710 Livability Initiative

BEYOND THE FREEWAY

Complete Streets and Active Transportation Plan
AS STEWARDS OF PUBLIC INFRASTRUCTURE, METRO AND THE GATEWAY CITIES COUNCIL OF GOVERNMENTS’ (GCCOG) AIM IS TO CREATE AND MAINTAIN A WORLD-CLASS TRANSPORTATION SYSTEM THAT FOCUSES ON PROVIDING THE BEST CUSTOMER EXPERIENCE POSSIBLE AND ENHANCING THE QUALITY OF LIFE FOR THOSE WHO LIVE, WORK, AND PLAY WITHIN THE SUBREGION.

The reality is that this means different things for different people based on where they work or live, or how they get around. These agencies are constantly working to deliver a regional system that supports increased transportation options and associated benefits, such as improved:

> Mobility options
> Air quality
> Health and safety
> Access to goods and services
> Quality of life

The I-710 Livability Initiative is an outcome of the I-710 Corridor modernization project effort during which stakeholders shared various opinions on the alternatives for I-710 modifications. One topic that arose repeatedly during these discussions was the quality and condition of infrastructure and the environmental setting on streets traversing the I-710 corridor. For instance, it was noted that there are not any bike lanes to cross I-710 between Long Beach and SR-60 and that many freeways have very narrow sidewalks abutting high-speed vehicle traffic.

During these conversations a number of other topics such as air quality, the environment, economic vitality, public art, open space, and quality of life made it clear that for many residents near the freeway these topics are critical. The I-710 Livability Initiative is a multi-faceted response to the broad spectrum of topics that have been raised and that will offer a strategy and tools for local cities and organizations to tailor approaches that address these various topics within their communities.

The GCCOG and Metro took action to compete for and obtain funding from Caltrans to initiate the I-710 Livability Initiative with this Complete Streets and Active Transportation Plan. This plan will serve as a part of the initiative and offer strategies specifically related to mobility, accessibility, and multi-modal transportation that strive to incorporate components such as safety, open space, and public art to initiate a framework that encompasses other livability actions that subregional and local agencies may undertake.

This is important to many people because every day there are hundreds of thousands of people who drive, walk, bike, or take the bus through these areas. How or why they travel and who they travel with affect decisions they make about when they will leave, how they will get there, and the route they will take, collectively resulting in the hustle and bustle of rush hour. The livability initiative focuses on ways to try and make this situation better for everyone regardless of how or when they travel.

This project is separate from the I-710 Corridor project which is focused on the I-710 freeway and ramps that are limited to Caltrans jurisdiction within the freeway right-of-way. The I-710 Complete Streets and Active Transportation plan is a subset of the Livability Initiative and focuses on the infrastructure for driving, walking, biking and taking the bus on local streets, specifically about 30 corridors that cross or will cross I-710 between SR-60 and Ocean Boulevard in Long Beach. Implementation of the corridor project is ultimately in the hands of Caltrans, a state agency, while the project ideas discussed in this report are limited to the local right-of-way that is controlled by local cities and portions of unincorporated Los Angeles County.

Without the resources or real estate to “build” our way out of congestion, we need to rethink how we use our public space and resources to develop a transportation system that enhances the viability and livability of all travel options. Metro and local agencies have all initiated this process through local planning efforts and the Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan, following up with this effort of the I-710 Livability Initiative. A lot has changed in the transportation and technology sector over the last five to ten years, particularly with increases in shared mobility, biking, walking, and community-driven efforts to improve safety and local access for people regardless of how they travel.

Such improvements ultimately benefit all users of the transportation system by providing more transportation choices. Surveys of travelers in LA County have found that approximately half of all trips are three miles or less, which is generally a distance that can be biked. Approximately one quarter of trips are under one mile, which is generally a distance that can be walked. Over a third of trips of one mile or less are currently driven.

There are four main components to this plan that will help Metro, the GCCOG, local cities, and partners work to plan, fund, implement, and improve the overall quality of life through mobility improvements:

1. **Safety:** Enhancing safety for all travelers, including pedestrians, bicyclists, and motorcyclists, by improving infrastructure, enforcing traffic laws, and increasing awareness and education.
2. **Accessibility:** Providing accessible transportation options for people with disabilities, including wheelchair accessible public transportation and pedestrian-friendly sidewalks.
3. **Multi-modal Transportation:** Encouraging the use of multiple transportation modes, including walking, biking, and public transportation, to reduce congestion and improve air quality.
4. **Open Space:** Creating and maintaining open space throughout the subregion, including parks, trails, and greenways, to improve quality of life and connect communities.

This initiative is a comprehensive approach to improving mobility and livability for all residents of the I-710 corridor and is a testament to the commitment of these agencies to creating a sustainable and accessible transportation system for the future.
Chapters 2 and 3 offer a "one-stop shop" for summaries of adopted transportation planning documents such as General Plans, Specific Plans, and Bicycle Plans that set forth policy objectives, community goals, and identify project ideas that serve as the primary basis for this planning effort.

Chapter 4 documents the community engagement process including meeting participants, locations, discussion topics, noticing methods, and summary photos and charts of the input that was heard during the community engagement effort that was part of this planning process.

Chapter 5 offers a toolbox of improvement options that cities can utilize for livability improvements and other planning efforts, which are categorized by topic such as access to the Los Angeles River, transit, intersections, green streets, and public art improvements, among others.

Chapter 6 focuses on the roughly 30 corridors traversing I-710 with a detailed review of corridor site visit observations, constraints, opportunities, points of interest, collisions, stop level transit ridership, CalEnviroscreen scores, plan views, and cross-sections showing the improvement ideas. These materials were tailored to reflect conditions on local corridors and directly respond to questions from grant funders to help facilitate the process of local cities applying for grants.

It is important to note that walking or biking may not be desired or viable in a number of communities based on topography, land use, preferences, or other factors. The intent of this effort is not to force people to travel differently but to provide that option to all users. This dynamic highlights the importance of Metro’s partners, which include, but are not limited to, local agencies, residents, regional/state agencies, community groups, non-profits, and local advocates. Since Metro does not control the local roadways in most instances, Metro is dependent on partnerships and collaboration with local agencies. It also speaks to the various improvement types that are suggested, which range from mobility improvements to ideas for improving the streetscape, urban design, and entire public realm.

This plan serves as a roadmap for stakeholders and partners to help identify transportation concepts and changes they’d like to see in their community and how everyone can work together to make that a reality. These efforts also help the region respond to regional and state regulations for the development of the transportation system and reductions in greenhouse gas emissions, including the development of Complete Streets networks.

As defined by Caltrans, a Complete Street is “a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including people who bike, walk, ride transit, or drive, appropriate to the function and context of the facility. Complete street concepts apply to rural, suburban, and urban areas.” This policy is supported by laws and guidance at various levels of government, including Federal law requiring safe accommodation for all users, State law requiring that Caltrans provide an integrated multi-modal system, and State Assembly Bill 1358 requiring cities to plan for Complete Streets in their General Plan. The vision for this Plan is to enhance the environment for all road users and balance future policies and investments to reflect local values and conditions.
CHAPTER 1

What is the I-710 Livability Initiative?
“THE EXISTING BRIDGES OVER THE I-710 / LA RIVER DO NOT HAVE SPACE FOR BICYCLES. CURRENTLY THERE IS BARELY ENOUGH SPACE FOR PEDESTRIANS; THEIR JOURNEY ACROSS IS CHALLENGED.”

- Community Member at City of Lynwood Outreach Event

Overview of Initiative/Goals of Initiative
The I-710 Livability Initiative Complete Streets and Active Transportation Plan led by the Gateway Cities Council of Governments (GCCOG) and Metro is a joint effort between the two agencies, the I-710 corridor cities, and communities located within one mile east or west of I-710. The I-710 Livability Initiative is a broader effort that is independent and separate to the I-710 EIR/EIS project and is a way to plan community improvements “Beyond the Freeway” that are not a part of the I-710 EIR/EIS freeway expansion project. Being a principle transportation connection for goods movement between the Ports of Los Angeles and Long Beach to the region, the I-710 corridor has elevated concerns regarding environmental, health, mobility, and livability conditions that affect the communities living in close proximity to the freeway. The plan aims to improve mobility conditions for all modes of transportation traversing the I-710 corridor. Strategies considered through this effort include improving connections across the freeway, enhancing bus stops, planning for access to future rail service, Los Angeles River access, streetscape enhancements, landscaping, public art, and crossing improvements.

Plan Goals include:
> Enhancing comfort, safety, and mobility for all roadway users.
> Providing implementable strategies for Complete Streets.
> Developing streetscape improvements along key corridors.

I-710 is a major north-south interstate freeway connecting the City of Long Beach to the San Gabriel Valley. The project study area extends along the I-710 corridor from State Route 60 (SR-60) in the north to Ocean Boulevard (located in the City of Long Beach) in the south. This plan for Complete Streets and Active Transportation improvements within the study area focuses on roughly 30 corridors, most of which are east-west corridors crossing the I-710 freeway, and a handful of north-south corridors, several of which traverse I-710 or are in close proximity to the freeway. The Complete Streets Plan goals aim at better integration of the various modes people use to travel across the freeway and the places that are important to people’s everyday lives in the planning, design, construction, operation, and maintenance of local and regional transportation networks. Moving forward with these projects is likely to require coordination between Metro, Caltrans, and local agencies depending on the location and nature of the project. Ultimately, many of the projects in this effort are identified in the local right-of-way, where cities maintain jurisdiction of the design and operation of these corridors. Based on local priorities and funding availability, cross-agency collaboration is a key aspect of realizing the vision of this project, along with the local and sub-regional goals of improving air quality, offering more opportunities for physical activity, and enhancing mobility conditions for all roadway users.

This report includes the following chapters:
> Chapter 2 – Overview of local (city) plans, regional (Metro, GCCOG) plans, and Statewide (legislative and state agency) plans
> Chapter 3 – Overview of planned local projects and implemented local project successes
> Chapter 4 – Overview of community outreach – stakeholders involved, meetings and events organized, and methodology used to receive input
> Chapter 5 – Overview of improvements toolbox, gap analysis, field observations, and corridor recommendations
> Chapter 6 – Overview of cost estimates to implement recommended improvements, funding sources, and timeline
> Chapter 7 – Conclusion and next steps
What is the I-710 Livability Initiative?

**Challenges We Heard from the Local Community**

- How can I get to work without adding to congestion with these un-connected streets?
- Can I walk to the park with my family and be comfortable with how people drive?
- Where is my family’s access to the LA River?
- How can people with different abilities and resources navigate our streets?
- Is it safe for me and my kids to cross at the busy freeway on-ramp?
- Can I find a bus stop on my route with shade, seating and lighting?
- Where is my family’s access to the LA River?
OVERVIEW OF COMPLETE STREETS AND ACTIVE TRANSPORTATION

Complete Streets

A Complete Street approach focuses on the ‘how’ to provide convenient and safe access for people to get to their destinations through the design, construction, and maintenance of streets. This can mean improving crossings, providing landscaping and shade, helping people walk from the bus/train to the store or their home, helping buses run on time, or making it easier and safer to make left-turns at major intersections.

Communities often experience street designs that have unintended consequences leading to speeding cars, frequent traffic jams, or barriers that prevent or make it difficult to reach places that are nearby. Complete Streets is based on the idea that everyone, regardless of age, ability, income, or walking/biking/driving should be able have safe and convenient infrastructure that allows them to travel through the region for work and play.

Active Transportation

An Active Transportation approach focuses on the ‘how’ to encourage walking, bicycling, and using public transportation as viable alternatives to driving. Some strategies include reducing distances between key destinations, providing bicycle facilities like protected bicycle lanes and bicycle racks, improving pedestrian facilities like sidewalks and crosswalks, and enhancing first-mile and last-mile connections to transit. Many strategies overlap with Complete Street strategies to provide safe and convenient infrastructure for alternative modes of travel.

Active Transportation facilities are particularly important in low-income and minority communities, or communities with high percentages of new immigrants. People in those communities are less likely to own vehicles, and unsafe streets can pose a barrier to mobility. Approximately 80 percent of the population in the city area is non-white and 30% is transit dependent (I-710 Corridor Project RDEIR/SDEIS). Investing in public transportation, bicycle facilities, and pedestrian facilities improves job access for these populations, while offering numerous benefits related to public health, air quality, congestion reduction, and economic vitality.
What is the I-710 Livability Initiative?

The following overview map shows the entire I-710 Livability Initiative project area.
Entrance to the LA River along the study corridor.

Pedestrian in the study area, crossing at an unsafe location.

Bus riders wait at a sheltered bus stop with benches and a trash can in the study area.
This chapter reviews relevant jurisdictional plans, regional/sub-regional plans, and statewide plans, summarizes their goals, and discusses their relevance to the I-710 Livability Initiative as they form the policy framework for this planning effort. Plans reviewed include:

> Circulation/Transportation element of general plans
> Bicycle/pedestrian master plans
> Safe Routes to Schools plans
> Specific Plans
> Metro, Gateway Cities, and SCAG Active Transportation, Complete Streets, and related plans
> State legislative policies on Complete Streets and sustainability goals

A detailed review of local and regional plans was conducted to identify Active Transportation and Complete Streets planning efforts in this region that are currently underway, which could be furthered as a part of this effort. The plans demonstrate that cities along these corridors are developing policies around Active Transportation and Complete Streets and are looking to integrate alternative mobility options in their communities, many of which have been driven by State legislative policies like AB 32, SB 375, AB 1358, and SB 743. While these policies are being incorporated as a part of General Plans and other local plans, the automobile remains the primary mode choice, with jurisdictions emphasizing that it is important to balance regional and local access for all modes. As shown in the following pages all the Cities along the corridor identify enhancing multimodal conditions and safety as key aspects of their transportation policy.
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| Bell | 2010 General Plan - Circulation Element  
  **Goal**  
The City envisions participation in regional transportation planning efforts, improvements and upgrades to the local roadway system, and promotion of alternate forms of transportation.  

**Relevance to I-710 Livability Initiative**  
1. Support for the construction of the Slauson Avenue interchange at I-710 and help with Caltrans improvement program for I-710 Freeway.  
2. LOS C established as an acceptable standard and requires new development projects to facilitate walkable and transit friendly streets.  
3. Proposed bicycle facility (text mentions bike lane, map does not specify) along Randolph Street and prioritizing Class I bikeways during the planning and construction of roadway improvement. |
| Carson | 2004 General Plan - Transportation and Infrastructure Element  
  **Goal**  
Aims to reduce impacts associated with trucks and commuter traffic on residential streets, to promote alternative forms of transportation, to encourage transportation demand management measures throughout the city, to upgrade streetscape along transportation corridors, and to improve overall transportation circulation in the City.  

**Relevance to I-710 Livability Initiative**  
1. Strategies to be developed to provide better access to/from I-405, I-110, Route 91, and Alameda corridor, and to protect residential neighborhoods from truck and commuter traffic.  
2. Maintain LOS D or better on all streets by providing traffic calming, landscape, pedestrian improvement, capital improvement, or TDM strategies.  
3. Improve pedestrian access, bicycle access, and public transportation use throughout the city. |
| Commerce | 2010 General Plan - Transportation Element  
  **Goal**  
Use of innovative strategies to create a transportation system that promotes economic development, pedestrian activity, alternative forms of transportation, and a livable community in addition to the maintenance and improvement of the existing roadway system.  

**Relevance to I-710 Livability Initiative**  
1. Promote separation of commercial and industrial traffic from residential neighborhoods and encourage alternative forms of transportation like the use of shuttles, transit, walking, and bicycling.  
2. Improvements planned on Washington Street, Sheila Street, and Bandini Boulevard to accommodate future traffic.  
3. Maintain LOS D or better on all streets by providing traffic calming, landscape, pedestrian improvement, capital improvement, or TDM strategies.  
4. Congestion along Atlantic Boulevard, Washington Boulevard, and Sheila Street will be addressed through road widening, peak hour parking restrictions, and concrete paving. |
| Washington Boulevard | Specific Plan  
  **Summary**  
A 12.40 acre project aimed at developing a centrally located, affordable retail center bounded by I-710, Washington Boulevard, Atlantic Boulevard, and Sheila Street.  

