
4.15 TRANSPORTATION

This section discusses the existing transportation and circulation setting of the Project Site and assesses the Project's potential impacts related to transportation. This section is based on the Transportation Impact Analysis (TIA), prepared by Psomas, dated July 2024 (Psomas 2024), which is included as Appendix M.

4.15.1 SUMMARY OF PREVIOUS ENVIRONMENTAL DOCUMENTATION

MND for the Pacific Place Project

The transportation analysis in the MND for the Prior Project, approved by the City in 2021, determined that implementation of the Prior Project would have less than significant impacts related to transportation.

The MND determined that a full traffic analysis was not required. The MND estimated that the daily trip generation from the proposed RV storage and self-storage facility would be 302 average daily trips (ADT), and the proposed warehouse would generate 134 ADT; the total estimated daily trips on both parcels would total 436 ADT. Due to the City's vehicle miles traveled (VMT) screening threshold of 500 ADT, the MND concluded that a TIA would not be required. Therefore, the MND determined that the Prior Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities, impacts would be less than significant.

According to the MND, because the Prior Project would generate few trips and did not meet the minimum criteria to require a TIA, the Project would thus produce negligible VMT. The MND indicated that trips on local roadways were anticipated to be minimal due to the Prior Project's proximity to the I-405 and the I-710. For those reasons, the MND determined that the Prior Project would not have a significant impact based on a VMT screening analysis. The MND concluded that the Prior Project would not conflict with CEQA Guidelines Section 15064.3(b), and impacts would be less than significant.

The Prior Project was located approximately two miles away from the nearest airport and located outside of the Long Beach Airport Influence area; as such, the MND determined that development of the Prior Project was not expected to cause a substantial safety risk related to air traffic levels or locations. The MND concluded that no impact would occur related to this threshold and no mitigation measures would be required.

According to the MND, access to the Prior Project Site would be provided via Pacific Place which would then divide into two driveways. When analyzing potential hazards related to the Prior Project's geometric design features or incompatible uses, the MND found that the project design would be adequate to prevent hazards related to visibility and safety, and that operation of the Prior Project would not add incompatible uses to area roadways. The MND concluded that there would be no impact related to this threshold and no mitigation measures would be required.

Furthermore, the MND determined that because construction of the Prior Project would not block Pacific Place and would not involve staging of construction equipment or materials on roadways, a less than significant impact to local or regional emergency access routes would occur and no mitigation would be required.

MND Mitigation Measures

No mitigation measures were adopted as part of the MND.

Court Ruling Regarding Transportation

The Court Ruling concluded that the MND's analysis of Transportation was insufficient. Specifically, the Court Ruling concluded that, the proximity of the Prior Project's ingress and egress to the freeways and their entrances would create a potentially dangerous turnout immediately across freeway on-ramps, resulting in a greater roadway hazard. The MND did not discuss this potential traffic hazard and did not specifically address public comments concerning traffic hazards flowing from the Project. As a result, the Court Ruling stated that, "substantial evidence supports a fair argument the Project may have a significant impact on transportation safety."

4.15.2 ENVIRONMENTAL SETTING

A. Existing Conditions

The Project Site exists as a vacant site, located at the northern ends of Pacific Place and Ambeco Road immediately north of the Interstate 405 Freeway (I-405) in the City. Ambeco Road is a cul-de-sac connecting to Pacific Place near the north end of the latter roadway, in the City of Long Beach, California. The Project Site consists of 14.20 acres and is currently undeveloped.

Existing Roadway Network and Site Access

The existing roadway network within the Project vicinity consists of a system of freeways and arterial streets. These facilities provide regional, sub-regional, and local access and circulation to and within the Project Site. Pacific Place, next to the Project Site, is a four-lane local street. Ramps from Pacific Place to the northbound I-405 and I-710 are opposite Pacific Place from the southeast corner of the Project Site. The northbound side of Pacific Place widens to two lanes south of the ramps, and the southbound side of Pacific Place widens to two lanes just south of the I-405 overpass, where ramps from the southbound I-405 and northbound I-710 connect to southbound Pacific Place. Wardlow Road, approximately 0.4 mile south of the Project Site, is a four-lane divided east-west roadway classified as a Major Avenue in the City of Long Beach General Plan.

Vehicular access to the site is currently from Pacific Place, which connects to Ambeco Road north of the I-405 freeway.

