

Pacific Avenue Transformation Project

Ocean Blvd. to Pacific Coast Highway

April 2, 2026



Agenda

- Public Works Overview
- Project Overview
- High Injury Network
- Proposed Design Overview
- Traffic Analysis
- Q&A
- Exhibits and Open Discussion

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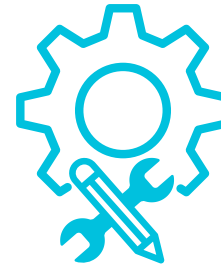
Business
Operations



Project
Management



Public Service



Engineering



Transportation
Project
Management



Transportation
Services

530+ Budgeted Team
Members

6 Bureaus

Long Beach Public Works



Transportation Project Management Bureau

Programs for arterial streets, local streets, alley rehabilitation, Complete Street corridor improvements, mobility projects, pavement management, and special capital Improvement projects.

- ✓ **Corridors and Special Projects**
- ✓ **Streets Capital Improvement Program**

Core Function Examples

- Transformative corridor improvement projects that improve safety and accessibility for multiples modes of transportation
- Vital maintenance and repair work on public streets and alleys
- Execute projects that align with Vision Zero goals

Project Overview



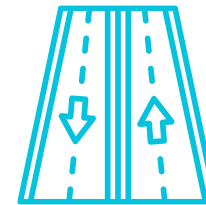
The Pacific Avenue Transformation Project will create a **1.6-mile** Complete Street corridor from **Ocean Boulevard to Pacific Coast Highway**, delivering a safer, more accessible and better-connected road.

Project Highlights:



Mobility Upgrades

Rehabilitated roadway, physically separated bike lanes and updated wayfinding signage



Safer Roadway Configuration

Reduced lanes to significantly reduce unsafe vehicle speeds, and rehabilitated pavement



Transit Upgrades

Improved accessibility and amenities



Signal Upgrades

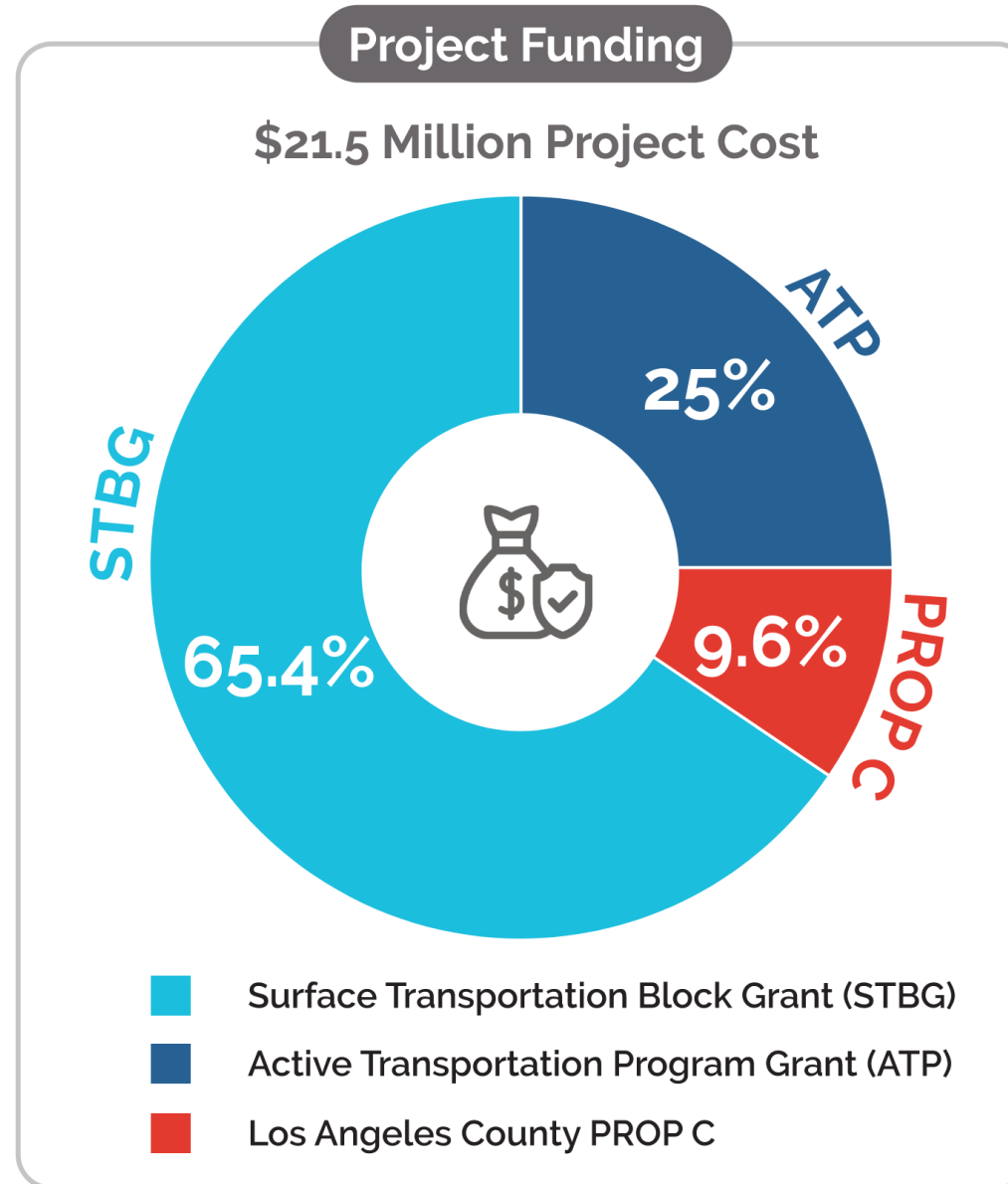
Smart traffic signals for improved traffic flow and emergency response support



Accessibility

New curb ramps and rehabilitated sidewalks with additional ADA parking to improve accessibility

Project Cost and Funding



Grant Funding



What can these grants be used for?

- Design and construction of **pedestrian, transit, bicycle** infrastructure
- Education and outreach
- **Accessibility** upgrades tied to a capital project
- Other amenities that directly serve **multimodal** use (lighting, wayfinding, bike parking, limited landscaping)



What can't these grants be used for?

- Projects that primarily benefit vehicles
- Misc. street maintenance, such as potholes or streetlights
- Enforcement
- Ongoing operations, such as street sweeping

