Long Beach Bicycle Master Plan

Appendix E

Vision Network

APPENDIX TO THE MOBILITY ELEMENT
OF THE GENERAL PLAN
CITY OF LONG BEACH
JANUARY 2017

Vision Network

Name	From	To	Length (mi)	Recommended	Equity	Level of Traffic Stress	Collision History	Bikeway Gap Closure	Destination Connection	Total Score
10th St	Chester Pl/Park Cir	Alamitos Ave	1.31	8-to-80	4	2	2	1	3	12
20th St	Los Angeles River Bike Path	Orange Ave	2.21	8-to-80 Facility	4	2	2	1	3	12
8th St/Loma Vista Dr	Daisy Ave	Martin Luther King Jr Ave	1.61	8-to-80 Facility	4	2	2	1	3	12
Atlantic Ave	Del Amo Blvd	Harding St	1.53	Bike Lane	4	2	2	1	3	12
Del Amo Blvd	Long Beach Blvd	Cherry Ave	1.55	8-to-80 Facility	4	2	2	1	3	12
Long Beach Blvd	San Antonio Dr	56th St	1.66	8-to-80 Facility	4	2	2	1	3	12
Long Beach Blvd	Willow St	Wardlow Rd	1.00	8-to-80 Facility	4	2	2	1	3	12
Martin Luther King Jr Ave	New York St	23rd St	0.97	Bike Lane	4	2	2	1	3	12
Walnut Ave	Anaheim St	20th St	0.78	8-to-80 Facility	4	2	2	1	3	12
Willow St	Los Angeles River	California Ave	1.39	8-to-80 Facility	4	2	2	1	3	12
Atlantic Ave	Artesia Blvd	City Limits	1.08	Bike Lane	4	2	2	1	2	11
Linden Ave	10th St	Pacific Coast Hwy	0.75	8-to-80 Facility	4	2	2	1	2	11
Long Beach Blvd	Victoria St/Gordon St	Greenleaf Blvd	1.17	8-to-80 Facility	4	2	2	1	2	11
8th St	Alamitos Ave	Ximeno Ave	2.30	8-to-80 Facility	4	2	1	1	3	11
Hill St	Terminal Island Fwy	Orange Ave	2.81	8-to-80 Facility	4	2	1	1	3	11
Pasadena Ave	Pacific Coast Hwy	Willow St	0.96	8-to-80 Facility	4	2	1	1	3	11
10th St	Alamitos Ave	Loma Ave	1.66	8-to-80 Facility	4	2	2	1	1	10
Gaviota Ave	8th St	Pacific Coast Hwy	0.88	8-to-80 Facility	4	2	2	1	1	10
Harding St	Orange Ave	Cherry Ave	1.00	8-to-80 Facility	4	2	2	1	1	10
Long Beach Blvd	Wardlow Rd	San Antonio Dr	1.08	8-to-80 Facility	4	2	2	1	1	10
Magnolia Ave	Seaside Way	3rd St	0.33	Bike Lane	4	2	2	1	1	10
Market St/Candlewood St	Atlantic Ave	Union Pacific Right-of-Way	1.19	8-to-80 Facility	4	2	2	1	1	10
Paramount Blvd	Artesia Blvd	70th St	0.51	8-to-80 Facility	4	2	2	1	1	10
South St	Orange Ave	Downey Ave	1.50	8-to-80 Facility	4	2	2	1	1	10

Vision Network (Continued)

Name	From	To	Length (mi)	Recommended	Equity	Level of Traffic Stress	Collision History	Bikeway Gap Closure	Destination Connection	Total Score
Del Amo Blvd	Long Beach Frwy	Long Beach Blvd	0.92	8-to-80 Facility	4	2	2	0	2	10
Martin Luther King Jr Ave	Alamitos Ave	New York St	0.74	Bike Lane	4	2	2	0	2	10
Walnut Ave	Jackson St	Harding St	1.08	8-to-80 Facility	4	2	2	0	2	10
Burnett St/23rd St/Myrtle Ave/Olive Ave	De Forest Ave	Martin Luther King Jr Ave	1.48	8-to-80 Facility	4	2	1	1	2	10
7th St	Los Angeles River Bike Path	Golden Ave	0.18	8-to-80 Facility	4	2	0	1	3	10
Green Terminal Island Path	Pacific Coast Hwy	Willow St	1.04	8-to-80 Facility	4	2	0	1	3	10
Butler Ave/69th Wy	Long Beach Blvd	Artesia Blvd	0.84	8-to-80 Facility	4	2	2	1	0	9
Paramount Blvd	Candlewood St	Artesia Blvd	1.40	8-to-80 Facility	4	2	2	1	0	9
White Ave	Long Beach Blvd	W Artesia Blvd	0.79	8-to-80 Facility	4	2	2	1	0	9
Cherry Ave	Carson St	Market St	1.51	8-to-80 Facility	4	2	2	0	1	9
Cherry Ave	Harding St	70th St	1.00	8-to-80 Facility	4	2	2	0	1	9
Victoria St	Susana Rd	Long Beach Blvd	0.26	8-to-80 Facility	4	2	2	0	1	9
Walnut Ave	Harding St	68th St	0.75	8-to-80 Facility	4	2	2	0	1	9
Willow St	Terminal Island Fwy	Los Angeles River	0.91	8-to-80 Facility	4	2	2	0	1	9
Norwalk Blvd	Coyote Creek Bikeway	226th St	0.58	8-to-80 Facility	4	2	1	1	1	9
Spring St	Del Mar Ave	De Forest Ave	0.98	8-to-80 Facility	4	2	1	0	2	9
Chester Pl	Fairbanks Ave	Park Cir	0.20	8-to-80 Facility	4	2	0	1	2	9
Cherry Ave	Market St	Harding St	0.90	8-to-80 Facility	4	2	2	0	0	8
Wardlow Rd	Cedar Ave	Cherry Ave	1.59	8-to-80 Facility	4	2	1	1	0	8
Lemon Ave	Hill St	Orange Dr	0.07	8-to-80 Facility	4	2	0	1	1	8
Pacific Pl	Spring St	Wardlow Rd	0.53	Bike Lane	4	2	0	1	1	8
Loma Vista Path	Fairbanks Ave	Maine Ave	0.16	Bike Lane	4	2	0	0	2	8
10th St/Deukmejian Dr	Loma Ave	Anaheim St	1.08	8-to-80 Facility	0	2	2	1	3	8

Vision Network (Continued)

Name	From	To	Length (mi)	Recommended	Equity	Level of Traffic Stress	Collision History	Bikeway Gap Closure	Destination Connection	Total Score
Bixby Rd	Del Mar Ave	Cherry Ave	1.88	8-to-80 Facility	0	2	2	1	3	8
Clark Ave	Anaheim St	Willow St	1.44	Bike Lane	0	2	2	1	3	8
Clark Ave	Willow St	Carson St	2.00	Bike Lane	0	2	2	1	3	8
Linden Ave	Ocean Blvd	10th St	0.92	8-to-80 Facility	0	2	2	1	3	8
Long Beach Blvd	Anaheim St	Willow St	1.08	8-to-80 Facility	0	2	2	1	3	8
Los Coyotes Diagonal	Palo Verde Ave	Carson St	0.98	8-to-80 Facility	0	2	2	1	3	8
Los Coyotes Diagonal	Park Ave	Willow St	1.70	8-to-80 Facility	0	2	2	1	3	8
Ocean Blvd	Long Beach Frwy	Alamitos Ave	1.25	8-to-80 Facility	0	2	2	1	3	8
Roswell Ave	Livingston Dr	Anaheim St	1.47	8-to-80 Facility	0	2	2	1	3	8
Stearns St	Clark Ave	Stevely Ave	2.45	Bike Lane	0	2	2	1	3	8
Stearns St	Redondo Ave	Clark Ave	1.01	Bike Lane	0	2	2	1	3	8
Artesia-Norwalk Storm Drain Path	Lilly Ave	City Limits	0.75	8-to-80 Facility	4	2	0	1	0	7
Carson St	Santa Fe Ave	Los Angeles River	0.59	Bike Lane	4	2	0	0	1	7
Daisy Ave	20th St	Hill St	0.50	8-to-80 Facility	4	2	0	0	1	7
De Forest Ave	51st St	52nd St	0.12	Bike Lane	4	2	0	0	1	7
Livingston Dr	Loma Ave	Broadway	0.81	Bike Lane	0	2	2	1	2	7
Anaheim St	Roswell Ave	Deukmejian Dr	0.49	8-to-80 Facility	0	2	2	0	3	7
Centralia St	Lakewood Blvd	Bellflower Blvd	1.00	Bike Lane	0	2	2	0	3	7
Long Beach Blvd	Ocean Blvd	Anaheim St	1.50	8-to-80 Facility	0	2	2	0	3	7
Ocean Blvd	72nd Pl	54th Pl	1.04	Bike Lane	0	2	1	1	3	7
Pacific Electric Right-of-Way	Loma Ave	Park Ave	0.98	8-to-80 Facility	0	2	1	1	3	7
52nd St	De Forest Ave	Linden Ave	0.87	Bike Lane	4	2	0	0	0	6
Del Amo Station Path	City Limits	Los Angeles River Bike Path	0.27	8-to-80 Facility	4	2	0	0	0	6
Ocean Blvd	City Limits	State Route 47	0.75	Bike Lane	4	2	0	0	0	6
State Route 47	Ocean Blvd	City Limits	1.36	Bike Lane	4	2	0	0	0	6
Orange Ave	Ocean Blvd	10th St	0.04	8-to-80 Facility	4	1	0	0	1	6
1st St	Alamitos Ave	Junipero Ave	0.95	8-to-80 Facility	0	2	2	1	1	6
Anaheim Rd	Clark Ave	Bellflower Blvd	0.79	Bike Lane	0	2	2	1	1	6
Broadway	Alamitos Ave	Temple Ave	1.36	8-to-80 Facility	0	2	2	1	1	6

Vision Network (Continued)

Name	From	To	Length (mi)	Recommended	Equity	Level of Traffic Stress	Collision History	Bikeway Gap Closure	Destination Connection	Total Score
Carson St	Long Beach Blvd	Union Pacific Right-of-Way	1.52	8-to-80 Facility	0	2	2	1	1	6
Hermosa Ave/4th St/Rose Ave	Broadway	8th St	0.70	8-to-80 Facility	0	2	2	1	1	6
Pacific Ave	Willow St	27th St	0.12	8-to-80 Facility	0	2	2	1	1	6
Bellflower Blvd	Carson St	Del Amo Blvd	1.02	Bike Lane	0	2	2	0	2	6
2nd St	Junipero Ave	Loma Ave	0.93	Bike Lane	0	2	1	1	2	6
California Ave	Wardlow Rd	San Antonio Dr	1.37	Bike Lane	0	2	1	1	2	6
Los Altos Plaza	Pacific Coast Hwy	Anaheim Rd	0.12	Bike Lane	0	2	1	1	2	6
San Antonio Dr	Del Mar Ave	Long Beach Blvd	0.83	Bike Lane	0	2	1	1	2	6
27th St	American Ave	Pacific Ave	0.21	8-to-80 Facility	0	2	0	1	3	6
Golden Shore St	Golden Shore St	Broadway	0.53	Bike Lane	0	2	0	1	3	6
2nd St	Termino Ave	Livingston Dr	0.37	Bike Lane	0	2	2	1	0	5
Channel Dr	Pacific Coast Hwy	7th St	0.17	Bike Lane	0	2	2	1	0	5
Marina Dr	Marina Dr	2nd St	0.49	8-to-80 Facility	0	2	2	1	0	5
2nd St	Alamitos Ave	Junipero Ave	0.95	8-to-80 Facility	0	2	1	1	1	5
Marina View Drive Extension	Pacific Coast Hwy	Loynes Dr	0.61	8-to-80 Facility	0	2	1	1	1	5
Conant St	Heinemann Ave	Bellflower Blvd	1.43	8-to-80 Facility	0	2	0	1	2	5
Los Cerritos Channel	Anaheim Rd	Willow St	1.63	8-to-80 Facility	0	2	0	1	2	5
Queensway Dr/Harbor Scenic Dr	Harbor Plaza	Ocean Blvd	0.95	Bike Lane	0	2	0	0	3	5
Cherry Ave	Spring St	Carson St	1.43	8-to-80 Facility	0	2	2	0	0	4
Los Coyotes Diagonal	Willow St	Palo Verde Ave	1.58	8-to-80 Facility	0	2	1	1	0	4
Outer Way\Outer Traffic Circle	Ximeno Wy	Pacific Coast Hwy	0.65	Bike Lane	0	2	1	1	0	4
Shopkeeper Rd	Marina Dr	2nd St	0.54	Bike Lane	0	2	1	1	0	4
Termino Ave	Pacific Coast Hwy	Stearns St	0.54	Bike Lane	0	2	1	1	0	4
Ocean Blvd	39th Pl	Termino Ave	0.11	Bike Lane	0	2	1	0	1	4
Willow St	Temple Ave	Clark Ave	1.45	8-to-80 Facility	0	2	1	0	1	4
Broadway	Bay Shore Ave	Livingston Dr	0.40	8-to-80 Facility	0	2	0	1	1	4

Vision Network (Continued)

