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RESOLUTION NO. C-28368

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3 A RESOLUTION OF THE CITY COUNCIL OF THE
4 CITY OF LONG BEACH ADOPTING THE CITY OF LONG
5 BEACH TRAFFIC MITIGATION PROGRAM (TMP) TWELFTH
6 ANNUAL REPORT; AMENDING THE TRAFFIC MITIGATION
7 PROGRAM TO ADD RECOMMENDED CHANGES TO THE
8 CITY'S TRANSPORTATION IMPROVEMENT PLAN AND
9 MAKING FINDINGS RELATIVE THERETO IN ACCORDANCE
10 WITH LONG BEACH MUNICIPAL CODE SECTIONS
11 18.17.170, 18.19.180 AND GOVERNMENT CODE SECTIONS
12 66001 AND 66006
13

14 WHEREAS, on November 20, 1990, the City Council adopted Ordinance
15 No. C-6824 (as amended by Ordinances C-6836 and C-6848), to establish and impose
16 a Transportation Improvement Fee (TIF) on certain new residential and nonresidential
17 development in the City for the purpose of assuring that the transportation Level of
18 Service (LOS) goals of the City as set forth in the City's Traffic Mitigation Program are
19 met with respect to the additional demands placed on the transportation system by
20 traffic generated by such development; and

21 WHEREAS, on December 11, 1990, the City Council adopted Resolution
22 No. C-24978, establishing a Transportation Improvement Fee by land use type and,
23 where relevant, by location, following consideration of the projected development in the
24 City of Long Beach from the year 1990 to the year 2010; and

25 WHEREAS, on March 30, 1993, the City Council adopted Resolution No.
26 C-25393, consisting of an amendment to the Transportation Improvement Fee to add
27 categories of residential use for senior citizen housing, secondary housing which is
28 accessory to a principal dwelling unit, and accessory residential units; and

1 WHEREAS, Long Beach Municipal Code Section 18.17.170 requires that
2 at least once each year the Director of Public Works shall prepare a report to the City
3 Council in order to evaluate progress in the implementation of the Transportation
4 Improvement Plan and the Transportation Improvement Fee and in order to make any
5 recommended changes to said Plan or Fee; and

6 WHEREAS, on August 28, 1990, the City Council adopted Ordinance No.
7 C-6776, to establish a Long Beach Airport Study Area Traffic Fee for major intersection
8 improvements, which fee is imposed on new residential and nonresidential development
9 in the Long Beach Airport Traffic Study Area for the purpose of assuring that the
10 transportation Level of Service (LOS) standards established by the City for said Area
11 are and were met with respect to the additional demands on the transportation system
12 generated by such development; and

13 WHEREAS, on August 21, 1990, the City Council adopted Resolution No.
14 C-24921, establishing the Long Beach Airport Traffic Study Area Impact Fee Amounts;
15 and

16 WHEREAS, Long Beach Municipal Code Section 18.19.180 requires that
17 at least once each year the Director of Public Works shall prepare a report to the City
18 Council in order to evaluate progress in the implementation of the Long Beach Airport
19 Traffic Study Area Traffic Fee and mitigation requirements and in order to make any
20 recommended changes to said Study Area or Fee; and

21 WHEREAS, the Director of Public Works has prepared the report required
22 pursuant to Sections 18.17.170 and 18.19.180 of the Long Beach Municipal Code which
23 report incorporates, among other things, the following information:

- 24 1. The total amount of development granted development approval in
25 the City by type;
- 26 2. The estimated increase in P.M. peak hour trips generated by
27 approved development;
- 28 3. The transportation improvements completed relative to the

