



Long Beach SS4A Safety Action Plan

WSP Contacts

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6:30PM



Agenda

Meeting Logistics

Project Overview

- Safe Streets for All (SS4A) USDOT Grant
- Safety Action Plan

Existing Conditions

- Crash Trends (2020-2024)
- High-Injury Locations
- Vulnerable Road Users Crashes
- Major Contributing Factors

Analysis of Crash Network

- High Injury Network
- Project Priority Locations

FHWA Countermeasures

Meeting Logistics



Presentation – Overview of Safety Action Plan



Poster Boards – Data Analysis



Poster Boards – Interactive Activity



Comment Cards and Feedback



Closing Remarks

Project Overview



Safe Streets for All (SS4A) USDOT Grant

Grant established by Infrastructure Investment and Jobs Act (IIJA)

\$5B in federally appropriated funds over 5 years 2022-2026

Completed Safety Action Plan is required to apply for the implementation funds

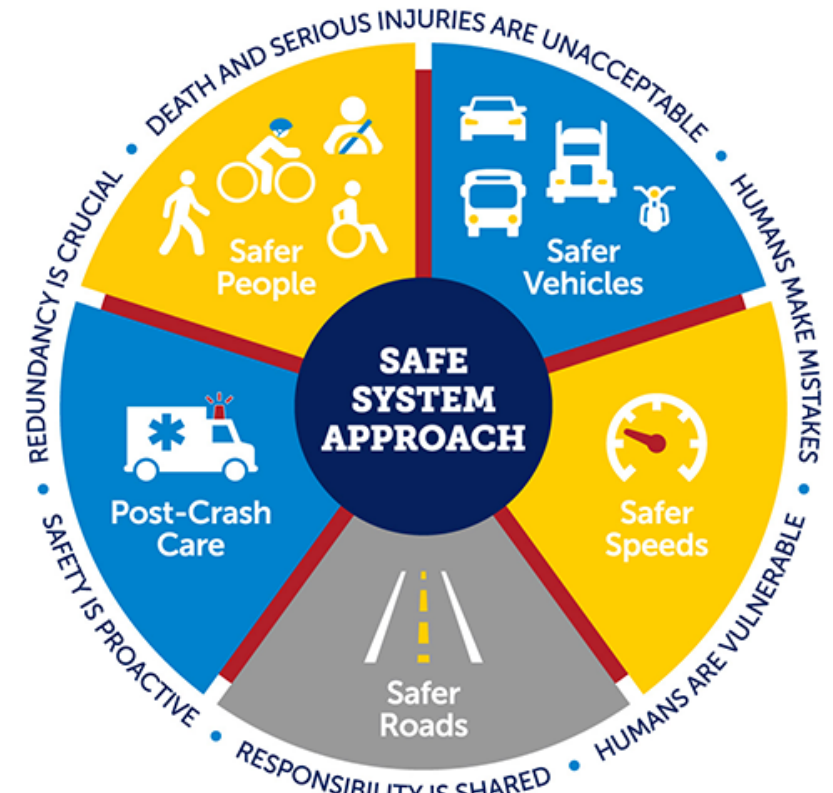
Implementation grants fund projects or strategies aligned with an existing Safety Action Plan to address roadway safety challenges



Safe Systems Approach

U.S. Department of Transportation (USDOT) principles to proactive safety.

- Encourage **safe driving** behavior **through design**
- **Design** roadways to **mitigate for human mistakes** and account for injury tolerances
- Expand safe vehicles and **safer speed limits** through context appropriate roadway design and education
- **Prioritize post-crash care** through expedient access of emergency response personnel



Project Overview



Safety Action Plan

Project goals include:

- A comprehensive roadway safety analysis that evaluates existing conditions and establishes a high-injury network
- Community driven safety design solutions that address multimodal safety challenges
- Project specific recommendations that mitigate safety concerns

This project will help position the City to make safety improvements to their infrastructure that will serve all users. A complete safety action plan is a pre-requisite for federal implementation grant eligibility, which the city intends to apply for in the next May 2026 funding cycle.



