

A photograph of a city street scene. In the foreground, a young child with blonde hair, wearing a yellow helmet and a white shirt, is riding a skateboard away from the camera. The child is wearing pink shorts and red sneakers. The street is paved with asphalt and has yellow lane markings. In the background, there are other people walking and cycling, trees, and traffic lights. The scene is bright and sunny.

Mobility Programs and Projects Update Sustainable City Commision - May 28, 2020

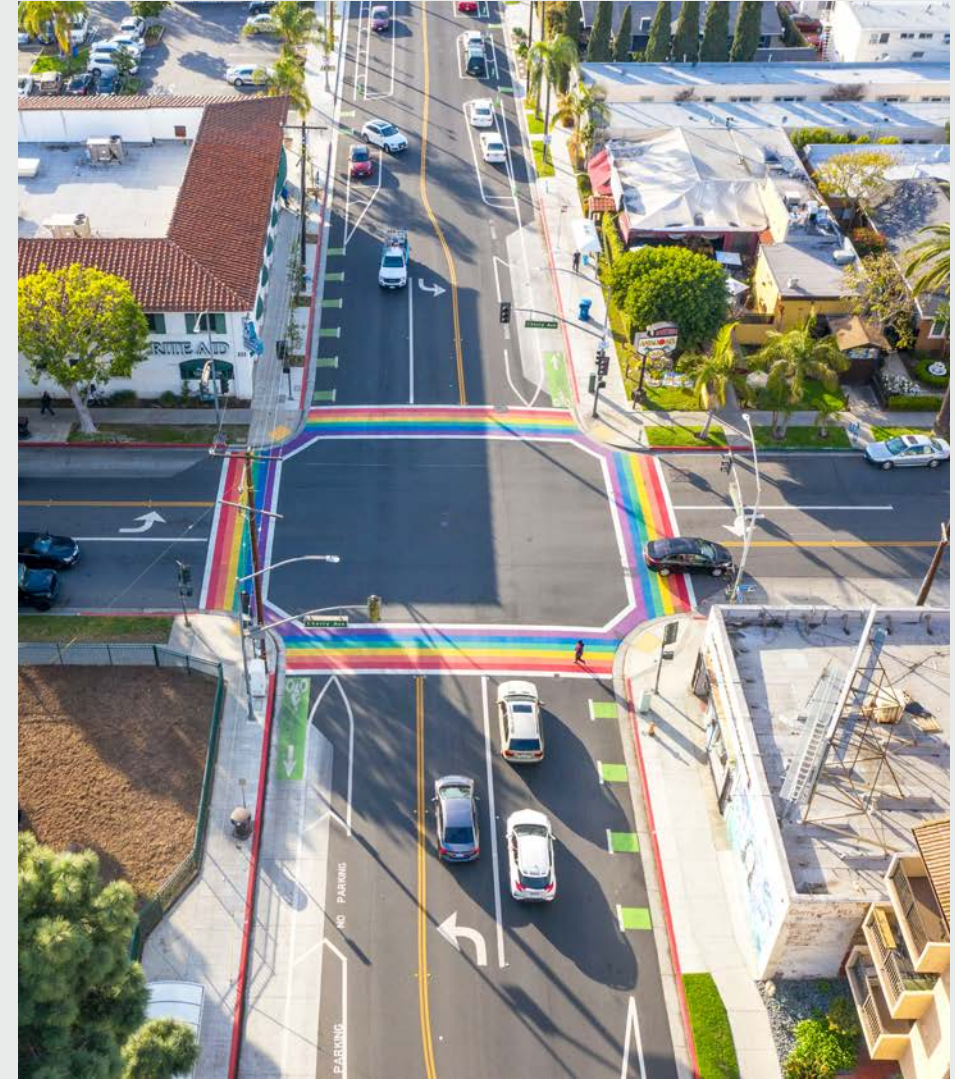
Tony Cruz, Community Programs Specialist V
Rachel Junken, Transportation Planner II

Mobility Programs and Projects

About the Mobility Programs Division

The Mobility Programs Division plans and promotes active transportation through infrastructure projects, programs, and events. To us all active transportation, whether by bike, foot, board, skate, or scooter, is a vital component to our city's transportation network.

We work to maximize the health and safety of all road users no matter how they choose to get around.

