



October 2020

Cambodia Town, Long Beach Workshop Summary and Recommendations

**Community Pedestrian & Bicycle Safety Training and
Action Planning**

Creating Safer Streets for Walking and Biking



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



Cambodia Town, Long Beach, CA

Acknowledgments

A special thank you to the Planning Committee for inviting us into their community and partnering with us to make Cambodia Town, Long Beach a safer place to walk and bike!

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Thank you to Cambodian Translation Services for providing English to Khmer interpretation in support of this training and Richer San and Sithea San for their guidance on Khmer interpretation and translation services. We would also like to acknowledge the community residents and leaders who participated in the workshop. Their participation meaningfully informed the workshop and strengthened workshop outcomes.

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Executive Summary

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.

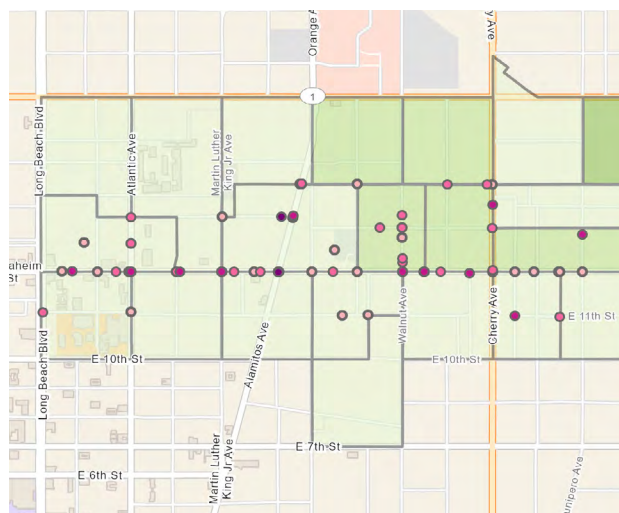
The July 9th, 2020 virtual training consisted of:

- 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)



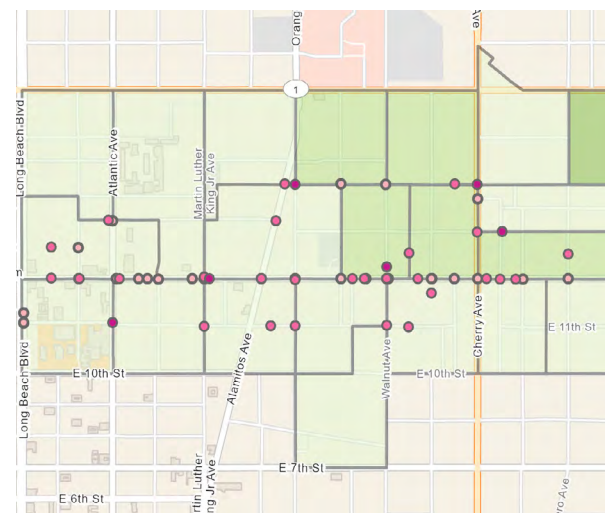
Collision Severity (2014-2018)

- Fatal 2
- Injury (Severe) 13
- Injury (Other Visible) 27
- Injury (Complaint of Pain) 50

Median Household Income

- < 35K
- 35K - 50K
- 50K - 75K

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



Collision Severity (2014-2018)

- Injury (Severe) 6
- Injury (Other Visible) 30
- Injury (Complaint of Pain) 36

Median Household Income

- < 35K
- 35K - 50K
- 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.



Introduction

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, Cal Walks, and SafeTREC (Project Team) to:

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

The virtual training took place on July 9, 2020 and convened 12 participants, including representatives from City Fabrick, California State University 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.

The training consisted of:

- An overview of the 6 E's strategies to improve walking and biking safety using a modified version of the intersectional 6 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.

This report summarizes the workshop proceedings, including the community and Project Team's recommendations for community programs and infrastructure projects to improve walking and biking safety in Cambodia Town, Long Beach.

The Planning Process



Step 1: Assemble a Planning Committee - January 2020

- 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 - February 2020

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



Step 3: Conduct CPBST Site Visit - March 20, 2020

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logistics
- 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 - July 9, 2020

- 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 - Ongoing

- 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 Crash History

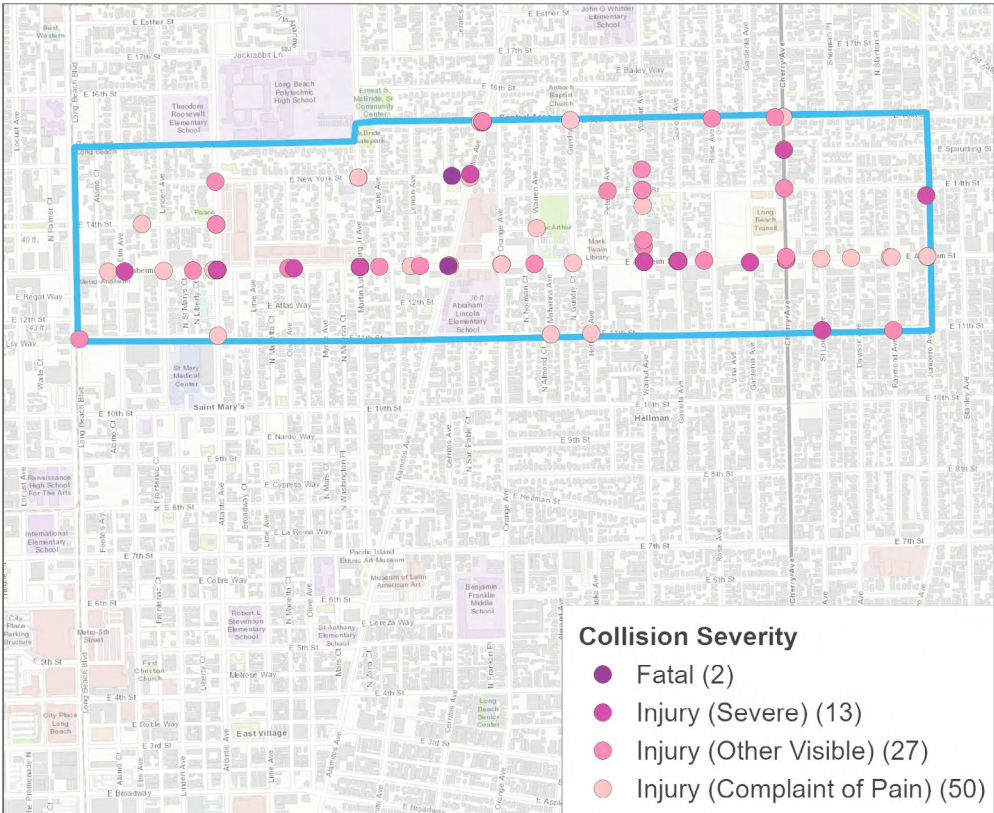
The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians¹ and bicyclists within the Cambodia Town neighborhood of Long Beach. For this workshop, Cambodia Town is from Long Beach Boulevard to the west, Junipero Avenue to the east, 15th Street to the north, and 11th Street to the south. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2009 to 2018. Crash data for 2017 and 2018 are provisional as of December, 2019. A full discussion of the pedestrian and bicycle crash data can be found in Appendix A.

Pedestrian Crashes

Over the 10-year period between 2009 and 2018, pedestrian crashes appear to be rising since 2013. In the most recent five years of data available, 2014 to 2018, pedestrian collisions were overwhelmingly concentrated across the entire length of Anaheim Street in Cambodia Town, including one fatality and several severe injury crashes. There was also a cluster of crashes, including one fatality and one severe injury, at the Alamitos Avenue/New York Street intersection. Pedestrian crashes mostly occurred between 6 a.m. and 6 p.m. on weekdays and on Saturdays with a peak between 3 p.m. and 6 p.m. The most common crash factor of these pedestrian crashes, making up just over one-third (34.8 percent), was driver failure to yield right-of-way to pedestrians at marked or unmarked crosswalks.

There were 98 pedestrian victims in total, from 2014 to 2018, of whom two were fatally injured and 13 suffered a suspected serious injury. Almost half (46.9 percent) of pedestrian victims were 34 years old or younger, while about one-third (33.7 percent) of the victims were 55 years old or older. Over half (56.1 percent) of the injured pedestrians were male.

Cambodia Town, Long Beach Pedestrian Crashes (2014-2018)



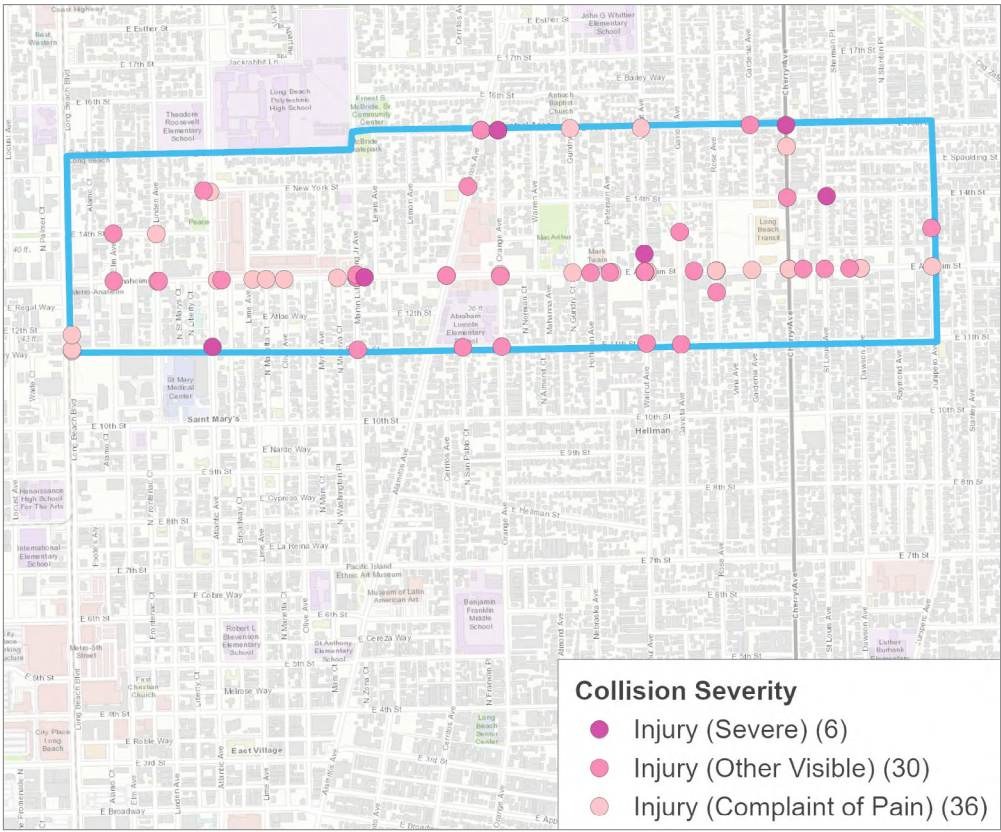
¹ A pedestrian is defined as any person who is afoot or using a non-motorized personal conveyance other than a bicycle. This includes skateboards, strollers, wheelchairs and any electric assistive mobility device.

Bicycle Crash

Over the 10-year period between 2008 and 2019, bicycle crashes appeared to be trending downward before a spike from 7 collisions in 2017 to 30 crashes in 2018. In the most recent five years of data available, 2014 to 2018, bicycle crashes were concentrated across the entire length of Anaheim Street, in Cambodia Town. Severe crashes also occurred along 15th Street, at the Alamitos Avenue and Cherry Avenue intersections, and at the 11th Street/Atlantic Avenue intersection. Bicycle crashes occurred mainly on weekdays in the afternoon and evening from 3 p.m. to 9 p.m. The most common crash factor was failure to drive or ride on the right half of the roadway (12.5 percent)². There were 72 bicyclist victims, six of whom suffered suspected serious injuries. About three-quarters (72.2 percent) of bicyclist victims were male, with almost half of victims in age ranges of 35 to 44 (25 percent) or 15 to 24 (23.6 percent).

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.

Cambodia Town, Long Beach Bicyclist Crashes (2014-2018)



Cambodia Town, Long Beach Asset Map

During the site visit, the Project Team led the Planning Committee through an Asset Mapping exercise. Together, they identified the following resources and assets in Cambodia Town that could help them achieve their walking and biking safety goals.

People

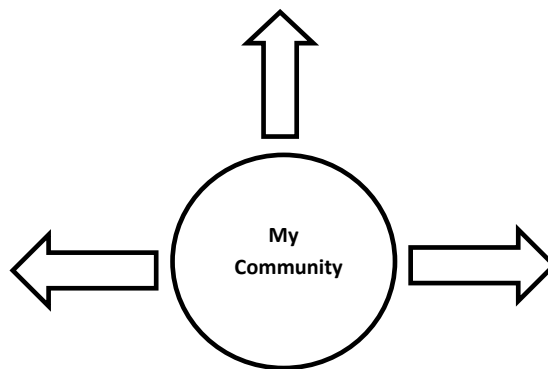
- Demetrius Ziegler, Long Beach Farms
- Pichivy Pang, KH Market
- Brooke Baker, Revive at 11th Street
- Kelly at St. Mary's Tower
- Heather Van Wijk, Long Beach Accessibility Coordinator
- VoiceWaves Project

Organizations

Khmer Girls in Action
 MAYE Center
 Gladys Avenue Urban Farm
 Khmer Arts Academy
 Cambodia Town District Council
 Members
 Equity for Cambodians

Institutions

- MacArthur Park
- Homeland Cultural Center
- Gamboa Theater
- Long Beach Transit Headquarters
- Mark Twain Library
- Long Beach Polytechnic High School
- Bazzeni Senior Center
- Safe Refuge



Cambodia Town, Long Beach CPBST

In collaboration with:

California Walks | UC Berkeley SafeTREC | California Office of Traffic Safety |

City Fabrick | Bikeable Communities | California State University Long Beach | City of Long Beach | Puente Latino Association

Walk Bike Long Beach | Midtown Business Improvement District | Pedal Movement | Pacific Asian Counseling Services | Cambodia Town Inc.