**Relevance to I-710 Livability Initiative**  
1. The project plan indicates widening and access improvements on Washington Boulevard, Atlantic Boulevard, and Sheila street which are in compliance with the Commerce General Plan major highway roadway standards.  
2. Complying with the transportation demand ordinance of the City of Commerce Municipal code, the plan encourages bicycles, pedestrians, carpools, and alternative fuel vehicles.  
3. The plan also includes the Washington Boulevard Improvement Project which involves the widening of Washington Boulevard, streetscape improvements, and infrastructure upgrades between Indiana Street and I-5. |
### Jurisdictional Plans

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<tr>
<th>Document Summary</th>
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<tr>
<td><strong>Compton</strong> Draft 2030 General Plan - Circulation Element</td>
<td><strong>Cudahy</strong> Draft 2010 General Plan - Transportation Element</td>
<td><strong>Downey</strong> 2025 General Plan - Circulation Element</td>
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<tr>
<td><strong>Goal</strong> To continue to participate in regional transportation planning efforts, to facilitate safe and efficient movement of people, and to improve infrastructure for alternative transportation options.</td>
<td><strong>Goal</strong> Aims to maximize efficiency, convenience, and safety of the existing transportation system to improve circulation within the City while focusing efforts on pedestrian safety and alternative transportation options.</td>
<td><strong>Goal</strong> To encourage alternative modes of transportation other than single occupant vehicles, reduce adverse impacts from truck traffic and other traffic traveling through the region, and increase the capacity of the existing system.</td>
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<tr>
<td><strong>Relevance to I-710 Livability Initiative</strong> 1. Propose transportation demand strategies, discourage spillover of commuter vehicles on residential streets, and maintain LOS D or better on all streets. 2. Encourage landscaping, transit access, bicycle racks, pedestrian infrastructure, and other alternative forms of transportation. 3. New bike paths are proposed along Compton creek, Greenleaf Boulevard, and Central Avenue. 4. Improve access to the Blue Line Light Rail Corridor at Compton and Acacia Blue Line Stations.</td>
<td><strong>Relevance to I-710 Livability Initiative</strong> 1. Improvement of streetscape and traffic signal synchronization on Atlantic Avenue. 2. Atlantic Avenue designated as a truck route. 3. Maintain LOS C or better on all roads in the City. 4. Plan update is currently underway.</td>
<td><strong>Relevance to I-710 Livability Initiative</strong> 1. Promote walking, bicycling, and public transit use as an attractive alternative to vehicular transportation by developing infrastructure like sidewalks, bicycle parking, bus shelters etc. 2. Designate truck routes and enforce truck traffic to reduce the impact of truck traffic on livability. 3. Coordinate with regional agencies to promote multi-modal regional transportation network strategies.</td>
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<tr>
<th><strong>2006 Regional Garden Park Master Plan</strong></th>
<th><strong>2015 Safe Routes to School Plan</strong></th>
<th><strong>2015 Bicycle Master Plan</strong></th>
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<tr>
<td><strong>Goal</strong> The vision emphasizes a livable, walkable, urban community that is oriented to and informed by Compton Creek. It is aimed at transforming a blighted, under utilized resource along the LA River into a valuable amenity which can help enhance public health and safety.</td>
<td><strong>Goal</strong> Aims at making bicycling and walking safer and more attractive to students and parents through engineering improvements, education and outreach, encouragement, safety enforcement, and evaluation for success.</td>
<td><strong>Goal</strong> Aims to maximize bike connectivity by providing a safe, efficient, and connected network of bike facilities that residents and stakeholders can enjoy for a variety of purposes.</td>
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<tr>
<td><strong>Relevance to I-710 Livability Initiative</strong> 1. Proposes bike routes and multi use trails along Compton Boulevard and Compton Creek bike path. 2. Proposes creek streets on Rosecrans Avenue, Compton Boulevard, and Compton Creek arterial streets and enhanced crossings on Wilmington Boulevard, Compton Boulevard, and Metro Blue Line. 3. Proposes additional parks, pocket parks, street end parks, outdoor classrooms, joint use streets, and pedestrian bridges to improve livability.</td>
<td><strong>Relevance to I-710 Livability Initiative</strong> 1. The plan aims to increase safety and usage of City’s access points to the LA River Pedestrian/Bike path. 2. Implement intersection improvements, bicycle improvements, and pedestrian improvements along Atlantic Avenue and Florence Avenue. 3. Bikeways are classified as bike path, bike lane, colored bike lane, double buffered bike lane, bike route, bike route with greenback arrows, and separated bike lanes.</td>
<td><strong>Relevance to I-710 Livability Initiative</strong> 1. Proposed facilities include Class II Bike Lanes, Class III Bike Routes, bike racks, bicycle corrals, bike lockers, changing facilities, and clothing/equipment storage facilities. 2. Bikeways are proposed on Florence Avenue and Paramount Boulevard in addition to the existing Rio Honda Bike Path and the San Gabriel River Path.</td>
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<td><strong>Goal</strong> Making bicycling a viable means of alternative transportation by providing bicycling infrastructure, increasing bicycling safety, and building Complete Streets to improve public health, livability, sustainability, and economic growth.</td>
<td><strong>2015 Safe Routes to School Plan</strong> 1. The plan aims to increase safety and usage of City’s access points to the LA River Pedestrian/Bike path. 2. Implement intersection improvements, bicycle improvements, and pedestrian improvements along Atlantic Avenue and Florence Avenue. 3. Bikeways are classified as bike path, bike lane, colored bike lane, double buffered bike lane, bike route, bike route with greenback arrows, and separated bike lanes.</td>
<td><strong>City is preparing a TOD Specific Plan for this area and the planned Eco Rapid transit line.</strong></td>
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*13* I-710 Livability Initiative | Complete Streets and Active Transportation Plan | CH 2 | Existing Conditions
Existing Conditions

JURISDICTIONAL PLANS

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<tr>
<td>Long Beach</td>
<td><strong>Goal</strong> To create a safe, efficient, and multimodal mobility network using innovative practices to maintain and improve air, ground, and water transportation capacity. <strong>Relevance to I-710 Livability Initiative</strong> 1. Establish a more flexible LOS approach to traffic analysis and improvements. 2. Reclassifying streets to be more context specific. 3. Pedestrian traffic concentrated in pedestrian corridors around several key areas like the Blue Line Transit Corridor, Willow Street, Atlantic Boulevard, and other areas. 4. Prioritizing transit corridors and creating multi-modal hubs along streets like Long Beach Boulevard, Atlantic Boulevard, Ocean Boulevard, and Pacific Coast Highway.</td>
</tr>
<tr>
<td>Draft 2040 General Plan</td>
<td><strong>Goal</strong> Encourage bicycling to improve economic vitality, quality of life, and reduce congestion by creating a safe and accessible bicycling network. <strong>Relevance to I-710 Livability Initiative</strong> 1. Improve bicycle connectivity across Downtown Alamitos Bay bikeway, LA River access, and Del Amo Boulevard bikeway. 2. Bikeway facilities proposed are a Class I Bike Path, Class II Bike Lane, and Class III Bike Route. 3. Develop a program to install bike lockers, racks, and other bike infrastructure.</td>
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<td>Mobility Element</td>
<td><strong>Goal</strong> To improve water quality by intercepting and treating dry weather flows and stormwater runoff normally discharging into the LA River. <strong>Relevance to I-710 Livability Initiative</strong> 1. Recycled water from the project will be used to sustain wetlands riparian habitat along the LA River, which will provide environmental benefits to the communities living along I-710. 2. Improve biodiversity along the LA River.</td>
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<tr>
<td>2018 Uptown Open Space</td>
<td><strong>Goal</strong> To guide potential future development of open space, and identify new and innovative opportunities for publicly-accessible open space and recreation facilities in the North Long Beach community. <strong>Relevance to I-710 Livability Initiative</strong> 1. Provide guidance on where and how to expand publicly accessible open space in North Long Beach. 2. Applies a multidisciplinary approach that considers livability principles like equity, health, accessibility, habitat, sustainability, and creativity. 3. Key elements of the plan include analyzing opportunities for open space linkages and restoring wetland habitats and greenways along the LA River.</td>
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<tr>
<td>Vision Plan</td>
<td><strong>Goal</strong> To transform the City by using innovative, pedestrian supportive public realm improvement projects. <strong>Relevance to I-710 Livability Initiative</strong> 1. Priority projects include Willow Station Transit Access Plan, Del Mar green belt, Wardlow Pacific Place Transit Access Project, among others. 2. Conduct streetscape improvements along priority corridors.</td>
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<tr>
<td>2015 Terminal Island</td>
<td><strong>Goal</strong> To provide data and set priorities to improve the food and physical activity landscape for low-income neighborhoods. <strong>Relevance to I-710 Livability Initiative</strong> 1. Access and walkability used as a criteria for measuring the quality of a neighborhood. 2. Developed a pedestrian plan for Long Beach to make the city walkable.</td>
</tr>
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<td>Transition Plan</td>
<td><strong>Goal</strong> To improve bicycle connectivity across Downtown Alamitos Bay bikeway, LA River access, and Del Amo Boulevard bikeway. 2. Bikeway facilities proposed are a Class I Bike Path, Class II Bike Lane, and Class III Bike Route. 3. Develop a program to install bike lockers, racks, and other bike infrastructure.</td>
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<td>2015 Livable West Long</td>
<td><strong>Goal</strong> Provide physical infrastructure and safety improvements to increase bicycling and walking to the 9 Metro Blue Line light rail transit stations in Long Beach. <strong>Relevance to I-710 Livability Initiative</strong> 1. Interdepartmental collaboration to work with the community to advance healthy and safe places for all neighborhoods in Long Beach. 2. Lists existing plans, programs, and policies by land use, mobility, environmental quality, health food access, and safe neighborhoods to improvements in community health, through collaboration, engagement, and implementation.</td>
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<td>Beach Implementation</td>
<td><strong>Goal</strong> To provide neighborhood benefits including enhancements to the community’s physical environment, improved accessibility and connectivity, a cleaner environment, a vibrant economy, and improved community health. <strong>Relevance to I-710 Livability Initiative</strong> 1. Broadly addresses livability through three overarching categories: environment/health, economy, and community/safety/ access in Long Beach. 2. Categorizes existing projects and their associated benefits under livability criteria prioritized by the community. 3. Rank existing projects based on their potential livability indicators and group projects to develop a series of Livable Neighborhood Connection Strategies.</td>
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<td>Plan</td>
<td><strong>Goal</strong> To provide neighborhood benefits including enhancements to the community’s physical environment, improved accessibility and connectivity, a cleaner environment, a vibrant economy, and improved community health. <strong>Relevance to I-710 Livability Initiative</strong> 1. Broadly addresses livability through three overarching categories: environment/health, economy, and community/safety/access in Long Beach. 2. Categorizes existing projects and their associated benefits under livability criteria prioritized by the community. 3. Rank existing projects based on their potential livability indicators and group projects to develop a series of Livable Neighborhood Connection Strategies.</td>
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<td>2014 Healthy Communities Policies</td>
<td><strong>Goal</strong> To strengthen the link between land use, mobility, environmental quality, health food access, and safe neighborhoods to improvements in community health, through collaboration, engagement, and implementation. <strong>Relevance to I-710 Livability Initiative</strong> 1. Interdepartmental collaboration to work with the community to advance healthy and safe places for all neighborhoods in Long Beach. 2. Lists existing plans, programs, and policies by land use, mobility, environmental quality to raise the profile of public health, public health and wellness promotion.</td>
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<td>2011 Metro Blue Line</td>
<td><strong>Goal</strong> To provide neighborhood benefits including enhancements to the community’s physical environment, improved accessibility and connectivity, a cleaner environment, a vibrant economy, and improved community health. <strong>Relevance to I-710 Livability Initiative</strong> 1. Broadly addresses livability through three overarching categories: environment/health, economy, and community/safety/access in Long Beach. 2. Categorizes existing projects and their associated benefits under livability criteria prioritized by the community. 3. Rank existing projects based on their potential livability indicators and group projects to develop a series of Livable Neighborhood Connection Strategies.</td>
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**Wetland habitats and greenways along the LA River.**

opportunities for open space linkages and restoring

3. **Key elements of the plan include analyzing opportunities for open space linkages and restoring wetland habitats and greenways along the LA River.**

To guide potential future development of open space, and identify new and innovative opportunities for publicly-accessible open space and recreation facilities in the North Long Beach community.

**Relevance to I-710 Livability Initiative**

1. Provide guidance on where and how to expand publicly accessible open space in North Long Beach.

2. Applies a multidisciplinary approach that considers livability principles like equity, health, accessibility, habitat, sustainability, and creativity.

3. Key elements of the plan include analyzing opportunities for open space linkages and restoring wetland habitats and greenways along the LA River.

**Goal**

To improve bicycle connectivity across Downtown Alamitos Bay bikeway, LA River access, and Del Amo Boulevard bikeway. 2. Bikeway facilities proposed are a Class I Bike Path, Class II Bike Lane, and Class III Bike Route. 3. Develop a program to install bike lockers, racks, and other bike infrastructure.

**Goal**

To provide data and set priorities to improve the food and physical activity landscape for low-income neighborhoods.

**Goal**

To provide data and set priorities to improve the food and physical activity landscape for low-income neighborhoods.
Jurisdictional Plans

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<tr>
<td><strong>Long Beach</strong></td>
<td><strong>Lynwood</strong></td>
<td><strong>I-710 Realignment &amp; Shoemaker Bridge Project</strong></td>
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<tr>
<td><strong>2008 Community Livability Plan</strong></td>
<td><strong>2003 General Plan - Circulation Element</strong></td>
<td><strong>2012 Bike and Ped Transportation Plan</strong></td>
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<td><strong>Goal</strong></td>
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<td>To bring better balance between residents’ exposure to environmental and health hazards, and the benefits and investments they want and need in order to maintain a healthy environment in which to live, learn, play, and work.</td>
<td>To address both internal circulation and intercommunity travel needs while accommodating alternative transportation options and promoting a regional transportation system.</td>
<td>To become a place where people of all ages and abilities can travel using a bicycle by creating an extensive network of streets designed to be safe, comfortable, and provide access to destinations across the City.</td>
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<tr>
<td>1. Contains the first eight miles of the total eighteen miles of freeway. 2. Implement a range of creative solutions to the problem of deteriorating alleys in neighborhoods throughout the corridor. 3. Implement streetscape, pedestrian, and bicycle improvements along the corridor.</td>
<td>1. Maintain LOS C or better on all streets. 2. Current truck routes in the city are Martin Luther King Boulevard, Imperial Highway, Atlantic Avenue, Wright Avenue, Alameda Street, and Long Beach Boulevard. 3. Provide a circulation network that accommodates the safe and efficient movement of cyclists and pedestrians, and appropriate facilities for public transportation.</td>
<td>1. Create a complete bikeway network throughout the City including the additions of wayfinding signage, bike parking, and traffic calming measures. 2. Prioritize pedestrian safety by installing sidewalks, curb ramps, and other streetscape improvements. 3. Implement Safe Routes To School plans throughout the City. 4. Bikeway types proposed are bike paths, cycle tracks, bike lanes, bike routes, and bicycle boulevards. 5. Upgrade bicycle facilities along Alameda Street, Long Beach Boulevard, Imperial Highway, Atlantic Avenue, and Tweedy Boulevard.</td>
</tr>
<tr>
<td><strong>Uptown Planning Land Use and Neighborhood Strategy</strong></td>
<td>Currently in progress at the City of Long Beach is the Uptown Planning Land Use and Neighborhood Strategy (UPLAN), which is a SCAG grant funded study that is evaluating zoning, land use, development standards and impacts, corridor connectivity, and identifying opportunities for community economic development. Information summarizing recent meetings are available on the City’s website as the project is in the initial stages at the time of this document.</td>
<td><strong>Goal</strong></td>
</tr>
<tr>
<td><strong>Strategy</strong></td>
<td><strong>Additional detail is provided in Appendix A. Conceptual planning improvements presented in Chapter 6 are based on review of local documents, best practices, and development of project concepts that span several jurisdictions. As shown in Appendix A, specific projects developed through local planning efforts, such as the City of Long Beach, offer additional detail on projects that are consistent with this plan and may be implemented through local plans.</strong></td>
<td><strong>To address both internal circulation and intercommunity travel needs while accommodating alternative transportation options and promoting a regional transportation system.</strong></td>
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<td><strong>I-710 Realignment &amp; Shoemaker Bridge Project</strong></td>
<td><strong>To address both internal circulation and intercommunity travel needs while accommodating alternative transportation options and promoting a regional transportation system.</strong></td>
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<tr>
<td><strong>The City of Long Beach, in cooperation with Caltrans, is proposing to replace the Shoemaker Bridge (West Shoreline Drive) in the City of Long Beach, California. The Shoemaker Bridge Replacement Project (proposed project) is an Early Action Project of the Interstate 710 (I-710) Corridor Improvement Project and is located at the southern end of I-710 in the City of Long Beach and is bisected by the Los Angeles River.</strong></td>
<td><strong>To become a place where people of all ages and abilities can travel using a bicycle by creating an extensive network of streets designed to be safe, comfortable, and provide access to destinations across the City.</strong></td>
<td><strong>To address both internal circulation and intercommunity travel needs while accommodating alternative transportation options and promoting a regional transportation system.</strong></td>
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<td><strong>The purpose of the proposed project is to:</strong></td>
<td><strong>1. To become a place where people of all ages and abilities can travel using a bicycle by creating an extensive network of streets designed to be safe, comfortable, and provide access to destinations across the City.</strong></td>
<td><strong>1. To become a place where people of all ages and abilities can travel using a bicycle by creating an extensive network of streets designed to be safe, comfortable, and provide access to destinations across the City.</strong></td>
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<td>• Improve existing traffic safety and operations; • Increase multi-modal connectivity within the project limits and surrounding area; • Enhance Complete Streets elements by providing bicycle, pedestrian, and streetscape improvements on major thoroughfares; and, • Address non-standard features and design deficiencies.</td>
<td><strong>As of publication this effort is in the environmental review phase and preliminary design. The Shoemaker Bridge project can build upon and connect to Complete Streets facilities proposed in this plan.</strong></td>
<td><strong>Additional detail is provided in Appendix A. Conceptual planning improvements presented in Chapter 6 are based on review of local documents, best practices, and development of project concepts that span several jurisdictions. As shown in Appendix A, specific projects developed through local planning efforts, such as the City of Long Beach, offer additional detail on projects that are consistent with this plan and may be implemented through local plans.</strong></td>
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I-710 Livability Initiative | Complete Streets and Active Transportation Plan | CH 2 | Existing Conditions
## Existing Conditions
### JURISDICTIONAL PLANS

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| Lynwood                   | **Goal** Proposes multimodal transportation network improvements to accommodate planned growth in addition to access and circulation improvements based on “Complete Streets” concept.  
**Relevance to I-710 Livability Initiative**  
1. Provide connections to the regional network for transit and automobiles.  
2. Expand planned bicycle and pedestrian path to connect to Long Beach Avenue and increase wayfinding signage, bicycle parking, and lockers in the new community.  
3. Provide pedestrian infrastructure for pedestrian access and safety. |
| Paramount                 | **Goal** To use innovative circulation strategies that promote pedestrian activities in selected areas and alternative forms of transportation while also focusing on maintenance and improvement of the existing roadway system.  
**Relevance to I-710 Livability Initiative**  
1. Reduce through traffic on local streets and designate truck routes to keep industrial traffic out of residential neighborhoods.  
2. Maintain and expand the existing transit system.  
3. Maintain minimum LOS C or better on all streets. |
| South Gate                | **Goal** Enhancing mobility by creating a multimodal transportation system that creates safe, attractive streets for alternative transportation options and minimizes adverse traffic effects.  
**Relevance to I-710 Livability Initiative**  
1. Maintain LOS D at signalized intersections unless permitted otherwise.  
2. Improve street grid at Firestone/Atlantic intersection, provide overcrossings on LA River and I-710 and additional N/S street between Atlantic Avenue and the LA River.  
3. Explore I-710 interchange and ramp modifications to improve overall circulation on city streets.  
4. Develop a citywide bicycle network and establish bicycle and pedestrian infrastructure throughout the City in combination with traffic calming and transportation demand management strategies.  
5. Establish a transit hub near the intersections of Firestone and Atlantic Boulevard.  
6. Conduct improvements at Garfield Avenue, I-710 Freeway interchanges, Atlantic Avenue, Long Beach Boulevard, Tweedy Avenue, and Imperial Highway. |
| 2035 General Plan-Mobility Element | **Goal** Improve access to parks, trails, and open spaces and enhance pedestrian connections to these areas.  
**Relevance to I-710 Livability Initiative**  
1. Pursue N/S trail connections across the City particularly connecting the East-West trails along Southern Avenue and Independence/Ardmore in addition to enhancing Class I bicycle facilities along Rio Hondo Channel. |
### Jurisdictional Plans

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<td><strong>South Gate</strong></td>
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</table>
| 2035 General Plan - Health Element | **Goal**  Propose land use patterns and transportation systems that encourage physical activity, promote healthy living, and reduce chronic diseases while also creating a high quality, safe pedestrian and bicycle network throughout the city.  

