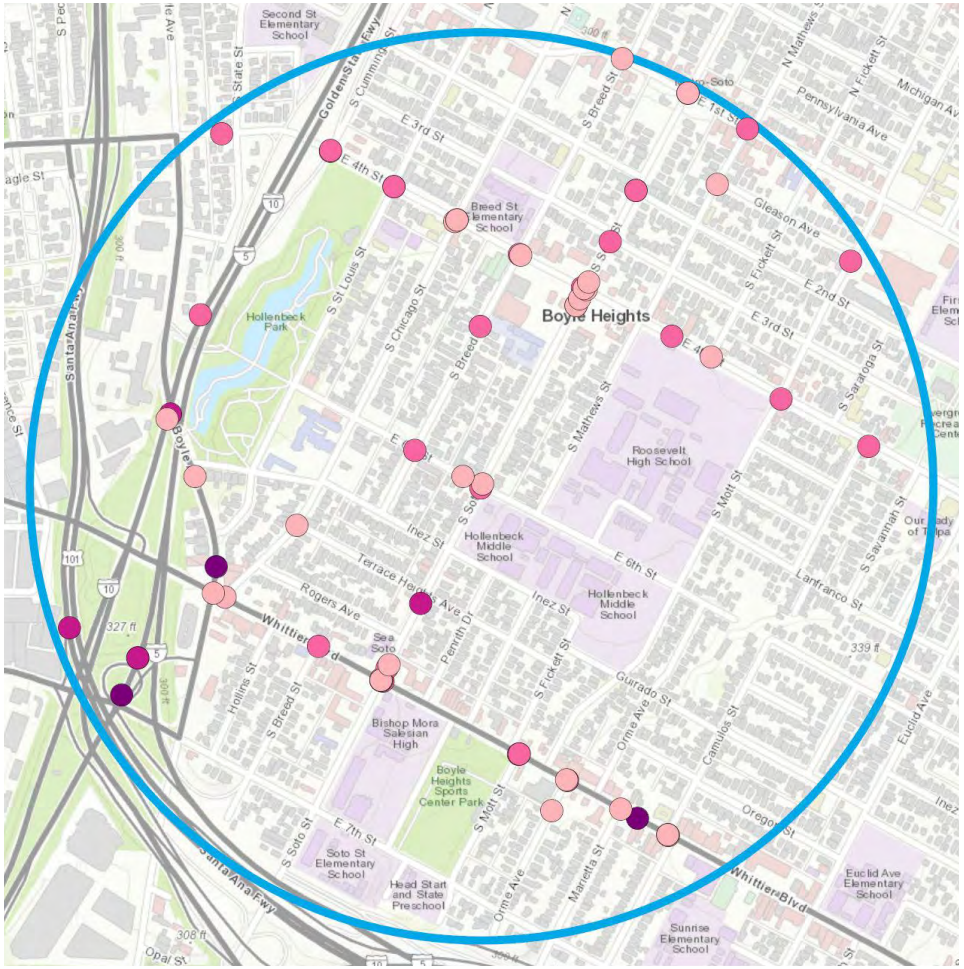
Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

Date: 4/1/2019

Pedestrian Injury Collisions (2013-2017)

Collision Severity

- Fatal (5)
- Injury (Severe) (6)
- Injury (Other Visible) (32)
- Injury (Complaint of Pain) (33)



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

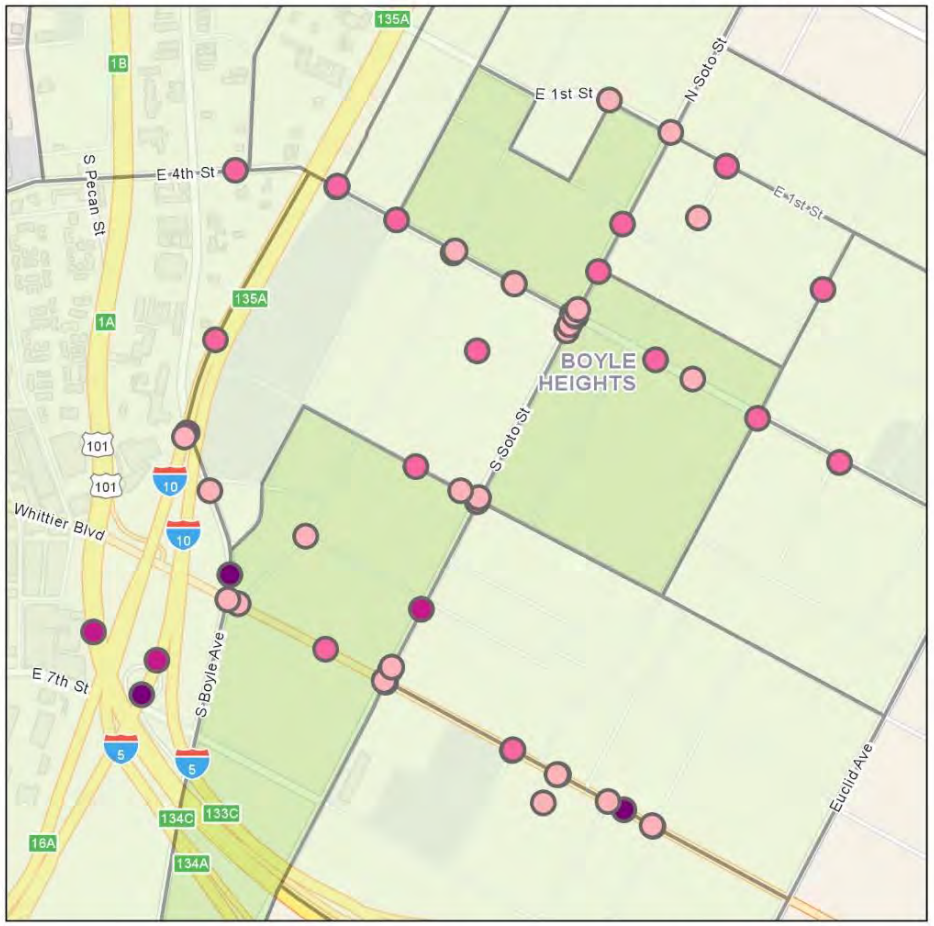
Pedestrian Injury Collisions (2013-2017)

Collision Severity (2013-2017)

- Fatal (5)
- Injury (Severe) (6)
- Injury (Other Visible) (32)
- Injury (Complaint of Pain) (33)

