Del Amo Boulevard Complete Street Project

September 2026

Agenda

- Project Overview, Segments, Funding, and Costs
- Project Considerations, Objectives, and Design
- Q&A

Dave Lew
Senior Civil Engineer

Thana Sathees
Project Management Officer

Sabrina Mamo
Senior Traffic Engineer

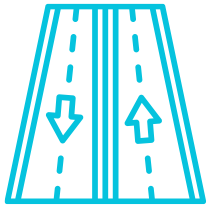
Project Overview

The Del Amo Boulevard from Long Beach Boulevard to Atlantic Avenue and Orange Avenue to Cherry Avenue will be redesigned to upgrade roadway surface conditions, improve pedestrian and bicycle infrastructure, and enhance overall traffic and pedestrian safety.

Project Highlights:

Mobility Upgrades

Rehabilitated roadway and physically separated bike lanes



Safer Roadway Configuration

Reduced lanes to significantly reduce unsafe vehicle speeds and rehabilitated pavement

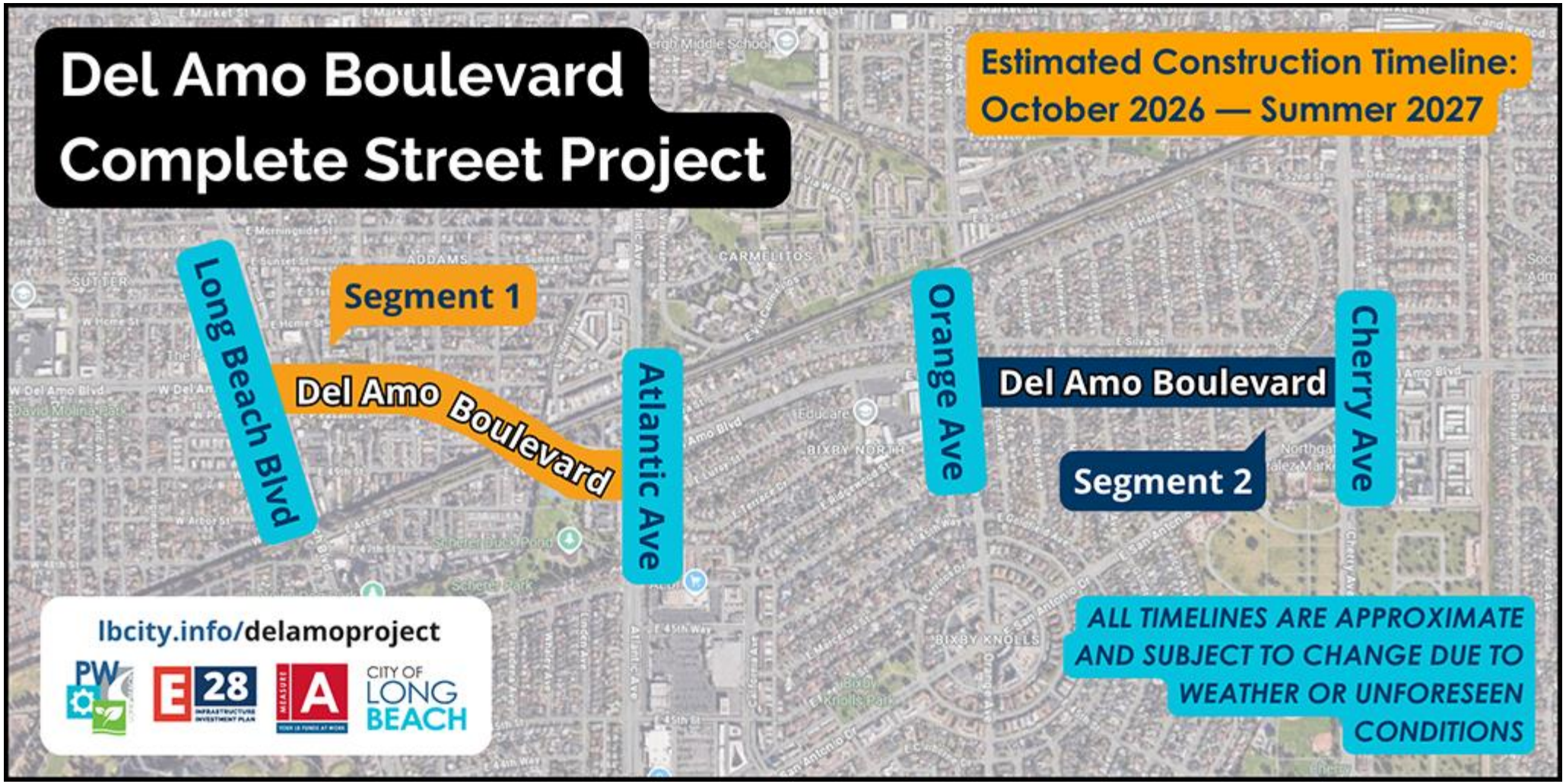
Transit Upgrades

Improved accessibility, wider sidewalks, and reconstructed bus pads

Accessibility

New curb ramps, wider sidewalks, and reduced crossing distances

Project Segments



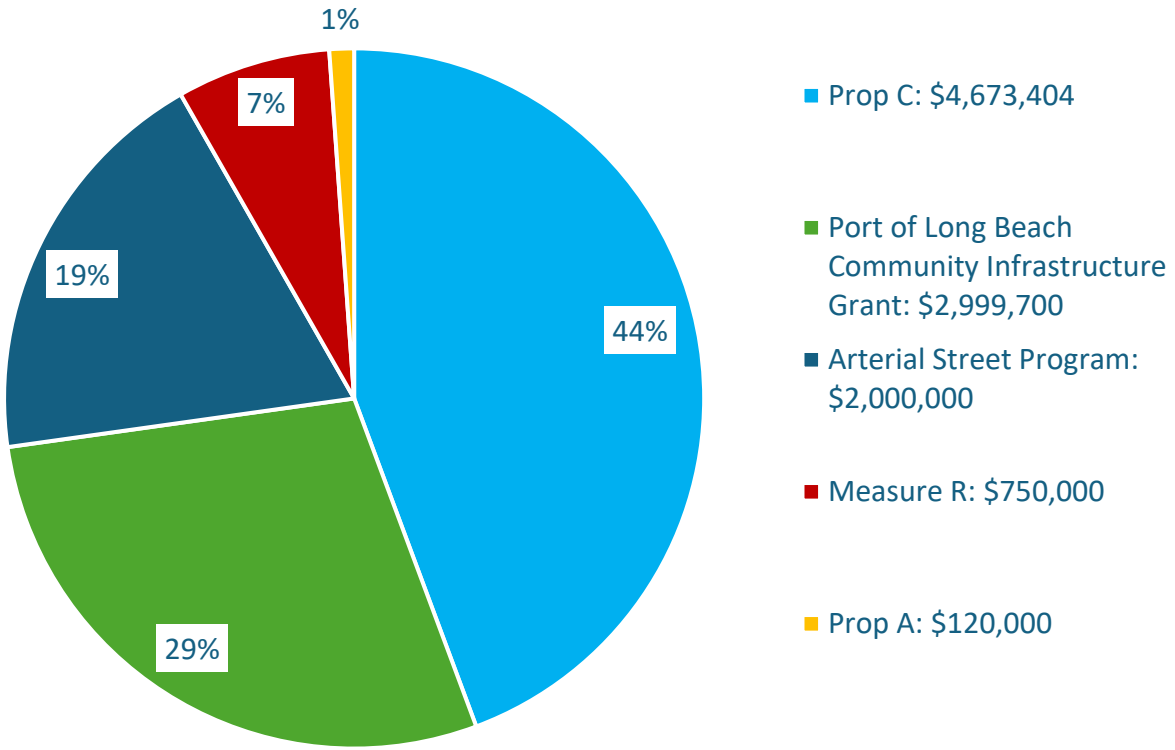
Del Amo Boulevard From Atlantic Avenue to Orange Avenue – Completed in 2022

