

*Summer 2023*

# Lamont Summary and Recommendations Report

Comunidades Activas y Seguras (Active & Safe Communities)



**Berkeley SafeTREC**

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# Table of Contents

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Acknowledgements	1
Introduction	2
Background and Data	4
Pedestrian Crash Data	5
Bicycle Crash Data	7
Walking & Biking Assessment	8
Route: State Route 184 to Mountain View Middle School	8
Appendix	19

# Acknowledgements

Thank you to the Planning Committee for inviting us into their community and partnering with us to make Lamont a safer place to walk and bike. Our work took place on the ethnohistoric territory of the Chumash and Yokuts peoples. We recognize that every community member in Lamont has, and continues to benefit from, the use of Chumash and Yokuts land.

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This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings, and conclusions expressed in this publication are those of the author(s) and not necessarily those of OTS.

# Introduction

Comunidades Activas y Seguras (Active and Safe Communities) is a statewide program of California Walks (Cal Walks) and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC). Cal Walks and SafeTREC (Project Team) developed this program to cater to the needs of monolingual Spanish speakers by providing a culturally sensitive and relevant curriculum that aims to improve walking and biking safety in communities in California.

The training for the Lamont neighborhood in Kern County was collaboratively planned and facilitated by Centro Popular Unidad Benito Juárez and Lamont Weedpatch Family Resource Center, the Planning Committee, Cal Walks, and SafeTREC to:

1. Create safe routes to school for students walking to and from Mountain View Middle School;
2. Identify strategies to advocate for infrastructure improvements on State Route 184 (SR-184); and
3. Improve pedestrian and biking safety along SR-184.

The Lamont workshop convened the larger local community on August 11, 2023 at the Lamont Weedpatch Family Resource Center. Nine community members participated in the workshop, including the Lamont Weedpatch Family Resource Center, Centro Unidad Popular Benito Juárez, California Department of Transportation (Caltrans) District 6, and community residents.

The workshop consisted of:

- A visioning activity where participants imagined their ideal community and identified the community's priorities;
- A walking and biking assessment of the community to identify pedestrian and bicycle safety concerns;
- An introduction to Safe System strategies to create potential projects that address the safety concerns of the community; and
- A radionovela activity where participants used the power of storytelling to record a mini-podcast episode that they can use for continued walking and biking safety advocacy.

The Planning Committee chose the focus of this workshop to be SR-184 near Mountain View Middle School.

# Lamont Community Vision

**What is your vision for  
your community?  
I would like to see...**

## Dreams



**What do you like or  
enjoy about your  
community?  
What I like about  
my community is...**

## Roots

This activity was adapted for the program Comunidades Activas y Seguras, a collaboration between UC Berkeley SafeTREC and California Walks. The original activity comes from the organization Co-designing the Active City. <https://participatoryplanning.ca/tools/vision-exercise>

ABOVE: Summary of the visioning activity conducted with participants during the workshop

# **Background and Data**

Lamont is a census designated place in Kern County, California. Per the [California Office of Traffic Safety \(OTS\) Crash Rankings](#), in 2020, Kern County ranked 16th of 58 counties in the state for people killed or injured in a traffic crash (with a ranking of “1” indicating the worst). It ranked 15th for pedestrians and 45th for bicyclists killed or injured in a crash. Notably, Kern County ranked seventh for people killed or injured in an alcohol involved crash, third for the number of fatal and injury hit and run crashes, and tenth for fatal and injury nighttime crashes (9:00 PM - 2:59 AM).

The following data is based on police-reported pedestrian and bicycle crashes resulting in injuries to pedestrians and bicyclists in Lamont. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2012 to 2021. Crash data for 2021 is provisional as of June 2023. A full discussion of the pedestrian and bicycle collision data can be found in the Appendix.

Twenty-three percent of all fatal and serious crashes involved pedestrians and bicyclists in California. In Kern County, about 20% of all crashes that resulted in serious and fatal injuries involved pedestrians and bicyclists. In contrast, the focus area had a lower rate, with 15% of pedestrians and bicyclists crash types resulting in fatal and serious injuries. However, a lower crash rate in the focus area does not always indicate that the area is doing better when compared to the county or state crash rates. Variables such as a lack of resources could contribute to underreporting in unincorporated areas. This was consistent with what Lamont community members expressed during the workshop regarding response times of police officers with some participants even noting the large distance a single police officer is expected to cover.

## Pedestrian Crash Data

Over the 10-year period between 2012 and 2021, there were 20 reported pedestrian crashes; 2021 recorded the highest number of pedestrian crashes, with eight pedestrian crashes and 2019 recorded the lowest with one pedestrian crash, followed by 2020 with three pedestrian crashes. It is important to note that there was a decrease in crashes across all types of crashes due to the COVID-19 shelter-in-place orders<sup>1</sup>. The 2021 data for Lamont follows national trends noting increases as people return to pre-pandemic travel patterns.

In the most recent five years of data available, from 2017 to 2021, there were 20 pedestrian crashes, all resulting in varying degrees of injuries for the 21 victims involved, as shown in Figure 2. Of those 21 victims, there were no fatalities and four serious injuries. Three of the four severe injury crashes occurred along SR-184. The most commonly cited violation for pedestrian crashes was pedestrians' failure to yield to vehicles when crossing outside of a marked or unmarked crosswalk (14 total).

Approximately one-third of victims (7 out of 21 total) involved in pedestrian crashes were school age children between the ages of 5 and 14 years old. This was in addition to one victim between the ages of 0-4. Males accounted for 57% (12 total) of all victims. This is consistent with nationwide trends, where male pedestrians are significantly more likely to be killed in a traffic crash than females across all age groups.

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<sup>1</sup> However, this decline is not lasting. Nationally, preliminary 2021 data shows an increase in fatal crashes of 10.7%. <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813283>

