4 Mobility Element

INTRODUCTION

The Mobility Element sets forth the plan for mobility and circulation within the City. It is based on the overall vision and guiding principles identified in the General Plan. The Mobility Element supports the vision of the City to put people first by calming traffic, improving connections, and encouraging walking, biking, and use of public transit.

The City's transportation system therefore needs to provide for a balanced integration of all transportation modes. Traffic should flow smoothly, but at appropriate, low, and safe speeds. Alternative transportation modes should be available and convenient such as transit, bicycling and walking. The transportation system should be compatible with walkable and livable neighborhoods. The impacts of traffic should be minimized in residential neighborhoods and in commercial and recreational areas.

The transportation system should be compatible with walkable and livable neighborhoods.

VISION

We will enhance mobility by creating a balanced transportation system that creates safe and attractive streets and promotes walking, bicycling and transit use.

The General Plan identifies the overall vision for the City of South Gate, and eleven Guiding Principles that support the vision (See Vision Statement and Guiding Principles Section of the General Plan). The Guiding Principle for mobility and circulation in the City is as follows:

> "Transportation Choices: We will enhance mobility by creating a balanced transportation system that creates safe and attractive streets and promotes walking, bicycling and transit use."

Community input to the General Plan process identified the following key goals to improve mobility in the City: slow traffic in neighborhoods, build a walkable city, reduce traffic congestion, improve transit, and expand the bicycle network.

PURPOSE AND STATUTORY REQUIREMENTS

The purpose of the Mobility Element is to provide a safe, efficient, and adequate circulation system in the City. The Mobility Element is one of the General Plan components required by state law (State of California's General Plan Guidelines (Government Code Section 65300-65307). These guidelines require that a circulation element "...consist of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities, all correlated with the land use element of the plan."

The Mobility Element meets all of the requirements of state law, and provides a comprehensive approach to local transportation by providing specific goals, policies and plans for multi-modal transportation in the City. Public utilities and facilities are addressed separately in the Public Facilities and Services Element of the General Plan.

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EXISTING CONDITIONS

Regional Access

The City of South Gate is served by significant regional transportation facilities, including freeways, regional arterial roadways, and regional buses. While these provide regional transportation access to and from the City, these facilities can also negatively impact the City.

The City is served by two freeways – the I-710 Long Beach Freeway, and the I-105 Glen Anderson Freeway. The principal regional access to the City is provided by the I-710 Freeway which runs north-south through the City. This freeway generally has four general purpose lanes in each direction within the City. There are two full access interchanges (all directions) on I-710 within the City at Firestone Boulevard and Imperial Highway.

The I-105 Freeway runs in the east-west direction south of the City through the City of Lynwood. Interchanges are located at Long Beach Boulevard (in the City of Lynwood), Garfield Avenue (in the City of Paramount) and Paramount Boulevard (in the City of South Gate).

The Los Angeles River, which runs north-south through the City and the parallel I-710 freeway, are barriers to mobility.

City Streets

The existing street system is shown in Figure ME 1. While the City generally has an adequate street grid system in the west and the central portions, the grid is not as prominent in the eastern part of the City, due to the I-710 Freeway and the Los Angeles River. Certain east-west streets, such as Southern Avenue and Tweedy Boulevard are discontinuous in the eastern part of the City and do not cross the Los Angeles Rivers or the I-710 Freeway. Firestone Boulevard is the only east-west street that spans the entire City in the east-west direction, and is also the only street within the City that connects to other cities in an east-west direction.

The closely spaced streets in the street network across much of the City are a key benefit to local circulation. Traffic is able to use many of the local roadways and so is less concentrated on any particular roadway.

The City's arterial roadway system connects in all directions to arterial roadways in adjacent jurisdictions. Firestone Boulevard, Imperial Highway, Long Beach Boulevard, Atlantic Avenue, Garfield Avenue, and Paramount Boulevard are all major arterials in Los Angeles County that run through numerous cities and provide regional circulation. These arterials connect to adjacent cities and the surrounding region, and also provide routes for regional traffic through the City of South Gate. The streets that carry the most regional traffic in the City are Boulevard and Imperial Highway in the east-west direction, and Long Beach Boulevard, Atlantic Avenue, Garfield Avenue, and Paramount Boulevard in the north-south direction.

Traffic Conditions

Traffic conditions are rated using the concept of Level of Service (LOS), which describes a range of roadway operating conditions from LOS A (excellent conditions) to LOS F (very poor conditions), as shown in Table ME 1. The vast majority of City streets operate at Level of Service D or better. Only 9% of all roadway segments (Primary Arterials, Minor Arterials, and Collector Streets) are currently operating at LOS E or LOS F in the A.M peak hours and only 14% in the PM peak hours.

However, for many of the east-west streets, including parts of Santa Ana Avenue, Firestone Boulevard, Southern Avenue, Tweedy Boulevard, and Imperial Highway, levels of service of LOS D, LOS E and LOS F are occurring, particularly in the eastern part of the City.

There is heavy truck traffic in some areas, particularly in the eastern part of the City due to the industrial land uses located there and the proximity to the I-710 Freeway interchanges at Firestone Boulevard and Imperial Highway.

Railroads

The Union Pacific Railroad (UPRR) currently operates two railroad lines through the City. The line that runs in the northwest to southeast direction in the eastern portion of the City is the San Pedro Sub-division. A second line (Spur Line) runs in an east-west direction, north of Firestone Boulevard (and in the western half of the City between Independence Avenue and

Some industrial uses are served by the railroad spurs.

Figure ME 1 Freeway and Roadway System

Ardmore Avenue). Both lines provide local switching service, with each line typically handling about 4 to 6 trains per day. There are no grade separated crossings in the City of South Gate, except for the grade separation of the railroad line and the I-710 Freeway.

The "Alameda Corridor" runs north-south immediately to the west of the City. The Alameda Corridor links the ports of Long Beach and Los Angeles to the transcontinental rail network near downtown Los Angeles. This rail freight corridor, primarily along and adjacent to Alameda Street, is comprised of a series of underpasses and bridges that separate freight trains from street traffic and passenger trains. Adjacent to South Gate the corridor is fully grade separated and has no interaction with any of the components of the circulation system in the City.

Non-Motorized Transportation

The City does not currently have any established plan or system of bicycle routes, either physically existing or in the existing General Plan. There are, however, several bicycle routes in the City. Bicycle paths are located on the east side of the Rio Hondo channel, on the west and east side of the Los Angeles River (north of Imperial Highway), and on the north side of Southern Avenue between Long Beach Boulevard and Atlantic Avenue in the Department of Water and Power right-of-way. The bicycle paths located next to the Rio Hondo channel and the Los Angeles River are part of the regional system established and maintained by the County of Los Angeles. A bicycle lane also exists on the south side of Southern Avenue from Southern Place to the Los Angeles River.

Table ME 1 – Level of Service Definitions for Signalized Intersections

Level of Service	Description	Volume to Capacity Ratio
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	<0.600
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.601 –0.700
C	Good operation. Occasionally drivers may have to wait for more than 60 seconds, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.701 – 0.800
D	Fair operation. Cars are sometimes required to wait for more than 60 seconds during short peaks. There is no long-standing traffic queues. This level is typically associated with design practice for peak periods.	0.801 – 0.900
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.901 – 1.000
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersections approach lanes; therefore, volumes carried are not predictable. Potential for stop-and-go type traffic flow.	Over 1.001

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, Washington, D.C., 1985 and Interim Materials on Highway Capacity, NCHRP Circular 212, 1982.

In general, sidewalks are provided on all streets in the City of South Gate. Other than sidewalks, there is no identified pedestrian trail system in the existing General Plan that provides connections between different areas in the City or to major destinations/activity centers. Pedestrian amenities are generally good in the City's residential neighborhoods (with sidewalks, shaded tree cover, and pleasant walking environments), and along certain streets such as Tweedy Boulevard (with shade cover, benches, and wider sidewalks at intersections and mid-block locations). However, pedestrian amenities to encourage walking (such as benches, shaded walkways, etc.) are generally very limited along the major arterial corridors in the City, and pedestrian conditions on these arterials are often poor due to narrow sidewalks, fast moving traffic, and streets that are sometimes difficult to cross because of the wide street widths and the long distances between signalized intersections.

An existing multi-use trail runs along the Los Angeles River and the Rio Hondo Channel and connects South Gate with the larger region.

Transit

The City of South Gate is served by the Los Angeles County Metropolitan Transportation Authority (Metro) which operates various bus routes through the City connecting with major trip generators throughout Los Angeles County. The City does not have any other regional transit carriers providing service within the City limits. The City also provides Phone-A-Ride service for the general public and the senior/disabled.

The City of South Gate is not served by rail transit within its city limits. South of the City, the Metro Green Line light rail line runs in the median of the I-105 Freeway connecting the cities of Norwalk and Redondo Beach. A Metro Green Line station is located on Long Beach Boulevard at the I-105 Freeway, just south of the City limits. The Metro Green Line also provides connections to the Metro Blue Line at the Imperial/Wilmington Station.

The City of South Gate is served by eleven Metro Transit Lines which operate to a variety of destinations in Los Angeles County. City streets primarily used by these Metro transit lines include Firestone Boulevard, Imperial Highway, Long Beach Boulevard, and Atlantic Avenue. Single bus routes also serve Santa Ana Avenue, Tweedy Boulevard, Truba Avenue, State Street, California Avenue, Otis Street, Garfield Avenue, and Paramount Boulevard. These regional bus lines provide service on major east-west and north-south arterials in the City of South Gate.

The highest passenger volume bus stops in the City are located primarily along Firestone Boulevard, as well as on Long Beach Boulevard and Atlantic Avenue.

While not served directly by rail, a Metro Blue Line station is located on Firestone Boulevard approximately one mile west of South Gate.

KEY ISSUES AND CHALLENGES

The General Plan Update process began with the City staff and consultant team engaging the community to understand the City's perceived strengths and challenges. The following key issues and challenges were identified through this process, and provided the basis for the update of the City's Mobility Element.

Good Transportation Access in the City

The City is well served by transportation facilities – due to its central location in Los Angeles County – with two freeways, numerous regional arterials, and numerous bus transit routes. While these facilities provide good access for South Gate residents to other destinations in the region, they also provide routes for regional traffic to pass through the City and impact its streets.

Through Traffic

Numerous major regional arterials pass through the City, which serves local City destinations, but also facilitates passage through the City for primary destinations elsewhere. Regional through traffic uses roadway capacity but does not benefit the City. Such traffic is not generated by City residents and these motorists may not do business or visit commercial destinations in the City.

Traffic flows on major arterials must be effectively managed so that multimodal operations provide for efficient traffic flow while enabling other transportation modes (transit, bicycles, and pedestrians) to also use the street right-of-way in a convenient manner. This may include measures to manage and/or calm traffic where appropriate and feasible.

Barrier Effect of the I-710 Freeway and the Los Angeles River

The I-710 Freeway and the Los Angeles River both create a major barrier to east-west movement in the City. Only two east-west roadways, Firestone Boulevard and Imperial Highway, cross these facilities. Key east-west roadways that do not cross are Southern Avenue and Tweedy Boulevard. Similarly at the west end of the City, the Alameda Corridor railroad provides another barrier to east-west travel movement. While

the railroad is in an open subterranean trench, the only major streets crossing the corridor and Alameda Street in the City are Firestone Boulevard and Southern Avenue (though Tweedy Boulevard and MLK Jr. Blvd both cross the railroad tracks and connect to Alameda Street (West).

As part of the I-710 Major Corridor Improvement Program, Southern Avenue is anticipated to be extended easterly across the Los Angeles River and the I-710 Freeway to Garfield Avenue.

I-710 Corridor

In June 2006, Metro authorized initiation of the environmental study phase (EIR/EIS) of the I-710 South Project, pursuant to the Major Corridor Study's Locally Preferred Strategy (LPS). This LPS would provide ten mixed flow lanes and four dedicated truck lanes on I-710 through South Gate, and would implement improvements to the Imperial Highway interchange (in the City of Lynnwood), Firestone Boulevard interchange (in the City of South Gate), the Florence Avenue interchange and the Atlantic/Bandini interchange (in the Cities of Vernon and Bell) and add a new interchange at Slauson Avenue (in the Cities of Bell and Commerce).

These improvements to freeway capacity should be beneficial to local city streets in that regional traffic should remain on the freeway rather than using surface streets. Currently, an excessive number of trucks access the freeway at Firestone Boulevard due to the lack of poor quality of interchanges with other arterials. The improvements to I-710 interchanges in the vicinity of South Gate should reduce the number of trucks accessing the freeway at Firestone Boulevard.

High Volume of Truck Traffic

Due to the City's industrial land uses and the proximity to the I-710 Freeway, there is a high volume of truck traffic in the City, particularly in the northeastern part. Trucks generally travel at slower speeds, and add to traffic congestion. They contribute to roadway deterioration, and sometimes require wider lanes, curb returns and wider intersection configurations.

Public Transit Service

Metro transit service provides numerous routes through the City and covers the major roadway corridors, but does not typically provide coverage at the local neighborhood level.

Areas identified by residents as lacking in transit service include:

- The Garfield Avenue corridor.
- The Tweedy Boulevard corridor.
- The Southern Avenue corridor.
- The area around California Avenue at Liberty Boulevard.
- The area bounded by Firestone Boulevard, Atlantic Avenue, Tweedy Boulevard, and Otis Street.
- Residential areas west of Long Beach Boulevard.

Public transit service can be improved in the City, for example with better geographic coverage, increased service frequency, and better local City service.

Future transit plans include the possibility of a high speed, grade separated, environmentally friendly transit line on the Union Pacific Railroad right-of-way. This could be part of a regional line between downtown Los Angeles and Anaheim in Central Orange County (and perhaps ultimately between the City of Palmdale and the City of Irvine), on the Union Pacific railroad right-of-way, with the possibility of a station at Atlantic Avenue and Firestone Boulevard. This could provide for the possibility of a multi-modal transit station with bus transit service and associated transit-oriented development.

Parking

The large number of cars parked on residential streets is a problem in most areas of the City. This is the result of a large population and multiple drivers in households, and some illegal garage conversions to dwelling units.

Residential Street Widths

Some residents complain that residential streets are too narrow, because cars are parked on both sides of the street. Most residential streets are about 30-feet in width, and are often appropriately sized for residential neighborhoods – where traffic should appropriately travel at low speeds (e.g. 25 miles per hour or lower). Wider streets generally encourage faster travel speeds and therefore less safe environments. Localized street widening may be necessary around neighborhood schools and other locations as necessary to mitigate traffic congestion and improve vehicular and pedestrian safety.

Lack of Bicycle Facilities

With the exception of the bike path on the north side of Southern Avenue in the Department of Water and Power right-of-way, and the bike paths adjacent to the Los Angeles River and the Rio Hondo Channel, there are virtually no local bicycle routes, paths or lanes in the City. There is a key need to provide for a bicycle network in the City, which could connect to the regional bike paths running through South Gate along the Los Angeles River and the Rio Hondo Channel, as well as connecting neighborhoods to schools, parks, commercial, and civic activity centers.

Pedestrian Circulation

Pedestrian circulation facilities are rather inconsistent throughout the City. Many neighborhoods have adequate sidewalks that are often landscaped or have parkway strips. Pedestrian conditions in the Tweedy Mile and the Hollydale Business District are generally good, with wider sidewalks, and in certain locations with intersection and/or mid-block bulbouts, which

The Alameda Corridor, shown above, is the western edge of the City.

Many neighborhood streets have good pedestrian facilities with sidewalks and attractively landscaped areas.

enhance pedestrian circulation. On the other hand, pedestrian conditions on many arterial streets are relatively poor, with narrow sidewalks, fast moving traffic, and streets that are sometimes difficult to cross because the streets are wide and because of the long distance between signalized intersections.

Pedestrian circulation should be enhanced through appropriate consideration of sidewalk widths in an update of the street design standards, and include the provision of good pedestrian facilities and amenities, to provide options for alternate modes of travel in the City.

Future Land Use Development Projects

There is currently significant interest in the revitalization of old buildings and the developments of new land uses for all types of developments across the City. While this growth will provide economic benefits to the City it will also create challenges on how to accommodate increases in traffic and parking demand.

The Mobility Element Update provides an opportunity to consider a multi-modal circulation plan for the City, and provide alternative choices of travel, which would enable people to circulate in the City by using alternatives to the car such as transit, bicycle, and walking.

KEY CONCEPTS OF THE MOBILITY ELEMENT

The Mobility Element is designed to provide a forward-looking vision for the future of transportation in South Gate, based on the inputs from the community and a consideration of the future needs of the City. The Mobility Element is based on the following key concepts that reflect these inputs.

Mobility in a Livable and Walkable Community

The Mobility Element promotes a balanced transportation system in the City, which encourages the use of all transportation modes as alternatives to the automobile. This fundamental concept supports other General Plan goals that strive toward making South Gate a livable and walkable City.

A Complete Street Grid in the City

The fundamental basis of mobility within the City is the roadway system which provides the basis for many modes of travel including autos, buses, bicycles, and pedestrians. To this extent, the deficiencies in the geographic coverage of the existing street grid in the northeast part of the City should be remedied. Key streets should be extended and/or added to provide for improved street circulation and improved access to the I-710 Freeway.

Streets that are Context Sensitive

The design and operation of streets should relate not only to their transportation function, but should also be sensitive to the desired nature and scale of adjacent land uses and the districts they pass through.

Improve Certain Key Streets

The key traffic corridors in South Gate are Firestone Boulevard, Imperial Highway, Garfield Avenue, Atlantic Avenue, and Long Beach Boulevard. These streets carry the highest volumes of local traffic, and also serve traffic passing through the City. The Mobility Element anticipates widening and improving certain sections of these corridors to accommodate future travel demand. It also defines street characteristics to allow these roadways to conveniently serve all modes of travel while being pedestrian-friendly and sensitive to the

context of adjacent land uses.

Manage Traffic on City Streets

It will be increasingly important to effectively manage traffic operations on key City streets with a focus to maximize the effective capacity and utilization of the existing street system. This could entail the implementation of traffic operations procedures such as traffic monitoring, signal coordination, traffic signal synchronization, bus priority schemes, dynamic electronic signage, and smart pedestrian crossings. Vehicular capacity improvements and reductions in traffic delay could also be realized by providing bus pull-outs at major boarding points on arterial roadways. The City needs to make every effort to use the latest available technologies in traffic detection and operational management. Traffic management should also ensure that the needs of transit, bicycles, and pedestrians are also accommodated. This will be particularly important on commercial streets such as Tweedy Boulevard, and on residential corridors such as California Street and State Street, where traffic volumes and speeds will need to be managed to be consistent with the type and intensity of adjacent

Transit services throughout the City should be improved so that residents can reach key destinations without driving.

Improve Transit Service

Transit provides an alternative to use of the automobile. In addition to recommending improvements to regional transit (including additional bus routes and increased service frequencies) a key component of the Mobility Element is the introduction and operation of a local bus transit service with convenient bus transfer points that would circulate around the City connecting residential neighborhoods to key commercial, institutional, and recreational destinations.

Improve Bicycle and Pedestrian Facilities and Encourage the Use of these Travel Modes

Providing alternatives to the automobile requires enhanced bicycle and pedestrian facilities and to encourage use of these modes. The Mobility Element identifies measures to implement bicycle and pedestrian networks in the City which will allow residents to travel from neighborhoods to key destinations by bicycle or by walking.

Protect Residential Neighborhoods from Traffic Intrusion

The first and key strategy for keeping through traffic out of residential neighborhoods is to effectively manage traffic on the arterial roadway system, and to limit incentives for traffic to divert through neighborhoods. However, it is also important that programs are developed to manage traffic volumes and speeds to appropriate levels in the neighborhoods, including the use of appropriate traffic calming techniques. Solutions for these problems should involve techniques that reflect specific local neighborhood circumstances, not generic solutions. The Mobility Element therefore identifies actions for developing a process and procedures for neighborhood traffic management programs, where appropriate.

Manage Parking Demand and Supply

Parking is an integral component of travel, and as such needs to be fully integrated into the City's transportation policies in this Mobility Element. Parking policies should be supportive of the overall multi-modal goals of the Mobility Element. While it is important that sufficient parking is provided for land uses, it is equally important that there is not an oversupply of parking which would discourage use of alternate modes to the automobile.

Coordinate Land Use Development and the Transportation System

The transportation system does not function in isolation and travel in the City is generated by land uses. It is therefore important that mobility policies and land use policies are consistent and synchronized. Development policies and procedures and building design requirements should be transit-friendly and pedestrian-friendly, and include elements to support transit, bicycles, and pedestrians. Development densities should be focused along major transportation and transit corridors and around transit station/nodes.

Traffic on residential streets should be managed to protect the quality and character of neighborhoods.

KEY CIRCULATION COMPONENTS

The key provisions of the Mobility Element with respect to street classifications and functions, and provisions for trucks, transit, bicycles, and pedestrians are summarized in this section.

Street Types

The Mobility Element identifies four key types of streets in the City.

Boulevard

Boulevards are major streets that carry both local and through traffic and are expected to carry the highest volumes of traffic in the City. They provide limited access to adjacent land uses. Boulevards are multi-modal streets that serve as key transit corridors, emergency response routes, and may also serve as truck routes. Boulevards are functionally equivalent to a Primary Arterial.

Firestone Boulevard is an example of a "Boulevard" in South Gate

Avenue

Avenues are secondary streets. They carry primarily local traffic and also some through traffic. They serve shorter trips and provide access to adjacent land uses. They are local transit corridors, and are the primary bicycle routes and pedestrian routes in the City. Avenues are functionally equivalent to a Secondary Arterial.

Street

Streets connect neighborhoods to each other and to commercial and other districts. They also connect arterials to local roads. Streets are functionally equivalent to Collector Streets.

Local Road

Local roads are exactly that – they serve local land uses, typically residential but can also serve industrial and/or commercial uses. They carry low traffic volumes that are exclusively oriented to local traffic.

State Street, shown above, is an example of an "Avenue" in South Gate.

Street Classifications/ Designations

The street classifications in the Mobility Element according to the street types identified above are shown in Figure ME 2.