Name	From	To	Length (mi)	Recommended	Equity	Level of Traffic Stress	Collision History	Bikeway Gap Closure	Destination Connection	Total Score
Conant St	Bellflower Blvd	Los Coyotes Diagonal	1.21	8-to-80 Facility	0	2	0	1	1	4
Vista St	Loynes Dr	Long Beach Bikeway Rte 10	0.03	8-to-80 Facility	0	2	0	1	1	4
Del Mar Ave	Bixby Rd	Virginia Vista	0.44	Bike Lane	0	2	0	0	2	4
Temple Ave	2nd St	Vista St	0.08	Bike Lane	0	2	1	0	0	3
Cover St	Worsham Ave	Lakewood Ave	0.21	Bike Lane	0	2	0	1	0	3
Heinemann Ave	Conant St	Cover St	0.58	8-to-80 Facility	0	2	0	1	0	3
Los Cerritos Connection	Los Cerritos Channel	Los Coyotes Diagonal	0.45	8-to-80 Facility	0	2	0	1	0	3
Worsham Ave	Cover St	Carson St	0.32	Bike Lane	0	2	0	1	0	3
Coyote Creek West Bank Bike Path	Spring St	Norwalk Blvd	0.43	8-to-80 Facility	0	2	0	0	1	3
Del Amo Blvd	Clark Ave	Bellflower Blvd	0.50	8-to-80 Facility	0	2	0	0	1	3
Donald Douglas Dr	Wardlow Rd	Lakewood Blvd	0.64	Bike Lane	0	2	0	0	1	3
Heartwell Path	Conant St	Carson Bike Path	0.44	8-to-80 Facility	0	2	0	0	1	3
Wardlow Rd	Cherry Ave	36th St	0.93	Bike Lane	0	2	0	0	0	2
Marina Dr	Marina Dr	North of Pacific Coast Hwy	0.70	8-to-80 Facility	0	1	0	1	0	2
6th Street	Orange Ave	San Francisco Ave	1.57	8-to-80 Facility	4	2	2	1	3	12
Pacific Coast Hwy	Pine Ave	Walnut Ave	1.17	8-to-80 Facility	4	2	2	1	3	12
Pacific Coast Hwy	Santa Fe Ave	Pine Ave	1.36	8-to-80 Facility	4	2	2	1	3	12
Pacific Coast Hwy	Walnut Ave	Loma Ave	1.26	8-to-80 Facility	4	2	2	1	3	12
Pine Ave	Pacific Coast Hwy	Willow St	1.00	8-to-80 Facility	4	2	2	1	3	12
Pine Ave	Shoreline Dr	Pacific Coast Hwy	1.86	8-to-80 Facility	4	2	2	1	3	12
Santa Fe Ave	9th St	Hill St	1.14	8-to-80 Facility	4	2	2	1	3	12
Artesia Blvd	Gale Ave	Butler Ave	0.49	8-to-80 Facility	4	2	2	1	2	11
Junipero Ave	6th St	Pacific Coast Hwy	1.12	8-to-80 Facility	4	2	2	1	2	11
South St	De Forest Ave	Orange Ave	1.07	8-to-80 Facility	4	2	2	1	2	11
Market St	Pacific Ave	Atlantic Ave	0.94	8-to-80 Facility	4	2	2	0	3	11
Orizaba Ave	8th St	Pacific Coast Hwy	0.85	8-to-80 Facility	4	2	2	0	3	11
Santa Fe Ave	Hill St	Spring St	1.00	8-to-80 Facility	4	2	2	0	3	11

Vision Network (Continued)

Name	From	To	Length (mi)	Recommended	Equity	Level of Traffic Stress	Collision History	Bikeway Gap Closure	Destination Connection	Total Score
6th St	San Francisco Ave	Topaz Ct	0.03	8-to-80 Facility	4	2	0	1	3	10
State Route 1	Union Pacific Right-of-Way	Santa Fe Ave	0.75	8-to-80 Facility	4	2	2	1	0	9
Anaheim St	9th St	Magnolia Ave	1.26	8-to-80 Facility	4	2	2	0	1	9
Santa Fe Ave	Spring St	Warnock Way	1.00	8-to-80 Facility	4	2	1	0	2	9
San Francisco Ave/3rd St/ Fairbanks Ave/De Forest Ave	3rd St	Anaheim St	0.89	8-to-80 Facility	4	2	0	0	3	9
9th St/I St	Southern Pacific Right-of-Way	City Limits	1.13	8-to-80 Facility	4	2	1	0	1	8
Dairy Ave	Market St	South St	0.44	8-to-80 Facility	4	2	0	0	2	8
2nd St	Bay Shore Ave	Pacific Coast Hwy	1.13	8-to-80 Facility	0	2	2	1	3	8
Atherton St	Park Ave	Palo Verde Ave	1.68	8-to-80 Facility	0	2	2	1	3	8
Bellflower Blvd	Spring St	Carson St	1.50	8-to-80 Facility	0	2	2	1	3	8
Junipero Ave	Beach Bike Path	6th St	0.86	8-to-80 Facility	0	2	2	1	3	8
Pacific Coast Hwy	Loynes Dr	Anaheim St	1.42	8-to-80 Facility	0	2	2	1	3	8
Palo Verde Ave	Spring St	Carson Bike Path	1.50	8-to-80 Facility	0	2	2	1	3	8
Studebaker Rd	Stearns St	Spring St	1.03	8-to-80 Facility	0	2	2	1	3	8
Willow St	Palo Verde Ave	City Limits	1.42	8-to-80 Facility	0	2	2	1	3	8
Pacific Coast Hwy/Pacific Coast Hwy	City Limits	Loynes Dr	1.32	8-to-80 Facility	0	2	2	1	2	7
Palo Verde Ave	Stearns St	Spring St	1.04	8-to-80 Facility	0	2	2	1	2	7
Studebaker Rd	Spring St	Los Coyotes Diagonal	1.36	8-to-80 Facility	0	2	1	1	3	7
Palo Verde Ave	Bouton Creek	Stearns St	1.09	8-to-80 Facility	0	2	2	1	1	6
Studebaker Rd	Anaheim Rd	Stearns St	1.02	8-to-80 Facility	0	2	2	1	1	6
Willow St	Clark Ave	Palo Verde Ave	1.43	8-to-80 Facility	0	2	2	1	1	6
Bay Shore Ave/54th Pl	Ocean Blvd	Broadway	0.51	8-to-80 Facility	0	2	1	1	2	6
Pacific Coast Hwy	Loma Ave	Anaheim St	1.38	8-to-80 Facility	0	2	1	1	2	6
Nieto Ave	Broadway	Appian Way	0.29	Bike Lane	0	2	0	1	3	6

Vision Network (Continued)

Name	From	To	Length (mi)	Recommended	Equity	Level of Traffic Stress	Collision History	Bikeway Gap Closure	Destination Connection	Total Score
Bellflower Blvd	Stearns St	Spring St	1.00	8-to-80 Facility	0	2	2	1	0	5
Westminster Ave/2nd St	Pacific Coast Hwy	City Limits	1.12	8-to-80 Facility	0	2	2	1	0	5
Ximeno Ave/Rosada St	Pacific Coast Hwy	Lakewood Blvd	0.51	Bike Lane	0	2	2	1	0	5
Orizaba Ave	Broadway	8th St	0.81	8-to-80 Facility	0	2	1	1	1	5
Studebaker Rd	Loynes Dr	Anaheim Rd	1.00	Bike Lane	0	2	1	1	1	5
Bouton Creek Path	Clark Ave	Long Beach Bikeway Rte 10	1.92	8-to-80 Facility	0	2	0	0	3	5
Lakewood Blvd	Conant St	Del Amo Blvd	1.52	8-to-80 Facility	0	2	2	0	0	4
Cover St	Cherry Ave	Heinemann Ave	1.00	8-to-80 Facility	0	2	1	1	0	4
Lakewood Blvd	Jacinto Way	Conant St	2.30	8-to-80 Facility	0	2	1	0	1	4
Loynes Dr	Margo Ave/Bike-way Route 10	Studebaker Rd	0.41	8-to-80 Facility	0	2	0	1	1	4
Bellflower Blvd	Loynes Dr	Pacific Coast Hwy	0.49	8-to-80 Facility	0	2	0	1	0	3
Studebaker Rd	Westminster Ave	Loynes Dr	0.51	8-to-80 Facility	0	2	0	1	0	3
Orizaba Ave	Ocean Blvd	Broadway	0.21	8-to-80 Facility	0	2	0	0	1	3
15th St/New York St/Lew-is Ave	Linden Ave	Pacific Coast Hwy	2.99	8-to-80 Facility	4	2	2	1	3	12
20th St	Orange Ave	Walnut Ave	0.25	8-to-80 Facility	4	2	2	1	3	12
Daisy Ave/Loma Vista Dr/ Magnolia Ave	3rd St	20th St	1.66	8-to-80 Facility	4	2	2	1	3	12
14th St	Magnolia Ave	Linden Ave	0.66	8-to-80 Facility	4	2	1	1	3	11
Artesia Blvd	Orange Ave	Downey Ave	1.49	8-to-80 Facility	4	2	2	1	1	10
Daisy Ave	Hill St	Spring St	1.00	8-to-80 Facility	4	2	2	1	1	10
Harbor Ave/Delta Ave/10th St/20th St/20th St	9th St	Hill St	1.39	8-to-80 Facility	4	2	2	1	1	10
Delta Ave	Hill St	Spring St	1.00	8-to-80 Facility	4	2	2	0	2	10
Myrtle Ave	Harding St	Artesia Blvd	0.50	8-to-80 Facility	4	2	1	1	2	10
Linden Ave	52nd St	Harding St	1.17	8-to-80 Facility	4	2	1	0	3	10

Vision Network (Continued)

Name	From	To	Length (mi)	Recommended	Equity	Level of Traffic Stress	Collision History	Bikeway Gap Closure	Destination Connection	Total Score
Del Mar Ave	Long Beach Blvd	Bixby Rd	1.47 III	8-to-80 Facility	4	2	0	1	3	10
Spring St	De Forest Ave	Long Beach Blvd	0.86	8-to-80 Facility	4	2	0	1	3	10
Delta Ave	Spring St	Wardlow Rd	0.84	8-to-80 Facility	4	2	1	0	2	9
52nd St	Linden Ave	Atlantic Ave	0.06	8-to-80 Facility	4	2	2	0	0	8
Myrtle Ave	Artesia Blvd	72nd St	0.74	8-to-80 Facility	4	2	0	1	1	8
Pacific Ave	Del Mar Ave	Wardlow Rd	0.20	8-to-80 Facility	4	2	0	1	0	7
Bellflower Blvd	Pacific Coast Hwy	Stearns St	1.55	8-to-80 Facility	0	2	2	1	2	7
Loma Ave	Olympic Plaza	8th St	1.74	8-to-80 Facility	0	2	2	1	2	7
6th St	Junipero Ave	Pacific Coast Hwy	2.50	8-to-80 Facility	0	2	1	1	3	7
Loma Ave	8th St	Pacific Coast Hwy	0.87	8-to-80 Facility	0	2	2	1	1	6
Atherton St	Palo Verde Ave	San Gabriel River Bike Trail	0.90	8-to-80 Facility	0	2	1	1	2	6
Linden Ave	Bixby Rd	San Antonio Dr	0.65	8-to-80 Facility	0	2	1	1	1	5
Ocean Blvd	State Route 47	Long Beach Frwy	2.06	8-to-80 Facility	0	2	1	0	2	5
Park Ave	Pacific Coast Hwy	Los Coyotes Diagonal	0.57	8-to-80 Facility	0	2	1	1	0	4
Margo Ave	Vista St	7th St	0.46	8-to-80 Facility	0	2	0	1	1	4
Harbor Plaza	Harbor Scenic Dr	Queens Way	0.54	8-to-80 Facility	0	2	0	0	1	3
Pier J/South Waterfront Path	Harbor Scenic Dr	Harbor Plaza	0.92	8-to-80 Facility	0	2	0	0	0	2
Alamitos Ave	Ocean Blvd	10th St	0.91	8-to-80 Facility	4	2	2	1	3	12
Orange Ave	10th St	Hill St	0.68	8-to-80 Facility	4	2	2	1	3	12
Alamitos Ave	10th St	17th St	0.64	8-to-80 Facility	4	2	2	1	2	11
Spring St	Long Beach Blvd	Cherry Ave	1.25	8-to-80 Facility	4	2	2	1	2	11
Orange Ave	Del Amo Blvd	Harding St	1.41	8-to-80 Facility	4	2	1	1	3	11
Orange Ave	Harding St	Jackson St	1.25	8-to-80 Facility	4	2	1	1	2	10

Vision Network (Continued)

Name	From	To	Length (mi)	Recommended	Equity	Level of Traffic Stress	Collision History	Bikeway Gap Closure	Destination Connection	Total Score
Orange Ave	Willow St	Bixby Rd	1.54	8-to-80 Facility	4	2	1	1	2	10
Wardlow Rd	Hesperian Ave	Pacific Electric Right-of-Way	1.91	8-to-80 Facility	4	2	1	0	3	10
34th St	De Forest Ave	Maine Ave	0.23	Bike Lane	4	2	0	0	2	8
Shoreline Dr	Shoreline Village Dr	Ocean Blvd	0.48	Bike Lane	0	2	2	0	3	7
Orange Ave	Bixby Rd	Del Amo Blvd	1.40	8-to-80 Facility	0	2	1	1	3	7
Spring St	Palo Verde Ave	City Limits	1.81	8-to-80 Facility	0	2	1	1	3	7
Spring St	Clark Ave	Palo Verde Ave	1.50	8-to-80 Facility	0	2	2	1	1	6
Spring St	Cherry Ave	Clark Ave	2.23	8-to-80 Facility	0	2	2	0	1	5

Long Beach Bicycle Master Plan

Appendix F

Priority Project Summary Sheets

APPENDIX TO THE MOBILITY ELEMENT
OF THE GENERAL PLAN
CITY OF LONG BEACH
JANUARY 2017

The following pages show some of the proposed recommendations and their locations.

Orange Avenue at Artesia

Purpose

Improvements at the Orange Avenue/Artesia Boulevard intersection will provide an increased perception of safety for bicyce riders with a protected intersection.

