City of Long Beach Traffic Safety Initiative

"SMARTER TRAFFIC, SAFER STREETS"

City Council

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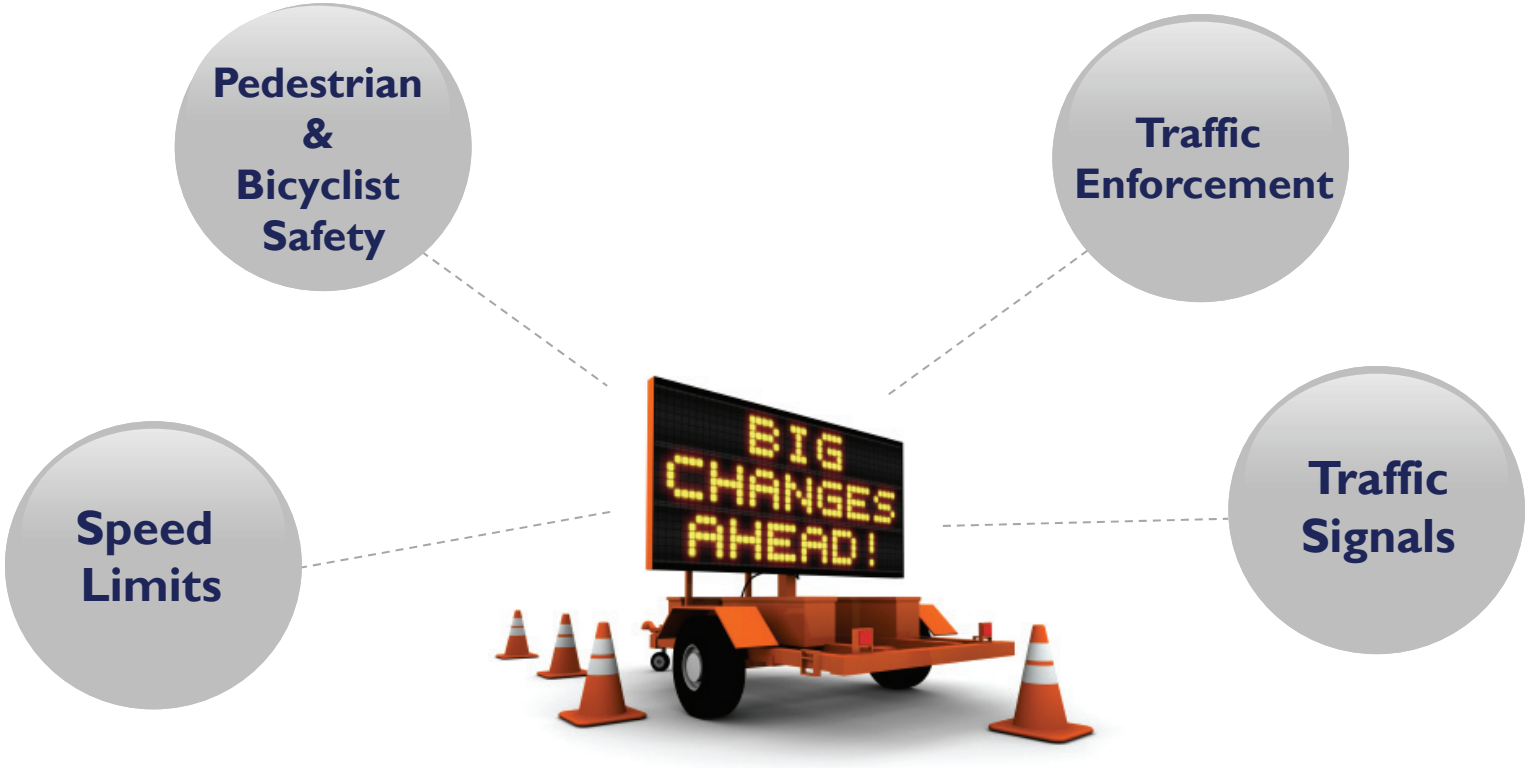
Agenda

1. Traffic Safety Concerns
2. What is LB Safety Initiative?
3. Accomplishments to Date
4. Comprehensive Traffic Study
5. Findings / Recommendations
6. Future Improvements

Traffic Safety Concerns

Traffic Safety has long been an <u>issue & concern.</u>



What Is LB Safety Initiative ?

The *"LB Safety Initiative"*, is a comprehensive data-driven approach to improving overall traffic SAFETY for our residents by efficiently managing traffic, pedestrian and bicycle circulation.

MOTORISTS

- Safety ↑
- Travel Time ↓
- Adequate Signage ↑

PEDESTRIANS

- Safety ↑

BICYCLISTS

- Safety ↑
- Cohesive, Coordinated Traffic ↑

Traffic Safety has been and will remain a cornerstone of this administration

LB Safety - Four Critical Components

EDUCATION

Education informs residents through media safety campaigns, signage, speed watch programs, and school and neighborhood meetings.

ENGINEERING

Engineering aims to improve the existing transportation infrastructure and drives planning & implementation.

POLICY

Policy allows the City to enact new legislation, laws and/or ordinaces to keep our streets safer.

