

MOBILITY element

Implementation Update



LONG BEACH
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BACKGROUND

On October 15, 2013, the Long Beach City Council adopted the Mobility Element, one of the seven mandated elements of the Long Beach General Plan. The Mobility Element provides direction for how residents, visitors and goods move around the City. The Mobility Element was shaped by extensive outreach to residents, property owners and other community stakeholders. It was based on the City's Principles for Complete Streets and Active Living. Since the Mobility Element was adopted, several supporting plans and policies have been developed, providing a comprehensive mobility planning framework for the City.

Streets and sidewalks, known together as the "public right of way", comprise the vast majority of public space maintained by the City of Long Beach. Therefore, it is critical that mobility planning focus on all users. A central theme of the Mobility Element is support for a balanced, multi-modal transportation network that enhances connectivity and supports existing development patterns, while retaining community character, and enhancing environmental sustainability by reducing gasoline consumption and greenhouse gas emissions and improving public health by improving air quality while providing greater opportunities to be physically active such as through walking and biking.

A balanced transportation system uses multiple modes of travel including motor vehicles, public transportation, bicycle, pedestrians and to a lesser extent rail and air transportation.



The Mobility Element balances competing goals of accommodating trips generated by land uses, while striving to retain a transportation network that complements, rather than impacts, the character of communities.

Why Mobility Matters

Just as poor mobility hinders quality of life, efficient, convenient, and affordable mobility systems have the potential to make life easier, better, and more enjoyable. This is especially true when these systems are combined with smart land use development. At their best, well-designed mobility systems have the power to:

- Provide options for all people to access jobs, shopping and services, even if they do not own a vehicle
- Reduce commute times, freeing up time to spend with friends and family, cooking, resting or being physically active.
- Reduce transportation costs, freeing up disposable income particularly important for households on a tight budget
- Increase physical activity and help reduce obesity and related health problems and costs
- Reduce stress levels
- Reduce pollution and greenhouse gas emissions that contribute to global warming, resulting in improved air quality
- Reduce the amount of oil and particulates that enter the storm drains, improving the water quality of our streams, rivers, and oceans
- Support businesses by providing access to new customers and expanding business opportunities

REPORT PURPOSE:

Each year, City staff prepare an annual report summarizing progress made in implementing the Mobility Element. This is important to ensure the City is moving forward to achieve the vision outlined in the plan. 2020 marked the 7th year of Mobility Element, signaling that the City is a third of the way through the 21-year horizon timeframe set out by the plan. This Implementation Report will highlight specific 2020 accomplishments in implementing the Mobility Element, as well as provide a high-level overview of progress in implementing the Mobility Element since its adoption. As such, this report is intended to guide the Planning Commission and City Council on developing policy, establishing priorities and providing direction to staff.

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



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As this report demonstrates, the City has made significant progress in implementing the Mobility Element since its adoption in 2013. This report provides a summary of the most important programs, projects, initiatives and strategies for implementation. The City has been recognized for these pioneering and successful efforts. In 2017, the **CX3 Pedestrian Plan** received an **Award of Excellence in Transportation Planning** from both the **American Planning Association (APA) California Chapter (APACA)** and the **Los Angeles (LA) section of the APA**. The **Southern California Association of Governments (SCAG)** awarded Long Beach with their **Outstanding Achievement in Sustainability**, the highest honor awarded by SCAG, in recognition of the City's exemplary planning efforts that enhance the mobility, livability, and sustainability of the Southern California region. As the City continues to develop plans, policies and projects that seek to make all modes of transportation accessible through land use patterns and efforts to reduce greenhouse gases while preparing for the impacts of climate change, the Mobility Element is important now more so than ever in achieving this cohesive vision and direction.





Implementation Updates on the Mobility Element



The Mobility Element establishes a vision, goals, strategies, policies, and implementation measures necessary to achieve a balanced mobility system that services the needs of all users of the public rights-of-way by recommending complete streets and context-sensitive design principles. In addition, the Mobility Element serves as a guide for a wide range of City planning documents and programming activities, such as the Capital Improvement Program (CIP), transportation-related plans, project entitlement applications and regional planning documents. Since the Mobility Element was adopted, the Downtown/Pedestrian TOD Master Plan, the Bicycle Master Plan and the CX3 Pedestrian Plan have all been developed and adopted as technical appendices of the Mobility Element. In 2020, the Safe Streets Action Plan was adopted, adding to the City's overall mobility framework by providing a path to eliminate traffic-related deaths and serious injuries Citywide.

This Mobility Element establishes the vision, goals, policies, and implementation measures required to improve and enhance the City's local and regional transportation networks, transforming Long Beach into a community that:

- Offers flexible, convenient, affordable, and energy-efficient transportation options.
- Follows mobility practices that maintain and enhance safety while strengthening community, sense of place, urban design, and the natural environment.
- Encourages the use of the most efficient and convenient mode of travel for any particular trip.
- Embraces innovation and appropriate transportation technology.
- Maintains professional standards in transportation planning and traffic engineering.
- Integrates land use planning with a multimodal mobility network, providing people with options to choose various forms of convenient transportation.
- Plans, maintains, and operates mobility systems consistent with the principles of complete streets, active living, and sustainable community design.

Overview: How are We Doing?

2020 was the 7th full year of implementation for the Mobility Element. The plan's horizon year is 2035, giving a total of 21 years for implementation. Therefore, given this milestone of being a third of the way through implementation of the plan, it is an appropriate time to evaluate not only progress on individual projects and programs, but to evaluate overall progress toward achieving the vision, purpose, and goals of the Mobility Element, to determine whether implementation is on track.



Significant progress has been made toward achieving these goals, as this report and the past three Mobility Element annual reports demonstrate. Many individual projects have been completed, and subsequent planning processes are well aligned with the Mobility Element. However, in order to fully achieve the goals of the Mobility Element by the year 2035, additional changes are recommended to further institutionalize the goals, principles and priorities contained within the City's mobility planning framework, including changes to Planning, Public Works and city budgetary processes to better institutionalize the Mobility Element across the City organization. See the "Considerations Moving Forward" section at the end of this report for more information.

2020 Accomplishments and Highlights

The City's mobility planning framework is grounded in the Mobility Element of the General Plan and supported by a myriad of other planning documents, including the bicycle and pedestrian plans that serve as Mobility Element appendices, as well as the 2019 updates to the General Plan Land Use and Urban Design Elements which support and build off of the Mobility Element. This cohesive planning framework has continued to develop in 2020, with the adoption of Safe Streets Long Beach, release of the Climate Action and Adaptation Plan and development of the UPLAN Mobility Enhancement Plan for North Long Beach. Given that transportation

accounts for nearly half of greenhouse gas emissions in Long Beach, actions to encourage low-carbon and carbon free forms of transportation such as walking, biking and taking public transit are central to the CAAP. A myriad of policies, implementation programs and capital projects bring these plans to life through implementation. The following provides an overview of key accomplishments and status updates for 2020. Specific implementation program and project updates are included in the appendix.

Sidewalk Improvements for Pedestrians

Sidewalk repair, maintenance and upgrades are critical to ensuring a safe and pleasant experience for people walking to where they need to go. In order to continue improving the pedestrian experience while addressing critical issues around sidewalk usability for all users in compliance with the American Disabilities Act (ADA), the City of Long Beach installed 529 ADA curb ramps and 10 miles of sidewalk improvements in fiscal year 2020, throughout the City.



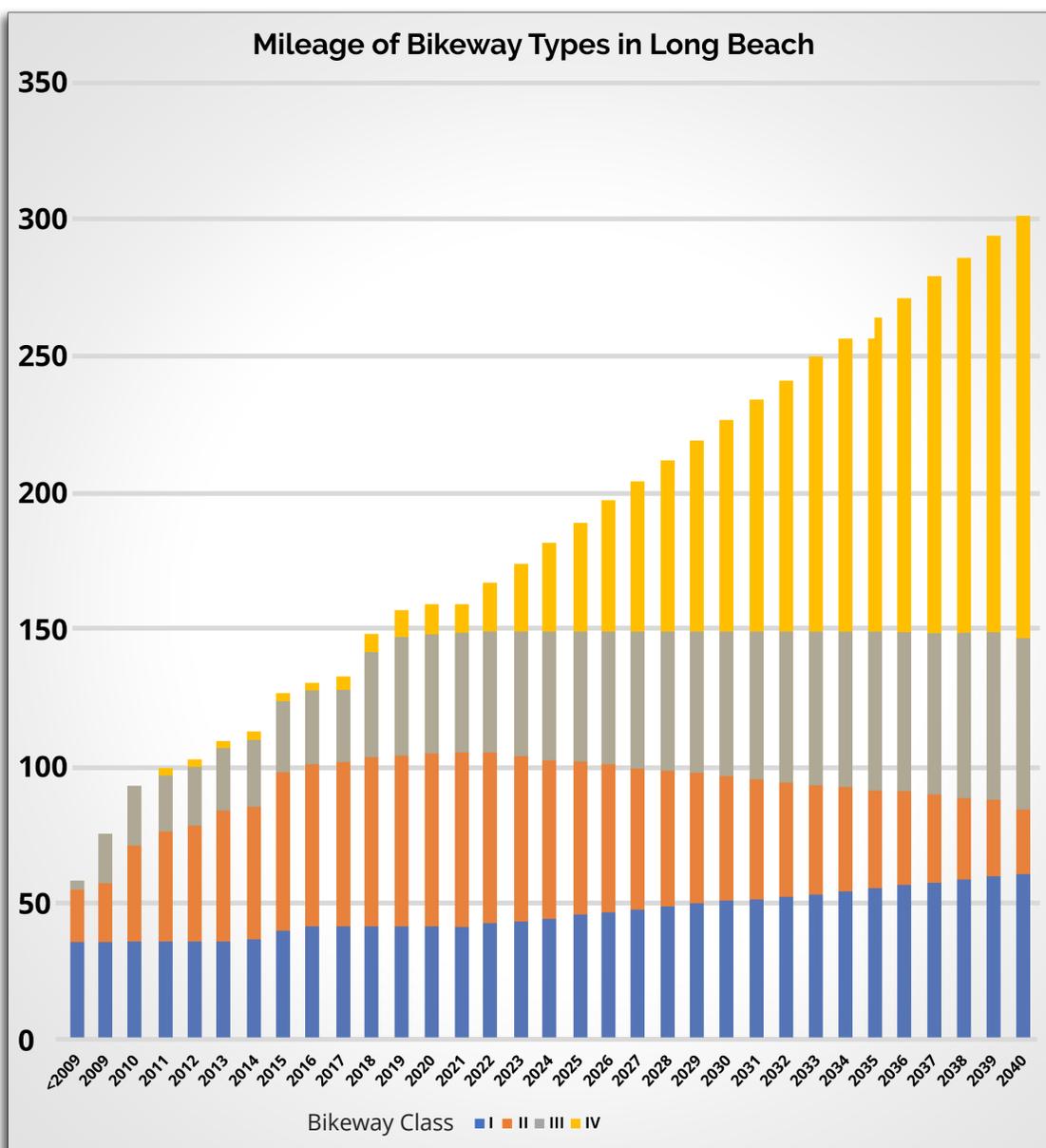
Goals, Strategies and Policies Supported

- Goal No. 1: Create an Efficient, Balanced, Multimodal Mobility Network
- MOP Policy 1-7: Maintain all roadways, paths, and sidewalks in a good state of repair.
- MOP Policy 1-14: Use universal design techniques to accommodate pedestrians of all ages and abilities and ensure compliance with the Americans with Disabilities Act.
- MOP Policy 2-18: Provide adequate sidewalk widths and clear path of travel as determined by street type classification, adjoining land uses, and expected pedestrian usage.



Bicycle Master Plan: Vision Network Progress

The Vision Network of All Ages (8-80) Bikeways includes a network of 300 total miles of Bike Boulevards, Separated Bikeways and Bike Paths. Since the Bicycle Master Plan was adopted in early 2017, 30 miles of bikeway have been added. Most of the progress has been made with the completion of longer bike boulevards like 15th Street and Daisy/Linden. The City is on pace to meet its mileage goal by 2040, though the low-hanging fruit of bike boulevards have been completed. Going forward, efforts to add separated bikeways will need to multiply in order to meet the “All Ages” network goal. We are currently averaging 2 miles of separated bikeways annually. That number will need to increase to 8 miles per year to stay on track for the next two decades. One recent accomplishment towards being better equipped to achieve this goal is that the Bicycle Master Plan is now being considered in the prioritization criteria for the Pavement Management Plan (PMP), which dictates when streets will be repaved. This is very important because most bicycle improvements are made during a street repaving process, and this issue has delayed or made infeasible multiple grant-funded bicycle improvement projects.



SHARED-USE PATH (CLASS I)



Source: City of Los Angeles, Los Angeles River Revitalization
Facilities with exclusive right of way for bicyclists and pedestrians, away from the street and vehicle traffic (i.e. LA River path)

BIKE LANE - CLASS II



Bike lanes are established along streets and defined by pavement striping and signage

BUFFERED BIKE LANE - CLASS III



Buffered bike lanes provide greater separation from nearby travel lanes or parking through painted chevrons or diagonal markings

PROTECTED BIKEWAY - CLASS IV



For the exclusive use of bicycles, these facilities are physically separated from nearby travel lanes, parking and the sidewalk

Bicycle Master Plan: Vision Network Progress, cont'd

Goals, Strategies and Policies Supported

- Goal No. 1: Create an Efficient, Balanced, Multimodal Mobility Network
- STRATEGY No. 1: Establish a network of complete streets that complements the related street type.
- STRATEGY No. 2: Reconfigure streets to emphasize their modal priorities.
- STRATEGY No. 5: Reduce the environmental impacts of the transportation system.
- MOP Policy 2-21: Designate a system of bicycle boulevards with increased amenities and safety features such as bicycle detectors at signalized intersections.
- MOP Policy 1-9: Increase mode shift of transit, pedestrians, and bicycles.
- MOP Policy 2-14: Regularly update the Bicycle Master Plan to maintain a comprehensive plan to vigorously expand bicycle facilities throughout Long Beach to create a full network of connected, safe, and attractive bikeways and supporting facilities for both transportation and recreation.

