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Community of North Long Beach Summary and Recommendations Report

COMMUNITY PEDESTRIAN & BICYCLE SAFETY TRAINING PROGRAM

Creating Safer Streets for Walking and Biking

California Walks
Stepping Up for Health, Equity, & Sustainability

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

OTS
CALIFORNIA OFFICE OF TRAFFIC SAFETY

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Acknowledgments

Thank you to the Planning Committee for inviting us into their community and partnering with us to make North Long Beach a safer place to walk and bike. We also want to acknowledge Valerie Hernandez for providing simultaneous interpretation during the workshop and Hilda Gaytan from the Puente Latino Association for her leadership, continued community engagement and service for the Spanish-speaking Long Beach community, some of which participated in this virtual event. We would like to acknowledge and thank the resident participants that attended recognizing the value that brought to the workshop, and their continuous advocacy.

We also want to acknowledge the Tongva peoples as the traditional land caretakers of the greater Long Beach and LA County area.

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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 Puente Latino Association requested that Cal Walks and SafeTREC conduct a Community Pedestrian and Bicycle Safety Training (CPBST) workshop in their community. The Project Team worked with the local Planning Committee over the course of 6-8 weeks to plan the CPBST, including developing workshop goals and tailoring the curriculum to address the community's priorities. The objectives of the North Long Beach CPBST were to:

1. Improve crosswalks and alleyways near local schools to create safe access to the schools;
2. Promote road safety education to encourage driver speed compliance in residential areas, especially where students walk to and from school; and
3. Improve and integrate the river bike trails with the greater community.

The virtual training convened approximately 18 participants on August 18, 2021, including representatives from Puente Latino Association, Walk Long Beach, Pedal Movement, Green Light Long Beach, Fehr and Peers, Long Beach Department of Public Works, parents of students at Starr King Elementary School, Hamilton Middle School, and Jordan High School and local residents. The workshop consisted of an overview of pedestrian and bicycle safety strategies using a Safe System framework, a virtual walking and biking assessment along several key routes, and a small group action planning session to prioritize and plan for infrastructure projects, community programs, and actionable next steps.

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

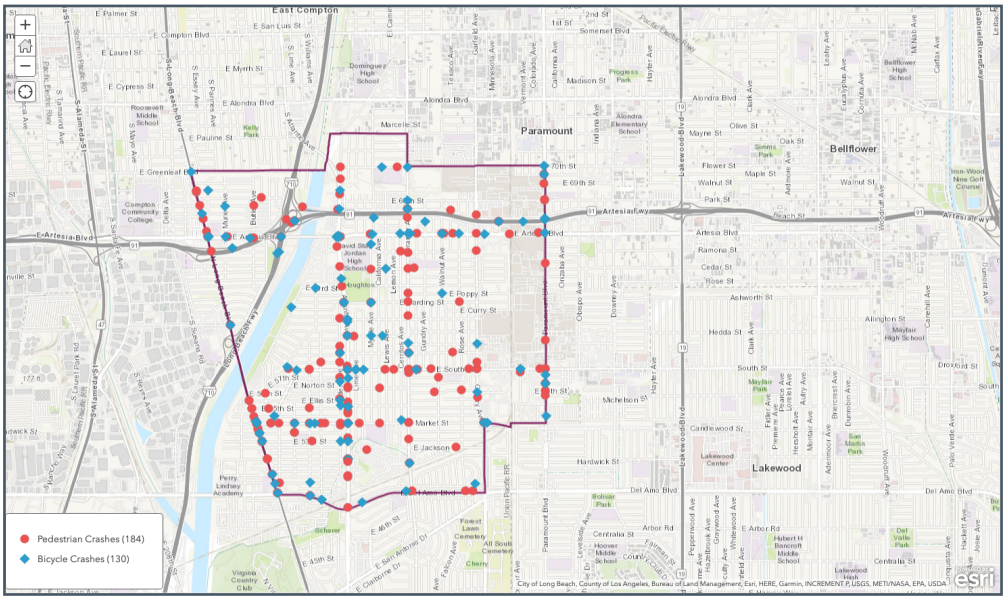
The City of Long Beach has three plans that directly impact bike and pedestrian improvements within the community of North Long Beach:

- The Safe Streets Long Beach Action Plan aims to eliminate all traffic-related fatalities and serious injuries by 2026, similar to Vision Zero pledges other cities across the state of California have adopted in the past ten years. The community of North Long Beach is slated to undergo future development, which can impact those walking, biking or taking transit.
- The Uptown Planning Land Use and Neighborhood Strategy (UPLAN) advocates for community residents to collaborate alongside the City to create laws and policies that will guide this future development in a way that reflects the vision of those living in the community.
- The Place Based Neighborhood Improvements Strategy (PBNIS) provides community residents near Starr King and College Square an opportunity to plan safety improvements in their neighborhoods alongside the City.

Together, these plans provide direct opportunities for the community to advocate for and co-create safety improvements in their neighborhoods. These provide a strong foundation for any potential future bike and pedestrian safety projects, as well as give community residents an understanding of the processes in place to bring safety improvements to their neighborhoods.

In the 2018, the Long Beach UPLAN Jordan High School Audit gathered 31 participants for an in-person walk audit along Atlantic Avenue from Villa Park to Artesia Boulevard. Participants expressed a desire for wider sidewalks, safer bike lanes, and various street and sidewalk facilities. Observers also noted the need to repaint the crosswalk and adjust signal timing. The series of six walk audits also have a virtual component still open for community feedback: UPLAN Virtual Walking Tours.

North Long Beach is a community located in Long Beach city within Los Angeles County. Per OTS Crash Rankings, in 2018, Long Beach ranked number third out of 15 for people killed or injured in a traffic crash (with a ranking of “1” indicating the worst) amongst cities of similar population size. It ranked second for pedestrian crashes and second for bicycle crashes.



Pedestrian and bicycle crashes in North Long Beach from 2015 to 2019.

Pedestrian and Bicycle Crash History

The following data is based on police-reported pedestrian and bicycle collisions resulting in injuries to pedestrians[1] and bicyclists in North Long Beach. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2010 to 2019. Collision data for 2019 is provisional as of December, 2020. A full discussion of the pedestrian and bicycle collision data can be found in the Appendix.

North Long Beach Boundaries

The boundaries for this workshop were: 72nd Street in the North, Del Amo Boulevard in the South, Paramount Boulevard in the East and Long Beach Boulevard in the West. The Planning Committee chose these boundaries to capture the newly installed protected bike lanes along Orange Avenue.

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

[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.

Pedestrian Collisions

Over the 10-year period between 2010 and 2019, pedestrian crashes appear to be slightly increasing. In the most recent five years of data available, 2015 to 2019, the most severe pedestrian crashes, including eight fatalities, were concentrated on East Artesia Boulevard, Paramount Boulevard and North Long Beach Boulevard, with multiple less severe crashes concentrated on these streets as well as Atlantic Avenue, Orange Avenue, East South Street, Market Street, East Del Amo Boulevard and Cherry Avenue. Of the 184 pedestrian crashes, 99 (53.8%) occurred between 3 p.m. and 9 p.m with 34 of the crashes occurring on a Monday. The primary crash factor for most of these pedestrian crashes was a right of way violation by a pedestrian at an intersection, which was associated with 44 crashes.[2] The second most common primary crash factor involved drivers not yielding the right-of-way to a pedestrian at a marked or unmarked crosswalk, which was associated with 25 crashes.

Among the 189 victims of these 184 pedestrian crashes, there were 8 fatalities and 37 serious injuries, together comprising 45 of total injured victims. Most of the victims were working age adults, with 111 (58.7%) in the 19 to 59 age range. School aged children, victims in the age range 5 to 18, comprised 45 (23.8%) of all crashes. Of the 189 injured victims, 103 (54.5%) of the victims were male.

Bicycle Collisions

Over the 10-year period between 2010 and 2019, bicycle crashes appear to slightly decreasing. In the most recent five years of data available, 2015 to 2019, the most severe bicycle crashes were concentrated on Atlantic Avenue, East Artesia Boulevard, North Long Beach Boulevard and Cerritos Avenue. The one fatal bicycle crash occurred on Cerritos Avenue. Of the 130 crashes, 62 (47.7%) 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 bicyclist riding in the opposite direction on the roadway as vehicles, which was associated with 14 crashes.

Among the 132 victims of these 130 bicyclist crashes, there was 1 fatality and 10 serious injuries. Most bicycle crash victims suffered minor injuries, comprising 119 of the 132 injured victims. Community residents reported that many bicyclists in this area are working adults and the data reflects this as 88 victims (67%) were 19 to 59 years old. School aged children, victims in the age range 5 to 18, comprised 29 (22%) of all crashes. Of the 132 injured victims, 98 (74.2%) were male.

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

Asset Map

During the site visit, the Planning Committee identified strengths and resources that could help the community achieve their walking and biking safety goals. Assets are a broad category, ranging from money and economic resources to knowledge and skills to physical assets to political connections and legitimacy within the community. The CPBST workshop seeks to mobilize and empower community members in North Long Beach to advocate for pedestrian and bicycle safety improvements that foster healthy, equitable, and sustainable development. The Asset Map below is a visual aid to highlight the resources available, service overlaps, and unmet community needs.