- 1 improvements listed in the Transportation Improvement Plan;
- 2 4. The amount of Transportation Improvement Fees and Airport Area
- 3 Traffic Fees in the fund or subfund; and
- 4 5. Recommended changes to the Transportation Improvement Fees,
- 5 including, but not necessarily limited to, changes in the
- 6 Transportation Improvement Plan and changes in the
- 7 Transportation Improvement Fees or Fee Setting Resolution as well
- 8 as recommended changes to the Airport Traffic Study Area Traffic
- 9 Fee and mitigation requirements, including but not necessarily
- 10 limited to, changes in the Long Beach Airport Traffic Study Area
- 11 Improvements, changes in the Airport Area Traffic Fee ordinance or
- 12 resolution, or changes in the Transportation Demand Management
- 13 Program or changes in the Traffic Fee; and

14 WHEREAS, Government Code Section 66001(d) requires the City to

15 make certain findings for the fifth fiscal year following the first deposit into the account or

16 fund, and every five years thereafter, with respect to that portion of the Traffic

17 Improvement Fee or Airport Study Area Traffic Fee account, fund, or sub-fund ("the

18 funds") remaining unexpended, whether committed or uncommitted.

19 NOW, THEREFORE, the City Council of the City of Long Beach does

20 hereby find, determine and declare:

21 Section 1. That the City Council does hereby adopt that certain City of

22 Long Beach Traffic Mitigation Program Twelfth Annual Report (October 1, 2002-

23 September 30, 2003)("the Report"), a copy of which is attached hereto and incorporated

24 herein by this reference as Exhibit "A".

25 Sec. 2. That the Report attached hereto as Exhibit "A" contains all of the

26 information required pursuant to Long Beach Municipal Code Sections 18.17.170 and

27 18.19.180 as well as the information required by California Government Code Sections

28 66001 and 66006.

1 Sec. 3. In reference to Government Code Section 66001(d)(1), and with
2 respect to only that portion of the Traffic Improvement Fee Fund and the Airport Study
3 Area Traffic Fee Fund remaining unexpended at the end of the 2002-2003 Fiscal Year
4 whether committed or uncommitted, the City Council finds that the purpose of the fees
5 is to assure that the transportation level of service goals of the City of Long Beach as
6 said goals are more fully set forth in the City's Traffic Mitigation Program, as well as in
7 Ordinance Nos. C-6824, C-6836, C-6848 and C-6776, are met with respect to the
8 additional demands placed on the City's transportation system by traffic generated from
9 new residential and nonresidential development.

10 Sec. 4. In reference to Government Code Section 66001(d)(2), and with
11 respect to only that portion of the Transportation Improvement Fees Fund and the
12 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2002/2003
13 Fiscal Year, whether committed or uncommitted, the City Council finds that the findings
14 and facts as set forth in the City's Traffic Mitigation Program and in Ordinance Nos.
15 C-6824, C-6836, C-6848 and C-6776 which findings and facts are incorporated by
16 reference herein, amply demonstrate that there is a reasonable relationship and nexus
17 between the fees imposed and the purpose for which said fees are charged.

18 Sec. 5. In reference to Government Code Section 66001(d)(3), and with
19 respect to only that portion of the Transportation Improvement Fees Fund and the
20 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2002/2003
21 Fiscal Year, whether committed or uncommitted, the City Council finds that all of the
22 sources and amounts of funding anticipated to complete financing for any incomplete
23 improvements are identified and described in Exhibit "A".

24 Sec. 6. In reference to Government Code Section 66001(d)(4), and with
25 respect to only that portion of the Transportation Improvement Fees Fund and the
26 Airport Study Area Traffic Fee Fund remaining unexpended at the end of the 2002/2003
27 Fiscal Year, whether committed or uncommitted, the City Council finds that the
28 approximate date on which the funding referred to in Section 5 is expected to be

1 deposited into the appropriate fund is designated and described in Exhibit "A".

2 Sec. 7. That during the 2003 fiscal year no refunds or allocations were
3 made pursuant to subdivision (e) or (f) of Government Code Section 66001.

