

# MOBILITYelement

Implementation Update

2019



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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 Establishes a new direction for how residents, visitors and goods move around the City. The Mobility Element was shaped by extensive outreach to residents, property owners and other community stakeholders. It was based on the City's Principles for Complete Streets and Active Living.

The Mobility Element includes a description of the City's transportation network and establishes goals and policies that address the safe and efficient operation of the transportation network. The Mobility Element depicts the location and classification of roadway networks. A central theme of the Mobility Element is support for a balanced, multi-modal transportation network that enhances connectivity and supports existing development patterns, while retaining community character, and 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.

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.

## REPORT PURPOSE:

In order for the Mobility Element to effectuate its vision and purpose, it must be reviewed and maintained in a systematic and consistent manner. To ensure the City is moving forward to achieve the vision detailed in the plan, this 2019 Implementation report will highlight the City's recent accomplishments in implementing the Mobility Element and measure the success of the element since its adoption. As such, this report is intended to guide 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 and the Department of Health and Human Services.



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Each policy in the Mobility Element includes one or more implementation measures or projects to ensure a mechanism for the policy's implementation. These implementation measures were selected because they were the most likely to be most effective in transforming the City operations and urban character consistent with the Mobility Element's vision. This Implementation Report provides a status update for each implementation project or action contained in Chapter 5 of the Mobility Element: Implementation Strategies and Projects. Following updates to the Mobility Element are additional updates for each of the three technical appendices, the TOD Pedestrian Master Plan (adopted 2016), the Bicycle Master Plan (adopted 2017) and the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan (adopted 2017).



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







# 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





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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





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	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.







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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: Alamitos Ave in Downtown, Ocean Blvd on the Peninsula and Broadway from Alamitos 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/Alamitos/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 ( <b>See Figure 1</b> ).
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.





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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.







# Implementation Updates

on Technical Appendices to the  
Mobility Element

This section provides updates on the 3  
Technical Appendices to the Mobility  
Element:

- TOD Pedestrian Master Plan
- Bicycle Master Plan
- CX3 Pedestrian Plan

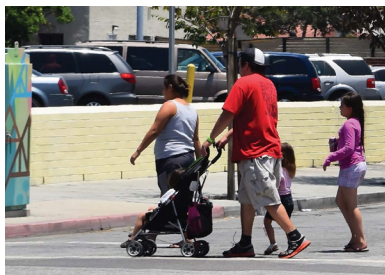






# TOD PEDESTRIAN MASTER PLAN Implementation Updates

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:

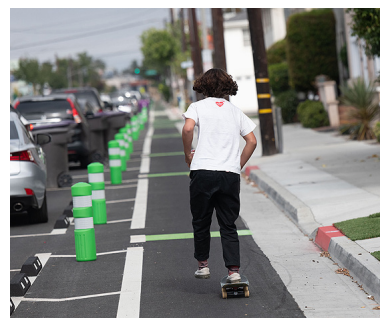
TOD Pedestrian Master Plan Implementation Project	Status
Wardlow Pacific Place Transit Access Project	Conceptual plan phase. Grant funding requested for Pacific Place improvements.
Rhea Streetlet	This project has been incorporated through the Spark at Midtown affordable housing development, which was 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.
5th Street Station Neighborhood Greenway	Creation of a conceptual plan is underway.
6th Stitch and Linden Neighborhood Greenway	Creation of a conceptual plan is underway.
1st Street Pedestrian Gallery	A grant funded by Metro has been secured to help implement this project
6th Stitch Street - Phase 2	Creation of a conceptual plan is underway.
Anaheim Stitch Street	Funding has been secured through the Highway Safety Improvement Program (HSIP); this project will include upgrading traffic signals and expanding transit stops
11th Streetlet and Stitch Street	The City applied for funding in 2019 but was not awarded; staff plans to apply again in 2020.
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 ( <b>See Figure 2</b> ).
Metro Beach Access Gap Closure	It is anticipated that this will be accomplished through a project condition
Wardlow Pacific Place Transit Access Project	Conceptual plan developed; grant funding application was submitted but not awarded; staff is looking at funding alternatives.