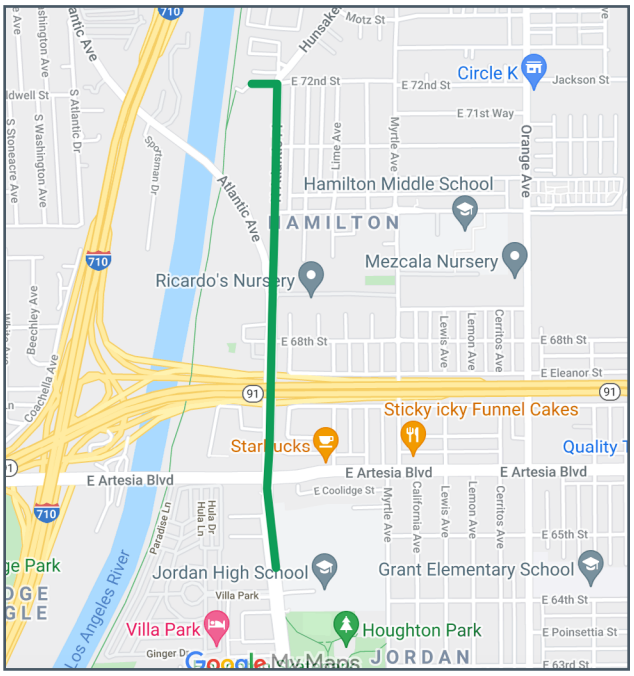
Walking & Biking Assessment

During the workshop, the Project Team and participants took part in a virtual walking and biking safety assessment along three routes frequently used by community members. Participants were asked to identify community assets, assess infrastructure conditions, and share how road users engage with the built environment. The assessment was an informal snapshot of pedestrian and bicycle travel conditions. The next few pages provide a brief summary of the walking and biking assessment.

Route 1: Atlantic Avenue - Jordan High School

Focus

Atlantic Avenue is an essential north-south arterial, connecting the North Long Beach community to the rest of Long Beach and to other Los Angeles County communities. The route assessed access to Jordan High School, Houghton Park, including the skate park, and the LA River Path access point on East 72nd Street. These are critical places for community gathering, recreation, and shopping.



Strengths

4. Atlantic Avenue has many restaurants, stores, and health clinics that serve the local residents and students, including residents of the nearby mobile park homes. Many residents, including the students of Jordan High School, have limited access to a private vehicle and rely on public transportation and non motorized transportation to access basic needs. This corridor provides walkable options to meet those needs.
5. The LA River Path connects Long Beach to the rest of Los Angeles County, via a network of river and waterway recreational paths, creating a non-motorized highway for people on bikes and other non-motorized forms of travel.

Concerns

1. The unpaved section of the East 72nd Street access to the LA River Path is difficult to navigate, especially for the elderly, for bicyclists, people using assisted mobility devices or strollers, and people with limited mobility. This unpaved section is also riddled with tribulus terrestris, a bush weed commonly known as “goat heads”, which can puncture bike tires. These conditions create barriers to access for local residents, limiting the communities’ access to green and open space and opportunities for non-motorized travel.
2. North Atlantic Place is a wide street that lacks shade trees and greenery, making the street appear wider than it is. Without shade trees, a pedestrian is subjected to sometimes high temperatures, creating a less welcoming and less walkable environment.

Route 1: Atlantic Avenue - Jordan High School (continued)

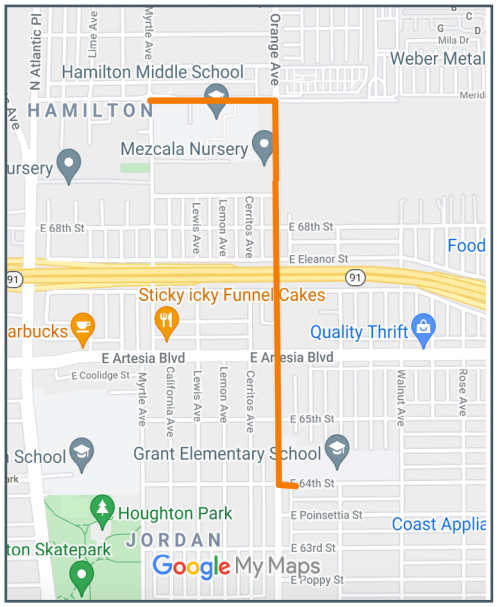
Concerns (continued)

3. North Atlantic Place is a wide street that lacks shade trees and greenery, making the street appear wider than it is. Without shade trees, a pedestrian is subjected to sometimes high temperatures, creating a less welcoming and less walkable environment.
4. Drivers are known to do donut “takeovers” at the North Atlantic Place/East 72nd Street intersection. The wide roads, high driver traffic, lack of tree shade, and unmarked crosswalks make walking in the neighborhood and accessing the LA River Path uncomfortable and inaccessible for some community members. There is also high driver traffic from the Home Depot that feeds into North Atlantic Place.
5. Drivers travel at high speeds along Atlantic Avenue to access the on-ramp of the SR-91 freeway and the East Artesia Boulevard bridge over the LA River that connects to the neighboring city of Compton.
6. Participants report that Jordan High School students cross against the red light or mid-block at the Atlantic Avenue/Artesia Boulevard intersection to access food establishments and shops in the area because of the distance to the signalized intersection. This behavior leads to near misses.
7. Parents drop off and pick up Jordan High School students along Atlantic Avenue, directly in front of the main entrance. Parents often block the Jordan High School Main entrance midblock crosswalk, which creates congestion and visibility issues between all road users.

TOP LEFT: The sandy entrance to the East 72nd Street access to the LA River Path. BOTTOM LEFT: A view of the North Atlantic Place/Atlantic Avenue intersection headed towards the Atlantic Avenue bridge over the LA River. TOP RIGHT: “Donut” takeover markings at the North Atlantic Place/East 72nd Street intersection. BOTTOM RIGHT: A northeast view of the North Atlantic Place bike lane near the East 72nd Street intersection.

Route 2: Orange Avenue

Focus



70th Street and Orange Avenue are key routes for students walking, biking, and traveling to Hamilton Middle School. Protected bike lanes were recently installed along Orange Avenue, so the Planning Committee wanted to assess if and how residents are using the bike lanes and how it is impacting students' travel.

Strengths

1. There are new protected bike lanes with high-visibility green road markings at conflict zones along Orange Avenue. These protected bike lanes provide greater protection from speeding drivers who are trying to get to SR-91 and I-710 off of East Artesia Boulevard.
2. There are shade trees along 70th Street and Orange Avenue that provide shade for students walking or biking to and from school.
3. There are several strong leadership groups in North Long Beach who have a shared vision for multimodal transportation and who care deeply about creating safe environments for students to walk and bike to school safely. These local champions are already working cross-jurisdictionally with school districts outside of North Long Beach that some students attend. These students will be pivotal in maintaining the momentum of the proposed plans outlined in this report.

The protected bike lanes in front of a sheltered bus stop just south of the 70th Street/ Orange Avenue intersection.

Route 2: Orange Avenue (continued)

Concerns

1. 70th Street, right in front of Hamilton Middle School, is a wide road with only one travel lane in each direction, bike lanes and parking in both directions. However, drivers often use the parking and the bike lane as a second travel lane, especially during arrival and dismissal times. This causes near misses between all road users as the purpose of each designated road space is muddled.
2. There is only one high-visibility crosswalk at the western leg of the 70th Street/Orange Avenue intersection. Students cross at all legs of this intersection and often have to wait long periods of time to cross the northern and southern legs of the intersection because of speeding drivers traveling towards SR-91 and I-710 along Orange Avenue.
3. While residents appreciate the newly installed protected bike lanes along Orange Avenue and would like to see these bike lanes connect to the larger Long Beach bike network, they feel that attitudes towards bicyclists in the community are still hostile. They shared that the prominent biking culture of downtown Long Beach has not caught up with the new protected bike lanes in North Long Beach. A city employee mentioned that Long Beach's strong car culture often delays potential active transportation projects because residents are hesitant to give up car space for active transportation modes.

The high-visibility school zone crosswalk on the western leg of the 70th Street/Orange Avenue intersection.

Route 3: East Artesia Boulevard - Starr King Elementary School

Focus

East Artesia Boulevard is an important corridor for community members traveling to local businesses, Starr King Elementary School and their residences. Given its close proximity to the SR-91 and I-710, East Artesia Boulevard poses serious risks for pedestrians and bicyclists traveling along this corridor because drivers speed above the 35 miles per hour posted speed limit, especially near the on-ramps and off-ramps for both freeways. The western side of East Artesia Boulevard is mainly residential, so any pedestrian or bike infrastructure changes will be impactful for a large number of people in the area.

