

**Communities of Excellence in Nutrition,
Physical Activity and Obesity Prevention**

CX3

Pedestrian Plan





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**Communities of Excellence in Nutrition,
Physical Activity and Obesity Prevention**

CX3

Pedestrian Plan



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HEALTHY ACTIVE LONG BEACH

Thank you to the staff,
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Introduction

CREATING NEIGHBORHOODS WHERE PEOPLE CAN WALK TO THE PLACES WHERE THEY WORK, STUDY AND SHOP; TO MEET FRIENDS OR MAKE NEW FRIENDS; OR TO SIMPLY JUST WATCH THE PARADE OF LIFE.



The City of Long Beach is embarking on significant updates of its General Plan, including the recently adopted Mobility and Housing Elements, the newly established Community Health Improvement Plan and Historic Preservation Element. A new Urban Design Element is being developed while the Land-use Element is being updated. Together they will

provide guidance toward Long Beach's growth and evolution over the next two decades.

From these core city planning documents, city staff, in cooperation with local residents, community stakeholders and elected officials are developing implementation plans that more specifically identify

goals and actions. New specific plans that consider public and private development are being updated for Planned Development Areas in the Southeast and Central areas areaa of Long Beach while infrastructure plans are being developed for major infrastructure in Central and West Long Beach and Downtown. The Mobility Element is spurring implementation plans for particular pieces of transportation infrastructure while the city-wide Bicycle Master Plan is being updated.

Similar to the Bicycle Master Plan, the Mobility Element expressly calls to develop a Pedestrian Master Plan that establishes a basic inventory of pedestrian infrastructure, comprehensively prioritizes pedestrian improvements, furthers the intent of the place-type designations, makes connections

to other modes of travel, promotes public health and connects with open space features. The Department of Development Services and the Department of Public Works are creating the Transit District

I like to walk to keep healthy & lower my weight. Pacific Coast Highway isn't safe though.

WRIGLEY RESIDENT

Pedestrian Improvement Master Plan which identifies and prioritizes infrastructure projects for improving walkability in the transit district around the Metro Blue Line light rail

stations in Downtown and along Long Beach Boulevard.

At the same time, the Long Beach Department of Health and Human Services continues to move forward with implementing the Community Health Improvement Plan [CHIP Implementation], which includes numerous elements related to the physical environment and engages in more in-depth action planning. As most goals within the Community Health Improvement Plan relate to how the built environment of the city affects accessibility, livability and physical activity, action planning includes a focus on active mobility infrastructure.

The Long Beach Department of Health and Human Services, with support from the Public Works and Development Services Departments,