Other Plans Supported Through this Action

- Bicycle Master Plan

Accomplishment: Safe Streets Action Plan Adopted

Adopted in July 2020, the Safe Streets Action Plan sets Long Beach on a clear path to eliminate traffic-related deaths and serious injuries Citywide. The Plan uses data analysis, community input, and best practice research to identify programs and policies that can make city streets safer for everyone. Implementation of safety measures is even more critical as the number of serious crashes in Long Beach increased each year within the 5-year study period of 2013 to 2017. In 2019 alone, at least 30 people in Long Beach were killed in a traffic collision. These victims were between the ages of 3 and 91. Additionally, the data show that bicyclists, pedestrians, and motorcycles are involved in only 14% of collisions but make up 65% of serious crash victims. The Plan includes a number of recommendations to address injury and fatality rates among these more vulnerable road users, including speed management, implementation of more active transportation infrastructure, and safety education for all road users.

Through an in-depth analysis of 5-year crash data, the Plan identifies the City's High Injury Network, where the City will prioritize road safety projects with specific focus on improving safety in historically underserved communities. The Plan also lays out seven Keystone Actions that summarize the City's policies to eliminate traffic-related fatalities and serious injuries by 2026. These Keystone Actions include: 1) Dedicate Resources; 2) Lower Vehicle Speeds; 3) Implement Street Design Standards; 4) Expand Safety Education; 5) Collect Better Data; 6) Enhance Processes and Partnerships; and 7) Prioritize Investments through an Equity Lens.



Goals, Strategies and Policies Supported

- Goal No. 1: Create an Efficient, Balanced, Multimodal Mobility Network
- STRATEGY No. 3: Strategically improve congested intersections and corridors.
- MOP Policy 3-2: Design and manage Long Beach's streets to support public health and safety.
- MOP Policy 1-15: Pursue programs that reduce vehicle speeds and cut-through traffic on local streets

Other Plans Supported Through this Action

- Mobility Element, Bicycle Master Plan, CX3, Downtown and TOD Pedestrian Plan

Accomplishment: E-Scooter Program Deployed

In July 2018, Long Beach launched an e-scooter pilot program designed to provide a new convenient, safe, and fun way to make short trips throughout the City. Due to the overwhelming success of the pilot program, Long Beach transitioned to a permanent Citywide Shared Micro-Mobility Permit Program in August 2020. Four operators were selected through a Request for Proposal process and were issued 12-month permits. Through the City's program, each Operator can initially deploy up to 500 e-scooters, with the potential to increase up to 1,000 e-scooters each. Operators are responsible for the maintenance, operations, and sanitization of their fleet of e-scooters daily. The 2020 Permit Program includes many lessons learned from the pilot as well as industry best practices, including: an impound process, permit and penalty fees, reduced fare programs, education and public engagement, and a number of safety and maintenance requirements. The City's 2019 survey of scooter riders found that walking was the most common mode replaced by a scooter trip. However, driving and ride hail were the second and third most common transportation modes replaced by e-scooter trips, which is a strong indication that this innovative mode is positively contributing to many of the City's existing climate and transportation goals.



Goals, Strategies and Policies Supported

- STRATEGY No. 11: Adapt mobility strategies and programs based on new concepts and technologies that reduce environmental impacts and increase quality of life.
- MOP Policy 11-3: When new transportation methods emerge, such as personal mobility devices and personal rapid transit systems, explore the feasibility of integrating these methods into the existing mobility system.

Other Plans Supported Through this Action

- Mobility Element, Bicycle Master Plan, CX3, Downtown and TOD Pedestrian Plan

Accomplishment: Civic Center Commute Goals Met

The South Coast Air Quality Management District sets commute-related emissions targets for large employers throughout the region through the guidelines set forth in Rule 2202. The City of Long Beach is required to comply with this rule at any worksite with over 250 employees. The SCAQMD's target commute goal for Long Beach is an Average Vehicle Ridership (AVR) of 1.5, wherein 1 car arrives on site for every 1.5 employees working that day. While the City had yet to meet this goal in past years, the requirement was previously satisfied through the purchase of emissions credits and implementation of good faith strategies to encourage active transportation, transit, carpooling, and EV use among employees.

In March of 2020, City management asked the majority of the 1,400 Civic Center employees to telecommute as much as possible due to COVID-19 concerns. Though unintentional, one positive outcome of this change in commuting patterns is that the Civic Center worksite exceeded AQMD's commute goal, reaching an AVR of 1.8 employees working either in person or from home for every 1 car parked on site. As City management reviews the future of telecommuting policies in a post-COVID



Goals, Strategies and Policies Supported

- STRATEGY No. 5: Reduce the environmental impacts of the transportation system.
- MOP Policy 1-12: Encourage large employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education, and preferential parking for carpools/vanpools

Other Plans Supported Through this Action

- Mobility Element, Urban Design Element, Bicycle Master Plan, CX3, Downtown and TOD Pedestrian Plan

Accomplishment: COVID-19 Open Streets Program

In May 2020, the City launched an Open Streets Program in response to the needs of residents and businesses during the pandemic. The Program included both a temporary parklet and sidewalk dining program as well as a neighborhood open street partial closures to slow down vehicular traffic. Over 120 temporary parklets were deployed at restaurants, gyms, bars and other businesses around the City to take advantage of the public right-of-way while indoor operation of these businesses remained restricted by Health Orders. City staff processed permits, sited locations and deployed k-rail at no cost to businesses.



Additionally, fourteen neighborhood open streets corridors were implemented on residential roadways throughout the City to encourage people to engage in physically distant active transportation and play. Signage posted throughout the corridors discouraged cut through traffic and helped reduced speeding to open the street to all. Public Works' staff also worked closely with Parks, Recreation and Marine to deploy ten neighborhood open streets under the Mobile Recess Program, providing free arts and crafts lessons, physically distanced games, and homework help to students in higher need communities.



Accomplishment: COVID-19 Open Streets Program cont'd



Goals, Strategies and Policies Supported

- UD STRATEGY No. 34: Utilize existing infrastructure for temporary uses that promote activity and entertainment.
- MOP Policy 2-10: Support the temporary closure of streets for community and commercial activity that encourages residents to see their streets as public spaces and promote biking and walking in the City
- Policy UD 34-1: Expand the pedestrian zone on the sidewalk with parklets, where feasible. Parklets should incorporate landscaping, seating, and bicycle parking.
- Policy UD 34-6: Support programming of flexible use/temporary spaces in the public right-of way. Streamline the permitting process to encourage businesses and agencies to create active spaces.
- Policy UD 34-8: Encourage diverse uses in parklets or street decks, including restaurant seating as commercial extensions, “barklets” (i.e., mini dog parks), art installations, mini community gardens, bike corrals, and fitness zones.
- Policy UD 11-2: Utilize public art to enhance pedestrian environments, such as sidewalks, paseos, plazas, and alleys.

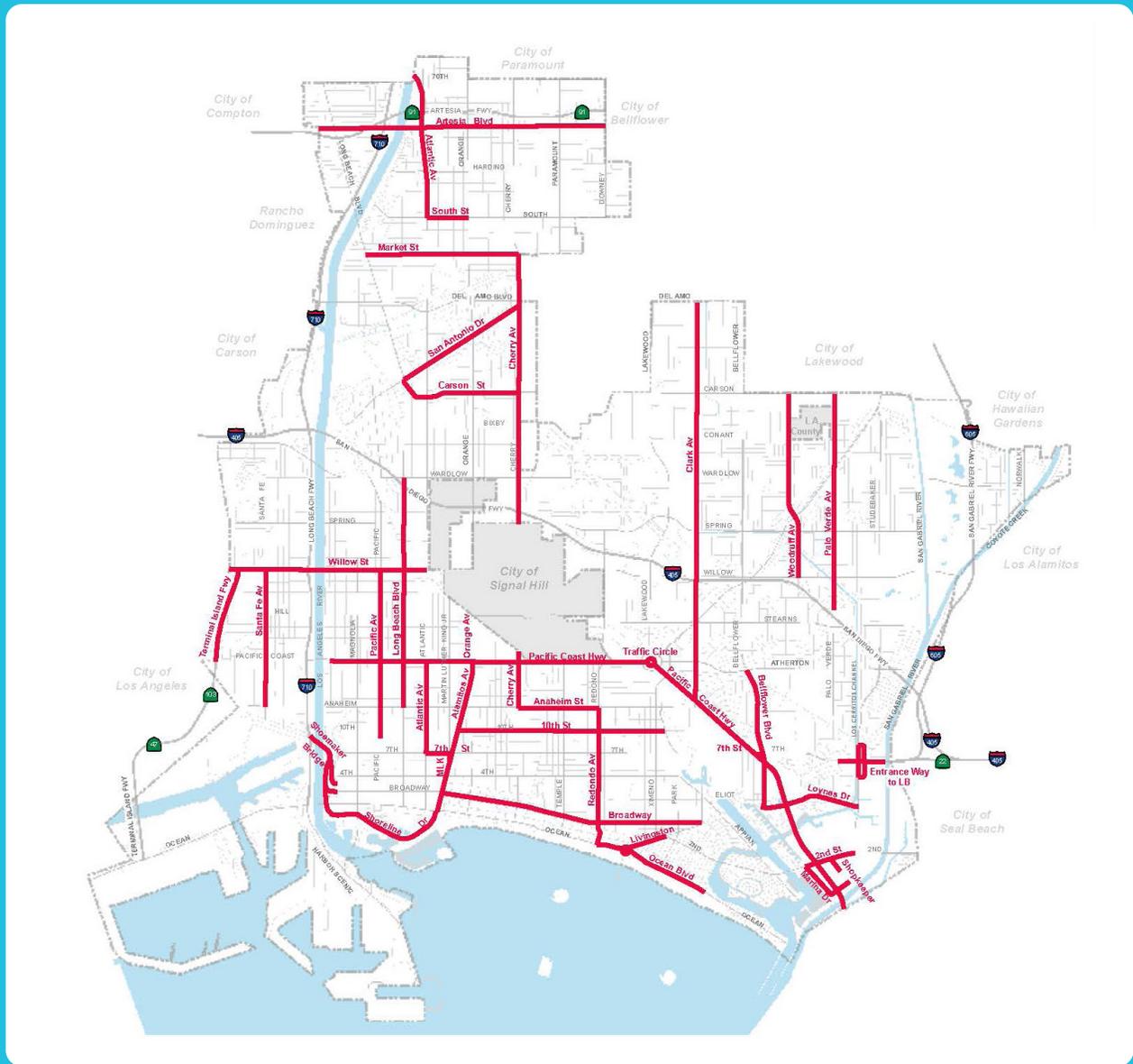
Other Plans Supported Through this Action

- Mobility Element, Urban Design Element, Bicycle Master Plan, CX3, Downtown and TOD Pedestrian Plans

Opportunities for Character Change Key Accomplishments & Status Update

The Opportunities for Character Change map from the Mobility Element includes 56 miles of streets to be considered for multi-modal environments and reduced vehicle speeds. To date, major projects have been completed or are underway towards realizing this vision, including:

- Ocean Boulevard Road Diet: Achieved traffic calming goals by adding beach parking and reducing instances of speeding.
- Alamitos Avenue Road Diet: Introduced buffered bike lane between 7th Street and PCH.



Upcoming Projects which are in design include the Pacific Avenue Bikeway and the Shoemaker Bridge project, which involves reconfiguring the terminus of the 710 Freeway and converting highway-standard roadways to a more urban context.

Project Highlight: The Pacific Avenue Cycle Track project will transform 1.6 miles of the high-stress Class III bike route from Ocean Boulevard to Pacific Coast Highway into to an attractive and comfortable Class IV cycle track to serve Long Beach's residents and commuters. An \$8 million dollar grant from Metro for landscaped separated bikeway and transit improvements is making this project possible. Inconsistent active transportation infrastructure and gaps along the route currently deter bicycle and

Opportunities for Character Change Key Accomplishments & Status Update cont'd

pedestrian travel, resulting in barriers to employment and recreational opportunities. The project limits were identified in the 2020 Long Beach Safe Streets Action Plan as the fourth most dangerous corridor for bicyclists and pedestrians based on a 5-year comprehensive collision analysis. Additionally, all census tracts within the project vicinity are designated as fully disadvantaged, per the CalEnviroScreen 3.0 threshold. The implementation of innovative pedestrian and bicycle infrastructure along Pacific Avenue will improve safety, mobility, multi-modal connectivity, and equity for bicyclists of all ages and abilities. The improvements prioritize pedestrian and bicyclist safety while promoting multi-modal connectivity and encouraging mode shift, reducing vehicular traffic and air pollution impacts. The project will also include a non-infrastructure component that provides bicycle and pedestrian safety education, implements interactive activities that model desired safety behaviors and practice, and presents targeted messaging.