Walk Long Beach | United Cambodian Community

Walking and Biking Assessment

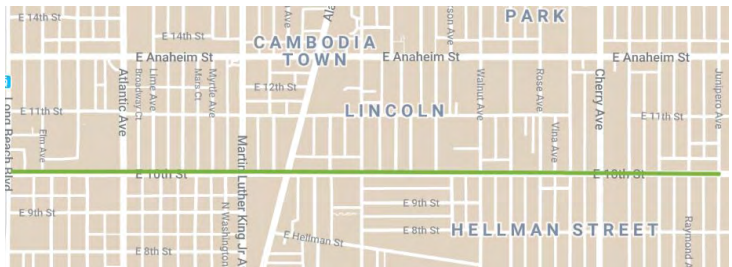
Routes

Along the 3 walking and biking assessment routes, participants were asked to:

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

Walk and Bike Assessment Route 1: East 10th Street

Focus: East 10th Street is used for local and regional travel and to access community services and amenities along East 10th Street, such as local markets, restaurants, and retail.



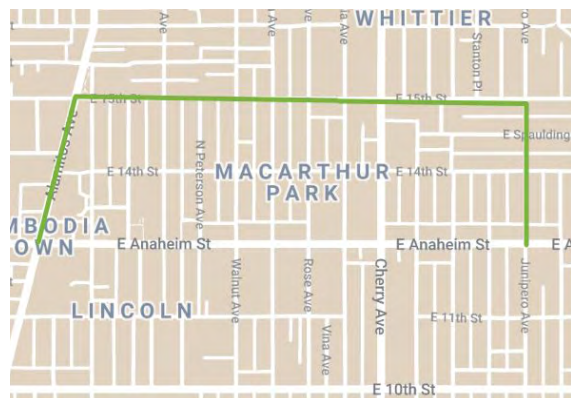
Walk and Bike Assessment Route 2: Anaheim Street

Focus: Cambodia Town and Long Beach residents use Anaheim Street as a commuter corridor but it is also used to access most of the restaurants and retail in Cambodia Town. The City of Long Beach is also currently in the design phase of several projects along Anaheim Street in the project area and the CPBST provided another opportunity for residents to share walking and biking safety concerns and opportunities along the route.



Walk and Bike Assessment Route 3: East 15th Street

Focus: East 15th Street has been designated as a bike boulevard and the Planning Committee shared the City is in the process of installing traffic circles at key intersections. However, residents are not walking or biking along the street because it lacks sufficient improvements to make walking and biking safe and comfortable and much of the retail in Cambodia Town is located along Anaheim Street.



Reflections

Following the walking and biking assessments, participants shared the following reflections:

Community Assets

- The Cambodia Town community has a strong and active community which consists of residents, community groups, and businesses that advocate for the community's needs. After a series of protests over the George Floyd case in late May and early June, over 30 volunteers helped in Cambodia Town's clean-up efforts and demonstrated unity between the Black Lives Matter movement and local Cambodian small business owners.

Sidewalk Conditions

- There are numerous driveways in commercial areas along Anaheim Street that make the sidewalk uneven and challenging to navigate, especially for older adults and those using assisted mobility devices, such as wheelchairs or walkers. Drivers often fail to yield to pedestrians before entering and exiting the driveways.



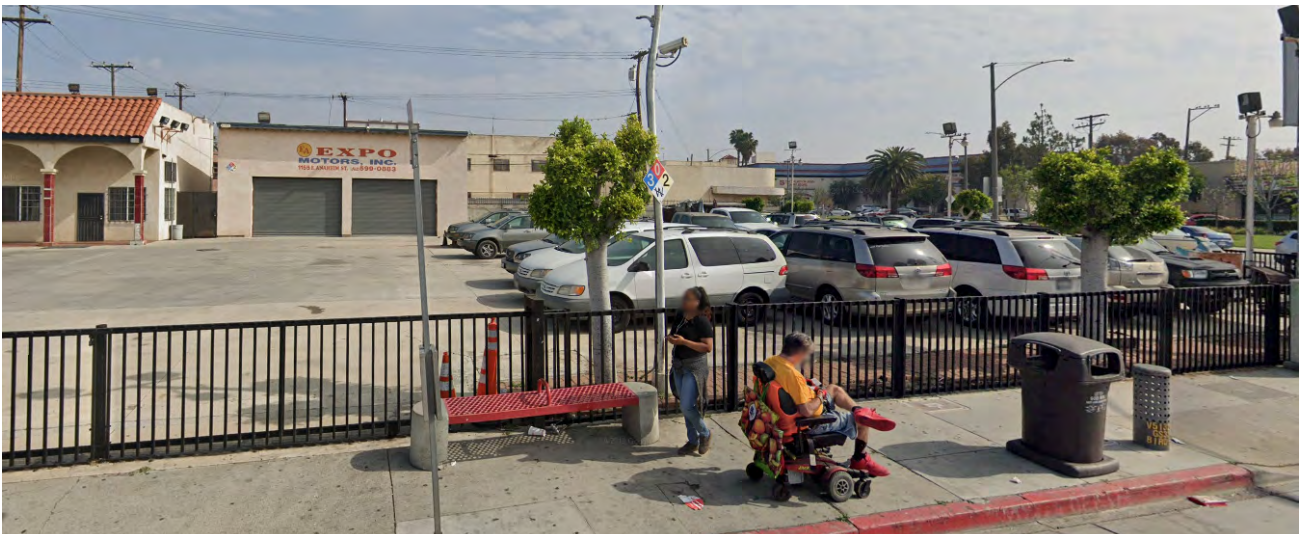
Anaheim Street east of Lewis Avenue, the driveways for the commercial parking lots pictured on the right.

- Electrical poles along the north side of 10th Street from Alamitos Avenue eastwards and utility items such as poles and signage along the Anaheim Street commercial corridor, between Lime Avenue and Gundry Avenue, narrow the sidewalks. It is difficult for two pedestrians to walk side by side, and made more difficult still with bicyclists riding on the sidewalks as well. Participants pointed out that the current sidewalk widths along 10th Street and Anaheim Street make it difficult to maintain a 6-foot physical distance while walking.



A bicyclist and a pedestrian navigate the Anaheim Avenue sidewalk west of the Anaheim Street/Gundry Avenue intersection.

- Participants reported that electrical lines along the north side of 10th Street from Lime Avenue eastwards make an audible noise, which make the area unpleasant for residents and pedestrians. It isn't clear if this noise has a direct impact on health.
- The sidewalks along Anaheim Street, between Atlantic Avenue and Martin Luther King Jr Avenue, are poorly maintained with overgrown vegetation and debris. During Fall 2019, Cal State Long Beach Geography Professor Christine Jocoy and her students conducted a pedestrian safety walk audit of Anaheim Street and rated this stretch of Anaheim Street the lowest in terms of sidewalk conditions.



Anaheim Street/Alamitos Avenue westbound bus stop.

Visibility Challenges

- Drivers parallel park along both sides of East 10th Street near the apartments and businesses on this corridor. Participants shared they need to step into the street to check for incoming vehicle traffic before crossing.



Parked cars along East 10th Street make it difficult for pedestrians to see incoming vehicles before crossing.

Lack of Street Lighting and Pedestrian-Scale Lighting

- There is some street-oriented lighting, but no pedestrian-scale lighting oriented towards the sidewalk along East 10th Street. Participants shared this makes the street feel inactive when it is dark.
- There is a lack of street-oriented and pedestrian-scale lighting on Anaheim Street, which is a transit corridor with pedestrian and bicyclist activity throughout the day and night. The lack of lighting reduces driver visibility of pedestrians and bicyclists.



Many businesses are closed along Anaheim Street, making the lack of street and pedestrian-scale lighting even more prominent as pedestrians and bicyclists travel to and from the Anaheim Street train station and the Long Beach City Bus.

Road User Behavior

- Anaheim Street and East 10th Street are major thoroughfares with high volumes of vehicle traffic. Drivers often use each corridor as an alternative route for the other when traffic volumes are high. Changes to one roadway, such as infrastructure enhancements, would likely have an impact on the other road's traffic volumes and patterns. This could have an impact on pedestrian and bike safety if changes to one road pushed higher traffic volumes or faster vehicles onto the other street. Furthermore, drivers appear to travel above the posted speed limit of 30 m.p.h. along East 10th Street and Anaheim Street. This potentially creates unsafe conditions for cyclists along these corridors and for pedestrians crossing these streets.
- Bicyclists who ride along Anaheim Street often ride on the sidewalk to avoid sharing the lane with drivers traveling at high speeds. Anaheim Street does not have any dedicated bicycle infrastructure; bicyclists use parallel streets such as 14th Street and 11th Street to avoid riding on Anaheim Street. However, riding on 11th Street is still challenging because it ends at Cherry Avenue and 14th Street ends at Alamitos Avenue.
- Between the time period of the CPBST workshop and publication of this report, Healthy Active Streets, a community-based organization serving the Long Beach community, shared that a bicyclist was hit and killed in Cambodia Town at the intersection of Anaheim Street/St Louis Avenue (within the project area) on September 20, 2020. A #ghostbike was placed in the location in their memory. A ghost bike is a bicycle roadside memorial, placed where a cyclist has been killed or severely injured due to traffic violence. Apart from being a memorial, it is usually intended as a reminder to passing motorists to share the road.



A bicyclist riding along Anaheim Street near Rose Avenue turns to ride onto the sidewalk to avoid vehicle traffic.



HAS

healthyactivest A person riding a bicycle was hit and killed in Cambodia Town yesterday. The driver fled the scene and community members say the driver stoped only for a moment to look at the person lying on the floor. Neighbors came out and tried to help. Unfortunately the person died on the street. May they rest in peace. Anaheim and St Louis. #ghostbike #cambodiatown @walkbikelb

19h

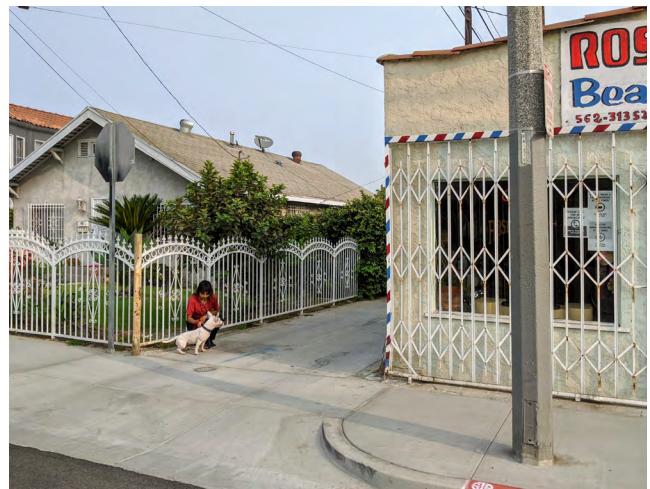


39 likes

Victim information from GhostBike volunteers Healthy Active Streets. Source: healthyactivest Instagram.

Crossing Challenges

- Anaheim Street sees heavy vehicle traffic because it is used to connect to Interstate 710 and Interstate 405. The long distance between signalized intersections encourages drivers to speed and creates challenges to pedestrians who must cross at unmarked crosswalks and or midblock. Cambodia Town residents use unsignalized crosswalks like the Anaheim Street/Dawson Avenue intersection to access the pharmacy, restaurants, and shops along the corridor. Drivers often fail to yield to pedestrians at these unsignalized and unmarked crosswalks even though drivers are legally required to yield to pedestrians at both marked and unmarked crosswalks and pedestrians are legally allowed to cross outside of a marked or unmarked crosswalk if they yield to drivers. The constant flow of traffic and driver failure to yield increases risk for near misses and creates a sense of dangerous unnavigable streets, especially for slower paced residents.
- There are marked and unmarked crossings along East 10th Street as well as alleyways that run alongside buildings and are used for vehicle, bicycle, pedestrian traffic. These alleyways open onto East 10th Street similar to a mid-block crossing, causing ambiguity between what is a mid-block crossing versus what is an alleyway entrance. The alleyways are in poor condition, with cracked pavement and occasional debris, but are highly used by pedestrians as cut-throughs between streets. As pedestrians exit the alleyways, they are essentially crossing East 10th Street mid-block, leading to dangerous conflicts and collisions with drivers on East 10th Street. Due to the narrowness of the alleys and lack of signage, these crossings are potentially surprising to drivers.
- There is a long distance between marked crosswalks along East 10th Street, which encourages pedestrians to cross mid-block between signalized intersections.
- There are no marked crosswalks between the East 10th Street/Long Beach Boulevard and East 10th Street/Atlantic Avenue intersections. This stretch of East 10th Street between Long Beach Boulevard and Atlantic Avenue is wider than more eastern segments of East 10th Street, such as those near Cherry Avenue. This fact, coupled with a lack of lane markings in this area, contribute to faster vehicle speeds. The crossing challenges detailed above are aggravated by the width of the street. These factors combined pose crossing challenges for pedestrians, especially older adults or those using assisted mobility devices.