2017 Median Household Income

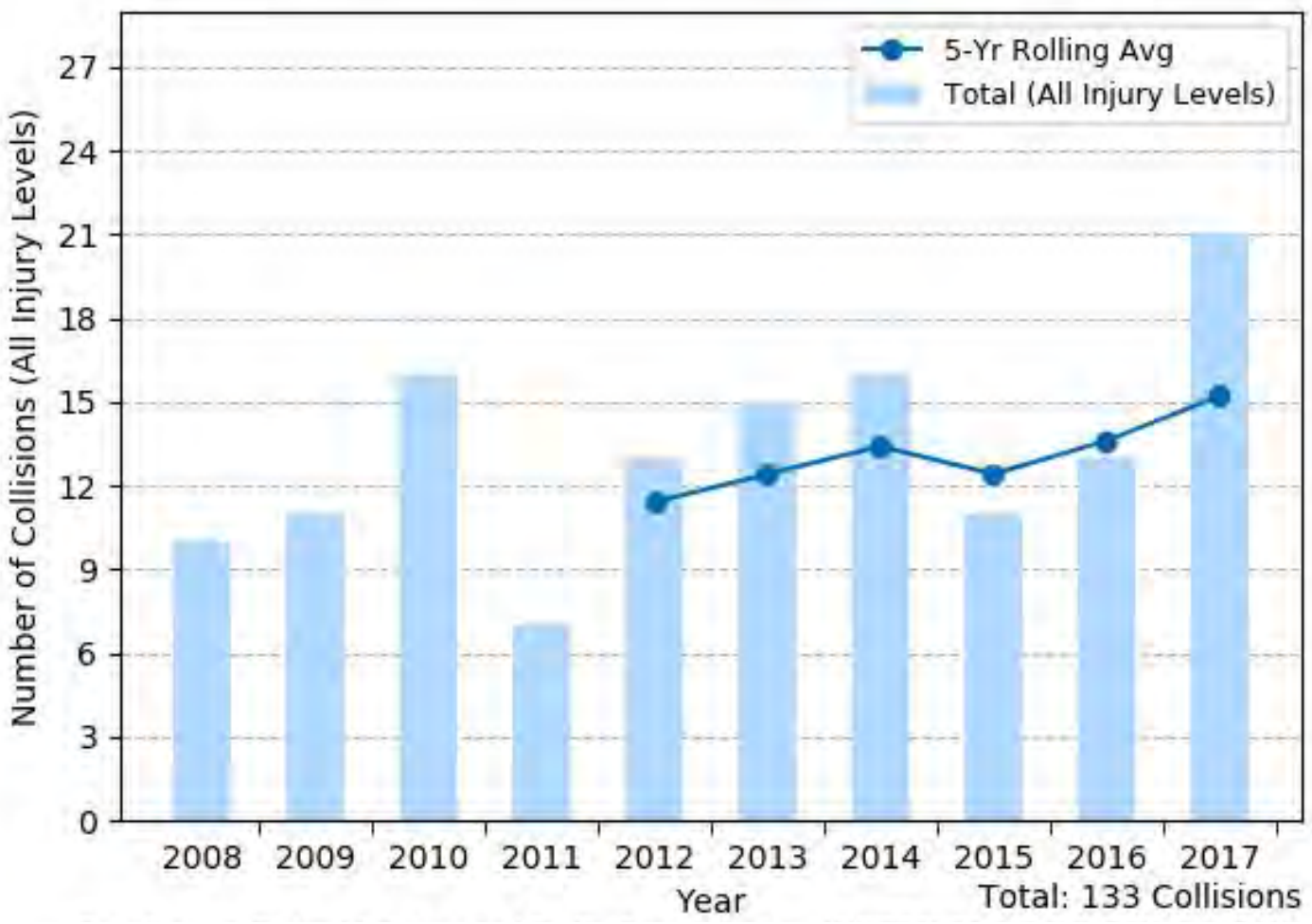
- < 35K
- 35K - 50K



Data Source:

1. Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.
2. ESRI Business Analyst 2017.

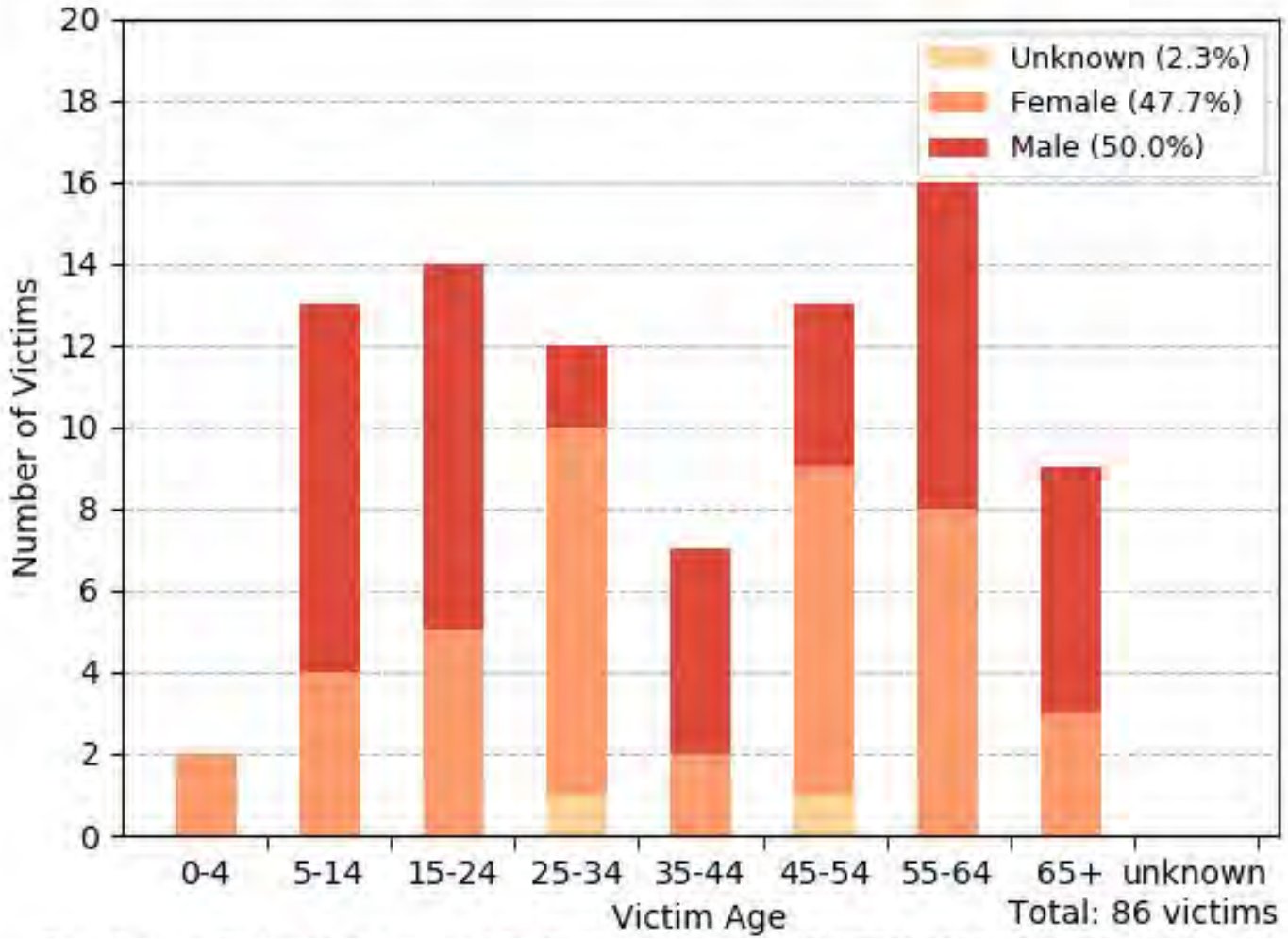
Pedestrian Injury Collision Trend
with 5-year rolling average



