



# CITY OF BELL GARDENS

# CIRCULATION ELEMENT UPDATE

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# CITY OF BELL GARDENS CIRCULATION ELEMENT UPDATE

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## CIRCULATION & MOBILITY OVERVIEW

### PURPOSE & LEGAL REQUIREMENTS

The California Government Code §65302 asserts that “The general plan shall include.... A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.” This element will meet these requirements.

Further, state law requires that the element shall “...plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.”

Transportation that is multimodal and sustainable is also called for in several State of California policies such as SB743 and SB 375, among others. These policies encourage the coordination of land use and transportation, in order to reduce greenhouse gas emissions, and support evaluation metrics that uplift the urgency of climate change.

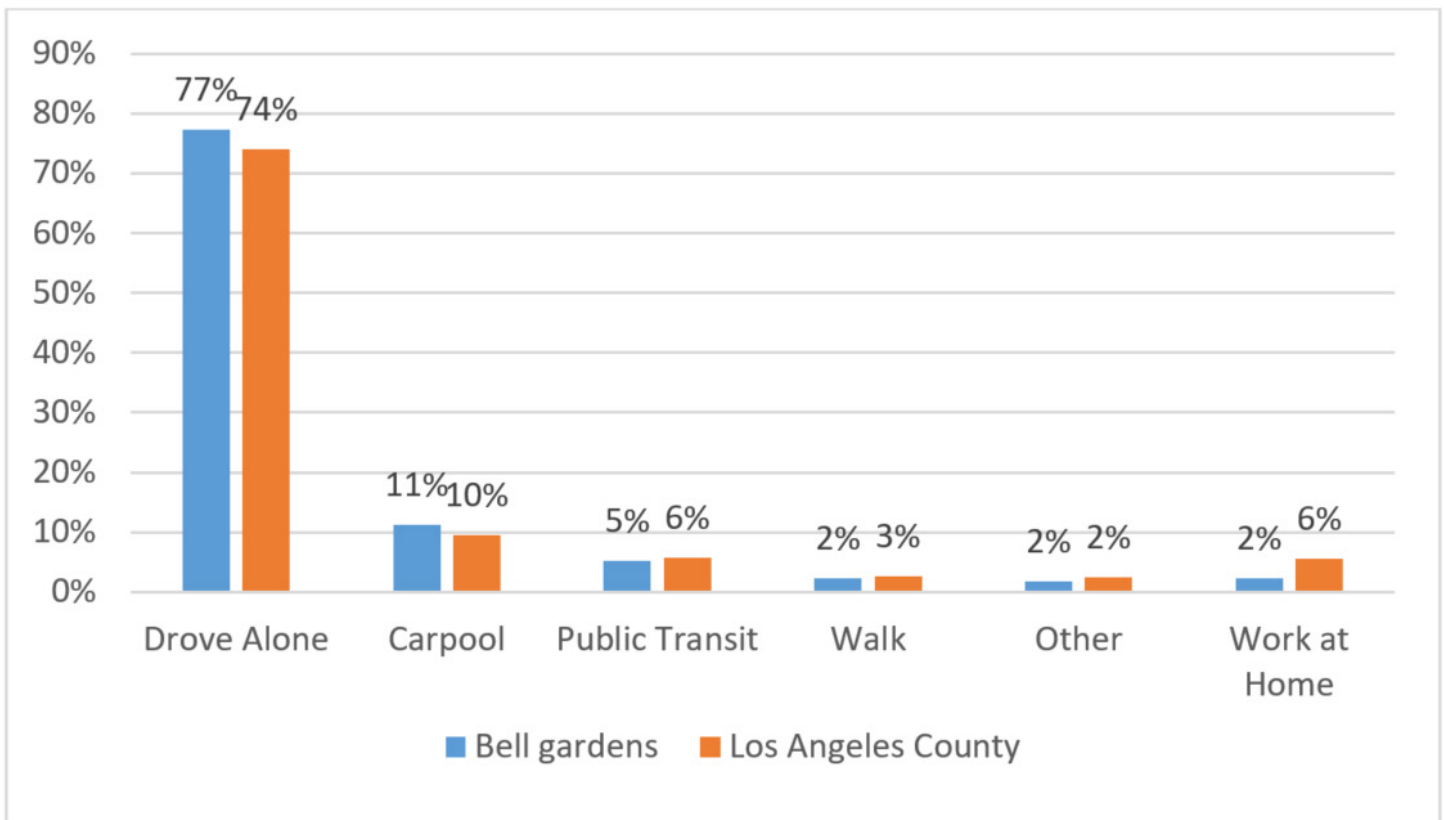
## MOBILITY PLANNING CONTEXT IN BELL GARDENS

The Circulation Element provides a blueprint for establishing a convenient, safe, and sustainable transportation network in Bell Gardens, which serves users of all modes including walking, biking, rolling, riding transit, and driving. The purpose of the element is to hone the current infrastructure in Bell Gardens as a foundation for an integrated and comprehensive transportation network, which will reduce reliance on the private automobile and enhance other transportation options. The element sets forth goals, policies, and programs to support this robust connectivity in the context of the land use set forth in the Land Use Element.

Residents of Bell Gardens most frequently commute by driving alone, having a higher rate of drive-alone commuting than Los Angeles County as a whole. Bell Gardens also has a higher rate of carpooling than Los Angeles County as a whole. Despite the city’s relatively low rate of transit and active transportation usage, the city has characteristics to foster the growth of these modes such as relatively high density and flat terrain.

The current roadway network prioritizes automobiles in its design. Cities across the world are beginning to uplift other modes of transit and residents of Bell Gardens

FIGURE 1: BELL GARDENS COMMUTE SHARE BY MODE



Source: American Community Survey (2015-2019)



are calling for enhanced pedestrian, transit, and bicycle facilities.

A multi-modal transportation network bolsters sustainability, equity, and community health. By offering a variety of safe, convenient, and affordable travel modes, Bell Gardens would enable people with varying mobility needs and financial statuses to access opportunity. This improves quality of life for people of diverse socio-economic backgrounds. Active transportation such as walking and biking integrates physical activity into daily routines to help improve health within the community. Further, when more people utilize active transportation, fewer cars are on the street, reducing harmful emissions and lowering the risk of collisions. Finally, transit, walking, and cycling all provide opportunities to reduce greenhouse gas emissions.

There is some existing infrastructure within and near Bell Gardens to support these modes. These include bus routes, sidewalks, pedestrian crossings, bike routes and paths such as the Rio Hondo River Path and the Los Angeles River Path. Local and regional agencies such as the Southern California Association of Governments (SCAG) and Los Angeles County Metropolitan Transportation Authority (Metro) provide funding for infrastructure projects to enhance these modes.

Bell Gardens roadways have the potential to integrate these enhancements, without the need for additional right-of-way. The Bell Gardens Complete Streets plan provides a framework for infrastructure improvements on major Bell Gardens roadways. Improvements include the addition of bike lanes, narrowing of travel lanes, the addition of edgeline treatments, and new lane configurations which work to make streets safer for pedestrians, rollers, and bicyclists. Other infrastructure treatments should be implemented at key locations to improve comfort and safety. Such improvements include adding shelters and benches to key city bus stops, or increasing visibility of pedestrian crossings through beacons or improved pavement markings.

Transit also increases accessibility and reduces emissions. Transit within Bell Gardens should be designed thoughtfully, based on the needs of residents. Considering schedule changes, rerouting, or switch to on-demand services will help keep Bell Gardens public transit responsive to changing mobility trends and convenient for Bell Gardens residents. For example, the Town Trolley Bus operates as a fixed route service. However, based on ridership and survey responses from residents, this service may be better utilized as an on-demand service following the precedent of LAnow in which an on-demand bus picks up at a designated location. LAnow pick-up locations are never more than a ¼-mile away. Public transit routes in Bell Gardens are operated by the City of Bell Gardens, Metro, the City of Commerce, and Montebello Bus Lines.

In addition to infrastructure changes, new and expanded programs may be implemented to support a more robust, multimodal transportation network. For example, expanding the Bell Gardens crossing guard program to allow

parents and other school stakeholders to request crossing guards at needed locations uplifts local expertise and improves safety for children walking to and from school.

Other programs that would uplift local expertise and respond to the needs of residents may be employed to address parking strain within Bell Gardens. The City of Bell Gardens offers residents the opportunity to establish a Preferential Parking District in their neighborhood, which implements parking restrictions during a specified day for non-permit holders. This option allows more reliable parking for neighborhoods and ensures that non-residents of the district do not further limit parking. In order to increase the efficacy and adoption of the Preferential Parking District application, the City should increase publicity of this option. In similar fashion, there exists a petition to have parking "T's" added to neighborhood streets in order to ensure that curb space is being utilized efficiently and allow for better enforcement. Increasing the visibility of this option to residents is valuable to improving parking conditions in Bell Gardens.

The mobility framework set forth in this element supports State and regional transportation efforts to establish a more sustainable, multi-modal network to combat reliance on the private automobile, increase access to opportunity for diverse stakeholders, and reduce greenhouse gas emissions.

## MOBILITY GOALS & VISION

The goals stated below provide guidance for policy, programs, and infrastructural changes to enhance the mobility network of Bell Gardens.

- M 1 Establish a multi-modal transportation network which offers safe, comfortable, and convenient travel for users of all modes including drivers, transit riders, bicyclists, walkers, and rollers. Infrastructure shall support the needs of diverse Bell Gardens residents and visitors such as children, elderly, people with disabilities, emergency responders, and movers of commercial goods.
- M 2 Employ transit-oriented land use planning and provide appealing, safe, and widely accessible alternatives to private automobile use in order to reduce vehicle miles traveled per capita with the goals of reducing risk of traffic collisions, lowering greenhouse gas emissions, and improving public health.



# STREETS & HIGHWAYS

## OVERVIEW

The roadway network in Bell Gardens loosely follows a grid pattern, with the orientation tilted in the north-east direction to follow the curvilinear Rio Hondo River. The main north-south thoroughfares of Eastern Avenue and Garfield Avenue are not parallel which causes a slight skew of the grid. The prevailing grid enhances connectivity in the City and provides a good foundation for the enhanced mobility network.

Infrastructural and programmatic enhancements to be pursued by the City hone the existing street network, calling for little to no change of right-of-way. With the addition of bicycle and pedestrian infrastructure, as well as the redesign of transit to improve comfort and convenience, this element provides framework to in-

crease roadway capacity without expanding roadways, increasing emissions, or harming public health.

## ROADWAY CLASSIFICATIONS

Bell Gardens roadway classifications are designated based on what type of traffic the roadway carries along with its geometric characteristics. In the 1995 Bell Gardens General Plan, the roadway network was broken into freeways, major highways, secondary highways, and collector streets. These naming conventions followed best practices of the time. However, cities across the United States have updated their conventions to reflect not only how roadways move vehicular traffic but also how they connect communities. Following suit with cities such as Los Angeles and San Francisco, the City of Bell Gardens Circulation Element sets forth new classifications for their roadway network.

TABLE 1: ROADWAY CLASSIFICATIONS

1995 General Plan	2021 Circulation Element Update	Description
Freeway	Freeway	<ul style="list-style-type: none"> <li>• Provide access to the regional system of interstate and state freeways</li> <li>• Vehicular traffic only</li> </ul>
Major Highway	Boulevard	<ul style="list-style-type: none"> <li>• Move large volumes of traffic through the community to freeways, other boulevards, or avenues</li> <li>• Has sidewalks, bus stops, and sometimes, bike lanes which connect with commercial uses</li> </ul>
Secondary Highway	Avenue	<ul style="list-style-type: none"> <li>• Move traffic from collectors to boulevards and keep through traffic off of residential, local streets</li> <li>• Has sidewalks, bus stops, and sometime, bike facilities which provide connections between community destinations</li> </ul>
Collector	Collector	<ul style="list-style-type: none"> <li>• Move traffic from boulevards and avenues to local streets</li> <li>• Has sidewalks, more residential character, and slower vehicle speeds allowing active transportation users more comfort when moving to neighborhood destinations</li> </ul>
Local	Local	<ul style="list-style-type: none"> <li>• Provide direct access to individual (typically residential) parcels</li> <li>• Has sidewalks, only one-vehicular lane in each direction, and is primarily accessed by residents of the street</li> </ul>

## FREEWAY

### Long Beach Freeway (Interstate 710)

I-710 runs in the north-south direction, with East Los Angeles to the north and Long Beach to the south. It provides direct access to the San Bernardino Freeway (I-10), the Pomona Freeway (SR-60), the Santa Ana Freeway (I-5), the Artesia Freeway (SR-91), the San Diego Freeway (I-405), and the Pacific Coast Highway (SR-1). The freeway acts as the western border of the City of Bell Gardens and is accessed by a full interchange at Florence Avenue.

### Santa Ana Freeway (Interstate 5)

I-5 runs in the northwest-southeast direction, with Downtown Los Angeles to the northwest and Orange County to the southeast. It extends from the Canadian border on the north, through Washington and Oregon, to the Mexican border on the south; as such, it provides direct access to most other freeways in California. The freeway falls just northeast of the City of Bell Gardens border and is accessed by an interchange in the City of Commerce on Gage Avenue and Slauson Avenue.

## BOULEVARD

### Eastern Avenue

Eastern Avenue runs in the north-south direction, parallel to and directly to the east of I-710. It has two travel lanes in each direction, though between Lubec Street and Priory Street there are three travel lanes in the southward direction, with a raised median divider. The roadway width from curb-to-curb is 84 feet, except for north of Gage Avenue, where it is 74 feet; there is limited on-street parking. The posted speed limit is 40 MPH.

The land use abutting Eastern Avenue is primarily commercial and manufacturing; however, due to its length and serving of community destinations, there

is a wide variety of land uses on Eastern Avenue. It has infrastructure that supports alternate modes of transportation, including a bike route and bus stops, many of which have shelters and benches. Local destinations such as restaurants, convenience stores, banks, and salons exist on Eastern Avenue, which contribute to active transportation trips.

### Garfield Avenue

Garfield Avenue runs in the north-south direction. It has two travel lanes in each direction, with a median divider. The roadway width from curb-to-curb is 84 feet and there is on-street parking for limited hours. The posted speed limit is 35 MPH.

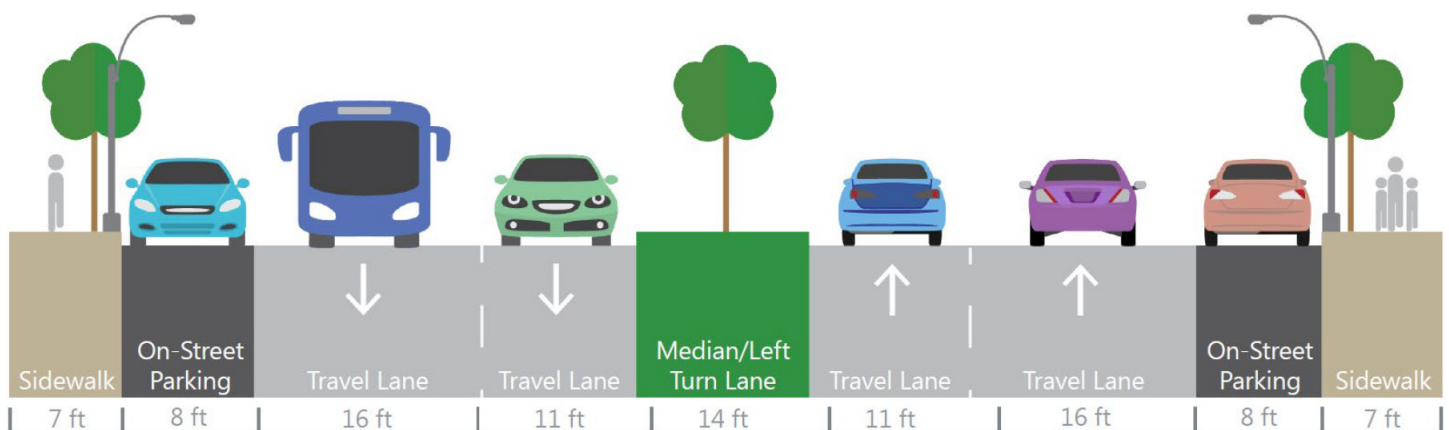
The land use abutting Garfield Avenue is primarily commercial, manufacturing, and medium density residential. It has infrastructure that supports alternate modes of transportation, including a bike route and bus stops, which have shelters and benches south of Florence Avenue. Garfield Avenue has uses such as Garfield Elementary School, churches, restaurants, and convenience stores that generate active transportation trips.

### Florence Avenue

Florence Avenue runs in the east-west direction and provides access to I-710. It has three travel lanes in each direction, with a median divider. The roadway width from curb-to-curb is 76 feet and there is on-street parking during limited hours. The posted speed limit is 40 MPH.

The land use abutting Florence Avenue is primarily commercial and manufacturing. It has infrastructure that supports alternate modes of transportation, including a bike route and bus stops, many of which have shelters and benches. Florence Avenue has uses such as Bell Gardens Intermediate School, faith Christian Academy, St. Gertrude School and church, restaurants, and convenience stores that generate active transportation trips.

FIGURE 2: TYPICAL SECTION OF EXISTING BOULEVARD



\*Travel lanes vary from 11 feet to 16 feet, depending on the curb-to-curb width of the roadway.

## AVENUE

### Gage Avenue

Gage Avenue runs in the east-west direction. It has two travel lanes in each direction, with a median divider. The roadway width from curb-to-curb is 64 feet and there is parking on-street parking during limited hours. The posted speed limit is 35 MPH.

The land use abutting Gage Avenue is primarily commercial, manufacturing, and medium density residential. It has infrastructure that supports alternate modes of transportation, including a bike route and bus stops, which have shelters and benches. Despite being primarily residential, Gage Avenue has uses such as Cesar E. Chavez Elementary School, churches, restaurants, and convenience stores that generate pedestrian trips.

### Florence Place

Florence Place runs in the east-west direction. Florence Place is an extension of Florence Avenue, continuing straight when Florence Avenue turns to the southwest just west of Garfield. It has two travel lanes in each direction. The roadway width from curb-to-curb is 64 feet and there is intermittent on-street parking. The posted speed limit is 30 MPH.

The land use abutting Florence Place is primarily manufacturing and medium density residential. It has bus stops, one of which has a shelter and bench. Suva Elementary School, the Bell Gardens Boys and Girls Club, and Bell Gardens Veterans Park are the primary generators of active transportation trips on Florence Place, suggesting pedestrians and bicyclists are more likely to be children and families.

### Jaboneria Road

Jaboneria Road runs in the northwest-southeast direc-

tion. It has one travel lane in each direction. The roadway width from curb-to-curb is 44 feet and there is on-street parking with regular street sweeping limits. The posted speed limit is 30 MPH north of Florence Avenue and between Clara Street and between Eastern Avenue and Clara Street, and 25 MPH elsewhere.

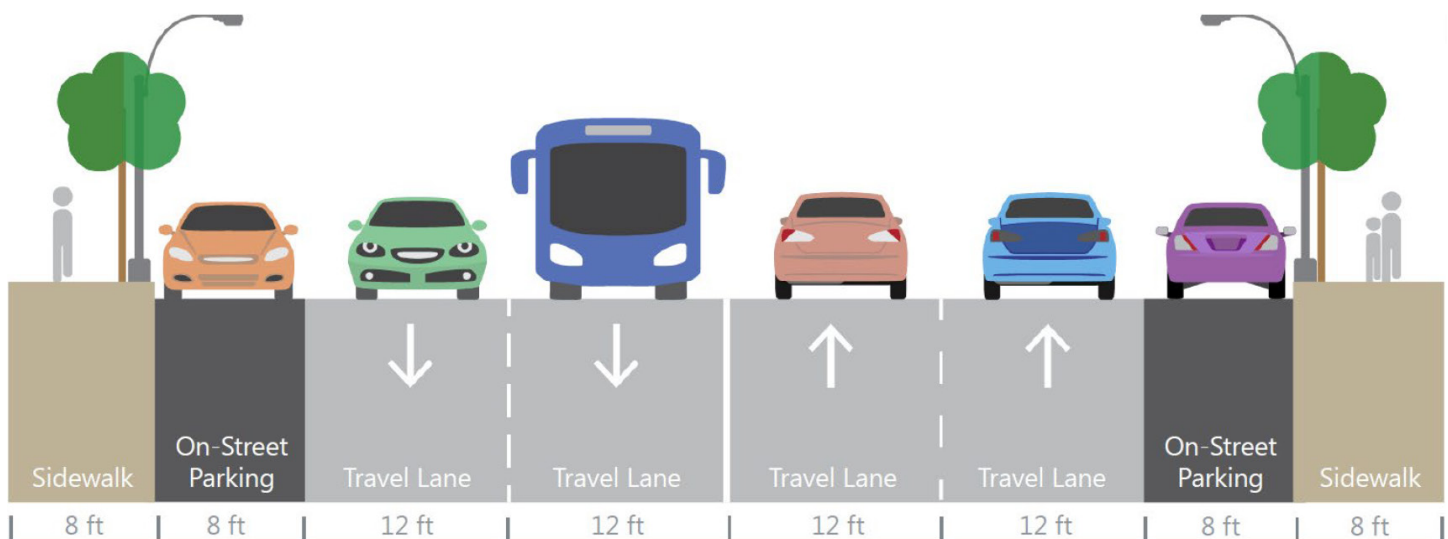
The land use abutting Jaboneria Road is primarily medium density residential and single family residential. The Town Trolley's current fixed route has bus stops on Jaboneria Road and there is a bike route between Muller Street and Eastern Avenue, though active transportation infrastructure on Jaboneria Road is otherwise limited. Destinations such as Bell Gardens Elementary School, Colmar Elementary School, Codela Preschool, churches, parks, and Jaboneria Market are primary generators of pedestrian trips on Jaboneria Road. Due to its residential character and direct path through Bell Gardens, it is also more likely to be used for bicycle and pedestrian connections.

### El Selinda Avenue

El Selinda Avenue runs in the north-south direction. It has one travel lane in each direction. The roadway width from curb-to-curb is 40 feet and there is on-street parking with regular street sweeping limits. The posted speed limit is 30 MPH, except in school zones.

The land use abutting El Selinda Avenue is primarily medium density residential. The Town Trolley's current fixed route runs on a small section of El Selinda Avenue, from Ludell Street to Lubec Street. There is no bicycle infrastructure. Bell Gardens Neighborhood Youth Center, Church of God Bell Gardens, and its preschool are primary generators of active transportation trips. Due to its residential character it is likely that pedestrians and bicyclists on the roadway are most commonly residents of the neighborhood.

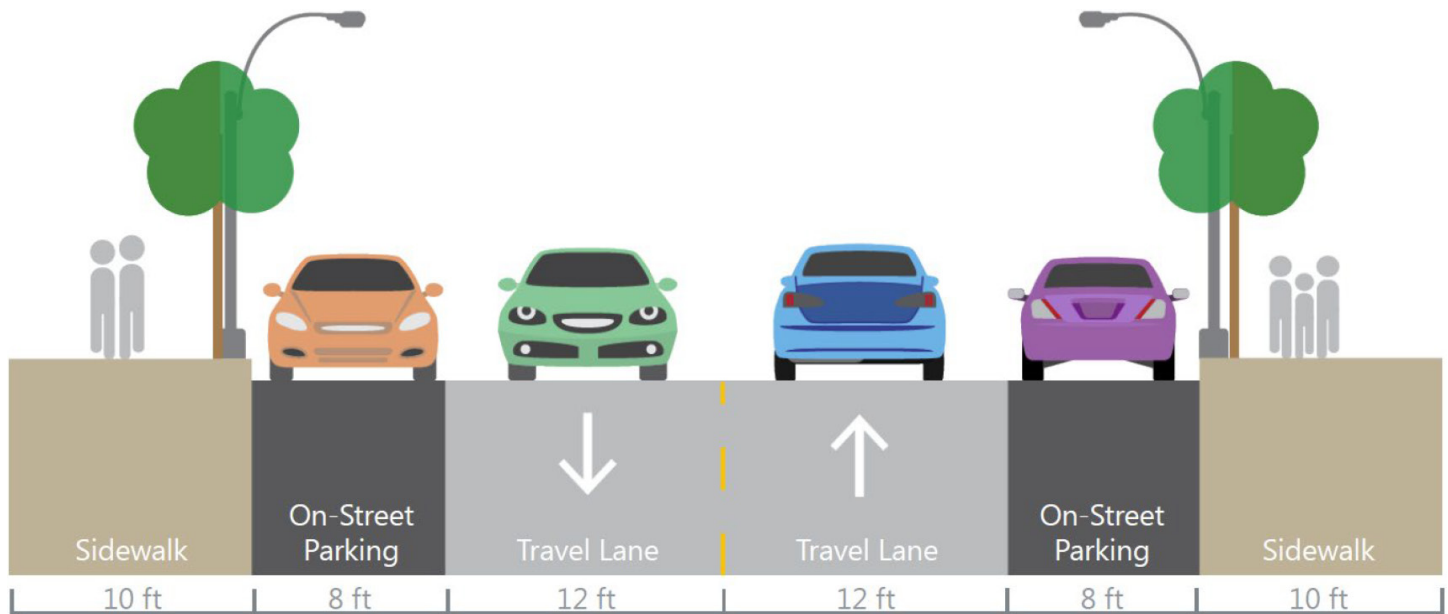
FIGURE 3: TYPICAL SECTION OF EXISTING 4-LANE AVENUE



\*Travel lanes vary from 11 feet to 12 feet, depending on the curb-to-curb width of the roadway.



FIGURE 4: TYPICAL SECTION OF EXISTING 2-LANE AVENUE



## COLLECTOR

### Clara Street

Clara Street runs in the east-west direction. It has one travel lane in each direction. The roadway width from curb-to-curb is 40 feet and there is on-street parking with regular street sweeping limits. The posted speed limit is 30 MPH.

The land use abutting Clara Street is primarily medium density residential and light manufacturing with commercial clusters at key intersections. The Town Trolley's current fixed route runs on Clara Street between Jaboneria Road and Scout Avenue; the stops have benches and trashcans. There is no bicycle infrastructure. There are few pedestrian generators, aside from two churches and the commercial clusters at intersections. This, in addition to the industrial character of some segments, suggests that Clara Street has limited active transportation propensity.

### Park Lane/Scout Avenue

Park Lane/Scout Avenue runs in the northeast-southwest direction. It has one travel lane in each direction. The roadway width from curb-to-curb is 64 feet between Foster Bridge Boulevard and Florence Avenue, and 40 feet elsewhere, and there is on-street parking with regular street sweeping limits. The posted speed limit is 30 MPH.

The land use abutting Park Lane/Scout Avenue is primarily medium density residential, and light manufacturing and agriculture. The Town Trolley's current fixed route runs on Park Lane/Scout Avenue and Metro Line 110 runs on the northernmost segment of Scout Lane. The bus stops are sheltered and many have benches and trashcans. There is no bicycle infrastructure. The southernmost segment of Park Lane is abutted by Bell

Gardens Sports Center and John Anson Ford Park which are significant pedestrian generators, especially for children and families. North of Emil Avenue, the roadway is primarily residential and industrial which suggests limited generation of pedestrian trips. However, Florence Avenue and John Anson Ford Park, just to the east of Park Lane/Scout Avenue provide access to the Rio Hondo Bike Path, increasing bike trip propensity on the roadway.

### Suva Street

Suva Street runs in the northwest-southeast direction. It has one travel lane in each direction. The roadway width from curb-to-curb is 40 feet and there is on-street parking with regular street sweeping limits. The posted speed limit is 25 MPH.

The land use abutting Suva Avenue is primarily medium density residential and light manufacturing. There are no bus stops nor bicycle infrastructure. Suva Intermediate School and Suva Elementary School, along with two churches generate pedestrian trips. Families and children are especially likely to walk on and near Suva Street.

### Foster Bridge Boulevard

Foster Bridge Boulevard runs in the northwest-southeast direction, parallel to the eastern portion of Suva Street. It has one travel lane in each direction. The roadway width from curb-to-curb is 40 feet and there is on-street parking with regular street sweeping limits. The posted speed limit is 25 MPH.

The land use abutting Foster Bridge Boulevard is primarily medium density residential and light manufacturing. The Town Trolley's current fixed route along with Metro Line 110 runs on Foster Bridge Boulevard, for which there are bus stops with no shelters or benches. There is no bicycle infrastructure. Wilch Brothers

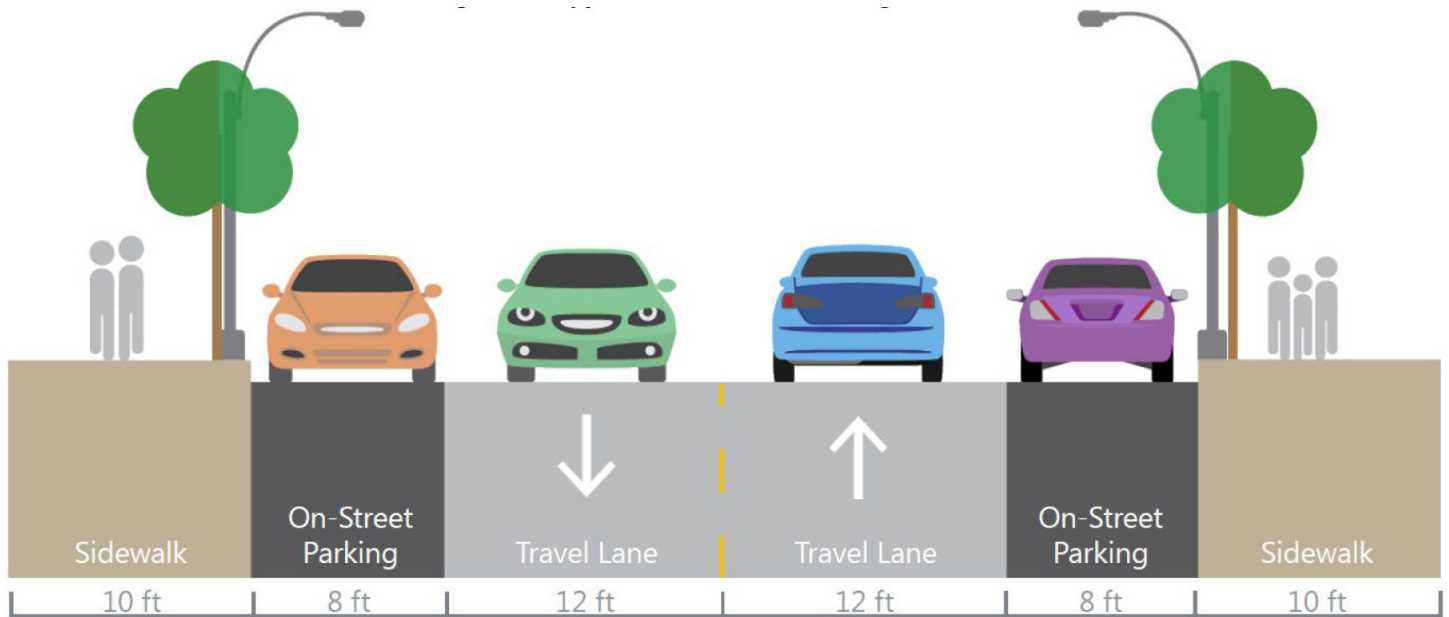
Market and churches are the most likely generators of pedestrian trips on Foster Bridge Boulevard. Due to its industrial and residential character, Foster Bridge Boulevard has limited active transportation propensity.

*Emil Avenue*

Emil Avenue runs in the northeast-southwest direction, and though it is somewhat curvilinear, it is generally parallel to Garfield Avenue. It has one travel lane in each direction. The roadway width from curb-to-curb is 40 feet and there is on-street parking with regular street sweeping limits. The posted speed limit is 25 MPH.