Strengths

1. East Artesia Boulevard is served by Long Beach Transit, which provides an alternative to get to and from the North Long Beach neighborhood. Residents shared that the bus stop at the East Artesia Boulevard/North Long Beach Boulevard has a bench, shade structure and trash can. They would like to see these amenities at more bus stops throughout the neighborhood.
2. The City of Long Beach installed a protected bike lane on the eastern side of East Artesia Boulevard, from Orange Avenue to Butler Avenue. This protected bike lane is especially needed on this corridor because this section has multiple freeways and large intersections that are difficult to navigate. The protected bike lane also connects to the Los Angeles River Path, a popular path and car-free connection for those walking and biking within Long Beach and to other parts of Los Angeles County.
3. Small businesses, especially on the western portion of East Artesia Boulevard, are popular destinations for the community where they connect with one another. A community resident shared that laundromats, in particular, serve as a popular destination for residents in the corridor.

LEFT: Bus shelter along North Long Beach Boulevard with a bench, shade structure and trash can which residents want to see more across Long Beach. RIGHT: Love Laundry near East Artesia Blvd/North Long Beach Blvd intersection, one of the popular destinations for the community.

Route 3: East Artesia Boulevard - Starr King Elementary School (continued)

Concerns

1. The main entrance to Starr King Elementary School is on East Artesia Boulevard, where drivers appear to travel above the 25 miles per hour school zone speed limit. The pick-up and drop-off zone, a standard bike lane, and a right-turn lane are all directly in front of the school on East Artesia Boulevard where many different types of road users must compete for street space. This makes walking and biking to school feel too unsafe for young children.
2. East 67th Street is congested during arrival and dismissal because it is the unofficial drop-off zone for parents avoiding East Artesia Boulevard. However, parents drop their kids off on the north end of the street and students have to cross the street to get to school. This leads to potential conflicts between drivers and pedestrians.
3. Drivers appear to travel above the 35 miles per hour posted speed limit on East Artesia Boulevard, especially near the on-ramps and off-ramps for both the SR-91 and I-710 freeways. Drivers approach the entrance of the I-710 South at the East Artesia Boulevard/I-710 South intersection at high speeds, leading to near misses with pedestrians and bicyclists. Furthermore, the protected bike lane along East Artesia Boulevard ends just west of this intersection, leaving bicyclists unprotected.

TOP LEFT AND RIGHT: The front entrance of Starr King Elementary School where bicyclists must contend with speeding drivers and parents during arrival and dismissal. BOTTOM: East Artesia Boulevard/Butler Avenue intersection where the protected bike lane begins in the eastbound direction.

Route 3: East Artesia Boulevard - Starr King Elementary School (continued)

Concerns (continued)

4. Starr King Elementary School is served by only one crossing guard at the over 65 foot-wide North Long Beach Boulevard/East Artesia Boulevard intersection. Pedestrians must cross up to seven travel lanes within one light cycle. Participants shared that some residents cannot travel the entire street within a light cycle, leaving them stuck in the middle of the crosswalk because there are no pedestrian refuge islands to serve as a safe place to wait in between light cycles.
5. The protected bike lane along East Artesia Boulevard ends on the east side of Butler Avenue, forcing westbound bicyclists to share the lane with speeding drivers and to ride in the door zone of parked vehicles. These biking conditions often deter more vulnerable community residents from choosing to bike, especially families and students traveling to Starr King Elementary.

TOP: The North Long Beach Boulevard/East Artesia Boulevard intersection is served by only one crossing guard during school hours. BOTTOM: The Muriel Avenue/East Artesia Boulevard intersection, just east of Starr King Elementary School, is difficult to cross because of the unmarked crosswalks across East Artesia Boulevard.

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 knowledge and may need to be further adjusted by the community.

Community Recommendations

Workshop participants were assigned into 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:

- Install high-visibility crosswalk markings at the north and south leg of the Muriel Avenue/East Artesia Boulevard intersection and at all four legs of the Butler Avenue/East Artesia Boulevard intersection;
- Redesign the North Long Beach Boulevard/East Artesia Boulevard intersection, including a pedestrian scramble, high-visibility road markings, pedestrian refuge island, and pedestrian-scale lighting;
- Install pedestrian refuge islands in other areas of North Long Beach and citywide.
- Redesign the East 72nd Street LA River Path access point by designating a paved entrance for pedestrians and bicyclists and an unpaved portion for equestrian access;
- Add reflective LA River Bike Path signage at the East 72nd Street/Atlantic Place bike trail access point entrance;
- Add Wayfinding signage that directs people to Jordan High School, Hamilton Middle School, Houghton Park, and the LA River Path access at the Atlantic Avenue/Artesia Boulevard and East 72nd Street/North Atlantic Avenue intersections;
- Install high-visibility conflict zone markings along the North Atlantic Place bike lane to increase visibility and accessibility;
- Install bike lanes along Atlantic Avenue that connect to the East Artesia Boulevard protected bike lanes and the LA River Path at 72nd Street;
- Plant shade trees along Atlantic Avenue and North Atlantic Place;
- Conduct a feasibility study for a traffic circle at the Atlantic Avenue/North Atlantic Place intersection;
- Install lighting and art under the SR-91 on-ramp along Atlantic Avenue;
- Install pedestrian-scale lighting all along Atlantic Avenue in the North Long Beach community;
- Designate a drop off and pick up zone in front of Jordan High School, including developing a student monitor program;
- Install traffic calming measures in North Long Beach, particularly near schools, including roundabouts, parklets at key businesses, and reduced school speed limit zones;
- Develop a Safe Routes to School Plan for all North Long Beach K-12 schools. For schools that don't yet have a plan, organize parents and school administration to seek support and funding from the City of Long Beach Department of Health and Human Services;
- Install high-visibility crosswalks at all four legs of the 70th Street/Orange Avenue intersection.

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: Crosswalk safety enhancements along Atlantic Avenue

Project Description:
Install high-visibility and creative crosswalks at the Atlantic Avenue/East Artesia Boulevard and Atlantic Avenue/North Atlantic Place intersections. Engage and educate residents in the design process and encourage community input via Street Story and a collaborative design process.

Project Goals:

1. Increase visibility for students and residents crossing the street; and
2. Get community involvement in designing creative crosswalks.

Action Steps	Timeline	Responsible Party	Resources
Convene a community advocacy group • Convene the CPBST Planning Committee and collaborate with City of Long Beach Development Services Planning Bureauand other city agencies on project development. • Connect with local artists to help develop crosswalk design guidelines and or templates.	Fall 2021	Walk Long Beach Planning Committee	Caltrans transportation art program
Connect with local schools to create crosswalk design competitions for students. Collaborate with established projects such as UPLAN to help create and fund the collaborative design process.	Spring 2022	Planning Committee Walk Long Beach	North Long Beach Uptown Plan Smart Growth America: Bringing art and culture to the street Pasadena Vibrant Crosswalks Design Contest (Submission Form)
Research funding opportunities and collaborate with local community based organizations and agencies to strengthen grant applications.	Spring 2022	Planning Committee Walk Long Beach	Caltrans Active Transportation Program (ATP) Clean Mobility Options

Project Name: Crosswalk safety enhancements along Atlantic Avenue *(continued)*

Action Steps	Timeline	Responsible Party	Resources
Collect and communicate qualitative and quantitative data through local media coverage. • Connect with the Long Beach Post for coverage on proposed infrastructure enhancement and supporting crash data. • Encourage community input via Street Story to identify non-police reported crashes at the proposed intersection.	Summer/Fall 2022	Planning Committee Long Beach Post - Brian Addison	Long Beach Post Street Story

Project Name: Intersection Improvement Projects at Muriel Avenue, Butler Avenue and North Long Beach Boulevard Crosswalk

Project Description:
Parent groups at Starr King Elementary, College Square and Starr King Neighborhood Associations, and Walk and Roll Long Beach will connect with the City of Long Beach to advocate for robust crosswalk improvements at the Muriel Avenue/East Artesia Boulevard and Butler Avenue/East Artesia Boulevard intersections.

Community residents are interested in reimagining the North Long Beach Boulevard/East Artesia Boulevard intersection to better serve people walking, biking or taking transit to local businesses, schools or their homes.

Project Goals:

1. Increase pedestrian visibility, confidence and safety;
2. Encourage North Long Beach youth, elderly, and residents with disabilities to walk more;
3. Improve the safety of those taking transit by improving their experience; and
4. Provide opportunities for local residents to work alongside their council members to build community pride.