Seven years into the twenty-one year term of the plan, ten of the 56 miles have been reconfigured, and an additional eleven miles are funded and in design. This means that although great progress has been made, we are currently off our target pace to complete all projects by 2035. To remain on target, eighteen miles should have been completed by 2021. The below table summarizes progress on each character change street segment.

Character Change	Miles	Progress
10th Street	2.3	None
7th Street	0.25	Complete
Alamitos Ave	1.7	1 mile complete, 2nd phase delayed
Artesia Blvd	3.2	Funded - In Design
Atlantic Ave	1	Conceptual
Bellflower Blvd	1.5	Complete
Broadway	2.9	Complete

Opportunities for Character Change Key Accomplishments & Status Update cont'd

Character Change	Miles	Progress
Carson Street	1.3	None
Cherry Ave	3	.25 mile funded
Clark Ave	4.5	None
E 2nd Street	1	Complete
Livingston	0.5	None
Long Beach Blvd	2.75	None
Loynes Drive	1	Funded - In Design
Marina Drive	0.5	Complete
Market St	1.6	Design Complete
Ocean Blvd	1	Complete - extended down Peninsula
Pacific Ave	2	1 mile funded
Palo Verde Ave	2.4	1 mile funded
PCH	7	None
Redondo	1.5	None
San Antonio Dr	1.5	None
Santa Fe Ave	2.9	None
Shoemaker Bridge	1	Funded - In Design
Shoreline Dr	1.2	None
South St	0.5	Funded - In Design
TI Freeway	2.4	Conceptual
Willow St (West)	2	None
Woodruff Ave	2	None
Total	56.4	

Goals, Strategies and Policies Supported

- STRATEGY No. 1: Establish a network of complete streets that complements the related street type.
- STRATEGY No. 5: Reduce the environmental impacts of the transportation system.
- MOP Policy 1-9: Increase mode shift of transit, pedestrians, and bicycles.
- MOP Policy 2-13: Continue to use innovative designs to expand and enhance the bikeway network and increase public safety.

CX3 Pedestrian Plan Implementation

Leading the CX3 Pedestrian Plan Project, the Long Beach Department of Health and Human Services (LBDHHS) assembled an interdisciplinary team from the City's Development Services and Public Works Departments, and City Fabrick, a local non-profit urban design studio, to create a plan that would address the unique active transportation needs of each individual neighborhood. Together, along with extensive input from the community, this collaborative approach led to the creation of the CX3 Pedestrian Plan. Adopted by City Council in 2017, the Plan will improve active transportation options, including safer routes to schools, for residents who live and work in Central and West Long Beach.

Working collaboratively with partners, the LBDHHS Division of Chronic Disease and Injury Prevention continues to lead city-wide encouragement and education efforts to work towards achieving the goals and objectives identified in the CX3 Plan through the development and implementation of bike and pedestrian safety trainings for all ages, promoting walking and other forms of active transportation via workshops and community events, sidewalk decals to reduce collisions with e-scooters, initiatives to prevent drug-impaired and distracted driving behaviors and policy, systems, and environmental change strategies to support and encourage families to Walk and Bike to School and proper utilization of the City's continued expansion of infrastructure that supports safe streets for all.

<p>Goals, Strategies and Policies Supported</p>	<ul style="list-style-type: none"> • Goal No. 3: Lead the Region by Example With Innovative and Experimental Practices • MOP Policy 1-6: Involve citizens in transportation planning and project design decisions for improving the City's "complete streets" and bicycle and pedestrian networks • MOP Policy 1-9: Increase mode shift of transit, pedestrians, and bicycles • MOP Policy 3-2: Design and manage Long Beach's streets to support public health and safety.
<p>Other Plans Supported Through this Action</p>	<ul style="list-style-type: none"> • Climate Action & Adaptation Plan • Framework for Reconciliation

UPLAN Neighborhood Mobility Planning & Zoning Updates in North Long Beach

The Uptown Planning Land Use and Neighborhoods Strategy (UPLAN) project is a collaborative effort between the City and the North Long Beach community to come up with new land use, housing and transportation strategies to improve quality of life and access to jobs, services, and community resources in North Long Beach. In 2020, new zones were adopted for portions of Atlantic Ave and Artesia Blvd in Uptown (90805 zipcode) to help achieve the community vision for transforming those major corridors into safer, more vibrant and walkable mixed-use environments through prohibiting new drive-throughs along corridors, allowing and incentivizing neighborhood services and uses like grocery stores, educational, institutional, non-profit, outdoor dining and expanding allowances for mixed-use residential development. The new zones also updated building regulations to require that new development help expand the public realm and foster a more lively, walkable active environment through modified building setbacks that expand the physical space between the building and sidewalk to accommodate wider sidewalks, seating, landscaping and other amenities over time.



Over the past two years, North Long Beach residents and youth participated in development of a UPLAN Neighborhood Mobility Enhancement Plan (NMEP) to enhance equity, safety, and connectivity for the community of North Long Beach through proposed mobility strategies, improvement projects and programs to address barriers to walking, biking and taking public transit. Development of the NMEP has been guided by the community vision for North LB, as well as community input and priorities including through walk audits sharing of personal experiences of commuters, people's experiences getting around North Long Beach, as well as exploration of what mobility equity means to youth and adults in North Long Beach. The NMEP as well as zoning code updates for other major corridors in North Long Beach, including Long Beach Blvd, Cherry Ave, Paramount Blvd, and portions of Market and South Street, will come for adoption before the Long Beach City Council in 2021.



UPLAN Neighborhood Mobility Planning & Zoning Updates in North Long Beach cont'd

Goals, Strategies and Policies Supported

- Goal No. 1: Create an Efficient, Balanced, Multimodal Mobility Network
- Goal No. 3: Lead the Region by Example With Innovative and Experimental Practices
- STRATEGY No. 1: Establish a network of complete streets that complements the related street type.
- STRATEGY No. 5: Reduce the environmental impacts of the transportation system.
- STRATEGY No. 6: Manage the supply of parking
- MOP Policy 1-3: Improve auto-oriented streets (such as Pacific Coast Highway and Lakewood Boulevard) so pedestrians using the stores or services can walk comfortably and feel safer navigating the busy thoroughfare, regardless of their point of origin — from the surrounding neighborhoods or via transit.
- MOP Policy 1-6: Involve citizens in transportation planning and project design decisions for improving the City's "complete streets" and bicycle and pedestrian networks
- MOP Policy 1-9: Increase mode shift of transit, pedestrians, and bicycles
- MOP Policy 1-17: Develop land use policies that focus development potential in locations best served by transit.
- MOP Policy 2-18: Provide adequate sidewalk widths and clear path of travel as determined by street type classification, adjoining land uses, and expected pedestrian usage.
- MOP Policy 2-19: Where feasible, widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities, and streetscape improvements
- MOP Policy 3-2: Design and manage Long Beach's streets to support public health and safety.
- MOP Policy 6-1: Match parking policies to land use and mobility goals.
- MOP Policy 6-14: Design parking structures to be attractive, pleasant to use, and integrate into the overall urban landscape. Parking facilities should be designed to promote good internal circulation and provide multiple entry, exit, and reversible lanes.

Other Plans Supported Through this Action

- Bicycle Master Plan
- Safe Streets Action Plan
- Land Use Element
- Urban Design Element
- Framework for Reconciliation

Achievement: Long Beach CAAP Final Plan Released

The City of Long Beach's Climate Action and Adaptation Plan (CAAP) is Long Beach's approach to addressing climate change impacts on the city and residents while reducing and the city's contribution to climate change through the reduction of greenhouse gas emissions. The final CAAP plan was released in 2020 after several years of technical analyses and intensive community engagement with over 10,000 residents involved in the process. Community engagement efforts focused efforts on centering communities in Long Beach most impacted by climate change, including low-income communities of color and young people. The draft CAAP is guided by an equity impacts analysis of each policy.



Given that transportation accounts for nearly half of greenhouse gas emissions in Long Beach, actions to encourage low-carbon and carbon free forms of transportation such as walking, biking and taking public transit are central to the CAAP. These include improvements to bicycle and pedestrian infrastructure as well as working with Long Beach Transit and Metro to improve access to and use of public transit. The CAAP also includes actions to encourage lower-emissions vehicles such as an Electric Vehicle (EV) infrastructure master plan for the city and school bus electrification for Long Beach Unified School District.



Achievement: Long Beach CAAP Final Plan Released cont'd

Additionally, the CAAP land use strategies designed to reduce trip lengths by locating destinations closer together including housing, jobs and shopping in the same neighborhoods. This helps reduce carbon emissions associated with vehicles by making it easier to drive fewer miles and making it more likely for people to be able to walk, bike or take public transit to their destinations.

The CAAP emphasizes the importance of working with residents, businesses, with other government entities and through changes in the development process to achieve these outcomes. It is anticipated that the CAAP will be fully adopted in 2021.

Goals, Strategies and Policies Supported

- Goal No. 1: Create an Efficient, Balanced, Multimodal Mobility Network
- STRATEGY No. 5: Reduce the environmental impacts of the transportation system.
- STRATEGY No. 6: Manage the supply of parking
- MOP Policy 1-11: Continue to assist Long Beach Transit in implementing a comprehensive, Citywide transit service that meets future needs.
- MOP Policy 1-12: Encourage large employers to provide transit subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting and work-at home programs, employee education, and preferential parking for carpools/ vanpools
- MOP Policy 1-17: Develop land use policies that focus development potential in locations best served by transit.
- MOP Policy 1-18: Focus development densities for residential and nonresidential land uses around the eight Metro Blue Line stations within City boundaries.
- MOP Policy 2-3: Maintain all transit vehicles, stops, and centers in a clean, safe, and attractive condition
- MOP Policy 5-3: Encourage the use of low- or no-emission vehicles to reduce pollution.
- MOP Policy 5-4: Promote car-sharing and Neighborhood Electric Vehicle ownership as an important means to reduce traffic congestion.
- MOP Policy 5-5: Sustain the recent improvements in air quality and achieve further significant progress in such improvements to meet State and federal mandates.
- MOP Policy 5-6: Support the development of a network of public and private alternative fuel vehicle charging/ fueling stations Citywide.
- MOP Policy 6-12: Promote transit-oriented development with reduced parking requirements around appropriate transit hubs and stations to facilitate the use of available transit services

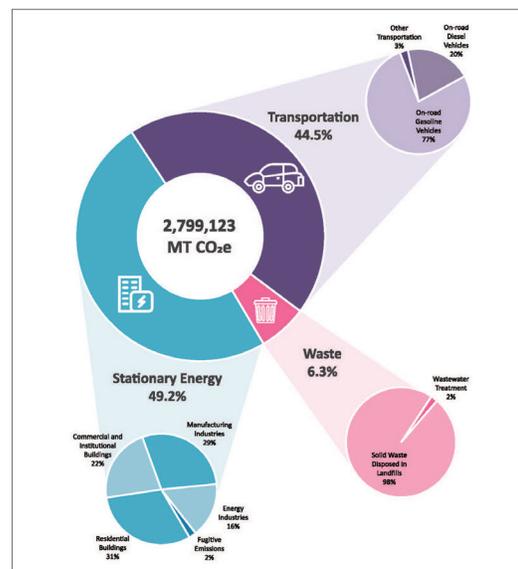
Other Plans Supported Through this Action

- Land Use & Urban Design Elements
- Framework for Reconciliation

Accomplishment: VMT Guidelines Adopted

Description: On June 4th, 2020, the City of Long Beach adopted guidelines for analyzing transportation impacts based on Vehicle Miles Traveled consistent with the State's guidelines for CEQA analysis. Analyzing transportation impacts for CEQA purposes using VMT represents a shift from measuring and prioritizing the flow of vehicular traffic on City streets, as has been the practice since the advent of CEQA, to an analysis intended to analyze and minimize the greenhouse gas impacts of transportation by factoring in a project's location, design and access to transit to achieve an overall reduction of vehicles miles traveled per capita or per employee (depending on the type of use). Using VMT to determine a project's impacts is intended to focus on reducing commute lengths and associated greenhouse gas emissions. This focus centers more on addressing the land use and transportation barriers to shorter commutes as well as safety and design considerations that influence individual choices commuters make in where to live, shop and work and how to travel between those destinations.

The use of VMT as a metric is also designed to make modes of transportation other than driving alone more viable and facilitates incorporation of urban design principles that improve a project's walking and biking environment and access to transit. By using VMT as a metric for transportation impacts, the potential mitigation measures are expanded to include activities that reduce VMT—such as improvements to pedestrian and bicycle infrastructure, electric vehicle charging stations and work-place funded transit passes—rather than limiting mitigation measures to vehicular roadway improvements, such as roadway widenings and additional traffic turn lanes, that are often no longer feasible in the context of built-out urban areas.



