



uplan

# NEIGHBORHOOD MOBILITY ENHANCEMENT PLAN

FEBRUARY 2021

CITY OF  
**LONG BEACH**



LONG BEACH  
**DEVELOPMENT  
SERVICES**



This plan was made possible with financial support provided by Caltrans through the Sustainable Transportation Planning Grant Program





***UPTOWN PLANNING LAND USE  
AND NEIGHBORHOOD STRATEGY***



# TABLE OF CONTENTS

**00 EXECUTIVE SUMMARY**

**01 INTRODUCTION**

**02 BACKGROUND**

**03 COMMUNITY ENGAGEMENT**

**04 MOBILITY RECOMMENDATIONS**

**05 IMPLEMENTATION**

**APPENDIX**





00

# EXECUTIVE SUMMARY



# EXECUTIVE SUMMARY

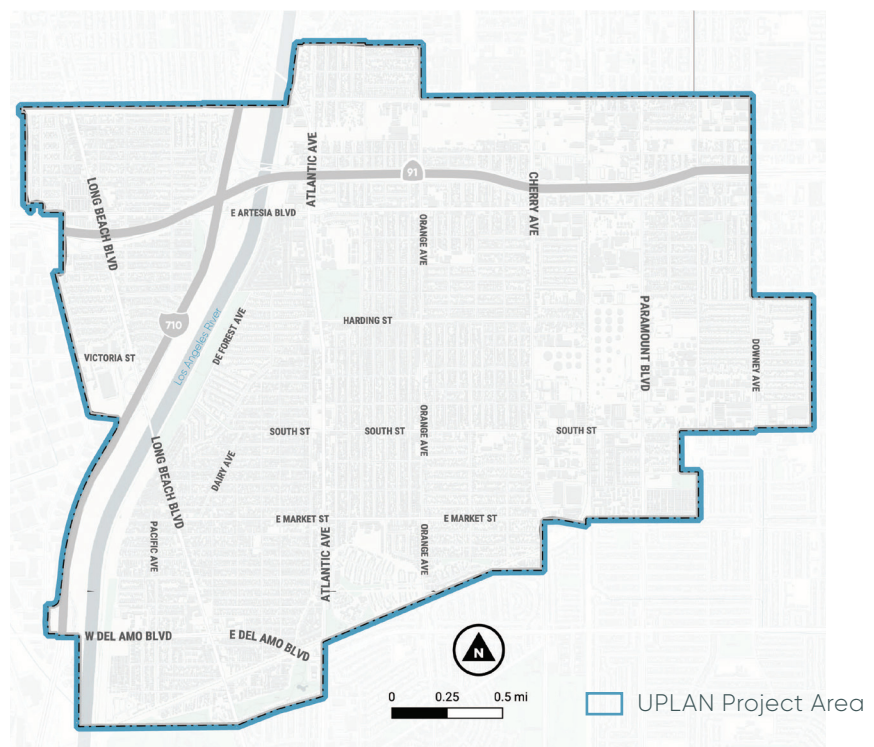
## INTRODUCTION AND PURPOSE

**The Neighborhood Mobility Enhancement Plan (NMEP) uplifts community voices and priorities,** providing an opportunity to enhance equity, safety, and connectivity for the community of North Long Beach through mobility strategies, improvement projects and programs. The NMEP is based on a multi-year planning, community outreach, and capacity building effort called the Uptown Planning Land Use and Neighborhoods Strategy (UPLAN) project. UPLAN is a collaborative effort between the City and the North Long Beach community to create new mobility, land use, zoning, and housing strategies to improve quality of life and access to jobs, services, and community resources.

## LOCATION

The UPLAN project generally applies to areas within the boundaries of Green Leaf Boulevard to the north, Del Amo Boulevard to the south, Susana Road to the west, and Downey Avenue to the east, also known as the 90805–zip code, shown in Figure ES.1 on the right.

Figure ES.1: UPLAN Project Area





## UPLAN COMMUNITY VISION

To guide the UPLAN project, a shared community vision was established in collaboration with the community:

*"We envision Uptown as an identifiable and inviting neighborhood, full of pride, with a range of community-serving destinations and hubs – a community that supports its residents and businesses, and creatively celebrates its existing and growing diversity."*

In addition to an overall vision, the community also collaborated in developing mobility-focused objectives, which included:

- Make it easier, safer & more pleasant to walk, bike, and take buses or trains to local destinations, for people of all ages & abilities.
- Provide street shade, landscaping, & pedestrian-oriented street lights.
- Showcase the neighborhood's unique artistic, cultural, & historical identity.
- More frequent crossings & slowed traffic through the main commercial corridors.
- Repaired streets with a high-quality design aesthetic.
- Be cognizant of impacts related to residential overcrowding and availability of street parking.

## BACKGROUND

### COMMUNITY SNAPSHOT

The NMEP serves a vibrant and diverse community in North Long Beach:



**Diversity:** North Long Beach is made of predominately people of color: 58% of the population is Latino followed by 20% Black or African American and 11% Asian.



**Youth:** Many youth and families live in North Long Beach with over half of the population under 30 years old.



**Immigrants:** North Long Beach has immigrants from all over the world. Over 30% of residents are immigrants, and most come from Mexico.



**Education:** While younger adults in North Long Beach enter higher education at rates similar to Long Beach and Los Angeles County, only 13% of people ages 25 to 34 have a bachelor's degree compared to 33% in the City of Long Beach.



**Employment:** Most North Long Beach residents commute outside of their neighborhood to work, often to other cities.



## MOBILITY SNAPSHOT

People in North Long Beach travel around by different modes including walking, biking, taking public transit and driving. A snapshot of mobility conditions, issues and opportunities facing North Long Beach is provided below as a foundation for understanding how the community moves around and travels through the area.

### Walking

- 1 North Long Beach is an urban environment with a well-connected sidewalk network.
- 2 Sidewalks have limited space and obstructions. Many are either narrow, lack ADA compliant curb ramps or have obstructions in the path of travel.
- 3 Lack of shade and insufficient lighting can make it uncomfortable to walk both in daytime and at night.

### Biking

- 1 Existing bicycle network connects people within the neighborhood and to nearby cities.
- 2 There are gaps in the bike network and the facilities change when you cross into another city, or over bridges and through underpasses.
- 3 The LA River offers many opportunities for recreation and commuting by bicycle, but east-west connections to the river are rare.

### Taking Transit





- 1 There are two transit operators connecting North Long Beach: Long Beach Transit, (local bus service) and Metro, which operates both local bus service and regional light rail (Metro A Line).
- 2 Atlantic Avenue's Line 61 has the highest ridership in North Long Beach.
- 3 Transit stops vary in comfort – some have benches, shade, trash bins, and signage, while others only have a route sign.

## Traffic Collisions

### Walking, biking and public transit conditions impact how people get around in North Long Beach, and so does safety.

People walking and biking are especially vulnerable when involved in collisions because they are less protected than if they were in a vehicle. Therefore, it is not surprising that people walking or biking account for a disproportionate share of fatalities and serious injuries in collisions in Long Beach. Safety is an even bigger issue for older adults and school-aged children who depend on walking in North Long Beach.

Most pedestrian and bicyclist fatalities and severe injuries occur along primary arterial streets in North Long Beach with:

-  At least four lanes of traffic
-  Wider street crossings
-  Longer distances between marked crosswalks
-  Higher posted speed limits

*Long Beach Blvd. and Atlantic Ave. are two examples of primary arterials in North Long Beach.*



# COMMUNITY ENGAGEMENT & CAPACITY BUILDING

The UPLAN community engagement process focused on encouraging every voice in North Long Beach, especially those who are too often left out of the planning process, to build long-term power for equity and justice in land use planning, beyond just gathering input. This community-driven NMEP has been informed by this robust outreach process, guided by a variety of interactive and educational activities, youth and resident-focused workshops, open houses, walk audits and demonstration projects that took place throughout the UPLAN process. A visual summary of UPLAN engagement activities is included below with more detail included in Chapter 3 (Community Engagement & Capacity Building):

## UPLAN Engagement Activities





## MOBILITY RECOMMENDATIONS

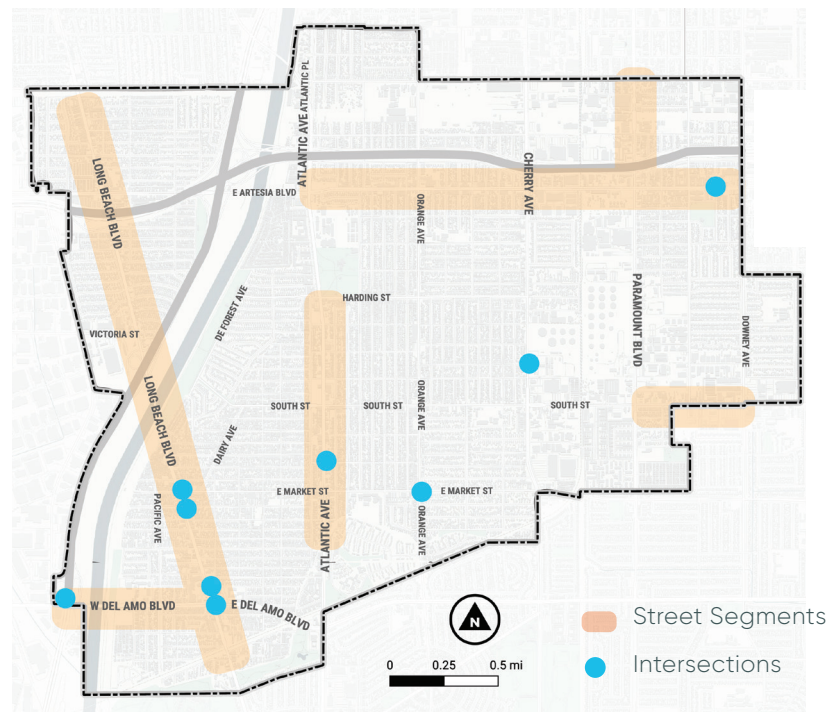
Based on mobility existing conditions, traffic collision findings, and community feedback, a list of potential mobility improvements was developed to improve equity, safety, and connectivity in North Long Beach, including:

- Landscaping
- Public art
- Public transit stop amenities
- Bus boarding island
- Bus bulb out
- Road reconfiguration
- Curb extension
- High visibility crosswalk
- Pedestrian refuge island
- Flashing Beacon
- HAWK Beacon
- Advanced yield lines
- Leading pedestrian interval
- No right turn on red
- Pedestrian lighting
- Street amenities
- Protected intersection
- Shared-use path (Class I)
- Bike lane (Class II)
- Buffered bike line (Class II)
- Protected bikeway (Class IV)



Figure ES.2: Priority Projects in North Long Beach

The mobility improvements were then prioritized into a shorter list of priority projects and programs for North Long Beach. Projects and programs prioritized for implementation are those most aligned with the community's needs based on feedback from community engagement & capacity building activities. The locations include streets and intersections identified in Figure ES.2, with more specific information on location in Chapter 4 (Mobility Recommendations).





In addition to the specific project recommendations for streets and intersections, there are programmatic measures that can be implemented to help support equity, safety and connectivity in North Long Beach. They include measures like programming to increase pedestrian and bicycle safety, including education to reduce collisions at documented locations, and continuing to use demonstration projects, like the Ramona Park temporary bulb out shown on the right, to evaluate and educate roadway users about new engineering solutions.

## IMPLEMENTATION

Will update this section once implementation chapter is finalized.





*UPLAN project team members and interns installing a temporary bulb out near Ramona Park to demonstrate how the width of the sidewalk can be increased to shorten the distance people must walk to cross the street, increasing safety and comfort walking*





uplan

# PLAN DE MEJORAS DE MOVILIDAD DE LA COMUNIDAD

FEBRERO 2021

CITY OF  
LONG BEACH



LONG BEACH  
DEVELOPMENT  
SERVICES







***UPTOWN PLANNING LAND USE  
AND NEIGHBORHOOD STRATEGY***



# TABLA DE CONTENIDO

**00 RESUMEN EJECUTIVO**

**01 INTRODUCCIÓN Y OBJETIVO**

**02 ANTECEDENTES**

**03 ALCANCE COMUNITARIO**

**04 RECOMENDACIONES DE MOVILIDAD Y TRANSPORTE**

**05 ESTRATEGIA DE IMPLEMENTACIÓN**

**APÉNDICE**





00

# RESUMEN EJECUTIVO



# RESUMEN EJECUTIVO

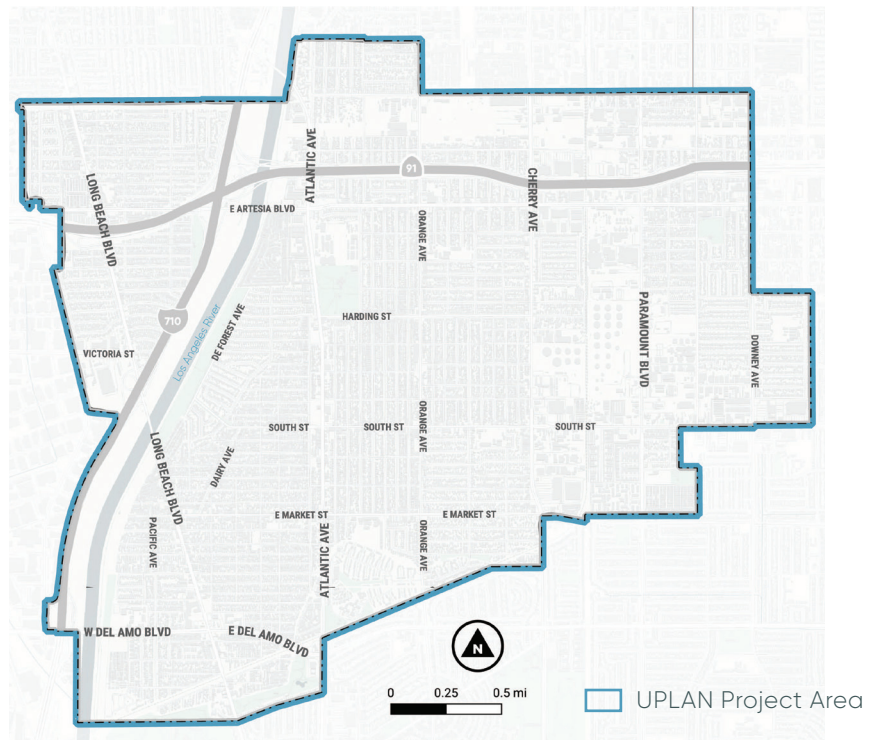
## INTRODUCTION AND PURPOSE

**El Plan de Mejoras de Movilidad (conocido como el NMEP en inglés) eleva las voces y prioridades de la comunidad, proporciona una oportunidad para mejorar la equidad,** proporciona una oportunidad para mejorar la equidad, seguridad y conexiones para el vecindario de North Long Beach a través de estrategias, proyectos y programas de mejoramiento de la movilidad y tránsito. El NMEP está basado en los esfuerzos de planificación, alcance comunitario, y formación cívica de varios años bajo el Plan de Uso del Suelo y Estrategia de la Comunidad de Uptown (conocido como UPLAN en inglés). El UPLAN es una colaboración entre la Ciudad y la comunidad de North Long Beach para crear nuevas políticas de uso de suelo, movilidad, zonificación, y vivienda para mejorar la calidad de vida y acceso a trabajos, servicios y recursos comunitarios en North Long Beach.

## LOCATION

El proyecto UPLAN generalmente aplica a las áreas dentro del perímetro del Bulevar Green Leaf al norte, Bulevar Del Amo al sur, Calle Susana al oeste, y Avenida Downey al este, también conocida como el área del código postal 90805, mostrada en la Figura 1 a la derecha.

Figura ES.1: Área del Proyecto UPLAN



## VISIÓN COMUNITARIA UPLAN

Para guiar el proyecto de UPLAN, una visión compartida fue establecida en colaboración con la comunidad.

*"Nuestra visión de Uptown es de una comunidad identificable y atractiva, llena de orgullo, con un rango de centros de actividad y atracciones que sirven a la comunidad – una comunidad que apoya a sus residentes y negocios, y celebra de manera creativa la diversidad que existe y sigue creciendo."*

Aparte de la visión general, la comunidad también colaboró en desarrollar los objetivos enfocados en movilidad que incluyeron los siguientes:

- Hacer más fácil, seguro y placentero el caminar, andar en bicicleta y tomar el autobús o el tren a destinos locales, para las personas de todas las edades y habilidades.
- Proporcionar sombra, jardinería y alumbrado público orientado a los peatones en la vía pública
- Mostrar la identidad única artística, cultural, e histórica del vecindario
- Cruces peatonales más frecuentes y reducción de velocidad en los pasillos principales comerciales
- Reparaciones de calles con alta calidad de diseño
- Ser conscientes de los impactos relacionados con la sobrepoblación residencial y disponibilidad del estacionamiento en las calles públicas

## ANTECEDENTES

### ¿QUIÉN ES LA COMUNIDAD?

El NMEP sirve a una comunidad vibrante y diversa en North Long Beach.



**Diversidad:** North Long Beach es compuesta por personas no blancas: 58% de la población es Latina seguido por 20% Afroamericana y 11% Asiática



**Jóvenes:** Muchos jóvenes y familias viven en North Long Beach, más de la mitad de la población es menor de los 30 años de edad



**Inmigrantes:** North Long Beach tiene inmigrantes de todas partes del mundo. Mas de 30% de los residentes son inmigrantes, y la mayoría proviene de México



**Educación:** Mientras que muchos de los jóvenes adultos en North Long Beach entran a un nivel alta de educación similar a las cifras de Long Beach y el Condado de Los Ángeles, solo 13% de las personas de edades 25 a 34 tienen un bachillerato en North Long Beach, a comparación con 33% de la Ciudad.



**Empleo:** La mayoría de los residentes de North Long Beach viajan fuera de la vecindario para trabajar, frecuentemente a otras ciudades.



## IMAGEN BREVE DE MOVILIDAD

La gente en North Long Beach se mueve de diferentes modos incluyendo, caminando, andando en bicicleta, tomando transporte público y manejando. Un resumen de las condiciones de movilidad, temas y oportunidades en North Long Beach esta proporcionada abajo para dar un entendimiento fundamental de cómo la comunidad se traslada alrededor y a través del área.

### Caminando

- 1 North Long Beach es un ambiente urbano con una red de banquetas muy bien conectada.
- 2 Sin embargo, las banquetas tienen espacio limitado y obstrucciones. Muchas son angostas, les falta las rampas que cumplen con la Ley Estadounidense para Discapacitados o tienen obstrucciones en el camino.
- 3 La falta de áreas con sombra o alumbrado público insuficiente puede hacer que el caminar sea incomodo o inseguro de día y de noche.

