

Access to Mobility and Connectivity

Citywide Goals and Strategies

Goal 3.1: Improve transportation and mobility opportunities for better flow of traffic and people.

- ▶ **Strategy 3.1.1:** Review and amend off-street parking requirements in the City's Zoning Code to consider shared parking arrangements, reduce required off-street parking for certain land uses.
- ▶ **Strategy 3.1.2:** Create an active multimodal transportation system, including environmentally friendly electric and biofuel vehicles for use by residents, city staff, and officials.
- ▶ **Strategy 3.1.3:** Collaborate with Nassau County to identify locations for the installation of state-of-the-art traffic signal technology that would improve east-west connectivity, especially along major roads and corridors (e.g., Park Avenue and Long Beach Boulevard). Innovative technologies could include Adaptive Traffic Control Systems (ATCS) that consist of hardware and software installed at each traffic signal (and possibly at centralized command center).¹
- ▶ **Strategy 3.1.4:** Identify locations for and install Electric Vehicle charging stations and additional bicycle racks.
- ▶ **Strategy 3.1.5:** Identify suitable locations for roadway improvements that could facilitate the use of non-motorized, eco-friendly transportation options (e.g., human-powered (non-electric) skateboards, scooters, and bicycles) and, where appropriate, motorized eco-friendly transportation (e.g., e-bikes,² motorized skateboards and scooters).
- ▶ **Strategy 3.1.6:** Consider hiring a consultant to evaluate existing and, where appropriate, propose new bus routes that better meet resident and commuter needs. The Study would also evaluate the feasibility of a City-sponsored shuttle between the LIRR station and the Beach/Boardwalk.
- ▶ **Strategy 3.1.7:** Consider connecting access/egress between selected residential properties, where appropriate, to minimize adjacent driveways/curb cuts.
- ▶ **Strategy 3.1.8:** Consider replacing the parking waiver/variance process with a fund that would act as a repository for fees collected from businesses in lieu of providing required off-street parking. These fees would fund other alternative transportation improvements.

¹ Where ATCS has been installed, roadway traffic congestion has improved in both the peak hour and off-peak periods, resulting in improved traffic operating conditions and improved air quality. ATCS would improve operations for all roadway users (vehicular, buses, bicycles, and pedestrians). The City may consider hiring a consultant to examine the positive impact ATCS would have on the selected roadways and how the ATCS improvements could allow for effective and low cost multimodal/Complete Street projects.

² The use of e-bikes would be required to comply with New York State laws, including age requirements (the rider must be over the age of 16), and use (restricted to bike lanes and/or on roads where speed limits do not exceed 30 miles per hour).

- ▶ **Strategy 3.1.9:** Where appropriate, including in areas proposed for Transit Oriented Development (TOD), amend the City’s Zoning Code to promote a mix of uses, including uses that are less car-dependent that would reduce traffic congestion and increase walking and biking.
- ▶ **Strategy 3.1.10:** Evaluate locations where access and connectivity improvements are necessary for paratransit, bicycle, and pedestrian connectivity, especially for seniors and people with different abilities (e.g., sidewalks, pedestrian ramps, and the Boardwalk).

Goal 3.2: Create safer multimodal transportation conditions for drivers, pedestrians, and bicyclists.

- ▶ **Strategy 3.2.1:** Continue to obtain grants to implement Complete Streets and streetscape projects.
- ▶ **Strategy 3.2.2:** Work with Nassau County to design and implement traffic signal system upgrades that provide signal control and safe conditions for multimodal roadway users.
- ▶ **Strategy 3.2.3:** Coordinate with Nassau County to connect the traffic signal system and security cameras to a central command center (City of Long Beach or Nassau County Department of Public Works) for traffic congestion monitoring and emergency incident response.
- ▶ **Strategy 3.2.4:** Prioritize planning for and implementation of micro-mobility, short-term trips.
- ▶ **Strategy 3.2.5:** Coordinate with the City of Long Beach and the Nassau County Department of Emergency Services to evaluate the need and locations for signal pre-emption devices. Pre-emption devices create a “green wave” by turning traffic signals green as emergency vehicles (equipped with the detection devices) approach an intersection. The installation of pre-emption devices at selected traffic signals would decrease emergency response time and improve safety for all roadway users during emergency events.

Goal 3.3: Improve on and off-street parking conditions.

- ▶ **Strategy 3.3.1:** Consider hiring a parking consultant to expand upon parking studies at a Citywide level with a focus on each neighborhood’s unique issues. Possible scope items could include evaluating the City’s parking requirements to allow smart parking solutions that would improve user experience, including:
 - A parking app and centralized pay stations.
 - Signage for on- and off-street parking facilities that would display the number of available parking spaces, thereby reducing the need for motorists to circle the area to find an available parking space
 - Shared parking arrangements that serve the City’s oceanfront.
- ▶ **Strategy 3.3.2:** Continue to improve and publicize public transportation connections to help reduce parking demand.

