



MEMORANDUM

To: Rachel Om, Southern California Association of Governments
From: Annie Chan; Mallika Gupta; Derek Cheah; Nina Harvey, NN Engineering
Date: January 30, 2026
Subject: **SCAG Planning for Main Streets Literature Review (Task 1.5)**

INTRODUCTION

The purpose of this memo is to review state and local plans, programs, policies, and ongoing efforts that are relevant to the SCAG Planning for Main Streets study, which were primarily recommended by Caltrans District and local jurisdiction staff. Each plan, program, and policy is summarized by goals, key findings, and corridor-specific recommendations, where available. The memo is structured as follows:

1. State plans
2. Local plans, programs, and policies related to State Route (SR) 1 in Caltrans District 7
 - Plans, programs, and policies are grouped geographically from east to west starting with Long Beach, followed by Los Angeles, and ending with Lomita.
3. Local plans, programs, and policies related to SR 18 in Caltrans District 8
4. Local plans, programs, and policies related to SR 86 in Caltrans District 11
5. Local plans, programs, and policies related to SR 39 in Caltrans District 12
 - Plans, programs, and policies are grouped geographically from north to south starting with Stanton and ending with Westminster.
6. Key takeaways

1 STATE LITERATURE REVIEW

Caltrans Main Street Guide ([2023](#))

REPORT PURPOSE

Main Street, California: A Guide for Fostering People Centered State Highway Main Street (Main Street Guide) is a policy and visioning document that highlights the role of state highways as

vital community hubs, offering designs and policies to enhance streets for people. Prioritizing people-centered main streets improves multimodal access, equity, economic prosperity, and environmental quality through collaborative partnerships and engagement. Caltrans follows five guiding principles to foster vibrant main streets which align with the federal and state Reconnecting Communities Programs:

- Champion people-centered main streets;
- Improve safety and public health;
- Elevate equity and livability;
- Advance sustainability and climate action; and
- Strengthen partnerships and engagement.

RELEVANT POLICIES AND PROJECT IMPACTS

Caltrans follows three steps to determine locations and scale of main street projects:

- **Data Analysis:** Examine available data, plans, policies, and goals such as signalization, operating speeds, vehicle volumes, collision data, travel time reliability, peak travel times, transit-related data, bicycle trips, pedestrian activity, environmental data, and the presence of utilities. Identifying community destinations such as schools, community services, and concentrated areas of economic activity also inform the design elements of main streets.
- **On-site Assessment:** Project teams conduct on-site visits to gain firsthand insights into how people use the street. They should identify strengths such as inviting public spaces, as well as challenges that require improvement such as wider travel lanes.
- **Community Engagement:** Engaging with people who will use main streets is critical to understanding what street elements are needed to meet their needs.

In addition, Caltrans recommends the following policies to maintain main streets:

- **Maintenance agreements:** These formal agreements between Caltrans and agencies establish specific locations of work, responsibilities of the entities, and maintenance standards. Identifying agreements during the planning phase ensures clarity and responsibilities.
- **Caltrans Cooperative Work Agreement (CWA):** CWAs are required for projects sponsored by local agencies within the Caltrans right-of-way and should be initiated during the project development stage. CWAs define the project scope, assign roles and responsibilities, funding commitments, schedule, and any other important arrangements.
- **Relinquishment:** This process involves transferring all rights, title, and interests of a state highway, or a portion thereof, to a county or city. The relinquishment of

facilities allows local agencies to assume the administration, planning, design, construction, maintenance, and operation of that facility. Relinquishment options should be evaluated in the early planning phase and throughout project development. The removal of a state highway from the SHS requires approval from the California Transportation Commission (CTC).

Complete Streets Contextual Design Guidance **(2024)**

REPORT PURPOSE

This Design Information Bulletin (DIB-94) is a policy and visioning document that provides guidance for Complete Streets projects on the State Highway System to support implementation of the 2021 Director’s Policy on Complete Streets ([DP-37](#)). Local context should be taken into account, as project opportunities will differ based on three place types: urban, suburban, and rural.

RELEVANT POLICIES AND PROJECT IMPACTS

- Describes modal priority by different place types; for instance, in an urban context, pedestrians and transit have the highest modal priority in the city center, but freight and personal vehicles have the highest modal priority in a transitional or rural context.
- Provides design guidance for highway shoulders, bicycle facilities, sidewalks, crosswalks, bus stop configurations, and green street infrastructure.
- Includes example cross sections of Complete Streets roadway redesigns for each of the place types.

Caltrans Strategic Plan 2024-2028 (2024)

REPORT PURPOSE

The Caltrans Strategic Plan 2024–28 is a policy and visioning document that outlines a vision to transform California’s transportation system into one that prioritizes people, equity, safety, climate action, and inclusive prosperity. Rooted in statewide values, the Plan seeks to deliver a multimodal transportation network that supports healthy communities and economic vitality through public engagement and intentional investment. The Plan includes a vision, mission, values, six goals, goal outcomes, and strategies.

RELEVANT POLICIES AND PROJECT IMPACTS

- Commits to improving community health and reconnecting divided neighborhoods, especially where state highways function as local main streets.
- Emphasizes reducing harm from past infrastructure by incorporating community voices, lowering vehicle speeds, and enhancing multimodal access.
- Aligns with Main Street goals through principles of equity, sustainability, and strong cross-sector partnerships.

California Transportation Plan 2050 (2021)

REPORT PURPOSE

The California Transportation Plan (CTP) 2050 is a foundational policy document that sets the long-range vision for an integrated, sustainable, and equitable transportation system through 2050. The Plan focuses on reducing greenhouse gas emissions, addressing historic inequities, and promoting mode shift toward walking, biking, and transit. The CTP is organized into five chapters: the introduction and purpose of the plan; existing conditions and travel behavior trends; vision, goals, and objectives; evaluation of candidate strategies, and recommendations. The CTP does not contain projects but does include policies and strategies that are required to meet 2050 goals.

RELEVANT POLICIES AND PROJECT IMPACTS

- Identifies state highways that serve as community main streets as priorities for mode shift and safety investments.
- Supports reducing vehicle miles traveled (VMT) in these corridors through compact land use and active transportation.
- Encourages coordination between Caltrans and local agencies to improve corridor livability and access for all users.

Caltrans Interregional Transportation Strategic Plan (2021)

REPORT PURPOSE

The Interregional Transportation Strategic Plan (ITSP), which is updated every five years, establishes a policy framework for developing multimodal corridor plans that identify cost-

effective and transformative projects. The ITSP designates key rail and highway facilities as priority interregional facilities and suggests improvements for each.