Looking West Towards Atlantic Avenue

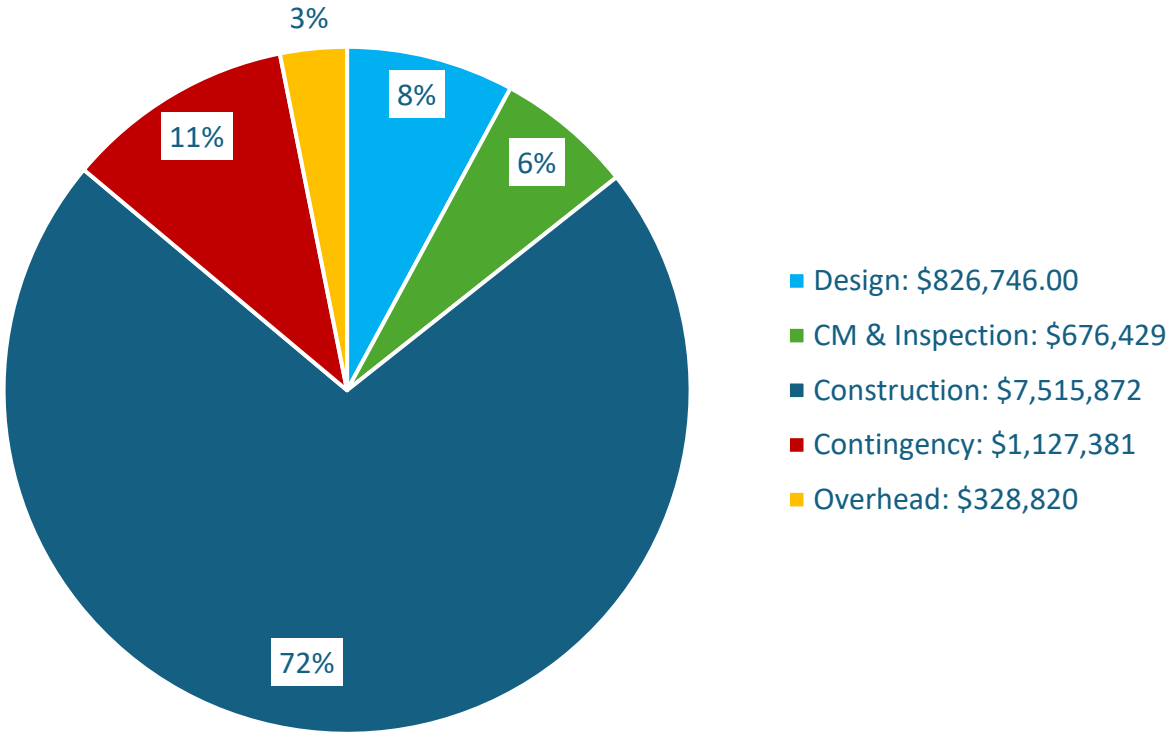
Looking West From Lemon Avenue

Segment 1 Funding and Costs
(Long Beach Blvd. to Atlantic Ave.)

