



WORKSHOP #2 SUMMARY

MARCH 14, 2015



LONG BEACH
DEVELOPMENT SERVICES
BUILDING A BETTER LONG BEACH



SUMMARY OF WORKSHOP #2

The second community workshop for the Green TI Plan (also known as the Terminal Island Freeway Transition Plan) was held on Saturday, March 14th, 2015 at Silverado Park from 9:00 am to 11:30 am. 61 participants signed-into the event. The workshop began with a brief presentation, showcasing the existing conditions of the Terminal Island Freeway, and described a variety of roadway configurations that may be designed as a part of the project. The presentation ended with several conceptual graphics of how the freeway could be converted in order to inspire and inform workshop participants.

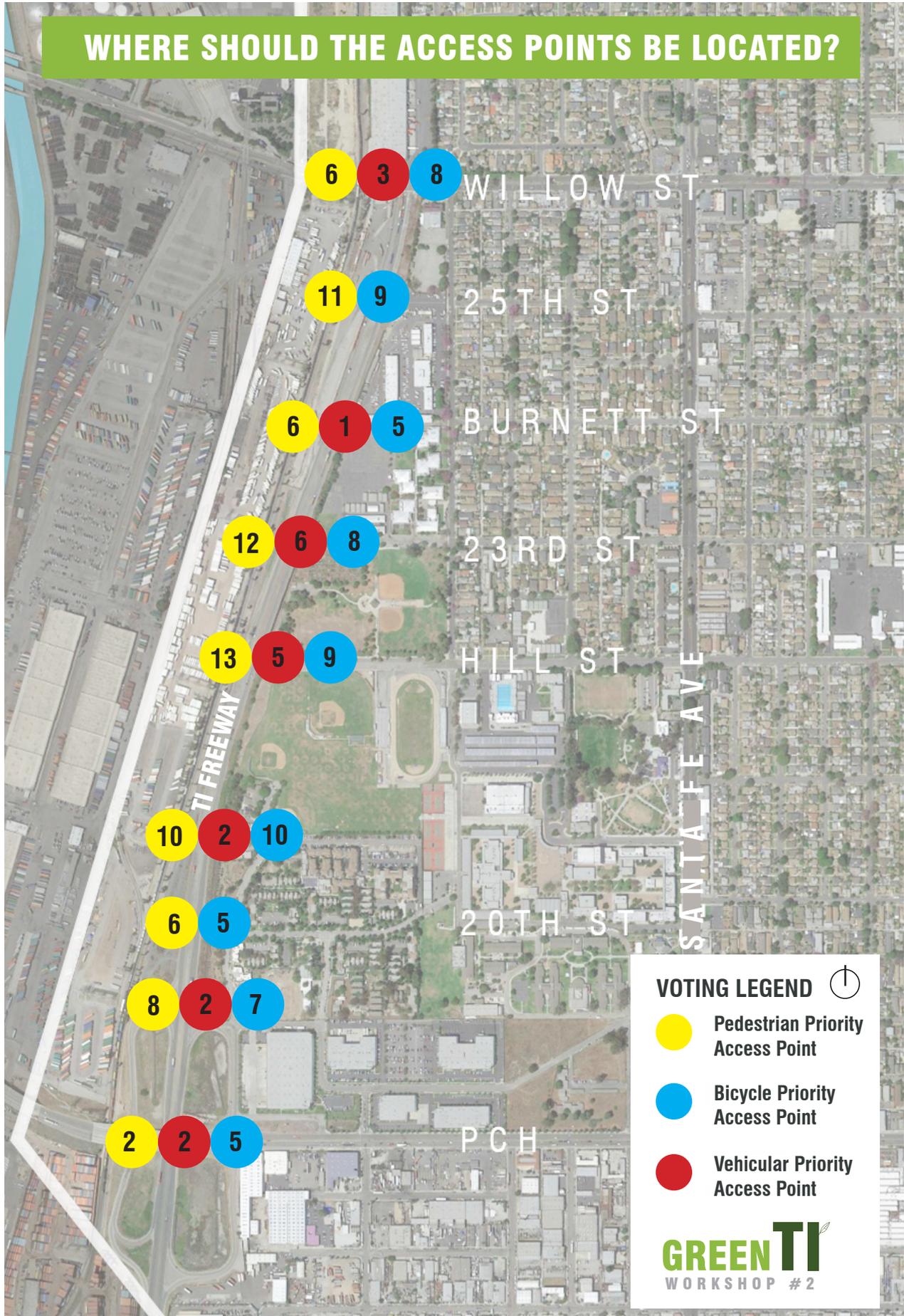
Three workshop activities were held. The first activity helped the team determine future access points to the former TI Fwy. Participants were encouraged to have discussions about which streets would be ideal connectors (if any) to the new local serving road.

The second workshop activity centered around the future roadway configuration of the street. Participants were encouraged to have discussions about the placement of the roadway within the larger right-of-way. Facilitators introduced each of the 3 concepts (shown in the following pages), and moderated a conversation regarding the preferred alignment.

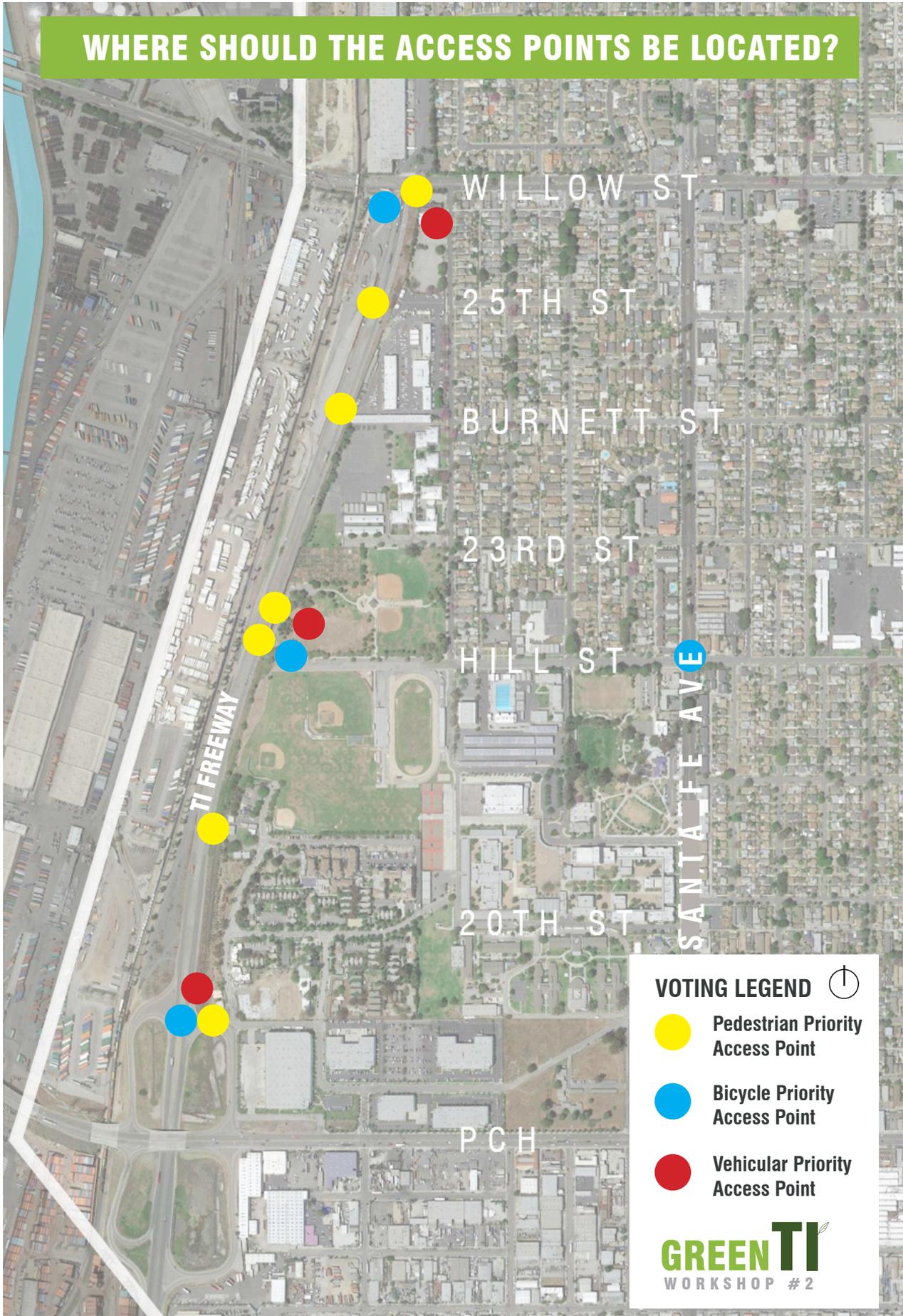
The final workshop activity involved design concepts for the green space associated with the new road. Various examples of the types of amenities that may be included were shown to each group. Participants were allowed to vote on their top 12 programming elements.

This report provides a summary of the Green TI interactive activities.

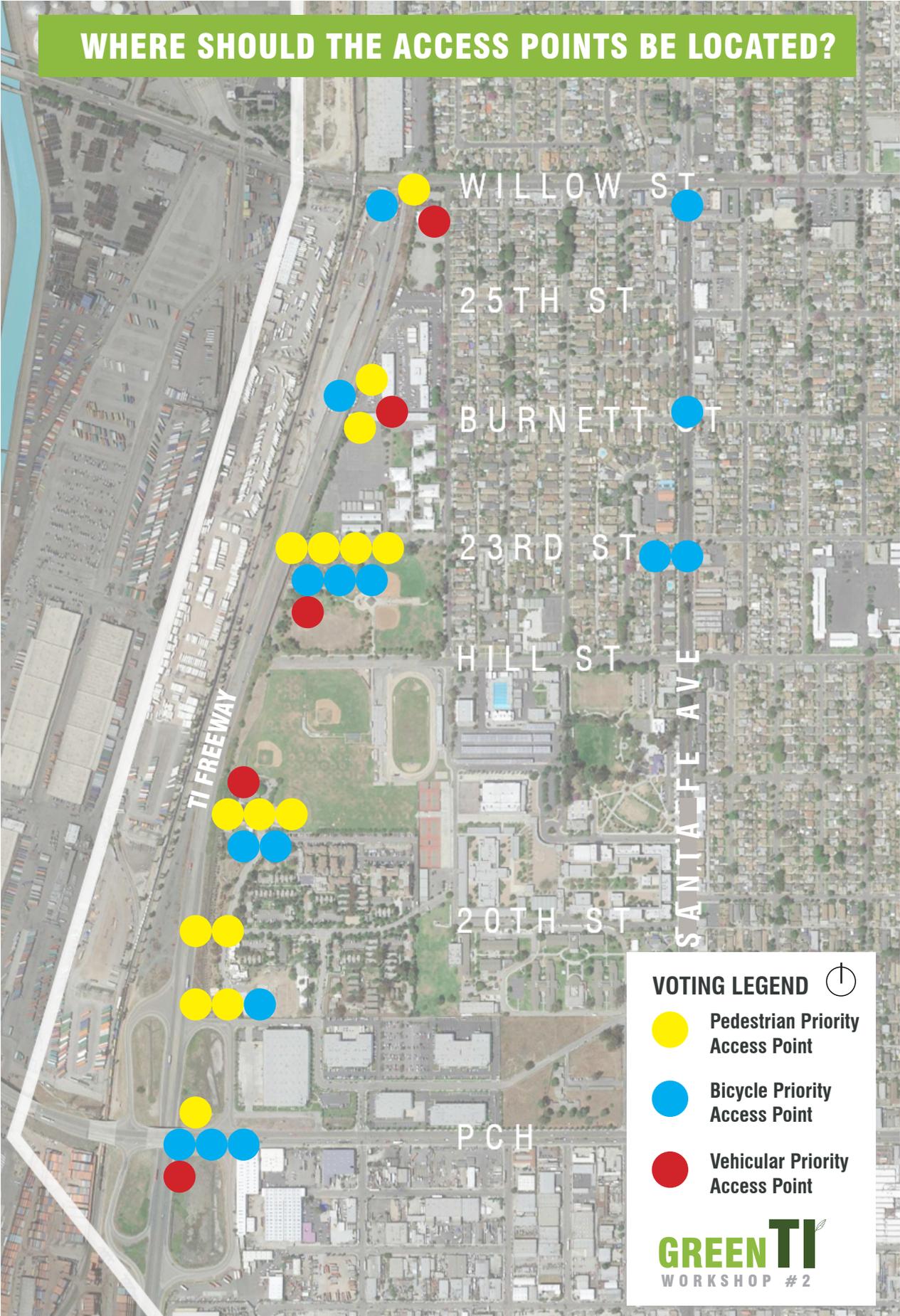
WORKSHOP 2 RESULTS: ACCESS POINTS



WHERE SHOULD THE ACCESS POINTS BE LOCATED?



