

# Spring Street at LGB

## Purpose

Spring Street improvements will provide safe travel for cyclists through a separated bikeway.

Prioritization Phase

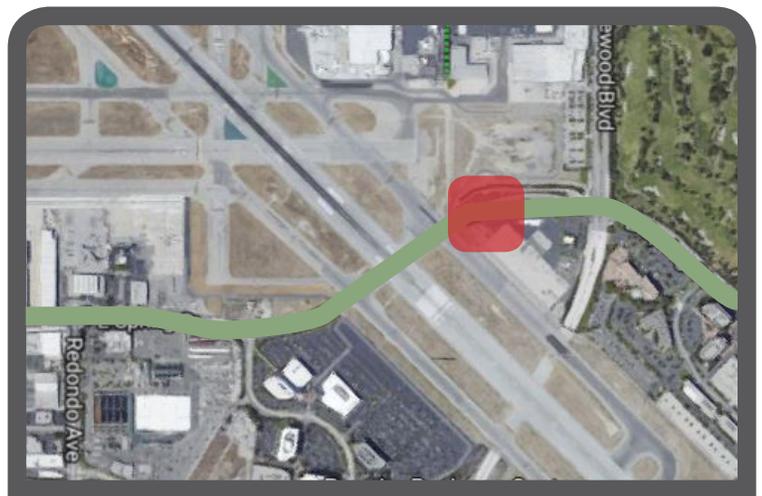
Backbone Next Steps

## The Existing Corridor

- 2 driving lanes
- 40 MPH speed limit

## Corridor Improvements

- Separated bikeway
- Improved lighting through the tunnel

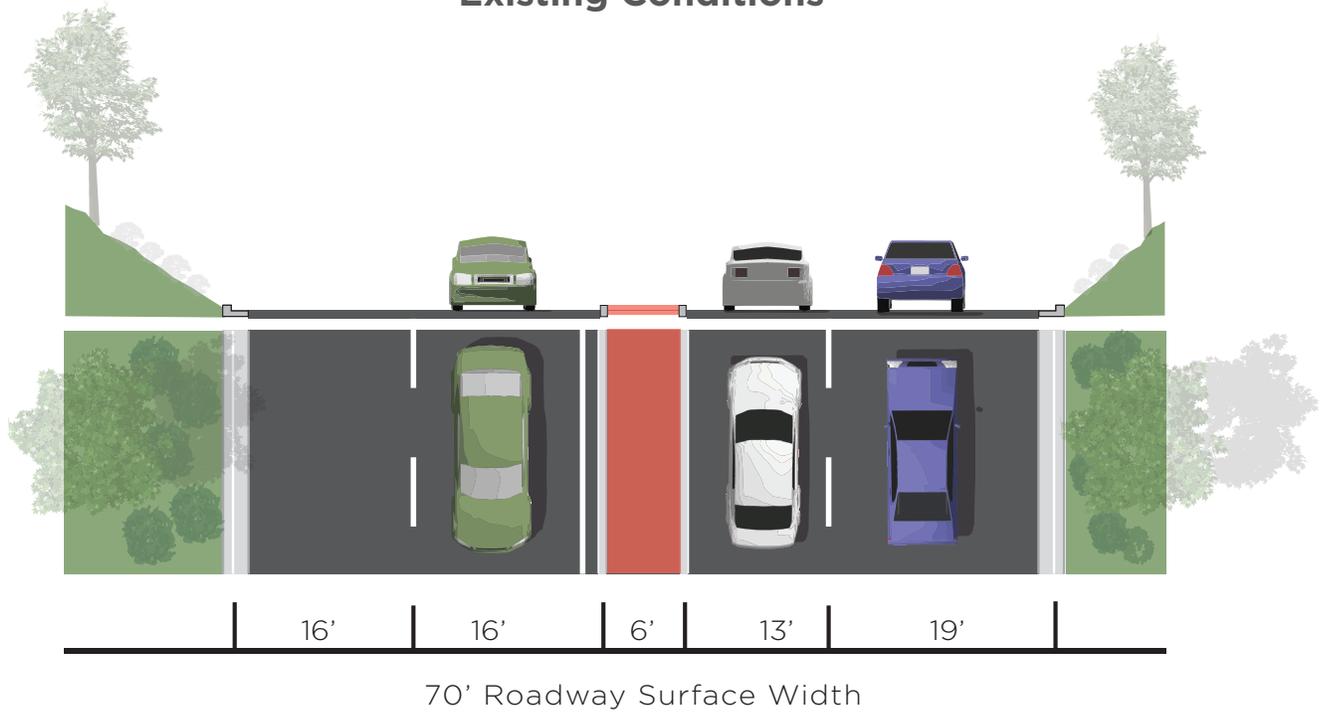


Before

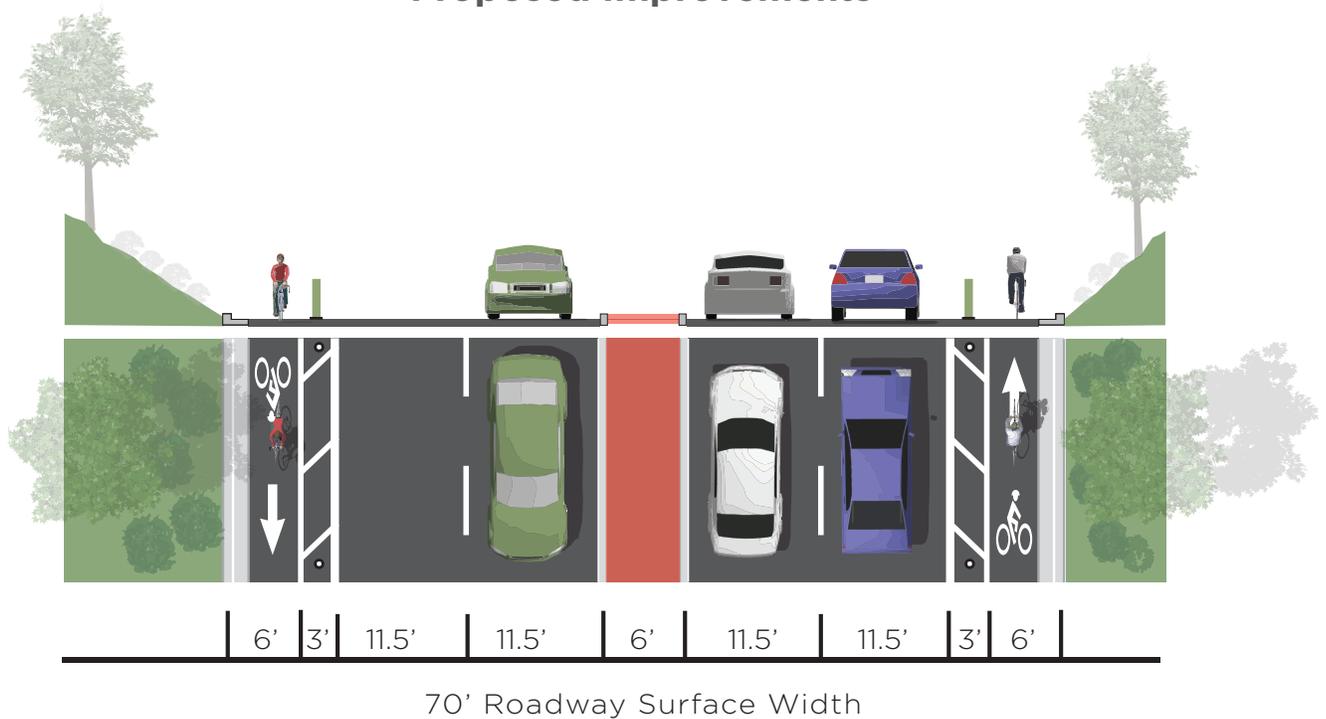


# Underpass Improvements

## Existing Conditions



## Proposed Improvements



# Palo Verde Avenue at Spring