Design Considerations & Requirements



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)**

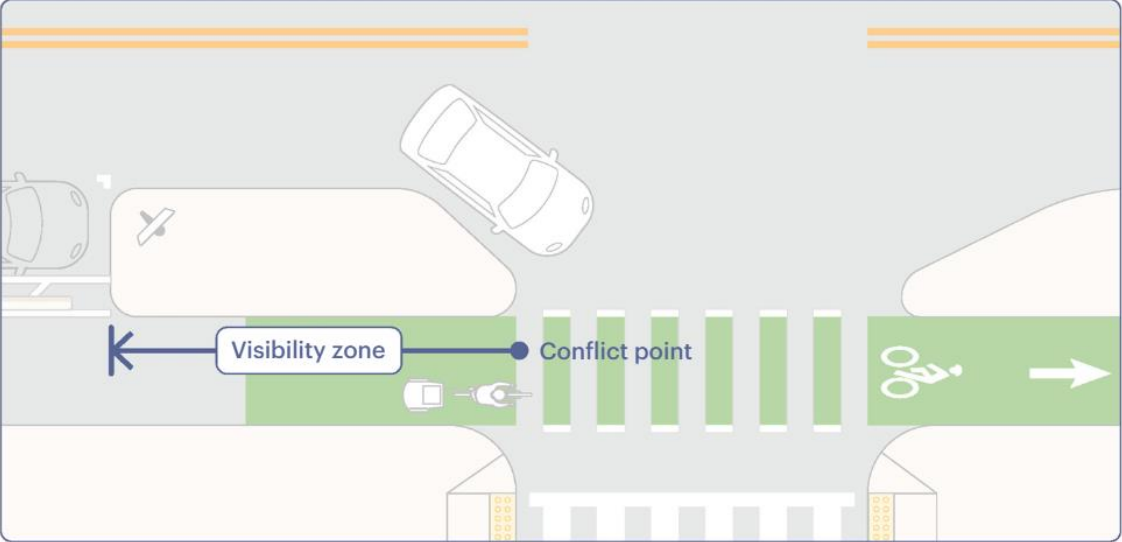
**Bicycle Master
Plan
(2016)**

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

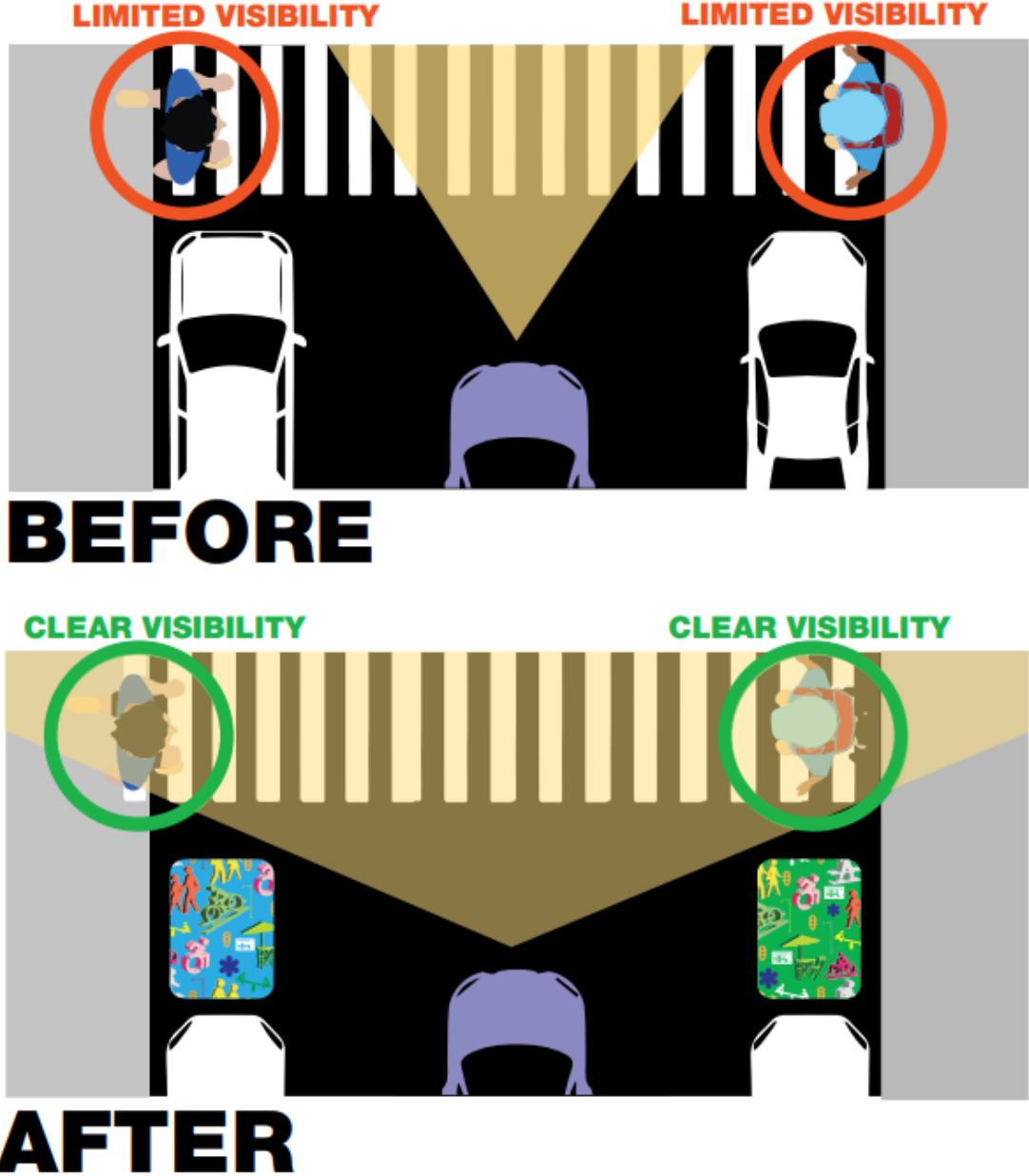
**Long Beach
Climate Action Plan
(2022)**

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.