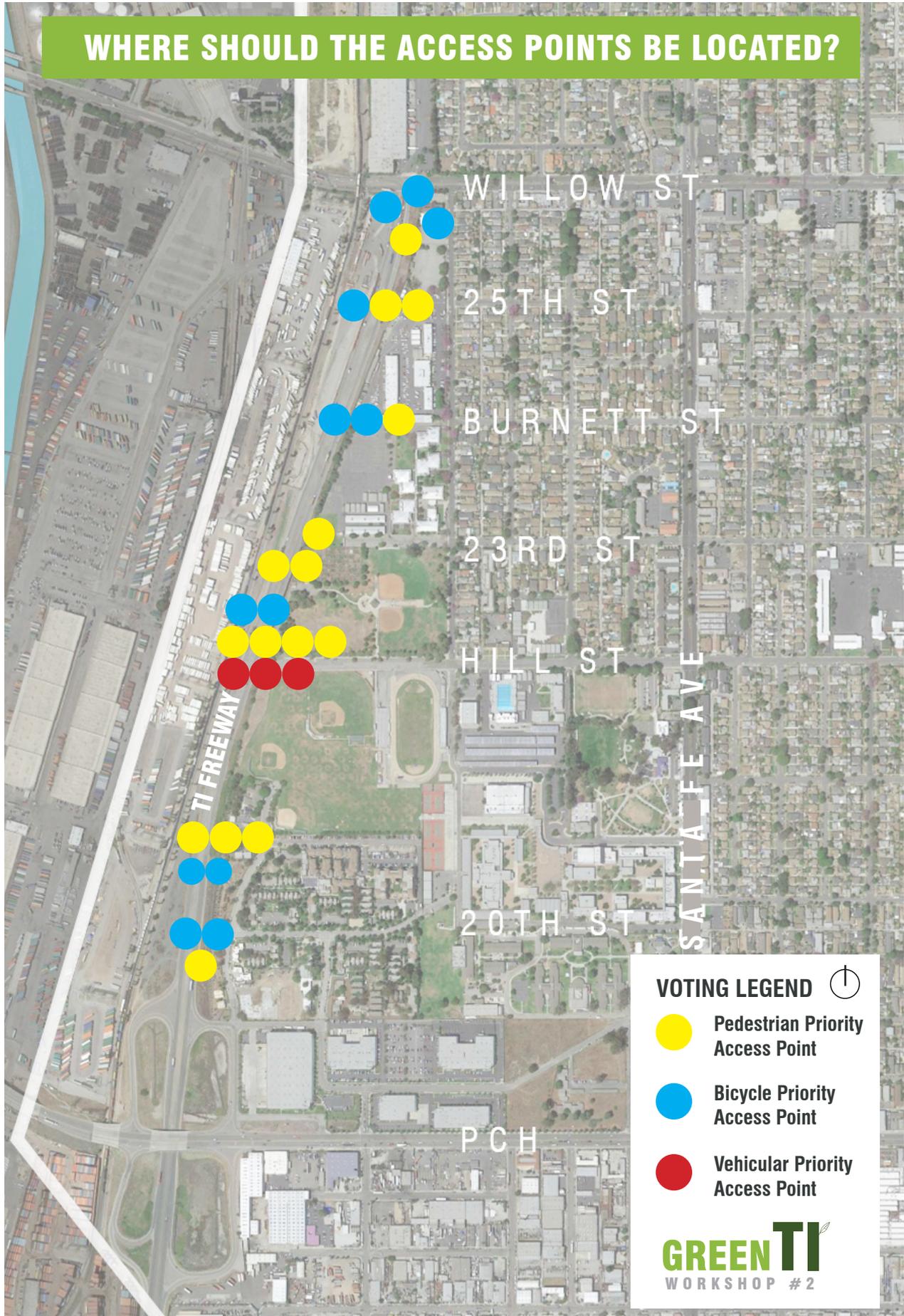
WHERE SHOULD THE ACCESS POINTS BE LOCATED?



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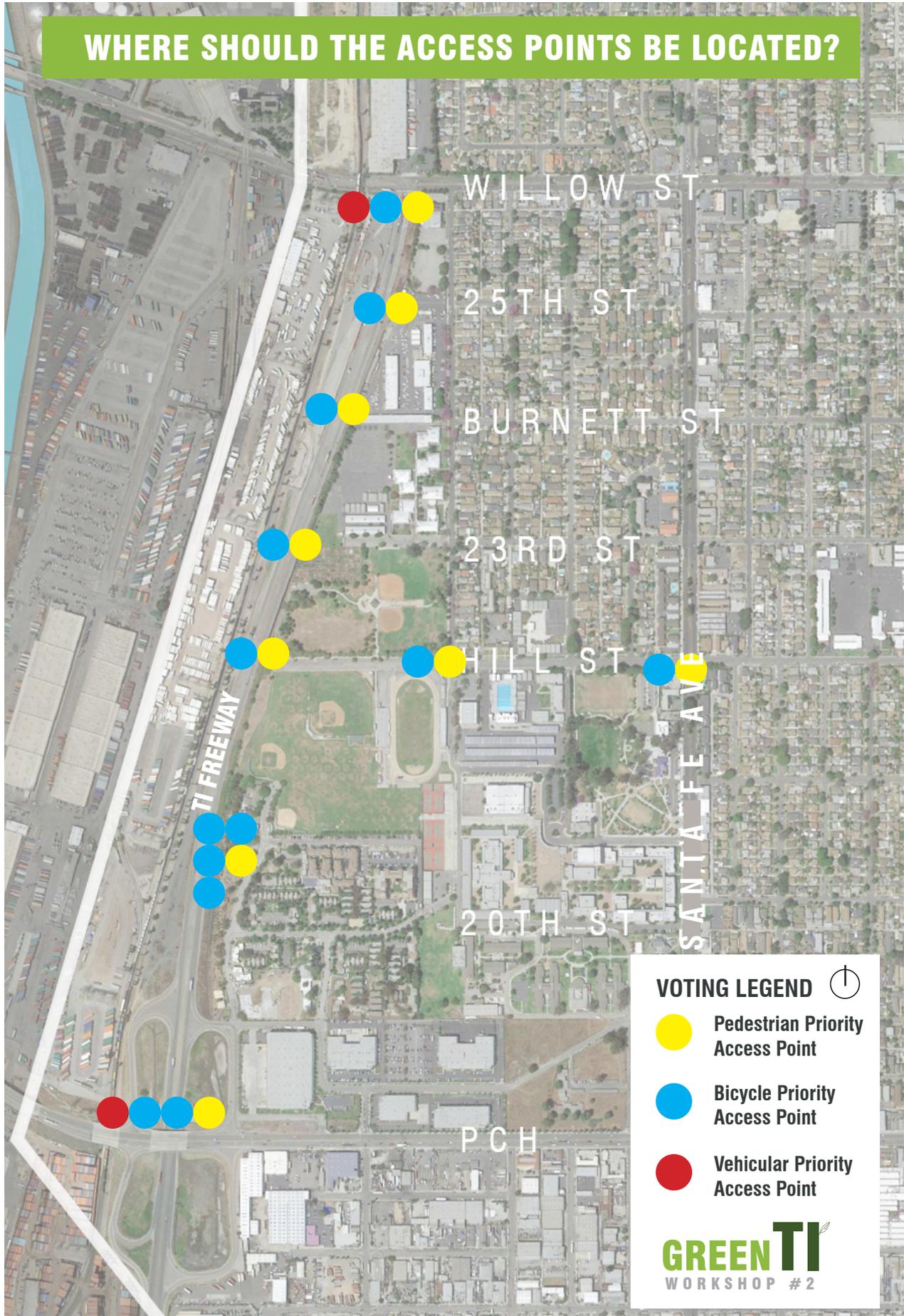
WHERE SHOULD THE ACCESS POINTS BE LOCATED?



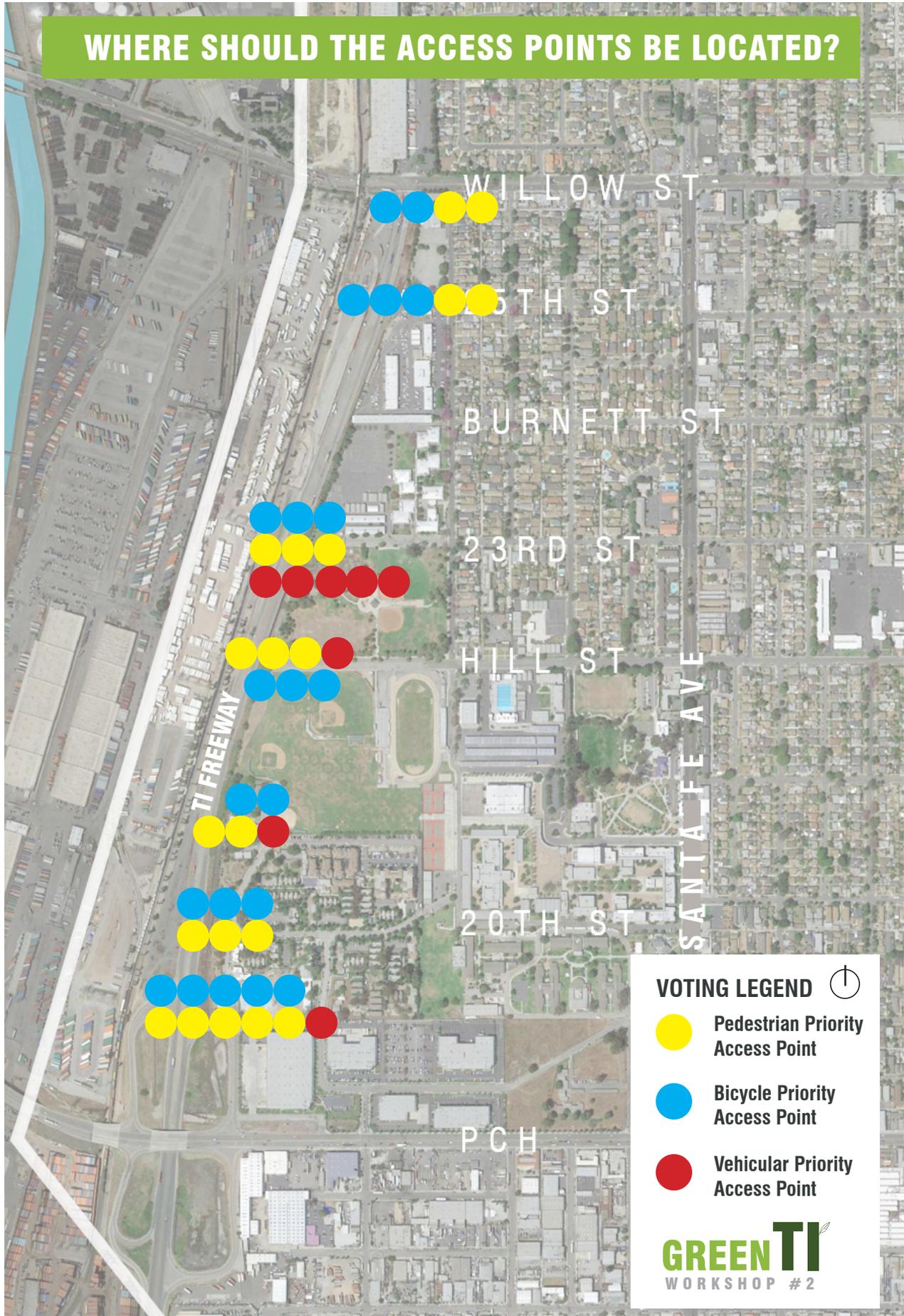
VOTING LEGEND 

-  Pedestrian Priority Access Point
-  Bicycle Priority Access Point
-  Vehicular Priority Access Point

