

# Streets For People

**CREATING DESTINATIONS THAT PEOPLE CAN WALK & BIKE TO, MEET FRIENDS  
OR MAKE NEW FRIENDS, OR JUST WATCH THE PARADE OF LIFE.**

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Design treatments emphasize different facets of walkability as do policies, projects and programs. Within the following section are a series of initiatives that each focus on a different characteristic of connecting pedestrians throughout the study area, following the principles for making communities walkable. These programs, policies and projects

are based on existing conditions analysis, and was augmented by on-the-ground reconnaissance through community engagement.

Categorizing these initiatives through these principles provides greater clarity behind the purpose of each of their respective polices, programs and projects. Doing so allows

# Environmental Factors



**VISION ZERO/  
MAYOR'S  
CHALLENGE**




Develops collaborations in order to reduce and eliminate all traffic deaths [pedestrian, driver, passenger and bicyclists] by 2025.

**SAFE  
ROUTES**




Creates safe routes to connect pedestrians to schools, parks and other public amenities.

**UNIVERSAL  
CITY**




Provides universal accessibility for all pedestrians including consistent baseline improvements and increased level of accessibility through major infrastructure.

**FIRST BLOCK/  
LAST BLOCK**




Expands the effectiveness of public transit by improving accessibility to and user experience at transit stops.

**NEIGHBORHOOD  
CONNECTORS**




Connects pedestrians to schools, public open spaces, public amenities and commercial districts using neighborhood streets.

**PEDESTRIAN  
PRIORITY  
AREAS**




Enhances the overall pedestrian experience within both the commercial districts and dense residential neighborhoods.

**WALK  
LONG BEACH**




Promotes walking as a healthy activity through safe, comfortable and pleasurable pedestrian environments.

**STREET  
CHARACTER  
CHANGE**




Transforms streets using surplus roadway capacity and right-of-way to better support pedestrians.

**PAVEMENT  
TO PLACES**




Creates places for people by safely sharing the roadway or by completely transforming it into public open space.

residents, staff and policy makers to prioritize more clearly what “walkable” means to different sections of the city. This also supports the process of pursuing funding sources that require specific focuses, whether safety, environmental sustainability or accessibility, among others.

Like the design treatments, while each of these initiatives have a specific emphasis they often meet multiple principles while serving the ultimate goal of making neighborhoods more walkable.

While the projects are geographically located within the focus area, many of the policies and programs could be citywide initiatives and can form the foundation of a citywide pedestrian plan. Alternatively, some

of the policies and programs can be introduced initially to the focus area as pilots, to then study and refine for eventual citywide implementation.

### IMPLEMENTATION

The initiatives are intended to be part of comprehensive approaches to implementing each principle for walkable communities. As these programs, policies and projects are broad reaching, collaboration between multiple departments and agencies will be necessary, as will communication and engagement with affected community stakeholders. Identifying lead agencies as well as commissions and agencies to be champions will ensure successful execution and continuation of these various initiatives.

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**Like the design treatments, while each of these initiatives have a specific emphasis they often meet multiple principles while serving the ultimate goal of making neighborhoods more walkable.**

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# Vision Zero

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City streets are typically designed for the greatest capacity and mobility options available, for decades they were designed primarily for the movement of privately operated and occupied automobiles. While safety of people is always a consideration in our transportation network, the efficiency of moving people, goods and resources is evidenced in typical street designs, traffic controls and allowed travel speeds. Because of this, safety within the public realm is placed on the vehicle operators and pedestrians sharing the street. Vision Zero instead places the main burden for safety on the transportation system design in

recognition of human weaknesses and low tolerance to the forces of vehicles using this system. Vision Zero is a comprehensive strategy of policies, programs, partnerships and design standards with the intention to reduce the number and severity of conflicts between vehicles and people. The goal of Vision Zero is to eliminate death and serious injuries from the public transportation network.

Originating in Sweden, Vision Zero was developed to reduce traffic related fatalities and serious injuries in a country that is already considered one of the safest. Five years after implementation, deaths from traffic

accidents have been cut in half, with further reductions intended through driver education programs. Based on this success, many other countries are considering Vision Zero, as are a number of major cities, including New York, Seattle and Los Angeles.

Similarly the US Department of Transportation is challenging mayors and local elected officials to take significant action to improve safety for bicyclists and pedestrians of all ages and abilities over the next year. Mayors' Challenge participants are invited to attend the "Mayors' Summit for Safer People, Safer Streets," and their cities will spend a year helping

their communities undertake seven activities to improve safety. The challenge is based on the 2010 USDOT Policy Statement on Bicycle and Pedestrian Accommodation.

Vision Zero and the Mayor's Challenge both include a collection of education programs, enforcement strategies and infrastructure design standards adapted to each transportation system. As one of the densest large cities in the nation, Long Beach can be navigated effectively on foot, bike and bus

as well as by car. Vision Zero and the Mayor's Challenge in Long Beach would focus on ensuring safety for all people using the local transportation network while accommodating the movement of people, goods and resources.

**Seventeen cities across the US have adopted or are considering adopting a Vision Zero Policy.**

VISION ZERO NETWORK



**POLICES & PROGRAMS**

**ADOPT VISION ZERO**

Declare that the City will “eliminate traffic fatalities in Long Beach by 2025.” By embracing Vision Zero as its first and most prominent goal, safety will now be the first priority in transportation decisions going forward. Develop a comprehensive plan with all relevant public agencies and community partners to meet this goal.



**TRAFFIC SAFETY BY SWEDEN**

The Vision Zero Initiative is a multi-national road traffic safety project that aims to eliminate all fatalities or serious injuries in road traffic. Started in Sweden in 1997, the Vision Zero Initiative is based on four principles:

**ETHICS**

Human life and health are paramount and take priority over mobility and other objectives of the road traffic system.

**RESPONSIBILITY**

Providers and regulators of the road traffic system share responsibility with users.

**SAFETY**

Road traffic systems should take account of human fallibility and minimize both the opportunities for errors & the harm done when they occur.

**MECHANISMS FOR CHANGE**

Providers and regulators must do their utmost to guarantee the safety of all citizens; they must cooperate with road users; and all three must be ready to change to achieve safety.



**ABOVE**  
Pedestrians and bicyclists are the focus of San Francisco's recently adopted Vision Zero policy.  
PHOTO COURTESY OF VISION ZERO SF

**OPPOSITE, TOP**  
A successful Vision Zero intersection incorporates the needs and safety of all users of the road.  
PHOTO COURTESY OF NYCDOT

## THE MAYOR'S CHALLENGE

The U.S. Department of Transportation challenged city leaders to raise the bar for bicyclist & pedestrian safety by joining The "Mayors' Challenge" for Safer People & Safer Streets, with these goals.

### COMPLETE STREETS 1

Walking and bicycling should be considered equally important as other transportation modes. The primary goal of a transportation system is to safely & efficiently move people and goods.

### FIX BARRIERS 2

Communities should ensure that there are transportation choices for people of all ages and abilities. Transportation facilities should be accessible and provide safe, convenient and interconnected transportation networks.

### GATHER DATA 3

Pedestrian & bicycle data programs should be initiated or expanded to better understand walking and bicycling activity levels [i.e. volume], crash location and circumstances, and existing and proposed infrastructure.

### DESIGN RIGHT 4

Go beyond minimum design standards to make streets safe and convenient for all road users. Plan projects for the long-term to anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements.

### CREATE NETWORKS 5

Find ways to make facility improvements for pedestrians and bicyclists during resurfacing and other maintenance projects.

### IMPROVE LAWS 6

Take steps to protect all road users such as improving the rules on safe passing, turning, or yielding, bicyclists who ride unlawfully, or pedestrians who unlawfully cross or walk in the roadways.

### EDUCATE + ENFORCE 7

Cities should publicize traffic safety laws and behaviors; educate communities about the consequences of violating traffic laws; and conduct enforcement where they will be most effective based on local crash data.

## ACCEPT MAYOR'S CHALLENGE FOR SAFER PEOPLE, SAFER STREETS

Issue a public statement about the importance of bicycle and pedestrian safety and form a local action team of city staff and local stakeholders to advance safety and accessibility goals.

### REGULAR COLLISION EVALUATION

**MOP IM 57** Develop a program to regularly evaluate traffic collision data. Identify top collision locations for automobiles, bicycles and pedestrians, and develop appropriate countermeasures.

### REGIONAL CORRIDOR PEDESTRIAN SAFETY

**MOP P 1-3** Improve auto-oriented streets [such as Pacific Coast Highway and Lakewood Boulevard] so that pedestrians using the local stores or services can walk comfortably and feel safer navigating the busy thoroughfare, regardless of their point of origin – from the surrounding neighborhoods or via transit.

### MINIMIZE CONFLICTS WITH FREIGHT

**MOP P 15-2** of Goods Policy 15-2: Minimize conflicts between trucks and other modes, especially bicycles and pedestrians.

### SAFETY EDUCATION

**MOP IM 6** Continue to implement programs that promote pedestrian safety through outreach to both pedestrians and motorists.

### SAFE STREET DESIGN

**MOP IM 10** Design safer streets by using traffic calming techniques [such as roundabouts and sidewalk extensions] and by providing more frequent and innovative crosswalks, pedestrian signals, and clearly marked bicycle lanes.

### HUMANIZE SPEED LIMITS

Adapt traffic speed limits to reflect on human tolerance levels versus automobile limits. The speeds should be based on varieties of conflicts, types of infrastructure and potential collisions. Initiate campaigns to educate drivers on the purpose and implementation of the amended speed limits.

### SYNCHRONIZE TRAFFIC SPEED

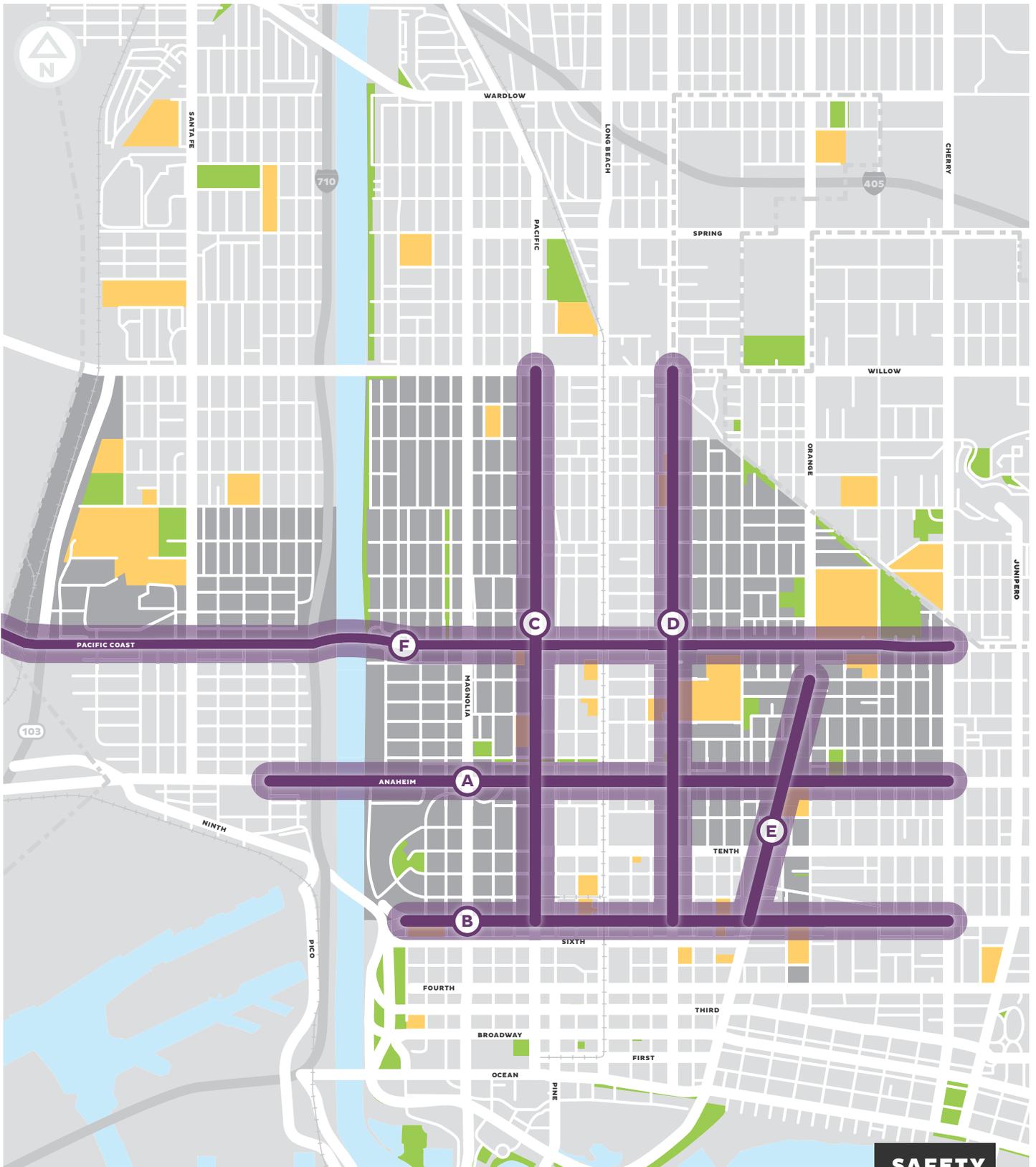
Traffic signals should be synchronized to modulate vehicular traffic within appropriate speeds. Consider installing additional traffic signals at intermediate intersections whenever there are large distances between existing signalized intersections. This will help to encourage safer crossings.

### BASELINE SAFETY IMPROVEMENTS

Incorporate baseline safety improvements on all street projects including, but not limited to, advance stop lines, pedestrian countdown signals and enhanced pedestrian lighting. The safety enhancements are to be programmed during the design phase and are to be incorporated into the budget.

### SAFETY ANALYSIS PROJECT KICKOFF

Evaluate the pedestrian environment regularly, accessing existing conditions through walk audits, traffic and safety data collection and stakeholder interviews.



**SAFETY**



SAFE ROUTE





## PROJECTS

### A ANAHEIM STREET SAFETY IMPROVEMENTS

This project includes vehicular traffic calming and pedestrian crossing enhancements along Anaheim Street between Cherry Avenue and Harbor Avenue. This includes additional marked crosswalks with traffic signals, intersection bulb-outs, crossing islands, enhanced crosswalks and landscaped medians.

### B 7TH STREET SAFETY IMPROVEMENTS

This project includes traffic calming and pedestrian crossing enhancements along 7th Street between Cherry Avenue and the Los Angeles River. This includes additional marked crosswalks with traffic signals, intersection bulb-outs, crossing islands, enhanced crosswalks and landscaped medians. Traffic signals should be synchronized to modulate traffic speeds within the allowed limits.

### C PACIFIC AVENUE SAFETY IMPROVEMENTS

This project includes traffic calming and pedestrian crossing enhancements along Pacific Avenue between 7th Street and Willow Street. This include additional marked crosswalks with traffic signals, intersection bulb-outs, crossing islands, enhanced crosswalks and landscaped medians.

### D ATLANTIC AVENUE SAFETY IMPROVEMENTS

This project includes traffic calming and pedestrian crossing enhancements along Atlantic Avenue between 7th Street and Willow Street. This includes additional marked crosswalks with traffic signals, intersection bulb-outs, crossing islands, enhanced crosswalks and landscaped medians.

### E ALAMITOS AVENUE SAFETY IMPROVEMENTS

This project includes traffic calming and pedestrian crossing enhancements along Alamitos Avenue between 7th Street and 17th Street. This includes a road diet, additional marked crosswalks with traffic signals, intersection bulb-outs, crossing islands, enhanced crosswalks, landscaped medians and enhancements on uncontrolled intersections.

### F PACIFIC COAST HIGHWAY SAFETY IMPROVEMENTS

This project includes traffic calming and pedestrian crossing enhancements along PCH between 7th Street and 17th Street. This includes a road diet, additional marked crosswalks with traffic signals, intersection bulb-outs, crossing islands, enhanced crosswalks, landscaped medians and enhancements on uncontrolled intersections.

LEFT

Vision Zero Director Leah Shahum leads a group of urban planners and city officials around San Francisco.

PHOTO COURTESY OF VOLKER NEUMANN FOR THE SF BICYCLE COALITION



# Safe Routes

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A variety of roadway improvements may be used to enhance the safety and mobility of children in school zones. The use of well-trained adult crossing guards has been found to be one of the most effective measures for assisting children in crossing streets safely. Sidewalks or separated walkways and paths are essential for a safe trip from home to school on foot or by bike.

Adult crossing guards require training and monitoring and should be equipped with a bright and reflective safety vest and a STOP paddle. Police enforcement in school zones may be needed in

situations where drivers are known to speed or do not yielding to children at crosswalks.

Schools should develop “safe routes to school” plans and work with local agencies to identify and rectify problem areas. Marked crosswalks can help guide children to the best routes to school. School administrators and parent-teacher organizations need to educate students and parents about school safety and access to and from school. Education, enforcement and well-designed roads must all be in place to ensure that motorists drive appropriately.

For a longer term solution, it is preferable to create an environment where children can walk or bicycle safely to and from school, provided they live within a suitable distance. A combination of student, parent and administrative education programs as well as a safe driving awareness campaigns can help augment infrastructural treatments.

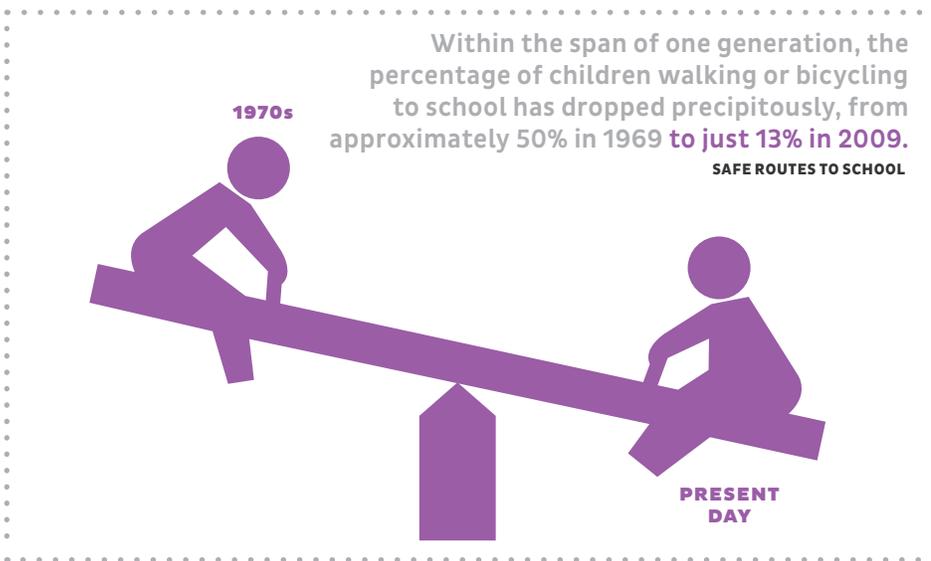
## POLICES & PROGRAMS

### SAFE ROUTE COORDINATION

**MOP M-24** Coordinate and collaborate with local school districts to provide enhanced, safer bicycle and pedestrian connections with school facilities throughout Long Beach.

### NEIGHBORHOOD TRAFFIC CONTROL

**MOP M-8** Use Neighborhood Traffic Control techniques when excessive vehicular speed, excessive volume, or pedestrian/vehicle safety concerns warrant them.



### EXPAND PEDESTRIAN SAFETY COMMISSION

The Pedestrian Safety Commission recommends to the City Council which intersections necessitate the installation of an adult crossing guard and it advises the city council of its findings and recommendations. The scope of this Commission should be expanded to consider all available tools for improving safety around every school campus and park.

### REVISE SCHOOL ZONE SPEED LIMIT

Many school zones currently have speed limits of 25 mph. New California state law allows cities to expand school zones to within 1,000 feet of a school or lower speed limits to 15 mph when children are present.

### SAFE ROUTE MAPPING

Regularly update Safe Route to School material for elementary schools and expand the program to include all school campuses.

### WALKING SCHOOL BUS

The Walking School Bus Program is when an adult accompanies children to school, starting at one location and picking children up along the way. Children walk two by two under the supervision of a responsible adult who is mindful of street crossings.



The Safe Routes to School [SRTS] program provides an opportunity to make walking and bicycling to school safer and more accessible for children, including those with disabilities.

On a broader level, SRTS programs can enhance children's health and well-being, ease traffic congestion near schools, improve air quality, and improve community members' overall quality of life.

SRTS programs examine conditions around schools and conduct projects and activities that improve safety and accessibility and while reducing traffic and air pollution in the vicinity of schools. As a result, these programs help make bicycling and walking to school safer and more appealing transportation choices thereby encouraging a healthy and active lifestyle from an early age. SRTS operates in more than 40 countries and all 50 states.



**ABOVE**  
These traffic sign mascots help educate youth about road safety in a fun and engaging way.  
PHOTO COURTESY OF ALLAN CRAWFORD

**OPPOSITE, TOP**  
Safe and pleasant sidewalks connecting schools to their surrounding neighborhood encourage students to walk to school.  
PHOTO COURTESY OF ALLAN CRAWFORD



## 20'S PLENTY

The UK national campaign for a 20 mph default speed limit began in 2007 and has inspired other cities like New York to develop similar initiatives.

PHOTO COURTESY OF HOLDEN STRUB

## PROJECTS

### A BURNETT STREET SAFETY ENHANCEMENTS

This project along Burnett Street between the Los Angeles River and Pacific Electric Greenbelt includes traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares. It serves Lafayette Elementary, Smith Elementary and Holy Innocents School.

### B WEST HILL STREET SAFETY ENHANCEMENTS

This project along West Hill Street between the Los Angeles River and Webster Street includes traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares. It serves Garfield Elementary, Hudson K-8, Reid High School, Cabrillo High School, Hudson Park and Admiral Kidd Park.

### C EAST HILL STREET SAFETY ENHANCEMENTS

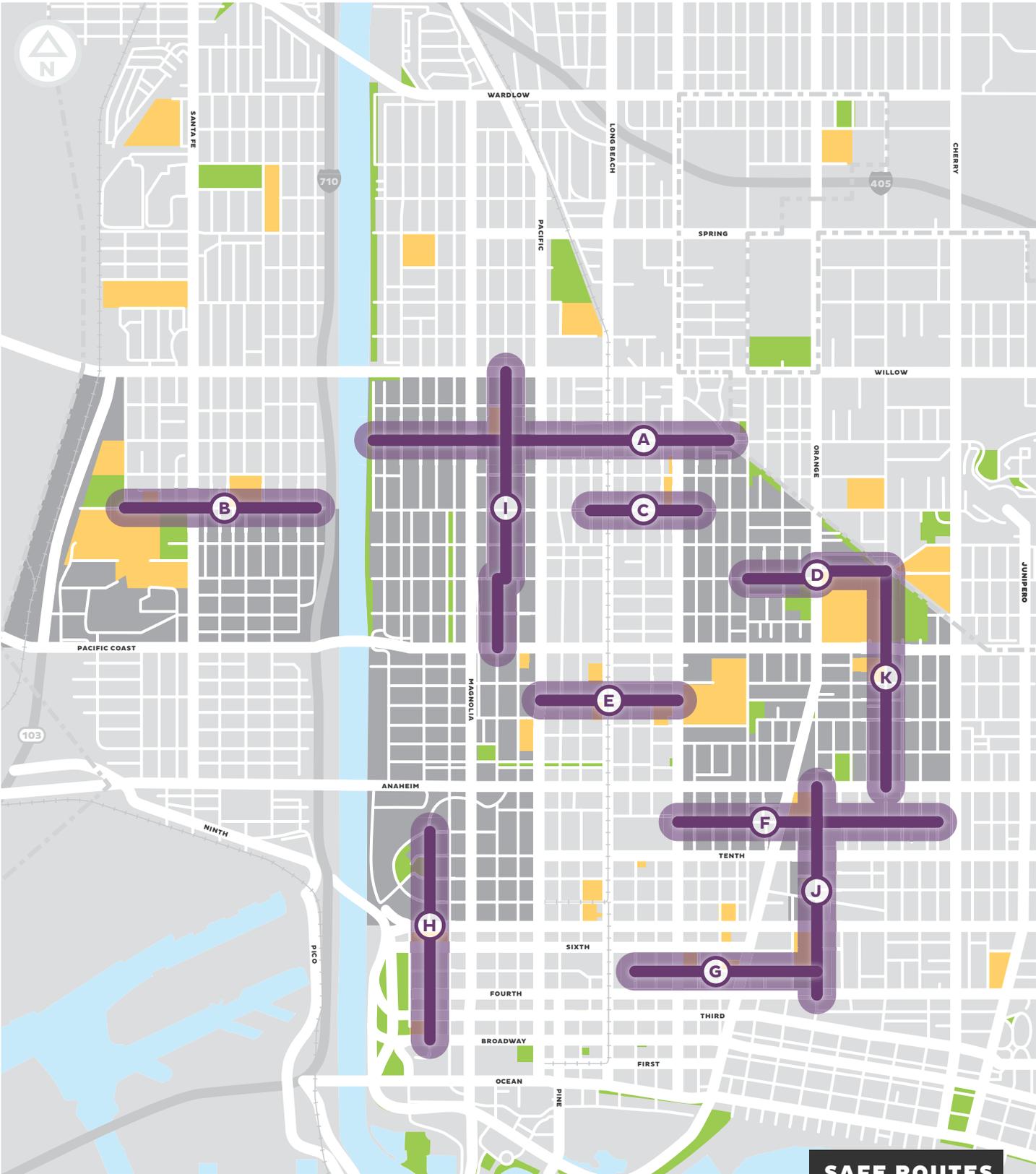
This project along East Hill Street between Locust Avenue and Lime Avenue includes traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares. It serves the Smith Elementary and Burnett Library.

### D 20TH STREET SAFETY ENHANCEMENTS

This project along 20th Street between Martin Luther King Jr. Avenue and Signal Hill includes traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares, and reconfiguration of intersections at Orange Avenue and Walnut Avenue. It serves Mary Butler Elementary, Alvarado Elementary, Nelson Academy, Martin Luther King Jr. Park, Long Beach City College and Chittick Field.

### E 16TH STREET SAFETY ENHANCEMENTS

This project along 16th Street between Atlantic Avenue and Pacific Avenue includes traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares. It serves Roosevelt Elementary, Washington Middle School, Poly Academy and Poly High School.



**SAFE ROUTES**



SAFE ROUTE





### **F** 11TH STREET SAFETY ENHANCEMENTS

This project along 11th Street between Atlantic Avenue and Gardenia Avenue includes traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares. It serves Lincoln Elementary, shifting the primary east-west safe route from Anaheim Street.

### **G** 5TH STREET SAFETY ENHANCEMENTS

This project along 5th Street between Elm Avenue and Orange Avenue includes traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares. It serves Stevenson Elementary, Franklin Middle School and St. Anthony School.

### **H** MAINE AVENUE SAFETY ENHANCEMENTS

This project along Maine Avenue between Broadway and 11th Street includes traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares. It serves Chavez Elementary, Edison Elementary and Drake Park.

### **I** CHESTNUT AVENUE SAFETY ENHANCEMENTS

This project along Chestnut Avenue between Pacific Coast Highway & Willow Street includes traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares. It serves Lafayette Elementary.

### **J** ORANGE AVENUE SAFETY ENHANCEMENTS

This project along Orange Avenue between 4th Street and Anaheim Street includes traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares. It serves Lincoln Elementary, Franklin Middle School and Craftsman Village Park.

### **K** WALNUT AVENUE SAFETY ENHANCEMENTS

This project along Walnut Avenue between Anaheim Street and Signal Hill includes traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares, and reconfiguration of the intersections at 20th Street. It serves Mary Butler Elementary, Whittier Elementary, Long Beach City College and Chittick Field.

#### **LEFT**

A return to children moving around their neighborhoods by foot or by bicycle, particularly traveling to and from school, is a sign of a safe and equitable neighborhood.

PHOTO COURTESY OF ANDY FANG



# Universal City

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As a city that was initially developed during a time where people walked and used transit, Long Beach has a thorough distribution of accessible pedestrian facilities with most streets in the city flanked by sidewalks. There are areas of the city where the network of sidewalks breaks down and are either obstructed, uneven, too narrow or missing entirely. Typically, there are ramps at intersections that vertically transition sidewalks to streets and crosswalks.

The collapse of accessible pedestrian infrastructure is often lost on walkers but those with limited mobility, whether in a wheelchair or stroller,

or using crutches or a cane, can find themselves barred from traveling further upon arrival. Without a sidewalk or an appropriately located curb ramp, those in wheelchairs are often forced to travel in the vehicular street. Very few of these streets are equipped with shoulders, thus the pedestrian must travel in the travel lane along with vehicular traffic.

Traffic signals create gaps in the traffic flow, allowing pedestrians more opportunities to cross the street safely. They should allow adequate crossing time for pedestrians and an adequate clearance interval based upon walking speeds for pedestrians with limited



**TOP**  
Universal design techniques accommodate pedestrians of all ages and abilities  
PHOTO COURTESY OF ALLAN CRAWFORD

**ABOVE INSET**  
An elegant and subtle ramp was integrated into this public staircase.  
PHOTO COURTESY OF BEAU LEBENS VIA FLICKR

mobility. In areas where there is a heavy concentration of the elderly or children, a slower speed should be used in determining pedestrian clearance time. Signals are particularly important at high-use, mid-block crossings on higher speed roads, multi-lane roads, or at highly congested intersections.

Nearly a quarter of residents living in the CX3 neighborhoods have limited mobility due to their age [under 6 or over 65] or health conditions. As the city's population continues to age, greater accommodations need to be

made to maintain and enhance their connections to healthy activities and daily services. Providing wide, clear, accessible walkways and sufficient opportunity to cross streets will be the basis of accessibility projects.

## POLICES & PROGRAMS

### UNIVERSAL DESIGN

**MOP P 1-14** Use universal design techniques to accommodate pedestrians of all abilities and ensure compliance with the Americans with Disabilities Act.

### CLEAR PATH OF TRAVEL

**MOP 2-18** Provide adequate sidewalk widths and clear paths of travel as determined by street type classification, adjoining land uses and expected pedestrian usage.

### WIDE SIDEWALKS

**MOP P 2-19** Where feasible, widen sidewalks to improve the pedestrian environment by providing space for necessary infrastructure, amenities and streetscape improvements.

### I-710 FREEWAY PCH INTERCHANGE

**MOG P 15-12** Vigorously support increased east-west pedestrian and bicycle connectivity related to the I-710 Corridor Project, including streetscape improvements and new pedestrian and bicycle facilities.

### CURB RAMP UPGRADES

Install or upgrade American Disability Act compliant curb ramps at all legal street crossings during any street or sidewalk improvement or maintenance project.

### DRIVEWAY IMPROVEMENTS

As part of any street project, work with adjacent property owners to minimize, improve, consolidate or eliminate driveways where feasible in order to maintain an appropriate slope along the pedestrian path of travel.

# A BRIEF HISTORY OF THE AMERICANS WITH DISABILITIES ACT



**1986**

The National Council on the Handicapped issued its report titled *Toward Independence*



**1988**

The NCD issued report *On the Threshold of Independence*, while Congressional Task Force on the Rights & Empowerment of Americans with Disabilities was created

**1989**

ADA Passed the Senate by a vote of 76 to 8

**1990**

ADA Passed the House

**1990**

ADA was passed & signed into law by President George H.W. Bush on July 26, 1990



**1991**

Regulations for Employment [Title I], State and Local Governments [Title II], Public Accommodations [Title III], and Telecommunications [Title IV] issued.



**1999**

Three supreme court rulings, known as The Sutton Trilogy, narrowed the definition of disability by holding that people who use "mitigating measures," such as medication, may not be protected by the ADA

**1999**

Olmstead V. L.C. Ruling recognized that the services for persons with disabilities must be provided in integrated, community-based settings when possible.



**2002**

The Supreme Court ruled in favor of further narrowing the protections of the ADA



**2004**

The National Council on Disability issued its report **Righting the Americans with Disabilities Act**.

**2006**

Updated Transportation Regulations



**2008**

ADA Amendments Act [ADAAA] Signed



**2010/11**

Updated Regulations

Show your commitment to the ADA  
**PLEDGE ON!**

**2014**

PLEDGE on to the ADA campaign launched



**2015**

Americans with Disabilities Act celebrates its 25th year

## PROJECTS

### **A HILL STREET BIKE + PEDESTRIAN BRIDGE**

This project will provide a link between Wrigley and Central and West Long Beach by constructing a bicycle and pedestrian bridge over the Los Angeles River and I-710 Freeway at Hill Street.

### **B WILLOW STREET BRIDGE PEDESTRIAN FACILITIES**

This project provides suitable sidewalks on the north and south sides of Willow Street between Golden Avenue and Fashion Avenue and minimizes conflicts at the interchange with the I-710 Freeway. Area for the sidewalks would be created by narrowing vehicle travel lanes to minimum standards.

### **C PACIFIC COAST HIGHWAY BRIDGE PEDESTRIAN FACILITIES**

This project provides suitable sidewalks on the north and south sides of Pacific Coast Highway between Golden Avenue and Harbor Avenue and minimizes conflicts at the interchange with the I-710 Freeway. Area for the sidewalks would be created by narrowing vehicle travel lanes to minimum standards.