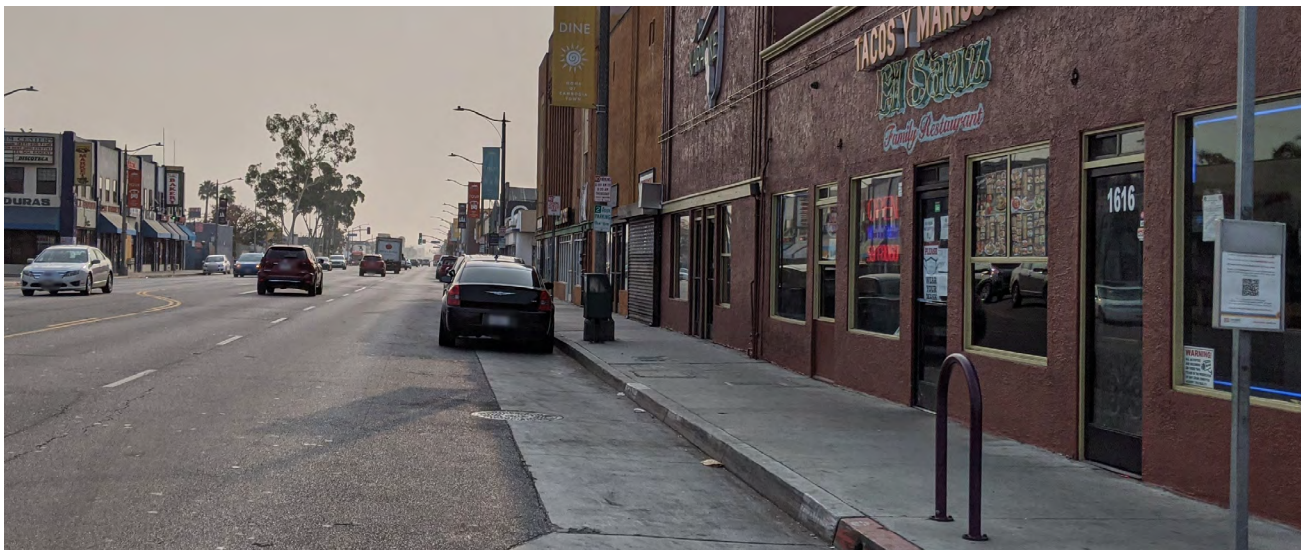
Left: The uncontrolled, unmarked crosswalk at Anaheim Street and Dawson Avenue is difficult to cross for Cambodia Town residents. Right: A Cambodia Town resident walks her dog along the Rose Avenue alley, at its intersection with East 10th Street.

Lack of Shade and Shade Trees

- There is a lack of shade trees along East 10th Street, Anaheim Street, and 15th Street, making walking and waiting for public transportation challenging during high temperatures.
- There are bus stops in Cambodia Town without shade coverings exposing riders to the elements through the year.

Bicycle Facilities and Connectivity

- Participants shared that they would not feel safe bicycling across East 10th Street at Cherry Avenue because the intersection has heavy vehicle traffic and experiences many vehicle conflicts, partly due to the vehicle traffic from the Northgate Market parking lot on the southeast corner.
- Participants on Route 3 shared that they would not support bike lanes along Anaheim Street because it is too dangerous due to the speed and volume of vehicle traffic. They suggested that 14th Street is more ideal for bike lanes due to less vehicle traffic on smaller neighborhood streets.



Left: There are numerous empty treewells or treewells with small decorative trees that could be used to grow larger shade trees along East 10th Street. *Right:* Various shade trees line 15th Street near the Walnut Avenue intersection provide shade to pedestrians and bicyclists traveling along the street. *Bottom:* A bus stop on Anaheim Street, just east of Walnut Avenue, lacks shade covering for pedestrians and bus riders.

Recommendations to Improve Walking and Biking Safety

Community Recommendations

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

- Install high-visibility crosswalk markings and Rectangular Rapid Flashing Beacons (RRFB) at key intersections along East 10th Street, especially at Elm Avenue and Linden Avenue, near St. Mary Medical Center. These crossing improvements could help alert drivers to pedestrians crossing at these intersections. Considering that medical center visitors, including older adults, are likely to use the East 10th Street/Linden Avenue crosswalk, a pedestrian island could also be helpful to shorten crossing distances.
- Install consistent pedestrian-scale lighting along East 10th Street to improve pedestrians' perceptions of safety at night.
- Install bike lanes along East 10th Street, especially between Long Beach Boulevard and Alamitos Avenue, that connect to the existing bike lanes on Alamitos Avenue.
- Develop a Walk & Roll education campaign in Cambodia Town that includes the entire community, from kids to older adults. A focus on older adults is very important in this community to help them care for themselves and identify hazards in the sidewalks. Participants were concerned that an educational campaign would have accessibility challenges if it were developed virtually, so it may need to wait until residents are able to safely meet in-person.
- Install benches along Anaheim Street so that people, especially the older population have places to rest.
- Install a high-visibility crosswalk and RRFB at the Anaheim Street/Dawson Street intersection. There are businesses on both sides of this commercial stretch of Anaheim Street.
- Install bulb-outs at key crosswalks along Anaheim Street.
- Install shade trees on Anaheim Street, between Linden Avenue and Cherry Avenue.
- Develop a one to three-minute pedestrian safety video to be shared at the Cambodia Town virtual Parade and Cultural Festival and/or for Cambodia Town TV. The safety video can address unsafe walking behaviors in Cambodia Town and encourage community residents to walk safely at key intersections and along popular pedestrian routes. The video can specifically target older adults who watch Cambodia Town TV.

The following tables summarize the recommendations identified as the highest priority by workshop participants.

Education Project Name: Education Campaign for Drivers and Pedestrians

Project Description: Create pedestrian and bike safety educational materials that can be handed out at MacArthur Park as part of the [COVID-19 Health Ambassadors Outreach Program](#). Educational materials can communicate to drivers to slow down and yield to pedestrians and instruct pedestrians to cross the street with care around MacArthur Park.

Project Goals:

1. Slow vehicle traffic on Anaheim Street near MacArthur Park;
2. Increase driver yielding to pedestrians near MacArthur Park; and
3. Increase the number of pedestrians who cross with the pedestrian signal when crossing Anaheim Street near MacArthur Park.

Action Steps	Timeline	Responsible Party	Resources
<p>Coordinate with Long Beach Parks, Recreation and Marine (PRM)</p> <ul style="list-style-type: none"> • Contact PRM to learn about the COVID-19 health ambassadors program, understand the program scope. Opportunities there may be to provide pedestrian and driver safety education materials. 	Fall 2020	Planning Committee	<p>City of Long Beach Joint Information Center: 562.570.NEWS jic@longbeach.gov</p> <p>Pacific Gateway Workplace: 4811 Airport Dr. 562.570.3700</p>
<p>Design educational materials</p> <ul style="list-style-type: none"> • Identify key messages for pedestrians and drivers based on the community's experience of the area • Translate messages into locally-appropriate languages, including Spanish and Khmer 	Fall 2020	Planning Committee	<p>Office of Traffic Safety Pedestrian Safety Education Campaign Messages</p>
<p>Distribute educational materials</p> <ul style="list-style-type: none"> • Work with PRM to distribute materials • Ensure that both drivers and pedestrians are included in the outreach 	Winter 2020	Planning Committee	<p>Example Pedestrian Education Campaign</p> <p>Office of Traffic Safety Pedestrian Safety Education Campaign Messages</p>

Project Name: Crossing Improvements at Key Intersections along Anaheim Street

Project Description: The Planning Committee will work with the City of Long Beach to identify, design, and install crossing improvements at the Anaheim Street/Dawson Avenue and Anaheim Street/Gaviota Avenue intersections to improve pedestrian safety and access to community services and amenities. Potential crossing safety improvements include RRFB, high-visibility crosswalks, curb extensions, and pedestrian-scale lighting.

Project Goals:

1. Improve driver visibility of pedestrians crossing the street;
2. Shorten the crossing distance for pedestrians; and
3. Reduce conflicts between drivers and pedestrians.

Action Steps	Timeline	Responsible Party	Resources
<p>Planning Committee to review the City of Long Beach's plans and programs</p> <ul style="list-style-type: none"> • Review the City's existing plans and programs to identify their priorities for the two intersections. <ul style="list-style-type: none"> ○ Identify upcoming design and construction projects and their status. ○ Identify opportunities to provide additional comments to the City through the City's planning efforts for Anaheim Street. 	Fall 2020	California Walks Planning Committee	General Plan Mobility Element CX3 Pedestrian Plan 2020 Safe Streets Long Beach Action Plan Downtown and MidTown Pedestrian Master Plan Pedestrian Toolkit

Project Name: Crossing Improvements at Key Intersections along Anaheim Street (continued)

Action Steps	Timeline	Responsible Party	Resources
<p>Planning Committee and California Walks to meet with the City's Traffic Engineer</p> <ul style="list-style-type: none"> ● Contact Paul Van Dyke and schedule a preliminary meeting to discuss the community's concerns and priorities and identify next steps. <ul style="list-style-type: none"> ○ Participants considered the addition of RRFB at Anaheim Street/Gaviota Avenue and Anaheim Street/Dawson Avenue and will check with the City regarding how realistic these improvements are. ○ Curb extensions at the Anaheim Street/Gaviota Avenue intersection would shorten the crossing distance for people visiting La Gaviota Meat Market. Participants shared that a shorter crossing distance would be especially helpful for older adults that have a difficult time navigating the intersection. 	<p>Fall 2020</p>	<p>California Walks Planning Committee</p>	<p>CPBST Recommendations Report SafeTREC Data Factsheet</p>

Project Team Recommendations

The Project Team recommends **the City of Long Beach consider installing signage at the exits of the most-travelled alleyways in Cambodia Town that directs pedestrians to the nearest marked crosswalk** to guide pedestrians towards safer crossing locations and reduce collisions between pedestrians and other road users. The Project Team recommends alleyways along East 10th Street be prioritized for signage due to community observations that pedestrian crossings at these alleyways commonly occurred in this area. The City should also install signage alerting drivers to watch for pedestrians near these alleyways, since these are legal unmarked crossings. Additionally, the City should also plan for long-term strategies to encourage safer crossing in addition to signage, including the creation of high visibility marked crosswalks where there is a considerable distance between existing marked crosswalks. The Project Team notes that the City of Long Beach has undertaken an alley rehabilitation program using Measure A funds and recommends that signage and improved crossings be considered when alleys are updated.

The Project Team recommends **the City of Long Beach prioritize Anaheim Street in Cambodia Town for [Business Open Streets](#) funding. [Temporary Open Streets](#)** is a City of Long Beach COVID-19 recovery initiative that temporarily repurposes sidewalks and roadways for dining, customer queuing, and vehicle loading. Businesses along Cambodia Town's Anaheim Street corridor experience heavy pedestrian traffic, but the narrow sidewalks do not provide the space necessary for pedestrians to maintain the recommended 6-feet of physical distance. Cambodia Town restaurants, residents, and visitors could benefit from converting underutilized parking space into a parklet for outdoor activities such as dining and waiting. Many restaurants along Anaheim Street will require language access in Spanish and Khmer to be able to access the City's Al Fresco Parklet Program.

The Project Team recommends **the Planning Committee work in collaboration with the MacArthur Park, Mark Twain Library and Gamboa Theater Community to create a Slow Jam to educate drivers and pedestrians through performance art and distribution of education material at the Anaheim Street/Gundry Avenue crosswalks.** This recommendation expands on the community recommendation of creating and distributing pedestrian and bicycle safety educational material for drivers who traverse this section of Anaheim Streets that connects to the McArthur Park, Mark Twain Library, and Manazar Gamboa Community Theater. The controlled intersection of Anaheim Street/Gundry Avenue is used to access the library and park. A culturally relevant [Slow Jams](#) event could be a vibrant, engaging, and fun way to educate drivers about safety concerns such as speeding. This intersection already has a culturally relevant creative crosswalk; however, it is currently faded. The planning committee could work with [Public Matters](#) for best practices as well as local pedestrian and bicycle advocates to research and plan this type of educational engagement. Other examples of these engaging education programs are [Peatonito - Pedestrian superhero](#) and [Alternatives to Policing - Performance Art](#) (Appendix D).



The faded creative crosswalk at the Anaheim Street/Gundry Avenue intersection.

The Project Team recommends **the City of Long Beach collaborate with the Planning Committee and [KLBP Long Beach Public Radio](#) to develop a Long Beach Public Media project to create Spanish and Khmer language educational programming.** The Spanish and Khmer speaking community are not currently able to access city information in their languages through radio. Many residents and business owners in Cambodia Town feel disconnected from city planning efforts. While other commercial districts in the City are a part of business improvement districts that have economical and political connections, Cambodia Town does not and might not be aware of the resources the City has to offer. Transmitting educational and COVID relief information and other resources in languages that reflect demographics of the City via public radio are public health and public accessibility rights issues as well as safety issues. The Project Team recommends applying for a [California Office of Traffic Safety grant funding](#) or [The Cal Human- Californian Documentary Project grant](#) funding to develop language specific educational programming and materials.

