EXHIBIT B

CITYFABRICK.ORG
562.901.2128
425 EAST FOURTH ST
UNIT E
LONG BEACH, CA
90802

REGIONAL INFRASTRUCTURE FOR ACTIVE MOBILITY & OPEN SPACE

MAY 24, 2013

INTRODUCTION | The Mobility Element update is an opportunity for Long Beach to determine the future of transportation in the city and affect associated impacts on the community. City Fabrick is a nonprofit design studio dedicated to improving the physical environment of Long Beach through design, planning, policy and engagement. Based on the significance that the Mobility Element will have on the future of Long Beach, City Fabrick has consistently remained involved in its development from when it was initiated as part of Long Beach 2030 to the latest draft currently available to the public for comment.

While more comprehensive input will be provided in the coming weeks, the following recommended addition to the Mobility Element relates to active mobility utilizing regional infrastructure. This memorandum lays out the context, precedents and policies for adapting regional infrastructure to serve local needs. The reason for the memorandum covering this specific topic is due to its relevance to the intermodal freight facility and associated off-site improvements currently proposed adjacent to West Long Beach in the City of Los Angeles.

There are multiple utility and transportation corridors that separate the West Long Beach community and the proposed Southern California International Gateway. The following information could thus be useful during the environmental review and legal proceedings. Please feel free to contact Brian Ulaszewski at City Fabrick for any questions or comments [562.901.2128 or brian@cityfabrick.org].

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CITYFABRICK.ORG
562.901.2128
425 EAST FOURTH ST
UNIT E
LONG BEACH, CA
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THE MOBILITY OF PEOPLE USING REGIONAL INFRASTRUCTURE [DRAFT LANGUAGE]

Regional serving infrastructure crisscrosses the City of Long Beach between the freeways, electricity transmission corridors, railroads and flood control facilities. They present both challenges and opportunities for connecting neighborhoods throughout the city. The Mobility Plan includes strategies for repurposing, sharing and reconfiguring this regional infrastructure to better serve the community.

As a built-out city, Long Beach must utilize remaining open space creatively to serve the needs of the community, including the over hundred linear miles and thousands of acres of infrastructure that make up a substantial portion of the city's land area. Utilizing these resources in greater capacity will require cooperation with utility providers as well as regional, State and Federal agencies depending on the infrastructure in question. The regional infrastructure under consideration for increased use are as follows:

- Electricity Transmission Corridors [Southern California Edison & Los Angeles Department of Water & Power]
- Los Angeles County Flood Control Facilities [Los Angeles and San Gabriel Rivers, Compton & Coyotes Creeks, & lesser tributaries]
- Freight and Transit Railroad [decommissioned & active]
- Port of Long Beach
- Long Beach Airport

Connect Neighborhoods Divided by Regional Infrastructure

There are over one hundred linear miles of infrastructure between flood control facilities, railroads and electricity transmission corridors, often with over a mile between interruptions that can allow permeability between neighborhoods flanking these right-of-ways. Increasing porousness through these corridors can result in fewer car trips as more trips can be within walking or biking distance. Neighborhoods like El Dorado Park Estates, Coolidge Triangle and North Arlington, formerly isolated by infrastructure can be better connected to the city proper as Southern California Edison transmission corridors are converted to green space, portions of the San Pedro Branch railroad are converted from rails to trails and flood control channels become naturalized waterways.

Connect the City by using Regional Infrastructure

Afforded by the compact development pattern of the city, most residents of Long Beach live within a half mile of regional infrastructure. Due to discontinuity in the street network and existing grade-separations there are long distances along these corridors without interruption. This provides an ideal configuration for efficient and safe bicycle and pedestrian facilities if they can be accommodated within these corridors.

Much of this infrastructure is identified in the current zoning code as PR [Right-of- Way] though some portions are designated for private use like I [Industrial], C [Commercial] or OS [Park Space]. To transition this infrastructure to active mobility corridors serving the public, the land-use designation will need to be consolidated to public serving uses. Short, medium and long term strategies can be developed to use the infrastructure for active mobility while current uses remain in place.

Using Infrastructure to Insulate People from Infrastructure

While certain regional infrastructure negatively impacts the quality of life for Long Beach residents, there is the opportunity to utilize other infrastructure as insulation. Along the Interstate 710 Freeway, the Southern California Edison transmission corridor and Los Angeles River run parallel, physically separating the largely freight corridor from residents to the east. If those right-of-ways can be transformed from concrete channels and fallow land to lush landscaping complete with trees selected for their carbon sequestration capacity, those neighborhoods immediately adjacent to the reimagined corridors will experience improved air quality and reduced noise pollution.

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562 901.2128
425 EAST FOURTH ST
UNIT E
LONG BEACH, CA
90802

There are similar cases along the western edge of West Long Beach, adjacent to proposed rail yard projects as well as along the Interstate 605 Freeway on the Eastside. Consideration has to be made for maintaining the primary purposes of those facilities but there are many successful examples of such shared uses. Precedents for naturalizing flood control facility include the Santa Ana River and portions of the Los Angeles River upstream. There are over three dozen parks using the land under electricity transmission facilities in just the Great Long Beach area. Nearly a dozen parks and greenbelts utilize former rail right-of-ways just in Long Beach alone.

STRATEGY 20 | Utilize Regional Infrastructure for Active Mobility & Green Space

20-1 Establish shared use agreements for service roads along regional infrastructure & improve for biking & walking facilities.

20-2 Consolidate land-use designation along regional infrastructure to OS [Open Space] or PR [Right-of-Way] to establish public access along the corridors.

