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 The conceptual improvements identified here are superseded by local plans and can be considered as supplemental best practices that local agencies can pursue in combination with planned projects.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.
Anaheim Street is an east-west roadway. Within the study area it spans from Palmer Court to Paul Jones Avenue. This extent of the corridor runs through the City of Long Beach.

West of I-710, industrial warehouses with large parking lots front the corridor. As a result the corridor reflects a suburban orientation with a primary emphasis on auto and truck travel. East of I-710, a mix of industrial and commercial land uses front the corridor. East of I-710, the Anaheim Blue Line Station located just outside the study area between Locust Avenue & Alamo Court also generates high levels of pedestrian activity along the corridor. First-mile and last-mile improvements and a potential road diet to enhance multi-modal infrastructure and pedestrian facilities along the corridor can improve access to the station and the numerous services and destinations along the corridor. Improvements on Anaheim Street are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Observations
- East West corridor that crosses the I-710 Freeway. It has eight ramp access points to the I-710. The corridor has six lanes. Parking is available along the corridor.
- Land use is mostly commercial along the corridor west of the I-710 and industrial next to the I-710 and east of it.
- The corridor has a narrow sidewalk over the I-710 freeway pass and to the east of it.
- Electric poles in middle of sidewalk far west (between Hayes). For most of the corridor, the sidewalk is generally smooth.
- There is a lot of trash along the corridor.
- Cyclists and pedestrians were observed on the sidewalk. Less pedestrian activity was observed along the industrial area of the corridor.
- Bus stops without shade observed along the corridor.
- Diagonal parking blocks sidewalk at Daisy Avenue and Anaheim Street

Opportunities
- Install more bicycle parking along the corridor.
- Clean up sidewalks along the corridor.
- Add curb extensions to crossings in areas heavily trafficked by pedestrians (e.g., Chestnut Avenue).
- Install high visibility crosswalks on major intersections to improve safety and comfort for bicyclists and pedestrians.
- Add crosswalks and pedestrian safety signage (like yield signs) along ramps, particularly where the I-710 overpass ends and Harbor Avenue begins.
- Add wayfinding signs to direct pedestrians and bicyclists to river bikeway access points.
- Install curb extensions at the Anaheim Street & Harbor avenue intersection.
- Provide active transportation facilities like a bicycle lane or a bicycle route.

Constraints
- Minimum right-of-way must be met on the I-710 freeway pass in order to widen sidewalks.
- Opposition to reconfiguration of the bridge, given the fact that many cargo trucks travel through the area.
Anaheim Street

Complete Streets and Active Transportation Plan Grant

Corridor Features

BIKE ROUTES
Yes

TSSP CORRIDOR
No

DAILY TRAFFIC VOLUMES
31,000

TRANSLIT ROUTES
Metro 232, Long Beach
Transit 191, 192, 45

TRANSLIT RIDERSHIP
3,300

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

Planned Improvements

Street improvements 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
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.
Ocean Boulevard

Complete Streets and Active Transportation Plan Grant

Ocean Boulevard is an east-west roadway. Within the study area it spans from Long Beach Boulevard to Seaside Avenue. This extent of the corridor runs through the City of Long Beach.

The conditions vary along Ocean Boulevard east and west of I-710. The Port of Long Beach lies west of I-710 with industrial warehouses and large parking lots fronting the corridor. As a result this segment of the corridor reflects a primary emphasis on truck travel. East of I-710, Ocean Boulevard has active commercial and civil land uses along with plazas like “The Promenade” fronting the corridor providing a “Main Street” feel, high levels of pedestrian and transit activity, on-street parking, and many pedestrian-oriented features like uncontrolled crossings, wide sidewalks, and curb extensions. The Downtown Long Beach Station located on 1st Street (immediately north of Ocean Boulevard) between Pacific Avenue and Pine Avenue generates high levels of pedestrian activity along the corridor. First-mile and last-mile improvements and a potential bicycle facility to enhance multi-modal activity and pedestrian facilities along the corridor can improve access to the station and the numerous services and destinations along the corridor. The bicycle facility proposed along Ocean Boulevard east of I-710 will require reconfiguration of the cross-section along portions of the road.

Observations

- East-west corridor that crosses the I-710 freeway. It has five ramp access points to the I-710.
- The corridor has six lanes. Parking is present on both sides of the corridor west of the I-710.
- Land use is mostly commercial along the corridor west of the I-710 and industrial east of the I-710.
- Corridor is rich in pedestrian activity.
- The corridor has great pedestrian infrastructure, with the exception of the I-710 freeway pass.
- There is not much biking activity, possibly due to the protected bike lane on Broadway, a block over from Ocean Boulevard.
- Many of the bus stops lack shade and infrastructure.
- The sidewalk on the LA River Bridge is very narrow.

Opportunities

- Improve conditions of bus stops by adding bus stop shelters.
- Implement high visibility crosswalks at large intersections to increase pedestrian visibility to drivers at night.
- Widen sidewalks or provide protected sidewalks on the I-710 freeway pass.
- Repaint crosswalk on Ocean Boulevard and Golden Shore.
- Add more street lighting along the bridge.

Constraints

- Minimum right-of-way must be met on the I-710 freeway pass in order to widen sidewalks.
Ocean Boulevard

Complete Streets and Active Transportation Plan Grant

Corridor Features

<table>
<thead>
<tr>
<th>BIKE ROUTES</th>
<th>TSSP CORRIDOR</th>
<th>DAILY TRAFFIC VOLUMES</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>No</td>
<td>30,000</td>
</tr>
</tbody>
</table>

Planned Improvements

- Street improvements in Long Beach

Transit Routes

Long Beach Transit 625

Transit Ridership

2,200

CalenviroScreen (1 mile radius)

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

Map Elements

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

Points of Interest

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

Collisions

- Bicycle
- Pedestrian
- Train
- Vehicle

I-710 Livability Initiative | Complete Streets and Active Transportation Plan

CH 6 | Corridor Specific Analysis
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.
Ocean Boulevard

URBAN DESIGN IMPROVEMENTS
- Opportunity Site (assert)
- 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 II Bike Lane
  Class II Bike Route
  Class IV 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 Median/Chokerwall or Existing Midblock Crossings)
- Unsignalized Intersection Improvements Across Minor Street with Stop Sign

Open Space

Street Tree

Drought Tolerant Landscape/Planting Area

Stormwater Planter

Proposed Roadway

Bicycle Facility

Existing (E) and Proposed (P)

Class II Bike Lane

Class II Bike Route

Class IV 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

Proposed 2-way Cycle Track

Existing LA River Trail

South R.O.W.

North R.O.W.
Atlantic Avenue/Boulevard is a north-south roadway. Within the project area it crosses I-710 twice and has been analyzed at both locations. The northern study segment spans from Slauson Avenue to Harbor Street located in the City of Vernon, the City of Commerce, and City of Maywood. The southern study segment spans from Myrrh Street to 68th Street located in the City of Long Beach and the City of Compton.