Action Steps	Timeline	Responsible Party	Resources
Identify the Project Planning Team to advocate to the City of Long Beach, council members and city departments to identify funding opportunities for these intersection improvements.	Fall 2021	CPBST Planning Committee Members	College Square and Starr King Neighborhood Associations Parent groups at Starr King Elementary School Pedal Movement Puente Latino Association Walk and Roll Long Beach LA Bicycle Coalition
Meet with local agency and council members to improve understanding about the process of installing intersection improvements ● Work alongside the City of Long Beach to determine funding opportunities for short- and long-term improvements	Winter 2021	Project Planning Team	Rex Richardson, Vice Mayor of Long Beach/District 9 Council Member Margaret Madden or Alejandro Sánchez-López, Long Beach Development Services

Project Name: Intersection Improvement Projects at Muriel Avenue, Butler Avenue and North Long Beach Boulevard Crosswalk (continued)

Action Steps	Timeline	Responsible Party	Resources
Develop and implement a campaign to create more driver awareness of pedestrians and bicyclists in the community while working towards intersection improvements. This may include informal signage along East Artesia Boulevard and working alongside Safe Routes to Schools advocates.	Fall 2021 - Spring 2022	Project Planning Team	Santa Monica Take the Friendly Road initiative Los Angeles Temple Street Slow Jams safety campaign
Develop a strong, consistent message to advocate for marked crosswalks and intersection improvements. • Collect and understand crash history and trends. • Ask residents, businesses, and other community stakeholders to write letters of support, including highlighting personal experiences. • Actively participate at City meetings. • Use consistent messaging.	Spring 2022 and beyond	Project Planning Team Community Residents	Transportation Injury Mapping System (TIMS) SafeTREC's Street Story "¡Precaución! Tu familia también usa la bicicleta" safety campaign Los Angeles Temple Street Slow Jams safety campaign City of Eureka - Heads Up Pedestrian Safety Campaign

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

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. These recorded experiences can then be used as qualitative data to support transportation safety initiatives, like improvements at the Muriel Avenue/East Artesia Boulevard, Butler Avenue/East Artesia Boulevard and North Long Beach Boulevard/East Artesia Boulevard 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. Workshop participants shared that there is a need for more community voices in the planning process. Street Story could be a resource for the Planning Committee to bring to City agencies when any planning process starts in Long Beach. 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 assistance.

School Crossing Guard Program

The Project Team recommends the City of Long Beach apply for funding for a school crossing guard program that can serve key intersections near North Long Beach K-12 schools. Many families don't feel safe allowing their students to walk and bike to school on their own because of the lack of safe crossings on their way to school. A crossing guard program could significantly increase pedestrian visibility, confidence and safety and encourage North Long Beach youth, elderly, and residents with disabilities to walk more. The Planning Committee could help with identifying the locations where adult school crossing guards are needed, especially along East Artesia Boulevard, Atlantic Boulevard and Orange Avenue.

Long-Term Recommendations

Speed Reduction Safety Messaging Campaign
The Project Team recommends the City of Long Beach apply for funding to design and implement a road safety campaign that provides safety messaging to reduce unsafe driver speeds, with an emphasis on drivers approaching from the I-710 South and SR-91 offramps. 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 speeding or driving at dangerously high speeds by drivers. 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.

North Long Beach Greening Project
The Project Team recommends that the North Long Beach community partner with the City of Long Beach Department of Public Works to apply for Natural Lands, Local Beaches, Water Conservation & Protection and Urban Greening Grants to install green street enhancements, including tree planting, and bioswale planter enhancements to adjacent sidewalks and future protected bike lanes in North Long Beach. Planting shade trees increases walkability by providing shade and beautification as well as an added layer of protection for pedestrians from high-speed traffic. The bioswale planter would physically separate bike lanes from through traffic and create a water reclamation system that could potentially feed into the adjacent LA River waterways. The City of Long Beach could also work with local nurseries to create opportunities for local residents to learn about water retention, bioswales, and the benefits of street trees.

LA River Bikeway Connections
The Project Team recommends the Planning Committee convene a community group to discuss what accessibility enhancements at the 72nd Street LA River Path entrance are needed to facilitate safer connectivity. The Planning Committee can work with the City to connect the existing bike network to the 72nd Street LA River Path through the installation of protected bike lanes along Atlantic Avenue to North Atlantic Place. The Planning Committee could also work with local artists to create murals and art installations to guide and welcome the community to utilize LA River Path through the 72nd Street access point. These enhancements are in line with the 2007 Los Angeles River Revitalization Master Plan.

Jordan High School Bike Club
The Project Team recommends the Planning Committee work with Jordan High School administration and students to restart a student bike club, COVID-19 restrictions permitting. Prior to the COVID-19 pandemic, a local community organization, Healthy Active Streets, led the school bike club, which included bike mechanics and upcycled bike part art projects. The Planning Committee and students can work with bike mechanics and local advocacy groups to re-establish a Jordan High School bike club that integrates an earn-a-bike program, with bicycle and pedestrian education and advocacy. This club can help students develop leadership skills and create opportunities for workforce development. Due to the ongoing developments in the COVID-19 guidelines and restrictions, the Project Team recommends the school determine club restrictions on participation and development.

Appendix

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

North Long Beach Pedestrian & Bicycle Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)
North Long Beach, CA | August 18, 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.

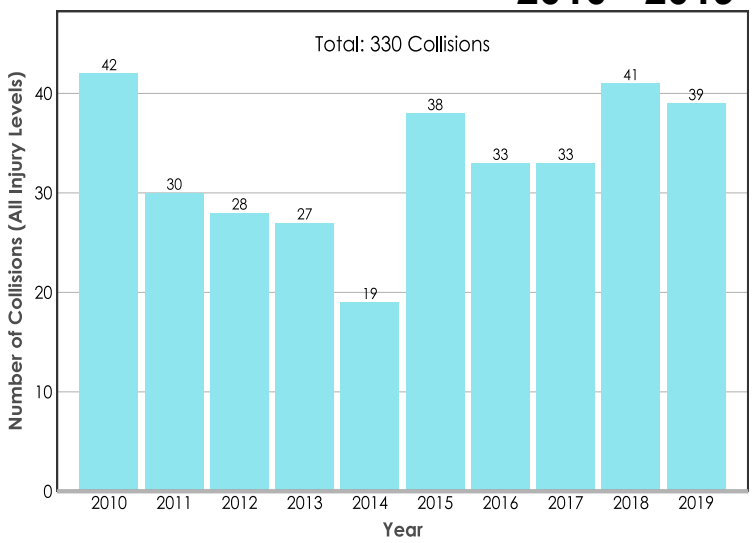
The local data seen below reflects crash data from the last 5 years (2015-2019) within North Long Beach as defined by the Planning Committee.

Pedestrian Collisions Over Time

The number of pedestrian collisions appears to be on an ***upward trend since 2014***.

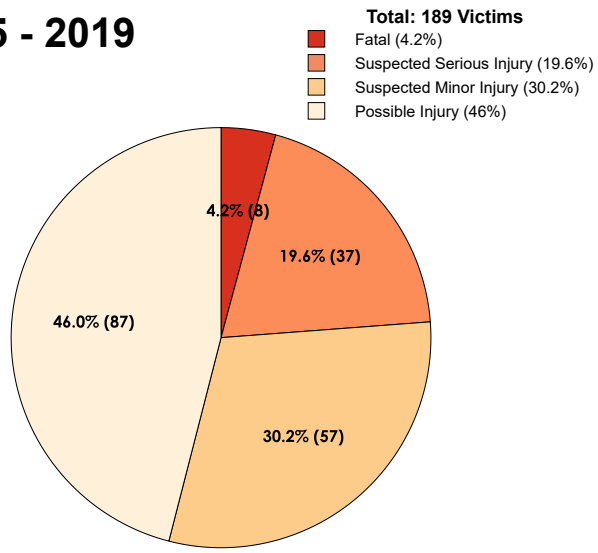
330 pedestrian collisions

2010 - 2019



Victim Injury Severity

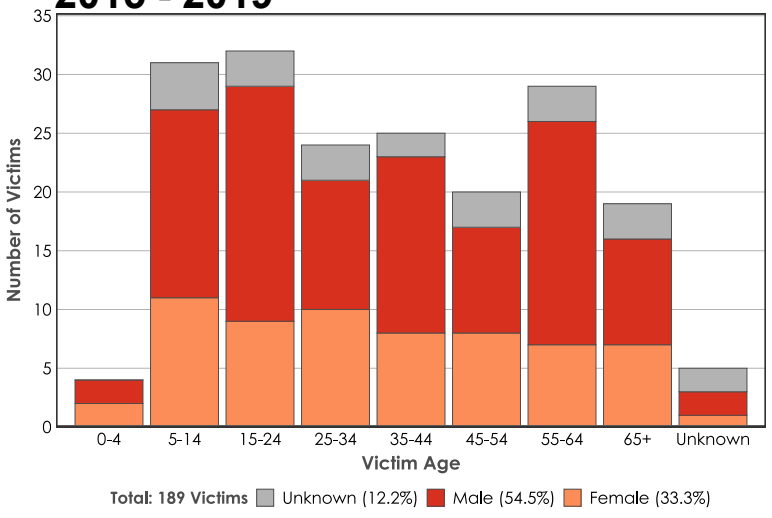
2015 - 2019



23.8% of victims suffered fatal or serious injuries

Victim Demographics

2015 - 2019



23.8% of victims were school-age (age 5-18)

58.7% of victims were working adults (age 19-59)

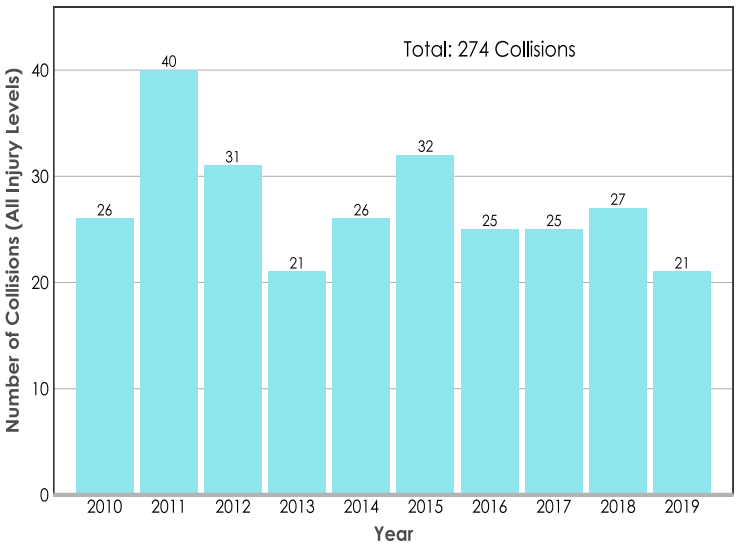
Data Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS) 2015-2019. Collision data for 2019 are provisional as of March 2021.
Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Traffic Safety Administration.