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

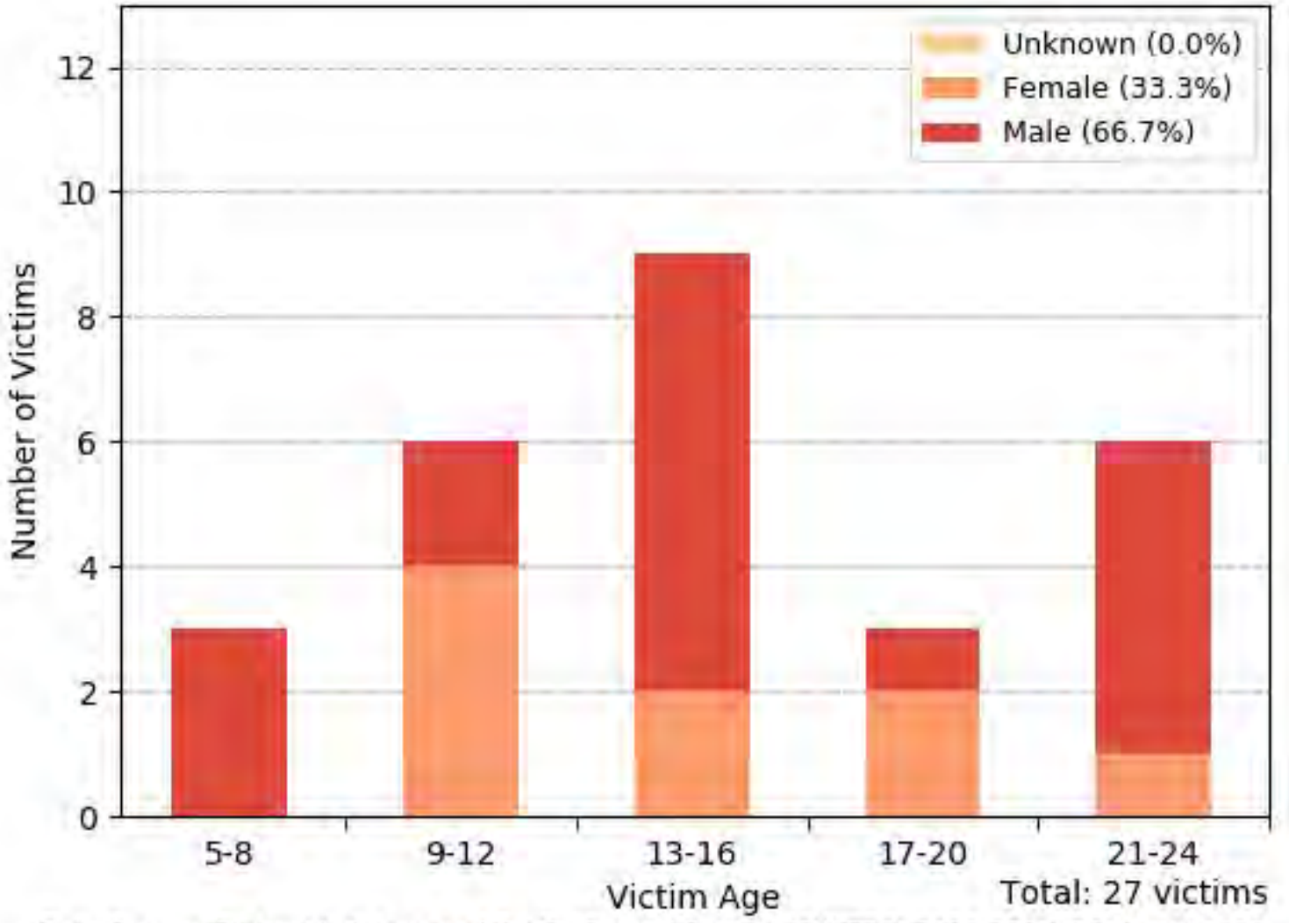
Pedestrian Victim Injury (2013-2017)

by age and gender



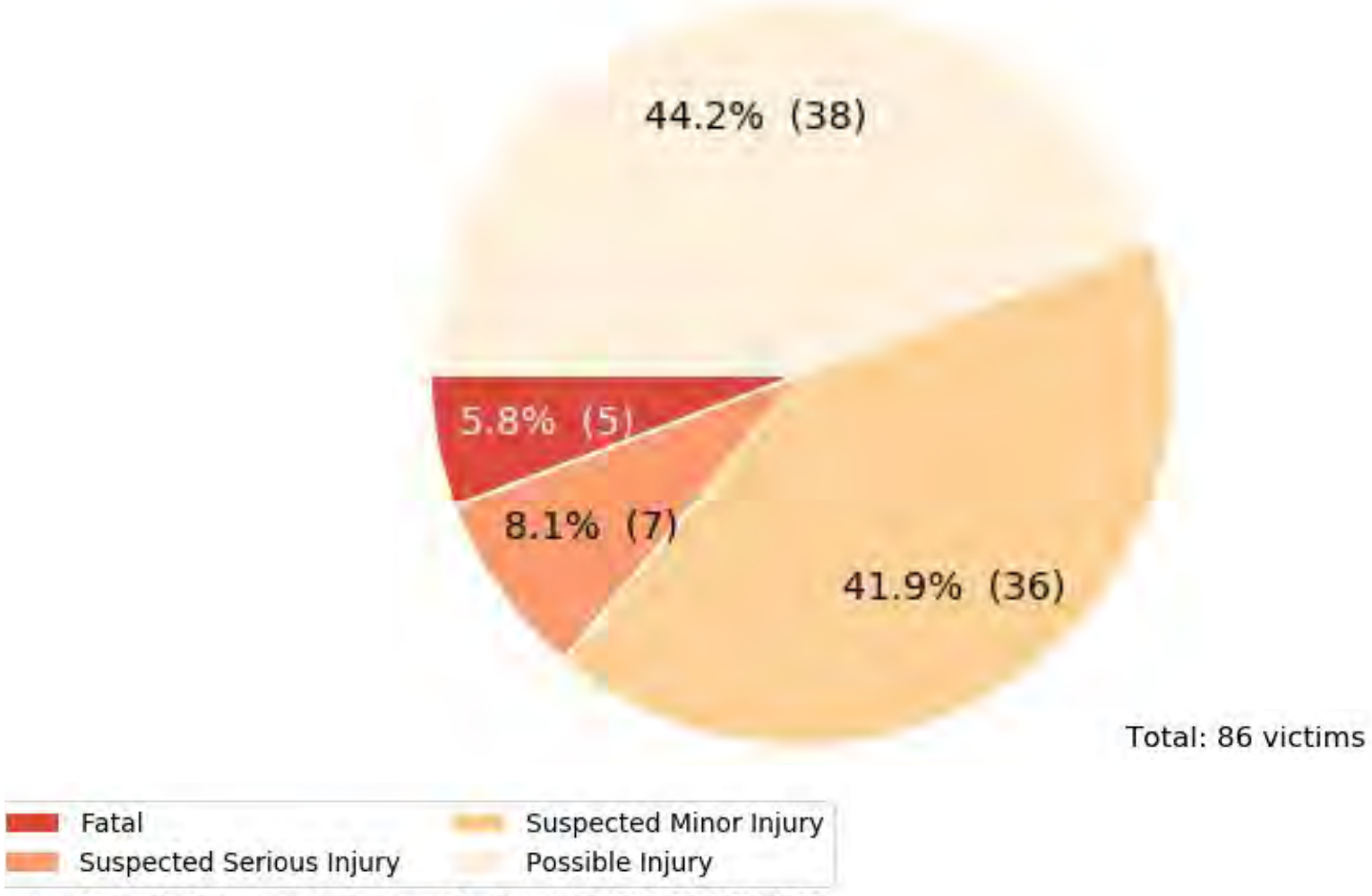
Data Source: Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Victim Injury (2013-2017)