4 Sec. 8. That the City's Transportation Mitigation Program and Plan are
5 hereby amended in accordance with the provisions of Long Beach Municipal Code
6 Sections 18.17.170 and 18.17.180 to add the following projected improvements:

7 (a) Atlantic Avenue and Pacific Coast Highway: Addition of a northbound right turn lane
8 and signal upgrades; (b) Ocean Boulevard and Pine Avenue: Left turn phasing and
9 capacity enhancing improvements to address increased traffic congestion; (c) Wardlow
10 Road and Orange Avenue: Left turn pockets and signal modernization; (d) 21st Street
11 and Santa Fe Avenue: New traffic signal and additional turn pockets; and (e) Orange
12 Avenue and 28th Street: New traffic signal and eligible capacity enhancing
13 improvements related to the development of the Long Beach Sports Park, each of which
14 programs are more fully described and detailed in Exhibit "A" to this resolution, which
15 descriptions and details are incorporated herein by reference as though set forth in full,
16 word for word.

17 Sec. 9. This resolution shall take effect immediately upon its adoption by
18 the City Council, and the City Clerk shall certify to the vote adopting this resolution.

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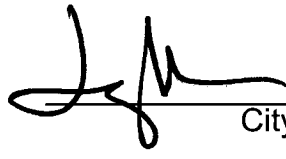
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I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of May 4, 2004, by the following vote:

Ayes: Councilmembers: Lowenthal, Baker, Carroll, Kell, Richardson, Reyes Uranga, Webb, Lerch.

Noes: Councilmembers: None.

Absent: Councilmembers: Colonna.



City Clerk

EXHIBIT A

**CITY OF LONG BEACH
TRAFFIC MITIGATION PROGRAM
TWELFTH ANNUAL REPORT
OCTOBER 1, 2002 - SEPTEMBER 30, 2003**

I. BACKGROUND

In December of 1990, after two years of technical analysis, financial evaluation, and public input, the City Council adopted the Traffic Mitigation Program (TMP). This created a comprehensive mechanism to implement the transportation improvements needed to meet the increased travel related to future growth. The TMP also established a practical and equitable way to fund these improvements, through public funds and impact fees on developments, based on the relationship between additional travel demands generated by development and the cost of improvements necessary to accommodate this growth.

Conceptually, the TMP is the second step in the City's ongoing three-step transportation planning process. The first step in this process, the policy component, is the Transportation Element of the General Plan. The Transportation Element establishes street right-of-way and other development-related policies, and identifies a long-term set of capital improvements intended to ensure mobility throughout the City as anticipated land use changes occur. The TMP is the second step, or financial component, and identifies the financial resources to implement the improvements identified in the Transportation Element, as well as an annual mechanism for reviewing progress and modifying the list of improvements (the "Transportation Improvement Plan") to be funded. The third step in this process, the project component, is the Capital Improvement Program (CIP). The CIP identifies priority projects and near-term implementation budgets, based on current resources and anticipated needs.

The TMP provides the financial resources to implement the Transportation Element. In addition to existing funding sources, two primary sources have been established to fund the TMP. These include development impact fees, commonly referred to as transportation improvement fees (TIF) and the Airport Area Assessment District (AAAD). A citywide business license tax surcharge was initially a part of the TMP, but new revenues from this surcharge were eliminated in the FY 1998 TMP Report. Within the TIF fee component, special fee rates have been established for the airport and downtown areas, which are typically higher than other parts of the city to account for denser traffic in these areas. These funding sources complement public funds, such as City gasoline tax revenues and Federal, State, or County discretionary grants.

The TMP is the City's implementation of its basic access strategy to support economic growth while protecting its neighborhoods and maintaining mobility. To pursue this goal in a manner which is responsive to the actual pace and locations of growth, the TMP includes provisions for an annual review of the program and modification of the capital improvements list as may become appropriate. This report provides this annual review, pursuant to Long Beach Municipal Code Chapters 18.17 and 18.19, as well as California Government Code Section 66006. The reporting period for this report covers the fiscal year ending September 30, 2003.