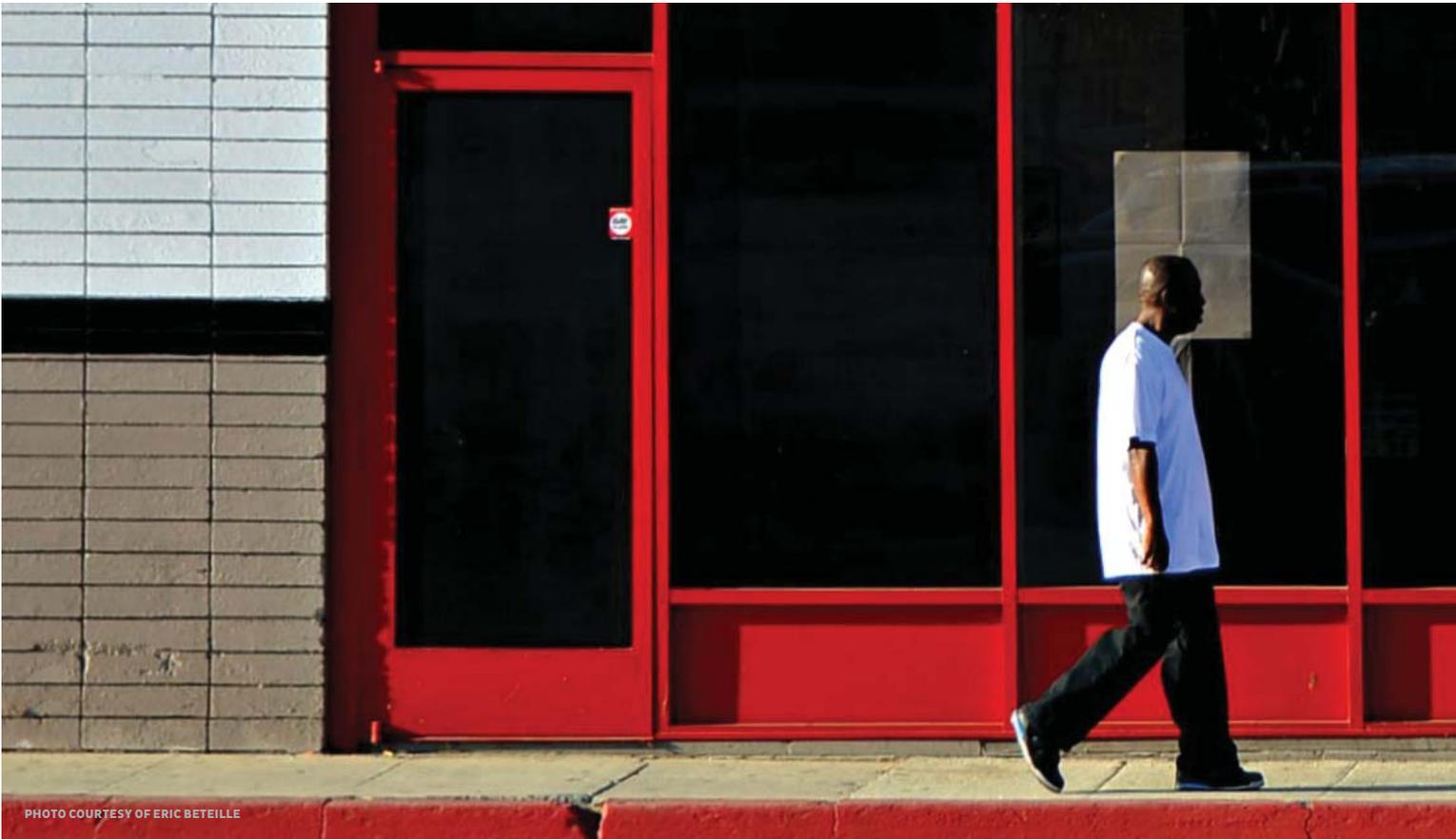


PHOTO COURTESY OF ERIC BETEILLE

has collaborated with the nonprofit design studio, City Fabrick, to develop a pedestrian plan that geographically builds upon the Transit District Pedestrian Improvement Master Plan to include portions of Central and West Long Beach. This CX3 Plan documents the walking conditions of the Long Beach communities with the greatest public health needs and presents recommendations to improve their pedestrian experience. This pedestrian planning area consists of neighborhoods defined by local residents, excluding overlap with the Transit Oriented District pedestrian planning area. The CX3 Pedestrian Plan builds upon earlier community engagement projects and previous physical assessments of these neighborhoods done through the CX3 program.

STRUCTURE OF THE PLAN

The CX3 Pedestrian Master Plan is structured like a story, as the introduction provides a foundation for the reader to understand why the plan is being developed and how it is being informed. The Existing Conditions chapter builds the narrative of where the challenges and opportunities lie within the community. The Design Toolkit chapter provides the substance of the solutions, while the Initiatives section begins forming the strategy. The Implementation chapter identifies how and when these solutions are put in place with priorities and resources for execution.

The Appendix section includes many of the resources and products that were developed for the CX3 Pedestrian Master Plan for potential

use in the future. The document is structured in a manner adaptable for developing similar plans for other parts of Long Beach, or for eventually expanding it citywide. Substantial material from the Design Toolkit and Initiatives chapters is globally applicable, while other chapters are structured for flexibility. Further effort would be necessary to analyze the existing conditions of the expanded area, along with research on relevant policy and plans and public engagement to identify concerns and priorities.



The Mobility Element expressly calls to develop a city-wide Pedestrian Master Plan that establishes a basic inventory of pedestrian infrastructure, comprehensively prioritizes pedestrian improvements, furthers the intent of the place-type designations, makes connections to other modes of travel, promotes public health and connects with open space features.

MOBILITY OF PEOPLE IMPLEMENTATION MEASURE-4



CX3 Study Area

Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention [CX3] is a powerful tool developed by the California Department of Public Health that captures and communicates neighborhood-level data to promote healthier communities. The program provides tools for collecting and measuring quality, availability and affordability afford in low-income communities. Armed with this data, health and nutrition advocates around the state are engaging and inspiring community members and partners to improve food and the pedestrian environment. CX3 is a project of the Network for a Healthy

California [Network] in partnership with local health departments.

LONG BEACH CX3 NEIGHBORHOODS

Communities of Excellence in Nutrition, Physical Activity and Obesity Promotion [CX3]: Neighborhood assessments are designed to provide data and set priorities to improve the food and physical activity landscape for low-income neighborhoods. Ten neighborhoods oriented around local schools have been assessed in the Downtown, Central and West Long Beach areas. Long Beach has many strong, active community groups who can use this data to create

healthier neighborhoods. All these neighborhoods are geographically oriented around school campuses, including: Cabrillo, Reid, Renaissance and Poly High Schools; Washington and Franklin Middle Schools; and International, Lincoln, Lafayette, Burnett, Mary Butler, Whittier and Edison Elementary School.

Which parts of Long Beach did we study?

CX3 STUDY AREA

CITY

Long Beach is 50 square miles in area. It includes dozens of neighborhoods and commercial districts, an airport, seaport, and multiple marinas.