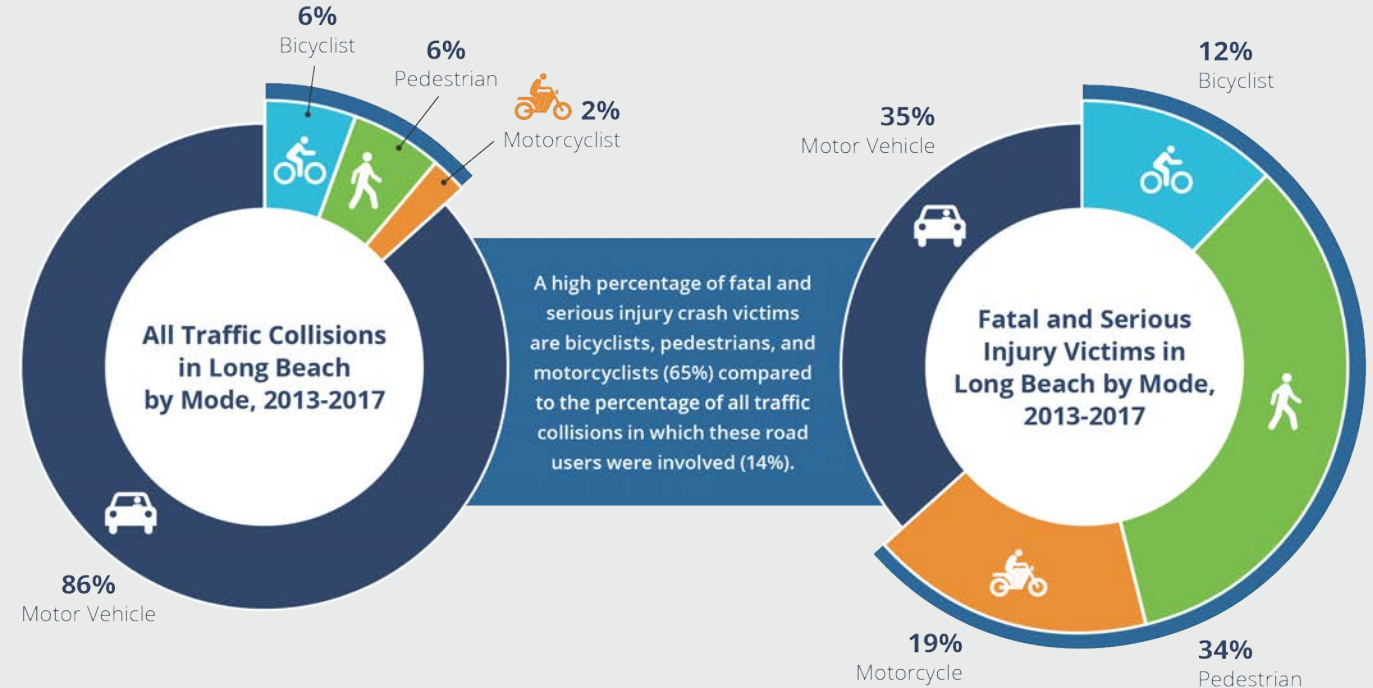


Safe Streets Long Beach

Background

- Safe Streets Long Beach is the City's Vision Zero initiative
- In 2016, Long Beach's City Council approved a Vision Zero policy with the goal of eliminating traffic fatalities and serious injuries among all road users by 2026.
- Data-driven approach which unifies infrastructure design, public education, and enforcement efforts
- Since 2014, more than 30 U.S. cities have committed to a Vision Zero policy.

Figure 2. All Traffic Collisions Compared to Fatal and Serious Injury Collisions



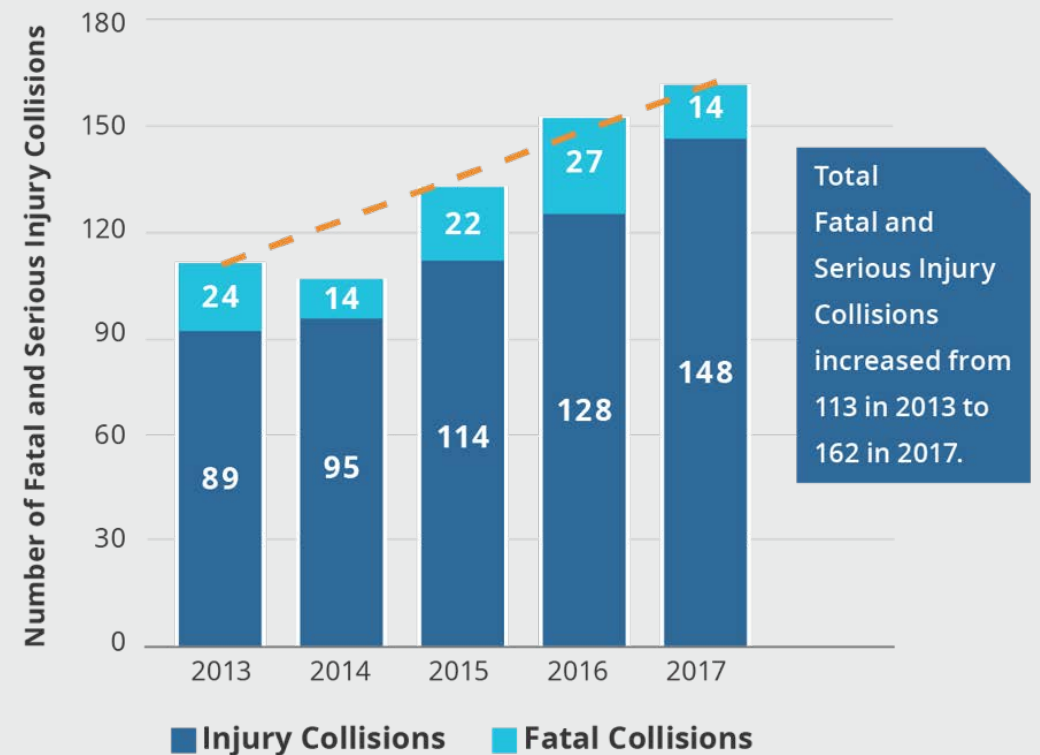
People Walking, Biking and Riding Motorcycles are More Likely to be Killed or Seriously Injured

Safe Streets Long Beach – Cont.

A Growing Problem

- Vision Zero is a road safety philosophy which states that no loss of life due to traffic conditions is acceptable.
- Traffic fatalities claim nearly as many lives in Long Beach as do homicides.
 - There were 30 traffic fatalities in Long Beach in 2019 and 34 homicides.
- Beyond the loss of life, there are also significant economic costs
 - Between 2013 and 2017, traffic collisions in Long Beach cost \$1.46 billion in losses associated with medical care, emergency services, property damage, and lost productivity.*

Figure 1. Total Fatal and Serious Injury Collisions in Long Beach (2013 - 2017)



Safe Streets Long Beach – Cont.