- ▶ **Strategy 3.3.3:** Consider revising off-street parking requirements for commercial uses in the proposed TOD district and replace the on-street parking waiver with a fee that would fund alternative transportation improvements.
- ▶ **Strategy 3.3.4:** Consider utilizing a portion of parking revenue to improve parking conditions and infrastructure in areas where the City has identified a need for improvements.

Goal 3.4: *Continue to maintain and improve the City’s roadway infrastructure.*

- ▶ **Strategy 3.4.1:** Continue to seek funds and grants to ensure the City’s roadways are regularly maintained and repaired quickly when the need arises.
- ▶ **Strategy 3.4.2:** Implement streetscape improvements that would improve pedestrian and vehicle connections, circulation, and safety and create a consistent design aesthetic. Streetscape design could include lighting, street trees, benches, trash bins, bicycle racks, and wayfinding signage that would direct visitors to routes that connect to and from nearby bicycle routes and destinations.
- ▶ **Strategy 3.4.3:** Continue to obtain grants to implement Complete Streets and streetscape design projects.

Neighborhood-Specific Goals and Strategies

Goal 3.5: *Address on- and off-street parking requirements at the beachfront, commercial areas and within residential neighborhoods.*

- ▶ **Strategy 3.5.1:** Consider hiring a consultant to evaluate parking supply and demand and identify options and locations for parking solutions in the West End neighborhood.
- ▶ **Strategy 3.5.2:** Consider developing a residential parking permit program in the West End neighborhood.
- ▶ **Strategy 3.5.3:** Consider connecting access/egress via shared driveways to reduce curb cuts between selected residential properties in the West End neighborhood, where appropriate.

Goal 3.6: *Minimize the intrusion of non-residential traffic into the residential neighborhoods.*

- ▶ **Strategy 3.6.1:** Limit commercial and other non-residential destined traffic from local roads by installing “delivery only,” “truck route,” and “no trucks” signage in strategic locations.
- ▶ **Strategy 3.6.2:** Continue to implement Complete Streets projects within selected areas of the City to reduce cut-through traffic.
- ▶ **Strategy 3.6.3:** Improve aesthetics along major roads and gateways to residential areas by installing measures that could include curb extensions, landscape buffers, planters, splitter islands, lighting, public art, bike parking, seating, and more.

Goal 3.7: Improve public bus service/routing between transportation and commercial hubs and residential neighborhoods.

- ▶ **Strategy 3.7.1:** Hire a consultant to evaluate existing bus service and routing, and recommend measures to improve intra-City travel, particularly between transportation and commercial hubs and residential neighborhoods.
- ▶ **Strategy 3.7.2:** Design and install modern bus shelters that respect the character of the neighborhoods in which they are located and improve the user experience. Shelter designs can accommodate community public service announcements and advertisements that can generate revenue used to support transportation projects.

Goal 3.8: Improve the overall user experience along Park Avenue.

- ▶ **Strategy 3.8.1:** Evaluate the cost and feasibility of installing traffic calming measures, including roadway striping. Temporary traffic calming measures (e.g., utilizing cones, planter boxes) can be installed to test their effectiveness prior to the installation of a permanent measures.
- ▶ **Strategy 3.8.2:** Continue to study and evaluate the feasibility of installing dedicated bicycle lanes.
- ▶ **Strategy 3.8.3:** Install additional bicycle facilities (e.g., outdoor/protected bicycle storage and repair kiosks).
- ▶ **Strategy 3.8.4:** Continue to study and evaluate improvements to the pedestrian experience by creating pedestrian-only rights-of-way and crosswalks.
- ▶ **Strategy 3.8.5:** Consider reducing the size of the median where appropriate to install angled parking.



▲ Park Avenue Multimodal Center

Next Steps

- ▶ Continue to pursue State and Federal funding for transportation project implementation, including Complete Streets.
- ▶ Coordinate with the Nassau County Department of Public Works, Traffic Engineering Unit, to develop and implement a Citywide traffic signal operations plan, with first phase roll-out along Park Avenue, Broadway, Beech Street, and Long Beach Boulevard.
- ▶ Seek funding for the design and implementation of a Neighborhood Traffic Management Plan.
- ▶ Seek funding for the design and implementation of a Parking Management Plan that would explore construction of additional garages to free up curb space for the installation of bus lanes, bicycle lanes, more efficient curbside parking, and green infrastructure best management practices (permeable pavers, landscaping, rain gardens, and bioswales).
- ▶ Study Transportation Demand Management strategies including creating a parking district to manage parking behavior and patterns and facilitate access to the City's commercial/retail corridors.
- ▶ Evaluate and install, where appropriate, signage to limit heavy trucks from residential streets.
- ▶ Improve connections for bicycles between the Boardwalk, Park Avenue, and the West End.