

SUMMER 2021

Revised October 2021

Frank Del Olmo and Commonwealth Avenue Elementary School, Central Los Angeles Summary and Recommendations Report

COMMUNITY PEDESTRIAN & BICYCLE SAFETY
TRAINING PROGRAM

Creating Safer Streets for Walking and Biking



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Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Central Los Angeles, specifically Lafayette Park Primary Center, Frank Del Olmo, and Commonwealth Avenue Elementary School safer places to walk and bike. In particular, their contributions prompted meaningfully informed discussions and strengthened the workshop's outcomes.

We also want to acknowledge the Chumash, Tongva and Kizh peoples as the traditional land caretakers of the greater Central Los Angeles area.

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TABLE OF CONTENTS

2 Acknowledgments

3 Table of Contents

4 Introduction

6 Background

6 Pedestrian and Bicycle Crash History

9 Walking & Biking Assessment

9 Route 1: Frank Del Olmo Elementary School

13 Route 2: Commonwealth Elementary School

16 Recommendations

16 Community Recommendations

22 Project Team Recommendations

24 Appendix

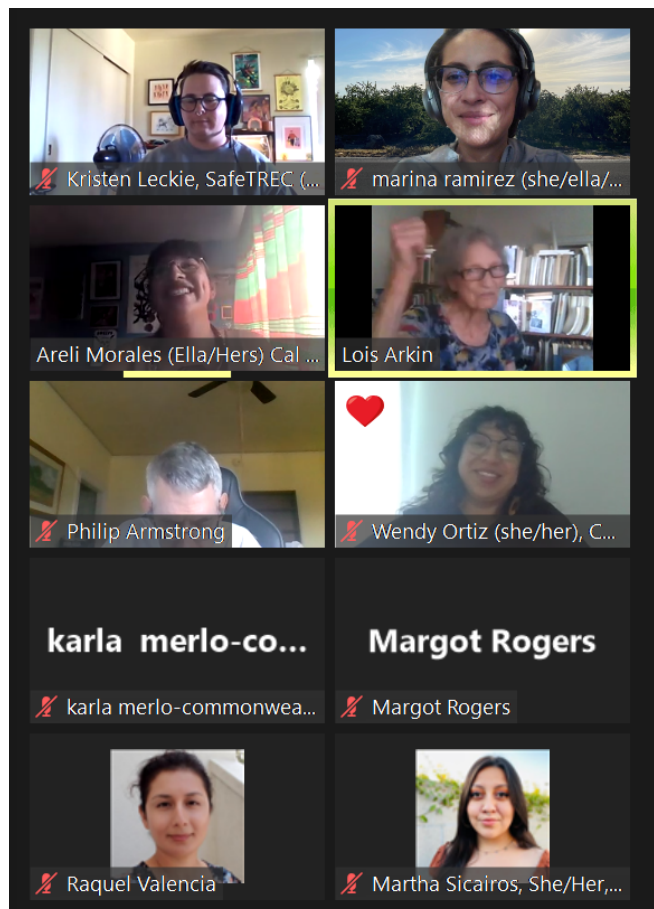
Introduction

The Community Pedestrian and Bicycle Safety Program (CPBST) is a statewide project of UC Berkeley Safe Transportation Research and Education Center (SafeTREC) and California Walks (Cal Walks). The program uses the Safe System Framework to engage residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities and to strengthen collaboration with local officials and agency staff. Cal Walks & SafeTREC (the Project Team) works with the local Planning Committee, a group of local stakeholders, over the course of 6-8 weeks to develop workshop goals and tailor the curriculum to address the community's needs and priorities. The virtual workshop convenes the larger local community to conduct walking and biking assessments of key areas in the community, learn about Safe System strategies to address walking and biking concerns and develop preliminary action plans for priority infrastructure and community programs.

The Central Los Angeles (LA) CPBST workshop was held virtually and convened 5 participants on September 13, 2021, including residents and representatives from LA Eco-Village, Rampart Village Neighborhood Council, Commonwealth Avenue Elementary School, and LA Department of Transportation's (LADOT) Safe Routes to School Program. Safe Routes to School LA (SRTS-LA) requested that the Project Team conduct a CPBST in Central LA with the goals to:

1. Increase walking and biking safety around Lafayette Park Primary Center, Frank Del Olmo and Commonwealth Elementary Schools;
2. Encourage driver speed compliance around schools and residential areas; and
3. Review and modify Safe Routes to School Infrastructure Improvement Maps that will be used in future funding opportunities.

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



Safe System Framework

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

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

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

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

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



Background

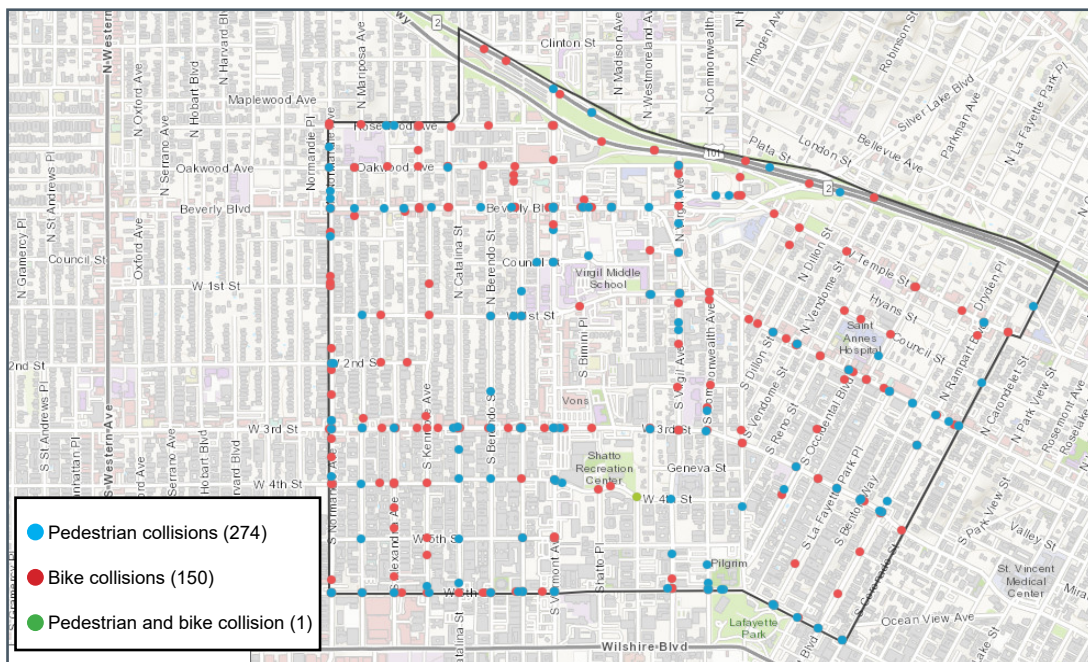
Local Policies and Plans

The [Safe Routes to School \(SRTS\) Action Plan and Progress Report](#) implementation objectives are aligned with key [Vision Zero](#) outcomes, including the need for additional safety education programs to develop a culture of safety, such as trainings, campaigns, and valets. These safety education programs align with the programmatic community and project team recommendations outlined in this report.

The [Mobility Plan of 2035](#) has identified New Hampshire Avenue, Commonwealth Avenue, and 4th Street as part of the [Neighborhood Enhanced Networks](#) (NEN), which is a system of local streets that are not as highly trafficked as other corridors in the area. These networks are safe enough to connect neighborhoods to schools, retail, parks, healthcare, and employment opportunities through active transportation.

The Los Angeles Department of Transportation is planning [Stress Free Connections](#), which identifies connections and crossings on neighborhood streets that can make walking and biking easier and more stress-free. Through this program, barriers that interrupt these routes will be prioritized for funding opportunities to provide a safer walking and biking travel experience. 4th Street and New Hampshire Avenue are identified through this program and a focus area of this training.

Central LA is a community located in the City of LA in LA County. Per [OTS Crash Rankings](#), in 2018, LA ranked first out of 15 cities of similar population size for people killed or injured in a traffic crash (with a ranking of “one” indicating the worst). It ranked fourth for pedestrian crashes and sixth for bicycle crashes.



Pedestrian and bicycle crashes in Central LA from 2015 to 2019.

Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians¹ and bicyclists in Central LA. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2010 to 2019. Crash data for 2019 is provisional as of December 2020. A full discussion of the pedestrian and bicycle crash data can be found in Appendix A.

Central LA Boundaries

The boundaries for this workshop were: the US-101 in the North, 6th Street in the South, South Coronado Street in the East and South Normandie Avenue in the West. The Planning Committee chose these boundaries to capture Lafayette Park Primary Center to the East, Frank Del Olmo Elementary to the West and Commonwealth Avenue Elementary School between the other school sites, and the US-101 to the north.