The land use abutting Emil Avenue is primarily medium density residential and light manufacturing. The Town Trolley’s current fixed route along with Metro Line 110 runs on Emil Avenue, for which there are bus stops with benches. There is no bicycle infrastructure. The southern portion of Emil Avenue has parks at both its termini, Bell Gardens Veterans Park on the north and John Anson Ford Park on the south. Suva Elementary School and Suva Intermediate School separate the northern and southern portions of Emil Avenue, which ends

FIGURE 5: TYPICAL SECTION OF EXISTING COLLECTOR



**ROADWAY PERFORMANCE STANDARDS**

Prior to the approval of SB 743 in 2013, roadway infrastructure was evaluated based on level of service (LOS). LOS measures the functioning of roadways based on the speed and ease of vehicular movement, considering volume-to-capacity ratios or delay times. LOS A is assigned to roadways that have free-flowing conditions; LOS F is assigned to roads with heavy congestion. Table 1.1 shows definitions of vehicular LOS as provided by the Transportation Research Board of the National Academy of Sciences.

between Florence Place and Suva Avenue but begins again just north of the latter. These uses along with restaurants and markets are pedestrian generators on Emil Avenue, especially for families and children.

*Loveland Street*

Loveland Street runs in the east-west direction. It has one travel lane in each direction. The roadway width from curb-to-curb is 40 feet and there is on-street parking with regular street sweeping limits. The posted speed limit is 30 MPH.

The land use abutting Loveland Street is primarily medium density residential, with light agricultural between Jaboneria Road and Garfield Avenue. The Town Trolley’s current fixed route runs on a short segment of Loveland between Garfield Avenue and Emil Avenue, but for the most part there is no bus or bike infrastructure on Loveland Street. Bell Gardens Pre-School Academy, Colmar Elementary School, and Cesar Chavez Elementary School, along with churches and Bell Gardens Veterans Park, are destinations that generate active transportation trips, especially for families and children.

LOS thresholds depend on the roadway’s number of lanes, which determines the capacity, and the average daily traffic (ADT) volumes. LOS is considered in the above classification of Bell Gardens roadways, in addition to the roadway characteristics.

**Capacity**

Capacity is the volume of cars that a roadway can accommodate. The City of Bell Gardens Public Works Department uses the number of lanes and character had by a roadway to determines capacity.

TABLE 2: LEVEL OF SERVICE CHARACTERISTICS

LOS	Characteristics
A	Primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Controlled delay at the boundary intersections is minimal. The travel speed exceeds 85% of the base free-flow speed.
B	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67% and 85% of the base free-flow speed.
C	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed.
D	Less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed.
E	Unstable operation and significant delay. Such operations may be due to some combination of adverse signal progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed.
F	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30% or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections have a volume-to-capacity ratio greater than 1.0.

Source: Transportation Research Board of the National Academy of Sciences, Highway Capacity Manual, 2010

### AVERAGE DAILY TRAFFIC VOLUMES

Average daily traffic (ADT) is the number of cars that utilize a street segment in a 24-hour period. Due to the COVID-19 pandemic, actual counts were not conducted as traffic volumes in 2020 and early 2021 were not typical. As such, historical ADT counts were acquired through the *Streetlight Data* vendor, which offers a tool that utilizes smartphones as sensors to track traffic volumes and provide other metrics. This tool was used to gather the ADT for the classified roadways of Bell Gardens.

### LEVEL OF SERVICE

Level of service (LOS) is calculated by dividing ADT by capacity to determine whether roadways are overcapacity. The resulting number is the vehicle-to-capacity ratio (V/C). The V/C determines the LOS of the roadway based on the thresholds shown in Table 2.

Table 3 shows the ADT and capacity of the classified roadways in Bell Gardens.

TABLE 3: LOS VEHICLE-TO-CAPACITY THRESHOLDS

Roadway V/C	LOS
≤ 0.6	A
0.61 – 0.7	B
0.71 – 0.8	C
0.81 – 0.9	D
0.91 – 1	E
> 1	F



TABLE 4: BELL GARDENS ROADWAYS LOS

Roadway	Segment	2019 ADT	Capacity	V/C	LOS
Eastern Avenue	North City Limit to Gage Avenue	27,261	33,000	0.83	D
	Gage Avenue to Lubec Street	30,063	33,000	0.91	E
	Lubec Street to Florence Avenue	31,938	33,000	0.97	E
	Florence Avenue to Clara Street	27,804	33,000	0.84	D
	Clara Street to Jaboneria Road	26,230	22,000	1.19	F
	Jaboneria Road to Garfield Avenue	24,663	22,000	1.12	F
Garfield Avenue	Gage Avenue to Loveland Street	30,750	33,000	0.93	E
	Loveland Street to Florence Avenue	34,637	33,000	1.05	F
	Florence Avenue to Clara Street	22,539	33,000	0.68	B
	Clara Street to Eastern Avenue	26,236	33,000	0.80	C
Florence Avenue	West City Limit to Jaboneria Road	44,096	49,500	0.89	D
	Jaboneria Road to Garfield Avenue	43,717	49,500	0.88	D
	Garfield Avenue to East City Limit	33,730	49,500	0.68	B
Gage Avenue	West City Limit to Eastern Avenue	29,100	22,000	1.32	F
	Eastern Avenue to Garfield Avenue	24,170	22,000	1.10	F
	Garfield Avenue to Greenwood Avenue	22,746	22,000	1.03	F
Florence Place	Florence Avenue to Rivergrove Drive	6,396	22,000	0.29	A
Jaboneria Road	Gage Avenue to Florence Avenue	6,652	12,500	0.53	A
	Florence Avenue to Clara Street	6,217	12,500	0.50	A
	Clara Street to Eastern Avenue	8,896	12,500	0.71	C
	Eastern Avenue to Shull Street	4,556	12,500	0.36	A
El Selinda Avenue	Gage Avenue to Florence Avenue	5,500	12,500	0.44	A
Clara Street	West City Limit to Eastern Avenue	20,380	12,500	1.63	F
	Eastern Avenue to Jaboneria Road	11,922	12,500	0.95	E
	Jaboneria Road to Garfield Avenue	10,437	12,500	0.83	D
	Garfield Avenue to Florence Avenue	11,699	12,500	0.94	E
Park Lane/Scout Avenue	Garfield Avenue to Clara Street	6,504	12,500	0.52	A
	Florence Avenue to Foster Bridge Boulevard	6,727	12,500	0.54	A
Suva Street	Foster Bridge Boulevard to Rio Honda	7,407	12,500	0.59	A
Foster Bridge Road	Garfield Avenue to Rivergrove Drive	6,463	12,500	0.52	A
Emil Avenue	Gage Avenue to Suva Street	4,729	12,500	0.38	A
	Florence Place to Scout Avenue	4,929	12,500	0.39	A
Loveland Street	West City Limit to Eastern Avenue	4,417	12,500	0.35	A
	Eastern Avenue to Jaboneria Road	5,568	12,500	0.45	A
	Jaboneria Road to Garfield Avenue	6,312	12,500	0.50	A
	Garfield Avenue to Suva Street	8,265	12,500	0.66	B

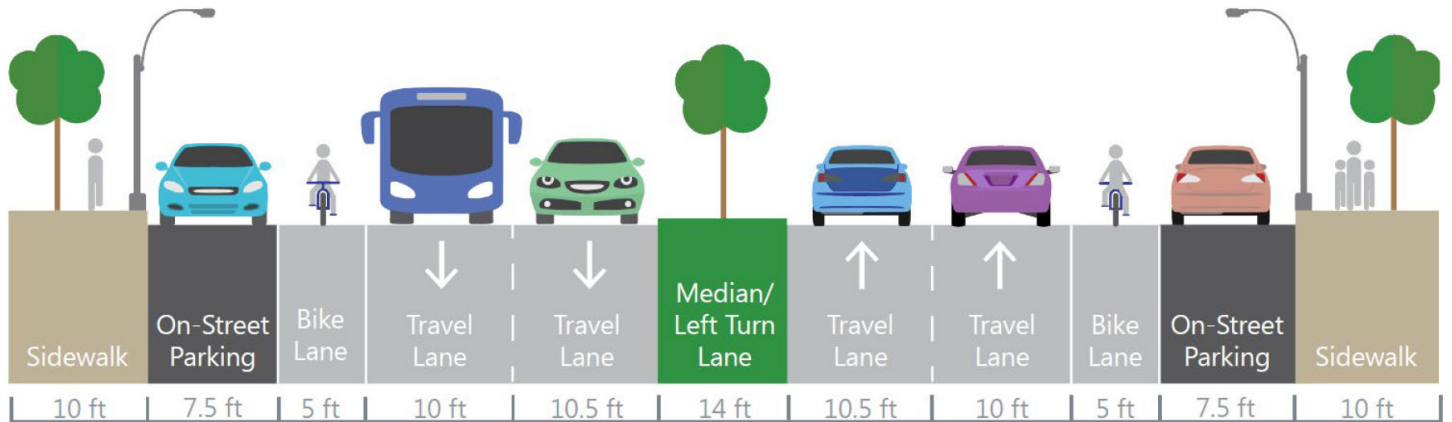
Seven classified roadway segments in Bell Gardens are operating overcapacity. These segments occur on four of the 13 classified roadways: Eastern Avenue, Garfield Avenue, Gage Avenue, and Clara Street. While most of these roadways only have small segments operating over capacity, Gage Avenue is operating over capacity in its entirety.

Using ADT to calculate roadway V/C provides one measure of operations. However, there are also constraints imposed by intersections. As such, the above roadways may vary in LOS based on their intersections as well.

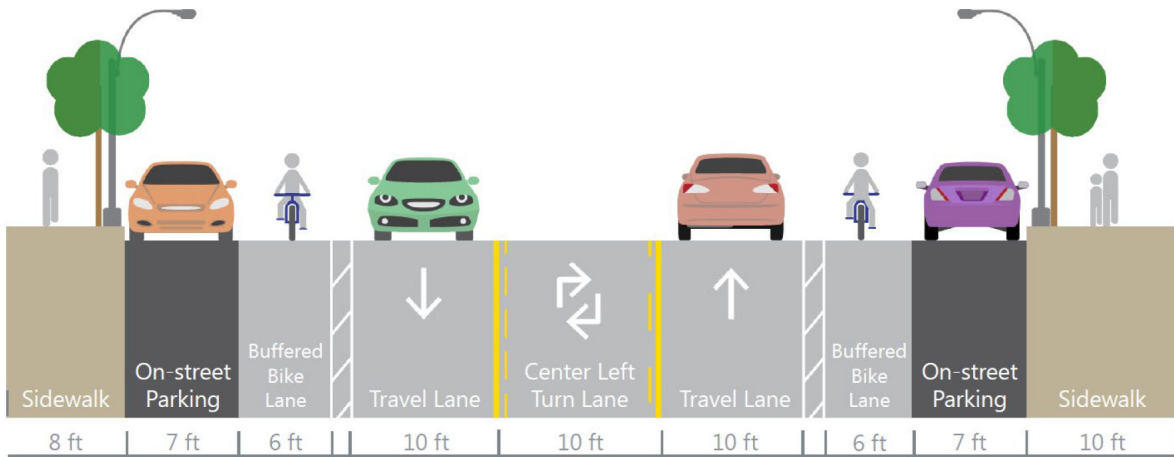
## PROPOSED IMPROVEMENTS

The vision for the Bell Gardens roadway network is to offer safe, comfortable options for users of varying abilities and modes. This vision is pursued in the 2020 City of Bell Gardens Complete Streets Plan, which sets forth improvements for key roadways in Bell Gardens. The Plan recommends treatments for vehicular flow such as centerline and edgeline treatment improvements, the addition of traffic signals at key unsignalized intersections, new traffic circles, and speed humps. Improvements also include the addition of active transportation infrastructure. Figure 6 shows typical sections for planned roadway improvements.

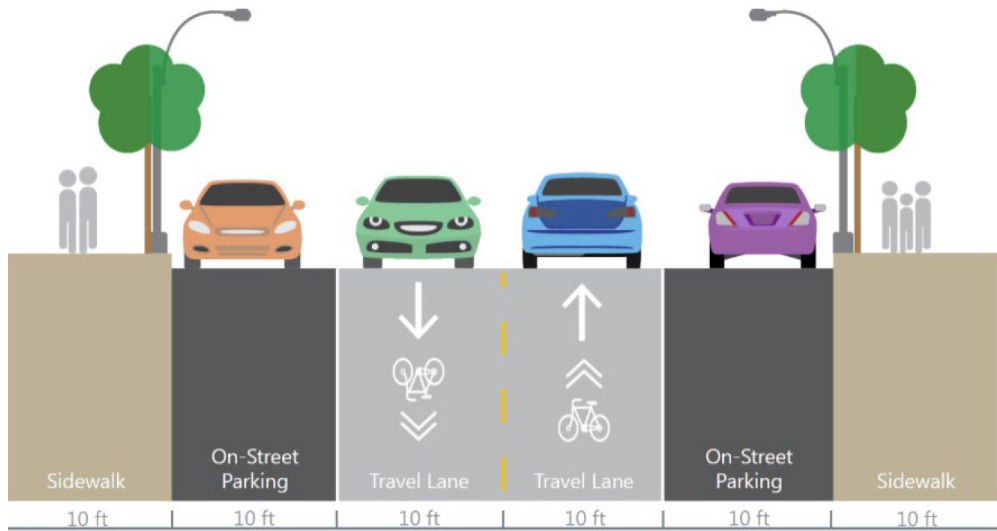
FIGURE 6: TYPICAL SECTIONS OF PLANNED ROADWAYS (COMPLETE STREETS PLAN)



**Planned Boulevard:** Travel lanes vary from 10.5 feet to 11 feet and on-street parking lanes vary from 7.5 feet to 8 feet depending on curb-to-curb width. Standard bike lanes are added.



**Planned Avenue (Existing 4-Lane):** Road diet reduces number of travel lanes. Buffered bike lanes are added.



**Planned Avenue (Existing 2-Lane) and Planned Collector:** Edgelines are added to narrow travel lanes. Bike sharrows are added.




More detailed plans for classified corridors can be found in the Bell Gardens Complete Streets Plan.

## FUNDING

Planned improvements may be packaged by corridor and submitted for grants or included in the City's Capital Improvement Program. Potential grants include federal funding (from the US Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration), state funding (from the Caltrans or the California Office of Traffic Safety), or regional funding (from the South Coast Air Quality Management District or Metro).

FIGURE 7: PLANNED STREET CLASSIFICATIONS



-  Boulevard
-  Avenue
-  Collector Street



## POLICIES & PROGRAMS

The State of California requires jurisdictions to create plans for a multimodal transportation network which meets the needs of all roadway users, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and public transit users. The Complete Streets approach, as mentioned above, aims to achieve this goal by reducing reliance on the personal automobile and considering the needs of diverse roadway users. Increased access to safe and comfortable public transit and active transportation infrastructure included in Complete Streets can help reduce greenhouse gas emissions and increase safety and equity. The following policies and programs integrate these state, regional, and county objectives into Bell Gardens roadways.

### POLICIES

**M 2.1 Performance Standards.** Performance standards used to evaluate roadways will utilize both LOS and vehicle miles traveled (VMT). The desired LOS for roadways will be LOS D or less, although exceptions will be made where this is infeasible due to other mobility policy priorities. VMT will be considered to prioritize reductions in emissions and improvements to roadway safety. Amendments to Bell Gardens roadway plans will pursue reductions in VMT.

If the VMT analysis determines mitigation measures and/or proportional share costs to address impacts from the proposed development, all mitigation measures and collection of proportional share costs are to be completed within the City of Bell Gardens or deposited with the City of Bell Gardens into a trust account until such quantity of funds are accrued to complete the shared cost mitigation measure.

**M 2.2 Funding.** Diverse funding sources will be sought out to maintain, operate, and improve the roadway network and reduce cost to public.

**M 2.3 Regional Coordination.** Local project plans will coordinate with Caltrans, SCAG, and Metro to integrate local and regional improvements and further local and regional mobility goals.

**M 2.4 Complete Streets.** Apply a Complete Streets approach to roadway network improvements, which utilize innovative design solutions for mobility. The 2020 Bell Gardens Complete Streets Plan will be used to guide upcoming improvements.

**M 2.5 Prioritize Improvements.** Streets that are currently overcapacity – segments of Eastern Avenue, Garfield Avenue, and Clara Street, and all of Gage Avenue – will be prioritize for infrastructure improvement, as set out in the Complete Streets Plan. Traffic signal improvements and other vehicle flow treatments can be explored to reduce gridlock and congestion.

**M 2.6 Public Safety.** Place high priority on safety and reduction of collisions.

**M 2.7 Active Transportation.** Promote active transportation infrastructure such as bicycle lanes, increased sidewalk lighting, and improved pedestrian crossings on classified streets.

**M 2.8 Green Infrastructure.** Incorporate green infrastructure in roadway design when possible.

**M 2.9 Infrastructure Installation.** Minimize operational disruptions by consolidating the installation of future infrastructure needs and projects, with opportunities for upgrades.

**M 2.10 Driveway Consolidation.** Minimize the number of curb cuts along classified streets in order to improve active transportation safety and roadway function.

### PROGRAMS

**M 2.a Capital Improvement Program.** Regularly update the Capital Improvement Program based on adopted mobility policies, funding opportunities, and community needs.

**M 2.b Development.** Assist applicants in demonstrating compliance with mobility policies and require developments to include roadway network improvements in line with Bell Gardens mobility goals. Accommodating active transportation users (through bicycle parking) or transit users (by providing information on transit and vanpool/carpooling options) should also be encouraged.

**M 2.c Transportation Impact Analysis.** Ensure that transportation impact analyses are conducted in a manner which assesses contributions to desired local, regional, and environmental mobility goals. The City should update its traffic analysis guidelines to incorporate Vehicle Miles Traveled (VMT) metrics and associated thresholds of significance.

**M 2.d Design Standards.** Develop design standards consistent with Complete Streets, which support the needs of all roadway users to more efficiently guide future designs and plans.

**M 2.e Safety Records.** Gather and utilize thorough collision data to assess safety issues and develop plans to improve safety for vulnerable roadway users.

**M 2.f Review Circulation Element.** Review the Circulation Element as new state, local, and regional policies and initiatives are developed to ensure that it reflects current conditions and priorities.

# PUBLIC TRANSPORTATION

## OVERVIEW

Appealing and affordable public transit contributes to increased sustainability and equity within a community. Public transit, in general, is more space-efficient and energy-efficient as it moves more people in one vehicle than through numerous personal automobiles. Further, it supports density and caters to compact, mixed-use communities. It is also important to ensuring Bell Gardens residents of all socioeconomic statuses have access to opportunity, especially for those without access to a car or with differing mobility needs, such as children and the elderly.

Transit that efficiently connects employment centers, commercial areas, residential neighborhoods, and public uses can improve roadway operations, bolster safety, and reduce transportation costs for cities. It does so by consolidating passengers, reducing space requirements for vehicle infrastructure, and decreasing auto-dependency, which may reduce VMT.

Regional transportation plans and policies are prepared by SCAG and Metro to assist in the allocation of state and federal transportation funds. These plans are set forth to support the development of an integrated regional transportation network to support healthy communities and economic growth. The public transportation plans and initiatives in Bell Gardens must consider this context and integrate regional goals.

## BUS SERVICE

Four bus providers have lines that serve Bell Gardens: Metro, City of Montebello, City of Commerce, and City of Bell Gardens. These lines travel as far north as Highland Park, as far east as Norwalk, as far south as Paramount, and as far west as Westchester, connecting with other bus and rail lines along the way.

### *Metro*

Line 110 travels east-west from Playa Vista to the intersection of Garfield Avenue and Florence Avenue. It runs on Gage Avenue, Florence Place, Scout Avenue, Foster Bridge boulevard, and Emil Avenue through Bell Gardens, stopping 10 times, and runs primarily on Hyde Park Boulevard and Centinela Avenue elsewhere.

Line 111 travels east-west from LAX to Norwalk, stopping at five stops in Bell Gardens along Florence Avenue at Eastern Avenue, El Selinda Avenue, Jaboneria Road, Emil Avenue, and Scout Avenue. It primarily runs on Florence Avenue, in addition to Studebaker Road, La Brea Avenue, and Arbor Vitae Street.

Line 258 runs north-south from Highland Park to Paramount, stopping at eight stops in Bell Gardens along Eastern Avenue at Gage Avenue, Lubec Street, Florence Avenue, Live Oak Street, Clara Street, Jaboneria Road, Cecilia Street, and Garfield Avenue. It primarily runs on Garfield Avenue, Eastern Avenue, Telegraph Road, Arizona Avenue, and Fremont Avenue.

### *City of Montebello*

Line 30 travels north-south from Alhambra to South Gate, stopping at eight stops in Bell Gardens along Garfield Avenue at Gage Avenue, Loveland Street, Florence Avenue, Clara Street, Park Lane, Buell Street, Fosteria St, and Eastern Avenue. It primarily runs on Garfield Avenue.

### *City of Commerce*

Line 100 (Green Line) runs in a loop through Commerce, starting centrally and traveling north towards South Montebello and then south towards Bell Gardens, stopping at five stops along Gage Avenue at Garfield Avenue, Perry Road, Emil Avenue, Chalet Drive, and Agra Street.

Line 200 (Orange Line) runs in a loop through Commerce, also traveling north to the southern border of South Montebello and south to the northern edge of Bell Gardens. It stops three times along Gage Avenue at Garfield Avenue, Emil Avenue, and Chalet Drive.

Line 300 (Yellow Line) also runs in a loop through Commerce, starting centrally and traveling north towards South Montebello and then south towards Bell Gardens, stopping at four stops along Gage Avenue at Garfield Avenue, Emil Avenue, Pacific Drive, and Chalet Drive.

### *City of Bell Gardens*

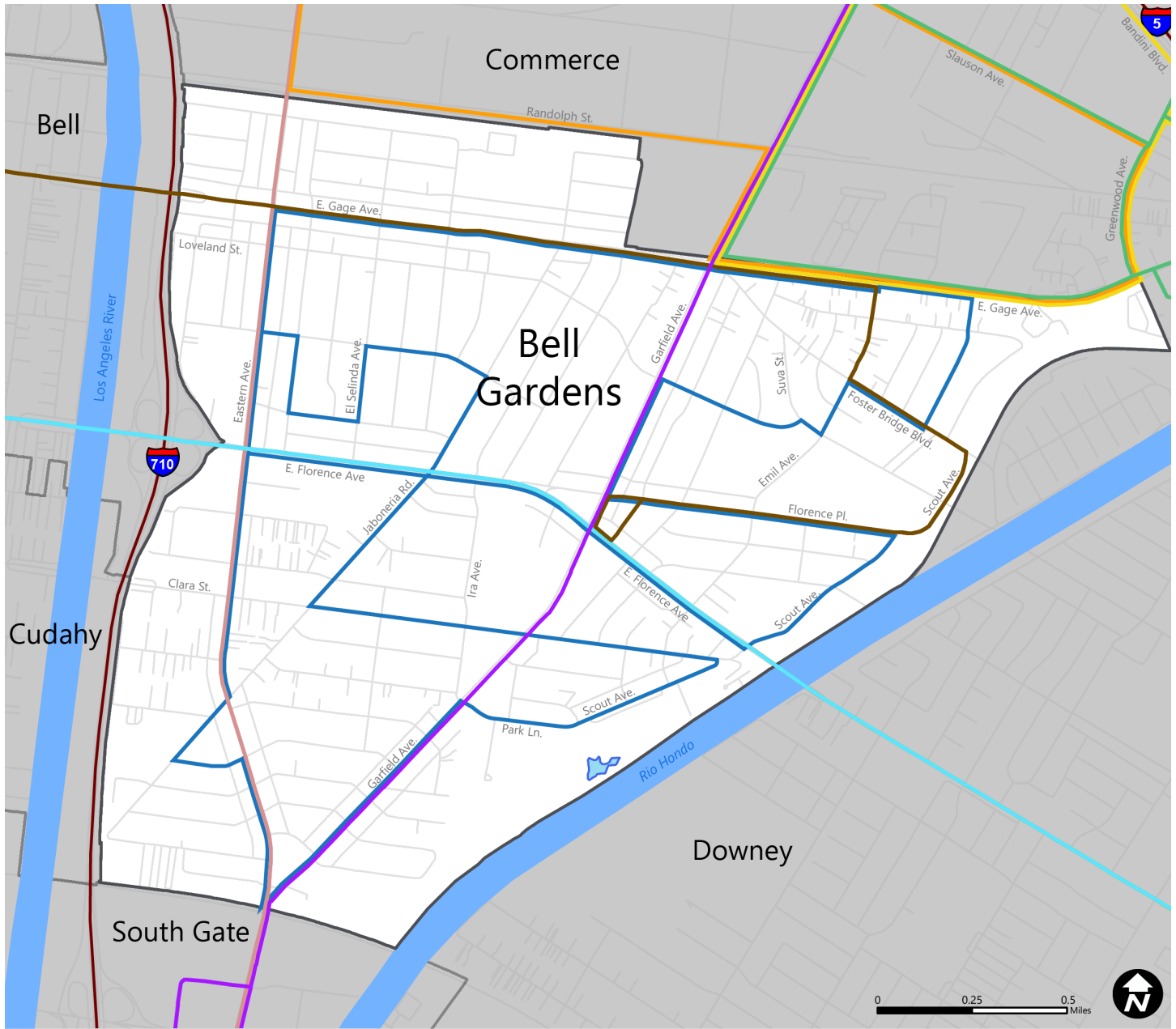
The Town Trolley's current fixed route runs through Bell Gardens, starting at Garfield Avenue and Loveland Street, traveling east on Loveland Street, east on Suva Street, north on Emil Avenue, east on Foster Bridge Boulevard, north on Chalet Drive, west on Gage Avenue, south on Eastern Avenue, south on Jaboneria Road, east on Muller Street, south on Eastern Avenue, north on Garfield Avenue, east on Park Lane/Scout Avenue, west on Clara Street, north on Jaboneria, east on Lubec Street, south on El Selinda Avenue, west on Ludell Street, north on Ajax Street, north on El Selinda, south on Eastern Avenue, east on Florence Avenue, north on Scout Avenue, west on Florence Place, and north on Garfield. The Town Trolley runs from 6:30 am to 5:30 pm, Monday through Saturday. Fare is 50 cents for all passengers, 25 cents for people 55 and older, and 25 cents for people with disabilities.

In a 2021 survey, the residents of Bell Gardens expressed that they would utilize the Bell Gardens Trolley more frequently if it operated as an on-demand service, rather than following its current fixed route.

The City of Bell Gardens also offers a Dial-a-Ride service for people 55 and older and people with disabilities. It is available Monday through Friday from 7:30 am to 7:00 pm. Fare costs 25 cents, and caretakers can ride along with no additional cost.

Figure 7 shows existing bus lines that serve Bell Gardens.

FIGURE 8: EXISTING BUS SERVICE



Metro Bus Lines	City of Montebello Bus Line	City of Commerce Bus Lines	Bell Gardens Trolley
110	30	100 Green Line	Trolley Route
111		200 Orange Line	
258		300 Yellow Line	

**RAIL SERVICE**

The Metro L (Gold) Line’s Atlantic Station is located directly north of Bell Gardens. Bell Gardens residents may access via a 15-minute car ride or an approximately 35-minute bus ride on Montebello bus lines. This rail line offers direct connection to Downtown Los Angeles, Highland Park, Arcadia, Azusa, and intermediate stops along the way.

Metro is developing a new West Santa Ana Branch, with

a stop at Florence Avenue and Salt Lake Avenue. This stop will be accessible from Bell Gardens by a 10-minute car ride or an approximately 15-minute bus ride on Metro bus lines. This line will offer connections to Downtown Los Angeles, Huntington Park, Paramount, Cerritos, and intermediate stops along the way.

In a 2021 survey, Bell Gardens residents expressed desire to access rail options. Rail is a resource for people of varying abilities and socioeconomic statuses to more conveniently and reliably access destinations.



The City's goal is to initiate a pedestrian-bicycle bridge crossing of the I-710 Freeway and Los Angeles River to connect Bell Gardens with the Los Angeles River bike trail with subsequent connection to the West Santa Ana branch light rail station in South Gate. The South Gate station is proposed to be in the vicinity of the intersection of Atlantic and Firestone Boulevards. The City's proposed crossing will be at the intersection of Jaboneria Road and Shull Street. The City will dedicate easement rights for a potential bridge site and walkway on the current vacant lot at the southeast corner of Jaboneria Road and Shull Street. The City will seek out grant funding to complete this project that provides an alternative connection to the West Santa Ana Branch light rail line.

## PROPOSED IMPROVEMENTS

To encourage transit ridership, the comfort and convenience of transit should be improved. Providing accessibility and safety is one important step in this goal. Bus stops should therefore be ADA accessible and have amenities such as shelters, benches, trash cans, lighting, route information, and police contact. These treatments should be implemented consistently across the city.

Public transit has the potential to decrease the reliance on privately owned automobiles, which can, in turn, reduce VMT and emissions. Providing an electric car share would encourage the sharing of automobiles as resources and offer more mobility options for Bell Gardens without access to a privately owned vehicle.

Encouraging car- and vanpooling is one means of decreasing VMT, improving safety of roadways and reducing emissions. The City should consider offering vanpooling options for all City employees. Providing incentives for private businesses to do the same would further positive impacts.

The Florence Avenue and Garfield Avenue corridors have access to diverse destinations within Bell Gardens, as well as bus lines provided by City of Montebello, City of Commerce, and Metro. Florence Avenue, most notably, will serve as a direct connection to the new Florence Avenue and Salt Lake Avenue Metro rail stop. Improving service in these corridors will diversify the destinations that are easily accessible by transit from within Bell Gardens.

The Town Trolley's current fixed route has 52 stops and takes a meandering route through Bell Gardens' key destinations. Given this, the connections provided by this service can be slow and not time efficient. Converting this service to an on-demand service would improve ridership and offer improved access to destinations. The LAnow service may serve as a precedent. LAnow allows riders to schedule a pick-up from a designated pick-up/drop-off point, which is never more than 1/4-mile away. Residents have expressed they would be more likely to use the Town Trolley if it operated in this manner.

## POLICIES & PROGRAMS

### POLICIES

- M 3.1 **Regional Coordination.** Collaborate with other local transit agencies, along with Metro and SCAG to create a convenient and affordable regional transit network that provides access to Bell Gardens residents.
- M 3.2 **Rail Access.** Work with adjacent cities, such as Huntington Park, South Gate, and unincorporated Los Angeles County to create convenient bus service to existing and upcoming rail stops.
- M 3.3 **Rail Expansion.** Support Metro's development of the West Santa Ana Branch rail, with upcoming rail service which would serve the city.
- M 3.4 **Land Use.** Integrate land use and transportation planning in order to prioritize density and transit-oriented design. Locate key destinations such as commercial districts, employment centers, and public resources near transit routes.

### PROGRAMS

- M 3.a **Transit Stops.** Provide attractive, convenient bus stops, which include shelters, benches, trashcans, and transit information. Bicycle racks should also be explored at bus stops to encourage multi-modal use. Ensure that stops are also ADA accessible and have safety measures such as lighting and police contact.
- M 3.b **Enhance Service.** Participate in funding programs to enhance bus service to improve routes, offer more frequent service, and conduct periodic evaluation.
- M 3.c **New Development.** Work with developers and transit agencies to facilitate transit-oriented design and enhance accessibility.
- M 3.d **Promote Transit.** Encourage the use of transit by publishing transit maps and information, implementing marketing programs, and enhancing integration with active modes.
- M 3.e **Carpool.** Offer car- and vanpooling for public employees and incentivize private businesses to do the same.
- M 3.f **Electric Car Share.** Invest in an electric car share in order to encourage resource sharing and improve mobility options for residents without access to a vehicle.
- M 3.g **Enhance Service on Garfield and Florence Avenues.** Improve service on Garfield and Florence Avenues to bolster connections to service offered by other transit agencies, especially rail.
- M 3.h **On-Demand Service.** Convert the Town Trolley to an on-demand service to encourage its use and provide more direct connections to destinations for residents.

# ACTIVE TRANSPORTATION

## OVERVIEW

Active transportation, such as walking, bicycling, and rolling, reduces VMT and improves public health. By decreasing VMT, it reduces emissions and congestion. Further, people who use active transportation have healthier lifestyles and present less of a risk to others as they travel through the City. As such, active transportation should be encouraged within Bell Gardens. Improvements such as pleasant streetscapes, continuous and well-maintained sidewalks, more frequent and visible crossings, and protected and connected bike facilities help to make active transportation more convenient and appealing.