### **D ANAHEIM STREET BRIDGE PEDESTRIAN FACILITIES**

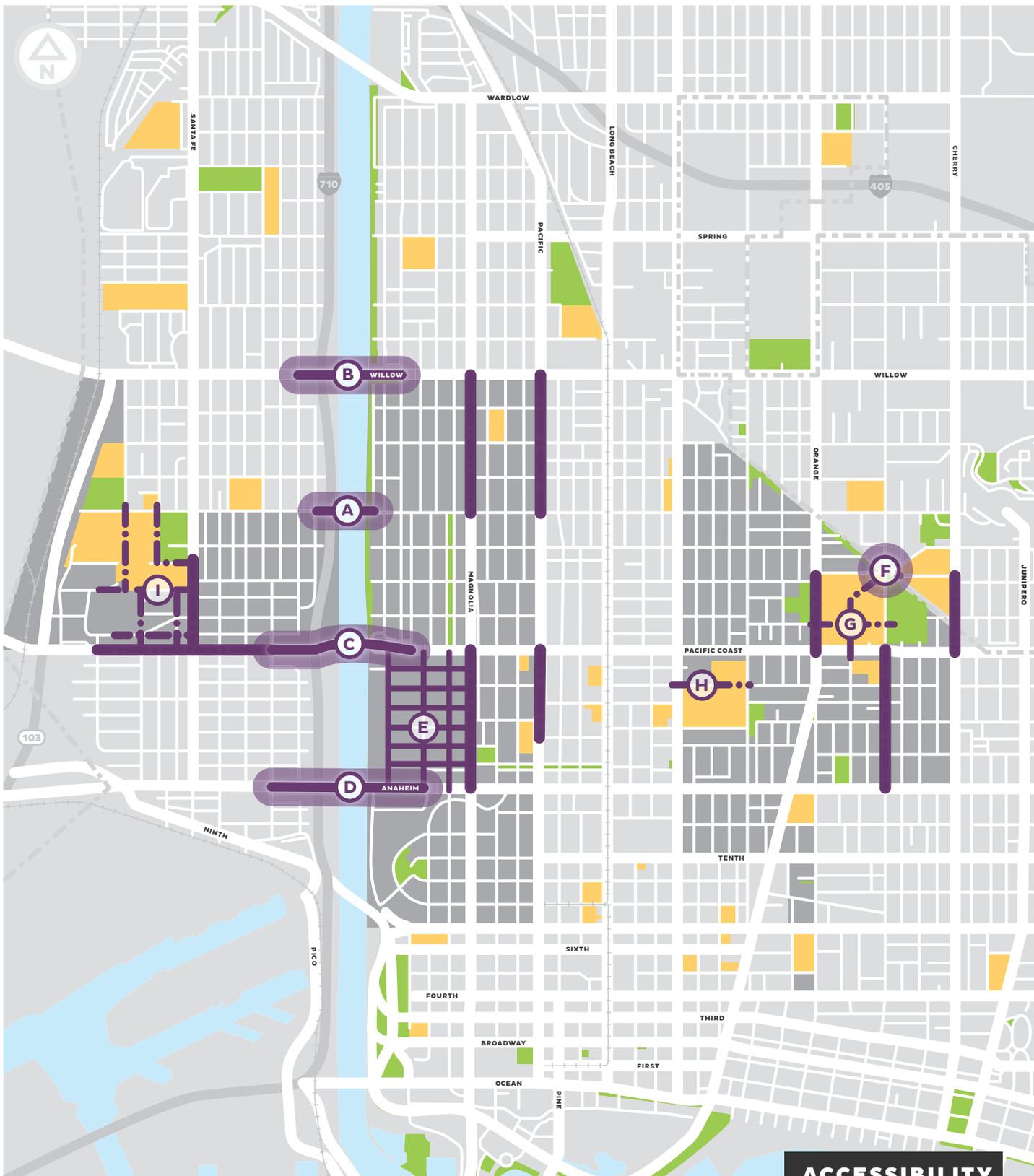
This project provides suitable sidewalks on the north and south sides of Anaheim Street between Oregon Avenue and Harbor Avenue and minimizes conflicts at the interchange with the I-710 Freeway. Area for the sidewalks would be created by narrowing vehicle travel lanes to minimum standards.

### **E MAGNOLIA INDUSTRIAL AREA ACCESSIBILITY PROJECT**

This project installs sidewalks and accessible curb ramps at appropriate locations throughout the Magnolia Industrial Area as defined by Magnolia Avenue, Pacific Coast Highway, Drake Park Greenbelt and Los Angeles River. The project also includes driveway improvements to maintain appropriate slopes along the pedestrian paths of travel.

### **F 20TH STREET + ALAMITOS AVENUE RECONFIGURATION**

This project reconfigures the intersections of Alamitos Avenue, Walnut Avenue, 20th Street and Westley Street to simplify vehicular movement and improve pedestrian access. Surplus public right-of-way would be incorporated into the Pacific Electric Greenbelt.



**ACCESSIBILITY**



- ADA UPGRADE PROGRAM
- PERMEABLE OPPORTUNITIES

- IMPROVED ACCESS

- INCREASED CROSSINGS

### **G** LONG BEACH CITY COLLEGE PERMEABILITY

This project enhances pedestrian connections to and through the Pacific Coast campus of Long Beach City College, to provide greater accessibility. The project integrates the Measure LB improvements to the campus circulation plan with pedestrian crossings on Orange Avenue, Pacific Coast Highway and Walnut Avenue.

### **H** POLY HIGH SCHOOL PERMEABILITY

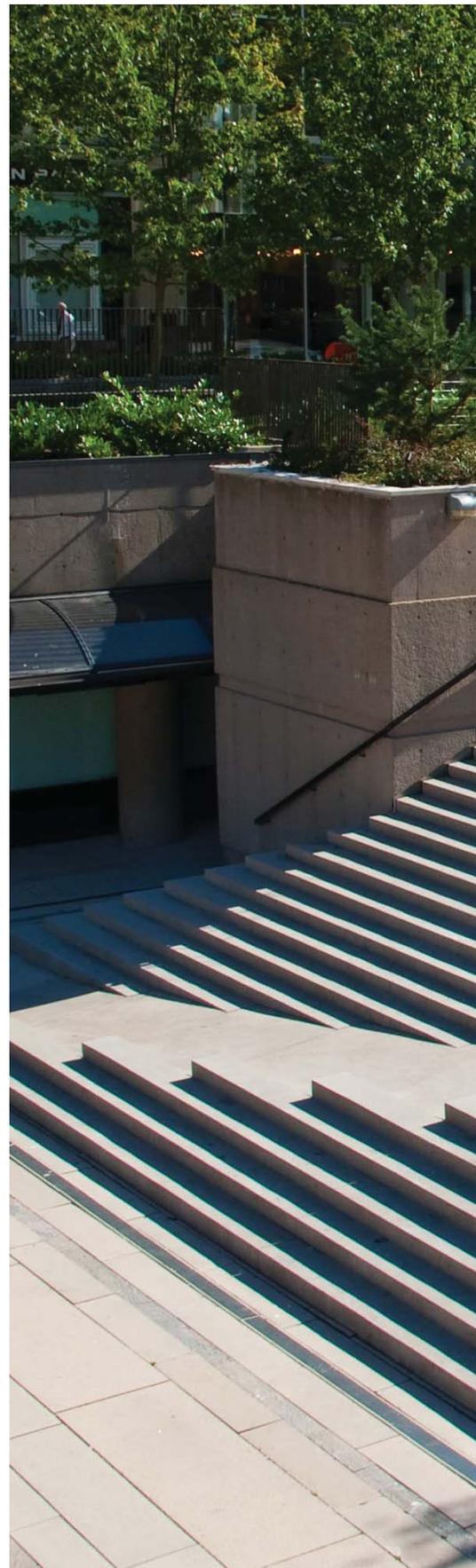
This project enhances pedestrian connections to and through the Poly High School campus, specifically along Jackrabbit Lane/17th Street, to provide greater accessibility. The project integrates the Measure K improvements to the campus circulation plan with pedestrian crossings on Martin Luther King Jr Avenue.

### **I** CABRILLO CAMPUS [PD-31] PERMEABILITY

This project enhances pedestrian connections to and through the Cabrillo Campus [PD-31], to provide greater accessibility. The project integrates improvements taking place between the various properties to enhance pedestrian connectivity between Terminal Island Freeway right-of-way, Pacific Coast Highway, Santa Fe Avenue and Hill Street.

### **J** INTERMEDIATE TRAFFIC CONTROL + CROSSWALKS

This project installs marked crosswalks, curb ramps and appropriate traffic controls where the distance between existing controlled intersections are more than a quarter mile apart.



**RIGHT**  
Ramps should be well-integrated into public stairwell designs to encourage and promote use.  
PHOTO COURTESY





# First and Last Block

Every resident of Long Beach lives within a quarter mile of a bus route, with most residences in the CX3 within a 5 minute walk of multiple transit stops. One of the primary goals of the Mobility Element was to increase use of transit as a viable option for both work and non-work trips. Accomplishing this goal requires an improved transit system capable of providing quicker and more frequent trips while maintaining safe, clean and dependable service.

There are significantly more residents who are transit dependent in the CX3 neighborhoods than across the rest of the city. At the same time, the area

is also the best served in Long Beach based on the number of buses, density of routes and destinations reached. Yet space within the local street network is in high demand between pedestrians, bicyclists, drivers and transit operations. Often this has left streets with narrow sidewalks which precludes the necessary area for bus shelters and in some cases even bus benches.

Within the Mobility Element of the General Plan, primary transit streets are identified throughout the city to provide regional connections, serve high volumes of riders and offer frequent service with short



**TOP**  
Transit stops, like this one on Pine Ave, can accommodate many waiting pedestrians.  
PHOTO COURTESY OF ALLAN CRAWFORD

**ABOVE INSET**  
While seating is provided, this bus stop could provide shelter from the sun and elements to better accommodate waiting transit passengers.  
PHOTO COURTESY OF VANDERHAWK.COM

## Pedestrian Network Analysis Project Portland, Oregon

TriMet provides bus, light rail and commuter rail transit services in the Portland, Oregon, metro area. Many areas throughout the TriMet service district may lack the infrastructure for bus stops, but there is still a need to provide transit service to nearby neighborhoods, especially in low income areas where many are transit dependent. In 2012, TriMet released the Pedestrian Network Analysis, highlighting some of those areas with the most need and the most opportunity for pedestrian improvements that would make it easier for people to ride transit.

transit headways. Utilizing transit signal prioritization, bus-only lanes and transit curb extensions, buses can provide more efficient service with limited investment. On these streets, transit will be given priority over autos. Along primary transit corridors, high priority must also be given to enhancing the pedestrian experience in the design of both streets and buildings.

It is essential to coordinate planning and investment into transit facilities with other modes of transportation for bridging the first and last mile of transit riders' trips. As the majority of transit riders within Long Beach travel on foot before and after their bus ride, specific coordination between transit and pedestrian infrastructure is essential. Ensuring that riders can access bus stops along desired paths using safe sidewalks and crosswalks is important,

but so is maintaining a comfortable pedestrian environment to enhance the riders' waiting experience.

Investments toward pedestrian improvements along primary and secondary transit corridors should be coordinated with Long Beach Transit whether it is bus stop locations relative to controlled intersections or new street furniture that complements the bus shelters. Such coordination should take place throughout the respective planning processes, into the capital investment programs through to implementation, operations and maintenance. Doing so will make the total infrastructure investment made by the multiple agencies while maximizing the total transportation network.

## POLICES & PROGRAMS

### TRANSIT ACCESS

**MOP P 2-6** Ensure high-quality, on-street access to transit stops and stations.

### TRANSIT STOP DESIGN STANDARDS

**MOP M-37** Actively support and assist Long Beach Transit in the implementation of design guidelines for bus shelters and other bus stop amenities.

### MINI-TRANSIT HUBS

**MOP M-41** Actively support and assist Long Beach Transit's establishment of mini-transit hubs throughout the city that provide multimodal connectivity.

### TRANSIT INTEGRATION INTO CAPITAL IMPROVEMENT PROGRAM

**MOP M-50** Review all capital improvement projects to ensure improvements located on existing and planned bus routes include modification of street, curb and sidewalk configurations. These modifications should allow for easier and more efficient bus operation and improved passenger access and safety while maintaining overall pedestrian and bicycle safety and convenience.

### SAFE + ACCESSIBLE TRANSIT STOPS

Walk audits should be conducted for Long Beach Transit bus stops in the city for safety and accessibility. Recommendations should be provided and prioritized for implementation as part of the Capital Improvement Program.



BEFORE



AFTER

**BEFORE**  
Riders previously experienced a tight sidewalk and tight shelter on this on West Portland block.  
PHOTO COURTESY OF TRIMET

**AFTER**  
TriMet worked with developers to create a wide sidewalk with a covered bus stop bench designed into the side of the building.  
PHOTO COURTESY OF TRIMET

## PLAYFUL AND PRACTICAL

This clever bus stop design in Baltimore fuses public art and transit user comfort with giant benches that form the word 'BUS.'

PHOTO COURTESY



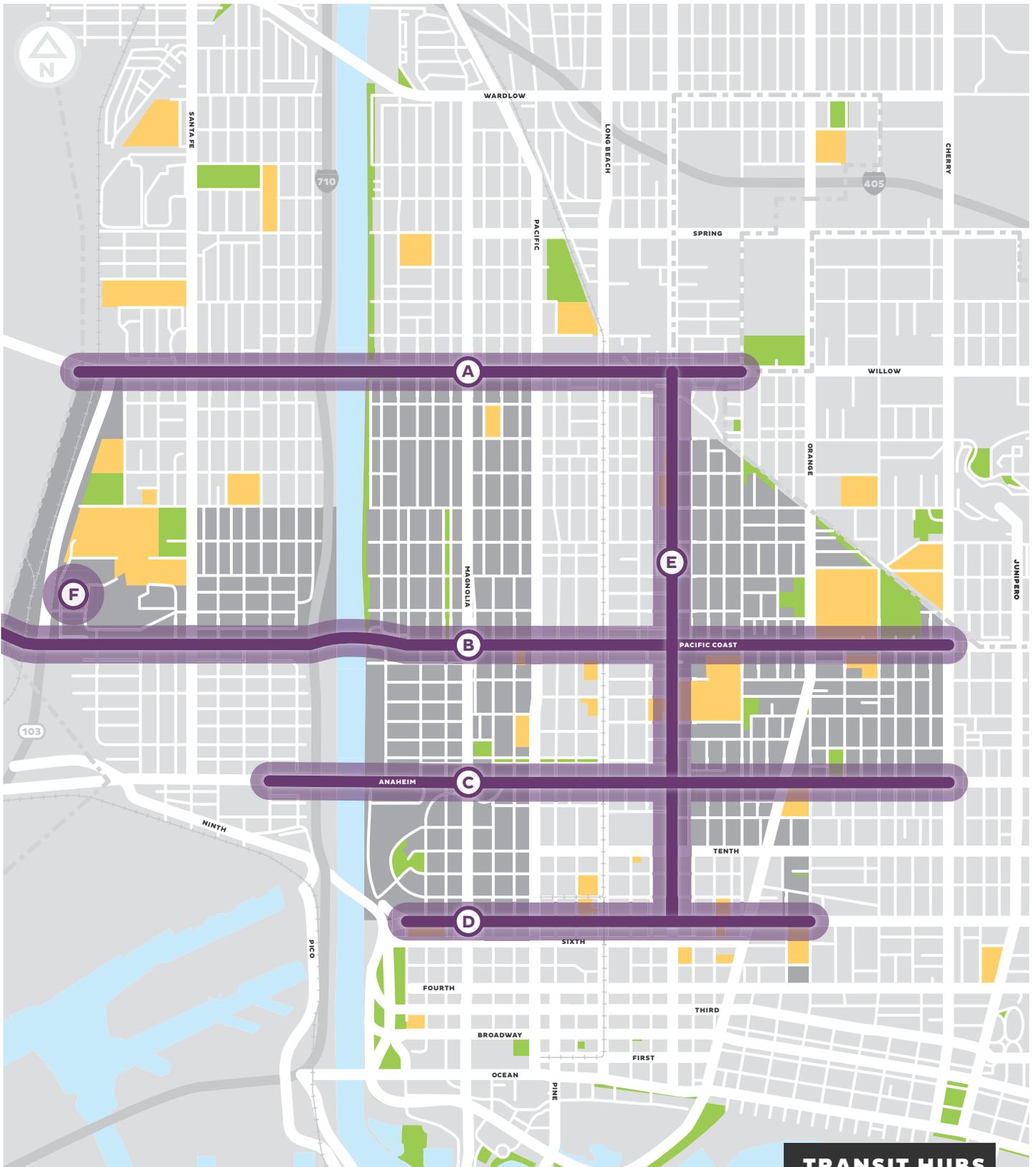
## PROJECTS

### PRIMARY TRANSIT CORRIDORS IMPLEMENTATION

Add amenities to existing stops along primary transit corridors that could include solar powered non-advertising bus stop shelters and freestanding benches, security lighting, trash receptacles and crosswalk enhancements. Bus Rapid Transit or high-capacity transit service investments are also anticipated. These projects include:

- A** WILLOW STREET
- B** PACIFIC COAST HIGHWAY
- C** ANAHEIM STREET
- D** 7TH STREET
- E** ATLANTIC AVENUE
- F** VILLAGES AT CABRILLO TRANSIT HUB

This project establishes a multi-modal transit center within the Villages at Cabrillo campus including multiple bus layover spaces, shelters and benches, secure bicycle parking and pedestrian infrastructure enhancements. The new transit facility would be located to a transit dependent residential population while providing amenities for bus drivers.



**TRANSIT HUBS**



PRIMARY TRANSIT CORRIDOR 



# Neighborhood Connectors

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While Pedestrian Priority Areas primarily focus enhancements in commercial districts and multi-use neighborhoods, Neighborhood Connectors enhance active mobility infrastructure on local streets in residential neighborhoods. Expanding the Bike Boulevard network to include pedestrian-oriented enhancements would connect walkers locally as well as across longer distances in the city. The Neighborhood Connectors can thus provide recreational use as well as more utility accessibility to other parts of Long Beach.

Neighborhood Connectors expand upon the existing and proposed

bicycle boulevards in the city to include infrastructure improvements for pedestrians as well, understanding that the traffic calming devices and additional traffic controls serve both bicyclists and walkers. Each Neighborhood Connector has unique features based on the street characteristics, the desires of the surrounding residents and businesses, the safety concerns and available funding.

Neighborhood Connectors can include, but are not limited to, traffic calming and management treatments, enhanced crossings at major thoroughfares and additional

pedestrian amenities like street furniture and trees.



**TOP**  
Locals laying down some chalk art for a temporary placemaking event of Downtown's Third St Cycle Track.  
PHOTO COURTESY OF ALLAN CRAWFORD

**ABOVE INSET**  
Neighborhood connector improvements in this residential neighborhood help calm traffic for bicyclists as well as pedestrians.  
PHOTO COURTESY OF VANDERHAWK.COM

## POLICES & PROGRAMS

### TRANSIT ACCESS STREETS AS OPEN SPACE

**MOP P 2-6** Treat streets as an important part of the public open space system, and integral part of the city's urban forest.

### NEIGHBORHOOD TRAFFIC CALMING

**MOP M-8** Mobility of People Implementation Measure-8: Use Neighborhood Traffic Control techniques when excessive vehicle speed, excessive volume, or pedestrian/vehicle safety concerns warrant them.

### BIKE BOULEVARDS BECOME NEIGHBORHOOD CONNECTORS

Expand the bicycle boulevard network to include pedestrian-oriented enhancements, traffic calming and management treatments and safety features. The Neighborhood Connectors would retain their bike facility designation within the citywide network.

**A big reason I prefer to walk, rather than drive, to local destinations is because they are close to my home and my neighborhood has safe and comfortable streets.**

POLY RESIDENT

### NEIGHBORHOOD CONNECTORS DESIGN STANDARDS

Develop standards for Neighborhood Connectors that streamline the planning, public outreach and design process for expanding the network. The standards should consider context sensitive design while establishing consistent treatments along current and future Neighborhoods Connectors in the network.

### COMMUNITY COORDINATION OF NEIGHBORHOOD CONNECTORS

Work with local residents and community stakeholders when planning and designing the Neighborhood Connector network, recognizing that these facilities by nature travel through residential neighborhoods. This coordination should also include neighborhood initiatives around beautification, community building and identity, including but not limited to tree plantings and neighborhood markers.

### ADOPT A CIRCLE/ROUNDAABOUT PROGRAM

The planted area of the mini-traffic circles and roundabouts are opportunities for community groups and residents to personalize their neighborhood. Following established design standards, develop an Adopt a Mini-Traffic Circle/Roundabout program with roles, responsibilities and criteria.





**MAKING  
THE JOURNEY  
A DESTINATION**

The Indianapolis Cultural Trail is an 8-mile world class urban bike and pedestrian path that connects six cultural neighborhoods in downtown Indianapolis, Indiana. The beautifully maintained and vibrant community asset took 18 years to design and construct at a cost of over \$60 million in public and private funding.

The eight miles of the bike and pedestrian path was created by converting parking and/or a car travel lanes into trail space and features public art installations, lush landscaping and bioswales to absorb stormwater runoff, all while connecting people and places in downtown Indianapolis.



**ABOVE**  
The Indianapolis Cultural Trail creates the feeling of an off-street trail in the middle of a Midwestern downtown.  
PHOTO COURTESY OF INDIANAPOLIS CULTURAL TRAIL

**PROJECTS**

**A BURNETT STREET NEIGHBORHOOD CONNECTOR**

Design and construct new 2-mile long neighborhood connector, generally traversing Burnett Street the Pacific Electric Greenbelt and the western boundary of Long Beach.

**B HILL STREET NEIGHBORHOOD CONNECTOR**

Design and construct new 3-mile long neighborhood connector, generally traversing Hill Street the Pacific Electric Greenbelt and the western boundary of Long Beach.

**C 20TH STREET NEIGHBORHOOD CONNECTOR**

Design and construct new 3-mile long neighborhood connector, generally traversing 20th Street the Pacific Electric Greenbelt and the western boundary of Long Beach.

**D 15TH STREET NEIGHBORHOOD CONNECTOR**

Design and construct new neighborhood connector, generally traversing 15th Street Corridor.

**E DELTA AVENUE NEIGHBORHOOD CONNECTOR**

Design and construct new neighborhood connector generally traversing Delta Avenue between Anaheim Street and Wardlow Road.

**F MARTIN LUTHER KING JR AVENUE NEIGHBORHOOD CONNECTOR**

Design and construct the five-mile long Martin Luther King Jr/California Avenue neighborhood connector, providing a North – South bike route between Gumbiner Park on 7th Street and Del Amo Boulevard.

**G DAISY AVENUE NEIGHBORHOOD CONNECTOR**

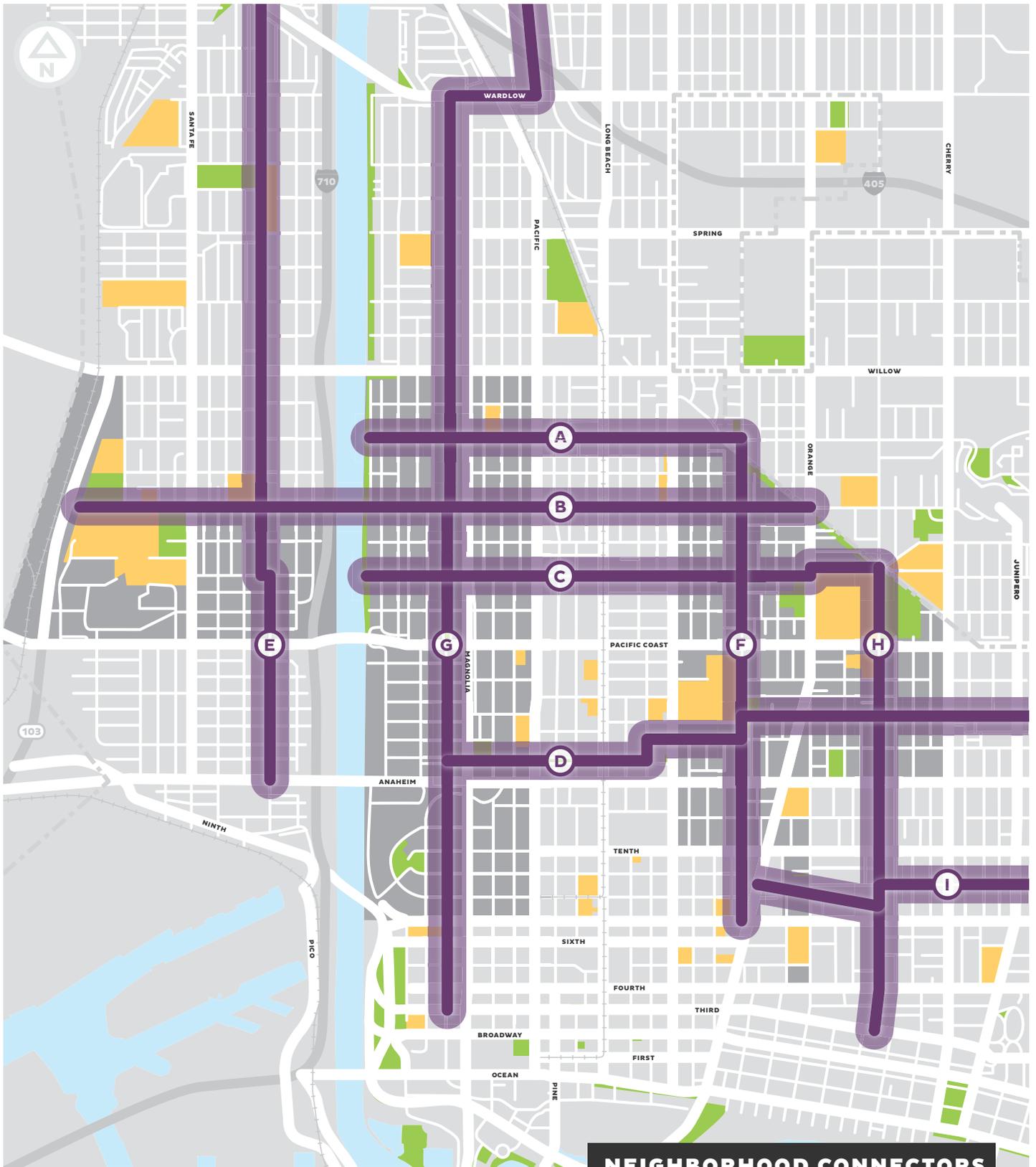
Construct the nine-mile long Daisy/ Myrtle neighborhood connector, providing a North – South bike route extending from the new Courthouse on 3rd Street to the northern boundary of Long Beach.

**H WALNUT AVENUE NEIGHBORHOOD CONNECTOR**

Design and construct new neighborhood connector, generally traversing Walnut Avenue between 3rd Street and 52nd Street.

**I HELLMAN/8TH STREET NEIGHBORHOOD CONNECTOR**

Design and construct new 2-mile long neighborhood connector, generally traversing 8th Street between the Pacific Electric Greenbelt and Walnut Avenue and Hellman Street between Walnut Avenue and Alamos Avenue.



**NEIGHBORHOOD CONNECTORS**





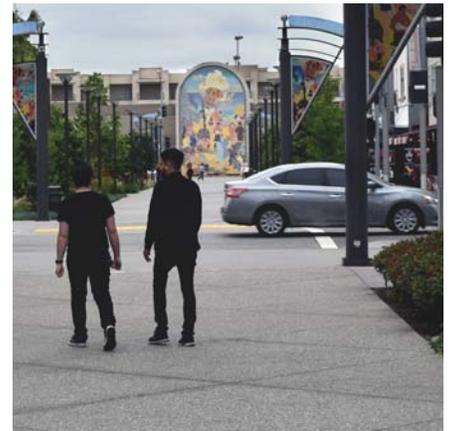
# Pedestrian Priority Areas

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Pedestrian safety has always been and will continue to be the city's highest priority in street design. For those pedestrian priority areas already deemed walkable, the City will continue to maintain and improve the street design with additional enhancements. At the same time, the City plans to improve other areas not yet established as walkable, to enhance the pedestrian experience and encourage more walking. Over time, these areas will become more walkable districts.

These Pedestrian Priority Areas are typically located in commercial districts and multi-use neighborhoods,

in areas with land-uses that support greater density of people. Enhancements related to pedestrian comfort should be built on a foundation of safe, accessible infrastructure. Sidewalks should be wide enough and free from obstructions to safely accommodate passing pedestrian traffic, including people in wheelchairs or those guiding children. Controlled, marked crosswalks should be located frequency enough to allow pedestrians to safely cross streets as desired. Traffic speeds and driver behavior need to be respectful of pedestrians as they are more susceptible to injury in accidents; likewise, pedestrians should always be aware of their environment.



**TOP**  
Pine Avenue's recently installed diagonal crosswalks improve the pedestrian experience.  
PHOTO COURTESY OF CITY FABRICK

**ABOVE INSET**  
The Promenade is a six block long pedestrian thoroughfare in the heart of Downtown Long Beach  
PHOTO COURTESY OF CITY FABRICK

## First + Linden East Village

.....

In 2009, Long Beach implemented a series of urban design interventions at the corner of First and Linden Avenue in Downtown's East Village Arts District. The block was given a road diet, while the intersection received corner curb extensions and added landscaping. The pedestrian realm has been expanded by over 3,000 square feet, providing adequate space for outdoor restaurant dining, street furniture like benches and bike racks and drought tolerant native landscaping with large planters.

Most importantly, the new human-scaled design reduces traffic speed and makes for a safer and more pleasant pedestrian experience.

To improve pedestrian safety and comfort by providing safe and comfortable sidewalks and ample opportunities to safely cross the street, enhancing the pedestrian realm, pedestrian priority areas, both existing and emerging, the City plans to add significant pedestrian amenities, including street trees, pedestrian streetlights, benches, trash and recycling receptacles, intersection bulb-outs, bollards, outdoor dining,

enhanced crosswalks and landscaped planters. Building design and land uses that reinforce an active pedestrian realm will also be emphasized in these areas, as directed by the Land Use and Urban Design Elements.

## POLICES & PROGRAMS

### TRAFFIC CALMING

**MOP M-10** Design safer streets by using traffic calming techniques [such as roundabouts and sidewalk extensions] and by providing more frequent and innovative crosswalks, pedestrian signals and clearly marked bicycle lanes.

### MAJOR EMPLOYMENT CENTERS MULTI-MODAL IMPROVEMENTS

**MOP P 1-13** Increase multimodal access to major employers and educational institutions, including Long Beach Community College.

### CONSISTENT SPEED LIMIT FOR PEDESTRIAN PRIORITY AREAS

The speed limit of the designated pedestrian priority areas vary from 25 to 40 mph, effecting pedestrian safety, accessibility and comfort significantly. The speed limit should be set to no more than 25 mph.

### PEDESTRIAN ORIENTED BUSINESS DISTRICT PARKING STANDARDS

Create development standards that encourage property owners, businesses and developers in Pedestrian Priority Areas to reconfigure private parking lots to minimize the visual and physical impacts. They would focus on parking reductions, shared parking, parking alternatives and parking lot screening.

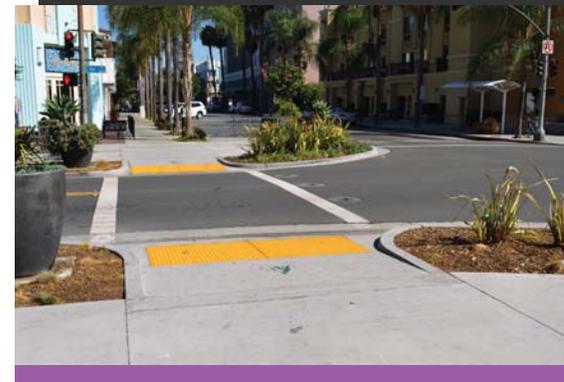
## PROJECTS

### A SANTA FE AVENUE STREETScape ENHANCEMENTS [\$5M]

Design and implement streetscape enhancements on Santa Fe Avenue from Pacific Coast Highway to Wardlow Road.

### B ANAHEIM STREET CORRIDOR IMPROVEMENTS [\$5M]

This project includes signal upgrades, synchronization communications for all modes, streetscape and pedestrian amenities.



**TOP**  
Today, these bulb-outs are fully integrated into the street infrastructure.  
PHOTO COURTESY OF STUDIO ONE ELEVEN

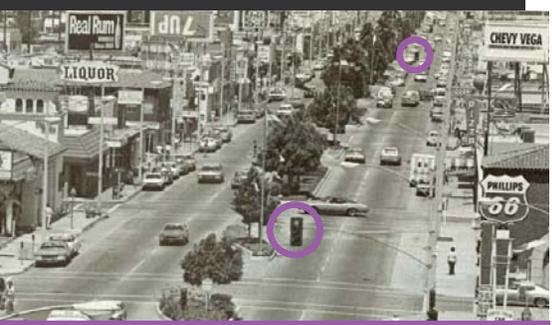
**ABOVE**  
The project reduced the curb-to-curb distance for pedestrians crossing the street by up to 60%.  
PHOTO COURTESY OF STUDIO ONE ELEVEN

# ST PROJECT HIGHLIGHT

## Second Street Belmont Shore

.....

Belmont Shore's Second Street has always been a pedestrian oriented commercial district since its inception nearly 100 years ago. The consistent sidewalks, exceptionally short blocks and dense residential neighborhoods flanking either side continues to fuel the strolling environment. In the Nineties, the local Business Improvement District enhanced the infrastructure along the street, adding curb extensions, vehicle traffic controls and marked crosswalks at most intersections. The improvements made the major thoroughfare more permeable for walking across while calming vehicular traffic speed for a safer pedestrian environment.



1970s



TODAY

**1970s**  
By the mid 1970s, Belmont Shore's main commercial drag became a car-centric thoroughfare that lacked adequate pedestrian amenities like crosswalks.  
PHOTO COURTESY OF JUSTIN RUDD

**TODAY**  
The stretch of Second Street in Belmont shore now has over twice as many signalized intersections.  
PHOTO COURTESY OF JUSTIN RUDD

### C ALAMITOS AVENUE CORRIDOR IMPROVEMENTS [\$3M+]

This project may include eliminating parking on Alamitos Avenue from Ocean Boulevard to 17th 7th Street, and reconfigure the street with bike lane and streetscape amenities, bus improvements, left-turn pockets and complete utility undergrounding northward.

### D WILLOW STREET STREETScape ENHANCEMENTS

This project enhances pedestrian amenities along Willow Street between Signal Hill and the west city border, including marked crosswalks with traffic signals, street trees, pedestrian streetlights, benches, trash and recycling receptacles, intersection bulb-outs, bollards, outdoor dining, enhanced crosswalks and landscaped planters.

### E PACIFIC COAST HIGHWAY STREETScape ENHANCEMENTS

This project enhances pedestrian amenities along Pacific Coast Highway between Signal Hill and Orange Avenue, including marked crosswalks with traffic signals, street trees, pedestrian streetlights, benches, trash and recycling receptacles, intersection bulb-outs, bollards, outdoor dining, enhanced crosswalks and landscaped planters.