# Pedestrian Crash Data

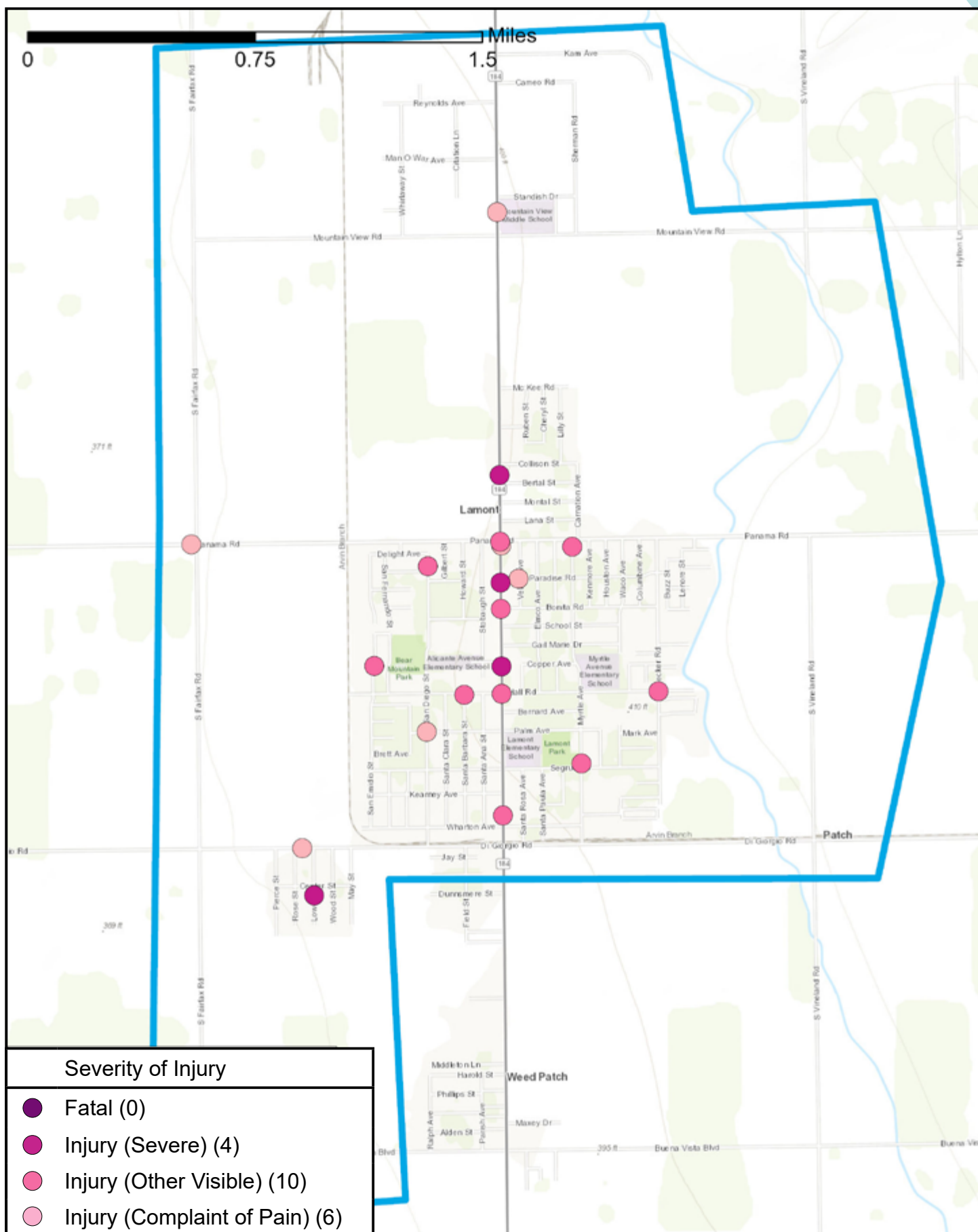


Figure 2: Pedestrian Injury Crashes (2017-2021)  
Data Source SWITRS 2017-2021. 2021 data is provisional as of June 2023.

## Bicycle Crash Data

Over the 10-year period between 2012 and 2021, there were 13 bicycle crashes reported. The number of reported bicycle crashes fluctuated, with a peak of five in 2015 followed by downward trends. In the most recent five years of data available, from 2017 to 2021, there were four bicycle crashes all resulting in varying levels of injuries to the four victims involved, as shown in Figure 3. Unlike pedestrian crashes, there was one reported fatality occurring at Di Giorgio Road. This crash occurred at midnight and involved a hit-and-run where a 43 year-old died. The three remaining bicycle crashes resulted in minor injuries, and at least one of them involved a school age child between the ages of 5-14.

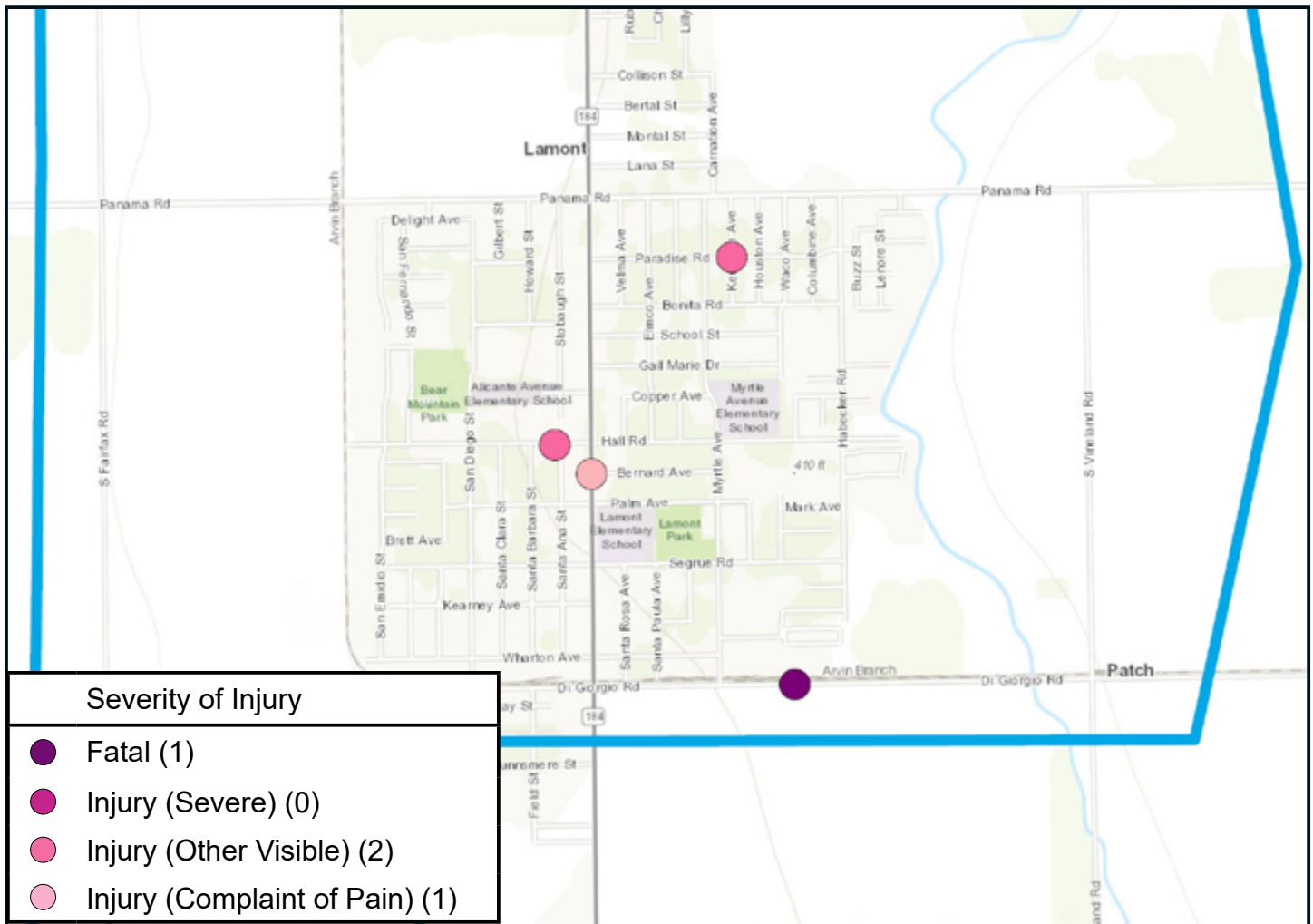
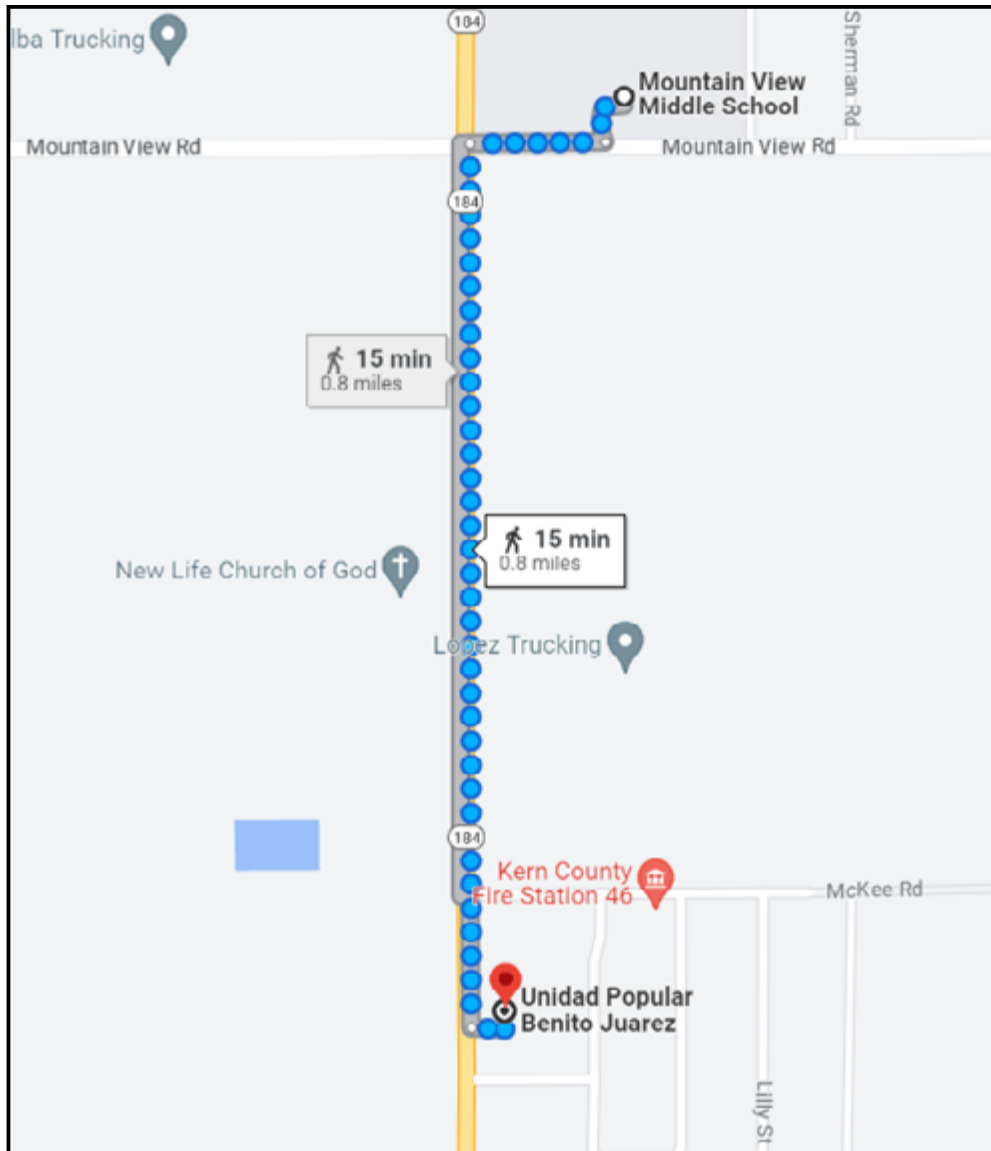