LSA

FIGURE 3-2

Accomplishment: VMT Guidelines Adopted cont'd

Goals, Strategies and Policies Supported	<ul style="list-style-type: none">• STRATEGY No. 4: Establish a more flexible level of service approach to traffic analysis and improvements.• STRATEGY No. 5: Reduce the environmental impacts of the transportation system• STRATEGY No. 2: Reconfigure streets to emphasize their modal priorities.• STRATEGY No. 1: Establish a network of complete streets that complements the related street type.• MOP Policy 4-1: Consider effects on overall mobility and various travel modes when evaluating transportation impacts of new developments or infrastructure projects.• MOP Policy 4-2: Support reevaluation of the City's Level of Service (LOS) policies for motor vehicle circulation to ensure efficient traffic flow and balance multimodal mobility goals.• MOP Policy 4-3: Develop a new Multimodal Level of Service (MMLoS) methodology that includes the following components: – Emphasis on pedestrian and bicycle access and circulation. – Maintenance of appropriate emergency vehicle access and response time. – Support for reduced vehicle miles traveled. – Considers, but does not deem, auto congestion in Downtown or Long Beach Boulevard TOD district to be an impact
Other Plans Supported Through this Action	<ul style="list-style-type: none">• Bicycle Master Plan• CX3 Pedestrian Plan• Downtown/TOD Pedestrian Plan• Climate Action & Adaptation Plan

Summary & Considerations Moving Forward

In addition to the major accomplishments outlined above, this report's appendix provides updates on specific policies, programs and projects from the Mobility Element and its appendices-- the Bicycle Master Plan, CX3 Pedestrian Plan and Downtown/TOD Pedestrian Plan. As documented throughout this report, great progress is being made towards the vision, goals, policies and implementation actions of the Mobility Element and its supportive plans that comprise the Mobility planning framework for Long Beach. The change in planning priorities, increase in infrastructure and programs towards a more equitable, balanced, multi-modal mobility system in Long Beach is making it easier and safer for residents to walk, bike and take public transit while balancing the needs of all modes of travel.

Although significant progress is being made, in order to stay on track for achieving the Mobility Element vision by the 2035 horizon year, additional steps may be needed to better institutionalize the vision, goals and policy objectives of the mobility planning framework.

Recommendations for consideration include:

- **Enhancements to Development Review Processes:** It is recommended that the Public Works Mobility Division and the Health Department be more fully integrated into planning development review processes through the Technical Advisory Committee and Site Plan Review Committee to ensure implementation of Mobility Element priorities and multi-modal transportation goals to the maximum extent feasible for projects under Planning's purview
- **Code Updates to further Support Multi Modal Mobility:** Additional code updates could further support multi-modal transportation goals through the development process, such as bicycle parking requirements citywide and updates to the transportation demand management ordinance. These code updates will be implemented through the CAAP.
- **Public Works Project Checklist:** Better integration of the Mobility Element in all Public Works projects could be achieved through consistent use of a Complete Streets Checklist for all capital projects to show compliance with and implementation of the Mobility Element and its supporting appendices.
- **CIP and Structural Funding:** Many of the mobility projects and achievements outlined in this report have been made possible through external and grant funding, so better integration into the Capital Improvement Program (CIP) and annual budgeting processes would be important to fully implementing this plan. This recommendation would broadly improve implementation of the Mobility Element and would specifically implement MOP Policy 1-16, which calls for integrating all planning and development policies and strategies into the annual development of the Capital Improvement Program (CIP) to ensure projects are programmed in a cost-efficient manner.
- **Continued Transparency and Planning with the Community:** Continue to seek and ensure meaningful community input during planning processes and find ways to continue communicating relevant information as projects move and evolve from the planning to the project phase, including through information sharing and project updates.
- **Improved Data Collection:** There are several elements of the Mobility Planning framework that would be better measured and reported through consistent collection of data, such as shift in mode share for bicycle projects.
- **Staff training:** Additional and ongoing staff training across relevant departments is needed to support the above recommendations and to ensure the Mobility Element goals and policies are being considered early on and throughout processes, including at the beginning of capital projects. This includes training on why the City has moved towards a mobility planning framework that prioritizes a multi-modal transportation system that is safe, convenient, equitable, promotes health and reduces climate impacts

This Mobility planning framework is critical to the health, safety and quality of life of Long Beach residents, and to the ability of Long Beach businesses and employees to be successful and resilient. Streets and sidewalks represent that largest proportion of public space the City maintains and are critical to creating a safe, healthy and thriving Long Beach of the future.

Appendix

The following tables provide updates on implementation of specific policies, programs and projects from the Mobility Element and its appendices-- the Bicycle Master Plan, CX3 Pedestrian Plan and Downtown/TOD Pedestrian Plan.





MOBILITY ELEMENT Capital Projects Implementation Update

	Project	Description	Travel Mode	Cost	Status
1	Hill Street Bike & Pedestrian Bridge		Travel Mode	7m	Project concepts have been developed for inclusion in the I-710 Widening project
2	Dominquez Gap Bike & Pedestrian Bridge	This project will construct a new bike and pedestrian bridge over Los Angeles River to connect the Los Angeles River Bike Path to the Compton Creek Bike Path to significantly help minimize the use of Del Amo Boulevard as the only route over the Creek.	Ped/Bike	7m	No activity
3	Delta Avenue Bike Boulevard	Design and construct new bike boulevard generally traversing Delta Avenue.	Ped/Bike	1m	Funded, in design process
4	15th Street Bike Boulevard	Design and construct new bike boulevard generally traversing 15th Corridor.	Ped/Bike	1.5m	Complete
5	Del Mar Greenbelt	Design and construct greenway along Blue Line public right-of-way between Metro Willow and Wardlow Stations including walking and biking paths.	Ped/Bike	3.5m	City is working with Metro to identify the best approach to this project
6	Alamitos Ave/Ocean Blvd Beach Bike Path Access Improvements	Design and construct bicycle and pedestrian tunnel connecting Lime Avenue to the beach bike path.	Ped/Bike	1.5m	Project no longer needed. Purpose of the tunnel has been replaced with other projects via a bike ramp from Seaside Way to beach access
7	Jergens Pedestrian Tunnel	This project includes the restoration and activation of the Jergens Tunnel. The Tunnel is a pedestrian subway constructed in 1927 to connect the Pike amusement park and shoreline to upper Pine Avenue.	Ped/Bike	3m	Jergens Tunnel is slated for restoration via a development project on the south side of Ocean; the development project will restore public access to the tunnel but, after further study, it is not feasible to restore the pedestrian subway below all of Ocean due to subsequent changes made to Ocean Blvd.
8	Wilmore City Courts and Ways	Design and implement pedestrian enhancements and sustainable practice for Wilmore City Courts and Ways to improve pedestrian safety and connectivity.	Ped/Bike	2m	No activity
9	2nd Street/Studebaker Streetscape Enhancements	This project will include Second Street bike and pedestrian enhancements from Pacific Coast Highway to easterly City Boundary, including construction of sidewalk and landscaping median.	Enhance	2.7m	The bikeway and median reduction is complete
10	Pine Avenue Streetscape Enhancement	Design and implement "complete street" improvements on Pine Avenue with sustainable design features including pedestrian and bike improvements and storm-water planters.	Enhance	10m	Completed 2015
11	Atlantic Avenue Streetscape Enhancement	Design and implement the visual environment on Atlantic Avenue for all modes of travel. Enhancements include: shade trees, pedestrian-scale light, and decorative crosswalk treatments.	Enhance	17.5m	No activity
12	Santa Fe Avenue Streetscape Enhancements	Design and implement streetscape enhancements on Santa Fe Avenue from Pacific Coast Highway to Wardlow.	Enhance	5m	No activity
13	Market Street Enhanced Pedestrian Access	Design and implement "complete street" improvements on Market Street from Long Beach Boulevard to Cherry Avenue, including bike improvements and sidewalk widening and sustainable design features.	Ped/Bike	5m	The city secured a grant to widen the sidewalk, helping support this effort.
14	Wardlow Road Corridor Improvements	Design and implement corridor improvements on Wardlow Road between Long Beach Blvd and Cherry Avenue including freeway ramp access configuration, sidewalk improvements and signal system upgrades.	Multi-Mode	1.7m	No activity



MOBILITY ELEMENT Capital Projects Implementation Update

	Project	Description	Travel Mode	Cost	Status
15	4th Street Corridor Improvement	This project includes the construction of bulb-outs, and new signalized pedestrian crossing on 4th Street between Alamitos Avenue and Redondo Avenue.	Multi-Mode	3.5m	Minor improvements have been completed along 4th St., including new traffic signal at 4th St. and Obispo Ave. and bulb-outs at 4th St. and St Louis Ave.
16	"De-Freeway" Terminal Island Freeway	The Terminal Island Freeway Transition Plan would define the community's vision for a future for the City-owned right-of-way that no longer carries freight trucks, but instead becomes a neighborhood scale multi-modal transportation corridor with contributing public amenities. As part of the plan, the designated truck route would end at the Pacific Coast Highway interchange with goods movement currently using the last mile of the Terminal Island Freeway would be shifted to the Alameda Corridor (State Route 47) less than a mile away.	Multi-Mode	10m	Green Terminal Island (TI) plan has been developed and adopted, no funding as of yet.
17	Anaheim Street Corridor Improvements	This project includes signal upgrades, synchronization communications for all modes, and streetscape, and pedestrian amenities.	Multi-Mode	5m	Grant from Caltrans has been secured for controlled access medians, upgrading all traffic signals to have protected left turns, pedestrian refuges. The City is looking at additional transit improvements through Prop A funds. Project is in design. Construction expected to begin in Summer 2020
18	Alamitos Ave Corridor Improvements	This project may include eliminating parking on Alamitos Avenue from Ocean Boulevard to 7th Street, and reconfigure street with bike lane and streetscape amenities, bus improvements left-turn pockets, complete utility under-grounding northward and strategic widening from Ocean Boulevard to Pacific Coast Highway.	Multi-Mode	3m	Bike lanes were added along Alamitos Ave. between 6th and PCH were completed in 2016, and the segment from 6th to Ocean is scheduled for summer 2020; funding through an Active Transportation Program (ATP) grant from the state adds protected intersections at Alamitos & 3rd and at Alamitos & Broadway
19	Primary Transit Corridors Implementation	Add amenities to existing stops along primary transit corridors that could include solar powered non-advertising bus stop shelters and freestanding benches, security lighting, trash receptacles and crosswalk enhancements. Bus Rapid Transit or high capacity transit service investments are also anticipated.	Transit	5m	Public Works is preparing an application for Metro funding for Transit Priority lanes on Long Beach Boulevard (1st St. to 20th St.)
20	Metro Blue Line Willow and Wardlow Station Park and Ride	Develop increased vehicle capacity at Metro Blue Line stations park and ride facility to encourage ridesharing, transit use and multi-modal connectivity.	Transit	10m	No activity
21	Northeast Long Beach Transit Hub	Identify and develop transit hub to provide transit linkage to High Speed Rail stations, airport area and CSULB, and improving regional transit operations.	Transit	1m	No activity
22	Artesia Boulevard Complete Street Improvements	Artesia Boulevard improvements including adaptive/synchronized signals and complete street features.	Multi-Mode	4m	Temporary dedicated bike lanes are in place; progress continues to be made on this project including through the multi-jurisdictional complete streets plan.
23	Magnolia Avenue Signal Improvements	Magnolia Avenue signal upgrades including video detection, signal coordination and wireless communications from Wardlow Road to Ocean Boulevard.	Auto	2m	No activity
24	Cherry Avenue Signal Improvements	Cherry Avenue Signal Improvements from Pacific Coast Highway to Ocean Blvd.	Auto	1.2m	Complete
25	10th Street Signal Improvements	Signal upgrades and synchronize communications for all modes between Magnolia Avenue and Park Avenue.	Auto	3m	No activity



MOBILITY ELEMENT Capital Projects Implementation Update

	Project	Description	Travel Mode	Cost	Status
26	South Street Signal Improvements	South Street Signal Improvements from Atlantic Avenue to eastern City boundary.	Auto	2.5m	No activity
27	Studebaker Rd and 7th Street Freeway Entrance	This project includes dual roundabouts to simplify movements at freeway entrance and add sidewalk/ bike route.	Auto	4m	A settlement has been reached for a lawsuit that was holding up the project, and there are now plans to move forward with redesign of westbound ramp
28	Studebaker Rd and I-405 ramps	This project includes configuring Studebaker Rd and I-405 ramps to reduce neighborhood intrusion and improve access and provide cross-traffic control as needed.	Auto	750k	No activity
29	Long Beach Blvd/Wardlow Road and I-405 ramps	This project includes ramp reconfiguration to improve connections to Long Beach Boulevard and reduce congestion at Pacific and Wardlow.	Auto	5m	710 widening may help address this initiative; also applied for first mile last mile funding for street calming and to create a transit mall
30	Spring St and I-605 Ramps	This project includes adding ramps at Spring St and I-605 to reduce neighborhood intrusion, improve access, and provide cross-traffic control as needed.	Auto	15m	Ongoing discussions with Caltrans to remove the free right turn on southbound ramp because of five fatalities due to speeding there in the last six years
31	I-710 Freeway Terminus Realignment	This project proposes the realignment of Shoreline Drive to expand Cesar Chavez Park and off-ramp changes to Broadway, Third, Sixth and Seventh Streets. This project also includes bike and pedestrian access across the Los Angeles River.	Auto	80m	In the design, community outreach and environmental review process underway
32	Orange and I-405 Ramps	This project includes reconfiguring Orange Street and I-405 ramps to provide cross-traffic control and simplify connections.	Auto	1.5m	Grant funding received; next step will be developing specific plans for ramp realignment
33	Atherton Street Signal Improvements	This project includes adaptive traffic signal improvements to better accommodate school / event traffic near CSULB.	Auto	2m	No activity
34	Second Street and PCH Enhanced Connectivity	This project may include enhance connectivity of Shopkeeper Road and Marina Drive to improve left turn movements and add priority intersection improvements to offer bypass to 2nd and Pacific Coast Highway intersection.	Auto	5m	No activity
35	Armory Park Project	This project includes the reconfiguring intersections to improve safety and traffic flow, extend two-way 7th St westward at least one block.	Multi-mode	3m	Complete
36	Willow Street Bike Facility	This project includes a Class I facility on Willow Street Between Studebaker Road and the San Gabriel River.	Bike/Ped	2m	Design phase 2019, construction anticipated 2020
37	Pacific Coast Highway Traffic Circle Redesign	This project includes reducing radius of Traffic Circle, improving approaches, improving pedestrian safety, adding crossings at outer circle and other locations, and work with Caltrans on regional bicycle facility.	Multi-mode	2m	Caltrans is in redesign to provide traffic control restriping; the City will have the opportunity to comment on this project
38	Spring Street Bridge at San Gabriel River widening	This project includes bridge widening to improvement pedestrian.	Bike/Ped	1.2m	This project is mislabeled- it is intended to refer to Spring St at Coyote Bridge, which is an insufficient width, and is located in Los Alamitos. The City is working with the City of Los Alamitos on a project to add a bike lane that pedestrians can also use (there is no pedestrian access or curb today)
39	Walnut Avenue Bike Boulevard	Design and construct new bike boulevard generally traversing Walnut Avenue and 52nd Street.	Bike/Ped	2m	No activity
40	Cherry Avenue Widening	This project includes widening Cherry Avenue from PCH to Anaheim Street. Traffic improvement including spot widening from Anaheim to PCH.	Auto	2m	Complete