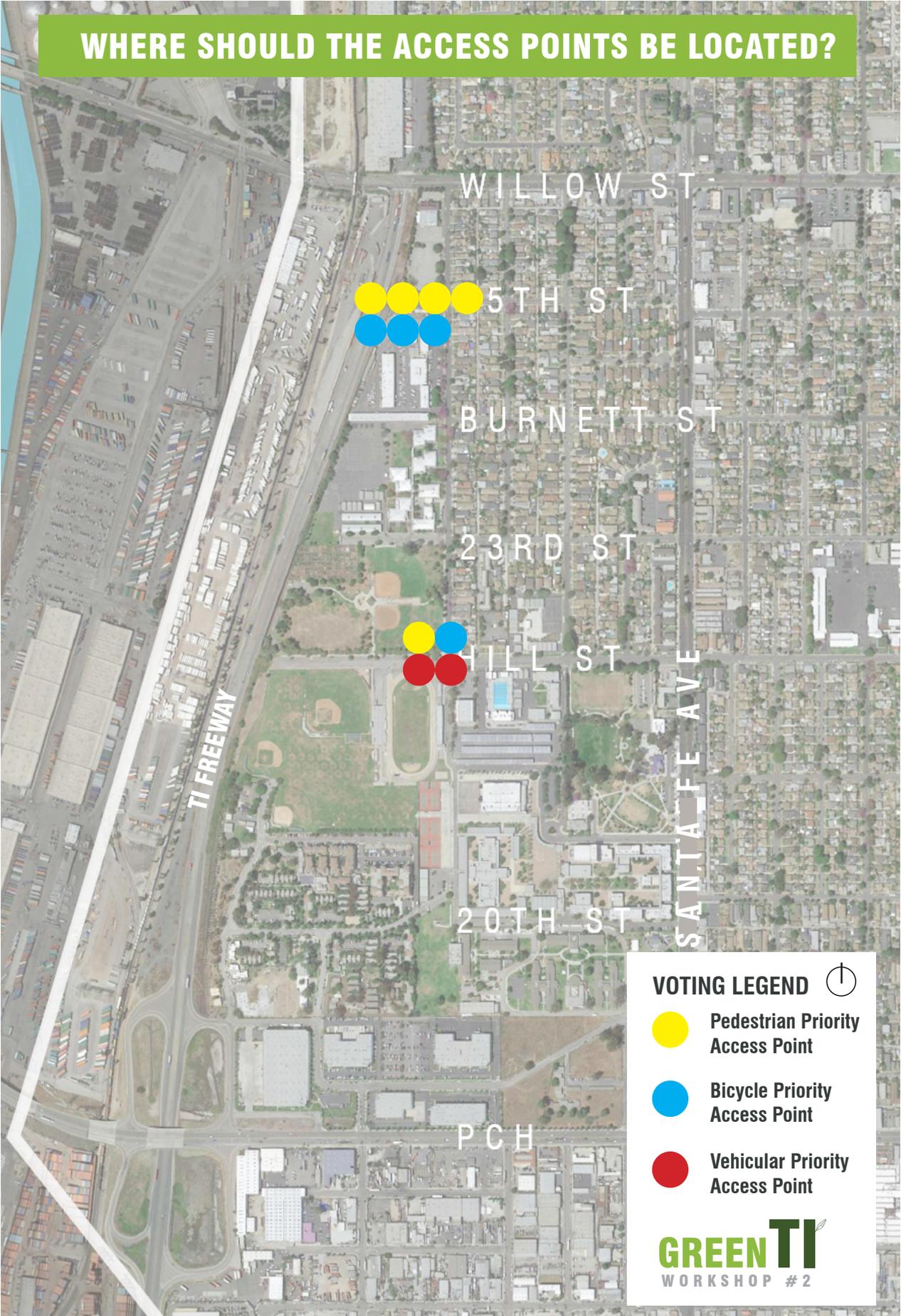
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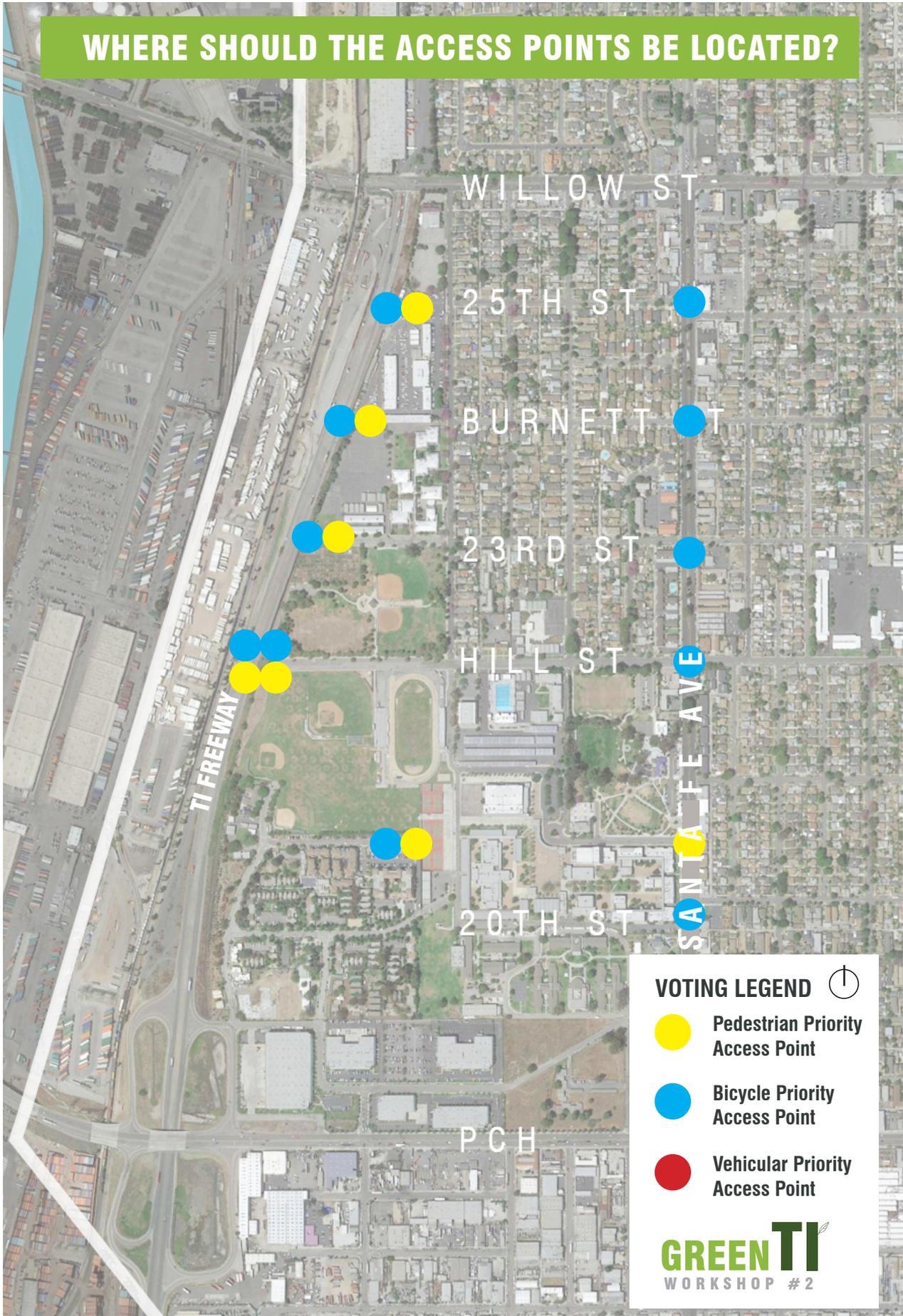


VOTING LEGEND 

-  Pedestrian Priority Access Point
-  Bicycle Priority Access Point
-  Vehicular Priority Access Point

GREEN TI
WORKSHOP # 2

WHERE SHOULD THE ACCESS POINTS BE LOCATED?

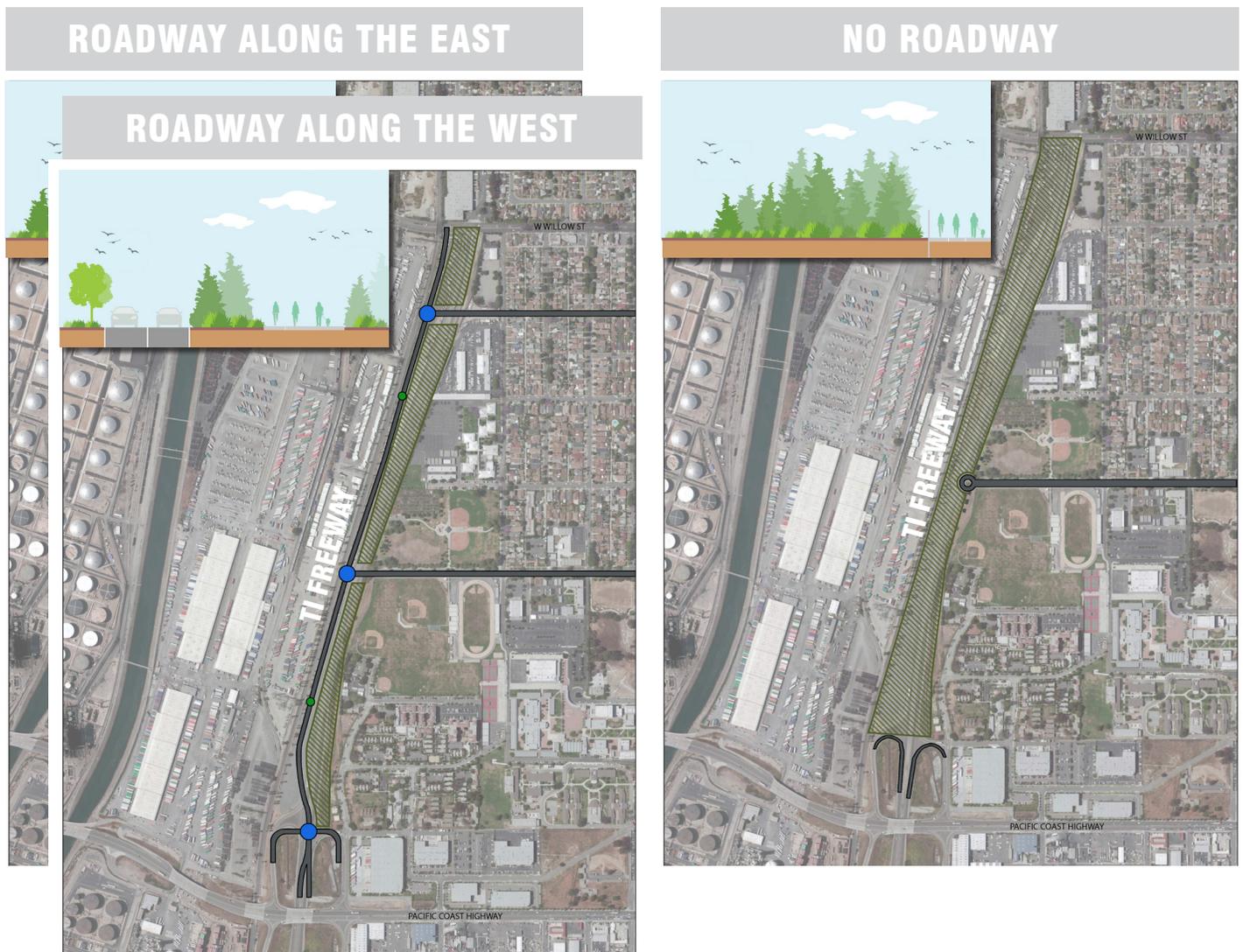


VOTING LEGEND 

-  Pedestrian Priority Access Point
-  Bicycle Priority Access Point
-  Vehicular Priority Access Point



WORKSHOP 2 SUMMARY: ROADWAY CONFIGURATION



Of the 8 groups that participated in this exercise, summaries of comments for each configuration are bulleted below. High resolution images of the roadway configuration options can be found on pages 12-14.