20-3 Convert electricity transmission corridors [Southern California Edison and Los Angeles Department of Water and Power] to parks, as resources and leases become available.

20-4 Naturalize Los Angeles County flood control facilities and develop hiking- biking trails

20-5 Work with City of Carson & Alameda Corridor Transportation Authority to develop San Pedro Branch bypass at Dominguez Street and the I-710 Freeway.

20-6 Convert unused railroad right-of-ways [Pacific Electric & portions of San Pedro Branch] to greenbelts with bicycles and pedestrian facilities.

20-7 Establish rails & trails program to share surplus right-of-way area of remaining railroads [Freight & Transit] in service in Long Beach.

20-8 Utilize Port Development [Gerald Desmond Bridge, Pier S & Pier B On-Dock Facility] to develop new bicycle & pedestrian facilities that reestablish the California Coastal Trail.

20-9 Develop bicycle & pedestrian connections along outer Airport access roads and adjacent new development.

20-10 Work with adjacent municipalities to extend active mobility corridors regionally.

City Fabrick is available to work with City staff and Southern California Edison officials to refine and coordinate this proposal. If there are any questions or comments, please feel free to contact Brian Ulaszewski at [562] 901-2128 or brian@cityfabrick.org.

EXHIBITS

1. Citywide map with regional infrastructure
2. Existing Conditions and Precedent Imagery

TO:

City of Long Beach
Development Services

CITY FABRICK
A NON-PROFIT CORPORATION

CITYFABRICK.ORG
562.901.2126
425 EAST FOURTH ST
UNIT E
LONG BEACH, CA
90802

Regional Infrastructure in Long Beach

FLOOD CONTROL
ELECTRIC TRANSMISSION
RAIL
AIRPORT/PORT

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CITYFABRICK.ORG
562.901.2126
425 EAST FOURTH ST
UNIT E
LONG BEACH, CA
90802

Under utilized Right-of-ways in Long Beach

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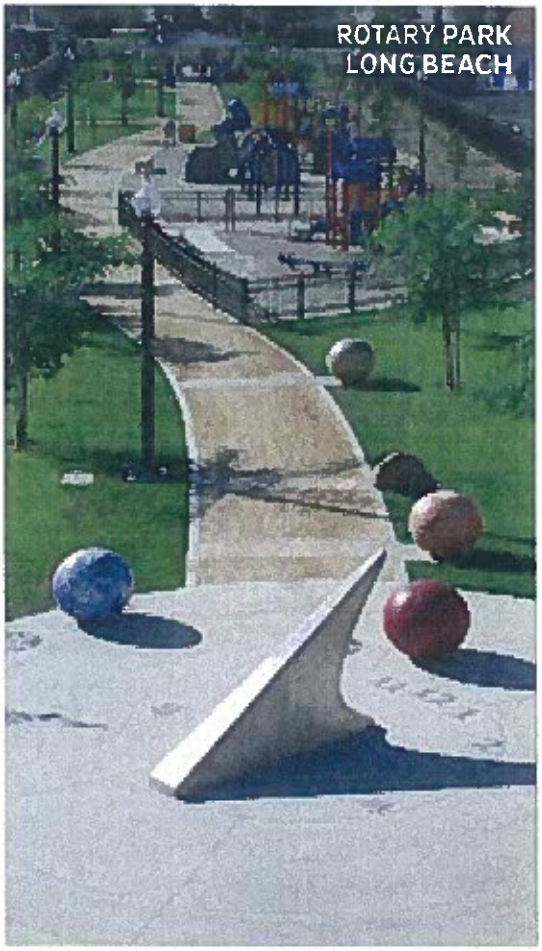
CITYFABRICK.ORG
562.901.2126
425 EAST FOURTH ST
UNIT E
LONG BEACH, CA
90502

Utilized Right-of-way precedents


EDISON PARK
SEAL BEACH


ROTARY PARK
LONG BEACH

SANTA ANA
RIVER TRAIL


SALUD PARK
PARAMOUNT

CITY
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City Fabrick

MEMORANDUM

JUNE 5, 2013

RE: MOBILITY ELEMENT COMMENTS

INTRODUCTION

The Mobility Element update is an opportunity for Long Beach to determine the future of transportation in the city and affect associated impacts on the community. City Fabrick is a nonprofit design studio dedicated to improving the physical environment of Long Beach through design, planning, policy and engagement. Based on the significance that the Mobility Element will have on the future of Long Beach, City Fabrick has consistently remained involved in its development from when it was initiated as part of Long Beach 2030 to the latest draft currently available to the public for comment.

The following are comments regarding the latest draft of the Mobility Element of the Long Beach General Plan. This comprehensively expands on the previous memorandum related to the Active Mobility Corridors utilizing regional infrastructure in Long Beach. The following memorandum identifies overarching themes in the Mobility Element as well as specifically identifies recommendations for new and modified text and revisions to tables and exhibits.

The latest draft of the Mobility Element of the General Plan is overall as a comprehensive document that identifies progressive solutions for moving people, commerce and resources throughout Long Beach's future. There are larger concepts that City Fabrick recommends including in the Mobility Element as well as more specific language to add or clarify portions of the existing document. The following are overarching themes that are the basis for most of the comments:

1. **PEDESTRIAN PRIORITIES AREAS** should be built on a foundation of safe and comfortable infrastructure that includes sufficient sidewalks, opportunities to conveniently and safely cross the street and are insulated from traffic.
   - Sidewalk amenities, lighting and landscape are additive to the basics.
   - Retain on-street parking for insulation [no peak period restrictions].
   - Recognize that people live and work on major corridors and should be entitled to protection from traffic the same as those in neighborhoods.