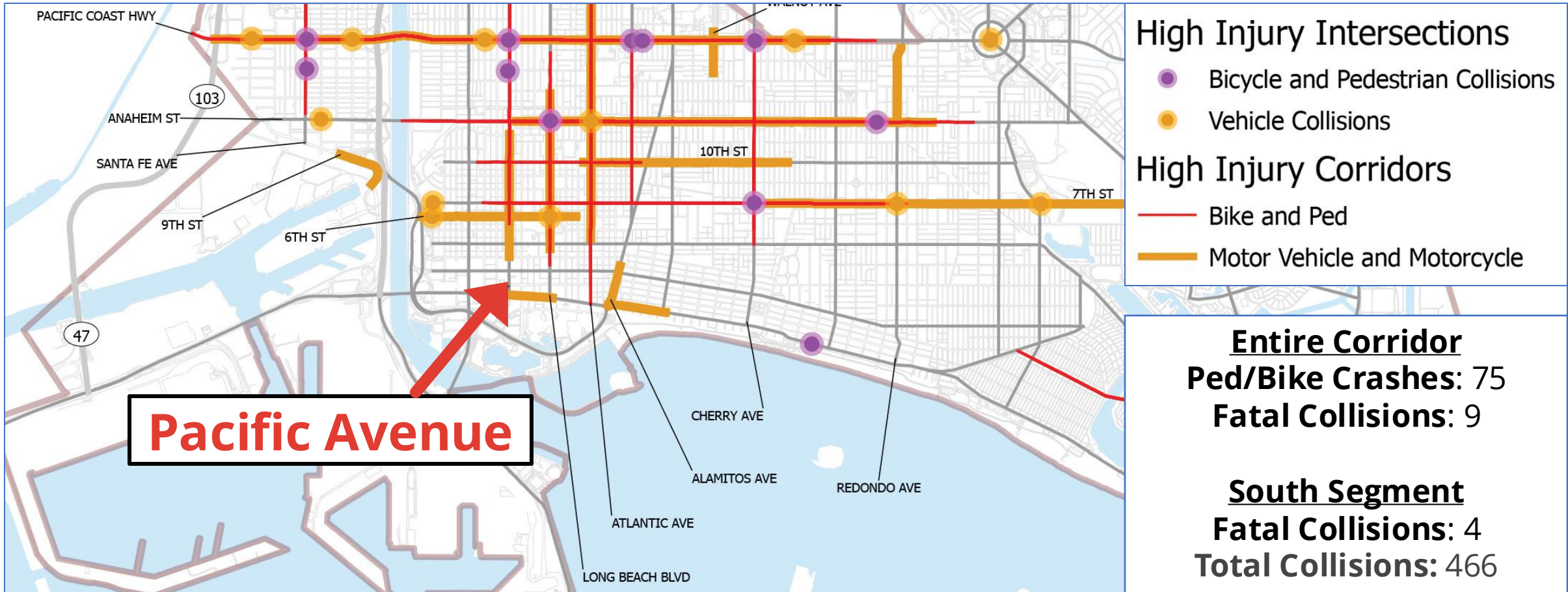


NACTO Urban Bikeway Design Guide: Visibility Zone



NYC DOT Vision Zero Plan

City's High Injury Network – Pacific Avenue



High Injury Intersections

- Bicycle and Pedestrian Collisions
- Vehicle Collisions

High Injury Corridors

- Bike and Ped
- Motor Vehicle and Motorcycle

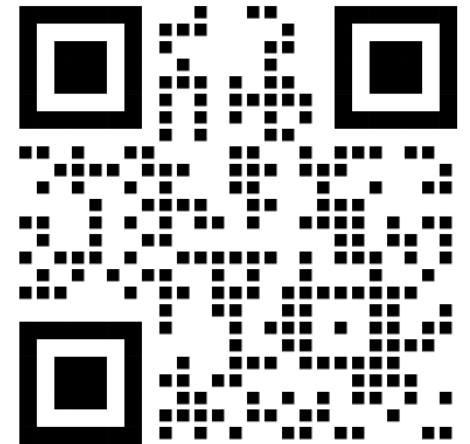
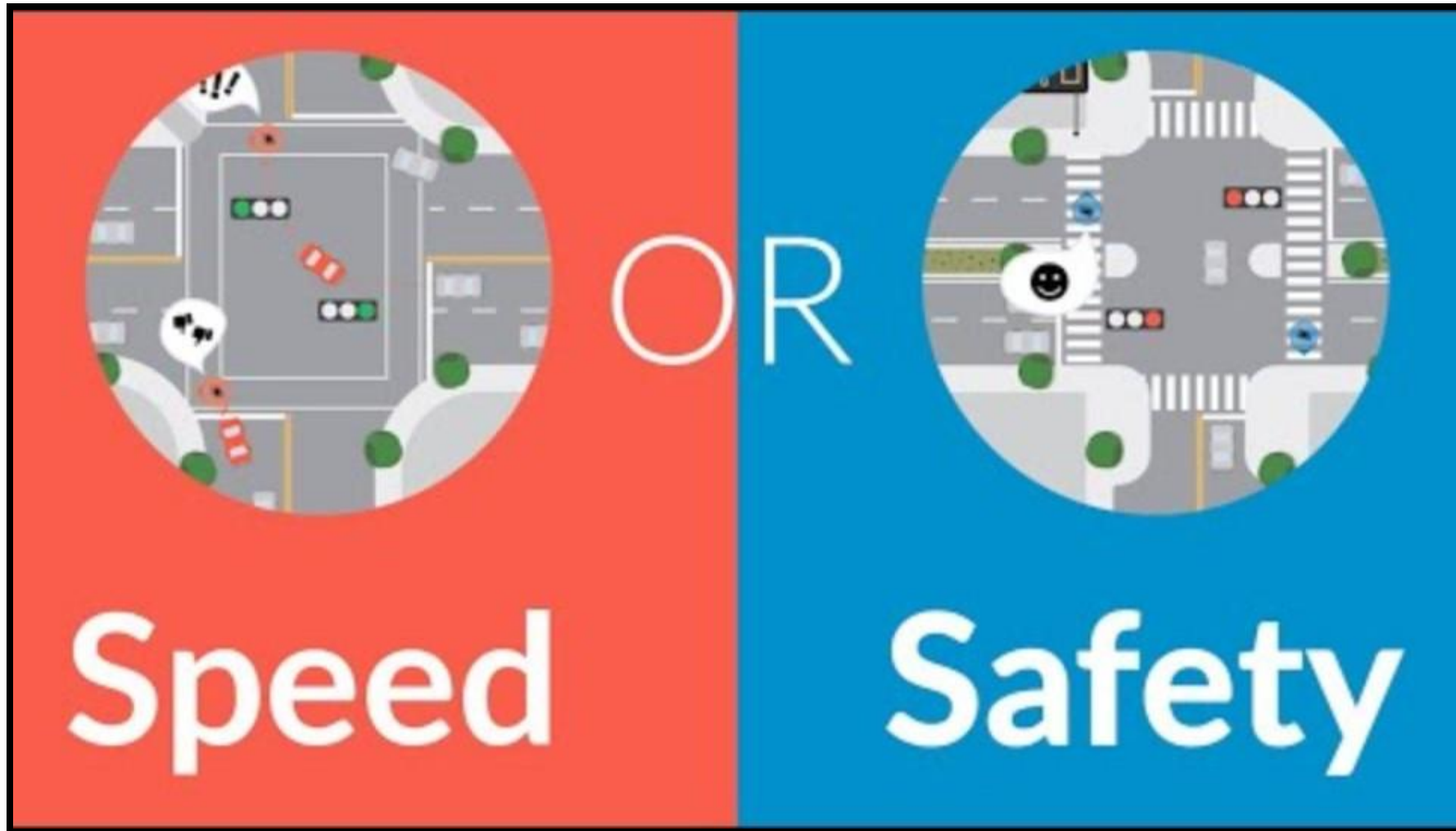
Pacific Avenue