Where are collisions happening?

- The Safe Streets Plan was informed by a 5-year collision analysis that determined high-injury corridors and common contributing factors to injury collisions
- Concentration of high-injury corridors in Central/Downtown Long Beach
- Most serious collisions happen on minor or principal arterials - Anaheim, PCH, Long Beach Blvd
- 73% of high-injury corridors and 83% of intersections are in disadvantaged communities

Safe Streets Long Beach – Cont.

Keystone Actions

1. Dedicate Resources to the Safe Streets LB effort
2. Address Speeding
3. Build Best Practice Street Design
4. More Safety Education about Walking and Biking
5. Collect Better Data to Make Better Decisions
6. Prioritize Road Safety Investments through an Equity Lens
7. Partner with Local, Regional and State Stakeholders to Support Safe Streets Efforts



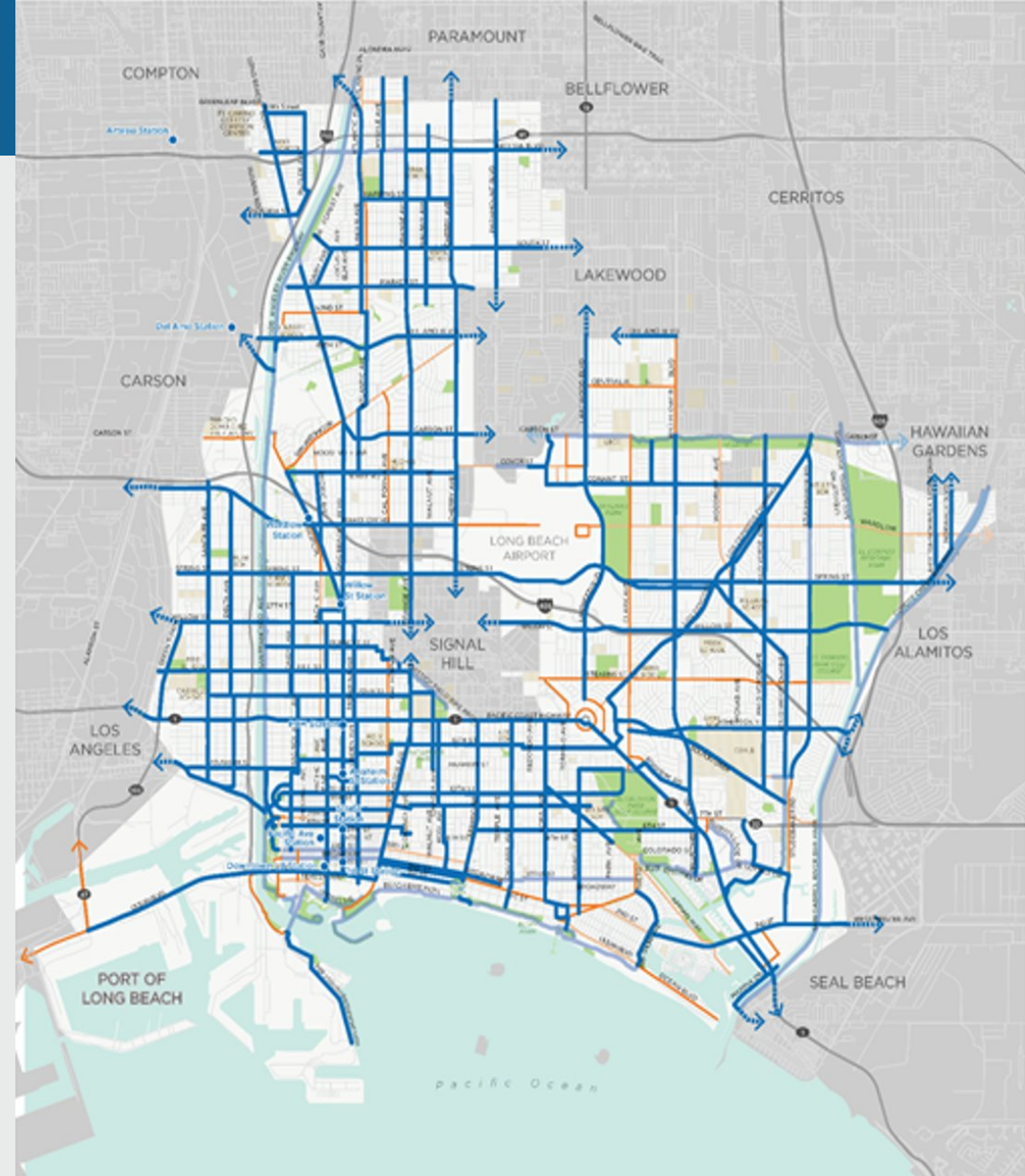
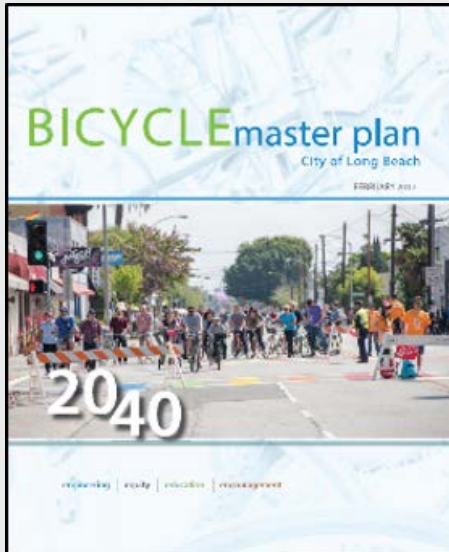
Safe Streets Long Beach – Cont.