Bicycle Collisions Over Time

2010 - 2019

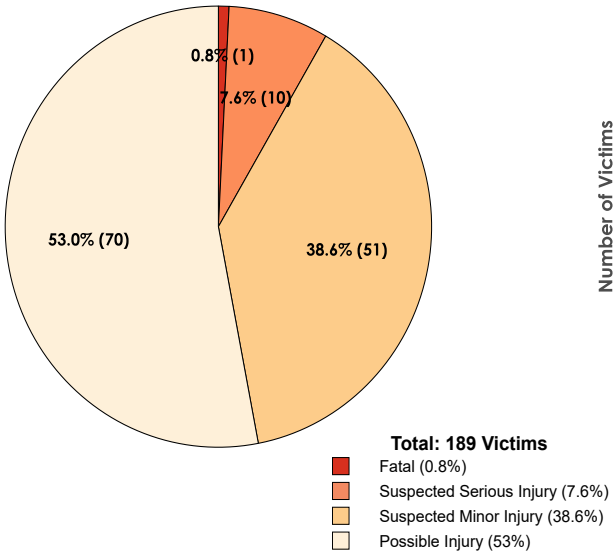
The number of collisions appears to be ***on a downward trend since 2011.***

274 bicycle collisions



Victim Injury Severity

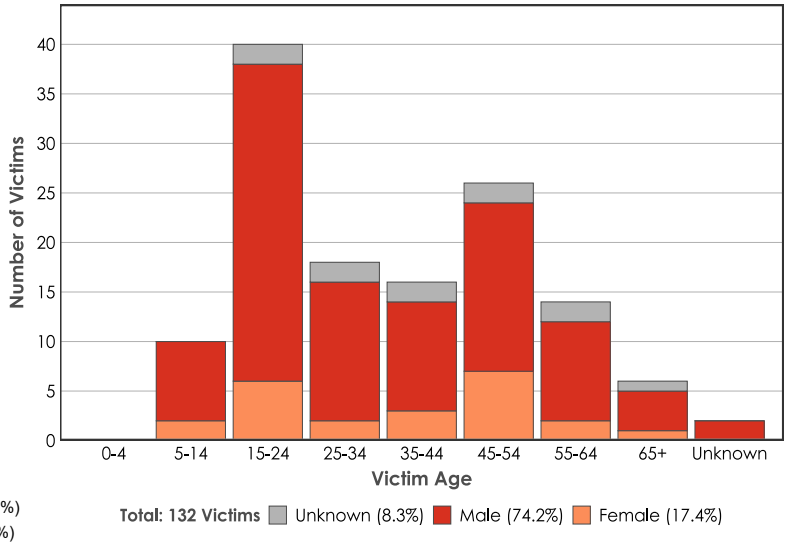
2015 - 2019



8.4% of victims suffered serious injuries

Victim Demographics

2015 - 2019



22% of victims were school-age (age 5-18)

67% 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.

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

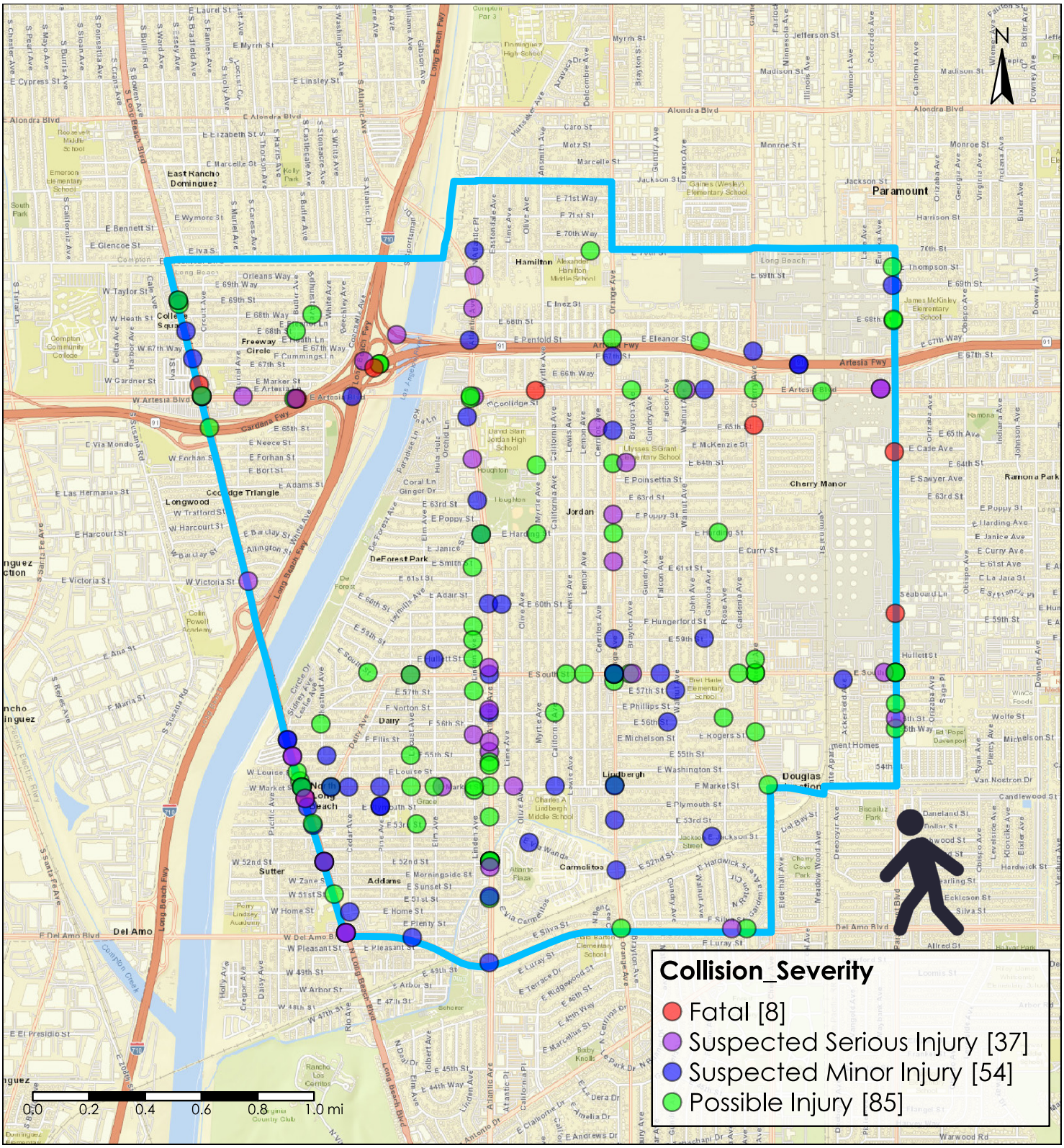
OTS CALIFORNIA OFFICE OF TRAFFIC SAFETY

California Walks
Stepping Up for Health, Equity, & Sustainability

Data Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS) 2015-2019. Collision data for 2019 are provisional as of March 2021.
Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Traffic Safety Administration.

North Long Beach Pedestrian Collision Map (2015 - 2019)