Figure 3: Bicycle Injury Crashes (2017-2021)  
Data Source SWITRS 2017-2021. 2021 data is provisional as of June 2023.

## Walking & Biking Assessments

Workshop participants conducted a walking and biking assessment along one key route that community members consider unsafe for people who walk and bike in Lamont. Participants identified community assets, assessed infrastructure conditions, and observed how road users engage with the built environment. The following summarizes the walking and biking assessment focused on SR-184 and Mountain View Middle School.

### ***Route: State Route 184 to Mountain View Middle School***



## Assets

- Centro Unidad Popular Benito Juárez (CUPBJ) is a valuable community resource. The community-based organization advocates for the health, housing, and basic human rights of indigenous people and provides assistance to low-income families, both of whom are disproportionately affected by traffic violence. CUPBJ staff are passionate about improving walking and biking safety in Lamont and invited the Project Team into their community to conduct this workshop.
- The Lamont Weedpatch Family Resource Center is another great community resource. They provide programs and services to support children, families, and the community. Staff at the Lamont Weedpatch Family Resource Center are interested in safer streets for walking and biking in Lamont. They hosted the community workshop at their facility in an effort to engage the community.



ABOVE: CUPBJ setting up to host a community event in Lamont.



ABOVE: Site visit at the Lamont Weedpatch Family Resource Center.



*LEFT: Caltrans District 6 representative talking to community members about the ongoing Weedpatch Highway Rehabilitation project*



*RIGHT: The SR-184/Mountain View Road intersection where a crossing guard is present during arrival and dismissal times.*

- The Caltrans-led [Weedpatch Highway Rehabilitation Project](#) will renovate SR-184 between Dunsmere Street and Breckenridge Road, which includes the stretch of SR-184 that runs through Lamont. This project will address some of the concerns participants shared during the workshop, such as the need for sidewalk improvements, drainage basins to address flooding, crossing improvements, and the need for traffic signals and bike lanes.
- There is one crossing guard during Mountain View Middle School's arrival and dismissal times at the SR-184/Mountain View Road intersection, which helps alleviate some of the concerns around student crossing safety at Mountain View Middle School.

## Concerns

- Traffic congestion at arrival and dismissal times at Mountain View Middle School poses risks to students and others walking, biking, or driving on Mountain View Road. The small parking lot designated for drop off and pick up does not accommodate the number of parents dropping off students, often leading to a queue of cars waiting to enter the lot. Workshop participants mentioned that parents often get impatient and drop off their children outside of this designated area, causing students to cross midblock on Mountain View Road, creating near misses, and adding to the chaos and congestion during arrival and dismissal times.
- Students traveling to and from Mountain View Middle School use SR-184, a major state road heavily trafficked by cars, buses, and heavy trucks, often traveling at high speeds. Despite the existing school zone sign on SR-184, participants mentioned that speeding is a major concern near the school.



*ABOVE: A high-visibility school crossing sign alerts drivers that they are approaching a school zone where students and families may be crossing.*



*ABOVE: The entrance and lot for Mountain View Middle School.*

- Participants shared that there are no sidewalks on SR-184 from Lana Street to Mountain View Road, so people must walk on the dirt path or shoulder, which is difficult for those using mobility devices or pushing strollers to navigate. From McKee Road to Mountain View Road, both sides of SR-184 are unpaved dirt areas. In the rainy season, the shoulders become flooded so people must walk in the road alongside bicyclists and drivers moving at significantly higher speeds. The lack of separation or a protective barrier between motor vehicles and pedestrians makes them feel unsafe and deters parents from allowing their children to walk to school.
- The section of State Route 184 that runs through Lamont, from Dunnsmere Street to Cameo Road, lacks bike lanes. People biking are forced to bike on the road with vehicles or on the shoulder, leaving them vulnerable and with the burden of watching out for reckless driver behavior. Participants shared that few people bike on SR-184 and that most parents do not allow their children to bike to school. In addition, the few people who bike on SR-184 risk getting flat tires due to the debris on the road.
- Participants shared that Mountain View Middle School students have limited mobility options given that the existing infrastructure is not conducive to walking and biking as well as the limited bus stops near the school. The existing bus line, Route 140 Lamont-Bakersfield North, does not have a bus stop near the Mountain View Road/ SR-184 intersection, which forces students to walk long distances from the bus stop to Mountain View Middle School.