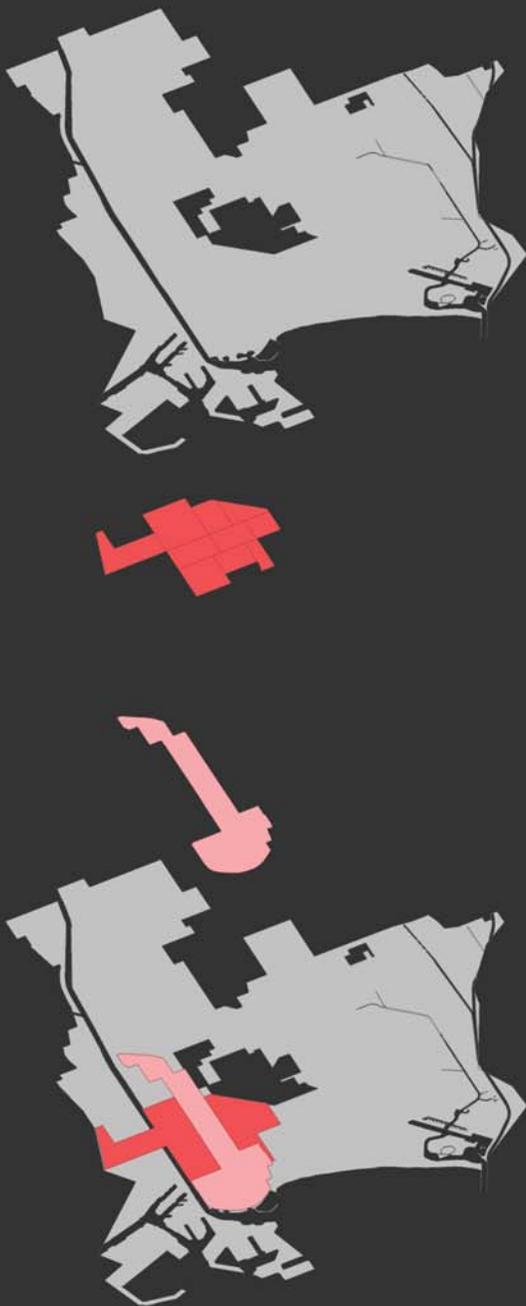
CX3

The CX3 area is made up of ten neighborhoods in Central and West Long Beach supported by the Nutrition Education Obesity Prevention branch of the California Department of Public Health.

TOD

The Downtown and Central Long Beach Transit District follows the Metro Blue Line Station Locations.

THE CX3 PEDESTRIAN MASTER PLAN STUDY AREA ENCOMPASSES ONLY THE CX3 NEIGHBORHOODS NOT WITHIN THE METRO TRANSIT DISTRICT.



PURPOSE OF CX3 PEDESTRIAN MASTER PLAN

One of the key findings during the neighborhood assessments within the CX3 Neighborhoods was the lack of connectivity within the pedestrian environment as it relates to the design and conditions of public infrastructure. While these neighborhoods were developed during an era where jobs, services, schools and community amenities were located within walking distance of most residents, the transportation infrastructure has evolved over time to primarily serve private automobiles traveling through these communities. The CX3 Pedestrian Improvement Master Plan provides tools for improving walkability in these neighborhoods, promoting walking as physical activity and enhancing pedestrian access to healthier choices for food and recreation.

The intention of the plan is two-fold: 1-assess existing conditions of the CX3 areas and identify paths for improving the pedestrian environment, and 2-lay out a framework of tools, project types, policies and programs for improving the CX3 neighborhoods. The Plan's approach is also applicable for other Long Beach neighborhoods or even city-wide. This document can then provide a foundation for the city-wide Pedestrian Master Plan described in the Mobility Element implementation measures. Assessment of the existing conditions as well as application of the projects, programs and policies will have to be further refined to suit the remaining portions of the city.

RELATION TO TRANSIT DISTRICT PEDESTRIAN MASTER PLAN

The Department of Development Services has developed a Transit District Pedestrian Master Plan focusing on the Blue Line Light Rail stations in the Downtown area and along the Long Beach Boulevard corridor. This plan assesses the existing conditions of the pedestrian environment and proposes capital improvement projects oriented towards improving pedestrian safety and comfort. While the CX3 Pedestrian Master Plan builds upon and expands the Transit District Plan, it does not duplicate it. The CX3 Pedestrian Master Plan includes all the CX3 neighborhoods not included in the Transit District Plan in order to avoid redundancy.

As these efforts take place on parallel paths within adjacent geographic areas [Transit District intersects the CX3 pedestrian planning area], they are closely coordinated. The CX3 Pedestrian Plan is designed to meet the unique needs of Supplemental Nutrition Assistance Program [SNAP-E] expand eligible residents whose voice is often missed during significant planning processes. Programs and policies relevant to one area are likely relevant to the other as projects will often travel through both areas. As the Mobility Element has identified the intention of a citywide pedestrian master plan, these two efforts can provide a foundation for an expanded effort.