The following streets are designated as Boulevards (Primary Arterials), with the specified maximum number of lanes (excluding turn lanes):

Firestone Boulevard
(six lanes)
(eight lanes between Atlantic Avenue and Garfield Avenue)

Imperial Highway
(six lanes)
(eight lanes between Atlantic Avenue and Garfield Avenue)

Long Beach Boulevard
(six lanes) – south of Firestone Boulevard
(four lanes) – north of Firestone Boulevard

Atlantic Avenue
(six lanes)

Garfield Avenue
(six lanes)

Paramount Boulevard
(four lanes)

The following streets are designated as Avenues (Secondary Arterials) with the specified maximum number of lanes (excluding turn lanes):

Tweedy Boulevard
(four lanes)

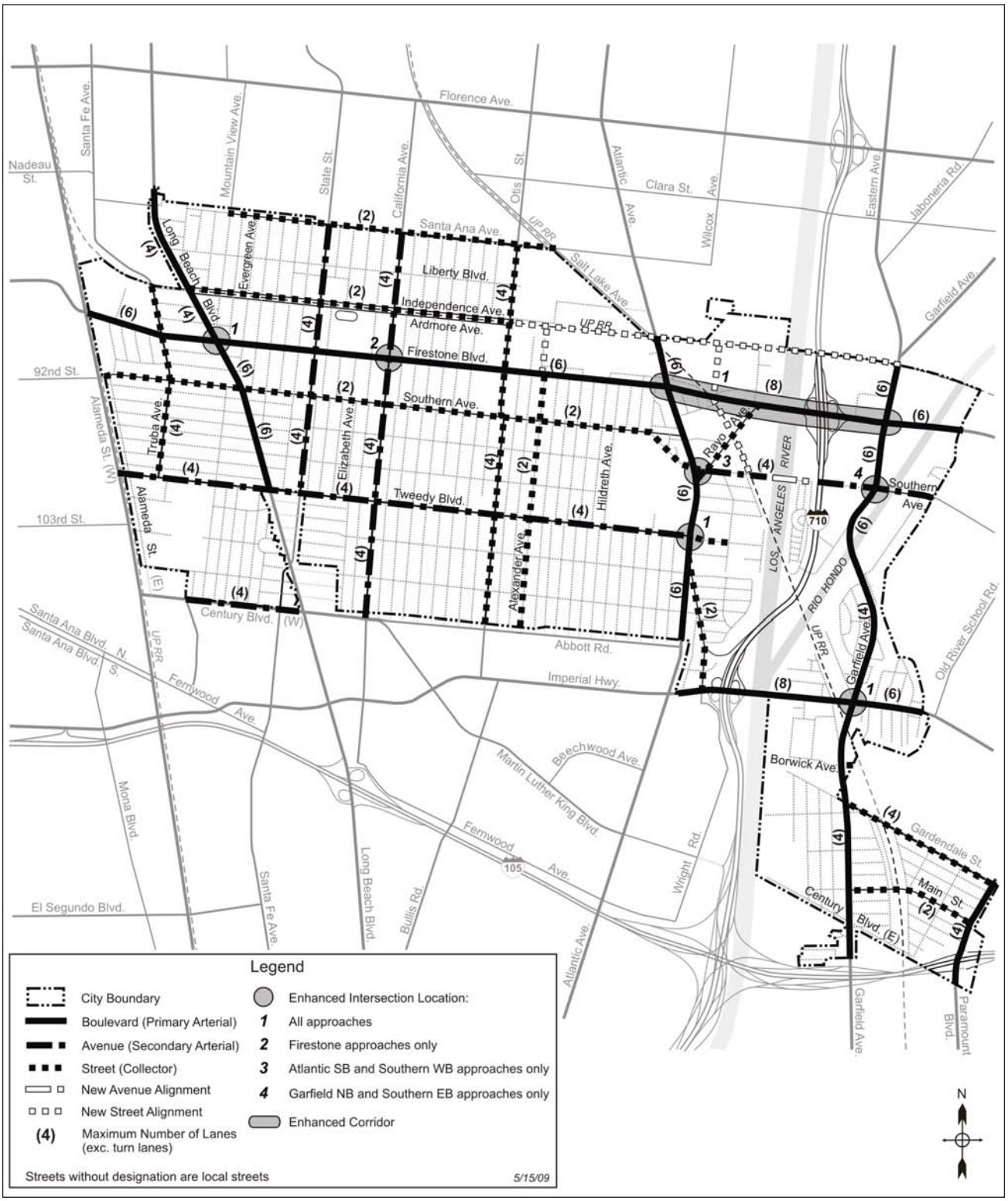
Southern Avenue Extension
(four lanes)

California Avenue
(four lanes)

State Street
(four lanes)

Century Boulevard (West)
(four lanes)

Figure ME 2 Street Classifications



The following roadways are designated as Streets (Collector Streets) with the specified maximum number of lanes (excluding turn lanes):

Santa Ana Avenue
(two lanes)

Independence/Ardmore
(two lanes each)

Southern Avenue
(two lanes)

Gardendale Street
(four lanes)

Main Street
(two lanes)

Truba Avenue
(two lanes)

Otis Street
(four lanes)

Alexander Street
(two lanes)

Wilcox Avenue New Extension
(two lanes) – from Patata Street to Southern Avenue

Rayo Avenue
(two lanes)

Borwick Avenue
(two lanes) – east of Garfield Avenue

Alexander Street, shown above, is an example of a "Street" in South Gate.

Truck Routes

A network of truck routes in the City will keep trucks on designated key arterial streets and minimize the negative impacts of truck traffic on the remaining City Streets. The designated truck route streets, shown in Figure ME 3, are:

- Firestone Boulevard
- Imperial Highway
- Atlantic Avenue
- Rayo Avenue
- Southern Avenue Extension (between Atlantic Avenue and Garfield Avenue)
- Garfield Avenue
- Patata Street (between Atlantic Avenue and Wilcox Avenue)
- Wilcox Avenue (new connection between Patata Street and Firestone Boulevard)
- New Road (on east side of UPRR between Firestone Boulevard and Southern Avenue)

These streets have been selected because of their proximity to the key industrial areas in the City, proximity to the I-710 Freeway, and their connection to truck routes in adjacent cities. These are the only streets in the City that should be used for truck traffic, except for local deliveries. To the extent possible they are designed to keep trucks away from high intensity commercial areas and high density residential areas.

Transit Routes

The City's street system provides the circulation system for automobiles and for other transportation modes providing alternatives for residents to travel without using their car. One of these key alternative modes of transportation is transit.

A key goal of the Mobility Element is that existing transit services operating in the City should be expanded and enhanced to be more accessible and convenient to residents. This should include expanded route coverage, increased service frequencies, extended operating

Figure ME 3 Truck Routes

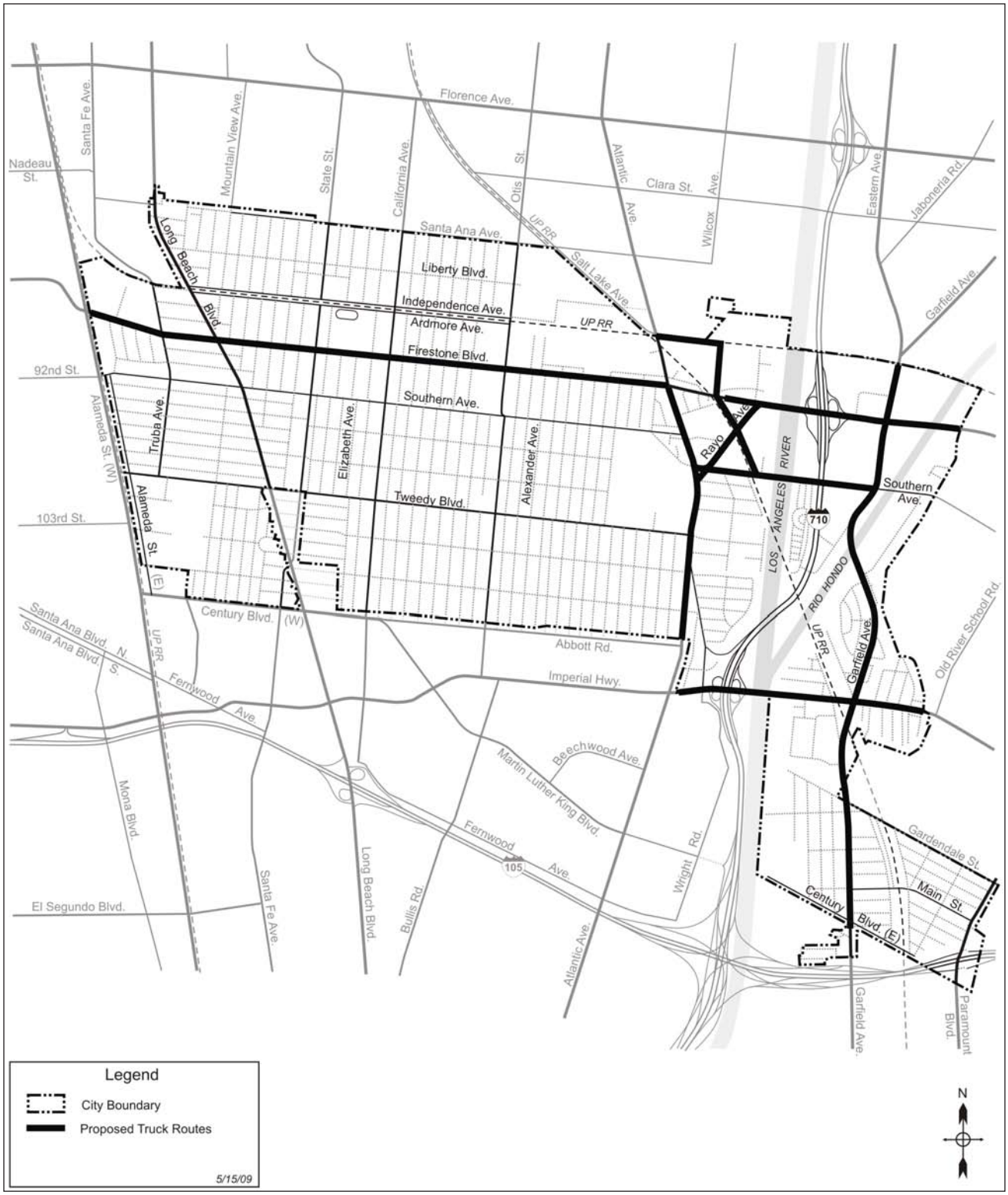
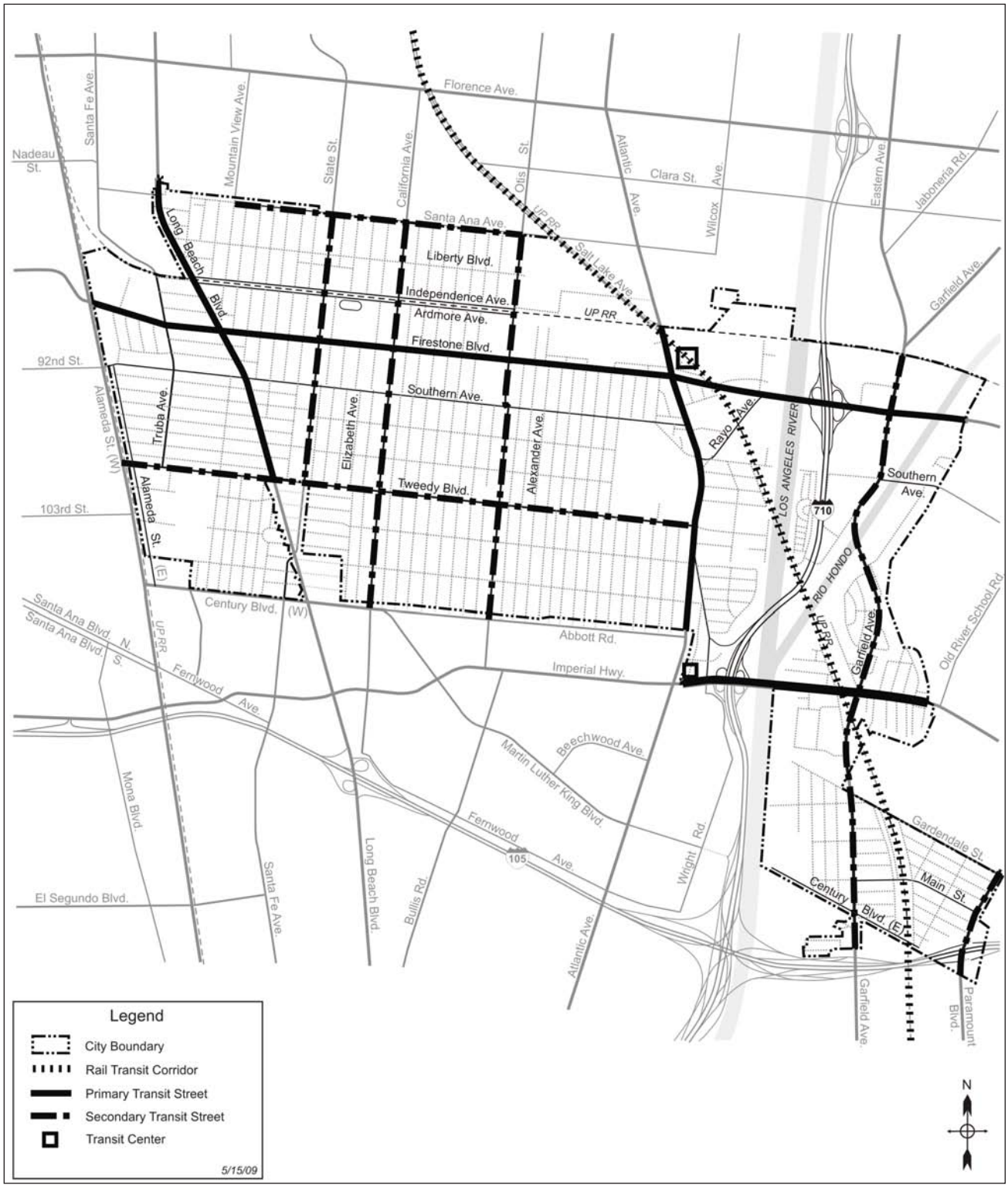


Figure ME 4 Transit Corridors



hours, and the provision of transit-related amenities, as the availability of funding allows.

The Mobility Element also anticipates that many arterial and collector streets within the City will also function as transit corridors which would be served by either local or regional transit service, as shown in Figure ME 4.

A Primary Transit Street is a street which is expected to carry the highest levels of transit service, particularly regional service, with the most bus routes and the highest frequency of service. A Secondary Transit Street is a street that is expected to carry lower but still significant levels of transit service, and probably with a greater orientation to local rather than regional bus routes. In both cases, the design and operation of the streets need to reflect and accommodate the use of transit vehicles.

These should include increased regional transit service as well as the initiation of local transit service within the City. A key component of the transit strategy should be the planning and implementation of high speed, grade separated, environmentally friendly transit on the Union Pacific Railroad right-of-way.

Bicycle Facilities

The Mobility Element defines a city-wide network of bicycle facilities that connects residential neighborhoods to schools, parks, and activity centers.

Three different classes of bicycle routes are identified in the Mobility Element. These are Class I - Bike Paths or Bike Trails, Class II – Bike Lanes, and Class III – Bike Streets. Each type of facility is described below, followed by the action items identified in the Mobility Element for each class of facility. The Mobility Element Bicycle Network is shown in Figure ME 5.

Class I bicycle facilities have separate right-of-way for pedestrians and cyclists.

Class I - Bike Path or Bike Trail

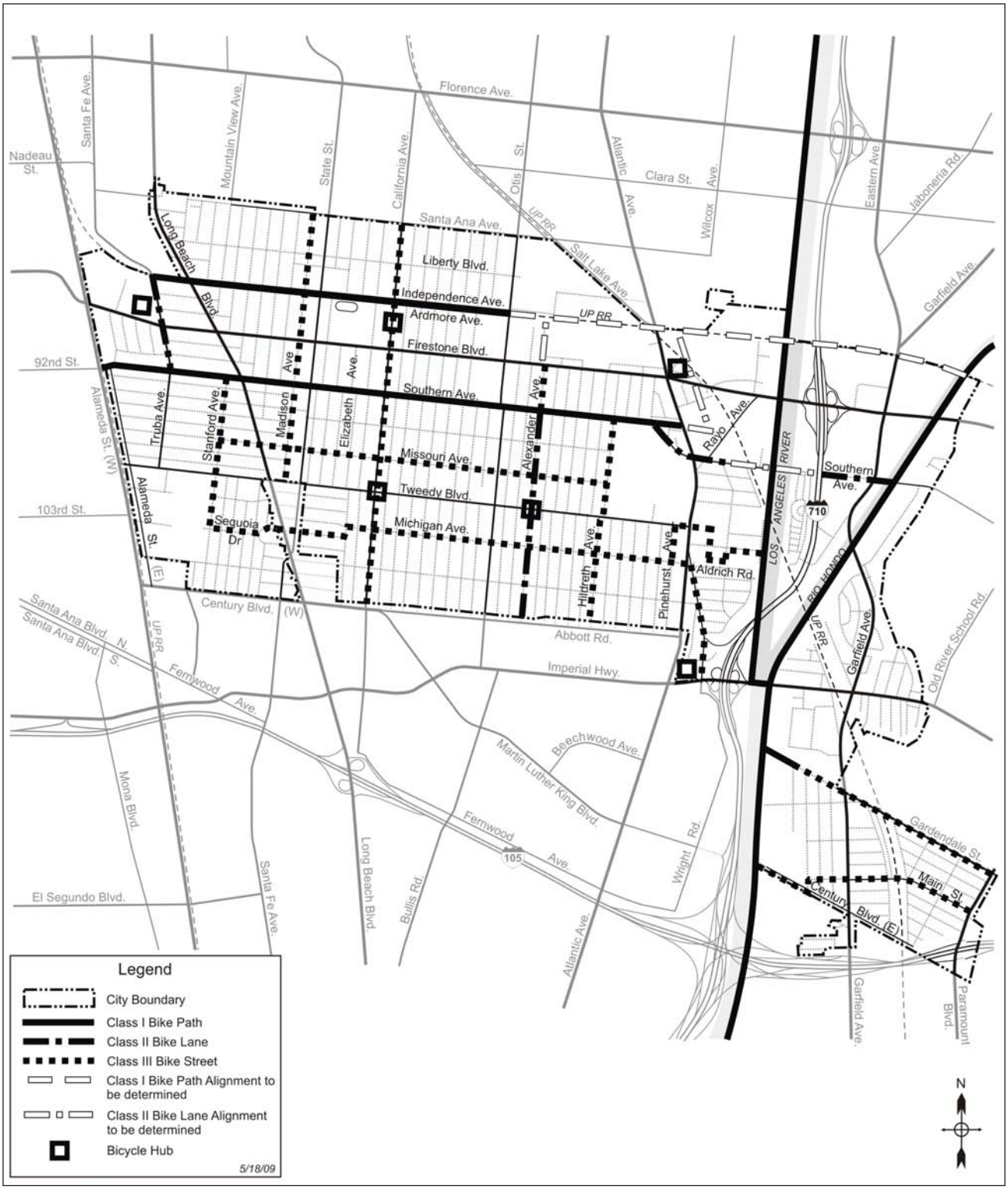
This is a separate right-of-way designated for the exclusive use of bicycles and pedestrians. Cross-flows with motorized vehicles are minimized. While a bike path/trail may be located adjacent to a City street, it will typically be located away from City streets in a separate right-of-way. A bike path is paved while a bike trail is usually an unpaved surface.

Class I Bike Paths are defined in the following locations:

- Independence/Ardmore Avenues from City limit to City limit
- Extended Independence/Ardmore Avenues from Otis Street east to Rio Hondo Channel
- Southern Avenue
- Los Angeles River
- Rio Hondo Channel

Class II bicycle facilities, also known as bike lanes, are dedicated spaces for cyclists.

Figure ME 5 Bicycle Plan



Class II - Bike Lane

This is a restricted area at the edge of a street designated for the exclusive or semi-exclusive use of bicycles where through travel by motorized vehicles is prohibited. Cross-flows by motorized vehicles and pedestrians are permitted.

Class II Bike Lanes are defined in the following locations:

- Southern Avenue Extension east of Vossler Avenue to Garfield Avenue and to the Rio Hondo Channel.
- Alexander Avenue between Abbott Road and Southern Avenue, and on the Alexander Avenue Extension between Firestone Boulevard and the Ardmore Avenue Extension.
- Santa Fe Avenue between Independence/Ardmore Avenues and Southern Avenue.

Class III – Bike Street

This is a signed street providing for shared use of a street by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, the signage (both by the side of the street and stenciled on the roadway surface) warns motorists of bicyclists sharing the roadway space. These streets are called "Bike Streets."

Class III "Bike Streets" are defined at the following locations:

- Stanford Avenue between Southern Avenue and Sequoia Drive
- Madison Avenue between Santa Ana Avenue and Tweedy Boulevard
- California Avenue between Santa Ana Avenue and just north of Abbot Road
- Alexander Avenue between Southern Avenue and Firestone Boulevard
- Hildreth Avenue between Southern Avenue and just north of Abbot Road
- Missouri Avenue between Stanford Avenue and Hildreth Avenue
- Sequoia Drive between Stanford Avenue and Elizabeth Avenue
- Michigan Avenue between Elizabeth Avenue and Atlantic Avenue
- Pinehurst Avenue between Michigan Avenue and Tweedy Boulevard
- Tweedy Boulevard between Pinehurst Avenue and just west of Adella Avenue
- New street connections from Tweedy Boulevard just east of Atlantic Avenue to the Los Angeles River
- Gardendale Street between the Los Angeles River and Paramount Boulevard
- Main Street between the Los Angeles River and Paramount Boulevard
- Wright Road from Imperial Highway to Atlantic Avenue

Class III bicycle facilities are roadways that are signed for cyclists.

STREET STANDARDS

Street Standards - Background

The City of South Gate is an older City that is completely built out. The application of "new" roadway standards is therefore often not feasible, as there are few opportunities for roadway widening without taking property or accepting right-of-way dedication for roadway right-of-way.

In addition, the "past" philosophy of requiring wider traffic lanes and roadway widenings is beginning to give way to a more comprehensive approach to roadways that is "context sensitive." Instead of focusing the design features of roadways purely on accommodating the automobile, cities are increasingly considering the operational needs of other travel modes (transit, bicycles, and pedestrians) in roadway design, and are also considering the types and functions of adjacent land uses. Roadway design and standards thus become a balancing act of considering all these needs, and ensuring that the roadway design and operation is consistent not only with the function of the street but with the function of the adjacent land uses.