ENFORECEMENT

Enforcement techniques include warnings and citations, radar trailers, speed display signs and radar reader boards.

Accomplishments To Date

This initiative has moved forward in stages, with each stage contributing to the totality of the plan.

"Share the Road" Campaign	**Bicycle Friendly Community** - Signs were placed at entrances into the City to notify the motoring public of this information.
Road Painting System	**Night time street painting system** - New road painting and thermo-plastic equipment was purchased to allow the City to keep crosswalks and roads properly marked.
"Sharrows" Installed	**Sharrows "Shared lane markings" Installed** - Sharrows were installed to facilitate the City's partnership in the bike rental program. The City's Boardwalk has again become the premier bicycle route in LB.

Accomplishments To Date Cont.

REDUCED SPEED LIMIT IN THE PRESIDENT STREETS

In 2013, the President Streets neighborhood speed limit reduced to 15 MPH.

Accomplishments To Date Cont.

Bicycle Safety Day

- The City hosted a bicycle safety event at the recreation center as part of the City's new comprehensive traffic initiative which includes safety signs, bike lanes on Broadway, and a reduced speed limit on Park Avenue.

Accomplishments To Date Cont.

Safety Grants

In partnership with the Nassau County Traffic Safety Board, the Long Beach Police Department has received grants for the following:

- ✓ STOP-DWI
- ✓ Buckle Up New York (B.U.N.Y.)
- ✓ Selective Traffic Enforcement Program (S.T.E.P.)
- ✓ Safe Routes to Schools

Drug Recognition Officers

Long Beach has one of only 3 Drug Recognition Expert (DRE) Officers in Nassau County. The highly specialized training which a DRE Officer receives significantly enhances the Department's ability to detect, apprehend, and prosecute motorists that are driving while intoxicated by means other than alcohol.

- 2013 - 6 DRE evaluations and 13 DWI Drug Arrests
- 2014 - 17 DRE evaluations and 24 DWI Drug Arrests

Accomplishments To Date Cont.

Enhanced Technology

- New LIDAR guns;
- New Intoximeter PBT;
- MPC's equipped with new computers;
- New Solar Powered radar signs which have the ability to:
  - ✓ Post radar detected speeds
  - ✓ Store the data
  - ✓ Be programmed and observed in real time
  - ✓ Displays any advisory messages

LB Police Department works closely with Nassau County Traffic Management in order assist with traffic notifications

Accomplishments To Date Cont.

- **East End Parking Mall Upgrade:** Reconstruction of the parking mall located on Park Avenue between Roosevelt and Neptune Boulevard.
  - Includes the *addition of a traffic light and a more walkable crosswalk* to address safety concerns and help support local business.
  - Nassau County will be reimbursing the City for the costs of the reconstruction
  - Ownership and responsibility for maintenance of this parking mall will switch from Nassau County to the City upon completion of the project.

- **Downtown to the Boardwalk: Resilient Connectivity**: City awarded a $1,063,851 grant from the NYS Department of Transportation
  - The proposed project, covered by this grant, will transform one of the major boulevards in the City of Long Beach, Edwards Boulevard, into a *more pedestrian and bicycle-friendly thoroughfare that includes elements of resiliency and green infrastructure*.
  - Edwards Boulevard is the gateway to the beach from the Long Beach multimodal transportation hub.

Accomplishments To Date Cont.

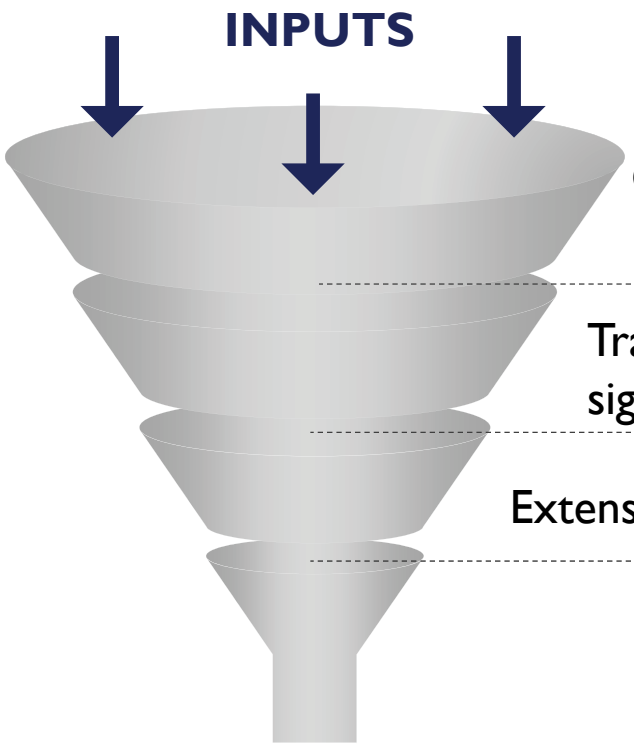
2013 Adoption of Complete Streets Policy

What is the Complete Streets Program? Complete Streets are safe, comfortable, and convenient for travel for everyone, regardless of age or ability – motorists, pedestrians, bicyclists, and public transportation riders.

Why Build Complete Streets in Long Beach?