**Relevance to I-710 Livability Initiative**  1. Revitalizing Tweedy Mile with new retail, residential, and upper story office uses.  2. Enhance existing neighborhoods with walkable streets and mixed use development.  3. Conduct streetscape improvements to improve safety and access for pedestrians and bicyclists. |

| **Draft 2012 Bicycle Transportation Plan** | **Goal**  Increase the number of bicyclists by promoting safety education, encouraging more people to use bicycles, and creating an environment where people of all ages can circulate safely on bicycles.  

**Relevance to I-710 Livability Initiative**  1. Develop a complete bike network including appropriate bike facilities, improvements, and infrastructure.  2. Work with Metro and Metrolink to provide bike infrastructure at transit locations.  3. Implement existing Safe Routes To School plans and create and implement plans where they do not exist.  4. Bikeway facility types are bike path, cycle track, bike lane, bike route, and bicycle boulevard.  5. Proposed improvements along Garfield Avenue, Paramount Boulevard, Firestone Boulevard, Southern Avenue, and Tweedy Boulevard. |

| **Draft 2017 Gateway District Specific Plan** | **Summary**  Provide development guidance for the future Light Rail Transit Station and implement the transit village vision of a mixed use, pedestrian, and transit-oriented community for the area as established by the General Plan.  

**Relevance to I-710 Livability Initiative**  1. Improve quality of life by focusing on mixed use, transit-oriented development, walking, biking, and transit use.  2. Integrate active transportation and connections to the LA River located 0.5 miles away. |

| **Draft 2008 Azalea Regional Shopping Center EIR** | **Summary**  A regional shopping center of up to 450,000 sq ft of occupied building area comprised of sales facilities, consumer goods, restaurants, a health club, and a cinema.  

**Relevance to I-710 Livability Initiative**  1. Existing conditions and future conditions with the project generate lower trips than the Gateway project.  2. Intersection of Atlantic Avenue and Firestone Boulevard forecasted to operate at LOS F.  3. Increased queuing on Atlantic Avenue north of the project site. |

| **Draft 2014 Tweedy Boulevard Specific Plan** | **Summary**  To revitalize “Tweedy Mile” by guiding the future development of mixed uses in a walkable environment, streamline the development process, and serve as an incentive for economic development.  

**Relevance to I-710 Livability Initiative**  1. Improve pedestrian and bicycle network improvements to the corridor.  2. Improve streetscape along the corridor by planting trees, improving signage, and placing street furniture.  3. Proposed access point at LA River Bike Path. |

| **Draft 2016 Hollydale Area Specific Plan** | **Summary**  To preserve existing residential neighborhoods while revitalizing the area and creating nodes of economic activity and housing opportunities near the future Metro Eco Rapid Line Stations planned in the area.  

**Relevance to I-710 Livability Initiative**  1. Improve the public realm and pedestrian and bicycle linkages to and from the Gardendale Eco-Rapid Transit Station, Garfield Avenue retail, and Hollydale Regional Park.  2. Improve streetscape along the corridor by planting trees, improving signage, and placing street furniture.  3. Proposed access point at LA River Bike Path. |

| **Draft 2017 Vernon Specific Plan** | **Summary**  Provide a balanced, safe, and efficient transportation system to support existing business and attract new businesses, and continue to remain as an industrial city.  

**Relevance to I-710 Livability Initiative**  1. Maintain LOS D as minimum standard for traffic operations.  2. Extend 26th Street east across Atlantic Boulevard and connect with Bandini Boulevard.  3. Widen Atlantic Boulevard bridge over LA River.  4. Complete bicycle path along LA River connecting downtown LA with Long Beach Waterfront. |
## Existing Conditions

### LA COUNTY AND GATEWAY CITIES COUNCIL OF GOVERNMENTS PLANS

<table>
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<tr>
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<tbody>
<tr>
<td>2016 Active Transportation Strategic Plan</td>
<td>The purpose is to improve first/last mile station access, the regional active transportation network, and to support programs including performance metrics and monitoring. It serves as a roadmap for stakeholders and partners to identify transportation concepts and changes they would like to see in their community and help make them a reality.</td>
</tr>
<tr>
<td>2016 Los Angeles County Park Needs Assessment</td>
<td>In 2016 Los Angeles County conducted a Parks &amp; Recreation Needs Assessment that is intended to offer a new way to understand and think about parks, recreation, and open space by looking at parks as key infrastructure, implementing metrics to evaluate park conditions and need, and considering need-based funding allocation for parks. The study inventories the type of parks available and considers metrics such as park condition, amenities, land, and access. Areas of high need were identified throughout the County, including areas in central Los Angeles and the San Gabriel and San Fernando Valleys.</td>
</tr>
<tr>
<td>2014 Metro Complete Streets Policy</td>
<td>The purpose is to create a more “complete” and integrated transportation network that serves all users and supports environmental sustainability. The policy intends to maximize benefits and efficiencies of transit service and improve access to all users, improve safety on the transportation network, facilitate multi-jurisdictional coordination, establish active transportation improvements countywide, and foster vibrant communities.</td>
</tr>
<tr>
<td>2014 Metro First Last Mile Strategic Plan</td>
<td>Outlines an infrastructure improvement strategy to improve access to the Metro system. Introduces “the Pathway” concept and provides guidance for how to lay out transit access networks around Metro stations. Includes a toolbox of Pathway elements and three case study sites illustrating how the guidance can be applied. Also includes a station area checklist, case study selection methodology, and brief tech memo on cost estimation.</td>
</tr>
<tr>
<td>2016 Metro Countywide Sustainability Planning Policy (CSPP)</td>
<td>The document better defines the agency’s desired long-term sustainability outcomes (primarily to reduce greenhouse gas emissions and increase energy efficiency) and integrate these into the agency’s planning functions.</td>
</tr>
<tr>
<td>2014 CCCOG Strategic Transportation Plan</td>
<td>The STP supports the CCCOG’s mission to improve the mobility, accessibility, sustainability, and safety of the sub region’s transportation system. It aims to reduce congestion in the region, to improve access to alternative modes of transportation, to improve air quality, and to address high-collision areas.</td>
</tr>
<tr>
<td>2011 GCCOG Sustainable Communities Strategy</td>
<td>The document identifies strategies to reduce GHG emissions in the Gateway Cities based on the directives from SB 375. The report gives an overview of existing conditions in the sub region, including housing and transportation, as well as predicted growth in the sub region.</td>
</tr>
<tr>
<td>LA River Plans</td>
<td>The Los Angeles River is a regional asset that has been studied by numerous agencies and stakeholders. While there is not complete agreement regarding the specific strategies and priorities for enhancement, there is general agreement that the LA River is underutilized and can offer much more to the residents and ecology of Los Angeles. Various LA River plans were reviewed and considered for project ideas and funding and implementation resources that can be utilized to implement aspects of the I-710 Livability Initiative and other LA River plans.</td>
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### 1-710 Livability Initiative | Complete Streets and Active Transportation Plan

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<td>LA River Plans</td>
<td>The SCAG RTP / SCS defines the goals for the Southern California region related to transportation and sustainable communities. Unless a sub-regional municipality establishes their own SCS, the state requires adherence to the SCAG SCS policies and goals. The plan outlines mobility and accessibility goals for non-motorized modes of transportation, including walking and biking.</td>
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<tr>
<td>RTP commits $6.7 billion to active transportation projects region-wide, particularly near transit. The RTP also lists projects that are unfunded.</td>
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<td>These projects should be incorporated into planned bicycle and pedestrian facilities for the development of the I-710 Livability Initiative.</td>
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### Relevant for I-710 Livability Initiative:
- Includes a list of regional transportation projects that the COG is exploring.
- Contains maps of land uses and housing density in the COG.
- Gives overview of proposed TDM strategies for the sub region.
- List key regional projects for the COG.
### STATEWIDE PLANS

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<tr>
<td>AB 32 (California Global Warming Solutions Act, 2006)</td>
<td><strong>Summary</strong>&lt;br&gt;This legislation requires a comprehensive, long term approach to addressing climate change in a way that improves the environment and natural resources while not affecting the economy of the region.&lt;br&gt;&lt;br&gt;<strong>Relevance for I-710 Livability Initiative:</strong>&lt;br&gt;Requires the reduction of green house gas (GHG) emissions from cars and trucks amongst other sources. One way this reduction can be met is by encouraging alternative forms of transportation like walking and biking through active transportation and Complete Streets planning. It also includes programs, state guidance, evaluations, and target dates for achieving the 2020 GHG emissions cap.</td>
</tr>
<tr>
<td>SB 375 (Sustainable Communities and Climate Protect Act, 2008)</td>
<td><strong>Summary</strong>&lt;br&gt;Also known as the Sustainable Communities Act, this legislation supports AB 32 goals to reduce greenhouse gas (GHG) emissions with the goal of developing sustainable communities through coordinated transportation and land use planning.&lt;br&gt;&lt;br&gt;<strong>Relevance for I-710 Livability Initiative:</strong>&lt;br&gt;Per SCAG’s sustainable communities strategy (SCS) - which is an integral part of LA County’s regional transportation plan (RTP) - land use, housing, and transportation strategies will enable the region to meet its green house gas (GHG) emission targets. The SCS establishes incentives to encourage local governments and developers to implement these strategies.</td>
</tr>
<tr>
<td>AB 1358 (Complete Streets Legislation, 2008)</td>
<td><strong>Summary</strong>&lt;br&gt;This legislation requires each county and city to adopt a general plan with a circulation element that plans for a balanced, multimodal transportation network that meets the needs of all users of the roadway system and is inclusive of pedestrians, bicyclists, children, persons with disabilities and all other users of the road.&lt;br&gt;&lt;br&gt;<strong>Relevance for I-710 Livability Initiative:</strong>&lt;br&gt;Provides guidelines for designing Complete Streets, which is one of the primary goals of the I-710 Livability Initiative. These guidelines extend to different land use contexts - rural, suburban, and urban - and have mandatory elements required by cities and counties.</td>
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<td>SB 743, 2013</td>
<td><strong>Summary</strong>&lt;br&gt;This legislation (as required by CEQA) requires local agencies to move away from using vehicle delay and level of service (LOS) as a metric for identifying and mitigating transportation impacts. Instead, agencies would use vehicle miles traveled (VMT).&lt;br&gt;&lt;br&gt;<strong>Relevance for I-710 Livability Initiative:</strong>&lt;br&gt;According to the legislative intent contained in SB 743, these changes to the current practice more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.</td>
</tr>
<tr>
<td>Caltrans Complete Streets Implementation Action Plan 2.0 (June 2014 - June 2017)</td>
<td><strong>Summary</strong>&lt;br&gt;The purpose of the report is to describe the current Caltrans Complete Streets policy framework and provide an overview of continuing Complete Streets efforts. The report includes a list of milestones with target dates, as well as the original list of action items and the final status as of 2013.&lt;br&gt;&lt;br&gt;<strong>Relevance for I-710 Livability Initiative:</strong>&lt;br&gt;Includes section on Data and Performance Measures to evaluate Complete Streets efforts, including BRT integration with active modes. Also includes a list of actions and target dates for process-oriented actions, state guidance, programs, and evaluation.</td>
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CHAPTER 3

Local Context
Local Context

OVERVIEW OF I-710 CORRIDOR PROJECT EIR/EIS

Overview of the Project

The I-710 corridor is a vital transportation artery, linking the communities along it and the Port of Los Angeles and Port of Long Beach to Southern California and beyond. An essential component of the regional, statewide, and national transportation system, it serves both passenger and goods movement vehicles. As a result of population growth, employment growth, increased demand for goods movement, increasing traffic volumes, and aging infrastructure, travelers on the I-710 Corridor experiences a variety of challenges.

According to the I-710 Corridor Project EIR/EIS, the purpose of the I-710 Corridor Project is as follows:

- Improve air quality and public health
- Improve traffic safety
- Modernize the freeway design
- Accommodate projected traffic volumes
- Address increased traffic volumes resulting from projected growth in population/employment, and economic activities related to goods movement

What is the 5C Alternative?

Alternative 5C proposes to widen the I-710 mainline by adding mixed-flow lanes (one in each direction) between I-405 and I-105, and between I-105 and SR-60. Truck bypass lanes are also proposed on I-710 through the I-405 interchange. This alternative will modernize the design at the I-405, SR-91, and I-5 interchanges, modernize and reconfigure most local arterial interchanges throughout the I-710 corridor, modify freeway access at various locations, and shift the I-710 centerline at various locations to reduce right-of-way impacts. In addition to improvements to the I-710 mainline and the interchanges, Alternative 5C also includes:

- Zero Emission/Near Zero Emission Truck Technology Deployment Program
- Community Health and Benefit Program
- I-710 TSM/TDM Congestion Relief Program
- Provision of or future provision of ramp metering at all locations and improved arterial signage for access to I-710
- Parking restrictions during peak periods (7:00 a.m.–9:00 a.m. and 4:00 p.m.–7:00 p.m.) on four arterial roadways: Atlantic Boulevard between Pacific Coast Highway and SR-60; Cherry Avenue/Garfield Avenue between Pacific Coast Highway and SR-60; Eastern Avenue between Cherry Avenue and Atlantic Boulevard; and Long Beach Boulevard between San Antonio Drive and Firestone Boulevard
- I-710 Transit Program consisting of transit improvements such as increased service on all Metro Rapid routes and local bus routes, and transit routes in the Study Area
- ITS improvements
- Visual/aesthetic features consisting of texture treatments (for structures, median barriers, etc.), planting, irrigation, and opportunities for community identification
5C Alternative
ACTIVE TRANSPORTATION IMPROVEMENTS

The alternative also proposes active transportation improvements such as extending the bike path (Class I bike facility) along the LA River and adding bike crossings as well as adding and improving access points to the LA River, as shown in the images on this page.
Diverging Diamond Interchanges (DDIs)

A Diverging Diamond Interchange (DDI) is a type of roadway interchange for locations where freeways and roadways intersect. A DDI configuration involves redesigning the connection point between a roadway and a freeway, removing traditional signals at either end of the connecting bridge and replacing them with two X-shaped intersections. This facilitates a temporary switching of lanes and reduces the number of vehicle conflict points. This design is aimed at reducing conflict turns with pedestrians and bicyclists to improve safety, and increasing left turns, to improve capacity of motor vehicles.

DDI’s are planned along the following corridors in the study area:

> Florence Avenue
> Alondra Boulevard
> Anaheim Street
> Del Amo Boulevard
> Imperial Highway
> Pacific Coast Highway
> Willow Street

Ramp Improvements

In addition to the planned DDI’s, new or reconfigured ramps are being planned along the corridors below:

> Del Amo Boulevard
> Firestone Boulevard
> Ocean Boulevard
> Olympic Boulevard
> Rosecrans Avenue
> Wardlow Road
> Artesia Boulevard
> Atlantic Boulevard
> Long Beach Boulevard
Local Context

OVERVIEW OF EXISTING PLANS

West Santa Ana Branch (WSAB) Transit Corridor Project

The West Santa Ana Branch (WSAB) Transit Corridor Project is a new 20-mile light rail transit line that will connect downtown Los Angeles to southeast Los Angeles County, serving the cities and communities of the Arts District, Little Tokyo, Los Angeles, Vernon, Huntington Park, Bell, Cudahy, South Gate, Downey, Paramount, Bellflower, Cerritos, Artesia, and the unincorporated Florence-Graham community of Los Angeles County. The Project’s name originates from the southern portion of the route south of the Metro Green Line that followed an old streetcar alignment known as the West Santa Ana Branch Corridor.