The map above shows all of the crashes in which a person was injured and that involved a pedestrian or bicyclist from 2015 to 2019. To see separate maps of pedestrian and bicycle crashes by severity, see the data factsheet included in the appendix.

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.

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 Crashes

Over the 10-year period between 2010 and 2019, pedestrian crashes appear to be slightly decreasing. In the most recent five years of data available, 2015 to 2019, the most severe pedestrian crashes, including two of the five fatalities, were concentrated on 6th Street, West 3rd Street, Beverly Boulevard and South Normandie Avenue, with multiple less severe crashes concentrated on these streets as well as Oakwood Avenue, West 1st Street and Vermont Avenue. Of the pedestrian crashes, 112 (40.6%) occurred between 3 p.m. and 9 p.m with 42 crashes occurring on Monday, Wednesday and Thursday each. The primary crash factor for most of these pedestrian crashes was a driver not yielding the right of way to a pedestrian at either a marked or unmarked crosswalk, which was associated with 125 crashes.

Among the 313 victims of these 276 pedestrian crashes, there were 5 fatalities and 29 serious injuries, together comprising 34 of total injured victims. Most of the victims were working age adults, with 224 (71.6%) in the 19 to 59 age range. School aged children, victims in the age range 5 to 18, comprised 58 (18.5%) of all crashes. Of the 313 injured victims, 60 (19.2%) of the victims were seniors, age 60 or over.

Bicycle Crashes

Over the 10-year period between 2010 and 2019, bicycle crashes appear to decrease. In the most recent five years of data available, 2015 to 2019, the most severe bicycle crashes were concentrated on 6th Street, West 3rd Street, Beverly Boulevard and South Normandie Avenue. These are the same streets we see as the least safe for pedestrians as well. There were no fatal bicycle crashes within Central LA in the past five years. Of the 151 crashes, 69 (45.7%) of the crashes occurred between 3 p.m. and 9 p.m., with 27 of the crashes occurring on a Wednesday. The most common primary crash factor for most of these bicycle crashes was due to a failure to drive or ride on the right half of the roadway, which was associated with 22 crashes.²

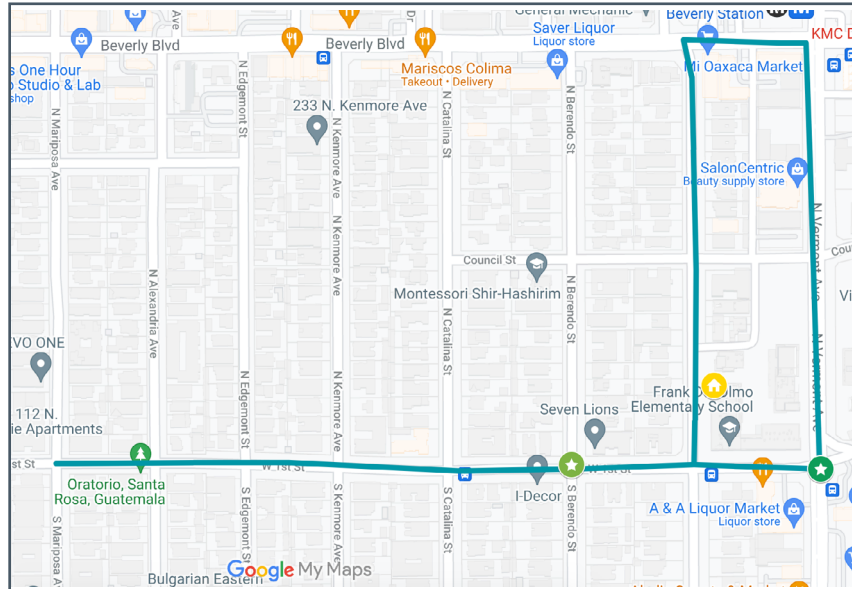
Among the 154 victims of these 151 bicyclist crashes, there were three serious injuries. Most bicycle crash victims suffered minor injuries, comprising 151 of the 154 injured victims. Community residents reported that many bicyclists in this area are working adults and the data reflects this. 103 victims (66.9%) were 19 to 59 years old. School aged children, victims in the age range 5 to 18, comprised 41 (26.6%) of all crashes. Of the 154 injured victims, five (3.3%) were seniors, victims aged 60+.

² These violations could have either been committed by a motor vehicle driver or bicyclist, since bicycles are considered vehicles and therefore must follow all the same rules of the road as vehicles.

Walking & Biking Assessment

During the workshop, the Project Team and participants took part in a virtual walking and biking safety assessment along two routes and a feedback session on proposed infrastructure improvement maps created by LADOT's Safe Routes to School. 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 1: Frank Del Olmo Elementary School



Focus

Students, parents and staff from Frank Del Olmo Elementary School walk, bike, and travel along New Hampshire Avenue, Vermont Avenue, West 1st Street, and Beverly Boulevard to access the school from the surrounding neighborhoods. Proposed improvements for this school area aims to slow down vehicular traffic, decrease driver and pedestrian distractions, and create a more comfortable walking environment.

Strengths

1. A network of Slow Streets exists near the school, including West 4th Street between Hobart Boulevard and New Hampshire Avenue, and New Hampshire Avenue, South Berendo Street, and Hobart Boulevard all between West 3rd Street and West 5th Street. This network of Slow Streets provides a foundation for residents to continue to build slow, non-thoroughfare routes to and from Frank Del Olmo Elementary School. A larger network of Slow Streets would create a space where parents and students could feel safe enough to walk or bike to school because they would not have to compete with motor vehicle traffic or busses on their way to Frank Del Olmo Elementary School.
2. There are painted bike lanes on West 1st Street, between North Vermont Avenue and North Commonwealth Avenue, which provide bicyclists with a designated space to travel.
3. There is a Metro Red Line stop on North Vermont Avenue, which parents and students use to take transit to school.



TOP: The entrance of Frank Del Olmo Elementary School, showing the designated drop-off and pick-up location for parents. BOTTOM LEFT: The New Hampshire Avenue/West 1st Street intersection where two designated bike routes intersect near Frank Del Olmo Elementary School. BOTTOM RIGHT: A bicyclist on North Vermont Avenue waits at the traffic light at West 1st Street; both streets are designated bike routes.

Route 1: Frank Del Olmo Elementary School (continued)

Concerns

1. Road pavement along North Vermont Avenue, especially between Beverly Boulevard and West 4th Street, is uneven and cracked, making it very difficult for bicyclists to ride in the right-most lane. Furthermore, bicyclists must contend with speeding drivers and people entering and exiting the Red Line while looking for tripping hazards on the road. Because of this, many bicyclists in the community ride on the sidewalk, creating potential conflicts with pedestrians.
2. A disproportionate number of pedestrian and bicycle crashes occur along North Vermont Avenue, with twelve crashes at Beverly Boulevard, six crashes at West 5th Street, five crashes at Rosewood Avenue and four crashes at 6th Street. North Vermont Avenue is a major path of travel for those walking or taking transit to Frank Del Olmo Elementary School, which puts students and their families at high risk for injury on a daily basis.
3. The Beverly Boulevard/North Vermont Avenue intersection is a busy intersection that serves pedestrians, bicyclists, transit riders, vendors and people experiencing homelessness. Signal timing at this intersection is too short for pedestrians to safely cross in time. Drivers traveling south along North Vermont Avenue make quick and sharp right-hand turns onto Beverly Boulevard, which leads to near misses with pedestrians waiting to cross at the intersection.
4. New Hampshire Avenue is a designated bike route with cracked road pavement, making it difficult for students to use this route to bike to school.
5. Drivers make high-speed right hand turns from the right-hand slip lane along West 1st Street, and onto North Vermont Avenue. Participants shared that drivers do not yield to pedestrians, even during the high-foot traffic of students during arrival and dismissal times, at almost every intersection along North Vermont Avenue.



TOP: Near misses between bicyclists and drivers occur as drivers travel over the bike lane and into the right-hand slip lane at the West 1st Street/North Vermont Avenue intersection. BOTTOM LEFT: A bicyclist is seen on the sidewalk, rather than in the fast-moving traffic on North Vermont Avenue where they need to contend with the traffic and uneven and cracked road pavement. BOTTOM RIGHT: A driver stops in the middle of the crosswalk, encroaching on pedestrian right-of-way.

Opportunities for Improvement

Intersection of Berendo Street/1st Street

- Install a continental crosswalk on the north and south end of the intersection to increase awareness of drivers that pedestrians may be present and to increase pedestrian visibility.
- Install a [neighborhood traffic circle](#) with [splitter islands](#) on the north and south end of the intersection to slow driver speed.
- Install speed limit signage near the intersection so drivers know the speed limit for entering/exiting traffic circles.