### F PACIFIC AVENUE STREETScape ENHANCEMENTS

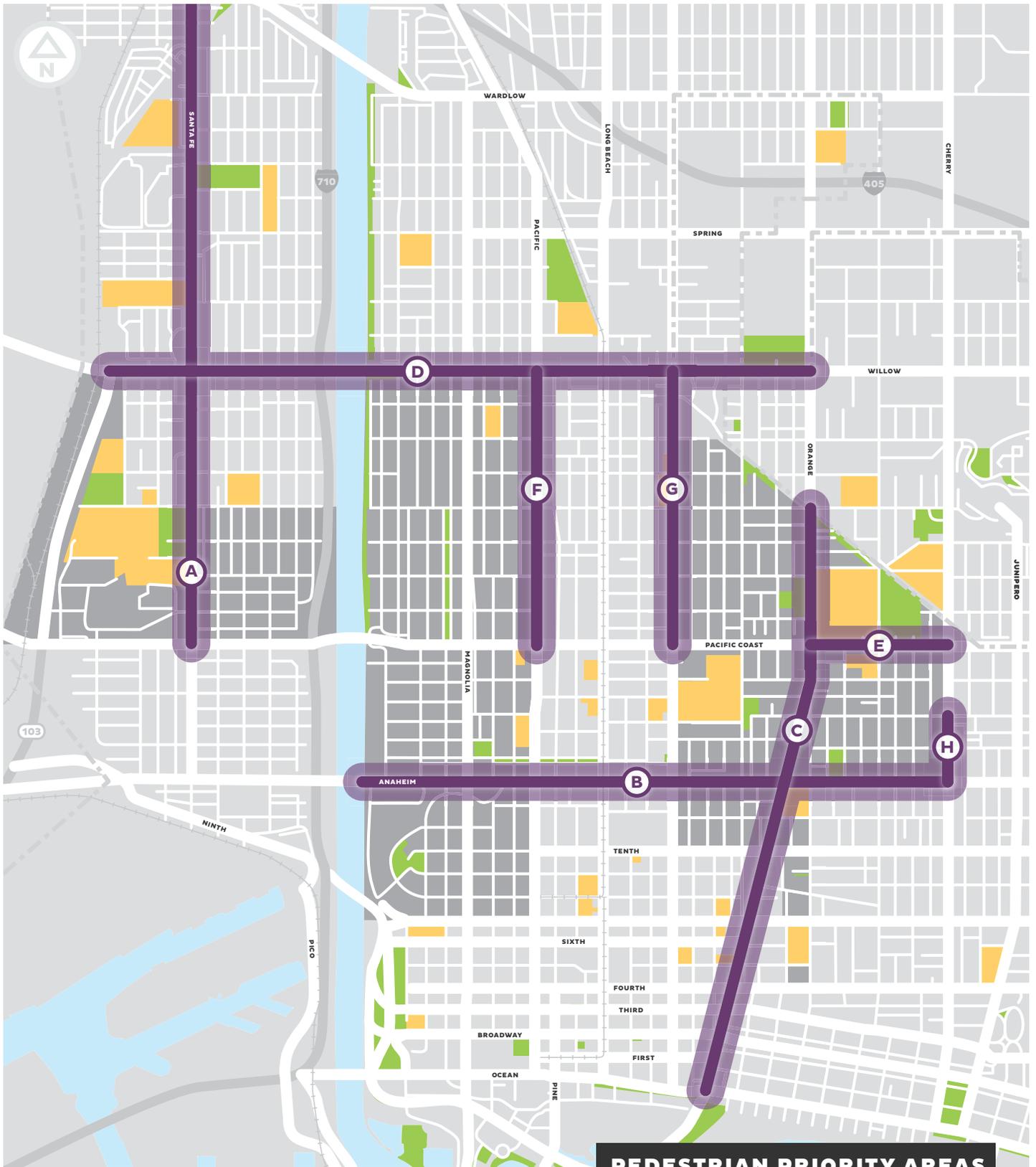
This project enhances pedestrian amenities along Pacific Avenue between Pacific Coast Highway and Willow Street, including marked crosswalks with traffic signals, street trees, pedestrian streetlights, benches, trash and recycling receptacles, intersection bulb-outs, bollards, outdoor dining, enhanced crosswalks and landscaped planters.

### G ATLANTIC AVENUE STREETScape ENHANCEMENTS

This project enhances pedestrian amenities along Atlantic Avenue between Pacific Coast Highway and Willow Street, including marked crosswalks with traffic signals, street trees, pedestrian streetlights, benches, trash and recycling receptacles, intersection bulb-outs, bollards, outdoor dining, enhanced crosswalks and landscaped planters.

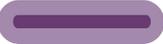
### H CHERRY AVENUE STREETScape ENHANCEMENTS

This project enhances pedestrian amenities along Cherry Avenue between Anaheim Street and 15th Street, including marked crosswalks with traffic signals, street trees, pedestrian streetlights, benches, trash and recycling receptacles, intersection bulb-outs, bollards, outdoor dining, enhanced crosswalks and landscaped planters.



**PEDESTRIAN PRIORITY AREAS**



PEDESTRIAN PRIORITY AREA 



# Walk Long Beach

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Walking for the sake of walking is often lost on transportation planners as the focus tends to focus on connecting pedestrians between living, working and playing. However, sometimes it is more about the journey and less about the destination. Long Beach pedestrians are fortunate to have great walking experiences along over a dozen miles of waterfront canals, marinas and beaches.

Other recreational walking experiences exist in East Long Beach through the expansive regional parks: El Dorado, Recreation and Heartwell Parks. Long Beach State University and the Liberal Arts Campus of Long Beach City

College offer beautifully landscaped and well-designed architecture as back drops for pleasurable strolls. The trails through reclaimed wastelands of Signal Hill and the Dominguez Gap wetlands also provide environments for walking in relative peace.

Residents in the CX3 neighborhoods often cited such parts of the city as where they enjoy unencumbered walking, where they can walk just to...walk. While commercial districts like Second Street in Belmont Shore or the winding streets of Carroll Park are some of the most pedestrian friendly environments in Long Beach, residents have expressed interest to

have paths that are uninterrupted by vehicle traffic for long stretches. These areas are safe and enjoyable enough to let children walk free, to wear headphones or to pick up speed for a jog.

**ABOVE**  
A local explores Downtown's East Village Arts District with one of over 25 walking loop cards.  
PHOTO COURTESY OF LISA BETH ANDERSON

# THE BIXBY STROLLERS



## POLICES & PROGRAMS

### RAILS TO TRAILS

**MOP P 2-20** Preserve the ability and opportunity to transform any abandoned and underused railroad right-of-way for the movement of other modes.

### RAILS TO/WITH TRAILS PROGRAM

**MOP M-35** Establish Rails to Trails Program to repurpose, share, or reconfigure surplus rights-of-way to greenbelts with bicycles and pedestrian facilities.

### TRANSITION TRANSMISSION CORRIDORS

**MOP M-34** Convert electricity transmission corridors to parks, as resources and leases become available.

### WALKING LOOPS

**MOP M-5** Create walking loops with stepping-stone mile markers and other supportive features to support active living.

### PARK PATH NETWORKS

Study walking path networks in and around public parks and work with users to determine any necessary improvements to create more complete walking loops with the existing park area. Consider way-finding signage, lighting, street furniture and fitness equipment to augment these walking paths.

Launched in 2008, the Bixby Strollers bring together local business owners, residents, friends and family for a weekly neighborhood walking club. The Strollers explore every nook and cranny of the greater Bixby Knolls area. From Forrest Lawn Cemetery to the Metro Station. From California Heights to Rancho Los Cerritos.



**TOP**  
A large group of the Strollers walking along the Dominguez Gap trail in North Long Beach.  
PHOTO COURTESY OF THE BIXBY KNOLLS STROLLERS

**ABOVE**  
The walking club that meets every Saturday morning at 7:30am to stroll through the neighborhood.  
PHOTO COURTESY OF THE BIXBY KNOLLS STROLLERS

The Bixby Strollers have walked **1383 miles** [& counting] since conception

WALKING FROM LONG BEACH TO



WICHITA, KANSAS

PARTAKING IN



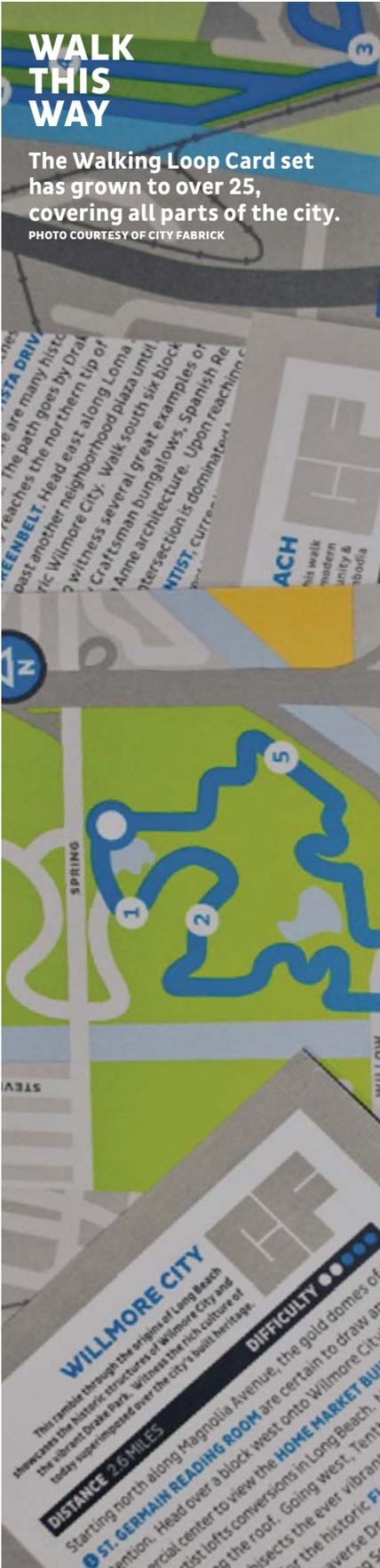
MARATHONS

### SCHOOL RACETRACKS SHARED-USE

Negotiate with Long Beach Unified School District and other local learning institutions to provide access for residents to running tracks on school campuses. These can be done through arrangements with community walking/running clubs or through public access during set times/days.

### WALK LONG BEACH

Foster collaboration between community groups, business associations and relevant city agencies to promote walking as a form of physical activity and community development. Pursue opportunities to support formation of neighborhood walking groups and citywide walking events.



PROJECTS

**A PACIFIC ELECTRIC GREENBELT GAP CLOSURE**

This project completes the 1-mile long bike and pedestrian path along the Pacific Electric Greenbelt between Pacific Coast Highway and Martin Luther King Jr Avenue. The project includes acquiring and improving 1.55 acre parcel along the former rail right-of-way between Lemon Avenue and Orange Avenue.

**B 14TH STREET PARK WALKING PATH**

This project creates a half mile dedicated walking trail within the Daisy Avenue Greenbelt between Pacific Coast Highway and Hill Street. The streets intersecting Daisy Avenue would be narrowed through the greenbelt area while the walking path would travel through the remaining roadway area.

**C CESAR CHAVEZ PARK + DRAKE PARK GREENBELT INTEGRATION**

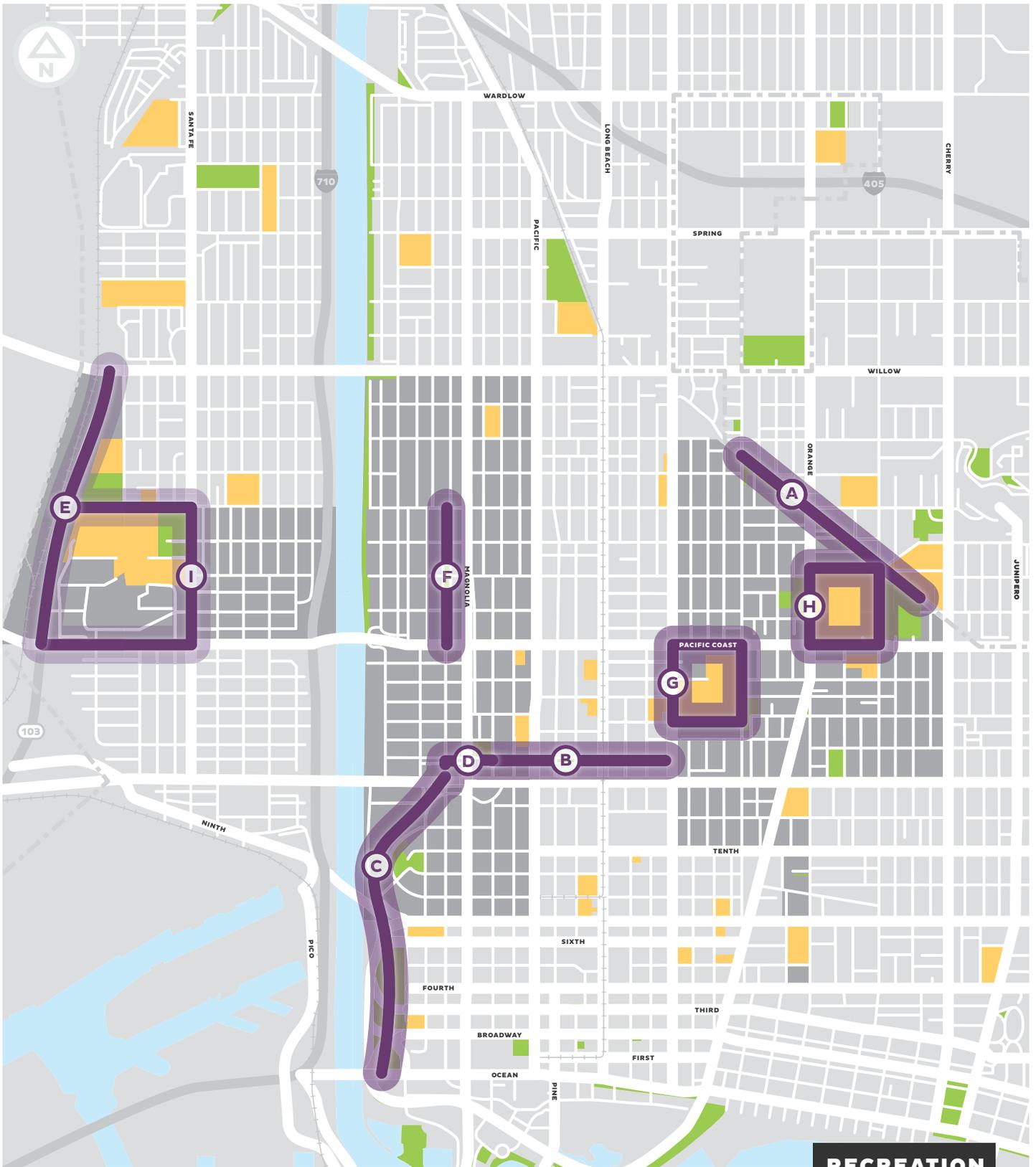
This project integrates the program, landscape design and circulation network of the existing and proposed Cesar Chavez Park expansion and the new Drake Park Greenbelt. The pedestrian and bicycle path network would extend from Ocean Boulevard to Anaheim Street between the residential neighborhoods and the east bank of the Los Angeles River.

I've noticed that Long Beach is getting better in terms of walking. I particularly like what's going on in Downtown, like the diagonal crosswalks. Can we have those in this neighborhood?

CABRILLO RESIDENT

**D 14TH STREET PARK + DRAKE PARK GAP CLOSURE**

This project completes the 2-mile long pedestrian path along the 14th Street Park, Cesar Chavez and Drake Park Greenbelt. The project includes acquiring and improving 0.50 acre parcel along 14th Street and working with other property owners on Magnolia Avenue and Anaheim Street.



**RECREATION**



PEDESTRIAN TRAIL 

### E TERMINAL ISLAND FREEWAY GREENBELT

This project creates public open space as well as dedicated pedestrian and bicycle facilities between Pacific Coast Highway and Willow Street along the Terminal Island Freeway corridor, utilizing surplus public right-of-way created through the freeway's transformation to a local road.

### F DAISY AVENUE WALKING PATH

This project creates a half mile dedicated walking trail within the Daisy Avenue Greenbelt between Pacific Coast Highway and Hill Street. The streets intersecting Daisy Avenue would be narrowed through the greenbelt area while the walking path would travel through the remaining roadway area.

### G POLY HIGH SCHOOL WALKING LOOP

This project establishes a mile long walking loop around the Poly High School campus using adjacent sidewalks on Atlantic Avenue, Pacific Coast Highway, Martin Luther King Jr. Avenue and 15 Street. The project includes driveway improvements, curb extensions and sidewalk widening utilizing adjacent setbacks.

### H LONG BEACH CITY COLLEGE WALKING LOOP

This project establishes a mile long walking loop around the Long Beach City College Pacific Campus using adjacent sidewalks on Orange Avenue, Pacific Coast Highway, Walnut Avenue and 20th Street. The project includes driveway improvements, curb extensions and sidewalk widening utilizing adjacent setbacks and surplus roadway.

### I CENTURY VILLAGES AT CABRILLO WALKING LOOP

This project establishes a two mile long walking loop around the Century Villages of Cabrillo Campus using adjacent sidewalks on W. Hill Street, Santa Fe Avenue, Pacific Coast Highway and the potential Green TI Freeway. In the interim period before the Green TI develops, San Gabriel Avenue can also be considered. The project includes driveway improvements, curb extensions and sidewalk widening utilizing adjacent setbacks and surplus roadway.



**RIGHT TOP**  
A pop-up walking workshop is set up in Central Long Beach for the International Park[ing] Day event.  
PHOTO COURTESY OF CITY FABRICK

**RIGHT BOTTOM**  
A group of Wrigley Residents are guided on a Walk Long Beach tour and audit of their neighborhood.  
PHOTO COURTESY OF CITY FABRICK





# Street Character Change

Certain streets in Long Beach with excess vehicle capacity may be better suited for street redesign to better accommodate the needs of pedestrians, bicyclists and transit riders. By reducing the width of the street or the number of travel and parking lanes, selected streets can be reconfigured to accommodate a variety of improvements, such as wider sidewalks with trees, bike paths or lanes, dedicated transit lanes and landscaped medians or curb extensions that make the streets more attractive and usable for pedestrians.

Road Diets utilize a street's excess traffic capacity and surplus roadway to serve other users. In Long Beach, specifically the CX3 neighborhoods, the surplus right-of-way can enhance livability by creating new types of open space, dedicate bike facilities and enhanced pedestrian environments. Road diets can be applied with little more than paint during resurfacing projects but could also include more widespread changes that reimagines the entire right-of-way.



**TOP**  
Protected bike lanes in Downtown Long Beach change the character of 3rd St and Broadway.  
PHOTO COURTESY OF ALLAN CRAWFORD

**ABOVE INSET**  
A city traffic engineer explains new bike boulevard sign options at a community meeting.  
PHOTO COURTESY OF ALLAN CRAWFORD

## POLICES & PROGRAMS

### ANALYZE SURPLUS ROADWAY

**MOP P 2-12** Preserve the ability and opportunity to transform any abandoned and underused railroad right-of-way for the movement of other modes.

### ANALYZE SURPLUS CAPACITY

**MOP M-33** Continue to implement pedestrian streetscape designs, especially on streets with projected excess vehicle capacity, to reduce either the number of travel lanes or the roadway width, and use the available public rights-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.

## PROJECTS

### A “DE-FREEWAY” TERMINAL ISLAND FREEWAY [\$20M]

The Terminal Island Freeway Transition Plan would define the community’s vision for a future for the city-owned right-of-way that no longer carries freight trucks but instead becomes a neighborhood-scale multimodal transportation corridor with contributing public amenities. As part of the plan, the designated truck route would end at the Pacific Coast Highway interchange. Goods movement currently using the last mile of the Terminal Island Freeway would be shifted to the Alameda Corridor [State Route 47] less than a mile away.

### B SANTA FE AVENUE ROAD DIET

Using surplus roadway, Santa Fe Avenue would be reconfigured to add class II bicycle facilities [bike lanes] while maintaining current capacity.

### C PACIFIC AVENUE ROAD DIET

The class II bicycle facilities [bike lanes] on Pacific Avenue would be extended south from Willow Street to Pacific Coast Highway utilizing surplus roadway.

### D ALAMITOS AVENUE ROAD DIET

Utilizing surplus capacity, Alamos Avenue south of 7th Street would be reconfigured from a four lane [2 northbound – 2 southbound] road to three lanes [1 northbound – 1 southbound – 1 left turn] adding class II bicycle facilities [bike lanes].

### E WILLOW STREET ROAD DIET

Using surplus roadway, Willow Street west of Atlantic Avenue would be reconfigured to add class II bicycle facilities [bike lanes] while maintaining current capacity.

## 8th Avenue Manhattan

Since 2007, the New York City Department of Transportation has installed over 30 miles of protected bicycle lanes as a means of improving air quality, reducing energy costs, reducing congestion on existing roadways and helping to provide for lower overall transportation costs. The roughly four-block-long protected lane on Eighth Avenue, running from Bank St. to 14th St. and incorporating a “cycle track” design that physically separates cyclists from motor vehicles. Crashes with injuries on Eighth Avenue have been reduced by 17% while travel times on 8th Avenue improved by an average of 14%.



BEFORE



AFTER

#### ABOVE

While Eighth Avenue already had marked bike lanes, the fast-moving traffic deterred some riders.

PHOTO COURTESY OF NYC DOT

#### BOTTOM

The new protected bike lanes reduce a lane of traffic while the landscaped buffer provides a tree canopy for bicyclists and pedestrians.

PHOTO COURTESY OF NYC DOT

# ST PROJECT HIGHLIGHT

## Lancaster Boulevard Lancaster, CA

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Lancaster, a sprawling suburban community northeast of Los Angeles, completely overhauled their main Commercial drag in 2009, turning the declining 5-lane thoroughfare into a pedestrian oasis. The median was turned into a “ramblas” style promenade that evokes a distinctive sense of place, providing a high quality urban setting for shopping and a variety of community activities and special events.

The project has been recognized by the U.S. Environmental Protection Agency with their 2012 Overall Smart Growth Achievement Award.



BEFORE



AFTER

**BEFORE**  
Lancaster’s namesake Main street lost much of its traditional downtown character over a century of sprawling suburban development.  
PHOTO COURTESY OF MOULE & POLYZOIDES

**AFTER**  
The boulevard now has a double row of trees, occupied by angled parking most of the time and periodically by a public market and other special events.  
PHOTO COURTESY OF MOULE & POLYZOIDES

### F PACIFIC COAST HIGHWAY ROAD DIET

Utilizing surplus capacity, Pacific Coast Highway west of the traffic circle would reconfigure the third travel lane into class II bicycle facilities [bike lanes] and parking lane.

### G WEST HILL STREET ROAD DIET

Portions of Hill Street west of Golden Avenue would be reconfigured to add class II bicycle facilities [bike lanes].

### H DAISY AVENUE ROAD DIET

Portions of Daisy Avenue between Pacific Coast Highway and Willow Street would be reconfigured to add class II bicycle facilities [bike lanes] and expand the greenbelt.

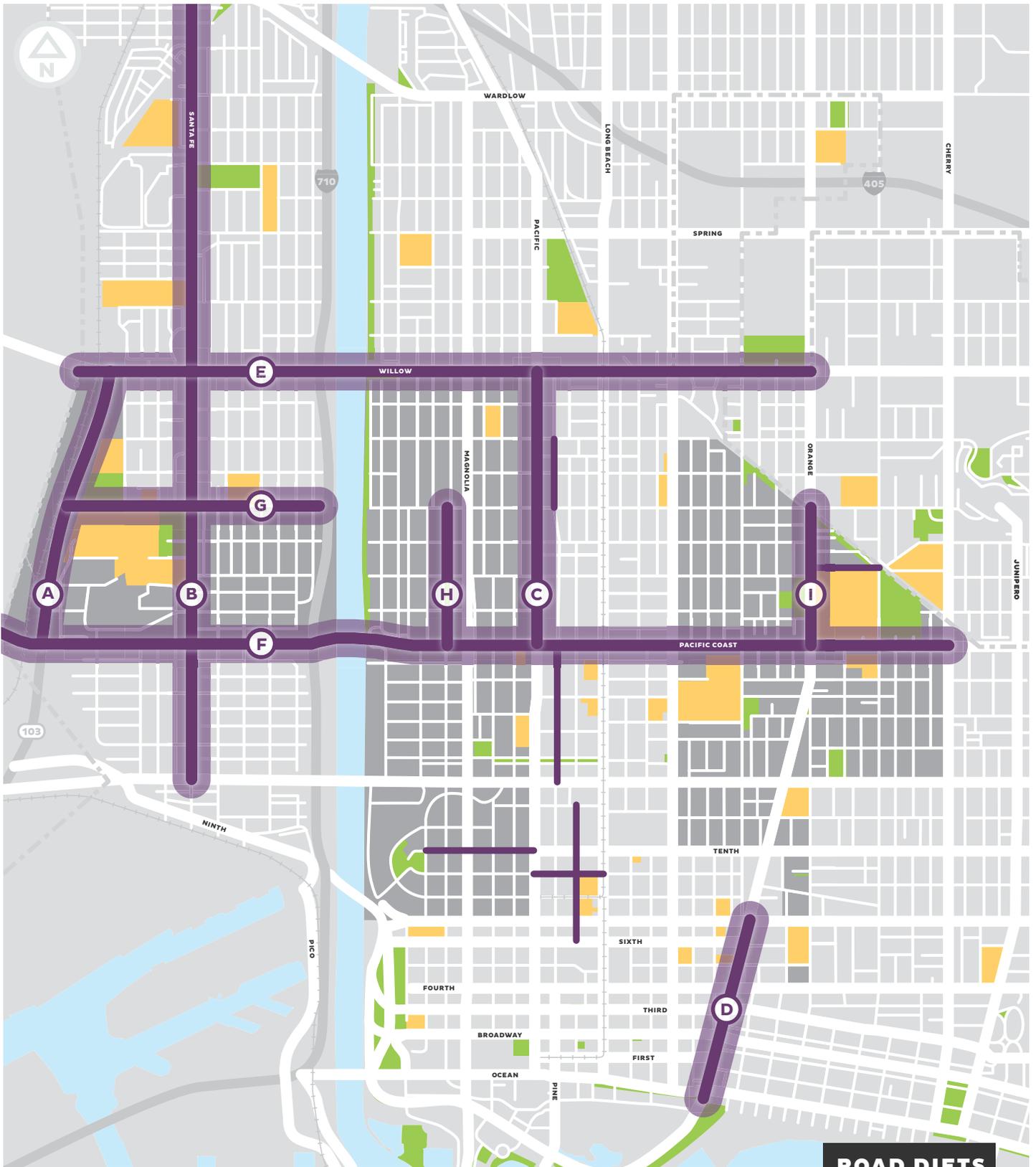
### I ORANGE AVENUE ROAD DIET

Orange Avenue between Pacific Coast Highway and Hill Street would be reconfigured with bicycle facilities, expanded sidewalks and other types of public amenities.

### J DIAGONAL PARKING

Local streets in Parking Impacted Areas with surplus roadway would be reconfigured so that on-street parallel parking changes to diagonal. This would apply to the following:

- 9th Street, Pacific Avenue to Long Beach Boulevard
- 10th Street, Pacific Avenue to Maine Avenue
- Locust Avenue, 6th Street to 12th Street
- Pine Avenue, Hill Street to Burnett Street
- Pine Avenue, Anaheim Street to Pacific Coast Highway
- 20th Street, Orange Avenue to Walnut Avenue



**ROAD DIETS**



- DIAGONAL PARKING
- POTENTIAL ROAD DIET



# Pavement to Places

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Streets and other public rights-of-way make up over 25% of the city's land area. Long Beach has its share of excessively wide streets that contain large zones of wasted space, especially at intersections with lower traffic volume. The "Pavement to Plazas" concept seeks to temporarily or permanently reclaim these unused swaths of roadway and turn them into small public plazas. Reclaiming this excess space is a fairly simple process: paint or treat the asphalt, place protective barriers along the periphery, install moveable planters, tables and chairs – and you will have an attractive, safe gathering space. Reconfiguring streets to maximize

public benefits beyond expedient movement of automobiles can have substantial advantages including improved safety, accessibility and livability while creating more space for people to recreate and socialize. Removing pavement can expand area for planting while increasing permeability of the public right-of-way can have substantial environmental benefits including more sustainable stormwater management as well as a reduction in urban heat island. While managing current and future traffic demands on the city's street network, repurposing portions of the right-of-way into public open space can help fill gaps in Long Beach's park system.

There are a variety of approaches to reimagining streets for people from the temporary Open Streets events that shut down a corridor for mile-long block parties, to painted plaza programs that repurpose odd portions of streets as park spaces and complete the transformation of these streets using pavement, barriers and landscape. In many cases, there are a series of experiments to prove a concept as having the first leads to the second then to the third. These pilot projects can test the benefits to the community versus potential impacts to the transportation network, all while allowing for course corrections before permanent changes are made.

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## POLICES & PROGRAMS

### SHARED STREETS

**MOP P 1-4** Allow for flexible use of the public right-of-way to accommodate all users of the street system, while maintaining safety standards.

### TEMPORARY STREET CLOSURES

**MOP P 2-10** Mobility of People Policy 2-10: Support the temporary closure of streets for community and commercial activity that encourages residents to see their streets as public spaces and promote biking and walking in the city.

### PAVEMENT TO PLAZA

**MOP IM 36** Establish a Pavement to Plazas Program to realign irregular intersections and repurpose surplus public rights-of-way as public space.

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## PROJECTS

### A 14TH STREET SHARED STREET

This project closes the roadway of Cedar Avenue, Locust Avenue and Palmer Court through the 14th Street Park. The remaining roadway is narrowed and resurfaced with decorative, raised pavement to calm traffic flow and create continuity with the greenbelt.

### B WILLMORE CITY COURTS & WAYS [\$2M]

Design and implement pedestrian enhancements and sustainable practice for Willmore City Courts and Ways to improve pedestrian safety and connectivity.

### C DAISY AVENUE SHARED STREET

This project narrows the roadway of 18th Street, 19th Street and 20th Street as they cross through the Daisy Avenue greenbelt. The remaining roadway is resurfaced with decorative, raised pavement to calm traffic flow and create continuity with the greenbelt.

### D ROSA PARKS PLAZA

This project expands Rosa Parks Park by narrowing Alamos Avenue and Orange Avenue between 15th Street and 16th Street. It also includes traffic management and calming as well as decorative, raised pavement to the remaining roadway of Orange Avenue.



**San Francisco paved over parking lots to put up a pedestrian paradise.**

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Launched in 2010, the Pavement to Parks Program is a collaborative effort between the San Francisco Planning Department, the Department of Public Works and the Municipal Transportation Agency. The program seeks to test the possibilities of these underused areas of land by quickly and inexpensively converting them into new pedestrian spaces.



**PERSIA TRIANGLE**



**COLUMBUS ST PARKLET**

**PERSIA TRIANGLE**

This project transforms a centrally-located site in the Excelsior neighborhood from a hazardous and unattractive collection of crossroads into a beautiful hub of community engagement and civic vitality.  
PHOTO COURTESY OF SAN FRANCISCO PLANNING DEPARTMENT

**COLUMBUS PARKLET**

Both local residents and a tourist enjoy the parklet outside of Reveille Coffee on Columbus Ave.  
PHOTO COURTESY OF SAN FRANCISCO PLANNING DEPARTMENT

# ST PROJECT HIGHLIGHT

## Bell Street Park Seattle, Washington

Bell Street Park is a hybrid of a street, sidewalk and park. The \$3 million project transformed four blocks of Seattle's Bell Street into a new street park that blurs the boundaries between pedestrian and vehicular areas to get pedestrians, cyclists and automobiles to share the space. One traffic lane and one parking lane was reclaimed for pedestrian use.

This is the first phase of a long-range vision for a green corridor connecting two neighborhoods in Chicago.



**ABOVE, TOP**  
The corridor was enhanced with planters, perches, mixed car-and-ped zones, zebra crosswalks and a dog park.  
PHOTO COURTESY OF SVR DESIGN

**ABOVE, BOTTOM**  
The woonerf style street means cars, bikes and pedestrians share the same space.  
PHOTO COURTESY OF SVR DESIGN

### E SMITH ELEMENTARY SCHOOL PLAY STREET

This project transforms Maine Avenue between 6th Street and 7th Street into a shared street that enhances connectivity between the east and west portions of the Edison Elementary School campus. Security and traffic management devices would be designed to control circulation on and through the campus based on school operations. Planning and design should be coordinated with Measure K improvements to the campus.

### F EDISON ELEMENTARY SCHOOL PLAY STREET

This project transforms 23rd Street between Linden Avenue and Atlantic Avenue into a shared street to enhance connections between the north and south portions of the Smith Elementary School campus. Security and traffic management devices would be designed to control circulation on and through the campus based on school operations. Planning and design should be coordinated with Measure K improvements to the campus.

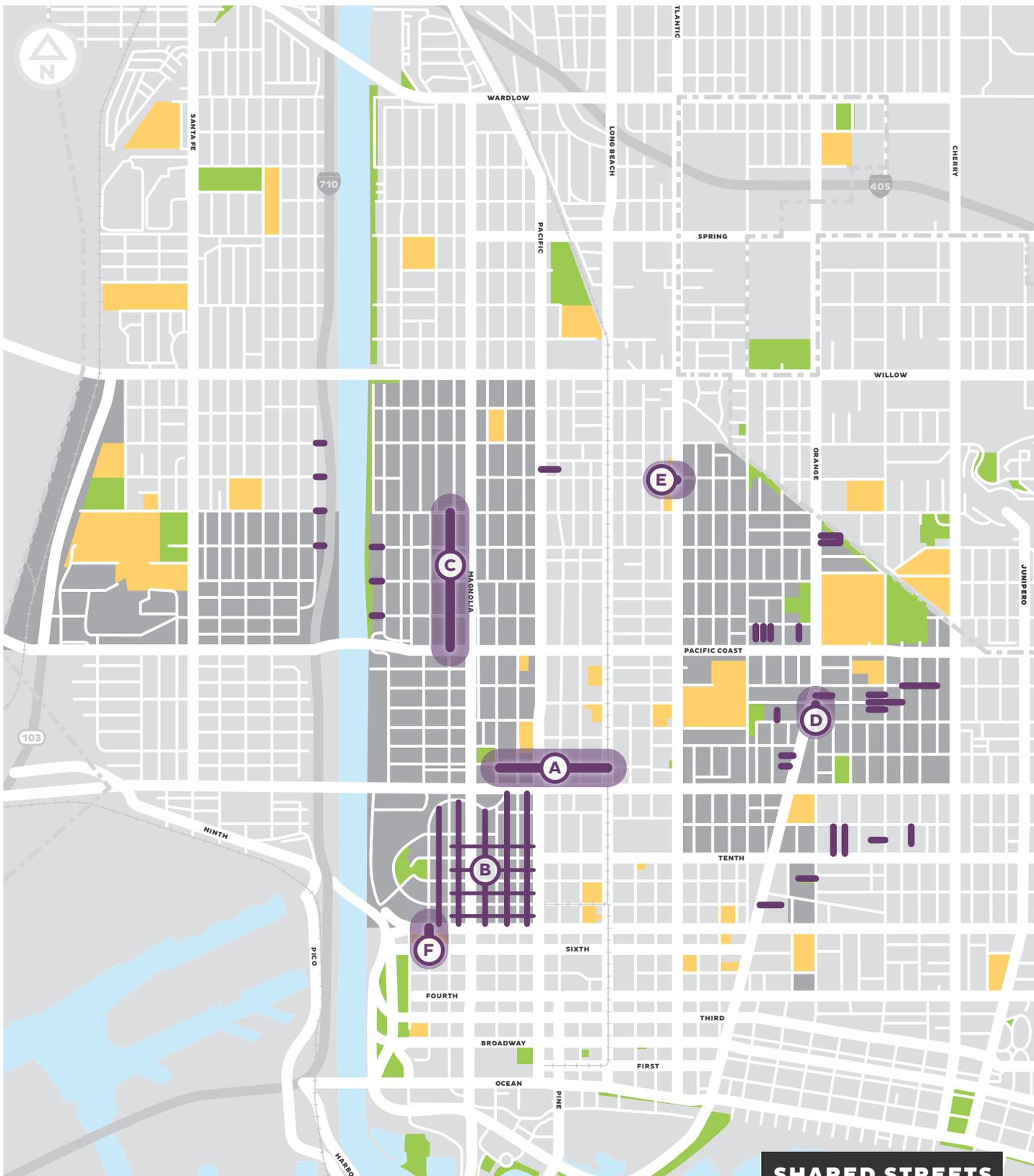
### G PLACE & LANE WOONERFS

These projects are pedestrian, landscape and sustainable infrastructure enhancements that blend sidewalks and roadway to improve pedestrian safety and connectivity while increasing livability for residents living on narrow streets.