Entire Corridor
Ped/Bike Crashes: 75
Fatal Collisions: 9

South Segment
Fatal Collisions: 4
Total Collisions: 466

Data from 2018 to 2022

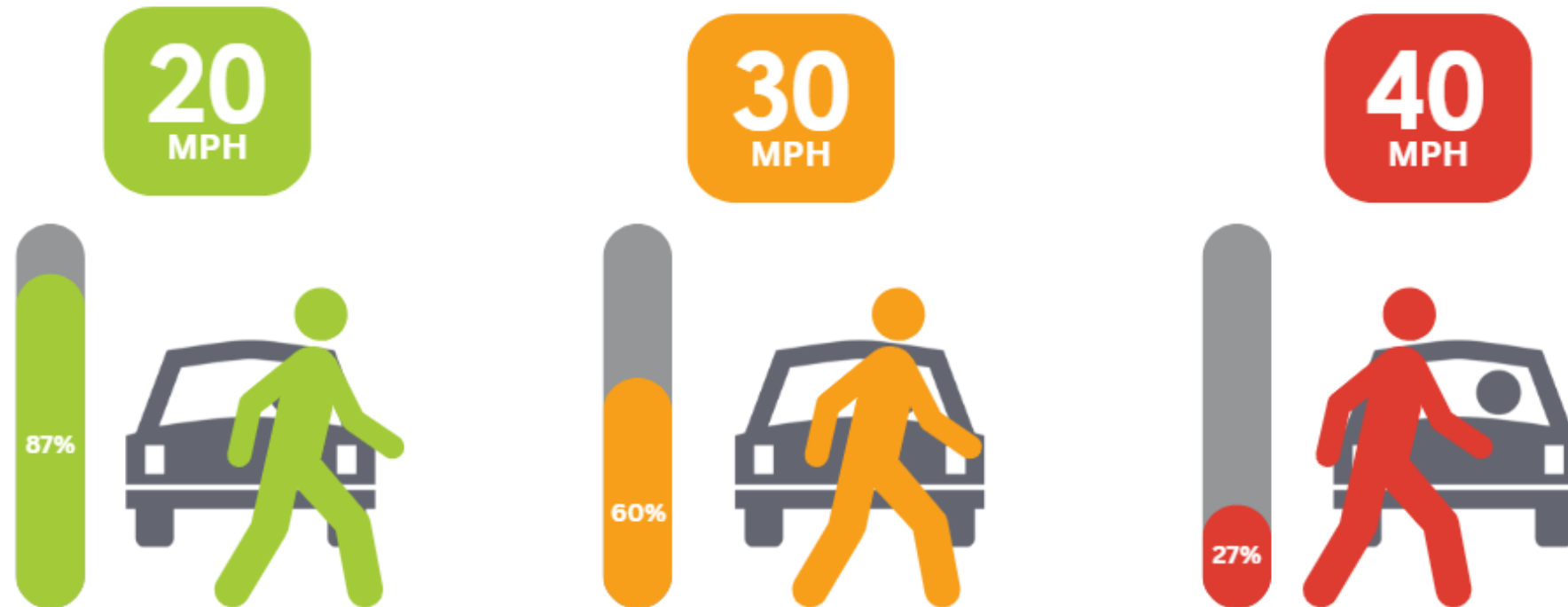
Roadway Design: Speed vs. Safety



Scan the QR code to see the full video

Vehicle Speeds and Pedestrian Safety

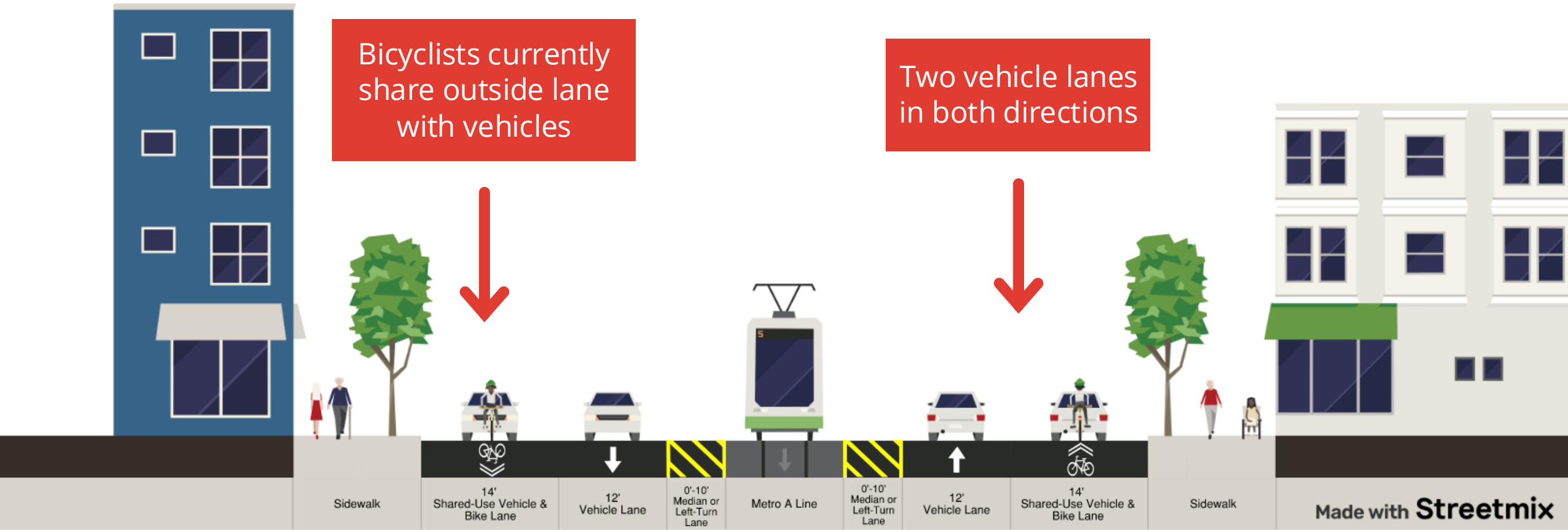
Probability of pedestrian survival with no serious injury at vehicle impact speeds of:



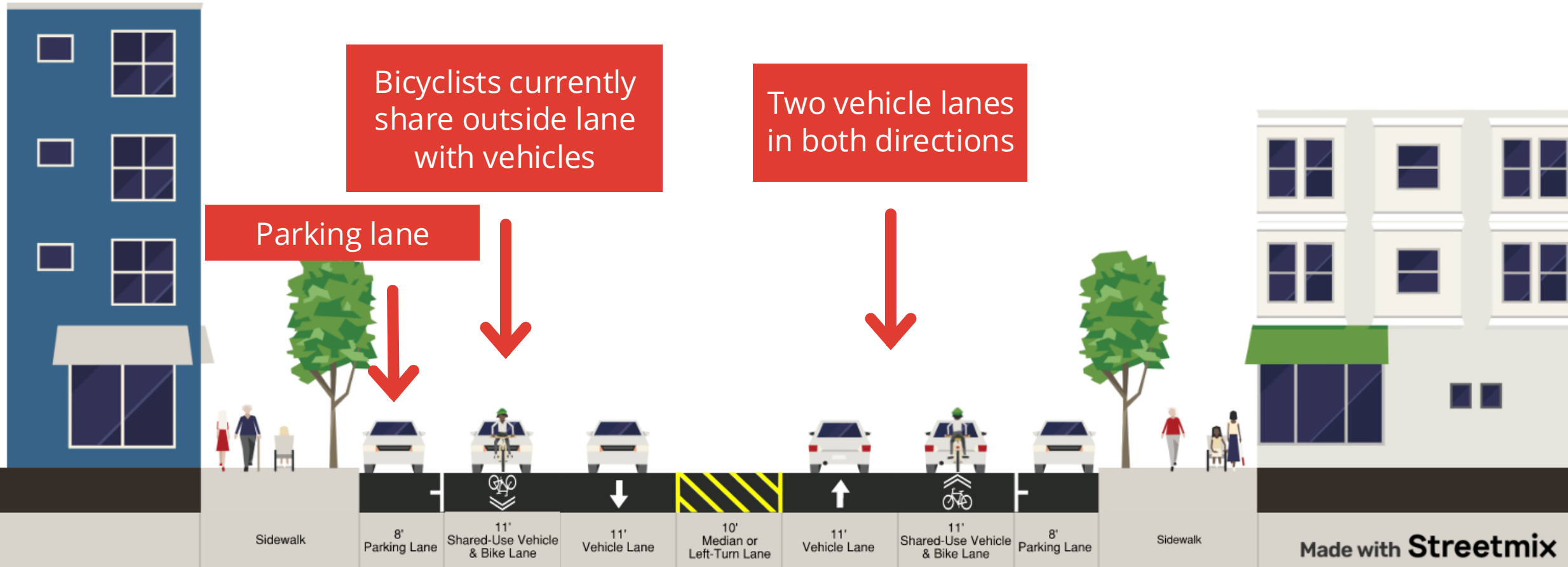
Small reductions in vehicle speed can significantly lower the risk of severe injuries and fatalities for pedestrians.