RELEVANT POLICIES AND PROJECT IMPACTS

- Of the four study corridors, SR 86 is considered a priority interregional facility in the ITSP.
- Suggested improvements for SR 86 include expanding express bus service consistent with the California Intercity Bus Study, increasing connectivity and accessibility to modal options, implementing managed lanes, supporting freight alternatives to trucks, and expanding truck parking.

California State Bicycle and Pedestrian Plan (2017)

REPORT PURPOSE

This Plan is Caltrans' first-ever statewide plan for active transportation modes, focusing on four objectives: reducing collisions involving bicyclists and pedestrians (safety), increasing walking and bicycling mode share (mobility), maintaining high-quality active transportation infrastructure (preservation), and investing in communities that depend on active transportation the most (social equity). This Plan includes an overview of the walking and bicycling policy framework and environment in California, public engagement efforts, strategies and actions to achieve the Plan's four objectives, and next steps toward implementation.

RELEVANT POLICIES AND PROJECT IMPACTS

- One of the proposed actions to achieve the Plan's safety objective is to focus on identifying state highways that negatively impact communities to create safer highway crossings for pedestrians.
- Another proposed action to achieve the Plan's safety objective is to work with regional and local agencies to promote the use of design tools and countermeasures to address the need for roadway designs that prioritize safety for people walking or bicycling.
- The Plan suggests exploring providing consistent education about all roadway users' responsibilities, from drivers to bicyclists to pedestrians.

Caltrans Active Transportation Plans for Districts 7, 8, 11, 12 ([2022](#))

REPORT PURPOSE

The Caltrans District Active Transportation Plans focus on pedestrian and bicyclist needs across the State Highway System within each Caltrans district. The district plans are guided by the 2017 State Bicycle and Pedestrian Plan's goals of safety, mobility, preservation, and equity. Each district plan is accompanied by a Story Map, which includes information on existing conditions for bicyclists and pedestrians and prioritized needs, but it stops short of making specific recommendations.

RELEVANT POLICIES AND PROJECT IMPACTS

[Caltrans District 7](#)

- Where sidewalks exist along the study corridor on State Route (SR) 1, the condition is most often rated as good or fair condition, though select portions between Judson Avenue and Santa Fe Avenue in Long Beach are rated as poor condition.
- Sidewalks do not exist in the segment of the study corridor from the Dominguez Channel to San Gabriel Avenue in Los Angeles.

[Caltrans District 8](#)

- Sidewalks generally only exist on the west side of the road in the study corridor on SR 18.
- The sidewalk condition is rated as good condition where it exists along the study corridor.

[Caltrans District 11](#)

- Sidewalks do not exist along much of the study corridor on SR 86.
- Where sidewalks do exist along the study corridor, the condition is typically rated as poor or fair condition.
- The Plan emphasizes that active transportation recommendations must be tailored for local context, such as the more rural areas around Brawley.

Caltrans District 12

- There is a high concentration of trips under a mile along the study corridor on SR 39, which indicates this corridor has high potential to encourage walking and bicycling through improvements for pedestrian and bicycling facilities.
- There is sidewalk presence for much of the study corridor on SR 39, and the sidewalk condition is rated as typically good condition. Gaps in the sidewalk network include the southbound side of SR 39 between 21st Street and 22nd Street.

California Statewide Transit Strategic Plan (2017)

REPORT PURPOSE

The California Statewide Transit Strategic Plan (STSP) describes transit use and trends in California and included recommendations for providing high-quality transit through innovative and strategic pursuits. The Plan is organized into five chapters: an overview of the STSP project and report, current state of transit, future vision for transit, the changes needed to the overall land use and mobility context for transit to thrive in California, and best practice strategies and measures to help agencies provide the best service they can.

RELEVANT POLICIES AND PROJECT IMPACTS

- Recommends creating a safe and secure experience for transit riders, particularly at stops and stations.
- Suggests a need for increased regional and interagency coordination for service planning, data sharing, and coordinating infrastructure investments.
- Encourages transit-supportive, high-density development around transit corridors.

Climate Action Plan for Transportation Infrastructure 2.0 (2025)

REPORT PURPOSE

The Climate Action Plan for Transportation Infrastructure (CAPTI 2.0) is a policy/visioning document that establishes investment strategies for reducing transportation-related greenhouse gas emissions while promoting equity and resilience. It guides how state transportation funding should align with climate, housing, and equity goals and identifies strategies and actions to implement the CAPTI framework

RELEVANT POLICIES AND PROJECT IMPACTS

- Includes explicit strategies to transform state highways that function as small-town main streets into people-centered corridors, including creating a Caltrans Director's Policy focused on displacement caused by projects on the state highway system with the intent of avoiding future housing takings, particularly in disadvantaged communities and providing a public database of projects under development on the state highway system
- Prioritizes safety, climate adaptation, and reconnection for communities divided by transportation infrastructure.
- Explores prioritizing funding for projects that support walkable environments, transit access, and community co-ownership of infrastructure decisions.

California Freight Mobility Plan ([2023](#))

REPORT PURPOSE

The California Freight Mobility Plan is a policy/visioning document that guides freight investments in California, balancing efficient goods movement with environmental responsibility and community health. The Plan incorporates sustainability, equity, and multimodal safety into freight corridor planning. The Plan includes a vision, goals, objectives, existing freight system conditions, performance-based needs assessment, future trends and opportunities in freight, environmental challenges, and strategies to achieve the seven CFMP goals.

RELEVANT POLICIES AND PROJECT IMPACTS

- Recognizes challenges where freight corridors overlap with state highway main streets, and proposes complete streets approaches to resolve conflicts.
- Promotes context-sensitive design to ensure freight activity coexists with pedestrian safety and livable street environments.
- Highlights the importance of integrating truck routes and delivery access in ways that preserve main street character.

2 SR 1 LITERATURE REVIEW

Safe Streets Long Beach: A Vision Zero Action Plan (2020)

REPORT PURPOSE

This Plan is a policy/visioning document that provides strategies and actions to achieve zero traffic-related fatalities and serious injuries in the City of Long Beach by 2026. Key priorities of the Plan include dedicating resources to Vision Zero actions, building safe streets, improving data and transparency, promoting a safety culture, enhancing processes and partnerships, and ensuring equity.

RELEVANT POLICIES AND PROJECT IMPACTS

- Pacific Coast Highway (also known as SR 1), including the segment of the study corridor within the City of Long Beach, is among the top 20 high-injury corridors for motor vehicles and motorcycles. In 2019, one pedestrian was killed in a traffic collision near the intersection of Pacific Coast Highway & Interstate 710.
- Actions to increase multimodal safety education include expanding the existing multimodal safety education campaigns to encourage all road users to have safe interactions, expanding use of SCAG's Go Human campaign that was tailored for Long Beach, and creating a Street Safety Ambassador program focusing on safe use of micromobility devices and walking.
- A long-term ongoing action for the City is to participate in policy reform efforts at the state level to give municipalities more control over setting speed limits.