Existing Public Transit System

The Los Angeles County Metropolitan Transportation Authority (Metro) A Line (formerly Blue Line) light rail tracks are located east of the Project Site, and the Wardlow A Line Station is located approximately 0.7 driving miles southeast of the Project Site. The closest bus stop is along Wardlow Road and Magnolia Avenue, approximately 0.7 driving miles southeast of the Project Site.

Existing Bicycle and Pedestrian Facilities

A Class I (off-road) bicycle path is present atop the east bank of the Los Angeles River approximately 165 feet west of the Project Site; the Project Site is separated by a fence from the bicycle path. A Class II bicycle lane is present on Bixby Road approximately 680 feet east of the Project Site. That bicycle lane is opposite the Metro A Line tracks from the Project Site, and there is no direct public access from the Project Site to that bicycle lane. The nearest bicycle facility to the Project Site with public access from the site is on Wardlow Avenue/34th Street approximately 0.4 mile to the south (City of Long Beach 2024a).

No sidewalks are present on Pacific Place or Ambeco Road within or next to the Project Site.

Site Collision History

Collision data spanning from 2020 to 2022 was obtained from Transportation Injury Mapping Systems (TIMS), and over the three-year period, a total of five collisions occurred within the Project study area as recorded in TIMS. Among these, four collisions took place in 2020, while one collision occurred in 2021. There were no reported collisions in 2022 (Psomas 2024).

One of the collisions happened at the intersection of Pacific Place and Wardlow Road. This collision was a rear-end incident due to speeding, resulting in an injury (Psomas 2024).

The remaining four collisions occurred along the Pacific Place segment between Wardlow Road and the north terminus. Three out of the four collisions were hit object collisions, and the fourth was a rear-end collision. All four crashes resulted in injury. The three hit object collisions were because of improper turning, unsafe lane change, and factors other than the driver, respectively. The rear-end collision was caused by an unsafe lane change and involved a parked vehicle (Psomas 2024).

B. Regulatory Framework

Federal

Manual on Uniform Traffic Control Devices

The Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD) is contained in the Code of Federal Regulations (CFR, Title 23, Part 655, Subpart F). The FHWA requires that the most recent MUTCD be adopted by individual states as their legal State standard for traffic-control devices within two years of the update. The MUTCD identifies the standards that should be used to install and maintain traffic-control devices on all public streets, highways, bikeways, and private roads that are open to public traffic. The City uses the MUTCD for determining the necessary traffic-control devices (e.g., signs, barricades, gates, warning signs, object markers, guide signs, pavement and curb markings, traffic-control signs, pedestrian control signs, in-roadway lights, and flagger control) on public streets, highways, bikeways, and school areas in the City, including temporary traffic-control devices in and near construction work areas.

State

Senate Bill 743

With the adoption of SB 743, the State of California changed the method of traffic analysis required by CEQA. SB 743 became effective on July 1, 2020. The previous practice of evaluating traffic transportation impacts used vehicular Level of Service (LOS) on the local roadway system. SB 743 requires the amount of driving and length of trips — as measured by VMT — be used to assess transportation impacts under CEQA. These impacts would be reduced or “mitigated” by options such as increasing transit, providing for active transportation such as walking and biking, and participating in mitigation banks. All jurisdictions have the option to tailor requirements to their unique communities.

Regional

Southern California Association of Governments (SCAG)

Under federal law, the Southern California Association of Governments (SCAG) is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments for Los Angeles County and the Project Site. The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans, including sustainable communities' strategies and growth forecast components related to employment and population, regional transportation improvement programs, regional housing needs allocations, and a portion of the South Coast Air Quality Management District plans (SCAG 2024a).

Connect SoCal

On April 4, 2024, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2024–2050 Regional Transportation Plan/Sustainable Communities Strategy) (RTP/SCS) (SCAG 2024c). Connect SoCal is a long-range plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, creating consistency between planning strategies and connecting the people whose collaboration can improve the quality of life for Southern Californians. Connect SoCal outlines \$750.1 billion in transportation system investments through 2050. It was prepared through a collaborative, continuous, and comprehensive process with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura (SCAG 2024b).

Local

City of Long Beach General Plan

The City of Long Beach General Plan is a policy document that establishes the goals, policies, and directions the City will take to achieve the vision of the community and guide the future development of the City. The City of Long Beach General Plan contains twelve elements including Land Use, Transportation (known as the Mobility Element), Housing, Conservation, Noise, Open Space, Safety, Air Quality, Historic Preservation, Seismic Safety, Local Coastal Program, and Urban Design.