Intersection of Vermont Avenue/1st Street

- Install a “No turn on red” sign at the North Vermont Avenue/West 1st Street intersection for the slip lane on the northeast corner to discourage drivers from rolling through the light and to allow pedestrians to cross without through traffic.
- Implement leading pedestrian intervals to improve visibility of pedestrians in the intersection.
- Include school zone signage so drivers understand what yellow crosswalks mean and what speed limit is in place near Frank Del Olmo Elementary School and the intersection.

Intersection of North Vermont Avenue/West 3rd Street

- Install pedestrian scrambles at intersections with high pedestrian and bike levels, including North Vermont Avenue/West 3rd Street, to prioritize safe pedestrian crossing.

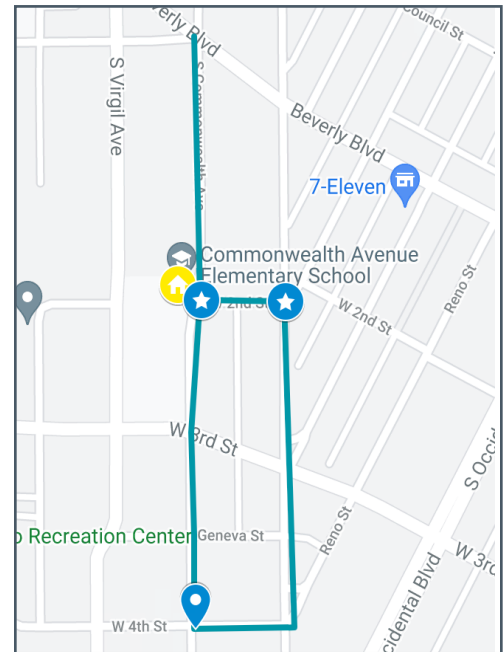
Route 2: Commonwealth Elementary School

Focus

Students and parents of Commonwealth Avenue Elementary School walk and travel along Commonwealth Avenue, West 2nd Street, and Hoover Street to access the school from the surrounding neighborhood. Commonwealth Avenue is also used by students walking and biking to and from Virgil Middle School and Camino Nuevo High School.

Strengths

1. The Commonwealth Avenue/3rd Street intersection is fully signalized, with high-visibility crosswalks on all four legs. Families and students living in nearby apartment complexes frequently use this intersection as they walk to and from school. Commonwealth Avenue also has many trees on both sides of the street which provide shade to people walking and biking to and from school.
2. Families in the area enjoy taking their children for bike rides and scooter rides along the sidewalk right in front of Commonwealth Avenue Elementary on non-school days.



TOP RIGHT: The wide sidewalk in front of Commonwealth Avenue Elementary.
 BOTTOM LEFT: Commonwealth Avenue/3rd Street intersection.

Route 2: Commonwealth Elementary School (continued)

Concerns

1. Limited parking and pick-up and drop-off space in front of the school entrance on Commonwealth Avenue leads drivers to park along the sidewalk, double park in the “No Stopping” zone, and drop children off in the median lane in between the two travel lanes. These behaviors magnify traffic congestion during arrival and dismissal times, create visibility issues for road users, and result in near misses for students getting out of and into vehicles.
2. There are two stop signs at the north leg of the 4th Street/Commonwealth Avenue intersection; one is in the median and the other is on the sidewalk. Participants shared that drivers repeatedly roll through the stop sign and have knocked it down several times. This type of driver behavior poses serious risks for students who walk through this intersection to get to and from school and the after school program.
3. An abandoned hospital is located at the southwest corner of the Geneva Street/Commonwealth Avenue intersection. Since its closure, there is less street lighting, making it a dark area for pedestrians and bicyclists at night or twilight/dusk. The tall street lights are not helpful for pedestrians.
4. The crossing at the Hoover Street/3rd Street intersection is four lanes wide, creating a wide crossing distance for pedestrians. Students and families seldom use this crosswalk because of the length and the insufficient amount of time to cross safely, even though it has a high-intensity activated crosswalk (HAWK) beacon.



TOP RIGHT: Commonwealth Avenue/4th Street intersection with median stop sign. BOTTOM LEFT: The primary entrance at Commonwealth Elementary.

Opportunities for Improvement

Intersection of Commonwealth Avenue/3rd Street

- Install [curb extensions](#) and high-visibility yellow crosswalks on all legs of the intersection to shorten the crossing distance for pedestrians.
- Lower the height of the northeast corner traffic light to increase its visibility.

Commonwealth Avenue

- Install bike lanes on Commonwealth Avenue between Beverly Boulevard and Wilshire Boulevard. Expand the bicycle network and connect proposed bike lanes to the greater bike network in Central LA and the greater LA area.
- Install additional “No Stopping” signage on Commonwealth Avenue along the school entrance to improve visibility.

Intersection of Commonwealth Avenue/2nd Street

- Install curb extensions and trees along Commonwealth Avenue near the school entrance and at the northeast corner of the Commonwealth Avenue/2nd Street intersection.
- Install yellow continental crosswalks at all legs of the Commonwealth Avenue/2nd Street intersection to increase pedestrian visibility.

Intersection of Commonwealth Avenue/4th Street

- Install a [roundabout](#) at the Commonwealth Avenue/4th Street intersection to reduce driver speed.
- Provide education on traffic calming infrastructure treatments to the school community, including the proposed roundabout installation at the Commonwealth/4th Street intersection.

Intersection of Commonwealth Avenue/Geneva Street

- Install [pedestrian scale lighting](#) at the Commonwealth Avenue/Geneva Street intersection.

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 share their ideas for creating a safer environment for walking and biking. Participants then ranked these ideas and outlined preliminary plans for implementing the highest priority project. Participants considered the following community programs and infrastructure projects:

- [Expand local hires](#) for LA Unified School District (LAUSD) jobs to allow staff to work closer to home. This could help prioritize walking, biking or taking transit to school worksites.
- [Create green spaces in neighborhood traffic circles](#) with seating and shade for residents.
- [Plant trees](#) in empty tree beds across Central LA to create shade canopies for those walking and to visually narrow streets to slower driver speeds.
- Create [permeable pavement sidewalks](#) and [rain gardens](#) to add to greening efforts.
- Create a [local mural program](#) to incentivize residents and students to paint murals at local intersections, crosswalks and curb extensions.
- Convert the New Hampshire Avenue parking lanes into community gardens and parks and/or tiny house villages for unhoused residents.

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

Project Name: Pedestrian Safety Project at West 1st Street/North Vermont Avenue Intersection

Project Description:

A community-led pedestrian safety project at the West 1st Street/North Vermont Avenue intersection will aim to decrease pedestrian crashes and encourage more students from Frank Del Olmo Elementary School to walk to school. By prioritizing community feedback to shape which improvements are installed, residents, parents, and students can create a safety project that prioritizes their interest and needs.

Project Goals:

1. Engage parents and students from Frank Del Olmo Elementary School in the planning, implementation and evaluation processes;
2. Increase pedestrian visibility and safety through the intersection;
3. Encourage local youth, older adults, and residents with disabilities to walk more often as they are able; and
4. Improve the safety of people walking and biking by improving their experience.

| Action Steps | Timeline | Responsible Party | Resources |
|--|-------------|--|--|
| Convene a Project Planning Team to work along with city agencies to plan improvements to the intersection. | Winter 2021 | Planning Committee Frank Del Olmo Elementary School staff | Conducting Public Forums and Listening Sessions LA County Bicycle Coalition |
| Convene a meeting between the Project Planning Team and responsible city agencies to work on a project timeline and potential funding sources. | Winter 2021 | Planning Committee Frank Del Olmo Elementary School staff | Conducting Public Forums and Listening Sessions LA County Bicycle Coalition |
| Conduct walking and biking assessments and collect community feedback on concerns and proposed solutions. <ul style="list-style-type: none"> • Analyze community feedback and identify specific intersection improvements | Spring 2022 | Planning Committee Frank Del Olmo Elementary School staff | SafeTREC's Street Story Transportation Injury Mapping System (TIMS) SCAG Go Human: Resilient Streets Toolkit SCAG Community Walkability Checklist SCAG Community Bikeability Checklist Walk Sacramento Walk and Bicycle Audit Guide |

Project Name: Pedestrian Safety Project at West 1st Street/North Vermont Avenue Intersection
(continued)

| Action Steps | Timeline | Responsible Party | Resources |
|--|-------------|--|--|
| Collect community feedback on concerns and proposed solutions. <ul style="list-style-type: none"> Analyze community feedback and identify specific intersection improvements | Spring 2022 | Planning Committee Frank Del Olmo Elementary School staff | SafeTREC's Street Story Transportation Injury Mapping System (TIMS) SCAG Go Human: Resilient Streets Toolkit |
| Meet with local agency and council members to advocate for community improvements to be funded to make the community safer for those walking and biking to Frank Del Olmo Elementary School. | Summer 2022 | Planning Committee Frank Del Olmo Elementary School staff | Advocacy 101: How You Can Ignite Change by Contacting Your Elected Official |

Project Name: Bimini Place Slow Streets Project**Project Description:**

A Slow Street along Bimini Place and through the White House Place intersection can provide a car-free community space for residents and students at Frank Del Olmo Elementary School. The street closure could include seating, artwork, plants and other community features. It could also serve as a traffic calming measure along Bimini Place, which is an important walking and biking route for residents and students at Frank Del Olmo Elementary School.