- ✓ To address current issues of pedestrian and bicycle safety and traffic congestion
- ✓ To encourage a more walkable city that has been proven to yield environmental, social and economic benefits
- ✓ Help Long Beach recover from Super Storm Sandy by upgrading the City's transportation infrastructure with more resilient strategies
- ✓ Encourage private investment

Data Collection



Conducted accident study; determine cause of fatalities.

- ✓ Insituted electronic pin map for usable data

Traffic speed study and vehicle counts; Compare signal timing optimization to measure results

Extensive Study of vehicles on Park; counters & observations

Reducing Speeds to 25mph will result in fewer accidents and reduce the severity of injuries, similar to NYC's "Vision Zero".

Comprehensive Traffic Study

Over the past few months, the Long Beach Police Department has been working closely with RBA Group on a comprehensive traffic study in efforts to identify solutions that will:

1. **Make residential streets safer**; Encourage motorist to use the main corridor rather than the side streets for through traffic.

2. Move motorist through the City **Faster at a Lower Speed.**

Data-Driven Approach

City-Wide Speed Limit Study Areas

Park Avenue Corridor Traffic Signal Study Area

City-Wide Speed Limits

The purpose of the LB Citywide Speed limit study is to determine a reasonable speed limit that balances safety, efficiency, environmental quality and functional mobility.

- Residents generally prefer lower limits that provide safety for all users, particularly pedestrians and bicyclists.
- A change in speed limit has been shown to lower the mean speed of the actual traffic and lower speeds have been shown to reduce crash risk.

The The City seeks to alter Part (b) of Sec. 15-106 Maximum Speed limit from **30mph to 25mph**. All streets and areas except sub-areas identified under Part A which have 15mph, generally known as the "West End", "Canals", and Presidents Streets Sections. In addition, School Zones are posted with either 15 or 25 mph.

City-Wide Speed Data

85th percentile speeds varied between 27 and 30 mph for each sample location.

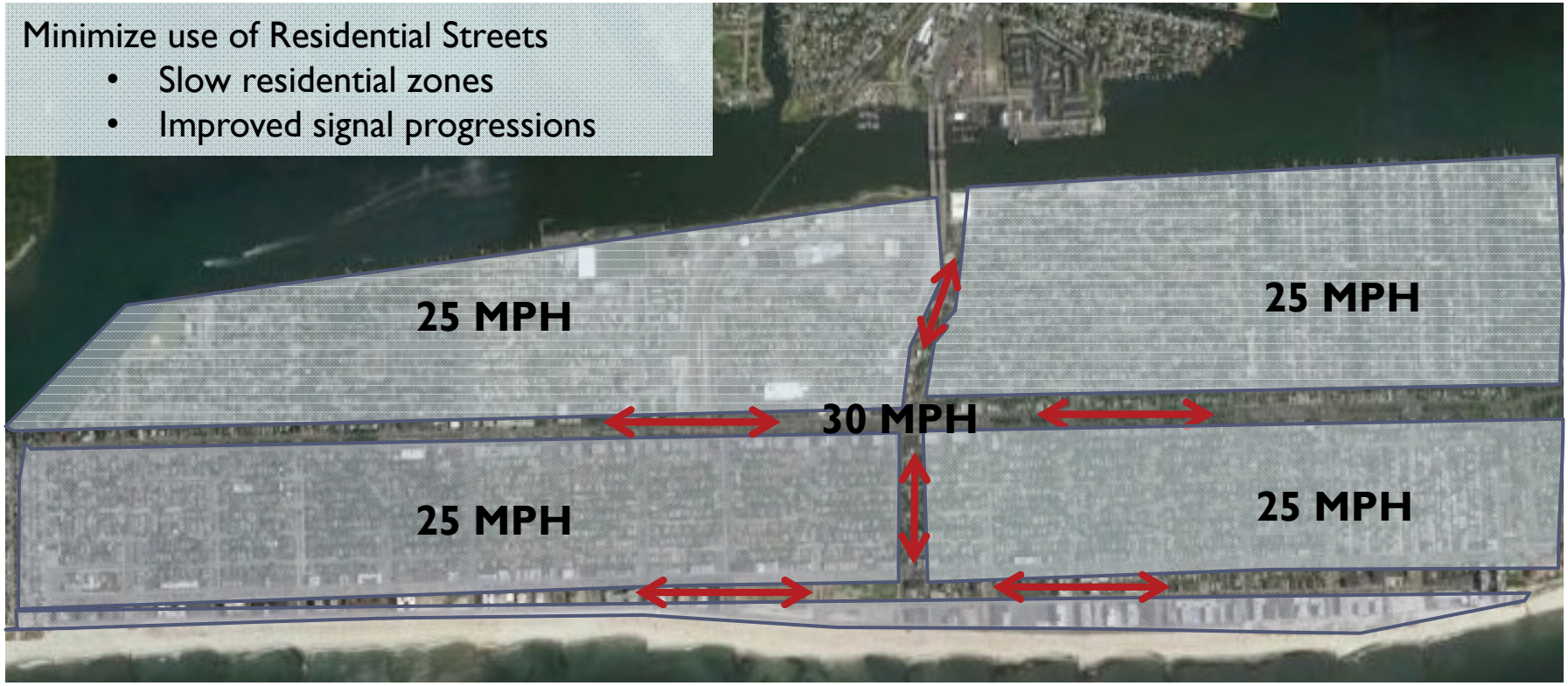
- Round down 85th percentile = 25mph
- 85 percentile: Perceived comfortable speed ; 25mph improves traffic enforcement

