

# VISION ZERO

LOS ANGELES | 2015-2025



## LOS ANGELES SAFE ROUTES TO SCHOOL YOUTH SAFETY REPORT

DECEMBER 2016





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# KEY FINDINGS



Over half of the youth crash victims within a school neighborhood are between the ages of 15 and 22.

Motor vehicle crashes are the leading cause of death for children between the ages of 5 and 14, and the second leading cause of death for people from the ages of 1 to 4 and 15 to 24.<sup>1</sup>

- From 2009 to 2013, over 700 young crash victims were killed or severely injured while biking or walking in Los Angeles, averaging one victim every three days.
- Forty percent of people killed or seriously injured while walking or biking are 22 or younger.
- Half of the fatal and severe injury collisions involving youth occur within a quarter mile of schools, and half of the victims are youth victims between the ages of 15 and 22.
- Young people walking or bicycling are more likely to be killed or severely injured in traffic crashes during school pick-up and drop-off times.
- Young black people are over-represented in walking and bicycling collisions, compared to the number of black people living in Los Angeles.

<sup>1</sup> Mortality in Los Angeles County 2012: Leading Causes of Death and Premature Death with Trends for 2003–2012, Los Angeles: Los Angeles County Department of Public Health, August 2015.

# Introduction

In 2015, Mayor Eric Garcetti launched Vision Zero Los Angeles, with the ambitious goal to eliminate all traffic deaths by 2025. To support this goal, the Los Angeles Department of Transportation (LADOT) has been collaborating with the Los Angeles Unified School District (LAUSD) on the City of Los Angeles Safe Routes to School (SRTS) program, which focuses on improving the safety of our city's school-age population.

This Youth Safety Study is intended to inform the data-driven strategies of the program and the benchmarks of the SRTS Action Plan and Progress Report. Analysis of the characteristics of crashes in school neighborhoods, defined as the area within a one-quarter mile radius of a school, will help direct development and implementation of infrastructure enhancements coupled with education, enforcement, and encouragement activities that increase youth safety.



15  
MPH

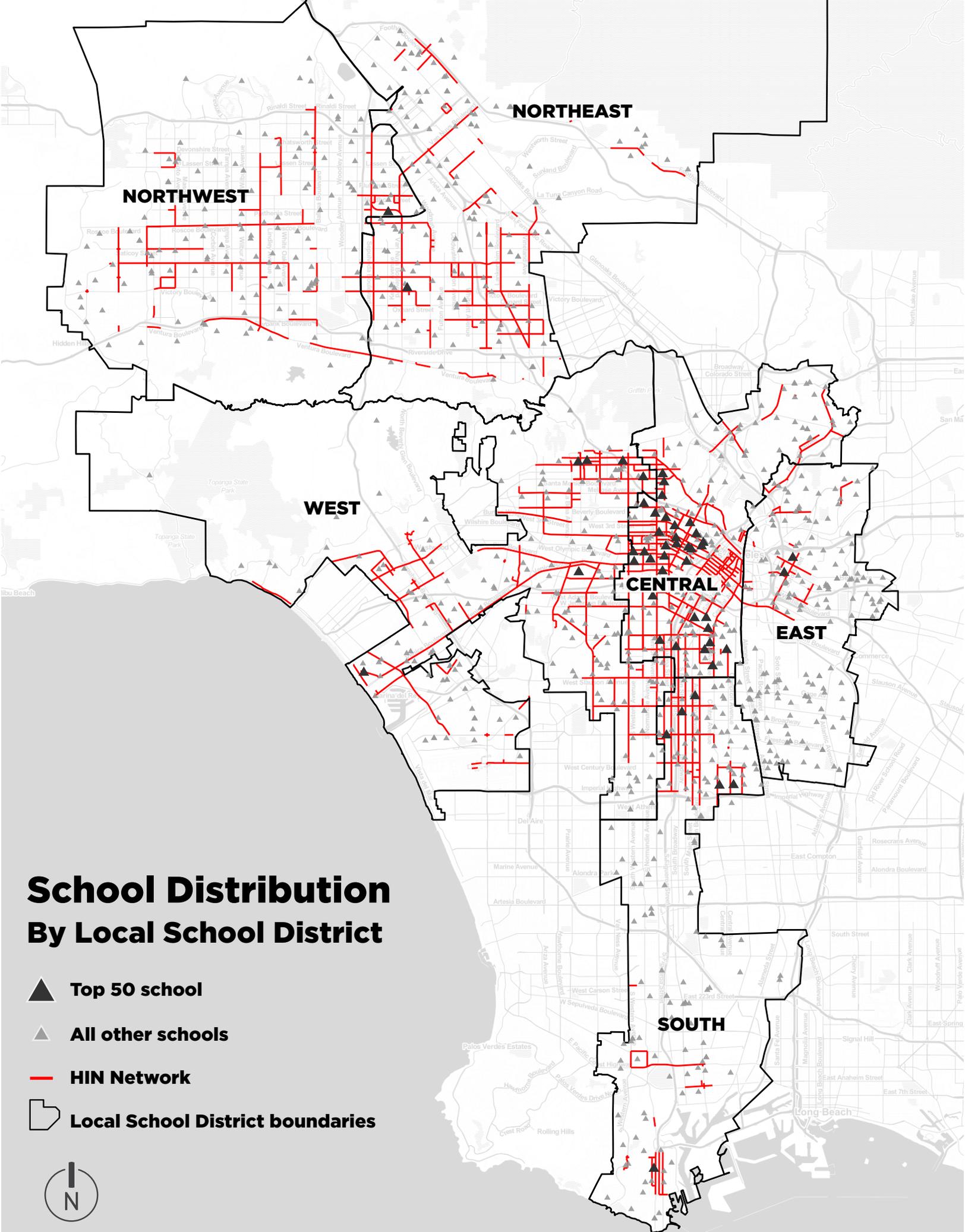
**CENTRO VELLE PRONTO**  
Assistenza da 0124  
Cura 24 Ore  
410 E. 37 ST  
970 305-344

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Local

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# THE SCHOOL NEIGHBORHOOD PERSPECTIVE

