Clara Street

Complete Streets and Active Transportation Plan Grant

Clara Street is an east-west roadway. Within the study area it spans from Kress Avenue to Atlantic Avenue. This extent of the corridor runs through the City of Bell and the City of Bell Gardens.

The corridor conditions are similar throughout the study area where Clara Street is predominantly residential with commercial land uses on both sides of the corridor east and west of the I-710. Elizabeth Learning Center, west of I-710, generates pedestrian activity along the corridor. Improvements on Clara Street are proposed within the existing right-of-way and will not change the existing roadway cross-section.

In addition to spot improvements on Clara Street to make the corridor more pedestrian friendly, the City of Bell Gardens is exploring options to connect Ford Park with a bike facility as a part of the City's strategy for developing an active transportation network and should be considered as an alternative for improvements in addition to Clara Street.

Observations

> East-west corridor that crosses the I-710 freeway. It has one LA river access point.
> Two lane road with parking on both sides. A center median or center turn lane is present west of the I-710.
> Land uses west of the I-710 freeway are mostly residential and some retail and land-uses east of the I-710 freeway are a mix of industrial, retail, and residential.
> Truck route sign present at the intersection of Clara Street and Garfield Avenue and very few trucks observed along the corridor.
> Sidewalks are present along both sides of the road with poles blocking movement on sidewalk in some strips along the corridor.
> No crosswalks present from River Road & Clara Street to Eastern Avenue & Clara Street to reach the LA River access point from across the road. Pedestrian observed running midblock to cross to the other side of the road.
> Narrow sidewalks present in the LA River access point cross section creating uncomfortable conditions for walking and bicycling.
> Bus stops along the corridor had benches and no shade.
> A school and park located opposite each other were observed along the corridor. They have a newer crosswalk, a center median at crosswalk, and a speed bump as a traffic calming measure. Pedestrians were observed using the crosswalk and the center median.
> Clara Street intersects an Southern California Edison (SCE) utility corridor.
> Street tree canopy coverage on east side of the I-710 is inconsistent, but utility poles restrict height of foliage.

Constraints

> The corridor is narrow with only two travel lanes and road width may not be sufficient to add a bicycle lane.
> Minimum right-of-way must be met on the I-710 freeway pass in order to widen sidewalks.
> Improving the LA River access point due to bridge width constraint.
Clara Street

Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
No

DAILY TRAFFIC VOLUMES
No data

TRANSIT ROUTES
N/A

TRANSIT RIDERSHIP
400

CALENVIROSCREEN (1 MILE RADIUS)
19 out of 19 census tracts are in the top 25% of disadvantaged communities.

Planned Improvements

> 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
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.
Firestone Boulevard

Complete Streets and Active Transportation Plan Grant

Firestone Boulevard is an east-west roadway. Within the study area it spans from Arnette Street to Annetta Street. This extent of the corridor runs through the City of South Gate and the City of Downey. The corridor conditions are similar throughout the study area where Firestone Boulevard is an arterial with six lanes. Land uses vary with a mixture of commercial and industrial land uses and large parking lots fronting the corridor (particularly east of I-710). As a result the corridor reflects a suburban orientation with a primary emphasis on auto travel. Active land uses such as the Azalea Regional Shopping Center and the El Paseo Shopping Center front the street with parking and are located at intersections that are among the highest ridership bus stops in Los Angeles County (top 690 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Firestone Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section. Additionally, there is a planned West Santa Ana Branch Transit Corridor station on Firestone Boulevard between Atlantic Avenue and Rayo Avenue, which will bring an influx of pedestrian and transit activity to the corridor.

**Observations**

- Medium to heavy traffic volumes were observed.
- Crosswalk is missing across the I-710 northbound entrance.
- Utility poles block the narrow sidewalk in many places.
- Entrance to LA River

**Opportunities**

- Improve entrances to LA River path by improving wayfinding and adding crosswalks on all four legs at Firestone Boulevard and Rayo Avenue. Provide bicycle connection between LA River and South Gate residential populations.
- Improve sidewalks and crosswalks, especially on the I-710 freeway pass.
- Add Active Transportation infrastructure like bike lanes along the corridor.
- Add crosswalks at all intersections along all legs of intersections where appropriate.
- Add shade to bus stops.
- Add crosswalks and pedestrian safety signage like yield signs at ramps.

**Constraints**

- Availability of right-of-way on the I-710 freeway pass in order to widen sidewalks.
- Increased landscaping might cause visual obstruction to businesses.
Firestone Boulevard
Complete Streets and Active Transportation Plan Grant

**Corridor Features**

**BIKE ROUTES**
- No

**TSSP CORRIDOR**
- Partial

**DAILY TRAFFIC VOLUMES**
- 30,000

**TRANSIT ROUTES**
- Metro 115

**TRANSIT RIDERSHIP**
- 3,400

**CALENIROSCREEN (1 MILE RADIUS)**
- 16 out of 17 census tracts are in the top 25% of disadvantaged communities.

**Planned Improvements**

- Intersection improvements at Firestone Boulevard and Rayo Avenue in South Gate
- Firestone Avenue and Atlantic Avenue intersection improvements in South Gate
- Firestone Boulevard Capacity Enhancement in South Gate
- Gateway District 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.
Imperial Highway

Complete Streets and Active Transportation Plan Grant

Imperial Highway is an east-west roadway. Within the study area it spans from Erickson Avenue to Frackar Avenue. This extent of the corridor is located within the City of Downey, City of Lynwood, City of South Gate, and Unincorporated Los Angeles County.

