Community Meeting
May 22, 2013
Agenda

• Presentation – Ira Brown
  – New Mobility Paradigm
  – Movement of People
  – Implementation

• Q&A – Ira Brown and Dave Roseman

• Small Group Discussion at Each Display
  – Planning and Public Works Staff
Long Beach, circa 1924
Old Transportation Planning Paradigm
1991 Transportation Element

- Regional Corridors
- Major Arterials
- Minor Arterials
- Collector Streets
21.5% of Long Beach’s Land Mass is Rights-of-Way
The Street as a Public Room
Principles for Active Living and Complete Streets

Bicycle Master Plan

Federal and State Funding

Capital Improvement Program (CIP)

Mobility

• Land Use
• Open Space and Recreation
• Conservation
• Public Safety
• Housing
• Noise
• Seismic Safety
• Local Coastal Program
• Air Quality
• Historic Preservation

Zoning Ordinance

GENERAL PLAN

Capital Improvement Program (CIP)
What’s New

• New Complete Streets Act
• Sustainable Communities and Climate Project Act (SB 375)
• Increased awareness of the link between active living and land use and transportation policy
Mobility Element

• Vision
• Introduction
• Creating the Context
• Mobility Plan
• Implementation Strategies and Projects
• Funding and Administration
• Appendix
Movement of People

- Establish a network of complete streets
- Reconfigure streets to emphasize modal priorities
- Strategically improve congested intersections and corridors
- Establish a more flexible level of service approach to traffic analysis
- Reduce the environmental impacts of the transportation system
- Manage the supply of parking
Establish a network of complete streets and reconfigure streets to emphasize modal priorities
# Street Network

## Context-Sensitive Street Classification System

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Typical Traffic Pattern</th>
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</thead>
<tbody>
<tr>
<td>Regional Corridor</td>
<td>Regional Through Traffic</td>
</tr>
<tr>
<td>Boulevard</td>
<td>Balanced Multi-Modal Functions</td>
</tr>
<tr>
<td>Major Avenue</td>
<td>High-Intensity Mixed-Use Commercial Corridor with Substantial Pedestrian Activity</td>
</tr>
<tr>
<td>Minor Avenue</td>
<td>Community-wide Movement and Community Scale Commercial</td>
</tr>
<tr>
<td>Neighborhood Connector</td>
<td>Neighborhood Trips</td>
</tr>
<tr>
<td>Local Street</td>
<td>Residential Access</td>
</tr>
</tbody>
</table>
Completes Streets

• Emphasize bicycle and Pedestrian Design
• Foundation for bicycle and pedestrian plans
• Add necessary details for complete streets
• Focus on City’s travel patterns/modes
• Enhanced traffic management strategies
City of Long Beach
Transit Overlay
Classification System
Proposed
Establish a more flexible level of service approach to traffic analysis
Moving People Instead of Moving Cars
Multimodal Level of Service (LOS)

• Evaluating impacts to all users
• Mitigate impacts to all modes
• Emphasis travel time over individual intersection performance
Reduce the environmental impacts of the transportation system
Los Angeles County Trips by Mode

- Drive Alone: 34%
- Ride Share: 42%
- Walk: 18%
- Transit: 5%
- Bike: 1%
Los Angeles County Trips by Distance

- 3 Miles or more: 50%
- 2-3 miles: 13%
- 1-2 miles: 13%
- Less than 1 mile: 24%
Los Angeles County Trips Under Three Miles by Mode

- Drive Alone: 25%
- Walk: 35%
- Ride Share: 35%
- Bike: 2%

- Transit: 3%
10 Minute Walk or Short Bike Ride
Pedestrian Safety
Network of Bike Boulevards
Programmatic Initiatives
Integrate Bikes and Transit
Bus Rapid Transit
Strategically Increase Vehicle Capacity at Intersections
Enhance Intelligent Transportation System (ITS)
Match Parking Policies to Land Use and Mobility Goals
Implementation

- Capital Improvement Projects
- Update traffic mitigation fee
- Programmatic Initiatives
Next Steps

- June 6: Planning Commission Study Session
- June 20: Planning Commission for Recommendation to Adopt
- July 23: City Council for Adoption
Thank You

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This presentation is available online.