The conditions vary along the northern study segment, north-west and south-east of I-710. Industrial land uses with large parking lots line the corridor between Harbor Street and District Boulevard. As a result this segment of the corridor reflects a primary emphasis on auto travel. The study segment between District Boulevard and Slauson Avenue is lined by predominantly commercial land uses. Active uses along this segment such as the Maywood Elementary School and commercial uses at the intersection of Slauson Avenue & Atlantic Boulevard generate pedestrian and transit activity along the corridor. The intersection of Slauson Avenue & Atlantic 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). Improvements on this portion of Atlantic Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

The conditions are similar along the southern segment, north-east and south-west of I-710. A mix of residential, commercial, and industrial uses line the corridor. Commercial uses at the intersection of Alondra Boulevard and Atlantic Avenue generate pedestrian and transit ridership. This intersection is among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). The bicycle facility proposed along Atlantic Avenue in Long Beach will require reconfiguring parking along portions of the road. Planned improvements along Atlantic Avenue in the City of Long Beach include streetscape enhancements. Additionally, bicycle facilities planned on Linden Avenue, parallel to Atlantic Avenue by the City of Long Beach will help improve north-south connectivity in the City and should also be considered as a viable alternative for implementation.

Atlantic Boulevard

Complete Streets and Active Transportation Plan Grant

Observations

- Atlantic Boulevard/Avenue is a major north-south arterial that parallels I-710 and generally provides four travel lanes and on-street parking.
- Access to LA River from neighborhoods adjacent to Atlantic Avenue in Long Beach.
- Atlantic varies throughout the study area; in the northern and central sections the feeling is like a main street or central business district with taller commercial buildings that front the street and welcoming sidewalk environments.
- This corridor exhibited a high level of multi-modal activity.
- There is a high density of trees and streetlights on some sections of the corridor.
- Atlantic intersects with many of the east-west corridors and creates an opportunity to develop a network of connecting corridors that enhance livability and multimodal conditions.
- Along whole corridor, some bus stops are missing shade structures.
- Street trees coverage is inconsistent. When street trees exist, tree species provide limited shade.
- Many crosswalks are faded, and few are high visibility crosswalks.
- Large, complicated intersection at Atlantic Boulevard & Ferguson Drive.
- Diagonal orientation of Repetto Avenue and Corona Street creates wide turning radius off of Atlantic Boulevard and crosswalks parallel to Atlantic Boulevard are missing.
- Sidewalks and pedestrian crossings missing between Atlantic Boulevard & Washington Boulevard and the LA River.
- Utility poles and other impediments make sidewalk too narrow between 56th Street and 52nd Street in Maywood.
- Crosswalks faded along corridor north of Long Beach.
- Corridor primarily retail with residential pockets throughout. In Cudahy, the corridor is primarily car oriented with parking lots or landscaping directly adjacent to the Avenue. Sidewalks widen in South Gate and Lynwood and more retail buildings have pedestrian entrances, as do buildings in Compton and Long Beach.
- Well landscaped median varies along corridor.
- Poor street tree canopy over sidewalks in Cudahy. Street tree canopy along remainder of corridor has a generally good canopy with gaps in existing planting strips but no trees.
- Crosses Southern California Edison utility corridor.
- Distance between pedestrian crossings too far in some locations (e.g., between Firestone Boulevard and Southern Avenue).
- Sidewalk along Atlantic Avenue between Tweedy Boulevard and Michigan Avenue is discontinuous, and runs along Wright Road instead.
- No sidewalk on I-710 underpass and discontinuous sidewalk southeast of LA River on north side.
- Westside sidewalk runs along frontage road between Coolidge Street and Harding Street.
Atlantic Boulevard

Complete Streets and Active Transportation Plan Grant

Opportunities

> Extend curb on Atlantic Boulevard with plantings to narrow corridor heading north to the intersection with Ferguson Drive and Telegraph Road, and remove free right-turn lanes where possible.
> Add continuous sidewalk to one side of Atlantic Boulevard between LA River and Washington Boulevard and add high visibility crosswalks to enhance pedestrian safety.
> Add curb extensions and high visibility crosswalks to intersections where appropriate to decrease crossing distance in East LA.
> Fill in wide turning radius on the northwest corner of Repetto Avenue and Corona Street and add crosswalks for pedestrians crossing parallel to Atlantic Boulevard.
> Widen/extend sidewalks along retail corridor in Commerce to improve storm water capture, add street trees, and improve pedestrian use of sidewalks.
> Make all crosswalks high visibility crosswalks.
> Encourage new development to maximize building frontage along Atlantic Boulevard, instead of setting buildings back from roads with parking lots.
> Add curb extensions at intersections where possible along Maywood’s retail corridor. Add street trees and encourage use/activation of sidewalks by retailers south of 56th Street in Maywood.
> Along entire corridor, add street trees species that provide shade.
> Retail parking available off-street behind buildings may allow for conversion of on-street parking to space dedicated for use by people walking, biking, or taking transit.
> Cudahy is considering a protected bikeway on Atlantic Boulevard and if intersecting a street with a bike lane or protected bikeway, it may create the opportunity for a protected intersection.
> Plant shade trees in new or existing planting strips along sidewalk. Increase size of existing planter strips to ensure trees survive.
> Require new development to plant shade trees adjacent to the sidewalk in Cudahy and to supplement existing shade in the remainder of the corridor.
> Repaint crosswalks as high visibility crosswalks, prioritizing intersections near schools.
> Add curb extensions to widen intersections where possible to narrow crossing distance for pedestrians. Most feasible in Lynwood, East Compton, and parts of Long Beach where street parking is allowed.
> Add LA River wayfinding to Atlantic Avenue.
> Install advanced stop bar and high visibility crosswalk along cross streets for cars traveling east before frontage road between Coolridge Street and Harding Street to improve safety for students crossing.
> Remove left-turn lane onto Wright Road south from Atlantic Avenue and extend refuge island into full plaza, or signalize with left-turn stoplight.

Constraints

> Maintaining flow for truck traffic in Commerce is important to the surrounding economy.
> Buildings fronting with ample lighting and landscaping are likely to limit opportunities for significant changes to the sidewalk area, if desired.
> Very long corridor with varying conditions throughout the study area.
Atlantic Boulevard

Complete Streets and Active Transportation Plan Grant

Planned Improvements

- Commerce Retail Specific Plan

Map Elements

- **Added 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

Corridor Features

- **Bike Routes**
  - No

- **TSSP Corridor**
  - Yes

- **Daily Traffic Volumes**
  - 28,000

- **Transit Routes**
  - Metro 260, 762, 62, 108/358

- **Transit Ridership**
  - 16,200

- **CalEnviroscreen (1 Mile Radius)**
  - 10 out of 10 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.
Garfield Avenue is a north-south roadway. Within the study area it spans from Gardendale Street to Peterson Lane and does not cross I-710. This extent of the corridor runs through the City of South Gate and the City of Paramount.