### Andando en Bicicleta

- 1 La red existente de ciclovías (también conocidas como 'carriles de bicicletas') conecta a las personas dentro del vecindario a otras ciudades cercanas.
- 2 Hay huecos en la red de ciclovías y las instalaciones cambian cuando uno cruza a otra ciudad, o sobre los puentes o por los pasos debajo de las carreteras.
- 3 El Rio Los Ángeles ofrece muchas oportunidades para recreación y desplazarse diariamente por bicicleta, pero las conexiones de este a oeste del rio son raras. the river are rare.





### Tomando Transporte Publico

- 1 Hay dos conexiones del transporte público en North Long Beach: Long Beach Transit (servicio local de autobús) y Metro, que opera el servicio de autobuses y tren regional (Línea A/Blue line del Metro).
- 2 La Línea 61 de Avenida Atlantic tiene el número más alto de pasajeros en North Long Beach.
- 3 Las paradas de transito varían en su comodidad – unas tienen bancas, sombras, contenedores de basura, y letreros, y otras solo tienen el letrero de la ruta.

## Colisiones de Trafico

**Las condiciones de caminar, andar en bicicleta y tomar transporte publico impacta como las personas se trasladan en North Long Beach, y también la seguridad.** Entonces, no es sorprendente que las personas caminando o andando en bicicleta componen una gran porción de las fatalidades y lesiones serias de colisiones en Long Beach. La seguridad es un tema aún más grande para adultos mayores y para los niños escolares que dependen de caminar en North Long Beach.

La mayoría de las fatalidades (o muertes) y lesiones más severas de peatones y ciclistas ocurren sobre las avenidas principales en North Long Beach que tienen:

-  Por lo menos cuatro carriles de trafico
-  Áreas de las cruces peatonales más anchas
-  Distancias más largas entre cruces peatonales
-  Áreas con límites de velocidad más altas

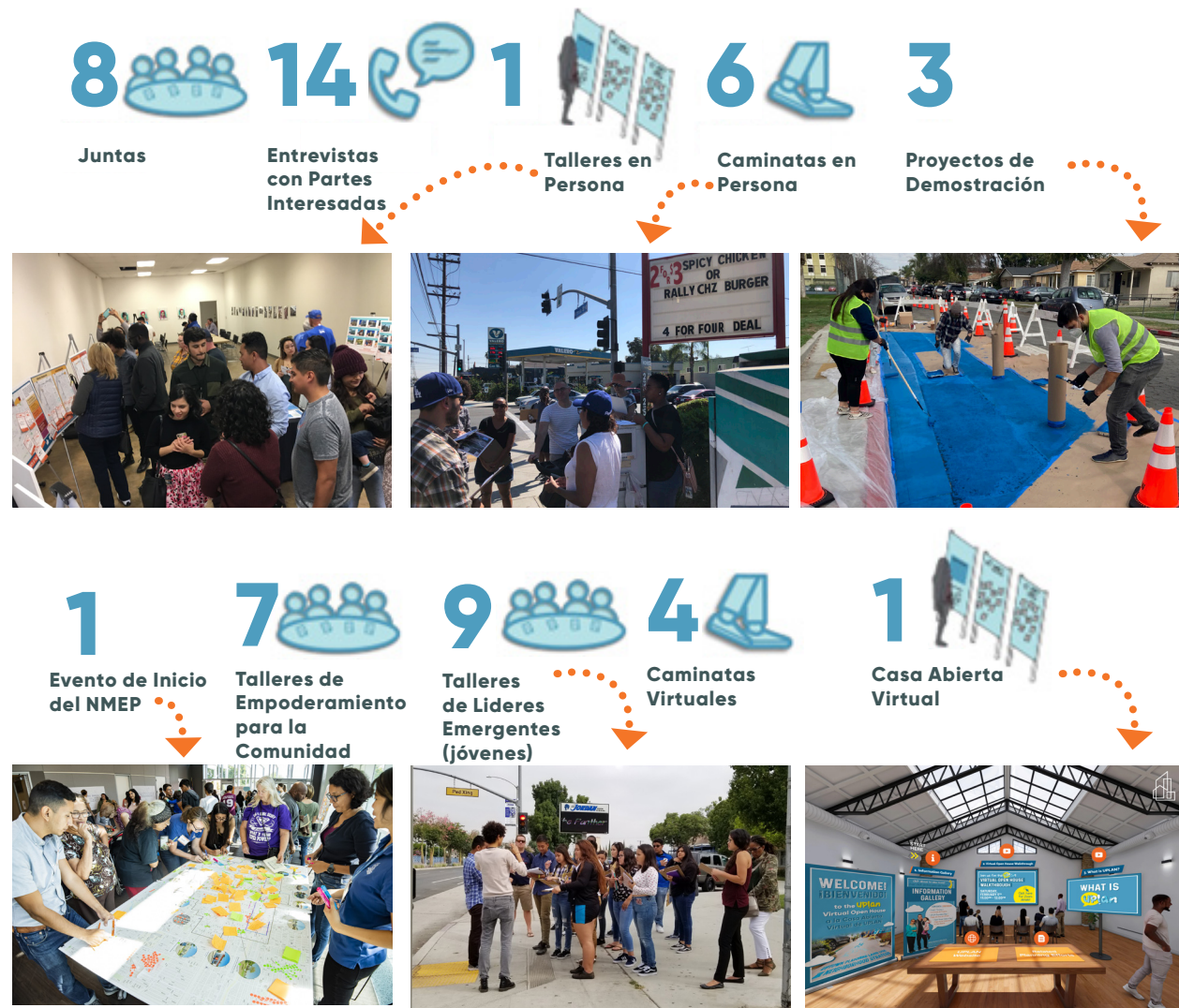
**Bulevar Long Beach y Avenida Atlantic son dos ejemplos de estas avenidas principales en North Long Beach.**



## ALCANCE COMUNITARIO Y FORMACIÓN CÍVICA:

El alcance comunitario del proceso se enfocó en apoyar todas las voces en North Long Beach, especialmente aquellas que muy frecuentemente se quedan fuera del proceso de planificación, para construir un poder de largo plazo, equitativo y justo con respecto a la planificación del uso del suelo de, más allá de simplemente coleccionar los comentarios. El NMEP, un plan apoyado por la comunidad, ha sido informado por un proceso fuerte de alcance comunitario, guiado por una variedad de actividades interactivas y educativas, talleres con jóvenes y enfocado en los residentes, casas abiertas, caminatas y proyectos de demostración que se llevaron a cabo a través del proceso para el proyecto UPLAN. Un resumen visual de las actividades de alcance de UPLAN está incluido abajo con aún más detalles en el Capítulo 3 (Alcance Comunitario y Formación Cívica)

### Actividades de Alcance UPLAN:





## RECOMENDACIONES DE MOVILIDAD

Basado en las condiciones existentes de movilidad, análisis de colisiones (o choques) de tráfico, y comentarios de la comunidad, una lista de posibles mejoramientos de movilidad fue desarrollada para mejorar la equidad, seguridad y conexiones en North Long Beach, incluyendo:

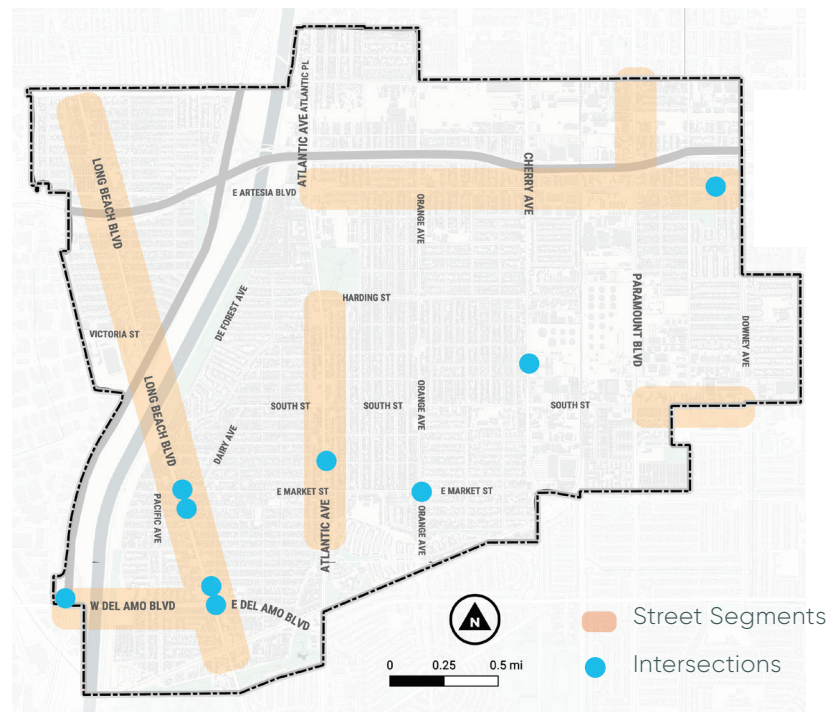
- Jardinería
- Arte publica
- Mejoras de paradas de transporte publico
- Islas de concreto para abordar el autobús
- Extensiones de banqueta para autobús
- Reconfiguraciones de calle
- Extensiones de banquetas
- Cruces peatonales de alta visibilidad
- Isla de refugio para peatones
- Faro peatonal intermitente
- Faro "Hawk"
- Líneas avanzadas de precaución
- Intervalos peatonales
- Vuelta a la derecha prohibida en rojo
- Alumbrado peatonal
- Mejoras de la calle publica
- Intersecciones protegidas
- Ciclovías compartidas (Clase I)
- Ciclovías (Clase II)
- Ciclovías con amortiguamiento (Clase II)
- Ciclovías protegidas (Clase IV)



Figura ES.2: Proyectos de Prioridad en North Long Beach

Los mejoramientos de movilidad después fueron priorizados en una lista más corta de proyectos y programas de prioridad para North Long Beach.

Los proyectos y programas priorizados para la implementación son aquellos más alineados con las necesidades de la comunidad basado en los comentarios del alcance comunitario y actividades de formación cívica de los participantes. Las ubicaciones incluyen calles e intersecciones identificadas en la Figura 2, con más información detallada en el Capítulo 4 (Recomendaciones de Movilidad).





Además de las recomendaciones específicas del proyecto para las calles e intersecciones, hay medidas programáticas que pueden ser implementadas para apoyar la equidad, seguridad y conexiones en North Long Beach. Las medidas incluyen la programación para incrementar la seguridad de peatones y ciclistas, incluyendo la educación para reducir las colisiones en intersecciones identificadas, y la continuación del uso de proyectos de demostración, como por ejemplo la extensión temporal de la banqueta en el Parque Ramona que se muestra a la derecha, para evaluar y educar usuarios sobre las nuevas soluciones de ingeniería.

## **ESTRATEGIA DE IMPLEMENTACIÓN**





Los miembros e internos del equipo del proyecto UPLAN instalaron una extensión temporal de banqueta a lado del Parque Ramona para demostrar como lo ancho de la banqueta puede ser ampliada para reducir la distancia que las personas tienen que caminar para cruzar la calle, para que así se pueda incrementar la seguridad y comodidad para caminar.





01

# INTRODUCTION

**UPTOWN PLANNING LAND USE  
AND NEIGHBORHOOD STRATEGY**



# INTRODUCTION

## What's in Chapter 1?



### **Location and Plan Purpose**

Learn about the location and boundaries of North Long Beach, the purpose of the Neighborhood Mobility Enhancement Plan (NMEP), including the plan objectives, and how NMEP plan will be used.



### **Project Process**

Learn about the multi-year UPLAN project process including an overview of Phase 1 and Phase 2.



### **UPLAN Community Vision**

Learn about the community vision for UPLAN developed in collaboration with North Long Beach residents and stakeholders.



### **Structure and Content of Plan**

Learn about the organization of the NMEP and what you can find in each chapter.

# LOCATION AND PLAN PURPOSE

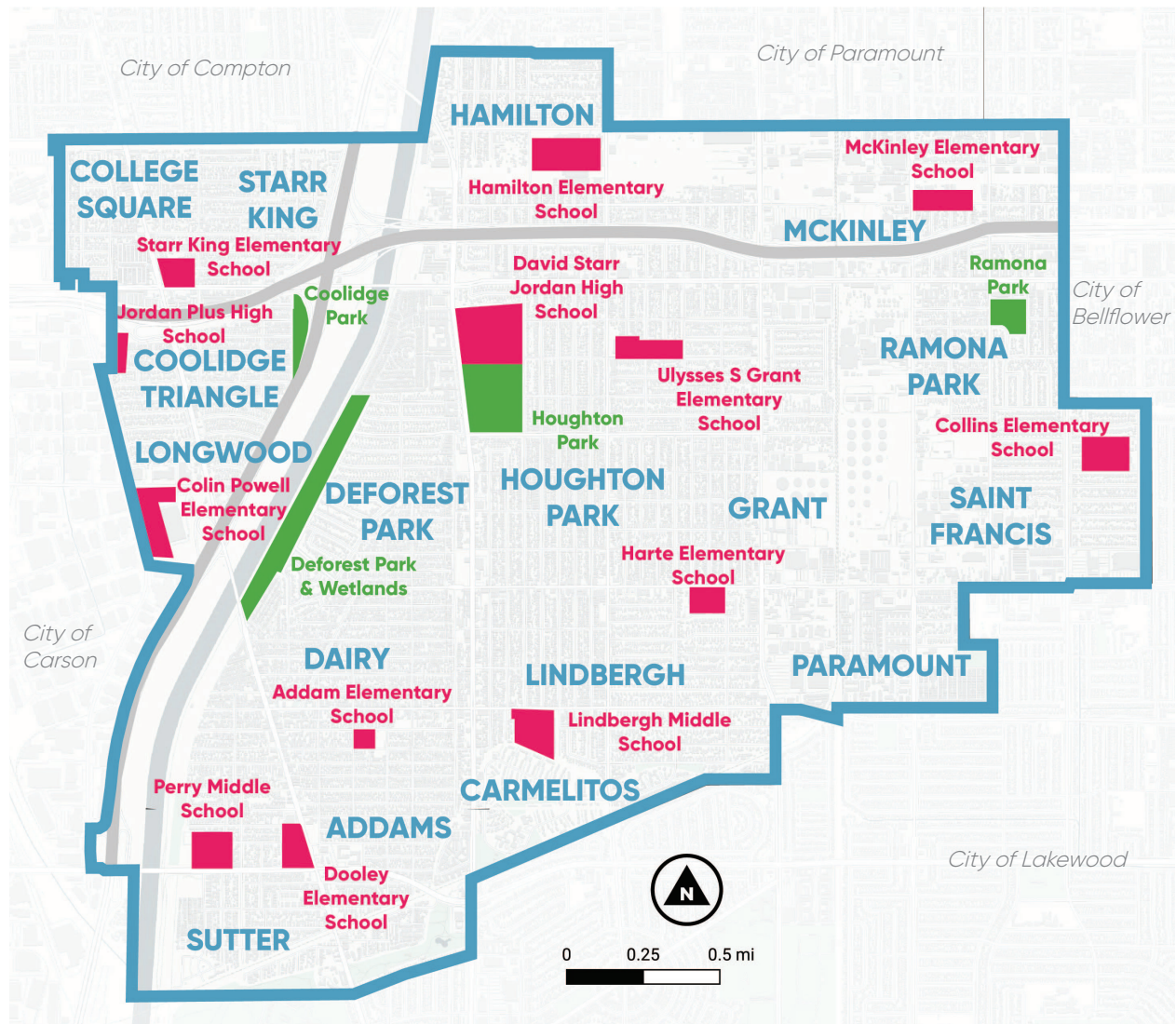
**North Long Beach is a diverse and vibrant community that is home to many neighborhoods, schools, parks and businesses.** With a total of 11 neighborhoods across North Long Beach, the roughly 4,000-acre area that makes up the 90805 zipcode includes mostly long-time residential communities, each with their own unique character, surrounded by the Cities of Paramount, Bellflower, Compton, Carson and Unincorporated Los Angeles. A variety of businesses are also located in North Long Beach along main corridors, like Atlantic Avenue, Artesia Boulevard and Long Beach Boulevard, in addition to large industrial businesses between Cherry Avenue and Paramount Boulevard. Over a dozen schools, including Jordan High School and Hamilton Middle School, are located in North Long Beach, along with several parks including Houghton, Coolidge, Deforest and Ramona Parks, as shown in Figure 1.1. This rich mix of residents and business owners has created a community where people raise families, go to school, work, shop and play.



*Michelle Obama Neighborhood Library on Atlantic Avenue*



Figure 1.1: North Long Beach



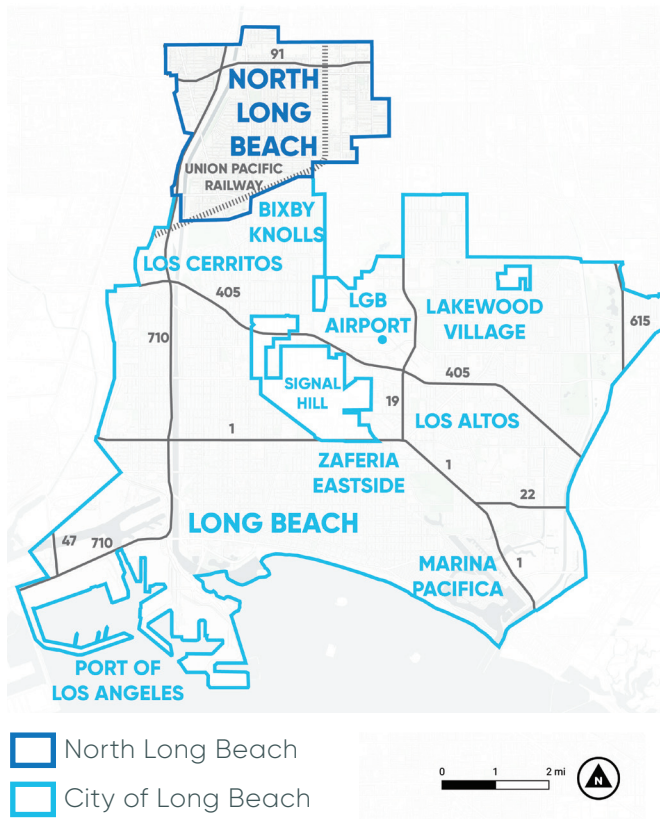


**However, North Long Beach also faces challenges.**

Major transportation corridors cross through North Long Beach, including the 91 and 710 Freeways and the Union Pacific Railroad (UPRR), creating car and truck traffic, air quality impacts, and infrastructure barriers, as shown in Figure 1.2. Large areas devoted to heavy industrial uses like the Toyota parts manufacturing plant and petroleum-related refineries and tank farms, create important jobs and economic benefits for Long Beach, but also produce pollution and environmental health issues for the community.

Over the years, inequitable land use and development patterns have created a community that is comfortable for driving, but not as easy, safe and comfortable to get around by foot or bike. Streets with high traffic speeds and rates of traffic collisions with pedestrians make it even more challenging to feel safe for the community to walk, bike or take transit in North Long Beach.