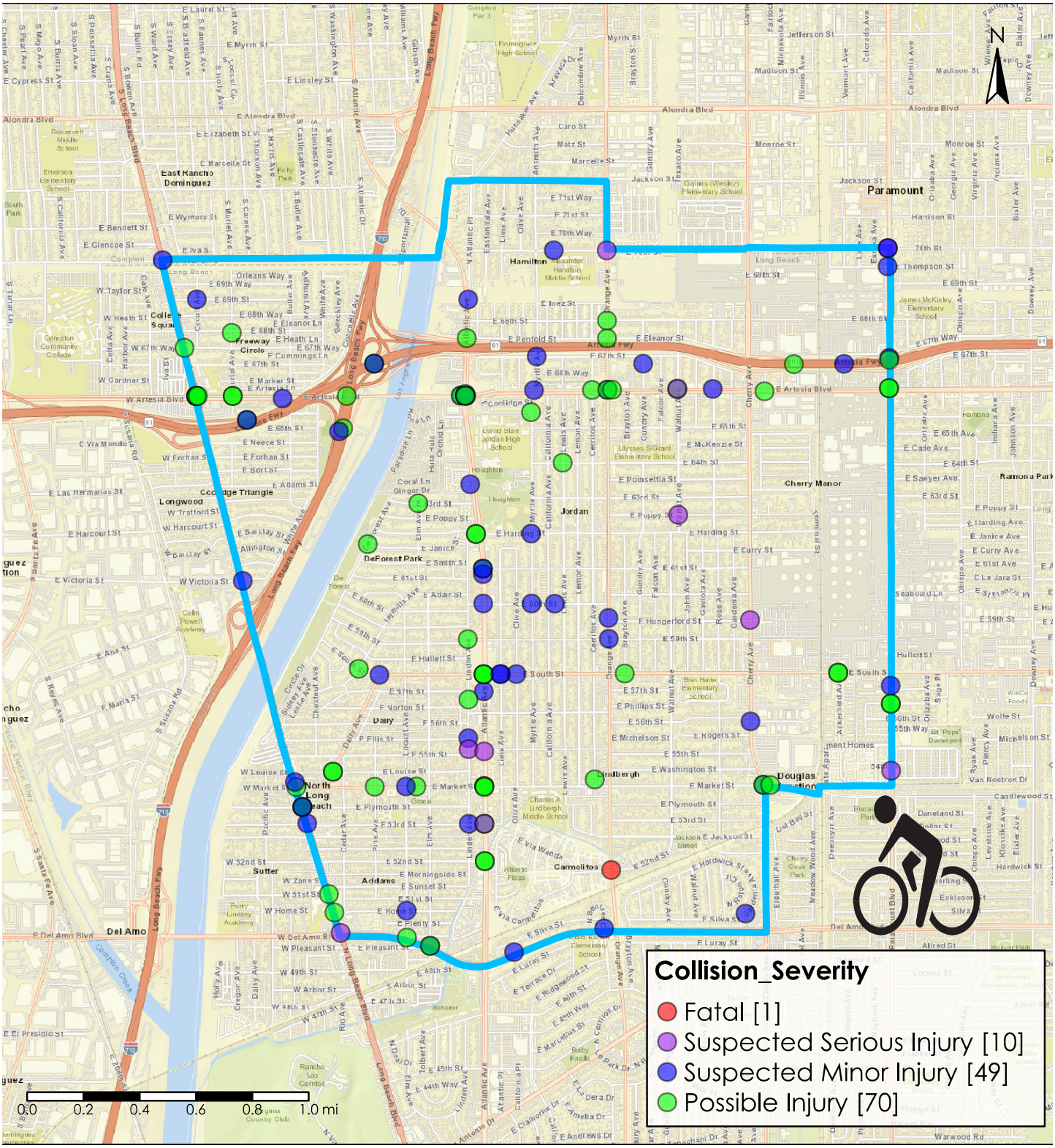
Pedestrian Collisions: North Long Beach [2015-2019]



Data Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS) 2015-2019. Collision data for 2019 are provisional as of March 2021.
Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Traffic Safety Administration.

North Long Beach Bicycle Collision Map (2015 - 2019)

Bicycle Collisions: North Long Beach [2015-2019]



Data Source: California Highway Patrol, Statewide Integrated Traffic Records System (SWITRS) 2015-2019. Collision data for 2019 are provisional as of March 2021.
Funding for this program was provided by a grant from the California Office of Traffic Safety through the National Traffic Safety Administration.

North Long Beach Pedestrian & Bicycle Crash History

CPBST Site Visit | July 13, 2021

Kristen Leckie, kristenmleckie@berkeley.edu

Berkeley SafeTREC

SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

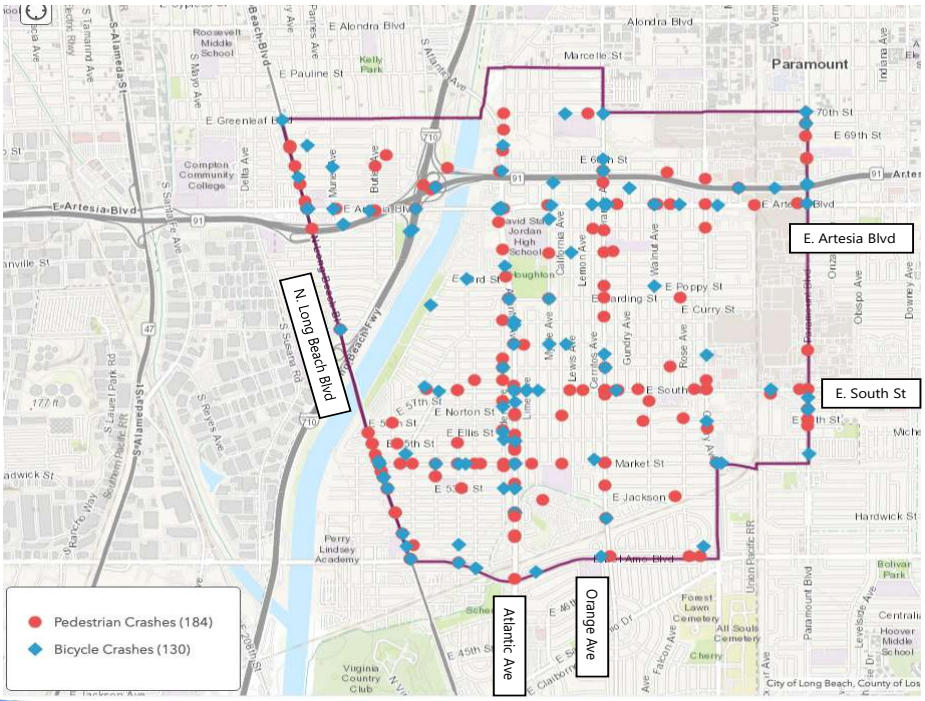
What is a pedestrian crash?

- 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.

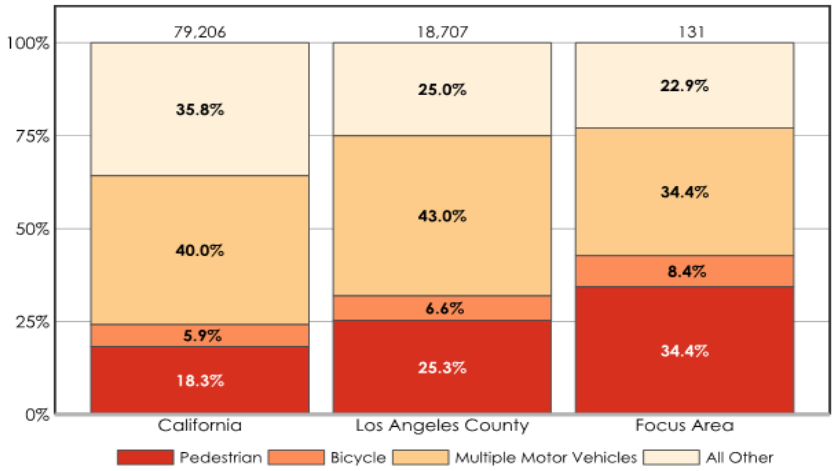
Overview of crashes in North Long Beach 2015-2019



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

How does North Long Beach compare to other areas?

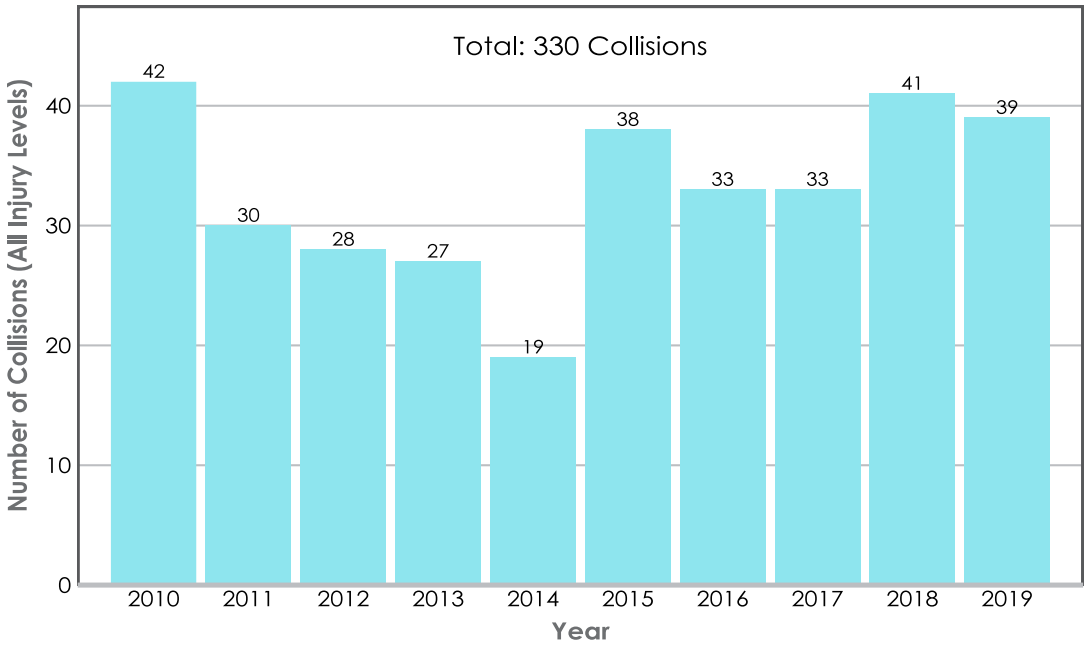
Fatal and Serious Injury Crashes by Involvement 2015-2019



- North Long Beach has close to **twice as many pedestrian** fatal and serious crashes than the state.
- North Long Beach has **relatively more** pedestrian and bicycle fatal and serious crashes than Los Angeles county.
- North Long Beach has relatively **fewer multi-vehicle** fatal and serious injury crashes than the state.