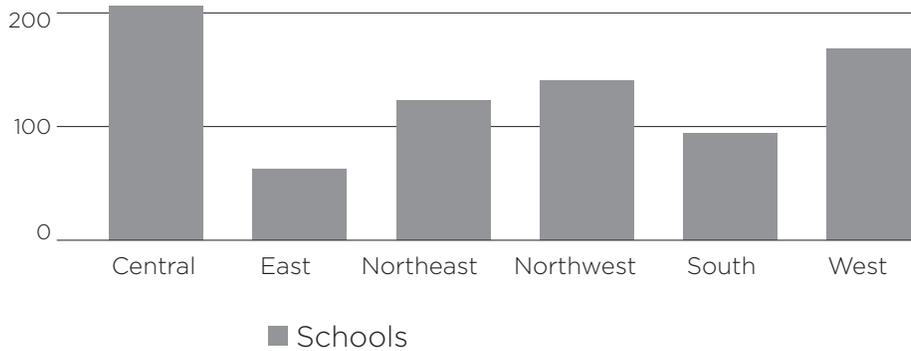


LAUSD is the 2nd largest school district in the country, with three quarters of its schools located within the city boundaries.

The scope of this study focuses on public schools within the City of Los Angeles. LAUSD is the 2nd largest school district in the country, with three quarters of its schools located within city boundaries. LAUSD has a variety of school types with elementary schools accounting for more than 60 percent. Schools are segmented into six Local Districts, with most schools in the Central District.

To target Vision Zero and Safe Routes to School safety efforts to areas with the greatest need, LADOT created two prioritization methodologies. At the citywide level, the Vision Zero High-Injury Network (HIN) identifies the six percent of our streets that account for 65 percent of fatal and severe injury (KSI) collisions of people walking. At the school neighborhood level, the SRTS ranking of schools considers pedestrian and bicycle collisions, student enrollment within walking distance from schools, and socioeconomic indicators. In the near term, SRTS is focusing on the Top 50 schools, as determined by the prioritization methodology. Over 50 percent of LAUSD schools and all Top 50 schools are on or within one-quarter mile of the HIN. In the five years of collisions analyzed for this report, over three-quarters of KSI crashes involving a youth bicycling or walking have occurred within 300 feet of the HIN.

## Distribution of Schools by Local Districts



Grants from the Caltrans Active Transportation Program will fund projects to develop SRTS Plans for the Top 50 schools of which 68 percent are located in the Central District. Participation of school, community, and enforcement stakeholders will help to inform the plans' infrastructure and culturally appropriate program recommendations.

Analyzing trends and characteristics of youth crashes, coupled with an understanding of the diverse cultural and economic variables in our school neighborhoods, will help us to design and implement strategies that improve the safety, health and education of our youth. Students that arrive at school safe and happy are ready for a productive day ahead.



# COLLISION ANALYSIS

From 2009 to 2013, over 700 young people were killed or severely injured while walking or biking.

This study analyzes fatal and severe injury collisions that involve youth up to the age of 22 (LAUSD's maximum high school graduation age) who walk and bicycle within the City of Los Angeles. With over 700 young people killed or severely injured while walking or biking between 2009 to 2013, at least one school family and their community is traumatically affected on average every three days. It looks at these collisions at both a citywide and school neighborhood level, to try to understand trends related to the school journey.



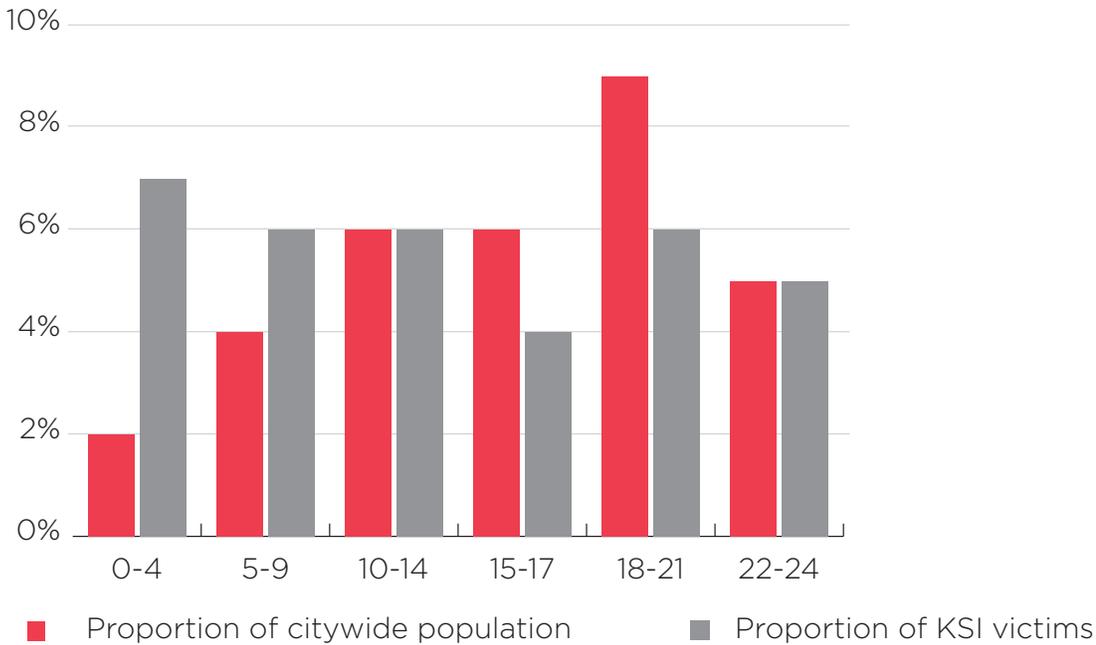
# Who

Children, even as they become more independent travelers around the City, may not have the maturity level to understand the risks and dangers associated with traffic crashes.

