



CERTIFICATE OF LIABILITY INSURANCE

ELITE01

OP ID: SD

DATE (MM/DD/YYYY)
09/29/2013

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	INSURER(S) AFFORDING COVERAGE	
INSURED Elite Craftsmen, Inc. 2763 St. Louis Avenue Signal Hill, CA 90755	INSURER A : Colony Insurance Company	
	INSURER B : Diamond State Insurance Co.	
	INSURER C : United Specialty Insurance	
	INSURER D : Insurance Co of the West	
	INSURER E :	
	INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**


THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL SUBR INSR JWVP	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR	X	103GL000096901	10/01/2013	10/01/2014	EACH OCCURRENCE \$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC					DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
B	<input type="checkbox"/> ANY AUTO <input checked="" type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS		BAP0000961	10/01/2013	10/01/2014	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000
						BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
C	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE		USA4000424	10/01/2013	10/01/2014	EACH OCCURRENCE \$ 5,000,000
	<input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$					AGGREGATE \$ 5,000,000
D	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y / N N / A	X WPL5021424-01	07/01/2013	07/01/2014	<input checked="" type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER
						E.L. EACH ACCIDENT \$ 1,000,000
						E.L. DISEASE - EA EMPLOYEE \$ 1,000,000
						E.L. DISEASE - POLICY LIMIT \$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

The Certificate Holder is named an Additional Insured as respects to General Liability, and subrogation is waived as respects to Workers' Compensation Insurance.

e-Mail: gfranco@cityofsignalhill.org

CERTIFICATE HOLDER SIGNALH City of Signal Hill Greg Franco 2175 E. 28th St. Signal Hill, CA 90755	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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Implementation Strategies and Projects:

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Putting Our Mobility Plan in Action

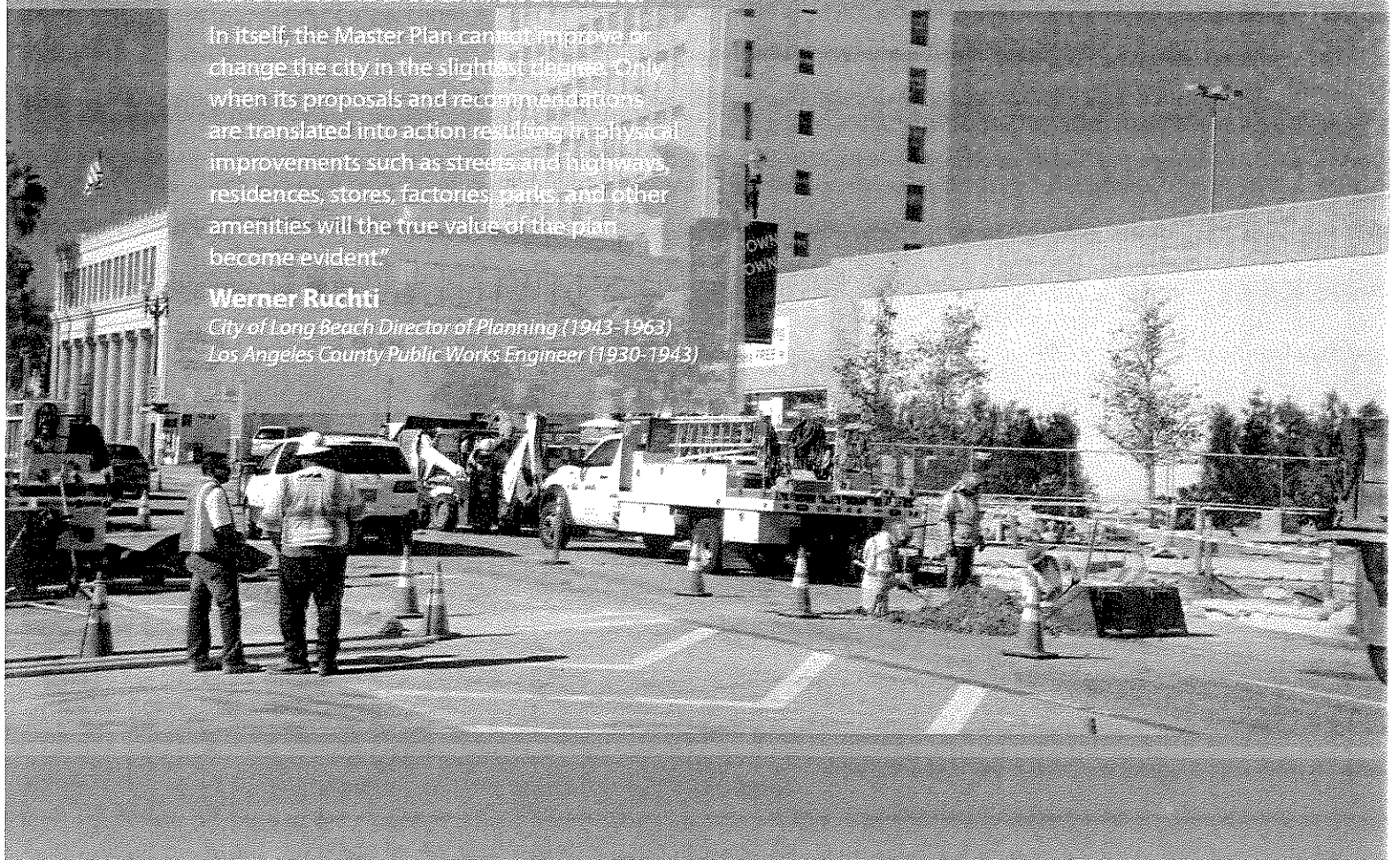
"Any city for better or worse is constantly undergoing physical changes brought about by natural, social, or economic forces. These changes are inevitable. If they are anticipated and fitted into a logical pattern and relationship to each other, the city will improve. Conversely, if changes are permitted to occur without following a plan there are bound to be conflicts and waste.