Campaign:
Every Intersection
is Crosswalk



Bicycle Master Plan

- Adopted by City Council February 2017
- Focus on equity, mode shift, sustainability and safety
- Vision to shift 30% of all trips to bicycle trips in 30 years
- 8-80 bicycle network
 - Bike boulevards
 - Protected bike lanes



Bikeway Infrastructure

Protected Bike Lanes

Completed Projects

- Artesia Blvd
- Studebaker Rd
- Orange Avenue
- Bellflower Blvd
- Broadway (Alamitos to Redondo)
- 3rd & Broadway Reconfiguration

Upcoming Projects

- Artesia Blvd (Paramount to Downey)
- Studebaker (Spring to 405)
- South Street (Atlantic to Dairy)
- Orange Ave – Alamitos Ave Backbone



Bikeway Infrastructure

Bicycle Boulevards

Completed Projects

- Vista Ave
- 6th St
- Daisy Ave
- 15th St

Funded Projects

- Delta Ave
- Obispo Ave
- 20th St
- Molino/Wisconsin Ave



Micro-Mobility

Long Beach Programs

Bike Share



Shared E-Scooter Pilot



Emerging Technologies

E-Mopeds



Shared Micro-Transit



Shared Micro-Cars



Micro-Mobility – Cont.

Mobile App Based Programs

E-Scooters

- \$1 to start each ride
- .15 to .25 cents per minute
- Vendors offer special rate for low-income users who meet requirements

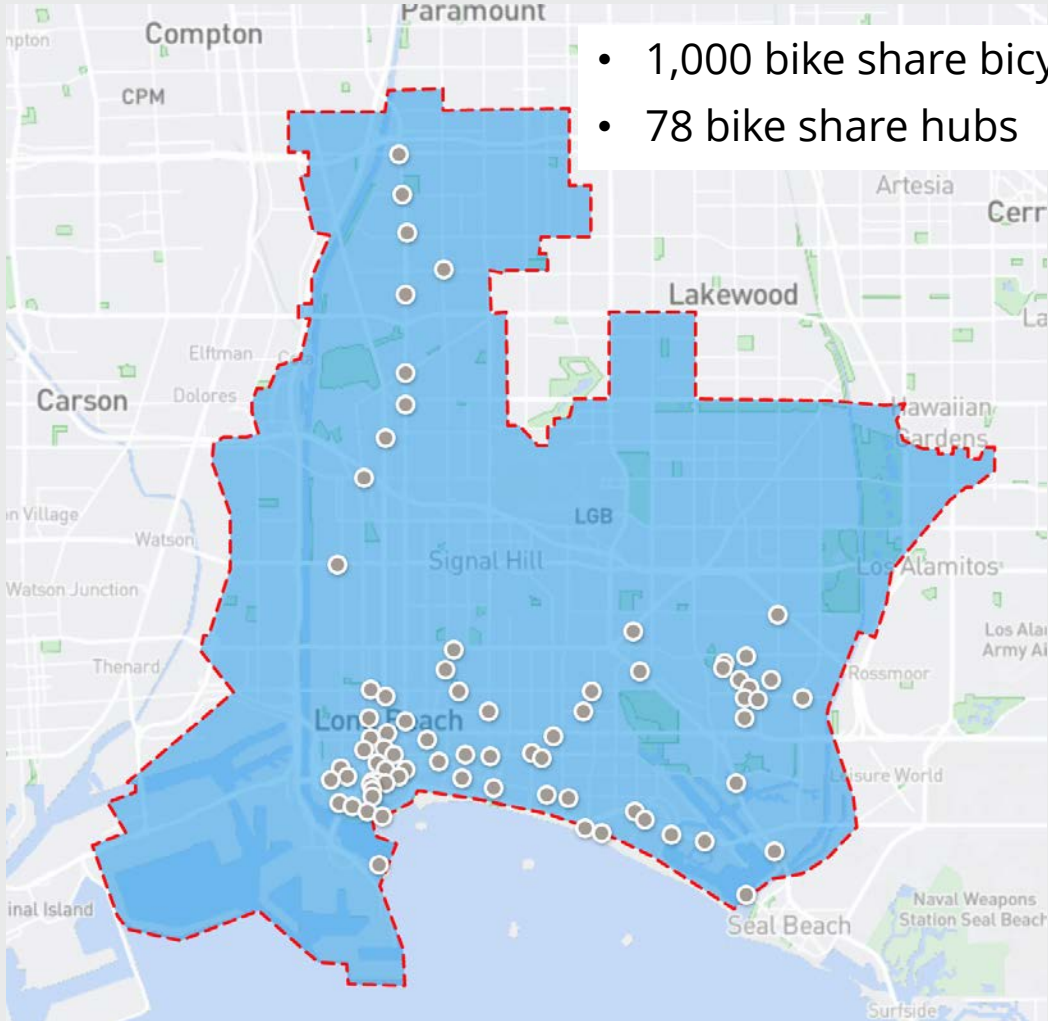
Bike Share

- Monthly \$15
- Annual - \$120
- Pay As You Go - \$7 per hour
- Pre-paid - \$21 for 3 hours (1 hour free)
- A new low-income program for bike share will soon be available