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Victim Injury (2013-2017)



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Collisions (2013-2017)

by time of day and day of week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	1	1	1	1	1	1	0	6
06:00PM-08:59PM	1	3	5	3	4	4	3	23
03:00PM-05:59PM	0	1	1	3	4	2	1	12
Noon-02:59PM	0	6	0	0	1	2	3	12
09:00AM-11:59AM	2	0	1	0	1	2	0	6
06:00AM-08:59AM	0	3	3	1	2	0	2	11
03:00AM-05:59AM	1	0	0	0	1	0	0	2
Midnight-02:59AM	1	0	0	1	0	1	1	4
Total	6	14	11	9	14	12	10	76

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian Collisions (2013-2017)

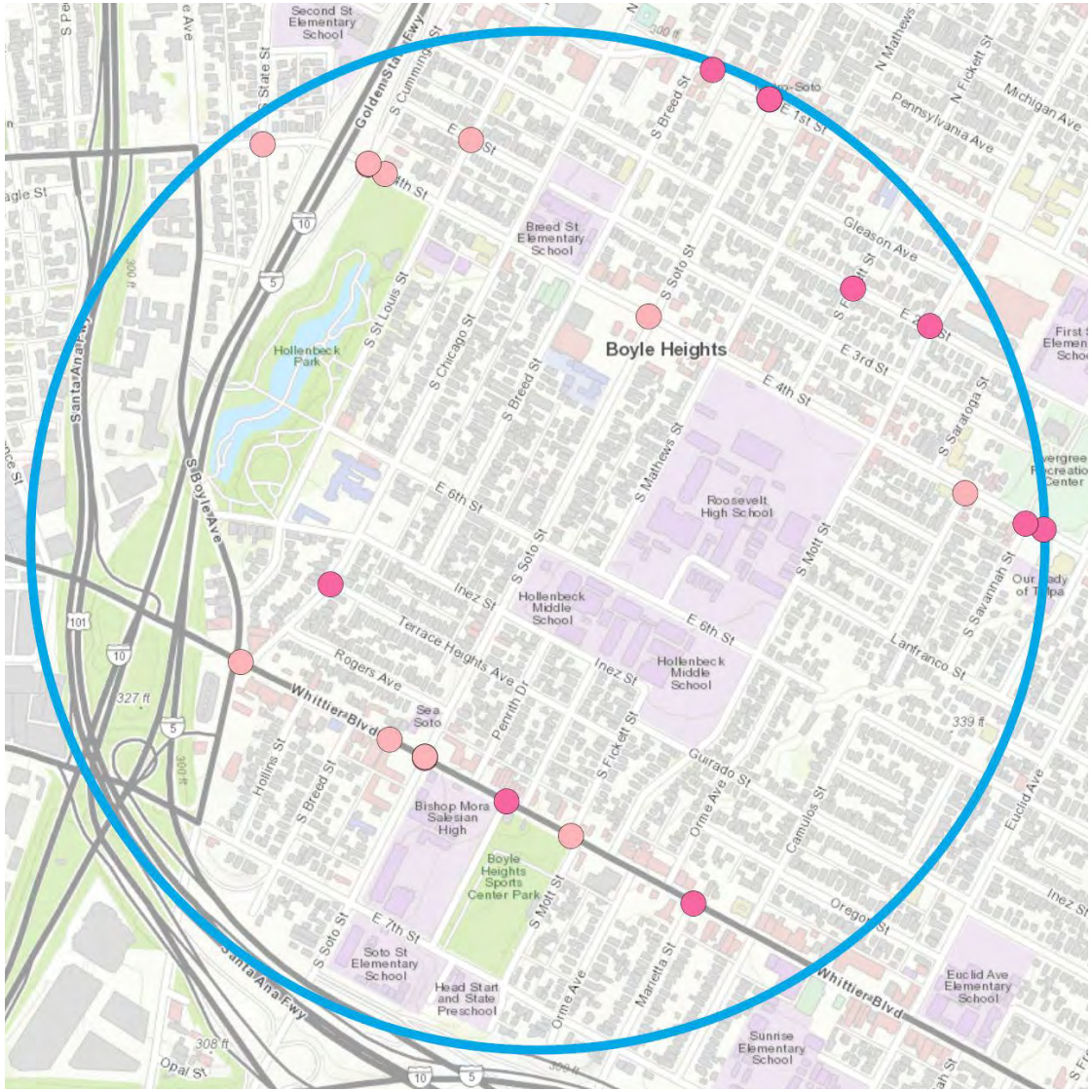
CVC No.	Description	Number of Collisions
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	22 (28.9%)
21954	Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	12 (15.8%)
22106	Unsafe starting or backing of a vehicle on a highway	8 (10.5%)
22350	Speeding on the highway / Driving at a dangerously high speed given highway conditions like weather, visibility, traffic, and highway measurements, or driving at a speed that endangers people or property	5 (6.6%)
21456	Pedestrian failure to yield right-of-way at traffic signal / Failure of pedestrian to yield right-of-way to vehicles already in intersection Failure to obey crosswalk symbols or finish crossing before "countdown" ends	4 (5.3%)
21801	Driver failure to yield right-of-way when making a left turn or U-turn	4 (5.3%)
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	3 (3.9%)
21955	Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections	3 (3.9%)
21956	Pedestrian failure to walk close to the edge of the roadway when there is no sidewalk present / Pedestrian failure to walk on the left-hand edge of the roadway when outside of a business or resident district, unless crossing is not possible	3 (3.9%)
21952	Driver failure to yield right-of-way to pedestrians on sidewalks	2 (2.6%)

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Injury Collisions (2013-2017)

Collision Severity

- Injury (Other Visible) (14)
- Injury (Complaint of Pain) (10)