In itself, the Master Plan cannot improve or change the city in the slightest degree. Only when its proposals and recommendations are translated into action resulting in physical improvements such as streets and highways, residences, stores, factories, parks, and other amenities will the true value of the plan become evident."

Werner Rucht

City of Long Beach Director of Planning (1943-1963)

Los Angeles County Public Works Engineer (1930-1943)



5



Implementation Strategies and Projects:

Putting Our Mobility Plan in Action

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STRATEGIES TO MOBILIZE PEOPLE

In this section of the Mobility Element, we address the proposed strategies and projects aimed at implementing a plan for the enhanced mobility of people and goods across our city and beyond.

To achieve the goals and advance the policies related to the mobility of people introduced in this Mobility Element, the City of Long Beach will implement multiple-pronged initiatives. These initiatives include adopting a multimodal approach to transportation planning that accounts not only for automobiles, but also for pedestrians, bicyclists, transit, aviation, and maritime transportation.

Integrating Multimodal Level of Service

Many jurisdictions are reviewing an integrated approach to multimodal transportation planning. Rather than simply developing isolated plans for each individual mode — automobile, pedestrian, bicycle, and transit — this method evaluates the trade-offs among the modes as part of a more integrated strategy for transportation planning and decision making.

However, the City proposes to adopt the relatively new concept of multimodal level of service that has not yet been widely established as a level of service measurement. To that end, we turn to the HCM, which provides a good starting point as we evolve level of service standards to better accommodate and integrate multiple modes of transportation. Following is a brief overview of the methodology implemented in the 2010 Highway Capacity Manual (HCM) to conduct multimodal level of service analysis.

2010 Highway Capacity Manual (HCM): Analyzing Individual System Elements

The 2010 HCM provides tools to help us measure the performance of the individual elements that make up a multimodal transportation system. It also provides us guidance on how to combine those individual elements to evaluate larger portions of the system.

For an overview of the various system elements and their proposed analysis methodologies, take a look at Table 7. Here you'll see the service measure(s) used to determine level of service for each mode operating on each system element, and the HCM performance measure that can be used to aggregate results to the system level.

Some combinations of system elements and travel modes merge several performance measures into a single traveler-perception model used to generate a level of service score. The components of traveler-perception models used in the HCM are also listed in Table 8.

Table 7: HCM Service Measures by System Element and Mode

System Element	Travel Mode				Traveler-Perception Analysis Measure
	Automobile	Pedestrian	Bicyclist	Transit	
Two-Lane Highway	Speed	N/A	LOS Score	N/A	Speed
Urban Street Facility	Speed	LOS Score ¹	LOS Score ¹	LOS Score ¹	Speed
Urban Street Segment	Speed	LOS Score ¹	LOS Score ¹	LOS Score ¹	Speed
Signalized Intersection	Delay	LOS Score ¹	LOS Score ¹	LOS Score ¹	Delay
Two-Way Stop	Delay	Delay	N/A	LOS Score ¹	Delay
All-Way Stop	Delay	N/A	N/A	LOS Score ¹	Delay
Roundabout	Delay	N/A	N/A	LOS Score ¹	Delay
Interchange Ramp	Delay	N/A	N/A	N/A	Delay
Terminal					
Off-Street Pedestrian-Bicycle Facility	N/A	Space, Events ²	LOS Score ¹	LOS Score ¹	Speed

¹See Table 8 for LOS Score Components.

²Events are situations where pedestrians meet bicyclists.

Table 8: Components of Traveler-Perception Models Used in the HCM

Facility Type	Mode	Model Components
Multilane and Two-Lane Highways	Bicycle	Pavement quality, perceived separation from motor vehicles, motor vehicle volume and speed
	Automobile	Weighted average of segment automobile LOS scores
Urban Street Facility	Pedestrian	Urban street segment and signalized intersection pedestrian LOS scores, midblock crossing difficulty
	Bicycle	Urban street segment and signalized intersection bicycle LOS scores, driveway conflicts
	Transit	Weighted average of segment transit LOS scores
	Automobile	Stops per mile, left-turn lane presence
Urban Street Segment	Pedestrian	Pedestrian density, sidewalk width, perceived separation from motor vehicles, motor vehicle volume and speed
	Bicycle	Perceived separation from motor vehicles, pavement quality, motor vehicle volume and speed
	Transit	Service frequency, perceived speed, pedestrian LOS
	Pedestrian	Street crossing delay, pedestrian exposure to turning vehicle conflicts, crossing distance
Signalized Intersections	Bicycle	Perceived separation from motor vehicles, crossing distance
	Bicycle	Average meetings/minute, active passings/minute, path width, centerline presence, delayed passings

Assessing a Transportation System: It Starts With Delays

When analyzing the performance of a transportation system, we begin by looking at the estimated delay at the point, segment, facility, and subsystem levels.