The conditions vary along Imperial Highway, and east and west of I-710. West of I-710, residential uses line the corridor between Frackar Avenue and Atlantic Avenue and commercial uses line the corridor between Atlantic Avenue and I-710. Active uses such as Lynwood High School and commercial uses at the intersection of Atlantic Avenue & Imperial Highway generate high pedestrian activity along this segment. The intersection of Atlantic Avenue & Imperial Highway is among the highest ridership bus stops in Los Angeles County (top 650 of 17,000+ transit stops in Los Angeles County; Metro ATSP). East of I-710, Imperial Highway is primarily composed of industrial warehouses, commercial uses, and civic services, which generate some pedestrian activity along this segment. Additionally, Imperial Equestrian Center located next to the Los Angeles River east of I-710, generates both pedestrian and equestrian activity. Horses can occasionally be seen using the Los Angeles River path, underscoring the importance of improving the environmental conditions in this region for both humans and animals alike.

Imperial Highway is an east-west roadway. In addition to spot improvements to make Imperial Highway more pedestrian friendly, planned improvements along the corridor by the City of Lynwood include widening of the road from two lanes to three lanes. The city is also exploring options to connect Fernwood Park and Ricardo Lara Linear Park with bicycle facilities and a pedestrian/bicycle bridge over I-710 linking Hollydale Park and Martin Luther King Jr. Boulevard as a part of the City's strategy for developing an active transportation network. Other infrastructure development opportunities sought by the city include Electric Vehicle charging stations, Complete Streets improvements of Atlantic Avenue and enhancements to Martin Luther King Jr. Boulevard near I-710.

**Observations**

- East-west corridor that crosses the I-710 freeway. It has seven ramp access points to the I-710 and three access points to the LA River. The LA River path crosses the river from the west side to the north to the east side to the south. Cyclists and pedestrians must cross the bridge over the River, which has a narrow sidewalk, to continue on the path.
- The corridor has four to six lanes with a center turn lane or median. Parking is present on both sides of the corridor west of the I-710.
- Land use is currently mostly commercial and residential along the corridor west of the I-710 and mostly industrial next to the I-710 and immediately east of it.
- The corridor has a very narrow sidewalk over the I-710 freeway pass and east of it. Additionally, street lights and other poles block the narrow sidewalk.
- There are very few trees and little shade across the corridor east of the I-710 freeway. West of the freeway, there are larger, more mature trees.
- Cyclists and pedestrians were observed on the sidewalk. Lesser pedestrian activity was observed along the industrial area of the corridor.
- The intersection of Imperial Highway and the railroad crossing has a small median, however it has faded crosswalks and is uneven. Additionally, the sidewalk is challenging to traverse and may need ADA upgrades.
- The section of the corridor at Lynwood High School has a median with a fence and a drop off zone. However, there are no crosswalks until the closest intersection. Pedestrians were observed crossing midblock.
- A crosswalk is absent on the I-710 northbound ramp.
- Bus stops without shade observed east of the I-710.

**Constraints**

- Minimum right-of-way must be met on the I-710 freeway pass in order to widen sidewalks.
- High vehicular demand on this regional East-west corridor.

**Opportunities**

- Maintain the LA River access points.
- Enhance the sidewalk conditions especially over the I-710 freeway pass.
- Review sidewalks for ADA enhancements.
- Add crosswalks and pedestrian safety signage like yield signs along ramps.
- Improve the cross-section of Imperial Highway railroad crossing by building sidewalks, crosswalks, and expanding the center median.
- Wide sidewalks on east side of I-710 provide opportunity for short trees to be planted.
- Paint high visibility crosswalks at intersections in front of Lynwood High School.
Imperial Highway
Complete Streets and Active Transportation Plan Grant

**Corridor Features**

- **BIKE ROUTES**
  - No

- **TSSP CORRIDOR**
  - No

- **DAILY TRAFFIC VOLUMES**
  - 25,000

**Planned Improvements**

- **TRANSIT ROUTES**
  - Metro 117, 120

- **TRANSIT RIDERSHIP**
  - 2,000

- **CALENVIROSCREEN (1 MILE RADIUS)**
  - 10 out of 11 census tracts are in the top 25% of disadvantaged communities.

- > Imperial Highway median widening in South Gate
- > Street improvements in South Gate
- > Ranchos Los Amigos Specific Plan

**Map Elements**

- **CORRIDORS & BORDERS**
- **TRANSIT RIDERSHIP**
  - 4,000+
  - 2,000
  - 800
  - 400
  - 200

- **POINTS OF INTEREST**
- **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.

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

**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
- Formal 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
**Imperial Highway**

**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) and Proposed (P)
  - Class I Bike Lane
  - Class II Bike Route
  - Class III Protected Bike Lane
  - New/Expanded Sidewalk
  - Ramp Improvements
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet
- Curb Extension
- High Visibility Crosswalk

**Intersection Improvements**
- Signalized/Major Intersection
- Signalized/Minor Intersection
- Unsignalized Intersection Improvements Across Corridor (with No/Non-Crosswalk or Existing Midblock Crossings)
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign
City of South Gate: One Step Closer to the LA River

**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) and Proposed (P) Bike Lane
- Class II Bike Route
- Class IV Protected Bike Lane
- New/Expanded Sidewalk
- Ramp Improvements

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

**LA River/Rio Hondo Confluence Connection with potential regional projects**
Rosecrans Avenue is an east-west roadway. Within the study area it spans from McClure Avenue to Bradfield Avenue. This extent of the corridor is located within the City of Compton, City of Paramount, and Unincorporated Los Angeles County.