Vision for Health & Mobility

The foundation for the CX3 Pedestrian Master Plan is provided by the Mobility Element and Community Health Improvement Plan—both recently adopted, well-informed guiding documents for Long Beach’s future. While the two plans were developed through alternative lenses [mobility and health] and with different community partners, commonalities developed between their respective visions are carried through into the goals and objectives. An effective, active mobility network can benefit public health, improve the environment and relieve congestion through the city’s transportation infrastructure.

COMMUNITY HEALTH IMPROVEMENT PLAN

The Community Health Improvement Plan [CHIP] is a long-term, systematic plan to address issues identified in the Community Health Assessment [CHA]. The purpose of the community health improvement plan is to describe how the Long Beach Department of Health and Human Services [LBDHHS] and the community will work together to improve the health of the population in Long Beach. The CHIP is more comprehensive than the roles and responsibilities of LBDHHS alone, and was developed together with participation from a broad set of stakeholders and partners. These stakeholders and partners utilized their knowledge and understanding of the Long Beach community, as well as information contained in the CHA, to set priorities.

COLLABORATION *We embrace our diversity and the unique contributions of our neighborhoods to our City’s cultural fabric. Through our community partnerships, we develop positive relationships, foster innovative solutions and strengthen our capacity to accomplish our vision.*

HEALTH & QUALITY OF LIFE ACROSS THE LIFESPAN *We strive to address health across a person’s lifespan to ensure that all individuals have a strong start in life, live to their fullest potential and that their legacies are celebrated in the latter stages of life.*

ACCESS FOR ALL *We harness our collective thinking and power to ensure that our communities have easy and frequent access to the health, educational, social and economic services they need to succeed in society.*

EQUALITY *We strive to achieve social and health equity by identifying and addressing the root causes of inequities. We seek to eliminate all forms of disparities by empowering people to transform their communities.*

MOBILITY ELEMENT

Today, the City of Long Beach has a bold vision for its future, one that requires substantial investment in local and regional transportation systems. The X Mobility Element establishes the vision, goals, policies and implementation measures required to improve and enhance the City's local and regional transportation networks, transforming Long Beach into a community that offers:

MORE CONVENIENCE & CHOICE Walking, bicycling and transit will become more convenient and desirable modes of transportation. You will have more opportunities to leave your car at home for more local and regional trips.

BETTER STREETS Various street corridors within your community will be improved to encourage walking, bicycling and/or transit. Street improvements will include trees, lights, landscaping, streetscape furniture, transit amenities, enhanced pedestrian crossings and bike lanes or routes.

MORE MOBILITY FOR ALL Everyone, especially children, persons with disabilities and seniors, will have more mobility options and will be less dependent on licensed drivers to travel to and from destinations, such as schools, medical appointments, work, parks, community centers and shopping.

NEIGHBORHOOD SPECIFIC PLANS Your elected and appointed officials will be able to consider the priorities and values of your local neighborhood when making policy decisions. They will have more flexibility to determine how to best solve or mitigate traffic problems.

MORE CHOICES A more multimodal, balanced and complete street network that provides more choices to take multiple modes of transportation.

FEWER CARS For families that choose to live within walkable neighborhoods and/or near transit, the option to live with fewer or no cars.

SAFER NEIGHBORHOODS Traffic-calming features that discourage high-speed, cut-through traffic and encourage drivers to stay on corridors where auto traffic is emphasized, resulting in safer and more livable neighborhoods.

PEDESTRIAN-FRIENDLY IMPROVEMENTS Street improvements along major transit routes will create a more attractive and pedestrian-friendly environment.



ABOVE
Person riding their bicycle on Alamitos Avenue just before the City fully restriped the roadway to be more bicyclist and pedestrian-friendly.
PHOTO COURTESY OF CITY FABRICK



Project Goals

The CX3 Pedestrian Master Plan is intended to guide the improvement of the walking environment of Central and West Long Beach by connecting adopted city policies and plans, industry best practices and the community's voice. At its core, Central and West Long Beach wants to be a walker's paradise with schools, parks, employment centers, public transit and daily services within relatively close proximity to residents. Over the years the infrastructure that was meant to serve pedestrians was built and rebuilt to predominantly serve automobiles travelling through Central and West Long Beach and surrounding destinations.

The CX3 Pedestrian Master Plan builds from the recently adopted General Plan's Mobility Element and Community Health Improvement Plan to achieve greater transportation equity for these diverse communities. This improves the health and quality of life for residents of Central and West Long Beach by improving the pedestrian environment. The plan is developed to support the CX3 neighborhoods, but many of the programs, policies and project types can be applied to other parts of Long Beach.