While there is a desire to widen certain key streets in South Gate, there are also many instances where streets cannot or should not be widened, and the existing street widths will remain.

The Mobility Element street standards are therefore flexible in that they accommodate existing street widths and also allow for roadway widenings in very limited areas and only where feasible. In many cases, ranges are provided for lane widths, roadway widths, and right-of-way widths, to provide this flexibility, and to allow the characteristics of different roadways to be tailored to their unique circumstances rather than be ruled by one standard.

Instead of focusing the design features of roadways purely on accommodating the automobile, cities are increasingly considering the operational needs of other travel modes (transit, bicycles, and pedestrians) in roadway design, and are also considering the types and functions of adjacent land uses.

Street Standards - Details

The street standards for each street type are shown in Table ME 2, which details the operating and physical characteristics. Figures ME 6, ME 7b, ME 8, and ME 9, illustrate the typical cross section standards for the different street types.

Standard Intersection

Roadway cross sections at a standard intersection configuration are shown in Figures ME 6a, ME 6c, ME 7b, ME 8a, and ME 8b, and fit within the standard street sections shown. This allows for a single left turn lane, but does not allow for exclusive right turn lanes unless accommodated within the standard roadway cross section (i.e. in lieu of a through lane).

Enhanced Intersection

An enhanced intersection is one where the roadway width may exceed the regular standards shown in Figures ME 6 to ME 8. Typically this would allow for dual left-turn lanes as shown in Figure ME 6b. The dual left turn lanes may be installed on any approach, but are not necessary to install on all approaches. If dual left turn lanes are not installed on both approaches on the same street, then a suitable transition will be necessary on the approach where they are not installed. The enhanced intersection does not necessarily include additional exclusive right turn lanes. Enhanced intersection locations are shown in Figure ME 2 (Roadway Classifications), and are located as follows:

- Firestone Boulevard and Long Beach Boulevard
- Firestone Boulevard and California Avenue
- Firestone Boulevard and Atlantic Avenue
- Firestone Boulevard and Rayo Avenue
- Firestone Boulevard and I-710 Southbound Ramps
- Firestone Boulevard and I-710 Northbound Ramps
- Firestone Boulevard and Garfield Avenue
- Atlantic Avenue and Southern Avenue
- Atlantic Avenue and Tweedy Boulevard
- Garfield Avenue and Southern Avenue
- Garfield Avenue and Imperial Highway

(see Figure ME 2 for further details of enhanced intersections)

The geometrics of any intersection may also be modified for various reasons, on a case-by-case basis, as shown in the footnotes to Figures ME 6 to ME 8, and in order to respond to local circumstances

Street Standards

The standards described in this section are the general citywide standards and should be applied wherever feasible. They may, however, be modified at the City's discretions on a case-by-case basis in response to specific circumstances. They represent the general City standards for each roadway type.

Table ME 2 – Mobility Element - Roadway Guidelines

A. Thoroughfare Characteristics

Proposed Thoroughfare Type	Equivalent Functional Classification	Purpose	Number of Through Lanes	Median (Raised, or Central Turn Lane)	Parking	Driveway Access	Transit Service Emphasis	Truck Movement	Bicycle Facilities
Boulevard	Primary Arterial	Carries through and local traffic. Serves longer trips. Limited access to land. Key transit corridor. Primary truck movement corridor. Primary emergency response route.	4-6	Yes Raised Median	Yes. May be Certain Restrictions	Limited	Regional Express Local	Optional. May be part of Regional Route	No
Avenue	Secondary Arterial	Carries local traffic. Serves shorter trips. Provides access to land. Primary pedestrian and bicycle routes. Local transit corridors.	4	Optional Raised Median or CLT	Optional	Yes	Regional Local	Optional. Local Route only	Optional
Street	Collector	Connects neighborhoods to each other, and to commercial and other districts. Connects local streets to arterial streets.	2-4	Optional CLT in two-lane layout	Optional	Yes	Local	Deliveries Only	Optional
Local Residential	Local	Local, typically residential street.	2	No	Optional	Yes	None	Deliveries Only	Optional
Local Commercial/ Industrial	Local	Local, typically industrial and/or commercial.	2-4	No	Optional	Yes	None	Deliveries Only	No

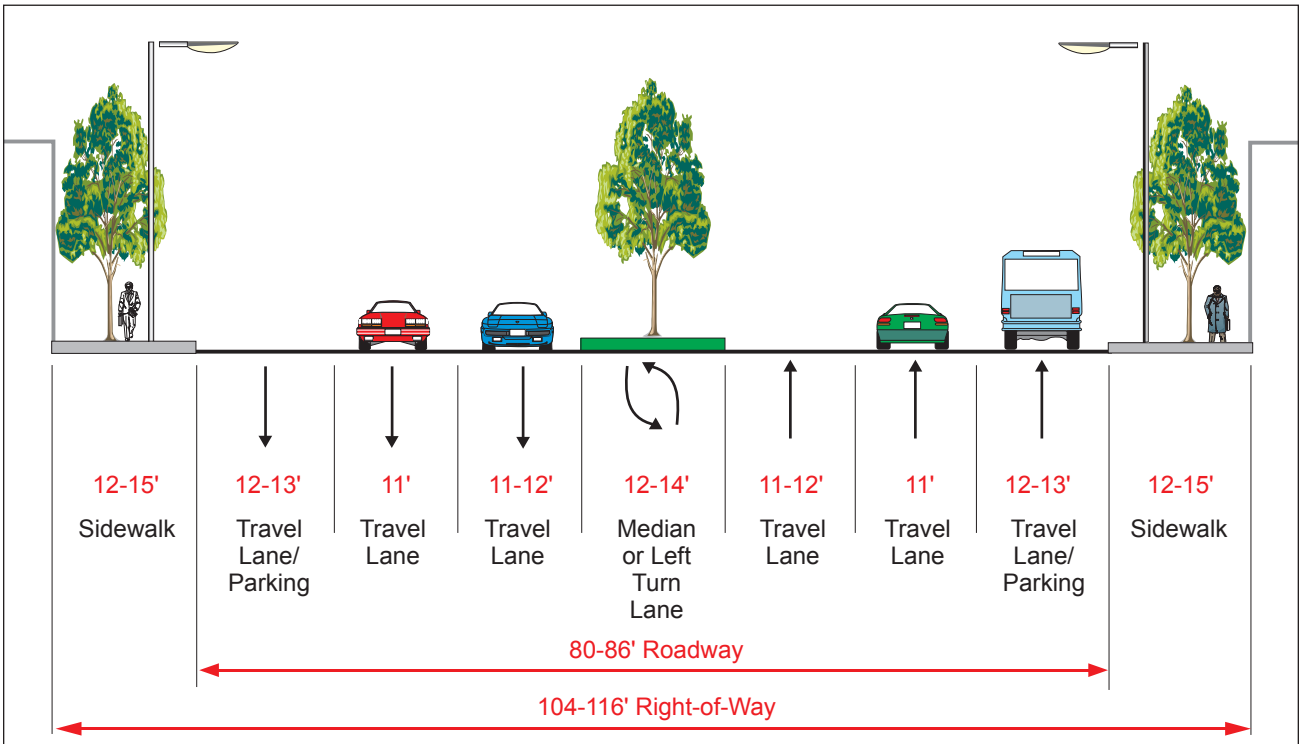
B. Dimension Guidelines

Proposed Thoroughfare Type	Equivalent Functional Classification	Location	Roadway Width	Right-of-Way Width	Curb Lane Width	Travel Lane Width	Median Width	Left Turn Lane Width	Parkway	Notes
Boulevard	Primary Arterial 6 Lane	Midblock & Typical Intersection	80 - 86	104 - 116	12 - 13	11 - 12	12 - 14	10 - 12	12 - 15	1, 2, 3, 4, 5, 10
		Enhanced Intersection	90 - 96	114 - 126	12 -13	11 -12	NA	11 - 12	12 - 15	2, 3, 6, 10
	Primary Arterial 4 Lane	Midblock	76	100 - 106	20	12	12	12	12 - 15	1, 2, 5, 10
		Intersection	76	100 - 106	11	10-11	NA	12	12 - 15	2, 3, 6
Avenue	Secondary Arterial 4 Lane	Midblock w/ Parking	60 - 64	84 - 94	19 - 20	11 -12	NA	NA	12 - 15	2 ,5, 8, 9, 10
		Intersection, or Midblock w/ Turn Lane	60 - 64	84 - 94	13 - 14	11 - 12	12	11 - 12	12 - 15	2, 5, 6, 10
Street	Collector 4 Lane	Midblock w/ Parking or Intersection w/o Turn Lane	56 – 60	80 - 84	18 - 19	10 -11	NA	NA	12	9, 10
		Intersection, or Midblock w/ Turn Lane	56 - 60	80 - 84	11 - 12	11 - 12	12	12	12	10
	Collector 2 Lane	With Center Turn Lane	52	72	20 ft, includes parking and travel lane		12	12	10	9, 10
		Without Center Turn Lane	40	60	20 ft, includes parking and travel lane		NA	NA	10	9, 10
Local Residential	Local 2 Lane		30	50	15 ft, includes parking and travel lane		NA	NA	7 - 10	10
Local Commercial/ Industrial	Local 2 Lane		40	60	20 ft, includes parking and travel lane		NA	NA	7 - 10	10

Notes to Roadway Guidelines

1. Median width may be reduced to 10' minimum and difference allocated to travel lanes, on arterial streets with high truck volumes.
2. Lane widths may be modified within overall roadway width to accommodate trucks as necessary.
3. A median nose should be provided where roadway width allows.
4. Parking may be restricted in peak periods.
5. Width may be increased for: bus pullout (max. 10 - 12 ft); major development project driveway right-turn lane (max. 12 ft); additional sidewalk width (easement on private property with building setbacks).
6. Width may be increased for: right-turn lane (max. 12 ft); intersection skew of offsets; bus pullout (max. 10 - 12 ft); additional sidewalk width (easement on private property with building setbacks).
7. Includes dual left turn lanes.
8. Parking in wide curb lane at midblock locations. Roadway layout may transition to include left turn lane at intersections in lieu of parking.
9. Bike lane may be substituted for parking.
10. Roadway widths and geometrics may be modified on case-by-case basis in response to specific local circumstances.

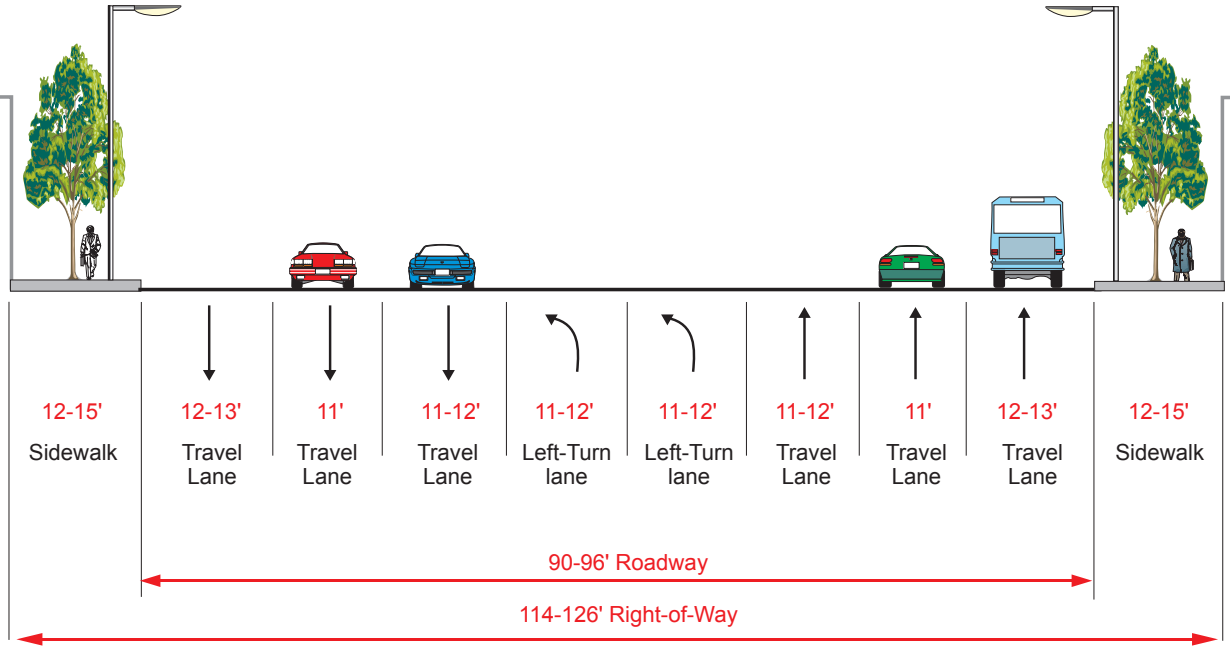
Figure ME 6a Street Standard Section for Boulevard (Primary Arterial) - 6 Lane



Notes

1. Median width may be reduced to 10' minimum and difference allocated to travel lanes, on arterial streets with high truck volumes
2. Lane widths may be modified within overall roadway width to accommodate trucks as necessary.
3. A median nose should be provided where roadway width allows.
4. Parking may be restricted in peak periods.
5. Width may be increased for: bus pullout (10'-12 ' max); major development project driveway right-turn lane (max 12'); additional sidewalk width (easement on private property with building setbacks).

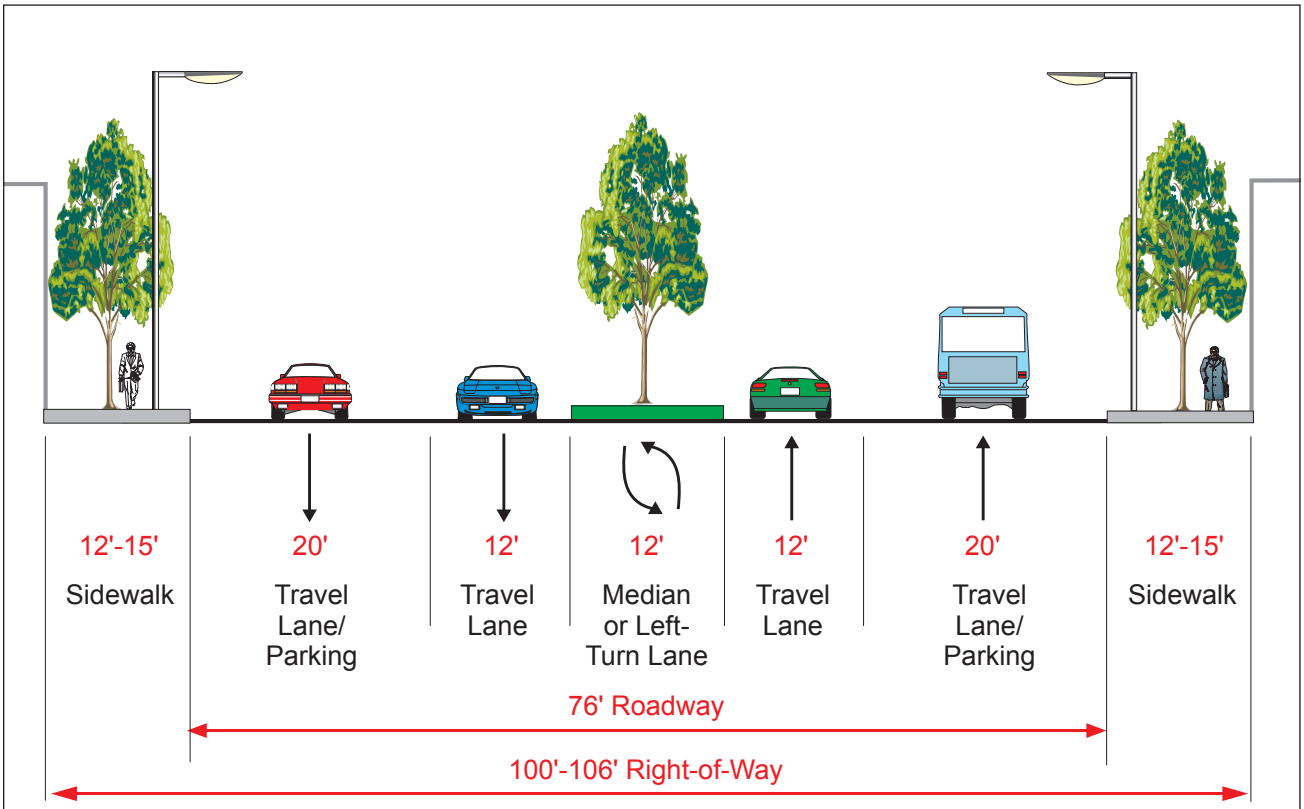
Figure ME 6b Street Standard Section for Boulevard (Primary Arterial) - 6 Lane Enhanced Intersection



Notes

1. A median nose should be provided where roadway width allows.
2. Lane widths may be modified within overall roadway width to accommodate trucks as necessary.
3. Width may be increased for: right-turn lane (max 12'); intersection skew of offsets (as necessary); bus pullout (max 10'-12'); additional sidewalk width (easement on private property with building setbacks).

Figure ME 6c Street Standard Section for Boulevard (Primary Arterial) - 4 Lane - Mid-Block



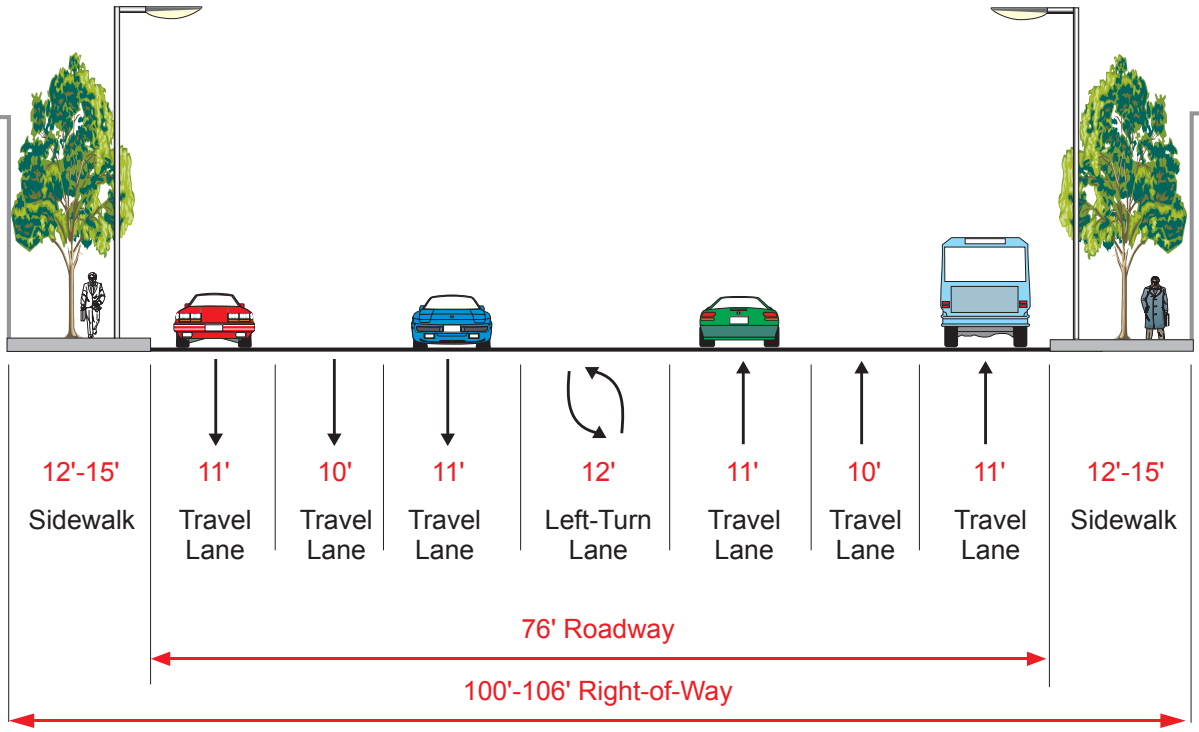
Notes

1. Primary Arterial classification requires center median. Four- lane streets without center medians are classified as Secondary or Collector roadways.

2. Width may be increased for: bus pullout (max. 10 - 12 ft); major development project driveway right-turn lane (max.12 ft); additional sidewalk width (easement on private property with building setbacks).