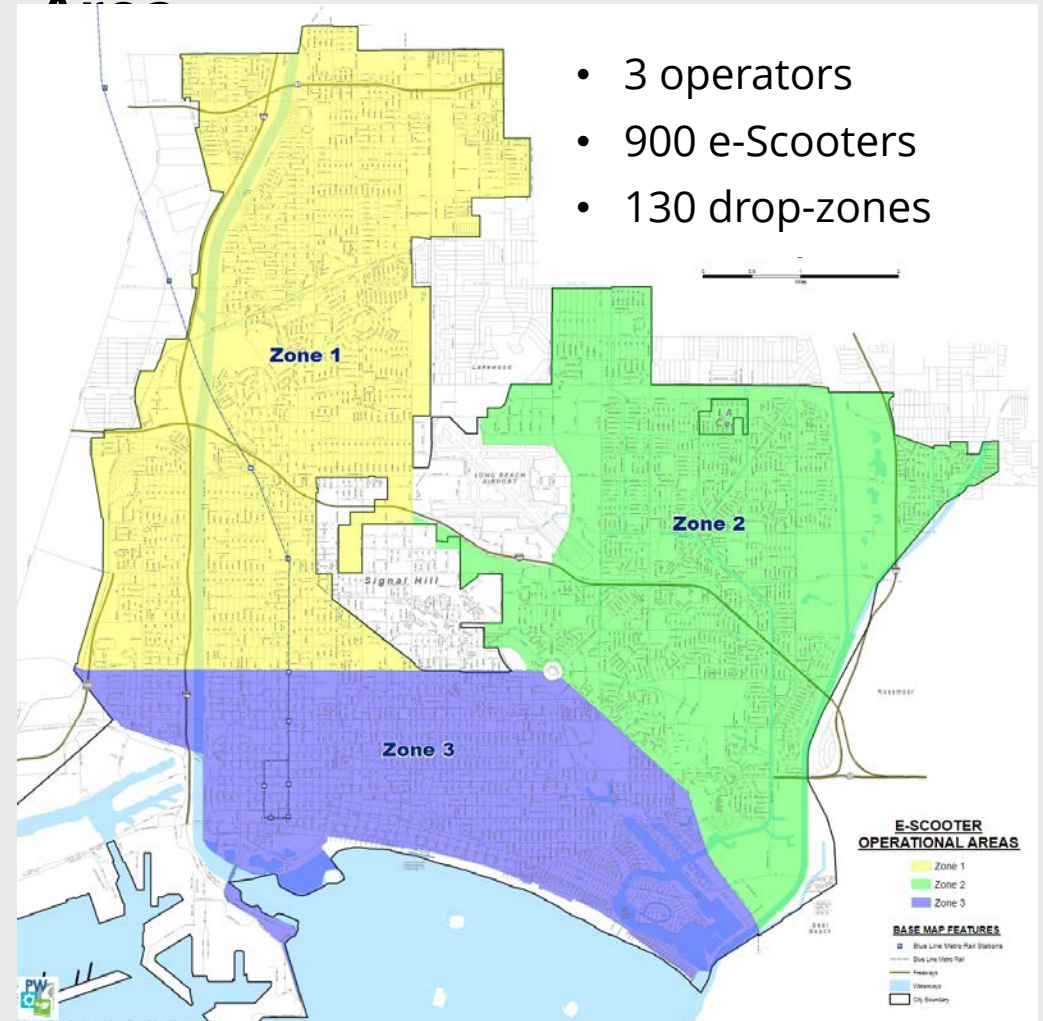
Micro-Mobility – Cont.

Bike Share System Area



- 1,000 bike share bicycles
- 78 bike share hubs

E-Scooter System



- 3 operators
- 900 e-Scooters
- 130 drop-zones

Micro-Mobility – Cont.

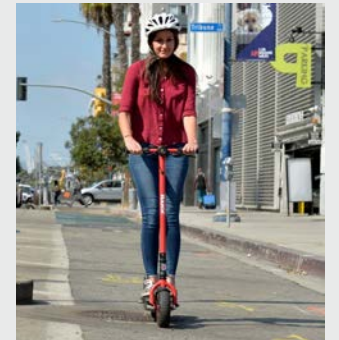
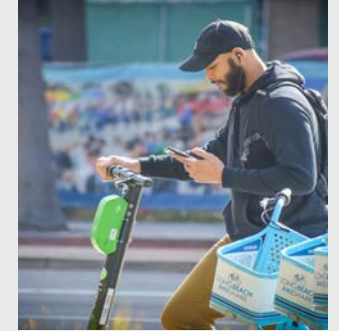
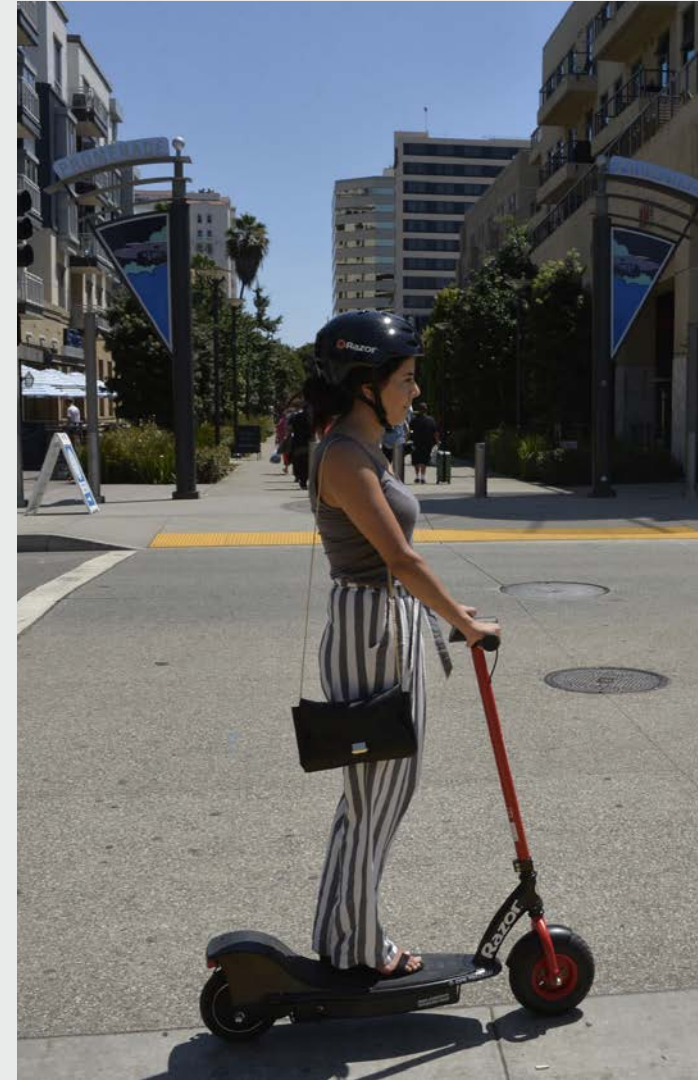
LB Bike Share

