

City of Long Beach Downtown & TOD Pedestrian Master Plan

Adopted by Long Beach City Council
05/24/2016

LONG BEACH
DEVELOPMENT SERVICES
BUILDING A BETTER LONG BEACH



City of Long Beach Downtown & TOD Pedestrian Master Plan

Adopted by Long Beach City Council
05/24/2016

Acknowledgments

City Council

Robert Garcia
Mayor
Lena Gonzalez
District 1
Suja Lowenthal
District 2
Suzie Price
District 3
Daryl Supernaw
District 4
Stacy Mungo
District 5
Dee Andrews
District 6
Roberto Uranga
District 7
Al Austin
District 8
Rex Richardson
District 9

Development Services

Amy J. Bodek, AICP
Director
Linda Tatum, AICP
Planning Bureau Manager
Christopher Koontz, AICP
Advance Planning Officer
Ira Brown
Project Manager
Steven Valdez
Planner

Public Works

Ara Maloyan
Director
Derek Wieske
Assistant City Engineer
Nate Baird
Mobility and Healthy Living
Coordinator

Meredith Elguira
Capital Projects Coordinator
Paul Van Dyk
Traffic Engineering Associate
Ross Cruz
Civil Engineering Assistant

Consultants

Gruen Associates
Prime Consultant, Urban Design
Psomas
Civil
Iteris, Inc.
Traffic
Bill Lee Land Econ.
Funding

This plan was funded by Metro's Transit-Oriented Development Planning Grant Program.
The project team also thanks the Downtown Long Beach Associates (DLBA) and CityFabrick.

table of contents

i. executive summary

1.0 introduction 1-1

- 1.1 Background
- 1.2 Project Boundary

2.0 existing conditions 2-1

- 2.1 Built Environment Analysis
- 2.2 Pedestrian Generation Analysis
- 2.3 Pedestrian Conditions
- 2.4 Policy Analysis
- 2.5 Summary of Existing Conditions

3.0 public engagement 3-1

- 3.1 Approach and Process
- 3.2 Community Meeting #1: WalkForth
- 3.3 Community Meeting #2: Sidewalk Stories
- 3.4 Stakeholder Outreach

4.0 pedestrian toolkit 4-1

5.0 priority projects 5-1

- 5.1 Overview of Priority Project Types
- 5.2 Selection Process
- 5.3 Profile of Recommended Projects

6.0 implementation 6-1

- 6.1 Funding Strategy
- 6.2 Policy Directions
- 6.3 Conclusion and Next Steps



First Street east of Long Beach Boulevard is an excellent example of typical “Stitch Street” improvements.

i. executive summary

The Long Beach Downtown and Transit-Oriented Development Pedestrian Master Plan provides a blueprint for achieving a multi-use vision – for streets that provide safe and direct connections to the Metro Blue Line - while at the same time reach their potential for enhanced community life, recreational opportunities, and ecological benefits.

The Downtown and TOD Pedestrian Master Plan (PMP) identifies high-priority, catalytic infrastructure investments that the City of Long Beach can implement over the next 15 years, as well as policies, funding strategies, and programs for implementation. The PMP is consistent with, and further defines, the Downtown Plan and Pedestrian Priority Areas identified in the Mobility Element and serve as a model for the rest of the city. The PMP will also provide guidance to Public Works, Development Services, and community development advocates on urban design issues.

This project was funded by a grant from the Los Angeles County Metropolitan Transportation Authority (Metro) through the Transit-Oriented Development (TOD) Planning Grant Program. The PMP was developed through a comprehensive and collaborative process that included community outreach, an analysis of existing conditions, City departmental coordination meetings and stakeholder interviews.

Plan Goals

Equity

Invest in pedestrian infrastructure that is legible, safe, predictable, and allows a broad range of transit users, including commuters, the disabled, youth, and elderly populations, and those who are transit-dependent, to easily access the system. Balance investments throughout the plan area.

Alternative Transportation

Increase the use of walking and transit for commuting and meeting daily needs.