## PEDESTRIANS

People are more likely to walk when they feel safe to do so. Primary safety concerns for pedestrians are risk of being hit by a motor vehicle, risk of injury due to poorly maintained infrastructure, and threat of harm from other humans. These concerns may be reduced by the implementation of infrastructure projects.

To reduce risk of pedestrian fatality or severe injury due to vehicle collision, treatments to reduce vehicle speeds, enhance visibility of pedestrians, and improve separation of pedestrians and vehicles. Such treatments include narrowing travel lanes, installing speed feedback signs and traffic calming, implementing more robust pedestrian crossings, and installing street trees and medians, among others.

Treatments to make walking easier and more accessible to people with diverse mobility needs reduce risk of physical injury due to tripping or falling. Such treatments include sidewalk repairs, curb ramps, and pedestrian lighting.

People are more likely to feel safe walking if streets are well lit and are more heavily traveled by other people so that one is not traveling alone. In this way, making active transportation accessible may improve a sense of safety and community.

TABLE 5: CLASSIFICATION OF BICYCLE FACILITIES

Classification	Description
Class I: Path	Provides a completely separate right-of-way designated for the exclusive use of bicyclists and pedestrians with minimal vehicular crossings.
Class II: Lane	Provides restricted right-of-way designated for the exclusive use of bicycle, parallel to vehicular travel. May be buffered for additional protection.
Class III: Route	Provides shared use of traffic lanes by both motor vehicles and bicyclists. They are identified by signage and street markings such as sharrows. Best suited for low-speed, low-volume roadways.
Class IV: Track	Located within a roadway, but physically protected from vehicular traffic. Types of separation include curbs, grade separation, on-street parking, and flexible posts.

Distance from destinations is another primary barrier to walking. Walking is most convenient in dense, mixed-use areas. It is also more common surrounding key destinations such as schools, parks, and local-serving commercial use. Schools, in particular, generate walking trips. As such, the City of Bell Gardens has implemented a crossing guard program in collaboration with schools to provide guidance and increased visibility to children going to and from school.

As a long-term goal, the City identifies an important need to have safer conditions for the existing pedestrian bridges/pathways over the I-710 freeway and Los Angeles River, at Clara Street, Florence Avenue, and Gage Avenue.

Additionally, the City identifies the need to have a new pedestrian bridge constructed over the I-710 freeway, to connect Bell Gardens residents from the southwestern City border near Julia Asmus Park, to the neighboring City of South Gate. There is a lack of pedestrian access in this southwestern part of the City to safely connect residents walking to adjacent communities. With the upcoming development of the West Santa Ana Branch light rail transit project bringing a rail stop to the City of South Gate within close proximity to the LA River and the Bell Gardens border, there is a great opportunity to improve pedestrian access that will further connect residents to newly expanded rail access located just outside city limits.

## BICYCLISTS

Biking provides a great alternative to the automobile as it allows people to travel more quickly than walking and often circumvents the need to search for parking at their destinations. People are more likely to ride their bikes when risk of collision with vehicles is minimized, destinations are in somewhat close proximity, and there is infrastructure to store their bike safely at their end point.

In the absence of bicycle facilities, bicyclists are required to bike on the street alongside cars with minimal visibility. Therefore, installing bike paths, lanes, and routes is very important to increasing bicyclist comfort and safety. Table 5 explains bike facility classifications.

Bell Gardens currently has Class III bicycle facilities on several of its major corridors, including Eastern Avenue, Garfield Avenue, Gage Avenue, Florence Avenue, Florence Place, and parts of Jaboneria Road. Two Class I bicycle facilities frame Bell Gardens, the Los Angeles River Bike Path on the west and the Rio Hondo River Bike Path on the east. The former can be accessed from Florence Avenue in Bell and Clara Street in Cudahy. The latter can be accessed from Florence Avenue and John Anson Ford Park on the eastern border of Bell Gardens.

## PROPOSED IMPROVEMENTS

Pedestrian and bicycle infrastructure improvements in Bell Gardens will bolster both equity and sustainability in the City. The 2020 City of Bell Gardens Complete Streets Plan sets forth a blueprint for initial improvements to active transportation infrastructure. This plan works towards improving safety, public health, and connectivity, and includes a planning toolbox for infrastructure improvement.

The goal of pedestrian treatments should be to reduce risk of collision, increase accessibility for people with various mobility needs, and improve safety. The 2020 City of Bell Gardens Complete Streets Plan outlines treatments by corridor. Treatments include high-intensity activated crosswalks (HAWKS), speed humps, curb extensions, raised crosswalks, among others to reduce traffic stress and improve safety and accessibility.

The goal of bicycle treatments should be to reduce risk of collisions, improve bicyclist comfort, and allow convenient safe storage at key destinations. In a 2021 survey, residents of Bell Gardens stated that they would like to see more bicycle and pedestrian facilities on major streets. The 2020 City of Bell Gardens Complete Streets Plan outlines bicycle treatments for key corridors. In addition to these treatments, a facility that improves bicycle access to John Anson Ford Park and the Bell Gardens Sports Center has been proposed. Figure 6 shows proposed improvements by corridor. Figure 9 shows proposed improvements across Bell Gardens.

Boulevards and 4-lane avenues are recommended to have Class II bike lanes, while 2-lane avenues and collectors are recommended to have Class III bike routes. Bike infrastructure improvements will diversify safe travel options for Bell Gardens residents and cement Bell Gardens as part of the regional bike network, given its access to Los Angeles and Rio Hondo River Bike Paths.

## POLICIES AND PROGRAMS

### POLICIES

- M 4.1 **Regional Coordination.** Support regional goals as set forth by Los Angeles County and SCAG.
- M 4.2 **New Development.** Require that new developments contribute to active transportation goals and are cohesive with the existing network. Requirements may include adequately-sized sidewalks, outdoor seating

options, bike parking, and/or bike share facilities.

- M 4.3 **Low-Stress Network.** Prioritize active transportation infrastructure improvements on low-stress streets as identified in the 2020 City of Bell Gardens Complete Streets Plan, which will serve to connect local and regional destinations. Low-stress streets will have reduced vehicle speeds, decreased cut-through traffic, and safety improvements.
- M 4.4 **Land Use.** Prioritize density in land use planning in order to make walking and bicycling more convenient modes of transit.

### PROGRAMS

- M 4.a **Development Review.** Facilitate the demonstration of conformance to pedestrian and bicycle initiatives in development applications.
- M 4.b **Funding.** Pursue diverse funding sources for the implementation of bicycle and pedestrian infrastructure.
- M 4.c **Capital Improvement Program.** Integrate pedestrian and bicycle goals into the Capital Improvement Program.
- M 4.d **Encourage Active Transportation.** Create appealing and convenient infrastructure which is clear of obstructions, appropriately located, and readily usable in order to facilitate increased walking and biking.
- M 4.e **Traffic Calming.** Implement measures to reduce traffic speeds and increase pedestrian visibility, such as high-visibility crosswalks, curb extensions, and speed humps on streets with destinations that generate pedestrian trips such as schools, parks, churches, and local-serving commercial use.
- M 4.f **Bicycle Access on Key Corridors.** Improve bicycle access on key corridors, especially those such as Garfield Avenue, Eastern Avenue, Jaboneria Road, and Clara Street, which provide paths across the City.
- M 4.g **Regional Bike Network.** Increase connections to and public information about river bike paths, especially the Rio Hondo River Bike Path.
- M 4.h **Bicycle Storage.** Ensure that key destinations such as shopping centers and recreation/social venues have sufficient and reliable bicycle parking.
- M 4.i **Expand Crossing Guard Program.** Expand the existing crossing guard program in collaboration with schools to allow stakeholders to request crossing guards at new locations.



FIGURE 9: PROPOSED INFRASTRUCTURE TREATMENTS



- EDGELINE TREATMENT
- BIKE SHARROWS
- WIDEN SIDEWALK
- BIKE LANE
- ROAD DIET
- LOW-STRESS STREET

Source: 2020 City of Bell Gardens Complete Streets Plan



## PARKING MANAGEMENT

### OVERVIEW

Parking is an important element in the mobility landscape, which must be integrated into municipal transportation policy. Parking enables drivers to access destinations conveniently. However, it is important that the supply of parking does not only consider the needs of drivers, but also supports a multi-modal network. Oversupply of parking hinders pedestrian-friendly design and wastes space, resulting in negative environmental impacts. Therefore, it requires balance to ensure sufficient, but not excessive, parking is provided.

According to a 2019 parking study, Bell Gardens has 1,365 on-street parking spaces. Utilization of these spaces varied by land-use and location within the City. Residential corridors south of Clara Street experienced the most utilization of any study segment. Commercial blocks tended to have a lower utilization than residential streets. The greatest utilization by vehicles not registered in Bell Gardens, however, occurred on major corridors or in areas near commercial uses.

Parking patterns varied based on time of day and day of the week. Parking utilization was greatest in the early morning, evening, and on the weekends. This pattern was reflected to some extent in driveway occupancy as well; driveways were more often full in the early morning and evening on weekdays.

There is need for off-street parking along Eastern Avenue and in commercial areas, in general. There is concern regarding truck parking on residential streets.

### CURRENT POLICIES

The City currently offers residents the option to submit a petition to the Engineering Division to initiate the investigation and potential implementation of a preferential parking district. This petition establishes parking prohibition for non-permit-holders between requested hours. The petition requires the signature of 70% of residents in the requested area. Each household receives one residential permit annually and one guest permit, for 24-hour use, per month. The residential permit must be purchased while guest permits are free. Fees are utilized for public services.

Preferential parking districts aim to distribute reliable on-street parking spaces. However, the City has not received any applications to this program to date.

The City also offers an application for the implementation of "T" markings to delineate parking in residential areas. "T" markings facilitate more orderly parking, which can ensure that hydrants, loading zones, curb ramps, and clearance spaces are clear. In a 2021 survey, residents expressed concern that "T" markings would reduce parking spaces as they require more space per spot. However, "T" markings help ensure efficient use of curb space so that one car does not encroach into an adjacent spot. No applications for "T" markings have been received.

## PROPOSED IMPROVEMENTS

The Preferential Parking District and "T" Marking applications uplift local expertise and provide a platform for residents to express their desires. In order to make these resources more effective, increased public awareness should be pursued. Advertising these options on the City website and at stakeholder meetings regarding transportation would be beneficial. This would realize more of the benefits of these two treatments such as more effectively distributed and reliable parking.

In order to address limited parking supply, shared parking opportunities should be identified. Land uses that active at different times are ideal opportunities for shared parking. Sharing parking between a school that is active on weekdays and a church that is active on the weekends is one such example. Figure 10 highlights schools with potential for shared weekend parking. Identifying such underutilized lots can provide consistent parking and should be prioritized in areas with high utilization, such as residential streets south of Clara Street and commercial areas of Eastern Avenue.

Recommendations listed above to improve transit facilities and active transportation infrastructure are long-term strategies to improve parking management. Enabling and encouraging travel by modes other than the personal automobile reduces parking requirements.

The City aims to uplift cleaner transportation technologies. The City will work to supply a sufficient number of convenient electric vehicle charging stations. On-street charging spaces will be provided in highly activated areas, commercial corridors, or near public facilities. Private developments will be required to include electric vehicle charging spaces in their parking provisions.

FIGURE 10: SCHOOL LOCATIONS WITH POTENTIAL FOR SHARED PARKING



## POLICIES & PROGRAMS

### POLICIES

- M 5.1 **Balanced Supply.** Establish a balanced supply that meets the needs of drivers, but does not do so in excess, in order to reduce vehicle trips and encourage active transportation.
- M 5.2 **New Development.** Require that new developments provide off-street parking for new residential units. Reduce requirements in high-density, mixed-use, and transit-rich areas.
- M 5.3 **Development Policy.** Restrict the overprovision of on-site parking for private developments.
- M 5.4 **Public Awareness.** Publicize the City's current parking program more widely, on the City website and stakeholder meetings.
- M 5.4 **Electric Vehicle Charging.** Require private developers to include electric vehicle charging spaces in their parking provisions.

### PROGRAMS

- M 5.a **Shared Parking.** Identify and allow shared parking opportunities to use underutilized lots more effectively.
- M 5.b **Electric Vehicle Charging.** Increase access to electric vehicle charging opportunities by including on-street charging spaces in highly traveled areas such as in commercial corridors or near public facilities.

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**APPENDIX A**  
**Existing Conditions**

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This section highlights existing travel behavior and street infrastructure for vehicular, walking, and bicycling movements.

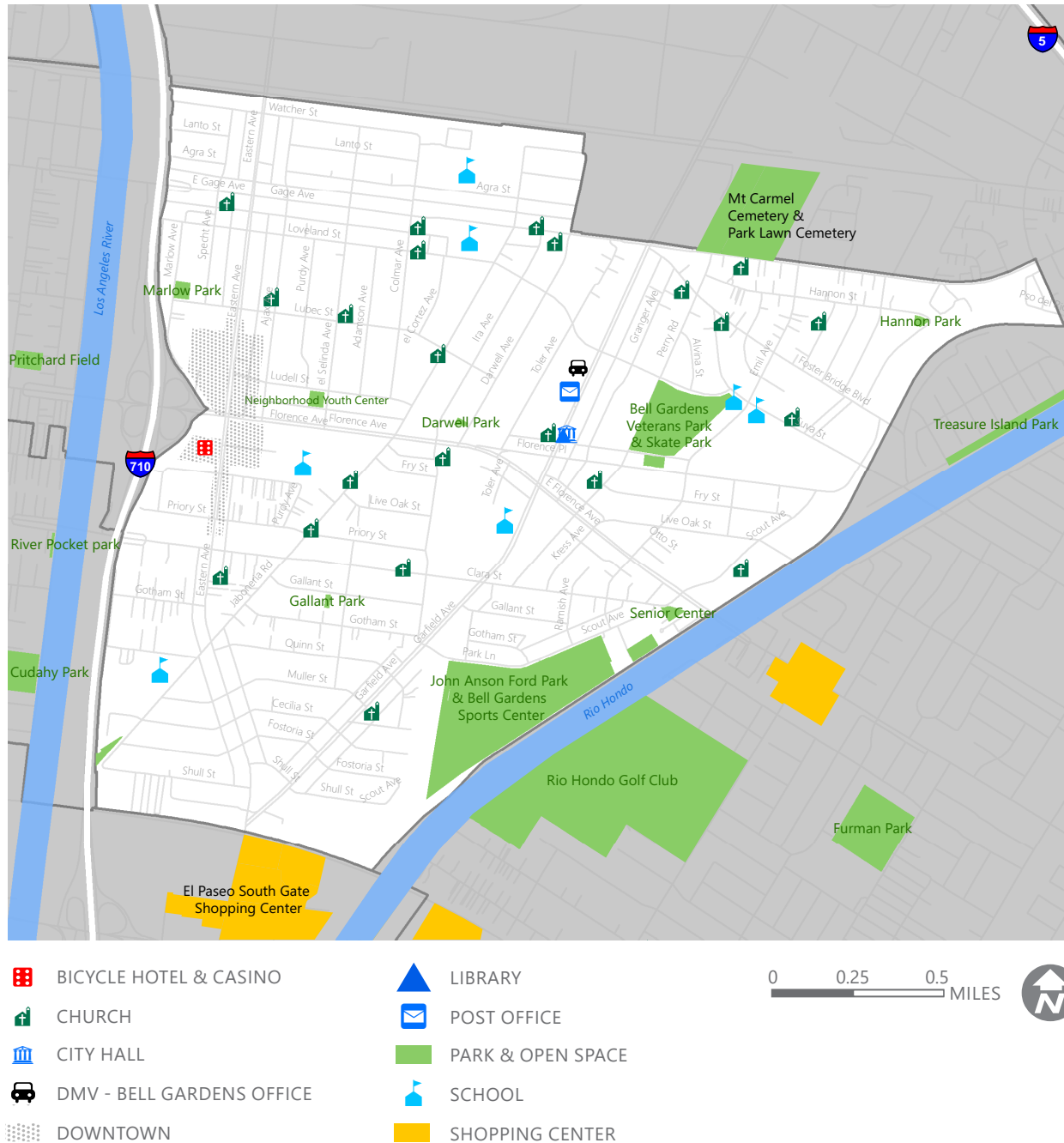
## SETTING

The City of Bell Gardens is located in southeast Los Angeles County, between the Los Angeles River and the Rio Hondo within the Gateway Cities sub-region. The City is adjacent to Commerce, Downey, South Gate, Cudahy, and Bell. The Long Beach Freeway (Interstate 710) runs along the City's western city limit and connects residents and visitors to the regional interstate highway network.

## LOCAL POINTS OF INTEREST

The local landmarks within city boundaries and in close proximity to the City are accessible via the major regional connectors (Eastern Avenue, Gage Avenue, Garfield Avenue, and Florence Avenue) and local connectors (Loveland Street, Jaboneria Road, Florence Place, and Scout Avenue).

FIGURE 3.1 - LOCAL POINTS OF INTEREST





## GENERAL LAND USES

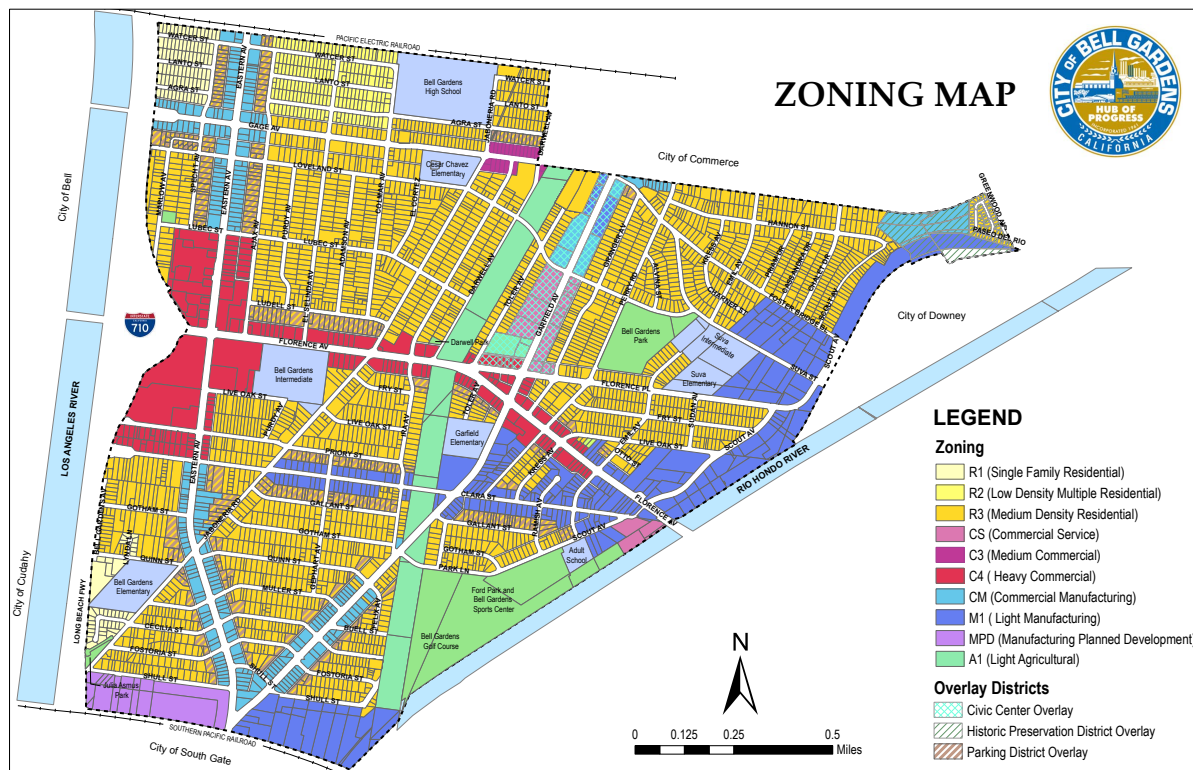
The City's land uses are designated for residential, commercial, and industrial activity at varying levels of density. Residential parcels are low to medium-density, with some single-family housing primarily west of Eastern Avenue.

Commercial parcels that encompass shopping, entertainment, and restaurant uses are concentrated along major thoroughfares such as Eastern Avenue and Florence Avenue. The heaviest concentration of these uses is located in Downtown Bell Gardens, centered near the Eastern Avenue and Florence Avenue intersection.

Commercial uses here are mostly big-box retail and national chains. Neighborhood-serving commercial shops and restaurants are located elsewhere in the City, typically along major roadways such as Eastern Avenue, Florence Avenue, Garfield Avenue, and Gage Avenue.

Industrial and light manufacturing parcels are clustered in the south and east areas of the City.

FIGURE 3.2 - LAND USES



Source: City of Bell Gardens

## POPULATION AND EMPLOYMENT TRENDS

A snapshot of Bell Gardens' population and employment trends, informed by the American Community Survey 2015 to 2019 statistics and SCAG travel data, is provided below.

### SOCIO-ECONOMIC POPULATION TRENDS

The City of Bell Gardens currently has a population of 42,421 residents, with a median age of 29.5 years old. For comparison, the median age for Los Angeles County residents is 36.5 years old, meaning that Bell Gardens residents skew younger. Approximately 95.8 percent of the population identifies as Hispanic or Latino. The remaining five percent are a combination of White, Black, American Indian/Alaska Native, Asian, and other races/

ethnicities. Approximately 90.5 percent of the City's households speak Spanish.

The median household income is approximately \$42,223, much lower than the Los Angeles County median income of \$68,044. This means that Bell Gardens residents are more financially challenged when compared to residents in other areas of the County.

In terms of educational attainment, only 4.3 percent of Bell Gardens residents earned a Bachelor's degree, and 1.1 percent have a graduate/professional degree. At the county level, 21.2 percent of residents have a Bachelor's degree, and 11.3 percent have a graduate/professional degree (Table 3. 1).

TABLE 3.1 - DEMOGRAPHIC TABLES

Category	Sub-Category	Bell Gardens	Los Angeles County
<b>GENERAL</b>	POPULATION	42,421	10,081,570
	MEDIAN HOUSEHOLD INCOME	42,223	68044
	MEDIAN AGE	29.5	36.5
<b>EDUCATION ATTAINMENT</b>	HIGH SCHOOL OR EQUIVALENT DEGREE	27.9%	20.6%
	SOME COLLEGE, NO DEGREE	12.8%	19%
	ASSOCIATE'S DEGREE	3.7%	7.0%
	BACHELOR'S DEGREE+	4.3%	21%
	GRADUATE OR PROFESSIONAL DEGREE	1.1%	11.3%
<b>LANGUAGES SPOKEN AT HOME</b>	ENGLISH ONLY	8.5%	43.4%
	SPANISH	90.5%	39.2%
	OTHER INDO-EUROPEAN	0.2%	5.3%
	ASIAN AND PACIFIC ISLANDER	0.7%	10.9%
	OTHER	0.1%	1.1%
<b>RACE</b>	HISPANIC/LATINO	95.8%	48.5%
	WHITE	2.5%	26.2%
	BLACK/AFRICAN AMERICAN	0.8%	7.8%
	AMERICAN INDIAN AND ALASKA NATIVE	0.1%	0.2%
	ASIAN	0.6%	14.4%
	NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER ALONE	0.0%	0.2%
	OTHER	0.2%	2.7%

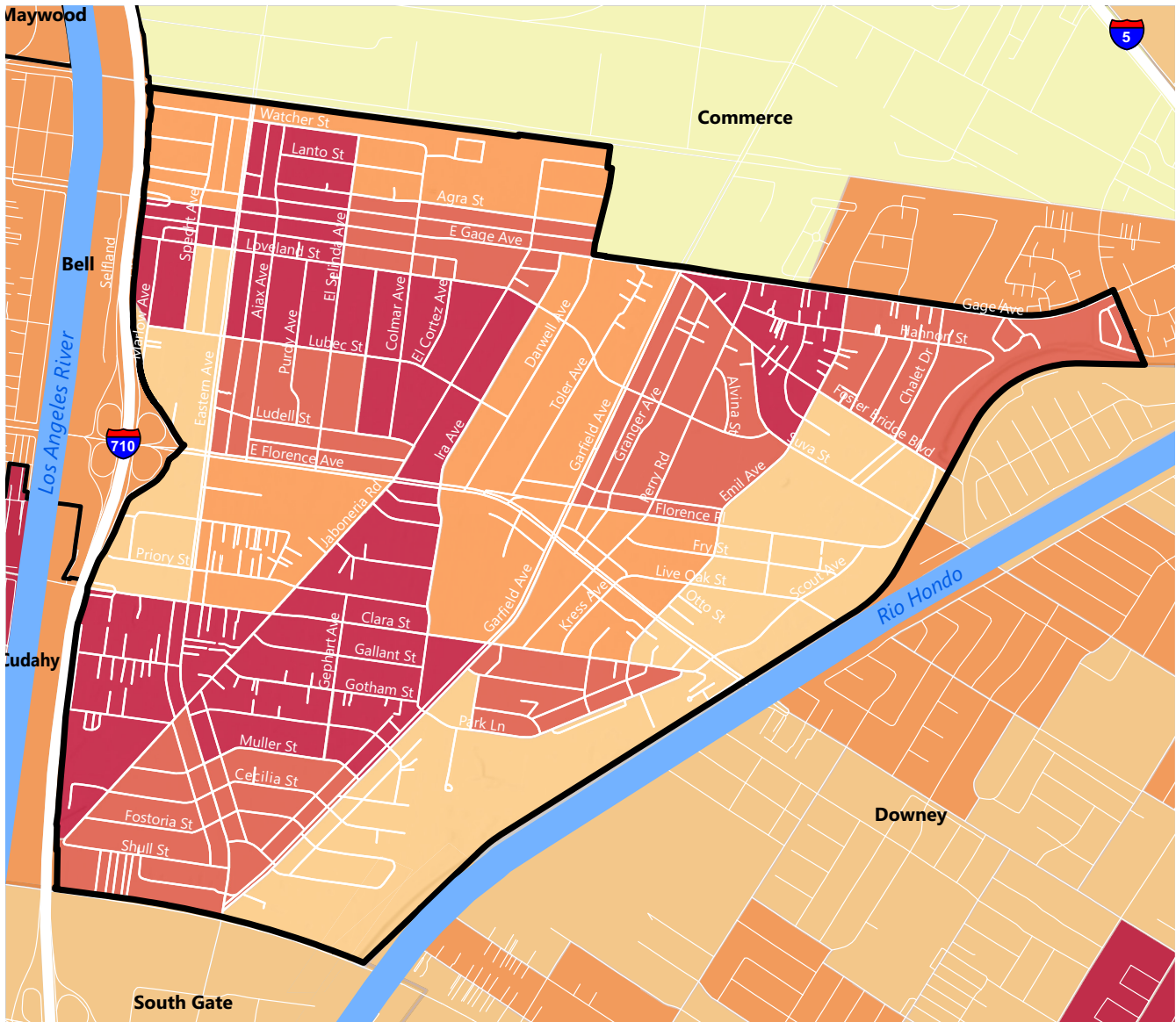
Source: American Community Survey (2015-2019)

## POPULATION DENSITY

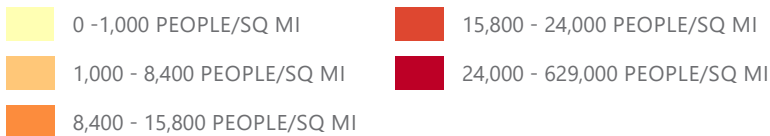
Spatial population patterns tend to correlate with residential zoning development standards. For example, using Census block data, there is a higher residential density in neighborhoods zoned for medium residential densities. These are located in the center area of the City, roughly along Jaboneria Road.

Areas zoned for commercial and manufacturing/industrial uses have the lowest residential density. The figure on the right displays the population density for each census block within the City.

FIGURE 3.3 - POPULATION DENSITY (2020)



POPULATION DENSITY (2020) BY CENSUS BLOCK



Source: US Census (2020)

## EMPLOYMENT TRENDS

According to the latest American Community Survey, Bell Gardens' eligible workforce population (16 years and older) is 31,078 people. Approximately 58.6 percent of the population is employed, and 4.7 percent is unemployed.

Census statistics from 2015 to 2019 also highlight the gender split amongst the City's working population. As shown, 57 percent identifies as male and 43 percent as female. Employed men overwhelmingly gained employment in fields associated with manual labor,

transportation, and science. Women constitute a higher proportion of those employed in fields related to sales, office work, management, and healthcare (Table 3. 2).

City commuting patterns mirrored other jurisdictions in the county. Approximately 77.3 percent of working residents drive alone, and 11.3 percent carpooled daily. The City's workforce rode transit and walked less than Los Angeles County (Table 3. 3).

TABLE 3.2 - EMPLOYMENT TRENDS FOR THE CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER BY INDUSTRY (2015-2019)

Category	Total	Male	Percent	Female	Percent
PRODUCTION, TRANSPORTATION, AND MATERIAL MOVING	6,066	4,502	74.2%	1,564	25.8%
SALES AND OFFICE	4,579	1,627	35.5%	2,952	64.5%
SERVICE	3,534	1,477	41.8%	2,057	58.2%
NATURAL RESOURCES, CONSTRUCTION, AND MAINTENANCE	2,155	2,052	95.2%	103	4.8%
EDUCATION, LEGAL, COMMUNITY SERVICE, ARTS, AND MEDIA	836	304	36.4%	532	63.6%
MANAGEMENT AND BUSINESS	682	306	44.9%	376	55.1%
HEALTHCARE PRACTITIONERS AND TECHNICAL	255	42	16.5%	213	83.5%
COMPUTER, ENGINEERING, AND SCIENCE	116	82	70.7%	34	29.3%
TOTAL	18,223	10,392	57.0%	7,831	43.0%

Source: American Community Survey (2015-2019)

TABLE 3.3 - COMMUTING PATTERNS (2015-2019)

Commuting by Mode	Bell Gardens	Los Angeles County
DROVE ALONE	77.3%	74%
CARPOOL	11.3%	9.5%
PUBLIC TRANSIT	5.2%	5.8%
WALKED	2.3%	2.7%
OTHER	1.8%	2.4%
WORKED AT HOME	2.3%	5.6%

Source: American Community Survey (2015-2019)



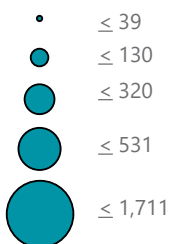
## EMPLOYMENT DENSITY

According to 2018 Longitudinal Employer-Household Dynamics (LODES) data, employment density varies throughout the City, as shown in the figure. The figure illustrates the correlation between employment density and existing land uses in Bell Gardens. As shown, commercial uses along Eastern Avenue between Lubec Street and Priory Street and industrial parcels east of Garfield Avenue have higher employment density than other parts of the City. Residential areas, as expected, had the lowest levels of employment density recorded.

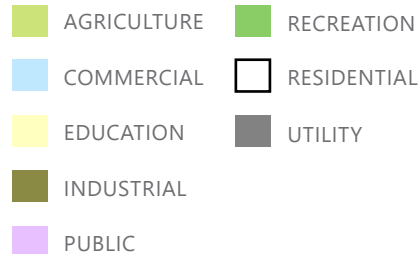
FIGURE 3.4 - EMPLOYMENT DENSITY



EMPLOYMENT DENSITY (2018)  
TOTAL JOBS PER CENSUS BLOCK



LAND USE



Source: SCAG, LODES (2018)

## PLANNING CONTEXT

The City of Bell Gardens strives to improve and expand upon available transportation options through thoughtful and comprehensive planning policies and guidelines developed from engaging with stakeholders and collaborating with neighboring municipalities and regional agencies. The following are planning policies and guidelines at the local, regional, and state-level critical to this element's development.

## LOCAL

### GENERAL PLAN (1995)

The City of Bell Gardens engaged in a lengthy and thorough public-engagement process to produce the vision outlined in the 1995 General Plan and later its 2013 Housing Element update. This vision has guided all strategic development and planning decisions as the City continues to grapple with the challenges and opportunities that come with being in proximity to one of the largest and most dynamic economic centers in Southern California. The Circulation Element Update policies supplement the General Plan policies listed below that are supportive of developing safe multi-mode facilities.