3. Lane and median widths may be modified within overall roadway width to accommodate trucks as necessary.

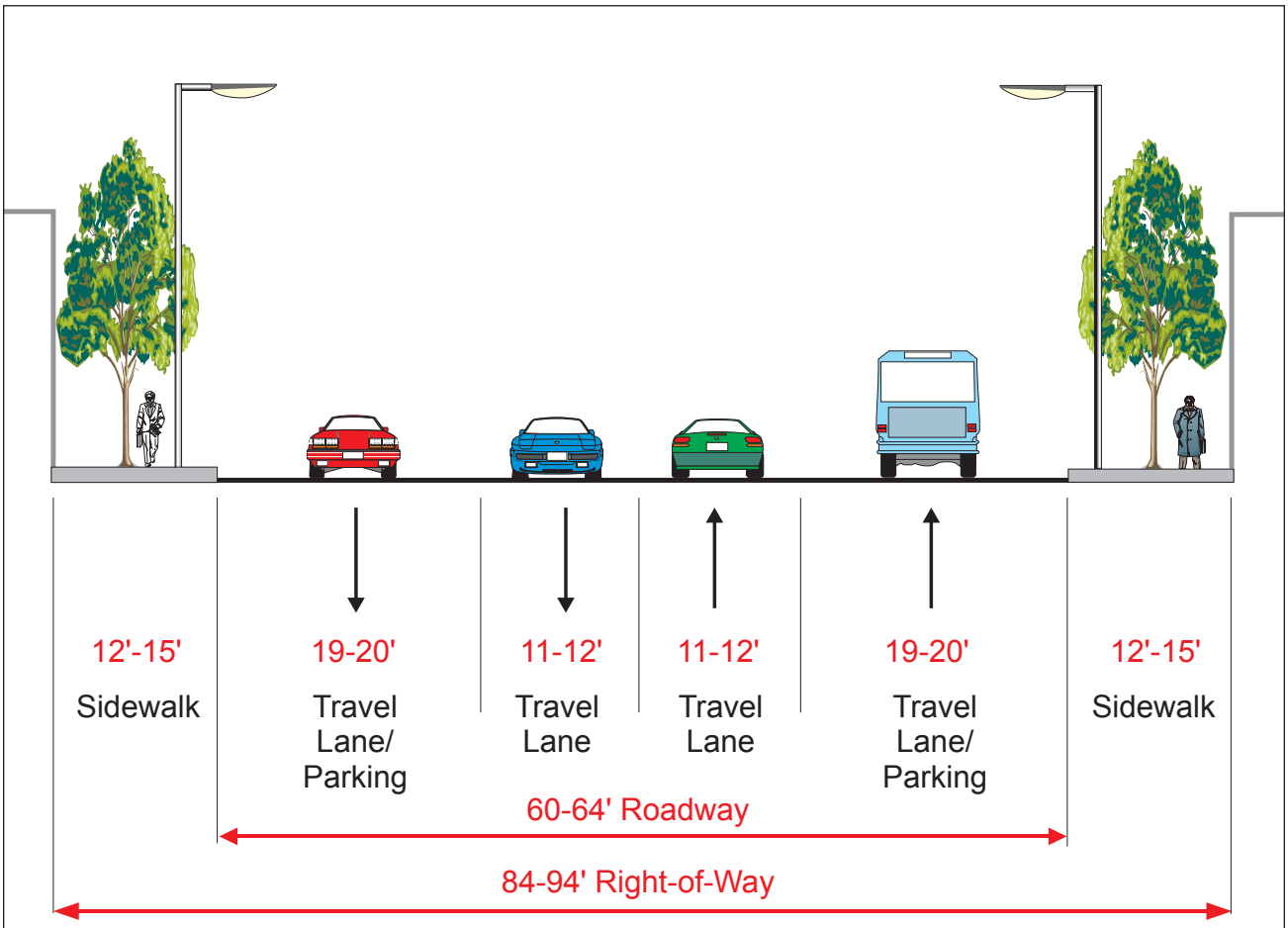
Figure ME 6d Street Standard Section for Boulevard (Primary Arterial) - 4 Lane - Intersection



Notes

1. A median nose should be provided where roadway width allows.
2. Lane and median widths may be modified within overall roadway width to accommodate trucks as necessary.
3. Width may be increased for: right-turn lane (max. 12 ft); intersection skew of offsets; bus pullout (max. 10 - 12 ft); additional sidewalk width (easement on private property with building setbacks).

Figure ME 7a Street Standard Section for Avenue (Secondary Arterial) - 4 Lane - Mid-Block



Notes

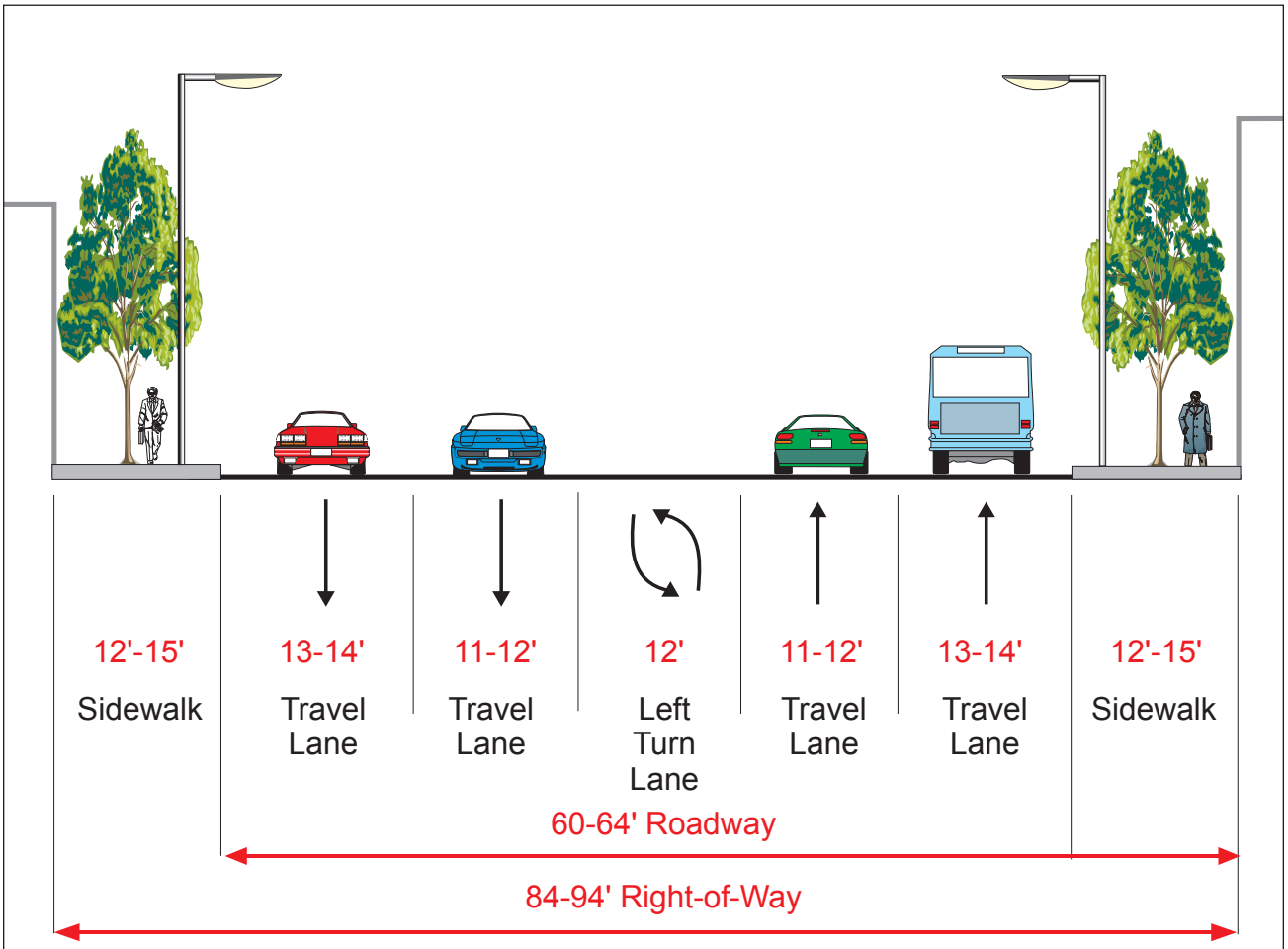
1. Width may be increased for: bus pullout (10'-12' max); major development project driveway right-turn lane (max 12'); additional sidewalk width (easement on private property with building setbacks).

2. Lane and median widths may be modified within overall roadway width to accommodate trucks as necessary.

3. Parking in wide curb lane at midblock locations. Roadway layout may transition to include left turn lane at intersections in lieu of parking.

4. Bike lane may be substituted for parking.

Figure ME 7b Street Standard Section for Avenue (Secondary Arterial) - 4 Lane - Intersection



Notes

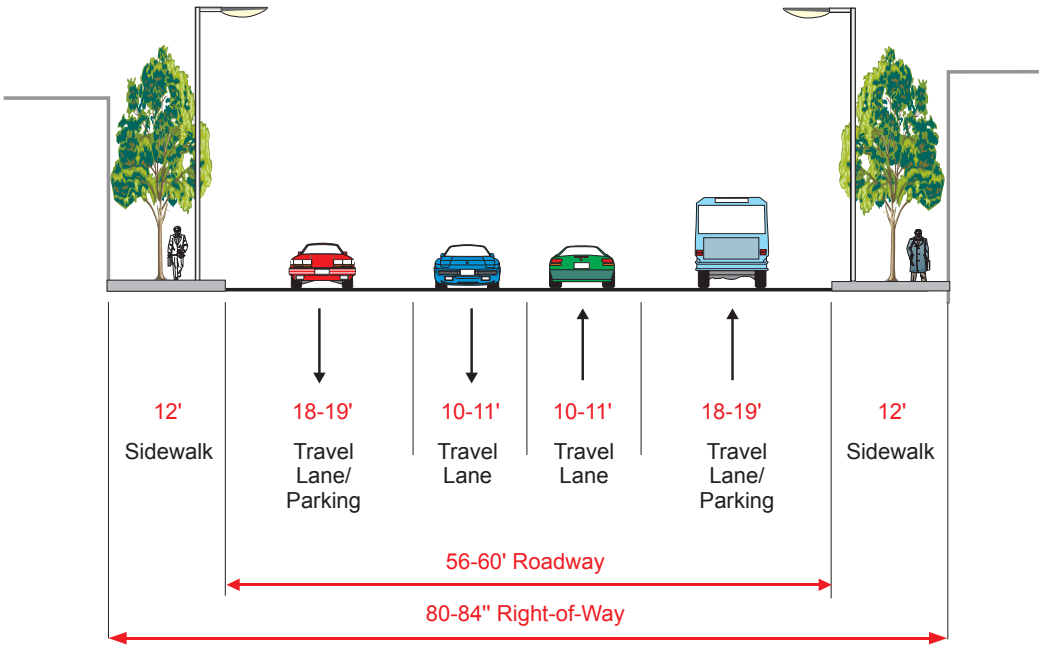
1. Lane and median widths may be modified within overall roadway width to accommodate trucks as necessary.

2. Width may be increased for: right-turn lane (max 12'); intersection skew of offsets (as necessary); bus pullout (max 10'-12'); additional sidewalk width (easement on private property with building setbacks).

3. This cross-section also applies to mid-block with center turn lane.

Figure ME 8a Street Standard Section for Street (Collector) - 4 Lane

Street (Collector) - 4 Lane - Mid-Block with Parking or at Intersection without Left-Turn Lane



Note

1. Bike lane may be substituted for parking.

Street (Collector) - 4 Lane with Center Turn Lane, or at Intersection with Left-Turn Lane

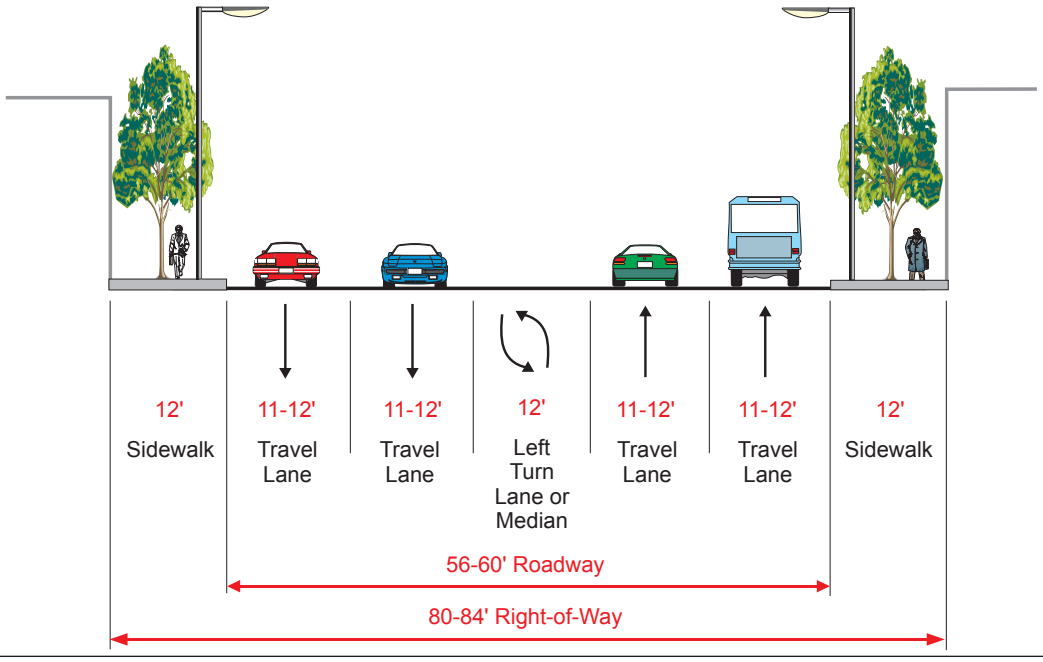
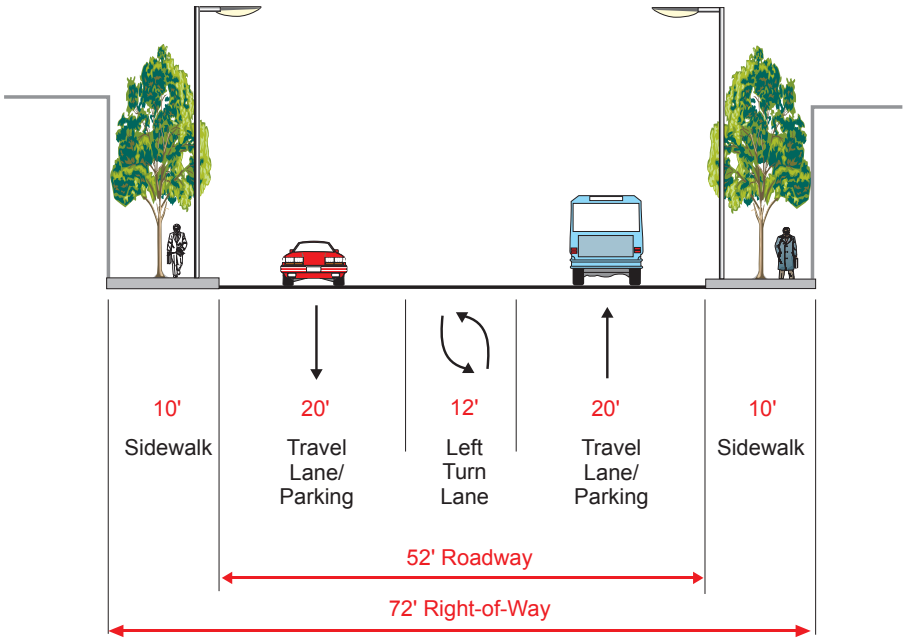


Figure ME 8b Street Standard Section for Street (Collector) - 2 Lane

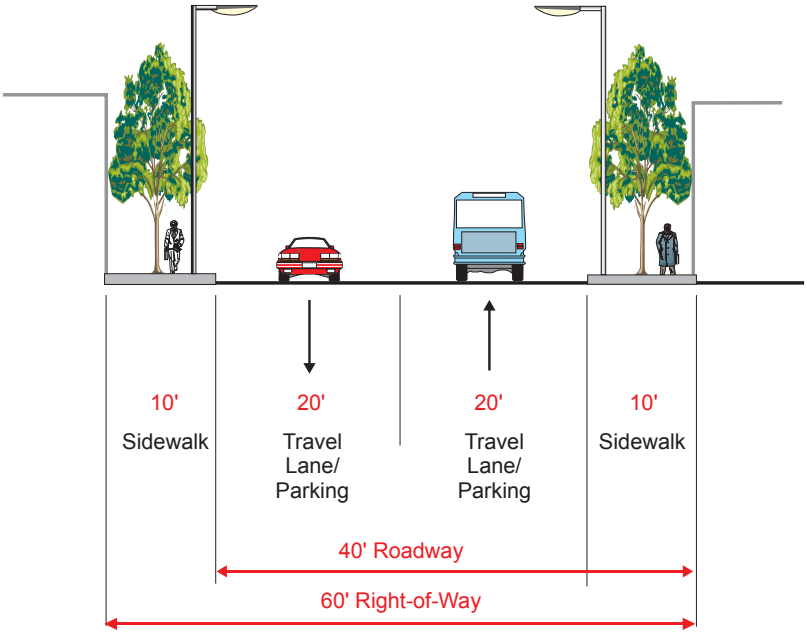
Street (Collector) - 2 Lane with Center-Turn Lane



Note

1. Bike lane may be substituted for parking.

Street (Collector) - 2 Lane without Center-Turn Lane

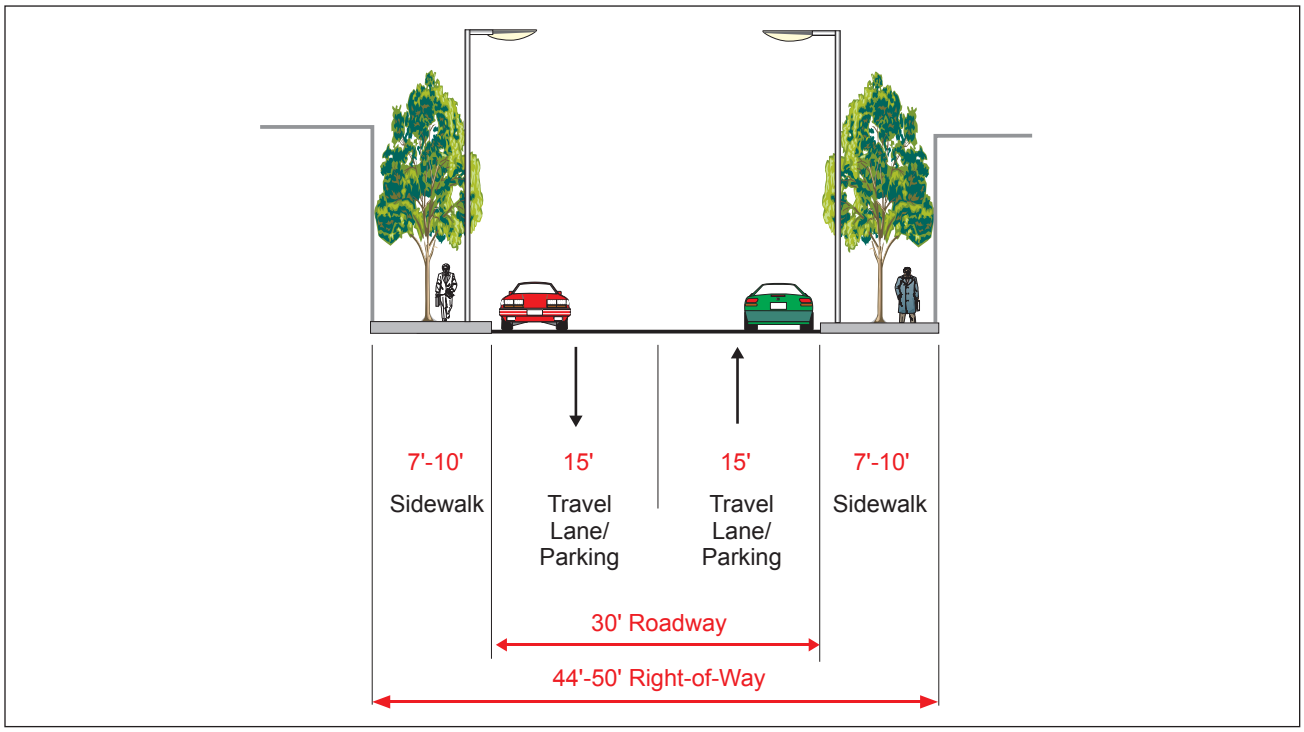


Note

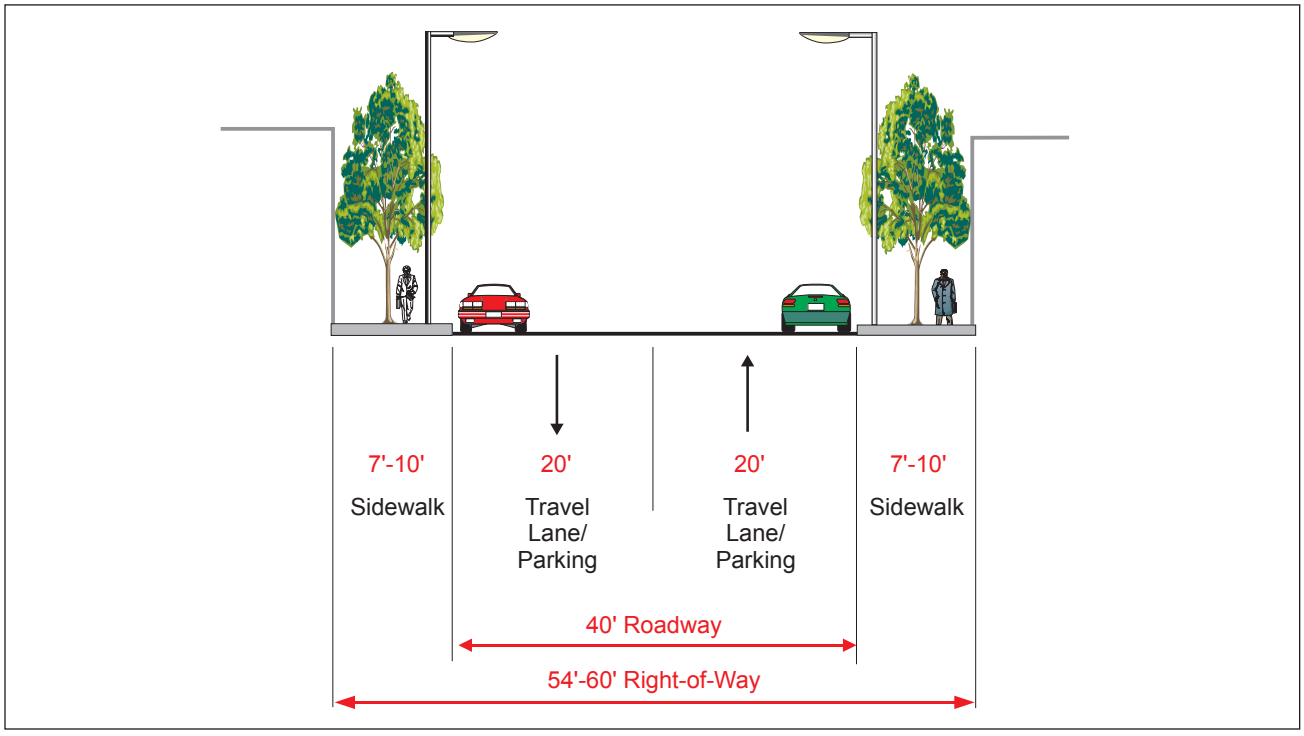
1. Bike lane may be substituted for parking.

Figure ME 9 Street Standard Section for Local Streets - 2 Lane

Local Residential Street



Local Commercial/Industrial Street



KEY CITY STREETS: CORRIDOR CHARACTERISTICS AND CONTEXT

It is important that roadway design not only responds to the functional needs of the roadway itself, but also contextually to the environment through which the roadway passes.