- » Point delays: These happen as a result of traffic control devices such as traffic signals and stop signs.
- » Segment delays: These occur when a point delay (for example, a delay caused by a stop sign) combines with other delays incurred within the segment or roadway.

- » Facility delays: Segment delays are added together to determine facility delay estimates. The sum of the facility estimates yields subsystem delay estimates.
- » Subsystem delays: Subsystem estimates of delay can be combined into total system estimates, but typically the results of each subsystem are reported separately.
- » Mean delays: Mean delays for each subsystem are then computed by dividing the total person-hours of delay by the total number of trips on the subsystem.

System Performance Measurements: Measuring Multiple Aspects

To assess the performance of a complete transportation system, we must look at multiple factors. These include:

- » Quality of service: The number of person-miles and person-hours provided by the system.
- » Intensity of congestion: The amount of congestion users of the system experience.
- » Duration of congestion: Number of hours that congestion persists.
- » Extent of congestion: The physical length of the congested system.
- » Variability: The day-to-day variation in congestion.
- » Accessibility: The percentage of the populace able to complete a selected trip within a specified time.

Why Consider a Multimodal Level of Service?

Conducting a multimodal level of service analysis of existing roadway segments would allow the City of Long Beach to identify system deficiencies that impact all travel modes. Adopting a multimodal level of service would also enable to City to:

- » Test various multimodal goals/strategies tailored to individual corridors, applying different performance criteria based on the facilities' intended purpose and function.
- » Compare different travel modes at the same relative scale based on user perception.
- » Quantify the relative benefits and disadvantages of roadway cross-section standards and design modifications.⁹⁰

Assessing the Impact on Residential Streets

The City has historically reviewed residential neighborhood traffic intrusion issues as they arise and worked with affected residents to develop solutions. As our City's commercial center continues to develop, we must also look at the impact of this growth — and the accompanying increase in traffic — on our local residential street. Certain commercial projects that may push additional traffic into residential areas may necessitate a residential street impact analysis.

This type of analysis enables us to determine the potential for new locations of cut-through traffic that can negatively affect a residential street. As part of the analysis, cut-through trips are measured as vehicles that bypass a congested arterial or intersection and opt instead to travel along a residential street. Implementing traffic calming measures may be able to offset any anticipated impacts.

Selecting Residential Streets for Analysis

When selecting residential street segments for analysis during the traffic study scoping process, all of the following conditions must be present:

- » The proposed project is a nonresidential development.
- » The arterial is sufficiently congested, such that motorists traveling on the arterial may opt to divert to a parallel route through a residential street. The congestion level of the arterial can be determined based on the estimated level of service under project conditions of the study intersection(s).
- » The Project is estimated to add a significant amount of traffic to the congested arterial that can potentially shift to an alternative route.
- » The local residential street(s) provides motorists with a viable alternative route.

A local residential street is deemed significantly impacted based on an increase in the projected average daily traffic (ADT) volumes:

Projected Average Daily Traffic With Project (Final ADT)	Project-Related Increase in ADT
0 to 999	16 percent or more of final ADT
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

Major Capital Improvement Program

The General Plan is not an implementation tool; however, the Mobility Element is unique, such that it provides a road map for the Department of Public Works for funding decisions. State Law requires a general plan consistency finding for the Capital Improvement Program (CIP) is approved by City Council.

The proposed capital projects listed in the Mobility Element are based on current and future needs as well as the recommendations made by citizen input in the planning process and projects carried forward from the 1991 Transportation Element. These projects are conceived to alleviate deficiencies in our facilities and accommodate current and future growth.

As shown on Map 20, these improvements fall into a variety of travel modes – including: Pedestrian and Bikes, beatification, Multi-Modal, Transit, Automobile and Good Movement – throughout the City. Table 9 lists 53 revenue- constrained transportation improvement projects and estimated costs. The total preliminary costs for these roadway improvements are \$215.75 million. These projects are identified to a potential method to implement the goals and policies contained in this Element. Each project will be evaluated on its merit and subject to a separate entitlement process including California Environmental Quality Act (CEQA) review and community engagement.

Another important category of improvements are measures to enhance intersections operations at critical intersection locations. Intersections are the primary bottlenecks points in the transportation system since the capacity of the system must be shared at intersections and operational breakdowns can result if too much travel demand occurs as compared to the designed capacity of the intersections. Often simple measures such as the addition of a lane for turning traffic can significantly enhance intersection operations. A series of critical intersection locations has been identified and candidate improvements are proposed as part of the mobility plan.