- Land Use Element Policy 2: "The City shall promote compatible residential development, ensure safe housing, emphasize neighborhood identity, and increase pride in neighborhoods."
- Land Use Element Policy 3: "The City shall promote compatible commercial development to emphasize commercial identity and to enhance the appearance, potential economic vitality, and revitalization of the commercial areas in the City."
- Land Use Element Policy 5: "The City shall provide an environment to stimulate local employment, property values, community stability, and the economic vitality of existing local businesses."

### CIRCULATION ELEMENT (1995)

The City's Circulation Element contains policies promoting the application of innovative and transformative solutions to resolve ongoing transportation challenges and address the community's mobility needs. The City identified and prioritized roadways, highways, and public utilities within the element to receive improvements over time and programs to address capacity issues on roads, accessibility to public transit, and truck parking in residential zones. The element update expands on the transportation-focused policies listed below that have guided the City since 1995.

- Policy 1: The City of Bell Gardens shall strive to maintain a well-balanced street system, with special emphasis on circulation problems in the downtown area, and seeking innovative and model solutions to local transportation needs.
- Policy 2: The City shall encourage the implementation of new and innovative modes of transportation, while striving to provide for the needs of those who require specialized types of service.
- Policy 3: The City shall encourage the development of off-street parking facilities by encouraging the provision of clustered parking areas at the rear of

retail establishments and the enforcement of off-street parking standards. The City shall discourage overnight truck parking on residential streets and other designated streets.

- Policy 4: The City shall assist traffic flow along its major streets through improved signalization and other modifications to the City's circulation system.

### BELL GARDENS COMPLETE STREETS PLAN (2019)

The City adopted a Complete Streets Plan in February 2020 after a series of interviews, surveys, and community workshops were conducted over two years. The City now uses the policies and context-sensitive complete street improvements within this plan to guide all efforts focused on walking, bicycling, and transit access improvements. In addition to recommendations tailored for major arterials, a Low-Stress Network with thirteen local street corridors was created to increase citywide connectivity to community destinations and reduce traffic speeds and volumes on local streets. Furthermore, the plan includes an existing conditions review and a list of prioritized projects based on need and cost. The policies most relevant to this plan are:

- Goal: Safety - Enhance the walking and biking experience on city streets by addressing safety for people of all ages, physical abilities, and income levels.
  - Objective: Create space on car-oriented streets for clean, attractive, and effective facilities that encourage walking, biking, and transit activity.
  - Objective: Retrofit existing infrastructure with complete street elements that reduce conflict between modes and eliminate traffic-related injuries/fatalities.
- Goal: Public Health - Improve community health through reduced car dependency.
  - Objective: Improve cardiovascular health in children and adults by providing direct and convenient connections by foot, bike, and transit to local and regional points of interest.
  - Objective: Minimize exposure to toxic air contaminants by identifying opportunities on local streets to deter cut-through traffic.
- Goal: Connectivity - Provide safe, affordable, and reliable connections by foot, bike, and transit to public services, open spaces, and points of interest.
  - Objective: Identify and close gaps in the existing pedestrian and bicycle network
  - Objective: Identify opportunities to connect the City's network to the region's existing and planned walking and biking network

## BIKE FEASIBILITY STUDY (2015)

The City initiated its bicycle route system development process with a comprehensive bike lane feasibility study in 2015. The study includes an evaluation of the feasibility for bicycle facilities and alternatives on all major roadways within city limits accounting for existing conditions and consistency with other regional plans. The analysis concluded that transforming major roadways such as Eastern Avenue, Florence Avenue, Florence Place, Garfield Avenue, and Gage Avenue with bicycle safety elements would have the potential to increase bicycle activity and safety on city streets dramatically. Other recommendations relevant to this study are:

- Recommendation: Supplement the above network with supporting facilities including bicycle racks, lockers, repair shops and posts and necessary amenities such as bike maps for the public, bike lockers and showers for City staff, bike loop detectors, bike crossing call buttons, bike station parking, City bike share programs, bike safety brochures, and bike rack maps.
- Recommendation: Utilize a couple of on-street parking spaces as bicycle racks at locations near businesses, where bicycle parking is desired but sidewalk space is limited, by restricting on-street vehicular parking and allowing bicycle parking only to encourage bicyclists to stop by the businesses.

## BELL GARDENS PARKING STUDY (2019)

A parking study was performed and completed in November 2019 to review localized parking behavior on weekdays and weekends in August 2019 to ascertain parking demand and supply and identify potential parking solutions. After a thorough review of parking occupancy, vehicle license plate information, and housing density data, the study found parking occupancy on streets and driveways mirrored commuter trends on weekdays and weekends and high competition between residents for street parking on local streets. More findings from the study are available in the Appendices.

## PARKING MANAGEMENT

The City currently does not have an active parking management system. However, a parking study was performed and completed in November 2019 that analyzed localized parking behavior on weekdays and weekends in August 2019 to ascertain parking supply demand and supply and identify potential solutions. The Parking Study was focused in the west and south neighborhoods of the City. The study concluded that parking occupancy on streets and driveways mirrored commuter trends on weekdays and weekends and low competition between residents for street parking on local streets. More findings from the study are available in the Appendices.

## TRANSPORTATION DEMAND MANAGEMENT

The City's Trip Reduction Plan contains policies and programs consistent with the South Coast Air Quality Management District's vision (SCAQMD). Currently, the most active program from this effort that encourages commuting by foot, bicycle, transit, and carpool amongst the City's working population is the Alternative Transportation/Trip Reduction Reimbursement program. Those who commute other than by driving at least three days out of the week for at least four consecutive weeks are eligible for a cash incentive. This element builds upon this plan and provides additional programs to help change commuting patterns.

## REGIONAL

### GATEWAY COG STRATEGIC TRANSPORTATION PLAN (STP)

The Gateway Cities Council of Governments commissioned a study from 2013 to 2015 to assess all planned and proposed improvements among its member agencies and initiate a review and approval process with participating jurisdictions to produce the Gateway COG's Strategic Transportation Plan. The plan is the culmination of past planning initiatives to address regional transportation system inadequacies and includes improvements that increase transportation choices and engagement from communities. The City continues to demonstrate its support of the Gateway COG's vision by aligning all policies and recommendations in the City's updated Circulation Element to the STP.

### METRO ACTIVE TRANSPORTATION PROGRAM (2016)

In 2016, the Los Angeles Metro Agency released its vision and strategies for creating a quality active transportation network that encourages higher non-motorized activity levels (walking, biking, rolling, skating, scootering). This strategy demonstrates the agency's dedication to congestion reduction and providing more viable travel options for the community. The guidance provided by this document guided the content selection of the updated element. The key objective and goals from the Metro ATP the City referenced for this element's policy development are listed below:

- Goal: Establish active transportation modes as integral elements of the countywide transportation system.
- Goal: Enhance safety, remove barriers to access, or correct unsafe conditions in areas of heavy traffic, high transit use, and dense bicycle and pedestrian activity.
- Objective: Promote multiple clean transportation options to reduce criteria pollutants and greenhouse gas emissions, and improve air quality.
- Objective: Identify improvements that increase first last-mile access to transit by active modes.

## *SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS - REGIONAL TRANSPORTATION PLAN (2016-2035)*

After a lengthy collaborative effort between multiple jurisdictions, SCAG made available its vision of transportation investments totaling \$556.5 billion through 2035 and the next twenty years-worth of initiatives to be implemented in order to meet the region's rising demand for more accessible, safe, and convenient transportation options available within the region's transportation network. SCAG's RTP's policies, goals, and strategies manifest in this updated element's policies and recommendations. The most influential sections from the RTP that aided the City when developing this element are listed here.

- Policy: The RTP/SCS will encourage transportation investments that result in cleaner air, a better environment, a more efficient transportation system and sustainable outcomes in the long run.
- Goal: Preserve and ensure a sustainable regional transportation system.
- Goal: Protect the environment and health of our residents by improving air quality and encouraging active transportation. Encourage land use and growth patterns that facilitate transit and active transportation.
- Land Use Strategy: The Livable Corridors Strategy seeks to revitalize commercial strips through integrated transportation and land use planning that results in increased activity and improved mobility options.

## *I-710 RECIRCULATED DRAFT EIR/ SUPPLEMENTAL DRAFT EIS*

Multiple government agencies and stakeholders continue to collaborate on the I-710 Corridor Project to elevate the region's quality of living by addressing mobility, congestion, safety, air quality issues, and performing alternative reviews that incorporate green goods movement technologies. After Caltrans received comments to its previous 2012 DRAFT EIR/EIS, the agency included additional programs and transit operational improvements to alternatives in the recirculation draft version in 2017. The following year, Metro selected Alternative 5C as the Locally Preferred Alternative (LPA) for the I-710 Corridor Project. Given the City's western border runs parallel to the I-710, the City took into account the planned I-710 corridor widening and changes to the Florence Ave/I-710 interchange during the element development process.

## *WEST SANTA ANA BRANCH TRANSIT CORRIDOR (WSAB) TRANSIT ORIENTED DISTRICT STRATEGIC IMPLEMENTATION PLAN – 2019*

The West Santa Ana Branch Transit Corridor Transit Oriented Development Strategic Implementation Plan (TOD SIP) contains the vision statement, implementation strategies for corridor jurisdictions, toolkits, and recommendations for the 20-mile rail corridor project. All contents contribute to the development of 12 future stations spread across thirteen cities in Los Angeles County. The project supplements the regional effort to reduce greenhouse gas emissions and lower vehicle miles traveled amongst the populace by developing healthy and sustainable communities with more robust walking, bicycling, and transit options.

This plan supports this effort with policies that promote safe and convenient connections to the Firestone Station and Florence/Salt Lake Stations, west of Bell Gardens and Interstate 710, located in Huntington Park.

Thus, this Circulation Element seeks to align itself with the vision created for each station and regional connectivity efforts laid out in Appendix A-1 Station Area reports. Below is a summary of the vision statement and the opportunities identified for each station in the respective stations' plans.

- Firestone Station
  - Vision: Pedestrian-friendly, mixed-use, gateway district linked to employment, recreational and shopping destinations accessible through all modes of transit.
  - Opportunities for Bell Gardens
    - Proposed river bridge connecting to the proposed and funded bicycle lanes on Patata Street from the southwestern corner of BG
    - Class II bicycle lanes on Garfield Avenue south of the City that connect to proposed bicycle lanes on Firestone Boulevard
- Florence/Salt Lake Station
  - Vision: Residential neighborhood that promotes a walkable revitalized commercial corridor embracing Salt Lake Park and connecting the community to other employment centers.
  - Goal: Transition the neighborhood's existing automotive and other uses to uses supportive of the neighborhood's needs and incentivize the development of underutilized land into multi-family, mixed-use development.
  - Opportunities for Bell Gardens
    - Florence Avenue, the main connector, will receive more study to evaluate options most appropriate for the corridor between (Florence/Salt Lake Station – LA River Bike Path)
    - Gage Avenue has Los Angeles River bicycle path access and connects to the proposed Class II and Class III routes planned for the City of Huntington Park



## LOS ANGELES COUNTY SUSTAINABILITY PLAN

The Los Angeles County Chief Sustainability Office developed and published in 2019 “OurCounty”, a regional sustainability plan that provides strategic implementation guidance for the county. All sustainable strategies and actions are organized into twelve sustainability goals and intended to provide communities with the tools needed to eliminate significant environmental burdens and better adapt to the changing climate. The most relevant goals that guided the development of this element are listed below.

- Goal 1: Resilient and healthy community environments where residents thrive in place
- Goal 2: Buildings and infrastructure that support human health and resilience
- Goal 3: Equitable and sustainable land use and development without displacement
- Goal 4: A prosperous LA County that provides opportunities for all residents and businesses and supports the transition to a green economy
- Goal 6: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities
- Goal 7: A fossil fuel-free LA County
- Goal 8: A convenient, safe, clean, and affordable transportation system that enhances mobility and quality of life while reducing car dependency
- Goal 9: Sustainable production and consumption of resources
- Goal 11: Inclusive, transparent, and accountable governance that encourages participation in sustainability efforts, especially by disempowered communities
- Goal 12: A commitment to realize OurCounty sustainability goals through creative, equitable, and coordinated funding and partnerships

## STATE

### 2015 ENVIRONMENTAL GOALS AND POLICY REPORT (EGPR)

The City’s Circulation Element Update is consistent with the California Governor’s 2015 Environmental Goals and Policy Report’s goal and policy recommendations. All recommendations follow five long-term goals to reduce climate pollution, provide environmental protection, and build more resilient communities in all urban contexts:

- Increasing the share of renewable energy in the state’s energy mix to at least 50 percent by 2030,
- Reducing petroleum use by up to 50 percent by 2030,
- Increasing the energy efficiency of existing buildings by 50 percent by 2030,
- Reducing emissions of short-lived climate pollutants, and
- Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits.

Furthermore, the state aims to push cities toward smarter and more strategic development choices to achieve GHG emission reductions with the following goals:

- Prioritize and support infill development to build healthy, equitable, and sustainable communities
- Build a resilient and sustainable water system
- Steward and protect natural and working landscapes
- Incorporate climate change adaptation into all planning and investment
- Lead by example to make the state a model for long-term sustainability

## EXISTING ROADWAY CLASSIFICATIONS

The City organized its street network into four classifications to carry local and regional traffic: major highways, secondary highways, collector streets, and local streets. A brief description of each roadway classification is provided below:

### MAJOR HIGHWAYS

These multi-lane roadways accommodate large traffic volumes and provide connections to the rest of the street network. These roadways often have more than three lanes of traffic in each direction and a landscaped median within eighty-four feet to a hundred feet of right-of-way. Typically, commercial and industrial land uses line these corridors in the City.

### SECONDARY HIGHWAYS

Secondary highways connect traffic from collector streets to major highways. Typical roadway characteristics belonging to this classification include two lanes in each direction within sixty-four feet to eighty-feet of right-of-

way. These roadways operate similarly to major highways except for lower traffic volumes. Residential, commercial, and industrial buildings populate the immediate area around each secondary highway.

### COLLECTOR STREETS

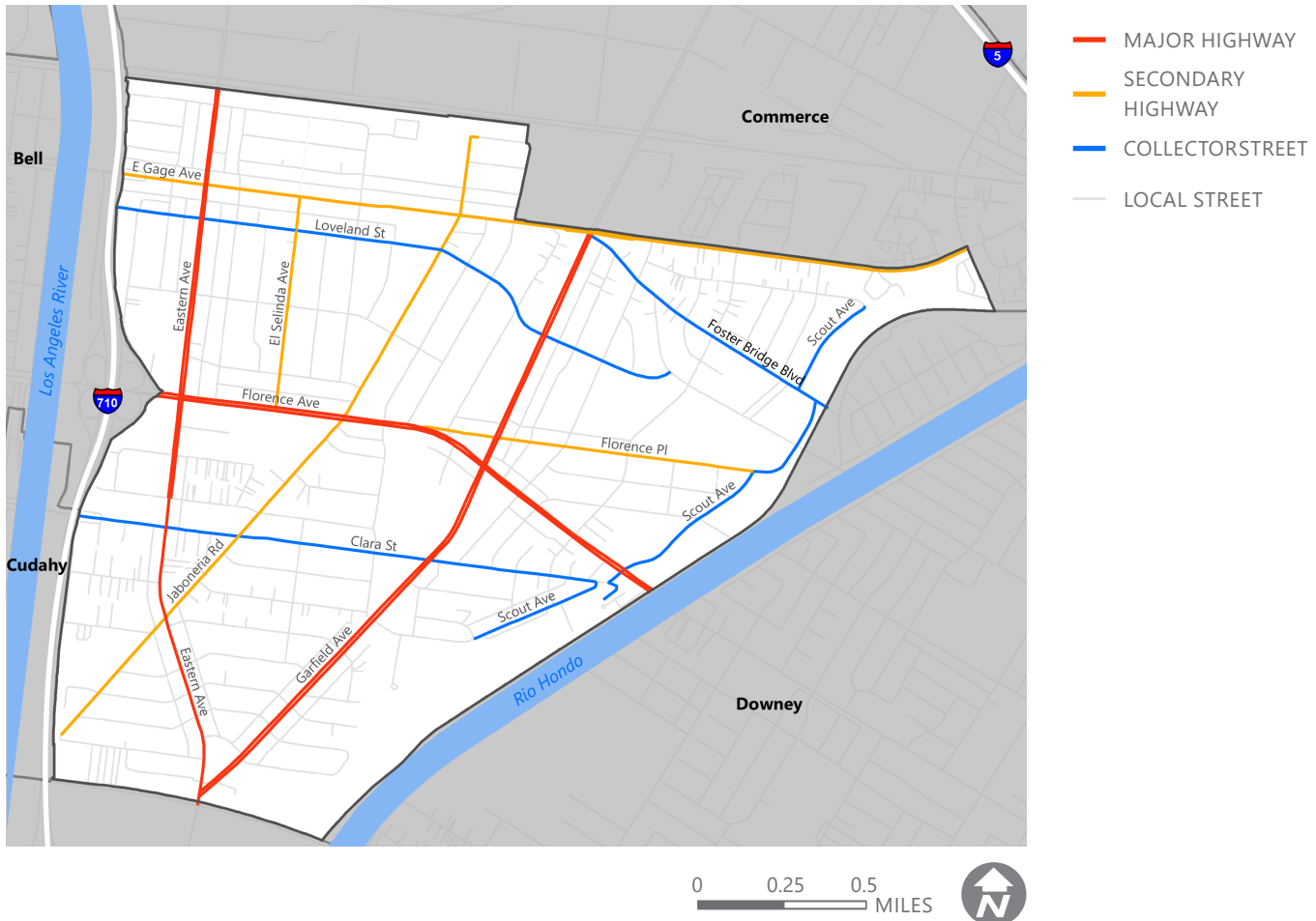
All roadways classified as collectors connect traffic from major and secondary highways to the local street network. A typical collector roadway has one traffic lane in each direction within forty to sixty feet of right-of-way. Collector streets primarily serve the residential areas of the City, and sometimes include neighborhood-serving retail uses.

### LOCAL STREETS

Local streets primarily serve local traffic and connect residential areas to local points of interest. These roadways typically have one travel lane in each direction within a thirty to forty-foot right-of-way. All local streets serve residential regions in Bell Gardens.

The figure highlights the existing street classification for roadways in the City.

FIGURE 3.5 - STREET HIERARCHY



Source: Bell Gardens Circulation and Transportation Element (1995)



MAJOR HIGHWAY (EASTERN AVENUE, SOUTH OF PRIORY STREET)



SECONDARY HIGHWAY (GAGE AVENUE, WEST OF AJAX AVENUE)



COLLECTOR STREET (LOVELAND STREET, NORTH OF BELL GARDENS VETERANS PARK)



LOCAL STREET (LIVE OAK STREET, ADJACENT TO BELL GARDENS INTERMEDIATE SCHOOL)

## VEHICLE TRIPS

This section contains an overview of 2017-2019 traffic movements. 2020 travel data was not included due to travel pattern anomalies that resulted from the Los Angeles County and State stay-at-home orders issued to contain the COVID-19 pandemic. To overcome this obstacle, travel data from 2017-2019 was retrieved from Streetlight Data, an online on-demand mobility analytics platform, to represent the City's baseline pre-pandemic. The platform processes anonymous real-time geodata from smart phones and vehicles outfitted with navigation devices to provide accurate traffic counts, generate origin-destination analysis, and highlight traveler characteristics.

## AVERAGE DAILY TRAFFIC (2017-2019)

Overall, the number of vehicle trips increased on city streets from 2017 to 2019. With the exception of Florence Place, all other streets analyzed experienced increases as high as 80 percent based on Annual Average Daily Traffic counts provided by Streetlight Data platform. The most significant increases tended to occur on local and collector streets that primarily cross through the City's residential areas. Vehicle trip increases ranged from one to seven percent on major highways such as Florence Avenue and Garfield Avenue. A complete breakdown of average daily traffic count changes is available in the Appendices.



## EXISTING TRIP SPEED

Based on previous speed surveys conducted by the City in 2015 and 2017, city streets generally experience speeding on major arterials and local streets. The following table contains past speed survey results describing existing vehicle speeds on Clara Street, Eastern Avenue, Florence Avenue, Florence Place, Gage Avenue, Garfield Avenue, Jaboneria Road, Park Lane/Scout Avenue, Scout Avenue, and Specht Avenue. As shown, speeds in the 85th percentile at the study segments range from traveling below to eight miles per hour above the speed limit.

TABLE 3.4 - SPEED SURVEY RESULTS

Study Location	85th Percentile	Existing MPH	Difference
CLARA ST (EASTERN AVE - JABONERIA RD)	31.00	30.00	1.00
CLARA ST (JABONERIA RD - GARFIELD AVE)	31.00	30.00	1.00
CLARA ST (WEST CITY LIMIT - EASTERN AVE)	39.00	30.00	9.00
CLARA ST/SCOUT AVE (GARFIELD AVE - FLORENCE AVE)	32.00	30.00	2.00
EASTERN AVE (CLARA ST - JABONERIA RD)	40.50	40.00	0.50
EASTERN AVE (FLORENCE AVE - CLARA ST)	42.00	40.00	2.00
EASTERN AVE (GAGE AVE - LUBEC ST)	39.50	40.00	-0.50
EASTERN AVE (JABONERIA RD - GARFIELD AVE)	40.50	40.00	0.50
EASTERN AVE (LUBEC ST - FLORENCE AVE)	41.00	40.00	1.00
EASTERN AVE (NORTH CITY LIMIT - GAGE AVE)	39.50	40.00	-0.50
FLORENCE AVE (GARFIELD AVE - EAST CITY LIMIT)	40.50	40.00	0.50
FLORENCE AVE (JABONERIA RD - GARFIELD AVE)	42.00	40.00	2.00
FLORENCE AVE (WEST CITY LIMIT - JABONERIA RD)	44.50	40.00	4.50
FLORENCE PL (FLORENCE AVE - SCOUT AVE)	35.00	30.00	5.00
GAGE AVE (EASTERN AVE - GARFIELD AVE)	42.00	35.00	7.00
GAGE AVE (GARFIELD AVE - GREENWOOD AVE)	41.75	35.00	6.75
GAGE AVE (WEST CITY LIMIT - EASTERN AVE)	39.50	35.00	4.50
GARFIELD AVE (CLARA ST - EASTERN AVE)	42.50	35.00	7.50
GARFIELD AVE (FLORENCE AVE - CLARA ST)	41.50	35.00	6.50
GARFIELD AVE (GAGE AVE - LOVELAND ST)	38.50	35.00	3.50
GARFIELD AVE (LOVELAND ST - FLORENCE AVE)	38.50	35.00	3.50
JABONERIA RD (CLARA ST - EASTERN AVE)	32.50	30.00	2.50
JABONERIA RD (FLORENCE AVE - CLARA ST)	32.50	30.00	2.50
JABONERIA RD (GAGE AVE - FLORENCE AVE)	37.00	30.00	7.00
PARK LN/SCOUT AVE (GARFIELD AVE-CLARA ST)	31.00	30.00	1.00
SCOUT AVE (FOSTER BRIDGE BLVD - FLORENCE AVE)	36.00	30.00	6.00
SPECHT AVE (WATCHER ST - GAGE AVE)	33.00	25.00	8.00

Source: Bike Lane Feasibility (2015) and Traffic Calming Study – Specht Ave (2017)

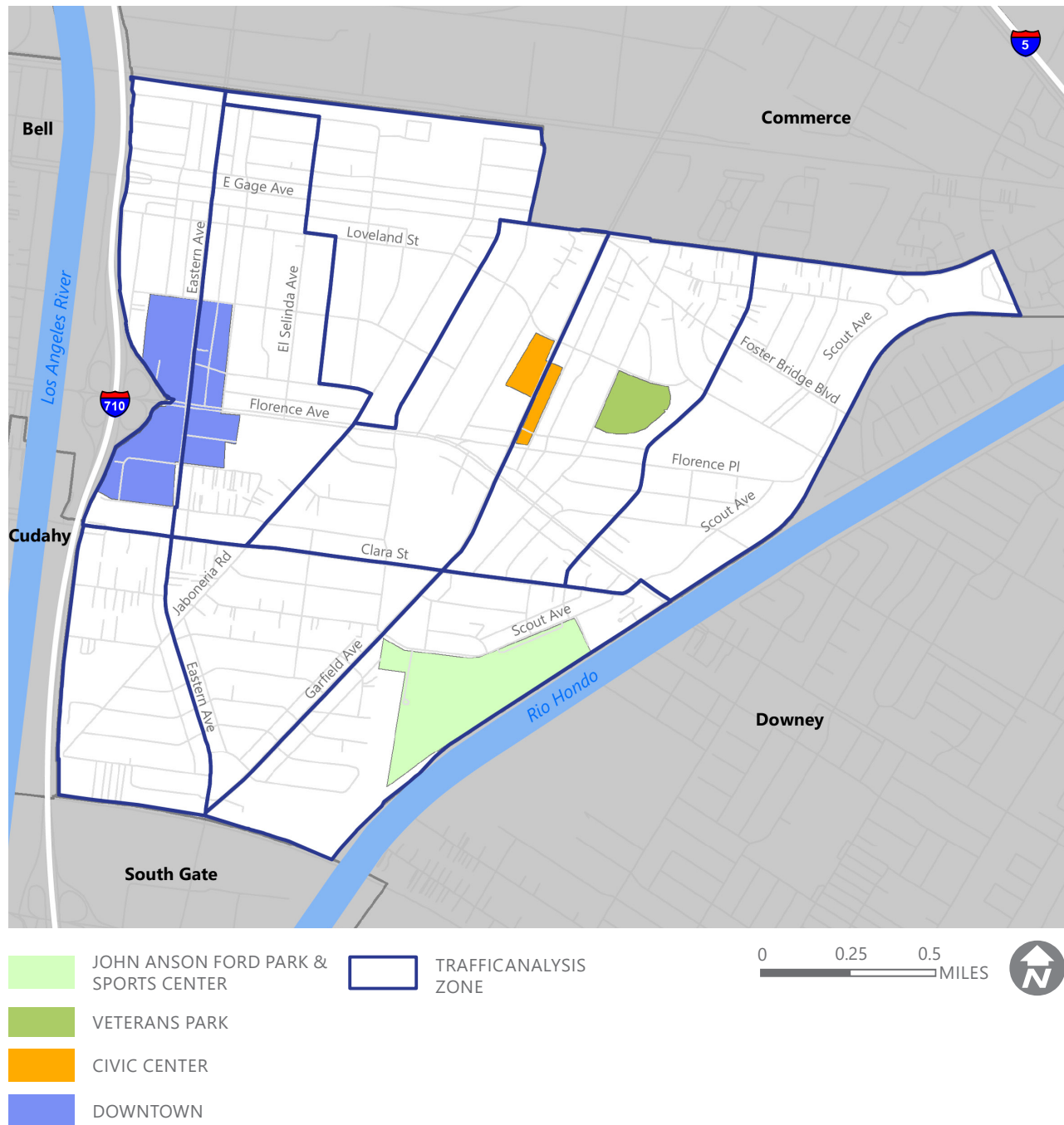


## ORIGIN-DESTINATION

Origin and Destination data was also acquired in order to gain insight on residents' travel patterns. Origin-Destination data provides insight on where residents are traveling to and from, which aids in identifying major trip generators in the City. Conclusions drawn from this information will inform the level of street usage, directional patterns, and help guide where to prioritize future infrastructure projects.

This analysis focused on travel patterns from specific neighborhoods within the City to the four most prominent local destinations (Downtown District, Civic Center, Veterans Park, and the John Ford/Sports Center) that attracted travelers from across all age groups on all days (Monday to Sunday) and time periods (12am-12pm). The City's neighborhoods are organized into nine traffic analysis zones (TAZ). Each zone's boundaries is defined by SCAG and function similarly to a census block group to measure and forecast travel behavior and traffic volumes.

FIGURE 3.6 - BELL GARDENS TRAFFIC ANALYSIS ZONES (TAZ) AND TRIP GENERATOR ZONES



## TRAFFIC ANALYSIS ZONE (TAZ) REVIEW

The origin-destination data demonstrates the most significant generators of vehicle trip activity to those four destinations were within traffic analysis zones located near city boundaries. The following figure illustrates the areas that generated the most trips to the transportation analysis zones analyzed. Most frequently, neighborhoods located central and north of Clara Street tended to travel by car to the trip zones measured. The density of trip origins also suggests the greatest concentration of trips are local.

FIGURE 3.7 - TRIP DENSITY



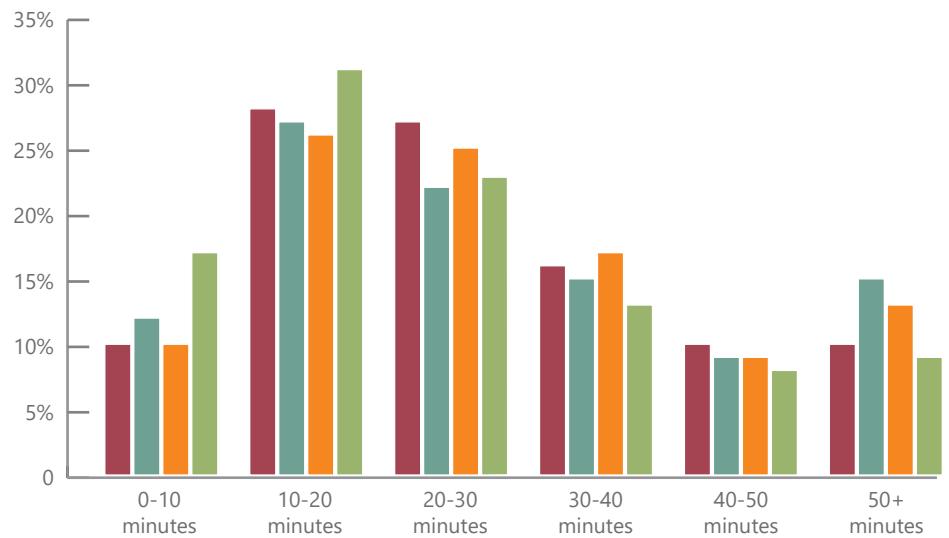
THE TRAFFIC ANALYSIS ZONES IN RED AND ORANGE CONTAIN THE HIGHEST LEVELS OF TRAFFIC FOR EACH TRIP ZONE ANALYZED. THE TRAFFIC ANALYSIS ZONES HIGHLIGHTED IN YELLOW AND GREEN GENERATE LOWER VEHICULAR TRAFFIC TO THE TRIP ZONES REVIEWED.

Source: Streetslight Data (2019)

## TRIP DURATION

Travel trip statistics also show the length of time travelers traveled to the City's Civic Center, Downtown, Bell Gardens John Ford Park, and Veterans Park. As shown in the graph, the greatest proportion of trips took ten to twenty minutes to reach their destination. The second-highest proportion of trips was twenty to thirty minutes.

FIGURE 3.8 - TRIP DURATION BY TRIP ZONE

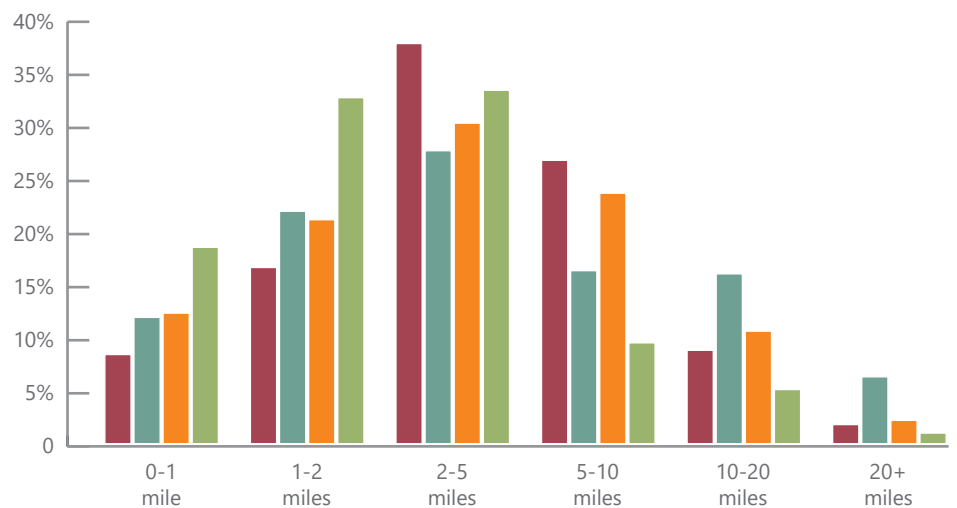


Trip Zone	0-10 mins	10-20 mins	20-30 mins	30-40 mins	40-50 mins	50+ mins
CIVIC CENTER	10%	28%	27%	16%	10%	10%
DOWNTOWN	12%	27%	22%	15%	9%	15%
JOHN FORD PARK	10%	26%	25%	17%	9%	13%
VETERANS PARK	17%	31%	23%	13%	8%	9%

## TRIP LENGTH

Each trip was classified into one of six categories (0-1 mile, 1-2 miles, 2-5 miles, 5-10 miles, 10-20 miles, and 20+ miles) to illustrate the wide range of travel distances to four zones. Among these categories, the highest percentage of travel trips in 2019 was two to five miles long, as shown in the graph. The distribution of trips based on distance traveled to reach the zones indicates a high volume of trips outside of city boundaries.

