Complete Streets and Active Transportation Plan
Executive Summary

As stewards of public infrastructure, Metro and the Gateway Cities Council of Governments’ (GCCOG) aim is to create and maintain a world-class transportation system that focuses on providing the best customer experience possible and enhancing the quality of life for those who live, work, and play within the subregion.

The reality is that this means different things for different people based on where they work or live, or how they get around. These agencies are constantly working to deliver a regional system that supports increased transportation options and associated benefits, such as improved:

- Mobility options
- Air quality
- Health and safety
- Access to goods and services
- Quality of life

The I-710 Livability Initiative is an outcome of the I-710 Corridor modernization project effort during which stakeholders shared various opinions on the alternatives for I-710 modifications. One topic that arose repeatedly during these discussions was the quality and condition of infrastructure and the environmental setting on streets traversing the I-710 corridor. For instance, it was noted that there are not any bike lanes to cross I-710 between Long Beach and SR-60 and that many freeways have very narrow sidewalks abutting high-speed vehicle traffic.

During these conversations a number of other topics such as air quality, the environment, economic vitality, public art, open space, and quality of life made it clear that for many residents near the freeway these topics are critical. The I-710 Livability Initiative is a multi-faceted response to the broad spectrum of topics that have been raised and that will offer a strategy and tools for local cities and organizations to tailor approaches that address these various topics within their communities.

The GCCOG and Metro took action to compete for and obtain funding from Caltrans to initiate the I-710 Livability Initiative with this Complete Streets and Active Transportation Plan. This plan will serve as a part of the initiative and offer strategies specifically related to mobility, accessibility, and multi-modal transportation that strive to incorporate components such as safety, open space, and public art to initiate a framework that encompasses other livability actions that subregional and local agencies may undertake.

This is important to many people because every day there are hundreds of thousands of people who drive, walk, bike, or take the bus through these areas. How or why they travel and who they travel with affect decisions they make about when they will leave, how they will get there, and the route they will take, collectively resulting in the hustle and bustle of rush hour. The livability initiative focuses on ways to try and make this situation better for everyone regardless of how or when they travel.

This project is separate from the I-710 Corridor project which is focused on the I-710 freeway and ramps that are limited to Caltrans jurisdiction within the freeway right-of-way. The I-710 Complete Streets and Active Transportation plan is a subset of the Livability Initiative and focuses on the infrastructure for driving, walking, biking and taking the bus on local streets, specifically about 30 corridors that cross or will cross I-710 between SR-60 and Ocean Boulevard in Long Beach. Implementation of the corridor project is ultimately in the hands of Caltrans, a state agency, while the project ideas discussed in this report are limited to the local right-of-way that is controlled by local cities and portions of unincorporated Los Angeles County.

Without the resources or real estate to “build” our way out of congestion, we need to rethink how we use our public space and resources to develop a transportation system that enhances the viability and livability of all travel options. Metro and local agencies have all initiated this process through local planning efforts and the Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan, following-up with this effort of the I-710 Livability Initiative.

A lot has changed in the transportation and technology sector over the last five to ten years, particularly with increases in shared mobility, biking, walking, and community-driven efforts to improve safety and local access for people regardless of how they travel.

Such improvements ultimately benefit all users of the transportation system by providing more transportation choices. Surveys of travelers in LA County have found that approximately half of all trips are three miles or less, which is generally a distance that can be biked. Approximately one quarter of trips are under one mile, which is generally a distance that can be walked. Over a third of trips of one mile or less are currently driven.

There are four main components to this plan that will help Metro, the GCCOG, local cities, and partners work to plan, fund, implement, and improve the overall quality of life through mobility improvements:
Chapters 2 and 3 offer a “one-stop shop” for summaries of adopted transportation planning documents such as General Plans, Specific Plans, and Bicycle Plans that set forth policy objectives, community goals, and identify project ideas that serve as the primary basis for this planning effort.

Chapter 4 documents the community engagement process including meeting participants, locations, discussion topics, noticing methods, and summary photos and charts of the input that was heard during the community engagement effort that was part of this planning process.

Chapter 5 offers a toolbox of improvement options that cities can utilize for livability improvements and other planning efforts, which are categorized by topic such as access to the Los Angeles River, transit, intersections, green streets, and public art improvements, among others.

Chapter 6 focuses on the roughly 30 corridors traversing I-710 with a detailed review of corridor site visit observations, constraints, opportunities, points of interest, collisions, stop level transit ridership, CalEnviroScreen scores, plan views, and cross-sections showing the improvement ideas. These materials were tailored to reflect conditions on local corridors and directly respond to questions from grant funders to help facilitate the process of local cities applying for grants.

It is important to note that walking or biking may not be desired or viable in a number of communities based on topography, land use, preferences, or other factors. The intent of this effort is not to force people to travel differently but to provide that option to all users. This dynamic highlights the importance of Metro’s partners, which include, but are not limited to, local agencies, residents, regional/state agencies, community groups, non-profits, and local advocates. Since Metro does not control the local roadways in most instances, Metro is dependent on partnerships and collaboration with local agencies. It also speaks to the various improvement types that are suggested, which range from mobility improvements to ideas for improving the streetscape, urban design, and entire public realm.

This plan serves as a roadmap for stakeholders and partners to help identify transportation concepts and changes they’d like to see in their community and how everyone can work together to make that a reality. These efforts also help the region respond to regional and state regulations for the development of the transportation system and reductions in greenhouse gas emissions, including the development of Complete Streets networks.

As defined by Caltrans, a Complete Street is “a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including people who bike, walk, ride transit, or drive, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas.” This policy is supported by laws and guidance at various levels of government, including Federal law requiring safe accommodation for all users, State law requiring that Caltrans provide an integrated multi-modal system, and State Assembly Bill 1358 requiring cities to plan for Complete Streets in their General Plan. The vision for this Plan is to enhance the environment for all road users and balance future policies and investments to reflect local values and conditions.
CHAPTER 1

What is the I-710 Livability Initiative?
“The existing bridges over the I-710 / LA river do not have space for bicycles. Currently there is barely enough space for pedestrians; their journey across is challenged.”

- Community Member at City of Lynwood Outreach Event

Overview of Initiative/Goals of Initiative

The I-710 Livability Initiative Complete Streets and Active Transportation Plan led by the Gateway Cities Council of Governments (GCCOG) and Metro is a joint effort between the two agencies, the I-710 corridor cities, and communities located within one mile east or west of I-710. The I-710 Livability Initiative is a broader effort that is independent and separate to the I-710 EIR/EIS project and is a way to plan community improvements “Beyond the Freeway” that are not a part of the I-710 EIR/EIS freeway expansion project. Being a principle transportation connection for goods movement between the Ports of Los Angeles and Long Beach to the region, the I-710 corridor has elevated concerns regarding environmental, health, mobility, and livability conditions that affect the communities living in close proximity to the freeway. The plan aims to improve mobility conditions for all modes of transportation traversing the I-710 corridor. Strategies considered through this effort include improving connections across the freeway, enhancing bus stops, planning for access to future rail service, Los Angeles River access, streetscape enhancements, landscaping, public art, and crossing improvements.

Plan Goals include:

> Enhancing comfort, safety, and mobility for all roadway users.
> Providing implementable strategies for Complete Streets.
> Developing streetscape improvements along key corridors.

I-710 is a major north-south interstate freeway connecting the City of Long Beach to the San Gabriel Valley. The project study area extends along the I-710 corridor from State Route 60 (SR-60) in the north to Ocean Boulevard (located in the City of Long Beach) in the south. This plan for Complete Streets and Active Transportation improvements within the study area focuses on roughly 30 corridors, most of which are east-west corridors crossing the I-710 freeway, and a handful of north-south corridors, several of which traverse I-710 or are in close proximity to the freeway. The Complete Streets Plan goals aim at better integration of the various modes people use to travel across the freeway and the places that are important to people’s everyday lives in the planning, design, construction, operation, and maintenance of local and regional transportation networks. Moving forward with these projects is likely to require coordination between Metro, Caltrans, and local agencies depending on the location and nature of the project. Ultimately, many of the projects in this effort are identified in the local right-of-way, where cities maintain jurisdiction of the design and operation of these corridors. Based on local priorities and funding availability, cross-agency collaboration is a key aspect of realizing the vision of this project, along with the local and sub-regional goals of improving air quality, offering more opportunities for physical activity, and enhancing mobility conditions for all roadway users.

This report includes the following chapters:

> Chapter 2 – Overview of local (city) plans, regional (Metro, GCCOG) plans, and Statewide (legislative and state agency) plans
> Chapter 3 – Overview of planned local projects and implemented local project successes
> Chapter 4 – Overview of community outreach – stakeholders involved, meetings and events organized, and methodology used to receive input
> Chapter 5 – Overview of improvements toolbox, gap analysis, field observations, and corridor recommendations
> Chapter 6 – Overview of cost estimates to implement recommended improvements, funding sources, and timeline
> Chapter 7 – Conclusion and next steps

- Public Health
- Economic Vitality
- Environmental Concerns
- Public Art
- Open Space
- LA River

I-710 Livability Initiative

Complete Streets and Active Transportation Plan

Set Goals and Performance Metrics

Evaluate Projects

Plan Complete Streets

Build Great Projects

Overcome Barriers & Opposition

Secure Project Funding
What is the I-710 Livability Initiative?

CHALLENGES WE HEARD FROM THE LOCAL COMMUNITY

- How can I get to work without adding to congestion with these un-connected streets?
- Can I walk to the park with my family and be comfortable with how people drive?
- Where is my family’s access to the LA River?
- How can I get to work without adding to congestion with these un-connected streets?
- Is it safe for me and my kids to cross at the busy freeway on-ramp?
- How can people with different abilities and resources navigate our streets?
- Can I find a bus stop on my route with shade, seating and lighting?
- Where is my family’s access to the LA River?
Overview of Complete Streets and Active Transportation

Complete Streets

A Complete Street approach focuses on the ‘how’ to provide convenient and safe access for people to get to their destinations through the design, construction, and maintenance of streets. This can mean improving crossings, providing landscaping and shade, helping people walk from the bus/train to the store or their home, helping buses run on time, or making it easier and safer to make left-turns at major intersections.

Communities often experience street designs that have unintended consequences leading to speeding cars, frequent traffic jams, or barriers that prevent or make it difficult to reach places that are nearby. Complete Streets is based on the idea that everyone, regardless of age, ability, income, or walking/biking/driving should be able to have safe and convenient infrastructure that allows them to travel through the region for work and play.

Active Transportation

An Active Transportation approach focuses on the ‘how’ to encourage walking, bicycling, and using public transportation as viable alternatives to driving. Some strategies include reducing distances between key destinations, providing bicycle facilities like protected bicycle lanes and bicycle racks, improving pedestrian facilities like sidewalks and crosswalks, and enhancing first-mile and last-mile connections to transit. Many strategies overlap with Complete Street strategies to provide safe and convenient infrastructure for alternative modes of travel.

Active Transportation facilities are particularly important in low-income and minority communities, or communities with high percentages of new immigrants. People in those communities are less likely to own vehicles, and unsafe streets can pose a barrier to mobility. Approximately 80 percent of the population in the city area is non-white and 30% is transit dependent (I-710 Corridor Project RDEIR/SDEIS). Investing in public transportation, bicycle facilities, and pedestrian facilities improves job access for these populations, while offering numerous benefits related to public health, air quality, congestion reduction, and economic vitality.
What is the I-710 Livability Initiative?

OVERVIEW MAP

The following overview map shows the entire I-710 Livability Initiative project area.

![Overview Map](image-url)
Entrance to the LA River along the study corridor.

Pedestrian in the study area, crossing at an unsafe location.

Bus riders wait at a sheltered bus stop with benches and a trash can in the study area.
CHAPTER 2

Existing Conditions
This chapter reviews relevant jurisdictional plans, regional/sub-regional plans, and statewide plans, summarizes their goals, and discusses their relevance to the I-710 Livability Initiative as they form the policy framework for this planning effort. Plans reviewed include:

- Circulation/Transportation element of general plans
- Bicycle/pedestrian master plans
- Safe Routes to Schools plans
- Specific Plans
- Metro, Gateway Cities, and SCAG Active Transportation, Complete Streets, and related plans
- State legislative policies on Complete Streets and sustainability goals

A detailed review of local and regional plans was conducted to identify Active Transportation and Complete Streets planning efforts in this region that are currently underway, which could be furthered as a part of this effort. The plans demonstrate that cities along these corridors are developing policies around Active Transportation and Complete Streets and are looking to integrate alternative mobility options in their communities, many of which have been driven by State legislative policies like AB 32, SB 375, AB 1358, and SB 743. While these policies are being incorporated as a part of General Plans and other local plans, the automobile remains the primary mode choice, with jurisdictions emphasizing that it is important to balance regional and local access for all modes. As shown in the following pages all the Cities along the corridor identify enhancing multimodal conditions and safety as key aspects of their transportation policy.
### Existing Conditions

#### Jurisdictional Plans

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<tr>
<th>DOCUMENT</th>
<th>SUMMARY</th>
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<tr>
<td>Bell</td>
<td>2010 General Plan - Circulation Element</td>
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<td></td>
<td><strong>Goal</strong></td>
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<tr>
<td></td>
<td>The City envisions participation in regional transportation planning efforts, improvements and upgrades to the local roadway system, and promotion of alternate forms of transportation.</td>
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<td><strong>Relevance to I-710 Livability Initiative</strong></td>
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<tr>
<td></td>
<td>1. Support for the construction of the Slauson Avenue interchange at I-710 and help with Caltrans improvement program for I-710 Freeway.</td>
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<td></td>
<td>2. LOS C established as an acceptable standard and requires new development projects to facilitate walkable and transit friendly streets.</td>
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<td></td>
<td>3. Proposed bicycle facility (text mentions bike lane, map does not specify) along Randolph Street and prioritizing Class I bikeways during the planning and construction of roadway improvement.</td>
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<td><strong>2016 Bicycle Master Plan</strong></td>
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<td></td>
<td><strong>Goal</strong></td>
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<td></td>
<td>To identify improvements to the bicycle environment and provide recommendations for bikeways and bicycle support facilities along with education, encouragement, enforcement, and evaluation programs for the purpose of encouraging alternative modes of transportation and reducing Green House Gases (GHGs).</td>
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<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
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<tr>
<td></td>
<td>1. Bicycle facilities are classified as Class I Bike Paths, Class II Bike Lanes, Class III Local Street Bikeways, and Class IV Separated Bikeways.</td>
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<tr>
<td></td>
<td>2. The Los Angeles River Bicycle Path, which is a part of the countywide Regional Active Transportation Network, runs along the I-710 and serves Bell.</td>
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<td></td>
<td>3. It is a candidate for the Southern Pacific Railroad ROW along Randolph Street, which is one of the proposed “Rail to River” alignments.</td>
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<td></td>
<td>4. The Gateway Cities Strategic Transportation Plan has identified four regionally significant bicycle projects in the City: Slauson Avenue, West Santa Ana Branch, Gage Avenue, and Florence Avenue.</td>
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<tr>
<td>Carson</td>
<td>2004 General Plan - Transportation and Infrastructure Element</td>
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<tr>
<td></td>
<td><strong>Goal</strong></td>
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<tr>
<td></td>
<td>Aims to reduce impacts associated with trucks and commuter traffic on residential streets, to promote alternative forms of transportation, to encourage transportation demand management measures throughout the city, to upgrade streetscape along transportation corridors, and to improve overall transportation circulation in the City.</td>
</tr>
<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
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<tr>
<td></td>
<td>1. Strategies to be developed to provide better access to/from I-405, I-110, Route 91, and Alameda corridor, and to protect residential neighborhoods from truck and commuter traffic.</td>
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<td></td>
<td>2. Maintain LOS D or better on all streets by providing traffic calming, landscape, pedestrian improvement, capital improvement, or TDM strategies.</td>
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<td>3. Improve pedestrian access, bicycle access, and public transportation use throughout the city.</td>
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<td><strong>2013 Master Plan of Bikeways</strong></td>
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<tr>
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<td><strong>Goal</strong></td>
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<tr>
<td></td>
<td>Improve livability by creating a safe and comfortable bicycling environment which is attractive for short trips.</td>
</tr>
<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
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<tr>
<td></td>
<td>1. Improve wayfinding signage, traffic signal activation, and bicycle parking availability for bicyclists.</td>
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<tr>
<td></td>
<td>2. Improve livability by creating inviting public spaces centered around bicycling and walking.</td>
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<td></td>
<td>3. Proposed bicycle facilities are classified as Class I Bike Paths, Class II Bike Lanes, Class III Local Street Bikeways, and Cycle tracks.</td>
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<tr>
<td></td>
<td>4. Bikeways are proposed along Alondra Boulevard, Del Amo Boulevard, Carson Street, and Compton Creek.</td>
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<th>DOCUMENT</th>
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<tr>
<td>Commerce</td>
<td>2020 General Plan - Transportation Element</td>
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<tr>
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<td><strong>Goal</strong></td>
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<tr>
<td></td>
<td>Use of innovative strategies to create a transportation system that promotes economic development, pedestrian activity, alternative forms of transportation, and a livable community in addition to the maintenance and improvement of the existing roadway system.</td>
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<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
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<tr>
<td></td>
<td>1. Promote separation of commercial and industrial traffic from residential neighborhoods and encourage alternative forms of transportation like the use of shuttles, transit, walking, and bicycling.</td>
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<td></td>
<td>2. Improvements planned on Washington Street, Sheila Street, and Bandini Boulevard to accommodate future traffic.</td>
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<td>3. Maintain LOS D or better on all streets by providing traffic calming, landscape, pedestrian improvement, capital improvement, or TDM strategies.</td>
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<td>4. Congestion along Atlantic Boulevard, Washington Boulevard, and Sheila Street will be addressed through road widening, peak hour parking restrictions, and concrete paving.</td>
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<td><strong>2014 Commerce Retail Center Specific Plan</strong></td>
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<td><strong>Summary</strong></td>
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<tr>
<td></td>
<td>A 12.40 acre project aimed at developing a centrally located, affordable retail center bounded by I-710, Washington Boulevard, Atlantic Boulevard, and Sheila Street.</td>
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<td><strong>Relevance to I-710 Livability Initiative</strong></td>
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<tr>
<td></td>
<td>1. The project plan indicates widening and access improvements on Washington Boulevard, Atlantic Boulevard, and Sheila street which are in compliance with the Commerce General Plan major highway roadway standards.</td>
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<td></td>
<td>2. Complying with the transportation demand ordinance of the City of Commerce Municipal code, the plan encourages bicycles, pedestrians, carpoolers, and alternative fuel vehicles.</td>
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<tr>
<td></td>
<td>3. The plan also includes the Washington Boulevard Improvement Project which involves the widening of Washington Boulevard, streetscape improvements, and infrastructure upgrades between Indiana Street and I-5.</td>
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Compton

**Draft 2030 General Plan - Circulation Element**

**Goal** To continue to participate in regional transportation planning efforts, to facilitate safe and efficient movement of people, and to improve infrastructure for alternative transportation options.

**Relevance to I-710 Livability Initiative**
1. Proposes transportation demand strategies, discourage spillover of commuter vehicles on residential streets, and maintain LOS D or better on all streets.
2. Encourage landscaping, transit access, bicycle racks, pedestrian infrastructure, and other alternative forms of transportation.
3. New bike paths are proposed along Compton creek, Greenleaf Boulevard, and Central Avenue.
4. Improve access to the Blue Line Light Rail Corridor at Compton and Acacia Blue Line Stations.

2006 Regional Garden Park Master Plan

**Goal** The vision emphasizes a livable, walkable, urban community that is oriented to and informed by Compton Creek. It is aimed at transforming a blighted, under utilized resource along the LA River into a valuable amenity which can help enhance public health and safety.

**Relevance to I-710 Livability Initiative**
1. Proposes bike routes and multi use trails along Compton Boulevard and Compton Creek bike path.
2. Proposes creek streets on Rosecrans Avenue, Compton Boulevard, and Compton Creek arterial streets and enhanced crossings on Wilmington Boulevard, Compton Boulevard, and Metro Blue Line.
3. Proposes additional parks, pocket parks, street end parks, outdoor classrooms, joint use streets, and pedestrian bridges to improve livability.

Cudahy

**Draft 2010 General Plan - Transportation Element**

**Goal** Aims to maximize efficiency, convenience, and safety of the existing transportation system to improve circulation within the City while focusing efforts on pedestrian safety and alternative transportation options.

**Relevance to I-710 Livability Initiative**
1. Improvement of streetscape and traffic signal synchronization on Atlantic Avenue.
2. Atlantic Avenue designated as a truck route.
3. Maintain LOS C or better on all roads in the City.
4. Plan update is currently underway.

2015 Safe Routes to School Plan

**Goal** Aims at making bicycling and walking safer and more attractive to students and parents through engineering improvements, education and outreach, encouragement, safety enforcement, and evaluation for success.

**Relevance to I-710 Livability Initiative**
1. The plan aims to increase safety and usage of City’s access points to the LA River Pedestrian/Bike path.
2. Implement intersection improvements, bicycle improvements, and pedestrian improvements along Atlantic Avenue and Florence Avenue.
3. Bikeways are classified as bike path, bike lane, colored bike lane, double buffered bike lane, bike route, bike route with greenback arrows, and separated bike lanes.

Downey

**2025 General Plan - Circulation Element**

**Goal** To encourage alternative modes of transportation other than single occupant vehicles, reduce adverse impacts from truck traffic and other traffic traveling through the region, and increase the capacity of the existing system.

**Relevance to I-710 Livability Initiative**
1. Promote walking, bicycling, and public transit use as an attractive alternative to vehicular transportation by developing infrastructure like sidewalks, bicycle parking, bus shelters etc.
2. Designate truck routes and enforce truck traffic to reduce the impact of truck traffic on livability.
3. Coordinate with regional agencies to promote multi modal regional transportation network strategies.
4. Maintain LOS D or better on all roads in the City.

2015 Bicycle Master Plan

**Goal** Aims to maximize bike connectivity by providing a safe, efficient, and connected network of bike facilities that residents and stakeholders can enjoy for a variety of purposes.

**Relevance to I-710 Livability Initiative**
1. Proposed facilities include Class II Bike Lanes, Class III Bike Routes, bike racks, bicycle corrals, bike lockers, changing facilities, and clothing/equipment storage facilities.
2. Bikeways are proposed on Florence Avenue and Paramount Boulevard in addition to the existing Rio Honda Bike Path and the San Gabriel River Path.

2015 School Plan

**Element**

**Goal** Aims to maximize bike connectivity by providing a safe, efficient, and connected network of bike facilities that residents and stakeholders can enjoy for a variety of purposes.

**Relevance to I-710 Livability Initiative**
1. Proposed facilities include Class II Bike Lanes, Class III Bike Routes, bike racks, bicycle corrals, bike lockers, changing facilities, and clothing/equipment storage facilities.
2. Bikeways are proposed on Florence Avenue and Paramount Boulevard in addition to the existing Rio Honda Bike Path and the San Gabriel River Path.

Ranchos Los Amigos Specific Plan - 1988

**Goal** City is preparing a TOD Specific Plan for this area and the planned Eco Rapid transit line.
## Existing Conditions

### Jurisdictional Plans

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<tr>
<th>Document</th>
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<tr>
<td><strong>Long Beach</strong></td>
<td><strong>Goal</strong> To create a safe, efficient, and multimodal mobility network using innovative practices to maintain and improve air, ground, and water transportation capacity. <strong>Relevance to I-710 Livability Initiative</strong></td>
</tr>
<tr>
<td><strong>2040 Draft Bicycle Master Plan</strong></td>
<td><strong>Goal</strong> Encourage bicycling to improve economic vitality, quality of life, and reduce congestion by creating a safe and accessible bicycling network. <strong>Relevance to I-710 Livability Initiative</strong></td>
</tr>
<tr>
<td><strong>2018 Uptown Open Space Vision Plan</strong></td>
<td><strong>Goal</strong> To guide potential future development of open space, and identify new and innovative opportunities for publicly-accessible open space and recreation facilities in the North Long Beach community. <strong>Relevance to I-710 Livability Initiative</strong></td>
</tr>
<tr>
<td><strong>Table 2018 Long Beach Municipal Urban Stormwater Treatment (LB MUST)</strong></td>
<td><strong>Goal</strong> To improve water quality by intercepting and treating dry weather flows and stormwater runoff normally discharging into the LA River. <strong>Relevance to I-710 Livability Initiative</strong></td>
</tr>
<tr>
<td><strong>2016 Downtown Pedestrian Plan</strong></td>
<td><strong>Goal</strong> To transform the City by using innovative, pedestrian supportive public realm improvement projects. <strong>Relevance to I-710 Livability Initiative</strong></td>
</tr>
<tr>
<td><strong>2016 Communities Of Excellence In Nutrition, Physical Activity And Obesity Prevention</strong></td>
<td><strong>Goal</strong> To provide data and set priorities to improve the food and physical activity landscape for low-income neighborhoods. <strong>Relevance to I-710 Livability Initiative</strong></td>
</tr>
<tr>
<td><strong>2015 Terminal Island Transition Plan</strong></td>
<td><strong>Goal</strong> To look at the first/last mile of the Terminal Island (T1) Freeway and to transform the segment of State Route 103 to a local serving road, while increasing open space and buffering the West Long Beach Neighborhood from air, noise, light, and visual pollution. <strong>Relevance to I-710 Livability Initiative</strong></td>
</tr>
<tr>
<td><strong>Table 2015 Livable West Long Beach Implementation Plan</strong></td>
<td><strong>Goal</strong> To provide neighborhood benefits including enhancements to the community’s physical environment, improved accessibility and connectivity, a cleaner environment, a vibrant economy, and improved community health. <strong>Relevance to I-710 Livability Initiative</strong></td>
</tr>
<tr>
<td><strong>2014 Healthy Communities Policies</strong></td>
<td><strong>Goal</strong> To strengthen the link between land use, mobility, environmental quality, health food access, and safe neighborhoods to improvements in community health, through collaboration, engagement, and implementation. <strong>Relevance to I-710 Livability Initiative</strong></td>
</tr>
<tr>
<td><strong>2011 Metro Blue Line Bicycle and Ped Access Plan</strong></td>
<td><strong>Goal</strong> Provide physical infrastructure and safety improvements to increase bicycling and walking to the 9 Metro Blue Line light rail transit stations in Long Beach. <strong>Relevance to I-710 Livability Initiative</strong></td>
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## Jurisdictional Plans

### Long Beach

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<tr>
<td>2008 Community Livability Plan</td>
<td><strong>Goal</strong> To bring better balance between residents’ exposure to environmental and health hazards, and the benefits and investments they want and need in order to maintain a healthy environment in which to live, learn, play, and work.</td>
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<tr>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Contains the first eight miles of the total eighteen miles of freeway. 2. Implement a range of creative solutions to the problem of deteriorating alleys in neighborhoods throughout the corridor. 3. Implement streetscape, pedestrian, and bicycle improvements along the corridor.</td>
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### 2008 Long Beach RiverLink

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<tr>
<td><strong>Goal</strong></td>
<td>To define a sense of place and envision possibilities for an integrated open space system for the west side of Long Beach.</td>
</tr>
<tr>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. To create a continuous greenway along the east bank of the LA River connecting the west side neighborhoods and greater Long Beach with the Los Angeles River greenway. 2. Transfer design concepts from the east bank of the LA River to the west bank as the I-710 Freeway plan is implemented.</td>
</tr>
</tbody>
</table>

### I-710 Realignment & Shoemaker Bridge Project

<table>
<thead>
<tr>
<th>Document</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>The City of Long Beach, in cooperation with Caltrans, is proposing to replace the Shoemaker Bridge (West Shoreline Drive) in the City of Long Beach, California. The Shoemaker Bridge Replacement Project (proposed project) is an Early Action Project of the Interstate 710 (I-710) Corridor Improvement Project and is located at the southern end of I-710 in the City of Long Beach and is bisected by the Los Angeles River. The purpose of the proposed project is to:</td>
<td>1. Improve existing traffic safety and operations; 2. Increase multi-modal connectivity within the project limits and surrounding area; 3. Enhance Complete Streets elements by providing bicycle, pedestrian, and streetscape improvements on major thoroughfares; and, 4. Address non-standard features and design deficiencies.</td>
</tr>
</tbody>
</table>

As of publication this effort is in the environmental review phase and preliminary design. The Shoemaker Bridge project can build upon and connect to Complete Streets facilities proposed in this plan.