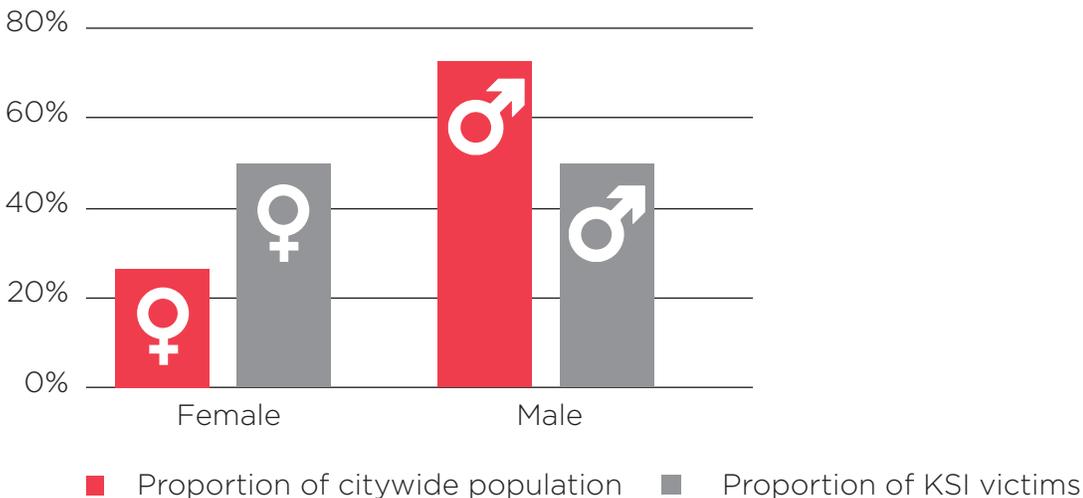
## AGE

Young Angelenos make up nearly 30 percent of both the City population and total citywide KSI collision victims. High school age youth between the ages of 15 and 22 are over-represented, accounting for over half of total youth KSI victims killed or severely injured while walking or biking.

## Youth-Involved Age Distribution



## Gender Distribution



## Ethnicity Distribution

RACE/ETHNICITY	LAUSD ENROLLMENT	POPULATION AGED 22 OR YOUNGER	KSI VICTIMS		
			Pedestrians 22 and Younger	Bicyclists 22 and Younger	Total 22 and Younger
Asian	6%	8%	1%	3%	2%
Black	8%	9%	20%	14%	18%
Hispanic (of any race)	74%	62%	66%	71%	68%
White (non-Hispanic)	10%	18%	9%	9%	9%
Other	2%	3%	4%	3%	3%

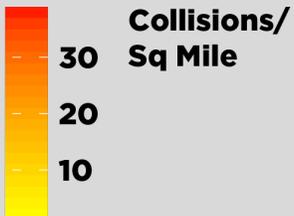
The City of Los Angeles has a diverse, multicultural population. Compared to the distribution of youth ethnicity, several key statistics stand out:

- Hispanic people, who comprise 62 percent of our youth population, are 71 percent of young bicycle victims.
- Black people, who constitute nine percent of our youth population, are over-represented as 18 percent of crash victims. More than twice as many black families are affected than would be expected based on population.
- White people (non-Hispanic) and Asian people account for one-quarter of the youth population yet account for just 11 percent of those killed or fatally injured while walking or biking in collisions.



# All Ages Walking and Biking COLLISION DENSITY

▲ Schools



## Where

Half of the City’s youth-involved collisions occur within one-quarter mile of a school.

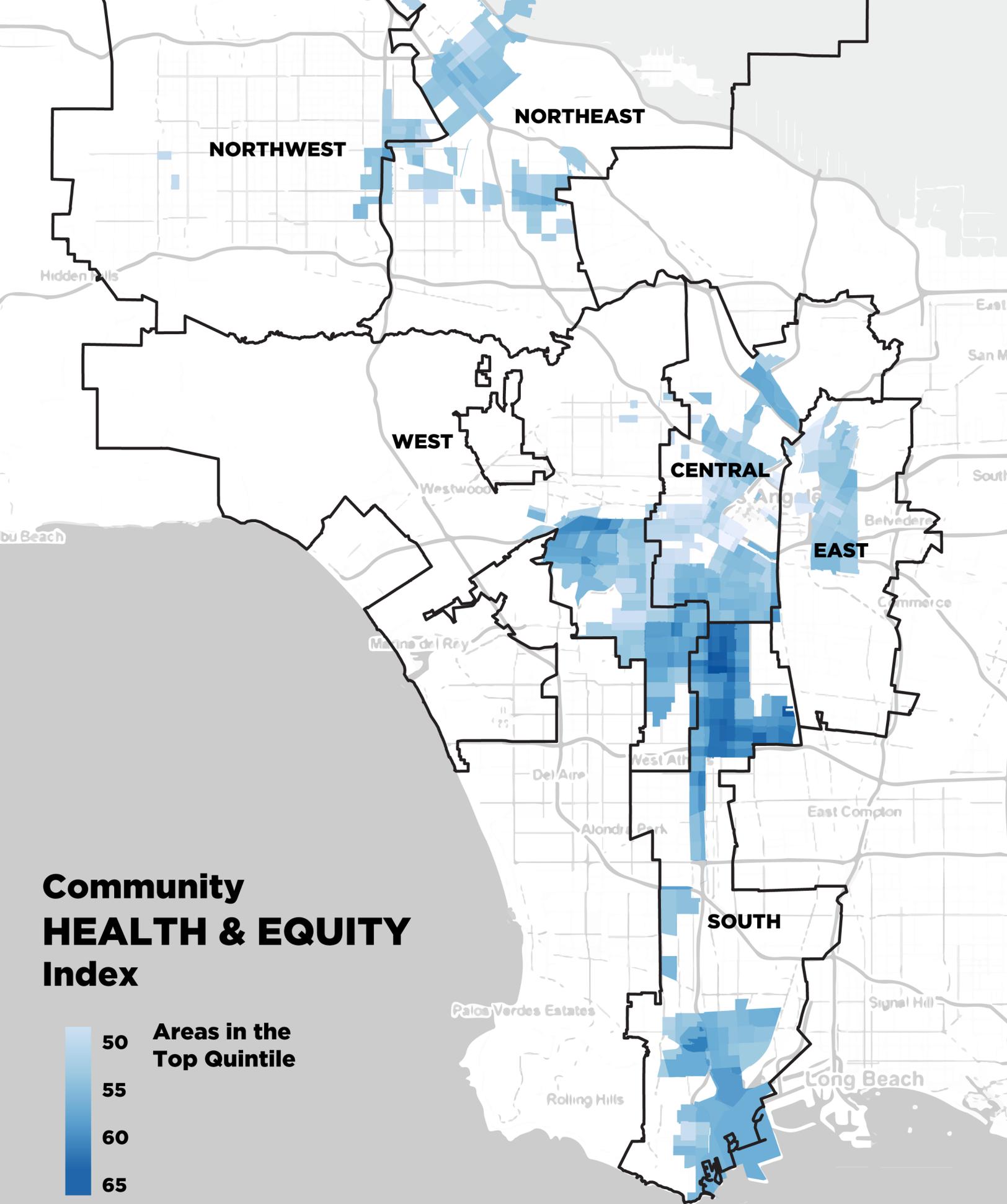
Nearly 40 percent of people who are severely injured in traffic crashes while walking or biking in school neighborhoods are youth 22 or younger. This trend persists in Top 50 school neighborhoods. In the Central Local District, the proportion of youth injured in crashes while walking or biking rises to 50 percent.