Figure 1.2: North Long Beach Context





**The Neighborhood Mobility Enhancement Plan (NMEP) uplifts community voices and priorities, providing an opportunity to enhance equity, safety, and connectivity for the community of North Long Beach through mobility strategies, improvement projects and programs.** The NMEP is based on a multi-year planning, community outreach, and capacity building effort called Uptown Planning Land Use and Neighborhoods Strategy (UPLAN). UPLAN is a collaborative effort between the City and North Long Beach to create new mobility, land use, zoning, and housing strategies to improve quality of life and access to jobs, services, and community resources.

Achieving equity, safety and connectivity for North Long Beach is a major purpose of this NMEP

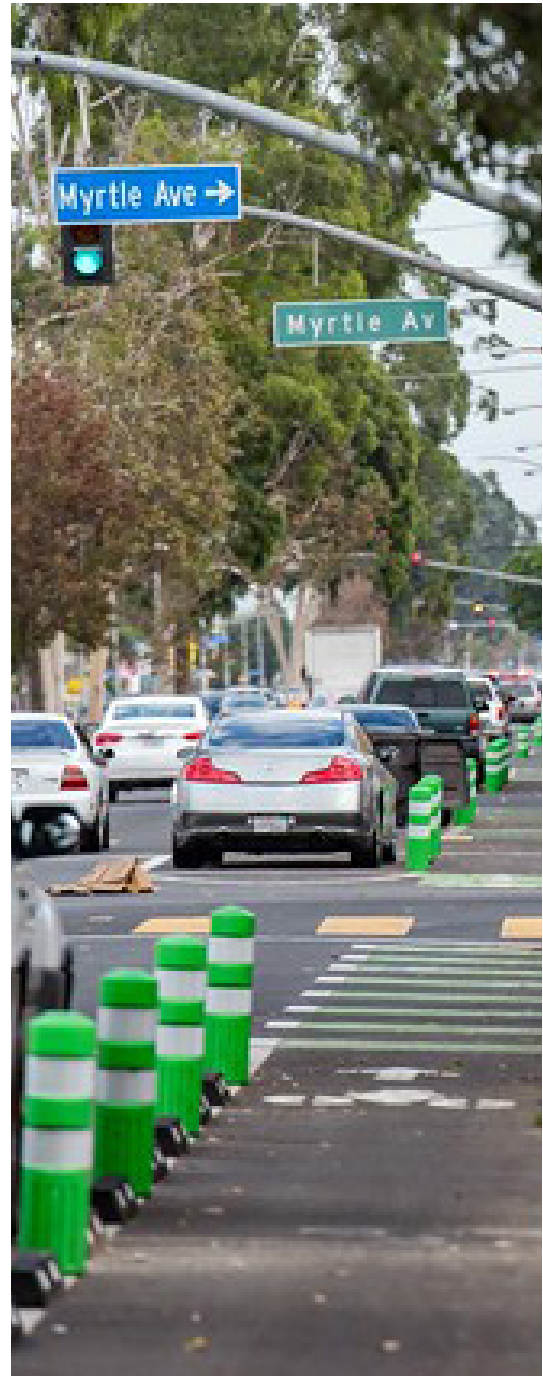


*Community members walking along Artesia Boulevard during an outreach event*

## HOW WILL THE NMEP BE USED?

Grounded in resident engagement and community partnerships to ensure community-driven decisions, community-supported outcomes, and prioritization of existing residents, the NMEP provides direction for transportation and street improvements in North Long Beach. The NMEP also facilitates the implementation of updated zoning and land uses to create a more walkable community with a mix of land uses that is accessible for all modes of transportation, including bus transit, walking and bicycling. The NMEP focuses on connecting major streets, neighborhoods, local jobs, and improving access to goods and services in North Long Beach, with an emphasis on safe options for walking and biking to schools, open space and public transit.

As a plan that has been informed and shaped by the community engagement process, the findings, needs and priorities included in the NMEP reflect the community's shared vision of a future North Long Beach.



*Bicycle lane along Artesia Boulevard*



## PLAN OBJECTIVES

The NMEP is guided by a series of objectives that have shaped the development of the plan, including mobility project recommendations described in Chapter 5. The objectives include:

- 1. Understand and reflect community mobility needs and priorities** gathered through community engagement and capacity building activities.



- 2. Focus on major streets used by the community to reach neighborhoods, jobs, recreation and shopping,** including Atlantic Avenue, Artesia Boulevard, Long Beach Boulevard, and Paramount Boulevard.



- 3. Encourage bicycling, walking and rolling for trips within North Long Beach to connect the community to jobs, recreation and shopping** through safe pedestrian paths/sidewalks, bikeways, intersections, routes to school, and connections to open space.



- 4. Identify transportation and street improvement projects to increase equity, safety and connectivity for people walking, bicycling and rolling in North Long Beach,** helping to realize the vision and goals included in the City's General Plan Mobility Element, Bicycle Master Plan, and Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan.



- 5. Use the City's Land Use Element (2019) as a guide for mobility in North Long Beach** helping to implement the land use framework and supportive improvements.



- 6. Identify actions that can be taken today, tomorrow and in the future** to help fund and implement the mobility improvement projects included in this NMEP.



# PROJECT PROCESS

**How did we get here?** The UPLAN project has been a multi-year effort, starting in Spring of 2018 with Phase 1, which focused on community outreach, visioning, and zoning recommendations, as shown in Figure 1.3. Phase 2 began in Fall of 2019, with a series of in-depth workshops, community capacity building, and technical studies leading to new zoning recommendations, as well as this NMEP.

Figure 1.3: UPLAN Project Timeline





## UPLAN PHASE 1

In March 2018 the City of Long Beach began a planning and economic development effort called UPLAN, funded by a grant from the Southern California Association of Governments. The purpose of the UPLAN project was to collaboratively create a new vision, economic strategies, and zoning recommendations with the community to guide future development along North Long Beach's primary mixed-use corridors, Artesia Boulevard and Atlantic Avenue. The geographic focus of this first phase of the UPLAN project is shown in Figure 4, along Atlantic Boulevard (between E 51st Street and State Route (SR-) 91) and Artesia Boulevard (Atlantic Boulevard to Downey Avenue).

Extensive outreach with the community during Phase 1 of the UPLAN project included eight UPLAN

Advisory Committee meetings, 14 stakeholder interviews, two workshops, six walkability audits, and a demonstration project. The UPLAN Advisory Committee helped to inform the direction of the project, including establishing the following four guiding principles for development in North Long Beach:

1. FOR OUR COMMUNITY,  
BY OUR COMMUNITY

2. CELEBRATE AND  
SHOWCASE UPTOWN

3. ADDRESS IDENTIFIED  
BARRIERS TO  
INVESTMENT

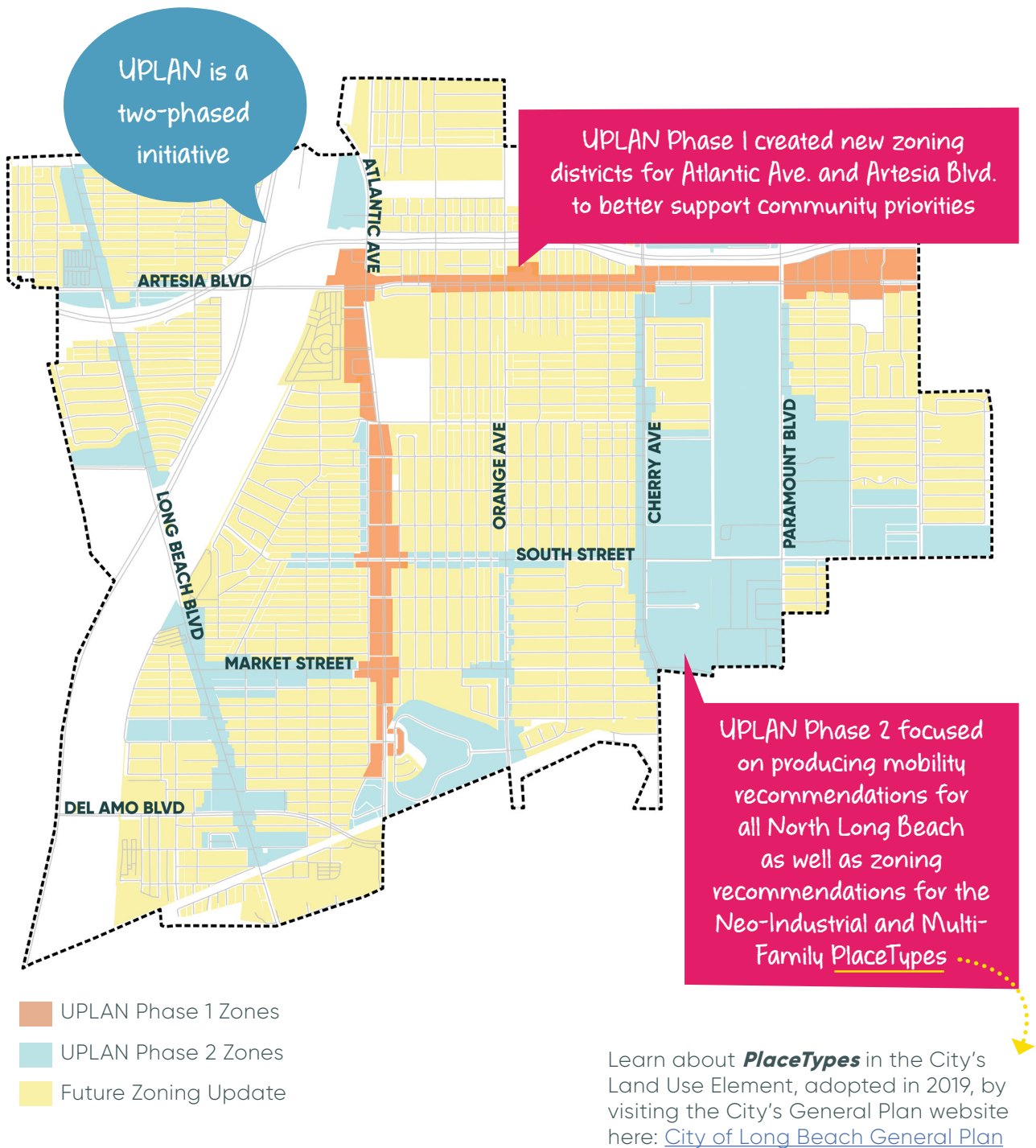
4. DEVELOPMENT THAT  
WORKS FOR OUR HEALTH

UPLAN Phase 1 culminated in the adoption of new zoning districts for the Atlantic Avenue and Artesia Boulevard corridors by the Long Beach City Council in the fall of 2020, shown in orange in Figure 1.4. These zones were developed to better support community priorities and encourage a mix of uses that prioritize community-serving commercial and institutional uses, as well as multi-family housing. Specially tailored for North Long Beach and guided by community input, the zoning regulations, help to implement the community vision and make the area more walkable, vibrant and livable. A high-level overview of recommendations included:

- **Land Use:** Land use revisions to transform the major corridors into safer, more vibrant and walkable mixed-use environments through prohibiting new drive-thrus along corridors, allowing and incentivizing neighborhood services and uses like grocery stores, educational, institutional, non-profit, outdoor dining and expanding allowances for mixed-use development.
- **Urban Design:** Updated building regulations that expand the physical space between the building and sidewalk to accommodate wider sidewalks, seating, landscaping and other amenities over time, as well as updated open space standards, safety lighting and design features.
- **Parking:** Adjusted parking regulations that respond to community concerns regarding safety, vacant storefronts and blight caused by empty lots, as well as, need for more community amenities and essential businesses like grocery stores, affordable housing and local jobs. The updated parking regulations make it easier for new small businesses to locate in North Long Beach, and less expensive to develop new housing in the community.



Figure 1.4: UPLAN Areas of Zoning Change in North Long Beach



## UPLAN PHASE 2

UPLAN Phase 2 began in March 2019 to continue planning efforts in the community, expanding the focus to all North Long Beach and mobility for the community. A collaborative planning and participatory equity approach to engagement guided UPLAN Phase 2, focusing on capacity building as integral to the development of this NMEP.

The outreach process in Phase 2 focused not only on gathering insights on mobility issues and land use planning from the community, but also strengthening the base of community members and organizations to inform local decision-making processes and monitor the implementation of work.

Several groups informed the UPLAN project in Phase 2 including two youth

and resident-focused groups, as well as various outreach activities and events aimed at building community empowerment. Two Community-Based Organizations helped to facilitate engagement activities including Healthy Active Streets and Long Beach Forward, further discussed in this plan in Chapter 3.

Phase 2 also expanded upon the application of the adopted Phase 1 zones to create new zones for other major streets and areas in North Long Beach in collaboration with the community, shown in blue in Figure 1.4. Phase 2 zones are expected to be adopted in 2021, with the remaining areas in North Long Beach, shown in yellow in Figure 1.4, to be updated at a future time.



*Community members providing mobility-focused feedback during UPLAN Phase 2*



## UPLAN COMMUNITY VISION

This NMEP is guided by the community vision for North Long Beach developed through community input as part of UPLAN Phase 1, shown in Figure 1.5. The community also developed more specific objectives for people, streets, buildings, and open spaces shown in Figure 1.6.

Figure 1.5: UPLAN Vision Statement

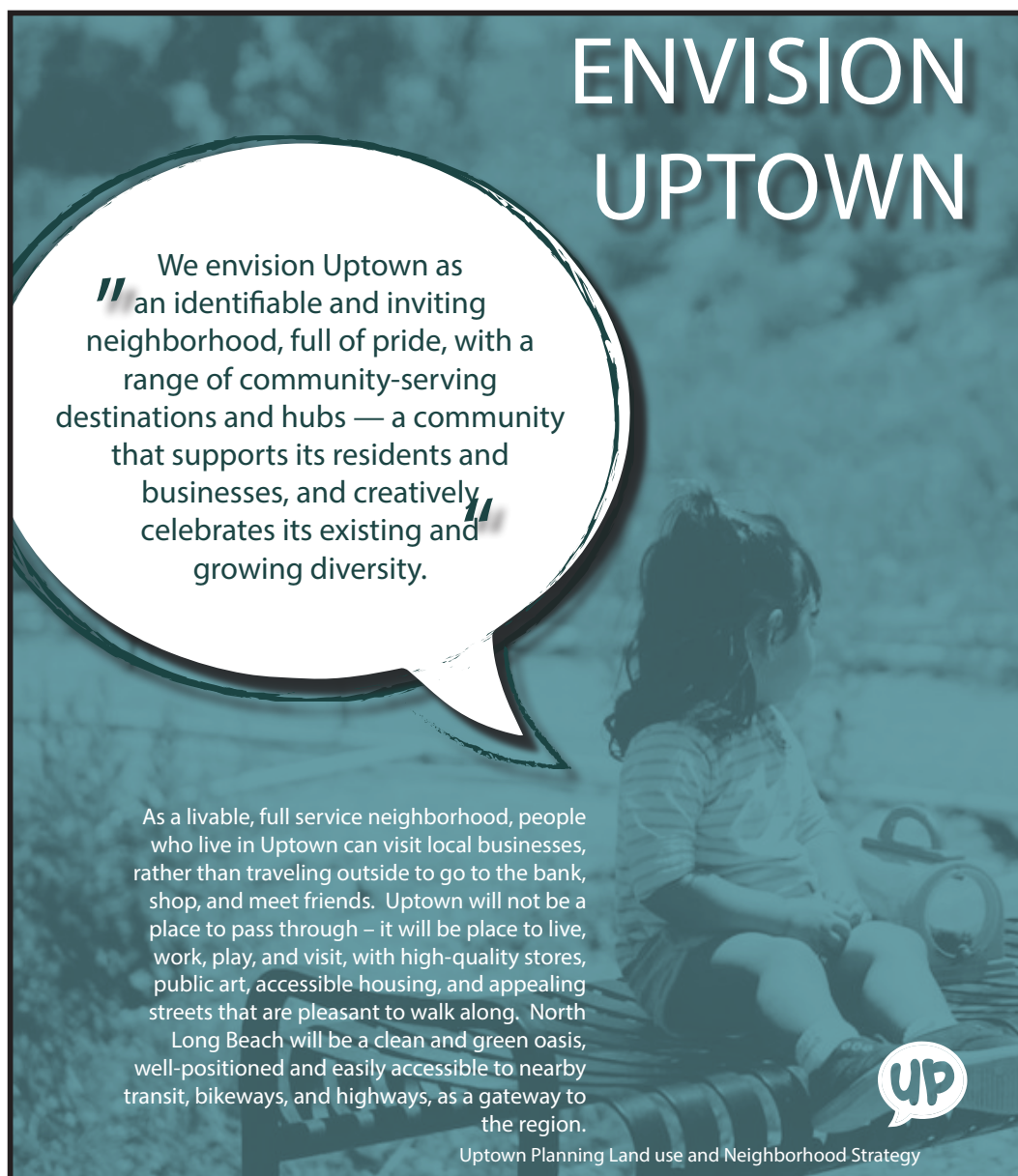


Figure 1.6: UPLAN Objectives for People, Streets, Buildings and Open Spaces





## Buildings in North Long Beach will accommodate...

### ACTIVATION & RE-PURPOSING

Activated & re-purposed spaces with ground floors that do not sit vacant.

### CIVIC INSTITUTIONS

New civic institutions like schools & community centers.

### FULL SERVICE COMMUNITY

A mixture of uses that support a full-service community - with places to hang out; for example: a shopping center, cafés, restaurants, healthy grocery store, banks, & creative spaces.

### HEALTHY USES

Uses that benefit health, such as those that increase access to healthy foods or provide spaces for physical activity.

### LIMITED USES

Limited & re-purposed industrial uses, motels, & liquor stores, with a transition of industrial spaces to cleaner uses.

### MICRO & SMALL SPACES

Micro & small spaces & live/work opportunities to support local businesses & artists.

### DESIGN & FLEXIBILITY

High-quality, coordinated, flexible, & welcoming building design with consistent architectural themes or features.

"UNITED WE HUG"  
MURAL  
BY  
@DAVE VAN PATTEN



## Open Spaces in North Long Beach will be...

### MAINTAINED, GREENED, MODERNIZED

Better maintained, greened, modernized, & improved with amenities.

### MORE & DIFFERENT SIZES

Expanded with more public green spaces of different sizes and types, from parklets to sports fields and everything in between.

### SAFE & WELCOMING

Accessible to residents at day and night times and secure for all.

### LINKED TO REGIONAL NETWORK

Connected to the LA River and other regional and local open spaces, such as Compton Creek.

### ACTIVITIES & PROGRAMMING

Designed to provide a range of activities & programming for Long Beach residents of all ages & abilities.

# STRUCTURE & CONTENT OF PLAN

The NMEP is organized into the following five chapters:

## **Chapter 1: Introduction and Purpose**

summarizes the purpose of the plan and plan objectives, as well as the UPLAN project process.