Project Goals:

1. Engage parents, students and residents of Bimini Place in the planning, implementation, and evaluation process;
2. Create opportunities for placemaking to build community relationships and community pride;
3. Create a safe, calm street in order to encourage more residents of all ages and abilities to walk and roll more.

| Action Steps | Timeline | Responsible Party | Resources |
|---|-----------------------------|--|---|
| <p>Convene a community meeting for Bimini Place advocates.</p> <ul style="list-style-type: none"> • Collaborate with the EcoVillage, Safe Routes to School and other city agencies on project development. | Fall 2021 | <p>Planning Committee</p> <p>LA EcoVillage</p> | <p>Paint the Town Program in Oakland</p> <p>Caltrans transportation art program</p> |
| <p>Connect with Frank Del Olmo Elementary School to create a crosswalk and plaza design competition for students. Collaborate with Safe Routes to School to help create and fund the collaborative design process.</p> <ul style="list-style-type: none"> • Connect with local artists and students at Frank Del Olmo Elementary School to help develop crosswalk and greening design guidelines and or templates. | Winter 2021/ Spring 2022 | <p>Planning Committee</p> <p>LA EcoVillage</p> | <p>Smart Growth America: Bringing art and culture to the street</p> <p>Pasadena Vibrant Crosswalks Design Contest (Submission Form)</p> |
| <p>Research funding opportunities and collaborate with local community-based organizations and agencies to strengthen grant applications.</p> | Spring 2022 | Margot Ocañas, SRTS-LA | <p>Caltrans Active Transportation Program (ATP)</p> <p>Clean Mobility Options</p> |

Project Name: Student Safety Valet Program at Commonwealth Avenue Elementary School

Project Description: A Student Safety Valet Program establishes a student drop-off zone during arrival time, eliminating the need for drivers to exit or park their vehicle. The program may help keep vehicular traffic flowing at the school entrance during arrival times. Upper grade students could become safety ambassadors and usher students into the school from their vehicle.

Project Goals:

1. Alleviate traffic congestion during arrival time;
2. Reduce conflict between all road users during arrival time; and
3. Increase walking and biking with development of encouragement activities.

| Action Steps | Timeline | Responsible Party | Resources |
|---|-------------|--|---|
| Margot Ocañas will reach out to LAUSD to gain support for valet program. | Fall 2021 | Margot Ocañas, SRTS-LA | Launch a School Safety Valet Program Safety Valet Program Overview |
| Margot Ocañas to recruit Xavier Ortiz, Commonwealth Principal to help host the program. | Fall 2021 | Margot Ocañas, SRTS-LA | Launch a School Safety Valet Program Safety Valet Program Overview |
| Commonwealth Avenue Elementary School Principal will recruit parent volunteers for the program. | Fall 2021 | Xavier Ortiz, Principal Karla Merlo, Family & Community Engagement Committee Member | Family & Community Engagement Committee Membership Application |
| School staff and parent volunteers will recruit students for the Student Valet Program. | Spring 2022 | Family & Community Engagement Members Commonwealth Elementary School staff | Be a Safety Valet Volunteer! |
| The principal will request a Safety Valet Kit from OEHS and safety training from LA School Police Department (LASPD). | Spring 2022 | Xavier Ortiz, Principal | School Safety Valet Program Kit Safety Valet Program OEHS Overview Guide: Requesting Safety Valet Program + Training Overview |

RECOMMENDATIONS

| | | | |
|--|------------------|---|--|
| <p>The principal will schedule monthly meetings with student and parent volunteers to organize additional programs including Walk to School Day (W2SD) and the Golden Sneaker Competition.</p> | <p>Fall 2022</p> | <p>Xavier Ortiz, Principal Family & Community Engagement Committee</p> | <p>SRTS W2SD Resources Walk to School Organizer Handbook Walk to School Day 2021</p> |
|--|------------------|---|--|

Project Team Recommendations

The Project Team submits the following recommendations for consideration based on our observations. The suggested timelines are included for reference, but implementation may take more or less time depending on specific community factors. Ultimately, local stakeholders, such as city staff and the Planning Committee, may need to refine the recommendations to ensure they are appropriate for the current walking and biking environment.

Short-Term Recommendations

Community Engagement and Outreach

The Project Team recommends Safe Routes to School LA develop a Community Engagement and Outreach plan using the [Dignity Infused Community Engagement Strategy \(DICE\)](#) developed by Vision Zero LA. This engagement approach centers community members and their lived experiences in the Vision Zero planning process, which has previously not broadly involved the community. With multiple community engagement approaches and resources available, DICE can assist SRTS-LA in identifying community engagement efforts that will be most effective. A possible engagement strategy is establishing a [Resident Advisory Council \(RAC\)](#). As members of the RAC, residents have the opportunity to collaborate with Vision Zero to identify best engagement strategies in their community, advocate for safety improvements, and evaluate the effectiveness of engagement efforts.

Street Story

The Project Team recommends that the Planning Committee members 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 locations to travel near Frank Del Olmo Elementary School, Lafayette Park Primary Center and Commonwealth Elementary School. In the workshop, participants mentioned underreporting of crashes and Street Story could provide a way to capture these experiences. These recorded experiences can then be used as qualitative data to support transportation safety initiatives like improvements at the most dangerous intersections. Street Story can provide a way for the Planning Committee to make connections directly with those impacted by traffic violence, which 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.

Long-Term Recommendations

Central LA Greening Project

The Project Team recommends that the Planning Committee partner with the City of Los Angeles Department of Transportation to apply for [Natural Lands, Local Beaches, Water Conservation & Protection](#) and [Urban Greening Grants](#) to install green street enhancements, including tree planting along North Vermont Avenue where many tree wells are currently empty. Planting shade trees increases walkability by providing shade and beautification as well as adding an added layer of protection for pedestrians from high-speed traffic seen on the corridor.

Speed Reduction Safety Messaging Campaign

The Project Team recommends the City of LA apply for funding to design and implement a driver speeds road safety campaign, with an emphasis on streets adjacent to Commonwealth Elementary School, Frank Del Olmo Elementary School and Lafayette Park Primary Center. Safety messaging can include messaging around the top primary crash factors: drivers not yielding the right-of-way to pedestrians at marked or unmarked crosswalks, unsafe turning or moving by drivers on roadways or turning without signaling, and drivers failing to stop at a limit line or crosswalk at a red light. Safety messaging should be developed with the community to reflect the community's culture and language needs. Once safety messaging is developed, signs can be attached to street lights in the community and other prominent locations for drivers and other road users to see them. The City can explore the following funding opportunities to implement a safety messaging campaign:

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 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 South LA, Measure M is a possible funding source for the Safe Routes to School Proposed Infrastructure Improvements for Frank Del Olmo and Commonwealth Avenue Elementary Schools.

Street Resurfacing Projects

The Project Team recommends prioritization of [street resurfacing projects](#) on streets surrounding Frank Del Olmo Elementary School, especially North Vermont Avenue and New Hampshire Avenue where pedestrians and bicyclists must contend with uneven, cracked pavement, which pose a crash risk. Bicyclists must deal with fast-moving vehicle traffic on North Vermont Avenue and with poor street surfaces to contend with as well, they report feeling too unsafe to travel on the designated bike route. Instead, they bike on the sidewalk, also cracked and uneven, creating conflicts for pedestrians. On New Hampshire Avenue, bicyclists contend with poor street surfaces and vehicles dropping children off at Frank Del Olmo Elementary School. By providing smooth, even street surfaces, bicyclists would be able to travel more easily on the roadway itself and feel safer navigating the corridor. In addition, safer sidewalks and bike lanes could encourage parents and students to walk and bike to school more frequently.