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

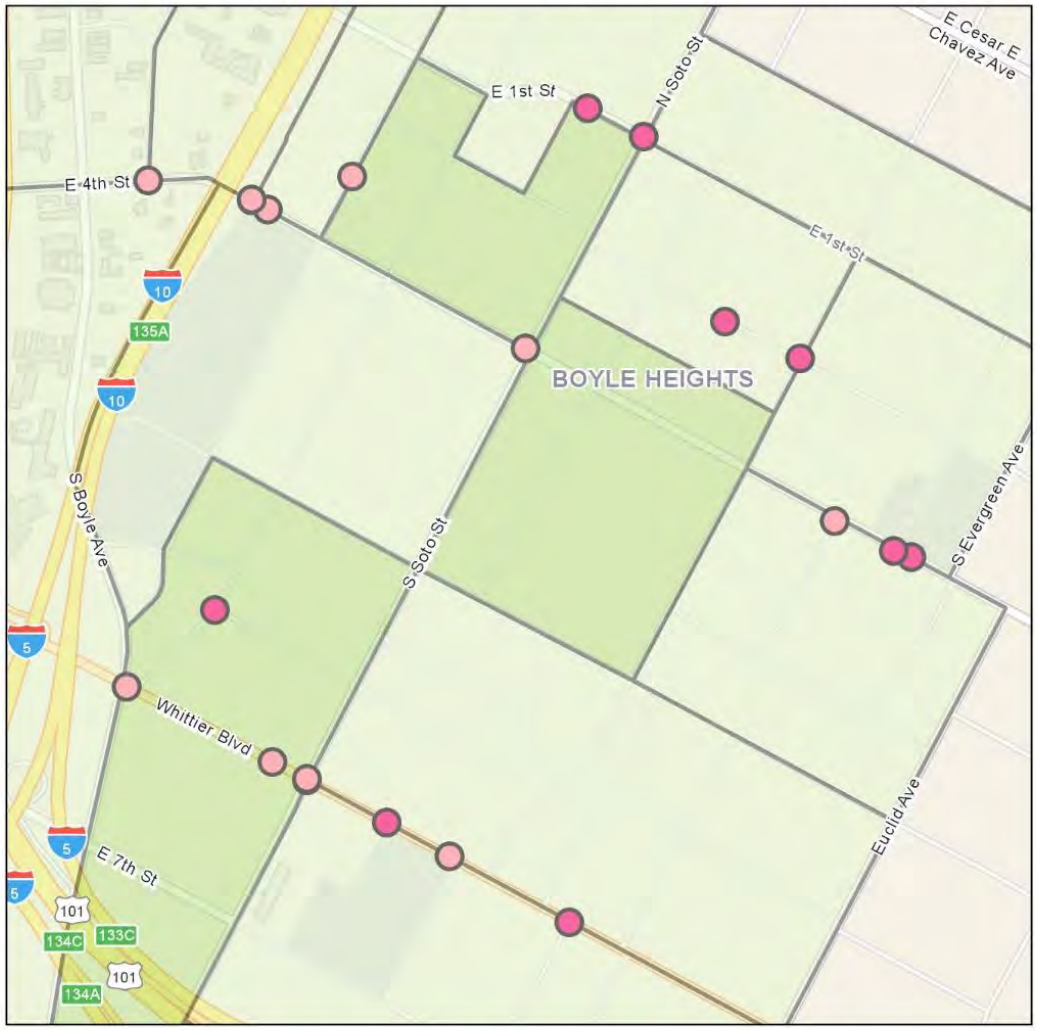
Bicycle Injury Collisions (2013-2017)

Collision Severity (2013-2017)

- Injury (Other Visible) (14)
- Injury (Complaint of Pain) (10)

2017 Median Household Income

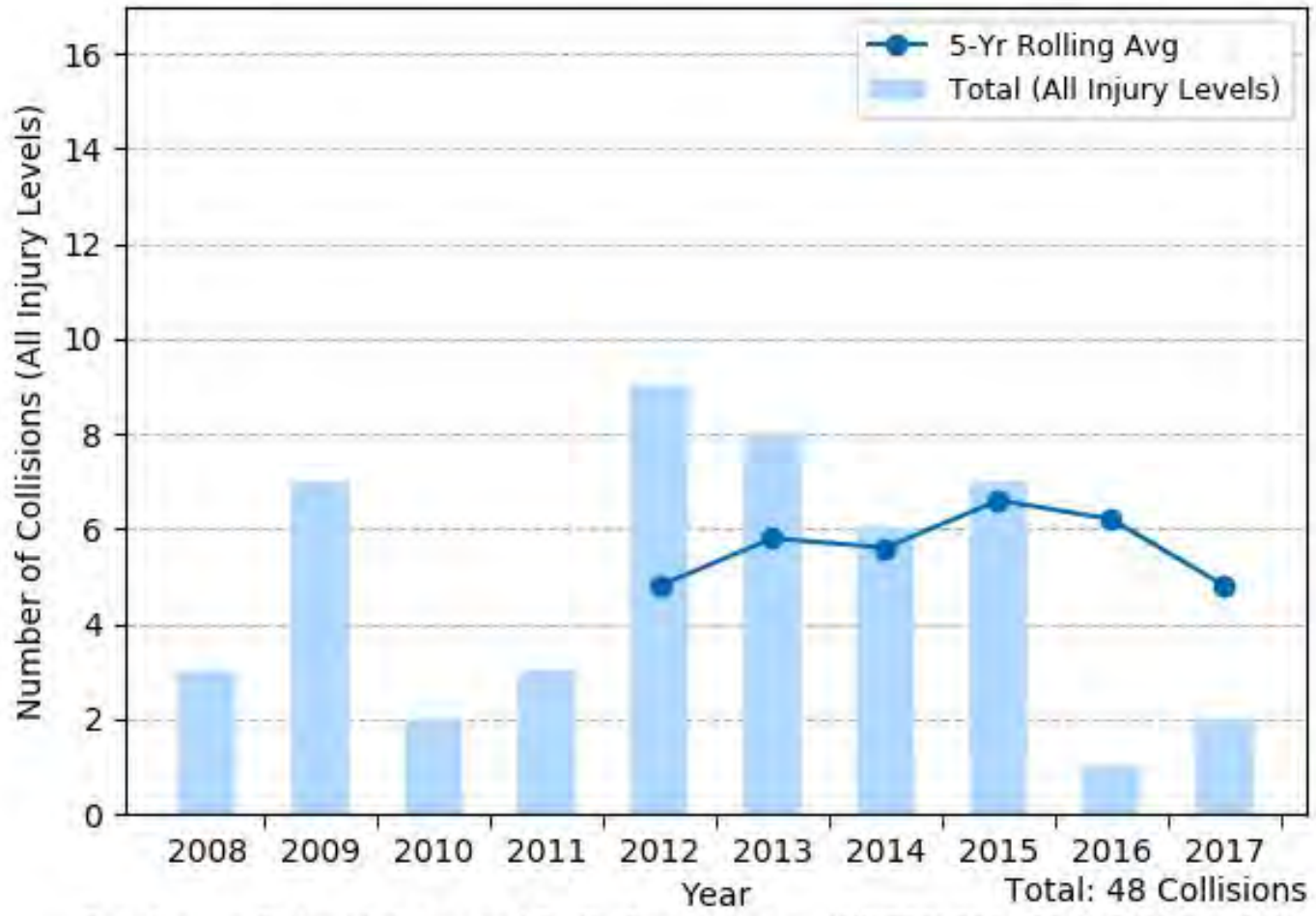
- < 35K
- 35K - 50K



Data Source:

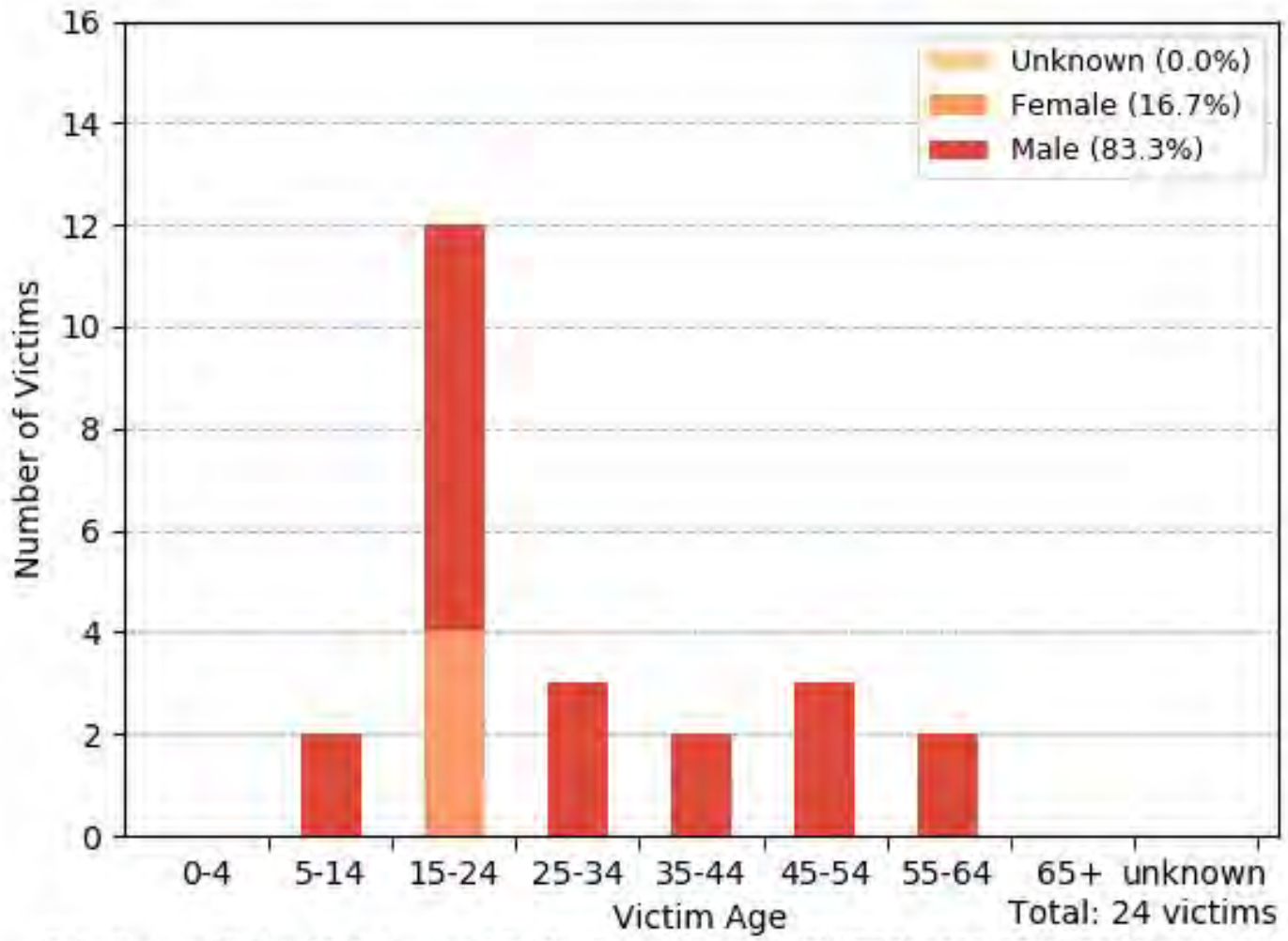
1. Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Injury Collision Trend
with 5-year rolling average



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

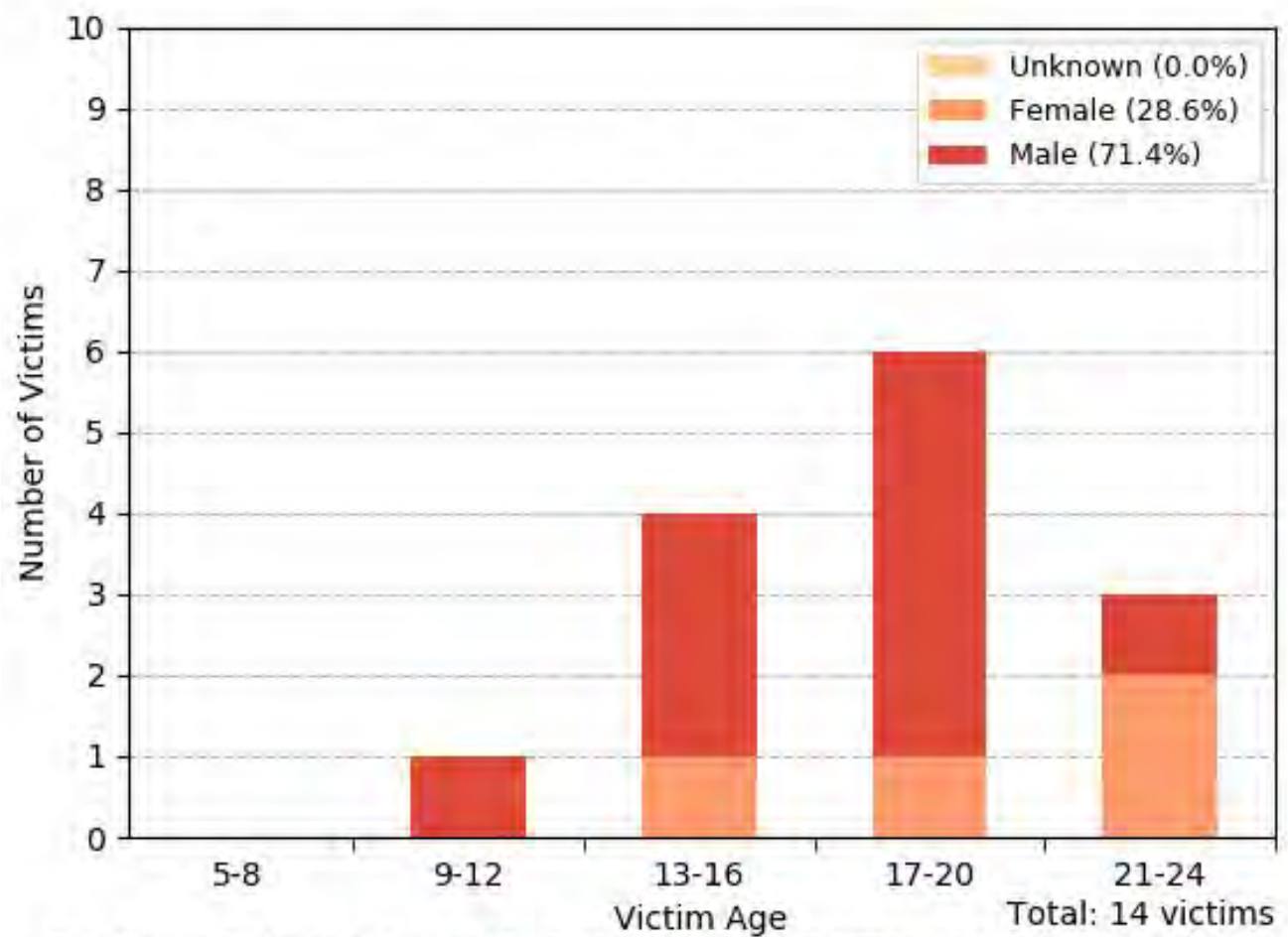
Bicycle Victim Injury (2013-2017)
by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