Existing Conditions



Crash Trends (2020-2024)

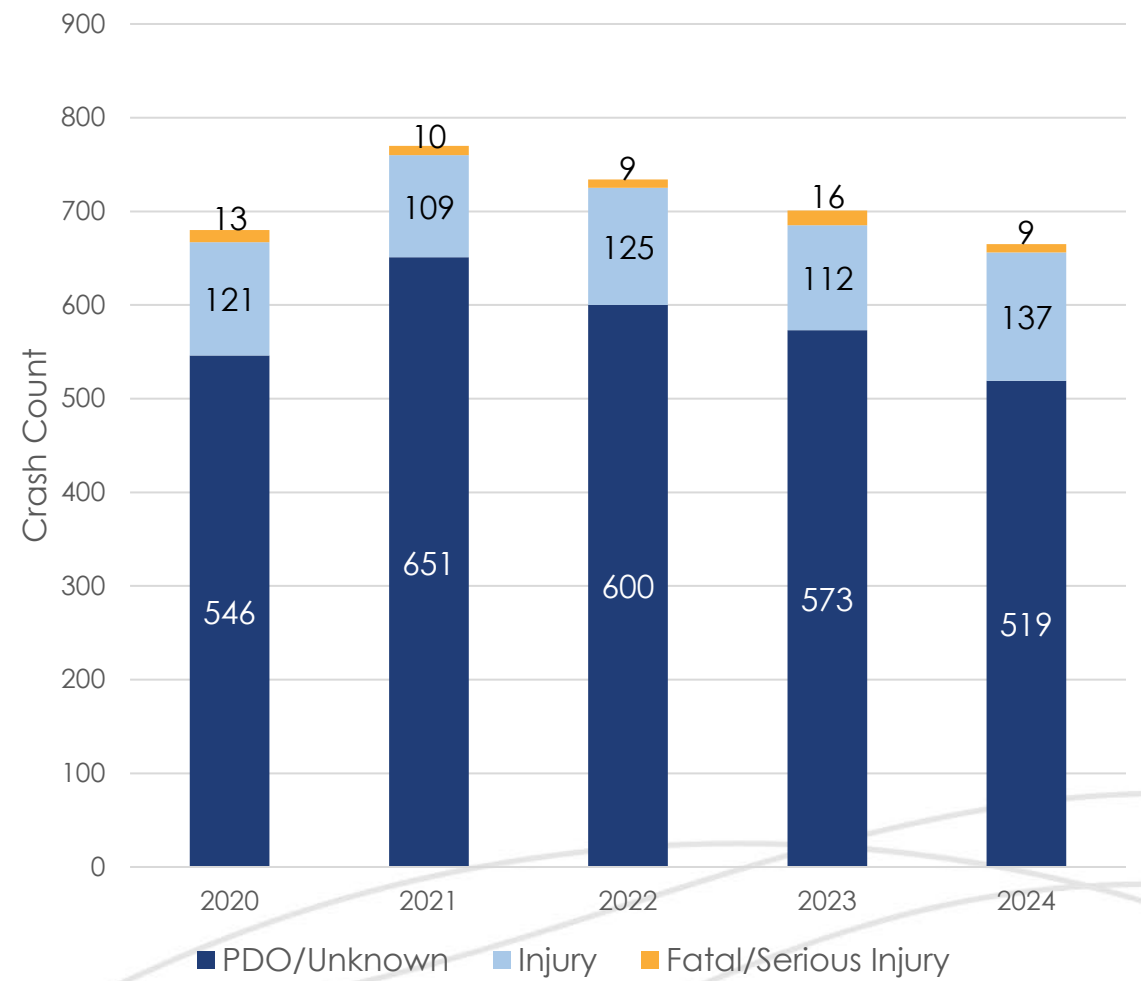
Key Takeaways:

- Crashes have **decreased (13%)** from 770 in 2020 to 665 in 2024
- **Vulnerable road users** comprise only **6.6% of total crashes**, BUT nearly **30% of all fatal and serious injuries**

Crashes by Mode and Severity (2020-2024)

Mode	Fatal/Serious	Injury	PDO/Unknown	Total
Bicyclist	9	117	27	153
Pedestrian	8	64	9	81
Motor Vehicle	40	423	2818	3281
Vulnerable Road Users Subtotal	17	181	36	234

Annual Crashes by Severity (2020-2024)