Prioritization Phase

Backbone Next Steps

The Existing Intersection

- Artesia Boulevard has 5 driving lanes and is 35 MPH
- Orange Avenue has 3 driving lanes, bike lanes, and is 35 MPH
- 88 feet of crossing distance across Artesia Boulevard

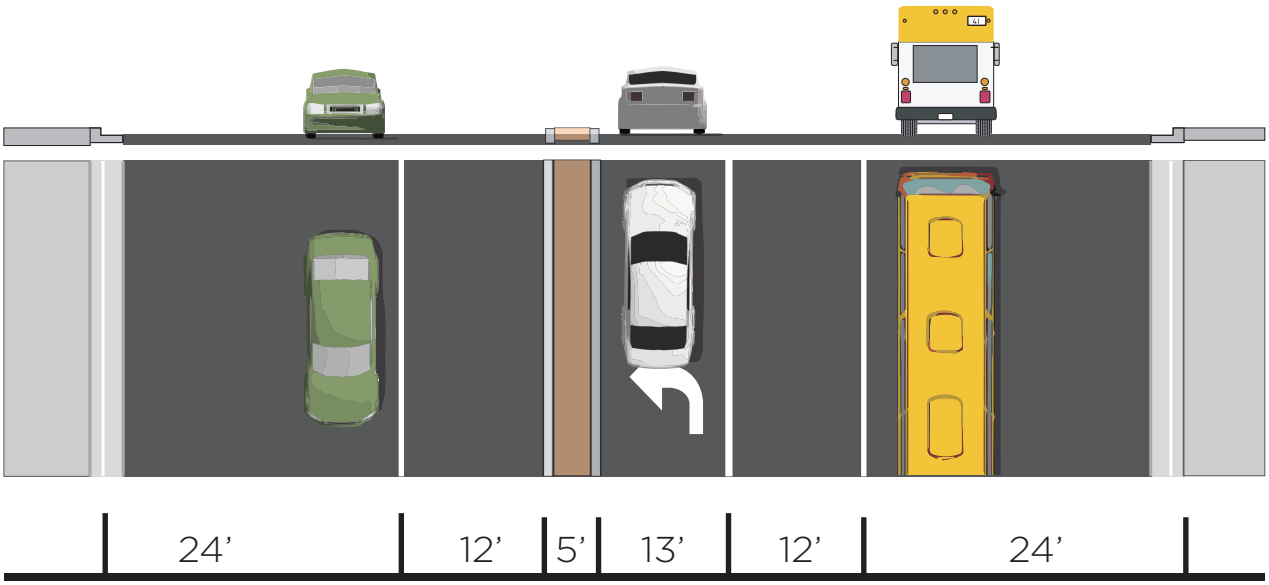
Corridor Improvements

- Protected Intersection including bicycle signals
- Green paint for increased visibility

Before

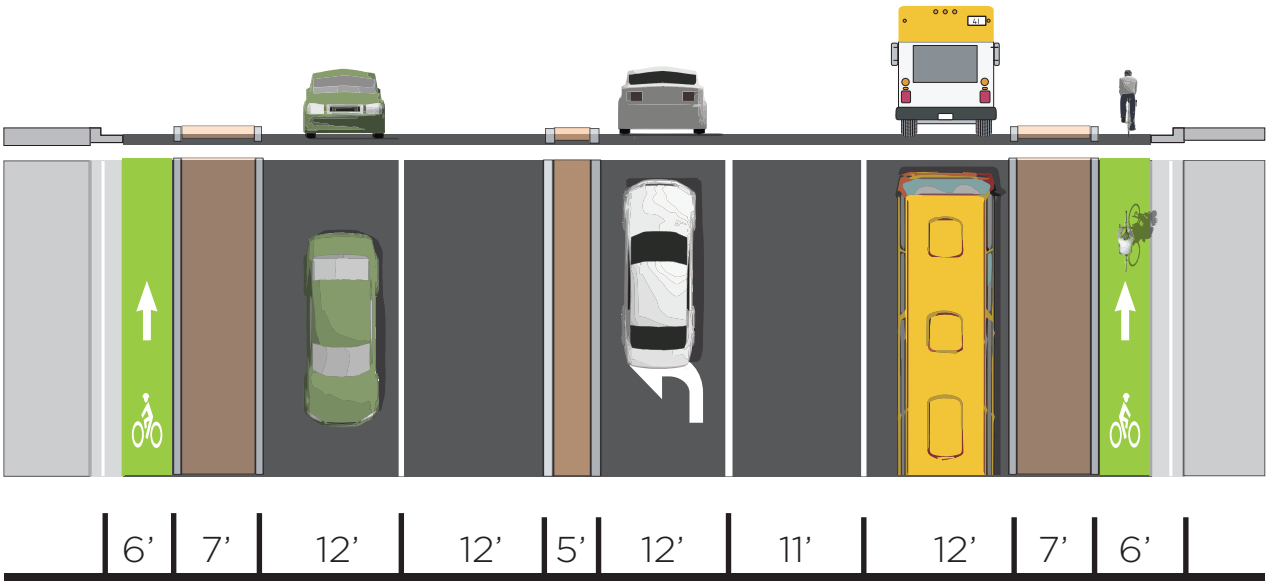
Boulevard Improvements

Existing Conditions



90’ Roadway Surface Width

Proposed Improvements



90’ Roadway Surface Width

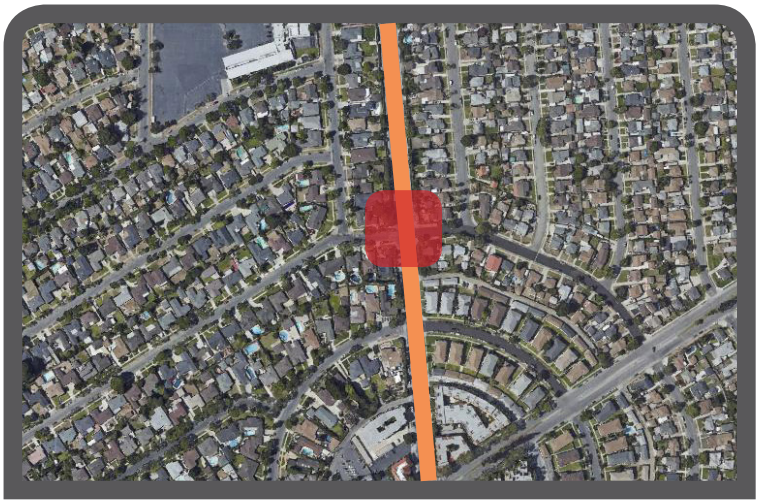
Orange Avenue at 45th

Purpose
Orange Avenue improvements will provide safe travel for cyclists through a separated bikeway.

Prioritization Phase
Backbone Next Steps

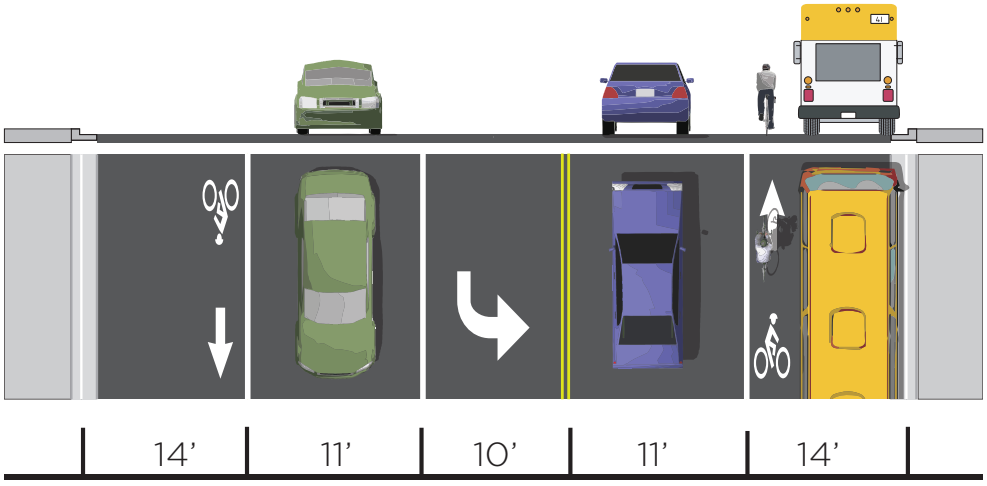
The Existing Corridor
- 2 driving lanes
- Bike lanes
- 35 MPH speed limit
- Priority Transit Corridor

Corridor Improvements
- Separated bikeway



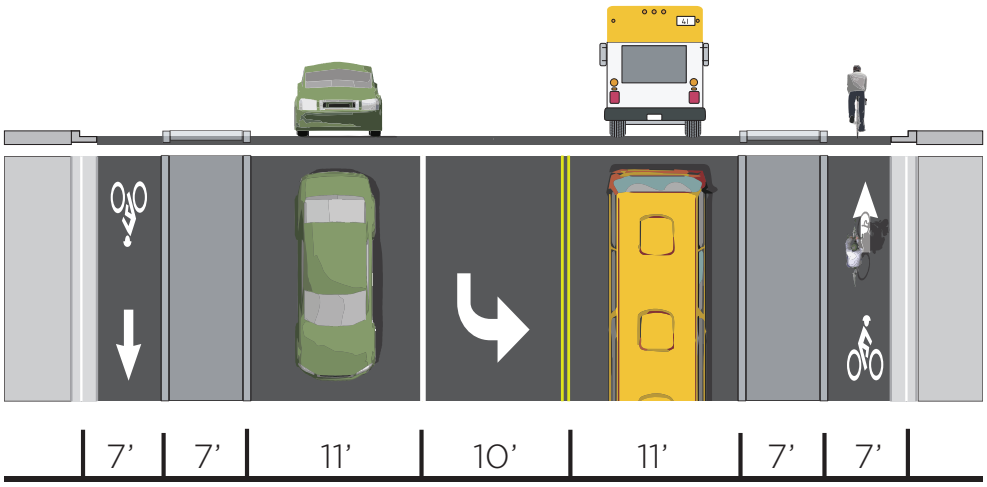
n Way Improvements

Existing Conditions



60’ Roadway Surface Width

Proposed Improvements



60’ Roadway Surface Width

Orange Avenue at 20th

Purpose

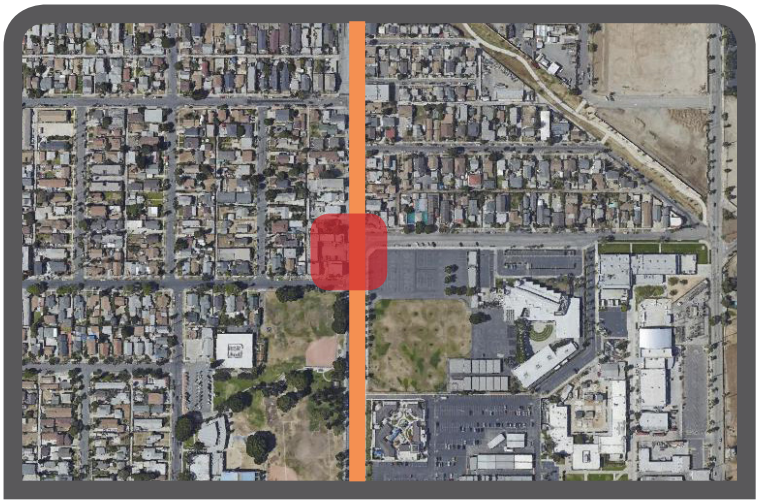
Orange Avenue improvements will provide safe travel for cyclists through a separated bikeway on the west side and a green buffered bike lane on the east. Wider sidewalks will be provided on the east side.

Prioritization Phase

Backbone Next Steps

The Existing Intersection

- Orange Avenue has 2 driving lanes and is 35 MPH
- 20th Street is off-set with 2 driving lanes and is 25 MPH

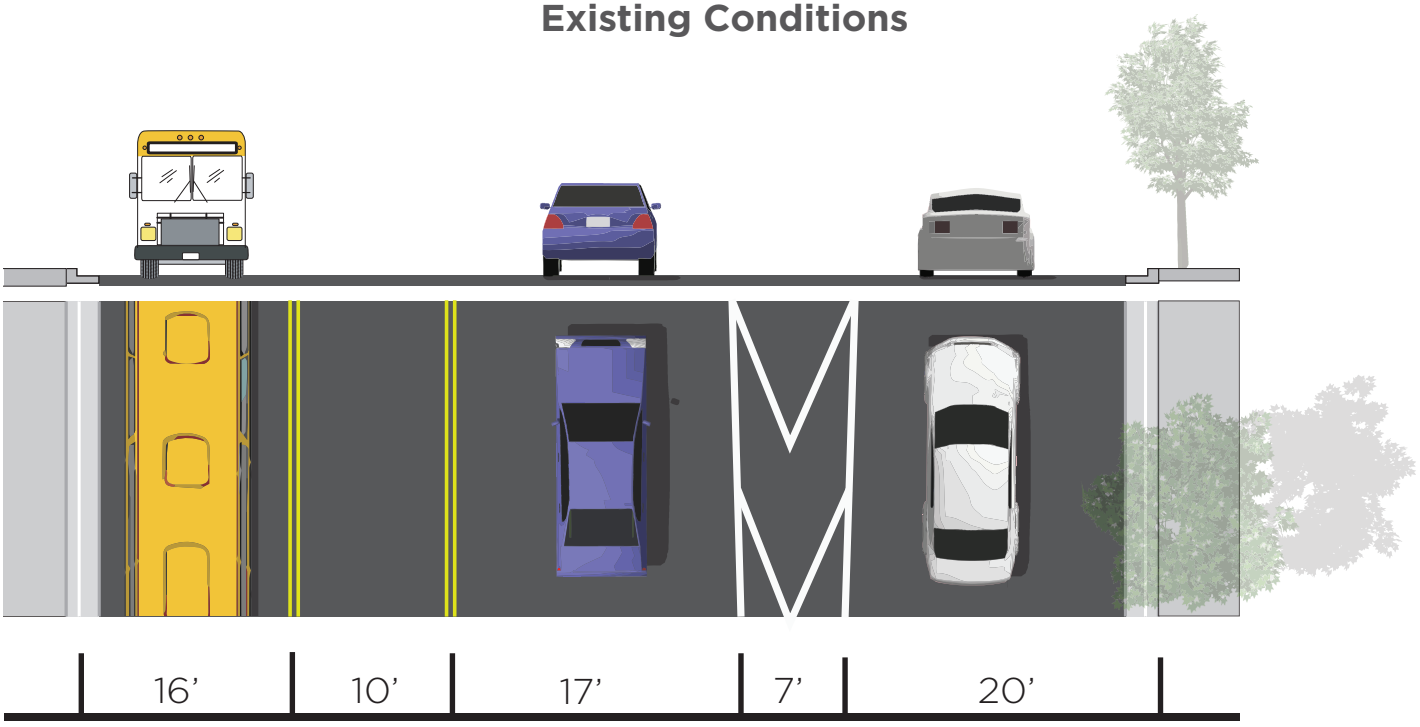


Intersection Improvements

- Close northbound right turn lane onto 20th Street
- Reduce crossing distances
- Provide separated bikeway
- Widen eastern sidewalk