The distribution of collisions varies among the six Local Districts, with almost 80 percent of them occurring in Central, East, and West.

## Youth Collisions by Local District

LOCAL DISTRICT	PROPORTION OF SCHOOLS	PROPORTION OF CRASHES IN SCHOOL COMMUNITIES
Central	26%	32%
East	8%	5%
Northeast	15%	10%
Northwest	17%	6%
South	12%	22%
West	21%	25%
Total	823	704

Several Local Districts include locations with some of the poorest health outcomes, and large youth populations suffer a disproportionate number of fatal and severe injury crashes. Student traffic safety is a social justice issue.



# Community HEALTH & EQUITY Index



 Local school district boundaries

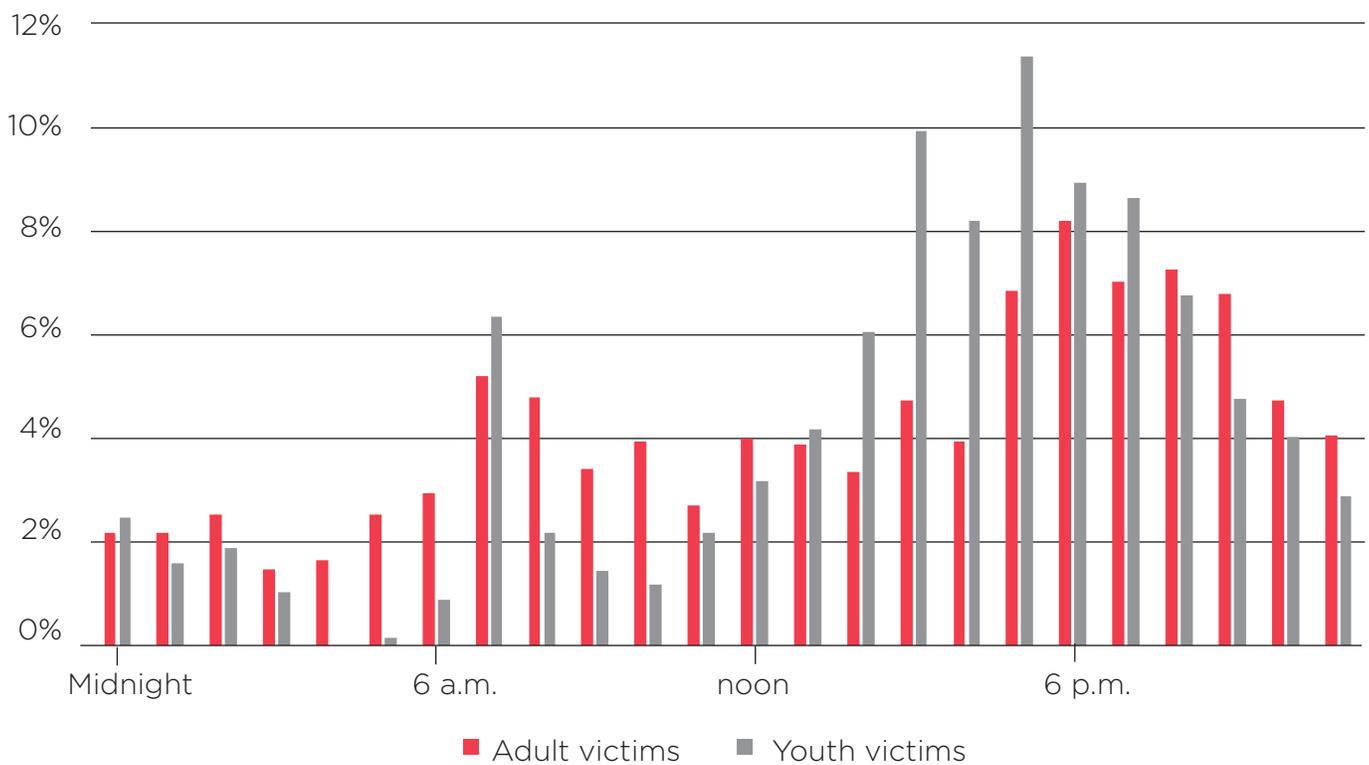


# When

Trends in youth collisions mirror the times of day that students travel to and from school.

During peak to and from school commute times, one in every two KSI crashes in school neighborhoods is a student-aged child. The morning peak is between 7 and 8 a.m., but the higher afternoon collision patterns start at 2 p.m. and persist into the evening, reflecting after-school on-campus and off-campus activities, playing, and general travel patterns.

## Time of Day Patterns

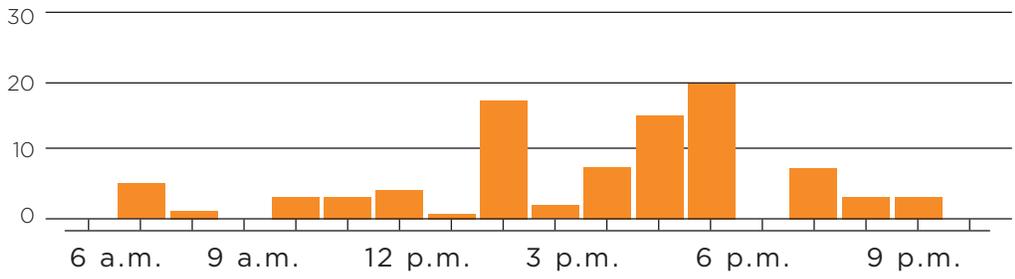


High School aged youth (15-22), who generally travel independently, account for 49 percent of youth crashes within one-quarter mile of schools in the morning (7-9 a.m.) and 43 percent in the afternoon (2-6 p.m.).