The project area is home to 1.2 million residents and approximately 921,000 jobs. Projections show an increase in the resident population to 1.5 million and employment to 670,000 by 2040. This rail corridor is anticipated to serve commuters in a high travel demand corridor by providing relief to the constrained transportation systems currently available to these communities. In addition, the project is expected to provide a direct connection to the Metro Green Line and the Los Angeles County regional transit network. Per the Measure M Expenditure Plan, the Project is anticipated to break ground in 2022. When this line is operational there will be thousands of people getting on and off trains that will often be traveling by a mode other than personal vehicle. It is important to start thinking about the needs of train patrons and how station areas can be enhanced to serve access to/from the train station.


Blue Line First/Last Mile Planning

Metro is currently working on first/last mile plans for each of the 22 stations along the Blue Line light rail system. The Blue Line is the LA area’s oldest currently operating light rail and connects a diverse set of communities stretching from downtown Los Angeles to Long Beach. However, access to the train line differs greatly; with so many jurisdictions, neighborhoods, and land uses, each station presents different needs, access barriers, and community priorities.

The approach to addressing the first/last mile connections for each location relied on a combination of community groups and project stakeholders, with community-based organizations organizing critical engagement activities near each station area. This approach helped to connect the regional agency’s goals and local knowledge to create a robust and thoughtful set of plans to be used for years to come. This model is intended to help develop and execute a meaningful, innovative, and successful community engagement strategy geared towards obtaining input for the Plan and setting up the communities for implementation.

The process of data collection for this project was based on Metro’s First/Last Mile Strategic Plan and involved walk audits for each station, which were then used to develop maps of pathways, barriers, and opportunities. This helped lead the team to develop a series of priorities and potential projects for each location, complete with cost estimating.

Source: https://www.metro.net/projects/transit-oriented-communities/blue-line.fm
Lower LA River Plan

The Lower Los Angeles River is the core of southeast Los Angeles and serves a critical role by managing flood risk. It protects life and property by collecting storm water from surrounding areas and safely conveying it to the ocean. The river’s paths and trails also provide a space for the community to recreate and travel within the region. Despite these functions, the river’s potential value as a place for relaxation, discovery, recreation, tourism, and economic development has yet to be realized. In 2015, California State Assembly Bill 530 (AB 530) was passed to revive the river through the development of a watershed-based, equitable, community-driven plan. The language of AB 530 called for Secretary John Laird, Natural Resources Agency, in consultation with the Los Angeles County Board of Supervisors, to appoint members to participate in the Lower Los Angeles River Working Group. The Working Group, chaired by the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, included 40 elected officials and representatives from local cities, regional agencies, and community advocates who came together to create the Lower Los Angeles River Revitalization Plan (the Plan). The Plan encompasses areas within a one mile offset on each side of the 19-mile river from the city of Vernon to the city of Long Beach, passing through numerous jurisdictions, including unincorporated County communities and 14 Southeast LA County cities. The Plan describes opportunities for improving the environment and residents’ quality of life along the river ensuring that the voices of the people are heard now and in the future as the river is reimagined and revitalized as an integral part of a healthy, equitable, and sustainable community. The Plan will be incorporated into the LA County’s Master Plan for the entire 51-mile LA River.

https://www.lariver.org/overview/

Rail to River Active Transportation Corridor Feasibility Report

Metro is currently working on the Rail to River Active Transportation Corridor Project, which will convert an existing, underutilized railroad right-of-way into a multi-modal corridor along Slauson Boulevard. Once converted, the Harbor Subdivision rail right-of-way in South Los Angeles will provide a safe and comfortable bicycle and pedestrian connection between the existing Metro Blue Line Slauson Station in the east to the future Metro Crenshaw Line Fairview Heights Station in the west.

The project began in 2012 when a feasibility study was requested by the Metro Board of Directors to repurpose the subdivision. When the study was completed in 2014, further funding was approved for the next steps of planning and environmental clearance. The project cuts through multiple cities and communities, many of which had simultaneous efforts to increase the multi-modality of their areas. A large part of the project involved coordination among jurisdictions and existing plans, facilitating a robust and feasible overall plan for the area.

The project will provide vital pedestrian and bicycle connections to the Metro Blue Line, Silver Line and the future Crenshaw Line, providing a new way for many people to access mass transit options previously difficult for them to use.

https://www.metro.net/projects/r2r/

Map of the Rail to River Active Transportation Corridor. Source: Metro
Local Context

REGIONAL SUCCESS STORIES

Ricardo Lara Linear Park

The City of Lynwood recently completed the Ricardo Lara Linear Park which includes elements of open space, community gathering spaces, landscaping, streetscape improvements, transportation improvements, beautification, and opportunities for physical activity for people of all ages. This project is notable because it has transformed Fernwood Avenue (between Birch Street and Atlantic Avenue) and is an example of agency coordination between Caltrans, the City of Lynwood, and others to innovatively deliver a significant Complete Streets project to the local community.

Prior to this project, this south side of Fernwood Avenue was a vacant utility vehicle access road within Caltrans jurisdiction along the freeway. This resulted in an area that was underutilized and not particularly attractive to the residential community along Fernwood Avenue and to the north. While Fernwood is a minor street that only extends between Long Beach Boulevard and Wright Road, it can play an important role in the transportation network because it connects to north-south streets (Bullis Road and Atlantic Avenue) that provide access across I-105, can provide a more comfortable experience relative to other east-west streets like Imperial Highway and Martin Luther King Jr. Boulevard, and because it enhances access to a few key destinations like the Long Beach Boulevard Green Line Station and Plaza Mexico.

Following coordination between Caltrans and Lynwood, the project was designed and built. The street now includes a number of enhancements that should be used as a model for replicating similar enhancements in other communities, such as:

- Landscaping and beautification
- Wide sidewalk
- Play areas for children
- Benches, tables, and shade for people to enjoy the open space
- Crossing enhancements at intersections
- Water filtration and retention infrastructure
- Community gardens and exercise equipment, which provide opportunities for physical activity and community building

Gardendale Road Diet

Another successful example of Complete Streets implementation in the study area is the Gardendale Bike Lanes project. Gardendale Street/Foster Road is an east-west street that spans between I-710 and the Los Angeles River to I-605 and the San Gabriel River, connecting the existing bicycle paths along the rivers and providing an east-west bicycle linkage that is not otherwise available in the area. This corridor also serves as a first/last mile connection to the Lakewood Boulevard Green Line Station in Downey. The bike lanes were installed between Lakewood Boulevard and Garfield Avenue. Additionally, Gardendale Street is primarily a residential corridor that regularly serves multimodal activity, terminates at the Los Angeles and San Gabriel Rivers, and provides access to several schools, making it ideal for serving local trips and accessing these regional assets.
**DeForest Park & Wetlands**

The City of Long Beach owns 15 acres of 49.9 acres of the DeForest Park & Wetlands district. With funding received in 2010, the park was improved to include several public amenities like a small community room and staff office, tennis courts, a handball/racquet ball court structure, playgrounds, baseball fields, a basketball court, and restrooms. There is also abundant wildlife to observe, including birds, snakes, and lizards, as well as a diversity of native and non-native plants. The permit to use the area was the result of a successful vigorous grassroots community campaign to create the nature area. A trail was created through the basin and volunteers installed donated plants. Residents also work together to maintain the area, organizing cleanups throughout the park. The remaining 34.91 acres are used as the DeForest Wetlands, which the City uses through a Los Angeles County Flood Control District permit.


**Paramount Blvd**

The City of Paramount recently completed a Complete Streets project on Paramount Boulevard near City Hall. The effort focused on enhancing the streetscape and mobility environment for people traveling along the corridor. The sidewalks were widened to include additional landscaping that beautifies, helps filter and restore water, and provides shade through trees. A raised median was added that also serves multiple purposes in the form of beautification and access management. Improvements were also made to the pedestrian experience by adding pedestrian-scale lighting, enhancing crossings with striping, signage, and beacons, and reducing crossing distances by implementing curb extensions. Bus stops and public spaces were also enhanced to create areas where people can comfortably wait for a bus or enjoy a refreshment that was purchased from an adjacent business. These areas include amenities such as seating, shade, bicycle parking, trashcans, and public art. Meanwhile, this commercial corridor provides driving patrons ample on-street and off-street parking while maintaining Paramount Boulevard’s cross-section of four lanes before and after project completion.
CHAPTER 4
Community Outreach
Why is This Project Important?
WALK ACROSS THE I-710 AND YOU WILL KNOW...

The Community Outreach Process

A series of community meetings, group meetings, stakeholder interviews, and pop-up events were hosted throughout the study area to learn what is important to a variety of stakeholders such as non-profits, community leaders, advocacy groups, city staff, institutions, and residents when they travel near I-710.

An overview of the I-710 Livability Initiative purpose, process, and goals was provided for each of the meetings through presentations and project materials. Input was gathered primarily through individual or small group discussions, providing the participants with an opportunity to discuss specific safety concerns and travel behavior of people living and working near I-710. Materials were shared and discussions were conducted in multiple languages (English, Spanish, Khmer) to be inclusive of the project area’s diversity (all events had at least one Spanish-speaking member of the team present). Additionally, a toolbox board that provided several strategies for Complete Streets and Active Transportation improvements was used during the events to gather input on the most desirable strategies using “thumbs-up emoji” style stickers.

Specifically, these events consisted of the following:

<table>
<thead>
<tr>
<th>WHAT?</th>
<th>WHY?</th>
<th>HOW?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stakeholder Interviews</td>
<td>Targeted a variety of stakeholders including local schools, service providers, and medical centers to get an in-depth understanding of the various issues that people encounter near I-710. These groups are not typically focused on transportation issues, yet do serve local constituents in matters related to livability.</td>
<td>Meeting initiated with overview of project through a presentation in English/Spanish. Presentation includes overview of Active Transportation and Complete Streets best practices. Input received through group discussion conducted in English/Spanish.</td>
</tr>
<tr>
<td>Group Meetings</td>
<td>Targeted larger groups that had shared areas of interest like the environment, transportation, or a geographic area. These stakeholders were grouped to allow for a broader discussion on their topics of interest and included several local experts/leaders on these matters.</td>
<td>Overview of project provided through English/Spanish flyers. Input on locations with challenges received on project area map. Input on desirable strategies for improvement received using stickers on a Complete Streets and Active Transportation toolbox display board in English/Spanish.</td>
</tr>
<tr>
<td>Pop-up Events</td>
<td>Targeted local residents who attend community events like swap meets, farmer’s markets, and local festivals, on weekends or weekdays to get a broad understanding of the mobility issues that people encounter near I-710. These interviews were non-typical, with the aim of capturing the “average person” input.</td>
<td>Meeting initiated with overview of project through a presentation in English/Spanish. Input on locations with challenges received on project area map through group breakout sessions. Input on desirable strategies for improvement received using stickers on a Complete Streets and Active Transportation toolbox display board in English/Spanish.</td>
</tr>
<tr>
<td>Community Meetings</td>
<td>Targeted local residents and stakeholder groups who attend traditional public meetings. Input on transportation and livability issues was received on weekdays and weekends in a larger group discussion format with engaging exercises.</td>
<td>Meeting initiated with overview of project through a presentation in English/Spanish. Input on locations with challenges received on project area map through group breakout sessions. Input on desirable strategies for improvement received using stickers on a Complete Streets and Active Transportation toolbox display board in English/Spanish.</td>
</tr>
<tr>
<td>City Staff</td>
<td>Targeted local jurisdictions adjacent to I-710 to get in depth input on improvements planned by the cities and improvements considered implementable along the study corridors. Input was also received from local jurisdictions on the proposed recommendations along the study corridors.</td>
<td>Meeting initiated with overview of project. Input on planned and potential improvements gathered through discussion.</td>
</tr>
</tbody>
</table>

Local kids enjoying some artistic outreach activities at the Cudahy Swap Meet.
Engaging community groups and stakeholders was instrumental in identifying a vision for the study corridors inclusive of potential I-710 freeway improvements, enhancements along the Lower Los Angeles River, local active transportation initiatives, and related investments that seek to contribute to an improved quality of life for the I-710 corridor communities.

The goal of this section is to document and communicate the outreach process. This includes input received by numerous stakeholders that led to the identification of the mobility challenges and solutions based on local travel patterns, and the current/planned transportation infrastructure contexts in the area. Table 4.2 details the summary of the I-710 Livability Initiative outreach events attended and interviews conducted. Summaries of each of the events and interviews are available in Appendix B.

Table 4.2: Outreach Event Summaries

<table>
<thead>
<tr>
<th>EVENT</th>
<th>REASON FOR EVENT/INPUT SOUGHT</th>
<th>DATE/TIME</th>
<th>LOCATION</th>
<th>NOTICE</th>
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<tbody>
<tr>
<td>Stakeholder Interview/Meetings</td>
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<tr>
<td>Cudahy en Marcha Meeting #1</td>
<td>“Cudahy en Marcha” community group to gather feedback on impacts, challenges, and experiences related to proximity to I-710</td>
<td>Thursday, January 25, 2018 10:00 am - 12:00 pm</td>
<td>Cudahy City Hall Bedwell Hall 5220 Santa Ana Street, Cudahy, CA 90201</td>
<td>Email</td>
</tr>
<tr>
<td>Jordan High School</td>
<td>Students, teachers, and local communities to provide input about future Active Transportation projects</td>
<td>Wednesday, February 28, 2018 3:00 pm - 5:00 pm</td>
<td>Jordan High School 6500 Atlantic Avenue Long Beach, CA 90805</td>
<td>Email</td>
</tr>
<tr>
<td>City of Lynwood &amp; St. Francis Medical Center</td>
<td>Staff regarding impacts, challenges, and experiences related to proximity to I-710</td>
<td>Tuesday, March 13, 2018 10:00 am - 12:00 pm</td>
<td>St. Francis Medical Center 3630 E. Imperial Highway Lynwood, CA 90262</td>
<td>Email</td>
</tr>
<tr>
<td>Centro CHA</td>
<td>Staff regarding impacts, challenges, and experiences related to proximity to I-710</td>
<td>Thursday, April 12, 2018 10:00 am - 12:00 pm</td>
<td>Centro CHA 1633 Long Beach Blvd., Long Beach, CA 90262</td>
<td>Email</td>
</tr>
<tr>
<td>Watershed Conservation Authority (WCA)/Rivers and Mountains Conservancy (RMC)</td>
<td>To inform the group so they could provide input about future Active Transportation projects</td>
<td>Wednesday, May 30, 2018 2:00 pm - 4:00 pm</td>
<td>Watershed Conservation Authority Rivers and Mountains Conservancy 100 North Old San Gabriel Canyon Rd. Azusa, CA 91702</td>
<td>Email</td>
</tr>
<tr>
<td>EVENT</td>
<td>REASON FOR EVENT/INPUT SOUGHT</td>
<td>DATE/TIME</td>
<td>LOCATION</td>
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<tr>
<td>Group Meetings</td>
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<tr>
<td>Open Space Providers Group</td>
<td>To inform local residents, advocates, and experts regarding challenges and opportunities for environmental justice related strategies and improvements</td>
<td>Wednesday, November 15, 2017 10:00 am - 12:00pm</td>
<td>CCCOOG Large Meeting Room 16401 Paramount Blvd., Paramount, CA 90723</td>
<td>Email</td>
</tr>
<tr>
<td>Active Transportation Group Meeting #1</td>
<td>To inform local walkers &amp; bikers experiences and areas of focus for study</td>
<td>Wednesday, January 17, 2018 4:00 pm - 6:00 pm</td>
<td>Building Healthy Communities 920 Atlantic Ave., Long Beach, CA</td>
<td>Email</td>
</tr>
<tr>
<td>Transit Providers Group</td>
<td>Municipal bus and shuttle services – including school bus service operators – regarding transit access and connectivity improvements</td>
<td>Thursday, March 15, 2018 2:00 pm - 4:00 pm</td>
<td>CCCOOG 16402 Paramount Bl., Paramount, CA 90723</td>
<td>Email</td>
</tr>
<tr>
<td>Cudahy en Marcha Meeting #2</td>
<td>“Cudahy en Marcha” community group regarding feedback on the I-710 livability recommendations</td>
<td>Thursday, May 31, 2018 10:00 am - 12:00pm</td>
<td>Clara St. Park 4835 Clara Street, Cudahy, CA 90201</td>
<td>Email</td>
</tr>
<tr>
<td>Active Transportation Group Meeting #2</td>
<td>Feedback on the I-710 livability recommendations</td>
<td>Monday, June 18, 2018 4:30 pm - 5:30 pm</td>
<td>Building Healthy Communities 920 Atlantic Ave., Long Beach, CA</td>
<td>Email</td>
</tr>
<tr>
<td>Community Events</td>
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<tr>
<td>Cudahy Swap Meet</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Saturday, February 10, 2018 10:00 am - 12:00pm</td>
<td>Clara St. Park 4835 Clara Street, Cudahy, CA 90201</td>
<td>Flyers, social media, other events, word of mouth, other organizations, CCCOOG website</td>
</tr>
<tr>
<td>City of Bell 5k Run Walk</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Sunday, February 18, 2018 7:00 am - 11:00am</td>
<td>Bell Community Center Parking Lot 630 Pine Ave Bell, CA 90201</td>
<td>Flyers, social media, other events, word of mouth, other organizations, CCCOOG website</td>
</tr>
<tr>
<td>Feria de la Salud y la Amistad, Latinos in Action</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Tuesday, February 20, 2018 5:00 pm - 8:30pm</td>
<td>Gathering Lutheran Church 901 Atlantic Ave Long Beach, CA 90813</td>
<td>Flyers, social media, other events, word of mouth, other organizations, CCCOOG website</td>
</tr>
<tr>
<td>EVENT</td>
<td>REASON FOR EVENT/INPUT SOUGHT</td>
<td>DATE/TIME</td>
<td>LOCATION</td>
<td>NOTICE</td>
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<tr>
<td>Community Events</td>
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<tr>
<td>Paramount Farmers Market</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Friday, March 9, 2018</td>
<td>8:30 am - 12:30 pm</td>
<td>Progress Park 15500 Downey Avenue Paramount, CA 90723 Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>South Gate Azalea Festival</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Friday, March 23, 2018</td>
<td>5:00 pm - 7:30 pm</td>
<td>South Gate Park 4900 Southern Avenue South Gate, CA 90280 Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>City of South Gate Spring Fit 5K</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Friday, March 10, 2018</td>
<td>7:00 am - 11:30 am</td>
<td>South Gate Park 9550 Hildreth Park South Gate, CA 90280 Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>Long Beach Jazz Festival</td>
<td>General public who experience I-710 through travel in the area and identify issues and opportunities for future improvements</td>
<td>Saturday, June 9, 2018</td>
<td>9:30 am - 2:00 pm</td>
<td>Houghton Park 6301 Myrtle Beach Avenue Long Beach, CA 90805 Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>Public Meetings</td>
<td></td>
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</tr>
<tr>
<td>Community Meeting #1</td>
<td>Introduce the project to the public, define project parameters</td>
<td>Saturday, March 31, 2018</td>
<td>10:00 am - 12:00 pm</td>
<td>Michelle Obama Neighborhood Library 5870 Atlantic Avenue, Long Beach, CA 90805 Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>Community Meeting #2</td>
<td>Introduce the project to the public, Present recommended improvements on relevant corridors for public input</td>
<td>Thursday, June 7, 2018</td>
<td>6:00 pm - 8:00pm</td>
<td>Bell Community Center 6250 Pine Avenue, Bell, California 90201 Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
<tr>
<td>Community Meeting #3</td>
<td>Introduce the project to the public, Present recommended improvements on relevant corridors for public input</td>
<td>Thursday, June 28, 2018</td>
<td>6:00 pm - 8:00pm</td>
<td>East Los Angeles Service Center 133 N Sunol Drive Los Angeles, CA 90063 Flyers, social media, other events, word of mouth, other organizations, GCCOG website</td>
</tr>
</tbody>
</table>
Community Outreach