Location	Speed Limit (mph)	Average Speed (mph)	50th Percentile Speed (mph)	85th Percentile Speed (mph)
W Chester Street - 200 Block	30	24	24	27
W Market Street - 200 Block	30	25	27	30
E Walnut - 100 Block	30	23	25	28
E Walnut Street - 300 Block	30	25	26	29
E Olive Street - 100 block	30	26	27	29
E Olive Street - 300 block	30	24	25	28
E Harrison - 300 Block	30	25	25	29
E Pine Street - 400 Block	30	25	24	27
Total (All Readings Combined)		25	25	29

STOP 15% of motorists speeding are traveling **above 30** miles per hour

Proposed City-Wide Speed Limit

- All North to South Streets of Park Avenue, including Beech Street - 25mph
- Broadway and Long Beach Blvd remain 30mph



Previous Park Ave Corridor Signals

Operational Overview

* NOTE

Nassau County Department of Public Works Controls the City's Traffic Signals

Eastern Segment:

- Pre-Timed Signals at roughly 800 foot spacing's from LB Blvd to Maple Blvd.
- The 60/30 second phase interval splits allow for 3 blocks to be traveled at 30-35mph.
- Trips in either direction from LB Blvd to Maple Blvd require 2 – 3 stops.
- Pedestrians have 37 secs to Cross Park Ave throughout this segment which leaves pedestrians roughly 20 feet short of the far curb.
- Pedestrians must either walk "briskly" or wait at the median to complete crossing.

Central and Western Segments:

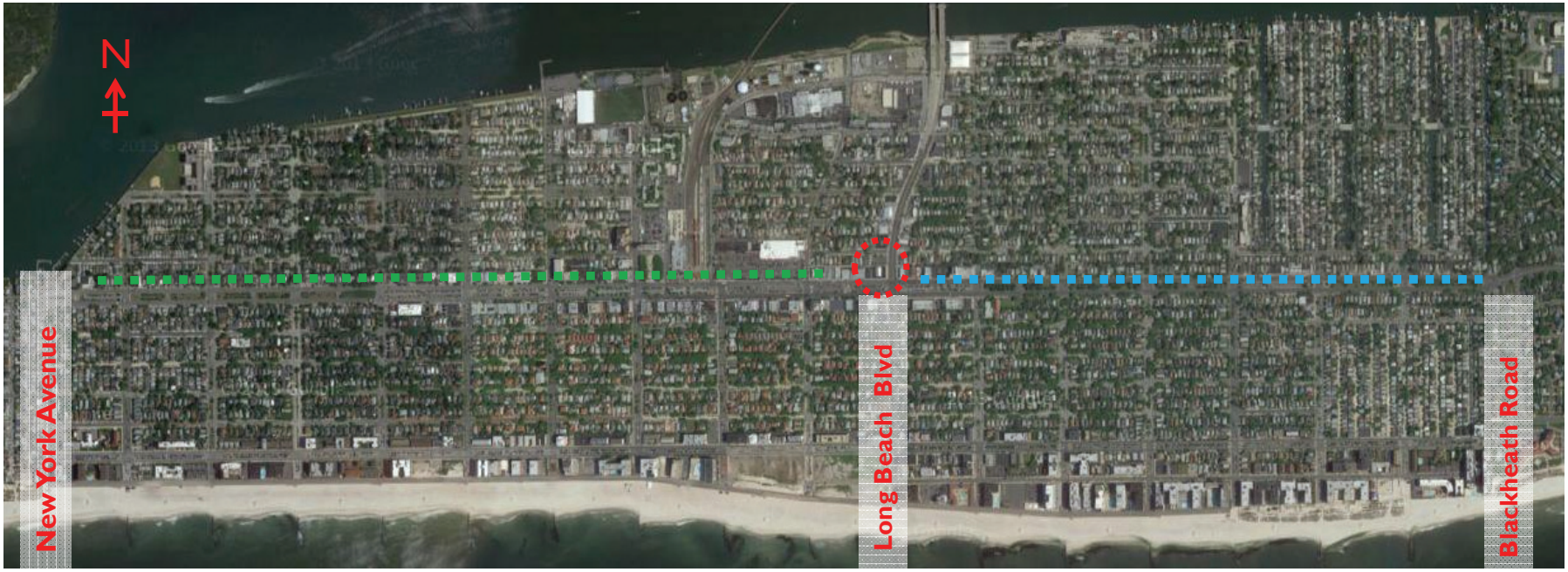
- Central Segment most complex and congested; signals are a mix of pre–timed and semi-actuated, Unevenly spaced conditions cause inconsistent vehicle progression.
- Western Segment similar to east with pretimed 41/39 second phase intervals; however vehicle progressions are better than the Eastern Segment due to recent improvements.
- Pedestrians typically need two cycles to complete crossing.

