



April 1, 2020

To: Long Beach Planning Commission
Re: Comments on 2019 Mobility Element Implementation Report (MEIR)

Thank for for the opportunity to comment on this important policy document. Robust implementation of the Mobility Element (ME) will ensure that all modes of travel continue to be viable and accommodated within our public rights of way. The 2019 MEIR is a well designed and easy to read document. The City has made great strides on mobility, but still has a long way to go to fully realize the vision of the ME.

While no action is required of the Planning Commission beyond receive and file, we have the following comments to further our collective mobility goals:

- Capital Projects Implementation:
 - CIP #2: The Dominguez Gap bike/pedestrian bridge would provide an important connection over the LA River. Similar projects are being designed and funded further upstream by other jurisdictions. This project should be prioritized in the near future if Long Beach really desires to be the most bicycle-friendly city in America. We should lead by example.
 - CIP #16, Green TI: this project would not make better use of the ROW, it would provide open space and potentially new lateral street connections to Santa Fe Avenue. Finding funding for this project should be prioritized in the near future.
 - CIP 18: It is worth noting that the bicycle improvements now in place on Alamitos were the result of significant and sustained community pressure and advocacy. The default design for repaving and other similar street maintenance and improvement projects as envisioned in the ME was that streets that could accommodate bike lanes would get them, that lanes would be reduced in width to the minimum necessary. This default strategy has yet to be fully realized.
 - CIP #21: Potential target locations for this transit hub should be identified. Given the update of the LB Transit Comprehensive Operational Analysis in May 2018, it seems intuitive that a location would be a priority along the transit-priority streets identified in that plan (Page 1-5) and the travel patterns identified on Page 2-20.
 - Several corridors are supposed to be getting signal updates and synchronization improvement, including 10th Street, Wardlow Road, South Street, and others. A timeframe for these improvements in future updates would be helpful.
 - CIP #34: With the completion of the project at 2nd and PCH, it is difficult to understand why some improvements to connectively haven't been achieved during the reporting period.

- CIP #39: Timeframes or priorities for the implementation of future bike boulevards, with an emphasis on providing more of them to parts of the City that currently do not have these types of facility would help implement equity and social justice goals of the ME.
- ME Programs Implementation
 - MOP IM-1: By far the biggest frustration in implementing the ME is the lack of progress on the Street Design Manual to reflect the ME street typologies and the concepts of complete streets over the last 7 years. Informal implementation is not a wise or efficient approach.
 - MOP IM-10: As stated in the Status, a policy or procedure to ensure consistent application of safer street design is clearly needed. Surely we could be making more progress on this topic.
 - MOP IM-17: Street projects continue to omit bike lanes where called for in the ME and by default. The City should, at minimum, reinstate the quarterly update meetings with active transportation advocates and the general public to discuss what traffic calming, road reconfiguration, or bike projects are in the works, which are funded or about to be implemented. If we learned anything from the Broadway road project, is that meaningful communication with residents and affected businesses could be improved.
 - MOP IM-21 and MOP IM27: As part of the City's economic development strategies, and in light of the economic activity slowdown caused by the COVID-19 pandemic, it seems like 2020 is the perfect year to reignite the bike-friendly business program.
 - MOP IM-39: As the bike share, dockless scooter and other micro mobility options grow, and expand throughout the City, the need for mini-transit hubs becomes more acute.
 - Lastly, the implementation of the ME should include the development of a Pedestrian Master Plan for the City. This document should prioritize full implementation within the Pedestrian Priority Areas identified by the ME, and could be largely assembled from the outstanding mobility policies already found the CX3 Pedestrian Plan, Downtown and TOD Pedestrian Master Plan and other documents.

Thank you for your consideration of our comments and suggestions. We appreciate the opportunity to participate in the public process during the unusual circumstances currently we find ourselves in. Please stay safe and healthy.

If you have any questions about our comments, please don't hesitate to contact us at 562-912-6004 or Steve@WalkLongBeach.org.

Sincerely,



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