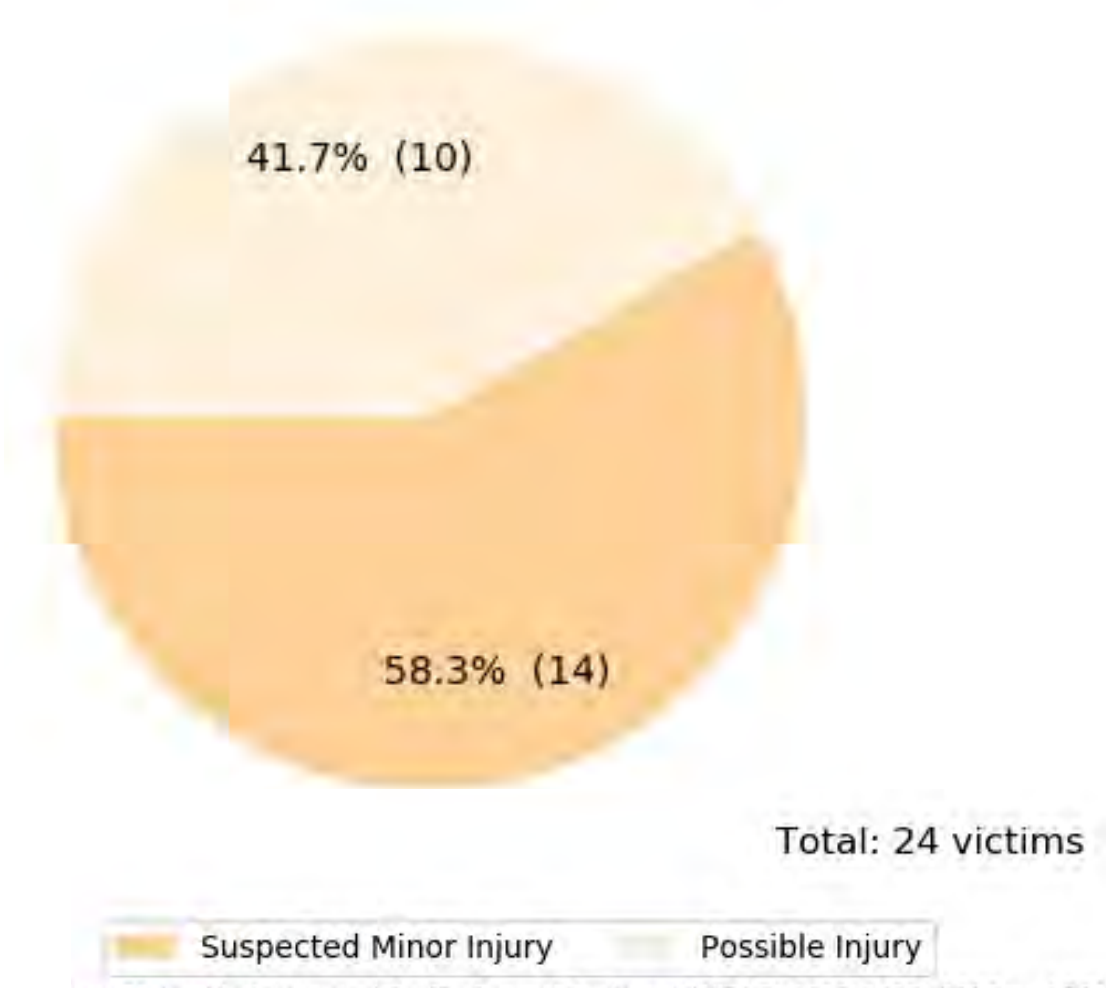
Bicycle Victim Injury (2013-2017)

by age and gender for children & youth



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Victim Injury (2013-2017)
by injury severity



Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Collisions (2013-2017)
by time of day and day of week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	0	0	0	0	0	0
06:00PM-08:59PM	1	0	2	0	0	0	2	5
03:00PM-05:59PM	1	1	0	1	2	1	0	6
Noon-02:59PM	0	1	0	1	2	1	0	5
09:00AM-11:59AM	1	0	0	0	1	0	0	2
06:00AM-08:59AM	0	1	2	0	0	0	0	3
03:00AM-05:59AM	0	0	1	0	1	0	0	2
Midnight-02:59AM	0	0	0	0	0	0	0	0
Total	3	3	5	2	6	2	2	23

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Bicycle Collisions (2013-2017)
by type of violation

Total: 24 Collisions

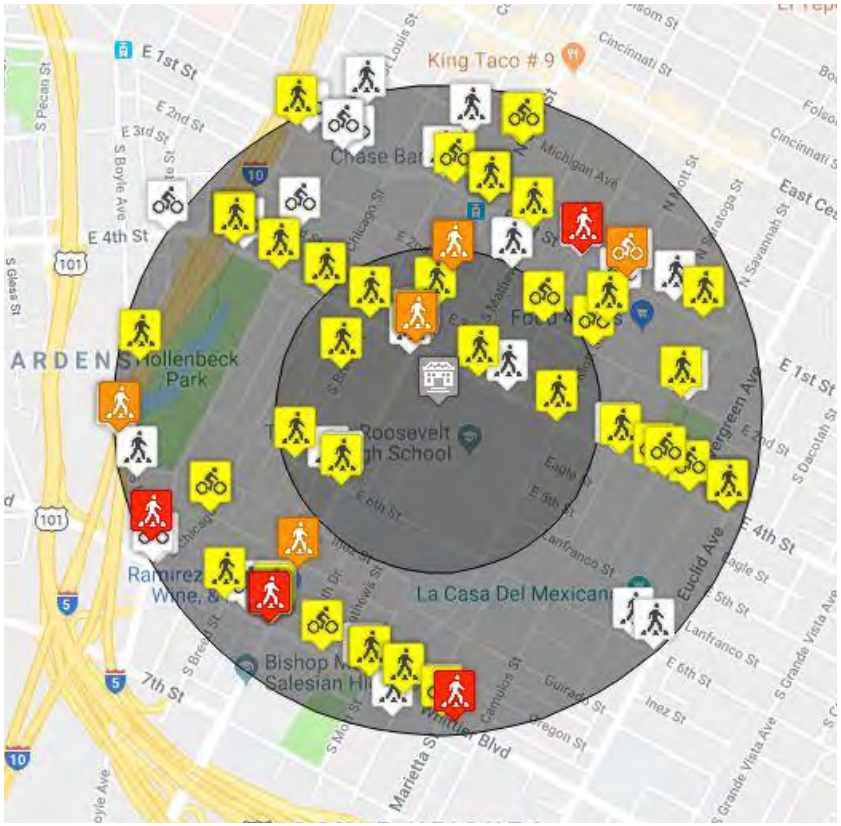
CVC No.	Description	Number of Collisions
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	4 (16.7%)
21801	Driver failure to yield right-of-way when making a left turn or U-turn	4 (16.7%)
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	2 (8.3%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	2 (8.3%)

Data Source: Statewide Integrated Traffic Record System (SWITRS) 2013-2017; 2016 and 2017 data are provisional as of March 2019

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2013-2017. Collision data for 2016 and 2017 are provisional as of December 2018.

