

# Strategic Transportation Plan



## STP OVERVIEW

**Presented to: Transportation Summit**  
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*Creating a world-class multimodal transportation system*

## A UNIFIED VISION FOR THE FUTURE

### 21<sup>st</sup> Century Multimodal Transportation Plan

- Includes freeway, arterial highway, transit and active transportation
- Makes room for growth in population and goods movement industry
- Addresses environmental concerns: air quality and stormwater
- Uses the latest transportation technology to solve regional problems
- Develops tools for local transportation planning



## Who & What make up the STP?

### GATEWAY CITIES JURISDICTIONS

- Artesia
- Avalon
- Bell
- Bellflower
- Bell Gardens
- Cerritos
- Commerce
- Compton
- Cudahy
- Downey
- Hawaiian Gardens
- Huntington Park
- Industry
- La Mirada
- Lakewood
- Long Beach
- Lynwood
- Maywood
- Montebello
- Norwalk
- Paramount
- Pico Rivera
- Santa Fe Springs
- Signal Hill
- South Gate
- Unincorporated LA Co
- Vernon
- Whittier

### FREEWAY PROJECTS

Building on both the I-605/SR-91/I-405 Congestion Hot Spots Feasibility Study and I-710 Corridor Study, this chapter considers eight proposed freeway improvement projects.

### ARTERIAL IMPROVEMENT PROJECTS

This chapter evaluates the existing arterial network, discusses priority issues and deficiencies, and identifies intersection and corridor improvements that address them.

### TRANSIT AND PARK & RIDE PROJECTS

To address current transit challenges, this chapter outlines projects to improve the utility value of transit offerings and establishes policy priorities to guide future investments.

### ACTIVE TRANSPORTATION PROJECTS

To reduce energy use, ease congestion, and improve health, this chapter outlines a strategy for improving pedestrian and bicycle facilities in response to growing demand.

### PROJECTS FOR GOODS MOVEMENT

A look at existing conditions and anticipated challenges associated with the transport and storage of cargo and freight, including capacity and condition of warehouses, ports, and rail facilities.

### INTELLIGENT TRANSPORTATION SYSTEMS

Expanding on earlier research and studies, this chapter provides guidance & preliminary designs for key ITS applications including the I-710 Freight Corridor and traveler information systems.