## Purpose

Intersection improvements at the Palo Verde Avenue/Spring Street intersection will provide bicycle riders an increased perception of safety for bicyce riders with a protected intersection.

Prioritization Phase

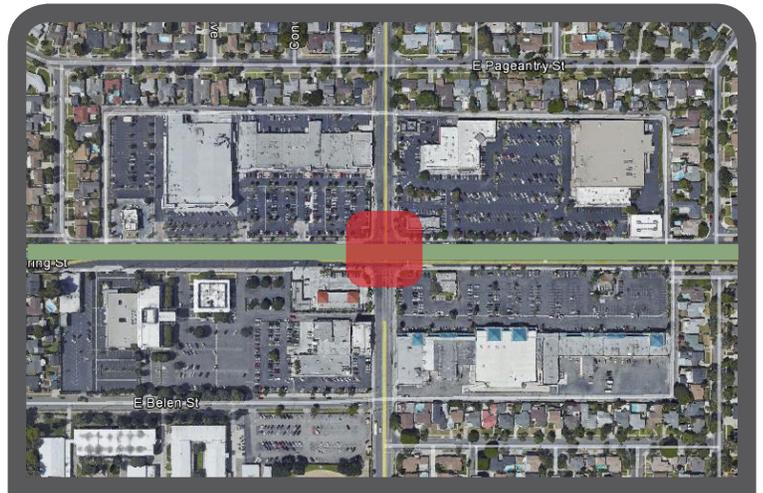
Priority

## The Existing Intersection

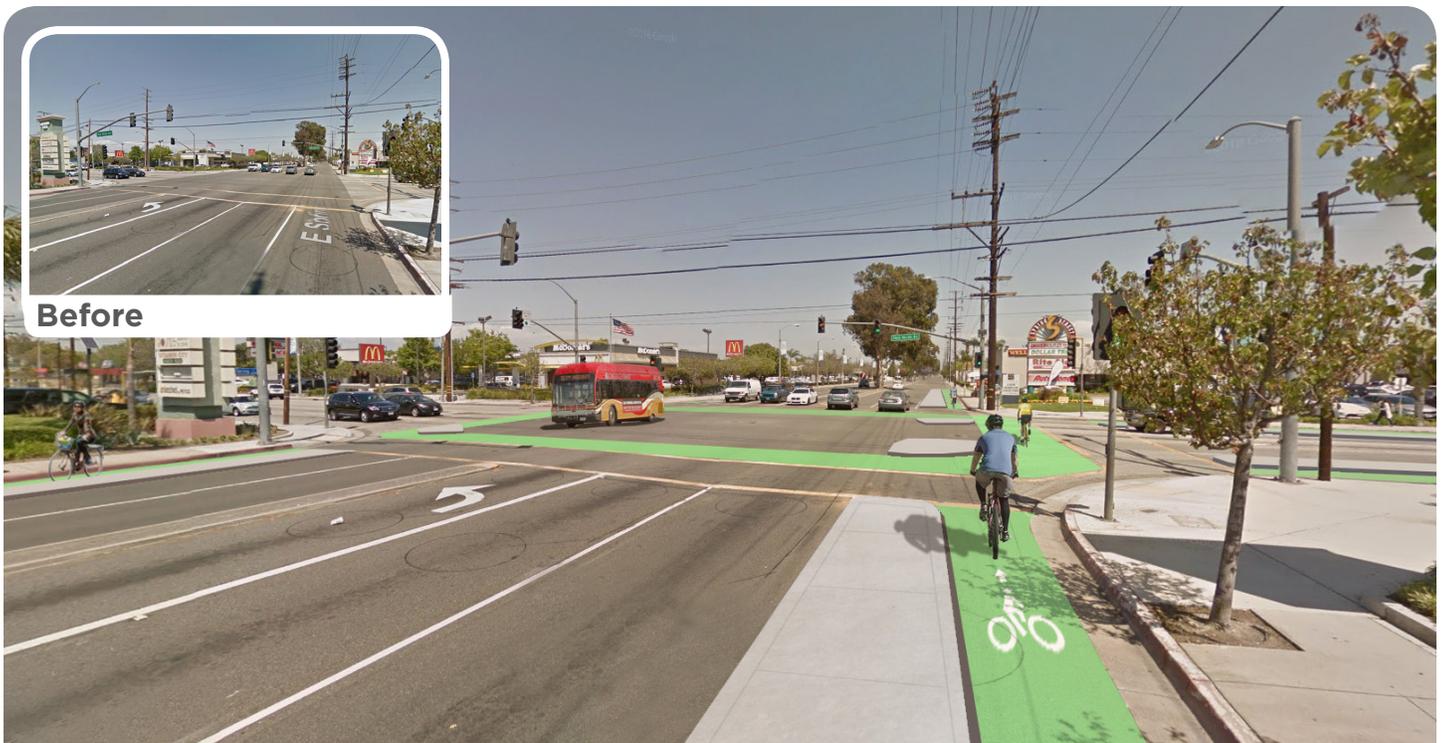
- Palo Verde Avenue has 5 driving lanes and is 35 MPH
- Spring Street has 7 driving lanes and is 45 MPH

## Intersection Improvements

- Protected intersection with bicycle signals
- Green paint for increased visibility

