#4

CITY OF LONG BEACH

DEPARTMENT OF DEVELOPMENT SERVICES

333 West Ocean Blvd., 5th Floor Long Beach, CA 90802 (562) 570-6194 FAX (562) 570-6068

July 18, 2013

CHAIR AND PLANNING COMMISSIONERS
City of Long Beach
California

RECOMMENDATION:

Certify the Negative Declaration and recommend the City Council adopt a resolution approving the Mobility Element as part of the City's General Plan. (Citywide)

APPLICANT: Department of Development Services
333 West Ocean Boulvard
Long Beach, CA 90802
(Application ME-2013)

DISCUSSION

The purpose of this item is for the Planning Commission to consider and provide recommendations to the City Council on the Draft Mobility Element (Mobility Element). The Mobility Element, once adopted, will replace the existing Transportation Element, adopted in 1991, and serve as Long Beach's comprehensive transportation plan.

The Mobility Element establishes a vision, goals, strategies, policies and implementation measures necessary to achieve a balanced mobility system that serves the needs of all users of the public rights of way by implementing complete streets and context-sensitive design principles (see Exhibit A – Mobility Element). The Mobility Element outlines the structure of the City's existing and future multimodal transportation system by mode -- pedestrian, bicycle, transit, motor vehicle -- and also includes information about various transportation-related topics including parking, transportation demand management, goods movement, airports, seaports, transportation funding, and regional transportation. The Mobility Element also includes a detailed map for each mode showing existing and recommended future facilities.

In addition, the Mobility Element will serve as a guide for a wide range of City planning documents and programming activities, such as the Capital Improvement Program (CIP), transportation-related master plans, development permit applications and regional planning documents. The Mobility Element is not a detailed blueprint of the transportation system of the future. Rather, it is a policy document which provides a framework for future transportation construction and management programs.

Requirements
Cities and counties in California are required to prepare and adopt a general plan as a comprehensive guide for long-term development. The general plan projects conditions and needs into the future, as a basis for determining objectives. It also establishes the long-term policy framework for day-to-day decision-making based upon those objectives. A community's general plan must address seven primary topics: land use, circulation, housing, conservation, open space, noise, and safety. The Mobility Element focuses on the circulation component of the City of Long Beach General Plan.

This Mobility Element complies with the relevant code section of State law and the State of California Office of Plan and Research (OPR) General Plan Guidelines. As required, the Mobility Element addresses the circulation of people, goods and resources. Specifically, circulation elements must identify major thoroughfares, transportation routes, terminals and local public utilities within a City. In that regard, *Section Three: Creating the Context* and the related maps in *Section Four: Mobility Plan* describe the general location and extent of existing and proposed major thoroughfares, bike facilities, truck routes, ports, and public infrastructure.

The Mobility Element takes a long-term perspective. Using the Southern California Association of Government's (SCAG) Regional Transportation Plan, the Mobility Element uses a 20-year time horizon for planning purposes. The horizon does not mark an end point, but rather provides a general context in which to make shorter-term decisions.

In preparing the Mobility Element, staff took into consideration a number of recently passed California legislative acts that directly impact the planning and development of mobility systems in our communities.

The Complete Streets Act
The Complete Streets Act (Assembly Bill 1358) requires cities and counties to account for the needs of all roadway users when updating their general plans. The overarching purpose of this Mobility Element is to create a balanced mobility system comprised of complete streets that serve all people regardless of age, ability, or choice of transportation — by foot, on bicycle, in a private vehicle, or using public transit.

Sustainable Communities Strategy
The Global Warming Solutions Act (Assembly Bill 32) requires a statewide reduction in greenhouse gas emissions to 1990 levels no later than 2020. To support this goal, the State passed the Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375), requiring the State's 18 Metropolitan Planning Organizations (MPOs) to develop a Sustainable Communities Strategy. The Sustainable Communities Strategy by SCAG focuses on reducing greenhouse gas emissions through regional transportation projects, transportation demand management strategies and linking land use and transportation decisions. This plan is consistent with and furthers SB 375 by

measures that include strategies to reduce single-occupancy vehicle trips, relieve congestion, reduce vehicle miles traveled, and improve stormwater quality.

Consistency with General Plan

All elements of a general plan, whether mandatory or optional, must be consistent with one another. Long Beach has four optional general plan elements including: Historic Presevation, Seismic Safety, Local Coastal Program and Air Quality. Each element's data, analyses, goals, policies, and implementation programs must be consistent with and complement one another. In addition, all elements of the general plan, including both mandatory and optional elements, must be internally consistent. In accordance with State law, this Mobility Element is consistent with all elements of the Long Beach General Plan and is internally consistent as a stand-alone policy document.