Segment 1 Funding
$10,543,104

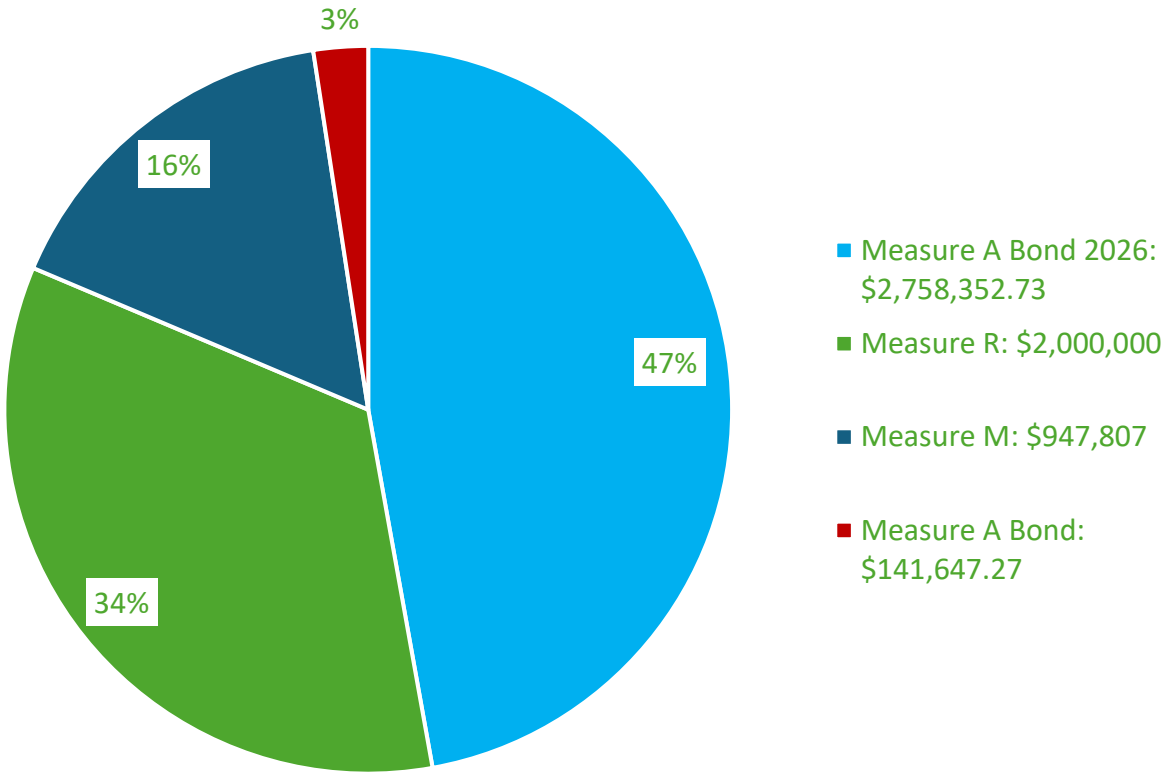


Segment 1 Costs
$10,475,248

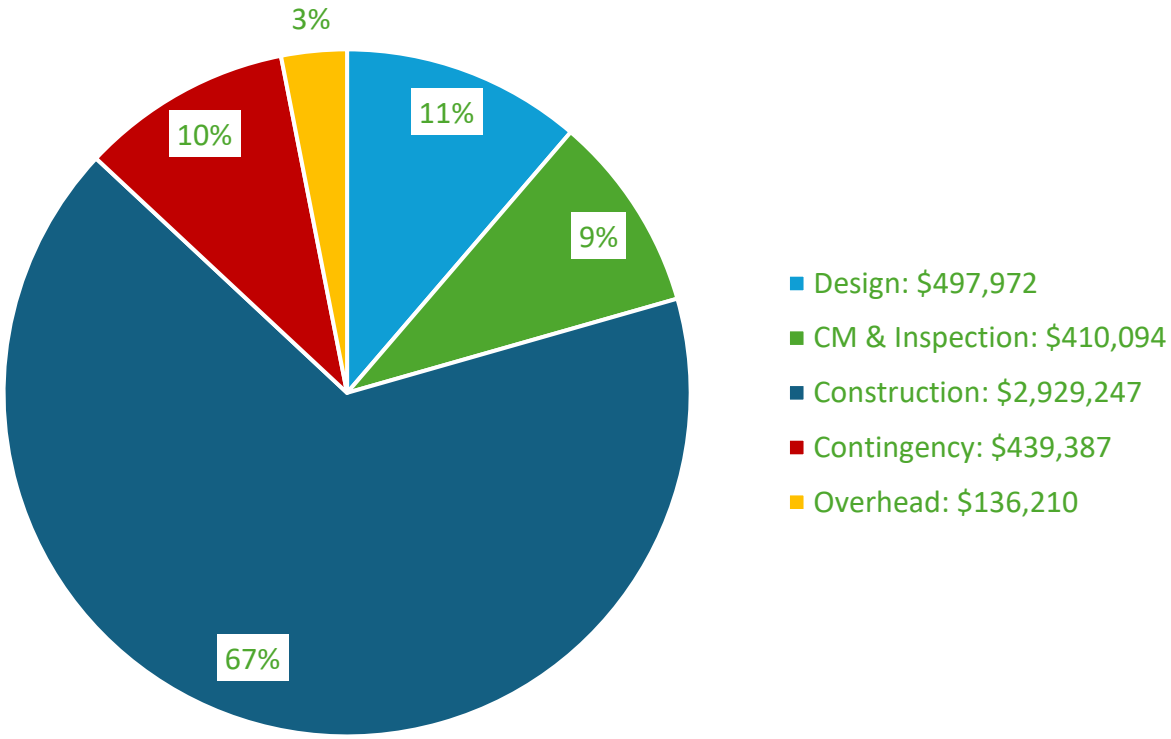


Segment 2 Funding and Costs
(Orange Ave. to Cherry Ave.)

Segment 2 Funding
$5,847,807



Segment 2 Costs
$4,412,910



Project Considerations

Legislation

Assembly Bill 1358 (Complete Streets Act of 2008)
Roadway projects that safely accommodate all users—including pedestrians, bicyclists, transit riders, motorists, children, seniors, and people with disabilities

Senate Bill 1216 (Class III Bikeway Prohibition)
Prohibits Class III shared-lane (sharrow) markings on higher-speed roadways for safer, lower-stress environment for cyclists

California Manual on Uniform Traffic Control Devices
Encourages facilities that reduce conflicts and improve predictability

Assembly Bill 413 (Daylighting Law)
Parking is prohibited within 20' of the approach side of any crosswalk (marked or unmarked) and 15' of any crosswalk with a curb extension

Master Plans

Long Beach Mobility Element (2013)

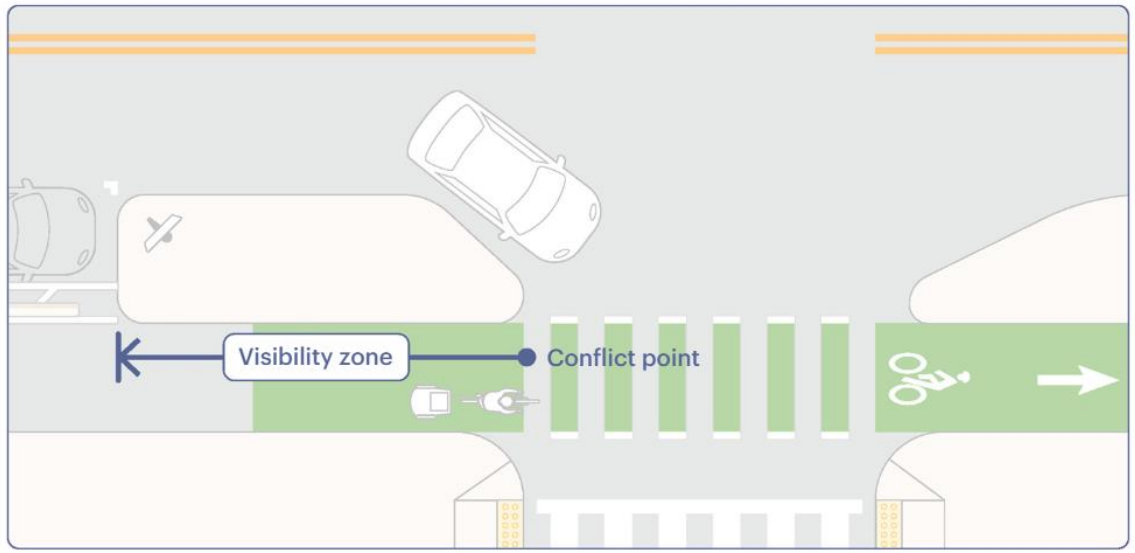
Bicycle Master Plan (2016)

Vision Zero: Safe Streets Long Beach Action Plan (2020)