Mobility Element

The City of Long Beach General Plan Mobility Element (City of Long Beach 2013) aims to guide development and improvements to the existing circulation system and establishes goals aimed at improving the existing transportation system so that it is responsive to all modes of travel. The Mobility Element also considers balancing the needs of all mobility users, provides context-sensitive street classifications, seeks to improve driving efficiencies, creates multimodal connectivity, encourages active transportation, and protects natural resources. A consistency analysis with relevant General Plan Mobility Element policies is provided in Section 4.10, Land Use and Planning.

Bicycle Master Plan

The City's Bicycle Master Plan (City of Long Beach 2016) is compliant with Assembly Bill 32 and the Complete Streets Act. The Bicycle Master Plan expands upon the Mobility Element of the City of Long Beach General Plan by providing further details on bicycle planning and design. The Bicycle Master Plan updated the former plan, taking advantage of new innovative bicycle planning and bikeway design solutions, to guide City staff in prioritizing resources when implementing future projects and programs, and finally, to make the City eligible for more outside funding.

CX3 Pedestrian Plan

On February 7, 2017, the City Council adopted the Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention (CX3) Pedestrian Plan (City of Long Beach 2017) as a technical appendix to the City of Long Beach General Plan Mobility Element. The CX3 Pedestrian Plan provides a framework for increasing access to healthy food options and encouraging physical activity by active transportation in 10 neighborhoods throughout Long Beach. These neighborhoods are geographically oriented around school campuses, including Cabrillo High School, Poly High Schools, Washington Middle School, Franklin Middle School; and Lafayette, Burnett, Mary Butler, Whittier, and Edison Elementary Schools, as well as St. Mary's Hospital. The CX3 Pedestrian Plan will guide the improvement of the walking environment of Central and West Long Beach by connecting adopted City policies and plans, best practices, and the community's voice for a safe, healthy, and beautiful City.

Downtown and TOD Pedestrian Master Plan

The City of Long Beach Downtown and Transit Oriented Development (TOD) Pedestrian Master Plan was adopted by the Long Beach City Council on May 24, 2016. In an effort to achieve the City of Long Beach General Plan Mobility Element's vision for a more safe and enjoyable pedestrian-friendly community, the City has begun preparing a Downtown and TOD Master Plan. Made possible by a grant from the Los Angeles County Metropolitan Transportation Authority (Metro), the intent of the Pedestrian Plan is to provide policies, guidelines, and standards that ensure best practices for pedestrian design and identify catalytic infrastructure projects.

4.15.3 PROJECT IMPACTS

A. Thresholds of Significance

In accordance with Appendix G of the State CEQA Guidelines, a project would result in a significant biological resources impact if it would:

Threshold 4.15a ***Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

Threshold 4.15b ***Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?***

Threshold 4.15c ***Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?***

Threshold 4.15d ***Would the project result in inadequate emergency access?***

B. Methodology

This section is based on the Project specific TIA, included as Appendix M. Under SB 743 and CEQA Guidelines Section 15064.3, subdivision (b), CEQA requires that transportation analysis be based on VMT. The TIA, therefore, analyzed the effects of the Project based on the City of Long Beach Traffic Impact Analysis Guidelines (City Guidelines), which describe the City's approach to analyzing VMT.

While not required by CEQA, the TIA also evaluated the Project's effects related to LOS in accordance with the City Guidelines and for informational purposes only. Project-related changes to LOS are not considered impacts pursuant to CEQA and are not evaluated as part of the EIR. (City of Long Beach 2024b)

C. Standard Requirements

No standard requirements would apply to this Project related to transportation.

D. Impact Analysis

Threshold 4.15a ***Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

The following programs, plans, policies, and ordinances are reviewed below: Connect SoCal; General Plan Mobility Element, Bicycle Master Plan, CX3 Pedestrian Plan, and the Downtown and TOD Pedestrian Master Plan.

Connect SoCal

In the development of the demographic and growth assumptions associated with Connect SoCal, SCAG utilized parcel-level existing and future (general plan) land use designations. The Project would involve the development of a commercial self-storage building that is allowed under the existing Neo-Industrial (NI) City of Long Beach General Plan designation. As such, the Project would be consistent with the assumptions utilized to develop Connect SoCal.

City of Long Beach General Plan, Mobility Element

Please refer to Table 4.10-2 of Section 4.10, Land Use and Planning, of this Draft EIR for a consistency analysis of the Project with specific goals and policies of the City's General Plan Mobility Element.