The conditions vary along Rosecrans Avenue, and east and west of I-710. West of I-710, predominantly residential uses with a mix of commercial uses line the corridor. Active uses such as the Whaley Middle School and commercial uses at the intersection of Atlantic Avenue & Rosecrans Avenue generate high pedestrian activity along this segment. The intersection of Atlantic Avenue & Rosecrans Avenue is among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). East of I-710, Rosecrans Avenue is primarily composed of commercial uses with large parking lots fronting the corridor. As a result, this segment of the corridor reflects a suburban orientation with a primary emphasis on auto travel. Spane Park and Howard Tanner Elementary School generate pedestrian activity along this segment of the corridor.

Improvements on Rosecrans Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section. In addition to spot improvements to make Rosecrans Avenue more pedestrian friendly, the City of Paramount has planned grant-funded bridge widening from two lanes to three lanes over the Los Angeles River. The city is also exploring options to connect Somerset Boulevard and Rosecrans Avenue with a bike path along the rail right-of-way next to Paramount Park as a part of the City’s strategy for developing an active transportation network. The Rail right-of-way option should be considered as an alternative to this corridor for improvements. Planned improvements by Unincorporated Los Angeles County as part of the East Rancho Dominguez Pavement Reconstruction project include pavement reconstruction and curb ramp upgrades within the County’s jurisdiction.

**Observations**

- East-west corridor that crosses the I-710 freeway. It has six ramp access points to the I-710 and four access points to the LA River.
- The corridor has four lanes with landscaped medians west of the I-710 and six lanes with medians east of the LA River. Parking is present on one or both sides of the corridor west of the I-710.
- Land use is mostly commercial and residential along the corridor west of the I-710 with offices, light industry, and commercial uses east of the LA River.
- Landscaped medians throughout the corridor create a pleasant environment.
- Enhanced crosswalks are old and worn throughout the corridor.
- The corridor has a very narrow sidewalk over the I-710 freeway pass.
- Curb ramps are narrow or absent from crossings at the I-710 freeway ramps.
- Cyclists were observed riding on the sidewalk.
- Bus stops without shade observed east of the I-710.
- Curb adjacent lane on west side of Rosecrans Avenue is wide and parking is not always allowed.

**Opportunities**

- Repave roadway west of the I-710 and refresh pavement markings, including enhanced crosswalks. Add curb extensions at Gibson Avenue and East Rosecrans Avenue to improve crossing next to Whaley Middle School.
- Add curb extensions at intersections with pedestrian crossings as appropriate to decrease crossing distance and increase greenery.
- Clean up trash and graffiti at bus stops west of the I-710.
- Enforce or implement new parking restrictions west of Atlantic Avenue to prevent long-term parking of neglected vehicles.
- Prune tree branches and overgrown landscaping obstructing the sidewalk, especially near bus stops.
- Improve crossings at the I-710 freeway ramps, including enhanced crosswalks.
- Clean up the LA River access points.
- Utility corridor provides additional opportunity for connection to Steam Engine and Salud Parks in Paramount.
- Provide shade at bus stops east of the LA River.
- Replace dead plants in Compton medians with drought resistant, low-maintenance greenery.
- Explore opportunities for midblock crossings that utilize existing median and pedestrian refuge.

**Constraints**

- Some church parking conflicts with the sidewalk west of Rosecrans Avenue & Atlantic Avenue.
- Right-of-way must be available on the I-710 freeway pass in order to widen sidewalks.
- Land uses east of the I-710 do not promote pedestrian activity.
Rosecrans Avenue

Complete Streets and Active Transportation Plan Grant

**Corridor Features**

<table>
<thead>
<tr>
<th>Bike Routes</th>
<th>Transit Routes</th>
<th>Transit Ridership</th>
<th>CalEnviroScreen (1 Mile Radius)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Metro 125</td>
<td>1,800</td>
<td>19 out of 19 census tracts are in the top 25% of disadvantaged communities.</td>
</tr>
</tbody>
</table>

**Planned Improvements**

- None

**Map Elements**

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

- Arts/Recreation
- Health Services
- School
- College/University

- Bicycle
- Pedestrian
- Train
- Vehicle

19 out of 19 census tracts are in the 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.

**URBAN DESIGN IMPROVEMENTS**
- Opportunity Site (vacant)
- Transparent Frontage
- Enhanced LA River Access
- Bridge Improvements
- Public Art
- Street Furnishings
- Underpass Improvements
- Rail Crossing Improvements
- Highway Crossing Improvements
- Interchange Improvements
- Formalized LA River Access
- High Visibility Crosswalk
- Bicycle Facility
- Existing (E) / Proposed (P)
- New/Expanded Sidewalk
- Curb Extension
- 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

**MOBILITY IMPROVEMENTS**
- Proposed Roadway
- Railroad Crossing Improvements
- Diverging Diamond Interchange Improvements
- Formalized LA River Access
- Road Diet
- Ramp Improvements

**INTERSECTION IMPROVEMENTS**
- New Curb
- New Striping
- New Crosswalk
- Enhanced Paving
- To Match Existing

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

**INTERSECTION IMPROVEMENTS**
- Detail Area
- Intersection Enlargement (Gibson Avenue)

**STREET TREE**
- Landscaping
- Underpass Improvements

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

**Rosecrans Avenue**

**City of Paramount**

**City of Compton**

**City of Lynwood**

**Unincorporated LA County**

**Unincorporated LA County**

**City of Lynwood**

**City of Compton**

**City of Compton**
Somerset/Compton Boulevard is an east-west roadway. Within the study area it spans from Garfield Avenue to Essey Avenue. This extent of the corridor is located within the City of Compton, City of Paramount, and Unincorporated Los Angeles County.