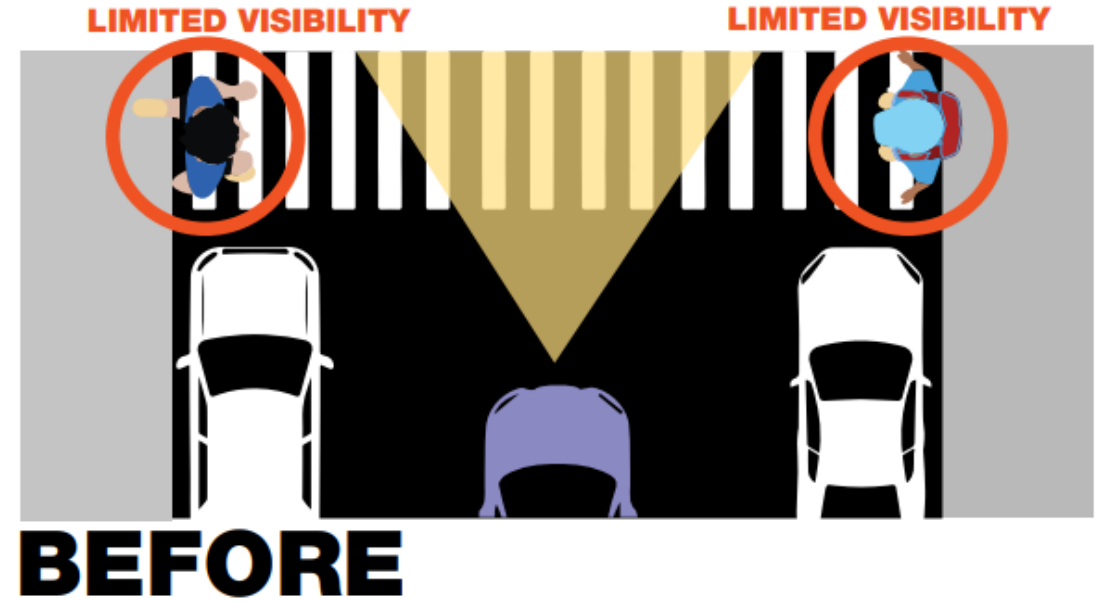
Long Beach Climate Action Plan (2022)

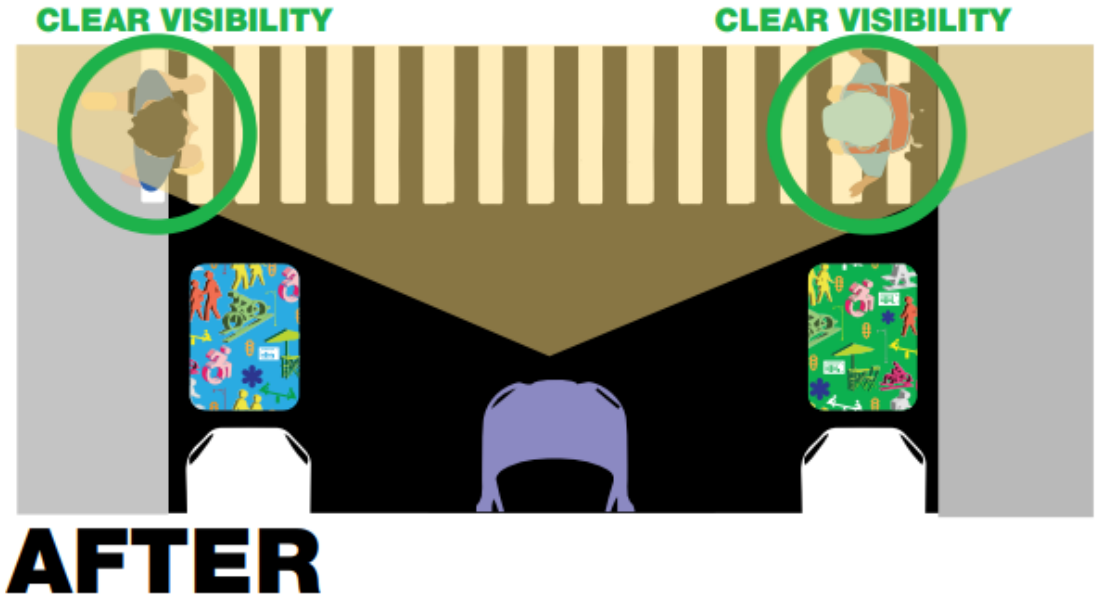
What is the Daylighting Law?

California's Daylighting law (AB 413) requires new street designs to keep corners and crosswalks clear of parked vehicles, improving visibility and eliminating blind spots so all road users can see each other and move safely.