Bicycle Master Plan

Overall, the City's Bicycle Master Plan, which aims to build upon a long-standing effort to make Long Beach a city known for its bicycle-friendliness, recommends a series of projects and programs to be implemented by Long Beach in the next few decades. The Bicycle Master Plan does not identify any backbone or pipeline projects within or adjacent to the Project Site. The Bicycle Master Plan does however identify a bike lane along Pacific Place in Figure 6-5, Vision for a Complete Network and it establishes Bicycle Parking Guidelines. For commercial developments over 10,000 square feet, the Plan requires 1 bicycle parking space per 15 employees or 8 bicycle spaces per 10,000 square feet near the main entrance with good visibility. As the Project would create approximately 10 permanent jobs during project operations, the Project would be required to provide 1 bicycle space. The Project would provide 15 bicycle parking

spaces along the front parking lot area. As such, the provision of bicycle storage would be consistent with the Bicycle Master Plan, as it would continue to exemplify the City's goal of bicycle-friendliness and accessibility and would encourage individuals to take alternative modes of transportation.

CX3 Pedestrian Plan

As stated above, the CX3 Pedestrian Plan aims to increase access to healthy food options and encourage physical activity by active transportation and provides a guide for the improvement of the walking environment within the City. The Project would provide two crosswalks that would connect the parking lot to the proposed self-storage building and an accessible pedestrian path of travel would be located along the north side of the proposed entrance driveway. The Project would set aside an easement to provide pedestrian access along the northern boundary of the site to the Los Angeles River, which would provide a publicly accessible trail/trailhead and ensure additional improvement of the walking environment within the City. As such, the Project would be consistent with the CX3 Pedestrian Plan, as it would provide an adequate walking environment and continue to support pedestrian facilities.

Downtown and TOD Pedestrian Master Plan

The City of Long Beach Downtown and TOD Pedestrian Master Plan aims to provide the blueprint for achieving multi-use vision of streets where streets continue to function as corridors of movement while at the same time, providing enhanced community life, recreational opportunities and ecological benefits. As stated above, the Project would provide 15 bicycle parking spaces that would encourage individuals to take alternative modes of transportation and support bicycle-friendliness within the City. The Project would also include two crosswalks, which would connect the parking lot to the proposed self-storage building, and an accessible pedestrian path along the north side of the proposed entrance driveway to ensure pedestrian safety and pedestrian access along the northern boundary of the site. These improvements would reinforce the overarching vision of enhanced streets that support pedestrian movement and accessibility. As such, the Project would support the Downtown and TOD Pedestrian Master Plan's goal of a safer and more walkable community.

The Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system and would therefore result in less than significant impacts.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Program, Plan, Ordinance, or Policy: Less than significant impacts would occur and no mitigation is required.

Impact Comparison Summary: The Project would result in a less than significant impact related to a conflict with a program, plan, ordinance or policy addressing the circulation system. The Project would result in similar impacts when compared with the impact analysis of the Prior Project in the MND, which identified a less than significant impact pursuant to this threshold.

Threshold 4.15b ***Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?***

CEQA Guidelines section 15064.3(b) pertains to the use of VMT as a method of determining the significance of transportation impacts. A VMT analysis is inapplicable to construction traffic because trip generation during that period is temporary, and trips lengths differ per construction site.

According to the City Guidelines, projects which generate fewer than 500 trips per day are considered small projects, and are assumed to have a less than significant impact. The Project is expected to generate 399 daily trips. Therefore, the Project is considered to have a less than significant impact per the City Guidelines and would be exempt from a VMT analysis (Psomas 2024). Therefore, the Project would not conflict with CEQA Guidelines Section 15064.3(b), and a less than significant impact would occur.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

CEQA Guidelines Section 15062.3, subdivision (b): Less than significant impacts would occur and no mitigation is required.

Impact Comparison Summary: The Project would result in a less than significant impact related to conflict with CEQA Guidelines Section 15064.3(b). The Project would result in similar impacts when compared with the impact analysis of the Prior Project in the MND, which identified less than significant impacts related to this threshold.

Threshold 4.15c ***Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses?***

Access to the Project Site would be from a proposed extension of Pacific Place north and west approximately 360 feet from the existing end of Ambeco Road. Two electronic gates would control entry to the RV storage area: one across the driveway next to the northeast side of the proposed self-storage building and the second across the driveway next to the south side of the self-storage building. Based on the gate operations queuing analysis as discussed in the TIA, it is not expected that any queue from the site would interact with traffic along Pacific Place.