MOBILITY ELEMENT Capital Projects Implementation Update

	Project	Description	Travel Mode	Cost	Status
41	Multiple Intersection Improvements	The project includes new multiple turn pocket improvements and signal improvements to increase peak-hour throughput.	Auto	35m	Widened Redondo at Anaheim, added right turn pocket there in 2018
42	Bellflower Blvd. Livable Street	This project includes "road diet" to provide new bike lane and landscaped median.	Bike/Ped	n/a	Project Completed
43	PCH/7th Street/Bellflower Grade Separation	This project includes grade separation at the "Iron Triangle" including the closure of Bellflower SB, to simplify movements.	Auto	25m	No activity
44	Rancho Dominguez Annexation Improvements	This project includes grade separation at the "Iron Triangle" including the closure of Bellflower SB, to simplify movements.	Auto	13m	No activity
45	CSULB Transit Hub	Identify and develop transit hub to provide transit linkage to High Speed Rail stations, airport area and CSULB, and improving regional transit operations.	Transit	n/a	No activity
46	South Waterfront Bike Path	The Pier J Bike/Pedestrian Path will provide a safe travel route from the existing Queensway Bridge Class 1 Path, on a waterfront route on Pier J in the Port.	Bike/Ped	n/a	phase 1 under construction. Phases 2-6 expected to begin in 2020
47	Ocean Blvd. Bike Bridge	This project would connect the Gerald Desmond Bridge bike facility to Downtown.	Bike/Ped	n/a	100% design completed. Construction is expected to be complete by end of 2020
48	Airport Terminal Improvements	This project includes repairs and improvements of runways, taxiways, taxi lanes, and airfield access roads.	Goods	30m	No activity reported
49	Gerald Desmond Bridge Replacement	This project includes the replace the deteriorating five-lane Gerald Desmond Bridge with a new six-lane cable-stayed bridge with bike facility. This project also includes reconfiguring freeway and arterial interchanges approaching the bridge and bike facility connection to Ocean Boulevard.	Goods	1.1b	Construction is underway, expected to be complete in 2020
50	I-710 Freeway Reconfiguration	The scope of this project would likely include improving six key interchanges with east-west freeways as well as other major arterials between Ocean Blvd and SR-60.	Goods	40b	This project is in the design and community outreach phase
51	Pier S	The development of the last major vacant land in the entire San Pedro Bay.			No activity reported
52	On-dock rail support facility at Pier B	This proposal would expand the existing Pier B rail yard to serve a project increase in port rail traffic. The project would remove or realign West 9th Street between I-710 Freeway and the border of Long Beach and Los Angeles.	Goods	n/a	No activity reported





MOBILITY ELEMENT Programs Implementation Update

Implementation Measures	Status
MOP IM-1: Develop a street design standards manual to reflect the new street typologies that incorporate the concept of complete streets.	No activity to develop street design manual. Bicycle Master Plan includes bikeway design standards and CX3 Pedestrian Plan contains a streetscape and public realm toolkit. Both elements are informally incorporated into projects on a regular basis.
MOP IM-2: Routinely incorporate complete streets features into all street redesign and repaving projects.	Transportation Mobility Bureau staff collaborate with sister bureaus to ensure complete streets elements and best practices are incorporated into as many projects as possible. The Department of Public Works has developed a Complete Streets Checklist that can be used on projects as well and could be institutionalized in the future through an administrative procedure or policy.
MOP IM-3: Provide neighborhood and business groups the opportunity to review preliminary plans for major street improvements included in this plan before final design and implementation.	Public Works provides opportunity for Business Improvement Districts (BIDs) and neighborhood groups to review draft designs before major roadway design changes.
MOP IM-4: Develop a City-wide pedestrian master plan that establishes a basic inventory of pedestrian infrastructure, comprehensively prioritizes pedestrian improvements, furthers the intent of the placetype designations, makes connections to other modes of travel, promotes public health, and connects with open space features.	Development Services, in conjunction with Public Works and the Health Department, have developed two pedestrian plans for Downtown and Central Long Beach. The CX3 plan and the Downtown and TOD Pedestrian Master Plan serve as the foundation for a new Citywide Pedestrian Master Plan. CX3 assessments have been recently conducted in North Long Beach, which can act as a foundation for expanding the CX3 plan geographically.
MOP IM-5: Create walking loops with stepping-stone mile markers and other supportive features to support active living.	Walking loop with pavement markers implemented throughout Downtown and waterfront; Fitness loops installed at a number of parks throughout the City.
MOP IM-6: Continue to implement programs to promote pedestrian safety through outreach to both pedestrians and motorists.	Public Works and the Health Department collaborate on bike safety and promotion throughout the year, focusing primarily on school-aged children.
MOP IM-7: Create separated lanes for pedestrians and cyclists for the entire length of the beach path.	Completed
MOP IM-8: Use neighborhood traffic control techniques when excessive vehicle speed, excessive volume, or pedestrian/vehicle safety concerns warrant them.	Traffic-calming solutions routinely implemented through capital projects or on a case-by-case basis through constituent concerns.
MOP IM-9: Implement mid-block crossings and traffic calming as needed in the more suburban locations of the City where larger blocks and wider streets inhibit pedestrians.	Rapid flashing beacons installed on higher volume arterials. Continental crosswalks now standard in repaving projects.
MOP IM-10: Design safer streets by using traffic-calming techniques (such as roundabouts and sidewalk extensions) and by providing more frequent and innovative crosswalks, pedestrian signals, and clearly marked bicycle lanes.	This Implementation measure is ongoing with the development of the complete streets checklist, pedestrian toolkit and grant-funded active transportation grants. These tools are used on many projects and efforts could be furthered through a policy or procedure to ensure consistent use.
MOP IM-11: Continuously implement new technology to improve the pedestrian environment.	Public Works installed an "Eco Totem" to count bicyclists, pedestrians on beach bike, pedestrian path in real time. 2nd Eco-Totem was installed in 2019 at Broadway and the Promenade.





MOBILITY ELEMENT Programs Implementation Update

Implementation Measures	Status
MOP IM-12: Actively seek funding to implement the Bicycle and Pedestrian Master Plans.	This implementation measure is ongoing. The City has secured funding for the South waterfront Bike path, Delta Ave Bike Blvd, First St Shared Street Pedestrian Gallery and Market Street Pedestrian Enhancements. Additionally, funding has been secured for Orange Avenue Bike Backbone; Obispo, Molino, 20th, and Palo Verde Bike Projects, the Atherton Bike and Ped Bridge and the Artesia Great Streets project. Phase 2 of the Planning Bureau's Uptown Planning Land Use and Neighborhood Strategy (UPLAN) effort will result in a neighborhood mobility enhancement plan for North Long Beach that will help implement the Mobility Element.
MOP IM-13: Implement a City-wide bike share program.	The Department of Public Works has expanded the bike share program to include 472 bikes and over 80 bikeshare hubs. In 2019, bike share was expanded into North Long Beach with 10 new hubs.
MOP IM-14: Develop an on-street bike parking (i.e., bike corrals) program including standards and procedures.	Bike racks and corrals are installed by Public Works on quarterly basis free of charge by request.
MOP IM-15: Strengthen existing development standards for bike parking at new commercial and multifamily developments.	Research is underway as part of zoning code updates.
MOP IM-16: Implement the City's Metro Blue Line Bicycle and Pedestrian Access Plan.	Public Works staff worked with Metro staff on the Blue Line First/Last Mile Plan and applied for funding to improve bike and pedestrian connectivity for the Wardlow and Anaheim stations.
MOP IM-17: Address bicycle safety and access in the design and maintenance of all street projects.	Implemented/ongoing
MOP IM-18: Whenever capital improvement projects are constructed at intersections, vehicle actuation should detect bicycles.	All new or updated traffic signal plans include bike detection.
MOP IM-19: Identify and analyze locations with a high number of bicycle crashes and implement appropriate engineering, education, enforcement, and countermeasures.	High frequency bicycle collision hot spots identified in Bicycle Master Plan and the Systemic Safety Analysis Report. Collision frequency was used to determine priority of projects. LB Safe Streets Action Plan (Vision Zero) to be released in 2020 also includes a detailed analysis of crash types and locations as well as recommended projects.
MOP IM-20: Use "sharrow" marking on all existing and proposed Class III facilities, as feasible.	Complete; Sharrow marking is standard in all future Class III projects as well.
MOP IM-21: Institutionalize the Bicycle Friendly Business Districts and Bike Saturday campaign in Long Beach.	No activity to report for this implementation measure.
MOP IM-22: Continue to conduct annual bike counts, walk audits, and other data collection and analysis related to bicycle facilities for program evaluation and to support grant-making efforts.	Ongoing; Volunteer manual counts have been supplemented with automatic counters since 2018.
MOP IM-23: Develop a policy for retrofitting existing automobile parking spaces for bike parking at existing commercial and multi-family developments.	No activity to report for this implementation measure.
MOP IM-24: Coordinate and collaborate with local school districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout Long Beach.	No activity; Programmatic and safety education efforts only.
MOP IM-25: Continue to upgrade the City's designation as a bike-friendly city to platinum status.	Silver status renewed in 2017.



MOBILITY ELEMENT Programs Implementation Update

Implementation Measures	Status
MOP IM-26: Participate in and support City-wide events to promote bicycling, such as National Car- Free Day, Bike-to-Work Day, Bike Saturday, and Park[ing] Day, women on bikes, and bike buddy.	Community bike rides, safety workshops, and promotions held throughout the year. Public Works has expanded Bike Month events and promos in last two years.
MOP IM-27: Pilot an “individualized marketing campaign” to help residents to choose safe, convenient routes to replace automobile trips with bicycling and transit trips.	No activity to report for this implementation measure.
MOP IM-28: Actively support ciclovias (ie, bike festivals) and other “open street” activities in Long Beach. commercial and multifamily developments.	The City has held seven full-scale Beach Streets events to date with two additional events planned for 2020. Funding is actively being sought for future events.
MOP IM-29: Continue to support the Bikestation and encourage the development of small-scale bike-transit hubs throughout the City of Long Beach.	Bikestation continues to serve bicycling commuters and visitors. Plans for small scale mobility hubs in progress through joint-City of Los Angeles JARC grant.
MOP IM-30: Ensure that all planning processes, such as neighborhood and specific plans, identify areas where pedestrian, bike and transit improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, improved lighting, and new street furniture.	This is being done such as through the Climate Action and Adaptation Plan (CAAP), the Southeast Area Specific Plan (SEASP), and the UPLAN North Long Beach zoning code update.
MOP IM-31: Continue to strengthen the marketing and promotion of non-auto transportation to residents, employees, and visitors.	This implementation is ongoing.
MOP IM-32: Routinely integrate the financing, design, and construction of pedestrian facilities with street projects. Build pedestrian improvements at the same time as improvements for vehicular circulation.	Upgraded sidewalks, curb ramps, and high visibility continental crosswalks are standard in new roadway paving projects.
MOP IM-33: Continue to implement pedestrian streetscape designs, especially on streets with projected excess vehicle capacity, to reduce either the number of travel lanes or the roadway width, and use the available public right-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.	Completed pedestrian and bicycle improvement projects on excess capacity roads include: Alamos Ave in Downtown, Ocean Blvd on the Peninsula and Broadway from Alamos to Redondo Avenue; Design has begun on a similar segment of Spring Street.
MOP IM-34: Convert electricity transmission corridors to parks, as resources and leases become available.	No activity to report for this implementation measure.
MOP IM-35: Establish rails to trails program to repurpose, share or reconfigure surplus rights-of-way to greenbelts with bicycles and pedestrian facilities.	Improvements being made incrementally to the Pacific Electric Right-of-Way; Red Car Greenbelt opened in 2017, includes a stretch of Class I bike path.
MOP IM-36: Establish a Pavement to Plazas program to realign irregular intersections and re-purpose surplus public rights-of-way for public space.	No formal program established; Projects addressed on case by case basis. Opened in 2017, Gumbiner Park realigned the right-of-way to address safety issues at an irregular intersection (6th/7th/Alamos/MLK Jr roadways) that data showed to be the most dangerous intersection in the City at the time. This led to both improved safety outcomes and a brand new park (See Figure 1).
MOP IM-35: Actively support and assist Long Beach Transit in the implementation of design guidelines for bus shelters and other bus stop amenities.	The City supports Long Beach Transit with civil plans and works closely on bus shelter installations. This is also an area of focus for UPLAN in North Long Beach and CAAP citywide with a focus on neighborhoods most impacted by extreme heat.
MOP IM-36: Include Long Beach Transit early in the City’s Site Plan Review process to ensure transit facilities are well integrated into the development project.	Ongoing; Long Beach Transit is part of the early consultation process for Site Plan Review. Additionally, City staff works closely with LBT on roadway design. New bus islands on Broadway and Third Street are examples of this collaboration.