NACTO Urban Bikeway Design Guide: Visibility Zone





NYC DOT Vision Zero Plan

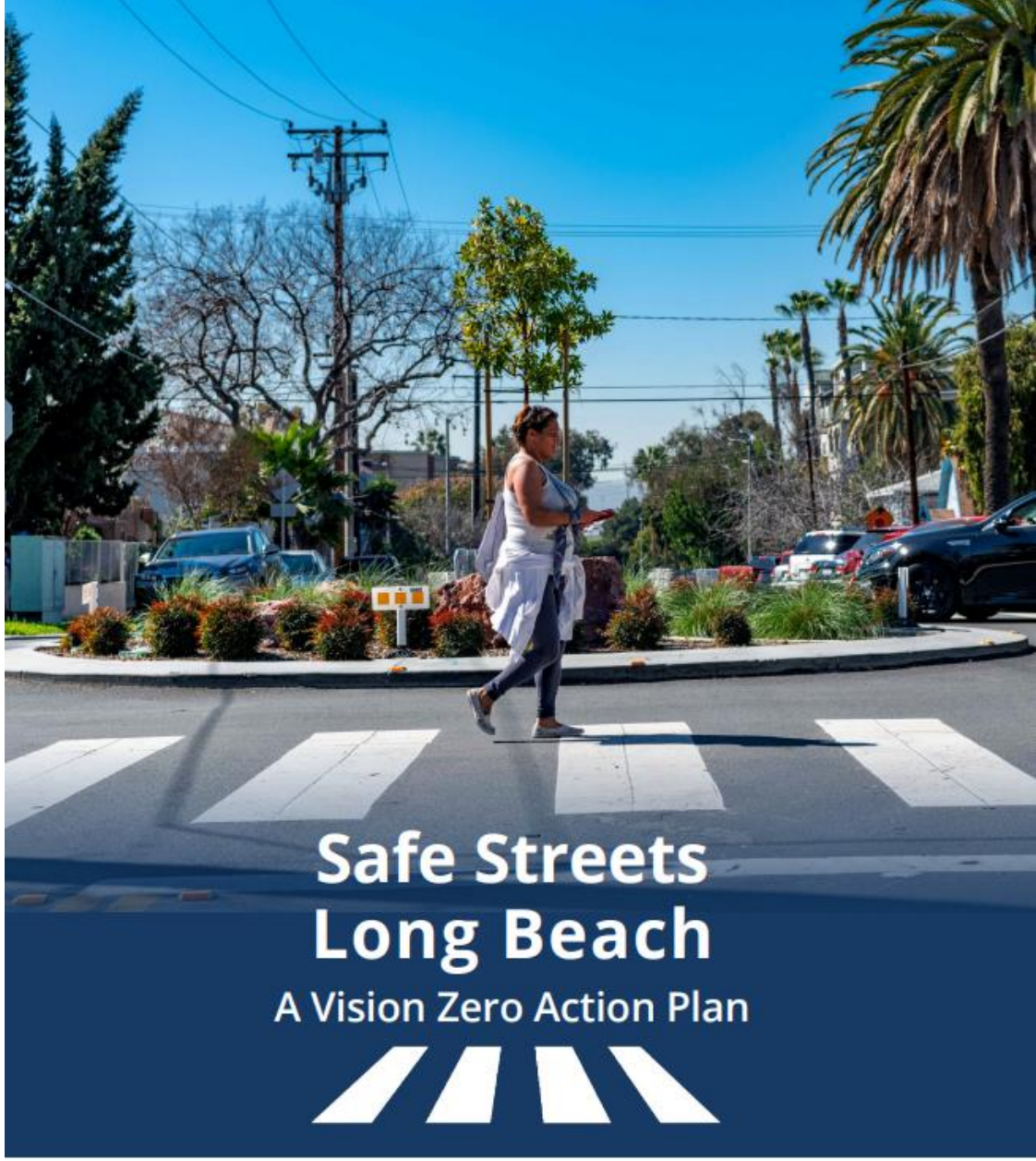
Project Objectives

- Enhanced safety for all modes of travel
  - Vision Zero design approach to respond to intersections and segments on the High Injury Network
    - Intersection of Del Amo Blvd. and Long Beach Blvd.
    - Intersection of Del Amo Blvd. and Cherry Ave.
    - Del Amo Blvd. From Long Beach Blvd. to Atlantic Ave.

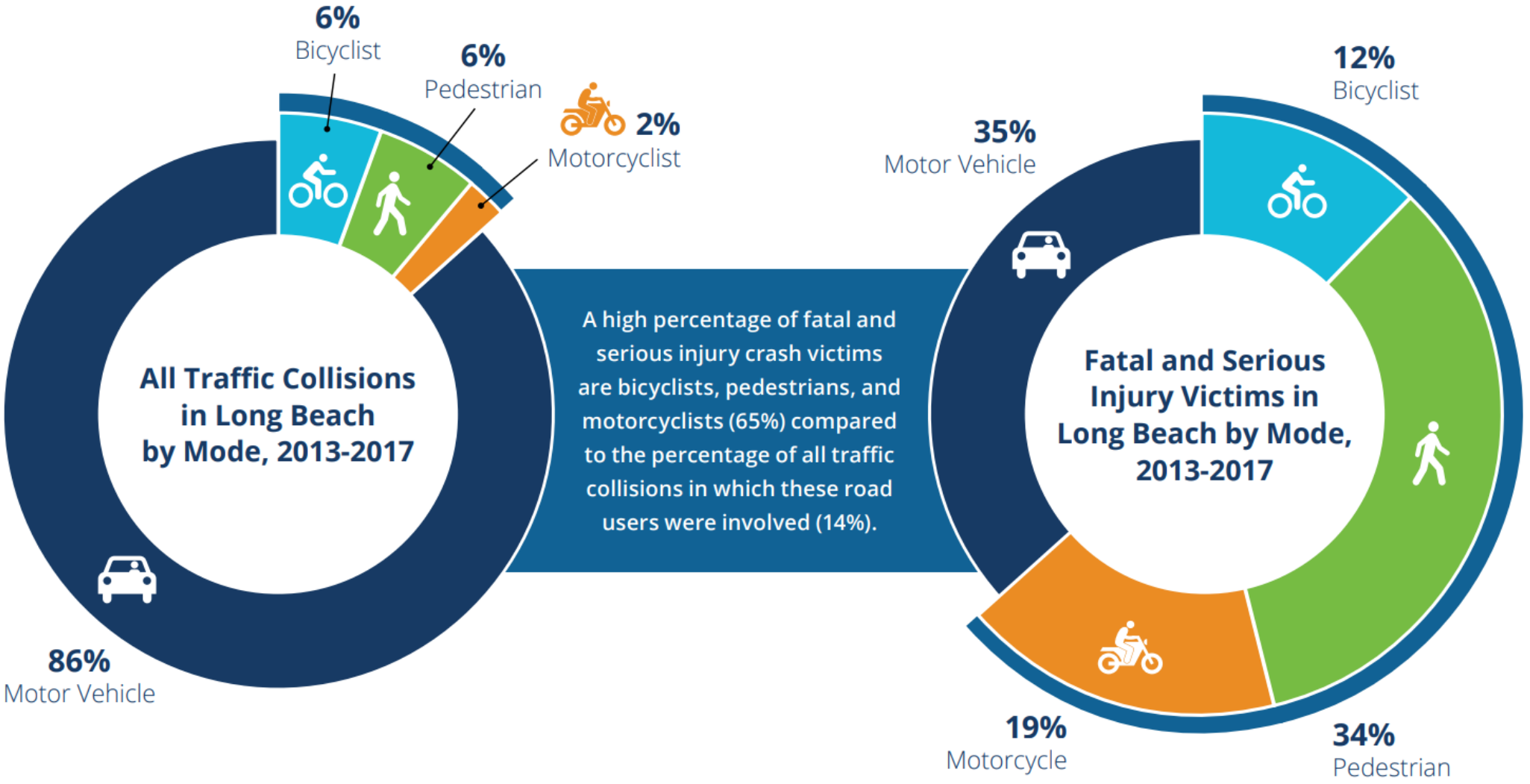
- Implementation of the Bicycle Master Plan with construction of new bikeways to connect to new and future improvements

- Increased accessibility and mobility for pedestrians, cyclists, and transit users

- Lower Vehicular Speeds
  - Reducing the posted speed limit from 40 MPH to 35 MPH
    - This will include the previously completed segment from Atlantic Avenue to Orange Avenue