City of Long Beach Bicycle Master Plan (2016)

REPORT PURPOSE

The City of Long Beach Bicycle Master Plan (BMP) aims for 30 percent of all trips to be made by bicycle by 2046. To accomplish this vision, the BMP establishes three goals: design bicycle facilities for people of all ages and abilities, increase awareness and support of bicycling, and create and maintain a complete bicycle network. The BMP includes recommendations for infrastructure and non-infrastructure projects, as well as network spot improvements.

RELEVANT POLICIES AND PROJECT IMPACTS

- To close the gap between bicycle facilities, the BMP recommends a bicycle facility on Pacific Coast Highway from the western city limits to Loynes Drive, which encompasses a portion of the study corridor.
- Policies to reach the BMP's goals include upgrading freeway ramps to enable safe bicycle usage, proactively reaching out to underserved communities to ensure their inclusion, and incorporate Complete Street standards into street design.
- The BMP recommends working with neighboring jurisdictions to connect bicycle facilities across cities, which is directly relevant to the SR 1 study corridor.

City of Long Beach CX3 Pedestrian Plan ([2017](#))

REPORT PURPOSE

The CX3 (Communities of Excellence in Nutrition, Physical Activity and Obesity Prevention) Pedestrian Plan serves as an appendix to the General Plan's mobility element and provides a framework for encouraging active transportation and increasing healthy food access in ten Long Beach neighborhoods oriented around schools. The Plan's goals include identifying walking paths, connecting people to healthy choices, ensuring equity for all walkers, and setting standards for improving the pedestrian realm. The Plan includes a pedestrian design toolkit and a matrix of priority projects for the short-, mid-, and long-term.

RELEVANT POLICIES AND PROJECT IMPACTS

- The Plan suggests improving pedestrian safety on regional corridors such as Pacific Coast Highway so that pedestrians can walk comfortably to local stores and services.
- The Plan also recommends establishing walking loop projects, one of which would include driveway improvements, curb extensions, and wider sidewalks on Pacific Coast Highway near the Century Villages at Cabrillo.
- Turning Pacific Coast Highway into a Complete Street with a road diet, enhanced crosswalks, bulb-outs, and transit improvements is considered a long-term project (8-15 years from the time of the Plan's publication).
- For the design elements mentioned above, the Plan's pedestrian design toolkit suggests the following considerations:
 - Road diets are most commonly four to three lane conversions and should be considered for roadways with moderate volumes less than 15,000 Average Daily Traffic and with documented safety concerns.

- Crosswalks can be enhanced with colored asphalt instead of textured pavement to aid people with mobility impairments and marked with thermoplastic or inlay tape to increase visibility in poor weather conditions.
- Bulb-outs are only appropriate when there is an on-street parking lane and must not extend into shoulders, travel lanes, or bicycle lanes.

Gateway Cities Strategic Transportation Plan (2016)

REPORT PURPOSE

The Gateway Cities Strategic Transportation Plan (STP), led by the Gateway Cities Council of Governments, incorporates previous planning efforts across all transportation modes and provides concept improvements for the 27 cities and unincorporated areas in the Gateway Cities, including the City of Long Beach. The goals of the STP are to reduce congestion and travel times, improve transit access, increase bicycle and pedestrian options, improve air quality, and address high-collision areas. The STP recommends projects in relation to freeways, arterials, transit, active transportation, the goods movement, intelligent transportation systems (ITS), and storm water improvements.

RELEVANT POLICIES AND PROJECT IMPACTS

- The study corridor is one of eight corridors recommended to become a “Smart Corridor,” which will expand the existing ITS network with new traffic detection and monitoring technology to help Caltrans identify traffic issues and respond in real time.
- The STP recommends I-710 ramp improvements at select ramps, such as Pacific Coast Highway, as a regionally significant bicycle project to improve safety, accessibility, and connectivity for bicyclists adjacent to freeway ramps.

Long Beach Utilities Native Plant Parkway Program (Ongoing)

PROGRAM PURPOSE

Long Beach Utilities, formerly called the Long Beach Water Department, developed the Native Plant Parkway Program for residents to apply to transform the turf in the parkway – the area between the sidewalk and the street – to a climate friendly native landscape for free.

RELEVANT POLICIES AND PROJECT IMPACTS

- Long Beach Utilities developed five kits of low-growing groundcovers and shrubs to increase native biodiversity and reduce water runoff.
- Each kit includes three to seven types of plants, such as canyon gray sagebrush, seaside daisy, ashleaf buckwheat, and Douglas iris.
- Transforming the areas between the sidewalk and the street can help create a more pleasant pedestrian experience while enhancing a slightly raised buffer between vehicles and pedestrians.

Los Angeles City Planning Wilmington-Harbor City Community Plan ([2025](#))

REPORT PURPOSE

The Wilmington-Harbor City Community Plan is a policy/visioning document intended to guide land use decisions in the communities of Wilmington and Harbor City and is one of 35 plans that make up the land use element of the City of Los Angeles' General Plan. The Wilmington and Harbor City communities experience disproportionate pollution exposure due to heavy industrial uses, which informs several of the Plan's guiding principles to improve community health, foster climate resilience, promote equitable and healthy neighborhoods, and advance industry as a good neighbor and community asset.

RELEVANT POLICIES AND PROJECT IMPACTS

- The Plan emphasizes balancing improving the experience for pedestrians and bicyclists with the communities' vital role in the regional goods movement.
- The Plan proposes several policies for the portion of the study corridor that is considered Harbor City's commercial center – Pacific Coast Highway between Normandie Avenue and Western Avenue – including promoting pedestrian-friendly streetscape improvements and stimulating business. Some proposed improvements include mid-block pedestrian crossings, curb extensions, seating, landscaping, shade trees, reverse angled parking, and pedestrian lighting.
- One of the Plan's mobility and connectivity goals is to support the expansion of the transit network; the Metro Silver Line station within the study corridor at Pacific Coast Highway and I-110 is currently one of the primary transit stops.

Los Angeles Department of Transportation Vision Zero Action Plan ([2017](#))

REPORT PURPOSE

The Vision Zero Action Plan's overarching goal is to achieve zero traffic deaths in the City of Los Angeles by 2025. The Plan establishes an updated High-Injury Network (HIN), which are the 6 percent of City streets that account for the majority of pedestrian and bicyclist traffic deaths. The Plan includes an introduction to the Vision Zero concept, prioritized intersections and corridors, an equity and engagement approach, and implementation actions and strategies to achieve the City's Vision Zero goals.