TOP
Local residents discuss pedestrian priorities at a CX3 Planning Workshop.
PHOTO COURTESY OF CITY FABRICK

ABOVE INSET
A CX3 Resident takes an evening stroll along Pacific Avenue in the CX3 neighborhood
PHOTO COURTESY OF ALLAN CRAWFORD

.....
FOUNDATIONAL GOALS

IDENTIFY PATHS FOR WALKING

CHIP
GOAL 1 *Ensure healthy active living by addressing preventable and treatable health conditions.*

Walking is perhaps the simplest form of physical activity and often serves the dual purpose of connecting people to destinations, but too often, residents are discouraged from walking based on conditions of the pedestrian environment. The CX3 Pedestrian Master Plan engages local residents and stakeholders to what discourages walking as a form of transportation and physical activity and crafts methods for improving those conditions.

CONNECTING PEOPLE TO HEALTHY CHOICES

CHIP
GOAL 2 *Create safe social and physical environments that promote good health.*

Long Beach’s development patterns largely support walking as a viable mode of transportation for a vast majority of trips whether for employment, school or daily services. The CX3 Pedestrian Master Plan focuses on connecting residents within these neighborhoods to greater choices for healthy eating and active living, specifically grocery stores, recreational opportunities and learning institutions.

EQUITY FOR ALL WALKERS

CHIP
GOAL 3 *Achieve health equity, eliminate disparities and improve the health of all Long Beach community members.*

Portions of Long Beach experience significant health disparities based on geography, socioeconomic conditions and historic development patterns. The CX3 Pedestrian Master Plan specifically focuses on such communities in order to identify the challenges and opportunities as well as the potential solutions for making these neighborhoods more walkable, based on the intention of applying similar measures city-wide.

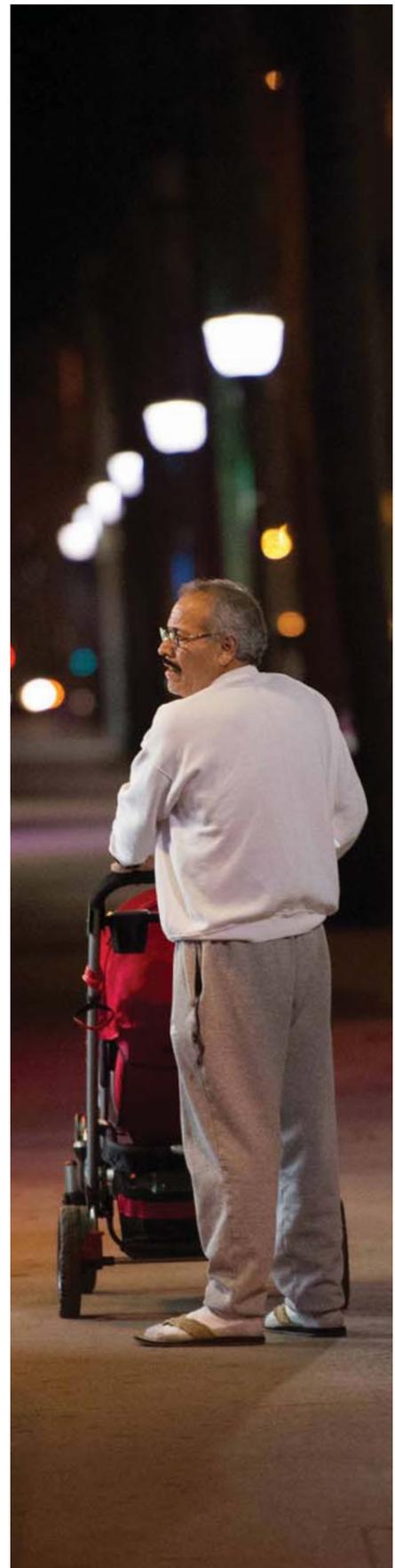
STANDARDS FOR IMPROVING PEDESTRIAN REALM

MOG
GOAL 1 *Create an Efficient, Balanced, and Multimodal Mobility Network.*

Long Beach’s Mobility Element of the General Plan begins identifying strategies and some implementation measures for improving the city’s pedestrian infrastructure as part of a balanced transportation network. The CX3 Pedestrian Master Plan delves deeper into the policies, programs and projects that can enhance the environment for walking in Central Long Beach.

.....
CHIP Look for the Community Health Improvement Plan [CHIP] throughout this document.

MOP / **MOG** Look for these Mobility Element icons throughout this document.
.....





Guiding Principles

The guiding principles help to create continuity through the document as well as the community engagement process. These principles define the purpose of a design element, how they are prioritized by stakeholders, and often determine the method of implementation. There are interrelationships between the guiding principles as a beautiful sidewalk is typically one that promotes social interaction, and livability can be about the environment, but also the principles attempt to be distinctive without being exhaustive.

These principles were developed from analysis of the Mobility Element

and Community Health Improvement Plan but were expanded and refined through the community engagement process.

The guiding principles were used to engage residents and community stakeholders as to how they would prioritize making their neighborhood more walkable. They helped to characterize the purpose of each design treatment within the Pedestrian Toolkit. These principles also define the initiatives for improving the pedestrian environment and ultimately establishes the priorities for the projects, programs and policies to be implemented.