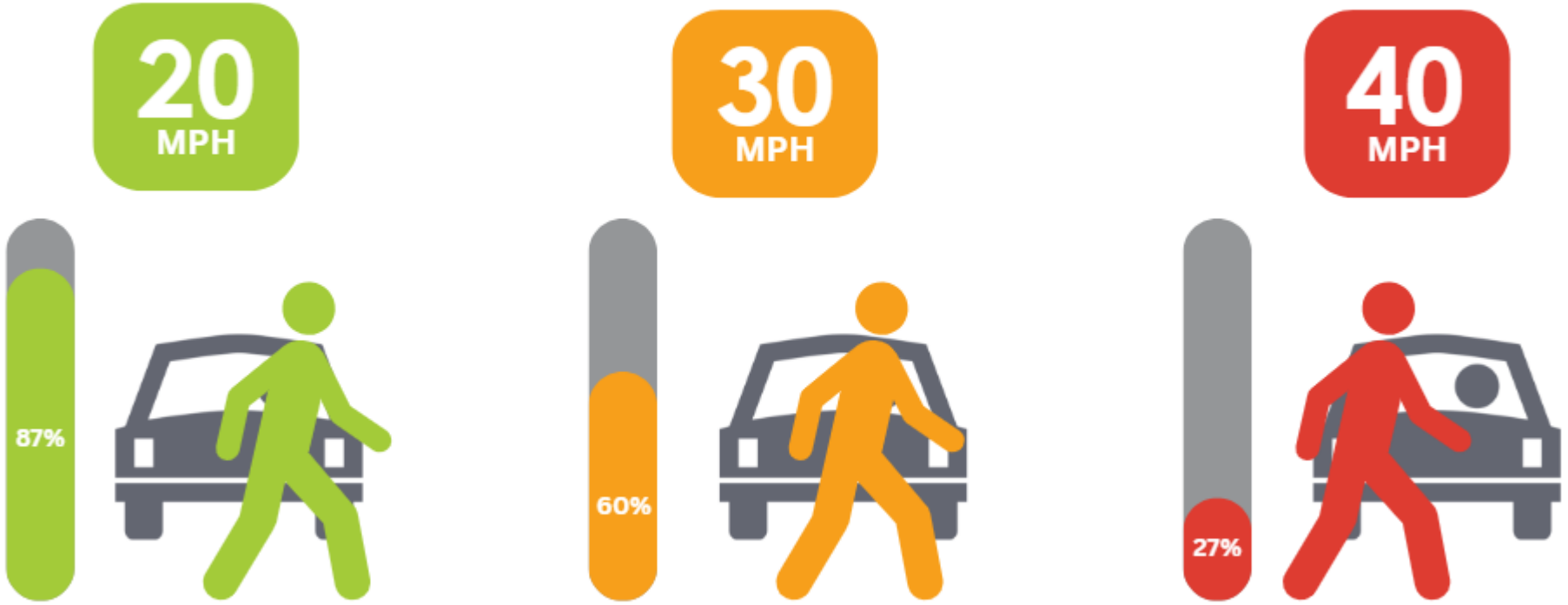


Project Objectives



Project Objectives

Probability of pedestrian survival with no serious injury at vehicle impact speeds of:



Small reductions in vehicle speed can significantly lower the risk of severe injuries and fatalities for pedestrians.

Source: Tefft, Brian C. Impact speed and a pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013.

Project Design - Segment 1
Long Beach Boulevard to Locust Avenue

- Street resurfacing
- New median planting, hardscape, and irrigation
  - Removal of 6 existing trees
  - Planting of 13 new trees
- Widened sidewalk, curb ramps, and driveway improvements
- Sidewalk level protected bikeways in both directions
- Street lighting improvements on both sides of Del Amo Blvd.
- Preservation of on street parking

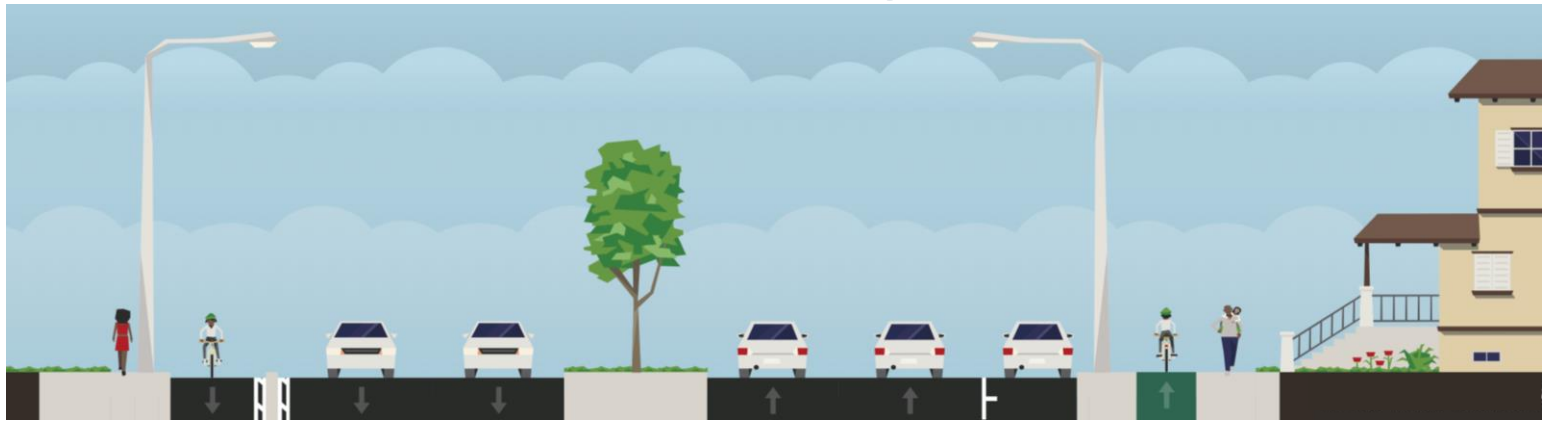
Existing

Proposed

Project Design - Segment 1
Locust Avenue to Elm Avenue

- Street resurfacing
- New median planting, hardscape, and irrigation
  - Removal of 2 existing trees
  - Planting of 3 new trees
- Widened sidewalk, curb ramps, and driveway improvements
- Sidewalk level protected bikeway in eastbound direction and curb protected bikeway in westbound direction
- Street lighting improvements on the southerly side of Del Amo Blvd.
- Preservation of on street parking

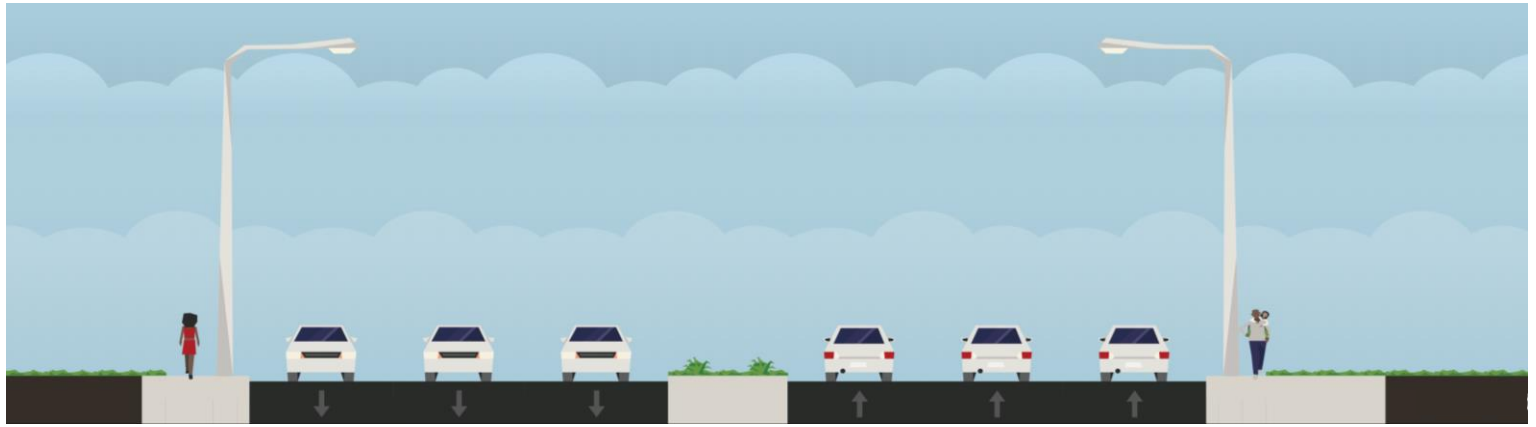
Existing



Proposed

Project Design - Segment 1
Elm Avenue to 49th Street

- Street resurfacing and addressing persistent depressions in the roadway
- Sidewalk, curb ramps, and driveway improvements
- Curb protected bikeways in both directions