RELEVANT POLICIES AND PROJECT IMPACTS

- A portion of the study corridor that traverses the City of Los Angeles is on the City's High Injury Network. From 2009 to 2013, there were four pedestrian fatalities, 11 severe pedestrian injuries, and one severe bicyclist injury on SR 1 from Western Avenue to Broad Avenue.
- Since the High Injury Network is over 450 miles, LADOT identified priority corridors that warranted immediate attention. While the study corridor was not listed as a priority corridor, the types of projects LADOT aims to implement to reduce traffic deaths include high-visibility crosswalks, concrete pedestrian islands, pedestrian scrambles, and rectangular rapid flashing beacons.
- The accompanying Vision Zero project list includes a future safety improvement project along 0.54 miles of the study corridor between Broad Ave and Wilmington Blvd. More project details are unavailable at this time.

City of Los Angeles Mobility Plan 2035 ([2016](#))

REPORT PURPOSE

The Mobility Plan 2035 is a policy/visioning document that serves as the foundation for a balanced transportation system that allows for the efficient movement of people and goods in the City of Los Angeles. The goals of the Plan include safety, access, high-quality infrastructure, collaboration with improved communication, and clean environments. This Plan includes objectives, policies, and suggestions for program implementation to meet said goals, as well as maps that show which streets should be prioritized for transit, walking, biking, vehicular movement, and freight movement.

RELEVANT POLICIES AND PROJECT IMPACTS

- The portion of the study corridor that traverses the City of Los Angeles – SR 1 from Pennsylvania Avenue to Harbor Avenue – is considered a Boulevard II, defined as a corridor which has a right-of-way of 110 feet and a roadway width of 80 feet.
- The study corridor is not proposed to be on the Neighborhood Enhanced Network nor the Bicycle Enhanced Network.
- However, it is proposed as a Tier 3 bicycle lane in the Bicycle Lane Network, which would provide continuity between the recommended bicycle facilities in the portions of the study corridor in the Cities of Long Beach and Lomita. The Plan indicates that Tier 3 bicycle lanes are the least likely to be built by 2035.
- One of the Plan’s objectives is to dedicate 20 percent of road reconstruction budgets and capital improvement funds toward complete street improvements.
- One of the Plan’s programs is to identify funding and begin the process of transferring oversight of state highways within City limits from Caltrans to the City.

StreetsLA Tree Policies and Guidelines ([Ongoing](#))

WEBSITE PURPOSE

The StreetsLA Urban Forestry Division maintains over 660,000 street trees and landscaped medians and protects species under the City of Los Angeles’ Protected Tree and Shrub Ordinance. The Division aims to ensure optimal tree canopy cover throughout Los Angeles.

RELEVANT POLICIES AND PROJECT IMPACTS

- Applicants must receive a permit from the Bureau of Engineering before submitting any right-of-way landscaping plans to StreetsLA.
- The current protected trees and shrubs are oak trees, Southern California black walnut, Western sycamore, California bay laurel, Mexican elderberry, and toyon, if they are at least four cumulative inches in trunk diameter when measured four and a half feet above the base of the tree.
- The Urban Forestry Division recommends that street trees are 25 to 40 feet apart from each other. Furthermore, street trees should be planted 100 feet from railroad tracks, 45 feet from unsignalized intersections, 20 feet from street lights, 15 feet from pedestrian lights, and 10 feet from transit shelters.

City of Lomita Design Review Policy for Pacific Coast Highway ([2002](#))

REPORT PURPOSE

In 2002, the City of Lomita's Planning Commission adopted design policy guidelines for all commercial developments in the Pacific Coast Highway Commercial Zone. The resolution established compliance standards for site design, access, landscaping, architectural design, and environmental review.

RELEVANT POLICIES AND PROJECT IMPACTS

- Proposed new buildings should have at least five feet of landscaped buffer between the public sidewalk and the edge of the building.
- For commercial developments with parking areas, one tree shall be provided per 10 required parking spaces.
- If a proposed building on the north side of Pacific Coast Highway is over 35 feet tall and adjacent to single-story residential structures, the applicants must submit shadow studies.

City of Lomita Bicycle and Pedestrian Master Plan ([2018](#))

REPORT PURPOSE

The City of Lomita's Bicycle and Pedestrian Master Plan is guided by four goals: develop implementation-ready recommendations, enhance connectivity, improve safety, and support active transportation through public engagement and interactive programming. The Plan includes recommendations for bicycle and pedestrian projects and project priorities.

RELEVANT POLICIES AND PROJECT IMPACTS

- One of the Plan's recommended operational strategies is to coordinate with Caltrans to implement Complete Streets elements on the portion of the study corridor that falls within Lomita's city limits.
- The Plan proposes implementing leading pedestrian intervals at three intersections along the study corridor: Pennsylvania Avenue, Narbonne Avenue, and Eshelman Avenue. The latter is along the South Bay Cities Council of Government's (SBCCOG's)

Local Travel Network (LTN), which is designed to support the use of zero-emission, slow speed vehicles—including bikes, scooters, and e-bikes—along local streets.

- One of the top 20 recommended projects was to remove one travel lane per direction and add a 6-inch buffered bike lane on Pacific Coast Highway from the eastern to western city limits.

South Bay Local Travel Network Improvements (2025)

PURPOSE

The South Bay Cities Council of Governments passed a resolution in 2021 supporting the implementation of the South Bay Local Travel Network (LTN). The LTN project promotes the use of low-speed transportation options in the South Bay through clearly marked, low-speed routes.

RELEVANT POLICIES AND PROJECT IMPACTS

- LTN improvements are planned in two phases in the City of Lomita. Phase 1 includes installation of branded wayfinding signage to clearly indicate LTN routes.
- Phase 2 includes construction of traffic calming features on Eshelman Avenue, which intersects with the study corridor on PCH.

Lomita Downtown Vision (2018)

REPORT PURPOSE

The Lomita Downtown Vision report is a policy and visioning document that defines a vision to transform the Downtown area, which approximately encompasses Narbonne Avenue from the northern city limits to Lomita Boulevard, into a vibrant place to live, work, and visit. The goals include improved accessibility and mobility, greater community engagement, increased economic activity, and enhanced neighborhood character.

RELEVANT POLICIES AND PROJECT IMPACTS

- While this report does not cover the study corridor, it does provide several applicable recommendations, such as creating a brand and specific identity for the corridor, organizing an umbrella business organization for merchants, and initiating ongoing community events.

- Other suggestions for improving the public realm include public parklets, creative crosswalks, pop-up kiosks, and murals.

The Downtown Lomita Design Manual (2019)

REPORT PURPOSE

The Downtown Lomita Design Manual guides new building development in Downtown Lomita as well as the conservation, adaptive re-use, and enhancement of existing buildings and streetscapes in the area. The design manual provides guidelines for storefronts, awnings, signage, and streetscapes for Downtown Lomita, which could be considered for the study corridor on Pacific Coast Highway. This is a policy and visioning document with illustrative rather than prescriptive guidelines.