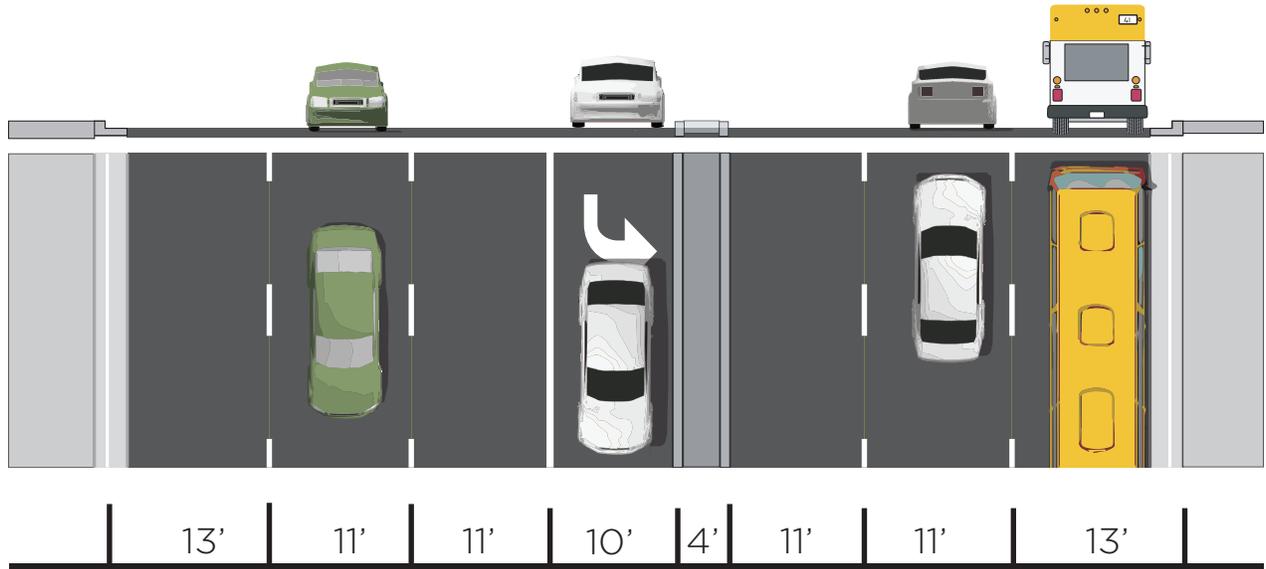


Before



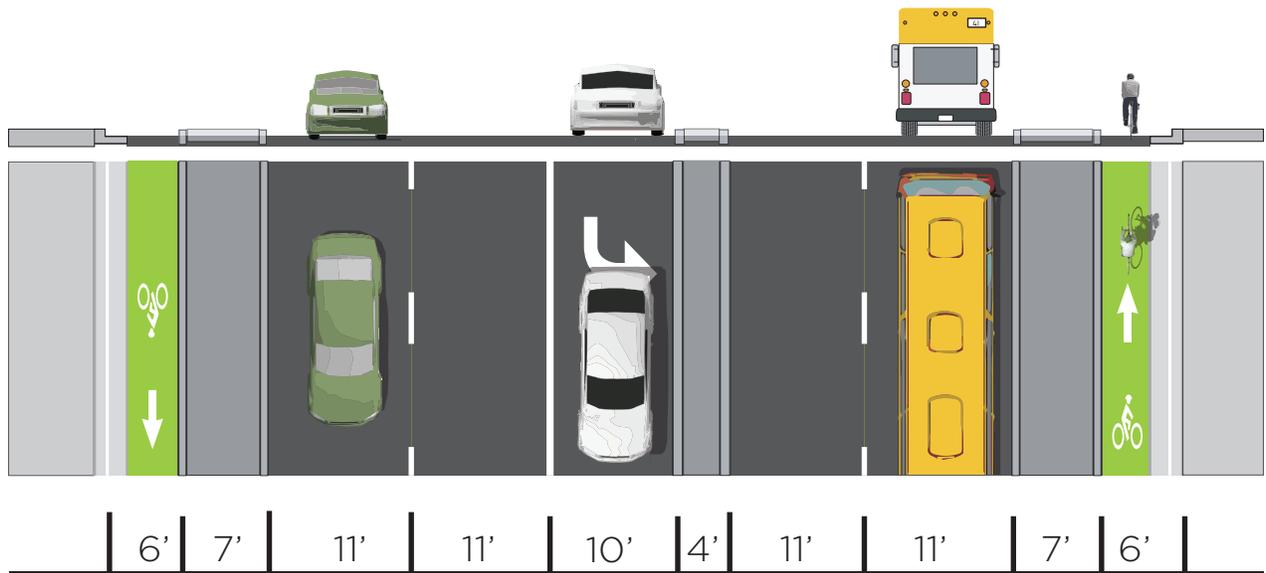
# Street Improvements

## Existing Conditions



84' Roadway Surface Width

## Proposed Improvements



84' Roadway Surface Width

# Spring Street (El Dorado)

## Purpose

Spring Street improvements will provide safe travel for cyclists through a separated bikeway on both sides of the roadway.