The corridor conditions are similar throughout the study area where Garfield Avenue is an arterial with six lanes. A mix of residential and commercial land uses with parking lots line the corridor. Improvements on Garfield Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

There is a planned Eco-Rapid station on Gardendale Boulevard between Garfield Avenue and Industrial 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 Garfield Avenue, which is an important north-south arterial in the region.

Observations

- North-south corridor that does not cross the I-710 freeway. It has two ramp access points at I-105 in the study area, no LA River access points, and two access points to the Rio Hondo river.
- Primarily a 4-lane road with parking on both sides of the corridor and a center turn lane. No median present except near major intersections like Firestone Boulevard.
- Land uses are mostly auto-oriented and industrial near the intersection of Imperial Avenue and Southern Avenue and commercial near the intersection of Firestone Boulevard. Other segments along the corridor are mainly residential in character.
- In some parts, the corridor has narrow sidewalks and/or street lights and other poles limit usable width.
- Faded crosswalks are present at intersections along the corridor or crosswalks are not provided at some intersections.
- Pedestrian activity was observed mainly near major intersections which had commercial land uses.
- Bus stops with people were observed. Bus stops had shade and a place to sit near major intersections.
- Commuter modal activity observed overall along the corridor.

Opportunities

- Widen sidewalks for at least two people to walk side-by-side along the corridor.
- Add crosswalks and pedestrian safety signage where possible.
- Provide active transportation facilities like a bicycle lane. Currently, there are Class II and Class III bicycle facilities proposed along this corridor.
- Enlarge traffic island, add crosswalks, and enhance pedestrian safety at the intersection of Garfield Avenue and Eastern Avenue.
- Create connections to future trails within Southern California Edison and other utility corridors.
- Add sidewalk on north side approach on bridge over the Rio Hondo river.
- Create definition between sidewalk and surface lots where sidewalks are contiguous with industrial development.

Constraints

- Road width may not be sufficient to expand sidewalks.
- Largely a north-south corridor with several planned projects.
Garfield Avenue
Complete Streets and Active Transportation Plan Grant

Planned Improvements
> Multimodal intersection at Washington Boulevard
> Street improvements
> Garfield Improvement Plan

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

Corridor Features
- **Bike Routes:** No
- **TSSP Corridor:** Yes
- **Daily Traffic Volumes:** 31,000
- **Transit Routes:** Metro 258
- **Transit Ridership:** 2,800
- **CalEnviroScreen (1 Mile Radius):**
  - 13 out of 15 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.
Eastern Avenue

Complete Streets and Active Transportation Plan Grant

Eastern Avenue is a north-south roadway. Within the study area it spans from Priory Street to Garfield Avenue and does not cross I-710. This extent of the corridor runs through the City of Bell Gardens.

The corridor conditions are similar throughout the study area where Eastern Avenue is an arterial with four lanes. Predominantly commercial land uses with parking lots line the corridor. The intersection of Florence Avenue & Eastern 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). The City of Bell Gardens has major improvements planned at this intersection through a grant. Improvements on Eastern Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

**Observations**

> North-south corridor that does not cross the I-710 freeway. It has two ramp access points at the I-710 and no access points to the LA River.

> General cross-section of the road is four lanes with a center turn lane in the segment of the corridor between 3rd Street and Whittier Boulevard and six lanes with center median or turn lanes between Florence Avenue and Garfield Avenue. Parking along the corridor is present in pockets.

> Land uses along the corridor are a mix of commercial and residential with commercial present predominantly at major intersections. North Eastern Avenue has cemeteries along one side of the corridor within the study area.

> Good quality sidewalks and crosswalks are present near the intersection of Florence Avenue. However, the sidewalks are generally narrower along the remaining length of the corridor. Sidewalks are absent along some areas of the corridor.

> Crosswalks are missing at some intersections or are absent at one leg of the intersection along the corridor.

> Trees and landscaping are present along the sidewalk and the median in the Bell Gardens commercial corridor and in residential areas in the northern portion. There are few street trees along the remainder of the corridor.

> Medium to high vehicular activity observed. Very low pedestrian activity observed in the northern half of the corridor and medium pedestrian activity observed on the southern half.

**Opportunities**

> Improve the quality of sidewalks and visibility of crosswalks along the corridor.

> Improve pedestrian crossings at Stevens Place & Eastern Avenue and Shelia Street & Eastern Avenue.

> Encourage private property owners to plant trees behind sidewalk for shade where possible.

> Provide active transportation infrastructure along the corridor since it is wide with medium to low daily traffic volumes. A Class II bike lane is currently planned along the corridor.

> Enhance lighting, transit shelters, benches, and trash receptacles in retail core of Bell Gardens.

> Convert all grass within public right-of-way to low maintenance grass and shrubs.

> Provide shade at bus stops and benches at bus stops where they are lacking one or both.

**Constraints**

> Northern half of the corridor has low pedestrian activity since one side of the corridor is a cemetery.
Eastern Avenue Complete Streets and Active Transportation Plan Grant

**Planned Improvements**

- Eastern Avenue Rehabilitation Plan

**Map Elements**

**Corridor Features**

- **BIKE ROUTES**
  - No

- **TSSP CORRIDOR**
  - Yes

- **DAILY TRAFFIC VOLUMES**
  - 21,000

**Transit Routes**

- **Metro 258**

**Transit Ridership**

- **5,500**

**CalenviroScreen (1 Mile Radius)**

- 20 out of 20 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.

**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

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

**EXISTING BUS STOP (TYPICAL)**
- Existing Bus Stop (Typical)

**EASTERN AVENUE**
- City of South Gate
- City of Bell Gardens

**0 500 1,000 2,000 ft.**

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11.26.2018
Long Beach Boulevard

Complete Streets and Active Transportation Plan Grant

Long Beach Boulevard is a north-south roadway. Within the study area it spans from Artesia Boulevard to 51st Street. This extent of the corridor runs through the City of Long Beach.

The corridor conditions are similar throughout the study area where Long Beach Boulevard is an arterial with four lanes. A mix of commercial and residential land uses line the corridor generating pedestrian activity and transit ridership.

The intersection of Artesia Boulevard & Long Beach 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). Improvements on Long Beach Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Observations

- North-south corridor traversing the I-710 freeway and generally within the study area between Alondra Boulevard and Carson Street.
- Long Beach Boulevard generally provides four travel lanes throughout the study area, except at SR-91, where the cross-section expands to six lanes.
- This section of the corridor connects to SR-91 and I-710 on/off ramps.
- The bridge over I-710 includes a protected bikeway with some debris in the bike facility.
- Commercial and residential land uses are most common along this segment.
- There are several schools and parks in close proximity to Long Beach Boulevard.
- Mix of residential and retail uses in Compton portion of corridor. Crosswalks are faded, street trees shade is discontinuous, and not all bus stops have bus shelters.
- Mix of residential and retail uses in Long Beach. Between SR-91 Freeway and Compton, dense tree canopy along both sidewalk and median.
- Crosses utility corridor in Compton.
- Sidewalk between Bort Street and Barclay Street is located on frontage road to the west of Long Beach Boulevard, and to the west of Uptown Dog Park.