Gunther Way  
Minerva  
9th Place  
Brenner  
Barcelona  
Sunrise

Doidge  
Alhambra  
Arcadia  
Walnut Way  
Bailey  
6th Way

Lindley-Lewis  
Corinne-Cerritos/19th  
Leigh, Orchard  
17th Place  
15th/15th



**SHARED STREETS**



COURTS + WAYS 

PLACES + LANES  SHARED STREETS 



**ECONOMICS**  
5%



**ACCESSIBILITY**  
6%



**SOCIAL**  
6%



**RECREATION**  
9%



**LIVABILITY**  
10%



**ENVIRONMENT**  
13%



**BEAUTY**  
16%



**SAFETY**  
30%

**RESIDENTS' PRIORITIES**

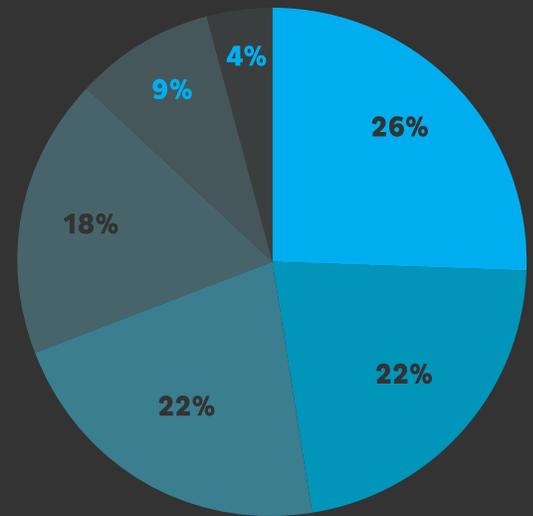
# COMMUNITY VOICE

## CX3 RESIDENT + STAKEHOLDER FEEDBACK

### WHAT DO YOU LIKE ABOUT YOUR WALK IN LONG BEACH?

CX3 Neighborhood residents and stakeholders were asked where they are currently walking and what they like about those walks. Below is a breakdown for what they enjoy about walking in their neighborhood.

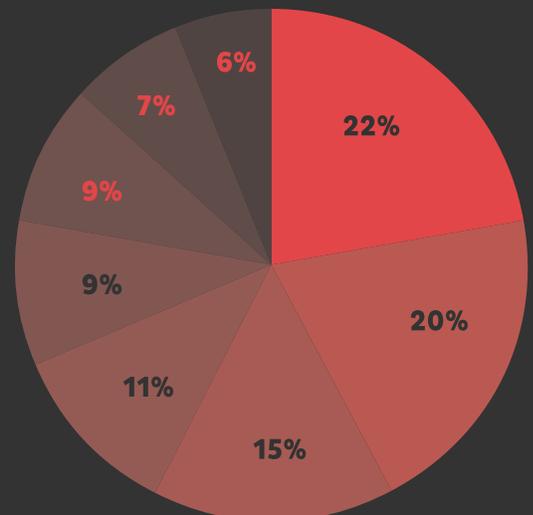
- CLOSE BY
- IT'S SAFE
- EXERCISE
- PLEASANT
- SEE FRIENDS
- OTHER



### WHAT DO YOU NOT LIKE ABOUT YOUR WALK IN LONG BEACH?

CX3 Neighborhood residents and stakeholders were asked why they don't currently walk to places they otherwise would like to. Below is a breakdown of those reasons preventing them from walking in their neighborhood.

- TOO FAR
- UNSAFE
- FAST CAR
- UNPLEASANT
- CRIME
- NO CROSSING
- OTHER
- NO PATH



**COMMUNITY VOICE** CX3 RESIDENT + STAKEHOLDER FEEDBACK



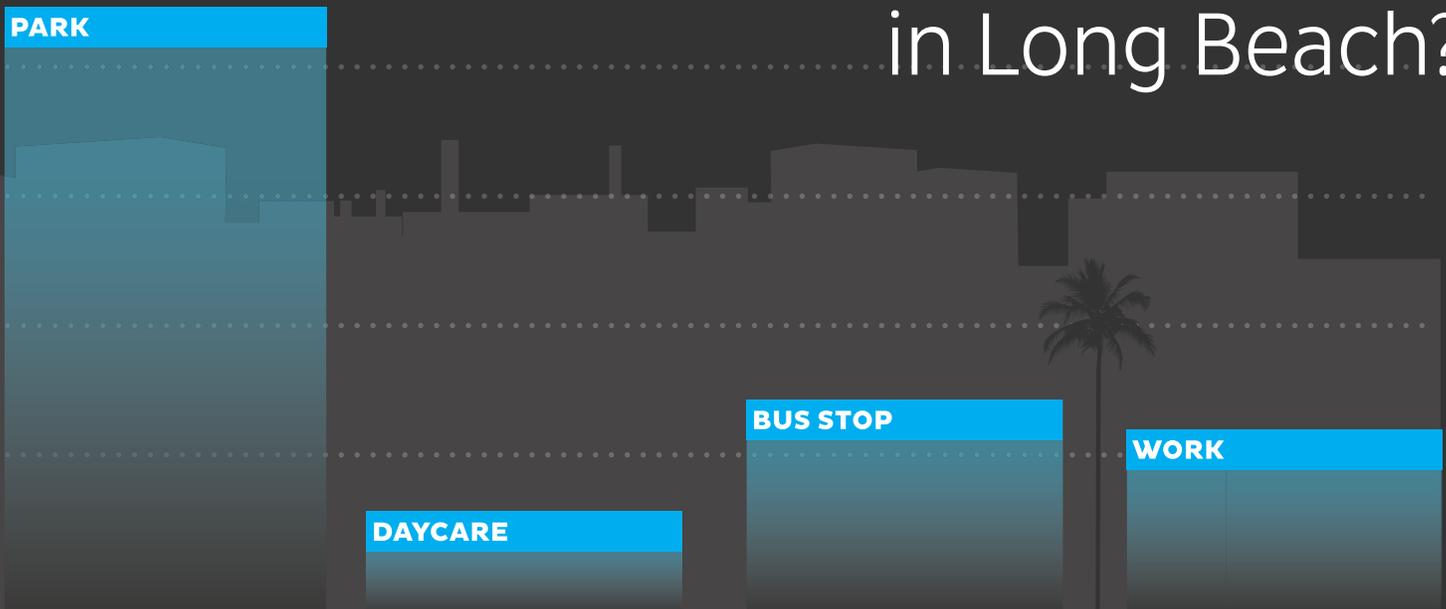
Food 4 Less  
Superior Market  
Northgate  
Trader Joes

Traffic Circle Kaiser  
VA Hospital  
St Mary's Hospital  
Memorial Hospital

Elementary School  
Middle School  
Long Beach City College  
Vocational Training



# Where **do** you like to walk in Long Beach?

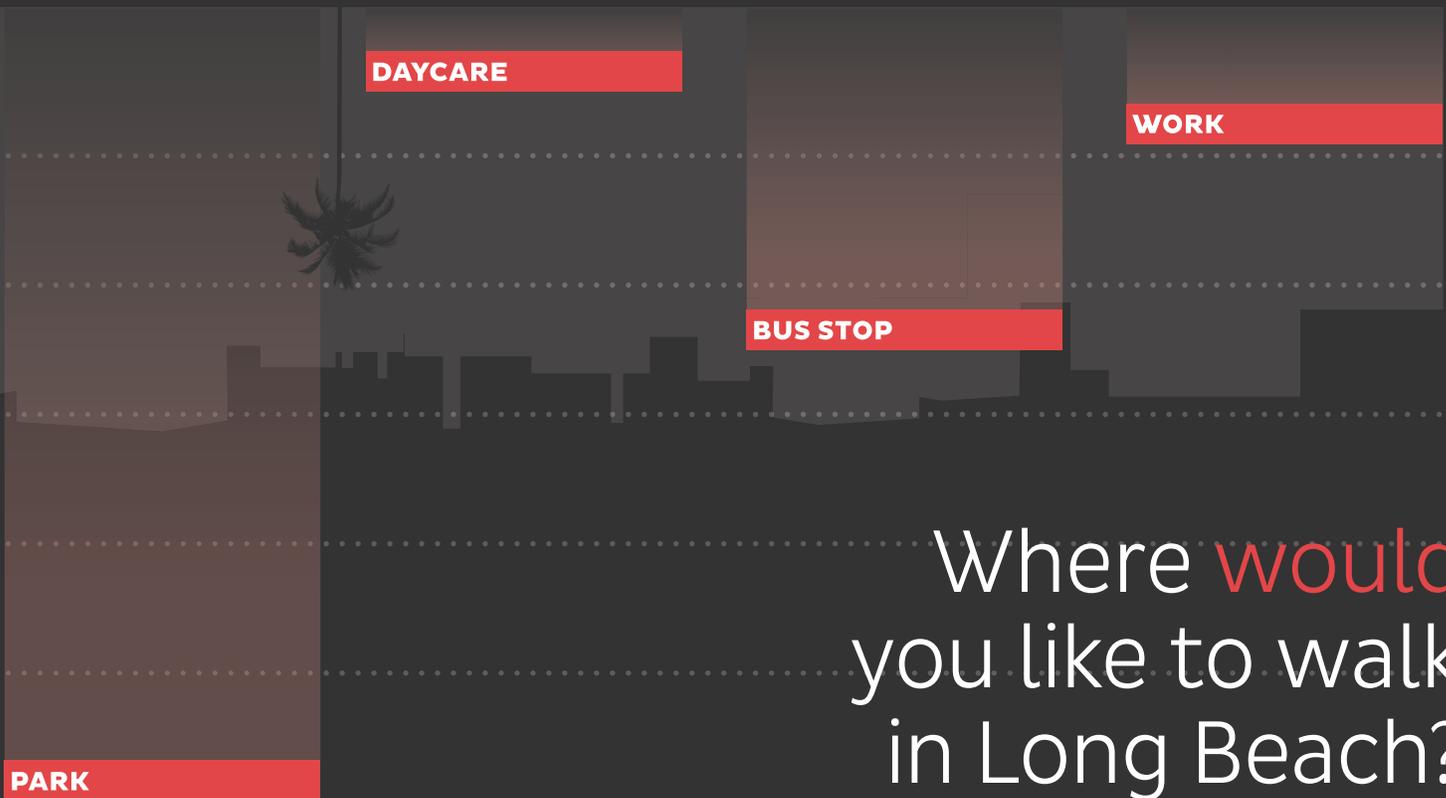


Bixby  
Houghton  
Chittick Field  
Skyline

Boys & Girls Club  
Play & Learn YMCA  
Child Development Services  
Burnett Elementary

Orange + PCH  
Long Beach Blvd  
Transit Mall  
Villages at Cabrillo

Downtown  
East  
Central  
Outside of City

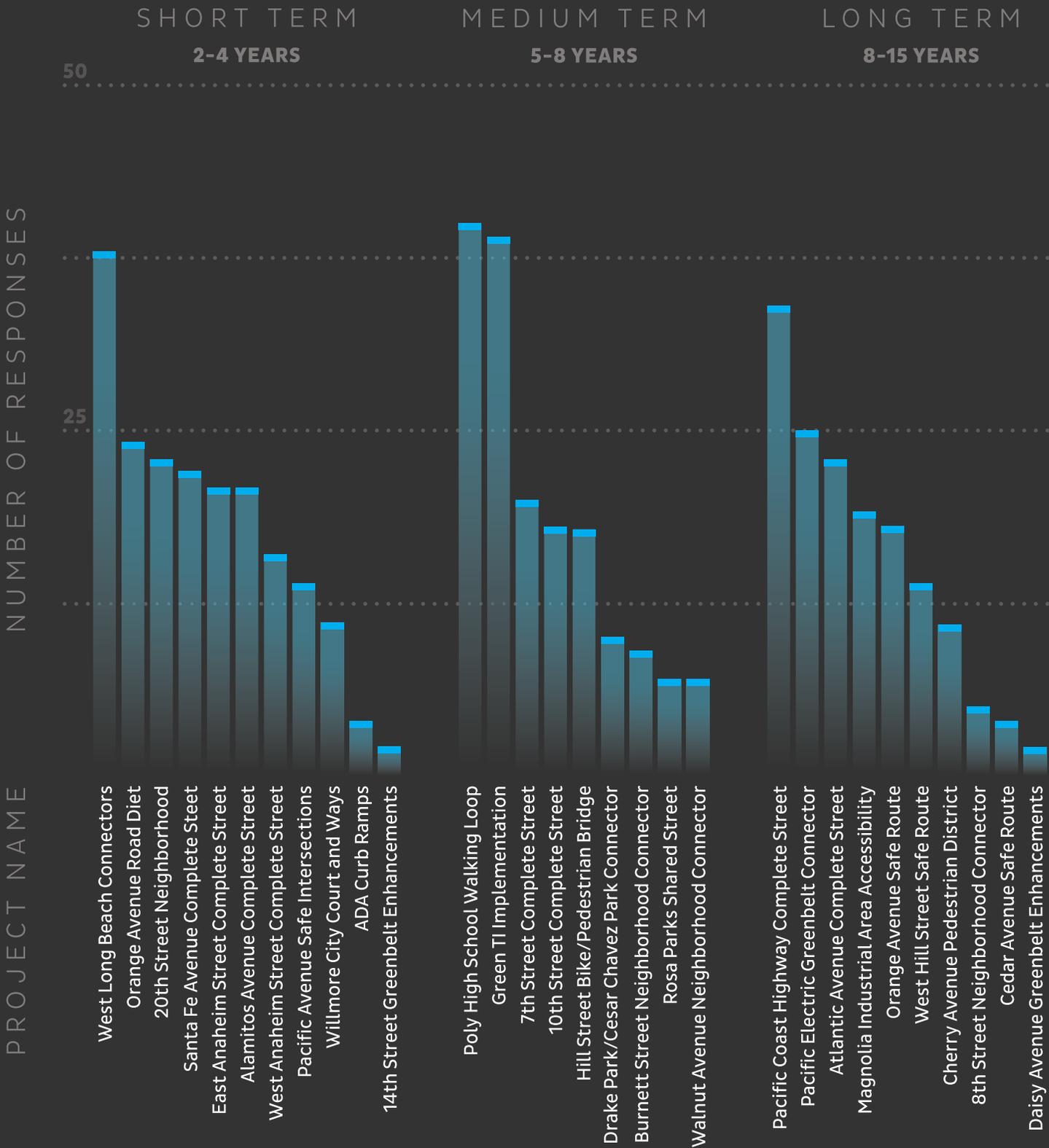


# Where **would** you like to walk in Long Beach?

PARK

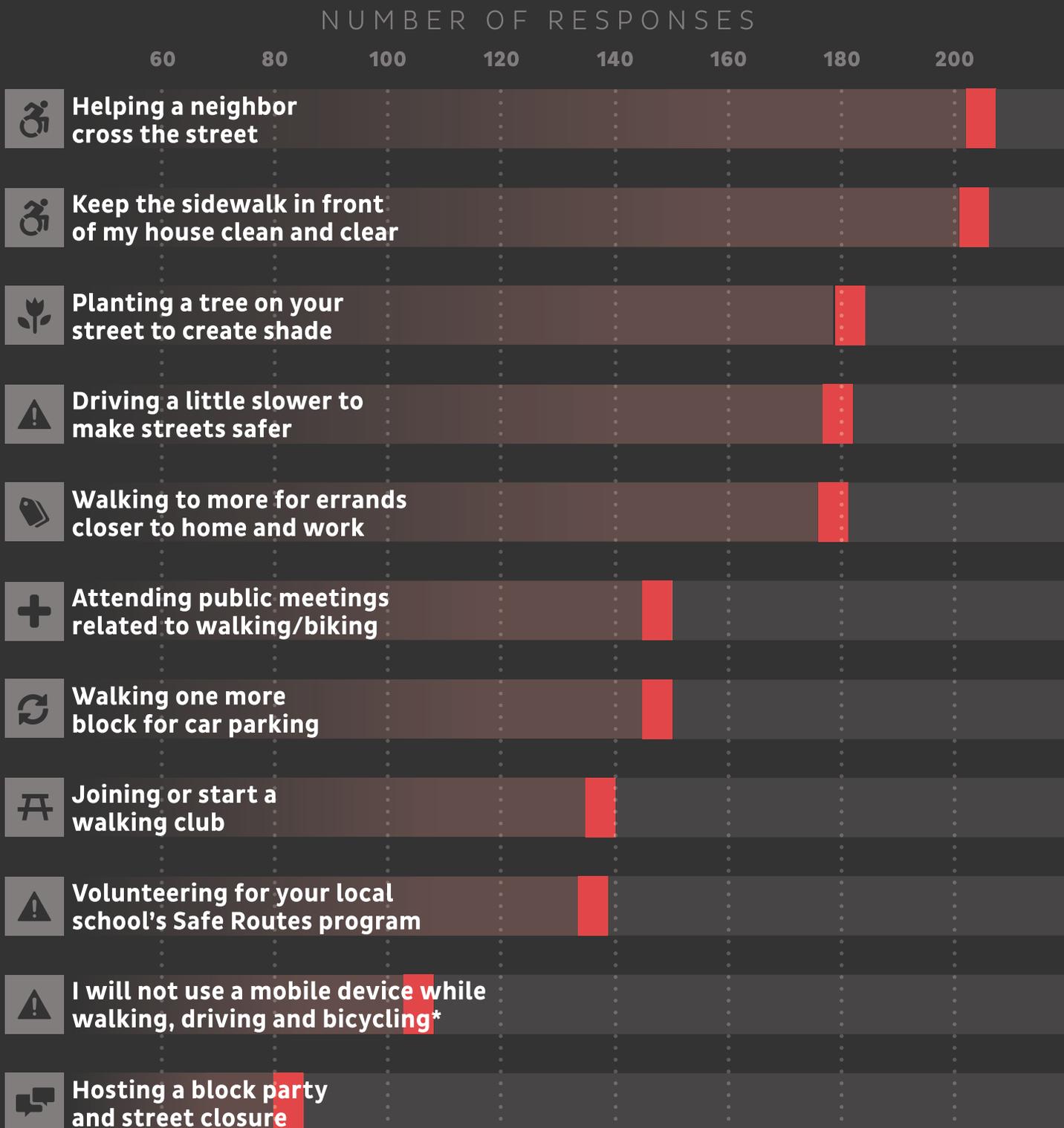
## PRIORITIZING CX3 PEDESTRIAN PROJECTS

Over a series of six public outreach meetings in the months of August, approximately 109 people throughout the CX3 area participated in choosing their favorite short, medium, and long term projects that are identified in the CX3 Implementation Chapter. The following results represent the findings from this prioritization activity.



## PLEDGING TO IMPROVE THE PEDESTRIAN ENVIRONMENT

The CX3 Pedestrian Plan proposes changes at the larger policy and planning level. The CX3 Pledge activity supplements the Plan by asking individuals to try and improve their behavior and actions to help create a better pedestrian environment. Overall, there were approximately 282 participants and their results are captured below:



\* The response to "not use a mobile device while walking, driving and bicycling" was added after the second outreach event.

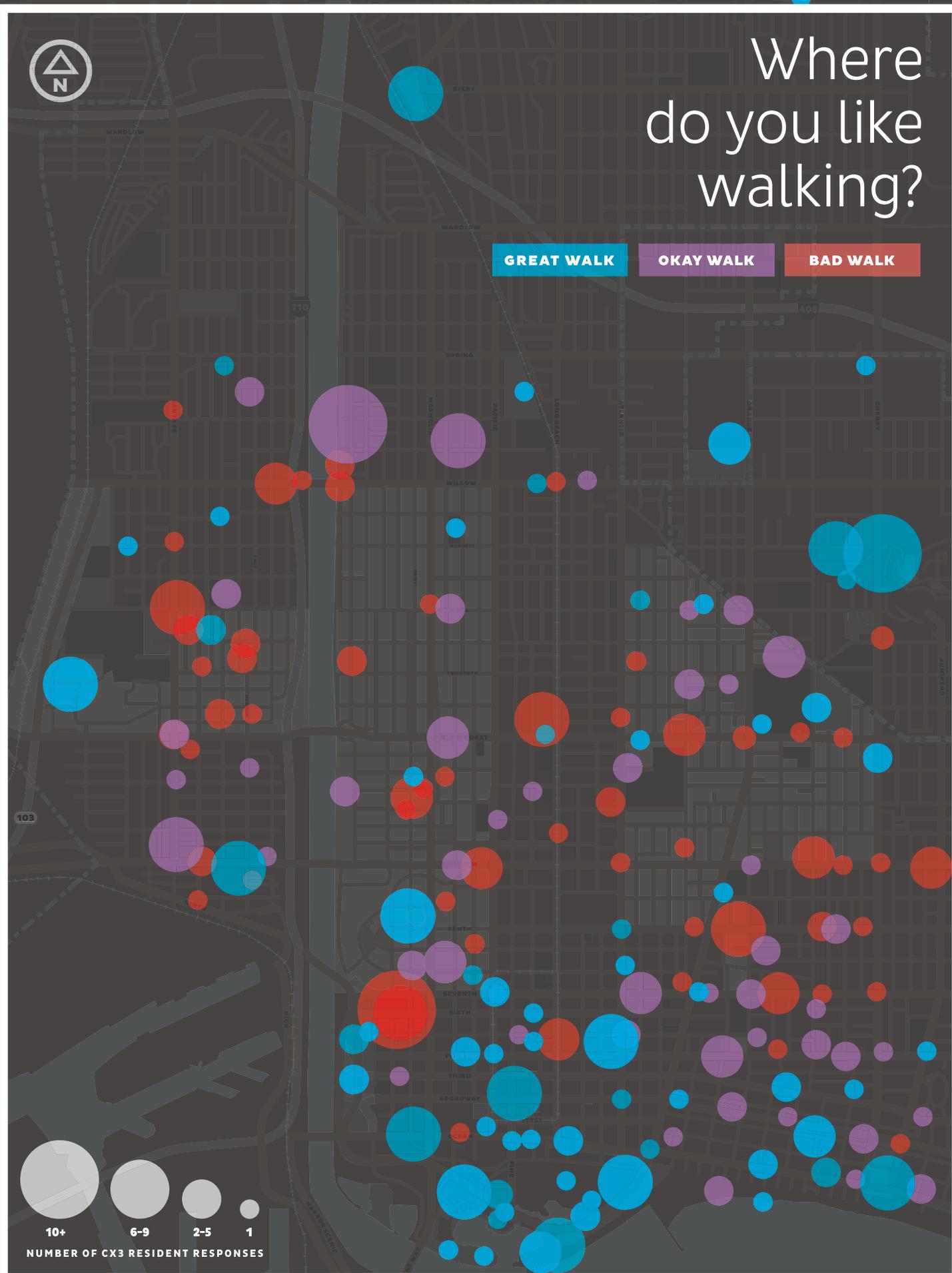


# Where do you like walking?

GREAT WALK

OKAY WALK

BAD WALK





# Making Long Beach Walkable

WHERE THE RUBBER SOLE MEETS TO SIDEWALK, THE PEDESTRIAN PLAN IS INTENDED TO BE A TOOL FOR MAKING LONG BEACH MORE WALKABLE.

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The previous chapters of the Pedestrian Plan collectively lead to the Priorities and Implementation chapter. The Priorities and Implementation chapter is the map for making Central and West Long Beach Long Beach more walkable, articulating the programs, projects and policies to execute in the short, medium and long term. The Existing Conditions, Neighborhood Snapshots

and Community Voice chapters all share the needs and opportunities while the Toolkit and Initiatives chapters help to provide the mechanism for solutions. Those chapters should be reflected upon even for projects, programs and policies not identified in this chapter as opportunities and challenges present themselves.



# Priorities

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Throughout the information collection and community engagement process when developing the Pedestrian Plan, the process maintained connection to eight characteristics of a walkable environment. This was done in order to maintain consistent communications with different stakeholders throughout the various stages of the process while providing a foundation for prioritizing project goals. These characteristics are linked to input and analysis that are geographically specific to form priority projects.

Outside of “safety”, opinions varied widely as far as what participants identified as their three primary

characteristics of a walkable community. Based on community consensus, policy-maker direction and supporting data, “safety” forms the basis of most every priority project, program and policy. This takes the form of Vision Zero, Safe Routes to School, Complete Streets and Neighborhood Connectors, among many others.

These priorities are largely generalized and not specific to any geography, though participants often applied “economics” to the properties along thoroughfares and in commercial districts, while “livability” related to the quality of the residential neighborhoods. The self-applied geographic priorities

between livability/neighborhoods and economics/thoroughfares provided by community stakeholders are considered with many projects focused in and between neighborhoods.

**TOP**  
A person pushes a child in a stroller onto the sidewalk using the curb ramp with a truncated dome.  
PHOTO COURTESY OF CITY FABRICK

# Priorities

The dark grey ring surrounding each of the priorities indicates the level of importance as identified by the community, from a scale of 1-6; 1 being "less important" and 6 being "very important".



Throughout the engagement process, safety was nearly unanimously identified as a priority for enhancing the pedestrian environment and thus should form the foundation for any transportation project, program or policy.



While seemingly superficial, the most walkable communities are typically attractive and residents commonly expressed that interest for beauty to make their neighborhoods more walkable.



Recreation was identified by the community as an important trait of a walkable environment as residents "just want to walk." Serving this desire for physical activity can fuel healthier communities.



There is a growing awareness of how noise, visual and air pollution at the very local scale to the regional scale effects public health and wellbeing. Our neighborhoods will need to become more livable to be truly more walkable.



Many participants felt shifting from driving to more walking and biking, could significantly benefit the environment, thus they wanted to learn how pedestrians could be better connected to their regular essentials.



The sidewalk as a social space is a foreign concept to many in America today and thus was considered to be a minor characteristic of a walkable community. For many, the sidewalk is part of the journey not the destination.



Much of the community discussion related to the economic benefits to walkable environments focused on commercial nodes within the study area including Anaheim Street, Willow Street and Pacific Avenue.



Often an important issue identified by seniors and those with limited mobility, accessibility would be a core tenant for creating an inclusive and equitable pedestrian environment which is only solidified by law.



# Deciding to Walk

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A quarter of Long Beach's fifty square mile land area is made up of public right-of-way: the network of streets, sidewalks and bike lanes that connect people through the city. The Planning Commission and City Council guided and adopted the Mobility Element update of the General Plan which provides the overarching framework for future transportation investment over the next two decades. Portions of the Mobility Element are being further defined in the Bike Master Plan and two pedestrian plans, among other efforts which will have further community stakeholder, Planning Commission and City Council input. Outside of these efforts, there has

been limited amount of commission and community stakeholder input provided in the past to these transportation infrastructure projects. Priorities for projects and programs are largely interpreted from the Mobility Element with limited City Council guidance and little from any appointed Commissions. The design and execution of these transportation projects, whether simple street resurfacing or more significant realignments of major infrastructure in the past receive sparing input from community stakeholders or appointed and elected policy makers.

While there currently is no standing Transportation Commission like those that exist in other municipal governments of comparable sizes, Long Beach does have a network of standing commissions and boards that have relevance and expertise in transportation, specifically related to pedestrian infrastructure.

TOP

A person is exiting the Metro Blue Line and plans to ride their bicycle to their next destination.

PHOTO COURTESY OF CITY FABRICK

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## POLICY MAKERS

### PLANNING COMMISSION

The Commission provides advice, insight and leadership on all matters affecting development throughout our city. While the Commission serves as an advisory body on zoning and the general plan [including the Mobility Element], Commissioners also serve as the public hearing authority for development applications, including public infrastructure. This scope should be expanded to include transportation infrastructure.

### LONG BEACH TRANSPORTATION BOARD

The Board provides broad policy and financial decisions, setting direction for management and operations for Long Beach Transit's public transportation system in the city of Long Beach and surrounding areas. Long Beach Transit integrates into the city's street network [every resident within a 1/4 mile of a bus route], first and last mile transportation planning should be built into every bus stop. Taken to its logical limits, the first and last mile considerations would include the entirety of Long Beach.

### PEDESTRIAN SAFETY COMMISSION

The Pedestrian Safety Commission shall determine whether any intersection utilized by children in coming to and from school poses a special problem of safety requiring the installation of an adult crossing guard. They shall then advise the city council of its findings and recommendations. The scope of this Commission should be expanded from solely Safe Routes to School to consider all city streets for pedestrian safety and accessibility on behalf of residents of all ages. Specifically, the Pedestrian Safety Commission would be ideally suited for advising and providing leadership for any Vision Zero Initiative.

### BOARD OF HEALTH AND HUMAN SERVICES

The Board of Health and Human Services shall act as an advisory body to consult on any matter relating to the funding of local social services and to the public health in the City. As the Department of Health and Human Services weighs more directly into the policies related to public health through the physical environment, the advisory body should be consulted as to how the character of the public realm affects public health. This includes how the city's transportation systems provide residents access to healthy food, physical recreation and medical services.

### CITIZENS' ADVISORY COMMISSION ON DISABILITIES

The Citizen's Advisory Commission on Disabilities acts in an advisory capacity on specific topics requiring input in dealing with concerns and/or issues affecting people with disabilities. As mobility within the city transportation network is a major concern for those with disabilities, the Commission should be actively engaged in transportation decisions at the planning, design and implementation levels. The Commission is ideally suited for providing advice and leadership for the Universal City initiative identified in the Pedestrian Plan.

### SENIOR CITIZEN ADVISORY COMMISSION

As senior residents have less access to private automobiles, they become more reliant on public transportation and walking to meet their daily needs. The Commission's duties are to act in an advisory capacity on concerns regarding senior citizen and their needs, including accessibility, safety, and transportation for those senior residents. The Commission is ideally suited for providing advice and leadership for the Universal City initiative identified in the Pedestrian Plan.

### PARKS AND RECREATION COMMISSION

The Parks and Recreation Commission recommends to plans for development, beautification and maintenance of public parks and recreational areas to the city council. It also authorizes issuance of permits and negotiation of leases and contracts. As Long Beach promotes walking for physical activity and recreation, many of the parks will provide the foundation for pedestrian programming and infrastructure. The Parks and Recreation Commission would guide how these facilities and programs manifest.

### SUSTAINABILITY COMMISSION

The Commission is to make advisory policy recommendations on issues relating to the environment, a sustainable City plan, efforts or programs to address environmental impact and programs to increase education and awareness of the environment. As reduction of greenhouse gases locally relies heavily on reducing use of the private automobile, the Commission should be actively engaged in policies related to active transportation in the city, including those related to improving walkability.

## CASE STUDY: BURLING HALL

Burling Hall, otherwise known as the "allery", is a temporary transformation of an underutilized alley into a vibrant meeting spot for the Bixby Knolls community. The space was designed with temporary, low-cost materials to demonstrate the potential opportunity of an activated alley. The Bixby Knolls Business Improvement District worked with community leaders to prototype this project and now it is well-utilized as an arts, music and culture exhibition space. At the First Friday of each month, Burling Hall is used as a programming space to promote and support local artists and musicians by providing them with an outlet to showcase their work.



## COMMUNITY ENGAGEMENT

The public should be considered an asset in the design, execution and programming of the pedestrian realm. As local residents and stakeholders often walk the streets of their community on a daily basis, they can provide valuable insight on the challenges and opportunities of creating a more walkable environment.

### MOP P 1-4

Involve citizens in transportation planning and project design decisions for improving the city's "Complete Streets" and bicycle and pedestrian networks.

### ENGAGE

Community stakeholders and local residents should be included in the planning and design process for transportation projects from the early stages through construction. An engaged constituency can help craft the project to best serve the needs of all users while limiting impacts. At the same time, their engagement through the process will likely provide greater ownership of the project and even stewardship of the asset going forward.

### MOP IM 3

Provide neighborhood and business groups the opportunity to review preliminary plans for major street improvements included in this plan before final design and implementation.



**TOP**  
How the alley looked before there were any temporary improvements done to the space.  
PHOTO COURTESY OF CITY FABRICK

**BOTTOM**  
Burling Hall as it exists today with improvements including space for art pieces to be mounted on.  
PHOTO COURTESY OF CITY FABRICK

**EMPOWER**

In the beginning, stakeholders can typically provide relevant input regarding areas of concerns as well as opportunities within the project area. Their guidance through the project can ensure the needs of the community are being met while considering the larger transportation network. Empowered stakeholders will often participate in the project's development, whether educating fellow community members of the process and the project as well as even providing sweat equity in the form of tree planting or other accompanying beautification.

**MOP M-6**

Continue to implement programs to promote pedestrian safety through outreach to both pedestrians and motorists.

**EDUCATION**

Making Long Beach truly more walkable will require partnerships between government agencies, community organizations and local stakeholders. For these collaborations to be successful it is important for everyone to be speaking a similar language. Planners and engineers need to simplify how they speak about transportation and infrastructure while residents and local stakeholders need to be cultivated to participate in the discussion.

This can be done through targeted programming like workshops and events oriented around walkability, facilitated by City Officials or community partners. The planning and design process itself can also be an opportunity for educating the public by providing more context to what is being discussed. It takes more time for the facilitators as well as the participants but the results of knowledgeable constituents participating can yield decisively better discussion.

**EVALUATION**

It is important to evaluate the pedestrian environment regularly, accessing existing conditions through walk audits, collecting traffic and safety data and interviewing stakeholders. This provides a foundation to monitor change annually, whether these efforts make any positive impact or otherwise. This information is also essential to processes for many grant funding sources and will often determine the application's competitiveness.

**MOP IM 22**

Continue to conduct annual bike counts, walk audits and other data collection and analysis related to bicycle facilities for program evaluation and to support grant-making efforts for both pedestrians and motorists.



**RIGHT**  
A person hosts a community meeting where people express their thoughts on a new capital improvement project.  
PHOTO COURTESY OF CITY FABRICK



# Funding Sources

Long Beach has had a successful track record of securing grants to support active transportation projects which should continue for executing many of the projects within the CX3 Pedestrian Plan. Baseline pedestrian oriented improvements should be included as part of every relevant infrastructure project as part of Long Beach's Complete Streets policies. Maintenance of expanded pedestrian improvements should be funded with fees and assessments borne primarily by those properties and stakeholders directly benefiting from the investment.

## **MOP P 1-4**

Routinely integrate the financing, design and construction of pedestrian facilities with street projects. Build pedestrian improvements at the same time as improvements for vehicular circulation.