KEY THEMES AND TAKEAWAYS

Is technical planning reflected in the outreach process?

Technical planning information was shared with the public via the toolbox display board (refer to pages 40-41) used during pop-up events and community meetings that showed a compilation of potential Active Transportation and Complete Streets strategies for improvement. Input on these strategies was solicited with the use of “thumbs up” stickers, which were then quantified as shown in the figures to the left.

Additionally, a project overview presentation was provided that discussed Complete Streets and Active Transportation best practices. The goal of this was to initiate discussions about livability challenges encountered by the communities living next to I-710, and mobility improvements for the people living and working there. The presentation also shared data on existing conditions like vehicular volumes, collisions, and transit ridership levels collected during the study. The desired strategies were used to identify recommendations for each of the study corridors as displayed in the figures on this page.

Finally, concept plans for each corridor, developed based on input from the community and data collected through fieldwork and existing conditions analysis, were presented to cities and stakeholders for refinement.

Was the process comprehensive in involving the public and government stakeholders?

The community outreach process included discussions with Metro, Caltrans, Gateway Cities Council of Governments, local municipalities located adjacent to the I-710, elected officials, community groups, and non-profits along the corridor. Outreach was conducted via different approaches to cover the broad spectrum of stakeholders in the project. Pop-up events and community meetings were organized to gather input from local residents and group interviews were conducted to gather input from advocates and experts.

Additionally, phone and in-person discussions were carried out with local cities to receive input on strategies which they considered as implementable and what they had planned for their jurisdictions. Input from the various stakeholders was used to develop recommendations for each corridor in the project area. Appendix B includes a matrix of the conversations and input received by City staff.

Were meetings accessible and stakeholders engaged?

Community outreach was conducted in a variety of locations throughout the project area at varying times of day, weekdays, and weekends. The locations where outreach was conducted were primarily public libraries, city halls, GCCOG offices, community group offices, and community halls, all of which are accessible to the general public. Additionally, pop-up events were organized as a part of community events frequented by residents like farmer’s markets, swap meets, and local festivals. Metro and GCCOG were represented at group meetings and interviews to answer questions and engage in group discussions.

Notices for these meetings were carried out through a combination of email, social media, City/Metro/GCCOG websites, and flyers. Furthermore, each of the events and meetings was documented through note taking, stickers, and comment cards, summaries of which are attached in Appendix B.

Does it meet the purpose/goal of the ATP by getting support, increasing project effectiveness, and reflecting the project’s priority for local jurisdictions/ the region?

Outreach to the community was conducted through a two-step process. The first step was to get input from stakeholders, community groups, residents, and cities on improvements they would like to see near the I-710 and along the study corridors. This input, in combination with data collected through fieldwork and existing conditions analysis, was used to develop recommendations for each study corridor. The second step of the outreach process was to present the corridor plans to stakeholders and cities to obtain their input on the improvement concepts presented. In doing this, the project reflects local community priorities and was able to get support from the communities in the project area as well as the jurisdictions, which would oversee any implementation of these plans.
CHAPTER 5
Technical Analysis and Project Development
THE STUDY AREA SPANS OVER A DOZEN JURISDICTIONS AND NUMEROUS CORRIDORS THAT FEATURE DIFFERING CHARACTERISTICS RELATED TO LAND USE, EXISTING INFRASTRUCTURE, DEMOGRAPHICS, LOCAL COMMUNITY VALUES, AND TRAVEL PATTERNS.

Based on the review of strategies in local plans, engagement with a variety of stakeholders, and physical and travel characteristics of each corridor, a toolbox of improvement themes and strategies was developed for application to each corridor. The strategies identify tools and best practices that can be used to meet many of the objectives related to Complete Streets, health, air quality, and improved livability that are part of this effort.

The toolbox is composed of a variety of topic areas such as freeway ramp, intersection, corridor, transit, freeway underpass/overpass, and public art enhancement options. Included are descriptions of the improvement types and potential applications. Many strategies also include photos or examples of similar improvements that have been implemented elsewhere.

As discussed in prior chapters, these ideas were primarily generated through review of the plans and policies that have been adopted by local agencies and through discussions with stakeholders (i.e. residents, city staff, non-profit organizations, public meeting attendees). It is important to note that most of the study area is built out and serves multimodal activity to varying degrees, while regional vehicle traffic to and from I-710 is a common element among most of the corridors. Many people in the study area use their vehicle and I-710 for regional travel and a common theme of the community input was the desire to have more travel options within their community that would allow them and their families to engage in more physical activity by safely walking or biking in their neighborhood, thereby avoiding having to drive around looking for parking, contributing to improved air quality, and patronizing local businesses.

Of particular relevance were conversations or observations of people traveling relatively short distances that require traversing the Los Angeles River and I-710 to connect to their destination. People traveling east-west in the area are limited to using the available infrastructure which is limited to the roughly 30 corridors reviewed for this project. This means there are several key destinations in the area, such as Long Beach Jordan High School, Long Beach Polytechnic High School, Manuel Dominguez High School, Hollydale Park, Whittier Boulevard, and regional retail employment centers that people are regularly traveling to and from in the area. This chapter is intended to offer a variety of options to local cities for enhancing conditions across I-710, regardless of mode choice. This chapter discusses these strategies, and the following chapter considers and suggests specific locations that these strategies may be implemented by local agencies.
New or Improved Sidewalks
Repairing, widening, and adding new sidewalks improves safety for people walking and rolling and creates more room for trees, bus stops, and seating that enhance comfort and convenience.

New or Improved Crosswalks
New crosswalks and crosswalks with signs and lights help protect people walking and rolling by increasing their visibility to people driving. Frequent crosswalks also make it more convenient to cross the street.

Signs with Directions to Destinations
Installing signs with directions to destinations on utility poles and streetlights increases awareness of the location of transit stations and destinations near stations.

Bike Parking & Repair Stations
Bike racks and lockers make it easier to travel on bike by creating safe and convenient locations to store bikes around town. Bike repair stations have tools to make quick fixes to your bike if something needs to be adjusted while traveling.

Bike Share Station
Bike share is a transportation service that provides short-term bike rental for short trips and to access transit and other destinations. Riders, in most cases, must have a valid credit or debit card to use the system. Walk-up single rides, monthly, and annual payment pricing options are available. Providers such as Metro Bike Share and Long Beach Bike Share offer a variety of pricing options ranging from $3.50 for a walk-up ride, $20 monthly, or $40-$120 annually, plus usage fees depending on the provider.

Street Furniture
Just like in your house, benches, tables, trash cans, water fountains, and other “street furniture” make walking and rolling friendlier to all.

Landscaping & Shade
Adding trees, plants, and shade structures creates a buffer between the sidewalk and the road, improves aesthetics, and provides refuge from the sun as people walk, roll, rest, or wait for transit.

Bus Stop Improvements
Upgrades like benches, shelters, lighting, and navigation signs at bus stops improve safety and comfort for people riding transit.
**Lighting for People Walking and Biking**

Installing lighting for people walking and rolling increases their safety and visibility, particularly at night.

**Curb Improvements**

Curb ramps and warning strips make it easier for people of all abilities to cross the street. Curb extensions improve safety by shortening crossing distances and increasing visibility of people walking and rolling. They can also provide room for landscaping.

**Drop-Off or Pick-Up Location**

Designated locations for drop-off and pick-up at stations improve accessibility, safety, and convenience at the station and separate cars from areas for people walking and rolling.

**Public Art**

Art near stations brings character and uniqueness to the area and makes stations more aesthetically pleasing and welcoming.

**Underpass & Overpass Improvements**

Making freeway underpasses and overpasses near stations safer, cleaner, better lit, and visually welcoming makes it more convenient and comfortable to travel to stations.

**New or Improved Bike Lanes**

Bike lanes that are physically separated from traffic and extra safety markings at intersections all improve safety and increase comfort for people bicycling.

**Carshare Location**

Similar to bike share, car share allows people to rent cars for short-term use to access transit stations and other destinations, providing convenient access to cars for transit riders. BlueLA and ZipCar are examples of car share providers.

A range of membership and paid service options are available. Depending on the provider, fees range from $0-$10/month plus usage fees for $0.15-$0.50/minute of rental time. Some services offer low-income users a 25-80% discount.

**Traffic Calming to Reduce Speeds**

Narrowing roads, diverting traffic away from neighborhood streets, and other actions to slow car speeds improve the safety and comfort of all people, especially people walking and rolling.
Green Infrastructure

Green infrastructure is a combination of plants, soils, and other practices that help to restore natural water management processes and improve urban quality of life. Paved and impervious surfaces in urban environments put stress on typical stormwater infrastructure and contribute to poor water quality in our bodies of water. Stormwater typically carries debris, silt, and other pollutants directly into our storm drains, which leads to our rivers, and ultimately to our beaches and ocean.

Green infrastructure absorbs rain where it falls and filters pollutants out of the water before it infiltrates into our groundwater basins, rivers, and ocean. Green infrastructure also provides habitat, flood protection, cleaner water, and cleaner air for urban areas.

Overall importance of green infrastructure

> Improve water quality and conserve water
> Enhance community and infrastructure resiliency
> Increase shade and aesthetic appeal of our streets
> Reduces amount and costs of underground piped infrastructure
> Provide habitat for animals, especially birds
Street Trees
Adding street trees creates a buffer between the sidewalk and the road, improves aesthetics, and provides refuge from the sun as people walk, roll, rest, or wait for transit. Street trees also counter the Urban Heat Island Effect, capture and slow rainfall, and improve air quality.

Curb Extensions
Curb extensions can be located at intersections or midblock, decreasing the overall width of the roadway or turning radii, encouraging slower speeds, and giving pedestrians more time to cross the street. Curb extensions can be planted with drought tolerant landscape, bioretention or biofiltration planters, and swales.

Drought Tolerant Landscape
Drought tolerant plant selection is key in our Mediterranean climate because drought tolerant plants demand less maintenance and irrigation. A drought tolerant plant palette can be developed in conjunction with native plant species to promote biodiversity.

Open Space
Turning extra right-of-way into open space can be great both for the community and for the environment. Small parks provide opportunities for recreation and social events and can help with groundwater infiltration reducing the Urban Heat Island Effect.

Bioretention Planters
Bioretention planters are stormwater infiltration areas constructed with walled vertical sides, a flat bottom area, and a large surface capacity to capture, treat, and manage stormwater runoff from the street. Bioretention planters can be implemented nearly anywhere in the right-of-way, including in the parkway, in medians, or along the property line.

Biofiltration Planters
Biofiltration planters are stormwater areas constructed with an impermeable base and supporting infrastructure that collect water, filter runoff downward through soil media, and channel treated runoff through an underdrain pipe. These planters provide water quality treatment and reduce runoff volumes.

Swales
Swales are shallow, vegetated, landscape depressions with sloped sides. They are designed to capture, treat, and infiltrate stormwater runoff as it moves downstream. Swales can handle low to moderate flows of runoff. Swales are commonly implemented on neighborhood or residential streets, medians, roundabouts, or other unused right-of-way areas.

Landscaped Median
Landscape medians serve as a division of vehicular traffic while also providing substantial benefits, such as screening and noise dampening. Landscape medians also help soften the streetscape, contribute to the urban tree canopy, and promote biodiversity through native and drought-tolerant understory plants.

Parkways
Parkways are the area of sidewalk between the pedestrian walkway and the street. They provide planting area for street trees and understory planting. Parkways can be combined with stormwater facilities to capture, treat, and convey runoff. Parkways also provide a buffer between pedestrians and vehicular traffic.
Toolbox Development

INTERSECTIONS

Intersections in the study area come in a variety of sizes and have a wide range of existing needs. Depending on the number of lanes and existing controls (signals, stop signs, or uncontrolled), the appropriate treatments for each can differ greatly.

This table offers a set of best practice example intersection treatments that are organized to reflect different intersection conditions such as traffic control and number of lanes. This toolbox was developed based on research of the efficacy of intersection treatment options, review of local and regional plans, and consultation with stakeholders such as the public and agency staff. Because this information was developed for use across over a dozen jurisdictions consulted through this plan, local agencies should review and analyze the appropriateness of specific treatments based on local conditions and priorities. Furthermore, implementation of these types of projects on local streets are subject to review and approval by local agencies who have the flexibility to devise project elements that best suit their needs.

<table>
<thead>
<tr>
<th>ROADWAY TYPE</th>
<th>INTERSECTION TYPE</th>
<th>STOP BARS</th>
<th>MARKED CROSSING 1</th>
<th>LEADING PEDESTRIAN INTERVAL</th>
<th>PROTECTED LEFT TURN 2</th>
<th>PEDESTRIAN SIGNAL</th>
<th>ADVANCED YIELD LINES</th>
<th>PEDESTRIAN SIGNAL</th>
<th>BEACON/HRWL</th>
<th>HIGH VISIBILITY CROSSWALK</th>
<th>CURB EXTENSIONS 3</th>
<th>MEDIAN CROSSING ISLAND</th>
<th>REDUCED CURB/RAMP/TIGHTENED INTERSECTION</th>
<th>IMPROVED CHANNELIZED RIGHT TURN DESIGN</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 to 6 Lane East-West or North-South Study Corridor Base Intersection with Major Street (4+ Lanes)</td>
<td>Signalized</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Where Warranted</td>
<td>Optional Base Treatment</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
</tr>
<tr>
<td>Intersection with Minor Street (2-3 Lanes)</td>
<td>Signalized</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Optional Base Treatment</td>
<td>Optional Base Treatment</td>
<td>Base Treatment</td>
<td>Optional Base Treatment</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td>Where Feasible</td>
<td></td>
</tr>
<tr>
<td>Unsignalized with No Marked Crosswalks</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
<td>Base Treatment</td>
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<td>Where Feasible</td>
<td>Where Feasible</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 High visibility crosswalks along minor leg of the road to indicate crossing for pedestrians and bicyclists.
2 Recommended only if warranted by a left turn study.
3 Will not remove a travel or parking lane but may reduce turning movement radius of vehicles.
4 Will help reduce conflict of right turning vehicles with pedestrians and through traffic but may reduce turning movement radius of vehicles.

Additional detail is provided in Appendix A. Conceptual planning improvements presented in Chapter 6 are based on review of local documents, best practices, and development of project concepts that span several jurisdictions. As shown in Appendix A, specific projects developed through local planning efforts, such as the City of Long Beach, offer additional detail on projects that are consistent with this plan and may be implemented through local plans.
Shade/Shelter
In an area that is often sunny and warm, shade and shelter at bus stops is key for the comfort of riders. Distinct shelters also help to make bus stops more visible, which can increase awareness of transit options and willingness to ride. Shade can come in the form of small structures fixed to the ground, or trees and foliage.

Bench/Seating
While waiting for the bus, transit riders appreciate having a place to sit and relax. Providing seating options is especially helpful in accommodating riders of all ages and abilities. Like a shade structure, distinct benches at bus stops also help to brand the locations and make them more visible to current and potential riders.