*ABOVE: A dirt road on SR-184 with no separation between people who walk and drivers.*

- The lack of pedestrian-scale lighting along SR-184 makes it difficult to see people walking and biking on SR-184 at night and early in the morning. Participants shared that there has been an increase of encampments and attempted abductions between the field of trees across the SR-184/McKee Road intersection, which contributes to students feeling unsafe walking on SR-184. In response to the attempted abductions, community volunteers monitor students walking to and from school from the Arco gas station located on SR-184 between McKee Road and Lamont Avenue.
- The crosswalk on the SR-184/Mountain View Road intersection has faded paint, and as a result, the crosswalk is less visible. Participants shared that because the paint is faded it is difficult to see the crosswalks. The reduced visibility can potentially result in drivers failing to stop at the appropriate distance from pedestrians crossing the street.

*RIGHT: The SR-184/Mountain View Road intersection is used by students who walk and bike to cross the street to Mountain View Middle School.*



*ABOVE: The Arco gas station on SR-184 between McKee Road and Lamont Avenue is across a field of trees where encampments are located.*

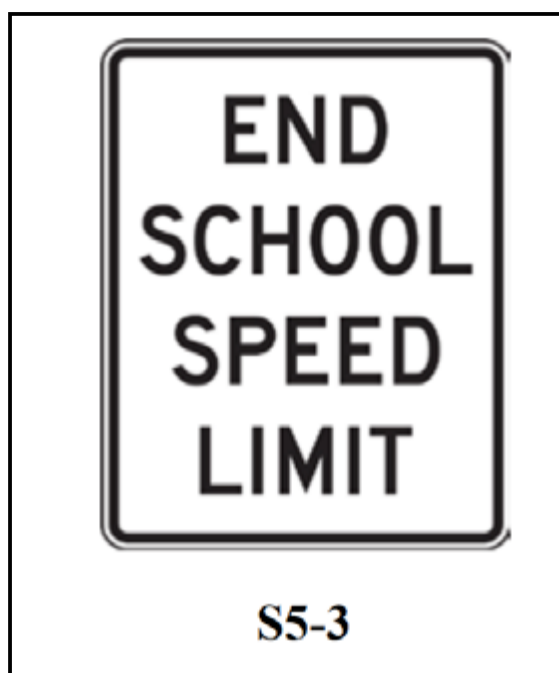
## Project Team Recommendations

### **Additional School Zone Signage Near Mountain View Middle School**

The Project Team recommends that the planning committee request additional school zone signage near Mountain View Middle School to aid in creating driver speed awareness as they approach this school zone. Currently, there are two school zone signs at about one-tenth of a mile from Mountain View Middle School for northbound traffic and two school zone signs at a similar distance for southbound traffic on SR-184. Given the community's concerns about speeding and children's safety, the Project Team recommends that Caltrans District 6 consider adding additional school zone signage. For example, Caltrans may add a school speed limit up ahead sign, as shown in Figure 4, to alert drivers about the upcoming school zone and an "END SCHOOL SPEED LIMIT" sign, as shown in Figure 5, to help demarcate school speed zones for drivers.



*Figure 4: School Speed Limit Up-Ahead Sign*  
Source: CA MUTCD 2014 Part 7, Traffic Controls for School Areas



*Figure 5: End School Speed Limit Sign*  
Source: CA MUTCD 2014 Part 7, Traffic Controls for School Areas

For more information about the various signage around school zones, the planning committee can see Part 7 Chapter 7B of the [California Manual on Uniform Traffic Control Devices \(MUTCD\)](#) and Chapter 2 of the [California Manual for Setting Speed Limits](#).

## Create an Advisory Committee for the Ongoing Improvements on State Route 184

The Project Team recommends that the planning committee partner with Centro Unidad Popular on Benito Juárez (CUPBJ) to form an Advisory Committee, including members of the Planning Committee, to build on the momentum of this workshop and to inform the Lamont community about the Weedpatch Highway Rehabilitation project and maintain ongoing communication with Caltrans District 6 Division to stay up to date on the status of current and future projects. During the August 11th workshop, a Caltrans representative provided project details and received community feedback on the proposed design. Workshop participants expressed interest in using CUPBJ's upcoming community event, Guelaguetza, on October 1, 2023, to conduct outreach about the proposed improvement using flyers and other printed materials. During the October event, the committee can collect contact information of residents interested in joining the committee or learning more about the project. The committee can work with Caltrans to host a meeting and invite interested residents so they can learn more about the project improvements and share their concerns regarding SR-184.

The Advisory Committee can advocate for sidewalks, a speed feedback radar sign, bike lanes, additional bus stops, as well as improvements to existing bus stops along SR-184 to address concerns brought up during the walking and biking assessment. Construction for this project is expected to begin in November 2023, with anticipated completion in November 2025. Given this timeline, Lamont community members may only have a few months to work with Caltrans on potential revisions of this project's plan.

The Advisory Committee can use the following contact information:

To email Caltrans District 6: [d6.public.info@dot.ca.gov](mailto:d6.public.info@dot.ca.gov)

To submit requests online: [Customer Service Request](#)

For current project details, see the [Project description](#)

## Develop a Safe Routes to School Program

The Project Team recommends that the planning committee partner with Mountain View Middle School and Caltrans District 6 to develop a [Safe Routes to School](#) (SRTS) Program. The planning committee and school administrators can identify solutions to calm congestion during arrival and dismissal time, determine what is the best way to engage the community and identify the best routes to and from school. During the August 11, 2023 workshops, Caltrans shared that they can work with Mountain View Middle School to conduct a traffic study and support the implementation of an SRTS program. This can begin with a walk-to-school event where students and parents learn about the new procedure for arrival and dismissal times, as well as where students should safely cross the street. For more information about starting an SRTS program, see: [Safe Routes to School](#).

The SRTS program can include a Student arrival and dismissal process to improve traffic congestion issues and improve student safety for students going to and from Mountain View Middle School. For example, the involved parties may decide to add a drop-off and pick-up lane in the parking lot and separate motor vehicles from pedestrians and bicyclists by dedicating a separate entrance for these students. The Planning Committee can work with the school's staff to develop a plan that fits the needs of the students, parents and staff. For more information about improving student arrival and dismissal, see [Student Drop-off and Pick-up Tools](#).

## Request a Lighting Assessment on State Route 184

The Project Team recommends that the planning committee contact Caltrans District 6 Division to conduct a lighting assessment along SR-184. Participants shared that they want better lighting on SR-184 to increase pedestrian visibility. Improved street lighting can enhance the visibility of pedestrians and bicyclists traveling along this road. Increasing street lighting may also deter crime and improve perceptions of personal safety.

To email Caltrans District 6: [d6.public.info@dot.ca.gov](mailto:d6.public.info@dot.ca.gov)

To submit requests online: [Customer Service Request](#)

## Safety Messaging Campaign

The Project Team recommends the planning committee partner with Mountain View Middle School and Caltrans District 6 Division to develop a community-led walking and biking messaging campaign to place safety messages for road users to stay alert and share the road. Participants shared that it is important for the community to be involved and informed, and this campaign would be an opportunity for members to participate by modeling safe walking and biking. Safety messages can be placed in the surrounding areas of the schools, such as bus shelters, utility boxes, and other areas of concern. The campaign focuses on SR-184, given that is where the most unsafe behavior occurs. The campaign can be developed to target speeding and engage the Kern County Sheriff's Office Lamont Substation, as participants shared that the sheriff's presence at Mountain View Middle School helps alleviate congestion and speeding.