Prioritization Phase

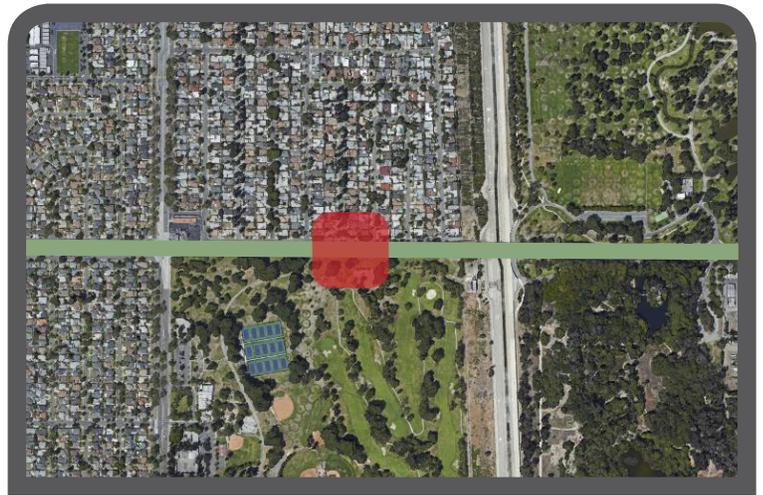
Backbone

## The Existing Corridor

- 6 driving lanes plus turning lanes
- 45 MPH speed limit

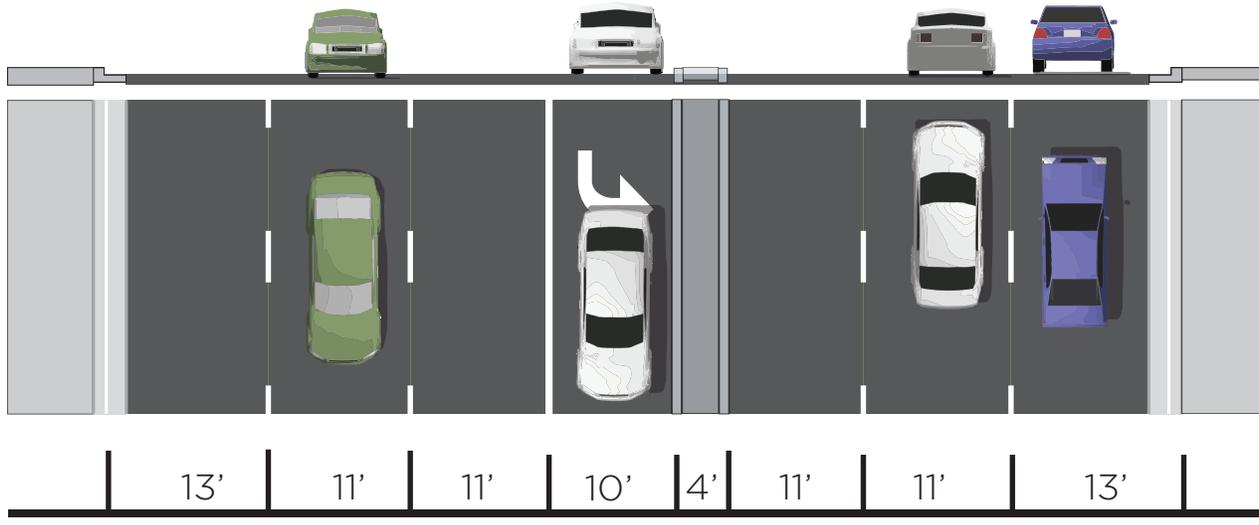
## Corridor Improvements

- Separated bikeway



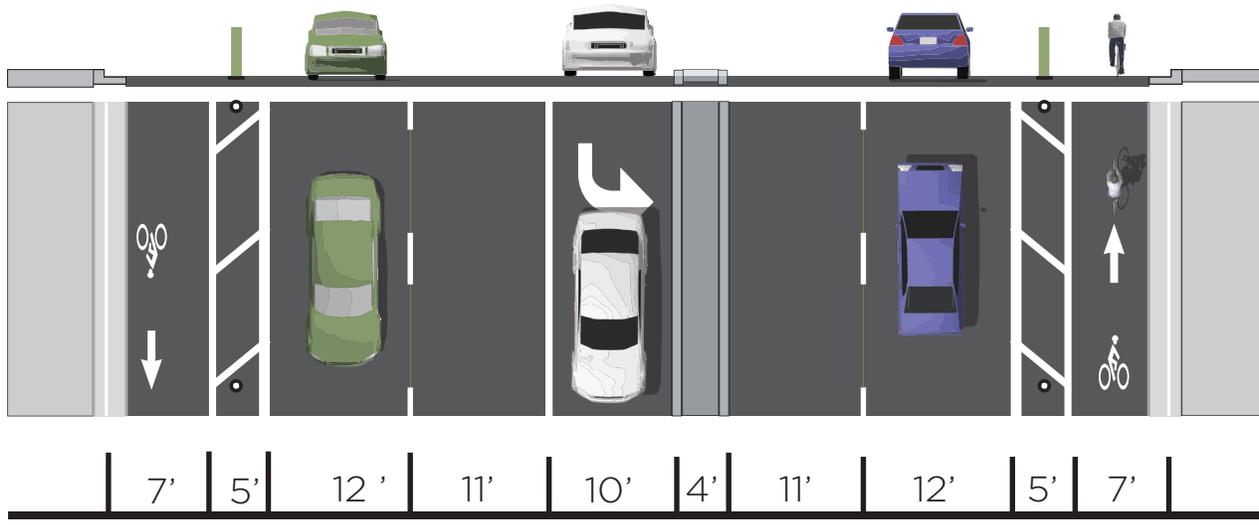
# Park) Improvements

## Existing Conditions



84' Original Roadway Surface Width

## Proposed Improvements



84' Original Roadway Surface Width

# Diverter: Hill Street Bicycle Boulevard

## Purpose

Improvements at the Hill Street/Long Beach Boulevard intersection would prioritize bicycle travel along an established bicycle boulevard.