It is important that roadway design not only responds to the functional needs of the roadway itself, but also contextually to the environment through which the roadway passes. This is called context-sensitive design, and coordinates the configuration and layout of the roadway with adjacent land uses and the characteristics of the districts through which the roadway passes.

For example, while a particular boulevard may need to carry significant amounts of traffic it may also serve bus transit routes and if the adjacent land uses include local commercial and retail uses there may also be a significant number of pedestrians on the sidewalks. The street design should also be both transit-friendly and pedestrian-friendly (for example, wider sidewalks and enhanced pedestrian crossing opportunities) rather than only serving the needs of the automobile. Or if a street passes through a shopping district, then traffic flow needs should be balanced with the needs for convenient on-street parking and a walkable pedestrian environment.

The Community Design Element provides the vision and specific policy guidance on the key roadway corridors in the City – and it is important that the street standards in the Mobility Element reflect those visions and policies.

This section provides information on the characteristics and context for each of the key street corridors in the City. It describes their transportation function and key design characteristics and identifies for each corridor either the appropriate typical cross-section from the standards or the specific cross-section developed for that corridor.

Street standards for these key roadways are tailored to the specific circumstances of that roadway, appropriate to the transportation function of all modes and the function and character of the adjacent land uses along the corridor.

Along the key corridors (shown in Figure ME 10) these specific street standards override the general citywide roadway standards. The standards described in this section should be applied wherever feasible. They may, however, be modified at the City's discretion on a case-by-case basis in response to specific circumstances.

Figure ME 10 Key City Streets/Corridors with Specific Street Standards

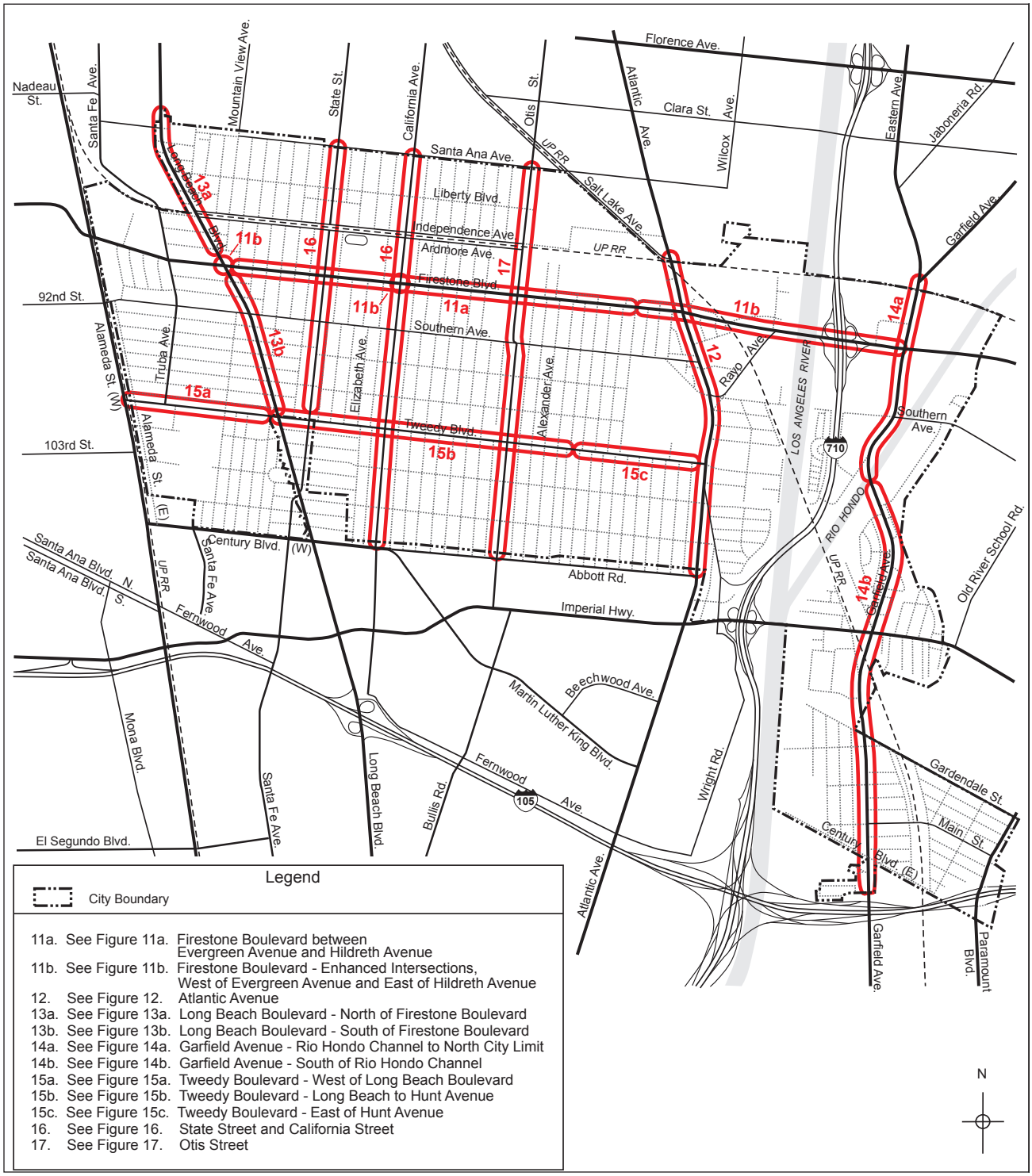
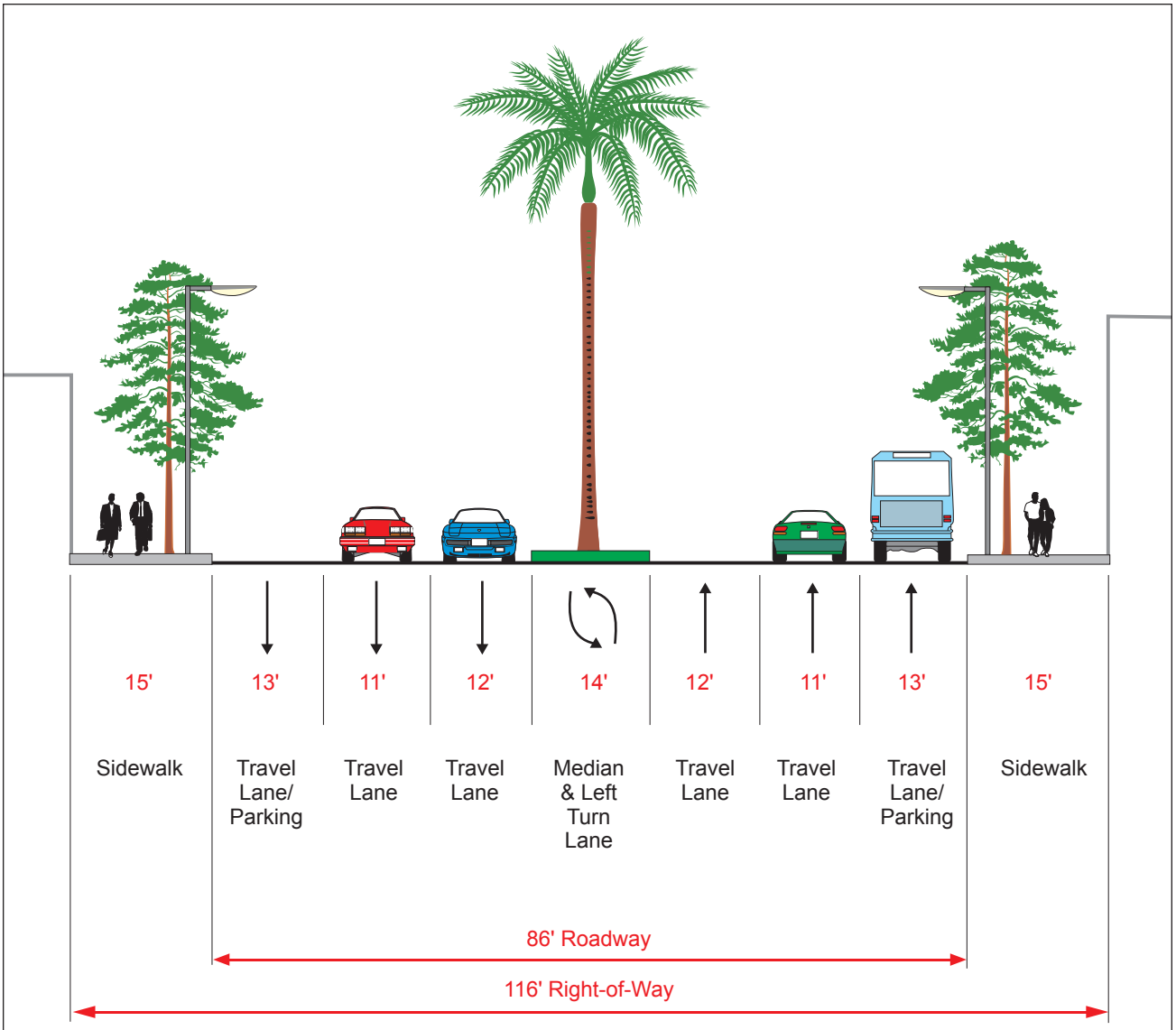


Table ME 3 – Corridor Characteristics: Firestone Boulevard	
Key Transportation Function:	A multi-modal transportation corridor – serving multiple transportation modes. The principal arterial roadway in the City, and the only east-west Primary Arterial. Carries local and through traffic. Serves local and adjacent land uses.
Street Type:	Boulevard (Primary Arterial).
Adjacent Land Uses:	Commercial, institutional, mixed use, high-density residential.
Traffic Function:	Intended to carry higher traffic volumes, but not at high traffic speeds, in a multi-modal and pedestrian-friendly environment.
Truck Function:	Designated Truck Route.
Transit Function:	Primary Transit Street. Serves multiple transit routes.
Bicycle/Pedestrian Function:	Not on bike network. Bike network is on parallel routes. Design as pedestrian-friendly environment (wider sidewalks, intersection crossings, etc.).
On-Street Parking:	Yes – may be restricted during peak periods.
No. of Through Lanes:	Maximum six lanes between Evergreen Avenue, and Hildreth Avenue. (See Figure ME 2) Minimum six lanes west of Evergreen Avenue and east of Hildreth Avenue.
Median:	Yes, between Evergreen Avenue and Hildreth Avenue. Where feasible west of Evergreen Avenue and east of Hildreth Avenue.
Design Characteristics:	See Figure ME 11a and 11b for roadway cross-section. Roadway design to achieve balance between auto needs and transit/pedestrian needs. Design to create the principal urban boulevard in the City.

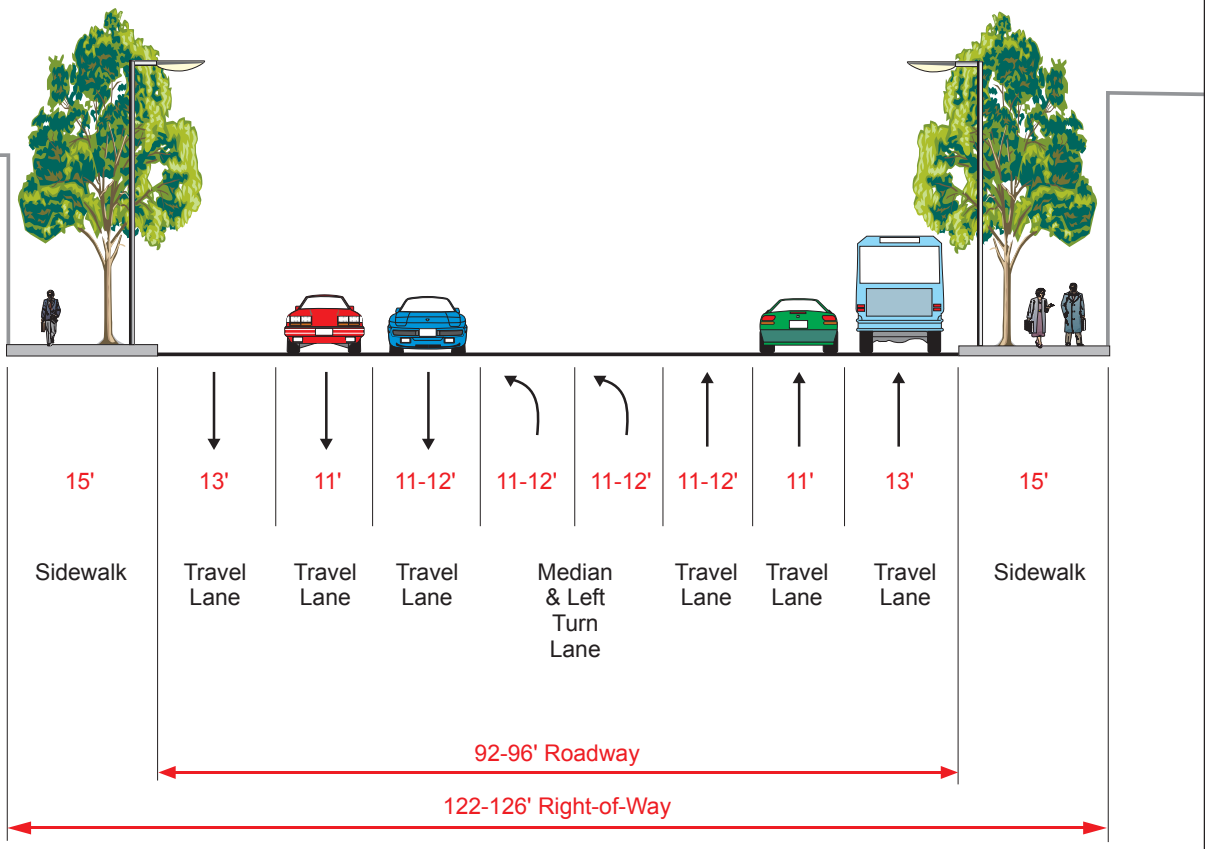
Figure ME 11a Proposed Street Standard Section for Firestone Boulevard between Evergreen Avenue and Hildreth Avenue.



Notes:

1. Median width may be reduced to 10' minimum and difference allocated to travel lanes, on arterial streets with high truck volumes.
2. Lane widths may be modified within overall roadway width to accommodate trucks as necessary.
3. A median nose should be provided where roadway width allows.
4. Parking may be restricted in peak periods.
5. Width may be increased for sidewalk width (easement on private property with building setbacks).

Figure ME 11b Proposed Street Standard Section for Firestone Boulevard West of Evergreen Avenue & East of Hildreth Avenue - For Enhanced Intersections

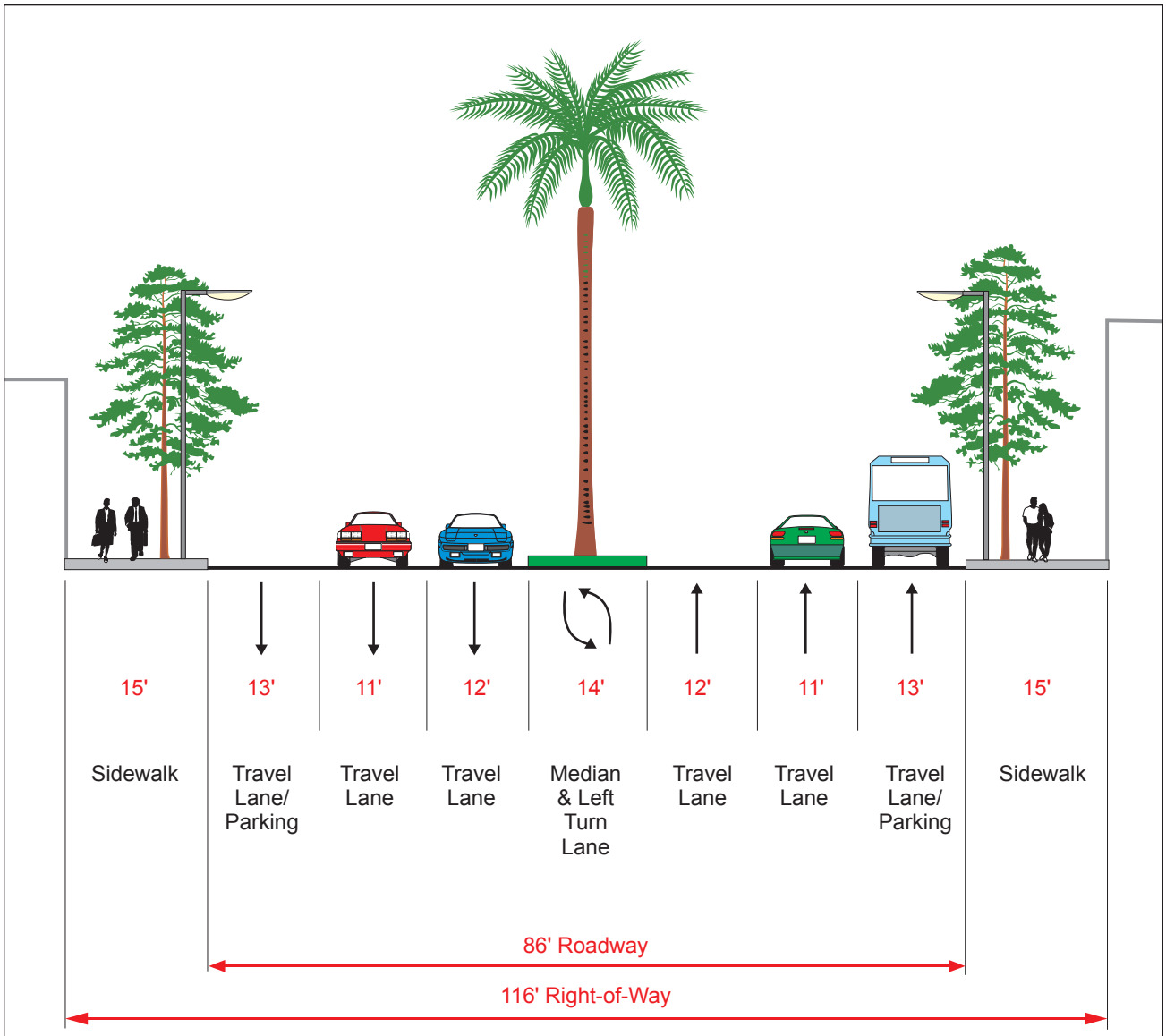


Notes:

1. A median nose should be provided where roadway width allows.
2. Lane widths may be modified within overall roadway width to accommodate trucks as necessary.
3. Width may be increased for: right-turn lane (max 12'); intersection skew of offsets (as necessary); bus pullout (max 10'-12'); additional sidewalk width (easement on private property with building setbacks).
4. Between Atlantic Avenue and Garfield Avenue, Firestone Boulevard should be a minimum of eight lanes (excluding left turns). Exact lane configuration and cross section to be determined by design studies at time of widening.

Table ME 4 – Corridor Characteristics: Atlantic Avenue	
Key Transportation Function:	A multi-modal transportation corridor – serving multiple transportation modes. A key arterial roadway in the City. Carries local and through traffic serves local and adjacent land uses. Carries significant volumes of truck traffic north of Tweedy Boulevard.
Street Type:	Boulevard (Primary Arterial).
Adjacent Land Uses:	Commercial, industrial, mixed use and high density residential.
Traffic Function:	Intended to carry higher traffic volumes, but not at high traffic speeds, in a multi-modal and pedestrian-friendly environment. Higher traffic and truck volumes north of Tweedy Boulevard. Lower volumes and less trucks south of Tweedy Boulevard.
Truck Function:	Designated Truck Route.
Transit Function:	Primary Transit Street. Serves multiple transit routes.
Bicycle/Pedestrian Function:	Not on bike network. Bike network is on other routes. Design as pedestrian-friendly environment (wider sidewalks, intersection crossings, etc.)
On-Street Parking:	Yes – may be restricted during peak periods.
No. of Through Lanes:	Maximum six lanes.
Median:	Yes, where feasible.
Design Characteristics:	See Figure ME 12 for roadway cross-section. Roadway design to achieve balance between auto needs and transit/pedestrian needs.

Figure ME 12 Proposed Street Standard Section for Atlantic Avenue

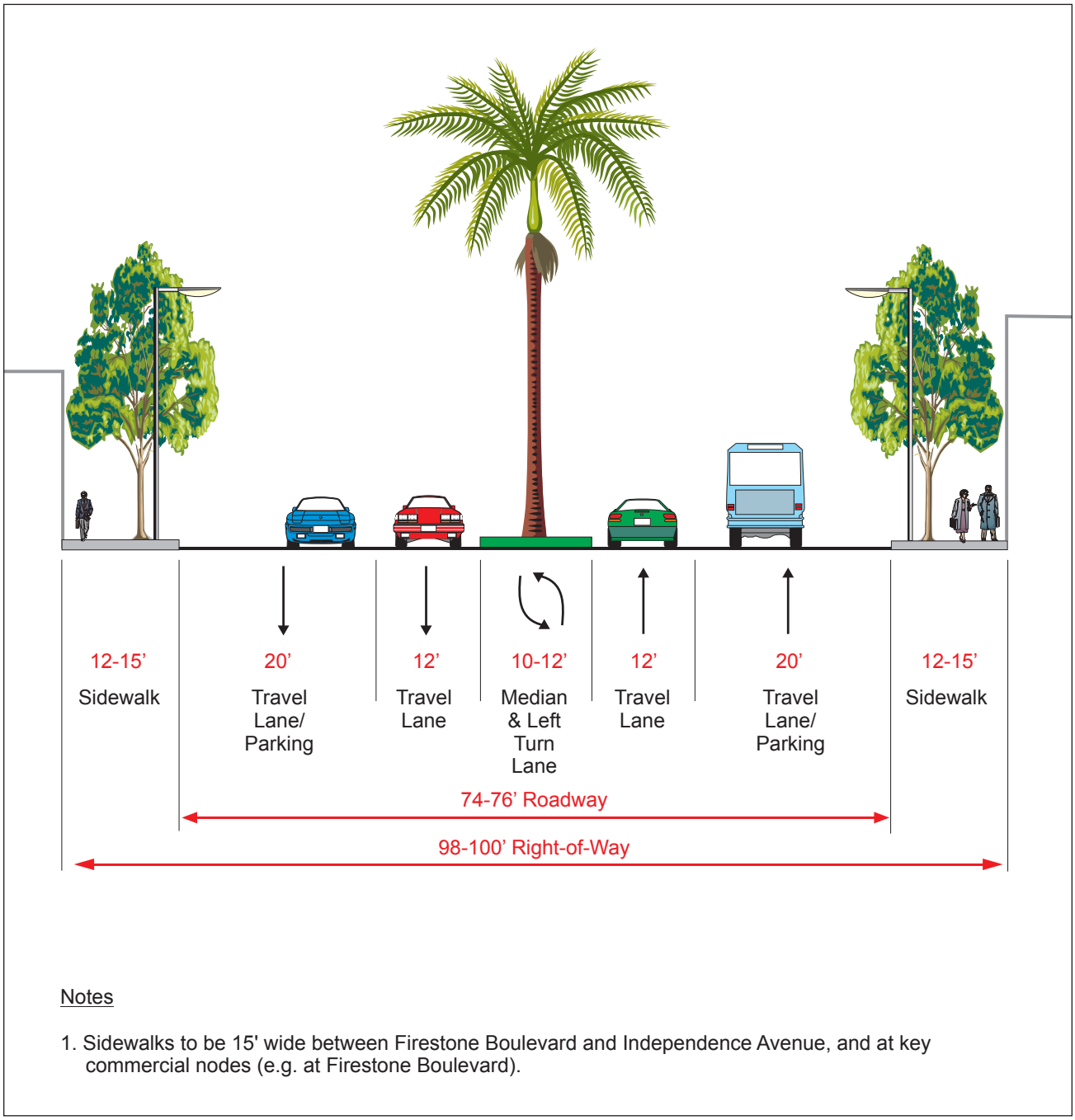


Notes:

1. Median width may be reduced to 10' minimum and difference allocated to travel lanes, on arterial streets with high truck volumes.
2. Lane widths may be modified within overall roadway width to accommodate trucks as necessary.
3. A median nose should be provided where roadway width allows.
4. Parking may be restricted in peak periods.
5. Width may be increased for: sidewalk width (easement on private property with building setbacks).