To email Caltrans District 6: [d6.public.info@dot.ca.gov](mailto:d6.public.info@dot.ca.gov)

For guidance on building a messaging strategy, see Safe Routes to School Messaging

To email Kern County Sheriff's Office-Lamont Substation: [sheriff@kernsheriff.org](mailto:sheriff@kernsheriff.org)

See the Southern California Association of Governments (SCAG) campaign for examples of advertising: [Media kit](#)

## Crosswalk Improvements at the Mountain View Road/State Route 184 Intersection

The Project Team recommends the planning committee partner with Mountain View Middle School and Kern County Public Works to incorporate crosswalk improvements to their existing [Walk Kern: A Kern County Public Works Project](#) funded under Assembly Bill 617. One of the focus areas for this project includes [Mountain View Road improvements](#), which aims to make improvements to protect pedestrians on contiguous paths to school, markets, school/transit bus stops, and other community locations. Kern County Public Works, for example, may add a raised crosswalk with continental or ladder markings to replace the existing faded crosswalks at the Mountain View Road/SR-184 intersection. The addition of these improvements at this intersection can help increase student visibility for improving the safety of students and parents.

The planning committee and Mountain View Middle School can begin by scheduling a meeting or phone call with Kern County Public Works and asking residents to fill out this [Walk Kern Community Survey](#) to specifically request improvements at this crosswalk.

For more information about Walk Kern's previous projects, see: [Kern County Pedestrian Visibility Improvement Project](#)

To contact Kern County Public Works call (661) 862-5100

To contact the Walk Kern Public Works Manager: call (661) 862-5295 or email [yolandar@kerncounty.com](mailto:yolandar@kerncounty.com)

## Los Caminos de las Vías: RadioNovela

During the training, participants created a Radionovela, a podcast that highlights community concerns and proposes solutions through the power of storytelling. This audio project is intended to be used as a tool for advocacy to create their local community visions for a walkable and bikeable community. This episode and all past Los Caminos de las Vías mini-podcasts can be found on Soundcloud at [bit.ly/los-caminos-de-la-via](https://bit.ly/los-caminos-de-la-via). A transcript of the Radionovela can be found in the Appendix of this report.

This episode highlights the experience of community members walking and biking in Lamont on SR-184. Participants shared that they are in need of better infrastructure, such as sidewalks and crosswalks, to ensure the safety of students walking to and from Mountain View Middle School. Participants believe SR-184 would be safer for students and residents with these infrastructure improvements. To read a transcript of the audio, see the Appendix.

# **Appendix**

- Crash Data
- CAyS Esri Community Analyst Data
- Transcript of RadioNovela

# History of Crashes Involving Pedestrians and Bicyclists in Lamont

Site Visit – June 13, 2023  
Ana Lopez, [ana.lopez@berkeley.edu](mailto:ana.lopez@berkeley.edu)

Berkeley SafeTREC

1

## What is a pedestrian crash?



- A crash between a pedestrian and a motor vehicle
  - Includes one person on foot, skateboard, stroller, wheelchair, electric assisted mobility device
- A crash can result in multiple pedestrian victims

## What is a bicycle crash?

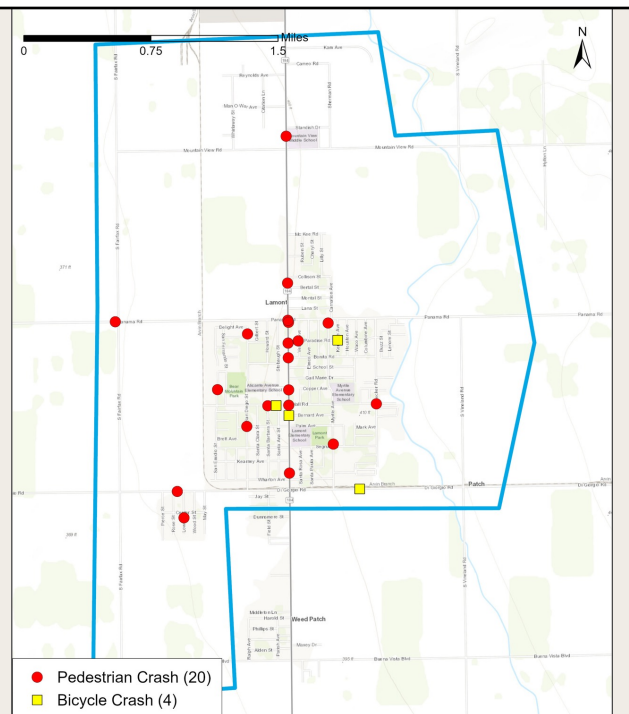


- Crash between a bicycle and a motor vehicle
- Bicycles are considered vehicles and therefore infractions committed by a "driver" could have been committed by a motor vehicle driver or by a bicyclist.

3

## Overview of the crashes in Lamont, 2017-2021

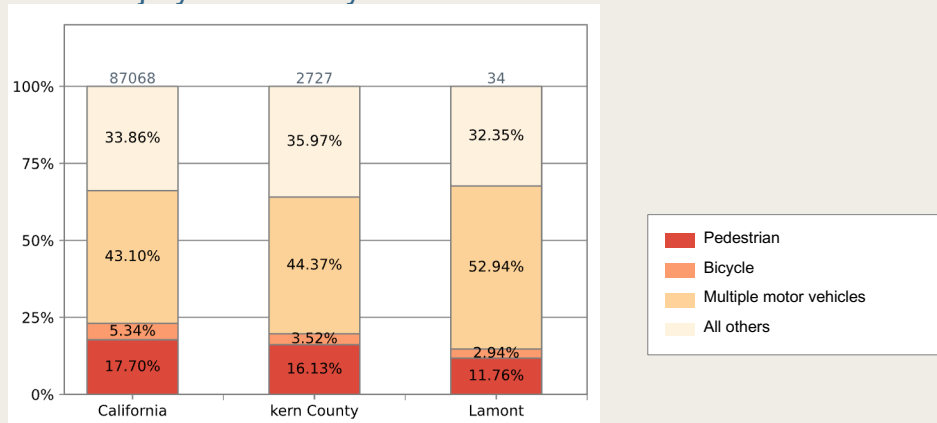
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2017-2021.  
Data for 2020 and 2021 are provisional as of March 2023..



4

# How does the Lamont area compare to other areas?

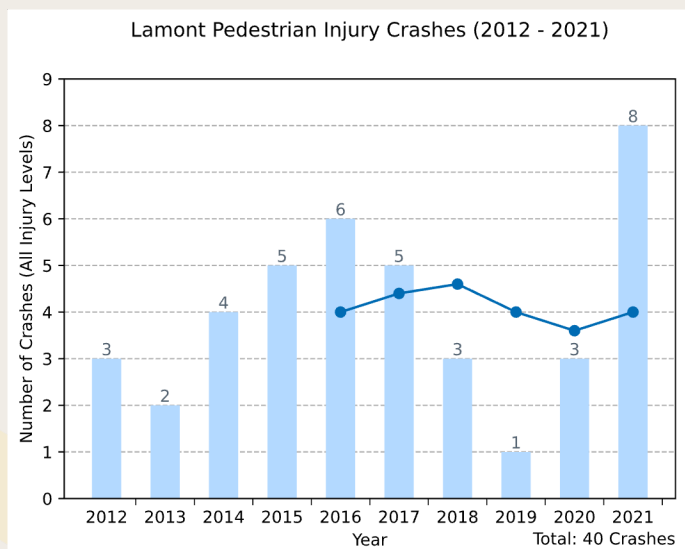
Fatal and Serious Injury Crashes by Mode of Involvement 2017-2021



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2017-2021. Data for 2020 and 2021 are provisional as of March 2023.