FIGURE 3.9 - TRIP LENGTH BY TRIP ZONE



Trip Zone	0-1 mile	1-2 miles	2-5 miles	5-10 miles	10-20 miles	20+ miles
CIVIC CENTER	8.4%	16.6%	37.7%	26.7%	8.8%	1.8%
DOWNTOWN	11.9%	21.9%	27.6%	16.3%	16.0%	6.3%
JOHN FORD PARK	12.3%	21.1%	30.2%	23.6%	10.6%	2.2%
VETERANS PARK	18.5%	32.6%	33.3%	9.5%	5.1%	1.0%

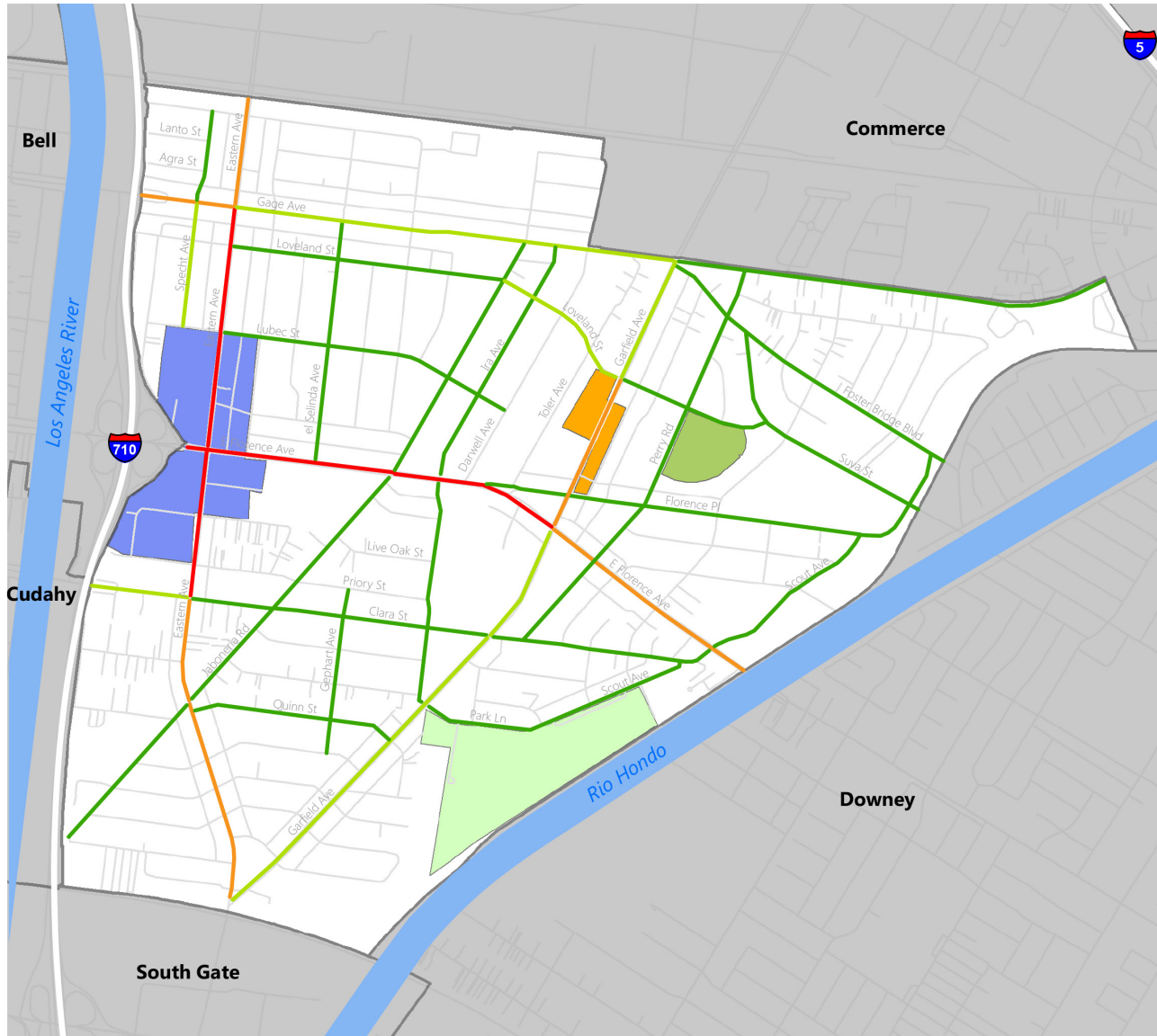
Source: Streetslight Data (2019)

## MOST FREQUENTLY USED ROADWAY SEGMENTS

Average daily origin and destination traffic volumes available from 2019 for the streets highlighted in Figure 5 demonstrated where the highest levels of traffic generated by local points of interests occur. Regional connectors such as Eastern Avenue, Florence Avenue, Garfield Avenue, and Gage Avenue saw higher traffic

volumes in comparison to the local and secondary streets studied. As expected, the highest volumes were observed on street segments adjacent and in close proximity, to the Downtown District, the highest density of commercial uses in the City, and the on and off ramps to Interstate 710.

FIGURE 3.10 - AVERAGE DAILY ORIGIN AND DESTINATION TRAFFIC VOLUMES BY STREET (2019)



### AVERAGE DAILY OD TRAFFIC VOLUME

- 54-512
- 513-1093
- 1094-2182
- 2183-3919

### TRIP ZONE

- JOHN ANSON FORD PARK & SPORTS CENTER
- CIVIC CENTER
- DOWNTOWN
- VETERANS PARK

0 0.25 0.5 MILES



Source: Streetsight Data (2019)



## PEAK HOUR VEHICLE TRIPS

Traffic volumes collected from the Streetlight Data platform reveal vehicle trip patterns during the morning and evening peak periods (6:00 am-10:00 am, 3:00 pm-6:00 pm) on weekdays (Monday to Thursday) in 2019. Upon further review, the greatest traffic trip volume occurred on Florence Avenue and Garfield Avenue (Gage Avenue – Florence Avenue) during both morning and evening peak periods. The following figures illustrate the distribution of peak period volumes on study street segments.

FIGURE 3.11 - AM PEAK HOUR TRAFFIC VOLUMES (6AM-10AM)

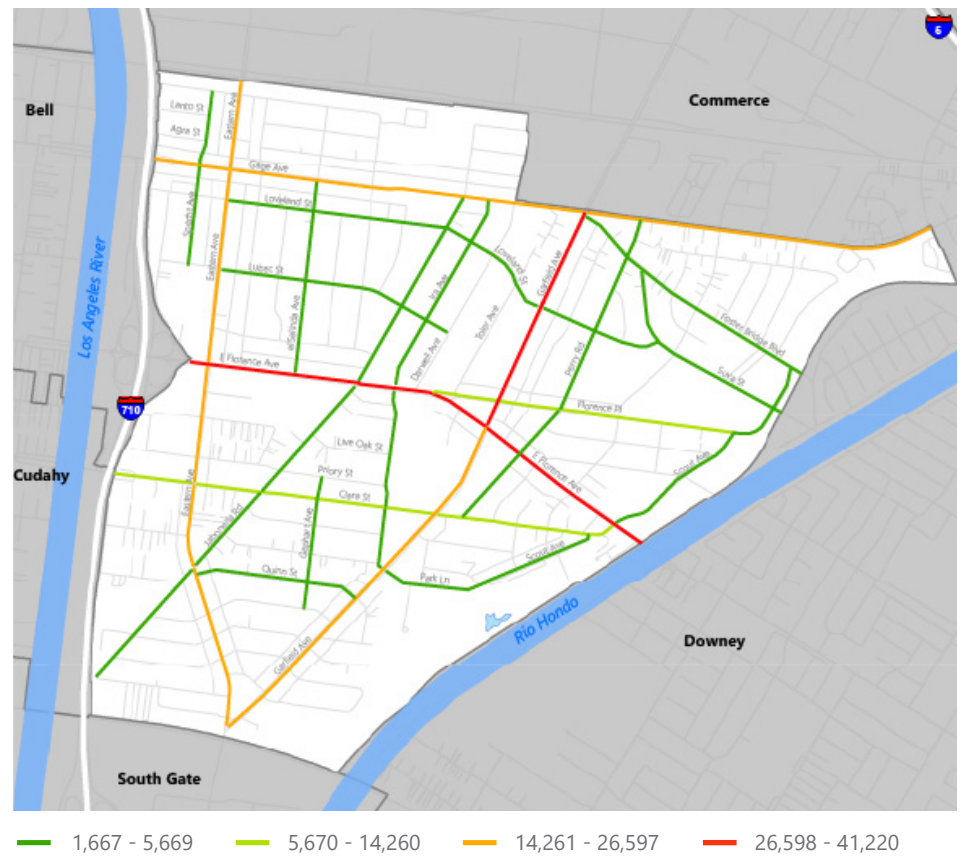
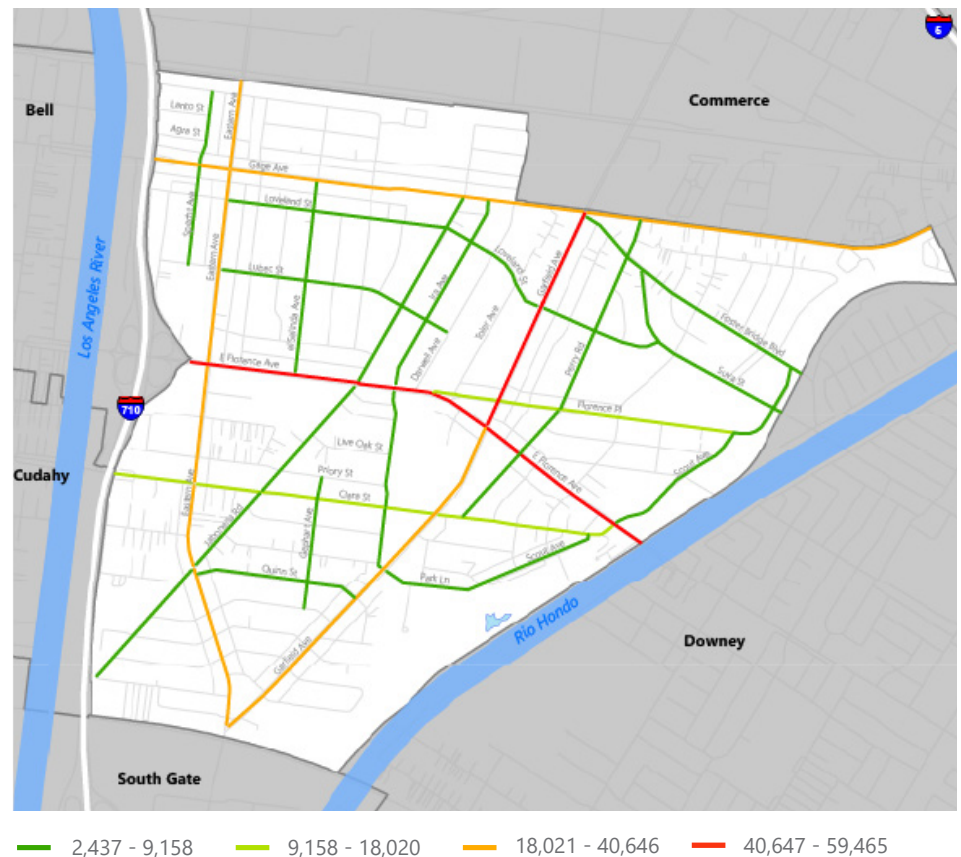


FIGURE 3.12 - PM PEAK HOUR TRAFFIC VOLUMES (3PM-6PM)



Source: Streetlight Data (2019)

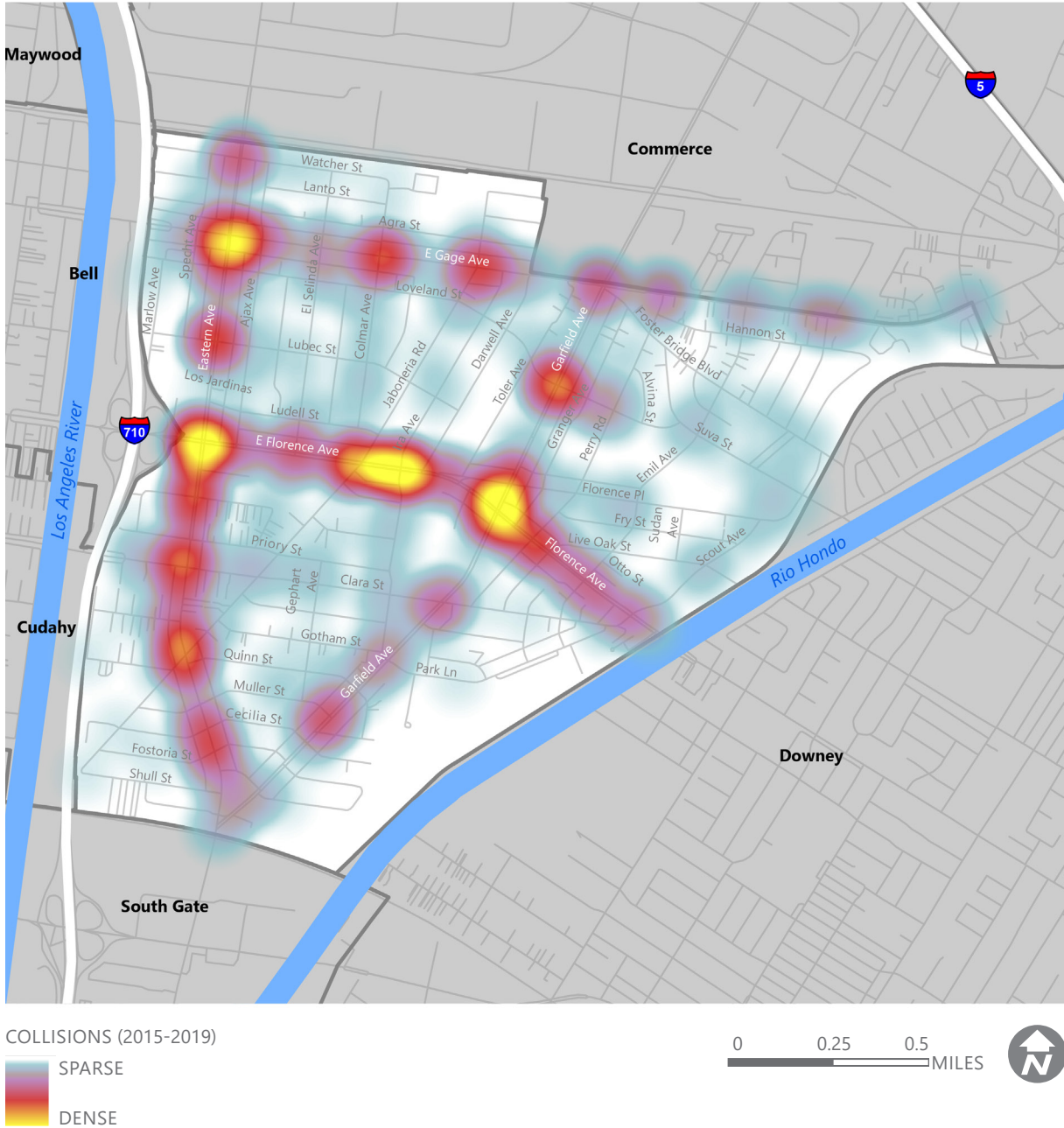
## COLLISION HISTORY

The City's collision history on streets from 2015 to 2019 was evaluated to identify where collisions occur most frequently. All records used in this analysis are courtesy of the Transportation Injury Mapping System (TIMS) maintained by UC Berkeley. The following sections provide an analysis of all collisions, bicycle collisions, and pedestrian collisions.

## ALL COLLISIONS

From 2015 to 2019, collision records show 749 total collision incidents that involved those who drove, bicycled, and walked in the city had occurred. Of those, 572 incidents (76 percent) involved another motorized vehicle. The remaining 177 collisions (24 percent) involved those who were walking (13 percent) and bicycling (11 percent). As shown in the collision density figure below, collisions occurred most frequently on Florence Avenue, Eastern Avenue, Gage Avenue, and Garfield Avenue.

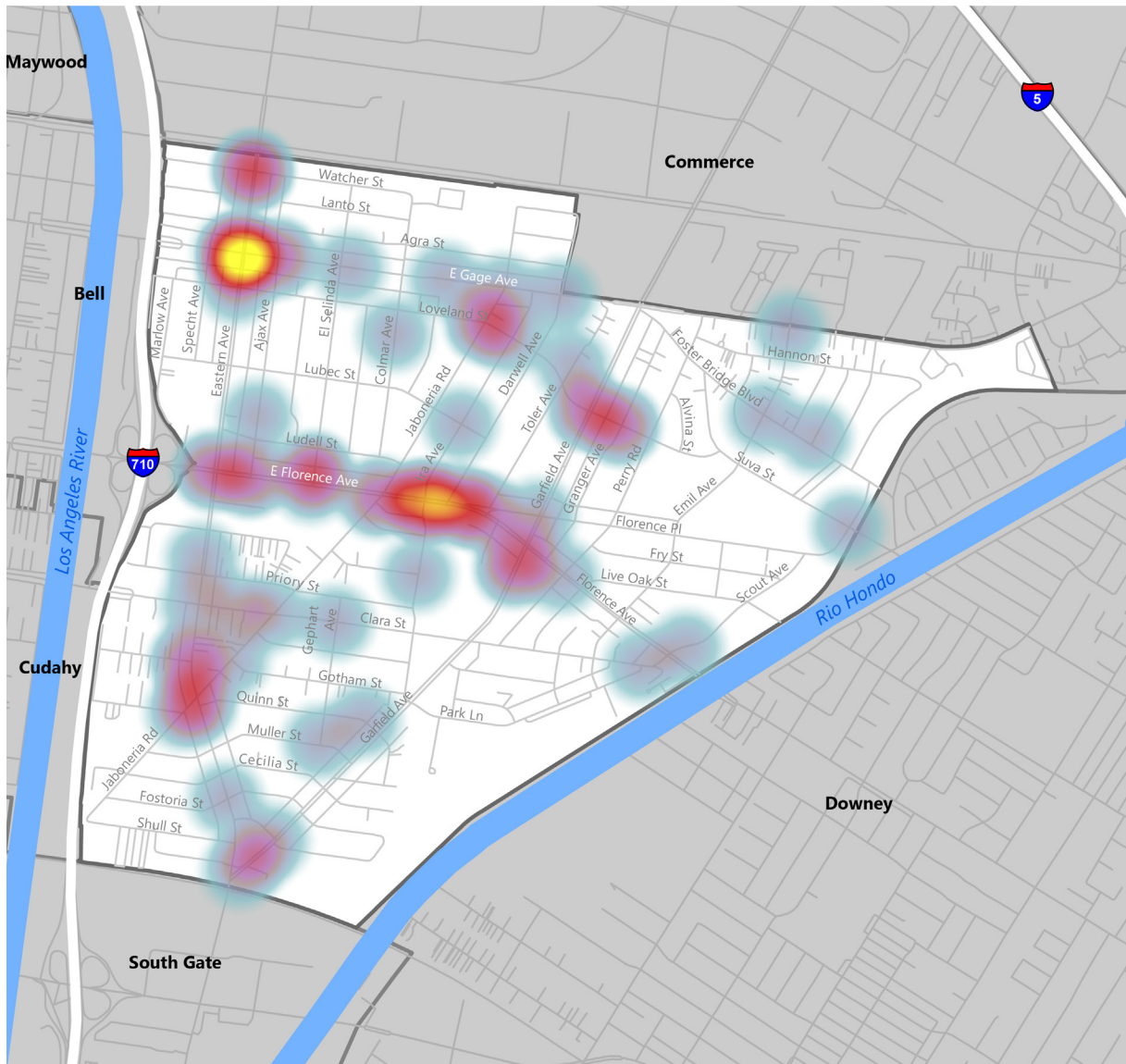
FIGURE 3.13 - COLLISION HOTSPOTS (2015-2019)



## BICYCLE COLLISIONS

Of the 87 collisions involving a person bicycling, most occurred on major roadways such as Eastern Avenue and Florence Avenue. As shown in the figure, bicycle collisions also frequently happened at the Eastern Avenue & Gage Avenue intersection and along Florence Avenue, between Jaboneria Road and Toler Avenue.

FIGURE 3.14 - BICYCLE COLLISIONS (2015-2019)



BICYCLE COLLISIONS (2015-2019)



Source: Transportation Injury Mapping System (TIMS) (2015-2019)

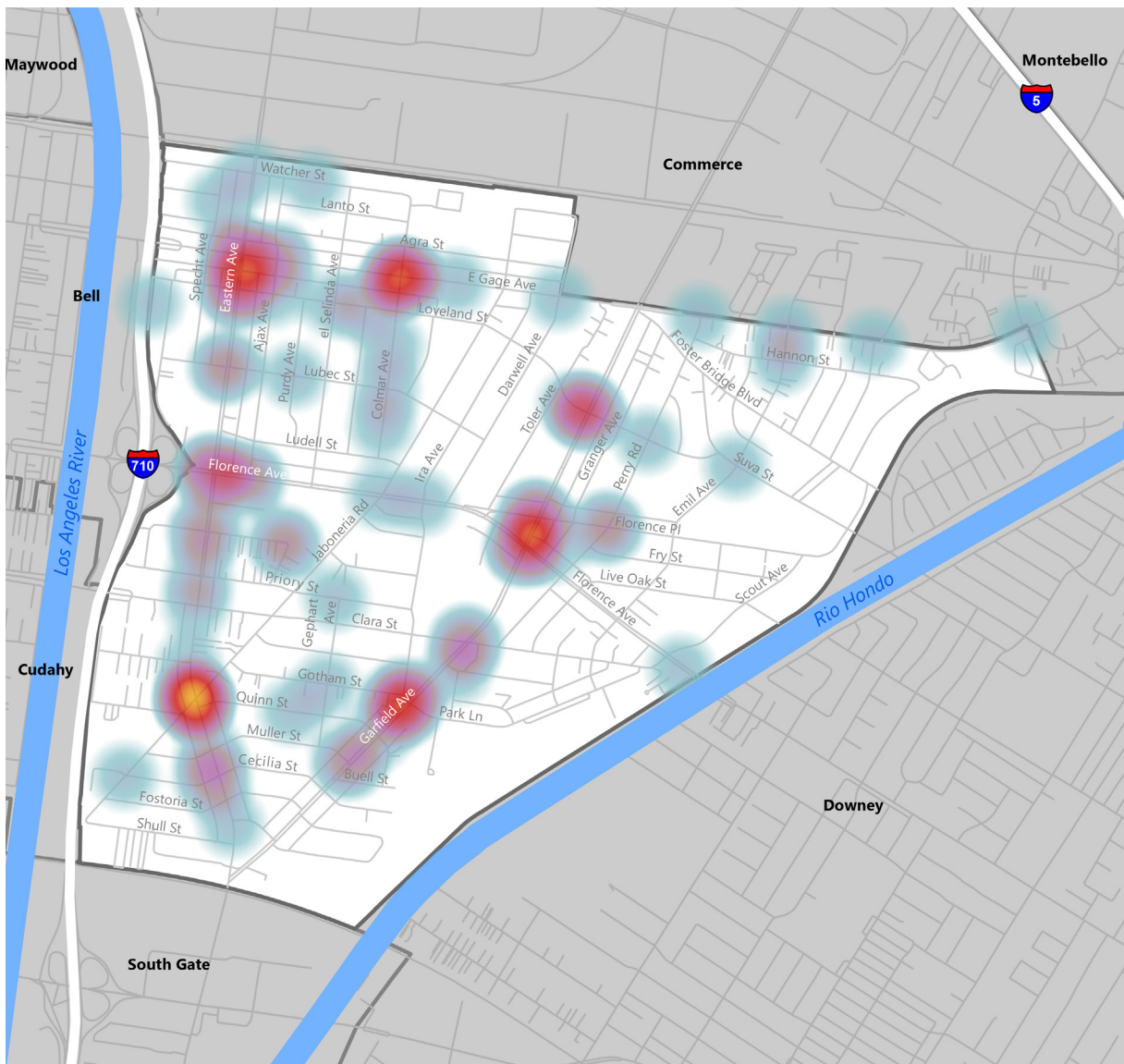


## PEDESTRIAN COLLISIONS

TIMS records indicate 98 collisions involved people walking. Similar to the city's bicycle-collision patterns, collisions typically took place on major arterials such as Eastern Avenue, Gage Avenue, Florence Avenue, and Garfield Avenue. Collisions occurred more frequently at the following intersections and roadway segments:

- Eastern Avenue & Jaboneria Road
- South of Eastern Avenue & Gage Avenue
- Colmar Avenue & Gage Avenue
- Garfield Avenue, between Florence Place and Florence Avenue
- Garfield Avenue & Park Lane

FIGURE 3.15 - PEDESTRIAN COLLISIONS (2015-2019)



PEDESTRIAN COLLISIONS (2015-2019)



Source: Transportation Injury Mapping System (TIMS) (2015-2019)



## EXISTING LEVEL OF SERVICE (LOS) STANDARDS

Since 1995, the City of Bell Gardens measured each facility's ability to accommodate traffic flow with vehicular level-of-service standards. This metric described how each facility operated based on existing traffic volumes, speed, convenience, and the number of delays drivers experience. As shown in the table below, conditions reflecting free-flow conditions receive a LOS A ranking. LOS F ranking, the lowest ranking, indicates significant traffic congestion occurring and not meeting demand. Descriptions for each LOS category are in the table below.

TABLE 3.5 - EXISTING LEVEL OF SERVICE STANDARDS

LOS Characteristics	Description	V/C Ratio
A	Low volumes; primarily free flow operations; density is low and vehicles can freely maneuver within the traffic stream; drivers can maintain their desired speed with little or no delay.	0.00-0.60
B	Stable flow with potential for some restrictions of operating speeds due to traffic conditions; maneuvering is only slightly restricted; the stopped delays are not bothersome and drivers are not subject to appreciable tension.	0.61-0.70
C	Stable operations; the ability to maneuver is more restricted by the increase in traffic volumes; relatively satisfactory operating speeds prevail, but adverse signal coordination or longer queues cause delays.	0.71-0.80
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays; most drivers are restricted in their ability to maneuver and their selection of travel speeds; comfort and convenience are low, but tolerable.	0.81-0.90
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third the free flow speed; flow is unstable and potential for stoppages of brief duration; high signal density, extensive queueing, or signal progression/timing are the typical causes of the delays.	0.91-1.00
F	Forced flow operations with high approach delays at critical signalized intersections; speed are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.	Not meaningful

Source: Bell Gardens Circulation and Transportation Element (1995)

# EXISTING VEHICLES MILES TRAVELED (VMT)

## METHODOLOGY

On September 27, 2013, Governor Jerry Brown signed into law Senate Bill 743 (SB 743), which updated the transportation impact metrics evaluated under the California Environmental Quality Act (CEQA). Following the passage of SB 743, the State of California Governor's Office of Planning and Research (OPR) developed new guidelines for evaluating transportation impacts under CEQA. These guidelines are intended to promote the reduction of greenhouse gas emissions and develop a multimodal and diverse transportation network by shifting the transportation performance metric from automobile delay and level of service (LOS) to vehicle miles traveled (VMT). As a result, OPR determined that under the proposed update to the CEQA guidelines, VMT would become the primary metric for evaluating environmental and transportation impacts. In December 2018, OPR published the revised CEQA Guidelines incorporating the transition to VMT, along with the Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) to assist with the implementation of the revised CEQA Guidelines. As of July 1, 2020, all environmental documents presented for public review must use VMT for determining transportation impacts. Therefore, a VMT analysis has been conducted for the Project.

As indicated in the Technical Advisory, the VMT metric is often presented on a per capita (resident) or per employee basis, based on the proposed development's land use. Since the City has several different uses (including both commercial and residential uses), metrics evaluating both the project-generated VMT and the project-effect on VMT were calculated. The three VMT metrics analyzed for the Project are presented below:

- Home-based VMT per Capita (Project-generated VMT)
- Total VMT per Service Population (Project-generated VMT)
- Total Roadway VMT with Specific Plan area (Project-effect on VMT)

Residential uses typically report VMT associated with home-based trips on a per capita basis, while total VMT accounts for all trip types. The service population corresponds to the total number of residents and employees within a defined area. The total roadway VMT sums the daily VMT along all the roadways within a designated area. For this analysis, the Southern California Association of Governments (SCAG) trip based model (TBM) Version 6.3 was used to estimate the various VMT metrics associated with the City. The VMT metrics used to measure and determine existing conditions relied on the base year of 2016.

In order to determine the VMT associated with trips that originated or were destined for locations within the City (Project-generated VMT), the average vehicle trip lengths between Transportation Analysis Zones (TAZs) in the SCAG TBM were multiplied by the number of vehicle trips between zones. This was achieved by utilizing two methodologies: (1) the Production-Attraction (PA) methodology and (2) the Origin-Destination (OD) methodology.

The PA methodology produces home-based VMT results, as this methodology can keep trip types assumed within the model separate. This methodology consisted of multiplying the Highway Skim (Length) matrix by custom-calculated trip matrices for both general-purpose (drive alone), and high-occupancy vehicle (shared ride) trips during all periods during the day. The custom trip matrices were calculated by converting the PA matrices for the auto modes into departure and return auto trips between TAZs for the five assignment time periods [AM peak period, PM peak period, midday (MD) period, evening (EV) and nighttime (NT) period]. Separate trip matrices were maintained for various trip types to identify VMT associated with specific land-use types. One limitation of this methodology is that it ignores trips traveling to and from locations outside of the model area [internal to external (IX) and external to internal (XI) trips].

The OD methodology calculates the total VMT as this methodology incorporates VMT associated with IX and

XI trips. Since this methodology cannot differentiate VMT associated with individual trip types, this methodology only determines the total VMT metric. In this methodology, the Highway Skim (Length) matrices were multiplied by the OD matrices for the corresponding assignment time periods to determine the VMT traveling to and from each TAZ. The VMT matrices for the different assignment time periods were summed to determine the daily VMT.

Total roadway VMT was calculated based on the total number of vehicles traveling along major roadways in the City. The daily roadway volumes were extracted from the roadway network constructed after the final assignment loop from the model run, with trip assignments based on congested travel times. These volumes were then multiplied by the link length to determine the total daily VMT occurring on each link. The daily VMT was summed for each link within the corresponding area to determine the City's roadway VMT.

### EXISTING CITYWIDE VMT

As discussed previously, the VMT of the City of Bell Gardens was analyzed under existing conditions using data from SCAG for the model base year (2016). The home-based VMT per capita was calculated for the City's residential uses and Los Angeles County overall. Table 3.5 presents the overall home-based VMT per capita for Bell Gardens and Los Angeles County. In general City generates approximately 22.8 home-based VMT per capita, while Los Angeles County generates about 25.1 home-based VMT per capita. Therefore, under existing conditions, the City's residential uses generate home-based VMT at a lower rate than the Los Angeles County average.