Prioritization Phase

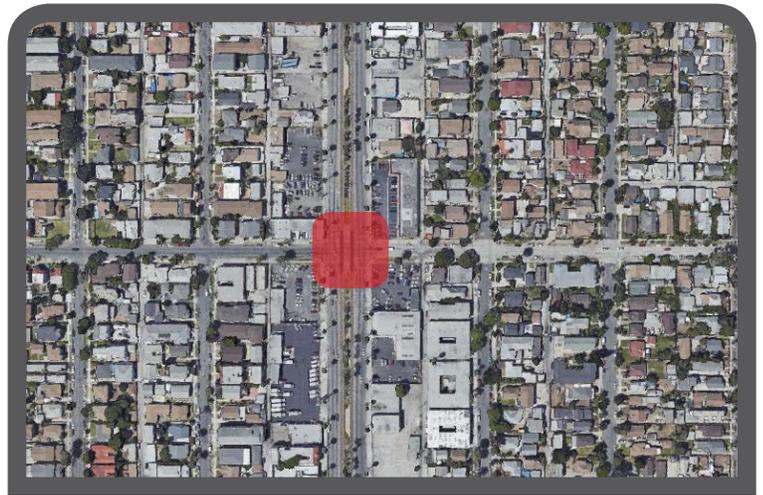
Vision

## The Existing Intersection

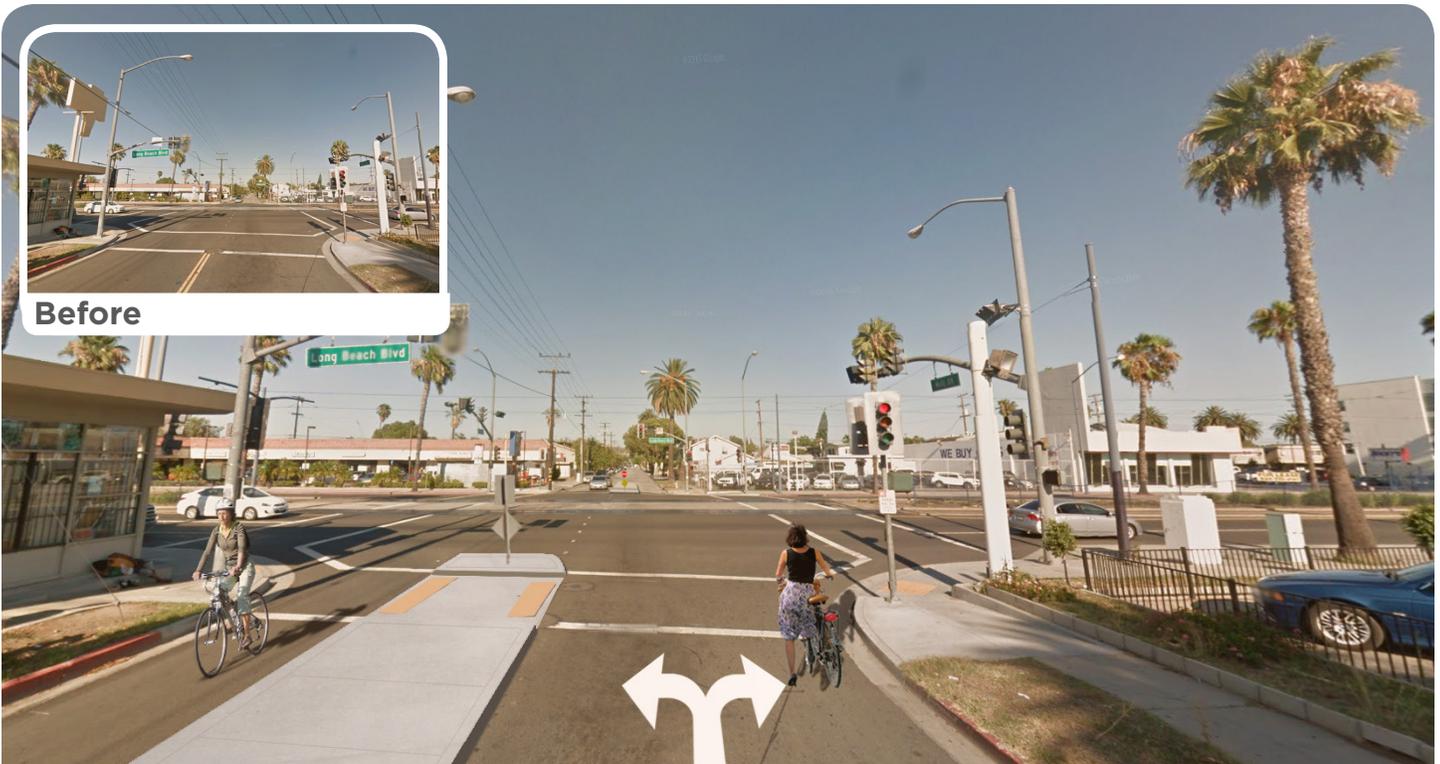
- Long Beach Boulevard has 4 driving lanes, is a transit priority corridor, and is 30 MPH
- Hill Street has 2 driving lane, is classified as a bicycle boulevard, and is 25 MPH

## Intersection Improvements

- Install diverters to allow bicyclists to cross Long Beach Boulevard while forcing motorists to turn

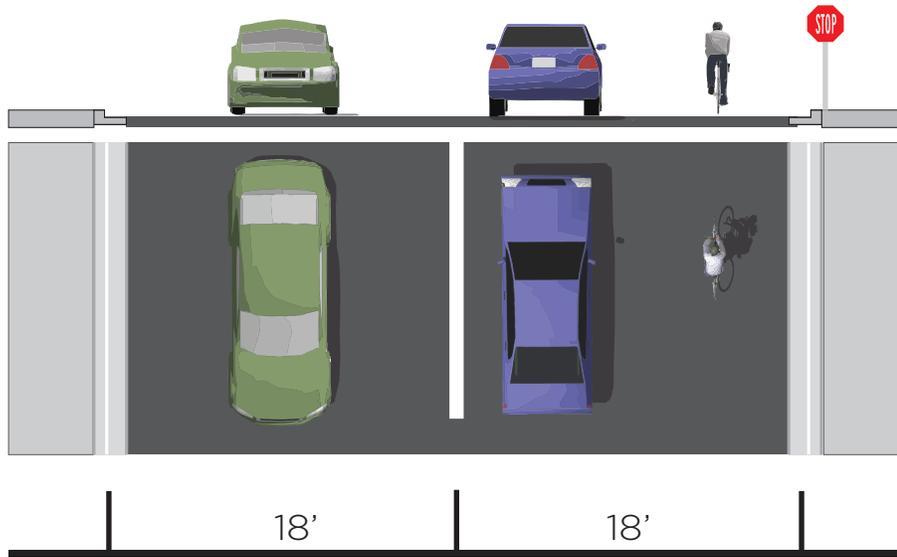


Before



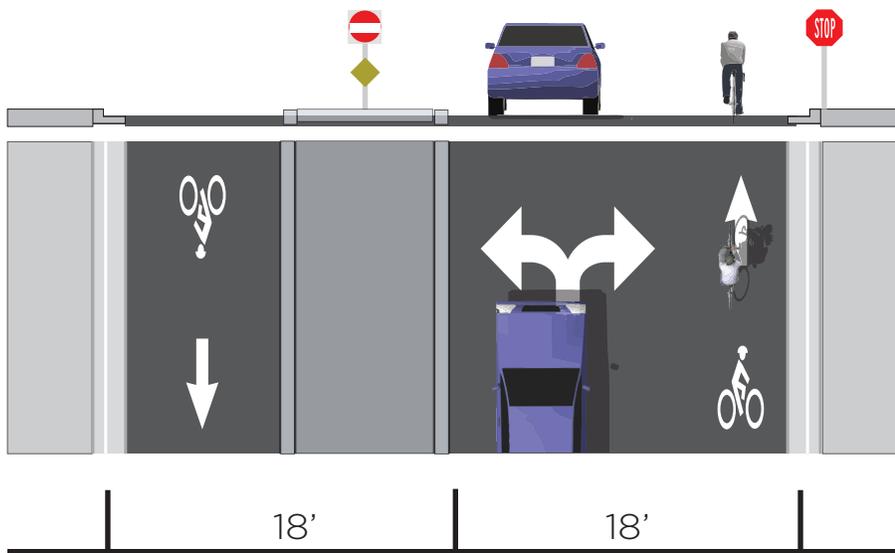
# ard at Long Beach Boulevard

## Existing Conditions



36' Roadway Surface Width

## Proposed Improvements



36' Roadway Surface Width

# Diverter: Loma Avenue Bicycle

## Purpose

Improvements at the Loma Avenue/Anaheim Street intersection would prioritize bicycle travel along an established bicycle boulevard.

Prioritization Phase

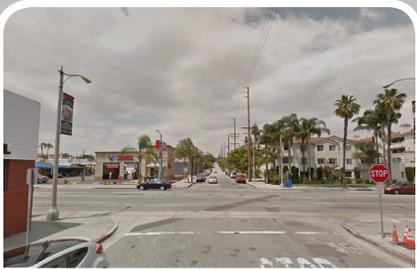
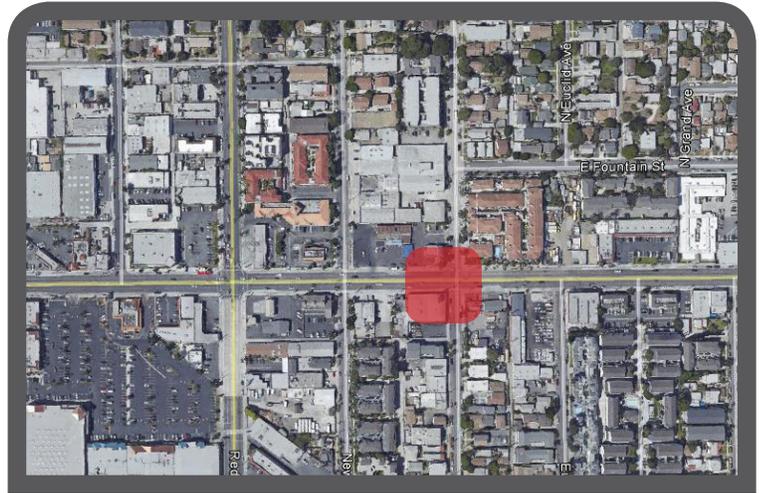
Pipeline