Appendix

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

Central LA Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)
Central LA, CA | September 13, 2021

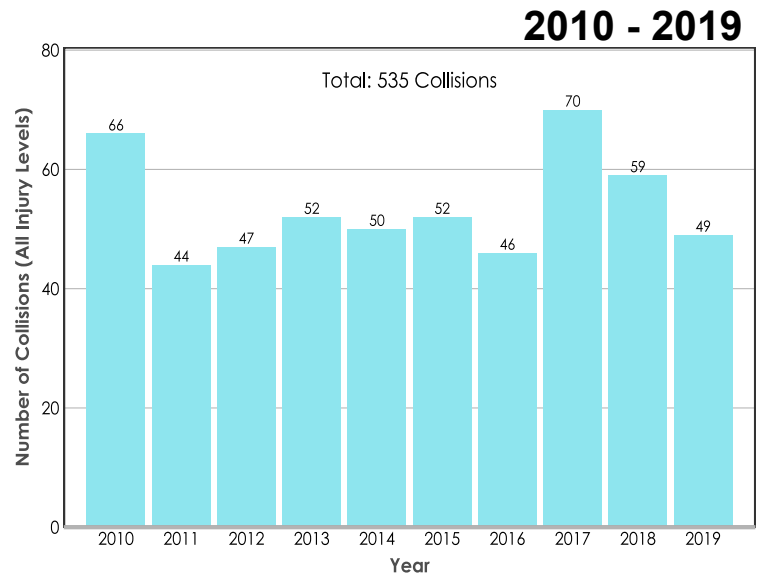
In California, almost one in three people who died in a crash was a pedestrian or bicyclist. There was a 0.6 percent decrease in pedestrian deaths from 2018 to 2019 and a 19.4 percent decrease in bicycling deaths (FARS 2018 and 2019). In this workshop, we provide you with local crash data so that we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

The local data seen below reflects crash data from the last 5 years (2015-2019) within Central LA as defined by the Planning Committee.

Pedestrian Collisions Over Time

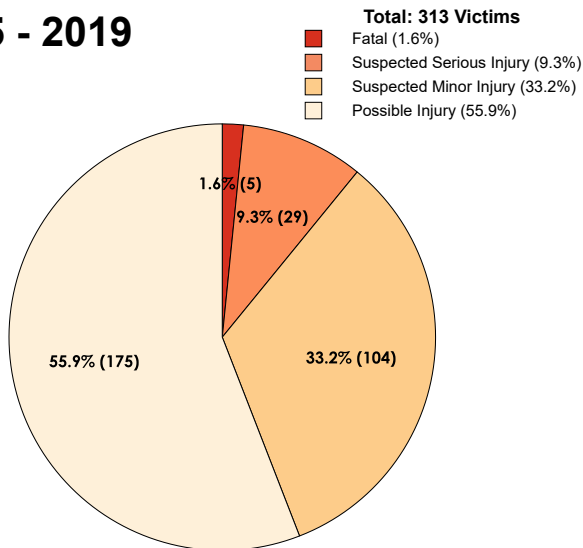
The number of pedestrian collisions appears to be on a **downward trend since 2017**.

 **535** pedestrian collisions



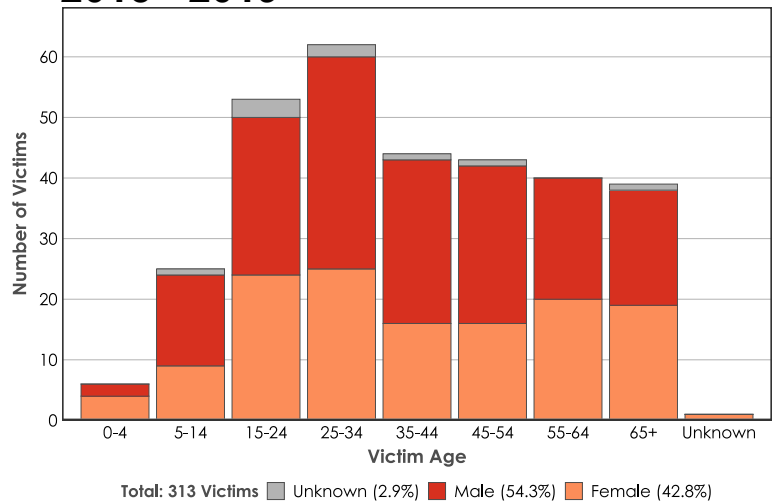
Victim Injury Severity — Victim Demographics

2015 - 2019



10.9% of victims suffered fatal or serious injuries

2015 - 2019



18.5% of victims were school-age (age 5-18)
71.6% of victims were working adults (age 19-59)

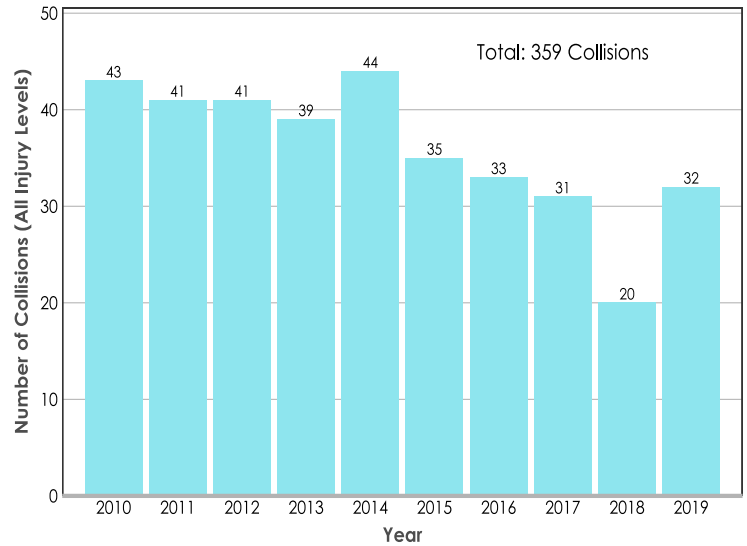
Bicycle Collisions Over Time

2010 - 2019

The number of collisions appears to be *on a downward trend since 2014*.



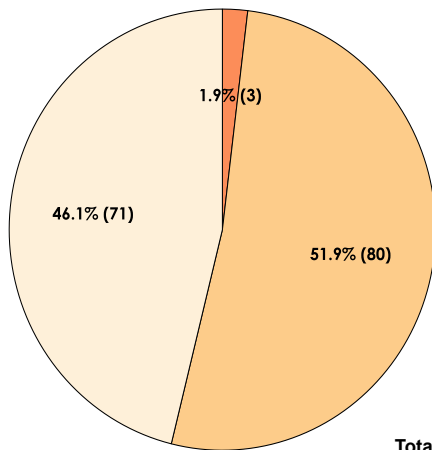
359 bicycle collisions



Victim Injury Severity

Victim Demographics

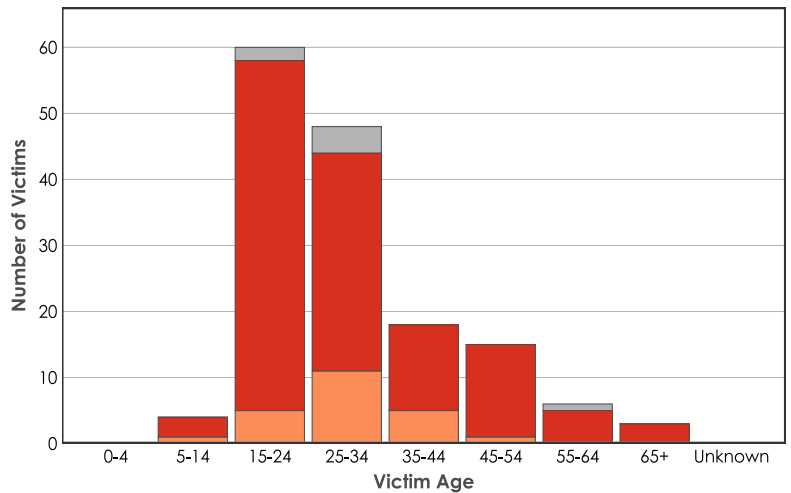
2015 - 2019



Total: 154 Victims
 Fatal (0%)
 Suspected Serious Injury (1.9%)
 Suspected Minor Injury (51.9%)
 Possible Injury (46.1%)

1.9% of victims suffered serious injuries

2015 - 2019



Total: 154 Victims
 Unknown (4.5%) Male (80.5%) Female (14.9%)

26.6% of victims were school-age (age 5-18)
66.9% of victims were working adults (age 19-59)

What other data could help inform decision-making?

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

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

To learn more about collision data in your community, visit the free tools available through the Transportation Injury Mapping System (tims.berkeley.edu).

For additional assistance, email us at safetrec@berkeley.edu.



Central LA Pedestrian Collision Map (2015 - 2019)



Central LA Bicycle Collision Map (2015 - 2019)



Central Los Angeles Pedestrian & Bicycle Crash History

CPBST Site Visit | August 31, 2021

Kristen Leckie, kristenmleckie@berkeley.edu

Berkeley SafeTREC
SAFETY TRANSPORTATION RESEARCH AND EDUCATION CENTER

What is a pedestrian crash?