Pedestrian and Bicycle Collisions (2013-2017)

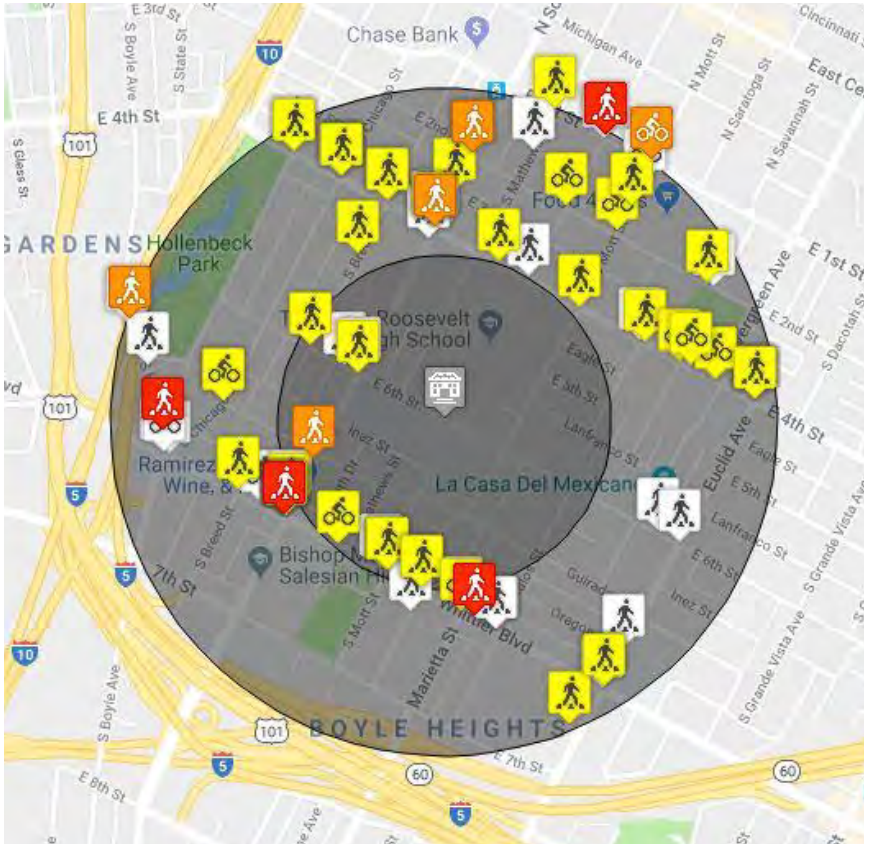
Theodore Roosevelt Senior High
456 South Mathews Street, Los Angeles, CA
Los Angeles County
CDS: 19647331937424



Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	2	12	15	27	2	29
¼ - ½ mi.	4	3	40	40	54	33	87
Total	4	5	52	55	81	35	116

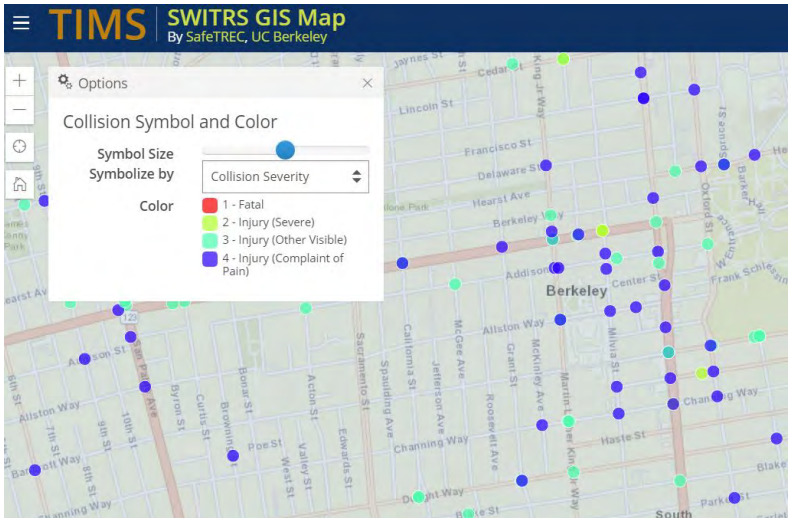
Pedestrian and Bicycle Collisions (2013-2017)

Hollenbeck Middle
2510 East Sixth Street, Los Angeles, CA
Los Angeles County
CDS: 19647336058051



Radius	Fatal	Severe Injury	Visible Injury	Complaint of Pain	Pedestrian	Bicycle	Total
<¼ mi.	0	1	6	4	9	2	**11**
¼ - ½ mi.	4	4	36	44	69	19	**88**
Total	4	5	42	48	78	21	**99**

Additional Resources



Transportation Injury Mapping System (TIMS)

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

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

https://tims.berkeley.edu

Street Story

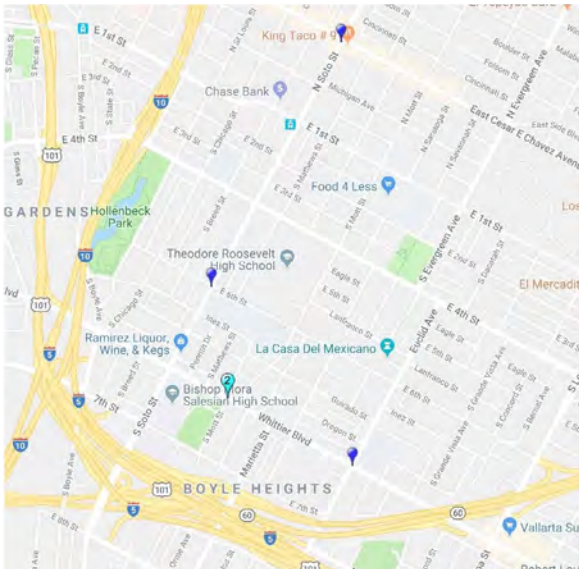
Street Story is a tool for collecting community feedback on transportation safety issues. Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

https://streetstory.berkeley.edu

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

Boyle Heights CPBST Site Visit Data Follow-up

The Planning Committee requested more information about the demographics and locations of the collisions from 12 to 3 p.m. on Tuesdays, to explore if the schools' early dismissal day for students had any effect on collisions. At their request, we looked further into these collisions and learned that two of the five pedestrian victims were younger than 14 and in the 50 to 59 age group. One of the five collisions occurred near Roosevelt High School and two at Bishop Mora Salesian High School. It is difficult to tell whether the two events are related.



Tuesday Pedestrian Collisions from 12-3 p.m. (2013 - 2017)