

# Cambodia Town, Long Beach Executive Summary

## Community Pedestrian and Bicycle Safety Training

The Community Pedestrian and Bicycle Safety Training (CPBST) is a statewide project of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). The CPBST engages residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities.

The Cambodia Town, Long Beach CPBST was collaboratively planned and facilitated by the Planning Committee and Cal Walks and SafeTREC (Project Team) to:

1. Improve walking and biking in Cambodia Town; and
2. Create a community vision to address walking and biking safety concerns with community members.

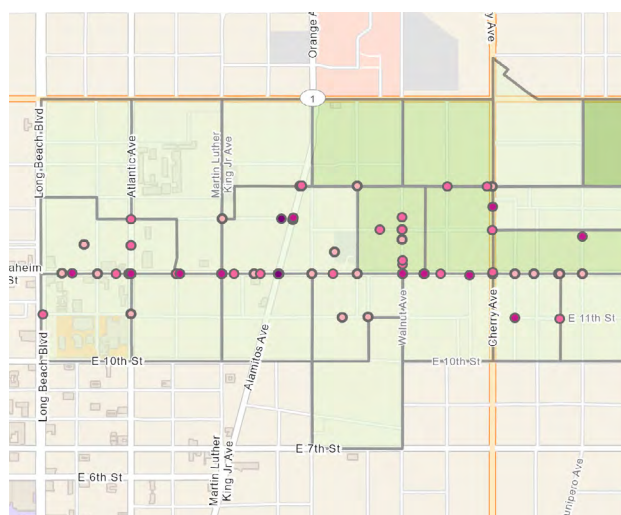
The July 9th, 2020 virtual training consisted of:

- An overview of the 3 E's strategies to improve walking and biking safety using a modified version of the intersectional 3 E's framework which includes: Evaluation, Equity, Engineering, Education, Encouragement, and Enforcement;
- A virtual walking and biking assessment along three (3) key routes; and
- Action planning sessions to prioritize and plan for community programs, and infrastructure projects.

### Data

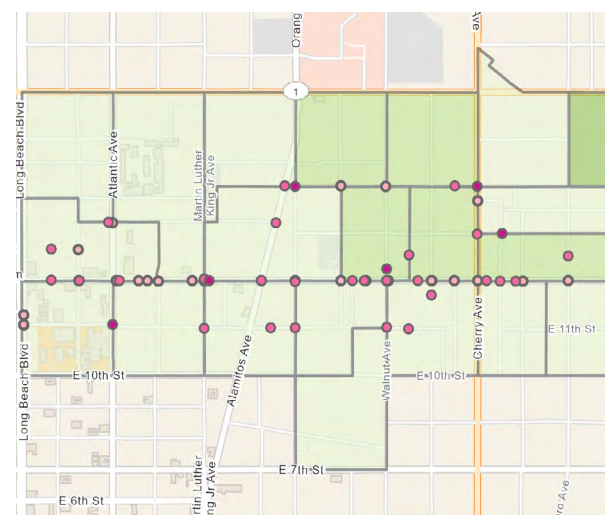
Cal Walks, SafeTREC and the Planning Committee reviewed data which demonstrated a safety concern in the area. Over the 10-year period, 2009 to 2018, pedestrian injuries have increased since 2013, while bicycle injuries were gradually declining prior to a sharp increase in 2018. From 2014 to 2018, there were 98 pedestrian victims and 72 bicycle victims in Cambodia Town. A full discussion of pedestrian and bicycle crashes can be found in the CPBST report.

Figure 1: Cambodia Town Pedestrian Crash Map with Income (2014-2018)



<b>Collision Severity (2014-2018)</b>	<b>Median Household Income</b>
● Fatal 2	□ < 35K
● Injury (Severe) 13	□ 35K - 50K
● Injury (Other Visible) 27	□ 50K - 75K
● Injury (Complaint of Pain) 50	

Figure 2: Cambodia Town Pedestrian Crash Map with Income (2014-2018)



<b>Collision Severity (2014-2018)</b>	<b>Median Household Income</b>
● Injury (Severe) 6	□ < 35K
● Injury (Other Visible) 30	□ 35K - 50K
● Injury (Complaint of Pain) 36	□ 50K - 75K

## PLANNING COMMITTEE

The planning committee consisted of representatives from City Fabrik, Bikeable Communities, California State University of Long Beach, Long Beach Forward, Puente Latino Association, City of Long Beach, Walk Bike Long Beach, Long Beach Midtown Business Improvement District, Pedal Movement, Pacific Asian Counseling Services, Cambodia Town Inc., Walk Long Beach, and United Cambodian Community.

## WORKSHOP PARTICIPANTS

Workshop participants were community members and representatives from the Planning Committee, including representatives from City Fabrick, California State University of Long Beach, Long Beach Health Department, Long Beach Midtown Business Improvement District, Pacific Asian Counseling Services, Pedal Movement, City of Long Beach, and Cambodia Town Inc.

For a more detailed discussion of the workshop, please download the full report on SafeTREC or Cal Walks' websites.

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

## Walking & Biking Assessment

Workshop participants conducted walking and biking assessments along three (3) key routes used by students and their families to reach school.

Participants were asked to:

- Identify community assets;
- Assess infrastructure conditions; and
- Observe how road users are engaging with the built-environment.

Participants expressed concerns around:

- Sidewalk conditions including narrow sidewalks, inconsistent sidewalk widths, sidewalks interrupted by driveways and electrical poles and lines, and sidewalks in poor condition; Pedestrians crossing challenges around schools;
- Reduced visibility for drivers and pedestrians due to on street parallel parking;
- Lack of street lighting and pedestrian-scale lighting;
- Heavy vehicle traffic and unsafe driver behaviors, such as driving at high speeds, not yielding to pedestrians in marked and unmarked crosswalks;
- Unsafe pedestrian behaviors, such as crossing midblock outside of a marked or unmarked crosswalk;
- Pedestrian crossing challenges at marked and unmarked crosswalks, especially for older adults;
- A lack of shade trees along routes used by pedestrians to access transit and community resources; and
- A lack of bicycle facility improvements and connectivity resulting in sidewalk riding.

## Community Recommendations

During the action planning sessions, participants prioritized and outlined preliminary plans for the following community programs and infrastructure projects aimed at increasing the health and safety of the community:

- Education Campaign for Drivers and Pedestrians; and
- Crossing Improvements at Key Intersections Along Anaheim Street.

## Cal Walks & SafeTREC Recommendations

The following are recommendations for bicycle and pedestrian safety improvements:

- Install pedestrian and driver directional signage at the entrance to the most travelled alleyways in Cambodia Town;
- Prioritize Anaheim Street businesses for Business Open Streets funding and provide language-specific support to business owners;
- Develop a performance art crossing guard program; and
- Develop a culturally relevant safety messaging campaign and apply for funding for Khmer language educational programming.