Appendix A: Data Analysis

Pedestrian and Bicycle Collision Data Analysis

- Cambodia Town CPBST Workshop Data Factsheet
- Cambodia Town CPBST Site Visit Data Presentation
- Cambodia Town CPBST Site Visit Data Follow-Up

Cambodia Town Pedestrian & Bicycle Data Analyses

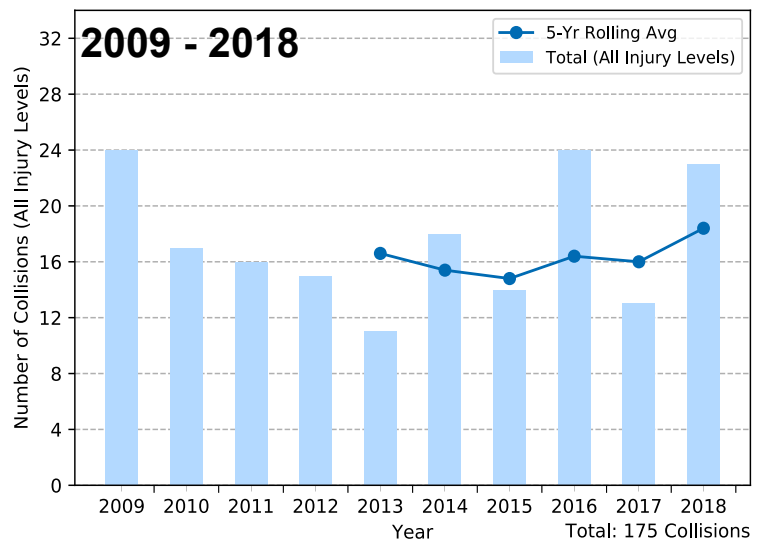
Community Pedestrian and Bicycle Safety Training Workshop (CPBST)
Long Beach, CA | July 9, 2020

In California, more than one in four people who died in a collision is a pedestrian or bicyclist. There was a 0.8 percent increase in pedestrian deaths from 2016 to 2017 and a 6.5 percent decrease in cycling deaths (FARS 2016 and 2017). 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 reflects collision data from the last 5 years (2014-2018)** within the Cambodia Town neighborhood. The borders are roughly Long Beach Boulevard in the west, Junipero Avenue in the east, 11th Street in the south, and 15th Street in the north.

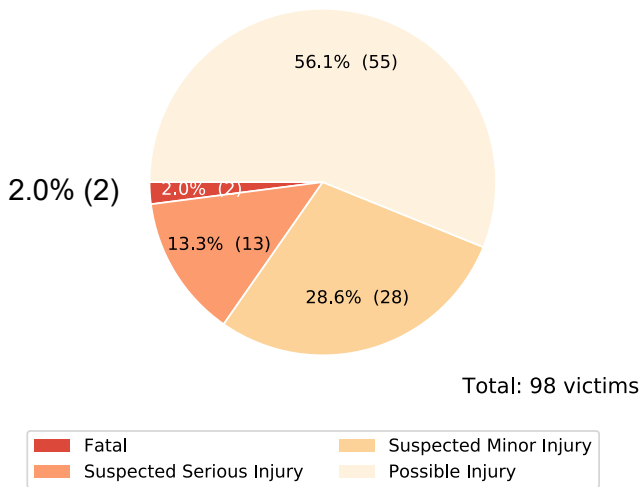
Pedestrian Collisions Over Time

The number of collisions appears to be ***slightly increasing***.

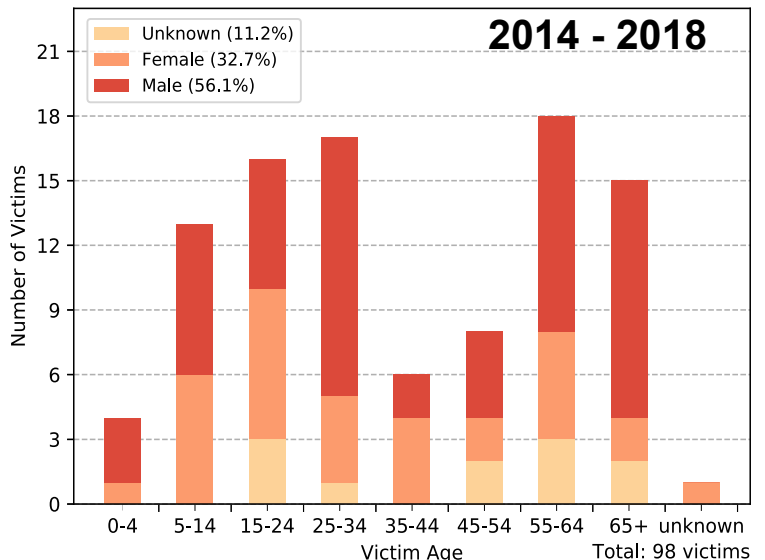


Victim Injury Severity — Victim Demographics

2014 - 2018





15.3% of victims suffered fatal or serious injuries

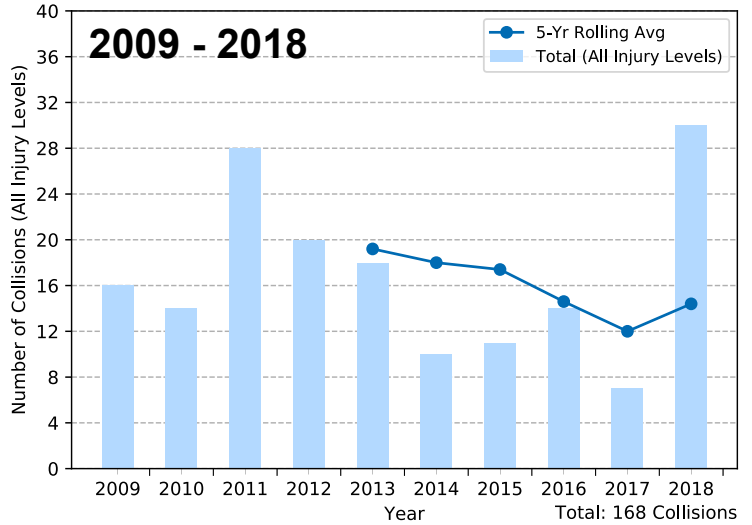


33.7% of victims were 55 or older

Bicycle Collisions Over Time

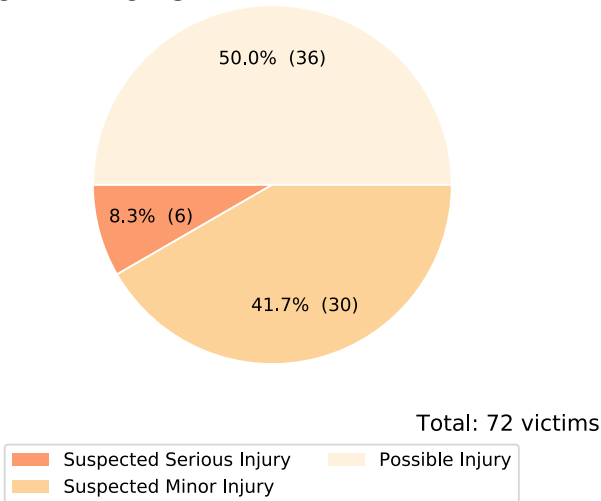
The number of collisions appears to be **decreasing** prior to 2018.

 **172** people injured
 **168** bicycle collisions

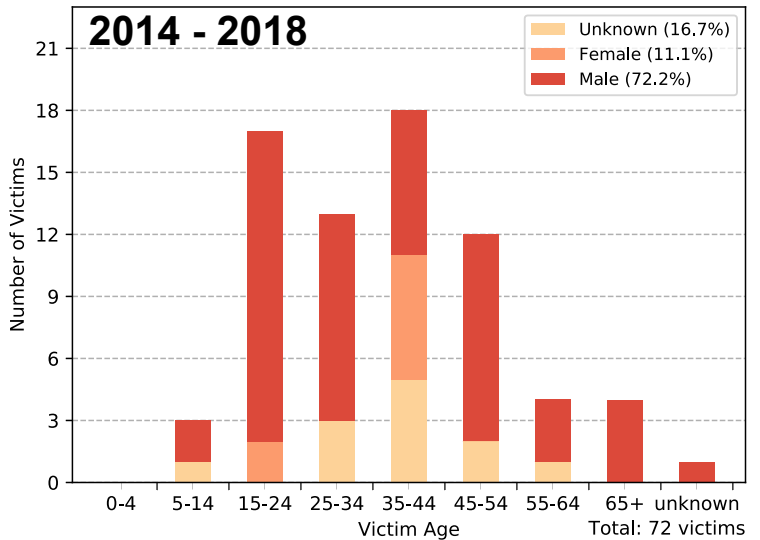


Victim Injury Severity ——— Victim Demographics

2014 - 2018



8.3% of victims suffered fatal or serious injuries



72.2% of victims were male

What other data could help inform decision-making?

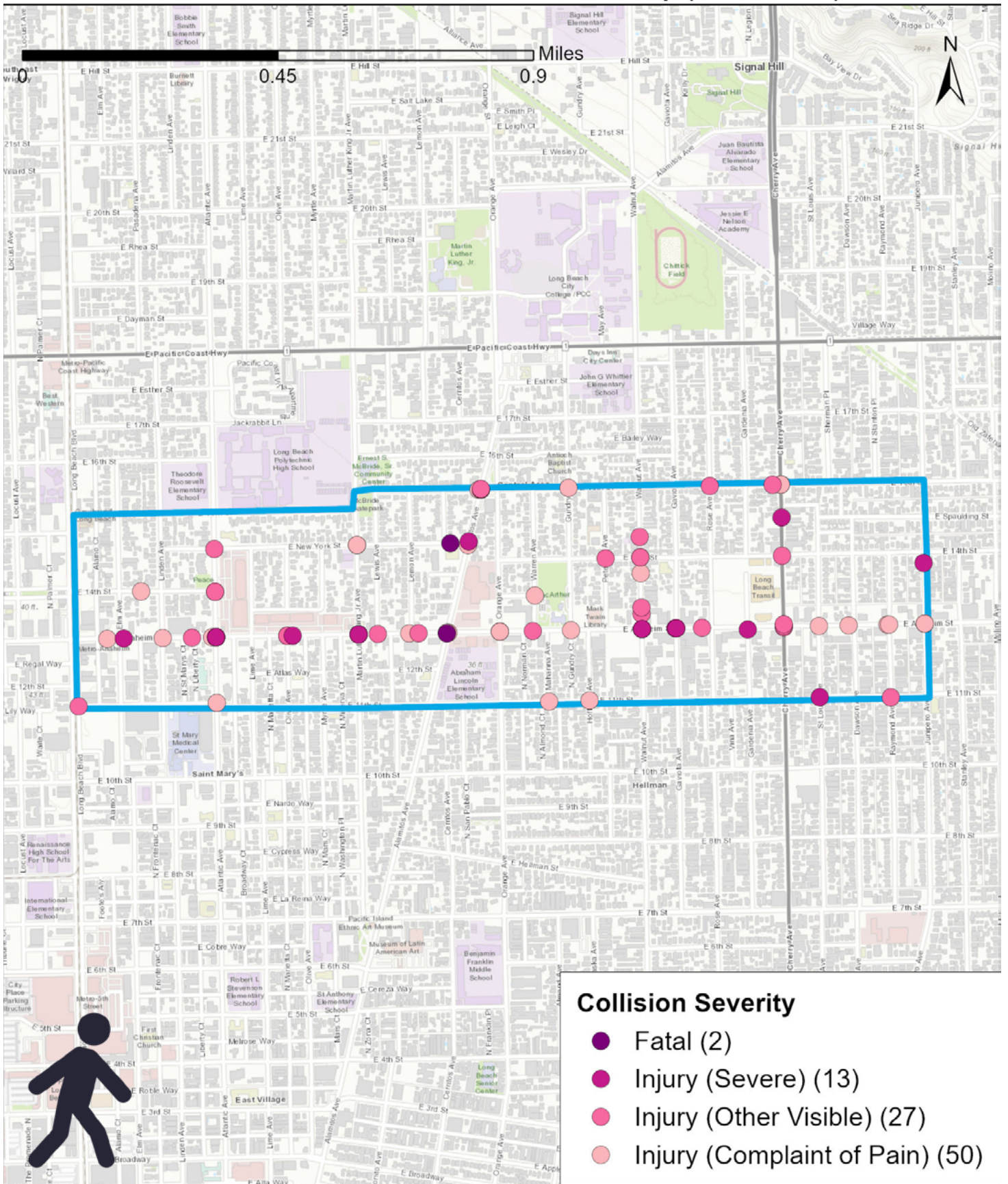
While these numbers do not tell the whole story, do they resonate with your experience?

