



Mobility Element Annual Report:

Putting Our Mobility Plan in Action

November 2016



Mobility Element Annual Report

On October 15, 2013, the Long Beach City Council adopted the Mobility Element, one of the seven mandated elements of the Long Beach General Plan. The Mobility Element establishes a new direction for how residents, visitors and goods move around the City. The Mobility Element was shaped by extensive outreach to residents, property owners and other community stakeholders. It was based on the City's Principles for Complete Streets and Active Living.

The Mobility Element includes a description of the City's transportation network and establishes goals and policies that address the safe and efficient operation of the transportation network. The Mobility Element depicts the location and classification of roadway networks. A central theme of the Mobility Element is support for a balanced, multi-modal transportation network that enhances connectivity and supports existing development patterns, while retaining community character and maintaining environmental sustainability by reducing gasoline consumption and greenhouse gas emission. A balanced transportation system uses multiple modes of travel including motor vehicles, public transportation, bicycle, pedestrians and to a lesser extent rail and air transportation. The Mobility Element balances competing goals of accommodating trips generated by land use, while striving to retain a transportation network that complements, rather than impacts, the character of communities.

In order for the Mobility Element to effectuate its vision and purpose effectively, it must be reviewed, maintained and implemented in a systematic and consistent manner. To ensure the City is moving forward to achieve the Plan's vision,

this annual report will highlight the City's accomplishments and measure the success of the Mobility Element since its adoption in October 2013. As such, this annual report is intended to guide Council on developing policy, establishing priorities and providing direction to staff.

The Annual Report was prepared by Long Beach Development Services with input from other departments including Department of Public Works, Harbor Department and Health and Human Services.

Each policy in the Mobility Element includes one or more implementation measures or actions to ensure that there is a mechanism for its implementation. These implementation measures were selected because they were the most likely to be most effective in transforming the City operations and urban character consistent with the Mobility Element's vision. The Report summarizes the activities and projects contained in Chapter 4, Implementation Strategies and Projects, of the Mobility Element. The implementation measure capital projects are organized into two (2) categories: Mobility of People and Mobility of Goods Strategies.

The City has made significant progress in the implementation of the Mobility Element since its adoption in October 2013. This report provides a summary of the most important programs for implementing the Mobility Element that includes a status update on the Mobility Element's implementation measures providing the opportunity to highlight progress made by all departments and partner agencies. The following is a detailed list that describes the implementation measures accomplished during this report period.



Project	Description	Travel Mode	Implementation Status
Mobility of People			
1	Hill Street Bike & Pedestrian Bridge	Ped/Bike	Project concepts will be developed for inclusion in the I-710 widening Project
2	Dominquez Gap Bike & Pedestrian Bridge	Ped/Bike	No Activity
3	Delta Avenue Bike Boulevard	Ped/Bike	Funded for FY2018
4	15th Street Bike Boulevard	Ped/Bike	In design and community outreach phase
5	Del Mar Greenbelt	Ped/Bike	Conceptual Plan and Cost estimates developed in the Downtown and TOD Pedestrian Master Plan
6	Alamitos Ave/Ocean Blvd Beach Bike Path Access Improvements	Ped/Bike	Existing stairs were retrofitted to add bicycle ramps. Bike lanes and signal were added to Shoreline Drive at the Alamitos Beach parking lot entrance.
7	Jergens Pedestrian Tunnel	Ped/Bike	No Activity
8	Wilmore City Courts and Ways	Ped/Bike	La Reina Way Green Alley Demonstration Project completed
9	2nd Street/Studebaker Streetscape Enhancements	Enhanc	concept plans were developed for bike lanes and median improvements on 2nd Street from Marina Drive to easterly City boundary
10	Pine Avenue Streetscape Enhancement	Enhanc	Pine Avenue improvements were completed in 2015 including parklet, new signals, scramble crosswalks, hardscape improvements, new bollards to facilitate special events and new paving.
11	Atlantic Avenue Streetscape Enhancement	Enhanc	Construction anticipated to start winter 2017
12	Santa Fe Avenue Streetscape Enhancements	Enhanc	No Activity
13	Market Street Enhanced Pedestrian Access	Ped/Bike	Funded for FY2018
14	Wardlow Road Corridor Improvements	Multi-mode	I-710 widening project proposed removing on and off ramps to the I-405 at Long Beach and Pacific Place.
15	4th Street Corridor Improvement	Multi-mode	No Activity
17	Anaheim Street Corridor Improvements	Multi-mode	Port of Long Beach implemented a new landscaped median, signal upgrades from westerly City boundary to the I-710.