Table 9: Capital Projects Under Consideration

Project	Description	Travel Mode	Cost
Mobility of People			
1	Hill Street Bike & Pedestrian Bridge	This project will provide a link between Wrigley and West Long Beach by constructing a bicycle and pedestrian bridge over the Los Angeles River and I-710 Freeway at Hill Street.	Ped/Bike 7m
2	Dominquez Gap Bike & Pedestrian Bridge	This project will construct a new bike and pedestrian bridge over Los Angeles River to connect the Los Angeles River Bike Path to the Compton Creek Bike Path to significantly help minimize the use of Del Amo Boulevard as the only route over the Creek.	Ped/Bike 7m
3	Delta Avenue Bike Boulevard	Design and construct new bike boulevard generally traversing Delta Avenue.	Ped/Bike 3m
4	15th Street Bike Boulevard	Design and construct new bike boulevard generally traversing 15th Corridor.	Ped/Bike 1.5m
5	Del Mar Greenbelt	Design and construct greenway along Blue Line public right-of-way between Metro Willow and Wardlow Stations including walking and biking paths.	Ped/Bike 3.5m
6	Alamitos Ave/Ocean Blvd Beach Bike Path Access Improvements	Design and construct bicycle and pedestrian tunnel connecting Lime Avenue to the beach bike path.	Ped/Bike 1.5m
7	Jergens Pedestrian Tunnel	This project includes the restoration and activation of the Jergens Tunnel. The Tunnel is a pedestrian subway constructed in 1927 to connect the Pike amuse	Ped/Bike 3m
8	Wilmore City Courts and Ways	Design and implement pedestrian enhancements and sustainable practice for Wilmore City Courts and Ways to improve pedestrian safety and connectivity.	Ped/Bike 2m
9	2nd Street/Studebaker Streetscape Enhancements	This project will include Second Street bike and pedestrian enhancements from Pacific Coast Highway to eastern City Boundary including construction of sidewalk and landscaping median.	Enhanc 2.7m
10	Pine Avenue Streetscape Enhancement	Design and implement "complete street" improvements on Pine Avenue with sustainable design features including pedestrian and bike improvements and storm-water planters, and Studebaker Rd. between 2nd St. and 7th St.	Enhanc 10m
11	Atlantic Avenue Streetscape Enhancement	Design and implement the visual environment on Atlantic Avenue for all modes of travel. Enhancements include: shade trees, pedestrian-scale light and decorative crosswalk treatments.	Enhanc 17.5m
12	Santa Fe Avenue Streetscape Enhancements	Design and implement streetscape enhancements on Santa Fe Avenue from Pacific Coast Highway to Wardlow.	Enhanc 5m
13	Market Street Enhanced Pedestrian Access	Design and implement "complete street" improvements on Market Street from Long Beach Boulevard to Cherry Avenue including bike improvements and sidewalk widening and sustainable design features.	Ped/Bike 5m
14	Wardlow Road Corridor Improvements	Design and implement corridor improvements on Wardlow Road between Long Beach Blvd and Cherry Avenue including freeway ramp access configuration, sidewalk improvements and signal system upgrades.	Multi-mode 1.7m
15	4th Street Corridor Improvement	This project includes the construction of bulb-outs, and new signalized pedestrian crossing on 4th Street between Alamitos Avenue and Redondo Avenue.	Multi-mode 3.5m
16	"De-Freeway" Terminal Island Freeway	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 multi-modal transportation corridor with contributing public amenities. As part of the plan, the designated truck route would end at the Pacific Coast Highway interchange with 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.	Multi-modal 10m

Table 9: Capital Projects Under Consideration (continued)