**Chapter 2: Background** provides a snapshot of the North Long Beach community to set the context for who this plan serves. Background on land use and mobility issues and opportunities are summarized as a basis for the mobility recommendations presented in Chapter 4.

**Chapter 3: Community Engagement & Capacity Building** provides an overview of the UPLAN community engagement process. Key issues and priorities from community feedback are presented, gathered during various outreach and capacity building activities which informed the development of the NMEP.

**Chapter 4: Mobility Recommendations** describes the process for selecting and prioritizing mobility improvements based on analyses, findings and community

feedback. Recommendations for mobility projects and programs are included to help achieve the community vision and guide future mobility project implementation in North Long Beach.

## **Chapter 5: Implementation Strategy**

provides a roadmap to implement mobility improvements and programs that reflect the community's shared vision for the future of North Long Beach. Recommended actions for the City and funding sources are included to help implement the UPLAN community vision and NMEP objectives through mobility projects and programs.

**Appendix** includes technical studies on mobility, project prioritization, and funding for additional detail. Expanded community engagement feedback summaries are also included for more information.





Jordan High AIMS Students participating in an in-person walk audit to survey walking conditions in North Long Beach





## 02 BACKGROUND



# BACKGROUND

## What's in Chapter 2?



### **Community Snapshot**

Learn about the North Long Beach community demographics and characteristics that help make it a vibrant and diverse community.



### **Mobility Snapshot**

Learn about the conditions and issues related to walking, biking and public taking transit in North Long Beach including areas with traffic collisions and an introduction to how mobility can be improved through this NMEP.



### **Current and Completed Planning Efforts**

Learn about the current and completed planning efforts from over the past 10 years that have included or focused on North Long Beach, providing a framework of understanding for this NMEP to build upon.

# COMMUNITY SNAPSHOT

**Who is North Long Beach?** Understanding the unique characteristics of the North Long Beach community helps ensure the recommendations included in this NMEP respond to community needs and priorities. This section provides a community snapshot of important demographics and characteristics including diversity, age, education, immigrant population and employment as context for the remainder of the NMEP.



"We love Uptown  
because of its diverse  
cultures, strong sense of  
community and friends &  
family; it's home."

-Reba & Willi Acevedo  
Live & work in NLB



*North Long Beach community members participating in a variety of outreach events and activities throughout the UPLAN process*

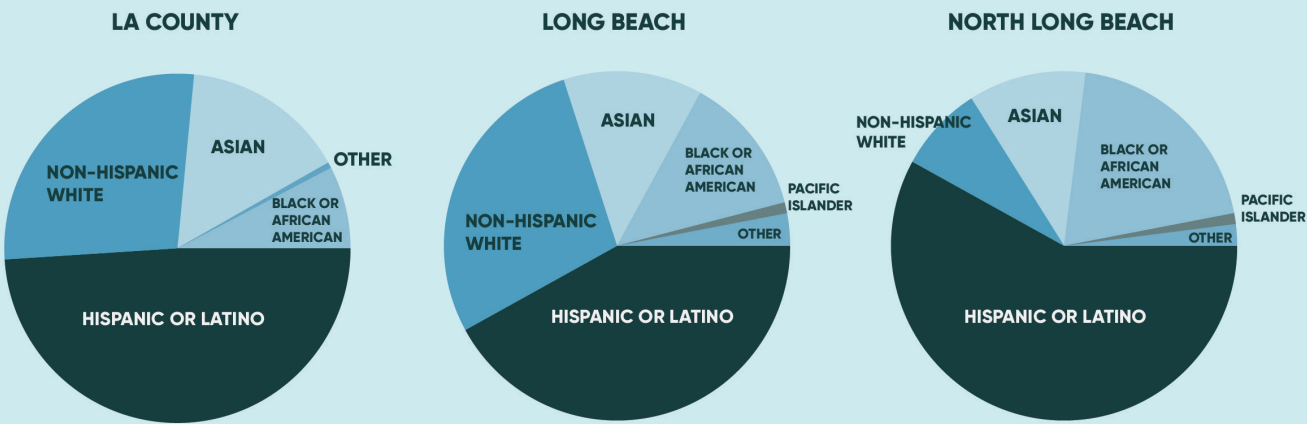




*North Long Beach community member participating in an interactive exercise at community engagement event at Michelle Obama Library*

# DIVERSITY

**North Long Beach is a diverse and vibrant community.** Compared to the rest of Long Beach and Los Angeles County, North Long Beach is made up of predominately people of color. Though 58% of North Long Beach is Latino, the area also has large Black or African American (20%) and Asian (11%) populations.



# YOUTH

**North Long Beach is also home to many youth and families.** Half of the population is under 30 years old, and the median age in Uptown is 4 years younger than the rest of Long Beach and almost 6 years younger than Los Angeles County.

**PERCENT OF POPULATION UNDER AGE 30**  
**41%** in LA County  
**44%** in Longbeach  
**50%** in North Long Beach

# EDUCATION

**The youth are the future of North Long Beach,** but there is need for more support for the next generation. While younger adults in North Long Beach enter higher education at rates similar to the rest of Long Beach and Los Angeles County, only 13% of people ages 25 to 34 in Uptown have a bachelor's degree. Similarly, only 40% of North Long Beach youth ages 18 to 24 are enrolled in college, compared to almost half of the rest of Long Beach and Los Angeles County. North Long Beach needs resources for the next generation to thrive.

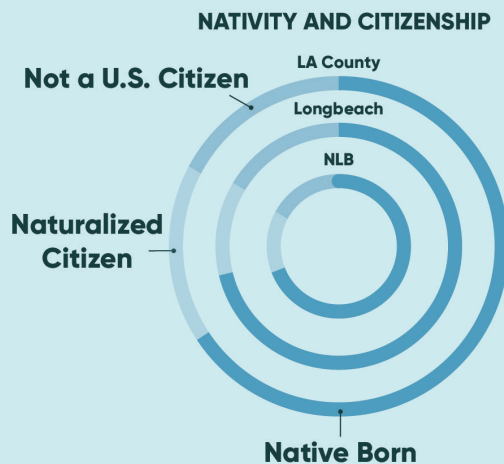
Less than HS Degree   HS Degree   College Degree or AA Degree   BA Degree or Higher

LA County	15%	21%	30%	35%
Long Beach	14%	20%	34%	33%
North Long Beach	18%	31%	38%	13%

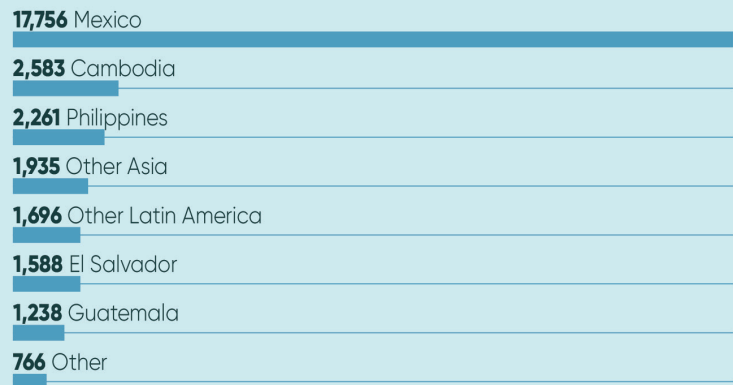


## IMMIGRANTS

**North Long Beach also has immigrants from all over the world.** Over 30% of residents are immigrants, with most coming from Mexico. There are also immigrant communities from El Salvador, Guatemala, Cambodia, the Philippines, and many other places. Like all of Long Beach, the diversity of North Long Beach makes it a great place to live, work and play.



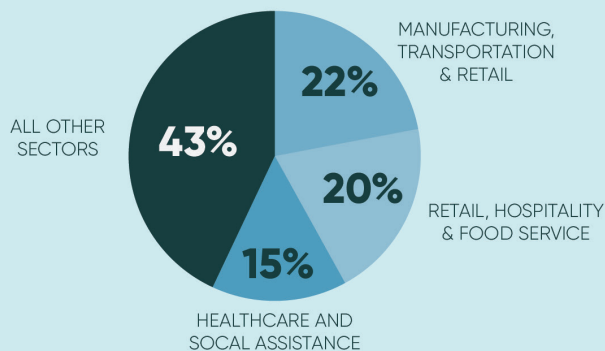
### PLACE OF BIRTH FOR THE FOREIGN-BORN POULATION IN UPTOWN



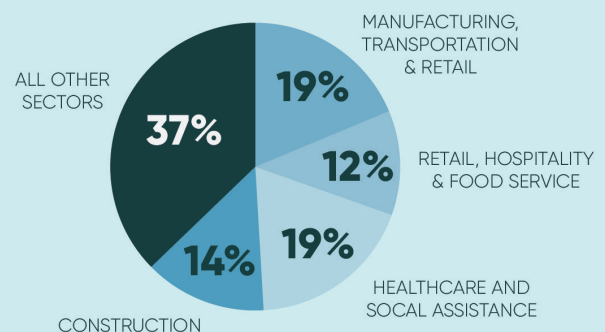
## EMPLOYMENT

**North Long Beach residents who are employed mostly commute to other areas for jobs.** While workers in the community mainly commute to other areas for jobs, the most common jobs within North Long Beach are healthcare, construction, manufacturing, and wholesale trade.

### TYPES OF JOBS NLB RESIDENTS WORK IN



### JOBS IN NLB



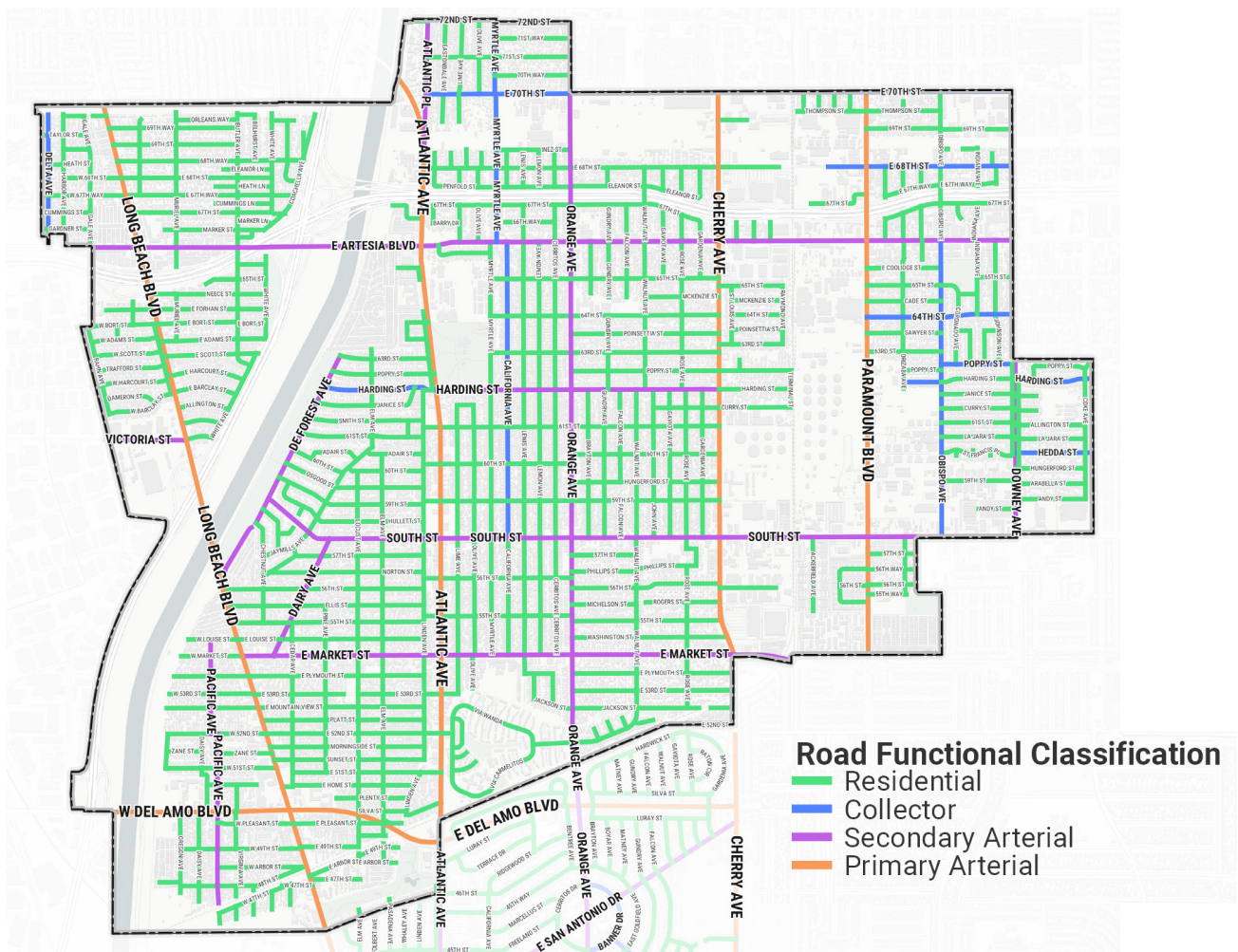
### EMPLOYED RESIDENTS AND WHERE THEY WORK



# MOBILITY SNAPSHOT

**People in North Long Beach travel around by different modes.** These modes include walking, biking, taking public transit and driving. Each mode relies on the roadway and sidewalk network, shown in Figure 2.1. This section includes a mobility snapshot to provide a foundation of understanding of the issues and opportunities facing North Long Beach related to how the community moves around the area.

Figure 2.1: Road Functional Classification in North Long Beach





# What are road functional classifications?

**Not all streets are the same.** Depending on the “function,” or purpose, of a road, the speed limit, width and design changes. Our experience walking, biking, taking public transit and driving changes too. Learn about the four functional classifications below:



**Arterials** generally provide the fastest way to travel and are designed for longer-distance trips. They are categorized either as primary or secondary, shown in orange and pink in Figure 2.1, with primary arterials designed to have more travel lanes and faster speeds to provide the most through- traffic. Long Beach Boulevard, Atlantic Avenue and Cherry Avenue are examples of arterials in North Long Beach.



**Collectors** generally provide a connection between residential streets and arterials, providing both access to residential neighborhoods and accommodating through-traffic. Collectors are designed with lower speeds for shorter distances. Harding Street, California Avenue and Obispo Avenue are examples of collectors in North Long Beach, shown in blue in Figure 2.1



**Residential streets** shown in green in Figure 2.1, are the most common streets in North Long Beach. They are local roads designed to provide access to residential neighborhoods, and traffic is intended to move slowly.

While some streets need to carry large numbers of cars and trucks, like those that connect to freeways, there is opportunity for some streets and intersections to be redesigned to make more space for people walking, biking and taking transit, discussed further in Chapter 4 (Mobility Recommendations).

## WALKING

While the community has a well-connected sidewalk network, sidewalks in North Long Beach are often either narrow, lack American with Disabilities Act (ADA) compliant curb ramps, or have utility obstructions in the path of travel (see image on the right). The Los Angeles River limits east-west connections and circulation on surface streets in addition to the 91 and 710 Freeways which act as barriers to access within the community. In addition, the large industrial block between Cherry Avenue and Paramount Boulevard limits circulation for people walking.



## BIKING

The City of Long Beach has become one of the most bicycle friendly cities in Southern California. Much of that success is due to the City's implementation of support programs and facilities that encourage bicycling, including in North Long Beach. The existing bicycle network connects people within the community and to nearby cities (see image on the right). However, the network has gaps where bicycle facilities either downgrade (from a bike lane to a bike route, for example) due to roadway constraints, or disappear altogether. Abrupt bicycle facility changes are also typically seen when crossing into another city's jurisdiction, or through places like a bridge or underpass.





## BUS TRANSIT

There are two bus transit operators connecting North Long Beach: (1) Long Beach Transit, which runs local bus service, and (2) Metro, which operates both local bus service and regional light rail (Metro A Line). Bus routes are available along arterial and collector streets and form a grid that connects residents to the rest of Long Beach as well as neighboring cities. Bus stops along Atlantic Avenue Line 61 have the highest ridership, with more than 500 weekday boardings at key intersections like Market Street, South Street, and Artesia Boulevard.

North Long Beach bus stops vary greatly in terms of furnishings (see images below), with some stops having benches, shade structures, waste bins, and dynamic signs with real time information, and other stops are bare, with only the route sign and pole. This issue was raised many times by the North Long Beach community throughout the UPLAN process.



Public transit connectivity is also dependent on people's ability to safely and conveniently walk and bike to bus stops. Improving pedestrian and bicycle connectivity also improves transit connectivity, as most trips start and end either walking or biking.

Want to learn more  
about mobility in  
North Long Beach?

Learn more about mobility in North Long Beach by reading the Connectivity and Access Study in Appendix A.

# TRAFFIC COLLISIONS IN NORTH LONG BEACH

**Walking, biking and public transit conditions impact how people get around in North Long Beach, and so does safety.** People walking and biking are especially vulnerable when involved in collisions because they are less protected than if they were in a vehicle. Therefore, it is not surprising that people walking or biking and account for a disproportionate share of fatalities and serious injuries in collisions in Long Beach. Safety is an even bigger issue for older adults and school-aged children who depend on walking in North Long Beach. As discussed further on the next page, vehicle speed is the top cause of serious collisions.

## WHERE ARE COLLISIONS OCCURRING?

**In North Long Beach, pedestrian fatalities and severe injuries occur along primary arterials with at least four lanes of traffic, wider street crossing profiles, and longer distances between marked crosswalks.**

These streets within North Long Beach include Atlantic Avenue, Artesia Boulevard, Paramount Boulevard, Cherry Avenue, Del Amo Boulevard, and Long Beach Boulevard. Fatalities and severe injuries for bicyclists occur on the same large streets where there are pedestrian-involved collisions, in large part because of the speeds at which vehicles move on these wide streets.



*Long Beach Boulevard (left) and Atlantic Avenue (right) are among the streets within North Long Beach where pedestrian fatalities and severe injuries occur*



## WHY IS VEHICLE SPEED SO IMPORTANT?

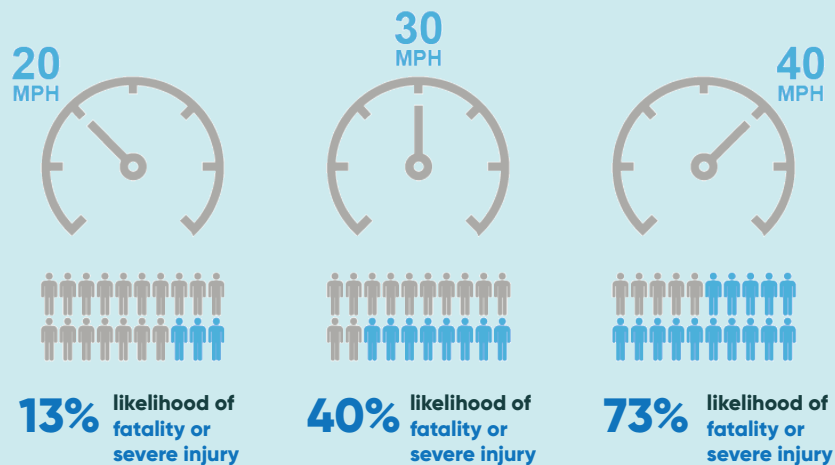
Speed limits and traffic volumes on primary arterial streets are higher than residential streets. Additionally, wider streets with fewer obstructions make it easier for people to drive faster, often without even realizing it. With schools, neighborhood services and businesses located along these large streets, it is important to resolve existing conflicts for people walking and encourage people to walk for shorter trips without the use of a car.