Roadway Along the East / West

Participants cited different reasons for supporting either an eastside/westside road:

- Eastside Road: Better direct connection for students from CVC to access high school
- Eastside Road: Closer vehicular connection to the West Long Beach neighborhood
- Eastside Road: A road on the east would allow for a continuous green space to the west
- Westside Road: Would allow students to cross over into an open, green space
- Westside Road: Would serve as a larger green buffer for the community

No Roadway

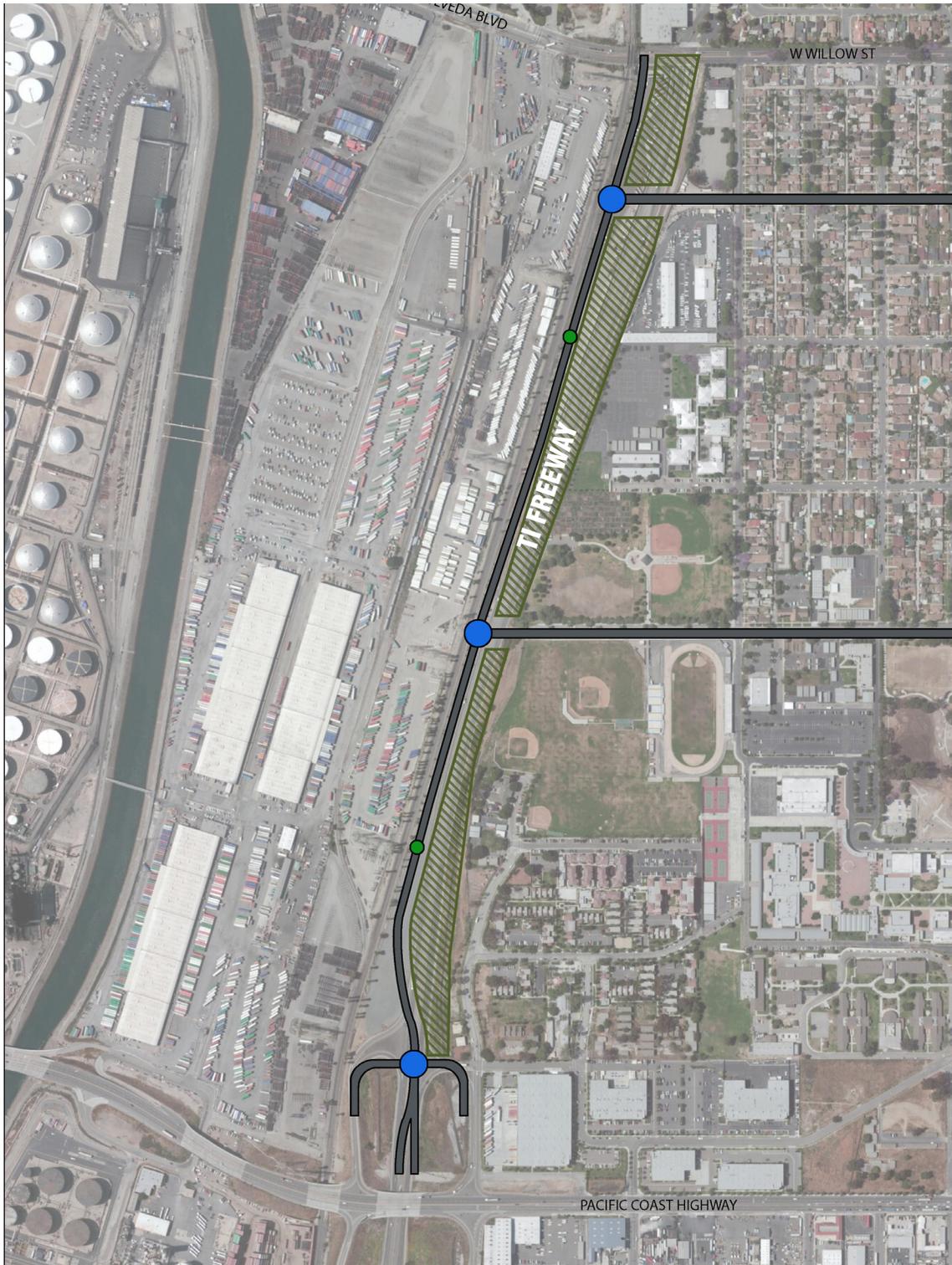
Given the strong support for minimizing pollution, participants found the no roadway option intriguing. While many attendees supported this scheme, participants also felt that a pedestrian and bike trail should be incorporated if vehicles are taken out of the roadway. Additional common ideas supporting the no roadway option:

- Reduction of VMT
- Allows for a continuous green space to the west
- Common Concern: Traffic build up on adjacent streets if the road is closed

WORKSHOP 2: ROADWAY CONFIGURATION

Note: The graphic below was shown to the community. The summary of responses can be found on page 11.

ROADWAY ALONG THE WEST



BENEFITS/TRADEOFFS

- Buffer closer to neighborhood, but interrupted by roads
- Road farther from schools/neighborhood
- New connection to the community

WORKSHOP 2: ROADWAY CONFIGURATION

Note: The graphic below was shown to the community. The summary of responses can be found on page 11.

ROADWAY ALONG THE EAST



BENEFITS/TRADEOFFS

- Contiguous buffer space
- Buffer space could connect to a future Yards green space
- New connection to the community

WORKSHOP 2: ROADWAY CONFIGURATION

Note: The graphic below was shown to the community. The summary of responses can be found on page 11.

NO ROADWAY



BENEFITS/TRADEOFFS

- **Contiguous, large buffer area**
- **Buffer space could connect to a future Yards green space**
- **No north/south connection from Willow to PCH**

WHERE SHOULD THE ROAD GO?

Comments in red were noted by group participants

Small, safe, and slow speed restrictions

ROADWAY ALONG THE WEST



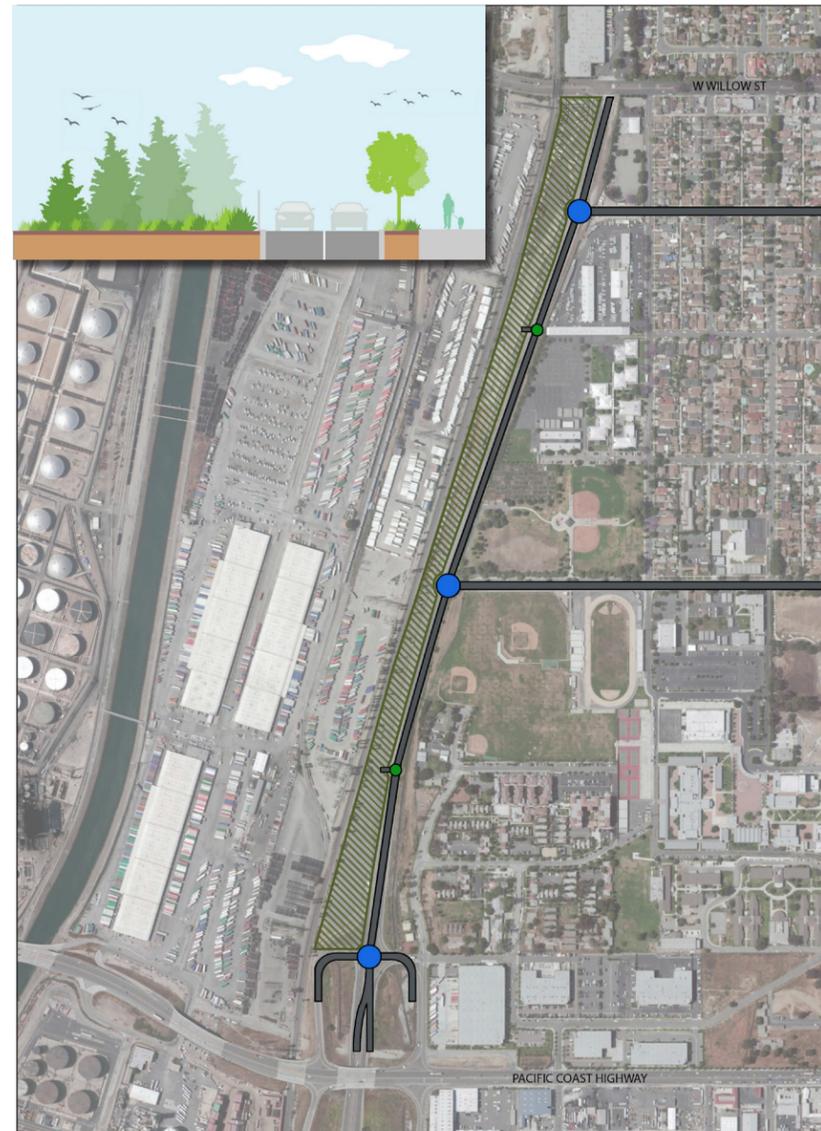
BENEFITS/TRADEOFFS

- Buffer closer to neighborhood, but interrupted by roads
- Road farther from schools/neighborhood
- New connection to the community

ADDITIONAL COMMENTS

Roadway on the west is too far away
Yes, there should be a road

ROADWAY ALONG THE EAST



BENEFITS/TRADEOFFS

- Contiguous buffer space
- Buffer space could connect to a future Yards green space
- New connection to the community

ADDITIONAL COMMENTS

The more access points, the better
Need to accommodate all modes and ages

NO ROADWAY



BENEFITS/TRADEOFFS

- Contiguous, large buffer area
- Buffer space could connect to a future Yards green space
- No north/south connection from Willow to PCH

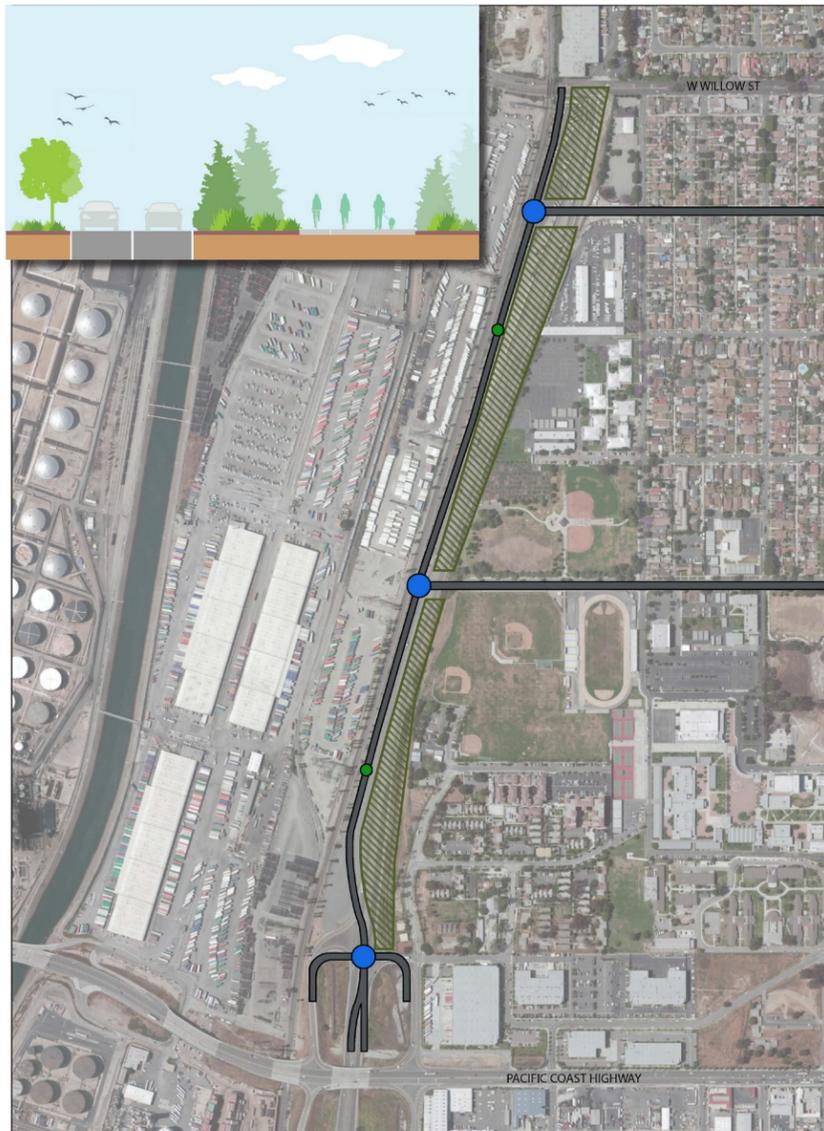
ADDITIONAL COMMENTS

NO. We need road for access and safety

WHERE SHOULD THE ROAD GO?