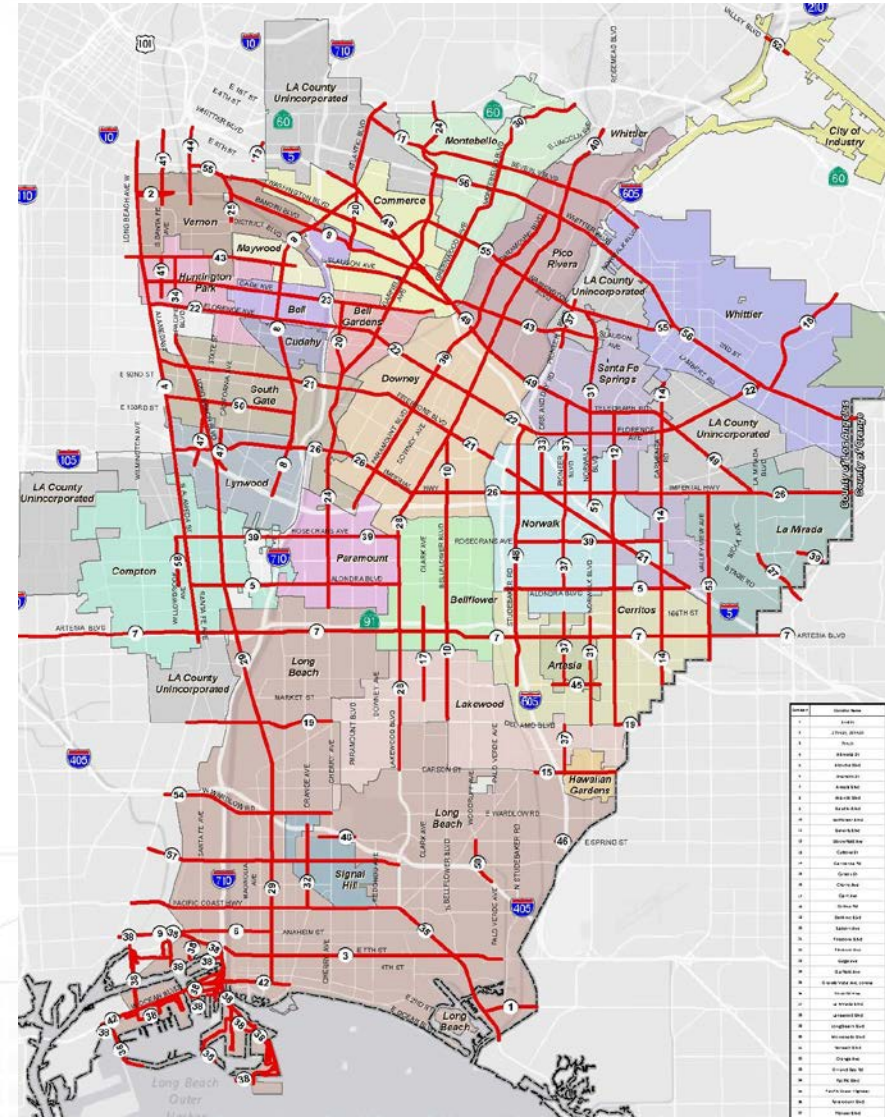
### STORM WATER IMPROVEMENTS

Prevention of storm water pollution and treatment of runoff from transportation facilities are considered in this chapter, along with recommendations for agency collaboration and regulatory compliance.

### CONSOLIDATED SET OF PROJECTS

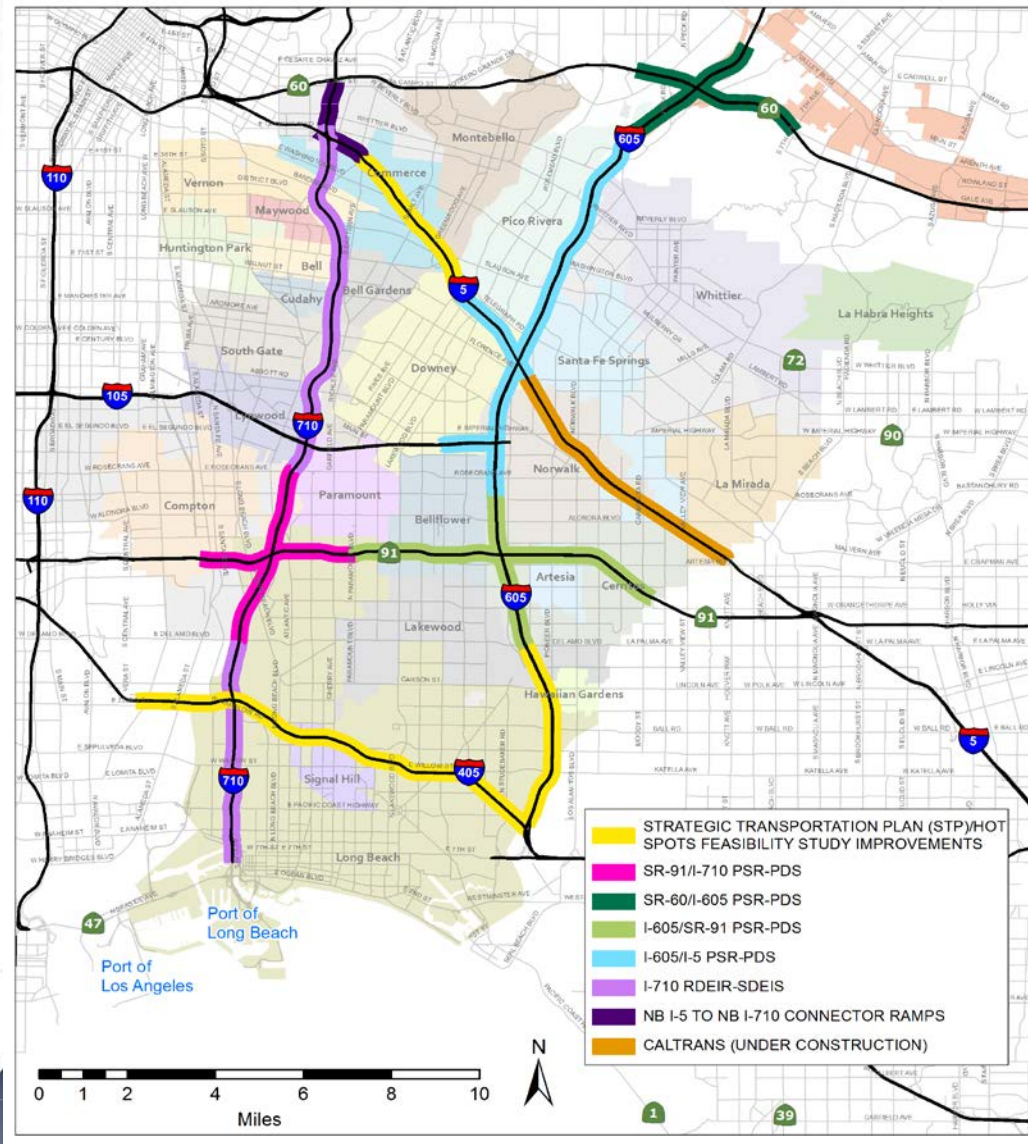
By taking a holistic view of all planned improvements and existing conditions for the subregion across modes and jurisdictions, this STP achieves an unparalleled comprehensive understanding of impacts and enables the development of a transportation improvement plan from a crucial system-wide perspective.





