Purpose
Spring Street improvements will provide safe travel for cyclists through a separated bikeway.

The Existing Corridor
- 2 driving lanes
- 40 MPH speed limit

Corridor Improvements
- Separated bikeway
- Improved lighting through the tunnel
Underpass Improvements

Existing Conditions

70' Roadway Surface Width

Proposed Improvements

70' Roadway Surface Width
Purpose
Intersection improvements at the Palo Verde Avenue/Spring Street intersection will provide bicycle riders an increased perception of safety for bicycle riders with a protected intersection.

The Existing Intersection
- Palo Verde Avenue has 5 driving lanes and is 35 MPH
- Spring Street has 7 driving lanes and is 45 MPH

Intersection Improvements
- Protected intersection with bicycle signals
- Green paint for increased visibility
Street Improvements

Existing Conditions

84’ Roadway Surface Width

Proposed Improvements

84’ Roadway Surface Width
**Purpose**
Spring Street improvements will provide safe travel for cyclists through a separated bikeway on both sides of the roadway.

**The Existing Corridor**
- 6 driving lanes plus turning lanes
- 45 MPH speed limit

**Corridor Improvements**
- Separated bikeway
Spring Street (El Dorado Park) Improvements

Existing Conditions

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<th>13'</th>
<th>11'</th>
<th>11'</th>
<th>10'</th>
<th>4'</th>
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84’ Original Roadway Surface Width

Proposed Improvements

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84’ Original Roadway Surface Width
Purpose
Improvements at the Hill Street/Long Beach Boulevard intersection would prioritize bicycle travel along an established bicycle boulevard.

The Existing Intersection
- Long Beach Boulevard has 4 driving lanes, is a transit priority corridor, and is 30 MPH
- Hill Street has 2 driving lane, is classified as a bicycle boulevard, and is 25 MPH

Intersection Improvements
- Install diverters to allow bicyclists to cross Long Beach Boulevard while forcing motorists to turn
Existing Conditions

36’ Roadway Surface Width

Proposed Improvements

36’ Roadway Surface Width
**Purpose**
Improvements at the Loma Avenue/Anaheim Street intersection would prioritize bicycle travel along an established bicycle boulevard.

**The Existing Intersection**
- Anaheim Street has 4 driving lanes, is a transit priority corridor, and is 30 MPH
- Loma Avenue has 2 driving lanes, is classified as a bicycle boulevard, and is 25 MPH

**Intersection Improvements**
- Install diverters to allow bicyclists to cross Anaheim Street while forcing motorists to turn
Purpose
Broadway improvements will provide safe travel for cyclists through an elevated separated bikeway, putting the bicyclists on the same level as pedestrians.

The Existing Corridor
- 4 driving lanes
- 30 MPH speed limit
- Transit priority corridor

Corridor Improvements
- Elevated separated bikeway
Redondo Avenue to Temple Avenue

Existing Conditions

54' Roadway Surface Width

Proposed Improvements

44' Roadway Surface Width