Additionally, in 2003 the City initiated an update of the 1990 Transportation Element, renamed the Mobility Element, in conjunction with the update of the Land Use Element of the General Plan. This restarts the three-step process, updating the policy components of the General Plan to reflect the growth and development that has occurred in the City, while planning for specific areas of growth and stability throughout the community as land use changes occur. This will also result

in changes to the TMP, the second step, or financial component, which will again identify the financial resources to implement the improvements identified in the updated Mobility Element. The update of the Mobility Element is expected to be completed in 2005.

II. SUMMARY OF PROGRAM STATUS

The TMP anticipated reliance on several sources to fund needed but as-of-yet uncompleted transportation improvements based on a quantitative analysis of the traffic contributed by various generators.

Table 1 – 1990 TMP Financial Plan

Source	Revenue (\$millions)*	Share
Public (City) funds	\$ 96.9	47%
Transportation improvement (TIF) fees and assessments	101.2	49%
Business license tax surcharge (16%)**	9.0	4%
Total	\$ 207.1	100%

* Over 20 years

** New revenues from the business license tax surcharge were eliminated in FY 1998, and are no longer included as revenues in the TMP financial plan.

Capital Improvements Completed

In light of actual development activity and other needs, capital improvements completed to-date have largely focused on operational improvements rather than major capacity enhancements, although a few major capacity enhancements have been or are nearing completion. Significant projects completed or underway during this reporting period which ended September 30, 2003 include:

- Completion of construction and traffic operational improvements on Alamitos Avenue between Ocean Boulevard and 7th Street;
- Completion of the widening and realignment of Alamitos Avenue at Pacific Coast Highway/Orange Avenue;
- Completion of various traffic-related improvements along the Metro Blue Line route to mitigate the impacts of the three-car train operation, including a signalized pedestrian crossing at Long Beach Boulevard and 12th Street;
- Property acquisition to widen intersection at Cherry Avenue and Wardlow Road;
- Completion of design and initiation of construction by Caltrans to resurface, landscape and improve the I-710 Freeway from Pacific Coast Highway south to Ocean Boulevard utilizing funding awarded to the City through the MTA;
- Installation of enhanced landscaping on Lakewood Boulevard between Willow Street and Carson Street to complete the Lakewood Boulevard street improvements;

- Various traffic-related improvements along the Metro Blue Line route to mitigate the impacts of the three-car train operation, including a signalized pedestrian crossing at Long Beach Boulevard and 12th Street;
- Completion of extension of 4th and 5th Streets between Long Beach Boulevard and Pine Avenue;
- Rehabilitation of the I-710 Freeway between the I-405 Freeway and Pacific Coast Highway;
- Completion of numerous operational improvements (minor widening, turning lanes, traffic signal modifications) at major intersections citywide;
- Design of transit related street improvements on Anaheim Street;

Alternative funding sources have also been pursued whenever possible, resulting in a higher than projected proportion of public funds. Table 2 on the following page provides a detailed breakdown of expenditures by project.

Anticipated Near-Term Expenditures

The following projects are expected to be completed within the next three years:

- Initiation of the Downtown ITS program to relieve traffic congestion and guide visitors throughout the downtown area via changeable message signs;
- Completion of transit-related street improvements on Anaheim Street between the I-710 Freeway and Pacific Coast Highway;
- Completion of the widening of Spring Street from Long Beach Boulevard to California Avenue;
- Completion of traffic improvements at Poly High School, Millikan High School, and Cabrillo High School;
- Installation of the citywide technology-assisted traffic management system;
- Completion of pedestrian enhancements along Shoreline Drive and The Promenade;
- Completion of citywide traffic operational, safety, and neighborhood traffic management improvements;
- Completion of widening of Pacific Coast Highway at 2nd Street to provide additional turn lanes;
- Completion of east-west bikeway connections and citywide bikeway signage enhancements.

More detailed information on development and capital improvement activities during the reporting period of October 1, 2002 to September 30, 2003 is provided in the following sections.