Constraints

- Freeway underpass and overpass at SR-91 and I-710 constrain cross-sections.
- There may be limited potential for modifications to existing ramps.
- No Los Angeles River Bike Path access points.

Opportunities

- Add curb extensions and high visibility crosswalks to intersections with high pedestrian traffic. Ensure crosswalks are added to all legs of intersection.
- Add curb extensions and pedestrian signals, such as a pedestrian hybrid beacon, to unsignalized intersections or those without stop signs with pedestrian crossings (e.g., Long Beach Boulevard & Schinner Street and Long Beach Boulevard & Caldwell Street).
- Plant street trees in existing planting strips or install new planting strips where tree canopy is lacking.
- Add shade structures to bus stops.
- Remove free right-turn lane at Bullis Road going south onto Long Beach Boulevard.
- Make SR-91 Freeway underpass more pedestrian friendly with lights; add artwork or murals underneath.
- Add pedestrian crossing between Bort Street and Artesia Boulevard to minimize distance between crossings.
- Repaint crosswalks across on- and off-ramps to I-710.
- On frontage roads, ensure stop bar is located where pedestrian crossing is located (e.g., Long Beach Boulevard & 45th Street configuration may not be safe for pedestrians. Crosswalk should also extend across frontage road).
- Enhancing connections to parks, schools, and nearby active transportation facilities.
- Enhancement of facilities with bridge upgrades through I-710 project.
- Raised median presents opportunity for pedestrian refuge at crossings.
- Serves as important connection across I-710 for surrounding community.
Long Beach Boulevard
Complete Streets and Active Transportation Plan Grant

Planned Improvements
> Long Beach Boulevard Specific Plan
> Lynwood Transit Area Specific Plan

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

Corridor Features
- Bike Routes: Yes
- TSSP Corridor: Yes
- Daily Traffic Volumes: 25,000

Transit Routes
- Metro 60, Long Beach
- Transit 51, 52, 192

Transit Ridership
- 6,100

Calenviroscreen (1 mile radius)
- 12 out of 13 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.
Santa Fe Avenue is a north-south roadway. Within the study area it spans from Pacific Coast Highway to Willow Street and does not cross I-710. This extent of the corridor runs through the City of Long Beach.

The corridor conditions are similar throughout the study area where Santa Fe Avenue is an arterial with four lanes. A mix of commercial and residential land uses line the corridor. Active land uses like St. Lucy Catholic School, Admiral Kidd Park, Cabrillo High School, and Long Beach Job Corps Center generate pedestrian and transit activity along the corridor. The intersections of Santa Fe Avenue & Pacific Coast Highway and Willow Street & Pacific Coast Highway are among the highest ridership bus stops in Los Angeles County (top 650 of 15,000+ transit stops in Los Angeles County; Metro ATSP). Improvements on Santa Fe Avenue are proposed within the existing right-of-way and will not change the existing roadway cross-section.

Planned bicycle boulevard improvements by the City of Long Beach on Delta Avenue, parallel to Santa Fe Avenue between Wardlow Road and Night Street, will help improve north-south connectivity to the corridor. As the City’s strategy for developing an active transportation network, it should be considered as a part of alternatives for improvements in addition to Santa Fe Boulevard.

**Observations**

> North-south corridor that runs parallel to the I-710. It has four access points to Compton Creek.
> The corridor has four lanes with either a center turn lane or median. Parking is present on one or both sides of the street throughout much of the corridor.
> Land uses are industrial north of the I-405 and south of Pacific Coast Highway with residential uses between I-405 and Pacific Coast Highway.
> At the intersection of SR-91, the County of Los Angeles Department of Public Social Services draws heavy pedestrian traffic, and sidewalks and other pedestrian facilities are discontinuous or missing.
> Under the SR-91 bridge, vendors offer free cell phones and dental service to those accessing social services, and sidewalk conditions are poor.
> High school students were seen crossing midblock at 21st Street, near Cabrillo High School.
> Discontinuous sidewalks throughout Compton.

**Constraints**

> Minimum right-of-way must be met on the Compton Creek bridge in order to widen sidewalks.
> Land uses and heavy truck traffic in Compton and Carson do not promote pedestrian and bicycle activity.

**Opportunities**

> Construct pedestrian infrastructure between Artesia Boulevard and East Las Herrenanas Street, including sidewalks on both sides of the street, high visibility crosswalks, lighting, pedestrian refuge islands at intersections and freeway ramps, and unobtrusive landscaping.
> Add sidewalks south of East Las Hermannas and landscape existing sidewalks with small trees and shrubs.
> Widen sidewalks under the SR-91 bridge to accommodate vendors offering social services.
> Clean up bus stops along the corridor.
> Widen sidewalk on bridge over Compton Creek.
> Clean up Compton Creek access points on west side of the creek.
> South of Alameda Street, construct a sidewalk on the east side of the roadway, providing access to the Del Amo Blue Line Station.
> Add trees to sidewalk planting areas in Carson.
> Add mural to wall adjacent to Rancho Dominguez Preparatory School’s sports fields.
> Convert paved medians into landscaped areas with trees and add trees to sidewalk when practical.
> Require setback and landscape buffer when large scale industrial development adjoins residential development (e.g., east of Carson Avenue and Santa Fe Avenue).
> Provide crosswalks at all four approaches to intersections; for example, on the south side of 21st Street and the north side of Willard Street.
> Provide mid-block crosswalks between 30th Street and Pacific Coast Highway, where long blocks between signalized intersections encourage midblock crossings.
Santa Fe Avenue
Complete Streets and Active Transportation Plan Grant

Planned Improvements
> Transportation enhancements in Long Beach

Map Elements
- **TSSP Corridor**
- **City Boundary**
- **Bus Route**
- **Existing Bike Facility**
- **Planned Bike Facility**

Corridor Features
- **Bike Routes**: Yes
- **TSSP Corridor**: No
- **Daily Traffic Volumes**: 20,000

**Map Elements**
- **Corridors & Borders**
- **Transportation Enhancements in Long Beach**
- **City Boundary**
- **Bus Route**
- **Existing Bike Facility**
- **Planned Bike Facility**

**Transit Routes**
- **Metro 202, Long Beach**
- **Transit 191, 192, 45, 1**

**Transit Ridership**
- **6,300**

**Calenviroscreen (1 Mile Radius)**
- 5 out of 6 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.
CHAPTER 7

Project Funding and Implementation
Having presented the concepts for each corridor, the focus shifts to understanding the potential cost of improvements and context for obtaining implementation funding. Chapter 7 presents several components to facilitate this process:

- Planning level cost estimates for each corridor
- Federal, state, regional, local, and public/private partnership funding sources
- Identification of specific funding sources for each corridor

By integrating the planning level cost estimates and inventory of available funding sources, the project team has already taken the first step of identifying specific funding sources for which projects would be eligible and be competitive for grant funding. This is a critical step towards implementation, as a substantial number of active transportation projects are funded through grants.