**TOP**  
Person pays for street parking which helps to fund improvements and maintenance in the area.  
PHOTO COURTESY OF CITY FABRICK

**ABOVE INSET**  
Applications for different sources of capital improvement projects.  
PHOTO COURTESY OF CITY FABRICK

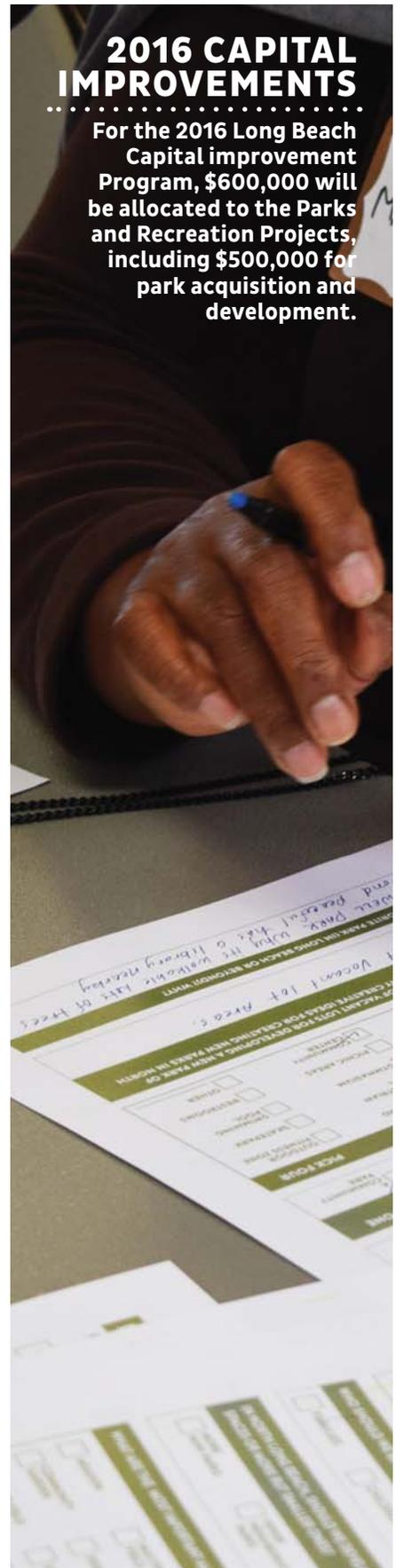
**CAPITAL IMPROVEMENTS**

Because of Long Beach’s population density, built environment and socioeconomic conditions, the City is competitive on a wide range of grant and other outside funding opportunities. The most promising grant sources for pedestrian-related improvements are listed below:

- California State Transportation Agency’s Active Transportation Program [ATP]
- Federal Department of Transportation’s Transportation, Community and System Preservation Program [TCSP]
- Federal Transit Administration TIGER Grants
- Federal Department of Transportation’s Bus Livability Program
- Federal Surface Transportation [STP] programs [Caltrans]
- The State Transportation Improvement Program [STIP] [Caltrans]
- Federal Congestion Mitigation and Air Quality Improvement Program [CMAQ]
- Los Angeles Metropolitan Transportation Commission’s Call for Projects
- The Funders’ Network for Smart Growth and Livable Communities [TFN]
- Land and Water Conservation Fund [LWCF]
- Federal Department of Housing and Urban Development [HUD]’s Choice Neighborhood Implementation Grants [CNIG]
- State Department of Fire and Forestry’s Urban and Community Forest grants
- Moving Ahead for Progress in the 21st Century [MAP-21] – A Federal Program available through MPOs.
- Safe Routes to School Program [SR25] – Federal grant program [Caltrans]
- Federal Grant Administered through Caltrans.
- Proposition C, 20 Percent Local Return Funds – Allocated to cities based upon population.
- Measure R Transportation 15 percent Local Return Funds - Allocated to cities based upon population.
- Two Percent Transportation Development Act [TDA] Article 3 – 85 percent allocated to local jurisdiction based upon population and 15 percent to county unincorporated areas.

**MOP IM 3**

Actively seek funding to implement the Pedestrian and Bicycle Master Plans.



**2016 CAPITAL IMPROVEMENTS**

**For the 2016 Long Beach Capital improvement Program, \$600,000 will be allocated to the Parks and Recreation Projects, including \$500,000 for park acquisition and development.**

## CASE STUDY: DOWNTOWN LONG BEACH ASSOCIATES

The Downtown Long Beach Associates [DLBA] is a non-profit organization providing operational, maintenance and other public realm services to commercial and residential property owners and their tenants. Property owners within the DLBA's service area agree to pay an extra fee [assessment] that is used to improve the area's safety, cleanliness and visibility; all of which contribute to a more walkable environment.

### In 2010:



The DLBA Clean and Safe program provided directions and other assistance to 31,000 people.

They collected over 270 tons of trash



and power-washed over 30 million square feet of sidewalk

and removed over 8,900 instances of graffiti



From the 2010 DLBA at a Glance,  
Downtown Long Beach Associates



## LOCAL TAXES AND FEES

Since these pedestrian improvements will enhance property values and improve the economics of development projects, some recapture of that value to help fund these improvements is appropriate. The methods for value recapture could include the following:

- **Development Impact Fees**

There is a strong case to be made for having new development that benefits from these pedestrian improvements to pay a Development Impact Fee help with their construction. These improvements will accelerate absorption, elevate rents or sales prices and improve a developer's pro forma. A nexus study will likely be required for the Pedestrian Improvements Impact Fee to be implemented.

- **Developer Contribution**

It would be reasonable for major development projects benefitting from a specific public pedestrian improvements to have the developer to pay for some, if not all, of said improvement as a condition of approval. These conditions might not be necessary if an effective Pedestrian Improvement Impact Fee, like stated above, were adopted.

- **Surcharge on Property Transfer Tax**

For land or improvements that turn over, the pedestrian improvements will enhance their market value on sale. A modest surcharge on the Property Transfer Tax is a reasonable method for the City to recapture a portion of that value increase. The City Attorney would need to determine if a zonal property transfer tax or surcharge could be implemented.

**TOP**  
Downtown Long Beach Associates helps  
person navigate through the neighborhood.  
PHOTO COURTESY OF DOWNTOWN LONG BEACH ASSOCIATES

- **Enhanced Infrastructure Financing Districts [EIFD]**

An EIFD may be used to fund the construction of public infrastructure with the property tax increments of those taxing agencies, excluding school districts, which consent. It is only effective if other taxing jurisdictions [county, transit districts, special districts, etc.] agree to forego some portion of their future property tax revenue stream above the base year level.

- **Stormwater User Fee**

For certain specific improvements that facilitate storm-water flow, a Stormwater User Fee could be considered.

## SPONSORSHIP AND OFF-SITE IMPROVEMENTS

Long Beach is in a position to solicit corporate and foundation sponsorships for selected high profile pedestrian improvements. Based on companies that have a significant presence in Long Beach, there is potential for a Mediterranean Shipping Company Greenway, or Horizon Lines Greenbelt. It will require staff time and City resources to solicit such sponsorships.

## MAINTENANCE AND OPERATIONS

Long Beach has a number of business improvement districts that assess business licenses and/or property fees to fund maintenance and other operational services in the area. Among them, the Downtown Long Beach Associates and Bixby Knolls Business Improvement Association have leveraged the additional resources to develop, program and maintain pedestrian oriented improvements in their respective services areas. More recently, the Midtown Business Improvement District was established along East Anaheim Street within the CX3 Pedestrian Plan study area. The assessments fund enhanced maintenance, public safety, beautification, marketing and economic development programs, above and beyond the levels provided by the City of Long Beach.

**The City is dedicated to implementing inclusive, healthy and innovative transportation alternatives that offer more choice and convenience for those who live and work in Long Beach or come to visit.**

MAYOR ROBERT GARCIA ABOUT THE ALAMITOS AVENUE ROAD DIET

## POTENTIAL PEDESTRIAN PARTNERS

### Business Improvement Districts

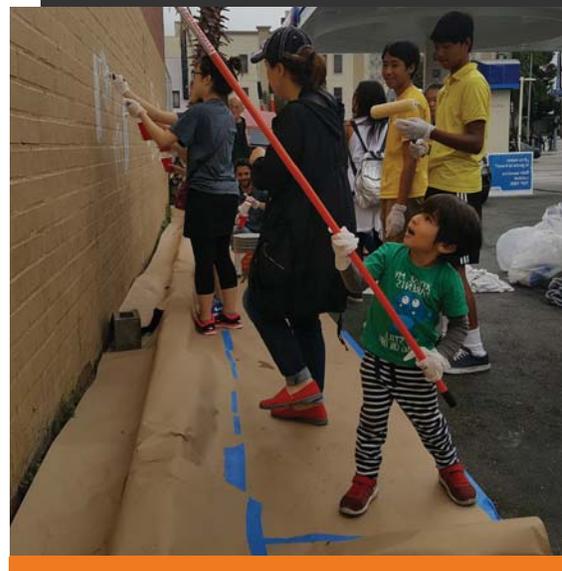
- Downtown Long Beach PBIA
- Long Beach Tourism BIA - Downtown
- Magnolia Industrial Group PBID
- Midtown PBID

### Neighborhood Associations

- AOC7
- Atlantic Friendly Neighborhood Coalition
- Craftsman Village
- Downtown Residential Council
- Friends of Alice Robinson
- Friends of Daryle Black Park
- Long Beach Central Area Association
- Lower West Madres Unidas
- North Alamitos Beach Association
- Parents On a Mission - West LB
- Semillas de Esperanza
- The Friendship Neighborhood Association
- Washington School Neighborhood Association
- West Long Beach Association
- Willmore City Heritage Association
- Wrigley Area Neighborhood Alliance, Inc.
- Wrigley Association
- Wrigley Historic District
- Wrigley Is Going Green

### Business Associations

- Cambodia Town Inc.
- East Spring Street Business Association
- Long Beach Area Chamber of Commerce
- Magnolia Industrial Group



TOP  
Community members help remove graffiti as well as help prepare a mural installation.



# Implementation

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The CX3 Pedestrian Plan is intended to be a comprehensive approach to making Long Beach neighborhoods more walkable. It was developed through extensive research into best practices and relevant plans, intensive resident and community stakeholder engagement and coordination with multiple city departments and agencies. The Pedestrian Plan's success will be based on the level of integration of the outlined policies, programs and projects into regular city building and operations.

The primacy of moving and storing automobiles must be balanced with those of other modes of transportation, the health and wellness of residents and the economic and environmental sustainability of the city. In order to better serve pedestrians, this will necessitate their consideration of every project, program and policy. When developing the annual capital improvement program, pedestrian projects should not be a category to be funded solely by Active Transportation grants but should be considered equal to road projects.

Every street project is to become a complete street project, providing and improving facilities for pedestrians as well as bicyclists and public transit. Resources must be aggressively sought to improve pedestrian facilities and develop programming that supports more walkable communities in Long Beach. There is also the opportunity to collaborate with residents and community stakeholders to further enhance the pedestrian environment through continued dialogue of issues and opportunities, as well as neighborhood-oriented projects.

**CAPITAL IMPROVEMENT PROGRAM**

To become a truly walkable city, there needs to be a paradigm shift as to how the Capital Improvement Program is planned, financed and executed. Active transportation projects shall no longer be considered “special”, as an accessory to the overall transportation infrastructure program. Instead, transportation projects shall consider all modes of transportation, clearly articulating how each benefit, whether for safety, accessibility, efficiency or otherwise.

There is a logic to making baseline repairs and improvements part of capital investments where it makes sense. The City has gone through great effort to coordinate the work of the Gas and Oil Department and the Water Department before street resurfacing projects to ensure they had a chance to upgrade any underground infrastructure while roadway demolition is taking place. This is an attempt to save costs and avoid one of the departments cutting into the roadway soon after completion. Federal and State law requires that sidewalks are repaired and curb ramps installed as part of significant road projects in order provide accessible routes for disabled pedestrians.

These are just a few examples of the baseline improvements that are made as part of most infrastructure projects. The following are a kit of relatively low-cost, baseline improvements that shall be included as part of typical transportation investments in order to improve pedestrian safety and accessibility, core criteria for a walkable environment. Additional pedestrian-oriented design elements should be considered where and when appropriate.

**POLICES & PROGRAMS**

**MOP P 1-4** Integrate all planning and development policies and strategies into the annual development of the Capital Improvement Program [CIP] to ensure projects are programmed in a cost-efficient manner.

**MOP M-2** Routinely incorporate Complete Streets features into all street redesign and repaving projects.

**MOP M-30** Ensure that all planning processes, such as neighborhood and specific plans, identify areas where pedestrian, bike and transit improvements can be made, such as new connections, increased sidewalk width, improved crosswalks, improved lighting and new street furniture.

**MOP M-50** Review all Capital Improvement Projects to ensure improvements located on existing and planned bus routes include modification of street, curb and sidewalk configurations to allow for easier and more efficient bus operation and improved passenger access and safety while maintaining overall pedestrian and bicycle safety and convenience.

**GUMBINER PARK**

Currently under construction, Gumbiner Park was developed partially in response to a 2010 study which found that the highest level of pedestrian-involved collisions was at the intersection of Martin Luther King Avenue and Seventh Street. This prompted the closure of a part of the roadway to develop 36,590 square feet of new public open space.



## CASE STUDY: RAINBOW CROSSWALKS

In advance of the 2106 Beach Streets Downtown event, the crosswalks of four intersections of the Broadway corridor have been painted with the colors of the Pride Flag, thanks to funding provided by Vice Mayor Suja Lowenthal's Council District Infrastructure Allocation, according to the Long Beach Public Works Department. The rainbow crosswalks address the need, identified by Public Works, to start adding "continental" crosswalks to the city, where instead of the traditional two white lines outlining the length of the walking distance, known as transverse crosswalks, thicker and ladder-like stripes paint the way.



TOP  
Person crosses the street using the newly-painted rainbow crosswalk on Broadway.  
PHOTO COURTESY OF THE LONG BEACH POST



### SAFETY AND ACCESS ANALYSIS

In advance of any significant transportation project a safety and access analysis should be conducted to identify sources of conflict that can and should be resolved as part of the project.

### CURB RAMPS

Already required as part of the American Disability Act, any street or sidewalk work requires improvements that provide equal access for disabled individuals including clear paths and curb ramps.

### ENHANCED CROSSWALKS

High-visibility "continental style" marked crosswalks should be included as part of all major street projects. Additional crosswalk treatments should be considered for intersections with significant pedestrian traffic or safety concerns.

### ADVANCE STOP LINES

Advance stop lines shall be included as part of any marked crosswalk, set back at an appropriate distance for the volume and speed of traffic.

### DRIVEWAY IMPROVEMENTS

There shall be an analysis of existing driveways along all street projects to determine whether they can be removed, consolidated or redesigned to minimize their impact to the sidewalk.

### DRIVEWAY IMPROVEMENTS

There shall be an analysis of existing driveways along all street projects to determine whether they can be removed, consolidated or redesigned to minimize their impact to the sidewalk.

### STREET TREES

Street trees shall be preserved where possible and new trees planted at regular intervals. Parkways and tree wells shall be created where space is available.

### ON-STREET PARKING

Existing on-street parking should be analyzed to maximize available stall capacity while providing appropriate visibility between pedestrians and drivers at intersections and driveways.

### ROAD DIET

When there is surplus roadway, the number of travel lane widths should be reduced to widen sidewalks, create bicycle lanes, transit amenities and/or landscaping.

### CURB RADIUS REDUCTION

Curb radii at intersections should be reduced to the minimum requirement for emergency and city service vehicle maneuvering.

### PEDESTRIAN COUNTDOWN

Long Beach has been phasing in pedestrian countdown signals throughout the city. This should continue, including as part of any new transportation project.

### REMOVE PEDESTRIAN ACTUATORS

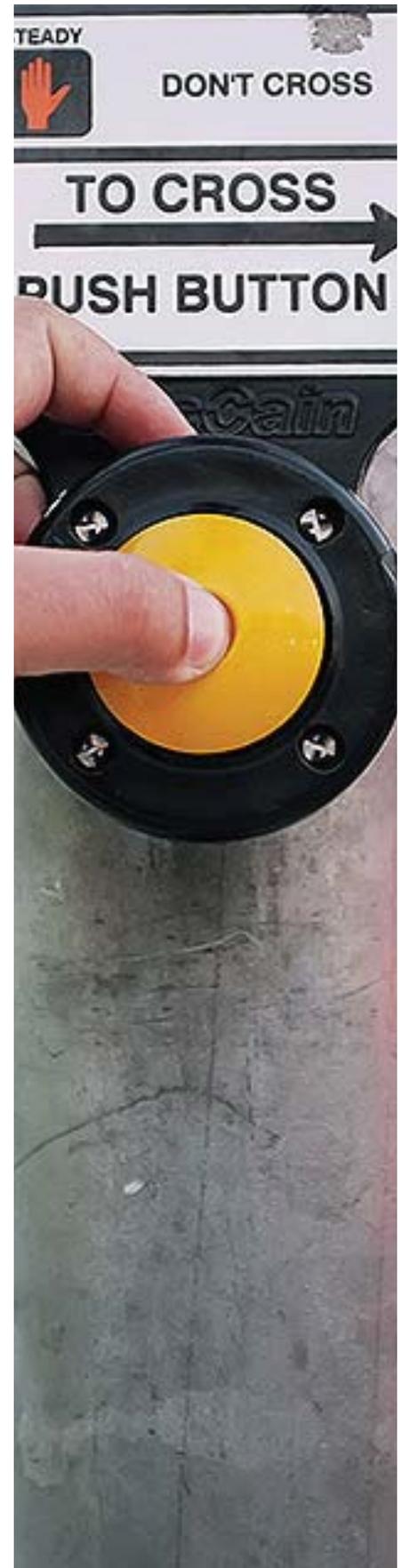
Pedestrian actuators shall be phased out of all signalized intersections as signaling projects are being implemented.

### INTERMEDIATE CROSSINGS

Spacing between safe pedestrian crossings should be no less than a quarter mile apart and should be shorter intervals in pedestrian oriented areas. Marked crosswalks and appropriate traffic controls should be installed at intermediate intersections to meet this goal.

### LEADING PEDESTRIAN INTERVAL

Leading pedestrian intervals should be considered as part of the phasing of any signalized intersection project, especially where there are significant pedestrian traffic or safety concerns.



## WHAT IS COMPLETE STREETS AND WHAT ARE ITS BENEFITS?

Approved in 2008, the California Complete Streets Act, or Assembly Bill 1358, is a law that requires the legislative body of each county and city to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, children, older people and disabled people, as well as motorists. Roadways that are designed with these groups in mind can provide several benefits, including:

### TRANSPORTATION COSTS 1

American families spend a lot of money on transportation and the costs are increasing. According to the Union of Concentrated Health Scientists, transportation is the second largest expense for households—more than food, clothing and health care.

### PUBLIC HEALTH 2

As Americans move less and drive more, our health is at risk. According to the United States Centers for Disease Control & Prevention, between 1980 and 2004, the number of overweight and obese children nearly tripled. According to the American Journal of Preventative Medicine, an additional one kilometer of walking can lead to a 5% likelihood of obesity.

### SAFETY 3

Streets without safe places to walk, cross, catch a bus, or bicycle put people at risk. According to the National Highway Traffic Safety Administration, more than 4,400 pedestrian-involved collisions were fatal.

### CLIMATE CHANGE 4

Choosing other modes of travel besides driving reduces carbon emissions and complete streets make different travel options easier for more people. According to the Federal Highway Administration, 72% of trips under one mile are now made by automobile, a distance that is walkable.



## EVERY STREET IS COMPLETE

### MOP STRATEGY 1

Establish a network of complete streets that complements the related street type.

To create complete streets that meet the needs of all users, the City must make modifications to existing streets and public right-of-way to better accommodate public transit and active transportation, including pedestrian infrastructure. These enhancements to the public right-of-way would shift the priorities from typically serving the primacy of private vehicles to walking, biking and public transit. For example, adding a bicycle lane or widening a sidewalk for pedestrians may require narrower or fewer travel lanes for private automobiles. These compromises are needed to create a balanced transportation system that provides efficient, safe routes for each mode of travel, while enhancing the quality of life for local residents along these corridors.

In these cases, the projects can be funded through similar models that current roadway projects are planned, financed and executed. The difference is that the project goals become diversified to include pedestrians, bicyclists and transit riders along with drivers. Along the baseline pedestrian-oriented improvements, additional, more significant design components shall be considered. These can include, but are not, limited to changing the street profile to expand sidewalk areas, addition of landscaped medians and reconfiguration of intersections to improve pedestrian safety and accessibility.

**POLICES & PROGRAMS**

**MOP P 1-1** To improve the performance and visual appearance of Long Beach’s streets, design streets holistically using the “complete Streets approach” which considers walking, those with mobility constraints, bicyclists, public transit users and various other modes of mobility in parallel.

**MOP P 2-11** Consider every street in Long Beach as a street that bicyclists and pedestrians will use.

**CREATING A PEDESTRIAN PARADISE**

To create a walkers’ paradise, further investment in pedestrian-oriented infrastructure and programs will be necessary. Pedestrians would be identified as the primary client of these projects in order to clearly define the project goals. This is important in order to pursue the most relevant funding sources and to in some cases, weigh significant changes to the transportation network, whether due to street closures or other traffic management techniques.

It is anticipated that the construction of these expressly pedestrian-oriented projects will require grant funding as identified in the earlier section and maintained by a special arrangement with local stakeholders, either adjoining property owners or through a Business Improvement District [BID]. As these pedestrian-oriented projects typically have intensive focus on the sidewalk area, special effort should be made to incorporate existing structures, businesses and private development in order to maximize the community benefit and limit any potential negative impacts related to access and visibility.

Some of the pedestrian projects would actually be built on park property and thus would be developed and managed through the Parks, Recreation and Marine Department. In these cases, the projects might be able to leverage park development and recreation grants.

**An ideal walking environment for me would be a place that is social, lively, safe and has a lot of cool destinations.**

LONG BEACH RESIDENT





# Community Projects

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Community projects involve a high-level of public participation to help identify and address local infrastructure needs. From funding to implementation, community members can be involved in various parts of the planning and decision-making process. This model of planning assumes that locals are the experts when it comes to knowing what the greatest issues are in their community. It also assumes that locals have a high interest in a project's success as they will experience the most immediate benefits. Community projects may depend on professionals to offer viable solutions, but they may act more as an advocate or facilitator for the

community to achieve their goals. Also, the more that people are involved with a project, the more likely it is that there will be community support, including from elected officials who could help champion a project onto its completion.

Outreach should be conducted in ways that are both creative and thought provoking, but not excluding anyone in the community from participating. When it comes to planning engagement exercises it is important to remember that people speak different languages, have individual schedules, use different forms of transportation and may have technological constraints. A robust



**TOP**  
Artist Aaron De La Cruz paints a mural in the East Village during the 2015 Long Beach POW! WOW!  
PHOTO COURTESY OF POW! WOW!

**ABOVE INSET**  
A volunteer helps to remove graffiti from a traffic sign in Long Beach.  
PHOTO COURTESY OF CITY FABRICK

community engagement process involves having multiple ways for people to share their thoughts and concerns. This model of planning has become increasingly popular and should be considered with any new CX3 project.

In terms of enhancing walkability, this chapter highlights some examples of

community projects that have been successfully implemented in Long Beach or in the greater Los Angeles region. In total, there are eight types of community projects that have multiple pedestrian-friendly benefits. The size and scale of these projects may vary, but they should all be sensitive of the surrounding neighborhood context. Projects that are more difficult to

implement can still be accomplished by starting off with a pilot or temporary stage that can quantitatively and qualitatively demonstrate benefits. Additionally, projects that can be implemented simultaneously with a pre-planned effort, such as a street resurfacing or sidewalk enhancement, can prove much easier to implement both financially and politically.

# Priorities



**LANDSCAPING**



**PARKLETS**



**PUBLIC ART**



**WALKING  
LOOPS**



**STREET  
FURNITURE**



**COMMUNITY  
CLEAN-UP**



**WAYFINDING**



**OPEN  
STREETS**

## CASE STUDY: TREE PLANTING ALONG 10TH STREET LONG BEACH

In 2014, AOC7, a Long Beach neighborhood organization committed to improving the quality of life in their community, co-hosted a tree planting event along 10th Street from Cherry Avenue to Alamitos Avenue. Together in partnership with the council districts and City departments, volunteers planted a total of 39 crepe myrtle street trees along the corridor. The event was highly acclaimed by people in the community and was a catalyst for the 10th Street Vision Plan in 2016 which looks at enhancing 10th Street for pedestrians.



TOP  
Volunteers participate in installing street trees into a  
treewell along 10th Street.  
PHOTO COURTESY OF AOC7

### LANDSCAPING



Climate-appropriate and well-maintained landscaping can help to improve the overall pedestrian experience.

Landscaping and street trees provide more than just an aesthetic benefit to our society. For example, the addition of street trees has proven to help calm traffic by helping to reduce the speed of drivers and the frequency and severity of pedestrian-involved collisions. Street trees and sidewalk landscaping also create a physical and mental barrier between the street and the sidewalk, keeping pedestrians, children and pets out of harm's way. People judge walking distances to be shorter in neighborhoods with street trees and other plants, and are therefore more likely to travel on foot. For residential neighborhoods, street trees help to absorb traffic noise and enhance privacy. In a 2001 study based in Chicago, there were dramatically fewer occurrences of crime against both people and properties in apartment buildings surrounded by trees and greenery than in nearby identical apartments that were surrounded by barren land. These streets with landscaping were perceived to be safer in both urban and suburban conditions.

There are many other benefits to landscaping as well. For residential property owners, street trees have been reported to enhance the "curb appeal", thereby increasing property values. A 2009 study based in Portland,

Oregon by Geoffery Donovan and David Butry found that on average, street trees add 3% to the median sale price of a house and reduce its time-on-market by 1.7 days. For businesses, a 2003 study by Kathleen W. Wolf found that consumers have a 12% higher willingness to pay for goods and services in retail areas that have streetscape landscaping. Environmentally, trees produce oxygen, clean the air and reduce global warming. Trees help to clean the air by absorbing greenhouse gases and capturing airborne particles that contribute to global warming and air pollution. Finally, neighborhood planting events bring community members together and build civic pride.



Two medium-sized trees can supply the oxygen required for a single person for a year.

METRO SPRING 2015 COMMUNITY SURVEY

## PARKLETS



Transforming these dead zones into parklets is also relatively easy to do.

Small spaces for people to relax, drink a cup of coffee, eat a meal and enjoy the city around them; parklets are created by building a platform in a parking lane. On the platform, benches, planters, landscaping, bike parking and cafe tables and chairs all come together to provide a welcoming new public space. Making these changes does not typically require large outlays of capital. And the benefits far outweigh the costs: better street life, additional space for businesses, more green space to filter stormwater pollution more enjoyment for the people who live and work nearby.

There have been several studies that have quantified the economic and social benefits of parklets. The City of Long Beach also recognizes these benefits and has created the Long Beach Parklet Program as a

city directed pilot to create safer streets for pedestrians and to give local restaurants the opportunity to expand their businesses. The program has helped increase revenue for business owners, helped to create job opportunities for local residents and has improved the overall ambiance for the community of Long Beach. The first parklet in the city is located at Lola's Mexican Cuisine and has proven to be a successful case study in both increasing sales revenue as well as creating a natural ambiance for guests of the restaurant. Since then, several other parklets have been built throughout the city and several more are in the planning or construction stages. What makes these parklets special is that they all have creative input from the business owners as to how the parklet should be designed and function.

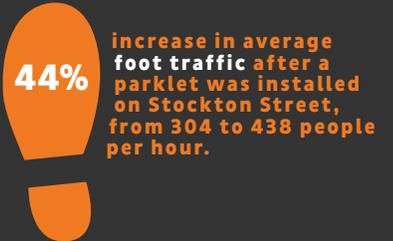


The revenue for Lola's restaurant has increased by **20%** since the implementation of the parklet.

LUIS NAVARRO, OWNER OF LOLA'S MEXICAN CUISINE

## CASE STUDY: BENEFITS OF PARKLETS IN SAN FRANCISCO

The City and County of San Francisco Planning Department has studied the influence of parklets on pedestrian traffic, behavior and overall perception. In this study, they found that:



From the 2011 Parklet Impact Study, San Francisco Great Streets Project

## CASE STUDY: COMMUNITY-DRIVEN MURALS IN LA'S KOREATOWN

As part of LA Great Streets initiative, several local artists were commissioned to design eight murals on storefronts along Western Avenue in Koreatown to help celebrate the vibrancy of the community as well as help revitalize the underperforming corridor. In June of 2016, hundreds of community members volunteered in helping to paint the murals, with many participating in cleaning up trash, painting utility boxes, or planting trees. With everyone's help, the murals were completed in just a few hours.



### TOP

Artists giving the volunteers art supplies and clean up materials to help with the day's festivities.

PHOTO COURTESY OF LA GREAT STREETS

### MIDDLE

Community members painting over undesirable graffiti so that artist can begin an outline for the design

PHOTO COURTESY OF LA GREAT STREETS

### BOTTOM

Group of volunteers start the process of a mural that spans the length of a building.

PHOTO COURTESY OF LA GREAT STREETS

## PUBLIC ART



Public art and murals can do more for a community than just add beauty and character.

Public art that involves local residents and businesses in the design process are more likely to garner community and political support. Artists that are commissioned to create art should engage with locals as early and as frequently as possible. In the early stages of the design process, community members can help to inspire concepts that reflect the history, identity or pride of the people. This may involve having critical conversations or creative engagement that distills stimulating ideas. The greater number of people involved in this early collaborative process, the better.

Once an art piece has been designed and approved by relevant businesses and organizations, community members can also help paint the artwork. This can help to instill a

greater sense of ownership and support in the future. It is also encouraged to have art that has an interactive element to it as this can be more engaging and interesting when observed. In terms of commissioning artists, local artists and collaboration between artists should be favored over others.

In 2015, Long Beach hosted its first ever POW! WOW!, a gathering of contemporary artists that engages with the broader community on the process and creation of art. This multi-day celebration of art resulted in the development of 14 pieces of art and brought excitement to the city. POW! WOW! returned to Long Beach in 2016 and this time, there was more initiative to involve the local community in the design process.

This event is about art, it's about community, it's about taking public and private space and making it accessible to everyone.

MAYOR ROBERT GARCIA ABOUT LONG BEACH POW! WOW!



**WALKING  
LOOPS**

**In neighborhoods that lack access to parks or open space, walking loops can provide spaces for community members that desire physical activity.**

Formalized walking loops can encourage people to integrate walking into their daily routine. Research has shown that walking can strengthen muscles, joints, bones and the heart, while contributing to weight loss, improved sleep and increased life expectancy. Beyond the physical health benefits, walking loops can improve mental health, preserve and restore open space, strengthen the economy through civic improvement and make our communities more livable. In urban environments like Long Beach, park and open space comes at a premium cost and using existing sidewalks as an opportunity for a walking loop can be a low-cost alternative for recreational physical activity.

In September 2009, the YMCA of Greater Long Beach received a grant to implement the Pioneering Healthy Communities [PHC] project. The PHC project is a collaborative effort to create walking loops in five underserved neighborhoods. City Fabrick, a nonprofit organization that was in the process of developing walking loops for the Long Beach City College Green Jobs Training

Program, collaborated on this project to provide the basis for a walking program and jumpstart the project in Long Beach. A Walk Long Beach committee consisting of Long Beach residents, stakeholders and relevant City Department representatives was formed to provide input and feedback for the effort.

Walk audits were conducted with community members from each of these neighborhoods to analyze walking conditions and identify challenges and opportunities for improving pedestrian safety and comfort for all people, including the elderly, children and those with limited mobility. Knowledge of the individuality of the local area promotes civic pride and fosters community participation in the physical surroundings, area assets and businesses. Using the findings from the audit, walking loops were formalized in easy-to-access cards that delineate the walking paths as well as provide information on distances, difficulties and neighborhood landmarks.

**MOP M-5**

Create walking loops with stepping-stone mile markers and other supportive features to support active living.

**CASE STUDY:  
BOYLE HEIGHTS  
EVERGREEN  
CEMETERY PATH**

The Los Angeles neighborhood of Boyle Heights lacks sufficient public open space for its 91,000 residents. With no nearby parks available, exercise-minded Boyle Heights residents would regularly walk or jog around the Evergreen Cemetery. As a result, the Evergreen Jogging Path Coalition [EJPC] created an 1.5 mile rubberized walking loop circling the cemetery. In June 2003, the path opened and has since been popularly used by Boyle Heights residents as well as people from neighboring communities.



**It wouldn't just help people exercise, it would help beautify the community**

**— James Rojas,  
Transportation  
Planner**

**TOP**  
Local Boyle Heights resident jogs around the Evergreen Cemetery along the rubberized path.

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## CASE STUDY: PARK[D] PLAZA FOURTH STREET LONG BEACH

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As part of the DITU [Do It Together Urbanism] program, this urban intervention reconfigures a public parking lot to create a temporary plaza, while improving handicap access and adding one parking stall. During 2011 Park[ing] Day event, City Fabrick collaborated with the City of Long Beach Planning Bureau to develop a temporary plaza installation as an example of more efficient land development in the city. Using black and white masking tape, portions of the parking lot on Fourth Street in the East Village were restriped to create a space for people for the day. A year later, working together with Vice Mayor Robert Garcia and various community partners, the entire parking lot was reconfigured to create a 30' by 75' plaza adjacent to the sidewalk. The plaza had colorful seating opportunities, umbrellas, and a bicycle corral.



**TOP**  
The parking lot before the installation of the temporary plaza and its street furniture.  
PHOTO COURTESY OF CITY FABRICK

**BOTTOM**  
Final design of the temporary plaza with seating, umbrellas, ground treatments and a bike corral.  
PHOTO COURTESY OF CITY FABRICK



## STREET FURNITURE

Street furniture can help to improve the walkability and sustainability of a city.

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Street furniture is a term used to describe elements installed on streets and sidewalks that can be used for various purposes. Common pieces of street furniture include benches, traffic barriers, bollards, post boxes, phone boxes, streetlamps, traffic lights, traffic signs, bus stops, public restrooms, fountains, memorials, public sculptures and waste receptacles. These elements are intended to provide a public or private benefit and enhance a pedestrian's experience.

Seating elements can prove to be an important element in improving walkability. Seating that is located in prime locations, such as where people work, shop, eat and socialize, encourages a person to linger, which can provide the additional economical benefit as well. Installing seating can be done affordably and sustainably. The use of temporary or recyclable materials, such as rapidly renewable

plant material [bamboo and straw], recycled materials and other reusable products is encouraged by many cities. Much of the usability of seating is dependent on a safe atmosphere. The addition of pedestrian scaled lighting, bollards or large planters, along with proper maintenance can help increase a person's sense of safety. Some people are concerned that the addition of street furniture, such as seating, can encourage vandalism or see an increase in homelessness, but certain design measures, such as graffiti-proof paint, can deter undesired uses.

Business Improvement Districts [BIDs] and Business Improvement Areas [BIAs], such as the Downtown Long Beach Associates, Belmont Shore Business Association and Bixby Knolls BIA, provide a range of services in coordination with municipal governments, street furniture maintenance and improvements.

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**I would like to see more areas to sit and talk that are well lit, especially at night.**

WASHINGTON RESIDENT

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## COMMUNITY CLEAN-UP



We often underestimate the dedication that community members have in ensuring their streets and sidewalks are clean and well-maintained.