Why does speed matter?

### Traffic speed directly impacts the chances of surviving a crash.

Speeding is the most frequent violation by people driving contributing to fatal and serious injury collisions throughout Long Beach. Pedestrians are especially vulnerable and have a high chance of being seriously injured or killed when speeds reach moderate levels. Speed reduction is a critical strategy for reducing pedestrian injuries. As shown in Figure 2.2, those hit in a collision are 60% more likely to die or be severely injured if hit by a car going 40 MPH compared to 20 MPH. Of the 675 fatal and serious injury collisions in Long Beach between 2013-2017, 25% occurred on streets with a posted speed limit of 35 MPH.

Figure 2.2: Pedestrian-Involved Fatality Risk by Vehicle Speed



Source: Tefft, B.B. Impact Speed and pedestrian's risk of severe injury or death. Accident Analysis & Prevention. 50. 2013

# HOW CAN MOBILITY BE IMPROVED?

**Improved mobility is important to North Long Beach residents.** The UPLAN community vision describes North Long Beach as a place that should have appealing streets that are pleasant to walk along, and improved accessibility for people traveling without a car. To help achieve this community vision, this NMEP includes mobility improvements and implementation recommendations informed by analyses, findings, and community needs and feedback. The principles of **EQUITY**, **SAFETY** and **CONNECTIVITY** guided the process for selecting these recommendations described below and covered in more detail in Chapters 3 and 4:

## EQUITY



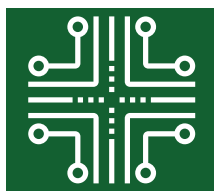
An equitable mobility system is one that has high quality mobility options, reduces air pollution and enhances economic opportunity in low-income communities of color.<sup>1</sup> Equity in mobility is also a process of prioritizing community needs, and bringing the community along to learn and collaborate in selecting desired improvements. Learn more about mobility equity in Chapter 3 (Community Engagement & Capacity Building), including how North Long Beach residents and youth defined what it means to them.

## SAFETY



With the recent analysis on traffic collisions involving people walking, biking and driving in North Long Beach completed through the Safe Streets Long Beach Plan, the topic of safe streets helped to frame discussions with community members throughout the UPLAN process. Traffic collision findings also helped to inform projects and programs that should take priority in North Long Beach, further described in Chapter 4 (Mobility Recommendations).

## CONNECTIVITY



Connectivity refers to the number and closeness of connections in path or road networks, and the directness of those connections. Connecting community members within North Long Beach and to the broader region is a key component of the NMEP. Community feedback, land use information, crash history, and transit boarding information all contributed to an understanding of ways to improve connectivity in North Long Beach.





# MOBILITY AND LAND USES

Understanding the Relationship

## Mobility and land uses are closely linked.

Land use is about what residences, jobs or shopping are located where, and mobility is about how to get to one's destinations. Vibrant districts and streets with **active land uses** encourage people to get out of their cars and experience a community by foot or bike. Mobility improvements like **bicycle lanes**, crosswalks, and **wide sidewalks** support people biking and walking to and from their destination too.

The General Plan Land Use Element update, adopted in 2019, recognizes this connection between mobility and land uses, and generally encourages a greater mix of uses to accommodate housing, services and jobs on major corridors and areas served by public transit. This NMEP supports that vision by identifying supportive mobility improvements that have been prioritized by the community of North Long Beach, to help create equitable and safe connections throughout the area. As part of the broader UPLAN project, the City is also exploring opportunities to update zoning for North Long Beach to implement the General Plan and UPLAN vision, supported by two technical studies available on the [UPLAN project website](#). These technical studies will inform zoning recommendations that will ultimately go before the City Council for adoption in 2021.



active land use



bicycle lane



wide sidewalk

## CURRENT AND COMPLETED PLANNING EFFORTS

Over the past decades, a variety of current and completed planning efforts have included or focused on North Long Beach, providing a framework of understanding for this NMEP. The NMEP builds upon these City's previous plans and comprehensive strategies to help create a connected, multi-modal transportation network and enhance quality of life throughout North Long Beach. Each is summarized below:

### CITY OF LONG BEACH GENERAL PLAN LAND USE & URBAN DESIGN ELEMENTS

Date Adopted: 2019

The City's General Plan update aims to guide Long Beach to a more sustainable future, improve mobility choices, expand transit access, improve air quality, reduce greenhouse gas emissions, and accommodate growth projections in accordance with state law. The updated Land Use and Urban Design Elements, adopted in 2019, accommodate the City's population and employment projections through the horizon year of 2040, while also advancing goals for open space, active living, improved urban design, sustainability, and overall quality of life.



### CITY OF LONG BEACH GENERAL PLAN MOBILITY ELEMENT

Date Adopted: 2013

The City's General Plan Mobility Element, adopted in 2013, addresses all modes of travel, including walking, bicycling, riding transit, driving; and discusses land use, parking and environmental impacts. The Mobility Element serves as a 20-year guide for future decision-making by establishing a vision with goals, strategies and policies related to multimodal transportation to enhance the quality of life.



## LONG BEACH BICYCLE MASTER PLAN

Report Date: 2017

The Bicycle Master Plan is an Appendix to the General Plan Mobility Element. This plan envisions a Long Beach 25 Years into the future where bicycling will be easiest, most convenient way to run errands, get to work or school, or travel for recreation and provides a pathway for achieving that vision with a network of bicycle improvement focused on specific streets.

## SAFE STREETS LONG BEACH: A VISION ZERO ACTION PLAN

Date Adopted: 2020

The Safe Streets Long Beach Plan: A Vision Zero Action Plan identifies actions to reduce traffic-related fatalities and series injuries to zero by 2026. Taking a data-driven approach, the plan presents traffic collision analysis findings by location, mode of travel, posted speed limit to inform recommendations. The plan focuses on identifying opportunities for infrastructure design, public education and enforcement efforts around the goal of zero traffic fatalities or severe injuries, while increasing safe and healthy mobility for all community members.



## CITY OF LONG BEACH ADA SELF-EVALUATION & TRANSITION PLAN

Date Adopted: 2019

The City of Long Beach ADA Self-Evaluation and Transition Plan prioritizes needed curb cut and sidewalk improvements that are being implemented each year through the City's Capital Improvement Plan (CIP). This plan is an update to a 1994 plan, developed to identify and work towards removing obstacles that limit access for people with disabilities to programs within pedestrian facilities, specifically focusing on sidewalks and curb ramps.

## CURRENT AND COMPLETED PLANNING EFFORTS

### CX3 PEDESTRIAN PLAN

Date Adopted: 2017

The CX3 Pedestrian plan builds on the Transit District Pedestrian Improvement Master Plan and originally included portions of Central and West Long Beach. Assessments have now been completed to expand it to North Long Beach. The CX3 Plan documents walking conditions in Long Beach communities with the greatest public health needs and provides pedestrian improvement recommendations.

The Plan includes a Pedestrian Design Toolkit with elements for improving sidewalks, streets, intersections, signals and traffic management that can be applied in North Long Beach.



### THE GATEWAY CITIES ARTESIA BOULEVARD MASTER PLAN AND COMPLETE STREETS EVALUATION

Report Date: 2017

The purpose of the study was to quantify a multi-jurisdictional multi-modal corridor along Artesia Boulevard that incorporates complete street features, including ways to reduce greenhouse gas emissions, and considerations for stormwater treatment, while preserving mobility. A complete street is designed and operated to prioritize safety, comfort, and access to all destinations for all users of the streets regardless of mode of travel. The study included an evaluation for an upgrade to a complete street, including a primary concept that includes complete street elements as an overall Corridor Master Plan.

### METRO BLUE LINE FIRST/LAST MILE: COMMUNITY-BASED PROCESS & PLAN

Date Adopted: 2018

The Metro Blue Line First/Last Mile plan recommends comprehensive access improvements for all 22 stations on Metro's Blue Line (now A Line), including Artesia and Del Amo Stations serving North Long Beach. Developed through an equity-focused community engagement process, Metro hosted multiple walk audits and community events with a coalition of community-based organizations before drafting and finalizing the report.



## **LONG BEACH CLIMATE ACTION & ADAPTATION PLAN**

Date Adopted: 2020

The City of Long Beach's Climate Action and Adaptation Plan (CAAP) is Long Beach's approach to addressing climate change impacts to the city and the city's contribution to climate change through the reduction of greenhouse gas emissions. The plan includes a roadmap for implementing policies, programs, incentives, and requirements to reduce the impact extreme heat and air pollution has on residents while changing transportation, land use, and building regulations to reduce carbon emissions



## **NORTH LONG BEACH STRATEGIC GUIDE FOR DEVELOPMENT**

Date Adopted: 2002

Framework strategy document to guide redevelopment agency decisions related to redevelopment opportunities in North Long Beach. Establishes a "nodes of activity" approach with a focus on revitalizing and intensifying a "Village Center" as the heart of North Long Beach. Includes market demand analysis, planning issues, and strategy recommendations.

## **UPTOWN OPEN SPACE VISION PLAN**

Date Adopted: 2018

The City of Long Beach's Uptown Open Space Vision Plan identifies new and creative opportunities to fill community needs for publicly accessible open space and recreation facilities in North Long Beach. It also develops a blueprint for the creation and preservation of open spaces, recreation facilities, and parks.



**1** IN MY COMMUNITY, I WOULD LIKE TO SEE MORE:  
EN MI COMUNIDAD, ME GUSTARÍA VER MÁS:



**2** To Improve My Community  
Para Mejorar Mi Comunidad

**03**  
**COMMUNITY ENGAGEMENT & CAPACITY BUILDING**

HOW IMPORTANT IS IT?  
QUE TAN IMPORTANTE ES?



# COMMUNITY ENGAGEMENT & CAPACITY BUILDING

## What's in Chapter 3?



### Overview of Community Engagement & Capacity Building

Learn about how the UPLAN community engagement process focused on engaging North Long Beach community members in a way that builds long-term power for equity and justice in land use planning, beyond just gathering input.



### Community Feedback

Learn about the key issues and priorities from community feedback gathered during the outreach and capacity building activities that took place throughout the UPLAN Phase 2 process, which informed this NMEP and the [UPLAN zones](#) being developed.

# OVERVIEW OF COMMUNITY ENGAGEMENT & CAPACITY BUILDING

**The Neighborhood Mobility Enhancement Plan (NMEP) is a community-driven plan** informed by a robust community engagement and capacity building process to tap into local perspectives and increase land use and mobility knowledge.

Community engagement focused on encouraging every voice in North Long Beach, especially those who are too often left out of the planning process. Through interactive and educational activities, youth and resident-focused workshops, open houses, walk audits and demonstration projects, a shared learning process between the City and the community took place, resulting in a co-created NMEP.



What is capacity building?

**“Capacity building”** refers to a shared learning process that builds the skills, experiences, and voices of community members to lead a community-based and City-supported NMEP. This was done through exercises that solicited community feedback, validated and learned from community experiences, with education opportunities to understand more technical aspects of planning and the process. At the same time, the community also built knowledge and power to make decisions and shape outcomes for their community beyond the NMEP.



A series of in-person and online engagement opportunities between Fall 2019 and early 2021 allowed community members to examine important land use and mobility issues in North Long Beach to inform the planning process, as shown in the timeline below and summarized on the following pages.



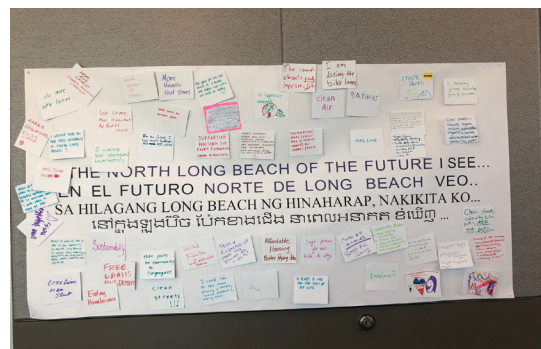
## KICK-OFF EVENT

The UPLAN Phase 2 process launched on October 5, 2019 with an afternoon gathering of community members at Michelle Obama Library. Moving through a gallery of activities, over 250 community members of all ages shared feedback and learned information on how to participate in future engagement activities and events.



### At the gallery of activities, participants:

- Expressed their love and vision for North Long Beach on an expression wall that asked attendees to fill in the rest of the statement: "The Future North Long Beach I See..."
- Mapped insights and feedback about specific locations, such as places they would like to see improved such as vacant lots
- Gave feedback on destinations they travel to, or would like to travel to, by walking, biking or public transit such as schools, nearby shopping and jobs
- Prioritize which topics they would like to see covered in future events
- Kids participated in children's activities related to planning





### Major themes and takeaways:

- Attendees emphasized the diversity of people in North Long Beach on the expression wall, and that the community is in the midst of transformation
- Open space/natural environment, mobility, community cohesion, housing and better air quality were identified community needs
- Community members expressed desire to learn about violence prevention, parks and urban greening, mental health and well-being and economic and commercial development during future activities
- Attendee priorities touched on different aspects of housing, youth spaces, and North Long Beach streets, including bike lanes, sidewalk quality, street furniture, activating vacant lots and storefronts



How did this  
inform the UPLAN  
project?

Feedback from kick-off event was used to develop the UPLAN workshop series topics, activities, and walk audits. Feedback was also converted into datasets that directly informed zoning recommendations and the mobility recommendations included in this NMEP.

## EMERGING LEADERS WORKSHOPS

An important goal for the UPLAN project was to invest in North Long Beach youth as future planners and community advocates. From July 2020 through January 2021, AIMS program students at Jordan High School participated in six online workshops where they explored and reflected upon connections between land use, health and justice in their community, in addition to interactive trainings to teach methods for planning advocacy. Drawing on existing direct connections with Jordan High School teachers, these workshops shifted to a virtual setting due to social distancing measures imposed by the COVID-19 pandemic, allowing students to continue to successfully participate during the pandemic.



### Discussion topics and exercises included:

- How land use connects to health outcomes, and ways to advocate for equity
- Data and examples of unjust neighborhood differences
- Local environmental justice movements
- Power analysis exercise to identify underlying forces that shape land use
- Basics of land use planning processes and ways that everyday people influence decisions
- Review of the root factors of environmental and health inequities, and ways that grassroots movements have pushed back
- Identification of goals that address unhealthy neighborhood conditions, and strategies to achieve their goals
- Simulated City Council and Planning Commission meetings where each student gave public comment related to land use policy in North Long Beach
- Career and advocacy pathways in urban planning



### Major themes and takeaways:

- Students appreciated learning that neighborhood land use is shaped through a public process that they can monitor and influence
- Making streets safer for people walking and biking was a priority for participating students
- Safety, including harassment and over-policing, is a key barrier to students using parks, transit and public space more often
- Murals were highlighted often as a way to enhance public space and counter unhealthy/stigmatizing advertising
- Public comments at City Council or Planning Commission meetings can be a simple but impactful form of youth-driven advocacy
- Depression and social isolation were the most concerning and visible health issues identified by participating students

#### Fall 2020 Land Use Equity workshops

- **Today:**  
Land Use Equity 101 + 2 Steps to Prevention
- **October 29:**  
Land Use Advocacy + Power Analysis
- **November 19:**  
Planning Commission simulated meeting



#### 5 elements of a good Public Comment

- **Who I am**
- **Where I'm from**
- **What I think/feel about this**
- **How it impacts me**
- **What's a better way**

*PowerPoint slides from online workshops guided the conversation*

How did this inform the UPLAN project?

Discussions, priorities and takeaways from the Emerging Leaders Workshops helped to inform zoning recommendations and walk audit planning and design. Understanding student priorities for safe streets for people walking and biking informed mobility recommendations included in Chapter 4.

## NEIGHBORHOOD EMPOWERMENT WORKSHOPS

An important goal for the UPLAN project was to engage community members in a way that builds long-term power for equity and justice in land use planning, beyond just gathering input. Seven workshops for people of all ages took place from November 2019 through December 2020 that explored how the planning system works and how communities advocate successfully for land use equity, while also keeping space for participants to directly shape UPLAN.



### Discussion topics and exercises included:

- Local transportation data and reflection on personal experiences as commuters
- What Mobility Equity means in the North Long Beach context
- History of unjust planning practices that have shaped environmental and economic conditions in North Long Beach
- Importance of resilience and current organizing efforts to resist environmental racism
- Problematic norms in land use planning and the potential for new norms rooted in equity
- Analysis of North Long Beach street segments, and priorities for locations and project types
- Shifting land use trends and how best to reshape industrial areas to help inform new zoning regulations for the UPLAN area
- Policy and health background of the housing crisis in Long Beach and how advocates are using organizing platforms to address it



### Major themes and takeaways:

- Providing places for community gatherings and arts/culture is a priority
- Zoning to meet the housing demand should be balanced across the city
- Resident watch-dogging and reporting of polluters continues to be vital
- Improvements are still needed to address barriers in for people walking such as lack of sidewalks or crosswalks
- Residents wish to stay within the community for shopping and recreation instead of having to travel elsewhere
- Improved safety for pedestrians and bicyclists is a priority
- New land use categories should be used to expand education and job training opportunities, and address the needs of the unhoused
- Landscaping, street trees and quality building design are priorities



Discussions, priorities and takeaways from the Neighborhood Empowerment Workshops helped to inform zoning recommendations, walk audit planning and design. Community identified needs for improved landscaping, street trees, sidewalks and crosswalks informed mobility recommendations included in Chapter 4.

How did this  
inform the UPLAN  
project?



## MOBILITY EQUITY

What is mobility equity?

Mobility equity can be defined as “a transportation system that increases access to high quality mobility options, reduces air pollution, and enhances economic opportunity in low-income communities of color.”<sup>1</sup>

Mobility equity focuses on prioritizing:

- **Social equity**, defined as the fair and just distribution of benefits and burdens in society, and
- **Community power to influence decisions** in a way that addresses their needs and concerns

Several steps were taken through UPLAN to help achieve mobility equity:



Understand community mobility needs



Brainstorm project ideas to solve needs



Analyze projects based on equity



Prioritize projects for implementation based on feedback

However, mobility equity also requires broader structural changes beyond UPLAN, such as new spending priorities and redistribution of resources to make priority projects happen in North Long Beach, as outlined in Chapter 4 (Mobility Recommendations) and Chapter 5 (Implementation Actions).