The corridor conditions are similar throughout the study area where Somerset/Compton Boulevard is an arterial with four lanes. Residential and some commercial land uses line both sides of the corridor east and west of the I-710. West of I-710, active uses like East Rancho Dominguez Park and commercial services at the intersection of Atlantic Avenue & Somerset/Compton Boulevard generate pedestrian activity along this segment. The intersection of Atlantic Avenue & Somerset/Compton Boulevard is among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP).

East of I-710, Clinton Elementary School and Salud Park generate pedestrian activity in the study segment. Improvements on Somerset/Compton Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Planned improvements by Unincorporated Los Angeles County as a part of the East Rancho Dominguez Pavement Reconstruction project include pavement reconstruction and curb ramp upgrades within the County’s jurisdiction.

Observations

> East-west corridor that does not directly access the I-710 freeway. It has four access points to the LA River.
> The corridor has four lanes with landscaped medians. Parking is present on both sides of the street throughout most of the corridor.
> Land use is mostly commercial and residential with offices, light industry, and commercial uses near Garfield Avenue.
> Landsaped medians throughout the corridor create a pleasant environment.
> Bicyclists observed riding in the wrong direction and walking their bicycles westbound uphill to the LA River.
> The corridor has a very narrow sidewalk over the LA River.
> Bus stops without shade observed throughout the corridor.

Opportunities

> Maintain the LA River access points.
> In commercial areas, require new development to plant trees that provide shade along corridor or add street trees to the sidewalk where space permits.
> Provide shade at bus stops throughout the corridor.
> Repaint high visibility crosswalks at all pedestrian crossings, e.g., Somerset Boulevard & Texaco Avenue.
> Add curb extensions to intersections with crosswalks to reduce crossing distance, add greenery and filter water, and improve pedestrian experience.
> Consider adding high visibility crosswalks at side street crossings on the north side of Compton Boulevard near Lime Ave.

Constraints

> Minimum right-of-way must be available on the LA River bridge in order to widen sidewalks.
Somerset Boulevard
Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
Yes

DAILY TRAFFIC VOLUMES
18,000

Transit Routes

Metro 127

Transit Ridership
800

Calenviro Screen (1 Mile Radius)

17 out of 17 census tracts are in the top 25% of disadvantaged communities.

Planned Improvements

> West Santa Ana Branch Bikeway

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.
Compton Boulevard / Somerset Boulevard

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) and Proposed (P) Class I Bike Lane
- Class II Bike Route
- Class III Protected Bike Lane
- New/Expanded Sidewalk
- Ramps
- Railroad Crossing Improvements
- Diverging Diamond
- Interchange Improvements
- Formalized LA River Access
- Road Diet
- Curb Extension
- High Visibility Crosswalk

INTERSECTION IMPROVEMENTS
- Signaled Major Intersection
- Signaled Minor Intersection
- Unsignalized Intersection Improvements (Corridor with Non-Motorized) or Existing Midblock Crossings
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

11.26.2018
Alondra Boulevard is an east-west roadway. Within the study area it spans from Garfield Avenue to Crane Avenue. This extent of the corridor is located within the City of Compton, City of Paramount, and Unincorporated Los Angeles County. The corridor conditions are similar throughout the study area where Alondra Boulevard is an arterial with four lanes. A mix of commercial and residential land uses line both sides of the corridor east and west of the I-710. West of I-710, active uses like Kelly Elementary School and commercial at the intersection of Atlantic Avenue & Alondra Boulevard generate pedestrian activity along this segment. The intersection of Atlantic Avenue & Somerset/Compton Boulevard is among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). East of I-710, Dominguez High School and commercial services at Garfield Avenue & Alondra Boulevard generate pedestrian activity in the study segment. Roadway widening is planned for Alondra Boulevard in the City of Paramount. Improvements on Alondra Boulevard are proposed within the existing right-of-way and will not change the existing roadway cross-section.

In addition to Complete Streets improvements to make Alondra Boulevard more pedestrian friendly, the City of Paramount is planning to widen Alondra Boulevard from two to three lanes in each direction and add a bicycle facility along the corridor. Planned improvements by Unincorporated Los Angeles County as a part of the East Rancho Dominguez Pavement Reconstruction project include pavement reconstruction and curb ramp upgrades within the County’s jurisdiction.

**Observations**

- East-west corridor that crosses the I-710 freeway. It has five ramp access points to the I-710 and four access points to the LA River.
- The corridor has four lanes with landscaped medians and bike lanes west of the LA River and six lanes with medians east of the LA River. Parking is present on both sides of the street throughout most of the corridor.
- Land use is mostly commercial and residential along the corridor west of Orange Avenue with offices, light industry, and commercial uses east of Orange Avenue.
- Landscaped medians throughout the corridor create a pleasant environment.
- West of the I-710, pavement striping, including bike lanes and enhanced crosswalks, are faded.
- The corridor has a very narrow sidewalk over the LA River.
- Bus stops without shade observed throughout the corridor.
- Tree canopy to west of I-710 is well developed, but narrows sidewalk significantly.
- Corridor dependent on private tree plantings near sidewalk, shading is therefore inconsistent.
- Direct access to Manuel Dominguez High School results in high levels of pedestrian activity on Alondra Boulevard and across the I-710.