A driveway would extend around the perimeter of the self-storage building. Several internal drive aisles would provide access to the RV storage spaces. The two driveways would intersect Pacific Place at a large enough angle so that drivers outbound from one of the two Project components stopped at the intersection of the affected driveway and Pacific Place would have adequate visibility of vehicles entering and exiting the other driveway. As described in the TIA, a RV and a RV towing a boat would be able to access the site via the roadway as currently designed. In addition, ingress and egress from each of the two driveways onto Pacific Place would be stop-sign controlled. Under existing conditions, the stop sign is missing and an internal City service request has been approved through the Department of Public Works for replacement. Specifically, the approved intersection improvements will include installation of a southbound stop sign and pavement markings for southbound vehicles traveling along Pacific Place at the intersection with the I-710 and I-405 freeway on-ramps, a yield sign and pavement markings for southbound vehicles turning right onto the freeway on-ramps, and refresh of yellow curb paint. (Psomas 2024)

Large vehicles are not expected to interfere with traffic turning onto the I-405 or I-710 ramps. Southbound Project traffic exiting the Project Site would be controlled via stop and yield signs at the intersection with the I-405 and I-710 on-ramps, detailed above. Further, there are expected to be approximately 21 total vehicles at the site in the peak hour, including 16 passenger vehicles and up to 5 RVs. The TIA shows that all movements would operate with acceptable delays at the ramp intersection, including Project traffic. Therefore it is not expected that southbound traffic exiting the Project Site would encounter a high enough or consistent volume of on-coming traffic that would influence drivers exiting the site to make unsafe movements such as cutting in front of traffic turning onto the ramps. Additionally, there is adequate visual line of sight for both southbound and northbound traffic to see approaching vehicles with enough time to react and slow or stop to avoid on-coming traffic. Further, the right-turn lane for southbound traffic exiting the Project Site and entering the I-710 and I-405 on-ramps is wide enough to allow RV, trailer, and passenger vehicle access without requiring additional maneuvering and potentially impeding vehicle movement. Overall, Project operation would not add incompatible uses to area roadways, as the Project would include development of a self-storage building. (Psomas 2024) Therefore, a less than significant impact would occur.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Geometric Design Features: Less than significant impacts would occur and no mitigation is required.

Impact Comparison Summary: The Project would result in less than significant impacts pursuant to this threshold. The Project would result in similar impacts when compared to the impact analysis of the Prior Project in the MND, which identified less than significant impacts pursuant to this threshold.

Threshold 4.15d *Would the project result in inadequate emergency access?*

The Los Angeles County Department of Public Works (LACDPW) identifies disaster routes within the County, which are used to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impact to the environment. Within the Project Site vicinity, I-405 and I-710 are designated disaster routes (LACPW 2024). Project development would not impede use of I-405 or I-710 as disaster routes. The Project Site is at the north end of Pacific Place and all Project construction staging would be conducted onsite and would not block access to nearby properties via Pacific Place. Therefore, development of the Project would not result in inadequate emergency access. Less than significant impacts related to adopted emergency response or evacuation plans would occur,.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Inadequate Emergency Access: Less than significant impacts would occur and no mitigation is required.

Impact Comparison Summary: The Project would result in less than significant impacts pursuant to this threshold. The Project would result in similar impacts when compared to the impact analysis of the Prior Project in the MND, which identified less than significant impacts pursuant to this threshold.

4.15.4 CUMULATIVE IMPACTS

As described above, the Project would not result in significant impacts related to transportation. Projects considered in the cumulative impact analysis consist of ten projects within the City. These related projects are described in more detail in Table 4-1, Cumulative Projects List, which is provided in Section 4.0, Impact Analysis.

Each of the other projects considered in this cumulative analysis was, or will be, separately reviewed and approved by the City, including a check for their consistency with applicable plans, policies and ordinances. The Project would generate fewer than 500 trips per day and would be considered a small project and therefore is assumed to have a less than significant VMT impact, which would not contribute to a cumulative transportation impact within the area. Additionally, the Project would not result in hazards related to geometric design features due the controlled intersection, adequate line of sight, adequate turning movement, and the small number of vehicles (RVs, trailers, and passenger vehicles) expected to exit the Project Site and potentially interfacing with northbound traffic along Pacific Place. The limited number of trips anticipated would also not contribute to a cumulative impact related to emergency access as Project trips would not significantly impact the nearby designated disaster routes (I-405 and I-710). Additionally, although all traffic-related impacts associated with the proposed Project would be less than significant, the Project Site is not located in the immediate vicinity of any of the cumulative projects; therefore, the Project, together with nearby development projects, would result in less than significant cumulative impacts.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Cumulative Impacts: Less than significant impacts would occur and no mitigation is required.

4.15.5 REFERENCES

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