Comments in red were noted by group participants

ROADWAY ALONG THE WEST

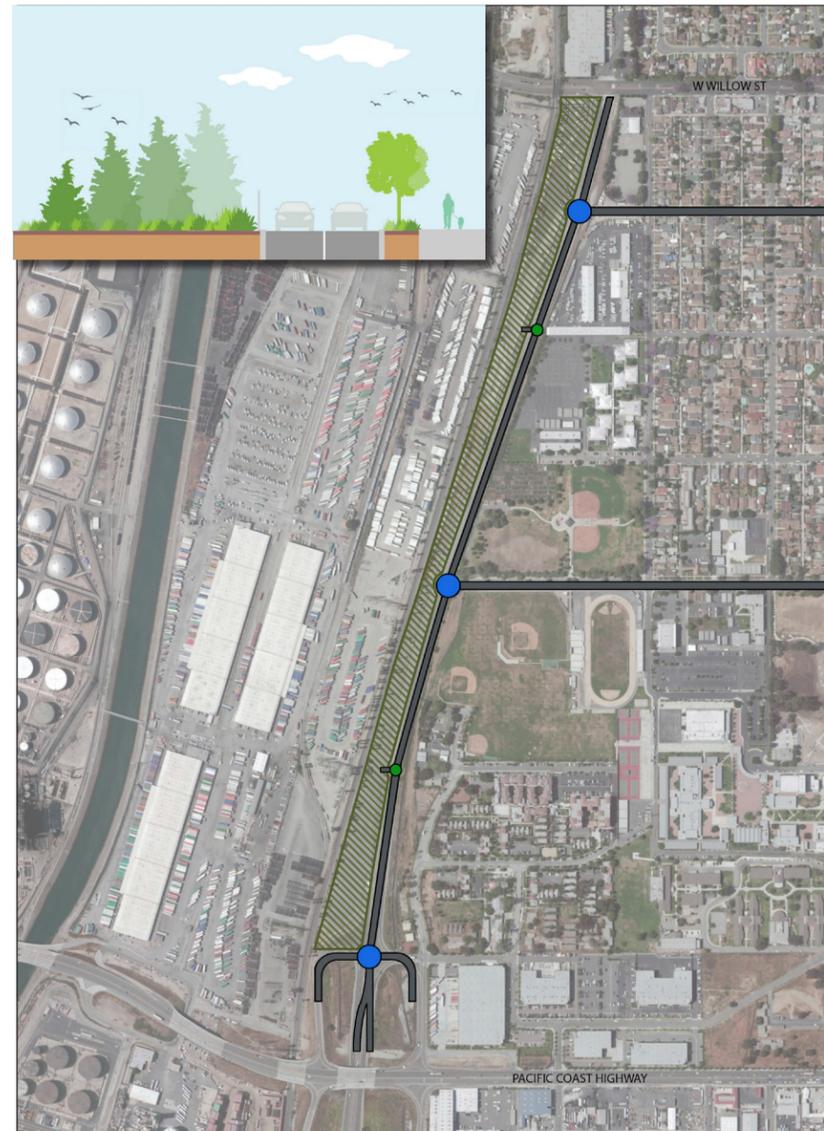


BENEFITS/TRADEOFFS

- Buffer closer to neighborhood, but interrupted by roads
- Road farther from schools/neighborhood
- New connection to the community

ADDITIONAL COMMENTS

ROADWAY ALONG THE EAST



BENEFITS/TRADEOFFS

- Contiguous buffer space
- Buffer space could connect to a future Yards green space
- New connection to the community

ADDITIONAL COMMENTS

NO ROADWAY



BENEFITS/TRADEOFFS

- Contiguous, large buffer area
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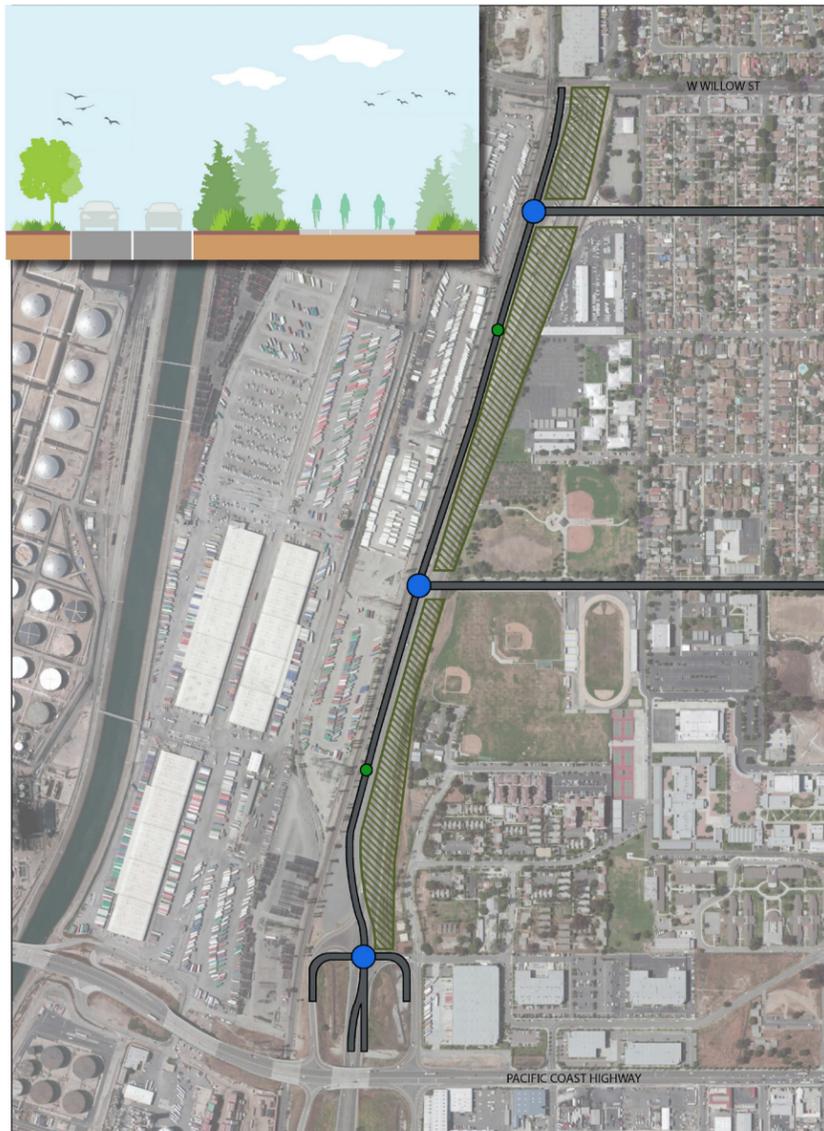
ADDITIONAL COMMENTS

- Go for it! All green!
- Go green
- Less traffic / more green space. Cleaner air
- Consider parking

WHERE SHOULD THE ROAD GO?

Comments in red were noted by group participants

ROADWAY ALONG THE WEST



BENEFITS/TRADEOFFS

- Buffer closer to neighborhood, but interrupted by roads
- Road farther from schools/neighborhood
- New connection to the community

ADDITIONAL COMMENTS

2nd choice

ROADWAY ALONG THE EAST



BENEFITS/TRADEOFFS

- Contiguous buffer space
- Buffer space could connect to a future Yards green space
- New connection to the community

ADDITIONAL COMMENTS

NO ROADWAY



BENEFITS/TRADEOFFS

- Contiguous, large buffer area
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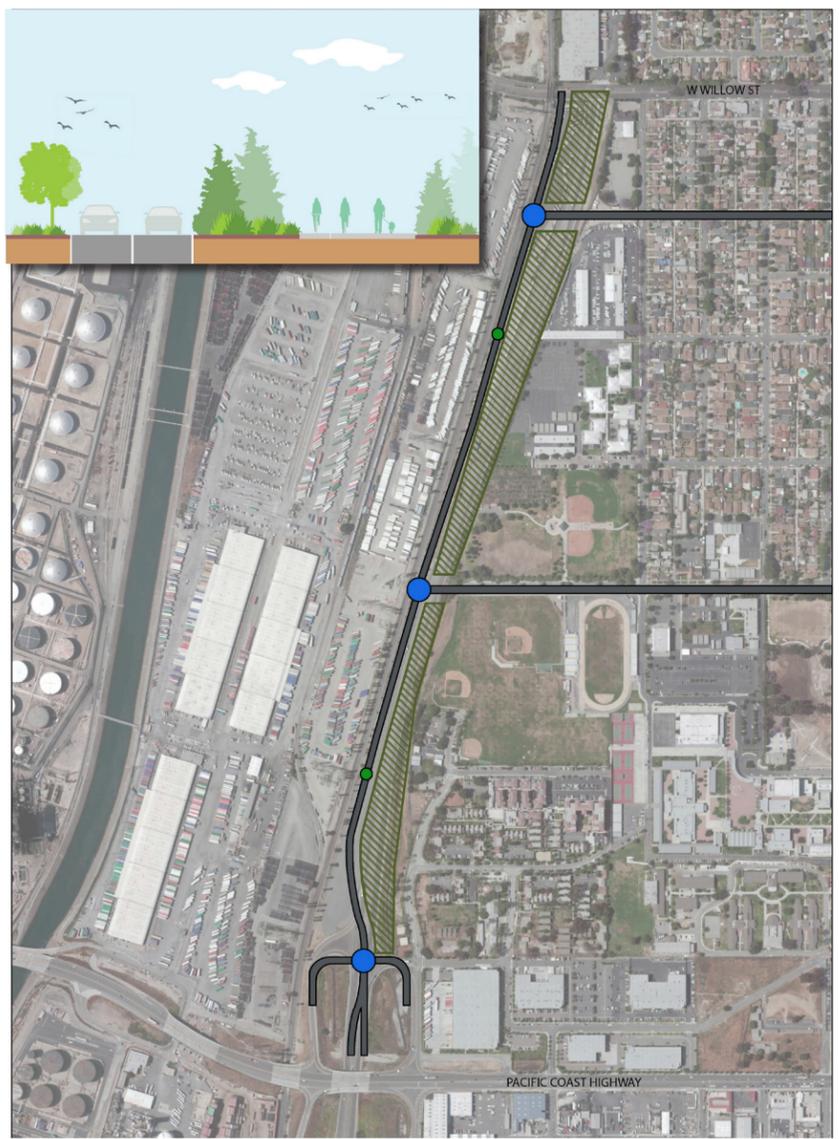
ADDITIONAL COMMENTS

Ideal (3 check marks)
Pedestrian only connections to the high school

WHERE SHOULD THE ROAD GO?

Comments in red were noted by group participants
 Parking nodes to access passive open space
 Require road for activation / and an access road

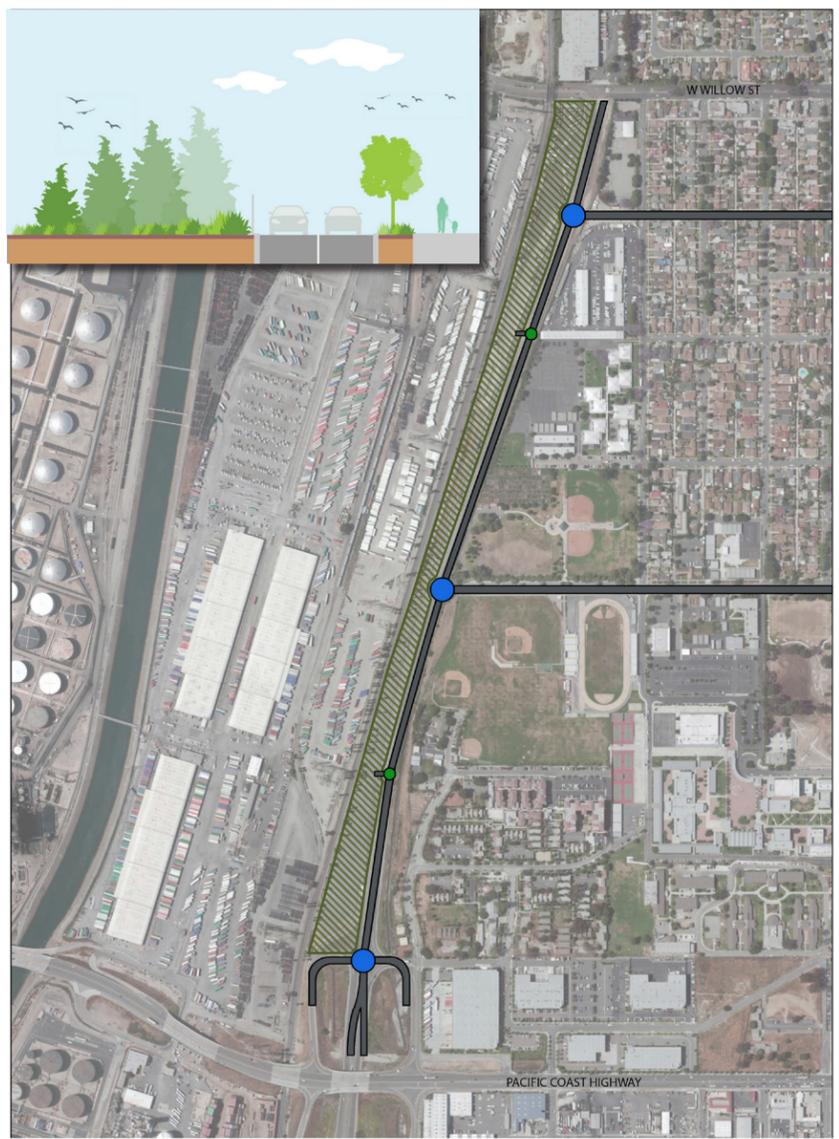
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ADDITIONAL COMMENTS