## FREEWAY CONCEPT PROJECT LOCATIONS

Figure 4.5 - Freeway Improvement Concepts and Studies



## ACTIVE TRANSPORTATION

### Closing Gaps in the Active Transportation Network

- Includes 55 bicycle routes that improve connections across city lines
- Provides clear, safe routes to schools, employment, and retail centers
- Extends transit-shed and makes first / last mile connections to transit stops
- Identifies safety and security improvements to attract riders of choice
- Captures all existing city bike and pedestrian plans and integrates those findings into the arterial corridors' work

### Metro Blue Line Bike Share

#### Bike Share System

#### Background

The Metro Blue Line is an existing 22-mile light rail running north-south between Long Beach and downtown Los Angeles. A preliminary analysis from Metro calls for two dozen bike share stations in downtown Los Angeles in addition to stations in Santa Monica and Pasadena. A Regional Bike Share Implementation Plan is currently being led by Metro. Long Beach has received \$2.3 million to fund a bike share system. The Blue Line Bikeshare project would provide clusters of bike share stations at and around all Blue Line stations in the Gateway Cities subregion.

#### Benefits

- Leverages bike sharing investments in Los Angeles and Long Beach; users along the Blue Line will have access to bicycles at both ends of their transit trip.
- Provides access to bicycles for those who might not otherwise bike by providing a new option for short-term bicycle use.
- Provides connections from transit to large institutional employers like Miller Children's Hospital, Cal State Dominguez Hills, Compton Courthouse, and Martin Luther King, Jr. Outpatient Center.
- Improves access to the Metro Blue Line from surrounding neighborhoods, including a number of Gateway Cities.
- Provides opportunities for physical activity.

#### Challenges

- Will require coordination with Metro and the operators of the eventual City of Los Angeles and Long Beach bike share systems.
- Many Blue Line stations are surrounded by large surface parking lots and lack the lively mix of land uses associated with high bike share ridership in other communities.

#### Project Extent



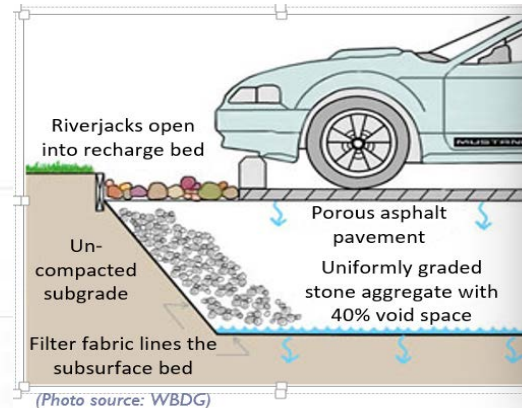
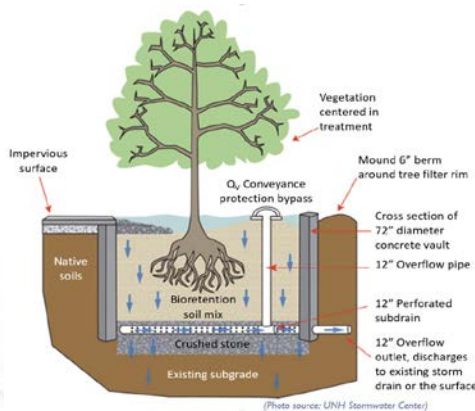
Bikeshare stations would be placed at each Blue Line station between downtown Los Angeles and Long Beach.

- Bike share systems have historically struggled to attract certain demographics that are found in the immediate area, such as low-income and minority populations. Serving these users may require special outreach efforts and subsidized memberships.
- Will require ongoing funding for operation.