Previous Park Ave Corridor Traffic Signals

Signalized Intersection Types

Varying Control and Cycle lengths, which affects ability to synchronize

- Coordinated and Controlled by Traffic Management Center (80 Second Cycle)
- Coordinated w/ Long Beach Blvd (100 Second Cycle)
- Controlled Manually by Nassau County DPW (90 Second Cycle)

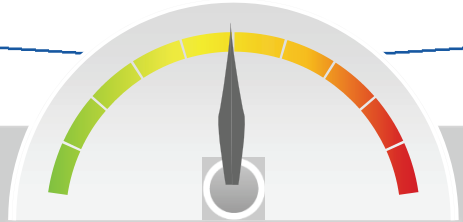


*Nassau County Traffic Management Center – Controls Traffic Signals in LB.

Previous Park Ave Corridor Signals

Traffic Volumes

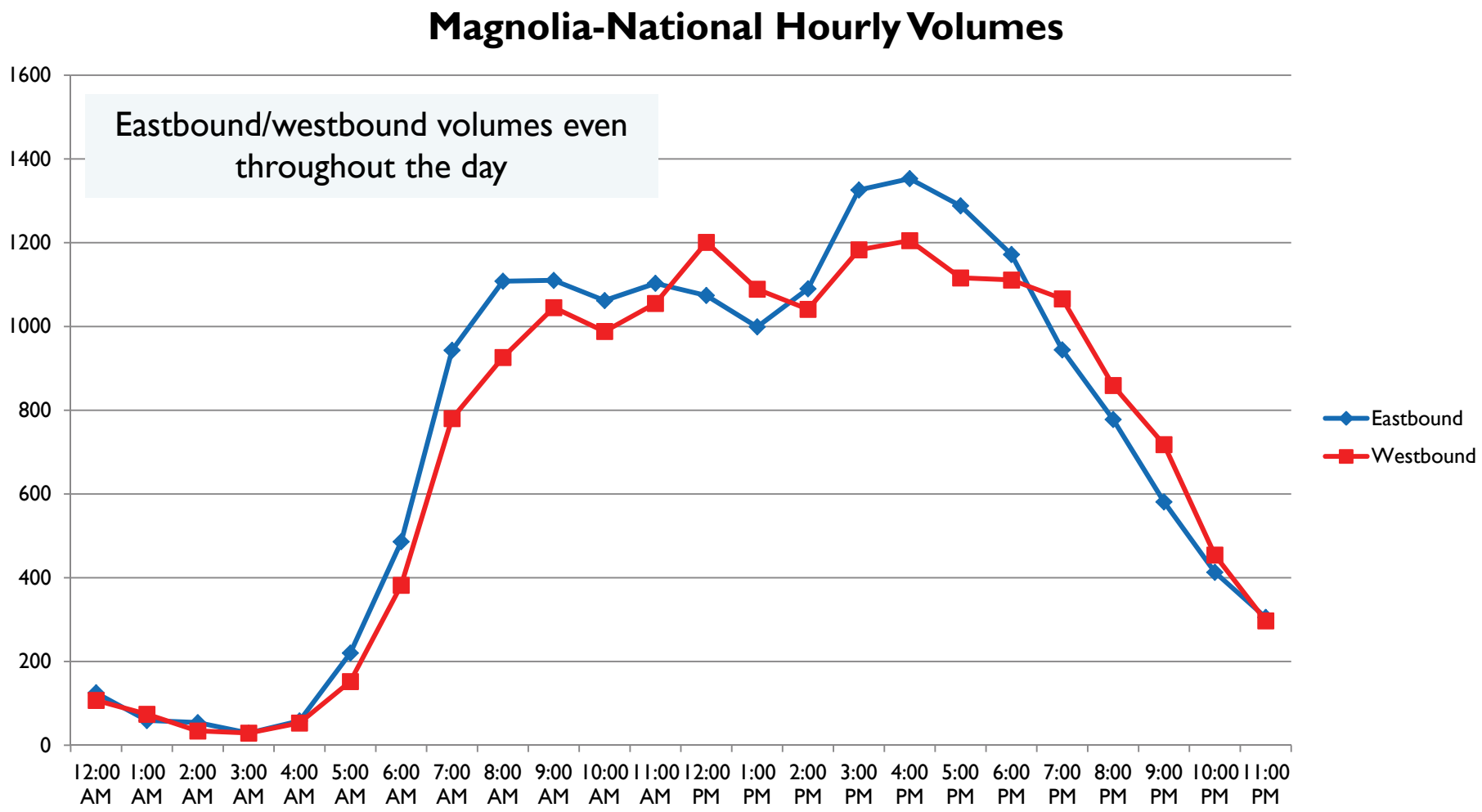
Traffic Volumes
• The corridor experiences a fairly even split of directional traffic east and west during all periods of the weekday, and generally only favors a peak direction at any location time
• Highest directional volumes around 1,400 vehicles per hour
• Each intersection, except Long Beach Blvd, operates at an acceptable level of service (LOS) and below capacity during all periods.