In general, the circulation element is most closely correlated and coordinated with the land use element. Adopted in 1989, the existing Land Use Elememt was developed during a period of higher density in-fill development that caused concern within the City because this growth pattern had the potential to change the character of the City. As a result, the guiding principle recommended in the existing Land Use Element is "managed growth." This princple manifests itself in three overarching policies: 1) protect stable traditional neighorhoods from intrusion of higher density housing, 2) revitalize commercial corridors with new opportunities for housing, and 3) increase the jobs/housing balance by focusing on downtown redevelopment. The Mobility Element is not a "growth plan" and is consistent with the existing Land Use Element. Many of the policies and programs contained within the Mobility Element focus on neighborhood preservation and enhancement.

This Mobility Element is the first critical component of the City of Long Beach's larger General Plan update. The other elements currently in production are the Housing, Land Use and Urban Design Elements. As this Planning Commission knows, the Housing Element update is due to be completed by fall 2013. The Land Use and Urban Design Element updates are underway and are expected to be completed by late 2014.

Local Coastal Plan Consistency

All coastal cities in California seeking to have permit authority within the Coastal Zone portion within their boundaries must have a certified Local Coastal Program (LCP). Long Beach has adopted its certified LCP in 1980 as part of the General Plan. Stated succinctly, the LCP transportation and access policies are: 1) increase reliance on public transit, 2) decrease reliance on automobiles, 3) provide slightly more parking and 4) increase pedestrian and bicycle access opportunities. After review of the LCP, the Mobility Element is in alignment with the coastal access and environmental protection goals of the LCP. Moreover, any policies and implementation measures within the Coastal Zone will need to

be certified by the California Coastal Commission before they can be implemented within the Coastal Zone.

Mobility Element
Long Beach's transportation systems provide mobility for the City's residents and workers, students, shoppers, and visitors. This Mobility Element presents our future plan for improving the way people, goods, and resources move from place to place as efficiently as possible. More than improving transportation and mobility, this plan is also about improving the quality of life for today's generation, as well as generations to come. In that regard, the Mobility Element has taken a new approach to transportation and mobility, making bold moves to support this community's growth, prosperity, and quality of life.

Long Beach is a mostly built-out city with a well-developed street network with a regular grid pattern in most neigborhoods. Very limited opportunities exist to acquire additional rights-of-way to widen streets or build new streets to accommodate additional vehicular traffic. Road widening along many street segments would be infeasible, prohibitively expensive, and/or highly undesirable due to overriding considerations such as consistency with policies promoting active living, complete streets and protection of the existing built environment.

As a result, the City is focusing future improvements at making the existing mobility network more efficient by encouraging other modes of transportation (primarily walking, bicycling, and public transit) and by using innovation and technology to improve the flow of traffic along our existing corridors.

To create this efficient, balanced, and multimodal mobility network, the Mobility Element calls for the City to:

1. Establish a network of complete streets that complement the related land uses.
2. Reconfigure streets to emphasize modal priorities.
3. Strategically improve congested intersections and corridors.
4. Establish a more flexible level of service approach to traffic analysis and improvements.
5. Reduce the environmental impacts of the transportation system.
6. Manage the supply of parking.

Significant Changes from the Existing Transportation Plan
In 1991, the City adopted the existing Transportation Element that was, in many ways, ahead of its time. The Transportation Element called for several innovative strategies, including a balanced approach to solving local and regional transportation problems. The plan sought to reduce future traffic demand by reducing dependency on the single-occupant automobile during peak hours. Moreover, the plan also identified the importance of transit, bicycling, and walking in managing the demands of transportation and neighborhood traffic to achieve local and regional goals. Through the Mobility Element, the City will continue this tradition of creating innovative policies in

transportation and mobility. To achieve these goals, the Mobility Element continues to embrace many past mobility concepts from the 1991 Transportation Element, but also broadens its overall approach and priorities related to a network of streets prioritized for one or more modes of travel.

While the City has always supported alternative modes of transportation, the 1991 Transportation Element generally focused on making the street network safe and more efficient for private automobiles by maintaining acceptable levels of service standards. This Mobility Element takes a much more balanced approach to achieve a greater investment in transit, pedestrian and bike infrastructure.