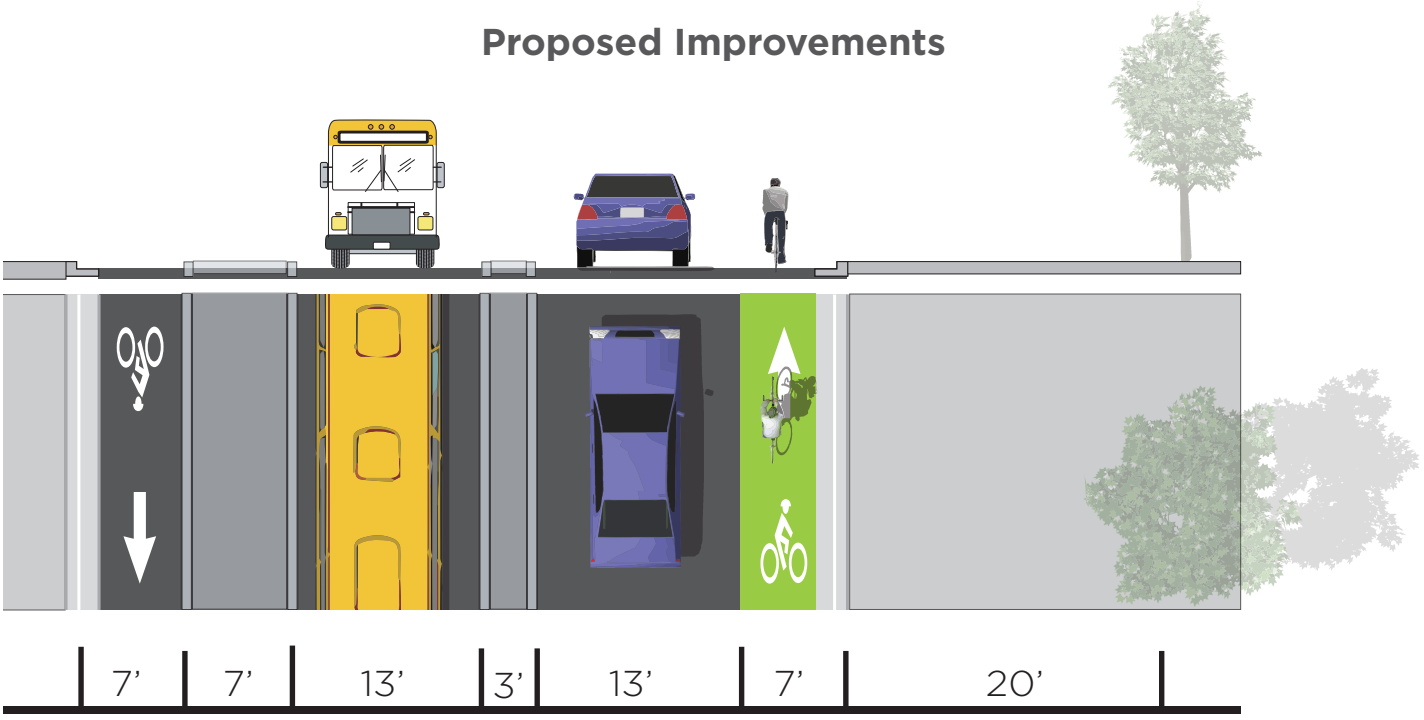
Street Improvements

Existing Conditions



70’ Original Roadway Surface Width

Proposed Improvements



70’ Original Roadway Surface Width

Alamitos Avenue at Ocean

Purpose

Intersection improvements at the Alamitos Avenue/Ocean Boulevard intersection could increase safety for bicycle riders by adding green bike lanes through the intersection and shortening the crossing distance. The sidewalks on both sides will also be widened.

Prioritization Phase

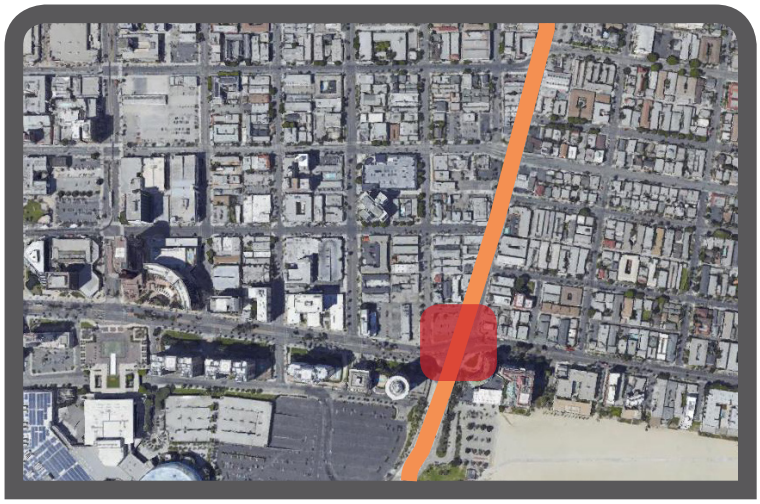
Backbone Next Steps

The Existing Intersection

- Alamitos Avenue has 7 driving lanes and is 30 MPH
- Ocean Boulevard has 6 driving lanes and is 30 MPH

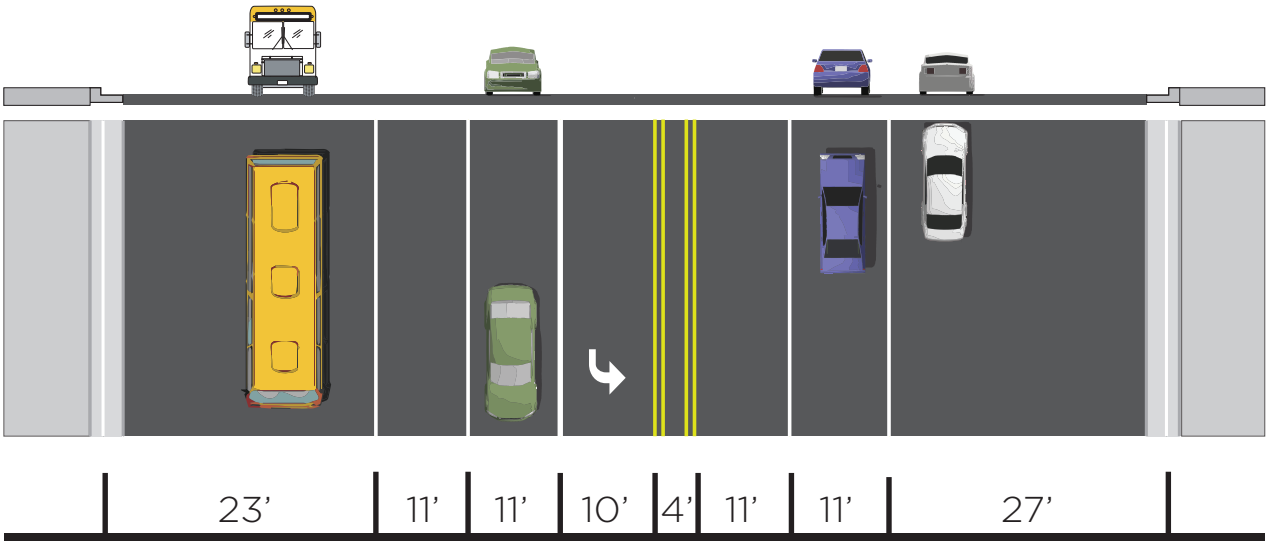
Intersection Improvements

- Curb extensions
- Green bike lane markings



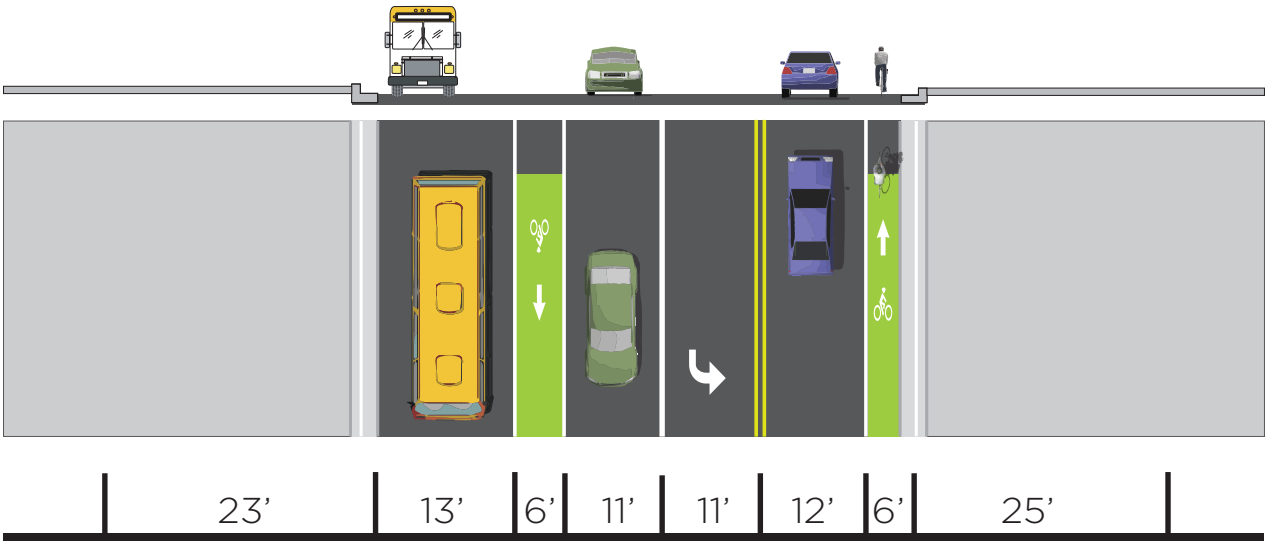
Boulevard Improvements

Existing Conditions



108’ Roadway Surface Width

Proposed Improvements



108’ Roadway Surface Width

Del Mar Greenbelt

Purpose

The Del Mar Greenbelt will provide off-street bicycle access allowing riders of all ages to safely travel through the Wrigley neighborhood.

Prioritization Phase

Vision

The Existing Corridor

- Train access only
- No landscaping

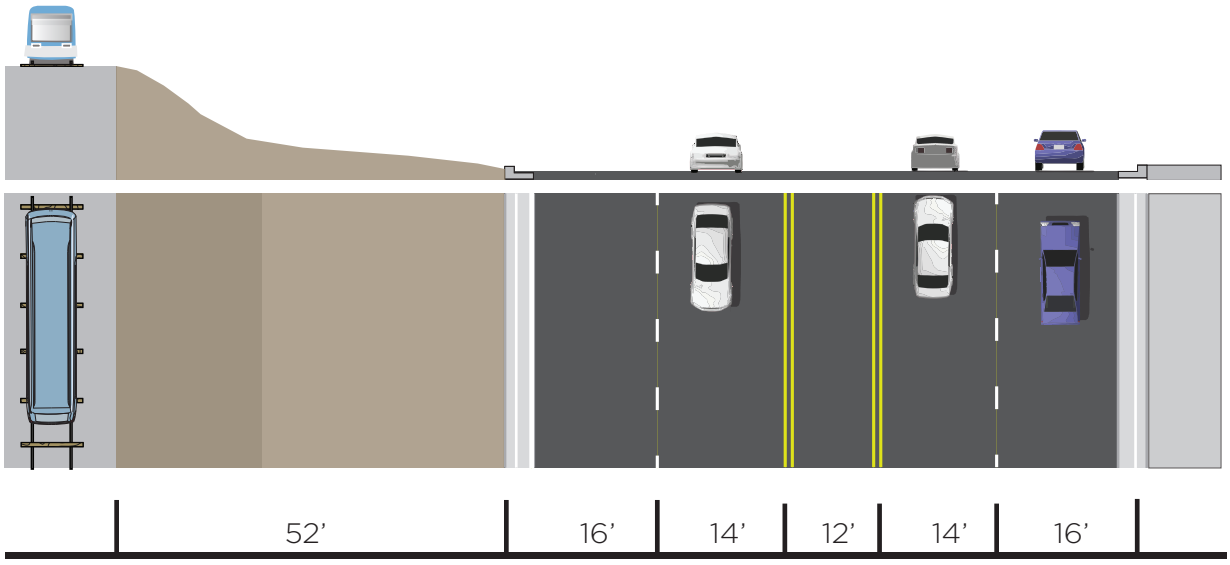
Corridor Improvements

- Separated bicycle and pedestrian paths

Before

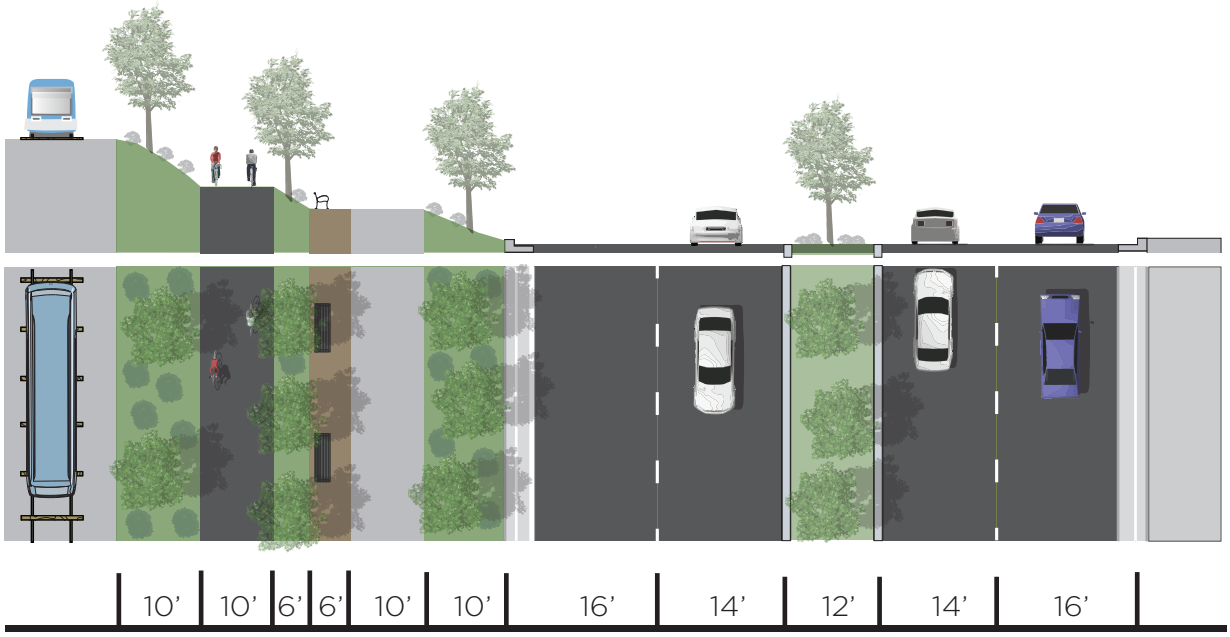
Improvements

Existing Conditions



72’ Roadway Surface Width

Proposed Improvements



72’ Roadway Surface Width

Spring Street at LGB

Purpose
Spring Street improvements will provide safe travel for cyclists through a separated bikeway.