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

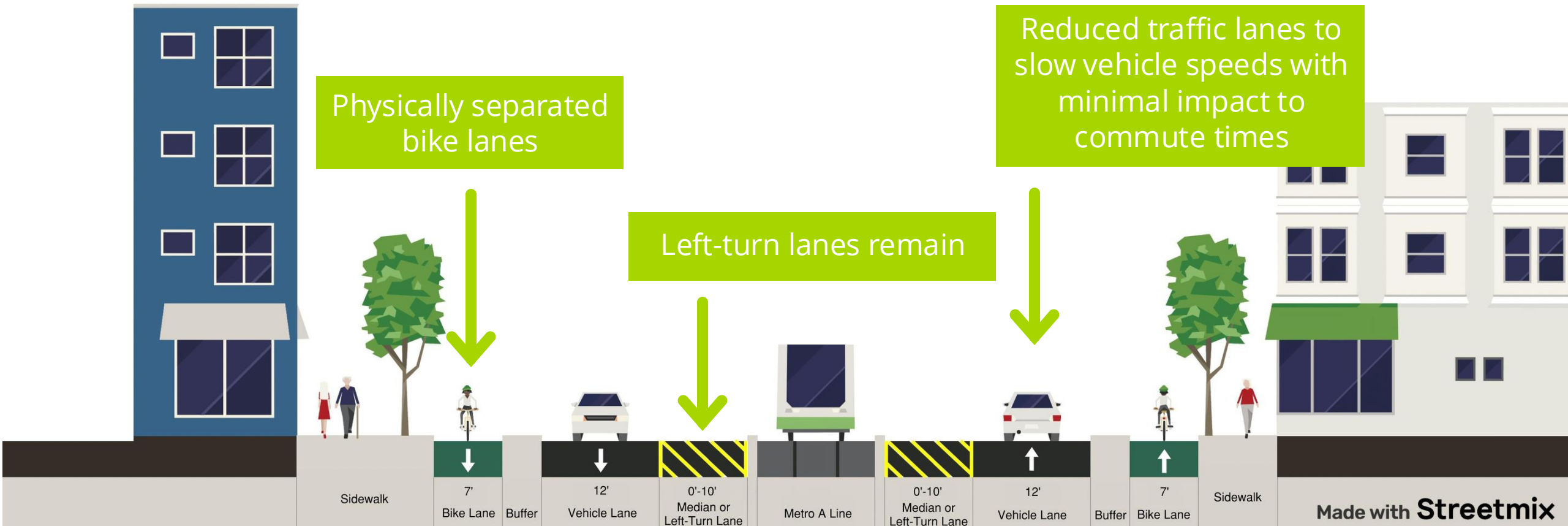
Pacific Avenue Existing: Ocean Blvd. to 8th St.



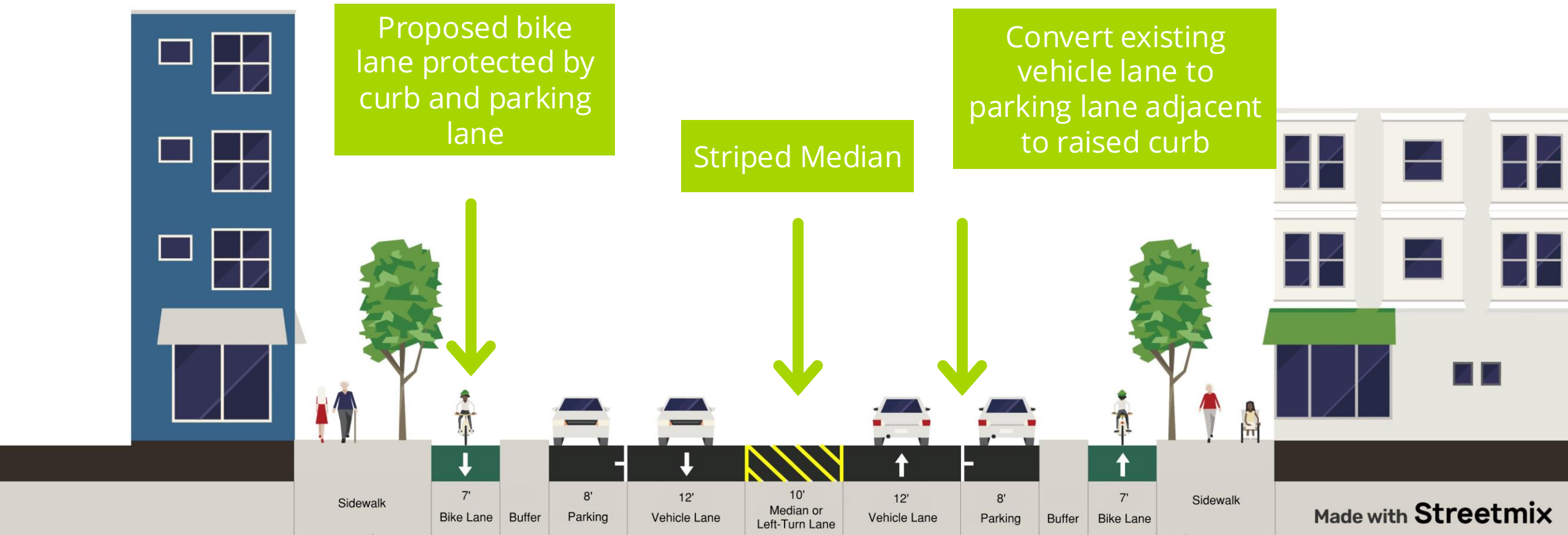
Pacific Avenue Existing: 8th St. to PCH



Pacific Avenue Transformed: Ocean Blvd. to 8th St.



Pacific Avenue Transformed: 8th St. to PCH



Pacific Avenue & 3rd Street



Pacific Avenue & 9th Street



Pacific Avenue & 10th Street



Pacific Avenue Proposed Design - 3rd St.