Table ME 5 – Corridor Characteristics: Long Beach Boulevard	
Key Transportation Function:	A multi-modal transportation corridor – serving multiple transportation modes. The key arterial roadway on the west side of the City. Carries local and through traffic.
Street Type:	Boulevard (Primary Arterial).
Adjacent Land Uses:	Commercial, retail, institutional, and mixed use.
Traffic Function:	Has to serve both local traffic accessing adjacent land uses, and through traffic.
Truck Function:	Not a Designated Truck Route.
Transit Function:	Primary Transit Street. Serves multiple transit routes. Direct route to Green Line Station at I-105.
Bicycle/Pedestrian Function:	Not on bike network. Bike network is on parallel routes. Design as pedestrian-friendly environment (wider sidewalks, intersection crossings, etc.).
On-Street Parking:	Yes – may be restricted during peak periods.
No. of Through Lanes:	Maximum four lanes north of Firestone Boulevard. Maximum six lanes south of Firestone Boulevard.
Median:	Yes, where feasible.
Design Characteristics:	See Figure ME 13a and ME 13b for roadway cross-section. Conduct Study to determine design parameters south of Firestone. Design street to achieve balance between auto needs, transit/pedestrian needs, and parking needs.

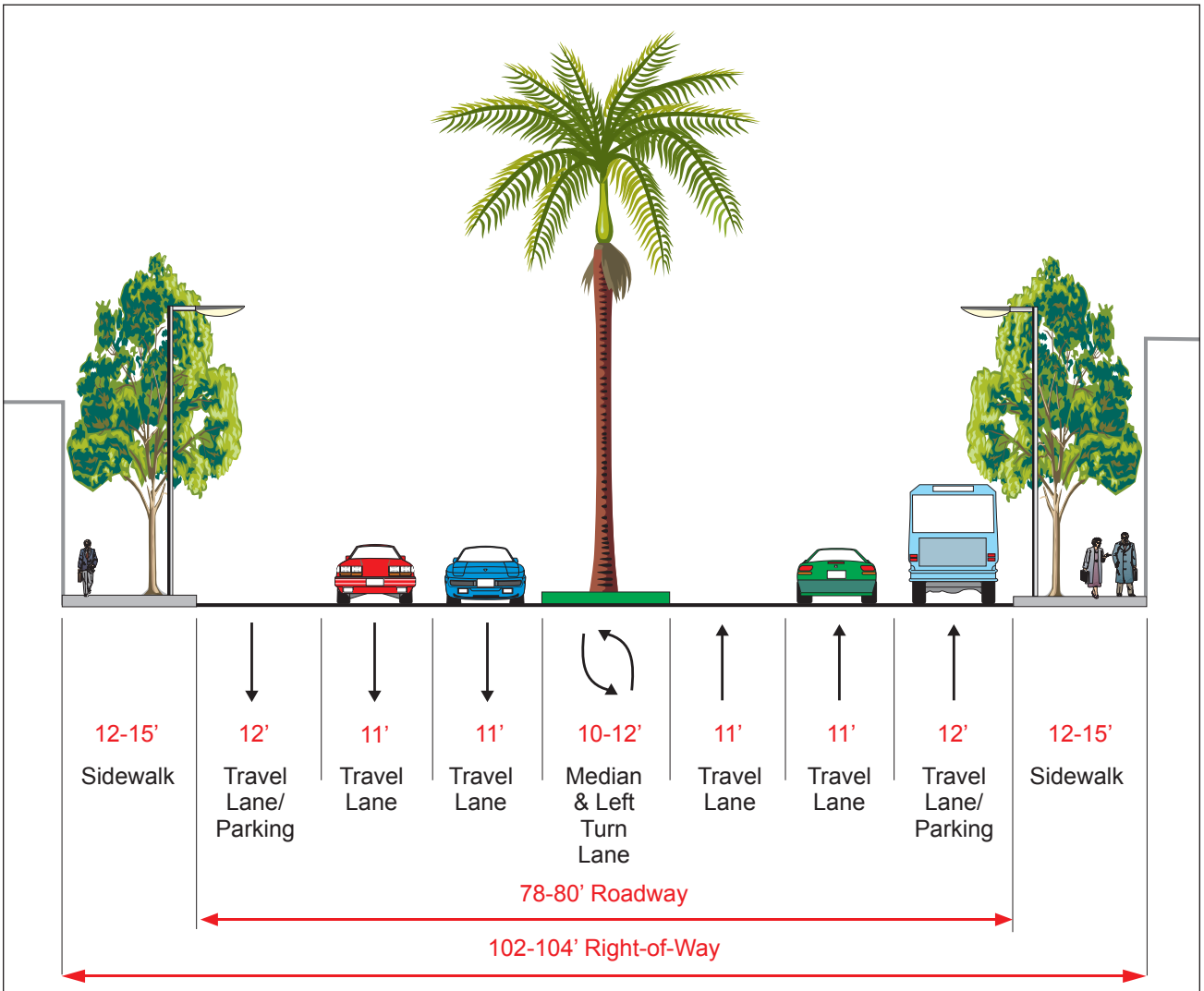
Figure ME 13a Proposed Street Standard Section for Long Beach Boulevard - North of Firestone Boulevard



Notes

1. Sidewalks to be 15' wide between Firestone Boulevard and Independence Avenue, and at key commercial nodes (e.g. at Firestone Boulevard).

Figure ME 13b Proposed Street Standard Section for Long Beach Boulevard - South of Firestone Boulevard

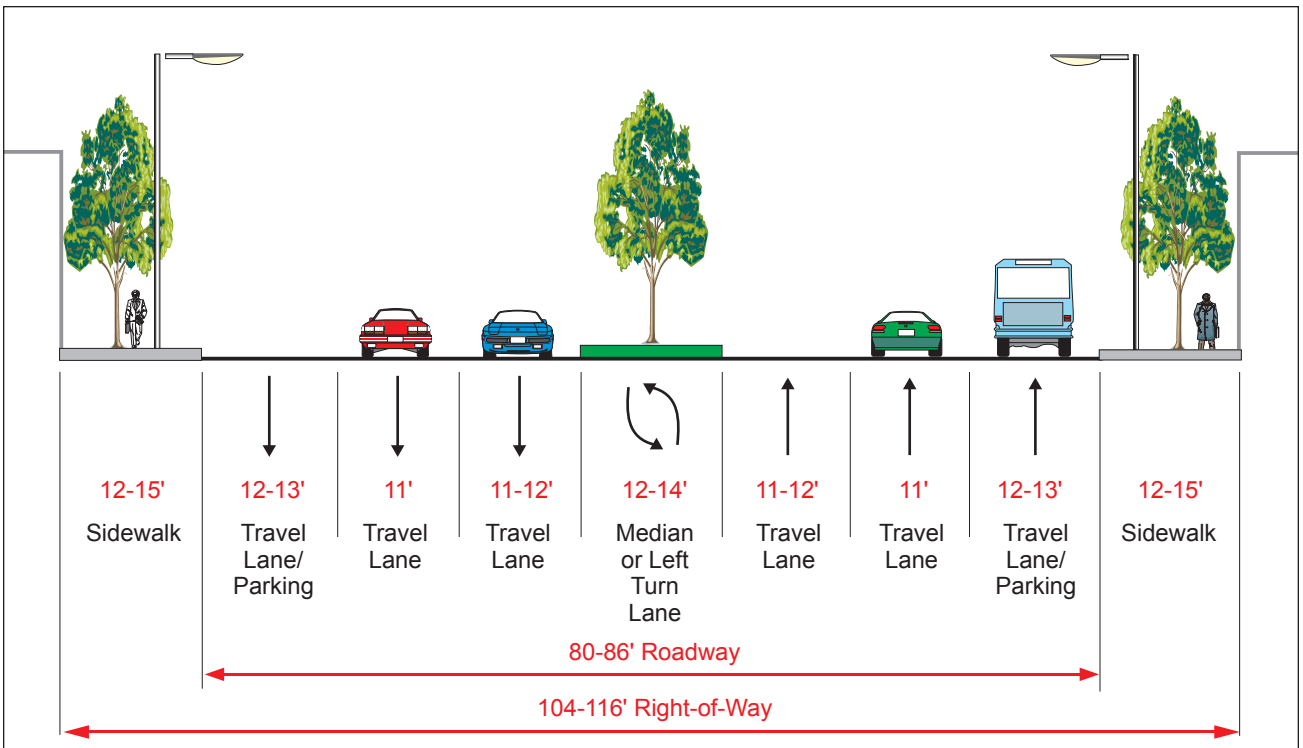


Notes

1. A median nose should be provided where roadway width allows
2. Parking may be restricted in peak periods.
3. Sidewalks to be 15' wide at key commercial nodes (e.g. at Firestone Boulevard and at Tweedy Boulevard).

Table ME 6 – Corridor Characteristics: Garfield Avenue	
Key Transportation Function:	A multi-modal transportation corridor – serving multiple transportation modes. A key arterial roadway on the east side of the City. Carries local and through traffic, and truck traffic.
Street Type:	Boulevard (Primary Arterial).
Adjacent Land Uses:	Industrial, commercial. Residential south of Rio Hondo Channel.
Traffic Function:	Has to serve both local traffic and through traffic.
Truck Function:	Designated Truck Route.
Transit Function:	Secondary Transit Street. Serves multiple transit routes.
Bicycle/Pedestrian Function:	Not on bike network. Bike network is on parallel routes, including bike paths on river channels.
On-Street Parking:	Yes – may be restricted during peak periods.
No. of Through Lanes:	Maximum six lanes across Rio Hondo Channel and to north. Maximum four lanes south of Rio Hondo Channel.
Median:	Yes, where feasible.
Design Characteristics:	See Figure ME 14a for roadway cross-section north of Rio Hondo Channel. See Figure ME 14b for cross-section south of Rio Hondo Channel.

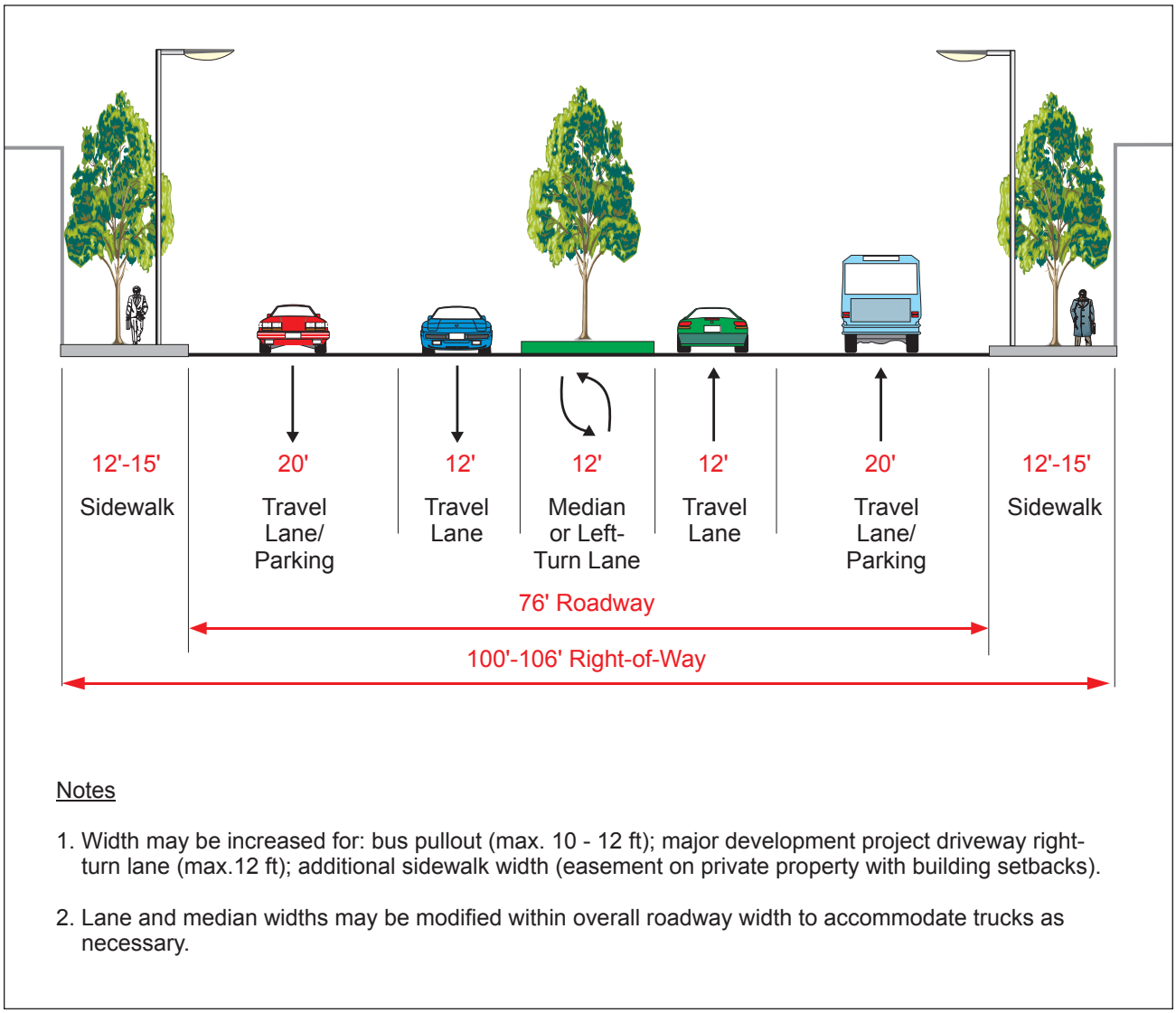
Figure ME 14a Street Standard Section for Garfield Avenue - Rio Hondo Channel to North City Limit



Notes

1. Median width may be reduced to 10' minimum and difference allocated to travel lanes, on arterial streets with high truck volumes.
2. Lane widths may be modified within overall roadway width to accommodate trucks as necessary.
3. A median nose should be provided where roadway width allows.
4. Parking may be restricted in peak periods.
5. Width may be increased for: bus pullout (10'-12 ' max); major development project driveway right-turn lane (max 12'); additional sidewalk width (easement on private property with building setbacks).
6. See Figure 6b for Enhanced Intersection configurations.

Figure ME 14b Street Standard Section for Garfield Avenue - South of Rio Hondo Channel



Notes

1. Width may be increased for: bus pullout (max. 10 - 12 ft); major development project driveway right-turn lane (max.12 ft); additional sidewalk width (easement on private property with building setbacks).

2. Lane and median widths may be modified within overall roadway width to accommodate trucks as necessary.

Table ME 7 – Corridor Characteristics: Tweedy Boulevard	
Key Transportation Function:	A multi-modal transportation corridor – serving multiple transportation modes. The only arterial roadway on the south side of the City. Carries local and through traffic.
Street Type:	Avenue (Secondary Arterial).
Adjacent Land Uses:	Commercial, retail concentration on Tweedy Mile. Some institutional, residential and mixed use.
Traffic Function:	Has to serve both local traffic – particularly accessing adjacent land uses in shopping area of Tweedy Mile and through traffic.
Truck Function:	Not a Designated Truck Route.
Transit Function:	Secondary Transit Street. Serves multiple transit routes.
Bicycle/Pedestrian Function:	Not on bike network. Bike network is on parallel routes. Should be traffic-calmed pedestrian-friendly environment along Tweedy Mile.
On-Street Parking:	Yes – where feasible.
No. of Through Lanes:	Four lanes throughout City (see also below).
Median:	No, not feasible.
Design Characteristics:	See Figure ME 15a for roadway cross section west of Long Beach Boulevard. See Figure ME 15b for cross section between Long Beach Boulevard and Hunt Avenue. Conduct Special Study for Tweedy Mile area to determine design parameters and feasibility of one-lane in each direction. Design street to achieve balance between auto needs, transit/pedestrian needs, parking needs, and 15-foot sidewalks where feasible. See Figure ME 15c for cross section east of Hunt Avenue.

Figure ME 15a Street Standard Section for Tweedy Boulevard - West of Long Beach Boulevard

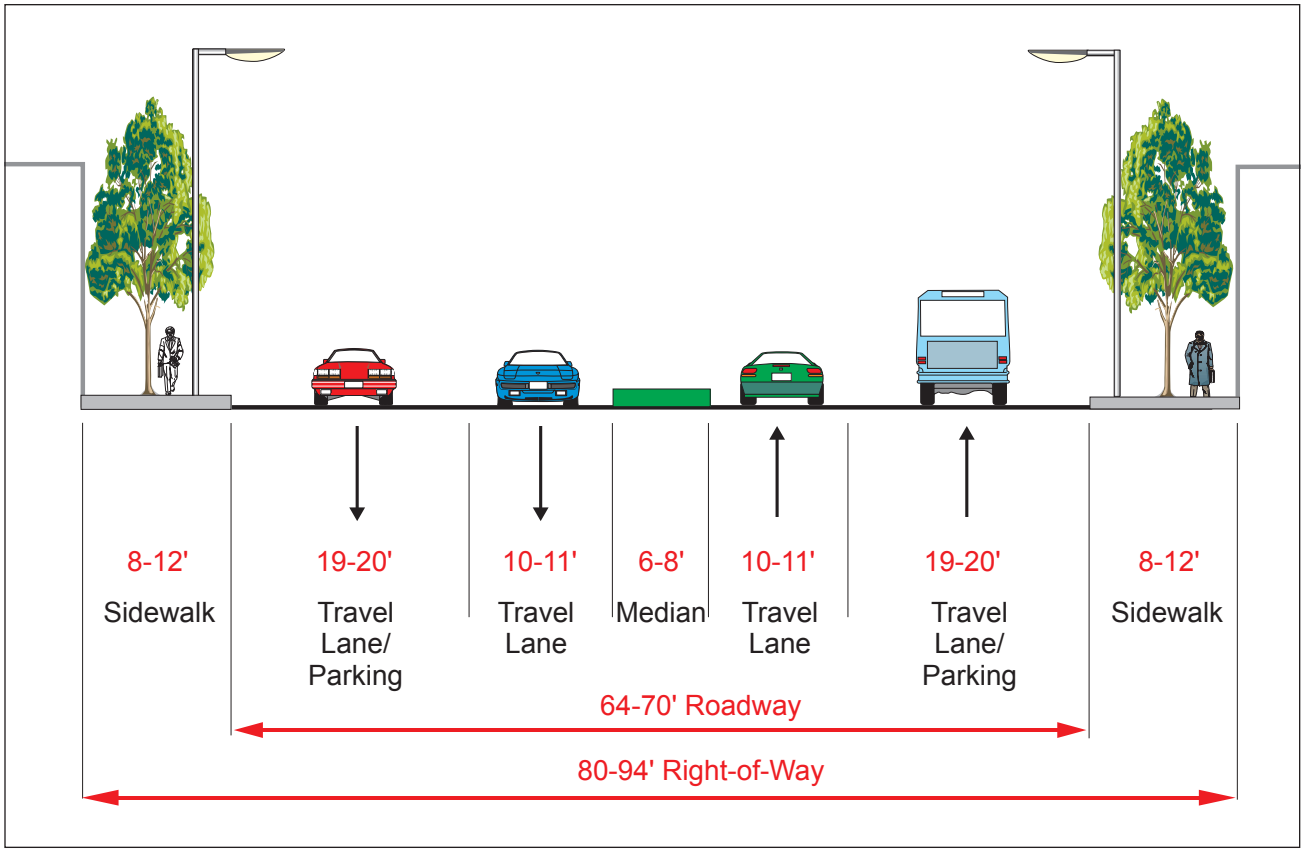
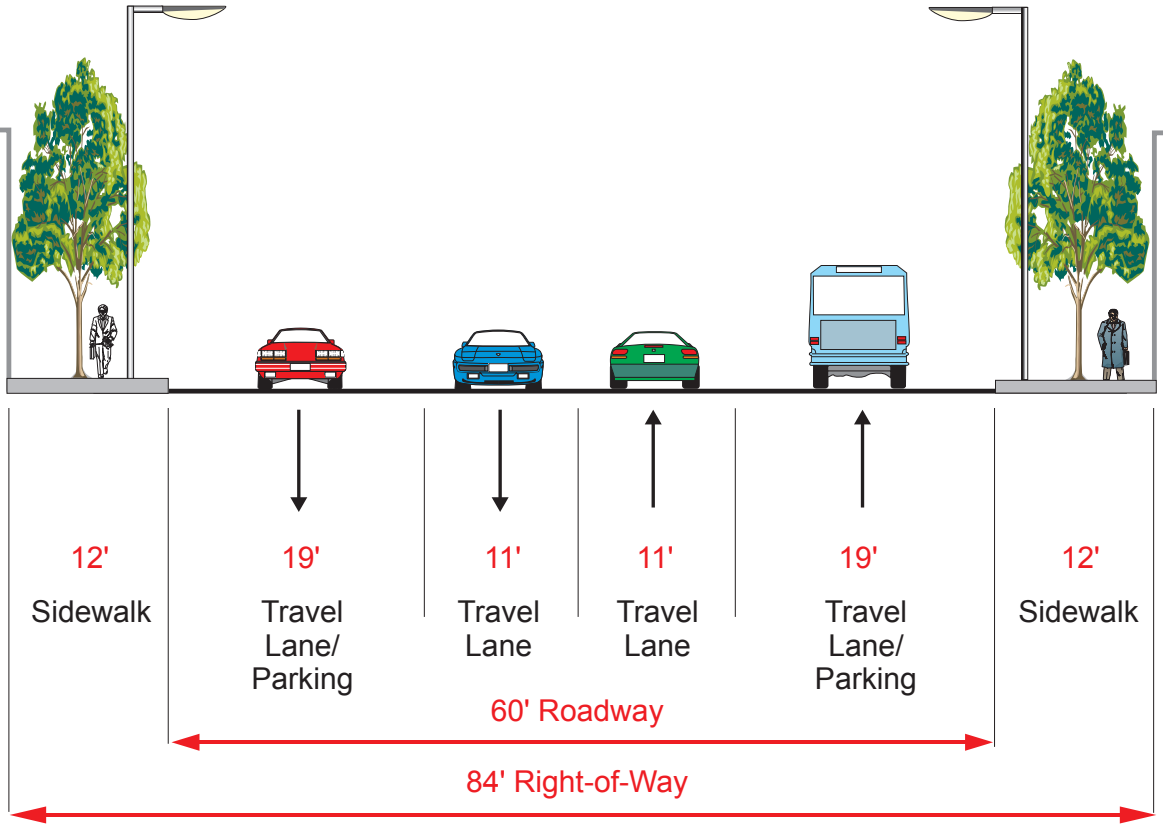