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

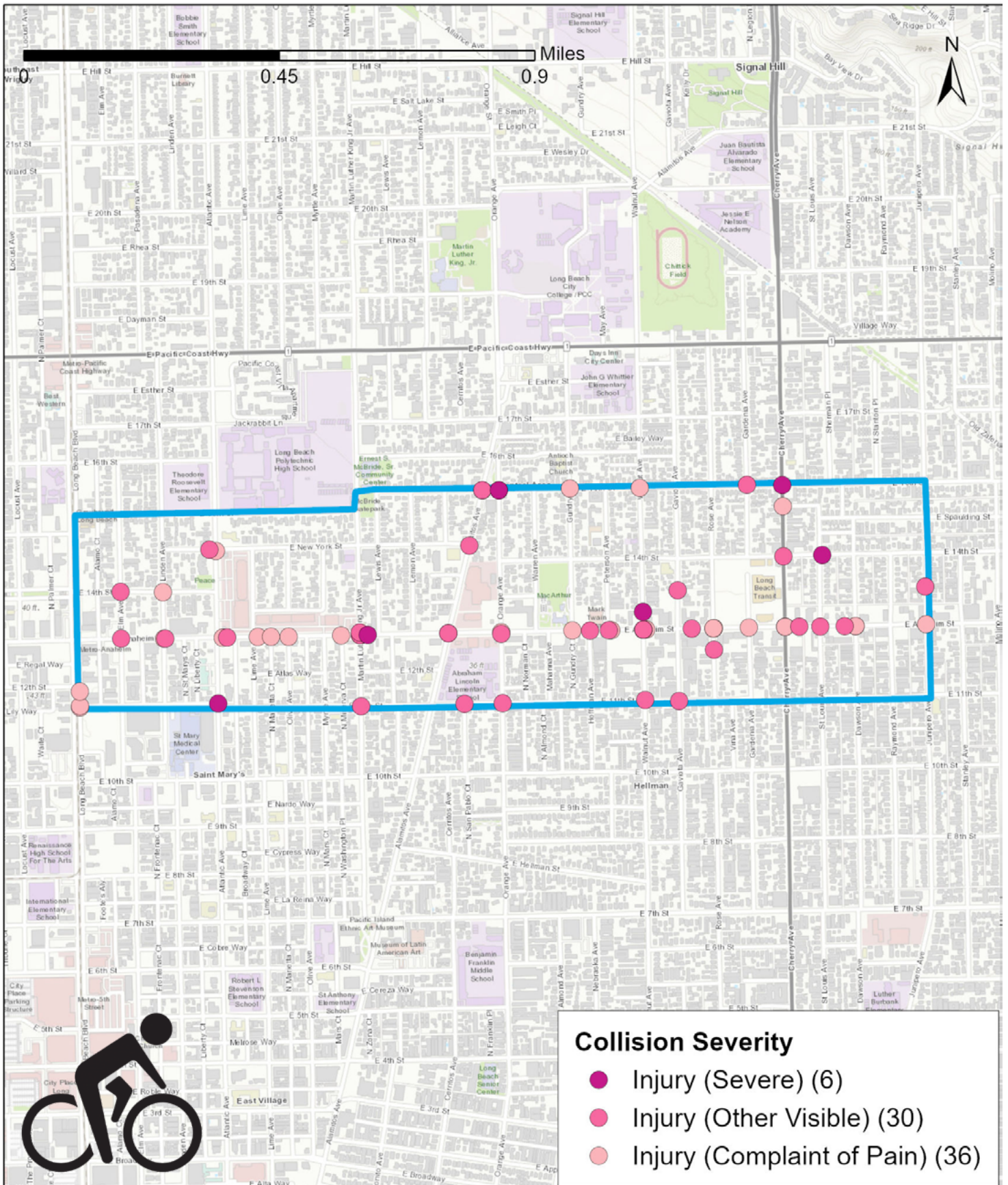
To learn more about collision data in your community, visit the free tools available through the Transportation Injury Mapping System (tims.berkeley.edu). For additional assistance, email us at safetrec@berkeley.edu.



Cambodia Town Pedestrian Collision Map (2014 - 2018)



Cambodia Town Bicycle Collision Map (2014 - 2018)



Pedestrian and Bicycle Collision History

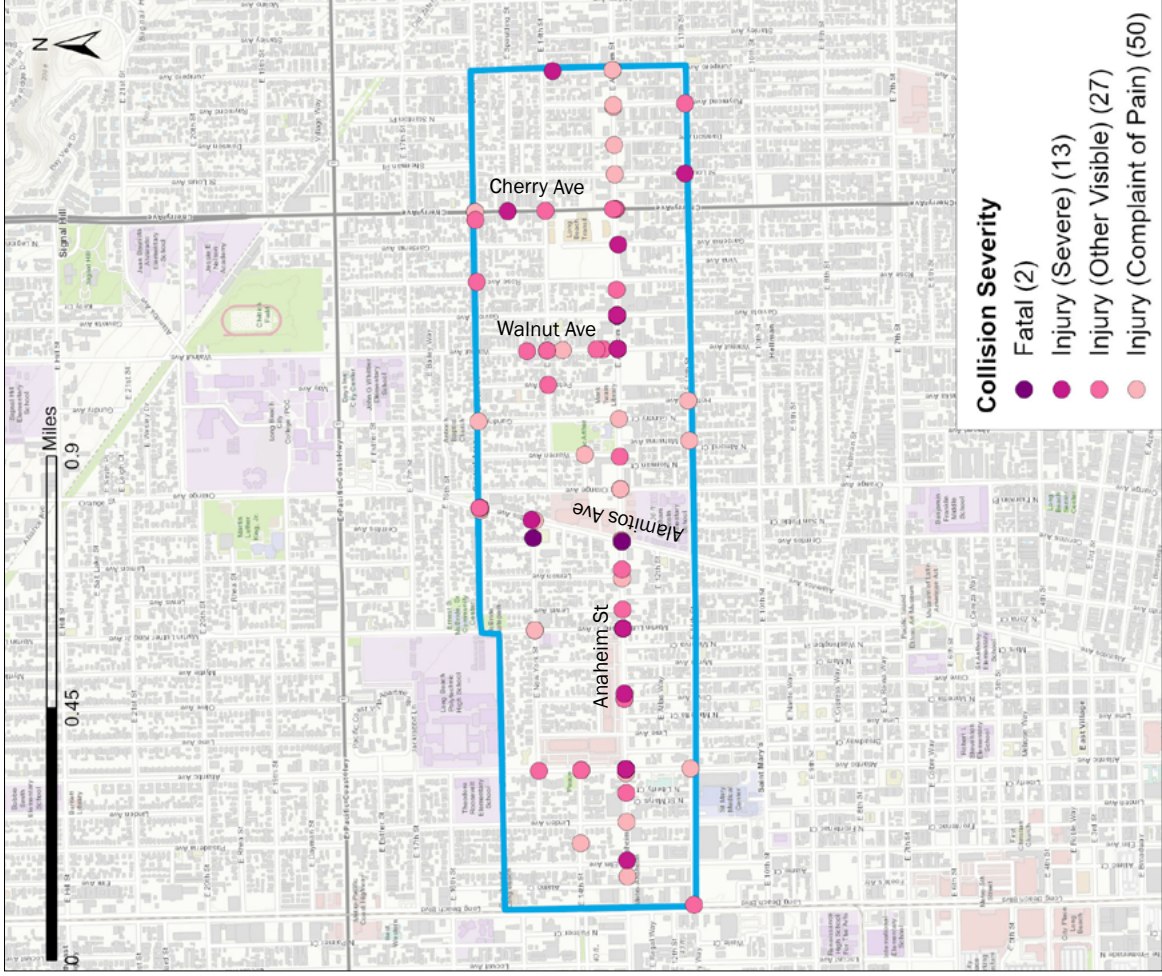
Cambodia Town Neighborhood in Long Beach, California

CPBST Site Visit

Friday, March 20, 2020

Garrett Fortin, Program and Policy Analyst
fortinga@berkeley.edu

Pedestrian Injury Collisions Map (2014 - 2018)

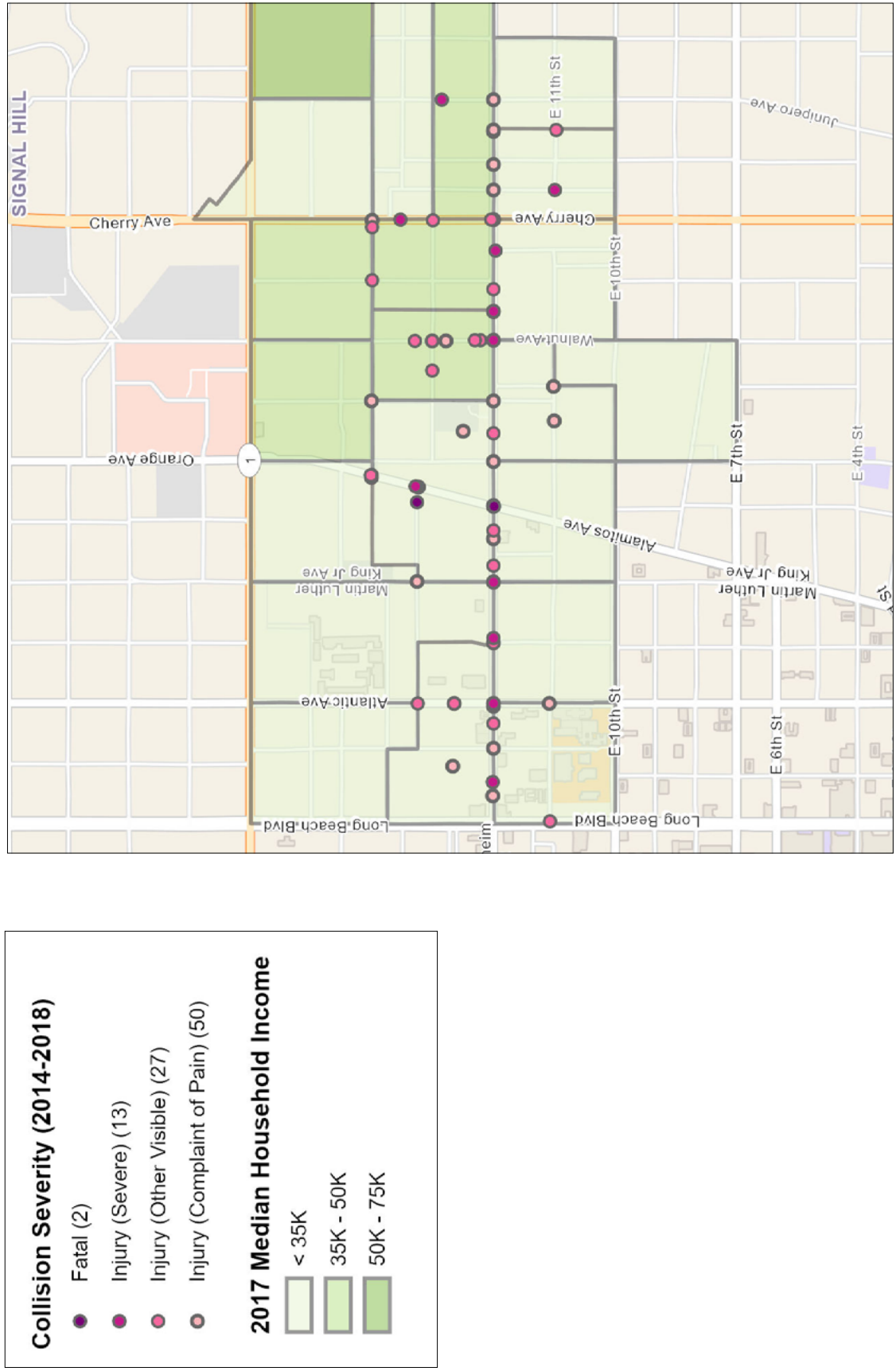


Focus Area

From Long Beach Blvd in the west to Junipero Ave in the east
 From 15th St in the north to 11th St in the south

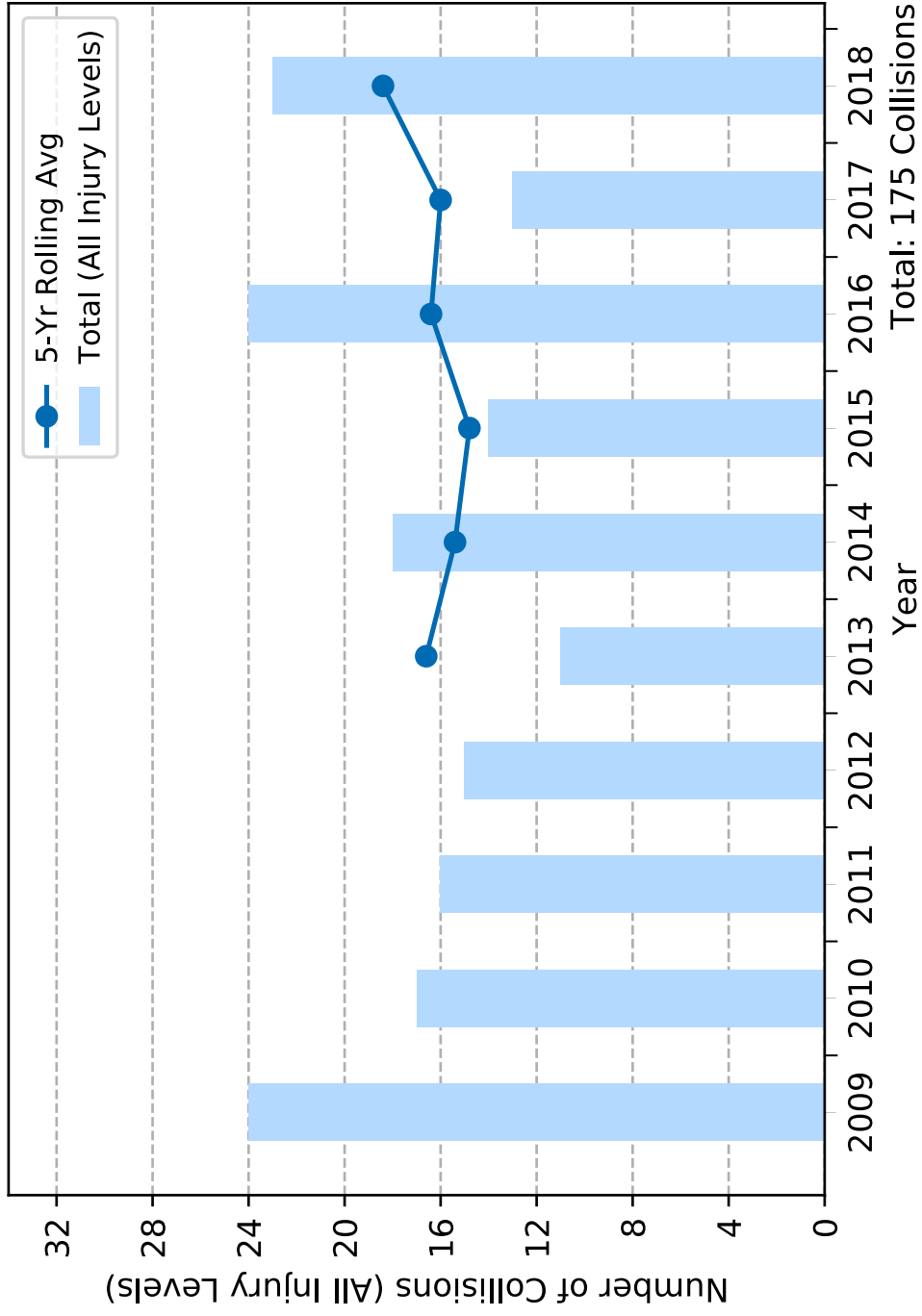
92 pedestrian collisions resulting in an injury to a pedestrian