<sup>1</sup> *Mobility Equity Framework, Greenlining Institute (2018)*



The second workshops for the Emerging Leaders and Neighborhood Empowerment groups focused on mobility equity in North Long Beach, making space for participants to define what mobility equity means to them and how it can be achieved in North Long Beach:

### Mobility equity means...

- More localized buses with routine routes to access local needs like shopping, going to the doctor, etc.
- At one point, there were 5 buses that ran thru Carmelitos, but not coordinated to run through main corridors. Need to coordinate with students and have reduced/zero fares
- Policing, freedom from not feeling safe by LBPD, especially for youth of color being ticketed from those who are supposed to protect



Word cloud of UPLAN participants' input on the meaning of mobility equity in North Long Beach

### How mobility equity can be achieved...

- We need more businesses that are local. It is hard to carry groceries on a bus. Businesses like Walmart and shopping centers. There are a lot of empty spaces and very limited businesses
- We go somewhere else to access spaces for our family like parks and exercise. What if we had local places for things like Zumba and if these empty places had them?
- Beautify streets, make it beautiful to bike (we go somewhere else to do this)
- Slow down speed of cars on streets; make it safer to bike
- Need to take a deeper look at what businesses we need; minority and women owned businesses; each community should create community association, so the businesses reflect the needs of the community; need nuisance business enforcement

# WALK AUDITS

Walk audits are facilitated groups of community members looking at positive and negative aspects of public streets and sidewalks, including safety, amenities, and travel behavior. Using a planned route, community members document this information and discuss priorities for different streets and intersections. Walk audits provide an opportunity for participants to deepen their understanding of the rules regulating streets and buildings, and for City staff to learn directly from community members who live and work in the community. A total of 11 walk audits were conducted during the UPLAN process, as shown in Figure 3.1.

Figure 3.1: UPLAN Walk Audit Routes





## HOW WERE THE VIRTUAL WALK AUDIT ROUTES SELECTED?

- Known issues with people being able to connect from to their destinations via walking, biking, and taking transit
- Findings from the Connectivity and Access Study which assessed both transportation existing conditions based on observations and community feedback from UPLAN project
- All walk audit routes focused primarily on arterial streets which are designed to carry automobile traffic through a city, from smaller streets to freeways

### In-person versus virtual walk audits

While walk audits are traditionally done in person, the walk audits during the COVID-19 pandemic were conducted in a virtual format due to social distancing measures, which allowed for convenient participation and the ability to cover a lot of ground.



*Virtual walk audits allowed participants to fill out form either during a live event as part of a group, or in their own time*

## Major themes and takeaways:

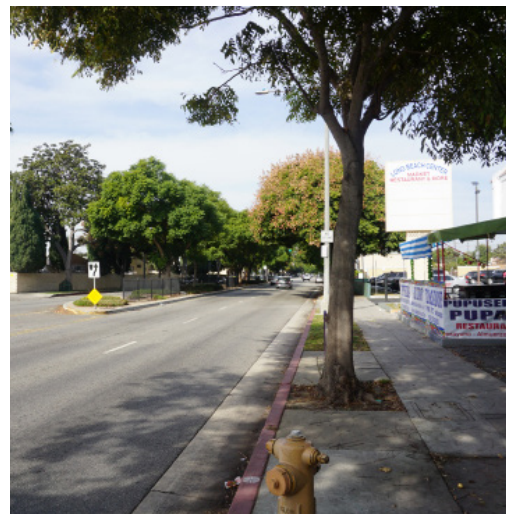
### Del Amo Boulevard (Atlantic Avenue to the Metro A-Line Station) Virtual Walk Audit

- Excessive high-speed traffic
- Community needs safer, direct paths to the A-Line Station
- Narrow sidewalks make it difficult to walk in the neighborhood (see image on the right)
- Wide street makes it difficult and unsafe to cross for people walking



### Long Beach Boulevard (Del Amo Boulevard to Artesia Boulevard) Virtual Walk Audit

- Sidewalks need more trees and waste bins (see image to the right of a portion of Long Beach Boulevard with street trees, which could be expanded to other locations for consistent shade coverage)
- Reducing driveways, especially at corners, feels like a safe solution
- Bus access and amenities are important, especially for youth and older adults





### **Market Street (Cherry Avenue to Long Beach Boulevard) Virtual Walk Audit**

- Street needs more trees, more benches, and comfort for people walking
- Major intersections are challenging and should balance all needs of people walking, biking, and taking public transit
- Street needs more frequent, safe crossing opportunities for people walking (see image to the right)
- Side streets connecting with Market St. should have consistent signs and street markings.



### **Cherry Avenue (Artesia Boulevard to Market Boulevard) Virtual Walk Audit**

- Few known points of interest along this street, but it functions as a major connection to the 91 and 405 freeways
- Small improvements can be made, but future land use and development should support long term, more transformational projects
- Some feel that Cherry Avenue is not as high of a priority for improvements as other large streets in North Long Beach

How did this  
inform the UPLAN  
project?

All feedback related to these four routes was used to help identify high-priority street segments and intersection locations for the implementation of mobility improvements to help make it safer, easier and more comfortable to get around North Long Beach, discussed in detail in Chapter 4.

## VIRTUAL OPEN HOUSE

Due to the COVID-19 pandemic restrictions on gathering, an interactive online platform was used for the second open house, allowing community members to get an update on the UPLAN process, provide feedback, view elements of the proposed NMEP and learn about proposed zoning recommendations. Six stations within a 360-degree virtual room provided information, graphic boards, and opportunities to provide feedback about the UPLAN project, in addition to a live walkthrough event of the virtual open house, held Saturday, February 6, 2021.



*Virtual open house*

Feedback provided through the virtual open house is being used to inform proposals that will be brought forward to the Planning Commission and City Council later in 2021.

How did this inform the UPLAN project?



## DEMONSTRATION PROJECTS

Two UPLAN demonstration projects were developed to temporarily test out, or demonstrate, how future changes that could be made through UPLAN NMEP might look in North Long Beach.

What is a demonstration project?

**A demonstration project** is used to help show, or “demonstrate”, an approach or solution to a problem. They are usually small in size and not very costly, allowing an approach to be tested with the community for feedback. Demonstration projects can sometimes lead to permanent solutions, like a new bike lane, park or public art piece.



*Demonstration projects throughout the UPLAN process provided an opportunity for community members to experience a potential improvement*

## RAMONA PARK DEMONSTRATION PROJECT

The purpose of the Ramona Park Demonstration Project was to encourage the community to experience the types of improvements that could be made to make it safer and easier to walk and bike in North Long Beach. After the COVID-19 pandemic began, Indiana Street was designated as a “Neighborhood Open Street” to create more opportunity for residents to safely walk and bike near Ramona Park while social distancing. The Ramona Park Demonstration Project built upon these efforts by providing additional signage, a new permanent crosswalk and an expanded sidewalk at the edge of the park through a bulb out, installed and painted with the help of UPLAN interns.



*Mounted on the park fence, the sign panels feature the words rooted, healthy, connected and opportunity with text describing UPLAN strategies*



*The temporary bulb out makes it a safer and shorter distance to cross the street to get to the park*

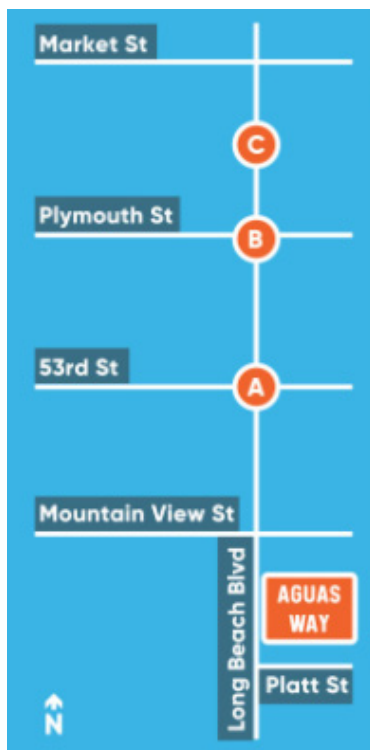
### About the UPLAN Internship Program

Through a partnership with the Pacific Gateway Workforce Investment Network, the City provides paid internships to North Long Beach youth who are learning about city planning and to help support UPLAN efforts, including participating in the virtual walk audits and installing and promoting the UPLAN demonstration projects.

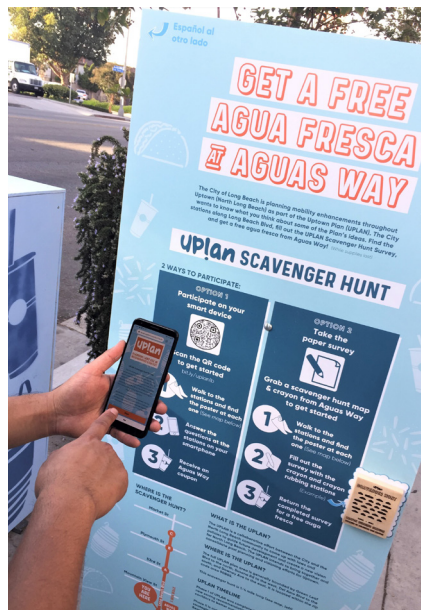
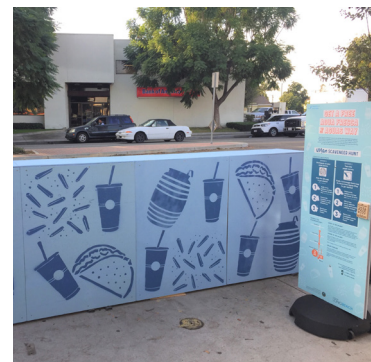


## LONG BEACH BOULEVARD SCAVENGER HUNT

The purpose of the Long Beach Boulevard Scavenger Hunt was to solicit the community's feedback on some of the ideas for improving North Long Beach streets. Using an online survey accessible either from a computer or phone, participants followed posters along Long Beach Boulevard starting at Aguas Way, a local restaurant, and rated proposed mobility improvements using **1-Don't Like, 2-Like it, and 3-Love it** at three specific stops shown in map below. Those who completed the survey earned a free agua fresca from Aguas Way!



*Posters mounted on utility poles at each location provided conceptual illustrations of potential mobility improvements for community feedback*







04

# MOBILITY RECOMMENDATIONS



# MOBILITY RECOMMENDATIONS

## What's in Chapter 4?



### **Process**

Learn about the process for developing potential mobility improvements and recommendations for North Long Beach.



### **Potential Mobility Improvements**

Learn about the menu of potential mobility improvements that were considered in creating project recommendations for North Long Beach.



### **Mobility Project Prioritization**

Learn about the process for prioritizing mobility projects, resulting in a list of priority projects along streets and intersections in North Long Beach, and potential support facilities to accompany new development. Understand how community input informed the list of priority projects.



### **Supportive Programs**

Learn about the programming needed to support the greatest impact of mobility improvements.

# PROCESS

Based on findings from the Connectivity and Access Study (Chapter 2 and Appendix A) and community engagement and feedback throughout the UPLAN process (Chapter 3), a list of potential mobility improvements was developed to support the objectives of equity, safety, and connectivity in North Long Beach. These recommendations which were prioritized into a shorter list of priority projects based on these objectives.





# POTENTIAL MOBILITY IMPROVEMENTS

**What types of mobility improvements can help address mobility issues and opportunities in North Long Beach?** The following examples show a variety of mobility improvements that could be implemented to improve mobility along corridors or at intersections in the area.

## ROAD RECONFIGURATION



Reduces the number and width of lanes to lower vehicle speed to protect pedestrians and cyclists, and narrow crossing distance

## CURB EXTENSION



Decreases the width of a street through the physical extension of a curb line or sidewalk, allowing for better placement of curb ramps and shorter crossing distances

## HIGH VISIBILITY CROSSWALK



Warns drivers to expect people crossing at specific locations

## PEDESTRIAN REFUGE ISLAND



Reduces crossing distances and creates a place of refuge in the middle of the street to allow multiple-stage crossings

## FLASHING BEACON



Rectangular Rapid Flashing Beacons (RRFB) use an eye-catching flash pattern to call attention to the presence of pedestrians

## HAWK BEACON



A HAWK beacon (High-Intensity Activated crosswalk beacon) alerts drivers to stop, to allow pedestrians to cross safely

## ADVANCED YIELD LINES



Increases the distance between where drivers have stopped or yielded and the crosswalk or bicycle crossing, improving the visibility of those crossings

## LEADING PEDESTRIAN INTERVAL



Gives people walking a 4-7 second head start to cross a street before the green light begins for automobiles, in order to be more visible to traffic

## NO RIGHT TURN ON RED



Helps remove conflicts between people crossing the street and drivers making right turns by prioritizing pedestrians

## PEDESTRIAN LIGHTING



Helps illuminate streets for people walking and biking, making it feel safer to walk around at night



## LANDSCAPING



Landscaping within the sidewalk, such as shade trees, cool the sidewalk, clean the air, and beautify the area, while creating a buffer from the street

## STREET AMENITIES



Benches, waste bins, parklets, and other amenities support every day life on the sidewalk

## SHARED-USE PATH (CLASS I)

Source: City of Los Angeles, Los Angeles River Revitalization



Facilities with exclusive right of way for bicyclists and pedestrians, away from the street and vehicle traffic (i.e. LA River path)

## BIKE LANE - CLASS II



Bike lanes are established along streets and defined by pavement striping and signage

## BUFFERED BIKE LANE - CLASS II



Buffered bike lanes provide greater separation from nearby travel lanes or parking through painted chevrons or diagonal markings

## PROTECTED BIKEWAY - CLASS IV



For the exclusive use of bicycles, these facilities are physically separated from nearby travel lanes, parking and the sidewalk



## PUBLIC ART



Can be incorporated in the streetscape through murals or decorative crosswalks to enliven the sidewalk and street

## PROTECTED INTERSECTION



Applied to the intersection of two protected bike lanes and creates an easier way for bicyclists to navigate intersections

## PUBLIC TRANSIT STOP AMENITIES



Amenities at public transit stops can include improved lighting, seating, shelters and real-time arrival information

## BUS BOARDING ISLAND



Allows bus service to stop in road, making service faster, while offering more space for shelters and seating, and creating a protective element for bike lanes

## BUS BULB OUT




Like a bus boardings island, the bus bulb created by widening the sidewalk offers more sidewalk space for transit amenities without the presence of a bike lane.





# MOBILITY PROJECT PRIORITIZATION

**With a menu of potential mobility improvements for North Long Beach, how were the projects prioritized for implementation?** The following point-based criteria were taken into consideration to develop priority projects intended to improve **equity, safety and connectivity**:





## Equity:

-  Project located in an area of “high need” as defined by the California Communities Environmental Screening Tool (CalEnviroScreen), which uses indicators to examine census tracts that are disproportionately burdened by the environment, including pollution, unemployment, and poverty

## Safety:

-  Project located along a street with a high number of collisions as identified in the Safe Long Beach Streets Plan
-  Project located at or near an intersection with a high number of collisions as identified in the Safe Long Beach Streets Plan

## Connectivity:

-  Project located along a high priority sidewalk as identified by the Citywide American with Disabilities Act (ADA) Self Evaluation and Transition Plan
-  Project located near schools, libraries, parks or commercial areas to connect North Long Beach residents to essential services in their neighborhood and increase economic activity
-  Project located within the Bike Master Plan’s proposed bicycle network focused on filling gaps in the bicycle network
-  Project located near a Metro or Long Beach Transit bus or transit stop

These criteria were converted to a 0-100 “preference score” to prioritize projects, as shown on the following pages.

## PRIORITY PROJECTS

Prioritizing projects based on these criteria and community feedback resulted in a set of priority projects that span **street segments** and **intersection spots** for potential implementation by the City, which refers to proposed mobility improvements for:



**...along a stretch of a road**



**...for a specific intersection**

Projects in the locations identified in the following pages aim to improve safety and access in areas where people are likely to walk, bike, and take transit.



## PRIORITY STREET SEGMENTS

Prioritized street segment projects refer to proposed mobility improvements along a stretch of a road. Figure 4.1 and Table 4.1 show the top prioritized street segment projects based on feedback from the UPLAN process and the prioritization criteria described in the previous section.