A community clean-up involves local leaders who volunteer their time to improve public realm conditions in areas that are neglected, vandalized, or misused. In addition to picking up litter, community clean-ups can involve graffiti removal, tree planting, landscaping, or repair of public infrastructure. Volunteers are more likely to help clean their streets, sidewalks and parks if they have a strong sense of ownership over a neighborhood. One way this can be encouraged is by inviting community members to participate early and frequently in the project planning process. People who are heavily involved in their local community can mobilize others in their local network to help with clean-up and maintenance efforts.

There are several benefits to a clean-up beyond assisting City staff in maintaining the public realm. First, community clean-ups are relatively

easy to plan and can be done in any type of community. Also, clean-ups show that people who use an area care about its appearance. Crime is less likely to occur when a neighborhood is clean and used frequently by residents and their friends. Lastly, clean-ups help to strengthen community ties of those involved in the activity as everyone is working collectively towards a common goal.

In Long Beach, the City of Long Beach Department of Community Development, Neighborhood Services Bureau has the Neighborhood Clean-Up Assistance Program which helps community associations organize their own clean-up event. They provide paint and supplies for graffiti paint-outs, brooms, shovels, rakes, gloves, dumpsters and trash bags as long as they are contacted them a few weeks in advance.

**We had an awesome time today at our neighborhood clean-up...could not do it without Neighborhood Services Bureau and Litter-Free Long Beach!**

AOC7 MEMBER IN JUNE 2016

## TIMELINE FOR A TROUBLE-FREE CLEAN UP EVENT

The City of Long Beach Department of Development Services has created a Guide to Organizing a Clean-Up. Here is a timeline template that would help you plan your own community clean-up event.

TIME BEFORE EVENT	TASK
3-4 weeks	<b>Meet</b> with your neighbors to select a date and location for your clean-up. <b>Decide</b> who will be responsible for monitoring the dumpster during the clean up. <b>Decide</b> who will pick up and return the tools to the Neighborhood Services Bureau [NSB] warehouse.
3-4 weeks	<b>Submit</b> your completed "Neighborhood Clean-Up Assistance" application enclosed to the NSB. <b>Contact</b> Public Works at [562] 570-2725 if you need "No Parking" signs to reserve space for the dumpster on the street. <b>Create</b> a flyer to let your neighbors know about your clean up.
3-4 weeks	<b>YOU MUST CONFIRM that your clean-up is approved by calling [562] 570-6866.</b>
1 week	<b>Distribute</b> clean up flyer to your neighbors.
2 days	<b>Post</b> "No Parking" signs if needed. [The law requires that "No Parking" signs be posted 48 hours before the event.]
1 day	<b>Call</b> NSB staff to confirm your cleanup request is ready for Saturday.
Day of the Clean-Up	<b>Save</b> three car spaces where the dumpster will be placed. <b>Supervise</b> the dumpster and make sure that no hazardous waste is placed in the dumpster.
Someone Supervise the Dumpster!	<b>Close</b> dumpster doors before the dumpster is full and wait for truck driver to pick up the dumpster.

**If you need to cancel your clean up, please call [562] 570-6866 as soon as possible!**

Taken from the City of Long Beach Department of Development Services Neighborhood Services Bureau's Neighborhood Clean-Up Assistance Program "Your Guide to Organizing a Clean-Up".

## CASE STUDY: HOUGHTON PARK FITNESS LOOP LONG BEACH

The Long Beach Department of Health and Human Services wanted to expand opportunities for physical activity and recreation in North Long Beach. Looking at the neighborhood's largest public assets, Houghton Park, City Fabrick, a local nonprofit design studio, developed temporary wayfinding signage using fun graphics and smart phone applications so that participants can learn how to do simple exercises along a half-mile loop in the park. City Fabrick used an intensive collaborative design process with community stakeholders and staff in order to develop an environmental graphic program that balances visibility and visual interest while not being distracting to other uses within the park, including nature. The fitness loop was installed to build interest and determine trends for an eventual permanent fitness loop with outdoor exercise equipment.

### WAYFINDING



Wayfinding is a powerful tool that can help pedestrians navigate through the public realm more confidently.

The primary function of wayfinding is to orient people to their destination as well as help people interpret their surroundings, which is especially supportive for urban cities such as Long Beach. The infrastructure of wayfinding can take on many physical and virtual forms, including conventional signage, electronic signage, the use of landmarks and navigational aids and certain types of tactile features that employ a sense of touch. With the popularity of smartphone technology, many people are using user-friendly apps that also help with navigation.

which in an urban environment can be overwhelming. Therefore, wayfinding should be designed to be interpreted easily by different types of users. The concept of “less is more” should be emphasized in design and should be legible and attractive from long and short distances. Successful wayfinding content should help to connect navigational gaps and highlight elements such as paths, districts, areas of interest, landmarks and other helpful information. Incorporating technology into this design, such as downloadable information, can increase its utility.

Wayfinding can incorporate several elements but the newest approaches incorporate multisensory interaction. The human ability to interpret the senses of sound, sight, touch, smell and taste can and have been, utilized to perceive the world around us. That said, over half of our brains are dedicated directly or indirectly to the understanding of visual information,

Long Beach is in the process of updating it's wayfinding system. The City is currently surveying the various signage systems in an effort to reduce visual clutter, eliminate redundancies and create a cohesive system that can be easily read by tourists and locals alike.

Architectural signage and wayfinding isn't about building a nicely designed sign. It's about the information content and the analysis of the space or place that you're trying to move people through and coming up with a strategy of how you make this big complex thing understandable to the user.

SUE LABOVIE, WAYFINDING EXPERT



**TOP**  
Wayfinding signage that both directs readers to their destination as well as encourages physical activity.  
PHOTO COURTESY OF CITY FABRICK

**BOTTOM**  
Teens travel from their house over to Houghton Park and use the wayfinding signage to guide their path.  
PHOTO COURTESY OF CITY FABRICK

## OPEN STREETS



Open streets events are intended to help people rethink the utility of streets as more than paths where vehicles travel and park.

With their rise in popularity, cities throughout the nation have started to host Open Streets events, which involves temporarily closing streets to automobile traffic and utilizing the street as a public space for recreation and socializing. While street fairs and block parties provide positive community benefits, they do not support the broad range of activities related to alternative transportation.

Recent studies have attempted to quantify the public health, environmental, economic and social benefits of these events. Beyond the exercise that people get by walking or bicycling, a majority of these

events incorporate a physical activity component into their program. Environmentally, temporarily removing automobiles from the road has shown significant improvements to air quality. Economically, a 2013 UCLA study found that businesses that were directly adjacent to the event experienced a 10% increase in sales, with businesses that were actively participating in the event experiencing a 57% increase in sales. However, the most apparent benefit to an Open Streets event is the social impact that offering a new type of public space has on the community.

### MOP P 2-10

Support the temporary closure of streets for community and commercial activity that encourages residents to see their streets as public spaces and promote biking and walking in the City.

### MOP IM 28

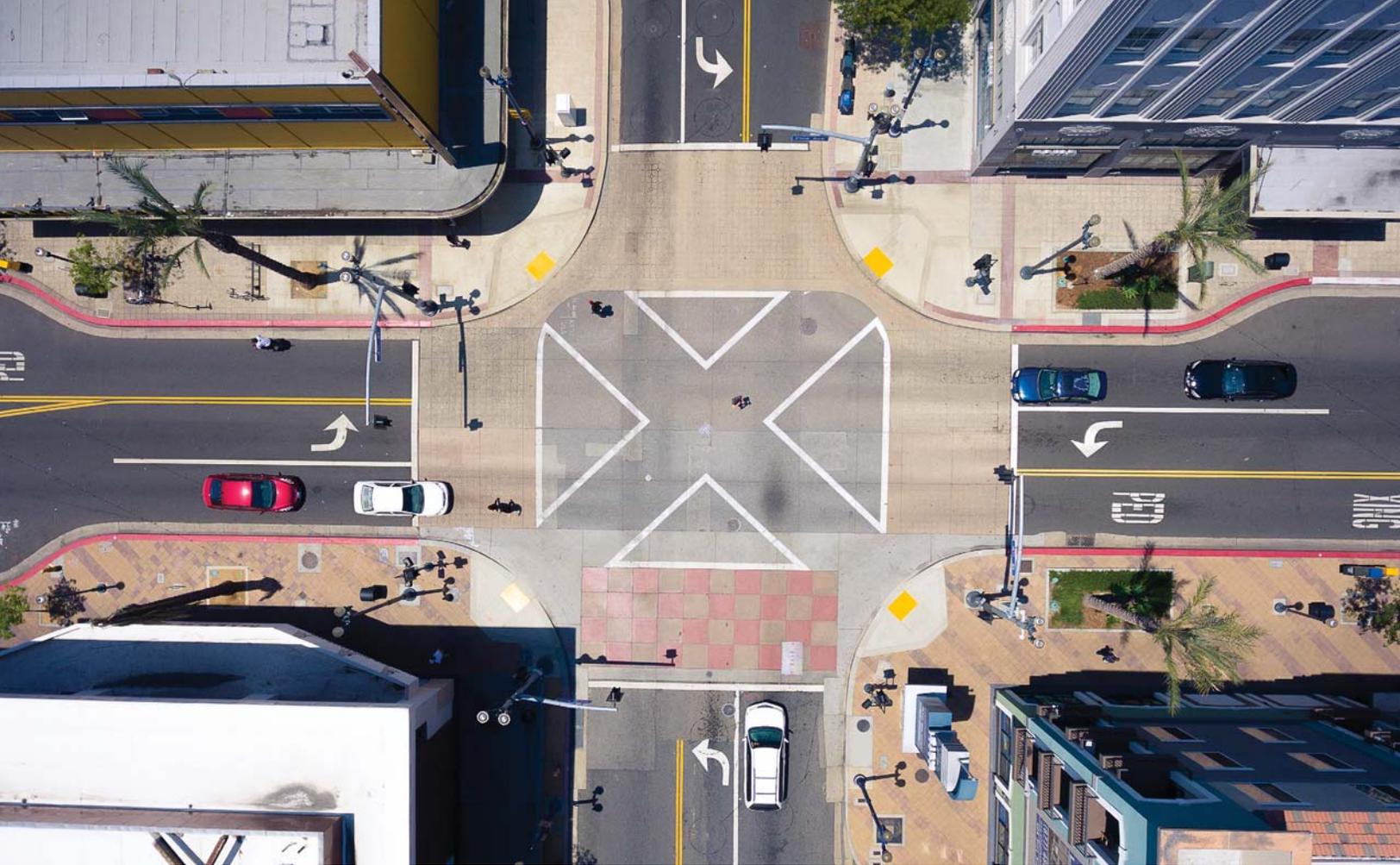
Actively support Ciclovias [ie, bike festivals] and other "Open Street" activities in Long Beach.

## LONG BEACH BEACH STREETS

Beach Streets is Long Beach's annual open streets event that started in 2015 in a partnership with Metro. The goal of this popular event is to showcase local neighborhoods, businesses and parks, as well as local transit, health and recreation options. Approximately 50,000 people participated in the most recent event, giving Long Beach residents a new perspective on how their streets can be utilized.



TOP  
People at the 2016 Beach Streets Downtown event  
PHOTO COURTESY OF BEACH STREETS



# Priority Projects

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Achieving the ambitious goals of the CX3 Pedestrian Plan requires a strategic approach to implementation. The Projects Matrix suggests short-, mid- and long-term projects that have been determined based on a variety of factors highlighted in previous chapters as well as the city's Capital Improvement Program. Aligning the analysis of the area's existing conditions with community priorities, industry best practices and overlapping goals, provides the basis for where to start.

Proposed short-term projects should have a greater ability to immediately improve safety and walkability in

areas with crucial need. Projects that demonstrate effectiveness in improving walkability, but might take a longer time to design and implement, should be considered as either mid-term or long-term projects. The prioritization also takes into consideration geographic diversity and overall effectiveness in addressing the needs of multiple CX3 neighborhoods.

Support for priority projects can be captured in a variety of ways. Projects that are easier to implement can be integrated into current Capital Improvement Programming, such as a street resurfacing or a street

restriping, which can prove to be cost-effective and timely. A project can be met with greater community and political support if it builds upon the success and momentum of existing or ongoing pedestrian planning efforts. Gaining the support of political or community leaders and having them champion lead projects throughout its entire duration can greatly improve its feasibility. Engaging other city departments and government agencies as partners can also substantially affect project delivery and success.

## PRIORITY PROJECTS



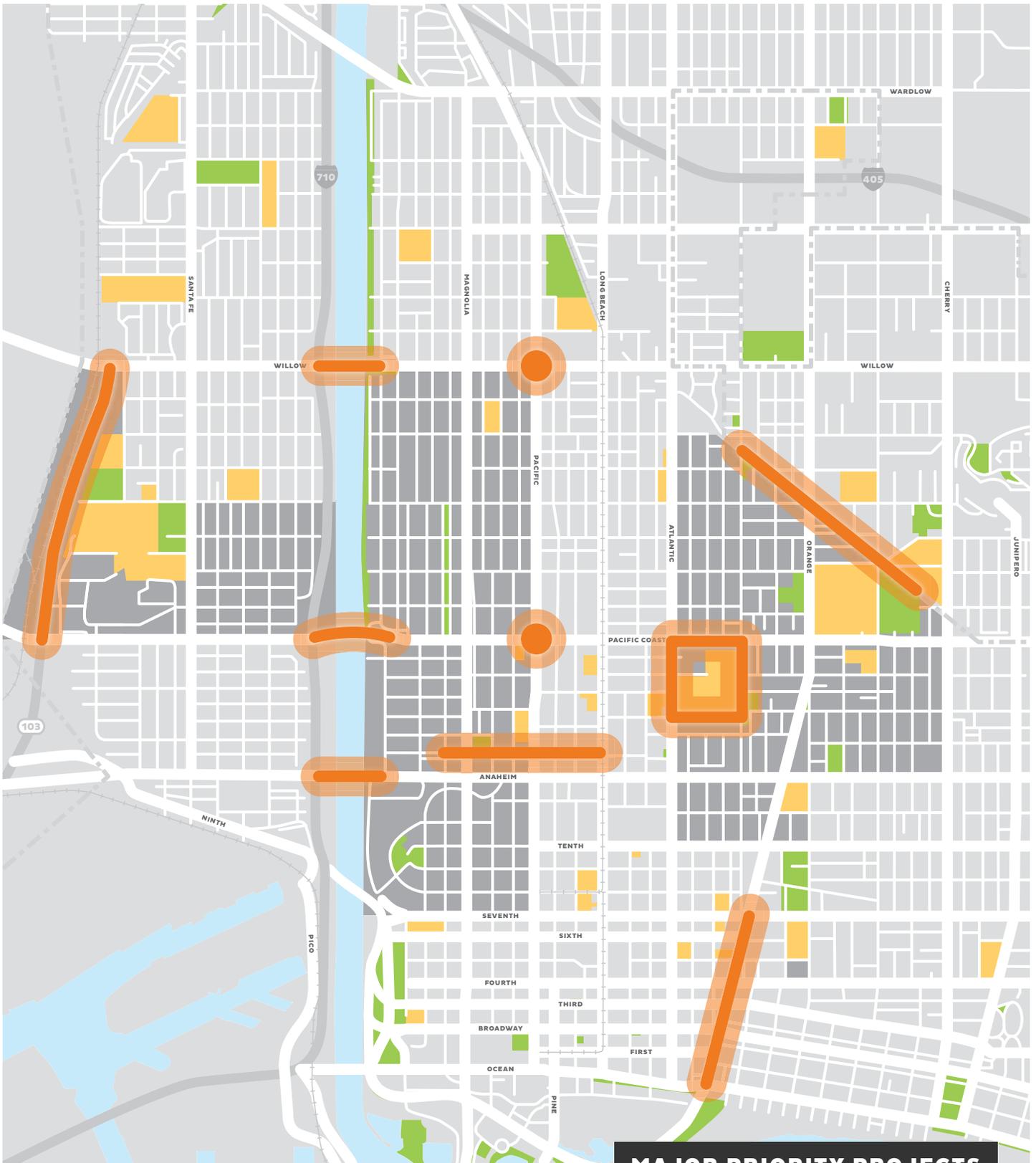
In total, there were 11 short-term, nine mid-term, and ten long-term priority projects identified for implementation. Of these 30 projects, there are eight projects that were highlighted as major priorities. Three criteria were considered when determining these eight projects. The first consideration was the overall

reception the project received during the second round of community workshops. As presented in the previous chapter, these workshops were conducted throughout the CX3 area and garnered hundreds of responses. The second consideration is based on the findings presented in the Existing Conditions chapter

which analyzes the walkability of the CX3 neighborhoods. Lastly, each project's feasibility was considered, which includes the ability to obtain funding as well as whether or not the project is currently under study. The following pages present all of the 30 priority projects as well as the major priority priorities that are proposed.

# PROJECTS MATRIX

	PROJECT	CX3 NEIGHBORHOOD	PRINCIPLES
UNDERWAY	15th Street Neighborhood Connector	Poly, Washington, Whittier	
	Alamitos Avenue Road Diet	Franklin, Poly	
	Daisy Avenue Neighborhood Connector	Edison, Lafayette, Washington	
	Pacific Avenue Road Diet	Lafayette	
	Willow Street Improvements	Burnett, Lafayette	
SHORT TERM	Villages at Cabrillo Transit Hub	Cabrillo	
	14th Street Greenbelt Enhancements*	Washington	
	20th Street Neighborhood Connector	Burnett, Lafayette, Mary Butler	
	Alamitos Avenue Complete Street*	Franklin	
	West Anaheim Street Complete Street	Edison, St. Mary, Washington	
	East Anaheim Street Complete Street*	Franklin, Poly, St. Mary, Whittier	
	ADA Curb Ramps*	All Neighborhoods	
	Orange Avenue Road Diet	Mary Butler	
	Pacific Avenue Safe Intersections*	Lafayette, Washington	
	Santa Fe Avenue Complete Street*	Cabrillo	
	West Long Beach Connectors*	Cabrillo, Lafayette, Edison, Washington	
	Willmore City Court and Ways	Edison	
MID TERM	7th Street Complete Street	Burnett, Lafayette, Mary Butler	
	10th Street Complete Street	Edison, St. Mary, Washington	
	Burnett Street Neighborhood Connector	Lafayette, Edison, Washington	
	Drake Park/Cesar Chavez Park Connector	Edison	
	Green TI Implementation*	Cabrillo	
	Hill Street Pedestrian/Bike Bridge*	Cabrillo, Lafayette	
	Poly High School Walking Loop*	Poly	
	Rosa Parks Shared Street	Whittier	
	Walnut Avenue Neighborhood Connector	Edison, St. Mary, Washington	
LONG TERM	8th Street Neighborhood Connector	Franklin	
	Atlantic Avenue Complete Street	Burnett, Poly, St. Mary	
	Cedar Avenue Safe Route	Lafayette	
	Cherry Avenue Pedestrian District	Whittier	
	Daisy Avenue Greenbelt Enhancements	Lafayette	
	West Hill Street Safe Route	Cabrillo	
	Magnolia Industrial Area Accessibility	Washington	
	Orange Avenue Safe Route	Franklin	
	Pacific Electric Greenbelt Connector*	Mary Butler	
	Pacific Coast Highway Complete Street	All Neighborhoods	



- Street Block
- CX3 Project Site
- Project Segment



**MAJOR PRIORITY PROJECTS**

## ALAMITOS AVENUE ROAD DIET

The Alamitos Avenue Road Diet Project extends from 7th Street to Pacific Coast Highway and will strengthen north-south connections to Gumbiner Park, the Museum of Latin American Art and the Pacific Island Ethnic Art Museum. In total, the project will cost approximately \$2 million and is financed by a combination of federal, state and local resources. As both a pedestrian priority area and a City-identified safe routes to school path, the sidewalks will be enhanced to focus on pedestrian safety. The project was also identified in the City's Mobility Element as a major link to the City's bicycle network and includes new bicycle lanes. The project was completed in March 2016 with new continental crosswalks and curb extensions.



**TOP**  
Enhanced Alamitos Avenue Bicycle Lane shown in front of the Pacific Island Ethnic Art Museum.  
PHOTO COURTESY OF CITY FABRICK



**BOTTOM**  
Another view of the Alamitos Avenue Road Diet showing the driving, bicycle and parking lanes.  
PHOTO COURTESY OF CITY FABRICK

## PROJECTS UNDERWAY

### A 15TH STREET NEIGHBORHOOD CONNECTOR

Design and construct new neighborhood connector, generally traversing 15th Street Corridor as well as 14th Street Park to the West. Improvements include traffic calming, safe route enhancements, improved crossings at thoroughfares and street tree planting.

### B ALAMITOS AVENUE ROAD DIET

Street and sidewalk improvements to improve safety for pedestrians, bicyclists and motorists by removing one lane of traffic in each direction with enhancements to the existing bicycle lane.

### C DAISY AVENUE NEIGHBORHOOD CONNECTOR

The five-mile long Martin Luther King Jr/California Avenue neighborhood connector will provide a North - South bike route between 3rd Street and the northern city boundary. Improvements include traffic calming, safe route enhancements, improved crossings at thoroughfares and street tree planting.

### D PACIFIC AVENUE ROAD DIET

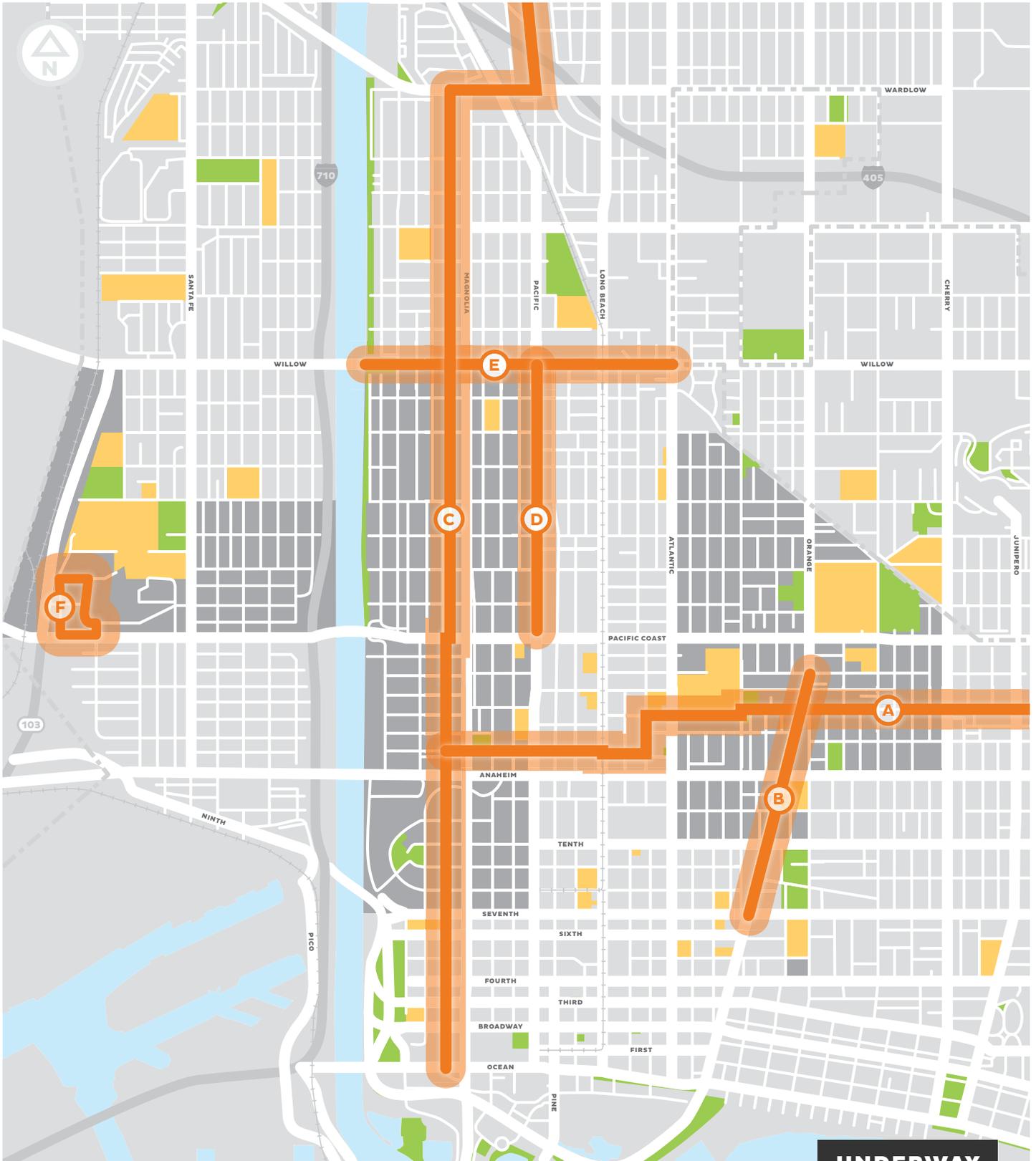
The class II bicycle facilities [bike lanes] on Pacific Avenue is to be extended south from Willow Street to Pacific Coast Highway utilizing surplus roadway.

### E WILLOW STREET IMPROVEMENTS

This project enhances pedestrian amenities along Willow Street between Signal Hill and the Los Angeles River, including decorative paving and new landscape treatment.

### F VILLAGES AT CABRILLO TRANSIT HUB

This project establishes a multi-modal transit center within the Villages at Cabrillo campus including multiple bus layover spaces, shelters and benches, secure bicycle parking and pedestrian infrastructure enhancements. The new transit facility will be located within a transit dependent residential population while providing amenities for bus drivers.



- Street Block
- CX3 Project Site
- Project Segment



**UNDERWAY**

## SHORT TERM PROJECTS [2-4 YEARS]

### A 14TH STREET GREENBELT ENHANCEMENTS

Unify 14th Street Park and Seaside Park as single greenbelt by closing Cedar Avenue, Locust Avenue and Palmer Court through the 14th Street Park and acquiring and improving the 0.50 acre 14th Street parcel at Long Beach Boulevard. Additional improvements include road diets, traffic calming and decorative paving.

### B 20TH STREET NEIGHBORHOOD CONNECTOR

Design and construct new 3-mile long neighborhood connector, generally traversing 20th Street, the Pacific Electric Greenbelt and the western boundary of Long Beach. Improvements include traffic calming, safe route enhancements, improved crossings at thoroughfares and street tree planting.

### C ALAMITOS AVENUE COMPLETE STREET

As the second phase of the Alamitos Avenue Road Diet, this project continues the improvements for pedestrians, bicyclists and motorists south from 7th Street by removing one lane of traffic in each direction with enhancements to the existing bicycle lane.

### D WEST ANAHEIM COMPLETE STREET

Provide both vehicular traffic calming and pedestrian crossing enhancements along Anaheim Street between San Francisco Avenue and Atlantic Avenue. This includes additional marked crosswalks with traffic signals, intersection bulb-outs, crossing islands, enhanced crosswalks and landscaped medians.

### E EAST ANAHEIM COMPLETE STREET

Provide both vehicular traffic calming and pedestrian crossing enhancements along Anaheim Street between Junipero Avenue and Atlantic Avenue. This includes additional marked crosswalks with traffic signals, intersection bulb-outs, crossing islands, enhanced crosswalks and landscaped medians.

### F ADA CURB RAMPS

Install ADA compliant curb ramps at all remaining intersections not currently equipped in the CX3 area.

### G ORANGE AVENUE ROAD DIET

Reconfigure Orange Avenue between Pacific Coast Highway and Hill Street add bicycle facilities, expand sidewalks and add other public amenities; reconfigure of the intersection of Orange Avenue and 20th Street.

### H PACIFIC AVENUE SAFE INTERSECTIONS

Reconfigure the intersections and controls of Pacific Avenue at Willow Street and Pacific Coast Highway to improve safety, reduce conflicts and enhance visibility.

### I SANTA FE AVENUE COMPLETE STREET

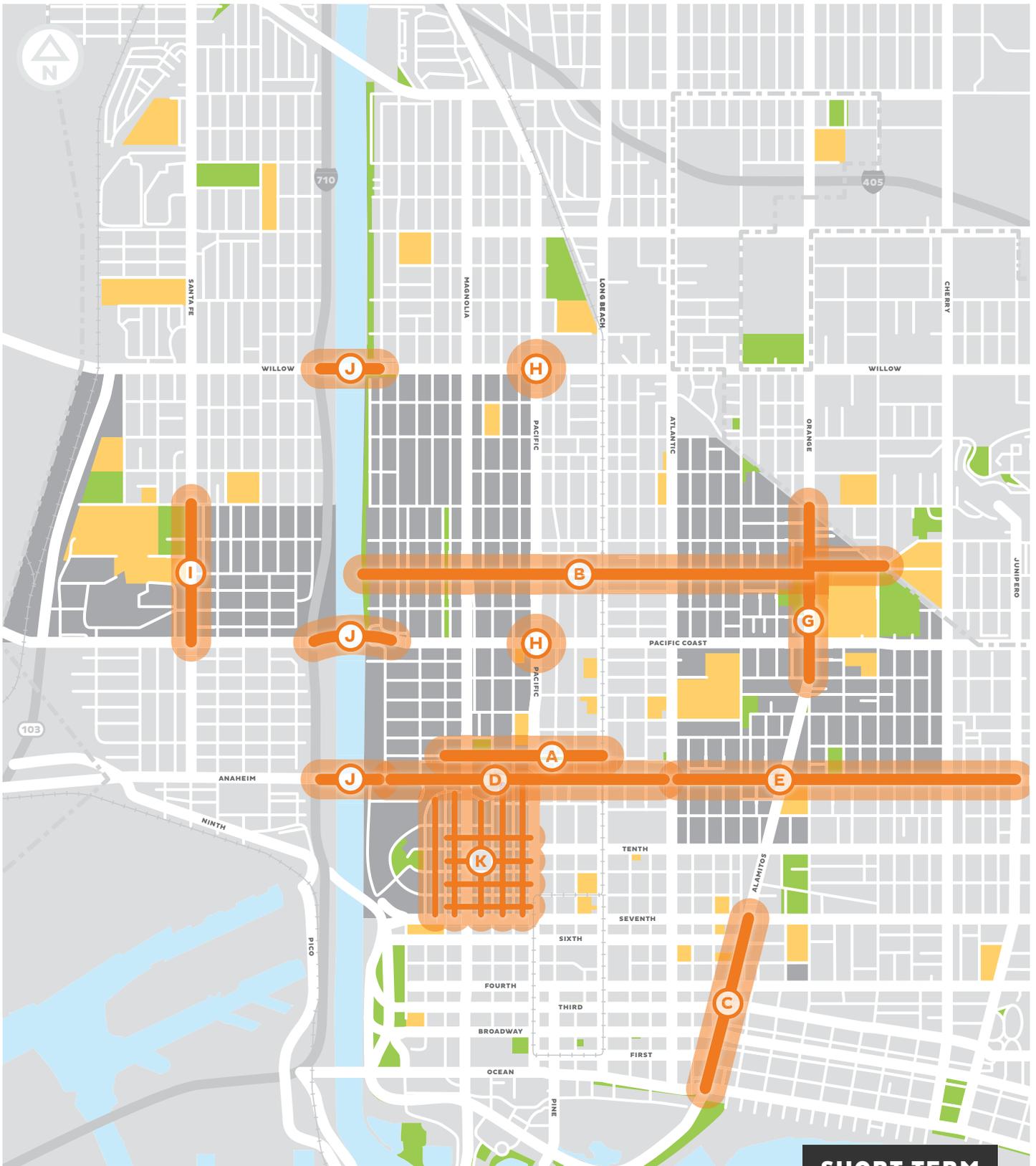
Using surplus roadway, Santa Fe Avenue would be reconfigured to add class II bicycle facilities [bike lanes] while maintaining current capacity; additional marked crosswalks and controlled intersections and additional landscaping.

### J WEST LONG BEACH CONNECTORS

Provide suitable sidewalks along Anaheim Street, Pacific Coast Highway and Willow Street between Golden Avenue and Fashion Avenue and minimizes conflicts at the interchange with the I-710 Freeway.

### K WILLMORE CITY COURTS AND WAYS

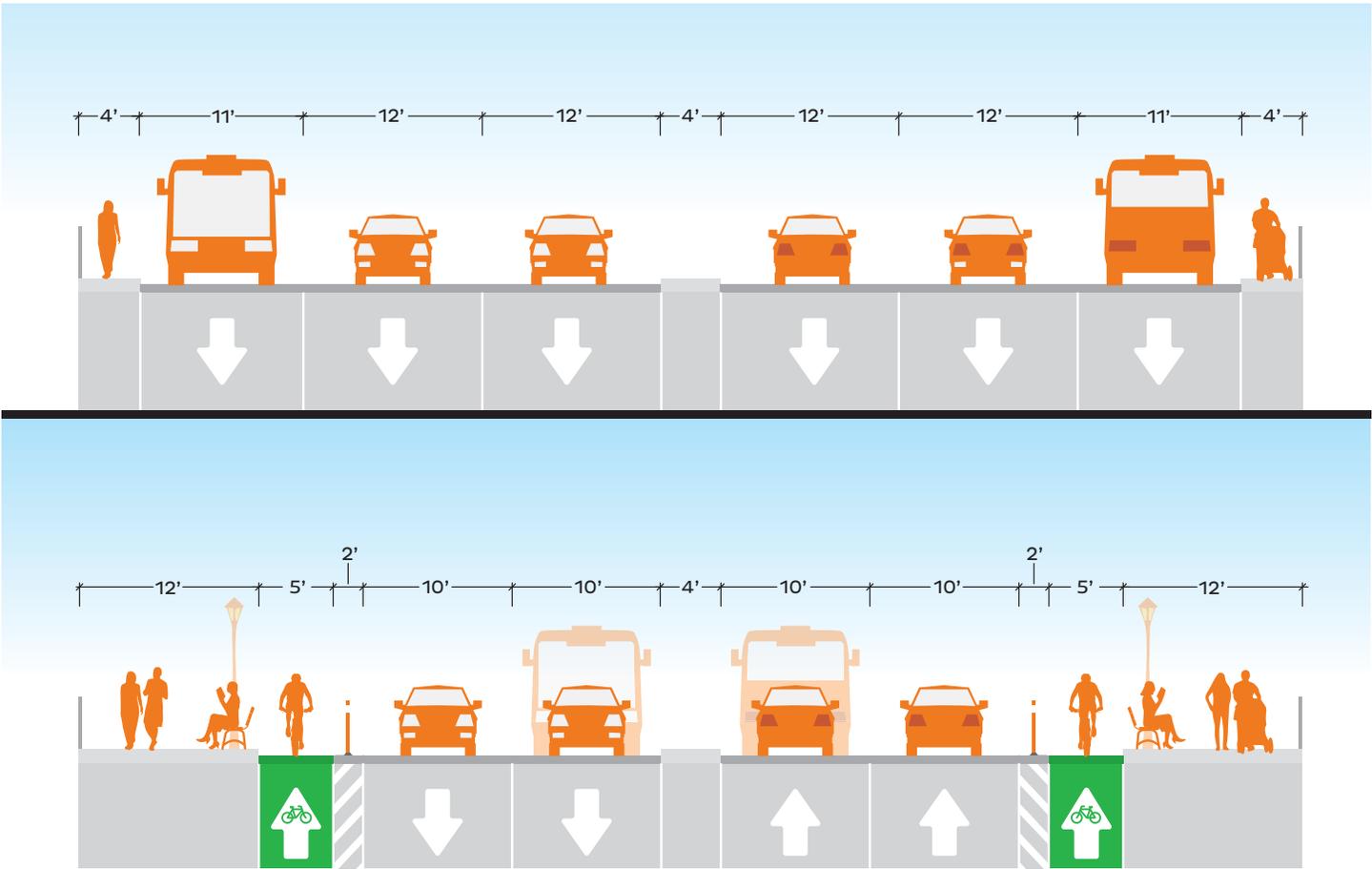
Design and implement pedestrian enhancements and sustainable practice for Willmore City Courts and Ways to improve pedestrian safety, livability and connectivity.