Develop signal timing that balances east/west benefits

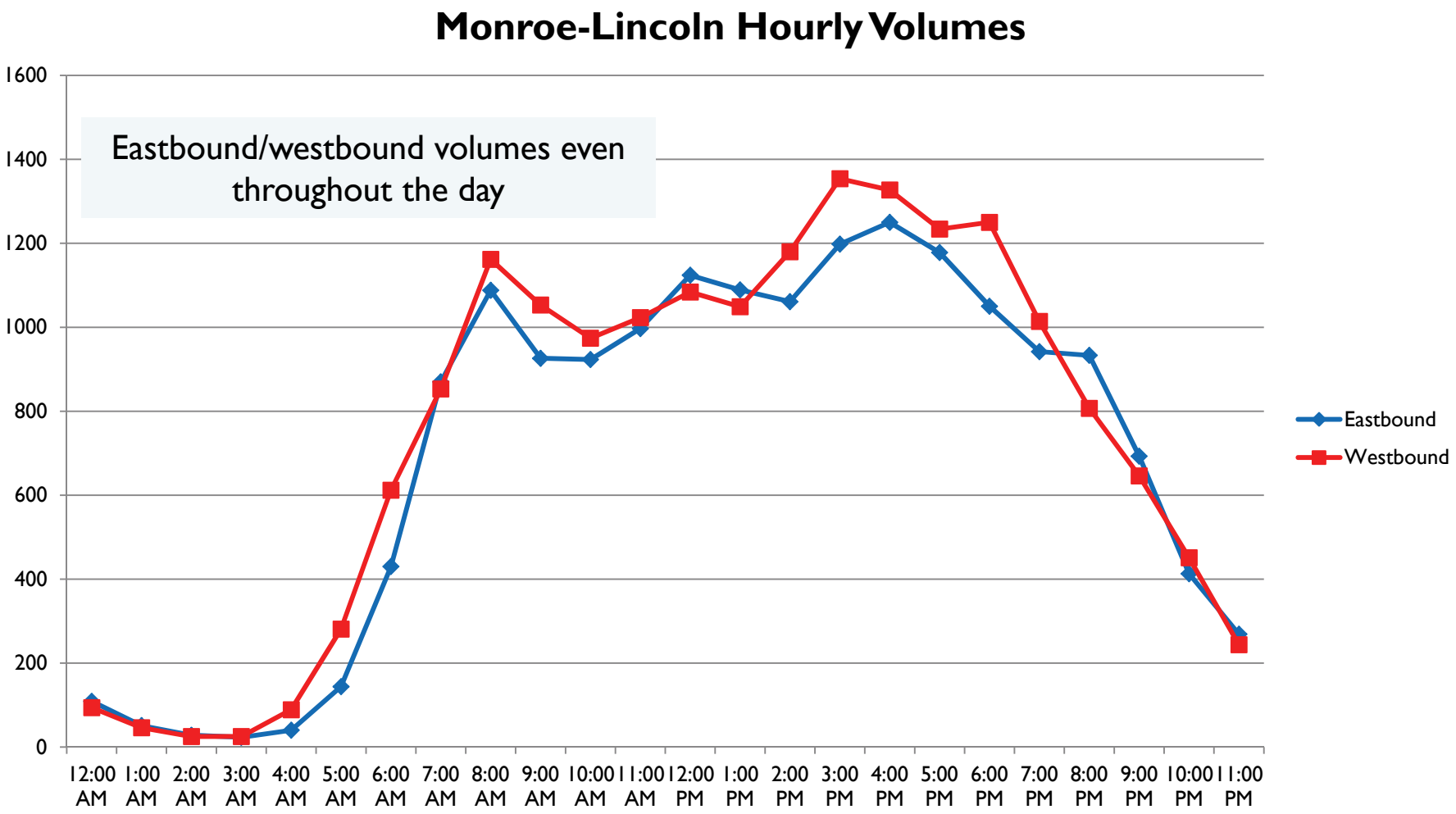
Previous Park Ave Corridor Signals

Traffic Volumes



Previous Park Ave Corridor Signals

Traffic Volumes



Findings

Traffic Signal Operations	• Progressions/offsets cause travel time delays • Difference in cycle length causes out of synchronization with adjacent intersections.
Signal Hardware	• Signal hardware limits potential improvements • Lack of connectivity on eastern segments limits improvements
Current Speed Limits	• 15 out of 100 drivers currently speed • 85th percentile obeys current speed limits and naturally determine the appropriate speeds between 27 and 30 mph.
Recent Improvements	• Improved travel times; Move motorists through the City faster at a lower speed. • Less delay

Recommended Speed Limit

Existing:

Side Street speed limits are currently 30mph.

Recommended:

A reasonable lower speed limit of 25 mph be implemented.