Trash/Maintenance
A clean bus stop is a pleasant bus stop. Current and potential riders alike are more likely to be willing to wait for transit at a place that feels safe, clean and comfortable. Bus stops with trash cans that are regularly emptied, with regular repairs or removal of graffiti on any structures or signage, are more inviting to riders.

Transit Information
Accurate and clear information helps transit riders immensely, giving them confidence in their commute and breaking down potential barriers to new riders. Signage related to each operator and line is key, and wayfinding to local amenities and destinations is helpful as well.

Lighting
Well-lit transit stops and stations are more inviting and feel safer than those left in the dark. In addition to local street lights intended to light the roadway for cars and buses, pedestrian-level lighting at and around bus stops helps transit riders see potential amenities like benches and shelters, and be seen by others as well.

Bike Parking
Transit riders arrive at their stations and stops through multiple modes. If they arrive on a bike, it’s helpful to provide bike parking in the form of a rack or locker to facilitate a safe, convenient storage solution during a multimodal trip.
Toolbox Development
LA RIVER ACCESS POINTS

The LA River is an important local asset to communities along the I-710 corridor. Improving access, awareness and maintenance at regular points along the river can increase use and enjoyment of the space.

Formalizing
Many of the LA River access points utilized currently include informal points of access or paths. By formalizing more of these entryways and walkways, access will be safer, more direct and easier to maintain.

Improved Maintenance
Many locations in the study area were poorly maintained, with graffiti and trash at entry points. Implementing regular maintenance would make the LA River access more comfortable and inviting.

Lighting
While roadways are often well-lit for drivers, pedestrian-level lighting in the area is hard to come by. By lighting the entry points to the LA River, accessibility and safety will be increased.

Wayfinding
Information on how to get to the LA River is vital to connecting community members with the recreational uses and pathways located there. Access points would be improved with clear and accurate wayfinding signage. Signage will either use general symbols accessible by those of any language, or include multiple languages on the sign.

Ramps
In order to accommodate users of all ages and abilities, ramps would be a helpful addition to LA River access points. Adding ramps would also make it easier for people on bikes to use the space.

Improved Permeability and Visibility from Streets
In addition to wayfinding and formalizing access points, improved visibility and connection to the street would increase community awareness and access to the LA River.
UNDERPASS/OVERPASSES AND BRIDGES

Lighting
Pedestrian-level lighting can greatly enhance the experience of walking on a bridge above a freeway, or in an underpass below. Well-lit areas feel safer, are more inviting, and allow users to see where they’re going as well as be seen by those using other modes.

Improved Maintenance
Maintence of both bridges and underpass/overpass locations is key to keeping them clean and functional. Improved maintenance of these I-710 corridor facilities will help to improve connections on either side of the freeway for the many arterials that cross it.

Lane Narrowing to Create Sidewalk Buffers
With vehicles moving at high speeds, especially on bridges and underpass/overpass locations near freeways, pedestrians might need more buffer space in order to feel safe and comfortable. This can be accomplished through narrowing travel lanes slightly with paint or expanding curbs.

Widening Right of Way
On bridges in particular, widening the facility can increase space for wider sidewalks, formalizing access to the LA River, and improving or extending these facilities beyond the I-710 project into more community areas. All of these elements help to make the pedestrian realm a better place to walk and roll.

Public Art
Public art helps to enhance the experience at any mode, and can drastically improve the atmosphere on any street, especially in an underpass. Murals in these locations can liven up the space while including community artists and adding to the local sense of community.
Most of the study corridors in the I-710 Livability Initiative cross a freeway, creating locations where pedestrian needs and vehicle speeds are often at odds. These treatments can help people using all modes better navigate these conflict areas.

**Freeway Ramps**

**Crosswalk Perpendicular to Ramp**

Perpendicular crosswalks are the best for facilitating pedestrian access across freeway ramps. Currently, many of the freeway ramps on the study corridor have angled crosswalks which are not very visible to cars, or no crosswalks marked at all.

**Tight Curb Radius**

A tighter curb radius for cars turning onto and off of the freeway will keep vehicles at slower speeds when on arterial roadways, making the crossing points with pedestrians and people on bikes safer for all modes involved.

**Landscaped Buffer**

The inclusion of foliage adjacent to freeway ramps helps to separate pedestrians from vehicles near locations of potential conflict. These buffers can also make a place more pleasant to walk around and drive through.

**Advanced Yield Limit Line of 20’ to 30’**

Yield limit lines that are at least 20 feet back from a crossing point help to increase driver visibility of pedestrians and people on bikes. They also give a driver more room if they have trouble slowing down before a stop.

**Pedestrian Hybrid Beacons (PHBs) and Rapid Rectangular Flashing Beacons (RRFBs)**

Lighted beacons of multiple types can help users of all modes be more aware of points of potential conflict in the roadway when a signal is not an option. Pedestrian Hybrid Beacons (PHBs) include two red lights and one yellow light on a raised arm, and are meant for busier or higher speed roadway crossing points. Rapid Rectangular Flashing Beacons (RRFBs) are yellow lights that supplement pedestrian crossing signs, and are used at slower speed crossings.

**T-Configuration**

Freeway ramps that are perpendicular to the roadway they connect to are safer for pedestrians and drivers, much like crosswalks that are perpendicular to ramps. The T-configuration forces drivers to slow down and check their surroundings, improving safety at points of conflict.

**Signalization**

At freeway ramp locations with particularly high speeds, volume, or number of lanes, signalization may be a way to organize all modes and make travel through the intersection safer. Signals will require a warrant, needing to meet certain standards of existing conditions before being installed.
DIVERGING DIAMOND INTERCHANGES (DDIS)

**Redesigning Traffic Flow on Bridges**
A DDI configuration involves redesigning the connection point between a roadway and a freeway, removing traditional signals at either end of the connecting bridge and replacing them with two X-shaped intersections. This facilitates a temporary switching of lanes and allows for half as many conflict points.

**Relocating Sidewalks**
When reconfiguring the travel lanes in a DDI formation, sidewalks will need to be relocated in the I-710 bridge crossing as well as the connection points to the arterial sidewalk.

**Enhanced Median Where Pedestrians Cross Bridge**
With pedestrians in the center of a roadway in the DDI configuration, the median will provide access for pedestrians crossing the bridge. This new location would be greatly enhanced with trees for shade, as well as pedestrian level lighting and other foliage.
Toolbox Development
PUBLIC ART

Public art can serve many purposes, from community engagement in the creation or artist decision process, to enhancement of walkways and public spaces. Art can help showcase neighborhood assets, history, and pride, while making the area more aesthetically pleasing.

Mural along Santa Fe Ave in the I-710 project area.

Colorful crosswalk art in Downtown Los Angeles, CA.

Paley Park in New York, NY - a pocket park with a waterfall feature.

Tile art at 7th Street/Metro Center station in Downtown Los Angeles, CA.

Water feature in Playa Vista area of Los Angeles, CA.

Mosaic art in Culver City, CA.

Interactive art on Santa Monica Blvd in West Hollywood, CA.
CORRIDOR-WIDE POLICIES

ADA Compliance
In accordance with the American with Disabilities Act of 1990, sidewalks must meet minimum width with no obstructions like light poles, minimum walk times at intersections should be provided, and directional curb ramps and detectable warning surfaces should be installed at all intersections along the study corridors.

Wayfinding
Many of the corridors crossing I-710 lack signage of important destinations in the area and how to get there. Wayfinding not only guides people to their destinations in their mode of choice, but in many cases also helps to establish a sense of neighborhood or community character.

Landscaping and Active Frontages
There are several vacant plots along some of the I-710 corridors. As these plots are developed, or as existing plots are redeveloped, landscaping and active frontages should be considered as a Complete Streets strategy to improve the experience of walking or bicycling along the corridor.

Underground Utilities
Most corridors along I-710 have overhead power lines, which if put underground would help improve the aesthetic quality of the place.

Buffered/Protected Bike Lanes Over I-710
Per Caltrans, a Class I bike facility is a bike path. It has exclusive right of way for bicyclists and pedestrians away from the vehicular roadway, and minimized crossflows with different modes. A Class II bike facility is a bike lane established along the street and is defined by pavement striping and signage to delineate a portion of the roadway dedicated for bicycle travel. The bike lane can also be buffered to provide a greater separation from adjacent traffic. A Class III bike facility is a bike route which designates a preferred route for bicyclists on streets shared with motor traffic and is not designated as a separate facility. A Class IV bike facility is a separated bikeway, often referred to as a protected bike lane that is physically separated from motor traffic with a vertical feature.

When a bicycle facility is proposed along a corridor, consider a protected/buffered bike lane rather than an unprotected bike lane or a bike route. The former are not only safer options but provide a more comfortable bicycle riding experience.
CHAPTER 6

Corridor-Specific Analysis
This chapter is the culmination of existing conditions analysis, data review, corridor observations, and stakeholder engagement with a focus on the challenges, opportunities, constraints, and potential improvements on each study corridor. These project ideas are developed based on a variety of sources and with the intent of improving the streetscape and experience for all roadway users.

As can be seen with many of the recommendations, there is an emphasis on crossing enhancements and improving conditions for people who walk through intersections. Most jurisdictions identified parallel corridors to the study corridors as the streets most appropriate for bicycle treatments and bicycle facilities are proposed on a handful of corridors. Improvements for people who drive include street repairs, protected left-turns, signal upgrades, freeway ramp enhancements, and other options such as improved lighting and signage to help direct vehicles to the desired freeway ramps. Finally, the plan identifies opportunities for enhancing sidewalks and transit stops which will benefit people who are walking to school or riding the bus or the Blue Line, which has several stations in the study area.

The conceptual plans are based on the I-710 modernization plan Alternative 5C in that they reflect bridge and freeway improvements that are planned as part of that effort, with additional measures to address multimodal conditions developed for this project. These conceptual plans do not compel the jurisdictions to implement these exact projects, rather they serve as a basis for Cities to develop improvement projects that they can then pursue resources to fund and implement through a variety of funding sources described in Chapter 7. Furthermore, through review of adopted City plans and discussion with City staff, the project team has worked to develop project ideas that do not conflict with planned City projects. Additional design and community engagement would be an important next step as Cities move forward with corridor enhancements.

For each corridor the chapter is organized as follows:

> Photographs and discussions of observed conditions and activity
> Review of constraints and opportunities
> Inventory of corridor features such as existing bicycle facilities, transit service, daily traffic volumes, Calenviroscreen score, collisions, points of interest, and stop level transit ridership

> Corridor concept plans showing improvement ideas with plan views and cross-sections

Observations and concept plans can stand alone for each corridor and serve as a resource for stakeholders to continue identifying strategies for enhancing livability in their communities.

These recommendations, which provide cities with a clear way to present improvements in grant applications or to decisionmakers, are displayed in three graphics for each corridor (see the typical page layout below):

Typical Page Layouts:

1. A plan view of a one-mile stretch of the corridor with suggested urban design, landscape, mobility, and intersection improvements marked with icons. For more information on each improvement type, see Chapter 5.

2. A plan view of an enlarged area of the corridor (marked on graphic 1) which shows improvements in more detail. This detail area was chosen because it is representative of current conditions along the whole corridor.

3. A cross-section at a specific place along the corridor (marked on graphic 2) showing how pedestrians, bicyclists, and cars will move on the street once improvements are made. Suggested corridor changes are marked with improvement icons.
3rd Street

Complete Streets and Active Transportation Plan Grant

3rd Street is an east-west roadway. Within the study area it spans from Atlantic Boulevard to Indiana Street. This extent of the corridor is located within East Los Angeles which is a part of Unincorporated Los Angeles County. The conditions vary along the corridor, particularly west and east of I-710. West of I-710, cemeteries line both sides of 3rd Street, which are not active uses and result in walls and open space as a defining feature of this segment. East of I-710, 3rd Street has a unique character, relative to other corridors in the project area, with three Gold Line transit stops located within the study area of the corridor. A mix of land uses such as commercial businesses, restaurants, hospitals, civic centers, schools, and parks generate high levels of transit ridership and pedestrian activity. This segment also features many pedestrian-oriented infrastructure treatments like colored crosswalks, and bicycle facilities such as bike lockers. A Class II bicycle lane that uses excess right-of-way and parking along the corridor with no change to the number of travel lanes is proposed. An alternative improvement plan without a bicycle facility is also proposed based on community input. For this alternative, improvements on 3rd Street are proposed within the existing right-of-way and will not change the existing roadway cross-section. Planned improvements on 3rd Street as part of the MTA Eastside Access Plan Phase II and the Metro Gold Line Eastside Access Phase II Calvary Cemetery Pedestrian Path, 3rd Street & Pomona Boulevard project, and 3rd Street & Indiana Street project include: pedestrian access improvements, bicycle access improvements, sidewalk widening, controller upgrades, and CCTV camera installations. Additionally this corridor is within the East Los Angeles Community Plan that sets forth specific policies to guide future development and improvements along the corridor.

Observations

> East-west corridor that crosses the I-710 freeway, there are three ramps to access the I-710 freeway from this corridor.
> The Metro Gold Line runs along the center of the corridor and on either side there is generally one lane of travel. There is available right-of-way with hatched striping, except around intersections where a left-turn lane is provided. About half of the corridor provides on-street parking, while the remainder does not.
> West of I-710, the land use around the corridor includes single-family residential, religious, and some retail. East of I-710, there is a cluster of government and institutional land uses, including the East Los Angeles Civic Center, East Los Angeles Courthouse, Library, several education centers, and the Edward R. Roybal Comprehensive Health Center.
> There are three Metro Gold Line stations along the corridor: Maravilla, East LA Civic Center, and Atlantic Stations, all east of the I-170. The Gold Line stations generally run the length of one block and are colorful, aesthetically pleasing, and add visual interest to the corridor.
> The crosswalks surrounding Gold Line stations are stamped and colored to look like brick crosswalks, which increases the crosswalk visibility where rail passengers must cross to access the stations.
> There are Metro bicycle lockers at the Atlantic Gold Line station and there are no existing or proposed bike lanes on the corridor.
> Adjacent to the East Los Angeles Civic Center there is a bus transit center, the Donicio Morales Transit Plaza, behind which there is a high quality public park, Belvedere Park Lake. Both of these facilities result in a concentration of pedestrian activity in this area.
> Between SR-60 and I-710, the Gold Line rises slightly above street level and the Calvary Cemetery is separated from the street by a tall concrete barrier. The cemetery initially provides a pleasant green space but as the barrier rises it creates an uncomfortable environment where pedestrians and vehicles are traveling between two tall concrete barriers.

Constraints

> The Gold Line right-of-way acts as a barrier across the corridor and prevents pedestrians and vehicles from crossing 3rd Street at every cross street.
> The Gold Line right-of-way, cemeteries, and buildings built up to the sidewalk limit the potential to widen the street to add bicycle facilities.
> The limited right-of-way might also prevent some of the railroad-crossing pedestrian gates from being installed in addition to affecting any proposed bicycle facilities.

Opportunities

> At all three stations, there is an opportunity to improve pedestrian safety by adding railroad-crossing gates to prevent pedestrians from crossing when train is passing.
> Near Atlantic station, there is an opportunity to densify existing multi-family residential land uses and create transit-oriented-development (TOD).
> Add bicycle facilities in the excess right-of-way, particularly around the Atlantic Gold Line station where there are Metro bicycle lockers.
> Add public art on concrete walls that separate cemeteries from the sidewalk and on concrete barriers where the Gold Line rises above street level.
> Add curb extensions at Rowan Avenue to reduce track crossing time for pedestrians, and add high visibility crosswalks.
> Add street trees where there are gaps in tree shade canopy.
> Add curb extensions on the southeast corner of the intersections of 3rd Street with McDonnel Avenue, Ford Boulevard, and Mednik Avenue to decrease crossing time for pedestrians.
> Continue decorative lights along full route.
> Remove free right-turn lane from Pomona Boulevard north and south onto Atlantic Boulevard. Replace painted median on Pomona Boulevard (east of intersection) with median.
> Some treatments are optional in order to accomplish the goals set forth, and may require additional studies of feasibility.
> 3rd Street would benefit from traffic signal controller upgrades. It will help the operation of the Gold Line, which in turn helps motorists, transit riders, cyclists, and pedestrians.
### 3rd Street

**Complete Streets and Active Transportation Plan Grant**

#### Corridor Features

<table>
<thead>
<tr>
<th>Bike Routes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSSP Corridor</td>
<td>No</td>
</tr>
</tbody>
</table>

| Daily Traffic Volumes | 14,000 |

#### Planned Improvements

- **Transit Routes**: Metro 256
- **Transit Ridership**: 9,200
- **Calenviroscreen (1 mile radius)**: 20 out of 22 census tracts are in the top 25% of disadvantaged communities.