Sustainability

Encourage sustainable investments in the public realm that utilize renewable materials and alternative energy sources, reduce water consumption, and infiltrate and clean stormwater.

Placemaking & Economic Development

Build upon the unique cultural and institutional assets and investments of the City by linking key destinations, creating new public spaces for recreation, relaxation, and socializing, and investing in art and other public realm enhancements that build an identity and sense of place for Long Beach. Leverage investments in attractive and walkable streetscapes to promote vibrant commercial corridors with economic activity throughout the day.

Public Health, Safety, and Legibility

Improve the safety of critical pedestrian corridors and increase physical activity and access to active transportation. Make streets more legible by improving wayfinding for residents and visitors and promote consistency in the design of new pedestrian improvements.

Executive Summary

Chapter 2.0:
Existing Conditions

The fundamentals of the plan area are strong, but there is more work to be done.

The Downtown, Midtown, and Wardlow/Willow planning areas have a number of positive characteristics, including a relatively well-connected grid, access to the Metro Blue Line and connecting local bus routes, and important shopping and recreational amenities. These amenities, however, are not evenly distributed throughout the plan area. Anaheim Street, for example, is home to a number of small businesses, but the narrow sidewalks and fast moving traffic create unsafe conditions for pedestrians. Between 2008 and 2012, the Anaheim Street corridor near the Metro Blue Line station saw over 10 collisions involving pedestrians and moving traffic - the highest in the plan area. The PMP proposes specific streetscape treatments to improve the safety of the pedestrian environment. By coupling these investments with new transit-oriented development projects, the City can increase foot traffic and boost local businesses, and mitigate vehicular traffic congestion by making transit a safe and attractive option.

SEE CHAPTER 2.0 FOR THE FULL EXISTING CONDITIONS REPORT

key findings

M Downtown Stations: Fifth, First, Pacific, Transit Gallery



- Street furniture, lighting, wayfinding signage, and other elements are not coordinated, leading to higher maintenance costs, clutter, and a lack of a coherent identity.
- Downtown's alleys offer opportunities for new public space.
- Connections between the Blue Line and East Village, Alamitos Beach could be improved.
- Large vacant parcels near Blue Line stations present opportunities for redevelopment and improved pedestrian connections.
- at least 71% of Blue Line passengers at the Transit Mall, 1st Street, and 5th Street stations arrive on foot.

M Midtown Stations: Anaheim, Pacific Coast Highway



- Anaheim Street near the Blue Line station has experienced a much higher than average rate of pedestrian collisions, due to a poorly-designed pedestrian environment. Ten collisions occurred along this corridor between 2008-2012.
- Almost 40% of all pedestrian collisions occur in Midtown.
- Midtown has relatively few public spaces near Blue Line stations.
- The street grid in Midtown is fairly well connected to the Blue Line, but wide arterials and narrow sidewalks make walking difficult.
- St. Mary Medical Center, with over 1,400 employees, could become a major source of ridership with improved pedestrian connections.

M Wardlow/Willow Stations: Wardlow, Willow



- The Wardlow station area is home to a number of senior memory care, adult daycare, and assisted living facilities.
- Excess land along the Metro Blue Line right-of-way presents an opportunity to create a multi-use path.
- The street grid is not well connected to the Wardlow and Willow stations, limiting opportunities for residents nearby to use the Blue Line.
- Miller Children's Hospital and a shopping center, located close to the Willow Station, generate a significant amount of pedestrian traffic.

Executive Summary

Chapter 3.0:
Public Engagement

The project team organized fun, innovative, and meaningful community events to solicit input from Long Beach residents, visitors, and business owners.

During the “WalkForth” event, the Project Team (Team) invited residents to explore temporary demonstration projects along 4th Street, complete with food trucks, retail installations, pedestrian improvement demonstrations and local businesses. Participants also used a large map to indicate areas that are problematic for pedestrians in the study area. A second community event, held at Hellada Art Gallery and a nearby pedestrianized alley, encouraged residents to provide feedback on initial concepts. Participants also shared their “Sidewalk Stories” and experiences walking in Long Beach, using an exciting Pecha Kucha format that encourages speakers to describe an image in no more than seven seconds. The event led to fruitful conversations about the opportunities and issues for the team to consider.