RELEVANT POLICIES AND PROJECT IMPACTS

- The design manual suggests that the most memorable commercial districts have three basic visual elements: a clear sense of arrival, a cultural “heart” that shows what the community values, and a sense of uniqueness.
- Individual businesses should maintain a unique image while still contributing to a collective identity that characterizes the corridor.
- Awnings on storefronts can encourage pedestrian traffic, protecting pedestrians from sun and rain exposure while bringing visual harmony to the corridor.

City of Lomita Capital Improvement Program FY 2022-2027 (2022)

REPORT PURPOSE

The Capital Improvement Program (CIP) intends to prioritize capital projects within a five-year budget and create a resource for decision-making processes. Most projects for FY 2022-2027 are focused on water system improvements.

RELEVANT POLICIES AND PROJECT IMPACTS

- The Narbonne South Pipe Replacement project is located just south of the study corridor. The project, which is in the planning phase, will resurface pavement along Narbonne Avenue and add a bike lane.

City of Lomita Tree Maintenance Division ([Website](#))

WEBSITE OVERVIEW

The Tree Maintenance Division is in charge of parkway tree emergencies, planting and replanting trees, removing tree stumps, and conducting tree trimming requests.

RELEVANT POLICIES AND PROJECT IMPACTS

- The Tree Maintenance Division does not handle trees interfering with power lines and refers to Southern California Edison for additional information.
- As of 2021, Lomita has as Tree Species Palate for preferred city trees based on the width of the parkway (the portion of the street between the sidewalk and the roadway). For instance, the Deodar cedar, camphor tree, lemon-scented gum, rounded-leafed sweetgum, Brisbane box, Canary Island pine, London plane tree, and red oak species are preferred for parkways eight feet or wider.
- Lomita maintains a list of protected trees. Currently, all city pine trees in the Lomita Pines area with a diameter of 12 inches or greater are given protected tree status, regardless of the aesthetics of the curb, street, or sidewalk.

3 SR 18 LITERATURE REVIEW

City of San Bernardino Active Transportation Plan ([2022](#))

REPORT PURPOSE

The City of San Bernardino Active Transportation Plan (ATP) guides the City's vision toward building a more walkable and bikeable future. The ATP's goals include creating a connected bicycle and pedestrian network, providing greater non-vehicular access, improving safety for active transportation users, reducing driving impacts on health and the environment, and identifying funding strategies. The ATP includes chapters on community engagement, existing conditions, policy recommendations, an infrastructure toolbox, recommended infrastructure improvements, and an implementation strategy.

RELEVANT POLICIES AND PROJECT IMPACTS

- The Plan identifies seven priority corridors based on local and regional connectivity and feasibility of near-term implementation, one of which is SR 18 (also known as Waterman Avenue).
- The Plan's recommended infrastructure improvements for the full Waterman Avenue Corridor include curb ramps, filling in sidewalk gaps, high-visibility crosswalks, transit stop amenities, leading pedestrian intervals, advance stop bars and yield lines, and street trees, though the Plan suggests additional studies to assess the feasibility of the recommendations.

San Bernardino County Long-Range Multimodal Transportation Plan ([2025](#))

REPORT PURPOSE

The San Bernardino County Transportation Authority (SBCTA) developed a Long-Range Multimodal Transportation Plan (LRMTP) to ensure that the County's multimodal system provides safe, reliable, and equitable connectivity for people and goods. The LRMTP's six goals include connectivity, equity, increased economic opportunity, environmental resilience, reducing vehicle-related emissions, and reducing collisions. The LRMTP has chapters on existing conditions, future trends and challenges, community and stakeholder engagement, priority areas by travel mode, modeling scenarios, funding suggestions, and strategic priorities.

RELEVANT POLICIES AND PROJECT IMPACTS

- One of the Plan's strategic priorities is to update prior plans, such as the Omnitrans Systemwide Plan developed in 2019, for a "core network" of frequent transit service. Developments are currently so spread out across the county that people's commute distances are too far to feasibly use active transportation and the infrequency of transit services lead people to rely on cars for commuting.
- The LRMTP notes that the county is primarily characterized as suburban or rural, providing important context for enhancing SR 18 as a main street corridor.
- The Plan lists the SR 210/Waterman Avenue Interchange, just south of the study corridor, as a project in the SBCTA 10 Year Delivery Plan.

City of San Bernardino Operations and Maintenance Division Responsibilities ([Ongoing](#))

PURPOSE

The Operations and Maintenance Division oversees the city of San Bernardino's right-of-way and is responsible for maintaining city streets, sidewalks, curbs and gutters, storm drains, street signs, traffic signals, streetlights, trees, medians, parkways, and Landscape Maintenance Assessment Districts. The city has limited funds to conduct concrete repairs to the sidewalks and curb gutters, so damaged sidewalks that have higher risk to public safety are given priority.

[Landscape Maintenance Assessment Districts](#) are a funding mechanism for certain maintenance items within designated developments. There are specific landscape requirements for trees, shrubs, turf grass, and ground cover. Street trees and trees in open areas must be in 24-inch boxes, shrubs must have an even distribution of five-gallon and one-gallon sizes, open areas shall have hydro-seeded turf grass, and ground cover must be planted on a minimum of eight-inch centers for 100 percent coverage when they are mature to provide a dense landscape.

RELEVANT POLICIES AND PROJECT IMPACTS

- Any greenery and sidewalk recommendations that result from this project will require coordination with the Operations and Maintenance Division and adherence to their landscape requirements.

4 SR 86 LITERATURE REVIEW

Caltrans District 11 Transportation Concept Report: State Route 86 (2016)

REPORT PURPOSE

The Transportation Concept Report aims to create a long-term vision for SR 86 with consensus from the various public agencies that manage the facility. The Report is a planning document that details the existing route conditions as well as future needs. The Report segments the route, and Segment 8 from Legion Road to West Main Street and a small

portion of Segment 9 from West Main Street to Fredericks Road most closely align with the study corridor. This segment includes commercial shopping centers, motels, restaurants, residential land uses, and an elementary school.

RELEVANT POLICIES AND PROJECT IMPACTS

- The Report suggests that Caltrans relinquishes Segments 1 through 9 to allow local jurisdictions greater authority over roadway improvements and new development projects.
- There is a Class III bicycle route on Dogwood Road parallel to Segment 8.
- Witter Elementary School is adjacent to the study corridor and discussed in the 2016 Imperial County Regional Safe Routes to School (SRTS) Master Plan.
- The SRTS Master Plan documented stakeholder-identified safety issues, such as missing sidewalks at four locations (2nd and 3rd Streets between J and K Streets, J Street between 2nd and 3rd Streets, and Malan Street between 2nd Street and Imperial Avenue), double parking, speeding, and pedestrians crossing midblock instead of using marked crosswalks. It then recommended filling in sidewalk gaps, adding bicycle parking, and introducing educational and enforcement programs.