Figure 4.1: Prioritized Street Segment Projects

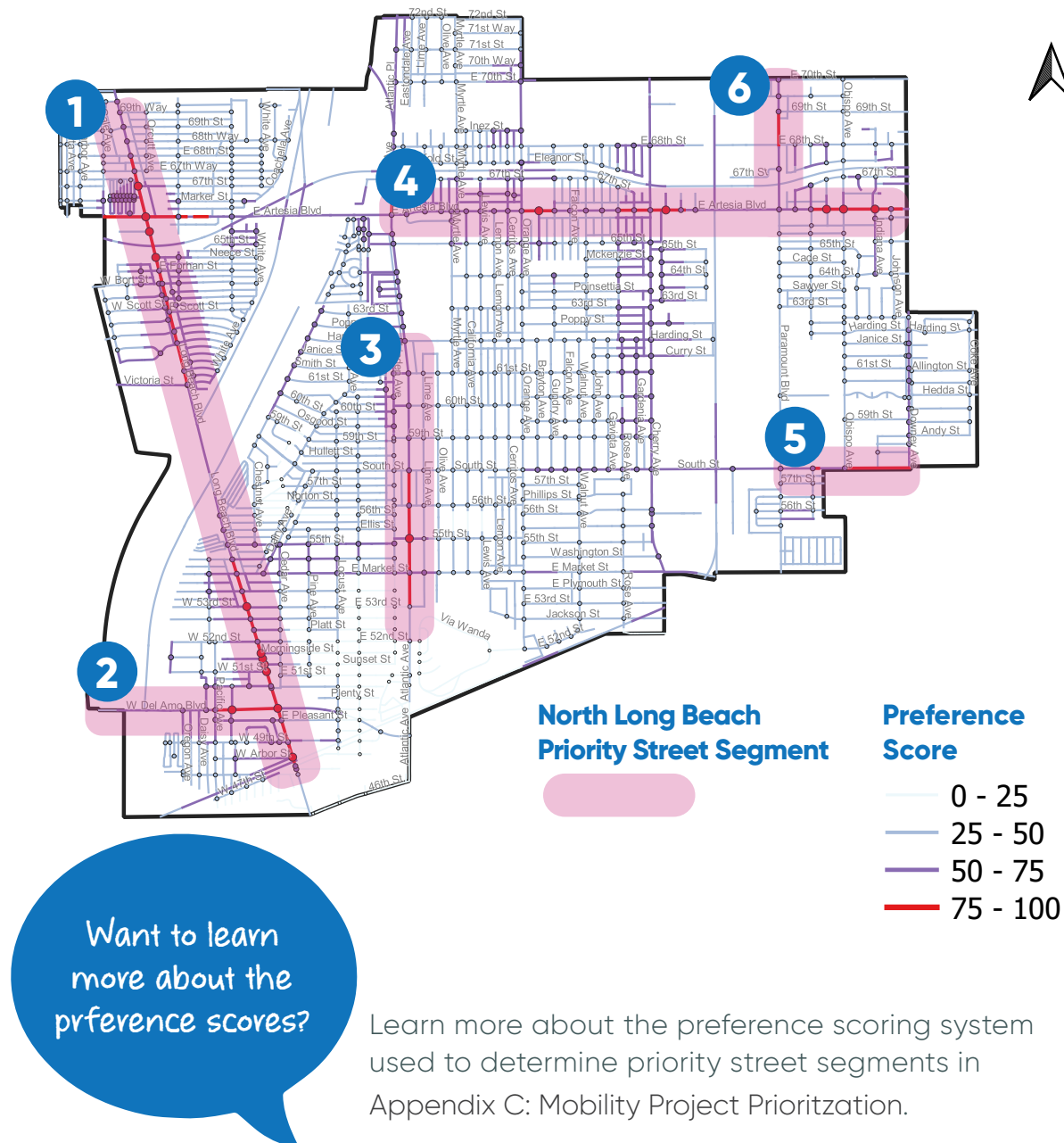


Table 4.1: Prioritized Street Segment Projects

Num.	Segment	Limits	Project Description
1	Long Beach Blvd. (from 67th St. to 48th St.)	LA River Overpass	<ul style="list-style-type: none"> <li>• Widen sidewalk</li> <li>• Install shared-use path</li> </ul>
		Del Amo Blvd. to LA River Overpass	<ul style="list-style-type: none"> <li>• Install Class II buffered bike lane</li> </ul>
		Neece Ave. to Artesia Blvd.	<ul style="list-style-type: none"> <li>• Install road diet to reduce from three to two travel lanes</li> </ul>
2	Del Amo Blvd.	Long Beach Blvd. to A-Line Station	<ul style="list-style-type: none"> <li>• Explore removal of a travel lane</li> <li>• Widen sidewalk and relocate sidewalk obstructions</li> <li>• Prioritize Safe Routes to School improvements near schools</li> <li>• Install Class II buffered bike lane or Class IV separated bike lane</li> </ul>
3	Atlantic Ave.	Harding Ave. to 52nd St.	<ul style="list-style-type: none"> <li>• Explore removal of a travel lane</li> <li>• Widen sidewalk and relocate sidewalk obstructions</li> <li>• Prioritize more landscaping and street furniture (waste bins)</li> <li>• Explore Class II bike lane or Class IV separated bike lane</li> </ul>
4	Artesia Blvd.	Rose Ave. to Railroad Tracks	<ul style="list-style-type: none"> <li>• Resurface street segment</li> <li>• Minimize distance between marked crossings by installing additional marked crosswalks</li> <li>• Prioritize Safe Routes to School Improvements near schools</li> </ul>
		Orange Ave. to Downey Ave.	<ul style="list-style-type: none"> <li>• Extend Class IV Separated Bike Lane</li> </ul>
5	South St.	Paramount Blvd. to Downey Ave.	<ul style="list-style-type: none"> <li>• Street resurfacing</li> <li>• Minimize distance between marked crossings by installing additional marked cross walks</li> </ul>
		De Forest Ave. to Downey Ave.	<ul style="list-style-type: none"> <li>• Class II buffered bike lane or Class IV separated bike lane</li> <li>• Explore removal of a travel lane west of Rose Ave.</li> </ul>
6	Paramount Blvd.	70th St. to Artesia Blvd.	<ul style="list-style-type: none"> <li>• Class II buffered bike lane or Class IV separated bike lane</li> </ul>





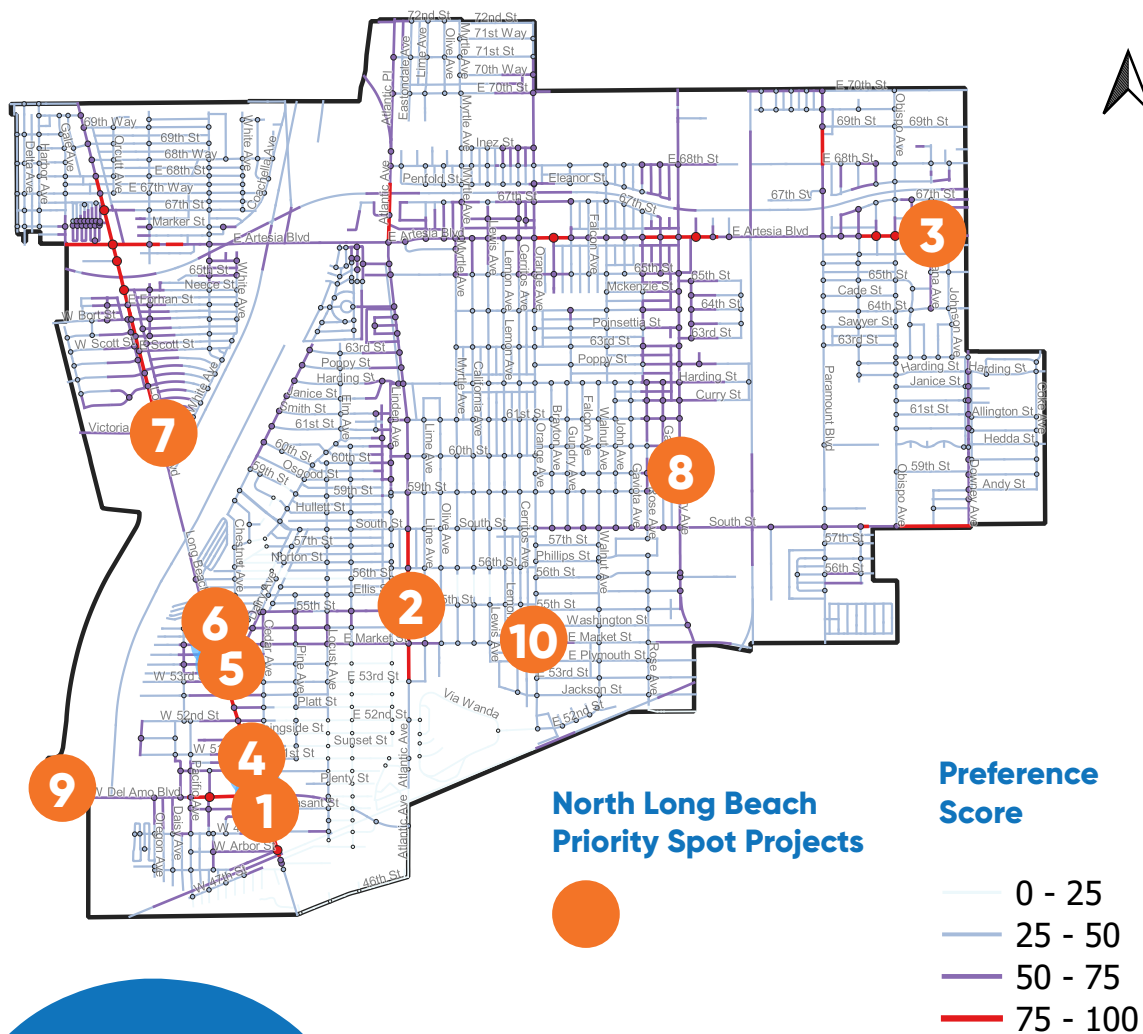
*Long Beach Boulevard from 67th Street to 48th Street is one of six prioritized street segment locations with identified mobility projects focused on improving safety and comfort for people walking, biking and taking public transit*



## PRIORITY INTERSECTION SPOTS

Prioritized intersection spot projects refer to proposed mobility improvements for a specific intersection. Figure 4.2 and Table 4.2 show the top prioritized intersection spot projects based on feedback from the UPLAN process and the prioritization criteria described in the previous section.

Figure 4.2: Prioritized Intersection Spot Projects



Want to learn more about the preference scores?

Learn more about the preference scoring system used to determine priority intersection spots in Appendix C: Mobility Project Prioritization.



Table 4.2: Prioritized Intersection Spot Projects

Proj. No.	Street 1	Street 2	Project Description
1	Long Beach Blvd.	Del Amo Blvd.	<ul style="list-style-type: none"> <li>• Upgrade to continental crosswalks</li> <li>• Reduce driveways at corners</li> <li>• Implement No Right Turn on Red</li> <li>• Adjust signal timing or extend left turn pockets to clear queuing</li> <li>• Relocate bus stops away from driveways</li> </ul>
2	55th St.	Atlantic Ave.	<ul style="list-style-type: none"> <li>• Install full signal</li> <li>• Install high visibility crosswalks</li> <li>• Curb extensions for the Northbound and Southbound approach</li> </ul>
3	Artesia Blvd.	Indiana Ave.	<ul style="list-style-type: none"> <li>• Install HAWK beacon and new high visibility crosswalk from Southwest to Northeast corner</li> <li>• Install Right Turn only from Indiana Ave.</li> </ul>
4	Long Beach Blvd.	Home St.	<ul style="list-style-type: none"> <li>• Ensure future development projects incorporate pedestrian amenities from the "Support Facilities" section (waste bins, landscaping, pedestrian level lighting)</li> <li>• Bus Rapid Transit Lane</li> </ul>
5	Long Beach Blvd.	Plymouth St.	<ul style="list-style-type: none"> <li>• New crossing through median</li> <li>• New RRFB at south leg of intersection</li> <li>• Curb extensions flanking the new crosswalk</li> </ul>
6	Long Beach Blvd.	Market St.	<ul style="list-style-type: none"> <li>• Curb extensions for Northbound and Southbound approach</li> </ul>
7	Long Beach Blvd.	Victoria St.	<ul style="list-style-type: none"> <li>• Curb extensions for Eastbound and Southbound approach</li> <li>• Upgrade to continental crosswalks</li> <li>• Upgrade curb ramps</li> </ul>
8	Cherry Ave.	Hungerford St.	<ul style="list-style-type: none"> <li>• New crosswalk with RRFB and pedestrian refuge island at the north leg</li> <li>• Southbound curb extension</li> <li>• Bus bulb-out</li> </ul>
9	Del Amo Blvd.	710 Freeway	<ul style="list-style-type: none"> <li>• Construct new sidewalks and curb ramps</li> <li>• Install street markings and signage</li> </ul>
10	Market St.	Orange Ave.	<ul style="list-style-type: none"> <li>• Protected intersection for bicyclists</li> <li>• Bus boarding islands</li> </ul>





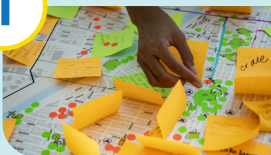
*Long Beach Boulevard at Victoria Street is one of 10 priority intersection spot locations with identified mobility projects to improve intersection safety and comfort for people walking, biking, and taking transit.*



How did community feedback inform the list of priority projects?

Check out Long Beach Blvd. at Del Amo Blvd as an example:

1



Identified at UPLAN Kick-off event as needing improvement

2



Discussed at walk audits & recieved the most comments from community

3



Intent to improve intersection discussed in other City plans

4



Location was determined to significantly advance equity, safety and connectivity

5



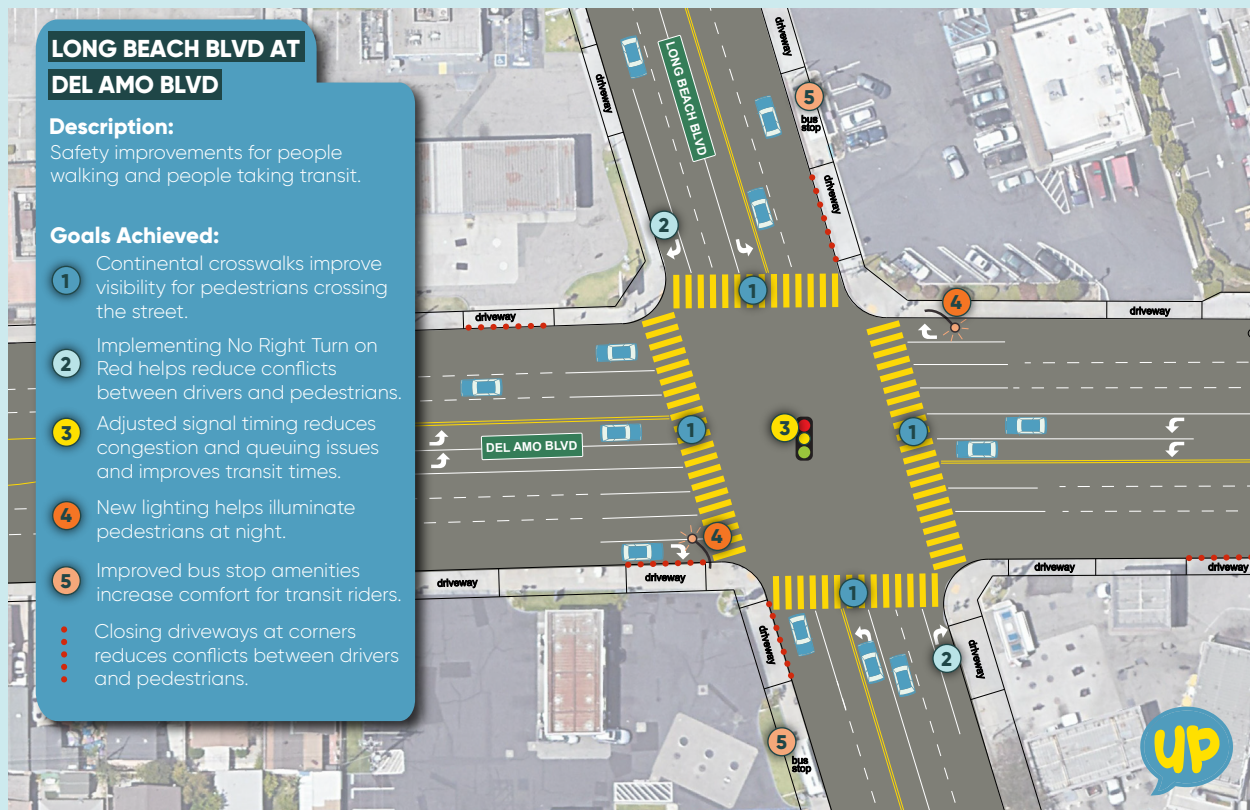
Included in Priority Project List

6



Project conceptual designs developed (See next page!)

## LONG BEACH BLVD. AT DEL AMO BLVD. CONCEPTUAL DESIGN



**Want to see more conceptual designs?** Long Beach Boulevard at Del Amo Boulevard is one of several priority projects – see more priority project conceptual designs in Appendix C: Mobility Project Prioritization for the following locations:

- Artesia Boulevard at Indiana Avenue
- Atlantic Avenue at 55th Street
- Cherry Avenue at Hungerford Street
- Del Amo Boulevard at the 710 Freeway
- Long Beach Boulevard at Home Street
- Long Beach Boulevard at Market Street
- Long Beach Boulevard at Plymouth
- Long Beach Boulevard at Victoria Street
- Market Street at Orange Avenue



## SUPPORT FACILITIES

As the City implements new mobility projects, the following support facilities in Table 4.3 should be considered for integration into project design. While there are many support facility types in Long Beach, this recommended list prioritizes the community's direct feedback and suggestions in creating a more livable North Long Beach.

Table 4.3: Recommended Support Facilities



























No.	Topic Area	Recommendations
Pedestrian	Lighting	 Increase frequency and placement of lighting along sidewalks and near marked crossing locations  Provide pedestrian-scale lighting on commercial corridors  Consider the installation of LED embedded STOP and YIELD signs at locations with a record of low stop or yield compliance
	Landscaping	 Include street trees as part of projects to provide a shade canopy on sidewalks  Allow for landscaping opportunities along sidewalks to create a buffer between people walking and traffic  Include landscaping as part of sidewalk and curb extension projects to allow for stormwater infiltration, and landscaping in medians as applicable.
	Street Furniture	 Enhance sidewalk spaces with benches, waste bins, and public art  Relocate existing sidewalk obstructions and provide a minimum clearance distance for all sidewalks in Uptown  Provide pedestrian wayfinding to connect residents to the regional transportation network (trails and Metro stations) as well as local places of interest
	Parklets	 Pilot temporary parklets in Uptown as a response to the COVID-19 pandemic, including on arterial roads in North Long Beach  Expand the existing parklet program to allow businesses on arterial roads to develop permanent parklet solutions
	Signal Improvements	 At every intersection, implement: <ul style="list-style-type: none"> <li>- Pedestrian Countdown Signals</li> <li>- Leading Pedestrian Intervals</li> <li>- Audible Pedestrian Signals</li> </ul>

Table 4.3: Recommended Support Facilities (continued)

No.	Topic Area	Recommendations
<b>Bicycle Support Facilities</b>	Bike Share Expansion	 Expand bike sharing services to Uptown, including Long Beach Bike Share and dockless bike sharing services  Place bike share facilities along bikeways and near key places of interest  Ensure a network density that supports reliability and availability  Ensure inter-operability between bike share systems in Long Beach and neighboring cities, including similar regulatory rules
	Bike Parking and Repair	 Establish short-term bike parking near commercial districts, and long-term bike parking near major employers and at transit stations  Install self-serve bike repair with tools and stand, allowing access to tools for basic do-it-yourself bike repair  Expand short-term bike parking and repair facilities along bikeways and near key places of interest, such as the Public Library and at parks  Require bike parking as part of new development projects
	Bike Route Wayfinding	 Expand the existing bicycle network wayfinding program. Include both types of signs: - Confirmation Signs confirm that a cyclist is on a designated bikeway - Decision Signs indicate direction of another bikeway or place of interest
<b>Transit Support Facilities</b>	Transit Stops and Routes	 Every bus stop should include seating and shade canopy- either from a tree, shelter, or building  Establish "major" bus stop locations in Uptown based on ridership data and proximity to transfer bus stops  At every major bus stop, install: - Lighting - Shelters - Seating - Waste bins - Real-time transit information  Support major bus stops with Bicycle and Pedestrian Facilities mentioned previously  Relocate bus stops away from active driveways



## SUPPORT PROGRAMS

Mobility improvements need supportive programming in order to be successful, such as education campaigns for people to learn how to use new infrastructure. Table 4.4 highlights recommended programming needed to ensure the greatest impact of new mobility improvements.