**Opportunities**

- Prune tree branches obstructing pedestrian crosswalk sign at Ward Avenue.
- Refresh pavement markings, including bike lanes west of the I-710 (consider green paint) and make pedestrian crosswalks high visibility.
- Clean up the LA River access points.
- Restripe and refresh enhanced crosswalks throughout the corridor.
- Provide shade at bus stops east of the LA River.
- Add curb extensions to the intersection at Butler Avenue to reduce crossing distance, add greenery and filter water, and improve pedestrian experience.

**Constraints**

- Right-of-way must be available to widen sidewalks along the I-710 freeway overpass.
Alondra Boulevard

Complete Streets and Active Transportation Plan Grant

**Corridor Features**

<table>
<thead>
<tr>
<th>BIKE ROUTES</th>
<th>TRANSIT ROUTES</th>
<th>TRANSIT RIDERSHIP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Metro 128, Long Beach Transit 72</td>
<td>1,600</td>
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**Corridor Features**

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**Corridor Features**

<table>
<thead>
<tr>
<th>BIKE ROUTES</th>
<th>LAND USE FEATURES</th>
<th>DAILY TRAFFIC VOLUMES</th>
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<tbody>
<tr>
<td>Yes</td>
<td>Arts/Recreation</td>
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**Map Elements**

<table>
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<tr>
<th>TRANSPORTATION</th>
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<tr>
<td>TSSP Corridor</td>
<td>4,000+</td>
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<td>City Boundary</td>
<td>2,000</td>
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<tr>
<td>Bus Route</td>
<td>800</td>
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<tr>
<td>Existing Bike Facility</td>
<td>400</td>
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<tr>
<td>Planned Bike Facility</td>
<td>200</td>
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**Map Elements**

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<tr>
<th>POINTS OF INTEREST</th>
<th>COLLISIONS</th>
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<tr>
<td>Arts/Recreation</td>
<td>Bicycle</td>
</tr>
<tr>
<td>Health Services</td>
<td>Pedestrian</td>
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<tr>
<td>School</td>
<td>Train</td>
</tr>
<tr>
<td>College/University</td>
<td>Vehicle</td>
</tr>
</tbody>
</table>

**Planned Improvements**

> None
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, 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
- 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
Alondra Boulevard

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) and Proposed (P)
  - Class I: Bike Lane
  - Class II: Bike Route
  - Class IV: Protected Bike Lane
- Ramp Improvements
- Road Diet

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

Alondra Boulevard

South R.O.W.
North R.O.W.
Artesia Boulevard is an east-west roadway. Within the study area it spans from Gundy Avenue to Santa Fe Avenue. This extent of the corridor runs through the City of Compton and the City of Long Beach. A mix of residential and commercial land uses front the corridor east and west of the I-710 and generate pedestrian activity. Active uses such as the Compton College and Thomas Starr King Elementary School located west of I-710 and Jordan High School located east of I-710 coupled with commercial land uses at multiple intersections generate pedestrian activity and support high ridership at the bus stops (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Artesia Boulevard, including enhancements to the existing bicycle facility, are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Planned improvements to Artesia Boulevard within the City of Long Beach limits include signal upgrades, transit signal priority improvements, and extension of the Class IV bicycle facility. Artesia Boulevard is envisioned to be a demonstration of a Complete Street and multi-modal corridor.

**Observations**

- East-west corridor crossing over the I-710 freeway and under SR-91 that provides four travel lanes.
- This section of Artesia Boulevard connects to two I-710 ramps and includes a bike lane east and west of I-710 and a protected bikeway on the bridge over I-710 and the Los Angeles River.
- Several land uses in the immediate vicinity were observed to generate substantial pedestrian activity including Long Beach Jordan High School, Compton College, the Los Angeles County Department of Social Services, and retail shopping centers and bus stops at Atlantic Avenue & Artesia Boulevard.
- Crosswalks on Artesia Boulevard and Santa Fe Avenue are faded and a high number of lanes means that pedestrians have to cross a long distance.
- Utility poles block narrow sidewalk (south side) to the east of the I-710.
- Not all bus stops have shade structures.
- SR-91 Freeway underpass cuts directly through a neighborhood.
- Narrow sidewalk over LA River on north side.
- Inconsistent tree canopy along corridor.

**Constraints**

- Roadway serves traffic accessing I-710 and SR-91.
- Proximity of I-710 and SR-91 freeway interchange impacts available right-of-way.

**Opportunities**

- Add curb extensions and high visibility crosswalks to intersections where appropriate (e.g., Susana Road & Artesia Boulevard).
- Add shade structures to all bus stops.
- Add street trees in existing or new planting strips (e.g., widen sidewalk along retail portion of corridor on east side of I-710).
- Make SR-91 underpass more inviting with paint and improved lighting.
- Make crosswalk across I-710 on-ramp a high visibility crosswalk.
- Widen sidewalk on north side of LA River.
- Formalize connection to LA River path from Artesia Boulevard.
- Add more pedestrian crossings on Artesia Boulevard on the east side of the I-710 (e.g., between Orange Avenue and Walnut Avenue). Add curb extensions and high visibility crosswalks to existing crossings.
- Santa Fe Avenue & Artesia Boulevard includes vendors in an informal area, creating an opportunity to formalize pedestrian connections and local vending activities serving users in the area.
- Substantial transit transfers were observed at Atlantic Avenue & Artesia Boulevard, creating an opportunity to enhance the crossings at the transfer point.
- Active transportation infrastructure connecting to local destinations like school and retail can be enhanced.
### Artesia Boulevard