## The Existing Intersection

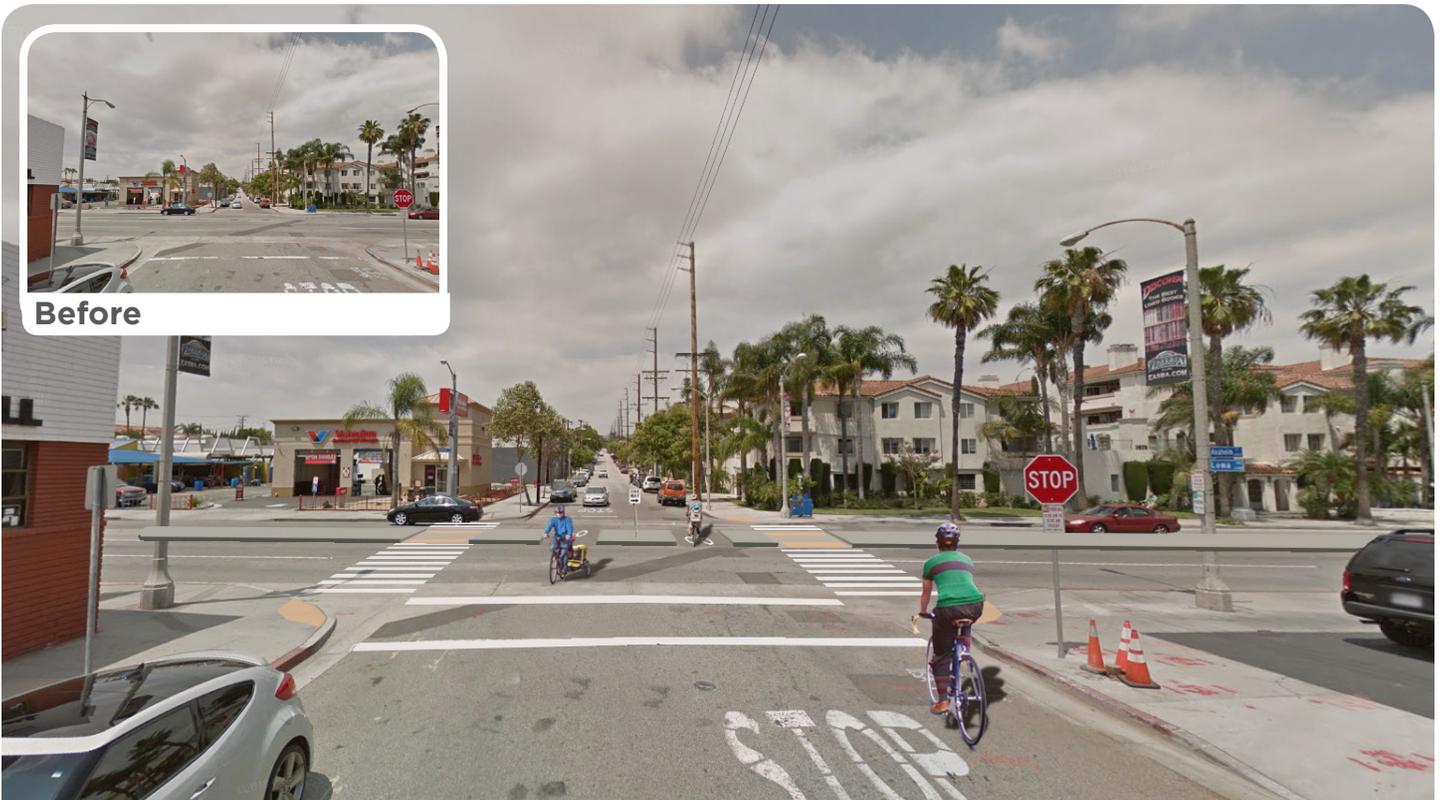
- Anaheim Street has 4 driving lanes, is a transit priority corridor, and is 30 MPH
- Loma Avenue has 2 driving lanes, is classified as a bicycle boulevard, and is 25 MPH

## Intersection Improvements

- Install diverters to allow bicyclists to cross Anaheim Street while forcing motorists to turn