Recommended Signal Progressions

Existing:

Park Avenue Existing Signal Patterns are Set for 35 mph progression

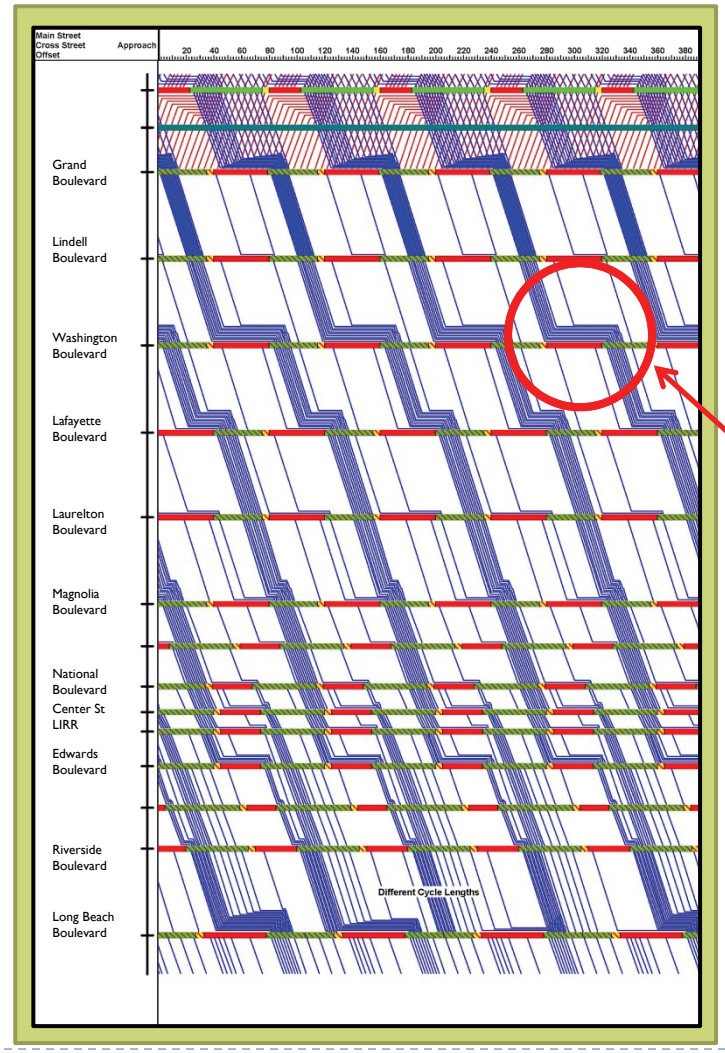
Recommended:

Set Signal Patterns for 30 mph progression. Balanced pattern all day long

Move through the City up to one minute FASTER at a LOWER SPEED

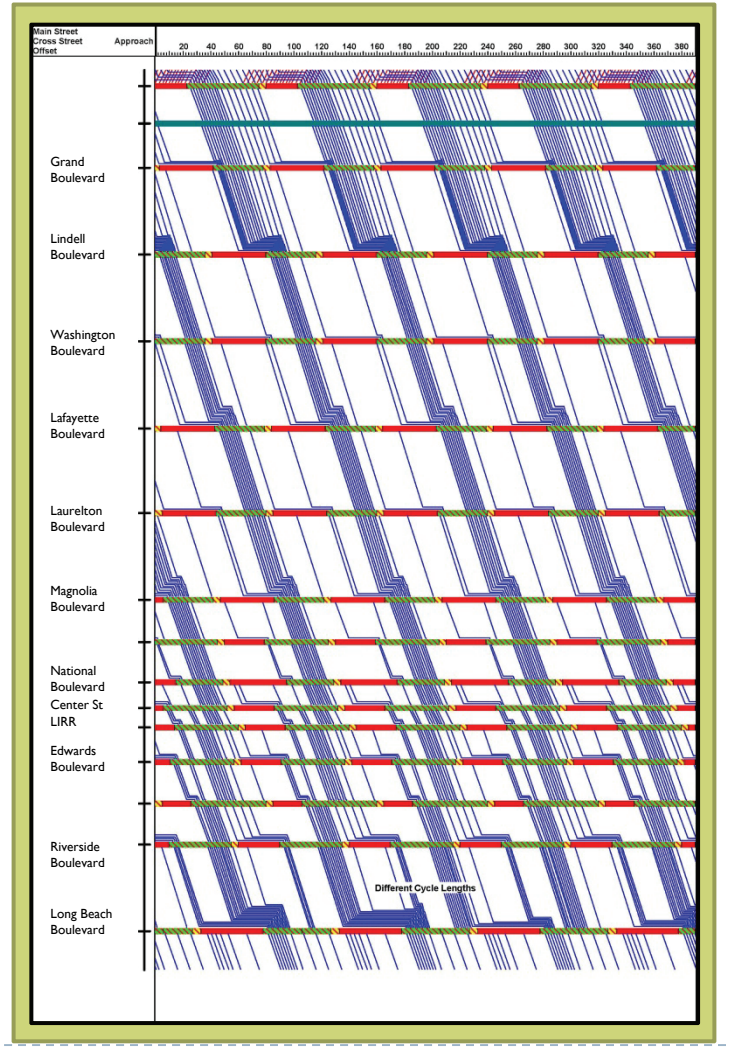
Eastbound

Previous Progression – 35 mph



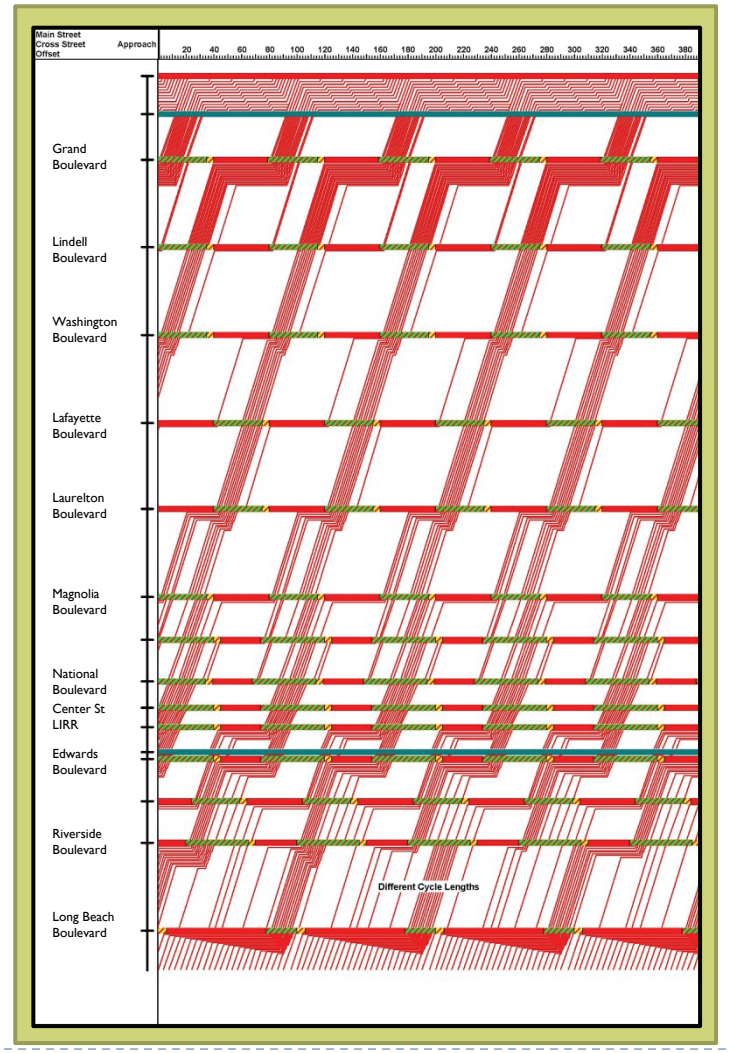
Indicate stops along Park Ave.

New Progression – 30 mph

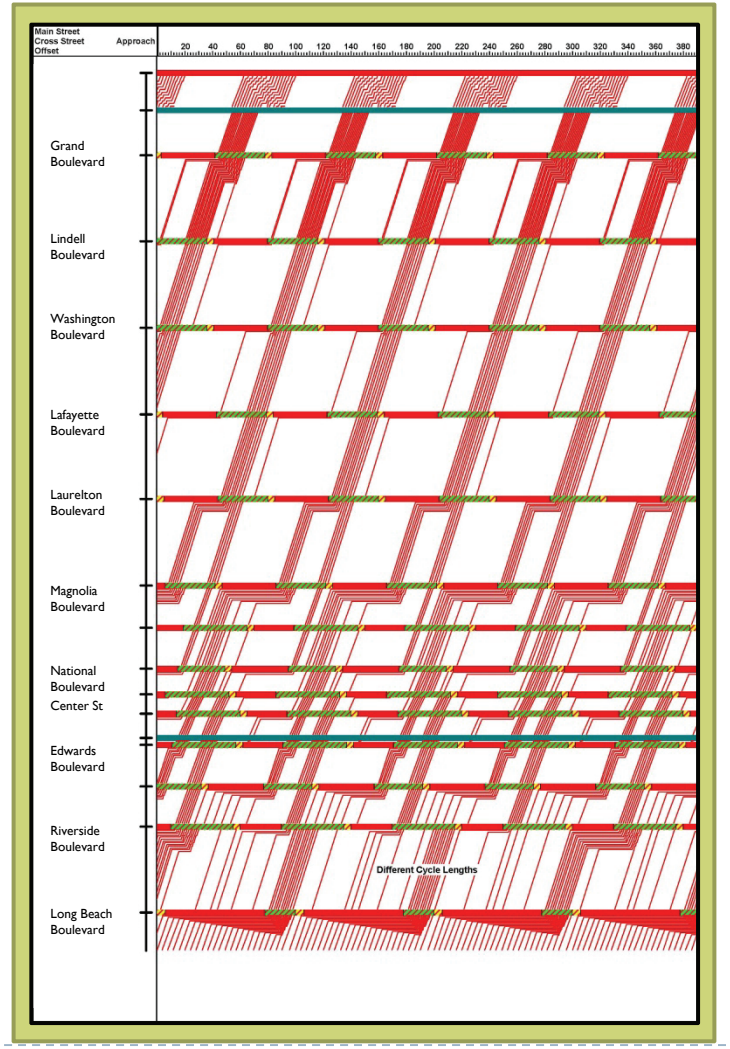


Westbound

Previous Progression – 35 mph



New Progression – 30 mph



Future Improvements

Nassau County Citywide Signal Project:

- New Signal Hardware and Controllers
- Connected to Traffic Management Center
- Pedestrian Count Down Signals and Push Buttons
- Further improve signal timings and progressions

Project Schedule:

Closing

Please visit www.longbeachny.gov for complete presentation.