TABLE 3.6 - HOME-BASED VMT PER CAPITA RESULTS - EXISTING CONDITIONS

HOME-BASED VEHICLE MILES TRAVELED (VMT) PER RESIDENT				
YEAR	DESCRIPTION	VMT	RESIDENTS <sup>2</sup>	VMT/RESIDENT
2016	BASELINE 2016 - LA COUNTYWIDE	249,468,268	9,938,563	25.1
	BASELINE 2016 - BELL GARDENS	957,476	41,941	22.8
2040	HORIZON 2040- LA COUNTYWIDE	244,527,366	11,297,899	21.6
	HORIZON 2040- BELL GARDENS	899,878	43,570	20.7
2016-2040 CHANGE, LA COUNTY		-4,940,902	+1,359,336	-3.5
2016-2040 CHANGE, BELL GARDENS		-57,598	+1,629	-2.2

2. TAKEN FROM THE SED MODEL.

The total VMT associated with all trip types was calculated for all trips originating in or destined for Bell Gardens and Los Angeles County. Table 3. 6 shows the total VMT per service population for the City and Los Angeles County overall. As shown, the overall City area generates

approximately 22.8 total VMT per service population, while Los Angeles County generates about 16 total VMT per service population. Therefore, the City of Bell Gardens’ uses generates a total VMT at a higher rate than the County of Los Angeles average under existing conditions.

**TABLE 3.7 - TOTAL VMT PER SERVICE POPULATION RESULTS - EXISTING CONDITIONS**

TOTAL VEHICLE MILES TRAVELED (VMT) PER SERVICE POPULATION				
YEAR	DESCRIPTION	VMT	SERVICE POPULATION <sup>1</sup>	VMT/ SERVICE POPULATION
2016	BASELINE 2016 - LA COUNTY	269,728,180	16,823,413	16.0
	BASELINE 2016 - BELL GARDENS	1,397,661	61,323	22.8
2040	HORIZON 2040- LA COUNTY	259,350,286	19,073,377	13.6
	HORIZON 2040- BELL GARDENS	1,275,543	64,310	19.8
2016-2040 CHANGE, LA COUNTY		-10,377,894	+2,249,964	-2.4
2016-2040 CHANGE, BELL GARDENS		-122,118	+2,987	-3.0

1. DEFINED AS THE SUM OF RESIDENTS, STUDENTS AND EMPLOYEES. FROM SCAG MODEL’S SOCIO-ECONOMIC DATA TABLE.

The VMT occurring within Bell Gardens was also calculated in order to determine the baseline level of roadway VMT occurring within the City on major connectors. Table 3. 7 presents the total daily VMT occurring along major roadways within the City (Florence Avenue, Eastern Avenue, Garfield Avenue, and Gage Avenue). As shown, approximately 270,557 VMT occur along major roadways in Bell Gardens under existing conditions.

**TABLE 3.8 - 2016 LINK-BASED VEHICLE MILES TRAVELED (VMT) ON MAJOR ROADWAYS - EXISTING CONDITIONS**

NAME	2016 VMT
FLORENCE AVENUE	92,271
EASTERN AVENUE	52,716
GARFIELD AVENUE	64,011
GAGE AVENUE	61,558
TOTAL	270,557



# NON-MOTORIZED FACILITIES

## EXISTING SIDEWALKS

Sidewalks in the City generally have the basic features needed to provide comfortable walking spaces for users. For instance, most streets have curb ramps and vegetation that provide ample shade, which ensure accessibility and enhance the walking experience. However, a small proportion of city streets do not have sidewalk facilities available on both sides of the road on Scout Avenue and Park Lane. On Scout Avenue, sidewalks are missing on two segments: Florence Avenue to Foster Bridge Boulevard and Live Oak Street to Florence Avenue. On Park Lane, sidewalks are not available in front of Bell Gardens John Anson Ford Park.

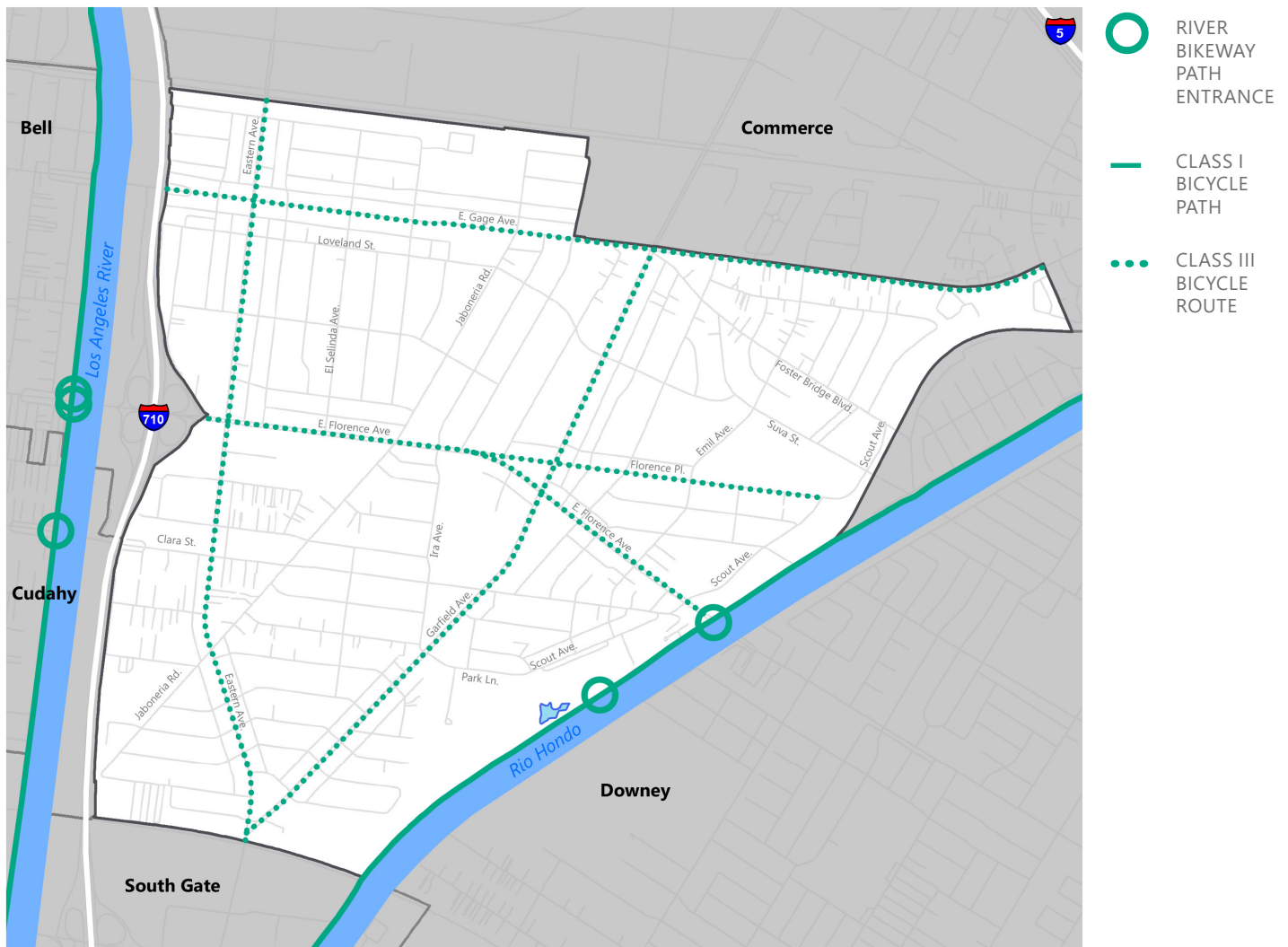
Street elements often applied to create comfortable and pleasant walking environments sometimes serve as obstacles to generating higher walking activity levels. At these locations, the pedestrian walking path on sidewalks

is encroached by trees and its wells, and other street elements (lighting, utility, signage, and fire hydrants) placed in the middle of the sidewalk.

## EXISTING BIKE INFRASTRUCTURE

Residents are encouraged to travel to local and regional points of interest via bicycle routes and bicycle paths along the Los Angeles River and Rio Hondo, located along with the City's western and eastern city limits. Local and regional destinations are accessible by the bicycle routes on Eastern Avenue, Gage Avenue, Florence Avenue, Florence Place, and Garfield Avenue. Residents can access the existing bicycle paths at the Los Angeles River path entrance on Clara Street in the City of Cudahy and the Rio Hondo bike path via the gate on Florence Avenue and from John Anson Ford Park.

FIGURE 3.16 - EXISTING BICYCLE INFRASTRUCTURE



Source: Fieldwork

0 0.25 0.5 MILES

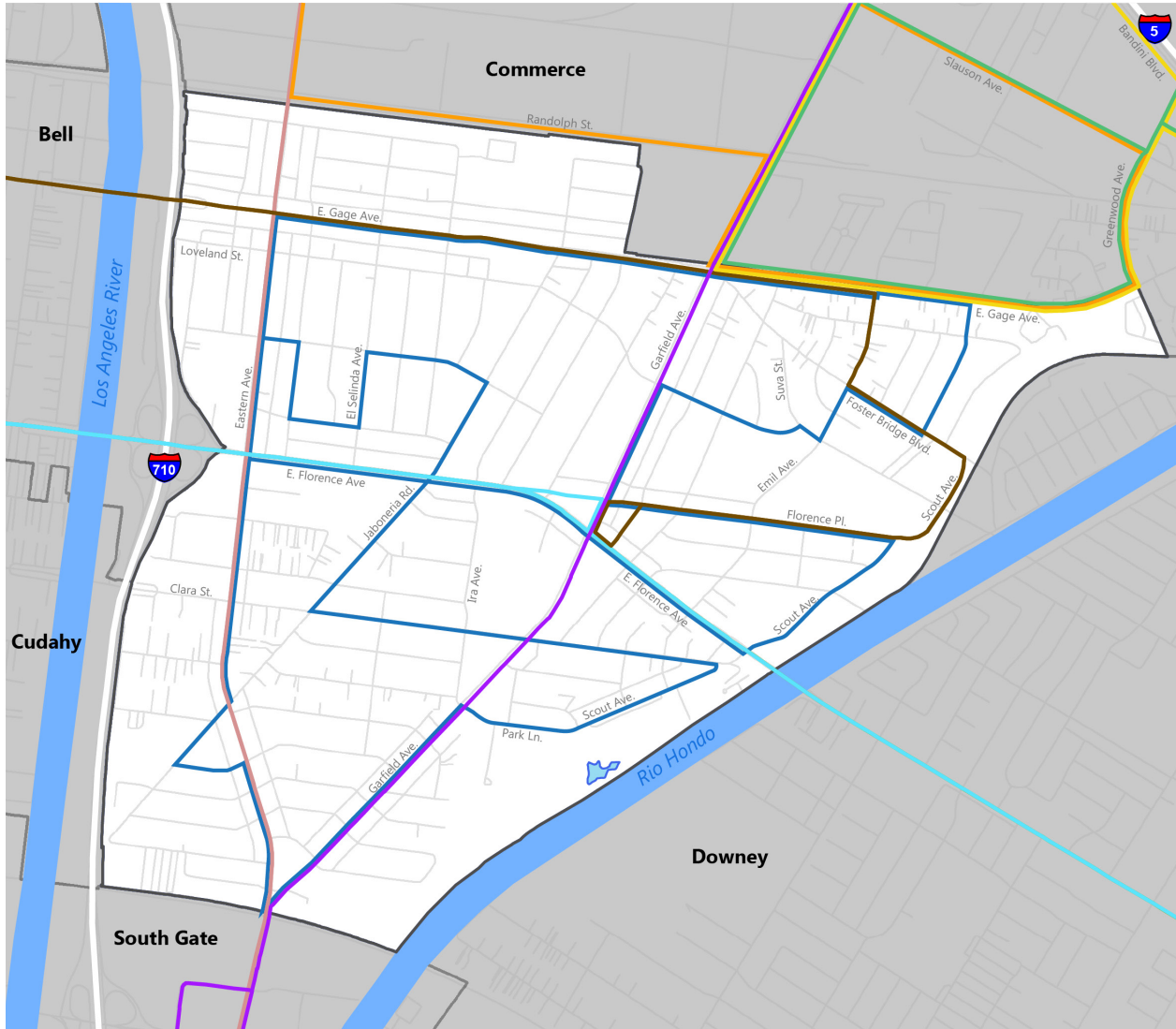


# TRANSIT

Four carriers provide all existing transit service within the City: the Los Angeles County Metropolitan Transportation Authority (Metro), Commerce Municipal Bus Lines, Montebello Bus, and Bell Gardens trolley system.

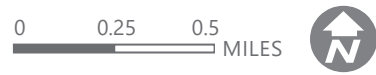
The figure shows the existing bus lines within the City.

FIGURE 3.17 - EXISTING TRANSIT SERVICE



**BUS LINES BY PROVIDER**

METRO BUS LINES	CITY OF MONTEBELLO	CITY OF BELL GARDENS
110	30	TROLLEY ROUTE
111		
258		
	CITY OF COMMERCE	
	100 GREEN LINE	
	200 ORANGE LINE	
	300 YELLOW LINE	



Source: Metro, City of Montebello, City of Commerce, City of Bell Gardens Trolley

## METRO

Metro offers local and regional services for the City's residents with Line 110, 111, and 258. To determine typical Metro ridership, April 2019 was selected since it represents a typical month in transit usage pre-pandemic. As shown in the tables, bus stops and intersections on Florence Avenue located near the City's downtown district and Bicycle Hotel & Casino tended to attract the greatest concentration of boardings and alightings. The most active bus stops also served as transfer points to regional connectors such as Metro Line 111.

TABLE 3.9 - INTERSECTIONS WITH HIGHEST TRANSIT ACTIVITY

No.	Intersection	Boardings	Alightings	Activity
1	FLORENCE AVENUE & EASTERN AVENUE	627	600	1227
2	FLORENCE AVENUE & GARFIELD AVENUE	386	173	559
3	GAGE AVENUE & EASTERN AVENUE	185	190	375
4	FLORENCE AVENUE & JABONERIA ROAD	193	166	359
5	GRANGER AVENUE & FLORENCE AVENUE	101	122	223

Source: Metro April 2019 Weekday Ridership counts

TABLE 3.10- BUS STOPS WITH HIGHEST ACTIVITY

No.	Intersection	Line	Direction	Boardings	Alightings	Activity
1	FLORENCE AVENUE & EASTERN AVENUE	111	W	413	122	535
2	FLORENCE AVENUE & EASTERN AVENUE	111	E	109	377	486
3	FLORENCE AVENUE & GARFIELD AVENUE	111	W	272	62	334
4	GRANGER AVENUE & FLORENCE AVENUE	111	E	101	122	223
5	FLORENCE AVENUE & GARFIELD AVENUE	111	E	38	168	206

Source: Metro April 2019 Weekday Ridership counts

### COMMERCE MUNICIPAL BUS LINES

Residents have access to Commerce’s three bus routes (Green, Orange, and Yellow) on Garfield Avenue and Gage Avenue, as shown in Figure 3.17. Based on Commerce bus ridership data from 2015 to 2019, the highest ridership was documented at five bus stops on Gage Avenue from Garfield Avenue to Greenwood Avenue. Among these locations, ridership activity was the highest at Gage Avenue and Garfield Avenue.

### MONTEBELLO MUNICIPAL LINES

The transit provider only has one route, Route 30, operating exclusively on Garfield Avenue within the City. Weekday ridership counts from 2015 show ridership activity at its peak on Garfield Avenue and Florence Avenue. Other stops on this route have significantly lower ridership activity in the City.

### BELL GARDENS TROLLEY

The City provides residents with local transit service with a trolley that travels in a loop and connects to all major city landmarks and shopping areas. Based on the latest available weekly ridership statistics, the average number of weekly boardings in June 2018 was 2,099.

TABLE 3.11 - BUS STOPS WITH HIGHEST ACTIVITY - COMMERCE MUNICIPAL BUS LINES (2015-2019)

No.	Intersection	Boardings	Alightings	Activity
1	GAGE AVENUE & GARFIELD AVENUE	23,608	17,115	40,723
2	GAGE AVENUE & EMIL AVENUE	9,830	8,292	18,122
3	GAGE AVENUE & CHALET DRIVE	4,258	5,245	9,503
4	GREENWOOD AVENUE & GAGE AVENUE	3,128	2,261	5,389
5	GAGE AVE & AGRA ST	148	596	744

Source: January 15, 2015-January 14, 2019 Ridership counts from Commerce Municipal Bus Lines

TABLE 3.12 - BUS STOPS WITH HIGHEST ACTIVITY - MONTEBELLO MUNICIPAL LINES (2015)

No.	Intersection	Line	Direction	Boardings	Alightings	Activity
1	GARFIELD AVENUE & FLORENCE AVENUE	132	48	180	108	541
2	GARFIELD AVENUE & GAGE AVENUE	36	31	67	419	526
3	GARFIELD AVENUE & CLARA STREET	24	8	32	51	321
4	GARFIELD AVENUE & LOVELAND STREET	10	22	32	47	199
5	GARFIELD AVENUE & CECILIA STREET	5	27	32	111	178

Source: 2015 Ridership counts from Montebello Municipal Bus Lines



# GOODS MOVEMENT

Despite providing critical regional connectors in the Los Angeles County region, the City surprisingly only has truck routes designated on Eastern Avenue, a north-south major highway, north of Gage Avenue, Florence Avenue, Gage Avenue, and Garfield Avenue.

All truck routes are illustrated in the figure.

FIGURE 3.18 - TRUCK ROUTES

Source: Bell Gardens Circulation and Transportation Element (1995)



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**APPENDIX B**  
**Best Practices Memorandum**

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## TECHNICAL MEMORANDUM

Date: October 23, 2020

To: Chau Vu, City of Bell Gardens

From: Ryland Lu, Carlos Velasquez, AICP, KOA Corporation

Subject: City of Bell Gardens Circulation Element Update – Best Practices Research and Plan Vision/Goals Memo

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## INTRODUCTION

In the state of California, a General Plan is the pre-eminent document guiding development in cities. General Plan circulation elements establish core mobility goals and provide policies that guide local infrastructure provision and access. In the last decade, revisions to state legislation and growing concerns about sustainability have changed expectations about General Plan goals and policies. To learn about the most innovative best practices and policies in General Plans and circulation elements, KOA evaluated General Plan circulation elements for seven Southern California cities with similar demographics to Bell Gardens. KOA then drew upon the visions and goals from these Plans, the Southern California Association of Government's (SCAG) Connect 2040 Plan and Caltrans' California Transportation Plan 2040, to develop a vision statement and goals for the City of Bell Gardens.

## PLANS

KOA evaluated General Plan Circulation Element policies and programs for seven cities with demographic and socioeconomic characteristics similar to Bell Gardens (Table 1 on page 2). Like Bell Gardens, these cities all have low median household incomes (\$40,000 to \$70,000 a year) and majority Hispanic/Latino populations. The cities range in population from 14,000 inhabitants (Hawaiian Gardens) to over 100,000 inhabitants (Rialto). All of the cities are in Southern California: four of the cities are in Los Angeles County (three in the Gateway Cities area, adjacent to Bell Gardens), two are in San Bernardino County, and one is in Ventura County. KOA made sure that all of the cities had General Plans adopted within the last decade (i.e., since 2010). Appendix A provides details on each of the plan elements discussed in the following sections.

## Existing Conditions

Most of the circulation elements featured an overview of existing conditions followed by an elaboration of goals, policies and programs. The existing conditions section summarizes each city's existing circulation conditions. These include descriptions of primary roadways, bicycle facilities and transit routes; discussion of parking, goods movement and traffic issues; and an overview of significant trip generating land uses.



Table 1. Demographic Data for Peer Cities

City	County	2018 Population	Median Household Income	Percent Hispanic/Latino	Year of General Plan
Bell	Los Angeles	35,809	\$42,548.00	91.7%	2018
Colton	San Bernardino	54,415	\$50,063.00	69.3%	2013
Cudahy	Los Angeles	24,016	\$43,381.00	95.7%	2018
Hawaiian Gardens	Los Angeles	14,411	\$44,792.00	76.6%	2010
Huntington Park	Los Angeles	58,694	\$40,638.00	96.7%	2017
Rialto	San Bernardino	103,540	\$70,188.00	95.6%	2010
Santa Paula	Ventura	30,258	\$56,875.00	81.1%	2020
Bell Gardens	Los Angeles	42,641	\$41,355.00	95.6%	N/A

Rialto’s circulation element presents the historical context of the city’s development around a railroad. Santa Paula’s circulation element provides commute mode share data and information on pedestrian-friendly land uses.

### Roadway, Bicycle and Pedestrian Networks

Six out of the seven circulation elements (i.e., excluding Cudahy) classified the city’s roadways either in the Existing Conditions section or the section following the Existing Conditions section. Four of the six plans follow the “function-” based classification system used by the Federal Highway Administration<sup>1</sup> (Table 2). These systems distinguish between “major and “secondary” arterials (the widest roads, with an 80- to 120-foot right-of-way, serving regional mobility needs); “collectors” (narrower roads, which connect local neighborhood streets to arterial roadways) and local streets (which provide access to and from individual properties). The Santa Paula General Plan tweaks the traditional classification system, distinguishing between traditional arterials and “boulevards,” which have the same width but provide access to community destinations like schools and businesses and are ideal multi-modal corridors.

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<sup>1</sup> “Highway Functional Classification Concepts, Criteria and Procedures.” [https://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/section03.cfm#Toc336872980](https://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/section03.cfm#Toc336872980)



**Table 2. Functional Classification System Categories**

Street Type	Function
Arterial (Major/Secondary)	Regional Mobility: connect different regions within or outside of the city
Collector	Connect local streets and neighborhoods to arterial roadways
Local	Provide access to and from individual properties

The Colton General Plan differentiates between a mode-based “street typology” and width-based “street classification.” The street typology catalogs streets based on the mode they primarily serve. The typology prioritizes “Transit Streets” for transit signal pre-emption and bus lanes. “Bicycle And Pedestrian Streets” are earmarked for bicycle and pedestrian improvements. “Multi-Modal Connector Streets” aim to serve all modes. Finally, “Regional Access Roadways” serve high-speed, long-distance vehicle travel. Colton’s street classification system follows the FHWA categorization.

The Circulation Elements for Bell, Colton, Cudahy, Huntington Park, Rialto and Santa Paula designate desired Level-of-Service (LOS) targets for roadway performance. All six elements designate LOS D as the target LOS value. The Bell and Huntington Park Circulation Elements stipulate LOS E as a “threshold” LOS value (i.e., a minimum acceptable Level-of-service). The Cudahy and Hawaiian Garden circulation elements propose adding lanes at two intersections and several arterial roadway segments to ease capacity constraints.

Three of the six plans propose citywide bicycle networks, consisting of Class I (bike path), Class II (unprotected bike lane) and Class III bicycle facilities. Bell, Cudahy and Santa Paula’s bicycle networks also include Class IV (protected bike lane) facilities. The bicycle network for Santa Paula is expressly intended to enhance connectivity throughout Santa Paula and connect to regional bicycle paths and transit routes.

Several of the circulation elements also discuss pedestrian and pedestrian-related streetscape improvements. Colton’s proposes infrastructure such as wider sidewalks and well-marked crosswalks to improve walkability in the Downtown and West Valley neighborhoods. Cudahy’s circulation element recommends wayfinding signage to enhance pedestrian navigation and pedestrians’ walking experience on routes to key destinations. Finally, Santa Paula’s circulation element designates three neighborhoods as “Pedestrian Priority Areas,” prioritized for infrastructures such as crosswalks and Leading Pedestrian Intervals (LPIs).

**OTHER ELEMENTS AND DESIGN**

The Cudahy General Plan circulation element proposes parking districts along Atlantic Avenue, the main thoroughfare in the city near three activity centers. These districts aim to increase occupancy and decrease spillover parking activity through strategies such as shared parking (i.e., having adjacent land uses consolidate parking spaces) and residential parking permits. The Colton and Rialto circulation elements respectively propose traffic-calming infrastructure and “Neighborhood Traffic Management Plans” to divert regional traffic away from residential streets. Cudahy’s General Plan contains a paragraph

describing Senate Bill (SB) 743's effect on assessing new developments' transportation impacts under the California Environmental Quality Act (CEQA).



Source: City of Santa Paula General Plan Update, Mobility Element Technical Report, December 2019

Figure 3-10 – Preferred Plan, Bicycle Facilities

March 4, 2020

Circulation and Mobility – 3-35

Source: Santa Paula 2040 General Plan (Bikeway Classification Map)

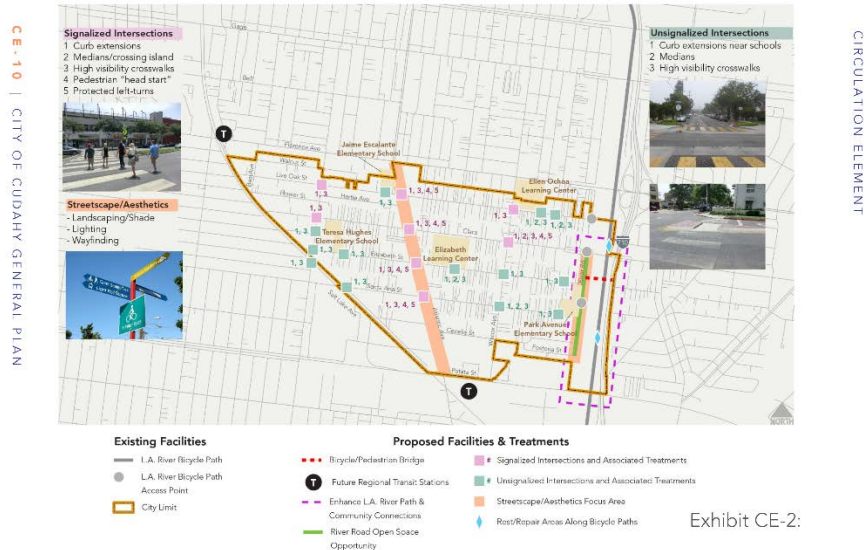


Exhibit CE-2:

STREETSCAPE AND INTERSECTION IMPROVEMENTS

Source: Cudahy General Plan, 2018 (Streetscape and Intersection Improvements Map)

The grouping together of goals, policies and programs by subject area in the Huntington Park and Santa Paula circulation elements clarifies the linkage between programs and broader goals and issues. Santa Paula element's "Pedestrian Treatment Toolboxes," which verbally and visually describe pedestrian treatments proposed at specific locations in the city, illustrate a helpful method for introducing planned improvements.

## GOALS, POLICIES, AND PROGRAMS

All of the circulation elements have statements that express an overarching vision or purpose. These range in complexity from merely “promoting and improving” transportation and circulation, for Bell, to addressing climate change through reducing Vehicle Miles Traveled and Greenhouse Gas Emissions for Rialto. Five of the seven vision statements mention accommodating or promoting non-single-occupancy-vehicle modes of travel. The vision statements for each plan are presented in Table 2.

**Table 3. Vision Statements among General Plans surveyed**

City	Vision
<b>Bell</b>	The City of Bell, with the implementation of the Mobility and Circulation Element, seeks to promote and improve transportation and circulation in the City.
<b>Colton</b>	Vision: Complete Street System, efficient transportation network (increased congestion+connectivity), increased multi-modal transportation options, make bicycling safer, reduce negative externalities from rail operations.
<b>Cudahy</b>	<p>§ Improving mobility and safety in Cudahy requires developing bicycle infrastructure and enhancing pedestrian facilities.</p> <p>§ Given the City’s proximity to I-710 and the City’s goal to promote growth and diversity within the light industrial area, trucking needs will affect streetscape and roadway changes.</p> <p>§ Streetscape and mobility changes should capitalize on Cudahy’s proximity to Eco-Rapid Transit stations in South Gate and Huntington Park as plans for this transit corridor evolve.</p>
<b>Hawaiian Gardens</b>	<p>Maintain and enhance an efficient circulation system to accommodate the travel needs of the City</p> <p>Provide a balance between economic development, regional mobility, and preserving residential neighborhoods and community facilities.</p> <p>Ensure the efficiency and safety of vehicular and non-motorized traffic on the City Streets</p>
<b>Huntington Park</b>	The purpose of this element is to provide for the development of a safe and efficient circulation system for the City.
<b>Rialto</b>	Through the goals and policies of this Chapter, the City will strive to meet diverse mobility needs and reduce vehicle miles traveled, which will reduce greenhouse gas emissions, address climate change, and mitigate roadway congestion.
<b>Santa Paula</b>	Purpose (3-1): The purpose of this Element is to build upon Santa Paula’s existing transportation network and provide a comprehensive mobility system that reduces reliance on automobiles and improves the viability of other transportation options.

All elements proceed to address specific goals, supported by concrete policies and (in six of the elements) implementable programs. Common goal aims include developing complete, multi-modal streets and active transportation infrastructure, improving public transit access and use, enhancing roadway safety and capacity, providing sufficient parking and accommodating goods movement by truck and rail. Topics

that frequently surface among policies and programs include expanding active transportation infrastructure (such as bikeways and crosswalks), improving parking supply and management, and mitigating the impacts of goods movement on local streets and roadways. Table 4 and Table 5 summarize the most common subject areas of goals and policies/programs in the surveyed circulation elements. A complete list of goals, policies and programs can be found in the table in Appendix A.

**Table 4. Common Subject Areas for Circulation Element Goals**

Subject Area
Complete Streets
Active Transportation
Transit Improvements
Roadway Safety and Performance
Road Improvements
Parking
Goods Movement

**Table 5. Common Subject Areas for Circulation Element Policies/Programs**

Subject Area
Active Transportation Infrastructure: Bikeways, sidewalks, crosswalks and general network improvements (including master plans)
Parking Management: Includes amending zoning code to ensure new supply, developing shared facilities and parking districts and establishing residential parking programs
Roadway Capacity Expansion: Widening and restriping (to create new lanes) of local roads and highways; policies proposing uniform street standards; and policies that maintain a target level-of-service (contingent on mitigation/improvements)
Encouragement+Transportation Demand Management (TDM): Policies encouraging the use of active transportation, public transit and other non-single-occupant-vehicle modes. Employer transit passes and TDM programs are part of this
Development Requirements: Requiring developers to provide internal bicycle or infrastructure, mitigate roadway impacts or meet new standards as part of Traffic Impact Studies and development review
Regional Coordination: Coordinating with regional agencies on regional planning or infrastructure projects
Freight Operation Mitigation: Policies reducing truck or freight rail impacts on neighborhood and local streets
Roadway Operations Improvements: Changes to traffic signals, speed regulations, on-street parking and construction-related traffic control
Transit Service Enhancements: Providing new or improved bus or rail service



Bicycle and Pedestrian Amenities: Provision of bicycle parking, bicycle storage and amenities that improve bicycle/pedestrian comfort (e.g., Parklets). Some Overlap with Encouragement+TDM
Truck and Freight Rail Infrastructure: Providing new routes and promoting access for freight transport
Neighborhood Traffic Calming: Reducing the speed or volume of traffic on local streets
Transit Stop Enhancements: Providing or enhancing amenities at bus stops (including shelters and information)
Access Control: Reducing driveway access points to improve road operations

## STATE AND REGIONAL PLAN VISION AND GOALS

KOA also evaluated the vision statements and goals for the California Department of Transportation’s California Transportation Plan (CTP) 2040 and the Southern California Association of Government’s (SCAG) Regional Transportation Plan (RTP). The California Transportation Plan’s vision statement envisages a safe, sustainable and accessible transportation system that “provides reliable and efficient mobility” and furthers a reduction in Greenhouse Gas Emission. Goals of improving multi-modal access, ensuring public safety, fostering livable and equitable communities and environmental stewardship help realize the plan’s vision (see Table 6).

The SCAG RTP lacks a single overarching vision statement but proposes goals similar to the CTP’s. These include maximizing mobility and accessibility, protecting the environment and residents’ health, and using investments and policies to improve regional economic competitiveness. The RTP also provides policies that support Transportation Demand Management (i.e., encouraging travel by non-motorized modes), “smart” land use and growth strategies, environmental sustainability and efficiency.