- **None**

#### Map Elements

- **Corridors & Borders**
  - TSSP Corridor
  - City Boundary
  - Bus Route
  - Existing Bike Facility
  - Planned Bike Facility

- **Transit Ridership**
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200

- **Points of Interest**
  - Arts/Recreation
  - Health Services
  - School
  - College/University

- **Collisions**
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle

---

Top 25% of disadvantaged communities.
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Section

Existing Bus Stop (Typical)

Metro Gold Line

Existing Bike Lane

Bike Lane

Buffer

Stormwater Planter

 Protected Bike Lane: Class IV

Stormwater Planter

Protected Bike Lane: Class IV

Stormwater Planter

Proposed Roadway

Bicycle Facility

Existing (E) and Proposed (P)

Class II Bike Lane

Class III Bike Route

Class IV Protected Bike Lane

New/Expanded Sidewalk

Ramp Improvements

Railroad Crossing Improvements

Diverging Diamond Interchange Improvements

Formalized LA River Access

Proposed Street

Underpass Improvements

Line Art

Public Art

Underpass Improvements

Paralleling Street

Proposed Stormwater Planter

Open Space

Street Trees

Drought Tolerant Landscape/Planting Area

Stormwater Planter

URBAN DESIGN IMPROVEMENTS

Opportunity Site (excavated)

Transparent Frontage

Enhanced LA River Access

Bridge Improvements

Public Art

Street Furnishings

Transparent Frontage

Enhanced LA River Access

Bridge Improvements

Public Art

Street Furnishings

URBAN DESIGN IMPROVEMENTS

Street Furnishings

Drought Tolerant Landscape/Planting Area

Stormwater Planter

LANDSCAPE IMPROVEMENTS

Street Furnishings

Drought Tolerant Landscape/Planting Area

Stormwater Planter

MOBILITY IMPROVEMENTS

Proposed Roadway

Bicycle Facility

Existing (E) and Proposed (P)

Class II Bike Lane

Class III Bike Route

Class IV Protected Bike Lane

New/Expanded Sidewalk

Ramp Improvements

Railroad Crossing Improvements

Diverging Diamond Interchange Improvements

Formalized LA River Access

Proposed Street

Underpass Improvements

Line Art

Public Art

Underpass Improvements

Paralleling Street

Proposed Stormwater Planter

Open Space

Street Trees

Drought Tolerant Landscape/Planting Area

Stormwater Planter

INTERSECTION IMPROVEMENTS

Signalized/Major Intersection

Signalized/Minor Intersection

Unsignalized Intersection Improvements Access Corridor (with Named Crosswalk) or Existing Midblock Crossings

Unsignalized Intersection Improvements Access Minor Street with Stop Sign

3rd Street

Sidewalk

Stormwater Planter

Travel Lane

Protected Bike Lane: Class IV

Stormwater Planter

Travel Lane

Buffer

Metro Gold Line

Travel Lane

Buffer

Bike Lane

Stormwater Planter

Sidewalk

3rd Street

Sidewalk

Stormwater Planter

Travel Lane

Protected Bike Lane: Class IV

Stormwater Planter

Travel Lane

Buffer

Metro Gold Line

Travel Lane

Buffer

Bike Lane

Stormwater Planter

Sidewalk

11.26.2018
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative, Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Whittier Boulevard

Complete Streets and Active Transportation Plan Grant

Whittier Boulevard is an east-west roadway. Within the study area it spans from Hillview Avenue to Alma Avenue. This extent of the corridor is located within East Los Angeles, which is a part of Unincorporated Los Angeles County. The conditions vary along the corridor, particularly east and west of I-710. West of I-710, cemeteries line both sides of the corridor, which are not active uses and result in walls and open space as a defining feature of this segment. East of I-710, Whittier Boulevard is primarily composed of commercial frontages that offer a variety of services and destinations. This segment of Whittier Boulevard has a unique character, relative to other corridors with commercial uses, which include a “Main Street” feel, high levels of pedestrian and transit activity, highly utilized on-street parking, and many pedestrian-oriented features such as uncontrolled crossings, and colored and patterned crosswalks. Improvements on Whittier Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section. There are planned improvements on Whittier Boulevard as part of the East Los Angeles Community Roadway Improvement Plan, Whittier Boulevard Transit Signal Priority Plan, Whittier Boulevard Landscaping and BRT plan, and East Los Angeles Wellness Hub and Calvary Walking Path Plan that include: improvements to the parkway, sidewalks, curb ramps, traffic signals, and roadway surface. Additionally this corridor is within the East Los Angeles Community Plan that sets forth specific policies to guide future development and improvements along the corridor.

Observations

> East-west corridor that crosses the I-710 freeway, there are no ramps to access the freeway on this corridor.
> There are two lanes of travel provided in each direction with no center median east of I-710 and a median left-turn lane west of I-710.
> Throughout the corridor, the land use is generally commercial, with the establishments east of I-710 generating more on-street activity.
> There are curb extensions at several intersections west of I-710, shortening the distance for pedestrians to cross Whittier Boulevard.
> East of I-710, the low commercial buildings fronting the sidewalks make the street feel cozy and human scale. Some businesses occupy historic theaters and retail buildings, creating a colorful and lively environment on the street.
> Commercial activity spills out of the buildings on the corridor in the form of food trucks, and formal and informal vending on the sidewalk.
> East of I-710 there is a large volume of pedestrians patronizing shops, waiting for buses, and walking along the corridor.
> There are a few unsignalized crossings across Whittier Boulevard, at cross streets such as La Vera Avenue.
> Between McDonnell Avenue and Arizona Street there is a large gateway sign over the street that says “Whittier Boulevard” that provides a sense of place and formalizes the corridor as a destination.
> Immediately west of I-710, there are cemeteries on both sides of Whittier Boulevard separated from the sidewalk by tall walls that isolate the pedestrian from the green space behind.
> At Alma Avenue, Salazar Park is located on the south side of the street, which is easily accessible from the sidewalk and contains a pool, tennis courts, and baseball fields.
> There are no existing bicycle facilities, but there are proposed Class II and Class III facilities.

Opportunities

> Enhance the unsignalized crossings along the corridor with curb extensions to improve pedestrian safety at Burger Ave, Duncan Ave, McDonnell Ave, and Fraser Ave. Some unsignalized crossings may be good candidates for enhanced improvements such as RRFBs as well, if warranted.
> Lower the cemetery wall, add more entrances for pedestrians, allow murals on the wall, or replace the wall with a fence so that pedestrians can experience and enjoy green space as they pass through the corridor.
> Large volume of pedestrians and bus riders along the corridor; many people who would benefit from active transportation improvements.

Constraints

> Cemeteries and buildings built up to the sidewalk limit the potential to widen the right-of-way to add bicycle facilities or wider sidewalks.
> Robust business community along the corridor may be resistant to change as their businesses seem to be successful in the existing environment.
> Multiple intersections do not have left-turn lanes, which may increase congestion for transit users. However, installing left-turn lanes could result in a decrease in parking. This would be a good area to consider off-street parking facilities.
Whittier Boulevard

Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
Yes

DAILY TRAFFIC VOLUMES
30,000

Planned Improvements

> None

Transit Routes

Metro 720, 18

Transit Ridership

13,300

Calenviroscreen (1 mile radius)
19 out of 19 census tracts are in the top 25% of disadvantaged communities.

Map Elements

Points of Interest
- Arts/Recreation
- Health Services
- School
- College/University

Collisions
- Bicycle
- Pedestrian
- Train
- Vehicle

Corridors & Borders
- TSSP Corridor
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Olympic Boulevard
Complete Streets and Active Transportation Plan Grant

Observations

- East-west corridor that crosses the I-710 and the I-5 freeways; there are two ramps to access the I-710 freeway on the corridor.
- There are two lanes of travel provided in each direction, along with a center two-way left-turn lane and on-street parking on most of the corridor, including on the I-5 overpass.
- Along the corridor the land use is generally retail that fronts the sidewalk; west of Townsend Avenue and east of La Verne Avenue the land uses change to auto-oriented commercial.
- West of Herbert Avenue and east of Fetterly Avenue the commercial activity spills into the sidewalk and there are vendors on the sidewalk. Around Fetterly Avenue, there are also food trucks along the sidewalk.
- The sidewalks are generally wide throughout the corridor.
- Mature shade trees are present and irregularly placed throughout the corridor. These trees provide shade at some bus stops.

Opportunities

- Improve the large asphalt triangular island at the intersection with Telegraph Road by adding landscaping and add painted crosswalk to Sunol Drive crossing.
- Add crosswalks and upgrade all curb ramps to meet current Americans with Disabilities Act standards along the corridor at all the cross streets which currently do not have crosswalks.
- Require new development to have transparent wall openings along Olympic Blvd.
- Add curb extensions to intersections with crosswalks to reduce crossing distance, add greenery and filter water, and improve pedestrian experience.
- Install planting strips or parkway trees and other plantings in areas with little tree canopy.
- Improve the bus stops at Downey Road, including the cleanliness on the I-5 overpass and the vacant dirt area in front of a power facility on the northeast corner of the intersection.

Constraints

- Proximity to two major freeways means the corridor must accommodate a large volume of vehicular traffic.
- The width and low-clearance of the I-710 underpass limits the ability to make it brighter and more pleasant for pedestrians and bus riders.
- There are a number of vacant lots along the corridor.

Olympic Boulevard is an east-west roadway. Within the study area it spans from Goodrich Boulevard to Alma Avenue. This extent of the corridor is located within East Los Angeles which is a part of Unincorporated Los Angeles County.

The corridor conditions are similar throughout the study area where Olympic Boulevard is an arterial with four lanes. Land uses vary with a mixture of commercial and industrial uses and parking lots fronting the corridor. As a result, the corridor reflects a suburban orientation with a primary emphasis on auto travel. Active land uses such as the Los Angeles Community Hospital, schools, restaurants, and shopping centers generate pedestrian and transit activity along Olympic Boulevard, promoting a need for pedestrian oriented features like high visibility crosswalks and enhanced transit stops. A Class II bicycle lane that uses excess right-of-way and parking along the corridor with no change to the number of travel lanes is proposed. An alternative improvement plan without a bicycle facility is also proposed based on community input. For this alternative, improvements on Olympic Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section.

There are planned improvements on Olympic Boulevard as part of the East Los Angeles Community Roadway Improvement and Olympic Boulevard Traffic Signal Synchronization Program that include: parkway improvements, sidewalks, curb ramps, traffic signals, and roadway surface. Additionally this corridor is within the East Los Angeles Community Plan that sets forth specific policies to guide future development and improvements along the corridor.
Olympic Boulevard

Complete Streets and Active Transportation Plan Grant

**Corridor Features**

**BIKE ROUTES**  
No

**TSSP CORRIDOR**  
Yes

**DAILY TRAFFIC VOLUMES**  
26,000

**TRANSIT ROUTES**  
Metro 66

**TRANSIT RIDERSHIP**  
3,000

**CALENVIROSCREEN (1 MILE RADIUS)**  
14 out of 14 census tracts are in the top 25% of disadvantaged communities.

**Map Elements**
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

Olympic Boulevard

LANDSCAPE IMPROVEMENTS
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

MOBILITY IMPROVEMENTS
- Proposed Roadway
- Bicycle Facility
- Existing (E) / Proposed (P)
- New/Expanded Sidewalk
- Curb Extension
- High Visibility Crosswalk

INTERSECTION IMPROVEMENTS
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

URBAN DESIGN IMPROVEMENTS
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bicycle Facility
- Existing (E) / Proposed (P) New/Expanded Sidewalk
- Curb Extension
- High Visibility Crosswalk
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
Telegraph Road

Complete Streets and Active Transportation Plan Grant

Telegraph Road is a northeast-southwest roadway. Within the study area it spans from Hoefner Avenue to Downey Road. This extent of the corridor is located within the City of Commerce and East Los Angeles which is a part of Unincorporated Los Angeles County.

The corridor conditions are similar throughout the study area where Telegraph Road is a four lane arterial with industrial and commercial (particularly auto shops) land uses lining the northern edge and the I-5 lining the southern edge of the corridor. As a result, the corridor reflects a suburban orientation with a primary emphasis on auto travel. Bristow Park (connected by a pedestrian bridge over I-5 to Telegraph Road) and restaurants along the corridor generate pedestrian and transit activity. This activity showcases a need for pedestrian oriented features like crossings, high visibility crosswalks, and enhanced transit stops. A Class IV protected bicycle lane that uses one travel lane in each direction along the corridor between Arizona Avenue and Downey Road is proposed. An alternative improvement plan without a bicycle facility is also proposed based on community input. For this alternative, improvements on Telegraph Road are proposed within the existing right-of-way and will not change the existing roadway cross-section.

**Observations**

- Southeast-Northwest corridor that crosses the I-710 freeway; there are five ramps to access the freeway on this corridor.
- Two lanes of travel in each direction. There is on-street parking on both sides of the street west of I-710, east of I-710 there is on-street parking only on the north side of the street.
- On the north side of the street there are businesses fronting the sidewalk and on the south side of the street I-5 runs parallel to the corridor. The Citadel Outlet Mall is located on the corridor east of Hoefner Avenue.
- On the south side of the street (adjacent to I-5), the sidewalk is very narrow and non-existent on some segments. Generally a small wall and a chain-link fence, with or without a small strip of dirt on the freeway side of the fence, separates the sidewalk from the freeway.
- There are several bus stops on the south side of the street; these bus stops have no benches or shelters, are located on narrow sidewalks, and are impacted by freeway traffic. The bus stops are hard to access because of limited and faded crosswalks across Telegraph Road.
- Few pedestrians were observed on the corridor, apart from at a food truck near Olympic Boulevard.
- At Arizona Avenue, there is a pedestrian bridge over I-5 that connects to Triggs Street; while the entrance to the bridge on Triggs Street is clean and well separated from the freeway, the Telegraph Road entrance is not maintained and is separated from the freeway by a small wall and a fence.
- The I-710 underpass is separated into northbound, southbound, and ramp overpasses, so it feels brighter and cleaner than other overpasses.

**Opportunities**

- Widen the sidewalk on the south side of the street and extend it to be a continuous sidewalk throughout the corridor.
- Add a taller (7’) wall on the south side of the corridor to separate pedestrians and bus riders from the I-5 traffic and/or add a row of trees to separate the freeway from Telegraph Road.
- Improve the crosswalks or add high visibility crosswalks with curb cuts at the unsignalized intersections near the bus stops on the south side of the street.
- Telegraph Road near the Citadel experiences high traffic volumes and congestion. A traffic signal or ITS improvement may be appropriate to add here.
- Add bus shelters at bus stops.

**Constraints**

- I-5 runs parallel to the corridor, which limits ability to widen the sidewalk and provide more space at bus stops.
- I-5 limits the ability to connect this corridor to facilities on the south side of I-5, including Bristow Park.
Telegraph Road

Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
Yes

DAILY TRAFFIC VOLUMES
13,000

TRANSIT ROUTES
Metro 62

TRANSIT RIDERSHIP
800

CALENIROSCREEN (1 MILE RADIUS)
15 out of 15 census tracts are in the top 25% of disadvantaged communities.

Planned Improvements

> Sidewalk improvements in Commerce

Map Elements

COURSES & BORDERS
- TSSP Corridor
- City Boundary
- Bus Route
- Existing Bike Facility
- Planned Bike Facility

TRANSIT RIDERSHIP
- 4,000+
- 2,000
- 800
- 400
- 200

POINTS OF INTEREST
- Arts/Recreation
- Health Services
- School
- College/University

COLLISIONS
- Bicycle
- Pedestrian
- Train
- Vehicle

Ch 6 | Corridor Specific Analysis
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**Telegraph Road**

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bicycle Facility
- Existing (E) / Proposed (P)
- New/Expanded Sidewalk
- Curb Extension
- High Visibility Crosswalk

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

**Telegraph Road (Alternative)**

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bicycle Facility
- Existing (E) / Proposed (P)
- New/Expanded Sidewalk
- Curb Extension
- High Visibility Crosswalk
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
MCBRIDE AVE
DUNCA
AVA
MCBRI
A
DUNCA
AVA
SOURCE
A
DUNCA
AVA
MCDONEL
A
DUNCA
AVA
ARIZONA
AVA
TELEGRAPH ROAD
Existing Bus Stop (Typical)
South R.O.W.
North R.O.W.
Sidewalk
Travel Lane
Two-way Left Turn Lane
Travel Lane
Parking Lane
Street Trees
South R.O.W.
North R.O.W.
Street Trees

Telegraph Road (Alternative)

Urban Design Improvements
- Opportunity Site (excend)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

Landscape Improvements
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

Mobility Improvements
- Proposed Roadway
- Bicycle Facility
- Existing (E) and Proposed (P)
- Class I Bike Lane
- Class II Bike Route
- Class III Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements

Intersection Improvements
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Medium/Shortwalk) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
- Railroad Crossing Improvements
- Diverging Diamond
- Interchange Improvements
- Formalized LA River Access
- Road Diet
- Cycle Extension
- High Visibility Crosswalk

11.26.2018
Washington Boulevard

Complete Streets and Active Transportation Plan Grant

Washington Boulevard is a northeast-southwest roadway. Within the study area it spans from Commerce Way to Indiana Street. This extent of the corridor is located within the City of Commerce.

The corridor conditions are similar throughout the study area where Washington Boulevard is a six lane arterial with industrial land uses east and west of I-710 and large warehouses west of I-710. As a result, the corridor reflects a primary emphasis on auto and freight travel. Restaurants and other uses at the intersection of Washington Boulevard & Atlantic Boulevard generate pedestrian activity and support high ridership at the bus stops located at that intersection (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Washington Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Additional improvements are planned along the corridor by the City of Commerce are streetscape improvements as per their capital improvement plan.

Observations

- East-west corridor crossing under the I-710 freeway. Connects to four ramps, providing off/on ramps for northbound and southbound I-710.
- Industrial uses to the west of I-710 with some residential and a school to the north along the corridor, east of I-710.
- Area immediately surrounding I-710 ramps and under pass were under construction at the time of observations for a project that is widening Washington Boulevard to three lanes in each direction.
- In addition to the road widening, the project included new sidewalk, crosswalks, and curb ramps.
- The new sidewalk had some light poles, generally seemed adequate for ADA, though not ideal placement in sidewalk.
- Most observed activity was vehicular, with high levels of truck activity.
- No sidewalk on north side of boulevard west of Ayers Avenue.