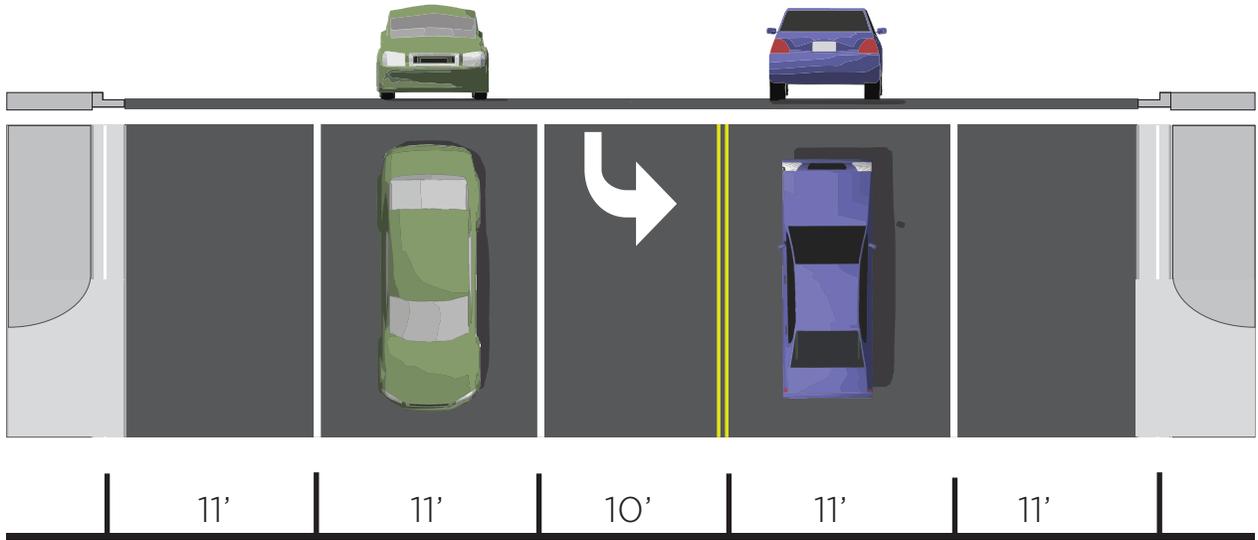


Before



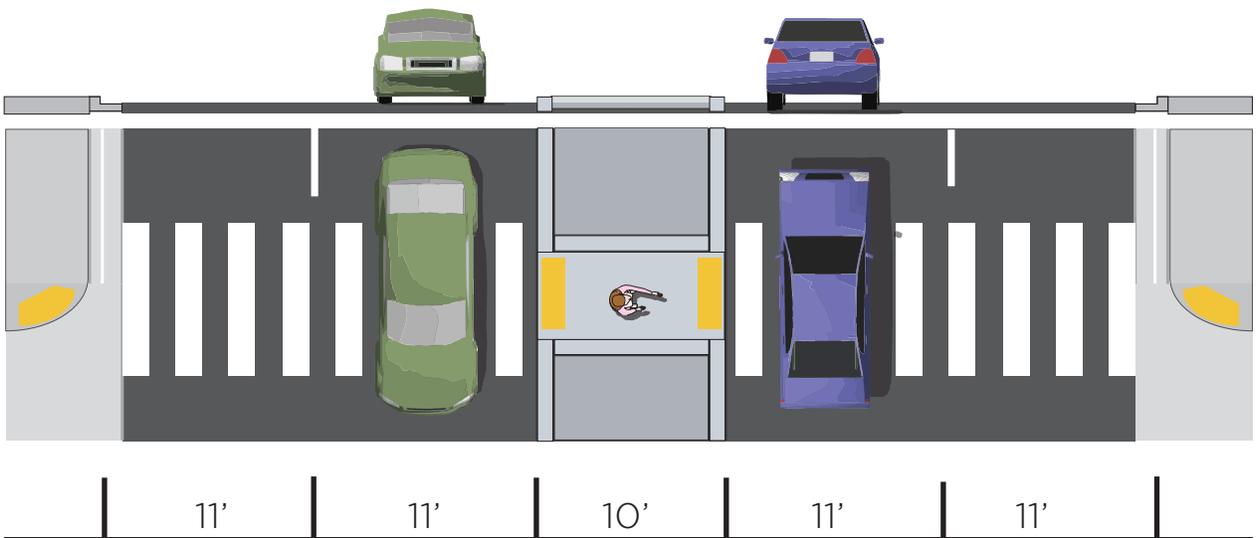
# ... Boulevard at Anaheim Street

## Existing Conditions



54' Roadway Surface Width

## Proposed Improvements



54' Roadway Surface Width

# Elevated Class IV: Broadway -

## Purpose

Broadway improvements will provide safe travel for cyclists through an elevated separated bikeway, putting the bicyclists on the same level as pedestrians.

Prioritization Phase

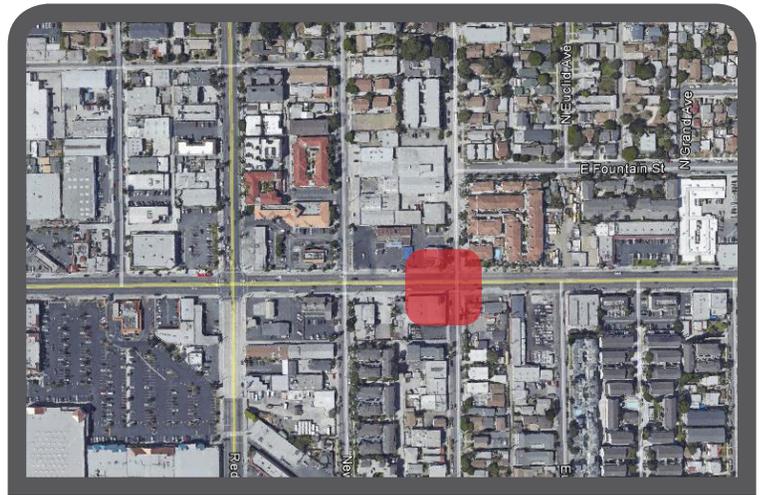
Vision

## The Existing Corridor

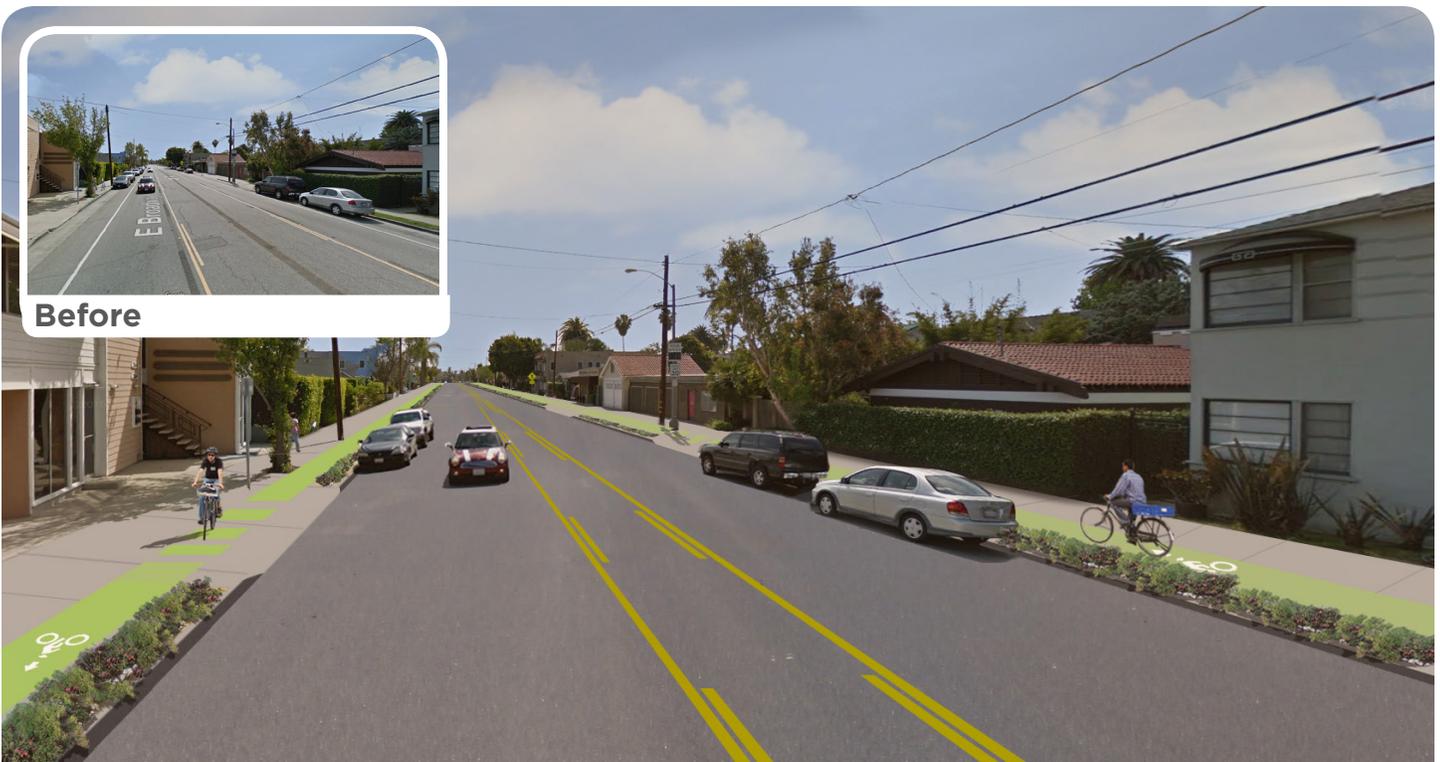
- 4 driving lanes
- 30 MPH speed limit
- Transit priority corridor