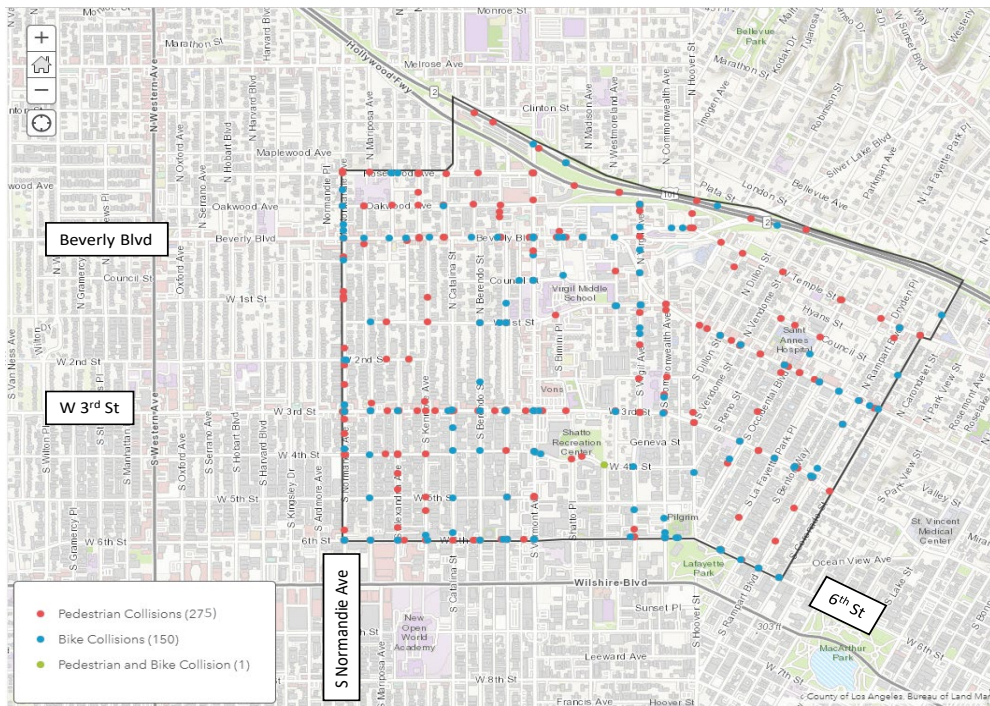
- Pedestrian-motor vehicle crash
 - Includes a person afoot, on a skateboard, stroller, wheelchair, electric assistive mobility device
- One crash may result in multiple pedestrian victims

What is a bicycle crash?



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

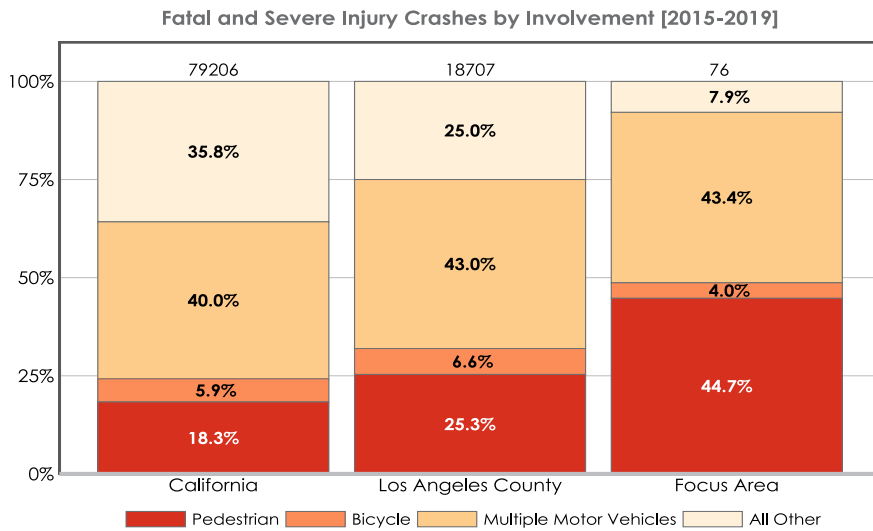
Overview of crashes in Central Los Angeles 2015-2019



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

How does Central Los Angeles compare to other areas?

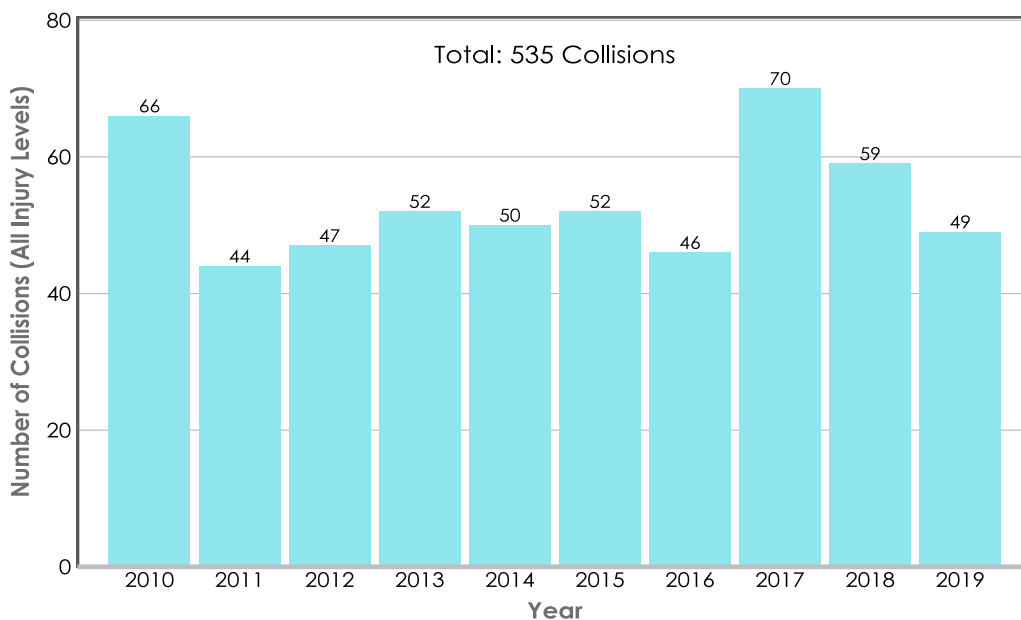
Fatal and Serious Injury Crashes by Involvement 2015-2019



- Central Los Angeles has over **twice as many pedestrian** fatal and serious crashes than the state.
- Central Los Angeles has **relatively more** pedestrian fatal and serious crashes than Los Angeles county.
- Central Los Angeles has relatively **fewer bicycle** fatal and serious injury crashes than both Los Angeles County and the state.

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

Pedestrian Crashes 2010-2019



Source: Statewide Integrated Traffic Records System (SWITRS) 2010-2019

Pedestrian Crashes 2015-2019

Crashes were concentrated along:

- W 3rd St (36 crashes)
- Beverly Blvd (32 crashes)
- 6th St (25 crashes)
- Normandie Ave (23 crashes)

Top crash intersections were:

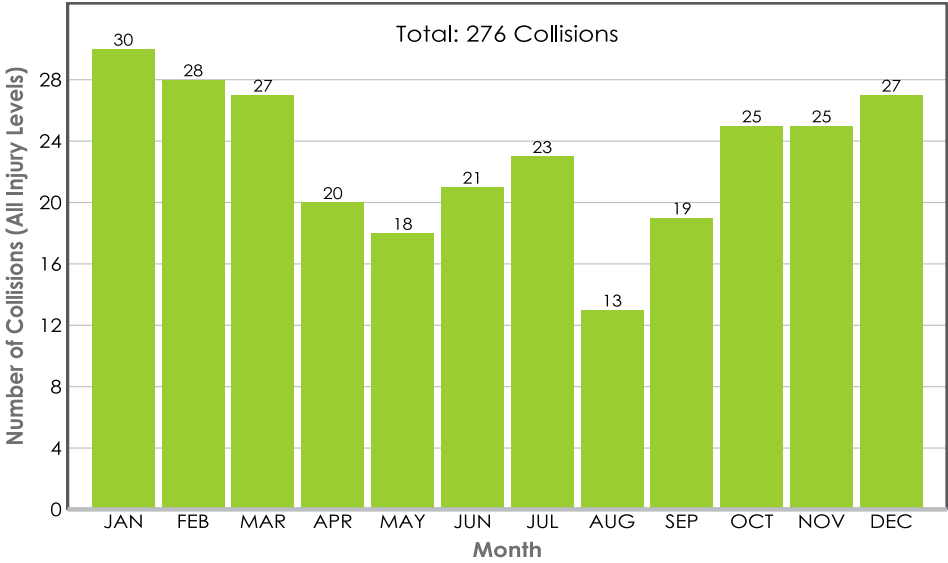
- N. Vermont Avenue and Beverly Blvd (7 crashes)
- N. Vermont Avenue and W 5th Street (6 crashes)
- N. Vermont Avenue and Rosewood Avenue (5 crashes)
- W 3rd and S. Catalina St. (5 crashes)