The Team also engaged the community through a series of stakeholder interviews. Ongoing Technical Advisory Committee (TAC) meetings with Public Works and Development Services Staff drew on an extensive and diverse array of expertise.

SEE CHAPTER 3.0 FOR MORE INFORMATION ON THE PUBLIC ENGAGEMENT PROCESS

outreach methods



Executive Summary

Chapter 4.0:
Pedestrian Toolkit

Toolkit treatments can be implemented strategically, as part of smaller demonstrations that pave the way for priority projects

The pedestrian toolkit includes a variety of pedestrian infrastructure treatments, best practices from other cities, cost estimates, and design guidelines that can be used by City staff and community advocates. Projects can be implemented using a “quick, fast, and cheap” approach to build support.

SEE CHAPTER 4.0 FOR THE COMPLETE PEDESTRIAN TOOLKIT

Toolkit Treatments

- Curb Extensions
- Bioswale Parkway
- Enhanced Crosswalks
- Scramble Crosswalks
- Traffic Circles
- Pedestrian Refuge Islands
- Traffic Diverters
- Chicanes
- Pocket Parks
- Wayfinding
- Treelets
- Curb Ramps
- Pedestrian-Level Lighting
- Street Furniture
- Landscaping
- Pedestrian Push Buttons
- Pedestrian Countdown Signals
- Permeable Paving
- Transit Shelters
- Waste Receptacles
- Demonstration Projects

demonstration projects + best practices

- | | | | |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1 Flexible Bollards</p> <p>Can be used to define pedestrian-only zones, curb extensions, cycle tracks, and other areas where cars are not permitted.</p> <p>Cost Estimate
\$50 per bollard</p> | <p>2 Striping</p> <p>Used to define areas where curbs will eventually be installed, new lanes of traffic, parking stalls, and other areas.</p> <p>Cost Estimate
\$25 per linear foot</p> | <p>3 Planters</p> <p>Temporary planters can bring shade and refuge to sidewalks, plazas, and pocket parks.</p> <p>Cost Estimate
\$200 per planter</p> | <p>4 Surface Painting</p> <p>Temporary painting can be used to create colorful plazas and pocket parks. They can also be used to delineate important zones such as parking stalls, pedestrian areas, or medians.</p> <p>Cost Estimate
\$50 per square foot</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



examples of toolkit projects



Executive Summary

Chapter 5.0:
Priority Projects

The PMP proposes \$71 million in pedestrian improvement projects that will be implemented over the next 15 years.

These projects will provide safer, more accessible, and attractive connections to Metro Blue Line stations, ultimately boosting ridership and leveraging economic development opportunities in the plan area.

SEE CHAPTER 5.0 FOR MORE INFORMATION ON THE PRIORITY PROJECTS

High Priority Projects

Project Name	Est. Cost (\$ millions)
1 Pacific Station Neighborhood Greenway	7.86
2 5th Street Station Neighborhood Greenway	5.23
4 4th Street Stitch Street	5.61
6 6th Street Stitch Street	5.35
8 1st Street Pedestrian Gallery	2.90
9 Metro Beach Access Gap Closure	4.98
15 1st Street Station Green Alley Network	3.16
16 Pacific Street Green Alley Network	1.45
18 Anaheim Stitch Street	9.87
20 11th Street Streetlet and Stitch Street	3.24
24 Esther Streetlet and Stitch Street	3.41
30 Willow Station Transit Access Project	6.73
31 Wardlow-Pacific Place Transit Access Project	5.61
33 Del Mar Greenbelt	5.28
TOTAL FOR ALL PROJECTS	\$70.68 million



Priority Project Types

Green Alley



Greener, safer ways and courts that manage stormwater, generate economic development, and create more direct connections to the Blue Line.