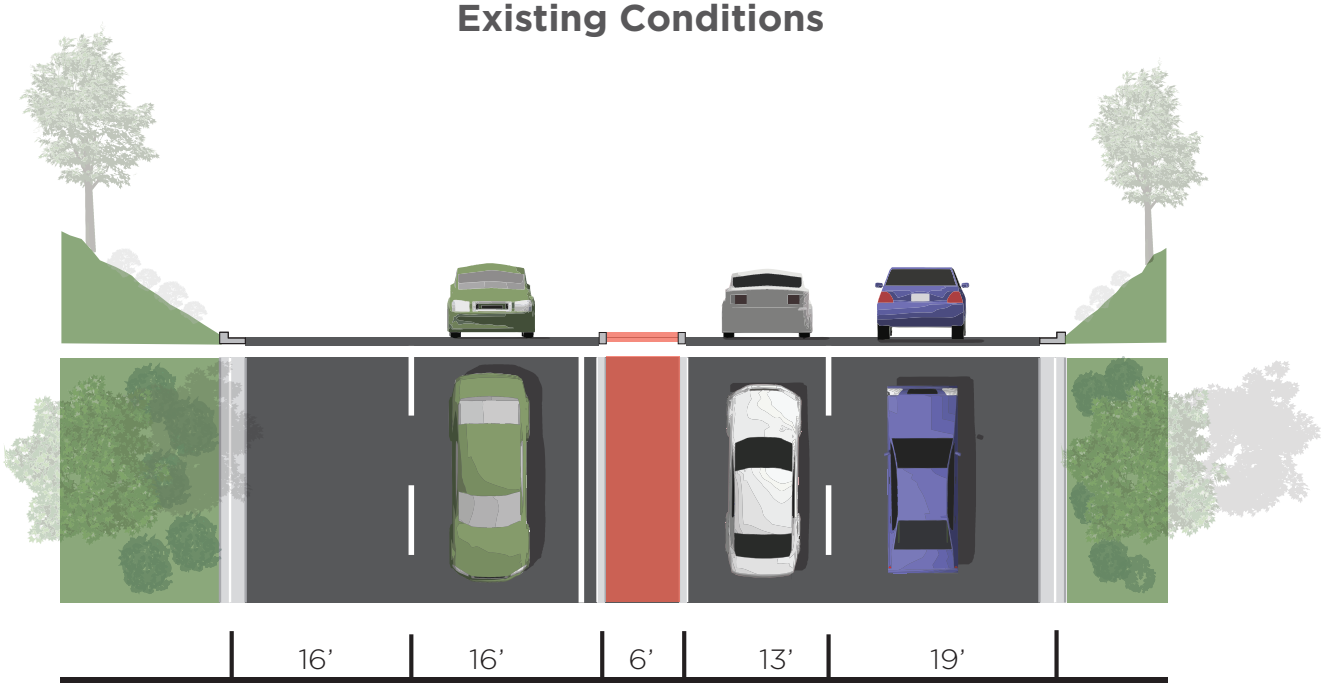
Prioritization Phase
Backbone Next Steps

The Existing Corridor
- 2 driving lanes
- 40 MPH speed limit

Corridor Improvements
- Separated bikeway
- Improved lighting through the tunnel

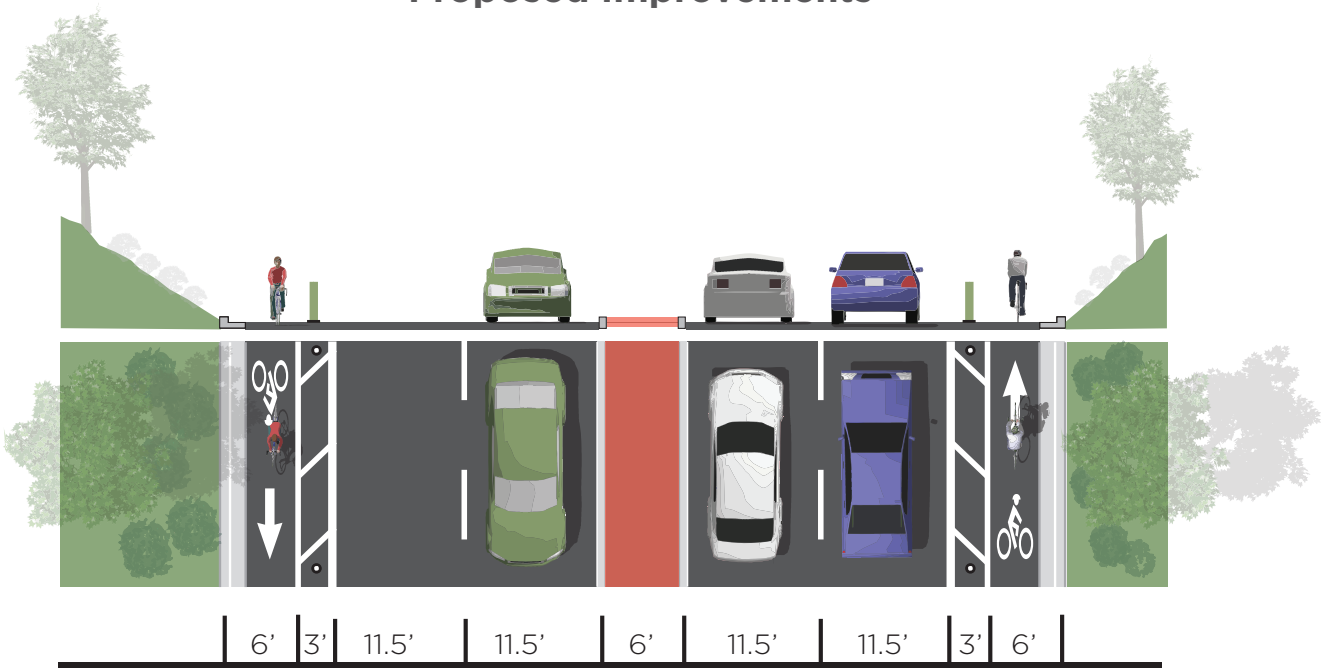
Underpass Improvements

Existing Conditions



70’ Roadway Surface Width

Proposed Improvements



70’ Roadway Surface Width

Palo Verde Avenue at Spring

Purpose

Intersection improvements at the Palo Verde Avenue/Spring Street intersection will provide bicycle riders an increased perception of safety for bicyce riders with a protected intersection.

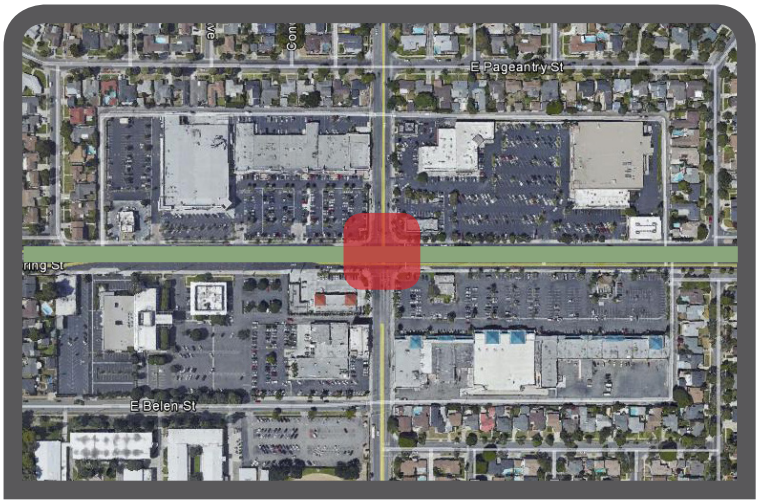
Prioritization Phase
Priority

The Existing Intersection

- Palo Verde Avenue has 5 driving lanes and is 35 MPH
- Spring Street has 7 driving lanes and is 45 MPH

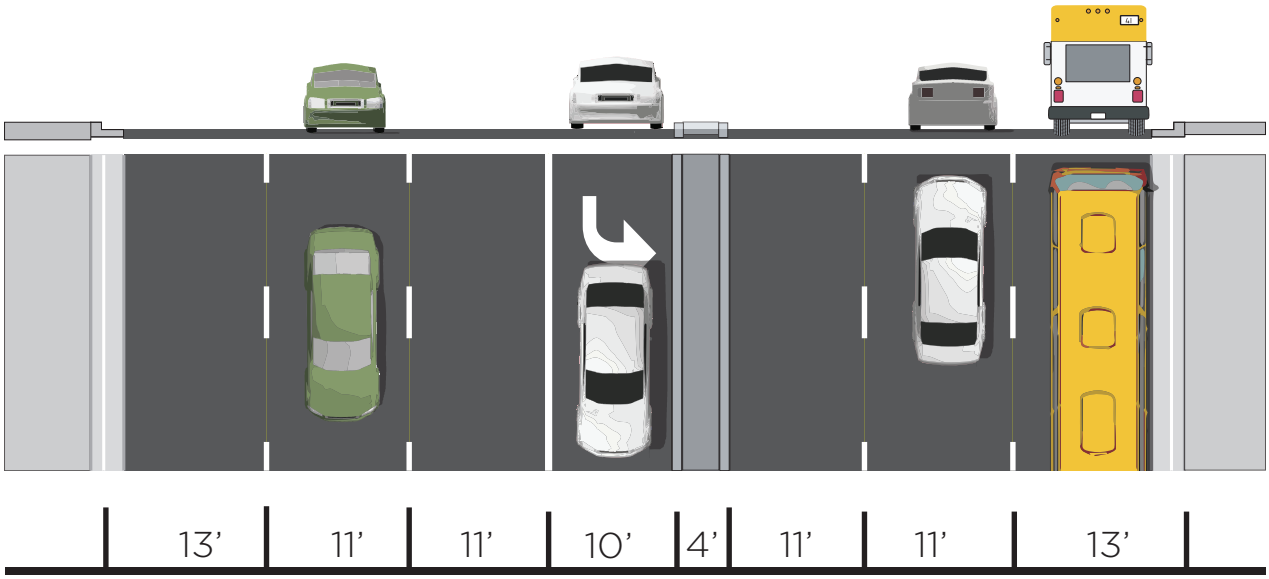
Intersection Improvements

- Protected intersection with bicycle signals
- Green paint for increased visibility



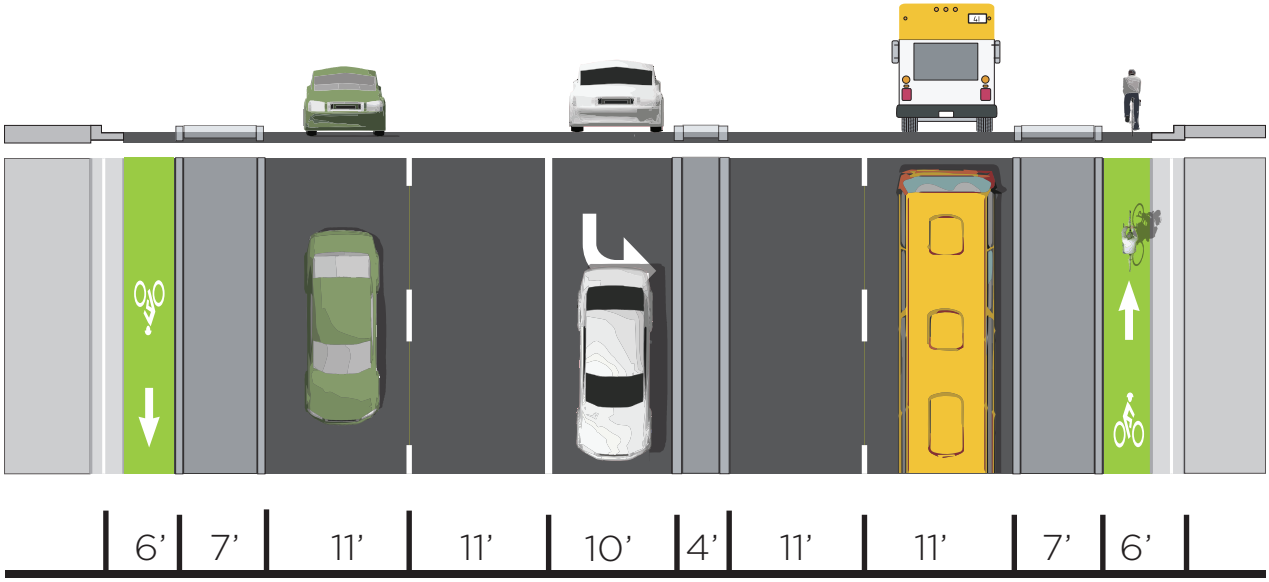
Street Improvements

Existing Conditions



84’ Roadway Surface Width

Proposed Improvements



84’ Roadway Surface Width

Spring Street (El Dorado

Purpose

Spring Street improvements will provide safe travel for cyclists through a separated bikeway on both sides of the roadway.

Prioritization Phase

Backbone

The Existing Corridor

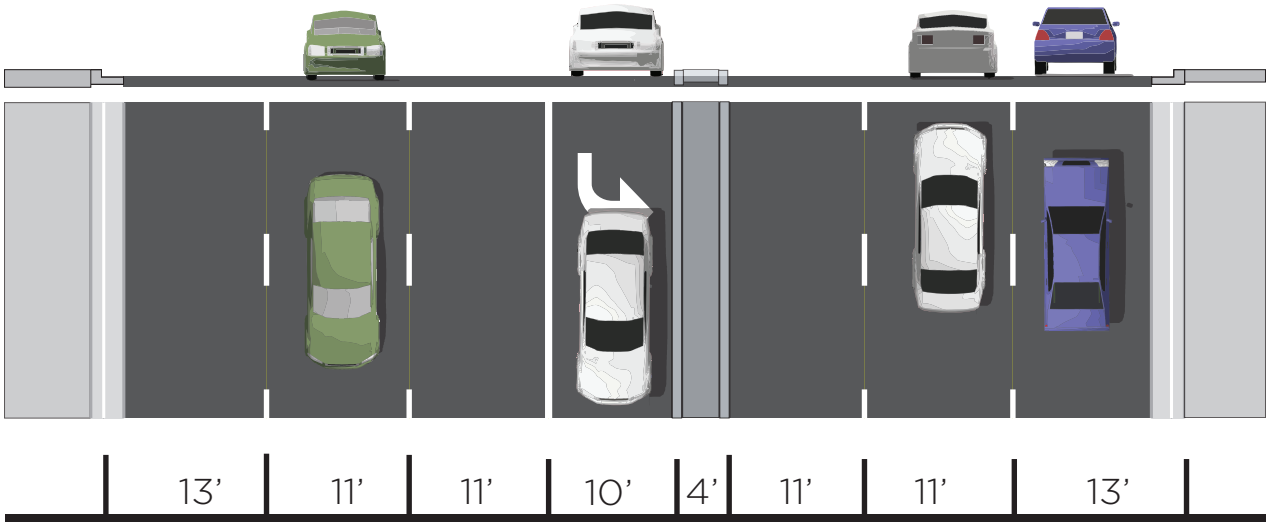
- 6 driving lanes plus turning lanes
- 45 MPH speed limit