- Currently 1,000 bikes
- 47,049 active members
- 237,069 total trips taken
- 642,420 total miles traveled
- Average trip duration: 12:30 min
- Average trip distance: 2.7 miles
- Carbon reduced: 566,497 lbs.



E-Scooters in Long Beach

- E-Scooter pilot launched in September 2018
- Maximum 6 vendors
- 4,000 scooters with increased geographic distribution; expands to 6,000 after 6 months
- Includes permit fees and penalties for non-compliance
- Other permit requirements:
 - Parking incentive to return micro-mobility devices back to drop zones
 - Data sharing for increased fleet monitoring
 - Improved equipment maintenance reports



Micro-Mobility – Cont.

E-Scooter Laws

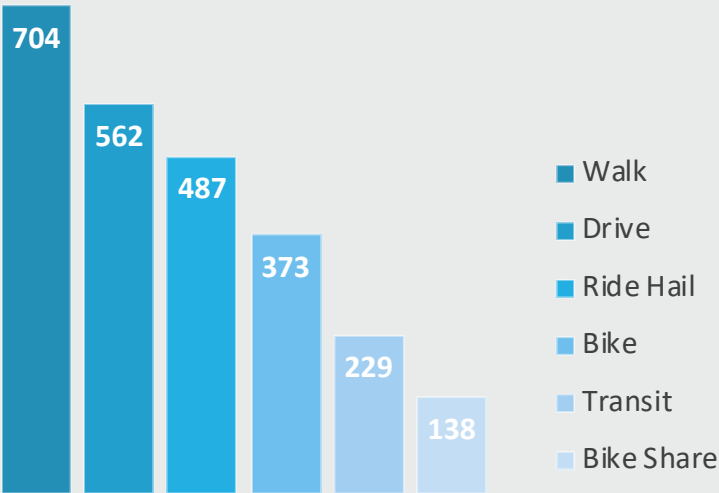
- Must be at least 18 years of age
- Must have driver license (CVC)
- May only park micro-mobility devices outside of the sidewalk path-of-travel in compliance with ADA
- Must agree to comply with the California Vehicle Code and Long Beach Municipal Code – Enforced by LBPD
 - Have a license to operate (CVC)
 - Ride in a bike lane (CVC)
 - Park without blocking sidewalks, bikeways, or paths (CVC)
 - No riding on sidewalks (CVC) or private property (LCMC)
 - Helmet no longer required as of Jan 1, 2019 (CVC)



Micro-Mobility – Cont.

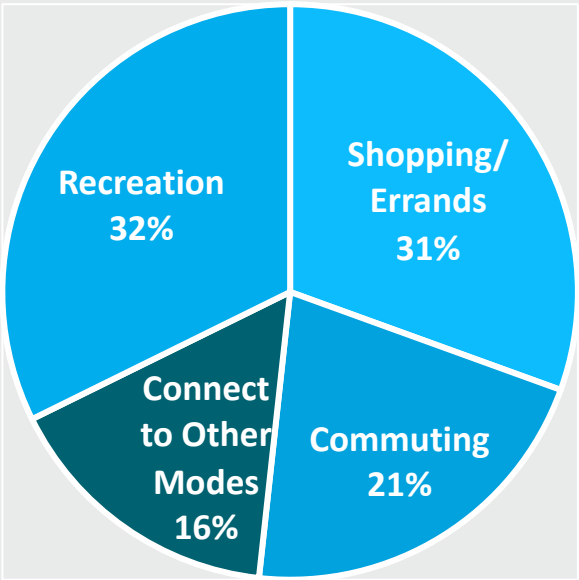
Online Public Opinion Survey – December 2018 Respondents Who Have Ridden A Scooter (n = 859)