Figure ME 15b **Street Standard Section for Tweedy Boulevard - Long Beach Boulevard to Hunt Avenue**
This illustrates street section within existing curb and property line locations. Further study required for option to reduce to one traffic lane in each direction



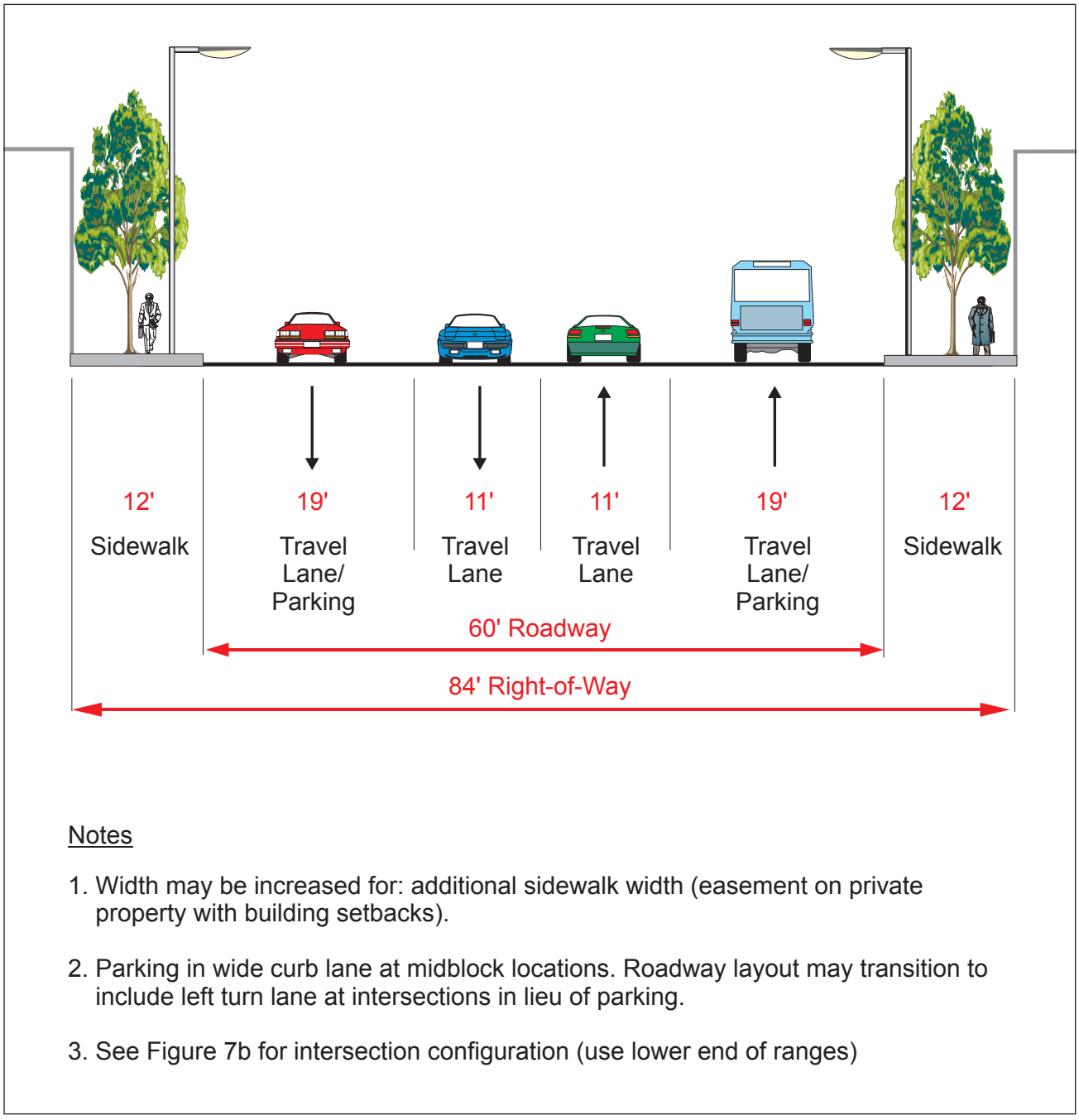
Notes

1. Width may be increased for: additional sidewalk width (easement on private property with building setbacks).

2. Parking in wide curb lane at midblock locations. Roadway layout may transition to include left turn lane at intersections in lieu of parking.

3. See Figure 7b for intersection configuration (use lower end of ranges).

Figure ME 15c Street Standard Section for Tweedy Boulevard - East of Hunt Avenue



Notes

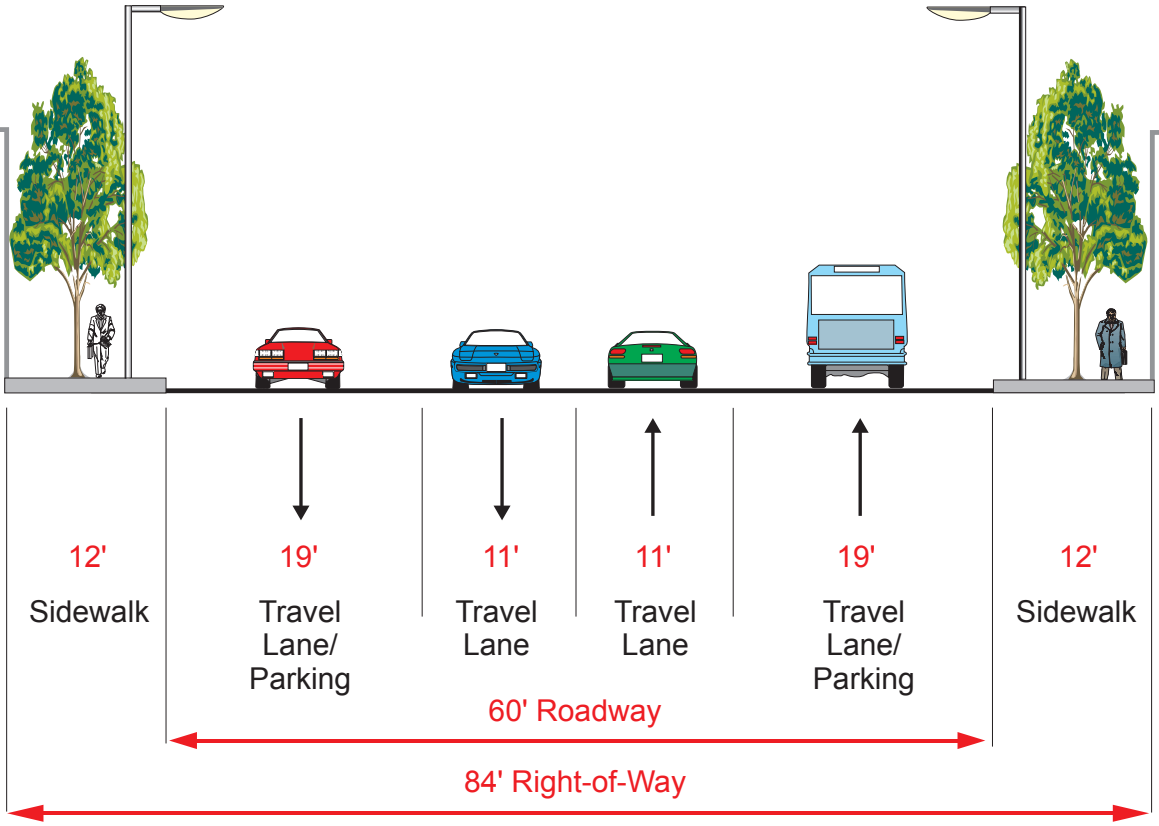
1. Width may be increased for: additional sidewalk width (easement on private property with building setbacks).

2. Parking in wide curb lane at midblock locations. Roadway layout may transition to include left turn lane at intersections in lieu of parking.

3. See Figure 7b for intersection configuration (use lower end of ranges)

Table ME 8 – Corridor Characteristics: State Street and California Avenue	
Key Transportation Function:	Secondary travel corridors (lower volumes) but serves multiple transportation modes. Carries primarily local traffic.
Street Type:	Avenue (Secondary Arterial).
Adjacent Land Uses:	Primarily residential. Some commercial and institutional.
Traffic Function:	Serves primarily local traffic (accessing adjacent land uses and adjacent neighborhoods).
Truck Function:	Not Designated Truck Routes.
Transit Function:	Secondary Transit Street. Serves multiple transit routes.
Bicycle/Pedestrian Function:	California designated as a Bike Street (no striped lane). Bike route also on parallel street to State Street. Streets should be pedestrian-friendly.
On-Street Parking:	Yes – where feasible.
No. of Through Lanes:	Maximum four lanes throughout City.
Median:	No, not feasible.
Design Characteristics:	Figure ME 16 for roadway cross section.

Figure ME 16 Street Standard Section for State Street and California Avenue



Notes

1. Width may be increased for: bus pullout (10'-12' max); major development project driveway right-turn lane (max 12'); additional sidewalk width (easement on private property with building setbacks).

2. Parking in wide curb lane at midblock locations. Roadway layout may transition to include left turn lane at intersections in lieu of parking.

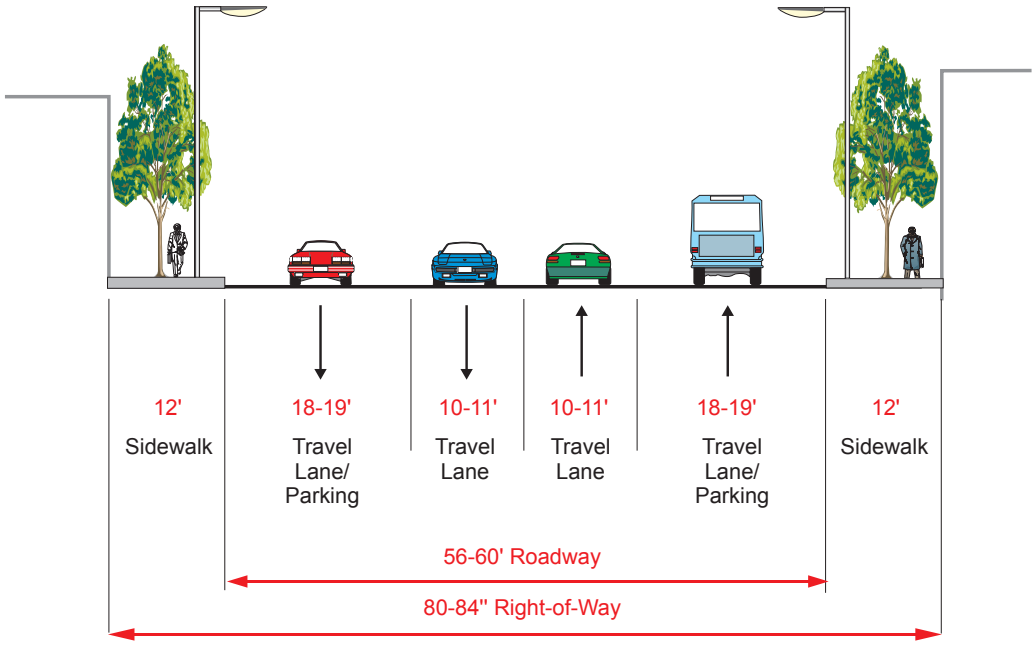
3. Bike lane may be substituted for parking.

4. See Figure 7b for intersection configuration (use lower end of ranges).

Table ME 9 – Corridor Characteristics: Otis Street	
Key Transportation Function	Secondary travel corridor (lower volumes) but serves multiple transportation modes. Carries primarily local traffic.
Street Type:	Street (Collector).
Adjacent Land Uses:	Primarily residential. Some commercial and institutional.
Traffic Function:	Serves primarily local traffic (accessing adjacent land uses and adjacent neighborhoods).
Truck Function:	Not a Designated Truck Route.
Transit Function:	Secondary Transit Street. Serves multiple transit routes.
Bicycle/Pedestrian Function:	Not on Bike Network. Bike route on parallel street (Alexander Street). Street should be pedestrian-friendly.
On-Street Parking:	Yes – where feasible.
No. of Through Lanes:	Maximum four lanes throughout City.
Median:	No, not feasible.
Design Characteristics:	See Figure ME 17 for roadway cross section.

Figure ME 17 Street Standard Section for Otis Street

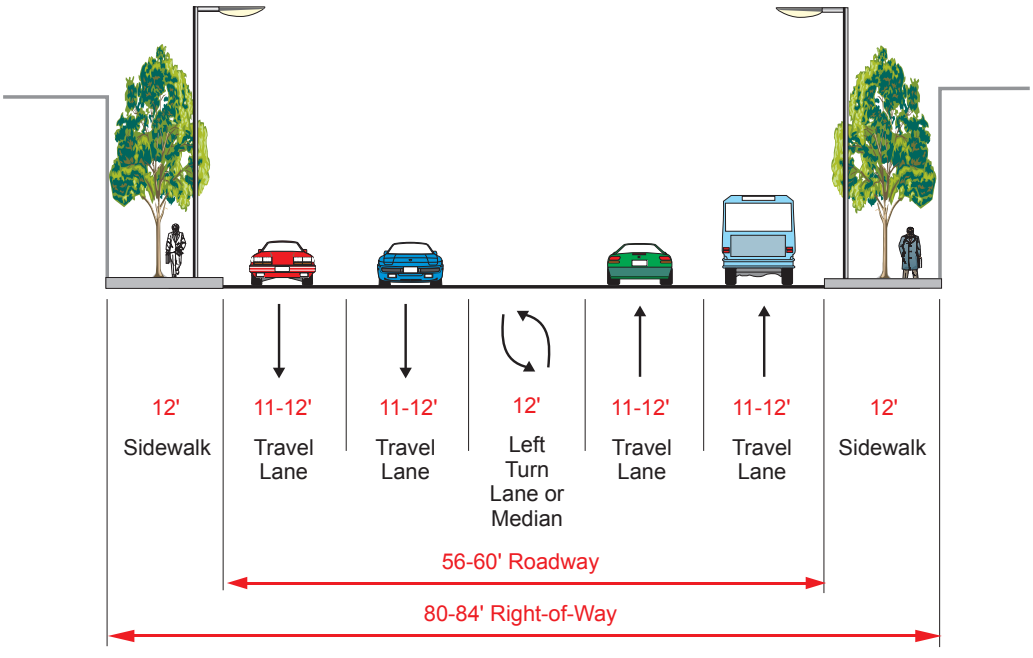
Otis Street (Mid-Block with Parking or at Intersection without Left-Turn Lane)



Note

1. Bike lane may be substituted for parking.

Otis Street (with Center-Turn Lane, or at Intersection with Left-Turn Lane)



GOALS, OBJECTIVES AND POLICIES

The goals, objectives, and policies of the Mobility Element are described below. They were developed to address the overall vision for transportation and mobility in the City and to respond to the key transportation issues and challenges facing the City.

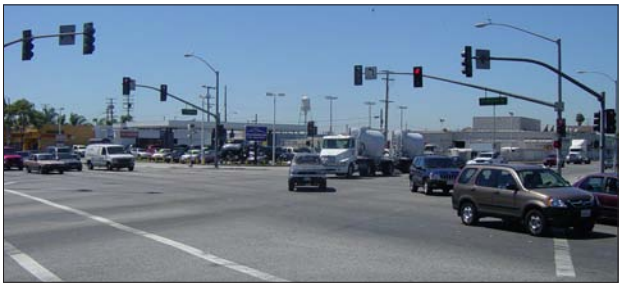
Goal ME 1:
Provide and maintain an efficient roadway system serving all parts of the City and support multimodal transportation

Objective ME 1.1:
Balance the roadway system with the planned land uses in the City.

Policies

P.1 The City should provide a safe and efficient street system, to support the City's mobility goals, all transportation modes, and the City's Land Use and Community Design Elements.

P.2 The City should develop and implement street design standards on arterial corridors that are context sensitive to adjacent land uses and districts, and to all roadway users including transit, bicycles, and pedestrians, where appropriate.



The intersection of Firestone and Atlantic Boulevards is an example of an enhanced intersection in the General Plan.

P.3 The City desires to maintain a maximum Level of Service D at signalized intersections throughout the City, except that Level of Service E may be permitted in the following circumstances:

- Intersections at, or adjacent to, freeway ramps
- Intersections of Boulevards (Primary Arterials) with other Boulevards
- Intersections on Truck Routes
- Intersections at or adjacent to designated Major Commercial Districts (Community College, Civic Center, Gateway, El Paseo, Rayo Industrial, El Portal, South Gate Triangle).

These performance standards may require, but are not intended to mandate, roadway and/or intersection widenings. They are a policy goal and shall be used to monitor traffic conditions in the City and to assess the impacts of new development. Because level of service standards apply only to vehicular mobility and do not account for walkability or other modes, they shall not be the sole criteria for judging transportation system performance. Pedestrian walkability and convenience, livability, transit access and operability, and urban aesthetics, shall also be used.

P.4 The City should require that the cost of transportation mitigations and improvements necessitated by new development be borne by new development (including non-automobile solutions).

P.5 The City should work with adjacent jurisdictions to minimize the traffic impacts to South Gate from projects that occur outside the City.

Objective ME 1.2:
Fully develop the street system, and maximize its operational efficiency.

Policies

P.1 The City should improve the street system by adding to the street grid in the north-east part of the City to relieve the Firestone/Atlantic intersection, including providing additional overcrossings of the Los Angeles River and the I-710 freeway, and an additional north-south collector street between Atlantic Avenue and the Los Angeles River.

P.2 The City should coordinate with the I-710 Corridor Project to explore I-710 interchange and ramp modifications that improve overall traffic circulation on city streets.

P.3 The City should improve the operational efficiency of the arterial roadway system with the implementation of traffic management and traffic signal operations measures to:

- Minimize delay and congestion for all modes, without adversely impacting transit, bicycles, and pedestrians, and;
- Keep traffic on the arterial streets and minimize intrusion into residential neighborhoods.

P.4 The City should design and operate arterials and intersections for the safe operation of all modes including transit, bicyclists, and pedestrians.

P.5 The City should investigate and pursue opportunities for grade separations at all at-grade railroad crossings.

P.6 The City should develop and implement a Traffic Management Center, to coordinate and manage the City's traffic signal system, integrate transit operations on City streets (including transit priority as appropriate), and to implement advanced traffic management technologies where appropriate.

Traffic operations centers are a strategy to manage existing facilities more efficiently.

Objective ME 1.3:
Maintain the City's transportation infrastructure.

Policies

P.1 The City should develop and maintain adequate funding sources for the ongoing maintenance and upkeep of the City's transportation infrastructure.

Goal ME 2:
Provide a multi-modal transportation environment in the City that provides transportation choices

Objective ME 2.1:
Provide a connected, balanced, and integrated transportation system of bicycle and pedestrian networks that enable residents to walk and bike, as alternatives to use of the car.

Policies

P.1 The City should develop and maintain a citywide bicycle network of off-street bike paths, on-street bike lanes and bike streets.

P.2 The City should establish a number of bike hubs (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes), at key transit nodes or commercial nodes.

P.3 The City should provide bicycle facilities, such as bicycle lockers and secure bike parking, throughout the City.

P.4 The City should develop and establish a citywide pedestrian network, including both on-street (sidewalks) and off-street (trails or paths) facilities, to connect neighborhoods, schools, open space, and major destinations, where feasible.

P.5 The City should provide pedestrian facilities, such as benches, street trees, and trash cans, throughout the City.

P.6 The City should enhance pedestrian and bicycle access to local and regional transit.

P.7 The City should promote the use of bicycling and walking, through the publication of comprehensive maps and resource materials, and the development and implementation of marketing programs.

P.8 The City should coordinate the provision of the non-motorized networks (bicycle and pedestrian) with adjacent jurisdictions to maximize connectivity.

P.9 New or major renovations to office, industrial, institutional, and multi-family projects should provide secure off-street bicycle parking, and are encouraged to provide bicycle facilities, such as, showers and changing rooms.

Objective ME 2.2: Improve local and regional transit service.

Policies

P.1 The City should work with Metro to improve the coverage of transit service in South Gate, by providing transit routes that more directly serve residential neighborhoods.