Corridor Improvements

- Separated bikeway

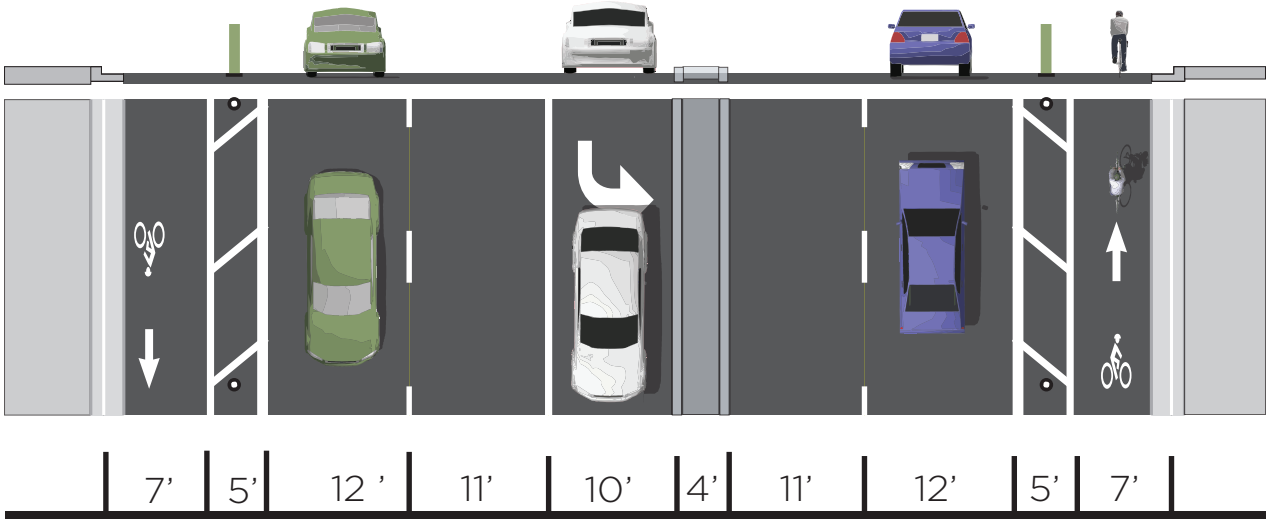
Park) Improvements

Existing Conditions



84’ Original Roadway Surface Width

Proposed Improvements



84’ Original Roadway Surface Width

Diverter: Hill Street Bicycle Boulev

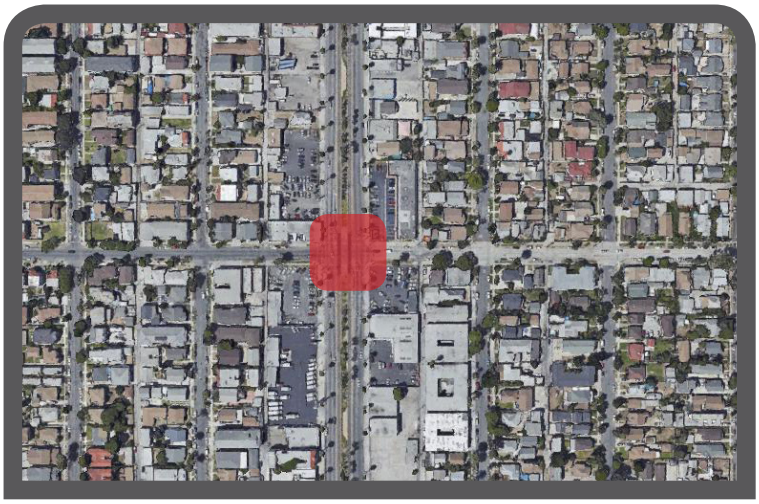
Purpose

Improvements at the Hill Street/Long Beach Boulevard intersection would prioritize bicycle travel along an established bicycle boulevard.

Prioritization Phase
Vision

The Existing Intersection

- Long Beach Boulevard has 4 driving lanes, is a transit priority corridor, and is 30 MPH
- Hill Street has 2 driving lane, is classified as a bicycle boulevard, and is 25 MPH

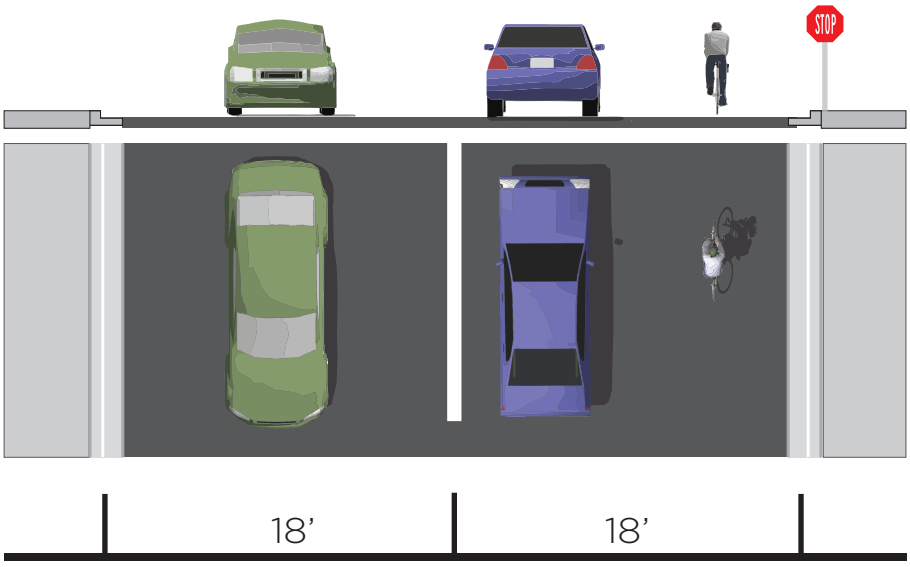


Intersection Improvements

- Install diverters to allow bicyclists to cross Long Beach Boulevard while forcing motorists to turn

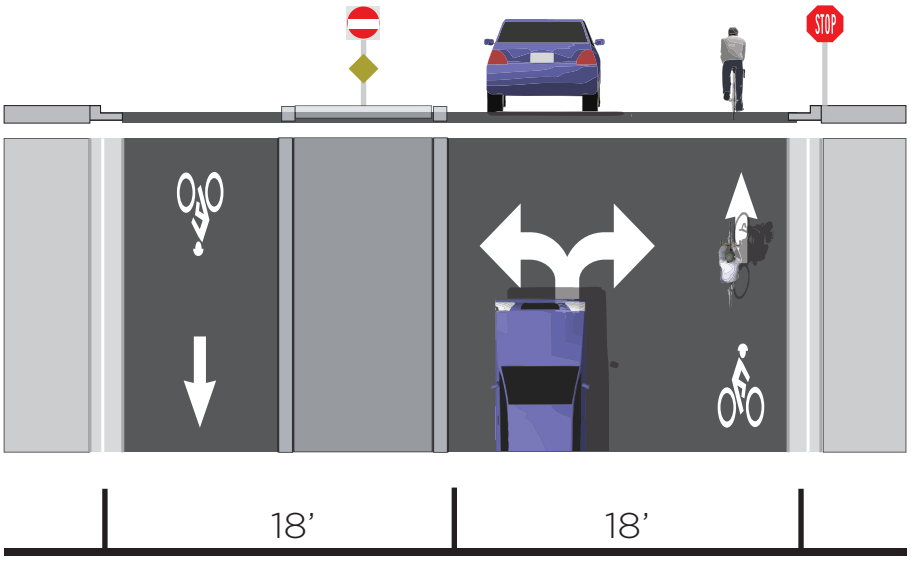
ard at Long Beach Boulevard

Existing Conditions



36’ Roadway Surface Width

Proposed Improvements



36’ Roadway Surface Width

Diverter: Loma Avenue Bicycl

Purpose

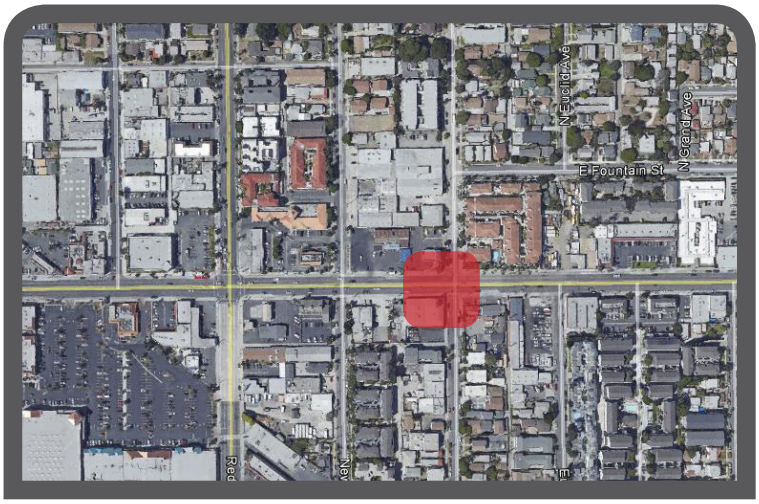
Improvements at the Loma Avenue/Anaheim Street intersection would prioritize bicycle travel along an established bicycle boulevard.

Prioritization Phase

Pipeline

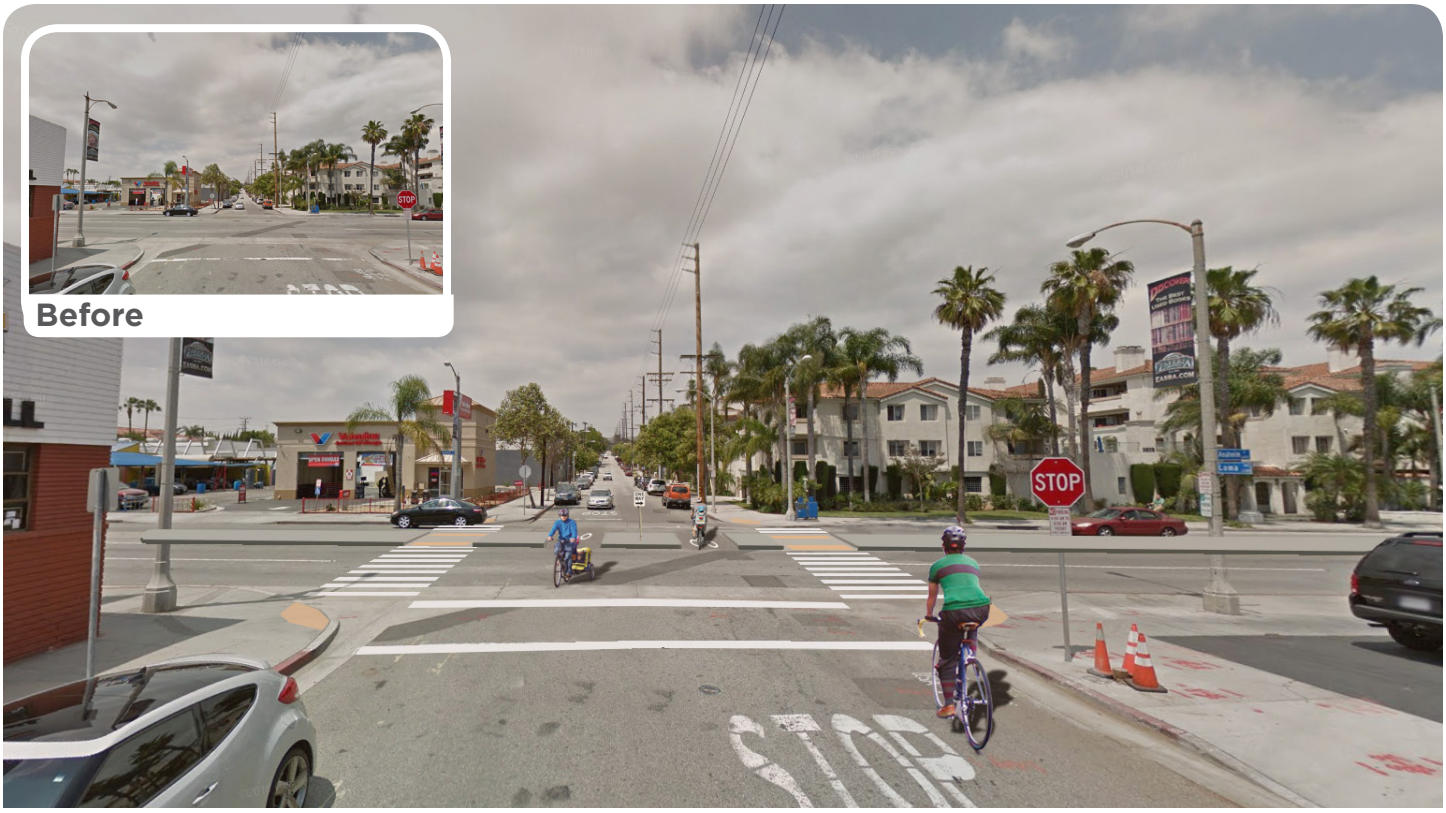
The Existing Intersection

- Anaheim Street has 4 driving lanes, is a transit priority corridor, and is 30 MPH
- Loma Avenue has 2 driving lanes, is classified as a bicycle boulevard, and is 25 MPH



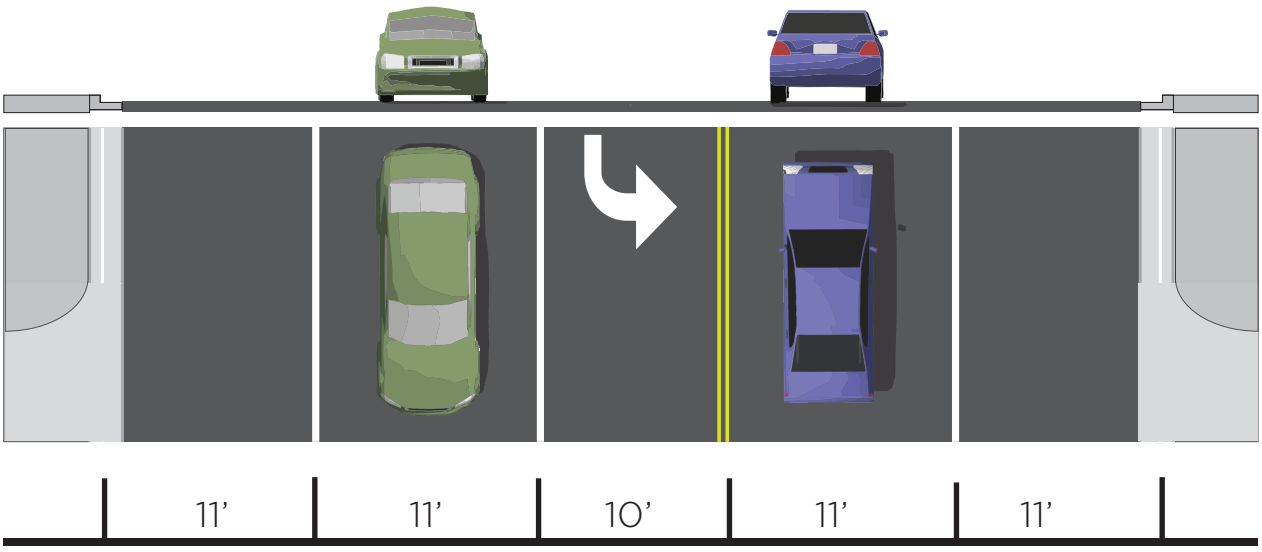
Intersection Improvements

- Install diverters to allow bicyclists to cross Anaheim Street while forcing motorists to turn