**Table 6. California Transportation Plan 2040 and SCAG Regional Transportation Plan Vision and Goals**

Plan	Goals	Policies
<b>California Transportation Plan (CTP) 2040</b>	Improve Multi-modal Mobility and Accessibility for All People	N/A
	Preserve the Multi-modal Transportation System	
	Support a Vibrant Economy	
	Improve Public Safety and Security	
<b>Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)</b>	Align the plan investments and policies with improving regional economic development and competitiveness	Ensuring safety, adequate maintenance and efficiency of operations on the existing multi-modal transportation system should be the highest RTP/SCS priorities
	Maximize mobility and accessibility for all people and goods in the region	RTP/SCS land use and growth strategies in the RTP/SCS will respect local input and advance smart growth initiatives

	Ensure travel safety and reliability for all people and goods in the region	Transportation demand management (TDM) and active transportation will be focus areas
	Preserve and ensure a sustainable regional transportation system	Support strategies to reduce single-occupant vehicle use
	Maximize the productivity of our transportation system.	Encourage transportation systems resulting in better air, environmental sustainability and more efficient transport
	Protect the environment and health of our residents by improving air quality and encouraging active transportation	
	Actively encourage and create incentives for energy efficiency, where possible	
	Encourage land use and growth patterns that facilitate transit and active transportation	
	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies	

**BELL GARDENS PLAN VISION AND GOALS**

The goals and visions of the Circulation Elements and State Regional Plans presented above informed KOA’s development of a vision statement and goals for the City of Bell Gardens. The Bell Gardens vision reflects on the CTP 2040 vision and the visions of several surveyed circulation elements (e.g., Bell, Rialto, Santa Paula) in its emphasis on safety, sustainability, accessibility, reliability and efficiency. The goals address multi-modalism, safety, and goods movement issues raised in the surveyed circulation elements’ goals. Goals promoting public health, economic growth and sustainability drew inspiration from the SCAG RTP.

**Vision:**

Develop a safe, sustainable, and accessible multi-modal transportation system for Bell Gardens that provides reliable and efficient mobility for people, goods, and services.

**Goals:**

1. Multi-modal access:
  - a. Improve the safety and mobility of travel by bicycling, walking and public transit
  - b. Improve connections to public transit, in anticipation of the opening of Eco-Rapid Transit stations in nearby South Gate.
  - c. Facilitate traffic flow through operational improvements (e.g. Transportation System Management (TSM), on-street parking prohibition)

2. Social Equity: Ensure the transportation system serves all residents, including those who are disabled or lack access to a car.
3. Health: Nurture public health by encouraging walking, bicycling, scootering and other active modes of transportation
4. Economy: Foster economic well-being and quality of life by connecting Bell Gardens Residents to local and regional employment, activity centers and recreational opportunities.
5. Goods Movement: Accommodate truck traffic from nearby industrial and warehousing uses while preventing intrusion onto residential streets
6. Safety: Plan for a safe and efficient roadway network
7. Sustainability: Promote sustainability and cut down pollution, greenhouse gas emissions and Vehicle Miles Traveled (VMT) by reducing single-occupancy vehicle mode share
8. Integrate land use and transportation planning to realize a multi-modal, transit-oriented community/future.
9. Regional Planning: Coordinate with neighboring cities, the Gateway Cities Council of Governments and the Southern California Association of Governments (SCAG) to achieve this plan's vision and goals.



## APPENDIX A Comparative Database of General Plan Circulation Element Policies and Programs

	Bell	Colton	Cudahy	Hawaiian Gardens
<b>Year</b>	2018	2013	2018	2010
<b>Formatting/structure: Positive and Negative</b>	Groups together policies and programs (though doesn't tie together specific programs and policies. Formatting simple but not eye-catching)	Laying out issues at the beginning; distinguishing between classic (width-based) and new, more context-sensitive (function-based) roadway classification; illustration of neighborhood traffic-calming improvements, explaining context for each improvement category helpful (though it can get lengthy)	Like: Theme of multi-modality, SB 743 reference, clean formatting, high-quality maps, laying out concepts (for areas of TDM, Streetscape, Complete Streets)	Like: Existing Conditions Section (discusses location, major trip-generators), more detailed description of roadway classifications, clear linkage of programs and policies. Dislike: focus on roadways/automobiles, separation of policies/programs from body of document, formatting off
<b>Existing Conditions Discussion</b>	Roadways (including freeway interchanges, arterial and collector streets), AADT (freeway, roadway segments), LOS (intersections), truck routes, bikeways, transit, airport, port/harbor/rail transit	Issues to Address (laid out at beginning), current/currently Planned transportation facilities (rail and road), Regulations and Agencies affecting transportation planning, major roadways (existing and future), neighborhood traffic conditions, transit routes, bike facilities, freight rail lines and truck routes	Roadway Capacity (not enough room to expand), parking, bike and ped facilities, public transit, freight lines,	Streets, freeways, major trip generator (casino), public transit, bikeways and regional locations (pg. 106)
<b>LOS Standards</b>	LOS D= target standard and LOS E= threshold standard	Ensure mobility within and through the City by maintaining LOS D or better along most roadways and at signalized intersections, but acknowledges that this is infeasible at certain locations, e.g. near freeway intersections.	LOS D (see policies below)	
<b>Designated Truck Routes?</b>	"The City of Bell has restricted trucks to major roadways in the Central City area. These include Atlantic Avenue, Gage Avenue, Florence Avenue, and Salt Lake Avenue. Three axle trucks are permitted on Randolph Street, Otis Avenue, Walker Avenue, and Bell Avenue. Trucks are prohibited on residential streets"	Designates truck routes to protect residential streets (from truck traffic) and plan for maintenance/operation needed to service trucks on major roads		Two truck routes designated (Carson and Norwalk Boulevard). Trucks NOT PROHIBITED on other streets to make deliveries or for other purposes defined by Ca Vehicle Code
<b>Roadway Classification System</b>	Major Arterials: Regional, Sub-regional and intracity travel, 4-6 travel lanes, 84-foot roadway (64-foot right-of-way for Secondary Highways/Arterials) in 100-foot right-of-way Collector Streets: connect local neighborhoods, subdivisions to regional roadway network Local Streets: provide direct access to properties, 60 feet wide (standard), actually 30-40 feet wide	Street Typology (function): Transit streets (prioritized for bus route and BRT with signal pre-emption, etc.), bicycle streets, pedestrian streets (wide sidewalks, street-fronting buildings, crossings), Multi-modal connector streets (all modes), Regional Access Roadways (High-speed, long-distance auto and truck travel vs. Street Classification (width): Freeways, major arterials (4-6 lanes, 72-90-foot-wide roadway), Secondary arterials (4 lanes, 64 foot-wide roadway), Collector Streets (2 lanes+parking, 40 foot-wide roadway), Local Streets (2 lanes, 36-foot-wide roadways) <b>Plus:</b> Special Consideration for important streets (e.g. La Cadena Street: Pedestrian Street in Downtown and Vehicle Street elsewhere)		Classic "functional" classification system, comprising: "Majors" (Regional Traffic, 100-foot ROW), "Secondaries" (funnel traffic from Collector/Local Streets to majors, 80-foot ROW), "Collectors" (access to/from neighborhoods, 60-foot ROW), and "Locals" (all other streets)
<b>Roadway Improvement Overview/Plan?</b>			Lane additions at two intersections (Atlantic and Salt Lake and Clara Street and Otis) to improve Capacity	Add "Major with Six Lanes" category to roadway classification system to accommodate capacity enhancement on Carson Street (west of Norwalk Boulevard), widen some residential streets, synchronize traffic signal at Carson and 605, closing roadway gaps and calming traffic with speed humps, getting rid of one-way streets.
<b>Bicycle Improvement Overview/Plan?</b>	Proposes network of Class I, Class II, Class III and Class IV bikeways.	Yes. Network of Class I, Class II and Class III Bikeways	New Class I, Class II and Class IV Bikeways proposed (see Exhibit CE-3, pg. CE-13)	
<b>Pedestrian Improvement Overview/Plan?</b>		Lots (pg. M 4-5): Wider Sidewalks, Well-marked Crosswalks, Street-Fronting buildings+entrances, Pedestrian amenities, sidewalk activity and bus stops with shelters	Proposes wayfinding signage throughout Cudahy to assist with navigation! Pocket Park on Elizabeth Street between Otis and Salt Lake	Pedestrian bridge over channel connecting Long Beach, lighting in alleys and back areas
<b>Parking Improvement Overview/Plan</b>			Three new parking districts along Atlantic Avenue at Commercial, Entertainment and Town Center and sub-areas. Provide residents and visitors with places to park while discouraging parking on res streets (CE-14)	
<b>Other Improvement Overview/Plan?</b>		Neighborhood traffic calming measures (bulb-outs, roundabouts, radar signs, turn restrictions, speed humps/signs, chicanes, etc.) mentioned. Railroad traffic management (res neighb): quiet streets, removal of railroad spur, underpass Work with Omnitrans to ensure transit is more responsive to residents' needs (under "transit" intro)	Proposes wayfinding signage throughout Cudahy (distance and travel time, directions) to enhance residents' understanding and experience of the area. ADA (Americans with Disability Act) Access Improvements Convert three intersections along Salt Lake Avenue into cul-de-sacs	Beautify Carson Street community transit service
<b>Vision (applicable?)</b>	The City of Bell, with the implementation of the Mobility and Circulation Element, seeks to promote and improve transportation and circulation in the City.	Vision: Complete Street System, efficient transportation network (increased congestion+connectivity), increased multi-modal transportation options, make bicycling safer, reduce neg externalities from rail ops	<ul style="list-style-type: none"> <li>Improving mobility and safety in Cudahy requires developing bicycle infrastructure and enhancing pedestrian facilities.</li> <li>Given the City's proximity to I-710 and the City's goal to promote growth and diversity within the light industrial area, trucking needs will affect streetscape and roadway changes.</li> <li>Streetscape and mobility changes should capitalize on Cudahy's proximity to Eco-Rapid Transit stations in South Gate and Huntington Park as plans for this transit corridor evolve.</li> </ul>	Maintain and enhance an efficient circulation system to accommodate the travel needs of the City Provide a balance between economic development, regional mobility, and preserving residential neighborhoods and community facilities. Ensure the efficiency and safety of vehicular and non-motorized traffic on the City Streets
<b>SB 743 Section?</b>	No (though section discussing Complete Streets in context of 2008 Complete Streets Act (AB 1132))	No	Yes (new TA guidelines and a climate action plan proposed)	No
<b>Goals/Objectives</b>	<ul style="list-style-type: none"> <li>To participate in regional transportation planning efforts.</li> <li>To continue to upgrade and improve the local roadway system.</li> <li>To promote the use of alternative forms of transportation in the City.</li> </ul>	<ul style="list-style-type: none"> <li>M-1: Provide an integrated and balanced multi-modal transportation network of Complete Streets.</li> <li>M-2: Provide a transportation system that includes connected transit, bicycle, and pedestrian networks.</li> <li>M-3: Develop a safe, efficient, and attractive street system.</li> </ul>	<ul style="list-style-type: none"> <li>CE-1: Efficient, Convenient and Safe Transportation System</li> <li>CE-2: Improved mobility and safety through roadway, bicycle, and pedestrian facilities enhancements</li> <li>CE-3: Comprehensive multi-modal transportation routes and facilities</li> <li>CE-4: Efficient, safe, and convenient parking facilities</li> </ul>	<ul style="list-style-type: none"> <li>CR-1: Provide a safe and efficient regionally-oriented transportation system</li> <li>CR-2: Provide and maintain a secondary network of arterial streets and local streets to accommodate internal circulation</li> <li>CR-3: Enhance the safety of motorists on the City street system.</li> <li>CR-4: Through street design and evaluation, promote bicycle and pedestrian safety on public streets</li> <li>CR-5: Reduce traffic demand through TDM measures, such as ridesharing programs.</li> <li>CR-6: Using Transportation System Management strategies, improve the flow of traffic on City streets</li> <li>CR-7: Strive to achieve a public transportation system which serves the needs of the community</li> </ul>
<b>Policies</b>	<ul style="list-style-type: none"> <li>Establishes a Level of Service (LOS) "D" as the acceptable standard where such a standard is appropriate. In addition, the City shall incorporate LOS "D" as a standard on traffic studies and traffic level of service mitigation.</li> <li>Encourage bicycle use by implementing citywide bike system</li> <li>Install ped crosswalks complete with flashing lights and signs</li> </ul>	<ul style="list-style-type: none"> <li>M1-1: Serve drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities</li> <li>M2-1: Work with Omnitrans to increase the use of public transit; establish or modify routes, and improve connectivity to regional services</li> <li>M3-1: Apply General Plan roadway standards for roadways to the design and construction of future street improvements.</li> <li>M4-1: Widen the Fogg Street bridge under the Burlington Northern Railroad tracks</li> </ul>	<ul style="list-style-type: none"> <li>Policy M-5.1: Work with railroad operators to limit the aesthetic, noise, vibration, traffic congestion, and air quality impacts of new projects on residential neighborhoods</li> <li>Policy M-6.1: Require that all new developments provide off-street parking to meet local needs and minimize congestion on streets.</li> <li>M-7.1: Actively pursue Federal, State, and regional funds for local and regional roadway improvements.</li> <li>CE1.1. Maintain or improve the level of service on major streets and intersections to a minimum of LOS D</li> <li>CE1.1. Create, adopt, and implement a Bicycle Master Plan</li> <li>CE3.1. Continue to encourage, promote, and expand the use of alternative modes of transportation.</li> </ul>	<ul style="list-style-type: none"> <li>4.1. Identify and address bicycle and pedestrian safety hazards, including mid-block crossings, missing or deficient sidewalks or bike lanes, and unsafe intersections.</li> <li>5.1. Implement land use and employment strategies to reduce the need for travel.</li> <li>6.1. Require proper spacing and interconnect traffic signals where feasible</li> <li>7.1. Participate in local and regional transit system/commuter rail/transportation demand management planning</li> </ul>



Bell	Colton	Cudahy	Hawaiian Gardens								
<p><b>Policies (cont)</b></p> <p>Cooperate with nearby cities to improve circulation, including on plans related to transit routes and stops, etc.</p> <p>Support the construction of improvements to Station Avenue's interchange with I-710 ID a local tollforce to provide input into the Caltrans improvement program for the I-710 Freeway.</p> <p>Initiate the design and engineering of roadway improvement projects throughout the City as a means to implement the General Plan.</p> <p>The City of Bell shall continue to evaluate and improve traffic control signalization and signage throughout the City. A Traffic Control Plan (TCP) shall be required for work performed within the public right-of-way. This will be accomplished through site visits, field surveys, periodic inspections of all City traffic control signage, and the performance of regular maintenance checks with Los Angeles County.</p> <p>Consider time- or location-based parking restrictions on narrow residential streets</p> <p>Explore feasibility of parking districts to serve parking needs</p> <p>Explore new and innovative ways to enhance the ability of surface parking lots and parking structures.</p>	<p>require new developments to include design features to mitigate adverse impacts upon the local circulation system. New developments should promote and facilitate walkable streets, bus transit, bicycling, parking, efficient goods movement, and other components of the transportation system.</p> <p>Monitor cumulative increases in traffic volumes across the city through routine traffic speed surveys, ADT surveys, and project-specific traffic studies.</p> <p>Promote a multi-use path (pedestrian and bicycle) north of Randolph Street. As</p> <p>Require new commercial and industrial developments to provide bicycle racks and/or lockers.</p> <p>Study feasibility (at specific locations) of diagonal crosswalks, Xenotage Center medians and road diets</p> <p>M1-4. Plan for multi-use recreation trails and paths</p> <p>M1-5. Minimize vehicle emissions by encouraging land use patterns and transportation improvements that reduce the need for automobile trips</p> <p>Promote walk- and bike-ability by implementing Bicycle Master Plan</p> <p>Prohibit Ped and Bike Infrastructure in city's Capital Improvement Program</p> <p>M2-8. Add bicycle amenities and facilities to new projects</p> <p>M2-9. Require bike amenities such as bike racks in new discretionary projects</p> <p>M2-10. Provide pedestrian amenities such as benches, shade trees, and refuse cans on sidewalks along key pedestrian routes</p> <p>M2-11. Pursue funding to create and maintain safe routes to schools</p> <p>M2-12. Develop a prioritization program that lists sidewalks that are missing and prioritizes replacement of missing sidewalks</p> <p>M2-13 and 2-14. Require sidewalks on at least 1 side of the street in Rancho Canyon Specific Plan Area. Require that all new subdivision projects provide sidewalks on both sides of the street.</p>	<p>M2-2. Support Omnitrans' region of the Rapid Transit (RT) into Colton.</p> <p>M3-2. Implement traffic-calming measures in Colton's residential neighborhoods that are severely impacted by speeding, excessive vehicular volumes, truck traffic, and/or cut-through traffic.</p> <p>M4-2. Extend Washington Street westward to La Cadena Drive</p> <p>M4-3. Study the La Cadena Drive and 10th Street and 910 Freeway interchanges to improve config</p> <p>M4-4. Provide for the continuity of Washington Street with any interchange improvements at the Washington Street and 9215 Freeway.</p> <p>M4-5. Require that the La Cadena Drive and 9215 Freeway interchange improvements keep the entire interchange within the Colton city limits.</p> <p>M4-6. Ensure that all interchange reconfiguration projects, grade separation improvements, and bridge widening projects be designed and implemented in a manner that provides possible benefit to the City of Colton</p> <p>M4-7. Work with Caltrans and the San Bernardino Association of Governments to replace the Mount Vernon Avenue bridge crossing of the Santa Ana River to alleviate congestion.</p> <p>M3-8. Require new developments of more than 100 employees to develop TDM programs</p> <p>M3-9. Connect N Street to Fogg Street in south Colton to provide greater connectivity</p> <p>M3-10. Require new subdivision in Rancho Canyon and Pelouse Ranch/La Loma Hills areas to provide adequate connections to local roadways</p> <p>M3-11. Reconfigure the Mount Vernon, Valley Boulevard, and 910 freeway interchange to remove the five-legged intersection and improve operations</p> <p>M3-12. Provide themed signage and related aesthetic enhancements at City gateway</p> <p>M3-13. Maintain the Long-range Developer Impact Fee program</p>	<p>M2-1. View all transportation improvements as opportunities to improve safety, access, and mobility in Colton</p> <p>M1-3. Require all new residential, mixed-use, and large-scale residential development projects to include public transit, pedestrian and bicycle facilities</p> <p>M2-3. Require that private development projects provide transit amenities.</p> <p>M3-3. Maintain the City's transportation infrastructure in good condition</p> <p>M4-3. Study the La Cadena Drive and 10th Street and 910 Freeway interchanges to improve config</p> <p>M4-4. Provide for the continuity of Washington Street with any interchange improvements at the Washington Street and 9215 Freeway.</p> <p>M4-5. Require that the La Cadena Drive and 9215 Freeway interchange improvements keep the entire interchange within the Colton city limits.</p> <p>M4-6. Ensure that all interchange reconfiguration projects, grade separation improvements, and bridge widening projects be designed and implemented in a manner that provides possible benefit to the City of Colton</p> <p>M4-7. 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Ensure that Colton Crossing design, construction activities, maintenance, and railroad operations do not create negative adverse impacts to surrounding residential properties.</p> <p>Policy M-5.3. Maintain the Railroad Quiet Zones through Colton to limit locomotive horn blowing adjacent to residential neighborhoods</p> <p>Policy M-5.4. Support the abandonment of the Colton and 10th Street and 910 Freeway interchange improvements at the Washington Street and 9215 Freeway.</p> <p>Policy M-5.5. Vigorously enforce established truck routes to discourage truck shortcuts through residential neighborhoods.</p> <p>Policy M-5.6. Ensure that the designated truck routes conform to the following performance criteria: avoid intrusions into residential neighborhoods; not providing routes on local streets and on streets with mostly residential frontage; routes must be located on roadways that provide direct and convenient access between Major Arterials and freeways and industrial and commercial businesses; routes must be located on roadways with the design and construction capacity to accommodate truck traffic.</p>	<p>M-6.2. Require that all new commercial and manufacturing developments provide adequate loading areas within off-street parking areas.</p> <p>M-7.2. Require the provision of appropriate mitigation of traffic impacts in surrounding communities resulting from development in Colton. Work with surrounding communities to ensure that traffic impacts in Colton resulting from development outside the City are adequately mitigated</p> <p>M-7.3. Consult with Caltrans, SCAG, the South Coast Air Quality Management District, SANMAG, Citivians, San Bernardino County, Riverside County, and the cities of Rialto, San Bernardino, Loma Linda, Grand Terrace, and Riverside to coordinate regional transportation facilities, and to pursue Federal, State, and regional funds.</p> <p>M-6.4. Allow for joint use and the sharing of parking facilities in mixed-use developments and for other projects which demonstrate the benefits of alternative parking approaches</p> <p>M-7.4. Continue to work with regional agencies in implementing Intelligent Transportation System measures and advanced traffic management technologies.</p> <p>M-4.5. Cooperate with Caltrans and the County of San Bernardino to provide sites and improvements for park-and-ride facilities serving transit projects.</p> <p>M-6.6. Allow for a reduction in parking standards as an incentive for the provision of senior and affordable housing.</p>	<p>M-7.2. 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Allow for a reduction in parking standards as an incentive for the provision of senior and affordable housing.</p>

	Bell	Colton	Cudahy	Hawaiian Gardens
<b>Programs</b>	<p>Caltrans Coordinator coordinate efforts with Caltrans to upgrade area freeways.</p> <p>Review, update and implement the city's Capital Improvement Program</p> <p>Cooperate with LA County Sheriff's Department in the enforcement of trucks using non-designated truck routes, illegal on-street parking, and other traffic laws.</p> <p>The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA).</p>	No discrete programs listed!	<p>Amend Development Code and Zoning map and Write new development standards/guidelines for new zoning categories (addresses 2.5).</p> <p>Roadway monitoring program (10 addresses 3.7)</p> <p>Develop Streetscape plan to improve Cudahy's street aesthetics (16, addresses 2.4, 3.1-3.2, 3.7)</p> <p>Develop and adopt a bicycle and pedestrian master plan (Program 17, addresses 1.1, 1.2, 1.6, 2.1/2.2, 3.1/3.2, 3.7)</p> <p>Transportation Demand Management plan to reduce automobile use (Program 18, addresses 1.2 and 1.5)</p> <p>Gateway Signage and Wayfinding plan (addresses 2.4)</p> <p>Update Code Enforcement</p> <p>Create new parking districts ("park once" policies, nightly/monthly permit program, shared parking) accommodating gp land use zones</p> <p>Develop and implement a complete streets program. Addresses 3.1-3.2 and 3.6-3.7</p> <p>Pedestrian (sidewalk) and transit facilities improvement plan (1.1-1.3, 1.6, 2.4)</p> <p>Pedestrian (sidewalk) and transit facilities improvement plan (3.1-3.2, 3.4-3.7, 4.1)</p> <p>Inter-agency consultation (3.3-3.7)</p> <p>Ongoing community education and engagement</p>	<p>1-1. Ensure that future roadways meet roadway design specifications and performance criteria, and that new projects are consistent with the General Plan (corresponds to 1.2)</p> <p>2.1. Prioritize, secure funding, and complete roadway and intersection improvements using the Capital Improvement Program</p> <p>3.1. Work cooperatively with Police Department to identify accident locations and provide recommendations to address deficiencies.</p> <p>4.1. Implement a Bikeway Master Plan to complete design and construction of a comprehensive alternative transportation network and ensure disabled access to/from the network.</p> <p>5.1. Ensure new projects are consistent with both land use and circulation policies, through development review</p> <p>6.1. Implement solutions such as time-of-day signal timing plans to be responsive to varying traffic patterns at different times of the day</p> <p>7.1. Work cooperatively with the regional transit agency and neighboring cities</p> <p>1.2. Ensure all new and upgraded roadway facilities are constructed or upgraded to meet City standards where feasible.</p> <p>2.2. Test and evaluate traffic calming solutions on neighborhood streets, such as curb lane striping, traffic diverters, and street closures.</p> <p>3.2. Identify streets and intersections that need clear signs and develop a schedule to implement</p> <p>4.2. Work cooperatively with the School District with regard to the location and procedures of crossing guards and reduce congestion caused by picking-up and dropping-off students.</p> <p>5.2. Work cooperatively with the regional transit agency to promote ridesharing</p> <p>6.2. Examine the feasibility of prohibiting curbside parking on major arterials in order to increase vehicular capacity to the maximum extent possible</p> <p>7.2. Work with public and private transit providers to improve transit services and encourage rideship</p> <p>7.3. Ensure new projects are consistent with the general plan policies, through the development review process, and promote transit facilities to be included in major new development</p> <p>7.4. Consider including bus shelters and turnouts, bays as part of the City's Capital Improvement Program, Community Development / Public Works</p> <p>3.3. Identify streets and intersections that need removal of distracting and underutilized signs.</p> <p>3.4. Work cooperatively with LA County Sheriff's Department to update and enforce the city-wide speed limit program.</p> <p>5.3. Encourage new development to incorporate transit-friendly design features, such as bus pullout areas, covered bus stop facilities and efficient pedestrian paths through projects to transit stops</p> <p>5.4. Encourage a mix of uses within a project designed to maximize internal trip making, maximize the use of parking facilities, and to promote a shift from auto use to pedestrian and bicycle modes of travel.</p> <p>5.5. Work cooperatively with the regional transit agency and neighboring cities that provide transit services to facilitate additional services</p> <p>5.6. Examine the feasibility of providing transit alternatives throughout the City, and encouraging walking and biking as preferred methods of transportation.</p>

	Huntington Park	Rialto	Santa Paula																			
<b>Year</b>	2017	2010	2020																			
<b>Formatting/structure: Positive and Negative</b>	Like: Format/use of photos, map quality, clear categorization into sub-sections (street layout, plans/policies, etc.), grouping together of policies and programs. Dislike: goes into most detail on roadway improvements (for e.c. and plan sections), no overview/map of proposed ped/bicycle improvements, programs not clearly linked to policies	Like: Street classification details (provision of cross-sections), Comprehensive description of existing conditions (including parking, NTMP), Clear mention of how policies tie back to programs. Dislike: unattractive formatting/maps	Really like how element is structured by topic area/goals, how it groups together policies and programs, "toolbox" charts appealing and informative, really good maps																			
<b>Existing Conditions Discussion</b>	Roadway System, Los, truck routes, bikeways, transit	Historic context (development around rail), freeways, railroads, NTMP, parking, regional airports. Notes future BRT development (in section on transit)	Commute share by mode, existing roadway network/conditions, existing transit service, existing rail infrastructure, existing pedestrian-friendly land use, existing bike facilities and existing goods movement routes.																			
<b>LOS Standards</b>	The City of Huntington Park has established LOS "D" as a target LOS standard, and LOS "E" as a threshold standard. Roadways exempt from meeting LOS E where city finds this infeasible due to 1) cost, 2) incompatible design, 3) goes against other city policies	Design City streets so that signalized intersections operate at Level of Service (LOS) D or better during the morning and evening peak hours, and require new development to mitigate traffic impacts that degrade LOS	CM 1.1 Performance standard (see policies). Level of service (LOS) D is established as the desired performance standard for City streets and intersections																			
<b>Designated Truck Routes?</b>		To accommodate the large volumes of truck traffic associated with goods movement, ensure appropriate road construction and maintenance, and to protect the residential neighborhoods, certain arterials have been designated as truck routes	Notes how CTP identifies the importance of agribusiness along the SR 126 corridor between Ventura and Santa Clarita. In Santa Paula, SR 126, SR 150, and the local roadway network support the movement of goods. Designates truck routes on six north-south and ten east-west streets.																			
<b>Roadway Classification System</b>	Traditional functional classification system (i.e. classes based on regional travel vs. property access functions). Classes: Major Arterials (serve regional, sub-regional and intra-city traffic flow; 84-foot roadway in 100-foot right-of-way+three lanes per direction), Secondary Arterials (64-foot roadway in 80-foot right-of-way, 1-2 lanes per direction), Collectors (connects areas of city to arterials, 1 lane per direction, 40-foot roadway in 60-foot row), Locals (serve prop. 1 lane per direction 24-36 foot roadway in 40-foot ROW)	Functional Classifications: Freeways, Major Arterial Highways (six lanes + raised median, limited driveway access, 96' road/120' ROW), Major Arterials (largest local surface roadways: freys to local streets, 2 lanes +left-turn lane+parking per direction, 96' road/120' ROW), modified Major Arterial 1 (Major Arterial with bus lane), Modified Major Arterial 2 (3 lanes per direction, 90' rd/120'ROW), Modified Arterial 1 (Arterial w/ bike lanes, 78' rd/104'ROW), Modified Arterial 2 (major arterial with median parking), Secondary Arterial (local to major street, 2 lanes per direction, 64' rd/88' ROW), Collector (1 travel lane per direction, 40' rd/64' ROW), Local (1 travel lane per direction, 25 mph spd limit, 36' rd/60'ROW)	Arterials (2- to 4-lane roads, designed to carry moderate to heavy vehicular traffic while providing direct access to regional transportation corridors, 42-foot to 64-foot wide roadway), Boulevards (2- to 4-lane roads, provide access to major community destinations (e.g. schools/businesses), <u>local Multi-modal corridors</u> ), Collectors (2 lanes, 40-to-50-foot wide roadways, local access, <u>should accommodate bikes and ped</u> ), Local Streets, Caltrans Urban Roadways (SR-150 Highway)																			
<b>Roadway Improvement Overview/Plan?</b>			Adds Traffic Signals at 7 intersections, Widens 1 roadway segment (Palm Avenue between																			
<b>Bicycle Improvement Overview/Plan?</b>		The Bikeway Master Plan promotes a safe and efficient network of bikeways for recreational and commuter use within the City. The planned bike network is not a contiguous network. Efforts should be made to expand the network and provide continuity within the City and to the networks of adjacent jurisdictions. (also notes "continuing challenges" for bikeways in Rialto)	Proposes a bicycle network comprised of Class I multi-use paths, Class II bike lanes and buffered bike lanes, Class III bike routes, and Class IV cycle tracks. This network is intended to enhance connectivity throughout Santa Paula and to the regional network, and also provides connections to Valley Express bus routes. Additionally, the bicycle network is designed to leverage investments in the Santa Paula Branch Line Rail Trail, which offers excellent cross-town multimodal connectivity. The complete bicycle network is designed to provide complementary on-street facilities that can be used to link users with this trail.																			
<b>Pedestrian Improvement Overview/Plan?</b>		To improve pedestrian safety and encourage walking, specific improvements can be made based on site-specific issues: (e.g. sidewalk widening, auditory cw signs, improving street tree foliage and providing for safe, well-lit rest areas) As part of all development proposals, the City will require developers to investigate and provide features that will enhance the pedestrian environment. Also, the City will conduct comprehensive audits of three areas	Proposes "priority pedestrian areas" at three locations in the city. Each of these locations benefits from a pedestrian-oriented focus with appropriate amenities for walking. "Toolbox" of treatments presented including decorative crosswalks, LPs and Pedestrian Hybrid Beacons.																			
<b>Parking Improvement Overview/Plan</b>		As Rialto encourages mixed-use development in certain areas to take advantage of nearby transit, non-standard parking requirements will be fully explored to respond to requests for shared parking facilities or parking districts. Park-and-Ride: Park-and-ride lots at the Rialto Metrolink Station and Cedar Avenue (to serve commuters using 1-10) will be expanded as necessary in response to commuter demand.																				
<b>Other Improvement Overview/Plan?</b>		Neighborhood Traffic Management Plan: The NTMP encourages the formation of traffic management associations in neighborhoods. The City's Capital Improvement Program (CIP) allocates annual funding for implementation of traffic improvements identified by the associations. The NTMP includes the establishment of policy guidelines, opportunities for public participation, education and enforcement strategies, and the recommendation of traffic control devices	An expansion of the multi-modal hub located Downtown at the intersection of Ventura and Mill Streets has long been planned to include a variety of public transit options including bus, taxi, and shuttle service. Additionally, the historic railroad depot on Santa Barbara Street could serve as a rail terminal should the decision be made to reintroduce passenger rail service. These public transit opportunities are bolstered by their central location adjacent to a mix of land uses including commercial, office, and residential. T																			
<b>Vision (applicable?)</b>	The purpose of this Element is to provide for the development of a safe and efficient circulation system for the City	(from Intro) (Pg 1) The Circulation Chapter provides policy direction to create a system of Complete Streets. Complete Streets refers to a multi-modal transportation network designed and operated meet the needs of all users. Pedestrians, bicyclists, motorists, persons with disabilities, movers of commercial goods, and public transportation users of all ages and abilities are able to safely access and use streets and transportation... (pg. 2) Through the goals and policies of this Chapter, the City will strive to meet diverse mobility needs and reduce vehicle miles travelled, which will reduce greenhouse gas emissions, address climate change, and mitigate roadway congestion. From Goals and Policies section: Foremost, through these goals and policies the City looks to minimize congestion on the local road network, create opportunities and incentives for people to avoid use of their cars for short trips, and maintain a circulation system that supports local businesses' needs. These efforts will contribute to reductions in greenhouse gas emissions pursuant to State mandates.	Purpose (3-1): The purpose of this Element is to build upon Santa Paula's existing transportation network and provide a comprehensive mobility system that reduces reliance on automobiles and improves the viability of other transportation options. Goals (3-4): The following goals are intended to guide the establishment of policies, regulations, capital improvement programs and other actions to enhance mobility in Santa Paula. CM 1 A safe, efficient and well-funded circulation network correlated with existing and future land uses to support the mobility needs of pedestrians, bicyclists, public transportation motorists, children, seniors, persons with disabilities, movers of commercial goods, and emergency vehicles. CM 2 Reduced per capita vehicle miles traveled, air pollutants and greenhouse gas emissions through effective land use planning and the provision of alternatives to single-occupancy motor vehicles including public transit and other alternative modes that are safe, convenient, efficient, and accessible to everyone.																			
<b>SB 743 Section?</b>	No	No																				
<b>Goals/Objectives</b>	Local Street System	Regional Transportation	Traffic Reduction	Public Transportation	Alternative Forms of Transportation	Parking	Truck Traffic	4-1 Provide transportation improvements to reduce traffic congestion associated with regional and local trip increases.	4-2 Protect residential neighborhoods from through traffic impacts.	4-3 Protect residences, sensitive land uses, and pedestrians from activities along rail corridors.	4-4. Protect school children and others from traffic hazards around schools.	4-5 Ensure the provision of adequate, convenient, and safe parking for all land uses.	4-6 Provide for all residents and businesses to have equal access to reliable and convenient public transit services	4-7 Achieve optimum use of regional rail transit	4-8 Establish and maintain a comprehensive system of pedestrian trails and bicycle routes	4-9 Promote walking.	4-10 Provide a circulation system that supports Rialto's position as a logistics hub.	Complete Streets and Highways	Public Transportation	Non-Motorized Transportation	Transportation Demand Management and Parking	Goods Movement
<b>Policies</b>	1. The City of Huntington Park shall design and employ appropriate traffic control measures to ensure City streets and roads function with safety and efficiency	5. The City of Huntington Park shall support completion of planned improvements to the Long Beach Freeway (I-710).	9. The City of Huntington Park shall support the implementation of employer traffic demand management (TDM) as required in the City's TDM Ordinance.	12. The City of Huntington Park shall cooperate with the MTA to improve connections to the Blue Line	16. The City shall encourage employers to reduce vehicular trips by offering employees incentives such as reduced rate transit passes.	21. The City shall review the City's off-street parking requirements and revise as necessary to conform to actual parking demands.	25. The City shall limit primary truck routes to major arterials... (a la 24)	Establish and maintain standards for a variety of street classifications	Locate new development and their access points in such a way that traffic is not encouraged to utilize local residential streets for development access and parking	Require that development projects within rail corridors provide protective fencing, landscaping, and/or walls between rail tracks and new residences or other noise-sensitive development types	Designate and mark school bus stops at curbs within neighborhoods to create clear curbside boarding spaces	Support provision of park-and-ride facilities near the 10 and SR-210 freeways	Support the establishment of an east-west BRT line on Foothill	Support Metrolink regional rail services, and work with the SCRRA to expand services.	Expand Class I bicycle trails with amenities,	Install sidewalks where they are missing, and improve existing sidewalks for accessibility	Designate and enforce truck routes for use by commercial trucking as part of project approval	CM 1.1 Performance standard. Level of service (LOS) D is established as the desired performance standard for City streets and intersections	CM 2.1 Regional transit coordination. Support VCTC and other transit operators in providing convenient and cost-effective local and regional transit service.	CM 3.1 Regional coordination. Support implementation of the Ventura Countywide Bicycle Master Plan, the Ventura County Regional Bikeway Wayfinding Plan, and the City's Planned Bicycle Network	CM 4.1 Transportation demand management. Implement TDM alternatives that encourage single-occupancy vehicles in both existing and new developments	CM 5.1 Goods movement. Promote the safe and efficient movement of goods within Santa Paula and the surrounding region.