Agencies are encouraged to review the cost estimates and funding sources to evaluate funding options. This evaluation will help in deciding which sources are most appropriate for each agency based on award amount, timing of grant applications, staff capacity, and priority projects identified for implementation. Cities may elect to proceed with the projects as identified in this effort or they may draw on elements of these concept plans to develop additional project ideas based on changes in conditions or additional community input.

As discussed previously, this report is structured so that agencies preparing grant applications can readily pull the following information from this plan:

- Chapter 2 – information on locally adopted plans, projects, and policies that are the basis for the project ideas generated through this project and provide the data, analysis, and justification for Complete Streets projects in the study area
- Chapter 3 – examples of Complete Streets planning and implementation in the study area, which can serve as a model for other cities to follow as they seek to improve livability for residents
- Chapter 4 – detailed information regarding the community engagement events, participants, meeting notification, topics discussed, and input received. Related information is available in associated appendices.
- Chapter 5 – comprehensive toolbox that agencies can use to develop improvement plans that complement the suggestions in this report
- Chapter 6 – graphics that can be inserted to represent the location and type of improvements agencies are pursuing through grant funding

Finally, while implementation is often based on jurisdictional boundaries, individual travel behavior is typically not based on consideration of local City borders. Therefore, it is recommended that adjacent municipalities coordinate to identify holistic corridor-wide projects and apply for funding and implement jointly, as appropriate.
## Project Funding

### COST SUMMARY BY CORRIDOR

<table>
<thead>
<tr>
<th>Corridor Name</th>
<th>Total Cost</th>
<th>Dir</th>
<th>To (Eastern extent)</th>
<th>From (Western Extent)</th>
</tr>
</thead>
<tbody>
<tr>
<td>3rd Street</td>
<td>$12,700,000</td>
<td>EW</td>
<td>Atlantic Boulevard</td>
<td>Indiana Street</td>
</tr>
<tr>
<td>Whittier Boulevard</td>
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<td>EW</td>
<td>Hillview Avenue</td>
<td>Alma Avenue</td>
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<tr>
<td>Olympic Boulevard</td>
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<td>EW</td>
<td>Goodrich Boulevard</td>
<td>Alma Avenue</td>
</tr>
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<td>Telegraph Road</td>
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<td>Hoefner Avenue</td>
<td>Downey Road</td>
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<td>Commerce Way</td>
<td>Indiana Street</td>
</tr>
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<td>Slauson Avenue</td>
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<td>Boxford Avenue</td>
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<td>Darwell Avenue</td>
<td>King Avenue</td>
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<td>Florence Avenue</td>
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<td>EW</td>
<td>Granger Avenue</td>
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<td>Clara Street</td>
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<td>Atlantic Blvd and Slauson Ave</td>
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<td>Garfield Avenue</td>
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</tr>
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<td>Eastern Avenue</td>
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<td>Telegraph Road</td>
<td>Shull Street</td>
</tr>
<tr>
<td>Santa Fe Avenue</td>
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<td>9th Street</td>
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<td><strong>TOTAL</strong></td>
<td><strong>$248,600,000</strong></td>
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</table>

*Project costs are for the I-710 Livability transportation enhancements and do not include freeway, bridge, or ramp modifications as part of the I-710 Corridor Modernization Project.*
Federal Funding Sources

Recreational Trails Program (RTP)

RTP annually provides monies for recreational trails and trail-related projects and is administered at the federal level by the Federal Highway Administration (FHWA). Applicants must be in compliance with National Environmental Policy Act (NEPA), the National Historic Preservation Act of 1966, and listing of the project on either the State Transportation Improvement Plan (STIP) or a local Transportation Improvement Plan (TIP). The RTP encourages applicants to develop cooperative agreements with qualified youth conservation or service corps to perform trail construction and maintenance. The California Conservation Corps (CCC) is one of the many organizations that can assist with trail construction, maintenance, repair, and restoration.

Transportation Alternatives Program (TAP)

The Fixing America’s Surface Transportation (FAST) Act replaced the former Transportation Alternatives Program (TAP) with a set-aside of funds under the Surface Transportation Block Grant Program (STBG). For administrative purposes, the Federal Highway Administration (FHWA) will refer to these funds as the TA Set-Aside. The TA Set-Aside authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement projects and is administered at the federal level by the Federal Highway Administration (FHWA). Applicants must be in compliance with National Environmental Policy Act (NEPA), the National Historic Preservation Act of 1966, and listing of the project on either the State Transportation Improvement Plan (STIP) or a local Transportation Improvement Plan (TIP). The RTP encourages applicants to develop cooperative agreements with qualified youth conservation or service corps to perform trail construction and maintenance. The California Conservation Corps (CCC) is one of the many organizations that can assist with trail construction, maintenance, repair, and restoration.

Federal Transit Administration (FTA)

The Federal Transit Administration (FTA) provides grants to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. Since 1964, FTA has partnered with state and local governments to create and enhance public transportation systems, investing more than $11 billion annually to support and expand public transit services.

Fixing America’s Surface Transportation (FAST) Act

The FAST Act authorizes $305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains the national focus on safety, keeps intact the established structure of the various highway-related programs they manage, continues efforts to streamline project delivery and, for the first time, provides a dedicated source of federal dollars for freight projects.

Section 402: Stage Highway Safety Programs

Section 402 supports State highway safety programs, designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A State may use these grant funds only for highway safety purposes; at least 40 percent of these funds are to be used by or for the benefit of political subdivisions of the State to address local traffic safety problems. The program is administered by the National Highway Traffic Safety Administration (NHTSA) at the Federal level and by the State Highway Safety Offices (SHSO) at the State level. Pedestrian and bicycle projects are on the NHTSA priority list.

Safe Routes to School Program (SRTS)

Cycle 3 of the Federal Safe Routes to School program has been extended after the success of California’s Safe Routes to School (SR2S) program which began in 1999. Originally a five year program, extensions through continuing resolution have been enacted by Congress allowing the program to remain funded for the purpose of: 1) enabling and encouraging students in kindergarten through grade 12) making walking and bicycling to school a more appealing mode choice, and 3) facilitating the planning, design, and implementation of projects that will improve safety, environment, and overall quality of life. Consistent with other federal-aid programs, each State Department of Transportation is held responsible for developing and implementing the program.