III. ACTIVITY DURING REPORTING PERIOD

Development Granted Approval

For the period of October 1, 2002 to September 30, 2003, Table 3 provides an estimate of the development approved citywide and within the airport area district. These figures are based on building permit records and zoning classifications.

PROJECT CATEGORY Location	Original Estimate (\$million)	Total Cost to Date		TIF Contribution		Cost to Complete (\$million)	Completion Schedule		
		FY Report	Since Incept.	\$	Share		0-5 yr	5-10 yr	10+ yrs
STREET WIDENINGS	\$ 18.0	4,532,819	26,005,127	7,338,085		0			
7th St. San Gabriel & Cerritos bridges(1)			1,800,000	0	0%		X		
Alamitos, Ocean to 7th		203,786	1,815,542	1,697,635	94%		Completed		
Alamitos/PCH/Orange Intersection		874,878	2,692,115	2,680,167	100%		X		
Atlantic, 10th to PCH		0	0	0	0%			x	
Lakewood, Willow to Carson		1,153,273	15,793,231	1,338,369	8%		Completed		
Spring, Long Beach to Cherry		2,203,985	3,475,488	1,469,402	42%		x		
Long Beach Fwy, PCH to Shoemaker Br		95,201	344,458	123,645	36%			x	
Other Costs		1,696	84,293	28,867	34%				
GRADE SEPARATIONS & INTERCHANGES	\$ 73.0	1,225,663	16,913,327	1,528,106		\$57.3			
Spring/Lakewood		0	91,492	0	0%		Removed from plan		
Traffic Circle		0	284,002	11,360	4%				X
Iron Triangle		0			0%				X
Near-term Operational improvements		0	116,586	116,586	100%		Completed		
Ocean/Alamitos		0	677,576	677,576	100%				X
Carson/605 Freeway (In-lieu credit)		1,225,663	15,743,671	722,584	5%		Completed		
NEW DOWNTOWN RAMPS	\$ 15.0	0	8,245,864	382,769		8.8			
Shoreline - Ocean (Queensway Bay)		0	8,245,864	382,769	0%		Completed		
Shoreline - 6th and 7th		0	0	0	0%				x
Pedestrian Overcrossing near Aquarium Way		0	0	0	0%		x		
NEW/REALIGNED ROADWAY SEGMENTS	\$ 12.0	0	1,753,232	31,098		10.2			
Shoreline, Ocean to Shoemaker Bridge		0	0	0	0%		x		
Ocean access ramp to/from Shoreline		0	0	0	0%		x		
Deforest, Shoreline to Anaheim		0	0	0	0%			x	
9th, West City Limits to Santa Fe		0	1,488,376	0	0%		Completed		
Studebaker, PCH to Westminster		0	233,758	0	0%		x	x	
Broadway/3rd Street Conversion Study		0	31,098	31,098	100%		x		
TRAFFIC OPERATIONS/PARKING PROHIBITIONS	\$ 10.0	803,944	6,896,243	234,734		3.9			
Signal system expansion/upgrade		733,101	6,227,887	41,350	0%			x	
Restriping and Signing		68,474	381,969	27,977	0%			x	
Parking Prohibition					0%				
PCH, Traffic Circle to Golden**		0	140,135	19,619	0%		Completed		
Ocean Blvd. Peak Parking Study		237	40,812	40,812	0%		Completed		
Downtown Traffic Mgmt System		2,132	105,440	104,976	0%			x	
Traffic Corridor Improvements		0	0	0	0%		X	X	
AT GRADE INTERSECTION IMPROVEMENTS	\$ 24.0	342,886	5,668,304	354,908		18.7			
Citywide		232,919	701,349	220,176	31%		X	X	X
Westminster @ PCH Improvement Plan		7,410	20,751	20,751	100%			X	
Airport Area		0	4,152,451	5,412	0%		X		
Neighborhood Traffic Management		102,557	793,753	108,569	14%		X	X	
REPLACEMENT PARKING	\$ 7.1	0	721,989	721,989		6.4			
Citywide		0	721,989	721,989	100%			X	
TRANSIT IMPROVEMENTS	\$ 48.0	1,241,813	28,507,303	71,473		20.7			
cbd Shuttle			1,607,398	0	0%		Completed		
Fleet Expansion			20,829,602	0	0%		X	X	X
Aqua Link Dock Improvements		112,384	309,260	71,473	23%		X		
Citywide Improvements			2,673,491	0	0%		X	X	X
East-West Bus Speed Improvements		1,129,429	3,087,552	0	0%		X		
ADMINISTRATION		0	1,632,104	46,177	3%				
Total	\$ 207.1	8,147,125	96,343,493	10,709,339	11%	\$ 126.0			