## STORMWATER QUALITY

### Best Management Practices

- Identifying best management practices (BMPs) to reduce pollution
- Working together to realize opportunities to collect and mitigate urban runoff



## NEXT STEPS

### Moving Forward

- Identifying various funding Opportunities for all STP Priorities:

GENERAL FUNDING OPPORTUNITIES	HOW FUNDS CAN BE USED: PHASES & ELIGIBILITY
Caltrans Sustainability	Planning Phase Only
Caltrans Active Transportation Program	Planning Phase Only, can be specific to Safe Routes to School
California Cap & Trade	All Phases, per submission requirements, Construction Phase
LA-River (AB-530)	Could be used to improve accessibility near the LA River, all Phases
Gateway Urban Greening (WCA)	Could be used to improve accessibility near the watersheds, all Phases
RMC Prop 1	Could be used to improve accessibility near the watersheds, all Phases
Caltrans Highway Safety Improvement Plan (HSIP)	Improves Traffic Safety, Construction Phase
City Specific Prop. A	For all Phases, along Transit Related Improvements
City Specific Prop. C	Flexible use for all phases along High Quality Transit Line
Metro Call for Projects	Flexible Use, speculative if "Call" will be announced including timing
Local Return Measure R	Flexible use for all phases
Local Return Measure M	Flexible use for all phases
Federal Programs such as the TIGER Grant	Flexible use for Construction Phase

## NEXT STEPS

### Moving Forward – Larger Initiative

- Creation of a 5 Year Work Program – with Priorities by Mode

Step 1 – Quantify Priorities  
by City (Agency)



Jurisdiction	Priority Updates	Priorities	Project Name (Overall)	Project Type
		4	Garfield Avenue Arterial Improvements	Corridor
Cerritos	X	1	Del Amo Blvd Arterial Improvements	Corridor
		2	South Street Fiber Optic Interconnect Arterial Improvements AND South Street Fiber Optic Interconnect	Corridor Arterial
		3	Bloomfield Avenue Arterial Improvements	Corridor
		4		
Commerce		1	Valley Blvd Arterial Improvements	Corridor
		2	Atlantic Blvd (S) & Telegraph Rd Intersection Improvements	Intersection Improvements
		3	Telegraph Rd & Washington Blvd E Intersection Improvements	Intersection Improvements
		4		
Compton		1	Central & Wilmington Interchanges at SR-91	Intersection Improvements
		2	Long Beach Boulevard (City Limits)	Corridor
		3	Atlantic	Corridor
		4		
Cudahy	X	1	Atlantic Blvd Arterial Corridor Improvements	Corridor

## NEXT STEPS

### Moving Forward


- Creation of a 5 Year Work Program – with Priorities by Mode  Step 2 – Quantify Schedule Durations by Phase

Project	Agency/ City	Total Project Length (Years)	Length of PE & Environmental Phase	Length of Design Phase	Length of RW Phase	Length of Construction Phase
Project A						
Project B		5		2	0	3
Project C		4	1	1	0	2
Project D		4	1	1	1	1
Project E		10	2	3	3	2
Project F		5	1	2	0	2
Project G		5	0	0	2	3

Schedule in Years by Phase					
Project	1	2	3	4	5
Project A	PAED	Design			
Project B	Design	RW		Construction	
Project C	PAED	Design	Construction		
Project D	PAED	Design	RW	Construction	
Project E	PAED	Design			
Project F	PAED	Design	Construction		
Project G	RW	Construction			

## NEXT STEPS

### Moving Forward

- Creation of a 5 Year Work Program – with Priorities by Mode  Step 3 – Quantify Funding Needed by Phase

Cost by Year					
Project	1	2	3	4	5
Project A	\$ 70,000	\$ 70,000	\$ 466,667	\$ 466,667	\$ 466,667
Project B	\$ 120,000	\$ 120,000	\$ 175,000	\$ 175,000	\$ 666,667
Project C	\$ 140,000	\$ 90,000	\$ 2,000,000		
Project D	\$ 140,000	\$ 160,000	\$ 175,000	\$ 2,000,000	
Project E	\$ 70,000	\$ 70,000	\$ 400,000	\$ 400,000	\$ 400,000
Project F	\$ 140,000	\$ 115,000	\$ 115,000	\$ 1,000,000	\$ 1,000,000
Project G	\$ 225,000	\$ 225,000	\$ 666,667	\$ 666,667	\$ 666,667
Annual Total	\$ 905,000	\$ 850,000	\$ 3,998,333	\$ 4,708,333	\$ 3,200,000
Total Years 1-5	\$ 13,661,667				



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GATEWAY CITIES