Table 4.4: Recommended Mobility Programs

No.	Topic Area	Program Description
1	Education	<ul style="list-style-type: none"> <li>Partner with local organizations (businesses, non-profit organizations) to continue safety and connectivity campaigns in North Long Beach</li> <li>Ensure residents in North Long Beach are familiar with the bicycle, pedestrian, and traffic safety treatments in the <a href="#">Go Active Long Beach Mobility Toolkit</a>.</li> <li>Create opportunities for residents to request safety improvement treatments</li> <li>Continue to promote walking and bicycling to school through the Safe Routes to School program</li> </ul>
2	Safety	<ul style="list-style-type: none"> <li>Develop an annual collision analysis to identify trends and problems areas</li> <li>Evaluate pedestrian and bicycle project outcomes (safety, equity, engagement reach, traffic calming outcomes)</li> <li>Conduct Road Safety Audits (RSAs) and/or Walk Audits for new projects</li> <li>Employ traffic calming strategies at high priority areas identified in the Safe Streets Long Beach Vision Zero Action Plan</li> <li>Reconsider criteria for setting speed limits</li> <li>Consider establishing 15-20 mph school zones and other slow zones near parks, community facilities, or senior housing</li> </ul>
4	Accessibility	<ul style="list-style-type: none"> <li>Establish an accessible design checklist for design projects</li> <li>Encourage representation of people with disabilities in all projects and programs</li> </ul>
5	Partnerships	<ul style="list-style-type: none"> <li>Explore opportunities for advanced project and program coordination with major employers in the neighborhood</li> </ul>





# 05 IMPLEMENTATION



# IMPLEMENTATION

## What's in Chapter 5?



### **Implementation Overview**

Learn about how community priorities guided the actions included in this NMEP and the ongoing collaboration needed across City departments, elected officials and community members to implement the community's vision, the mobility-focused objectives, and the mobility projects and programs included in this NMEP



### **Implementation Actions**

Learn about the series of actions created to support the implementation of mobility projects and programs in North Long Beach, listed with responsible City departments and time frames to guide City staff, property owners, developers and decision-makers



### **Funding Sources**

Learn about the variety of funding sources that can help fund mobility projects and programs aimed at improving safety, comfort and accessibility for people walking, biking and taking public transit



### **Next Steps**

Learn about next steps for the UPLAN project and the implementation of this NMEP towards improving equity, safety and connectivity in North Long Beach

# IMPLEMENTATION OVERVIEW

**This chapter provides a roadmap to implement mobility improvements and programs that reflect the community's shared vision for the future of North Long Beach.** Through City department collaboration, actions, and funding, mobility projects and programs can be implemented in North Long Beach to help improve equity, safety and connectivity.

An understanding of community priorities related to mobility has guided the creation of the implementation actions included in this chapter. Covered in detail in Chapter 3 (Community Engagement & Capacity Building), these community priorities shared by the North Long Beach community during extensive community engagement and capacity building throughout the UPLAN process have shaped the NMEP, including implementation.



*Demonstration projects, like the one pictured above featuring a temporary parklet, landscaping, and storefront activation, are included as a recommended implementation action to help the City continue to evaluate and educate roadway users about new engineering solutions*

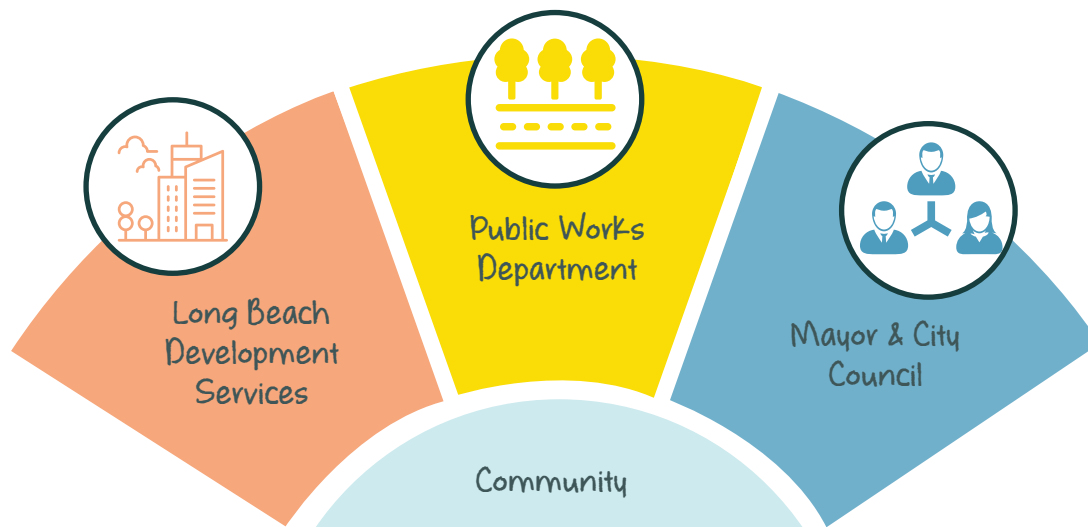


Note to City: Are there other City departments you'd like to highlight here for emphasizing city department collaboration to implement mobility projects?

## WORKING TOGETHER

To fully realize the community's vision and the mobility-focused objectives, ongoing collaboration, capacity building and partnerships are needed. Implementing mobility projects and programs requires several City departments and elected officials to work together, along side the community, as shown in Figure 5.1 below:

Figure 5.1: City Department Collaboration for Mobility Projects



### What do they do?

- Reviews new development proposals, issues building permits, regulates land use and zoning, and plans for the future of the City through projects and initiatives, among others
- The Planning Bureau works with the Mayor & City Council, City departments, developers, engineers, design professionals, neighborhood groups, residents, and business owners

### What do they do?

- Provides a variety of services including the repair, rehabilitation and general upkeep of City streets, trees, sidewalks
- The Engineering and Transportation Mobility Bureaus work together to design, construct and operate mobility projects like traffic safety, bicycle and pedestrian safety, and bicycle and pedestrian encouragement and education programs

### What do they do?

- The Mayor & City Council form the government for the City, serving as elected officials. North Long Beach is represented by Council Districts 8 and 9
- Every year the Mayor & City Council approve an annual City budget that funds all aspects of the City, including the Capital Improvement Program (CIP) budget

Note to City: Let us know if the Uptown BID should be included as a responsible party within the implementation actions table. If we decide to include them in the table, we can introduce UBID in a speech bubble. Let us know what you'd like to mention about them.

## IMPLEMENTATION ACTIONS

This section provides an overview of implementation actions with assigned City department responsibility and time frame. Table 5.1 is intended to guide City staff, property owners, developers and decision-makers in helping to realize the mobility projects and programs included in this NMEP, as well as the community's longer-term vision the mobility-focused objectives for North Long Beach.

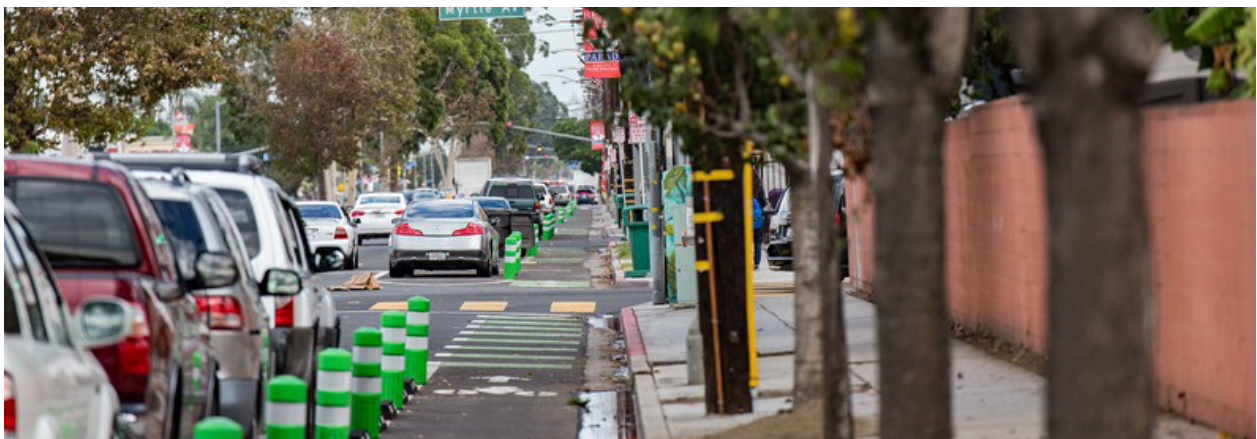
City departments with assigned responsibility in implementing the actions include:

- Long Beach Development Department (LBDD)
- Public Works Department (PWD)

Actions are categorized into three estimated time frames, including:

- Ongoing: Actions that are implemented continuously and/or periodically
- Short (0-3 years): Prioritized actions that can help implement the prioritized mobility projects and programs, anticipated to be implemented immediately to three years from adoption of this NMEP
- Medium (4-6 years): Actions that can help implement other mobility projects and programs, anticipated to be implemented four to six years from adoption of this NMEP

As the City implements projects and programs included in Table 5.1, the list will be adjusted to address community needs and priorities new challenges facing North Long Beach, and funding opportunities.



*The protected bike lanes along Artesia Boulevard were implemented in 2016 through a collaboration with various City departments and elected officials*



Table 5.1: Implementation Actions


Topic Area	Action	Time frame	Responsible Departments
<b>Funding, Coordination and Partnerships</b> 	<b>FCP-1:</b> Pursue additional funding, through State or local grants or City funding opportunities, as needed, to advance planning and design for priority projects	Short	LBDD, PWD
	<b>FCP-2:</b> Where possible, integrate priority projects into larger City capital projects and/or bundle priority projects to increase funding opportunities	Short	LBDD, PWD
	<b>FCP-3:</b> Ensure that pedestrian and bike improvements are included in other street projects, such as resurfacing, bridge replacement, or lane reconfiguration	Short	LBDD, PWD
	<b>FCP-4:</b> Pursue additional capital funding, through State or local grants or City funding opportunities, to construct priority projects	Short	LBDD, PWD
	<b>FCP-5:</b> Continue to fund high-priority sidewalk gap closure projects through the Capital Improvement Program (CIP)	Short, Ongoing	LBDD, PWD
	<b>FCP-6:</b> Develop a line item in the CIP for implementation of the NMEP	Short, Ongoing	LBDD, PWD
	<b>FCP-7:</b> Explore the development of a UPLAN task force for inter-departmental coordination	Short	LBDD, PWD
	<b>FCP-8:</b> Explore opportunities for advanced project and program coordination with major employers in the neighborhoods	Short	LBDD, PWD
	<b>FCP-9:</b> Continue to collaborate with related agencies (transportation, health, schools, emergency services) within and adjacent to Long Beach to advance UPLAN objectives	Short, Ongoing	LBDD
	<b>FCP-10:</b> Consider developing an annual report for UPLAN to share information on project process, time frames and outcomes	Ongoing	LBDD, PWD

Table 5.1: Implementation Actions (continued)


Topic Area	Action	Time frame	Responsible Departments
<b>Infrastructure and Operations</b> 	<b>Street Design</b>		
	<b>IO-1:</b> Develop and adopt a street design policy and manual that integrates guidance from existing modal plans (ADA Transition Plan, Bicycle Master Plan) and the Mobility and Urban Design Elements of the General Plan	Short	LBDD, PWD
	<b>IO-2:</b> Update the City's street standard plans to better align with recommended approaches from Safe Streets Long Beach Plan	Short	LBDD, PWD
	<b>IO-3:</b> Ensure consistent signage and roadway markings when developing new projects (ex: marked crosswalks on side streets shall be consistent)	Short	LBDD, PWD
	<b>IO-4:</b> Continue to use demonstration projects to evaluate and educate roadway users about new engineering solutions	Short	LBDD, PWD
	<b>IO-5:</b> Explore the creation of a green alley program within the City to advance mobility and sustainability objectives	Short	LBDD, PWD
	<b>IO-6:</b> Explore opportunity to institutionalize the Open Streets Initiative, which launched in Summer 2020 to support COVID-19 recovery for restaurants and businesses, allowing the transformation of public areas, including sidewalks, on-street parking, parking lots, plazas, and promenades, into spaces for physically distanced activity	Short	LBDD, PWD
	<b>Neighborhood Traffic Management</b>		
	<b>IO-6:</b> Employ traffic calming strategies at high priority areas identified in the Safe Streets Long Beach Vision Zero Action Plan	Short	LBDD, PWD
	<b>IO-7:</b> Reconsider criteria for setting speed limits	Short	LBDD, PWD
	<b>IO-8:</b> Consider establishing 15-20 mph school zones and other slow zones near parks, community facilities, or senior housing	Short	LBDD, PWD
	<b>IO-9:</b> Consider using new radar speed signs and other technologies to collect speed data	Short	LBDD, PWD



Table 5.1: Implementation Actions (continued)





Topic Area	Action	Time frame	Responsible Departments
<b>Infrastructure and Operations</b> 	<b>Accessibility</b>		
	<b>IO-10:</b> Establish an accessible design checklist for design projects	Short	LBDD, PWD
	<b>IO-11:</b> Conduct ADA trainings for City staff	Short	LBDD, PWD
	<b>IO-12:</b> Encourage representation of people with disabilities in all projects and programs	Short	LBDD, PWD
	<b>IO-4:</b> Continue to use demonstration projects to evaluate and educate roadway users about new engineering solutions	Short	LBDD, PWD
<b>Evaluation and Planning</b> 	<b>Pedestrian and Bike Volumes</b>		
	<b>EP-1:</b> Include pedestrian and bicycle counts as a routine element of motor vehicle counts	Short	LBDD, PWD
	<b>EP-2:</b> Prioritize annual pedestrian and bike volume counts along the City's high-injury corridors	Short	LBDD, PWD
	<b>EP-3:</b> Collect pedestrian and bike volume data before and after installation of new facilities, such as a new bike lane	Short	LBDD, PWD
	<b>EP-4:</b> Conduct pedestrian volume counts at specific crosswalk locations to determine where warrants for signals, Pedestrian Hybrid Beacons (HAWK signals), and other traffic control devices may be met	Short	LBDD, PWD
	<b>Pedestrian and Bike Safety</b>		
	<b>EP-5:</b> Develop an annual collision analysis (crash report) to identify trends and problems areas	Short, Ongoing	LBDD, PWD
	<b>EP-6:</b> Evaluate pedestrian and bicycle project outcomes (safety, equity, engagement reach, traffic calming outcomes)	Short	LBDD, PWD
	<b>EP-7:</b> Conduct Road Safety Audits (RSAs) and/or Walk Audits for new projects	Short	LBDD, PWD

Table 5.1: Implementation Actions (continued)

Topic Area	Action	Time frame	Responsible Departments
<b>Education</b> 	<b>E-1:</b> Partner with local organizations (businesses, non-profit organizations) to continue safety and connectivity campaigns in North Long Beach	Short	LBDD, PWD
	<b>E-2:</b> Leverage the <a href="#">Go Active Long Beach Mobility Toolkit</a> which includes information on bicycle, pedestrian, and traffic safety treatments	Short	LBDD, PWD
	<b>E-3:</b> Create opportunities for residents to request safety improvement treatments	Short	LBDD, PWD
	<b>E-4:</b> Continue to promote walking and bicycling to school through the Safe Routes to School program	Short	LBDD, PWD
<b>Zoning</b> 	<b>Z-1:</b> Introduce new housing opportunities through adoption of new Multi-Family zones in North Long Beach	Short	LBDD
	<b>Z-2:</b> Adopt new Neo-Industrial zones in North Long Beach to improve the quality of the public realm through required landscaping and street trees	Short	LBDD
	<b>Z-3:</b> Adopt new Neighborhood-Serving Commercial zones in North Long Beach to support wider sidewalks and improved pedestrian conditions	Short	LBDD





*The Daisy Avenue Bicycle Boulevard project pictured here is an example of a recent mobility project with traffic calming and treatments such as roundabouts, mini traffic circles, pedestrian refuge islands, traffic signal, bicycle detectors, and other greenway facilities.*

# FUNDING SOURCES

Mobility projects and programs aimed at improving safety, comfort and accessibility for people walking, biking and taking public transit can be funded through a variety of sources. Funding sources often come from State and Regional sources. These sources typically utilize funding from the federal government, so as administrations change, funding priorities may change, too.

## State Funding Sources

There are a variety of applicable state funding programs. Two examples include:

- **Local Streets and Roads Program (LSRP).** The LSRP provides funding to cities and counties for road maintenance and rehabilitation, and safety, such as bicycle and pedestrian corridor and crossing improvements. LSRP is a Senate Bill 1 Caltrans funded program with a focus on safety. The City of Long Beach is on the list of eligible cities; however, the priority projects would need to be “bundled” together to qualify for funding opportunities.
- **California Sustainable Transportation Equity Project (STEP).** STEP is a transportation equity pilot project for Fiscal Year 2019-20 that aims to address community residents’ transportation needs, increase access to key destinations, and reduce greenhouse gas emissions by funding planning, clean transportation, and supporting projects. Street segment priority projects are a good match for STEP if more rounds of funding are announced by the California Air Resources Board (CARB).

Learn more about other State funding sources in Appendix D: Funding Analysis

What is project bundling?

Bundling, or packaging, multiple projects together for a grant application is a strategy to help create a competitive submission since many projects together can have the potential for a greater impact. Bundling multiple projects together also gives smaller projects an opportunity to be eligible for funding since many times they are not eligible on their own.



## Regional and County Funding Sources

One regional funding source is applicable, including:

- **Regional Active Transportation Program (ATP).** The ATP program is a Los Angeles Metropolitan Transportation Authority (LA Metro)-led program that targets disadvantaged communities focusing on bicycle and pedestrian projects. Many elements of the street segment priority projects potentially match with the ATP program, with a higher potential a competitive submission if projects are bundled.

Learn more about Regional and County funding sources in Appendix D: Funding Analysis.

## Local Public and Private Funding Sources

Local public and private funding sources can help fund mobility project and programs, including:

- **Capital Improvement Program (CIP).** The Capital Improvement Program (CIP) is updated annually, serving as the City's comprehensive work program for the City Council and Long Beach residents to plan, design, construct, maintain, and repair City facilities and infrastructure over the next year. The CIP identifies funds for the a wide variety of capital projects, like improvements to existing infrastructure, such as streets, traffic signals, and sidewalks, as well as one-time projects designed to address community needs, like those included in this NMEP.
- **Private Development.** As redevelopment occurs, some new development projects may be required to meet new setback requirements that will increase the sidewalk width, as well as provide new street trees that would improve the pedestrian environment and bicycle parking to accommodate bicyclists.

Note to City: Let us know what information would you like to provide the public and other City departments with on next steps and how to stay connected (e.g. annual UPLAN update per see implementation program line item FCP-10)?

## NEXT STEPS

The priority projects included in Chapter 4 (Mobility Recommendations) are a launching point to help provide the City with an understanding of where to focus mobility improvements based on community priorities and the opportunity to improve equity, safety and connectivity. However, community priorities, land uses and the transportation network change over time. This implementation strategy is intended to be used as guidelines to re-evaluate remaining projects, consider new projects, and continue pursuing implementation of this NEMP towards improving equity, safety and connectivity in North Long Beach.



Insert caption once confirming approach for next steps with City