Opportunities

- Improve pedestrian crossing at Ayers Avenue by adding high visibility crosswalks to all legs of intersection.
- Add high visibility crosswalks to all legs of Washington Boulevard & Hepworth Avenue intersection.
- Add or widen existing sidewalks to the west of the I-710 to create a continuous pedestrian corridor.
- Further improvements to intersection conditions at freeway ramps, like stop bars and leading pedestrian intervals, when signalized.
- Consider long-term plans to clear sidewalks of light poles and utilities.
- Enhance connectivity to/from school area and across Washington Boulevard.
- Explore improvement options that help enhance comfort and safety in settings with high levels of goods movement activity.

Constraints

- High truck traffic corridor that is important to local economy.
- The roadway was recently widened/reconfigured and additional enhancements may not fit or be compatible with updated reconfiguration.
- Freeway bridge and ramps constrain improvement options immediately surrounding I-710.
Washington Boulevard

Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES

No

TSSP CORRIDOR

Partial

DAILY TRAFFIC VOLUMES

34,000

TRANSIT ROUTES

Commerce Transit
Red, Blue

TRANSIT RIDERSHIP

900

CALENIROSCREEN (1 MILE RADIUS)

9 out of 9 census tracts are in the top 25% of disadvantaged communities.

Planned Improvements

> Multimodal intersection at Garfield Avenue
> Widening and reconstruction
> Commerce Retail Specific Plan

Map Elements

CORRIDORS & BORDERS

TSSP Corridor
City Boundary
Bus Route
Existing Bike Facility
Planned Bike Facility

TRANSIT RIDERSHIP

4,000+
2,000
800
400
200

POINTS OF INTEREST

Arts/Recreation
Health Services
School
College/University

COLLISIONS

Bicycle
Pedestrian
Train
Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
WASHINGTON BLVD
N DAISY AVE
BEWLEY AVE
COWLIN AVE
ATLANTIC BLVD
RALPH LIEBERMAN

0 80 160 ft.

Public Art

Underpass Improvements

Proposed Roadway

Unsignalized Intersection Improvements Across Minor Street with Stop Sign

Streetscape Improvements

Railroad Crossing Improvements

Diverging Diamond

Formalized LA River Access

High Visibility Crosswalk

Street Trees

Proposed Sidewalk

Proposed Bicycle Facility

Class II Bike Route

Class III Bike Route

Class IV Protected Bike Lane

New/Expanded Sidewalk

New/Expanded Street Furnishings

Open Space

Street Tree

Drought Tolerant Landscape/Planting Area

Stormwater Planter

MOBILITY IMPROVEMENTS

INTERSECTION IMPROVEMENTS

Washington Boulevard

URBAN DESIGN IMPROVEMENTS

LANDSCAPE IMPROVEMENTS

Street Furnishings

Underpass Improvements

Proposed Roadway

Unsignalized Intersection Improvements Across Minor Street with Stop Sign

Streetscape Improvements

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Stormwater Planter

MOBILITY IMPROVEMENTS

INTERSECTION IMPROVEMENTS

Washington Boulevard

URBAN DESIGN IMPROVEMENTS

LANDSCAPE IMPROVEMENTS

Street Furnishings

Underpass Improvements

Proposed Roadway

Unsignalized Intersection Improvements Across Minor Street with Stop Sign

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Class III Bike Route

Class IV Protected Bike Lane

New/Expanded Sidewalk

New/Expanded Street Furnishings

Open Space

Street Tree

Drought Tolerant Landscape/Planting Area

Stormwater Planter

MOBILITY IMPROVEMENTS

INTERSECTION IMPROVEMENTS
Slauson Avenue

Complete Streets and Active Transportation Plan Grant

Slauson Avenue is an east-west roadway. Within the study area it spans from Boxford Avenue to Indiana Street. This extent of the corridor runs through the City of Commerce, City of Maywood, and the City of Bell. West of I-710, a mix of residential and commercial uses line the corridor. Riverfront Park, Heliotrope Avenue Elementary School, and FHCCGLA Maywood Family Medical Center all generate high pedestrian traffic. East of I-710, commercial and civic land uses with large parking lots front the corridor. As a result, this segment of the corridor reflects a suburban orientation with a primary emphasis on auto travel. Commercial activity around the intersections of Atlantic Boulevard & Slauson Avenue and Eastern Avenue & Slauson Avenue generate pedestrian activity and support high ridership at the bus stops located at that intersection (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Slauson Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Planned improvements to Slauson Avenue within the study area in the City of Maywood include streetscape and parking improvements along this segment of the corridor and intersection improvements to Atlantic Boulevard & Slauson Avenue.

**Observations**

- East-west corridor crossing over the I-710 freeway with four to six travel lanes. No freeway ramps to I-710 take direct access from Slauson Avenue, with nearby access at Bandini Boulevard and Florence Avenue.
- Just outside of the study area west of I-710, Slauson Avenue is planned for the Metro Rail to River project, including a shared use path between the Crenshaw Line and Blue line.
- Primarily retail, with some residential and two schools, surrounded by dense residential area west of I-710 corridor.
- Industrial and office parks to the east of the I-710. Many long, blank building facades and parking lots, and well-developed street tree and/or median/sidewalk buffer landscaping.
- Narrow sidewalk east of the I-710 sometimes blocked by utility poles or other obstructions.
- Few, if any, benches or shade structures for bus stops east of the I-710.
- Shade canopy west of I-710 inconsistent.
- Sidewalks across LA River and I-710 are narrow, leaving little buffer between pedestrians/cyclists and vehicle traffic.
- New sidewalk and streetscape near Riverfront Park immediately west of I-710; park provides direct access to the Los Angeles River Path.
- Access to river from adjacent street to the north and Riverfront Park to the south.
- Discontinuous sidewalk on south side directly to the east of the I-710 crossing.
- Crosswalks west of the I-710 corridor are faded and/or non-existent.

**Opportunities**

- Add curb extensions and high visibility crosswalks at intersections west of the I-710 corridor where feasible to shorten pedestrian crossing distance, add greenery, and reduce vehicle speeds. Prioritize intersections near the schools.
- Plant trees in existing planting strips or install new planting strips in sidewalk where incomplete tree canopy and require new development to provide trees that shade sidewalk.
- Provide LA River path wayfinding on Slauson Avenue.
- Add benches and shade structures for bus stops east of the I-710.
- Add high visibility crosswalks to intersection of Atlantic Boulevard & Slauson Avenue. Add stormwater planter to southeast leg of intersection (in front of McDonald’s) with street trees.
- Several significant land uses in the area include County Services, Riverfront Park, and schools.
- Connection to LA River could be cleaned up and improved.
- Consider bicycle and pedestrian circulation enhancements through I-710 bridge widening such as wider sidewalks, enhanced buffer from traffic, and improved access to Los Angeles River Path.

**Constraints**

- Bridge width constrains cross-section.
- Selection of nearby parallel corridors for Rail to River project may limit perceived need of active transportation facility corridor on Slauson Avenue.
Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
Yes

DAILY TRAFFIC VOLUMES
28,000

Planned Improvements

> Sidewalk Improvements in Commerce

Map Elements

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<thead>
<tr>
<th>Corridors &amp; Borders</th>
<th>Transit Ridership</th>
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<tr>
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<tr>
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Slauson Avenue
Complete Streets and Active Transportation Plan Grant

Slauson Avenue Complete Streets and Active Transportation Plan Grant

Census Tracts are in the top 25% of disadvantaged communities.

Sidewalk Improvements in Commerce
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Slauson Avenue

URBAN DESIGN IMPROVEMENTS
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements

LANDSCAPE IMPROVEMENTS
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

MOBILITY IMPROVEMENTS
- Proposed Roadway
- Bicycle Facility
- Proposed (P) and Existing (E) Bike Lane
- Class II Bike Lane
- Class II Bike Route
- Class II Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements

INTERSECTION IMPROVEMENTS
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Named Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

MOBILITY IMPROVEMENTS
- Road Diet
- Cycle Extension
- High Visibility Crosswalk
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- New/Expanded Sidewalk
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

INTERSECTION IMPROVEMENTS
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Named Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

LANDSCAPE IMPROVEMENTS
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

MOBILITY IMPROVEMENTS
- Proposed Roadway
- Bicycle Facility
- Proposed (P) and Existing (E) Bike Lane
- Class II Bike Lane
- Class II Bike Route
- Class II Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements

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Gage Avenue

Complete Streets and Active Transportation Plan Grant

Gage Avenue is an east-west roadway. Within the study area it spans from Darwell Avenue to King Avenue. This extent of the corridor runs through the City of Bell Gardens and the City of Bell.

The corridor conditions are similar through the study area where Gage Avenue is an arterial with four lanes throughout the study area. A mix of residential, school, and commercial land uses line both sides of the corridor east and west of I-710 and generate pedestrian activity throughout the corridor. West of I-710, commercial land uses at the intersection of Atlantic Avenue & Gage Avenue contribute to pedestrian activity and support high ridership at the bus stops located at that intersection (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Gage Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Planned improvements to Gage Avenue in the City of Bell include curb extensions, streetscape improvements, wayfinding, and bus stop enhancements. Planned improvements to Gage Avenue in the City of Bell Gardens include improvements to the I-710 freeway overpass.

**Observations**

- East-west corridor that crosses the I-710 freeway; there are no ramps to access the freeway from this corridor. It has two LA River access points. The access point on the south side of the street appear newer and has an attractive gate, while the access point on the north side appears older and is defined by a chain-link face.
- There are two lanes of travel in each direction; on the western half of the corridor there is on-street parking and a median two-way left-turn lane.
- West of I-710 the land use is commercial and institutional, between Eastern Avenue and I-710 land use is auto-oriented commercial, and east of Eastern Avenue the land use is a mix of residential and neighborhood retail.
- There are no bike facilities to provide connection to the LA River path, and Class II and Class III bicycle facilities are planned on the corridor.
- On-street and on-sidewalk cyclists were observed at Eastern Avenue, where there are several bus stops and commercial facilities.
- The sidewalk on the I-710 overpass is very narrow and the vehicular traffic is heavy, making it a loud and uncomfortable experience to traverse. Furthermore, the dead space between the LA River and I-710 is very dirty and unpleasant.
- In the commercial residential area, east of Eastern Avenue, frequent large trees on both public and private property enhance the aesthetics of the corridor.
- Gage Avenue and Eastern Avenue are signed as truck routes and connect to the large industrial area on Slauson Avenue.
- Street trees recently added to the north side of the sidewalk west of I-710.
- The crosswalks surrounding Cesar Chavez Elementary School are high visibility crosswalks.

**Opportunities**

- Widen the sidewalk on the I-710 overpass so that pedestrians may walk further away from heavy vehicular traffic on the corridor.
- Improve crosswalks near the several private and public schools and Veterans Memorial Park along the corridor by adding curb extensions where appropriate to reduce crossing distance.
- Install additional planting strips, plantings, and trees along corridor to provide shade along wide sidewalks.
- Add bicycle facilities to provide safe and comfortable access for cyclists to the LA River path.

**Constraints**

- Since the corridor is near a large industrial area and it intersects a truck route there may be resistance to narrowing the vehicle right-of-way for active transportation improvements, because the corridor must accommodate some truck traffic.
- The width of the I-710 overpass prevents widening the sidewalk without major infrastructure investment.
**Gage Avenue**

**Complete Streets and Active Transportation Plan Grant**

**Corridor Features**

**BIKE ROUTES**
- No

**TSSP CORRIDOR**
- Yes

**DAILY TRAFFIC VOLUMES**
- 22,000

**TRANSIT ROUTES**
- Metro 110

**TRANSIT RIDERSHIP**
- 1,700

**CALENVIROSCREEN (1 MILE RADIUS)**
- 16 out of 16 census tracts are in the top 25% of disadvantaged communities.

**Planned Improvements**

- Intersection improvements at Gage street and Walker street
- Resurfacing and restriping Gage street from Wilcox Avenue to Chanslor Avenue

**Map Elements**

- CORRIDORS & BORDERS
  - TSSP Corridor
  - City Boundary
  - Bus Route
  - Existing Bike Facility
  - Planned Bike Facility

- TRANSIT RIDERSHIP
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200

- POINTS OF INTEREST
  - Arts/Recreation
  - Health Services
  - School
  - College/University

- COLLISIONS
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.
Florence Avenue

Complete Streets and Active Transportation Plan Grant

Florence Avenue is an east-west roadway. Within the study area it spans from Granger Avenue to King Avenue. This extent of the corridor runs through the City of Bell Gardens and the City of Bell. The corridor conditions are similar through the study area where Florence Avenue is an arterial with four lanes throughout the study area. A mix of residential and commercial land uses front the corridor east and west of the I-710 and generate pedestrian activity. Active uses, like Bell Gardens Intermediate School and the Ellen Ochoa Learning Center, coupled with commercial land uses at the intersections of Atlantic Avenue & Florence Avenue and Eastern Avenue & Florence Avenue, generate pedestrian activity and support high ridership at the bus stops located at those intersections (top 6% of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Florence Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Planned improvements to Florence Avenue in the City of Bell include curb extensions, streetscape improvements, wayfinding, and bus stop enhancements. Additionally, there is a planned West Santa Ana Branch Transit Corridor Station on Florence Boulevard between California Avenue and Bear Avenue, which will bring an influx of pedestrian and transit activity to the corridor. This makes first-mile and last-mile transit improvements an important consideration for planning improvements to the corridor. One example of potential enhancements that could improve multi-modal connectivity to the station and the Florence corridor is the redesign of the nearby rail right-of-way to a Class I bike path.

Planned improvements to Florence Avenue in the City of Bell Gardens include improvements to the Eastern Avenue & Florence Avenue intersection.

Observations

- East-west corridor crossing over the I-710 freeway, provides four to six travel lanes.
- Connects to four on-ramps and four off-ramps, providing access for northbound and southbound travel to and from I-710.
- Mix of residential and retail uses on west side of I-710. Florence Avenue on the east side of the I-710 is mostly commercial in character.
- 4 lanes with parking to the west side over the I-710 bridge; 4-6 lanes with peak period parking restrictions to east.
- Tree canopy inconsistent on west side of I-710.
- Narrow sidewalk and light poles make walking over the I-710 uncomfortable.
- Significant visual and noise impacts to people walking and biking on the corridor, particularly on the bridge which is narrower and reduces the lane width and sidewalk width, thereby reducing the space between traveling cars and people on the sidewalk.
- Access to the Los Angeles River Path is available northbound and southbound and there are substantial amounts of trash and debris at Los Angeles River Path entrances.
- Crossing at ramps is a challenge due to high speeds, visibility, and volumes, could be enhanced with beacon or “teeing” up the ramp intersections.
- Pole location is a challenge in some locations due to partial obstructions in sidewalk area.
- Two schools and retail in close proximity of I-710 (within ~2,000 feet).

Opportunities

- Encourage painting of walls that separate residences from sidewalk on north side of Atlantic Avenue west of Mayflower Avenue.
- Add curb extensions and high visibility crosswalks to intersections west of the I-710 where feasible, prioritizing crossings near the Ellen Ochoa Learning Center.
- Add pedestrian crossing to Florence Place & Toler Avenue.
- Add high visibility crosswalks to all intersections east of the I-710.
- Make on- and off-ramps to I-710 ninety-degree turns.
- Vacant lots present opportunities for enhancements to public right-of-way, such as landscaping and active ground floors, through redevelopment.

Constraints

- Four lanes with narrow bridge over Los Angeles River and I-710.
- High levels of multimodal activity and demand for vehicular capacity during peak hours.
Florence Avenue

Complete Streets and Active Transportation Plan Grant

**Corridor Features**

**BIKE ROUTES**
- No

**TSSP CORRIDOR**
- Yes

**DAILY TRAFFIC VOLUMES**
- 32,000

**TRANSPORT ROUTES**
- Metro 111

**TRANSPORT RIDERSHIP**
- 4,500

**CALENVIROSCREEN (1 MILE RADIUS)**
- 20 out of 20 census tracts are in the top 25% of disadvantaged communities.

**Planned Improvements**
- Resurfacing of street in Bell
- Rehabilitation of Florence Avenue bridge over Rio Hondo river in Downey
- Cudahy Safe Routes to School Plan

**Map Elements**

- **Corridors & Borders**
  - TSSP Corridor
  - City Boundary
- **Transit Ridership**
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200
- **Points of Interest**
  - Arts/Recreation
  - Health Services
  - School
  - College/University
- **Collisions**
  - Bicycle
  - Pedestrian
  - Train
  - Vehicle
These concept plans were developed based on review of field conditions and local plans, and are intended to complement planned local projects. The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects. Implementation of strategies in the I-710 Livability Initiative Complete Streets and Active Transportation Plan, such as intersection improvements, multi-modal facilities, parks, green belts, and connectivity treatments on local rights-of-way should consult local plans and are subject to approval by local governments.

**Florence Avenue**

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Improvements
- Drought Tolerant Landscape/Planting Area

**LANDSCAPE IMPROVEMENTS**
- Open Space
- Street Tree
- Drought Tolerant Landscape/Planting Area
- Stormwater Planter

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Bicycle Facility
- Existing (E) / Proposed (P)
- New/Expanded Sidewalk
- Curb Extension
- High Visibility Crosswalk
- Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet

**INTERSECTION IMPROVEMENTS**
- Signalized Major Intersection
- Signalized Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with Marked Crosswalks) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign