



Mobility and Parking Options

A Community Guide for Planning for the Future of
Neighborhood Public Transit, Parking
Regulations and Safe Streets

MAY 2023



zonein: city core mobility goals

Expanded Transit Opportunities

1. More reliable buses
2. Comfortable wait at bus stops
3. Transit access to more destinations

Greater Walkability

1. Safer crossings
2. Increased pedestrian visibility at night
3. A more comfortable walking experience

Bike-Friendly Streets

1. Access to more destinations by bike
2. Safer and more comfortable biking experience
3. Secure bike parking at destinations

Carshare and Other Shared Mobility Options

1. Easier transfers between modes
2. Less expensive and more sustainable mode options
3. Increased convenience for errands and longer trips

Parking Options

1. More overnight parking options for residents
2. Provide sufficient parking where it is needed most
3. Use on-street parking for a variety of needs, like loading or deliveries

zonein: city core mobility options

While Zone In: City Core is focused on updating zoning regulations that guide the development of land, mobility influences the choices available to the community in how they get around. Mobility choices are a vital aspect of complete communities. They play an important role in quality of life by supporting improved public health and safety, connecting the community to economic opportunity, and are key to achieving broader sustainability goals for the City of Long Beach and the State of California.

Zoning affects some elements of mobility, such as parking regulations and whether developments are pedestrian friendly (such as reducing the number of driveways that interrupt the sidewalks or requiring buildings have setbacks that can be used to accommodate landscaping and other attractive features on private property, adjacent to the sidewalk). But most aspects of mobility, such as public transit and bicycle infrastructure, are not directly affected by the zoning code.

Through this planning process, the community defined a vision for multimodal transportation and safe and high-quality streets to help Long Beach prioritize mobility projects that the City can implement directly, or pursue grant funding for projects and collaborate with key partners like Long Beach Transit and Metro to see that the community's mobility needs are met in the future.

Transit Opportunities



▼ **Microtransit** is a shared-ride service that allows riders to schedule a trip and select their own pick up and drop off location, similar to Uber, but on a small micro-bus. This type of service can be more convenient and comfortable for riders, because they can be picked up and dropped off where they need it. It can be particularly convenient during periods where transit service is infrequent such as late evenings.

◀ **Transit priority lanes** dedicate a lane on a roadway to buses and other transit vehicles, reducing the amount of time buses spend waiting in traffic. These lanes can save travel time for transit riders and allow buses to be more reliable and on-time.



▲ **Enhanced bus stop amenities** include shelters, seating, dedicated lighting, area maps and information, and boarding islands extended into the street. These features make waiting for the bus more comfortable and safer for riders. Bus stop amenities can be kid-friendly, providing learning and play opportunities while families wait for the bus, as shown in the images above.

◀ **Microtransit services** have launched over the past few years by both Metro and the City of Los Angeles. Both **Metro Micro** and **LA Now** focus on connecting residents within a neighborhood to destinations such as grocery stores, schools, and nearby rail stations to transfer for longer journeys. Both services have apps and phone numbers available to call vehicles and cost around \$1 to ride.



Transit Recommendations

- ▶ Improved transit rider experience
- ▶ Expand pedestrian access to bus, rail, and bike facilities in accordance with Metro's First/Last Mile Strategic Plan
- ▶ Develop non-auto oriented neighborhoods
- ▶ Expand Dial-a-Lift to cover First/Last Mile Trips

What We Heard

3/4 of City Core area residents who answered our survey support greater walkability solutions to reduce the need for parking and driving

More than 80% of City Core area residents who answered our survey often get around by car, and more than 70% often walk

In the Western City Core area, more than 40% of residents who answered our survey commonly use the bus or train to get around

The recommendations on this and the following pages were derived from direct input by City Core community members over several months of engagement

Project Details

- ◀ **Transit priority lanes** are recommended to support increased frequency of transit on Anaheim Street and PCH. Pacific Avenue and Atlantic Avenue could also be considered as a north/south transit priority corridor option
- ◀ **Enhanced bus stop amenities** with shade structures, benches, Wifi and charging ports. Add more frequent trash pick ups and street cleanups
- ◀ **Expand LB Circuit Micro-Transit program to City Core:** LB Circuit provides free rides on small electric shuttle vehicles to neighborhood services and destinations, with current operations in Downtown and Belmont Shore. This plan proposes expanding service to cover the City Core plan area, giving residents a free, eco-friendly option for short trips to places like the pharmacy, bank, and grocery store. These microtransit vehicles carry five passengers each, with one ADA-accessible vehicle in the City's current fleet. The Long Beach City Council approved the \$1.6 million shuttle program in September 2022.



Greater Walkability

▶ **Lighting** is vital to creating a walkable space by making pedestrians more visible to motorists. This increases the safety and comfort of walkers using the space.

▶ **Street trees** provide shade for pedestrians, helping to make walking and waiting for transit a more comfortable experience.



▲ **Wider sidewalks** create more space for people walking. **Curb extensions** enhance pedestrian safety by increasing visibility to motorists and reducing the road distance that pedestrians need to cross.



◀ **Enhanced crossings** improve safety by utilizing activated warning lights to increase motorists' awareness of the pedestrian crossing the roadway. They may also include a protected space, or island, in the middle of wider roads like Anaheim Street to allow pedestrians to have a safe place to wait before continuing to cross the street.

Bike-Friendly Streets

▶ **Separated bike lanes** provide a buffer and physical separation between the bicycle travel lane and the lane for cars. This added distance increases comfort for cyclists and reduces the risk of collisions or "doorings" when cyclists are riding beside parked cars.



◀ **Bicycle boulevards** are designated local streets with lower speed limits and traffic volumes that allow bikes and cars to use the same lane. Bicycle boulevards many also incorporate infrastructure elements to reduce car traffic and further prioritize cyclists. A network of bike boulevards can increase connections and improve convenience for bicyclists.



▲ **Bike racks & bike parking** allow a convenient and secure place for cyclists to leave their bicycles that is out of the way of other road users.

Walking & Biking Recommendations

- ▶ **Slow down traffic on major corridors and interior streets**
- ▶ **Expand bicycle programming and infrastructure (with a focus on separated bike lanes) through implementation of the Long Beach Bicycle Master Plan**
- ▶ **Implement streetscape design enhancements (street trees, pedestrian lighting, roadway design changes)**
- ▶ **Prioritize low income communities for infrastructure improvements**
- ▶ **Create a green alley network**
- ▶ **Explore street activations for community benefit**

Project Details

◀ **Slower speeds:** New California state legislation allows for flexibility in setting lower speed limits, including along priority safety corridors and in business districts. By adopting AB 43 guidance, the City may be able to lower posted speeds on some City Core streets. This strategy can be used in conjunction with roadway design changes in order to achieve lower vehicle speeds. The City's traffic calming toolkit includes several strategies that can help achieve lower vehicle speeds, such as curb extensions/ bulbouts, speed cushions, raised intersections, mini traffic circles, vehicle diverters, and lane repurposing to develop bike facilities.

The Safe Streets Long Beach Action Plan identified High Injury Corridors that are high priority for slower speeds, including Anaheim Street, PCH, Magnolia Avenue, Pacific Avenue, Atlantic Avenue, MLK, Orange Avenue, Cherry Avenue, Redondo Avenue and Ximeno Avenue.

Projects Underway

Anaheim Corridor Pedestrian Safety Improvements: This project includes upgrades to traffic signals, protected turns, construction of pedestrian refuge medians, and turn restrictions in collision hotspots. These improvements are aimed at improving pedestrian safety by providing safer and more frequent crossing locations and managing speeds along the corridor through design interventions. The City recently secured \$7 million in federal funding to implement the project.

Mid-City Bicycle and Pedestrian Connections: The City was awarded a Caltrans Active Transportation Program grant to develop 4.7 miles of bicycle boulevards along 8th and 11th Streets connected by north-south segments. Improvements will include 23 curb extension upgrades, 2 new traffic signals, 11 pedestrian islands, 4 traffic circles, and other traffic calming elements in the project area.

Community Corners: The Arts Council for Long Beach is seeking proposals from artists for the Community Corners crosswalk mural project, an initiative that will install four bulbout murals at the intersection of 15th Street and Chestnut Avenue.

Car Share & Other Shared Mobility Options



CASE STUDY

Broadway, Long Beach

▲ **Bike improvements** can have positive impacts beyond increased safety and comfort for bicyclists, including increased sales for local businesses. A recent study by the City of Long Beach showed that after a separated bike lane was installed along East Broadway, **business sales tax revenue rose along the corridor**. Sections of the corridor without the new bike infrastructure did not see the same increase in revenues.

► **Mobility hubs** bring together multiple types of mobility options at one convenient location, giving community members the choice to park their own bicycle, rent a bicycle, scooter or car, or take public transit. They make it easy to transfer between transportation modes to finish a trip.



◀ **E-bikes & scooters** provide sustainable transportation options at speeds greater than walking while requiring less exertion than riding a bike. They are typically dockless, meaning that riders can pick up and drop off the vehicle right at their origin and destination.



CASE STUDY

Blue LA

◀ **Electric car share** allows drivers to benefit from many of the most useful aspects of car ownership, such as being able to transport groceries, or travel as a family, while reducing their expenses by only paying for a vehicle trip when it is needed. Electric vehicles provide zero emission travel options that help the City and State address sustainability goals.

▲ Founded in 2018, **BlueLA** is a **partnership between governments and community organizations to deliver inexpensive all-electric car sharing to local residents**. The service is subsidized to keep rental rates affordable, and members can pick up and drop off cars at any of **40 stations across Central Los Angeles**. Rental options are available both priced by the minute for short trips around the neighborhood, or through discounted passes which allows car access for a few hours for longer trips.

Shared Mobility Recommendations

► **Develop non-auto oriented neighborhoods**

Project Details

◀ **Create mobility hubs** at major transit stops and key destinations

◀ **Expand and support use of e-bikes and scooters** with a focus on safe use of these devices and limiting use on sidewalks through education and outreach programs, as well as technology-base geofencing solutions

◀ **Develop electric car share system**

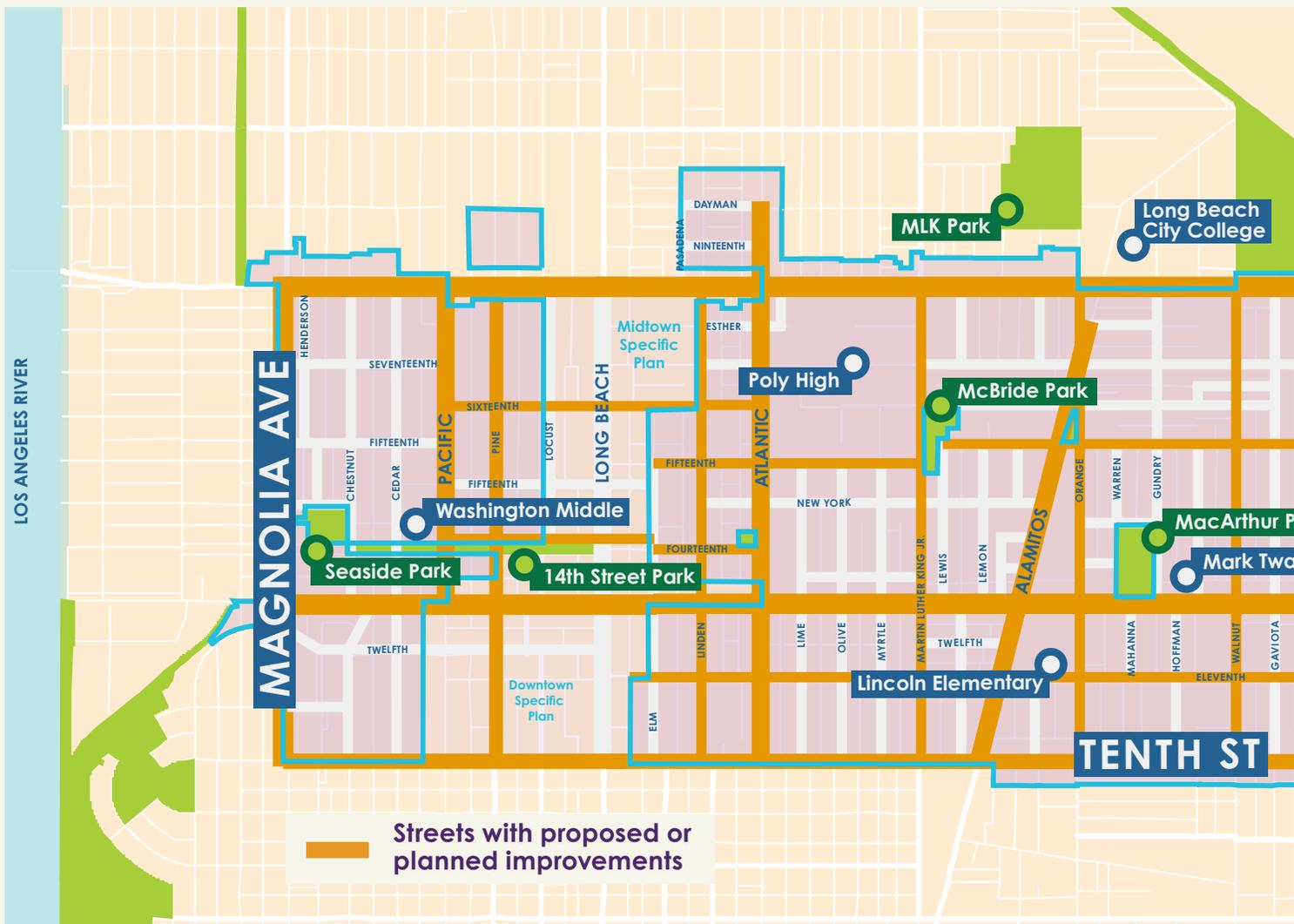
How do Investments in Transit, Walking, Biking, and Shared Mobility Reduce the Need for Parking?