Table 3 – 2002-2003 Building Permits Issued

Land Use	Citywide Approvals	Airport Area Approvals
Residential	876 dwelling units	0 dwelling units
Industrial	160,072 gross square feet	0 gross square feet
Commercial	447,182 gross square feet	186,108 gross square feet

Based on typical traffic generation rates, the development listed above generates an estimated 2,174 P.M. peak hour vehicle trips on a typical weekday. While there is not sufficient data to confirm the reduction in trips due to required transportation demand management measures, the established goal of these measures is to achieve a 20 percent reduction in this traffic generation.

Major Transportation Improvements

The City accomplished numerous major transportation tasks listed according to the categories set forth in the Transportation Improvement Plan.

Street Widening

- Completed construction of operational improvements on Alamitos Avenue between Ocean Boulevard and Seventh Street.
- Completed realignment of Alamitos Avenue at Pacific Coast Highway and Orange Avenue.
- Began construction to widen Spring Street between Long Beach Boulevard and California.

Traffic Operations/Parking Prohibitions

- Completed the feasibility study for the Ocean Boulevard afternoon peak period parking restriction in the eastbound direction between Golden Shore and Alamitos Avenue.
- Completed major traffic signal equipment upgrades at fifteen intersections, enhancing signal coordination, efficiency, and safety.

At-Grade Intersection Improvements

- Completed intersection widening on Lakewood Blvd. at Carson.
- Completed the intersection widening and installed a new traffic signal to serve the North Long Beach Police Substation at Atlantic/Del Amo and Del Amo/49th.
- Continued property acquisition activities needed for widening at the intersection of Cherry Avenue and Wardlow Road.

Other Elements

- Initiated design of a locally preferred strategy to improve the I-710 Freeway in Long Beach as part of the regional I-710 Major Corridor Study which will result in improvements to the I-710 Freeway from Ocean Boulevard to the 60 Freeway 18 miles north.

- Continued implementation of Transportation Demand Management ordinance, with the goal of 20% reduction in peak hour vehicular work trips.

Fund Revenues and Expenditures

The following sections describe activity within each major TMP-related funding source.

Transportation Improvement Fees. Citywide, Transportation Improvement (TIF) fees are charged under the following rates:

Table 4 - TIF Fee Schedule

Land Use	Citywide (exc. Downtown and Airport)	Downtown
Non-Residential		
Office	\$2.00 per square foot (sq. ft.)	\$3.00 per sq. ft.
Retail	\$3.00 per sq. ft.	\$4.50 per sq. ft.
Hotel	\$750 per guest room	\$1,125 per guest room
Movie Theater	\$140 per seat	\$90 per seat
Industrial	\$1.10 per sq. ft.	\$1.10 per sq. ft.
Residential	\$1,125 per unit	
Senior Residential	\$663.75 per unit	
Airport Area	Fees for all land uses determined on individual site basis, per ordinance	

For the reporting period October 1, 2002 to September 30, 2003, Table 5 summarizes receipts and expenditures of Transportation Improvement Fees:

Table 5 - TIF Revenues and Expenditures, 10/1/2002 to 9/30/2003

Beginning Balance (10/1/2002)	\$16,482,321
TIF Fees Collected	1,527,238
Interest & other income	539,923
Expenditures & reimbursements	(3,813,124)
Ending Balance (9/30/2003)	\$14,736,358