Transportation Enhancement Activities

The Transportation Enhancement (TE) activities offered funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation.
State Funding Sources

Active Transportation Program (ATP)
The California Transportation Commission developed program guidelines and project selection criteria for the first call for projects for the statewide Active Transportation Program (ATP) in March 2014. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program with a focus to make California a national leader in active transportation. A fourth cycle of the ATP is anticipated in 2019 and expected to last through 2023.

The purpose of ATP is to encourage increased use of active modes of transportation by increasing the proportion of trips accomplished by biking and walking, improving safety and mobility for non-motorized users, advancing the active transportation efforts of regional agencies to achieve greenhouse gas (GHG) reduction goals, enhancing public health, ensuring that disadvantaged communities fully share in the benefits of the program, and providing a broad spectrum of projects to benefit many types of active transportation users.

In addition, the Senate Bill 1 (SB1) transportation bill funds an additional $1 billion for the Active Transportation Program (ATP) over the next ten years — that’s an additional $100 million per year for cities, counties and regional transportation agencies to build more bike paths, crosswalks and sidewalks.

Caltrans Transportation Planning Grants
Caltrans provides Transportation Planning Grants on a yearly basis. These grants are available to jurisdictions focusing on improving mobility by innovatively addressing problems or deficiencies in the transportation system. Funds can be used for planning or feasibility studies. Senate Bill 1 (SB1) planning grant funds for fiscal year 2018-2019 were awarded to 99 projects totaling approximately $28.87 million.

Environmental Enhancement and Mitigation Program (EEMP)
The Environmental Enhancement and Mitigation Program (EEMP) was established in 1986 and is administered by the California Natural Resources Agency and Caltrans. The program offers a total of $7 million each year for grants to local, state, and federal governmental agencies and to nonprofit organizations, funded through gasoline taxes. EEMP Funds are allocated to projects that either directly or indirectly offset environmental impacts of modified or new public transportation facilities including streets, mass transit guideways, park and ride facilities, transit stations, tree planting to offset the effects of vehicular emissions, and the acquisition or development of roadside recreational facilities, such as trails. EEMP is an annual program with the next solicitation expected in April of 2019.

Recreational Trails Program (RTP)
The Recreational Trails Program (RTP) provides funds to states to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The RTP is an assistance program of the Department of Transportation’s Federal Highway Administration (FHWA). The RTP funds come from the Federal Highway Trust Fund and represent a portion of the motor fuel excise tax collected from non-highway recreational use. RTP funds are distributed to each state by legislative formula: half of the funds are distributed equally among all states, and half are distributed in proportion to the estimated amount of non-highway recreational fuel use in each State. RTP funds may be used for maintenance and restoration of existing trails, purchase and lease of equipment to construct or maintain trails, administrative costs associated with the program, or operation of educational programs to promote safety and environmental protection related to trails.

Highway Safety Improvement Program (HSIP)
The Highway Safety Improvement Program (HSIP) is a core federal-aid program that aims to reduce traffic fatalities and serious injuries on public roads. HSIP funds can be used for projects such as bike lane or sidewalk projects on local roadways, improvements to Class I multi-use paths, or for traffic calming measures. Applications that identify a history of incidents and demonstrate their project’s improvement to safety are most competitive for funding. Program is administered by Caltrans in the State of California.

OTS Grant Opportunities
The California Office of Traffic Safety (OTS) provides grants for safety programs and equipment. Drivers of motor vehicles need to share the road with pedestrians and bicyclists. OTS grantees develop programs to increase awareness of traffic rules, rights, and responsibilities among various age groups. Bicycle and Pedestrian Safety is a specifically identified funding priority. This category of grants includes enforcement and education programs, which encompass a wide range of activities, including bicycle helmet distribution, design and printing of billboards and bus posters, other public information materials, development of safety components as part of physical education curriculum, or police safety demonstrations through school visitations.

Land and Water Conservation Fund
The Land and Water Conservation Fund (LWCF) provides matching grants to States and local governments for the acquisition and development of public outdoor recreation areas and facilities. The program is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities and to stimulate non-federal investments in the protection and maintenance of recreation resources.
FUNDING SOURCES

Safe Routes to School Program (SR2S)
SR2S is administered by Caltrans, and funds engineering and education projects that improve safety to/from schools. Authorized by Section 1404 of SAFETEA-LU (the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users), the SR2S Program came into effect in August of 2005. This federal funding program emphasizes community collaboration in the development of projects, and projects that incorporate elements of the 5 E’s—education, encouragement, engineering, enforcement, and evaluation.

Section 130 Railroad Crossing Maintenance Fund
The California “Grade Crossing Protection Maintenance Fund” (Maintenance Fund) is administered by the California Public Utilities Commission (CPUC) and was established by the State legislature in 1965 to pay to railroads the local roadway authority’s (city or county) share of the cost of maintaining automatic warning devices at crossings (historically termed “automatic protective devices” at “grade crossings”) that are installed or upgraded after October 1, 1965. The CPUC’s Railroad Grade Crossing Maintenance Program Set-Aside for the Fiscal Year 2017-18 State Budget, from $3,775,000 to $3,780,000, as CPUC requested in Resolution SX-121.

Regional and Local Funding Sources
At the regional and county level, SCAG and Metro administer much of the funds that can be used to implement active transportation projects.

SCAG Grant Opportunities
The Southern California Association of Governments’ Grant opportunities are offered by various agencies, and may be pertinent to an agency’s workplan. SCAG gathers this information in order to disseminate it to all interested agencies in the SCAG region.

Measure M
The Measure M Expenditure Plan devotes its funds to nine transportation categories as follows: 35% to new rail and bus rapid transit construction, 17% highway/Carpool lane/Gooods movement improvements, 20% Bus operations, 17% to local city transportation improvements, 16% to Metro Rail system improvements, 2% for state of good repair, 2% to keep fares affordable for seniors, students and disabled, 2% for active transportation projects, and 1% for Metrolink projects. Many jurisdictions use their local Measure M funding for active transportation projects and local transportation improvements.

Air Quality Improvements through Automobile Trip Reduction & Roadway Congestion Mitigation
The AQMD announced the availability to local governments for up to $5 million in grant funds for opportunities to reduce automobile trips, traffic congestion, and their associated air pollutant emissions by shifting attendees of major event center functions out of their personal automobile and onto public transportation.

Traffic Mitigation Fees
Some agencies have implemented development fees that can then be used to fund various types of infrastructure. For example, a fee may be adopted for each PM peak hour trip that is generated by a project. This funding is combined with funds from other projects to establish a source of funds to construct the improvements that are on an adopted project list. Based on the list of projects or other mechanisms, the traffic mitigation program can be used to fund a variety of projects that serve several travel modes.

Capital Improvement Program (CIP)
Each year, the City allocates a portion of the general fund budget to transportation capital projects, including pedestrian-related facilities, street lighting, and traffic calming. This is typically the largest source of funds for existing communities. While sidewalk repair and replacement are usually the responsibility of the adjacent land owner, the City is responsible for the repair of sidewalk damage caused by City-owned trees, vehicle crashes, water main breaks and natural subsidence. The majority of CIP funds, however, are for new installations associated with city streets, buildings and other infrastructure.

Community Development Block Program (CDBG)
CDBG Partners with rural cities and counties to improve the lives of their low- and moderate-income residents through the creation and expansion of community and economic development opportunities in support of livable communities. The CDBG program is the development of viable urban communities by providing decent housing and a suitable living environment and through expanding economic opportunities, principally, for persons of low- and moderate-income. “Persons of low and moderate income” are defined as families, households, and individuals whose incomes do not exceed 80 percent of the county median income, adjusted for family or household size.
50/50 Cost Sharing Program

In this program, the City pays for half of the cost of sidewalk replacement. The fee is based on a per square foot cost and is the same for all neighborhoods of the City. To qualify for the 50/50 cost-sharing program, the area not to be repaired must be at least 75 square feet of old and deteriorated sidewalk, not including the section of sidewalk directly behind the driveway entrance. In any council district, the program is offered as a 75/25 (City/owner) cost sharing program, with the additional funding coming from the council offices’ discretionary CDBG monies. The program is primarily intended for repair of damaged sidewalks in CDBG eligible areas.

California Conservation Corps (CCC)

The CCC provides emergency assistance and public service conservation work potentially available to pedestrian-related projects. In San Diego, the CCC has installed bike lockers.

Public Private Partnerships

Increasingly, innovative bicycle projects are being implemented with the assistance and funding from private entities. Examples of local projects include the provision of shared bicycles at hotels, the construction of shower and changing facilities in office buildings, and the development of bicycle storage rooms at new residential development sites.

Business Improvement Districts (BID) – City of Long Beach

Business Improvement Districts (BIDs) offer the chance for property and business owners to join together and implement a self-assessed fee to be used for agreed upon improvements in their respective business districts. BIDs typically use their funds for services such as: business development, marketing, cleanup and maintenance, security, special events and corridor beautification improvements.

The National Institutes of Health

The National Institutes of Health funds projects that “study primary and secondary prevention approaches targeting environmental factors that contribute to inappropriate weight gain in children, adolescents, and adults.” Applications may be submitted by for-profit and non-profit organizations (e.g., universities, colleges, hospitals, laboratories, units of state and local governments, and eligible agencies of the federal government). Approximately 4,000,000 dollars are committed to fund successful applications and NIH anticipates making 5 to 12 awards. The application guidelines that apply to pedestrian and bicycle programs are listed below:

- Promoting walking or bicycling to school or to worksites
- Increasing physical activity during, before, and after school care
- Decreasing sedentary behaviors in children and adolescents
- Promoting physical activity at worksites
- Increasing family participation in physical activity

The program recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities and provides for designation of these roads as National Scenic Byways, All-American Roads or America's Byways. Funds for this program can also be used in the development and provision of tourist implementation; and construction of bicycle and pedestrian facilities, interpretive facilities, overlooks, and other enhancements for byway travelers. Designation of the scenic byway must be in accordance with a Scenic Byways program developed and adopted by the state.
# Funding Source Matrix

Table 7.2: Funding Sources

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Covers</th>
</tr>
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<tbody>
<tr>
<td>Recreational Trails Program (RTP)</td>
<td>Trail construction, maintenance, repairs and restoration</td>
</tr>
<tr>
<td>Transportation Alternatives Program (TAP)</td>
<td>Roadway, pedestrian facilities, bicycles, mobility, community improvement, stormwater mitigation, trails</td>
</tr>
<tr>
<td>Federal Transit Administration (FTA)</td>
<td>Public transit (Bus, LRT, HRT, Commuter Rail)</td>
</tr>
<tr>
<td>Fixing America’s Surface Transportation (FAST) Act</td>
<td>Highway, motor vehicle safety, public transportation</td>
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<tr>
<td>Section 402: Stage Highway Safety Programs</td>
<td>Highway safety</td>
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<tr>
<td>Safe Routes to School Program (SRTS)</td>
<td>Roadway, pedestrian facilities, bicycles, mobility with emphasis on safer travel to school</td>
</tr>
<tr>
<td>Transportation Enhancement Activities</td>
<td>Pedestrian and bicycle facilities, safety, scenic/historical highways, landscaping, historic preservation, environmental mitigation</td>
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<tr>
<td>Active Transportation Program (ATP)</td>
<td>Roadway, pedestrian improvements, bicycle facilities, reduce greenhouse gas, disadvantage community improvement</td>
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<td>Caltrans Transportation Planning Grants</td>
<td>Mobility, highways, roadways</td>
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<tr>
<td>Environmental Enhancement and Mitigation Program (EEMP)</td>
<td>Roadways, transit, stations, park-n-ride, tree planting</td>
</tr>
</tbody>
</table>
# Project Funding

## FUNDING SOURCE MATRIX

| Funding Source                         | Covers                                                                 | 3RD STREET | WHITTLER BOULEVARD | OLYMPIC BOULEVARD | TELEGRAPH ROAD | WASHINGTON BOULEVARD | ATLANTIC AVENUE (NORTH) | Slauson AVENUE | GAGE AVENUE | FLORENCE AVENUE | CLARA STREET | FIRESTONE BOULEVARD | IMPERIAL HIGHWAY | ROSECRANS AVENUE | SOMERSET/COMPTON BOULEVARD | ALCARDIA AVENUE | ATLANTIC AVENUE (SOUTH) | LONG BEACH BOULEVARD | DEL AMO BOULEVARD | WARDLOW ROAD | WILLOW STREET | PACIFIC COAST HIGHWAY | ANAHEIM STREET | OCEAN BOULEVARD | GARBERT AVENUE | EASTERN AVENUE | SANTA FE AVENUE |
|---------------------------------------|------------------------------------------------------------------------|------------|--------------------|-------------------|-----------------|-----------------------|-------------------------|----------------|-------------|------------------|--------------|-------------------------|------------------|---------------------|------------------------|------------------|----------------|----------------|----------------------|----------------|----------------|-----------------|----------------|----------------|
| Recreational Trails Program (RTP)     | Trail construction, maintenance, repairs and restoration              | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| Highway Safety Improvement Program (HSIP) | Traffic Safety improvements, bicycle facilities                       | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| OTS Grant Opportunities               | Bicycle safety awareness                                              | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| Land and Water Conservation Fund      | Recreational areas and park                                           | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| Safe Routes to School Program (SR4S)  | Roadway, pedestrian facilities, bicycles, mobility with emphasis on safer travel to school | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| Section 130 - Railroad Crossing Maintenance Fund | Grade crossing maintenance, upgrade, improvements.                  | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| SCAG Grant Opportunities              | Various                                                                | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| Measure M                              | Transit, Highway, Bus Operations, local transportation improvements, roadway repair | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| Air Quality Improvements through Automobile Trip Reduction & Roadway Congestion Mitigation | Traffic Congestion relief, traffic signal                             | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| Regional                               |                                                                        | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| Traffic Mitigation Fees               | Traffic Improvement projects                                          | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| Capital Improvement Program (CIP)      | Pedestrian facilities, traffic calming, street lighting               | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
| Community Development Block Program (CDBG) | Roadway improvement/repair, sidewalk, curb and gutter             | ●          | ●                  | ●                 | ●               | ●                     | ●                       | ●             | ●           | ●                | ●            | ●                       | ●                | ●                   | ●                      | ●                | ●              | ●               | ●                   | ●              | ●              | ●               | ●               | ●             |
### Funding Source Matrix

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Covers</th>
</tr>
</thead>
<tbody>
<tr>
<td>50/50 Cost Sharing Program</td>
<td>Sidewalks</td>
</tr>
<tr>
<td>California Conservation Corps (CCC)</td>
<td>Emergency repair services</td>
</tr>
<tr>
<td>Parking Meter Districts</td>
<td>Pedestrian facilities, streetscape improvements</td>
</tr>
<tr>
<td>Business Improvement Districts (BID) – City of Long Beach</td>
<td>Streetscape, clean up and maintenance</td>
</tr>
<tr>
<td>The National Institutes of Health</td>
<td>Pedestrian and bicycle facilities, streetscape.</td>
</tr>
<tr>
<td>Scenic Byways</td>
<td>Scenic highways</td>
</tr>
</tbody>
</table>

*For cycle and availability, see funding sources.*
Project Funding

Operations and Maintenance (O&M) are two important project elements that should not be overlooked, especially when livability improvements can involve multiple jurisdictions, such as local cities, the County of Los Angeles, Metro, and Caltrans. It is important for regional and local agencies to execute memoranda of understanding to establish responsibilities by agency and ensure that the proposed livability improvements will last the intended life of the improvements. It may be necessary for regional agencies to front the first years of maintenance and operations to give local agencies the opportunity to take over and continue funding the O&M program.

Various improvements may qualify for O&M funding depending on the improvement(s) and jurisdiction(s) involved. For example, roadway paving, striping, and sidewalk improvements require long-term maintenance and are candidates for funding programs available through local and state sources. Bicycle facilities and trails may rely on active transportation grants, but this must be leveraged with local funds and possible assistance by local communities to care and maintain for their bikeways.

Metro transit and municipal facilities such as bus stop benches, shelters, lighting, and trash receptacles are maintained by operating agencies, requiring agreements for maintenance. Cities with current maintenance programs for existing parks, greenspace, and landscaping facilities may incur additional responsibilities when implementing livability improvements.

In addition, preservation of constructed facilities consists of keeping of right of way, roadways, structures, planting, illumination equipment, and other constructed facilities, and does not include reconstruction, or replacement improvements. Maintenance related to improvements may consist of drainage, landscaping/irrigation, lighting, electrical including traffic signals, street, litter, debris and graffiti, fence/retaining walls cleanup, maintenance access roadway, drainage facilities, sewer facilities, and bridge/retaining structures.

Generally, the maintenance cost during the first five years is 1% - 1.5% of the total construction cost, and from years five to ten it is 1.5% to 3% of the total construction cost. The corridor improvement costs are found in the Cost Summary table of the Project Funding section for this report.

An objective of the project is to assist cities with options for maintenance and operational agreements. The following are available sample opportunities with State and local funding.

**SB 1 Local Streets and Roads Program (LSRP)**

The Local Streets and Roads Program dedicates approximately $1.5 billion per year in new formula revenues apportioned by the State Controller to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on the local streets and roads system.

To be eligible to receive funding from the Controller, each year, cities and counties must submit a proposed project list adopted at a regular meeting by their board or council that is then submitted to the California Transportation Commission (Commission). Once reviewed and adopted by the Commission, the list of eligible cities and counties to receive funding is sent to the Controller to begin the apportionment process for that fiscal year.

Cities and counties must provide an Annual Project Expenditure Report to the Commission for each year in which program funding was received and expended. The Commission will then report the information collected in its Annual Report to the California Legislature that is due December 15 each year. The Annual Project Expenditure Report outcomes will also be published on the Commission’s website.

**Metro Local Return Program**

Proposition A, Proposition C, Measure R, and Measure M Local Return programs are four one-half cent sales tax measures approved by Los Angeles County voters to finance a countywide transit development program. Proposition C covers the Bus Stop Improvement and Maintenance program, which includes installation/replacement and/or maintenance of concrete landings - in street for buses and at sidewalk for passengers, bus turn-outs, benches, shelters, trash receptacles, curb cuts, concrete, or electrical work. Also included are major street resurfacing, rehabilitation, and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit improvements.

**Metro First - Last Mile**

For areas that fall within three miles of Metro transit stations, the need to focus on enhancing access to and from is available through Metro’s First-Last Mile program. Metro is available to assist in taking steps to meaningfully facilitate and help local jurisdictions deliver First-Last Mile projects through a variety of means, including Call for Projects Programs by region.

**Recreational Trails Program**

The Recreational Trails Program encourages applicants to develop cooperative agreements with qualified youth conservation or service corps to perform trail construction and maintenance. The California Conservation Corps (CCC) is one of the many organizations that can assist with trail construction, maintenance, repair, and restoration.
CHAPTER 8

Conclusion and Next Steps
Through visits to each corridor, in-depth research of each City’s adopted transportation planning goals, discussion with stakeholders and City staff, and application of best practices in Complete Streets and multimodal planning, Metro and GCCOG are committed to working with project partners toward improving the transportation system. The contents of this plan are adapted to allow for easy use by Cities when preparing grant applications to address questions that relate to existing conditions, number and type of collisions, Calenviroscreen conditions, community engagement, and challenges and solutions for each corridor. Cities may elect to do additional outreach and concept refinement to the project ideas presented in this plan. Cities are not compelled to move forward with these specific ideas and may opt to use them as a starting point for the development of corridor enhancement plans that incorporate different project elements.

This project effort was funded through a Caltrans grant for transportation planning. In an effort to build off the momentum it is suggested that Cities consider applying for grants for the next Caltrans Active Transportation grant cycle. In addition, it is also suggested that since many of these corridors traverse multiple cities, that cities collaboratively develop grant applications that provide improvements along the corridors rather than along jurisdictional boundaries. Metro and GCCOG are offering several ways to help cities accomplish this such as additional corridor planning efforts, grant writing assistance, and Complete Streets and First/Last Mile training courses that are free to City staff. By taking advantage of these resources cities can move forward with implementing the ideas and vision that they have developed with their stakeholders and regional partners.