MOBILITY ELEMENT Programs Implementation Update

Implementation Measures	Status
MOP IM-37: Actively support and assist Long Beach Transit's development of a strategic action plan for future transit service.	Long Beach Transit has been working on its STAR Initiative (Systemwide Transit Analysis and Reassessment) for future transit service. The City continues to seek ways to support and align with this work through its own planning processes, including through the Climate Action and Adaptation Plan and UPLAN. The City also supports Long Beach Transit's service needs when requested.
MOP IM-38: Actively support and assist Long Beach Transit's expansion of real-time transit information at bus shelters and expand smart phone applications and other new technology.	The City supports Long Beach Transit's service needs when requested.
MOP IM-39: Actively support and assist Long Beach Transit's establishment of mini-transit hubs throughout the City that provide multimodal connectivity.	No activity to report for this implementation measure.
MOP IM-40: Establish inter-transit agency transit hubs and Park and Rides in northern half of the City.	Pacific Place concept designs would help address this action. Project was submitted for funding but not awarded state funding for ATP Cycle 4.
MOP IM-41: Actively support and assist Metro to expand the existing Park and Ride facilities at Metro Blue Line stations.	City supports Metro's service needs when requested.
MOP IM-42: Actively support Long Beach Transit's efforts to expand the universal access pass program to major employers and business districts.	City supports Long Beach Transit's service needs when requested and will be seeking ways to further this action through implementation of the CAAP.
MOP IM-43: Continue to explore the feasibility of bus rapid transit and a street car system in Long Beach.	Dedicated bus lane studies ongoing.
MOP IM-44: Continue to implement transit-priority traffic signals.	Blue Line Signal Synchronization finished in 2019. Gives signal priority to Blue Line along Long Beach Boulevard.
MOP IM-45: Investigate the feasibility of establishing of a streetcar or other type of personal rapid transit system in Long Beach. This system is proposed as a long-term community asset that will enhance non-automobile connectivity between neighborhoods; bus, rail, and water transit hubs; and the Downtown core.	Shared e-scooter program launched in 2018 provides non-automobile connectivity to and from transit as well as between neighborhoods.
MOP IM-46: As a pilot program, apply interim MMLoS standards for development proposals in the downtown.	No activity to report for this implementation measure.
MOP IM-47: Actively promote and develop plans for the extension of the Metro Green Line Station to the Blue Line Willow to increase regional connectivity.	No activity to report for this implementation measure.
MOP IM-48: Review all capital improvement projects to ensure improvements located on existing and planned bus routes include modification of street, curb, and sidewalk configurations to allow for easier and more efficient bus operation and improved passenger access and safety while maintaining overall pedestrian and bicycle safety and convenience.	Implemented on all CIP projects.
MOP IM-49: Ensure that the City's transportation impact fee program provides adequate funding for necessary transportation improvements that will benefit all travel modes, while also incentivizing development that is less dependent on expensive new transportation infrastructure.	An update to the Traffic Impact Assessment (TIA) guidelines is underway and will include recommendations to update the fee program to better implement Mobility Element and other multi-modal projects.
MOP IM-50: Review and, if necessary, update the City's transportation impact fee program to ensure that funding is provided for necessary transportation improvements that will benefit all travel modes. platinum status.	A fee study is underway to complement the TIA guidelines update and to consider changes to the transportation impact fee.
MOP IM-51: Integrate financing and implementation of pedestrian, bicycle, and transit improvement projects with other related street modifications projects.	A fee study is underway to complement the TIA guidelines update and to consider changes to the transportation impact fee.



MOBILITY ELEMENT Programs Implementation Update

Implementation Measures	Status
MOP IM-52: Participate with Local, Regional, State, and Federal Agencies and Other Organizations.	Implemented/Ongoing.
MOP IM-53: Support the casual carpool system by enhancing existing facilities and amenities. If necessary, the carpool facilities should be reconfigured or relocated to equally convenient locations.	No activity to report for this implementation measure.
MOP IM-54: When industry best practice has been established, adopt a Multi-Modal Level of Service (MMLOS) standard.	New state law (SB743) requires analysis of Vehicle Miles Travelled (VMT) over MMLOS. The City is developing a method for including VMT analysis for all projects reviewed for CEQA. This transition to VMT analysis will be implemented by July 1, 2020.
MOP IM-55: Develop a program to regularly evaluate traffic collision data. Identify top collision locations for automobiles, bicycles, and pedestrians and develop appropriate countermeasures.	Collision hot spots are regularly evaluated for safety improvements, though currently it is not a formalized program. LB Safe Streets Action Plan (Vision Zero) to be released in 2020 also includes a detailed analysis of crash types and locations as well as recommended projects.
MOP IM-56: Develop Street and alley vacation guidelines.	No activity to report for this implementation measure.
MOP IM-57: Create a mechanism to adjust the pricing and hours of availability and turnover of on-street parking consistent with the cost of parking garages and demand.	No activity to report for this implementation measure.
MOP IM-58: Revise current parking space requirements to reflect shared parking and park-once policies.	These strategies have been analyzed as part of the UPLAN process. UPLAN phase 1 zoning recommendations will go before the Planning Commission in Spring 2020.
MOP IM-59: Enhance and continue to implement the Neighborhood Parking Program that provides residents access to available commercial spaces.	No activity to report for this implementation measure.
MOP IM-60: Revise parking space dimension regulations to allow for multiple parking stall sizes to accommodate all vehicle types (eg, smart cars, motorcycles, large SUVs, and other personal mobility vehicles).	Parking space dimension requirements have been changing due to new requirements to accommodate Electric Vehicles (EVs) and EV-ready spaces in new development. Motorcycle parking stalls were recently installed in Alamitos Beach. but motorcycle parking has not yet formalized in regulations.
MOP IM-61: Develop regulations to unbundle the cost of parking from the cost of housing for new multifamily projects.	This is being studied as part of the UPLAN scope of work in North Long Beach
MOP IM-62: Work with local school districts to establish joint-use and shared parking arrangements with schools.	No activity to report for this implementation measure.
MOP IM-63: Facilitate the creation of parking improvement districts to promote shared parking facilities using City streets and public parking structures. This will reduce or eliminate the parking required by a single development or business to facilitate adaptive reuse, redevelopment, and reinvestment. Parking improvement districts must include a program and funding to implement sustainable design features to reduce the impact parking facilities have on the environment.	No activity to report for this implementation measure.



Mobility of Goods Updates

Although most of the Mobility Element is focused on the Mobility of people, the Mobility Element strives to improve the local and regional mobility of goods by implementing a three-pronged approach:

- Coordinate with local and regional transportation agencies.
- Improve Citywide freight-related infrastructure, especially on-dock rail facilities.
- Reduce the effects of delivery trucks in neighborhoods

The following provides an update on the strategies and policies related to the mobility of goods:

STRATEGY No. 12: Be a leading collaborator on transportation issues related to the regional mobility of goods.

<p>MOG Policy 12-1: Maintain Long Beach as the hub for regional goods movement and as a gateway to national and international suppliers and markets while mitigating impacts of goods movement on the local community</p>	<ul style="list-style-type: none"> • The Port moved a record 8,113,315 TEUS in 2020; 49% were imports, 18% were exports; this was a 6% increase overall from 2019. • The Port recently completed its 2019 Strategic Plan; several of its goals relate directly to achieving this policy: <ul style="list-style-type: none"> • Strengthen the Port's competitive position through secure and efficient movement of cargo while providing outstanding customer service. • Develop and maintain state-of-the-art infrastructure that enhances productivity and efficiency in goods movement. • Improve the environment through sustainable practices and the reduction of environmental impacts from Port operations and development.
<p>MOG Policy 12-2: Participate in the development and implementation of long-range regional plans. This includes plans that address regional commercial air carrier capacity to accommodate forecasted air cargo demands. Plans also include the integration of freight trucking connections to the regional aviation system.</p>	<p>POLB provided input and feedback on a number of regional and state long-range transportation plans, including the 2020 California Freight Mobility Plan, the Los Angeles County Goods Movement Plan, the SoCal Connect 2020 RTP/SCS, and the SCAG Integrated Freight and Passenger Rail Study. The Port also completed its long range Rail Study Update (see Policy 12-4)</p>
<p>MOG Policy 12-3: Coordinate with Caltrans to ensure that regional highway improvements aid in the movement of goods from the Ports of Long Beach and Los Angeles, while also mitigating impacts to Long Beach neighborhoods and the environment.</p>	<ul style="list-style-type: none"> • Coordinated with Caltrans to construct and open the Gerald Desmond Bridge Replacement Project to auto/truck traffic, which connects directly the I-710 highway. • Member of the Gateway Cities COG I-710 Technical Advisory Committee, which coordinates with Caltrans, LA Metro on the planning, design, and construction of the I-710 Corridor program of projects.
<p>MOG Policy 12-4: Coordinate with the BNSF and UP railroads to ensure that rail infrastructure at the Port of Long Beach appropriately meets existing and future cargo demands.</p>	<p>Port Transportation Planning Division completed its 2020 Rail Study Update, a long-range rail infrastructure plan that develops infrastructure and operational recommendations for the next 5-20 years of projected cargo demand.</p>

<p>MOG Policy 12-5: Coordinate with the Coast Guard and other law enforcement agencies to ensure the safety and security of the Port of Long Beach.</p>	<p>The Port of Long Beach coordinates operations, intelligence, and assets with a wide-variety of federal, state and local agencies to ensure a comprehensive approach to securing the San Pedro Bay Complex. We meet regularly with our counterparts to define risks and mitigation strategies from a longitudinal perspective. This is reinforced through the award of Port Security Grant Program funds. We track day-to-day operations and threats through the Maritime Coordination Center, a 24/7 operational center that works directly with the United States Coast Guard, Customs and Border Protection, California Office Emergency Services, Fish and Game, and a multitude of local authorities, including the Long Beach Police and Fire Departments.</p>
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STRATEGY No. 13: Develop freight-related improvements consistent with the regional transportation network.

<p>MOG Policy 13-1: Identify street improvements along designated truck routes that enhance freight mobility on major truck corridors and reduce impacts of freight on the community.</p>	<ul style="list-style-type: none"> • Operational closure of the Pico Ave. /9th St. rail crossing to limit truck access along 9th St. into the North Harbor area. • Proceeding with preliminary design on the Heavy Haul Route Improvement project, to facilitate the safe, efficient movement of oversize/weight vehicles from Port terminals to the I-710 corridor.
<p>MOG Policy 13-2: Reduce truck congestion and parking impacts on city streets.</p>	<p>Implemented a truck-only entry lane on northbound Pico Ave. to allow trucks to enter Middle Harbor without causing congestion south along Pico Ave.</p>
<p>MOG Policy 13-3: Minimize potential conflicts between trucks and pedestrian, bicycle, transit, and vehicle access and circulation on streets with truck travel.</p>	<p>Port is developing and/or constructing the following projects to facilitate bicycle and pedestrian traffic movement through the Port, and connect to local and regional active transportation networks:</p> <ul style="list-style-type: none"> • South Waterfront Pedestrian & Bicycle Path, Segment 1 (complete, open to the public) • Mark Bixby Memorial Bicycle Pedestrian Path (constructed, opening TBD) • South Waterfront Pedestrian & Bicycle Path (under construction, anticipated completion 2022) Proceeding with preliminary design on the Heavy Haul Route Improvement project, to facilitate the safe, efficient movement of oversize/weight vehicles from Port terminals to the I-710 corridor. • Coastal Bike Trail Connector (construction contract awarded, anticipated completion 2022/23)
<p>MOG Policy 13-7: Minimize the effects of truck traffic during peak times of the day on local streets and the 710 Freeway.</p>	<p>The PierPass appointment system used by the Ports of Long Beach and Los Angeles reduces the number of trucks picking up or dropping off containers at terminals. The Port also encourages the use of “dual transaction” pick-up/drop-off moves by a single truck at the same terminal, rather than separate trips for each move.</p>

<p>MOG Policy 13-8: Support infrastructure improvements and use of emerging technologies that will facilitate the clearance, timely movement, and security of domestic and international trade. This includes facilities for the efficient intermodal transfer of goods between truck, rail, marine, and air transportation modes.</p>	<p>The Port has continued to plan, design, and implement infrastructure projects that support an expand capacity for on-dock rail, including the following projects in the Port’s rail project portfolio:</p> <ul style="list-style-type: none"> • Middle Harbor Phase III (under construction, anticipated completion July 2021) • Pier G to J Double Track (under construction, anticipated completion February 2022) • Terminal Island Wye (100% design phase) • 4th Track at Ocean (100% design phase) • Pier B On-Dock Rail Support Facility (conceptual design phase)
<p>MOG Policy 13-9: Provide for the efficient circulation of truck and rail traffic within the Port and on the regional transportation network.</p>	<ul style="list-style-type: none"> • The Port Traffic Flow (PTF) and Port Traffic Management (PTM) task forces meet monthly to manage both ongoing construction and inter-project scheduling to coordinate street closures, traffic control, and other congestion management measures to minimize the impacts to traffic flow within the Port. • The Port’s Rail Operations division coordinates with the PTF and PTM to coordinate and reduce the effects of major projects on the rail system.
<p>MOG Policy 13-10: Maintain and enhance rail access to freight facilities.</p>	<p>See responses to Policies 12-4 and 13-9</p>
<p>MOG Policy 13-11: Support the Port in implementing the Port Master Plan</p>	<p>The Port Master Plan Update (PMPU) is complete, and currently under review by the Coastal Commission; the PMPU Program EIR is under consideration for final determination.</p>

STRATEGY No. 14: Reduce the air quality impacts of freight transportation and Port-related traffic.