Implementation Measures	Description	Status
Pedestrians and Bicycles		
MOP IM-1	Develop a street design standards manual to reflect the new street typologies that incorporate the concept of complete streets.	The CX3 Pedestrian Plan contains a streetscape and public realm toolkit that will serve as the foundation of a street design standards manual.
MOP IM-2	Routinely incorporate complete streets features into all street redesign and repaving projects.	The Department of Public Works has developed a complete street checklist to be completed for all street projects. The findings from the complete street checklist is summarized in the council letter awarding the construction contract. Ongoing for grant funded projects.
MOP IM-3	Provide neighborhood and business groups the opportunity to review preliminary plans for major street improvements included in this plan before final design and implementation.	This implementation measure is ongoing.
MOP IM-4	Develop a City-wide pedestrian master plan that establishes a basic inventory of pedestrian infrastructure, comprehensively prioritizes pedestrian improvements, furthers the intent of the placetype designations, makes connections to other modes of travel, promotes public health, and connects with open space features.	Long Beach Development Services in conjunction with the Departments of Public Works and Health and Human services has developed two (2) pedestrian plans for the downtown and central Long Beach. The CX3 Pedestrian plan and the Downtown and TOD Pedestrian Master Plan will serve as the foundation for a new Citywide Pedestrian Master Plan.
MOP IM-5	Create walking loops with stepping-stone mile markers and other supportive features to support active living.	The Department of Parks, Recreation and Marine implemented fitness loop at Bixby Park includes a walking path with distance markers that connect six fitness equipment stations.
MOP IM-6	Continue to implement programs to promote pedestrian safety through outreach to both pedestrians and motorists.	The California Office of Traffic Safety awarded the Department of Health and Human Services Community Health Bureau \$50,000 to conduct pedestrian and bike safety workshops. The workshops will target elementary school-age children living in communities where pedestrian and bike collisions occur most frequently.
MOP IM-7	Create separated lanes for pedestrians and cyclists for the entire length of the beach path.	A standalone pedestrian path running along more than three miles of Long Beach's coastline was recently finished after more than two years of development.
MOP IM-8	Use neighborhood traffic control techniques when excessive vehicle speed, excessive volume, or pedestrian/vehicle safety concerns warrant them.	This implementation measure is ongoing.
MOP IM-9	Implement mid-block crossings and traffic calming as needed in the more suburban locations of the City where larger blocks and wider streets inhibit pedestrians.	This implementation measure is ongoing.
MOP IM-10	Design safer streets by using traffic-calming techniques (such as roundabouts and sidewalk extensions) and by providing more frequent and innovative crosswalks, pedestrian signals, and clearly marked bicycle lanes.	This implementation measure is ongoing with the implementation of the complete streets checklist, pedestrian toolkit and grant funded active transportation grants.
MOP IM-11	Continuously implement new technology to improve the pedestrian environment.	The Department of Public Works installed new 'Eco-Totem' to count bicyclists, pedestrians on beach bike, pedestrian path in real-time.
MOP IM-12	Actively seek funding to implement the Bicycle and Pedestrian Master Plans.	This implementation measure is ongoing. The City has secured funding for South Waterfront Bike Path, Delta Avenue Bike Boulevard, First Street Shared Street Pedestrian Gallery and Market Street Pedestrian Enhancements.
MOP IM-13	Implement a City-wide bike share program.	The Department of Public Works implemented a new bike share program along the shoreline (south of Pacific Coast Highway). In the near future, this program will be expanded citywide.
MOP IM-14	Develop an on-street bike parking (i.e., bike corrals) program including standards and procedures.	No activity to report for this implementation measure.