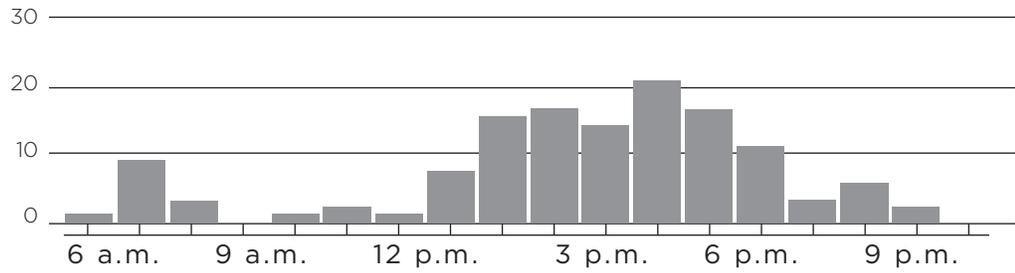
Collisions also are more heavily weighted to school months, with 80 percent happening between August and June. Notably, youth collisions show a small spike in September and a reduction in the winter months, when adult involved collisions are higher.

# Number of Citywide KSI Youth Victims by Time of Day

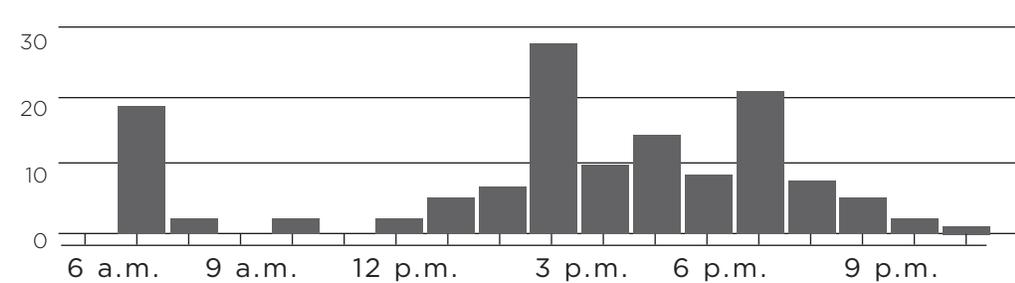
## 0-5 years old



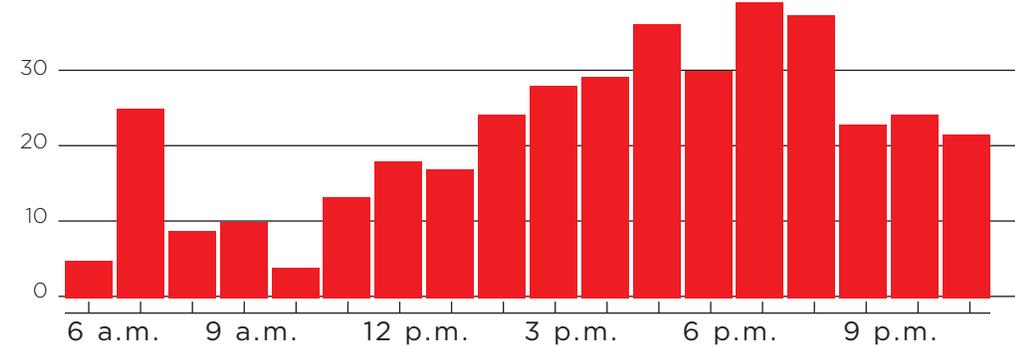
## 6-11 years old



## 12-14 years old



## 15-22 years old



## How

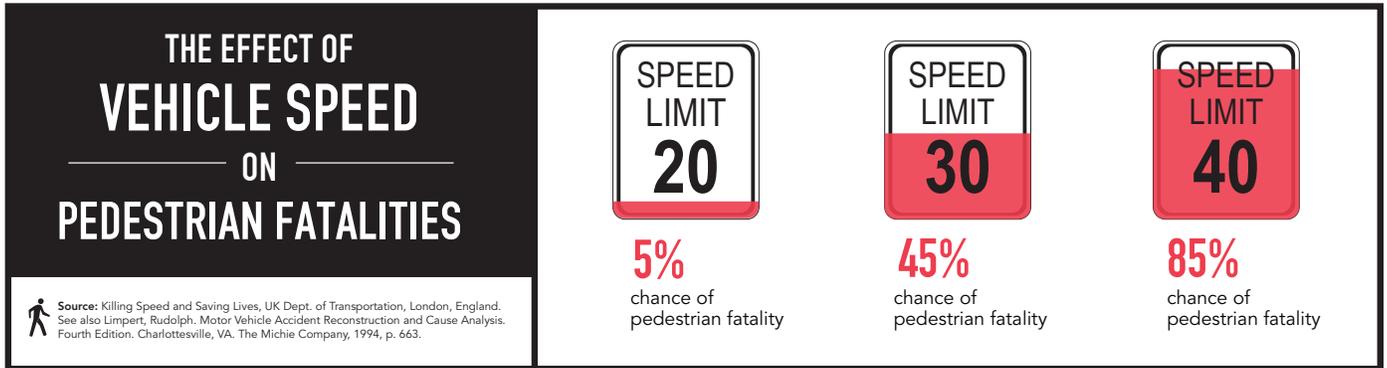
Understanding existing street conditions and interaction between people driving and youth walking and bicycling helps to inform the type and location of infrastructure improvements and safety programs. Beginning in 2017, SRTS will collect additional school-level data on the modes students use to get to and from school.

Over the past five years, there has been a general decline in the number of youth collision victims. With additional information about student travel habits, it will become more clear how collision trends are related to trends in the number of children walking and biking to school.

### Trends in Mode of Youth Victims

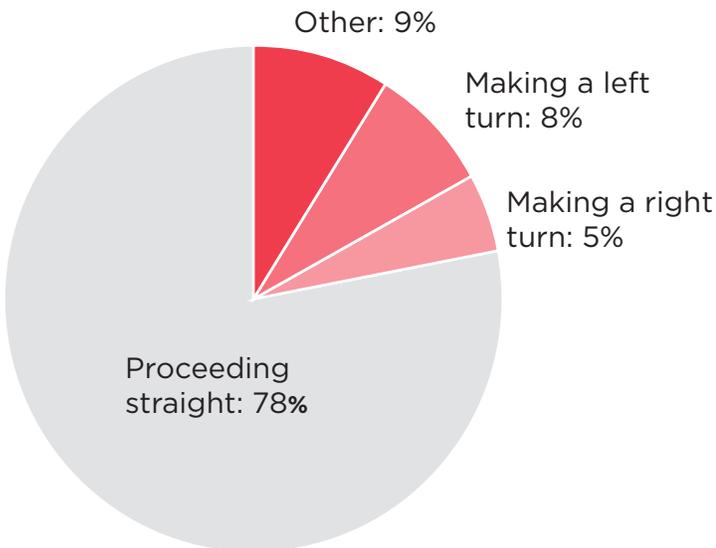


Neighborhood streets that calm and slow traffic help keep children safe because slower speeds provide time for the driver to take evasive measures or stop in time to avoid hitting someone. A child is less likely to be killed when struck by a vehicle that is travelling at a low speed.