Project ID	Project	Description	Mode	Cost
Mobility of People (continued)				
17	Anaheim Street Corridor Improvements	This project includes signal upgrades, synchronization communications for all modes and streetscape and pedestrian amenities.	Multi-mode	5m
18	Alamitos Ave Corridor Improvements	This project may include eliminating parking on Alamitos Avenue from Ocean Boulevard to 7th Street, and reconfigure street with bike lane and streetscape amenities, bus improvements left-turn pockets, complete utility under-grounding northward and strategic widening from Ocean Boulevard to Pacific Coast Highway.	Multi-mode	3m
19	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.	Transit	5m
20	Metro Blue Line Willow and Wardlow Station Park and Ride	Develop increased vehicle capacity at Metro Blue Line stations park and ride facility to encourage ridesharing, transit use and multi-modal connectivity.	Transit	10m
21	Northeast Long Beach Transit Hub	Identify and develop transit hub to provide transit linkage to High Speed Rail stations, airport area and CSULB, and improving regional transit operations.	Transit	1m
22	Artesia Boulevard Complete Street Improvements	Artesia Boulevard improvements including adaptive/synchronized signals and complete street features.	Multi-mode	4m
23	Magnolia Avenue Signal Improvements	Magnolia Avenue signal upgrades including video detection, signal coordination and wireless communications from Wardlow Road to Ocean Boulevard.	Auto	2m
24	Cherry Avenue Signal Improvements	Cherry Avenue Signal Improvements from Pacific Coast Highway to Ocean Boulevard.	Auto	1.2m
25	10th Street Signal Improvements	Signal upgrades and synchronize communications for all modes between Magnolia Avenue and Park Avenue.	Auto	3m
26	South Street Signal Improvements	South Street Signal Improvements from Atlantic Avenue to eastern City boundary.	Auto	2.5m
27	Studebaker Rd and 7th Street Freeway Entrance	This project includes dual roundabouts to simplify movements at freeway entrance and add sidewalk/bike route.	Auto	4m
28	Studebaker Rd and I-405 ramps	This project includes configuring Studebaker Rd and I-405 ramps to reduce neighborhood intrusion and improve access and provide cross-traffic control as needed.	Auto	750k
29	Long Beach Blvd/Wardlow Road and I-405 ramps	This project includes ramp reconfiguration to improve connections to Long Beach Boulevard and reduce congestion at Pacific and Wardlow.	Auto	5m
30	Spring St and I-605 Ramps	This project includes adding ramps at Spring St and I-605 to reduce neighborhood intrusion and improve access and provide cross-traffic control as needed.	Auto	15m
31	I-710 Freeway Terminus Realignment	This project proposes the realignment Shoreline Drive to expand Cesar Chavez Park and off-ramp changes to Broadway, Third, Sixth and Seventh Streets. This project also includes bike and pedestrian access across the Los Angeles River.	Auto	80m
32	Orange and I-405 Ramps	This project includes reconfiguring Orange and I-405 ramps to provide cross-traffic control, simplify connections.	Auto	1.5m
33	Atherton Street Signal Improvements	This project includes adaptive traffic signal improvements to better accommodate school / event traffic near CSULB.	Auto	2m
34	Second Street and PCH Enhanced Connectivity	This project may include enhance connectivity of Shopkeeper Road and Marina Drive to improve left turn movements and add priority intersection improvements to offer bypass to 2nd and Pacific Coast Highway intersection.	Auto	5m

Table 9: Capital Projects Under Consideration (continued)

Project Number	Project	Description	Travel Mode	Cost
Mobility of People (continued)				
35	Armory Park Project	This project includes the reconfiguring intersections to improve safety and traffic flow, extend 2-way 7th St westward at least one block.	Multi-modal	3m
36	Willow Street Bike Facility	This project includes a Class I facility on Willow Street Between Studebaker Road and the San Gabriel River.	Bike/Ped	2m
37	Pacific Coast Highway Traffic Circle Redesign	This project includes reducing radius of Traffic Circle, improving approaches, improving pedestrian safety and adding crossings at outer circle and other locations and work with Caltrans on regional bicycle facility.	Multi-modal	2m
38	Spring Street Bridge at San Gabriel River widening	This project includes bridge widening to improvement pedestrian and bike access.	Bike/Ped	1.2m
39	Walnut Avenue Bike Boulevard	Design and construct new bike boulevard generally traversing Walnut Avenue and 52nd Street.	Bike/Ped	2m
40	Cherry Avenue Widening	This project includes widening Cherry Avenue from PCH to Anaheim Street. Traffic improvement including spot widening from Anaheim to PCH.	Auto	2m
41	Multiple Intersection Improvements	The project includes new multiple turn pocket improvements and signal improvements to increase peak-hour throughput	Auto	35m
42	Bellflower Blvd. Livable Street	This project includes "road diet" to provide new bike lane and landscaped median.	Bike/Ped	n/a
43	PCH/7th Street/Bellflower Grade Separation	This project includes grade separation at the "Iron Triangle" including the closure of Bellflower SB to simplify movements.	Auto	25m
44	Rancho Dominguez Annexation Improvements	This project includes upgrading traffic signals, interconnect communication facilities and other miscellaneous improvements.	Auto	13m
45	CSULB Transit Hub	Identify and develop transit hub to provide transit linkage to High Speed Rail stations, airport area and CSULB, and improving regional transit operations.	Transit	n/a
46	South Waterfront Bike Path	The Pier J Bike/Pedestrian Path will provide a safe travel route from the existing Queensway Bridge Class 1 Path, on a waterfront route on Pier J in the Port.	Bike/Ped	n/a
47	Ocean Blvd. Bike Bridge	This project would connect the Gerald Desmond Bridge bike facility to the downtown.	Bike/Ped	n/a
Mobility of Goods				
48	Airport Terminal Improvements	This project includes repairs and improvements of runways, taxiways, taxi lanes and airfield access roads.	Goods	30m
49	Gerald Desmond Bridge Replacement	This project includes the replace the deteriorating five-lane Gerald Desmond Bridge with a new six-lane cable-stayed bridge with bike facility. This project also includes reconfiguring freeway and arterial interchanges approaching the bridge and bike facility connection to Ocean Boulevard.	Goods	1.1b
50	I-710 Freeway Reconfiguration	The scope of this project would likely include improving six key interchanges with east-west freeways as well as other major arterials between Ocean Blvd and SR-60.	Goods	40b
51	Pier 5	The development of the last major vacant land in the entire San Pedro Bay ports complex. This 160-acre parcel on Terminal Island would become a cargo shipping facility.	Goods	n/a
52	On-dock rail support facility at Pier B	This proposal would expand the existing Pier B rail yard to serve a project increase in port rail traffic. The project would remove or realign West 9th Street between I-710 Freeway and the border of Long Beach and Los Angeles.	Goods	n/a

Note: The projects are not listed in priority order.