Implementation Measure	Description	Status
Pedestrians and Bicycles (continued)		
MOP IM-15	Strengthen existing development standards for bike parking at new commercial and multifamily developments.	The proposed update of the Long Beach Bicycle Master Plan will include revised standards for bicycle parking.
MOP IM-16	Implement the City's Metro Blue Line Bicycle and Pedestrian Access Plan.	The Downtown and TOD Pedestrian Master Plan contains a further refinement of the projects identified in the Metro Blue Line Bicycle and Pedestrian Access Plan. Those refinements include conceptual drawings and project cost estimates.
MOP IM-17	Address bicycle safety and access in the design and maintenance of all street projects.	This implementation measure is ongoing with the Complete Streets Checklist.
MOP IM-18	Whenever capital improvement projects are constructed at intersections, vehicle actuation should detect bicycles.	This implementation measure is ongoing.
MOP IM-19	Identify and analyze locations with a high number of bicycle crashes and implement appropriate engineering, education, enforcement, and countermeasures.	The proposed update of the Long Beach Bicycle Master Plan will include analysis of bicycle crash data and recommendations for improvements.
MOP IM-20	Use "sharrow" marking on all existing and proposed Class III facilities, as feasible.	This implementation measure is ongoing with the Complete Streets Checklist.
MOP IM-21	Institutionalize the Bicycle Friendly Business Districts and Bike Saturday campaign in Long Beach.	No activity to report for this implementation measure.
MOP IM-22	Continue to conduct annual bike counts, walk audits, and other data collection and analysis related to bicycle facilities for program evaluation and to support grant-making efforts.	This implementation measure is ongoing. Long Beach is in its 8th year of annual bike counts.
MOP IM-23	Develop a policy for retrofitting existing automobile parking spaces for bike parking at existing commercial and multi-family developments.	The proposed update of the Long Beach Bicycle Master Plan will include revised standards for bicycle parking.
MOP IM-24	Coordinate and collaborate with local school districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout Long Beach.	This implementation measure is ongoing.
MOP IM-25	Continue to upgrade the City's designation as a bike-friendly city to platinum status.	Long Beach will submit an application to the League of American Cyclists to upgrade bicycle-friendly designation.
MOP IM-26	Participate in and support City-wide events to promote bicycling, such as National Car-Free Day, Bike-to-Work Day, Bike Saturday, and Park(ing) Day, women on bikes, and bike buddy.	This implementation measure is ongoing.
MOP IM-27	Pilot an "individualized marketing campaign" to help residents to choose safe, convenient routes to replace automobile trips with bicycling and transit trips.	No activity is report for this implementation measure.
MOP IM-28	Actively support ciclovias (ie, bike festivals) and other "open street" activities in Long Beach.	Long Beach has hosted three Beach Street "ciclovía" style street closures for bikes.
MOP IM-29	Continue to support the Bikestation and encourage the development of small-scale bike-transit hubs throughout the City of Long Beach.	This implementation measure is ongoing.
MOP IM-30	Ensure that all planning processes, such as neighborhood and specific plans, identify areas where pedestrian, bike and transit improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, improved lighting, and new street furniture.	This implementation measure is ongoing. The Midtown Specific Plan identifies public realm improvements.
MOP IM-31	Continue to strengthen the marketing and promotion of non-auto transportation to residents, employees, and visitors.	This implementation measure is ongoing.
MOP IM-32	Routinely integrate the financing, design, and construction of pedestrian facilities with street projects. Build pedestrian improvements at the same time as improvements for vehicular circulation.	This implementation measure is ongoing with the Complete Streets Checklist.