Context Sensitive Street Classification
The existing Transportation Element uses a functional street classification system to plan and design street improvements. Under this system, the City's primary consideration in planning and designing streets has typically been the roadway's private vehicle capacity, represented by roadway width and number of travel lanes. In general, the functional street classification system does not consider the context of adjacent land uses and buildings, or the role of walking, biking, and transit along the street corridor.

With the new Mobility Element, by using a context-sensitive approach, the City plans to address the function of the street, neighborhood character, and the needs of all mobility users. This approach lends itself to a more balanced mobility system that also integrates land use and urban design objectives for better place-making. The proposed nomenclature for street types included in this Mobility Element signifies the shift to a new context-sensitive street classification approach. For example, "boulevards" were not included in the existing Transportation Element. In the new plan, the Boulevard street type is used to better reflect roadways in the City characterized by moderate speeds, a balanced multimodal function, wide sidewalks, and more intensive land use oriented towards the street. Roadways that have been reclassified as boulevards still maintain many of the same design features that they held as regional corridors and/or arterials with additional modifications to include tob of the crub and compatible land uses.

This shift to a context-sensitve street classification system is supported by the following strategy and policies contained in this Mobility Element:

- Establish a network of complete streets that complements the related street type (Strategy No. 1).
- Design streets to have a specific role and identity that contributes to the neighborhood's character, while supporting specific functional requirements (MOP Policy 2-1).
- Design the character and scale of the street to support its street type and place type designation and overlay networks (MOP Policy 2-2).

Multi-modal Level of Service
For many decades, the City used a conventional Level of Service (LOS) approach to evaluate the performance of roadway segments and intersections. The implementation of this LOS approach has resulted in automobile-centric street corridors and intersections that often ignore the needs of other roadway users, mainly pedestrians, bicyclists, and transit riders. This Mobility Element proposes a departure from this method and a move towards a Multimodal Level of Service (MMLOS) methodology and standard. This change recognizes that the free-flowing movement of automobiles is not the only transportation standard for a city that aspires to a balanced multi-modal transportation system that counts people, not vehicles. This approach is more closely aligned with the Complete Streets Act.

One such policy that supports this approach is:

- Support re-evaluation of the City's LOS policies for motor vehicle circulation to ensure efficient traffic flow and balance multi-modal mobility goals (MOP Policy 4-2).

Pedestrian Plan
The policy discussion in the existing Transportation Element on pedestrian movement is limited. That discussion primarily focuses on pedestrian safety for young childern and the elderly. Through this new Mobility Element, pedestrian-related policy topics introduced include increased capacity and amenities for pedestrains.

Specifically, certain streets in Long Beach with excess vehicle capacity and higher pedestrian demand may be better suited for street redesign to better accommodate the needs of pedestrians, bicyclists, and transit riders. By reducing the width or number of travel and/or parking lanes, selected streets can be reconfigured to accommodate a variety of improvements, such as wider sidewalks with trees, bike paths or lanes, dedicated transit lanes, and landscaped medians or curb extensions that make the streets more attractive and safe for pedestrians. This practice of "road diets" also relates to the "pavement to plazas" concept, which seeks to reclaim these unused swaths of roadway and turn them into small public plazas. These concepts will be further defined in the subsequent implementation plans. A selection of pedestrian-related policies included in the Mobility Element are:

- 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 (MOP IM-4).

- Develop a street design standards manual to reflect the new street typologies that incorporate the concept of complete streets (MOP IM-1).

- 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 (MOP Policy 2-10).

- Continue to implement and enhance Safe Routes to School programs such as "walking school buses," walking audits, classroom safety instruction, and promotional events (MOP IM-7).

Bike Plan

The policy discussion in the existing Transporation Element is limited to bicycle safety and connectivity. The City adopted the Bicycle Master Plan in 2001 to be the policy and implementation document for bicycling in Long Beach. The City will continue to use its Bicycle Master Plan as the primary tool to implement improvements to the bicycle network. With the new Mobility Element, there are additional priorities for bicycling in Long Beach. The new emphasis is on dramatically increasing the mode share for bicycling: how to get recreational/causal bicyclists to ride more. This shift is represented in the policies on social infrastructure and the development of a network of bike boulevards within the City. Some of the specific policies include:

- Designate a system of Bicycle Boulevards with increased amenities and safety features such as bicycle detectors at signalized intersections (MOP Policy 2-21).

- Actively support ciclovias (ie, bike festivals) and other "open street" activities in Long Beach (MOP IM-29).

- Close gaps in the existing bikeway system (MOP Policy 2-16).