### Lynwood

<table>
<thead>
<tr>
<th>Document</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003 General Plan - Circulation Element</td>
<td><strong>Goal</strong> To address both internal circulation and intercommunity travel needs while accommodating alternative transportation options and promoting a regional transportation system.</td>
</tr>
<tr>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Maintain LOS C or better on all streets. 2. Current truck routes in the city are Martin Luther King Boulevard, Imperial Highway, Atlantic Avenue, Wright Avenue, Alameda Street, and Long Beach Boulevard. 3. Provide a circulation network that accommodates the safe and efficient movement of cyclists and pedestrians, and appropriate facilities for public transportation.</td>
</tr>
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</table>

### 2012 Bike and Ped Transportation Plan

<table>
<thead>
<tr>
<th>Document</th>
<th>Summary</th>
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</thead>
<tbody>
<tr>
<td><strong>Goal</strong></td>
<td>To become a place where people of all ages and abilities can travel using a bicycle by creating an extensive network of streets designed to be safe, comfortable, and provide access to destinations across the City.</td>
</tr>
<tr>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Create a complete bikeway network throughout the City including the additions of wayfinding signage, bike parking, and traffic calming measures. 2. Prioritize pedestrian safety by installing sidewalks, curb ramps, and other streetscape improvements. 3. Implement Safe Routes To School plans throughout the City. 4. Bikeway types proposed are bike paths, cycle tracks, bike lanes, bike routes, and bicycle boulevards. 5. Upgrade bicycle facilities along Alameda Street, Long Beach Boulevard, Imperial Highway, Atlantic Avenue, and Tweedy Boulevard.</td>
</tr>
</tbody>
</table>

### Long Beach Boulevard Specific Plan

<table>
<thead>
<tr>
<th>Document</th>
<th>Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Goal</strong></td>
<td>To revitalize the Boulevard, increase transit use, instill downtown presence, and provide economic vitality for the future.</td>
</tr>
<tr>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Develop transit oriented housing and commercial areas along the boulevard. 2. Improve pedestrian connectivity and safety at specific intersections like Martin Luther King Jr. Boulevard and Imperial Highway.</td>
</tr>
</tbody>
</table>
## Existing Conditions

### Jurisdictional Plans

<table>
<thead>
<tr>
<th>Document</th>
<th>Summary</th>
</tr>
</thead>
</table>
| **Lynwood**<br>2016 Lynwood Transit Area Specific Plan | **Goal**<br>Proposes multimodal transportation network improvements to accommodate planned growth in addition to access and circulation improvements based on “Complete Streets” concept.  
**Relevance to I-710 Livability Initiative**<br>1. Provide connections to the regional network for transit and automobiles. 2. Expand planned bicycle and pedestrian path to connect to Long Beach Avenue and increase wayfinding signage, bicycle parking, and lockers in the new community. 3. Provide pedestrian infrastructure for pedestrian access and safety. |
| **Paramount**<br>2007 General Plan - Circulation Element | **Goal**<br>To use innovative circulation strategies that promote pedestrian activities in selected areas and alternative forms of transportation while also focusing on maintenance and improvement of the existing roadway system.  
**Relevance to I-710 Livability Initiative**<br>1. Reduce through traffic on local streets and designate truck routes to keep industrial traffic out of residential neighborhoods. 2. Maintain and expand the existing transit system. 3. Maintain minimum LOS C or better on all streets. |
| **South Gate**<br>2035 General Plan-Mobility Element | **Goal**<br>Enhancing mobility by creating a multimodal transportation system that creates safe, attractive streets for alternative transportation options and minimizes adverse traffic effects.  
**Relevance to I-710 Livability Initiative**<br>1. Maintain LOS D at signalized intersections unless permitted otherwise. 2. Improve street grid at Firestone/Atlantic intersection, provide overcrossings on LA River and I-710 and additional N/S street between Atlantic Avenue and the LA River. 3. Explore I-710 interchange and ramp modifications to improve overall circulation on city streets. 4. Develop a citywide bicycle network and establish bicycle and pedestrian infrastructure throughout the City in combination with traffic calming and transportation demand management strategies. 5. Establish a transit hub near the intersections of Firestone and Atlantic Boulevard. 6. Conduct improvements at Garfield Avenue, I-710 Freeway interchanges, Atlantic Avenue, Long Beach Boulevard, Tweedy Avenue, and Imperial Highway.  |
| **South Gate**<br>2035 General Plan-Green City Element | **Goal**<br>Improve access to parks, trails, and open spaces and enhance pedestrian connections to these areas.  
**Relevance to I-710 Livability Initiative**<br>1. Pursue N/S trail connections across the City particularly connecting the East-West trails along Southern Avenue and Independence/Ardmore in addition to enhancing Class I bicycle facilities along Rio Hondo Channel. |
### Jurisdictional Plans

<table>
<thead>
<tr>
<th>Document</th>
<th>Summary</th>
<th>2035 General Plan - Health Element</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Gate</td>
<td><strong>Goal</strong></td>
<td>Propose land use patterns and transportation systems that encourage physical activity, promote healthy living, and reduce chronic diseases while also creating a high quality, safe pedestrian and bicycle network throughout the city.</td>
</tr>
<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Revitalizing Tweedy Mile with new retail, residential, and upper story office uses. 2. Enhance existing neighborhoods with walkable streets and mixed use development. 3. Conduct streetscape improvements to improve safety and access for pedestrians and bicyclists.</td>
</tr>
<tr>
<td></td>
<td><strong>Draft 2012 Bicycle Transportation Plan</strong></td>
<td>Goal</td>
</tr>
<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Develop a complete bike network including appropriate bike facilities, improvements, and infrastructure. 2. Work with Metro and Metrolink to provide bike infrastructure at transit locations. 3. Implement existing Safe Routes To School plans and create and implement plans where they do not exist. 4. Bikeway facility types are bike path, cycle track, bike lanes, bike route, and bicycle boulevard. 5. Proposed improvements along Garfield Avenue, Paramount Boulevard, Firestone Boulevard, Southern Avenue, and Tweedy Boulevard.</td>
</tr>
<tr>
<td></td>
<td><strong>Draft 2017 Gateway District Specific Plan</strong></td>
<td>Summary</td>
</tr>
<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Improve quality of life by focusing on mixed use, transit-oriented development, walking, biking, and transit use. 2. Integrate active transportation and connections to the LA River located 0.5 miles away.</td>
</tr>
</tbody>
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<table>
<thead>
<tr>
<th>Document</th>
<th>Summary</th>
<th>2008 Azalea Regional Shopping Center EIR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Summary</strong></td>
<td>A regional shopping center of up to 450,000 sq ft of occupied building area comprised of sales facilities, consumer goods, restaurants, a health club, and a cinema.</td>
</tr>
<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Existing conditions and future conditions with the project generate lower trips than the Gateway project. 2. Intersection of Atlantic Avenue and Firestone Boulevard forecasted to operate at LOS F. 3. Increased queuing on Atlantic Avenue north of the project site.</td>
</tr>
<tr>
<td></td>
<td><strong>Draft 2014 Tweedy Boulevard Specific Plan</strong></td>
<td>Summary</td>
</tr>
<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Improve pedestrian and bicycle network improvements to the corridor. 2. Improve streetscape along the corridor by planting trees, improving signage, and placing street furniture. 3. Proposed access point at LA River Bike Path.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Document</th>
<th>Summary</th>
<th>2014 Tweedy Boulevard Specific Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Summary</strong></td>
<td>To preserve existing residential neighborhoods while revitalizing the area and creating nodes of economic activity and housing opportunities near the future Metro Eco Rapid Line Stations planned in the area.</td>
</tr>
<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Improve the public realm and pedestrian and bicycle linkages to and from the Gardendale Eco-Rapid Transit Station, Garfield Avenue retail, and Hollydale Regional Park. 2. Improve streetscape along the corridor by planting trees, improving signage, and placing street furniture. 3. Proposed access point at LA River Bike Path.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Document</th>
<th>Summary</th>
<th>2014 Hollydale Area Specific Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Summary</strong></td>
<td>To revitalize <strong>“Tweedy Mile”</strong> by guiding the future development of mixed uses in a walkable environment, streamline the development process, and serve as an incentive for economic development.</td>
</tr>
<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Improve pedestrian and bicycle network improvements to the corridor. 2. Improve streetscape along the corridor by planting trees, improving signage, and placing street furniture. 3. Proposed access point at LA River Bike Path.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Document</th>
<th>Summary</th>
<th>2007 General Plan - Circulation Element</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vernon</td>
<td><strong>Goal</strong></td>
<td>Provide a balanced, safe, and efficient transportation system to support existing business and attract new businesses, and continue to remain as an industrial city.</td>
</tr>
<tr>
<td></td>
<td><strong>Relevance to I-710 Livability Initiative</strong></td>
<td>1. Maintain LOS D as minimum standard for traffic operations. 2. Extend 26th Street east across Atlantic Boulevard and connect with Bandini Boulevard. 3. Widen Atlantic Boulevard bridge over LA River. 4. Complete bicycle path along LA River connecting downtown LA with Long Beach Waterfront.</td>
</tr>
</tbody>
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I-710 Livability Initiative | Complete Streets and Active Transportation Plan

CH 2 | Existing Conditions
Existing Conditions

LA COUNTY AND GATEWAY CITIES COUNCIL OF GOVERNMENTS PLANS

<table>
<thead>
<tr>
<th>DOCUMENT</th>
<th>SUMMARY</th>
</tr>
</thead>
<tbody>
<tr>
<td>2016 Active Transportation Strategic Plan</td>
<td>The purpose is to improve first/last mile station access, the regional active transportation network, and to support programs including performance metrics and monitoring. It serves as a roadmap for stakeholders and partners to identify transportation concepts and changes they would like to see in their community and help make them a reality.</td>
</tr>
<tr>
<td>2016 Los Angeles County Park Needs Assessment</td>
<td>In 2016, Los Angeles County conducted a Parks &amp; Recreation Needs Assessment that is intended to offer a new way to understand and think about parks, recreation, and open space by looking at parks as key infrastructure, implementing metrics to evaluate park conditions and need, and considering need-based funding allocation for parks. The study inventories the type of parks available and considers metrics such as park condition, amenities, land, and access. Areas of high need were identified throughout the County, including areas in central Los Angeles and the San Gabriel and San Fernando Valleys.</td>
</tr>
<tr>
<td>2014 Metro Complete Streets Policy</td>
<td>The purpose is to create a more “complete” and integrated transportation network that serves all users and supports environmental sustainability. The policy intends to maximize benefits and efficiencies of transit service and improve access to all users, improve safety on the transportation network, facilitate multi-jurisdictional coordination, establish active transportation improvements countywide, and foster vibrant communities.</td>
</tr>
<tr>
<td>2014 Metro First Last Mile Strategic Plan</td>
<td>Outlines an infrastructure improvement strategy to improve access to the Metro system. Introduces the “Pathway” concept and provides guidance for how to lay out transit access networks around Metro stations. Includes a toolbox of Pathway elements and three case study sites illustrating how the guidance can be applied. Also includes a station area checklist, case study selection methodology, and brief tech memo on cost estimation.</td>
</tr>
<tr>
<td>2016 Metro Countywide Sustainability Planning Policy (CSP)</td>
<td>The document better defines the agency’s desired long-term sustainability outcomes (primarily to reduce greenhouse gas emissions and increase energy efficiency) and integrate these into the agency’s planning functions.</td>
</tr>
<tr>
<td>2014 CCCOG Strategic Transportation Plan</td>
<td>The STP supports the CCCOG’s mission to improve the mobility, accessibility, sustainability, and safety of the sub region’s transportation system. It aims to reduce congestion in the region, to improve access to alternative modes of transportation, to improve air quality, and to address high-collision areas.</td>
</tr>
<tr>
<td>2011 GCCOG Sustainable Communities Strategy</td>
<td>The document identifies strategies to reduce GHG emissions in the Gateway Cities based on the directives from SB 375. The report gives an overview of existing conditions in the sub region, including housing and transportation, as well as predicted growth in the sub region.</td>
</tr>
<tr>
<td>2012 Regional Transportation Plan/ Sustainable Communities Strategy</td>
<td>The SCAG RTP / SCS defines the goals for the Southern California region related to transportation and sustainable communities. Unless a sub-regional municipality establishes their own SCS, the state requires adherence to the SCAG SCS policies and goals. The plan outlines mobility and accessibility goals for non-motorized modes of transportation, including walking and biking.</td>
</tr>
<tr>
<td>LA River Plans</td>
<td>The Los Angeles River is a regional asset that has been studied by numerous agencies and stakeholders. While there is not complete agreement regarding the specific strategies and priorities for enhancement, there is general agreement that the LA River is underutilized and can offer much more to the residents and ecology of Los Angeles. Various LA River plans were reviewed and considered for project ideas and funding and implementation resources that can be utilized to implement aspects of the I-710 Livability Initiative and other LA River plans.</td>
</tr>
</tbody>
</table>
### Statewide Plans

<table>
<thead>
<tr>
<th>Document</th>
<th>Summary</th>
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</thead>
</table>
| **AB 32** (California Global Warming Solutions Act, 2006) | **Summary** This legislation requires a comprehensive, long term approach to addressing climate change in a way that improves the environment and natural resources while not affecting the economy of the region.  

**Relevance for I-710 Livability Initiative:** Requires the reduction of greenhouse gas (GHG) emissions from cars and trucks amongst other sources. One way this reduction can be met is by encouraging alternative forms of transportation like walking and biking through active transportation and Complete Streets planning. It also includes programs, state guidance, evaluations, and target dates for achieving the 2020 GHG emissions cap. |

| **SB 375** (Sustainable Communities and Climate Protection Act, 2008) | **Summary** Also known as the Sustainable Communities Act, this legislation supports AB 32 goals to reduce greenhouse gas (GHG) emissions with the goal of developing sustainable communities through coordinated transportation and land use planning.  

**Relevance for I-710 Livability Initiative:** Per SCAG’s sustainable communities strategy (SCS) - which is an integral part of LA County’s regional transportation plan (RTP) - land use, housing, and transportation strategies will enable the region to meet its green house gas (GHG) emission targets. The SCS establishes incentives to encourage local governments and developers to implement these strategies. |

| **AB 1358** (Complete Streets Legislation, 2008) | **Summary** This legislation requires each county and city to adopt a general plan with a circulation element that plans for a balanced, multimodal transportation network that meets the needs of all users of the roadway system and is inclusive of pedestrians, bicyclists, children, persons with disabilities and all other users of the road.  

**Relevance for I-710 Livability Initiative:** Provides guidelines for designing Complete Streets, which is one of the primary goals of the I-710 Livability Initiative. These guidelines extend to different land use contexts - rural, suburban, and urban - and have mandatory elements required by cities and counties. |

| **SB 743, 2013** | **Summary** This legislation (as required by CEQA) requires local agencies to move away from using vehicle delay and level of service (LOS) as a metric for identifying and mitigating transportation impacts. Instead, agencies would use vehicle miles traveled (VMT).  

**Relevance for I-710 Livability Initiative:** According to the legislative intent contained in SB 743, these changes to the current practice more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions. |

| Caltrans Complete Streets Implementation Action Plan 2.0 (June 2014 - June 2017) | **Summary** The purpose of the report is to describe the current Caltrans Complete Streets policy framework and provide an overview of continuing Complete Streets efforts. The report includes a list of milestones with target dates, as well as the original list of action items and the final status as of 2013.  

**Relevance for I-710 Livability Initiative:** Includes section on Data and Performance Measures to evaluate Complete Streets efforts, including BRT integration with active modes. Also includes a list of actions and target dates for process-oriented actions, state guidance, programs, and evaluation. |
CHAPTER 3
Local Context
Overview of the Project

The I-710 corridor is a vital transportation artery, linking the communities along it and the Port of Los Angeles and Port of Long Beach to Southern California and beyond. An essential component of the regional, statewide, and national transportation system, it serves both passenger and goods movement vehicles. As a result of population growth, employment growth, increased demand for goods movement, increasing traffic volumes, and aging infrastructure, travelers on the I-710 Corridor experience a variety of challenges.

According to the I-710 Corridor Project EIR/EIS, the purpose of the I-710 Corridor Project is as follows:

> Improve air quality and public health
> Improve traffic safety
> Modernize the freeway design
> Accommodate projected traffic volumes
> Address increased traffic volumes resulting from projected growth in population/employment, and economic activities related to goods movement

What is the 5C Alternative?

Alternative 5C proposes to widen the I-710 mainline by adding mixed-flow lanes (one in each direction) between I-405 and I-105, and between I-105 and SR-60. Truck bypass lanes are also proposed on I-710 through the I-405 interchange. This alternative will modernize the design at the I-405, SR-91, and I-1 interchange, modernize and reconfigure most local arterial interchanges throughout the I-710 corridor, modify freeway access at various locations, and shift the I-710 centerline at various locations to reduce right-of-way impacts. In addition to improvements to the I-710 mainline and the interchanges, Alternative 5C also includes:

> Zero Emission/Near Zero Emission Truck Technology Deployment Program
> Community Health and Benefit Program
> I-710 TSM/TDM Congestion Relief Program
> Provision of or future provision of ramp metering at all locations and improved arterial signage for access to I-710
> Parking restrictions during peak periods (7:00 a.m.–9:00 a.m. and 4:00 p.m.–7:00 p.m.) on four arterial roadways: Atlantic Boulevard between Pacific Coast Highway and SR-60; Cherry Avenue/Garfield Avenue between Pacific Coast Highway and SR-60; Eastern Avenue between Cherry Avenue and Atlantic Boulevard; and Long Beach Boulevard between San Antonio Drive and Firestone Boulevard
> I-710 Transit Program consisting of transit improvements such as increased service on all Metro Rapid routes and local bus routes, and transit routes in the Study Area
> ITS improvements
> Visual/aesthetic features consisting of texture treatments (for structures, median barriers, etc.), planting, irrigation, and opportunities for community identification
5C Alternative
ACTIVE TRANSPORTATION UMPROVEMENTS

The alternative also proposes active transportation improvements such as extending the bike path (Class I bike facility) along the LA River and adding bike crossings as well as adding and improving access points to the LA River, as shown in the images on this page.
INTERCHANGE AND RAMP IMPROVEMENTS

Diverging Diamond Interchanges (DDIs)

A Diverging Diamond Interchange (DDI) is a type of roadway interchange for locations where freeways and roadways intersect. A DDI configuration involves redesigning the connection point between a roadway and a freeway, removing traditional signals at either end of the connecting bridge and replacing them with two X-shaped intersections. This facilitates a temporary switching of lanes and reduces the number of vehicle conflict points. This design is aimed at reducing conflict turns with pedestrians and bicyclists to improve safety, and increasing left turns, to improve capacity of motor vehicles.

DDI’s are planned along the following corridors in the study area:

- Florence Avenue
- Alondra Boulevard
- Anaheim Street
- Del Amo Boulevard
- Imperial Highway
- Pacific Coast Highway
- Willow Street

Ramp Improvements

In addition to the planned DDI’s, new or reconfigured ramps are being planned along the corridors below:

- Del Amo Boulevard
- Firestone Boulevard
- Ocean Boulevard
- Olympic Boulevard
- Rosecrans Avenue
- Wardlow Road
- Artesia Boulevard
- Atlantic Boulevard
- Long Beach Boulevard

Basic configuration of a Diverging Diamond Interchange. Source: Fehr & Peers
Local Context

OVERVIEW OF EXISTING PLANS

West Santa Ana Branch (WSAB) Transit Corridor Project

The West Santa Ana Branch (WSAB) Transit Corridor Project is a new 20-mile light rail transit line that will connect downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of the Arts District, Little Tokyo, Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, Artesia, and the unincorporated Florence-Graham community of Los Angeles County. The Project’s name originates from the southern portion of the route south of the Metro Green Line that followed an old streetcar alignment known as the West Santa Ana Branch Corridor.

The project area is home to 1.2 million residents and approximately 584,000 jobs. Projections show an increase in the resident population to 1.5 million and employment to 670,000 by 2040. This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the constrained transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to the Metro Green Line and the Los Angeles County regional transit network. Per the Measure M Expenditure Plan, the Project is anticipated to break ground in 2022. When this line is operational there will be thousands of people getting on and off trains that will often be traveling by a mode other than personal vehicle. It is important to start thinking about the needs of train patrons and how station areas can be enhanced to serve access to/from the train station.


Blue Line First/Last Mile Planning

Metro is currently working on first/last mile plans for each of the 22 stations along the Blue Line light rail system. The Blue Line is the LA area’s oldest currently operating light rail and connects a diverse set of communities stretching from downtown Los Angeles to Long Beach. However, access to the train line differs greatly; with so many jurisdictions, neighborhoods, and land uses, each station presents different needs, access barriers, and community priorities.

The approach to addressing the first/last mile connections for each location relied on a combination of community groups and project stakeholders, with community based organizations organizing critical engagement activities near each station area. This approach helped to connect the regional agency’s goals and local knowledge to create a robust and thoughtful set of plans to be used for years to come. This model is intended to help develop and execute a meaningful, innovative, and successful community engagement strategy geared towards obtaining input for the Plan and setting up the communities for implementation.

The process of data collection for this project was based on Metro’s First/Last Mile Strategic Plan and involved walk audits for each station, which were then used to develop maps of pathways, barriers, and opportunities. This helped lead the team to develop a series of priorities and potential projects for each location, complete with cost estimating.

https://www.metro.net/projects/transit-oriented-communities/blue-line-fm

West Santa Ana Branch (WSAB) Transit Corridor Project

The main goals of the WSAB project are to:

- Engage the community, solicit input and address questions.
- Develop and implement an outreach program and public involvement strategies that engage the community, solicit input and address questions.
- Identify potential project alignments and design.
- Develop and implement a transportation improvement plan.
- Develop and implement an operational plan.
- Develop and implement a funding plan.

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Metro is currently working on first/last mile plans for each of the 22 stations along the Blue Line light rail system. The Blue Line is the LA area’s oldest currently operating light rail and connects a diverse set of communities stretching from downtown Los Angeles to Long Beach. However, access to the train line differs greatly; with so many jurisdictions, neighborhoods, and land uses, each station presents different needs, access barriers, and community priorities.

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https://www.metro.net/projects/transit-oriented-communities/blue-line-fm
Lower LA River Plan

The Lower Los Angeles River is the core of southeast Los Angeles and serves a critical role by managing flood risk. It protects life and property by collecting storm water from surrounding areas and safely conveying it to the ocean. The river’s paths and trails also provide a space for the community to recreate and travel within the region. Despite these functions, the river’s potential value as a place for relaxation, discovery, recreation, tourism, and economic development has yet to be realized. In 2015, California State Assembly Bill 530 (AB 530) was passed to revitalize the river through the development of a watershed-based, equitable, community-driven plan. The language of AB 530 called for Secretary John Laird, Natural Resources Agency, in consultation with the Los Angeles County Board of Supervisors, to appoint members to participate in the Lower Los Angeles River Working Group. The Working Group, chaired by the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, included elected officials and representatives from local cities, regional agencies, and community advocates who came together to create the Lower Los Angeles River Revitalization Plan (the Plan). The Plan encompasses areas within a one mile offset on each side of the 19-mile river from the city of Vernon to the city of Long Beach, passing through numerous jurisdictions, including unincorporated County communities and 14 Southeast LA County cities. The Plan describes opportunities for improving the environment and residents’ quality of life along the river ensuring that the voices of the people are heard now and in the future as the river is reimagined and revitalized as an integral part of a healthy, equitable, and sustainable community. The Plan will be incorporated into the LA County’s Master Plan for the entire 51-mile LA River.

http://lowerlariver.org/overview/

Rail to River Active Transportation Corridor Feasibility Report

Metro is currently working on the Rail to River Active Transportation Corridor Project, which will convert an existing, underutilized railroad right-of-way into a multi-modal corridor along Slauson Boulevard. Once converted, the Harbor Subdivision rail right-of-way in South Los Angeles will provide a safe and comfortable bicycle and pedestrian connection between the existing Metro Blue Line Slauson Station in the east to the future Metro Crenshaw Line Fairview Heights Station in the west.

The project began in 2012 when a feasibility study was requested by the Metro Board of Directors to repurpose the subdivision. When the study was completed in 2014, further funding was approved for the next steps of planning and environmental clearance. The project cuts through multiple cities and communities, many of which had simultaneous efforts to increase the multi-modality of their areas. A large part of the project involved coordination among jurisdictions and existing plans, facilitating a robust and feasible overall plan for the area.

The project will provide vital pedestrian and bicycle connections to the Metro Blue Line, Silver Line and the future Crenshaw Line, providing a new way for many people to access mass transit options previously difficult for them to use.

https://www.metro.net/projects/r2r/
Local Context
REGIONAL SUCCESS STORIES

Ricardo Lara Linear Park
The City of Lynwood recently completed the Ricardo Lara Linear Park which includes elements of open space, community gathering spaces, landscaping, streetscape improvements, transportation improvements, beautification, and opportunities for physical activity for people of all ages. This project is notable because it has transformed Fernwood Avenue (between Birch Street and Atlantic Avenue) and is an example of agency coordination between Caltrans, the City of Lynwood, and others to innovatively deliver a significant Complete Streets project to the local community.

Prior to this project, this south side of Fernwood Avenue was a vacant utility vehicle access road within Caltrans jurisdiction along the freeway. This resulted in an area that was underutilized and not particularly attractive to the residential community along Fernwood Avenue and to the north. While Fernwood is a minor street that only extends between Long Beach Boulevard and Wright Road, it can play an important role in the transportation network because it connects to north-south streets (Bullis Road and Atlantic Avenue) that provide access across I-105, can provide a more comfortable experience relative to other east-west streets like Imperial Highway and Martin Luther King Jr. Boulevard, and because it enhances access to a few key destinations like the Long Beach Boulevard Green Line Station and Plaza Mexico.

Following coordination between Caltrans and Lynwood, the project was designed and built. The street now includes a number of enhancements that should be used as a model for replicating similar enhancements in other communities, such as:

> Landscaping and beautification
> Wide sidewalk
> Play areas for children
> Benches, tables, and shade for people to enjoy the open space
> Crossing enhancements at intersections
> Water filtration and retention infrastructure
> Community gardens and exercise equipment, which provide opportunities for physical activity and community building

Gardendale Road Diet
Another successful example of Complete Streets implementation in the study area is the Gardendale Bike Lanes project. Gardendale Street/Foster Road is an east-west street that spans between I-710 and the Los Angeles River to I-605 and the San Gabriel River, connecting the existing bicycle paths along the rivers and providing an east-west bicycle linkage that is not otherwise available in the area. This corridor also serves as a first/last mile connection to the Lakewood Boulevard Green Line Station in Downey. The bike lanes were installed between Lakewood Boulevard and Garfield Avenue. Additionally, Gardendale Street is primarily a residential corridor that regularly serves multimodal activity, terminates at the Los Angeles and San Gabriel Rivers, and provides access to several schools, making it ideal for serving local trips and accessing these regional assets.
DeForest Park & Wetlands

The City of Long Beach owns 15 acres of 49.9 acres of the Deforest Park & Wetlands district. With funding received in 2010, the park was improved to include several public amenities like a small community room and staff office, tennis courts, a handball/racquet ball court structure, playgrounds, baseball fields, a basketball court, and restrooms. There is also abundant wildlife to observe, including birds, snakes, and lizards, as well as a diversity of native and non-native plants. The permit to use the area was the result of a successful vigorous grassroots community campaign to create the nature area. A trail was created through the basin and volunteers installed donated plants. Residents also work together to maintain the area, organizing cleanups throughout the park. The remaining 34.91 acres are used as the DeForest Wetlands, which the City uses through a Los Angeles County Flood Control District permit.


Paramount Blvd

The City of Paramount recently completed a Complete Streets project on Paramount Boulevard near City Hall. The effort focused on enhancing the streetscape and mobility environment for people traveling along the corridor. The sidewalks were widened to include additional landscaping that beautifies, helps filter and restore water, and provides shade through trees. A raised median was added that also serves multiple purposes in the form of beautification and access management. Improvements were also made to the pedestrian experience by adding pedestrian-scale lighting, enhancing crossings with striping, signage, and beacons, and reducing crossing distances by implementing curb extensions. Bus stops and public spaces were also enhanced to create areas where people can comfortably wait for a bus or enjoy a refreshment that was purchased from an adjacent business. These areas include amenities such as seating, shade, bicycle parking, trashcans, and public art. Meanwhile, this commercial corridor provides driving patrons ample on-street and off-street parking while maintaining Paramount Boulevard’s cross-section of four lanes before and after project completion.
CHAPTER 4

Community Outreach
Why is This Project Important?
WALK ACROSS THE I-710 AND YOU WILL KNOW...

The Community Outreach Process
A series of community meetings, group meetings, stakeholder interviews, and pop-up events were hosted throughout the study area to learn what is important to a variety of stakeholders such as non-profits, community leaders, advocacy groups, city staff, institutions, and residents when they travel near I-710.

An overview of the I-710 Livability Initiative purpose, process, and goals was provided for each of the meetings through presentations and project materials. Input was gathered primarily through individual or small group discussions, providing the participants with an opportunity to discuss specific safety concerns and travel behavior of people living and working near I-710. Materials were shared and discussions were conducted in multiple languages (English, Spanish, Khmer) to be inclusive of the project area’s diversity (all events had at least one Spanish-speaking member of the team present). Additionally, a toolbox board that provided several strategies for Complete Streets and Active Transportation improvements was used during the events to gather input on the most desirable strategies using “thumbs-up emoji” style stickers.