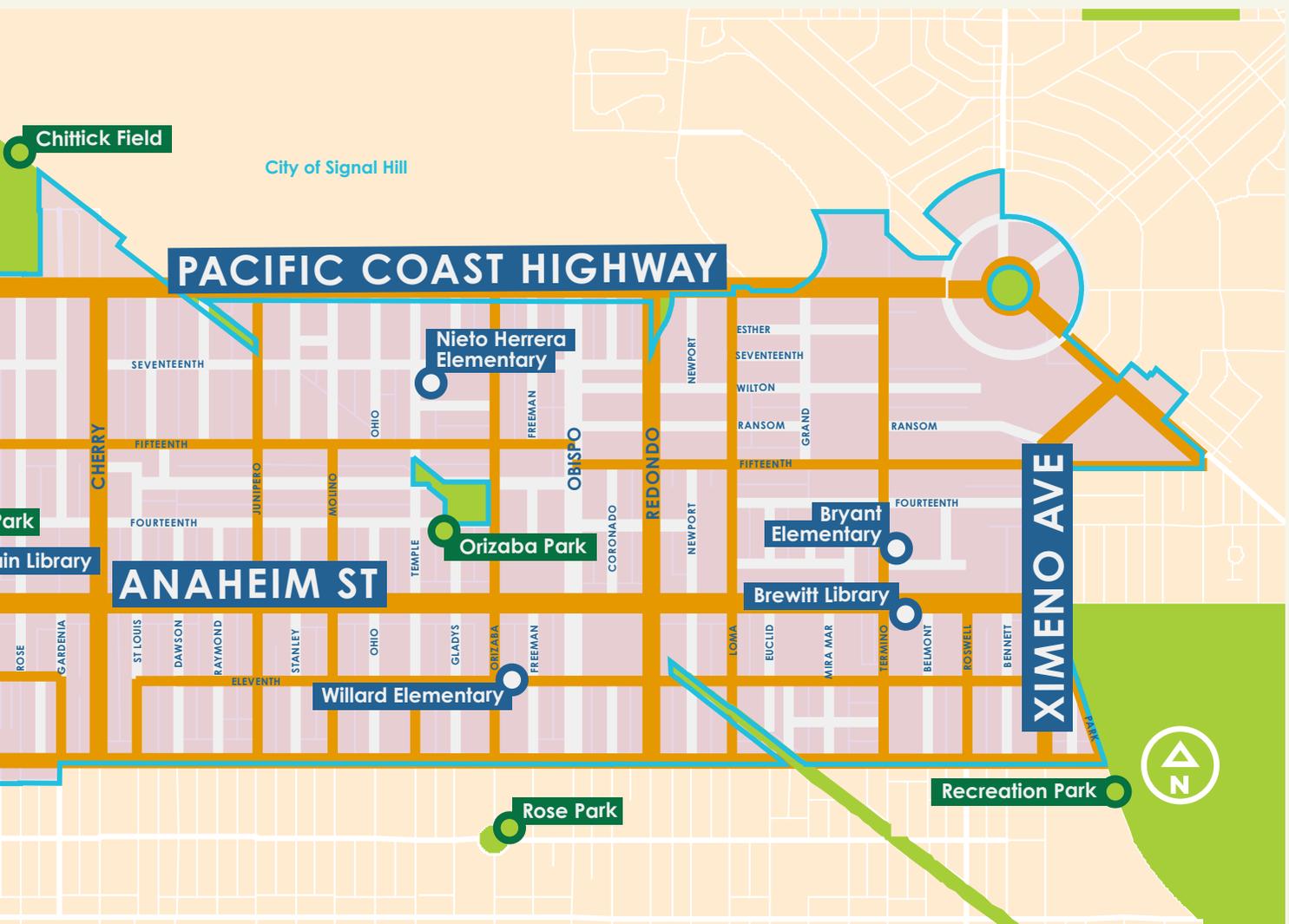
Investments in transit, pedestrian facilities, biking facilities, and shared mobility programs can reduce the need for parking in a number of ways:

- Research compiled by the California Air Pollution Control Officers Association (CAPCOA) shows that providing sidewalks and improving the pedestrian environment encourages people to walk instead of drive. Fewer parking lots and driveway conflict points with pedestrians can further contribute to an enhanced pedestrian network.
- Developing mixed-use, transit-oriented communities can reduce the need for parking, primarily due to lower vehicle ownership rates in transit-oriented developments. A 2021 study shows that people who live in transit-oriented developments in California own fewer vehicles and use transit more than those who don't.
- Encouraging car-sharing and ride-sharing can reduce the demand for parking, as people can share a single vehicle for multiple trips, and parking demand is less concentrated at particular destinations. Research has shown that car sharing reduces vehicle ownership and vehicle trips, and a recent University of Colorado study found that about a quarter of all ride hailing trips would have otherwise consumed a parking space. This impact is felt most for land uses such as restaurants and bars, but has less of an impact on parking at home and work destinations.

Planned and Proposed Mobility Improvements

► The Zone In: City Core plan includes new mobility recommendations and brings together planned mobility improvements for City Core streets from several plans previously developed by the City of Long Beach, including the CX3 Pedestrian Plan, Downtown and TOD Pedestrian Master Plan, Long Beach Bicycle Master Plan, Safe Streets Long Beach, and the City's Mobility Element. The following map highlights the locations of these planned and proposed roadway enhancements, which focus on pedestrian safety improvements, bicycle safety improvements, speed management strategies, and transit facilities.





zonein: city core parking options

Parking regulations for uses like commercial or residential, on private property, can be directly addressed through zoning regulations. The zoning code typically defines how many parking spaces a particular development needs to provide, how the parking is designed, and whether it is reserved for specific users. However, parking plays a big role in affecting housing affordability, business accessibility, sustainability, and quality of life and balancing these tradeoffs is important to facilitate increased housing and addressing the affordability crisis.

Because parking spaces cost thousands of dollars to construct, studies estimate that parking can add hundreds of dollars per month in rent. If a renter does not have a car, this expense is something they must pay for without getting any benefit.

When parking is very limited, particularly in dense areas with overcrowded housing units such as the City Core, residents may have a hard time finding parking, which can lead to quality of life effects such as wasted time, stress over the potential to get a parking ticket and safety and security concerns walking from a parked vehicle at night. Parking enforcement can disproportionately impact members of the community with vehicles that do not have places to park. Studies show that car ownership spans across nearly all income demographics, so the tickets and fines from parking enforcement can disproportionately impact some of the most vulnerable members of the community.

Studies show that having too much parking reduces the incentive for people to use public transit, walk or bike, which hinders progress on sustainability goals. Recent data from a Long Beach road diet project showed that though storefront street parking was reduced, local sales tax revenues rose significantly.

Many business owners feel that insufficient parking availability can hinder their ability to serve their customers, but current off-street parking standards are also difficult for some businesses to be able to accommodate, which can prevent some businesses from opening.

Much of the City Core area was built before many of the current parking standards were in the Zoning Code. The primary goal of revisions to the parking standards will be to better reflect the context and needs of the community in the future and strike the balance between all of these critical tradeoffs that affect the equity, sustainability, and economic vitality of the community.

Shared Parking



◀ **Shared parking** allows different land uses and users to share a common pool of parking spaces, because different users need parking spaces at different times of day. Residential parking is needed most at night, while offices and shops need parking during the day. Restaurants need the most parking at lunch and dinnertime. By facilitating a shared parking program, a community can increase the efficiency of existing parking, by opening up parking to more users across more times of day. This can substantially reduce the number of parking spaces needed compared with each use building its own dedicated parking.

EXAMPLES OF COMPLEMENTARY SHARED PARKING CONCEPTS

Community Parking Programs

FOR local residents and/or organizations

PURPOSE to utilize the parking lots of certain businesses during less busy hours.