2. **ACTIVE MOBILITY CORRIDORS** utilize regional infrastructure to connect neighborhoods on either side and along those corridors. These include flood control facilities, electricity transmission corridors, active and dormant railroads and other regional infrastructure. Developing a citywide strategy for sharing and repurposing this infrastructure can locate dedicate bike and pedestrian facilities within a mile of every resident in Long Beach. A separate memorandum was submitted to more specifically address this component.

3. **STREETCAR SYSTEMS** have been explored for Long Beach through the recent feasibility plan and some discussion related to the future of transit on Long Beach Boulevard. There is also a recreated Red Car system in San Pedro that is being extended to Wilmington on the western edge of Long Beach. Greater emphasis should be placed on these two efforts and the opportunity for transit systems between buses and Metro Light Rail.

4. **REGIONAL CORRIDORS** should be consolidated with the Boulevards designation under the Street Typology. The two classifications typically carry similar volumes and types of traffic, and thus should have similar design characteristics. While consideration should be made for coordinating with other agencies including Metro and Caltrans, the goals should be the same.

5. **TRANSPORTATION IMPACTS** should be eliminated or reduced as part of every mobility project. While efficient movement of vehicles is essential for economic sustainability it should not be at the expense of the adjacent community. In many cases projects developed through additional objectives such as community benefit can meet initial project objectives with little to no additional cost implications.

Please feel free to contact Brian Ulaszewski at City Fabrick for any questions or comments [562.901.2128 or brian@cityfabrick.org].

The following are specific comments from City Fabrick related to the Mobility Element based on the overarching themes in the previous memorandums. The text is formatted as follows:

Page 17:	The page number in the Mobility Element
California's **densest**, most	Specific new or replacement text
After last paragraph	Location of text or direction for table or diagrams

COMMENTS

Page 17: *Add an example of multimodal transportation: Riding a bike to the Aqualink, taking the Blue Line to an LBT bus route or walking from the garage where you parked your car.*

Page 18: Universal Access: Sidewalk improvements will include **sidewalks on every street, free from physical obstructions,** American Disabilities Act [ADA] compliant ramps, street trees and other pedestrian amenities for hearing, sight and mobility impaired.

Page 18: **Citywide Active Corridor Network: Every resident will be within a mile of a bike path, walking trail and greenbelt as stormwater facilities, electrical transmission corridors, former railroad right-of-ways and other regional infrastructure are repurposed or shared for active mobility.** *Additional Bold Move.*

Page 19: **Greater Permeability: Street improvements will be more porous with permeable pavement and more landscaping in medians, parkways and other sustainable stormwater management systems that filter runoff before recharging the local aquifers.** *Instead of Fewer Pollutants:*

Page 20: In Section 4, we present our response to the challenge, regulations **and opportunities** outlined in Section 3.

Page 24: *We can share a picture of the temporary mock-up for the First + Linden*

Page 27: The City of Long Beach is one of Southern California's **densest**, most populous cities.

Page 28: REGIONAL LOCATION: *Add SR-47/I-710 freeway between I-710 and I-110. Remove last mile of SR-103 as it is not a SR but instead a local asset.*

Page 33: Pedestrian Level-of-Service: Looks at traffic/pedestrian density; road crossing opportunity and difficulty; and the separation between traffic and pedestrians **[including bike lanes, parallel parked cars and landscape].**

Page 35: CONGESTED INTERSECTIONS: *Remove SR103 on the Terminal Island Freeway at Willow Street*

Page 37: Possible Causes – **Discontinuity in the street grid east and west of Alamitos, termination of Shoreline Drive into street grid and transition of two-**

way and one-way streets. Trip generating land-uses in the Downtown and along Alamitos Avenue. *Instead of current Possible Causes.*

Page 39: Tens of thousands of residents live along Long Beach's major corridors along with thousands of businesses. Traffic calming on these major thoroughfares are important, if not more so as they often have narrow sidewalks, little opportunity for landscaping and small setback. All of which preclude sufficient insulation for those residents and businesses from the noises, air and visual pollution from the traffic on these corridors. While efficient movement of vehicle traffic is important consideration must be made for those who spend more than a few moments of the day on these streets. *After second paragraph.*

Page 39: Engineering countermeasures including roundabouts, chicanes, bulb-outs, diverters and others. *Before last bullet point.*

Page 39: On-street parallel parking and where appropriate diagonal parking. *Before last bullet point.*

Page 46: San Pedro and Wilmington Red Car – The Port of Los Angeles is restoring streetcar service along the waterfront of San Pedro and Wilmington, using restored and recreated historic Red Cars. The current line includes the San Pedro Waterfront with plans to extend the line north, then east through the Wilmington community. As it approaches the southeast boundary of Wilmington, there is the potential for extending the line into West Long Beach or the Downtown through cooperation between the two cities. *After last paragraph*

Page 47: LONG RANGE REGIONAL TRANSIT PROJECTS: *Add Red Car line in San Pedro and Wilmington*

Page 50: National studies have estimated that there are up to seven parking stalls per registered automobile when considering on-street, home, work, shopping, service, events and entertainment thus rarely leaving a car homeless. Thus in most cases the issue is that of management not total supply versus demand. *Add to the end of second paragraph.*

Page 51: Parking restrictions is also utilized in some cases for improved visibility and emergency access. Traffic friction created by parallel parking is good for calming traffic speeds as well as providing insulation for pedestrians and those living and working along those corridors. *In place of the third paragraph of the second paragraph.*