#### Complete Streets and Active Transportation Plan Grant

**Corridor Features**

<table>
<thead>
<tr>
<th>Bike Routes</th>
<th>Yes</th>
</tr>
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<tbody>
<tr>
<td>TSSP Corridor</td>
<td>Yes</td>
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<tr>
<td>Daily Traffic Volumes</td>
<td>22,000</td>
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**Transit Routes**

- Metro 260, 762, Long Beach Transit 61, 130

**Transit Ridership**

- 5,600

**CalenviroSCREEN (1 Mile Radius)**

- 15 out of 15 census tracts are in the top 25% of disadvantaged communities.

**Planned Improvements**

- Transportation enhancements in Long Beach

**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.

Artesia Boulevard

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
- Bridge 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

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.
Del Amo Boulevard is an east-west roadway. Within the study area it spans from Elm Avenue to Rancho Way. This extent of the corridor runs through the City of Carson, City of Long Beach, and Unincorporated Los Angeles County.

West of I-710, industrial warehouses with large parking lots front the corridor. The Del Amo Blue Line station between Santa Fe Avenue and Compton Creek generates high transit ridership and pedestrian activity along the corridor. First-mile and last-mile improvements to the station can improve safe access for pedestrians and bicyclists east and west of the I-710. East of I-710, residential uses line the corridor. Active uses like Perry Lindsey Middle School, Del Amo Gardens, and commercial services at the intersection of Long Beach Boulevard and Del Amo Boulevard generate pedestrian activity in this segment. The intersection of Long Beach Boulevard & Del Amo Boulevard is among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP).

Bicycles are observed riding on the sidewalk. Bus stops without shade observed throughout the corridor. Sidewalks are narrow, with light poles that obstruct pedestrian activity east of Oregon Avenue. Intermittent sidewalk on the south side between the LA River and Blue Line tracks.

**Observations**

- East-west corridor that crosses the I-710 freeway. It has five ramp access points to the I-710, four access points to Compton Creek, and four access points to the LA River.
- The corridor has six lanes with a median. Parking is present on one or both sides of the street through some portions of the corridor.
- Land use is mostly industrial along the corridor west of the I-710 and residential east of the LA River.
- Molina Park, under construction between the LA River and Oregon Avenue, offers improved river access and sidewalks with curb extensions at Oregon Avenue.
- The corridor has narrow sidewalks on bridges over Alameda Street and Compton Creek, and under the I-710 freeway overpass.
- ADA accessible ramps, crossings, and sidewalks are narrow or absent at the I-710 freeway ramps.
- Equestrian use of sidewalk over LA River observed.
- Cyclists were observed riding on the sidewalk.
- Bus stops without shade observed throughout the corridor.
- Sidewalks are narrow, with light poles that obstruct pedestrian activity east of Oregon Avenue.
- Intermittent sidewalk on the south side between the LA River and Blue Line tracks.

**Opportunities**

- Construct a sidewalk on the south side of the street west of the Blue Line tracks near Compton Creek.
- Improve crossings at the I-710 freeway ramps, including enhanced crosswalks and curb ramps.
- Clean up the LA River access points.
- Widen sidewalks east of Oregon Avenue.
- Construct sidewalk parallel to the roadway near 49th Street to provide continuous and direct pedestrian access across property lines.
- Provide enhanced crosswalk on the east side of the intersection with Locust Avenue, where the eastbound bus stop is located on the far side.
- Provide shade at bus stops throughout the corridor.
- Expand sidewalks/bicycle paths on the LA River.

**Constraints**

- Right-of-way must be available on bridges over Alameda Street, Compton Creek, and the I-710 freeway underpass in order to widen sidewalks.
- Right-of-way must be available in order to widen sidewalks east of Oregon Avenue.
- Sidewalk widening will require significant utility and/or storm water infrastructure reconfiguration.
Del Amo Boulevard

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>Yes</td>
</tr>
<tr>
<td>DAILY TRAFFIC VOLUMES</td>
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</tbody>
</table>

**Transit Routes**

- Metro 202, Long Beach Transit
- Transit 1, 191, 192

**Transit Ridership**

- 1,500

**CalEnviroScreen (1 Mile Radius)**

7 out of 10 census tracts are in the top 25% of disadvantaged communities.

**Map Elements**

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

**Corridors & Borders**

- Corridors
- Borders

**Transit Ridership**

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

**Points of Interest**

- Arts/Recreation
- Health Services
- School
- College/University

**Collisions**

- Bicycle
- Pedestrian
- Train
- Vehicle

Street improvements in Long Beach
DDI can be improved for people walking and biking by providing a separate crossing such as a bridge or treatments completed by Caltrans at under/overcrossings at Manteca and Campbell.

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.

Del Amo Boulevard

**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
Wardlow Road

Complete Streets and Active Transportation Plan Grant

Wardlow Road is an east-west roadway south of the I-405. Within the study area it spans from Long Beach Boulevard to Alameda Street. This extent of the corridor runs through the City of Long Beach and the City of Carson.