Specifically, these events consisted of the following:

**What?** Targeted a variety of stakeholders including local schools, service providers, and medical centers to get an in-depth understanding of the various issues that people encounter near I-710. These groups are not typically focused on transportation issues, yet do serve local constituents in matters related to livability.

**Why?** Meeting initiated with overview of project through a presentation in English/Spanish. Presentation includes overview of Active Transportation and Complete Streets best practices. Input received through group discussion conducted in English/Spanish.

**How?** Input on planned and potential improvements gathered through discussion.

**Pop-up Events** Targeted local residents who attend community events like swap meets, farmer’s markets, and local festivals, on weekends or weekdays to get a broad understanding of the mobility issues that people encounter near I-710. These interviews were non-typical, with the aim of capturing the “average person” input.

**Why?** Overview of project provided through English/Spanish flyers. Input on locations with challenges received on project area map. Input on desirable strategies for improvement received using stickers on a Complete Streets and Active Transportation toolbox display board in English/Spanish.

**How?** Meeting initiated with overview of project through a presentation in English/Spanish. Input on locations with challenges received on project area map through group breakout sessions. Input on desirable strategies for improvement received using stickers on a Complete Streets and Active Transportation toolbox display board in English/Spanish.

**Community Meetings** Targeted local residents and stakeholder groups who attend traditional public meetings. Input on transportation and livability issues was received on weekdays and weekends in a larger group discussion format with engaging exercises.

**Why?** Meeting initiated with overview of project through a presentation in English/Spanish. Input on locations with challenges received on project area map through group breakout sessions. Input on desirable strategies for improvement received using stickers on a Complete Streets and Active Transportation toolbox display board in English/Spanish.

**How?** Meeting initiated with overview of project through a presentation in English/Spanish. Input on planned and potential improvements gathered through discussion.

**City Staff** Targeted local jurisdictions adjacent to I-710 to get in depth input on improvements planned by the cities and improvements considered implementable along the study corridors. Input was also received from local jurisdictions on the proposed recommendations along the study corridors.

**Why?** Meeting initiated with overview of project. Input on planned and potential improvements gathered through discussion.

**How?** Meeting initiated with overview of project.
Engaging community groups and stakeholders was instrumental in identifying a vision for the study corridors inclusive of potential I-710 freeway improvements, enhancements along the Lower Los Angeles River, local active transportation initiatives, and related investments that seek to contribute to an improved quality of life for the I-710 corridor communities.

The goal of this section is to document and communicate the outreach process. This includes input received by numerous stakeholders that led to the identification of the mobility challenges and solutions based on local travel patterns, and the current/planned transportation infrastructure contexts in the area. Table 4.2 details the summary of the I-710 Livability Initiative outreach events attended and interviews conducted. Summaries of each of the events and interviews are available in Appendix B.

### Table 4.2: Outreach Event Summaries

<table>
<thead>
<tr>
<th>EVENT</th>
<th>REASON FOR EVENT/INPUT SOUGHT</th>
<th>DATE/TIME</th>
<th>LOCATION</th>
<th>NOTICE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cudahy en Marcha Meeting #1</td>
<td>“Cudahy en Marcha” community group to gather feedback on impacts, challenges, and experiences related to proximity to I-710</td>
<td>Thursday, January 25, 2018 10:00 am - 12:00pm</td>
<td>Cudahy City Hall Bedwell Hall 5220 Santa Ana Street, Cudahy, CA 90201</td>
<td>Email</td>
</tr>
<tr>
<td>Jordan High School</td>
<td>Students, teachers, and local communities to provide input about future Active Transportation projects</td>
<td>Wednesday, February 28, 2018 3:00 pm - 5:00pm</td>
<td>Jordan High School 6900 Atlantic Avenue Long Beach, CA 90805</td>
<td>Email</td>
</tr>
<tr>
<td>City of Lynwood &amp; St. Francis Medical Center</td>
<td>Staff regarding impacts, challenges, and experiences related to proximity to I-710</td>
<td>Tuesday, March 13, 2018 10:00 am - 12:00pm</td>
<td>St. Francis Medical Center 3630 E. Imperial Highway Lynwood, CA 90262</td>
<td>Email</td>
</tr>
<tr>
<td>Centro CHA</td>
<td>Staff regarding impacts, challenges, and experiences related to proximity to I-710</td>
<td>Thursday, April 12, 2018 10:00 am - 12:00pm</td>
<td>Centro CHA 1653 Long Beach Blvd., Long Beach, CA 90262</td>
<td>Email</td>
</tr>
<tr>
<td>Watershed Conservation Authority (WCA)/Rivers and Mountains Conservancy (RMC)</td>
<td>To inform the group so they could provide input about future Active Transportation projects</td>
<td>Wednesday, May 30, 2018 2:00 pm - 4:00pm</td>
<td>Watershed Conservation Authority Rivers and Mountains Conservancy 100 North Old San Gabriel Canyon Rd. Azusa, CA 91702</td>
<td>Email</td>
</tr>
<tr>
<td>EVENT</td>
<td>REASON FOR EVENT/INPUT SOUGHT</td>
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<tr>
<td><strong>Group Meetings</strong></td>
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<tr>
<td>Open Space Providers Group</td>
<td>To inform local residents, advocates, and experts regarding challenges and opportunities for environmental justice related strategies and improvements</td>
<td>Wednesday, November 15, 2017 10:00 am - 12:00pm</td>
<td>GCCOG Large Meeting Room, 16401 Paramount Blvd., Paramount, CA 90723</td>
<td>Email</td>
</tr>
<tr>
<td>Active Transportation Group Meeting #1</td>
<td>To inform local walkers &amp; bikers experiences and areas of focus for study</td>
<td>Wednesday, January 17, 2018 4:00 pm - 6:00 pm</td>
<td>Building Healthy Communities, 920 Atlantic Ave., Long Beach, CA</td>
<td>Email</td>
</tr>
<tr>
<td>Transit Providers Group</td>
<td>Municipal bus and shuttle services – including school bus service operators – regarding transit access and connectivity improvements.</td>
<td>Thursday, March 15, 2018 2:00 pm - 4:00 pm</td>
<td>GCCOG, 16402 Paramount Bl., Paramount, CA 90723</td>
<td>Email</td>
</tr>
<tr>
<td>Cudahy en Marcha Meeting #2</td>
<td>“Cudahy en Marcha” community group regarding feedback on the I-710 livability recommendations</td>
<td>Thursday, May 31, 2018 10:00 am - 12:00pm</td>
<td>Clara St. Park, 4835 Clara Street, Cudahy, CA 90201</td>
<td>Email</td>
</tr>
<tr>
<td>Active Transportation Group Meeting #2</td>
<td>Feedback on the I-710 livability recommendations</td>
<td>Monday, June 18, 2018 4:30 pm - 5:30 pm</td>
<td>Building Healthy Communities, 920 Atlantic Ave., Long Beach, CA</td>
<td>Email</td>
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<tr>
<td><strong>Community Events</strong></td>
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<tr>
<td>Cudahy Swap Meet</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Saturday, February 10, 2018 10:00 am - 12:00pm</td>
<td>Clara St. Park, 4835 Clara Street, Cudahy, CA 90201</td>
<td>Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>City of Bell 5k Run Walk</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Sunday, February 18, 2018 7:00 am - 11:00am</td>
<td>Bell Community Center Parking Lot, 6250 Pine Ave, Bell, CA 90201</td>
<td>Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>Feria de la Salud y la Amistad, Latinos in Action</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Tuesday, February 20, 2018 5:00 pm - 8:30 pm</td>
<td>Gathering Lutheran Church, 901 Atlantic Ave, Long Beach, CA 90813</td>
<td>Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>EVENT</td>
<td>REASON FOR EVENT/INPUT SOUGHT</td>
<td>DATE/TIME</td>
<td>LOCATION</td>
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<tr>
<td>Community Events</td>
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<tr>
<td>Paramount Farmers Market</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Friday, March 9, 2018</td>
<td>Progress Park 15500 Downey Avenue Paramount, CA 90723</td>
<td>Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>South Gate Azalea Festival</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Friday, March 23, 2018</td>
<td>South Gate Park 4900 Southern Avenue South Gate, CA 90280</td>
<td>Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>City of South Gate Spring Fit 5K</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Friday, March 10, 2018</td>
<td>South Gate Park 9520 Hildreth Park South Gate, CA 90280</td>
<td>Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>Long Beach Jazz Festival</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Saturday, June 9, 2018</td>
<td>Houghton Park 6301 Myrtle Beach Avenue Long Beach, CA 90805</td>
<td>Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
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<tr>
<td>Public Meetings</td>
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</tr>
<tr>
<td>Community Meeting #1</td>
<td>Introduce the project to the public, define project parameters</td>
<td>Saturday, March 31, 2018</td>
<td>Michelle Obama Neighborhood Library 5870 Atlantic Avenue, Long Beach, CA 90805</td>
<td>Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
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<tr>
<td>Community Meeting #2</td>
<td>Introduce the project to the public, Present recommended improvements on relevant corridors for public input</td>
<td>Thursday, June 7, 2018</td>
<td>Bell Community Center 6230 Pine Avenue, Bell, California 90201</td>
<td>Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>Community Meeting #3</td>
<td>Introduce the project to the public, Present recommended improvements on relevant corridors for public input</td>
<td>Thursday, June 28, 2018</td>
<td>East Los Angeles Service Center 133 N Sunol Drive Los Angeles, CA 90063</td>
<td>Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
</tbody>
</table>
Community Outreach
KEY THEMES AND TAKEAWAYS

Is technical planning reflected in the outreach process?
Technical planning information was shared with the public via the toolbox display board (refer to pages 40-41) used during pop-up events and community meetings that showed a compilation of potential Active Transportation and Complete Streets strategies for improvement. Input on these strategies was solicited with the use of “thumbs up” stickers, which were then quantified as shown in the figures to the left.

Additionally, a project overview presentation was provided that discussed Complete Streets and Active Transportation best practices. The goal of this was to initiate discussions about livability challenges encountered by the communities living next to I-710, and mobility improvements for the people living and working there. The presentation also shared data on existing conditions like vehicular volumes, collisions, and transit ridership levels collected during the study. The desired strategies were used to identify recommendations for each of the study corridors as displayed in the figures on this page.

Finally, concept plans for each corridor, developed based on input from the community and data collected through fieldwork and existing conditions analysis, were presented to cities and stakeholders for refinement.

Was the process comprehensive in involving the public and government stakeholders?
The community outreach process included discussions with Metro, Caltrans, Gateway Cities Council of Governments, local municipalities located adjacent to the I-710, elected officials, community groups, and non-profits along the corridor. Outreach was conducted via different approaches to cover the broad spectrum of stakeholders in the project. Pop-up events and community meetings were organized to gather input from local residents and group interviews were conducted to gather input from advocates and experts.

Additionally, phone and in-person discussions were carried out with local cities to receive input on strategies which they considered as implementable and what they had planned for their jurisdictions. Input from the various stakeholders was used to develop recommendations for each corridor in the project area. Appendix B includes a matrix of the conversations and input received by City staff.

Were meetings accessible and stakeholders engaged?
Community outreach was conducted in a variety of locations throughout the project area at varying times of day, weekdays, and weekends. The locations where outreach was conducted were primarily public libraries, city halls, GCCOG offices, community group offices, and community halls, all of which are accessible to the general public. Additionally, pop-up events were organized as a part of community events frequented by residents like farmer’s markets, swap meets, and local festivals. Metro and GCCOG were represented at group meetings and interviews to answer questions and engage in group discussions.

Notices for these meetings were carried out through a combination of email, social media, City/Metro/GCCOG websites, and flyers. Furthermore, each of the events and meetings was documented through note taking, stickers, and comment cards, summaries of which are attached in Appendix B.

Does it meet the purpose/goal of the ATP by getting support, increasing project effectiveness, and reflecting the project’s priority for local jurisdictions/ the region?
Outreach to the community was conducted through a two-step process. The first step was to get input from stakeholders, community groups, residents, and cities on improvements they would like to see near the I-710 and along the study corridors. This input, in combination with data collected through fieldwork and existing conditions analysis, was used to develop recommendations for each study corridor. The second step of the outreach process was to present the corridor plans to stakeholders and cities to obtain their input on the improvement concepts presented. In doing this, the project reflects local community priorities and was able to get support from the communities in the project area as well as the jurisdictions, which would oversee any implementation of these plans.

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Key Themes
- Improve street scape conditions like lighting, trash cans, signage, and sidewalks
- Enhance access to public amenities like parks and the LA River
- Address mobility challenges for pedestrians and bicyclists at intersections and along east-west streets crossing I-710
- Bike share station
- Drop off/pick up locations
- Signs with directions
- New connections & crossings
- Bike parking & repair stations
- Street furniture
- Traffic calming to slow speeds
- New/improved crosswalks
- Public art
- Improved bus stops
- New/improved sidewalks
- Landscaping & shade
- New/improved bike lanes

Other Important Topics
- Address homelessness especially at the LA River path
- Organize more community events
- Equity/gentrification
- Equestrian facilities

Community Concerns
- Lighting for people walking & biking
- New/improved bike lanes
- Landscaping & shade
- New/improved sidewalks
- Improved bus stops
- Public art
- New/improved crosswalks
- Traffic calming to slow speeds
- Street furniture
- Pedestrian & bicycle stations
- New connections & crossings
- Signs with directions
- Drop off/pick up locations
- Bike share station
- Improve and/or overpasses
- Improved curbs
- Park and ride lot
- Carshare location

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I-710 LIVABILITY INITIATIVE | COMPLETE STREETS AND ACTIVE TRANSPORTATION PLAN
CH 4 | COMMUNITY OUTREACH
CHAPTER 5
Technical Analysis and Project Development
THE STUDY AREA SPANS OVER A DOZEN JURISDICTIONS AND NUMEROUS CORRIDORS THAT FEATURE DIFFERING CHARACTERISTICS RELATED TO LAND USE, EXISTING INFRASTRUCTURE, DEMOGRAPHICS, LOCAL COMMUNITY VALUES, AND TRAVEL PATTERNS.

Based on the review of strategies in local plans, engagement with a variety of stakeholders, and physical and travel characteristics of each corridor, a toolbox of improvement themes and strategies was developed for application to each corridor. The strategies identify tools and best practices that can be used to meet many of the objectives related to Complete Streets, health, air quality, and improved livability that are part of this effort.

The toolbox is composed of a variety of topic areas such as freeway ramp, intersection, corridor, transit, freeway underpass/overpass, and public art enhancement options. Included are descriptions of the improvement types and potential applications. Many strategies also include photos or examples of similar improvements that have been implemented elsewhere.

As discussed in prior chapters, these ideas were primarily generated through review of the plans and policies that have been adopted by local agencies and through discussions with stakeholders (i.e. residents, city staff, non-profit organizations, public meeting attendees). It is important to note that most of the study area is built out and serves multimodal activity to varying degrees, while regional vehicle traffic to and from I-710 is a common element among most of the corridors. Many people in the study area use their vehicle and I-710 for regional travel and a common theme of the community input was the desire to have more travel options within their community that would allow them and their families to engage in more physical activity by safely walking or biking in their neighborhood, thereby avoiding having to drive around looking for parking, contributing to improved air quality, and patronizing local businesses.

Of particular relevance were conversations or observations of people traveling relatively short distances that require traversing the Los Angeles River and I-710 to connect to their destination. People traveling east-west in the area are limited to using the available infrastructure which is limited to the roughly 30 corridors reviewed for this project. This means there are several key destinations in the area, such as Long Beach Jordan High School, Long Beach Polytechnic High School, Manuel Dominguez High School, Hollydale Park, Whittier Boulevard, and regional retail employment centers that people are regularly traveling to and from in the area. This chapter is intended to offer a variety of options to local cities for enhancing conditions across I-710, regardless of mode choice. This chapter discusses these strategies, and the following chapter considers and suggests specific locations that these strategies may be implemented by local agencies.
New or Improved Sidewalks
Repairing, widening, and adding new sidewalks improves safety for people walking and rolling and creates more room for trees, bus stops, and seating that enhance comfort and convenience.

Bike Parking & Repair Stations
Bike racks and lockers make it easier to travel on bike by creating safe and convenient locations to store bikes around town. Bike repair stations have tools to make quick fixes to your bike if something needs to be adjusted while traveling.

Landscaping & Shade
Adding trees, plants, and shade structures creates a buffer between the sidewalk and the road, improves aesthetics, and provides refuge from the sun as people walk, roll, rest, or wait for transit.

New or Improved Crosswalks
New crosswalks and crosswalks with signs and lights help protect people walking and rolling by increasing their visibility to people driving. Frequent crosswalks also make it more convenient to cross the street.

Bike Share Station
Bike share is a transportation service that provides short-term bike rental for short trips and to access transit and other destinations. Riders, in most cases, must have a valid credit or debit card to use the system. Walk-up single rides, monthly, and annual payment pricing options are available. Providers such as Metro Bike Share and Long Beach Bike Share offer a variety of pricing options ranging from $3.50 for a walk-up ride, $20 monthly, or $40-$120 annually, plus usage fees depending on the provider.

Signs with Directions to Destinations
Installing signs with directions to destinations on utility poles and streetlights increases awareness of the location of transit stations and destinations near stations.

Street Furniture
Just like in your house, benches, tables, trash cans, water fountains, and other “street furniture” make walking and rolling friendlier to all.

Bus Stop Improvements
Upgrades like benches, shelters, lighting, and navigation signs at bus stops improve safety and comfort for people riding transit.
I-710 TOOLBOX

**Lighting for People Walking and Biking**
Installing lighting for people walking and rolling increases their safety and visibility, particularly at night.

**Curb Improvements**
Curb ramps and warning strips make it easier for people of all abilities to cross the street. Curb extensions improve safety by shortening crossing distances and increasing visibility of people walking and rolling. They can also provide room for landscaping.

**Drop-Off or Pick-Up Location**
Designated locations for drop-off and pick-up at stations improve accessibility, safety, and convenience at the station and separate cars from areas for people walking and rolling.

**Public Art**
Art near stations brings character and uniqueness to the area and makes stations more aesthetically pleasing and welcoming.

**Underpass & Overpass Improvements**
Making freeway underpasses and overpasses near stations safer, cleaner, better lit, and visually welcoming makes it more convenient and comfortable to travel to stations.

**New or Improved Bike Lanes**
Bike lanes that are physically separated from traffic and extra safety markings at intersections all improve safety and increase comfort for people bicycling.

**Traffic Calming to Reduce Speeds**
Narrowing roads, diverting traffic away from neighborhood streets, and other actions to slow car speeds improve the safety and comfort of all people, especially people walking and rolling.

**Carshare Location**
Similar to bike share, car share allows people to rent cars for short-term use to access transit stations and other destinations, providing convenient access to cars for transit riders. BlueLA and ZipCar are examples of car share providers.

A range of membership and paid service options are available. Depending on the provider, fees range from $0-$10/month plus usage fees for $0.15-$0.50/minute of rental time. Some services offer low-income users a 25-80% discount.
Toolbox Development

I-710 TOOLBOX

Green Infrastructure

Green infrastructure is a combination of plants, soils, and other practices that help to restore natural water management processes and improve urban quality of life. Paved and impervious surfaces in urban environments put stress on typical stormwater infrastructure and contribute to poor water quality in our bodies of water. Stormwater typically carries debris, silt, and other pollutants directly into our storm drains, which leads to our rivers, and ultimately to our beaches and ocean.

Green infrastructure absorbs rain where it falls and filters pollutants out of the water before it infiltrates into our groundwater basins, rivers, and ocean. Green infrastructure also provides habitat, flood protection, cleaner water, and cleaner air for urban areas.

Overall importance of green infrastructure

> Improve water quality and conserve water
> Enhance community and infrastructure resiliency
> Increase shade and aesthetic appeal of our streets
> Reduces amount and costs of underground piped infrastructure
> Provide habitat for animals, especially birds

Sources for P. 38-39: MIG

Landscaped parkways in Culver City, CA

Pedestrian path and open space adjacent to the roadway.
I-710 TOOLBOX

Street Trees
Adding street trees creates a buffer between the sidewalk and the road, improves aesthetics, and provides refuge from the sun as people walk, roll, rest, or wait for transit. Street trees also counter the Urban Heat Island Effect, capture and slow rainfall, and improve air quality.

Open Space
Turning extra right-of-way into open space can be great both for the community and for the environment. Small parks provide opportunities for recreation and social events and can help with groundwater infiltration reducing the Urban Heat Island Effect.

Curb Extensions
Curb extensions can be located at intersections or midblock, decreasing the overall width of the roadway or turning radii, encouraging slower speeds, and giving pedestrians more time to cross the street. Curb extensions can be planted with drought tolerant landscape, bioretention or biofiltration planters, and swales.

Swales
Swales are shallow, vegetated, landscape depressions with sloped sides. They are designed to capture, treat, and infiltrate stormwater runoff as it moves downstream. Swales can handle low to moderate flows of runoff. Swales are commonly implemented on neighborhood or residential streets, medians, roundabouts, or other unused right-of-way areas.

Drought Tolerant Landscape
Drought tolerant plant selection is key in our Mediterranean climate because drought tolerant plants demand less maintenance and irrigation. A drought tolerant plant palette can be developed in conjunction with native plant species to promote biodiversity.

Bioretention Planters
Bioretention planters are stormwater infiltration areas constructed with walled vertical sides, a flat bottom area, and a large surface capacity to capture, treat, and manage stormwater runoff from the street. Bioretention planters can be implemented nearly anywhere in the right-of-way, including in the parkway, in medians, or along the property line.

Landscaped Median
Landscape medians serve as a division of vehicular traffic while also providing substantial benefits, such as screening and noise dampening. Landscape medians also help soften the streetscape, contribute to the urban tree canopy, and promote biodiversity through native and drought-tolerant understory plants.

Biofiltration Planters
Biofiltration planters are stormwater areas constructed with an impermeable base and supporting infrastructure that collect water, filter runoff downward through soil media, and channel treated runoff through an underdrain pipe. These planters provide water quality treatment and reduce runoff volumes.

Parkways
Parkways are the area of sidewalk between the pedestrian walkway and the street. They provide planting area for street trees and understory planting. Parkways can be combined with stormwater facilities to capture, treat, and convey runoff. Parkways also provide a buffer between pedestrians and vehicular traffic.
Toolbox Development

INTERSECTIONS

Intersections in the study area come in a variety of sizes and have a wide range of existing needs. Depending on the number of lanes and existing controls (signals, stop signs, or uncontrolled), the appropriate treatments for each can differ greatly.

This table offers a set of best practice example intersection treatments that are organized to reflect different intersection conditions such as traffic control and number of lanes. This toolbox was developed based on research of the efficacy of intersection treatment options, review of local and regional plans, and consultation with stakeholders such as the public and agency staff. Because this information was developed for use across over a dozen jurisdictions consulted through this plan, local agencies should review and analyze the appropriateness of specific treatments based on local conditions and priorities. Furthermore, implementation of these types of projects on local streets are subject to review and approval by local agencies who have the flexibility to devise project elements that best suit their needs.

<table>
<thead>
<tr>
<th>ROADWAY TYPE</th>
<th>INTERSECTION TYPE</th>
<th>STOP BARS</th>
<th>MARKED CROSSING</th>
<th>LEADING PEDESTRIAN INTERVAL</th>
<th>PROTECTED LEFT TURN</th>
<th>PEDESTRIAN COUNTDOWN SIGNAL</th>
<th>PEDESTRIAN SIGNAL</th>
<th>ADVANCED YIELD LINES</th>
<th>PEDESTRIAN CROSSING SIGN</th>
<th>BEACON/IRWL</th>
<th>HIGH VIGILANCE CROSSWALK</th>
<th>CURB EXTENSIONS</th>
<th>MEDIAN CROSSING ISLAND</th>
<th>REDUCED CURB/RADII/TIGHTENED INTERSECTION</th>
<th>IMPROVED CHANNING RIGHT TURN DESIGN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 to 6 Lane East-West or North-South Study Corridor Intersection with Major Street (4+ Lanes)</td>
<td>Signalized</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Where Warranted</td>
<td>Optional Base Treatment</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Intersection with Minor Street (2-3 Lanes)</td>
<td>Signalized</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Optional Base Treatment</td>
<td>Optional Base Treatment</td>
<td>Base Treatment</td>
<td>Where Warranted</td>
<td>Optional Base Treatment</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
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<tr>
<td>Unsignalized with No Marked Crosswalks</td>
<td>Base Treatment</td>
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<td>Where Feasible</td>
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</tr>
</tbody>
</table>

* High visibility crosswalks along minor leg of the road to indicate crossing for pedestrians and bicyclists.
* Recommended only if warranted by a left turn study.
* Will not remove a travel or parking lane but may reduce turning movement radius of vehicles.
* Will help reduce conflict of right turning vehicles with pedestrians and through traffic but may reduce turning movement radius of vehicles.

Additional detail is provided in Appendix A. Conceptual planning improvements presented in Chapter 6 are based on review of local documents, best practices, and development of project concepts that span several jurisdictions. As shown in Appendix A, specific projects developed through local planning efforts, such as the City of Long Beach, offer additional detail on projects that are consistent with this plan and may be implemented through local plans.
Shade/Shelter
In an area that is often sunny and warm, shade and shelter at bus stops is key for the comfort of riders. Distinct shelters also help to make bus stops more visible, which can increase awareness of transit options and willingness to ride. Shade can come in the form of small structures fixed to the ground, or trees and foliage.

Bench/Seating
While waiting for the bus, transit riders appreciate having a place to sit and relax. Providing seating options is especially helpful in accommodating riders of all ages and abilities. Like a shade structure, distinct benches at bus stops also help to brand the locations and make them more visible to current and potential riders.

Trash/Maintenance
A clean bus stop is a pleasant bus stop. Current and potential riders alike are more likely to be willing to wait for transit at a place that feels safe, clean and comfortable. Bus stops with trash cans that are regularly emptied, with regular repairs or removal of graffiti on any structures or signage, are more inviting to riders.

Transit Information
Accurate and clear information helps transit riders immensely, giving them confidence in their commute and breaking down potential barriers to new riders. Signage related to each operator and line is key, and wayfinding to local amenities and destinations is helpful as well.

Lighting
Well-lit transit stops and stations are more inviting and feel safer than those left in the dark. In addition to local street lights intended to light the roadway for cars and buses, pedestrian-level lighting at and around bus stops helps transit riders see potential amenities like benches and shelters, and be seen by others as well.

Bike Parking
Transit riders arrive at their stations and stops through multiple modes. If they arrive on a bike, it’s helpful to provide bike parking in the form of a rack or locker to facilitate a safe, convenient storage solution during a multimodal trip.
Toolbox Development
LA RIVER ACCESS POINTS

The LA River is an important local asset to communities along the I-710 corridor. Improving access, awareness and maintenance at regular points along the river can increase use and enjoyment of the space.

Formalizing
Many of the LA River access points utilized currently include informal points of access or paths. By formalizing more of these entryways and walkways, access will be safer, more direct and easier to maintain.

Improved Maintenance
Many locations in the study area were poorly maintained, with graffiti and trash at entry points. Implementing regular maintenance would make the LA River access more comfortable and inviting.

Ramps
In order to accommodate users of all ages and abilities, ramps would be a helpful addition to LA River access points. Adding ramps would also make it easier for people on bikes to use the space.

Lighting
While roadways are often well-lit for drivers, pedestrian-level lighting in the area is hard to come by. By lighting the entry points to the LA River, accessibility and safety will be increased.

Wayfinding
Information on how to get to the LA River is vital to connecting community members with the recreational uses and pathways located there. Access points would be improved with clear and accurate wayfinding signage. Signage will either use general symbols accessible by those of any language, or include multiple languages on the sign.

Improved Permeability and Visibility from Streets
In addition to wayfinding and formalizing access points, improved visibility and connection to the street would increase community awareness and access to the LA River.
UNDERPASS/OVERPASSES AND BRIDGES

Lighting
Pedestrian-level lighting can greatly enhance the experience of walking on a bridge above a freeway, or in an underpass below. Well-lit areas feel safer, are more inviting, and allow users to see where they’re going as well as be seen by those using other modes.

Improved Maintenance
Maintenance of both bridges and underpass/overpass locations is key to keeping them clean and functional. Improved maintenance of these I-710 corridor facilities will help to improve connections on either side of the freeway for the many arterials that cross it.

Lane Narrowing to Create Sidewalk Buffers
With vehicles moving at high speeds, especially on bridges and underpass/overpass locations near freeways, pedestrians might need more buffer space in order to feel safe and comfortable. This can be accomplished through narrowing travel lanes slightly with paint or expanding curbs.

Widening Right of Way
On bridges in particular, widening the facility can increase space for wider sidewalks, formalizing access to the LA River, and improving or extending these facilities beyond the I-710 project into more community areas. All of these elements help to make the pedestrian realm a better place to walk and roll.

Public Art
Public art helps to enhance the experience at any mode, and can drastically improve the atmosphere on any street, especially in an underpass. Murals in these locations can liven up the space while including community artists and adding to the local sense of community.
Freeway Ramps

Toolbox Development

Crosswalk Perpendicular to Ramp
Perpendicular crosswalks are the best for facilitating pedestrian access across freeway ramps. Currently, many of the freeway ramps on the study corridor have angled crosswalks which are not very visible to cars, or no crosswalks marked at all.

Tight Curb Radius
A tighter curb radius for cars turning onto and off of the freeway will keep vehicles at slower speeds when on arterial roadways, making the crossing points with pedestrians and people on bikes safer for all modes involved.

Pedestrian Hybrid Beacons (PHBs) and Rapid Rectangular Flashing Beacons (RRFBs)
Lighted beacons of multiple types can help users of all modes be more aware of points of potential conflict in the roadway when a signal is not an option. Pedestrian Hybrid Beacons (PHBs) include two red lights and one yellow light on a raised arm, and are meant for busier or higher speed roadway crossing points. Rapid Rectangular Flashing Beacons (RRFBs) are yellow lights that supplement pedestrian crossing signs, and are used at slower speed crossings.

Landscaped Buffer
The inclusion of foliage adjacent to freeway ramps helps to separate pedestrians from vehicles near locations of potential conflict. These buffers can also make a place more pleasant to walk around and drive through.

Advanced Yield Limit Line of 20’ to 30’
Yield limit lines that are at least 20 feet back from a crossing point help to increase driver visibility of pedestrians and people on bikes. They also give a driver more room if they have trouble slowing down before a stop.

T-Configuration
Freeway ramps that are perpendicular to the roadway they connect to are safer for pedestrians and drivers, much like crosswalks that are perpendicular to ramps. The T-configuration forces drivers to slow down and check their surroundings, improving safety at points of conflict.

Signalization
At freeway ramp locations with particularly high speeds, volume, or number of lanes, signalization may be a way to organize all modes and make travel through the intersection safer. Signals will require a warrant, needing to meet certain standards of existing conditions before being installed.

Most of the study corridors in the I-710 Livability Initiative cross a freeway, creating locations where pedestrian needs and vehicle speeds are often at odds. These treatments can help people using all modes better navigate these conflict areas.

Crosswalks and ramps should be perpendicular to the roadway when possible. Source: ITE.
**DIVERGING DIAMOND INTERCHANGES (DDIS)**

**Redesigning Traffic Flow on Bridges**
A DDI configuration involves redesigning the connection point between a roadway and a freeway, removing traditional signals at either end of the connecting bridge and replacing them with two X-shaped intersections. This facilitates a temporary switching of lanes and allows for half as many conflict points.

**Relocating Sidewalks**
When reconfiguring the travel lanes in a DDI formation, sidewalks will need to be relocated in the I-710 bridge crossing as well as the connection points to the arterial sidewalk.

**Enhanced Median Where Pedestrians Cross Bridge**
With pedestrians in the center of a roadway in the DDI configuration, the median will provide access for pedestrians crossing the bridge. This new location would be greatly enhanced with trees for shade, as well as pedestrian level lighting and other foliage.
Toolbox Development

PUBLIC ART

Public art can serve many purposes, from community engagement in the creation or artist decision process, to enhancement of walkways and public spaces. Art can help showcase neighborhood assets, history, and pride, while making the area more aesthetically pleasing.
**ADA Compliance**

In accordance with the American with Disabilities Act of 1990, sidewalks must meet minimum width with no obstructions like light poles, minimum walk times at intersections should be provided, and directional curb ramps and detectable warning surfaces should be installed at all intersections along the study corridors.

**Wayfinding**

Many of the corridors crossing I-710 lack signage of important destinations in the area and how to get there. Wayfinding not only guides people to their destinations in their mode of choice, but in many cases also helps to establish a sense of neighborhood or community character.

**Landscaping and Active Frontages**

There are several vacant plots along some of the I-710 corridors. As these plots are developed, or as existing plots are redeveloped, landscaping and active frontages should be considered as a Complete Streets strategy to improve the experience of walking or bicycling along the corridor.

**Underground Utilities**

Most corridors along I-710 have overhead power lines, which if put underground would help improve the aesthetic quality of the place.

**Buffered/Protected Bike Lanes Over I-710**

Per Caltrans, a Class I bike facility is a bike path. It has exclusive right of way for bicyclists and pedestrians away from the vehicular roadway, and minimized crossflows with different modes. A Class II bike facility is a bike lane established along the street and is defined by pavement striping and signage to delineate a portion of the roadway dedicated for bicycle travel. The bike lane can also be buffered to provide a greater separation from adjacent traffic. A Class III bicycle facility is a bike route which designates a preferred route for bicyclists on streets shared with motor traffic and is not designated as a separate facility. A Class IV bike facility is a separated bikeway, often referred to as a protected bike lane that is physically separated from motor traffic with a vertical feature.

When a bicycle facility is proposed along a corridor, consider a protected/buffered bike lane rather than an unprotected bike lane or a bike route. The former are not only safer options but provide a more comfortable bicycle riding experience.
CHAPTER 6

Corridor-Specific Analysis
This chapter is the culmination of existing conditions analysis, data review, corridor observations, and stakeholder engagement with a focus on the challenges, opportunities, constraints, and potential improvements on each study corridor. These project ideas are developed based on a variety of sources and with the intent of improving the streetscape and experience for all roadway users.

As can be seen with many of the recommendations, there is an emphasis on crossing enhancements and improving conditions for people who walk through intersections. Most jurisdictions identified parallel corridors to the study corridors as the streets most appropriate for bicycle treatments and bicycle facilities are proposed on a handful of corridors. Improvements for people who drive include street repairs, protected left-turns, signal upgrades, freeway ramp enhancements, and other options such as improved lighting and signage to help direct vehicles to the desired freeway ramps. Finally, the plan identifies opportunities for enhancing sidewalks and transit stops which will benefit people who are walking to school or riding the bus or the Blue Line, which has several stations in the study area.

The conceptual plans are based on the I-710 modernization plan Alternative 5C in that they reflect bridge and freeway improvements that are planned as part of that effort, with additional measures to address multimodal conditions developed for this project. These conceptual plans do not compel the jurisdictions to implement these exact projects, rather they serve as a basis for Cities to develop improvement projects that they can then pursue resources to fund and implement through a variety of funding sources described in Chapter 7. Furthermore, through review of adopted City plans and discussion with City staff, the project team has worked to develop project ideas that do not conflict with planned City projects. Additional design and community engagement would be an important next step as Cities move forward with corridor enhancements.

For each corridor the chapter is organized as follows:

> Photographs and discussions of observed conditions and activity
> Review of constraints and opportunities
> Inventory of corridor features such as existing bicycle facilities, transit service, daily traffic volumes, Calenviroscreen score, collisions, points of interest, and stop level transit ridership

> Corridor concept plans showing improvement ideas with plan views and cross-sections

Observations and concept plans can stand alone for each corridor and serve as a resource for stakeholders to continue identifying strategies for enhancing livability in their communities.

These recommendations, which provide cities with a clear way to present improvements in grant applications or to decision-makers, are displayed in three graphics for each corridor (see the typical page layout below):

Typical Page Layouts:

1. A plan view of a one-mile stretch of the corridor with suggested urban design, landscape, mobility, and intersection improvements marked with icons. For more information on each improvement type, see Chapter 5.

2. A plan view of an enlarged area of the corridor (marked on graphic 1) which shows improvements in more detail. This detail area was chosen because it is representative of current conditions along the whole corridor.

3. A cross-section at a specific place along the corridor (marked on graphic 2) showing how pedestrians, bicyclists, and cars will move on the street once improvements are made. Suggested corridor changes are marked with improvement icons.
3rd Street

Complete Streets and Active Transportation Plan Grant

3rd Street is an east-west roadway. Within the study area it spans from Atlantic Boulevard to Indiana Street. This extent of the corridor is located within East Los Angeles which is a part of Unincorporated Los Angeles County. The conditions vary along the corridor, particularly east and west of I-710. West of I-710, cemeteries line both sides of 3rd Street, which are not active uses and result in walls and open space as a defining feature of this segment. East of I-710, 3rd Street has a unique character, relative to other corridors in the project area, with three Gold Line transit stops located within the study area of the corridor. A mix of land uses such as commercial businesses, restaurants, hospitals, civic centers, schools, and parks generate high levels of transit ridership and pedestrian activity. This segment also features many pedestrian-oriented infrastructure treatments like colored crosswalks, and bicycle facilities such as bike lockers. A Class II bicycle lane that uses excess right-of-way and parking along the corridor with no change to the number of travel lanes is proposed.

Constraints

> The Gold Line right-of-way acts as a barrier across the corridor and prevents pedestrians and vehicles from crossing 3rd Street at every cross street.

> The Gold Line right-of-way, cemeteries, and buildings built up to the sidewalk limit the potential to widen the street to add bicycle facilities.

The limited right-of-way might also prevent some of the railroad-crossing pedestrian gates from being installed in addition to affecting any proposed bicycle facilities.

Observations

> East-west corridor that crosses the I-710 freeway; there are three ramps to access the I-710 freeway from this corridor.

> The Metro Gold Line runs along the center of the corridor and on either side there is generally one lane of travel. There is available right-of-way with hatched striping, except around intersections where a left-turn lane is provided. About half of the corridor provides on-street parking, while the remainder does not.

> West of I-710, the land use around the corridor includes single-family residential, religious, and some retail. East of I-710, there is a cluster of government and institutional land uses, including the East Los Angeles Civic Center, East Los Angeles Courthouse, Library, several education centers, and the Edward R. Roybal Comprehensive Health Center.

> There are three Metro Gold Line stations along the corridor: Maravilla, East LA Civic Center, and Atlantic Stations, all east of the I-170. The Gold Line stations generally run the length of one block and are colorful, aesthetically pleasing, and add visual interest to the corridor.

> The crosswalks surrounding Gold Line stations are stamped and colored to look like brick crosswalks, which increases the crosswalk visibility where rail passengers must cross to access the stations.

> There are Metro bicycle lockers at the Atlantic Gold Line station and there are no existing or proposed bike lanes on the corridor.

> Adjacent to the East Los Angeles Civic Center there is a bus transit center, the Donicco Morales Transit Plaza, behind which there is a high quality public park, Belvedere Park Lake. Both of these facilities result in a concentration of pedestrian activity in this area.

> Between SR-60 and I-710, the Gold Line rises slightly above street level and the Calvary Cemetery is separated from the street by a tall concrete barrier. The cemetery initially provides a pleasant green space but as the barrier rises it creates an uncomfortable environment where pedestrians and vehicles are traveling between two tall concrete barriers.

Opportunities

> At all three stations, there is an opportunity to improve pedestrian safety by adding railroad-crossing gates to prevent pedestrians from crossing when train is passing.

> Near Atlantic station, there is an opportunity to densify existing multi-family residential land uses and create transit-oriented-development (TOD).

> Add bicycle facilities in the excess right-of-way, particularly around the Atlantic Gold Line station where there are Metro bicycle lockers.

> Add public art on concrete walls that separate cemeteries from the sidewalk and on concrete barriers where the Gold Line rises above street level.

> Add curb extensions at Rowan Avenue to reduce track crossing time for pedestrians, and add high visibility crosswalks.

> Add street trees where there are gaps in tree shade canopy.

> Add curb extensions on the southeast and northwest corners of the intersections of 3rd Street with McDonnel Avenue, Ford Boulevard, and Mednik Avenue to decrease crossing time for pedestrians.

> Continue decorative lights along full route.

> Remove free right-turn lane from Pomona Boulevard north and south onto Atlantic Boulevard. Replace painted median on Pomona Boulevard (east of intersection) with median.

> Some treatments are optional in order to accomplish the goals set forth, and may require additional studies of feasibility.

> 3rd Street would benefit from traffic signal controller upgrades. It will help the operation of the Gold Line, which in turns help motorists, transit riders, cyclists, and pedestrians.
### 3rd Street

#### Complete Streets and Active Transportation Plan Grant

**Corridor Features**
- **BIKE ROUTES**: No
- **TSSP CORRIDOR**: No
- **DAILY TRAFFIC VOLUMES**: 14,000

**Transit Routes**
- **Metro 256**

**Transit Ridership**
- 9,200

**CalenviroSCREEN (1 mile radius)**
- 20 out of 22 census tracts are in the top 25% of disadvantaged communities.

**Planned Improvements**
- None

**Map Elements**
- **Corridors & Borders**
- **Transit Ridership**
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200

**Points of Interest**
- Arts/Recreation
- Health Services
- School
- College/University

**Collisions**
- Bicycle
- Pedestrian
- Train
- Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

3rd Street

URBAN DESIGN IMPROVEMENTS
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

LANDSCAPE IMPROVEMENTS
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

MOBILITY IMPROVEMENTS
- Proposed Roadway
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet
- Bicycle Facility
- Existing (E) / Proposed (P)
- New/Expanded Sidewalk
- Curb Extension
- High Visibility Crosswalk

INTERSECTION IMPROVEMENTS
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

Existing Bus Stop (Typical)
Metro Gold Line
Existing Gold Line Stop (Typical)
Maravilla Station
East LA Civic Center Station

East L.A.
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Whittier Boulevard
Complete Streets and Active Transportation Plan Grant

Whittier Boulevard is an east-west roadway. Within the study area it spans from Hillview Avenue to Alma Avenue. This extent of the corridor is located within East Los Angeles, which is a part of Unincorporated Los Angeles County. The conditions vary along the corridor, particularly east and west of I-710. West of I-710, cemeteries line both sides of the corridor, which are not active uses and result in walls and open space as a defining feature of this segment. East of I-710, Whittier Boulevard is primarily composed of commercial frontages that offer a variety of services and destinations. This segment of Whittier Boulevard has a unique character, relative to other corridors with commercial uses, which include a “Main Street” feel, high levels of pedestrian and transit activity, highly utilized on-street parking, and many pedestrian-oriented features such as uncontrolled crossings, and colored and patterned crosswalks. Improvements on Whittier Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section.

There are planned improvements on Whittier Boulevard as part of the East Los Angeles Community Roadway Improvement Plan, Whittier Boulevard Transit Signal Priority Plan, Whittier Boulevard Landscaping and BRT plan, and East Los Angeles Wellness Hub and Calvary Walking Path Plan that include: improvements to the parkway, sidewalks, curb ramps, traffic signals, and roadway surface. Additionally this corridor is within the East Los Angeles Community Plan that sets forth specific policies to guide future development and improvements along the corridor.

Observations

> East-west corridor that crosses the I-710 freeway; there are no ramps to access the freeway on this corridor.
> There are two lanes of travel provided in each direction with no center median east of I-710 and a median left-turn lane west of I-710.
> Throughout the corridor, the land use is generally commercial, with the establishments east of I-710 generating more on-street activity.
> There are curb extensions at several intersections west of I-710, shortening the distance for pedestrians to cross Whittier Boulevard.
> East of I-710, the low commercial buildings fronting the sidewalks make the street feel cozy and human scale. Some businesses occupy historic theaters and retail buildings, creating a colorful and lively environment on the street.
> Commercial activity spills out of the buildings on the corridor in the form of food trucks, and formal and informal vending on the sidewalk.
> East of I-710 there is a large volume of pedestrians patronizing shops, waiting for buses, and walking along the corridor.
> There are a few unsignalized crossings across Whittier Boulevard, at cross streets such as La Vera Avenue.
> Between McDonnell Avenue and Arizona Street there is a large gateway sign over the street that says "Whittier Boulevard" that provides a sense of place and formalizes the corridor as a destination.
> Immediately west of I-710, there are cemeteries on both sides of Whittier Boulevard separated from the sidewalk by tall walls that isolate the pedestrian from the green space behind.
> Immediately west of I-710, there are cemeteries on both sides of Whittier Boulevard separated from the sidewalk by tall walls that isolate the pedestrian from the green space behind.
> At Alma Avenue, Salazar Park is located on the south side of the street, which is easily accessible from the sidewalk and contains a pool, tennis courts, and baseball fields.
> There are no existing bicycle facilities, but there are proposed Class II and Class III facilities.

Opportunities

> Enhance the unsignalized crossings along the corridor with curb extensions to improve pedestrian safety at Burger Ave, Duncan Ave, McDonnell Ave, and Fraser Ave. Some unsignalized crossings may be good candidates for enhanced improvements such as RRFBs as well, if warranted.
> Lower the cemetery wall, add more entrances for pedestrians, allow murals on the wall, or replace the wall with a fence so that pedestrians can experience and enjoy green space as they pass through the corridor.
> Large volume of pedestrians and bus riders along the corridor; many people who would benefit from active transportation improvements.

Constraints

> Cemeteries and buildings built up to the sidewalk limit the potential to widen the right-of-way to add bicycle facilities or wider sidewalks.
> Robust business community along the corridor may be resistant to change as their businesses seem to be successful in the existing environment.
> Multiple intersections do not have left-turn lanes, which may increase congestion for transit users. However, installing left-turn lanes could result in a decrease in parking. This would be a good area to consider off-street parking facilities.
Whittier Boulevard

Complete Streets and Active Transportation Plan Grant

**Corridor Features**

- **BIKE ROUTES**
  - None

- **TSSP CORRIDOR**
  - Yes

- **DAILY TRAFFIC VOLUMES**
  - 30,000

**Planned Improvements**

- **TRANSIT ROUTES**
  - Metro 720, 18

- **TRANSIT RIDERSHIP**
  - 13,300

**CalcVIROSCREEN (1 MILE RADIUS)**

- 19 out of 19 census tracts are in the top 25% of disadvantaged communities.

**Map Elements**

- **CORRIDORS & BORDERS**
  - TSSP Corridor
  - City Boundary
  - Bus Route
  - Existing Bike Facility
  - Planned Bike Facility

- **TRANSIT RIDERSHIP**
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200

- **POINTS OF INTEREST**
  - Arts/Recreation
  - Health Services
  - School
  - College/University

- **COLLISIONS**
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle

19 of 19 census tracts are in the top 25% of disadvantaged communities.
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Olympic Boulevard is an east-west roadway. Within the study area it spans from Goodrich Boulevard to Alma Avenue. This extent of the corridor is located within East Los Angeles which is a part of Unincorporated Los Angeles County. The corridor conditions are similar throughout the study area where Olympic Boulevard is an arterial with four lanes. Land uses vary with a mixture of commercial and industrial uses and parking lots fronting the corridor. As a result, the corridor reflects a suburban orientation with a primary emphasis on auto travel. Active land uses such as the Los Angeles Community Hospital, schools, restaurants, and shopping centers generate pedestrian and transit activity along Olympic Boulevard, promoting a need for pedestrian oriented features like high visibility crosswalks and enhanced transit stops. A Class II bicycle lane that uses excess right-of-way and parking along the corridor with no change to the number of travel lanes is proposed. An alternative improvement plan without a bicycle facility is also proposed based on community input. For this alternative, improvements on Olympic Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section.

There are planned improvements on Olympic Boulevard as part of the East Los Angeles Community Roadway Improvement and Olympic Boulevard Traffic Signal Synchronization Program that include: parkway improvements, sidewalks, curb ramps, traffic signals, and roadway surface. Additionally this corridor is within the East Los Angeles Community Plan that sets forth specific policies to guide future development and improvements along the corridor.

Observations

- East-west corridor that crosses the I-710 and the I-5 freeways; there are two ramps to access the I-710 freeway on the corridor.
- There are two lanes of travel provided in each direction, along with a center two-way left-turn lane and on-street parking on most of the corridor, including on the I-5 overpass.
- Along the corridor the land use is generally retail and auto-oriented commercial.
- West of Herbert Avenue and east of Fetterly Avenue the commercial activity spills into the sidewalk and vendors on the sidewalk. Around Fetterly Avenue, there are also food trucks along the sidewalk.
- The sidewalks are generally wide throughout the corridor.
- Mature shade trees are present and irregularly placed throughout the corridor. These trees provide shade at some bus stops.
- In general, there is a small volume of pedestrians on the corridor; pedestrians are concentrated around bus stops and on-sidewalk vendors.
- There are no existing bicycle facilities, but Class II bicycle facilities are proposed for the corridor.
- The I-710 underpass is dark and dirty, and there is a bus stop in the underpass furnished with a bench and a trash can.
- The sidewalk and the vehicle right-of-way on the I-5 overpass are wide and the sidewalk is very dirty.
- The 45-degree angle intersection with Telegraph Road creates a large paved triangular island. The island has no landscaping and has no curb cuts even though it is a continuation of two crosswalks.
- The intersection with Telegraph Road has a large volume of traffic and may have poor air quality because of proximity to two freeways and several busy arterials.
- There are a number of vacant lots along the corridor.

Opportunities

- Improve the large asphalt triangular island at the intersection with Telegraph Road by adding landscaping and add painted crosswalk to Sunol Drive crossing.
- Add crosswalks and upgrade all curb ramps to meet current Americans with Disabilities Act standards along the corridor at all the cross streets which currently do not have crosswalks, including Clela Avenue and Sunol Drive.
- Require new development to have transparent wall openings along Olympic Blvd.
- Add curb extensions to intersections with crosswalks to reduce crossing distance, add greenery and filter water, and improve pedestrian experience.
- Install planting strips or parkway trees and other plantings in areas with little tree canopy.
- Improve the bus stops at Downey Road, including the cleanliness on the I-5 overpass and the vacant dirty area in front of a power facility on the northeast corner of the intersection.

Constraints

- Proximity to two major freeways means the corridor must accommodate a large volume of vehicular traffic.
- The width and low-clearance of the I-710 underpass limits the ability to make it brighter and more pleasant for pedestrians and bus riders.
Olympic Boulevard

Complete Streets and Active Transportation Plan Grant

**Corridor Features**

- **BIKE ROUTES**
  - No

- **TSSP CORRIDOR**
  - Yes

- **DAILY TRAFFIC VOLUMES**
  - 26,000

**Transit Routes**

- **Metro 66**

**Transit Ridership**

- 3,000

**Calenviroscreen (1 Mile Radius)**

14 out of 14 census tracts are in the top 25% of disadvantaged communities.

**Planned Improvements**

- None

**Map Elements**

- **Corridors & Borders**
  - TSSP Corridor
  - City Boundary
  - Bus Route
  - Existing Bike Facility
  - Planned Bike Facility

- **Transit Ridership**
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200

- **Points of Interest**
  - Arts/Recreation
  - Health Services
  - School
  - College/University

- **Collisions**
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

**Olympic Boulevard**

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bridge Facility
- Existing (E) / Proposed (P)
- New/Expanded Sidewalk
- Curb Extension
- High Visibility Crosswalk
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Olympic Boulevard (Alternative)

Urban Design Improvements:
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

Landscape Improvements:
- Open Space
- Street Trees
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

Mobility Improvements:
- Proposed Roadway
- Bicycle Facility
- Existing (E) and Proposed (P)
  - Class I Bike Lane
  - Class II Bike Route
  - Class IV Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements

Intersection Improvements:
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

North R.O.W.
South R.O.W.
Olympic Boulevard (Alternative)
Telegraph Road is a northeast-southwest roadway. Within the study area it spans from Hoefner Avenue to Downey Road. This extent of the corridor is located within the City of Commerce and East Los Angeles which is a part of Unincorporated Los Angeles County.

The corridor conditions are similar throughout the study area where Telegraph Road is a four lane arterial with industrial and commercial (particularly auto shops) land uses lining the northern edge and the I-5 lining the southern edge of the corridor. As a result, the corridor reflects a suburban orientation with a primary emphasis on auto travel. Bristow Park (connected by a pedestrian bridge over I-5 to Telegraph Road) and restaurants along the corridor generate pedestrian and transit activity. This activity showcases a need for pedestrian oriented features like crossings, high visibility crosswalks, and enhanced transit stops. A Class IV protected bicycle lane that uses one travel lane in each direction along the corridor between Arizona Avenue and Downey Road is proposed. An alternative improvement plan without a bicycle facility is also proposed based on community input.

For this alternative, improvements on Telegraph Road are proposed within the existing right-of-way and will not change the existing roadway cross-section.

**Observations**

- Southeast-Northwest corridor that crosses the I-710 freeway; there are five ramps to access the freeway on this corridor.
- Two lanes of travel in each direction. There is on-street parking on both sides of the street west of I-710, east of I-710 there is on-street parking only on the north side of the street.
- On the north side of the street there are businesses fronting the sidewalk and on the south side of the street I-5 runs parallel to the corridor. The Citadel Outlet Mall is located on the corridor east of Hoefner Avenue.
- On the south side of the street (adjacent to I-5), the sidewalk is very narrow and non-existent on some segments. Generally a small wall and a chain-link fence, with or without a small strip of dirt on the freeway side of the fence, separates the sidewalk from the freeway.
- There are several bus stops on the south side of the street; these bus stops have no benches or shelters, are located on narrow sidewalks, and are impacted by freeway traffic. The bus stops are hard to access because of limited and faded crosswalks across Telegraph Road.
- Few pedestrians were observed on the corridor, apart from at a food truck near Olympic Boulevard.
- At Arizona Avenue, there is a pedestrian bridge over I-5 that connects to Triggs Street; while the entrance to the bridge on Triggs Street is clean and well separated from the freeway, the Telegraph Road entrance is not maintained and is separated from the freeway by a small wall and a fence.
- The I-5 underpass is separated into northbound, southbound, and ramp overpasses, so it feels brighter and cleaner than other overpasses.
- The six-legged intersection between Telegraph Road and Atlantic Boulevard contains very wide crosswalks that are intimidating to pedestrians and increases the time it takes a pedestrian to pass through the intersection. Landscaped pedestrian refuges improve the crossing experience at some legs.

**Opportunities**

- Widen the sidewalk on the south side of the street and extend it to be a continuous sidewalk throughout the corridor.
- Add a taller (7') wall on the south side of the corridor to separate pedestrians and bus riders from the I-5 traffic and/or add a row of trees to separate the freeway from Telegraph Road.
- Improve the crosswalks or add high visibility crosswalks with curb cuts at the unsignalized intersections near the bus stops on the south side of the street.
- Telegraph Road near the Citadel experiences high traffic volumes and congestion. A traffic signal or ITS improvement may be appropriate to add here.
- Add bus shelters at bus stops.

**Constraints**

- I-5 runs parallel to the corridor, which limits ability to widen the sidewalk and provide more space at bus stops.
- I-5 limits the ability to connect this corridor to facilities on the south side of I-5, including Bristow Park.
Telegraph Road

Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
Yes

DAILY TRAFFIC VOLUMES
13,000

Transit Routes

Metro 62

Transit Ridership
800

Calenviroscreen (1 Mile Radius)
15 out of 15 census tracts are in the top 25% of disadvantaged communities.

Planned Improvements

- Sidewalk improvements in Commerce

Map Elements

Corridors & Borders
- TSSP Corridor
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility

Transit Ridership
- 4,000+
- 2,000
- 800
- 400
- 200

Points of Interest
- Arts/Recreation
- Health Services
- School
- College/University

Collisions
- Bicycle
- Pedestrian
- Train
- Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
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<table>
<thead>
<tr>
<th>TELEGRAPH ROAD IMPROVEMENTS</th>
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<td><strong>URBAN DESIGN IMPROVEMENTS</strong></td>
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<td>Opportunity Site (vacant)</td>
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<tr>
<td>Transparent Frontage</td>
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<tr>
<td>Enhanced LA River Access</td>
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<tr>
<td>Bridge Improvements</td>
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**MOBILITY IMPROVEMENTS**
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
Telegram Road (Alternative)

**Urban Design Improvements**
- Opportunity Site (Excerpt)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

**Landscape Improvements**
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**Mobility Improvements**
- Proposed Roadway
- Bicycle Facility
- Existing (E) and Proposed (P)
- Class I Bike Lane
- Class II Bike Route
- Class III Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements

**Intersection Improvements**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Access Corridor (with Non-Motorized Access, Existing Midblock Crossings)
- Unsignalized Intersection Improvements Access Minor Street with Stop Sign
Washington Boulevard

Complete Streets and Active Transportation Plan Grant

Washington Boulevard is a northeast-southwest roadway. Within the study area it spans from Commerce Way to Indiana Street. This extent of the corridor is located within the City of Commerce.

The corridor conditions are similar throughout the study area where Washington Boulevard is a six lane arterial with industrial land uses east and west of I-710 and large warehouses west of I-710. As a result, the corridor reflects a primary emphasis on auto and freight travel. Restaurants and other uses at the intersection of Washington Boulevard & Atlantic Boulevard generate pedestrian activity and support high ridership at the bus stops located at that intersection (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Washington Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section. Additional improvements are planned along the corridor by the City of Commerce are streetscape improvements as per their capital improvement plan.