How would you say I just like walking? I like walking along the Beach but it's too far to be convenient and I'd like to walk along the River

**WHITTIER NEIGHBORHOOD RESIDENT
ORIGIN OF THE RECREATION PRINCIPLE**

ENVIRONMENT



A sustainable city is a safe city, a healthy city, a city that has a high quality of life.

JANETTE SADIK-KHAN

Streets that reduce pollution, reuse rainwater and recycle. Walking is the most environmentally friendly form of transportation considering only human fuel is expended to support locomotion and the only necessary equipment is a comfortable pair of shoes. A pedestrian friendly environment also supports the urban ecology with sustainable stormwater management, limited light pollution and a rich local habitat.

SAFETY



The safety of the people shall be the highest law.

MARCUS TULLIUS CICERO

Streets that have slow traffic speeds, safe crosswalks and good nighttime lighting. The baseline for any pedestrian friendly environment is one that is safe. Safety includes reducing conflicts between pedestrians and vehicles as well as protection from criminal activity. Pedestrian-friendly environments address actual as well as perceived sense safety to attract walkers.



LIVABLE



Sidewalk contacts are the small change from which a city's wealth of public life must grow.

JANE JACOBS

Streets that are pleasant, quiet and shaded. People tend to walk where they feel most comfortable; their sense of smell, sight and sound will determine the quality of their experience. A pedestrian friendly environment limits light, noise, visual and air pollution from vehicles and adjacent uses while providing the most pleasant setting for occupants.

ACCESSIBILITY



Disability is not the problem. The accessibility is the problem.

MOHAMED JEMNI

Streets that have wide, smooth sidewalks with ramps. The importance of accessibility can be lost on the general public but those with impaired mobility, whether through physical disability, age or accompaniment, they quickly recognize physical obstructions in the pedestrian realm. A pedestrian-friendly environment serves the needs of all its users whether on two feet, in a wheelchair or pushing a stroller.

ECONOMICS



The overwhelming majority of people who come to Times Square are not driving.

TIM TOMPKIN, TIMES SQUARE ALLIANCE

Streets that support and connect people to local businesses. A pedestrian friendly environment supports the local economy as it encourages customers to patronize multiple businesses with one trip. The most successful commercial districts are compact areas with businesses consistently accessed from bustling walkways, plazas and sidewalks.

SOCIAL



Walking with a friend in the dark is better than walking alone in the light.

HELEN KELLER

Streets where I can meet people and see my neighbors. Walking can be an incredibly social activity as the speed and openness encourages human interaction whether exchanging a glance and smile with a stranger or stopping to talk to a neighbor. The most social pedestrian environments often encourage interaction through seating and outdoor spaces.

RECREATION



If you go to a place on anything but your own feet, you miss a thousand delicate joys.

ELIZABETH VON ARNIM

Streets that are fun places for play and physical activity. Walking is a low-impact activity that can promote physical and mental health, whether it is a means of reaching a destination or for sake of walking. The Beach Path and the Nature Center are just some of the most desirable places people can enjoy walking without interruption from city-life.

BEAUTY



Give me odorous at sunrise a garden of beautiful flowers where I can walk undisturbed.

WALT WHITMAN

Streets that are beautiful, with trees, furniture and art. A beautiful pedestrian realm can provide a mental relief from daily stress, inspire creativity and promote positivity. Lush landscapes, mature trees, thoughtful urban design, unique geographies and attractive architecture can collectively craft the scenic pedestrian environment that would attract walkers near and far.



Foundation Policies and Plans

This Mobility Element seeks to make walking safe and pleasurable in all areas of Long Beach so that everyone – especially children, the elderly and people with disabilities – have a viable and safe way to travel. By making city-wide pedestrian improvements and by promoting land uses and building design that encourage pedestrian activities, we can help make walking a truly viable means of transportation, recreation and exercise. As an added bonus, research shows that a more walkable city also contributes to an overall better quality of life and sense of community within a neighborhood.

The CX3 Pedestrian Master Plan builds upon the projects, policies and programs identified within the Mobility Element, going into greater detail and consideration while being structured for implementation. Along with the Community Health Improvement Plan and Mobility Element of the General Plan, the CX3 Pedestrian Master Plan includes reference material from other local plans as well as federally developed best practice manuals. These foundational documents in themselves are based on thousands of hours of expert input from local residents and stakeholders as well as planning and design professionals.



TOP
A pedestrian walks past a colorful bike rack near the Colorado Lagoon in East Long Beach.
PHOTO COURTESY OF ALLAN CRAWFORD

ABOVE INSET
A city traffic engineer discusses Bike Boulevard signage options at a community planning meeting.
PHOTO COURTESY OF ALLAN CRAWFORD



MOBILITY ELEMENT MOP MOG

Development Services

October 2013

The Mobility Element establishes the vision, goals, policies and implementation measures required to improve and enhance the City's local and regional transportation networks. These will enable Long Beach to transform into a community that balances the needs of all modes of transportation as well as the health and quality of life of residents. This Mobility Element presents our future plan for improving the way people, goods and resources move from place to place.