The corridor conditions are similar through the study area where Wardlow Road is an arterial with four lanes throughout the study area. West of I-710, residential and industrial land uses line both sides of the corridor along this segment. East of I-710 is primarily residential with active land uses like the Wrigley Heights Dog Park and Vista Del Mar Assisted Living Facility generating pedestrian activity. Additionally, Wardlow Blue Line Station at the intersection of Wardlow Road & Pacific Place generates high levels of transit ridership along the corridor.

Potential enhancements that could address access and safety at the station include repurposing the excess capacity at the intersection for bike parking, bike share systems, mobility hubs, and reconfiguring the intersection to prohibit right turns on red in the westbound direction. The bicycle facility proposed along Wardlow Road in Long Beach will require reconfiguration along portions of the road to implement the protected bicycle lane.

Observations

- East-west corridor that crosses the I-710 freeway. It has two ramp access points to the I-710. It has one LA river access point.
- The corridor has four lanes with a center turn lane or median.
- Land use consists of primarily residential and retail, with some industrial along corridor.
- Discontinuous/no sidewalk west of Hesperian Avenue, and on the north side of the corridor off and on until the I-710.
- Utility poles and other obstructions block narrow sidewalk on the west side of I-710.
- Many pedestrian crosswalks faded.
- No pedestrian infrastructure over LA River.
- No sidewalk just east of I-710 crossing; instead on frontage roads. No easy way for pedestrians to travel from Wardlow Road to these roads.
- Tree canopy inconsistent.

Constraints

- Minimum right-of-way must be met on the I-710 freeway pass in order to widen sidewalks.
- There may be some opposition to widening the sidewalk along the corridor, given that many cargo trucks travel along Wardlow Road.

Opportunities

- Add curb extensions to pedestrian crossings as appropriate, and repaint crosswalks as high visibility crosswalks.
- Consider expanding sidewalk into street or into private property, or relocating sidewalk obstructions.
- Construct curb ramps in medians and paint high visibility crosswalks at the intersection of Magnolia Avenue & Wardlow Road.
- Improve pedestrian connection on the north side of the road between Pacific Place and Pacific Avenue by expanding curb between Cedar Avenue and Wardlow Road or improving connection to sidewalk on the north side of Cedar Avenue.
- Create pedestrian crossing across Wardlow Road at either Pacific Avenue or Pine Avenue, and add high visibility crosswalks across these roads and at Crest Drive & Wardlow Road.
- Improve I-405 underpass by adding more lights and artwork to the concrete walls.
- Add trees in existing or new planting strips along the corridor to shade sidewalk and help air quality.
- Add bus shade structures to bus stops.
Wardlow Road

Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
No

TSSP CORRIDOR
Partial

DAILY TRAFFIC VOLUMES
18,000

TRANSIT ROUTES
Long Beach Transit 1, 191, 192, 131, 181, 180

TRANSIT RIDERSHIP
1,300

CALENIROSCREEN (1 MILE RADIUS)
8 out of 12 census tracts are in the top 25% of disadvantaged communities.

Planned Improvements

> Street improvements in Long Beach
> Wardlow Pacific Place Transit Access Project

Map Elements

<table>
<thead>
<tr>
<th>Points of Interest</th>
<th>Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arts/Recreation</td>
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Willow Street

Complete Streets and Active Transportation Plan Grant

Willow Street is an east-west roadway. Within the study area it spans from Long Beach Boulevard to Intermodal Way. This extent of the corridor runs through the City of Long Beach.

The corridor conditions are similar through the study area where Willow Street is an arterial with four lanes throughout the study area. A mix of residential and commercial land uses line the corridor. West of I-710, active commercial land uses at the intersection of Santa Fe Avenue & Willow Street generate pedestrian and transit activity making the intersection among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). East of I-710, the Willow Blue Line Station also generates high levels of pedestrian activity along the corridor. Additionally, Willow Street is frequently used by people bicycling as their primary corridor for travel in the area. Improvements proposed on Willow Street are proposed within the existing right-of-way and will not change the existing roadway cross-section.

First-mile and last-mile improvements along the corridor can improve access to the station. Planned bicycle boulevard improvements on approximately nine miles of Daisy Avenue by the City of Long Beach will help improve north-south connectivity to the corridor. The development of bike facilities on Spring Street with access to the Los Angeles River bike path, are also part of the City’s strategy for an active transportation network.

**Observations**

- East-west corridor that crosses the I-710 freeway. It has ten ramp access points to the I-710. It has two LA river access points at neighboring streets.
- The corridor has four to six lanes with a center turn lane or median. Parking is present on both sides of the corridor west of the I-710 and generally available east of the I-710.
- Land use is mostly commercial along the corridor and becomes industrial east of the Terminal Island Freeway exit.
- Cyclists and pedestrians were observed on the sidewalk. Lesser pedestrian activity was observed along the industrial area of the corridor.
- Despite the lack of bicycle infrastructure, the corridor has many bike racks. Pedestrians walking on the bridge have to pass four freeway ramps before they reach either end of the bridge.
- There is a goat path that leads to LA River along the bridge.

**Opportunities**

- Provide active transportation facilities like a bicycle lane or a bicycle route by converting parking, reducing lane width, and/or removing a travel lane.
- Install pedestrian countdown signals at major intersections. Improve sidewalks and crosswalks.
- Install sidewalks on both sides between Terminal Island Way and Middle Road Segment, and on south side continue to Intermodal Container Transfer Facility (ICTF).
- Add wayfinding signs to direct pedestrians and bicyclists to river bikeway access points.
- Augment street tree canopy through development requirements or install planting strips.