- Continue to use innovative designs to expand and enhance the bikeway network and increase public safety (MOP Policy 2-13).

Transit Plan

The transit policy discussion and related policies in the Transportation Element are as revelant today as they were in 1991. Through this new Mobility Element, the relevant policies were carried forward and new details added. One of the primary goals of this Mobility Element is the increased use of transit as a more viable option for both work and non-work trips. Accomplishing this goal will require an improved transit system capable of providing faster and more frequent trips while maintaining safe, clean and dependable service. The policies that were contained in the exisitng Transportation Element but refreshed are:

- Clarify transit routing and make transit information, including arrival times, available at all transit centers, bus stops, on all buses, and on light rail trains (MOP Policy 2-5).

- Facilitate convenient and timely transfers between various travel modes. Emphasis should be on transfers between alternative transportation modes that minimize the need for use of single-occupant vehicles (MOP Policy v2-24).

- Include Long Beach Transit early in the City's Site Plan Review process to ensure transit facilities are well integrated into the development project (MOP IM-36).

- Actively support Long Beach Transit's efforts to expand the universal access pass program to major employers and business districts (MOP IM-42).

- Actively promote and develop plans for the extension of the METRO Green Line Station to the Willow Street Blue Line Station Willow to increase regional connectivity (MOP IM-46).

Automobile Plan
As discussed earlier, the big policy shift for this Mobility Element is relates to the automobile movement. The other change from the 1991 Transportation Element relates to the vehicle itself. Through this Mobility Element, the foundation is laid for different automobile types including autonomous vehicles, new form factors, variety of fuel types and new ownership models. Those policies inlcude:

- Promote car-sharing and neighborhood electric vehicle ownership as an important means to reduce traffic congestion (MOP Policy 5-4).

- Suport the development of a network of public and private alternative fuel vehicle charging / fueling stations citywide (MOP Policy 5-6).

Trucks (Goods Movement)
With the exception of the proposal to de-intensify the Terminal Island Freeway, the regional trucks route system is unchanged with this Element. However, through this Mobility Element, the City establishes a list of preferred streets for "local delivery" – those streets with three lanes or more. This will direct delivery trucks away from neighborhoods except for deliveries to that particular neighborhood. The absence of a local delivery route allows local truck drivers to determine their own routes through neighborhoods, thereby causing unintended impacts to adjacent land uses. The Mobility Element defines preferred streets for local delivery to prevent proliferation of truck traffic in neighborhoods. The policies that support this direction include:

- Work with the State legislature to create a law allowing cities and counties to establish separate and different regulations for both regional trucking routes and local delivery routes (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 (MOG Policy 15-7).

- Improve signage on designated truck routes to reduce truck traffic on neighborhood streets (MOG Policy 15-9).

Participation and Plan Development
The Mobility Element was developed by staff with technical assistance from consultants and with input from residents and other stakeholders dating back to 2009, when a series of neighborhood association community meetings were held to collect input on preliminary neighborhood land use and mobility concepts for Long Beach 2030. Several study sessions with the Planning Commission were held thereafter, where staff presented the culmination of extensive community dialogue and outreach on how the City should enhance the public realm and improve circulation. Throughout the winter 2011, the Public Works Department conducted public workshops to identify and prioritize new bike facilities for the Bicycle Master Plan (BMP) in anticipation of the update. Relatedly, staff administered a grant from Los Angeles County Department of Public Health that resulted in the formation of several principles for active living. The Planning Commission approved and City Council adopted these principles in 2011, which were then incorporated into the Draft Mobility Element.

In addition to the most recent study session with the Planning Commission held in June 2013, staff held a final citywide workshop with City Council offices to discuss various components of the Mobility Element. Lastly, the Mobility Element has been made publicly available for comment since March 15, 2013, and staff has received written comments as well.

Modifications
Staff has made numerous changes to the Draft Mobility Element based on written and verbal comments received from various stakeholders, Planning Commission meetings and meetings with the City Council offices (Exhbit B – Comments on the Draft Mobility Element). These changes have not been substantive in nature but tend to strengthen or clarify policies and programs contained in the Mobility Element. For example, new language was added to the Mobility Element to clarify that the capital projects list is a collection of potential projects to implement the Mobilty Element. Morever, these projects will be subject to their own environmental review and public process.