Please refer to the Port's website www.polb.com for a full list of current projects.

Map 20:
CAPITAL PROJECTS UNDER CONSIDERATION



Legend

- | | | |
|--------------|------------------------|---------------------|
| ● Auto | ● Goods Movement | ~ Beautification |
| ~ Auto | ~ Goods Movement | |
| ● Multi-mode | ● Bicycle & Pedestrian | ● Transit |
| ~ Multi-Mode | ~ Bicycle & Pedestrian | - - - Transit_Class |

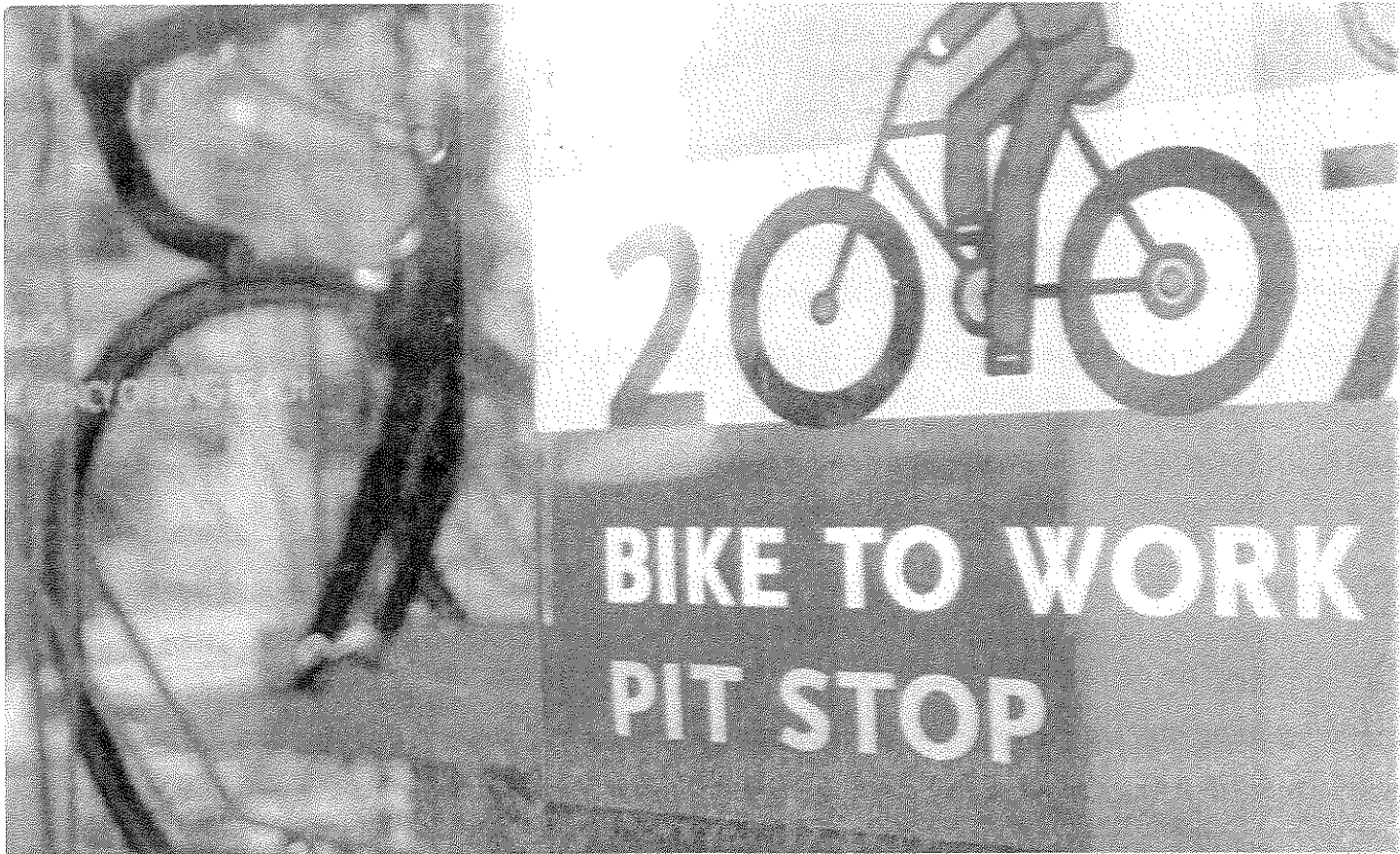


Mobility of People (MOP) Implementation Measures (IM)