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

Pedestrian Crashes 2010-2019



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

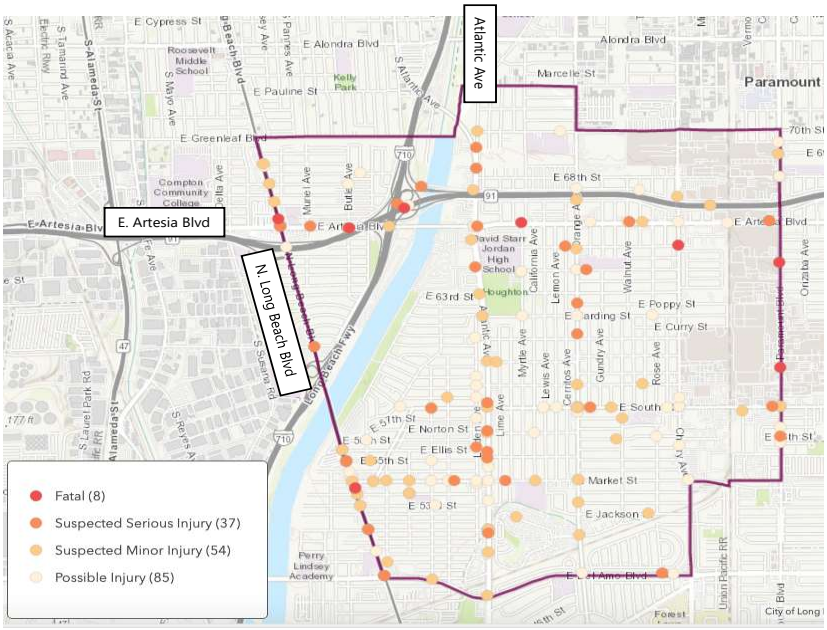
Pedestrian Crashes 2015-2019

Crashes were concentrated along:

- Atlantic Avenue (30 crashes)
- N. Long Beach Blvd (22 crashes)

Top crash intersections were:

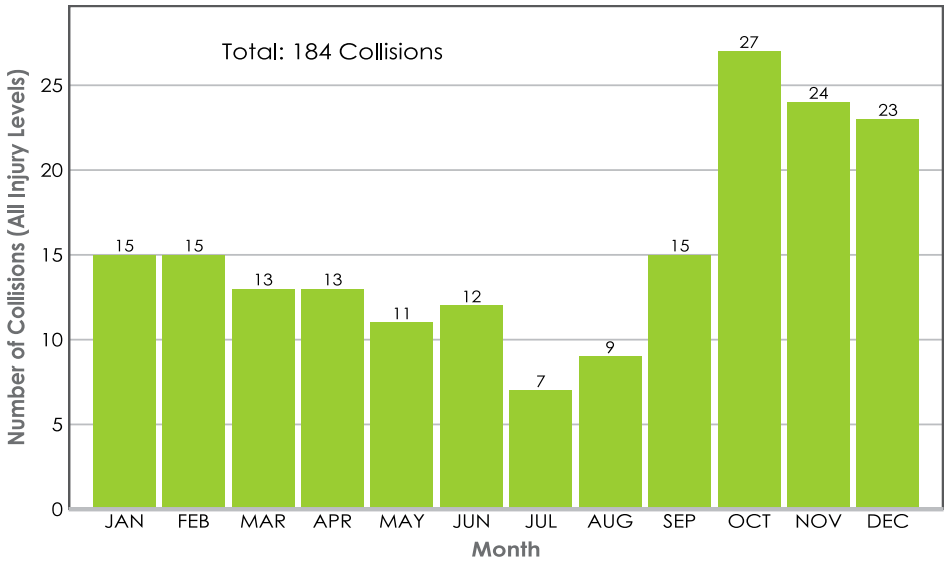
- E. Artesia Blvd and Atlantic Ave (10 crashes)
- E. Artesia Blvd and N. Long Beach Blvd (5 crashes)



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	1	1	1	1	1	0	0	5
3-6AM	0	0	1	0	3	1	0	5
6-9AM	5	6	3	4	1	2	0	21
9AM-Noon	5	4	4	5	0	2	4	24
Noon-3PM	3	2	1	2	1	3	2	14
3-6PM	5	4	12	5	8	5	9	48
6-9PM	13	5	4	7	10	6	6	51
9PM-Midnight	2	2	3	3	0	3	3	16
Unknown	0	0	0	0	0	0	0	0
TOTAL	34	24	29	27	24	22	24	184

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

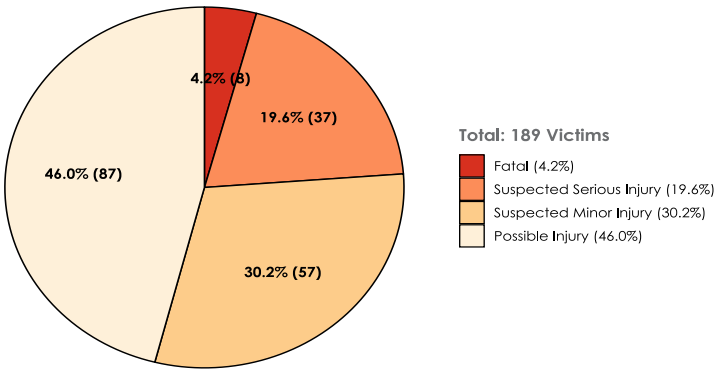
Pedestrian Crashes 2015-2019

By injury severity

189 victims were injured in **184** pedestrian crashes

- All victims were pedestrians

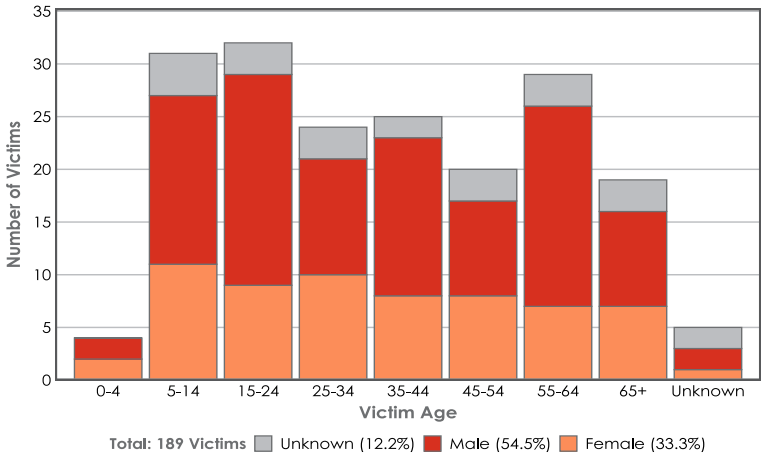
All 45 fatal and serious injury victims were pedestrians



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

Pedestrian Crashes 2015-2019

By victim age & gender



58.7% victims were working adults (ages 19-59).

- Most suffered minor injuries, with 22 victims suffering serious injuries.
- 5 fatalities were working adults.
- 55% were male.

23.8% victims were school-age (5-18).

- Most suffered minor injuries, with 3 victims suffering serious injuries.
- 1 fatality was a school-age child.
- 48.9% were male.

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

Pedestrian Crashes 2015-2019

Most frequently cited violations in injury crashes

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

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

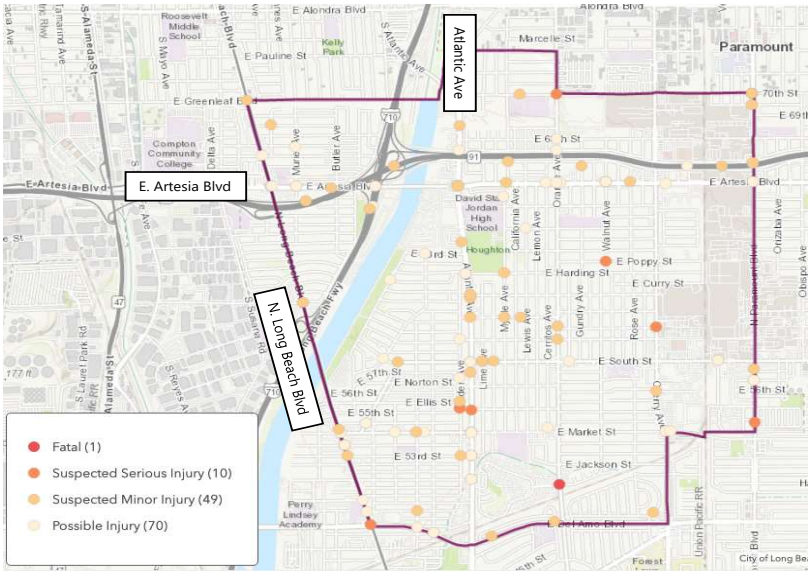
10 crashes — **22107.** Unsafe turning or moving right or left on a roadway or turning without signaling.