Trip Mode Replaced by E-Scooters

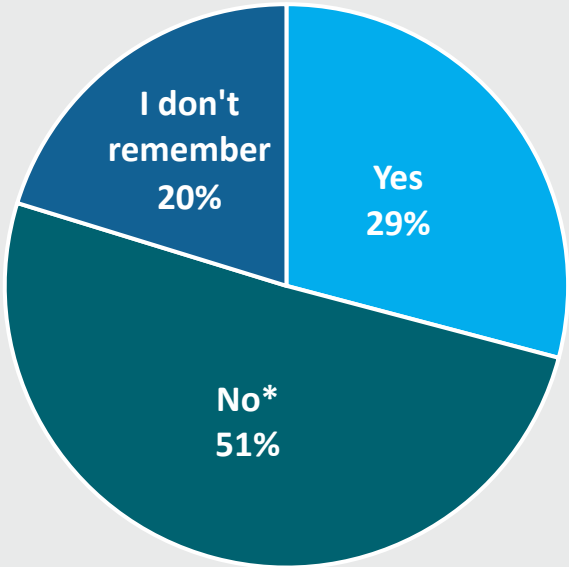


Note: Respondents can choose multiple options

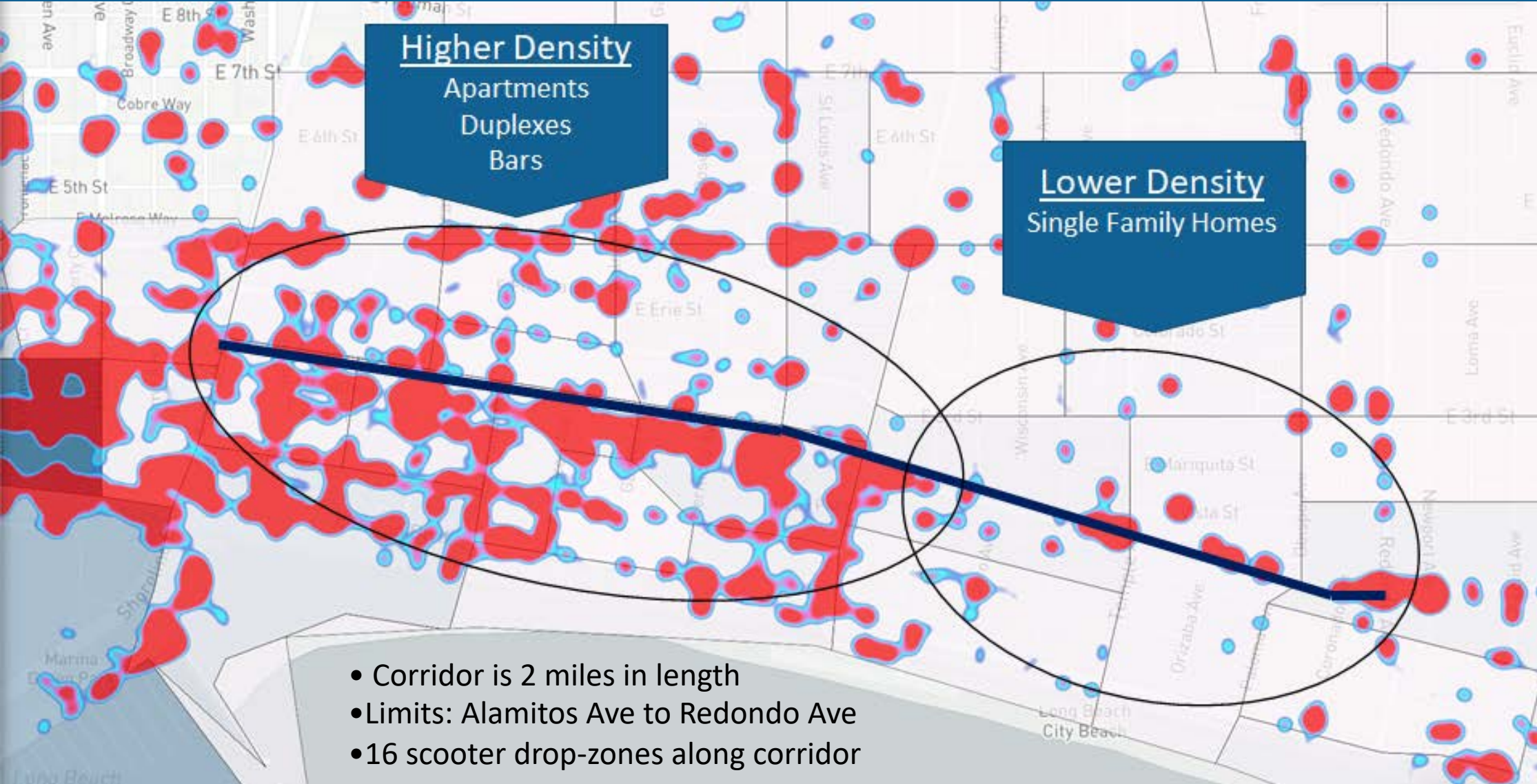
What is the typical purpose of your e-scooter trips in Long Beach?