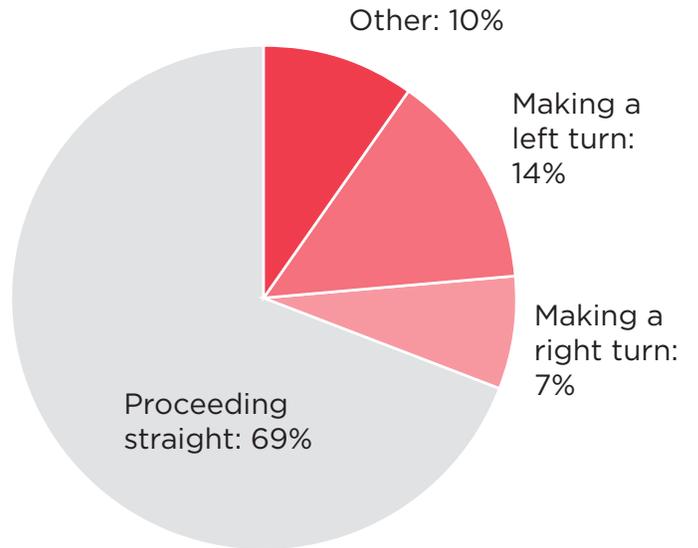


### Driver Movement Prior to Collisions with People Walking or Biking

**Youth Involved**



**No Youth Involved**

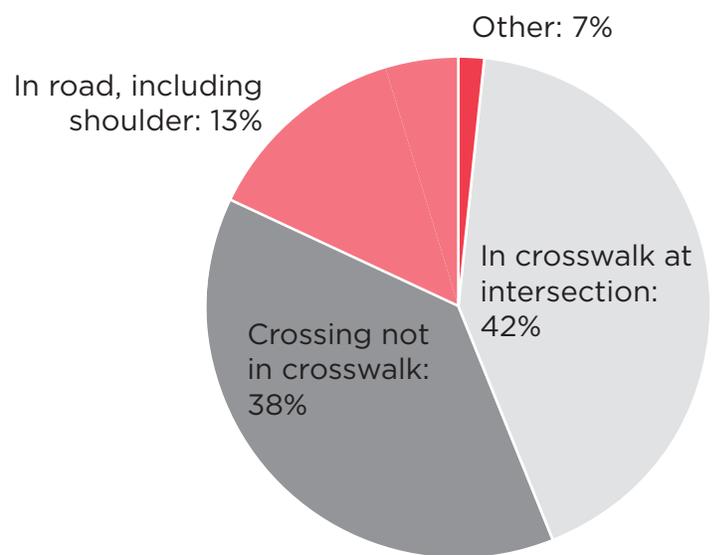
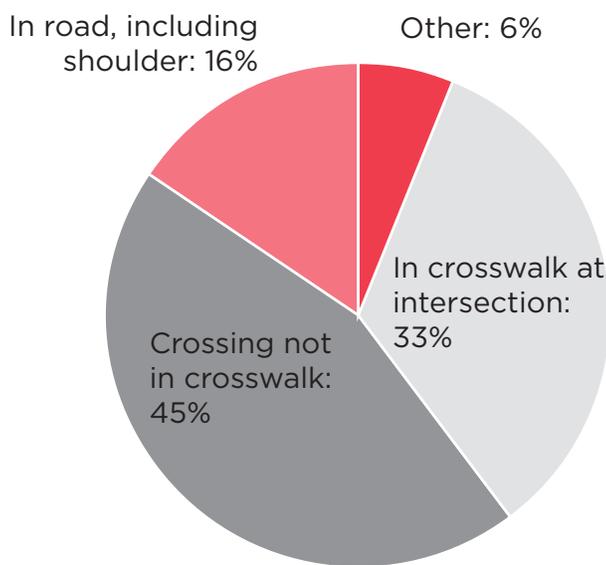


Before a collision, most drivers are traveling straight, a movement that allows higher travel speeds. In collisions where a driver proceeding straight hits a young person walking, 32 percent of the time the collision occurred outside of a crosswalk, and 28 percent of the time the person walking was in a crosswalk at an intersection. Enhancing the visibility of young walkers and bicyclists, and increasing driver yield compliance will help decrease crashes.

### Pedestrian Action Prior to Collision

**Youth Involved**

**No Youth Involved**



Some school administrators are concerned that students who travel to school by vehicle are stepping out of cars mid-block where there are no crosswalks and dashing to the school entrance from the other side of the street.

These crash characteristics suggest the need to:

- Redesign the desired routes to school for slower speeds;
- Provide more crossing opportunities with better visibility; and
- Implement enforcement activities and safety education to teach the traffic rules to all users of the road.

43<sup>rd</sup> St  
300 W



# CONCLUSION



Collisions involving youth affect everyone. It's not only the victim, who suffer, but also the families, friends, and communities who are part of preparing the youth for the future. Crash statistics detailed in this study will help to determine the safety efforts in school environments with the greatest need. Directing resources to targeted areas will also help to achieve the desired outcomes of the Vision Zero and Safe Routes to School Action Plans that include creating safe streets for all, developing a culture of safety, adopting new policy and legislation to address safety, and responding to relevant data.