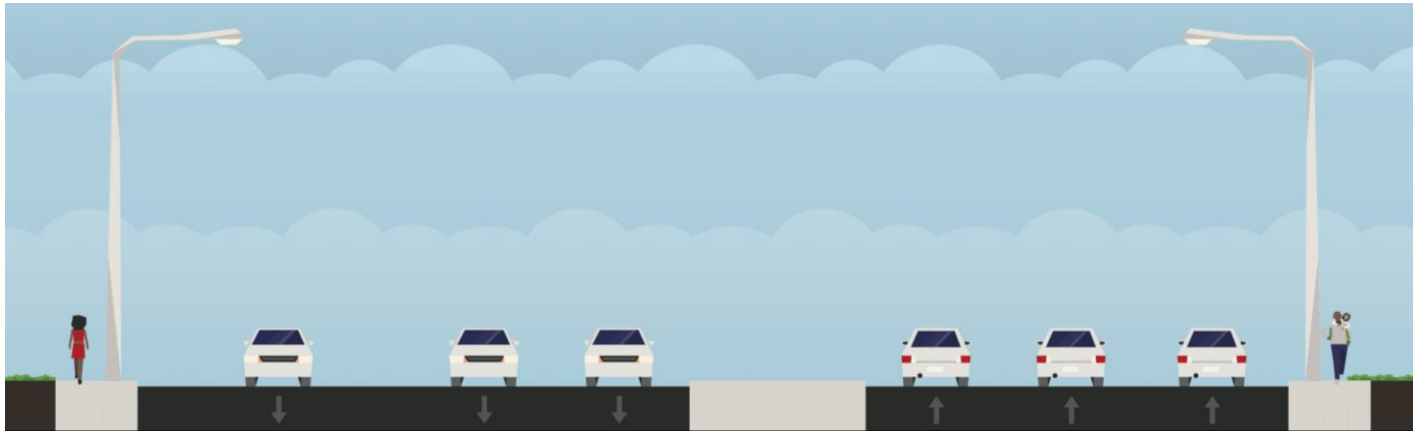


Existing

Proposed

Project Design - Segment 1
49th Street to Westerly Leg of Atlantic Avenue Intersection

- Street resurfacing
- Widened sidewalk, curb ramps, and driveway improvements
- Sidewalk level protected bikeway in westbound direction and curb protected bikeway in eastbound direction

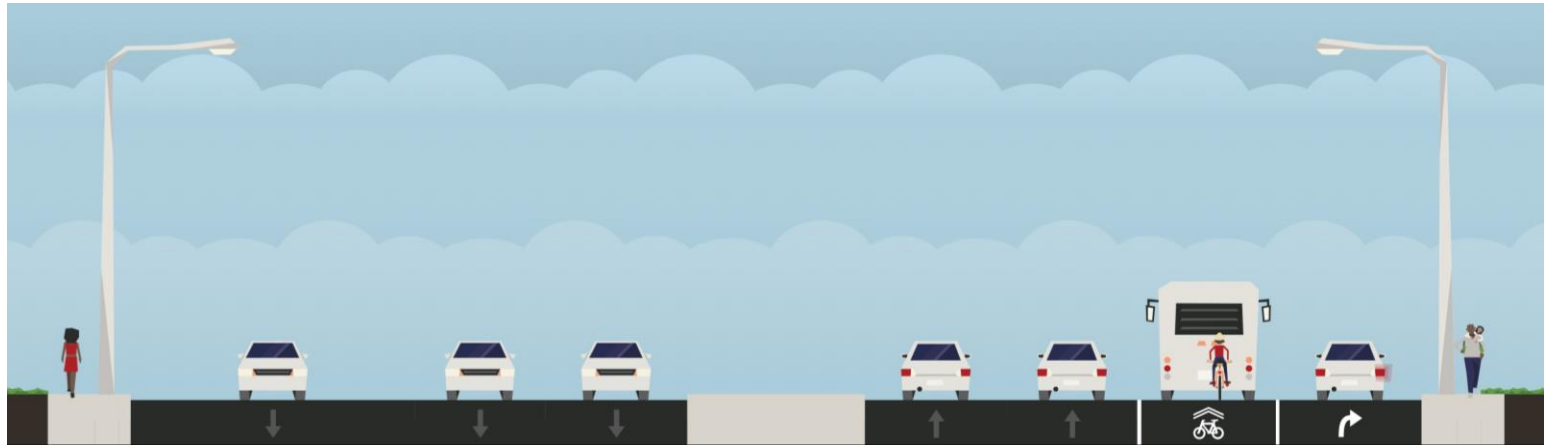


Existing

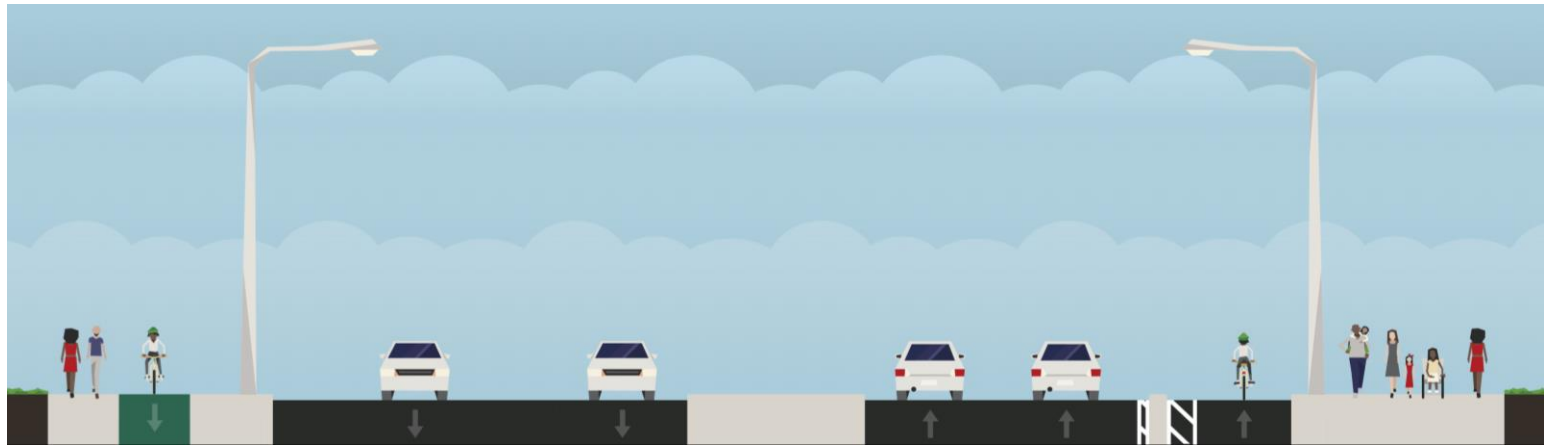
Proposed

Project Design - Segment 1
Westerly Leg of Atlantic Avenue Intersection

- Street resurfacing
- Widened sidewalk, curb ramps, and driveway improvements
- Sidewalk level protected bikeway in westbound direction and curb protected bikeway in eastbound direction