**Constraints**

- Right-of-way must be available on the I-710 freeway pass in order to widen sidewalks. There may be some opposition to widening the sidewalk along the corridor, given that many freight trucks travel along Willow Street.
Willow Street

Complete Streets and Active Transportation Plan Grant

**Corridor Features**

**BIKE ROUTES**

No

**TSSP CORRIDOR**

No

**DAILY TRAFFIC VOLUMES**

37,000

**Transit Routes**

Long Beach Transit

101, 102, 103, 104

**Transit Ridership**

2,900

**Calenviroscreen (1 mile radius)**

13 out of 14 census tracts are in the top 25% of disadvantaged communities.

**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

**Planned Improvements**

- Street improvements in Long Beach
- Willow Station Transit Access Plan

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i-710 livability initiative | complete streets and active transportation plan                    ch 6 | corridor specific analysis
DDI can be improved for people walking and biking by providing a separate crossing such as a bridge or treatments completed by Caltrans at under/overcrossings at Manteca and Campbell.

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.
Pacific Coast Highway

Pacific Coast Highway is an east-west roadway. Within the study area it spans from Palmer Court to Terminal Island Freeway. This extent of the corridor runs through the City of Long Beach and is under Caltrans jurisdiction.

The corridor conditions are similar through the study area where Pacific Coast Highway is a State Route (SR-1) with four lanes west of I-710 and six lanes east of I-710 in the study area. A mix of industrial and commercial land uses line the corridor along with numerous motels and restaurants. West of I-710, active commercial land uses at the intersection of Santa Fe Avenue & Pacific Coast Highway generate pedestrian and transit activity making the intersection among the highest ridership bus stops in Los Angeles County (top 630 of 15,000+ transit stops in Los Angeles County; Metro ATSP). The proposed bus and bicycle shared facility along Pacific Coast Highway in Long Beach would be accomplished by converting a general purpose travel lane to a bus/bicycle only travel lane. Additionally, east of I-710, the Pacific Coast Highway Blue Line Station located just outside the study area also generates high levels of pedestrian activity along the corridor. First-mile and last-mile improvements and enhancement of the existing bicycle and pedestrian facilities along the corridor can improve access to the station and the numerous services and destinations along the corridor.

**Observations**

- East-west corridor that crosses the I-710 freeway. It has eight ramp access points to the I-710.
- The corridor has four lanes. Parking is present on both sides of the corridor west of the I-710.
- Land use is mostly commercial and residential along the corridor west of the I-710 and industrial east of the I-710.
- The existing bikeway along the LA River Bridge does seem comfortable for most potential users.
- There is no sidewalk on north side of bridge over LA River.
- There is heavy transit usage along the corridor. Almost every bus stop had several people waiting for the next bus.
- Cyclists and pedestrians were observed on the sidewalk.
- The air quality is poor in this area.
- The trees along the corridor do not provide shade to pedestrians or bicyclists traveling along the corridor.
- Sidewalks are narrow and light and utility poles restrict width for pedestrians along the corridor.

**Constraints**

- There may be some opposition to widening the sidewalk along the corridor, given that many freight trucks travel along the corridor.
- Pacific Coast Highway is a Caltrans facility.

**Opportunities**

- Enhance sidewalks, especially at the I-710 freeway pass and on the segment between Long Beach Boulevard and Pacific Avenue.
- Add sidewalk and construct taller railing on north side of bridge over LA River.
- Encourage private developers to plant trees behind sidewalk.
- Install crosswalks at frequent intersections to increase opportunities for pedestrians to cross (e.g., Caspian Avenue & Pacific Coast Highway). Also consider installing curb extensions where possible.
- Install a crosswalk on I-710 Freeway ramps.
- Add crosswalks and pedestrian safety signage like yield signs along ramps.
- Install a crosswalk between the street median along I-710 Freeway ramps. Require vehicles to stop or slow down when they approach the ramp.
- Install bus shelters at bus stops.
- Provide active transportation facilities like a bicycle lane and bicycle parking. Currently, there is a Class III facility, but cyclists continue to use the sidewalk.
- Add wayfinding signs to direct pedestrians and bicyclists to river bikeway access points.
- Pacific Coast Highway is a Caltrans facility.
Pacific Coast Highway

Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
Yes

TSSP CORRIDOR
Yes

DAILY TRAFFIC VOLUMES
34,000

Planned Improvements

> None

Map Elements

<table>
<thead>
<tr>
<th>Corridors &amp; Borders</th>
<th>Transit Ridership</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSSP Corridor</td>
<td>4,000+</td>
</tr>
<tr>
<td>City Boundary</td>
<td>2,000+</td>
</tr>
<tr>
<td>Bus Route</td>
<td>800</td>
</tr>
<tr>
<td>Existing Bike Facility</td>
<td>400</td>
</tr>
<tr>
<td>Planned Bike Facility</td>
<td>200</td>
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<tr>
<th>Points of Interest</th>
<th>Collisions</th>
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</thead>
<tbody>
<tr>
<td>Arts/Recreation</td>
<td>Bicycle</td>
</tr>
<tr>
<td>Health Services</td>
<td>Pedestrian</td>
</tr>
<tr>
<td>School</td>
<td>Train</td>
</tr>
<tr>
<td>College/University</td>
<td>Vehicle</td>
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</tbody>
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TRANSIT ROUTES
Long Beach Transit 1, 171, 176, 3, Torrance Transit Rapid 3

TRANSIT RIDERSHIP
3,100

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

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