Implementation Measure	Description	Status
Pedestrians and Bicycles (continued)		
MOP IM-33:	Continue to implement pedestrian streetscape designs, especially on streets with projected excess vehicle capacity, to reduce either the number of travel lanes or the roadway width, and use the available public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.	This implementation measure is ongoing with the Complete Streets Checklist.
MOP IM-34:	Convert electricity transmission corridors to parks, as resources and leases become available.	No activity to report for this implementation measure.
MOP IM-35:	Establish rails to trails program to re-purpose, share or re-configure surplus rights-of-way to greenbelts with bicycles and pedestrian facilities.	No activity to report for this implementation measure.
MOP IM-36:	Establish a Pavement to Plazas program to realign irregular intersections and re-purpose surplus public rights-of-way for public space.	No activity to report for this implementation measure.
Transit		
MOP IM-37	Actively support and assist Long Beach Transit in the implementation of design guidelines for bus shelters and other bus stop amenities.	No activity to report for this implementation measure.
MOP IM-38	Include Long Beach Transit early in the City's Site Plan Review process to ensure transit facilities are well integrated into the development project.	This implementation measure is ongoing.
MOP IM-39	Actively support and assist Long Beach Transit's development of a strategic action plan for future transit service.	No activity to report for this implementation measure.
MOP IM-40	Actively support and assist Long Beach Transit's expansion of real-time transit information at bus shelters and expand smart phone applications and other new technology.	No activity to report for this implementation measure.
MOP IM-41	Actively support and assist Long Beach Transit's establishment of mini-transit hubs throughout the City that provide multi-modal connectivity.	No activity to report for this implementation measure.
MOP IM-42	Establish inter-transit agency transit hubs and Park and Rides in northern half of the City.	Department of Public Works participate in a task force to identify a new east Long Beach Transit hub.
MOP IM-43	Actively support and assist Metro to expand the existing Park and Ride facilities at Metro Blue Line stations.	No activity to report for this implementation measure.
MOP IM-44	Actively support Long Beach Transit's efforts to expand the universal access pass program to major employers and business districts.	No activity to report for this implementation measure.
MOP IM-45	Continue to explore the feasibility of bus rapid transit and a street car system in Long Beach.	No activity to report for this implementation measure.
MOP IM-46	Continue to implement transit-priority traffic signals.	This implementation measure is ongoing.
MOP IM-47	Investigate the feasibility of establishing of a streetcar or other type of personal rapid transit system in Long Beach. This system is proposed as a long-term community asset that will enhance non-automobile connectivity between neighborhoods, bus, rail, and water transit hubs, and the Downtown core.	No activity to report for this implementation measure.
MOP IM-48	As a pilot program, apply interim MMLoS standards for development proposals in the downtown.	Department of Public Works is developing an alternative to vehicle level of service analysis for implementing California Environmental Quality Act (CEQA).

Description	Status
MOP IM-49: Actively promote and develop plans for the extension of the Metro Green Line Station to the Blue Line Willow to increase regional connectivity.	No activity to report for this implementation measure.
MOP IM-50: Review all capital improvement projects to ensure improvements located on existing and planned bus routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient bus operation and improved passenger access and safety while maintaining overall pedestrian and bicycle safety and convenience.	This implementation measure is ongoing.
Funding and Administration	
MOP IM-51: Ensure that the City's transportation impact fee program provides adequate funding for necessary transportation improvements that will benefit all travel modes, while also incentivizing development that is less dependent on expensive new transportation infrastructure.	Department of Public Works is preparing a nexus study to update the transportation impact fee, which will include funding for active transportation modes.
MOP IM-52: Review and, if necessary, update the City's transportation impact fee program to ensure that funding is provided for necessary transportation improvements that will benefit all travel modes.	Department of Public Works is preparing a nexus study to update the transportation impact fee.
MOP IM-53: Integrate financing and implementation of pedestrian, bicycle, and transit improvement projects with other related street modifications projects.	This implementation measure is ongoing through the complete street checklist procedures.
MOP IM-54: Participate with Local, Regional, State, and Federal Agencies and Other Organizations.	This implementation measure is ongoing.
Automobiles	
MOP IM-55: Support the casual carpool system by enhancing existing facilities and amenities. If necessary, the carpool facilities should be reconfigured or relocated to equally convenient locations.	No activity to report for this implementation measure.
MOP IM-56: When industry best practice has been established, adopt a Multi-Modal Level of Service (MMLoS) standard.	Department of Public Works is developing an alternative to vehicle level of service analysis for implementing California Environmental Quality Act (CEQA).
MOP IM-57: Develop a program to regularly evaluate traffic collision data. Identify top collision locations for automobiles, bicycles, and pedestrians and develop appropriate countermeasures.	This implementation measure is ongoing. With the adoption of the updated Bicycle Master Plan new practices will be established.
MOP IM-58: Develop Street and alley vacation guidelines.	No activity to report for this implementation measure.

Implementation Measure	Description	Status
Parking		
MOP IM-59:	Create a mechanism to adjust the pricing and hours of availability and turnover of on-street parking consistent with the cost of parking garages and demand.	No activity to report for this implementation measure.
MOP IM-60:	Revise current parking space requirements to reflect shared parking and park-once policies.	No activity to report for this implementation measure.
MOP IM-61:	Enhance and continue to implement the Neighborhood Parking Program that provides residents access to available commercial spaces.	This implementation measure is ongoing.
MOP IM-62:	Revise parking space dimension regulations to allow for multiple parking stall sizes to accommodate all vehicle types (eg, smart cars, motorcycles, large SUVs, and other personal mobility vehicles).	No activity to report for this implementation measure.
MOP IM-63:	Develop regulations to unbundle the cost of parking from the cost of housing for new multifamily projects.	No activity to report for this implementation measure.
MOP IM-64:	Work with local school districts to establish joint-use and shared parking arrangements with schools.	This implementation measure is ongoing.
MOP IM-65:	Facilitate the creation of parking improvement districts to promote shared parking facilities using City streets and public parking structures. This will reduce or eliminate the parking required by a single development or business to facilitate adaptive reuse, redevelopment, and reinvestment. Parking improvement districts must include a program and funding to implement sustainable design features to reduce the impact parking facilities have on the environment.	No activity to report for this implementation measure.
Aviation		
MOP IM-66:	Maintain and enhance General and Commercial Aviation at Long Beach Airport (LGB).	This implementation measure is ongoing.

Project		Description	Travel Mode	Implementation Status
Mobility of People (continued)				
18	Alamitos Ave Corridor Improvements	This project may include eliminating parking on Alamitos Avenue from Ocean Boulevard to 7th Street, and re-configure street with bike lane and streetscape amenities, bus improvements left-turn pockets, complete utility under-grounding northward and strategic widening from Ocean Boulevard to Pacific Coast Highway.	Multi-mode	Road diet with buffered bike lanes from 7th street to PCH
19	Primary Transit Corridors Implementation	Add amenities to existing stops along primary transit corridors that could include solar powered non-advertising bus stop shelters and freestanding benches, security lighting, trash receptacles and crosswalk enhancements. Bus Rapid Transit or high capacity transit service investments are also anticipated.	Transit	No Activity
20	Metro Blue Line Willow and Wardlow Station Park and Ride	Develop increased vehicle capacity at Metro Blue Line stations park and ride facility to encourage ridesharing, transit use and multi-modal connectivity.	Transit	No Activity
21	Northeast Long Beach Transit Hub	Identify and develop transit hub to provide transit linkage to High Speed Rail stations, airport area and CSULB, and improving regional transit operations.	Transit	No Activity
22	Artesia Boulevard Complete Street Improvements	Artesia Boulevard improvements including adaptive/synchronized signals and complete street features.	Multi-mode	Installed parking protected bike lanes in 2016. Funding secured from the 2015 Metro Call for Projects for additional complete street improvements
23	Magnolia Avenue Signal Improvements	Magnolia Avenue signal upgrades including video detection, signal coordination and wireless communications from Wardlow Road to Ocean Boulevard.	Auto	No Activity
24	Cherry Avenue Signal Improvements	Cherry Avenue Signal Improvements from Pacific Coast Highway to Ocean Boulevard.	Auto	Anticipated completed by end of year
25	10th Street Signal Improvements	Signal upgrades and synchronize communications for all modes between Magnolia Avenue and Park Avenue.	Auto	Mid-city signal improvements funded by 2015 Metro Call for Projects
26	South Street Signal Improvements	South Street Signal Improvements from Atlantic Avenue to eastern City boundary.	Auto	No Activity
27	Studebaker Rd and 7th Street Freeway Entrance	This project includes dual roundabouts to simplify movements at freeway entrance and add sidewalk/bike route.	Auto	Concept plans submitted to Caltrans for inclusion in mitigating the I-405 widening project.
28	Studebaker Rd and I-405 ramps	This project includes configuring Studebaker Rd and I-405 ramps to reduce neighborhood intrusion and improve access and provide cross-traffic control as needed.	Auto	Caltrans West County Connector project to make some of these improvements to this intersection
29	Long Beach Blvd/Wardlow Road and I-405 ramps	This project includes ramp re-configuration to improve connections to Long Beach Boulevard and reduce congestion at Pacific and Wardlow.	Auto	I-710 widening project proposed removing on and off ramps to the I-405 at Long Beach and Pacific Place.
30	Spring St and I-605 Ramps	This project includes adding ramps at Spring St and I-605 to reduce neighborhood intrusion and improve access and provide cross-traffic control as needed.	Auto	No activity
31	I-710 Freeway Terminus Realignment	This project proposes the realignment Shoreline Drive to expand Caesar Chavez Park and off-ramp changes to Broadway, Third, Sixth and Seventh Streets. This project also includes bike and pedestrian access across the Los Angeles River.	Auto	In design, community outreach and environmental review
32	Orange and I-405 Ramps	This project includes re-configuring Orange and I-405 ramps to provide cross-traffic control, simplify connections.	Auto	No activity