## Corridor Improvements

- Elevated separated bikeway

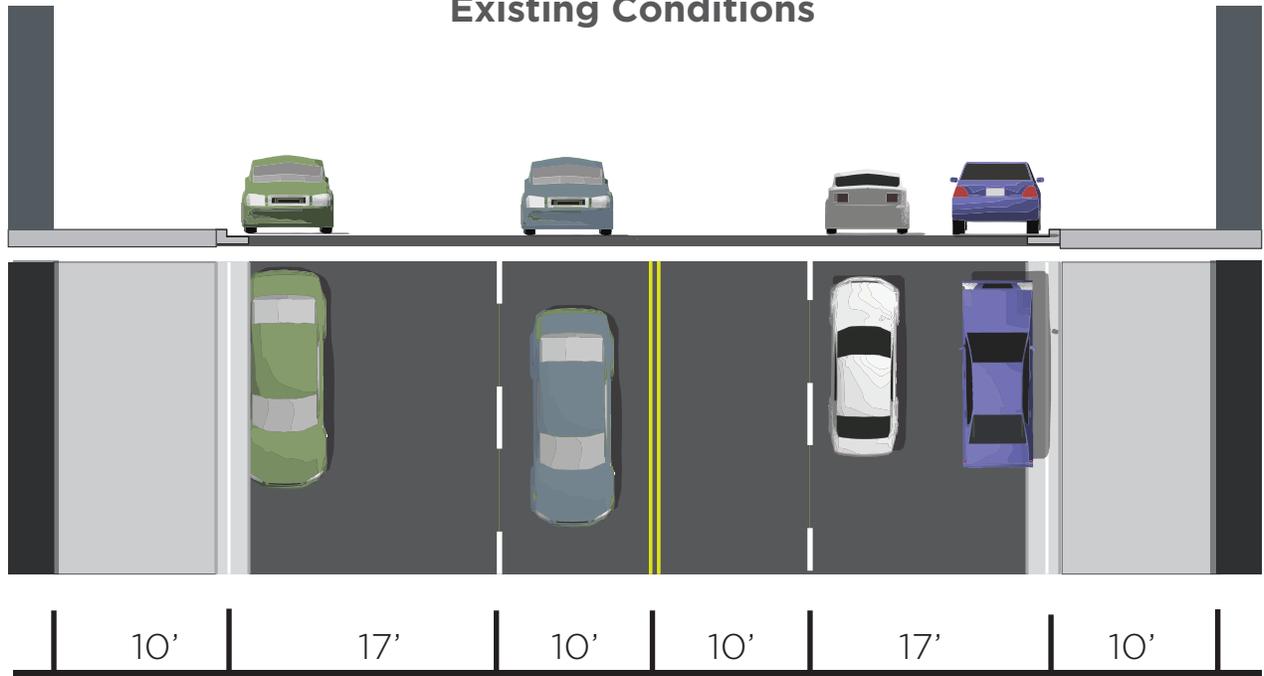


Before



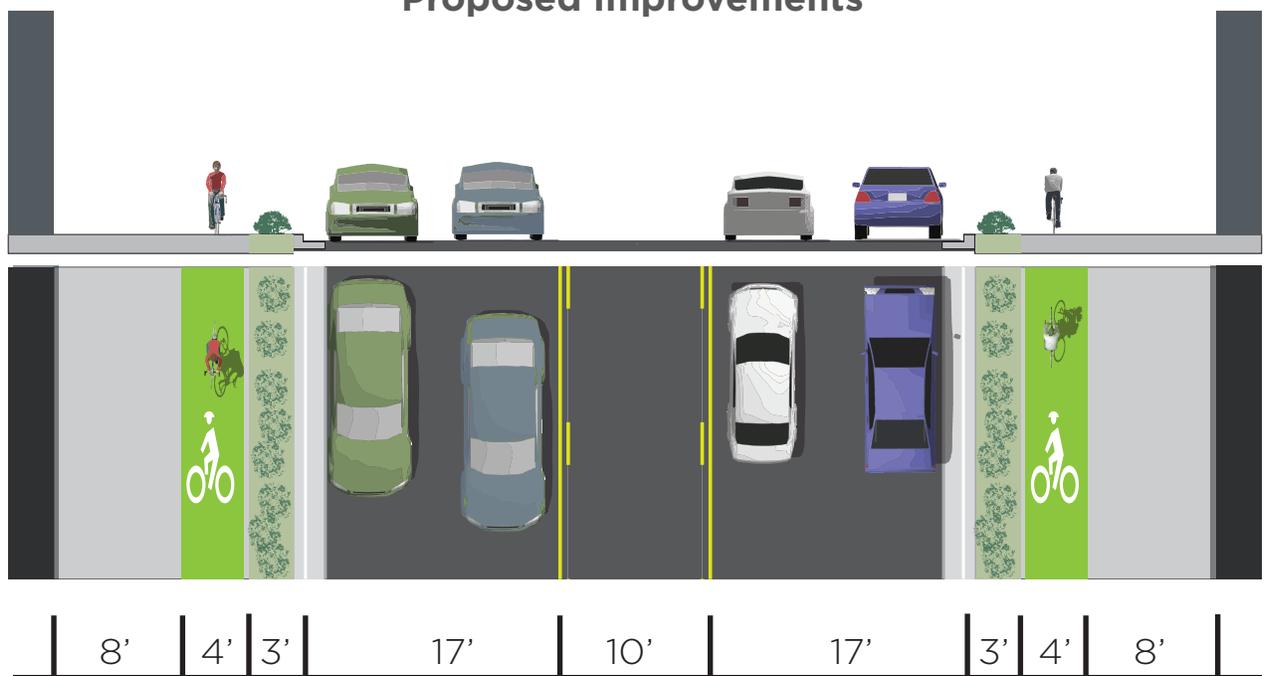
# Redondo Avenue to Temple Avenue

## Existing Conditions



54' Roadway Surface Width

## Proposed Improvements



44' Roadway Surface Width