Observations

- East-west corridor crossing under the I-710 freeway. Connects to four ramps, providing off/on-ramps for northbound and southbound I-710.
- Industrial uses to the west of I-710 with some residential and a school to the north along the corridor, east of I-710.
- Area immediately surrounding I-710 ramps and underpass were under construction at time of observations for a project that is widening Washington Boulevard to three lanes in each direction.
- In addition to the road widening, the project included new sidewalk, crosswalks, and curb ramps.
- The new sidewalk had some light poles, generally seemed adequate for ADA, though not ideal placement in sidewalk.
- Most observed activity was vehicular, with high levels of truck activity.
- No sidewalk on north side of boulevard west of Ayers Avenue.

Opportunities

- Improve pedestrian crossing at Ayers Avenue by adding high visibility crosswalks to all legs of intersection.
- Add high visibility crosswalks to all legs of Washington Boulevard & Hepworth Avenue intersection.
- Add or widen existing sidewalks to the west of the I-710 to create a continuous pedestrian corridor.
- Further improvements to intersection conditions at freeway ramps, like stop bars and leading pedestrian intervals, when signalized.
- Consider long-term plans to clear sidewalks of light poles and utilities.
- Enhance connectivity to/from school area and across Washington Boulevard.
- Explore improvement options that help enhance comfort and safety in settings with high levels of goods movement activity.

Constraints

- High truck traffic corridor that is important to local economy.
- The roadway was recently widened/reconfigured and additional enhancements may not fit or be compatible with updated reconfiguration.
- Freeway bridge and ramps constrain improvement options immediately surrounding I-710.
Washington Boulevard
Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
Partial

DAILY TRAFFIC VOLUMES
34,000

Planned Improvements

> Multimodal intersection at Garfield Avenue
> Widening and reconstruction
> Commerce Retail Specific Plan

Map Elements

<table>
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<tr>
<th>POINTS OF INTEREST</th>
<th>COLLISIONS</th>
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<td>Train</td>
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<tr>
<td>College/University</td>
<td>Vehicle</td>
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TRANSIT ROUTES
Commerce Transit Red, Blue

TRANSIT RIDERSHIP
900

CALENVIROSCREEN (1 MILE RADIUS)
9 out of 9 census tracts are in the top 25% of disadvantaged communities.
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Slauson Avenue

Complete Streets and Active Transportation Plan Grant

Slauson Avenue is an east-west roadway. Within the study area it spans from Boxford Avenue to Indiana Street. This extent of the corridor runs through the City of Commerce, City of Maywood, and the City of Bell. West of I-710, a mix of residential and commercial uses line the corridor. Riverfront Park, Heliotrope Avenue Elementary School, and FHCCGLA Maywood Family Medical Center all generate high pedestrian traffic. East of I-710, commercial and civic land uses with large parking lots front the corridor. As a result, this segment of the corridor reflects a suburban orientation with a primary emphasis on auto travel. Commercial activity around the intersections of Atlantic Boulevard & Slauson Avenue and Eastern Avenue & Slauson Avenue generate pedestrian activity and support high ridership at the bus stops located at that intersection.

Planned improvements to Slauson Avenue within the study area in the City of Maywood include streetscape and parking improvements along this segment of the corridor and intersection improvements to Atlantic Boulevard & Slauson Avenue.

**Observations**

- East-west corridor crossing over the I-710 freeway with four to six travel lanes. No freeway ramps to I-710 take direct access from Slauson Avenue, with nearby access at Bandini Boulevard and Florence Avenue.
- Just outside of the study area west of I-710, Slauson Avenue is planned for the Metro Rail to River project, including a shared use path between the Crenshaw Line and Blue line.
- Primarily retail, with some residential and two schools, surrounded by dense residential area west of I-710 corridor.
- Industrial and office parks to the east of the I-710. Many long, blank building facades and parking lots, and well-developed street tree and/or median/sidewalk buffer landscaping.
- Narrow sidewalk east of the I-710 sometimes blocked by utility poles or other obstructions.
- Few, if any, benches or shade structures for bus stops east of the I-710.
- Shade canopy west of I-710 inconsistent.
- Sidewalks across LA River and I-710 are narrow, leaving little buffer between pedestrians/cyclists and vehicle traffic.
- New sidewalk and streetscape near Riverfront Park immediately west of I-710; park provides direct access to the Los Angeles River Path.
- Access to river from adjacent street to the north and Riverfront Park to the south.
- Discontinuous sidewalk on south side directly to the east of the I-710 crossing.
- Crosswalks west of the I-710 corridor are faded and/or non-existent.

**Opportunities**

- Add curb extensions and high visibility crosswalks at intersections west of the I-710 corridor where feasible to shorten pedestrian crossing distance, add greenery, and reduce vehicle speeds. Prioritize intersections near the schools.
- Plant trees in existing planting strips or install new planting strips in sidewalk where incomplete tree canopy and require new development to provide trees that shade sidewalk.
- Provide LA River path wayfinding on Slauson Avenue.
- Add benches and shade structures for bus stops east of the I-710.
- Add high visibility crosswalks to intersection of Atlantic Boulevard & Slauson Avenue. Add stormwater planter to southeast leg of intersection (in front of McDonald’s) with street trees.
- Several significant land uses in the area include County Services, Riverfront Park, and schools.
- Connection to LA River could be cleaned up and improved.
- Consider bicycle and pedestrian circulation enhancements through I-710 bridge widening such as wider sidewalks, enhanced buffer from traffic, and improved access to Los Angeles River Path.

**Constraints**

- Bridge width constrains cross-section.
- Selection of nearby parallel corridors for Rail to River project may limit perceived need of active transportation facility corridor on Slauson Avenue.
Slauson Avenue

Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
Yes

DAILY TRAFFIC VOLUMES
28,000

Planned Improvements

> Sidewalk Improvements in Commerce

Map Elements

TRANSIT ROUTES
Metro 108/358, 611

TRANSIT RIDERSHIP
5,600

CALENIROSCREEN (1 MILE RADIUS)
14 out of 14 census tracts are in the top 25% of disadvantaged communities.
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bicycle Facility
- Existing (E) / Proposed (P)
- New/Expanded Sidewalk
- Curb Extension
- High Visibility Crosswalk
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks or Existing Midblock Crossings)
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

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11.26.2018
**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape/ Planting Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bicycle Facility
- Existing (E) and Proposed (P) Class II Bike Lane
- Class II Bike Route
- Class IV Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with New/Expanded Sidewalk) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

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**Slauson Avenue**
Gage Avenue

Complete Streets and Active Transportation Plan Grant

Gage Avenue is an east-west roadway. Within the study area it spans from Darwell Avenue to King Avenue. This extent of the corridor runs through the City of Bell Gardens and the City of Bell.

The corridor conditions are similar through the study area where Gage Avenue is an arterial with four lanes throughout the study area. A mix of residential, school, and commercial land uses line both sides of the corridor east and west of I-710 and generate pedestrian activity throughout the corridor. West of I-710, commercial land uses at the intersection of Atlantic Avenue & Gage Avenue contribute to pedestrian activity and support high ridership at the bus stops located at that intersection (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Gage Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Planned improvements to Gage Avenue in the City of Bell include curb extensions, streetscape improvements, wayfinding, and bus stop enhancements. Planned improvements to Gage Avenue in the City of Bell Gardens include improvements to the I-710 freeway overpass.

Observations

- East-west corridor that crosses the I-710 freeway; there are no ramps to access the freeway from this corridor. It has two LA River access points. The access point on the south side of the street appear newer and has an attractive gate, while the access point on the north side appears older and is defined by a chain-link face.
- There are two lanes of travel in each direction; on the western half of the corridor there is on-street parking and a median two-way left-turn lane.
- West of I-710 the land use is commercial and institutional, between Eastern Avenue and I-710 land use is auto-oriented commercial, and east of Eastern Avenue the land use is a mix of residential and neighborhood retail.
- There are no bike facilities to provide connection to the LA River path, and Class II and Class III bicycle facilities are planned on the corridor.
- On-street and on-sidewalk cyclists were observed at Eastern Avenue, where there are several bus stops and commercial facilities.
- The sidewalk on the I-710 overpass is very narrow and the vehicular traffic is heavy, making it a loud and uncomfortable experience to traverse. Furthermore, the dead space between the LA River and I-710 is very dirty and unpleasant.
- In the commercial residential area, east of Eastern Avenue, frequent large trees on both public and private property enhance the aesthetics of the corridor.
- Gage Avenue and Eastern Avenue are signed as truck routes and connect to the large industrial area on Slauson Avenue.
- Street trees recently added to the north side of the sidewalk west of I-710.
- The crosswalks surrounding Cesar Chavez Elementary School are high visibility crosswalks.

Opportunities

- Widen the sidewalk on the I-710 overpass so that pedestrians may walk further away from heavy vehicular traffic on the corridor.
- Improve crosswalks near the several private and public schools and Veterans Memorial Park along the corridor by adding curb extensions where appropriate to reduce crossing distance.
- Install additional planting strips, plantings, and trees along corridor to provide shade along wide sidewalks.
- Add bicycle facilities to provide safe and comfortable access for cyclists to the LA River path.

Constraints

- Since the corridor is near a large industrial area and it intersects a truck route there may be resistance to narrowing the vehicle right-of-way for active transportation improvements, because the corridor must accommodate some truck traffic.
- The width of the I-710 overpass prevents widening the sidewalk without major infrastructure investment.
Gage Avenue

Complete Streets and Active Transportation Plan Grant

**Corridor Features**

**BIKE ROUTES**
- No

**TSSP CORRIDOR**
- Yes

**DAILY TRAFFIC VOLUMES**
- 22,000

**TRANSIT ROUTES**
- Metro 110

**TRANSIT RIDERSHIP**
- 1,700

**CALENVIROSCREEN (1 MILE RADIUS)**
- 16 out of 16 census tracts are in the top 25% of disadvantaged communities.

**Planned Improvements**

> Intersection improvements at Gage street and Walker street

> Resurfacing and restriping Gage street from Wilcox Avenue to Chanslor Avenue

**Map Elements**

- **CORRIDORS & BORDERS**
  - TSSP Corridor
  - City Boundary
  - Bus Route
  - Existing Bike Facility
  - Planned Bike Facility

- **TRANSIT RIDERSHIP**
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200

- **POINTS OF INTEREST**
  - Arts/Recreation
  - Health Services
  - School
  - College/University

- **COLLISIONS**
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle

16 16

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Florence Avenue

Complete Streets and Active Transportation Plan Grant

Florence Avenue is an east-west roadway. Within the study area it spans from Granger Avenue to King Avenue. This extent of the corridor runs through the City of Bell Gardens and the City of Bell.

The corridor conditions are similar through the study area where Florence Avenue is an arterial with four lanes throughout the study area. A mix of residential and commercial land uses front the corridor east and west of the I-710 and generate pedestrian activity. Active uses, like Bell Gardens Intermediate School and the Ellen Ochoa Learning Center, coupled with commercial land uses at the intersections of Atlantic Avenue & Florence Avenue and Eastern Avenue & Florence Avenue, generate pedestrian activity and support high ridership at the bus stops located at those intersections (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Florence Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Planned improvements to Florence Avenue in the City of Bell include curb extensions, streetscape improvements, wayfinding, and bus stop enhancements. Additionally, there is a planned West Santa Ana Branch Transit Corridor Station on Florence Boulevard between California Avenue and Bear Avenue, which will bring an influx of pedestrian and transit activity to the corridor. This makes first-mile and last-mile transit improvements an important consideration for planning improvements to the corridor. One example of potential enhancements that could improve multi-modal connectivity to the station and the Florence corridor is the redesign of the nearby rail right-of-way to a Class I bike path.

Planned improvements to Florence Avenue in the City of Bell Gardens include improvements to the Eastern Avenue & Florence Avenue intersection.

### Observations

> East-west corridor crossing over the I-710 freeway, provides four to six travel lanes.
> Connects to four on-ramps and four off-ramps, providing access for northbound and southbound travel to and from I-710.
> Mix of residential and retail uses on west side of I-710. Florence Avenue on the east side of the I-710 is mostly commercial in character.
> 4 lanes with parking to the west side over the I-710 bridge; 4-6 lanes with peak period parking restrictions to east.
> Tree canopy inconsistent on west side of I-710.
> Narrow sidewalk and light poles make walking over the I-710 uncomfortable.
> Significant visual and noise impacts to people walking and biking on the corridor, particularly on the bridge which is narrower and reduces the lane width and sidewalk width, thereby reducing the space between traveling cars and people on the sidewalk.
> Access to the Los Angeles River Path is available northbound and southbound and there are substantial amounts of trash and debris at Los Angeles River Path entrances.
> Crossing at ramps is a challenge due to high speeds, visibility, and volumes, could be enhanced with beacon or “teeing” up the ramp intersections.
> Pole location is a challenge in some locations due to partial obstructions in sidewalk area.
> Two schools and retail in close proximity of I-710 (within ~2,000 feet).

### Opportunities

> Encourage painting of walls that separate residences from sidewalk on north side of Atlantic Avenue west of Mayflower Avenue.
> Add curb extensions and high visibility crosswalks to intersections west of the I-710 where feasible, prioritizing crossings near the Ellen Ochoa Learning Center.
> Add pedestrian crossing to Florence Place & Toler Avenue.
> Add high visibility crosswalks to all intersections east of the I-710.
> Make on- and off-ramps to I-710 ninety-degree turns.
> Vacant lots present opportunities for enhancements to public right-of-way, such as landscaping and active ground floors, through redevelopment.

### Constraints

> Four lanes with narrow bridge over Los Angeles River and I-710.
> High levels of multimodal activity and demand for vehicular capacity during peak hours.
Florence Avenue
Complete Streets and Active Transportation Plan Grant

Planned Improvements
> Resurfacing of street in Bell
> Rehabilitation of Florence Avenue bridge over Rio Hondo river in Downey
> Cudahy Safe Routes to School Plan

Map Elements
- TSSP Corridor
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility
- Arts/Recreation
- Health Services
- School
- College/University
- Bicycle
- Pedestrian
- Train
- Vehicle

Corridor Features
BIKE ROUTES
No

TSSP CORRIDOR
Yes

DAILY TRAFFIC VOLUMES
32,000

Transit Routes
Metro 111

Transit Ridership
4,500

Calenviroscreen (1 mile radius)
20 out of 20 census tracts are in the top 25% of disadvantaged communities.
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Clara Street

Complete Streets and Active Transportation Plan Grant

Clara Street is an east-west roadway. Within the study area it spans from Kress Avenue to Atlantic Avenue. This extent of the corridor runs through the City of Bell and the City of Bell Gardens.

The corridor conditions are similar throughout the study area where Clara Street is a secondary arterial with two lanes. Clara Street is predominantly residential with commercial land uses on both sides of the corridor east and west of the I-710. Elizabeth Learning Center, west of I-710, generates pedestrian activity along the corridor. Improvements on Clara Street are proposed within the existing right-of-way and will not change the existing roadway cross-section.

In addition to spot improvements on Clara Street to make the corridor more pedestrian friendly, the City of Bell Gardens is exploring options to connect Ford Park with a bike facility as a part of the City’s strategy for developing an active transportation network and should be considered as an alternative for improvements in addition to Clara Street.

Observations

- East-west corridor that crosses the I-710 freeway. It has one LA river access point.
- Two lane road with parking on both sides. A center median or center turn lane is present west of the I-710.
- Land uses west of the I-710 freeway are mostly residential and some retail and land-uses east of the I-710 freeway are a mix of industrial, retail, and residential.
- Truck route sign present at the intersection of Clara Street and Garfield Avenue and very few trucks observed along the corridor.
- Sidewalks are present along both sides of the road with poles blocking movement on sidewalk in some strips along the corridor.
- No crosswalks present from River Road & Clara Street to Eastern Avenue & Clara Street to reach the LA River access point from across the road. Pedestrian observed running midblock to cross to the other side of the road.
- Narrow sidewalks present in the LA River access point cross section creating uncomfortable conditions for walking and bicycling.
- Bus stops along the corridor had benches and no shade.
- A school and park located opposite each other were observed along the corridor. They have a newer crosswalk, a center median at crosswalk, and a speed bump as a traffic calming measure. Pedestrians were observed using the crosswalk and the center median.
- Clara Street intersects an Southern California Edison (SCE) utility corridor.
- Street tree canopy coverage on east side of the I-710 is inconsistent, but utility poles restrict height of foliage.

Constraints

- The corridor is narrow with only two travel lanes and road width may not be sufficient to add a bicycle lane.
- Minimum right-of-way must be met on the I-710 freeway pass in order to widen sidewalks.
- Improving the LA River access point due to bridge width constraint.

Opportunities

- Add curb extensions to intersections where feasible, prioritizing larger intersections (e.g., Eastern Avenue & Clara Street).
- Mid-block crossings of Clara Street in front of school.
- Add shade structures to bus stops.
- Add a pedestrian crossing with high visibility crosswalks and curb extensions across Clara Street between Garfield and Emil Avenue in order to decrease distance between crossings, and between Garfield Avenue and Jaboneria Road.
- Widen sidewalks or provide protected sidewalks at the LA River access points on the I-710 freeway pass.
- Provide crosswalks and other pedestrian safety infrastructure at the LA River access points.
- Put a railing along the sidewalk over the bridge as a buffer for pedestrians.
- Provide active transportation facilities like a bicycle lane or a bicycle route since it has lower vehicle volumes and vehicle speeds by converting parking on one side. Currently, there are no existing or proposed bicycle facilities along this corridor.
- Since the street is classified as a truck route but few trucks were observed, there may be willingness by the city to re-designate the route and make complete street or active transportation improvements along the corridor.
Clara Street
Complete Streets and Active Transportation Plan Grant

**Corridor Features**

| BIKE ROUTES | No |
| TSSP CORRIDOR | No |
| DAILY TRAFFIC VOLUMES | No data |

**Transit Routes**

| TRANSIT ROUTES | N/A |
| TRANSIT RIDERSHIP | 400 |

**Calenviroscreen (1 mile radius)**

19 out of 19 census tracts are in the top 25% of disadvantaged communities.

**Planned Improvements**

> None

**Map Elements**

- **Corridors & Borders**
  - TSSP Corridor
  - City Boundary
  - Bus Route
  - Existing Bike Facility
  - Planned Bike Facility

- **Transit Ridership**
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200

- **Points of Interest**
  - Arts/Recreation
  - Health Services
  - School
  - College/University

- **Collisions**
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Firestone Boulevard is an east-west roadway. Within the study area it spans from Arnette Street to Annetta Street. This extent of the corridor runs through the City of South Gate and the City of Downey.

The corridor conditions are similar throughout the study area where Firestone Boulevard is an arterial with six lanes. Land uses vary with a mixture of commercial and industrial land uses and large parking lots fronting the corridor (particularly east of I-710). As a result the corridor reflects a suburban orientation with a primary emphasis on auto travel. Active land uses such as the Azalea Regional Shopping Center and the El Paseo Shopping Center front the street with parking and are located at intersections that are among the highest ridership bus stops in Los Angeles County (top 690 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Firestone Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Additionally, there is a planned West Santa Ana Branch Transit Corridor station on Firestone Boulevard between Atlantic Avenue and Rayo Avenue, which will bring an influx of pedestrian and transit activity to the corridor. This makes first-mile and last-mile transit improvements an important consideration for planning improvements to the corridor.

In addition to spot improvements to make Firestone Boulevard more pedestrian friendly, the City of South Gate is considering other important corridors like Southern Avenue, Tweedy Boulevard, Independence Avenue, and Ardimore Avenue for active transportation and Complete Streets improvements. These corridors are two or four lane roadways, which offer greater flexibility for implementing Complete Streets improvements that could help connect to key destinations within the City. These roadways are a part of the City’s strategy for developing an active transportation network and should be considered as alternatives for improvements in addition to Firestone Boulevard.

### Observations

- East-west corridor that crosses the I-710 freeway. It has six ramp access points to the I-710 and one access point to the LA River.
- Primarily a six lane road with a turn lane and peak period parking restrictions.
- Land use is mostly commercial along the corridor. However, the land use is very industrial right next to the I-710 freeway. The corridor also overlaps with the Azalea Regional Shopping center which has its own specific plan in the study area.
- The corridor has a very narrow sidewalk over the I-710 freeway pass and west of it. Additionally, street lights and other poles block the narrow sidewalk creating uncomfortable conditions for bicyclists and pedestrians.
- A crosswalk is absent on the I-710 northbound ramp east of the freeway pass.
- The intersection of Firestone Boulevard and the railroad crossing has a wide median, however it lacks crosswalks. Additionally, the sidewalk is broken along the railway tracks.
- Parts of Firestone Avenue in Downey lack trees and shade along the sidewalk.
- Currently, the non-vehicular right-of-way consists of only a sidewalk for pedestrians. There are no bicycle lanes observed along the corridor but cyclists were observed along the sidewalk. Class I and a Class II facilities have been proposed along this corridor.
- Corridor observed to serve substantial vehicle and pedestrian activity.
- Multiple bus stops with people were observed along the corridor. They did not have any shade.
- Bridge over LA River is being widened.

### Opportunities

- Improve entrances to LA River path by improving wayfinding and adding crosswalks on all four legs at Firestone Boulevard and Rayo Avenue. Provide bicycle connection between LA River and South Gate residential populations.
- Improve sidewalks and crosswalks, especially on the I-710 freeway pass.
- Add Active Transportation infrastructure like bike lanes along the corridor.
- Add crosswalks at all intersections along all legs of intersections where appropriate.
- Add shade to bus stops.
- Add crosswalks and pedestrian safety signage like yield signs at ramps.

### Constraints

- Availability of right-of-way on the I-710 freeway pass in order to widen sidewalks.
- Increased landscaping might cause visual obstruction to businesses.
Firestone Boulevard

Complete Streets and Active Transportation Plan Grant

Corridor Features

<table>
<thead>
<tr>
<th>Bike Routes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSSP Corridor</td>
<td>Partial</td>
</tr>
<tr>
<td>Daily Traffic Volumes</td>
<td>30,000</td>
</tr>
</tbody>
</table>

Transit Routes

Metro 115

Planned Improvements

- Intersection improvements at Firestone Boulevard and Rayo Avenue in South Gate
- Firestone Avenue and Atlantic Avenue intersection improvements in South Gate
- Firestone Boulevard Capacity Enhancement in South Gate
- Gateway District Specific Plan

Transit Ridership

3,400

CalenviroSCREEN (1 Mile Radius)

16 out of 17 census tracts are in the top 25% of disadvantaged communities.

Map Elements

Corridors & Borders

- TSSP Corridor
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility

Transit Ridership

- 4,000+
- 2,000
- 800
- 400
- 200

Points of Interest

- Arts/Recreation
- Health Services
- School
- College/University

Collisions

- Bicycle
- Pedestrian
- Train
- Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Firestone Boulevard

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bicycle Facility
- Class II Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet
- Curb Extension
- High Visibility Crosswalk

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Access Corridor (with Marked Crosswalk) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Access Minor Street with Stop Sign

11.26.2018
Imperial Highway

Complete Streets and Active Transportation Plan Grant

Imperial Highway is an east-west roadway. Within the study area it spans from Erickson Avenue to Frackar Avenue. This extent of the corridor is located within the City of Downey, City of Lynwood, City of South Gate, and Unincorporated Los Angeles County.

The conditions vary along Imperial Highway, and east and west of I-710. West of I-710, residential uses line the corridor between Frackar Avenue and Atlantic Avenue and commercial uses line the corridor between Atlantic Avenue and I-710. Active uses such as Lynwood High School and commercial uses at the intersection of Atlantic Avenue & Imperial Highway generate high pedestrian activity along this segment. The intersection of Atlantic Avenue & Imperial Highway is among the highest ridership bus stops in Los Angeles County (top 650 of 17,000+ transit stops in Los Angeles County; Metro ATSP). East of I-710, Imperial Highway is primarily composed of industrial warehouses, commercial uses, and civic services, which generate some pedestrian activity along this segment. Additionally, Imperial Equestrian Center located next to the Los Angeles River east of I-710, generates both pedestrian and equestrian activity. Horses can occasionally be seen using the Los Angeles River path, underscoring the importance of improving the environmental conditions in this region for both humans and animals alike. Improvements on Imperial Highway are proposed within the existing right-of-way and will not change the existing roadway cross-section.

In addition to spot improvements to make Imperial Highway more pedestrian friendly, planned improvements along the corridor by the City of Lynwood include widening of the road from two lanes to three lanes. The city is also exploring options to connect Fernwood Park and Ricardo Lara Linear Park with bicycle facilities and a pedestrian/bicycle bridge over I-710 linking Hollydale Park and Martin Luther King Jr. Boulevard as a part of the City’s strategy for developing an active transportation network. Other infrastructure development opportunities sought by the city include Electric Vehicle charging stations. Complete Streets improvements of Atlantic Avenue and enhancements to Martin Luther King Jr. Boulevard near I-710.

Observations

- East-west corridor that crosses the I-710 freeway. It has seven ramp access points to the I-710 and three access points to the LA River. The LA River path crosses the river from the west side to the north to the east side to the south. Cyclists and pedestrians must cross the bridge over the River, which has a narrow sidewalk, to continue on the path.
- The corridor has four to six lanes with a center turn lane or median. Parking is present on both sides of the corridor west of the I-710.
- Land use is mostly commercial and residential along the corridor west of the I-710 and mostly industrial next to the I-710 and immediately east of it.
- The corridor has a very narrow sidewalk over the I-710 freeway pass and east of it. Additionally street lights and other poles block the narrow sidewalk.
- There are very few trees and little shade across the corridor east of the I-710 freeway. West of the freeway there are larger, more mature trees.
- Cyclists and pedestrians were observed on the sidewalk. Lesser pedestrian activity was observed along the industrial area of the corridor.
- The intersection of Imperial Highway and the railroad crossing has a small median, however it has faded crosswalks and is uneven. Additionally, the sidewalk is challenging to traverse and may need ADA upgrades.
- The section of the corridor at Lynwood High School has a median with a fence and a drop off zone. However, there are no crosswalks until the closest intersection. Pedestrians were observed crossing midblock.
- A crosswalk is absent on the I-710 northbound ramp.
- Bus stops without shade observed east of the I-710.

Constraints

- Minimum right-of-way must be met on the I-710 freeway pass in order to widen sidewalks.
- High vehicular demand on this regional East-west corridor.
Imperial Highway

Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
No

DAILY TRAFFIC VOLUMES
25,000

TRANSIT ROUTES
Metro 117, 120

TRANSIT RIDERSHIP
2,000

CALENVIROSCREEN (1 MILE RADIUS)
10 out of 11 census tracts are in the top 25% of disadvantaged communities.

Planned Improvements

> Imperial Highway median widening in South Gate
> Street improvements in South Gate
> Ranchos Los Amigos Specific Plan

Map Elements

CORRIDORS & BORDERS
- TSSP Corridor
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility

TRANSIT RIDERSHIP
- 4,000+
- 2,000
- 800
- 400
- 200

POINTS OF INTEREST
- Arts/Recreation
- Health Services
- School
- College/University

COLLISIONS
- Bicycle
- Pedestrian
- Train
- Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
City of South Gate: One Step Closer to the LA River

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bicycle Facility
- Existing (E) and Proposed (P)
- Class II Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond
- Interchange Improvements
- Formalized LA River Access
- Road Diet
- Curb Extension
- High Visibility Crosswalk

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (off Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

**LA River/Rio Hondo Confluence Connection with potential regional projects**

11.26.2018
Rosecrans Avenue

Complete Streets and Active Transportation Plan Grant

Rosecrans Avenue is an east-west roadway. Within the study area it spans from McClure Avenue to Bradfield Avenue. This extent of the corridor is located within the City of Compton, City of Paramount, and Unincorporated Los Angeles County.

The conditions vary along Rosecrans Avenue, and east and west of I-710. West of I-710, predominantly residential uses with a mix of commercial uses line the corridor. Active uses such as the Whaley Middle School and commercial uses at the intersection of Atlantic Avenue & Rosecrans Avenue generate high pedestrian activity along this segment. The intersection of Atlantic Avenue & Rosecrans Avenue is among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). East of I-710, Rosecrans Avenue is primarily composed of commercial uses with large parking lots fronting the corridor. As a result, this segment of the corridor reflects a suburban orientation with a primary emphasis on auto travel. Spane Park and Howard Tanner Elementary School generate pedestrian activity along this segment of the corridor.

Improvements on Rosecrans Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section. In addition to spot improvements to make Rosecrans Avenue more pedestrian friendly, the City of Paramount has planned grant-funded bridge widening from two lanes to three lanes over the Los Angeles River.

Observations

- Multiple uses dot the corridor, including residential, commercial, and faith-based.
- Medians are wide and landscaped with large trees.
- Roadway is generally in good condition.
- Entrance to LA River.