# 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 3*).
- Bike fix it stations are now located at 12 locations throughout the City (*See Figure 4*).
- Bikestation facility (including long term bike storage) located at 1st Street and Promenade upgraded to Go Active LB Hub.

### 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 (**See Figure 5**).
- 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

- Bike valet is provided at most large City-sponsored events, including Beach Streets, State of the City, Grand Prix and major planning events (**See Figure 6**).
- 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.	Planning phase
Atherton Bridge	Planning phase
Bellflower Blvd	Complete
Daisy Ave./Myrtle Ave.	Complete
Delta Ave.	In Design
Gerald Desmond Bridge	Under construction - to be completed in 2020
Loma Ave.	Moved to Obispo Ave.
Orizaba Ave.	Moved to Molino Ave.
Pier J Phase 1	Under construction





# BICYCLE MASTER PLAN (BMP) Implementation Updates

## 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.



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.	Under Construction
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 is being prepared
Studebaker between Loynes Dr. & Anaheim Rd.	A larger-scale project is being proposed for funding from Metro that would redesign Studebaker from Los Coyotes to 2nd Street

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 2020
Obispo Ave. from Pacific Coast Hwy. to 10th St.	Construction will be completed in 2020
Studebaker Rd. from the I-405 to Wardlow Rd.	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.

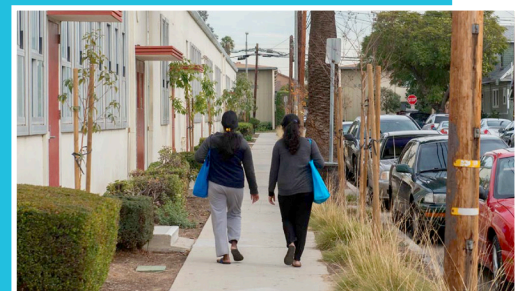
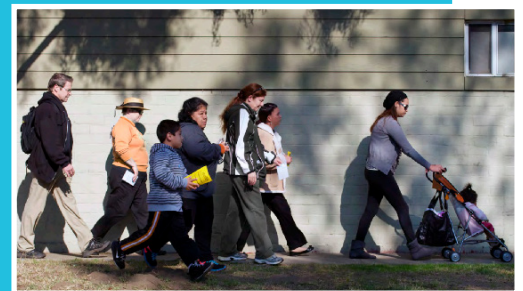
Project	Status
Bike lane along the peninsula	Completed
Broadway from Alamitos Ave. to Redondo Ave. reconfigured with protected bike lanes	Construction completed in 2019



# 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 ( <i>See Figure 7</i> ).





# 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)	<p>This action is being implemented in a number of ways, including:</p> <ul style="list-style-type: none"> <li>• City's Annual Bike Count</li> <li>• The Department of Health and Human Services, Walk and Roll Long Beach Program, conducts an annual bike helmet count.</li> <li>• The Department of Health and Human Services is working with LBUSD to conduct walk and bike counts at select schools throughout the district.</li> <li>• 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.</li> </ul>



## 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.



## CX3 PEDESTRIAN PLAN

**The following summarizes updates on specific projects recommended through CX3:**

<b>CX3 Implementation Project</b>	<b>Status</b>
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	Underway
14th Street Greenbelt Enhancements	Progress being made; funding applications have been submitted
20th Street Neighborhood Connector	Funding has been secured; design package being prepared
Alamitos Avenue Complete Street	Design complete; implementation anticipated summer 2020
West Anaheim Complete Street	Grant funded and in design on traffic signal upgrades and bulb-outs
East Anaheim Complete Street	Grant funded and in-design traffic signal upgrades, bulb-outs and ped crossing medians
ADA Curb Ramps	In Fiscal Year 2019, 780 ADA curb ramps were installed and 240,000 square feet of sidewalk improvements were installed
Orange Avenue Road Diet	Grant funding secured; design anticipated to begin in 2020
Pacific Avenue Safe Intersections	Staff are applying for funding that would cover a geography that includes the PCH/Pacific Ave intersection
Willmore City Courts and Ways	A successful pilot has been completed along the La Reina alley
Orange Avenue Safe Route	Installing a traffic circle at Orange and Hellman will kick off phase 1 of this project
15th Street Neighborhood Connector	Complete
Alamitos Avenue Complete Street	Complete
20th Street Neighborhood Connector	Complete