9 crashes — **22350.** Speeding or driving at a dangerously high speed given conditions.

29 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:

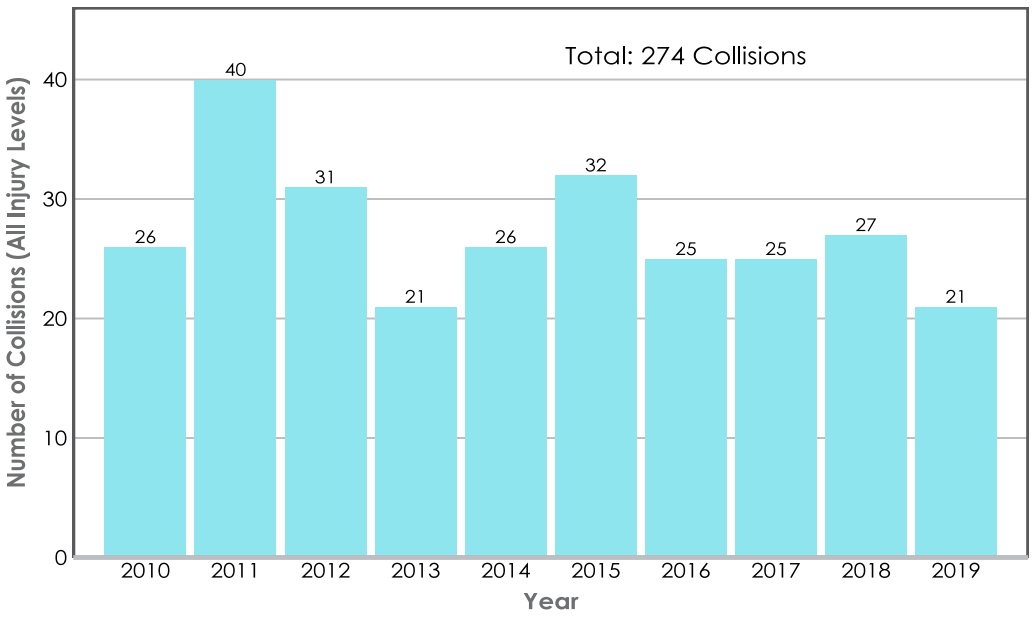
- Atlantic Avenue (35 crashes)
- E. Artesia Blvd (32 crashes)
- N. Long Beach Blvd (19 crashes)

Top crash intersections were:

- E. Artesia Blvd and Atlantic Ave (10 crashes)
- Artesia Blvd and N. Long Beach Blvd (5 crashes)

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

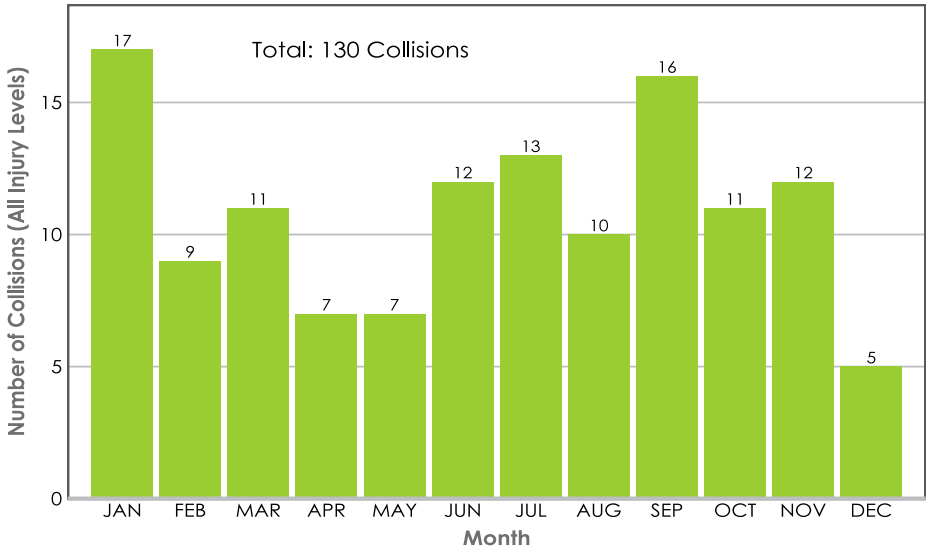
Bicycle Crashes 2010-2019



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	0	1	0	0	1	1	3
3-6AM	0	1	1	0	2	1	0	5
6-9AM	2	3	6	3	2	0	1	17
9AM-Noon	3	3	2	0	2	4	2	16
Noon-3PM	4	5	4	1	1	1	6	22
3-6PM	6	5	8	6	6	2	2	35
6-9PM	4	3	4	5	5	3	3	27
9PM-Midnight	1	1	1	1	1	0	0	5
Unknown	0	0	0	0	0	0	0	0
TOTAL	20	21	27	16	19	12	15	130

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

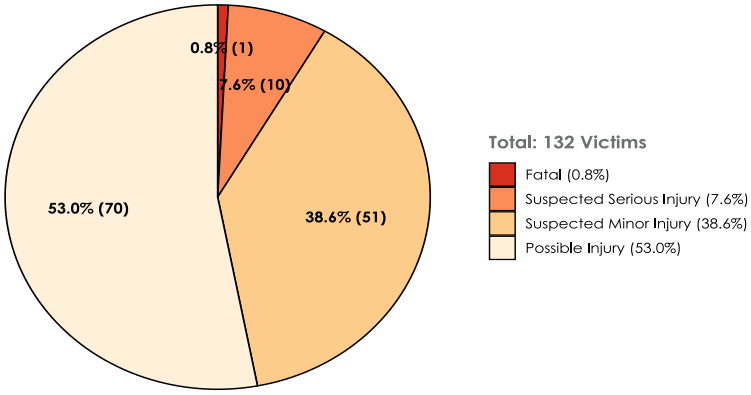
Bicycle Crashes 2015-2019

By injury severity

132 victims were injured in 130 bicycle crashes

- 127 victims were bicyclists

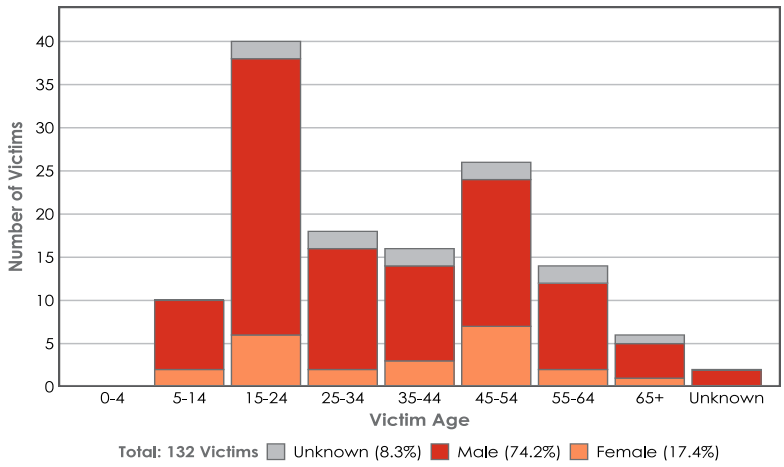
All 11 fatal and serious injury victims were bicyclists



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

Bicycle Crashes 2015-2019

By victim age & gender



22% of victims were school age (5-18).

- They suffered mostly minor injuries.
- 5 victims were seriously injured.
- 76% were male.

67% of victims were working adults (ages 19-59).

- They suffered minor injuries.
- 4 victims were seriously injured.
- 74% were male.

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

Bicycle Crashes 2015-2019

Most frequently cited violations in injury crashes

14 crashes	**21650.1** Failure to ride a bicycle in the same direction on the roadway as vehicles are driven.
11 crashes	**21202a.** Bicyclist failure to ride on right-hand edge of roadway if riding below the normal speed of traffic.
10 crashes	**22107.** Unsafe turning or moving right or left on a roadway or turning without signaling.
7 crashes	**21802a.** Failure to stop or yield right-of-way at a stop sign.
7 crashes	**21804a.** Driver failure to yield right-of-way when entering/crossing a highway.

31 crashes had no specific violation cited in the report.

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

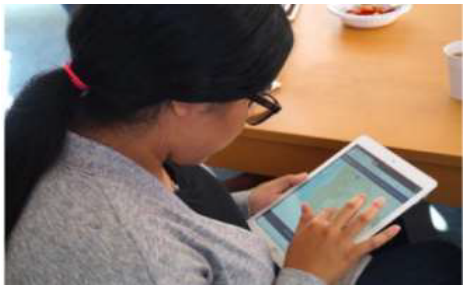
Additional Resources

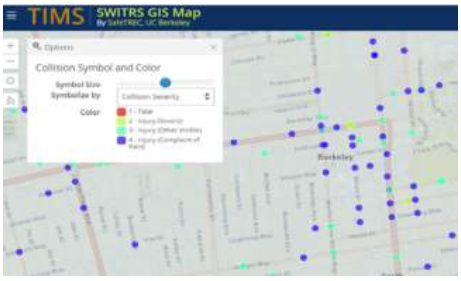
Street Story

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

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