Imperial County Transportation Commission Regional Active Transportation Plan (2022)

REPORT PURPOSE

The Regional Active Transportation Plan (ATP) helps the Imperial County Transportation Commission (ICTC) prioritize active transportation projects in the short, medium, and long term. The goals are to conduct a literature review of previous planning efforts, analyze existing active transportation infrastructure, conduct a comprehensive and flexible community engagement process, and create a downstream ATP implementable by local jurisdictions. The ATP included an existing conditions analysis, summary of community engagement, and a project prioritization exercise to provide ICTC guidance on which projects to pursue future design and funding endeavors.

RELEVANT POLICIES AND PROJECT IMPACTS

- Because the City of Brawley's latest ATP-related plan was over five years old at the time of writing the ICTC Regional ATP, the City of Brawley was selected for further assessment. The top priority bicycle project among 44 recommended projects was a

- 3.1-mile-long proposed Class III bicycle facility along Main Street, which encompasses a portion of our study corridor.
- The project team held 15 community workshops for the ATP planning process, including leveraging large-scale community events like the Brawley Cattle Call Chili Cookoff, which we could replicate in our engagement efforts.
 - Recommended programs to promote active transportation usage in Imperial County include increasing staff diversity, food-focused bike rides, walking tours, demonstration projects through SCAG's Go Human campaign, and creating a dedicated active transportation evaluator position.

City of Brawley Non-Motorized Transportation Plan (2013)

REPORT PURPOSE

The City of Brawley Non-Motorized Transportation Plan (NMTP) serves as an update to the 2002 Bicycle Master Plan while incorporating pedestrian needs. The NMTP's goals include creating a safe bicycle and pedestrian environment, improving bicycle and pedestrian amenities, and developing a comprehensive and equitable active transportation network, particularly for commuters and students. The NMTP consisted of an existing conditions analysis, needs analysis, recommended improvements, and project prioritization for said recommended improvements.

RELEVANT POLICIES AND PROJECT IMPACTS

The 2013 NMTP recommends several active transportation improvements on the study corridor on SR 86 (also known as Brawley Avenue, First Street, and Main Street) from Las Flores Drive to Legion Road. The recommended improvements include:

- Proposed Class II bike lane on SR 86 from K Street to the southern city boundary
- Sidewalk infill on SR 86 from Julia Drive to Malan Street
- Sidewalk infill on Main Street from Rio Vista Avenue to South El Cerrito Drive
- High-visibility crosswalks at the intersection of Brawley Avenue and K Street (implemented)
- High-visibility crosswalks at First Street from J Street to I Street
- High-visibility crosswalks at the intersection of Main Street and First Street (implemented)
- Small, raised median islands in center turn lanes on SR 86

City of Brawley Local Road Safety Plan (2022)

REPORT PURPOSE

The Local Road Safety Plan (LRSP) allows the City of Brawley to address unique local safety needs and contribute to the statewide effort of reducing crashes across all modes. To reduce crashes and collisions, the LRSP's mission is to implement proven safety countermeasures for infrastructure and non-infrastructure projects. The LRSP includes a collision analysis, safety partner outreach results, a countermeasure toolbox, priority projects, and steps for implementation and evaluation.

RELEVANT POLICIES AND PROJECT IMPACTS

- The City of Brawley has 16 signalized intersections, eight of which are owned and operated by Caltrans on SR 86.
- Two of the top priority unsignalized intersections identified in the LRSP were SR 86 and Julia Drive, and Main Street and Los Flores Drive. The LRSP's proposed improvements at both intersections included ADA ramps and high-visibility crosswalks, but the proposed improvements at Main Street and Los Flores Drive were more extensive and included rectangular rapid flashing beacons, school crossing signs, advance warning signs, and pavement markings.

City of Brawley Service Area Plan (2018)

REPORT PURPOSE

The City of Brawley's Service Area Plan (SAP) assesses the City's existing public services and facilities and provides recommendations for how to meet future needs through 2030. For circulation facilities, the City anticipates roadway projects involving construction, resurfacing, extending, rehabilitating, and widening along 32 roadway segments to maintain a level of service (LOS) C as the minimum standard for roadways.

RELEVANT POLICIES AND PROJECT IMPACTS

- The City had discussions with Caltrans regarding relinquishment for sections of SR 86.
- The SAP recommended increasing capacity of roadways as traffic volumes exceed LOS C.
- The SAP also recommended promoting transit service, bicycle, pedestrian, and equestrian facilities to lessen vehicular demand.

City of Brawley Climate Action Plan ([2019](#))

REPORT PURPOSE

The City of Brawley's Climate Action Plan describes actions to reduce greenhouse gas emissions in the city. In relation to landscaping, the City aims to encourage project applicants to plant shade trees around buildings, particularly deciduous trees with large canopies, to reduce the need to use electricity in warmer months.

RELEVANT POLICIES AND PROJECT IMPACTS

- More shade trees that overhang pedestrian paths could have a positive effect on people using active transportation or transit in Brawley's desert climate.

5 SR 39 LITERATURE REVIEW

Beach Boulevard Corridor Study ([2020](#))

REPORT PURPOSE

The Orange County Transportation Authority (OCTA) and Caltrans initiated a study to recommend feasible transportation improvements to advance a multimodal vision for Beach Boulevard (also known as SR 39), which crosses through nine cities and parts of unincorporated Orange County. The Study's goals were to improve transit reliability, convenience, and travel time; reduce barriers to walking and bicycling on Beach Boulevard, maintain vehicular throughput and access to freeways, provide a safe and accessible environment for everyone, and support local land use planning with improved mobility options.

RELEVANT POLICIES AND PROJECT IMPACTS

- The Study identified a toolbox of potential improvements for transit, pedestrians, bicyclists, and vehicles and evaluated the ease of implementation, cost, and potential risk factors.
- The low-cost improvements that apply to the study corridor include bus stop amenities and first/last mile improvements at major stops, high-visibility crosswalks, realigned crosswalks at freeway ramps, sidewalk amenities, removing sidewalk obstructions, on-street parking/loading zones, bike-on-sidewalk treatments, closing

- gaps on the bicycle network on parallel streets, bicycle preferential treatments, and access management where driveways are closely spaced to reduce congestion.
- The low-medium-cost improvements that apply to the study corridor include dedicated transit lanes for BRT, closing gaps in the sidewalk network, pedestrian countdown signal heads, corner/sidewalk bulbs, mid-block signalized pedestrian crossings, and consolidating mid-block unsignalized intersections.
 - The medium-cost improvements that apply to the study corridor include transit signal priority improvements, protected bike lanes on Beach Boulevard, pedestrian bridges, and adjusting the interchange ramp locations or configurations.
 - The medium-high-cost improvements that apply to the study corridor include transit preferential treatments, advanced traffic signal timing/ITS, and active traffic management to dynamically manage congestion based on traffic conditions.
 - The high-cost improvements that apply to the study corridor are alternative intersection configurations.