Pedestrians and Bicycles

- » MOP IM-1: Develop a street design standards manual to reflect the new street typologies that incorporate the concept of complete streets.
- » MOP IM-2: Routinely incorporate complete streets features into all street redesign and repaving projects.
- » 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.
- » MOP IM-4: Develop a City-wide pedestrian master plan that establishes a basic inventory of pedestrian infrastructure, comprehensively prioritizes pedestrian improvements, furthers the intent of the placetype designations, makes connections to other modes of travel, promotes public health, and connects with open space features.
- » MOP IM-5: Create walking loops with stepping-stone mile markers and other supportive features to support active living.
- » MOP IM-6: Continue to implement programs to promote pedestrian safety through outreach to both pedestrians and motorists.
- » MOP IM-7: Create separated lanes for pedestrians and cyclists for the entire length of the beach path.
- » MOP IM-8: Use neighborhood traffic control techniques when excessive vehicle speed, excessive volume, or pedestrian/vehicle safety concerns warrant them.
- » MOP IM-9: Implement mid-block crossings and traffic calming as needed in the more suburban locations of the City where larger blocks and wider streets inhibit pedestrians.
- » 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.
- » MOP IM-11: Continuously implement new technology to improve the pedestrian environment.
- » MOP IM-12: Actively seek funding to implement the Bicycle and Pedestrian Master Plans.
- » MOP IM-13: Implement a City-wide bike share program.
- » MOP IM-14: Develop an on-street bike parking (i.e., bike corrals) program including standards and procedures.
- » MOP IM-15: Strengthen existing development standards for bike parking at new commercial and multifamily developments.
- » MOP IM-16: Implement the City's Metro Blue Line Bicycle and Pedestrian Access Plan.
- » MOP IM-17: Address bicycle safety and access in the design and maintenance of all street projects.
- » MOP IM-18: Whenever capital improvement projects are constructed at intersections, vehicle actuation should detect bicycles.
- » MOP IM-19: Identify and analyze locations with a high number of bicycle crashes and implement appropriate engineering, education, enforcement, and countermeasures.
- » MOP IM-20: Use "sharrow" marking on all existing and proposed Class III facilities, as feasible.
- » MOP IM-21: Institutionalize the Bicycle Friendly Business Districts and Bike Saturday campaign in Long Beach.
- » 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.
- » MOP IM-23: Develop a policy for retrofitting existing automobile parking spaces for bike parking at existing commercial and multi-family developments.
- » MOP IM-24: Coordinate and collaborate with local school districts to provide enhanced, safer bicycle and pedestrian connections to school facilities throughout Long Beach.
- » MOP IM-25: Continue to upgrade the City's designation as a bike-friendly city to platinum status.
- » MOP IM-26: Participate in and support City-wide events to promote bicycling, such as National Car-Free Day, Bike-to-Work Day, Bike Saturday, and Park[ing] Day, women on bikes, and bike buddy.
- » MOP IM-27: Pilot an "individualized marketing campaign" to help residents to choose safe, convenient routes to replace automobile trips with bicycling and transit trips.

- » MOP IM-28: Actively support ciclovias (ie, bike festivals) and other “open street” activities in Long Beach.
- » MOP IM-29: Continue to support the Bikestation and encourage the development of small-scale bike-transit hubs throughout the City of Long Beach.
- » MOP IM-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 IM-31: Continue to strengthen the marketing and promotion of non-auto transportation to residents, employees, and visitors.
- » MOP IM-32: 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.
- » MOP IM-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 right-of-way to provide wider sidewalks, bicycle lanes, transit amenities, or landscaping.
- » MOP IM-34: Convert electricity transmission corridors to parks, as resources and leases become available.
- » MOP IM-35: Establish rails to trails program to repurpose, share or reconfigure surplus rights-of-way to greenbelts with bicycles and pedestrian facilities.
- » MOP IM-36: Establish a Pavement to Plazas program to realign irregular intersections and re-purpose surplus public rights-of-way for public space.



Transit

- » MOP IM-35: Actively support and assist Long Beach Transit in the implementation of design guidelines for bus shelters and other bus stop amenities.
- » MOP IM-36: Include Long Beach Transit early in the City's Site Plan Review process to ensure transit facilities are well integrated into the development project.
- » MOP IM-37: Actively support and assist Long Beach Transit's development of a strategic action plan for future transit service.
- » MOP IM-38: Actively support and assist Long Beach Transit's expansion of real-time transit information at bus shelters and expand smart phone applications and other new technology.
- » MOP IM-39: Actively support and assist Long Beach Transit's establishment of mini-transit hubs throughout the City that provide multimodal connectivity.
- » MOP IM-40: Establish inter-transit agency transit hubs and Park and Rides in northern half of the City.
- » MOP IM-41: Actively support and assist Metro to expand the existing Park and Ride facilities at Metro Blue Line stations.
- » MOP IM-42: Actively support Long Beach Transit's efforts to expand the universal access pass program to major employers and business districts.
- » MOP IM-43: Continue to explore the feasibility of bus rapid transit and a street car system in Long Beach.
- » MOP IM-44: Continue to implement transit-priority traffic signals.
- » MOP IM-45: Investigate the feasibility of establishing of a streetcar or other type of personal rapid transit system in Long Beach. This system is proposed as a long-term community asset that will enhance non-automobile connectivity between neighborhoods; bus, rail, and water transit hubs; and the Downtown core.
- » MOP IM-46: As a pilot program, apply interim MMLOS standards for development proposals in the downtown.
- » MOP IM-47: Actively promote and develop plans for the extension of the Metro Green Line Station to the Blue Line Willow to increase regional connectivity.