Page 60: Port Projects – *Add Schuyler Bridge Replacement and SR-47 Viaduct.*

Page 61: Southern California International Gateway components – **Four new railroad bridges, two new grade separations, south and north lead tracks into the facility.** *Additional project components*

Page 62: **The Port of Long Beach and Port of Los Angeles jointly own the San Pedro Branch railroad which travels from the port complex, through West Long Beach, Carson and North Long Beach as it goes though the Gateway Cities. The San Pedro Branch had actually travelled through Central and Downtown Long Beach along California Avenue [now Martin Luther King Jr. Avenue] and Ocean Boulevard but was realigned to its current location in 1945.** *Replace first sentence of last paragraph.*

Page 65: **Southern California Edison owns a network of over twenty miles of transmission corridors in Long Beach, encompassing over 500 acres of land. Much of this land in East Long Beach has been incorporated into El Dorado Regional Park while portions in North and West Long Beach are used for commercial nurseries, industrial uses, goods movement or are vacant. The City of Los Angeles Department of Water and Power also have a limited amount of transmission corridors in Long Beach along the west bank of the San Gabriel River.** *After first paragraph*

Page 66: **Wireless Internet – Many homes and businesses have private wireless internet or WiFi access. Some businesses and public facilities provide WiFi access, but are typically limited to patrons.** *After Internet Service.*

Page 72: *The Regional Corridor designation should be consolidated with the Boulevard to have greater consistency throughout Long Beach's street network. Specifically, Pacific Coast Highway and Lakewood Boulevard should be designed to serve regional transportation needs but be designed appropriately to the adjacent context. Except for Lakewood Boulevard adjacent to the Airport and Douglas Park, these regional corridors need to be reconfigured to more closely conform to the Boulevard designation if the adjacent communities are to be better considered.*

Page 73: *Roadway width should be based on providing the appropriate number and width of travel lanes. Local Streets should be a minimum to provide fire access and parallel parking [34']; Neighborhood Connectors should provide sufficient width for potential transit [40']; Avenues and Boulevard should be based on 10' wide travel lanes*

and 7' wide parking lane [64' and 84']. There can be flexibility if continuous center medians are not provided along these streets.

Page 73: *Clarification should be provided for street-types that have continuous landscaped parkways, planting pockets or tree wells. This is especially important on Local Streets and Neighborhood Collectors that are identified to have 4-6' wide sidewalks. Additionally, sidewalks should not be less that 5' in order to provide clearance for two wheelchairs to pass.*

Page 75: CONTEXT-SENSITIVE STREET CLASSIFICATION SYSTEM: *Terminal Island Freeway in West Long Beach should be Major Avenue [not Boulevard]; Extend the Boulevard designation to the entirety of Shoreline Drive; I-710/SR-47/Ocean Boulevard through the port complex should be classified as Freeway [instead of Regional Corridor]; Stearns Road east of Palo Verde Avenue, Hill Street and Spring Street in West Long Beach, San Antonio Road west of Long Beach Boulevard and Centralia Street should all be classified as Neighborhood Connectors; 7th Street west of Alamitos Avenue should be classified as a Major Avenue, like Broadway, 3rd and 6th Street [instead of Boulevard]; extend Carson Street west of Atlantic Avenue as Minor Avenue; consider reclassifying Studebaker Road south of 7th Street interchange as a Boulevard; and Marina Drive and Shopkeeper Road should be classified as Minor Avenues.*

Page 78: PEDESTRIAN PRIORITY AREA MAP: *The pedestrian priority areas should be extend to encompass the entirety of Downtown and Shoreline Area; 4th Street, Long Beach Boulevard and Anaheim Street should be extended into the Downtown; Willow Street should be extended to the western edge of the city; Palo Verde Avenue to the commercial node at Stearns Road, the 1st Street corridor through South Long Beach should be shifted/extended to Broadway, Long Beach Boulevard through Bixby Knolls should be included; the SEADIP commercial area should be included and the Town Center in East Long Beach should be included.*

Page 79: Enhancing the Pedestrian Experience – To improve the pedestrian-priority areas, both existing and emerging, the City plans to **improve pedestrian safety and comfort by providing safe and comfortable sidewalks and ample opportunities to safely cross the street. Enhancing the pedestrian realm the City plans to** add significant pedestrian amenities including street trees, pedestrian-scale street lights, benches, trash and recycling receptacles, intersection bulb-outs, bollards, outdoor dining, enhanced crosswalks and landscaped planters.

Page 80: BICYCLE PLAN: *Close gap on Del Amo Boulevard with Class 2 facilities; show existing Class 3 facilities on Second Street in Belmont Shore; extend Class 2 facilities on 1st and 2nd Street in Bluff Park; extend Class 1 beach bath along Peninsula; add Bike Boulevard along Hellman Street/8th Street from Alamitos Avenue to Wilson High School; add appropriate bike facilities on Willow Street east of Signal Hill; add Class 1 or 2 facilities down Junipero Avenue to Beach path; reclassify Orange Avenue north of Pacific Coast Highway as Class 2; and add Bike Boulevard to Orange Avenue south of 17th Street. Also, consider regional infrastructure [SCE transmission corridors, Railroad active/decommissioned and flood control facilities] for Class 1 bike facilities.*