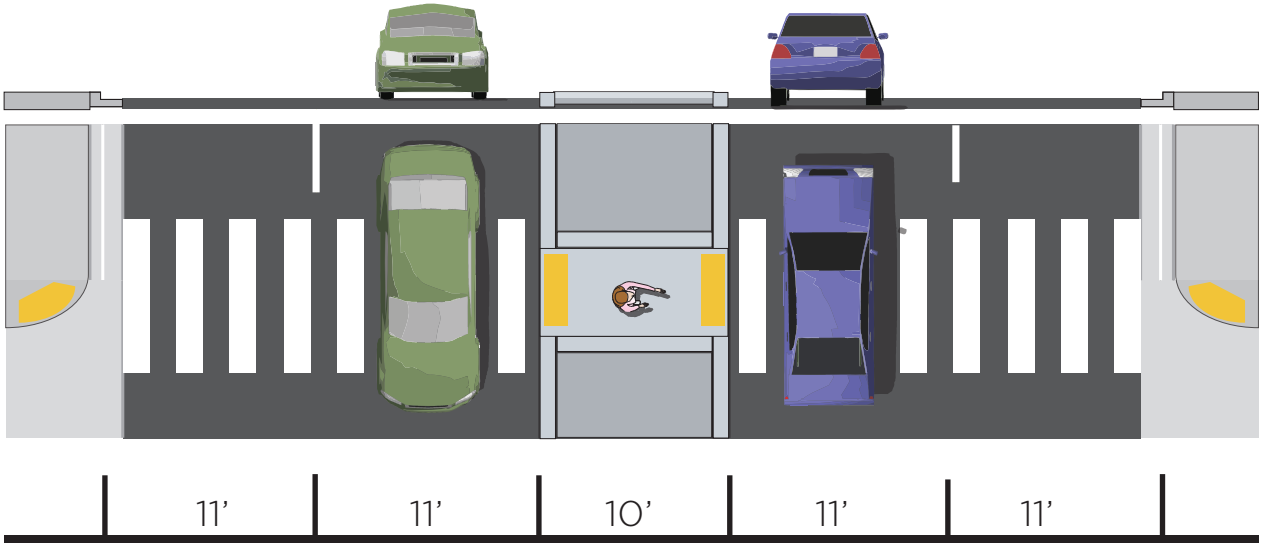
e Boulevard at Anaheim Street

Existing Conditions



54’ Roadway Surface Width

Proposed Improvements



54’ Roadway Surface Width

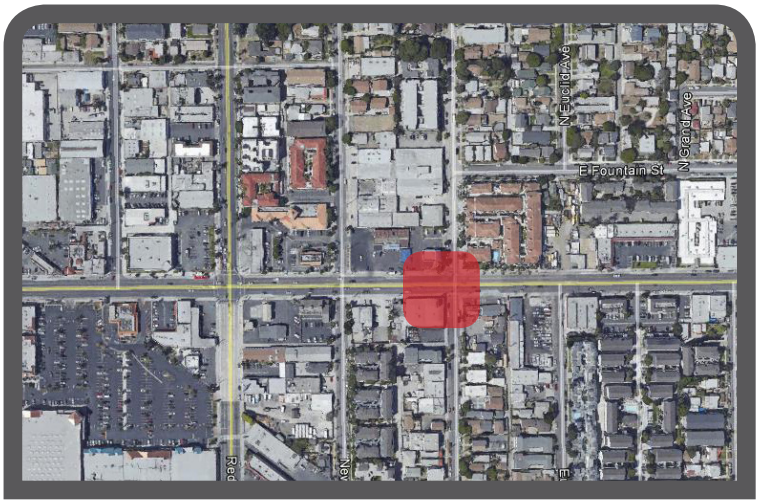
Elevated Class IV: Broadway -

Purpose
Broadway improvements will provide safe travel for cyclists through an elevated separated bikeway, putting the bicyclists on the same level as pedestrians.

Prioritization Phase
Vision

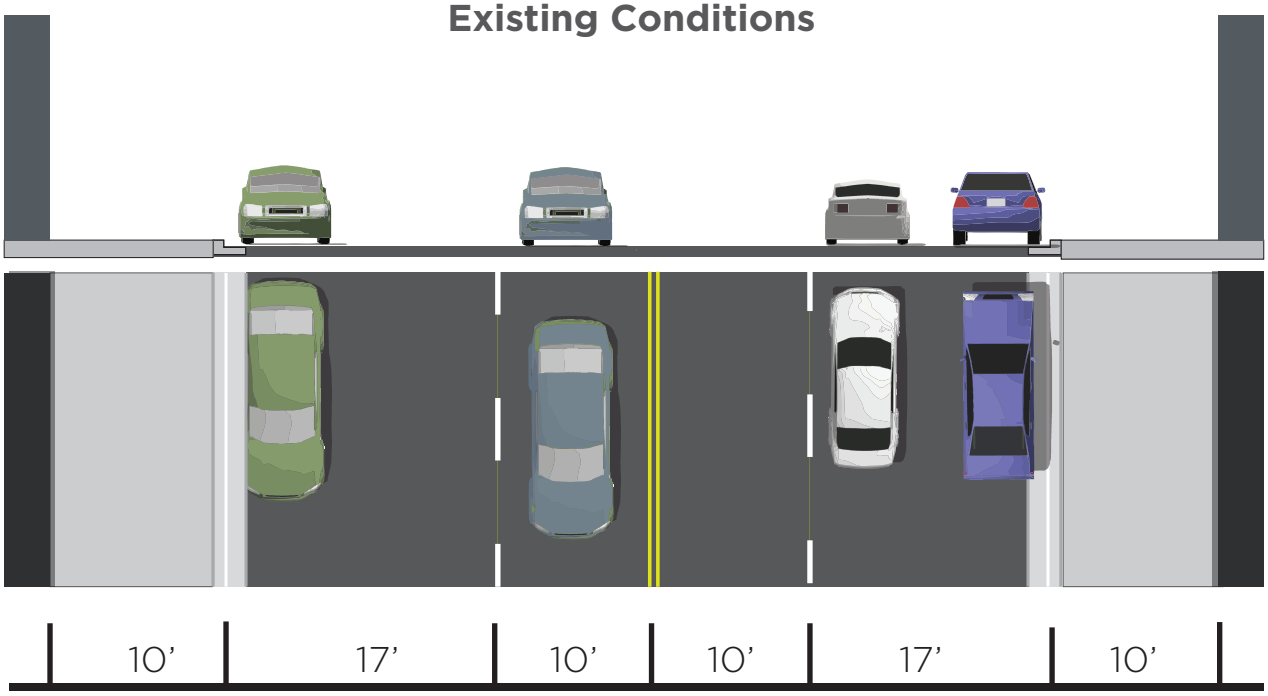
The Existing Corridor
- 4 driving lanes
- 30 MPH speed limit
- Transit priority corridor

Corridor Improvements
- Elevated separated bikeway



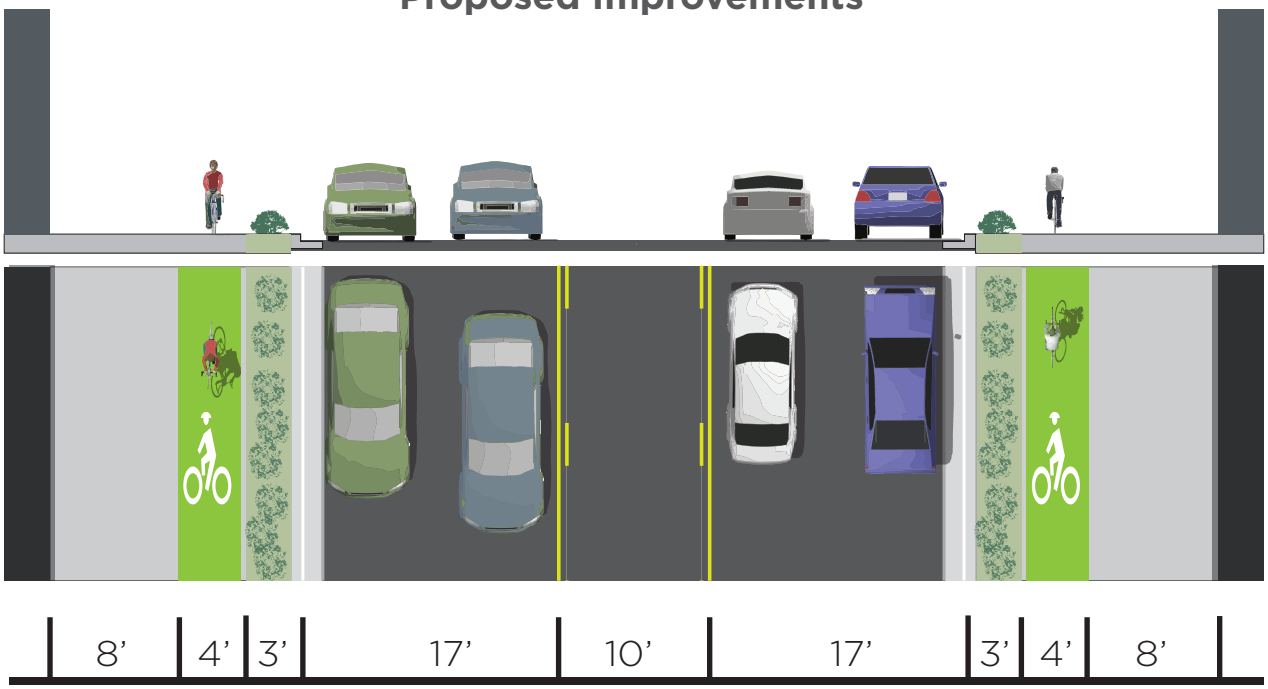
Redondo Avenue to Temple Avenue

Existing Conditions



54’ Roadway Surface Width

Proposed Improvements



44’ Roadway Surface Width

Long Beach Bicycle Master Plan

Appendix G

Roster of Potential Non-Infrastructure Programs

APPENDIX TO THE MOBILITY ELEMENT
OF THE GENERAL PLAN
CITY OF LONG BEACH
JANUARY 2017

Appendix G. Roster of Potential Non-Infrastructure Programs

This appendix presents the recommended bicycle-related programs for the City of Long Beach. The recommendations are organized into four non-infrastructure (i.e., engineering) "E's":

- **Education** programs are designed to improve safety and awareness. They can include programs that teach students how to safely ride or teach drivers to expect bicyclists. They may also include brochures, posters, or other information that targets bicyclists or drivers.
- **Encouragement** programs provide incentives and support to help people leave their car at home and try biking instead.
- **Enforcement** programs enforce legal and respectful bicycling and driving. They include a variety of tactics, ranging from police enforcement to neighborhood signage campaigns.
- **Evaluation** programs are an important component of any investment. They help measure success at meeting the goals of this plan and to identify adjustments that may be necessary.

It is recommended that Long Beach continue the existing bicycle-related programs described in **Chapter 3: Long Beach Now**. Bicycle education, encouragement, enforcement, and evaluation programs are an integral part of a bicycle-friendly city.

Education

Education programs are important for teaching safety rules and laws as well as increasing awareness regarding bicycling opportunities and existing facilities. Education programs may need to be designed to reach groups at varying levels of knowledge and there may be many different audiences: pre-school age children, elementary school students, teenage and college students, workers and commuters, families, retirees, the elderly, new immigrants, and non-English speakers. The programs listed in this chapter are not exhaustive and will be further detailed when designed and implemented.

Law Enforcement Education

Frequently, new laws are passed nationwide and in California that directly impact bicyclist safety. Sometimes, information about these laws may not be clearly conveyed to law enforcement officials, so violators may not be cited for their transgression.

Recommendation

When a new law is passed regarding bicycle safety, this Plan recommends the City work with law enforcement to ensure that officers fully understand the new laws and will work to ticket or warn violators.

Bicycle Ambassador

A Bicycle Ambassador attends public events of all types in order to bring awareness of the prevalence of bicycle riding in Long Beach as well as provide promotional and educational materials to passersby.

Recommendation

Develop a Bicycle Ambassador program to attend public events including health fairs and community bike rodeos to broaden awareness of bicycling and provide safety information.

Encouragement

Everyone from young children to elderly residents can be encouraged to increase their rates of bicycling or to try bicycling instead of driving for short trips. Long Beach currently has two major bicycle-focused events that highlight the possible fun community members can have while riding a bicycle: Long Beach Bike Fest and Beach Streets. This Plan recommends continuing these events.

Fun Rides

Fun rides are periodic rides through different parts of the city that could offer participants a chance to explore a new part of Long Beach. These rides should be scheduled on a regular basis (first Saturday of every month, for example) and meeting time and location should be announced at least a week prior to the ride. The ride can end at a local shop or restaurant that could offer discounts to participants.

Recommendation

This Plan recommends the City begin a Fun Ride program and assign at least one staff member to organize and schedule the rides on a regular basis.

Long Beach Bike Party

A Bike Party is similar to Fun Rides, but is organized by a separate organization of volunteers. These rides are held monthly, at night, and have different themes for each ride. Participants are encouraged but not required to dress themselves or their bikes to match the theme. Routes also change for each ride and are typically eight to 10 miles long. Started in San José, CA, Bike Parties have spread across the world with the closest held in Arcadia.

Recommendation

It is recommended to work with Bike Long Beach to start a Bike Party in Long Beach. Bike Party organizers should share the route with City staff, including the Long Beach Police Department, who can help ensure rider safety along the route as well as ensure participants are following the rules of the road.

Bicycles in Parades

Long Beach holds several parades throughout the year including Veteran's Day and Christmas Parades. Incorporating bicycles into these events could help raise awareness of the amazing bicycle culture throughout Long Beach. The City could work with parade organizers to include a bicycle decorating portion of the parade and encourage riders of all ages to decorate their bikes to match the parade theme. Organizers could offer a prize to the owner of the best decorated bicycle.