Opportunities

- Repave roadway west of I-710 and refresh pavement markings, including enhanced crosswalks. Add curb extensions at Gibson Avenue and East Rosecrans Avenue to improve crossing next to Whaley Middle School.
- Add curb extensions at intersections with pedestrian crossings as appropriate to decrease crossing distance and increase greenery.
- Clean up trash and graffiti at bus stops west of I-710.
- Enforce or implement new parking restrictions west of Atlantic Avenue to prevent long-term parking of neglected vehicles.
- Prune tree branches and overgrown landscaping obstructing the sidewalk, especially near bus stops.
- Improve crossings at the I-710 freeway ramps, including enhanced crosswalks.
- Clean up the LA River access points.
- Utility corridor provides additional opportunity for connection to Steam Engine and Salud Parks in Paramount.
- Provide shade at bus stops east of the LA River.
- Replace dead plants in Compton medians with drought resistant, low-maintenance greenery.
- Explore opportunities for midblock crossings that utilize existing median and pedestrian refuge.

Constraints

- Some church parking conflicts with the sidewalk west of Rosecrans Avenue & Atlantic Avenue.
- Right-of-way must be available on the I-710 freeway pass in order to widen sidewalks.
- Land uses east of the I-710 do not promote pedestrian activity.
Rosecrans Avenue
Complete Streets and Active Transportation Plan Grant

**Corridor Features**

<table>
<thead>
<tr>
<th>BIKE ROUTES</th>
<th>TRANSIT ROUTES</th>
<th>TRANSIT RIDERSHIP</th>
<th>CALENVIROSCREEN (1 MILE RADIUS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Metro 125</td>
<td>1,800</td>
<td>19 out of 19 census tracts are in the top 25% of disadvantaged communities.</td>
</tr>
</tbody>
</table>

**Planned Improvements**

> None

**Map Elements**

- **Corridors & Borders**
  - TSSP Corridor
  - City Boundary
  - Bus Route
  - Existing Bike Facility
  - Planned Bike Facility

- **Transit Ridership**
  - 4,000+ 2,000 800 400 200

- **Points of Interest**
  - Arts/Recreation
  - Health Services
  - School
  - College/University

- **Collisions**
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Somerset/Compton Boulevard is an east-west roadway. Within the study area it spans from Garfield Avenue to Essey Avenue. This extent of the corridor is located within the City of Compton, City of Paramount, and Unincorporated Los Angeles County.

The corridor conditions are similar throughout the study area where Somerset/Compton Boulevard is an arterial with four lanes. Residential and some commercial land uses line both sides of the corridor east and west of the I-710. West of I-710, active uses like East Rancho Dominguez Park and commercial services at the intersection of Atlantic Avenue & Somerset/Compton Boulevard generate pedestrian activity along this segment. The intersection of Atlantic Avenue & Somerset/Compton Boulevard is among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). East of I-710, Clinton Elementary School and Salud Park generate pedestrian activity in the study segment. Improvements on Somerset/Compton Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Planned improvements by Unincorporated Los Angeles County as a part of the East Rancho Dominguez Pavement Reconstruction project include pavement reconstruction and curb ramp upgrades within the County’s jurisdiction.

**Observations**

- East-west corridor that does not directly access the I-710 freeway. It has four access points to the LA River.
- The corridor has four lanes with landscaped medians. Parking is present on both sides of the street throughout most of the corridor.
- Land use is mostly commercial and residential with offices, light industry, and commercial uses near Garfield Avenue.
- Landscaped medians throughout the corridor create a pleasant environment.
- Bicyclists observed riding in the wrong direction and walking their bicycles westbound uphill to the LA River.
- The corridor has a very narrow sidewalk over the LA River.
- Bus stops without shade observed throughout the corridor.

**Opportunities**

- Maintain the LA River access points.
- In commercial areas, require new development to plant trees that provide shade along corridor or add street trees to the sidewalk where space permits.
- Provide shade at bus stops throughout the corridor.
- Repaint high visibility crosswalks at all pedestrian crossings, e.g., Somerset Boulevard & Texaco Avenue.
- Add curb extensions to intersections with crosswalks to reduce crossing distance, add greenery and filter water, and improve pedestrian experience.
- Consider adding high visibility crosswalks at side street crossings on the north side of Compton Boulevard near Lime Ave.

**Constraints**

- Minimum right-of-way must be available on the LA River bridge in order to widen sidewalks.
Somerset Boulevard
Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
Yes

DAILY TRAFFIC VOLUMES
18,000

TRANSIT ROUTES
Metro 127

TRANSIT RIDERSHIP
800

CALENIROSCREEN (1 MILE RADIUS)
17 out of 17 census tracts are in the top 25% of disadvantaged communities.

Planned Improvements

> West Santa Ana Branch Bikeway

Map Elements

- TSSP Corridor
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility

- Arts/Recreation
- Health Services
- School
- College/University

- Bike
- Pedestrian
- Train
- Vehicle

107
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

Compton Boulevard / Somerset Boulevard

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bicycle Facility
- Existing (E) / Proposed (P) Roadway
- New/Expanded Sidewalk
- Curb Extension
- High Visibility Crosswalk
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
| North R.O.W. | Street Trees | Drought Tolerant Landscape | Curb Extension/Stormwater Planter |
| South R.O.W. | Street Trees | Drought Tolerant Landscape | Curb Extension/Stormwater Planter |

**Urban Design Improvements**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Public Art
- Street Furnishings
- Underpass Improvements

**Landscape Improvements**
- Open Space
- Street Trees
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**Mobility Improvements**
- Proposed Roadway
- Bicycle Facility
- Existing (E) and Proposed (P) Class II Bike Lane
- Class II Bike Route
- New/Expanded Sidewalk
- Ramp Improvements

**Intersection Improvements**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks or Existing Midblock Crossings)
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

**Compton Boulevard / Somerset Boulevard**

**Signalized Major Intersection**

**Signalized Minor Intersection**

**Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks or Existing Midblock Crossings)**

**Unsignalized Intersection Improvements Across Minor Street with Stop Sign**

11.26.2018
Alondra Boulevard is an east-west roadway. Within the study area it spans from Garfield Avenue to Crane Avenue. This extent of the corridor is located within the City of Compton, City of Paramount, and Unincorporated Los Angeles County. The corridor conditions are similar throughout the study area where Alondra Boulevard is an arterial with four lanes. A mix of commercial and residential land uses line both sides of the corridor east and west of the I-710. West of I-710, active uses like Kelly Elementary School and commercial at the intersection of Atlantic Avenue & Alondra Boulevard generate pedestrian activity along this segment. The intersection of Atlantic Avenue & Somerset/Compton Boulevard is among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). East of I-710, Dominguez High School and commercial services at Garfield Avenue & Alondra Boulevard generate pedestrian activity along this segment. Roadway widening is planned for Alondra Boulevard in the City of Paramount. Improvements on Alondra Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section. In addition to Complete Streets improvements to make Alondra Boulevard more pedestrian friendly, the City of Paramount is planning to widen Alondra Boulevard from two to three lanes in each direction and add a bicycle facility along the corridor. Planned improvements by Unincorporated Los Angeles County as a part of the East Rancho Dominguez Pavement Reconstruction project include pavement reconstruction and curb ramp upgrades within the County’s jurisdiction.

**Observations**

- East-west corridor that crosses the I-710 freeway. It has five ramp access points to the I-710 and four access points to the LA River.
- The corridor has four lanes with landscaped medians and bike lanes west of the LA River and six lanes with medians east of the LA River. Parking is present on both sides of the street throughout most of the corridor.
- Land use is mostly commercial and residential along the corridor west of Orange Avenue with offices, light industry, and commercial uses east of Orange Avenue.
- Landscaped medians throughout the corridor create a pleasant environment.
- West of the I-710, pavement striping, including bike lanes and enhanced crosswalks, are faded.
- The corridor has a very narrow sidewalk over the LA River.
- Bus stops without shade observed throughout the corridor.
- Tree canopy to west of I-710 is well developed, but narrows sidewalk significantly.
- Corridor dependent on private tree plantings near sidewalk, shading is therefore inconsistent.
- Direct access to Manuel Dominguez High School results in high levels of pedestrian activity on Alondra Boulevard and across the I-710.

**Opportunities**

- Prune tree branches obstructing pedestrian crosswalk sign at Ward Avenue.
- Refresh pavement markings, including bike lanes west of the I-710 (consider green paint) and make pedestrian crosswalks high visibility.
- Clean up the LA River access points.
- Restripe and refresh enhanced crosswalks throughout the corridor.
- Provide shade at bus stops east of the LA River.
- Add curb extensions to the intersection at Butler Avenue to reduce crossing distance, add greenery and filter water, and improve pedestrian experience.

**Constraints**

- Right-of-way must be available to widen sidewalks along the I-710 freeway overpass.
Alondra Boulevard
Complete Streets and Active Transportation Plan Grant

**Corridor Features**

- **BIKE ROUTES**
  - Yes

- **TSSP CORRIDOR**
  - Yes

- **DAILY TRAFFIC VOLUMES**
  - **19,000**

**Transit Routes**

- **Metro 128, Long Beach Transit 72**

**Transit Ridership**

- **1,600**

**CalEnviroScreen (1 Mile Radius)**

- 19 out of 19 census tracts are in the top 25% of disadvantaged communities.

**Planned Improvements**

- None

**Map Elements**

- **Corridors & Borders**
  - TSSP Corridor
  - City Boundary
  - Bus Route
  - Existing Bike Facility
  - Planned Bike Facility

- **Transit Ridership**
  - 4,000+
  - 2,000
  - 1,000
  - 500
  - 200

- **Points of Interest**
  - Arts/Recreation
  - Health Services
  - School
  - College/University

- **Collisions**
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

Alondra Boulevard

URBAN DESIGN IMPROVEMENTS
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

LANDSCAPE IMPROVEMENTS
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

MOBILITY IMPROVEMENTS
- Proposed Roadway
- Bicycle Facility
- Existing (E) / Proposed (P)
- New/Expanded Sidewalk
- Curb Extension
- High Visibility Crosswalk
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet

INTERSECTION IMPROVEMENTS
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
## Alondra Boulevard

### URBAN DESIGN IMPROVEMENTS
- Opportunity Site (exclured)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

### MOBILITY IMPROVEMENTS
- Proposed Roadway
- Bicycle Facility
- Existing (E) and Proposed (P)
  - Class II Bike Lane
  - Class III Bike Route
  - Class IV Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements

### LANDSCAPE IMPROVEMENTS
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

### INTERSECTION IMPROVEMENTS
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

### Diagram Details

- **North R.O.W.**
  - Street Trees
  - Drought Tolerant Landscape
  - Curb Extension/Stormwater Planter at Intersection

- **South R.O.W.**
  - Street Trees
  - Drought Tolerant Landscape
  - Curb Extension/Stormwater Planter at Intersection

**11.26.2018**
Artesia Boulevard

Complete Streets and Active Transportation Plan Grant

Artesia Boulevard is an east-west roadway. Within the study area it spans from Gundy Avenue to Santa Fe Avenue. This extent of the corridor runs through the City of Compton and the City of Long Beach.

A mix of residential and commercial land uses front the corridor east and west of the I-710 and generate pedestrian activity. Active uses such as the Compton College and Thomas Starr King Elementary School located west of I-710 and Jordan High School located east of I-710 coupled with commercial land uses at multiple intersections generate pedestrian activity and support high ridership at the bus stops (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Artesia Boulevard, including enhancements to the existing bicycle facility, are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Planned improvements to Artesia Boulevard within the City of Long Beach limits include signal upgrades, transit signal priority improvements, and extension of the Class IV bicycle facility. Artesia Boulevard is envisioned to be a demonstration of a Complete Street and multi-modal corridor.

Observations

- East-west corridor crossing over the I-710 freeway and under SR-91 that provides four travel lanes.
- This section of Artesia Boulevard connects to two I-710 ramps and includes a bike lane east and west of I-710 and a protected bikeway on the bridge over I-710 and the Los Angeles River.
- Several land uses in the immediate vicinity were observed to generate substantial pedestrian activity including Long Beach Jordan High School, Compton College, the Los Angeles County Department of Social Services, and retail shopping centers and bus stops at Atlantic Avenue & Artesia Boulevard.
- Crosswalks on Artesia Boulevard and Santa Fe Avenue are faded and a high number of lanes means that pedestrians have to cross a long distance.
- Utility poles block narrow sidewalk (south side) to the east of the I-710.
- Not all bus stops have shade structures.
- SR-91 Freeway underpass cuts directly through a neighborhood.
- Narrow sidewalk over LA River on north side.
- Inconsistent tree canopy along corridor.

Opportunities

- Add curb extensions and high visibility crosswalks to intersections where appropriate (e.g., Susana Road & Artesia Boulevard).
- Add shade structures to all bus stops.
- Add street trees in existing or new planting strips (e.g., widen sidewalk along retail portion of corridor on east side of I-710).
- Make SR-91 underpass more inviting with paint and improved lighting.
- Make crosswalk across I-710 on-ramp a high visibility crosswalk.
- Widen sidewalk on north side of LA River.
- Formalize connection to LA River path from Artesia Boulevard.
- Add more pedestrian crossings on Artesia Boulevard on the east side of the I-710 (e.g., between Orange Avenue and Walnut Avenue). Add curb extensions and high visibility crosswalks to existing crossings.
- Santa Fe Avenue & Artesia Boulevard includes vendors in an informal area, creating an opportunity to formalize pedestrian connections and local vending activities serving users in the area.
- Substantial transit transfers were observed at Atlantic Avenue & Artesia Boulevard, creating an opportunity to enhance the crossings at the transfer point.
- Active transportation infrastructure connecting to local destinations like school and retail can be enhanced.

Constraints

- Roadway serves traffic accessing I-710 and SR-91.
- Proximity of I-710 and SR-91 freeway interchange impacts available right-of-way.
Artesia Boulevard
Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
Yes

TSSP CORRIDOR
Yes

DAILY TRAFFIC VOLUMES
22,000

Planned Improvements

TRANSPORT ROUTES
Metro 260, 762, Long Beach Transit 61, 130

TRANSPORT RIDERSHIP
5,600

CALENIROSCREEN (1 MILE RADIUS)
15 out of 15 census tracts are in the top 25% of disadvantaged communities.

Transportation enhancements in Long Beach

Map Elements

CORRIDORS & BORDERS
- TSSP Corridor
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility

TRANSIT RIDERSHIP
- 4,000+
- 2,000
- 800
- 400
- 200

POINTS OF INTEREST
- Arts/Recreation
- Health Services
- School
- College/University

COLLISIONS
- Bicycle
- Pedestrian
- Train
- Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

Artesia Boulevard

URBAN DESIGN IMPROVEMENTS
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

LANDSCAPE IMPROVEMENTS
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

MOBILITY IMPROVEMENTS
- Proposed Roadway
- Bicycle Facility
- Existing (E) / Proposed (P)
- New/Expanded Sidewalk
- Curb Extension
- High Visibility Crosswalk
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet

INTERSECTION IMPROVEMENTS
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
Del Amo Boulevard

Complete Streets and Active Transportation Plan Grant

Del Amo Boulevard is an east-west roadway. Within the study area it spans from Elm Avenue to Rancho Way. This extent of the corridor runs through the City of Carson, City of Long Beach, and Unincorporated Los Angeles County. West of I-710, industrial warehouses with large parking lots front the corridor. The Del Amo Blue Line station between Santa Fe Avenue and Compton Creek generates high transit ridership and pedestrian activity along the corridor. First-mile and last-mile improvements to the station can improve safe access for pedestrians and bicyclists east and west of the I-710. East of I-710, residential uses line the corridor. Active uses like Perry Lindsey Middle School, Del Amo Gardens, and commercial services at the intersection of Long Beach Boulevard and Del Amo Boulevard generate pedestrian activity in this segment. The intersection of Long Beach Boulevard & Del Amo Boulevard is among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). The bicycle facility proposed along Del Amo Boulevard in Long Beach will require reconfiguration of the roadway and is intended to allow for a parking protected bicycle lane that continues the existing facility.

Planned improvements by Unincorporated Los Angeles County as a part of the Traffic Signal Synchronization project include traffic signal and signal timing upgrades within the County’s jurisdiction.

Observations

> East-west corridor that crosses the I-710 freeway. It has five ramp access points to the I-710, four access points to Compton Creek, and four access points to the LA River.
> The corridor has six lanes with a median. Parking is present on one or both sides of the street through some portions of the corridor.
> Land use is mostly industrial along the corridor west of the I-710 and residential east of the LA River.
> Molina Park, under construction between the LA River and Oregon Avenue, offers improved river access and sidewalks with curb extensions at Oregon Avenue.
> The corridor has narrow sidewalks on bridges over Alameda Street and Compton Creek, and under the I-710 freeway overpass.
> ADA accessible ramps, crossings, and sidewalks are narrow or absent at the I-710 freeway overpass.
> Equestrian use of sidewalk over LA River observed.
> Cyclists were observed riding on the sidewalk.
> Bus stops without shade observed throughout the corridor.
> Sidewalks are narrow, with light poles that obstruct pedestrian activity east of Oregon Avenue.
> Intermittent sidewalk on the south side between the LA River and Blue Line tracks.

Opportunities

> Construct a sidewalk on the south side of the street west of the Blue Line tracks near Compton Creek.
> Improve crossings at the I-710 freeway ramps, including enhanced crosswalks and curb ramps.
> Clean up the LA River access points.
> Widen sidewalks east of Oregon Avenue.
> Construct sidewalk parallel to the roadway near 49th Street to provide continuous and direct pedestrian access across property lines.
> Provide enhanced crosswalk on the east side of the intersection with Locust Avenue, where the eastbound bus stop is located on the far side.
> Provide shade at bus stops throughout the corridor.
> Expand sidewalks/bicycle paths on the LA River.

Constraints

> Right-of-way must be available on bridges over Alameda Street, Compton Creek, and the I-710 freeway underpass in order to widen sidewalks.
> Right-of-way must be available in order to widen sidewalks east of Oregon Avenue.
> Sidewalk widening will require significant utility and/or storm water infrastructure reconfiguration.
Del Amo Boulevard
Complete Streets and Active Transportation Plan Grant

**Corridor Features**

**BIKE ROUTES**
- Yes

**TSSP CORRIDOR**
- Yes

**DAILY TRAFFIC VOLUMES**
- 40,000

**TRANSIT ROUTES**
- Metro 202, Long Beach
- Transit 1, 191, 192

**TRANSIT RIDERSHIP**
- 1,500

**CALENVIROSCREEN (1 MILE RADIUS)**
- 7 out of 10 census tracts are in the top 25% of disadvantaged communities.

**Planned Improvements**
- Street improvements in Long Beach

**Map Elements**

**CORRIDORS & BORDERS**
- TSSP Corridor
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility

**TRANSIT RIDERSHIP**
- 4,000+
- 2,000
- 800
- 400
- 200

**POINTS OF INTEREST**
- Arts/Recreation
- Health Services
- School
- College/University

**COLLISIONS**
- Bicycle
- Pedestrian
- Train
- Vehicle
DDI can be improved for people walking and biking by providing a separate crossing such as a bridge or treatments completed by Caltrans at under/overcrossings at Manteca and Campbell.

These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
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<th>Description</th>
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<td>South R.O.W.</td>
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<td>Sidewalk</td>
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<td>Landscape Median/Left Turn Lane</td>
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<td>WALL</td>
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<td>Del Amo Boulevard</td>
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<td>Existing (E) and Proposed (P)</td>
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</tbody>
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**Urban Design Improvements**

- Opportunity Site (excavt)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

**Landscape Improvements**

- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**Mobility Improvements**

- Proposed Roadway
- Bicycle Facility
- Existing (E) and Proposed (P)
- Class II Bike Lane
- Class II Bike Route
- Formed LA River Access
- New/Expanded Sidewalk
- Ramp Improvements
- Road Diet
- Curb Extension
- High Visibility Crosswalk

**Intersection Improvements**

- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Median Crosswalk) or Existing Midblock Crosswalk
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

**Del Amo Boulevard**

**South R.O.W.**
Wardlow Road

Complete Streets and Active Transportation Plan Grant

Wardlow Road is an east-west roadway south of the I-405. Within the study area it spans from Long Beach Boulevard to Alameda Street. This extent of the corridor runs through the City of Long Beach and the City of Carson.

The corridor conditions are similar through the study area where Wardlow Road is an arterial with four lanes throughout the study area. West of I-710, residential and industrial land uses line both sides of the corridor along this segment. East of I-710 is primarily residential with active land uses like the Wrigley Heights Dog Park and Vista Del Mar Assisted Living Facility generating pedestrian activity. Additionally, Wardlow Blue Line Station at the intersection of Wardlow Road & Pacific Place generates high levels of transit ridership along the corridor.

Potential enhancements that could address access and safety at the station include repurposing the excess capacity at the intersection for bike parking, bike share systems, mobility hubs, and reconfiguring the intersection to prohibit right turns on red in the westbound direction. The bicycle facility proposed along Wardlow Road in Long Beach will require reconfiguration along portions of the road to implement the protected bicycle lane.

Observations

- East-west corridor that crosses the I-710 freeway. It has two ramp access points to the I-710. It has one LA river access point.
- The corridor has four lanes with a center turn lane or median.
- Land use consists of primarily residential and retail, with some industrial along corridor.
- Discontinuous/no sidewalk west of Hesperian Avenue, and on the north side of the corridor off and on until the I-710.
- Utility poles and other obstructions block narrow sidewalk on the west side of I-710.
- Many pedestrian crosswalks faded.
- No pedestrian infrastructure over LA River.
- No sidewalk just east of I-710 crossing; instead on frontage roads. No easy way for pedestrians to travel from Wardlow Road to these roads.
- Tree canopy inconsistent.

Constraints

- Minimum right-of-way must be met on the I-710 freeway pass in order to widen sidewalks.
- There may be some opposition to widening the sidewalk along the corridor, given that many cargo trucks travel along Wardlow Road.

Opportunities

- Add curb extensions to pedestrian crossings as appropriate, and repaint crosswalks as high visibility crosswalks.
- Consider expanding sidewalk into street or into private property, or relocating sidewalk obstructions.
- Construct curb ramps in medians and paint high visibility crosswalks at the intersection of Magnolia Avenue & Wardlow Road.
- Improve pedestrian connection on the north side of the road between Pacific Place and Pacific Avenue by expanding curb between Cedar Avenue and Wardlow Road or improving connection to sidewalk on the north side of Cedar Avenue.
- Create pedestrian crossing across Wardlow Road at either Pacific Avenue or Pine Avenue, and add high visibility crosswalks across these roads and at Crest Drive & Wardlow Road.
- Improve I-405 underpass by adding more lights and artwork to the concrete walls.
- Add trees in existing or new planting strips along the corridor to shade sidewalk and help air quality.
- Add bus shade structures to bus stops.
Wardlow Road
Complete Streets and Active Transportation Plan Grant

**Corridor Features**
- **BIKE ROUTES**
  - No
- **TSSP Corridor**
  - Partial
- **Daily Traffic Volumes**
  - 18,000

**Transit Routes**
- Long Beach Transit 1, 191, 192, 131, 181, 180

**Transit Ridership**
- 1,300

**CalEnViROScreen (1 Mile Radius)**
- 8 out of 12 census tracts are in the top 25% of disadvantaged communities.

**Planned Improvements**
- Street improvements in Long Beach
- Wardlow Pacific Place Transit Access Project

**Map Elements**
- **Corridors & Borders**
  - TSSP Corridor
  - City Boundary
  - Bus Route
  - Existing Bike Facility
  - Planned Bike Facility
- **Transit Ridership**
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200
- **Points of Interest**
  - Arts/Recreation
  - Health Services
  - School
  - College/University
- **Collisions**
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle

18,000 daily traffic volumes calenviroscreen (1 mile radius)
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Willow Street is an east-west roadway. Within the study area it spans from Long Beach Boulevard to Intermodal Way. This extent of the corridor runs through the City of Long Beach. The corridor conditions are similar through the study area where Willow Street is an arterial with four lanes throughout the study area. A mix of residential and commercial land uses line the corridor. West of I-710, active commercial land uses at the intersection of Santa Fe Avenue & Willow Street generate pedestrian and transit activity making the intersection among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). East of I-710, the Willow Blue Line Station also generates high levels of pedestrian activity along the corridor. Additionally, Willow Street is frequently used by people bicycling as their primary corridor for travel in the area. Improvements proposed on Willow Street are proposed within the existing right-of-way and will not change the existing roadway cross-section. First-mile and last-mile improvements along the corridor can improve access to the station. Planned bicycle boulevard improvements on approximately nine miles of Daisy Avenue by the City of Long Beach will help improve north-south connectivity to the corridor. The development of bike facilities on Spring Street with access to the Los Angeles River bike path, are also part of the City’s strategy for an active transportation network.

**Observations**

- East-west corridor that crosses the I-710 freeway. It has ten ramp access points to the I-710. It has two LA river access points at neighboring streets.
- The corridor has four to six lanes with a center turn lane or median. Parking is present on both sides of the corridor west of the I-710 and generally available east of the I-710.
- Land use is mostly commercial along the corridor and becomes industrial east of the Terminal Island Freeway exit.
- Cyclists and pedestrians were observed on the sidewalk. Lesser pedestrian activity was observed along the industrial area of the corridor.
- Despite the lack of bicycle infrastructure, the corridor has many bike racks. Pedestrians walking on the bridge have to pass four freeway ramps before they reach either end of the bridge.
- There is a goat path that leads to LA River along the bridge.

**Opportunities**

- Provide active transportation facilities like a bicycle lane or a bicycle route by converting parking, reducing lane width, and/or removing a travel lane.
- Install pedestrian countdown signals at major intersections. Improve sidewalks and crosswalks.
- Install sidewalks on both sides between Terminal Island Way and Middle Road Segment, and on south side continue to Intermodal Container Transfer Facility (ICTF).
- Add wayfinding signs to direct pedestrians and bicyclists to river bikeway access points.
- Augment street tree canopy through development requirements or install planting strips.

**Constraints**

- Right-of-way must be available on the I-710 freeway pass in order to widen sidewalks. There may be some opposition to widening the sidewalk along the corridor, given that many freight trucks travel along Willow Street.
Willow Street

Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
No

DAILY TRAFFIC VOLUMES
37,000

Transit Routes

Long Beach Transit
101, 102, 103, 104

Transit Ridership
2,900

Calenviroscreen (1 Mile Radius)
13 out of 14 census tracts are in the top 25% of disadvantaged communities.

Planned Improvements

> Street improvements in Long Beach
> Willow Station Transit Access Plan

Map Elements

Corridors & Borders
- TSSP Corridor
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility

Transit Ridership
- 4,000+
- 2,000
- 800
- 400
- 200

Points of Interest
- Arts/Recreation
- Health Services
- School
- College/University

Collisions
- Bicycle
- Pedestrian
- Train
- Vehicle
DDI can be improved for people walking and biking by providing a separate crossing such as a bridge or treatments completed by Caltrans at under/overcrossings at Manteca and Campbell.

These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Willow Street

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (excess)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape
- Parking Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bicycle Facility
  - Existing (E) and Proposed (P)
  - Class II Bike Lane
  - Class III Bike Route
  - Class IV Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond
- Interchange Improvements
- Formalized LA River Access
- Road Diet
- Curb Extension
- High Visibility Crosswalk

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Access Corridor (with Named Crosswalk) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Access Minor Street with Stop Sign

**Notes**
- Existing Bus Stop (Typical)
- 0 80 160 ft.
- North R.O.W.
- South R.O.W.
Pacific Coast Highway is an east-west roadway. Within the study area it spans from Palmer Court to Terminal Island Freeway. This extent of the corridor runs through the City of Long Beach and is under Caltrans jurisdiction.

The corridor conditions are similar through the study area where Pacific Coast Highway is a State Route (SR-1) with four lanes west of I-710 and six lanes east of I-710 in the study area. A mix of industrial and commercial land uses line the corridor along with numerous motels and restaurants. West of I-710, active commercial land uses at the intersection of Santa Fe Avenue & Pacific Coast Highway generate pedestrian and transit activity making the intersection among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). The proposed bus and bicycle shared facility along Pacific Coast Highway in Long Beach would be accomplished by converting a general purpose travel lane to a bus/bicycle only travel lane. Additionally, east of I-710, the Pacific Coast Highway Blue Line Station located just outside the study area also generates high levels of pedestrian activity along the corridor.

First-mile and last-mile improvements and enhancement of the existing bicycle and pedestrian facilities along the corridor can improve access to the station and the numerous services and destinations along the corridor.

### Observations
- East-west corridor that crosses the I-710 freeway. It has eight ramp access points to the I-710.
- The corridor has four lanes. Parking is present on both sides of the corridor west of the I-710.
- Land use is mostly commercial and residential along the corridor west of the I-710 and industrial east of the I-710.
- The existing bikeway along the LA River Bridge does seem comfortable for most potential users.
- There is no sidewalk on north side of bridge over LA River.
- There is heavy transit usage along the corridor. Almost every bus stop had several people waiting for the next bus.
- Cyclists and pedestrians were observed on the sidewalk.
- The air quality is poor in this area.
- The trees along the corridor do not provide shade to pedestrians or bicyclists traveling along the corridor.
- Sidewalks are narrow and light and utility poles restrict width for pedestrians along the corridor.