<p>MOG Policy 14-1: Provide for the efficient, clean, and safe movement of goods to support commerce and industry.</p>	<p>The Port is continuing to implement and regularly review aspects of the Green Port Policy</p>
<p>MOG Policy 14-2: Adopt and enforce truck routes to minimize the impacts of truck emissions on the community.</p>	<p>The Port regularly communicates with trucking fleets and incorporates regulatory/wayfinding signage, limit the number of heavy duty trucks traveling directly into the City via Ocean Blvd or the Queensway Bridges.</p>
<p>MOG Policy 14-3: Reduce congestion on freeways and designated truck routes.</p>	<p>The Port’s Capital Improvement Program continues to support moving an increased share of cargo via on-dock rail, which reduces the amount of direct highway traffic leaving the Port.</p>

STRATEGY No. 15: Mitigate the impacts of increased freight transportation.

<p>MOG Policy 15-1: Support programs and projects that reduce conflicts between trucks and autos on freeways such as dedicated freight corridors separating heavy trucks from autos.</p>	<p>The Port has several separated shared use paths in the design and construction phases (see Policy 13-3 for list); all new intersection designs incorporate ADA-accessible curb ramps, pedestrian push-buttons, and other mobility-enhancing features whenever feasible.</p>
<p>MOG Policy 15-6: Limit the intrusion of commercial truck traffic on City streets by directing truck traffic to major arterials and enforcing related regulations on local streets.</p>	<p>See response to Policy 14-2</p>
<p>MOG Policy 15-10: Support programs that reduce truck traffic on I-710 during peak commute hours, such as the Port's PierPass Program.</p>	<p>The Port's Commercial Operations Division continues to emphasize increased dual transactions (see 13-7) through coordination with terminal operators and truck fleet operators.</p>
<p>MOG Policy 15-11: Continue to work with Metro on the I-710 Corridor Project to assess the possible impacts and benefits to the City.</p>	<p>Transportation Planning represents the Port on the Gateway Cities COG I-710 Technical Advisory Committee, providing input that supports the Port's objectives. The project recently selected a preferred alternative, and has recirculated the Draft EIR, and is incorporating public comments into the Final EIR.</p>

STRATEGY No. 16: Provide infrastructure for an efficient and modern seaport complex and promote innovative solutions for the environment.

<p>MOG Policy 16-1: Improve the efficiency of existing Port land and facilities.</p>	<p>The Port recently approved a temporary use (STOR facility on Pier S) that addresses the immediate congestion impacts from increased cargo volumes over the past year. The Port is also currently evaluating additional terminal support facilities at other locations on the Harbor District.</p>
<p>MOG Policy 16-2: Promote responsible Port redevelopment that accommodates changes in trade and logistics trends.</p>	<p>The Middle Harbor Terminal Redevelopment Project Phases I (2016) and II (2018), with a goal to move a third of the terminal's cargo by rail, using the latest green technology in cargo handling and terminal equipment. Completion of Phase III of the Project is anticipated in the next year.</p>
<p>MOG Policy 16-4: Implement innovative and environmentally responsible solutions for local and regional infrastructure needs.</p>	<p>See Policy 16-2; the Port continues to support the City's Clean Air Action Plan, recently updated it's Clean Truck Program, and promote increased movement of goods by on-dock rail.</p>
<p>MOG Policy 16-5: Collaborate with all levels of transportation agencies to influence State and national goods movement policy. Develop partnerships to advocate for project prioritization and explore funding partnerships.</p>	<ul style="list-style-type: none">• The Port contributes to development of local, state, and federal goods movement policy, including the PIDP and TCEP funding programs. It also continues to reach key milestones and draw down existing funding awards• The Port has recently been awarded multiple federal awards for key infrastructure projects, including:<ul style="list-style-type: none">• Terminal Island Wye - \$14.5 million in federal 2019 PIDP funds• Fourth Track at Ocean - \$8 million in state 2020 TCEP funds



TOD PEDESTRIAN MASTER PLAN Implementation Updates

Adopted in 2016 as a technical appendix to the Mobility Element of the Long Beach General Plan, the Downtown and Transit-Oriented Development (TOD) Pedestrian Master Plan is designed to reduce barriers and increase access to, and around, the eight Metro Blue Line stations in Long Beach. The Plan was prepared to implement multi-modal policies related to increased transit use contained within the Mobility Element of the Long Beach General Plan.



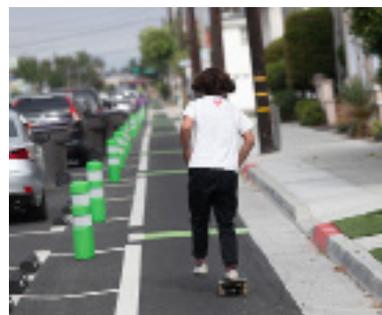
The following updates pertain to implementation of this plan:

TOD Pedestrian Master Plan Implementation Project	Status
Wardlow Pacific Place Transit Access Project	Developing a concept for potential expanded parking to service the Wardlow Station, along with expanded pedestrian space and angled parking
Rhea Streetlet	This project has been incorporated through the Spark at Midtown affordable housing development, which was approved by the Planning Commission in late 2017. In 2018, a successful demonstration project was held to showcase the streetlet temporarily and test out programming. The permanent Streetlet will be constructed as part of the development.
11th Streetlet and Stitch Street	Conceptual plan phase. Grant funding requested for pedestrian and bicycle improvements along 11th Street corridor but was not successful for a second time. Local funding may be needed.
5th Street Station Neighborhood Greenway, 6th Stitch and Linden Neighborhood Greenway	The city received \$4.5 million grant for bike path and landscaped median along this portion of 6th St. Parking is being shifted from 6th to 5th. 5th St will become 1 lane Westbound, with angled parking on both sides to offset parking impacts from the bike path. The design also includes a lot of landscaping and bioswales on 5th St. The City just received close to \$8M from Metro to make those landscaping improvements.
1st Street Pedestrian Gallery	A grant funded by Metro has been secured to help implement this project
Anaheim Stitch Street	Funding has been secured through the Highway Safety Improvement Program (HSIP); this project will include upgrading traffic signals, expanding transit stops and landscaped medians. The HSIP grant has catalyzed other investment on the corridor, including use of Prop A funds for expanded bus stops, and Measure A funds to pave the entire 3-mile project area.
11th Streetlet and Stitch Street	The City applied for funding in 2019 but was not awarded; staff applied again in 2020 but received a low score. Therefore, local funding may be needed.
14th Street Streetlet	A successful one-day streetlet demonstration project was held in late 2016 through a grant the City pursued. The more permanent streetlet is now underway. The street end has now been closed to traffic as phase 1 of the permanent installation.
Metro Beach Access Gap Closure	It is anticipated that this will be accomplished through a project condition



BICYCLE MASTER PLAN (BMP) Implementation Updates

Adopted in 2017 as a technical appendix to the Mobility Element, the Bicycle Master Plan lays out a vision and framework for making the City of Long Beach a livable community where people of all ages and abilities easily, comfortably, and safely ride a bicycle to access jobs, schools, public transit, recreation facilities, shopping and other destinations as part of daily life.



The following provide an update on progress for implementing Chapter 5 (Goals, Strategies and Policies) of the Bicycle Master Plan:

BMP Updates to Chapter 5: Goals, Strategies, and Policies

Strategy 1

Strategy: Develop a Comprehensive Bikeway Network

- 10 additional miles of bikeways have been added to the City's cycling network in 2019, including protected bikeways on Broadway and a 4.5 mile bike boulevard on 15th Street.
- 7 more miles are projected to be completed by the end of 2020, including new separated bikeways on Studebaker Road and a segment of Spring Street.
- There are now 165.5 total miles of bikeway in Long Beach.

Strategy 2

Strategy: Implement Citywide Bicycle Support Facilities

- Public Works continues to install bike racks free of charge to businesses on a quarterly basis.
- Bike rests are now located at 5 intersections throughout the City (*See Figure 1*).
- Bike fix it stations are now located at 12 locations throughout the City (*See Figure 2*).
- Bikestation facility (including long term bike storage) located at 1st Street and Promenade upgraded to Go Active LB Hub. The City contracts to provide free educational workshops to the public from the Hub (now being held virtually).

Strategy 3

Strategy: Develop a Multimodal Transportation Network that Provides for Local and Regional Mobility to Meet the Challenges of Climate Change.

- Bike share was expanded into North Long Beach with 72 new bicycles and 10 new hubs installed along the Daisy/Myrtle Bike Blvd
- Nine additional bike share hubs are slated for installation by Spring of 2020, which would bring the total number of hubs to 91
- Second Street project was completed in 2019, extending existing bikeway in Naples to Eastern City Limit, connecting to bike lanes on Westminster Blvd in City of Seal Beach.



BICYCLE MASTER PLAN (BMP) Implementation Updates

BMP Updates to Chapter 5: Goals, Strategies, and Policies

Strategy 4

Strategy: Increase Awareness of Bicycle Safety Practices

- The Health Department launched Walk and Roll Long Beach to provide outreach and materials throughout the year regarding bike safety. The program also hosts bike safety rodeos, conducts helmet checks, provides free bike safety equipment (helmets, lights, etc) and actively promotes biking to school
- Bike to School Day celebrated at select LBUSD every May.
- Bicycle Ambassador hosts bike rodeos and bike camps geared toward school-aged children

Strategy 5

Strategy: Strive for Social Equity

- Bike projects completed or proceeding in design in areas designated by Cal Enviro Screen 3.0 as disadvantaged (includes parts of North, Central and West Long Beach) include: Daisy-Myrtle Bike Boulevard, 15th Street Bike Boulevard, Delta Bike Boulevard.
- Increased effort to translate materials per the Language Access Policy and ensure multi-lingual staff attend community events.

Strategy 6

Strategy: Promote Bicycle Riding as a Fun and Easy Way to Travel

- Prior to the COVID19 pandemic, bike valet is provided at most large City-sponsored events, including Beach Streets, State of the City, Grand Prix and major planning events
- Public Works provides public with free bike maps throughout City.
- Public Works is in the process of retooling website to provide more up to date resources, including laws, safety info and latest project information.
- Public Works has expanded Bike Month to include more events, promotions, and rides throughout the City.
- POW WOW and the Bike Share program partnered to host a week of mural bike tours in July 2019

Strategy 7

Strategy: Identify and Pursue all Potential Funding Sources for Bicycle Enhancements Funding

- Public Works aggressively pursues grant opportunities with over \$43 million requested in ATP Cycle 4 2018.
- Public Works will submit another slate of infrastructure projects for ATP Cycle 5 and Metro MAT grant in 2020.

Strategy 8

Strategy: Enhance Standard Operating Practices for Bicycle Facility Maintenance

- Complete Streets Checklist adopted internally by Public Works.
- New bikeways are continuously incorporated into repaving projects, including Bellflower Blvd in 2018 and Broadway (between Alamitos and Redondo) in 2019.
- Bike signal detection markings installed on all new bikeways.
- Public Works currently drafting more bike-friendly construction detour guidelines.

Strategy 9

Strategy: Conduct Ongoing Planning and Evaluation for Bicycle Facilities

- Annual Bicycle and Pedestrian Count held every October; Includes before and after project analysis; additional count methods are being piloted by Public Works including some automatic counters.
- Public Works working closely with LBPD on Vision Zero Action Plan due to be released in 2020.