Greenbelt



Repurposing Metro right-of-way to create a pedestrian and bicycle connection between Los Cerritos Park, and the Wardlow and Willow Blue Line Stations.

Neighborhood Greenway



Local, largely residential streets that are safer for pedestrians and bicyclists through traffic calming measures. These corridors feed into busier arterials with direct connections to Blue Line stations.

Shared Street



A flexible street that allows for vehicles and bicycles during normal operation and can be converted to a pedestrian-only corridor during festivals and events.

Stitch Street



Largely commercial streets with heavier traffic volumes that intersect with the station. Stitch Streets provide amenities, safer sidewalks and crossings for customers, commuters, and visitors

Streetlet



Short, pedestrianized streets along Long Beach Boulevard that will become hubs for community activity.

Transit Access Project



Projects that use a number of traffic calming devices to create safer connections to Blue Line stations in areas with a high pedestrian collision rate or significant percentage of residents who are transit-dependent.

Executive Summary

Chapter 6.0:
Implementation

Goals, objectives, policies, and new programs for the plan area.

Many of the policies outlined in the PMP are based on previously-adopted plans, including the Mobility Element, Downtown Plan, and Land Use Element. Each policy, objective, program and initiative is tied to one of five major goals. This suite of policies and programs is intended to support the major capital investments presented in Chapter 5.0 and create a culture of walking, biking, and taking transit near the Metro Blue Line. In addition, the PMP also proposes a possible expansion of the existing Property-Based Business Improvement District (PBAD) for ongoing maintenance of new infrastructure projects.

SEE CHAPTER 6.0 FOR THE IMPLEMENTATION PLAN

Recommended Funding Approach

Capital Improvements

Based upon Long Beach's successful track record of securing grants, and informed by these two case studies, the PMP recommends that the construction of Plan improvements be primarily funded with grants and taxes, like the City of San Francisco.

Maintenance and Operation

Maintenance of proposed improvements should be funded with fees and assessments borne primarily by those properties directly benefiting from the investment, as in the case of the City of Santa Monica. Similar to Santa Monica, Long Beach has a Downtown Long Beach Property-Based Business Improvement District. The PMP recommends expanding the PBAD to fund the ongoing costs of maintenance and operation.

programs and initiatives

goals



equity

OBJECTIVES: increase number of residents within plan area; improve access to stitch streets; increase percentage of funding spent on non-motorized improvement projects; incorporate universal design techniques into all streetscape improvement projects.



alternative transportation

OBJECTIVES: increase commuter mode share of non-motorized modes; reduce personal vehicle miles traveled in plan area; double percentage of households with 0-1 vehicles; increase Blue Line boardings by 5% every 5 years; prioritize projects that improve pedestrian safety and access to transit.



sustainability

OBJECTIVES: mitigate urban heat island effect; reduce percentage of impervious surface area within right-of-way; reduce Long Beach greenhouse gas emissions by 9% per capita over 25 years; reduce energy usage within right-of-way.



placemaking and economic development

OBJECTIVES: expand the supply of seating areas; incorporate public art into all new PMP priority projects; increase sales tax revenue along PMP priority project streets by 20%; increase the number of TOD units within Blue Line station areas; design streets that reinforce the culture, history, and unique character of Long Beach, create a consistent design language for all streetscapes.



Public Health, Safety, & Legibility

OBJECTIVES: reduce pedestrian fatalities along PMP priority project streets to zero within 20 years; create a comprehensive wayfinding program to standardize Citywide signage; use innovative technology to help residents and visitors navigate streets in the plan area; Expand the City's data collection and analysis efforts to provide regular updates on pedestrian safety conditions to target infrastructure investments in poorly performing areas.

programs

Infrastructure Equity Task Force
Transportation Equity Assessment
Accessible Sidewalk Initiative

Car-free Long Beach
Multi-Modal Metrics

Transition to VMT Measurement
Long Beach Eco-Streets

Green Alley Improvement Program
Streetscape Kit of Parts

Vision Zero Long Beach
Wayfinding Program