### Constraints
- There may be some opposition to widening the sidewalk along the corridor, given that many freight trucks travel along the corridor.
- Pacific Coast Highway is a Caltrans facility.

### Opportunities
- Enhance sidewalks, especially at the I-710 freeway pass and on the segment between Long Beach Boulevard and Pacific Avenue.
- Add sidewalk and construct taller railing on north side of bridge over LA River.
- Encourage private developers to plant trees behind sidewalk.
- Install crosswalks at frequent intersections to increase opportunities for pedestrians to cross (e.g., Caspian Avenue & Pacific Coast Highway). Also consider installing curb extensions where possible.
- Install a crosswalk on I-710 Freeway ramps.
- Add crosswalks and pedestrian safety signage like yield signs along ramps.
- Install a crosswalk between the street median along I-710 Freeway ramps. Require vehicles to stop or slow down when they approach the ramp.
- Install bus shelters at bus stops.
- Provide active transportation facilities like a bicycle lane and bicycle parking. Currently, there is a Class III facility, but cyclists continue to use the sidewalk.
- Add wayfinding signs to direct pedestrians and bicyclists to river bikeway access points.
- Pacific Coast Highway is a Caltrans facility.
Pacific Coast Highway

Complete Streets and Active Transportation Plan Grant

### Corridor Features

<table>
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<tr>
<th>Bike Routes</th>
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<td>Daily Traffic Volumes</td>
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### Planned Improvements

**Transit Routes**
- Long Beach Transit 1, 171, 176, 3, Torrance Transit Rapid 3

**Transit Ridership**
- 3,100

**CalEnViroScreen (1 Mile Radius)**
- 14 out of 14 census tracts are in the top 25% of disadvantaged communities.

**Map Elements**
- **Corridors & Borders**
  - TSSP Corridor
  - City Boundary
- **Transit Ridership**
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200

**Points of Interest**
- Arts/Recreation
- Health Services
- School
- College/University

**Collisions**
- Bicycle
- Pedestrian
- Train
- Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

DDI can be improved for people walking and biking by providing a separate crossing such as a bridge or treatments completed by Caltrans at under/overcrossings at Manteca and Campbell.

These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

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DDI can be improved for people walking and biking by providing a separate crossing such as a bridge or treatments completed by Caltrans at under/overcrossings at Manteca and Campbell.
Anaheim Street is an east-west roadway. Within the study area it spans from Palmer Court to Paul Jones Avenue. This extent of the corridor runs through the City of Long Beach. West of I-710, industrial warehouses with large parking lots front the corridor. As a result the corridor reflects a suburban orientation with a primary emphasis on auto and truck travel. East of I-710, a mix of industrial and commercial land uses front the corridor. East of I-710, the Anaheim Blue Line Station located just outside the study area between Locust Avenue & Alamo Court also generates high levels of pedestrian activity along the corridor. First-mile and last-mile improvements and a potential road diet to enhance multi-modal infrastructure and pedestrian facilities along the corridor can improve access to the station and the numerous services and destinations along the corridor. Improvements on Anaheim Street are proposed within the existing right-of-way and will not change the existing roadway cross-section.

**Observations**

- East West corridor that crosses the I-710 Freeway. It has eight ramp access points to the I-710. The corridor has six lanes. Parking is available along the corridor.
- Land use is mostly commercial along the corridor west of the I-710 and industrial next to the I-710 and east of it.
- The corridor has a narrow sidewalk over the I-710 freeway pass and to the east of it.
- Electric poles in middle of sidewalk far west (between Hayes). For most of the corridor, the sidewalk is generally smooth.
- There is a lot of trash along the corridor.
- Cyclists and pedestrians were observed on the sidewalk. Less pedestrian activity was observed along the industrial area of the corridor.
- Bus stops without shade observed along the corridor.
- Diagonal parking blocks sidewalk at Daisy Avenue and Anaheim Street.

**Opportunities**

- Install more bicycle parking along the corridor.
- Clean up sidewalks along the corridor.
- Add curb extensions to crossings in areas heavily trafficked by pedestrians (e.g., Chestnut Avenue).
- Install high visibility crosswalks on major intersections to improve safety and comfort for bicyclists and pedestrians.
- Add crosswalks and pedestrian safety signage (like yield signs) along ramps, particularly where the I-710 overpass ends and Harbor Avenue begins.
- Add wayfinding signs to direct pedestrians and bicyclists to river bikeway access points.
- Install curb extensions at the Anaheim Street & Harbor avenue intersection.
- Provide active transportation facilities like a bicycle lane or a bicycle route.

**Constraints**

- Minimum right-of-way must be met on the I-710 freeway pass in order to widen sidewalks.
- Opposition to reconfiguration of the bridge, given the fact that many cargo trucks travel through the area.
Anaheim Street

Complete Streets and Active Transportation Plan Grant

**Corridor Features**

**BIKE ROUTES**
- Yes

**TSSP CORRIDOR**
- No

**DAILY TRAFFIC VOLUMES**
- 31,000

**Transit Routes**
- Metro 232, Long Beach
- Transit 191, 192, 45

**Transit Ridership**
- 3,300

**CalenviroScreen (1 mile radius)**
- 14 out of 14 census tracts are in the top 25% of disadvantaged communities.

**Map Elements**

**Corridors & Borders**
- TSSP Corridor
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility

**Transit Ridership**
- 4,000+
- 2,000
- 800
- 400
- 200

**Points of Interest**
- Arts/Recreation
- Health Services
- School
- College/University

**Collisions**
- Bicycle
- Pedestrian
- Train
- Vehicle

**Planned Improvements**
- Street improvements in Long Beach

**Street Improvements in Long Beach**

---

- Metro 232, Long Beach
- Transit 191, 192, 45

**Daily Traffic Volumes**
- 31,000

**CalenviroScreen (1 mile radius)**
- 14 out of 14 census tracts are in the top 25% of disadvantaged communities.
DDI can be improved for people walking and biking by providing a separate crossing such as a bridge or treatments completed by Caltrans at under/overcrossings at Manteca and Campbell.

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Anaheim Street

URBAN DESIGN IMPROVEMENTS
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements

TRANSPORTATION IMPROVEMENTS
- Proposed Roadway
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- New/Expanded Sidewalk
- Formalized LA River Access
- Road Diet
- Ramp Improvements

INTERSECTION IMPROVEMENTS
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

LANDSCAPE IMPROVEMENTS
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

MOBILITY IMPROVEMENTS
- Bicycle Facility
- Existing (E) / Proposed (P)
- Underpass/Improvements
- High Visibility Crosswalk
- Curb Extension
- Formalized LA River Access
- Road Diet

INTERSECTION IMPROVEMENTS
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
Ocean Boulevard is an east-west roadway. Within the study area it spans from Long Beach Boulevard to Seaside Avenue. This extent of the corridor runs through the City of Long Beach.

The conditions vary along Ocean Boulevard east and west of I-710. The Port of Long Beach lies west of I-710 with industrial warehouses and large parking lots fronting the corridor. As a result this segment of the corridor reflects a primary emphasis on truck travel. East of I-710, Ocean Boulevard has active commercial and civil land uses along with plazas like “The Promenade” fronting the corridor providing a “Main Street” feel, high levels of pedestrian and transit activity, on-street parking, and many pedestrian-oriented features like uncontrolled crossings, wide sidewalks, and curb extensions. The Downtown Long Beach Station located on 1st Street (immediately north of Ocean Boulevard) between Pacific Avenue and Pine Avenue generates high levels of pedestrian activity along the corridor. First-mile and last-mile improvements and a potential bicycle facility to enhance multi-modal activity and pedestrian facilities along the corridor can improve access to the station and the numerous services and destinations along the corridor. The bicycle facility proposed along Ocean Boulevard east of I-710 will require reconfiguration of the cross-section along portions of the road.

Observations

- East-west corridor that crosses the I-710 freeway. It has five ramp access points to the I-710.
- The corridor has six lanes. Parking is present on both sides of the corridor west of the I-710.
- Land use is mostly commercial along the corridor west of the I-710 and industrial east of the I-710.
- Corridor is rich in pedestrian activity.
- The corridor has great pedestrian infrastructure, with the exception of the I-710 freeway pass.
- There is not much biking activity, possibly due to the protected bike lane on Broadway, a block over from Ocean Boulevard.
- Many of the bus stops lack shade and infrastructure.
- The sidewalk on the LA River Bridge is very narrow.

Opportunities

- Improve conditions of bus stops by adding bus stop shelters.
- Implement high visibility crosswalks at large intersections to increase pedestrian visibility to drivers at night.
- Widen sidewalks or provide protected sidewalks on the I-710 freeway pass.
- Repaint crosswalk on Ocean Boulevard and Golden Shore.
- Add more street lighting along the bridge.

Constraints

- Minimum right-of-way must be met on the I-710 freeway pass in order to widen sidewalks.
## Ocean Boulevard

### Complete Streets and Active Transportation Plan Grant

### Planned Improvements

- Street improvements in Long Beach

### Map Elements

- **CORRIDORS & BORDERS**
  - TSSP Corridor
  - City Boundary
  - Bus Route
  - Existing Bike Facility
  - Planned Bike Facility

- **TRANSIT RIDERSHIP**
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200

- **POINTS OF INTEREST**
  - Arts/Recreation
  - Health Services
  - School
  - College/University

- **COLLISIONS**
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle

### Corridor Features

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<thead>
<tr>
<th>BIKE ROUTES</th>
<th>TSSP CORRIDOR</th>
<th>DAILY TRAFFIC VOLUMES</th>
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### Planned Improvements

- **TRANSIT ROUTES**
  - Long Beach Transit 625

- **TRANSIT RIDERSHIP**
  - 2,200

- **CALENVIROSCREEN (1 MILE RADIUS)**
  - 7 census tracts are in the top 25% of disadvantaged communities.
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Atlantic Boulevard

Observations

- Atlantic Boulevard/Avenue is a major north-south arterial that parallels I-710 and generally provides four travel lanes and on-street parking.
- Access to LA River from neighborhoods adjacent to Atlantic Avenue in Long Beach.
- Atlantic varies throughout the study area; in the northern and central sections the feeling is like a main street or central business district with taller commercial buildings that front the street and welcoming sidewalk environments.
- This corridor exhibited a high level of multi-modal activity.
- There is a high density of trees and streetlights on some sections of the corridor.
- Atlantic intersects with many of the east-west corridors and creates an opportunity to develop a network of connecting corridors that enhance livability and multimodal conditions.
- Along whole corridor, some bus stops are missing shade structures.
- Street trees coverage is inconsistent. When street trees exist, tree species provide limited shade.
- Many crosswalks are faded, and few are high visibility crosswalks.
- Large, complicated intersection at Atlantic Boulevard & Ferguson Drive.
- Diagonal orientation of Repetto Avenue and Corona Street creates wide turning radius off of Atlantic Boulevard and crosswalks parallel to Atlantic Boulevard are missing.
- Sidewalks and pedestrian crossings missing between Atlantic Boulevard & Washington Boulevard and the LA River.
- Utility poles and other impediments make sidewalk too narrow between 56th Street and 52nd Street in Maywood.
- Crosswalks faded along corridor north of Long Beach.
- Corridor primarily retail with residential pockets throughout. In Cudahy, the corridor is primarily car oriented with parking lots or landscaping directly adjacent to the Avenue. Sidewalks widen in South Gate and Lynwood and more retail buildings have pedestrian entrances, as do buildings in Compton and Long Beach.
- Well landscaped median varies along corridor.
- Poor street tree canopy over sidewalks in Cudahy. Street tree canopy along remainder of corridor has a generally good canopy with gaps in existing planting strips but no trees.
- Crosses Southern California Edison utility corridor.
- Distance between pedestrian crossings too far in some locations (e.g., between Firestone Boulevard and Southern Avenue).
- Sidewalk along Atlantic Avenue between Tweedy Boulevard and Michigan Avenue is discontinuous, and runs along Wright Road instead.
- No sidewalk on I-710 underpass and discontinuous sidewalk southeast of LA River on north side.
- Westside sidewalk runs along frontage road between Coolidge Street and Harding Street.
**Atlantic Boulevard**

Complete Streets and Active Transportation Plan Grant

### Opportunities

- Extend curb on Atlantic Boulevard with plantings to narrow corridor heading north to the intersection with Ferguson Drive and Telegraph Road, and remove free right-turn lanes where possible.
- Add continuous sidewalk to one side of Atlantic Boulevard between LA River and Washington Boulevard and add high visibility crosswalks to enhance pedestrian safety.
- Add curb extensions and high visibility crosswalks to intersections where appropriate to decrease crossing distance in East LA.
- Fill in wide turning radius on the northwest corner of Repetto Avenue and Corona Street and add crosswalks for pedestrians crossing parallel to Atlantic Boulevard.
- Widen/extend sidewalks along retail corridor in Commerce to improve storm water capture, add street trees, and improve pedestrian use of sidewalks.
- Make all crosswalks high visibility crosswalks.
- Encourage new development to maximize building frontage along Atlantic Boulevard, instead of setting buildings back from roads with parking lots.
- Add curb extensions at intersections where possible along Maywood’s retail corridor. Add street trees and encourage use/activation of sidewalks by retailers south of 56th Street in Maywood.
- Along entire corridor, add street trees species that provide shade.
- Retail parking available off-street behind buildings may allow for conversion of on-street parking to space dedicated for use by people walking, biking, or taking transit.
- Cudahy is considering a protected bikeway on Atlantic Boulevard and if intersecting a street with a bike lane or protected bikeway, it may create the opportunity for a protected intersection.
- Plant shade trees in new or existing planting strips along sidewalk. Increase size of existing planter strips to ensure trees survive.
- Require new development to plant shade trees adjacent to the sidewalk in Cudahy and to supplement existing shade in the remainder of the corridor.
- Repaint crosswalks as high visibility crosswalks, prioritizing intersections near schools.
- Add curb extensions to widen intersections where possible to narrow crossing distance for pedestrians. Most feasible in Lynwood, East Compton, and parts of Long Beach where street parking is allowed.
- Add LA River wayfinding to Atlantic Avenue.
- Install advanced stop bar and high visibility crosswalk along cross streets for cars traveling east before frontage road between Coolridge Street and Harding Street to improve safety for students crossing.
- Remove left-turn lane onto Wright Road south from Atlantic Avenue and extend refuge island into full plaza, or signalize with left-turn stoplight.

### Constraints

- Maintaining flow for truck traffic in Commerce is important to the surrounding economy.
- Buildings fronting with ample lighting and landscaping are likely to limit opportunities for significant changes to the sidewalk area, if desired.
- Very long corridor with varying conditions throughout the study area.
Atlantic Boulevard

Complete Streets and Active Transportation Plan Grant

Planned Improvements

> Commerce Retail Specific Plan

Map Elements

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<th>Corridors &amp; Borders</th>
<th>Transit Ridership</th>
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<tr>
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<td>Metro 260, 762, 62, 108/358</td>
<td>10 out of 10 census tracts are in the top 25% of disadvantaged communities.</td>
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Garfield Avenue

Complete Streets and Active Transportation Plan Grant

Garfield Avenue is a north-south roadway. Within the study area it spans from Gardendale Street to Peterson Lane and does not cross I-710. This extent of the corridor runs through the City of South Gate and the City of Paramount.

The corridor conditions are similar throughout the study area where Garfield Avenue is an arterial with six lanes. A mix of residential and commercial land uses with parking lots line the corridor. Improvements on Garfield Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

There is a planned Eco-Rapid station on Gardendale Boulevard between Garfield Avenue and Industrial Avenue, which will bring an influx of pedestrian and transit activity to the corridor. This makes first-mile and last-mile transit improvements an important consideration for planning improvements to Garfield Avenue, which is an important north-south arterial in the region.

One example of potential enhancements that could address multi-modal connectivity to the station and the Gardendale corridor is the redesign of any excess rail right-of-way for the Eco-Rapid transit line to a Class I Bike path.

Observations

- North-south corridor that does not cross the I-710 freeway. It has two ramp access points at I-105 in the study area, no LA River access points, and two access points to the Rio Hondo river.
- Primarily a 4-lane road with parking on both sides of the corridor and a center turn lane. No median present except near major intersections like Firestone Boulevard.
- Land uses are mostly auto-oriented and industrial near the intersection of Imperial Avenue and Southern Avenue and commercial near the intersection of Firestone Boulevard. Other segments along the corridor are mainly residential in character.
- In some parts, the corridor has narrow sidewalks and/or street lights and other poles limit usable width.
- Faded crosswalks are present at intersections along the corridor or crosswalks are not provided at some intersections.
- Pedestrian activity was observed mainly near major intersections which had commercial land uses.
- Bus stops with people were observed. Bus stops had shade and a place to sit near major intersections.
- Commuter modal activity observed overall along the corridor.

Opportunities

- Widen sidewalks for at least two people to walk side-by-side along the corridor.
- Add crosswalks and pedestrian safety signage where possible.
- Provide active transportation facilities like a bicycle lane. Currently, there are Class II and Class III bicycle facilities are proposed along this corridor.
- Enlarge traffic island, add crosswalks, and enhance pedestrian safety at the intersection of Garfield Avenue and Eastern Avenue.
- Create connections to future trails within Southern California Edison and other utility corridors.
- Add sidewalk on north side approach on bridge over the Rio Hondo river.
- Create definition between sidewalk and surface lots where sidewalks are contiguous with industrial development.

Constraints

- Road width may not be sufficient to expand sidewalks.
- Largely a north-south corridor with several planned projects.
Garfield Avenue

Complete Streets and Active Transportation Plan Grant

**Planned Improvements**

- Multimodal intersection at Washington Boulevard
- Street improvements
- Garfield Improvement Plan

**Map Elements**

- CORRIDORS & BORDERS
  - TSSP Corridor
  - City Boundary
  - Bus Route
  - Existing Bike Facility
  - Planned Bike Facility

- POINTS OF INTEREST
  - Arts/Recreation
  - Health Services
  - School
  - College/University

- COLLISIONS
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle

**Corridor Features**

- **BIKE ROUTES**
  - No

- **TSSP CORRIDOR**
  - Yes

- **DAILY TRAFFIC VOLUMES**
  - 31,000

- **TRANSIT ROUTES**
  - Metro 258

- **TRANSIT RIDERSHIP**
  - 2,800

- **CALENSCREEN (1 MILE RADIUS)**
  - 13 out of 15 census tracts are in the top 25% of disadvantaged communities.
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local right-of-way should consult local plans and are subject to approval by local governments.
Eastern Avenue is a north-south roadway. Within the study area it spans from Priory Street to Garfield Avenue and does not cross I-710. This extent of the corridor runs through the City of Bell Gardens.

The corridor conditions are similar throughout the study area where Eastern Avenue is an arterial with four lanes. Predominantly commercial land uses with parking lots line the corridor. The intersection of Florence Avenue & Eastern Avenue is among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). The City of Bell Gardens has major improvements planned at this intersection through a grant. Improvements on Eastern Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

**Observations**

- North-south corridor that does not cross the I-710 freeway. It has two ramp access points at the I-710 and no access points to the LA River.
- General cross-section of the road is four lanes with a center turn lane in the segment of the corridor between 3rd Street and Whittier Boulevard and six lanes with center median or turn lanes between Florence Avenue and Garfield Avenue. Parking along the corridor is present in pockets.
- Land uses along the corridor are a mix of commercial and residential with commercial present predominantly at major intersections. North Eastern Avenue has cemeteries along one side of the corridor within the study area.
- Good quality sidewalks and crosswalks are present near the intersection of Florence Avenue. However, the sidewalks are generally narrower along the remaining length of the corridor. Sidewalks are absent along some areas of the corridor.
- Crosswalks are missing at some intersections or are absent at one leg of the intersection along the corridor.
- Trees and landscaping are present along the sidewalk and the median in the Bell Gardens commercial corridor and in residential areas in the northern portion. There are few street trees along the remainder of the corridor.
- Medium to high vehicular activity observed. Very low pedestrian activity observed in the northern half of the corridor and medium pedestrian activity observed on the southern half.

**Opportunities**

- Improve the quality of sidewalks and visibility of crosswalks along the corridor.
- Improve pedestrian crossings at Stevens Place & Eastern Avenue and Shelia Street & Eastern Avenue.
- Encourage private property owners to plant trees behind sidewalk for shade where possible.
- Provide active transportation infrastructure along the corridor since it is wide with medium to low daily traffic volumes. A Class II bike lane is currently planned along the corridor.
- Enhance lighting, transit shelters, benches, and trash receptacles in retail core of Bell Gardens.
- Convert all grass within public right-of-way to low maintenance grass and shrubs.
- Provide shade at bus stops and benches at bus stops where they are lacking one or both.

**Constraints**

- Northern half of the corridor has low pedestrian activity since one side of the corridor is a cemetery.
Eastern Avenue
Complete Streets and Active Transportation Plan Grant

Planned Improvements
> Eastern Avenue Rehabilitation Plan

Map Elements
- Eastern Avenue Rehabilitation Plan
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility
- Arts/Recreation
- Health Services
- School
- College/University

Corridor Features
- Bike Routes
  - No
- TSSP Corridor
  - Yes
- Daily Traffic Volumes
  - 21,000

Transit Routes
- Metro 258
- Transit Ridership
  - 5,500

Caleviroscreen (1 Mile Radius)
- 20 out of 20 census tracts are in the top 25% of disadvantaged communities.
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
**Eastern Avenue**

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (excavt)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bicycle Facility
- Drought Tolerant Landscape
- Stormwater Planter

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
- Diverging Diamond Interchange Improvements

**NEW/EXPANDED SIDEWALKS**
- Class II Bike Lane
- Class IV Protected Bike Lane
- New/Expanded Sidewalk
Long Beach Boulevard

Complete Streets and Active Transportation Plan Grant

Long Beach Boulevard is a north-south roadway. Within the study area it spans from Artesia Boulevard to 51st Street. This extent of the corridor runs through the City of Long Beach.

The corridor conditions are similar throughout the study area where Long Beach Boulevard is an arterial with four lanes. A mix of commercial and residential land uses line the corridor generating pedestrian activity and transit ridership. The intersection of Artesia Boulevard & Long Beach Boulevard is among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Long Beach Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

**Observations**

- North-south corridor traversing the I-710 freeway and generally within the study area between Alondra Boulevard and Carson Street.
- Long Beach Boulevard generally provides four travel lanes throughout the study area, except at SR-91, where the cross-section expands to six lanes.
- This section of the corridor connects to SR-91 and I-710 on/off ramps.
- The bridge over I-710 includes a protected bikeway with some debris in the bike facility.
- Commercial and residential land uses are most common along this segment.
- There are several schools and parks in close proximity to Long Beach Boulevard.
- Mix of residential and retail uses in Compton portion of corridor. Crosswalks are faded, street trees shade is discontinuous, and not all bus stops have bus shelters.
- Mix of residential and retail uses in Long Beach. Between SR-91 Freeway and Compton, dense tree canopy along both sidewalk and median.
- Crosses utility corridor in Compton.
- Sidewalk between Bort Street and Barclay Street is located on frontage road to the west of Long Beach Boulevard, and to the west of Uptown Dog Park.

**Constraints**

- Freeway underpass and overpass at SR-91 and I-710 constrain cross-sections.
- There may be limited potential for modifications to existing ramps.
- No Los Angeles River Bike Path access points.

**Opportunities**

- Add curb extensions and high visibility crosswalks to intersections with high pedestrian traffic. Ensure crosswalks are added to all legs of intersection.
- Add curb extensions and pedestrian signals, such as a pedestrian hybrid beacon, to unsignalized intersections or those without stop signs with pedestrian crossings (e.g., Long Beach Boulevard & Schinner Street and Long Beach Boulevard & Caldwell Street).
- Plant street trees in existing planting strips or install new planting strips where tree canopy is lacking.
- Add shade structures to bus stops.
- Remove free right-turn lane at Bullis Road going south onto Long Beach Boulevard.
- Make SR-91 Freeway underpass more pedestrian friendly with lights; add artwork or murals underneath.
- Add pedestrian crossing between Bort Street and Artesia Boulevard to minimize distance between crossings.
- Repaint crosswalks across on- and off-ramps to I-710.
- On frontage roads, ensure stop bar is located where pedestrian crossing is located (e.g., Long Beach Boulevard & 45th Street configuration may not be safe for pedestrians. Crosswalk should also extend across frontage road).
- Enhancing connections to parks, schools, and nearby active transportation facilities.
- Enhancement of facilities with bridge upgrades through I-710 project.
- Raised median presents opportunity for pedestrian refuge at crossings.
- Serves as important connection across I-710 for surrounding community.
Long Beach Boulevard

Complete Streets and Active Transportation Plan Grant

**Planned Improvements**

> Long Beach Boulevard Specific Plan
> Lynwood Transit Area Specific Plan

**Map Elements**

<table>
<thead>
<tr>
<th>Corridors &amp; Borders</th>
<th>Transit Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSSP Corridor</td>
<td>4,000+</td>
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<tr>
<td>City Boundary</td>
<td>2,000</td>
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<tr>
<td>Bus Route</td>
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<td>Existing Bike Facility</td>
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<tr>
<td>Planned Bike Facility</td>
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<table>
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<tr>
<th>Points of Interest</th>
<th>Collisions</th>
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<tbody>
<tr>
<td>Arts/Recreation</td>
<td>Bicycle</td>
</tr>
<tr>
<td>Health Services</td>
<td>Pedestrian</td>
</tr>
<tr>
<td>School</td>
<td>Train</td>
</tr>
<tr>
<td>College/University</td>
<td>Vehicle</td>
</tr>
</tbody>
</table>

**Corridor Features**

**Bike Routes**

Yes

**TSSP Corridor**

Yes

**Daily Traffic Volumes**

25,000

**Transit Routes**

Metro 60, Long Beach Transit 51, 52, 192

**Transit Ridership**

6,100

**Calenviroscreen (1 Mile Radius)**

12 out of 13 census tracts are in the top 25% of disadvantaged communities.
Existing Bus Stop (Typical)

These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Santa Fe Avenue is a north-south roadway within the study area it spans from Pacific Coast Highway to Willow Street and does not cross I-710. This extent of the corridor runs through the City of Long Beach. The corridor conditions are similar throughout the study area where Santa Fe Avenue is an arterial with four lanes. A mix of commercial and residential land uses line the corridor. Active land uses like St. Lucy Catholic School, Admiral Kidd Park, Cabrillo High School, and Long Beach Job Corps Center generate pedestrian and transit activity along the corridor. The intersections of Santa Fe Avenue & Pacific Coast Highway and Willow Street & Pacific Coast Highway are among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Santa Fe Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Planned bicycle boulevard improvements by the City of Long Beach on Delta Avenue, parallel to Santa Fe Avenue between Wardlow Road and Night Street, will help improve north-south connectivity to the corridor. As the City’s strategy for developing an active transportation network, it should be considered as a part of alternatives for improvements in addition to Santa Fe Boulevard.

Santa Fe Avenue Complete Streets and Active Transportation Plan Grant

Observations

- North-south corridor that runs parallel to the I-710. It has four access points to Compton Creek.
- The corridor has four lanes with either a center turn lane or median. Parking is present on one or both sides of the street throughout much of the corridor.
- Land uses are industrial north of the I-405 and south of Pacific Coast Highway with residential uses between I-405 and Pacific Coast Highway.
- At the intersection of SR-91, the County of Los Angeles Department of Public Social Services draws heavy pedestrian traffic, and sidewalks and other pedestrian facilities are discontinuous or missing.
- Under the SR-91 bridge, vendors offer free cell phones and dental service to those accessing social services, and sidewalk conditions are poor.
- High school students were seen crossing midblock at 21st Street, near Cabrillo High School.
- Discontinuous sidewalks throughout Compton.

Constraints

- Minimum right-of-way must be met on the Compton Creek bridge in order to widen sidewalks.
- Land uses and heavy truck traffic in Compton and Carson do not promote pedestrian and bicycle activity.