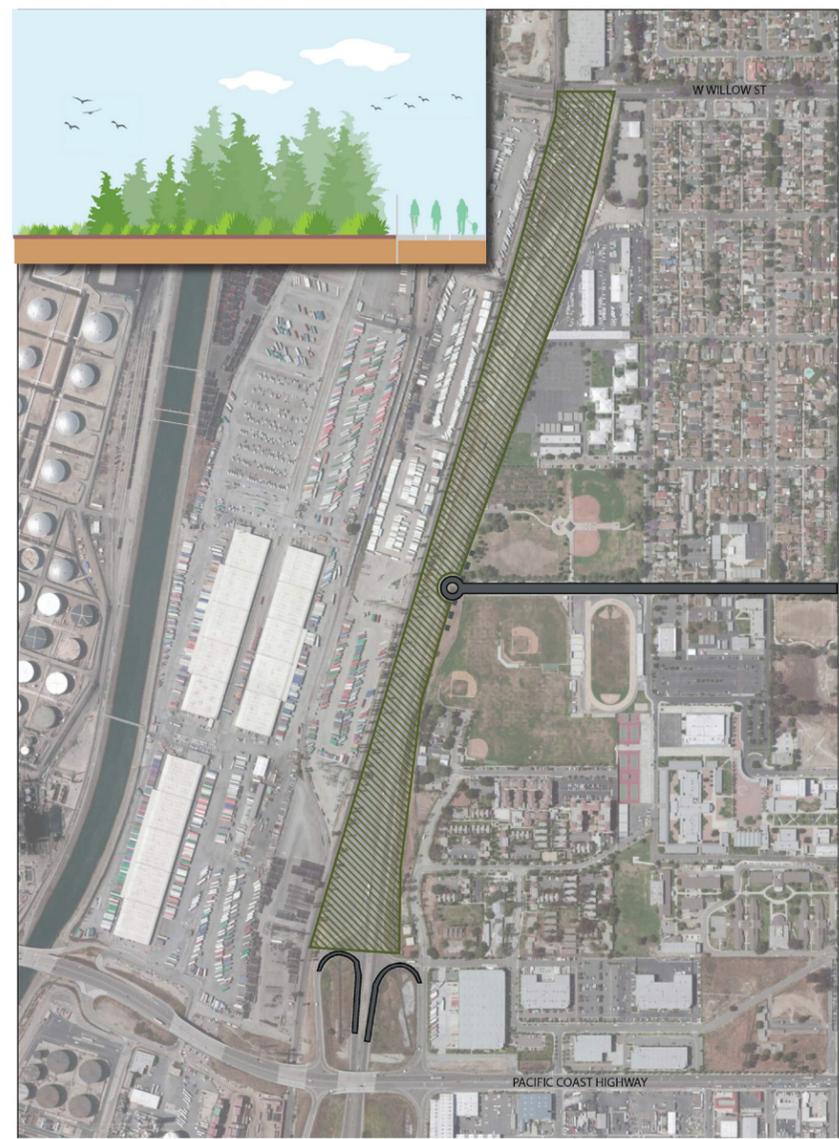
ROADWAY ALONG THE EAST



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ADDITIONAL COMMENTS

NO ROADWAY



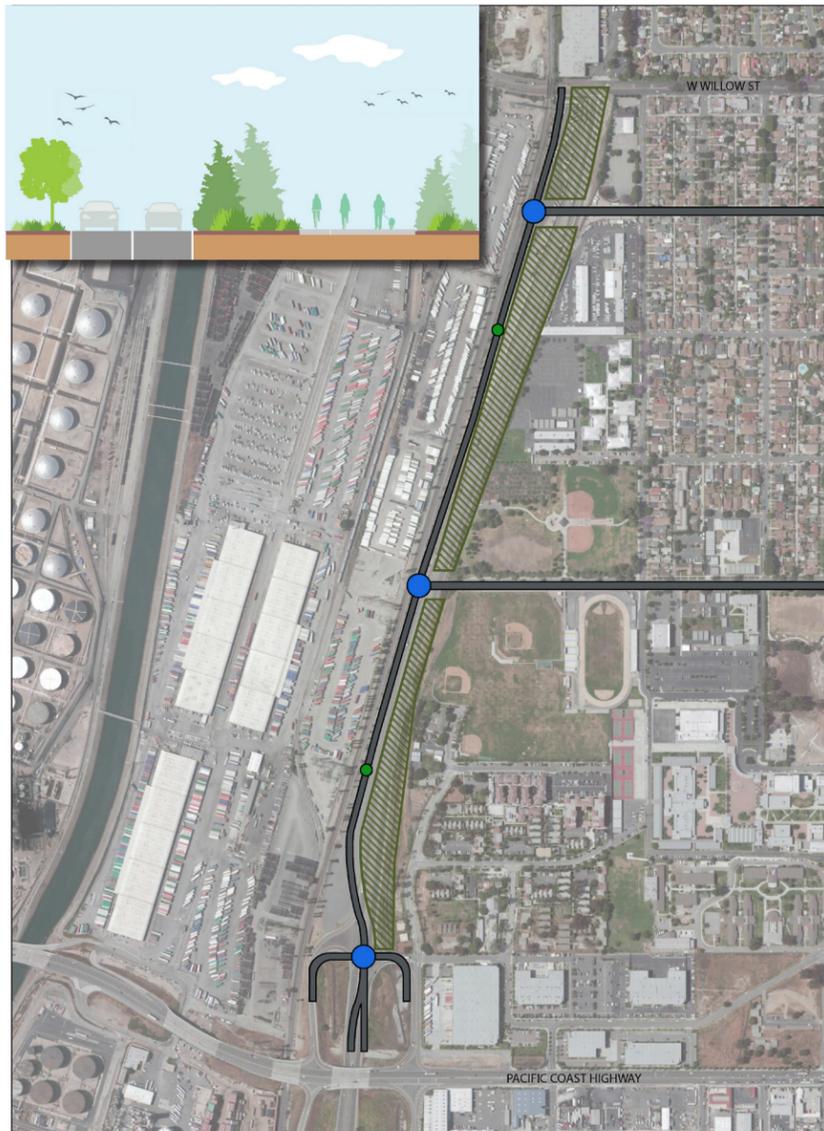
- BENEFITS/TRADEOFFS**
- Contiguous, large buffer area
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ADDITIONAL COMMENTS

WHERE SHOULD THE ROAD GO?

Comments in red were noted by group participants

ROADWAY ALONG THE WEST



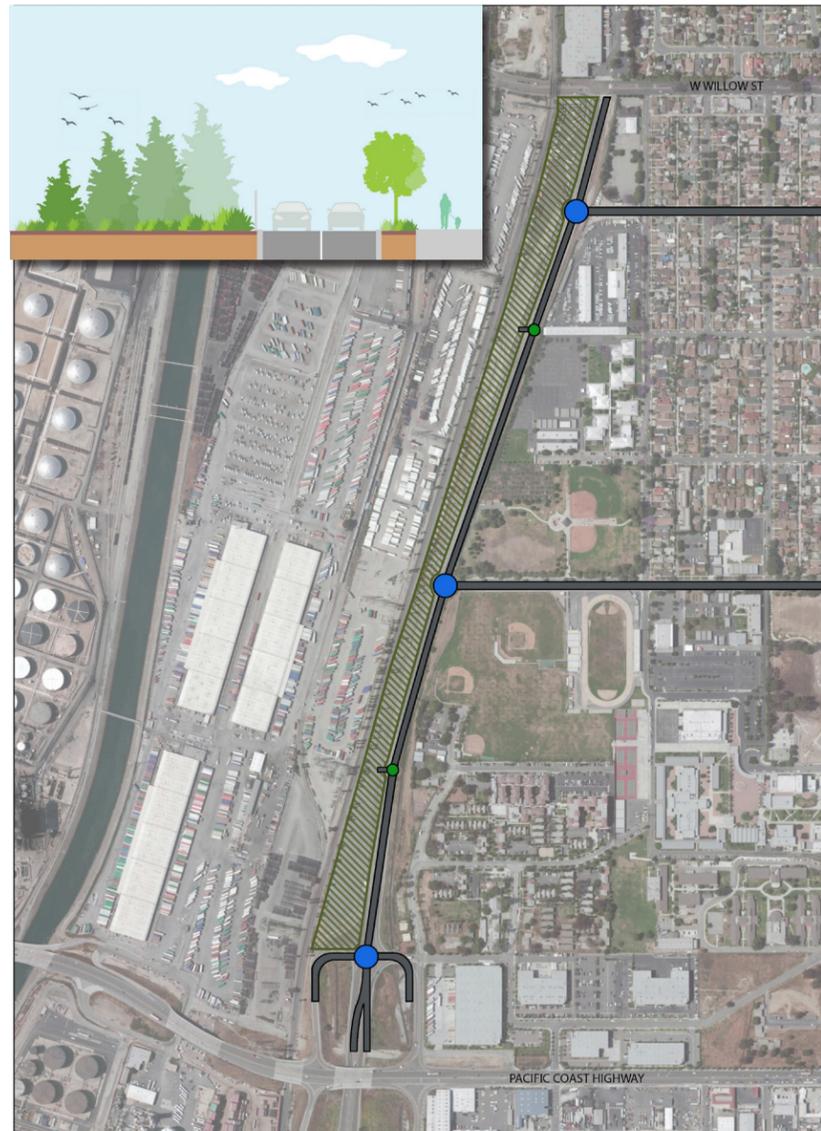
BENEFITS/TRADEOFFS

- Buffer closer to neighborhood, but interrupted by roads
- Road farther from schools/neighborhood
- New connection to the community

ADDITIONAL COMMENTS

← Community doesn't use TI very much for vehicular travel
Best used as buffer to reduce noise and air pollution →

ROADWAY ALONG THE EAST



BENEFITS/TRADEOFFS

- Contiguous buffer space
- Buffer space could connect to a future Yards green space
- New connection to the community

ADDITIONAL COMMENTS

NO ROADWAY



BENEFITS/TRADEOFFS

- Contiguous, large buffer area
- Buffer space could connect to a future Yards green space
- No north/south connection from Willow to PCH

ADDITIONAL COMMENTS

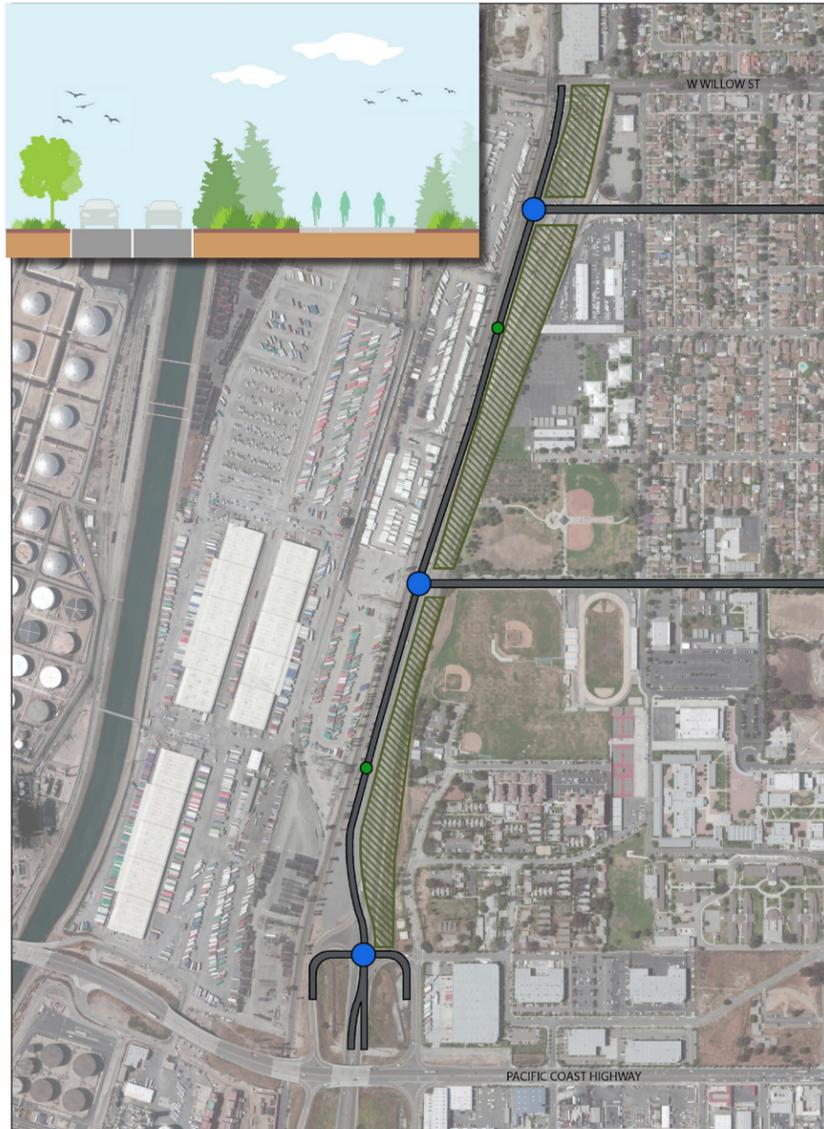
A majority of folks don't use the TI for vehicular travel
Better coordination of street lights (e.g. PCH + Santa Fe)
Concern: Traffic build up if the road closed
Make sure the trucks on the TI do not go into another community

WHERE SHOULD THE ROAD GO?