5

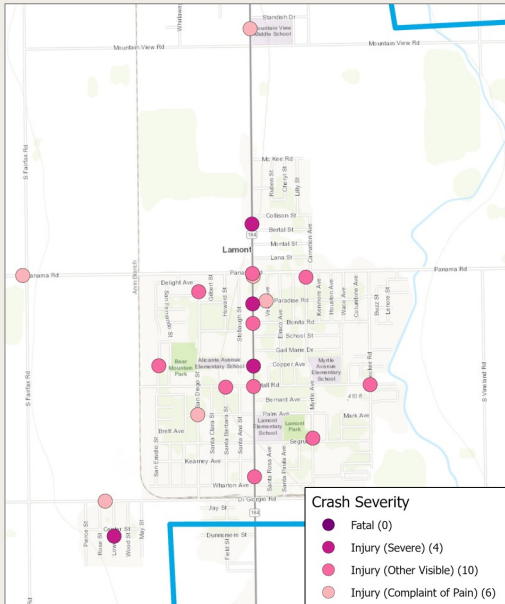
# Pedestrian Crashes 2012-2021



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2017-2021. Data for 2020 and 2021 are provisional as of March 2023.

6

# Pedestrian Crashes 2017-2021



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2017-2021. Data for 2020 and 2021 are provisional as of March 2023.

7

## Pedestrian Crashes 2017-2021

### By time of day and day of week

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
09:00PM-11:59PM	0	0	0	0	0	1	0	1
06:00PM-08:59PM	1	0	1	0	2	2	0	6
03:00PM-05:59PM	1	3	0	0	2	0	0	6
Noon-02:59PM	0	0	0	0	0	1	2	3
09:00AM-11:59AM	0	0	0	0	0	0	1	1
06:00AM-08:59AM	0	1	0	1	0	0	0	2
03:00AM-05:59AM	0	0	0	0	0	0	0	0
Midnight-02:59AM	0	1	0	0	0	0	0	1
Total	2	5	1	1	4	4	3	20

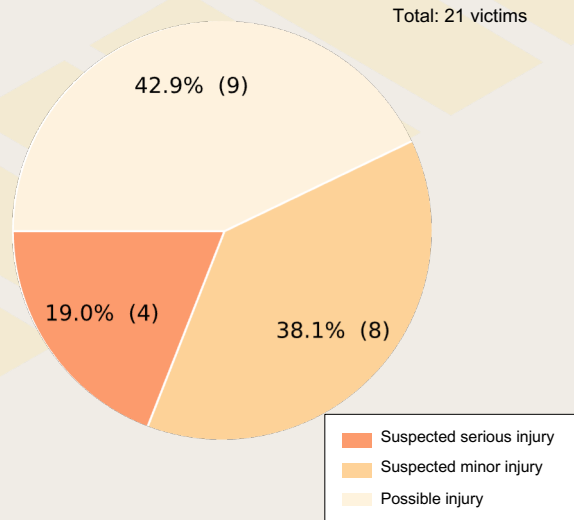
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2017-2021. Data for 2020 and 2021 are provisional as of March 2023.

## Pedestrian Crashes 2017-2021

### By Severity of Injury

21 victims were injured in 20 crashes pedestrians

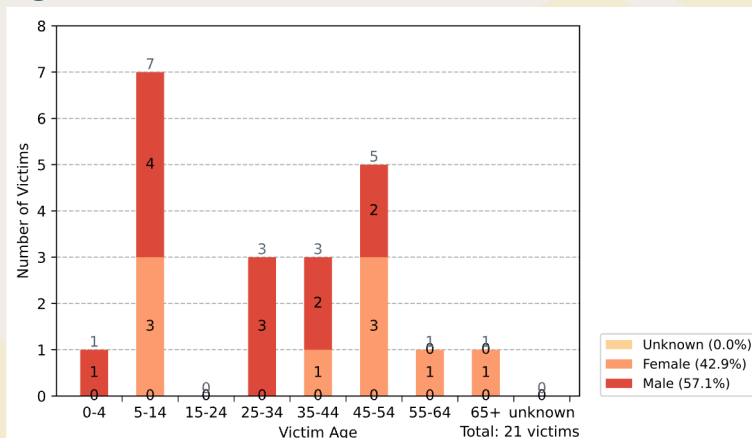
Data Source: Statewide Integrated Traffic Records System (SWITRS) 2017-2021. Data for 2020 and 2021 are provisional as of March 2023.



9

## Pedestrian Crashes 2017-2021

### By age and gender of the victim



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2017-2021. Data for 2020 and 2021 are provisional as of March 2023.

10

## Pedestrian Crashes 2017-2021

### Most Frequently Cited Violations in Crashes with Injuries

**3**  
crashes

**21950.a** The driver failed to yield to pedestrians in a marked or unmarked crosswalk

**14**  
crashes

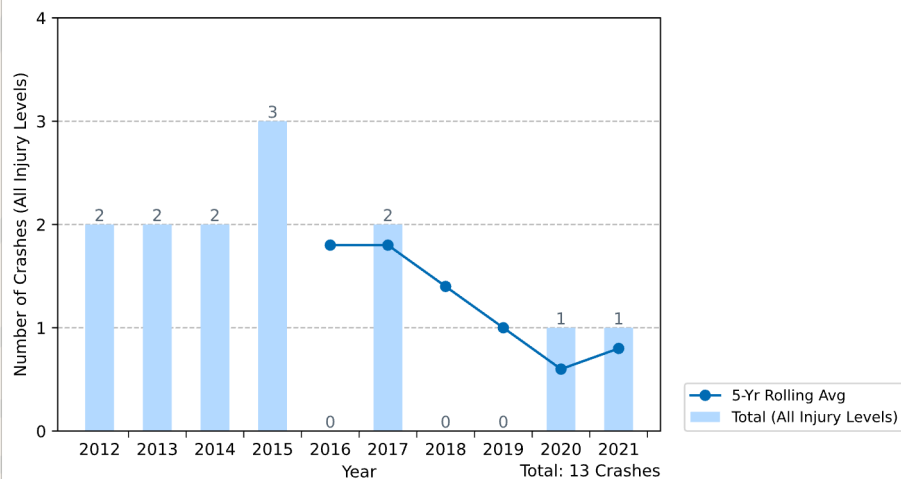
**21954.a** Pedestrians must yield to vehicles when crossing outside a marked or unmarked crosswalk

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2017-2021. Data for 2020 and 2021 are provisional as of March 2023.