Page 84: TRANSIT-PRIORITY STREETS: *Connect 2nd Street to Bellflower Boulevard with Pacific Coast Highway as a Primary corridor; connect Anaheim Street to Lakewood Boulevard along Ximeno Avenue and Outer Traffic Circle as a Primary corridor; extend Bellflower Boulevard as a Secondary corridor north of Willow Street; and reclassify Santa Fe Avenue between Pacific Coast Highway and Wardlow Road as a Primary corridor.*

Page 85: *Expand the Streetcar section to include previous work commissioned by the City, which should potential route alternatives.*

Page 86: OPPORTUNITY FOR STREET CHARACTER CHANGE: *Extend Anaheim Street west to Pacific Avenue; include the entire length of 6th and 7th Street coupled corridor; extend 2nd Street to the east edge of the city; and extend Long Beach Boulevard south into Downtown.*

Page 97: PARKING IMPACTED AREAS: *Remove all existing and proposed Peak Period Parking Restrictions in identified Parking Impacted Areas and Pedestrian Priority Areas [Map 12].*

Page 98: MOP Policy 6-4: **Retain and expand on-street parking where possible to insulate pedestrians, businesses and residents from traffic, especially on corridors with narrow sidewalks [7th Street, Anaheim Street and Pacific Coast Highway].** *Remove current MOP Policy 6-4*

Page 101: MOP Policy 10-5: **Work with neighboring agencies, to improve the California Coastal Trail, especially from Downtown Long Beach, through West Long Beach, port complex and adjacent communities.** *Additional Policy*

Page 105: MOP Policy 13-14: **Cooperate with other relevant agencies to develop a bypass for the San Pedro Branch railroad utilizing existing railroad right-of-ways and proposed grade separations, which circumvents West Long Beach.**

Page 107: ~ **Reduce impermeable surfaces where possible with increased parkways, landscaped medians and other sustainable infrastructure.** *Additional bullet point*

Page 108: **MOR Policy 17-3: Transition all public facilities to renewable energy sources, local or remotely provided.** *Additional Policy*

Page 108: MOR Policy 19-1: Encourage efforts to expand broadband technologies, wireless networks, and other infrastructure improvements to provide high-quality telecommunications for the Long Beach community. **City efforts should include parks and other public facilities, public transit and eventually universal access.**

Page 114: 9 – 2nd Street Enhancements: *include Studebaker Road between 2nd Street and 7th Street interchange in project scope.*

Page 115: 18 – Alamitos Avenue Corridor Improvements: **This project reconfigures the street to add bike lanes, retain on-street parking, underground all utilities, provide additional traffic signals and marked crosswalks adjacent to schools and parks, add landscaped medians, and widen sidewalks where possible. Reduction of redundant or under-utilized curb cuts and driveways should also be considered.** *Replacement project description*

Page 115: 35 – *the decoupling of 6th and 7th Street are a separate project unrelated to the Armory Park realignment.*

Page 116: 40 – Cherry Avenue Widening: *there is no place for street widening in this community. Utilize Intelligent Transportation System [ITS] to reduce congestion. Reduction of redundant or under-utilized curb cuts and driveways should also be considered.*

Page 116: 43 – PCF/7th Street/Bellflower Grade Separation: *a grade-separation in this area would be counter to creating a Pedestrian Priority Area. Instead consider relocating auto-oriented land-uses from this area that generate impacts on the immediate intersections. This includes two gas stations, two car washes, two service stations, two motels, two fast-food restaurants and thirteen parking lots.*

Page 116: Additional Projects – *A) 6th and 7th Street [Downtown] Decoupling; B) Shoreline Drive [entire length] Complete Street, C) Pacific Coast Highway Complete Street [entire length]; D) Artesia Boulevard Complete Street [entire length]; E) Los Coyotes Complete Street [Willow Street to Studebaker Road]; F) Hellman/8th Street Bike Boulevard [Alamitos Avenue to Wilson High School]; G) I-405 Freeway On/Off-*

Ramp Consolidation [at Los Coyotes Diagonal]; H) Queensway Bridge/Chestnut Avenue Reconfiguration; I) San Pedro Branch Bypass [between I-710 rail bridge and Alameda Corridor]; J) I-405 Freeway Cap [Atlantic Avenue to Temple Avenue]; and K) I-710 Freeway Cap [Long Beach Boulevard to Artesia Boulevard].

Page 116: Additional Program – *L) Pavement to Places Program to realign irregular intersections to improve safety, pedestrian access and create potential mini-parks. Intersections include Orange/Hill, Broadway/Corto, Livingston/Ocean, 2nd/Toledo, 2nd/Naples, Carson/Long Beach Boulevard, Atlantic/Atlantic, Norse/Lakewood, Norse/Carson, Viking/Bellflower, Viking/Carson, Claiborne/Atlantic, San Antonio/Cherry, Atherton/Studebaker and Pine/Pepper.*

Page 118: **MOP IM-2: Establish Complete Street Ordinance for entirety of Long Beach setting goals for regular maintenance projects as well as future capital improvements.** *Remove current MOP IM-2.*

Page 119: MOP IM-13: Actively seek funding to implement the Bicycle **and Pedestrian** Master Plans.