Comments in red were noted by group participants

Group 6 did not complete this form

ROADWAY ALONG THE WEST

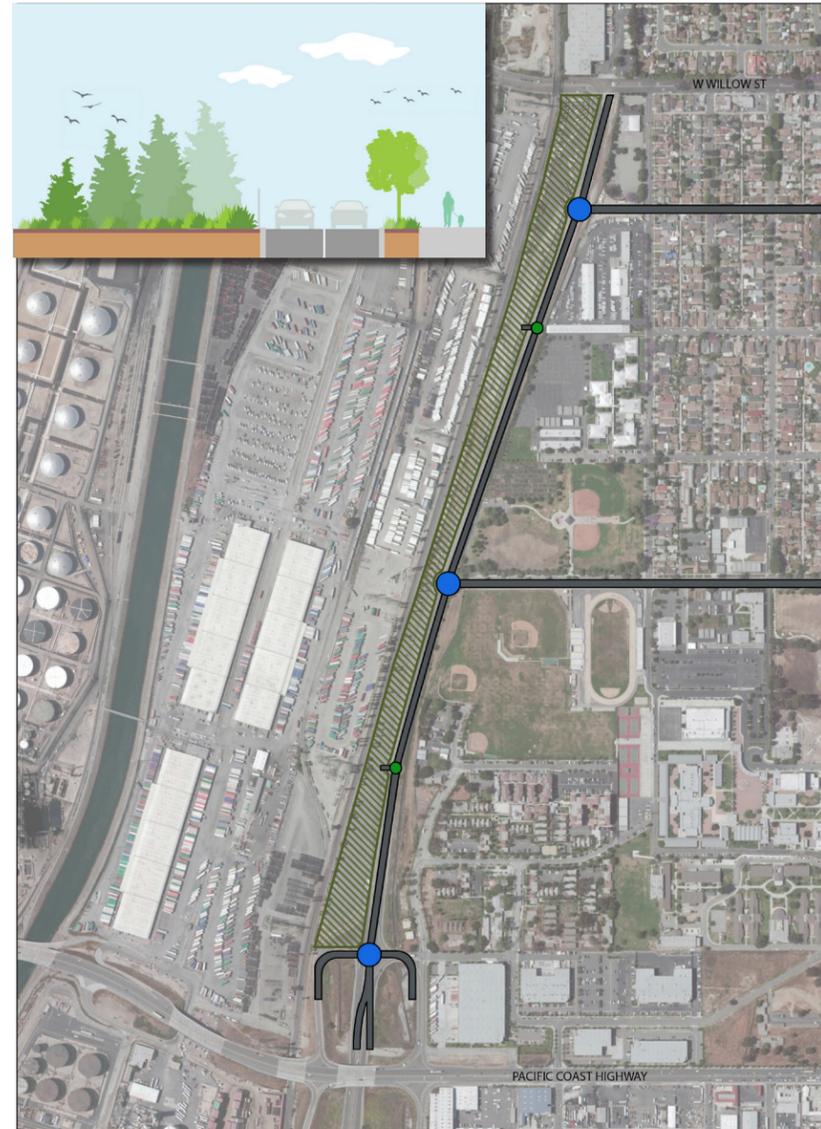


BENEFITS/TRADEOFFS

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ADDITIONAL COMMENTS

ROADWAY ALONG THE EAST



BENEFITS/TRADEOFFS

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ADDITIONAL COMMENTS

NO ROADWAY



BENEFITS/TRADEOFFS

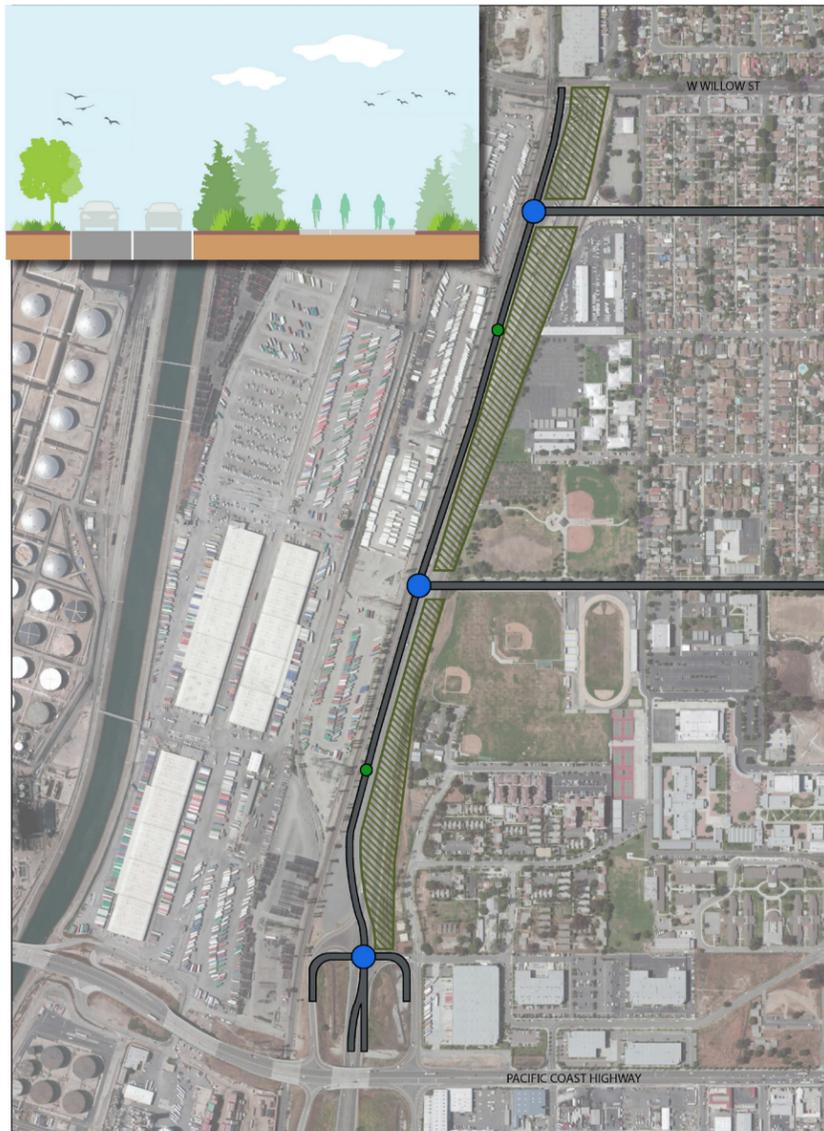
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WHERE SHOULD THE ROAD GO?

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ROADWAY ALONG THE WEST



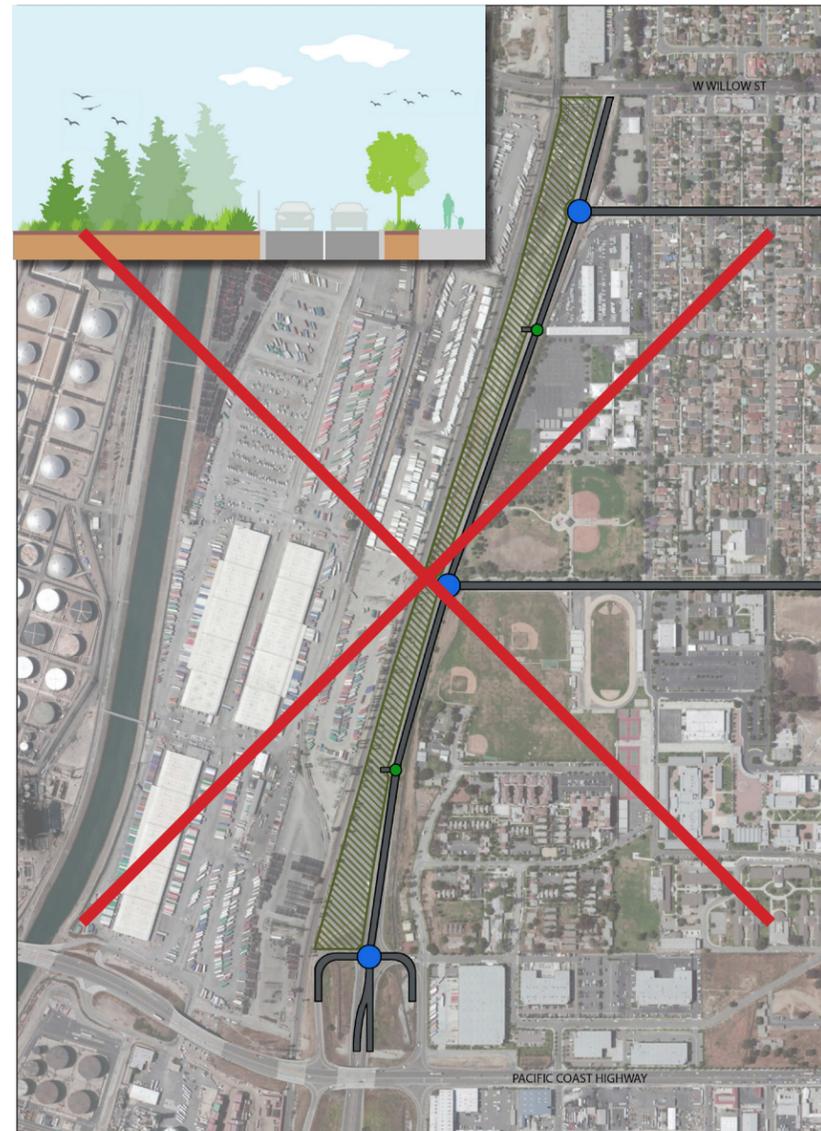
BENEFITS/TRADEOFFS

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ADDITIONAL COMMENTS

Kids can move easily and cross into green space in this scheme

ROADWAY ALONG THE EAST



BENEFITS/TRADEOFFS

- Contiguous buffer space
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- New connection to the community

ADDITIONAL COMMENTS

NO ROADWAY



BENEFITS/TRADEOFFS

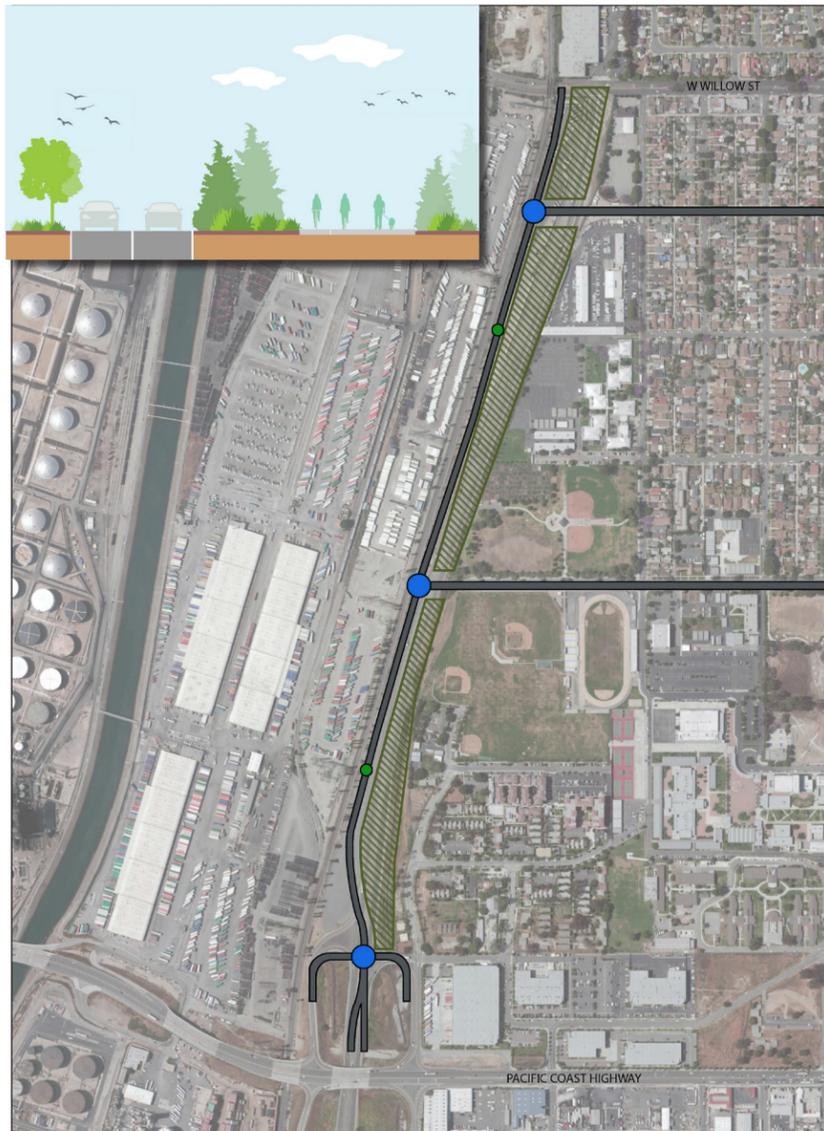
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ADDITIONAL COMMENTS

WHERE SHOULD THE ROAD GO?