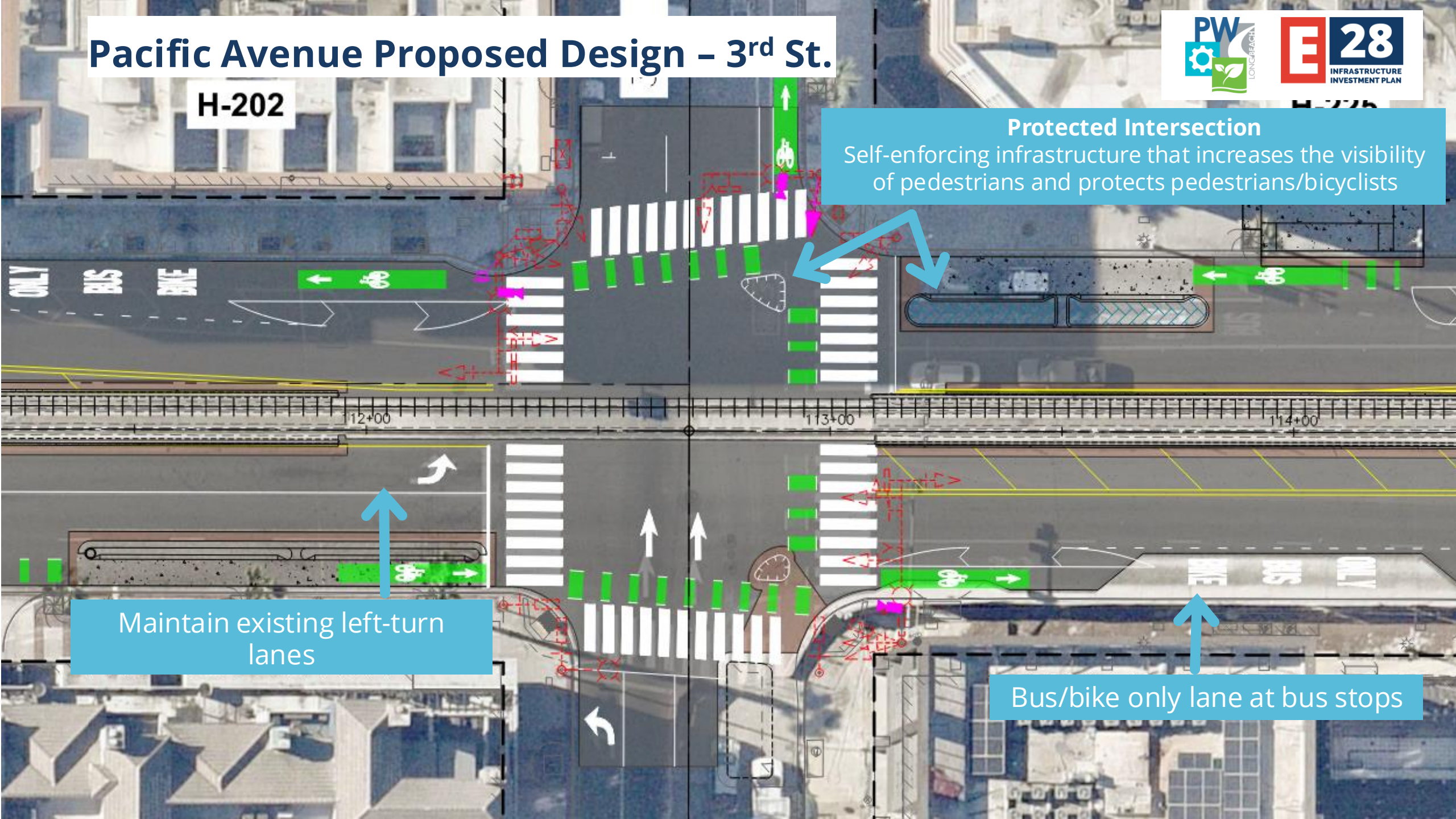


H-202

Protected Intersection
Self-enforcing infrastructure that increases the visibility of pedestrians and protects pedestrians/bicyclists

Maintain existing left-turn lanes

Bus/bike only lane at bus stops



Pacific Avenue Proposed Design - 6th St.