		Huntington Park										Beverly Hills										Santa Paula									
Policies (cont)	2. The City of Huntington Park shall design local, collector, and residential streets to discourage their use as through traffic routes	6. The City of Huntington Park shall coordinate the development of arterial streets with the Los Angeles County Completion Management Plan to assure that arterial streets will be compatible with those of neighboring jurisdictions.	10. The City of Huntington Park shall require that proposals for major new developments include submission of a CDM plan to the City, including monitoring and enforcement provisions.	14. The City shall work with the MTA to identify needs for additional local and express bus service to Huntington Park.	17. City shall provide for safety of pedestrians and bicycles in the planning and construction of new roadway and transit projects.	22. Joint use of parking facilities may be granted as part of an area plan for site plan in the City of Huntington Park, depending on the peak parking generation of the permitted uses.	26. Maintain truck routes to appropriate design standards.	28. The City shall establish standards for spacing between access driveways	Establish standards for spacing between access driveways	Discourage non-local traffic from using neighborhood streets.	Continue to upgrade rail crossings to improve the pedestrian and vehicular circulation networks	Provide public parking facilities in Downtown, including potential shared parking with the Metrolink parking facilities.	Establish new bus turnouts along appropriate arterials	Improve integration of all transit and multimodal options at the Railto Metrolink Station	Pursue a 'rails-to-trails' conversion of the Pacific Electric Railroad right-of-way to a bicycle or multi-use path.	Require sidewalks and parkways on all streets in new development.	Coordinate truck routes with adjacent jurisdictions.	CM 1.2 Circulation system funding. Seek sufficient funding to properly maintain, operate and improve the public street system	CM 2.2 Land use planning. Locate major commercial services, employment centers and public facilities near bus routes whenever feasible.	CM 3.2 Encourage pedestrian activity. Sidewalks and parkways are designed to encourage pedestrian activity by minimizing obstructions, appropriate grades, and locating crosswalks and pedestrian warning signs in areas of concentrated pedestrian activity.	CM 4.2 Parking management. Ensure a balanced parking supply that adequately serves the community while reducing the amount of land devoted to parking and minimizing vehicular trips in predominantly pedestrian-oriented areas.										
		3. The City of Huntington Park shall require the traffic impacts of major new developments include a traffic impact analysis to mitigate new impacts	7. The City of Huntington Park shall promote regional mobility and transportation efforts including the provision of transit and support the San Diego Rapid Transit Authority.	11. The City of Huntington Park shall promote ridesharing through publicity and outreach to the public.	15. The City shall require new development to provide transit facilities, such as bus shelters and turn-outs, as necessary	23. The City shall establish a parking overlay zone and designate appropriate areas of the Land Use Plan Map to facilitate the development of parking facilities through methods like alley vacation and lot consolidation	18. The city shall maintain existing pedestrian facilities and require new development to provide pedestrian access to existing public walkways.	27. The City will require all truck parking and queuing to occur outside of the public rights-of-ways.	29. The City shall work with adjacent jurisdictions and the MTA to develop a network of on-street bike lanes or off-street bike paths.	24. The City shall limit primary truck routes to major arterials to lessen the impacts to the residential neighborhoods.	28. The City shall allow for adequately sized truck loading areas which do not interfere with nearby traffic circulation.	Establish and maintain standards for private roadways	Minimize new residential driveways on Arterial Roadways.	Work with the Southern California Regional Rail Authority to expand the Metrolink parking facilities as demand warrants.	Require major developments to include bus turnouts, bus shelters, and other transit facilities as appropriate	Promote activity centers and transit-oriented development projects around the Railto Metrolink Station and Downtown	Connect school facilities, parks, and other activity nodes within residential neighborhoods with bicycle trails on neighborhood streets.	Provide pedestrian-friendly routes such as crosswalks and pedestrian signals, in all pedestrian activity areas.	Develop appropriate noise mitigation along truck routes to minimize noise impacts on nearby sensitive land uses.	CM 1.3 Intergovernmental coordination. Coordinate with VCTC, SCAG and Caltrans to plan, fund, and improve roadways of regional importance	CM 2.3 Rail corridor. Encourage cooperative regional agreements to promote greater utilization of the rail corridor for both transportation and recreation	CM 3.3 Pedestrian and bicycle facilities. Ensure that new developments are designed to ensure continuity with the existing non-motorized transportation network and include facilities such as sidewalks/sidewalk conversions, seating areas and bicycle parking	CM 4.3 Safe routes to school. Support Safe Routes to School programs focusing on pedestrian and bicycle safety improvements near local schools								
		4. As new development or redevelopment occurs, the City of Huntington Park shall limit driveway access onto arterial streets, restrict travel through adjacent residential neighborhoods, and provide bus turnouts where appropriate	8. The City of Huntington Park shall coordinate the development of goods movement system that will reduce the impact of trucks on the local traffic and the street infrastructure.	12. The City of Huntington Park shall encourage employers to reduce vehicular trips by offering employees incentives such as reduced rate transit passes and supporting parking for ridesharing	16. The City shall encourage the provision of an accessible and secure area for bicycle storage at all new and existing developments.	20. The city shall encourage the provision of an accessible and secure area for bicycle storage at all new and existing developments.	25. The City shall limit the development of parking facilities through methods like alley vacation and lot consolidation	27. The City will require all truck parking and queuing to occur outside of the public rights-of-ways.	29. The City shall work with adjacent jurisdictions and the MTA to develop a network of on-street bike lanes or off-street bike paths.	24. The City shall limit primary truck routes to major arterials to lessen the impacts to the residential neighborhoods.	28. The City shall allow for adequately sized truck loading areas which do not interfere with nearby traffic circulation.	Close gaps in the City's roadway network by extending roadway grid, as per the Renaissance Specific Plan	Reduce delays to local traffic, facilitate emergency response, and enhance safety by pursuing railroad grade/sewer/redevelopment	Encourage clean, lighted, and convenient bus shelters and transit stops in walking distance of activity areas and residential neighborhoods	Encourage accessible, flexible, and efficient public transit to all major activity areas in the Inland Empire	Support the High Speed Train project sponsored by the California High Speed Rail Authority	Require provision of secure bicycle storage, including at the Metrolink station, public parks, schools, shopping centers, park-and-ride facilities, and other major activity centers	Accommodate pedestrians and bicycles — in addition to automobiles — when considering new development projects.	Encourage the development of adequate on-site loading areas to minimize interference of truck loading activities with efficient traffic circulation on adjacent roadways.	CM 1.4 Complete streets. Apply a flexible, balanced approach to mobility system improvements that utilizes innovative design solutions and considers the safety and mobility of all modes	CM 3.4 Bicycle accessibility. Enhance bicycle accessibility between the Historic Depot, Downtown and other areas of the city, particularly districts to the north and south	CM 4.4 Encourage alternative transportation. Support public information to encourage alternative modes of transportation.									
																				CM 3.5 Traffic calming. Explore traffic calming strategies including high-visibility crosswalks and curb extensions/sub-bouts to reduce crossing distances on key corridors											
																					CM 3.6 Pedestrian priority focus areas. Coordinate pedestrian priority focus areas with existing and future improvement plans for Downtown and the Harvard Boulevard Corridor.										
																					CM 1.5 Prioritize public safety. Place a high priority on safety and reduction of accident rates.										
																					CM 1.6 Reduce VMT. Support development and transportation improvements that help reduce per capita VMT and meet the needs of roadway users of all modes										
																					CM 1.7 Green infrastructure. Incorporate green infrastructure into road design wherever feasible.										
																					CM 1.8 Dig once. Minimize operational disruptions in the circulation network through strategies such as "dig once."										



		Huntington Park				Rialto				Santa Paula									
Programs	<p>The City's Capital Improvement Program (CIP) is a five-year plan that indicates the timing of major capital expenditures. Individual projects are reviewed and ranked on an annual basis and may include streetscape upgrades, installation of traffic signals, slurry seal for streets, sidewalk repair, and sewer line upgrades. The City will continue to update, review, and implement its CIP to consider transportation-related improvements.</p> <p>Capital Improvement Program (to Left)</p> <p>Signalization. The City will strive to provide optimum signalization on major thoroughfares to maximize circulation efficiency, such as participation in a regional signalization program.</p>	<p>The City will coordinate efforts with Caltrans to upgrade area freeways. The purpose of this undertaking is to ensure that the City is fully apprised of the improvement efforts in the early stages of planning and design.</p>	<p>The City shall continue to evaluate the environmental impacts of new development and provide mitigation measures prior to development approval, as required by the California Environmental Quality Act (CEQA). Environmental review shall be provided for major projects, as well as those that will have the potential to adversely impact the environment.</p>	<p>Transit Centers. Transit centers consisting of bus turnouts and loading areas, weatherproof shelters, information centers, emergency phones, and, in some areas, park-and-ride facilities, will be implemented as part of new development.</p>	<p>Residential Parking Program The City will review existing parking standards and regulations applicable to the residential neighborhoods. This program will consider the feasibility of additional on-street parking restrictions and a permit parking program as a means to eliminate the storage of extra vehicles on city streets.</p>	<p>The Huntington Park PD will enforce laws concerning trucks using non-designated truck routes, illegal on-street parking, and other traffic laws.</p>	<p>Foothill Boulevard Streetscape plan: a comprehensive public improvement program that will include street improvements, signalization, landscaping, and other related improvements.</p>	<p>Traffic Calming: Continue to construct specific citywide traffic calming improvements that are funded by the City's Transportation Impact Fee</p>	<p>Encourage and support park and ride facilities near the I-10 and SR-210 freeways.</p>	<p>Continue to coordinate with Omnitrans in providing high quality bus services to the City of Rialto and surrounding communities. Strive to maintain and improve bus service to Rialto and the surrounding communities while reducing costs and improving local control.</p>	<p>Coordinate with SCRRRA in providing a regional rail system (Metrolink) that links Rialto to other employment and activity centers</p>	<p>City's Bikeway Plan Continue to implement the City's Bikeway Plan. Submit requests for funding to complete the City's bikeway plan from programs made available by the Transportation Equity Act, South Coast Air Quality Management District, and other agencies</p>	<p>Transportation Demand Management. Continue to promote Transportation Demand Management through implementation of the City's Transportation Control Measures set forth in the Zoning Ordinance.</p>	<p>Rail Crossings (under 4.1 as well)</p>	<p>CM 1a Capital Improvement Program. Regularly update the Capital Improvement Program (CIP) based upon adopted mobility policies</p>	<p>CM 2a Support enhanced bus service. Actively participate in VCTC programs designed to enhance bus service offerings and bolster ridership</p>	<p>CM 3a Development review. As part of the development review process, assist applicants in demonstrating conformance with pedestrian and bicycle mobility plans, policies and regulations</p>	<p>CM 4a Development review. As part of the development review process, assist applicants in demonstrating conformance with TDM plans, policies and regulations</p>	<p>CM 5a Regional cooperation. In cooperation with Caltrans and VCTC, establish truck routes in Santa Paula to facilitate the safe movement of goods while minimizing conflicts with other road users and sensitive land uses</p>
		<p>Signalization and Intersection Improvements and Safety. Complete intersection capacity improvements, coordinate traffic signals utilizing Intelligent Transportation Systems (ITS), and improve striping and signage.</p> <p>Study alternatives to complete street improvements including street widening as follows:  <ul style="list-style-type: none"> <li>□ Pepper Avenue Improvement</li> <li>□ Riverside Avenue and I-10 Freeway Overpass</li> <li>□ 1-10 Freeway and Cedar Avenue interchange</li> <li>□ 1-15 Freeway and Sierra Avenue Interchange</li> <li>□ Support construction of interchange at Alder Avenue and I-10 Freeway</li> </ul> </p> <p>Monitor the level of service at key intersections and roadway segments on an on-going basis and ensure that key intersections approaching LOS D are prioritized for improvements within the City's Capital Improvement Program. Require preparation of traffic studies, as appropriate, for proposed new development. Incorporate into the proposed development mitigation measures that are acceptable to the city engineer to reduce potential traffic impacts.</p> <p>Caltrans: Continue negotiations and discussions with California Department of Transportation (Caltrans) on issues such as: maintaining pavement, improving interchanges on I-10 and I-15 freeways, construction a new interchange on I-10, supporting HOV construction on I-10 and replacing bridge over UP rail tracks</p> <p>Street Resurfacing: Continue to implement and follow the schedule for resurfacing streets as provided for in the City's Master Street Resurfacing Plan.</p> <p>Rail Crossings Review at-grade rail crossings for compliance with California Public Utilities Commission and Federal Highway Administration guidelines.</p>	<p>Pacific Electric Bike Trail Pursue funding to construction the Pacific Electric Bike Trail along the former Pacific Electric Railway right-of-way. Include amenities for bicyclists and pedestrian including lighting, seating areas, bicycle racks</p> <p>Promote Walking. Encourage new development to support walking.</p> <p>New and Replacement Sidewalks, Curbs, and Gutters Continue to provide funding for new and replacement sidewalks throughout the City, placing priority on installing missing sidewalks near schools and activity centers, and replacing sidewalks that have been identified as hazardous to public safety.</p> <p>American Disability Act Accessible Ramps Continue to provide funding for new and replacement ramps throughout the City, particularly near schools and senior facilities, and at activity nodes within the community.</p>	<p>Monitor Truck Routes Monitor truck routes to minimize impacts from industrial uses on residential neighborhoods</p>	<p>CM 1b Development review. As part of the development review process, assist applicants in demonstrating compliance with mobility policies and require developments to include circulation system improvements</p> <p>CM 2b New development. Work with developers and service providers to ensure that new projects are designed to enhance transit connectivity and accessibility.</p> <p>CM 2c Downtown depot. Preserve options for a future commuter passenger station at the historic Downtown depot with facilities for convenient transfers between different modes of transport.</p> <p>CM 3c Capital Improvement Program. Incorporate priority pedestrian and bicycle facility improvements in the Capital Improvement Program</p> <p>CM 3d Regional coordination. Work with VCTC and neighboring jurisdictions to complete the Heritage Valley bike path and other non-motorized routes identified in the County Regional Trails and Pathway Master Plan.</p> <p>CM 4c Review parking regulations. Review the Development Code to ensure that parking requirements provide an appropriate balance between adequate parking and other mobility objectives.</p> <p>CM 4d Safe Routes to School. Work with school districts to support Safe Routes to School programs that improve conditions for students walking and bicycling in the areas near schools</p> <p>CM 1c Funding sources. Pursue all feasible alternative means of funding circulation system improvements</p> <p>CM 2d Commuter rail. Work with VCTC and Metrolink to assess potential commuter rail service feasibility, as well as with recreational operators to preserve recreational excursion service.</p> <p>CM 1d Transportation impact fees. Continue to implement a City traffic improvement fee program (TF) and participate in applicable County or regional traffic mitigation fee programs</p> <p>CM 1e Complete streets design standards. Establish design standards and criteria for Complete Streets to address the needs of all users</p> <p>CM 1f Public safety. Track accident data to better understand potential safety issues facing the most vulnerable transportation users</p> <p>CM 1g Transportation impact analyses. Ensure that transportation impact analyses are conducted in a complimentary manner to the Ventura Countywide Transportation Plan and the SCAG RTP/SCS 1 CM 1.h General Plan review. In conjunction with each update to the RTP/SCS and the VCTC CTP, review Circulation and Mobility Element goals, policies and programs to ensure that they continue to appropriately reflect current conditions and City priorities.</p>	<p>CM 2c Downtown depot. Preserve options for a future commuter passenger station at the historic Downtown depot with facilities for convenient transfers between different modes of transport.</p> <p>CM 3c Capital Improvement Program. Incorporate priority pedestrian and bicycle facility improvements in the Capital Improvement Program</p> <p>CM 3d Regional coordination. Work with VCTC and neighboring jurisdictions to complete the Heritage Valley bike path and other non-motorized routes identified in the County Regional Trails and Pathway Master Plan.</p>	<p>CM 4c Review parking regulations. Review the Development Code to ensure that parking requirements provide an appropriate balance between adequate parking and other mobility objectives.</p> <p>CM 4d Safe Routes to School. Work with school districts to support Safe Routes to School programs that improve conditions for students walking and bicycling in the areas near schools</p>	<p>CM 5b Truck traffic. Discourage trucks from traveling, parking, or idling on local streets and in residential neighborhoods.</p>											

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**APPENDIX C**  
**Average Daily Traffic Data**

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BY STREET					
ID	Zone Name	Estimated 2017 AADT	Estimated 2018 AADT	Estimated 2019 AADT	CHANGE FROM 2017 TO 2019
1	CLARA ST	36,863	40,794	42,739	16%
2	CLARA ST/SCOUT AVE	10,470	12,333	11,699	12%
3	EASTERN AVE	163,750	168,966	167,959	3%
4	EL SELINDA AVE	4,312	3,366	5,500	28%
5	FLORENCE AVE	119,156	136,640	121,543	2%
6	FLORENCE PL	7,586	8,038	6,396	-16%
7	FOSTER BRIDGE BLVD	4,970	3,657	6,463	30%
8	GAGE AVE	74,920	77,295	76,016	1%
9	GARFIELD AVE	106,818	122,094	114,162	7%
10	GEPHART AVE	4,056	3,068	4,806	18%
11	IRA AVE	11,719	10,194	21,078	80%
12	JABONERIA RD	19,515	18,006	26,321	35%
13	LOVELAND ST	16,902	13,978	20,145	19%
14	LUBEC ST	4,222	3,190	6,938	64%
15	PARK LN/SCOUT AVE	4,852	2,704	6,504	34%
16	PERRY RD	8,516	7,532	11,729	38%
17	QUINN ST	2,117	1,937	3,194	51%
18	SCOUT AVE	5,974	5,760	6,727	13%
19	SPECHT AVE	6,368	5,605	9,149	44%
20	SUVA ST	4,249	5,737	7,407	74%

BY STREET SEGMENT											
ID	Zone Name	SEGMENT	Zone Name	Roadway Design Capacity (BG 1995)	Estimated 2017 AADT	Estimated 2018 AADT	Estimated 2019 AADT	CHANGE FROM 2017 TO 2019	2017	2018	2019
CLARA ST -1	CLARA ST	WEST CITY LIMIT - EASTERN AVE	CLARA ST (WEST CITY LIMIT - EASTERN AVE)	N/A	18,085	19,687	20,380	13%			
CLARA ST -2	CLARA ST	EASTERN AVE - JABONERIA RD	CLARA ST (EASTERN AVE - JABONERIA RD)	N/A	9,770	10,708	11,922	22%			
CLARA ST -3	CLARA ST	JABONERIA RD - GARFIELD AVE	CLARA ST (JABONERIA RD - GARFIELD AVE)	N/A	9,008	10,399	10,437	16%			
CLARA ST/SCOUT AVE -4	CLARA ST/SCOUT AVE	GARFIELD AVE - FLORENCE AVE	CLARA ST/SCOUT AVE (GARFIELD AVE - FLORENCE AVE)	N/A	10,470	12,333	11,699	12%			
EASTERN AVE -1	EASTERN AVE	NORTH CITY LIMIT - GAGE AVE	EASTERN AVE (NORTH CITY LIMIT - GAGE AVE)	33,000	22,683	27,715	27,261	20%	MEETS	MEETS	MEETS
EASTERN AVE -2	EASTERN AVE	GAGE AVE - LUBEC ST	EASTERN AVE (GAGE AVE - LUBEC ST)	33,000	28,257	30,215	30,063	6%	MEETS	MEETS	MEETS
EASTERN AVE -3	EASTERN AVE	LUBEC ST - FLORENCE AVE	EASTERN AVE (LUBEC ST - FLORENCE AVE)	33,000	37,295	32,326	31,938	-14%	EXCEEDS	MEETS	MEETS
EASTERN AVE -4	EASTERN AVE	FLORENCE AVE - CLARA ST	EASTERN AVE (FLORENCE AVE - CLARA ST)	33,000	27,454	27,795	27,804	1%	MEETS	MEETS	MEETS
EASTERN AVE -5	EASTERN AVE	CLARA ST - JABONERIA RD	EASTERN AVE (CLARA ST - JABONERIA RD)	33,000	24,531	25,779	26,230	7%	MEETS	MEETS	MEETS
EASTERN AVE -6	EASTERN AVE	JABONERIA RD - GARFIELD AVE	EASTERN AVE (JABONERIA RD - GARFIELD AVE)	22,000	23,530	25,136	24,663	5%	EXCEEDS	EXCEEDS	EXCEEDS
EL SELINDA AVE -1	EL SELINDA AVE	GAGE AVE - FLORENCE AVE	EL SELINDA AVE (GAGE AVE - FLORENCE AVE)	N/A	4,312	3,366	5,500	28%			
FLORENCE AVE -1	FLORENCE AVE	WEST CITY LIMIT - JABONERIA RD	FLORENCE AVE (WEST CITY LIMIT - JABONERIA RD)	33000-49500	42,508	49,552	44,096	4%	MEETS	MEETS	MEETS
FLORENCE AVE -2	FLORENCE AVE	JABONERIA RD - GARFIELD AVE	FLORENCE AVE (JABONERIA RD - GARFIELD AVE)	49,500	42,048	50,491	43,717	4%	MEETS	EXCEEDS	MEETS
FLORENCE AVE -3	FLORENCE AVE	GARFIELD AVE - EAST CITY LIMIT	FLORENCE AVE (GARFIELD AVE - EAST CITY LIMIT)	49,500	34,600	36,597	33,730	-3%	MEETS	MEETS	MEETS
FLORENCE PL -1	FLORENCE PL	FLORENCE AVE - SCOUT AVE	FLORENCE PL (FLORENCE AVE - SCOUT AVE)	22,000	7,586	8,038	6,396	-16%	MEETS	MEETS	MEETS
FOSTER BRIDGE BLVD -1	FOSTER BRIDGE BLVD	GARFIELD AVE-RIVERGROVE DR	FOSTER BRIDGE BLVD (GARFIELD AVE-RIVERGROVE DR)	N/A	4,970	3,657	6,463	30%			
GAGE AVE -1	GAGE AVE	WEST CITY LIMIT - EASTERN AVE	GAGE AVE (WEST CITY LIMIT - EASTERN AVE)	22,000	36,719	30,558	29,100	-21%	EXCEEDS	EXCEEDS	EXCEEDS
GAGE AVE -2	GAGE AVE	EASTERN AVE - GARFIELD AVE	GAGE AVE (EASTERN AVE - GARFIELD AVE)	22,000	19,429	24,000	24,170	24%	MEETS	EXCEEDS	EXCEEDS
GAGE AVE -3	GAGE AVE	GARFIELD AVE - GREENWOOD AVE	GAGE AVE (GARFIELD AVE - GREENWOOD AVE)	22,000	18,772	22,737	22,746	21%	MEETS	EXCEEDS	EXCEEDS
GARFIELD AVE -1	GARFIELD AVE	GAGE AVE - LOVELAND ST	GARFIELD AVE (GAGE AVE - LOVELAND ST)	33,000	28,723	33,246	30,750	7%	MEETS	EXCEEDS	MEETS
GARFIELD AVE -2	GARFIELD AVE	LOVELAND ST - FLORENCE AVE	GARFIELD AVE (LOVELAND ST - FLORENCE AVE)	33,000	31,371	36,337	34,637	10%	MEETS	EXCEEDS	EXCEEDS
GARFIELD AVE -3	GARFIELD AVE	FLORENCE AVE - CLARA ST	GARFIELD AVE (FLORENCE AVE - CLARA ST)	33,000	21,785	25,455	22,539	3%	MEETS	MEETS	MEETS
GARFIELD AVE -4	GARFIELD AVE	CLARA ST - EASTERN AVE	GARFIELD AVE (CLARA ST - EASTERN AVE)	33,000	24,939	27,056	26,236	5%	MEETS	MEETS	MEETS
GEPHART AVE -1	GEPHART AVE	PRIORY ST - MULLER ST	GEPHART AVE (PRIORY ST - MULLER ST)	N/A	4,056	3,068	4,806	18%			
IRA AVE -1	IRA AVE	GAGE AVE-FLORENCE AVE	IRA AVE (GAGE AVE-FLORENCE AVE)	N/A	2,664	2,466	4,030	51%			
IRA AVE -2	IRA AVE	FLORENCE AVE-CLARA ST	IRA AVE (FLORENCE AVE-CLARA ST)	N/A	4,814	4,018	8,448	75%			
IRA AVE -3	IRA AVE	CLARA ST-GARFIELD AVE	IRA AVE (CLARA ST-GARFIELD AVE)	N/A	4,241	3,710	8,600	103%			
JABONERIA RD -1	JABONERIA RD	GAGE AVE - FLORENCE AVE	JABONERIA RD (GAGE AVE - FLORENCE AVE)	12,500	5,459	5,190	6,652	22%	MEETS	MEETS	MEETS
JABONERIA RD -2	JABONERIA RD	FLORENCE AVE - CLARA ST	JABONERIA RD (FLORENCE AVE - CLARA ST)	12,500	5,524	5,864	6,217	13%	MEETS	MEETS	MEETS
JABONERIA RD -3	JABONERIA RD	CLARA ST - EASTERN AVE	JABONERIA RD (CLARA ST - EASTERN AVE)	N/A	4,910	4,257	8,896	81%			
JABONERIA RD -4	JABONERIA RD	EASTERN AVE - SHULL ST	JABONERIA RD (EASTERN AVE - SHULL ST)	N/A	3,622	2,695	4,556	26%			
Loveland St -1	Loveland St	Eastern Ave - Jaboneria Rd	Loveland St (Eastern Ave - Jaboneria Rd)	N/A	7,078	3,028	5,568	-21%			
Loveland St -2	Loveland St	Jaboneria Rd-Garfield Ave	Loveland St (Jaboneria Rd-Garfield Ave)	N/A	5,337	5,757	6,312	18%			

LOVELAND ST -3	LOVELAND ST	GARFIELD AVE-SUVA ST	LOVELAND ST (GARFIELD AVE-SUVA ST)	N/A	4,487	5,193	8,265	84%			
LUBEC ST -1	LUBEC ST	EASTERN AVE-DARWELL AVE	LUBEC ST (EASTERN AVE-DARWELL AVE)	N/A	4,222	3,190	6,938	64%			
PARK LN/SCOUT AVE -1	PARK LN/SCOUT AVE	GARFIELD AVE-CLARA ST	PARK LN/SCOUT AVE (GARFIELD AVE-CLARA ST)	N/A	4,852	2,704	6,504	34%			
PERRY RD -1	PERRY RD	GAGE AVE-FLORENCE PL	PERRY RD (GAGE AVE-FLORENCE PL)	N/A	4,105	3,919	7,092	73%			
PERRY RD -2	PERRY RD	FLORENCE PL-CLARA ST	PERRY RD (FLORENCE PL-CLARA ST)	N/A	4,411	3,613	4,637	5%			
QUINN ST -1	QUINN ST	EASTERN AVE - GARFIELD AVE	QUINN ST (EASTERN AVE - GARFIELD AVE)	N/A	2,117	1,937	3,194	51%			
SCOUT AVE -1	SCOUT AVE	FOSTER BRIDGE BLVD - FLORENCE AVE	SCOUT AVE (FOSTER BRIDGE BLVD - FLORENCE AVE)	12,500	5,974	5,760	6,727	13%	MEETS	MEETS	MEETS
SPECHT AVE -1	SPECHT AVE	WATCHER ST - GAGE AVE	SPECHT AVE (WATCHER ST - GAGE AVE)	N/A	3,534	2,428	4,523	28%			
SPECHT AVE -2	SPECHT AVE	GAGE AVE - LUBEC ST	SPECHT AVE (GAGE AVE - LUBEC ST)	N/A	2,834	3,177	4,626	63%			
SUVA ST -1	SUVA ST	FOSTER BRIDGE BLVD-RIO HONDO	SUVA ST (FOSTER BRIDGE BLVD-RIO HONDO)	N/A	4,249	5,737	7,407	74%			