Percentage of Riders Notified by Companies of the Laws Regarding Scooter Riding

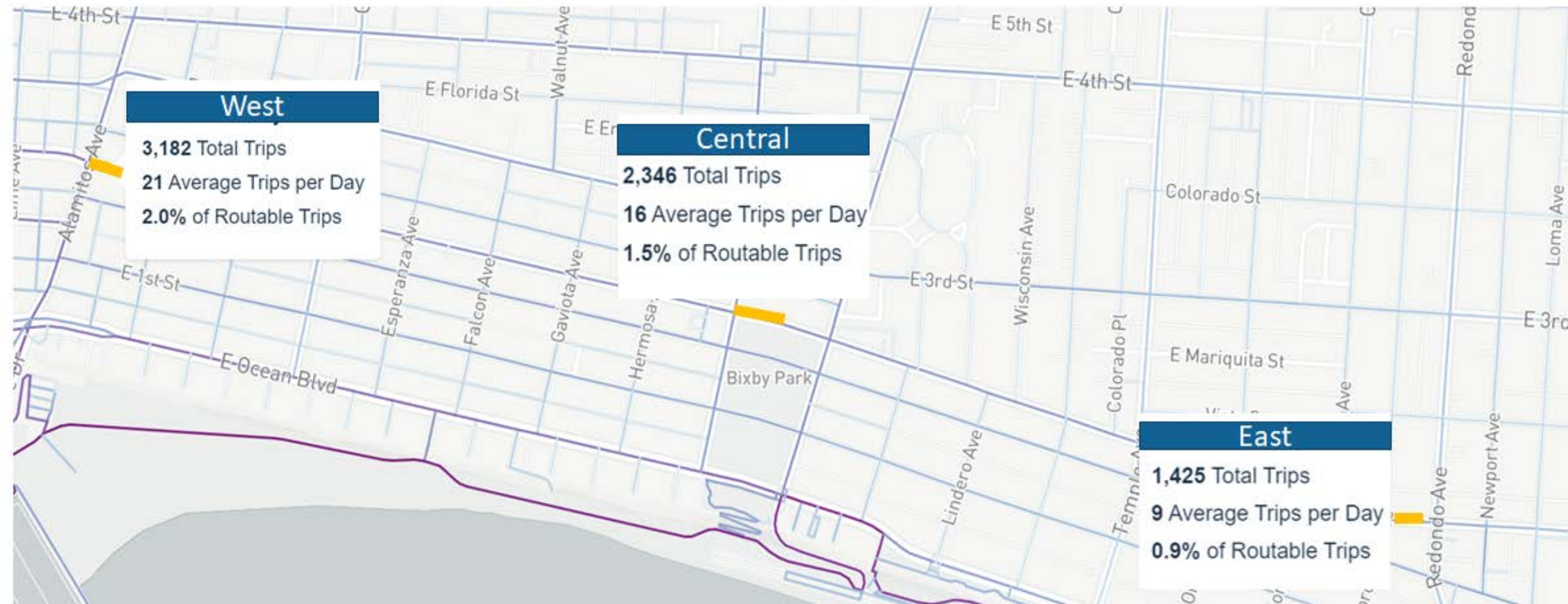


Micro-Mobility Broadway Case Study

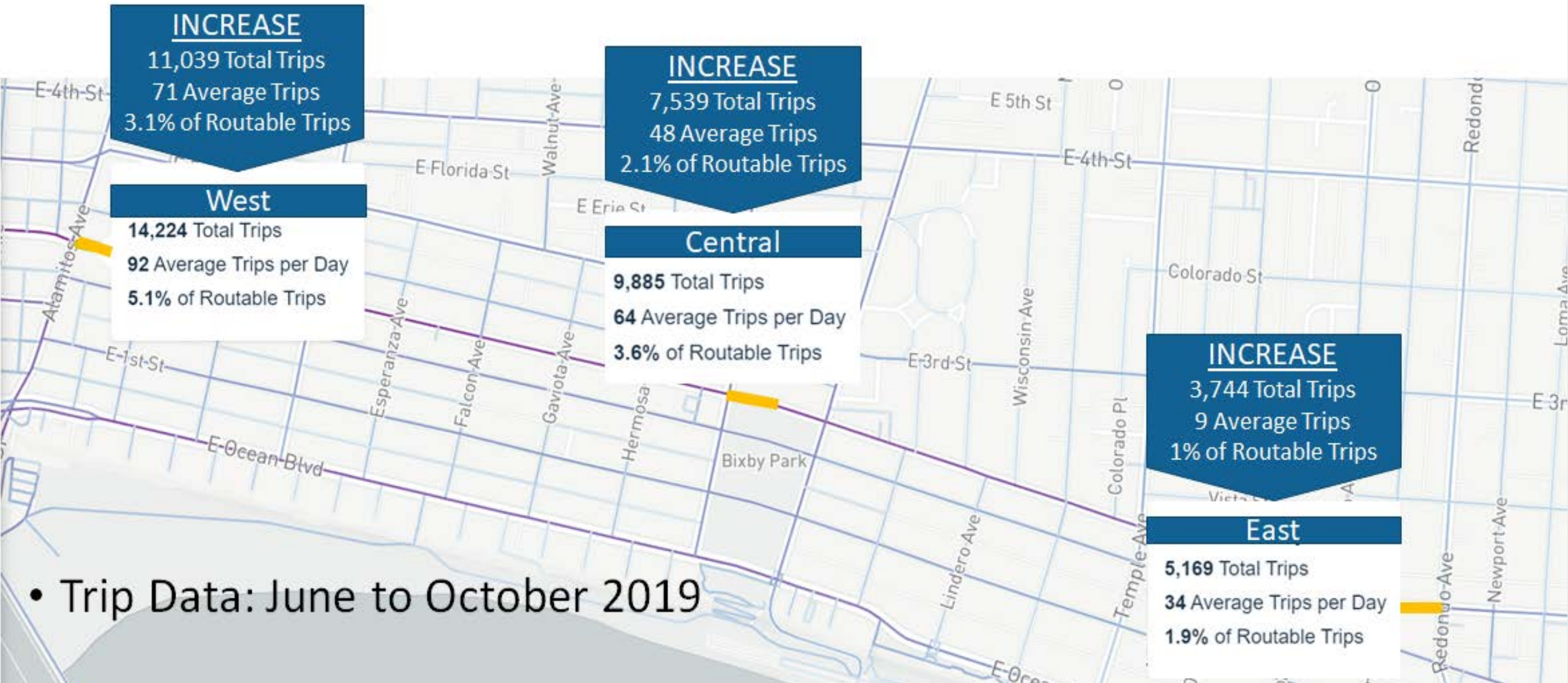


Micro-Mobility Broadway Case Study – Cont.

- Trip Data: January to May 2019



Micro-Mobility Broadway Case Study – Cont.



COVID-19 Open Streets

Overview

- Goals
- Precedents
- Residential Streets
- Commercial Needs
- Communication
- Next steps





Thank you

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