Page 120: **MOP IM-48: Cooperate with the Port of Los Angeles to explore extending the Red Car streetcar line into West Long Beach and Downtown Long Beach.** *After IM-47*

Page 121: **MOP IM-65: Explore opportunities for converting parallel on-street parking to diagonal configurations to maximize public parking and calm traffic speeds.** *After IM-64*

Page 121: **MOP IM-66: Reduce on-street parking restrictions where appropriate to maximize public parking and calm traffic speeds.** *After IM-65*

Page 122: **MOP IM-76: Work with the Port of Long Beach and other local agencies to insure that port infrastructure projects are sited and designed to minimize their impacts on local residents and businesses.** *After IM-10*

Page 122: **MOP IM-77: Expand availability of on-dock rail facilities and near-dock rail facilities within the port complex, away from residents and local commercial districts.** *After IM-10*

Page 122: **MOP IM-78: Assist development of zero-emissions freight truck corridor project along the Alameda Corridor.** *After IM-10*

Page 126: Funding Strategies and Sources: *Expand potential options including Community Benefits Agreements, Environmental Mitigations, Tidelands Funds, One-time Budget Surpluses, Utility Providers [Southern California Edison, Los Angeles County Flood Control, Water Departments, etc.] and Metro.*

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BRINCKERHOFF

444 South Flower Street
Suite 800
Los Angeles, CA 90071
Main: 213-362-9470
Fax: 213-362-9480

www.pbworld.com

Mr. Derek Burnham
Planning Administrator
Long Beach Development Services
333 W. Ocean Blvd., 3rd Floor
Long Beach, CA 90802

Dear Mr. Burnham,

Subject: MOBILITY element – City of Long Beach General Plan – Comments

Thank you for the advance copy of the MOBILITY element. This letter accompanies my marked-up version for your use.

Introduction

As a resident of Long Beach, I am encouraged by the steps Long Beach is taking to bring the City a balanced transportation system that considers all users and their potential mode of transportation. My comments reflect my personal experience as a resident and over 23 years of transportation planning experience. The attached document contains my hand-written notes. Listed below are a few specific comments.

General Observations

My general impression is that the Mobility Element seems to focus on "corridors," which could be contrary to the "connections" that are necessary for a complete system. In my comments below and in the document, I include several suggestions that you may find useful to allow the document to emphasize access as well as mobility, and methods to help prioritize improvements.

I noticed that the emphasis on corridor mobility, may lead to potentially less overall system mobility of pedestrians and bicycles, because efficient corridors (even bike and ped) can isolate communities on either side of efficiently moving corridors. An example of the City's contrasting approaches to two corridors that move large numbers of vehicles - Ocean Boulevard and Studebaker Road, provide significantly different environments for connecting the community, or creating access to important areas. Ocean Boulevard allows for a convenient system of walking and auto movements, as well as convenient pedestrian and bike crossings to access the beach, whereas Studebaker Road efficiently moves autos and pedestrians and bikes, yet is deficient in pedestrian crossings to access schools and the magnificent El Dorado Park.

Pedestrians - Many of my comments attempt to balance the need for improved corridors, with the need for improved access. I suggest establishing a pedestrian crossing policy that prioritizes pedestrian crossings at a minimum of every 400 feet.

Bikes – the bikeway system does not clearly indicate how connections to the high-quality circumferential bikeways along the rivers, beach and Carson Street, connect to the neighborhoods. Access from these quality corridors is not easily accessible to much of the inner portions of the City.

Overall presentation

The look and feel of the document is easy to read and with pleasant graphics and photos. The photographs highlight pedestrians and environments primarily in the older parts of the city, with small block sizes, ample intersections and connections for bicycles and pedestrians. I suggest also adding some east side, "suburban" areas to demonstrate some of the more challenging areas where pedestrians and bikes have more interactions with high speed autos.

Vision/Goals

It would be helpful to the reader if the document more clearly described how the goals are designed to provide an implementation framework for the vision. For instance, it is unclear how the "Vision" statements on page 6 relate to the "Vision in Motion" statements on pages 14-19, and the goals in section 4, summarized on page 71.

Strategy for Implementation

The City faces a challenging task to implement this progressive plan. The plan must balance the needs of people using different modes and should determine what projects should take priority. A strategy for implementation could be developed around existing City land use goals and areas people want to access, such as beaches, parks, schools and business. The implementation strategy should also prioritize the modes that people want to use to access those key areas. Below are two potential methods to prioritize improvements, and what modes should be included or take priority when designing an improvement:

- Prioritize improvements by prioritizing access to land uses

  One way to help prioritize mobility projects is to emphasize the access to land uses and activity centers. The "Emerging Themes" document on the Long Beach web site could provide the foundation for prioritizing the land uses most important for the community to connect to, such as beaches, parks, businesses and schools. By emphasizing access and developing implementation metrics in the Mobility Plan, the City would be able to measure how the Mobility of People (MOP) strategies can be directly tied to the priority access areas of the General Plan.

- Prioritizing modes by developing Outcomes Criteria

  While the City's approach to developing a Multi Modal Level of Service strategy does not lock in specific metrics for each mode in this document, the City could choose to include outcomes criteria to help guide future projects. Based on recent experience with MMLOS, I found that in order to prioritize transportation function of corridors it is important to have measurable desired outcomes, whether it be safety, economics, environment, equity, or other defining element of the plan. By developing these metrics, the appropriate mode can be applied to each project so that it can help determine if autos, bikes, pedestrians, transit or trucks should get priority.

PARSONS BRINCKERHOFF

Example - An example of how these methods for might be applied is:
The new McBride High School near Los Coyotes Diagonal and Studebaker Road would be an example of a priority of land use needing improved access and mobility to the site. Although the most utilized mode might be auto, safety might be the primary driver of improvements in this area because of the school, nearby park, church and residential uses. The MMLOS would prioritize the movement of pedestrian and bicycles to safety to access the new school and balance the auto movements – this would guide how transportation projects in the area are designed.

Summary

Thank you for the opportunity to comment on this document. I look forward to the outcomes of the Mobility Element as it guides the City to a better future.