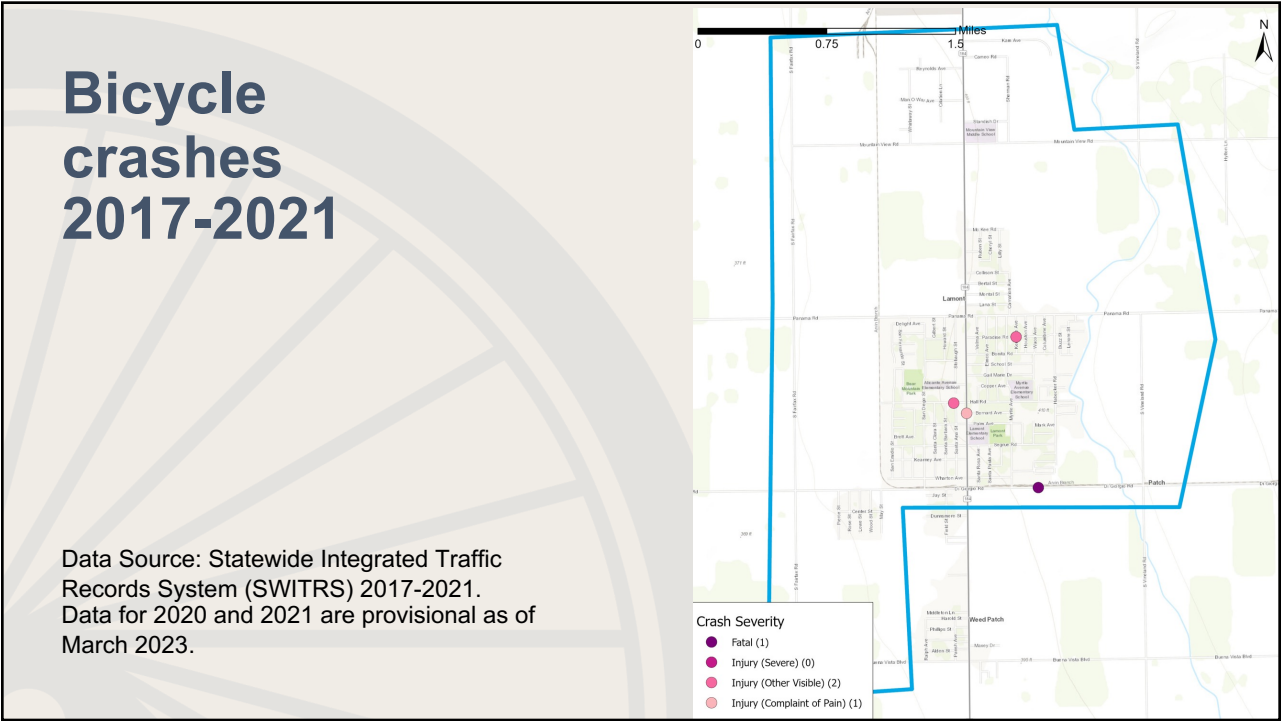
11

## Bicycle crashes 2012-2021

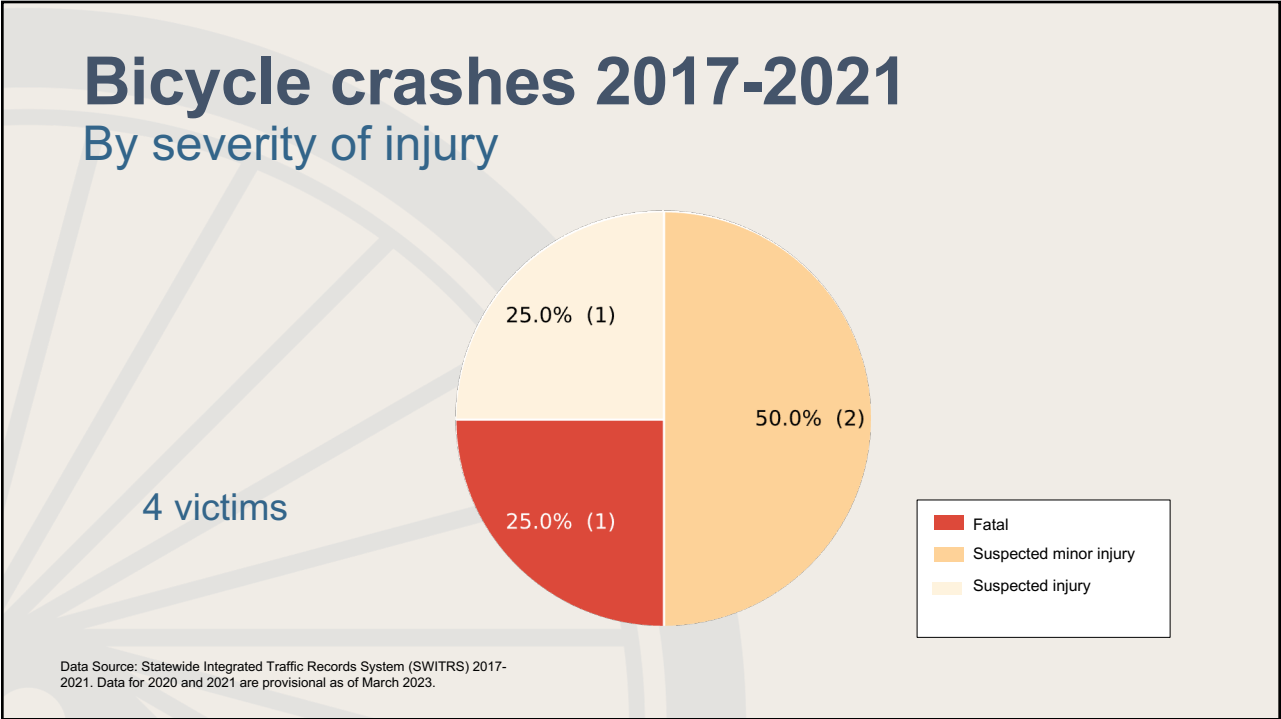
Lamont Bicycle Injury Crashes (2012 - 2021)



12

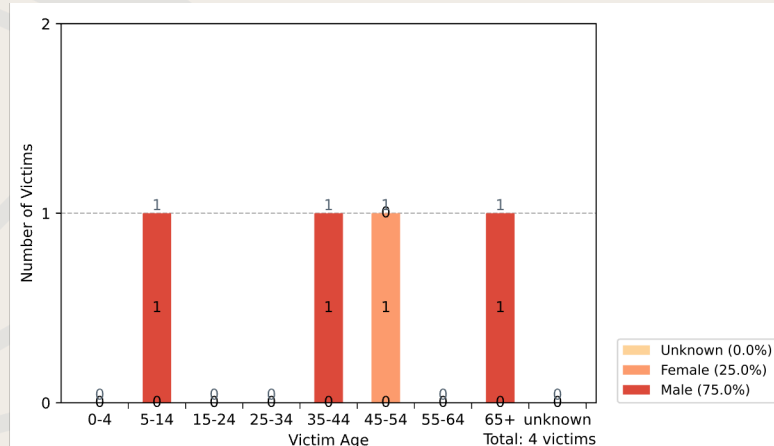


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## Bicycle crashes 2017-2021

### By age and gender of the victim



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2017-2021. Data for 2020 and 2021 are provisional as of March 2023.

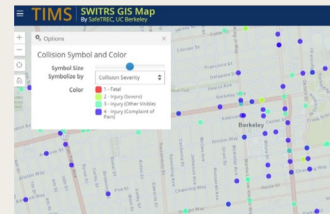
15

## Additional Resources

### Street Story

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

Share stories on Street Story of where you've been in a crash or near crash, or where you feel safe or unsafe traveling. [streetstory.berkeley.edu](https://streetstory.berkeley.edu)



### Transportation Injury System (TIMS)

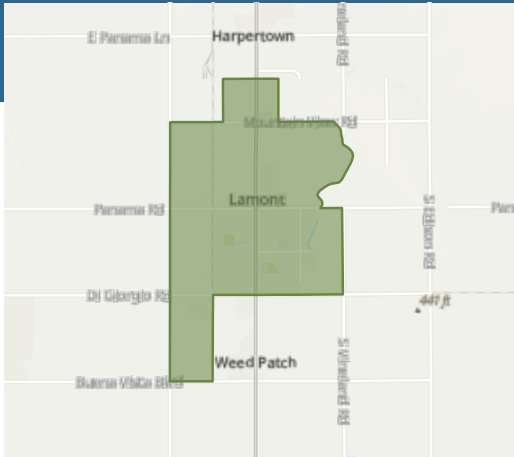
TIMS is a web-based tool that allows users to analyze and map data from the Statewide Integrated Traffic Records System (SWITRS).