The Mobility Element recommends the development of a Pedestrian Master Plan that details future improvements for the pedestrian environment, including the pedestrian priority areas. Additional direction for pedestrian improvements in specific areas of the city may also be provided in the city's neighborhood and community plans. The combined study areas of the Transit District Pedestrian Improvement Master Plan and Pedestrian Safety Guidelines covers a third of Long Beach's residential population and approximately half of the Pedestrian Priority Areas as designated in the Mobility Element.



COMMUNITY HEALTH IMPROVEMENT PLAN CHIP

Health and Human Services

March 2014

The Community Health Improvement Plan [CHIP] is a long-term, systematic plan to address issues identified in the Community Health Assessment [CHA]. The purpose of the Community Health Improvement Plan is to describe how the Department of Health and Human Services [LBDHHS] and the community will work together to improve the health of the population in Long Beach. The CHIP is more comprehensive than the roles and responsibilities of LBDHHS alone, and was developed together with participation from a broad set of stakeholders and partners. Stakeholders and partners utilized their knowledge and understanding of the Long Beach community, as well as information contained in the CHA, to set priorities.

The development of the CHIP was a community-driven process and informed by data gathered and synthesized in the CHA. Long Beach used the Mobilizing for Action Through Planning and Partnerships [MAPP] as a framework for developing its CHA, CHIP and Strategic Plan. MAPP is not an agency-focused assessment tool; rather, it is an interactive process that can improve the efficiency, effectiveness and ultimately the performance of local public health systems. Facilitated by public health leaders, this tool helps communities apply strategic thinking to prioritize public health issues and identify resources to address them.



PEDSAFE – PEDESTRIAN SAFETY GUIDE

Federal Highway Administration 2004

The Pedestrian Facilities User Guide provides descriptions of unique engineering countermeasures or treatments that may be implemented to improve pedestrian safety and mobility. Included for each of the different treatments is a general description, purpose or objective, considerations for implementation, and estimated costs. While that level of information alone is useful to engineers, planners and other safety professionals, the guide also includes matrices that relates the treatments to specific performance objectives and specific types of collisions. These matrices provide practitioners with the ability to select the most appropriate treatment[s] if they have a well-defined crash problem or are trying to achieve a specific change in behavior.



BIKE MASTER PLAN UPDATE

Public Works 2001

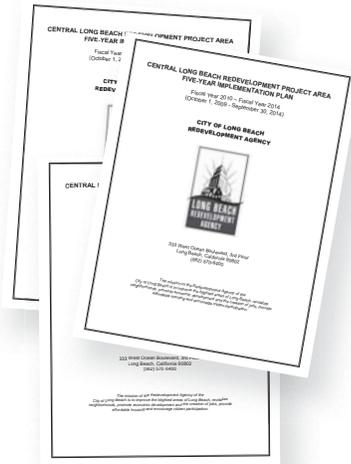
This Bicycle Master Plan serves as a policy document to guide the development and maintenance of bicycle friendly roads and bikeways and support facilities and other programs for Long Beach over the next 20 years. These policies address important issues related to Long Beach’s roads and bikeways such as planning, community involvement, utilization of existing resources, facility design, multi-modal integration, safety and education, support facilities as well as specific programs, implementation, maintenance and funding. It is intended to be used as a guideline for projects and programs but does not substitute for engineering knowledge, experience or judgment.



WESTSIDE LIVABILITY PLAN

Public Works/Development Services February 2008 and 2015

Committing to develop and implement a Community Livability Plan for the I-710 corridor neighborhoods in the City of Long Beach is a natural outgrowth of a single crucial realization: neighborhoods within the I-710 corridor bear a disproportionate share of the negative impacts resulting from the operation of the I-710 Freeway and the ports. Further, they receive few of the benefits derived from the \$3 billion in goods that arrive through the two ports and are transported through their neighborhoods. This Plan seeks to bring a better balance between residents’ exposure to environmental and health hazards, and the benefits and investments they want and need in order to maintain a healthy environment in which to live, learn, work and play.



CENTRAL LONG BEACH STRATEGIC GUIDE FOR REDEVELOPMENT
Redevelopment Agency
 June 2005

The Central Long Beach Strategic Guide for Redevelopment [Strategic Guide] is intended to serve as a framework of strategies to be used by the City of Long Beach Redevelopment Agency when making decisions regarding redevelopment opportunities in Central Long Beach. The Strategic Guide should be used as both an active and reactive tool. It should be consulted when development opportunities arise and it should be the road map for identifying and creating new redevelopment opportunities. The Strategic Guide identifies comprehensive strategies for the overall revitalization and redevelopment of Central Long Beach. The Plan was developed through the former Redevelopment Agency, yet is still relevant to these communities today.