DANGER  
HIGH VOLTAGE

MEXICA  
RESTAURANT  
7 441

PRODUCTOS LATINOS

Angels  
Riders

# APPENDICES



## Crashes near Schools by Local District and Severity

LOCAL DISTRICT	KILLED	SEVERE INJURY	INJURY	TOTAL	PROPORTION BY DISTRICT	KSI TOTAL
Central	60	292	3546	3898	40%	352
East	10	37	492	539	6%	47
Northeast	20	73	827	920	9%	93
Northwest	14	59	626	699	7%	73
South	27	140	1050	1217	13%	167
West	41	243	2190	2474	25%	284
<b>TOTAL</b>	<b>172</b>	<b>844</b>	<b>8631</b>	<b>9647</b>	<b>100%</b>	<b>1,016</b>

Note: All ages throughout the day.

## KSI Victims by Local District and Age Group Near Schools During Drop-Off and Pick-Up Hours

AGE GROUP	CENTRAL	EAST	NORTH-EAST	NORTH-WEST	SOUTH	WEST	TOTAL
0-5	8	0	1	1	6	1	17
6-11	3	1	1	3	11	6	25
12-14	7	1	3	3	8	10	32
15-22	20	2	5	4	7	19	57
23+	65	4	18	7	17	44	155
Missing Age Group	3	0	0	2	2	1	8
<b>Total &lt;=22</b>	<b>38</b>	<b>4</b>	<b>10</b>	<b>11</b>	<b>32</b>	<b>36</b>	<b>131</b>
<b>% of Total KSI Youth</b>	<b>29%</b>	<b>3%</b>	<b>8%</b>	<b>8%</b>	<b>24%</b>	<b>27%</b>	<b>100%</b>
Total all ages	106	8	28	20	51	81	294
% of Total KSI	36%	3%	10%	7%	17%	28%	100%

Note: All crashes in this section are crashes that involve walking and biking within school neighborhoods.

## Youth-Involved Collisions in Top 50 School Communities

RANK	SCHOOL NAME	SCHOOL TYPE	ALL INJURY COLLISIONS				KSI COLLISIONS		
			KILLED	SEVERE INJURY	NON-KSI	TOTAL	WALKING KSI	BIKING KSI	TOTAL KSI
1	Hollywood Senior High	HS	1	9	118	<b>128</b>	7	3	<b>10</b>
2	Esperanza Elementary	ES	1	11	88	<b>100</b>	12	0	<b>12</b>
3	Selma Avenue Elementary	ES	1	3	98	<b>102</b>	4	0	<b>4</b>
4	MacArthur Park Elementary Visual and Performing Arts	ES	1	11	85	<b>97</b>	10	2	<b>12</b>
5	Berendo Middle School	MS	1	4	58	<b>63</b>	4	1	<b>5</b>
6	Hobart Boulevard Elementary	ES	3	9	72	<b>84</b>	9	3	<b>12</b>
7	Magnolia Avenue Elementary	ES	0	6	37	<b>43</b>	4	2	<b>6</b>
8	Hoover Street Elementary	ES	0	4	41	<b>45</b>	4	0	<b>4</b>
9	John H Liechty Middle School	MS	2	10	84	<b>96</b>	12	0	<b>12</b>
10	Lockwood Avenue Elementary	ES	2	4	40	<b>46</b>	6	0	<b>6</b>
11	Leo Politi Elementary	ES	3	1	48	<b>52</b>	2	2	<b>4</b>
12	75th Street Elementary	ES	0	3	33	<b>36</b>	3	0	<b>3</b>
13	Mariposa-Obi Primary Center	ES	2	4	72	<b>78</b>	6	0	<b>6</b>
14	Charles White Elementary School	ES	1	7	57	<b>65</b>	8	0	<b>8</b>
15	West Vernon Avenue Elementary	ES	1	2	64	<b>67</b>	2	1	<b>3</b>
16	10th Street Elementary	ES	0	4	58	<b>62</b>	3	1	<b>4</b>
17	George Washington Carver Middle School	MS	3	2	31	<b>36</b>	3	2	<b>5</b>
18	Lexington Avenue Primary Center	ES	0	5	44	<b>49</b>	5	0	<b>5</b>

RANK	SCHOOL NAME	SCHOOL TYPE	ALL INJURY COLLISIONS				KSI COLLISIONS		
			KILLED	SEVERE INJURY	NON-KSI	TOTAL	WALK-ING KSI	BIKING KSI	TOTAL KSI
19	Grant Elementary	ES	3	3	75	<b>81</b>	6	0	<b>6</b>
20	Young Oak Kim Academy	MS	2	2	92	<b>96</b>	3	1	<b>4</b>
21	Dayton Heights Elementary	ES	0	1	47	<b>48</b>	1	0	<b>1</b>
22	Manchester Avenue Elementary	ES	3	4	54	<b>61</b>	7	0	<b>7</b>
23	Ascot Avenue Elementary	ES	0	4	35	<b>39</b>	3	1	<b>4</b>
24	Gratts Learning Academy for Young Scholars	ES	1	3	23	<b>27</b>	4	0	<b>4</b>
25	Westminster Avenue Elementary	ES	0	3	43	<b>46</b>	1	2	<b>3</b>
26	Sheridan Street Elementary	ES	1	3	29	<b>33</b>	3	1	<b>4</b>
27	Dolores Huerta Elementary School	ES	0	3	31	<b>34</b>	2	1	<b>3</b>
28	Menlo Avenue Elementary	ES	1	1	38	<b>40</b>	2	0	<b>2</b>
29	Alexandria Avenue Elementary	ES	0	3	50	<b>53</b>	1	2	<b>3</b>
30	Aurora Elementary	ES	0	6	33	<b>39</b>	5	1	<b>6</b>
31	Cabrillo Avenue Elementary	ES	0	6	56	<b>62</b>	5	1	<b>6</b>
32	66th Street Elementary	ES	0	2	24	<b>26</b>	1	1	<b>2</b>
33	Quincy Jones Elementary	ES	1	0	27	<b>28</b>	0	1	<b>1</b>
34	Harmony Elementary School	ES	2	6	68	<b>76</b>	4	4	<b>8</b>
35	Commonwealth Avenue Elementary	ES	0	1	33	<b>34</b>	1	0	<b>1</b>
36	Union Avenue Elementary	ES	0	3	32	<b>35</b>	1	2	<b>3</b>
37	Breed Street Elementary	ES	1	0	33	<b>34</b>	1	0	<b>1</b>
38	Vermont Avenue Elementary	ES	0	1	38	<b>39</b>	1	0	<b>1</b>
39	Los Angeles Elementary	ES	1	3	40	<b>44</b>	4	0	<b>4</b>