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ROADWAY ALONG THE WEST

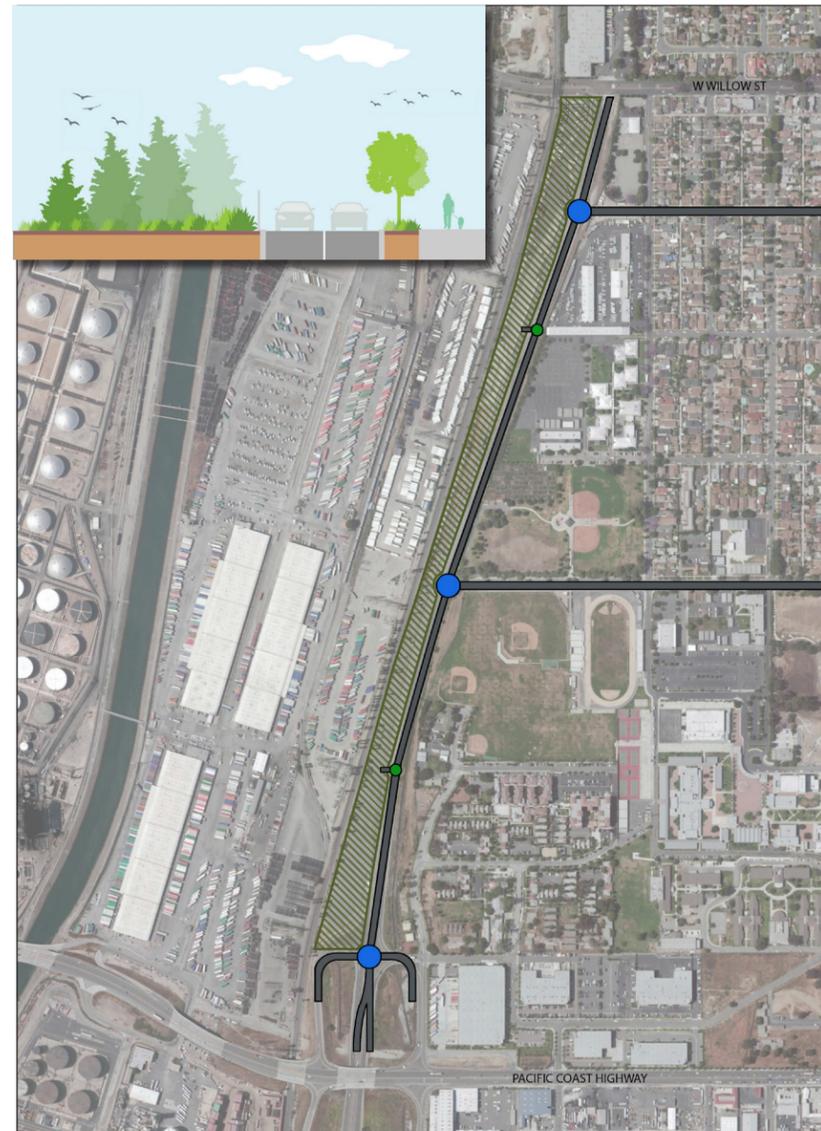


BENEFITS/TRADEOFFS

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ADDITIONAL COMMENTS

ROADWAY ALONG THE EAST



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ADDITIONAL COMMENTS

NO ROADWAY



BENEFITS/TRADEOFFS

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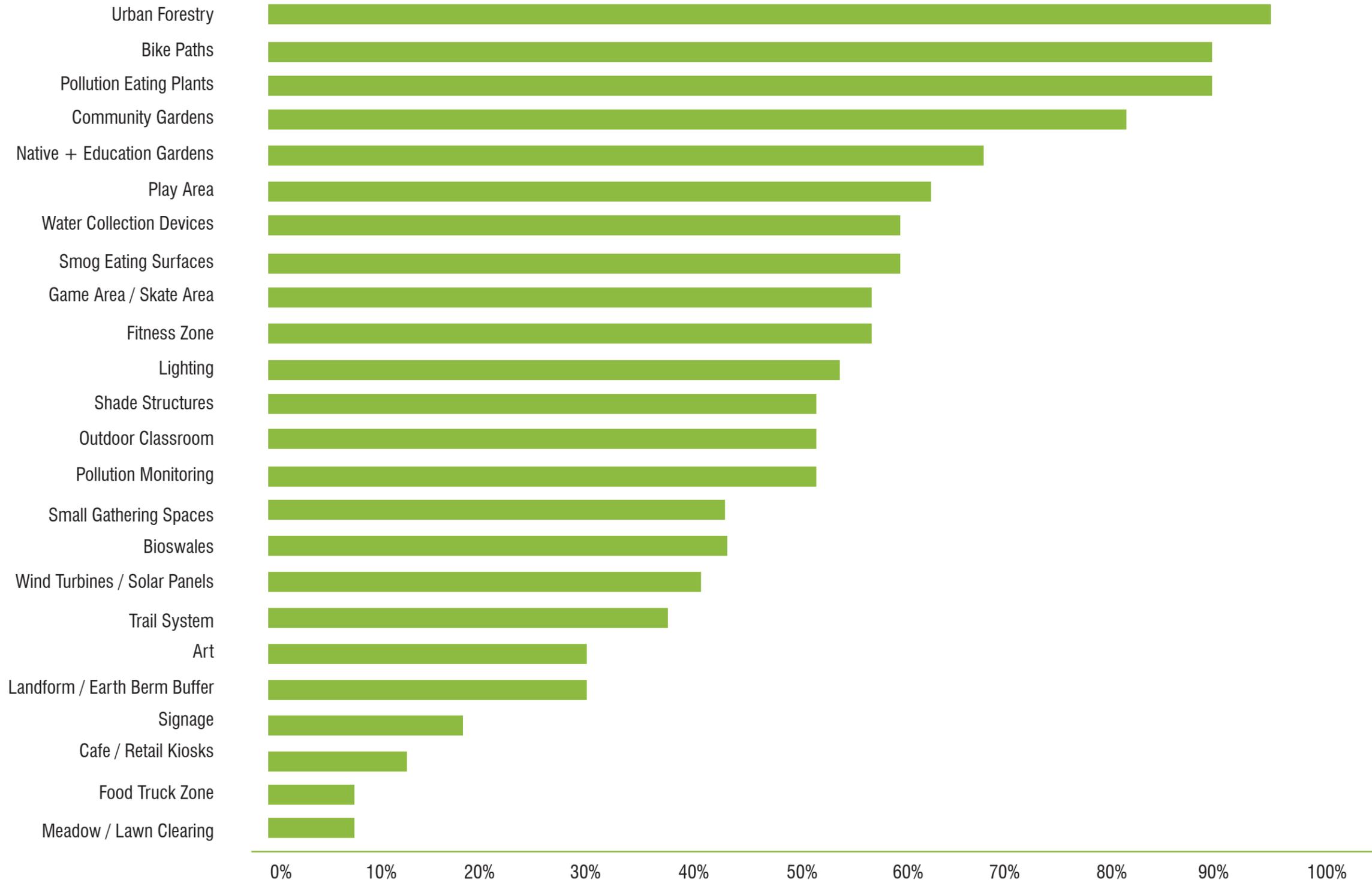
ADDITIONAL COMMENTS

Look at Alameda as an expressway for trucks
Everyone at the table likes this scheme the best
Encourage truck traffic to Alameda; not to 710



WORKSHOP 2 RESULTS: PROGRAMMATIC ELEMENTS

should include the following programming elements...



Percentage of people that supported each programming element

Tⁱ

should include the following programming elements...

Images below were shown to the community. Each element is shown in the order ranked by the community as is summarized on page 23.

Urban Forestry

1



Bike Paths

2



Pollution Eating Plants

3



Community Gardens

4



Native + Education Gardens

5



Play Area

6



Water Collection Devices

7



Smog Eating Surfaces

8



Game Area / Skate Area

9



Fitness Zone

10



Lighting

11



Shade Structures

12



T^l

should include the following programming elements...

Outdoor Classroom



Pollution Monitoring



Small Gathering Spaces



Bioswales



Wind Turbines / Solar Panels / Green Energy



Trail System



Art



Landform / Earth Berm Buffer



Signage



Cafe/Retail Kiosks



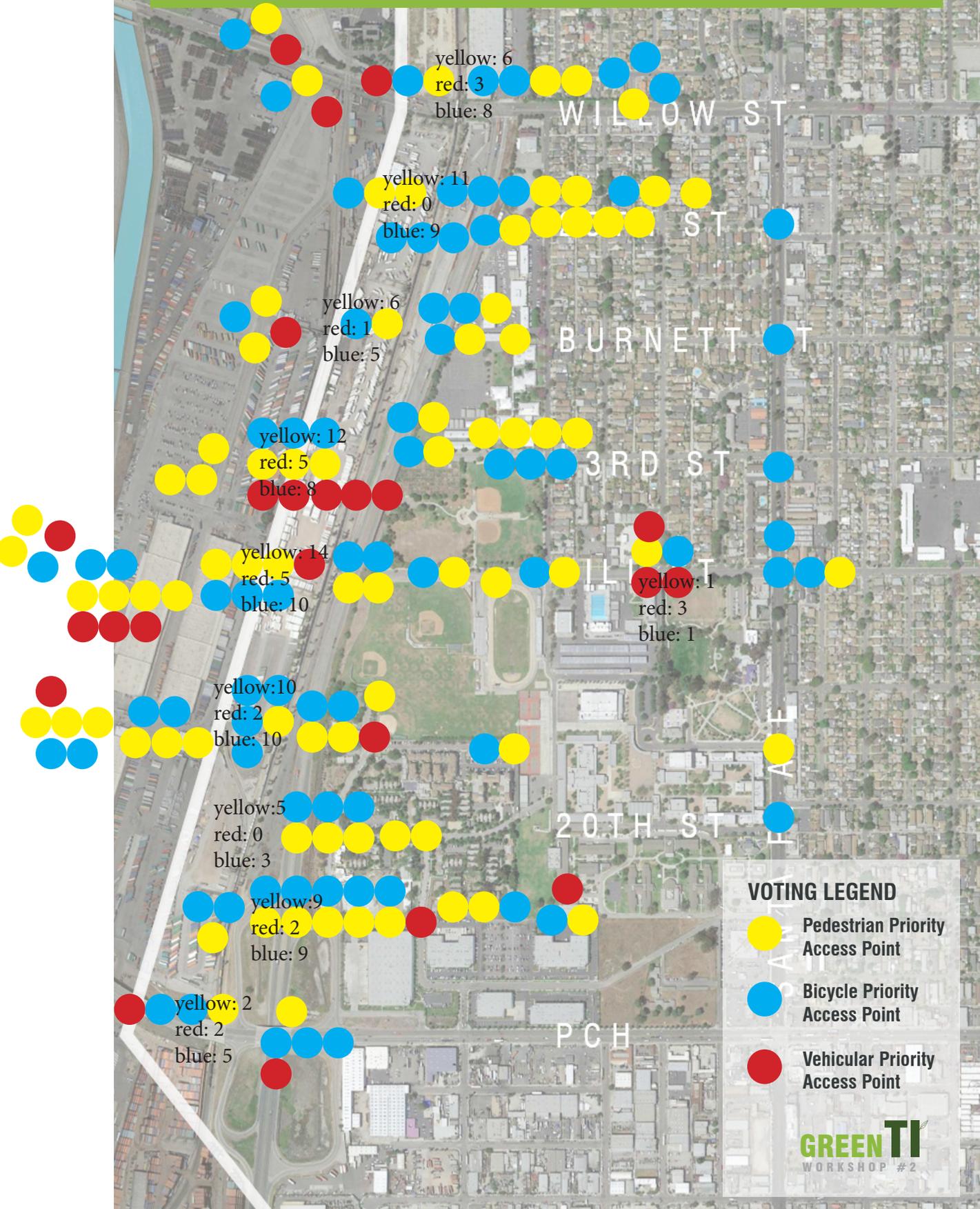
Food Truck Zone



Meadow / Lawn Clearing



WHERE SHOULD THE ACCESS POINTS BE LOCATED?



VOTING LEGEND

- Pedestrian Priority Access Point
- Bicycle Priority Access Point
- Vehicular Priority Access Point