I would be happy to further discuss my comments in further detail throughout the process or at your convenience.

Thank you,

Tony Mendoza
Senior Supervising Planner

Cc: Amy Bodeck
Jerry Miller

Attachment: Mobility element with handwritten edits

April 9, 2013

Comments

City of Long Beach

General Plan

DRAFT Mobility Element

The above referenced Element to the General Plan was written to fulfill requirements and scope in accordance to California Government Code, Section 65302. A **brief** review of this Element was conducted. The comments below are for Chapters 1-3.

General Comments:

Graphics, i.e. Maps. When *Primary Sources* are used to develop a graphic (or table), the source should be cited. Cite Source: *name of source and date* at the bottom of the map or other graphic.

Document Specific

The "Title Page" or a Preface should simply state the reason why this document is being written, i.e. Written in accordance to CGC, Section 65302 [or appropriate verbiage from "Regulatory Context" – Chapter 3.]

Big Steps for Today and Tomorrow (Pg. 13)

How will reducing the dependence on the automobile result in increasing "affordable housing"? As stated, it's a non sequitur. "Easy accessibility to diverse housing opportunities, including affordable housing"; is in keeping with other stated "goals"

More Mobility for All (Pg. 13)

To be consistent with previous statement, add "medical appointments", "work". [This statement is used several times in document will little consistency.]

Reduce Truck Traffic (Pg. 15)

"…local delivery trucks" are relegated to using designated local delivery routes." Clarify "local delivery truck" and "local delivery routes" vs. residential service.

Alternative Fuel Vehicles Pg. 19)

- Who pays for the charging facilities and electricity?
- In regards to additional electricity generation needed to supply these vehicles: Do we have the capacity to supply future needs; how much additional air pollution will be produced by these new generation facilities ["zero emissions" is a misnomer]?
- Will electricity used for vehicles be taxed like gasoline, which goes toward paying for building and maintenance of freeways?

[These are very sensitive issues for some people, especially tax money for freeways and the perception of freebies]

Cleaner Waterways (Pg. 19)

While reduced automobile travel will improve the amount of polluted runoff from streets, how will this lessen the amount of litter and trash going into water bodies? [There are stats available regarding street runoff and automobile contribution.]

Managing Congestion (Pg. 26, par. 2)

The CMP is updated biennially, is there a 2012 CMP for LA Co.?

Overview (Pg. 27)

- Paragraph 3

  "Baby Boomer" is a colloquial term. "Aging population" is the appropriate term to use in a formal document.

- Paragraph 4, and "A City Growing Strong"

Recommend that reference to 2010 Census data, 462,257 population, be omitted. The population data used for 2008 is 467,200. The 2010 data does not support a 15% increase between 2008-2035.

State Routes (Pg. 29)

On August 25, 2000, the west end of Terminal Island Freeway was transferred by the State to the City in exchange for Interstate 710, from PCH south to Queen's Bay. **All** references to TI Freeway in this document should be checked for correct designation. [All maps referencing TI Freeway should be checked for correct designation, i.e. Map 9]

Connectivity… (Pg. 30)

SR 22 is not mentioned although it is a major receptor of traffic from the Eastside.

Spotlight on Bicycling (Pg. 30)

The references to Classes of bikeways is not consistence - bikeways being generic - "bike paths", "bike lanes" and "bike routes" being specific to Class. [Referring reader to Glossary might also help.]

Following the Traffic Flow (Pg. 31, Par.1)

Second Street is major route to coastal communities and has two major impacted intersections – Livingston and PCH. It should be included with east-west streets.

Evolving the Way….(Pg. 32, par. 3)

How would improving the flow of traffic discourage infill development? Logic would dictate that people are more likely to live in and frequent areas that have improved traffic flow.

How would improving the flow of traffic degrade bicycling conditions since congestion and queuing time at lights would be lessened? Other than having a wider street to cross, how will it degrade walking?

Current Traffic Conditions (Pg. 34 and Table 10)

- Par. 1
- Typo…1008 should be 2008
- Par. 2

  This section is very difficult to read: " six [6] of the 88 intersections…, while 19 intersections…. Just scanning though, it seems like 25 intersections of the 88 intersections are E or F.

  Clearer and more informative: 22 intersections of the 88 measured had LOS of E or F - 3 during a.m. peak hour; 16 during p.m. peak hour; and 3 during both a.m. and p.m. peak hour.

- *East/West Congested Corridors*
  Add 2nd Street. Omit Livingston Drive/2nd Street [see comment on Pg. 31, Par. 1]

Table 10
Bold number 17

Future Traffic Conditions (Pg. 36)

- Par. 2

  The same comments as above: 32 of 88 intersections projected LOS E or F - 2 a.m.; 23 p.m.; and 7 both a.m. and p.m.

- *East/West Congested Corridors (2035)*

  Add 2nd Street [see previous comments]

Table 3 (Pg. 37, Item 6)

Second Street is a "Hot Spot", this includes intersections at Livingston, PCH, and Studebaker. It is a main route to costal communities, i.e. Seal Beach, Sunset Beach, Huntington Beach, etc.

Page 41 and Map 3

- Stating that these are Class I "bike paths" would help clarify designation and importance.

- Map 3: Substitute "Bike Path", "Bike Lane" or "Bike Route" for "Bikeway" as appropriate.

Public Transit Saves Money (Pg. 43)

- Los Angeles City or County
- Citation please.

Long Beach Transit... (Pg. 44)

There have been some recent changes to bus and Passport services. Verify that this information is up to date.