Pedestrian Injury Collisions Map with Income (2014 - 2018)



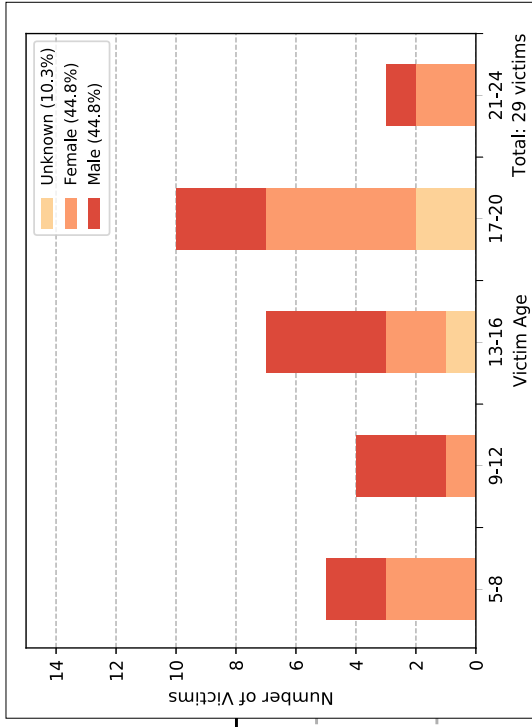
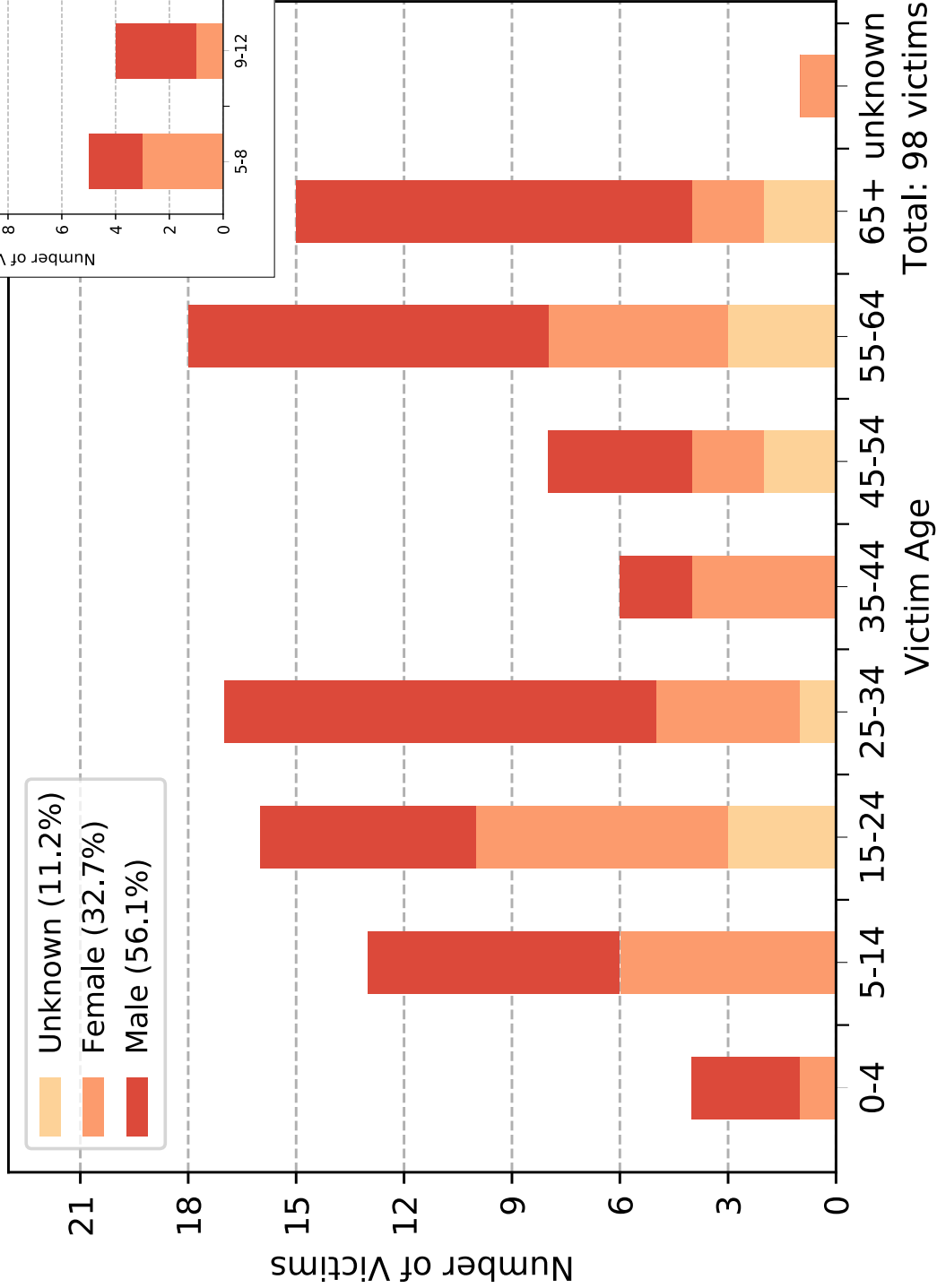
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019
 Demographics - ESRI, US Census Bureau, and ACS

Pedestrian Injury Collisions Trend (2009 - 2018)

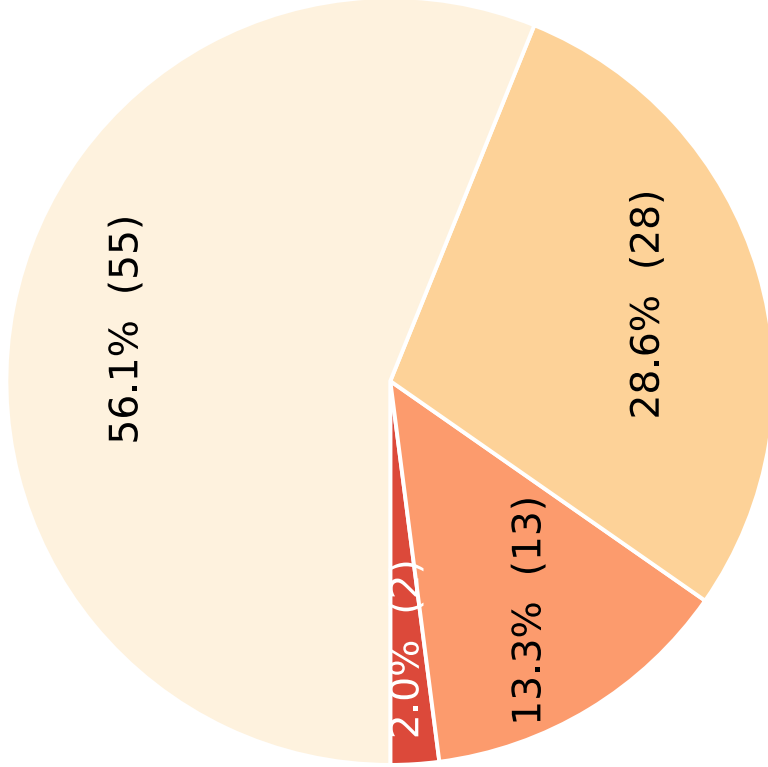


Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

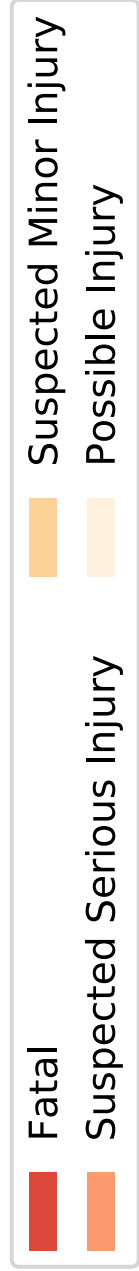
Pedestrian Victim Injury (2014 - 2018) by age and gender



Pedestrian Victim Severity (2014 - 2018)



Total: 98 victims

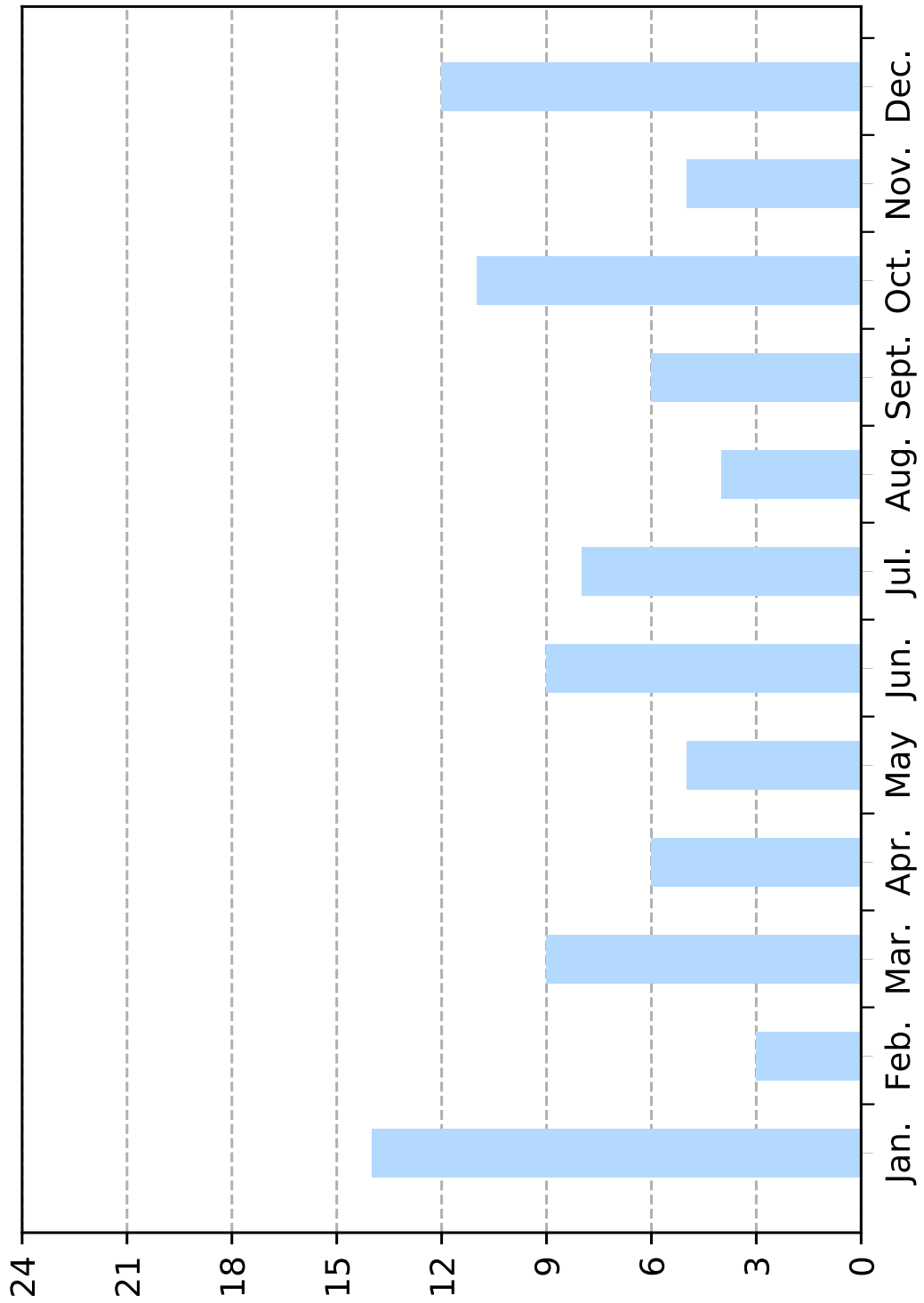


Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Collisions (2014 - 2018) by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	1	0	1	1	2	0	0	5
06:00PM-08:59PM	0	3	0	3	0	3	2	11
03:00PM-05:59PM	5	5	4	2	5	5	0	26
Noon-02:59PM	3	2	4	0	1	4	2	16
09:00AM-11:59AM	4	2	1	0	2	1	1	11
06:00AM-08:59AM	4	1	2	2	3	1	1	14
03:00AM-05:59AM	0	0	0	2	0	0	0	2
Midnight-02:59AM	1	1	1	0	1	3	0	7
Total	18	14	13	10	14	17	6	92