Existing



Proposed

Project Design - Segment 2
Brayton Avenue to Gardenia Avenue

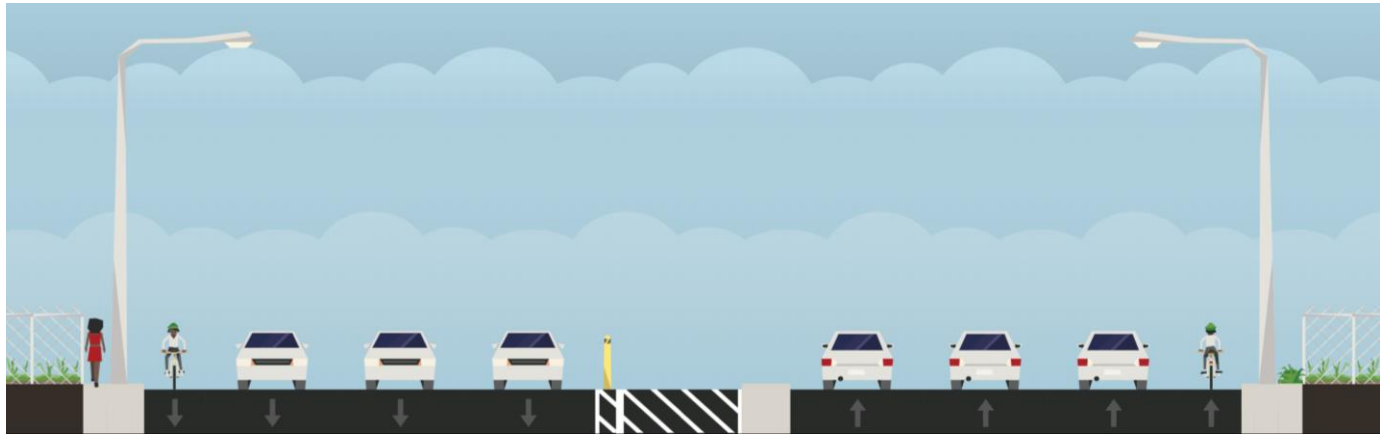
- Street resurfacing
- Widened northerly sidewalk and curb ramp improvements
- Curb protected bikeways in both directions

Existing

Proposed

Project Design - Segment 2
Gardenia Avenue to Westerly Leg of Cherry Avenue Intersection

- Street resurfacing
- New raised median to replace bollard median closure
    - Planting of 8 new trees within new raised median
- Widened northerly sidewalk, new southerly sidewalk from Gardenia, and curb ramp improvements
- Curb protected bikeways in both directions

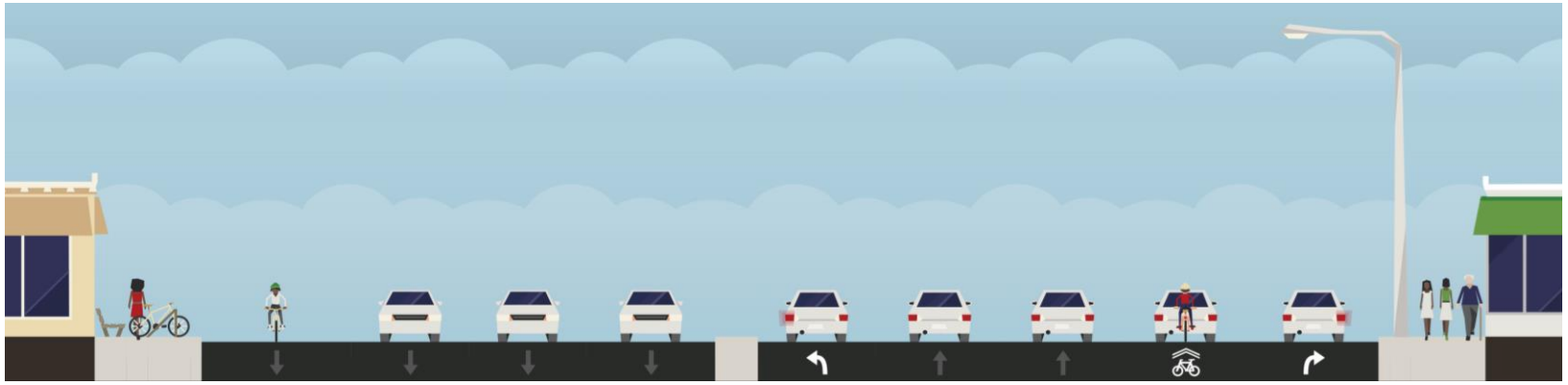


Existing

Proposed

Project Design - Segment 2
Westerly Leg of Cherry Avenue Intersection

- Street resurfacing
- Widened northerly sidewalk and reconstructed southerly sidewalk
- Median protected bikeway in eastbound direction and buffered bike lane in the westbound direction



Existing

Proposed

Multimodal Improvements, Parking Impacts, and Planting Improvements

- Bike infrastructure and connections
  - 2 miles of new protect bikeways on Del Amo Blvd.
  - Connections to:
    - Previously constructed protect bikeways on Del Amo Blvd. between Atlantic Ave. and Orange Ave.
    - Existing bike lanes on Atlantic Ave.
    - The Orange Avenue Backbone Bikeway Project
    - Existing bike lanes on Cherry Ave. and San Antonio Dr.
- Widened sidewalks for accessible path of travel
- Reconstruction of non-compliant curb ramps and construction of dual curb ramps and bike ramps
- On street parking is being preserved
- Total of 24 new trees replacing 8 existing trees

Project Timeline

- Construction Start - October 2026
- Segment 2 (Orange to Cherry) - October 2026 to Spring 2027
- Segment 1 (LBB to Atlantic) - Early Spring 2027 to Summer 2027
- Construction Completion - Summer 2027

Next Steps

- Project Notification Mailers (Previously Sent)
- Door Hangers and Driveway Notifications (Early October 2026)
- Construction Start in October 2026

Thank You

Q & A

- Two minutes per question
- One response per question
- Unanswered questions may be submitted via question card for follow-up by Public Works

Stay Connected

longbeach.gov/contactpw

Project updates will be available at lbcity.info/delamoproject

@LBPublicWorks