Draft State Route 39 Comprehensive Multimodal Corridor Plan (Ongoing)

REPORT PURPOSE

The State Route 39 Comprehensive Multimodal Corridor Plan provides strategies for enhancing mobility and accessibility for all users along the corridor. The goals of this Plan include promoting safety by reducing collisions, injuries, and deaths; improving multimodal access; leading climate action by reducing greenhouse gas and pollutant emissions; and advancing equity and livability by lowering the burden of transportation costs on households. The Plan recommended 82 potential projects across active transportation, freight, vehicles, and transit and categorized them as short-term (one to four years), medium-term (five to 10 years), or long-term projects (11 or more years).

RELEVANT POLICIES AND PROJECT IMPACTS

- The Plan's short-term recommendations in relation to the study corridor include installing pedestrian-scale lighting at all freeway on/off ramps, installing high-visibility ladder crosswalks at stop-controlled crossings and freeway on/off ramps such as the SR 22 eastbound on ramp and the east leg of 20th Street, upgrading all pedestrian and bicycle signage to be retroreflective, and installing tactile pavement on all curb ramps.

- The Plan's medium-term recommendations include installing a curb extension at the northwest corner of Trask Avenue, providing frequent and reliable transit services, and installing real-time displays at bus stops.
- The Plan's long-term recommendations include constructing a four-foot Class II bicycle lane with a two-foot striped buffer on SR 39 from Trask Avenue to Ball Road and installing pedestrian refuge islands at all signalized intersections.

Freeway Ramp Active Mobility Enhancement Study (2024)

REPORT PURPOSE

The Freeway Ramp Active Mobility Enhancement Study (FRAMES) led by Caltrans provides a near-term and long-term conceptual alternative for each of the Study's 10 freeway interchanges in Orange County, one of which is the SR 22/SR 39 interchange within our study corridor. The alternatives aim to address needs of active transportation users at these locations.

RELEVANT POLICIES AND PROJECT IMPACTS

- There are seven (7) near-term recommendations for the SR 22/SR 39 interchange within the study corridor: an accessible pedestrian signal, pedestrian crossing signage, improved lighting at crosswalks, leading pedestrian interval, centerline hardening, pedestrian-level lighting under the freeway overpass, and intersection lighting.
- The three (3) long-term recommendations for the SR 22/SR 39 interchange are a leading bicycle interval, a Class I bicycle and pedestrian facility with separation, and a pedestrian signal crossing to cross the SR 22 on-ramp entrance.

City of Stanton Livable Beach Boulevard Mobility Plan (2010)

REPORT PURPOSE

The Livable Beach Boulevard Mobility Plan guides improvements in the public right-of-way and includes recommendations. Goals for this Plan include congestion relief; efficient movement of people, goods, and services; safe and healthy communities; pedestrian, bicycle, and transit mobility and access; public stakeholder participation; community input and

outreach; reduction of air pollution and greenhouse gas emissions; and reduction of demand for fossil fuels by promoting alternative transportation modes. The Plan is organized into five chapters with an introduction, existing conditions analysis, actions to improve circulations issues by mode, streetscape beautification actions, and suggested next steps for implementation.

RELEVANT POLICIES AND PROJECT IMPACTS

- The Plan lists short, medium, and long-range implementation actions regarding mobility for vehicles, bicycles, and pedestrians; parking; streetscape and street furnishings; and signs. The following recommendations will focus on long-range actions (5+ years) as the most relevant to the study corridor.
- Short-range implementation actions (within the first year) include revising Beach Boulevard traffic signal synchronization plans, incorporating ITS management in conjunction with public streetscape improvements, developing requirements for businesses to provide bike racks, conducting a detailed inventory of sidewalk and crosswalk conditions along Beach Boulevard, incorporating landscaped parkway strips where possible, eliminating sidewalk obstacles like irrigation control boxes, retrofitting light fixtures with blue sleeves where possible, purchasing and replacing street furnishings at key intersections, and identifying specific locations for pedestrian bridges.
- Medium-range implementation actions (2-5 years) include upgrading the pedestrian indications to countdown timers and consolidating driveways where possible at the intersections of Beach Boulevard and Cerritos Avenue, Katella Avenue, Orangewood Avenue, and Chapman Avenue and increasing the space around the curb corners at the intersections of Beach Boulevard and Orangewood Avenue, Chapman Avenue, and Lampson Avenue.
- Long-range implementation actions (5+ years) cover roadway lighting improvements, pedestrian facilities such as refuge islands, streetscape enhancements in line with Caltrans guidelines such as landscaping and furnishing, and a parking study.

City of Stanton Active Transportation Plan (2020)

REPORT PURPOSE

The City of Stanton's Active Transportation Plan (ATP) represents a shift toward a multimodal approach promoting active transportation options for people of all ages and abilities. The ATP is guided by an equity framework, and its four goals are to improve safety and health,

improve access and comfort, address transportation affordability, and commit to maintain and expand the active transportation network. The ATP provides local background, existing conditions analysis, community engagement findings, recommendations for bicycle and pedestrian projects, and suggested next steps for implementation.

RELEVANT POLICIES AND PROJECT IMPACTS

- The proposed bicycle network does not recommend any bicycle facilities on Beach Boulevard, with the goal of moving bicyclists onto safer alternatives like Western Avenue and Knott Avenue.
- There are two recommended east-west bikeways that cross Beach Boulevard in the top prioritization tier: a Class II bicycle lane on Orangewood Avenue and a Class IV separated bikeway on Chapman Avenue.
- The ATP's recommended pedestrian projects are consistent with the 2020 Beach Boulevard Corridor Study, which include curb extensions, pedestrian refuge islands, sidewalk gap closures, and removal of on-street parking/loading zones, in recognition of accommodating more pedestrians in conjunction with the upcoming new residential developments along Beach Boulevard.
- The top tier of prioritized pedestrian projects on Beach Boulevard include high-visibility crosswalks at the intersections of Katella Avenue, 1st Street, Starr Street, Chapman Avenue, Cerritos Avenue, Lampson Avenue, and Village Center Road; curb ramps at the intersections of Chapman Avenue, 1st Street, 2nd Street; bus shelters at the intersections of Katella Avenue, Orangewood Avenue, and Starr Street; leading pedestrian intervals at the intersection of Cerritos Avenue; and lighting and sidewalk extensions at the intersection of Katella Avenue.