- Street Block
- CX3 Project Site
- Project Segment



**SHORT TERM**



# West Long Beach Connectors

## CX3 NEIGHBORHOOD

Cabrillo, Lafayette, and Edison, Washington

### PRINCIPLES



**ABOVE INSET**  
Existing Section at Willow Street

**BOTTOM INSET**  
Proposed Section at Willow Street

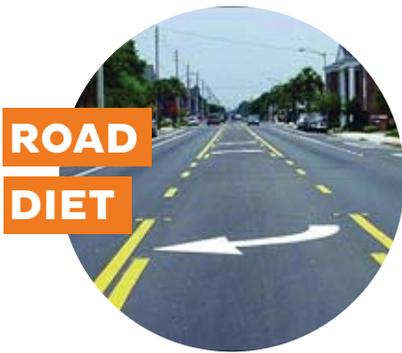
**RIGHT INSET**  
Proposed Perspective View of the West Long Beach Connectors

## PROJECT SUMMARY

It is often perceived that the Los Angeles River and the 710 Freeway divide the City into two halves. In the CX3 area, Willow Avenue, the Pacific Coast Highway and Anaheim Street are the only east-west streets that connect the two sides together. However, the walking conditions of these bridges can feel unsafe at times given the narrow sidewalks, unenhanced intersections, fast-moving vehicles and lack of appropriately scaled lighting at night. This project intends to strengthen east-west connections by proposing enhancements to the roadway configuration that better accommodates the needs of pedestrians and bicyclists. This would involve performing a road diet and reallocating that space to widen the sidewalk and create a protected bike lane. This would also help to calm fast-moving traffic, especially vehicles that are driving fast due to the freeway transition. For pedestrians, the additional right-of-way space will allow for elements such as benches and pedestrian lighting that make sidewalks feel more comfortable to walk on.



## Urban Design Elements



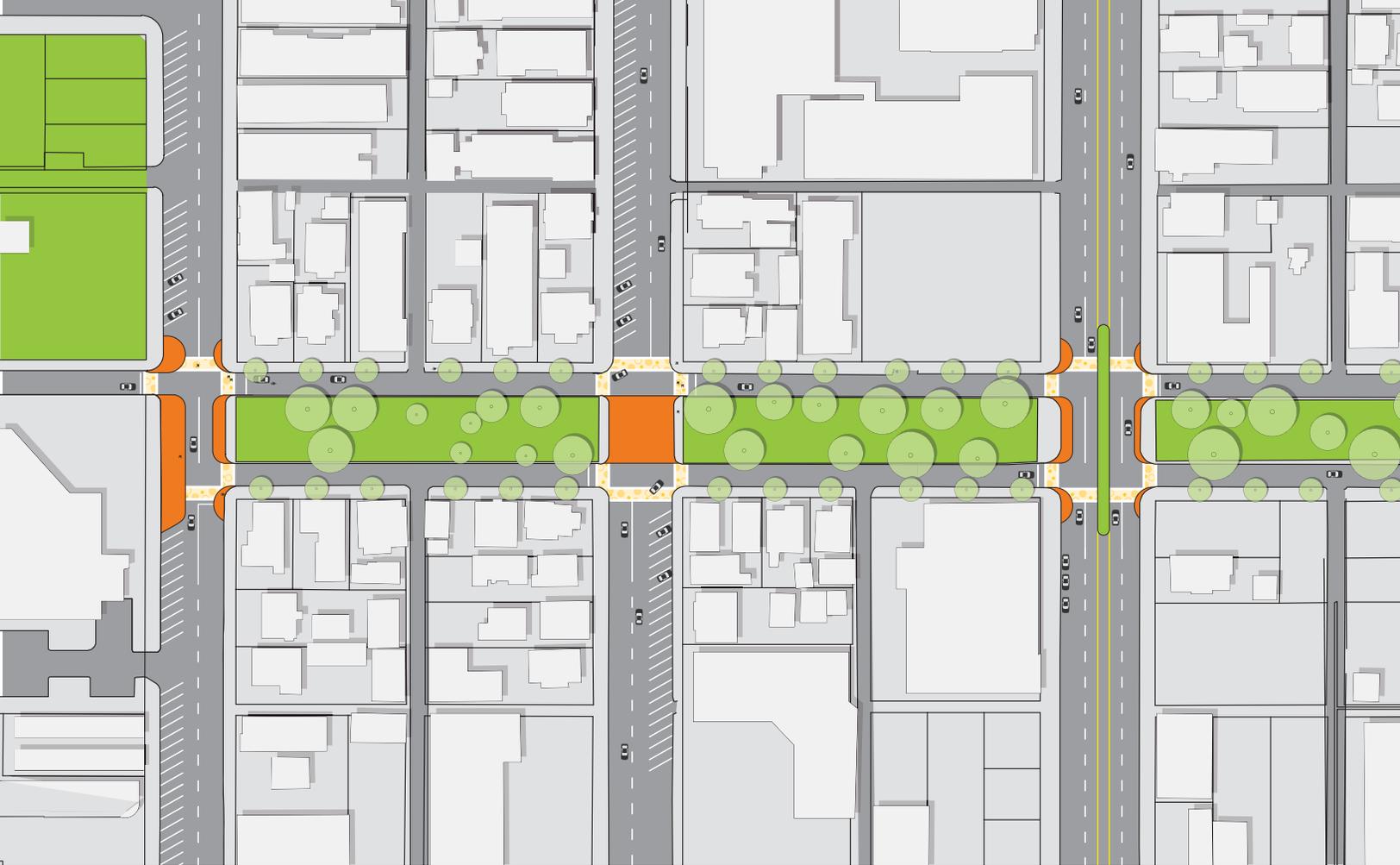
The existing roadway configuration of the three bridges prioritizes vehicles over other modes of active transportation. By reclaiming one traffic lane in each direction, there is room that can be dedicated for pedestrians and bicyclists.



Crossing the bridge over the Los Angeles River can feel dangerous given the small sidewalk widths and vulnerability to fast-moving vehicles. Extending the sidewalks would help to improve east-west connections for those walking and bicycling.



The intersections of Willow Avenue, Pacific Coast Highway and Anaheim Street and the 710 Freeway on- and off-ramps could be enhanced with continental crosswalks and advanced limit lines.



# 14th Street Greenbelt Enhancements

## CX3 NEIGHBORHOOD

Washington

### PRINCIPLES

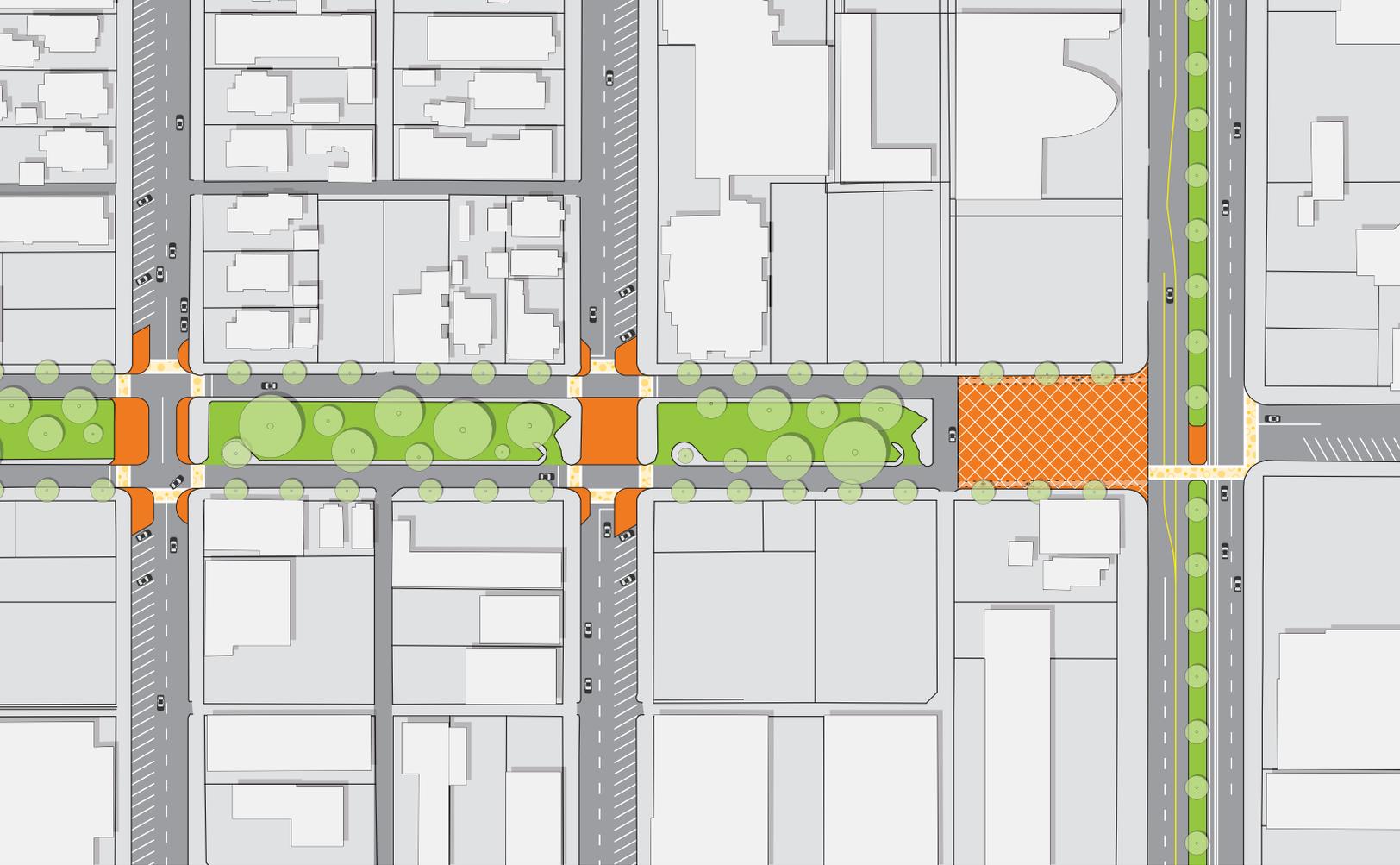


## PROJECT SUMMARY

The City of Long Beach is studying the potential to transform 14th Street from Daisy Avenue to Long Beach Boulevard into an enhanced greenbelt. A greenbelt is the conversion or improvement of undeveloped land for recreational use or environmental protection. This project would close Cedar Avenue and Locust Avenue through the 14th Street Park and acquire and improve the 0.50 acre 14th Street parcel at Long Beach Boulevard, unifying 14th Street Park and Seaside Park into a single greenbelt. Improvements would also include a road diet, traffic calming and decorative paving along the span of the project. Additional benefits to converting 14th Street into a greenbelt include:

- Providing public open space to the Washington neighborhood, an area with a limited amount of parks and playgrounds
- Enhance east-west connectivity for pedestrians
- Increase safety for students of George Washington Middle School
- The potential to redevelop the parcel on 14th Street and Long Beach Boulevard into a community health asset

**ABOVE INSET**  
Proposed Improvements  
on 14th Street



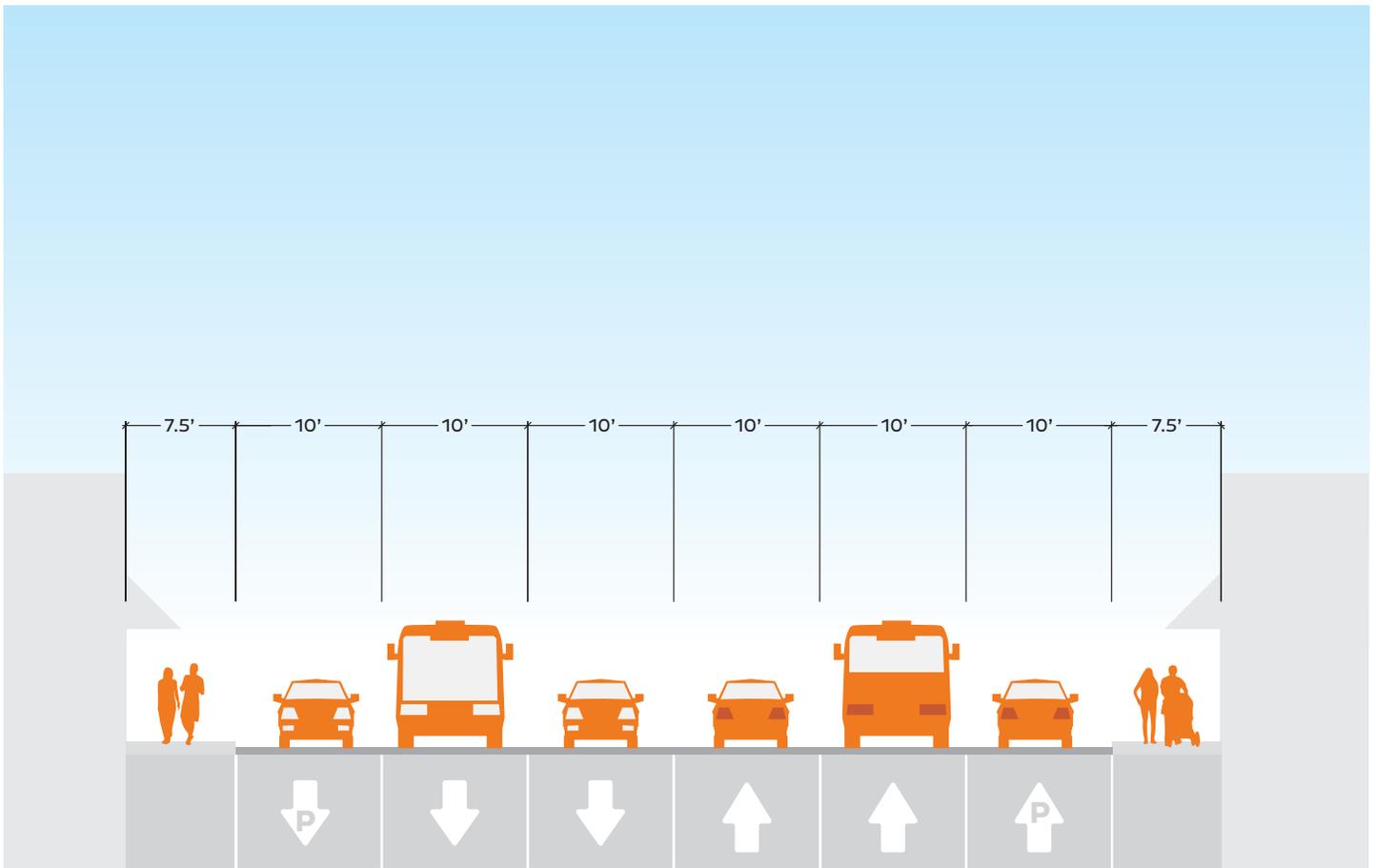
## Relevant Case Study

### SOUTH PARK BLOCKS (PORTLAND, OR)

The South Park Blocks is a half-mile long greenbelt located in downtown Southwest Portland. This twelve-block greenspace connects to the center of Portland State University and is visited by thousands of people each year. The

park contains several notable statues, pieces of public art, and over 300 trees. The primary Portland Farmers Market is also hosted here every Saturday from March to December as well as many other cultural events and student

activities. Although smaller in size, the 14th Street Greenbelt in Long Beach can offer similar public benefits to the surrounding community.



# Alamitos Avenue Complete Street

## CX3 NEIGHBORHOOD

Washington

### PRINCIPLES

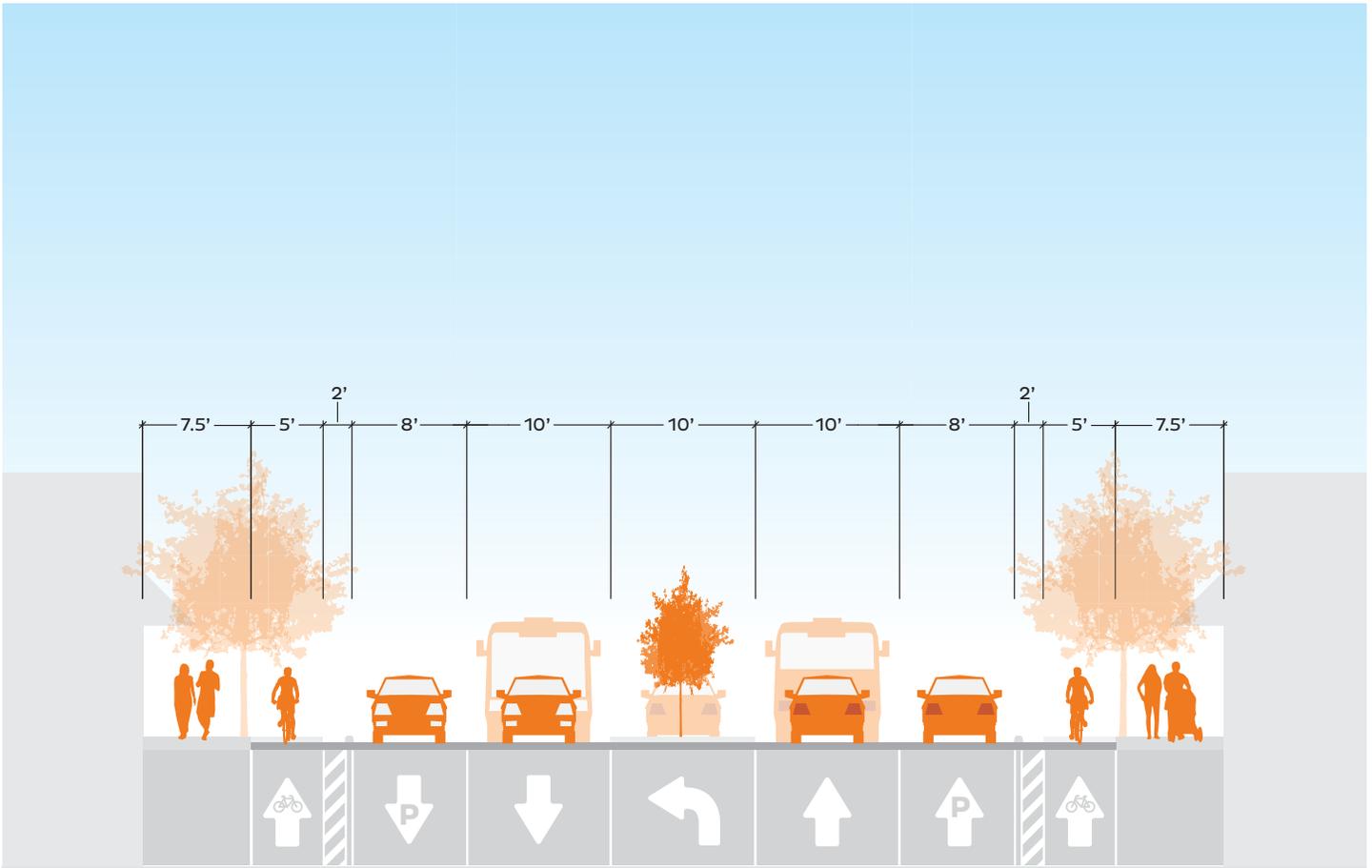


## PROJECT SUMMARY

Identified as a pedestrian-priority area in the City's Mobility Element, Alamitos Avenue, from 7th Street to Ocean Boulevard, has the potential to be a strong north-south connection for pedestrians, bicyclists, and motorists alike. With this project, students of Long Beach City College as well as seven other local schools would have a safer and more comfortable way walk or bike to the Ocean and Downtown. Currently, the roadway is typically designed with six driving lanes, including two parking lanes, and 7.5' feet of sidewalk space on each side for pedestrians. This project would continue the road diet configuration that has been implemented from 7th Street to Pacific Coast Highway by removing one lane of traffic in each direction with enhancements to the existing bicycle lane. In addition a protected bicycle lane, improvements would include a landscaped median in conjunction with the center turn lane as well as regular street trees and curb extensions. Reconfiguration of the roadway should be coordinated with a road resurfacing and sidewalk repairs, such as what was done in the first phase, so that the project can be done more efficiently and economically.

**ABOVE INSET**  
Existing Alamitos Avenue Section

**RIGHT ABOVE INSET**  
Proposed Alamitos Avenue Section



## Relevant Case Study

### ALAMITOS AVENUE ROAD DIET

The Alamitos Avenue Road Diet Project extends from 7th Street to Pacific Coast Highway and will strengthen north-south connections to Gumbiner Park, the Museum of Latin American Art and the Pacific Island Ethnic Art Museum. In total, the project will

cost approximately \$2 million and is financed by a combination of federal, state and local resources. As both a pedestrian priority area and a City-identified safe routes to school path, the sidewalks will be enhanced to focus on pedestrian safety. The project was also identified in the

City's Mobility Element as a major link to the City's bicycle network and includes new bicycle lanes. The project was completed in March 2016 with new continental crosswalks and curb extensions.



# ADA Curb Ramps

## CX3 NEIGHBORHOOD

All Neighborhoods

## PRINCIPLES

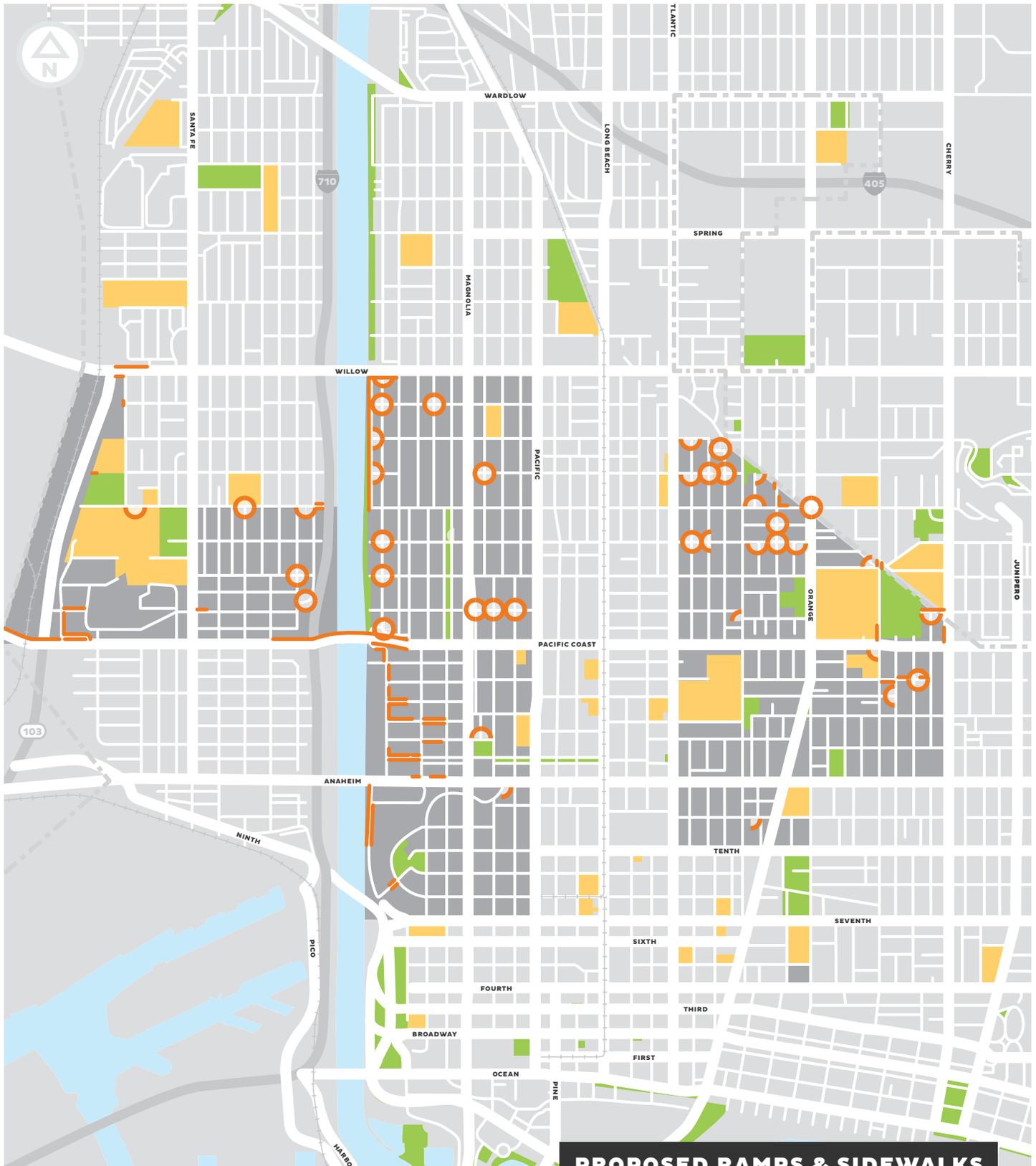


**ABOVE INSET**  
Unidirectional ADA Curb Ramps  
with Truncated Domes

## PROJECT SUMMARY

This project involves installing curb ramps at the intersections identified in Existing Conditions chapter that are not currently equipped in the CX3 area. There have been several recent instances where people with limited mobility could not cross the street and were forced to use driveways, which led to collisions with vehicles; the addition of curb ramps will help to ensure people with different mobility needs will be able to cross the street safely. Curb ramps need to meet ADA requirements, such as having a maximum rise of 6 inches with a minimum clear width of 36 inches and should have truncated domes, or other tactile surfaces. In addition, curb ramps should be bidirectional, or two perpendicular curb ramps, where applicable, as to allow pedestrians to be aligned with the crossing direction while waiting to cross the street. Benefits to ADA compliant curb ramps include:

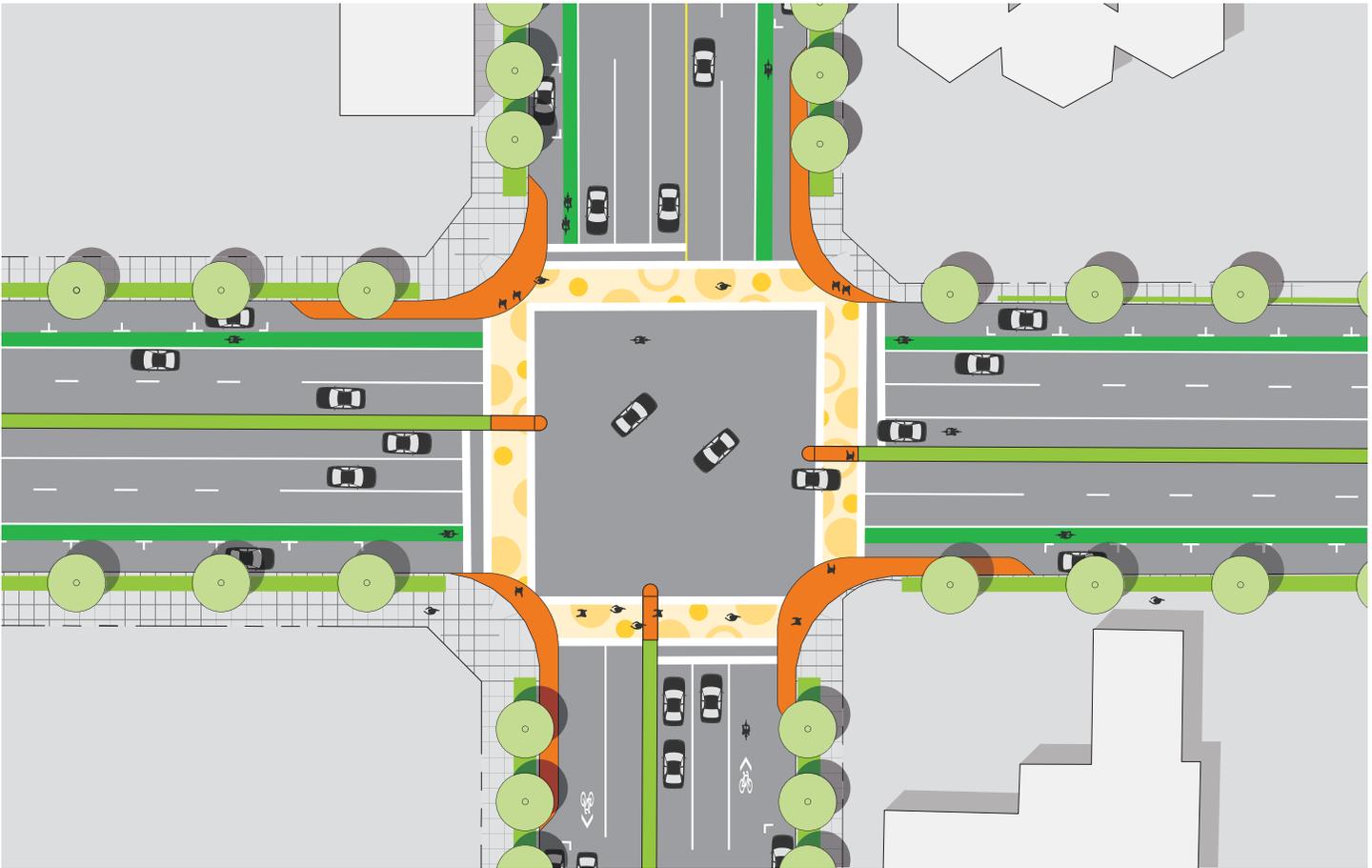
- Providing pedestrian access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, crutches, handcarts, bicycles and pedestrians who have trouble stepping up and down high curbs.
- Meeting the government's ADA requirement of states and local governments to install curb ramps at pedestrian intersections which they are responsible when they construct or alter streets, roads, highways and pedestrian walkways.



**PROPOSED RAMPS & SIDEWALKS**

- Street Block
- CX3 Project Site
- Proposed Curb Ramp
- Proposed Sidewalk





# Pacific Avenue Safe Intersections

## CX3 NEIGHBORHOOD

Lafayette and Washington

## PRINCIPLES



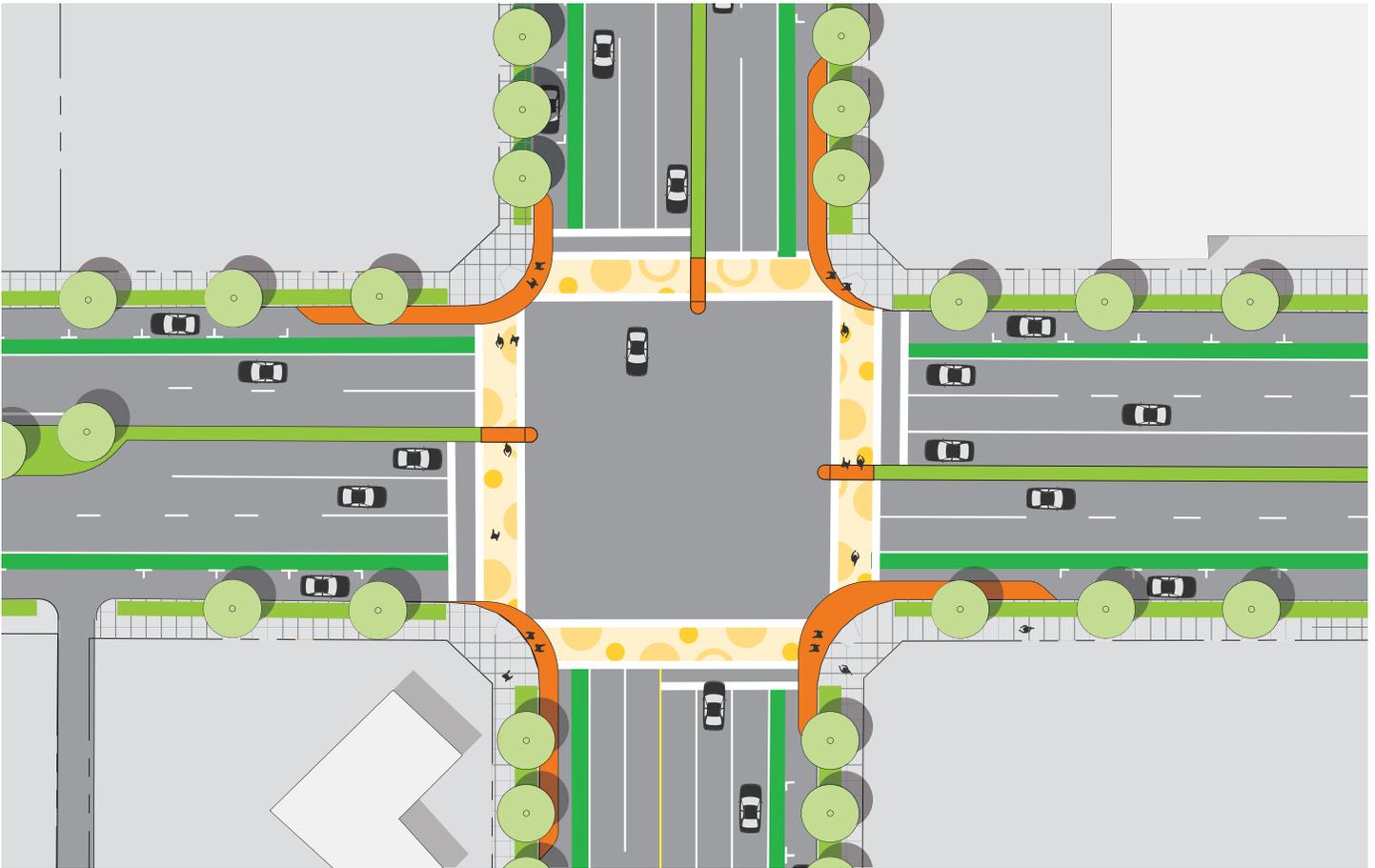
**ABOVE INSET**  
Proposed Improvements  
at Pacific Avenue & Willow Street

**RIGHT ABOVE INSET**  
Proposed Improvements  
at Pacific Avenue & Pacific Coast Highway

## PROJECT SUMMARY

This project intends to reconfigure the intersections and the traffic controls at two intersections: Pacific Avenue and Willow Street and Pacific Avenue and the Pacific Coast Highway. As presented in the Existing Conditions chapter, these two intersections have the highest level of severe pedestrian collisions from 2004-2014. Currently, Pacific Avenue is considered a major vehicular thoroughfare into Downtown Long Beach and both Willow Street and the Pacific Coast Highway have significant pedestrian activity. A combination of fast-moving vehicles, increased trips, distractions from mobile devices, long crossing distances and lack of mid-block crossing locations have resulted in these dangerous hotspots. Improvements can include installing advance stop lines, enhanced crosswalks, enhanced intersections, corner curb extensions, driveway consolidation, crossing islands and phasing out pedestrian actuators to always provide dedicated signal phases for pedestrian movement. Benefits to this project include:

- Increased safety for both pedestrians and motorists at two the locations with the highest level of pedestrian-involved collisions in the CX3 area.
- A case study to pilot intersection improvements.