The Mobility Element is not an implementation plan. Implementation plans, like a pedestrian master plan, will occur sebsequent to the adoption of this Mobility Element. In many cases, these mode-specific master plans do include short-term and long-term priorizations of projects. However, in any case, implementation is influenced by many factors like funding and opportunity. Based on the MMLOS discussion from the Commission, policy language was related to the timing of the implementation MMLOS standards. That language includes:

- As a pilot program, apply interim MMLOS standards for development proposals in the downtown (MOP IM-46).
- When industry best practice has been established, adopt a Multi-Modal Level of Service (MMLOS) standard (MOP IM-54).

Written comments received from the public include the support for more specific policy language on the better ulitization of the utility corridors and railroad rights-of-way. As a result, new language was added to the Mobility Element with a new map.

PUBLIC HEARING NOTICE

In accordance with the provisions of the City's Municipal Code and State Office of Planning and Research (OPR) for General Plan amendment items, a 1/8-page public notice was published in the Press Telegram on Monday, July 1, 2013. This notice included date, time and location for this meeting. In addition, public notice was also mailed to adjacent cities and revelant State and regional agenies and a general meeting notice was posted on the City's website.

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act, a Negative Declaration was prepared and made available to the public on May 2, 2013, starting a 30 day public review and comment period that ended on May 31, 2013 (see Exhibit C – Negative Declaration). The Notice of Intent for this Negative Declaration was filed with the County Clerk on May 1, 2013 and published in the Press Telegram on May 2, 2013. The Notice of Completion was filed with the State Clearinghouse on May 2, 2013. This Negative Declaration has been posted on the City website and made available to the public at City Hall continuously since May 2, 2013. The City received three written comments on this Negative Declaration during the 30 day public review and comment period (see Exhibit D – Comments on the Negative Declaration): California Public Utilities Commission letter dated May 7, 2013, Metro letter dated May 30, 2013, and Caltrans letter dated May 31. 2013. Staff believes that the Negative Declaration has been prepared and made available to the public in compliance with CEQA and therefore recommends that the Planning Commission adopt ND 01-11 for the Mobility Element.

Respectfully submitted,

DEREK BURNHAM
PLANNING ADMINISTRATOR

AMY J. BODEK, AICP
DIRECTOR OF DEVELOPMENT SERVICES

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AJB:DB:IB

Attachments:
Exhibit A – Mobility Element
Exhibit B – Comments on the Draft Mobility Element
Exhibit C – Negative Declaration
Exhibit D – Comments on the Negative Declaration

Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

Exhibit D

May 30, 2013

Mr. Craig Chalfant, Planner
Department of Development Services
Planning Bureau, 5th Floor
333 W. Ocean Boulevard
Long Beach, CA 90802

RE: City of Long Beach Mobility Element Update – Proposed Negative Declaration

Dear Mr. Chalfant:

Thank you for the opportunity to comment on the Notice of Intent to Adopt a Negative Declaration (ND) for the proposed City of Long Beach Mobility Element Update. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (LACMTA) concerning issues that are germane to our agency's transit services and statutory responsibilities in relation to the proposed project.

LACMTA is pleased that the City of Long Beach is exploring ways of transforming the City's streets through a multi-modal approach that places more emphasis on pedestrian, bicycling and public transit options. We recognize that these strategies are required by the 2008 Complete Streets Act (Assembly Bill 1358) and are consistent with the Regional Transportation Plan/Sustainable Communities Strategies.

As the City moves towards greater multi-modal integration including the introduction of additional bicycle lanes, one area of concern for LACMTA is the potential removal of travel lanes to accommodate the new bicycle facilities on streets where buses operate. Reduction in travel lanes often result in bus speed delays which adversely impacts quality of service and increases operational costs. For example, on Artesia Boulevard which is identified in the Draft Mobility Element Update as a "congested corridor" with multiple congested intersections, a new Class II Bikeway is proposed. Metro currently operates three bus lines – 130, 260 and 762 – along parts of Artesia Boulevard. LACMTA strongly discourages removal of travel lanes in order to accommodate bicycles lanes along Artesia Boulevard and any other streets where Metro operates bus service.

LACMTA looks forward to reviewing the final Mobility Element Update when it is made available. If you have any questions regarding this response, please call me at 213-922-4313 or by email at SaponaraN@metro.net.

Sincerely,

Nick Saponara
CEQA Review Manager, Strategic Initiatives

STATE OF CALIFORNIA EDMUND G. BROWN JR., *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013
(213) 576-7083

May 7, 2013

Craig Chalfant
City of Long Beach
333 West Ocean Boulevard, 5th Floor
Long Beach, CA 90802

Dear Mr. Chalfant:

Re: SCH 2013051003 Mobility Element DMND

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Draft Mitigated Negative Declaration (DMND)* for the proposed City of Long Beach (City) Mobility Element Project.