- » MOP IM-48: 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.

Funding and Administration

- » MOP IM-49: Ensure that the City's transportation impact fee program provides adequate funding for necessary transportation improvements that will benefit all travel modes, while also incentivizing development that is less dependent on expensive new transportation infrastructure.
- » MOP IM-50: Review and, if necessary, update the City's transportation impact fee program to ensure that funding is provided for necessary transportation improvements that will benefit all travel modes.
- » MOP IM-51: Integrate financing and implementation of pedestrian, bicycle, and transit improvement projects with other related street modifications projects.
- » MOP IM-52: Participate with Local, Regional, State, and Federal Agencies and Other Organizations.

Automobiles

- » MOP IM-53: Support the casual carpool system by enhancing existing facilities and amenities. If necessary, the carpool facilities should be reconfigured or relocated to equally convenient locations.
- » MOP IM-54: When industry best practice has been established, adopt a Multi-Modal Level of Service (MMLOS) standard.
- » MOP IM-55: Develop a program to regularly evaluate traffic collision data. Identify top collision locations for automobiles, bicycles, and pedestrians and develop appropriate countermeasures.
- » MOP IM-56: Develop Street and alley vacation guidelines.



Parking

- » MOP IM-57: Create a mechanism to adjust the pricing and hours of availability and turnover of on-street parking consistent with the cost of parking garages and demand.
- » MOP IM-58: Revise current parking space requirements to reflect shared parking and park-once policies.
- » MOP IM-59: Enhance and continue to implement the Neighborhood Parking Program that provides residents access to available commercial spaces.
- » MOP IM-60: Revise parking space dimension regulations to allow for multiple parking stall sizes to accommodate all vehicle types (eg, smart cars, motorcycles, large SUVs, and other personal mobility vehicles).
- » MOP IM-61: Develop regulations to unbundle the cost of parking from the cost of housing for new multifamily projects.
- » MOP IM-62: Work with local school districts to establish joint-use and shared parking arrangements with schools.
- » MOP IM-63: Facilitate the creation of parking improvement districts to promote shared parking facilities using City streets and public parking structures. This will reduce or eliminate the parking required by a single development or business to facilitate adaptive reuse, redevelopment, and reinvestment. Parking improvement districts must include a program and funding to implement sustainable design features to reduce the impact parking facilities have on the environment.

Aviation

- » MOP IM-64: Maintain and enhance General and Commercial Aviation at Long Beach Airport (LGB).



STRATEGIES TO MOBILIZE GOODS

As a major gateway for goods coming in and out of our region, the City of Long Beach must also implement strategies designed to improve the movement of these goods. Recommended strategies for enhanced mobility of goods (MOG) are as follows.

- » MOG IM-1: Adopt and enforce truck routes to minimize impacts of truck emissions on the community.
- » MOG IM-2: Identify street improvements along designated truck routes that improve freight mobility on major truck corridors and reduce impacts of freight on the community.
- » MOG IM-3: Support programs and projects that reduce conflicts between trucks and autos on freeways, such as dedicated freight corridors separating heavy trucks from autos.
- » MOG IM-4: As part of the project development review process, ensure that adequate off-street loading areas in new, large commercial, industrial, and residential developments are provided. In addition, we should ensure that these areas do not conflict with adjacent uses, or with automobile, pedestrian, bicycle, or transit access and circulation.
- » MOG IM-5: Consider pick-up and delivery activities associated with various land uses when approving new development, implementing projects, and improving highways, streets, and bridges, including but not limited to, providing loading zones for multi-family, mixed-use, and commercial developments, curb radii at intersections and driveways that accommodate truck turns, and lane widths that accommodate trucks.
- » MOG IM-6: Encourage the expansion of on-street loading areas through removal of curb parking in established industrial areas where off-street loading facilities are insufficient.
- » MOG IM-7: Implement the Port of Long Beach Master Plan.
- » MOG IM-8: Support programs that reduce truck traffic on I-710 during peak commute hours, such as the Port's PierPass program.
- » MOG IM-9: Develop partnerships within the City, the region, and the State, and the nation to advocate for project prioritization and timely funding to improve and maintain freight infrastructure, and explore funding partnerships.
- » MOG IM-10: Maintain consistency between local, regional, State and Federal freight-related policies.
- » MOP IM-11: Identify emerging cargo container freight transportation issues and work with affected stakeholder groups, including the California Freight Advisory Committee. Provide regular opportunities for communication between the City, the freight community, other affected communities, and other agencies and stakeholders.
- » MOP IM-12: Rehabilitate Long Beach Airport airfield pavement including repairs and improvements of runways, taxi lanes, and airfield access roads local agencies to insure that port infrastructure projects are sited and designed to minimize their impacts on local residents and businesses.
- » MOP IM-13: Enhance the existing terminal building for security and passenger comfort, safety, or convenience.