RANK	SCHOOL NAME	SCHOOL TYPE	ALL INJURY COLLISIONS				KSI COLLISIONS		
			KILLED	SEVERE INJURY	NON-KSI	TOTAL	WALK-ING KSI	BIKING KSI	TOTAL KSI
40	Lake Street Primary School	ES	3	2	34	<b>39</b>	5	0	<b>5</b>
41	Panorama City Elementary	ES	0	1	17	<b>18</b>	0	1	<b>1</b>
42	28th Street Elementary	ES	0	2	34	<b>36</b>	2	0	<b>2</b>
43	Lafayette Park Primary Center	ES	2	4	36	<b>42</b>	6	0	<b>6</b>
44	Alta Loma Elementary	ES	0	5	10	<b>15</b>	3	2	<b>5</b>
45	Ramona Elementary	ES	1	2	45	<b>48</b>	3	0	<b>3</b>
46	Lovelie P Flournoy Elementary	ES	0	2	13	<b>15</b>	1	1	<b>2</b>
47	Para Los Ninos - Gratts	CCAES	2	3	43	<b>48</b>	5	0	<b>5</b>
48	Frank Del Olmo Elementary	ES	0	5	38	<b>43</b>	3	2	<b>5</b>
49	Van Nuys Elementary	ES	4	0	33	<b>37</b>	4	0	<b>4</b>
50	112th Street Elementary	ES	0	2	18	<b>208</b>	1	1	<b>2</b>
			<b>50</b>	<b>185</b>	<b>2350</b>	<b>2585</b>	<b>193</b>	<b>42</b>	<b>235</b>

*Note: School community is defined by one-quarter mile buffer around school. Collisions can be counted more than once if within the buffer of multiple schools.*

## Youth-Involved during Drop-off and Pick-up Times in Top 50 School Communities

RANK	SCHOOL NAME	SCHOOL TYPE	KILLED	SEVERE INJURY	NON-KSI	TOTAL (SCHOOL PEAK HOURS)	% DAILY TOTAL
1	Hollywood Senior High	HS	0	4	43	47	37%
2	Esperanza Elementary	ES	0	3	35	38	38%
3	Selma Avenue Elementary	ES	0	3	24	27	26%
4	MacArthur Park Elementary Visual and Performing Arts	ES	0	5	22	27	28%
5	Berendo Middle School	MS	0	3	23	26	41%
6	Hobart Boulevard Elementary	ES	0	6	32	38	45%
7	Magnolia Avenue Elementary	ES	0	4	14	18	42%
8	Hoover Street Elementary	ES	0	3	18	21	47%
9	John H Liechty Middle School	MS	0	2	34	36	38%
10	Lockwood Avenue Elementary	ES	0	0	15	15	33%
11	Leo Politi Elementary	ES	1	1	19	21	40%
12	75th Street Elementary	ES	0	2	20	22	61%
13	Mariposa-Obi Primary Center	ES	0	3	38	41	53%
14	Charles White Elementary School	ES	0	3	21	24	37%
15	West Vernon Avenue Elementary	ES	0	0	27	27	40%
16	10th Street Elementary	ES	0	3	28	31	50%
17	George Washington Carver Middle School	MS	1	1	12	14	39%
18	Lexington Avenue Primary Center	ES	0	1	16	17	35%

RANK	SCHOOL NAME	SCHOOL TYPE	KILLED	SEVERE INJURY	NON-KSI	TOTAL (SCHOOL PEAK HOURS)	% DAILY TOTAL
19	Grant Elementary	ES	1	1	25	27	33%
20	Young Oak Kim Academy	MS	0	0	28	28	29%
21	Dayton Heights Elementary	ES	0	1	22	23	48%
22	Manchester Avenue Elementary	ES	2	1	25	28	46%
23	Ascot Avenue Elementary	ES	0	3	21	24	62%
24	Gratts Learning Academy for Young Scholars	ES	0	1	12	13	48%
25	Westminster Avenue Elementary	ES	0	0	2	2	4%
26	Sheridan Street Elementary	ES	0	0	16	16	48%
27	Dolores Huerta Elementary School	ES	0	1	12	13	38%
28	Menlo Avenue Elementary	ES	0	0	16	16	40%
29	Alexandria Avenue Elementary	ES	0	3	17	20	38%
30	Aurora Elementary	ES	0	2	20	22	56%
31	Cabrillo Avenue Elementary	ES	0	2	26	28	45%
32	66th Street Elementary	ES	0	1	13	14	54%
33	Quincy Jones Elementary	ES	0	0	12	12	43%
34	Harmony Elementary School	ES	0	4	31	35	46%
35	Commonwealth Avenue Elementary	ES	0	0	16	16	47%
36	Union Avenue Elementary	ES	0	3	17	20	57%
37	Breed Street Elementary	ES	1	0	17	18	53%

RANK	SCHOOL NAME	SCHOOL TYPE	KILLED	SEVERE INJURY	NON-KSI	TOTAL (SCHOOL PEAK HOURS)	% DAILY TOTAL
38	Vermont Avenue Elementary	ES	0	0	21	21	54%
39	Los Angeles Elementary	ES	0	0	24	24	55%
40	Lake Street Primary School	ES	0	1	13	14	36%
41	Panorama City Elementary	ES	0	1	12	13	72%
42	28th Street Elementary	ES	0	2	22	24	67%
43	Lafayette Park Primary Center	ES	0	1	13	14	33%
44	Alta Loma Elementary	ES	0	2	5	7	47%
45	Ramona Elementary	ES	0	1	19	20	42%
46	Lovelie P Flournoy Elementary	ES	0	2	11	13	87%
47	Para Los Ninos - Gratts	CCAES	0	0	15	15	31%
48	Frank Del Olmo Elementary	ES	0	1	16	17	40%
49	Van Nuys Elementary	ES	0	0	7	7	19%
50	112th Street Elementary	ES	0	1	7	8	40%

*Note: Collisions within one-quarter mile of the school between the hours of 7 a.m. and 9 a.m. or 2 p.m. and 6 p.m. Note that collisions can be counted more than once if within one-quarter mile of multiple schools.*



For information on Vision Zero  
visit **[visionzero.lacity.org](http://visionzero.lacity.org)**  
email **[visionzero@lacity.org](mailto:visionzero@lacity.org)**