Project		Description	Travel Mode	Implementation Status
Mobility of People (continued)				
33	Atherton Street Signal Improvements	This project includes adaptive traffic signal improvements to better accommodate school / event traffic near CSULB.	Auto	No Activity
34	Second Street and PCH Enhanced Connectivity	This project may include enhance connectivity of Shopkeeper Road and Marina Drive to improve left turn movements and add priority intersection improvements to offer bypass to 2nd and Pacific Coast Highway intersection.	Auto	Enhanced connectivity is further described in the SEASP
35	Armory Park Project	This project includes the re-configuring intersections to improve safety and traffic flow, extend 2-way 7th St westward at least one block.	Multi-modal	To be completed in 2016
36	Willow Street Bike Facility	This project includes a Class I facility on Willow Street Between Studebaker Road and the San Gabriel River.	Bike/Ped	Design completed in 2016 and construction phase will begin in 2017
37	Pacific Coast Highway Traffic Circle Redesign	This project includes reducing radius of Traffic Circle, improving approaches, improving pedestrian safety and adding crossings at outer circle and other locations and work with Caltrans on regional bicycle facility.	Multi-modal	No Activity
38	Spring Street Bridge at San Gabriel River widening	This project includes bridge widening to improvement pedestrian and bike access.	Bike/Ped	No Activity
39	Walnut Avenue Bike Boulevard	Design and construct new bike boulevard generally traversing Walnut Avenue and 52nd Street.	Bike/Ped	No Activity
40	Cherry Avenue Widening	This project includes widening Cherry Avenue from PCH to Anaheim Street. Traffic improvement including spot widening from Anaheim to PCH.	Auto	Intersection at PCH and Cherry Avenue widened in 2015
41	Multiple Intersection Improvements	The project includes new multiple turn pocket improvements and signal improvements to increase peak-hour throughput	Auto	No Activity
42	Bellflower Blvd. Livable Street	This project includes "road diet" to provide new bike lane and landscaped median.	Bike/Ped	Bellflower Boulevard parking protected bike lane installed in 2016 from Loyne's Drive to Atherton.
43	PCH/7th Street/Bellflower Grade Separation	This project includes grade separation at the "Iron Triangle" including the closure of Bellflower SB to simplify movements.	Auto	No activity
44	Rancho Dominguez Annexation Improvements	This project includes upgrading traffic signals, interconnect communication facilities and other miscellaneous improvements.	Auto	No Activity
45	CSULB Transit Hub	Identify and develop transit hub to provide transit linkage to High Speed Rail stations, airport area and CSULB, and improving regional transit operations.	Transit	Planning Study in progress
46	South Waterfront Bike Path	The Pier J Bike/Pedestrian Path will provide a safe travel route from the existing Queensway Bridge Class 1 Path, on a waterfront route on Pier J in the Port.	Bike/Ped	In design and community outreach phase
47	Ocean Blvd. Bike Bridge	This project would connect the Gerald Desmond Bridge bike facility to the downtown .	Bike/Ped	Port of Long Beach is near complete with design. Additional funding is needed for construction phase.
Mobility of Goods				
48	Airport Terminal Improvements	This project includes repairs and improvements of runways, taxiways, taxi lanes and airfield access roads.	Goods	ongoing
49	Gerald Desmond Bridge Replacement	This project includes the replacing five-lane Gerald Desmond Bridge with a new six-lane cable-stayed bridge with bike facility. This project also includes re-configuring freeway and arterial interchanges approaching the bridge and bike facility connection to Ocean Boulevard.	Goods	Under construction

Project	Description	Travel Mode	Implementation Status
Mobility of Goods			
50 I-710 Freeway Re-configuration	The scope of this project would likely include improving six key interchanges with east-west freeways as well as other major arterials between Ocean Blvd and SR-60.	Goods	In design and community outreach phase
51 Pier S	The development of the last major vacant land in the entire San Pedro Bay ports complex. This 160-acre parcel on Terminal Island would become a cargo shipping facility.	Goods	No activity
52 On-dock rail support facility at Pier B	This proposal would expand the existing Pier B rail yard to serve a project increase in port rail traffic. The project would remove or realign West 9th Street between I-710 Freeway and the border of Long Beach and Los Angeles.	Goods	In design and environmental review phase