► *The City can work with businesses and institutions to identify and overcome barriers to sharing parking spaces for the community. Key concerns often include security, liability, and cost. As part of the City Core rezoning project, the City could explore providing incentives to new developments to provide additional parking spaces to serve as a shared parking resource to the broader community.*

“Park Once” Districts

FOR visitors

PURPOSE to allow visitors to the district to park one time and walk to other destinations within the district, reducing individual parking demands and the number of vehicles circling and looking for parking.

► *Mobility options that make walking, biking, and taking transit easier and more convenient are important to the success of a park once district. Wayfinding is important to show the locations of parking facilities.*

Mobile App to Help Users Share Driveway Space

FOR local residents

PURPOSE could be deployed to balance resources of relatively car-light households within a community with the needs of car-heavy households.



More Flexible Parking Standards

▶ **Creating flexibility in the legal definition of a required parking space**

for residential parking purposes. This could include loosening the City of Long Beach's requirement that all required parking spaces be provided in an enclosed garage as opposed to a carport or surface parking, which can more easily be accommodated.

▶ **Adjusted & more flexible off-street parking ratios**

would update the zoning code to reduce the number of spaces required on-site in order to improve affordability, and better align zoning regulations with the community's mobility context and sustainability goals. Flexibility could be introduced in complying with these regulations, for example by allowing a development to lease parking spaces off-site, or contribute funding for mobility and shared parking improvements, instead of providing parking on-site (known as in-lieu parking fees). In-lieu parking fees typically do not provide enough funding to construct a standalone parking garage, but may be enough to fund spaces added to a development that is already planning to construct a garage (a public-private partnership).

Managing On-Street Parking

▶ **Curb management**

is an important consideration given the growing demand of rideshare services, package, and food deliveries. Curb space can be allocated for short-term parking or loading zones, which can help reduce the number of vehicles that double park, block roadway lanes, or take away parking spaces that can be used by community residents that need to park for a longer period of time.



▶ **Additional meters** can help manage the parking demand in business districts where finding an on-street parking space is particularly difficult. Smart meters can be deployed that actively change pricing depending on the demand for parking at a given time, so that there are always a few available parking spaces. This has sustainability benefits in reducing the amount of time vehicles circle around the neighborhood looking for parking spaces, but higher parking costs can negatively affect members of the community who are not able to afford the costs.



Parking Recommendations

▶ **Collaborate with public and commercial facilities to allow for residential parking**

▶ **Encourage shared parking lots**

▶ **Lessen vehicle parking requirements in exchange for bicycle/transit improvements**

(applies primarily to eastern end of the City Core plan area due to AB 2097 changes - see below for more information)

▶ **Change street sweeping to be proportional to density**

Project Details

◀ **Shared Parking:** The City can facilitate the implementation of a shared parking model through identification of City-owned lots, development of partnerships with other public entities, incentives (e.g. businesses earn a fee to participate, or have breaks on business tax/local fees), and development of model guidelines and agreements to support shared parking implementation across multiple locations.

With consideration for lots that may not have existing high overnight utilization, potential locations within the City Core area include: Ernst McBride Park & Teen Center, St. Mark Baptist Church, and First Baptist Church of Long Beach.

Elimination of Parking Requirements in Transit-Rich Areas

About AB 2097

In September 2022, the Governor signed Assembly Bill (AB) 2097, which prohibits a public agency from imposing or enforcing minimum vehicle parking requirements on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, with some minor exceptions. The City of Long Beach has identified Metro A Line stations, as well as bus stops along Anaheim Street, PCH, Cherry Avenue, and Atlantic Avenue as major transit stops within the City Core plan area. Because these areas overlap with parking impacted communities, the City of Long Beach will monitor potential negative local impacts on parking as a result of the new policy, and invest in the active transportation and transit projects described previously to lessen the demand for parking.

Los Angeles Case Study

The City of Los Angeles has provided local guidance for implementation of AB 2097 that can serve as a model for Long Beach. First, AB 2097 allows jurisdictions to continue with parking requirements if the elimination is shown to have a negative impact on affordable housing or local parking conditions. LA addresses this issue by proposing to collect data for the first year to understand potential negative impacts. Second, LA will create a process for interested parties to conduct their own parking studies to LADOT standards, shifting the burden to those who would seek to add parking back into proposed new developments.



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To request this information in an alternative format or to request a reasonable accommodation, please contact the Development Services Department at longbeach.gov/lbds and 562.570.3807. A minimum of three business days is requested to ensure availability; attempts will be made to accommodate requests with shorter notice.