WILLMORE DISTRICT IMPLEMENTATION PLAN
Redevelopment Agency
 January 2005

The Willmore District Implementation Plan was created and developed for the Redevelopment Agency of the City of Long Beach in partnership with the Willmore City Heritage Association. The purpose of the working document is to enable the Long Beach Redevelopment Agency to recognize a community vision and focus on implementation strategies dedicated to the improvement of the Willmore District. As a guide, it aims to create policy, complete future planning, establish phasing, implement specific projects and outlay funds. Projects include pedestrian enhancements on primary streets and the Courts & Ways improvements throughout the Willmore City neighborhood. The Redevelopment Agency was dissolved as of February 2012 pursuant to State legislation AB 1x26.



RIVERLINK PLAN
Development Services
 January 2008 [updated 2013]

The RiverLink concept took root in January 2003, when the Department of Parks, Recreation and Marine contracted with the San Pedro Bay Estuary Project, a local nonprofit agency, to manage a study of the opportunities to create a continuous greenway along the east bank of the Los Angeles River. The west bank of the Los Angeles River was not included in the study due to the close proximity of the 710 Freeway and the discussions that were taking place regarding its potential redesign. However, it will be possible to transfer some of the design concepts to the west bank as the overall 710 Freeway Plan is implemented. The City Council recently authorized staff to update the plan based on developments along the entire length of the Los Angeles River.



Engaging Walkers

The process for developing the CX3 Pedestrian Master Plan was deliberately structured to balance industry best practices for creating walkable communities with the standing and emerging policies and plans within the city and through the many voices of the community.

This process was done with the understanding that each had their respective strengths and weaknesses: a resident can explain that there is consistent jaywalking at a particular corner at the same time every day because that is the most convenient crossing for the seniors living in a building to reach

the store selling lottery tickets. At the same time, there is a specific design treatment for reducing cut-through traffic while accommodating emergency vehicle access.

The intent has been to attempt to apply these community voices in the appropriate context, identifying challenges and opportunities and developing specific solutions.

The CX3 Pedestrian Master Plan begins to reach the detail of identifying specific treatments but also uses community input and analysis of the physical conditions to hone in on the issues and develop general strategies

for improving the pedestrian environment. Further community engagement may be necessary when designing policies, programs and projects for implementation.

TOP
A resident is learning about Walk Long Beach, a program which works with communities to improve walkability in Long Beach.

PHOTO COURTESY OF CITY FABRICK

COMMUNITY EVENTS

Long Beach is fortunate to have an active community event calendar spanning topics such as health, fitness, arts, culture, food and neighborliness among other exciting reasons to gather. Taking advantage of these gatherings, attendees were engaged at various levels of detail depending on their interest in the topic of walking. Simple dot exercises on the large map allowed participants to identify and prioritize what made a walkable environment. From there, they were asked where they currently walk to, to describe those experiences and also to identify the barriers they faced that prevented them from walking more. The extent of public engagement could not have been as great without the partnership of community organizations such as Building Healthy Communities, the Junior League of Long Beach, LBUSD and Century Villages at Cabrillo.

I would like to walk to many places in my neighborhood like the Los Angeles River and all the shops along Pacific Avenue, but I often feel unsafe because there are not enough crosswalks. I often end up jaywalking across the street.

WRIGLEY RESIDENT

COMMUNITY WORKSHOP

Intensive workshops were organized towards the end of the engagement process to close the feedback loop. Previously collected data was presented alongside quantitative and qualitative analyses of the existing conditions to test assumptions. The initiatives were presented as policies, programs and projects to determine how they connect with the community's priorities. Participants were able to begin seeing which safety improvements could make the most sense or how accessibility may be strategically improved. This process helped to set priorities with greater geographic specificity for each of the CX3 Neighborhoods.



TECHNICAL ADVISORY COMMITTEE

A Technical Advisory Committee [TAC] was formed to provide input on the development of the CX3 Pedestrian Master Plan. This group consisted of city staff from the Public Works, Development Services and Health and Human Services departments as well as local experts engaged around planning and active mobility. The TAC met on a monthly basis over 30 months formulating the plan, assisting with data collection, community outreach and oversight of the document itself. The comparative lens of planning, infrastructure and public health from experts within and outside of city government provided diverse perspective to ensure relevance to the community as well as con-sequence for implementation.

COMMUNITY MEETINGS

Active community groups were regularly engaged throughout the development of the CX3 Pedestrian Master Plan, including health-oriented organizations, neighborhood associations, and advocacy groups to gather input from stakeholders. These regular stakeholders' meetings provided opportunities to have simple discussions about walkability, which were often fitted to the context of their current concerns. The level of discourse provided valuable insight from those who are often engaged on a diverse array of issues including but not limited to quality of life, connectivity and economic development.

STAKEHOLDER INTERVIEWS

The diverse collection of voices that were collected through the various workshops, events and community meetings were augmented by in-depth interviews with targeted stakeholders including active mobility advocates city officials and other stakeholders specifically affected by walkability. The contents of some interviews focused on specific neighborhoods or corridors while others were more broadly scoped on the entire CX3 Pedestrian Master Plan area and even city-wide discussions of walkability.