P.2 The City should encourage Metro to enhance regional transit connections in South Gate through additional routes and increased service frequency.

P.3 The City should support Metro's expansion of Rapid Bus Service, in the region and particularly on routes serving South Gate.

P.4 The City should establish local transit circulator service, particularly to serve local neighborhoods and key districts.

P.5 Working with Metro, the City should provide attractive and convenient bus stops, including shade/weather protection, seats, transit information, and bus shelters as appropriate.

P.6 The City should establish a transit hub near the intersections at Firestone and Atlantic Boulevards. The transit hub will likely accommodate bus transit at first, with a potential expansion to include trains.

P.7 The City should encourage and support all potential rail transit serving the City, including a high speed, grade separated, environmentally friendly transit system along the Union Pacific Railroad right-of-way.

P.8 The City should actively promote the use of transit within the City.

Objective ME 2.3: Encourage walking, biking, and use of transit, through a variety of supportive land use development and urban design measures.

Policies

P.1 In order to support the goals and policies of the General Plan and the Mobility Element, the City should encourage the land use distribution, development siting, and architectural design of new development that promotes safety, pedestrian friendly design, and access to transit facilities.

P.2 The City should require all new and substantially renovated office, retail, industrial, and multi-family developments to install and implement transit amenities including bus turnouts, pedestrian shelters, and other streetscape elements.

P.3 The City should require new and substantially renovated office, retail, industrial and multi-family developments to include bicycle and pedestrian amenities in the vicinity of the development, to facilitate bicycling and walking, including on-site bike paths where appropriate, sidewalk improvements, benches, and pedestrian signal push-buttons at nearby signals.

P.4 The City should require new developments to develop Transportation Demand Management (TDM) programs to minimize auto trips and to encourage use of transit, ridesharing, bicycling, and walking.

A safe and attractive pedestrian network is critical to reducing rates of driving and improving physical activity levels in the City.

Local and regional transit service should be improved to provide residents with an alternative to driving.

P.5 The City should promote the use of transportation demand management (TDM) programs.

P.6 The City should encourage development of park and ride lots at rail stations and transit centers and near freeway interchanges to encourage ridesharing and transit use.

P.7 The City should plan for an adequate supply, but not an oversupply, of parking.

Goal ME 3: Minimize the adverse effects of traffic

Objective ME 3.1: Minimize and/or reduce adverse impacts on city streets from regional through traffic.

Policies

P.1 The City should coordinate with regional authorities and adjacent jurisdictions for regional highway network improvements, regional multi-modal programs, and signage programs.

P.2 The City should support an I-710 Project design that minimizes traffic impacts on City streets, and enhances access to the freeway with improved interchanges with City streets.

Objective ME 3.2: Reduce adverse impacts from truck traffic.

Policies

P.1 The City should focus truck traffic onto appropriate arterial corridors in the City.

P.2 The City should work closely with Metro and Caltrans on the I-710 Corridor Improvements process to ensure new truck ramps in the City are suitably located to facilitate truck access to industrial areas of the City, and to ensure that new truck lanes and direct truck ramps do not adversely impact the City and its neighborhoods.

P.3 The City should consider a truck inspection facility on or adjacent to I-710 within the City limits.

P.4 The City should coordinate with regional planning agencies, the Ports of Los Angeles and Long Beach, and railroad operators to maximize the use of rail for goods movement in the region and in the I-710 Corridor in particular.

Attractive transit facilities, such as bus shelters, are envisioned throughout South Gate.

P.5 The City should work with Caltrans to install appropriate directional signage for trucks on the I-710 freeway to direct truck traffic to designated truck routes in the City and minimize impacts of trucks traveling to other cities on city streets.

P.6 The City should retain and strengthen ordinances restricting trucks from residential neighborhoods.

Objective ME 3.3: Calm traffic and protect residential neighborhoods from traffic intrusion.

Policies

P.1 The City should use traffic calming and management measures on local and collector streets to discourage traffic from diverting into or taking short-cuts through residential neighborhoods.

P.2 The City should apply appropriate traffic management techniques to control the volume and speed of traffic to appropriate levels consistent with adjacent land uses on local streets, near schools, and along streets with a significant amount of residential development.

P.3 The City should develop neighborhood traffic management programs where necessary and appropriate in residential neighborhoods and around schools, parks, and sensitive uses such as senior centers.

Goal ME 4:
Effectively manage parking

Objective ME 4.1:
Manage parking demand and supply in the City.

Policies

P.1 The City should ensure that adequate off-street parking is provided for new residential development and new additions that add bedrooms.

P.2 The City should develop revised parking guidelines and requirements that allow reduced parking for new development projects in areas with high mixed uses, along major mixed use corridors and near high-frequency transit service.

P.3 The City should allow joint use of shared parking and encourage and implement "Park Once" programs with appropriate parking standards for the key commercial and civic areas in the City. Park Once allows visitors to park once in a commercial district and then visit multiple destinations on foot, rather than driving between parking lots to visit different destinations. Park Once programs allow less overall parking to be provided while encouraging walking within the commercial district.

P.4 The City should develop parking districts in key commercial areas. This will enable the most efficient and cost-effective provision and use of parking, including the possible construction of parking structures as appropriate.

The City should take steps to reduce the impact of regional truck traffic on city streets.

IMPLEMENTATION ACTIONS

The following describes the actions that are designed to implement the Mobility Element. A brief description of each action is provided.

Actions for Street Improvements

A number of street improvements need to be implemented in order to improve connections, fill in some gaps in the existing grid, improve access to the I-710 Freeway, improve circulation across the barriers of the Los Angeles River and the I-710 Freeway, improve traffic circulation, and keep traffic on arterial roadways and out of residential neighborhoods.

Action ME 1:
Implement the following street improvements for general circulation (including transit and other modes):

Action ME 1.1: Garfield Avenue: Widen from four lanes to six lanes between just south of the Rio Hondo Channel and Firestone Boulevard.

Action ME 1.2: Garfield Avenue: Work with the I-710 Improvement Project to add truck ramps to I-710 Truck Lanes within the City limits where feasible without adversely impacting key streets or residential neighborhoods.

Action ME 1.3: I-710 Freeway Interchanges: Explore improved ramp connections to city streets as part of the I-710 Project, including the concept of a joint access and frontage road system that would provide freeway access/egress to the new Southern Avenue Extension, Firestone Boulevard, and a new easterly extension of Independence Avenue/Ardmore Avenue.

Action ME 1.4: Area Bounded by I-710, Tweedy Boulevard, Atlantic Avenue, UP Railroad Corridor (east-west): Conduct studies to explore/implement improvements to the currently lacking street grid in this area in order to relieve pressure on the intersection of Firestone Boulevard and Atlantic Avenue. Roadway improvements could include:

- Extend Independence Avenue or Ardmore Avenue east from Otis Street, over the Los Angeles River and the I-710 Freeway to Garfield Avenue. This should be a Collector Street.
- Add a new north-south Collector Street (Wilcox Avenue) to connect the extended Independence/Ardmore (Patata Street), south to Firestone Boulevard just east of the railroad tracks and then southerly (adjacent to and east of the railroad) to connect to Southern Avenue. (see Figure ME 2).

Action ME 1.5: Atlantic Avenue: Widen from four lanes to six lanes throughout the City, as discussed in the Corridor Characteristics Section in Table ME 4 and Figure ME 12.

Action ME 1.6: Alexander Avenue: Extend north from Firestone Boulevard to Ardmore Avenue in conjunction with private property development.

Action ME 1.7: Long Beach Boulevard: Widen to six lanes between the South City Limit and Firestone Boulevard. Accommodate on-street parking and wider sidewalks as described under Corridor Characteristics in Table ME 5 and shown in Figure ME 13a.

Action ME 1.8: Santa Fe Avenue: Work with the County of Los Angeles to extend/connect Santa Fe Avenue (in the unincorporated County) easterly along the alignment of Independence Avenue or the railroad right-of-way to Long Beach Boulevard, to connect with Independence Avenue or Ardmore Avenue.

Action ME 1.9: Independence Avenue/Ardmore Avenue: Extend eastwards as a Collector Street to Atlantic Avenue, then easterly across the Los Angeles River and I-710 Freeway (with possible ramp connection) to Garfield Avenue. The cross-section should include bike lanes.

Action ME 1.10: Firestone Boulevard: Widen to a six lane boulevard, as discussed in Corridor Characteristics Section and shown in Table ME3 and Figures ME 11a and ME 11b. West of Evergreen Avenue, and east of Hildreth Avenue, Firestone Boulevard may need to accommodate an enhanced cross-section with additional (right and left) turn lanes. Between Atlantic Avenue and Garfield Avenue, Firestone Boulevard should be a minimum of eight lanes (excluding left turns). Exact lane configuration and cross section will be determined by design studies at time of widening.

Action ME 1.11: Southern Avenue: Extend east, as an Avenue (four lanes), across the Los Angeles River and the I-710 Freeway to connect to Garfield Avenue.

Action ME 1.12: Tweedy Boulevard: Conduct a study of Tweedy Boulevard between Long Beach Boulevard and Hunt Avenue – known as the "Tweedy Mile". Tweedy Boulevard should remain a four lane street, (as discussed in the Corridor Characteristic Section in Table ME 7) but studies should address the feasibility of converting to a two lane street with traffic calming, traffic management, and parking strategies, to create a true multi-modal and pedestrian-oriented environment along the Tweedy Mile commercial corridor, including 15-foot sidewalks where feasible.

Action ME 1.13: Imperial Highway: Widen to a full standard six lane arterial with appropriate turn and auxiliary lanes between west and east city limits. Between Atlantic Avenue and Garfield Avenue, Imperial Highway should be a minimum of eight lanes (excluding left turns). Exact lane configuration and cross section to be determined by design studies at time of widening.

Action ME 1.14: Imperial Highway: Explore and implement improvements to the I-710 interchange as part of the I-710 Corridor Project, including the removal of the existing off ramp at Abbot Road/Wright Road and addition of a substitute ramp directly at Imperial Highway , as part of the I-710 Improvement Project.

Action ME 1.15: Borwick Avenue: Extend Borwick Avenue east from Garfield Avenue to the City limit, as a Collector Street (two lane) to connect to the City of Downey's westward extension of Flores Street to it's City limit.

Action ME 1.16: Truba Avenue: Widen Truba Avenue between Southern Avenue and Tweedy Boulevard to a 2-lane Collector Street standard.

Actions for Traffic Management and Operations Improvements

These implementation actions are focused on enhancing the efficiency, capacity, and safety of the street system.

Action ME 2: Upgrade the City's traffic signals and signal timing.

Modernize traffic signal equipment as necessary, and improve traffic signal coordination and timing along the key arterial corridors, taking into account the needs of transit, bicyclists, and pedestrians as well as autos.

Action ME 3: Conduct a system planning and design feasibility study for an advance traffic control system.

This would include all traffic signals in the City (preferably including Caltrans signals) as well as vehicle detectors, camera surveillance, and adaptive signal timing control software, and changeable message signs as appropriate.

Action ME 4: Install an advanced traffic signal control system.

Install an advanced traffic control system based on the system planning and design feasibility study. This might be local to the City of South Gate, or could be shared with adjacent jurisdictions.

Action ME 5: Develop and install improved directional signage on major city streets.

Install directional signage to and from freeway ramps and key destinations in the City.

Action ME 6: Update the City's Traffic Manual.

Prepare a comprehensive update of the City's Traffic Manual to make it consistent with the Mobility Element, including: updates to all references, sources, procedures, criteria, and thresholds, as appropriate; adding a section on Guidelines for Traffic Studies for Development Project; adding a section on roadway design criteria for horizontal roadway layout and lane configuration/dimensions; and updating/expanding the section on traffic management for residential streets and the process for residential neighborhood traffic management programs.

Actions to Manage Truck Traffic

Action ME 7: Maintain and install truck directional signage throughout the City.

Signage should identify the designated truck routes, as well as directions to the truck routes.

Action ME 8: Work with Caltrans to install appropriate signage on the I-710 freeway.

Signage should direct truck traffic to designated truck routes.

Action ME 9:
Explore an Alternative Truck Route to Firestone Boulevard.

Study and explore alternatives to the truck route on Firestone Boulevard between Atlantic Avenue and the west City Limit.

Actions to Improve Transit Service

Action ME 10:
Plan and develop rail service in UPRR north-south corridor.

Work with the Union Pacific Railroad (UPRR), Southern California Association of Governments (SCAG), Metro, and other agencies to pursue passenger rail transit service in this railroad corridor. Such service could be high speed grade separated rail, but could also be more conventional light rail, heavy rail, or commuter rail service.

Action ME 11:
Coordinate with the City of Downey on potential train station.

Coordinate on a potential site in Downey adjacent to the Hollydale area for the potential high speed, grade separated transit line on the Union Pacific Railroad right-of-way.

Action ME 12:
Create a Firestone/Atlantic transit station.

Designate and implement a transit station at the north-east corner of the Firestone/Atlantic intersection. This should begin immediately in the short-term, as a bus transit station, and be expanded into a rail transit station as and when rail transit service is implemented in the corridor. The transit station should be a multi-modal transit center, including park and ride facilities and a bicycle hub. The development of the station should also consider the provision of a new roadway connection on its east side between Firestone Place and Patata Street to enhance vehicular access and provide relief to the Firestone/Atlantic intersection.

Action ME 13:
Create an Imperial/Atlantic transit station.

Work with the City of Lynwood to designate and implement a second transit station/hub at or near the intersection of Atlantic Avenue and Imperial Highway (the conjunction of a number of exiting bus routes). This multi-modal transit center would serve bus transit, and would also include park and ride facilities and a bicycle hub.

Action ME 14:
Improve regional transit service.

Work with Metro to enhance regional transit service in the City including additional routes serving more destinations for South Gate residents, and increased service frequencies. Transit service should be added on streets such as Otis Street, California Avenue, State Street, and Santa Ana Street to increase the accessibility of residential neighborhoods to transit lines as well as on existing routes such as Firestone Boulevard, Tweedy Boulevard, Long Beach Boulevard, Atlantic Avenue, and Garfield Avenue.

Action ME 15:
Initiate local transit service.

Initiate and develop a local transit service in the City that operates small buses serving destinations around South Gate. These buses should operate on fixed routes (with possibly some minimal real-time deviation) and on regular and convenient schedules. They should provide flexible service routes between the different areas of the City, and should connect residential neighborhoods with activity centers, commercial centers, schools (for example the Tweedy Mile,

the Civic Center, other shopping areas, etc.), and the Metro Green Line Station at Long Beach Boulevard and the I-105 Freeway.

This local service should serve residential neighborhoods, employment and commercial nodes, institutional facilities and recreational areas, and connect to major destinations such as downtown and shopping districts. This local transit service should provide more frequent service than is currently provided and could allow on-call deviations from semi-fixed routes. The service could be based on smaller (20-35 seat) buses.

This local service could use streets such as: Paramount Boulevard, Gardendale Street, Main Street, Tweedy Boulevard, Hildreth Avenue, Otis Street, Southern Avenue, Independence and Ardmore Avenues, and Truba Avenue, as well as the main arterials in the City, in order to provide service as close as possible to residential neighborhoods.

The combination of regional and local service on these transit corridors could put transit service within at most a quarter-mile of all residences in South Gate, and could serve all key destinations within the City.

Action ME 15.1: Conduct a Transit Planning Study: To determine the best approach to initiating local transit service, to develop a Short-Range (Five Year) Transit Plan for operating such a service and to determine funding sources.

Action ME 15.2: Pursue Funding Sources for a Local Internal Transit Service: Explore the possibility of outside funding sources to support a local transit service.

Action ME 15.3: Explore the Feasibility of Extending Local Transit Service: Explore the possibility of extending to adjacent jurisdictions in cooperation with such jurisdictions who could also participate in funding if beneficial to the City of South Gate.

Action ME 15.4: Work with Regional Transit Operators (Metro): To develop the optimum coordination and integration of bus transit services between the local City transit system and the regional service.

Action ME 16:
Build park and ride lots.

Provide park and ride lots at rail stations and transit centers and near freeway interchanges to encourage ridesharing and transit use.

Action ME 17:
Provide enhanced bus stop amenities.

Work with Metro and developers to provide attractive and convenient bus stops, to include bus shelters, shade/rain protection, seats, transit information, etc.

Action ME 18:
Promote the use of transit.

Actively promote the use of transit, through the publication of transit route maps, schedules and other information, the development and implementation of marketing programs, and the provision of coordinated transit service and bicycle and pedestrian facilities information. The City should also provide more locations in South Gate where residents can purchase transit passes (currently available only at City Hall).

Actions to Improve Bicycle Facilities

Action ME 19:
Conduct a citywide bicycle study and develop a bicycle plan.

The study should result in a Bicycle Transportation Plan suitable for obtaining public funding, and should develop the planning, implementation and design details of the bicycle facility and amenity elements of the Mobility Element, including the identification of both capital and operating funding sources.

Action ME 20:
Add traffic signals where bike streets cross arterial roadways.

The implementation of Bike Streets will require traffic signalization where they cross arterial roadways, in order to facilitate the safe crossing of those arterials by bicyclists and pedestrians. Signals should be convenient to bicyclists with accessible push-buttons to activate the signal.

Action ME 21:
Improve bicycle access to the regional bike paths on the Los Angeles River and the Rio Hondo Channel.

In order to ensure the connectivity of the Citywide bicycle system, and particularly to connect to the south-east part of the City, existing connections should be maintained, and new connections to the Los Angeles River Bike Path should be implemented at the following locations:

- Vicinity of Aldrich Road or Tweedy Place (maintain or modify existing connection).
- Century Boulevard (E).
- Extension of Independence Avenue/Ardmore Avenue.
- Tweedy Boulevard east of Atlantic Avenue to Los Angeles River (portion on private property).

Action ME 22:
Install "bicycle hubs."

Install bicycle hubs that provide secure bicycle lockers, bike racks, and connections to transit, at the following key locations:

- The Firestone/Atlantic Transit Station.
- The Imperial/Atlantic Transit Station.
- Along Tweedy Boulevard (with possible locations at Alexander Avenue, Otis Street, and at California Avenue) serving the Tweedy Mile.
- Civic Center at California Avenue and Firestone Boulevard/ Ardmore Avenue.
- In the vicinity of Firestone/Santa Fe and the proposed Community College Campus.

Action ME 23:
In conjunction with other agencies and developers, the City should develop and implement an ongoing bicycle amenities program.

To facilitate the use of bicycles, the City should provide for the installation of bicycle lockers, and parking spaces at the bicycle hubs, the Civic Center, and other public buildings or areas such as parks, pool, etc., and should work with developers to provide the same facilities at new or substantially renovated private development projects.

Action ME 24:
Modify the municipal code for bicycle parking.

Modify the Municipal Code to require provision of bicycle parking spaces, bicycle lockers, and, as appropriate, showers for bicycle riders at new buildings providing significant employment, at transit stations, in the commercial districts, and at recreational destinations.

Action ME 25:
Add bicycle push buttons at traffic signals.

Provide traffic control push button devices at convenient locations for bicyclists at signalized intersections on the identified Bicycle Network.

Action ME 26:
Promote the use of bicycles.

Prepare and distribute bike route maps and bike facilities information.

Action ME 27:
Develop procedures for incorporating bike facilities into new development projects.

Develop procedures for new development to support and promote the use of bicycles and to contribute to enhancing supporting facilities and amenities.

Actions to Improve Pedestrian Facilities

Action ME 28:
Conduct a citywide pedestrian study to develop a pedestrian plan and program.

This should focus on the planning, implementation and design details of the pedestrian network and pedestrian amenity components of the Mobility Element, including the identification of both capital and operating funding sources. This should include pedestrian facilities such as benches, water fountains, streets, etc. The Pedestrian Amenities Program shall also:

- Provide wider sidewalks, where feasible, per the City's modified street standards.
- Establish streetscape and pedestrian requirements for new or renovated developments along Corridors and in Districts.
- Establish streetscape design and pedestrian amenities to be installed by the City.
- Include pedestrian walk phases at traffic signals in Districts, along Corridors with high pedestrian volumes, and at intersections that serve public facilities such as schools, parks, library, post office, etc.
- Provide lighting for facilities and installation of safety stations (for emergency communication to authorities).

Action ME 29:
Develop procedures for new development to support and promote walking and contribute to enhancing supporting facilities and amenities.

Action ME 30:
Promote walking in the City.

Actively promote walking, including the publication of pedestrian route maps and pedestrian facilities information.

Actions to Change the Municipal Code to Improve Circulation

Action ME 31:
Modify the City's Municipal Code.

The modifications should incorporate the following:

- Regulate drive-thru facilities in South Gate, particularly in pedestrian oriented areas, with careful attention to vehicle/pedestrian interactions.
- Stipulate maximum parking ratios as well as minimum parking ratios for land uses.
- Include minimum requirements for rideshare and bicycle parking in off-street parking facilities.
- Encourage shared use parking in those areas where a mix of uses with different peak usage are located adjacent or near each other.

Actions for Neighborhood Traffic Management Programs

Action ME 32:
Develop a prototype neighborhood traffic management program.

The program should identify appropriate traffic calming tools for different types of roadways, and establish a process and procedures for the study of traffic calming needs and the development of appropriate traffic calming programs in residential neighborhoods.

Action ME 33:
Implement a city education program on safe travel speeds.

Develop and implement an educational program on safe speeds on residential streets and work with residential neighborhoods to reduce speeds on residential streets.

Actions for Parking

Action ME 34:
Develop parking policies and modify parking requirements to restrict the over-provision of on-site parking for private developments.

Action ME 35:
Explore the establishment of parking districts in commercial areas.

Such districts would implement the "park once" program. This should comprise the conduct of specific area studies to identify the overall need for parking by user type, to determine locations for parking facilities, to identify construction and maintenance requirements, and to determine appropriate financing mechanisms.

Actions to Develop Transportation Demand Management (TDM) Programs.

Action ME 36:
Develop a TDM program.

Develop a prototypical (model) TDM Plan that defines procedures for developing specific TDM programs, along with a menu of TDM strategies and actions and procedures for their implementation, that can be used as a model for developers and agencies/institutions to develop specific TDM plans for individual development projects. This prototypical plan should also identify thresholds (building types and sizes) for the requirement of preparing such specific TDM plans.