Airport Area Assessment District. Table 6 summarizes Airport Area Assessment District (AAAD) fund activities during the reporting period:

Table 6 - AAAD Revenues and Expenditures, 10/1/2002 to 9/30/2003

Beginning Balance (10/1/2002)	\$2,320,894
Interest	11,028
Expenditures	(98,333)
Expenditures Reimbursed by Grant	142,187
Ending Balance (9/30/2003)	\$2,375,776

Expenditures were for the Lakewood Boulevard widening project between Carson Street and Willow Street. The final phase of the Lakewood Boulevard project will be completed with funding sources other than AAAD funds. Anticipated expenditure of AAAD funds to complete the Cherry Avenue and Wardlow Road intersection is \$2.3 million.

Nineteen intersections have been identified for inclusion in the Airport Area Assessment District. Following is their status as of September 30, 2003

No.	Intersection	Status a/o 9/30/2003	Total AAAD Funds Spent	Total Cost	AAAD Funds To Complete
1	Cherry/Carson	Completed	\$ 34,000	\$ 262,000*	
2	Cherry/36 th Street	Completed	\$130,000	\$ 130,000	
3	Cherry/Wardlow	In construction	\$228,000	\$ 2,810,000	\$2,300,000
4	Cherry/Spring	Completed	\$ 36,000	\$ 36,000	
5	Temple/Spring	Completed	\$120,000	\$ 120,000	
6 & 6a	Redondo/Spring	Completed	\$ 46,000	\$ 46,000	
7 & 7a	Redondo/Willow	Completed	\$345,000	\$ 345,000	
8 - 12	Lakewood Boulevard	In construction	\$5,335,000	\$16,313,000*	
13	Clark/Carson	Completed	\$ 44,000	\$ 748,000*	
14	Clark/Conant	Completed	\$ 26,000	\$ 26,000	
15	Clark/Wardlow	Completed	\$ 27,000	\$ 27,000	
16	Clark/Spring	Completed	\$116,000	\$ 516,000*	
17	Clark/Willow	Completed	\$ 41,000	\$ 357,000	
18	Paramount/Carson	Not initiated			
19	Cherry/Bixby	Completed	<u>\$119,000</u>	<u>\$ 119,000</u>	
TOTAL			\$6,573,000	\$22,272,000*	\$2,300,000

*Total Cost includes AAAD funds, Prop C funds and/or ISTEAs funds

IV. PROGRAM RECOMMENDATIONS

As was anticipated within the original TMP, development has proceeded at a varied pace and geographic distribution. In addition, significant changes have occurred among existing employment centers, leading to new priorities for transportation improvements. As such, the City is initiating an update of the 1991 Transportation Element of the General Plan, renamed the

Mobility Element, on which the current program is based. That update, expected to be completed in 2005, will identify new transportation improvements that will address the traffic needs of more recent developments and proposed land uses that did not exist or were not anticipated over a decade ago.

For now, ongoing program implementation has indicated that modifications to the TMP could enhance its effectiveness. The following is a recommended program modification for next year.

Program to be Added:

Capacity Enhancing Intersection Improvements

Aging traffic signal systems and increased traffic demand throughout the City can result in diminished operations and negatively impact traffic flow through heavily used intersections throughout the City. The following intersections have been identified to be upgraded to enhance capacity and improve the flow of traffic at critical locations:

- Atlantic Blvd. and Pacific Coast Highway: Addition of a northbound right turn lane and signal upgrades.
- Ocean Blvd. and Pine Avenue: Left turn phasing and capacity enhancing improvements to address increased traffic congestion.
- Wardlow and Orange Avenue: Left turn pockets and signal modernization.
- 21st and Santa Fe Avenue: New traffic signal and additional turn pockets.
- Orange Avenue and 28th Street: New traffic signal and eligible capacity enhancing improvements related to the development of the Long Beach Sports Park.