Existing Conditions

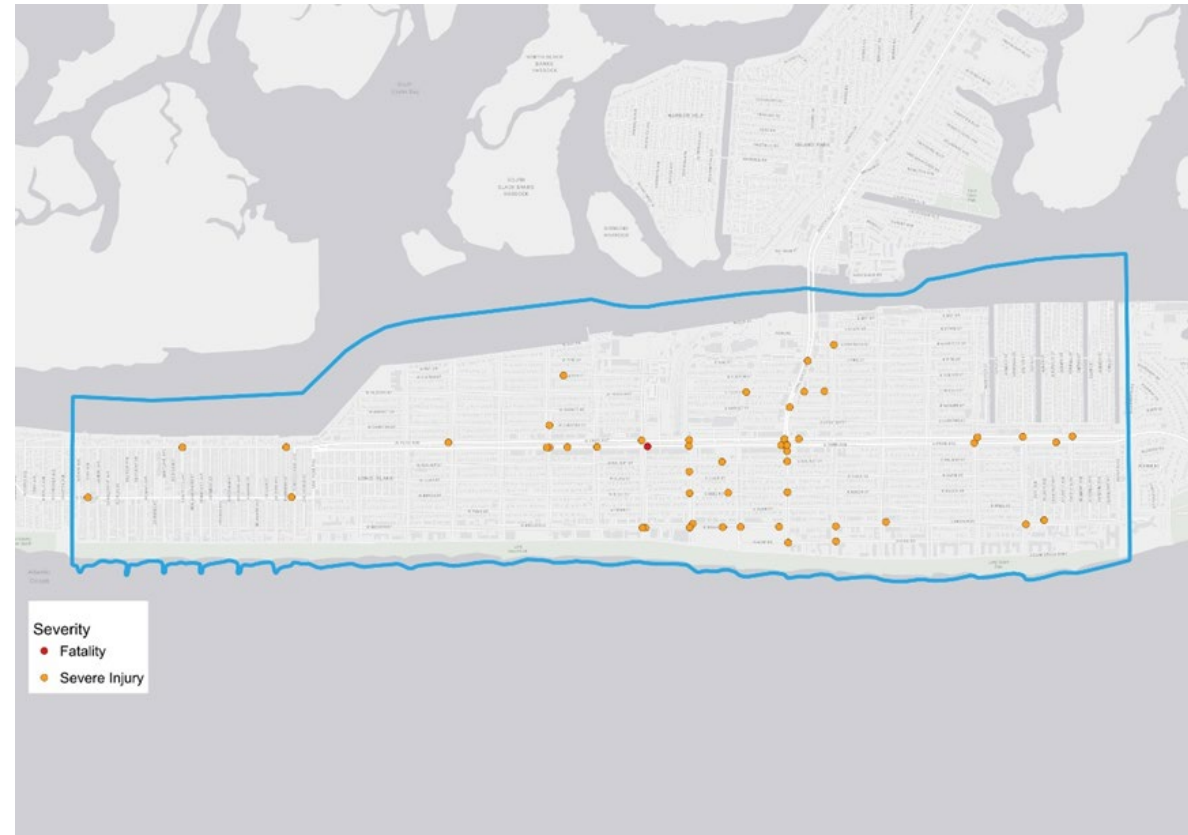


High-Injury Locations

Key Takeaway:

- Serious Crashes are distributed throughout the City with clusters observed along Park Avenue, in particular, **E Park Avenue and Long Beach Blvd.**