Pedestrian Collisions (2014 - 2018) by Month



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Pedestrian Collisions (2014 - 2018) by Type of Violation (Top Violations)

Total: 92 Collisions

Description	Number of Collisions
Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	32 (34.8%)
Pedestrian failure to yield right-of-way to vehicles when crossing outside of a marked or unmarked crosswalk	14 (15.2%)
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	4 (4.3%)
Driver failure to yield right-of-way to pedestrians on sidewalks	3 (3.3%)
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 (3.3%)
Driver failure to yield right-of-way when making a left turn or U-turn	3 (3.3%)
Pedestrian failure to cross at crosswalks between adjacent traffic signal controlled intersections	3 (3.3%)
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 (3.3%)
Unsafe starting or backing of a vehicle on a highway	3 (3.3%)
Unsafe turning or moving right or left on a roadway Turning without signaling	2 (2.2%)
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	2 (2.2%)
Failure to stop in a collision resulting in injury or death (commonly known as hit-and-run)	2 (2.2%)

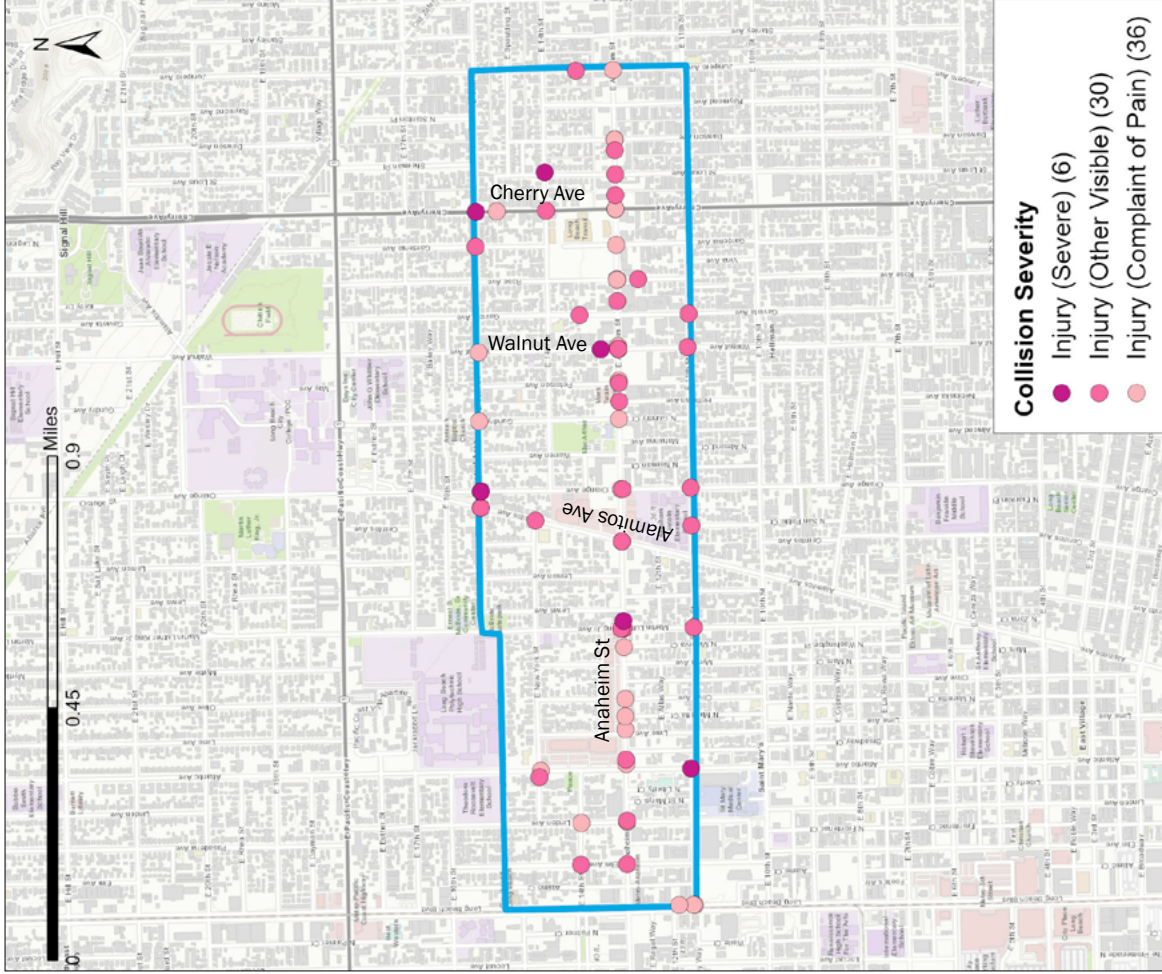
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Injury Collisions Map (2014 - 2018)

Focus Area

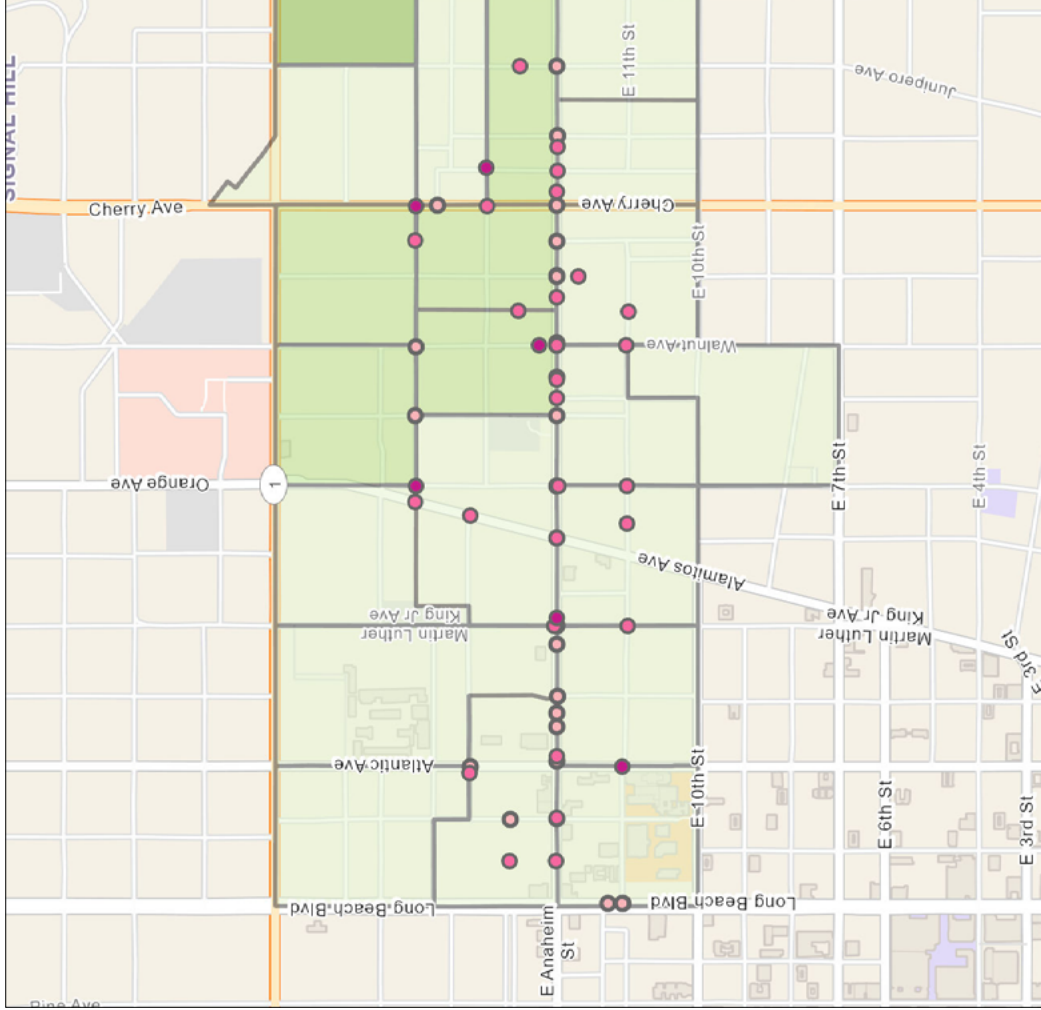
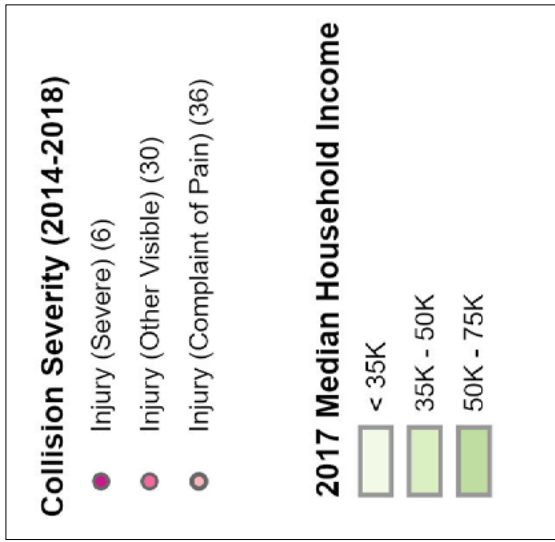
From Long Beach Blvd in the west to Junipero Ave in the east
From 15th St in the north to 11th St in the south

72 bicycle collisions resulting in an injury to a cyclist



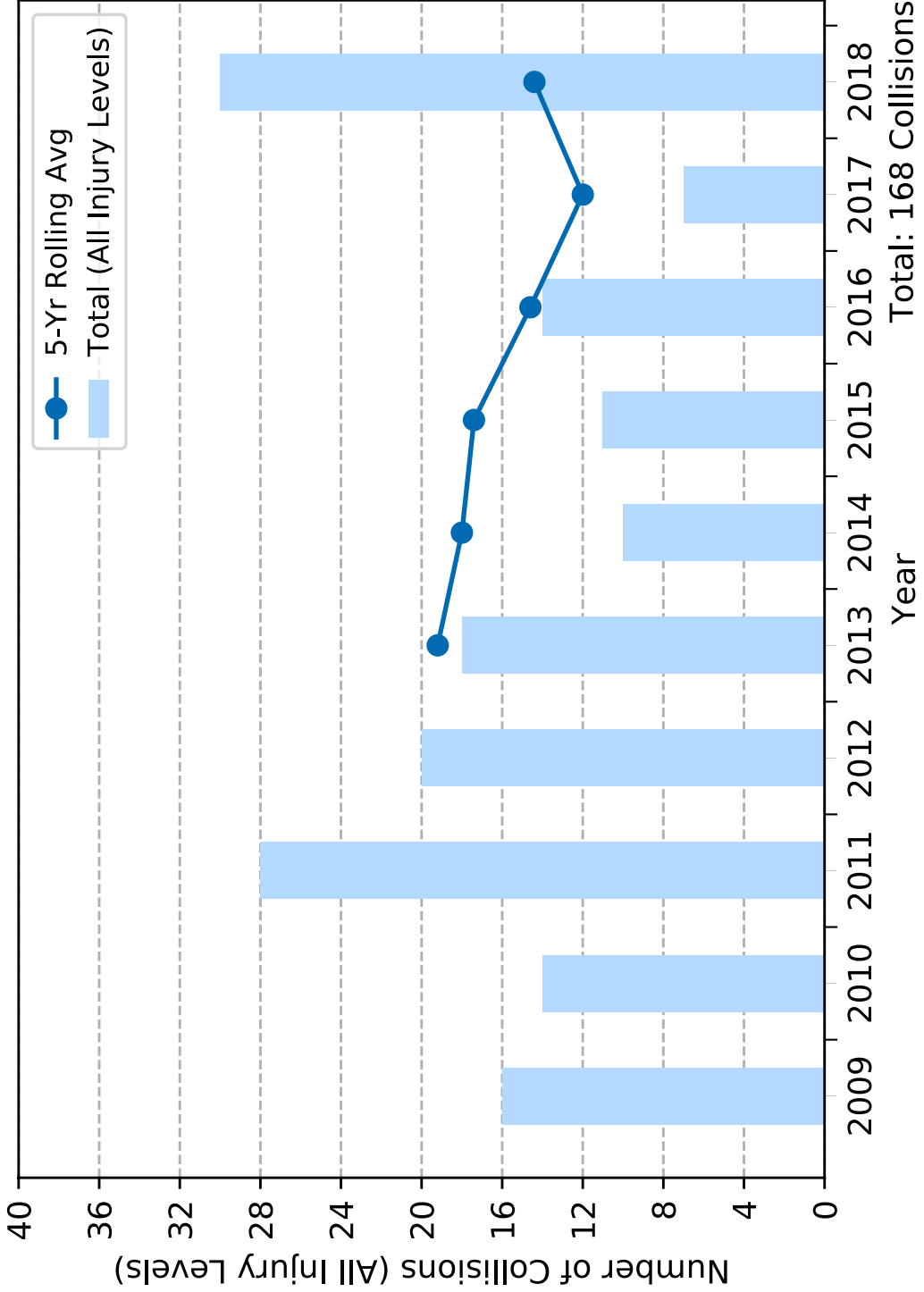
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Injury Collisions Map with Income (2014 - 2018)