The project site area includes numerous active rail tracks currently used by Union Pacific, Harbor Belt Line, Los Angeles County Metropolitan Transportation Authority, Port of Long Beach, and Port of Los Angeles. RCES recommends that the City add language to the Mobility Element so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. The Mobility Element includes pedestrian-, transit-, bicycle- and vehicle- enhanced networks of major streets. New network developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, ykc@cpuc.ca.gov.

Sincerely,

Ken Chiang, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Safety and Enforcement Division

C: State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF TRANSPORTATION PLANNING
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Flex your power!
Be energy efficient!

May 31, 2013

Mr. Craig Chalfant
City of Long Beach
Department of Development Services
333 W. Ocean Boulevard
Long Beach, CA, 90802

Re: **City of Long Beach Mobility Element**
Negative Declaration, ND
IGR#130508/EA, Vic: LA-710-PM 5.05-9.24

Dear Mr. Chalfant:

Caltrans has reviewed the Negative Declaration report prepared for the City of Long Beach Mobility Element Update. The primary goals of the mobility element are to (1) Create an efficient, balanced, and multimodal mobility network, (2) Maintain and enhance air, ground, and water transportation capacity, and (3) Lead the region by example with innovative and experimental practices. In the interest of mutual cooperation throughout the environmental review, please consider the following comments:

- As the State transportation agency with jurisdiction over state highways, we support and share the City's goals to provide a balanced, multi-modal transportation network. Caltrans is particularly interested in the transportation planning roles of local general plans and suggests that the following areas be emphasized: Coordination of planning efforts between local agencies and Caltrans, preservation of transportation corridors for future system improvements, and development of coordinated transportation system management plans that achieve the maximum use of present and proposed infrastructure.

  Caltrans offers regional and community planning grants to encourage the adoption of multi-modal options. You may contact the undersigned to obtain information about the various transportation planning grants the state offers.

- Caltrans requests to be involved in traffic studies for any transportation improvements in the City that may affect the state highway system. Caltrans also requests involvement in traffic impacts studies for land development projects. Please include policies that require collaboration with Caltrans in the planning and implementation of transportation improvements that may affect state highways. Upon request, Caltrans may provide assistance in the areas of traffic modeling, mainline freeway and freeway ramp analysis, data collection, environmental and community impact assessment, as well as identifying critical operational deficiencies affecting freeway congestion, speed, and delay, etc.

- Enhancement of bicycle, transit, and pedestrian facilities may encourage the general public to shift to modes of transportation other than a motored vehicle. Please include policies necessary to monitor whether or not multimodal improvements actually reduce demand on inter-regional State highways.

- The City of Long Beach follows Los Angeles County's Congestion Management Program (CMP) methodologies for the analysis of freeway impacts for new development subject during environmental reviews. Caltrans requests that the City take this opportunity to revise this practice and include appropriate policies that result in traffic studies that Caltrans can support. Traffic analysis of freeways and inter-regional conventional highways require more detailed analysis than what is require for CMP purposes. Please be aware that Caltrans follows Highway Capacity Manual (HCM) methodologies to analyze its facilities, which may include queuing, weaving, and or delay studies. Please include policies that require HCM type analysis for state routes 710, 405, 103, 91, 47, 19, and 1 (Pacific Coast Highway) within the City of Long Beach. You may contact the undersigned to schedule a meeting to discuss this issue further. For guidance on the preparation of acceptable traffic studies, please refer to the Statewide Guide for the preparation of Traffic Impact Studies at: **http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf**

- Caltrans requests that the City of Long Beach develop a funding mechanism to mitigate for cumulative transportation impacts to state highways due to new land development approvals. Procuring funds toward freeway segments, freeway interchanges, freeway on/off-ramps should also be in the goals of the local government agencies as well as for bicycle, bus and rail transit facilities. A local funding strategy may provide a fair and predictable mechanism for individual developments to address their individual and cumulative transportation impacts to state facilities and comply with CEQA. The availability of local matching funds may attract more federal and state funds to the City so it can fund improvements that are not feasible for individual development projects.

If you have any questions regarding these comments or if you wish to schedule a meeting, you may contact Elmer Alvarez, project coordinator at (213) 897 – 6696 or electronically at elmer.alvarez@dot.ca.gov. Please refer to IGR number 130508/EA.

Sincerely,

Dianna Watson

DIANNA WATSON
IGR/CEQA Branch Chief