Spatial Distribution of Fatal and Serious Crashes from 2020-2024



Existing Conditions

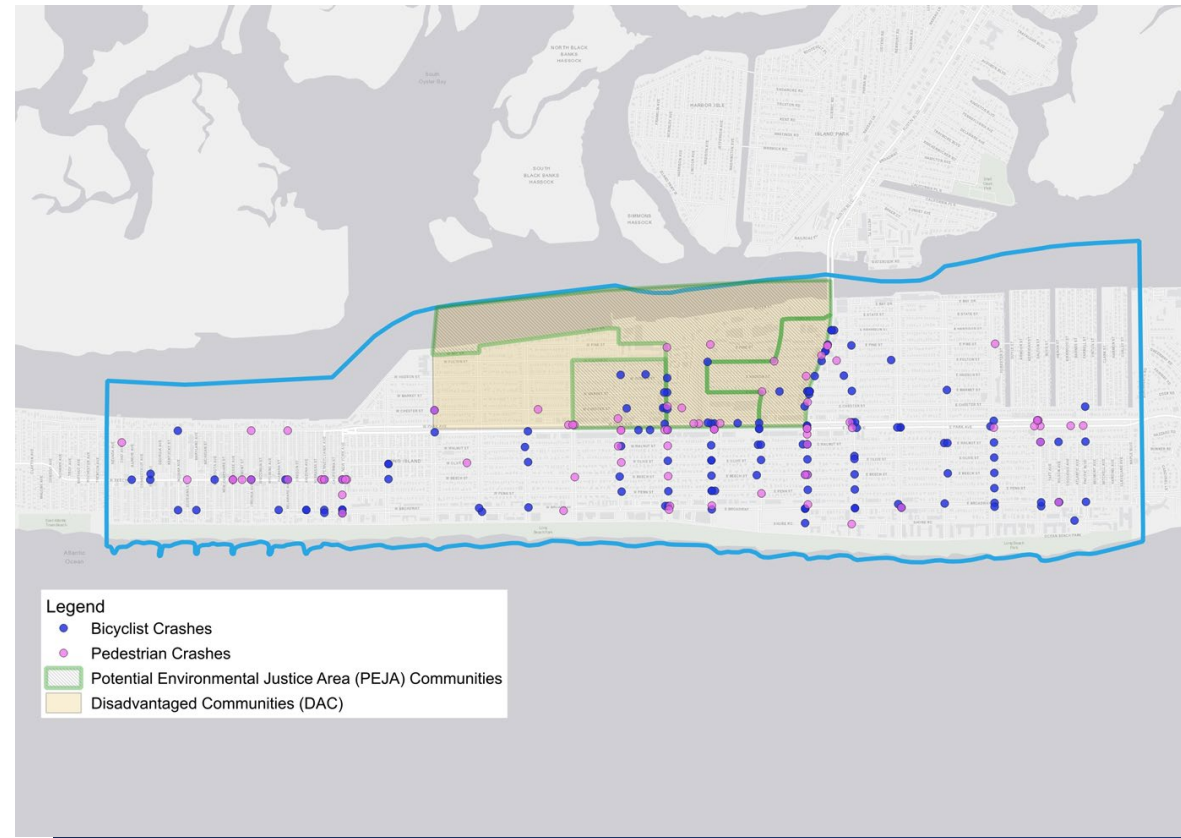


Vulnerable Road Users Crash Locations

Key Takeaway:

- Vulnerable road user crashes are **concentrated** along the **boardwalk area and intersecting north-south streets** that connect residential areas to the beach.
- The **DAC area overlaps** with a large portion of **Park Avenue's** concentration of **crashes**.

Vulnerable Road User Crashes and Disadvantaged Community (DAC) Overlay from 2020-2024