H-208

H-601

H-615

Physically separated bike lane

Proposed Parking

Proposed ADA Parking

Buffer islands at start and end of parking lanes

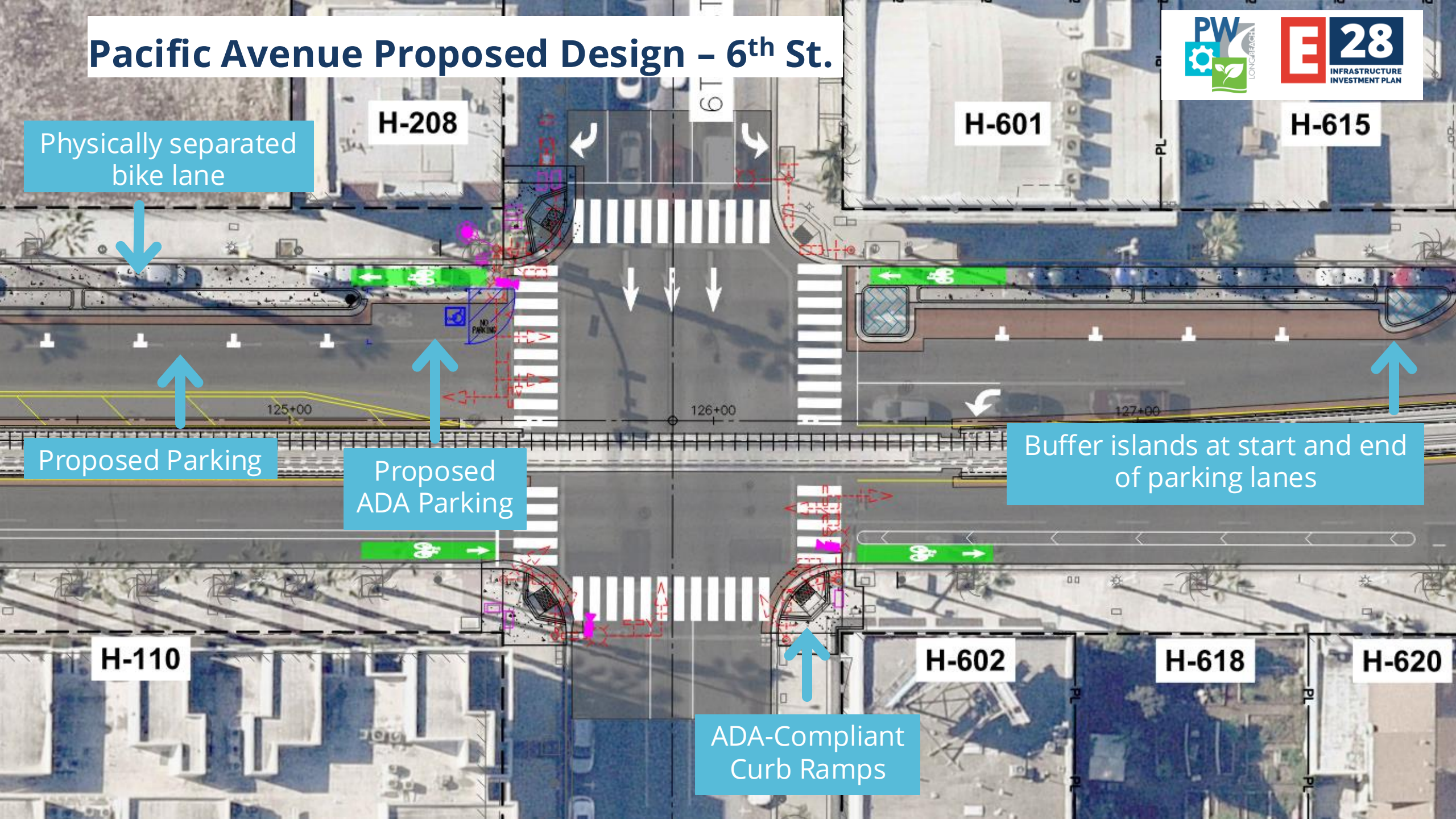
H-110

H-602

H-618

H-620

ADA-Compliant Curb Ramps



Pacific Avenue Proposed Design - PCH



END
SLURRY
SEAL

H-1757

H-1775

H-1797

W PACIFIC COAST HW

180+00

181+00

182+00

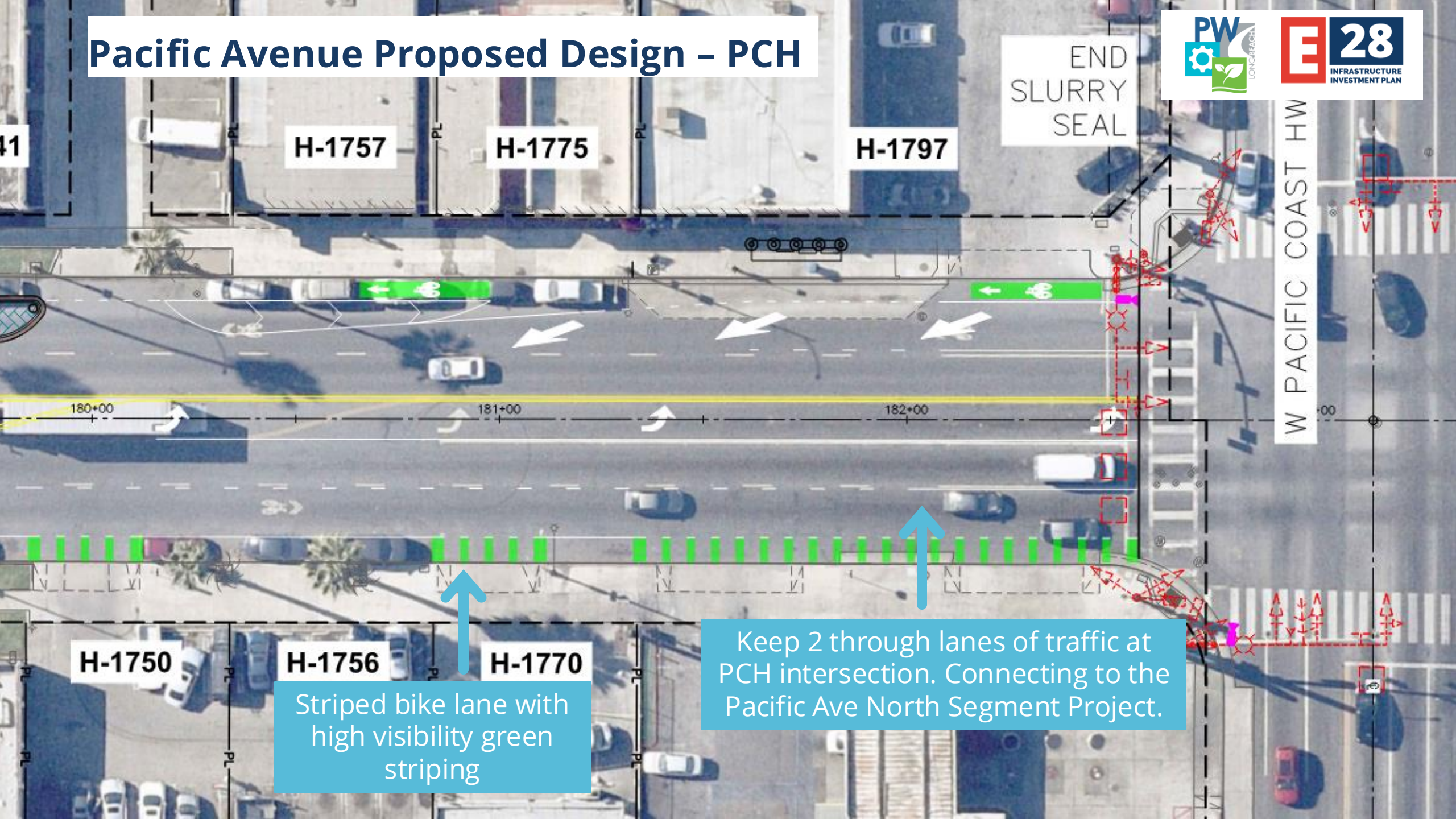
H-1750

H-1756

H-1770

Striped bike lane with high visibility green striping

Keep 2 through lanes of traffic at PCH intersection. Connecting to the Pacific Ave North Segment Project.



Traffic Flow Maintained



Peak Hour Impact

~1
minute

Maximum increase in commute time
at PM peak hour



Daily Traffic Volume

5,356 - 14,495
vehicles per day

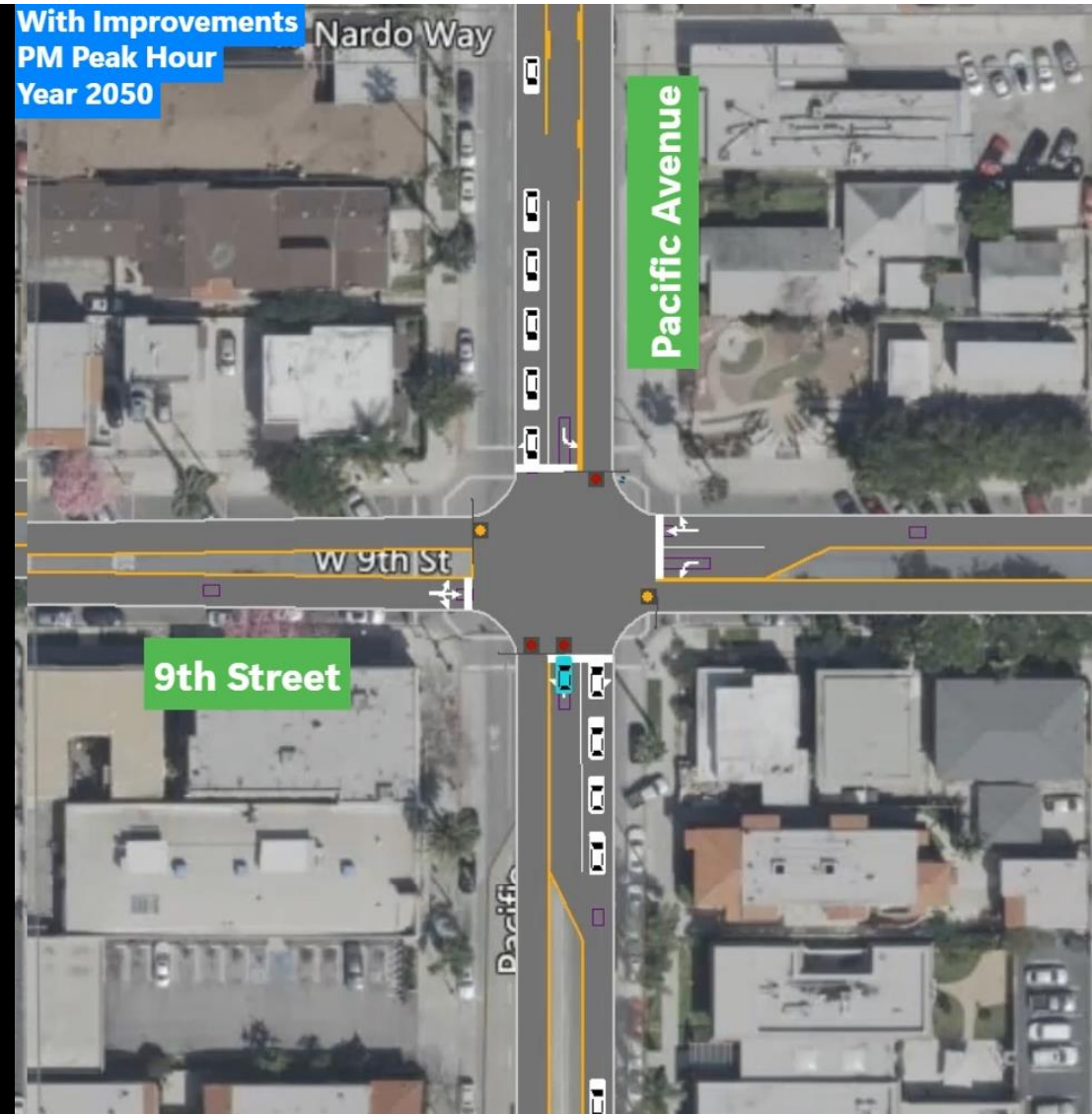
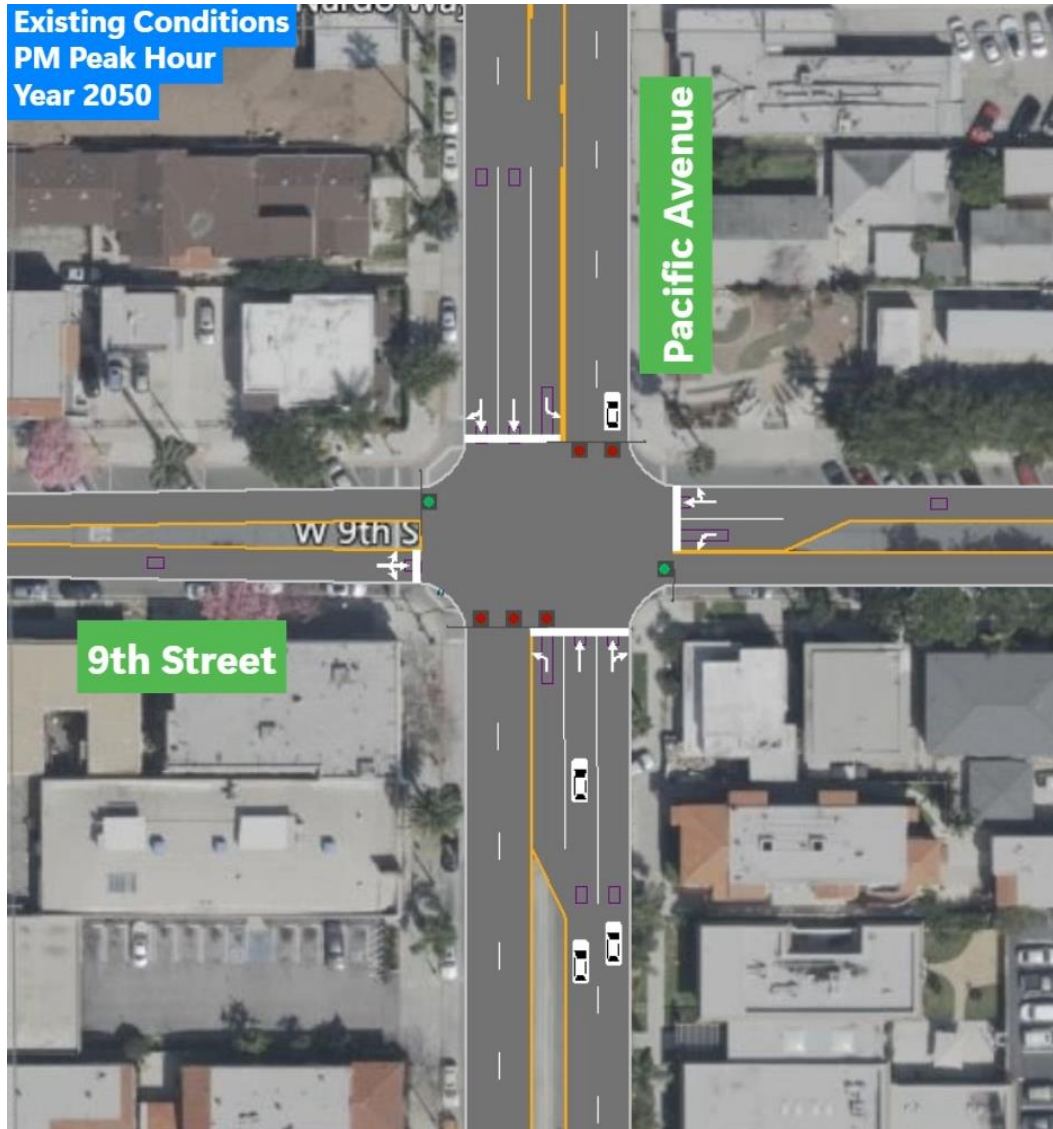
Projected traffic capacity maintained
throughout corridor