To further explore crash data, sign up for a free account to access tools and resources on TIMS. [tims.berkeley.edu](https://tims.berkeley.edu)

16

# Lamont CDP, CA

## Community Pedestrian and Bicycle Safety Program



### Key Facts



**23%**

Households with 1+ Persons with a Disability

### Vulnerable Population



**7%**

Population 65+



**6%**

Households without a vehicle



**29%**

Households Below the Poverty Level

### Commute Profile



**1%**

Took Public Transportation



**14%**

Carpooled



**0%**

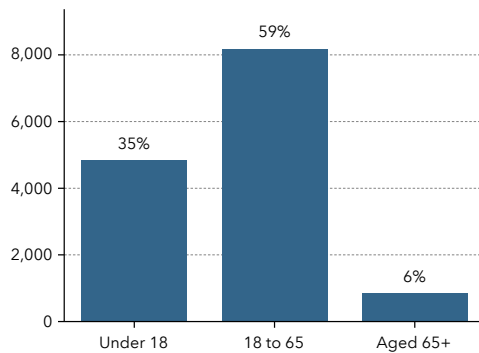
Walked to Work



**0%**

Bike to Work

### Population by Age



### Race and Ethnicity

The largest group: Hispanic Origin (Any Race) (95.72)

The smallest group: Pacific Islander Alone (0.04)

Indicator ▲	Value	Diff	
White Alone	17.72	-22.34	
Black Alone	0.22	-5.27	
American Indian/Alaska Native Alone	2.89	+0.87	
Asian Alone	0.61	-4.72	
Pacific Islander Alone	0.04	-0.13	
Other Race	52.72	+22.23	
Two or More Races	25.80	+9.35	
Hispanic Origin (Any Race)	95.72	+40.54	

Bars show deviation from Kern County

### Household Income (2021)

Median Household Income	\$40,341	
Median Household Income < \$10,000	288	8%
Median Household Income \$10,000 - \$14,999	140	4%
Median Household Income \$15,000 - \$19,999	233	7%
Median Household Income \$20,000 - \$24,999	430	12%
Median Household Income \$25,000 - \$29,999	190	5%
Median Household Income \$30,000 - \$34,999	337	9%
Median Household Income \$35,000 - \$39,999	151	4%
Median Household Income \$40,000 - \$44,999	195	5%
Median Household Income \$45,000 - \$49,999	209	6%
Median Household Income \$50,000 - \$59,999	297	8%
Median Household Income \$60,000 - \$74,999	534	15%
Median Household Income \$75,000 - \$99,999	331	9%
Median Household Income \$100,000 - \$124,999	126	4%
Median Household Income \$125,000 - \$149,999	31	1%
Median Household Income \$150,000 - \$199,999	46	1%
Median Household Income \$200,000+	18	1%

## Lamont Radionovela

To listen to this Spanish language mini-podcast, visit [bit.ly/los-caminos-de-la-via](https://bit.ly/los-caminos-de-la-via).

The following is a transcript for the Radionovela, which has been translated from the Spanish audio. Some content may have been edited to provide more clarity.

**Speaker 1:** Lamont Park has exercising machines, bike paths inside the park, and sidewalks. It's all very nice. I love that park because it has exercise machines. I have been there to exercise with other parents from the school.

**Speaker 2:** What do I like about my community? I like that people in my community get along and have good communication. That's what I like about my community.

**Speaker 3:** I really like that the community is united. You can see that parents are involved, even if they are sometimes busy. But I see that there is a strong connection between the parents, the school, and the system.

**Narrator:** Hello everyone. Welcome to our new episode of Los Caminos de la Vía. Los Caminos de la Vía is a project of California Walks and UC Berkeley SafeTREC and focuses on helping Spanish-speaking communities create audio content that can be used as a tool for advocacy and education to improve pedestrian and bicycle safety. This mini podcast highlights community concerns through storytelling, helps raise awareness of pedestrian and bicyclist safety, and proposes community-led solutions. In our segment today, we spoke with the Lamont community about their concerns about the safety of students walking to Mountain View Middle School using State Route 184, also known as Main Street. They shared their desire to improve Main Street with sidewalks. Participants want to see their community come together so that everyone is informed on what is happening in Lamont and work to bring change to their community.

**Narrator:** Participants shared what is most important to them.

**Speaker 4:** The priority for me would be the safety of the children in all aspects, from traffic, the road, sidewalks, lights and everything that impacts the safety of children who are walking to school, including parents who drop off their children at school.

**Speaker 5:** I believe that in order for our community to be safe, we need to have crosswalks. We need crosswalks to be in good condition [paved and clearly marked]. I know that there are some [crosswalks], but they are lines and that's it. They are also very faded. We need better painted crosswalks so that people [drivers] know that they are crosswalks. [For the safety of] children, not only students, but also for the people of the community when they walk along SR-184. From McKee to Mountain View, there are parts that are not very visible during very foggy conditions or in the late night hours when it is dark. There are no lights in this area and it is very dark. [It impacts] the safety of the entire community.

**Narrator:** Lamont is an unincorporated community in Kern County, California. Between the years 2012 and 2021 there were 20 reported pedestrian crashes and 13 bicycle crashes. Nearly all of the serious injury pedestrian crashes occurred along State Route 184.

**Narrator:** Participants shared the challenges students face when walking and biking on Main Street, also known as State Route 184.

**Speaker 6:** There are several things I think could be better for the safety of everyone. For example, many children who walk to Mountain View Middle School walk mostly along Main Street, which is a major road in Lamont. They made a narrow path, made of what I believe is asphalt, but I do not think it is enough for the children. The road does not seem very safe for the children and I think that should be improved. There are no trees on that path. It is just dirt. Right now, the path is filled with grass and weeds due to the rain. I believe, last week, some grass caught on fire there, near the school. I think we need to direct our attention to that situation.

**Narrator:** Participants discuss potential groups in their community that can collaborate with them to advance their efforts.

**Speaker 7:** ...business owners, school groups, and clubs at Bear Mountain Recreation Park. They have children's clubs where parents participate in game leagues. We also know that there are committees like Lamont Progress Committees. The owners of the businesses around here, like Grimmway and Kern Ridge, two large companies here, use the streets that we talked about like SR-184. And well, parents who live in the area.

**Speaker 8:** What we need is the support of schools, Caltrans, and businesses.

**Speaker 9:** I also think that we could include young people so that we can gather their point, as those who are directly experiencing this. They should be included so that they can express themselves because they are the ones who are really living it.

**Narrator:** Participants want to see their community informed of what is happening in Lamont to bring change to their community. Participants will work together to inform the rest of the Lamont community about projects and efforts to improve and make State Route 184, also known as Main Street, safer for walking and bicycling. Thanks for joining us, and be sure to listen to the rest of the Caminos de la Via episodes. We invite you to read the Lamont executive summary in the description. For more information on Active and Safe Communities visit the California Walks and UC Berkeley SafeTREC websites. See you later!

# Thank you for your interest in the Community Pedestrian and Bicycle Safety Training Program.

For more information, please visit:

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

For questions, please email:

[safetrec@berkeley.edu](mailto:safetrec@berkeley.edu) or [cpbst@calwalks.org](mailto:cpbst@calwalks.org)

This report was prepared in cooperation with the California Office of Traffic Safety (OTS). The opinions, findings, and conclusions expressed in this publication are those of the author(s) and not necessarily those of OTS.



# Berkeley SafeTREC