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

Pedestrian Crashes 2015-2019

By month



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

Pedestrian Crashes 2015-2019

By time of day & day of week

| | MON | TUE | WED | THU | FRI | SAT | SUN | TOTAL |
|--------------|-----|-----|-----|-----|-----|-----|-----|-------|
| Midnight-3AM | 0 | 1 | 2 | 1 | 2 | 6 | 2 | 14 |
| 3-6AM | 1 | 1 | 0 | 1 | 2 | 3 | 1 | 9 |
| 6-9AM | 9 | 4 | 5 | 6 | 7 | 1 | 1 | 33 |
| 9AM-Noon | 5 | 5 | 3 | 6 | 3 | 5 | 6 | 33 |
| Noon-3PM | 7 | 3 | 7 | 6 | 5 | 4 | 7 | 39 |
| 3-6PM | 9 | 7 | 8 | 6 | 14 | 6 | 6 | 56 |
| 6-9PM | 6 | 6 | 10 | 12 | 7 | 7 | 8 | 56 |
| 9PM-Midnight | 5 | 4 | 7 | 4 | 1 | 8 | 6 | 35 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| TOTAL | 42 | 31 | 42 | 42 | 41 | 41 | 37 | 276 |

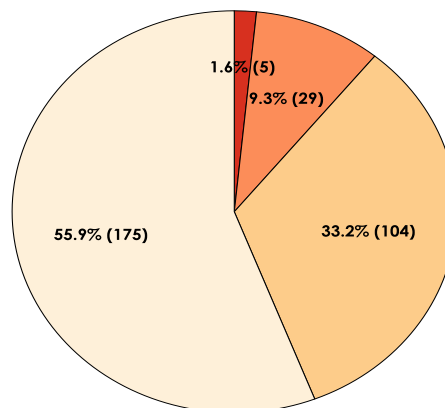
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

Pedestrian Crashes 2015-2019

By injury severity

313 victims were injured in 276 pedestrian crashes

All 5 fatal victims were pedestrians



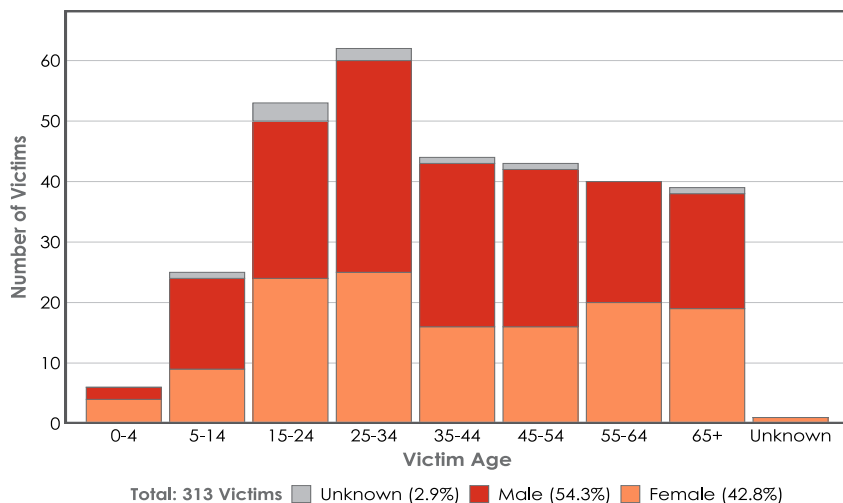
Total: 313 Victims

- Fatal (1.6%)
- Suspected Serious Injury (9.3%)
- Suspected Minor Injury (33.2%)
- Possible Injury (55.9%)

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

Pedestrian Crashes 2015-2019

By victim age & gender



71.6% victims were working adults (ages 19-59).

- Most suffered minor injuries, with 15 victims suffering serious injuries.
- 2 fatalities were working adults.

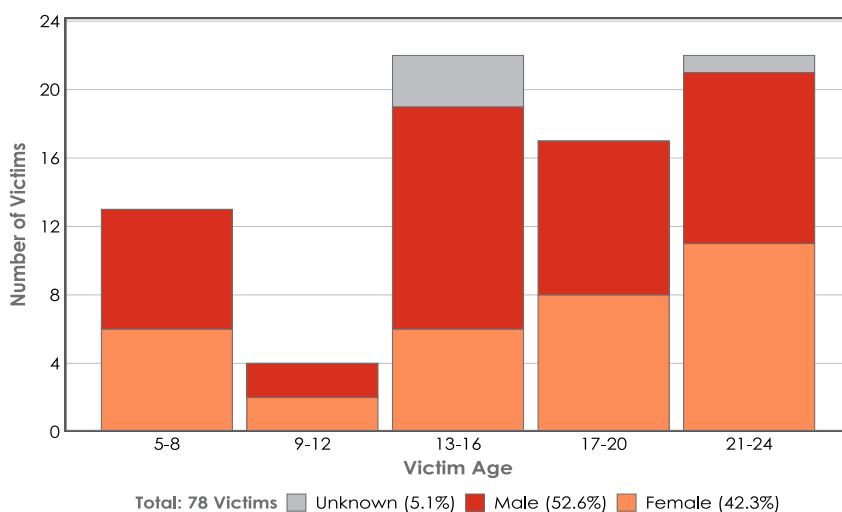
19.2% victims were seniors (ages 60+)

- Most suffered minor injuries, with 9 victims suffering serious injuries.
- 2 fatalities were seniors.

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

Pedestrian Crashes 2015-2019

School-aged Children



18.5% victims were school-age (5-18).

- Most suffered minor injuries, with 2 victims suffering serious injuries.
- 1 fatality was a school-aged child.

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

Pedestrian Crashes 2015-2019

Most frequently cited violations in injury crashes

125
crashes

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

47
crashes

21954a. Pedestrian does not yield the right-of-way when not within a marked or unmarked crosswalk at an intersection.

14
crashes

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

11
crashes

22106. Unsafe starting or backing of a vehicle on a highway

8 crashes had no specific violation cited in the report.

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

Bicycle Crashes 2015-2019



Crashes were concentrated along:

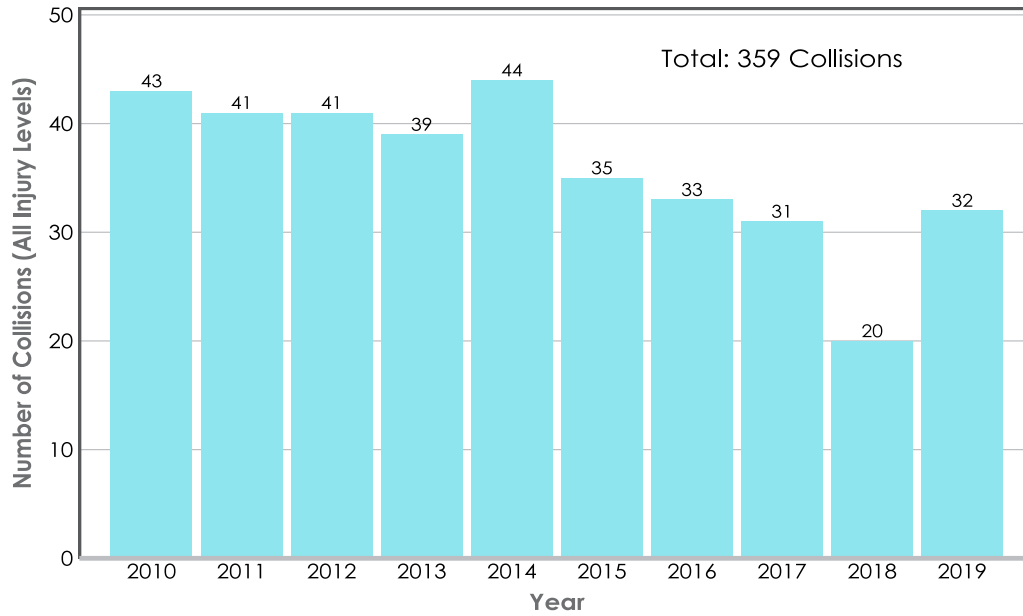
- Beverly Blvd (22 crashes)
- 6th St (17 crashes)
- W 3rd St (12 crashes)
- Normandie Ave (11 crashes)

Top crash intersections were:

- N. Vermont Avenue and Beverly Blvd (5 crashes)
- 6th Street and Commonwealth Avenue (5 crashes)
- 6th Street and N. Vermont Avenue (4 crashes)
- 6th Street and New Hampshire Avenue (4 crashes)