## Urban Design Elements



**CURB  
EXTENSION**

As a pedestrian on Pacific Avenue, the distance to cross Willow Street is approximately 80 feet and the distance to cross Pacific Coast Highway is approximately 74 feet. Curb extensions can help to reduce this distance and can also serve as a landing platform for buses.



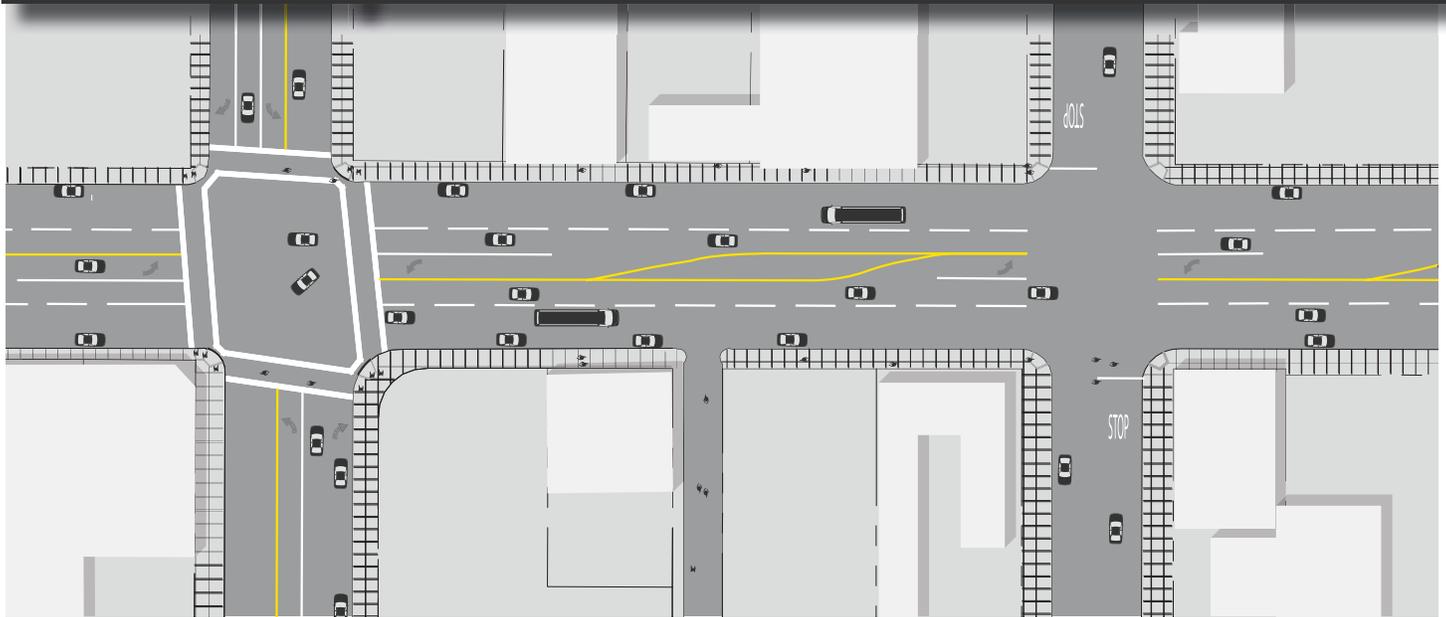
**ROAD  
DIET**

The existing roadway configuration of Pacific Avenue prioritizes vehicles over other modes of transportation. By reclaiming one traffic lane in each direction, there is room that can be dedicated for pedestrians and bicyclists.



**REFUGE  
ISLAND**

In addition to having curb extensions at the intersection, refuge islands allow pedestrians who cannot cross the street on time to safely wait until they can complete their crossing.



# East Anaheim Complete Street

## CX3 NEIGHBORHOOD

Franklin, Poly, St. Mary, and Whittier

### PRINCIPLES

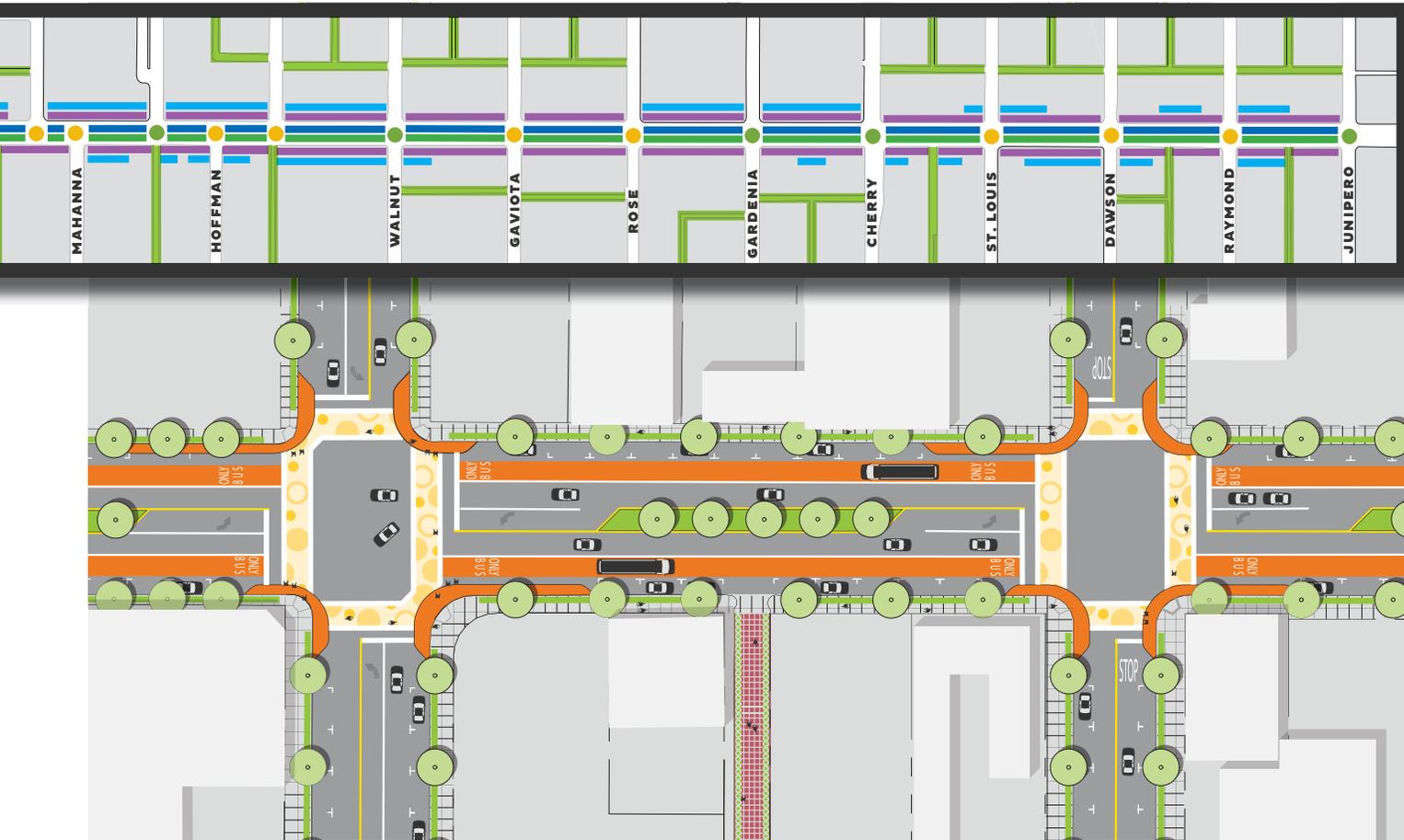


**ABOVE INSET**  
Existing Typical Plan View of East Anaheim Street

**RIGHT ABOVE INSET**  
Proposed Typical Improvements of East Anaheim Street

## PROJECT SUMMARY

Several pedestrian collisions have been reported along East Anaheim Street, some of which have resulted in a fatality. As one of the most dangerous streets in Long Beach for pedestrians, this project intends to enhance pedestrian crossing conditions along East Anaheim Street between Junipero Avenue and Atlantic Avenue. This can be accomplished using a combination of traffic calming elements such as additional marked crosswalks with traffic signals, bulb-outs at intersections, crossing islands, landscaped medians, advanced stop lines and enhanced crosswalks. There are also several parcels along the street with sizable easements that can allow for extensions of the sidewalk, which could accommodate the addition of street trees, pedestrian lights and street furniture. Driveways can also be consolidated to minimize the number of curb cuts on the sidewalk. Also, nearby alleys could be transformed into green alleys, or alleys that feature a combination of permeable surfacing, planting and landscaping. East Anaheim Street is also considered a major transit throughfare with one of the highest levels of transit ridership in Long Beach. The street can support the addition of bus only lanes, with the bulb-outs serving as a transit platform which allows for easier and faster boardings.



## Urban Design Elements



As a pedestrian travelling on East Anaheim Street, the distance to cross is approximately 68 feet with intersections located sparsely along the segment. The addition of highly visible crosswalks with traffic lights at each intersection will help make crossing the street much safer.



In addition to a colored bus only lane, a study should be conducted to determine if the lane can be shared with bicyclists as they have been successfully implemented in other cities.



Several of the land parcels along East Anaheim Street are set back approximately 6 to 10 feet. This area can allow for elements such as pedestrian lights, street trees or street furniture.

## MID TERM PROJECTS [5-8 YEARS]

### A 7TH COMPLETE STREET

Include traffic calming devices and pedestrian crossing enhancements along 7th Street between Cherry Avenue and the Los Angeles River. This includes additional marked crosswalks with traffic signals, intersection bulb-outs, crossing islands, enhanced crosswalks and landscaped medians. Traffic signals should be synchronized to modulate traffic speeds to within the allowed limits.

### B 10TH COMPLETE STREET

Include traffic calming devices and pedestrian crossing enhancements along 10th Street between Cherry Avenue and Pacific Avenue. This include additional marked crosswalks with traffic signals, enhanced crosswalks and landscaped medians. Traffic signals should be synchronized to modulate traffic speeds to within the allowed limits.

### C BURNETT STREET NEIGHBORHOOD CONNECTOR

Design and construct a new 2-mile long neighborhood connector, generally traversing Burnett Street the Pacific Electric Greenbelt and the western boundary of Long Beach. Improvements include traffic calming, safe route enhancements, improved crossings at thoroughfares and street tree planting.

### D DRAKE /CESAR CHAVEZ PARK CONNECTOR

Integrate programing, landscape design and circulation network of the existing and proposed Cesar Chavez Park expansion and the new Drake Park Greenbelt. The pedestrian and bicycle path network would extend from Ocean Boulevard to Anaheim Street between the residential neighborhoods and the east bank of the Los Angeles River.

### E GREEN TI IMPLEMENTATION

Create new public open space as well as dedicated pedestrian and bicycle facilities between Pacific Coast Highway and Willow Street along the Terminal Island Freeway corridor utilizing surplus public right-of-way created through the freeway's transformation in to a local road.

### F HILL STREET PEDESTRIAN/BIKE BRIDGE

Develop a pedestrian and bicycle bridge along Hill Street, connecting the east bank of the Los Angeles River and West of the Interstate 710 Freeway. To avoid effecting flood control hydrology, the existing utility causeway would be removed and incorporated into the new bridge.

### G POLY HIGH SCHOOL WALKING LOOP

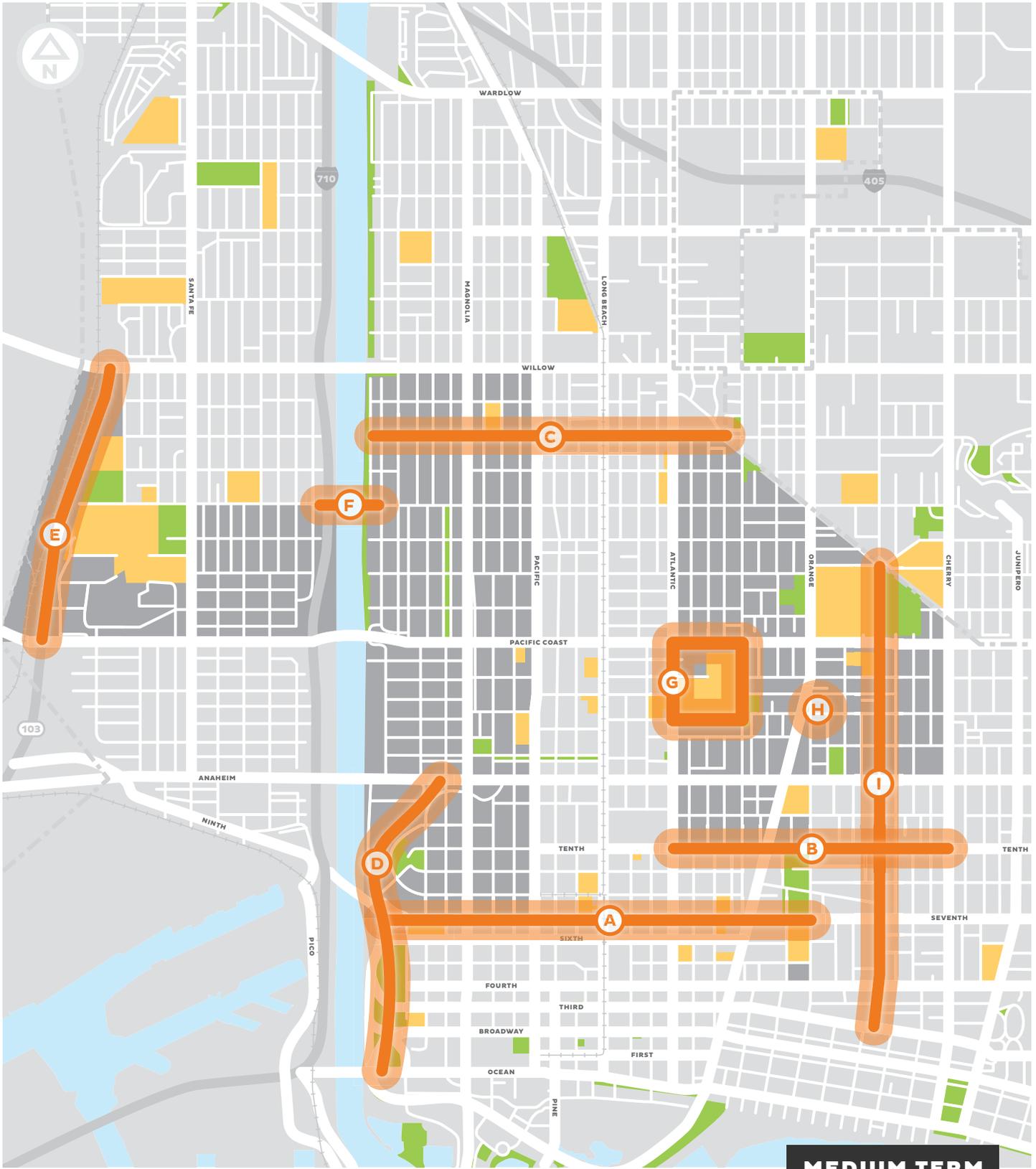
Establish a mile-long walking loop around Poly High School using adjacent sidewalks on Atlantic Avenue, Pacific Coast Highway, Martin Luther King Jr. Avenue and 15th Street. The project includes driveway consolidation and improvement, curb extensions at some locations, and a stabilized decomposed granite trail utilizing the adjacent setbacks.

### H ROSA PARKS SHARED STREET

Expand Rosa Parks Park by narrowing Alamitos Avenue and Orange Avenue between 15th Street and 16th Street. It also includes traffic management and calming as well as decorative, raised pavement to the remaining roadway of Orange Avenue adjacent to the park.

### I WALNUT AVENUE NEIGHBORHOOD CONNECTOR [PHASE I]

Design and construct a new neighborhood connector, generally traversing Walnut Avenue between 3rd Street and 20th Street [Phase II extends to 52nd Street]. Improvements include traffic calming, safe route enhancements, improved crossings at thoroughfares and street tree planting.



- Street Block
- CX3 Project Site
- Project Segment



**MEDIUM TERM**



# Poly High School Walking Loop

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## CX3 NEIGHBORHOOD

Poly

## PRINCIPLES



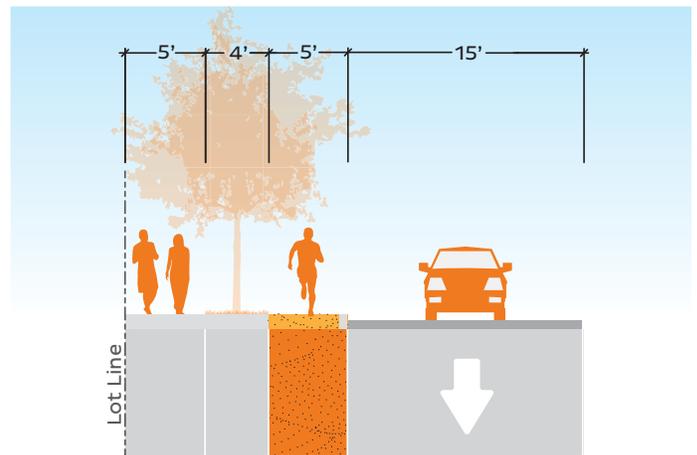
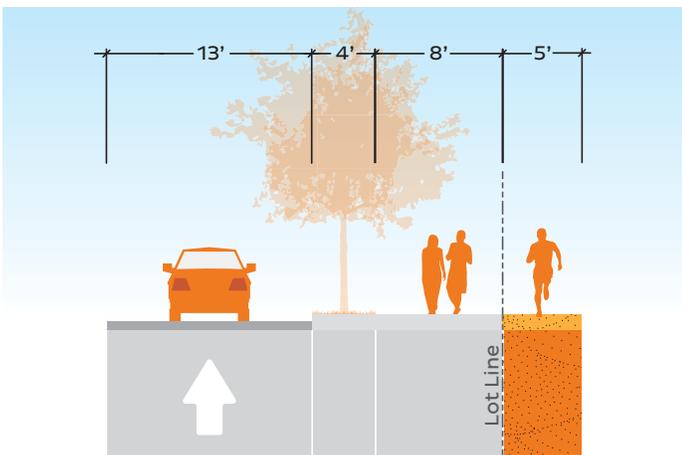
**ABOVE INSET**  
Proposed Rendering of  
Poly High School Walking Loop

**RIGHT ABOVE INSET**  
Proposed Perspective View of  
Poly High School Walking Loop

## PROJECT SUMMARY

This project involves creating a mile long walking loop around the Poly High School campus using adjacent sidewalks on Atlantic Avenue, Pacific Coast Highway, Martin Luther King Jr. Avenue and 15th Street. The project includes driveway improvements, curb extensions and stabilized decomposed granite trail utilizing adjacent setbacks. Primarily designed for recreational use, the walking loop can also have the added benefits of improving the area's beauty, livability and social activity of the area.

Following a series of public outreach events, the Poly High School Walking Loop received the highest amount of votes out of all of the CX3 projects to prioritize [Community Voice Chapter]. Many of the community members also expressed that they enjoy walking around the neighborhood recreationally, but find walking across Pacific Coast Highway as challenging and unpleasant. Currently, the Poly High School track is not open to the public, and installing a walking loop around the perimeter can help to improve the walkability of the neighborhood. Similar efforts have been done in the Los Angeles neighborhood of Boyle heights around the Evergreen Cemetery, which has resulted in the formation of community walking groups.



## Street Sections

### ATLANTIC AVENUE AND PACIFIC COAST HIGHWAY

For Atlantic Avenue and Pacific Coast Highway, the track can be built on a 5' set back from the lot line.

### MARTIN LUTHER KING JR. AVENUE AND 15TH STREET

For Martin Luther King Jr. Avenue and 15th Street, the track can be built as a 5' curb extension.



# Green TI Implementation

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## CX3 NEIGHBORHOOD

Cabrillo

## PRINCIPLES

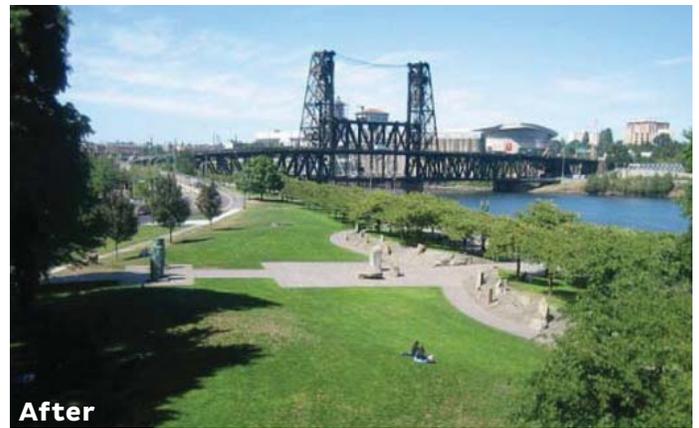
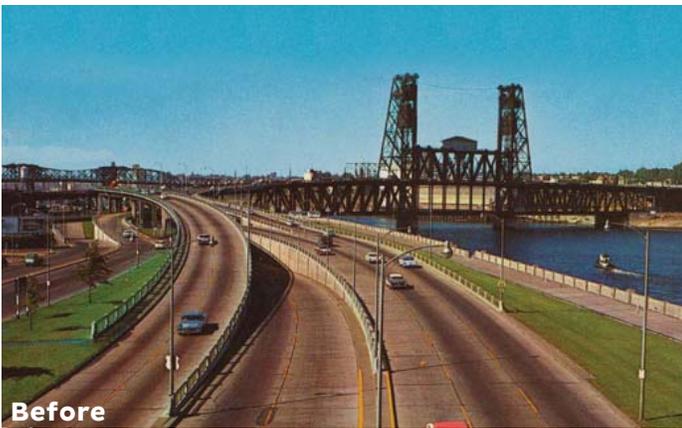


## PROJECT SUMMARY

This project involves implementing the 2015 plan to transform the Terminal Island Freeway [State Route 103] from Willow Street to 20th Street into a local-serving road with an associated greenbelt, while increasing open space and buffering the Central and West Long Beach Long Beach neighborhood from air, noise, light and visual pollution. Green TI could potentially benefit the surrounding Cabrillo community by increasing opportunities for active transportation, traffic calming, pedestrian connectivity, public health and open space.

The Green TI Plan was funded by the California Department of Transportation [Caltrans] in 2013. Following an existing conditions analysis, the project team conducted a series of community and stakeholder outreach workshops throughout the project process. The Plan also identifies the next steps to implementation, which include City Council adoption, cooperation with neighboring jurisdictions as well as community members and stakeholders, the environmental review process, obtaining funding and implementation.

ABOVE INSET  
Proposed Perspective of Green TI



## Relevant Case Study

### HARBOR DRIVE - PORTLAND

Harbor Drive was originally built in 1943 and was the first freeway to be completed in Portland. However, by 1966, the I-5 Freeway would be completed, making Harbor Drive obsolete as a north-south freeway.

Governor Ton McCall created a task force to study options to replace Harbor Drive as a public open space. Harbor Drive was permanently closed on May 23, 1974 and construction soon began on the Waterfront Park,

which opened in 1978. In 1984, it was renamed Tom McCall Waterfront Park in honor of the former governor. The Terminal Island Freeway can similarly be decommissioned and transformed into a public open space.

## LONG TERM PROJECTS [8-15 YEARS]

### A 8TH STREET NEIGHBORHOOD CONNECTOR

Design and construct a new 2-mile long neighborhood connector, generally traversing 8th Street between the Pacific Electric Greenbelt and Walnut Avenue and Hellman Street between Walnut Avenue and Alamitos Avenue. Improvements include traffic calming, safe route enhancements, improved crossings at thoroughfares and street tree planting.

### B ATLANTIC AVENUE COMPLETE STREET

Execute traffic calming and pedestrian crossing enhancements along Atlantic Avenue between 7th Street and Willow Street. This includes additional marked crosswalks with traffic signals, intersection bulb-outs, crossing islands, enhanced crosswalks, landscaped medians and transit improvements.

### C CEDAR AVENUE SAFE ROUTE

Provide Chestnut Avenue between Pacific Coast Highway & Willow Street includes traffic calming and management, traffic controls & pedestrian safety enhancements at thoroughfares. Serves Lafayette Elementary.

### D CHERRY AVENUE PEDESTRIAN DISTRICT

Enhance pedestrian amenities along Cherry Avenue between Anaheim Street and 15th Street, including marked crosswalks with traffic signals, street trees, pedestrian streetlights, benches, trash and recycle receptacles, intersection bulb-outs, outdoor dining, enhanced crosswalks and landscaped planters.

### E DAISY AVENUE GREENBELT ENHANCEMENTS

Narrow the roadway of 18th Street, 19th Street and 20th Street as they cross through the Daisy Avenue greenbelt and closes Daisy Avenue at Pacific Coast Highway. The remaining roadway is resurfaced with decorative, raised pavement to calm traffic flow and create continuity with the greenbelt.

### F WEST HILL STREET SAFE ROUTE

Provide West Hill Street between the Los Angeles River and Webster Street with traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares. Serves Garfield Elementary, Hudson K-8, Reid High School, Cabrillo High School, Hudson Park and Admiral Kidd Park.

### G MAGNOLIA INDUSTRIAL AREA ACCESSIBILITY

Install sidewalks and accessible curb ramps at appropriate locations throughout the Magnolia Industrial Area as defined by Magnolia Avenue, Pacific Coast Highway, Drake Park Greenbelt and Los Angeles River. The project also includes driveway improvements to maintain appropriate slopes along the pedestrian paths of travel.

### H ORANGE AVENUE SAFE ROUTE

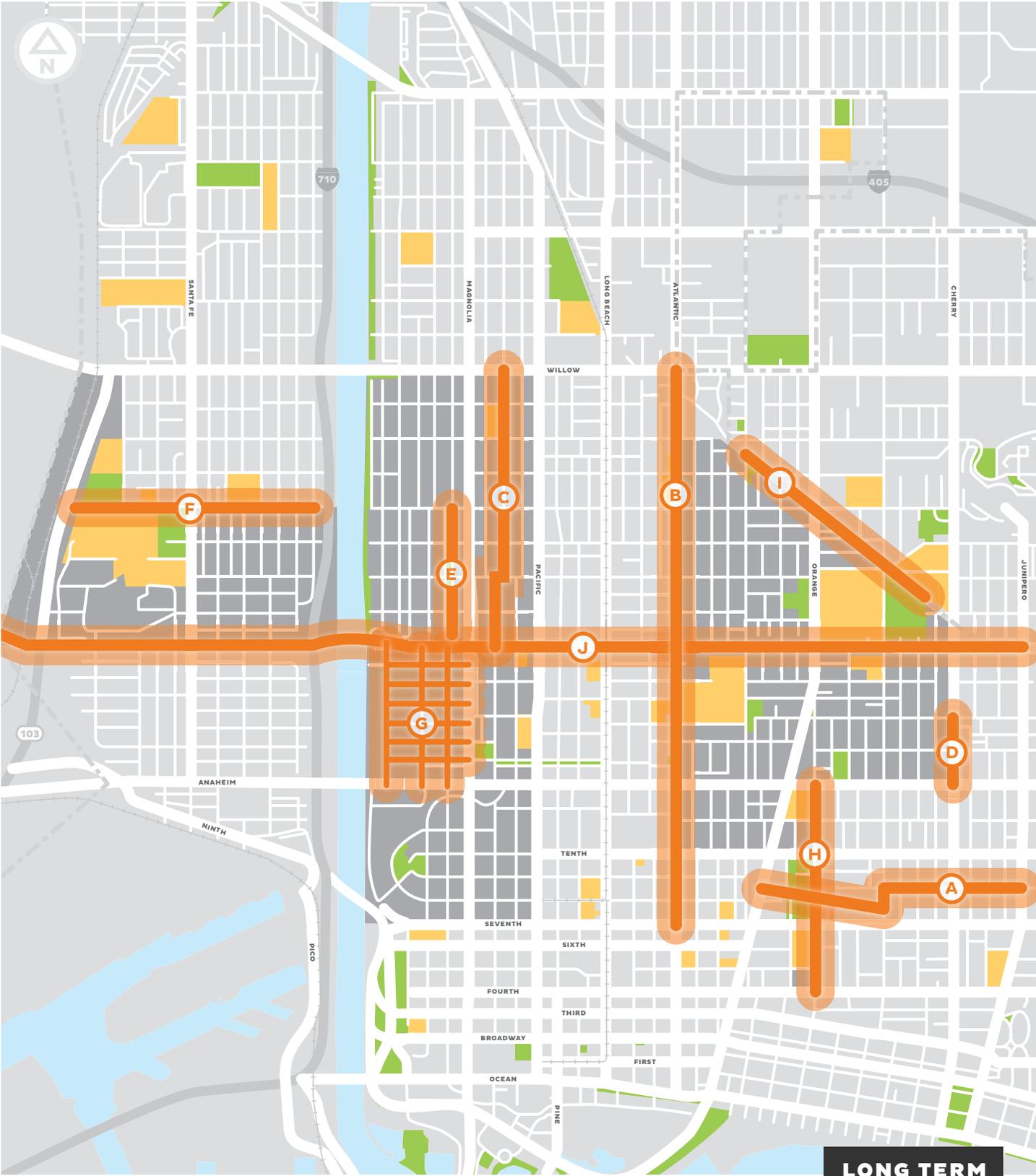
Along Orange Avenue between 4th Street and Anaheim Street provide traffic calming and management, traffic controls and pedestrian safety enhancements at thoroughfares. Serves Lincoln Elementary, Franklin Middle School and Craftsman Village Park.

### I PACIFIC ELECTRIC GREENBELT CONNECTOR

Complete the mile long bike and pedestrian path along the Pacific Electric Greenbelt between Walnut Avenue and Martin Luther King Jr Avenue. This includes acquiring and improving a 1.55 acre parcel along the former rail right-of-way between NAACP Freedom Park and Jenni Rivera Park.

### J PACIFIC COAST HIGHWAY COMPLETE STREET

Enhance the pedestrian environment utilizing traffic calming and pedestrian crossing enhancements along Pacific Coast Highway through Long Beach. This includes a road diet, additional marked crosswalks with traffic signals, intersection bulb-outs, crossing islands, enhanced crosswalks, landscaped medians and transit improvements.



- Street Block
- CX3 Project Site
- Project Segment





# Pacific Electric Greenbelt Connector

## CX3 NEIGHBORHOOD

Mary Butler

## PRINCIPLES



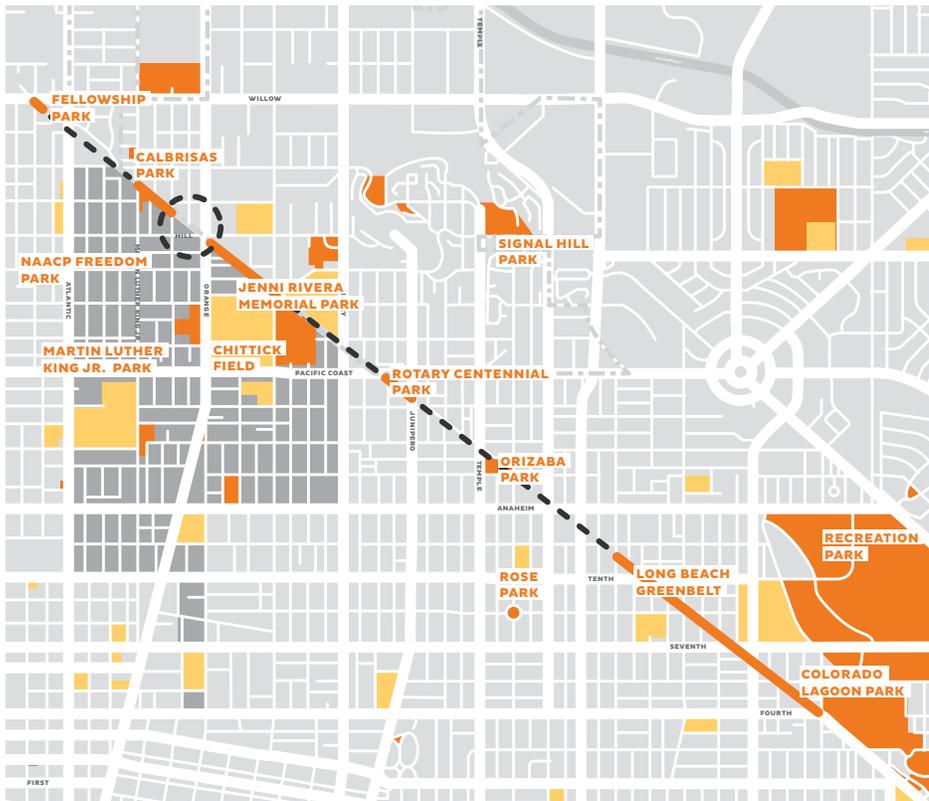
## PROJECT SUMMARY

This project proposes the development of a linear park in between two existing parks along the Pacific Electric greenbelt in the Mary Butler neighborhood of CX3. The park space will complete the one-mile long bicycle and pedestrian path between Walnut Avenue and Martin Luther King Jr Avenue. The process to develop this project would involve acquiring and improving a 1.55 acre parcel along the former rail right-of-way between NAACP Freedom Park and Jenny Rivera Memorial Park. In addition to providing a new recreational opportunity for the community, this project can help to improve pedestrian safety, the environment, and the livability of a neighborhood. The image above is a photo rendering of the open space potential for the park, and includes various elements such as a curvilinear pathway, thoughtfully chosen locations for trees and landscaping, pedestrian lighting, and seating areas for respite and socialization. In the larger context, creating this connection between Walnut Avenue and Martin Luther King Jr Avenue will provide a safe route for students of Bobbie Smith Elementary, Alvarado Elementary, Renaissance High, Signal Hill Headstart and Jessie Elwin Nelson Academy to walk and bike to school. Throughout the nation, there have been several conversions of underutilized or decommissioned railways being transformed into greenbelts and this project should draw upon the best practices of these conversions.

**ABOVE INSET**  
Proposed Perspective View of  
Pacific Electric Greenbelt Connector



## Conceptual Diagram



The conceptual diagram pictured to the left illustrates the larger potential of the Pacific Electric Greenbelt. Areas identified as orange are areas where existing public open space is located, while the dashed black outline represents the gaps that can be filled in between them. With several schools located within half a mile of the study area, there is potential to use the green belt as a safe walking and bicycling route to and from school.

- Public Open Space
- Schools
- Potential Linkages



CX<sup>3</sup>