Figure 1: Gumbiner Park Pavement to Plaza



Opened in 2017, Gumbiner Park realigned the right-of-way to address safety issues at an irregular intersection (6th/7th/Alamitos/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.

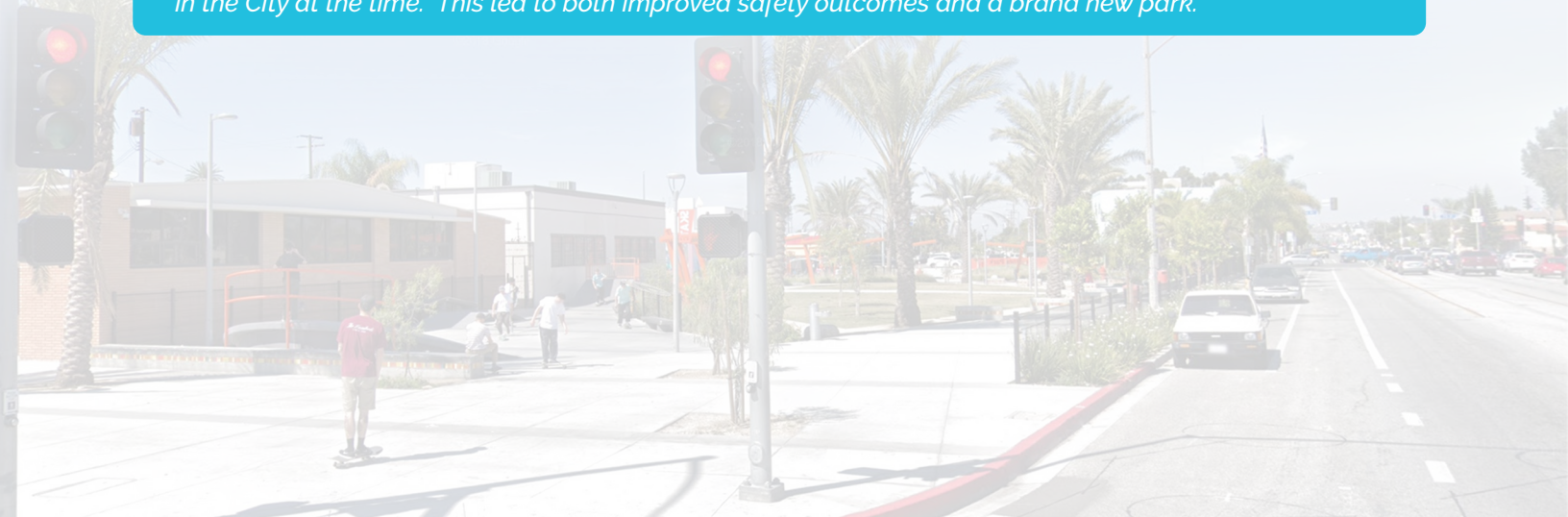






Figure 2: 14th St Streetlet



A successful one-day streetlet demonstration project was held at 14th St and Long Beach Blvd. 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.





Figure 3: Bike Rests



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

Figure 4: Bike Fix-It Stations



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

Figure 5: Walk & Roll Long Beach



*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.*





**Figure 6: Bike Valet at City Events**



*Bike valet is provided at most large City-sponsored events, including Beach Streets, State of the City, Grand Prix and major planning events.*

**Figure 7: UPLAN Mobility Planning Process**



*The UPLAN Phase 2 grant for sustainable transportation planning in North Long Beach is centered on community engagement and community capacity building. UPLAN 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.*