Existing Conditions

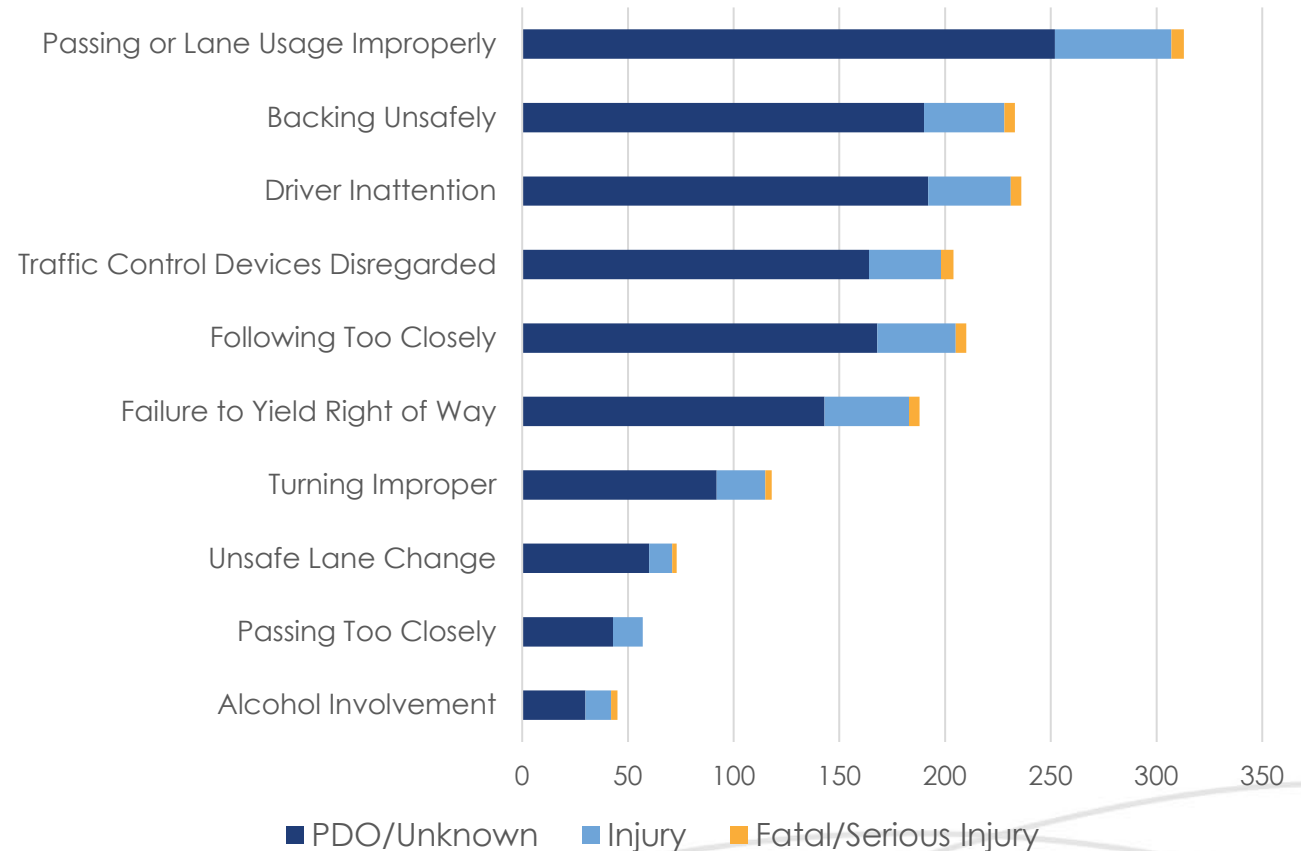


Identified Contributing Crash Factors

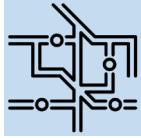
Key Takeaways:

- There is a noticeable and consistent **spike in crashes** during the **peak summer months**
- **Lane discipline and passing behaviors** account for the largest share of crashes, with "Passing or Lane Usage Improperly" far exceeding other factors

Top 10 Contributing Circumstance to Crashes



Analysis of Crash Network



Weighted Network

Key Takeaway:

- Serious and fatal crashes have a large impact on determining priority locations for safety improvements.
- The City has a strong **concentration of high-injury locations at key commercial destinations**, which may be attributed to increased vehicle volumes, turning movements, and pedestrian activity.

City of Long Beach **High Injury Network**



Analysis of Crash Network



Priority Locations for Countermeasures

Methodology:

- High-Injury **locations** determined through **weighted** economic and social impacts **network**.
- Additional **stakeholder input included** to evaluate intersections identified by safety committee and recent fatalities.
- Evaluate **crash types** and **contributing factors** to **determine** appropriate mitigation **interventions**.

Top High-Risk Locations - Project Priorities



FHWA Countermeasures

Speed Management



Variable Speed Limits

Intersection



Dedicated left and right turn lanes at intersections

Pedestrian/Bicyclist



Protected Bicycle Lanes



Leading Pedestrian Interval

Crosscutting



Lighting



Low cost countermeasures at stop controlled intersections



Medians and Pedestrian Islands



Road Diets (Roadway Reconfiguration)



Pavement Friction Management



Crosswalk Visibility Enhancements



Rectangular Rapid Flashing Beacons (RRFB)



Thank You!



Key Contacts

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