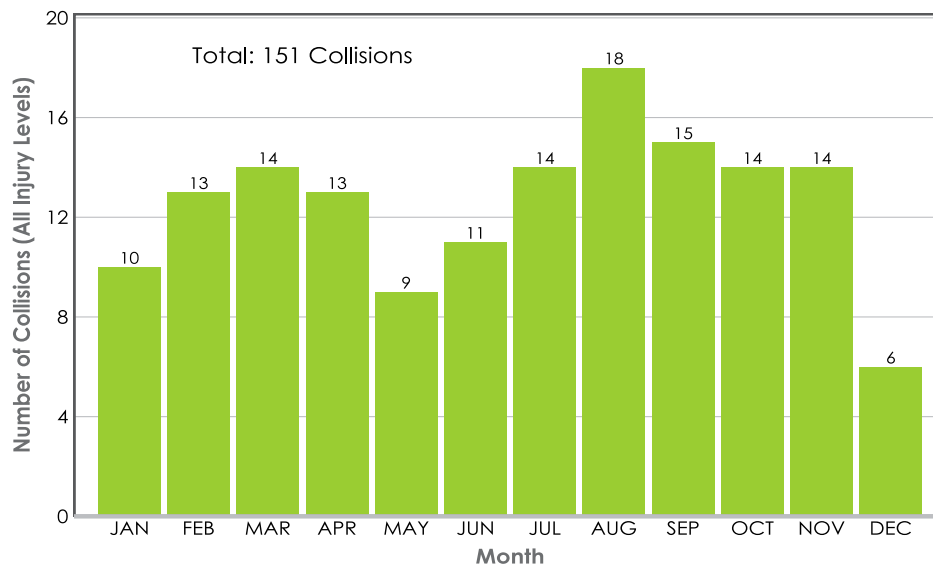
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

Bicycle Crashes 2010-2019



Source: Statewide Integrated Traffic Records System (SWITRS) 2010-2019

Bicycle Crashes 2015-2019 By month



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

Bicycle Crashes 2015-2019

By time of day & Day of Week

| | MON | TUE | WED | THU | FRI | SAT | SUN | TOTAL |
|--------------|-----|-----|-----|-----|-----|-----|-----|-------|
| Midnight-3AM | 0 | 1 | 1 | 3 | 0 | 2 | 1 | 8 |
| 3-6AM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 |
| 6-9AM | 2 | 5 | 4 | 4 | 1 | 1 | 2 | 19 |
| 9AM-Noon | 3 | 4 | 3 | 4 | 1 | 1 | 1 | 17 |
| Noon-3PM | 2 | 3 | 2 | 2 | 4 | 4 | 5 | 22 |
| 3-6PM | 8 | 4 | 9 | 2 | 5 | 7 | 3 | 38 |
| 6-9PM | 4 | 3 | 7 | 2 | 6 | 3 | 6 | 31 |
| 9PM-Midnight | 2 | 1 | 1 | 2 | 3 | 0 | 4 | 13 |
| Unknown | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 21 | 21 | 27 | 19 | 22 | 18 | 23 | 151 |

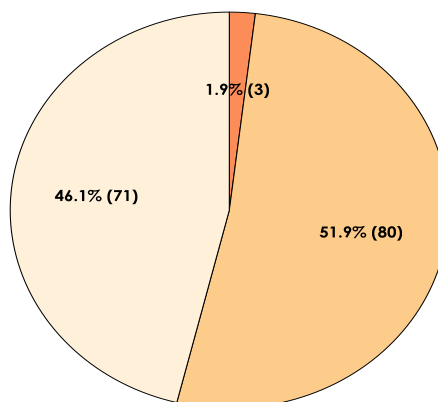
Source: Statewide Integrated Traffic Records System (SWITRS) 2015-2019

Bicycle Crashes 2015-2019

By injury severity

154 victims were injured in 151 bicycle crashes

All 3 serious injury victims were bicyclists



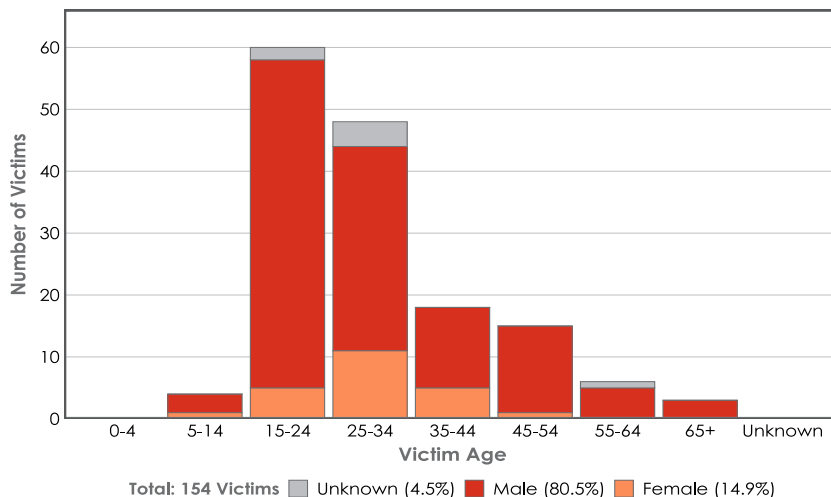
Total: 154 Victims

- Suspected Serious Injury (1.9%)
- Suspected Minor Injury (51.9%)
- Possible Injury (46.1%)

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

Bicycle Crashes 2015-2019

By victim age & gender



3.3% of victims were seniors (ages 60+)

- They suffered mostly minor injuries.
- No seniors were seriously injured.

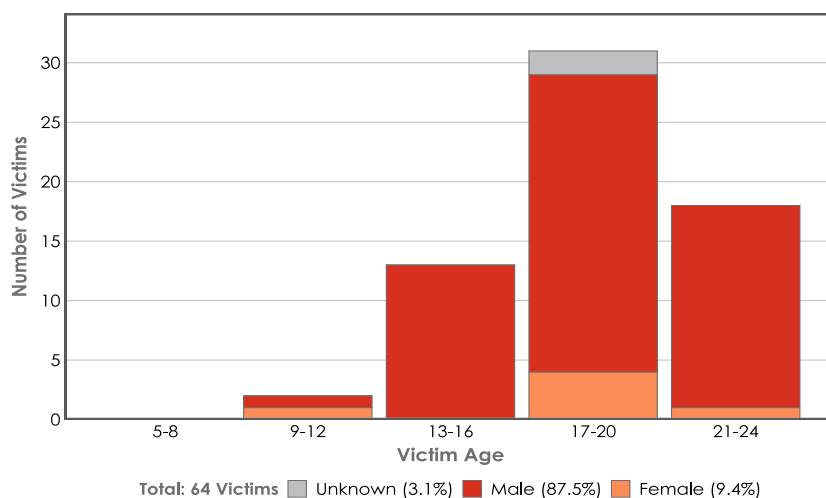
66.9% of victims were working adults (ages 19-59).

- They suffered mostly minor injuries.
- 2 victims were seriously injured.

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

Bicycle Crashes 2015-2019

School-Aged Children



26.6% of victims were school age (5-18).

- They suffered mostly minor injuries.
- One victim was seriously injured.

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

Bicycle Crashes 2015-2019

Most frequently cited violations in injury crashes

22
crashes

21650. Failure to drive/ride on right half of the roadway.

20
crashes

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

18
crashes

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

12
crashes

21453a. Failure to stop at a limit line or crosswalk at a red light.

10
crashes

22350. Speeding or driving at a dangerously high speed given conditions.

7 crashes had no specific violation cited in the report.

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

Additional Resources

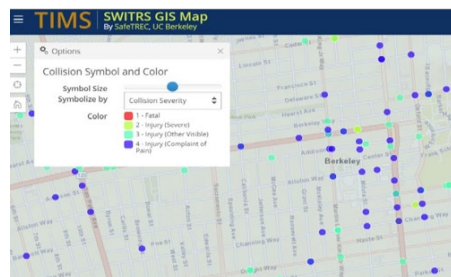
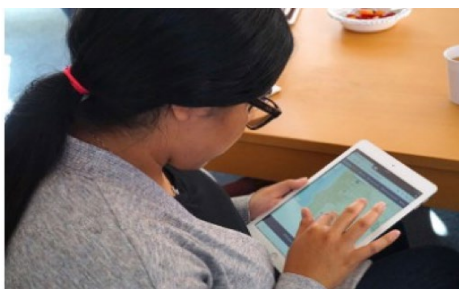


Street Story

Street Story is a tool for collecting community feedback on transportation safety issues.

Share stories on Street Story of where you've been in a crash or near miss, or where you feel safe or unsafe traveling.

<https://streetstory.berkeley.edu>



Transportation Injury Mapping System (TIMS)

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

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

<https://tims.berkeley.edu>

Thank you for your interest in the Community Pedestrian and Bicycle Safety Program. For more information, please visit:

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

safetrec@berkeley.edu or cpbst@calwalks.org