BICYCLE MASTER PLAN (BMP) Implementation Updates

The following provides an update on progress for implementing Chapter 6 (Implementation Strategies and Projects) of the Bicycle Master Plan:

The BMP infrastructure recommendations were broken into 4 phases of bikeway project installation:

1. 8-to-80 Bicycle Facilities in the Pipeline
2. Backbone Next Steps Bicycle Facilities
3. Gap Closure Bicycle Facilities
4. Vision Network

This summary provides an update on recommended projects listed in each category:

1. 8-to-80 Bicycle Facilities in the Pipeline

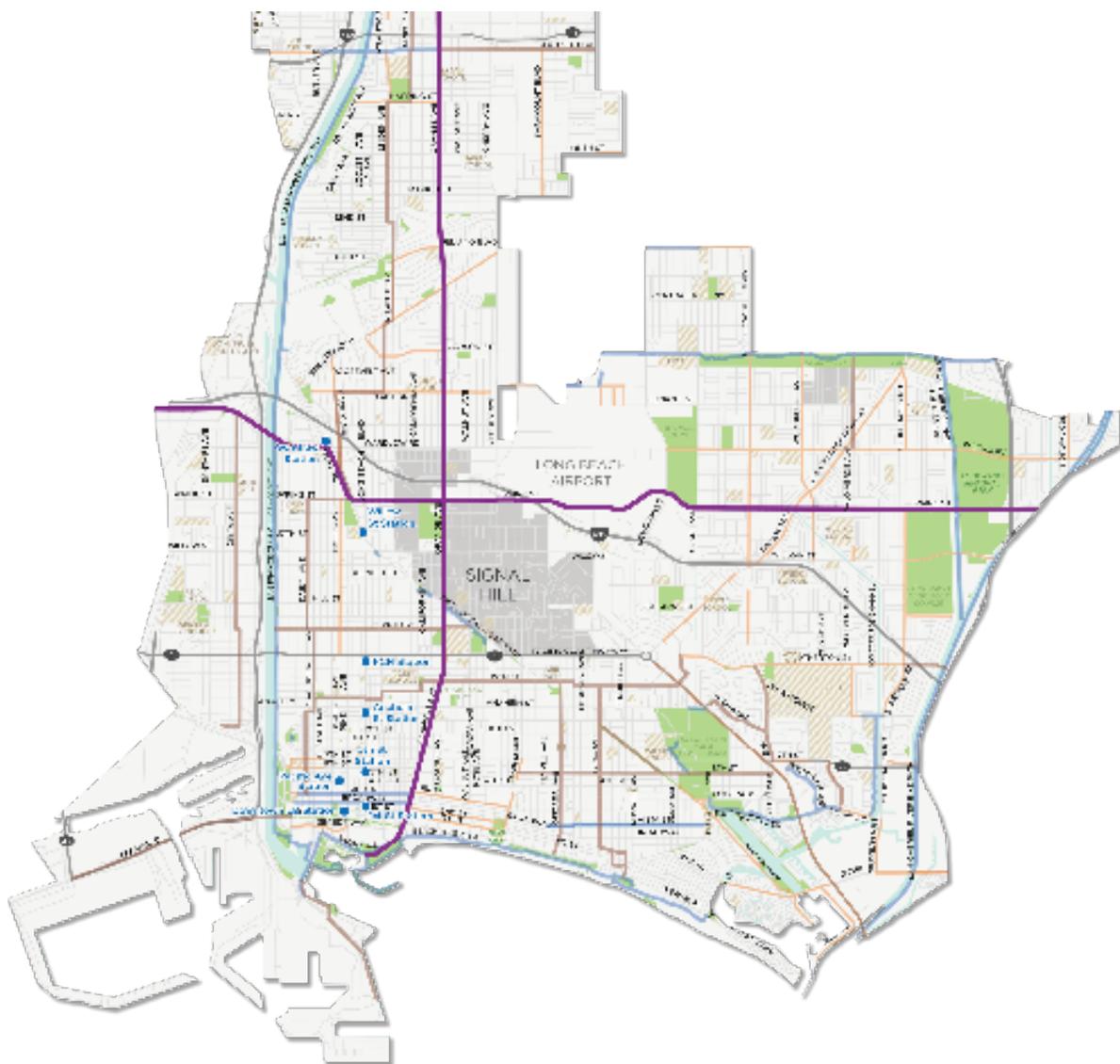
The collection of 8-to-80 Pipeline Facilities is intended to connect many of the existing bicycle facilities to create a more complete network across Long Beach. The BMP called for these pipeline projects to be implemented within five years of Plan adoption as they represent low-stress bikeway facilities that, at the time of plan adoption, had already been funded and/or designed. Of the projects listed in table 6-1 of the Bicycle Master Plan, there are status updates for the following:

Project	Status
15th St.	Complete
20th St. & Palo Verde Ave.	In design; will be completed in conjunction with Obispo Ave. and Molino Ave. Bike Boulevard projects
6th St.	Complete
Artesia Blvd.	Design phase
Atherton Bridge	Planning phase
Bellflower Blvd	Complete
Daisy Ave./Myrtle Ave.	Complete
Delta Ave.	In Design
Gerald Desmond Bridge	Completed in 2020
Loma Ave.	Moved to Obispo Ave.
Orizaba Ave.	Moved to Molino Ave.
Pier J Phase 1	Under construction



2. Backbone Next Steps Bikeway Facilities

The intention of the backbone is to have a bikeway facility that stretches completely north to south and east to west across the City. Staff is pleased to report that through a competitive grant process for State of California ATP (Active Transportation Program) dollars, funding has been secured for a large portion of this backbone, including the entire Orange Ave backbone bikeway and a portion of the Spring Street backbone, from Studebaker Ave to the Coyote Creek bridge. Design for Orange Ave is anticipated to begin in Fall 2021



— Backbone Projects



BICYCLE MASTER PLAN (BMP) Implementation Updates

3. Gap Closure Bikeway Facilities

The third phase of recommended bikeways are called the Gap Closure facilities. These are major projects that would connect the existing bicycle network together, as well as highlight Long Beach's commitment to making the bicycle a viable transportation option for people of all abilities and comfort levels. It was recommended that these projects be completed within 10 years of Plan adoption.

Project	Status
Bellflower Bikeway south of 7th St.	Completed
2nd St. between PCH & Studebaker Rd.	Completed
Bouton Creek Path	Designed but on hold until funding can be secured
South St. from Orange Ave. to Dairy Ave.	City awarded SCAG funding for demonstration along South St. between Dairy Ave. and Atlantic Ave.
Pine Ave. Bike Blvd.	ATP grant funding application was pursued and scored well, but staff is awaiting results of regional funding allocation decision
Studebaker between Loynes Dr. & Anaheim Rd.	Funding has been awarded for a larger-scale project is being proposed for funding from Metro that would redesign Studebaker from Los Coyotes to 2nd Street. This project scope also includes improvement on Loynes

In addition to the specific projects listed under Gap Closure, staff deemed additional projects necessary to the gap closure strategy:

Project	Status
Golden Shore cycle track	Completed
Temple from Obispo to Spring St.	Construction will be completed in early 2021
Obispo Ave. from Pacific Coast Hwy. to 10th St.	Completed in 2020
Studebaker Rd. from the I-405 to Wardlow Rd.	Metro has funded a larger-scale project is being proposed for funding from Metro that would redesign Studebaker from Los Coyotes to 2nd Street

4. Vision Network

The Vision Network is the final phase to build out a complete network of bicycle facilities that connects neighborhoods and links Long Beach to neighboring jurisdictions.

Project	Status
Bike lane along the peninsula	Completed
Broadway from Alamitos Ave. to Redondo Ave. reconfigured with protected bike lanes	Construction completed in 2019



CX3 PEDESTRIAN PLAN

CX3 PEDESTRIAN PLAN

Adopted in February 2017 as a technical appendix to the Mobility Element of the City of Long Beach General Plan, the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan guides future development of active transportation projects and programs in ten low-income Long Beach neighborhoods. The CX3 Pedestrian Plan was developed in response to findings of neighborhood assessments led by the Long Beach Department of Health and Human Services to assess the availability of healthy foods and opportunities for physical activity. Results from these neighborhood assessments found a strong relationship between the design of the built environment and the risk for obesity and related chronic diseases. In response, the CX3 Pedestrian Plan was developed through a three-year grassroots community outreach effort that involved approximately 2,400 stakeholders around creative, engaging and meaningful participatory activities within the CX3 neighborhoods. The CX3 Pedestrian Plan involved a robust analysis of existing conditions using a variety of built environment and public health indicators to identify policy, program and project initiatives for improving CX3 neighborhoods. The Plan is an implementation-oriented document guiding both public and private investment. The Pedestrian Toolkit, a key feature of the CX3 Pedestrian Plan, illustrates best practice urban design treatments that are highly implementable and encourage walking as a viable mode of travel. The toolkit is available in the three most common language spoken in the city (Spanish, Khmer and English).



The following updates relate to various areas of the plan:



COMMUNITY ENGAGEMENT:

CX3 Supported Community Engagement Strategy	Status
Involve citizens in transportation planning and project design decisions for improving the City's "Complete Streets" and bicycle and pedestrian network. (MOP P1-4)	This strategy is central to development of Safe Streets LB (Vision Zero), as well as the UPLAN Phase 2 grant which includes CX3 and the Health Department in a sustainable transportation planning process centered on community engagement and community capacity building while developing a Neighborhood Enhancement Plan.
Provide neighborhood and business groups the opportunity to review preliminary plans for major street improvements included in the CX3 Ped Plan before final design and implementation. (MOP IM3)	Public Works has been increasing early community engagement and partnerships in specific project plans. the UPLAN Phase 2 grant for sustainable transportation planning in North Long Beach is centered on community engagement and community capacity building early in the planning process and has included hundreds of voices in the process so far that are typically under-represented in planning, including young people, communities of color and renters.



CX3 PEDESTRIAN PLAN



COMMUNITY ENGAGEMENT Cont'd:

CX3 Supported Community Engagement Strategy	Status
Continue to implement programs to promote pedestrian safety through outreach to both pedestrians and motorists. (MOP M-6)	The Department of Health and Human Services has launched Walk and Roll Long Beach – a program to educate pedestrians, cyclists, and motorists to promote safety and active transportation. Additionally, the Department of Health and Human Services has launched their Drug Impaired Driver education program.
Continue to conduct annual bike counts, walk audits and other data collection and analysis related to bicycle facilities for program evaluation and to support grant-making efforts for both pedestrians and motorists. (MOP IM22)	This action is being implemented in a number of ways, including: <ul style="list-style-type: none"> • City's Annual Bike Count • The Department of Health and Human Services, Walk and Roll Long Beach Program, conducts an annual bike helmet count. • The Department of Health and Human Services is working with LBUSD to conduct walk and bike counts at select schools throughout the district. • In 2018, the Department of Health and Human Services conducted walk/bike audits for each of the "CX3 Neighborhoods" included in the plan, and also expanded the "CX3" map to include walk/bike audits for the neighborhoods around Lee Elementary, Willard Elementary, Addams Elementary, and Starr King Elementary in North Long Beach.



POLICIES AND PROGRAMS:

CX3 Supported Policies and Programs	Status
Adopt Vision Zero	A comprehensive plan, development of which has been guided by representatives from all relevant public agencies and community partners, is slated for adoption in 2020.
Accept Mayor's Challenge for Safer People, Safer Streets	Progress on Safe Streets LB (Vision Zero implementation Plan) helps to meet this challenge for safer people, safer streets.
Regular Collision Evaluation	Public Works has begun to do more regular post-collision evaluations for major collisions; a more formal process is being developed through the Safe Streets LB (Vision Zero Implementation Plan).
Regional Corridor Pedestrian Safety – improve auto-oriented streets (i.e.. PCH) so that pedestrians using local stores or services can walk comfortably and feel safe.	The Land Use Element Update provides opportunity for more local stores and comfortable walking destinations while de-emphasizing auto-orientation only on commercial corridors such as PCH.
Minimize Conflicts with Freight – Minimize conflicts between trucks and other modes, especially bikes and pedestrians.	This challenge is being examined through the Safe Streets LB process
Safety Education – continue to implement programs that promote pedestrian safety through outreach to both pedestrians and motorists	The Department of Health and Human Services recently launched Walk and Roll Long Beach – a program to educate pedestrians, cyclists, and motorists to promote safety and active transportation. Additionally, the Department of Health and Human Services recently launched their Drug Impaired Driver education program, Greenlight LB. Finally, the Department of Health and Human Services Healthy Active Long Beach program has expanded to include objectives related to Safe Routes to School and active transportation.



The following summarizes updates on specific projects recommended through CX3:

CX3 Implementation Project	Status
15th Street Neighborhood Connector	Complete
Alamitos Avenue Road Diet	Complete
Daisy Avenue Neighborhood Connector	Complete
Pacific Avenue Road Diet	Complete
Willow Street Improvements	Complete
Villages At Cabrillo Transit Hub (<i>see Figures 3 & 4</i>)	Complete
14th Street Greenbelt Enhancements	Progress being made; funding applications have been submitted
20th Street Neighborhood Connector	Funding has been secured; design package being prepared but due to funding shortfall repaving needed prior to project implementation may not be feasible
Alamitos Avenue Complete Street	Design complete; implementation anticipated summer 2021
West Anaheim Complete Street	Grant funded and in design on traffic signal upgrades, bulb-outs for expanded transit stops, crossing medians and street repavement
East Anaheim Complete Street	Grant funded and in design on traffic signal upgrades, bulb-outs for expanded transit stops, crossing medians and street repavement
ADA Curb Ramps	In Fiscal Year 2020, 529 ADA curb ramps were installed and 10 miles of sidewalk improvements were made
Orange Avenue Road Diet	Grant funding secured; design anticipated to begin in 2021 by new Complete Streets Division
Willmore City Courts and Ways	A successful pilot has been completed along the La Reina alley
Orange Avenue Safe Route	Installed a traffic circle at Orange and Hellman to kick off phase 1 of this project; signal upgrades in design for Orange/7th and Orange/4th
15th Street Neighborhood Connector	Complete
Alamitos Avenue Complete Street	Complete
20th Street Neighborhood Connector	Complete
Santa Fe Complete Street	This project plan has been revised and is now planned for Class 3
West Long Beach Connectors	Concept plans have been put together for each connector; Shovel-ready design for Willow has been put on hold



Figure 1: Bike Rests



Bike rests are now located at 5 intersections throughout the City.

Figure 2: Bike Fix-It Stations



Bike fix it stations are now located at 12 locations throughout the City.

Figure 3: Villages at Cabrillo Transit Hub





Figure 4: Villages at Cabrillo Transit