Page 51, Par. 2

"Street Sweeping" is a major problem, especially in parking impacted areas. Worth mentioning.

Existing On-Site Parking Restrictions (Pg. 51, Last Par.)

Brooks College closed December 2008.

Maximizing…(Pg. 52, Par. 3)

Typo - "Partnershiops" should be Partnerships

Map 6: Existing Parking Impacted Areas (Pg. 53)

For a more comprehensive picture of parking issues, include "preferential parking districts".

Spotlight on Aviation (Pg. 54, Par. 5)

SkyWest and Alaska airlines also fly out of L.B. Airport.

Spotlight on Marinas…(Pg. 56)

[This section does not speak to private ownership or discretionary use, i.e. Yacht clubs. It is difficult to ascertain exactly what is included in the number of slips given and the status of the slips.]

- Add to Par. 3: "The Long Beach marinas are operated under the jurisdiction of the Long Beach Marine Bureau of the Parks, Recreation and Marine Department."
- Add to Par. 4: Cerritos Bahia Marina is depicted on Map 8, and should be included in listing of marinas or removed from the map. [The Cerrito Bahia Yacht Club may have discretionary use of these 265 slips.]

Electricity…(Pg. 65, Par. 4)

Map 12 is supposed to "show the general locations of major oil pipeline…. Map 12 is on page 78 and is titled "Pedestrian-Priority Areas". There is no map which shows the locations of pipeline facilities in the document or is listed in the "List of Figures".

END OF COMMENTS

CHAPTERS 1-3

C. Anna Ulaszewski, MURP, AICP

April 15, 2013

Comments

City of Long Beach

General Plan

DRAFT Mobility Element

The above referenced Element to the General Plan was written to fulfill requirements and scope in accordance to California Government Code, Section 65302. A **brief** review of this Element was conducted. The comments below are for Chapters 4-6.

General Comments:

- Citations throughout the document were noticeably missing, sources were not given for specific facts and data given in the narratives.
- Disabled sidewalk users and transit riders were not adequately addressed:
  - Enhancing the Pedestrian Experience (Pg. 79)

    Add "curb cuts" where appropriate elsewhere in the document.
  - Prioritizing Transit Corridors...(Pg. 83)

    Add Subject Line: Disabled Accommodations. [Discounts, wheelchair accessibility, "Dial-a-Lift" - Information is available on L.B. Transit website]

Specific Comments:

Integration Our Streets (Pg. 70, Par. 1)

Reference "Table 4"

Taking Transit...(Pg. 83, Par. 2)

Typo: "trtips"

Secondary Transit Streets (Pg. 85, Par. 1)

Typo: "transit service without t physical...." Remove "t"

Social Transportation and.... (Pg. 89, Par. 2)

While Netflix maybe be a good example, "ZipCar" is appropriate to the subject matter of "mobility".

Moving Towards Cleaner Air (Pg. 93, Par. 4)

- (Par. 4) Neighborhood Electric Vehicle/Low Speed Vehicle. Append: California Motor Vehicle FFVR 37 [Doc. Is very informative] http://www.dmv.ca.gov/pubs/brochures/fast_facts/ffvr37.htm

- (Par. 5) "4) Free charging stations...." How are these to be paid for; the stations, electricity and maintenance of the stations are not free.

Strategy No. 4, (Pg. 94)

- MOP 4-2: Typo: "re?evaluation"

- MOP 4-3: Typo(?): "methodology for that includes...." Remove "for".

  [*Service vehicles* like trash trucks, street sweepers, school buses, etc. have a large turning radius. The design of street enhancements like wider median strips, bump outs and turnarounds must take this into account.]

Preventing Parking Impacts (Pg. 96)

Add information about "tandem parking". [Tandem parking uses 1 ½ parking spaces vs. 2. Does current City code support the use of tandem parking in multi-use/residential developments?]

Strategy No. 6 (Pg. 98)

Add discussion about "solar-power, smart parking meters".

MOP policy 6-9 (Pg. 98)

Typo: "adjacent uses.*" Remove "*".

Strategy 7: Promote... (Pg. 100)

[Additional information: This airport is included in the National Plan of Integrated Airport Systems for 2011–2015, which categorized it as a primary commercial service airport. As per Federal Aviation Administration records, the airport had 1,413,251 passenger boardings (enplanements) in calendar year 2008, 1,401,903 enplanements in 2009, and 1,451,404 in 2010.....Source: NOTAMS]

Routing Trucks... (Pg. 104)

Map 17 seems to include both "designated truck routes" and "propose routes". Redondo, Studebaker Road and 2nd Street are identified as: "Local Delivery, Appropriate Path of Travel". [could not local Artesia]

MOP IM-3 (Pg. 119)

Add "curb cuts" to discussion about improving sidewalks.

MOP IM-55, 56, 57 (Pg. 120)

Typos (?)

Parking (Pg. 121)

- If IM-55, 56, 57 are not used, IM-58 would not be the next in the series.
- A discussion of "tandem" parking should be included.

Strategies to Mobilize Goods (Pg.122)

MOG numbers do not follow format previously used. MOG IM 1 should be MOG IM-1, et al.

MOG IM 10

[Additional information: See LGB homepage for information regarding new parking structure, and ongoing work to enhance the terminal building - groundbreaking December 2010, completion 2013.]

NO COMMENTS ON CHAPTER 6, "FUNDING AND ADMINISTRATION"

END OF COMMENTS

CHAPTERS 4-6

C. Anna Ulaszewski, MURP, AICP