Recommendation

It is recommended the City work with various parade organizers to include a bicycle decorating contest as part of the parade.

Bike to Work Events

Bike to Work Day/Week/Month are regional events that encourage people to choose their bicycle over their vehicle and experience their commute a whole new way. Energizer stations are placed all over the county where riders can stop to catch their breath, grab a snack, pick up some swag, and meet other people riding to work.

Recommendation

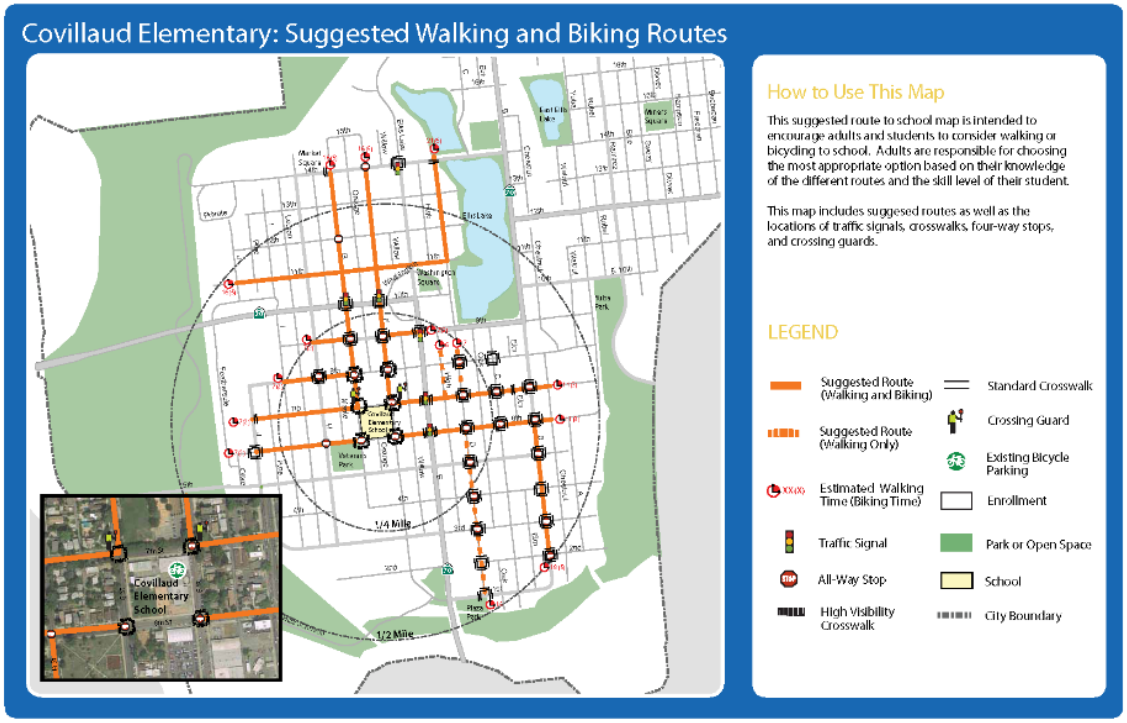
Expand the regional efforts of Bike-to-Work Week by providing City sponsored events and pit stops in every council district and supporting bicycling to school for students. Provide information, support services and incentives for bicyclists to bicycle to work and school. Distribute materials and post information on Bicycle Program Websites.

Suggested Walking and Biking Routes to School Maps

Suggested Walking and Biking Routes to School Maps can help parents overcome fears related to traffic and/or lack of knowledge of family friendly routes to school. These types of maps show stop signs, traffic signals, crosswalks, paths, overcrossings, crossing guard locations, and similar elements that can help parents make decisions about choosing the route that best fits their family's walking or biking needs. Figure shows an example of these maps.

Recommendation

This plan recommends the City develop Suggested Walking and Biking Routes to School maps for Long Beach schools. These maps should be reviewed and updated every four years to reflect improvements as they are implemented in the community.



Back-to-School Encouragement Marketing

Families set transportation habits during the first few weeks of the school year and are often not aware of the multiple transportation options and routes available to them. Because of this, many families will develop the habit of driving to school using the same congested route as everyone else.

A back-to-school encouragement marketing campaign can promote bus, carpool, walking, and bicycling to school. The marketing campaign can include suggested route maps, safety education materials, volunteer opportunities, event calendars, and traffic safety enforcement notices. It can also include an illustrative guide that includes the Suggested Walking and Biking to School maps.

Objectives

The event's objectives are to:

- Share information about the Long Beach's Safe Routes to School Program activities, classes, and events throughout the year.
- Encourage families to plan out their routes at the beginning of the school year to consider alternatives to driving alone as a family.
- Promote Safe Routes to School to encourage families to try walking, bicycling, and carpooling to school as well as participating in Safe Routes to School activities and events.

Employer-Based Encouragement Programs

Though the City cannot host these programs, it can work with or provide information to employers about commuting by bicycle. Popular employer-based encouragement programs include hosting a bicycle user group to share information about how to bicycle to work and to

connect experienced bicyclists with novice bicyclists. Employers can host bicycle classes and participate in Bike to Work day.

Employers can also set up a National Bike Challenge (https://nationalbikechallenge.org/) account so that employees can log their hours and set up an internal contest for who logs the most hours.

Recommendation
This Plan recommends the City collaborate with employers to implement bicycle related programs.

Bicycle Friendly Community

LAB recognizes communities that improve bicycling conditions through education, encouragement, enforcement, and evaluation programs. Communities can achieve diamond, platinum, gold, silver, or bronze status, or an honorary mention. Bicycle friendliness can indicate that a community is healthy and vibrant. Like good schools and attractive downtowns, bicycle friendliness can increase property values, spur business growth, and increase tourism. Long Beach currently has a Silver designation.

Recommendation
This Plan recommends the City reapply for a higher Bicycle Friendly Community status after implementation of the priority projects identified in this Plan. This Plan is a valuable resource for completing the LAB application efficiently.

More information and application steps:
http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/

Bicycle Helmet Giveaway

The California Office of Traffic Safety (OTS) grant program can fund bicycle helmets for giveaways to children at schools or children observed bicycling without wearing helmets. Typically this type of program is a partnership with the Police Department.

Recommendation
This Plan recommends the City seek an OTS grant and conduct helmet giveaways for children.

Walk & Roll Days

Walk and Bike to School Days are events to encourage students to try walking or bicycling to school. The most popular events of this type are International Walk to School Day (held in early October) and Bike to School Day (held in early May). Many communities have expanded on this once a year event and hold monthly or weekly events such as Walk and Roll the First Friday (of every month) or Walk and Roll Wednesdays (held every Wednesday).

Holding weekly or monthly Walk & Roll to School Day promotes regular use of active transportation and helps establish good habits. Events can take on a wide range of activities, with some schools choosing to make them weekly rather than monthly, such as with a "Walk & Roll Wednesday."

Recommendation
It is recommended the City, school districts, schools, PTAs, and parent champions work together to expand Walk and Bike to School days to be held on a weekly basis.

Walking School Buses and Bike Trains

A Walking School Bus is an organized group of students who walk to school under the supervision of a parent/adult volunteer. Bike Trains are similar to Walking School Buses, with students bicycling together. Parent champions take turns walking or bicycling along a set route to and from school, collecting children from designated "bus stops" along the way.

Schools and parent champions can encourage parents to form Walking School Buses or Bike Trains at the back-to-school orientation or other fall events. The school districts can provide safety vests or marked umbrellas to indicate the leader(s). Incentives for the parent volunteers can include coffee at the school or gift cards for coffee shops.

Recommendation
This Plan recommends the City work with school districts, schools and parent champions to develop a Walking School Bus and Bike Train program.

Example outreach materials:

- Michigan Safe Routes 2 School's Walking School Bus program: http://saferoutesmichigan.org/wsb
- Sonoma Safe Routes to School's Walking School Bus Basics: http://sonomasaferoutes.org/resources/walking-school-bus-basics.pdf/view
- Sonoma Safe Routes to School's Bike Train Guide for Volunteers: http://sonomasaferoutes.org/resources/bike-train-guide-for-volunteers.pdf/view
- Marin County Safe Routes to Schools' SchoolPool Marin materials: http://www.schoolpoolmarin.org/

Poster Campaign

Poster campaigns Promote awareness of the various networks, streetscape, and green or "great street" improvements through the installation of posters and/or banners. Installation could be either temporary or permanent and could be used to inform the community about the Networks as well as focus on a variety of topics including safe driving practices and/or bicycling encouragement.

Recommendation
This Plan recommends the City hang posters or banners citywide once a year that encourage bicycle riding and safe driving practices.

Enforcement

Enforcement programs enforce legal and respectful use of the transportation network. These programs will help educate motorists, bicyclists, and pedestrians about the rules and responsibilities of the road.

Bicycle-Related Ticket Diversion Class

Diversion classes are classes offered to bicyclist offenders of certain traffic violations, such as running a stoplight.

California Assembly Bill 209, signed by Governor Brown on September 21, 2015 allows for such programs for violations not committed by a driver of a motor vehicle. This program is a good way to educate bicyclists about rights and responsibilities. Similar programs existing throughout California. More information:

- www.marinbike.org/Campaigns/ShareTheRoad/Index.shtml#StreetSkills
- http://www.cityoflivermore.net/citygov/police/ops/traffic/bikesafety/diversion.asp

Recommendation

This Plan recommends the City offer diversion classes to all age groups. It is recommended to give warnings to first time offenders then offer diversion classes on the second offense.

Vision Zero Targeted Enforcement

Cities that adopt Vision Zero policies, such as San Diego and San José, have adopted enforcement goals targeting the vehicle code infractions most likely to result in injury collisions or fatalities. Law enforcement officers are then tasked with the goal of a certain percentage of their traffic stops be related to these high-risk infractions.

Recommendation

This Plan recommends that, if a Vision Zero policy is adopted, the Long Beach Police Department implement targeted enforcement. Targeted enforcement goals will be determined following comprehensive study of historical collision data in Long Beach.

Revision of E-Bike Regulations

New legislation in California at the state level has provided new guidance for the operation of electric bicycles, while still providing latitude for local jurisdictions to more closely regulate their operations. As electric bicycle use grows, it will be important to craft regulations meeting the needs of Long Beach residents.

Recommendation

This Plan recommends the City of Long Beach staff work with the Long Beach Police Department to adopt e-bike regulations for their use in Long Beach.

Evaluation

Evaluation programs help the City measure how well it is meeting the goals of this Plan and the General Plan and evaluation is a key component of any engineering or programmatic investment. It is also a useful way to communicate success with elected officials as well as local residents.

Annual Collision Data Review

Reviewing bicycle and pedestrian related collisions and near-misses on an annual basis can help the City identify challenging intersections or corridors. This review should include an assessment of the existing infrastructure to determine whether improvements can be made to reduce the number of collisions in the community.

Recommendation

This Plan recommends the City and Long Beach Police Department review bicycle and pedestrian related collision data on an annual basis to identify needed improvements.

Parent Surveys

The National Center for Safe Routes to School provides a standard parent survey, collecting information on modes of travel, interest in walking or biking to school, and challenges to walking and bicycling to school. The information gathered from the parent surveys can help craft programs that are attractive to parents and measure parent attitudes and changes in attitude towards walking and biking to school.

Recommendation

It is recommended that the City of Long Beach and Long Beach Unified School District work together to conduct parent surveys every three or four years.

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Long Beach Bicycle Master Plan

Appendix H

ATP Compliance Checklist

APPENDIX TO THE MOBILITY ELEMENT
OF THE GENERAL PLAN
CITY OF LONG BEACH
JANUARY 2017

Appendix H. ATP Compliance Checklist

Subject	Requirement	Section(s)
Bicycle Trips	The estimated number of existing bicycle trips in the plan area and the estimated increase in the number of bicycle trips resulting from implementation of the Plan.	Chapter 3: Current Bicycling Activity Levels and Estimated Benefits of a Bicycle Plan Implementation and Future Activity levels
Safety	The number and location of collisions, serious injuries, and fatalities suffered by bicycle riders in the Plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the Plan.	Chapter 3: Bicyclist-Involved Collisions
Land Use	A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other major destinations.	Figure 3-1
Bikeways	A map and description of existing and potential bicycle transportation facilities.	Figure 6-5
Bicycle Parking	A map and description of existing and potential end-of-trip bicycle parking facilities.	Chapter 3: End-of-Trip Facilities
Policies	A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots, and in new commercial and residential developments.	Chapter 5: Goals, Strategies, & Policies and Appendix B: Planning Context
Multi-Modal Connections	A map and description of existing and proposed bicycle transportation and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicycle riders and bicycles on transit or rail vehicles or ferry vessels.	Figure 3-7 and Figure 6-5
Amenities	A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Chapter 3: End of Trip Facilities and Figure 3-7
Wayfinding	A description of proposed signage providing wayfinding along the bicycle transportation network to designated destinations.	Chapter 6: Bicycle Wayfinding Program

Subject	Requirement	Section(s)
Maintenance	A description of the policies and procedures for maintaining existing and proposed bicycle facilities, including, but not limited to, the maintenance of smooth pavement, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.	Chapter 5: Strategy 8 and Chapter 7: Bikeway Maintenance Costs
Programs	A description of bicycle safety and education programs conducted in the area included within the Plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle rider safety, and the resulting effect on collisions involving bicycle riders.	Chapter 3: Existing Bicycle-Related Programs and Chapter 6: Non-Infrastructure Bicycle Programs
Public Involvement	A description of the extent of community involvement in development of the Plan, including disadvantaged and underserved communities.	Chapter 4: Community Input and Appendix D
Regional Coordination	A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the Plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.	Figure 3-7 and Appendix B
Prioritization	A description of the projects and programs proposed in the Plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.	Chapter 6: Implementation Strategies & Projects
Funding	A description of past expenditures for bicycle facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicycle riders in the Plan area. Include anticipated revenue sources and potential grant funding for bicycle uses.	Chapter 7: Administration & Funding
Implementation	A description of steps necessary to implement the Plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the Plan.	Chapter 6: Implementation Strategies & Projects
Plan Adoption	A resolution showing adoption of the Plan by the Council of Governments.	Appendix I

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Long Beach Bicycle Master Plan

Appendix I

Resolution of Plan Adoption

APPENDIX TO THE MOBILITY ELEMENT
OF THE GENERAL PLAN
CITY OF LONG BEACH
JANUARY 2017