City of Stanton General Plan ([2008](#))

REPORT PURPOSE

The General Plan is a policy/visioning document that provides actions for the City of Stanton to achieve their goals regarding economic development, transportation, infrastructure, and more. The General Plan's goals include providing an efficient transportation network that supports the General Plan's Land Use Concept, encouraging transportation modes beyond the private automobile, and promoting an attractive streetscape and public right-of-way.

RELEVANT POLICIES AND PROJECT IMPACTS

The General Plan has several actions relating to Beach Boulevard, which include:

- Prepare form-based development regulations for Beach Boulevard.
- Prepare a feasibility plan for undergrounding utility lines along major corridors, including Beach Boulevard.
- Prepare a Specific Plan or Master Plan for Beach Boulevard to ensure the compatibility of adjacent uses.
- Work with Caltrans to facilitate the installation of “services” signage along SR-22 to direct more freeway travelers to take the Beach Boulevard exit toward Stanton businesses.
- Allow businesses along Beach Boulevard to use creative alternative signage.
- Promote safety and maintenance programs around existing commercial developments on Beach Boulevard.
- Analyze reuse opportunities for the retail center at the southeast corner of Beach Boulevard and Lampson Avenue.

City of Stanton Public Works Department Current Projects ([Ongoing](#))

PURPOSE

The City of Stanton’s Department of Public Works provides a list of current projects on their website, including maintenance programs.

RELEVANT POLICIES AND PROJECT IMPACTS

- The City participates in an annual citywide Alley and Street Resurfacing project. The Pavement Management Plan is used to create a seven-year plan for road maintenance and rehabilitation, including grinding and overlaying new asphalt, slurry sealing, and concrete improvements.
- The Annual Citywide Sidewalk Repair Project aims to repair damaged sidewalks, curbs, gutters, and driveway approaches. The Department determines the reconstruction locations.

City of Westminster General Plan ([2016](#))

REPORT PURPOSE

The City of Westminster’s 2016 General Plan, a policy/visioning document, updated the 1996 General Plan to guide the City’s long-range planning over the next two to three decades. The

goals of the mobility element include a safe, efficient, and accessible multimodal system; high-quality active transportation facilities; a well-connected transit system; sufficient parking availability to meet people's needs; and reduction of single-occupancy vehicle use.

RELEVANT POLICIES AND PROJECT IMPACTS

- One of the Plan's land use policies is to facilitate the redevelopment of Beach Boulevard for pedestrian-oriented mixed use, housing, and commercial services.
- The Plan indicates that Beach Boulevard is an existing transit and vehicle priority corridor, but it is not proposed as a bicycle or pedestrian priority corridor.
- There are bicycle and pedestrian priority corridors parallel to Beach Boulevard, including Hoover Street, Cedarwood Street, Pacific Avenue, Jackson Street, Monroe Street, and Newland Street.
- There are also bicycle and pedestrian priority corridors that intersect with Beach Boulevard, including Trask Avenue, 13th Street, and Hazard Avenue.
- SR 39 is one of the City's primary evacuation routes in case of emergency.

City of Westminster Recently Approved and Pending Projects ([Ongoing](#))

WEBSITE OVERVIEW

The City of Westminster's Planning Division provides information on the recently approved and pending development projects in the City. The lists were last updated on July 3, 2025.

RELEVANT POLICIES AND PROJECT IMPACTS

- There were three recently approved development projects along the study corridor: conditional use permits (CUPs) to construct a new indoor pickleball facility, establish vehicle part installations and services, and allow an existing restaurant to sell alcohol.
- A new 11,832-square-foot two-story commercial building at 14151 Beach Boulevard is pending and awaiting resubmittal from the applicant.

City of Westminster Parkway Tree Planting Programs ([Ongoing](#))

OVERVIEW

The City of Westminster's Parks/Trees Maintenance Division offers options for residents and businesses to plant trees and provides specific requirements in their Street Tree Planting Agreement.

RELEVANT POLICIES AND PROJECT IMPACTS

- Accepted species of trees for parkways and front yards are orchid trees, eastern redbuds, crape myrtles, Grecian laurels, redleaf photinias, flowering plums, Carolina cherries, honey myrtles, pink trumpet trees, Brisbane boxes, aristocrat pears, Australian willows, and peppermint trees.
- Trees must be planted 20 feet from another tree, 20 feet from a light standard/utility pole, 20 feet from the beginning of the curb return, 15 feet from a fire hydrant, 10 feet from a water hydrant, 10 feet from a water or gas meter, and 10 feet from service walks or a driveway.
- Trees must be planted with support staking and a root barrier with a minimum of three panels.
- Trees must be planted with an earth basin that is a minimum two feet in diameter, and the basin must be at least six inches deep to hold approximately 10 gallons of water.

6 KEY TAKEAWAYS

SR 1

- The Cities of Long Beach, Los Angeles, and Lomita all have plans with recommendations or **shared aspirations to install a bicycle facility on the SR 1 study corridor.**
- The City of Lomita has several design documents with recommendations for landscape buffers, trees, and public realm improvements that could be applicable to the SR 1 study corridor.

SR 18

- The Caltrans District 11 Active Transportation Plan identified that a **majority of the SR 18 study corridor does not have sidewalks on the southbound side** of road.
- The City of San Bernardino's proposed infrastructure improvements for the study corridor include **transit stop amenities, curb ramps, filling in sidewalk gaps, and other pedestrian improvements.**

SR 86

- The City of Brawley recommends several **pedestrian and bicycle improvements** for the SR 86 study corridor, including a proposed Class II bike lane from K Street to the southern city boundary, high-visibility crosswalks, and filling in sidewalk gaps.

SR 39

- Recommendations across several plans for the SR 39 study corridor include **bus shelters, removal of sidewalk obstructions, enhanced landscaping at key locations, and pedestrian crossing improvements.**
- **Recommendations for bicycle facilities on the SR 39 study corridor are mixed.** For instance, the draft of the State Route 39 Comprehensive Multimodal Corridor Plan recommends a Class II bicycle lane from Trask Avenue to Ball Road. However, the City of Stanton Active Transportation Plan does not recommend any bicycle facilities on SR 39, and the City of Westminster General Plan also does not propose SR 39 as a bicycle priority corridor.
- **Instead, both Plans recommend bikeways on parallel corridors** such as Santa Rosalia Street, Hoover Street, or Cedarwood Street, and on east-west corridors that intersect with Beach Boulevard such as Orangewood Avenue or Trask Avenue.