Emergency Response Collaboration

Coordinated traffic signals
to support faster emergency
response while maintaining
traffic flow.

9th Street Traffic Simulation



Benefits of the Transformation

**Safe Streets
Long Beach**
A Vision Zero Action Plan




**Connectivity &
Accessibility**



**Bicycle Network:
Closing the Gap**



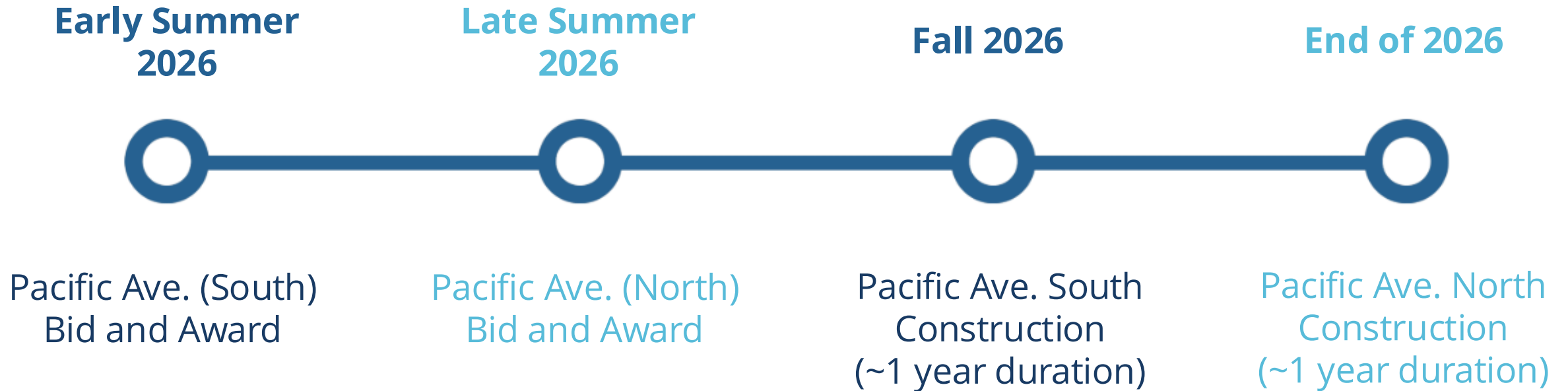
**Reduce Vehicular
Traffic
+
Greenhouse Gas
Emissions**



**Maintain Current
Traffic Flow
Patterns &
90% of Street Parking**



Timeline

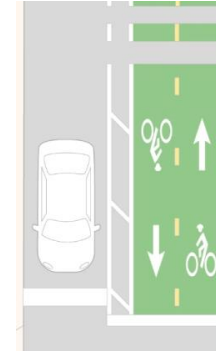


Improvements on Pacific Avenue North from PCH to Wardlow Road will be delivered as a separate project.

Pacific Avenue North: PCH to Wardlow Corridor Improvements Project



3.2-mile Class II Bike Lane from **PCH to West 31st Street**



New **0.8-mile** Two-Way Physically Separated Bike Lane from **West 31st St to Wardlow Road**



New Bus Shelter at 13 Existing Bus Stops



Sidewalk Improvements + ADA Curb Ramps + Bulb Outs + Shortened Crosswalk Lengths



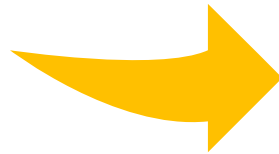
Installing 6 new signalized intersections

Funding
Project Cost: \$33 million Project Funding Acquired: \$34 million
\$25 million – USDOT Safe Streets For All Grant (SS4A)
\$6.25 million – Local Match
\$2.5 million – Measure R
\$300,000 – Measure A

Elevate '28 Infrastructure Investment Plan



Find improvements near you
at **lbelevate28.com**



The screenshot shows a web browser window with the URL lbelevate28.com. The website header features the **ELEVATE 28** logo and navigation links for **Maps**, **Project Categories**, **Project Districts**, and **Resources**, along with a **CONTACT US** button. The main content area has a background image of a playground and includes the text: **Elevate '28**, An infrastructure investment plan to elevate Long Beach's parks, neighborhoods, and culture. A **LEARN MORE** button is visible. A dropdown menu is open under the **Maps** link, showing **Project Map** and **Street Improvement Map**.

Stay Connected

longbeach.gov/pw



Sign Up for Updates

Visit lbcity.info/pacificavesouth
to sign up for project updates



@LBPublicWorks

Thank You!



Q & A

- 30 minutes of Q&A, followed by exhibits and engagement
- Two minutes per question
- One response per question
- Unanswered questions may be submitted via question card for follow-up by Public Works