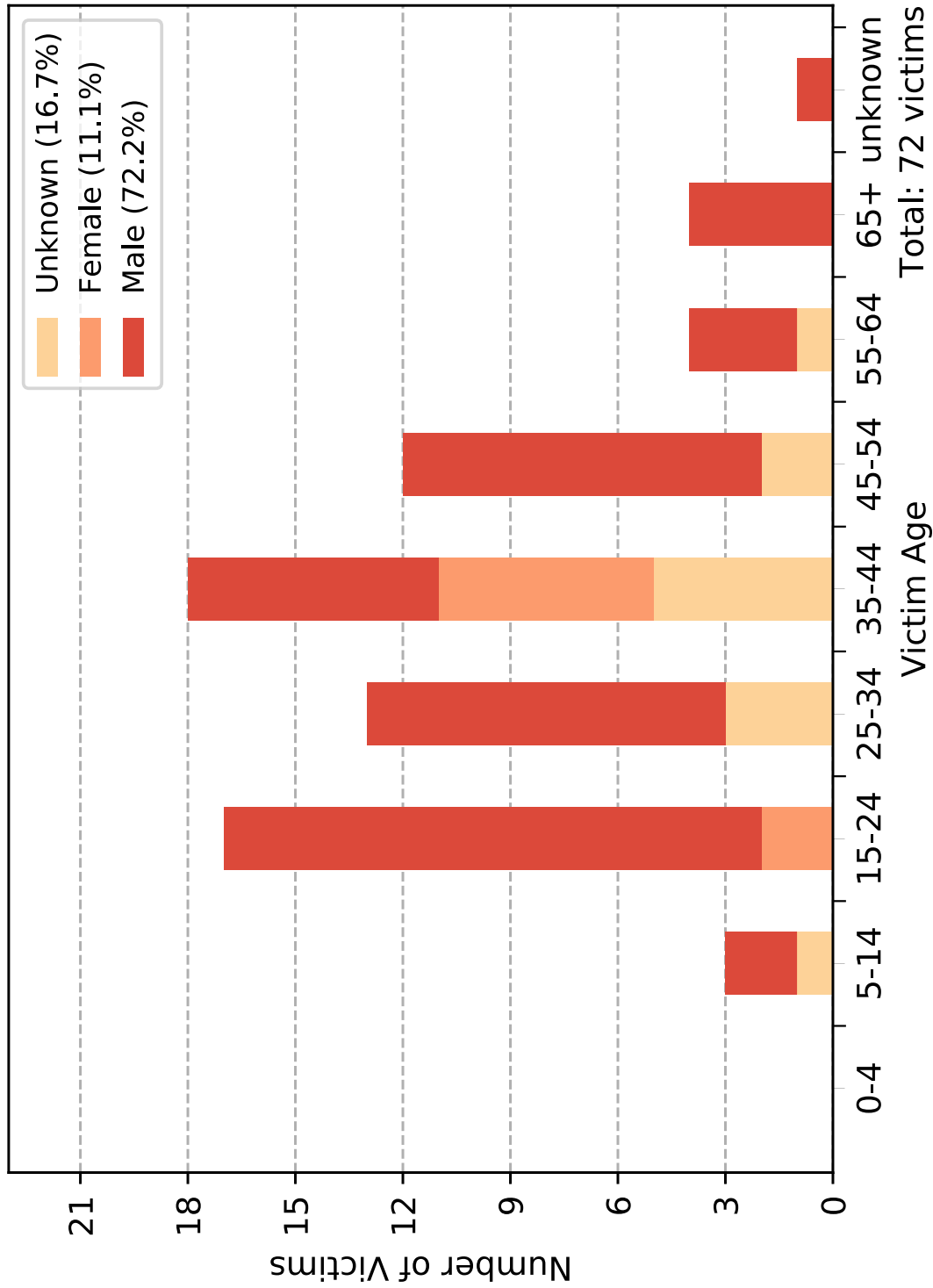
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019
 Demographics - ESRI, US Census Bureau, and ACS

Bicycle Injury Collisions Trend (2009 - 2018)



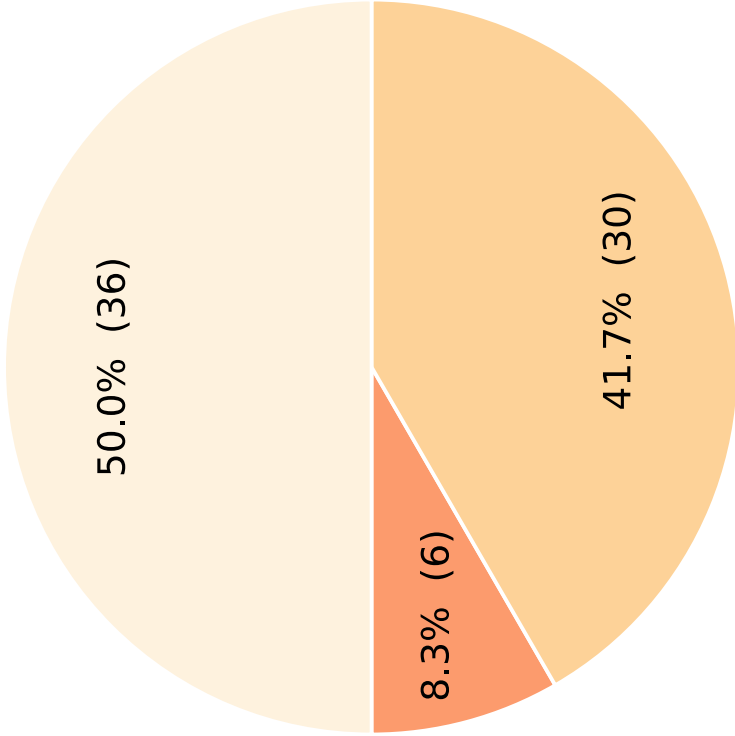
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Victim Injury (2014 - 2018) by age and gender



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Victim Severity (2014 - 2018)



Total: 72 victims



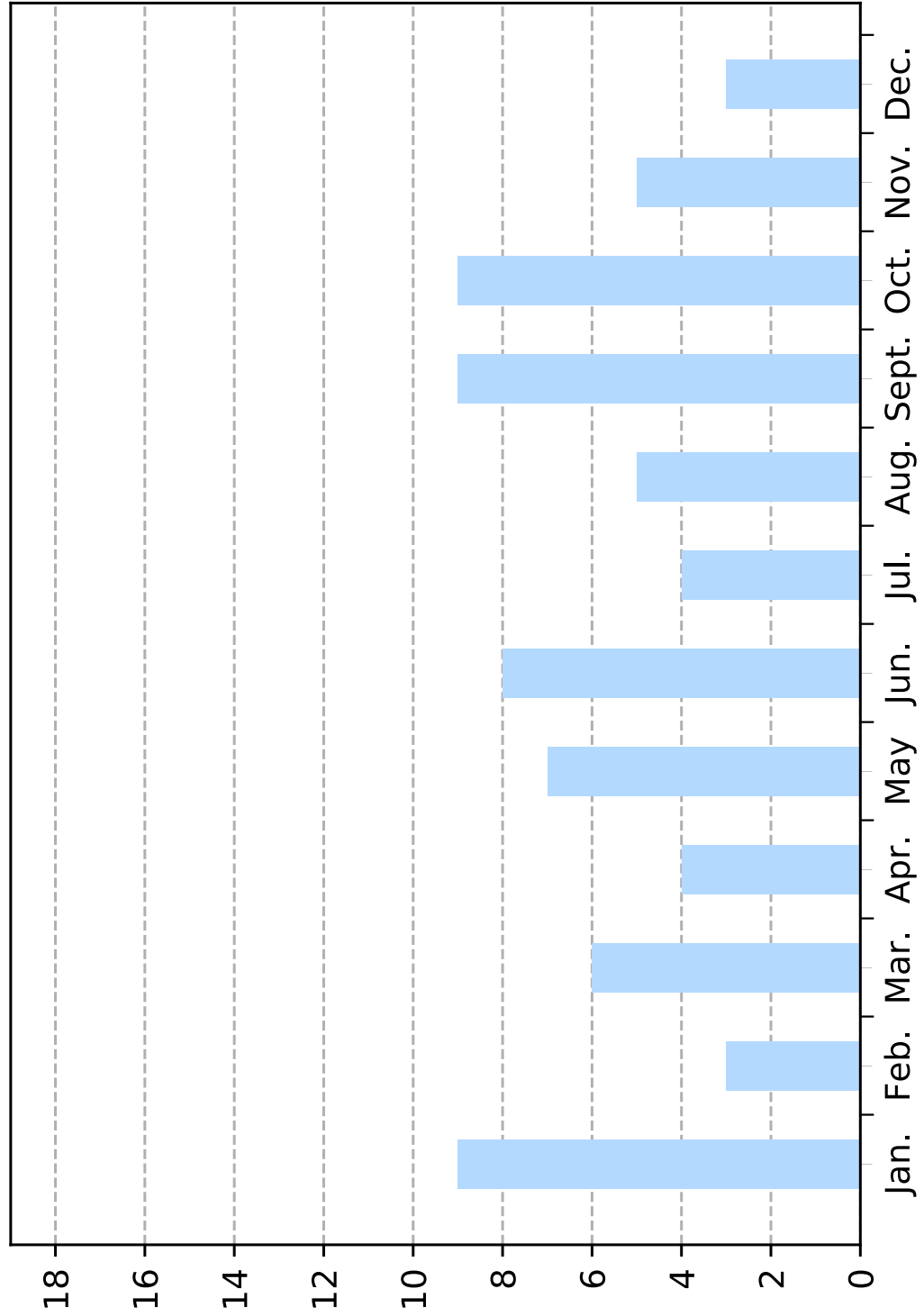
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Collisions (2014 - 2018) by Time of Day and Day of Week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	1	1	0	1	2	2	1	8
06:00PM-08:59PM	3	3	1	5	2	1	0	15
03:00PM-05:59PM	5	2	2	0	8	3	1	21
Noon-02:59PM	2	2	0	2	1	1	2	10
09:00AM-11:59AM	1	2	2	1	3	1	1	11
06:00AM-08:59AM	1	1	2	0	0	0	0	4
03:00AM-05:59AM	0	1	0	0	1	0	0	2
Midnight-02:59AM	0	0	1	0	0	0	0	1
Total	13	12	8	9	17	8	5	72

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Collisions (2014 - 2018) by Month



Total: 72 Collisions

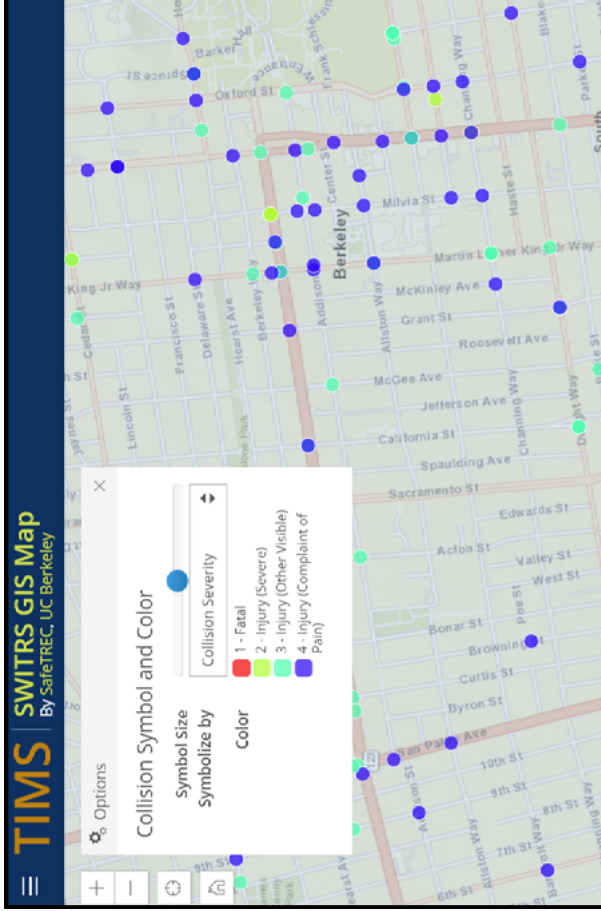
SATF TRANSPORTATION RESEARCH AND EDUCATION CENTER
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2009-2018; 2017 and 2018 data are provisional as of Dec. 2019

Bicycle Collisions (2014 - 2018) by Type of Violation (Top Violations)

Total: 72 Collisions

CVC No.	Description	Number of Collisions
21650	Failure to drive/ride on right half of the roadway (with some exceptions)	9 (12.5%)
21202	Bicyclist failure to ride on right edge of roadway if riding below the normal speed of traffic	7 (9.7%)
22107	Unsafe turning or moving right or left on a roadway Turning without signaling	5 (6.9%)
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 (6.9%)
21804	Driver failure to yield right-of-way when entering/crossing a highway	4 (5.6%)
21950	Driver failure to yield right-of-way to pedestrians at a marked or unmarked crosswalk	4 (5.6%)
21801	Driver failure to yield right-of-way when making a left turn or U-turn	3 (4.2%)
22450	Driver failure to stop at a limit line or crosswalk at a stop sign / (ND): Driver failure to stop for a stop sign before a limit line; otherwise, a crosswalk or intersection entrance Driver failure to stop at limit line before railroad; or, before entering	3 (4.2%)
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	2 (2.8%)
21802	Failure to stop or yield right-of-way at a stop sign	2 (2.8%)

Additional Resources



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>



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>



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