Opportunities

- Construct pedestrian infrastructure between Artesia Boulevard and East Las Hermanas Street, including sidewalks on both sides of the street, high visibility crosswalks, lighting, pedestrian refuge islands at intersections and freeway ramps, and unobtrusive landscaping.
- Add sidewalks south of East Las Hermanas and landscape existing sidewalks with small trees and shrubs.
- Widen sidewalks under the SR-91 bridge to accommodate vendors offering social services.
- Clean up bus stops along the corridor.
- Widen sidewalk on bridge over Compton Creek.
- Clean up Compton Creek access points on west side of the creek.
- South of Alameda Street, construct a sidewalk on the east side of the roadway, providing access to the Del Amo Blue Line Station.
- Add trees to sidewalk planting areas in Carson.
- Add mural to wall adjacent to Rancho Dominguez Preparatory School’s sports fields.
- Convert paved medians into landscaped areas with trees and add trees to sidewalk when practical.
- Require setback and landscape buffer when large scale industrial development adjoins residential development (e.g., east of Carson Avenue and Santa Fe Avenue).
- Provide crosswalks at all four approaches to intersections; for example, on the south side of 21st Street and the north side of Willard Street.
- Provide mid-block crossings between 30th Street and Pacific Coast Highway, where long blocks between signalized intersections encourage midblock crossings.
Santa Fe Avenue

Complete Streets and Active Transportation Plan Grant

Planned Improvements

- Transportation enhancements in Long Beach

Map Elements

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<td>400</td>
</tr>
<tr>
<td>Planned Bike Facility</td>
<td>200</td>
</tr>
</tbody>
</table>

Points of Interest

- Arts/Recreation
- Health Services
- School
- College/University

Corridor Features

- Bike Routes: Yes
- TSSP Corridor: No
- Daily Traffic Volumes: 20,000

Transit Routes

- Metro 202, Long Beach
- Transit 191, 192, 45, 1

Transit Ridership: 6,300

Calenviroscreen (1 Mile Radius)

- 5 out of 6 census tracts are in the top 25% of disadvantaged communities.
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Santa Fe Avenue

URBAN DESIGN IMPROVEMENTS
- Opportunity Site (excavated)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

LANDSCAPE IMPROVEMENTS
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

MOBILITY IMPROVEMENTS
- Proposed Roadway
- Bicycle Facility
- Existing (E) and Proposed (P)
- Class II Bike Lane
- Class III Bike Route
- Class IV Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements

INTERSECTION IMPROVEMENTS
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor with Marked Crosswalks or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

11.26.2018
WORKING WITH STAKEHOLDERS TO OBTAIN INPUT AND DEVELOP CONCEPT PLANS IS A MULTI-STEP PROCESS.

Having presented the concepts for each corridor, the focus shifts to understanding the potential cost of improvements and context for obtaining implementation funding. Chapter 7 presents several components to facilitate this process:

- Planning level cost estimates for each corridor
- Federal, state, regional, local, and public/private partnership funding sources
- Identification of specific funding sources for each corridor

By integrating the planning level cost estimates and inventory of available funding sources, the project team has already taken the first step of identifying specific funding sources for which projects would be eligible and be competitive for grant funding. This is a critical step towards implementation, as a substantial number of active transportation projects are funded through grants.

Agencies are encouraged to review the cost estimates and funding sources to evaluate funding options. This evaluation will help in deciding which sources are most appropriate for each agency based on award amount, timing of grant applications, staff capacity, and priority projects identified for implementation. Cities may elect to proceed with the projects as identified in this effort or they may draw on elements of these concept plans to develop additional project ideas based on changes in conditions or additional community input.

As discussed previously, this report is structured so that agencies preparing grant applications can readily pull the following information from this plan:

- **Chapter 2** – information on locally adopted plans, projects, and policies that are the basis for the project ideas generated through this project and provide the data, analysis, and justification for Complete Streets projects in the study area
- **Chapter 3** – examples of Complete Streets planning and implementation in the study area, which can serve as a model for other cities to follow as they seek to improve livability for residents
- **Chapter 4** – detailed information regarding the community engagement events, participants, meeting notification, topics discussed, and input received. Related information is available in associated appendices.
- **Chapter 5** – comprehensive toolbox that agencies can use to develop improvement plans that complement the suggestions in this report
- **Chapter 6** – graphics that can be inserted to represent the location and type of improvements agencies are pursuing through grant funding

Finally, while implementation is often based on jurisdictional boundaries, individual travel behavior is typically not based on consideration of local City borders. Therefore, it is recommended that adjacent municipalities coordinate to identify holistic corridor-wide projects and apply for funding and implement jointly, as appropriate.
### Project Funding

#### COST SUMMARY BY CORRIDOR

<table>
<thead>
<tr>
<th>Corridor Name</th>
<th>Total Cost</th>
<th>Dir To (Eastern extent)</th>
<th>From (Western Extent)</th>
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<td>1 3rd Street</td>
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<td>EW Atlantic Boulevard</td>
<td>Indiana Street</td>
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<tr>
<td>2 Whittier Boulevard</td>
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<td>4 Telegraph Road</td>
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<td>Downey Road</td>
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<td>5 Washington Boulevard</td>
<td>$2,000,000</td>
<td>EW Commerce Way</td>
<td>Indiana Street</td>
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<td>6 Slauson Avenue</td>
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<td>EW Boxford Avenue</td>
<td>Gifford Avenue</td>
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<td>7 Gage Avenue</td>
<td>$8,000,000</td>
<td>EW Darwell Avenue</td>
<td>King Avenue</td>
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<td>8 Florence Avenue</td>
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<td>King Avenue</td>
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<td>9 Clara Street</td>
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<td>EW Kress Avenue</td>
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<td>10 Firestone Boulevard</td>
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<td><strong>TOTAL</strong></td>
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*Project costs are for the I-710 Livability transportation enhancements and do not include freeway, bridge, or ramp modifications as part of the I-710 Corridor Modernization Project.*
The majority of public funds for bicycle and pedestrian projects are derived from a core group of federal, state, and local programs.

Federal Transit Administration (FTA)

The Federal Transit Administration (FTA) provides grants to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. Since 1964, FTA has partnered with state and local governments to create and enhance public transportation systems, investing more than $11 billion annually to support and expand public transit services.

www.fhwa.dot.gov/rost/forta

Fixing America’s Surface Transportation (FAST) Act

The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.

www.fhwa.dot.gov/fastact

Safe Routes to School Program (SRTS)

Cycle 3 of the Federal Safe Routes to School program has been extended after the success of California’s Safe Routes to School (SR2S) program which began in 1999. Originally a five year program, extensions through continuing resolution have been enacted by Congress allowing the program to remain funded for the purpose of: 1) enabling and encouraging students in kindergarten through eighth grade (K-8), including students with disabilities, to safely walk and bicycle to school, 2) making walking and bicycling to school a more appealing mode choice, and 3) facilitating the planning, design, and implementation of projects that will improve safety, environment, and overall quality of life. Consistent with other federal-aid programs, each State Department of Transportation is held responsible for developing and implementing the program.

http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm

Transportation Enhancement Activities

The Transportation Enhancement (TE) activities offered funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation.

www.fhwa.dot.gov/environment/transportation_alternatives

Federal Funding Sources

Recreational Trails Program (RTP)

RTP annually provides monies for recreational trails and trail-related projects and is administered at the federal level by the Federal Highway Administration (FHWA). Applicants must be in compliance with the National Environmental Policy Act (NEPA), the National Historic Preservation Act of 1966, and listing of the project on either the State Transportation Improvement Plan (STIP) or a local Transportation Improvement Plan (TIP). The RTP encourages applicants to develop cooperative agreements with qualified youth conservation or service corps to perform trail construction and maintenance. The California Conservation Corps (CCC) is one of the many organizations that can assist with trail construction, maintenance, repair, and restoration.

www.parks.ca.gov/?page_id=24324

Transportation Alternatives Program (TAP)

The Fixing America’s Surface Transportation (FAST) Act replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG). For administrative purposes, the Federal Highway Administration (FHWA) will refer to these funds as the TA Set-Aside. The TA Set-Aside authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways.

www.fhwa.dot.gov/environment/transportation_alternatives

Section 402: Stage Highway Safety Programs

Section 402 supports State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A State may use these grant funds only for highway safety purposes; at least 40 percent of these funds are to be used by or for the benefit of political subdivisions of the State to address local traffic safety problems. The program is administered by the National Highway Traffic Safety Administration (NHTSA) at the Federal level and by the State Highway Safety Offices (SHSO) at the State level.

Pedestrian and bicycle projects are on the NHTSA priority list.

www.fhwa.dot.gov/environment/transportation_alternatives

www.fhwa.dot.gov/environment/transportation_alternatives

www.fhwa.dot.gov/legislationandpolicy/policy/section402/

www.safety.fhwa.dot.gov/legislationandpolicy/policy/section402/
Project Funding

FUNDING SOURCES

State Funding Sources

Active Transportation Program (ATP)
The California Transportation Commission developed program guidelines and project selection criteria for the first call for projects for the statewide Active Transportation Program (ATP) in March 2014. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. A fourth cycle of the ATP is anticipated in 2019 and expected to last through 2023.

The purpose of ATP is to encourage increased use of active modes of transportation by increasing the proportion of trips accomplished by biking and walking, improving safety and mobility for non-motorized users, advancing the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, enhancing public health, ensuring that disadvantaged communities fully share in the benefits of the program, and providing a broad spectrum of projects to benefit many types of active transportation users.

In addition, the Senate Bill 1 (SB1) transportation bill funds an additional $1 billion for the Active Transportation Program (ATP) over the next ten years—that’s an additional $100 million per year for cities, counties and regional transportation agencies to build more bike paths, crosswalks and sidewalks.

Caltrans Transportation Planning Grants
Caltrans provides Transportation Planning Grants on a yearly basis. These grants are available to jurisdictions focusing on improving mobility by innovatively addressing problems or deficiencies in the transportation system. Funds can be used for planning or feasibility studies. Senate Bill 1 (SB1) planning grant funds for fiscal year 2018-2019 were awarded to 99 projects totaling approximately $28.87 million.

www.dot.ca.gov/hq/tpp/grants.html

Environmental Enhancement and Mitigation Program (EEMP)
The Environmental Enhancement and Mitigation Program (EEMP) was established in 1989 and is administered by the California Natural Resources Agency and Caltrans. The program offers a total of $7 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations, funded through gasoline taxes. EEMP Funds are allocated to projects that either directly or indirectly offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park-and-ride facilities, transit stations, tree planting to offset the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities, such as trails. EEMP is an annual program with the next solicitation expected in April of 2019.

www.resources.ca.gov/grants/environmental-enhancement-and-mitigation-eemp

Recreational Trails Program (RTP)
The Recreational Trails Program (RTP) provides funds to states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation’s Federal Highway Administration (FHWA). The RTP funds come from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from non-highway recreational fuel use. RTP funds are distributed to each state by legislative formula: half of the funds are distributed equally among all states, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each State. RTP funds may be used for maintenance and restoration of existing trails, purchase and lease of equipment to construct or maintain trails, administrative costs associated with the program, or operation of educational programs to promote safety and environmental protection related to trails.

www.parks.ca.gov/?page_id=43324

Highway Safety Improvement Program (HSIP)
The Highway Safety Improvement Program (HSIP) is a core federal-aid program that aims to reduce traffic fatalities and serious injuries on public roads. HSIP funds can be used for projects such as bike lane or sidewalk projects on local roadways, improvements to Class I multi-use paths, or for traffic calming measures. Applications that identify a history of incidents and demonstrate their project’s improvement to safety are most competitive for funding. Program is administered by Caltrans in the State of California.

www.dot.ca.gov/hq/localPrograms/hsip.htm

OTS Grant Opportunities
The California Office of Traffic Safety (OTS) provides grants for safety programs and equipment. Drivers of motor vehicles need to share the road with pedestrians and bicyclists. OTS grantees develop programs to increase awareness of traffic rules, rights, and responsibilities among various age groups. Bicycle and Pedestrian Safety is a specifically identified funding priority. This category of grants includes enforcement and education programs, which encompass a wide range of activities, including bicycle helmet distribution, design and printing of billboards and bus posters, other public information materials, development of safety components as part of physical education curriculum, or police safety demonstrations through school visitations.

www.ots.ca.gov/Grants/default.asp

Land and Water Conservation Fund
The Land and Water Conservation Fund (LWCF) provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources.

www.nps.gov/subjects/lwcf/stateful.htm
FUNDING SOURCES

Safe Routes to School Program (SR2S)

SR2S is administered by Caltrans, and funds engineering and education projects that improve safety to/from schools. Authorized by Section 1404 of SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), the SRTS Program came into effect in August of 2005. This federal funding program emphasizes community collaboration in the development of projects, and projects that incorporate elements of the 5 E’s – education, encouragement, engineering, enforcement, and evaluation.

http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm

Section 130 Railroad Crossing Maintenance Fund

The California “Grade Crossing Protection Maintenance Fund” (Maintenance Fund) is administered by the California Public Utilities Commission (CPUC) and was established by the State legislature in 1965 to pay to railroads the local roadway authority’s (city or county) share of the cost of maintaining automatic warning devices at crossings (historically termed “automatic protective devices” at “grade crossings”) that are installed or upgraded after October 1, 1965. The CPUC’s Railroad Grade Crossing Maintenance Program Set-Aside for the Fiscal Year 2017-18 State Budget, from $3,775,000 to $3,780,000, as CPUC requested in Resolution SX-121.

http://www.cpuc.ca.gov/General.aspx?id=2891

Regional and Local Funding Sources

At the regional and county level, SCAG and Metro administer much of the funds that can be used to implement active transportation projects.

SCAG Grant Opportunities

The Southern California Association of Governments’ Grant opportunities are offered by various agencies, and may be pertinent to an agency’s workplan. SCAG gathers this information in order to disseminate it to all interested agencies in the SCAG region.

http://www.scag.ca.gov/opportunities/Pages/Grants.aspx

Measure M

The Measure M Expenditure Plan devotes its funds to nine transportation categories as follows: 35% to new rail and bus rapid transit construction, 17% highway/Carpool lane/Gooods movement improvements, 20% Bus operations, 17% to local city transportation improvements, 5% to Metro Rail system improvements, 2% for state of good repair, 2% to keep fares affordable for seniors, students and disabled, 2% for active transportation projects, and 1% for Metrolink projects. Many jurisdictions use their local Measure M funding for active transportation projects and local transportation improvements.

http:// scopilot.metro.net/

Air Quality Improvements through Automobile Trip Reduction & Roadway Congestion Mitigation

The AQMD announced the availability to local governments for up to $5 million in grant funds for opportunities to reduce automobile trips, traffic congestion, and their associated air pollutant emissions by shifting attendees of major event center functions out of their personal automobile and onto public transportation.

http://www.scag.ca.gov/opportunities/Pages/Grants.aspx

Traffic Mitigation Fees

Some agencies have implemented development fees that can then be used to fund various types of infrastructure. For example, a fee may be adopted for each PM peak hour trip that is generated by a project. This funding is combined with funds from other projects to establish a source of funds to construct the improvements that are on an adopted project list. Based on the list of projects or other mechanisms, the traffic mitigation program can be used to fund a variety of projects that serve several travel modes.

Capital Improvement Program (CIP)

Each year, the City allocates a portion of the general fund budget to transportation capital projects, including pedestrian-related facilities, street lighting, and traffic calming. This is typically the largest source of funds for existing communities. While sidewalk repair and replacement are usually the responsibility of the adjacent land owner, the City is responsible for the repair of sidewalk damage caused by City-owned vehicles, tree crashes, water main breaks and natural subsidence. The majority of CIP funds, however, are for new installations associated with city streets, buildings and other infrastructure.

Community Development Block Program (CDBG)

CDBG Partners with rural cities and counties to improve the lives of their low- and moderate-income residents through the creation and expansion of community and economic development opportunities in support of livable communities. The CDBG program is the development of viable urban communities by providing decent housing and a suitable living environment and through expanding economic opportunities, principally, for persons of low- and moderate-income. “Persons of low and moderate income” are defined as families, households, and individuals whose incomes do not exceed 80 percent of the county median income, adjusted for family or household size.

http://www.scag.ca.gov/opportunities/Pages/Grants.aspx

http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/srts.htm

http://www.cpuc.ca.gov/General.aspx?id=2891

http://www.scag.ca.gov/opportunities/Pages/Grants.aspx

http:// scopilot.metro.net/

http://www.hcd.ca.gov/grants-funding/active-funding/cdbg.shtml#programs
Project Funding
FUNDING SOURCES

50/50 Cost Sharing Program
In this program, the City pays for half of the cost of sidewalk replacement. The fee is based on a per square foot cost and is the same for all neighborhoods of the City. To qualify for the 50/50 cost-sharing program, the area not to be repaired must be at least 75 square feet of old and deteriorated sidewalk, not including the section of sidewalk directly behind the driveway entrance. In any council district, the program is offered as a 75/25 (City/owner) cost sharing program, with the additional funding coming from the council offices' discretionary CDBG monies. The program is primarily intended for repair of damaged sidewalks in CDBG eligible areas.

Public Private Partnerships
Increasingly, innovative bicycle projects are being implemented with the assistance and funding from private entities. Examples of local projects include the provision of shared bicycles at hotels, the construction of shower and changing facilities in office buildings, and the development of bicycle storage rooms at new residential development sites.

Scenic Byways
The program recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America’s Byways. Funds for this program can also be used in the development and provision of tourist implementation; and construction of bicycle and pedestrian facilities, interpretive facilities, overlooks, and other enhancements for byway travelers. Designation of the scenic byway must be in accordance with a Scenic Byways program developed and adopted by the state.

California Conservation Corps (CCC)
The CCC provides emergency assistance and public service conservation work potentially available to pedestrian-related projects. In San Diego, the CCC has installed bike lockers.

Business Improvement Districts (BID) – City of Long Beach
Business Improvement Districts (BIDs) offer the chance for property and business owners to join together and implement a self-assessed fee to be used for agreed upon improvements in their respective business districts. BIDs typically use their funds for services such as: business development, marketing, cleanup and maintenance, security, special events and corridor beautification improvements. http://www.longbeach.gov/economicdevelopment/business-development/business-improvement-districts/

The National Institutes of Health
The National Institutes of Health funds projects that “study primary and secondary prevention approaches targeting environmental factors that contribute to inappropriate weight gain in children, adolescents, and adults.” Applications may be submitted by for-profit and non-profit organizations (e.g., universities, colleges, hospitals, laboratories, units of state and local governments, and eligible agencies of the federal government). Approximately 4,000,000 dollars are committed to fund successful applications and NIH anticipates making 5 to 12 awards. The application guidelines that apply to pedestrian and bicycle programs are listed below:

> Promoting walking or bicycling to school or to worksites
> Increasing physical activity during, before, and after school care
> Decreasing sedentary behaviors in children and adolescents
> Promoting physical activity at worksites
> Increasing family participation in physical activity

http://grants.nih.gov/grants/grant_basics.htm

Parking Meter Districts
Parking Meter Districts use parking meter revenues for streetscape improvements such as pedestrian facilities, landscaping and lighting.
## Funding Source Matrix

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Covers</th>
<th>3rd Street</th>
<th>Whittier Boulevard</th>
<th>Olympic Boulevard</th>
<th>Telegraph Road</th>
<th>Washington Boulevard</th>
<th>Atlantic Avenue (North)</th>
<th>Atlantic Avenue (South)</th>
<th>Imperial Highway Boulevard</th>
<th>Rosecrans Avenue Boulevard</th>
<th>Somerton Avenue (North)</th>
<th>Somerton Avenue (South)</th>
<th>Alondra Boulevard</th>
<th>Atlantic Avenue</th>
<th>Long Beach Boulevard</th>
<th>Del Amo Boulevard</th>
<th>Wardlow Road</th>
<th>Willow Street</th>
<th>Pacific Coast Highway</th>
<th>Anaheim Street</th>
<th>Ocean Boulevard</th>
<th>Garfield Avenue</th>
<th>Eastern Avenue</th>
<th>Santa Fe Avenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recreational Trails Program (RTP)</td>
<td>Trail construction, maintenance, repairs and restoration</td>
<td>●</td>
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<td>Transportation Alternatives Program (TAP)</td>
<td>Roadway, pedestrian facilities, bicycles, mobility, community improvement, stormwater mitigation, trails</td>
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<td>Federal Transit Administration (FTA)</td>
<td>Public transit (Bus, LRT, HRT, Commuter Rail)</td>
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<td>Fixing America’s Surface Transportation (FAST) Act</td>
<td>Highway, motor vehicle safety, public transportation</td>
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<td>Section 402: Stage Highway Safety Programs</td>
<td>Highway safety</td>
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<tr>
<td>Safe Routes to School Program (SRTS)</td>
<td>Roadway, pedestrian facilities, bicycles, mobility with emphasis on safer travel to school</td>
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<tr>
<td>Transportation Enhancement Activities</td>
<td>Pedestrian and bicycle facilities, safety, scenic/historical highways, landscaping, historic preservation, environmental mitigation</td>
<td>●</td>
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<tr>
<td>Active Transportation Program (ATP)</td>
<td>Roadway, pedestrian improvements, bicycle facilities, reduce greenhouse gas, disadvantage community improvement</td>
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<tr>
<td>Caltrans Transportation Planning Grants</td>
<td>Mobility, highways, roadways</td>
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<tr>
<td>Environmental Enhancement and Mitigation Program (EEMP)</td>
<td>Roadways, transit, stations, park-n-ride, tree planting</td>
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</table>
## Project Funding

### Funding Source Matrix

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Covers</th>
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</thead>
<tbody>
<tr>
<td>Recreational Trails Program (RTP)</td>
<td>Trail construction, maintenance, repairs and restoration</td>
</tr>
<tr>
<td>Highway Safety Improvement Program (HSIP)</td>
<td>Traffic Safety improvements, bicycle facilities</td>
</tr>
<tr>
<td>OTS Grant Opportunities</td>
<td>Bicycle safety awareness</td>
</tr>
<tr>
<td>Land and Water Conservation Fund</td>
<td>Recreational areas and parks</td>
</tr>
<tr>
<td>Safe Routes to School Program (SR4S)</td>
<td>Roadway, pedestrian facilities, bicycles, mobility with emphasis on safer travel to school</td>
</tr>
<tr>
<td>Section 130 - Railroad Crossing Maintenance Fund</td>
<td>Grade crossing maintenance, upgrade, improvements</td>
</tr>
<tr>
<td>SCAG Grant Opportunities</td>
<td>Various</td>
</tr>
<tr>
<td>Measure M</td>
<td>Transit, Highway, Bus Operations, local transportation improvements, roadway repair</td>
</tr>
<tr>
<td>Air Quality Improvements through Automobile Trip Reduction &amp; Roadway Congestion Mitigation</td>
<td>Traffic Congestion relief, traffic signal</td>
</tr>
<tr>
<td>Regional</td>
<td>Traffic Mitigation projects</td>
</tr>
<tr>
<td>Capital Improvement Program (CIP)</td>
<td>Pedestrian facilities, traffic calming, street lighting</td>
</tr>
<tr>
<td>Community Development Block Program (CDBG)</td>
<td>Roadway improvement/repair, sidewalk, curb and gutter</td>
</tr>
</tbody>
</table>

### Funding Source Covers

- State
  - Recreational Trails Program (RTP)
  - Highway Safety Improvement Program (HSIP)
  - Bicycle safety awareness
  - Recreational areas and park
  - Roadway, pedestrian facilities, bicycles, mobility with emphasis on safer travel to school
  - Grade crossing maintenance, upgrade, improvements
  - Various
  - Transit, Highway, Bus Operations, local transportation improvements, roadway repair
  - Traffic Congestion relief, traffic signal
  - Traffic Improvement projects
  - Pedestrian facilities, traffic calming, street lighting
  - Roadway improvement/repair, sidewalk, curb and gutter
# Funding Source Matrix

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Covers</th>
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</thead>
<tbody>
<tr>
<td>50/50 Cost Sharing Program</td>
<td>sidewalks</td>
</tr>
<tr>
<td>California Conservation Corps (CCC)</td>
<td>Emergency repair services</td>
</tr>
<tr>
<td>Parking Meter Districts</td>
<td>Pedestrian facilities, streetscape improvements</td>
</tr>
<tr>
<td>Business Improvement Districts (BID) – City of Long Beach</td>
<td>Streetscape, clean up and maintenance</td>
</tr>
<tr>
<td>The National Institutes of Health</td>
<td>Pedestrian and bicycle facilities, streetscape.</td>
</tr>
<tr>
<td>Scenic Byways</td>
<td>Scenic highways</td>
</tr>
</tbody>
</table>

* For cycle and availability, see funding sources.
**Operations and Maintenance (O&M)**

Operations and Maintenance (O&M) are two important project elements that should not be overlooked, especially when livability improvements can involve multiple jurisdictions, such as local cities, the County of Los Angeles, Metro, and Caltrans. It is important for regional and local agencies to execute memorandum of understanding to establish responsibilities by agency and ensure that the proposed livability improvements will last the intended life of the improvements. It may be necessary for regional agencies to front the first years of maintenance and operations to give local agencies the opportunity to take over and continue funding the O&M program.

Various improvements may qualify for O&M funding depending on the improvement(s) and jurisdiction(s) involved. For example, roadway paving, striping, and sidewalk improvements require long-term maintenance and are candidates for funding programs available through local and state sources. Bicycle facilities and trails may rely on active transportation grants, but this must be leveraged with local funds and possible assistance by local communities to care and maintain for their bikeways.

Metro transit and municipal facilities such as bus stop benches, shelters, lighting, and trash receptacles are maintained by operating agencies, requiring agreements for maintenance. Cities with current maintenance programs for existing parks, greenspace, and landscaping facilities may incur additional responsibilities when implementing livability improvements.

In addition, preservation of constructed facilities consists of keeping of right of way, roadways, structures, planting, illumination equipment, and other constructed facilities, and does not include reconstruction, or replacement improvements. Maintenance related to improvements may consist of drainage, landscaping/irrigation, lighting, electrical including traffic signals, street, litter, debris and graffiti, fence/retaining walls cleanup, maintenance access roadway, drainage facilities, sewer facilities, and bridge/retaining structures.

Generally, the maintenance cost during the first five years is 1% - 1.5% of the total construction cost, and from years five to ten it is 1.5% to 3% of the total construction cost. The corridor improvement costs are found in the Cost Summary table of the Project Funding section for this report.

An objective of the project is to assist cities with options for maintenance and operational agreements. The following are available sample opportunities with State and local funding.

**SB 1 Local Streets and Roads Program (LSRP)**

The Local Streets and Roads Program dedicates approximately $1.5 billion per year in new formula revenues apportioned by the State Controller to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

To be eligible to receive funding from the Controller, each year, cities and counties must submit a proposed project list adopted at a regular meeting by their board or council that is then submitted to the California Transportation Commission (Commission). Once reviewed and adopted by the Commission, the list of eligible cities and counties to receive funding is sent to the Controller to begin the apportionment process for that fiscal year.

Cities and counties must provide an Annual Project Expenditure Report to the Commission for each year in which program funding was received and expended. The Commission will then report the information collected in its Annual Report to the California Legislature that is due December 15 each year. The Annual Project Expenditure Report outcomes will also be published on the Commission’s website.

**Metro Local Return Program**

Proposition A, Proposition C, Measure R, and Measure M Local Return programs are four one-half cent sales tax measures approved by Los Angeles County voters to finance a countywide transit development program. Proposition C covers the Bus Stop Improvement and Maintenance program, which includes installation/replacement and/or maintenance of concrete landings - in street for buses and at sidewalk for pedestrians, bus turn-outs, benches, shelters, trash receptacles, curb cuts, concrete, or electrical work. Also included are major street resurfacing, rehabilitation, and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit improvements.

**Metro First - Last Mile**

For areas that fall within three miles of Metro transit stations, the need to focus on enhancing access to and from is available through Metro’s First-Last Mile program. Metro is available to assist in taking steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means, including Call for Projects Programs by region.

**Recreational Trails Program**

The Recreational Trails Program encourages applicants to develop cooperative agreements with qualified youth conservation or service corps to perform trail construction and maintenance. The California Conservation Corps (CCC) is one of the many organizations that can assist with trail construction, maintenance, repair, and restoration.
Through visits to each corridor, in-depth research of each City’s adopted transportation planning goals, discussion with stakeholders and City staff, and application of best practices in Complete Streets and multi-modal planning, Metro and GCCOG are committed to working with project partners toward improving the transportation system. The contents of this plan are adapted to allow for easy use by Cities when preparing grant applications to address questions that relate to existing conditions, number and type of collisions, Calenviroscreen conditions, community engagement, and challenges and solutions for each corridor. Cities may elect to do additional outreach and concept refinement to the project ideas presented in this plan. Cities are not compelled to move forward with these specific ideas and may opt to use them as a starting point for the development of corridor enhancement plans that incorporate different project elements.

This project effort was funded through a Caltrans grant for transportation planning. In an effort to build off the momentum it is suggested that Cities consider applying for grants for the next Caltrans Active Transportation grant cycle. In addition, it is also suggested that since many of these corridors traverse multiple cities, that cities collaboratively develop grant applications that provide improvements along the corridors rather than along jurisdictional boundaries. Metro and GCCOG are offering several ways to help cities accomplish this such as additional corridor planning efforts, grant writing assistance, and Complete Streets and First/Last Mile training courses that are free to City staff. By taking advantage of these resources cities can move forward with implementing the ideas and vision that they have developed with their stakeholders and regional partners.